GRE FEBRUARY 2025

PROJECT ID: 1130-65-76

COUNTY: OUTAGAMIE

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 = 1068



N

26

DESIGN DESIGNATION

			CTH E
A.A.D.T.	2027	=	33,705
A.A.D.T.	2047	=	49,975
D.H.V.		=	--
D.D.		=	0.5
T.		=	4.0%
DESIGN SPEED		=	40 MPH
ESALS		=	4,900,000

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1130-65-76	WISC 2025323	1

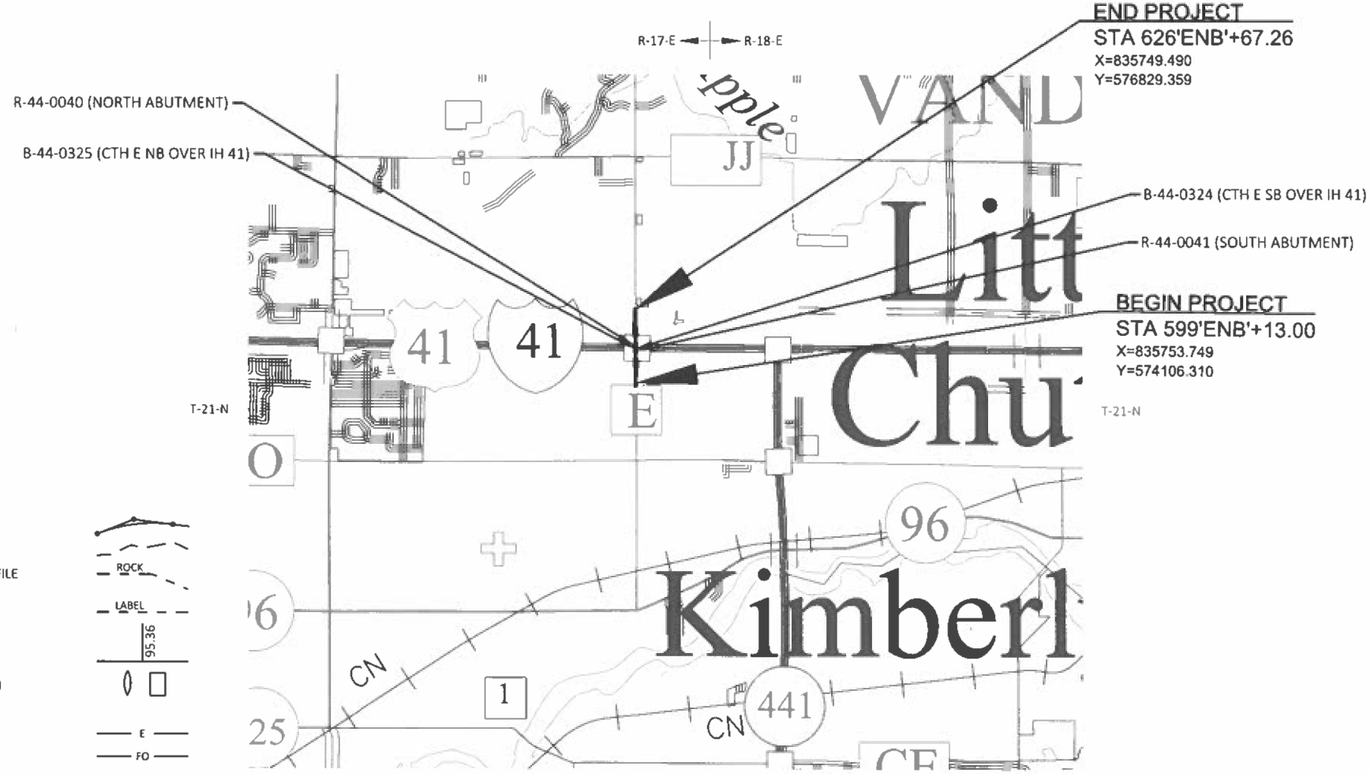
APPLETON - DE PERE

BALLARD RD (CTH E) INTCHG

IH 41

OUTAGAMIE COUNTY

STATE PROJECT NUMBER
1130-65-76



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.522 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

STRUCTURE SUMMARY TABLE

BRIDGES	RETAINING WALLS
B-44-0324	R-44-0040
B-44-0325	R-44-0041

SIGN STRUCTURES
- S-44-0367
- S-44-0369
- S-44-0370
- S-44-0371
- S-44-0373
- S-44-0401
- S-44-0403

ORIGINAL PLANS PREPARED BY

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

WISCONSIN SCOTT R. STEVENSON E-43799 MENOMONEE FALLS, WI PROFESSIONAL ENGINEER

10/28/24 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	JACOBS
Project Manager	TIMOTHY VERHAGEN
Regional Examiner	
Regional Supervisor	ERIC GWIDT

APPROVED FOR THE DEPARTMENT

DATE: 10/29/24 (Signature)

E

FILE NAME : C:\USERS\STEVENS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-010101-TI.DWG PLOT DATE : 10/21/2024 3:58 PM PLOT BY : STEVENSON, SCOTT PLOT NAME :

UTILITY CONTACTS

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221 WEST WASHINGTON STREET
APPLETON, WI 54911
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kw715w@att.com

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MARK LAHAY
100 NORTH APPLETON STREET
APPLETON, WI 54911
(920) 832-6486
mark.lahay@appleton.org

CITY OF APPLETON - WATER
MARK LAHAY
100 NORTH APPLETON STREET
APPLETON, WI 54911
(920) 832-6486
mark.lahay@appleton.org

LEVEL 3 COMMUNICATIONS LLC - COMMUNICATION LINE
RYAN BIRDSALL
3235 INTERTECH DRIVE, SUITE 600
BROOKFIELD, WI 53045
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ryan.birdsall@lumen.com

NET LEC LLC - COMMUNICATION LINE
RICK VINCENT
470 SECURITY BOULEVARD
GREEN BAY, WI 54313
(920) 617-7316
rick.vincent@nsight.com

SPECTRUM - COMMUNICATION LINE
JODY THIEL
3520 EAST DESTINATION DRIVE
APPLETON, WI 54915
(920) 831-9258
jody.thiel@charter.com

TDS METROCOM LLC - COMMUNICATION LINE
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steve.bishop@tdstelecom.com

WE ENERGIES - ELECTRICITY
ZACH DUGA
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54914
(920) 450-9314
zachary.duga@we-energies.com

WE ENERGIES - GAS/PETROLEUM
CODY BECKMAN
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54914
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cody.beckman@we-energies.com

STATE AGENCIES

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JZEINERT@MI-TECH.US

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OUTAGAMIE COUNTY SURVEYOR
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DAVID.YURK@OUTAGAMIE.ORG
DIRECT: (920) 843-5736
MAIN: (920) 832-2039

U.S. ARMY CORPS OF ENGINEERS
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ST. PAUL, MN 55101-1678
PHONE: (651) 290-5378
JOEY.R.SHOEMAKER@USACE.ARMY.MIL

U.S. FISH AND WILDLIFE SERVICE
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DARIN_SIMPKINS@FWS.GOV

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SCOTT.STEVENSON@JACOBS.COM

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GREEN BAY, WI 54304
PHONE: (920) 362-1267
TIMOTHY.VERHAGEN@DOT.WI.GOV

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
EXISTING TYPICAL SECTIONS
INTERIM TYPICAL SECTIONS
FINISHED TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVEMENT GRADES
CURB RAMP DETAILS
FTMS PLANS
CROSS SECTION MATCHLINES
EROSION CONTROL PLAN
STORM SEWER PLAN
LANDSCAPE PLAN
SIGNING REMOVAL PLAN
PERMANENT SIGNING
LIGHTING PLAN
TRAFFIC SIGNAL PLANS
PAVEMENT MARKING PLAN
TRAFFIC CONTROL
DETOUR PLAN
FENCING PLAN
ALIGNMENT PLAN
BENCHMARK

2

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	GENERAL NOTES	SHEET 2	E

2

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

5 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 5 FEET, 8 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 8 FEET, 10 FOOT WIDE SIDEWALK REQUIRES TRANSVERSE JOINTS SPACED AT 10 FEET.

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

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

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

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE. CURB AND GUTTER RADII DIMENSIONS ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

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

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

PIPE UNDERDRAIN REMOVALS INCIDENTAL TO COMMON EXCAVATION.

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

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED.

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

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

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

THE FOLLOWING PARCELS WILL NOT BE ACQUIRED PRIOR TO THE START OF THIS PROJECT'S CONSTRUCTION.

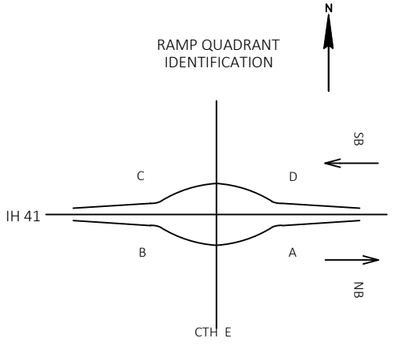
PARCEL NUMBER	OWNER(S)
166	ROBERT M. HALVERSON AND DIANE M. HALVERSON
167	CHRISTOPHER D. HAMMEN AND KARLA J. HAMMEN
168	DAVID LANCELLO AND CHERYL B. LANCELLO
169	RUSSELL P. BROWN AND SARA R. BROWN
171	ANGELA VOIGT
174	DAVID E. THORSON AND JANE E. THORSON
176	RONALD C. RZEPKA, JR.
177	MATTHEW J. KIFFE
178	NATHAN SMITH AND KAITLIN MAE MEYER
196	2501 ENTERPRISE, LLC (UNITS 1 & 4) ENTERPRISE 2007, LLC (UNITS 2, 3 & 5)
204	THEDACARE, INC.

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS AND GRADIATIONS:

LOCATION	BID ITEM	HMA PAVEMENT TYPE	TOTAL PAVEMENT THICKNESS	LAYERS
CTH E SHOULDER IH 41 RAMP SHOULDER	HMA PAVMENT	4 LT 58-28 S	3.5"	3.5" LAYER
IH 41 WIDENING CTH E INTERIM RAMPS	ASPHALTIC SURFACE	4 MT 58-28 S 3 MT 58-28 S	5"	1.75" UPPER 3.25" LOWER
PARK AND RIDE DRIVEWAY ENTRANCE	HMA PAVMENT	4 LT 58-28 S 3 LT 58-28 S	4"	2" UPPER 2" LOWER
PARK AND RIDE PARKING LOT	HMA PAVMENT	4 LT 58-28 S	2"	2" LAYER

REFERENCE LINE CALLOUTS

NONE - IH41
NB - IH41 NORTHBOUND
SB - IH41 SOUTHBOUND
CAP- W CAPITOL DRIVE
E - EXISTING CTH E R/L
EA - CTH E/BALLARD RD NB ON RAMP
EB - CTH E/BALLARD RD NB OFF RAMP
EC - CTH E/BALLARD RD SB ON RAMP
ED - CTH E/BALLARD RD SB OFF RAMP FROM RAMP SW
EDE - CTH E/BALLARD RD SB OFF RAMP FROM SB IH41
EAA - CTH E NB TO RAMP EA
EBB - RAMP EB TO CTH E SB
ECC - CTH E SB TO RAMP EC
EDD - RAMP ED TO CTH E NB
ENB - CTH E/N BALLARD RD NB
ESB - CTH E/N BALLARD RD SB
EAT - CTH E/BALLARD RD NB ON RAMP TEMPORARY
EBT - CTH E/BALLARD RD NB OFF RAMP TEMPORARY
ECT - CTH E/BALLARD RD SB ON RAMP TEMPORARY
EDT - CTH E/BALLARD RD SB OFF RAMP TEMPORARY



STANDARD ABBREVIATIONS

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

2

2

2

N

BEGIN CONSTRUCTION
STA 829'ECT'+57.89

R/L NB

R/L SB

R/L ECT

N-44-0017
(CONSTRUCTED UNDER
PROJ ID 1130-65-71)

BEGIN CONSTRUCTION
STA 838'EBT'+29.07

IH 41 MAINLINE
FUTURE WORK CONSTRUCTED
UNDER PROJ ID 1165-30-71/72

IH 41 SB

IH 41 NB

R/L EC

RAMP ECT

RAMP EC

R/L ECC

S-44-0370

B-44-325

RAMP ECC

R/L EB

R/L EBT

S-44-0367

R-44-0041

RAMP EBT

RAMP EB

R/L EBB

RAMP EBB

S-44-0371

R-44-0040

S-44-0401

B-44-324

RAMP EDD

R/L EDD

RAMP ED

RAMP EAA

RAMP EA

R/L EAA

S-44-0369

R/L ESB

R/L ENB

S-44-0373

R/L EDT

R/L ED

RAMP EDT

R/L EAT

R/L EA

RAMP EAT

END CONSTRUCTION
STA 310'EDT'+14.07

IH 41 MAINLINE
FUTURE WORK CONSTRUCTED
UNDER PROJ ID 1130-65-71/72

R/L EDE

END CONSTRUCTION
STA 872'EAT'+09.75

CTH E/N BALLARD RD

END PROJECT
STA 626'ENB'+67.26
X=835749.490
Y=576829.359

EVERGREEN DRIVE

PARK N RIDE
TO BE REPAVED

N JUANITA LN

COMMERCE CT

BEGIN CONSTRUCTION
STA 15'CAP'+53.08

R/L CAP

S-44-0403

END CONSTRUCTION
STA 22'CAP'+40.19

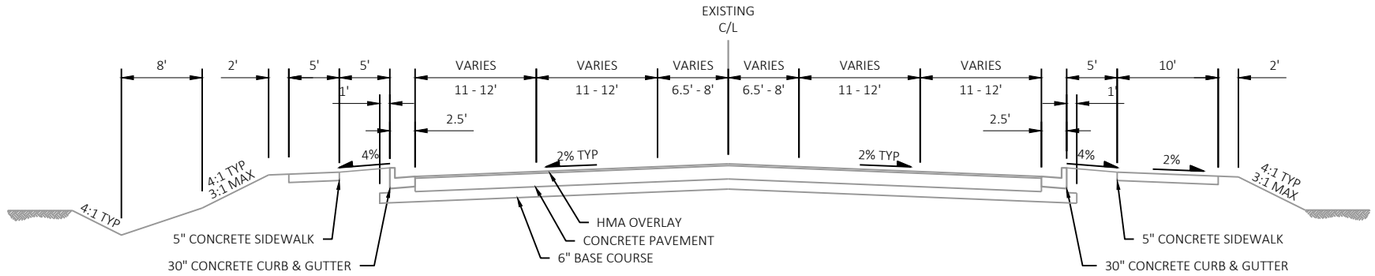
W CAPITOL DRIVE

CTH E/
N BALLARD RD

BEGIN PROJECT
STA 599'ENB'+13.00
X=835753.749
Y=574106.310

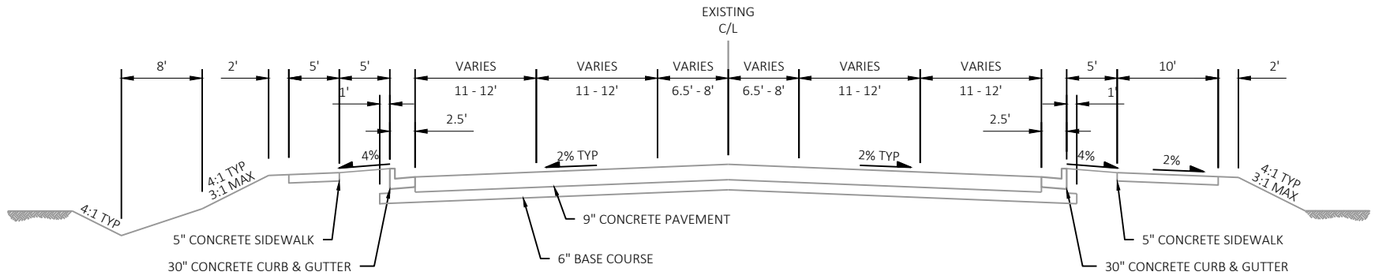
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 4	E

2



TYPICAL EXISTING SECTION
CTH E ROAD

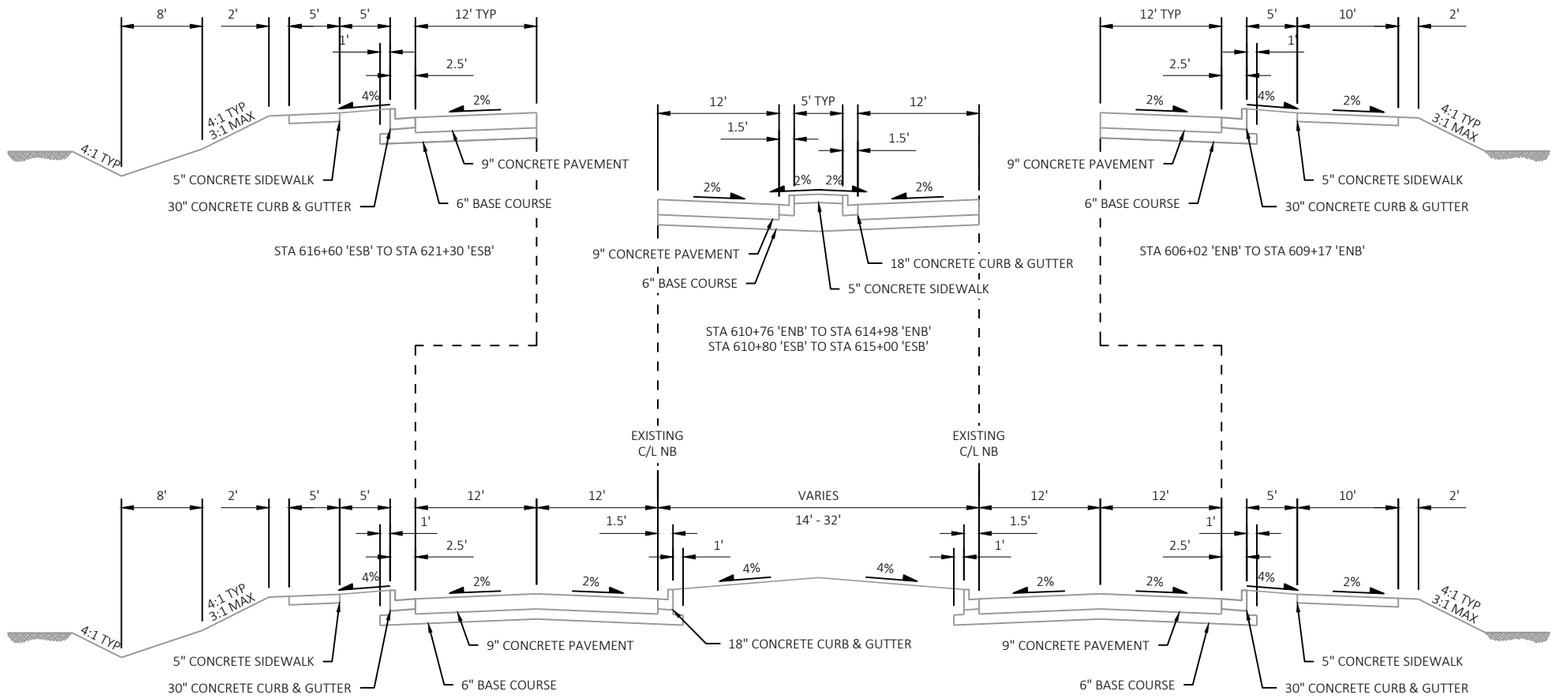
STA 599+13 'ENB' TO STA 599+64 'ENB'
STA 599+16 'ESB' TO STA 599+67 'ESB'



TYPICAL EXISTING SECTION
CTH E ROAD

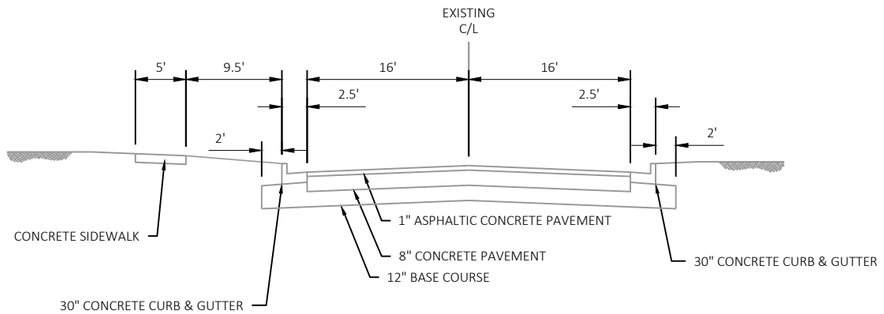
STA 599+64 'ENB' TO STA 602+74 'ENB'
STA 599+67 'ESB' TO STA 602+78 'ESB'

2



TYPICAL EXISTING SECTION
CTH E ROAD

STA 602+74 'ENB' TO STA 626+67 'ENB'
STA 602+78 'ESB' TO STA 625+47 'ESB'



TYPICAL EXISTING SECTION
CAPITOL DRIVE

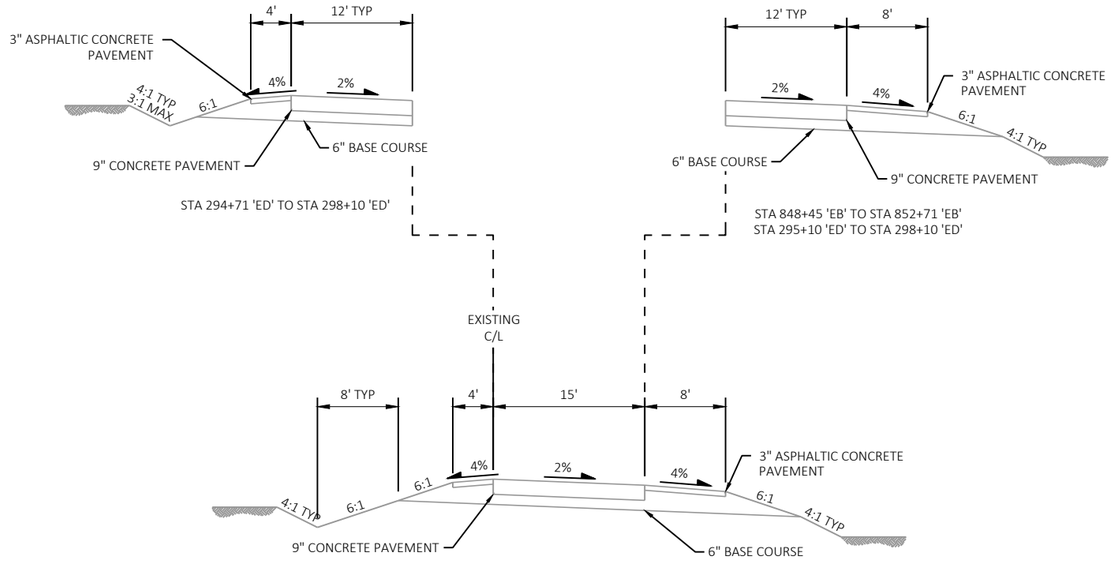
STA 15+53 'CAP' TO STA 21+22 'CAP'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-020311-TS.DWG
LAYOUT NAME - 02

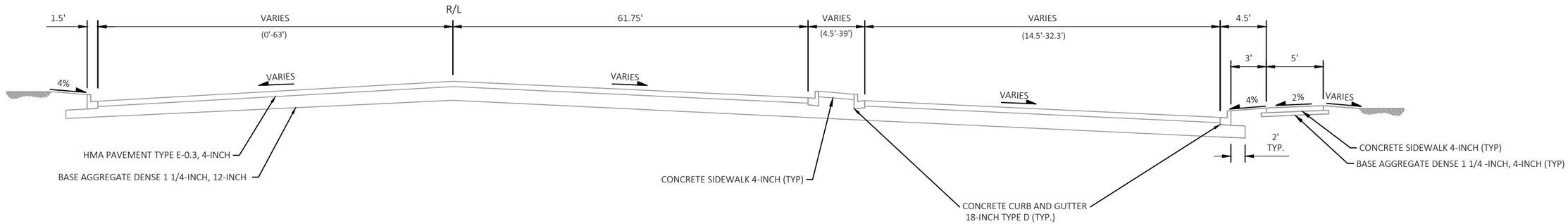
PLOT DATE : 10/20/2024 9:07 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1:15

2



TYPICAL EXISTING SECTION
CTH E RAMPS

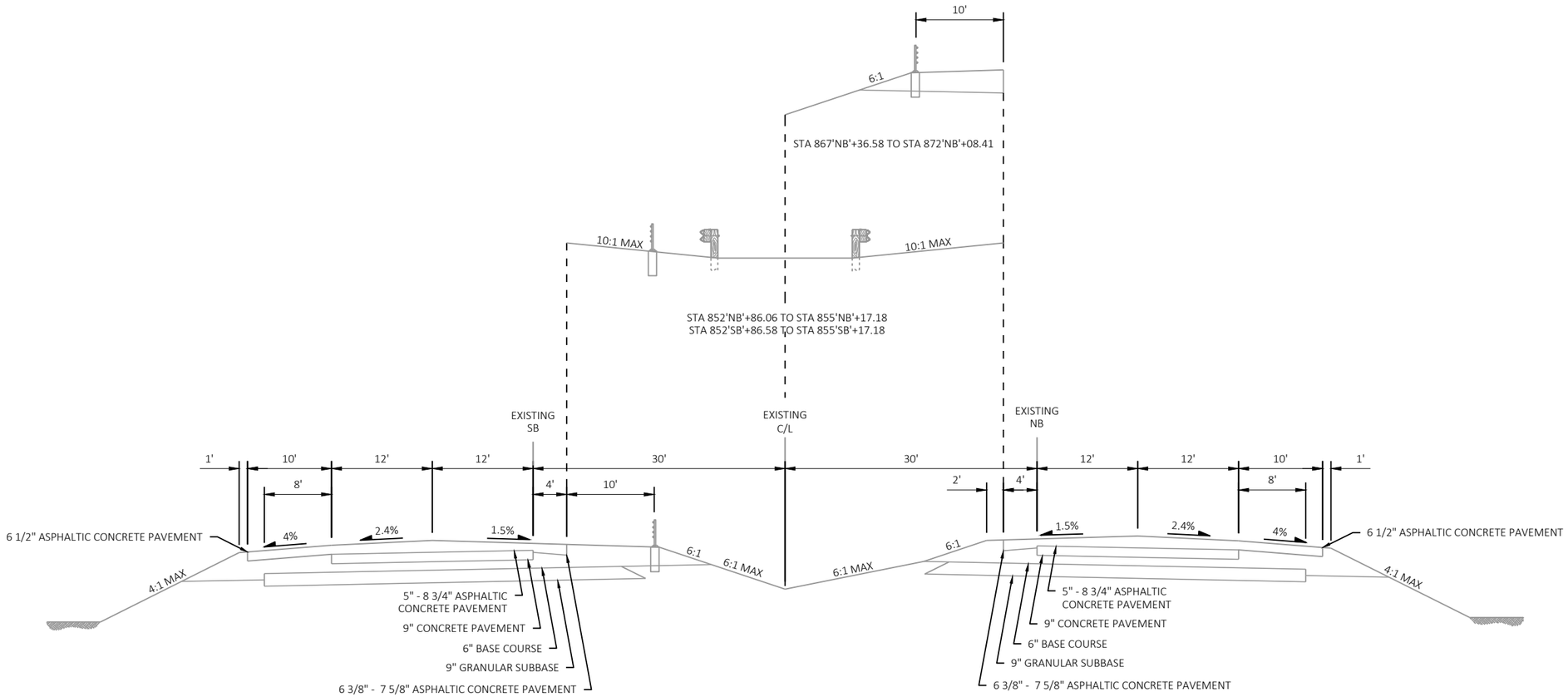
STA 855+24 'EA' TO STA 864+17 'EA'
STA 844+03 'EB' TO STA 852+71 'EB'
STA 844+48 'EC' TO STA 852+62 'EC'
STA 294+71 'ED' TO STA 303+69 'ED'



TYPICAL EXISTING SECTION
PARK AND RIDE LOT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 7	E

2

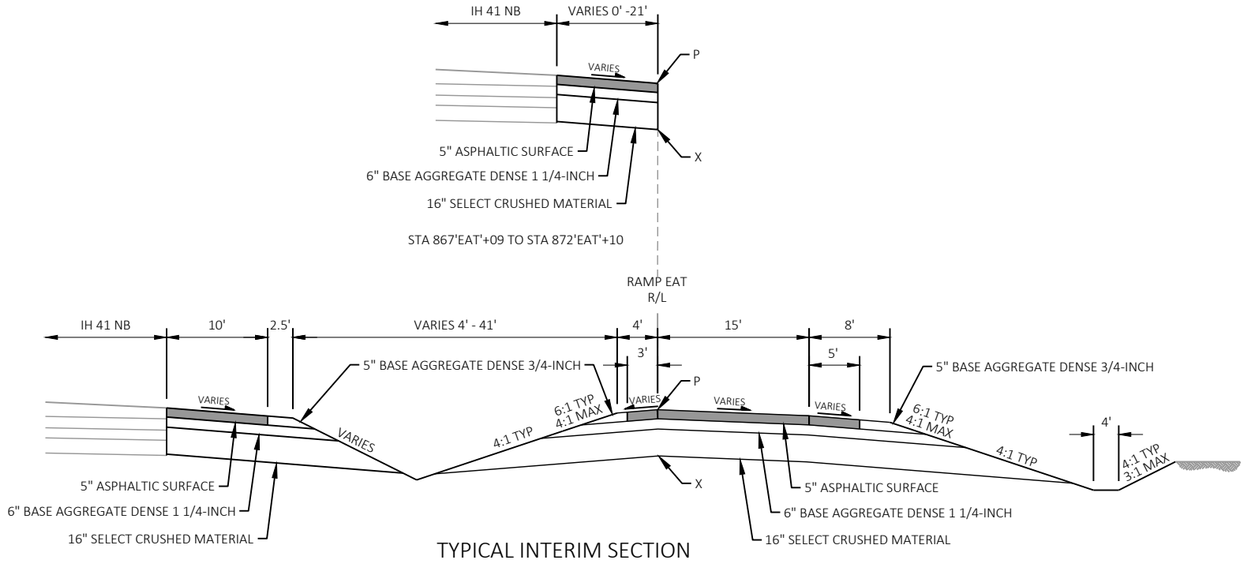


TYPICAL EXISTING SECTION
IH 41

STA 838'NB'+29.62 TO STA 872'NB'+08.41
STA 829'SB'+55.32 TO STA 868'SB'+48.22

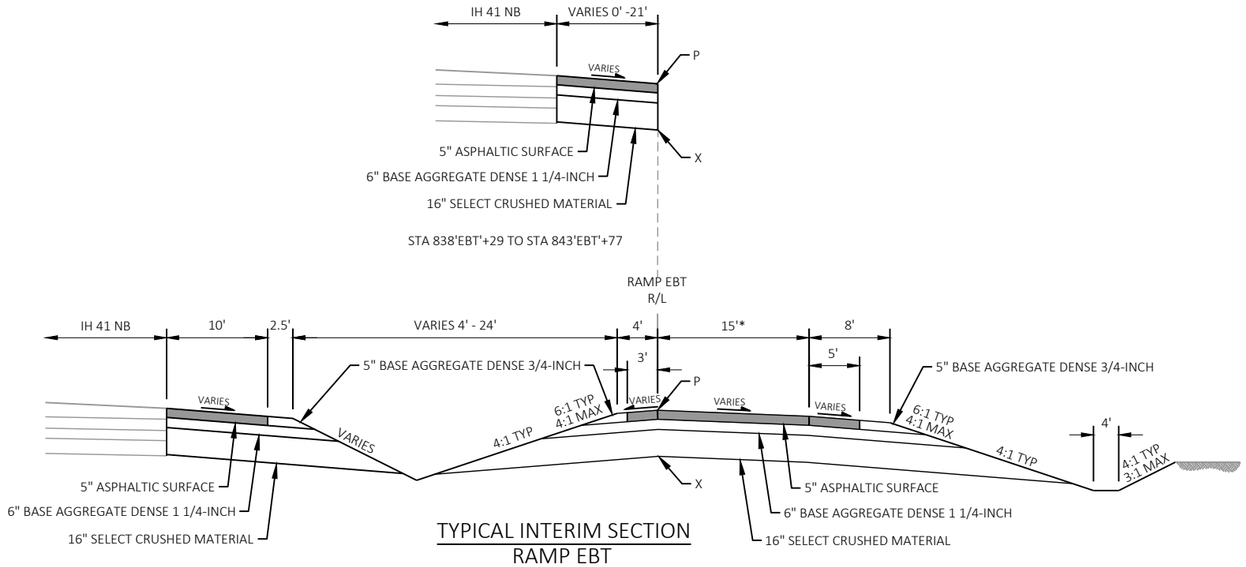
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 8	E

2



TYPICAL INTERIM SECTION
RAMP EAT

STA 863'EAT'+50 TO STA 872'EAT'+10



TYPICAL INTERIM SECTION
RAMP EBT

STA 838'EBT'+29 TO STA 845'EBT'+87

*VARIES 0' TO 15' STA 838'EBT'+29 TO STA 840'EBT'+44

LEGEND

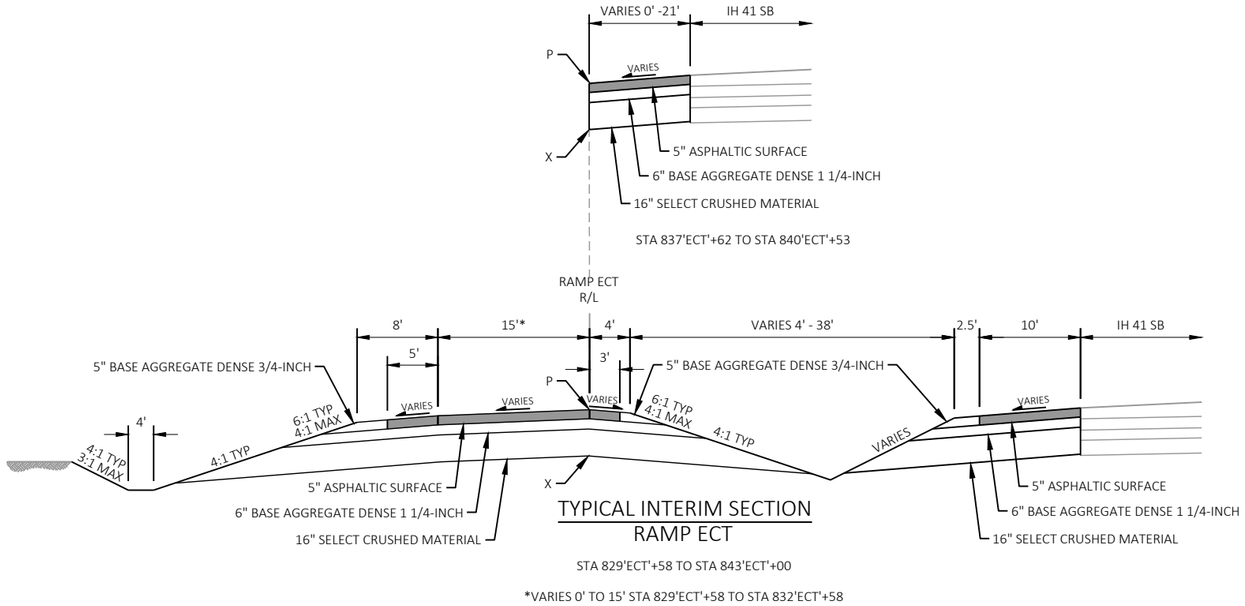
"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS - INTERIM RAMPS	SHEET 9	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025101-TC-TYPICAL.DWG
LAYOUT NAME - 10
PLOT DATE : 12/12/2024 11:50 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

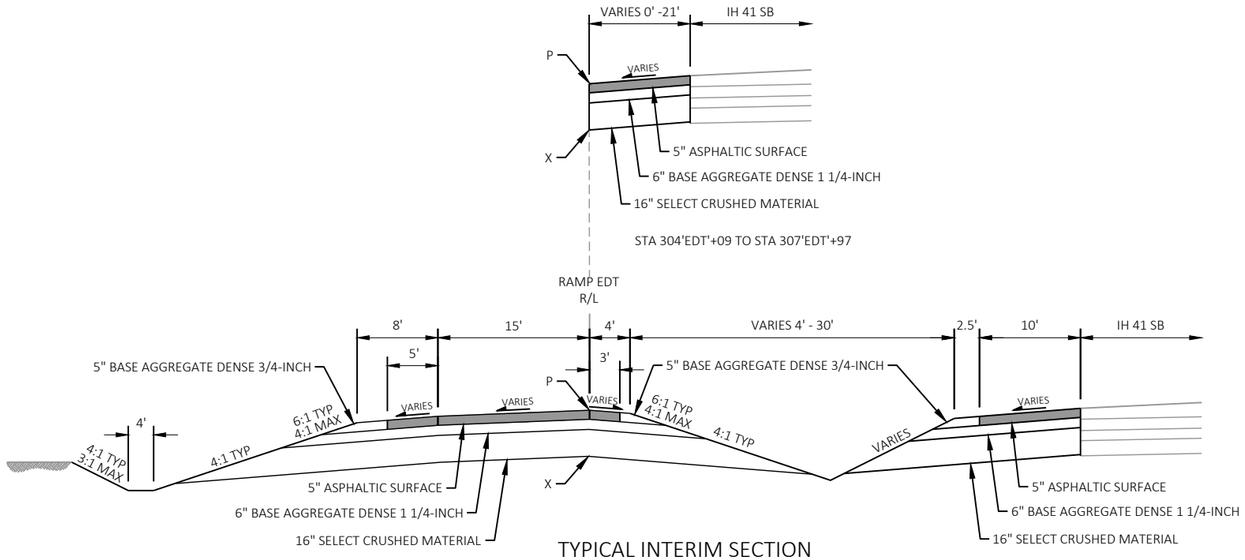
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TYPICAL INTERIM SECTION
RAMP ECT

STA 829'ECT'+58 TO STA 843'ECT'+00

*VARIES 0' TO 15' STA 829'ECT'+58 TO STA 832'ECT'+58



TYPICAL INTERIM SECTION
RAMP EDT

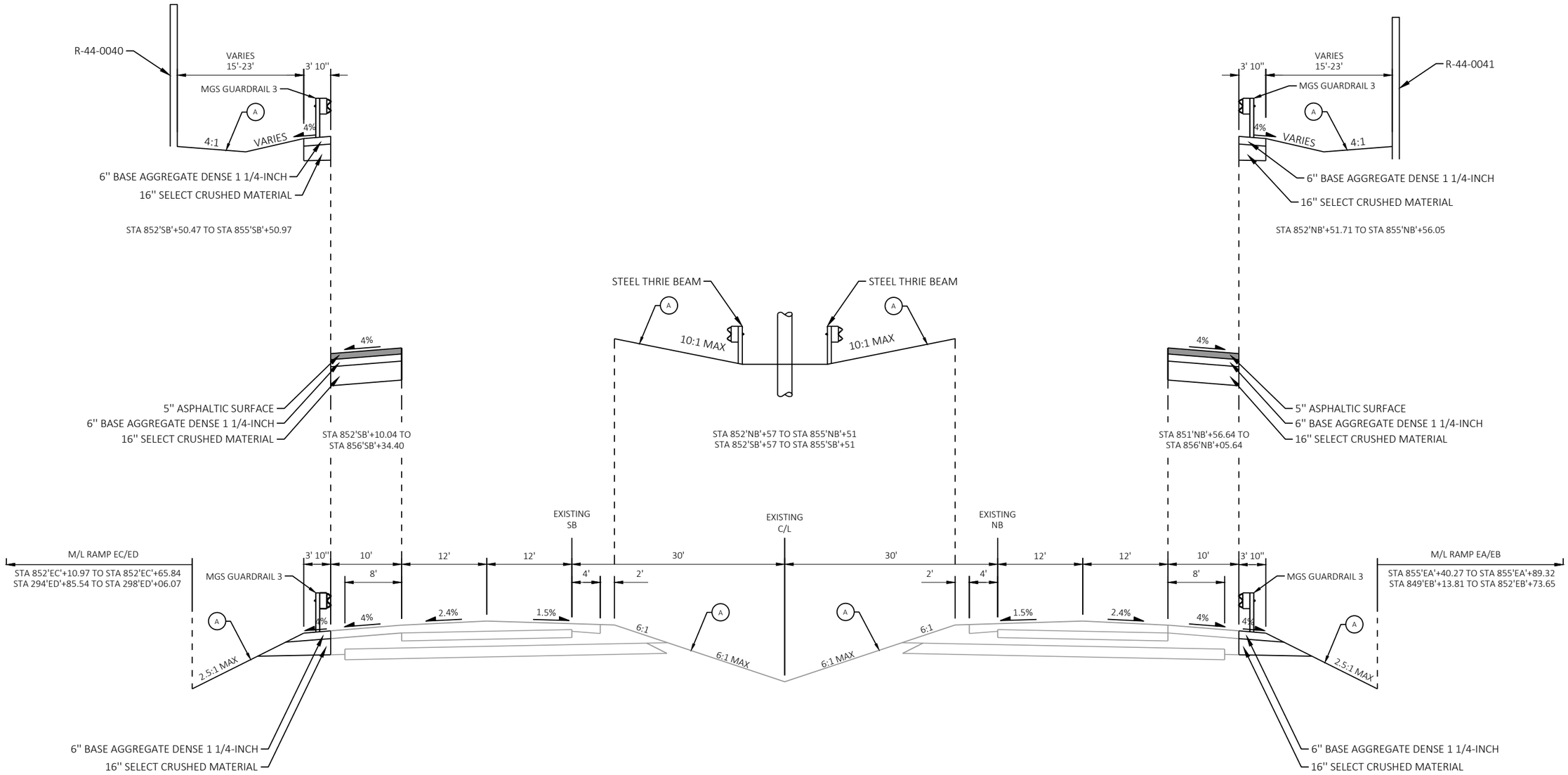
STA 301'EDT'+50 TO STA 307'EDT'+97

LEGEND

"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS - INTERIM RAMPS	SHEET 10	E



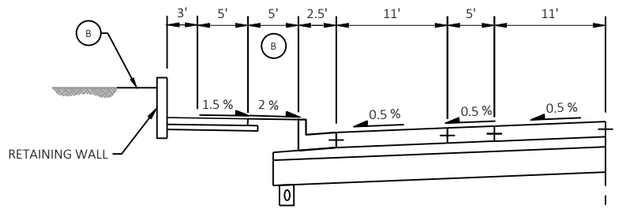
TYPICAL INTERIM SECTION
IH 41

STA 849'NB'+35.83 TO STA 856'NB'+03.08
STA 851'SB'+97.61 TO STA 858'SB'+65.57

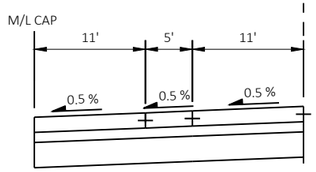
A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 11	E

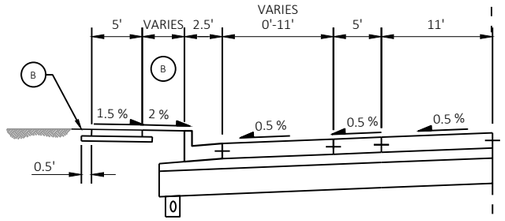
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LAYOUT NAME - 01
PLOT DATE : 10/20/2024 9:08 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : ####
WISDOT/CADDS SHEET 42



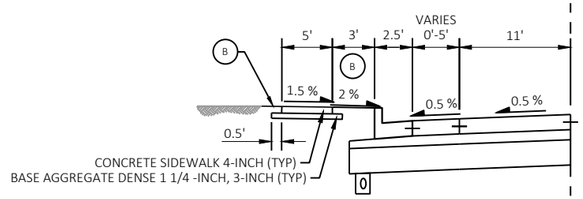
STA 600'ESB'+53.53 TO STA 600'ESB'+69.17



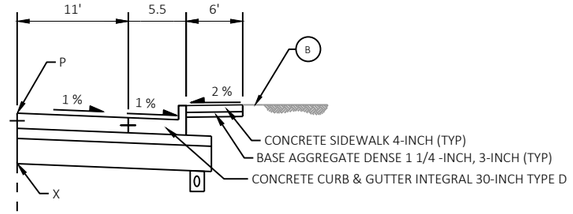
STA 599'ESB'+71.08 TO STA 600'ESB'+53.53



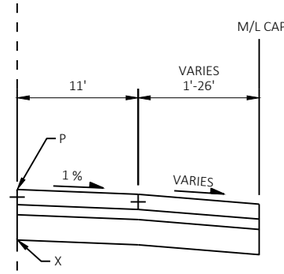
STA 599'ESB'+51.17 TO STA 599'ESB'+71.08



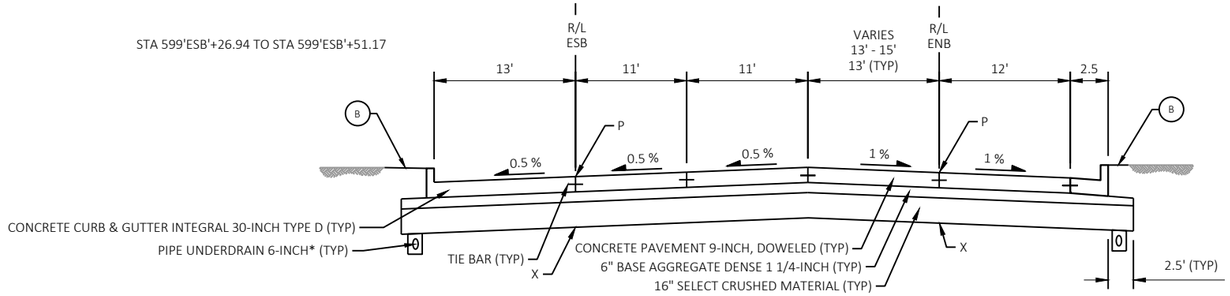
STA 599'ESB'+26.94 TO STA 599'ESB'+51.17



STA 600'ENB'+22.58 TO STA 600'ENB'+56.87



STA 599'ENB'+38.35 TO STA 600'ENB'+22.58
STA 600'ENB'+56.87 TO STA 600'ENB'+65.61



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 599'ENB'+13.00 TO STA 600'ENB'+65.61
STA 599'ESB'+16.14 TO STA 600'ESB'+69.17

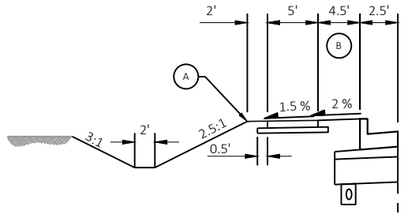
LEGEND

"P" - POINT REFERRED TO ON PROFILE

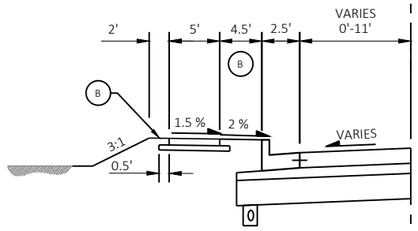
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

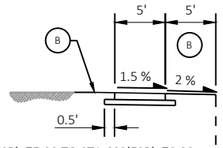
A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN



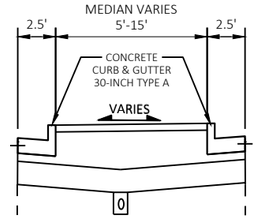
STA 603'ESB'+35.27 TO STA 605'ESB'+00.00



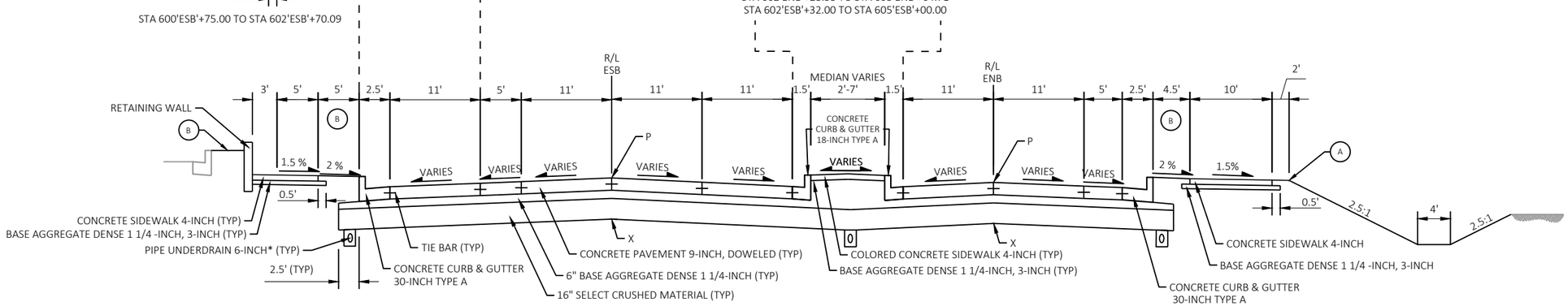
STA 602'ESB'+70.09 TO STA 603'ESB'+35.27



STA 600'ESB'+75.00 TO STA 602'ESB'+70.09



STA 602'ENB'+28.53 TO STA 603'ENB'+64.71
STA 602'ESB'+32.00 TO STA 605'ESB'+00.00



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 600'ENB'+65.61 TO STA 603'ENB'+64.71
STA 600'ESB'+69.17 TO STA 605'ESB'+00.00

LEGEND

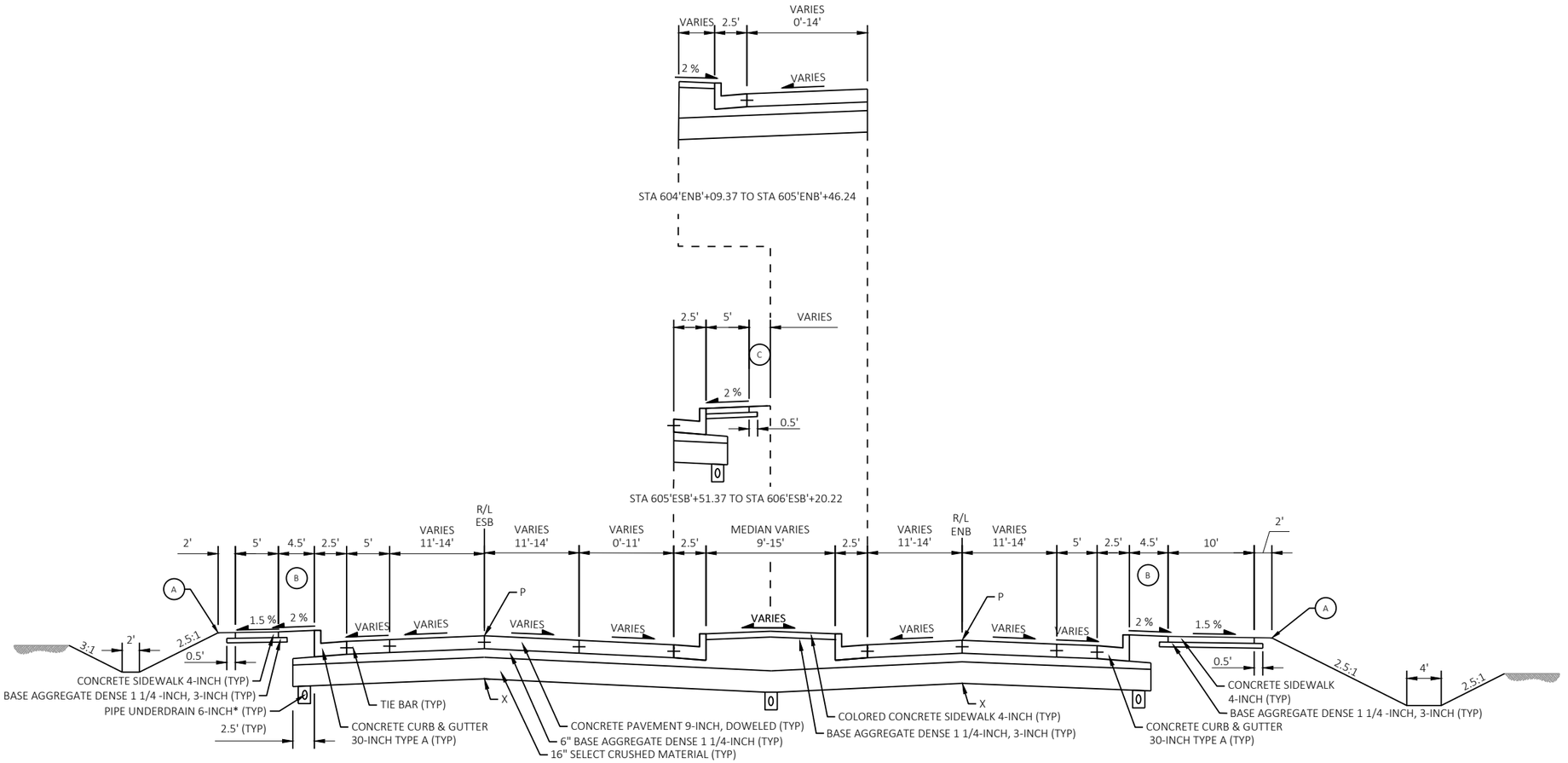
"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

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

2



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 603'ENB'+64.71 TO STA 605'ENB'+46.24
STA 605ESB'+00.00 TO STA 606'ESB'+20.22

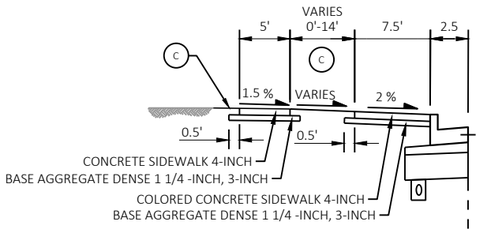
LEGEND

"P" - POINT REFERRED TO ON PROFILE

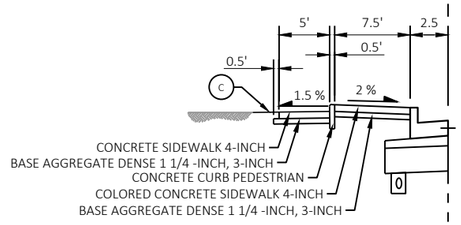
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

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



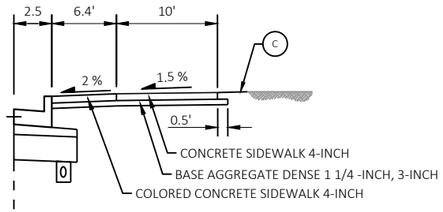
STA 609'ESB'+65.27 TO STA 610'ESB'+13.50



STA 609'ESB'+36.19 TO STA 609'ESB'+65.27

M/L RAMP EBB

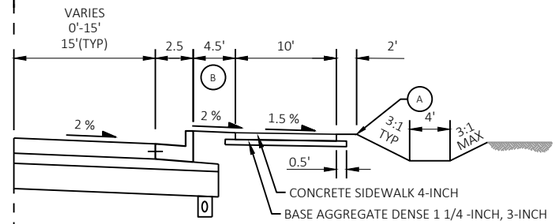
STA 608'ESB'+75.32 TO STA 609'ESB'+36.19



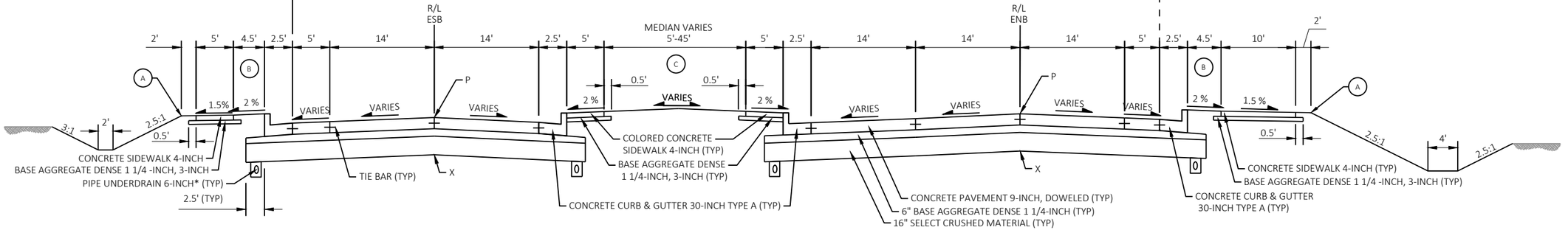
STA 608'ENB'+51.67 TO STA 610'ENB'+13.38

M/L RAMP EAA

STA 608'ENB'+14.07 TO STA 608'ENB'+51.67



STA 606'ENB'+37.28 TO STA 608'ENB'+14.07



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 605'ENB'+46.24 TO STA 610'ENB'+13.38
STA 606ESB'+20.22 TO STA 610'ESB'+13.50

LEGEND

"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

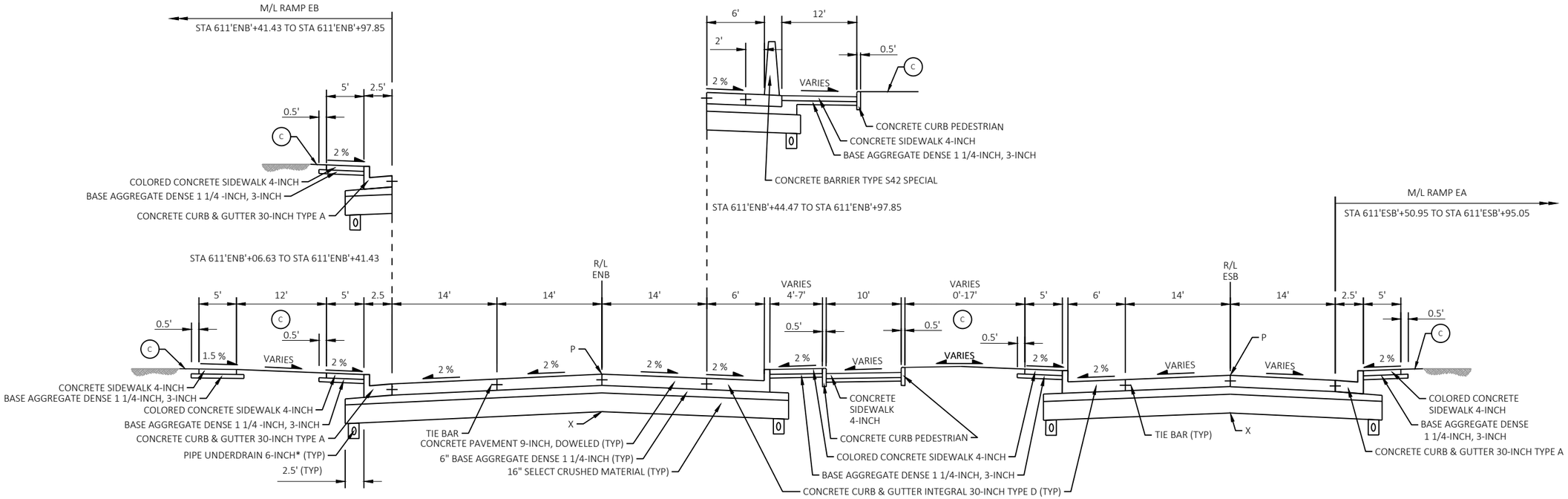
A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 15	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-020411-TS.DWG
LAYOUT NAME - 05
PLOT DATE : 12/16/2024 1:38 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : ####
WISDOT/CADDS SHEET 42

2

2



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 610'ENB'+13.38 TO STA 611'ENB'+97.85
STA 610'ESB'+13.50 TO STA 611'ESB'+95.05

B-44-324 STA 611'ESB'+95.05 TO STA 614'ESB'+17.55
B-44-325 STA 611'ENB'+97.85 TO STA 614'ENB'+18.35

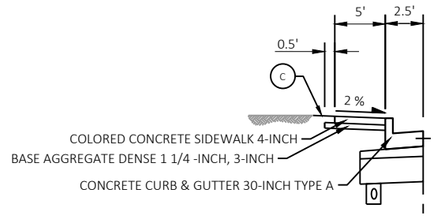
LEGEND

"P" - POINT REFERRED TO ON PROFILE

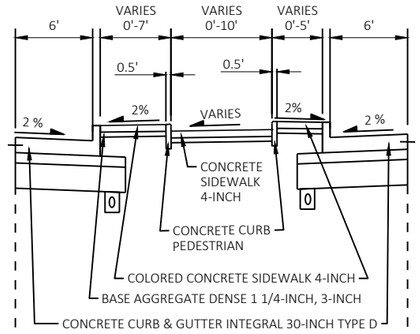
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

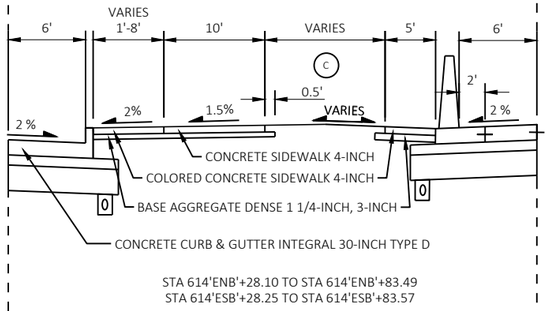
A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN



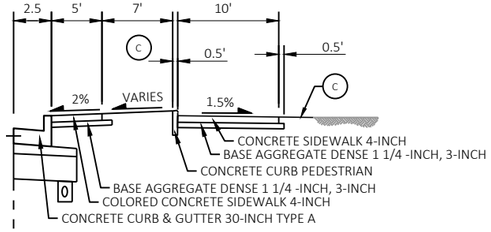
STA 614'ENB'+86.86 TO STA 615'ENB'+94.58



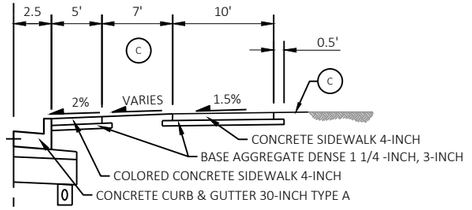
STA 614'ENB'+83.49 TO STA 615'ENB'+94.58
STA 614'ESB'+83.57 TO STA 615'ESB'+94.61



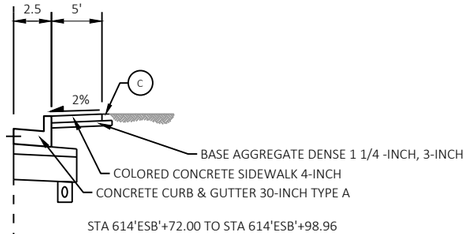
STA 614'ENB'+28.10 TO STA 614'ENB'+83.49
STA 614'ESB'+28.25 TO STA 614'ESB'+83.57



STA 615'ESB'+80.71 TO STA 615'ESB'+94.61



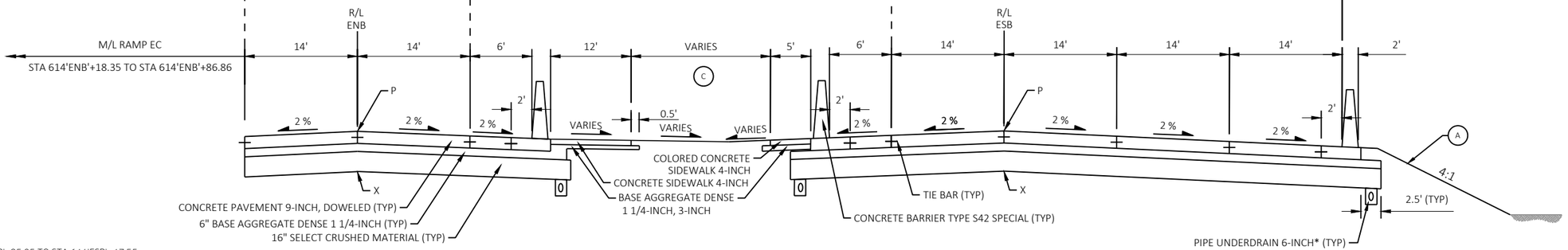
STA 614'ESB'+98.96 TO STA 615'ESB'+80.71



STA 614'ESB'+72.00 TO STA 614'ESB'+98.96

M/L RAMP ED

STA 614'ESB'+24.91 TO STA 614'ESB'+72.00



B-44-324 STA 611'ESB'+95.05 TO STA 614'ESB'+17.55
B-44-325 STA 611'ENB'+97.85 TO STA 614'ENB'+18.35

TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 614'ENB'+18.35 TO STA 615'ENB'+94.58
STA 614'ESB'+17.55 TO STA 615'ESB'+94.61

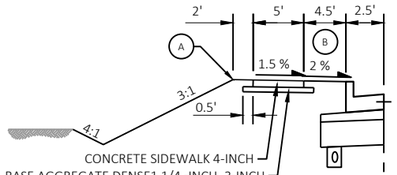
LEGEND

"P" - POINT REFERRED TO ON PROFILE

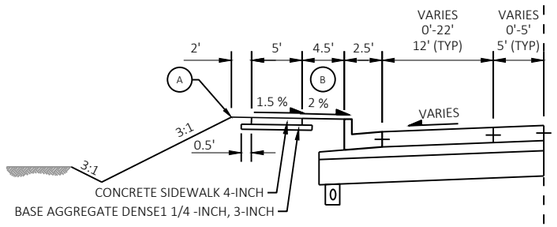
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

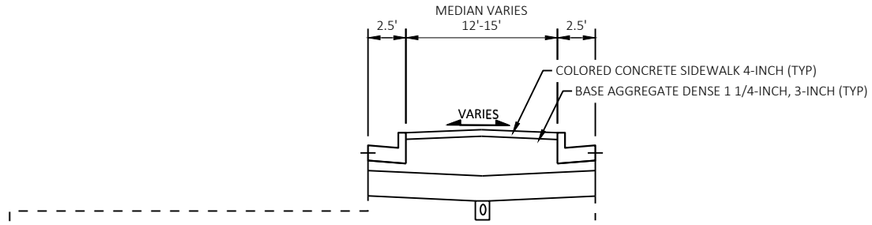
A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN



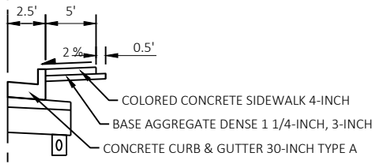
STA 623'ESB'+09.97 TO STA 625'ESB'+47.41



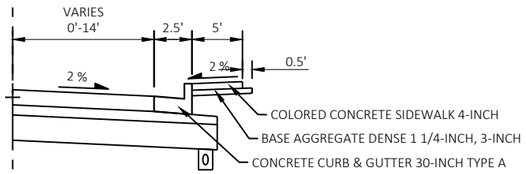
STA 618'ESB'+09.98 TO STA 623'ESB'+09.97



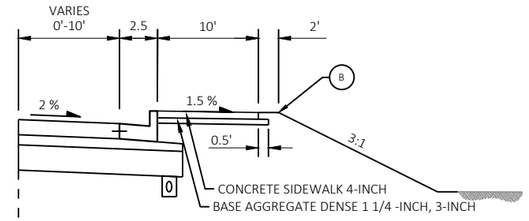
STA 624'ENB'+71.00 TO STA 625'ENB'+45.21
STA 624'ESB'+75.22 TO STA 625'ESB'+47.41



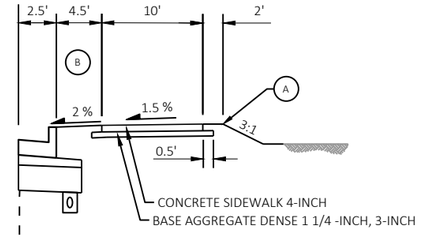
STA 623'ESB'+16.61 TO STA 624'ESB'+75.22



STA 620'ESB'+74.52 TO STA 623'ESB'+16.61



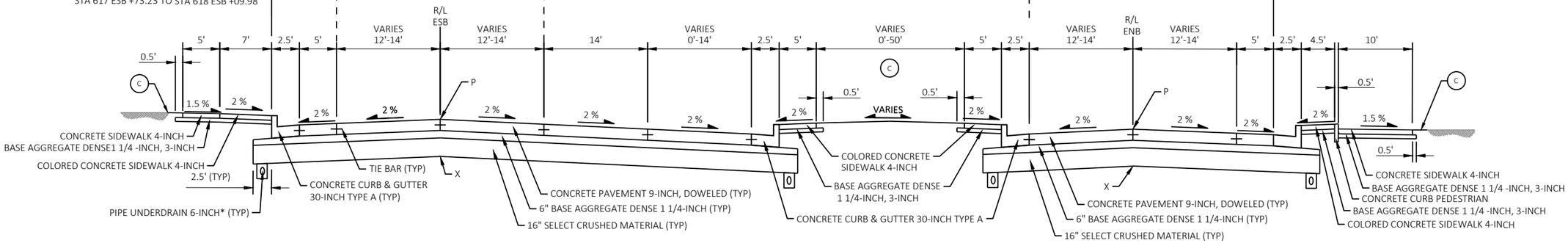
STA 622'ENB'+55.91 TO STA 625'ENB'+45.21



STA 617'ENB'+44.94 TO STA 622'ENB'+55.91

M/L RAMP EDD
STA 616'ENB'+82.84 TO STA 617'ENB'+44.94

M/L RAMP ECC
STA 617'ESB'+73.23 TO STA 618'ESB'+09.98



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 615'ENB'+94.58 TO STA 625'ENB'+45.21
STA 615'ESB'+94.61 TO STA 625'ESB'+47.41

LEGEND

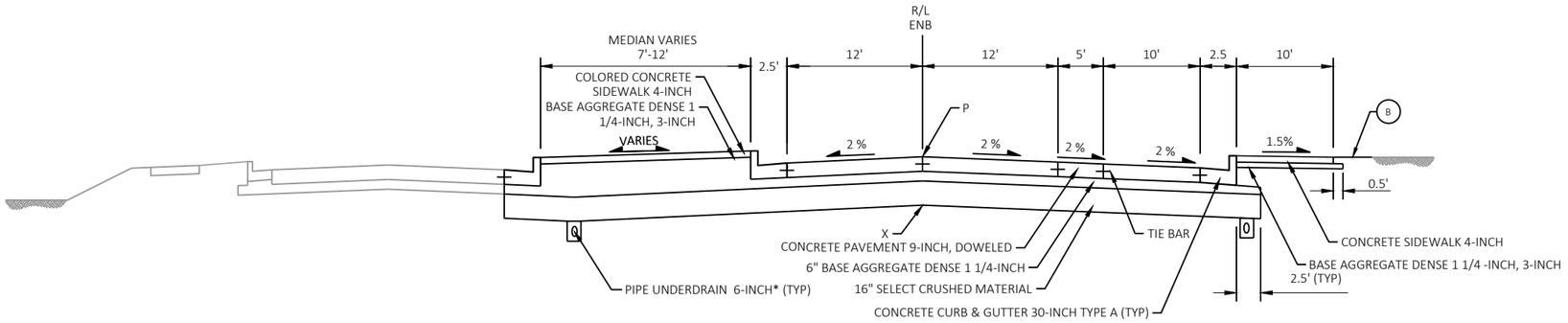
"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

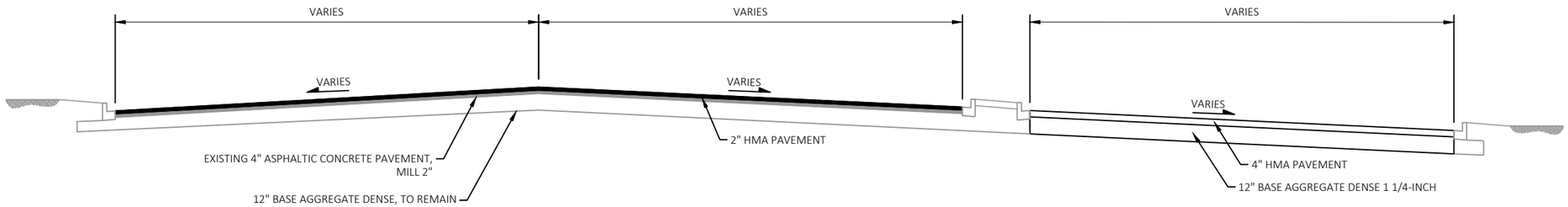
A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN

2



TYPICAL FINISHED SECTION
CTH E/N BALLARD RD

STA 625'ENB'+45.21 TO STA 626'ENB'+67.26



TYPICAL FINISHED SECTION
PARK AND RIDE PARKING LOT

TYPICAL FINISHED SECTION
PARK AND RIDE DRIVEWAY ENTRANCE

LEGEND

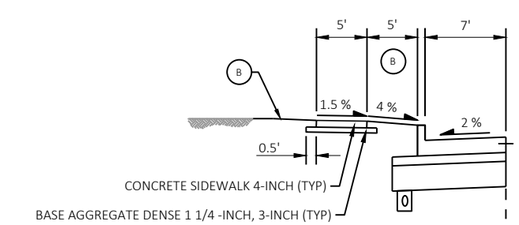
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"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

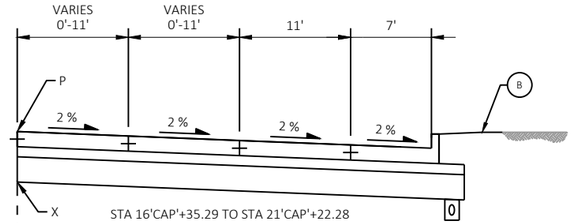
*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

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

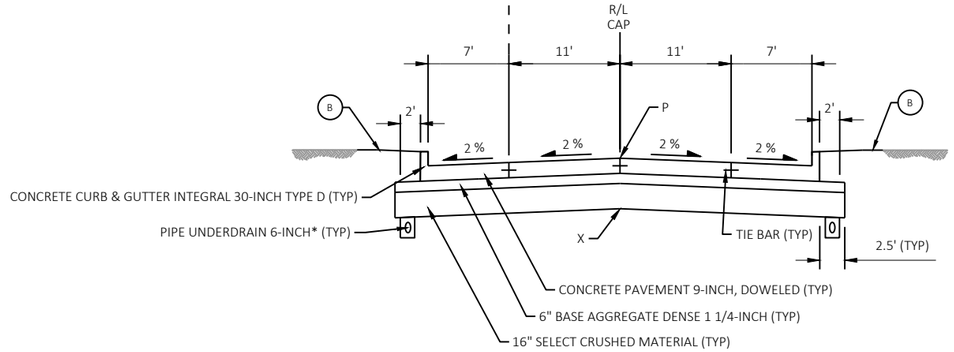
2



STA 17'CAP'+99.78 TO STA 21'CAP'+22.28



STA 16'CAP'+35.29 TO STA 21'CAP'+22.28



TYPICAL FINISHED SECTION
CAPITOL DRIVE

STA 15'CAP'+53.08 TO STA 21'CAP'+57.19

LEGEND

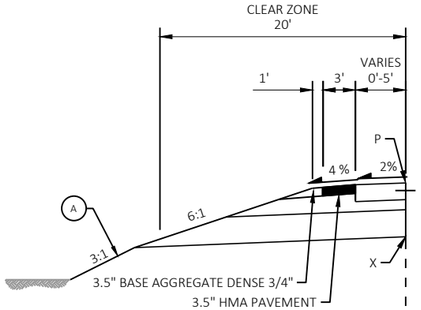
"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

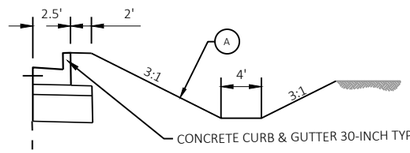
*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR LOCATIONS.

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

STATION GAP FOR CTH E/ N BALLARD RD INTERSECTION STA 21'CAP'+57.19 TO STA 22'CAP'+40.19.



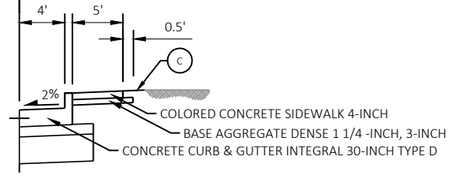
STA 856'EA'+26.22 TO STA 857'EA'+26.22



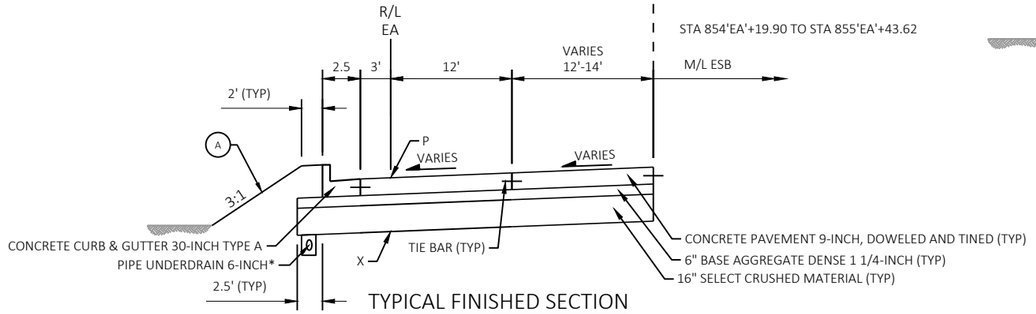
STA 856'EA'+07.23 TO STA 857'EA'+26.22

M/L EAA

STA 855'EA'+43.62 TO STA 856'EA'+07.23

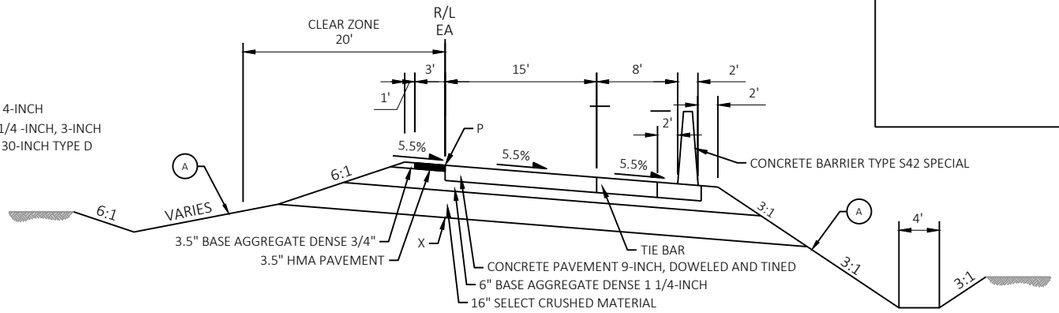


STA 854'EA'+19.90 TO STA 855'EA'+43.62



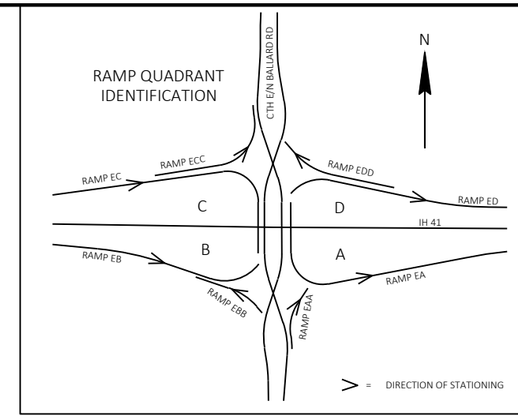
TYPICAL FINISHED SECTION
RAMP EA

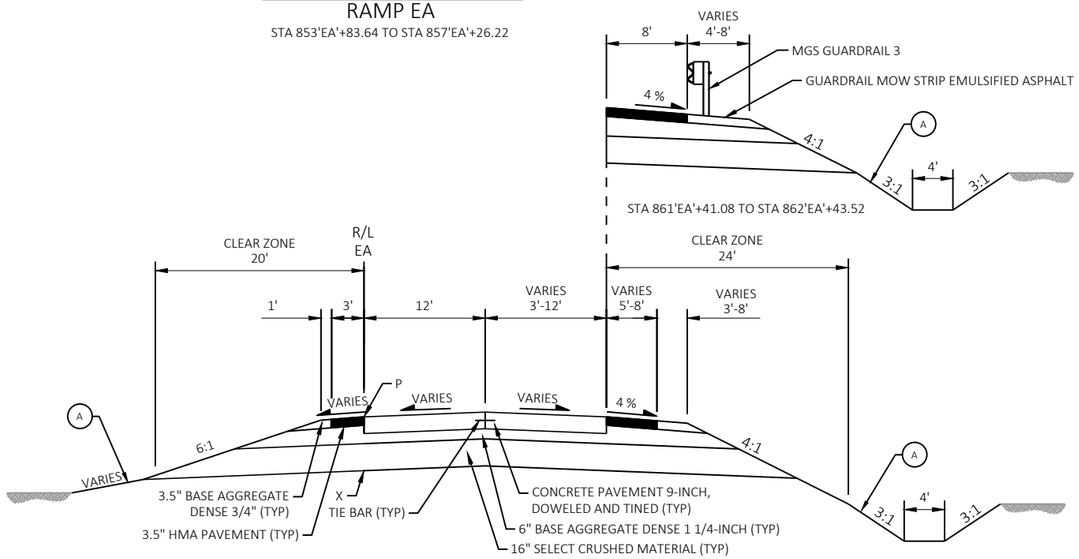
STA 853'EA'+83.64 TO STA 857'EA'+26.22



TYPICAL FINISHED SECTION
RAMP EA

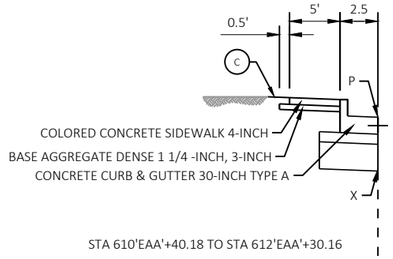
STA 862'EA'+43.52 TO STA 863'EA'+50.00



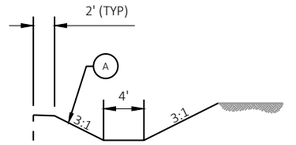


TYPICAL FINISHED SECTION
RAMP EA

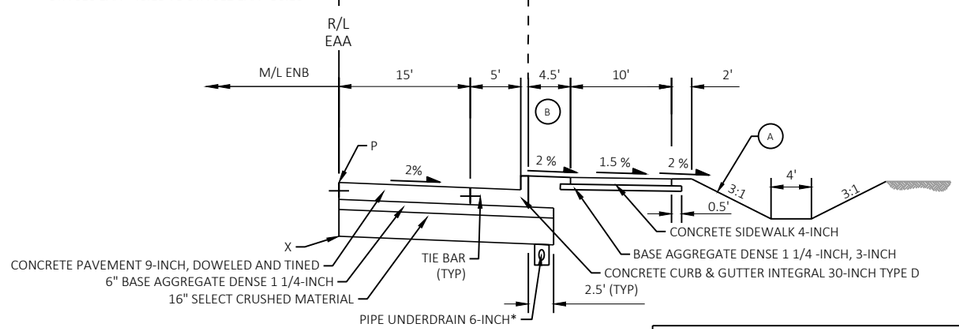
STA 857'EA'+26.22 TO STA 862'EA'+43.52



STA 610'EAA'+40.18 TO STA 612'EAA'+30.16



STA 610'EAA'+86.54 TO STA 612'EAA'+30.16



TYPICAL FINISHED SECTION
RAMP EAA

STA 610'EAA'+00.92 TO STA 612'EAA'+30.16

LEGEND

"P" - POINT REFERRED TO ON PROFILE

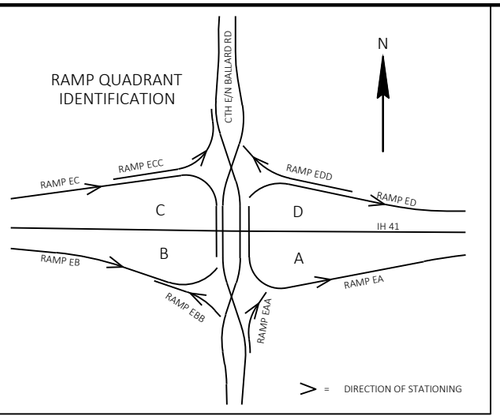
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

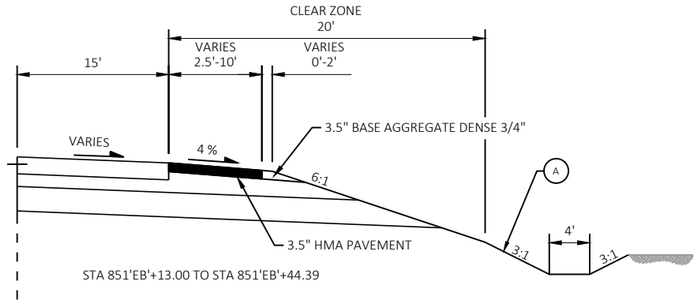
*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR UNDERDRAIN LOCATIONS.

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

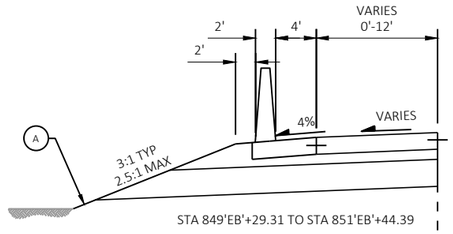
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 21	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-020413-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 12/17/2024 9:29 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

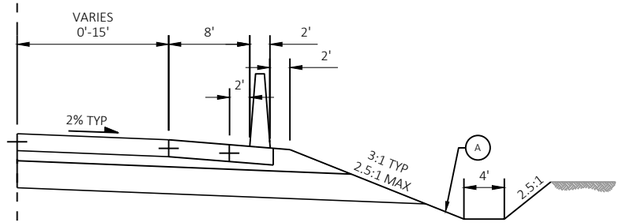




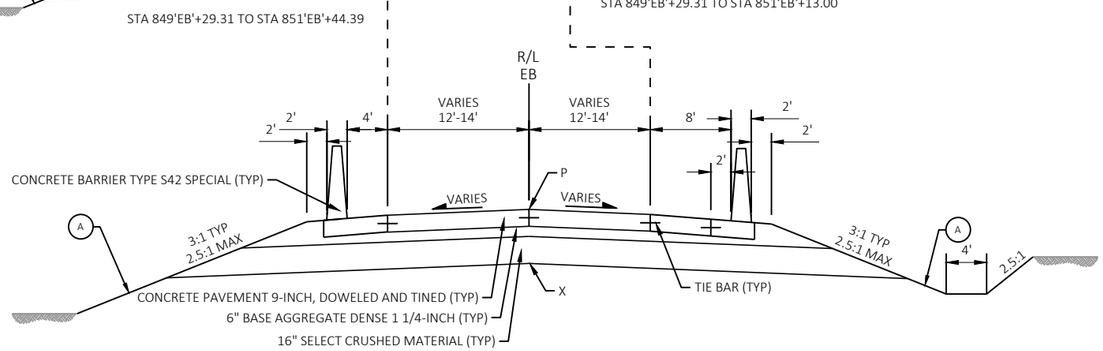
STA 851'EB'+13.00 TO STA 851'EB'+44.39



STA 849'EB'+29.31 TO STA 851'EB'+44.39

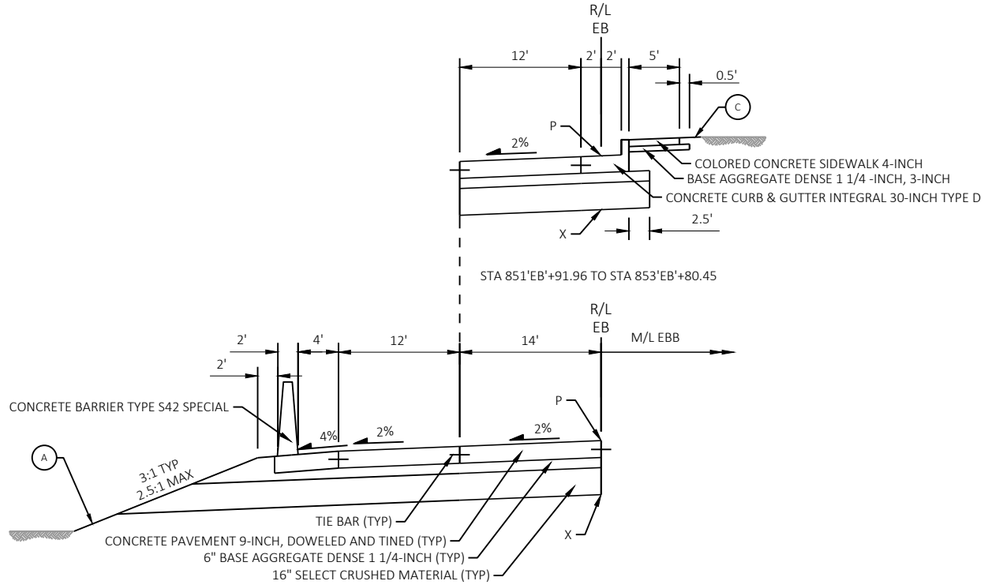


STA 849'EB'+29.31 TO STA 851'EB'+13.00



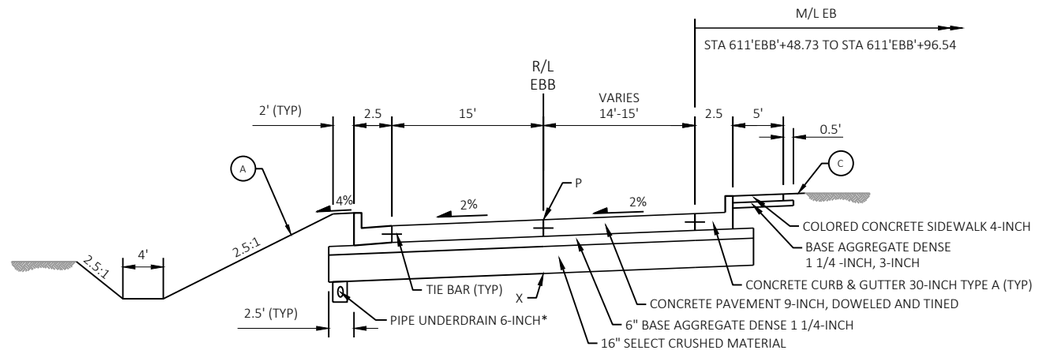
TYPICAL FINISHED SECTION
RAMP EB

STA 845'EB'+87.00 TO STA 851'EB'+44.39



TYPICAL FINISHED SECTION
RAMP EB

STA 851'EB'+44.39 TO STA 853'EB'+80.45



TYPICAL FINISHED SECTION
RAMP EBB

STA 609'EBB'+22.00 TO STA 611'EBB'+96.54

LEGEND

"P" - POINT REFERRED TO ON PROFILE

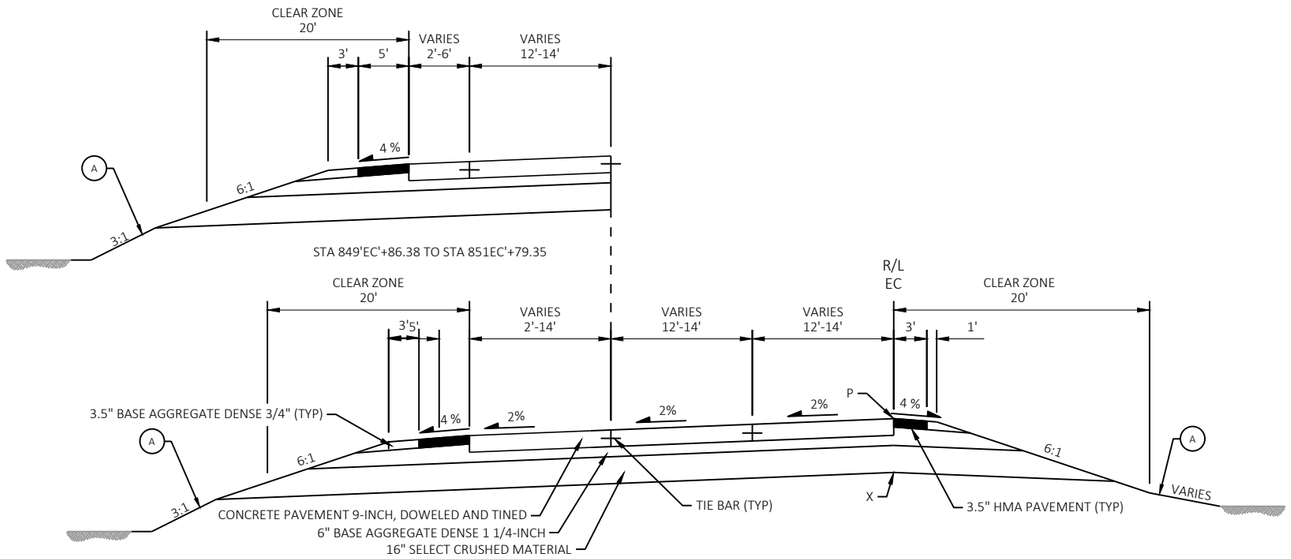
"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR UNDERDRAIN LOCATIONS.

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

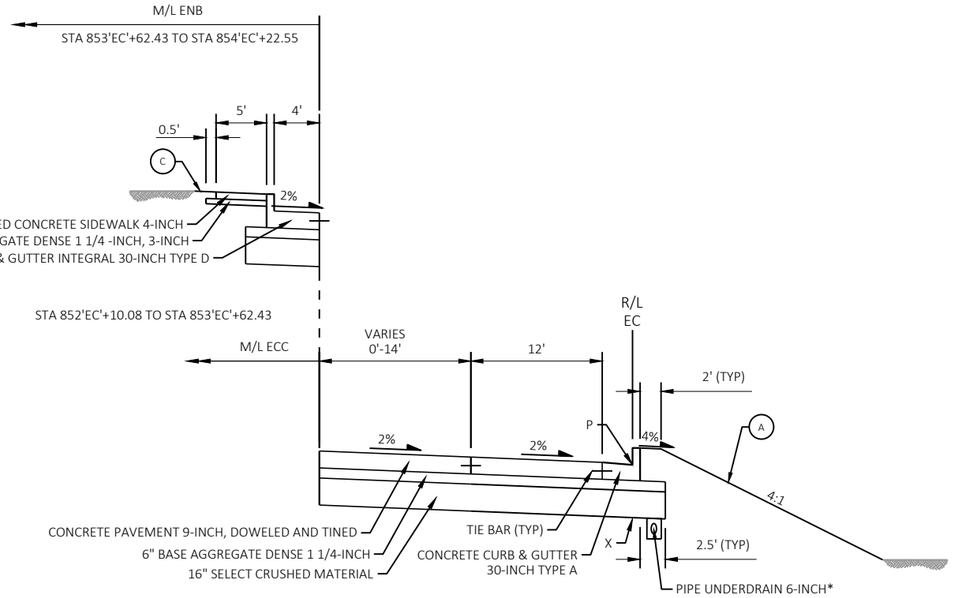
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 22	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-020413-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 12/17/2024 9:29 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION
RAMP EC

STA 843'EC'+00.00 TO STA 851EC'+79.35



TYPICAL FINISHED SECTION
RAMP EC

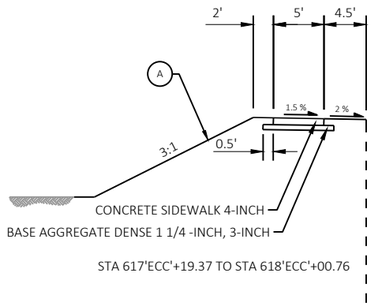
STA 851'EC'+79.35 TO STA 854'EC'+22.55

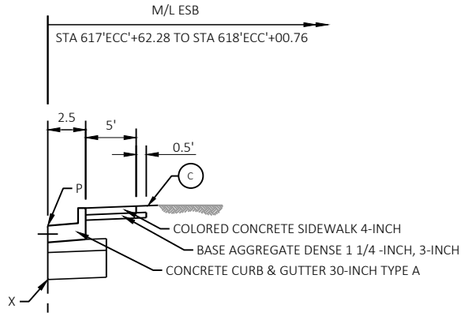
LEGEND

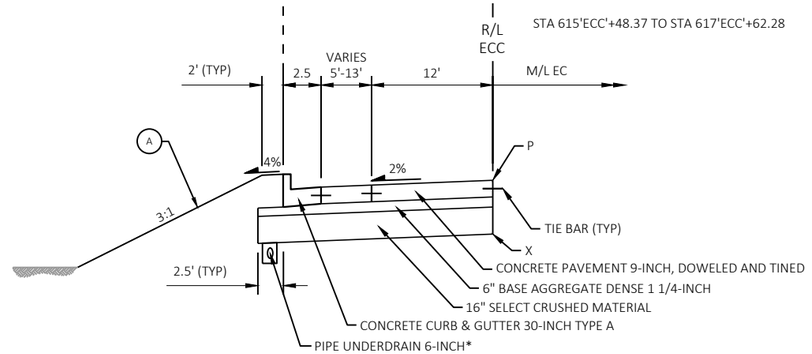
"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR UNDERDRAIN LOCATIONS.

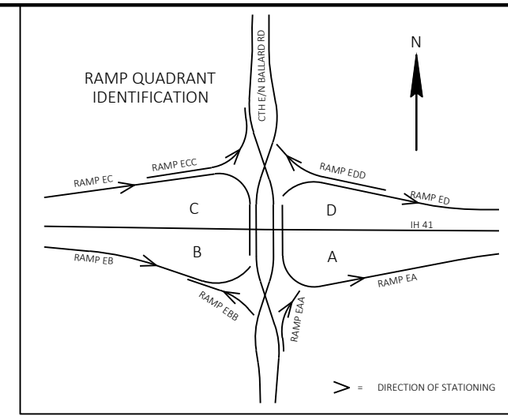




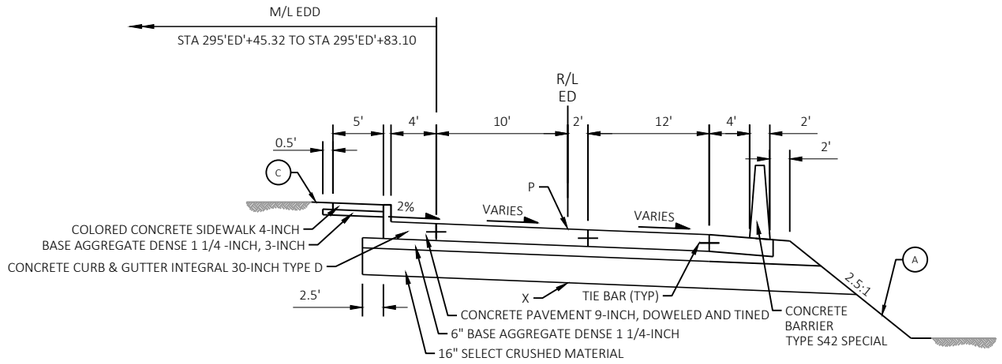


TYPICAL FINISHED SECTION
RAMP ECC

STA 615'ECC'+13.07 TO STA 618'ECC'+00.76

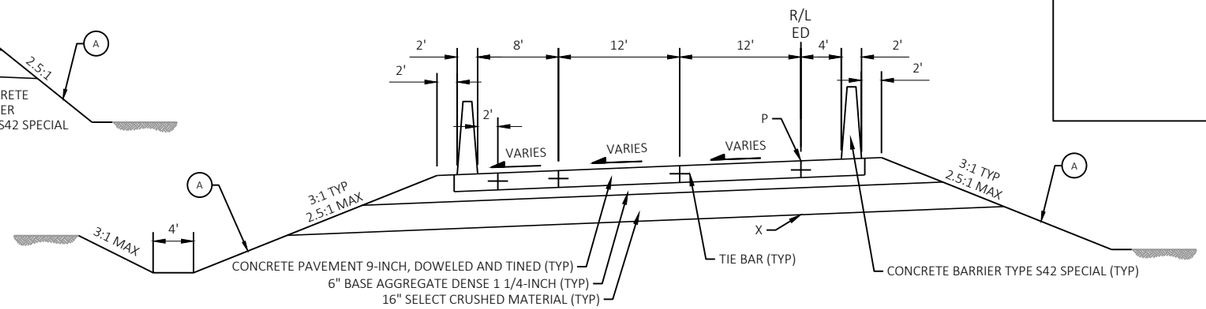


A	SALVAGED TOPSOIL, EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
B	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIX #30
C	SEE LANDSCAPE PLAN



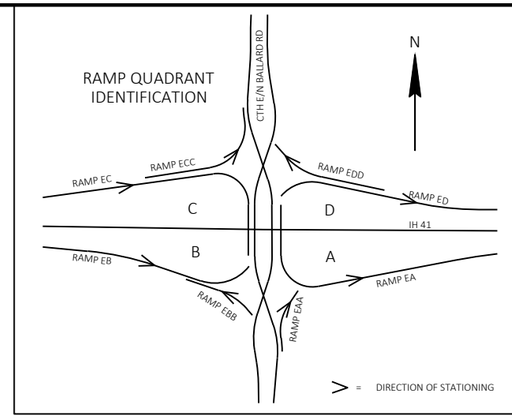
TYPICAL FINISHED SECTION
RAMP ED

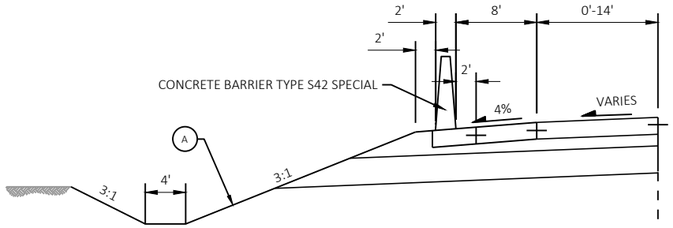
STA 293'ED'+91.48 TO STA 295'ED'+83.10



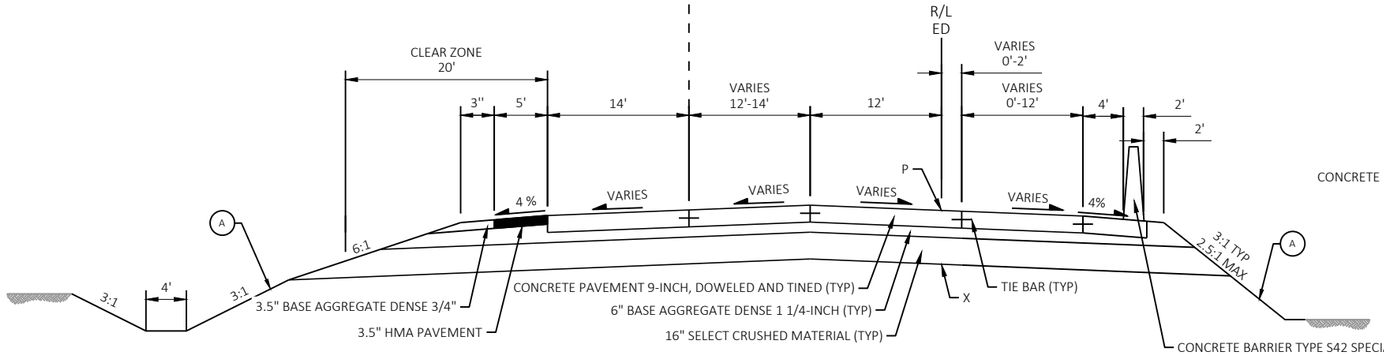
TYPICAL FINISHED SECTION
RAMP ED

STA 300'ED'+17.26 TO STA 301'ED'+49.66



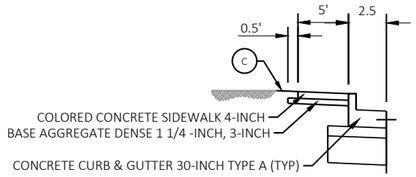


STA 298'ED'+37.26 TO STA 300'ED'+17.26

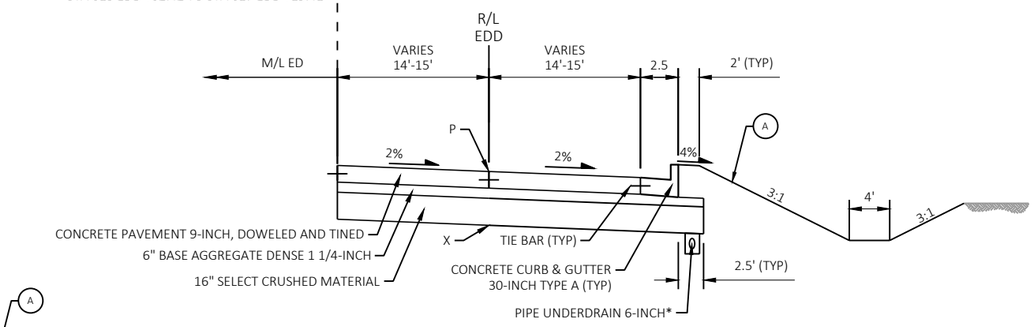


TYPICAL FINISHED SECTION
RAMP ED

STA 295'ED'+83.10 TO STA 300'ED'+17.26



STA 615'EDD'+02.42 TO STA 617'EDD'+19.41



TYPICAL FINISHED SECTION
RAMP EDD

STA 614'EDD'+65.00 TO STA 617'EDD'+19.41

LEGEND

"P" - POINT REFERRED TO ON PROFILE

"X" - SUBGRADE POINT REFERRED TO ON CROSS SECTIONS

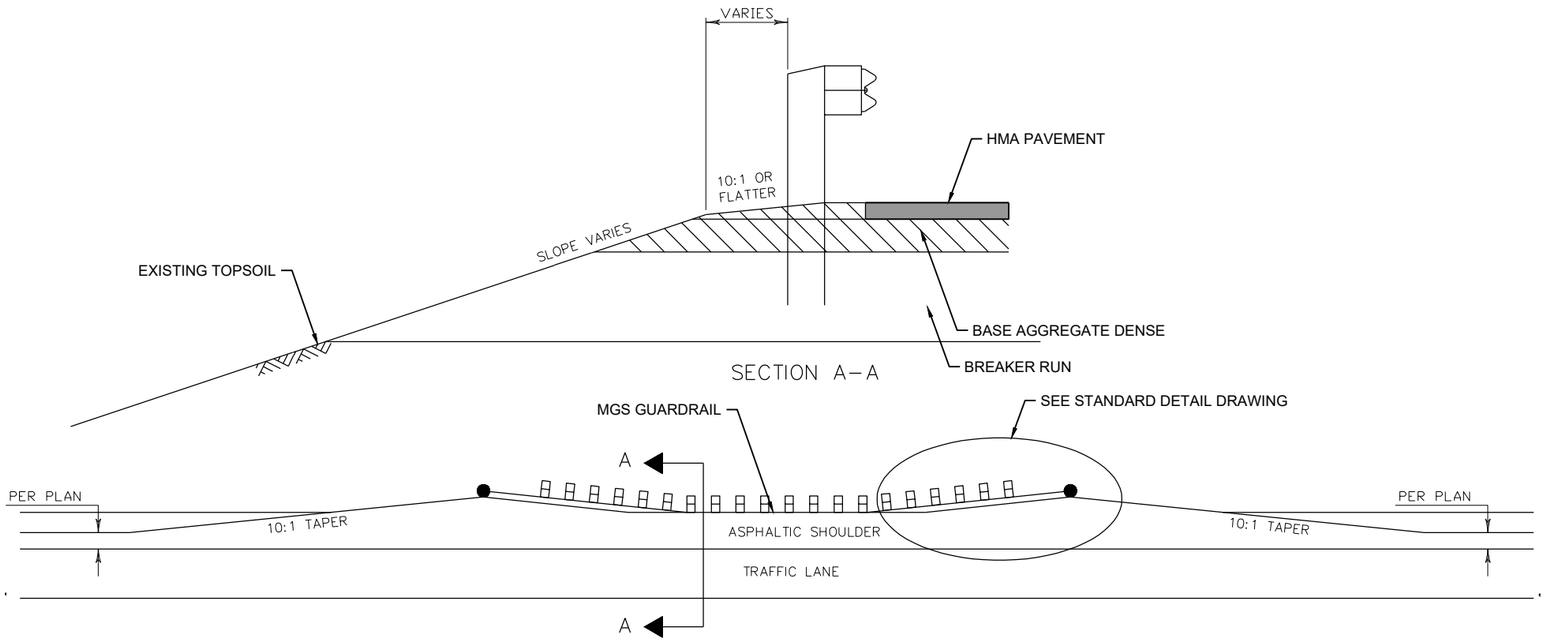
*SEE CONSTRUCTION DETAIL AND MISCELLANEOUS QUANTITIES TABLE FOR UNDERDRAIN LOCATIONS.

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 24	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-020413-TS.DWG
LAYOUT NAME - 04
PLOT DATE : 12/17/2024 9:29 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

2

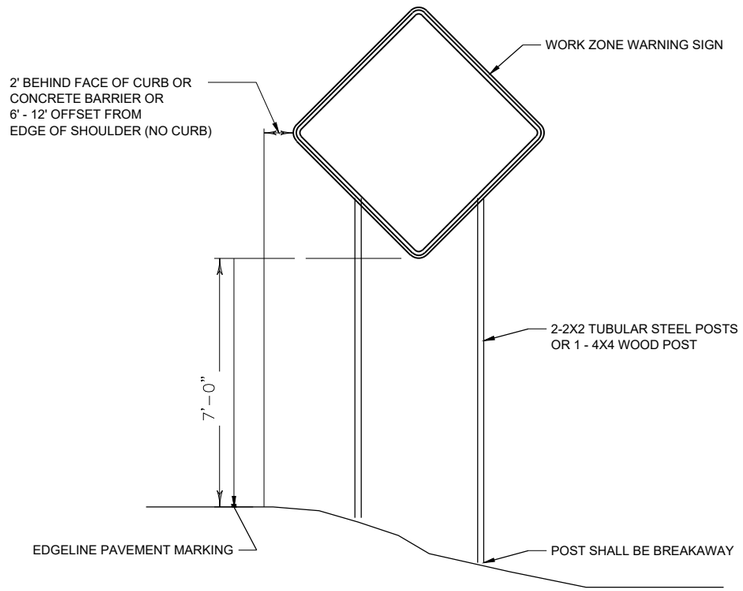


DETAIL FOR ASPHALTIC SHOULDER AT GUARDRAIL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 25	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021001-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/20/2024 9:11 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

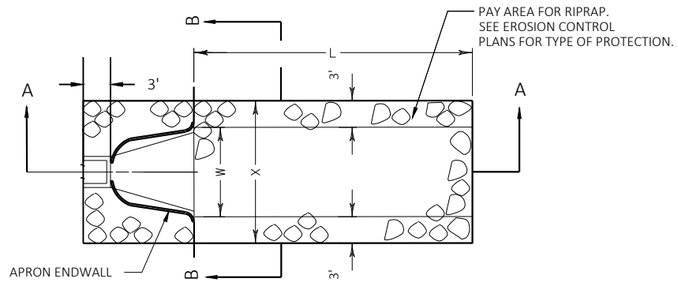
2



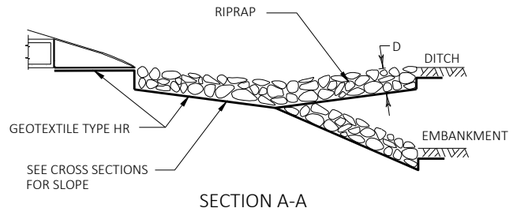
TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE

2



PLAN VIEW



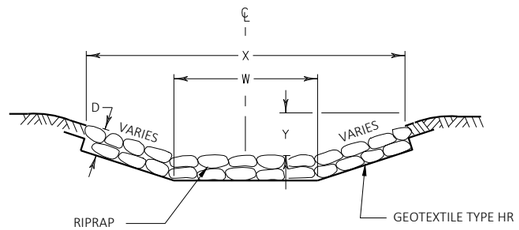
SECTION A-A

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

D = 18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+6'

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



SECTION B-B

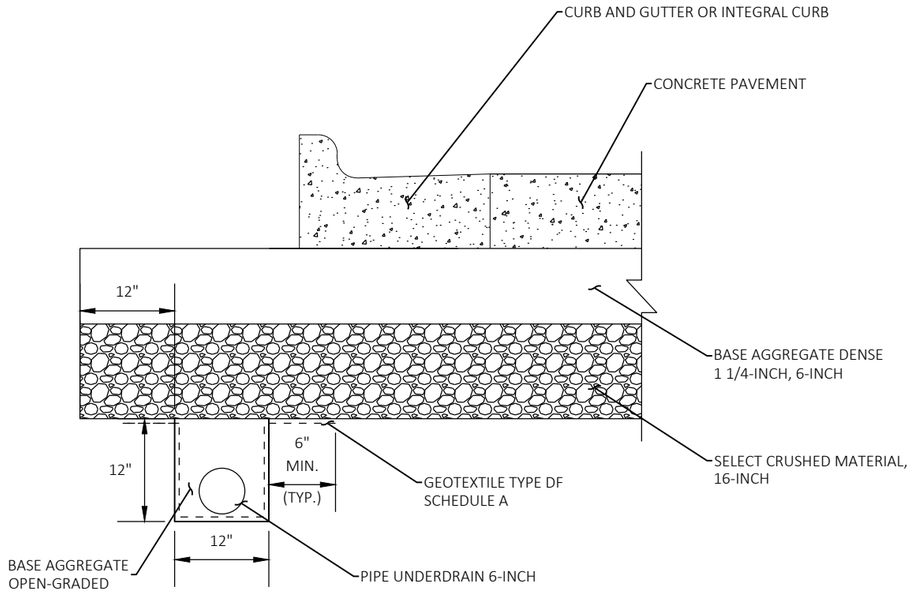
CONSTRUCTION NOTES:

1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.

2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

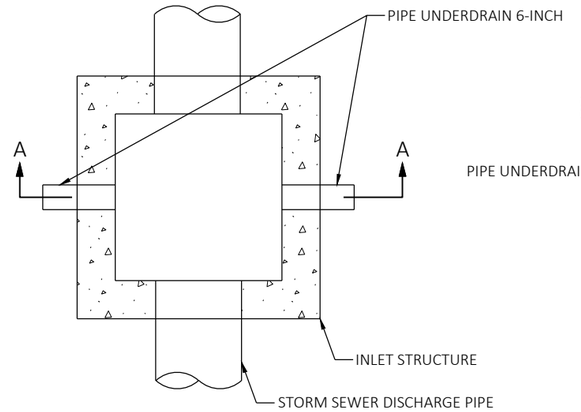
SEE EROSION CONTROL PLAN FOR LOCATIONS



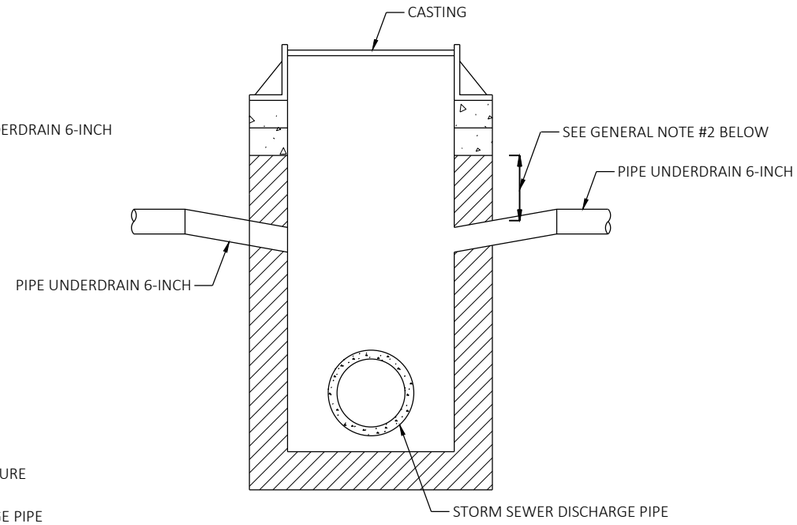
UNDERDRAIN BEHIND CURB AND GUTTER

NOTES:

1. PLACE UNDERDRAIN BENEATH CURB AND GUTTER AT MGS GUARDRAIL LOCATIONS TO AVOID IMPACT BY POSTS.



PLAN VIEW



SECTION A-A

UNDERDRAIN OUTFALL AT STORM SEWER STRUCTURE

NOTES:

1. CONNECTIONS TO INLETS OR MANHOLES IN MEDIAN SHALL USE PIPE UNDERDRAIN, 6-INCH.

2. PROVIDE UNDERDRAIN OPENINGS TO ACCOMMODATE 6" UNDERDRAIN PIPE. SEE TYPICAL SECTIONS FOR PIPE UNDERDRAIN DEPTH AND LOCATIONS.

3. DRAIN TILES SHALL NOT BE ALLOWED IN THE ADJUSTMENT RING OF THE STRUCTURE OF INLETS OR SEWER ACCESS STRUCTURES

4. CORE HOLES SHALL PROVIDE FOR A MINIMUM OF 2" OF CONCRETE BETWEEN THE CUTOUT FOR A CONCRETE PIPE AND THE EDGE OF THE CORE HOLE.

5. CORE HOLES MAY HAVE 1" CLEARANCE FROM THE INSIDE WALLS OF A STRUCTURE.

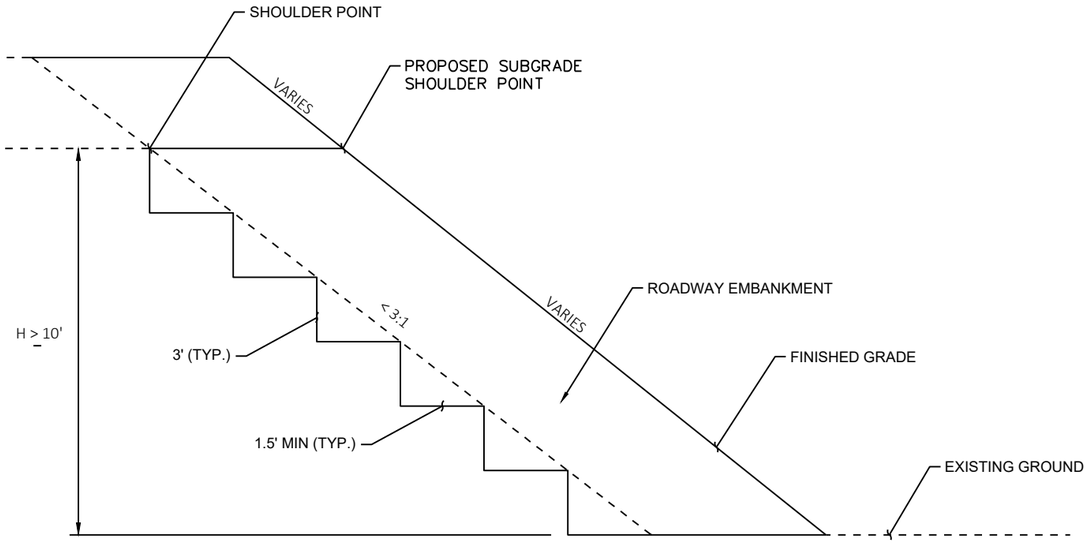
6. UNDERDRAIN OUTFALL AT STORM STRUCTURE CONNECTIONS ARE INCIDENTAL TO THE STORM STRUCTURE.

2

NOTES

1. EMBANKMENT PLACED IN LAYERS AND COMPACTED PER SPECIFICATIONS.

2. BENCHING MAY BE REQUIRED IN AREAS OF FLY ASH. IF BENCH EXTENDS INTO CLAY COVER, CEASE OPERATIONS AND NOTIFY ENGINEER

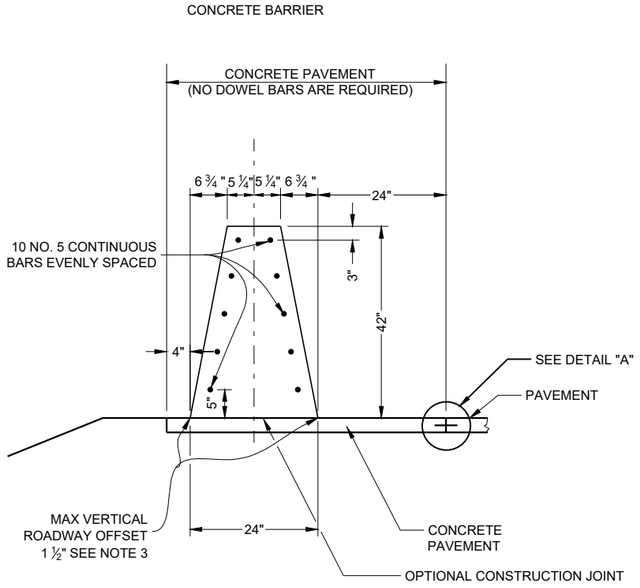


EMBANKMENT BENCHING DETAIL

2

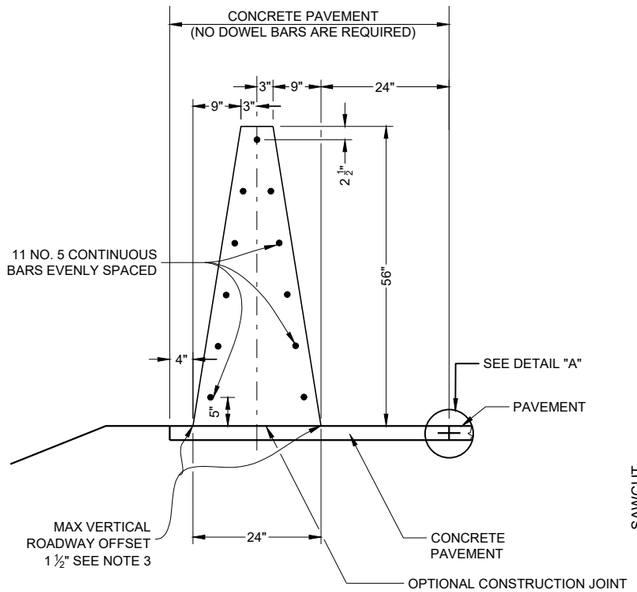
1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK AND PRINCIPAL WALL JOINTS. FILL EXPANSION JOINT WITH EXPANSION JOINT MATERIAL. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OF ½" MINIMUM. SEAL THE EXPANSION JOINT CONFORMING TO STANDARD SPEC 415.2.6.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1 1/2", USE TYPE A SINGLE SLOPE BARRIER.
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
6. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
7. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
8. 2" CLEAR COVER TYPICAL.
9. PROVIDE 1" DEEP CONTRACTION JOINT IN BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.
10. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON SDD 14B32 OR SDD 14B33. ANCHORS INCIDENTAL TO CBSS.
11. CONCRETE PAVEMENT UNDER CBSS MAY BE PLACED WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED 1/3 DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAVEMENT BENEATH BARRIER IS EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER AND PAID FOR WITH APPLICABLE CONCRETE PAVEMENT BID ITEM IN CONTRACT WHEN ADJACENT TO CONCRETE PAVEMENT.
12. CONSTRUCTION JOINT (DETAIL A) CAN BE ELIMINATED IN CONCRETE SHOULDERS (MEASURED FROM EDGE OF PAVEMENT TO FRONT FACE OF BARRIER) LESS THAN 10'.
13. SEE SDD 13C1 FOR DETAILS TYING CONCRETE BARRIER TO ADJACENT CONCRETE.
14. ALL REBAR SHALL BE EPOXY COATED M31 TYPE S. SEE STANDARD SPEC 505.

CONCRETE BARRIER

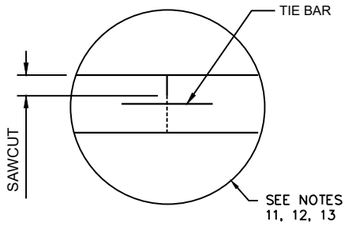


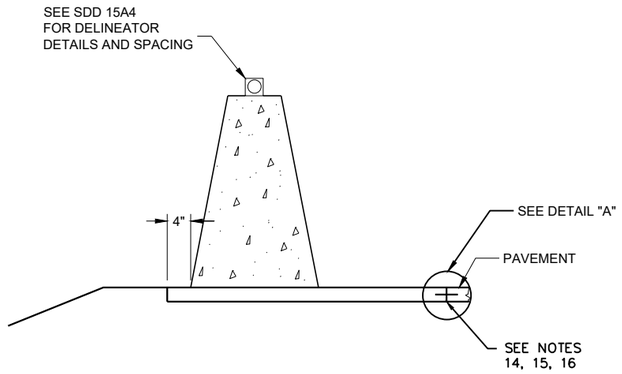
CONCRETE BARRIER TYPE S42 SPECIAL

CONCRETE BARRIER

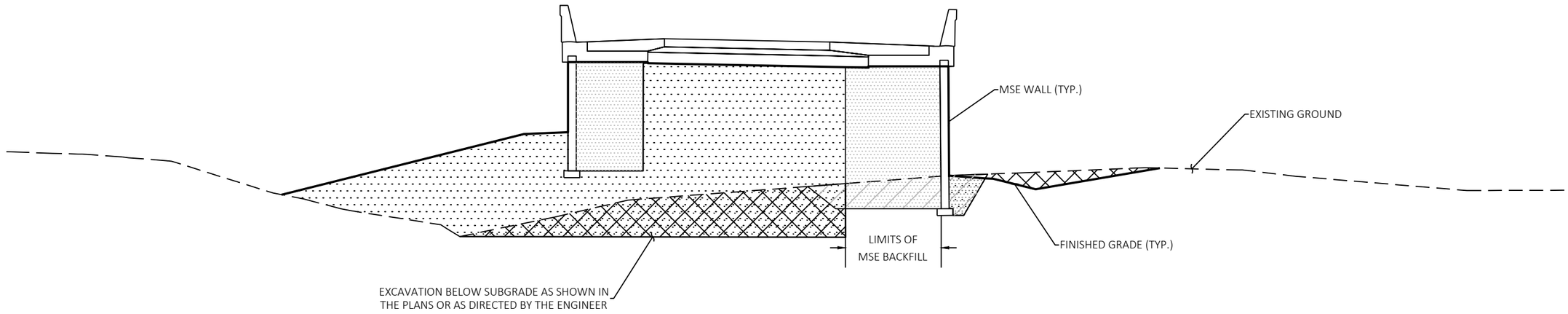


CONCRETE BARRIER TYPE S56 SPECIAL





2



EXCAVATION AND BACKFILL LIMITS AT MSE WALL

(NOT TO SCALE, SEE WALL PLANS FOR ACTUAL LIMITS OF EXCAVATION AND BACKFILL)

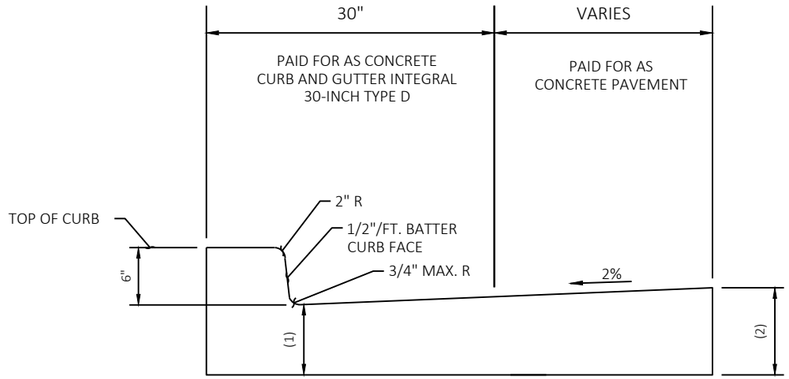
LEGEND

- WALL EXCAVATION - SEE WALL PLANS
- MSE BACKFILL - SEE WALL PLANS
- ROADWAY EMBANKMENT - ROADWAY ITEM
- EXCAVATION COMMON - ROADWAY ITEM

NOTES:

1. REFER TO WALL PLANS AND ROADWAY CROSS SECTIONS FOR ADDITIONAL DETAILS NOT SHOWN HERE.

2. R-44-56 REQUIRES ADDITIONAL BID ITEMS FOR CONSTRUCTION. REFER TO WALL PLANS AND DETAILS FOR ADDITIONAL INFORMATION.

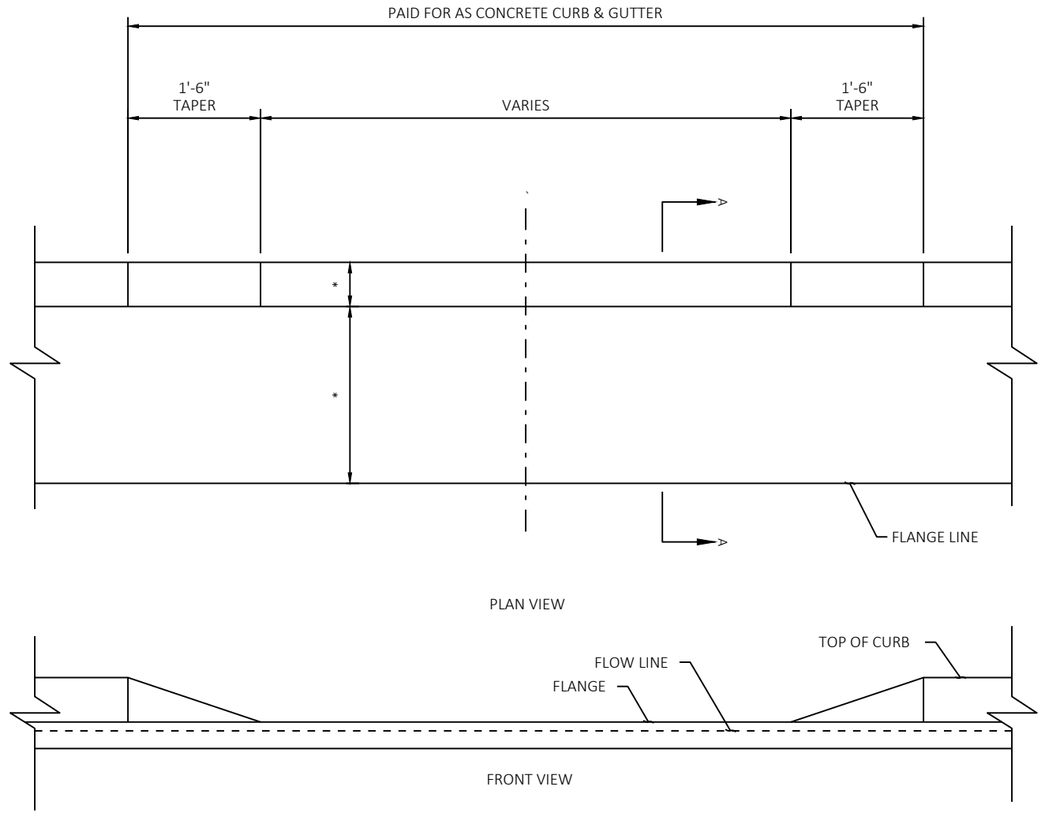


NOTES

1. SEE STANDARD DETAIL DRAWING FOR DETAILS NOT SHOWN HERE.

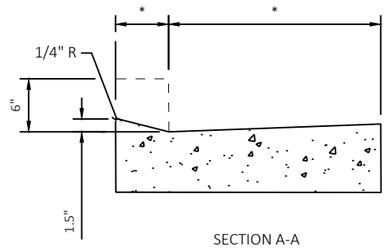
(1) 6" MINIMUM
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

CONCRETE CURB & GUTTER INTEGRAL 30-INCH, TYPE D DETAIL



PLAN VIEW

FRONT VIEW

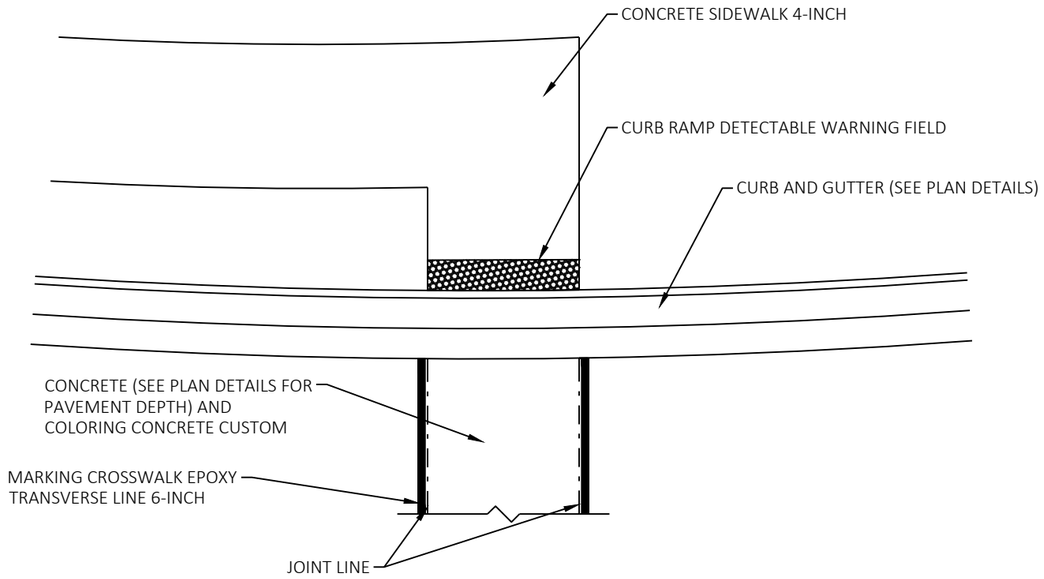


SECTION A-A

* TYPE AND DIMENSIONS TO MATCH ADJACENT CURB AND GUTTER.

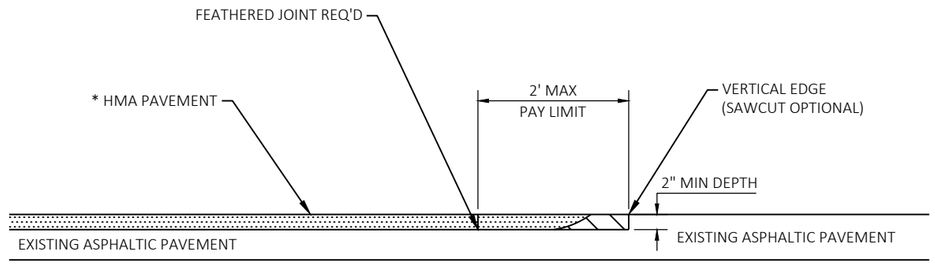
MAINTENANCE OPENING

LOCATIONS SHOWN ON CONSTRUCTION DETAIL FOR MAINTENANCE VEHICLE PAD



CROSSWALK DETAIL (TYP.)

(NOT TO SCALE)

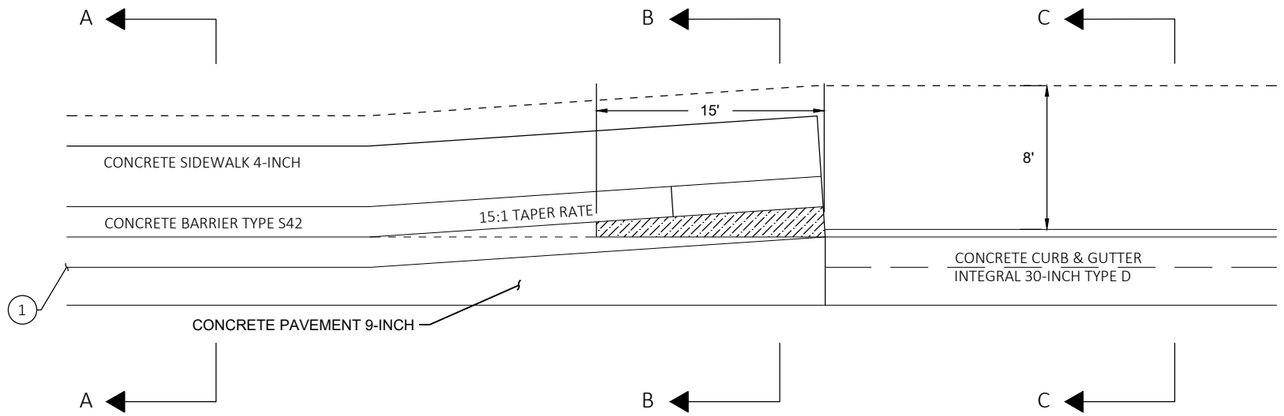


REMOVE ASPHALTIC SURFACE MILLING

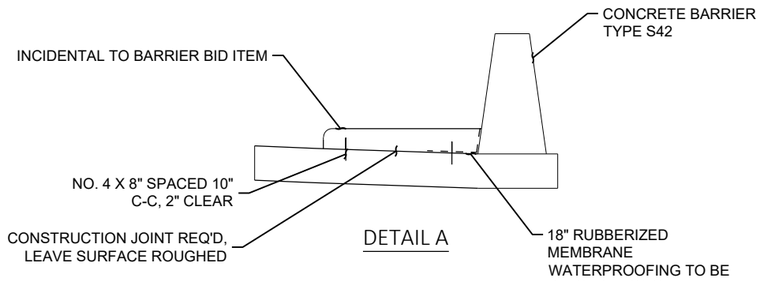
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE
(REMOVAL OF ASPHALTIC SURFACE WEDGE IS INCIDENTAL TO THE BUTT JOINT ITEM)

* SEE TYPICAL SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

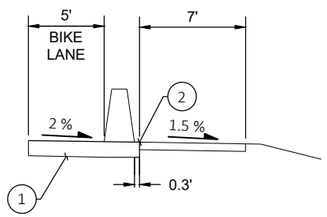
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



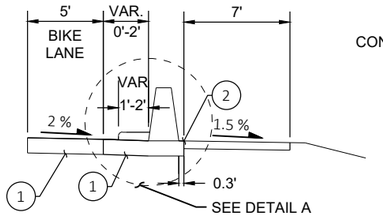
1. IF THE 2' CONCRETE BARRIER PAD FALLS WITHIN THE BIKE LANE, REMOVE THE CONSTRUCTION JOINT SHOWN IN DETAIL "A" OF SDD 14B32-A.
2. 1/2" EXPANSION JOINT FILLER



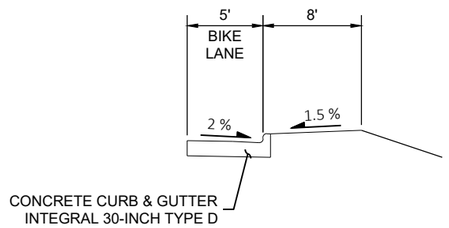
DETAIL A



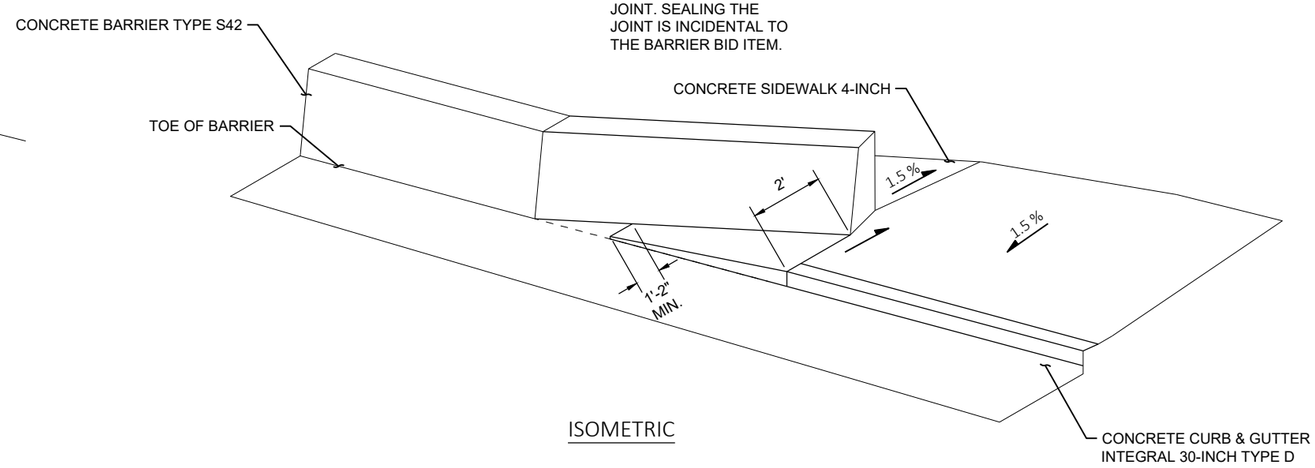
SECTION A-A



SECTION B-B

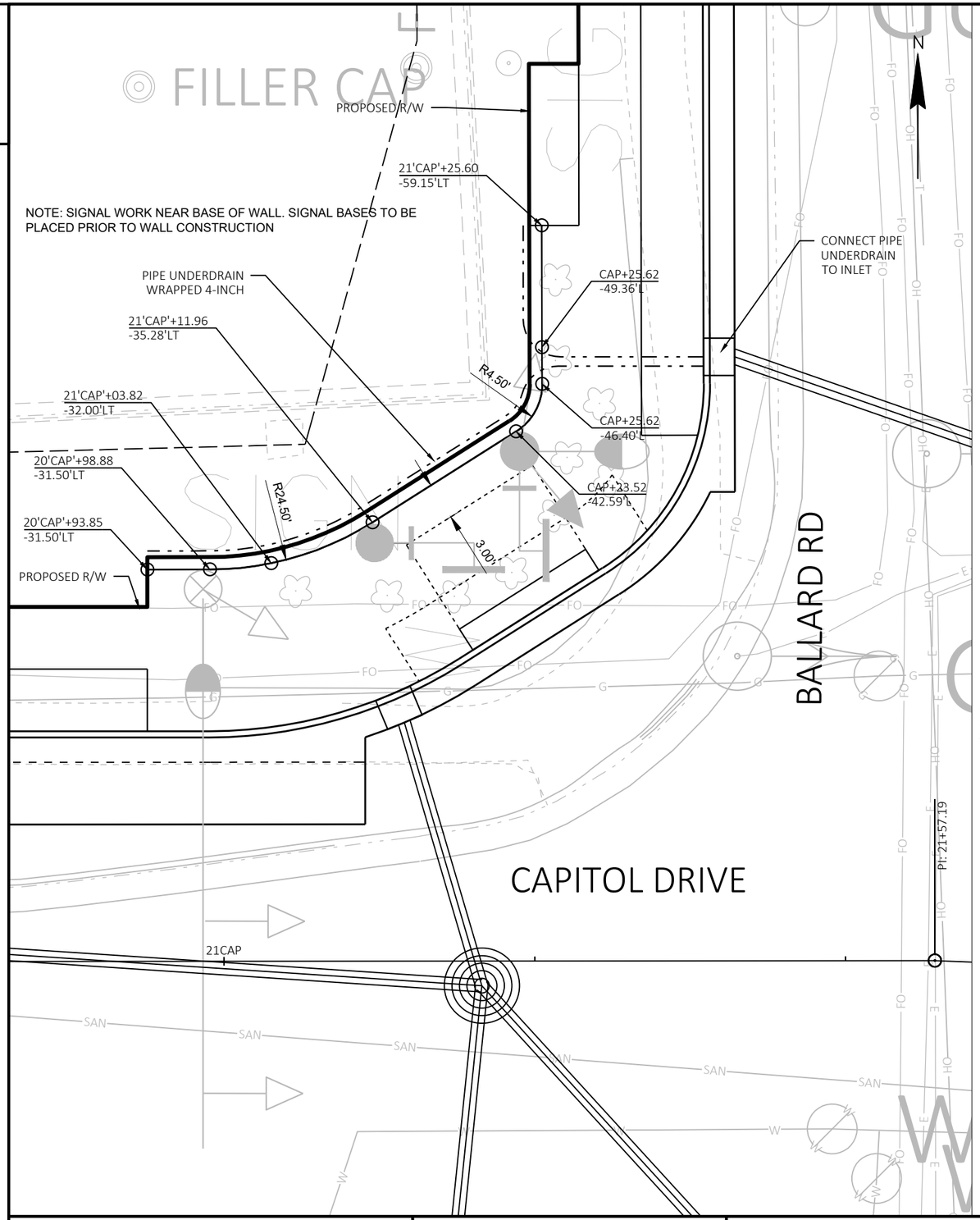


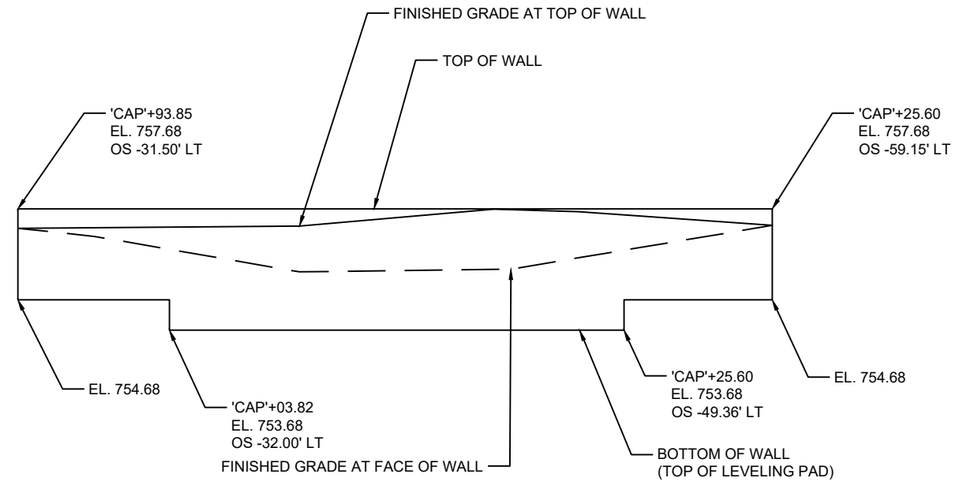
SECTION C-C

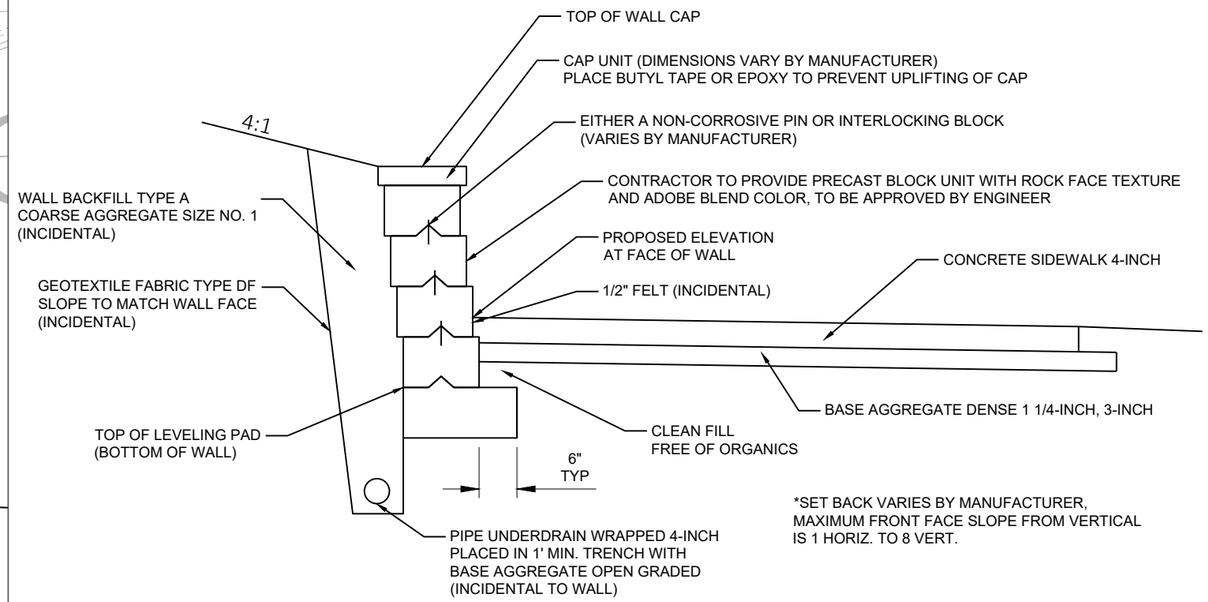


ISOMETRIC

BARRIER OFFSET CURB FACE





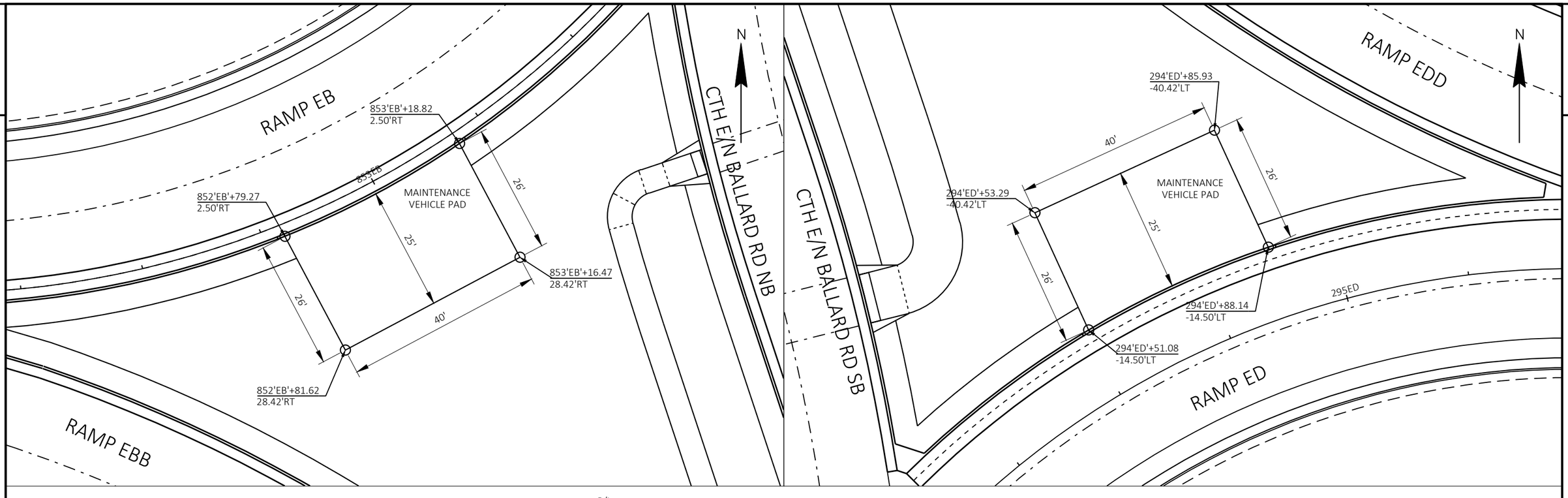


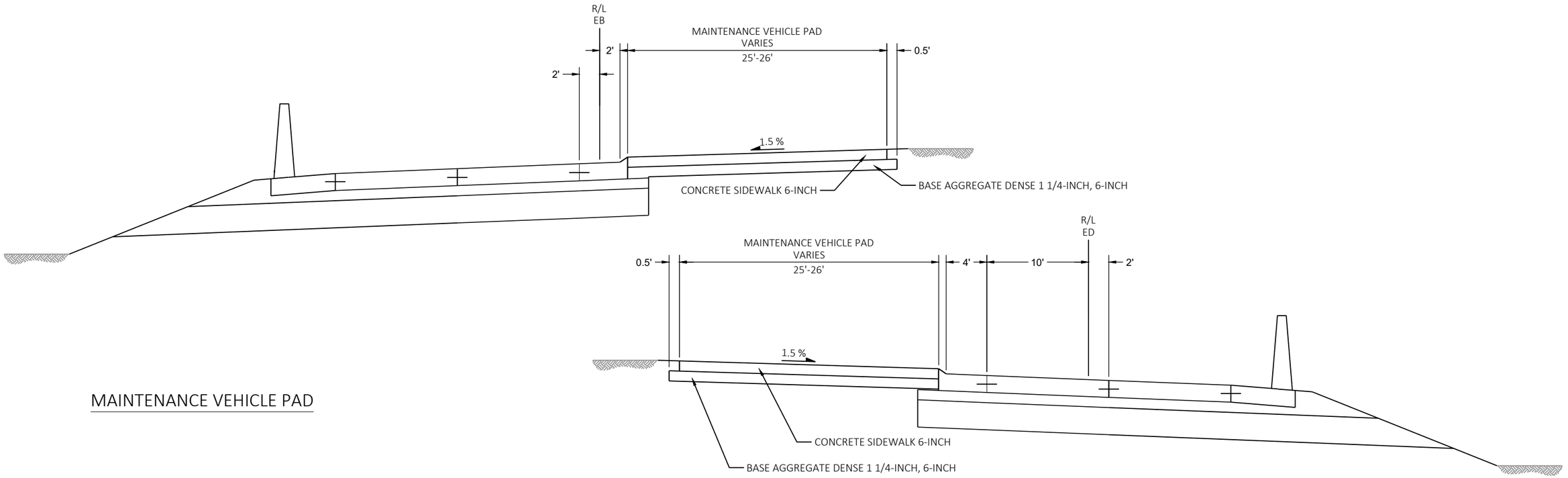
WALL MODULAR BLOCK GRAVITY LANDSCAPE

NW CORNER OF CAPITOL DRIVE AND N BALLARD ROAD
STATION 21'CAP'+25 LT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 35	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021001-CD.DWG
LAYOUT NAME - 13
PLOT DATE : 12/17/2024 10:30 AM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



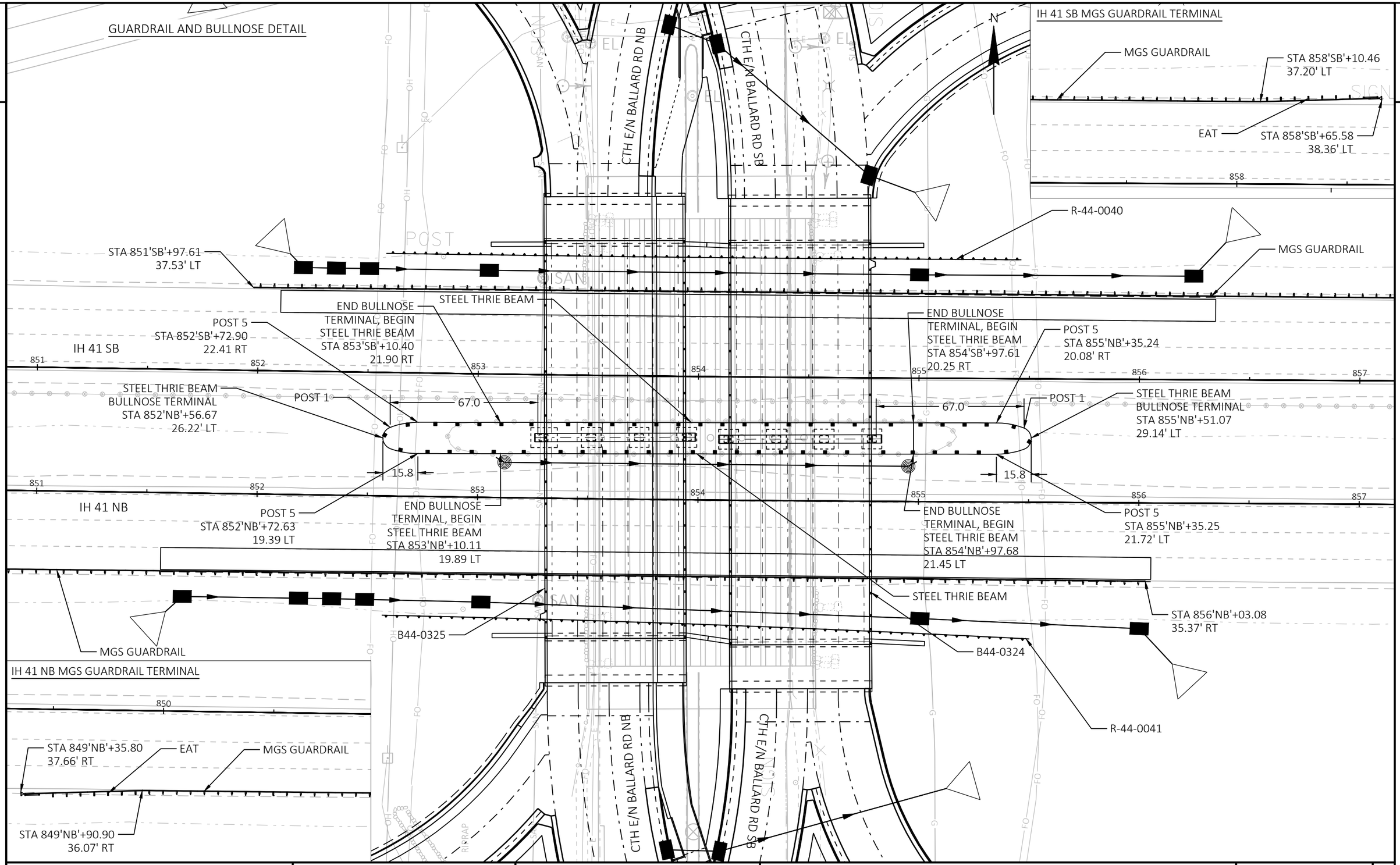


MAINTENANCE VEHICLE PAD

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 36	E

2

GUARDRAIL AND BULLNOSE DETAIL

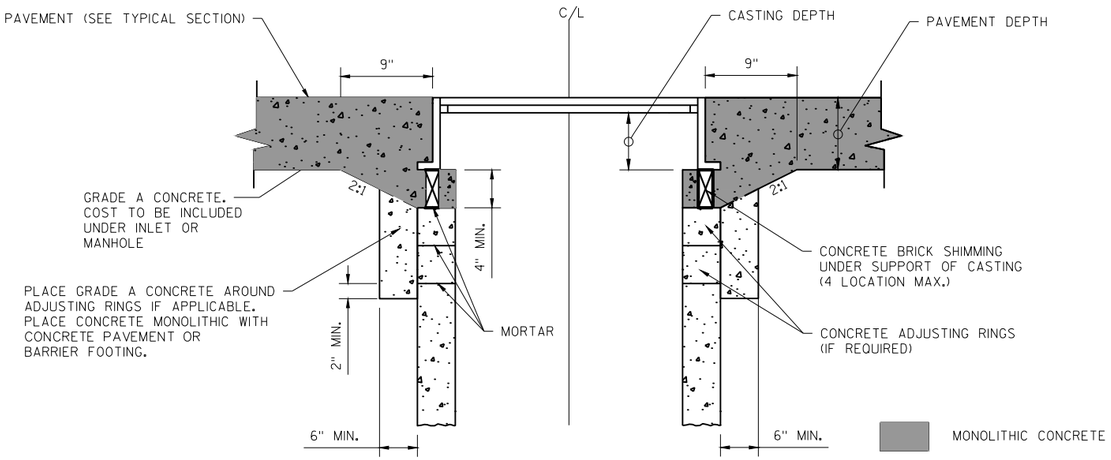


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 37	E

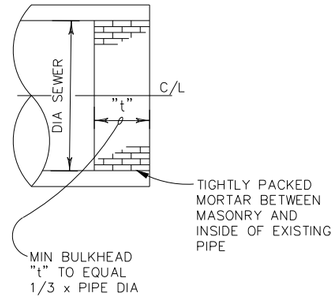
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021002-CD.DWG
LAYOUT NAME - 01-NB-01
PLOT DATE : 10/20/2024 9:15 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES

(1) PROVIDE MONOLITHIC CONCRETE SHIMMING FOR FINAL ADJUSTMENT OF DRAINAGE STRUCTURES LOCATED WITHIN THE ROADWAY CONCRETE PAVEMENT AND CONCRETE BARRIER.



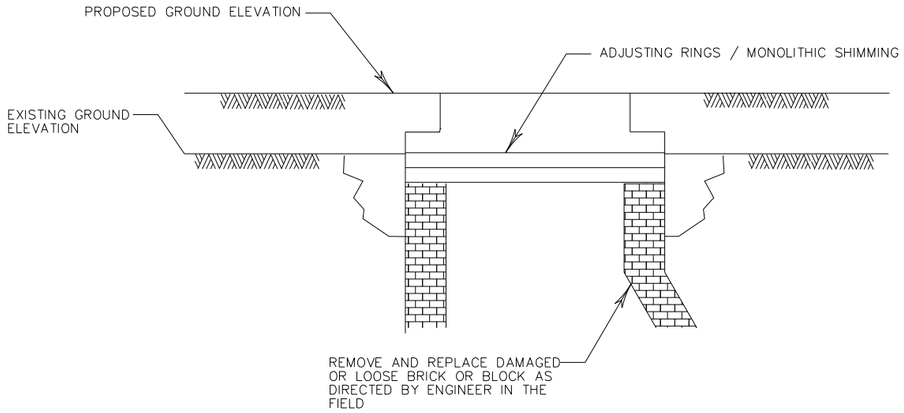
MONOLITHIC CONCRETE SHIMMING DETAIL



BULKHEAD PIPE MASONRY

ITEM TO BE PAID FOR UNDER ITEM "SEALING PIPES"

2

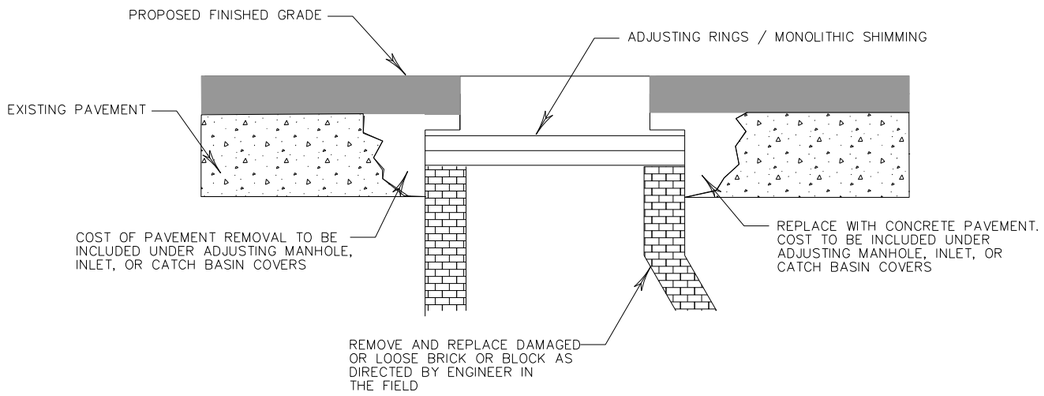


NON-PAVED LOCATION

NOTES

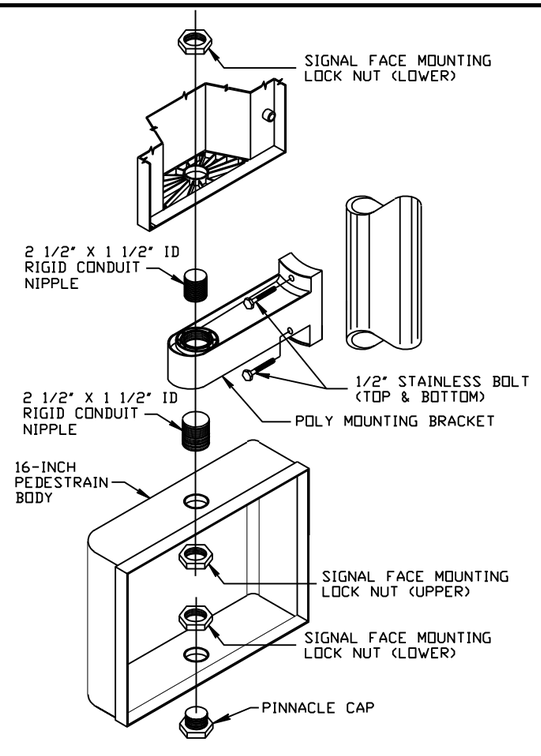
1. IF EXISTING PAVEMENT REMOVAL IS NOT SHOWN IN THE REMOVAL PLANS AND A SAWCUT IS REQUIRED THE SAWCUT IS CONSIDERED INCIDENTAL TO ADJUSTING MANHOLE OR INLET COVERS.

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

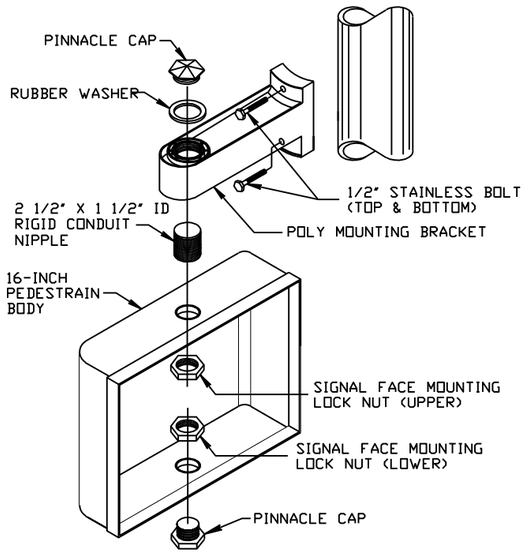


PAVED LOCATION

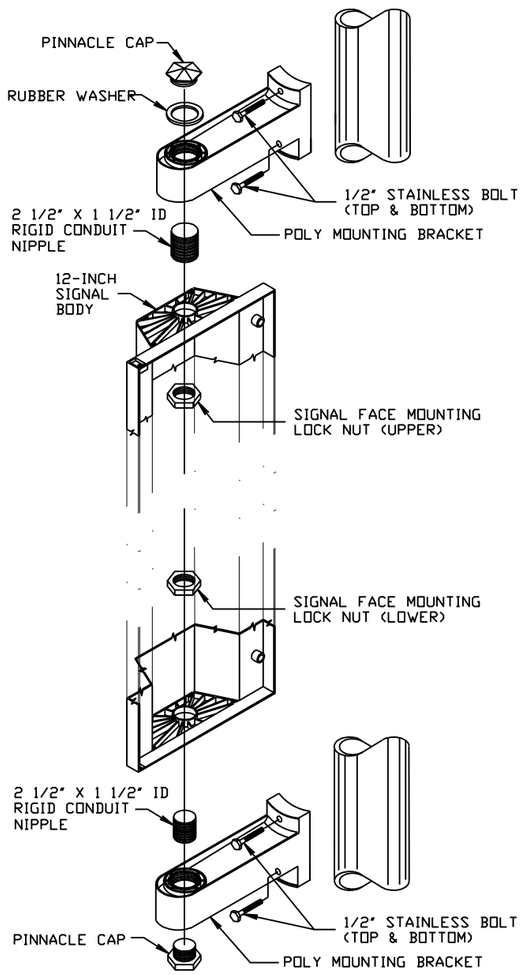
ADJUSTING MANHOLE OR INLET COVERS



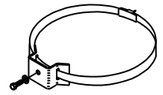
VEHICLE DISPLAY WITH INLINE PEDESTRIAN DISPLAY MOUNTING



PEDESTRIAN SIGNAL DISPLAY MOUNTING



VEHICLE SIGNAL DISPLAY MOUNTING



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

GENERAL NOTES

N

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE SIGNAL MOUNTINGS SHOWN HER SUPERSEDE THOSE IN THE STANDARD DETAIL DRAWINGS.

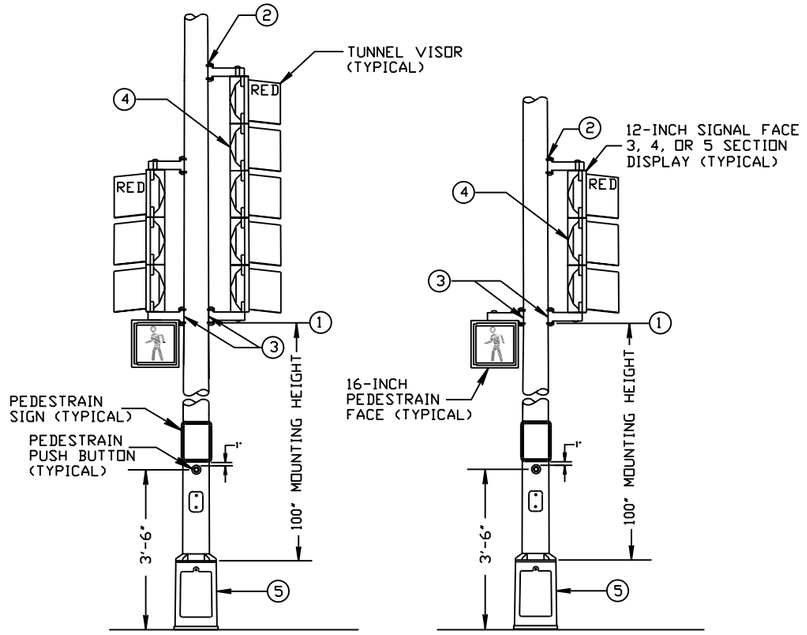
SIGNAL FACE SIZES TO BE 12-INCH.

PEDESTRIAN FACE SIZES TO BE 16-INCH.

MOUNTING HARDWARE SHALL BE FURNISHED BY THE CONTRACTOR.

THE SIZE, NUMBER AND ORIENTATION OF TRAFFIC SIGNAL DISPLAYS SHALL BE AS SHOWN ON THE PLANS.

1. MOUNTING HEIGHT FOR BOTTOM POLY BRACKET OF THE VEHICLE SIGNAL DISPLAY, DIMENSIONED FROM BOTTOM OF POLE SHOE PLATE TO BOTTOM BOLT OF POLY ARM. ADJUST HEIGHT IF NO TRANSFORMER BASE OR DIFFERENT SIZE.
2. SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH 1/2" STAINLESS BOLTS (ALL BRACKETS). DO NOT USE BANDING.
3. RUBBER GROMMET, TYPE 2 (1/4") OR TYPE 3 (3/8"), BASED ON POLE THICKNESS. SHALL BE PROVIDED FOR 1 3/8 " HOLE IN POLE SHAFT FOR WIRING.
4. THE NUMBER AND SIZE OF VEHICLE DISPLAYS MAY VARY. SEE SIGNAL PLAN SHEETS FOR ACTUAL PLACEMENT AND ORIENTATION. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
5. CAST ALUMINUM TRANSFORMER BASE, 17-INCH.



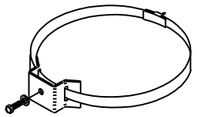
TYPICAL MOUNTING OF VEHICLE AND PEDESTRIAN SIGNAL DISPLAYS
(ACTUAL DISPLAYS MAY VARY IN SIZE AND ORIENTATION)

SIGNAL MOUNTING CONFIGURATIONS ON TYPE 2, 3 AND 4 POLES

TRAFFIC SIGNAL STANDARDS
SIGNAL DISPLAYS ON
TYPE 2, 3 AND 4 POLES

CITY OF APPLETON
TRAFFIC SECTION

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 40	E



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

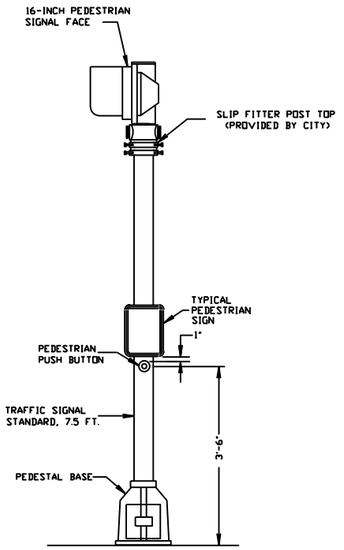
ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

ORNAMENTAL MOUNTING HARDWARE WILL BE FURNISHED BY OTHERS AND PROVIDED TO THE CONTRACTOR.

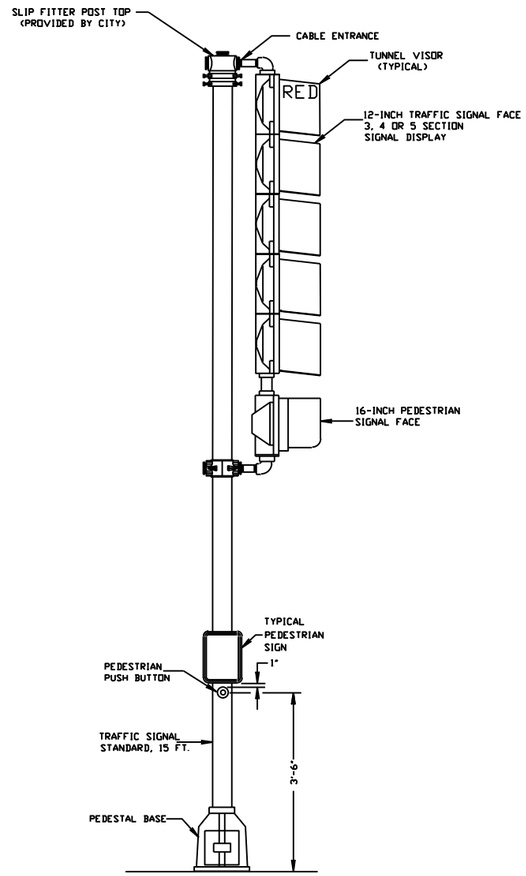
SEE SEPARATE DETAIL FOR MOUNTING HARDWARE AND ASSEMBLY.

LENGTH, LOCATION AND ORIENTATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

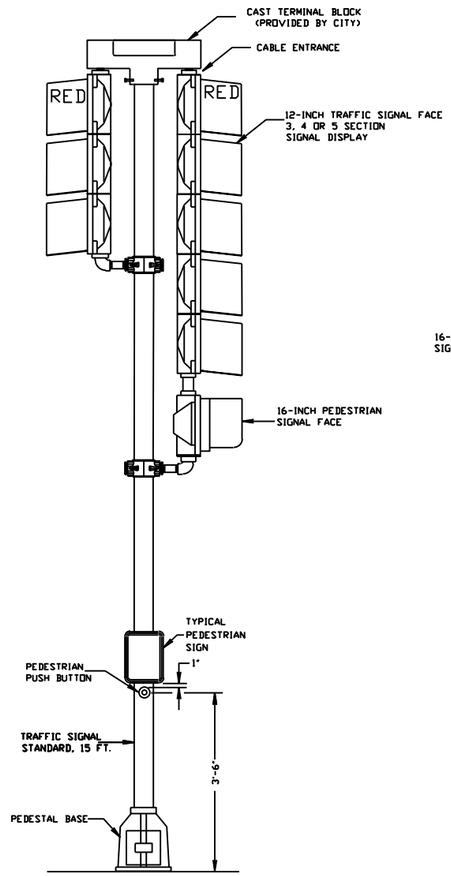
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



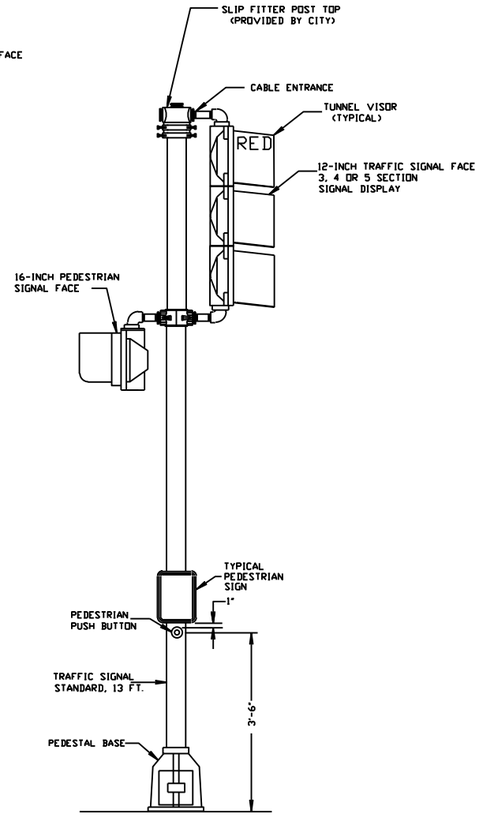
TRAFFIC SIGNAL STANDARD-7.5 FT.



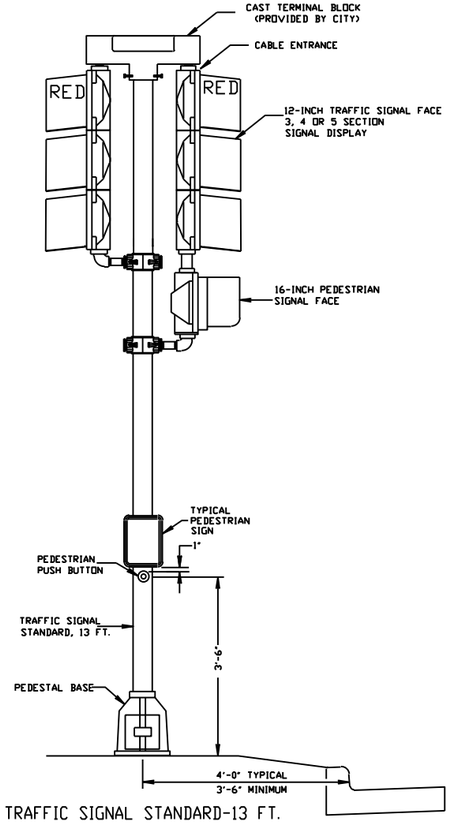
TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

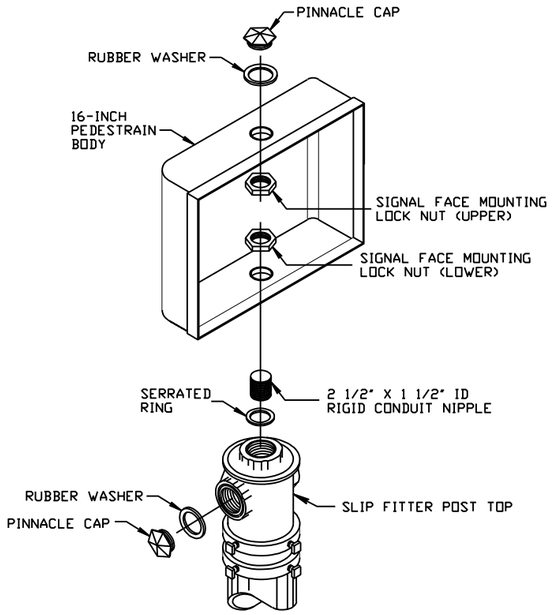


TRAFFIC SIGNAL STANDARD-13 FT.

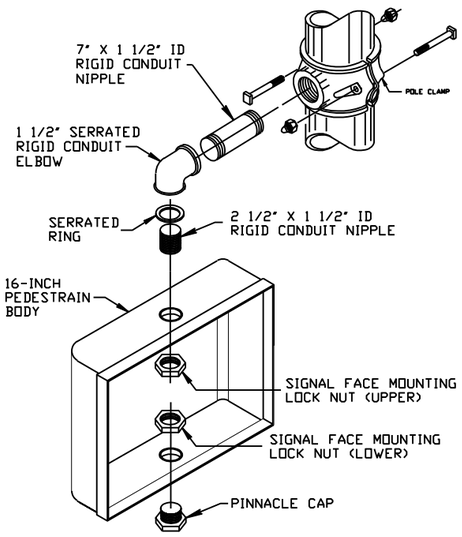
TRAFFIC SIGNAL STANDARD ORNAMENTAL MOUNTINGS 7.5-FT, 13-FT AND 15-FT POLES

CITY OF APPLETON
TRAFFIC SECTION

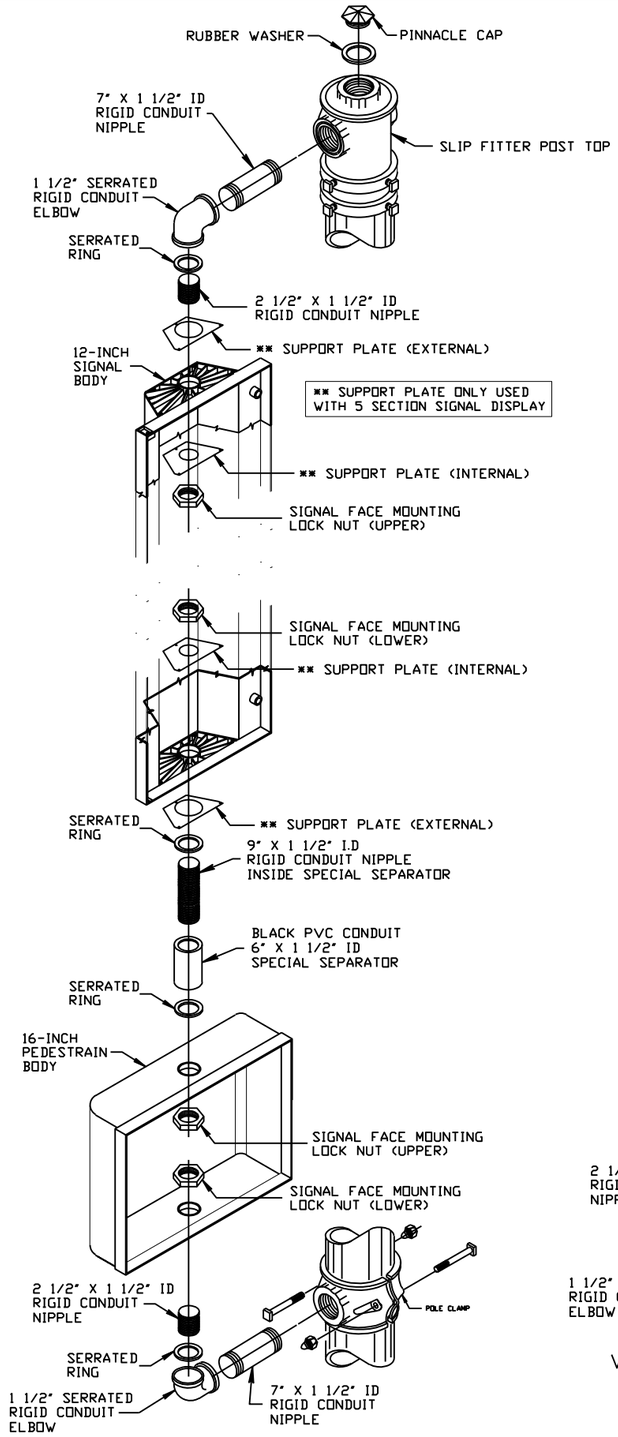
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 41	E



PEDESTRIAN DISPLAY MOUNTING DETAIL (POST TOP)



PEDESTRIAN DISPLAY MOUNTING DETAIL (POLE CLAMP)



VEHICLE DISPLAY WITH INLINE PEDESTRIAN DISPLAY MOUNTING DETAIL

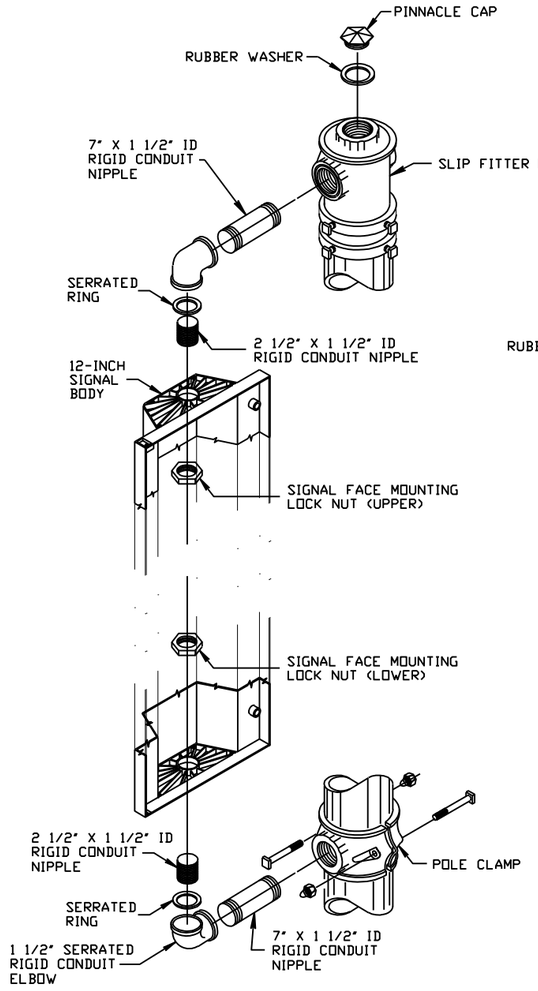
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

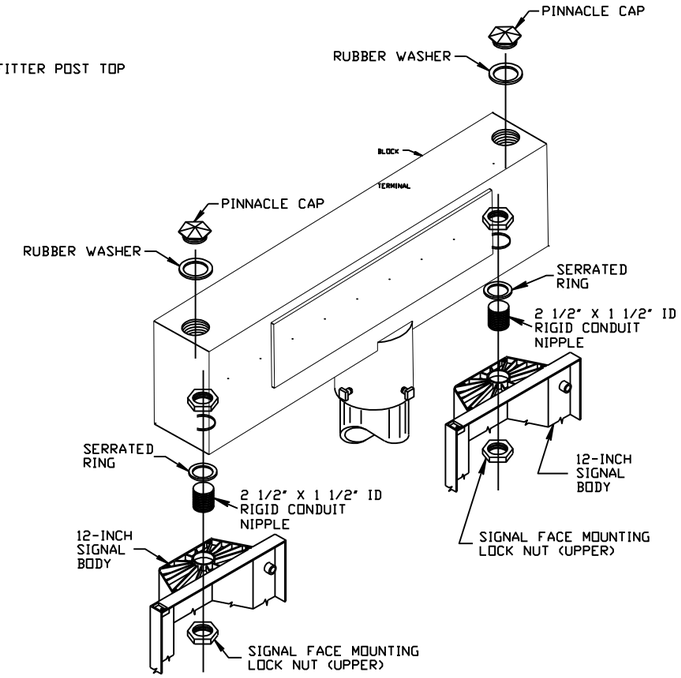
ORNAMENTAL MOUNTING HARDWARE WILL BE FURNISHED BY OTHERS AND PROVIDED TO THE CONTRACTOR.

SEE SEPARATE DETAIL FOR COMPLETE TYPE 1 SIGNAL ASSEMBLIES.

THE SIZE, NUMBER AND ORIENTATION OF TRAFFIC SIGNAL DISPLAYS SHALL BE AS SHOWN ON THE PLANS.



VEHICLE DISPLAY MOUNTING DETAIL (SLIP FITTER)



VEHICLE DISPLAY MOUNTING DETAIL (TERMINAL BLOCK)

TRAFFIC SIGNAL ASSEMBLIES
ORNAMENTAL HARDWARE DETAIL
7.5-FT, 13-FT AND 15-FT POLES

CITY OF APPLETON
TRAFFIC SECTION

TRAFFIC SIGNAL WIRE COLOR CODE (CABINET TO POLE)

16 CONDUCTOR IMSA 20-1 CABLE

VEHICLE SIGNAL DISPLAYS - NB & WB DIRECTION

R	RED	3-SECTION SIGNAL DISPLAY
Y	ORANGE	
G	GREEN	
R-ARROW	RED/BLACK (OR RED**)	4-SECTION SIGNAL DISPLAY
Y-ARROW	ORANGE/BLACK (OR ORANGE**)	
FY-ARROW	GREEN/BLACK (OR GREEN**)	
G-ARROW	BLACK/RED	
R-ARROW	RED	5-SECTION SIGNAL DISPLAY
Y-ARROW	ORANGE	
G-ARROW	GREEN	
Y-ARROW	RED/WHITE	
G-ARROW	GREEN/WHITE	

VEHICLE SIGNAL DISPLAYS - SB & EB DIRECTION

R	RED/BLACK	3-SECTION SIGNAL DISPLAY
Y	ORANGE/BLACK	
G	GREEN/BLACK	
R-ARROW	RED (OR RED/BLACK**)	4-SECTION SIGNAL DISPLAY
Y-ARROW	ORANGE (OR ORANGE/BLACK**)	
FY-ARROW	GREEN (OR GREEN/BLACK***)	
G-ARROW	BLACK/RED	
R-ARROW	RED/BLACK	5-SECTION SIGNAL DISPLAY
Y-ARROW	ORANGE/BLACK	
G-ARROW	GREEN/BLACK	
Y-ARROW	RED/WHITE (OR BLUE****)	
G-ARROW	GREEN/WHITE (OR BLACK****)	

** USE WHEN NORMAL COLOR ASSIGNMENT ALREADY USED IN OPPOSING DIRECTION ON SAME POLE, 3-SECTION HAS PRIORITY OF COLOR ASSIGNMENT

**** USE WHEN NORMAL COLOR ASSIGNMENT ALREADY USED IN OPPOSING DIRECTION ON SAME POLE

PEDESTRIAN SIGNAL DISPLAYS

W	BLUE	PEDESTRIAN CROSSING SIDE ST
DW	BLACK	(WITH PHASE 2 & 6)
W	BLUE/BLACK	PEDESTRIAN CROSSING MAIN ST
DW	WHITE/BLACK	(WITH PHASE 4 & 8)
PED BUTTON	BLUE/WHITE	PED BUTTONS
PED BUTTON	BLACK/WHITE	

NEUTRAL	WHITE

TRAFFIC SIGNAL WIRE COLOR CODE (UP THE POLE)

3 SECTION DISPLAY

5 CONDUCTOR IMSA 20-1 CABLE

RED	RED BALL
ORANGE	YELLOW BALL
GREEN	GREEN BALL
BLACK	NOT USED
WHITE	NEUTRAL

4 SECTION FYA DISPLAY

5 CONDUCTOR IMSA 20-1 CABLE

RED	RED ARROW
ORANGE	YELLOW ARROW
GREEN	F-YELLOW ARROW
BLACK	GREEN ARROW
WHITE	NEUTRAL

5 SECTION DISPLAY

7 CONDUCTOR IMSA 20-1 CABLE

RED	RED BALL
ORANGE	YELLOW BALL
GREEN	GREEN BALL
WHITE/BLACK	NOT USED
BLUE	YELLOW ARROW
BLACK	GREEN ARROW
WHITE	NEUTRAL

3 SECTION WITH PEDESTRIAN DISPLAY

7 CONDUCTOR IMSA 20-1 CABLE

RED	RED BALL
ORANGE	YELLOW BALL
GREEN	GREEN BALL
WHITE/BLACK	NOT USED
BLUE	WALK
BLACK	DON'T WALK
WHITE	NEUTRAL

4 SECTION FYA PLUS PEDESTRIAN DISPLAY

7 CONDUCTOR IMSA 20-1 CABLE

RED	RED ARROW
ORANGE	YELLOW ARROW
GREEN	F-YELLOW ARROW
WHITE/BLACK	GREEN ARROW
BLUE	WALK
BLACK	DON'T WALK
WHITE	NEUTRAL

5 SECTION WITH PEDESTRIAN DISPLAY

9 CONDUCTOR IMSA 20-1 CABLE

RED	RED BALL
ORANGE	YELLOW BALL
GREEN	GREEN BALL
RED/BLACK	YELLOW ARROW
GREEN/BLACK	GREEN ARROW
WHITE/BLACK	NOT USED
BLUE	WALK
BLACK	DON'T WALK
WHITE	NEUTRAL

PEDESTRIAN DISPLAY

3 CONDUCTOR IMSA 20-1 CABLE

BLACK	WALK
RED	DON'T WALK
WHITE	NEUTRAL

USE ANY COLOR, TWO (2) INDIVIDUAL 14 AWG THHN CONDUCTORS FOR PUSH BUTTON, TAPED FOR CIRCUIT ID

TAPE COLORS FOR CIRCUIT IDENTIFICATION

WHITE	N.B.
YELLOW	W.B.
ORANGE	S.B.
BLUE	E.B.
RED	PED BUTTON

WIRE ASSIGNMENT
TRAFFIC SIGNALS

CITY OF APPLETON
TRAFFIC SECTION

02/15/2024 DATE

MICHAEL S. HARDY, PE
ASSISTANT CITY TRAFFIC ENGINEER

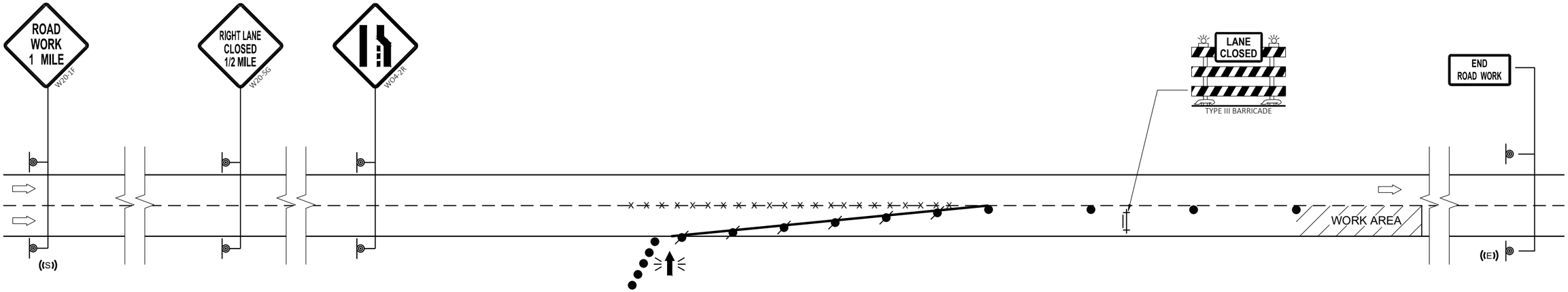
NOTES:

THIS CONSTRUCTION DETAIL SUPPLEMENTS STANDARD DETAIL DRAWINGS FOR LANE CLOSURES WITH WORK ZONE LOCATION MARKERS AS SHOWN IN THIS DETAIL.

SEE STANDARD DETAIL DRAWINGS TITLED "TRAFFIC CONTROL, LANE CLOSURE", "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION", "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM", "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR ADDITIONAL INFORMATION.

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
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



2

REMOVALS LEGEND

- GRUBBING
- GRUBBING
- REMOVING ASPHALTIC PAVEMENT
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE SIDEWALK
- REMOVING BOX CULVERT
- SAWING ASPHALT
- SAWING CONCRETE
- REMOVING FENCE
- REMOVING AND SALVAGING CABLE GUARD
- REMOVING GUARDRAIL
- REMOVING CURB AND GUTTER
- RM 1 — REMOVING STORM SEWER
- REMOVING INLET
- REMOVING MANHOLE

NOTE:
ALL EXISTING ASPHALT REMOVAL WILL BE PAID FOR AS EXCAVATION COMMON.

2

2

N

COMMERCE CT

CAP+78.70
45.50'RT

CAP+20.75
36.88'LT

CAP+49.05
36.74'LT

CAP+10.72
48.60'RT

CAP+04.47
37.91'LT

CAP+39.90
37.16'LT

PROPOSED R/W

TLE

PROPOSED R/W

TLE

'ESB'+16.13
10.73'LT

CTH E/N BALLARD RD

600'ESB

600'ENB

'ENB'+12.99
14.09'RT

BEGIN PROJECT
STA 599'ENB'+13.00

CAP+39.74
12.47'LT

CAP+41.30
35.71'RT

R/L CAP

24CAP

W CAPITOL DRIVE

R/L ESB

'ESB'+78.23
18.99'RT

R/L ENB

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED R/W

REMOVING
FENCE

PROPOSED R/W

612'EBB'

R/L EB

R/L EBB

WETLAND

WETLAND

TLE

'ESB'+87.20
105.19'LT

EXISTING R/W

'ESB'+22.67
93.41'LT

'ESB'+76.78
32.70'LT

RAMP EBB

RAMP EB

'ESB'+88.98
36.74'LT

'ESB'+11.24
12.90'RT

RAMP EAA

R/L EAA

'ESB'+16.78
198.62'RT

REMOVING
FENCE

RAMP EA

R/L EA

854'EA'

858'EA'

MATCHLINE 612'ENB+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 46	E

FILE NAME : C:\USERS\HELLERBA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021101-RM.DWG
LAYOUT NAME - 01-ENB-01

PLOT DATE : 12/18/2024 9:49 AM PLOT BY : HELLER, BRYCE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCHLINE 612'ENB'+00

R/L IH 41
R/L IH 41 NB
R/L IH 41 SB
R/L EC
R/L ECC
WETLAND
REMOVING FENCE
SLOPE INTERCEPT (TYP)
PROPOSED R/W
EXISTING R/W
R/L ESB
R/L ENB
R/L ED
R/L EDD
RAMP EC
RAMP ECC
RAMP ED
RAMP EDD
B-44-172 (TO BE REMOVED)
CTH E/N BALLARD RD
IH 41 NB
IH 41 SB
PARK N RIDE
EVERGREEN DR

'ENB'+60.37
1.53'LT

'ENB'+66.82
148.56'LT

END PROJECT
STA 626'ENB'+67.26

'ESB'+47.64
24.60'LT

'ESB'+47.37
12.01'RT

'ESB'+69.48
20.38'RT

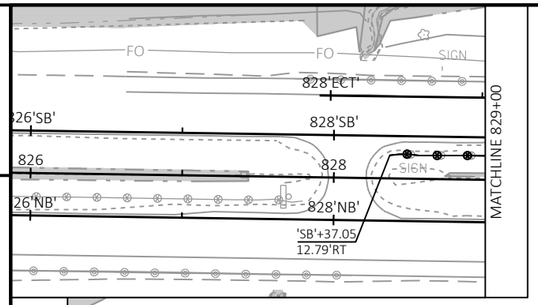
'ENB'+35.60
49.48'RT

'ENB'+44.88
0.81'LT

'ENB'+66.10
79.51'RT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 47	E

FILE NAME : C:\USERS\HELLERBA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021101-RM.DWG
LAYOUT NAME - 01-ENB-02
PLOT DATE : 12/18/2024 9:50 AM
PLOT BY : HELLER, BRYCE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



2

N

WETLAND

SLOPE INTERCEPT (TYP)

EXISTING R/W

R/L IH 41 SB

R/L IH 41

'SB'+07.97
99.81'LT

WETLAND

PROPOSED R/W

REMOVING FENCE

R/L ECT

842'ECT'

RAMP ECT

840'ECT'

'SB'+55.32
36.83'LT

'SB'+55.32
26.23'LT

830'ECT'

832'ECT'

834'ECT'

836'ECT'

838'ECT'

IH 41 SB

830'SB' 832'SB' 834'SB' 836'SB' 838'SB' 840'SB' 842'SB'

830 832 834 836 838 840 842

830'NB' 832'NB' 834'NB' 836'NB' 838'NB' 840'NB' 842'NB'

MATCHLINE 829+00

MATCHLINE 844+00

834'EBT' 836'EBT' IH 41 NB 838'EBT' 840'EBT' 842'EBT'

'NB'+29.62
25.63'RT

'NB'+29.87
36.44'RT

R/L IH 41 NB

R/L EBT

R/L EB

REMOVING FENCE

RAMP EBT

'NB'+96.16
83.14'RT

EXISTING R/W

PROPOSED R/W

WETLAND

POOL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 48	E

FILE NAME : C:\USERS\HELLERBA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021101-RM.DWG
LAYOUT NAME - 02-41-04

PLOT DATE : 12/18/2024 9:53 AM PLOT BY : HELLER, BRYCE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE 844+00

MATCHLINE 859+00

N

SLOPE INTERCEPT (TYP)

PROPOSED R/W

WETLAND

EXISTING R/W

RAMP EC

616'ECC'

614'ECC'

R/L ECC

REMOVING FENCE

R/L EC

846'EC'

848'EC'

850'EC'

852'EC'

854'EC'

R/L IH 41 SB

R/L IH 41

R/L ENB

'SB'+09.59
41.21'LT

'SB'+61.65
36.21'LT

'SB'+11.67
36.28'LT

'SB'+61.43
26.03'LT

'SB'+09.99
36.55'LT

'SB'+10.04
26.55'LT

'SB'+34.44
36.48'LT

'SB'+34.26
26.48'LT

IH 41 SB

'SB' 846'SB' 848'SB' 850'SB' 852'SB' 856'SB' 858'SB'

846 848 850 852 856 858

'NB' 846'NB' 848'NB' 850'NB' 852'NB' 856'NB' 858'NB'

'NB'+52.23
25.56'RT

'NB'+52.25
35.98'RT

'NB'+01.47
41.44'RT

'NB'+02.22
37.46'RT

'NB'+56.63
24.89'RT

'NB'+56.67
34.89'RT

'NB'+05.65
24.78'RT

'NB'+05.60
34.78'RT

IH 41 NB

R/L EBT

EBT EB

846'EBT'

848'EBT'

R/L IH 41 NB

RAMP EB

850'EB'

852'EB'

612'EBB'

610'EBB'

R/L EB

R/L EBB

WETLAND

PROPOSED R/W

EXISTING R/W

REMOVING FENCE

A/C

CTH E/N BALLARD RD

R/L EDD

R/L ESB

RAMP EDD

614'EDD'

616'EDD'

RAMP ED

294'ED'

298'ED'

R/L ED

R/L EDT

B-44-172
(TO BE REMOVED)

854'EA'

R/L EA

RAMP EA

858'EA'

856'EA'

RAMP EAA

672'EAA'

R/L EAA

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 49	E

2

2

N

MATCHLINE 859+00

PROPOSED R/W

REMOVE SIGN

R/L ED

EXISTING R/W

REMOVING FENCE

REMOVE SIGN STRUCTURE S-44-033

WETLAND

RAMP EDT

IH 41 SB

R/L EDT

IH 41 NB

R/L IH 41

R/L IH 41 SB

R/L EAT

RAMP EAT

R/L EA

R/L IH 41 NB

REMOVE SIGN

REMOVE SIGN STRUCTURE S-44-034

SLOPE INTERCEPT (TYP)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 50	E

2

N

N JUANITA LANE

COMMERCE CT

EXISTING R/W

PROPOSED R/W

W CAPITOL DRIVE

EXISTING R/W

CTH E/N BALLARD RD

R/L ESB

R/L ENB

R/L CAP

SLOPE INTERCEPT (TYP)

TLE

TLE

TLE

PROPOSED R/W

PROPOSED R/W

EXISTING R/W

CAP+53.06
13.77'LT

CAP+49.05
36.71'LT

CAP+20.75
36.88'LT

CAP+04.47
37.91'LT

CAP+39.90
37.16'LT

CAP+39.74
12.47'LT

CAP+41.30
35.71'RT

CAP+53.08
19.01'RT

CAP+78.70
45.50'RT

CAP+10.72
48.60'RT

12CAP

14CAP

16CAP

20CAP

20CAP

24CAP

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 51	E

FILE NAME : C:\USERS\HELLERBA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021101-RM.DWG
LAYOUT NAME - 03-CAP-01

PLOT DATE : 12/18/2024 9:57 AM PLOT BY : HELLER, BRYCE PLOT NAME : PLOT SCALE : 1 IN:100 FT

LEGEND

- AG01 BASE AGGREGATE DENSE 3/4-INCH
- AP02 HMA PAVEMENT 2-INCH
- AP3.5 HMA PAVEMENT 3 1/2-INCH
- AP04 HMA PAVEMENT 4-INCH
- AP84 5-INCH ASPHALTIC SURFACE
- BG09 STEEL THRIE BEAM BULLNOSE TERMINAL
- BG10 STEEL THRIE BEAM
- BG21 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- BG28 CRASH CUSHIONS TEMPORARY
- BG31 MGS GUARDRAIL TEMPROARY TERMINAL EAT
- BG32 MGS GUARDRAIL 3
- BG39 MGS THRIE BEAM TRANSITION
- BG40 MGS GUARDRAIL TERMINAL EAT
- CB42 CONCRETE BARRIER TYPE S42 SPECIAL
- CG12 CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG14 CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG20 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
- CG42 CONCRETE CURB PEDESTRIAN
- CG43 CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CG46 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CG50 CONCRETE CURB & GUTTER 24-INCH TYPE D
- CM02 COLORING CONCRETE (SEAPLANE GRAY)
- CM04 CONCRETE SIDEWALK 4-INCH
- CM06 CONCRETE SIDEWALK 6-INCH
- CM12 CONCRETE MEDIAN SLOPED NOSE
- CP09 CONCRETE PAVEMENT 9-INCH
- CP19 CONCRETE PAVEMENT HES 9-INCH
- DR06 CONCRETE DRIVEWAY 6-INCH
- DR09 CONCRETE DRIVEWAY 9-INCH
- DR20 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- PV01 CONCRETE PAVEMENT APPROACH SLAB
- PV05 ASPHALTIC FLUME
- PV06 CONCRETE SURFACE DRAIN

NOTES: * DENOTES LOCATION OF DEPRESSED CURB HEAD
** DENOTES LOCATION OF REVERSE GUTTER SLOPE

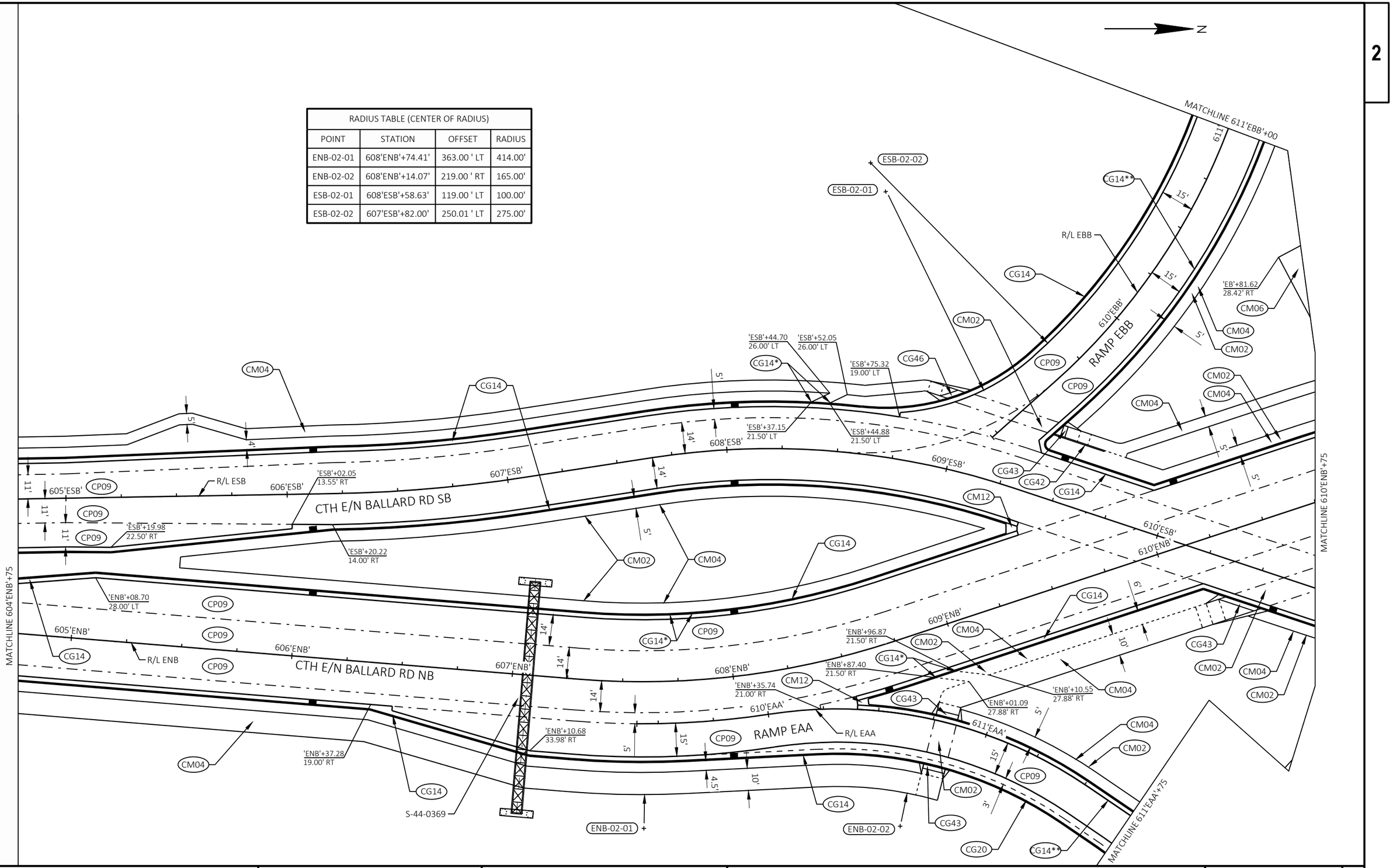
MATCHLINE 20'CAP'+00

RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
ENB-01-01	599'ENB'+38.35'	53.50 ' RT	42.00.00'
ENB-01-02	601'ENB'+04.04'	68.19 ' RT	49.00'
ENB-01-03	600'ENB'+66.61'	13.00 ' LT	2.00'
ESB-01-01	599'ESB'+47.86'	46.00 ' LT	30.00'
ESB-01-02	600'ESB'+71.89'	69.23 ' LT	40.00'
ESB-01-03	600'ESB'+62.25'	47.00 ' LT	20.00'
ESB-01-04	603'ESB'+65.52'	20.50 ' LT	4.00'
ESB-01-05	604'ESB'+28.34'	58.00 ' LT	42.00'

BEGIN PROJECT
STA 599'ENB'+13.00
X=835753.749
Y=574106.310

MATCHLINE 604'ENB'+75

RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
ENB-02-01	608'ENB'+74.41'	363.00 ' LT	414.00'
ENB-02-02	608'ENB'+14.07'	219.00 ' RT	165.00'
ESB-02-01	608'ESB'+58.63'	119.00 ' LT	100.00'
ESB-02-02	607'ESB'+82.00'	250.01 ' LT	275.00'



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 54	E

2

N

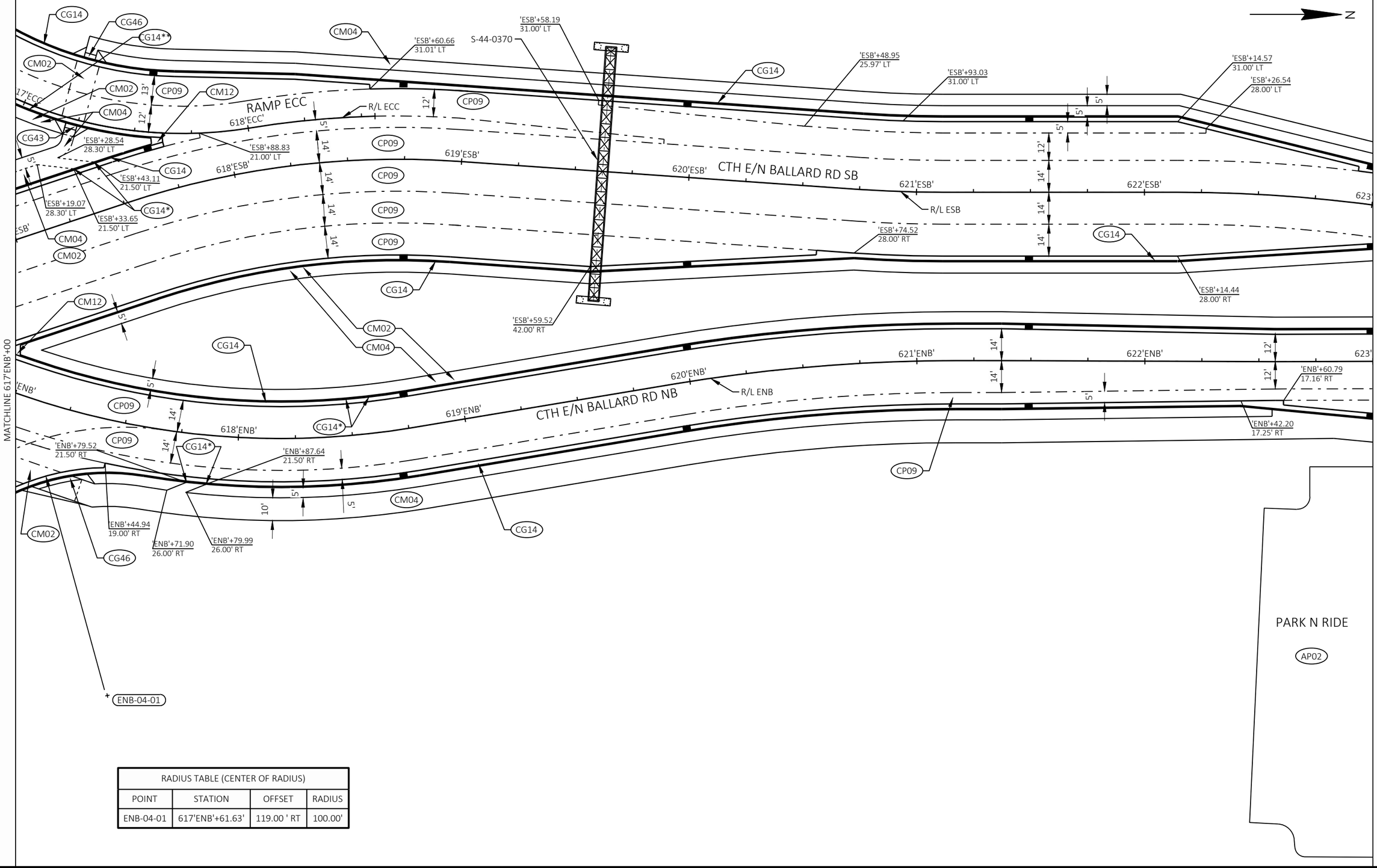
MATCHLINE 852'EB'+50

'EB'+63.62
30.00' LT

CM04
CM02
12'
12'
'EB'+16.47
28.42' RT
CG20*
CM04
CM02
CM06
CB42
CG20**
CP09
CP09
R/L EB
CM04
CG43
CG14
CM12
5'
5'
RAMP EB
14'
CP09
CM02
CM04
CP09
CM04
CM02
CG20
CM12
CG42
CM04
CM02
CG20
CG46
CG42
CG43
CP09
CM02
CG14
CP09
CM12
CM02
CM04
16'
14'
12'
RAMP EA
CP09
CP09
CG14
CG20**
MATCHLINE 855'EA'+00
MATCHLINE 610'ENB'+75
611'ENB'
611'ESB'
612'ENB'
612'ESB'
15'
CB42
R/L EA
'ESB'+71.42
14.00' RT
B-44-0324
R-44-0041
BG09
'NB'+51.08
28.02' LT
AP84
BG32
BG09
R/L IH 41 NB
R/L IH 41
R/L IH 41 SB
'NB'+56.67
26.22' LT
'SB'+97.60
37.66' LT
'SB'+09.99
36.69' LT
'SB'+10.04
26.69' LT
AP84
BG32
CONSTRUCTED UNDER
PROJ ID 1130-65-71/72
R-44-0040
B-44-0325
'ENB'+67.04
28.00' LT
'ENB'+83.37
28.00' LT
'NB'+10.11
19.90' LT
'SB'+10.41
21.88' RT
IH 41 NB
IH 41 SB
852'NB'
852
852'SB'
853'NB'
853
853'SB'
854'NB'
854
854'SB'
855'NB'
855
855'SB'
852'EA'
853'EA'
854'EA'
855'EC'
856'EC'
PV01
PV06
613'ENB'
614'ENB'
613'ESB'
614'ESB'
CTH E/N BALLARD RD NB
CTH E/N BALLARD RD SB
BG10
'SB'+97.72
20.24' RT
'NB'+97.78
21.57' LT
MATCHLINE 852'EC'+50
MATCHLINE 616'ECC'+00
R/L EC
853'EC'
CP09
CP09
14'
5'
12'
CG20**
CM02
CM04
CG14
RAMP ECC
12'
13'
R/L ECC
CP09
CG14**
CG14
CM12
RAMP EC
'ENB'+39.21
14.00' LT
CM02
CM04
CM04
CG14
CG46
CG14
CP09
'ENB'+76.50
14.00' LT
615'ENB'
CM02
CM02
CP09
CG46
CM12
14'
14'
R/L ESB
CG20
10'
CM04
616'ESB'
616'ENB'
R/L ENB
CB42
CG42
CP09
CG20
5'
14'
CG42
CG43
615'ESB'
CP09
CM04
CM02
CM02
CP09
14'
14'
CM02
R/L ED
CP09
CM04
CG43
CM02
CG14
CM12
294'ED'
CM04
5'
10'
12'
6'
CG14**
CG46
CP09
CG14
CG20**
4'
CP09
CM04
CM02
CP09
10'
12'
RAMP EDD
15'
CG14
CB42
'ESB'+35.34
42.00' RT
MATCHLINE 294'ED'+50
MATCHLINE 616'EDD'+00
MATCHLINE 617'ENB'+00
617'EDD'
R/L EDD

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 55	E

2



RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
ENB-04-01	617'ENB'+61.63'	119.00 ' RT	100.00'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 56	E

RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
ENB-05-01	626'ENB'+12.10'	79.00 ' RT	52.00'

N

'ESB'+09.87
14.00' LT

'ESB'+16.61
14.00' RT

'ESB'+47.41
12.00' LT

'ESB'+47.41
12.00' RT

'ENB'+67.26
19.00' LT

'ENB'+56.16
12.00' LT

'ENB'+42.10
27.00' RT

'ENB'+51.61
27.12' RT

'ENB'+66.74
42.19' RT

'ENB'+66.48
57.19' RT

'ENB'+66.09
79.51' RT

CM04 CM02 CG14 CP09 CG43 CM12

624'ESB' 625'ESB' 626'ESB' 627'ESB'

624'ENB' 625'ENB' 626'ENB' 627'ENB'

R/L ESB

R/L ENB

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MATCHLINE 623'ENB'+00

END PROJECT
STA 626'ENB'+67.26
X=835749.490
Y=576829.359

ENB-05-01

EVERGREEN DR

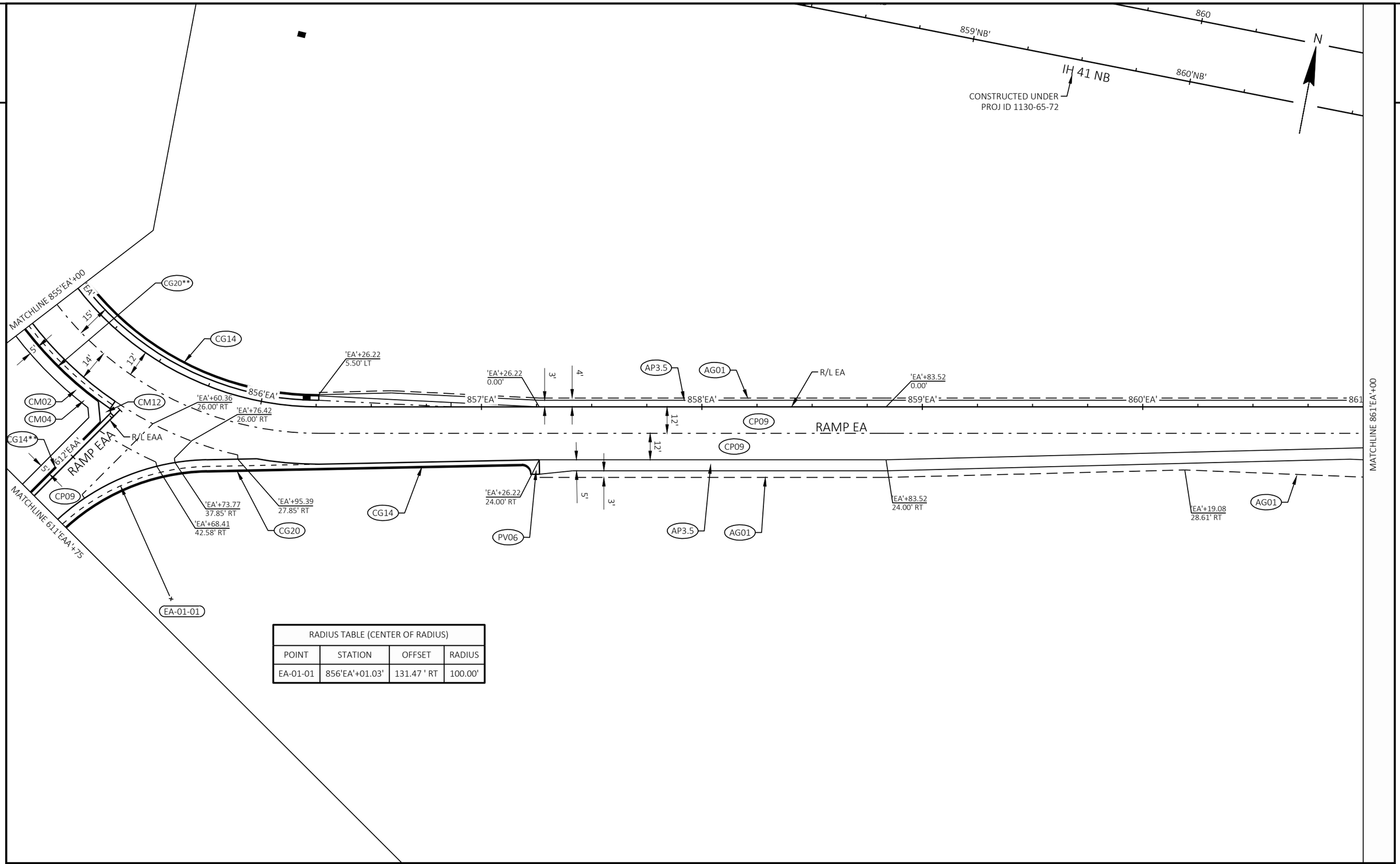
AP02

PARK N RIDE

AP04

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 57	E

2



RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
EA-01-01	856'EA'+01.03'	131.47 ' RT	100.00'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 58	E

2

2

N

IH 41 SB

IH 41 NB

RAMP EDT

RAMP EA

RAMP EAT

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

R/L IH 41 SB

R/L IH 41

R/L IH 41 NB

R/L EA

R/L EAT

862'SB'

863'SB'

864'SB'

865'SB'

866'SB'

304'EDT'

305'EDT'

306'EDT'

861'NB'

862'NB'

863'NB'

864'NB'

865'NB'

866'NB'

'NB'+44.23
26.00' RT

'NB'+44.23
36.00' RT

10'

3'

AP84

AG01

AP3.5

CP09

862'EA'

863'EA'

864'EAT'

865'EAT'

866'EAT'

867

'EA'+50.00
0.00'

'EA'+43.52
15.00' RT

'EA'+43.52
23.00' RT

'EA'+50.00
15.00' RT

'EA'+75.21
20.00' RT

'EA'+39.13
27.82' RT

15'

8'

6'

1'

BG39

BG40

BG21

BG32

CB42

MATCHLINE 861'EA'+00

MATCHLINE 867'EAT'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 59	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 02-EAT-02

PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

RAMP EDT

307'EDT' 308'EDT' 309'EDT' 310'EDT'

867'SB' 868'SB' 869'SB' 870'SB' 871'SB' 872'SB' 873'SB'

R/L IH 41 SB

IH 41 SB

867 868 869 870 871 872 873

R/L IH 41

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

67'NB' 868'NB' 869'NB' 870'NB' 871'NB' 872'NB' 873'NB'

IH 41 NB

R/L IH 41 NB

R/L EAT

RAMP EAT

MATCHLINE 867'EAT'+00

EAT'

'EAT'+08.76
11.00' LT

'EAT'+08.05
3.00' LT

AP84

868'EAT' 869'EAT' 870'EAT' 871'EAT' 872'EAT' 873'EAT'

'EAT'+09.75
0.00'

'EAT'+09.75
18.00' RT

15'

12'

6'

6'

3'

AG01

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 60	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 02-EAT-03

PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MH

N

AG01

AP84

R/L ECT

RAMP ECT

3'

6'

15'

841'ECT'

840'ECT'

839'ECT'

838'ECT'

837'ECT'

836'ECT'

AP84

AP84

R/L IH 41 SB

IH 41 SB

841'SB'

840'SB'

839'SB'

838'SB'

837'SB'

836'SB'

841

840

839

838

837

836

R/L IH 41

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

841'N

840'NB'

839'NB'

838'NB'

837'NB'

836'NB'

R/L IH 41 NB

IH 41 NB

R/L EBT

841'

840'EBT'

839'EBT'

838'EBT'

837'EBT'

836'EBT'

'EBT'+29.07
0.00'

'EBT'+28.79
4.99' RT

RAMP EBT

15'

AP84

AP84

'EBT'+43.40
20.00' RT

3'

6'

AG01

MATCHLINE 841'EBT'+00

N-44-0017

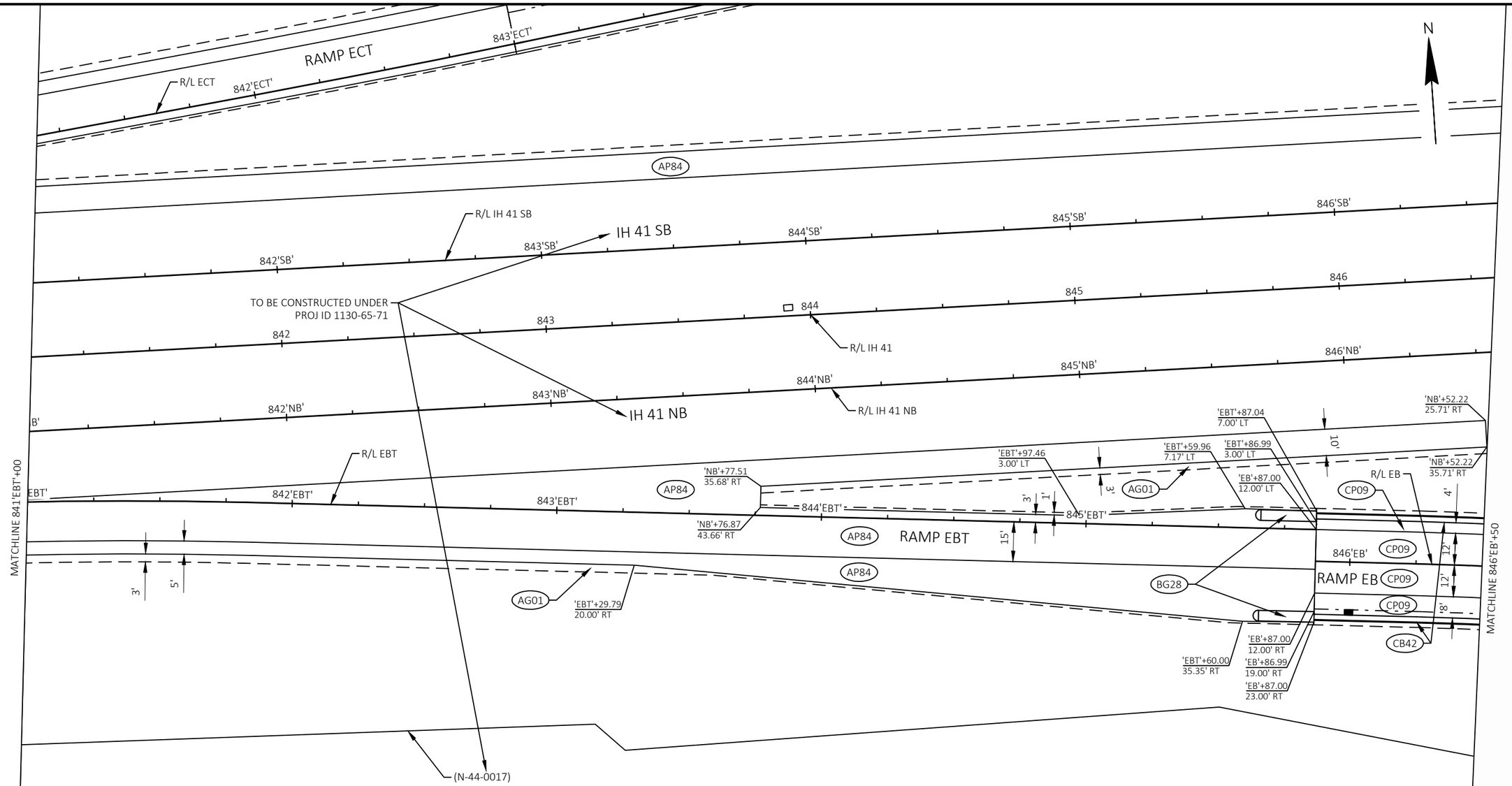
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 61	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 03-EB-00

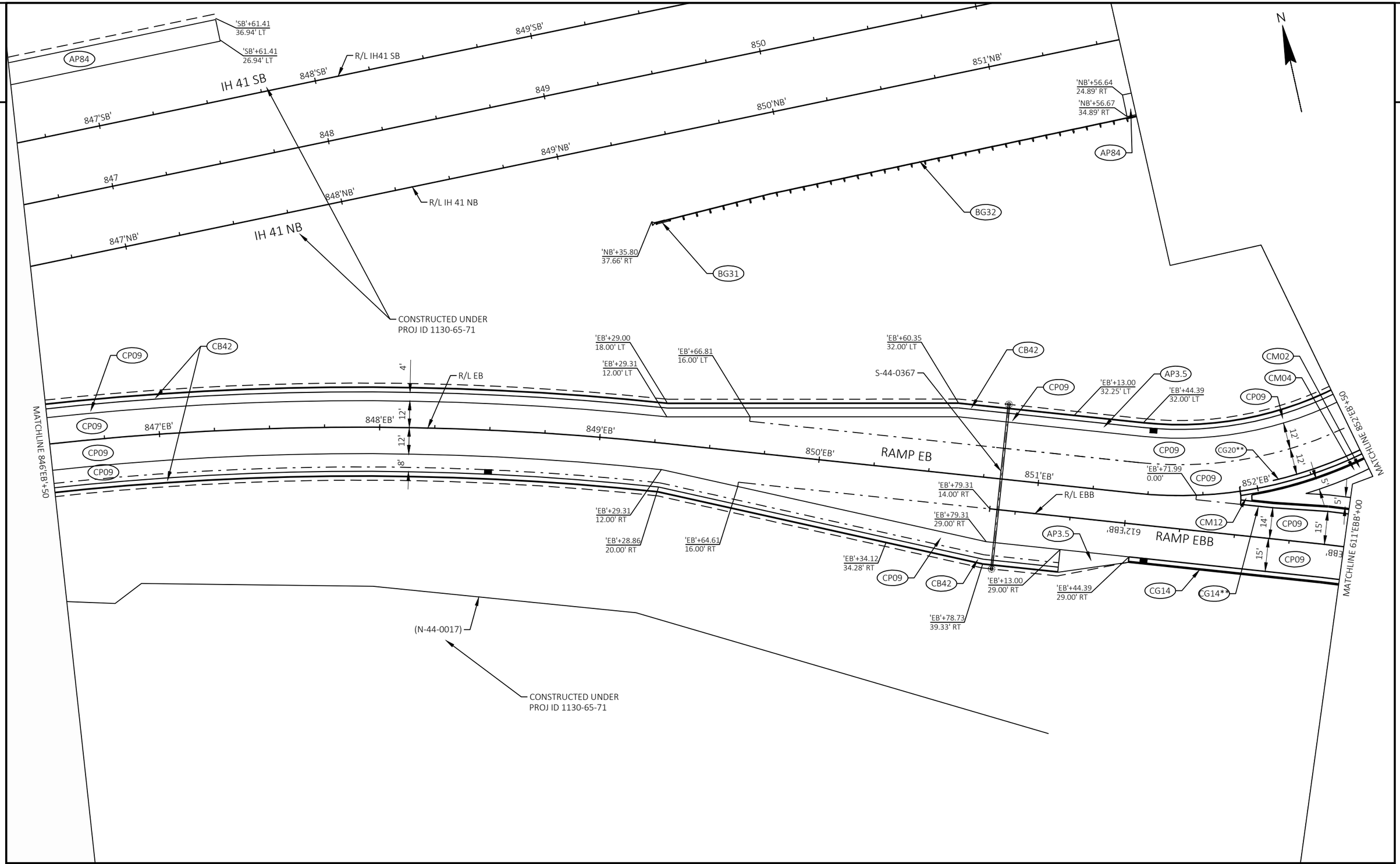
PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 62	E



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 63	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 03-EB-02
PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

'ECT'+57.89
10.48' LT

'ECT'+57.89
0.00'

'ECT'+14.73
10.46' LT

'ECT'+66.58
12.63' LT

'ECT'+15.57
11.32' LT

AG01

'ECT'+57.89
17.00' LT

'ECT'+57.89
12.00' LT

R/L ECT

AP84

AP84

3'

5'

12'

829'ECT'

830'ECT'

831'ECT'

832'ECT'

833'ECT'

RAMP ECT

834'ECT'

835

MATCHLINE 835'ECT'+00

IH 41 SB

R/L IH 41 SB

829'SB'

830'SB'

831'SB'

832'SB'

833'SB'

834'SB'

R/L IH 41

829

830

831

832

833

834

829'NB'

830'NB'

831'NB'

832'NB'

833'NB'

834'NB'

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 NB

R/L IH 41 NB

834'EBT'

N-44-0017

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 64	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 04-EC-00

PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MH

MATCHLINE 835'ECT'+00

MATCHLINE 841'ECT'+00

AP84

AG01

3'

5'

15'

R/L ECT

RAMP ECT

835'ECT'

836'ECT'

837'ECT'

838'ECT'

839'ECT'

840'ECT'

841'ECT'

'ECT'+52.67
3.00' RT

'ECT'+52.67
11.00' RT

10'

3'

1'

3'

835'SB'

836'SB'

837'SB'

838'SB'

839'SB'

840'SB'

841'SB'

IH 41 SB

R/L IH 41 SB

835

836

837

838

839

840

841

R/L IH 41

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

835'NB'

836'NB'

837'NB'

838'NB'

839'NB'

840'NB'

841'NB'

IH 41 NB

R/L IH 41 NB

835'EBT'

836'EBT'

837'EBT'

838'EBT'

839'EBT'

840'EBT'

841'EBT'

'EBT'+29.08
0.00'

'EBT'+28.65
5.99' RT

'EBT'+43.58
15.00' RT

N-44-0017

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 65	E

2

N

MATCHLINE 841'ECT'+00

MATCHLINE 847'EC'+00

'EC'+00.00
15.00' LT

'EC'+00.00
29.00' LT

'ECT'+74.90
20.00' LT

'EC'+64.10
26.00' LT

'EC'+64.12
36.00' LT

AP3.5

AG01

AP84

CP09

6'

3'

15'

5'

12'

12'

12'

3'

R/L ECT

R/L EC

ECT'

842'ECT'

RAMP ECT

843'ECT'

844'EC'

RAMP EC

845'EC'

846'EC'

847

'EC'+00.00
0.00' LT

10'

R/L IH 41 SB

842'SB'

IH 41 SB

843'SB'

844'SB'

845'SB'

846'SB'

847'SB'

R/L IH 41

842

843

844

845

846

847

R/L IH 41 NB

842'NB'

IH 41 NB

843'NB'

844'NB'

845'NB'

846'NB'

847'NB'

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-71

R/L EBT

842'EBT'

843'EBT'

844'EBT'

RAMP EBT

'NB'+52.22
25.71' RT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 66	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 04-EC-02

PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 847'EC'+00

'EC'

848'EC'

849'EC'

850'EC'

851'EC'

852'EC'

MATCHLINE 852'EC'+50

613'ECC'

614'ECC'

615'ECC'

MATCHLINE 616'ECC'+00

R/L EC

R/L ECC

RAMP EC

RAMP ECC

CP09

CP09

CP09

CP09

AP3.5

AG01

AG01

AP3.5

AG01

PV06

CG14

CG14

CG14**

CM02

CM04

CM12

CG20**

'EC'+13.04
18.00' LT

'EC'+13.04
18.00' LT

'EC'+13.04
18.00' LT

'EC'+02.67
27.99' LT

'EC'+37.79
0.03' LT

'EC'+79.35
0.00'

5'

3'

12'

12'

12'

3'

1'

5'

15'

13'

3'

16'

14'

12'

5'

13'

12'

5'

AG01

AP84

3'

10'

'SB'+61.41
36.94' LT

'SB'+61.41
26.94' LT

CONSTRUCTED UNDER
PROJ ID 1130-65-71

848'SB'

849'SB'

850'SB'

IH 41 SB

R/L IH 41 SB

R/L IH 41

848

849

IH 41 NB

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 67	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 04-EC-03

PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 616'EDD'+00

CG14**

CG14

CP09

CP09

R/L EDD

15'

15'

5'

RAMP EDD

'ED'+83.10
40.00' LT

'ED'+15.65
45.00' LT

AP3.5

AG01

'ED'+85.93
40.42' LT

'ED'+53.29
40.42' LT

CM02

CM12

CM06

CM04

CG20**

R/L ED

'ED'+58.96
12.00' LT

5'

12'

10'

12'

295'ED'

296'ED'

297'ED'

298'ED'

299'ED'

300'ED'

614'EDD'

615'EDD'

613'EDD'

612'EDD'

3'

5'

'ED'+97.26
45.00' LT

'ED'+37.26
48.00' LT

CB42

14'

14'

14'

12'

4'

6'

2'

'ED'+67.26
40.00' LT

CG20*

CB42

MATCHLINE 294'ED'+50

'ED'+86.22
18.00' RT

CB42

'ED'+79.76
4.00' RT

MATCHLINE 300'ED'+00

S-44-0373

BG31

BG32

'SB'+64.52
38.96' LT

10'

AP84

'SB'+34.44
36.48' LT

'SB'+34.40
26.48' LT

CONSTRUCTED UNDER
PROJ ID 1130-65-72

IH 41 SB

R/L IH 41 SB

856'SB'

857'SB'

858'SB'

859'SB'

860'SB'

R/L IH41

856

857

858

859

860

IH 41 NB

R/L IH 41 NB

859'NB'

860'NB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 68	E

2

N

CB42

'ED'+17.26
24.00' LT

'ED'+49.66
35.00' LT

'ED'+49.67
30.99' LT

'EDT'+76.69
35.00' LT

AG01

'EDT'+01.70
20.00' LT

6'

RAMP ED

CP09

CP09

CP09

BG28

AP84

AP84

AP84

12'

12'

4'

'ED'

301'ED'

302'EDT'

303'EDT'

304'EDT'

305'EDT'

306'

'ED'+17.47
4.00' RT

CB42

R/L ED

'ED'+49.66
4.00' RT

'EDT'+76.70
7.01' RT

'EDT'+81.69
3.00' RT

R/L EDT

'EDT'+02.30
3.00' RT

'EDT'+02.30
11.00' RT

5'

3'

15'

RAMP EDT

MATCHLINE 300'ED'+00

MATCHLINE 306'EDT'+00

AG01

AP84

'SB'+20.19
36.13' LT

'SB'+20.20
26.13' LT

2'

10'

R/L IH 41 SB

861'SB'

862'SB'

863'SB'

864'SB'

865'SB'

866'SB'

IH 41 SB

R/L IH41

861

862

863

864

865

866

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

R/L IH 41 NB

861'NB'

862'NB'

863'NB'

864'NB'

865'NB'

866'NB'

IH 41 NB

'NB'+44.23
26.00' RT

'NB'+44.23
36.00' RT

AP84

R/L EAT

866'EAT'

865'EAT'

RAMP EAT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 69	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021201-PD.DWG
LAYOUT NAME - 05-ED-02

PLOT DATE : 10/20/2024 9:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 306'EDT'+00

AP84

AG01

3'

5'

'EDT'+00.00
17.73' LT

'EDT'+97.31
23.16' LT

EDT'

AP84

RAMP EDT

13'

307'EDT'

308'EDT'

309'EDT'

310'EDT'

R/L EDT

'EDT'+97.31
0.00'

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

R/L IH 41 SB

867'SB'

868'SB'

869'SB'

870'SB'

871'SB'

872'SB'

IH 41 SB

R/L IH 41

867

868

869

870

871

872

R/L IH 41 NB

867'NB'

868'NB'

869'NB'

870'NB'

871'NB'

872'NB'

IH 41 NB

R/L EAT

'EAT'+08.76
11.00' LT

'EAT'+08.05
3.00' LT

AP84

867'EAT'

868'EAT'

869'EAT'

RAMP EAT

870'EAT'

871'EAT'

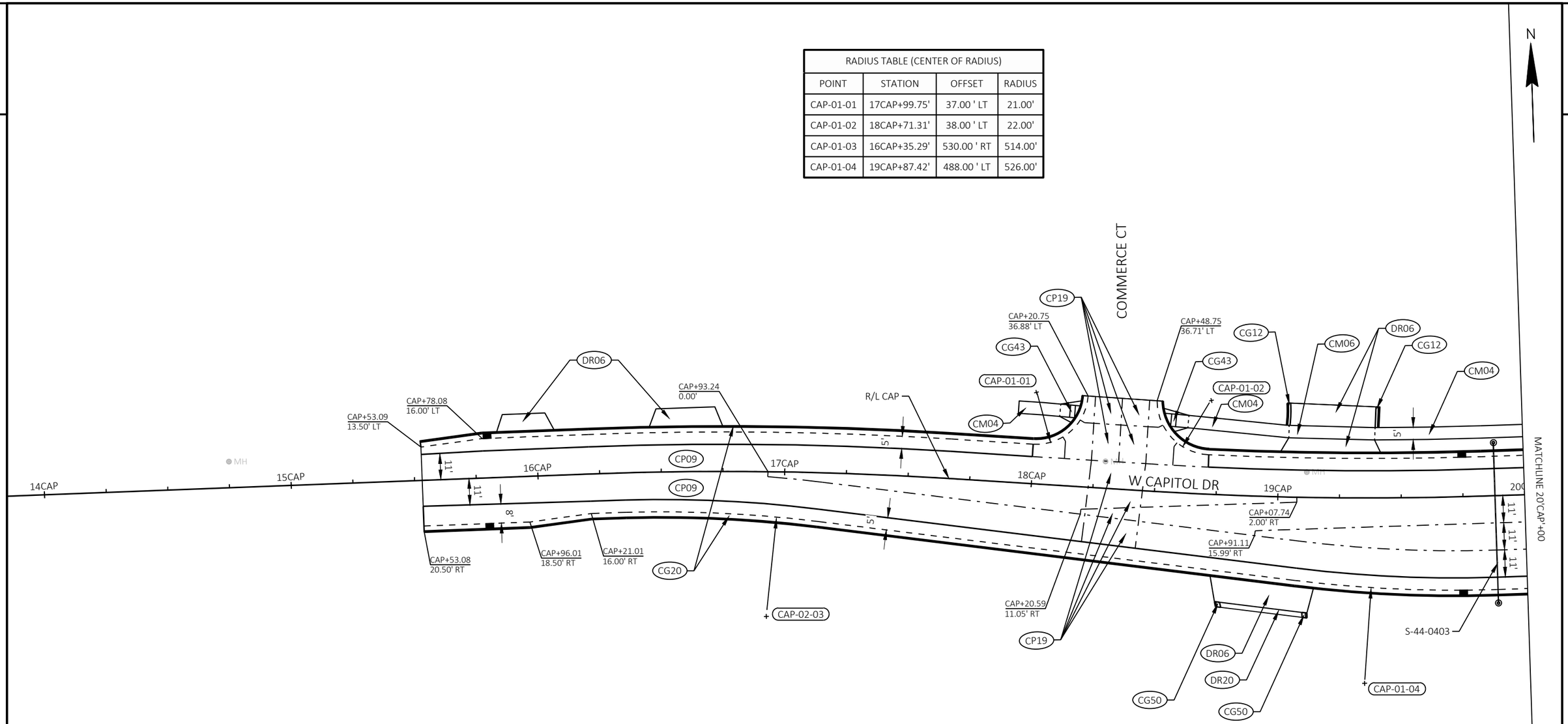
872'EAT'

'EAT'+09.75
0.00'

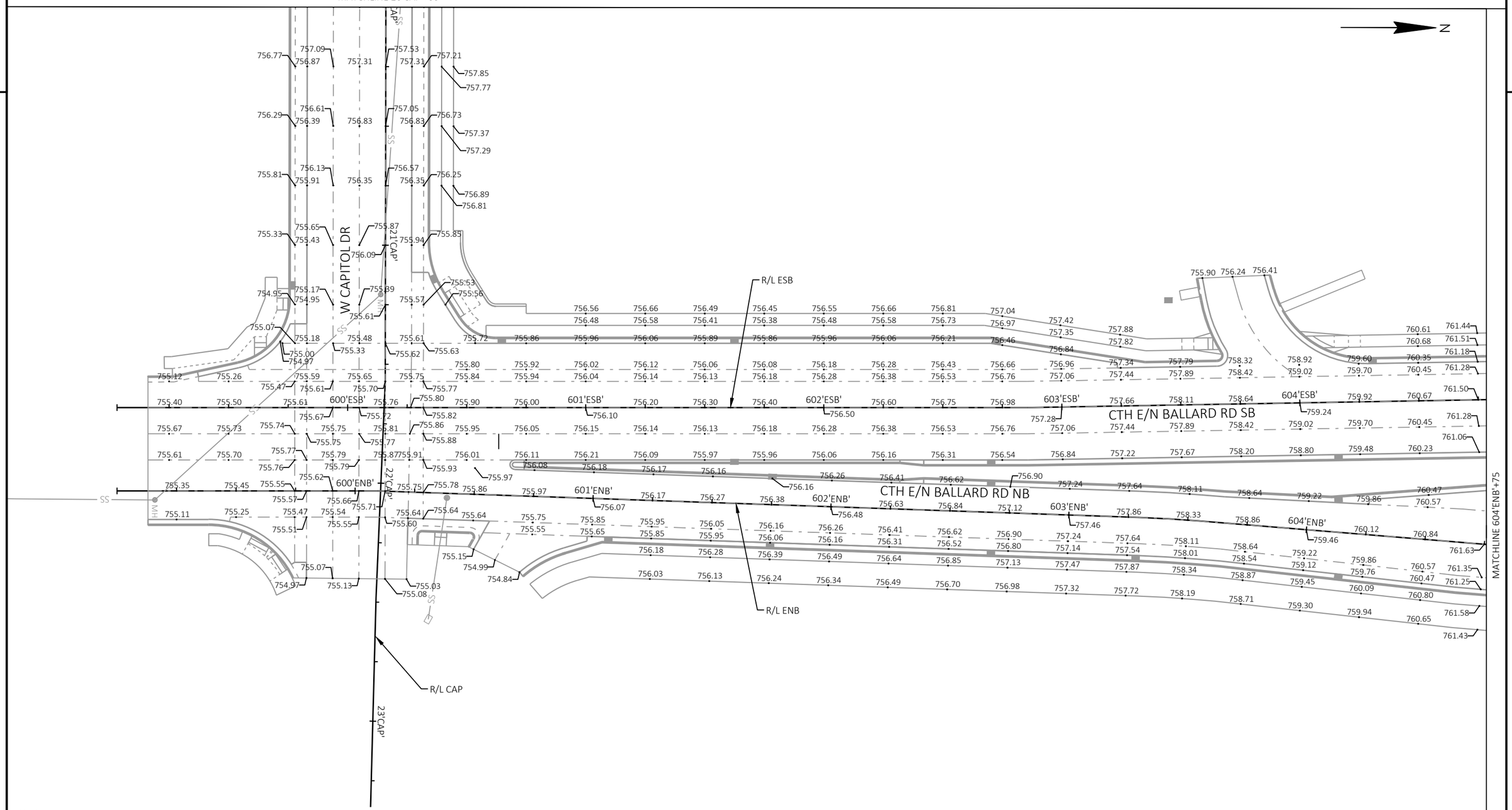
'EAT'+09.75
18.00' RT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 70	E

RADIUS TABLE (CENTER OF RADIUS)			
POINT	STATION	OFFSET	RADIUS
CAP-01-01	17CAP+99.75'	37.00 ' LT	21.00'
CAP-01-02	18CAP+71.31'	38.00 ' LT	22.00'
CAP-01-03	16CAP+35.29'	530.00 ' RT	514.00'
CAP-01-04	19CAP+87.42'	488.00 ' LT	526.00'



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 71	E



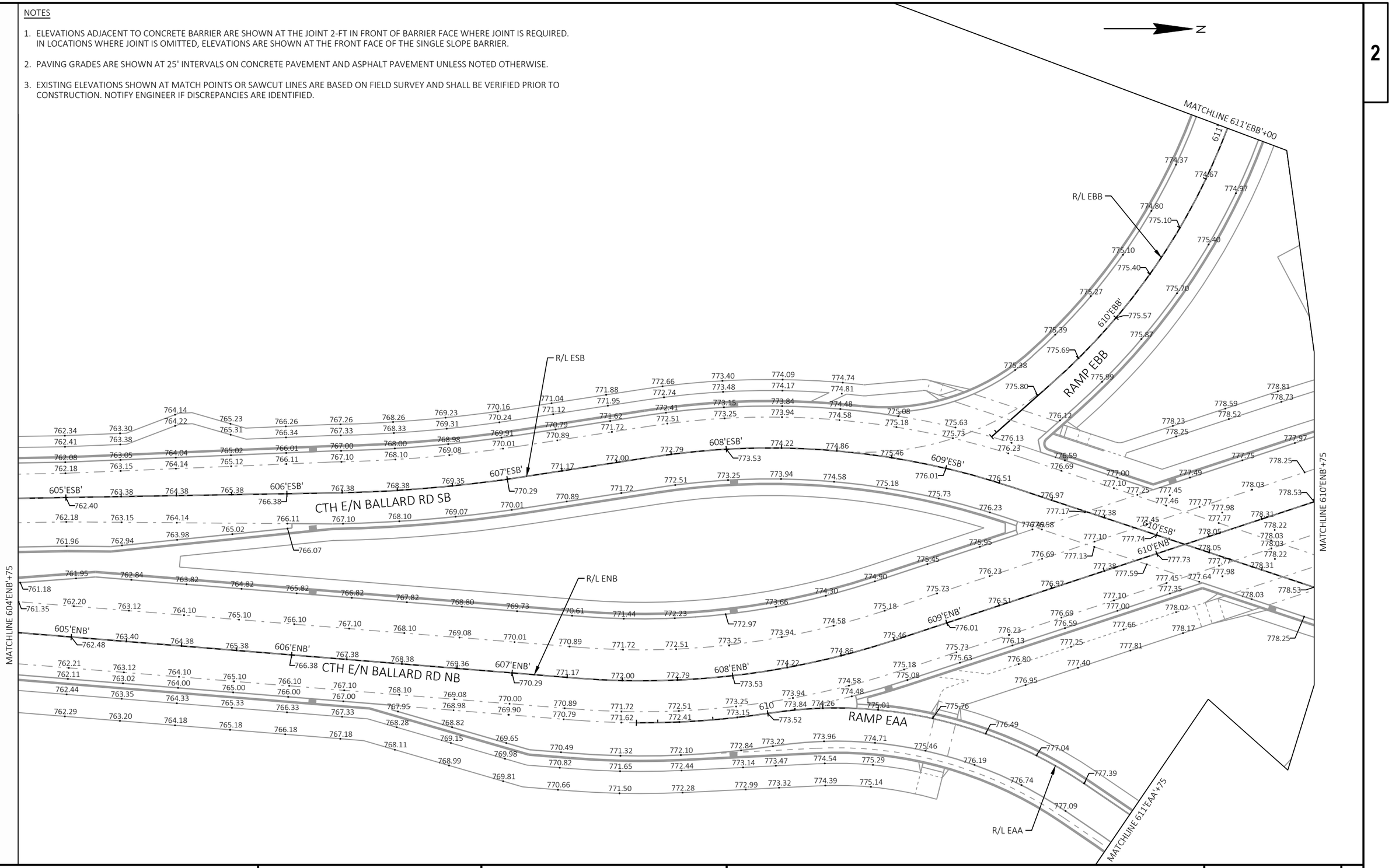
NOTES

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 72	E

NOTES

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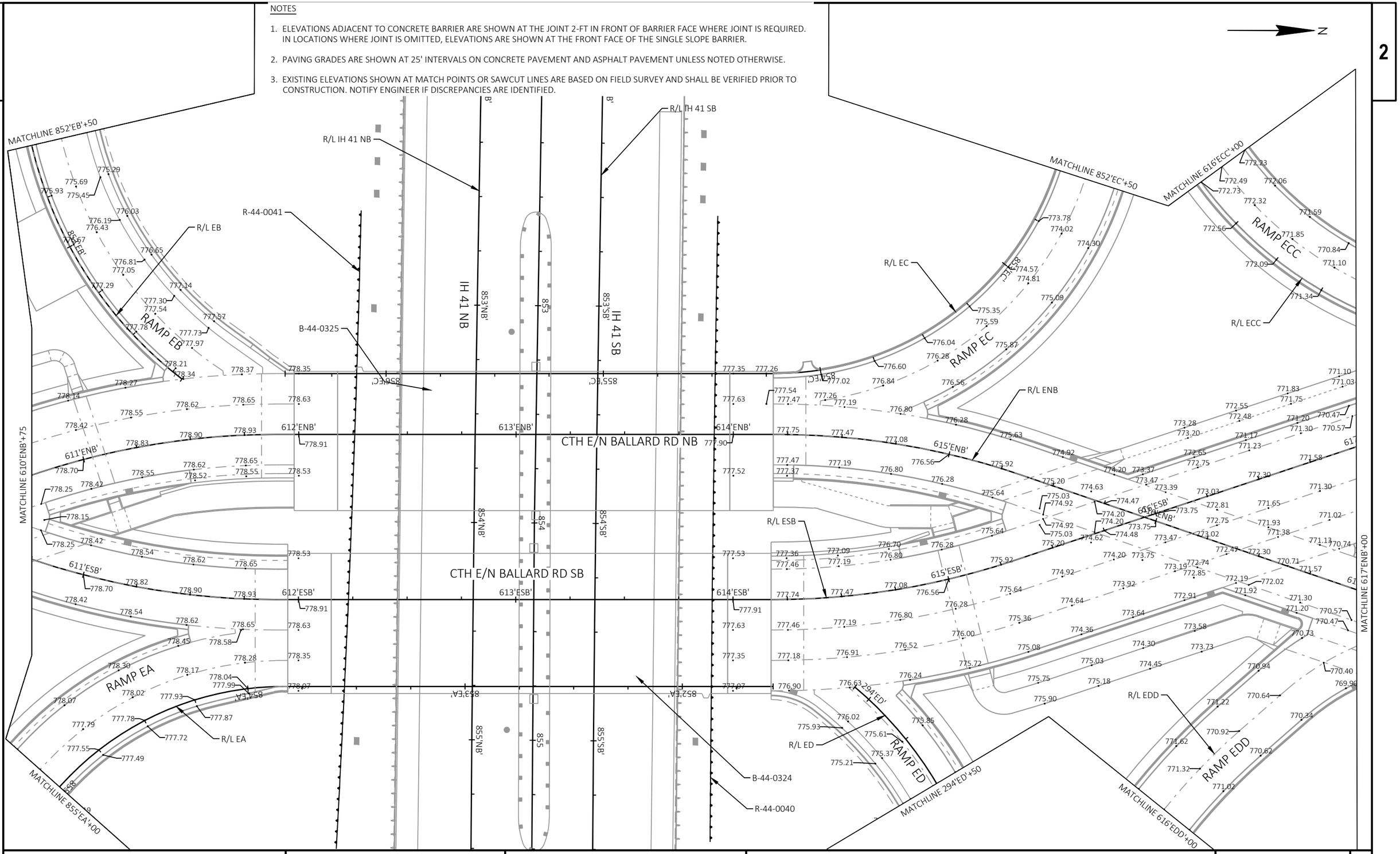


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 73	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021202-PG.DWG
LAYOUT NAME - 01-E-02
PLOT DATE : 10/25/2024 1:14 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

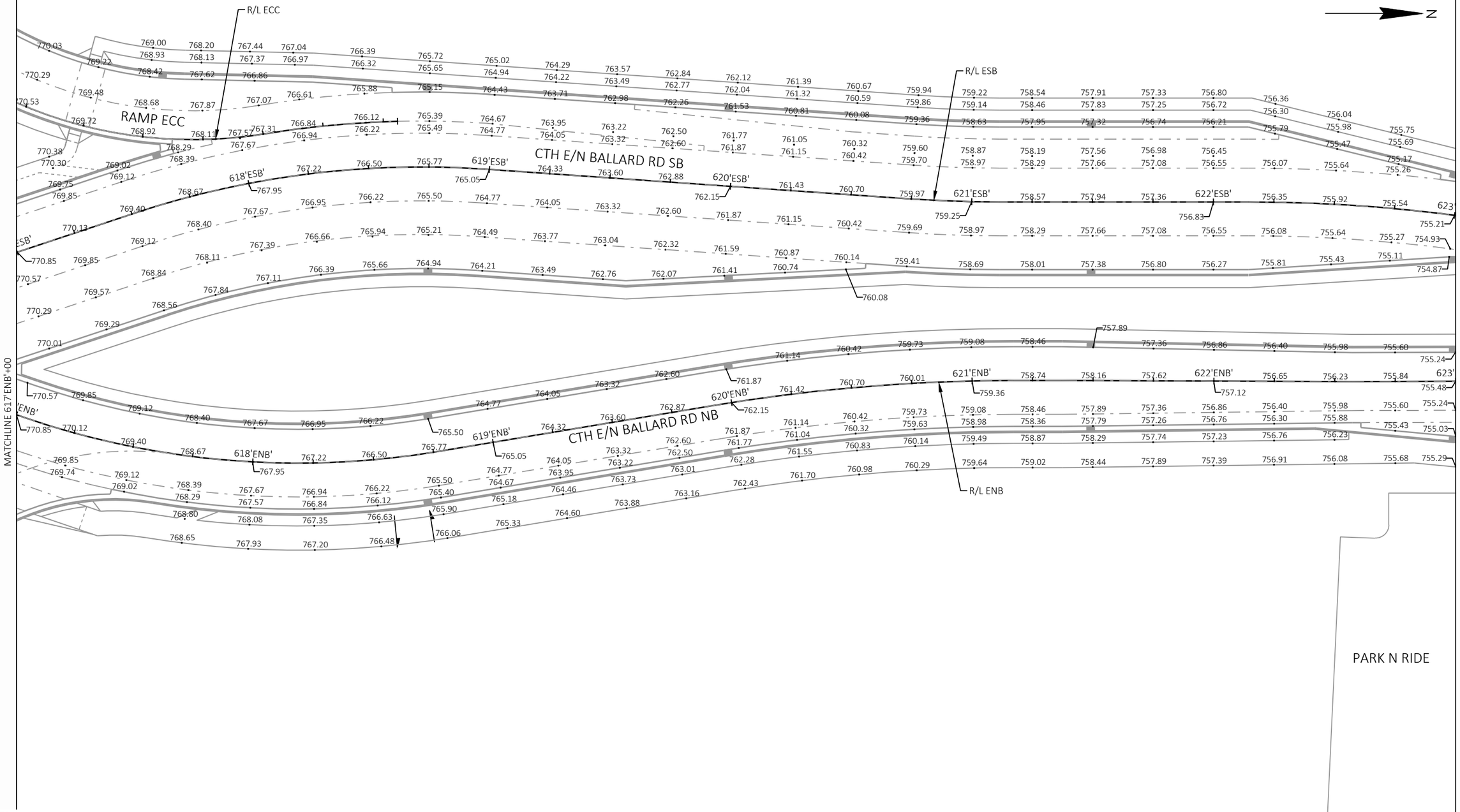
NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 74	E

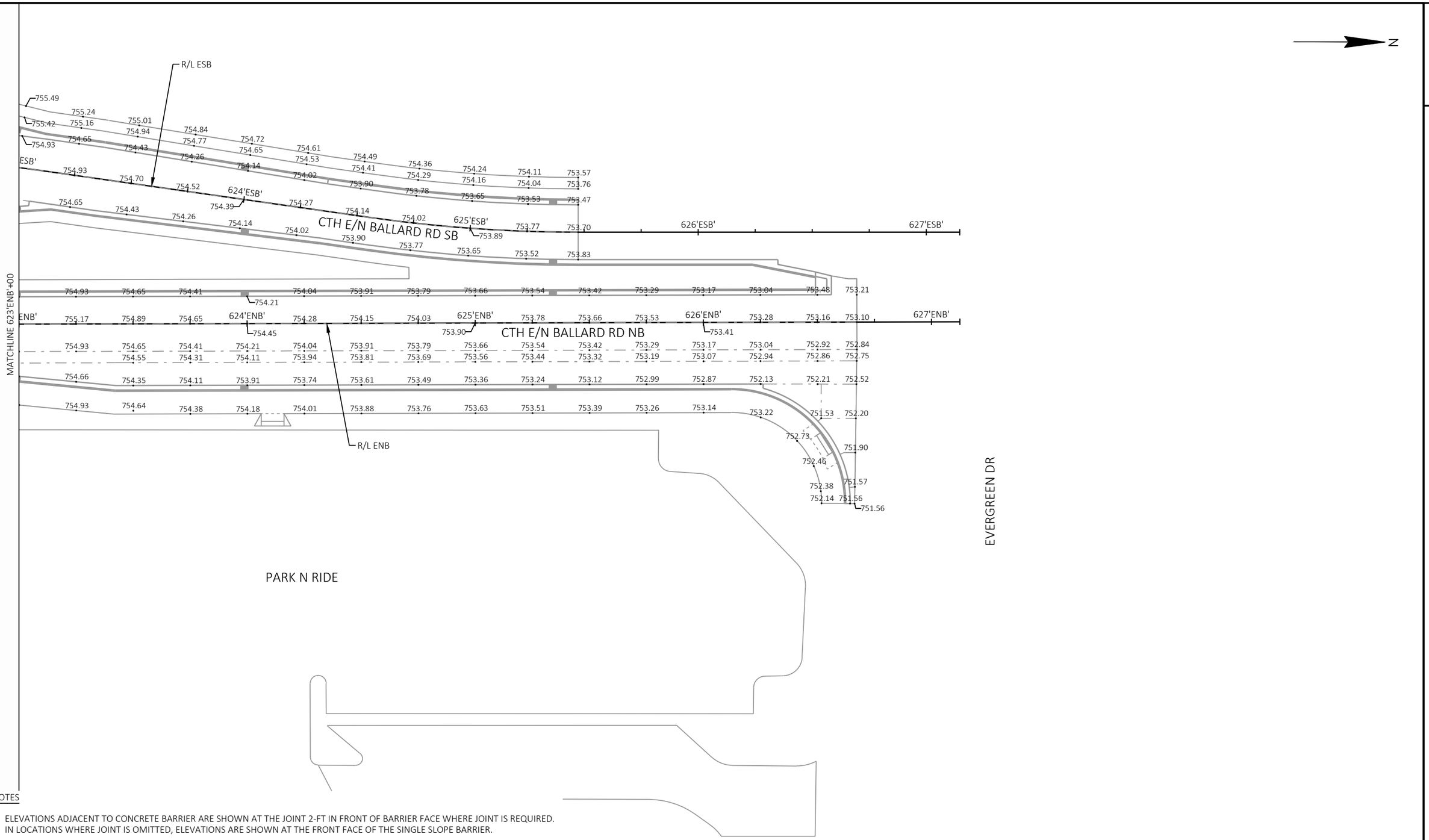
2



NOTES

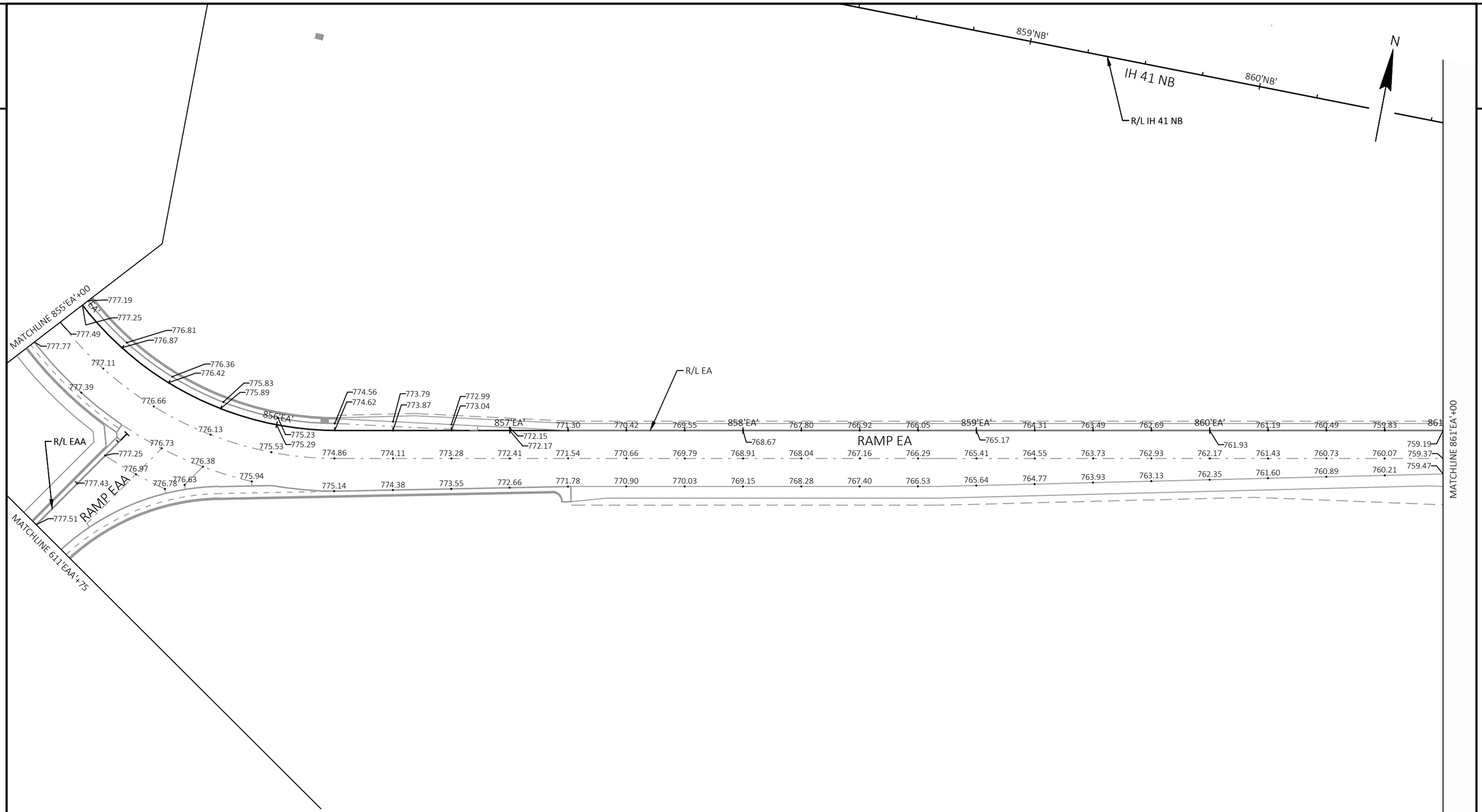
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 75	E



NOTES

1. ELEVATIONS ADJACENT TO CONCRETE BARRIER ARE SHOWN AT THE JOINT 2-FT IN FRONT OF BARRIER FACE WHERE JOINT IS REQUIRED. IN LOCATIONS WHERE JOINT IS OMITTED, ELEVATIONS ARE SHOWN AT THE FRONT FACE OF THE SINGLE SLOPE BARRIER.
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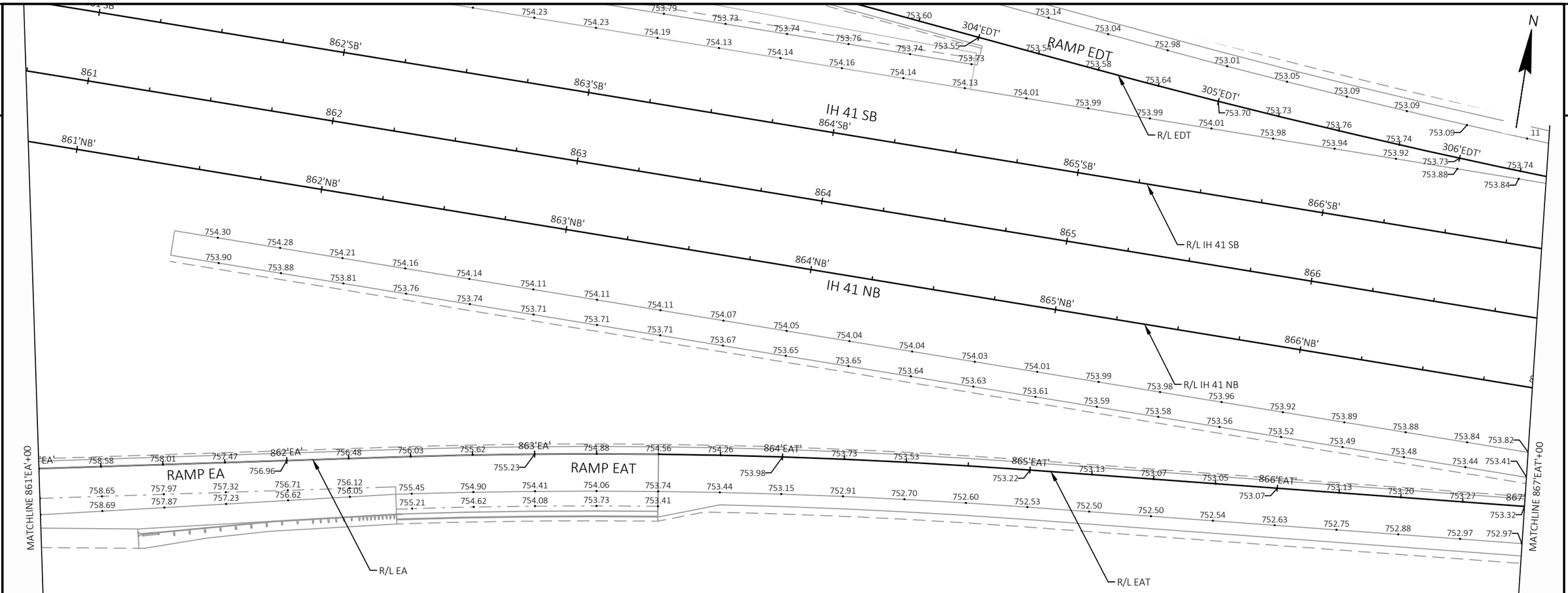


NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 77	E

2



NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 78	E

2

N

RAMP EDT

753.13 753.13 753.13 753.10 753.16 753.19 753.21

753.75 753.74 307'EDT' 753.67 753.61 753.53 308'EDT'

753.82 753.78 753.74 753.73 753.68 753.45

309'EDT' 310'EDT'

R/L EDT

867'SB' 868'SB' 869'SB' 870'SB' 871'SB' 872'SB' 873'SB'

IH 41 SB

R/L IH 41 SB

867 868 869 870 871 872 873

IH 41 NB

R/L IH 41 NB

867'NB' 868'NB' 869'NB' 870'NB' 871'NB' 872'NB' 873'NB'

RAMP EAT

753.78 753.74 753.69 753.63 753.55 753.44 753.33 753.23 753.14 752.99 752.82 870'EAT' 752.58 752.48 752.39 871'EAT' 752.22 752.15 752.07 872'EAT'

753.36 753.37 753.36 868'EAT' 753.29 753.23 753.16 869'EAT' 752.88 752.77 752.69 752.67 752.30 752.00 751.97 873'EAT'

753.34 753.08 752.98

752.94 752.89 752.82 752.74 752.63 752.50 752.38 752.29 752.21 752.12 752.04 751.96 751.93 751.91 751.88 751.84 751.81 751.79 751.76 751.74 751.73

R/L EAT

MATCHLINE 867'EAT'+00

NOTES

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2

N

MH

R/L ECT

RAMP ECT

760.62 760.57 760.54 760.52 760.45 760.37 760.30 760.24 760.10 759.92 759.73 759.55 759.44 759.43 759.33 759.26 759.23 759.23 759.32 759.54 759.79 760.08 760.42 760.65

836'ECT' 837'ECT' 838'ECT' 839'ECT' 840'ECT' 841'ECT'

760.87 760.82 760.81 760.79 760.72 760.65 760.59 760.52 760.48 760.44 760.39 760.34 760.33 760.32 760.36 760.38 760.21 760.34 760.30 760.14 760.11 760.12 760.26 760.26 760.16 760.25 760.36 760.52 760.72 760.95 760.24 760.26 760.24 760.22 760.16 760.12

759.76 759.72

IH 41 SB

836'SB' 837'SB' 838'SB' 839'SB' 840'SB' 841'SB'

836 837 838 839 840 841

R/L IH 41 SB

IH 41 NB

836'NB' 837'NB' 838'NB' 839'NB' 840'NB' 841'NB'

R/L IH 41 NB

RAMP EBT

836'EBT' 837'EBT' 838'EBT' 839'EBT' 840'EBT'

760.28 760.24 760.17 760.16 760.12 760.08 760.09 760.07 760.03 760.01

760.25 760.17 760.19 760.09 760.04 759.99 759.91 760.08 759.79 759.63 759.45 759.26 759.98 759.08

R/L EBT

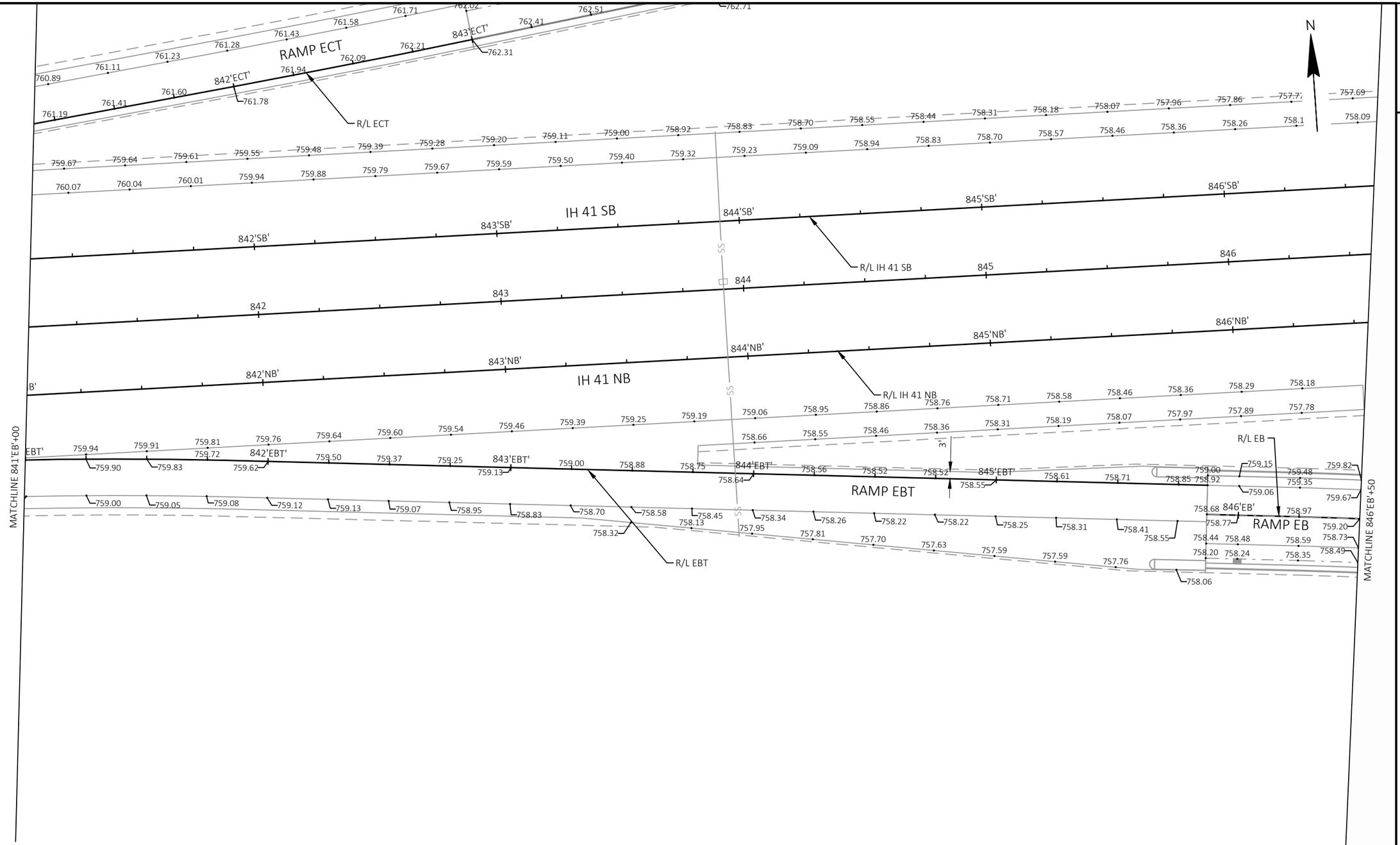
MATCHLINE 841'EB'+00

NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 80	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021202-PG.DWG
LAYOUT NAME - 03-EB-00
PLOT DATE : 10/25/2024 1:14 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

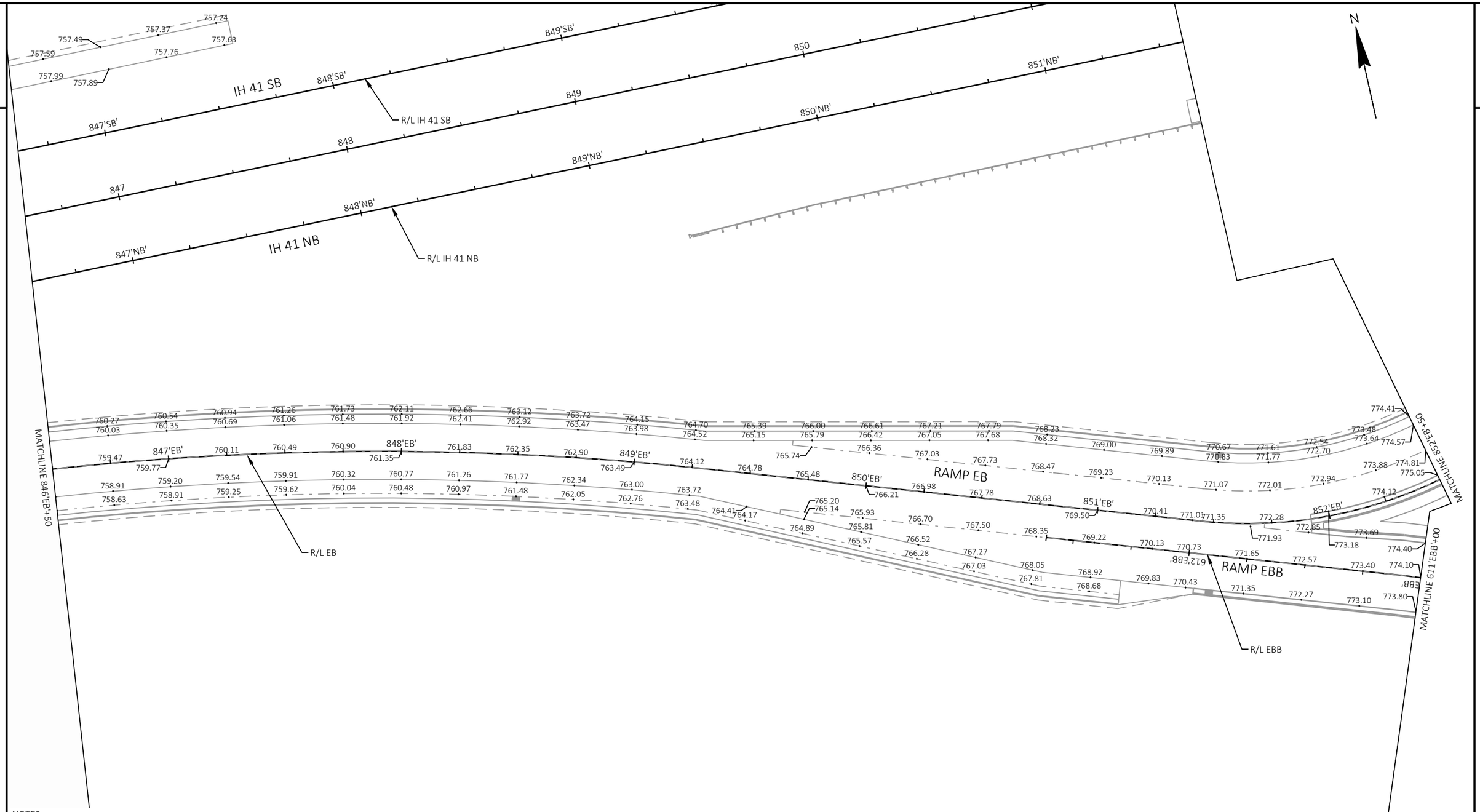


NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 81	E

2



NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 82	E

2

N

R/L ECT

829'ECT' 761.95 761.85 761.87 830'ECT' 761.72 761.75 761.61 761.67 761.51 761.58 761.41 761.50 761.31 831'ECT' 761.43 761.25 761.38 761.19 761.34 761.14 761.31 761.09 832'ECT' 761.28 761.02 761.23 760.95 761.18 760.90 761.14 760.85 833'ECT' 761.09 760.82 761.06 760.78 761.02 760.75 760.99 760.72 834'ECT' 760.96 760.72 760.96 760.69 760.94 835

RAMP ECT

MATCHLINE 835'EC'+00

IH 41 SB

829'SB' 830'SB' 831'SB' 832'SB' 833'SB' 834'SB'

R/L IH 41 SB

829 830 831 832 833 834

829'NB' 830'NB' 831'NB' 832'NB' 833'NB' 834'NB'

IH 41 NB

R/L IH 41 NB

834'EBT'

R/L EBT

NOTES

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 83	E

2

2

N

SS

MH

SS

MATCHLINE 835'EC'+00

MATCHLINE 841'EC'+00

R/L ECT

RAMP ECT

760.67 760.62 760.57 760.54 760.52 760.45 760.37 760.30 760.24 760.10 759.92 759.73 759.55 759.44 759.43 759.33 759.26 759.23 759.23 759.32 759.54 759.79 760.08 760.42

ECT' 760.92 760.87 760.82 760.81 836'ECT' 760.79 760.72 760.65 760.59 837'ECT' 760.52 760.48 760.44 760.39 838'ECT' 760.34 760.33 760.36 760.32 760.38 760.21 760.34 839'ECT' 760.30 760.14 760.11 760.26 760.12 760.26 760.16 760.25 840'ECT' 760.24 760.26 760.36 760.24 760.52 760.22 760.72 760.16 841

759.76

IH 41 SB

R/L IH 41 SB

5'SB' 836'SB' 837'SB' 838'SB' 839'SB' 840'SB' 841'

835 836 837 838 839 840 841

IH 41 NB

R/L IH 41 NB

5'NB' 836'NB' 837'NB' 838'NB' 839'NB' 840'NB' 841'NB'

R/L EBT

5'EBT' 836'EBT' 837'EBT' 838'EBT' 760.28 760.25 760.24 760.17 839'EBT' 760.19 760.09 760.17 760.04 760.16 759.99 759.91 760.12 760.08 840'EBT' 759.79 760.08 759.63 760.09 759.45 760.07 760.03 759.98 760.26 841'EBT'

RAMP EBT

759.26 759.08

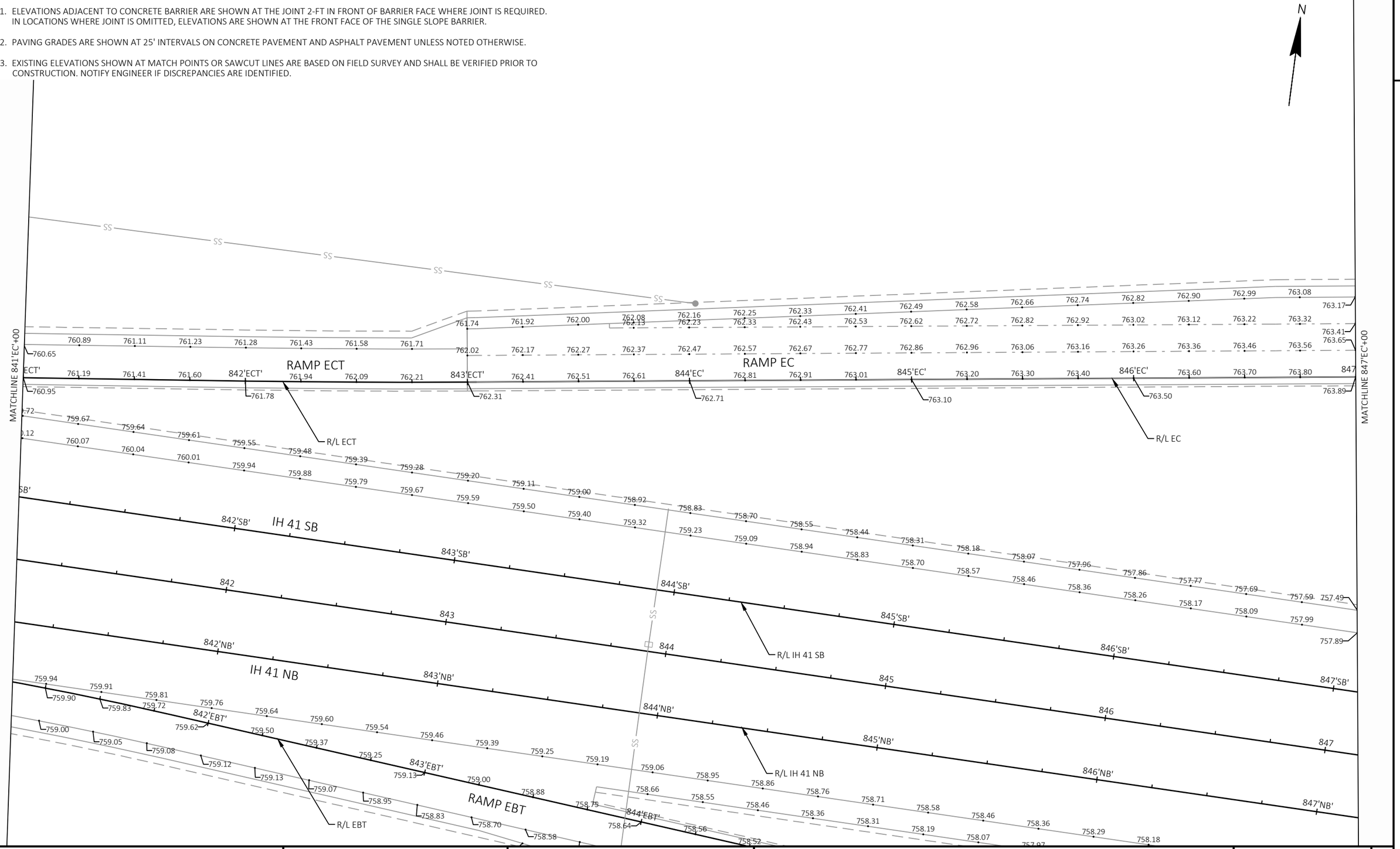
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 84	E

NOTES

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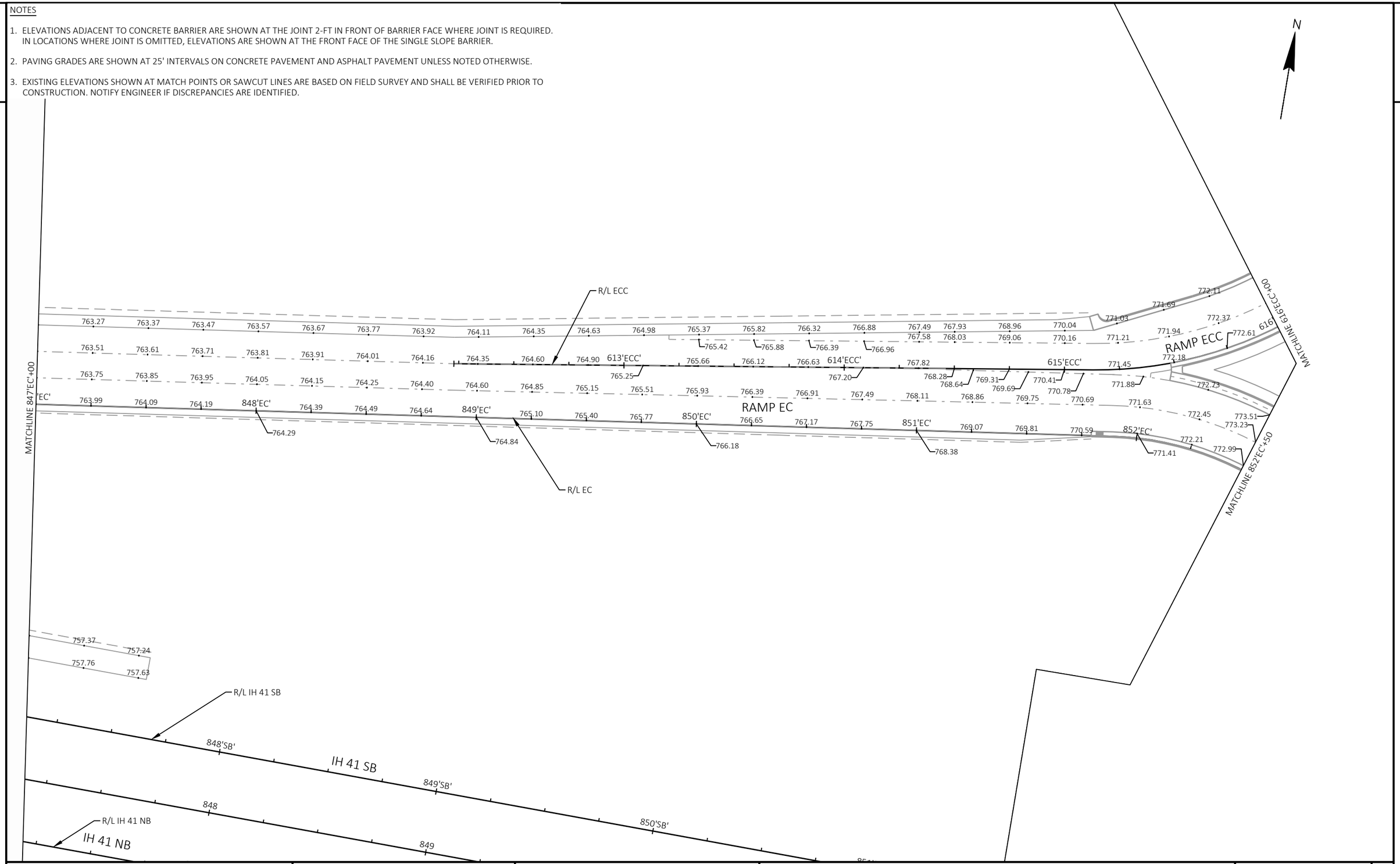


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 85	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021202-PG.DWG
LAYOUT NAME - 04-EC-02
PLOT DATE : 10/29/2024 5:05 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES

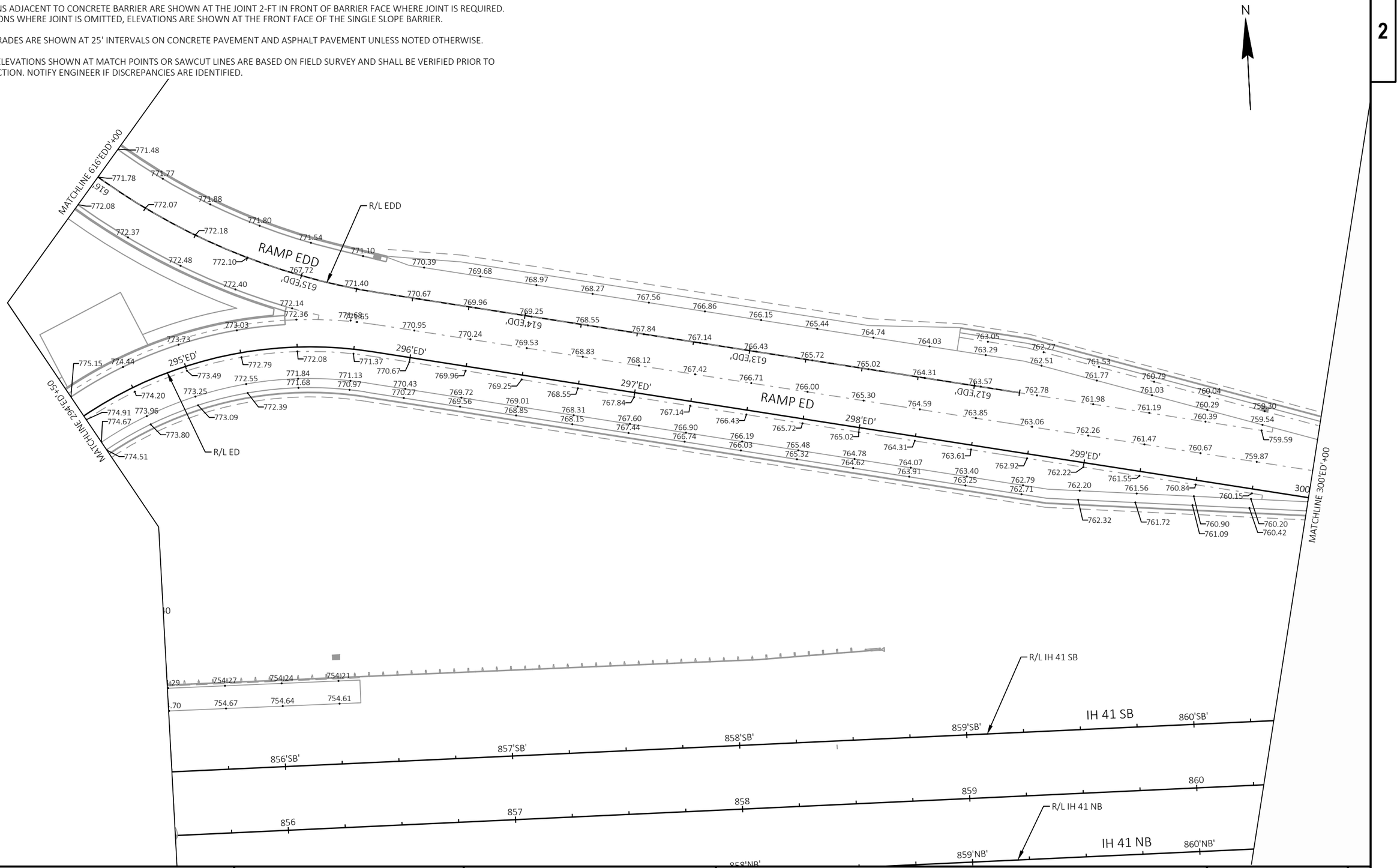
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 86	E

NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 87	E

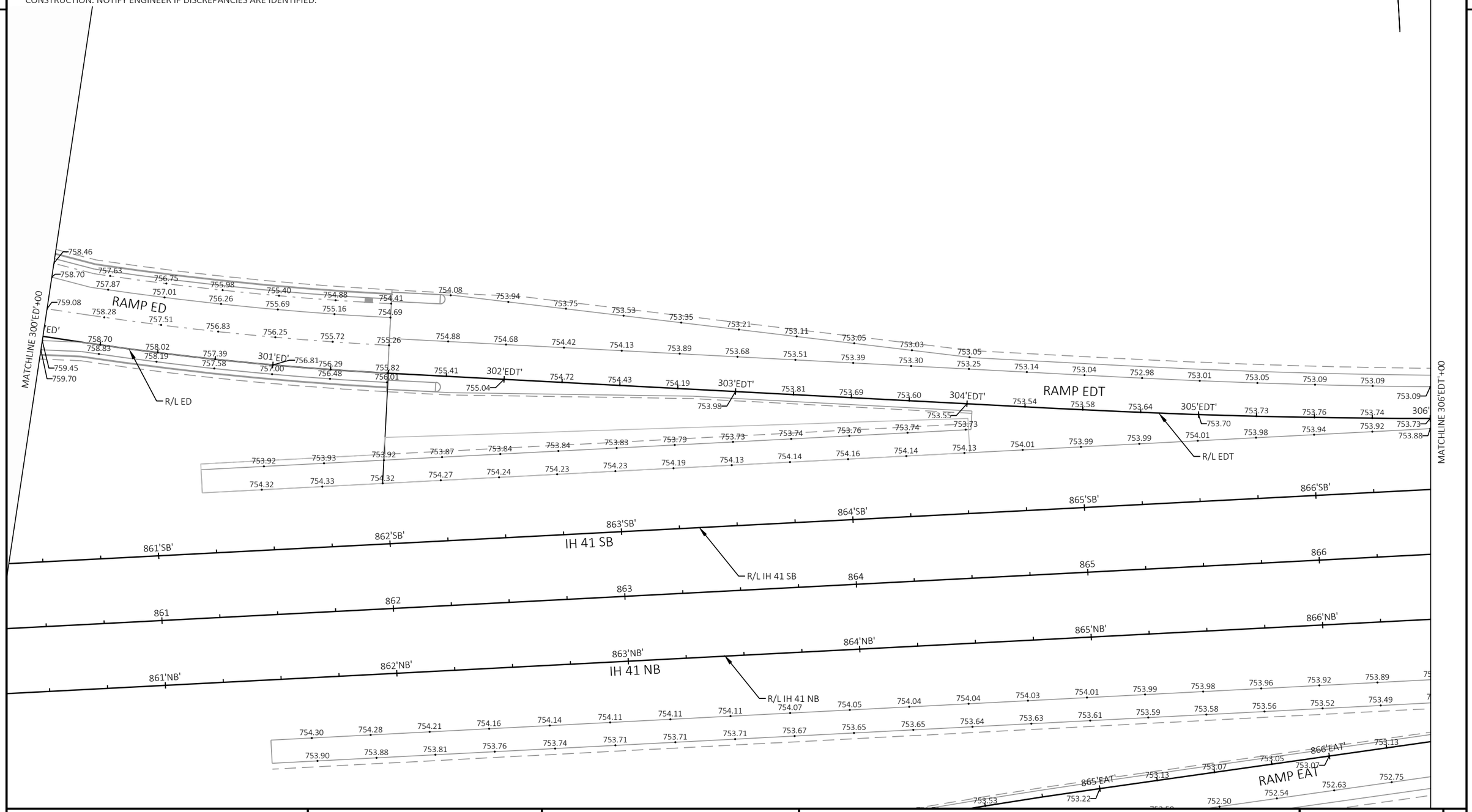
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LAYOUT NAME - 05-ED-01

PLOT DATE : 10/25/2024 1:14 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES

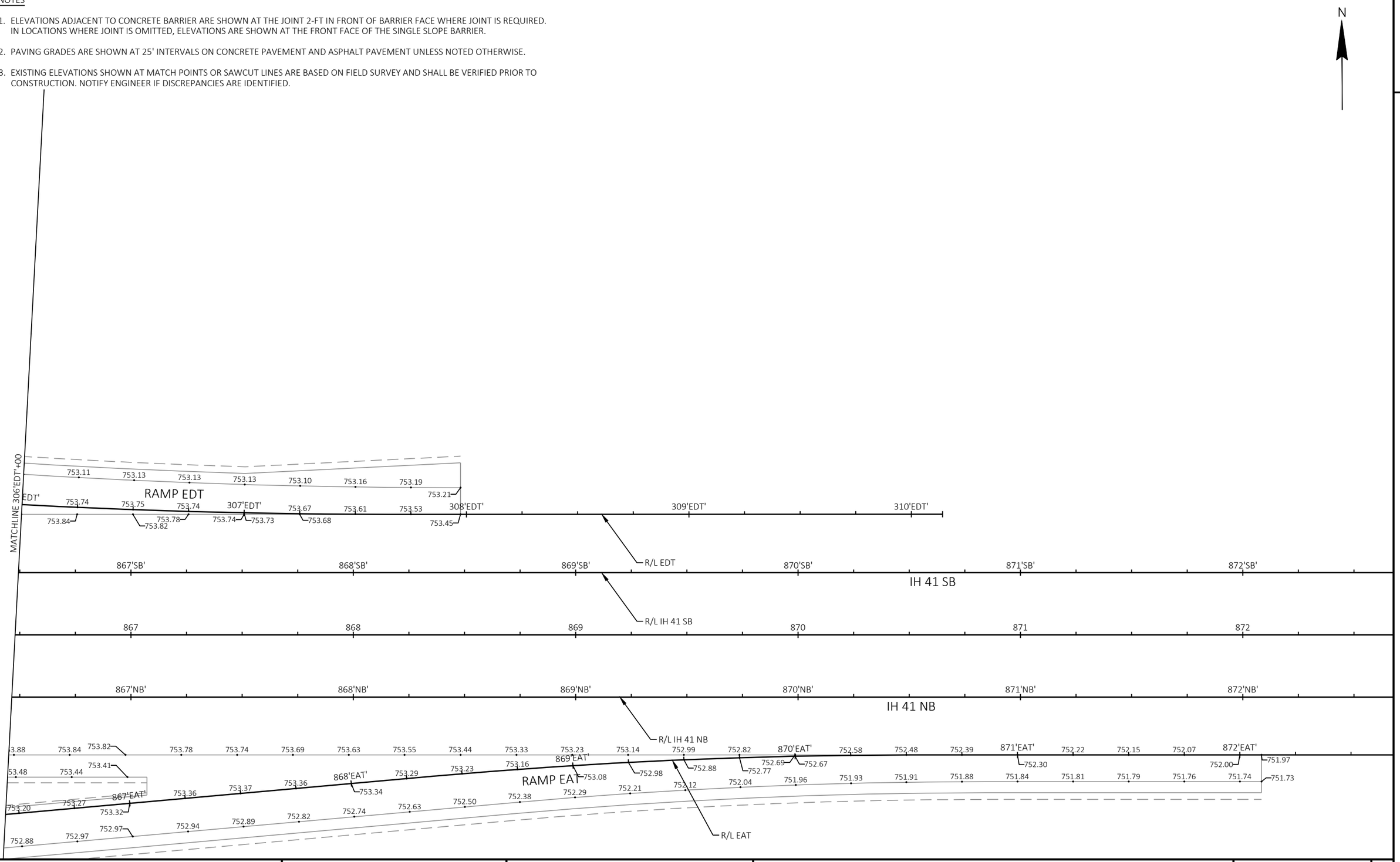
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 88	E

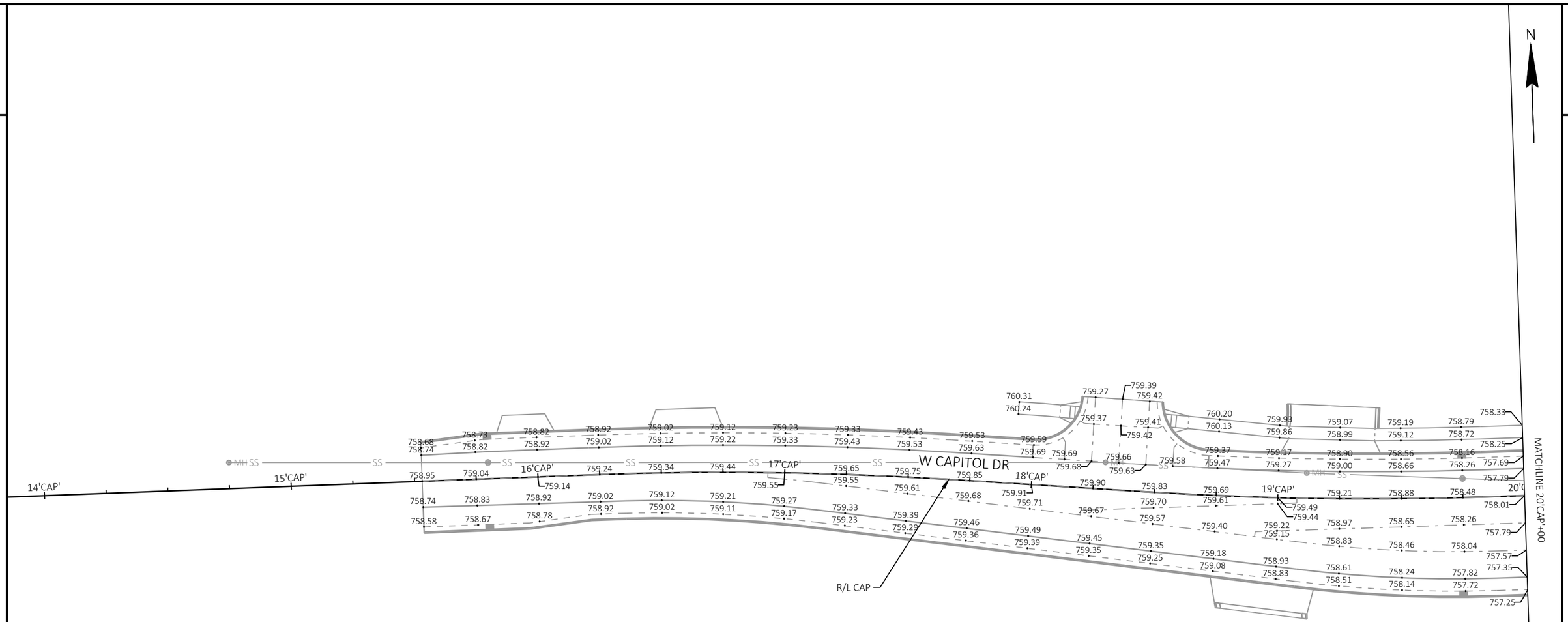
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 89	E

2



NOTES

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 90	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021202-PG.DWG
LAYOUT NAME - 06-CAP-01
PLOT DATE : 10/25/2024 1:14 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

R/L EC

RAMP EC

615'ENB'

615'ESB'

RAMP ED

294'ED'

R/L ED

R/L ENB

854'EC'

R/L ESB

R-44-0040

614'ENB'

614'ESB'

858'EA'

754.91 754.84 754.77 754.70 754.64 754.57 754.53 754.49 754.45 754.40 754.35 754.32 754.29 754.27 754.24 754.21

755.31 755.24 755.17 755.10 755.03 754.97 754.93 754.89 754.85 754.81 754.78 754.75 754.72 754.70 754.67 754.64 754.61

R/L IH 41 SB

IH 41 SB

B-44-0324

851'SB' 852'SB' 853'SB' 854'SB' 855'SB' 856'SB' 857'SB'

R/L IH 41

851 852 853 854 855 856 857

R/L IH 41 NB

B-44-0325

851'NB' 852'NB' 853'NB' 854'NB' 855'NB' 856'NB' 857'NB'

855'EC'

CTH E/N BALLARD RD NB

613'ENB'

613'ESB'

CTH E/N BALLARD RD SB

858'EA'

IH 41 NB

755.68 755.59 755.49 755.40 755.30 755.21 755.16 755.10 755.08 755.05 755.02 754.98 754.94 754.91 754.87 754.83 754.80 754.76

755.28 755.19 755.09 755.00 754.91 754.81 754.76 754.71 754.68 754.65 754.62 754.58 754.55 754.51 754.47 754.43 754.40 754.36

856'EC'

R-44-0041

612'ENB'

612'ESB'

R/L EA

R/L EB

854'EA'

RAMP EB

RAMP EA

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVING GRADES	SHEET 91	E

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

N

CR-ENB-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
52	611+07.25'ENB'	-30.50' LT	778.11	575278.42	835675.69
53	611+07.22'ENB'	-30.87' LT	778.12	575278.30	835675.34
54	611+06.63'ENB'	-38.85' LT	778.60	575275.78	835667.74
55	611+06.27'ENB'	-43.83' LT	778.69	575274.19	835663.00
56	611+03.45'ENB'	-49.93' LT	778.83	575269.61	835657.86
57	610+97.43'ENB'	-52.62' LT	778.96	575262.25	835657.03
58	610+97.43'ENB'	-47.62' LT	778.88	575263.57	835661.86
59	611+00.47'ENB'	-46.26' LT	778.76	575267.25	835662.27
60	611+01.82'ENB'	-43.47' LT	776.64	575269.43	835664.58
61	611+02.14'ENB'	-38.48' LT	778.56	575271.04	835669.32
62	611+02.64'ENB'	-30.50' LT	778.08	575273.56	835676.91
407	611+02.64'ENB'	-30.00' LT	778.07	575273.68	835677.40
408	611+02.64'ENB'	-28.00' LT	778.15	575274.18	835679.33
409	611+07.44'ENB'	-28.00' LT	778.18	575279.21	835678.07
410	611+07.28'ENB'	-30.00' LT	778.10	575278.58	835676.17

RAMP EB

R10'

R5'

5'

1.6%

1.5%

3.3%

2.0%

1.5%

4.1%

1.4%

2.2%

6.0%

10:1 GRADED FLARE

10:1 GRADED FLARE

CURB RAMP TYPE 4B1
(DETECTABLE WARNING FIELD YELLOW)
WARNING FIELD AREA = 10 SFT

CTH E/N BALLARD RD NB

611'ENB'

LEGEND

G	GRASS
L	ADA LANDING
P	PAVED TERRACE
R	RAMP
S	SIDEWALK
T	SLOPE TRANSITION

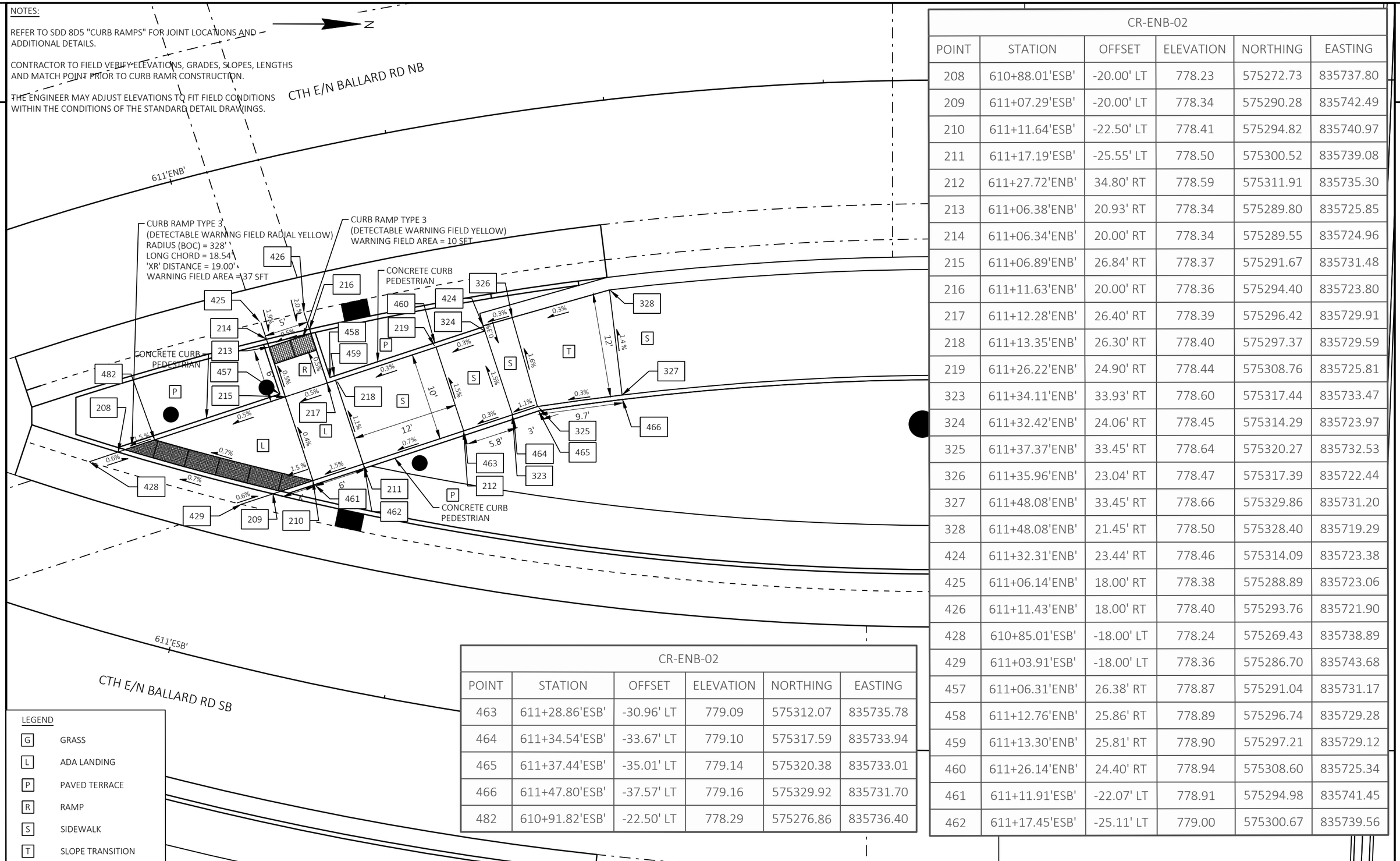
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 92	E

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.



LEGEND

G	GRASS
L	ADA LANDING
P	PAVED TERRACE
R	RAMP
S	SIDEWALK
T	SLOPE TRANSITION

CR-ENB-02

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
208	610+88.01'ESB'	-20.00' LT	778.23	575272.73	835737.80
209	611+07.29'ESB'	-20.00' LT	778.34	575290.28	835742.49
210	611+11.64'ESB'	-22.50' LT	778.41	575294.82	835740.97
211	611+17.19'ESB'	-25.55' LT	778.50	575300.52	835739.08
212	611+27.72'ENB'	34.80' RT	778.59	575311.91	835735.30
213	611+06.38'ENB'	20.93' RT	778.34	575289.80	835725.85
214	611+06.34'ENB'	20.00' RT	778.34	575289.55	835724.96
215	611+06.89'ENB'	26.84' RT	778.37	575291.67	835731.48
216	611+11.63'ENB'	20.00' RT	778.36	575294.40	835723.80
217	611+12.28'ENB'	26.40' RT	778.39	575296.42	835729.91
218	611+13.35'ENB'	26.30' RT	778.40	575297.37	835729.59
219	611+26.22'ENB'	24.90' RT	778.44	575308.76	835725.81
323	611+34.11'ENB'	33.93' RT	778.60	575317.44	835733.47
324	611+32.42'ENB'	24.06' RT	778.45	575314.29	835723.97
325	611+37.37'ENB'	33.45' RT	778.64	575320.27	835732.53
326	611+35.96'ENB'	23.04' RT	778.47	575317.39	835722.44
327	611+48.08'ENB'	33.45' RT	778.66	575329.86	835731.20
328	611+48.08'ENB'	21.45' RT	778.50	575328.40	835719.29
424	611+32.31'ENB'	23.44' RT	778.46	575314.09	835723.38
425	611+06.14'ENB'	18.00' RT	778.38	575288.89	835723.06
426	611+11.43'ENB'	18.00' RT	778.40	575293.76	835721.90
428	610+85.01'ESB'	-18.00' LT	778.24	575269.43	835738.89
429	611+03.91'ESB'	-18.00' LT	778.36	575286.70	835743.68
457	611+06.31'ENB'	26.38' RT	778.87	575291.04	835731.17
458	611+12.76'ENB'	25.86' RT	778.89	575296.74	835729.28
459	611+13.30'ENB'	25.81' RT	778.90	575297.21	835729.12
460	611+26.14'ENB'	24.40' RT	778.94	575308.60	835725.34
461	611+11.91'ESB'	-22.07' LT	778.91	575294.98	835741.45
462	611+17.45'ESB'	-25.11' LT	779.00	575300.67	835739.56

CR-ENB-02

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
463	611+28.86'ESB'	-30.96' LT	779.09	575312.07	835735.78
464	611+34.54'ESB'	-33.67' LT	779.10	575317.59	835733.94
465	611+37.44'ESB'	-35.01' LT	779.14	575320.38	835733.01
466	611+47.80'ESB'	-37.57' LT	779.16	575329.92	835731.70
482	610+91.82'ESB'	-22.50' LT	778.29	575276.86	835736.40

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 93 E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021301-CR.DWG
LAYOUT NAME - 01-ENB-01

PLOT DATE : 12/17/2024 1:41 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT

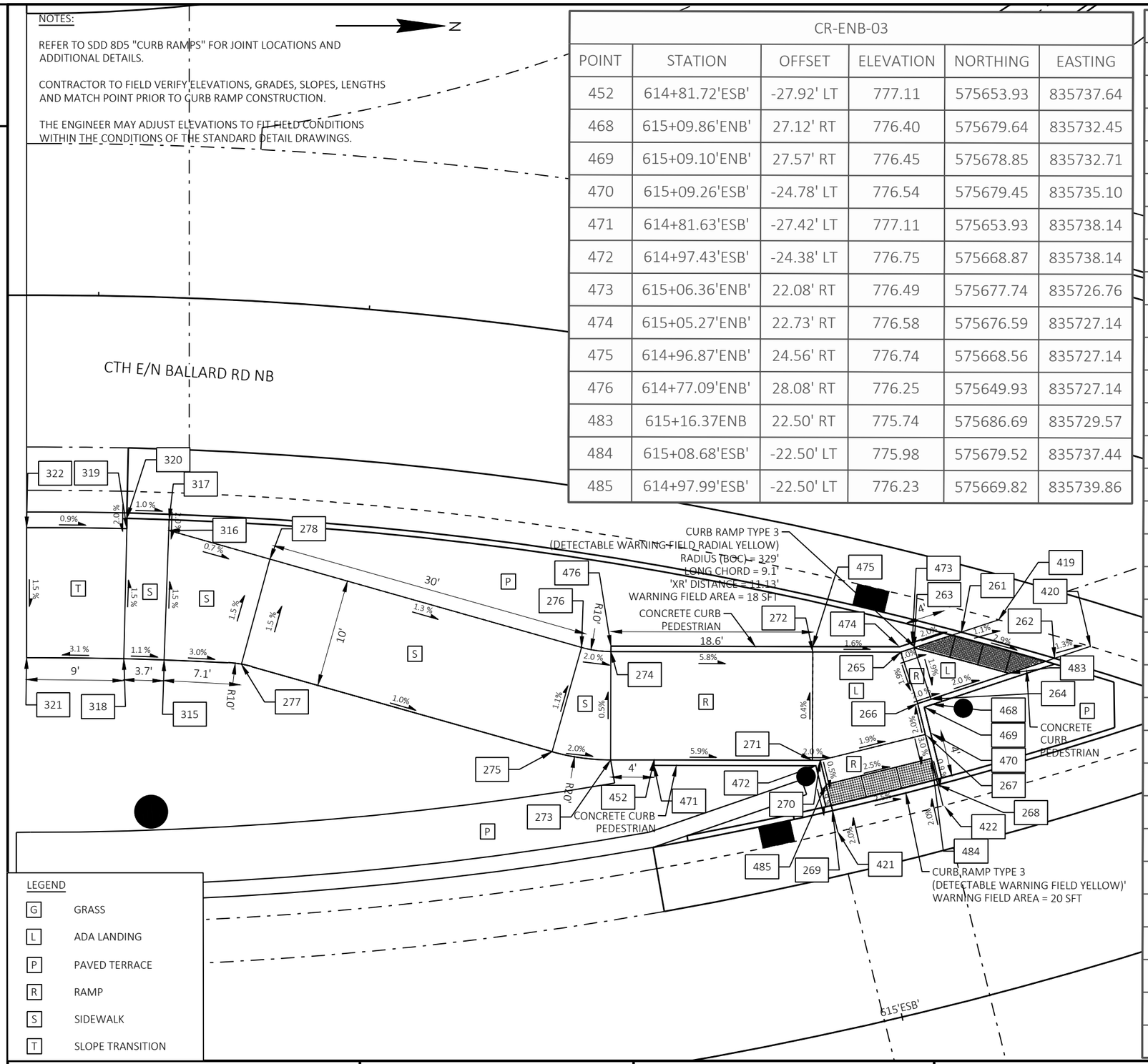
WISDOT/CADDS SHEET 42

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.



CR-ENB-03					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
452	614+81.72'ESB'	-27.92' LT	777.11	575653.93	835737.64
468	615+09.86'ENB'	27.12' RT	776.40	575679.64	835732.45
469	615+09.10'ENB'	27.57' RT	776.45	575678.85	835732.71
470	615+09.26'ESB'	-24.78' LT	776.54	575679.45	835735.10
471	614+81.63'ESB'	-27.42' LT	777.11	575653.93	835738.14
472	614+97.43'ESB'	-24.38' LT	776.75	575668.87	835738.14
473	615+06.36'ENB'	22.08' RT	776.49	575677.74	835726.76
474	615+05.27'ENB'	22.73' RT	776.58	575676.59	835727.14
475	614+96.87'ENB'	24.56' RT	776.74	575668.56	835727.14
476	614+77.09'ENB'	28.08' RT	776.25	575649.93	835727.14
483	615+16.37ENB	22.50' RT	775.74	575686.69	835729.57
484	615+08.68'ESB'	-22.50' LT	775.98	575679.52	835737.44
485	614+97.99'ESB'	-22.50' LT	776.23	575669.82	835739.86

CR-ENB-03					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
261	615+10.77'ENB'	20.00' RT	775.90	575682.27	835725.77
262	615+20.24'ENB'	20.00' RT	775.65	575690.87	835728.17
263	615+06.65'ENB'	22.50' RT	775.99	575677.90	835727.23
264	615+09.56'ENB'	26.70' RT	775.90	575679.48	835731.98
265	615+05.48'ENB'	23.19' RT	776.08	575676.67	835727.64
266	615+08.39'ENB'	27.41' RT	775.99	575678.26	835732.39
267	615+08.72'ESB'	-24.78' LT	776.04	575678.97	835735.22
268	615+08.64'ESB'	-20.00' LT	775.95	575680.12	835739.87
269	614+98.03'ESB'	-20.00' LT	776.21	575670.41	835742.29
270	614+97.96'ESB'	-24.78' LT	776.24	575669.26	835737.64
271	614+97.21'ESB'	-24.94' LT	776.25	575668.55	835737.64
272	614+96.99'ENB'	25.05' RT	776.21	575668.55	835727.64
273	614+78.99'ENB'	38.44' RT	777.35	575649.93	835737.64
274	614+77.18'ENB'	28.57' RT	777.30	575649.93	835727.64
275	614+72.85'ENB'	38.55' RT	777.46	575644.52	835736.90
276	614+74.20'ENB'	28.63' RT	777.36	575647.23	835727.27
277	614+40.11'ENB'	33.52' RT	777.65	575615.84	835728.89
278	614+42.34'ENB'	23.68' RT	777.73	575618.46	835719.19
315	614+32.22'ENB'	33.45' RT	777.98	575608.72	835728.51
316	614+32.22'ENB'	21.50' RT	777.80	575609.11	835716.56
317	614+32.22'ENB'	20.50' RT	777.78	575609.14	835715.56
318	614+28.10'ENB'	33.45' RT	778.02	575605.00	835728.41
319	614+28.10'ENB'	21.45' RT	777.84	575605.25	835716.41
320	614+28.08'ENB'	20.50' RT	777.82	575605.25	835715.46
321	614+18.35'ENB'	33.45' RT	777.74	575596.03	835728.34
322	614+18.35'ENB'	21.45' RT	777.92	575596.00	835716.34
419	615+13.95'ENB'	18.00' RT	775.86	575685.70	835724.63
420	615+23.25'ENB'	18.00' RT	775.61	575694.18	835727.07
421	614+98.07'ESB'	-18.00' LT	776.24	575670.90	835744.23
422	615+08.62'ESB'	-18.03' LT	776.00	575680.61	835741.78

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 94	E

CR-ENB-04					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
220	615+61.27'ENB'	-16.50' LT	774.55	575740.75	835706.25
221	615+69.53'ENB'	-16.50' LT	774.31	575748.58	835708.91
224	615+73.91'ENB'	-26.11' LT	774.58	575755.81	835701.21
225	615+76.94'ENB'	-22.13' LT	774.50	575757.40	835705.96
226	615+81.85'ENB'	-32.15' LT	773.89	575765.27	835698.05
227	615+84.88'ENB'	-28.17' LT	773.81	575766.86	835702.79
377	615+57.99'ENB'	-14.00' LT	774.69	575736.84	835707.56
378	615+60.61'ENB'	-16.00' LT	774.53	575739.97	835706.52
379	615+66.25'ENB'	-14.00' LT	774.45	575744.66	835710.22
380	615+68.87'ENB'	-16.00' LT	774.29	575747.79	835709.17
486	615+72.16'ENB'	-18.50' LT	774.38	575751.71	835707.86
487	615+63.90'ENB'	-18.50' LT	774.62	575743.89	835705.21

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

N

RAMP EC

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

10:1 GRADED FLARE

CURB RAMP TYPE 4B1
(DETECTABLE WARNING FIELD YELLOW)
LONG CHORD = 8.26'
'XB' DISTANCE = 15.88'
WARNING FIELD AREA = 17 SFT

10:1 GRADED FLARE

487 220 378 377 379 380 221 486 224 225 226 227

P G T R S P

2.0% 2.9% 2.0% 0.3% 1.7% 7.0% 6.9% 1.5% 4.7% 2.9% 4.4% 2.0% 6' 10' 5'

616'ESB'

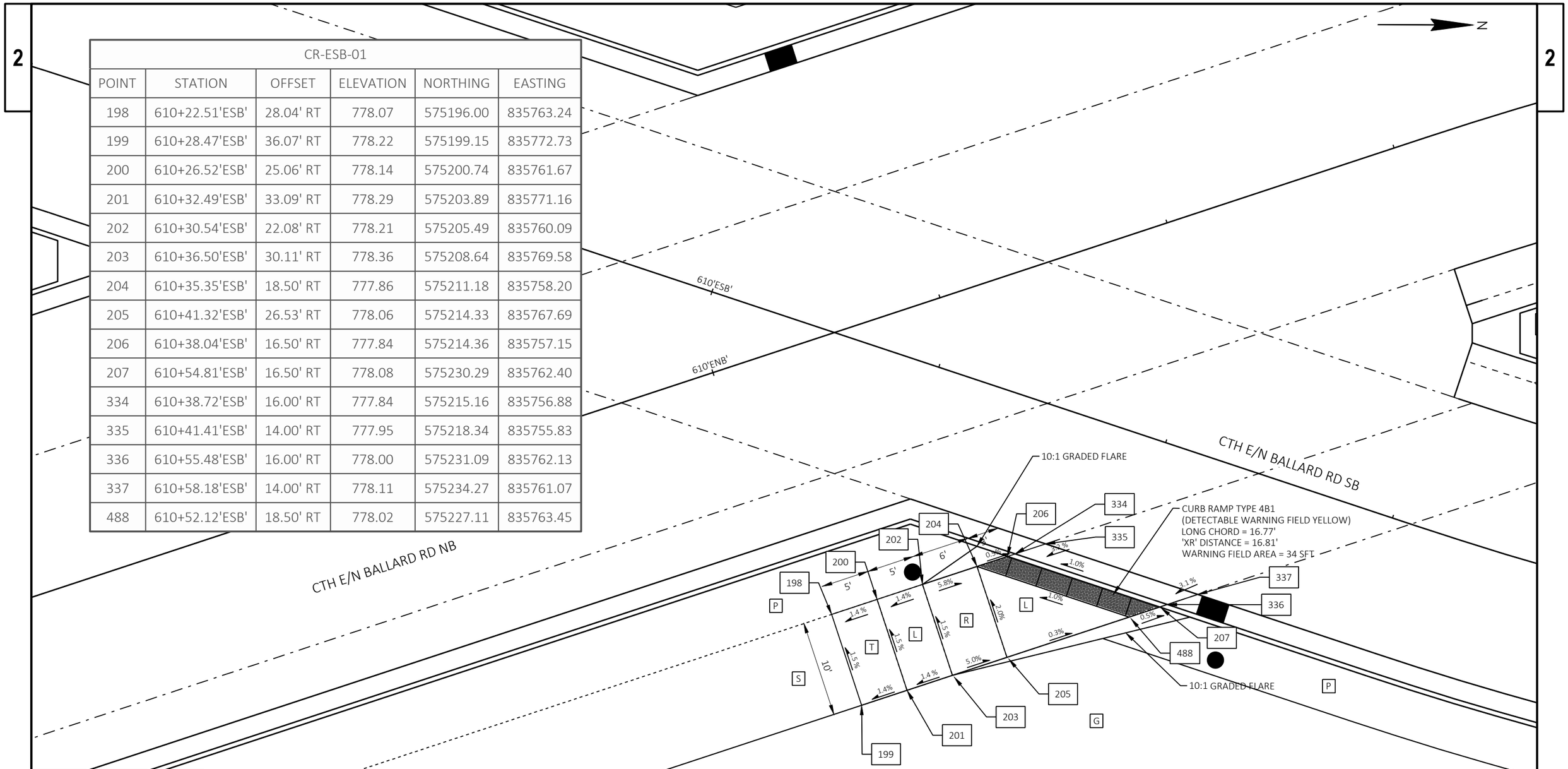
616'ENB'

LEGEND

G	GRASS
L	ADA LANDING
P	PAVED TERRACE
R	RAMP
S	SIDEWALK
T	SLOPE TRANSITION

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 95	E

CR-ESB-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
198	610+22.51'ESB'	28.04' RT	778.07	575196.00	835763.24
199	610+28.47'ESB'	36.07' RT	778.22	575199.15	835772.73
200	610+26.52'ESB'	25.06' RT	778.14	575200.74	835761.67
201	610+32.49'ESB'	33.09' RT	778.29	575203.89	835771.16
202	610+30.54'ESB'	22.08' RT	778.21	575205.49	835760.09
203	610+36.50'ESB'	30.11' RT	778.36	575208.64	835769.58
204	610+35.35'ESB'	18.50' RT	777.86	575211.18	835758.20
205	610+41.32'ESB'	26.53' RT	778.06	575214.33	835767.69
206	610+38.04'ESB'	16.50' RT	777.84	575214.36	835757.15
207	610+54.81'ESB'	16.50' RT	778.08	575230.29	835762.40
334	610+38.72'ESB'	16.00' RT	777.84	575215.16	835756.88
335	610+41.41'ESB'	14.00' RT	777.95	575218.34	835755.83
336	610+55.48'ESB'	16.00' RT	778.00	575231.09	835762.13
337	610+58.18'ESB'	14.00' RT	778.11	575234.27	835761.07
488	610+52.12'ESB'	18.50' RT	778.02	575227.11	835763.45



LEGEND

- G — GRASS
- L — ADA LANDING
- P — PAVED TERRACE
- R — RAMP
- S — SIDEWALK
- T — SLOPE TRANSITION

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 96	E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021301-CR.DWG
LAYOUT NAME - 02-ESB-01
PLOT DATE : 12/18/2024 8:39 AM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

615'ESB'

CTH E/N BALLARD RD SB

CR-ESB-02					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
124	615+12.04'ESB'	56.97' RT	776.10	575703.70	835813.23
125	615+12.04'ESB'	66.97' RT	776.25	575706.36	835822.87
126	615+09.01'ESB'	55.55' RT	776.04	575699.93	835812.77
127	615+03.11'ESB'	62.78' RT	776.19	575695.04	835821.50
128	615+07.72'ESB'	52.50' RT	775.99	575697.70	835810.20
129	614+99.00'ESB'	52.50' RT	776.14	575687.98	835812.63
130	615+07.80'ESB'	44.50' RT	775.48	575695.76	835802.45
131	614+98.90'ESB'	44.50' RT	775.70	575686.03	835804.88
381	615+07.80'ESB'	42.00' RT	775.53	575695.13	835800.03
382	614+98.90'ESB'	42.00' RT	775.75	575685.45	835802.44
383	614+98.90'ESB'	44.00' RT	775.67	575685.91	835804.39
384	615+07.80'ESB'	44.00' RT	775.45	575695.63	835801.96
489	615+07.75'ESB'	46.54' RT	775.60	575696.22	835804.43
490	614+98.93'ESB'	46.53' RT	775.82	575686.52	835806.85

CURB RAMP TYPE 3
(DETECTABLE WARNING FIELD YELLOW)
WARNING FIELD AREA = 20 SFT

381
384
382
130
383
489
131
10:1 GRADED FLARE
128
124
126
490
129
10:1 GRADED FLARE
127
125

4.1%
2.1%
6.0%
4.5%
1.5%
0.4%
0.5%
R5'
R15'
10'

P
R
G
L
T
S

RAMP ED

LEGEND

- G GRASS
- L ADA LANDING
- P PAVED TERRACE
- R RAMP
- S SIDEWALK
- T SLOPE TRANSITION

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

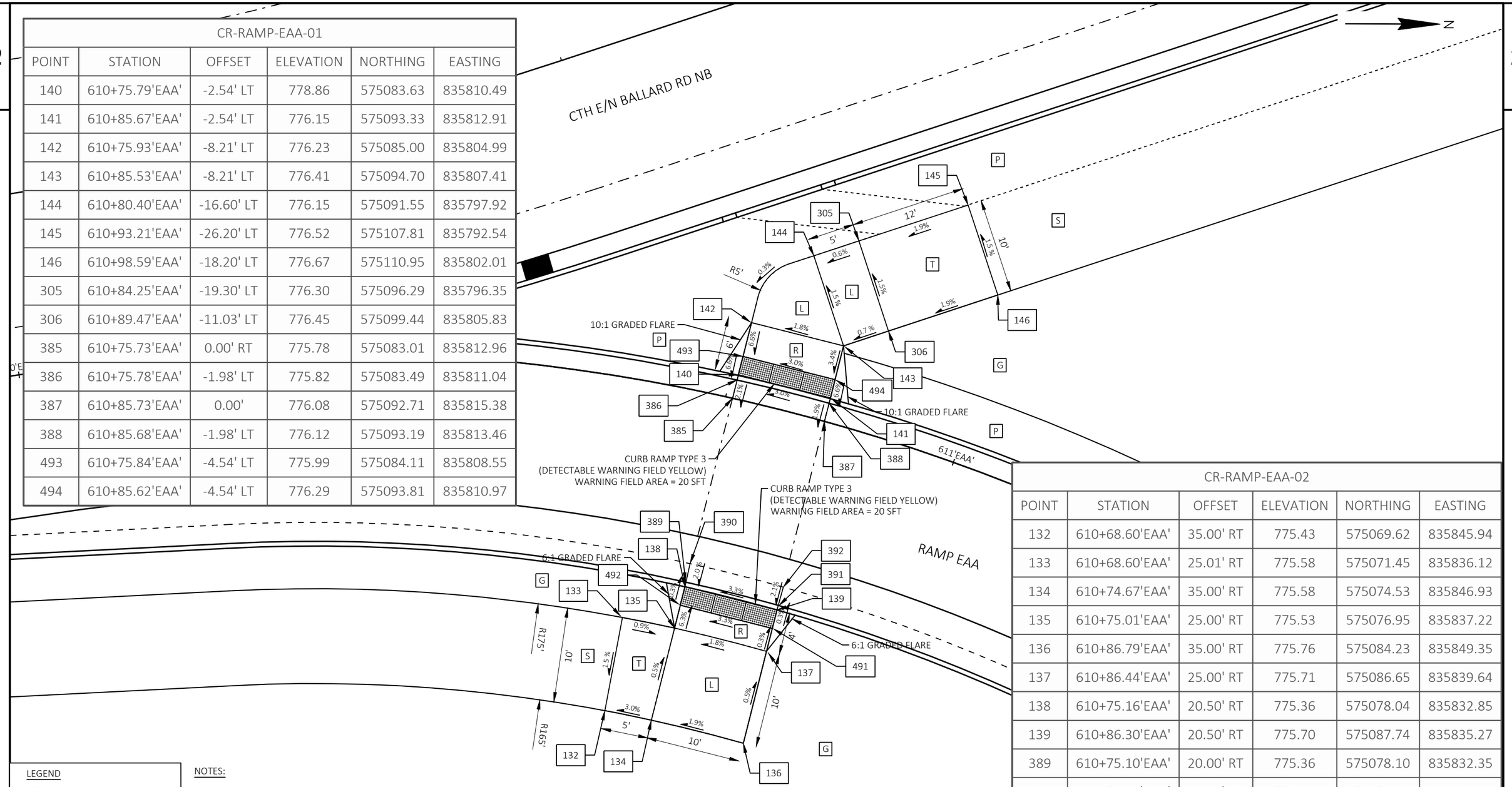
CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 97	E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021301-CR.DWG
LAYOUT NAME - 02-ESB-02
PLOT DATE : 12/17/2024 1:41 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CR-RAMP-EAA-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
140	610+75.79'EAA'	-2.54' LT	778.86	575083.63	835810.49
141	610+85.67'EAA'	-2.54' LT	776.15	575093.33	835812.91
142	610+75.93'EAA'	-8.21' LT	776.23	575085.00	835804.99
143	610+85.53'EAA'	-8.21' LT	776.41	575094.70	835807.41
144	610+80.40'EAA'	-16.60' LT	776.15	575091.55	835797.92
145	610+93.21'EAA'	-26.20' LT	776.52	575107.81	835792.54
146	610+98.59'EAA'	-18.20' LT	776.67	575110.95	835802.01
305	610+84.25'EAA'	-19.30' LT	776.30	575096.29	835796.35
306	610+89.47'EAA'	-11.03' LT	776.45	575099.44	835805.83
385	610+75.73'EAA'	0.00' RT	775.78	575083.01	835812.96
386	610+75.78'EAA'	-1.98' LT	775.82	575083.49	835811.04
387	610+85.73'EAA'	0.00'	776.08	575092.71	835815.38
388	610+85.68'EAA'	-1.98' LT	776.12	575093.19	835813.46
493	610+75.84'EAA'	-4.54' LT	775.99	575084.11	835808.55
494	610+85.62'EAA'	-4.54' LT	776.29	575093.81	835810.97



CR-RAMP-EAA-02					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
132	610+68.60'EAA'	35.00' RT	775.43	575069.62	835845.94
133	610+68.60'EAA'	25.01' RT	775.58	575071.45	835836.12
134	610+74.67'EAA'	35.00' RT	775.58	575074.53	835846.93
135	610+75.01'EAA'	25.00' RT	775.53	575076.95	835837.22
136	610+86.79'EAA'	35.00' RT	775.76	575084.23	835849.35
137	610+86.44'EAA'	25.00' RT	775.71	575086.65	835839.64
138	610+75.16'EAA'	20.50' RT	775.36	575078.04	835832.85
139	610+86.30'EAA'	20.50' RT	775.70	575087.74	835835.27
389	610+75.10'EAA'	20.00' RT	775.36	575078.10	835832.35
390	610+75.16'EAA'	18.00' RT	775.40	575078.58	835830.41
391	610+86.39'EAA'	20.00' RT	775.70	575087.95	835834.81
392	610+86.30'EAA'	18.00' RT	775.74	575088.42	835832.87
491	610+86.36'EAA'	22.50' RT	775.70	575087.25	835837.21
492	610+75.09'EAA'	22.50' RT	775.37	575077.56	835834.80

LEGEND

- G GRASS
- L ADA LANDING
- P PAVED TERRACE
- R RAMP
- S SIDEWALK
- T SLOPE TRANSITION

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 98	E

N

CR-RAMP-EBB-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
147	608+77.62'ESB'	-35.76' LT	775.15	575071.90	835659.99
148	608+78.78'ESB'	-30.92' LT	775.22	575072.36	835664.97
149	608+81.99'ESB'	-37.06' LT	775.20	575076.88	835659.53
150	608+83.20'ESB'	-32.24' LT	775.28	575077.34	835664.51
151	608+85.67'ESB'	-37.34' LT	775.23	575080.94	835659.99
152	608+85.07'ESB'	-32.38' LT	775.31	575079.37	835664.74
153	608+91.05'ESB'	-36.60' LT	775.10	575086.63	835661.87
154	608+90.52'ESB'	-31.63' LT	775.00	575085.07	835666.61
155	609+00.14'ESB'	-35.56' LT	775.07	575096.21	835665.02
156	608+93.77'ESB'	-31.23' LT	774.99	575088.45	835667.73
301	608+58.63'ESB'	-31.00' LT	774.95	575050.65	835661.87
302	608+58.62'ESB'	-26.00' LT	775.02	575050.09	835666.84
303	608+59.55'ESB'	-31.10' LT	774.97	575051.65	835661.88
304	608+60.50'ESB'	-26.21' LT	775.04	575052.12	835666.85

CR-RAMP-EBB-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
369	609+03.61'ESB'	-35.23' LT	775.17	575099.85	835666.22
370	609+00.85'ESB'	-35.49' LT	775.07	575096.95	835665.27
371	608+97.65'ESB'	-30.79' LT	775.10	575092.48	835669.06
372	608+94.56'ESB'	-31.14' LT	774.99	575089.27	835668.00
495	608+97.28'ESB'	-35.86' LT	775.08	575093.20	835664.03

CR-RAMP-EBB-02					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
449	609+56.02'EBB'	38.19' RT	777.41	575159.49	835691.15
453	609+49.08'EBB'	27.18' RT	777.19	575146.99	835687.55
454	609+51.59'EBB'	31.51' RT	777.27	575151.74	835689.12
455	609+55.59'EBB'	38.44' RT	777.40	575159.34	835691.62

CR-RAMP-EBB-02					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
161	609+49.85'EBB'	17.50' RT	776.17	575141.12	835679.83
162	609+44.07'EBB'	17.50' RT	776.20	575136.81	835683.67
163	609+45.52'EBB'	20.00' RT	776.24	575139.55	835684.57
164	609+53.85'EBB'	24.43' RT	776.60	575148.71	835682.33
165	609+49.52'EBB'	26.93' RT	776.78	575147.15	835687.08
166	609+56.35'EBB'	28.76' RT	776.80	575153.46	835683.90
167	609+52.02'EBB'	31.26' RT	776.87	575151.90	835688.64
168	609+62.02'EBB'	39.25' RT	777.44	575164.96	835687.68
169	609+58.07'EBB'	41.74' RT	777.48	575163.39	835692.43
170	609+63.66'EBB'	41.15' RT	777.41	575167.62	835687.82
171	609+60.80'EBB'	46.92' RT	777.57	575169.06	835694.30
172	609+64.05'EBB'	41.38' RT	777.66	575168.10	835687.69
173	609+62.28'EBB'	45.94' RT	777.61	575169.68	835692.43
174	609+72.70'EBB'	46.07' RT	777.95	575178.55	835684.22
175	609+70.83'EBB'	50.57' RT	777.87	575180.12	835688.96
373	609+48.39'EBB'	15.00' RT	776.12	575138.36	835678.93
374	609+49.56'EBB'	17.00' RT	776.16	575140.57	835679.65
375	609+42.63'EBB'	15.00' RT	776.15	575134.07	835682.77
376	609+43.79'EBB'	17.00' RT	776.19	575136.26	835683.49
448	609+60.22'EBB'	35.69' RT	777.36	575161.06	835686.40

RAMP EBB

6:1 GRADED FLARE

CURB RAMP TYPE 4B1
(DETECTABLE WARNING FIELD RADIAL YELLOW
RADIUS (BOC) = 97'
LONG CHORD = 8.54'
'XR' DISTANCE = 10.17'
WARNING FIELD AREA = 17 SFT

6:1 GRADED FLARE

CURB RAMP TYPE 4B1
(DETECTABLE WARNING FIELD YELLOW)
WARNING FIELD AREA = 10 SFT

10:1 GRADED FLARE

CONCRETE CURB PEDESTRIAN

CTH E/N BALLARD RD SB

609'ESB'

LEGEND

- G GRASS
- L ADA LANDING
- P PAVED TERRACE
- R RAMP
- S SIDEWALK
- T SLOPE TRANSITION

NOTES:

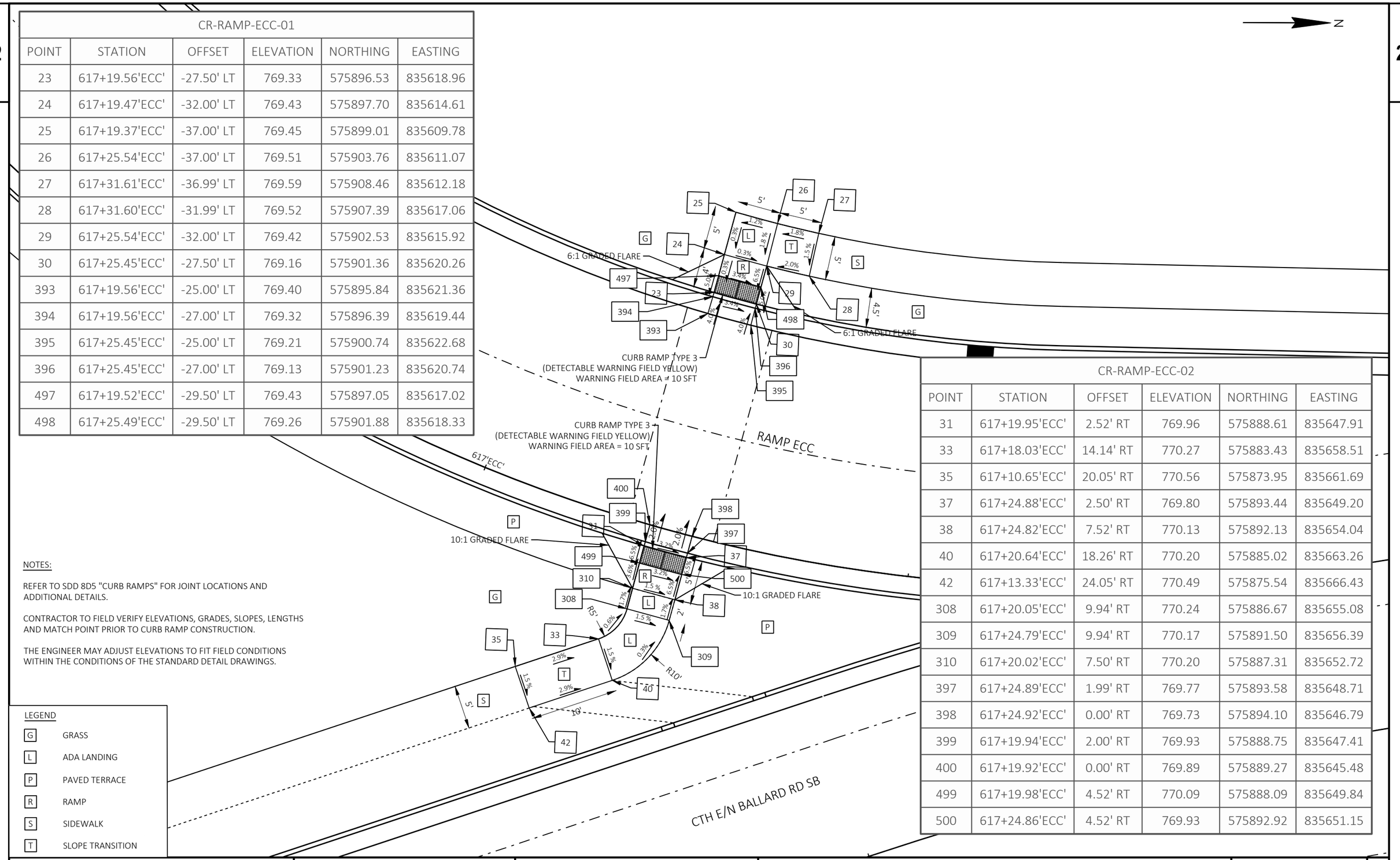
REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

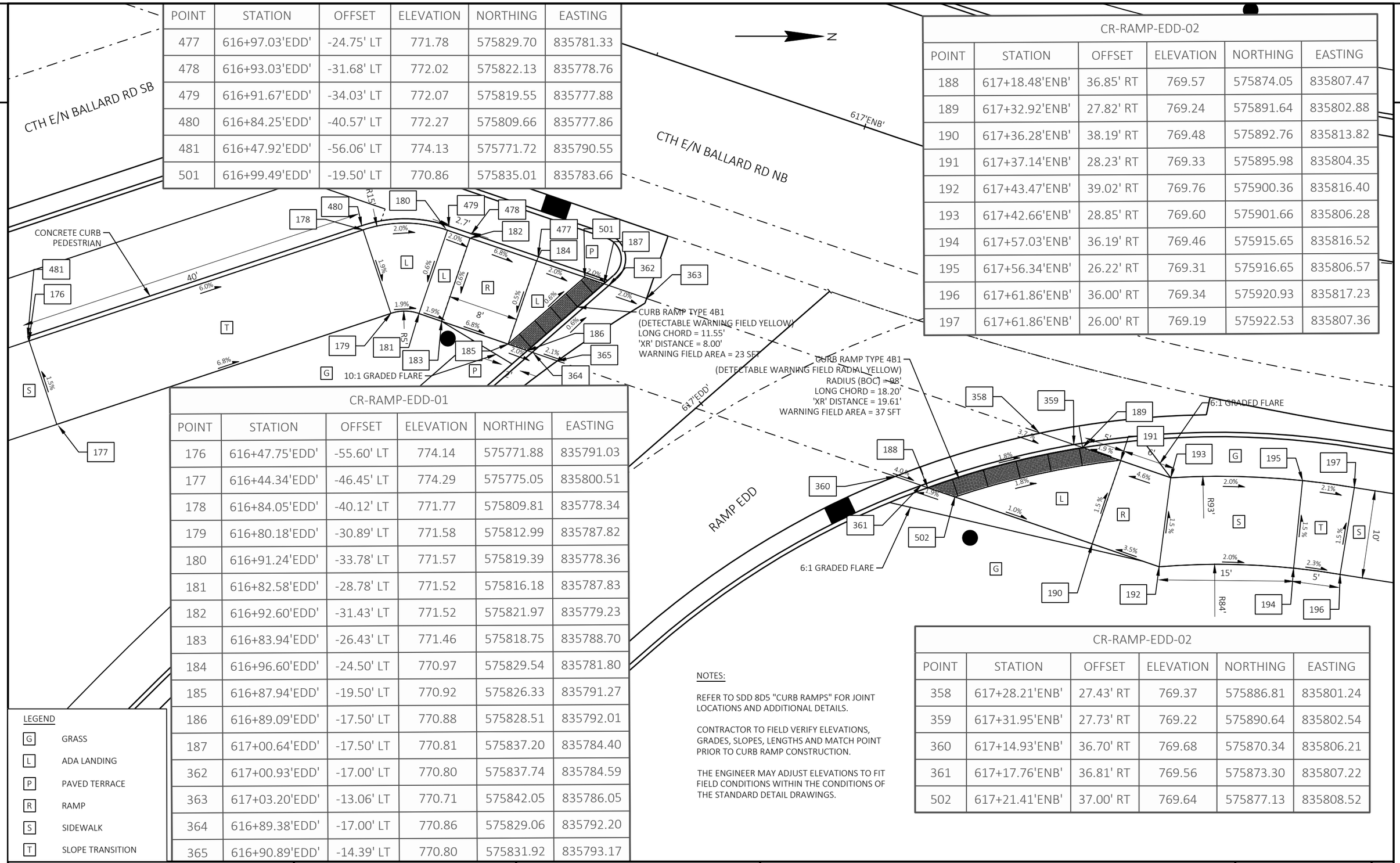
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 99	E

CR-RAMP-ECC-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23	617+19.56'ECC'	-27.50' LT	769.33	575896.53	835618.96
24	617+19.47'ECC'	-32.00' LT	769.43	575897.70	835614.61
25	617+19.37'ECC'	-37.00' LT	769.45	575899.01	835609.78
26	617+25.54'ECC'	-37.00' LT	769.51	575903.76	835611.07
27	617+31.61'ECC'	-36.99' LT	769.59	575908.46	835612.18
28	617+31.60'ECC'	-31.99' LT	769.52	575907.39	835617.06
29	617+25.54'ECC'	-32.00' LT	769.42	575902.53	835615.92
30	617+25.45'ECC'	-27.50' LT	769.16	575901.36	835620.26
393	617+19.56'ECC'	-25.00' LT	769.40	575895.84	835621.36
394	617+19.56'ECC'	-27.00' LT	769.32	575896.39	835619.44
395	617+25.45'ECC'	-25.00' LT	769.21	575900.74	835622.68
396	617+25.45'ECC'	-27.00' LT	769.13	575901.23	835620.74
497	617+19.52'ECC'	-29.50' LT	769.43	575897.05	835617.02
498	617+25.49'ECC'	-29.50' LT	769.26	575901.88	835618.33



CR-RAMP-ECC-02					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
31	617+19.95'ECC'	2.52' RT	769.96	575888.61	835647.91
33	617+18.03'ECC'	14.14' RT	770.27	575883.43	835658.51
35	617+10.65'ECC'	20.05' RT	770.56	575873.95	835661.69
37	617+24.88'ECC'	2.50' RT	769.80	575893.44	835649.20
38	617+24.82'ECC'	7.52' RT	770.13	575892.13	835654.04
40	617+20.64'ECC'	18.26' RT	770.20	575885.02	835663.26
42	617+13.33'ECC'	24.05' RT	770.49	575875.54	835666.43
308	617+20.05'ECC'	9.94' RT	770.24	575886.67	835655.08
309	617+24.79'ECC'	9.94' RT	770.17	575891.50	835656.39
310	617+20.02'ECC'	7.50' RT	770.20	575887.31	835652.72
397	617+24.89'ECC'	1.99' RT	769.77	575893.58	835648.71
398	617+24.92'ECC'	0.00' RT	769.73	575894.10	835646.79
399	617+19.94'ECC'	2.00' RT	769.93	575888.75	835647.41
400	617+19.92'ECC'	0.00' RT	769.89	575889.27	835645.48
499	617+19.98'ECC'	4.52' RT	770.09	575888.09	835649.84
500	617+24.86'ECC'	4.52' RT	769.93	575892.92	835651.15

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 100	E



POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
477	616+97.03'EDD'	-24.75' LT	771.78	575829.70	835781.33
478	616+93.03'EDD'	-31.68' LT	772.02	575822.13	835778.76
479	616+91.67'EDD'	-34.03' LT	772.07	575819.55	835777.88
480	616+84.25'EDD'	-40.57' LT	772.27	575809.66	835777.86
481	616+47.92'EDD'	-56.06' LT	774.13	575771.72	835790.55
501	616+99.49'EDD'	-19.50' LT	770.86	575835.01	835783.66

CR-RAMP-EDD-01

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
176	616+47.75'EDD'	-55.60' LT	774.14	575771.88	835791.03
177	616+44.34'EDD'	-46.45' LT	774.29	575775.05	835800.51
178	616+84.05'EDD'	-40.12' LT	771.77	575809.81	835778.34
179	616+80.18'EDD'	-30.89' LT	771.58	575812.99	835787.82
180	616+91.24'EDD'	-33.78' LT	771.57	575819.39	835778.36
181	616+82.58'EDD'	-28.78' LT	771.52	575816.18	835787.83
182	616+92.60'EDD'	-31.43' LT	771.52	575821.97	835779.23
183	616+83.94'EDD'	-26.43' LT	771.46	575818.75	835788.70
184	616+96.60'EDD'	-24.50' LT	770.97	575829.54	835781.80
185	616+87.94'EDD'	-19.50' LT	770.92	575826.33	835791.27
186	616+89.09'EDD'	-17.50' LT	770.88	575828.51	835792.01
187	617+00.64'EDD'	-17.50' LT	770.81	575837.20	835784.40
362	617+00.93'EDD'	-17.00' LT	770.80	575837.74	835784.59
363	617+03.20'EDD'	-13.06' LT	770.71	575842.05	835786.05
364	616+89.38'EDD'	-17.00' LT	770.86	575829.06	835792.20
365	616+90.89'EDD'	-14.39' LT	770.80	575831.92	835793.17

CR-RAMP-EDD-02

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
188	617+18.48'ENB'	36.85' RT	769.57	575874.05	835807.47
189	617+32.92'ENB'	27.82' RT	769.24	575891.64	835802.88
190	617+36.28'ENB'	38.19' RT	769.48	575892.76	835813.82
191	617+37.14'ENB'	28.23' RT	769.33	575895.98	835804.35
192	617+43.47'ENB'	39.02' RT	769.76	575900.36	835816.40
193	617+42.66'ENB'	28.85' RT	769.60	575901.66	835806.28
194	617+57.03'ENB'	36.19' RT	769.46	575915.65	835816.52
195	617+56.34'ENB'	26.22' RT	769.31	575916.65	835806.57
196	617+61.86'ENB'	36.00' RT	769.34	575920.93	835817.23
197	617+61.86'ENB'	26.00' RT	769.19	575922.53	835807.36

CR-RAMP-EDD-02

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
358	617+28.21'ENB'	27.43' RT	769.37	575886.81	835801.24
359	617+31.95'ENB'	27.73' RT	769.22	575890.64	835802.54
360	617+14.93'ENB'	36.70' RT	769.68	575870.34	835806.21
361	617+17.76'ENB'	36.81' RT	769.56	575873.30	835807.22
502	617+21.41'ENB'	37.00' RT	769.64	575877.13	835808.52

LEGEND

- G GRASS
- L ADA LANDING
- P PAVED TERRACE
- R RAMP
- S SIDEWALK
- T SLOPE TRANSITION

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 101	E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021301-CR.DWG
LAYOUT NAME - 06-ED-01
PLOT DATE : 12/17/2024 1:42 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

CR-ESB-03					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	603+66.38'ESB'	-23.00' LT	757.70	574556.01	835693.35
2	603+63.87'ESB'	-23.00' LT	757.68	574553.50	835693.40
3	603+55.86'ESB'	-23.00' LT	757.90	574545.49	835693.56
4	603+50.86'ESB'	-23.00' LT	757.98	574540.50	835693.65
5	603+40.67'ESB'	-23.00' LT	758.13	574530.30	835693.85
6	603+40.67'ESB'	-28.00' LT	758.20	574530.21	835688.85
7	603+50.86'ESB'	-28.00' LT	757.90	574540.40	835688.65
8	603+55.87'ESB'	-28.00' LT	757.82	574545.40	835688.56
9	603+63.84'ESB'	-28.00' LT	757.59	574553.37	835688.40
349	603+66.96'ESB'	-23.00' LT	757.70	574556.59	835693.34
350	603+64.42'ESB'	-28.00' LT	757.58	574553.95	835688.39
356	603+66.62'ESB'	-28.01' LT	757.69	574556.15	835688.34
357	603+69.31'ESB'	-23.00' LT	757.85	574558.93	835693.30

N

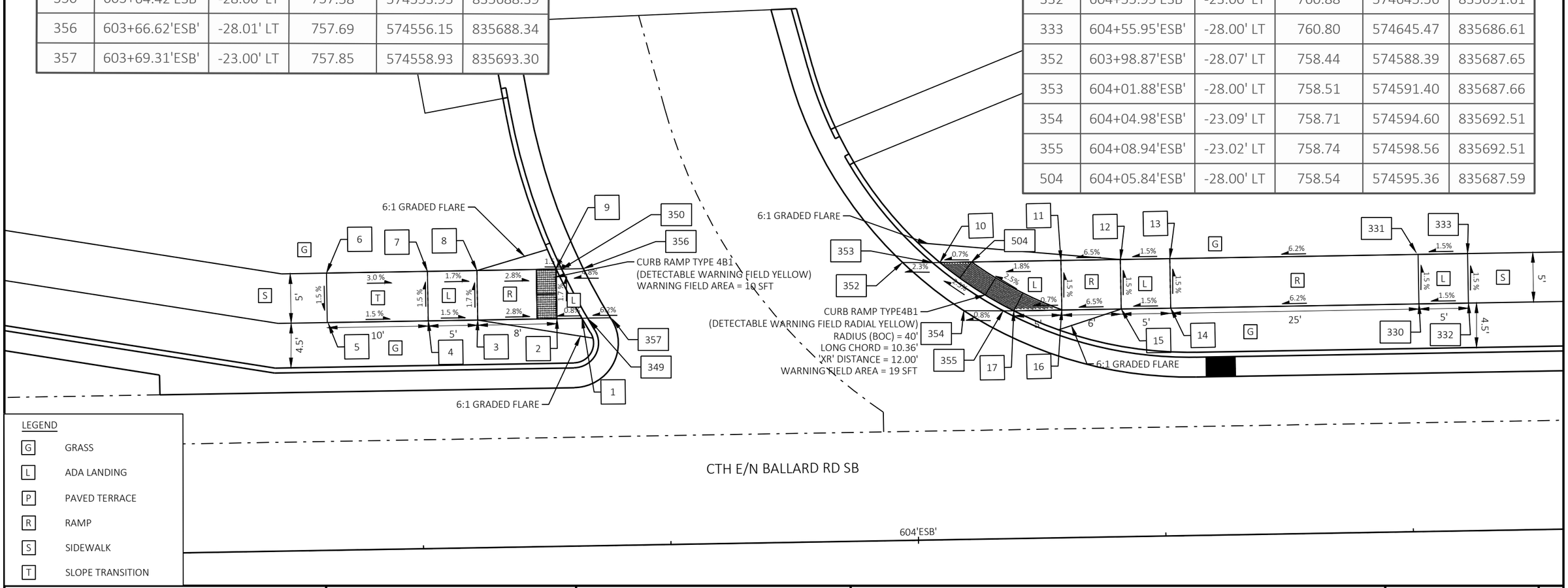
NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

CR-ESB-04					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10	604+02.64'ESB'	-28.00' LT	758.18	574592.17	835687.65
11	604+14.87'ESB'	-28.00' LT	758.71	574604.40	835687.41
12	604+20.87'ESB'	-28.00' LT	759.10	574610.39	835687.30
13	604+25.87'ESB'	-28.00' LT	759.17	574615.39	835687.20
14	604+25.87'ESB'	-23.00' LT	759.25	574615.49	835692.20
15	604+20.87'ESB'	-23.00' LT	759.17	574610.49	835692.30
16	604+14.87'ESB'	-23.00' LT	758.78	574604.49	835692.41
17	604+10.03'ESB'	-23.00' LT	758.75	574599.65	835692.51
330	604+50.95'ESB'	-23.00' LT	760.80	574640.57	835691.71
331	604+50.95'ESB'	-28.00' LT	760.73	574640.47	835686.71
332	604+55.95'ESB'	-23.00' LT	760.88	574645.56	835691.61
333	604+55.95'ESB'	-28.00' LT	760.80	574645.47	835686.61
352	603+98.87'ESB'	-28.07' LT	758.44	574588.39	835687.65
353	604+01.88'ESB'	-28.00' LT	758.51	574591.40	835687.66
354	604+04.98'ESB'	-23.09' LT	758.71	574594.60	835692.51
355	604+08.94'ESB'	-23.02' LT	758.74	574598.56	835692.51
504	604+05.84'ESB'	-28.00' LT	758.54	574595.36	835687.59



LEGEND

G	GRASS
L	ADA LANDING
P	PAVED TERRACE
R	RAMP
S	SIDEWALK
T	SLOPE TRANSITION

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 102	E

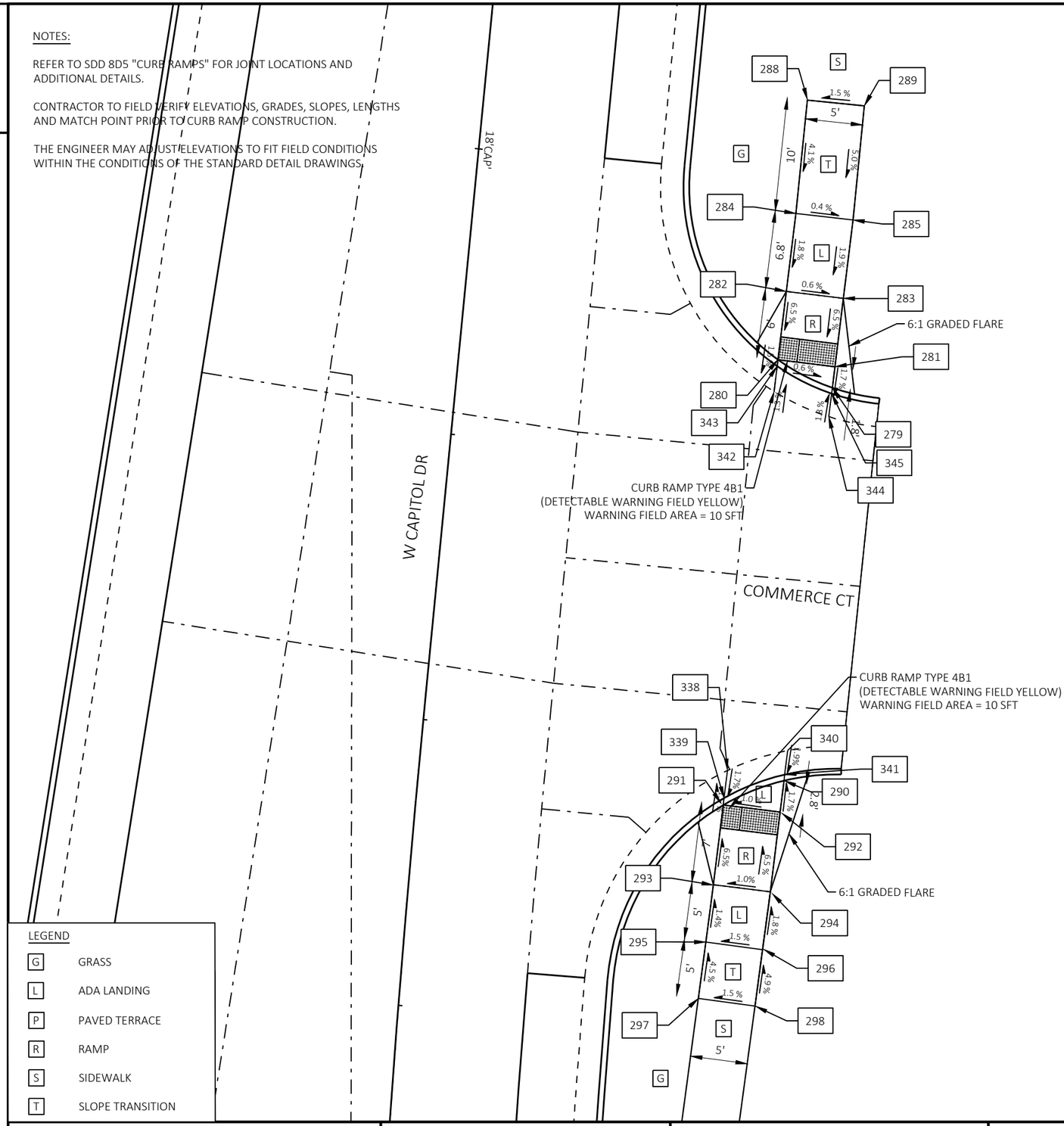
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LAYOUT NAME - 07-SIDEROAD-01
PLOT DATE : 12/17/2024 1:42 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

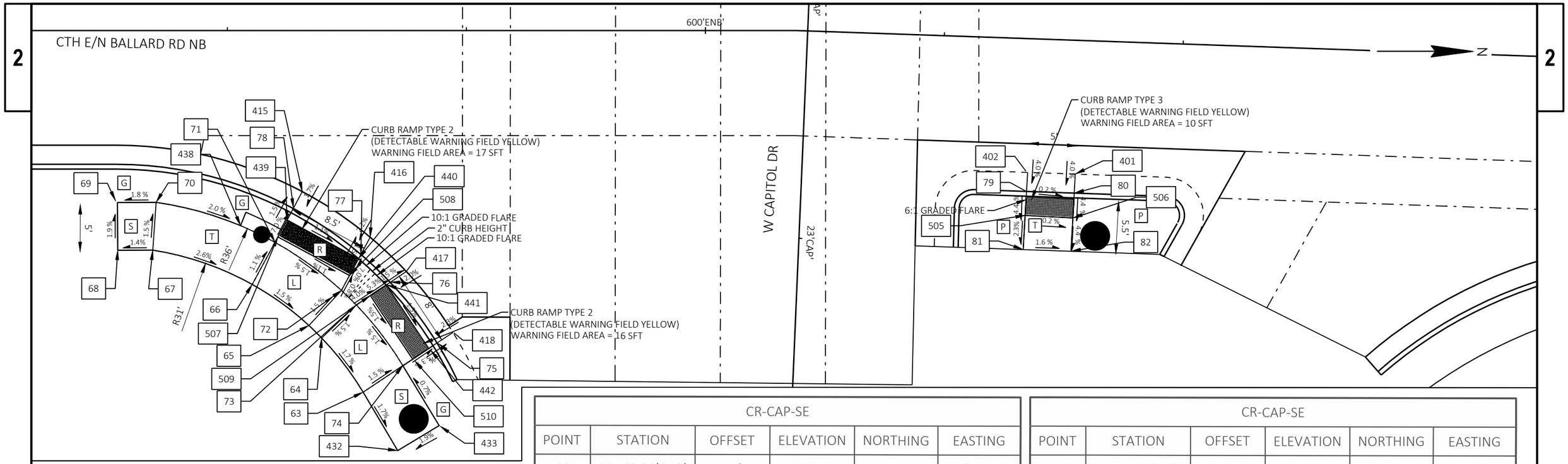
THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.



CR-CAP-01					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
279	18+17.74'CAP'	-32.71' LT	759.26	574247.47	835371.51
280	18+15.77'CAP'	-27.75' LT	759.32	574242.73	835369.08
281	18+15.90'CAP'	-32.75' LT	759.29	574247.69	835369.68
282	18+09.77'CAP'	-27.91' LT	759.71	574243.45	835363.12
283	18+09.90'CAP'	-32.91' LT	759.68	574248.41	835363.72
284	18+02.94'CAP'	-28.08' LT	759.80	574244.27	835356.33
285	18+03.01'CAP'	-33.08' LT	759.77	574249.24	835356.87
288	17+92.94'CAP'	-28.11' LT	760.24	574245.24	835346.38
289	17+93.01'CAP'	-33.11' LT	760.31	574250.21	835346.92
342	18+18.57'CAP'	-27.68' LT	759.34	574242.39	835371.85
343	18+16.34'CAP'	-27.74' LT	759.31	574242.66	835369.64
344	18+20.29'CAP'	-32.64' LT	759.28	574247.16	835374.04
345	18+18.25'CAP'	-32.69' LT	759.25	574247.41	835372.01

CR-CAP-02					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
290	18+52.34'CAP'	-31.82' LT	759.39	574243.33	835405.77
291	18+55.01'CAP'	-26.74' LT	759.38	574238.04	835407.92
292	18+55.17'CAP'	-31.74' LT	759.43	574243.00	835408.52
293	18+62.18'CAP'	-26.51' LT	759.84	574237.19	835414.90
294	18+62.36'CAP'	-31.50' LT	759.89	574242.16	835415.50
295	18+67.27'CAP'	-26.28' LT	759.91	574236.55	835419.86
296	18+67.46'CAP'	-31.26' LT	759.98	574241.50	835420.45
297	18+72.32'CAP'	-26.03' LT	760.15	574235.91	835424.78
298	18+72.59'CAP'	-31.00' LT	760.22	574240.85	835425.43
338	18+51.91'CAP'	-26.83' LT	759.41	574238.40	835404.89
339	18+54.38'CAP'	-26.76' LT	759.37	574238.11	835407.30
340	18+49.64'CAP'	-31.89' LT	759.42	574243.65	835403.15
341	18+51.80'CAP'	-31.83' LT	759.38	574243.39	835405.25

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 103	E



CR-CAP-NE					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
79	600+34.15'ENB'	16.00' RT	755.44	574226.93	835770.33
80	600+39.16'ENB'	16.00' RT	755.43	574231.93	835770.49
81	600+34.03'ENB'	22.08' RT	755.25	574226.60	835776.40
82	600+39.03'ENB'	22.09' RT	755.17	574231.60	835776.57
401	600+39.20'ENB'	14.00' RT	755.51	574232.04	835768.49
402	600+34.20'ENB'	14.00' RT	755.52	574227.04	835768.33
505	600+34.10'ENB'	18.50' RT	755.33	574226.80	835772.82
506	600+39.10'ENB'	18.60' RT	755.32	574231.79	835773.09

LEGEND

- G GRASS
- L ADA LANDING
- P PAVED TERRACE
- R RAMP
- S SIDEWALK
- T SLOPE TRANSITION

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

CR-CAP-SE					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
63	22+43.03'CAP'	44.86' RT	755.21	574157.59	835791.49
64	22+37.55'CAP'	49.42' RT	755.33	574153.26	835785.82
65	22+36.29'CAP'	50.81' RT	755.37	574151.92	835784.52
66	22+32.25'CAP'	56.91' RT	755.48	574145.98	835780.23
67	22+29.11'CAP'	67.47' RT	755.76	574135.56	835776.67
68	22+29.29'CAP'	71.13' RT	755.71	574131.90	835776.70
69	22+24.29'CAP'	71.37' RT	755.61	574131.86	835771.70
70	22+24.10'CAP'	67.32' RT	755.68	574135.91	835771.67
71	22+27.75'CAP'	54.73' RT	755.42	574148.34	835775.83
72	22+32.48'CAP'	47.58' RT	755.29	574155.30	835780.83
73	22+33.93'CAP'	45.96' RT	755.26	574156.86	835782.35
74	22+40.06'CAP'	40.83' RT	755.14	574161.74	835788.68
75	22+37.54'CAP'	37.34' RT	754.95	574165.33	835786.30
76	22+31.39'CAP'	42.49' RT	755.08	574160.43	835779.95
77	22+28.59'CAP'	45.69' RT	755.13	574157.34	835777.03
78	22+24.08'CAP'	52.95' RT	755.21	574150.27	835772.23

CR-CAP-SE					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
415	22+22.32'CAP'	52.10' RT	755.24	574151.19	835770.51
416	22+26.79'CAP'	44.81' RT	755.17	574158.29	835775.26
417	22+30.21'CAP'	40.87' RT	755.11	574162.09	835778.84
418	22+36.38'CAP'	35.73' RT	755.00	574166.98	835785.21
432	22+48.29'CAP'	40.98' RT	755.09	574161.23	835797.58
433	22+46.18'CAP'	36.76' RT	755.19	574165.55	835794.96
438	22+26.16'CAP'	58.41' RT	755.50	574144.74	835774.08
439	22+25.35'CAP'	53.57' RT	755.23	574149.60	835773.47
440	22+29.06'CAP'	45.92' RT	755.14	574157.09	835777.49
441	22+31.70'CAP'	42.90' RT	755.08	574160.00	835780.24
442	22+38.15'CAP'	38.19' RT	754.97	574164.45	835786.88
507	22+27.17'CAP'	54.45' RT	755.38	574148.64	835775.26
508	22+30.88'CAP'	46.80' RT	755.28	574156.14	835779.27
509	22+32.89'CAP'	44.53' RT	755.19	574158.32	835781.37
510	22+39.34'CAP'	39.80' RT	755.07	574162.79	835788.00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 104	E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021301-CR.DWG
LAYOUT NAME - 08-Cap-02-SENE
PLOT DATE : 12/17/2024 1:42 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

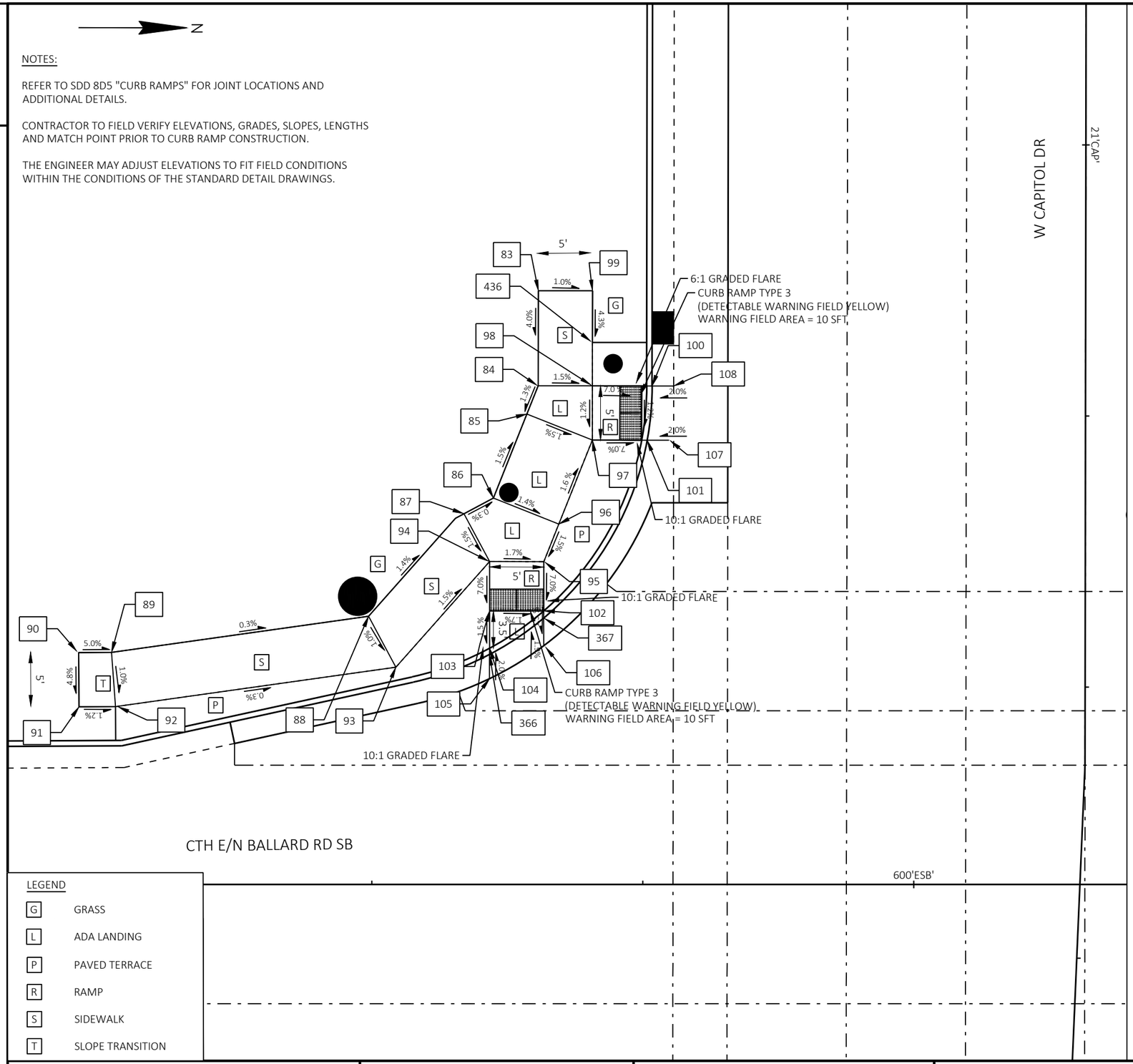
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NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

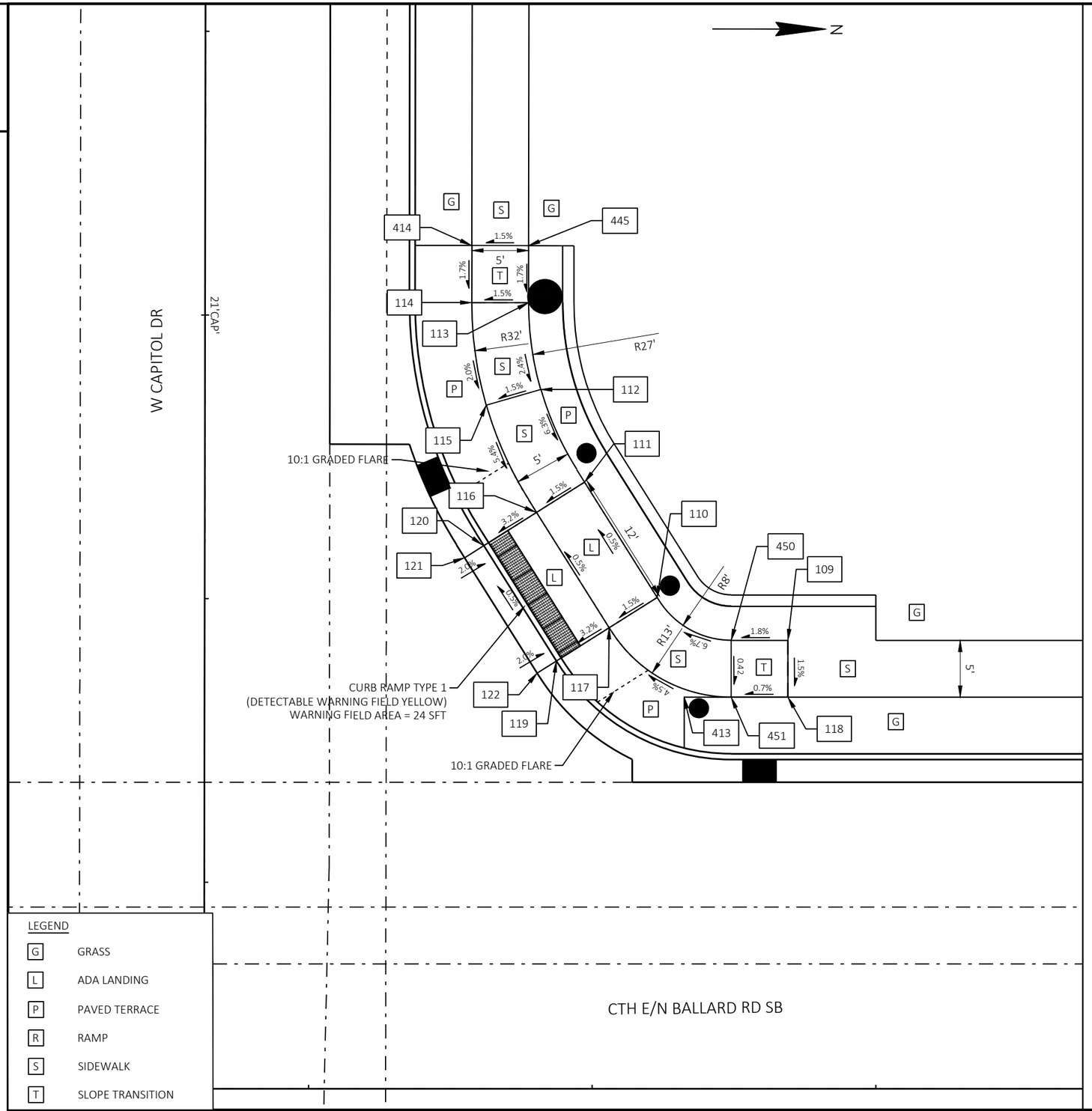


LEGEND

G	GRASS
L	ADA LANDING
P	PAVED TERRACE
R	RAMP
S	SIDEWALK
T	SLOPE TRANSITION

CR-CAP-SW					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
83	21+13.52'CAP'	50.50' RT	755.74	574155.34	835663.90
84	21+22.28'CAP'	50.51' RT	755.39	574155.34	835672.66
85	21+24.88'CAP'	51.54' RT	755.35	574154.31	835675.26
86	21+32.63'CAP'	54.62' RT	755.48	574151.23	835683.02
87	21+34.09'CAP'	57.33' RT	755.49	574148.52	835684.48
88	21+43.56'CAP'	66.12' RT	755.67	574139.74	835693.95
89	21+46.92'CAP'	89.83' RT	755.74	574116.04	835697.34
90	21+46.95'CAP'	92.87' RT	755.89	574113.00	835697.36
91	21+51.95'CAP'	92.83' RT	755.65	574113.04	835702.36
92	21+51.92'CAP'	89.27' RT	755.69	574116.60	835702.33
93	21+48.25'CAP'	63.60' RT	755.61	574142.27	835698.64
94	21+38.50'CAP'	54.96' RT	755.41	574150.90	835688.88
95	21+38.50'CAP'	49.96' RT	755.33	574155.90	835688.88
96	21+35.04'CAP'	48.58' RT	755.38	574157.27	835685.41
97	21+27.28'CAP'	45.50' RT	755.25	574160.35	835677.66
98	21+22.28'CAP'	45.50' RT	755.31	574160.35	835672.66
99	21+13.52'CAP'	45.50' RT	755.69	574160.34	835663.89
100	21+22.28'CAP'	40.00' RT	754.93	574165.85	835672.65
101	21+27.28'CAP'	40.45' RT	754.90	574165.40	835677.66
102	21+43.04'CAP'	49.96' RT	755.01	574155.90	835693.42
103	21+43.04'CAP'	54.96' RT	755.09	574150.90	835693.42
104	21+46.49'CAP'	54.96' RT	755.04	574150.91	835696.88
105	21+49.30'CAP'	54.96' RT	755.08	574150.91	835699.68
106	21+46.25'CAP'	49.96' RT	755.05	574155.91	835696.63
107	21+27.28'CAP'	38.42' RT	754.94	574167.43	835677.65
108	21+22.28'CAP'	38.00' RT	754.97	574167.85	835672.65
366	21+47.06'CAP'	54.96' RT	755.03	574150.91	835697.44
367	21+43.70'CAP'	49.97' RT	755.00	574155.90	835694.08
436	21+18.28'CAP'	45.50' RT	755.48	574160.34	835668.66

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 105	E



NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

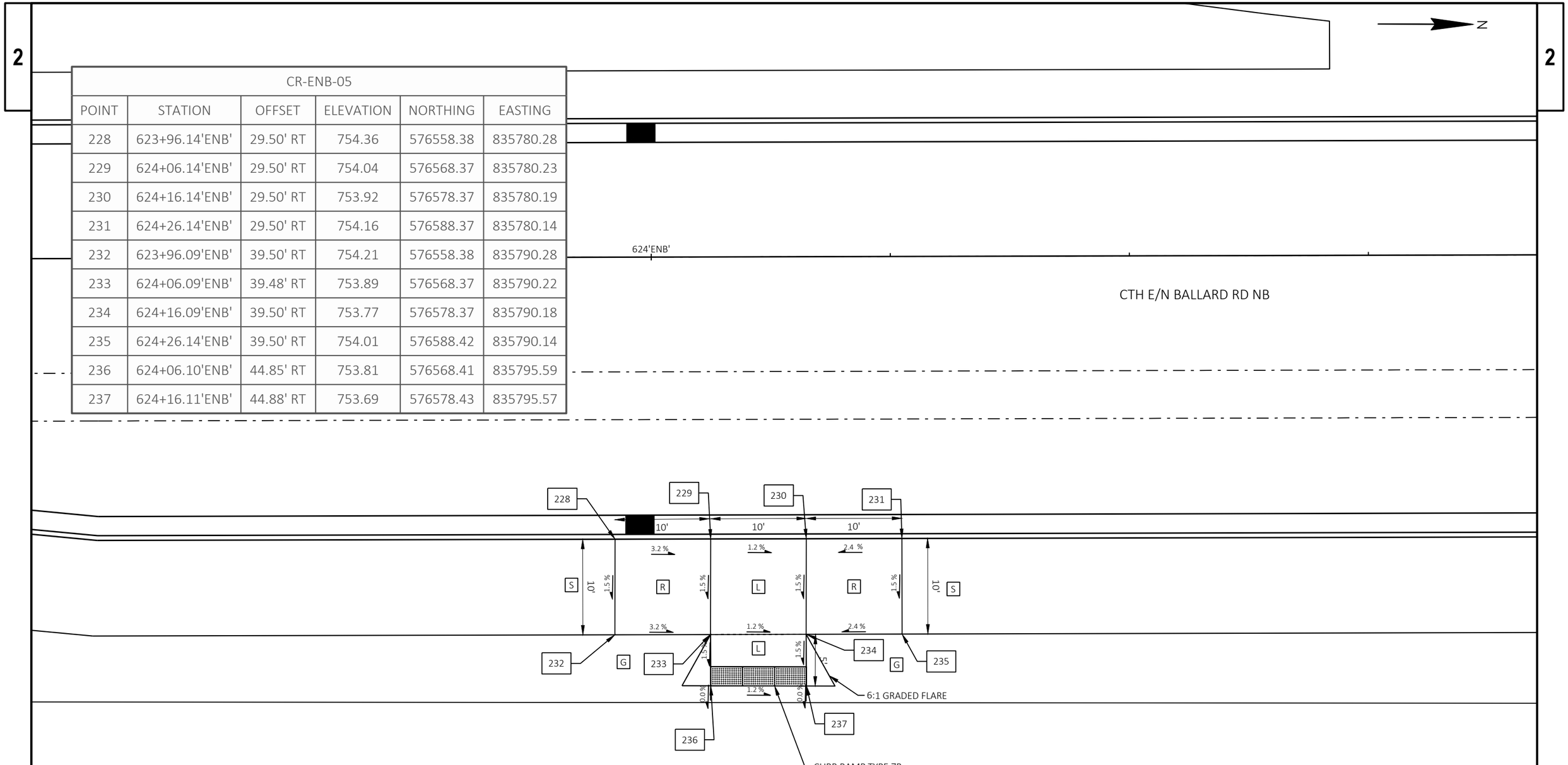
CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

CR-CAP-NW					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
109	21+28.62'CAP'	-51.40' LT	756.43	574257.25	835678.91
110	21+24.84'CAP'	-39.87' LT	755.81	574245.72	835675.15
111	21+14.70'CAP'	-33.46' LT	755.75	574239.30	835665.01
112	21+06.53'CAP'	-29.58' LT	756.32	574235.42	835656.84
113	20+98.88'CAP'	-28.50' LT	759.50	574234.33	835649.20
114	20+98.88'CAP'	-23.50' LT	756.43	574229.33	835649.20
115	21+07.92'CAP'	-24.78' LT	756.24	574230.61	835658.23
116	21+17.37'CAP'	-29.24' LT	755.67	574235.08	835667.68
117	21+27.51'CAP'	-35.64' LT	755.73	574241.49	835677.82
118	21+33.62'CAP'	-51.41' LT	759.35	574257.26	835683.91
119	21+30.45'CAP'	-30.99' LT	755.55	574236.84	835680.76
120	21+20.30'CAP'	-24.58' LT	755.49	574230.43	835670.62
121	21+21.37'CAP'	-22.89' LT	755.53	574228.74	835671.69
122	21+31.52'CAP'	-29.30' LT	755.59	574235.15	835681.83
413	21+33.63'CAP'	-42.27' LT	756.13	574248.12	835683.93
414	20+93.85'CAP'	-23.50' LT	756.51	574229.32	835644.16
445	20+93.85'CAP'	-28.50' LT	756.59	574234.32	835644.17
450	21+28.62'CAP'	-46.40' LT	756.34	574252.25	835678.92
451	21+33.62'CAP'	-46.41' LT	756.32	574252.26	835683.92

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 106	E

CR-ENB-05					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
228	623+96.14'ENB'	29.50' RT	754.36	576558.38	835780.28
229	624+06.14'ENB'	29.50' RT	754.04	576568.37	835780.23
230	624+16.14'ENB'	29.50' RT	753.92	576578.37	835780.19
231	624+26.14'ENB'	29.50' RT	754.16	576588.37	835780.14
232	623+96.09'ENB'	39.50' RT	754.21	576558.38	835790.28
233	624+06.09'ENB'	39.48' RT	753.89	576568.37	835790.22
234	624+16.09'ENB'	39.50' RT	753.77	576578.37	835790.18
235	624+26.14'ENB'	39.50' RT	754.01	576588.42	835790.14
236	624+06.10'ENB'	44.85' RT	753.81	576568.41	835795.59
237	624+16.11'ENB'	44.88' RT	753.69	576578.43	835795.57



LEGEND

- G GRASS
- L ADA LANDING
- P PAVED TERRACE
- R RAMP
- S SIDEWALK
- T SLOPE TRANSITION

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 107	E

2

N

626'ENB'

CTH E/N BALLARD RD NB

10:1 GRADED FLARE

CURB RAMP TYPE 1
(DETECTABLE WARNING FIELD YELLOW)
WARNING FIELD AREA = 20 SFT

10:1 GRADED FLARE

EVERGREEN DR

CR-ENB-06					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
238	626+39.76'ENB	44.14' RT	752.81	576802.06	835793.76
239	626+36.65'ENB	48.06' RT	752.89	576798.97	835797.69
240	626+46.89'ENB	51.26' RT	752.36	576809.23	835800.84
241	626+42.62'ENB	53.93' RT	752.44	576804.98	835803.54
242	626+51.15'ENB	48.58' RT	752.03	576813.47	835798.15
243	626+52.20'ENB	59.73' RT	752.19	576814.59	835809.29
244	626+47.94'ENB	62.40' RT	752.27	576810.33	835811.98
245	626+56.46'ENB	57.05' RT	751.87	576818.83	835806.59
246	626+54.12'ENB	64.35' RT	752.36	576816.52	835813.90
247	626+49.39'ENB	66.00' RT	752.44	576811.81	835815.57
403	626+58.59'ENB'	55.72' RT	751.92	576820.95	835805.25
404	626+56.89'ENB'	56.78' RT	751.83	576819.26	835806.32
405	626+53.28'ENB'	47.25' RT	752.08	576815.60	835796.80
406	626+51.57'ENB'	48.32' RT	752.00	576813.90	835797.88

NOTES:

REFER TO SDD 8D5 "CURB RAMPS" FOR JOINT LOCATIONS AND ADDITIONAL DETAILS.

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINT PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

LEGEND

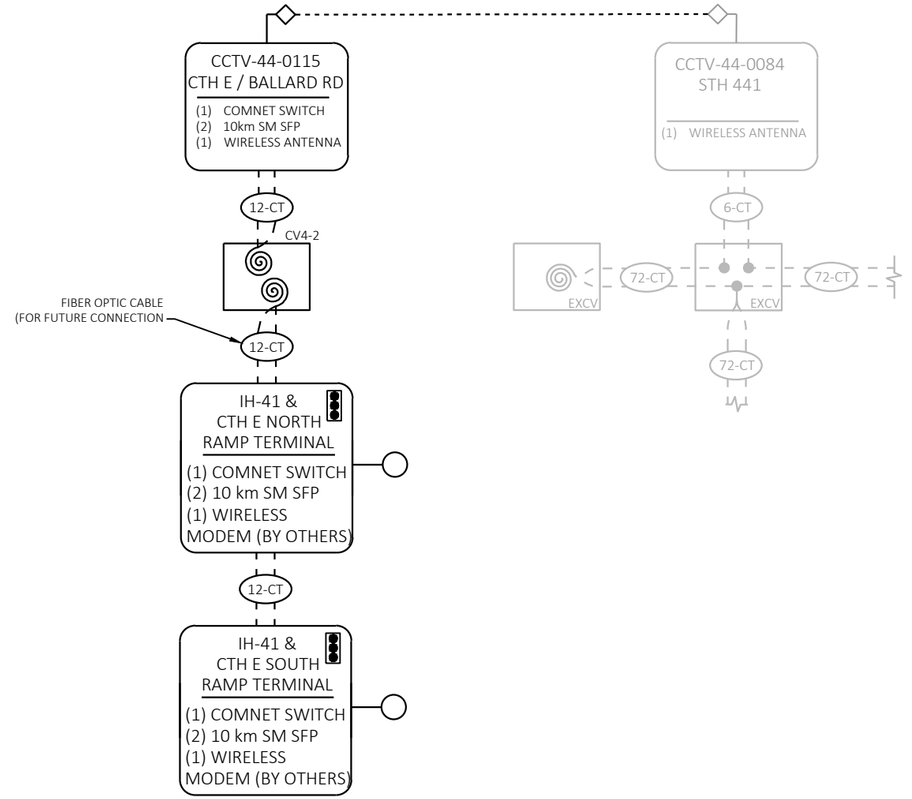
G	GRASS
L	ADA LANDING
P	PAVED TERRACE
R	RAMP
S	SIDEWALK
T	SLOPE TRANSITION

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 108	E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021301-CR.DWG
LAYOUT NAME - 09-ParkRide-02
PLOT DATE : 12/17/2024 1:42 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

N

IH-41
ITS COMMUNICATIONS OVERVIEW
PROPOSED CONDITIONS



LEGEND

- XX-CT — FIBER OPTIC CABLE - SM
- FIELD SPLICE LOCATION
- CV — COMMUNICATION VAULT
- CELLULAR MODEM
- 5.8 GHZ WIRELESS COMMUIATIONS

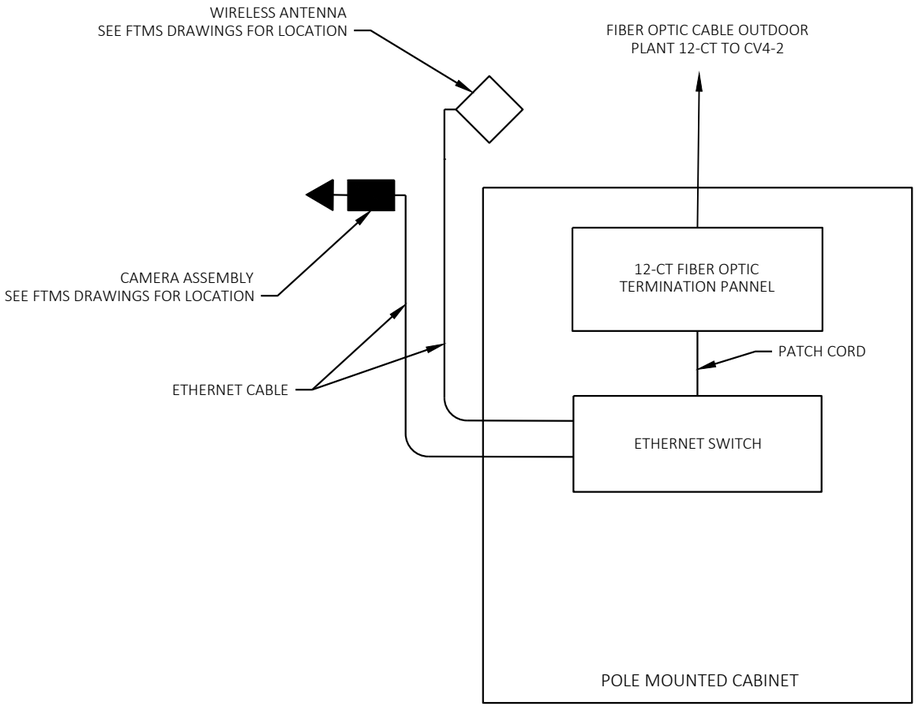
NOTES

SM = SINGLE MODE FIBER OPTIC
GRAYSHADE REPRESENT EXISTING

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	ITS COMMUNICATION OVERVIEW	SHEET 109	E

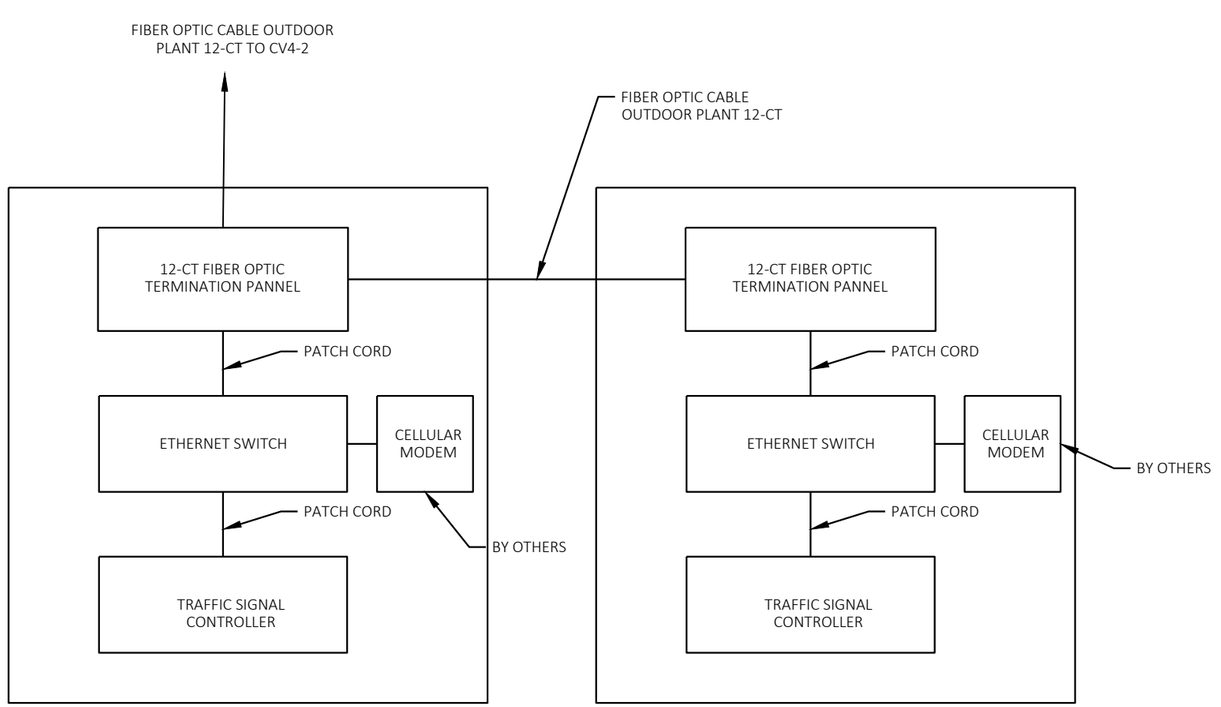
FILE NAME : S:\MAD\2000--2099\2089\018\DRAWINGS\CAD\11300601\SHEETSPLAN\COMMUNICATION OVERVIEW\021501-FM.DWG
LAYOUT NAME - 021501(CTHE)-fm
PLOT DATE : 5/24/2024 2:45 PM
PLOT BY : WALTER, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



ITS CABINET DETAIL

CB4-1 (CTH E)



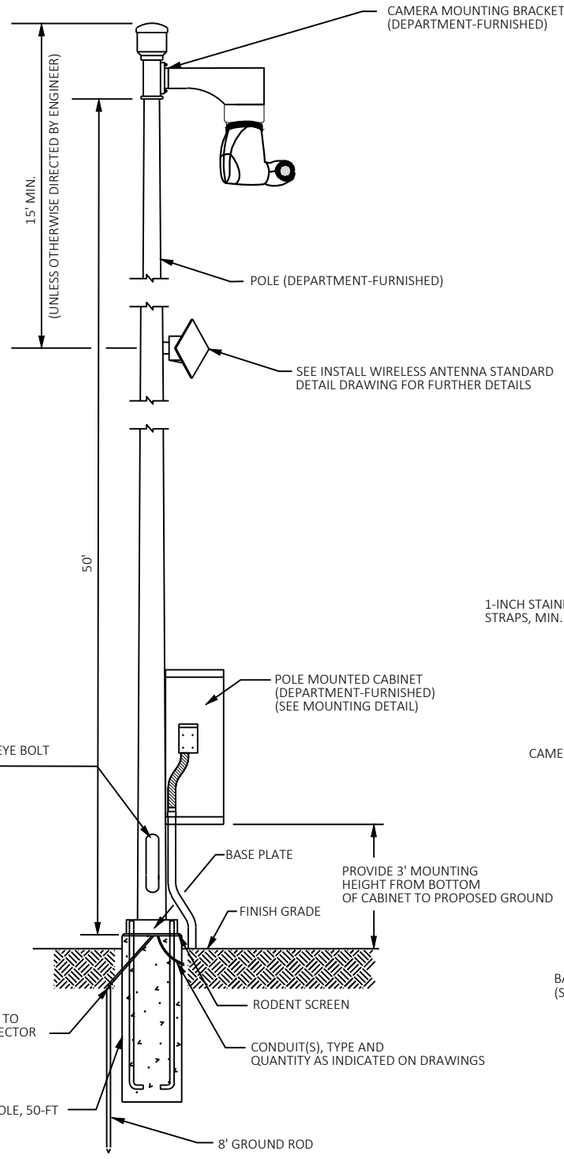
TRAFFIC SIGNAL CABINET

NORTH RAMP TERMINAL

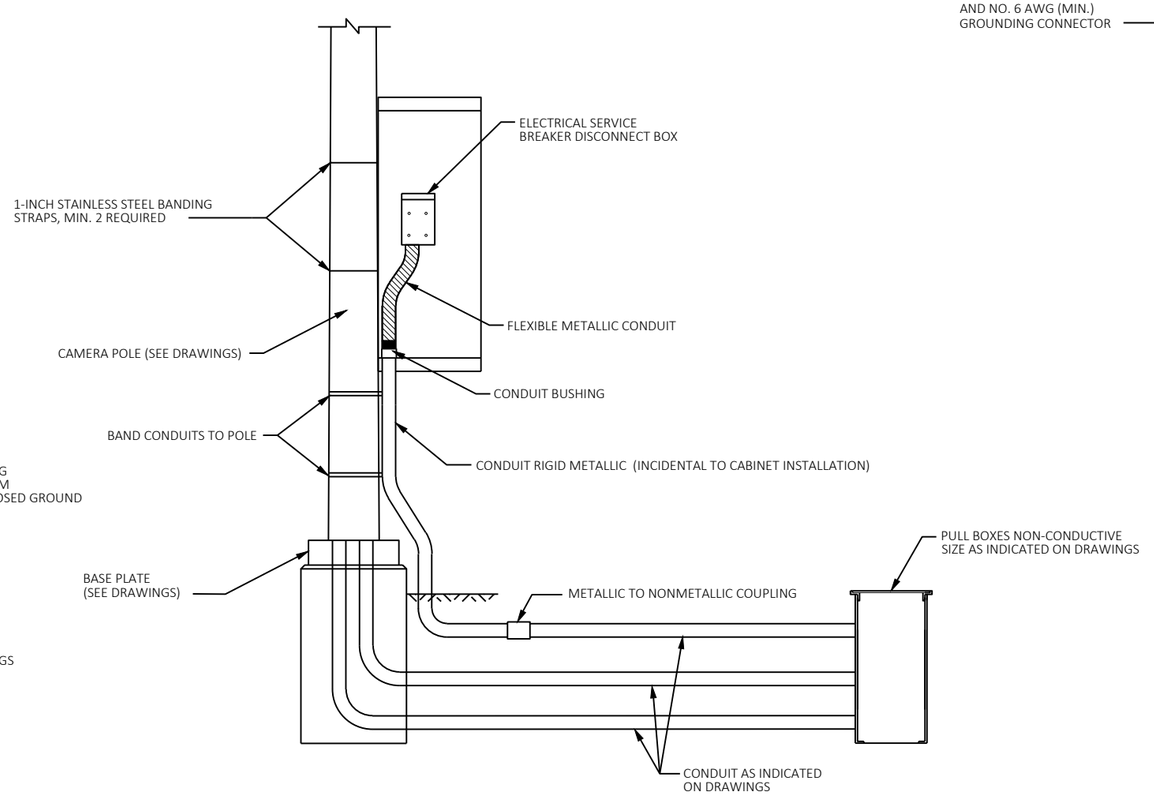
TRAFFIC SIGNAL CABINET

SOUTH RAMP TERMINAL

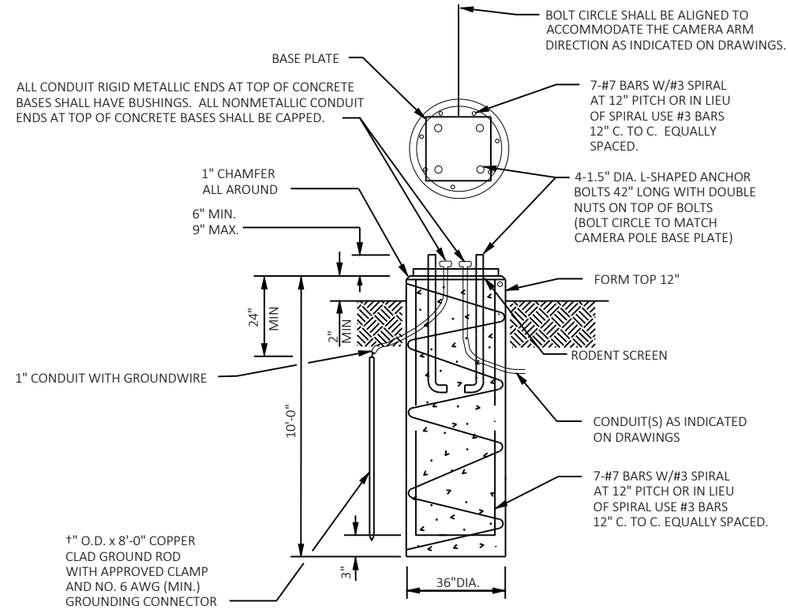
NOT TO SCALE



CAMERA POLE, WITH CAMERA LOWERING HARDWARE



INSTALL MOUNTED CABINET ON CAMERA POLE (POLE MOUNTED CABINET)

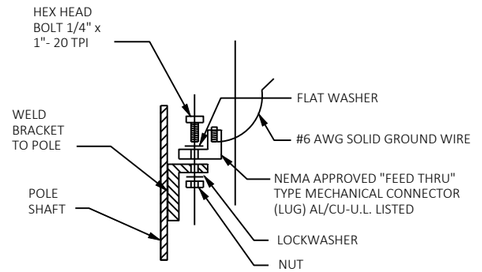


MATERIALS DATA

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

BASE CAMERA POLE, 50-FT

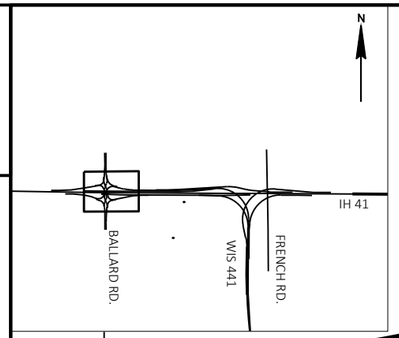
NOT TO SCALE



FIELD INSTALLED GROUNDING LUG

NOTES

1. ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL
2. POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE DEPARTMENT FURNISHED. FOUNDATION CAMERA POLE 50-FEET TO BE CONSTRUCTED PER SECTION 531 OF THE STANDARD SPECIFICATIONS.
3. CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.
4. INSTALL GROUNDING LUG AS SHOWN



NOTES:
1. IN ADDITION TO THE 48-HOUR ADVANCED NOTIFICATION INDICATED IN THE SPECIAL PROVISIONS, NOTIFY THE WISDOT TRAFFIC MANAGEMENT CENTER A MINIMUM OF 14-DAYS PRIOR TO BEGINNING ANY WORK THAT WILL IMPACT THE FUNCTIONALITY OF WISDOT COMMUNICATIONS NETWORK.
2. NOTIFY THE REGIONAL TRAFFIC UNIT (920-492-4174) A MINIMUM OF TWO WEEKS PRIOR TO THE NEED TO STAKE THE FOLLOWING ITEMS: CONCRETE BASES, CONDUIT, PULL BOXES AND COMMUNICATIONS VAULTS.
3. THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.
4. INSTALL WIRELESS ANTENNAS (DEPARTMENT FURNISHED) ON EXISTING 50-FT CAMERA POLE AT STH 441.
5. CONTACT THE ENGINEER IF NOT USING ORANGE CONDUIT HDPE 3-DUCT 2-INCH.

STANDARD ABBREVIATIONS

PB	PULL BOX
CV	COMMUNICATION VAULT
CB	CONTROL CABINET
RG	RAMP GATE

LEGEND

- POLE MOUNTED ITS CABINET (AND POLE)
- RAMP GATE
- CAMERA ASSEMBLY
- COMMUNICATION VAULT TYPE 1
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- ITS CONDUIT
- 5.8 GHZ WIRELESS COMMUNICATIONS
- ELECTRICAL SERVICE METER BREAKER PEDESTAL

N

32'
RG4-1 (G44-19)
PB4-5
PB4-4
PB4-3
PB4-6
PB4-7
PB4-8
PB4-9
PB4-10
PB4-11
PB4-12
CV4-1R
RG4-1R
CV4-2
CV4-3
TRAFFIC SIGNAL PULLBOX
REMOVING COMMUNICATION VAULT
EXISTING RAMP GATE
(2) REMOVING CONCRETE BASES
(1) SALVAGING RAMP GATE SYSTEM
RG4-2R
40'
RG4-2 (G44-17)
TRAFFIC SIGNAL CABINET
(1) ETHERNET SWITCH
(4) FIBER OPTIC TERMINATION
ITS POWER SOURCE
REMOVING CONCRETE BASES
CB4-1
CB4-1 (CCTV-44-0115) (SDS-44-0062)
(1) FOUNDATION CAMERA POLE 50-FT
(1) INSTALL CAMERA POLE 50-FT (DEPARTMENT FURNISHED)
(1) INSTALL CAMERA ASSEMBLY (DEPARTMENT FURNISHED)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT FURNISHED)
(1) INSTALL ETHERNET SWITCHES (DEPARTMENT FURNISHED)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX
(1) INSTALL WIRELESS ANTENNAS (DEPARTMENT FURNISHED)
(4) FIBER OPTIC TERMINATION (12-CT PANEL) (DEPARTMENT FURNISHED)
CAMERA ARM ALIGNMENT
ALIGN BOLT CIRCLE AND CAMERA MOUNTING BRACKET TO BE SQUARE TO THIS LINE
B-44-0324
SLOPE INTERCEPT (TYP.)
PRW
ERW
CTH E / N BALLARD ROAD
RAMP ED (SB OFF-RAMP)
RAMP EB (NB OFF-RAMP)
RAMP EA (NB ON-RAMP)
RAMP EC (SB ON-RAMP)
IH 41 SB
IH 41 NB
848 SB
850 SB
852 SB
854 SB
856 SB
858 SB
860 SB
862 SB
844 SB
846 SB
848 NB
850 NB
852 NB
854 NB
856 NB
858 NB
860 NB
862 NB
MATCHLINE STA 845SB+00
MATCHLINE STA 845SB+00
B-44-0325
CITY OF APPLETON CAMERA
(1) CONCRETE BASES TYPE 2
(1) POLES TYPE 3
(1) INSTALL CAMERA ASSEMBLY (CITY OF APPLETON FURNISHED)
(1) INSTALL POLE MOUNTED CABINET (DEPARTMENT FURNISHED)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX
(1) INSTALL WIRELESS ANTENNAS (DEPARTMENT FURNISHED)
CB4-2
PB4-15
MB4-1
40'
RG4-3 (G44-18)
RG4-3R
RG4-4R
26'
RG4-4 (G44-16)
CAMERA ARM ALIGNMENT
CAMERA SHOULD BE ON NW ORIENT OF THE POLE, SO THE POLE DOES NOT OBSTRUCT VIEW OF 1-41 OR ANY OF THE BALLARD DDI INTERSECTIONS. RADIO SHOULD ORIENT SOUTH TOWARDS THE BALLARD/NORTHLAND INTERSECTION. CONTRACTOR REVIEW ORIENTATION AND AIM OF BOTH CAMERA AND RADIO ON THE POLE WITH THE CITY OF APPLETON PRIOR TO INSTALLATION. THE CAMERA ASSEMBLY AND CAMERA MOUNTING BRACKET WILL BE FURNISHED BY THE CITY OF APPLETON.
TRAFFIC SIGNAL CABINET
(1) ETHERNET SWITCH
(4) FIBER OPTIC TERMINATION
EXISTING RAMP GATE
(2) REMOVING CONCRETE BASES
(1) SALVAGING RAMP GATE SYSTEM
EXISTING RAMP GATE
(2) REMOVING CONCRETE BASES
(1) SALVAGING RAMP GATE SYSTEM
EXISTING RAMP GATE
(2) REMOVING CONCRETE BASES
(1) SALVAGING RAMP GATE SYSTEM
PB4-2
CV4-1

(A) CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (2) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT

(B) CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" FOR FUTURE MICROWAVE CABLE DETECTOR

(C) CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH (2) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT AND FUTURE MICROWAVE CABLE DETECTOR

(D) (3) ELECTRICAL WIRE LIGHTING 6 AWG AND
FIBER OPTIC CABLE OUTDOOR PLANT 12-CT

(E) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT

(F) CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 6 AWG
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH FIBER OPTIC CABLE OUTDOOR PLANT 12-CT AND FUTURE MICROWAVE CABLE DETECTOR

(G) CONDUIT HDPE 3-DUCT 2-INCH FOR FUTURE FIBER OPTIC CABLE OUTDOOR PLANT 72-CT

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

(I) FIBER OPTIC CABLE OUTDOOR PLANT 12-CT AND
FUTURE EVP CABLE

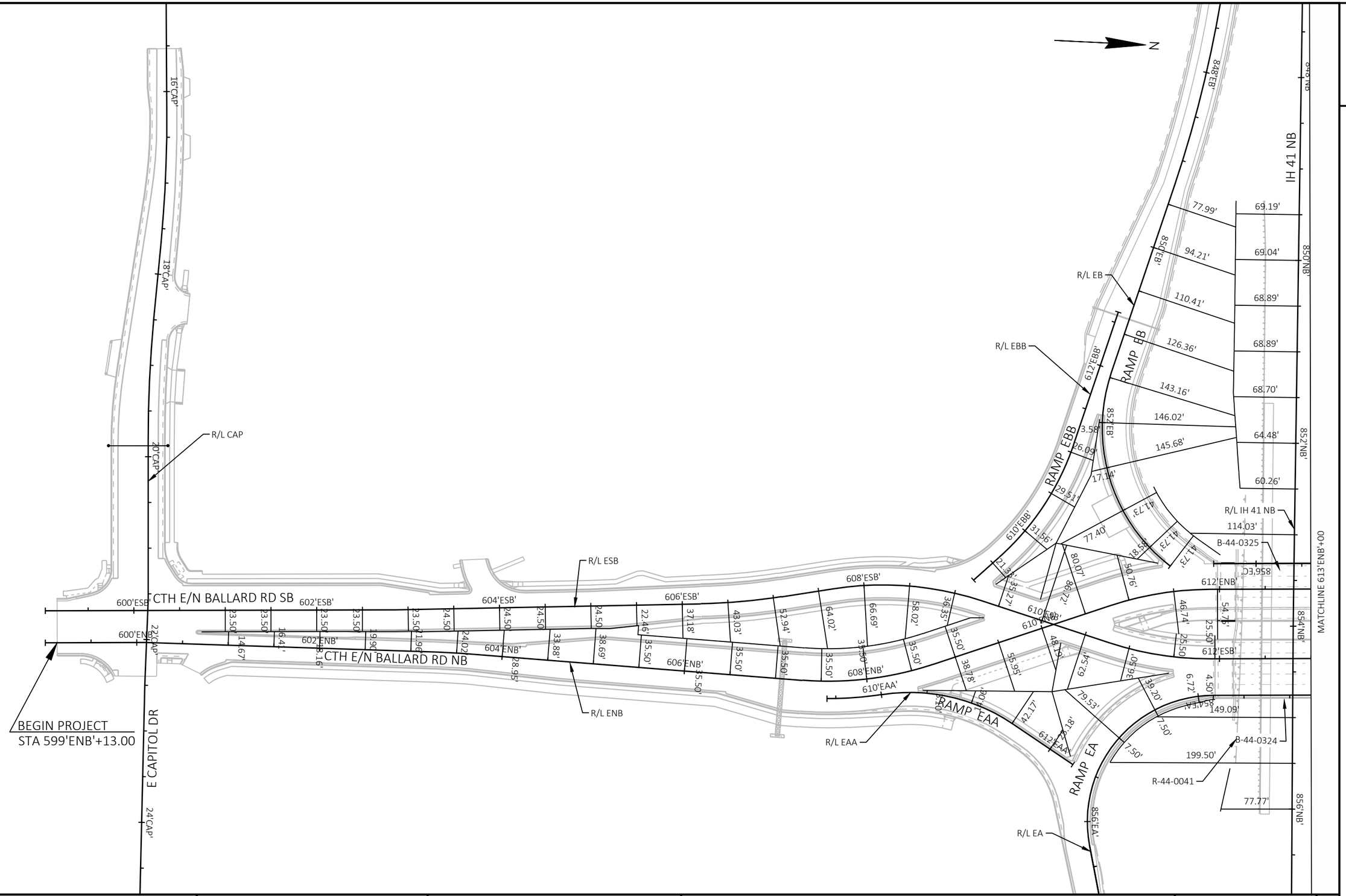
(J) CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
1-2" WITH (3) ELECTRICAL WIRE LIGHTING 2 AWG
CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH FUTURE EVP CABLE

(K) CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
1-3" WITH FIBER OPTIC CABLE OUTDOOR PLANT 12-CT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	FTMS PLANS	SHEET 112	E

FILE NAME : C:\USERS\ADAMWA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\ITS\SHEETS\11306576 (CTH E)\021502-FM.DWG
LAYOUT NAME - 0215132-fm
PLOT DATE : 10/10/2024 4:28 PM PLOT BY : WALTER, ADAM PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTION MATCHLINES	SHEET 113	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-021701-ML.DWG
LAYOUT NAME - 01-ENB-01
PLOT DATE : 10/25/2024 11:48 AM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE 613'ENB'+00

R/L EC

R/L ECC

R/L IH 41

R/L IH 41 SB

B-44-0325

B-44-0324

R-44-0040

R/L ESB

R/L ENB

R/L EDD

R/L ED

RAMP EC

RAMP ECC

RAMP EDD

RAMP ED

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

END PROJECT
STA 626'ENB'+67.26

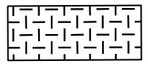
E EVERGREEN DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTION MATCHLINES	SHEET 114	E

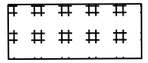
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LAYOUT NAME - 01-ENB-02
PLOT DATE : 10/25/2024 11:48 AM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

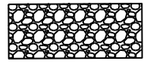
EROSION CONTROL LEGEND



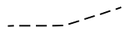
EROSION MAT URBAN CLASS 1 TYPE B



EROSION MAT CLASS 1 TYPE B



RIPRAP MEDIAN



SLOPE INTERCEPT



INLET PROTECTION



INLET PROTECTION TYPE

TEMPORARY DITCH CHECK



CULVERT PIPE CHECK

SURFACE WATER FLOW

SILT FENCE

2

MATCHLINE 20'CAP'+00

W CAPITOL DR

PROPOSED R/W

TLE

21CAP

22CAP

23CAP

PLACE INLET PROTECTION TYPE D ON FIRST INLET SOUTH OF E CAPITOL DR ON BOTH SIDES OF CTH E/N BALLARD RD

BLOCK RETAINING WALL

SLOPE INTERCEPT (TYP)

EXISTING R/W

CANOPY

MH

FILLER CAP

FLAG

SIGN

POST

600'ESB'

601'ESB'

602'ESB'

603'ESB'

604'ESB'

R/L ESB

CTH E/N BALLARD RD SB

600'ENB'

601'ENB'

602'ENB'

603'ENB'

604'ENB'

R/L ENB

CTH E/N BALLARD RD NB

MATCHLINE 604'ENB'+75

BEGIN PROJECT
STA 599'ENB'+13.00
X=835753.749
Y=574106.310

R/L CAP

E CAPITOL DR

PLACE INLET PROTECTION TYPE C ON FIRST INLET EAST OF CTH E/N BALLARD RD ON THE SOUTH SIDE OF E CAPITOL DR

SILT FENCE

PROPOSED R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 116	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 01-E-01

PLOT DATE : 10/20/2024 9:28 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

CANOPY

INL

INL

INL

W

SLAB

INL

POST

TLE

EXISTING R/W

SLOPE INTERCEPT (TYP)

WETLAND

RIPRAP

PROPOSED R/W

SILT FENCE

MATCHLINE 611'EBB'+00

611'EBB'

R/L EBB

610'EBB'

RAMP EBB

SIGN

SIGN

SIGN

SIGN

AC

608'ESB'

607'ESB'

609'ESB'

605'ESB'

606'ESB'

R/L ESB

CTH E/N BALLARD RD SB

610'ESB'

610'ENB'

MATCHLINE 610'ENB'+75

MATCHLINE 604'ENB'+75

605'ENB'

606'ENB'

607'ENB'

608'ENB'

609'ENB'

R/L ENB

CTH E/N BALLARD RD NB

SIGN

610'EAA'

611'EAA'

R/L EAA

RAMP EAA

SILT FENCE

SLOPE INTERCEPT (TYP)

S-44-0369

PROPOSED R/W

EXISTING R/W

RIPRAP

MATCHLINE 611'EAA'+75

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 117	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 01-E-02

PLOT DATE : 10/22/2024 11:11 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 852'EB'+50

RAMP EB

852'EB'

RIPRAP

R/L EB

SLAB

WETLAND

SILT FENCE

852'NB'

852'SB'

R/L IH 41

R/L IH 41 NB

R/L IH 41 SB

CONSTRUCTED UNDER
PROJ ID 1130-65-71/72

IH 41 NB

853'NB'

853'

IH 41 SB

853'SB'

856'EC'

855'EC'

612'ENB'

613'ENB'

614'ENB'

CTH E/N BALLARD RD NB

854'NB'

854'

854'SB'

CTH E/N BALLARD RD SB

612'ESB'

613'ESB'

614'ESB'

611'ENB'

611'ESB'

MATCHLINE 610'ENB'+75

SIGN

A C

RAMP EA

854'EA'

853'EA'

852'EA'

855'NB'

855'

855'SB'

R/L EA

WETLAND

MATCHLINE 855'EA'+00

MATCHLINE 852'EC'+50

R/L EC

852'EC'

RAMP EC

854'EC'

615'ENB'

615'ESB'

MATCHLINE 616'ECC'+00

ECC

EXISTING R/W

RAMP ECC

SIGN POST

MH

617'EDD'

294'ED'

R/L ED

RAMP ED

MATCHLINE 294'ED'+50

RAMP EDD

R/L EDD

EDD'

MATCHLINE 616'EDD'+00

EXISTING R/W

MATCHLINE 617'ENB'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 118	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 01-E-03

PLOT DATE : 12/19/2024 12:07 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE 617'ENB'+00

MATCHLINE 623'ENB'+00

PROPOSED R/W

SLOPE INTERCEPT (TYP)

EXISTING R/W

S-44-0370

WETLAND

RAMP ECC

618'ECC'

R/L ECC

618'ESB'

619'ESB'

620'ESB'

621'ESB'

622'ESB'

R/L ESB

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

618'ENB'

619'ENB'

620'ENB'

621'ENB'

622'ENB'

R/L ENB

A|C

POST

SIGN

INL

SLOPE INTERCEPT (TYP)

SILT FENCE

EXISTING R/W

PROPOSED R/W

PARK N RIDE

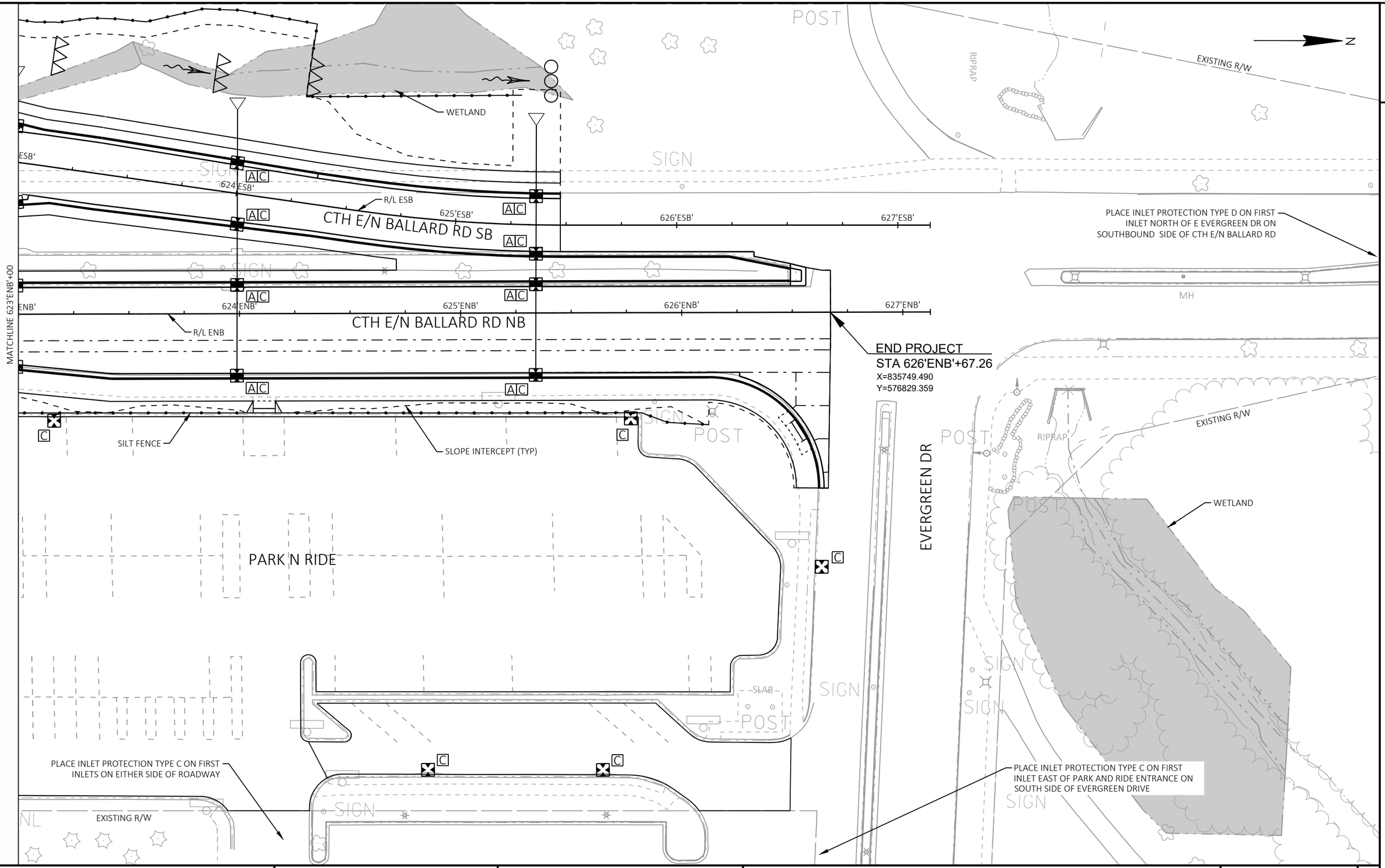
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 119	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 01-E-04

PLOT DATE : 10/20/2024 9:28 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 120	E

2

2

N

IH 41 NB

859'NB'

860'NB'

860

SIGN

POST

POST

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-72

WETLAND

WETLAND

MATCHLINE 855'EA'+00

856'EA'

857'EA'

858'EA'

859'EA'

860'EA'

861'EA'

A|C

R/L EA

RAMP EA

R/L EAA

612'EAA'

RAMP EAA

SIGN

MATCHLINE 611'EAA'+75

EXISTING R/W

IPP

SLOPE INTERCEPT (TYP)

PROPOSED R/W

SLAB

MATCHLINE 861'EA'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 121	E

2

N

WETLAND

RAMP EDT

304'EDT'

305'EDT'

306'EDT'

IH 41 SB

IH 41 NB

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

R/L IH 41 SB

R/L IH 41

R/L IH 41 NB

861

862

863

864

865

866

861'NB'

862'NB'

863'NB'

864'NB'

865'NB'

866'NB'

862'SB'

863'SB'

864'SB'

865'SB'

866'SB'

SLOPE INTERCEPT (TYP)

WETLAND

R/L EA

R/L EAT

RAMP EA

RAMP EAT

862'EA'

863'EA'

864'EAT'

865'EAT'

866'EAT'

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPT (TYP)

SIGN

MATCHLINE 861'EA'+00

MATCHLINE 867'EAT'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 122	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 02-EAT-02

PLOT DATE : 12/17/2024 12:57 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

SIGN

WETLAND

EXISTING R/W

SLOPE INTERCEPT (TYP)

SILT FENCE

POST

N

2

307'EDT'

RAMP EDT

308'EDT'

309'EDT'

310'EDT'

867'SB'

868'SB'

869'SB'

870'SB'

R/L IH 41 SB

871'SB'

872'SB'

873'SB'

IH 41 SB

WETLAND

867

868

869

870

R/L IH 41

871

872

873

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

67'NB'

868'NB'

869'NB'

870'NB'

871'NB'

872'NB'

873'NB'

IH 41 NB

R/L IH 41 NB

R/L EAT

MATCHLINE 867'EAT'+00

EAT'

868'EAT'

869'EAT'

870'EAT'

871'EAT'

872'EAT'

873'EAT'

RAMP EAT

WETLAND

SLOPE INTERCEPT (TYP)

IP

EXISTING R/W

PROPOSED R/W

RIPRAP

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 123	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 02-EAT-03

PLOT DATE : 12/17/2024 12:59 PM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED R/W

WETLAND

SILT FENCE

SIGN

POST

R/L ECT

RAMP ECT

836'ECT'

837'ECT'

838'ECT'

839'ECT'

840'ECT'

841'ECT'

R/L IH 41 SB

IH 41 SB

836'SB'

837'SB'

838'SB'

839'SB'

840'SB'

841'SB'

836

837

838

839

840

841

R/L IH 41

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 NB

836'NB'

837'NB'

838'NB'

839'NB'

840'NB'

R/L IH 41 NB

R/L EBT

RAMP EBT

836'EBT'

837'EBT'

838'EBT'

839'EBT'

840'EBT'

MATCHLINE 841'EBT'+00

WETLAND

N-44-0017

EXISTING R/W

SLOPE INTERCEPT (TYP)

SIGN

PROPOSED R/W

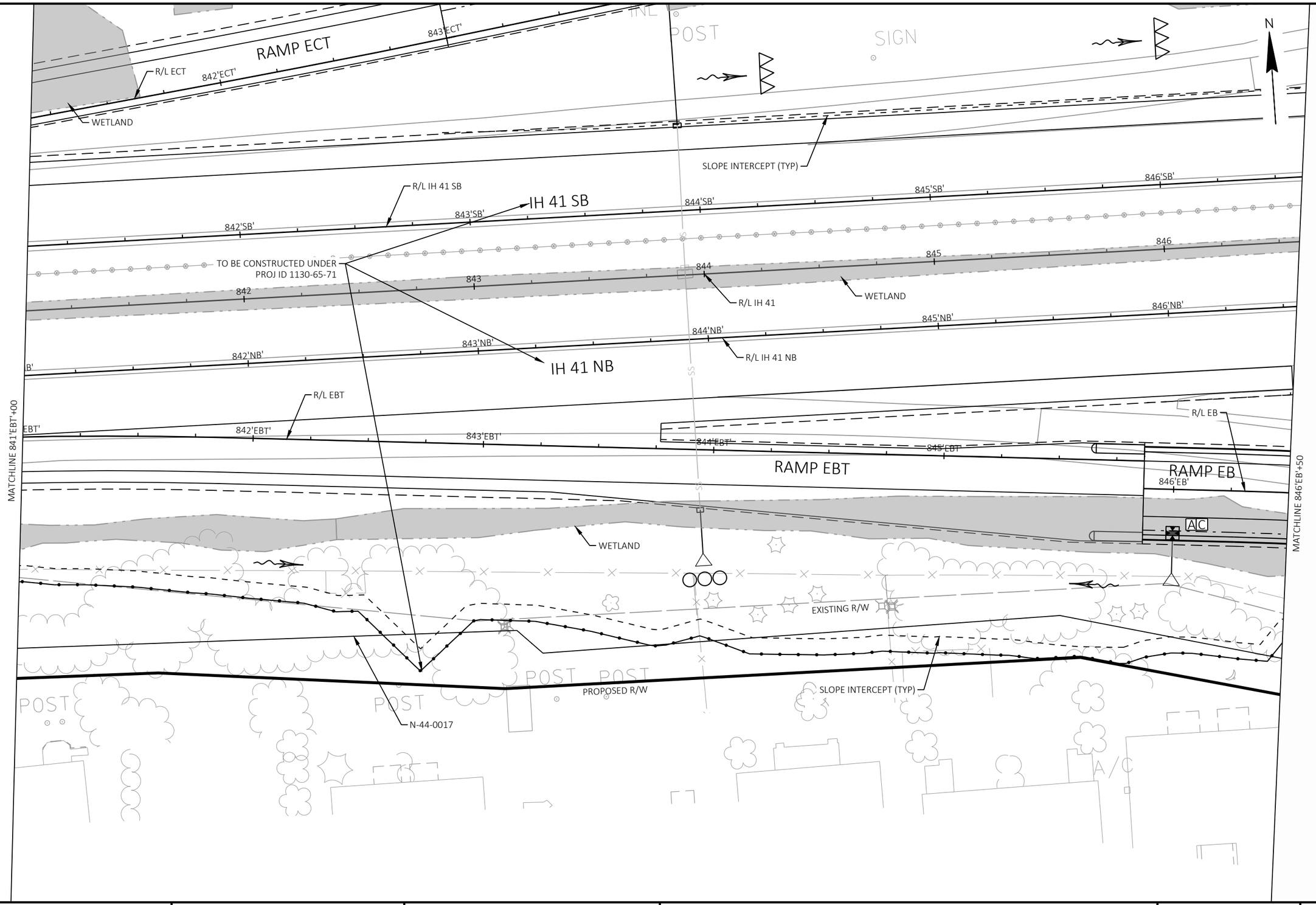
W

POOL

A/C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 124	E

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 125	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 03-EB-01
PLOT DATE : 10/24/2024 4:20 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

IH 41 SB

R/L IH41 SB

847'SB'

848'SB'

849'SB'

850

851'NB'

850'NB'

849

848

847

849'NB'

848'NB'

R/L IH 41 NB

847'NB'

IH 41 NB

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

SLOPE INTERCEPT (TYP)

WETLAND

SIGN

SIGN

SIGN

RAMP EBT

R/L EB

847'EB'

848'EB'

849'EB'

850'EB'

RAMP EB

S-44-0367

851'EB'

R/L EBB

852'EB'

612'EBB'

RAMP EBB

MATCHLINE 846'EB'+50

MATCHLINE 852'EB+50

MATCHLINE 611'EBB'+00

A/C

A/C

A/C

A/C

SIGN

SIGN

SLOPE INTERCEPT (TYP)

WETLAND

EXISTING R/W

N-44-0017
(CONSTRUCTED UNDER
PROJ ID 1130-65-71)

SILT FENCE

PROPOSED R/W

A/C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 126	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 03-EB-02

PLOT DATE : 10/22/2024 3:53 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

RIPRAP

EXISTING R/W

SILT FENCE

SLOPE INTERCEPT (TYP)

WETLAND

POST

SIGN

R/L ECT

829'ECT' 830'ECT' 831'ECT' 832'ECT' 833'ECT' RAMP ECT 834'ECT' 835

MATCHLINE 835'ECT'+00

IH 41 SB

R/L IH 41 SB

829'SB' 830'SB' 831'SB' 832'SB' 833'SB' 834'SB'

R/L IH 41

829 830 831 832 833 834

829'NB' 830'NB' 831'NB' 832'NB' 833'NB' 834'NB'

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 NB

R/L IH 41 NB

834'EBT'

R/L EBT

WETLAND

SIGN

SIGN

N-44-0017

EXISTING R/W

PROPOSED R/W

FLAG

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 127	E

2

RIPRAP
DAM
RIPRAP
RIPRAP
WETLAND
N
EXISTING R/W
SILT FENCE
SLOPE INTERCEPT (TYP)
PROPOSED R/W
WETLAND
SIGN
R/L ECT
MATCHLINE 835'ECT'+00
MATCHLINE 841'ECT'+00
RAMP ECT
836'ECT'
837'ECT'
838'ECT'
839'ECT'
840'ECT'
841'
POST
IH 41 SB
R/L IH 41 SB
836'SB'
837'SB'
838'SB'
839'SB'
840'SB'
841'
R/L IH 41
835
836
837
838
839
840
841
TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71
836'NB'
837'NB'
IH 41 NB
838'NB'
839'NB'
840'NB'
841'NB'
R/L IH 41 NB
836'EBT'
837'EBT'
838'EBT'
839'EBT'
R/L EBT
840'EBT'
841'EBT'
WETLAND
SIGN
N-44-0017
EXISTING R/W
PROPOSED R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 128	E

2

2

N

WETLAND

SILT FENCE

SLOPE INTERCEPT (TYP)

PROPOSED R/W

EXISTING R/W

SS

MATCHLINE 841'ECT'+00

MATCHLINE 847'EC+00

R/L ECT

RAMP ECT

841'ECT'

842'ECT'

843'ECT'

R/L EC

RAMP EC

844'EC'

845'EC'

846'EC'

847

INL

POST

SIGN

SLOPE INTERCEPT (TYP)

WETLAND

R/L IH 41 SB

842'SB'

IH 41 SB

843'SB'

844'SB'

845'SB'

846'SB'

847'SB'

R/L IH 41

842

843

844

845

846

847

R/L IH 41 NB

842'NB'

IH 41 NB

843'NB'

844'NB'

845'NB'

846'NB'

847'NB'

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-71

842'EBT'

R/L EBT

843'EBT'

844'EBT'

RAMP EBT

WETLAND

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 129	E

2

2

N

PROPOSED R/W

SILT FENCE

SLOPE INTERCEPT (TYP)

WETLAND

MATCHLINE 847'EC'+00

MATCHLINE 616'ECC'+00

R/L ECC

613'ECC'

614'ECC'

615'ECC'

RAMP ECC

RAMP EC

'EC'

848'EC'

849'EC'

850'EC'

851'EC'

852'EC'

R/L EC

EXISTING R/W

A|C

SIGN

MATCHLINE 852'EC'+50

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

SLOPE INTERCEPT (TYP)

WETLAND

848'SB'

IH 41 SB

R/L IH 41 SB

R/L IH 41

849'SB'

850'SB'

848

849

IH 41 NB

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 130	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 04-EC-03

PLOT DATE : 10/20/2024 9:30 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 6'16'EDD'+00

RAMP EDD

R/L EDD

AC

EXISTING R/W

WETLAND

SLOPE INTERCEPT (TYP)

PROPOSED R/W

615'EDD'

614'EDD'

613'EDD'

612'EDD'

295'ED'

296'ED'

297'ED'

R/L ED

RAMP ED

298'ED'

299'ED'

300

MATCHLINE 294'ED+50

MATCHLINE 300'ED'+00

SIGN

S-44-0373

POST

WETLAND

SLOPE INTERCEPT (TYP)

CONSTRUCTED UNDER
PROJ ID 1130-65-72

IH 41 SB

R/L IH 41 SB

856'SB'

857'SB'

858'SB'

859'SB'

860'SB'

R/L IH41

856

857

858

859

860

WETLAND

IH 41 NB

R/L IH 41 NB

859'NB'

860'NB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 131	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 05-ED-01

PLOT DATE : 10/20/2024 9:30 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

SIGN

W

PROPOSED R/W

SLOPE INTERCEPT (TYP)

SIGN

EXISTING R/W

WETLAND

AC

MATCHLINE 300'ED'+00

'ED'

SIGN

RAMP ED

301'ED'

302'EDT'

303'EDT'

R/L EDT

304'EDT'

305'EDT'

RAMP EDT

306'

R/L ED

SLOPE INTERCEPT (TYP)

MATCHLINE 306'EDT'+00

866'SB'

865'SB'

864'SB'

863'SB'

862'SB'

861'SB'

R/L IH 41 SB

IH 41 SB

866

865

864

863

862

861

R/L IH41

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

866'NB'

865'NB'

864'NB'

863'NB'

862'NB'

861'NB'

R/L IH 41 NB

IH 41 NB

SLOPE INTERCEPT (TYP)

R/L EAT

866'EAT'

RAMP EAT

R/L EA

865'EAT'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 132	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 05-ED-02

PLOT DATE : 10/20/2024 9:30 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

RIPRAP

SIGN

W

WETLAND

PROPOSED R/W

W

W

W

RIPRAP

WETLAND

SILT FENCE

SIGN

EXISTING R/W

SLOPE INTERCEPT (TYP)

POST

R/L EDT

MATCHLINE 306'EDT'+00

306'EDT'

RAMP EDT

307'EDT'

308'EDT'

309'EDT'

310'EDT'

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-72

R/L IH 41 SB

867'SB'

868'SB'

869'SB'

870'SB'

871'SB'

872'SB'

IH 41 SB

R/L IH 41

867

868

869

870

871

872

R/L IH 41 NB

867'NB'

868'NB'

869'NB'

870'NB'

871'NB'

872'NB'

IH 41 NB

R/L EAT

867'EAT'

868'EAT'

869'EAT'

870'EAT'

871'EAT'

872'EAT'

RAMP EAT

SLOPE INTERCEPT (TYP)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 133	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 05-ED-03

PLOT DATE : 10/20/2024 9:30 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

N JUANITA LN

EXISTING R/W

COMMERCE CT

EXISTING R/W

SLAB

MH

MH

MH

SIGN

INL

INL

R/L CAP

SIGN

TLE

PROPOSED R/W

C

AC

MH SS

SS

14CAP

15CAP

16CAP

17CAP

18CAP

W CAPITOL DR

19CAP

MH

MH

AC

MATCHLINE 20'CAP'+00

C

AC

EXISTING R/W

SLOPE INTERCEPT (TYP)

POST

TLE

PROPOSED R/W

AC

S-44-0403

INL

SIGN

SIGN

SIGN

SIGN

SIGN

INL

INL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - TEMPORARY	SHEET 134	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022001-EC.DWG
LAYOUT NAME - 06-CAP-01

PLOT DATE : 10/22/2024 11:11 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

MATCHLINE 20'CAP'+00

2

2

N

E CAPITOL DR

PROPOSED R/W

TLE

21CAP

22CAP

23CAP

BLOCK RETAINING WALL

SLOPE INTERCEPT (TYP)

EXISTING R/W

CANOPY

MH

FILLER CAP

FLAG

SIGN

POST

600'ESB'

601'ESB'

602'ESB'

603'ESB'

604'ESB'

R/L ESB

CTH E/N BALLARD RD SB

600'ENB'

601'ENB'

602'ENB'

603'ENB'

604'ENB'

CTH E/N BALLARD RD NB

BEGIN PROJECT
STA 599'ENB'+13.00
X=835753.749
Y=574106.310

MATCHLINE 604'ENB'+75

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 135	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 01-E-01
PLOT DATE : 10/22/2024 4:06 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

CANOPY

INL

INL

INL

W

SLAB

TLE

INL

POST

EXISTING R/W

SLOPE INTERCEPT (TYP)

SEE LANDSCAPE PLANS

WETLAND

SEE LANDSCAPE PLANS

SEE LANDSCAPE PLANS

SEE LANDSCAPE PLANS

SIGN

SIGN

SIGN

SIGN

SIGN

RIPRAP

PROPOSED R/W

MATCHLINE 611'EBB'+00

611'EBB'

SILT FENCE

R/L EBB

610'EBB'

RAMP EBB

A C

608'ESB'

607'ESB'

609'ESB'

605'ESB'

606'ESB'

R/L ESB

A C CTH E/N BALLARD RD SB

610'ESB'

610'ENB'

MATCHLINE 610'ENB'+75

MATCHLINE 604'ENB'+75

605'ENB'

606'ENB'

607'ENB'

608'ENB'

609'ENB'

R/L ENB

CTH E/N BALLARD RD NB

SEE LANDSCAPE PLANS

610'EAA'

611'EAA'

R/L EAA

RAMP EAA

SILT FENCE

SLOPE INTERCEPT (TYP)

S-44-0369

PROPOSED R/W

EXISTING R/W

RIPRAP

MATCHLINE 611'EAA'+75

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 136	E

FILE NAME : C:\USERS\BIABEUM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 01-E-02
PLOT DATE : 10/30/2024 2:27 PM
PLOT BY : BIABEU, MARIE PAULE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE 852'EB'+50

RAMP EB

SEE LANDSCAPE PLANS

RIPRAP

WETLAND

R/L EB

SILT FENCE

852'NB'

852'SB'

R/L IH 41

R/L IH 41 NB

R/L IH 41 SB

IH 41 NB

IH 41 SB

CONSTRUCTED UNDER PROJ ID 1130-65-71/72

WETLAND

MATCHLINE 852'EC'+50

MATCHLINE 616'ECC'+00

EXISTING R/W

RAMP ECC

SEE LANDSCAPE PLANS

R/L EC

RAMP EC

SIGN

POST

612'ENB'

613'ENB'

614'ENB'

CTH E/N BALLARD RD NB

615'ENB'

611'ENB'

MATCHLINE 610'ENB'+75

SEE LANDSCAPE PLANS

611'ESB'

612'ESB'

613'ESB'

614'ESB'

CTH E/N BALLARD RD SB

615'ESB'

616'ESB'

616'ENB'

MATCHLINE 617'ENB'+00

RAMP EA

R/L EA

SEE LANDSCAPE PLANS

WETLAND

MATCHLINE 855'EA'+00

294'ED'

R/L ED

RAMP ED

MATCHLINE 294'ED'+50

RAMP EDD

R/L EDD

SEE LANDSCAPE PLANS

MATCHLINE 616'EDD'+00

EXISTING R/W

MH

SLAB

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 137	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 01-E-03
PLOT DATE : 12/19/2024 12:10 AM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PROPOSED R/W

SLOPE INTERCEPT (TYP)

EXISTING R/W

S-44-0370

WETLAND

RAMP ECC

618'ECC'

R/L ECC

619'ESB'

620'ESB'

621'ESB'

622'ESB'

R/L ESB

CTH E/N BALLARD RD SB

SEE LANDSCAPE PLANS

SEE LANDSCAPE PLANS

621'ENB'

622'ENB'

620'ENB'

R/L ENB

619'ENB'

CTH E/N BALLARD RD NB

618'ENB'

MATCHLINE 617'ENB'+00

MATCHLINE 623'ENB'+00

EXISTING R/W

SLOPE INTERCEPT (TYP)

SILT FENCE

PARK N RIDE

PROPOSED R/W

SIGN

POST

INL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 138	E

2

N

MATCHLINE 623'ENB'+00

WETLAND

ESB'

624'ESB'

625'ESB'

626'ESB'

627'ESB'

R/L ESB

CTH E/N BALLARD RD SB

SIGN

ENB'

624'ENB'

625'ENB'

626'ENB'

627'ENB'

R/L ENB

CTH E/N BALLARD RD NB

END PROJECT
STA 626'ENB'+67.26
X=835749.490
Y=576829.359

SLOPE INTERCEPT (TYP)

POST

RIPRAP

EXISTING R/W

MH

PARK AND RIDE

SLAB

EVERGREEN DR

WETLAND

EXISTING R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 139	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 01-E-05

PLOT DATE : 10/22/2024 4:07 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

WETLAND

859'NB'

860

SIGN

POST

860'NB'

IH 41 NB

CONSTRUCTED UNDER
PROJ ID 1130-65-72

N

SLOPE INTERCEPT (TYP)

POST

MATCHLINE 855'EA'+00

856'EA'

857'EA'

858'EA'

R/L EA

859'EA'

860'EA'

RAMP EA

WETLAND

SIGN

R/L EAA

612'EAA'

RAMP EAA

MATCHLINE 611'EAA'+75

EXISTING R/W

IHP

PROPOSED R/W

SLOPE INTERCEPT (TYP)

SLAB

MATCHLINE 861'EA'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 140	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 02-EAT-01
PLOT DATE : 10/22/2024 4:07 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

862'SB'
861
862
863
864'SB'
865'SB'
866'SB'
865
866
861'NB'
862'NB'
863'NB'
864'NB'
865'NB'
866'NB'
R/L IH 41 SB
R/L IH 41
R/L IH 41 NB
IH 41 SB
IH 41 NB
TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72
SLOPE INTERCEPT (TYP)
304'EDT'
305'EDT'
306'EDT'
RAMP EDT
WETLAND
R/L EAT
862'EA'
863'EA'
864'EAT'
865'EAT'
867
RAMP EA
RAMP EAT
R/L EA
WETLAND
EXISTING R/W
PROPOSED R/W
SLOPE INTERCEPT (TYP)
MATCHLINE 861'EA'+00
MATCHLINE 867'EAT'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 141	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 02-EAT-02
PLOT DATE : 10/22/2024 4:07 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SLOPE INTERCEPT (TYP)

EXISTING R/W

WETLAND

SIGN

POST

N

2

307'EDT'

RAMP EDT

308'EDT'

309'EDT'

R/L EDT

310'EDT'

867'SB'

868'SB'

869'SB'

870'SB'

R/L IH 41 SB

871'SB'

872'SB'

873'SB'

IH 41 SB

WETLAND

WETLAND

867

868

869

870

R/L IH 41

871

872

873

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

67'NB'

868'NB'

869'NB'

870'NB'

871'NB'

872'NB'

873'NB'

IH 41 NB

R/L IH 41 NB

R/L EAT

MATCHLINE 867'EAT'+00

EAT'

868'EAT'

869'EAT'

870'EAT'

871'EAT'

872'EAT'

873'EAT'

RAMP EAT

IP

EXISTING R/W

SLOPE INTERCEPT (TYP)

WETLAND

PROPOSED R/W

RIPRAP

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 142	E

2

2

N

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED R/W

WETLAND

R/L ECT

RAMP ECT

836'ECT'

837'ECT'

838'ECT'

839'ECT'

840'ECT'

841'ECT'

SIGN

POST

R/L IH 41 SB

IH 41 SB

836'SB'

837'SB'

838'SB'

839'SB'

840'SB'

841'SB'

836

837

838

839

840

841

R/L IH 41

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 NB

836'NB'

837'NB'

838'NB'

839'NB'

840'NB'

R/L IH 41 NB

R/L EBT

RAMP EBT

836'EBT'

837'EBT'

838'EBT'

839'EBT'

840'EBT'

MATCHLINE 841'EBT'+00

WETLAND

N-44-0017

EXISTING R/W

SLOPE INTERCEPT (TYP)

PROPOSED R/W

SIGN

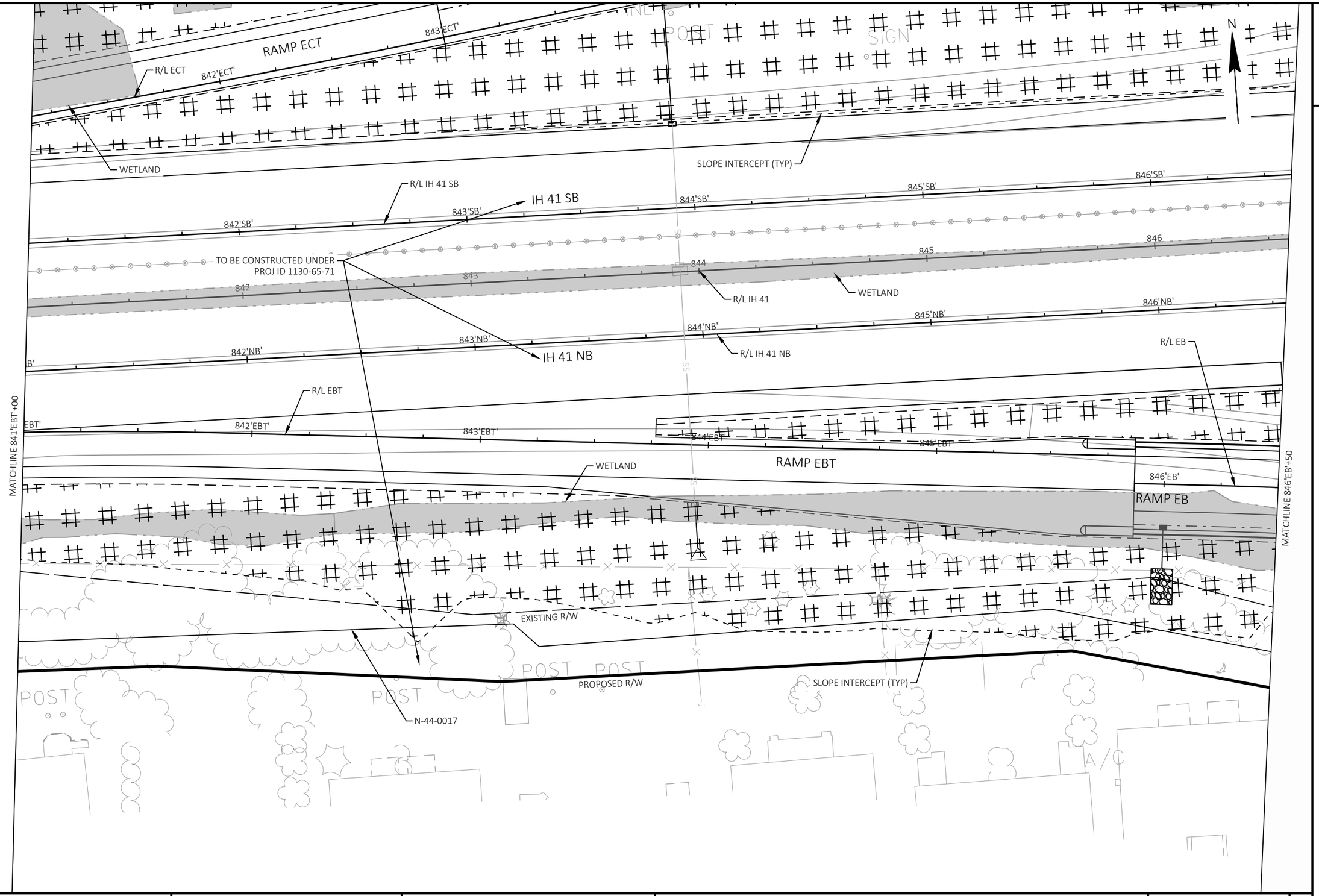
W

POOL

A/C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 143	E

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 144	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 03-EB-01
PLOT DATE : 10/24/2024 4:20 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

IH 41 SB

R/L IH41 SB

847'SB'

848'SB'

849'SB'

850

851'NB'

850'NB'

849

849'NB'

848

847

848'NB'

847'NB'

R/L IH 41 NB

CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 NB

SLOPE INTERCEPT (TYP)

WETLAND

SIGN

SIGN

SIGN

SIGN

R/L EB

MATCHLINE 846'EB'+50

847'EB'

848'EB'

849'EB'

850'EB'

RAMP EB

S-44-0367

851'EB'

852'EB'

R/L EBB

612'EBB'

RAMP EBB

MATCHLINE 611'EBB'+00

MATCHLINE 852'EB+50

SIGN

SLOPE INTERCEPT (TYP)

EXISTING R/W

WETLAND

A/C

N-44-0017
(CONSTRUCTED UNDER
PROJ ID 1130-65-71)

PROPOSED R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 145	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 03-EB-02

PLOT DATE : 10/22/2024 4:07 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

RIPRAP

EXISTING R/W

SLOPE INTERCEPT (TYP)

POST

SIGN

WETLAND

829'ECT' 830'ECT' 831'ECT' 832'ECT' 833'ECT' RAMP ECT 834'ECT' 835

R/L ECT

MATCHLINE 835'ECT'+00

IH 41 SB

R/L IH 41 SB

829'SB' 830'SB' 831'SB' 832'SB' 833'SB' 834'SB'

R/L IH 41

829 830 831 832 833 834

829'NB' 830'NB' 831'NB' 832'NB' 833'NB' 834'NB'

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 NB

R/L IH 41 NB

834'EBT'

R/L EBT

SIGN

SIGN

WETLAND

N-44-0017

EXISTING R/W

PROPOSED R/W

FLAG

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 146	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 04-EC-00

PLOT DATE : 10/22/2024 4:07 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

RIPRAP
DAM
RIPRAP
RIPRAP
WETLAND
N
EXISTING R/W
WETLAND
SLOPE INTERCEPT (TYP)
PROPOSED R/W
SS
MH
SS
SIGN
R/L ECT
POST
MATCHLINE 835'ECT'+00
MATCHLINE 841'ECT'+00
RAMP ECT
836'ECT'
837'ECT'
838'ECT'
839'ECT'
840'ECT'
841'
IH 41 SB
R/L IH 41 SB
836'SB'
837'SB'
838'SB'
839'SB'
840'SB'
841'
R/L IH 41
836
837
838
839
840
841
TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71
IH 41 NB
836'NB'
837'NB'
838'NB'
839'NB'
840'NB'
841'NB'
R/L IH 41 NB
836'EBT'
837'EBT'
838'EBT'
839'EBT'
840'EBT'
841'EBT'
R/L EBT
WETLAND
SIGN
N-44-0017
EXISTING R/W
PROPOSED R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 147	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 04-EC-01
PLOT DATE : 10/24/2024 4:11 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

N

WETLAND

PROPOSED R/W

SLOPE INTERCEPT (TYP)

EXISTING R/W

MATCHLINE 841'ECT'+00

MATCHLINE 847'EC'+00

R/L ECT

RAMP ECT

R/L EC

RAMP EC

WETLAND

841'ECT'

842'ECT'

843'ECT'

844'EC'

845'EC'

846'EC'

847

INLET

SIGN

R/L IH 41 SB

IH 41 SB

842'SB'

843'SB'

844'SB'

845'SB'

846'SB'

847'SB'

SLOPE INTERCEPT (TYP)

R/L IH 41

R/L IH 41 NB

842

843

844

845

846

847

842'NB'

843'NB'

844'NB'

845'NB'

846'NB'

847'NB'

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-71

IH 41 NB

842'EBT'

R/L EBT

WETLAND

843'EBT'

844'EBT'

RAMP EBT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 148	E

2

N

PROPOSED R/W

SLOPE INTERCEPT (TYP)

WETLAND

MATCHLINE 847'EC'+00

MATCHLINE 616'ECC'+00

MATCHLINE 852'EC'+50

RAMP ECC

RAMP EC

R/L ECC

R/L EC

EXISTING R/W

613'ECC'

614'ECC'

615'ECC'

616

'EC'

848'EC'

849'EC'

850'EC'

851'EC'

852'EC'

SIGN

CONSTRUCTED UNDER
PROJ ID 1130-65-71

IH 41 SB

IH 41 NB

R/L IH 41

R/L IH 41 SB

848'SB'

849'SB'

850'SB'

848

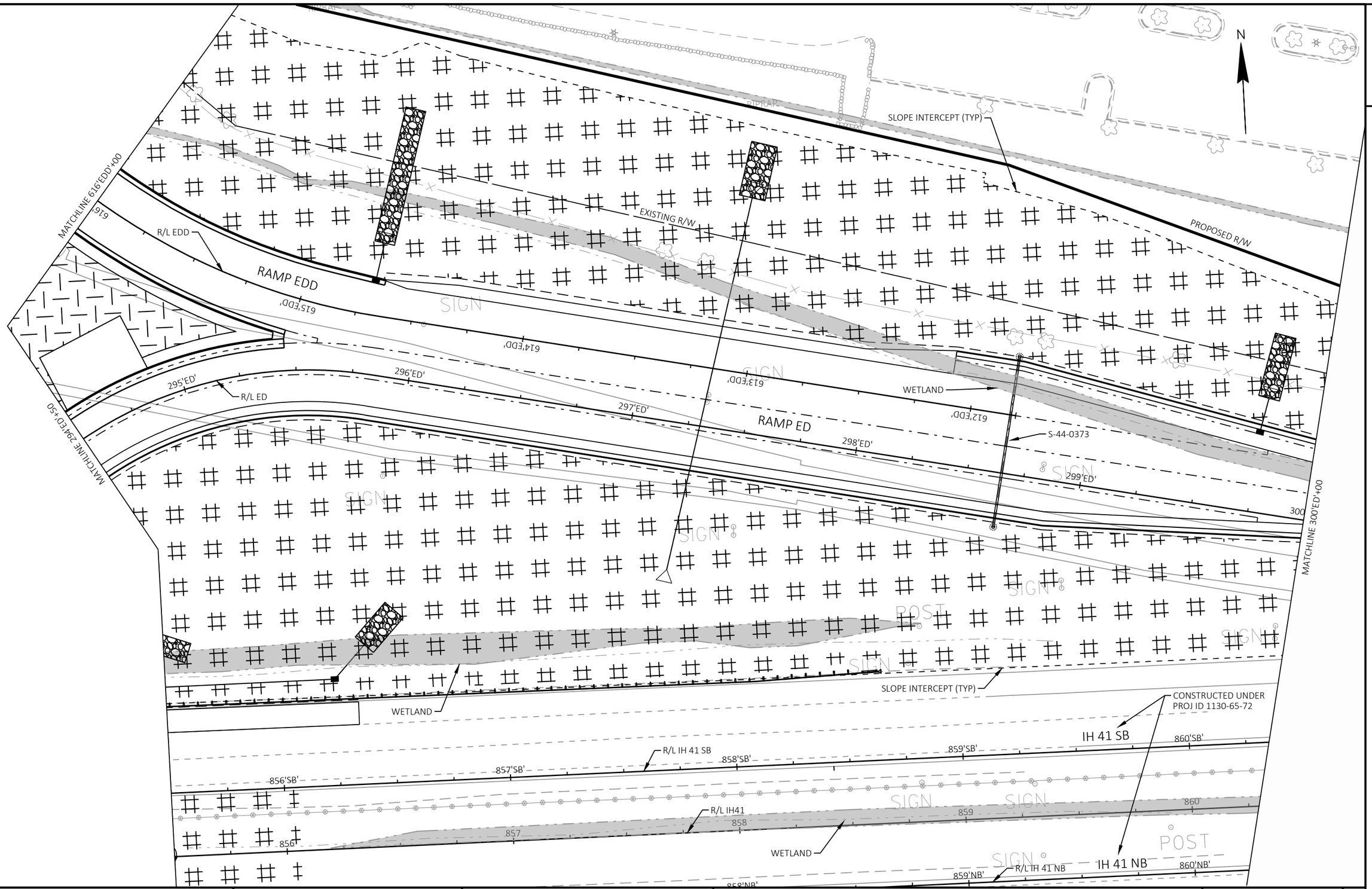
849

SLOPE INTERCEPT (TYP)

WETLAND

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 149	E

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 150	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 05-ED-01
PLOT DATE : 10/22/2024 4:08 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

SIGN

W

PROPOSED R/W

SLOPE INTERCEPT (TYP)

EXISTING R/W

SIGN

MATCHLINE 300'ED'+00

'ED'

SIGN

RAMP ED

301'ED'

302'EDT'

303'EDT'

304'EDT'

305'EDT'

306'

RAMP EDT

WETLAND

R/L ED

R/L EDT

MATCHLINE 306'EDT'+00

SLOPE INTERCEPT (TYP)

IH 41 SB

861'SB'

862'SB'

863'SB'

864'SB'

865'SB'

866'SB'

R/L IH 41 SB

IH 41 SB

R/L IH41

861

862

863

864

865

866

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

861'NB'

862'NB'

863'NB'

864'NB'

865'NB'

866'NB'

R/L IH 41 NB

IH 41 NB

R/L EA

R/L EAT

SLOPE INTERCEPT (TYP)

865'EAT'

RAMP EAT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 151	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 05-ED-02

PLOT DATE : 10/22/2024 4:08 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

RIPRAP

SIGN

W

WETLAND

PROPOSED R/W

W

W

W

RIPRAP

WETLAND

SLOPE INTERCEPT (TYP)

SIGN

EXISTING R/W

POST

MATCHLINE 306'EDT'+00

EDT'

RAMP EDT

307'EDT'

308'EDT'

309'EDT'

310'EDT'

R/L EDT

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-72

R/L IH 41 SB

867'SB'

868'SB'

869'SB'

870'SB'

871'SB'

872'SB'

IH 41 SB

R/L IH 41

867

868

869

870

871

872

R/L IH 41 NB

867'NB'

868'NB'

869'NB'

870'NB'

871'NB'

872'NB'

IH 41 NB

R/L EAT

867'EAT'

868'EAT'

869'EAT'

RAMP EAT

870'EAT'

871'EAT'

872'EAT'

SLOPE INTERCEPT (TYP)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 152	E

2

2

N

N JUANITA LN

EXISTING R/W

COMMERCE CT

EXISTING R/W

SLAB

MH

MH

MH

MH

SIGN

INL

INL

INL

SIGN

SIGN

SIGN

SIGN

INL

INL

TLE

TLE

R/L CAP

R/L CAP

MH SS

SS

SS

SS

SS

SS

SS

MH

SS

14CAP

15CAP

16CAP

17CAP

18CAP

19CAP

W CAPITOL DR

MH

MH

MATCHLINE 20CAP+00

EXISTING R/W

SLOPE INTERCEPT (TYP)

POBOST

PROPOSED R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EROSION CONTROL - PERMANENT	SHEET 153	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022002-EC.DWG
LAYOUT NAME - 06-CAP-01

PLOT DATE : 10/22/2024 4:08 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

GENERAL DRAINAGE NOTES

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. LOCATIONS SHOWN ARE TAKEN FROM EXISTING RECORDS AND BEST INFORMATION AVAILABLE FROM EXISTING PLANS. IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. SHEETING SHALL NOT GO THROUGH UTILITIES. ANY UTILITIES DAMAGED DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING DRAINAGE SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES. PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

SUPPORTING UTILITIES DURING DRAINAGE CONSTRUCTION IS INCIDENTAL TO DRAINAGE PIPE AND/OR DRAINAGE STRUCTURE.

STORM SEWER LEGEND

E##	EXISTING DRAINAGE STRUCTURE
###	PROPOSED DRAINAGE STRUCTURE
	PROPOSED MANHOLE
	PROPOSED INLET
	PROPOSED ENDWALL
SS	EXISTING STORM SEWER PIPE PLAN VIEW
	PROPOSED STORM SEWER PIPE PLAN VIEW
MH	EXISTING MANHOLE
	EXISTING INLET

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 154	E

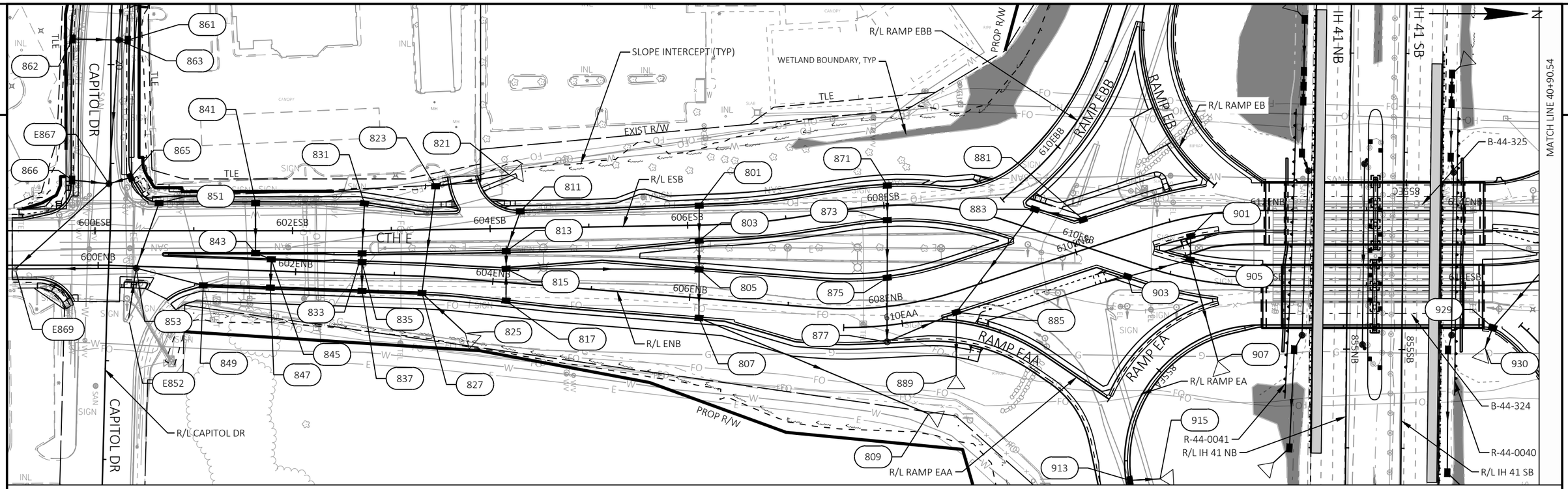
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LAYOUT NAME - 01
PLOT DATE : 10/27/2024 7:53 AM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN: 2 FT
WISDOT/CADDS SHEET 42

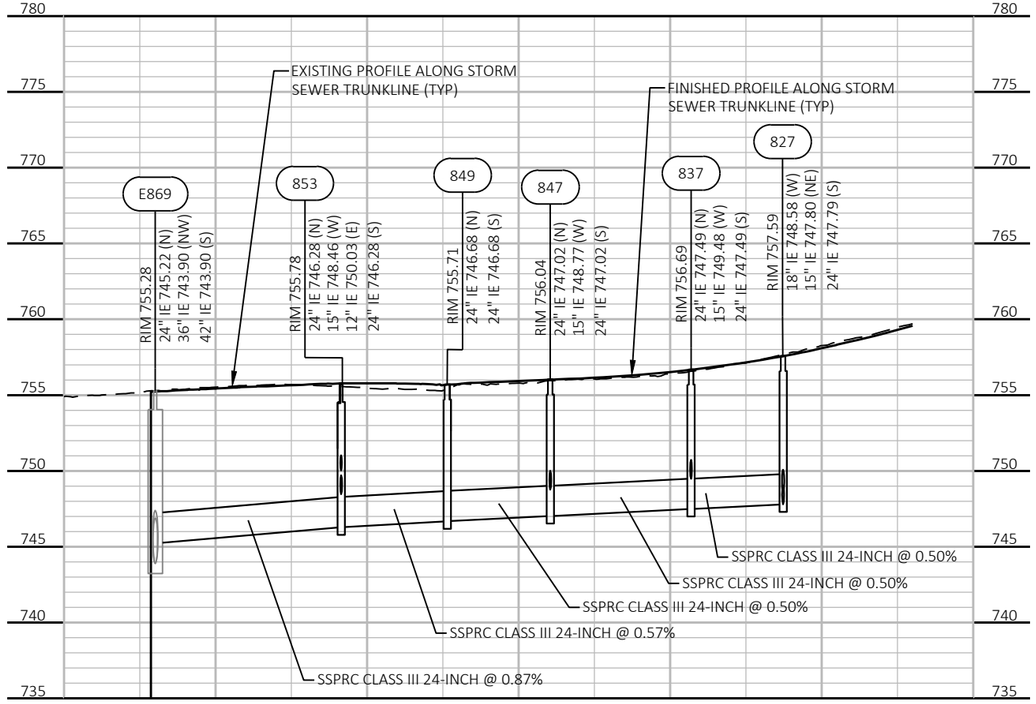
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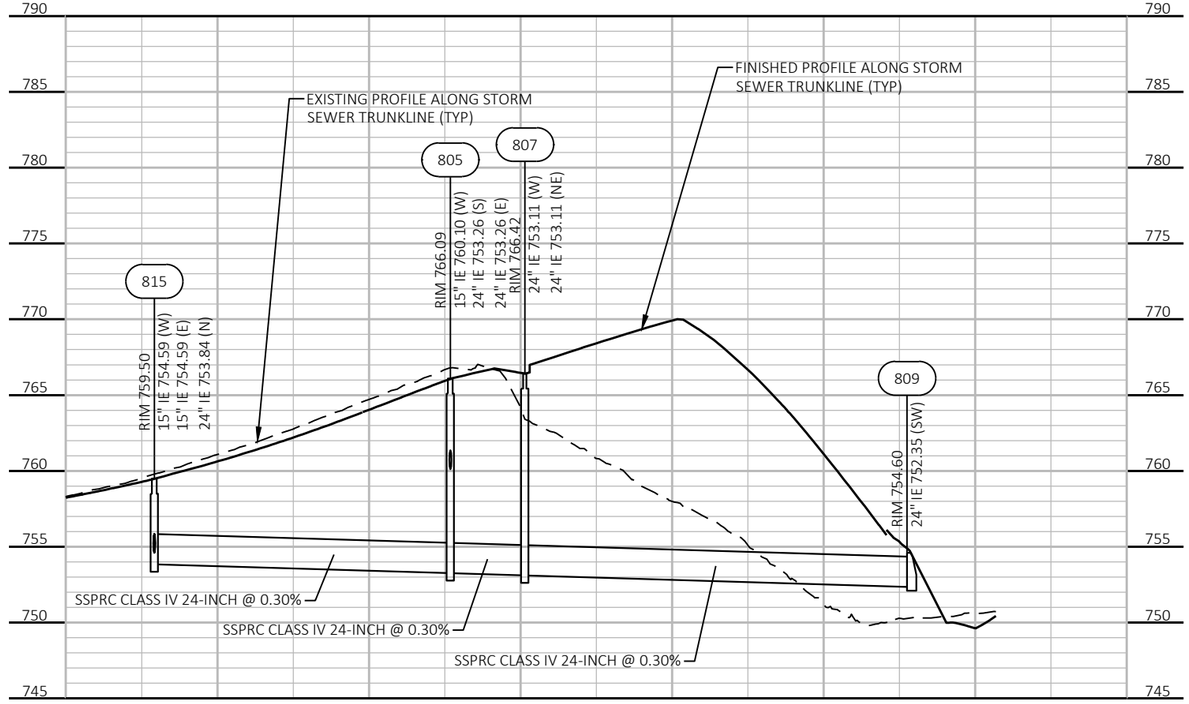
RUNOFF COEFFICIENT TABLE

	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 = 246.8 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 199.7 ACRES

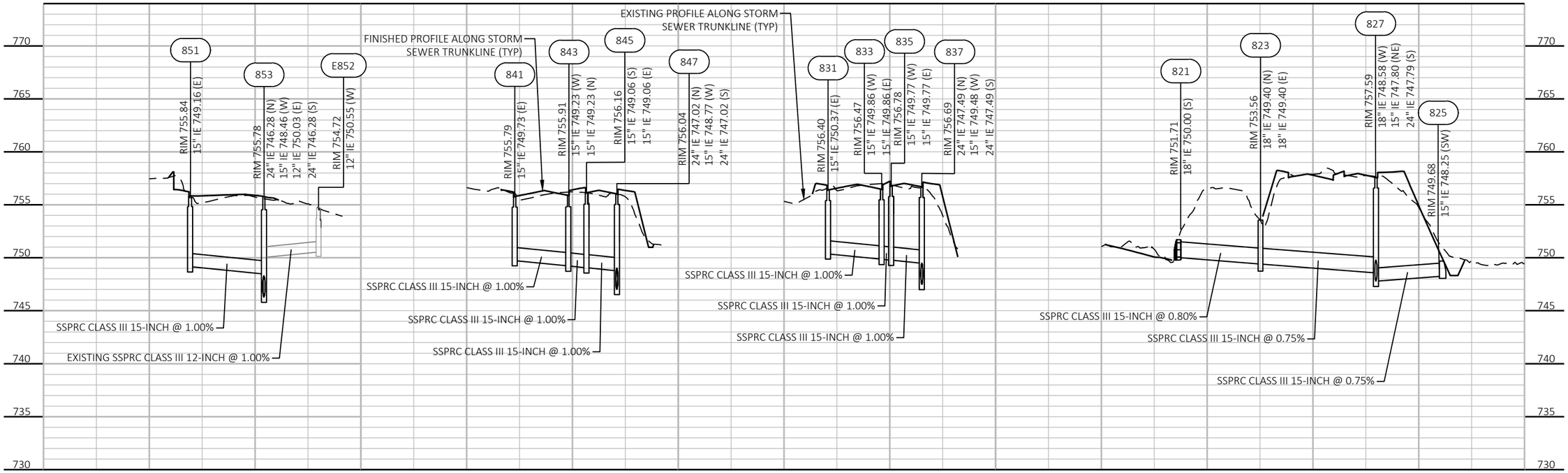


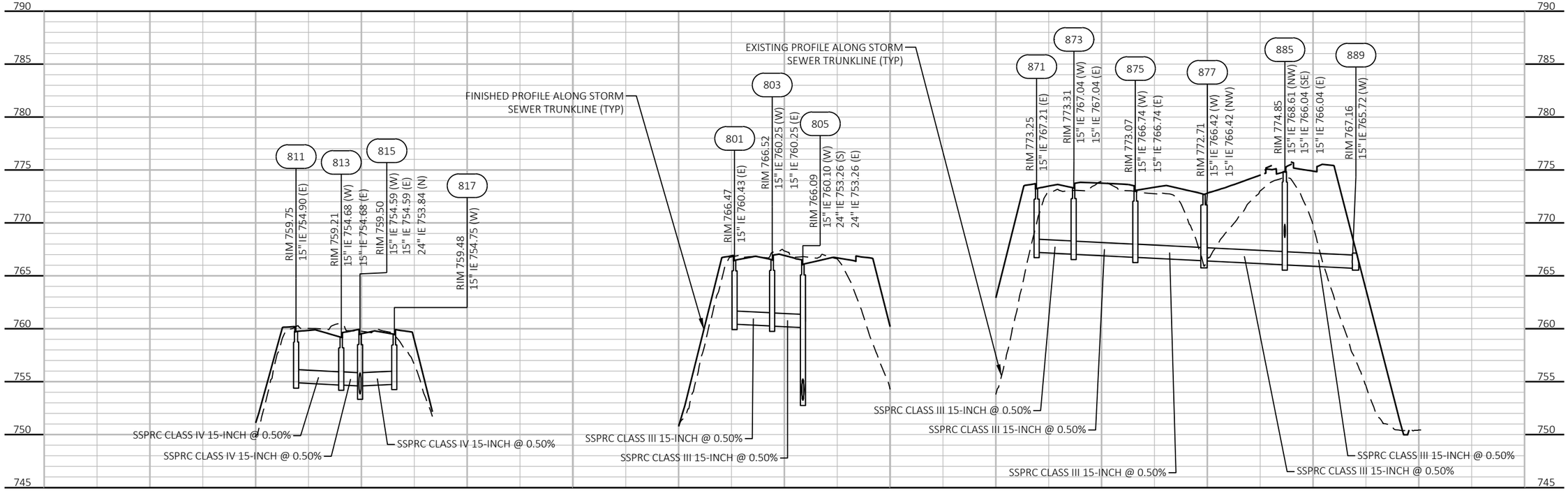




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – CTH E	SHEET 156	E

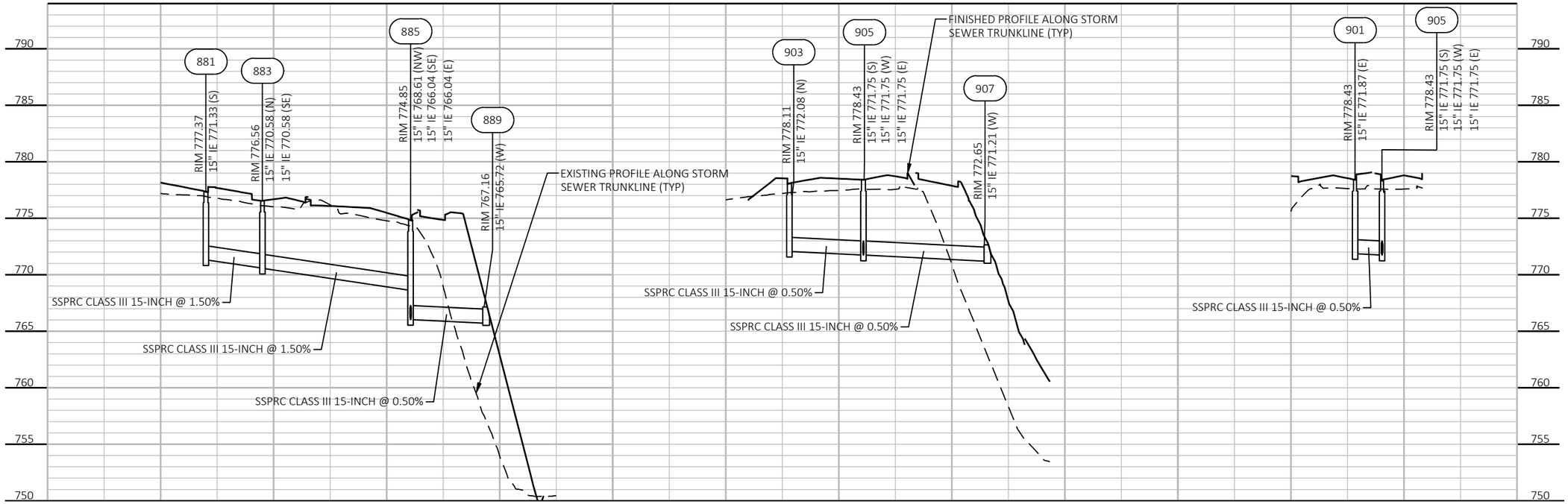
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LAYOUT NAME - 05
PLOT DATE : 12/18/2024 3:29 PM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

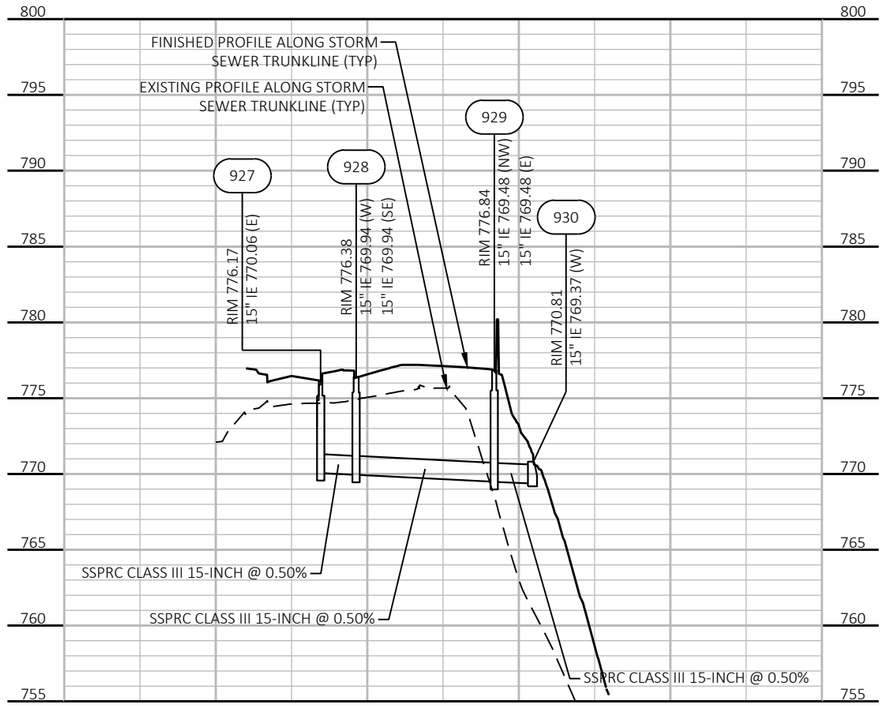




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – CTH E	SHEET 157	E

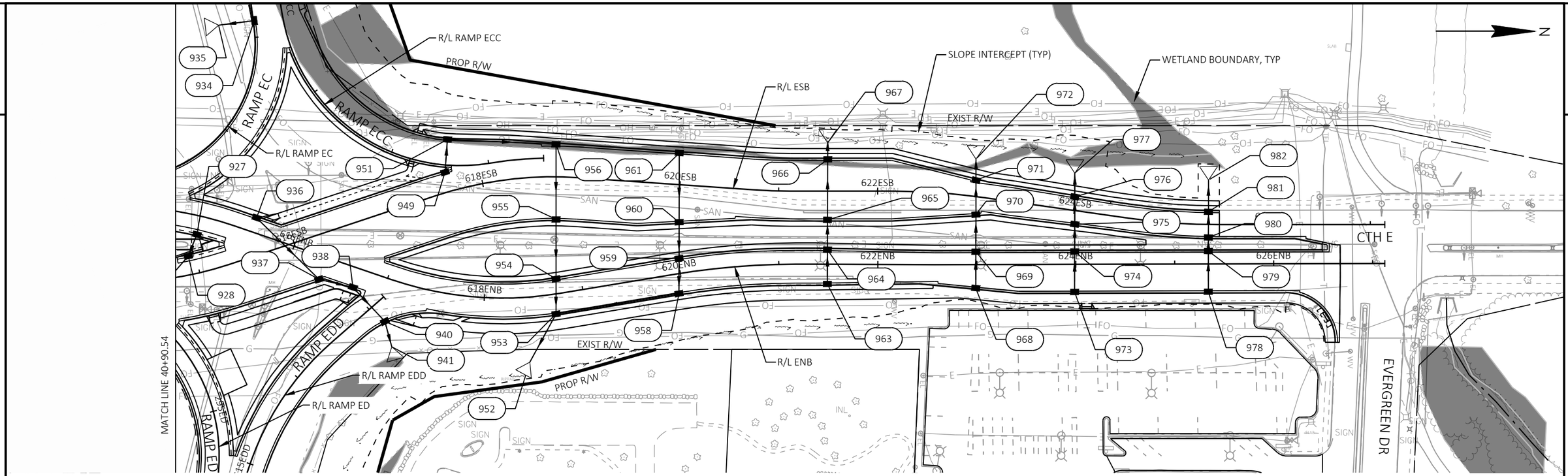
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LAYOUT NAME - 05-A
PLOT DATE : 12/18/2024 3:29 PM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

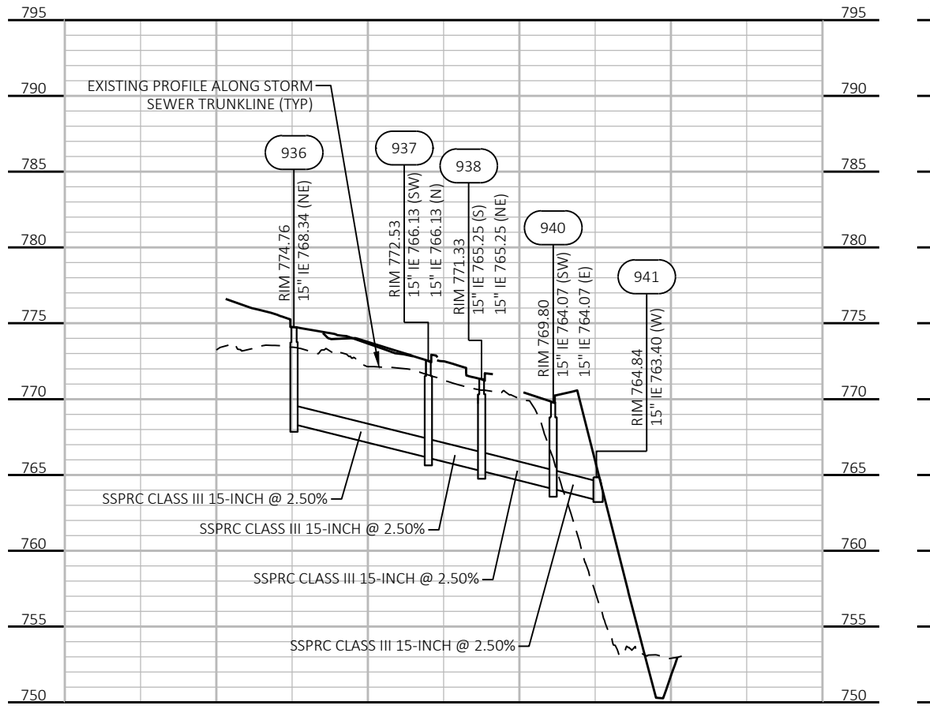


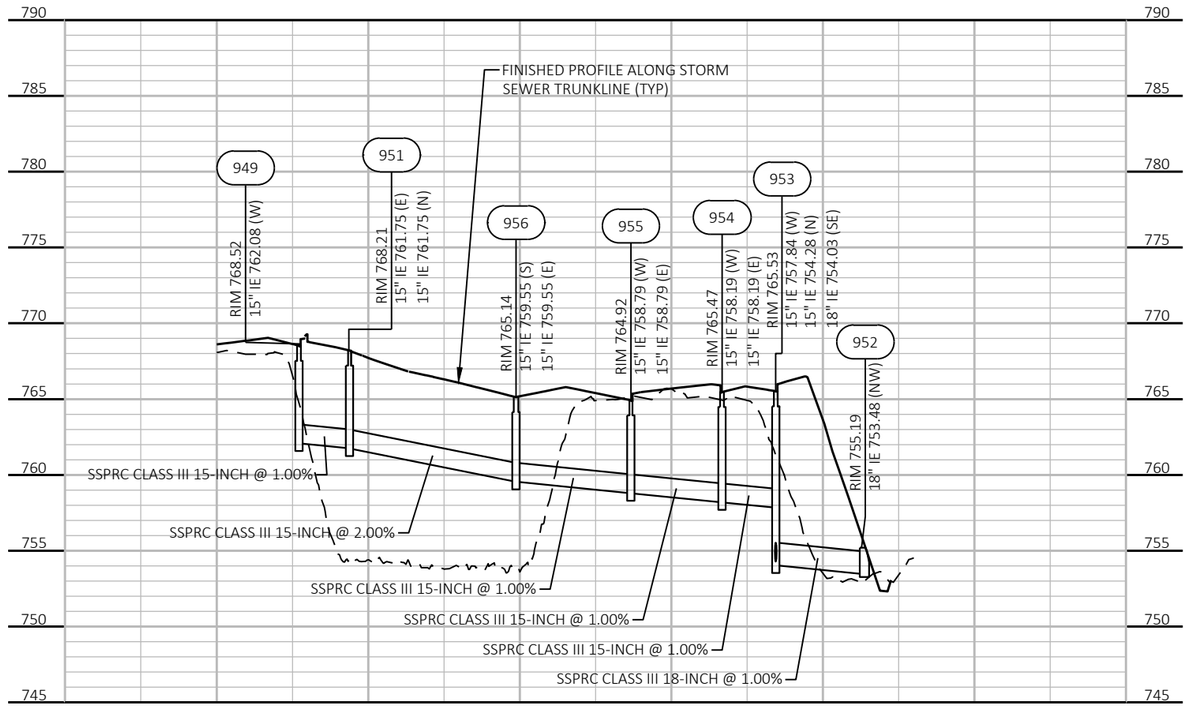


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – CTH E	SHEET 158	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022501-SS.DWG
LAYOUT NAME - 05-B
PLOT DATE : 12/18/2024 3:29 PM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

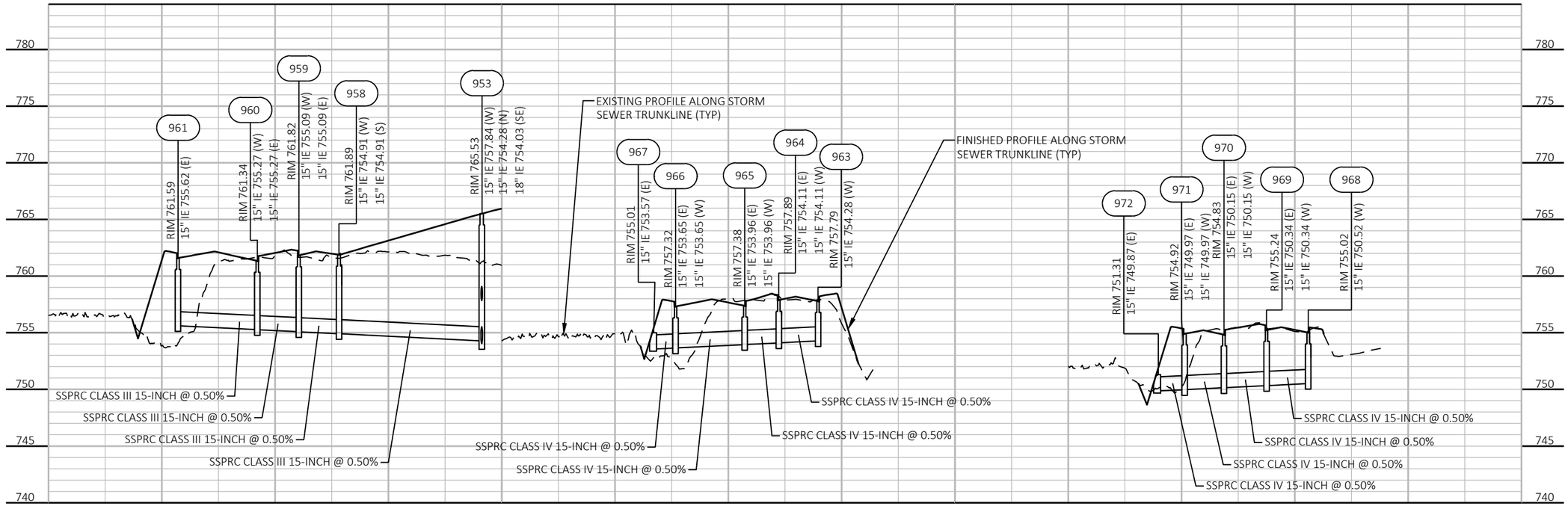


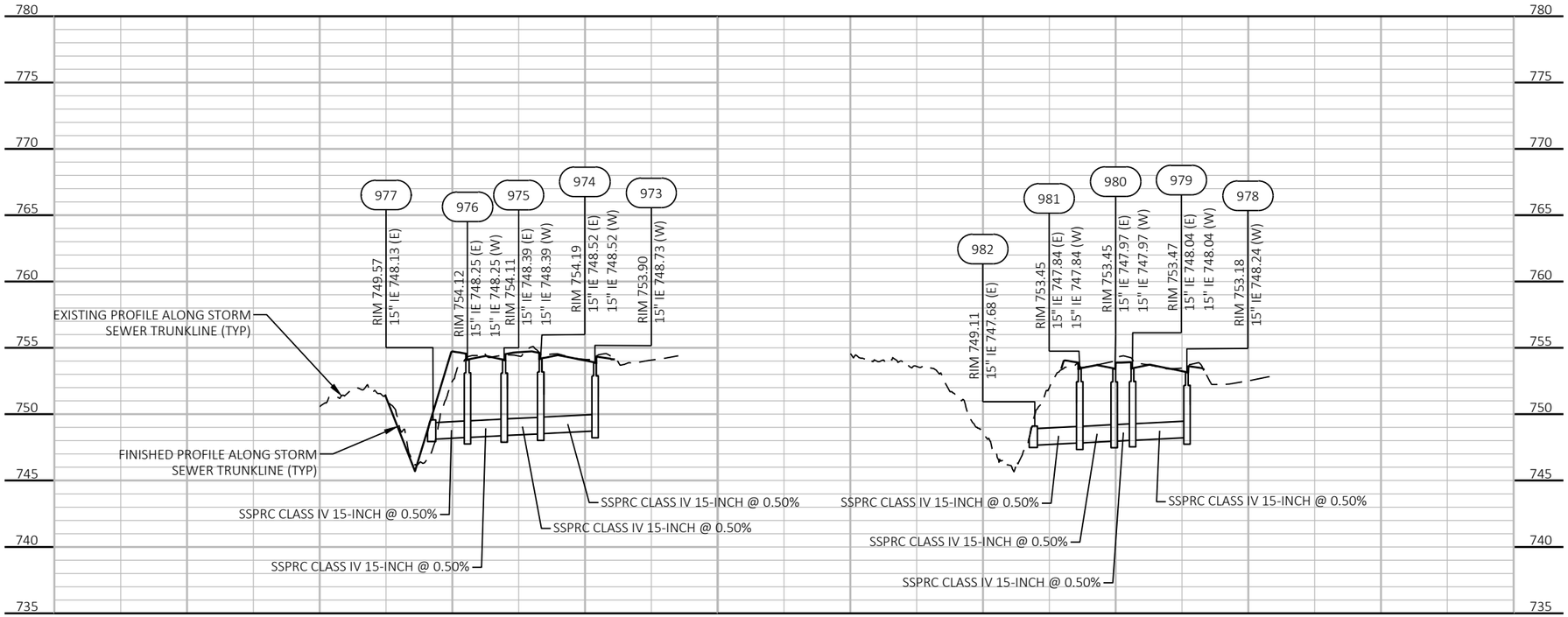




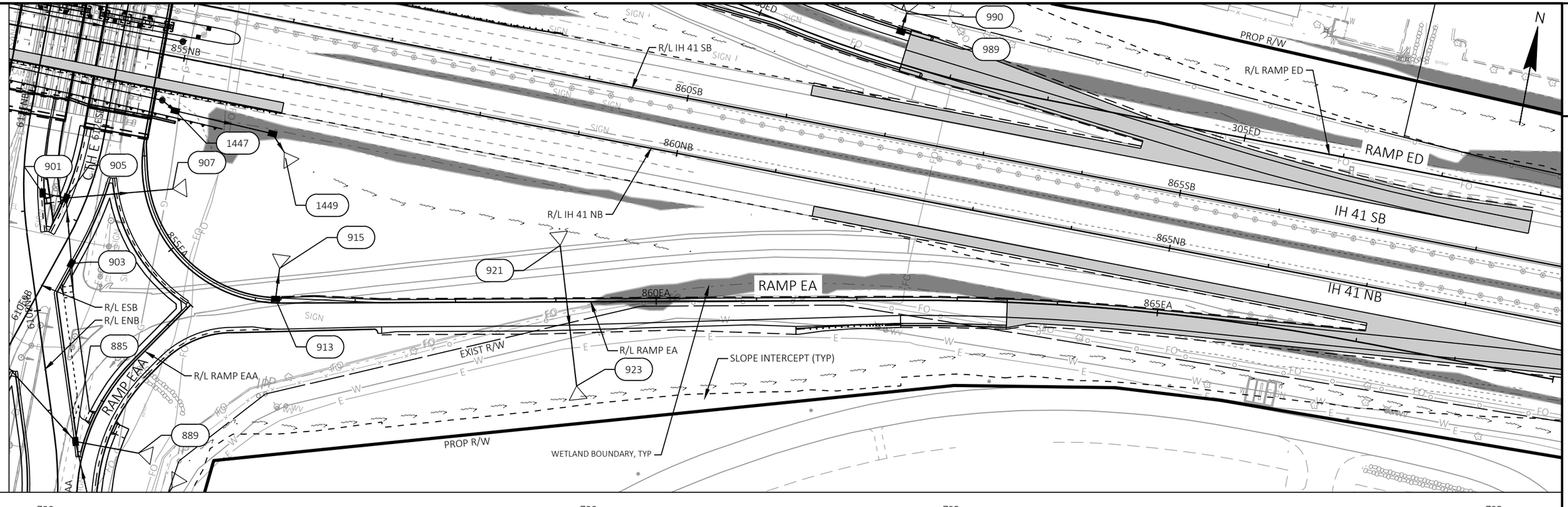
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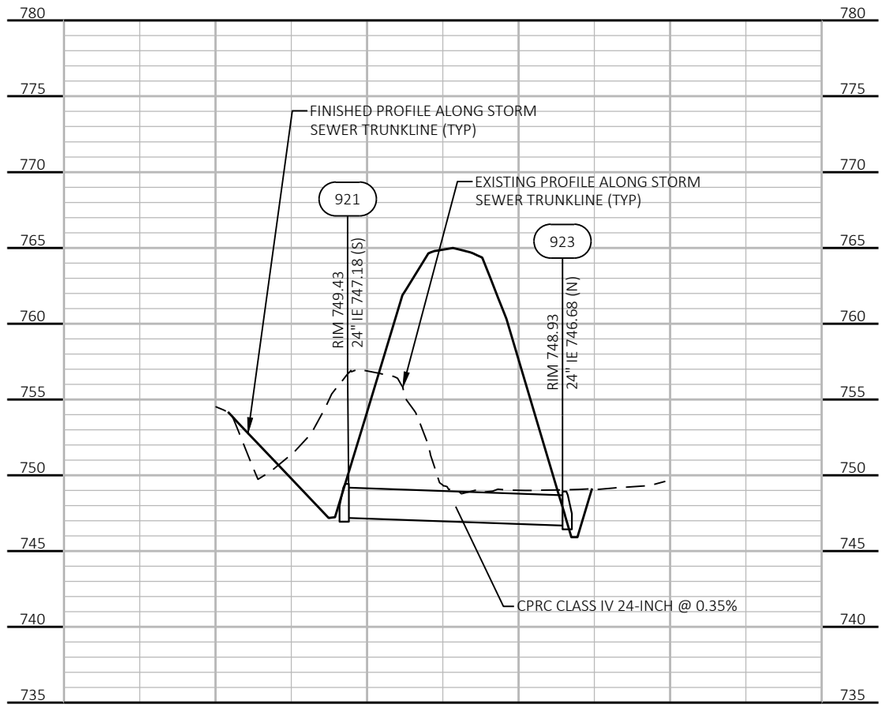
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LAYOUT NAME - 06
PLOT DATE : 12/18/2024 3:30 PM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

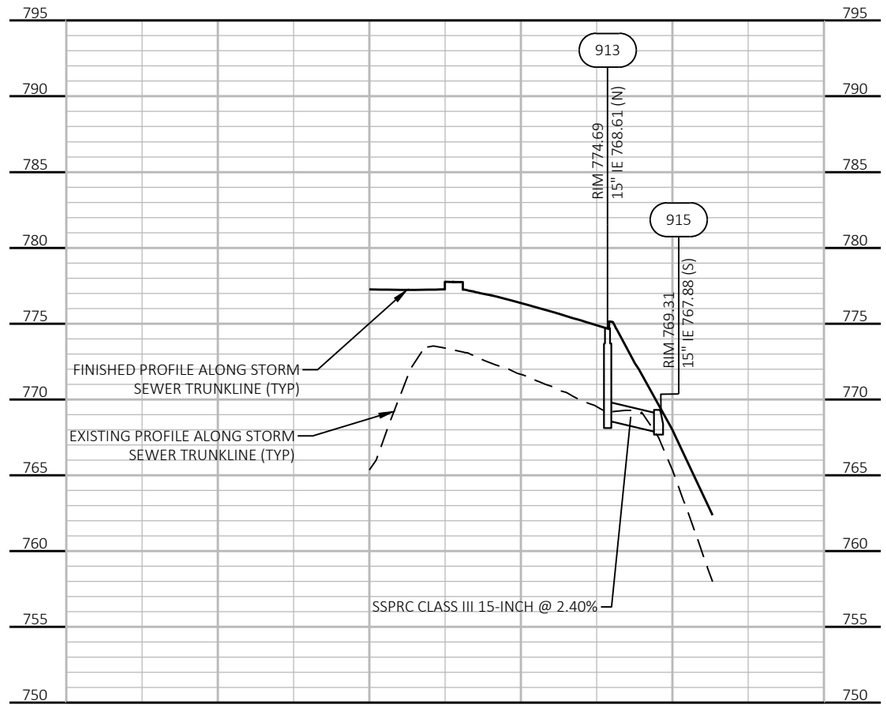




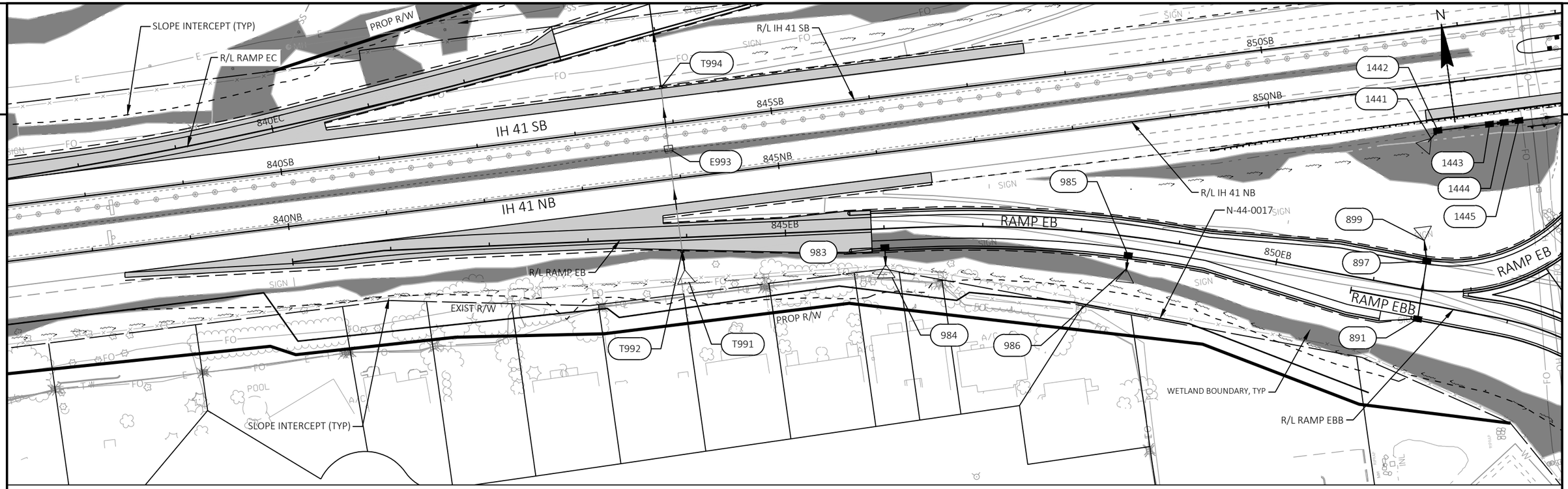
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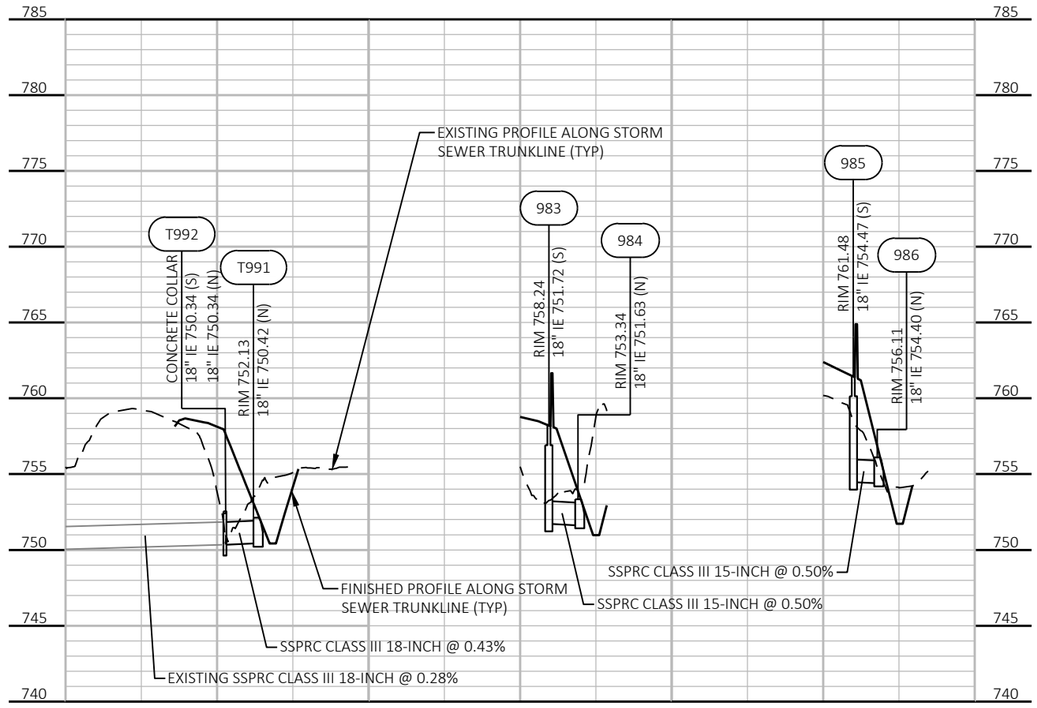


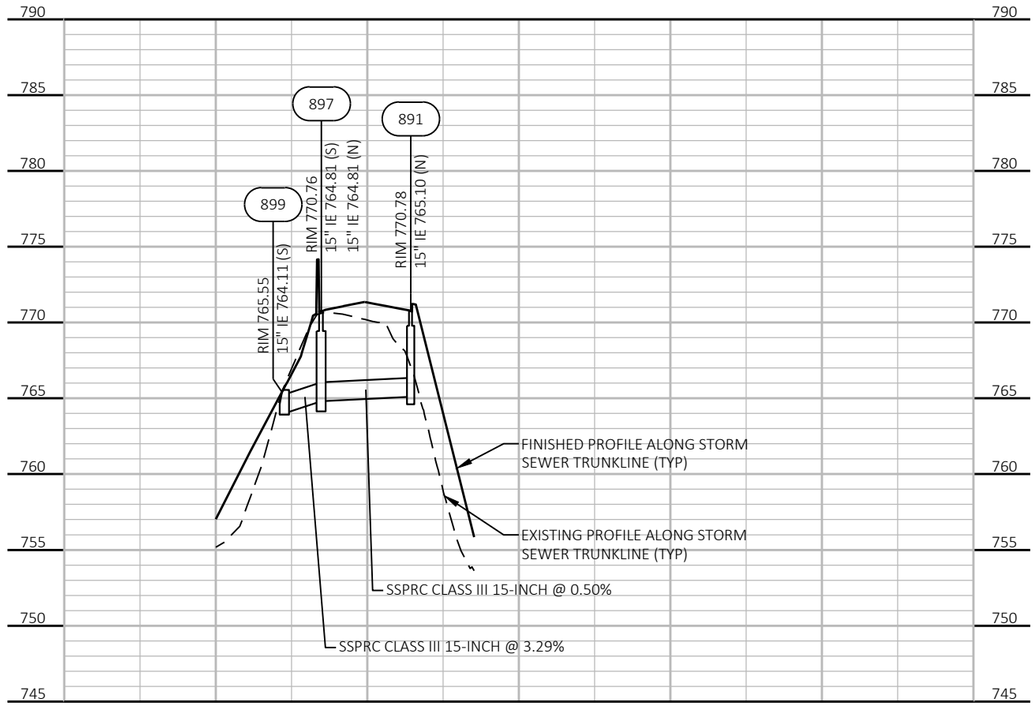




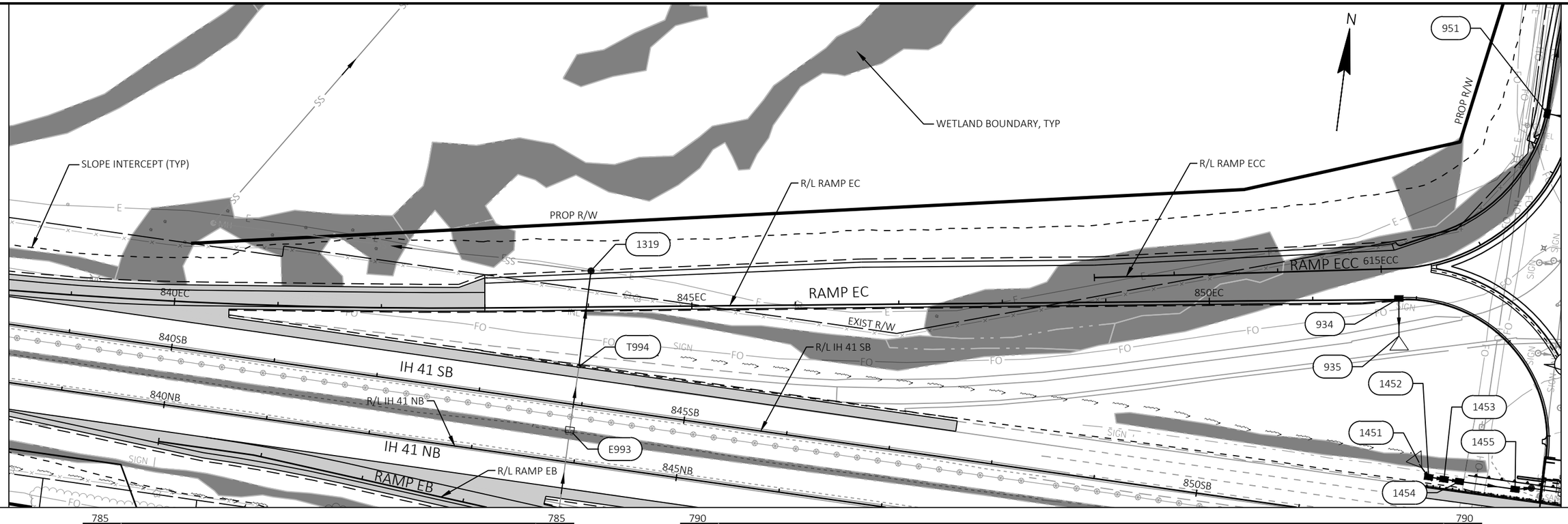
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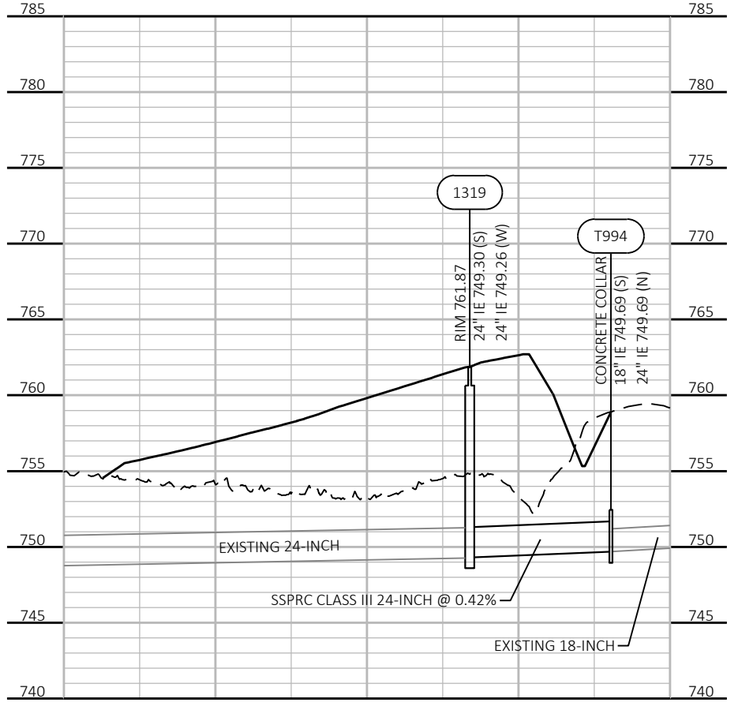


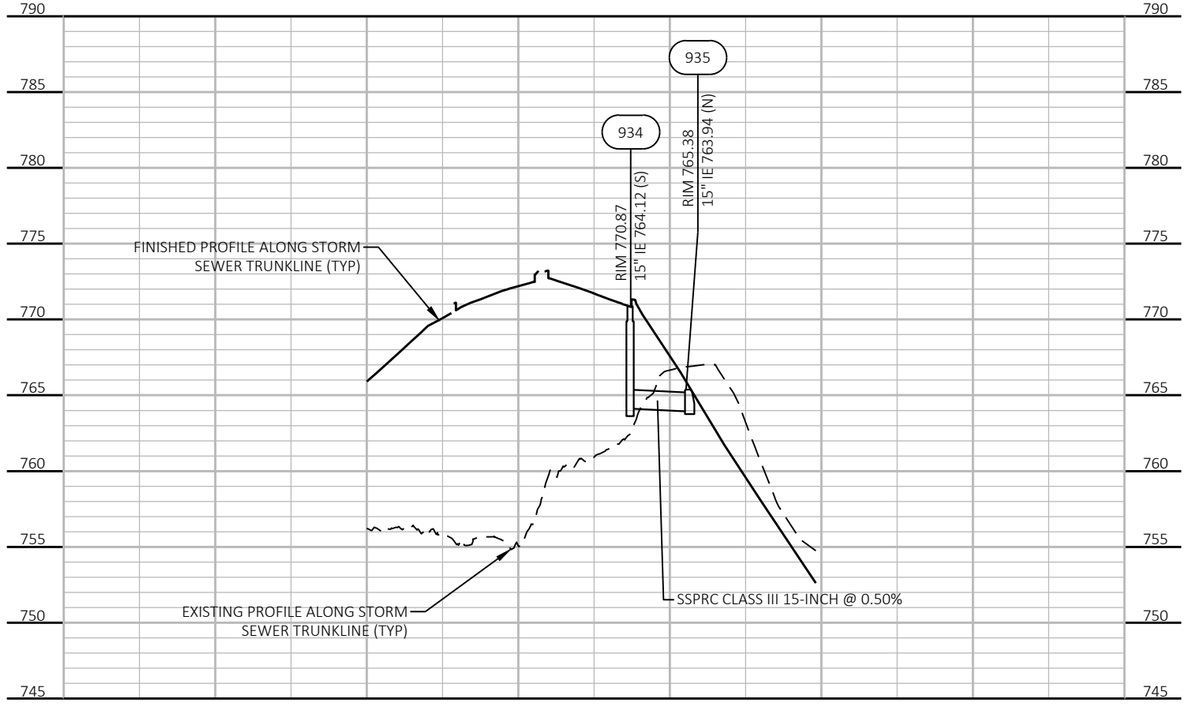




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – RAMP EB	SHEET 162	E

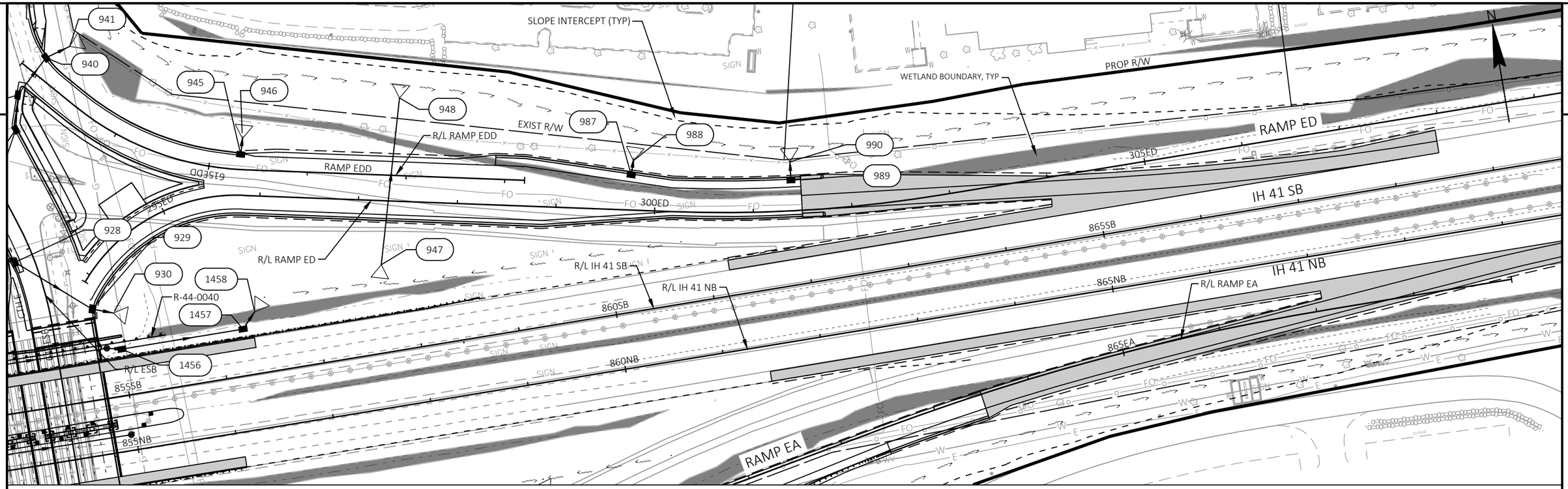


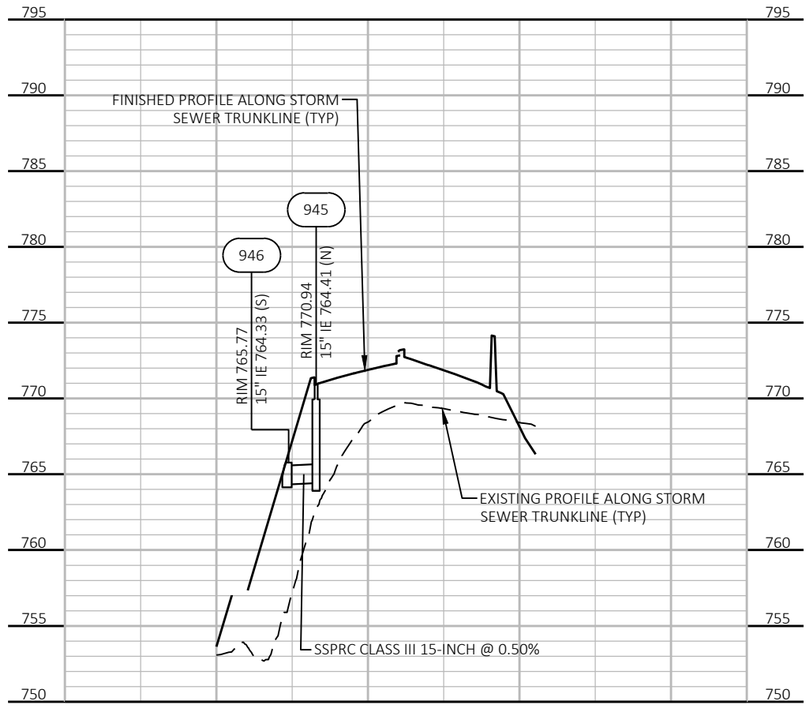


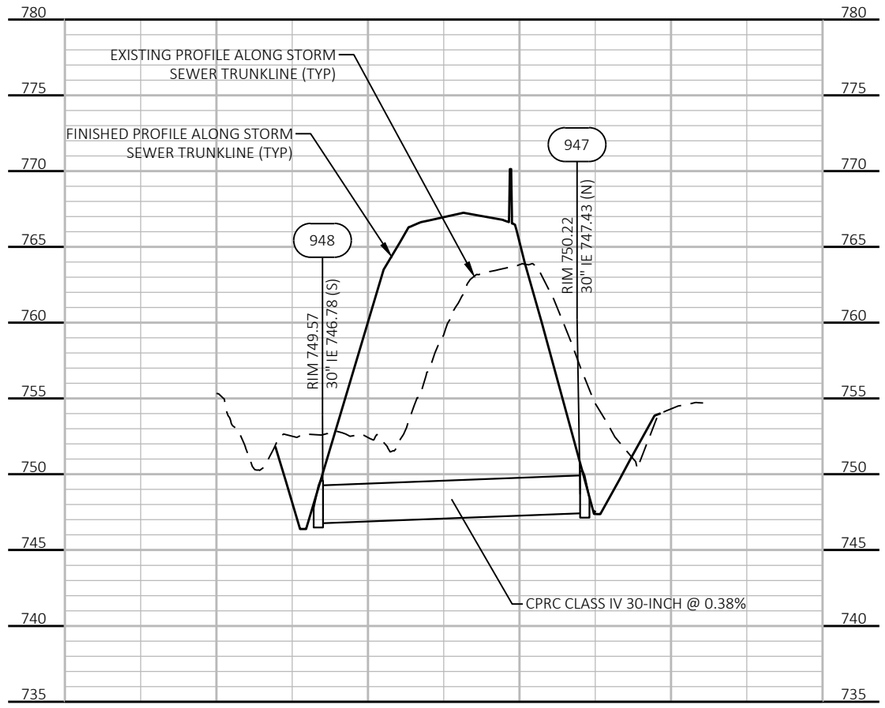


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – RAMP EC	SHEET 163	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022502-SS.DWG
LAYOUT NAME - 09
PLOT DATE : 12/18/2024 3:34 PM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

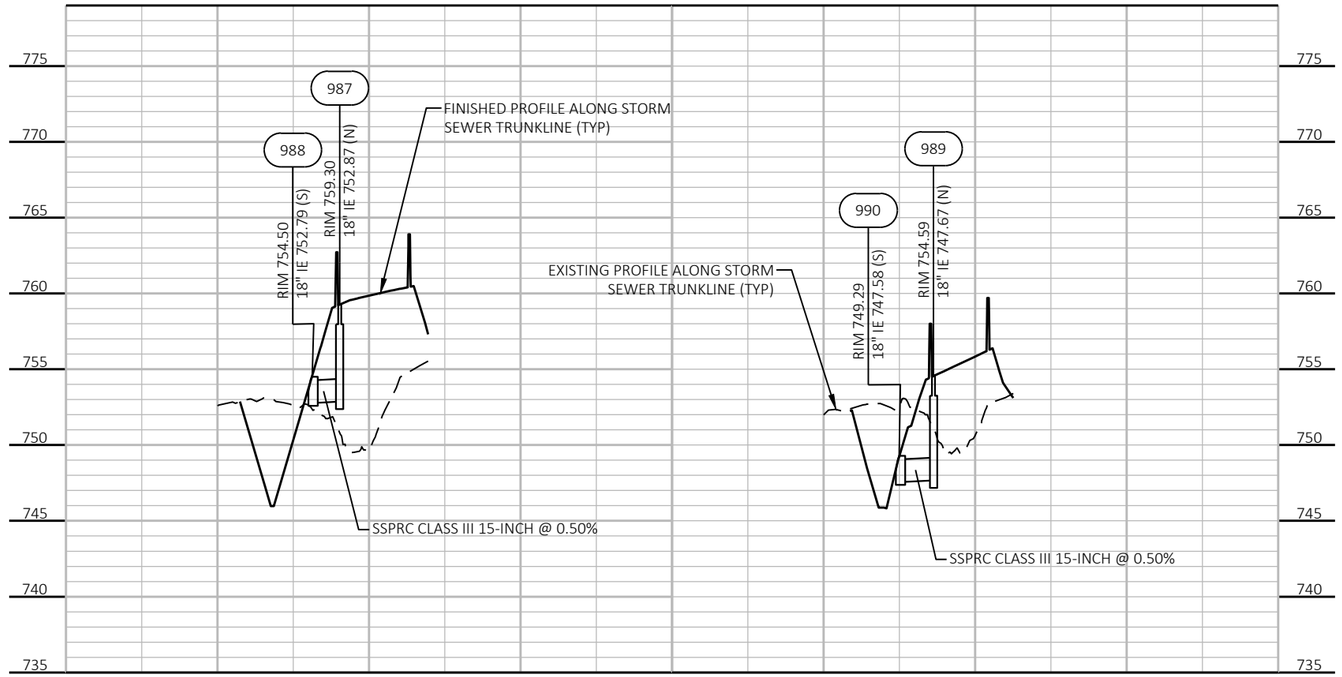






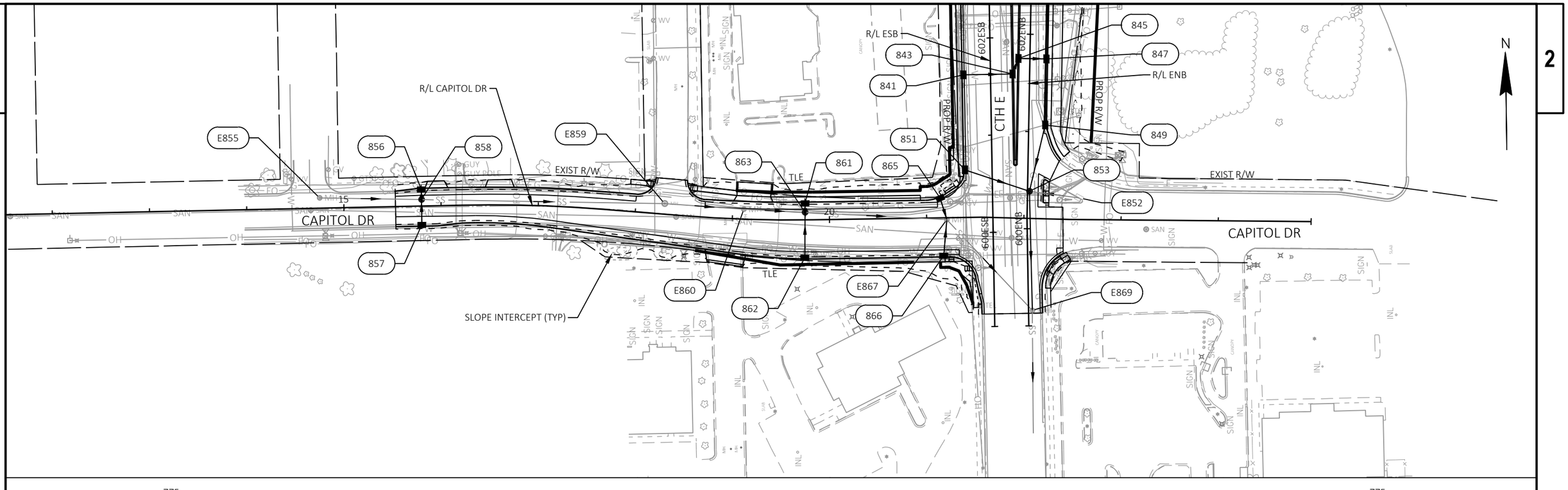
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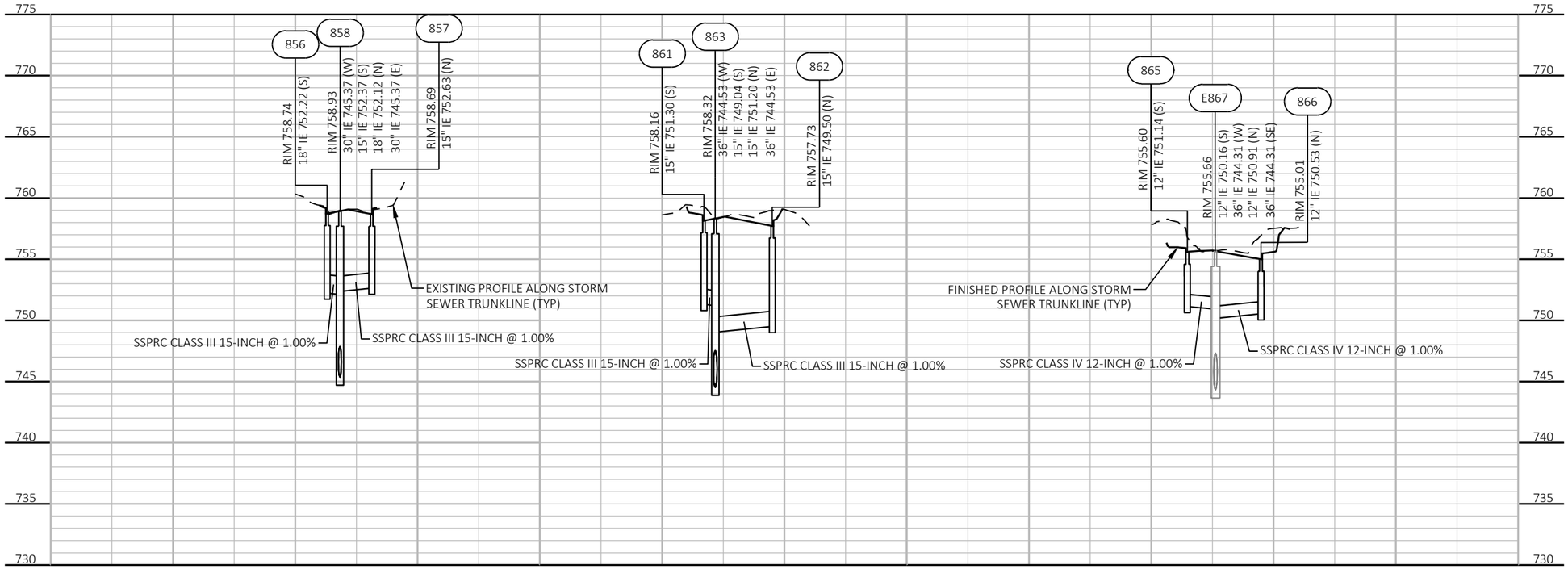
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LAYOUT NAME - 10
PLOT DATE : 12/18/2024 3:35 PM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41



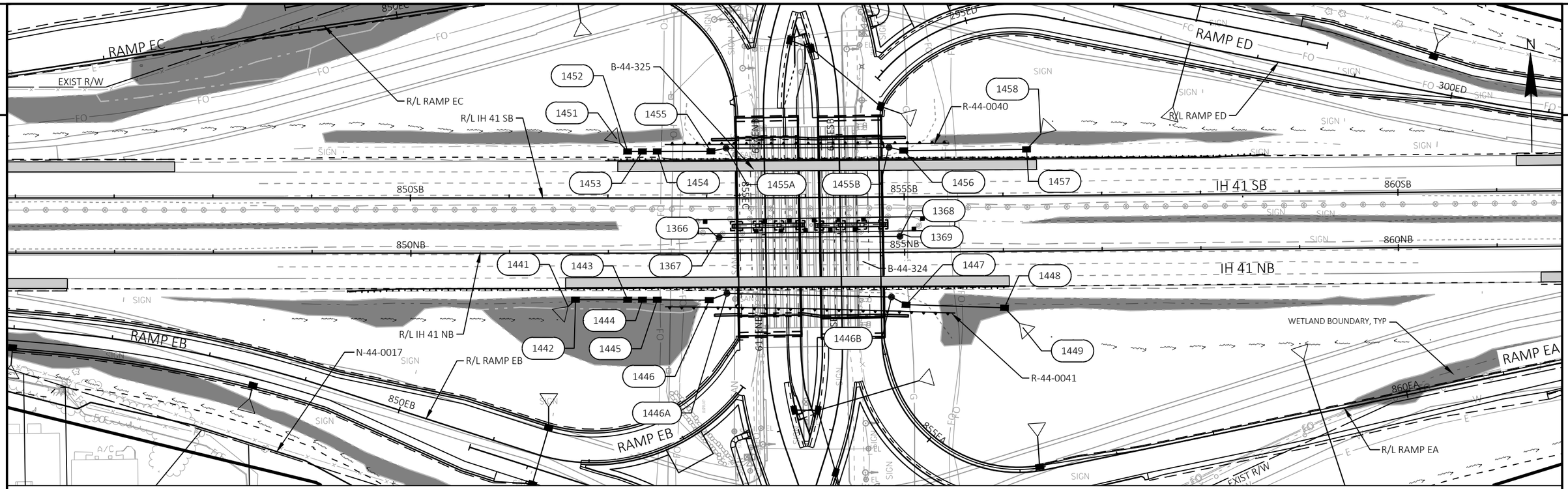
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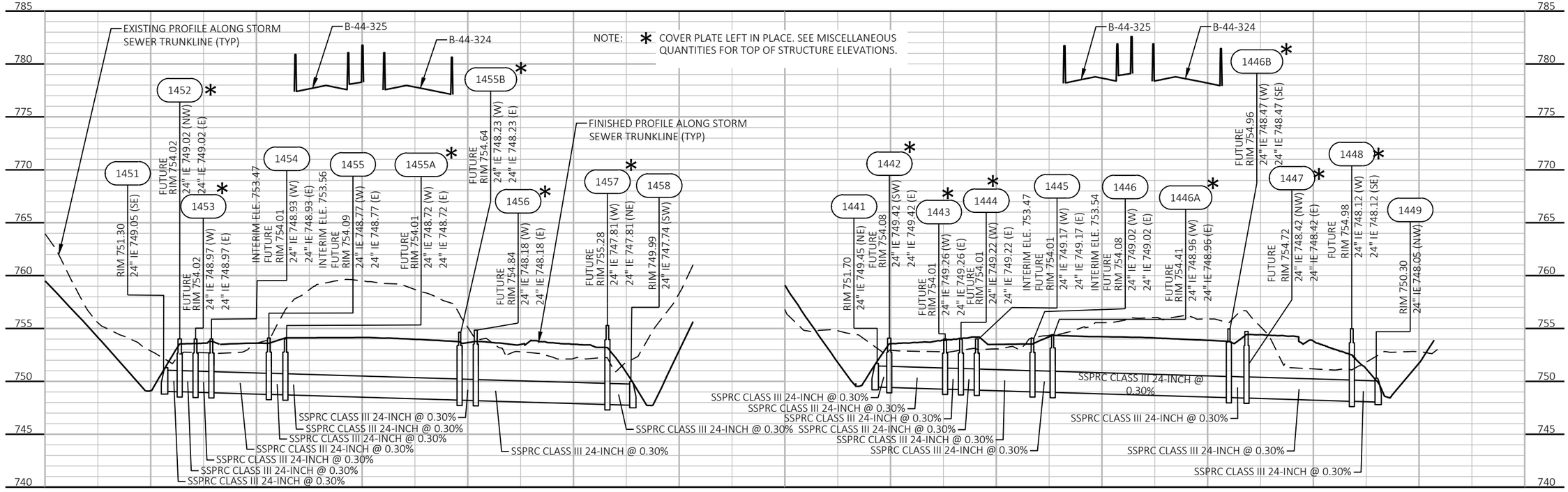
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LAYOUT NAME - 10-A
PLOT DATE : 12/18/2024 3:35 PM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT





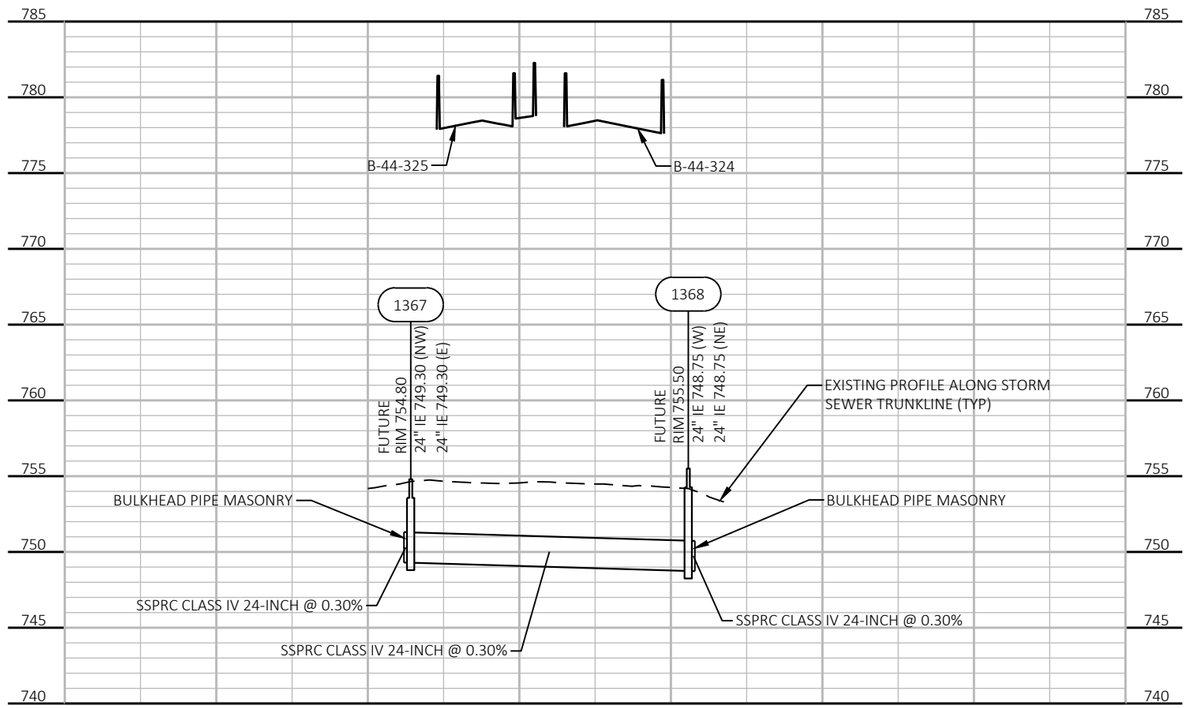
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – IH 41	SHEET 167	E

FILE NAME : C:\USERS\BADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-022502-SS.DWG
LAYOUT NAME - 12
PLOT DATE : 12/18/2024 3:36 PM
PLOT BY : BRIAN C. ADAMS, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41



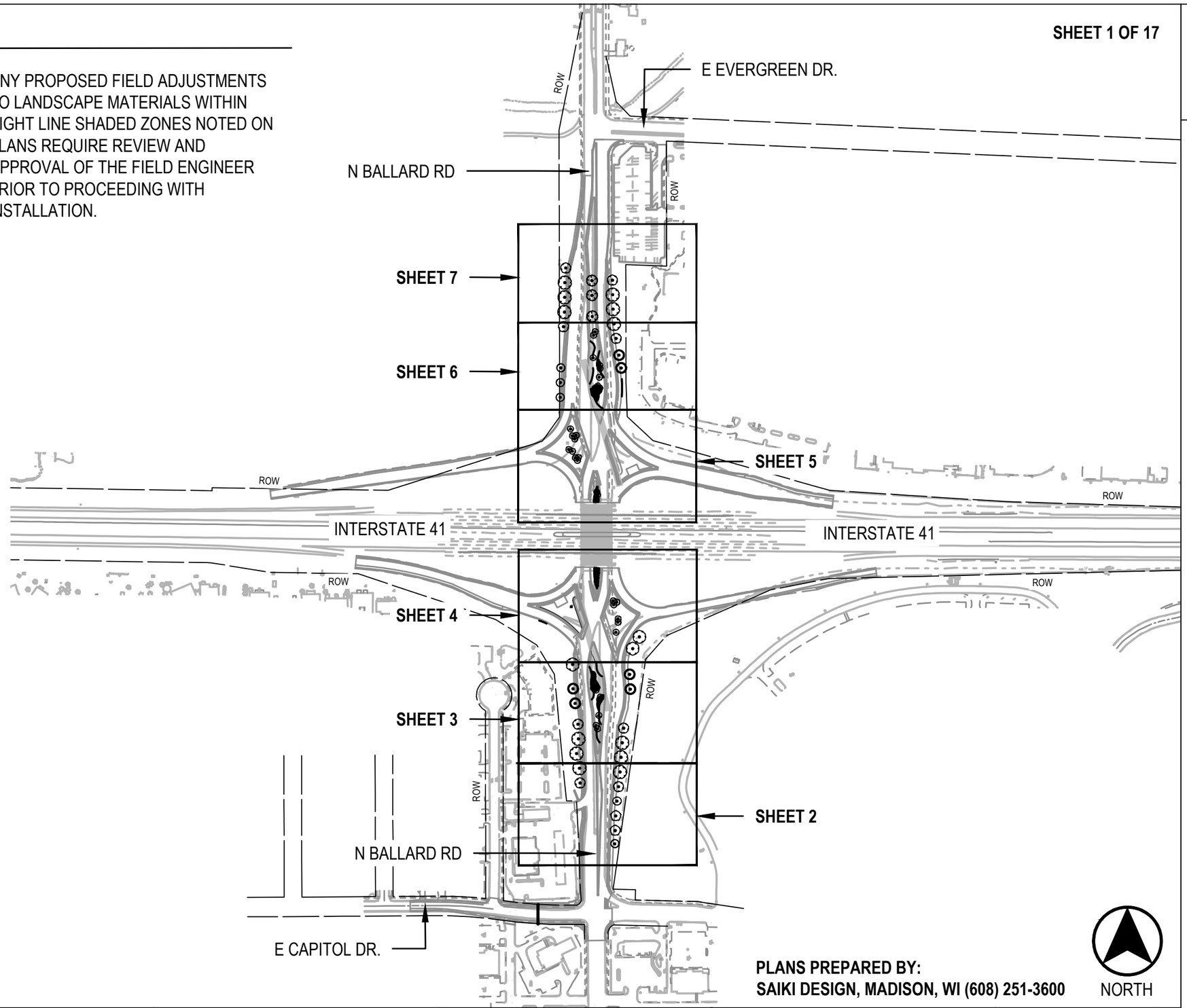
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	STORM SEWER PLAN AND PROFILE – IH 41	SHEET 168	E

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LAYOUT NAME - 12-A
PLOT DATE : 12/18/2024 3:36 PM PLOT BY : BRIAN C. ADAMS, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTES

1. REPAIR AND RESTORE ALL AREAS DISTURBED BY PLANTING OR LANDSCAPE INSTALLATION OPERATIONS WITH LIKE MATERIALS.
2. FIELD LOCATE ALL PUBLIC AND PRIVATE UTILITIES BEFORE DIGGING. ADJUST PLANTING LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY COMPANY OFFSET REQUIREMENTS. IF FIELD ADJUSTMENT OF PLANTINGS IS REQUIRED, PROPOSED ADJUSTMENTS MUST BE REVIEWED AND APPROVED BY THE FIELD ENGINEER PRIOR TO PLANTING.
3. VERIFY PLANTING MIXTURE HAS BEEN PROVIDED FOR ALL PLANTING BEDS WITH FIELD ENGINEER BEFORE BEGINNING PLANTING OPERATIONS.
4. VERIFY TOPSOIL SPECIAL HAS BEEN PROVIDED FOR ALL TREES IN NON-PLANTING BED LOCATIONS WITH FIELD ENGINEER BEFORE BEGINNING PLANTING OPERATIONS.
5. HOLD CENTER OF PERENNIAL PLANTINGS A MINIMUM OF 24" FROM EDGE OF PAVEMENT.
6. PLACE SHREDDED HARDWOOD BARK MULCH TO DEPTH INDICATED IN THE PLANTING DETAILS.
7. RE-MULCHING IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE PLANT ESTABLISHMENT PERIOD. WORK IS INCLUDED IN LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM.
8. SEE EROSION CONTROL PLANS FOR TYPE AND EXTENTS OF SEED AND EROSION CONTROL MAT.
9. ANY PROPOSED FIELD ADJUSTMENTS TO LANDSCAPE MATERIALS WITHIN SIGHT LINE SHADED ZONES NOTED ON PLANS REQUIRE REVIEW AND APPROVAL OF THE FIELD ENGINEER PRIOR TO PROCEEDING WITH INSTALLATION.

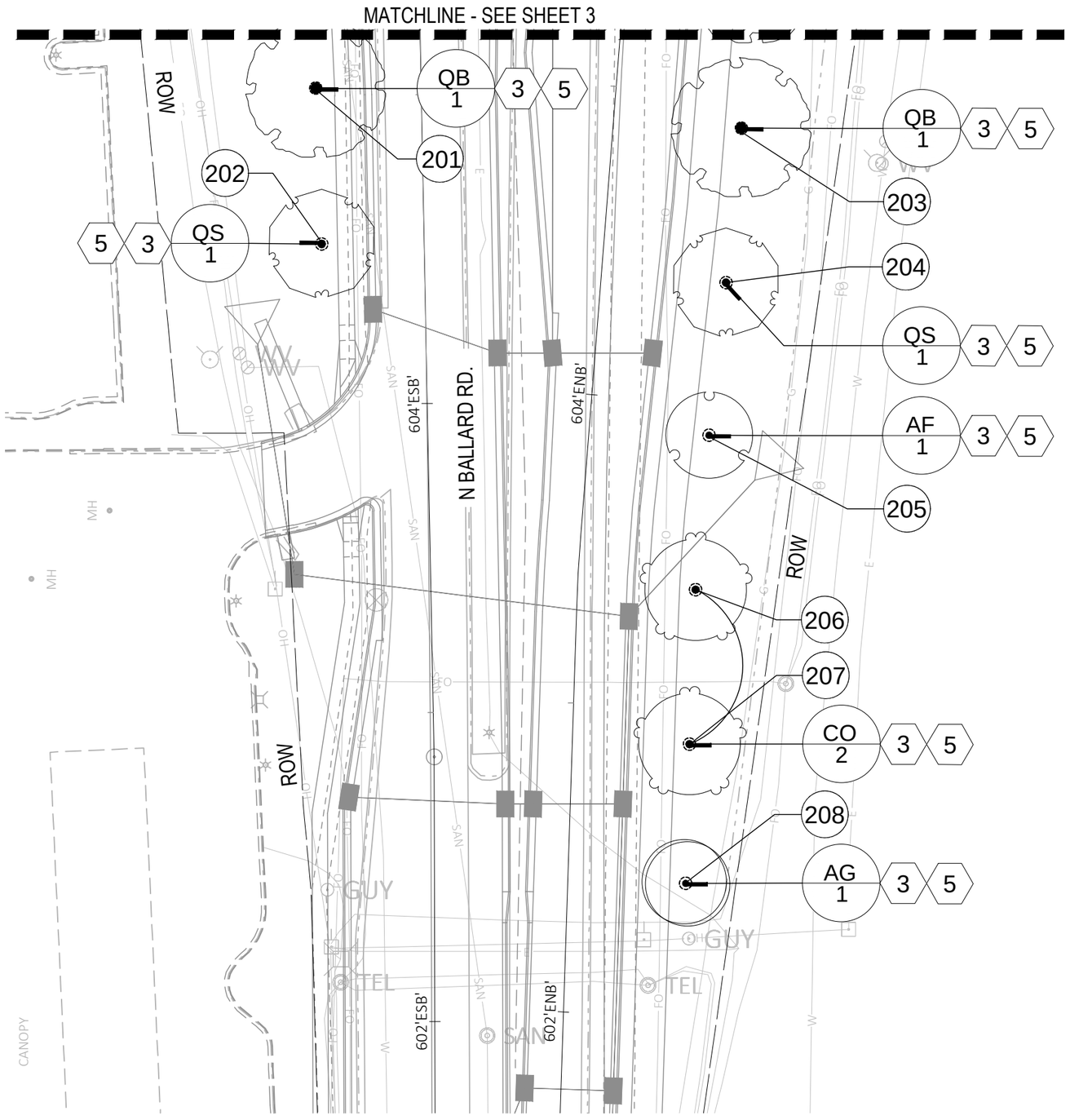
2



PLANS PREPARED BY:
SAIKI DESIGN, MADISON, WI (608) 251-3600

NORTH

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE PLAN OVERVIEW	169	E



LEGEND

- XXX — STATIONING POINT
- X / X — PLANT CODE / QUANTITY
- STONE COBBLES
- ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
- ACCENT BOULDERS
- 1 — PLANTING MIXTURE
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — SHREDDED HARDWOOD BARK MULCH RING
- 4 — METAL EDGING
- 5 — TOPSOIL SPECIAL

STATION OFFSETS

POINT	STATION	OFFSET	DESCRIPTION
201	605+02.62 'ESB'	34.01 LT	CENTER OF TREE
202	604+52.27 'ESB'	33.16 LT	CENTER OF TREE
203	604+89.75 'ENB'	41.42 RT	CENTER OF TREE
204	604+39.53 'ENB'	40.41 RT	CENTER OF TREE
205	603+89.87 'ENB'	38.80 RT	CENTER OF TREE
206	603+38.59 'ENB'	38.19 RT	CENTER OF TREE
207	602+87.93 'ENB'	37.92 RT	CENTER OF TREE
208	602+42.91 'ENB'	38.00 RT	CENTER OF TREE

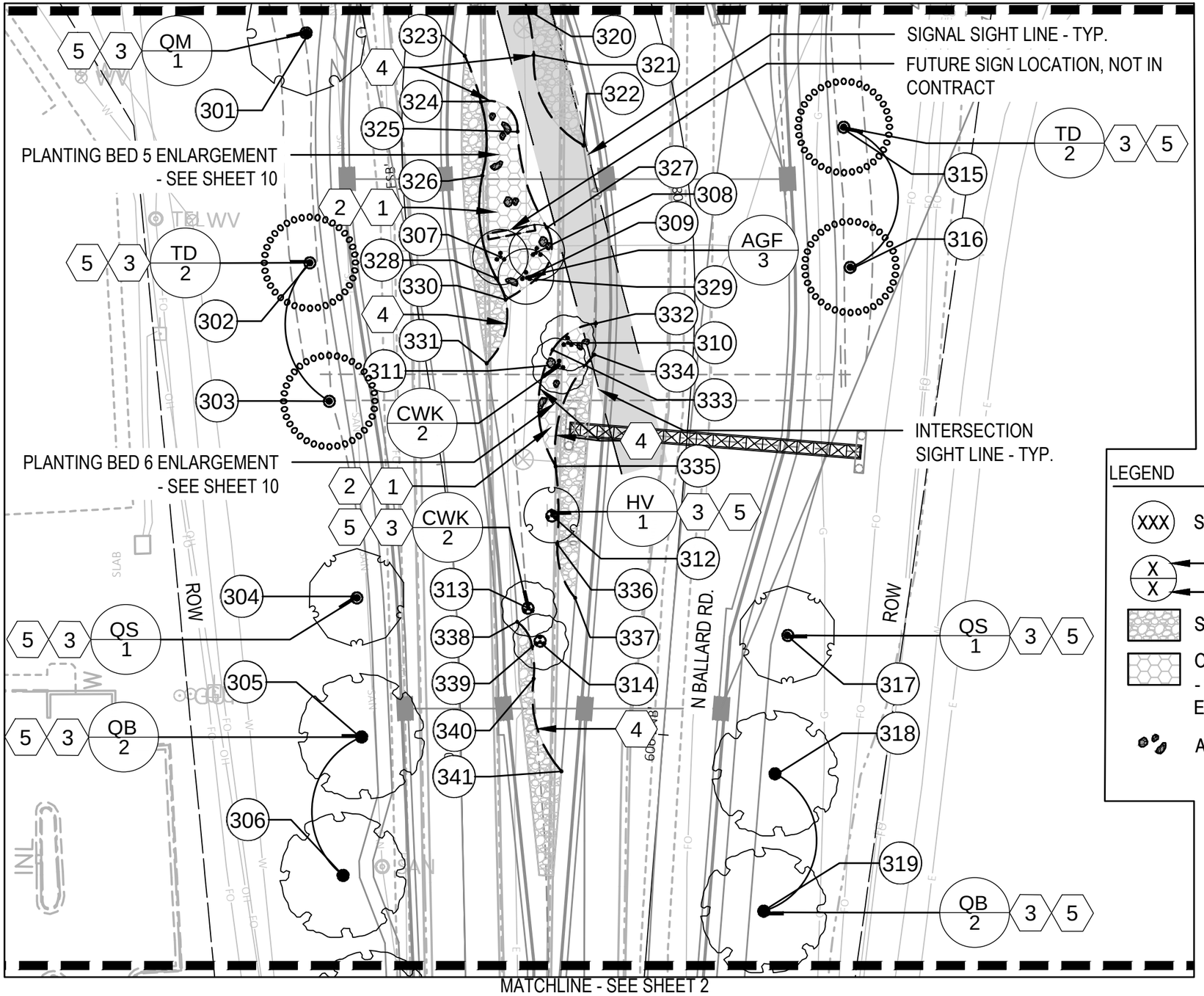
PLANT KEY

SYM	COMMON NAME
AF	Maple, 'Sienna Glenn'
AG	Buckeye, 'Early Glow'
CO	Hackberry
QB	Oak, Swamp White
QS	Oak, Hybrid Swamp x Bur

0 40' 80'

1" = 40'-0"

NORTH



STATION OFFSETS

POINT	STATION	OFFSET	DESCRIPTION
301	608+52.65 'ESB'	36.00 LT	CENTER OF TREE
302	607+77.58 'ESB'	35.93 LT	CENTER OF TREE
303	607+28.63 'ESB'	36.58 LT	CENTER OF TREE
304	606+54.14 'ESB'	35.52 LT	CENTER OF TREE
305	606+02.23 'ESB'	35.61 LT	CENTER OF TREE
306	605+52.58 'ESB'	43.27 LT	CENTER OF TREE
307	607+70.63 'ESB'	32.30 RT	CENTER OF TREE
308	607+70.46 'ESB'	45.46 RT	CENTER OF TREE
309	607+61.89 'ESB'	40.30 RT	CENTER OF TREE
310	607+39.67 'ENB'	45.16 LT	CENTER OF TREE
311	607+29.83 'ENB'	48.10 LT	CENTER OF TREE
312	606+77.03 'ESB'	38.87 RT	CENTER OF TREE
313	606+46.34 'ESB'	25.67 RT	CENTER OF TREE
314	606+34.77 'ESB'	29.45 RT	CENTER OF TREE
315	608+10.78 'ENB'	58.00 RT	CENTER OF TREE
316	607+67.13 'ENB'	56.00 RT	CENTER OF TREE
317	606+39.16 'ENB'	41.84 RT	CENTER OF TREE
318	605+89.20 'ENB'	41.16 RT	CENTER OF TREE
319	605+39.78 'ENB'	40.94 RT	CENTER OF TREE
320	608+70.52 'ESB'	41.99 RT	ARC OF BED
321	608+52.05 'ESB'	46.23 RT	ARC OF BED
322	608+18.49 'ENB'	35.01 LT	CORNER OF BED
323	608+49.67 'ESB'	21.50 RT	CORNER OF BED
324	608+32.24 'ESB'	28.28 RT	CORNER OF BED
325	608+20.57 'ESB'	41.68 RT	ARC OF BED
326	608+03.30 'ESB'	28.63 RT	ARC OF BED
327	607+80.18 'ESB'	50.23 RT	ARC OF BED
328	607+62.98 'ESB'	29.64 RT	ARC OF BED
329	607+60.32 'ESB'	43.69 RT	ARC OF BED

POINT	STATION	OFFSET	DESCRIPTION
330	607+54.88 'ESB'	31.80 RT	CORNER OF BED
331	607+33.30 'ESB'	21.50 RT	CORNER OF BED
332	607+47.29 'ENB'	36.03 LT	CORNER OF BED
333	607+35.77 'ENB'	50.58 LT	ARC OF BED
334	607+34.90 'ENB'	35.50 LT	CORNER OF BED
335	606+93.20 'ENB'	46.27 LT	CORNER OF BED
336	606+65.47 'ENB'	43.46 LT	ARC OF BED
337	606+46.57 'ENB'	35.50 LT	CORNER OF BED
338	606+41.83 'ESB'	21.50 RT	CORNER OF BED
339	606+33.09 'ESB'	26.52 RT	ARC OF BED
340	606+21.92 'ESB'	26.71 RT	ARC OF BED
341	605+88.47 'ESB'	36.05 RT	CORNER OF BED

NOTE: REFER TO LANDSCAPE GRADING PLANS ON SHEETS 11-14 AND DETAIL 7 ON SHEET 17 FOR INFORMATION ON SOIL MOUNDING FOR MEDIAN PLANTING BEDS AND SPLITTER ISLANDS.

LEGEND

- XXX — STATIONING POINT
- X / X — PLANT CODE / QUANTITY
- STONE COBBLES
- ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
- ACCENT BOULDERS
- 1 — PLANTING MIXTURE
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — SHREDDED HARDWOOD BARK MULCH RING
- 4 — METAL EDGING
- 5 — TOPSOIL SPECIAL

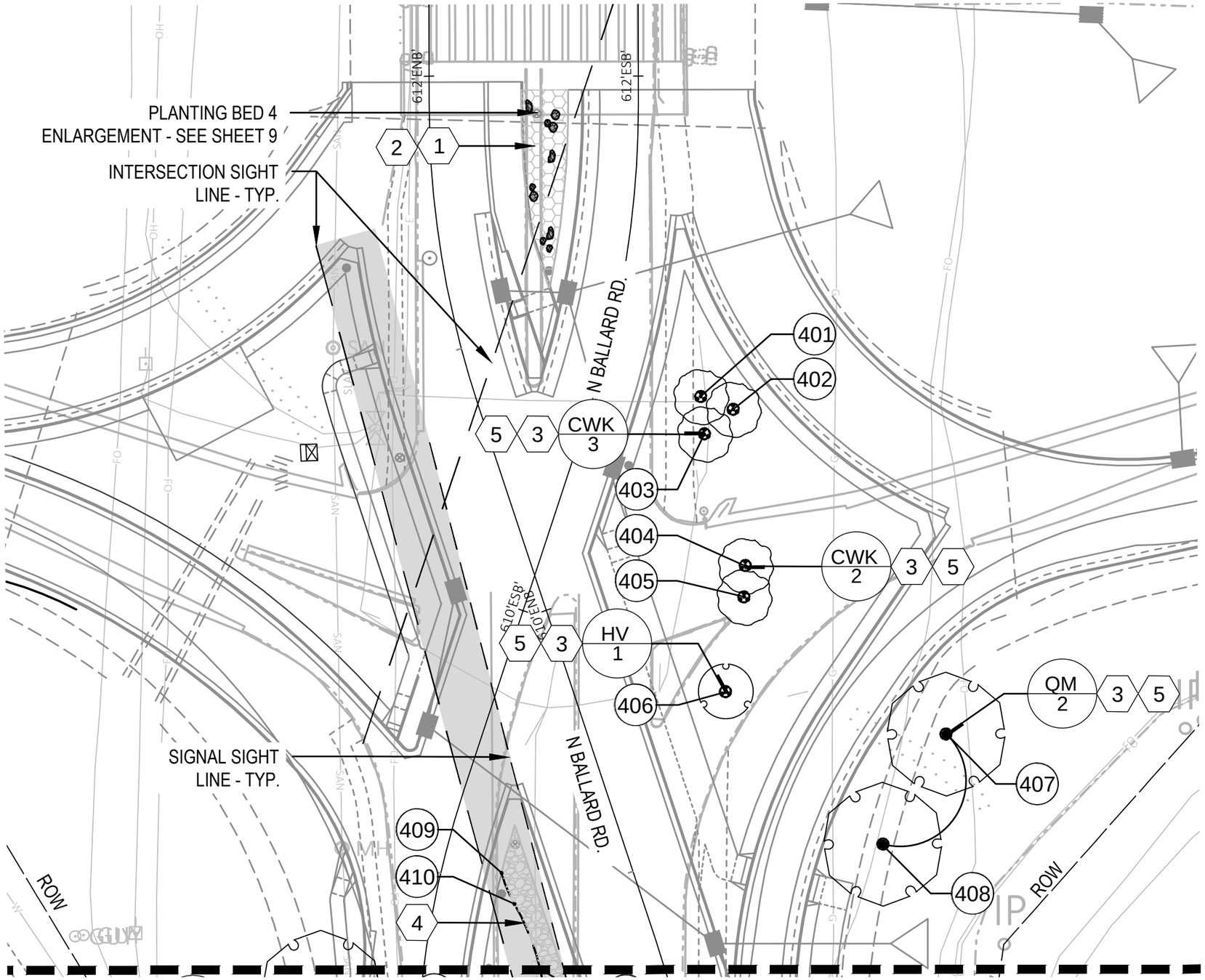
PLANT KEY

SYM	COMMON NAME
QM	Oak, Chinkapin
QB	Oak, Swamp White
QS	Oak, Hybrid Swamp x Bur
TD	Baldcypress
AGF	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)
CWK	Hawthorn, 'Winter King' (Shrub Form Tree)
HV	Witchhazel (Shrub Form Tree)

0 40' 80'

1" = 40'-0"

NORTH



LEGEND

- XXX — STATIONING POINT
- X / X — PLANT CODE / QUANTITY
- STONE COBBLES
- ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
- ACCENT BOULDERS
- 1 — PLANTING MIXTURE
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — SHREDDED HARDWOOD BARK MULCH RING
- 4 — METAL EDGING
- 5 — TOPSOIL SPECIAL

NOTE: REFER TO LANDSCAPE GRADING PLANS ON SHEETS 11-14 AND DETAIL 7 ON SHEET 17 FOR INFORMATION ON SOIL MOUNDING FOR MEDIAN PLANTING BEDS AND SPLITTER ISLANDS.

STATION OFFSETS

POINT	STATION	OFFSET	DESCRIPTION
401	610+92.51 'ESB'	37.26 RT	CENTER OF TREE
402	610+91.40 'ESB'	49.87 RT	CENTER OF TREE
403	610+81.21 'ESB'	42.47 RT	CENTER OF TREE
404	609+92.67 'ENB'	73.71 RT	CENTER OF TREE
405	609+82.01 'ENB'	69.61 RT	CENTER OF TREE
406	609+51.45 'ENB'	52.48 RT	CENTER OF TREE
407	609+11.54 'ENB'	123.63 RT	CENTER OF TREE
408	608+80.69 'ENB'	89.22 RT	CENTER OF TREE
409	609+05.28 'ESB'	21.57 RT	CORNER OF BED
410	608+94.38 'ESB'	28.60 RT	ARC OF BED

PLANT KEY

SYM	COMMON NAME
QM	Oak, Chinkapin
CWK	Hawthorn, 'Winter King' (Shrub Form Tree)
HV	Witchhazel (Shrub Form Tree)

0 40' 80'
1" = 40'-0"

NORTH

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE PLAN	172	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 4 - 40 scale
PLOT DATE : 10/25/2024 PLOT BY : SAIKI DESIGN PLOT SCALE : ##########

LEGEND

- XXX — STATIONING POINT
- X / X — PLANT CODE / QUANTITY
- STONE COBBLES
- ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
- ACCENT BOULDERS
- 1 — PLANTING MIXTURE
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — SHREDDED HARDWOOD BARK MULCH RING
- 4 — METAL EDGING
- 5 — TOPSOIL SPECIAL

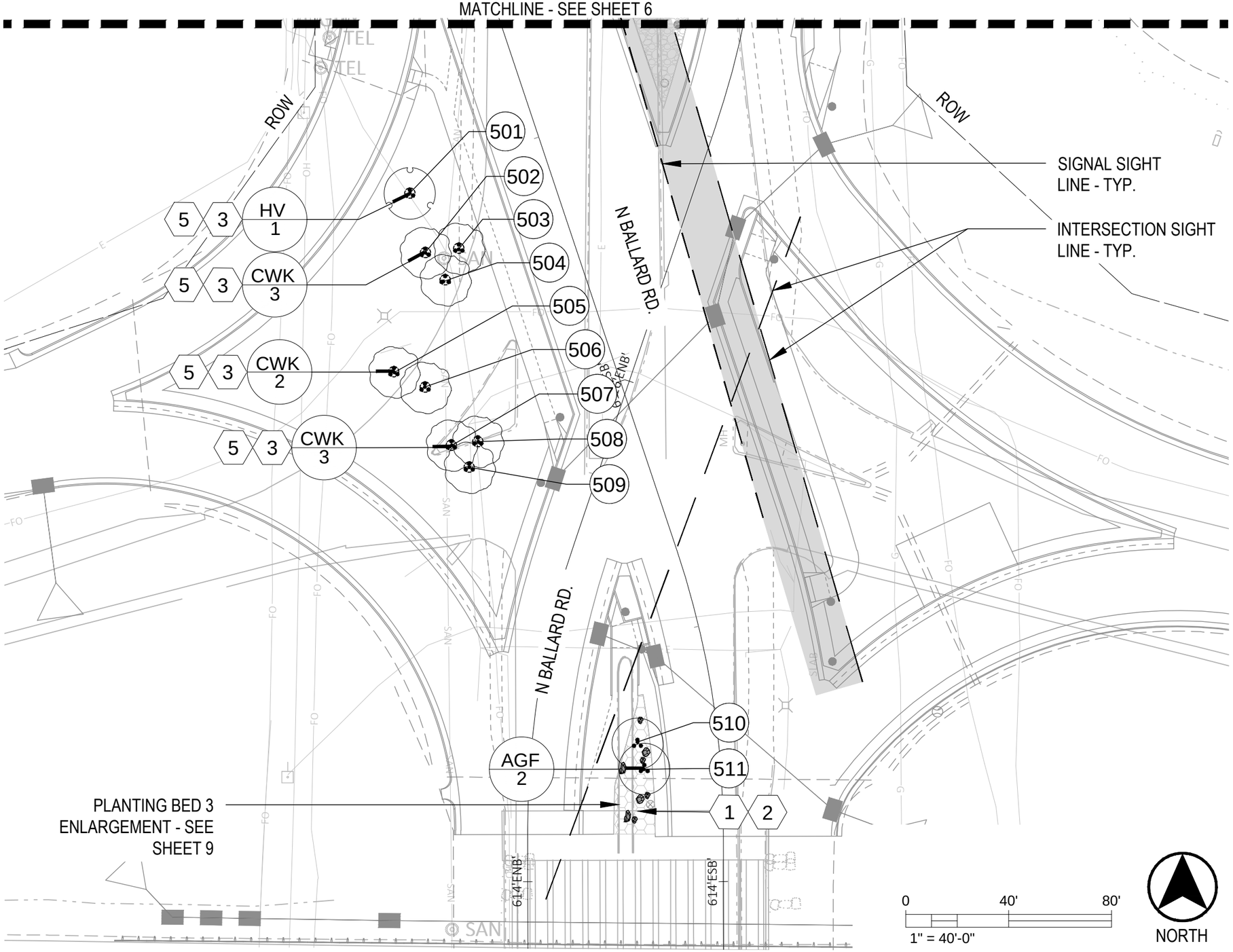
NOTE: REFER TO LANDSCAPE GRADING PLANS ON SHEETS 11-14 AND DETAIL 7 ON SHEET 17 FOR INFORMATION ON SOIL MOUNDING FOR MEDIAN PLANTING BEDS AND SPLITTER ISLANDS.

STATION OFFSETS

POINT	STATION	OFFSET	DESCRIPTION
501	616+95.32 'ESB'	54.39 LT	CENTER OF TREE
502	616+71.47 'ESB'	55.98 LT	CENTER OF TREE
503	616+68.93 'ESB'	43.18 LT	CENTER OF TREE
504	616+58.98 'ESB'	52.07 LT	CENTER OF TREE
505	616+31.43 'ESB'	82.36 LT	CENTER OF TREE
506	616+21.89 'ESB'	72.68 LT	CENTER OF TREE
507	615+96.43 'ESB'	70.23 LT	CENTER OF TREE
508	615+95.29 'ESB'	60.00 LT	CENTER OF TREE
509	615+86.95 'ESB'	66.33 LT	CENTER OF TREE
510	614+57.11 'ESB'	31.38 LT	CENTER OF TREE
511	614+46.15 'ESB'	29.71 LT	CENTER OF TREE

PLANT KEY

SYM	COMMON NAME
AGF	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)
CWK	Hawthorn, 'Winter King' (Shrub Form Tree)
HV	Witchhazel (Shrub Form Tree)



LEGEND

- XXX — STATIONING POINT
- X / X — PLANT CODE / QUANTITY
- STONE COBBLES
- ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
- ACCENT BOULDERS
- 1 — PLANTING MIXTURE
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — SHREDDED HARDWOOD BARK MULCH RING
- 4 — METAL EDGING
- 5 — TOPSOIL SPECIAL

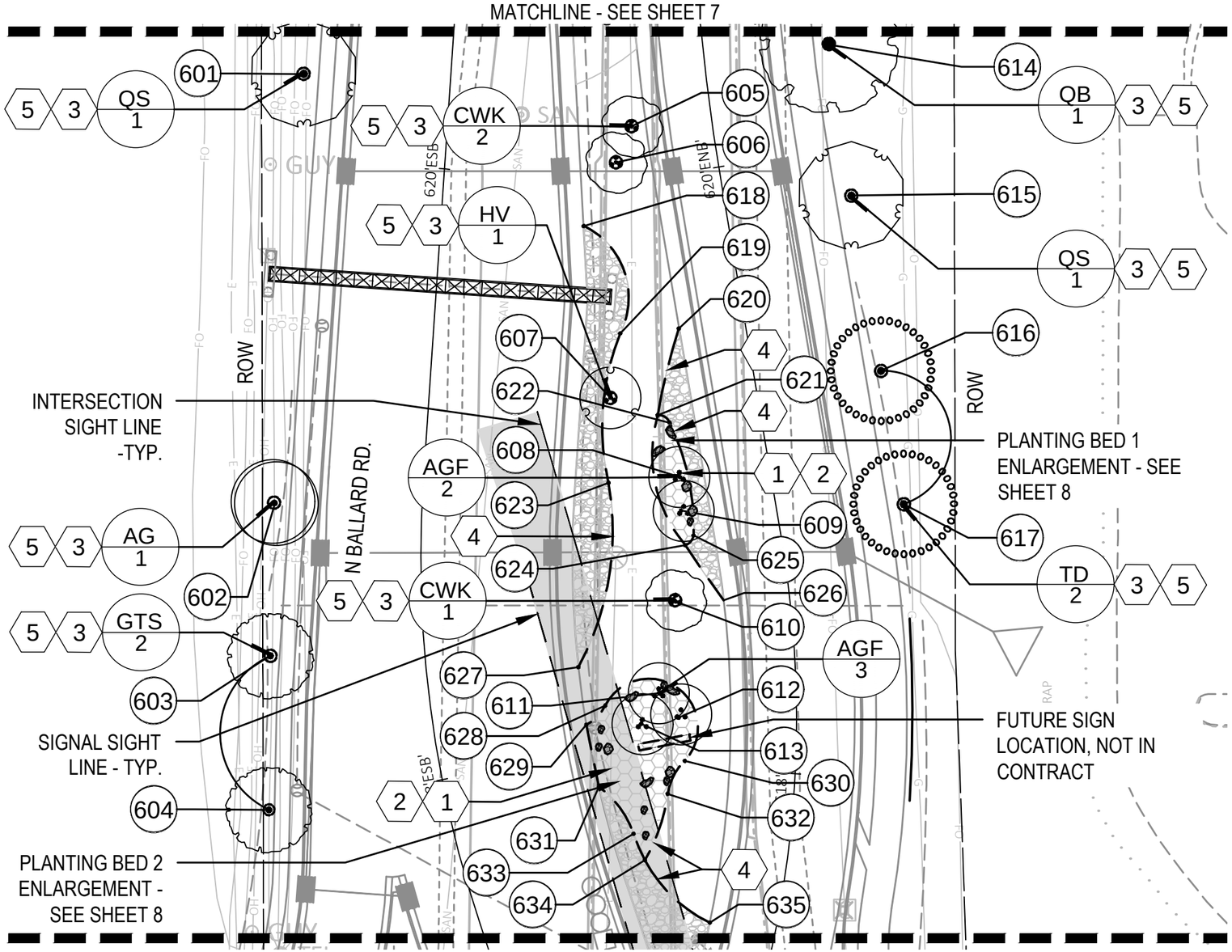
NOTE: REFER TO LANDSCAPE GRADING PLANS ON SHEETS 11-14 AND DETAIL 7 ON SHEET 17 FOR INFORMATION ON SOIL MOUNDING FOR MEDIAN PLANTING BEDS AND SPLITTER ISLANDS.

PLANT KEY

SYM	COMMON NAME
AG	Buckeye, 'Early Glow'
GTS	Honeylocust, 'Skyline'
QB	Oak, Swamp White
QS	Oak, Hybrid Swamp x Bur
TD	Baldcypress
AGF	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)
CWK	Hawthorn, 'Winter King' (Shrub Form Tree)
HV	Witchhazel (Shrub Form Tree)

STATION OFFSETS

POINT	STATION	OFFSET	DESCRIPTION
601	620+27.86 'ESB'	47.89 LT	CENTER OF TREE
602	618+88.48 'ESB'	48.20 LT	CENTER OF TREE
603	618+44.56 'ESB'	50.23 LT	CENTER OF TREE
604	618+01.04 'ESB'	57.36 LT	CENTER OF TREE
605	620+17.05 'ENB'	26.09 LT	CENTER OF TREE
606	620+06.48 'ENB'	32.89 LT	CENTER OF TREE
607	619+29.09 'ESB'	59.02 RT	CENTER OF TREE
608	619+02.38 'ENB'	29.51 LT	CENTER OF TREE
609	618+90.95 'ENB'	29.96 LT	CENTER OF TREE
610	618+55.06 'ESB'	82.64 RT	CENTER OF TREE
611	618+27.44 'ENB'	44.92 LT	CENTER OF TREE
612	618+19.50 'ENB'	37.75 LT	CENTER OF TREE
613	618+15.83 'ENB'	50.37 LT	CENTER OF TREE
614	620+35.83 'ENB'	41.08 RT	CENTER OF TREE
615	619+83.57 'ENB'	41.14 RT	CENTER OF TREE
616	619+25.54 'ENB'	41.20 RT	CENTER OF TREE
617	618+81.25 'ENB'	41.30 RT	CENTER OF TREE
618	619+84.63 'ESB'	46.50 RT	CORNER OF BED
619	619+50.32 'ESB'	60.84 RT	ARC OF BED
620	619+50.16 'ENB'	21.60 LT	CORNER OF BED
621	619+23.42 'ENB'	33.09 LT	CORNER OF BED
622	619+20.33 'ENB'	29.63 LT	ARC OF BED
623	619+01.43 'ESB'	60.27 RT	ARC OF BED
624	618+80.00 'ENB'	31.26 LT	CORNER OF BED
625	618+82.66 'ENB'	28.06 LT	ARC OF BED
626	618+59.16 'ENB'	21.50 LT	CORNER OF BED
627	618+31.76 'ESB'	49.50 RT	CORNER OF BED
628	618+23.18 'ENB'	62.45 LT	ARC OF BED
629	618+15.53 'ENB'	68.63 LT	CORNER OF BED
630	618+02.62 'ENB'	36.23 LT	ARC OF BED
631	617+90.50 'ENB'	63.71 LT	CORNER OF BED
632	617+89.90 'ENB'	41.03 LT	ARC OF BED
633	617+73.79 'ENB'	50.86 LT	ARC OF BED
634	617+64.57 'ENB'	46.00 LT	CORNER OF BED
635	617+46.54 'ENB'	21.50 LT	CORNER OF BED



0 — 40' — 80'

1" = 40'-0"

NORTH

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE PLAN	174	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 6 - 40 scale

PLOT DATE : 10/25/2024 PLOT BY : SAIKI DESIGN PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

LEGEND

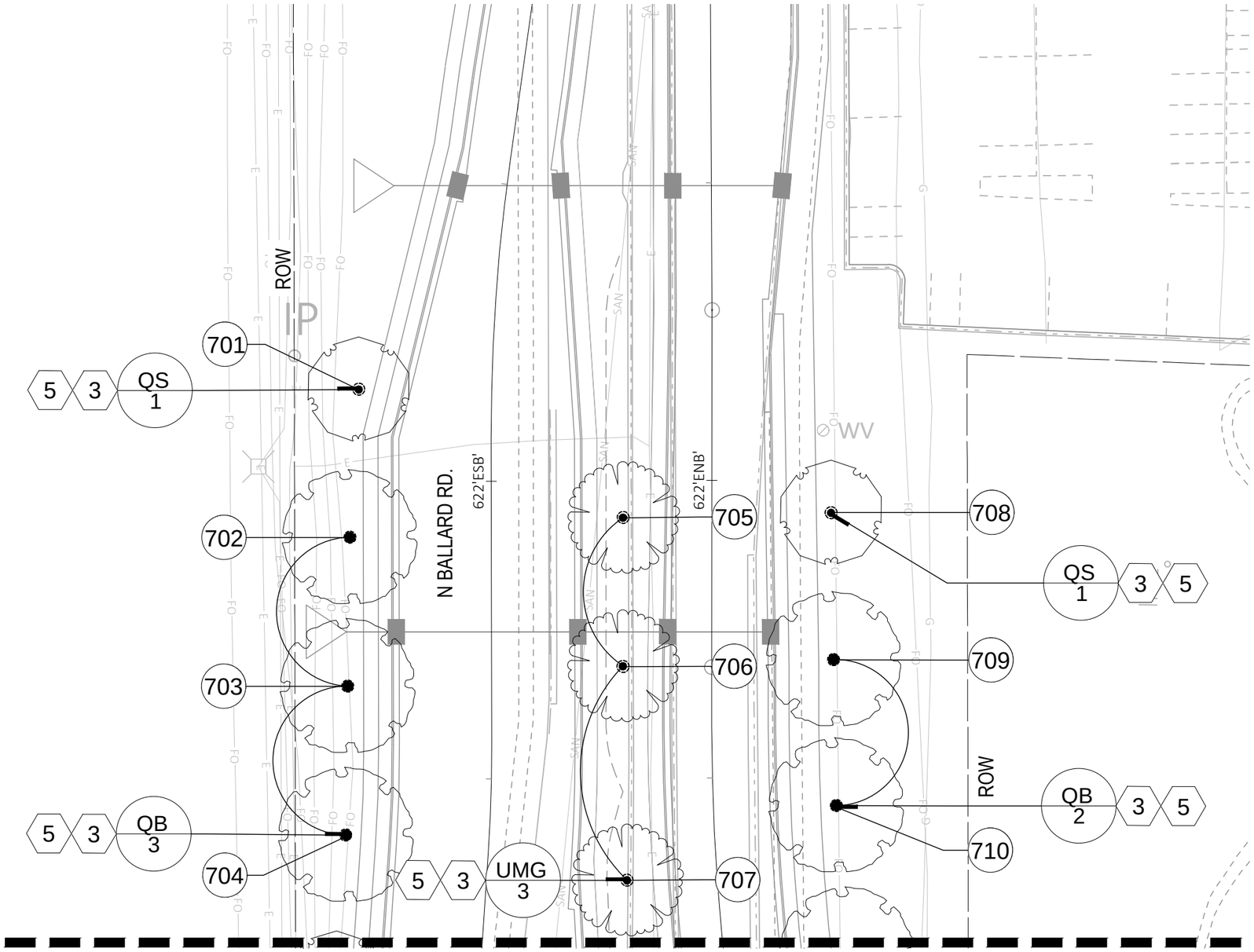
- XXX — STATIONING POINT
- X / X — PLANT CODE / QUANTITY
- STONE COBBLES
- ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
- ACCENT BOULDERS
- 1 — PLANTING MIXTURE
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — SHREDDED HARDWOOD BARK MULCH RING
- 4 — METAL EDGING
- 5 — TOPSOIL SPECIAL

STATION OFFSETS

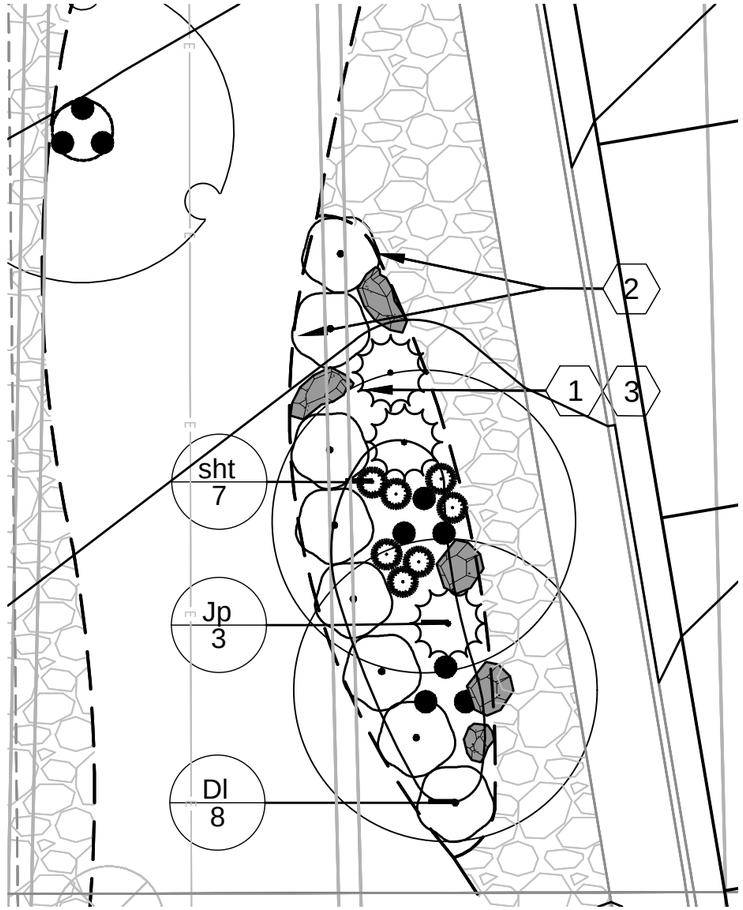
POINT	STATION	OFFSET	DESCRIPTION
701	622+29.89 'ESB'	44.66 LT	CENTER OF TREE
702	621+81.23 'ESB'	47.49 LT	CENTER OF TREE
703	621+31.28 'ESB'	48.39 LT	CENTER OF TREE
704	620+78.28 'ESB'	48.14 LT	CENTER OF TREE
705	621+87.37 'ENB'	29.84 LT	CENTER OF TREE
706	621+37.43 'ENB'	29.77 LT	CENTER OF TREE
707	620+67.57 'ENB'	30.28 LT	CENTER OF TREE
708	621+89.09 'ENB'	40.08 RT	CENTER OF TREE
709	621+39.79 'ENB'	40.97 RT	CENTER OF TREE
710	620+89.01 'ENB'	41.31 RT	CENTER OF TREE

PLANT KEY

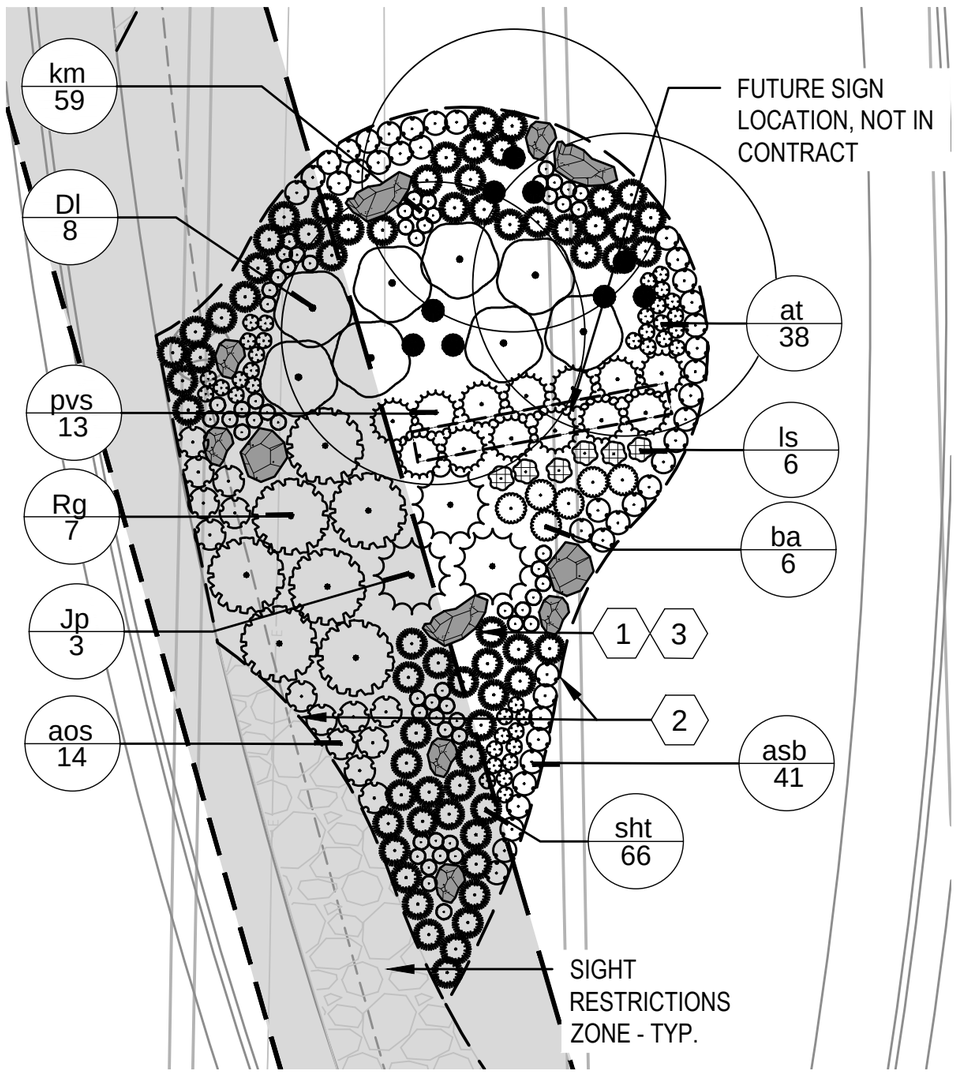
SYM	COMMON NAME
QB	Oak, Swamp White
QS	Oak, Hybrid Swamp x Bur
UMG	Elm, 'Triumph'



LANDSCAPE PLAN ENLARGEMENT - PLANTING BED 1



LANDSCAPE PLAN ENLARGEMENT - PLANTING BED 2



2

LEGEND

- (1) SHREDDED HARDWOOD BARK MULCH
- (2) METAL EDGING
- (3) PLANTING MIXTURE
- STONE COBBLES
- ACCENT BOULDERS

NOTES:

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH.

PLANT KEY

SYM	COMMON NAME
Dl	Honeysuckle, Dwarf Bush
Rg	Sumac, Gro-low
Jp	Juniper, 'Kallay's Compact' Pfitzer
km	Junegrass
pvs	Switch Grass, (Shenandoah)
sht	Prairie Dropseed, (Tara)
asb	Allium, (Summer Beauty)
at	Butterfly Milkweed
aos	Aster, (October Skies)
ba	Dwarf False Indigo
ls	Spiked Gayfeather, (Kobold)

0 10' 20'

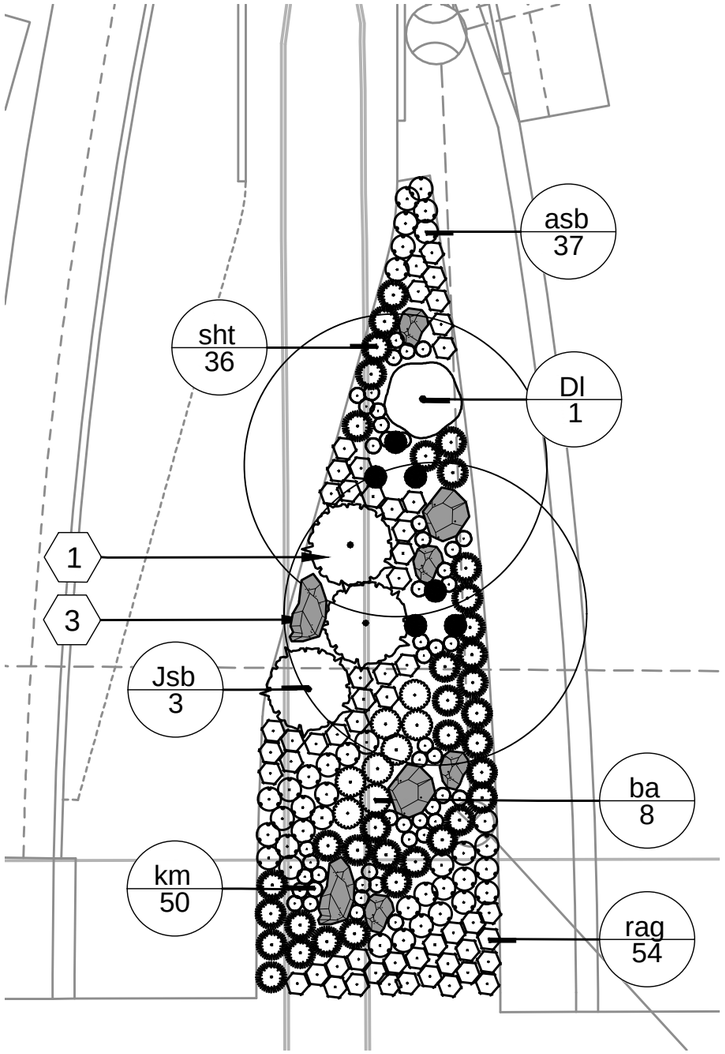
1" = 10'-0"

NORTH

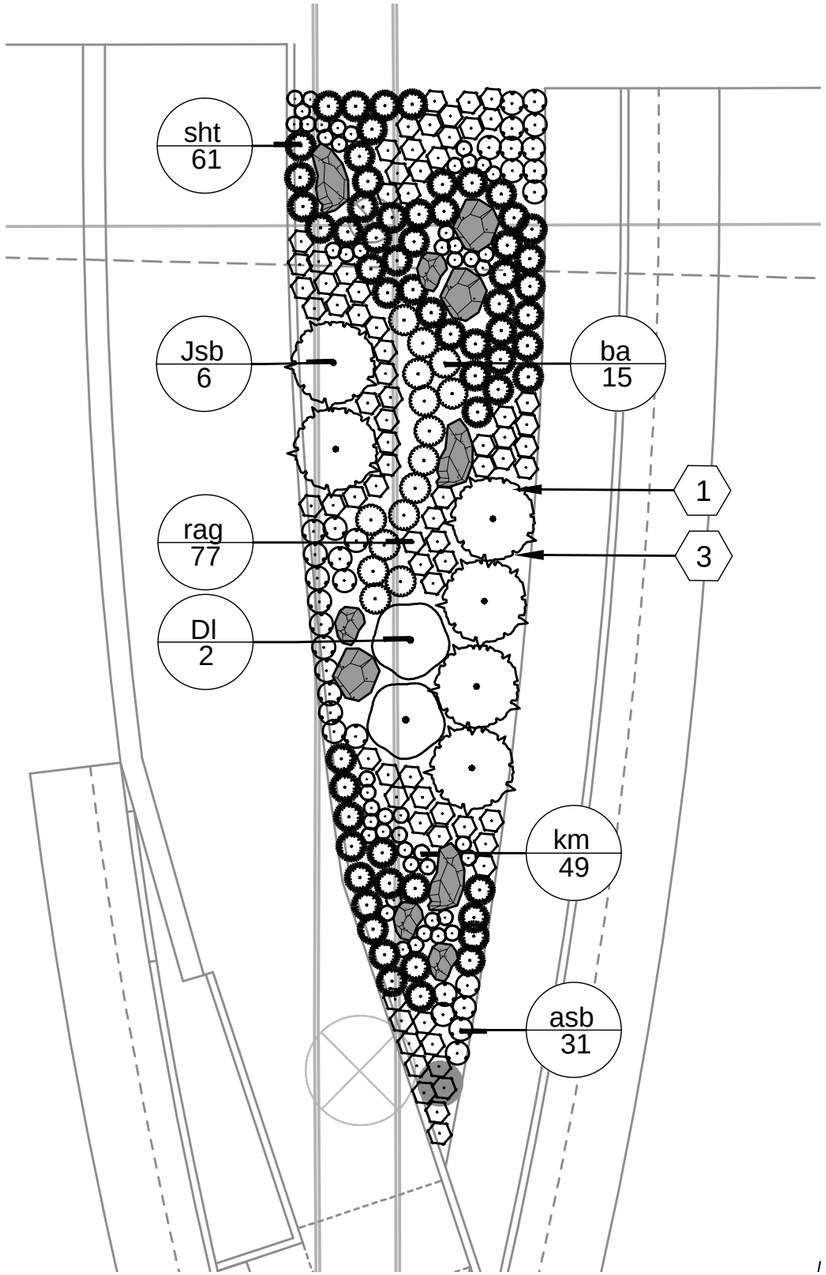
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE PLAN ENLARGEMENT - PLANTING BEDS 1 & 2	176	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 8 - ENLARGEMENT
PLOT DATE : 12/17/2024 PLOT BY : SAIKI DESIGN PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

LANDSCAPE PLAN ENLARGEMENT - PLANTING BED 3



LANDSCAPE PLAN ENLARGEMENT - PLANTING BED 4



2

LEGEND

- 1 — SHREDDED HARDWOOD BARK MULCH
- 2 — METAL EDGING
- 3 — PLANTING MIXTURE
- STONE COBBLES
- ACCENT BOULDERS

NOTES:

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH.

PLANT KEY

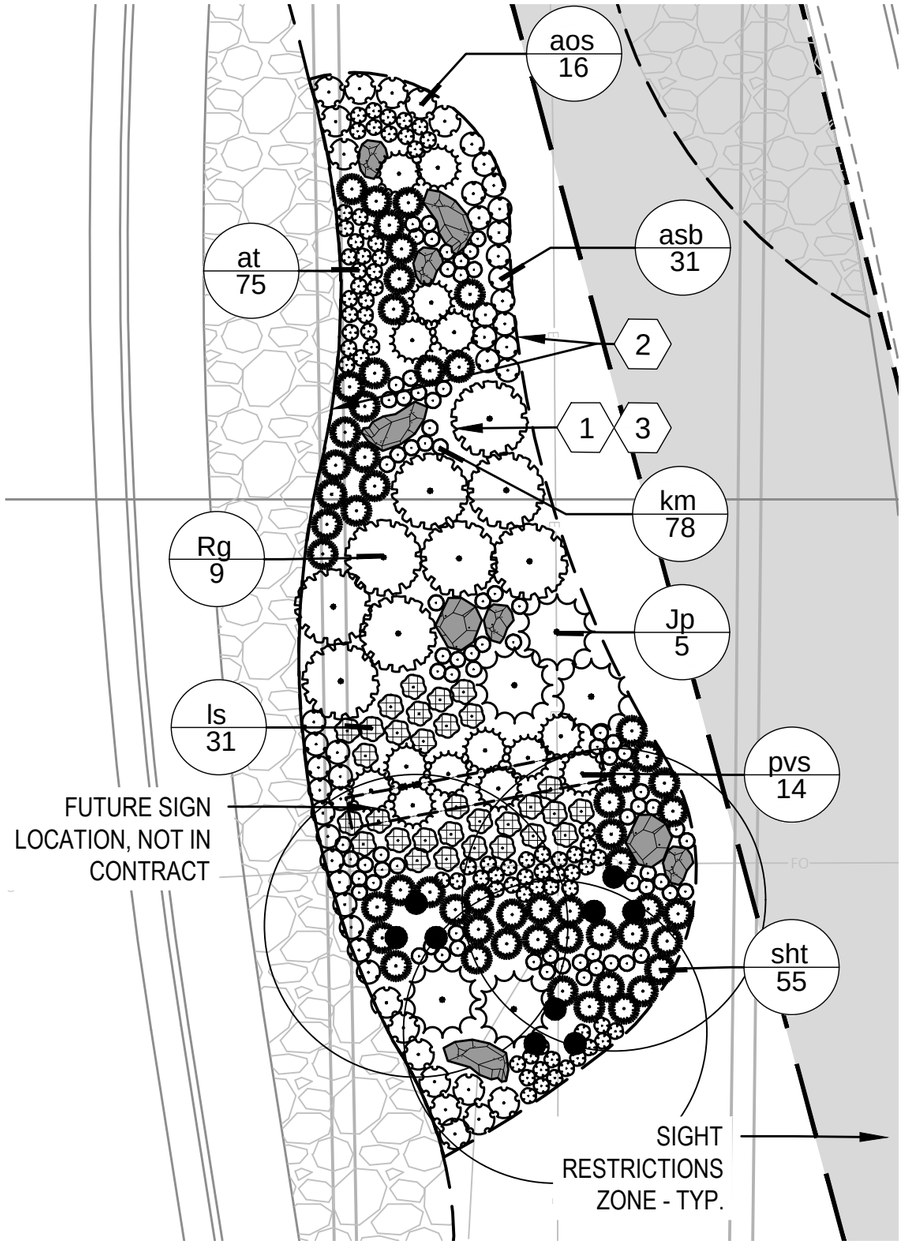
SYM	COMMON NAME
Dl	Honeysuckle, Dwarf Bush
Jsb	Juniper, 'Broadmoor'
km	Junegrass
sht	Prairie Dropseed, (Tara)
asb	Allium, (Summer Beauty)
ba	Dwarf False Indigo
rag	Black-Eyed Susan, (American Gold Rush)

0 10' 20'

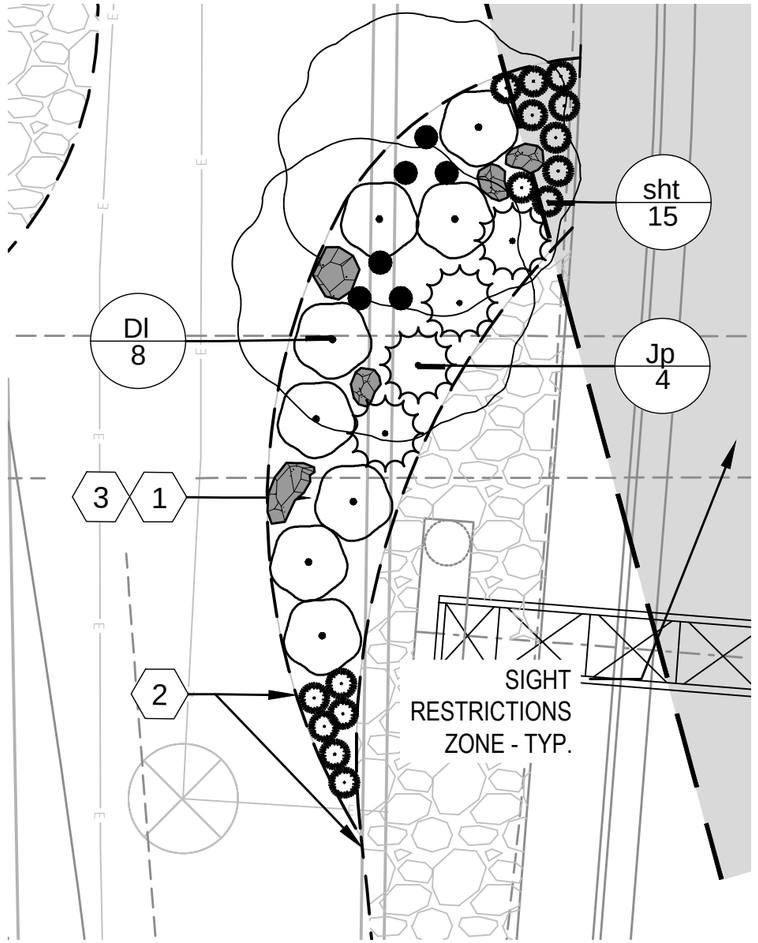
1" = 10'-0"

NORTH

LANDSCAPE PLAN ENLARGEMENT - PLANTING BED 5



LANDSCAPE PLAN ENLARGEMENT - PLANTING BED 6



2

LEGEND

- 1 — SHREDDED HARDWOOD BARK MULCH
- 2 — METAL EDGING
- 3 — PLANTING MIXTURE
- STONE COBBLES
- ACCENT BOULDERS

NOTES:

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH.

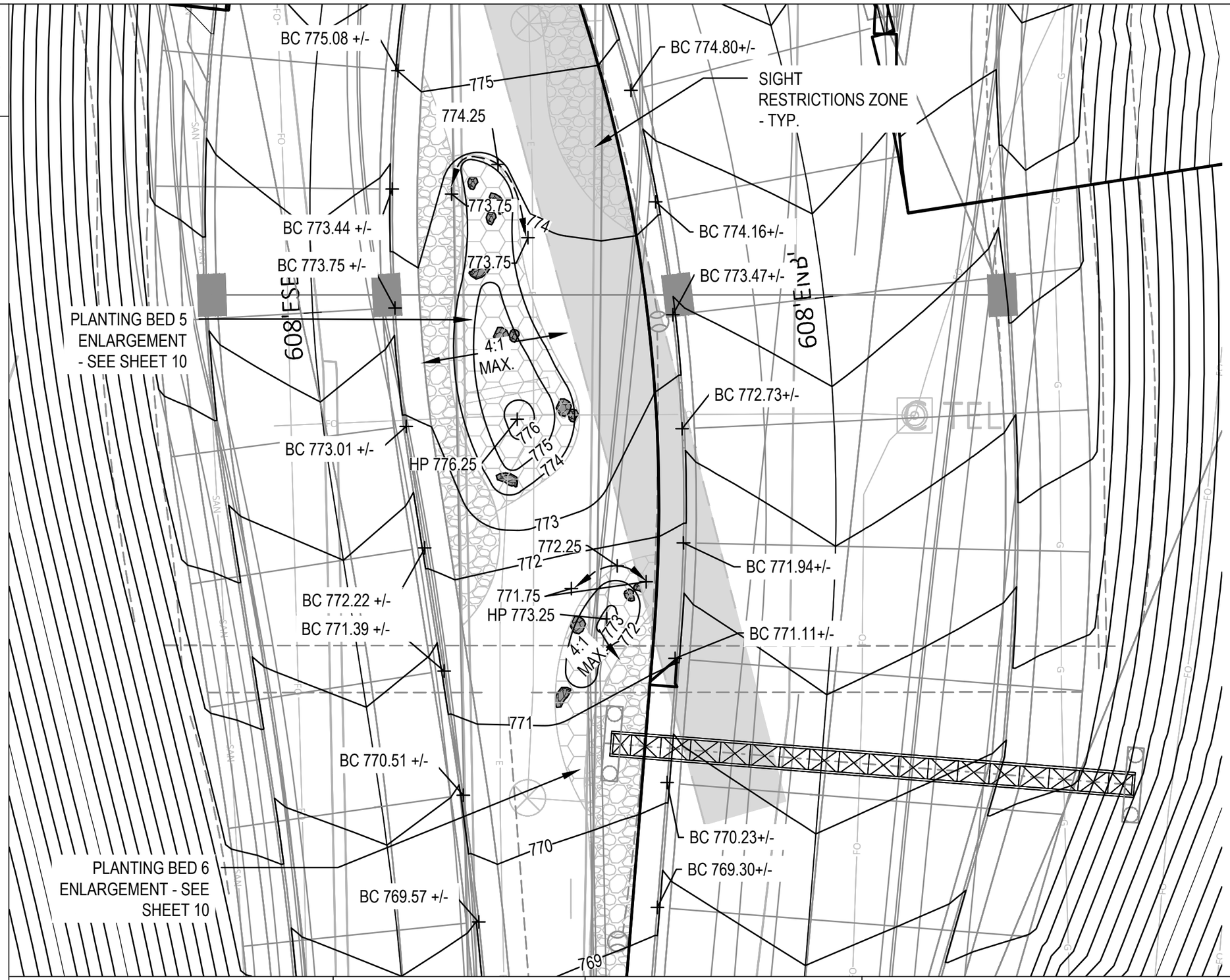
PLANT KEY

SYM	COMMON NAME
Dl	Honeysuckle, Dwarf Bush
Rg	Sumac, Gro-low
Jp	Juniper, 'Kallay's Compact' Pfitzer
km	Junegrass
pvs	Switch Grass, (Shenandoah)
sht	Prairie Dropseed, (Tara)
asb	Allium, (Summer Beauty)
at	Butterfly Milkweed
aos	Aster, (October Skies)
ls	Spiked Gayfeather,('Kobold)

0 10' 20'

1" = 10'-0"

NORTH



LEGEND

—100—	PROPOSED CONTOUR
	DIRECTION OF SURFACE DRAINAGE
6:1 MAX.	PROPOSED CONSTANT SLOPE
HP	HIGH POINT
BC	BACK OF CURB
	STONE COBBLES
	ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
	ACCENT BOULDERS

NOTE: REFER TO DETAIL 7 ON SHEET 17 FOR ADDITIONAL SOIL MOUNDING INFORMATION.

0 20' 40'
1" = 20'-0"

NORTH

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE GRADING PLAN	179	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 11 - GRADING

PLOT DATE : 10/25/2024 PLOT BY : SAIKI DESIGN PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

776
777
778
779
780
HP 780.25
6:1 MAX.
HP 780.25
HP 780.50
6:1 MAX.
HP 780.50
778
HP 780.50
780
779
778
778
610'ESB'
610'ENB'
SIGHT RESTRICTIONS ZONE - TYP.

LEGEND

—100—	PROPOSED CONTOUR
	DIRECTION OF SURFACE DRAINAGE
6:1 MAX.	PROPOSED CONSTANT SLOPE
HP	HIGH POINT
BC	BACK OF CURB
	STONE COBBLES
	ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
	ACCENT BOULDERS

NOTE: REFER TO DETAIL 7 ON SHEET 17 FOR ADDITIONAL SOIL MOUNDING INFORMATION.

0 20' 40'
1" = 20'-0"

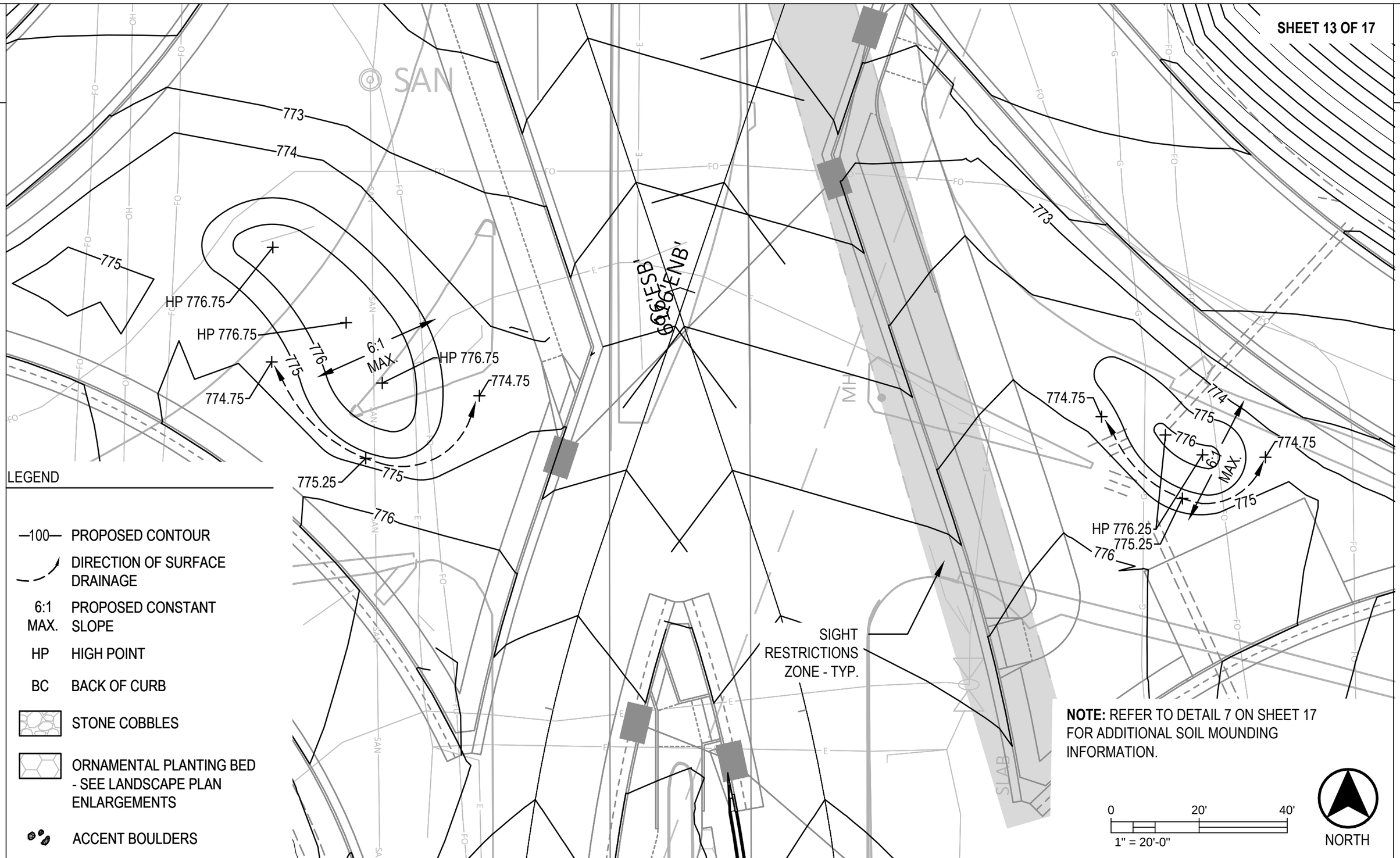
NORTH

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE GRADING PLAN	180	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 12 - GRADING

PLOT DATE : 10/25/2024 PLOT BY : SAIKI DESIGN PLOT SCALE : ##########

2



LEGEND

—100—	PROPOSED CONTOUR
	DIRECTION OF SURFACE DRAINAGE
6:1 MAX.	PROPOSED CONSTANT SLOPE
HP	HIGH POINT
BC	BACK OF CURB
	STONE COBBLES
	ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
	ACCENT BOULDERS

NOTE: REFER TO DETAIL 7 ON SHEET 17 FOR ADDITIONAL SOIL MOUNDING INFORMATION.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE GRADING PLAN	181	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 13 - GRADING
PLOT DATE : 10/25/2024
PLOT BY : SAIKI DESIGN
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

LEGEND

—100—	PROPOSED CONTOUR
	DIRECTION OF SURFACE DRAINAGE
6:1 MAX.	PROPOSED CONSTANT SLOPE
HP	HIGH POINT
BC	BACK OF CURB
	STONE COBBLES
	ORNAMENTAL PLANTING BED - SEE LANDSCAPE PLAN ENLARGEMENTS
	ACCENT BOULDERS

NOTE: REFER TO DETAIL 7 ON SHEET 17 FOR ADDITIONAL SOIL MOUNDING INFORMATION.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LANDSCAPE GRADING PLAN	182	E

FILE NAME : Q:\2024-009 OUTAGAMIE COUNTY I-41 DDI CONSTRUCTION\01-CAD\CAD 3 - CTH E\2024-009 SAIKI SHEETS_CTH E.DWG
LAYOUT NAME - SHEET 14 - GRADING
PLOT DATE : 10/25/2024
PLOT BY : SAIKI DESIGN
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature Height	Plant Spacing	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Diameter Required	Notes
								Ball/Pot		Root	Plant Hole						
								Diameter	Depth	Spread	Diameter	Depth					
	Canopy Trees																
TD	Baldcypress	*Taxodium distichum*	1T	50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
AG	Buckeye, 'Early Glow'	*Aesculus glabra 'JN Select'*	1T	35' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
UMG	Elm, 'Triumph'	*Ulmus x 'Morton Glossy'*	1T	55' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
CO	Hackberry	*Celtis occidentalis*	1T	40'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
GTS	Honeylocust, 'Skyline'	*Gleditsia triacanthos 'Skycole' PP1,619*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
AF	Maple, 'Sienna Glenn'	*Acer x freemanii 'Sienna' PP11,322*	1T	40'-50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
QM	Oak, Chinkapin	*Quercus muehlenbergii*	1T	60'-75' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
QS	Oak, Hybrid Swamp x Bur	*Quercus x schuettei*	1T	50'-75' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
QB	Oak, Swamp White	*Quercus bicolor*	1T	60'-75' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	----------	96"	17"	*	6	*	48"	----------
	Ornamental Trees																
CWK	Hawthorn, 'Winter King' (Shrub Form Tree)	*Crataegus viridis 'Winter King' (Shrub Form Tree)*	3T	20'-30' Ht.	Per Plans	6' Ht.	B&B	24"	14"	----------	96"	14"	*	5	*	48"	----------
AGF	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)	*Amelanchier x grandiflora 'Autumn Brilliance' (Shrub Form Tree)*	3T	15'-25' Ht.	Per Plans	6' Ht.	B&B	24"	14"	----------	96"	14"	*	5	*	48"	----------
HV	Witchhazel (Shrub Form Tree)	*Hamamelis virginiana (Shrub Form Tree)*	3T	12'-20' Ht.	Per Plans	6' Ht.	B&B	24"	14"	----------	96"	14"	*	5	*	48"	----------
	Evergreen Shrubs																
Jsb	Juniper, 'Broadmoor'	*Juniperus sabina 'Broadmoor'*	3E	2'-3' Ht.	6'-0" o.c.	24" Sprd / #3	Cont	12"	12"	----------	36"	12"	----------	2	No	No	----------
Jp	Juniper, 'Kallay's Compact' Pfitzer	*Juniperus chinensis 'Kallay's Compact'*	3E	2'-3' Ht.	6'-0" o.c.	24" Sprd / #3	Cont	12"	12"	----------	36"	12"	----------	2	No	No	----------
	Deciduous Shrubs																
DI	Honeysuckle, Dwarf Bush	*Diervilla lonicera*	3E	2'-3' Ht.	5'-0" o.c.	24" Sprd / #3	Cont	12"	12"	----------	36"	12"	----------	2	No	No	----------
Rg	Sumac, Gro-low	*Rhus aromatica 'Gro-low'*	3E	2'-3' Ht.	6'-0" o.c.	24" Sprd / #3	Cont	12"	12"	----------	36"	12"	----------	2	No	No	
	Ornamental Grasses																
km	Junegrass	*Koeleria macrantha*	1V	18"-24" Ht.	12" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
sht	Prairie Dropseed, (Tara)	*Sporobolus heterolepis 'Tara'*	1V	18" Ht.	24" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
pvs	Switch Grass, (Shenandoah)	*Panicum virgatum 'Shenandoah'*	1V	36"-60" Ht.	36" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
	Perennials																
asb	Allium, (Summer Beauty)	*Allium tanguticum 'Summer Beauty'*	1V	18"-24" Ht.	18" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
aos	Aster, (October Skies)	*Aster oblongifolius 'October Skies'*	1V	12"-18" Ht.	24" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
rag	Black-Eyed Susan, (American Gold Rush)	*Rudbeckia 'American Gold Rush'*	1V	18"-24" Ht.	18" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
at	Butterfly Milkweed	*Asclepias tuberosa*	1V	18"-24" Ht.	18" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
ba	Dwarf False Indigo	*Baptisia australis var. minor*	1V	18"-36" Ht.	24" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------
ls	Spiked Gayfeather, (Kobold)	*Liatris spicata 'Kobold'*	1V	18"-24" Ht.	18" o.c.	#1	Container	8"	10"	----------	16"	10"	----------	1	No	No	----------

* SEE ARTICLE FURNISHING AND PLANTING PLANT MATERIALS.

PLANT QUANTITIES TABLE

Symbol		Common Name	Scientific Name	Size When Planted	Root Zone Mode	Quantities												
						Sheet 2	Sheet 3	Sheet 4	Sheet 5	Sheet 6	Sheet 7	Planting Bed 1	Planting Bed 2	Planting Bed 3	Planting Bed 4	Planting Bed 5	Planting Bed 6	Totals
Canopy Trees 632.0101																		
TD	632.0101.001	Baldcypress	*Taxodium distichum*	2.5" Cal.	B&B		4			2								**6**
AG	632.0101.002	Buckeye, 'Early Glow'	*Aesculus glabra 'JN Select'*	2.5" Cal.	B&B	1				1								**2**
UMG	632.0101.003	Elm, 'Triumph'	*Ulmus x 'Morton Glossy'*	2.5" Cal.	B&B						3							**3**
CO	632.0101.004	Hackberry	*Celtis occidentalis*	2.5" Cal.	B&B	2												**2**
GTS	632.0101.005	Honeylocust, 'Skyline'	*Gleditsia triacanthos 'Skycole' PP1,619*	2.5" Cal.	B&B					2								**2**
AF	632.0101.006	Maple, 'Sienna Glenn'	*Acer x freemanii 'Sienna' PP11,322*	2.5" Cal.	B&B	1												**1**
QM	632.0101.007	Oak, Chinkapin	*Quercus muehlenbergii*	2.5" Cal.	B&B		1	2										**3**
QS	632.0101.008	Oak, Hybrid Swamp x Bur	*Quercus x schuettei*	2.5" Cal.	B&B	2	2			2	2							**8**
QB	632.0101.009	Oak, Swamp White	*Quercus bicolor*	2.5" Cal.	B&B	2	4			1	5							**12**
Ornamental Trees 632.0101																		
CWK	632.0101.010	Hawthorn, 'Winter King' (Shrub Form Tree)	*Crataegus viridis 'Winter King' (Shrub Form Tree)*	6' Ht.	B&B		4	5	8	3								**20**
AGF	632.0101.011	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)	*Amelanchier x grandiflora 'Autumn Brilliance' (Shrub Form Tree)*	6' Ht.	B&B		3		2	5								**10**
HV	632.0101.012	Witchhazel (Shrub Form Tree)	*Hamamelis virginiana (Shrub Form Tree)*	6' Ht.	B&B		1	1	1	1								**4**
Evergreen Shrubs 632.0201																		
Jsb	632.0201.001	Juniper, 'Broadmoor'	*Juniperus sabina 'Broadmoor'*	24" Sprd / #3	Cont									3	6			**9**
Jp	632.0201.002	Juniper, 'Kallay's Compact' Pfitzer	*Juniperus chinensis 'Kallay's Compact'*	24" Sprd / #3	Cont							3	3			5	4	**15**
Deciduous Shrubs 632.0201																		
DI	632.0201.003	Honeysuckle, Dwarf Bush	*Diervilla lonicera*	24" Sprd / #3	Cont							8	8	1	2		8	**27**
Rg	632.0201.004	Sumac, Gro-low	*Rhus aromatica 'Gro-low'*	24" Sprd / #3	Cont								7			9		**16**
Ornamental Grasses, Container, 1 Gal.																		
km	SPV.0060.5010	Junegrass	*Koeleria macrantha*	#1	Container								59	50	49	78		**236**
sht	SPV.0060.5020	Prairie Dropseed, (Tara)	*Sporobolus heterolepis 'Tara'*	#1	Container							7	66	36	61	55	15	**240**
pvs	SPV.0060.5030	Switch Grass, (Shenandoah)	*Panicum virgatum 'Shenandoah'*	#1	Container								13			14		**27**
Perennials, Container, 1 Gal.																		
asb	SPV.0060.5040	Allium, (Summer Beauty)	*Allium tanguticum 'Summer Beauty'*	#1	Container								41	37	31	31		**140**
aos	SPV.0060.5050	Aster, (October Skies)	*Aster oblongifolius 'October Skies'*	#1	Container								14			16		**30**
rag	SPV.0060.5060	Black-Eyed Susan, (American Gold Rush)	*Rudbeckia 'American Gold Rush'*	#1	Container									54	77			**131**
at	SPV.0060.5070	Butterfly Milkweed	*Asclepias tuberosa*	#1	Container								38			75		**113**
ba	SPV.0060.5080	Dwarf False Indigo	*Baptisia australis var. minor*	#1	Container								6	8	15			**29**
ls	SPV.0060.5090	Spiked Gayfeather, (Kobold)	*Liatris spicata 'Kobold'*	#1	Container								6			31		**37**

SHEET 2

POINT	STATION	OFFSET	DESCRIPTION
201	605+02.62 'ESB'	34.01 LT	CENTER OF TREE
202	604+52.27 'ESB'	33.16 LT	CENTER OF TREE
203	604+89.75 'ENB'	41.42 RT	CENTER OF TREE
204	604+39.53 'ENB'	40.41 RT	CENTER OF TREE
205	603+89.87 'ENB'	38.80 RT	CENTER OF TREE
206	603+38.59 'ENB'	38.19 RT	CENTER OF TREE
207	602+87.93 'ENB'	37.92 RT	CENTER OF TREE
208	602+42.91 'ENB'	38.00 RT	CENTER OF TREE

SHEET 3

POINT	STATION	OFFSET	DESCRIPTION
301	608+52.65 'ESB'	36.00 LT	CENTER OF TREE
302	607+77.58 'ESB'	35.93 LT	CENTER OF TREE
303	607+28.63 'ESB'	36.58 LT	CENTER OF TREE
304	606+54.14 'ESB'	35.52 LT	CENTER OF TREE
305	606+02.23 'ESB'	35.61 LT	CENTER OF TREE
306	605+52.58 'ESB'	43.27 LT	CENTER OF TREE
307	607+70.63 'ESB'	32.30 RT	CENTER OF TREE
308	607+70.46 'ESB'	45.46 RT	CENTER OF TREE
309	607+61.89 'ESB'	40.30 RT	CENTER OF TREE
310	607+39.67 'ENB'	45.16 LT	CENTER OF TREE
311	607+29.83 'ENB'	48.10 LT	CENTER OF TREE
312	606+77.03 'ESB'	38.87 RT	CENTER OF TREE
313	606+46.34 'ESB'	25.67 RT	CENTER OF TREE
314	606+34.77 'ESB'	29.45 RT	CENTER OF TREE
315	608+10.78 'ENB'	58.00 RT	CENTER OF TREE
316	607+67.13 'ENB'	56.00 RT	CENTER OF TREE
317	606+39.16 'ENB'	41.84 RT	CENTER OF TREE
318	605+89.20 'ENB'	41.16 RT	CENTER OF TREE
319	605+39.78 'ENB'	40.94 RT	CENTER OF TREE
320	608+70.52 'ESB'	41.99 RT	ARC OF BED
321	608+52.05 'ESB'	46.23 RT	ARC OF BED
322	608+18.49 'ENB'	35.01 LT	CORNER OF BED
323	608+49.67 'ESB'	21.50 RT	CORNER OF BED
324	608+32.24 'ESB'	28.28 RT	CORNER OF BED
325	608+20.57 'ESB'	41.68 RT	ARC OF BED
326	608+03.30 'ESB'	28.63 RT	ARC OF BED
327	607+80.18 'ESB'	50.23 RT	ARC OF BED
328	607+62.98 'ESB'	29.64 RT	ARC OF BED
329	607+60.32 'ESB'	43.69 RT	ARC OF BED
330	607+54.88 'ESB'	31.80 RT	CORNER OF BED
331	607+33.30 'ESB'	21.50 RT	CORNER OF BED

POINT	STATION	OFFSET	DESCRIPTION
332	607+47.29 'ENB'	36.03 LT	CORNER OF BED
333	607+35.77 'ENB'	50.58 LT	ARC OF BED
334	607+34.90 'ENB'	35.50 LT	CORNER OF BED
335	606+93.20 'ENB'	46.27 LT	CORNER OF BED
336	606+65.47 'ENB'	43.46 LT	ARC OF BED
337	606+46.57 'ENB'	35.50 LT	CORNER OF BED
338	606+41.83 'ESB'	21.50 RT	CORNER OF BED
339	606+33.09 'ESB'	26.52 RT	ARC OF BED
340	606+21.92 'ESB'	26.71 RT	ARC OF BED
341	605+88.47 'ESB'	36.05 RT	CORNER OF BED

SHEET 4

POINT	STATION	OFFSET	DESCRIPTION
401	610+92.51 'ESB'	37.26 RT	CENTER OF TREE
402	610+91.40 'ESB'	49.87 RT	CENTER OF TREE
403	610+81.21 'ESB'	42.47 RT	CENTER OF TREE
404	609+92.67 'ENB'	73.71 RT	CENTER OF TREE
405	609+82.01 'ENB'	69.61 RT	CENTER OF TREE
406	609+51.45 'ENB'	52.48 RT	CENTER OF TREE
407	609+11.54 'ENB'	123.63 RT	CENTER OF TREE
408	608+80.69 'ENB'	89.22 RT	CENTER OF TREE
409	609+05.28 'ESB'	21.57 RT	CORNER OF BED
410	608+94.38 'ESB'	28.60 RT	ARC OF BED

SHEET 5

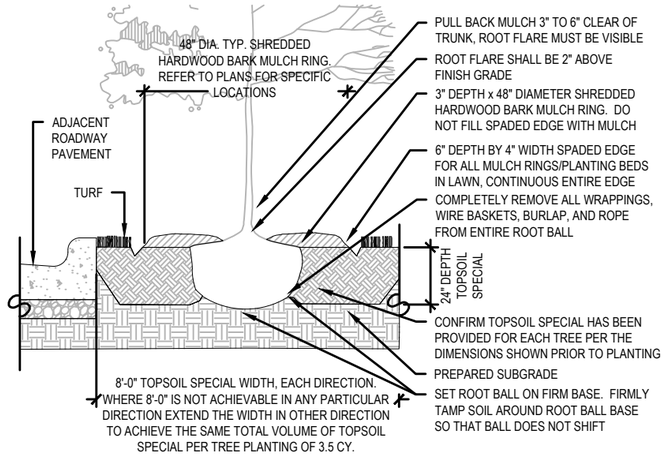
POINT	STATION	OFFSET	DESCRIPTION
501	616+95.32 'ESB'	54.39 LT	CENTER OF TREE
502	616+71.47 'ESB'	55.98 LT	CENTER OF TREE
503	616+68.93 'ESB'	43.18 LT	CENTER OF TREE
504	616+58.98 'ESB'	52.07 LT	CENTER OF TREE
505	616+31.43 'ESB'	82.36 LT	CENTER OF TREE
506	616+21.89 'ESB'	72.68 LT	CENTER OF TREE
507	615+96.43 'ESB'	70.23 LT	CENTER OF TREE
508	615+95.29 'ESB'	60.00 LT	CENTER OF TREE
509	615+86.95 'ESB'	66.33 LT	CENTER OF TREE
510	614+57.11 'ESB'	31.38 LT	CENTER OF TREE
511	614+46.15 'ESB'	29.71 LT	CENTER OF TREE

SHEET 6

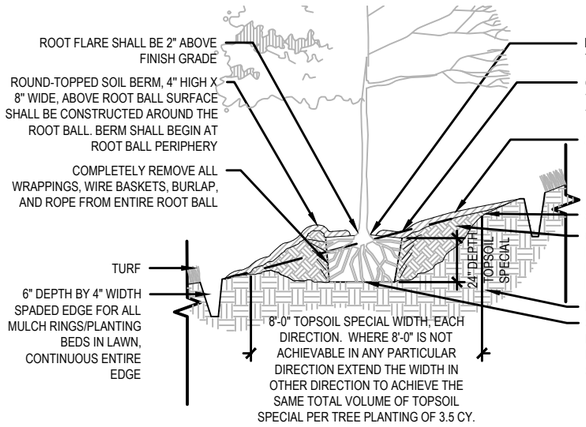
POINT	STATION	OFFSET	DESCRIPTION
601	620+27.86 'ESB'	47.89 LT	CENTER OF TREE
602	618+88.48 'ESB'	48.20 LT	CENTER OF TREE
603	618+44.56 'ESB'	50.23 LT	CENTER OF TREE
604	618+01.04 'ESB'	57.36 LT	CENTER OF TREE
605	620+17.05 'ENB'	26.09 LT	CENTER OF TREE
606	620+06.48 'ENB'	32.89 LT	CENTER OF TREE
607	619+29.09 'ESB'	59.02 RT	CENTER OF TREE
608	619+02.38 'ENB'	29.51 LT	CENTER OF TREE
609	618+90.95 'ENB'	29.96 LT	CENTER OF TREE
610	618+55.06 'ESB'	82.64 RT	CENTER OF TREE
611	618+27.44 'ENB'	44.92 LT	CENTER OF TREE
612	618+19.50 'ENB'	37.75 LT	CENTER OF TREE
613	618+15.83 'ENB'	50.37 LT	CENTER OF TREE
614	620+35.83 'ENB'	41.08 RT	CENTER OF TREE
615	619+83.57 'ENB'	41.14 RT	CENTER OF TREE
616	619+25.54 'ENB'	41.20 RT	CENTER OF TREE
617	618+81.25 'ENB'	41.30 RT	CENTER OF TREE
618	619+84.63 'ESB'	46.50 RT	CORNER OF BED
619	619+50.32 'ESB'	60.84 RT	ARC OF BED
620	619+50.16 'ENB'	21.60 LT	CORNER OF BED
621	619+23.42 'ENB'	33.09 LT	CORNER OF BED
622	619+20.33 'ENB'	29.63 LT	ARC OF BED
623	619+01.43 'ESB'	60.27 RT	ARC OF BED
624	618+80.00 'ENB'	31.26 LT	CORNER OF BED
625	618+82.66 'ENB'	28.06 LT	ARC OF BED
626	618+59.16 'ENB'	21.50 LT	CORNER OF BED
627	618+31.76 'ESB'	49.50 RT	CORNER OF BED
628	618+23.18 'ENB'	62.45 LT	ARC OF BED
629	618+15.53 'ENB'	68.63 LT	CORNER OF BED
630	618+02.62 'ENB'	36.23 LT	ARC OF BED
631	617+90.50 'ENB'	63.71 LT	CORNER OF BED
632	617+89.90 'ENB'	41.03 LT	ARC OF BED
633	617+73.79 'ENB'	50.86 LT	ARC OF BED
634	617+64.57 'ENB'	46.00 LT	CORNER OF BED
635	617+46.54 'ENB'	21.50 LT	CORNER OF BED

SHEET 7

POINT	STATION	OFFSET	DESCRIPTION
701	622+29.89 'ESB'	44.66 LT	CENTER OF TREE
702	621+81.23 'ESB'	47.49 LT	CENTER OF TREE
703	621+31.28 'ESB'	48.39 LT	CENTER OF TREE
704	620+78.28 'ESB'	48.14 LT	CENTER OF TREE
705	621+87.37 'ENB'	29.84 LT	CENTER OF TREE
706	621+37.43 'ENB'	29.77 LT	CENTER OF TREE
707	620+67.57 'ENB'	30.28 LT	CENTER OF TREE
708	621+89.09 'ENB'	40.08 RT	CENTER OF TREE
709	621+39.79 'ENB'	40.97 RT	CENTER OF TREE
710	620+89.01 'ENB'	41.31 RT	CENTER OF TREE



NOTES:
1. ALL TREES TO RECEIVE SHREDDED HARDWOOD BARK MULCH RING UNLESS OTHERWISE NOTED ON PLANS.
2. TREES MUST BE PLANTED PLUMB REGARDLESS OF SLOPE.
3. SCARIFY SIDES OF PLANTING HOLE PRIOR TO BACKFILLING.
4. REMOVE ALL DEBRIS, SLAG PILES, AND TRASH PRIOR TO PLACING TOPSOIL SPECIAL.
5. PLACE TOPSOIL SPECIAL IN 6"-8" LIFTS, WATERING AND TAMPING BETWEEN LIFTS TO ACHIEVE A LIGHTLY COMPACTED BACKFILL TO 75-82% STANDARD PROCTOR DENSITY.

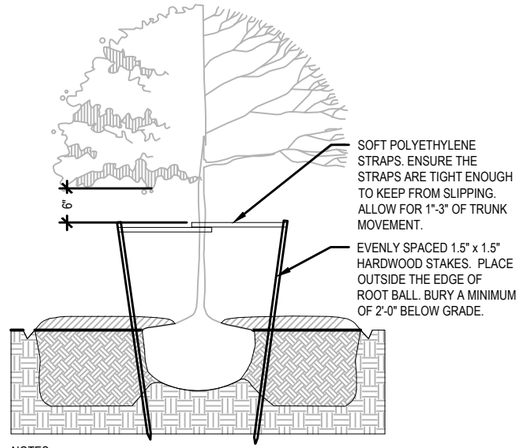


SLOPE CONDITION

NOTES:
1. ALL TREES TO RECEIVE SHREDDED HARDWOOD BARK MULCH RING UNLESS OTHERWISE NOTED ON PLANS.
2. TREES MUST BE PLANTED PLUMB REGARDLESS OF SLOPE.
3. SCARIFY SIDES OF PLANTING HOLE PRIOR TO BACKFILLING.
4. REMOVE ALL DEBRIS, SLAG PILES, AND TRASH PRIOR TO PLACING TOPSOIL SPECIAL.
5. PLACE TOPSOIL SPECIAL IN 6"-8" LIFTS, WATERING AND TAMPING BETWEEN LIFTS TO ACHIEVE A LIGHTLY COMPACTED BACKFILL TO 75-82% STANDARD PROCTOR DENSITY.

1 TREE PLANTING IN NON-PLANTING BED LOCATIONS

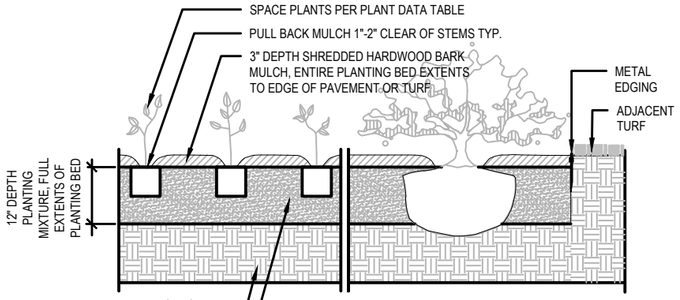
SCALE: NOT TO SCALE



NOTES:
1. ONLY STAKE TREES AT DIRECTION OF FIELD ENGINEER OR FORESTRY DEPARTMENT REPRESENTATIVE FROM LOCAL MUNICIPALITY.
2. REMOVE AND DISPOSE OF ALL BRACING MATERIALS AT THE END OF THE LANDSCAPE PLANTING SURVEILLANCE AND CARE PERIOD.

2 TREE BRACING

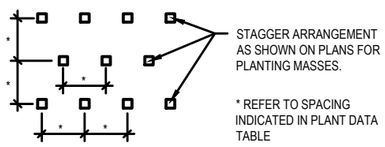
SCALE: NOT TO SCALE



NOTES:
1. SCARIFY SIDES OF PLANTING HOLE PRIOR TO BACKFILLING.
2. REMOVE ALL DEBRIS, SLAG PILES, AND TRASH PRIOR TO PLACING PLANTING MIXTURE.
3. PLACE PLANTING MIXTURE IN 6"-8" LIFTS, WATERING AND TAMPING BETWEEN LIFTS TO ACHIEVE A LIGHTLY COMPACTED BACKFILL TO 75-82% STANDARD PROCTOR DENSITY.

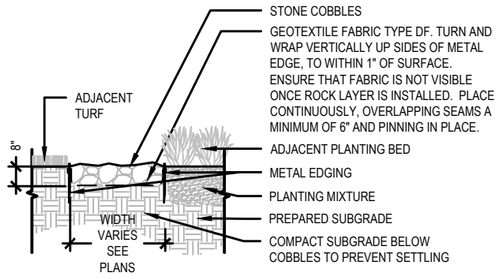
3 PLANTING BEDS

SCALE: NOT TO SCALE



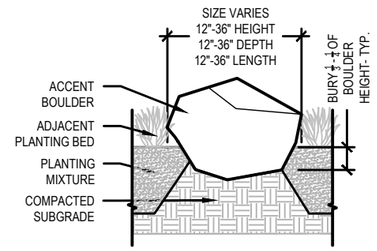
4 PERENNIAL AND SHRUB SPACING

SCALE: NOT TO SCALE



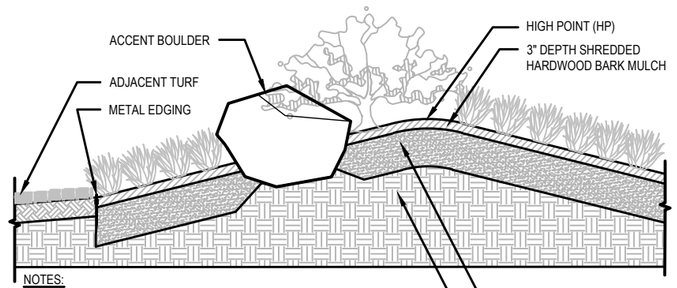
5 METAL EDGING

SCALE: NOT TO SCALE



6 ACCENT BOULDER

SCALE: NOT TO SCALE



NOTES:
1. REMOVE ALL DEBRIS, SLAG PILES, AND TRASH PRIOR TO PLACING PLANTING MIXTURE.
2. PLACE PLANTING MIXTURE IN 6"-8" LIFTS, WATERING AND TAMPING BETWEEN LIFTS TO ACHIEVE A LIGHTLY COMPACTED BACKFILL TO 75-82% STANDARD PROCTOR DENSITY.
3. FOR SOIL MOUNDING IN TURF AREAS USE FILL MATERIAL BELOW TOPSOIL TO MAKE UP ADDITIONAL MOUNDING HEIGHT.
4. SEE LANDSCAPE GRADING PLANS FOR SOIL MOUNDING GRADES.
5. SEE ROADWAY PLAN DETAILS & CROSS SECTIONS FOR ROADWAY GRADES.

7 SOIL MOUNDING

SCALE: NOT TO SCALE

SEE SPV BLUE SPECIFIC SERVICE SIGNS TO COORDINATE REMOVAL OF ANY BLUE SIS SIGNS

LOCAL OWNED SIGN COORDINATE REMOVAL AND REINSTALLATION WITH MUNICIPALITY

D3-1 STREET NAME SIGN LOCAL OWNED REMOVE AND RETURN TO CONSTRUCTION ENGINEER

LOCAL OWNED REMOVE AND RETURN TO CONSTRUCTION ENGINEER

LOCAL OWNED SIGN

SIS - CONTACT WISCONSIN LOGOS

CTH E/N BALLARD RD

CAPITOL DRIVE

RAMP EBB

MATCHLINE 614'ENB+00

1 NB

SB

1D R3-8LF

1A

1B

1C LEFT TURN YIELD ON FLASHING YELLOW ARROW R10-50L

1 JCT 41 J1-1

2 R4-7

3 NORTH SOUTH 41 KEEP LEFT KEEP LEFT D1-70 REMOVE

4 SPEED LIMIT 35 R2-1

5 WRONG WAY R5-1A SPEED LIMIT 35 R2-1

6 WRONG WAY R5-1A

7 NORTH 41 J3-1 DO NOT ENTER R5-1

8 COUNTY E M1-5A

9 STOP R1-1F NORTH 41 J3-1 R3-2

10 STOP R1-1F ONE WAY R6-2L

11 YIELD R1-2

12 H J13-1

13 YIELD R1-2

14 STOP R1-1F DO NOT ENTER R5-1

15 PARK & RIDE D4-2L

16 WRONG WAY R5-1A ONLY ONLY R3-8X

17 WRONG WAY R5-1A

18 D1-71

19 R4-7 STOP R1-1F

20 SOUTH 41 J3-1

21 STOP R1-1F

22 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57

COUNTY E M1-5A

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EXISTING SIGNING	SHEET 186 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-REMOVALS90.DWG
LAYOUT NAME - 02-ENB-01
PLOT DATE : 12/16/2024 10:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE 614'ENB'+00

RAMP EC

RAMP ED

CTH E/N BALLARD RD

EVERGREEN DRIVE

LOCAL OWNED SIGN

SIS - CONTACT WISCONSIN LOGOS

D1-71 — 25

RAMP CLOSED USE ALT ROUTE — R11-54F — 26

R4-7 — SOUTH INTERSTATE 41 — J3-1 — 24

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED — R5-57 — 34

YIELD — R1-2 — 35

RAMP CLOSED USE ALT ROUTE — R11-54F — 36

SOUTH INTERSTATE 41 — J3-1 — WRONG WAY — R5-1A — 37

SOUTH NORTH — 41 — KEEP LEFT KEEP LEFT — D1-70 REMOVE — 42

SPEED LIMIT 35 — R2-1 — 43

W3-3 — 44 45

JCT — N INTERSTATE 41 — J1-1 — 46

DO NOT ENTER — R5-1 — 23

WRONG WAY — R5-1A — 27

H — J13-1 — 30

COUNTY E — M1-5A — 31

DO NOT ENTER — R5-1

STOP — R1-1F

YIELD — R1-2 — 32

STOP — R1-1F — 33

STOP — R1-1F — 38

R3-2

STOP — R1-1F — 39

COUNTY E — M1-5A — 40

SPEED LIMIT 35 — R2-1 — 41

PARK & RIDE — D4-2L — 47

DO NOT ENTER — R5-1 — 48

PARK & RIDE — D4-2L — 28

WRONG WAY — R5-1A

29 D1-3

SEE SPV BLUE SPECIFIC SERVICE SIGNS TO COORDINATE REMOVAL OF ANY BLUE SIS SIGNS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EXISTING SIGNING	SHEET 187	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-REMOVALS90.DWG
LAYOUT NAME - 02-ENB-02
PLOT DATE : 12/16/2024 10:51 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

SEE SPV BLUE SPECIFIC SERVICE SIGNS TO COORDINATE REMOVAL OF ANY BLUE SIS SIGNS

N

ONLY ONLY
R3-8X
49

SIS - CONTACT
WISCONSIN LOGOS

REMOVING ANCILLARY
STRUCTURE S-44-33
REMOVE E7-2
50

IH 41 SB

IH 41 NB

51

REMOVING ANCILLARY
STRUCTURE S-44-34
REMOVE E7-2

MATCHLINE 859+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EXISTING SIGNING	SHEET 188	E

xx NEW SIGN

SIGN ON WOOD POST

SIGN ON POLE

TYPE II SIGN POST LENGTHS ARE ESTIMATED. CONTRACTOR TO VERIFY FIELD CONDITIONS AND USE POST LENGTH NECESSARY FOR EACH SIGN.

N

12A R3-5L 42"X48" — ONLY
12B R3-5L 42"X48" — ONLY
12C R3-6R 42"X48"
33 R2-1 36"X48" — SPEED LIMIT 35
34 M1-5A 24"X24" — COUNTY E
35 R5-1A 42"X30" — WRONG WAY
36 38 R6-2R 24"X30" — ONE WAY
37 39 R10-11B 24"X24" — NO TURN ON RED
40 R3-1 36"X36"
41 R1-1F 30"X30" — STOP
42 R5-1 36"X36" — DO NOT ENTER
43 R1-1F 30"X30" — STOP
44 R3-2 36"X36"
45 R1-1F 30"X30" — STOP
46 R1-1F 30"X30" — STOP
48 W12-1D 24"X24"
47 R5-1 36"X36" — DO NOT ENTER

12 J1-1 24"X39" — JCT Interstate 41
13 16 W24-1L 36"X36"
14 17 W24-1P 36"X24" — ALL LANES
15 18 W13-1 18"X18" — 25 MPH
19A R3-55L 24"X30" — LEFT TURN LANE
19 R3-8AAA 54"X30" — ONLY ONLY ONLY
20 R11-54F 48"X30" — RAMP CLOSED USE ALT ROUTE
21 R3-7R 30"X30" — RIGHT LANE MUST TURN RIGHT
22 R5-1A 42"X30" — WRONG WAY
23 R5-1 36"X36" — DO NOT ENTER
24 R3-4 36"X36"
25 R1-1F 30"X30" — STOP
26 R4-7 24"X30" ***
27 W12-1D 24"X24"
28 R3-1 36"X36"
29 R1-1F 30"X30" — STOP
30 R5-1 36"X36" *** — DO NOT ENTER
31 R3-2 36"X36"
32 R1-1F 30"X30" — STOP
49 R4-8 24"X30"
50 R3-4 36"X36"
51 R1-1F 30"X30" — STOP

CAPITOL DRIVE
CTH E/N BALLARD RD
RAMP EBB
RAMP EAA
IH 41 NB
IH 41 SB
MATCHLINE 614'ENB'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET 189 E

FILE NAME : C:\USERS\DOTETS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-TYPEII_PERM.DWG
LAYOUT NAME - 02-ENB-01
PLOT DATE : 10/21/2024 2:03 PM PLOT BY : SIKORSKI, ERIC T PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

CTH E/N BALLARD RD

EVERGREEN DRIVE

MATCHLINE 614'ENB'+00

RAMP ECC

RAMP EDD

850'ECC

674'ECC

852'ECC

616'ECC

618'ECC

618'ESB'

620'ESB'

622'ESB'

624'ESB'

626'ESB'

620'ENB'

622'ENB'

624'ENB'

626'ENB'

618'ENB'

616'EDD'

614'EDD'

294'EDD'

298'EDD'

*** R3-4 36"X36" 52

R1-1F 30"X30" 53

R4-8 24"X30" 54

*** R3-2 36"X36" 79

R1-1F 30"X30" 80

*** DO NOT ENTER R5-1 36"X36" 81

*** R3-1 36"X36" 82

R1-1F 30"X30" 83

W12-1D 24"X24" 87

*** R4-7 24"X30" 84

*** R3-4 36"X36" 85

R1-1F 30"X30" 86

WRONG WAY R5-1A 42"X30" 89

ONLY ONLY R3-8AR 36"X30" 91

RAMP CLOSED USE ALT ROUTE R11-54F 48"X30" 88

W24-1L 36"X36" 93 96

ALL LANES W24-1P 36"X24" 94 97

25 MPH W13-1 18"X18" 95 98

JCT Overman 41 J1-1 24"X39" 99

R4-7 24"X30" 100

R3-1 36"X36" 66

R1-1F 30"X30" 65

DO NOT ENTER R5-1 36"X36" 64

R1-1F 30"X30" 67

ONE WAY R6-2R 24"X30" 68 70

R5-1 36"X36" 72

COUNTY E M1-5A 36"X36" 73

WRONG WAY R5-1A 42"X30" 90

ONLY ONLY ONLY R3-8AAA 54"X30" 92

SPEED LIMIT 35 R2-1 36"X48" 74

NO TURN ON RED R10-11B 24"X24" 69 71

DO NOT ENTER R5-1 36"X36" 55

R1-1F 30"X30" 57 58

R3-2 36"X36" 59

101 102 103 104 105

R7-8A 12"X18"

*** SIGN SIZE MAY VARY

xx NEW SIGN

SIGN ON WOOD POST

SIGN ON POLE

TYPE II SIGN POST LENGTHS ARE ESTIMATED. CONTRACTOR TO VERIFY FIELD CONDITIONS AND USE POST LENGTH NECESSARY FOR EACH SIGN.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET 190	E

FILE NAME : C:\USERS\DOTETS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-TYPEII_PERM.DWG
LAYOUT NAME - 02-ENB-02

PLOT DATE : 5/22/2024 10:37 AM PLOT BY : SIKORSKI, ERIC T PLOT NAME : PLOT SCALE : 1 IN:100 FT

TYPE II SIGN POST LENGTHS ARE ESTIMATED. CONTRACTOR TO VERIFY FIELD CONDITIONS AND USE POST LENGTH NECESSARY FOR EACH SIGN.

N

D1-2 112

W4-2R
36"X36"
115 116

114
W12-1D
24"X24"

106
EXIT
144
E5-1A
MOVE EXISTING

107
W3-3
MOVE EXISTING

109
ONLY ONLY
R3-8RR
36"X30"

108 111
WRONG WAY
R5-1A
42"X30"

110
ONLY ONLY
R3-8LL
36"X30"

113 D1-2

117
YIELD
R1-2
36"X31"

***

XX NEW SIGN
SIGN ON WOOD POST
SIGN ON POLE

MATCHLINE 844+00

IH 41 SB
'SB' 846'SB' 848'SB' 850'SB' 852'SB' 856'SB' 858'SB'
44 846 848 850 852 856 858
'NB' 846'NB' 848'NB' 850'NB' 852'NB' 856'NB' 858'NB'
IH 41 NB
1852'CD' 1856'CD' 1858'CD'
RAMP CD

CTH E/N BALLARD RD

RAMP ECC
614'ECC
846'EC
848'EC
850'EC
852'EC
RAMP EC
618'ECC
618'ESB
618'ENB
618'EDD
616'EDD
614'EDD
296'EDD
298'ED
294'ED
RAMP EDD
RAMP ED
858'EC
858'ENB
858'ESB
856'ESB

846'EBT'
EBT
EB'
846'EB'
848'EB'
850'EB'
RAMP EB
852'EB'
612'EBB
610'EBB
RAMP EBB
854'EA'
856'EA'
858'EA'
RAMP EA
612'EAA'
610'EAA'
RAMP EAA
610'ESB
612'ESB
612'ENB
610'ENB
854'EAA'
856'EAA'

MATCHLINE 859+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET 191	E

FILE NAME : C:\USERS\OWENSJ2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-TYPEII_PERM RAMPS.DWG
LAYOUT NAME - 01-41-02
PLOT DATE : 6/25/2024 7:54 AM PLOT BY : OWENS, JACK PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE 859+00

WRONG WAY
R5-1A
42"X30"
118
119

ONLY ONLY
R3-8RR
36"X30"
120

ONLY ONLY
R3-8LL
36"X30"
121

W3-3
MOVE EXISTING
122

EXIT 144
E5-1A
MOVE EXISTING
123

317
E1-5P
108"X30"

EXIT 144
E
Ballard Rd
E4-1A
204"X126"
316

N

612'EDT'
RAMP ED
300'ED'
302'EDT'
RAMP EDT
304'EDT'
306'EDT'
308'EDT'
310'EDT'

IH 41 SB
860'SB' 862'SB' 864'SB' 866'SB' 868'SB' 870'SB' 872'SB' 874'SB'
860 862 864 866 868 870 872 874
860'NB' 862'NB' 864'NB' 866'NB' 868'NB' 870'NB' 872'NB' 874'NB'

IH 41 NB
1860'CD' 1862'CD' 1864'CD' 1866'CD' 1868'CD' 1870'CD' 1872'CD' 1874'CD'
866'EAT'
868'EAT'
870'EAT' 872'EAT' 874'EAT'

860'EA'
862'EA'
RAMP EA
864'EAT'
RAMP EAT

319
E1-5P
108"X30"

318
EXIT 145
441 SOUTH
1/2 MILE
USE RIGHT LANE
E1-1A
192"X114"

SIGN
POST
RIPRAP
W

XX SIGN MOVE
xx NEW SIGN
SIGN ON WOOD POST
SIGN ON POLE
TYPE ISIGN - STEEL SUPPORT

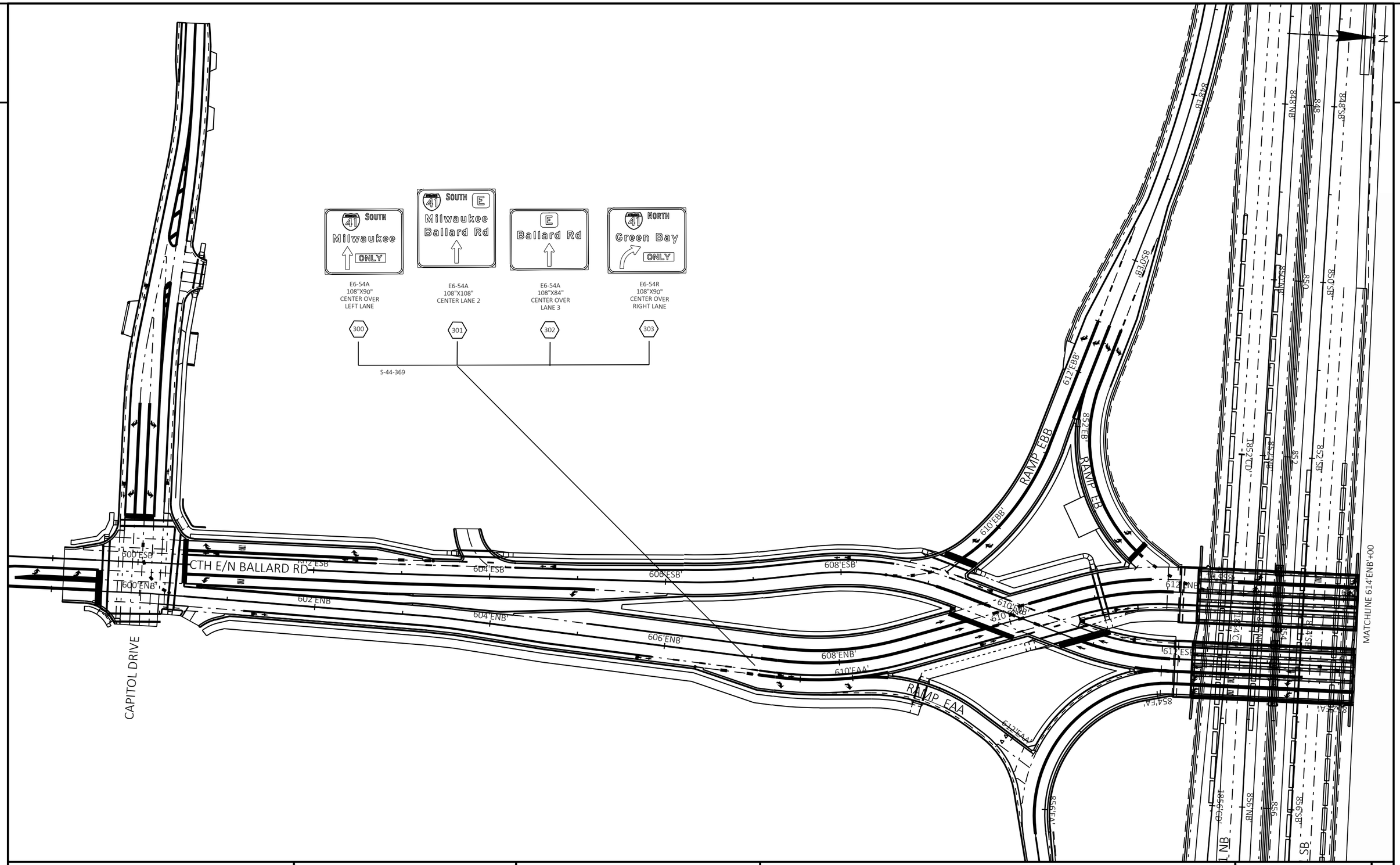
TYPE II SIGN POST LENGTHS ARE ESTIMATED. CONTRACTOR TO VERIFY FIELD CONDITIONS AND USE POST LENGTH NECESSARY FOR EACH SIGN.

TYPE I POST LENGTHS ARE ESTIMATED. CONTRACTOR TO VERIFY FIELD CONDITIONS AND SIGN LOCATION FOR CORRECT POST LENGTH/TYPE PER SIGN PLATES A3-1, A3-2, A3-3, A4-1

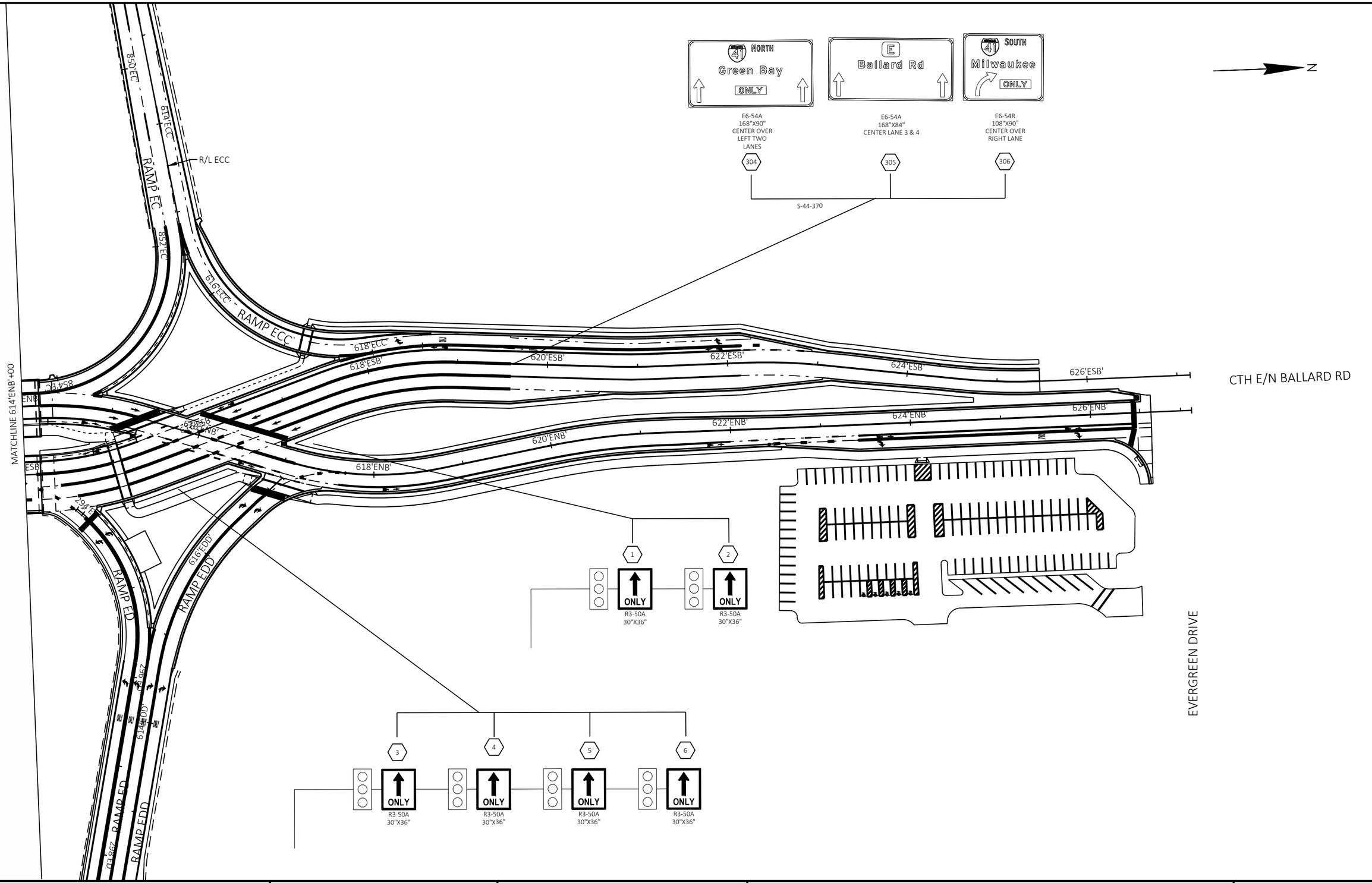
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET 192	E

FILE NAME : C:\USERS\DOTETS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-TYPEII_PERM RAMPS.DWG
LAYOUT NAME - 01-41-03
PLOT DATE : 12/18/2024 1:04 PM PLOT BY : SIKORSKI, ERIC T PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

SOUTH
41
Milwaukee
ONLY
E6-54A
108"X90"
CENTER OVER
LEFT LANE
300
SOUTH
41
E
Milwaukee
Ballard Rd
E6-54A
108"X108"
CENTER LANE 2
301
E
Ballard Rd
E6-54A
108"X84"
CENTER OVER
LANE 3
302
NORTH
41
Green Bay
ONLY
E6-54R
108"X90"
CENTER OVER
RIGHT LANE
303
S-44-369


CTH E/N BALLARD RD
CAPITOL DRIVE
RAMP EBB
RAMP EB
RAMP EAA
600'ESB'
600'ENB'
602'ESB'
602'ENB'
604'ESB'
604'ENB'
606'ENB'
608'ESB'
608'ENB'
610'EBB'
610'EAA'
612'ESB'
612'ENB'
612'EAA'
848'EB
848'NB
848
848'SB
850'EB
850'NB
850
850'SB
852'EB
852'NB
852
852'SB
854'EA
854'NA
854
854'SA
856'EA
856'NA
856
856'SA
MATCHLINE 614'ENB'+00
N
NB
SB

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING – SIGN STRUCTURES	SHEET 194	E

FILE NAME : C:\USERS\DOTETS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-OVERHEADS2.DWG
LAYOUT NAME - 02-ENB-02
PLOT DATE : 5/21/2024 7:30 AM
PLOT BY : SIKORSKI, ERIC T
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE 844+00

MATCHLINE 859+00

IH 41 SB

IH 41 NB

CTH E/N BALLARD RD

RAMP CD

RAMP EB

RAMP EBB

RAMP EC

RAMP ECC

RAMP ED

RAMP EDD

RAMP EA

RAMP EAA

S-44-0XXX

S-44-371

S-44-367

S-44-XXX

E6-54L
108"X90"
CENTER OVER
LEFT LANE
307

E6-52
156"X96"
CENTER OVER
CENTER LANE
308

E6-54A
108"X84"
CENTER OVER
RIGHT LANE
309

E6-54L
192"X90"
CENTER OVER
LEFT TWO
LANES
312

E6-54A
168"X84"
CENTER OVER
RIGHT TWO
LANES
313

E6-54L
192"X84"
CENTER OVER
LEFT TWO
LANES
310

E6-54R
192"X84"
CENTER OVER
RIGHT TWO
LANES
311

R3-50A
30"X36"
7

R3-50A
30"X36"
8

R3-50A
30"X36"
9

R3-50A
30"X36"
10

R3-50A
30"X36"
11

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING – SIGN STRUCTURES	SHEET 195	E

FILE NAME : C:\USERS\OWENSJ2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-OVERHEADS1.DWG
LAYOUT NAME - 01-41-02
PLOT DATE : 6/25/2024 7:56 AM
PLOT BY : OWENS, JACK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

E

Ballard Rd

E6-54L
192"X84"
CENTER OVER
LEFT TWO LANES

314

E

Ballard Rd

E6-54R
192"X84"
CENTER OVER
RIGHT TWO LANES

315

S-44-373

612'EA'

RAMP ED

300'ED'

S-44-0372

302'EDT'

RAMP EDT

304'EDT'

306'EDT'

308'EDT'

310'EDT'

IH 41 SB

860'SB' 862'SB' 864'SB' 866'SB' 868'SB' 870'SB' 872'SB' 874'SB'

860 862 864 866 868 870 872 874

860'NB' 862'NB' 864'NB' 866'NB' 868'NB' 870'NB' 872'NB' 874'NB'

IH 41 NB

870'EAT' 872'EAT' 874'EAT'

1860'CD' 1862'CD' 1864'CD' 1866'CD' 1868'CD' 1870'CD' 1872'CD' 1874'CD'

866'EAT'

864'EAT'

862'EA'

860'EA'

RAMP EA

RAMP EAT

MATCHLINE 859+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING – SIGN STRUCTURES	SHEET 196	E

FILE NAME : C:\USERS\DOTETS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576_SIGN PLANS\11306576-OVERHEADS1.DWG
LAYOUT NAME - 01-41-03
PLOT DATE : 5/21/2024 7:31 AM
PLOT BY : SIKORSKI, ERIC T
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

STREET LIGHTING PLANS PREPARED BY

KL Engineering
[A] Better Experience

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

10/11/2024
(DATE)
(SIGNATURE)

GENERAL STREET LIGHTING NOTES:

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

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

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

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

5) REFER TO STAKING DATA FOR EXACT LOCATIONS, WITH ALL LOCATIONS APPROVED BY THE ENGINEER PRIOR TO INSTALL. GENERAL GUIDLINES FOR OFFSETS ARE AS FOLLOWS:
-BEHIND CURB AND GUTTER: 4.33' FROM FACE OF CURB TO CENTER OF BASE
-BEHIND GUARDRAIL OR BARRIER: 4.83' FROM FACE OF BARRIER TO CENTER OF BASE
-ON SHOULDER: 6' FROM SUBGRADE SLOPE HINGE POINT TO CENTER OF BASE
-CRASH INVESTIGATION SITES: 6' FROM EDGE OF PAVEMENT TO CENTER OF BASE

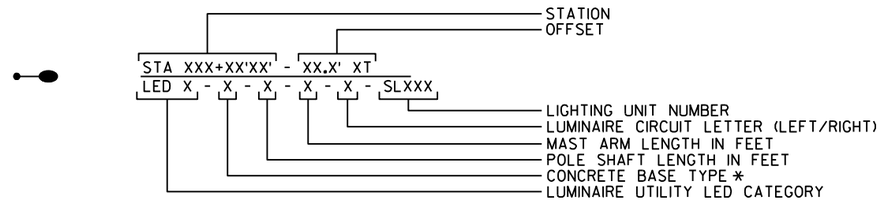
6) CONDUIT RIGID METALLIC MAY BE REQUIRED ACROSS STRUCTURE JOINTS AT CERTAIN LOCATIONS. FIVE FEET (MINIMUM) ON EITHER SIDE OF THE JOINT REQUIRED. APPLY ASPHALTIC SEALANT TO ANY EXPOSED METALLIC CONDUIT. EXPANSION FITTING BONDING JUMPER TO ASPHALTIC SEALANT TO BE CONSIDERED INCIDENTAL TO THE CONDUIT. REFER TO LOCATIONS SHOWN IN THE PLANS FOR RIGID METALLIC CONDUIT LOCATIONS.

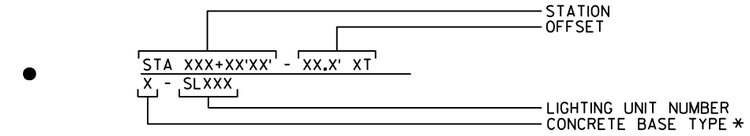
7) CABINET BASES AND THE PULLBOXES AND CONDUIT WITHIN THE AREA OF CABINET BASES SHALL BE INSTALLED PER FIELD CONDITIONS (WITH ENGINEER APPROVAL). VERIFY THE LOCATION OF ALL ELECTRICAL FACILITIES WITH THE ENGINEER PRIOR TO INSTALLING.

8) REFER TO SIGNAL AND ITS PLANS FOR LOCATIONS WITH SHARED INFRASTRUCTURE.

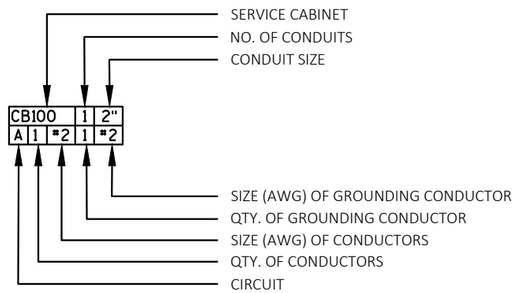
LIGHTING PLAN LEGEND

- PROPOSED CONCRETE CONTROL CABINET BASE/ELEC. SERICE
- PROPOSED PULL BOX NON-CONDUCTIVE (24"X42")
- PROPOSED LIGHTING CONDUIT (2" SCHEDULE 40 PVC)
- PROPOSED LIGHTING CONDUIT (SCHEDULE 80)
- PROPOSED SINGLE ARM LUMINAIRE
- PROPOSED TWIN ARM LUMINAIRE
- CONCRETE BASE FOR FUTURE LIGHT POLE INSTALLATION
- EXISTING LUMINAIRE TO REMAIN





CONDUIT/CONDUCTOR LEGEND



ABBREVIATIONS

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

2

■ 1

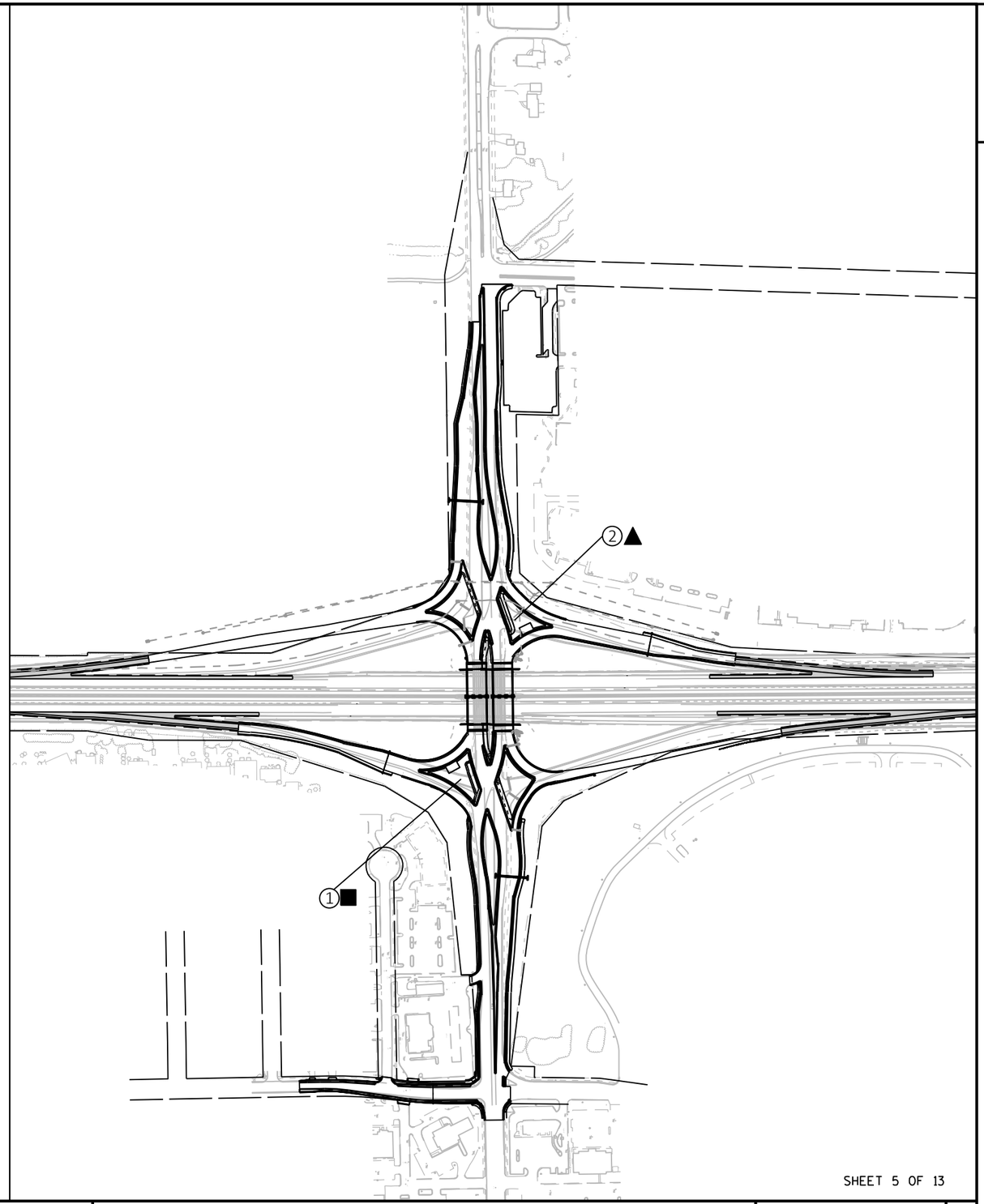
CIRCUITING TO BE INSTALLED WITH PROJECT 1130-65-71 &1130-65-72
480V PHASE TO PHASE

- L44-2066 / USH 41 CORRIDOR - N BALLARD RD (CTH E) INTERCHANGE / TOWN OF APPLETON / OUTAGAMIE COUNTY
- CB600 / SOUTHWEST QUADRANT OF NB IH 41 OFF-RAMP
- 240/480 VOLT SINGLE PHASE / 200 AMP SERVICE
- METER BREAKER PEDESTAL
- CIRCUIT DESCRIPTIONS
  CKT A/B - FUTURE IH-41 MAINLINE WEST OF INTERCHANGE
  CKT C/D - FUTURE IH-41 MAINLINE EAST OF INTERCHANGE

▲ 2

A	-	BLACK
B	-	RED
C	-	BLUE
D	-	BROWN
E	-	ORANGE
F	-	YELLOW
240V PHASE TO PHASE		

- L44-2067 / USH 41 CORRIDOR - N BALLARD RD (CTH E) INTERCHANGE / TOWN OF APPLETON / OUTAGAMIE COUNTY
- CB700 / NORTHEAST QUADRANT OF SB IH 41 OFF-RAMP
- 120/240 VOLT SINGLE PHASE / 200 AMP SERVICE
- METER BREAKER PEDESTAL / SHARED WITH LIGHTING & SIGNALS
- CIRCUIT DESCRIPTIONS
  CKT A/B - NORTH SIDE OF INTERCHANGE
  CKT C/D - SOUTHEAST LEG OF CTH E
  CKT E/F - SOUTHWEST LEG OF CTH E

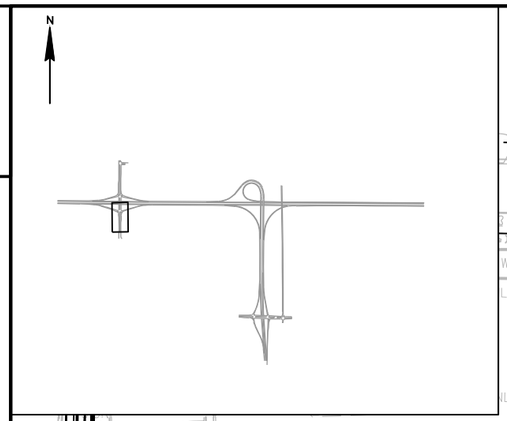


2

WISDOT SYSTEMS

SHEET 5 OF 13

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	LIGHTING PLANS - CABINET MAP - SEGMENT 65	SHEET 198	E



STA 850+13'EB' - 34.5' RT
LED B - 5 - 30' - 12' - F - SL719

STA 850+46'EB' - 46.2' RT
PB611

STA 611+85'EBB' - 19.8' LT
LED B - 5 - 30' - 12' - E - SL718

MATCHLINE 850+00'EB'

PRW (TYP)

STA 611+00'EBB' - 23.9' LT
PB716

STA 610+66'EBB' - 19.8' LT
LED B - 5 - 30' - 12' - F - SL717

STA 610+37'EBB' - 36.7' LT
PB603

STA 610+17'EBB' - 37.4' LT
PB602

STA 607+39'ESB' - 43.1' LT
PB604

STA 607+29'ESB' - 35.9' LT
PB717

STA 608+15'ESB' - 32.7' LT
LED B - 5 - 30' - 12' - E - SL716

STA 606+86'ESB' - 32.7' LT
LED B - 5 - 30' - 12' - F - SL715

STA 603+61'ENB' - 18.4' LT
LED B - 5 - 30' - 12' - D/C - SL713

EXIST R/W (TYP)

STA 607+19'ESB' - 28.3' RT
PB718

602+00 'ESB'
604+00 'ESB'
606+00 'ESB'
608+00 'ESB'
610+00 'EBB'
611+00 'EBB'
852+00 'EB'
856+00 'EB'
612+00 'ESB'
614+00 'ESB'

CTH E/BALLARD RD.

602+00 'ENB'
604+00 'ENB'
606+00 'ENB'
608+00 'ENB'
610+00 'EAA'
610+00 'ENB'
612+00 'ENB'

IH 41 NB OFF RAMP

STA 852+68'EB' + 39.3' LT
PB715

STA 853+02'EB' - 36.8' LT
LED B - 5 - 30' - 12' - E - SL720

STA 611+86'ENB' - 48.0' LT
PB713

STA 612+28'ENB' - 28.6' LT
LED B - STR - 30' - 12' - F - SL721

S-44-0325

B-44-0325

B-44-0324

S-44-0324

STA 613+88'ESB' - 42.7' RT
LED B - STR - 30' - 12' - D - SL704

STA 853+97'EA' - 10.5' LT
PB714

STA 854+30'EA' - 13.7' LT
LED B - 5 - 30' - 12' - C - SL705 (1)

MATCHLINE 614+00'ESB'

STA 853+01'EB' - 50.7' RT
PB601

STA 853+06'EB' - 39.4' RT
PB600

STA 853+16'EB' - 55.8' RT
CB600

SHADE

STA 601+81'ENB' - 15.0' LT
LED B - 5 - 30' - 12' - C/D - SL714

STA 605+58'ENB' - 39.3' LT
LED B - 5 - 30' - 12' - C/D - SL712

STA 607+25'ENB' - 56.0' RT
PB719

STA 607+34'ENB' - 61.8' RT
PB605

STA 607+43'ENB' - 52.8' RT
LED B - 5 - 30' - 12' - C - SL711

STA 610+67'EAA' - 36.8' RT
LED B - 5 - 30' - 12' - D - SL710

STA 611+84'EAA' - 23.8' RT
LED B - 5 - 30' - 12' - C - SL709

STA 611+94'EAA' - 37.9' RT
PB606

STA 612+14'EAA' - 38.1' RT
PB720

STA 856+11'EA' - 32.2' RT
LED B - 5 - 30' - 12' - D - SL708

STA 856+93'EA' - 39.4' RT
PB607

STA 857+63'EA' - 31.8' RT
LED B - 5 - 30' - 12' - C - SL707

STA 855+16'EA' - 07.8' LT
LED B - 5 - 30' - 12' - D - SL706

STA 855+49'EA' - 12.0' LT
PB721

IH 41 NB ON RAMP

IH 41 NB

IH 41 SB

00 'USH41'

858+00 'USH41'

856+00 'EA'

MATCHLINE 858+00'EA'

KEYED NOTES:

(1) SHARED INFRASTRUCTURE WITH RAMP GATES. SEE FTMS PLANS FOR ADDITIONAL DETAILS.

CONSTRUCTION NOTES:

1) LIGHTING ALONG IH-41 MAINLINE TO BE INSTALLED WITH PROJECT #1130-65-71

2) SEE SIGNAL PLANS FOR STREET LIGHTS THAT SHARE INFRASTRUCTURE WITH SIGNALS.

3) LIGHTING AT THE CAPITOL DR INTERSECTION INCLUDED WITH TRAFFIC SIGNALS.

4) FIELD ADJUST CONDUIT AND PULL BOXES IN THE BALLARD RD MEDIAN TO AVOID PROPOSED TREES AND LANDSCAPING.

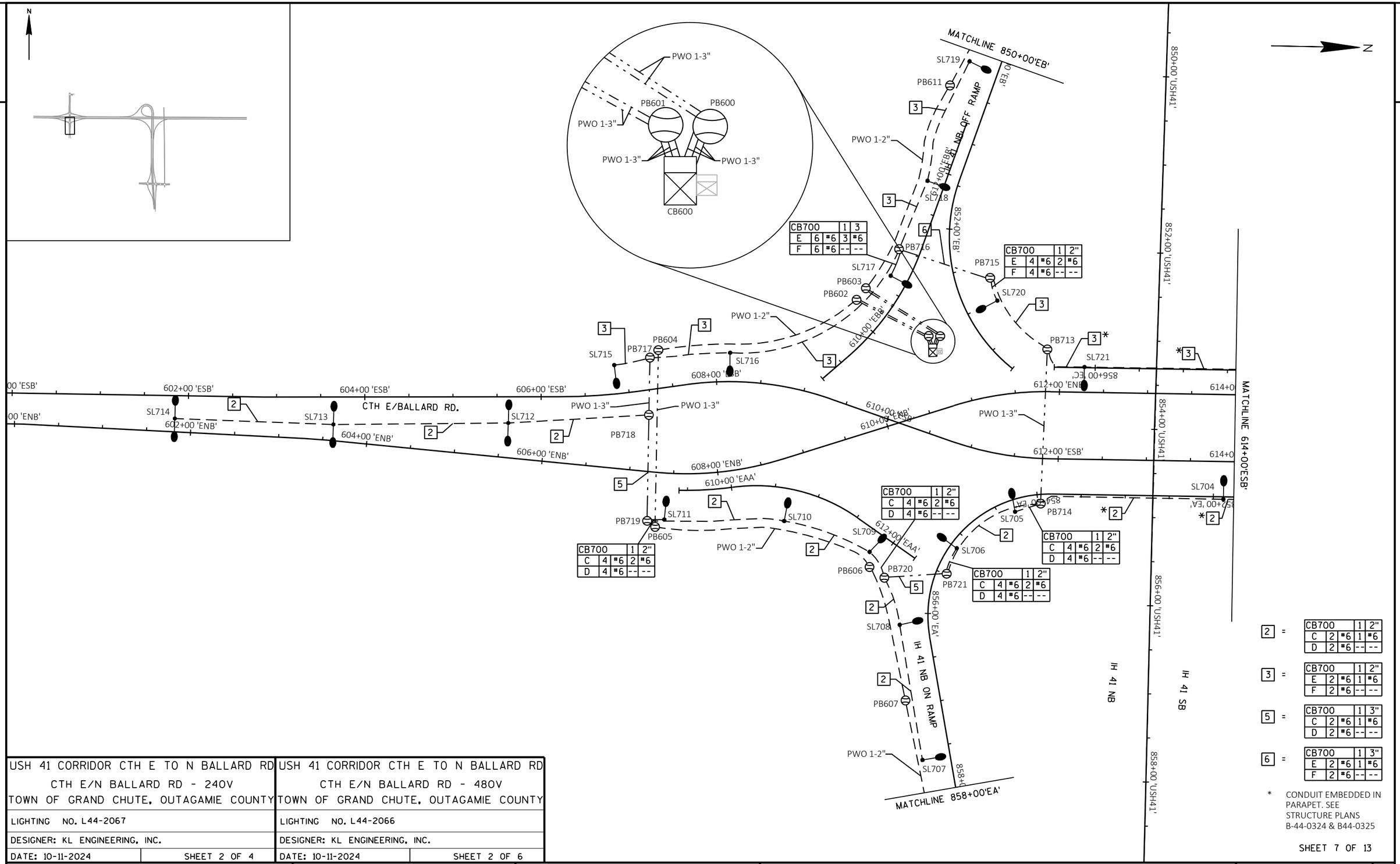
USH 41 CORRIDOR CTH E TO N BALLARD RD CTH E/N BALLARD RD - 240V TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY		USH 41 CORRIDOR CTH E TO N BALLARD RD CTH E/N BALLARD RD - 480V TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY	
LIGHTING NO. L44-2067		LIGHTING NO. L44-2066	
DESIGNER: KL ENGINEERING, INC.		DESIGNER: KL ENGINEERING, INC.	
DATE: 10-11-2024	SHEET 1 OF 4	DATE: 10-11-2024	SHEET 1 OF 6

SHEET 6 OF 13

PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLAN	SHEET 199 E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG LAYOUT NAME - 01 PLOT DATE : 10/30/2024 1:40 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



USH 41 CORRIDOR CTH E TO N BALLARD RD CTH E/N BALLARD RD - 240V TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY		USH 41 CORRIDOR CTH E TO N BALLARD RD CTH E/N BALLARD RD - 480V TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY	
LIGHTING NO. L44-2067		LIGHTING NO. L44-2066	
DESIGNER: KL ENGINEERING, INC.		DESIGNER: KL ENGINEERING, INC.	
DATE: 10-11-2024	SHEET 2 OF 4	DATE: 10-11-2024	SHEET 2 OF 6

PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLAN	SHEET 200	E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 01_a
PLOTTED DATE : 10/30/2024 1:43 PM
PLOT BY : ISAIAH ADAMS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

CONSTRUCTION NOTES:

1) SEE SIGNAL PLANS FOR STREET LIGHTS THAT SHARE INFRASTRUCTURE WITH SIGNALS.
2) EXSL100 OWNED/MAINTAINED BY WE ENERGIES.
3) LIGHTING AT THE EVERGREEN DR INTERSECTION INCLUDED WITH TRAFFIC SIGNALS.
4) FIELD ADJUST CONDUIT AND PULL BOXES IN THE BALLARD RD MEDIAN TO AVOID PROPOSED TREES AND LANDSCAPING.

MATCHLINE 850+00'EC'

STA 614+68'ECC' - 24.9' LT
LED B - 5 - 30' - 12' - B - SL724

STA 852+26'EC' - 6.8' RT
PB709

STA 852+62'EC' - 03.3' RT
LED B - 5 - 30' - 12' - B - SL723

STA 615+75'ECC' - 33.8' LT
PB708

STA 616+11'ECC' - 29.8' LT
LED B - 5 - 30' - 12' - A - SL725

STA 617+16'ECC' - 43.8' LT
PB706

STA 617+40 'ECC' - 4.8' RT
LED B - 5 - 30' - 12' - B - SL726

STA 618+52'ECC' - 31.8' LT
PB705

STA 618+43'ESB' - 52.3' RT
LED B - 5 - 30' - 12' - B - SL727

STA 619+25'ESB' - 44.8' LT
LED B - 5 - 30' - 12' - A - SL728

(1) STA 853+57'EC' - 10.1' RT
LED B - 5 - 30' - 12' - E - SL722

STA 853+98'EC' - 6.5' RT
PB710

IH 41 SB ON RAMP

PROP R/W (TYP)

EXIST R/W (TYP)

STA 617+14'ECC' - 12.2' RT
PB707

STA 622+76'ENB' - 31.1' LT
LED B - 5 - 30' - 12' - B/A - SL730

STA 618+55'ESB' - 57.3' RT
PB704

CTH E/BALLARD RD.

STA 620+96'ENB' - 30.2' LT
LED B - 5 - 30' - 12' - A/B - SL729

EXSL100

STA 619+55'ENB' - 37.8' RT
LED B - 5 - 30' - 12' - A - SL731

STA 618+51'ENB' - 41.3' RT
PB703

STA 616+03'EDD' - 19.9' RT
LED B - 5 - 30' - 12' - A - SL700

STA 617+94'ENB' - 37.8' RT
LED B - 5 - 30' - 12' - B - SL732

STA 615+93'EDD' - 24.0' RT
PB702

EVERGREEN DR.

STA 294+51'ED' - 69.5' LT
CB700

STA 293+93'ED' - 27.9' RT
PB711

STA 294+52'ED' - 27.1' RT
PB712

STA 294+69'ED' - 24.7' RT
LED B - 5 - 30' - 12' - C - SL703

STA 614+41'EDD' - 21.8' RT
LED B - 5 - 30' - 12' - B - SL701

IH 41 SB OFF RAMP

STA 612+85'EDD' - 21.8' RT
LED B - 5 - 30' - 12' - A - SL702

STA 616+00'EDD' - 45.7' LT
PB701

STA 294+60'ED' - 54.4' LT
PB700

MATCHLINE 298+00'ED'

MATCHLINE 614+00'ESB'

KEYED NOTES:

(1) SHARED INFRASTRUCTURE WITH RAMP GATES. SEE FTMS PLANS FOR ADDITIONAL DETAILS.

SHEET 8 OF 13

USH 41 CORRIDOR CTH E TO N BALLARD RD
CTH E/N BALLARD RD - 240V
TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY

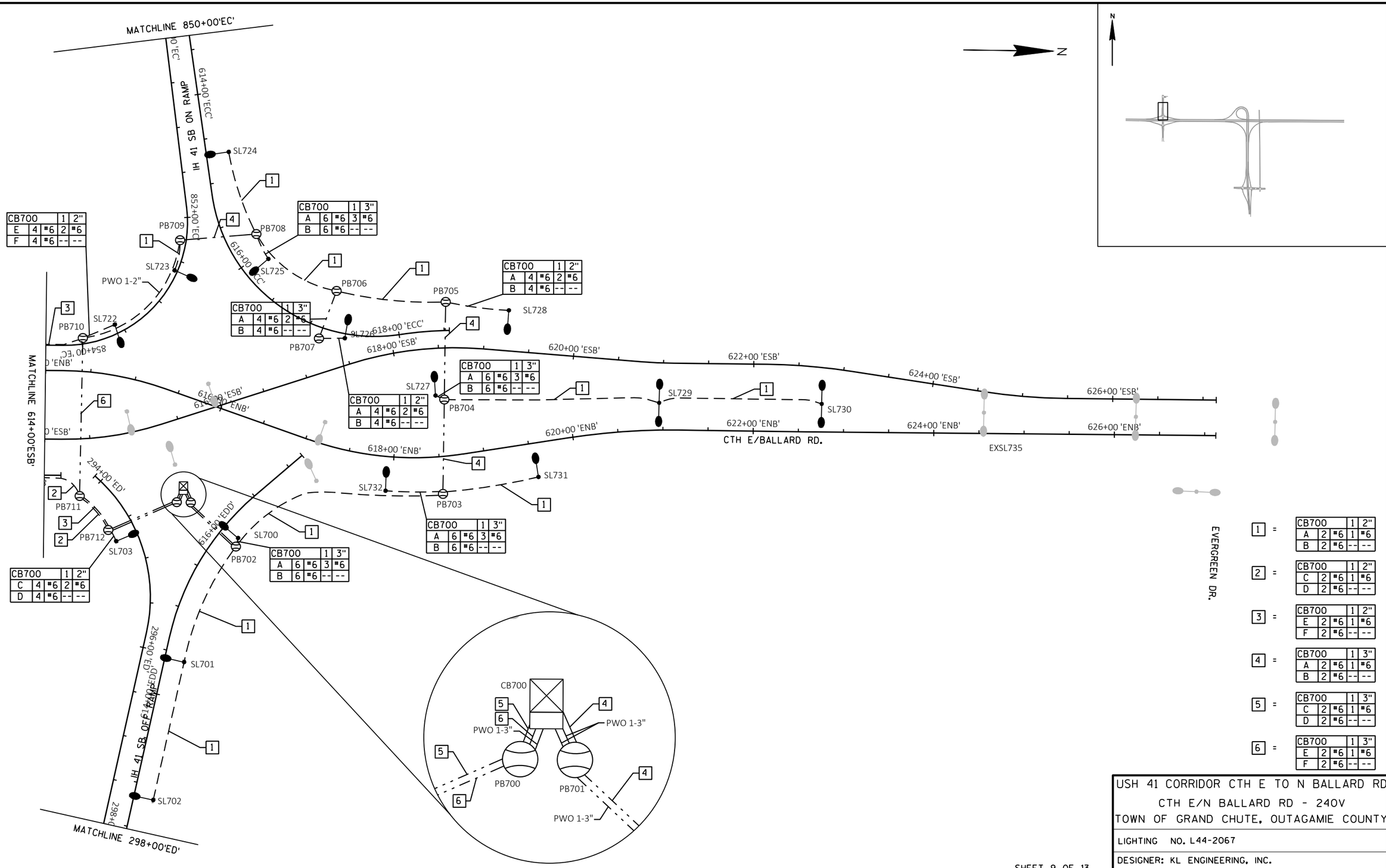
LIGHTING NO. L44-2067

DESIGNER: KL ENGINEERING, INC.

DATE: 10-11-2024 | SHEET 3 OF 4

PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 201	E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 02
PLOTTED : 10/30/2024 1:45 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT



CB700	1	2"
E	4	#6
F	4	#6

CB700	1	3"
A	6	#6
B	6	#6

CB700	1	2"
A	4	#6
B	4	#6

CB700	1	3"
A	4	#6
B	4	#6

CB700	1	3"
A	6	#6
B	6	#6

CB700	1	2"
A	4	#6
B	4	#6

CB700	1	3"
A	6	#6
B	6	#6

CB700	1	3"
A	6	#6
B	6	#6

CB700	1	2"
C	4	#6
D	4	#6

1 =	CB700	1	2"
	A	2	#6
	B	2	#6

2 =	CB700	1	2"
	C	2	#6
	D	2	#6

3 =	CB700	1	2"
	E	2	#6
	F	2	#6

4 =	CB700	1	3"
	A	2	#6
	B	2	#6

5 =	CB700	1	3"
	C	2	#6
	D	2	#6

6 =	CB700	1	3"
	E	2	#6
	F	2	#6

USH 41 CORRIDOR CTH E TO N BALLARD RD
CTH E/N BALLARD RD - 240V
TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY

LIGHTING NO. L44-2067

DESIGNER: KL ENGINEERING, INC.

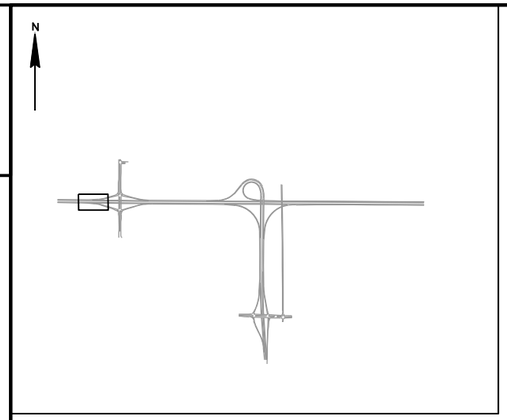
DATE: 10-11-2024

SHEET 4 OF 4

SHEET 9 OF 13

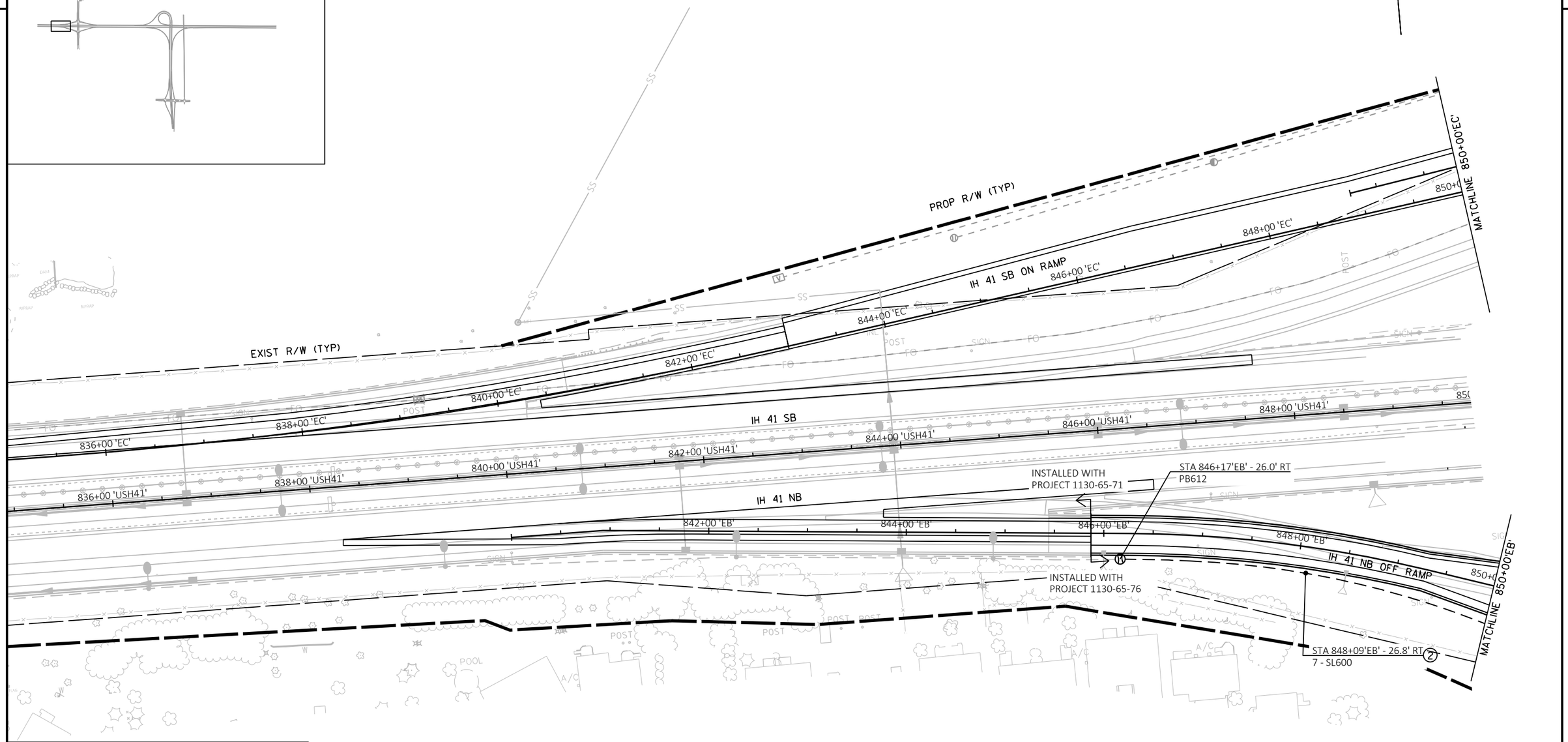
PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 202	E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 02_a
PLOT DATE : 10/30/2024 1:47 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT



CONSTRUCTION NOTES:

1) LIGHTING ALONG MAINLINE IH-41 TO BE INSTALLED WITH PROJECT #1130-65-71



KEYED NOTES:

② CONCRETE BASES AND ANCHOR BOLT COVER SHROUDS TO BE INSTALLED WITH PROJECT #1130-65-76; POLE, ARM, LUMINAIRE AND WIRING TO BE INSTALLED WITH PROJECT #1130-65-71.

USH 41 CORRIDOR CTH E TO N BALLARD RD	
CTH E/N BALLARD RD - 480V	
TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY	
LIGHTING NO. L44-2066	
DESIGNER: KL ENGINEERING, INC.	
DATE: 10-11-2024	SHEET 3 OF 6

SHEET 10 OF 13

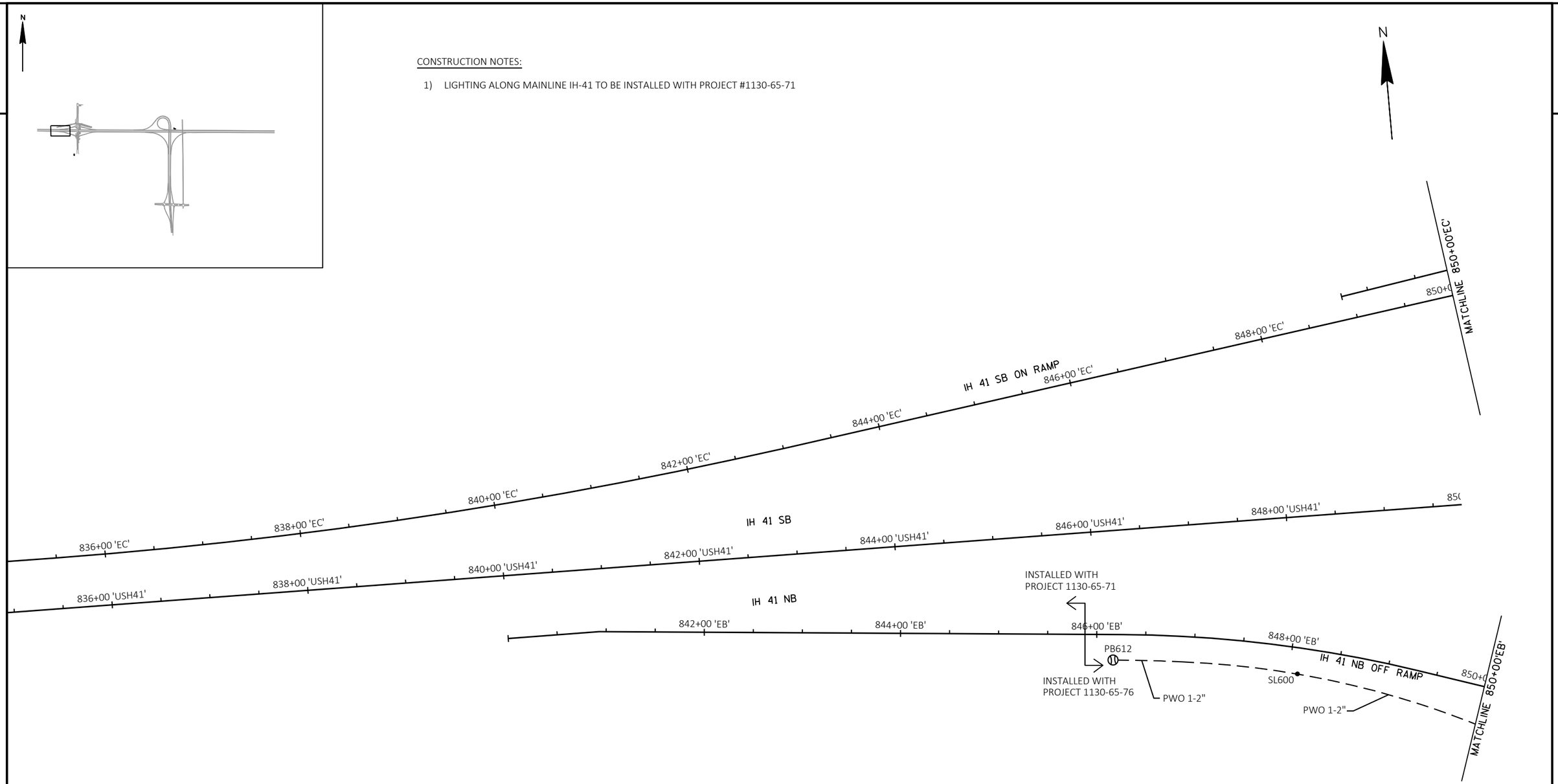
PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 203	E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 03
PLOT DATE : 10/30/2024 1:49 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1) LIGHTING ALONG MAINLINE IH-41 TO BE INSTALLED WITH PROJECT #1130-65-71



USH 41 CORRIDOR CTH E TO N BALLARD RD
CTH E/N BALLARD RD - 480V
TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY

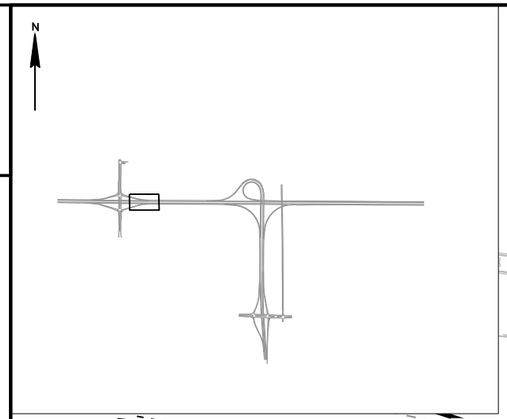
LIGHTING NO. L44-2066	
DESIGNER: KL ENGINEERING, INC.	
DATE: 10-11-2024	SHEET 4 OF 6

SHEET 11 OF 13

PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 204 E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 03_a
PLOTTED DATE : 10/30/2024 1:50 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1) LIGHTING ALONG MAINLINE IH-41 TO BE INSTALLED WITH PROJECT #1130-65-72

PROP R/W (TYP)

EXIST R/W (TYP)

STA 299+61'ED' - 44.1' LT
7 - SL601

INSTALLED WITH
PROJECT 1130-65-76

STA 301+26'ED' - 39.3' LT
PB613

MATCHLINE 298+00'ED'

300+00 'ED'

302+00 'ED'

304+00 'ED'

306+00 'ED'

308+00 'ED'

310+00 'ED'

312+00 'ED'

IH 41 SB OFF RAMP

IH 41 SB

INSTALLED WITH
PROJECT 1130-65-72

860+00 'USH41'

862+00 'USH41'

864+00 'USH41'

866+00 'USH41'

868+00 'USH41'

870+00 'USH41'

872+00 'USH41'

IH 41 NB

866+00 'EA'

868+00 'EA'

INSTALLED WITH
PROJECT 1130-65-76

864+00 'EA'

862+00 'EA'

860+00 'EA'

IH 41 NB ON RAMP

INSTALLED WITH
PROJECT 1130-65-72

STA 863+34'EA' - 30.3' RT
PB610

STA 860+98'EA' - 34.0' RT
PB609

MATCHLINE 858+00'EA'

STA 858+68'EA' - 34.0' RT
PB608

KEYED NOTES:

② CONCRETE BASES AND ANCHOR BOLT COVER SHROUDS TO BE INSTALLED WITH PROJECT #1130-65-76; POLE, ARM, LUMINAIRE AND WIRING TO BE INSTALLED WITH PROJECT #1130-65-71.

SHEET 12 OF 13

USH 41 CORRIDOR CTH E TO N BALLARD RD
CTH E/N BALLARD RD - 480V
TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY

LIGHTING NO. L44-2066

DESIGNER: KL ENGINEERING, INC.

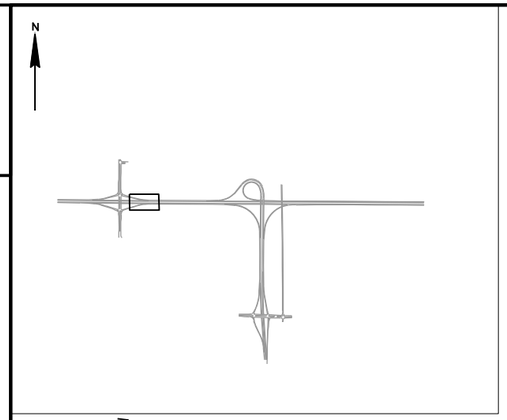
DATE: 10-11-2024 | SHEET 5 OF 6

PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 205	E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 04

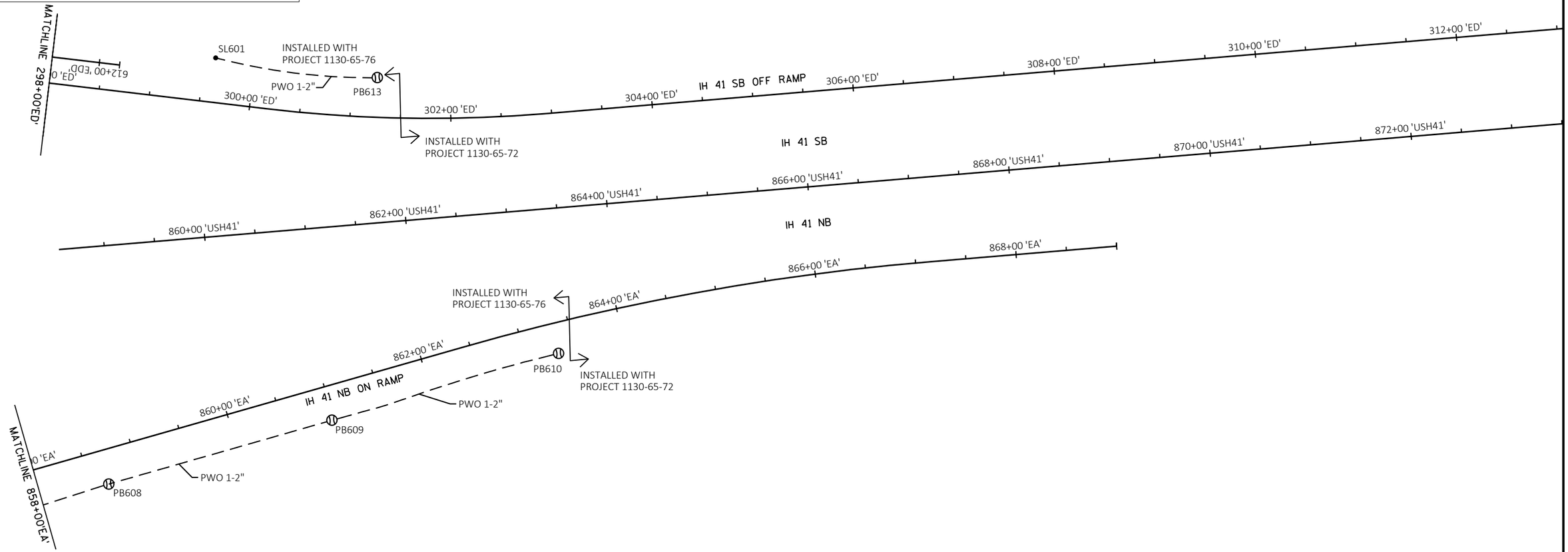
PLOT DATE : 10/30/2024 1:52 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1) LIGHTING ALONG MAINLINE IH-41 TO BE INSTALLED WITH PROJECT #1130-65-72



SHEET 13 OF 13

USH 41 CORRIDOR CTH E TO N BALLARD RD
CTH E/N BALLARD RD - 480V
TOWN OF GRAND CHUTE, OUTAGAMIE COUNTY

LIGHTING NO. L44-2066

DESIGNER: KL ENGINEERING, INC.

DATE: 10-11-2024 | SHEET 6 OF 6

PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD RD.	COUNTY: OUTAGAMIE	LIGHTING PLANS	SHEET 206	E

FILE NAME : C:\USERS\IADAMS\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306301\DSGN\LIGHTING\SHEETS\SHEETSPLAN\1130-65-76_BALLARD RD INTERCHANGE\023601-LP_1130-65-76.DWG
LAYOUT NAME - 04_a
PLOTTED DATE : 10/30/2024 1:53 PM PLOT BY : ISAIAH ADAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

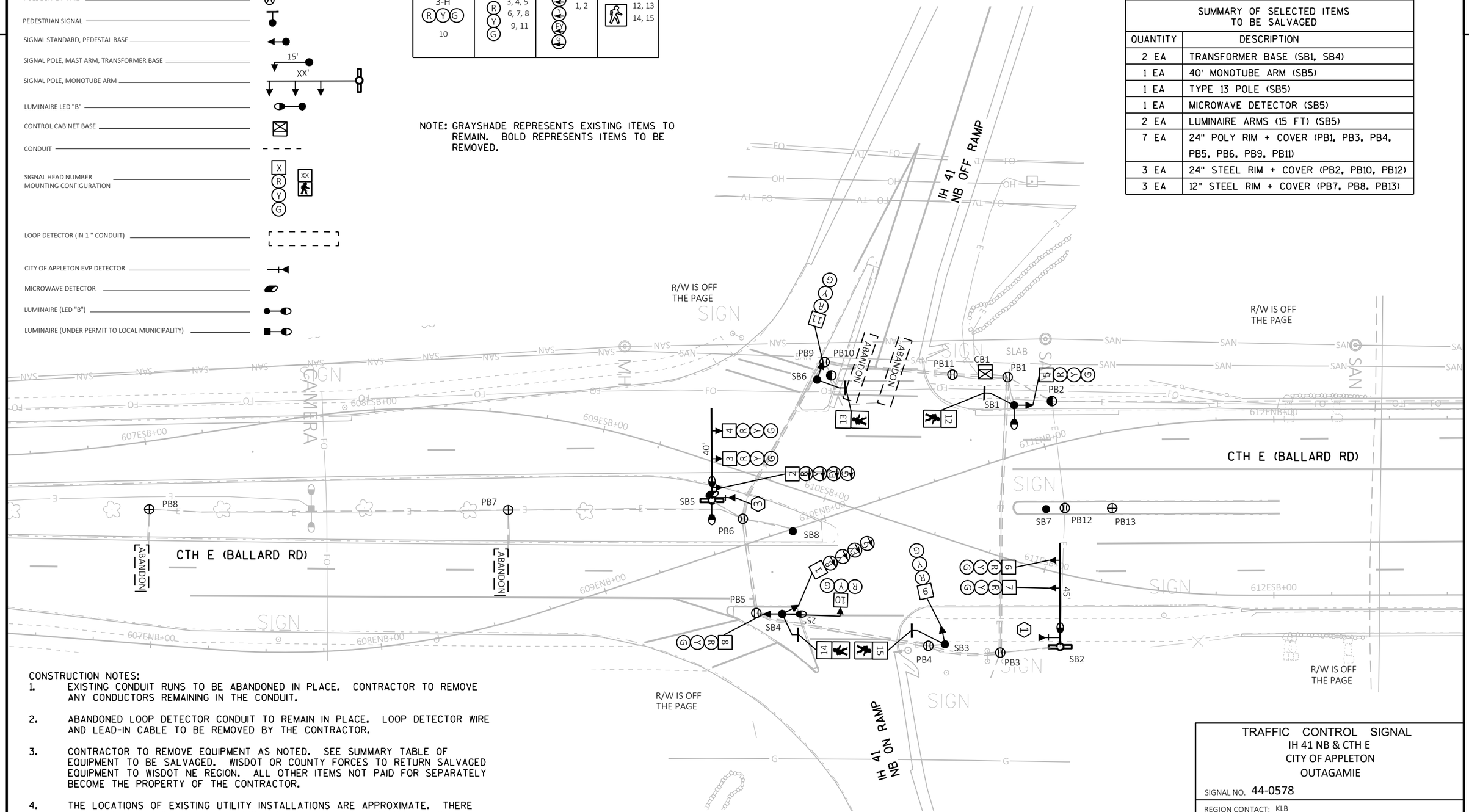
PULL BOX 12" X 24"
PULL BOX 24" X 36"
PULL BOX 24" X 42"
PEDESTRIAN SIGNAL
SIGNAL STANDARD, PEDESTAL BASE
SIGNAL POLE, MAST ARM, TRANSFORMER BASE — 15'
SIGNAL POLE, MONOTUBE ARM — XX'
LUMINAIRE LED "B"
CONTROL CABINET BASE
CONDUIT
SIGNAL HEAD NUMBER MOUNTING CONFIGURATION — X, XX, R, Y, G
LOOP DETECTOR (IN 1 " CONDUIT)
CITY OF APPLETON EVP DETECTOR
MICROWAVE DETECTOR
LUMINAIRE (LED "B")
LUMINAIRE (UNDER PERMIT TO LOCAL MUNICIPALITY)

CONFIGURATION WITH HEAD NUMBERS			
3-H (R Y G) 10	3-V (R Y G) 3, 4, 5 / 6, 7, 8 / 9, 11	4-VLFY (R Y FY G) 1, 2	1-P 12, 13 / 14, 15

NOTE: GRAYSHADE REPRESENTS EXISTING ITEMS TO REMAIN. BOLD REPRESENTS ITEMS TO BE REMOVED.

N

SUMMARY OF SELECTED ITEMS TO BE SALVAGED	
QUANTITY	DESCRIPTION
2 EA	TRANSFORMER BASE (SB1, SB4)
1 EA	40' MONOTUBE ARM (SB5)
1 EA	TYPE 13 POLE (SB5)
1 EA	MICROWAVE DETECTOR (SB5)
2 EA	LUMINAIRE ARMS (15 FT) (SB5)
7 EA	24" POLY RIM + COVER (PB1, PB3, PB4, PB5, PB6, PB9, PB11)
3 EA	24" STEEL RIM + COVER (PB2, PB10, PB12)
3 EA	12" STEEL RIM + COVER (PB7, PB8, PB13)



CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CONTRACTOR TO REMOVE EQUIPMENT AS NOTED. SEE SUMMARY TABLE OF EQUIPMENT TO BE SALVAGED. WISDOT OR COUNTY FORCES TO RETURN SALVAGED EQUIPMENT TO WISDOT NE REGION. ALL OTHER ITEMS NOT PAID FOR SEPARATELY BECOME THE PROPERTY OF THE CONTRACTOR.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

TRAFFIC CONTROL SIGNAL
IH 41 NB & CTH E
CITY OF APPLETON
OUTAGAMIE

SIGNAL NO. 44-0578

REGION CONTACT: KLB
DESIGNED BY: KLB
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC SIGNAL REMOVAL PLAN - S44-0578	SHEET 207	E

FILE NAME : C:\USERS\MJMAY\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306770\DSGN\SCRATCH\MAY\BALLARD RD_SIGNAL-REMOVALS.DWG
LAYOUT NAME - S44-0578
PLOT DATE : 12/4/2024 1:17 PM PLOT BY : MATTHEW MAY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL MOUNT
- LUMINAIRE (LED)
- LUMINAIRE UNDER PERMIT
- CONTROL CABINET BASE
- 2" CONDUIT (unless otherwise specified)
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION (X, XX, R, Y, G)
- EVP DETECTOR
- MICROWAVE DETECTION ZONE (XX MICROWAVE)
- MICROWAVE UNIT (Intersector)
- LOOP DETECTOR (IN CONDUIT) (XX, XT)
- SIGNAL POLE, MONOTUBE ARM, BASE - TYPE 10, TYPE 10 SPECIAL (XX')

CONFIGURATION WITH HEAD NUMBERS				
3-V	3-VR3	3-VL3	1-P	EVP DETECTOR
R 1, 2, 3 Y 4, 8, 9 G 10, 11, 12	R Y G 5, 6, 7	R Y G 13, 14, 15	16, 17, 18 19, 20, 21	1 2 3

MONOTUBE STRUCTURE NUMBERS	
SB4	S-44-0578-0001
SB8	S-44-0578-0002
SB13	S-44-0578-0003

Install on SB3, SB12 & SB14

START CROSSING
Watch For Vehicles
DON'T START
Finish Crossing If Started
TIME REMAINING
To Finish Crossing
DON'T CROSS
TO CROSS
PUSH BUTTON

Install on SB1 & SB3 SB7 & SB11

IH 41 NB off ramp

CTH E (Ballard Road)
35 MPH posted Speed Limit

PB8 1" PB7 2"
330' TO NEAR RIGHT SIGNAL
200' TO NEAR RIGHT SIGNAL

SB11 SB12 SB10 SB9 SB8 SB7 SB6 SB14 SB13 SB1 SB2 SB3 SB4 SB5
PB9 PB10 PB6 PB5 PB4 PB3 PB2 PB1 CB1 PB11
2-3" TYP

MICROWAVE LOCATION APPROX 200' TO 330'

PROPOSED LIGHTING PULL BOX

IH 41 NB on ramp

GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS, PED PUSH BUTTONS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION, AND MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET.

Updated 11/10/2020 (ADDED GPS EVP SYSTEM)
Updated 10-9-2019 (installed Econolite Controller)

REVISION				
Rev. No.	RECONSTRUCT (DDI)			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
7	Date	By	Date	By
	3-21-24	KLB	4-3-24	JRI
1-25-16	NEW TS2 CABINET, ADD MONOTUBES, ADD FYA & CHANGE TO STANDARD PHASING			
5-9-08	RECONFIGURE CTHE E (BALLARD RD) LOOPS TO PHASE 8 & ADD PHASE 8 PEDS			
5-25-07	NEW CABINET/CONTROLLER, CHANGE TO TTI PHASING & CHANGE TO ALL RED FLASH			
8-15-05	ADD NB AND SB EVP			

TRAFFIC CONTROL SIGNAL
IH 41 NB & CTH E
CITY OF APPLETON
OUTAGAMIE COUNTY

SIGNAL NO. 44-0578 CONTROLLER TYPE: Cobalt

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 6-30-1995 Gerald R. Kurtz, REGION TRAFFIC ENGINEER

APPROVED
Date 7-6-1995 R. I. Moe, STATE TRAFFIC ENGINEER

REGION CONTACT: KLB
DESIGNED BY: KLB
REVISED BY: KLB

PAGE 1 OF 1

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL SIGNAL - S44-0578	SHEET 208	E

FILE NAME : F:\D3_TRAFFI\S44-0578 (41 NB & E)\S44-0578 FUTURE.DWG
LAYOUT NAME - S44-0578-tcs FUTURE
PLOT DATE : 8/27/2024 9:46 AM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

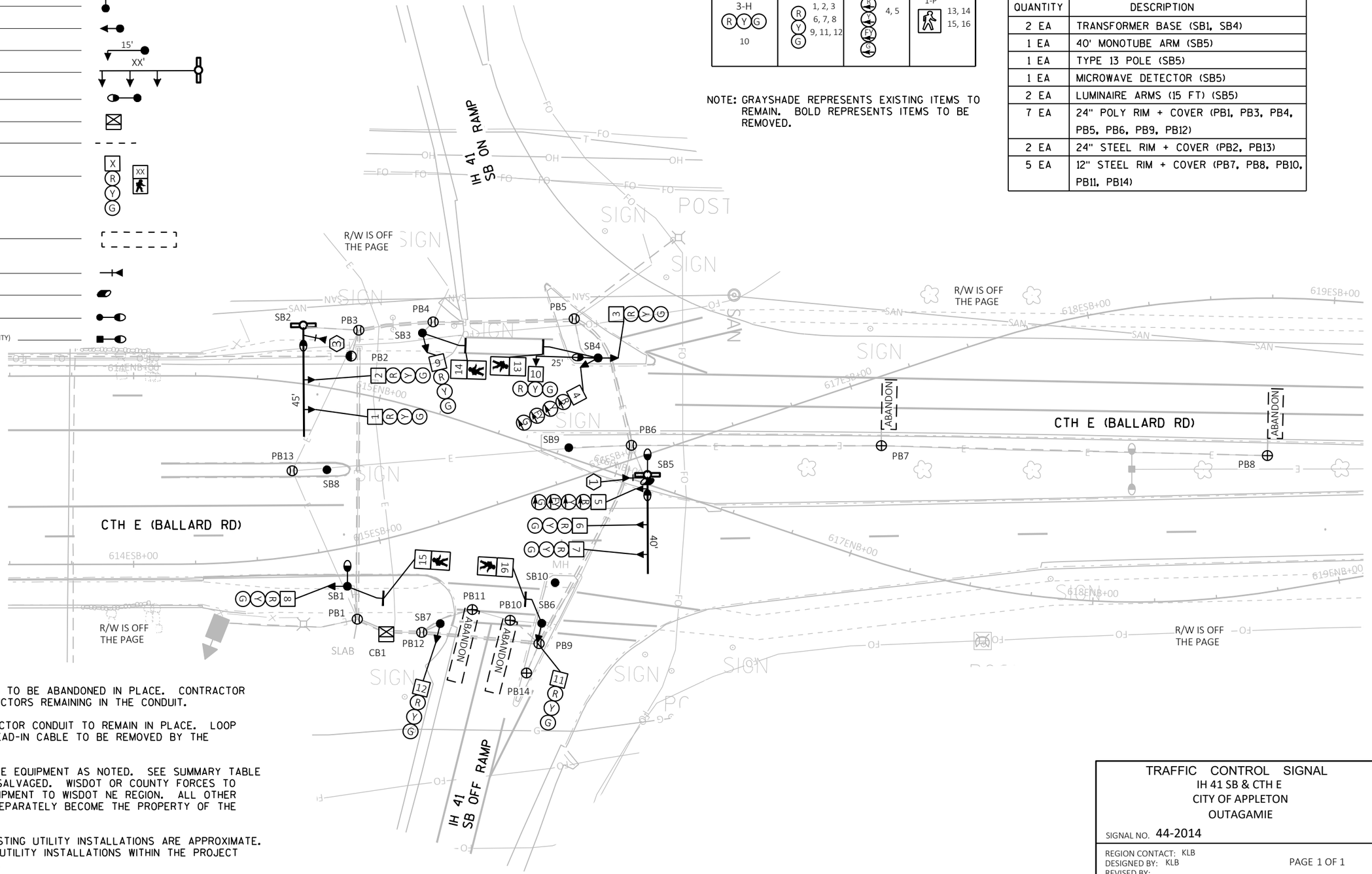
LEGEND

PULL BOX 12" X 24"
PULL BOX 24" X 36"
PULL BOX 24" X 42"
PEDESTRIAN SIGNAL
SIGNAL STANDARD, PEDESTAL BASE
SIGNAL POLE, MAST ARM, TRANSFORMER BASE
SIGNAL POLE, MONOTUBE ARM
LUMINAIRE LED "B"
CONTROL CABINET BASE
CONDUIT
SIGNAL HEAD NUMBER MOUNTING CONFIGURATION
LOOP DETECTOR (IN 1 " CONDUIT)
CITY OF APPLETON EVP DETECTOR
MICROWAVE DETECTOR
LUMINAIRE (LED "B")
LUMINAIRE (UNDER PERMIT TO LOCAL MUNICIPALITY)

CONFIGURATION WITH HEAD NUMBERS			
3-H: R Y G — 10	3-V: R 1, 2, 3 / Y 6, 7, 8 / G 9, 11, 12	4-VLFY: R 4, 5 / Y / FY / G	1-P: 13, 14, 15, 16

NOTE: GRAYSHADE REPRESENTS EXISTING ITEMS TO REMAIN. BOLD REPRESENTS ITEMS TO BE REMOVED.

SUMMARY OF SELECTED ITEMS TO BE SALVAGED	
QUANTITY	DESCRIPTION
2 EA	TRANSFORMER BASE (SB1, SB4)
1 EA	40' MONOTUBE ARM (SB5)
1 EA	TYPE 13 POLE (SB5)
1 EA	MICROWAVE DETECTOR (SB5)
2 EA	LUMINAIRE ARMS (15 FT) (SB5)
7 EA	24" POLY RIM + COVER (PB1, PB3, PB4, PB5, PB6, PB9, PB12)
2 EA	24" STEEL RIM + COVER (PB2, PB13)
5 EA	12" STEEL RIM + COVER (PB7, PB8, PB10, PB11, PB14)



CONSTRUCTION NOTES:

1. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
2. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN CABLE TO BE REMOVED BY THE CONTRACTOR.
3. CONTRACTOR TO REMOVE EQUIPMENT AS NOTED. SEE SUMMARY TABLE OF EQUIPMENT TO BE SALVAGED. WISDOT OR COUNTY FORCES TO RETURN SALVAGED EQUIPMENT TO WISDOT NE REGION. ALL OTHER ITEMS NOT PAID FOR SEPARATELY BECOME THE PROPERTY OF THE CONTRACTOR.
4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

TRAFFIC CONTROL SIGNAL
IH 41 SB & CTH E
CITY OF APPLETON
OUTAGAMIE

SIGNAL NO. 44-2014

REGION CONTACT: KLB
DESIGNED BY: KLB
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC SIGNAL REMOVAL PLAN - S44-2014	SHEET 209	E

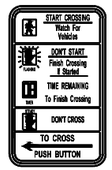
FILE NAME : C:\USERS\MJMAY\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306770\DSGN\SCRATCH\MAY\BALLARD RD_SIGNAL-REMOVALS.DWG
LAYOUT NAME - S44-2014
PLOT DATE : 12/4/2024 1:18 PM PLOT BY : MATTHEW MAY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

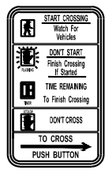
2

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL MOUNT
- LUMINAIRE (LED)
- LUMINAIRE UNDER PERMIT
- CONTROL CABINET BASE
- 2" CONDUIT (unless otherwise specified)
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION (X, XX, R, Y, G)
- EVP DETECTOR
- MICROWAVE DETECTION ZONE (XX MICROWAVE)
- MICROWAVE UNIT (Intersector)
- LOOP DETECTOR (IN CONDUIT) (XX XT)
- SIGNAL POLE, MONOTUBE ARM, BASE - TYPE 13, TYPE 10, TYPE 10 SPECIAL (XX')



Install on SB5, SB6, & SB12



Install on SB2, SB8 & SB11

N

MONOTUBE STRUCTURE NUMBERS	
SB1	S-44-2014-0001
SB4	S-44-2014-0002
SB9	S-44-2014-0003

CONFIGURATION WITH HEAD NUMBERS				
3-V	3-VR3	3-VL3	1-P	EVP DETECTOR
R 1, 2, 3 Y 4, 5, 6 G 10, 11 12, 13	14, 15, 16	7, 8, 9	17, 18 19, 20 21, 22	1 3

GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS, PED PUSH BUTTONS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION, AND MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET.

Updated 11-10-2020 (Added GPS EVP System)
Updated 10-9-2019 (Installed Econolite Controller)

REVISION				
Rev. No.	RECONSRUCT (DDI)			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
1	Date	By	Date	By
	3-21-24	KLB	4-3-24	JRI

TRAFFIC CONTROL SIGNAL
IH 41 SB & CTH E
CITY OF APPLETON
OUTAGAMIE COUNTY

SIGNAL NO. 44-2014 CONTROLLER TYPE: Cobalt

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 1-25-2016 Robert J. Schuurmans
REGION TRAFFIC ENGINEER

APPROVED
Date 3-14-2016 Joanna L. Bush
STATE TRAFFIC ENGINEER

REGION CONTACT: KLB
DESIGNED BY: KLB
REVISED BY: KLB

PAGE 1 OF1

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL SIGNAL - S44-2014	SHEET 210	E

FILE NAME : F:\D3_TRAFFI\S44-2014 (41 SB & E)\S44-2014 FUTURE.DWG
LAYOUT NAME - S44-2014-tcs FUTURE
PLOT DATE : 8/27/2024 9:47 AM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MAST ARM, POLE, 20' - 35' ARM
- (XX) MONOTUBE BASE, POLE, 45' ARM
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADAR DETECTION AREA
- RA / XX RADAR DETECTION
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- RADIO ANTENNA
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

CONSTRUCTION NOTES:
1. CONCRETE BASES FOR EXSB5 AND EXSB7 WILL ONLY BE PARTIALLY REMOVED FROM THE SURFACE. THE MAJORITY OF THE CONCRETE BASE SHALL BE LEFT IN PLACE AND ABANDONED TO AVOID PROBLEMS WITH RECOMPACTION OF THE VOID LEFT BY FULLY REMOVING THE BASE.

N

602ESB
602ENB
601ESB
601ENB
600ESB
600ENB
EXSB1
EXSB2
EXSB3
EXSB4
EXSB5
EXSB6
EXSB7
EXSB8
EXSB9
EXSB10
EXSB11
EXPB1
EXCB1
POSTED SPEED LIMIT = 35 MPH
POSTED SPEED LIMIT = 30 MPH
POSTED SPEED LIMIT = 25 MPH
INTERCEPT EXISTING 2-INCH CONDUIT SERVICING THE TRAFFIC SIGNALS AT APPROPRIATE LOCATION. CONNECT NEW CONDUITS TO EXISTING AT INTERCEPT LOCATION.
REMOVE OR ABANDON EXISTING 2-INCH CONDUITS FROM INTERCEPT LOCATIONS TO SB TERMINATION (TYP.) FOR EXSB6 AND EXSB8 LEAVE SHORT LENGTH OF CONDUIT FROM CONCRETE BASE TO RECONNECT NEW CONDUIT.
19CAP
20CAP
21CAP
22CAP
23CAP
MATCH LINE STA 24+00

PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	CAPITOL DRIVE INTERSECTION REMOVAL PLAN	SHEET 211	E

FILE NAME : C:\USERS\MJOHNSON\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024201-SP.DWG
LAYOUT NAME - 01
PLOT DATE : 10/11/2024 2:16 PM
PLOT BY : MORGAN JOHNSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

N

RIPRAP

RIPRAP

EXISTING R/W

POSTED SPEED LIMIT = 25 MPH

EXSB12

EXSB13

MATCH LINE STA 24+00

CAPITOL DRIVE

POSTED SPEED LIMIT = 30 MPH

SLAB

POST

SIGN

INL

INL

PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	CAPITOL DRIVE INTERSECTION REMOVAL PLAN	SHEET 212	E

LEGEND

- CONTROL CABINET
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE TYPE 10 SPECIAL BASE, POLE, 45' ARM
- (XX) MONOTUBE TYPE 13 BASE, POLE, 50' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- RADAR DETECTION AREA
- RA XX RADAR DETECTION
- PULL BOX, 12" X 24"
- PULL BOX, 24" X 42"

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY Y YELLOW ARROW
- G GREEN ARROW
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- RADIO ANTENNA
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

MONOTUBE STRUCTURE NUMBERS
SB1 = S-44-0402-0001
SB2 = S-44-0402-0002
SB5 = S-44-0402-0003
SB8 = S-44-0402-0004

MATCH LINE STA 602+45 'ENB'

CONSTRUCTION NOTES:
1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WHICH ARE NOT SHOWN.
3. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. NOTE LOCATION OF ELECTRICAL UTILITIES. OSHA REQUIREMENTS MAY REQUIRE WIRES TO BE DEENERGIZED DURING CONSTRUCTION.
5. EXACT DETECTION AREAS WILL BE DETERMINED DURING INITIALIZATION OF THE TRAFFIC SIGNAL.
6. SB5 AND SB7A HAVE MULTIPLE 2-INCH CONDUITS.
7. INTERCEPT EXISTING 2-INCH CONDUIT SERVING EXSB6 AND EXSB8 NEAR THE EXISTING SIGNAL BASES.

LUMINAIRE AND LIGHTING SYSTEM TO THE NORTH ARE NOT PART OF CAPITOL SIGNAL PLAN AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

INTERCEPT EXISTING 2-INCH CONDUIT SERVICING THE TRAFFIC SIGNALS AT APPROPRIATE LOCATION. CONNECT NEW CONDUITS TO EXISTING AT INTERCEPT LOCATION.

POSTED SPEED LIMIT = 35 MPH

POSTED SPEED LIMIT = 30 MPH

POSTED SPEED LIMIT = 25 MPH

CTH E/BALLARD RD

CAPITOL DRIVE

602ESB

602ENB

601ESB

601ENB

600ESB

600ENB

EXSB6

EXSB8

EXSB10

EXSB11

EXCB1

SB1

SB2

SB3

SB4

SB5

SB6

SB7

SB7A

SB8

SB9

PB1

PB2

19CAP

20CAP

21CAP

22CAP

23CAP

EXISTING R/W

R/W

TLE

75' TO STOP BAR

30' TO STOP BAR

50'

45'

4 (2")

2 (2")

6x10

MATCH LINE STA 24+00 'CAP'

MATCH LINE STA 599+00 'ENB'

PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	CAPITOL DRIVE INTERSECTION SIGNAL PLAN	SHEET 213	E

FILE NAME : C:\USERS\MJOHNSON\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024201-SP.DWG
LAYOUT NAME - 03
PLOT DATE : 10/11/2024 3:21 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

RIPRAP

RIPRAP

POSTED SPEED LIMIT = 25 MPH

EXISTING R/W

EXSB12

EXSB13

CAP

MATCH LINE STA 24+00 'CAP'

CAPITOL DRIVE

POSTED SPEED LIMIT = 30 MPH

SLAB

POST

SIGN

INL

INL

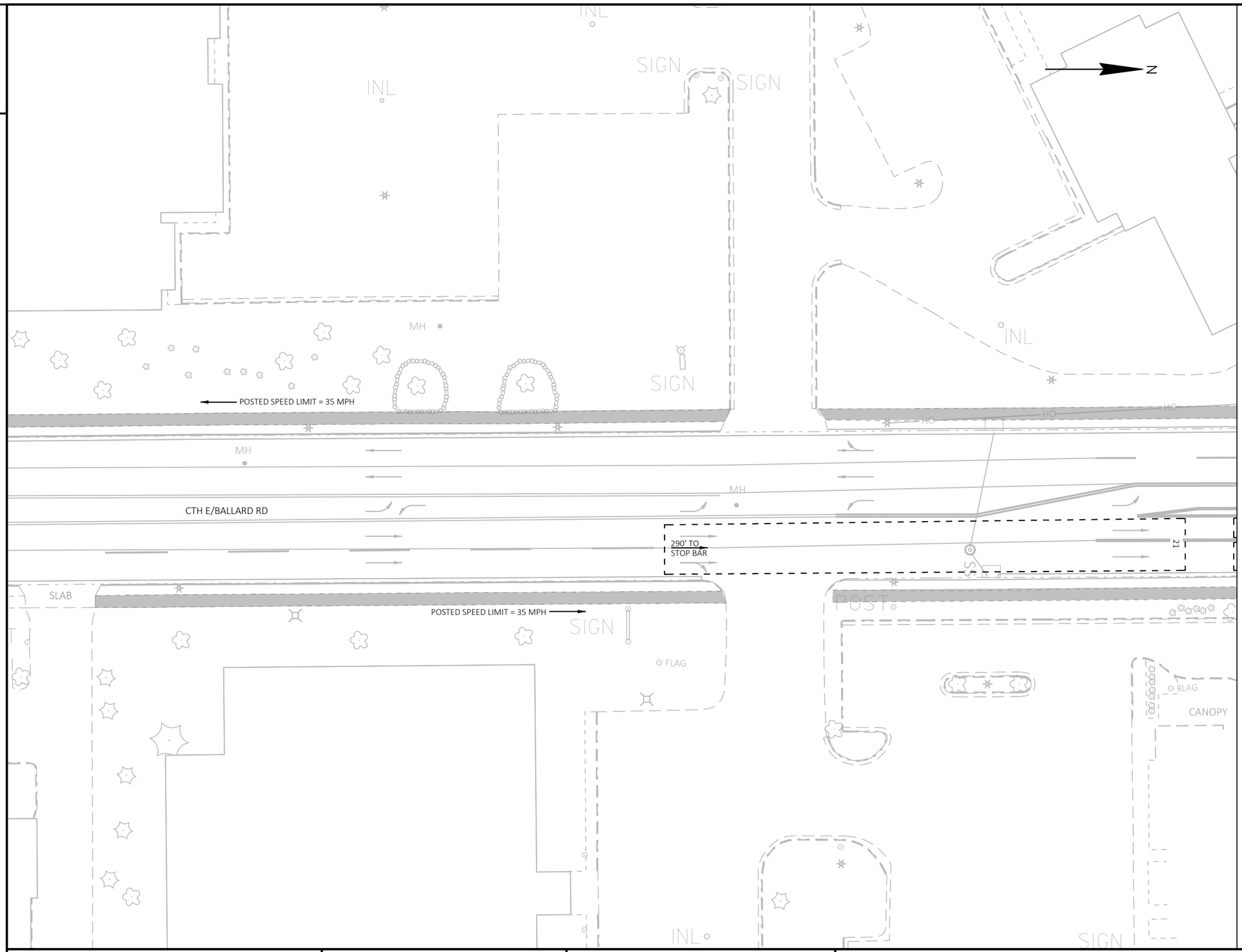
PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	CAPITOL DRIVE INTERSECTION SIGNAL PLAN	SHEET 214	E

FILE NAME : C:\USERS\MJOHNSON\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024201-SP.DWG
LAYOUT NAME - 04

PLOT DATE : 10/11/2024 2:27 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	CAPITOL DRIVE INTERSECTION SIGNAL PLAN	SHEET 215	E

FILE NAME : C:\USERS\MJOHNSON\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024201-SP.DWG
LAYOUT NAME - 05

PLOT DATE : 10/11/2024 2:30 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SLAB

POSTED SPEED LIMIT = 35 MPH

MATCH LINE STA 602+50 'ESB'

603ESB

290' TO STOP BAR

604ESB

605ESB

606ESB

607ESB

CTH E/BALLARD RD

603ENB

604ENB

605ENB

606ENB

607ENB

POSTED SPEED LIMIT = 35 MPH

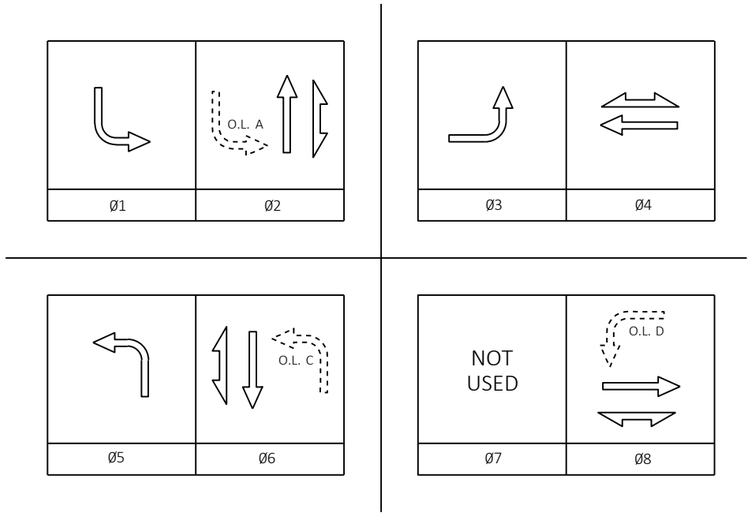
LUMINAIRE AND LIGHTING SYSTEM TO THE NORTH ARE NOT PART OF CAPITOL SIGNAL PLAN AND ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY

PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	CAPITOL DRIVE INTERSECTION SIGNAL PLAN	SHEET 216	E

FILE NAME : C:\USERS\MJOHNSON\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024201-SP.DWG
LAYOUT NAME - 06

PLOT DATE : 10/18/2024 2:03 PM PLOT BY : MORGAN JOHNSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



	HEAD NUMBERS	FLASH
Ø1	9, 10	R
Ø2	1, 2, 3	R
Ø3	19, 20, 21	R
Ø4	11, 12, 13	R
Ø5	4, 5	R
Ø6	6, 7, 8	R
Ø7		
Ø8	14, 15, 16, 17, 18	R R

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY w /Ø	PHASE RECALL	PHASE ACTIVE
1				X
2	X	6	X	X
3				X
4		8		X
5				X
6	X	2	X	X
7				
8		4		X

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	23	31	41	51	61	63
PHASE CALLED	1	2	2	3	4	5	6	6
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND		X						
DELAY			X					

19	17	23	21	27	25	31	29	DETECTOR INPUT
42								DETECTOR #(S)
4								PHASE CALLED
VEH								OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)		22			42		62	
PHASE CALLED		2			4		6	
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH								
EXTEND								
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								OPERATION MODE
								SWITCH
								EXTEND
								DELAY

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT/GPS	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	X

2

PROJECT ID:	1130-65-76
INTERSECTION:	BALLARD ROAD & CAPITOL DRIVE

SIGNAL WIRE COLOR CODING	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	October-24

CB1 TO	AWG #14 OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR								PED BUTTON	FLASHING YELLOW ARROW
				RED	YELLOW	GREEN	<RED	<YELLOW>	<GREEN>	D/WALK	WALK		
SB1	16	17	8	RED/BLK	ORG/BLK	GRN/BLK							
		18	8	RED/BLK	ORG/BLK	GRN/BLK							
		20	3				RED	ORG	GRN				
		21	3				RED	ORG	GRN				
		P8	2							BLK	BLU		
		BUTTON										BLU/WHT	
EXSB8	16	1	2	RED	ORG	GRN							
		9	1				RED/BLK	ORG/BLK	BLK/RED				GRN/BLK
		P7	8							WHT/BLK	BLU/BLK		
		BUTTON										BLU/WHT	
SB2	16	7	6	RED/BLK	ORG/BLK	GRN/BLK							
		8	6	RED/BLK	ORG/BLK	GRN/BLK							
		10	1				RED	ORG	BLK/RED				GRN/BLK
SB3	7	P6	8							BLK	BLU		
		BUTTON										WHT/BLK	
SB4	16	14	8				RED	ORG					GRN
		16	8	RED/BLK	ORG/BLK	GRN/BLK							
		P5	6							WHT/BLK	BLU/BLK		
		BUTTON										BLU/WHT	
SB5	16	12	4	RED	ORG	GRN							
		13	4	RED	ORG	GRN							
		15	8				RED/BLK	ORG/BLK					GRN/BLK
SB6	7	P4	6							BLK	BLU		
		BUTTON										WHT/BLK	
SB7A	16	4	5				RED/BLK	ORG/BLK	BLK/RED				GRN/BLK
		6	6	RED	ORG	GRN							
SB7	7	P3	4							BLK	BLU		
		BUTTON										WHT/BLK	
SB8	16	2	2	RED	ORG	GRN							
		3	2	RED	ORG	GRN							
		5	5				RED/BLK	ORG/BLK	BLK/RED				GRN/BLK
		P2	4							WHT/BLK	BLU/BLK		
		BUTTON										BLU/WHT	
EXSB6	16	11	4	RED	ORG	GRN							
		19	3	RED/BLK	ORG/BLK	GRN/BLK							
		P1	2							WHT/BLK	BLU/BLK		
		BUTTON										BLU/WHT	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GREEN XLP

From	To
EXCB1	SB1
EXCB1	SB2
SB2	SB3
EXCB1	SB4
EXCB1	SB5
SB5	SB6
SB5	SB9
EXCB1	SB7A
SB7A	SB7
EXCB1	SB8
EXCB1	EXSB6
EXCB1	EXSB8

LIGHTING TRAY CABLE 3 COND. 12 AWG GROUNDED

From	To
EXCB1	SB2
EXCB1	SB5
EXCB1	SB7A
EXCB1	SB8
EXCB1	SB9
EXCB1	EXSB6
EXCB1	EXSB8

BROADBAND RADIO CAT6 CABLE

From	To
CB1	SB8

EVP CABLE

From	To
CB1	SB2

RESINSTALL EXISTING CABLE

RADAR DETECTION CABLE

From	To
EXCB1	SB1
EXCB1	SB2
EXCB1	SB5
EXCB1	SB8

***USE THE WHITE CONDUCTOR IN THE CABLE ASSEMBLY AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.**

***ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.**

***RECONNECT THE GROUNDING CONDUCTORS WHEREVER THE CIRCUIT HAS BEEN INTERRUPTED TO ENSURE THE GROUNDING CIRCUIT IS COMPLETE.**

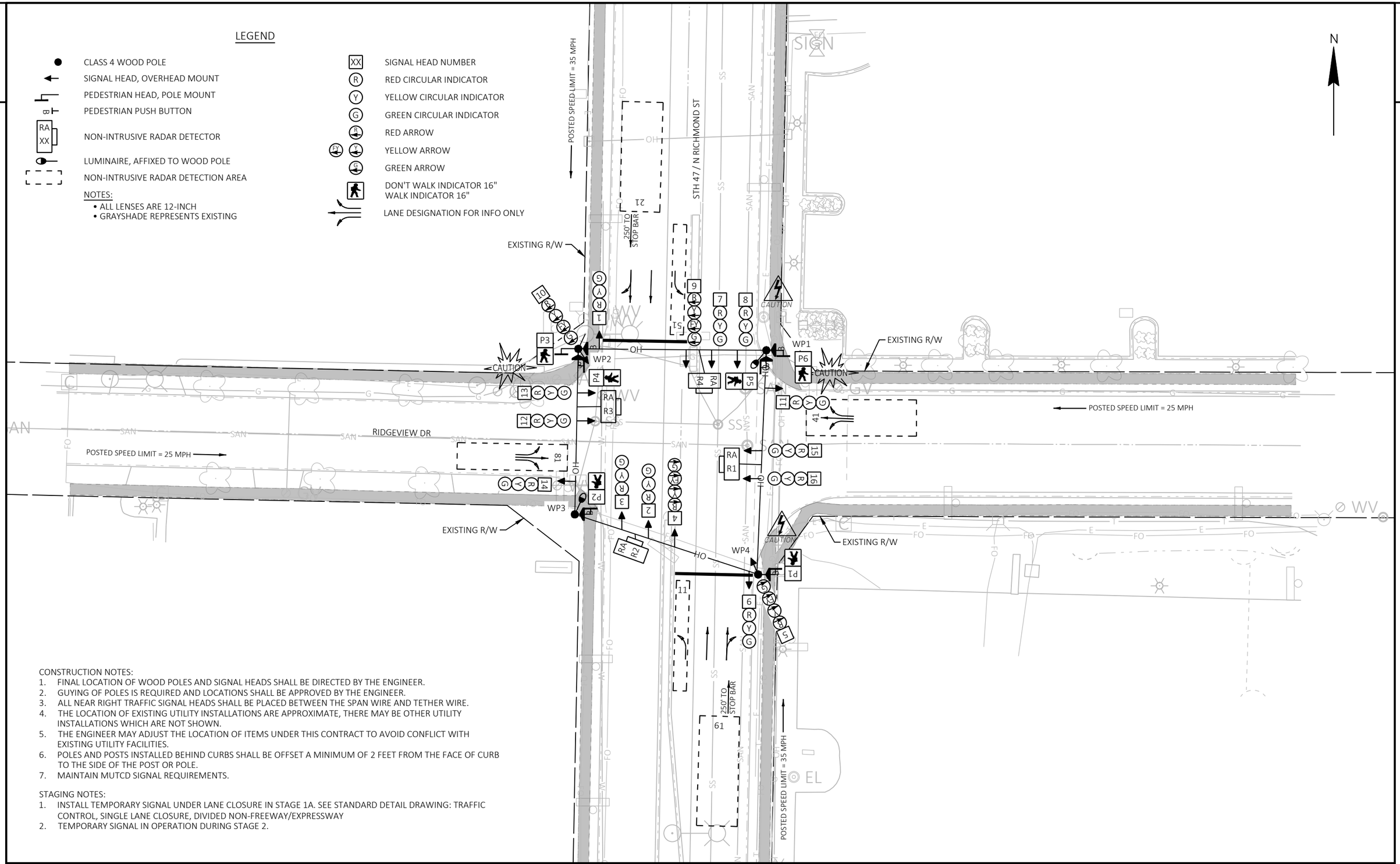
2

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- PEDESTRIAN HEAD, POLE MOUNT
- PEDESTRIAN PUSH BUTTON
- NON-INTRUSIVE RADAR DETECTOR
- LUMINAIRE, AFFIXED TO WOOD POLE
- NON-INTRUSIVE RADAR DETECTION AREA

NOTES:
- ALL LENSES ARE 12-INCH
- GRAYSHADE REPRESENTS EXISTING

- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- LANE DESIGNATION FOR INFO ONLY

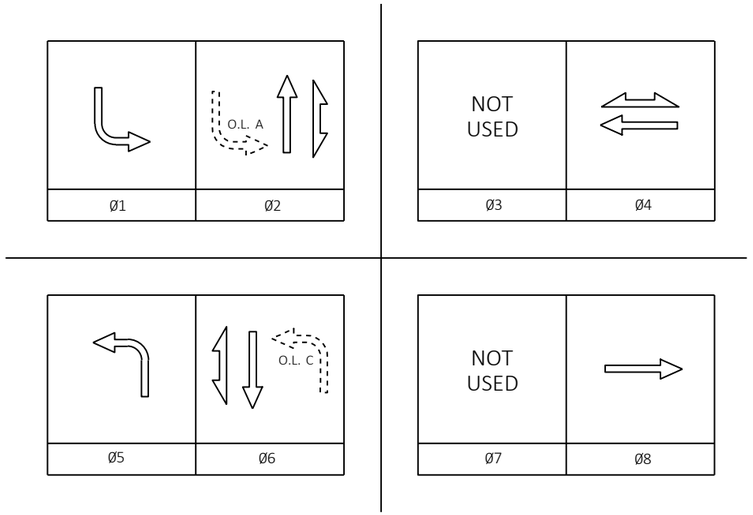


CONSTRUCTION NOTES:
1. FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS SHALL BE DIRECTED BY THE ENGINEER.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
3. ALL NEAR RIGHT TRAFFIC SIGNAL HEADS SHALL BE PLACED BETWEEN THE SPAN WIRE AND TETHER WIRE.
4. THE LOCATION OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE, THERE MAY BE OTHER UTILITY INSTALLATIONS WHICH ARE NOT SHOWN.
5. THE ENGINEER MAY ADJUST THE LOCATION OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
6. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF CURB TO THE SIDE OF THE POST OR POLE.
7. MAINTAIN MUTCD SIGNAL REQUIREMENTS.

STAGING NOTES:
1. INSTALL TEMPORARY SIGNAL UNDER LANE CLOSURE IN STAGE 1A. SEE STANDARD DETAIL DRAWING: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
2. TEMPORARY SIGNAL IN OPERATION DURING STAGE 2.

PROJECT NO: 1130-65-76	HWY: IH-41	COUNTY: OUTAGAMIE	STH 47 AND RIDGEVIEW DR INTERSECTION TEMPORARY SIGNAL PLAN	SHEET 219	E

FILE NAME : C:\USERS\MJOHNSON\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024101-ST.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2024 2:18 PM
PLOT BY : MORGAN JOHNSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



	HEAD NUMBERS	FLASH
Ø1	9, 10	R
Ø2	1, 2, 3	R
Ø3		
Ø4	11, 12, 13	R
Ø5	4, 5	R
Ø6	6, 7, 8	R
Ø7		
Ø8	14, 15, 16	R

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W /Ø	PHASE RECALL	PHASE ACTIVE
1				X
2	X	6	X	X
3				
4		8		X
5				X
6	X	2	X	X
7				
8		4		X

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	11	21	41	51	61	81		
PHASE CALLED	1	2	4	5	6	8		
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH		
SWITCH								
EXTEND		X			X			
DELAY	X			X				

19	17	23	21	27	25	31	29	
								DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)								
PHASE CALLED								
OPERATION MODE								
SWITCH								
EXTEND								
DELAY								

20	18	24	22	28	26	32	30	
								DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								OPERATION MODE
								SWITCH
								EXTEND
								DELAY

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT/GPS	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	X

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

2

CTH E (BALLARD RD)

EVERGREEN DRIVE

EP: 627+14.65

EP: 627+12.42

PT: 625+47.41

PC: 624+55.33

627

626

625

INSTALL CONCRETE BASE TYPE 2.

SPV.0060.1030: REMOVE AND REINSTALL TRAFFIC SIGNAL STANDARD

DISCONNECT WIRES AND CABLES AT EXISTING SIGNAL BASE. PULL BACK TRAFFIC SIGNAL CABLES TO NEAREST PULLBOX.

REMOVE AND SALVAGE PEDESTAL BASE, TRAFFIC SIGNAL STANDARD, TRAFFIC SIGNAL HEAD, PUSH BUTTON, PEDESTRIAN SIGNAL HEAD, AND SIGNAGE AS ONE ASSEMBLY.

REMOVE EXISTING CONCRETE BASE.

INTERCEPT EXISTING CONDUIT AND CONNECT NEW SECTION OF CONDUIT TO NEW CONCRETE BASE.

REINSTALL TRAFFIC SIGNAL STANDARD ASSEMBLY (PEDESTAL BASE, TRAFFIC SIGNAL STANDARD, TRAFFIC SIGNAL HEAD, PUSH BUTTON, PEDESTRIAN SIGNAL HEAD, AND SIGNAGE) ONTO NEW CONCRETE BASE. RECONNECT EXISTING CABLES TO PUSH BUTTON, PEDESTRIAN SIGNAL HEAD, AND TRAFFIC SIGNAL HEAD. TEST AND CONFIRM FUNCTIONALITY.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC SIGNAL MODIFICATION - CTH E AND EVERGREEN	SHEET 221	E

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\DSGN\SCRATCH\MUTH\11306576-EVERGREENSIGNALPOLE.DWG
LAYOUT NAME - TRAFFIC SIGNAL MODIFICATION - CTH E AND EVERGREEN
PLOT DATE : 5/23/2024 4:01 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PAVEMENT MARKING LEGEND

10 MARKING LINE EPOXY 6-INCH (DASHED WHITE)(2 FT LINE 6FT SKIP)

15 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)

16 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)

18 MARKING ARROW EPOXY

18 MARKING TURN ARROW EPOXY

20 MARKING WORD EPOXY

21 MARKING SYMBOL EPOXY

30 MARKING STOP LINE EPOXY 18-INCH

39 MARKING YIELD LINE EPOXY 18-INCH

46 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

49 MARKING CURB PAINT (YELLOW)

51 MARKING ISLAND NOSE PAINT (YELLOW)

59 MARKING LINE EPOXY 10-INCH (WHITE)

60 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (YELLOW)

61 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (WHITE)

62 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (DASHED)(12.5 FT WHITE LINE 12.5 FT BLACK LINE 25 FT SKIP)

63 MARKING LINE GROOVED PERMANENT TAPE 10-INCH (DASHED WHITE)(3 FT LINE 9 FT SKIP)

65 MARKING LINE EPOXY 10-INCH (2 FT WHITE LINE 6 FT GAPS)

66 MARKING LINE EPOXY 10-INCH (3 FT WHITE LINE 3 FT BLACK LAG LINE GAPS)

67 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)

68 MARKING LINE GROOVED WET REF EPOXY 10-INCH (2 FT WHITE LINE 6 FT GAPS)

70 MARKING LINE EPOXY 6-INCH (YELLOW)

71 MARKING LINE EPOXY 6-INCH (WHITE)

72 MARKING LINE EPOXY 6-INCH (DASHED WHITE)(12.5 FT LINE 37.5 FT SKIP)

73 MARKING LINE EPOXY 6-INCH (DASHED WHITE)(3 FT LINE 9 FT SKIP)

83 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE)

84 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (DASHED)(12.5 FT WHITE LINE 12.5 FT BLACK LINE 25 FT SKIP)

85 MARKING LINE GROOVED PERMANENT TAPE 6-INCH (DASHED WHITE)(3 FT LINE 9 FT SKIP)

86 MARKING LINE EPOXY 6-INCH (12.5 FT WHITE LINE 12.5 BLACK LAG LINE 25 FT GAPS)

87 MARKING DIAGONAL EPOXY 12-INCH (YELLOW)

88 MARKING PARKING STALL EPOXY (WHITE)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 222	E

MATCHLINE 20'CAP'+00

N

W CAPITOL DR

11' 11' 11' 11' 5' 5'

(TYPE 3) 18
67
16
R/L CAP
18 (TYPE 2)
15 (DOUBLE)
16
18 (BIKE LANE)
21 (BIKE LANE)
18 (TYPE 2)
'CAP'+98.88
11.00' LT

(BIKE LANE) 21
(TYPE 3) 18
(BIKE LANE) 18

'CAP'+16.29
22.00' RT
'CAP'+16.31
33.00' RT
'CAP'+16.31
0.00'
'CAP'+16.31
11.00' RT

(DOUBLE) 15
84
46
30
(TYPE 2) 18

'ESB'+16.14
0.00'
'ENB'+13.00
24.00' LT
'ENB'+13.00
14.00' LT
'ENB'+13.00
11.00' LT
'ENB'+13.00
1.00' LT

10' 11' 3' 10' 14'

BEGIN PROJECT
STA 599'ENB'+13.00

18 (TYPE 2)
61
'ENB'+52.73
16.67' RT

65
30
46

'ESB'+58.46
16.00' LT
'ESB'+58.46
11.00' LT
'ESB'+58.46
0.00'
'ESB'+58.47
11.00' RT
'ENB'+50.35
0.00'

600'ESB' 601'ESB' 602'ESB' 603'ESB' 604'ESB'
600'ENB' 601'ENB' 602'ENB' 603'ENB' 604'ENB'

(TYPE 2) 18
(BIKE LANE) 18
21 20 16 61 84
(BIKE LANE) 18
21 18 (TYPE 2)
63 85

'ESB'+70.09
16.00' LT
'ESB'+70.09
11.00' LT
'ESB'+35.10
16.00' LT
'ESB'+65.52
16.00' LT
'ESB'+28.34
16.00' LT
'ESB'+28.34
11.00' LT

46 85 (BIKE LANE) 16 18

11' 5' 11' 11' 11' 11' 11' 5'

CTH E/N BALLARD RD SB

R/L ESB

CTH E/N BALLARD RD NB

'ENB'+19.45
11.00' RT

16 51 49 18 (TYPE 2) 21 (BIKE LANE) 18

16 84 R/L ENB

'ENB'+64.71
11.00' RT
21 18 (BIKE LANE)

MATCHLINE 604'ENB'+60

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 223	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 01-E-01

PLOT DATE : 9/24/2024 11:11 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 611'EBB'+00

MATCHLINE 610'ENB'+75

MATCHLINE 604'ENB'+60

MATCHLINE 611'EAA'+75

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

RAMP EBB

RAMP EAA

R/L ESB

R/L ENB

R/L EBB

R/L EAA

(BIKE LANE)

(TYPE 2)

(TYPE 1)

'ESB'+00.36
11.00' LT

'ESB'+20.25
11.50' RT

'ESB'+66.13
0.00'

'ESB'+75.32
19.00' LT

'ESB'+58.63
14.00' LT

'ESB'+51.06
0.00'

'ESB'+38.50
19.00' LT

'ESB'+38.50
14.00' LT

'ESB'+66.55
0.00'

'ESB'+85.39
14.00' LT

'ENB'+26.39
14.00' LT

'ENB'+45.24
0.00'

'ENB'+64.08
14.00' RT

'ESB'+60.25
0.00'

'ENB'+54.29
14.00' LT

'ENB'+73.13
0.00'

'ENB'+91.98
14.00' RT

'EBB'+44.33
1.06' LT

'ENB'+64.71
14.00' RT

'ENB'+87.28
14.00' RT

'ENB'+37.28
19.00' RT

'ENB'+10.77
14.00' LT

'ENB'+10.77
0.00'

'ENB'+10.77
14.00' RT

'ENB'+10.77
18.99' RT

'ENB'+51.67
19.00' RT

'EAA'+40.40
0.00' RT

605'ESB'

606'ESB'

607'ESB'

608'ESB'

609'ESB'

610'ESB'

611'ESB'

605'ENB'

606'ENB'

607'ENB'

608'ENB'

609'ENB'

610'ENB'

610'EBB'

610'EAA'

611'EAA'

11'

14'

5'

18'

15'

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 224	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 01-E-02

PLOT DATE : 9/24/2024 11:10 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 852'EB'+50

R/L EB

RAMP EB

12'

12'

61

18 (TYPE 2)

30

65

R/L ENB

'EB'+69.06
14.00' LT

'ENB'+65.33
14.00' LT

'ENB'+89.88
0.00'

'ENB'+62.16
0.00'

R/L NB

R/L SB

R/L

IH 41 NB

IH 41 SB

71

'SB'+10.04
26.55' LT

(TYPE 3)

(TYPE 2)

20

84

'EC'+77.98
14.00' LT

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

'ENB'+19.92
0.00'

'EC'+70.78
14.02' LT

MATCHLINE 852'EC'+50

MATCHLINE 616'ECC'+00

R/L EC

RAMP EC

R/L ECC

RAMP ECC

18'

14'

16

(TYPE 1)

(BIKE LANE)

21

'ESB'+05.10
14.00' LT

'ESB'+83.80
0.00'

'ESB'+89.52
0.00'

'ESB'+40.98
0.02' RT

'EA'+35.70
26.00' RT

'EA'+83.64
12.00' RT

'EA'+69.83
12.00' RT

R/L ESB

R/L EA

R/L ED

RAMP EA

RAMP ED

MATCHLINE 855'EA'+00

MATCHLINE 294'ED'+50

'ESB'+12.56
0.00'

'ESB'+38.53
14.00' RT

'ESB'+54.79
28.00' RT

'ESB'+15.85
14.00' LT

'ESB'+34.26
0.00'

'ESB'+52.67
14.00' RT

'ESB'+32.14
14.00' LT

'ESB'+63.22
0.00'

'ESB'+81.63
14.00' RT

'ESB'+00.05
28.00' RT

'ESB'+71.09
28.00' RT

'ENB'+63.97
0.00' LT

'ENB'+77.43
14.00' RT

'ENB'+32.08
0.00'

'EDD'+95.29
1.22' RT

R/L EDD

RAMP EDD

MATCHLINE 616'EDD'+00

MATCHLINE 610'ENB'+75

MATCHLINE 617'ENB'+00

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

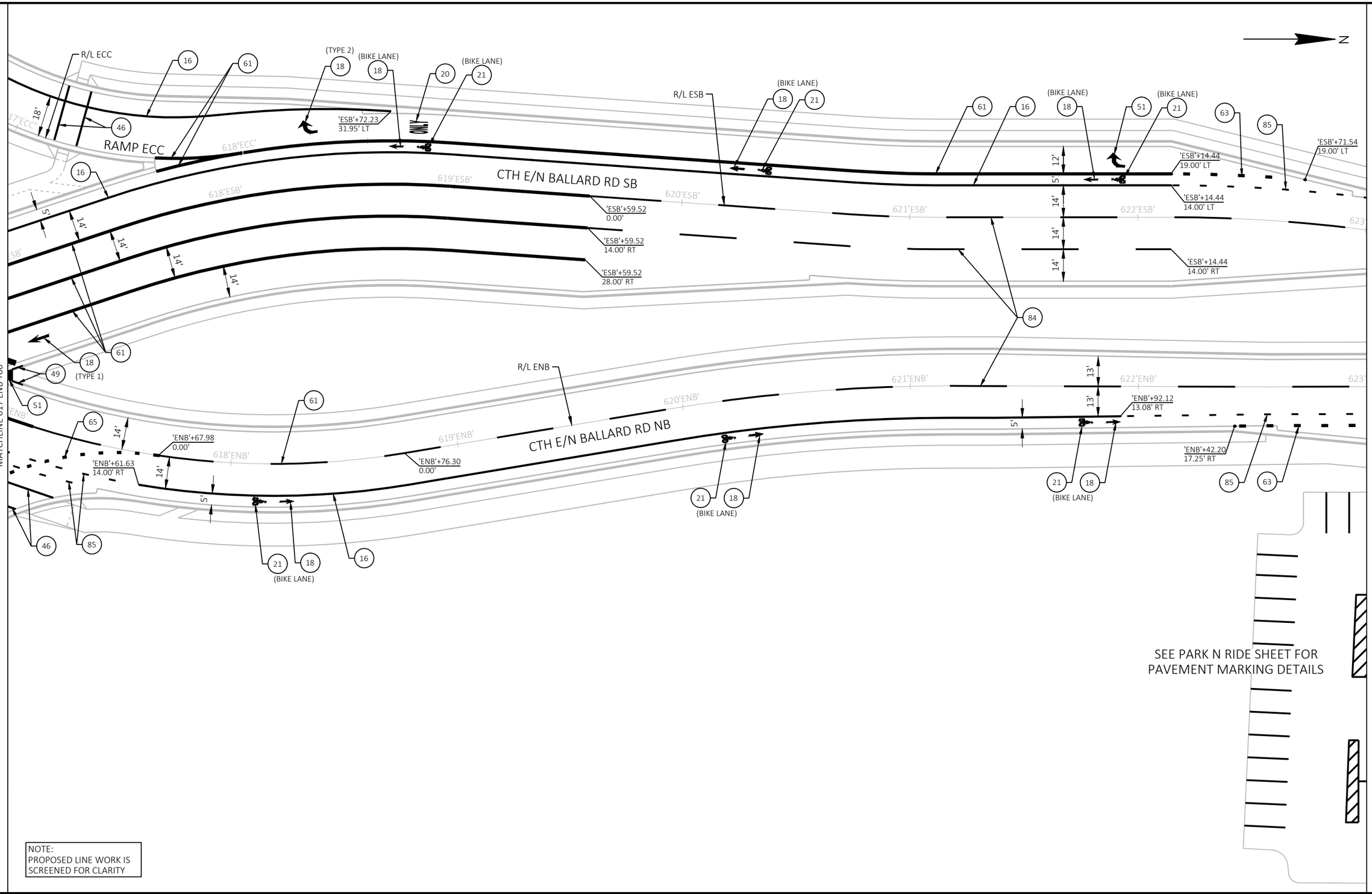
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 225	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 01-E-03

PLOT DATE : 9/24/2024 10:16 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 226	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 01-E-04

PLOT DATE : 9/24/2024 10:16 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MATCHLINE 623'ENB'+00

85

'ESB'+09.87
14.00' LT

R/L ESB

ESB'

13'

13'

624'ESB'

625'ESB'

'ESB'+47.41
0.00'

12'

12'

626'ESB'

627'ESB'

CTH E/N BALLARD RD SB

84

51

49

R/L ENB

ENB'

624'ENB'

625'ENB'

626'ENB'

627'ENB'

'ENB'+48.08
0.00'

'ENB'+48.08
12.00' RT

'ENB'+48.08
17.00' RT

12'

12'

5'

10'

'ENB'+42.10
12.00' RT

CTH E/N BALLARD RD NB

'ENB'+42.10
17.00' RT

ONLY

85 63 18 (TYPE 2) 21 18 (BIKE LANE) 16 61 20 21 18 18 (TYPE 2) (BIKE LANE) 30

EVERGREEN DR

SEE PARK N RIDE SHEET FOR
PAVEMENT MARKING DETAILS

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 227	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 01-E-05

PLOT DATE : 9/24/2024 10:16 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

860

859'NB'

R/L IH 41

IH 41 NB

860'NB'

R/L IH 41 NB

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

MATCHLINE 855'EA'+00

15'

14'

61

70

'EA'+26.22
5.00' LT

'EA'+26.22
0.00'

R/L EA

855'EA'

856'EA'

857'EA'

858'EA'

859'EA'

860'EA'

857'EAT'

858'EAT'

859'EAT'

860'EAT'

12'

12'

RAMP EA

'EA'+83.52
12.00' RT

'EA'+26.22
12.00' RT

'EA'+26.22
24.00' RT

'EA'+83.52
24.00' RT

72

71

G12'EAA'

R/L EAA

RAMP EAA

39

MATCHLINE 611'EAA'+75

PERMANENT PAVEMENT MARKING

INTERIM PAVEMENT MARKING

MATCHLINE 861'EA'+00

NOTE:
PROPOSED LINE WORK IS SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 228	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 02-EA-01

PLOT DATE : 9/24/2024 10:17 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

RAMP EDT

15'

305'ED'

304'EDT'

305'EDT'

ED'

R/L IH 41 SB

R/L IH 41

R/L IH 41 NB

IH 41 SB

IH 41 NB

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

'NB'+44.23
26.00' RT

861'NB'

862'SB'

861

862

863'SB'

863

862'NB'

864'SB'

864

863'NB'

865'SB'

865

864'NB'

866'SB'

866

865'NB'

866'NB'

71

70

R/L EA

'EA'+50.00
0.00' RT

862'EA'

862'EAT'

863'EA'

863'EAT'

864'EA'

864'EAT'

865'EA'

865'EAT'

866'EA'

866'EAT'

'EA'+43.52
15.00' RT

15'

'EA'+50.00
15.00' RT

RAMP EA

RAMP EAT

R/L EAT

MATCHLINE 861'EA'+00

MATCHLINE 867'EAT'+00

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 229	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 02-EA-02

PLOT DATE : 9/24/2024 10:18 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

307'ED' 308'ED' 309'ED' 310'ED' 311'ED' 312'ED' 516'EDE'

RAMP EDT

307'EDT' 308'EDT' 309'EDT' 310'EDT'

71 71 70 73

867'SB' 868'SB' 869'SB' 870'SB' 871'SB' 872'SB' 873'SB'

R/L IH 41 SB

IH 41 SB

867 868 869 870 871 872 873

R/L IH 41

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

R/L IH 41 NB

67'NB' 868'NB' 869'NB' 870'NB' 871'NB' 872'NB' 873'NB'

IH 41 NB

71 70

'EAT'+52.11
0.00'

'EAT'+09.75
0.00'

'EAT'+09.75
12.00' RT

RAMP EAT

868'EAT' 869'EAT' 870'EAT' 871'EAT' 872'EAT' 873'EAT'

12'

15'

MATCHLINE 867'EAT'+00

RAMP EA

71

R/L EA

R/L EAT

73

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 230	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 02-EAT-03

PLOT DATE : 9/24/2024 10:19 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

RAMP ECT

R/L EC

841'EC' 842'EC' 843'EC'

841'ECT 842'ECT 843'ECT

N

R/L IH 41 SB

IH 41 SB

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-71

IH 41 NB

R/L IH 41

R/L IH 41 NB

841'SB' 842'SB' 843'SB' 844'SB' 845'SB' 846'SB'

841 842 843 844 845 846

841'NB' 842'NB' 843'NB' 844'NB' 845'NB' 846'NB'

73 71 70 70

'EBT'+43.58
0.00'

'EBT'+82.88
0.00'

'EB'+87.00
12.00' LT

'EB'+87.00
0.00'

15'

12'

12'

RAMP EBT

R/L EBT

R/L EB

841'EBT' 842'EBT' 843'EBT' 844'EBT' 845'EBT' 846'EBT'

841'EB' 842'EB' 843'EB' 844'EB' 845'EB' 846'EB'

'EBT'+43.58
15.00' RT

'EBT'+82.88
15.00' RT

'EBT'+87.00
15.00' RT

'EB'+87.00
12.00' RT

71 71 72

MATCHLINE 846'EB'+50

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 231	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 03-EB-01
PLOT DATE : 9/24/2024 10:19 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

'SB'+61.41
26.41' LT

71

IH 41 SB

R/L IH41 SB

847'SB'
848'SB'
849'SB'
850
849
848
847
851'NB'
850'NB'
849'NB'
848'NB'
847'NB'

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-71

IH 41 NB

R/L IH 41 NB

71
'NB'+56.64
24.89' RT

N

2

MATCHLINE 846'EB'+50

70

R/L EB

RAMP EB

847'EB'
848'EB'
849'EB'
850'EB'
851'EB'
852'EB'

12'
12'

71

72

'EB'+29.31
12.00' LT

'EB'+48.06
14.00' LT

73

'EB'+60.56
26.00' LT

(TYPE 2)
18

'EB'+44.39
26.00' LT

61

'EB'+79.31
14.00' LT

'EB'+79.31
0.00'

'EB'+79.31
14.00' RT

'EB'+79.31
29.00' RT

'EB'+29.31
12.00' RT

'EB'+46.96
14.00' RT

73

R/L EBB

RAMP EBB

59

18
(TYPE 2)

'EB'+44.39
29.00' RT

61

12'
12'
14'
15'
15'

MATCHLINE 611'EBB'+00

MATCHLINE 852'EB'+50

INTERIM
PAVEMENT
MARKING

PERMANENT
PAVEMENT
MARKING

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 232	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 03-EB-02

PLOT DATE : 9/24/2024 10:21 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

'ECT'+57.90
0.00'

'ECT'+57.89
12.00' LT

R/L ECT

'ECT'+57.89
0.00'

R/L EC

12'

RAMP ECT

71

73

IH 41 SB

R/L IH 41 SB

R/L IH 41

IH 41 NB

R/L IH 41 NB

829'ECT' 830'ECT' 831'ECT' 832'ECT' 833'ECT' 834'ECT'

829'SB' 830'SB' 831'SB' 832'SB' 833'SB' 834'SB'

829 830 831 832 833 834

829'NB' 830'NB' 831'NB' 832'NB' 833'NB' 834'NB'

834'EBT'

MATCHLINE 835'EC'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 233	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 04-EC-00

PLOT DATE : 9/24/2024 10:22 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

R/L ECT

MATCHLINE 835'EC'+00

MATCHLINE 841'EC'+00

'ECT'+61.57
15.00' LT

'ECT'+61.57
0.00'

15'

RAMP ECT

R/L EC

'ECT'+21.51
15.00' LT

71

70

73

71

836'EC'
836'ECT'
837'EC'
837'ECT'
838'EC'
838'ECT'
839'EC'
839'ECT'
840'EC'
840'ECT'
841

IH 41 SB

R/L IH 41 SB

836'SB'
837'SB'
838'SB'
839'SB'
840'SB'
841

R/L IH 41

835
836
837
838
839
840
841

IH 41 NB

R/L IH 41 NB

836'NB'
837'NB'
838'NB'
839'NB'
840'NB'
841'NB'

R/L EBT

836'EBT'
837'EBT'
838'EBT'
839'EBT'
840'EBT'
841'EBT'

'EBT'+29.07
0.00'

'EBT'+43.58
0.00'

'EBT'+43.58
15.00' RT

RAMP EBT

841'EB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 234	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 04-EC-01

PLOT DATE : 9/24/2024 10:22 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 841'EC'+00

MATCHLINE 847'EC'+00

'ECT'+90.41
15.00' LT

71

'EC'+12.49
27.00' LT

'EC'+12.49
15.00' LT

72

'EC'+68.01
27.00' LT

'EC'+98.07
15.00' LT

15'

RAMP ECT

R/L EC

RAMP EC

12'

15'

841'EC'
841'ECT'
842'EC'
842'ECT'
843'EC'
843'ECT'
844'EC'
844'ECT'
845'EC'
845'ECT'
846'EC'
846'ECT'
847

'EC'+00.00
0.00' RT

70

R/L IH 41 SB

842'SB'

IH 41 SB

843'SB'

R/L IH 41

842

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

844'SB'

845'SB'

R/L IH 41 NB

843

842'NB'

844

846'SB'

IH 41 NB

843'NB'

845

847'SB'

'EBT'+82.88
0.00'

842'EBT'

70

R/L EBT

71

844'NB'

846

842'EB'

RAMP EBT

845'NB'

847

843'EBT'

R/L EB

846'NB'

843'EB'

847'NB'

844'EBT'

844'EB'

71

'EBT'+82.88
15.00' RT

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 235	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 04-EC-02

PLOT DATE : 11/27/2024 11:52 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

INTERIM PAVEMENT MARKING

PERMANENT PAVEMENT MARKING

MATCHLINE 847'EC'+00

MATCHLINE 616'ECC'+00

MATCHLINE 852'EC'+50

71

16

61

70

'EC'+69.00
47.39' LT

'EC'+82.36
47.94' LT

'ECC'+48.37
0.00'

'EC'+88.15
28.00' LT

'EC'+10.08
27.99' LT

'EC'+88.10
13.32' LT

'EC'+79.35
0.00'

'SB'+61.41
26.41' LT

18'

14'

12'

RAMP ECC

RAMP EC

R/L ECC

R/L EC

R/L IH 41 SB

R/L IH 41

613'ECC'

614'ECC'

615'ECC'

616'ECC'

848'EC'

849'EC'

850'EC'

851'EC'

852'EC'

848'SB'

849'SB'

850'SB'

848

849

IH 41 SB

IH 41 NB

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-71

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 236	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 04-EC-03

PLOT DATE : 11/27/2024 11:55 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

PERMANENT PAVEMENT MARKING

INTERIM PAVEMENT MARKING

MATCHLINE 616'EDD'+00

MATCHLINE 294'ED'+50

MATCHLINE 300'ED'+00

R/L EDD

R/L ED

15'

15'

12'

12'

RAMP EDD

RAMP ED

14'

14'

14'

12'

'ED'+83.10
40.00' LT

'ED'+83.10
12.00' LT

'ED'+83.10
14.00' RT

'ED'+67.26
40.00' LT

'ED'+67.26
26.00' LT

'ED'+67.26
12.00' LT

'ED'+67.26
2.00' RT

'ED'+86.01
14.00' RT

'SB'+34.40
26.48' LT

(TYPE 2)

18

20

71

59

61

70

72

73

615'EDD'

613'EDD'

612'EDD'

295'ED'

296'ED'

297'ED'

298'ED'

299'ED'

299'EDT'

300'ED'

R/L IH 41 SB

R/L IH41

R/L IH 41 NB

856'SB'

857'SB'

858'SB'

859'SB'

860'SB'

857

858

859

860

859'NB'

860'NB'

IH 41 SB

IH 41 NB

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 237	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 05-ED-01

PLOT DATE : 9/24/2024 10:28 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 300'ED'+00

MATCHLINE 306'ED'+00

'ED'+17.26
24.00' LT

72

R/L ED

71

'ED'+49.66
24.00' LT

'EDT'+49.66
15.00' LT

'ED'+17.26
0.00'

12'

12'

RAMP ED

'ED'+49.66
12.00' LT

301'ED'

301'EDT'

302'ED'

302'EDT'

303'ED'

303'EDT'

304'ED'

304'EDT'

305'ED'

305'EDT'

306'ED'

306'EDT'

RAMP EDT

71

'EDT'+66.60
14.87' LT

15'

70

'ED'+49.66
0.00'

'EDT'+49.66
0.00'

70

R/L EDT

'EDT'+37.86
0.00'

71

'SB'+20.20
26.13' LT

IH 41 SB

R/L IH 41 SB

861'SB'

862'SB'

863'SB'

864'SB'

865'SB'

866'SB'

TO BE CONSTRUCTED
UNDER PROJ ID 1130-65-72

R/L IH41

861

862

863

864

865

866

R/L IH 41 NB

861'NB'

862'NB'

863'NB'

864'NB'

865'NB'

866'NB'

IH 41 NB

71

'NB'+44.23
26.00' RT

NOTE:
PROPOSED LINE WORK IS
SCREENED FOR CLARITY

R/L EA

865'EA'

865'EAT'

866'EA'

866'EAT'

RAMP EA

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 238	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 05-ED-02

PLOT DATE : 9/24/2024 10:28 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 306'ED'+00

'ED' 307'ED' 308'ED' 309'ED' RAMP ED 310'ED' 311'ED' 312'ED' 516'EDE'

R/L ED

71

'EDT'+97.31
12.00' LT

RAMP EDT

12'

'EDT'+97.31
0.00'

R/L EDT

'EDT'+65.71
0.00'

70

73

71

R/L IH 41 SB

'EDT' 307'EDT' 308'EDT' 309'EDT' 310'EDT'

867'SB' 868'SB' 869'SB' 870'SB' 871'SB' 872'SB'

R/L EDT

TO BE CONSTRUCTED UNDER
PROJ ID 1130-65-72

IH 41 SB

R/L IH 41

867 868 869 870 871 872

R/L IH 41 NB

867'NB' 868'NB' 869'NB' 870'NB' 871'NB' 872'NB'

IH 41 NB

71

70

R/L EAT

'EAT'+52.11
0.00'

73

'EAT'+09.75
0.00'

'EAT'+09.75
12.00' RT

RAMP EAT

867'EAT' 868'EAT' 869'EAT' 870'EAT' 871'EAT' 872'EAT'

867'EA 868'EA

71

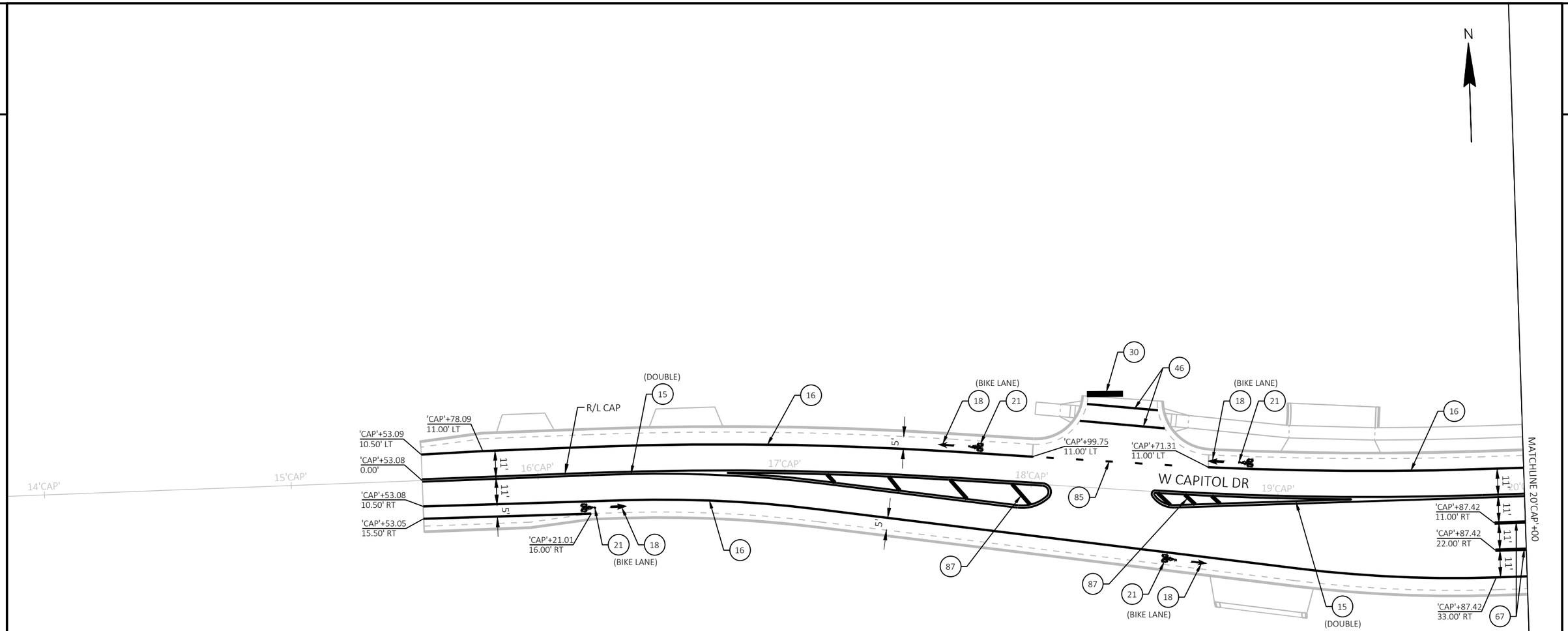
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 239	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 05-ED-03

PLOT DATE : 9/24/2024 10:46 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



NOTE:
PROPOSED LINE WORK IS SCREENED FOR CLARITY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 240	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 06-CAP-01
PLOT DATE : 9/24/2024 10:48 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

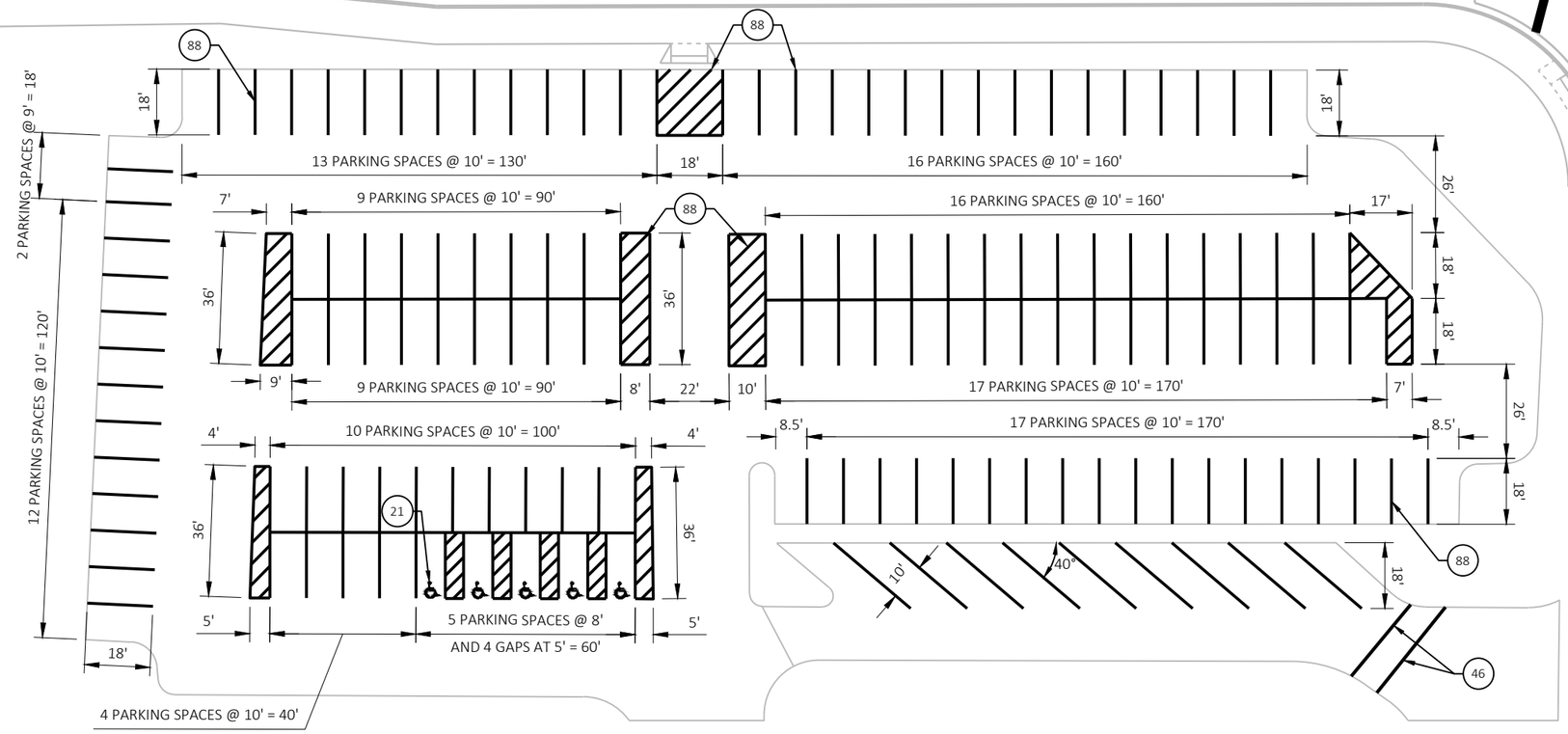
N

622'ESB' 623'ESB' 624'ESB' 625'ESB' 626'ESB' 627'ESB'

R/L ESB

R/L ENB

622'ENB' 623'ENB' 624'ENB' 625'ENB' 626'ENB' 627'ENB'



PARK N RIDE

NOTE:
PROPOSED LINE WORK IS SCREENED FOR CLARITY

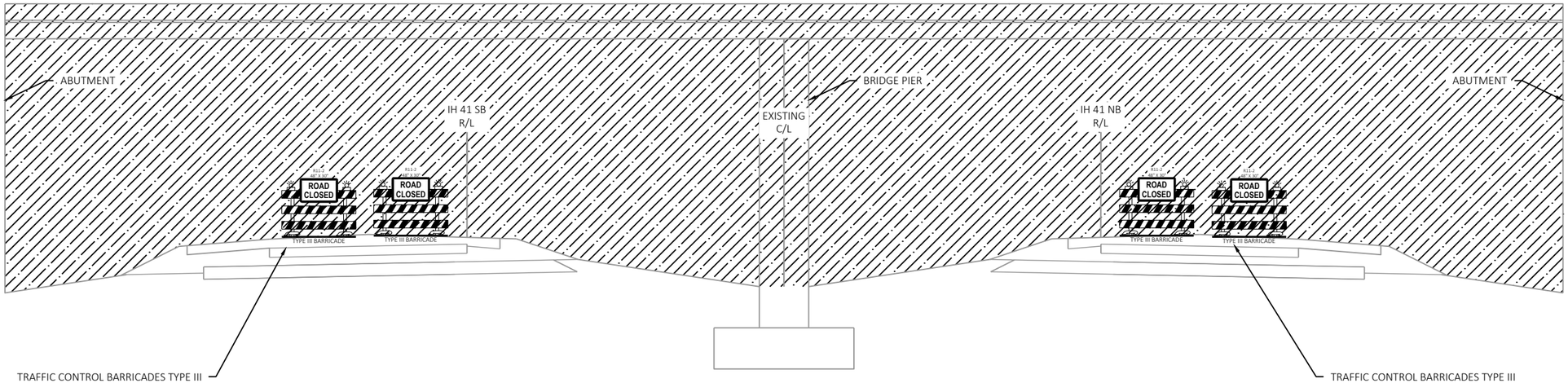
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 241	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-024501-PM.DWG
LAYOUT NAME - 07-PNR

PLOT DATE : 9/24/2024 10:48 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



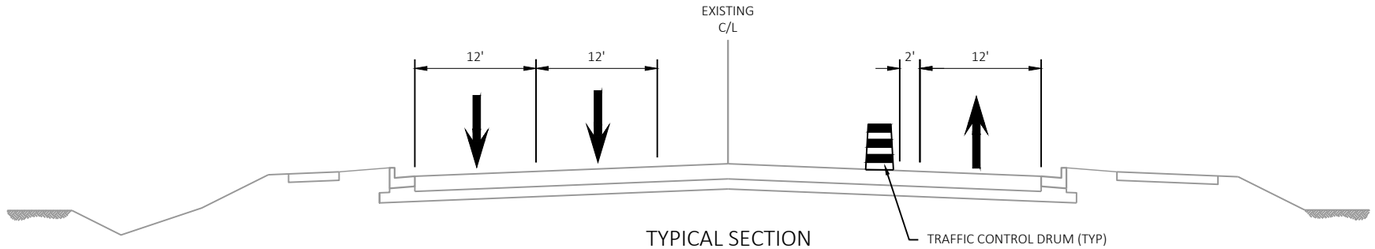
TRAFFIC CONTROL BARRICADES TYPE III (TYP) SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY FOR SB LOCATIONS

TRAFFIC CONTROL BARRICADES TYPE III (TYP) SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY FOR NB LOCATIONS

TYPICAL SECTION - FULL FREEWAY CLOSURE
IH 41 - OFF PEAK

STAGE 1A DURING BRIDGE REMOVAL
STAGE 2 DURING GIRDER PLACEMENT

2

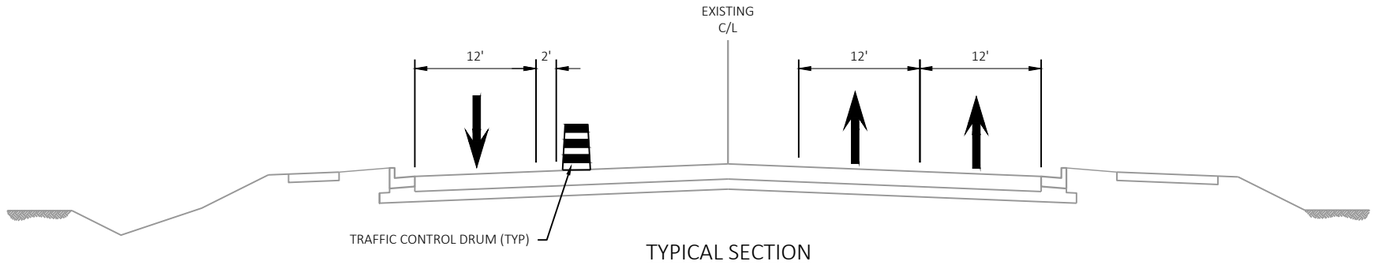


TYPICAL SECTION
CTH E/N BALLARD RD - SOUTH END
STAGE 1A & 1B

ACCESS TO IH 41 RAMPS ONLY

STA 30'E'+00 TO STA 36'E'+00

BRIDGE REMOVAL STA 36'E'+50 TO STA 42'E'+50

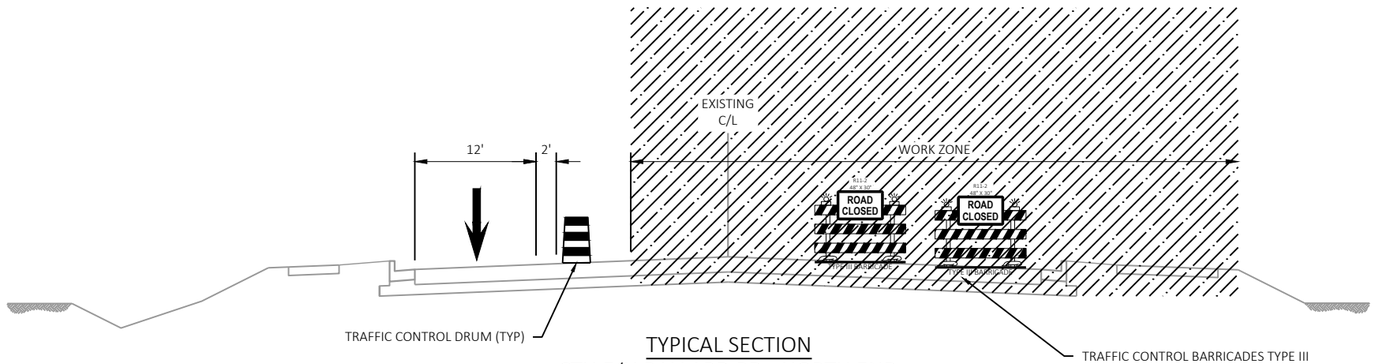


TYPICAL SECTION
CTH E/N BALLARD RD - NORTH END
STAGE 1A

ACCESS TO IH 41 RAMPS ONLY

STA 43'E'+00 TO STA 53'E'+12.55

BRIDGE REMOVAL STA 36'E'+50 TO STA 42'E'+50



TYPICAL SECTION
CTH E/N BALLARD RD - NORTH END
STAGE 1B

ACCESS TO IH 41 SB ENTRANCE RAMP ONLY

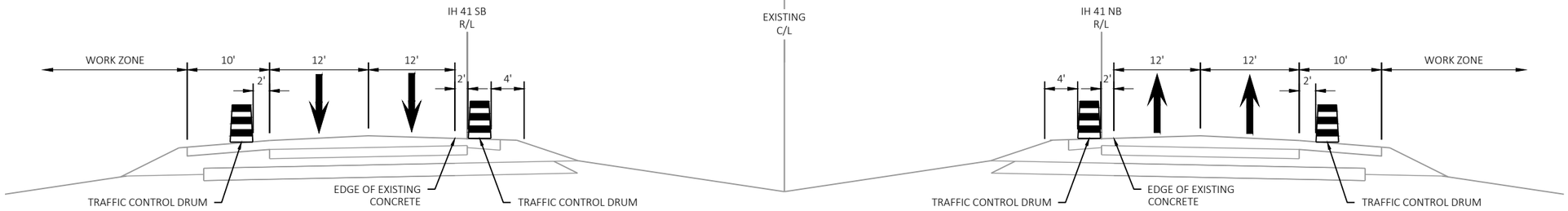
STA 43'E'+00 TO STA 53'E'+12.55

BRIDGE CONSTRUCTION STA 36'E'+50 TO STA 42'E'+50

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 1A & 1B	SHEET 243	E

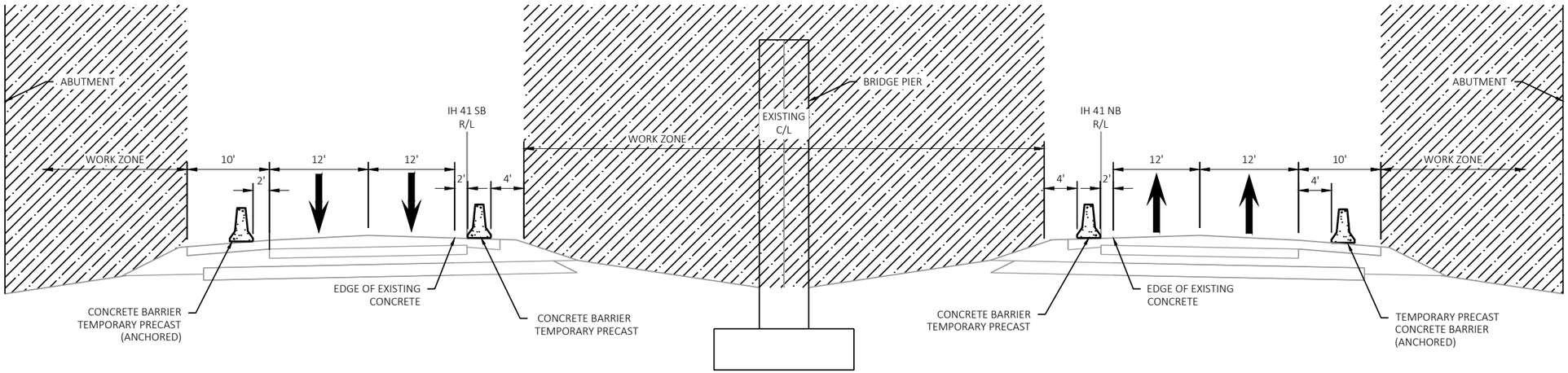
FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025101-TC-TYPICAL.DWG
LAYOUT NAME - 03
PLOT DATE : 12/13/2024 11:14 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

2



TYPICAL SECTION
IH 41 STAGE 1B, 2A & 2B

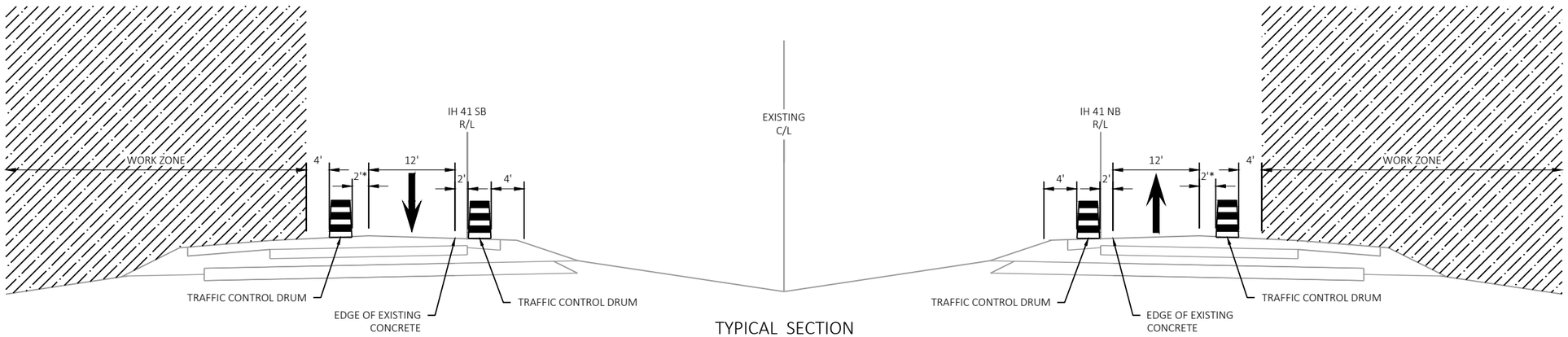
STA 828'NB'+29 TO STA 852'NB'+80
STA 855'NB'+21 TO STA 878'NB'+62
STA 823'SB'+95 TO STA 852'SB'+80
STA 855'SB'+21 TO STA 878'SB'+58



TYPICAL SECTION
IH 41 STAGE 1B, 2A & 2B

STA 852'NB'+80 TO STA 855'NB'+21
STA 852'SB'+80 TO STA 855'SB'+21

2

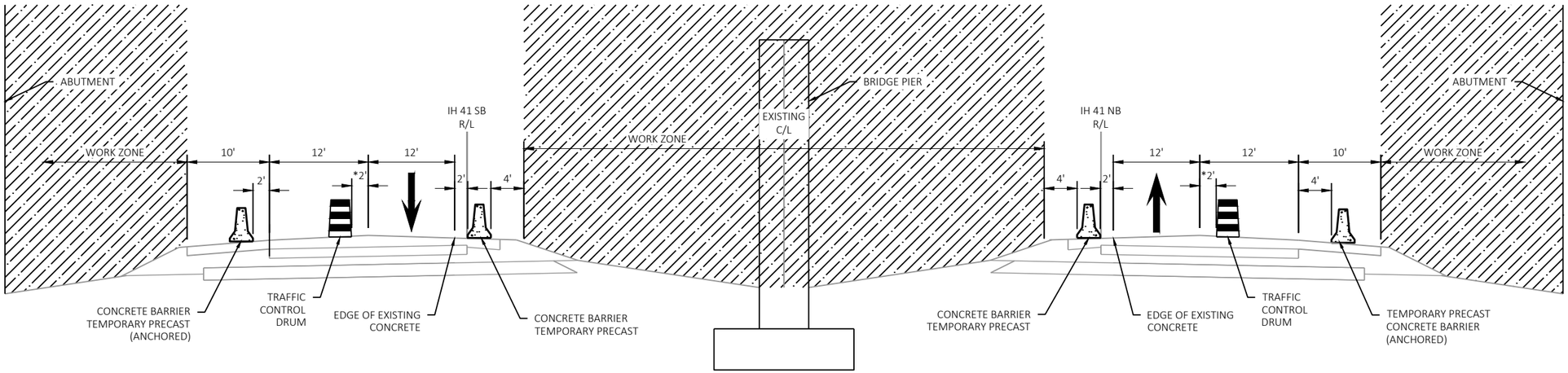


TYPICAL SECTION

IH 41 STAGE 1B, 2A & 2B - OFF PEAK

STA 828'NB'+29 TO STA 852'NB'+80
STA 855'NB'+21 TO STA 878'NB'+62
STA 823'SB'+95 TO STA 852'SB'+80
STA 855'SB'+21 TO STA 878'SB'+58

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



TYPICAL SECTION

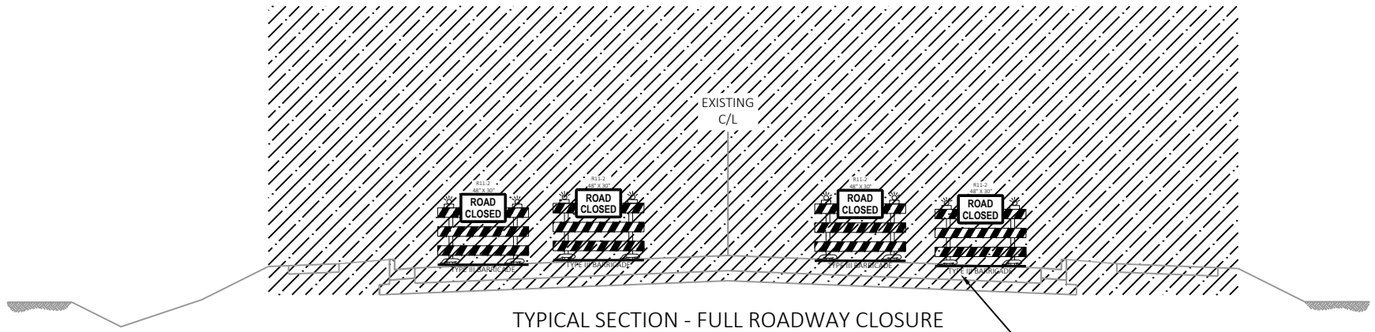
IH 41 STAGE 1B, 2A & 2B - OFF PEAK

STA 852'NB'+80 TO STA 855'NB'+21
STA 852'SB'+80 TO STA 855'SB'+21

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 1B 2A & 2B	SHEET 245	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025101-TC-TYPICAL.DWG
LAYOUT NAME - 07
PLOT DATE : 12/13/2024 11:14 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

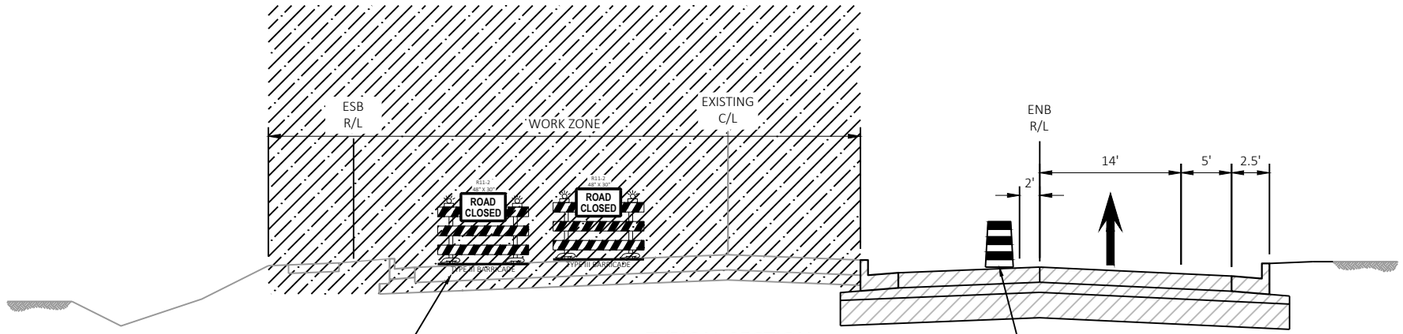


TYPICAL SECTION - FULL ROADWAY CLOSURE
CTH E/N BALLARD RD
STAGE 2A - SOUTH END & NORTH END
STAGE 2B - SOUTH END

STA 30'E'+00 TO STA 36'E'+00
STA 43'E'+00 TO STA 53'E'+12.55

BRIDGE CONSTRUCTION STA 36'E'+50 TO STA 42'E'+50

TRAFFIC CONTROL BARRICADES TYPE III (TYP) SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY FOR NB LOCATIONS



TYPICAL SECTION
CTH E/N BALLARD RD - NORTH END
STAGE 2B

ACCESS FROM IH 41 SB EXIT RAMP ONLY

STA 43'E'+00 TO STA 53'E'+12.55

BRIDGE CONSTRUCTION STA 36'E'+50 TO STA 42'E'+50

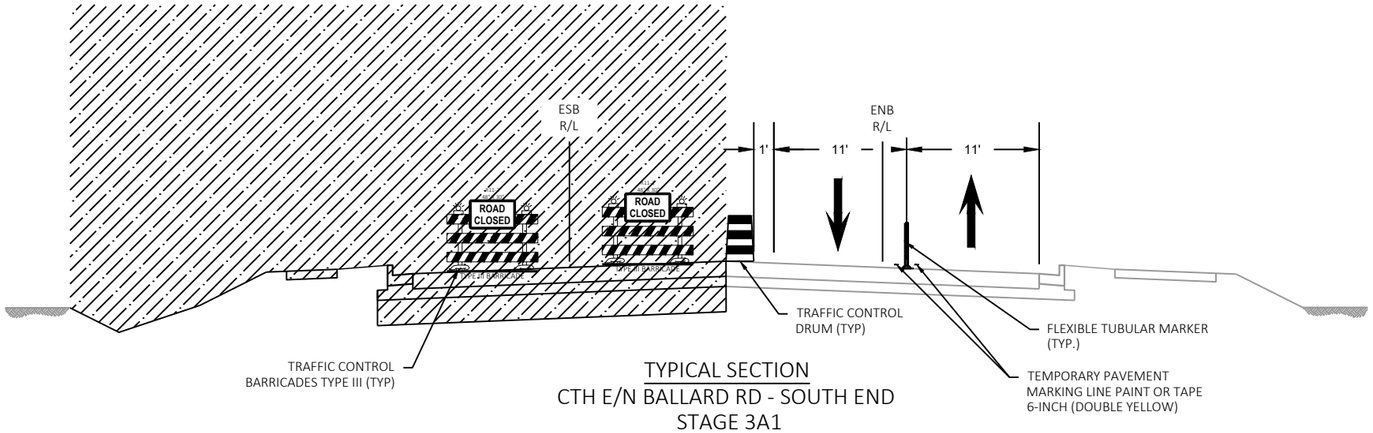
TRAFFIC CONTROL BARRICADES TYPE III (TYP) SEE SDD TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY FOR NB LOCATIONS

TRAFFIC CONTROL DRUM

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 2A & 2B	SHEET 246	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025101-TC-TYPICAL.DWG
LAYOUT NAME - 08
PLOT DATE : 12/13/2024 11:15 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

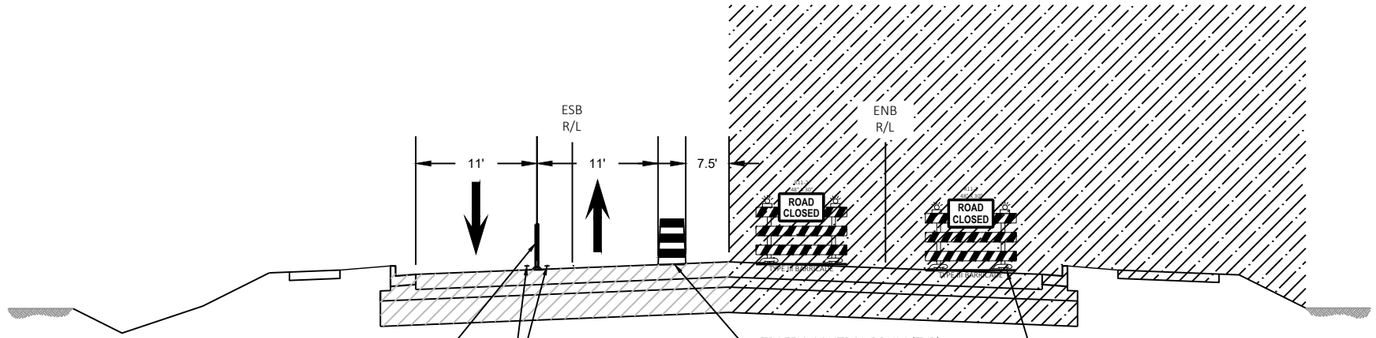
2



TYPICAL SECTION
CTH E/N BALLARD RD - SOUTH END
STAGE 3A1

ACCESS TO IH 41 NB ONLY

CTH E/N BALLARD RD AND CAPITOL DRIVE INTERSECTION

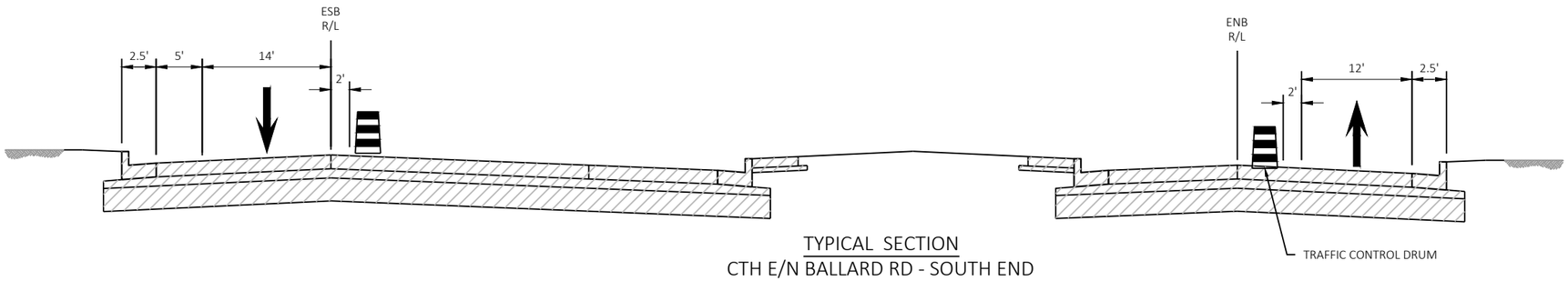


TYPICAL SECTION
CTH E/N BALLARD RD - SOUTH END
STAGE 3A2, 3A3

ACCESS TO IH 41 NB ONLY

CTH E/N BALLARD RD AND CAPITOL DRIVE INTERSECTION

2

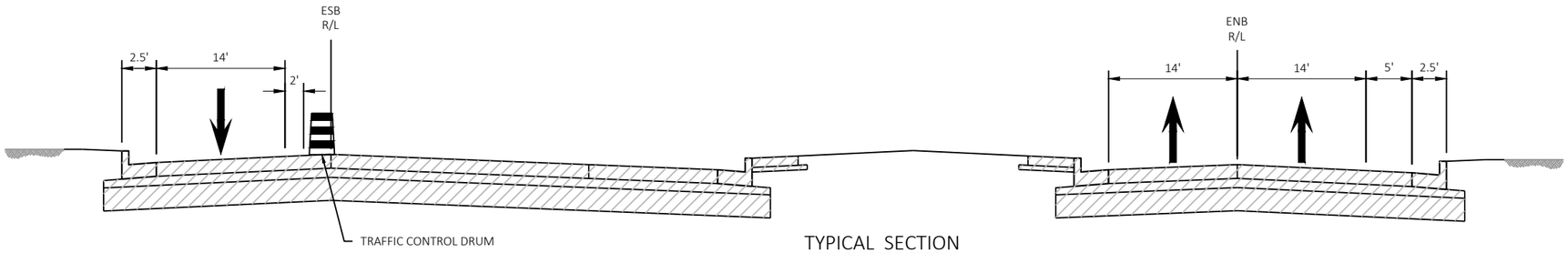


TYPICAL SECTION
CTH E/N BALLARD RD - SOUTH END
STAGE 3B

ACCESS TO IH 41 NB RAMPS ONLY

STA 600'ENB'+50 TO STA 610'ENB'+00

BRIDGE CONSTRUCTION STA 610'ENB'+00 TO STA 616'ENB'+00



TYPICAL SECTION
CTH E/N BALLARD RD - NORTH END
STAGE 3A & 3B

ACCESS TO IH 41 SB RAMPS ONLY

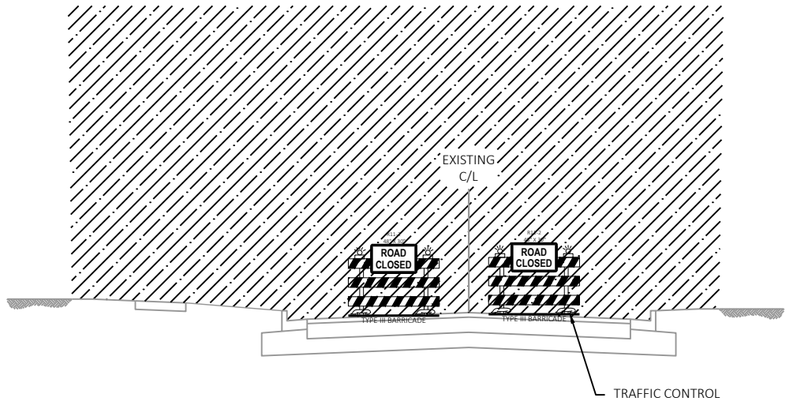
STA 616'ENB'+00 TO STA 626'ENB'+50

BRIDGE CONSTRUCTION STA 610'ENB'+00 TO STA 616'ENB'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TYPICAL SECTIONS - STAGE 3A & 3B	SHEET 248	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025101-TC-TYPICAL.DWG
LAYOUT NAME - 05
PLOT DATE : 12/13/2024 11:15 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

2



TYPICAL SECTION
CAPITOL DRIVE

STAGE 3A1
STA 18'CAP'+45 TO STA 21'CAP'+88
STAGE 3A2
STA 18'CAP'+24 TO STA 18'CAP'+45
STAGE 3A3
STA 15'CAP'+53 TO STA 18'CAP'+24
STA 21'CAP'+88 TO STA 22'CAP'+40

2

STAGE 1A

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

REMOVE EXISTING STRUCTURE B-44-0172

REMOVE CABLE BARRIER IN IH 41 SB MEDIAN

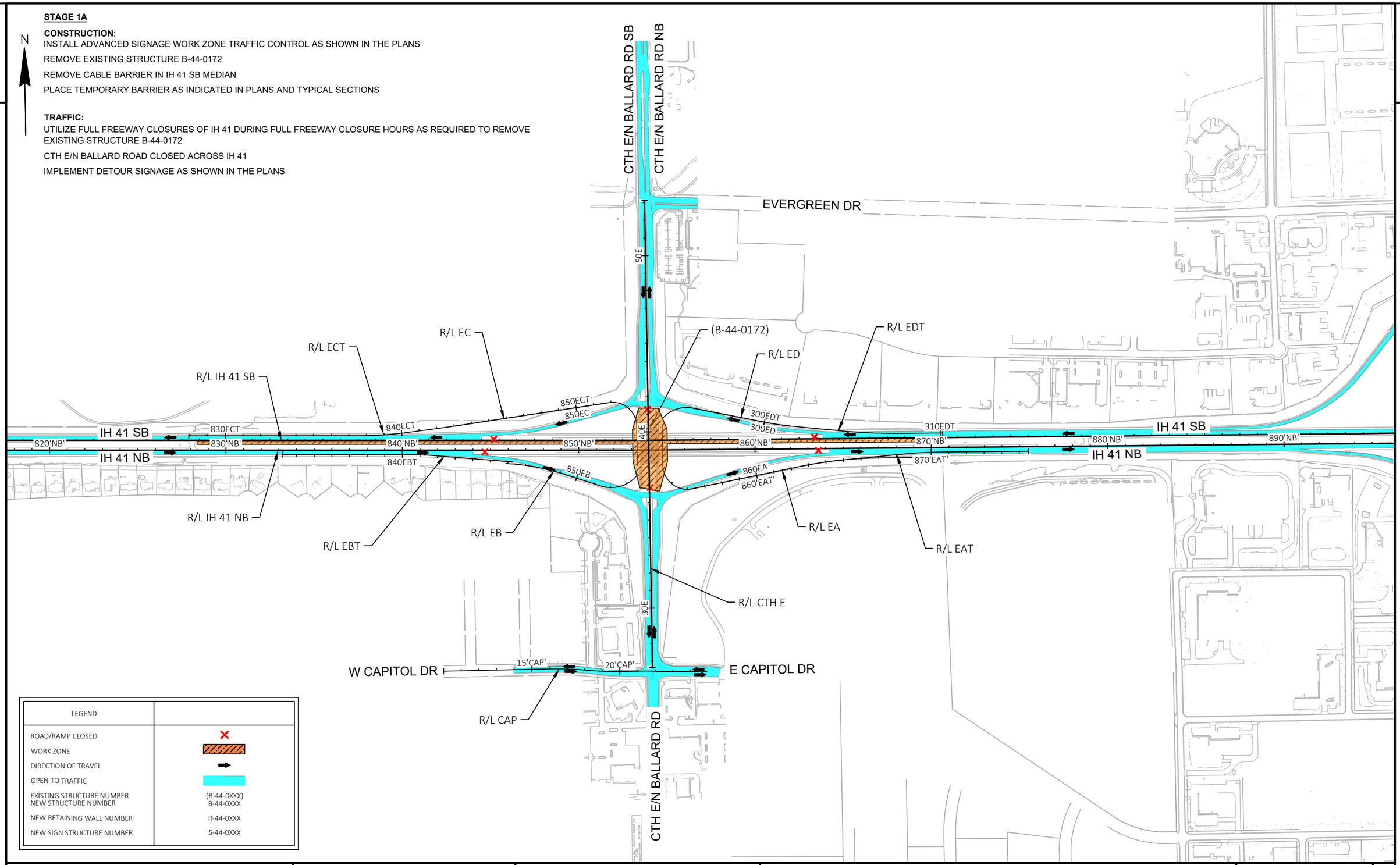
PLACE TEMPORARY BARRIER AS INDICATED IN PLANS AND TYPICAL SECTIONS

TRAFFIC:
UTILIZE FULL FREEWAY CLOSURES OF IH 41 DURING FULL FREEWAY CLOSURE HOURS AS REQUIRED TO REMOVE EXISTING STRUCTURE B-44-0172

CTH E/N BALLARD ROAD CLOSED ACROSS IH 41

IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS

N



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 1A	SHEET 250	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025102-TC-OVERVIEW-S1A.DWG
LAYOUT NAME - STAGE1

PLOT DATE : 12/13/2024 11:18 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

STAGE 1B

CONSTRUCTION:
BEGIN CONSTRUCTION OF STRUCTURES B-44-0324 AND B-44-0325

BEGIN CONSTRUCTION OF WALLS R-44-0040 AND R-44-0041

CONSTRUCT CULVERTS ON IH 41 IN FRONT OF ABUTMENTS

BEGIN CONSTRUCTION OF NB CTH E/N BALLARD ROAD NORTH OF IH 41

BEGIN CONSTRUCTION OF RAMP ED/EDT

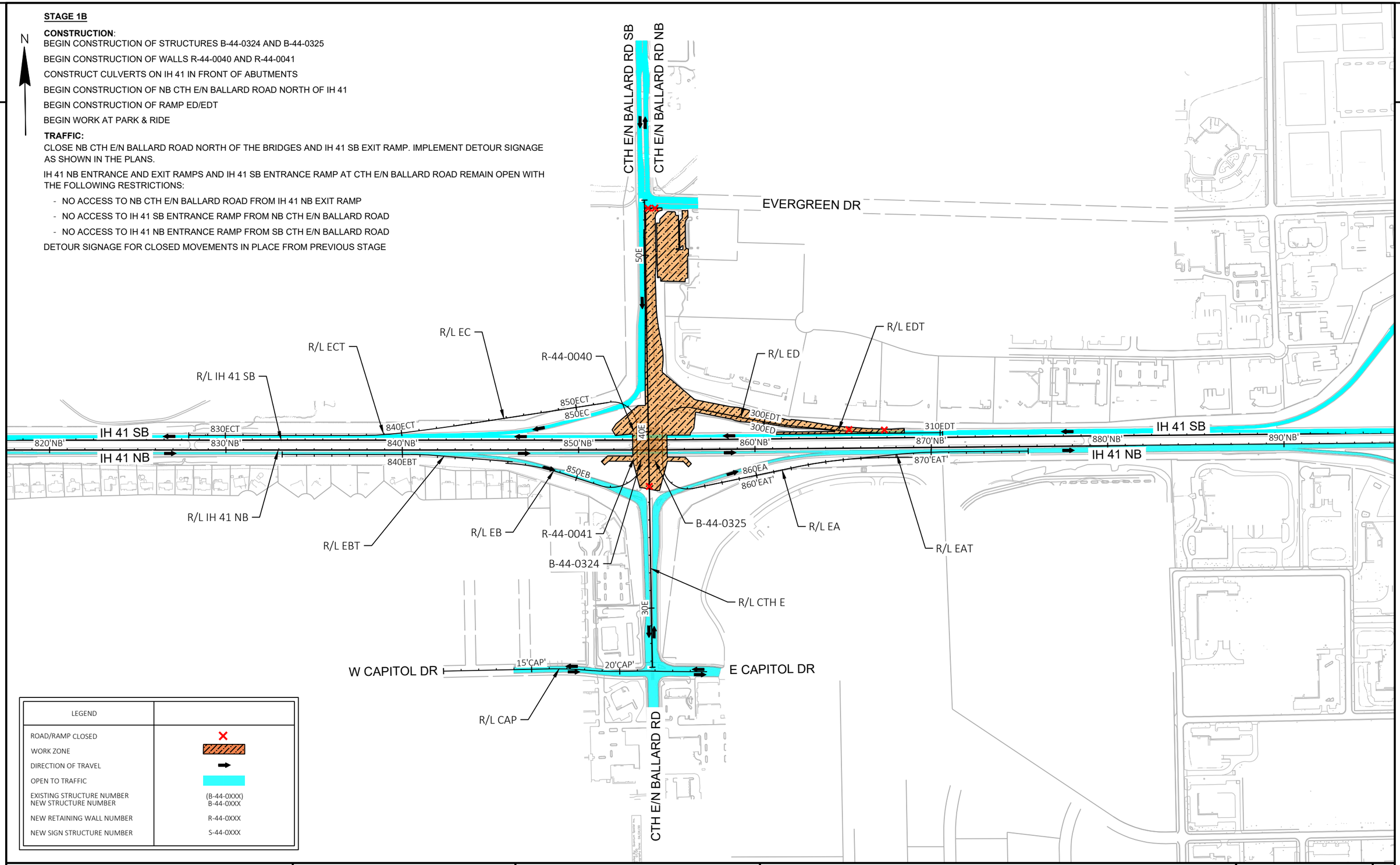
BEGIN WORK AT PARK & RIDE

TRAFFIC:
CLOSE NB CTH E/N BALLARD ROAD NORTH OF THE BRIDGES AND IH 41 SB EXIT RAMP. IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS.

IH 41 NB ENTRANCE AND EXIT RAMPS AND IH 41 SB ENTRANCE RAMP AT CTH E/N BALLARD ROAD REMAIN OPEN WITH THE FOLLOWING RESTRICTIONS:

- NO ACCESS TO NB CTH E/N BALLARD ROAD FROM IH 41 NB EXIT RAMP
- NO ACCESS TO IH 41 SB ENTRANCE RAMP FROM NB CTH E/N BALLARD ROAD
- NO ACCESS TO IH 41 NB ENTRANCE RAMP FROM SB CTH E/N BALLARD ROAD

DETOUR SIGNAGE FOR CLOSED MOVEMENTS IN PLACE FROM PREVIOUS STAGE



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 1B	SHEET 251	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025103-TC-OVERVIEW-S1B.DWG
LAYOUT NAME - STAGE1B
PLOT DATE : 12/17/2024 8:18 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

STAGE 2A

CONSTRUCTION:

CONTINUE CONSTRUCTION OF STRUCTURES B-44-0324 AND B-44-0325.

COMPLETE CONSTRUCTION OF WALLS R-44-0040 AND R-44-0041.

CONSTRUCT SIGN STRUCTURES S-44-0367, S-44-0369, S-44-0370, S-44-0371, AND S-44-0401.

COMPLETE CONSTRUCTION OF RAMP ED/EDT.

BEGIN CONSTRUCTION OF RAMPS EA/EAT, EB/EBT, AND EC/ECT.

CONSTRUCT CTH E/N BALLARD ROAD FROM CAPITOL DRIVE TO EVERGREEN DRIVE. WORK AREA LIMITED FROM CAPITOL DRIVE TO THE NORTHERN GAS STATION DRIVEWAY UNTIL UTILITY POLES HAVE BEEN RELOCATED.

SUPERSTRUCTURE CONSTRUCTION MAY BE STARTED FOR B-44-0324 AND B-44-0325.

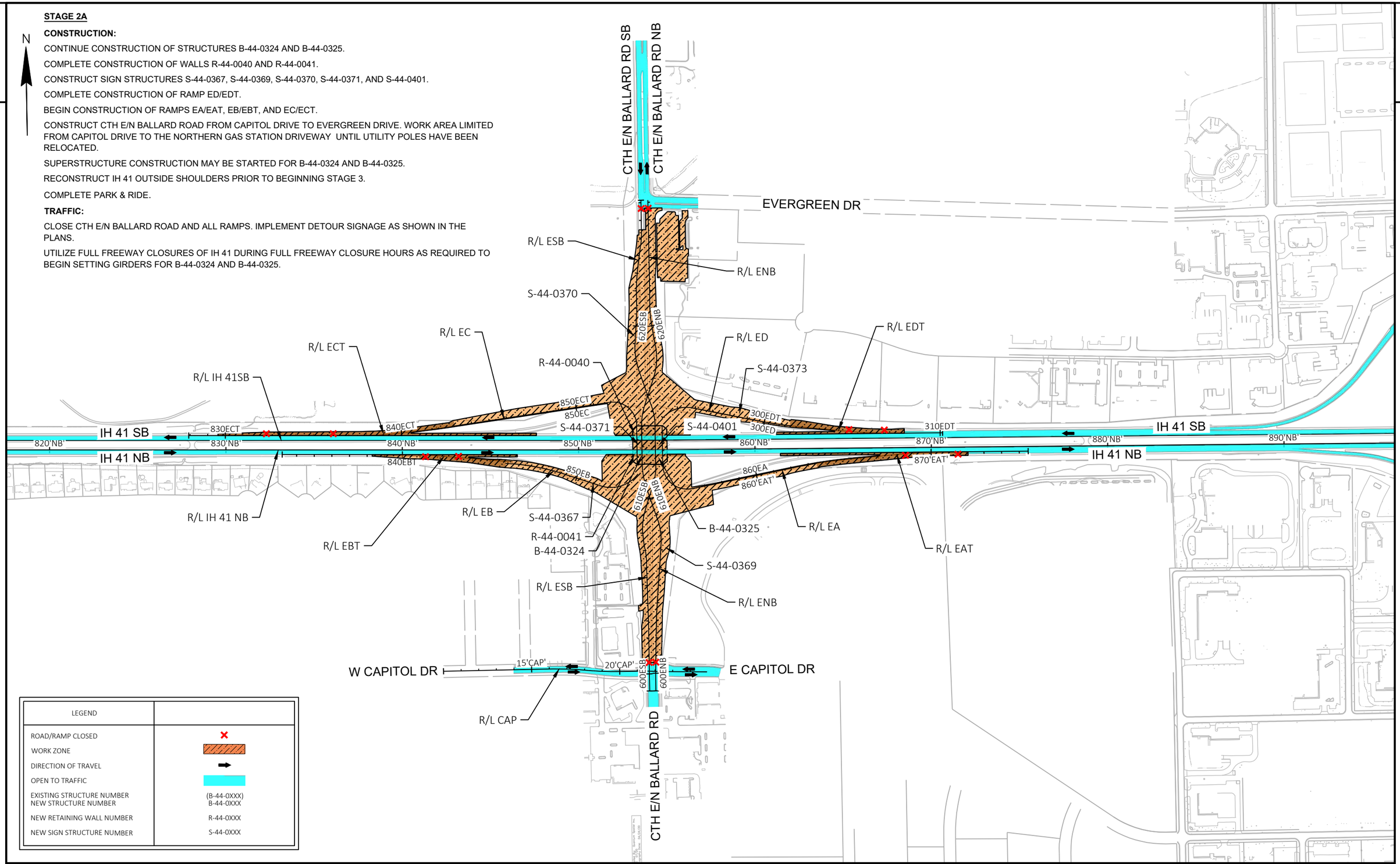
RECONSTRUCT IH 41 OUTSIDE SHOULDERS PRIOR TO BEGINNING STAGE 3.

COMPLETE PARK & RIDE.

TRAFFIC:

CLOSE CTH E/N BALLARD ROAD AND ALL RAMPS. IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS.

UTILIZE FULL FREEWAY CLOSURES OF IH 41 DURING FULL FREEWAY CLOSURE HOURS AS REQUIRED TO BEGIN SETTING GIRDERS FOR B-44-0324 AND B-44-0325.



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 2A	SHEET 252	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025104-TC-OVERVIEW-S2A.DWG
LAYOUT NAME - STAGE2

PLOT DATE : 12/17/2024 8:17 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

STAGE 2B

CONSTRUCTION:

CONTINUE CONSTRUCTION OF STRUCTURES B-44-0324 AND B-44-0325.

COMPLETE CONSTRUCT SIGN STRUCTURES S-44-0367, S-44-0369, S-44-0370, S-44-0371, AND S-44-0401.

COMPLETE CONSTRUCTION OF RAMPS EA/EAT, EB/EBT, AND EC/ECT.

CONTINUE CONSTRUCTION OF CTH E/N BALLARD ROAD.

COMPLETE CTH E/N BALLARD ROAD FROM CAPITOL DRIVE TO EVERGREEN DRIVE EXCEPT BETWEEN RAMP TERMINALS.

RECONSTRUCT IH 41 OUTSIDE SHOULDERS PRIOR TO BEGINNING STAGE 3.

TRAFFIC:

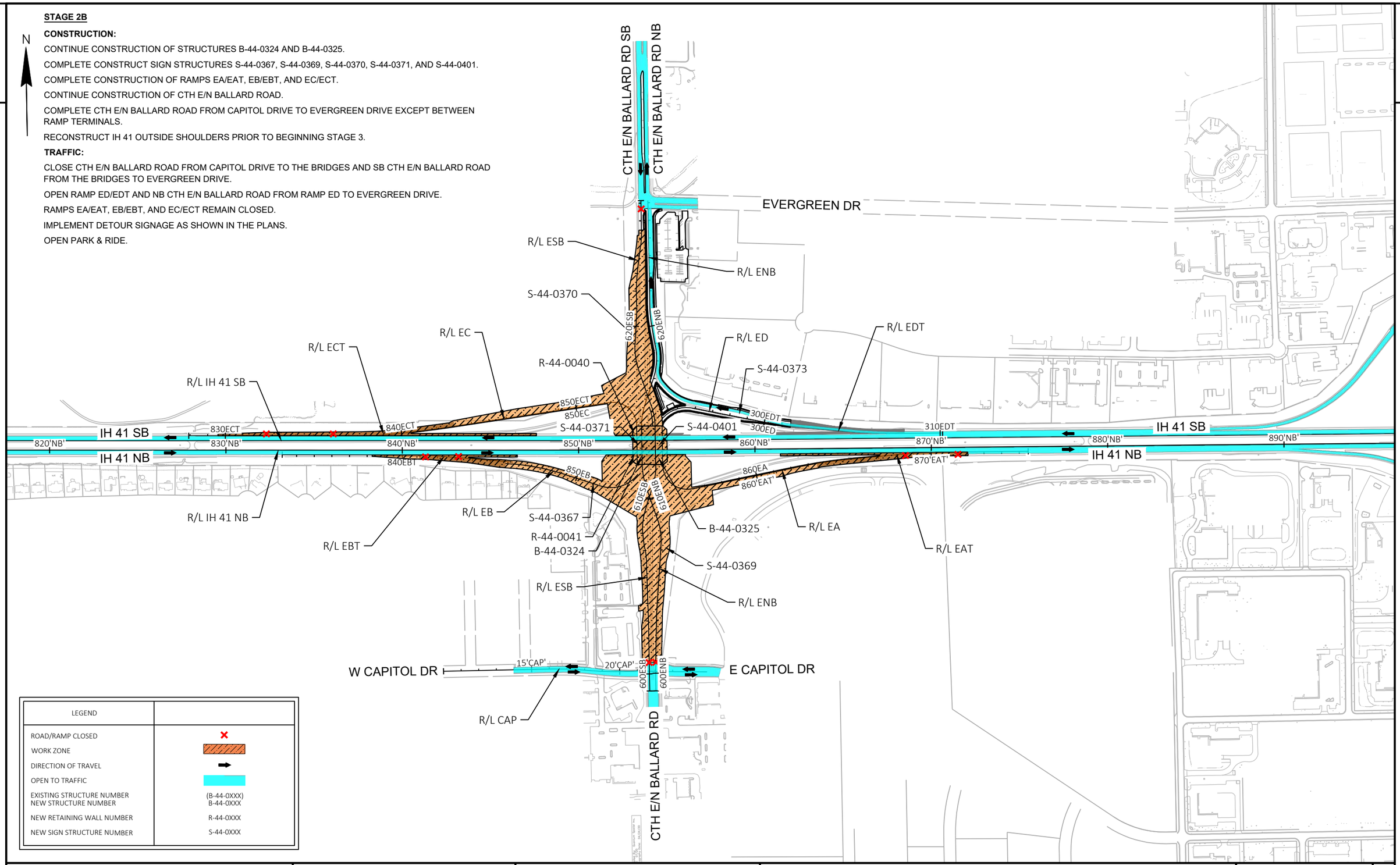
CLOSE CTH E/N BALLARD ROAD FROM CAPITOL DRIVE TO THE BRIDGES AND SB CTH E/N BALLARD ROAD FROM THE BRIDGES TO EVERGREEN DRIVE.

OPEN RAMP ED/EDT AND NB CTH E/N BALLARD ROAD FROM RAMP ED TO EVERGREEN DRIVE.

RAMPS EA/EAT, EB/EBT, AND EC/ECT REMAIN CLOSED.

IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS.

OPEN PARK & RIDE.



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 2B	SHEET 253	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025105-TC-OVERVIEW-S2B.DWG
LAYOUT NAME - STAGE2

PLOT DATE : 12/17/2024 8:15 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

STAGE 3A

CONSTRUCTION:

CONTINUE CONSTRUCTION OF STRUCTURES B-44-0324 AND B-44-0325 AND APPROACHES BETWEEN RAMP TERMINALS.

BEGIN CAPITOL DRIVE CONSTRUCTION - SEE CAPITOL DRIVE TRAFFIC CONTROL SHEETS FOR CAPITOL SUB-STAGES.

TRAFFIC:

OPEN OUTSIDE LANES OF CTH E/N BALLARD ROAD. MAINTAIN BOTH A NB AND SB LANE THROUGH THE CAPITOL DRIVE INTERSECTION DURING CAPITOL DRIVE CONSTRUCTION. DO NOT CLOSE CAPITOL DRIVE UNTIL NORTHBOUND ENTRANCE AND EXIT RAMPS ARE OPEN. SEE CAPITOL DRIVE TRAFFIC CONTROL SHEETS FOR TRAFFIC LOCATIONS DURING CAPITOL SUB-STAGES.

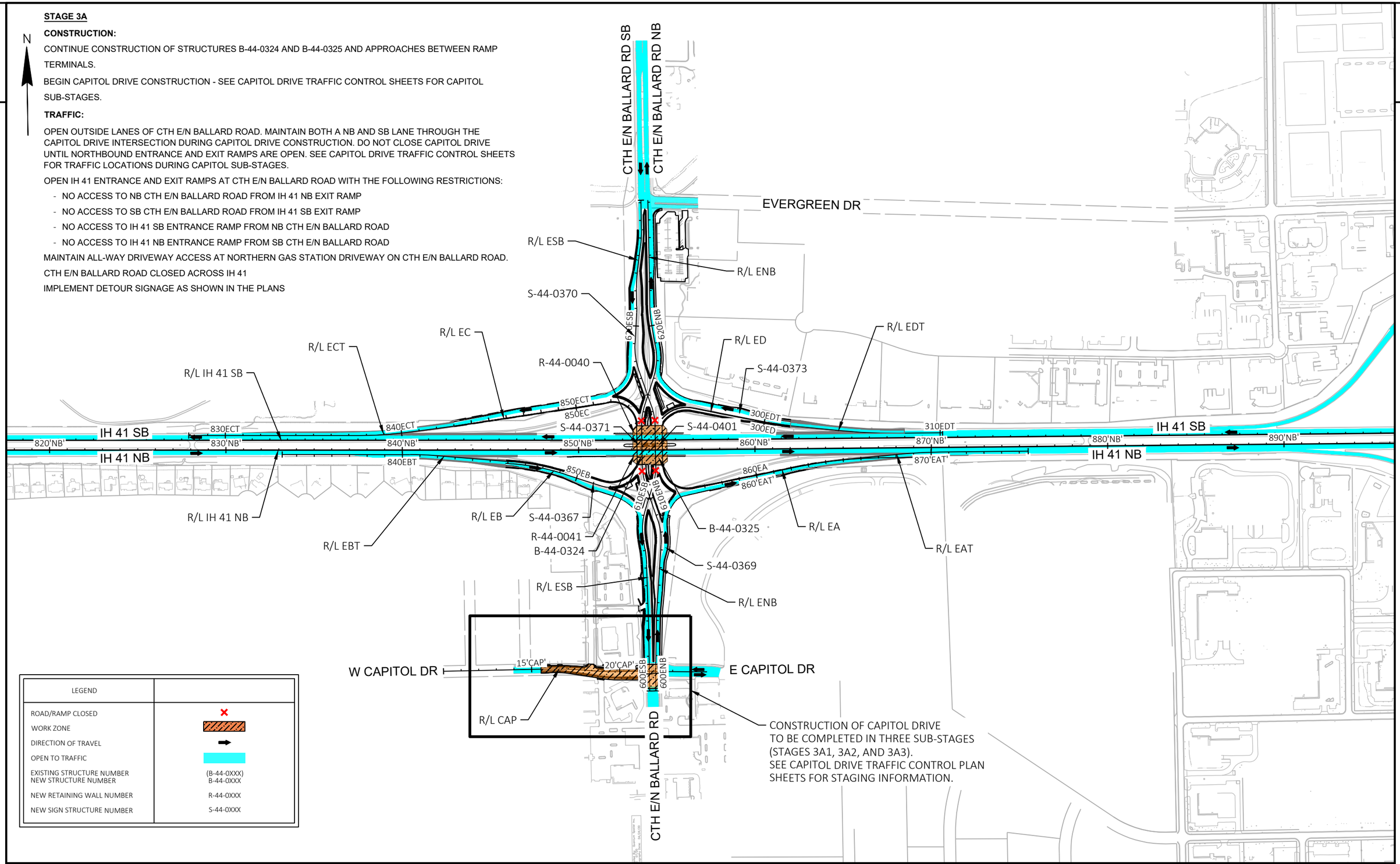
OPEN IH 41 ENTRANCE AND EXIT RAMPS AT CTH E/N BALLARD ROAD WITH THE FOLLOWING RESTRICTIONS:

- NO ACCESS TO NB CTH E/N BALLARD ROAD FROM IH 41 NB EXIT RAMP
- NO ACCESS TO SB CTH E/N BALLARD ROAD FROM IH 41 SB EXIT RAMP
- NO ACCESS TO IH 41 SB ENTRANCE RAMP FROM NB CTH E/N BALLARD ROAD
- NO ACCESS TO IH 41 NB ENTRANCE RAMP FROM SB CTH E/N BALLARD ROAD

MAINTAIN ALL-WAY DRIVEWAY ACCESS AT NORTHERN GAS STATION DRIVEWAY ON CTH E/N BALLARD ROAD.

CTH E/N BALLARD ROAD CLOSED ACROSS IH 41

IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 3A	SHEET 254	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025106-TC-OVERVIEW-S3A.DWG
LAYOUT NAME - STAGE3A

PLOT DATE : 12/17/2024 8:27 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

STAGE 3B

CONSTRUCTION:

COMPLETE CONSTRUCTION OF STRUCTURES B-44-0324 AND B-44-0325 AND APPROACHES BETWEN THE RAMP TERMINALS.

COMPLETE CONSTRUCTION OF CTH E/N BALLARD MEDIAN BETWEEN CAPITOL DRIVE AND THE NORTHERN GAS STATION DRIVEWAY.

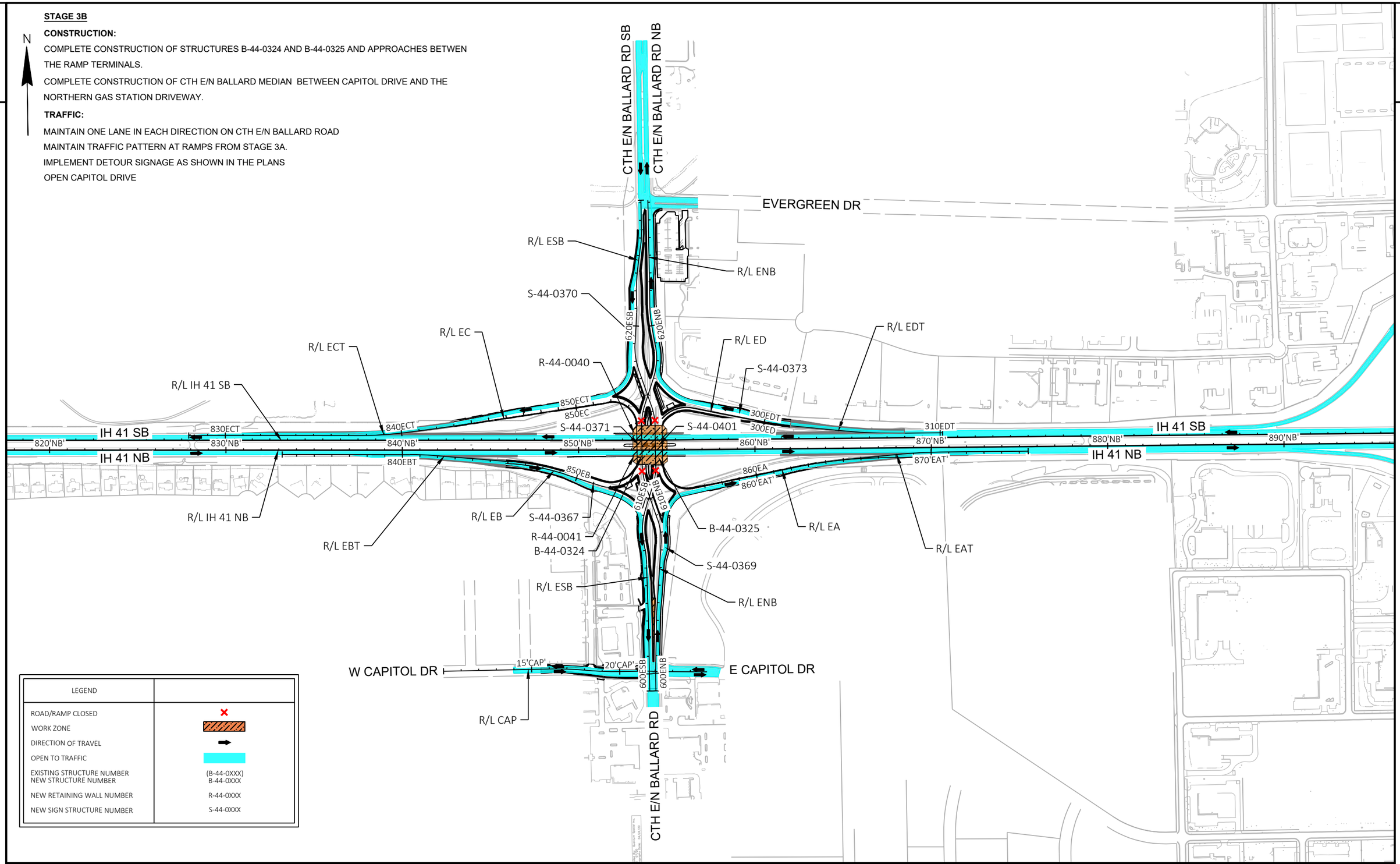
TRAFFIC:

MAINTAIN ONE LANE IN EACH DIRECTION ON CTH E/N BALLARD ROAD

MAINTAIN TRAFFIC PATTERN AT RAMPS FROM STAGE 3A.

IMPLEMENT DETOUR SIGNAGE AS SHOWN IN THE PLANS

OPEN CAPITOL DRIVE



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - OVERVIEW STAGE 3B	SHEET 255	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025107-TC-OVERVIEW-S3B.DWG
LAYOUT NAME - STAGE3B

PLOT DATE : 12/17/2024 8:34 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES FOR TRAFFIC CONTROL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

16) ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.

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

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

LEGEND

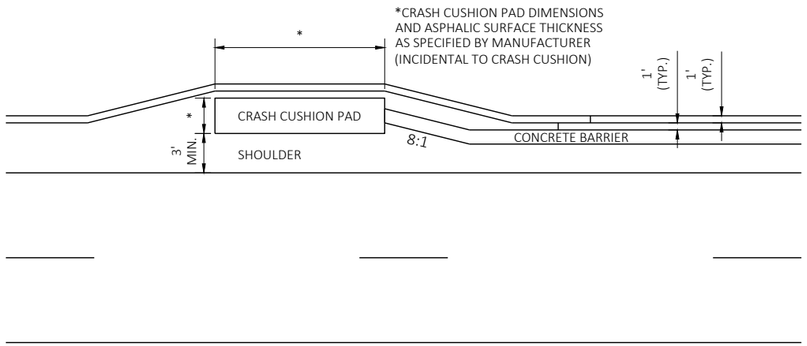
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT(S)
- SIGN ON TEMPORARY SUPPORT(S)
- TEMPORARY PEDESTRIAN BARRICADE
- ASPHALTIC SURFACE
- WORK ZONE
- COMPLETED CONSTRUCTION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

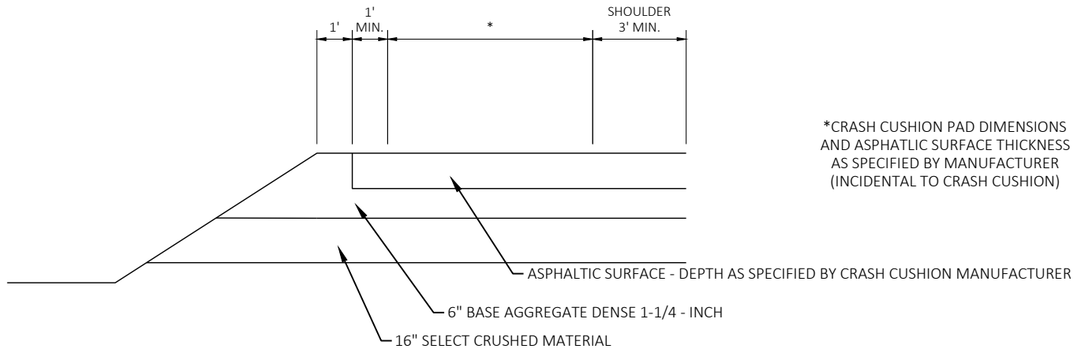
TEMPORARY PAVEMENT MARKING LEGEND

- 55 TEMPORARY MARKING LINE PAINT 6-INCH
- 56 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- 57 TEMPORARY MARKING LINE PAINT 6-INCH (DASHED) (3' LINE. 9' SKIP.)
- 63 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 64 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- 77 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- 100 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- 101 TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)
- 102 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

2

2





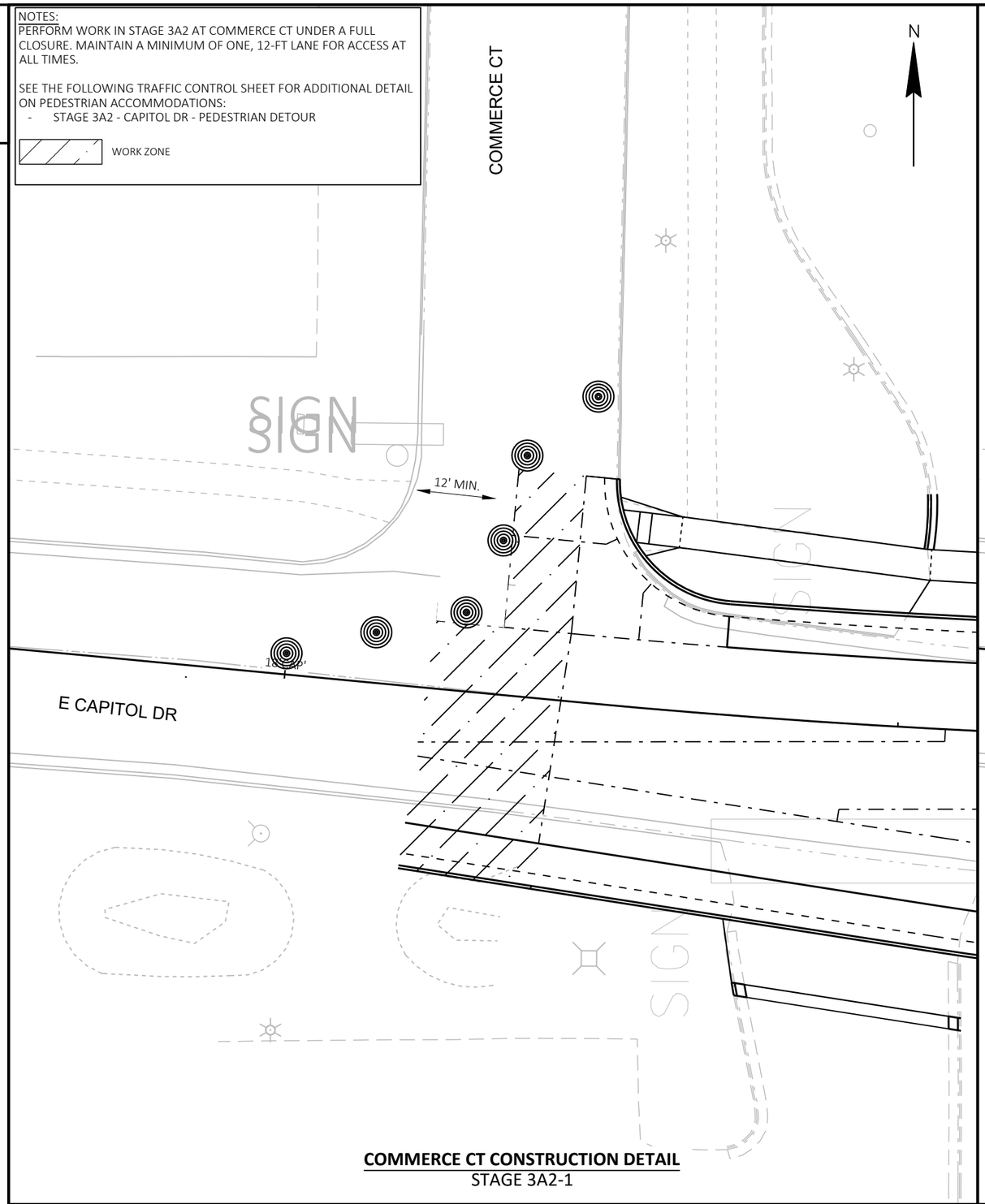
TEMPORARY CONCRETE BARRIER CRASH CUSHION

NOT TO SCALE

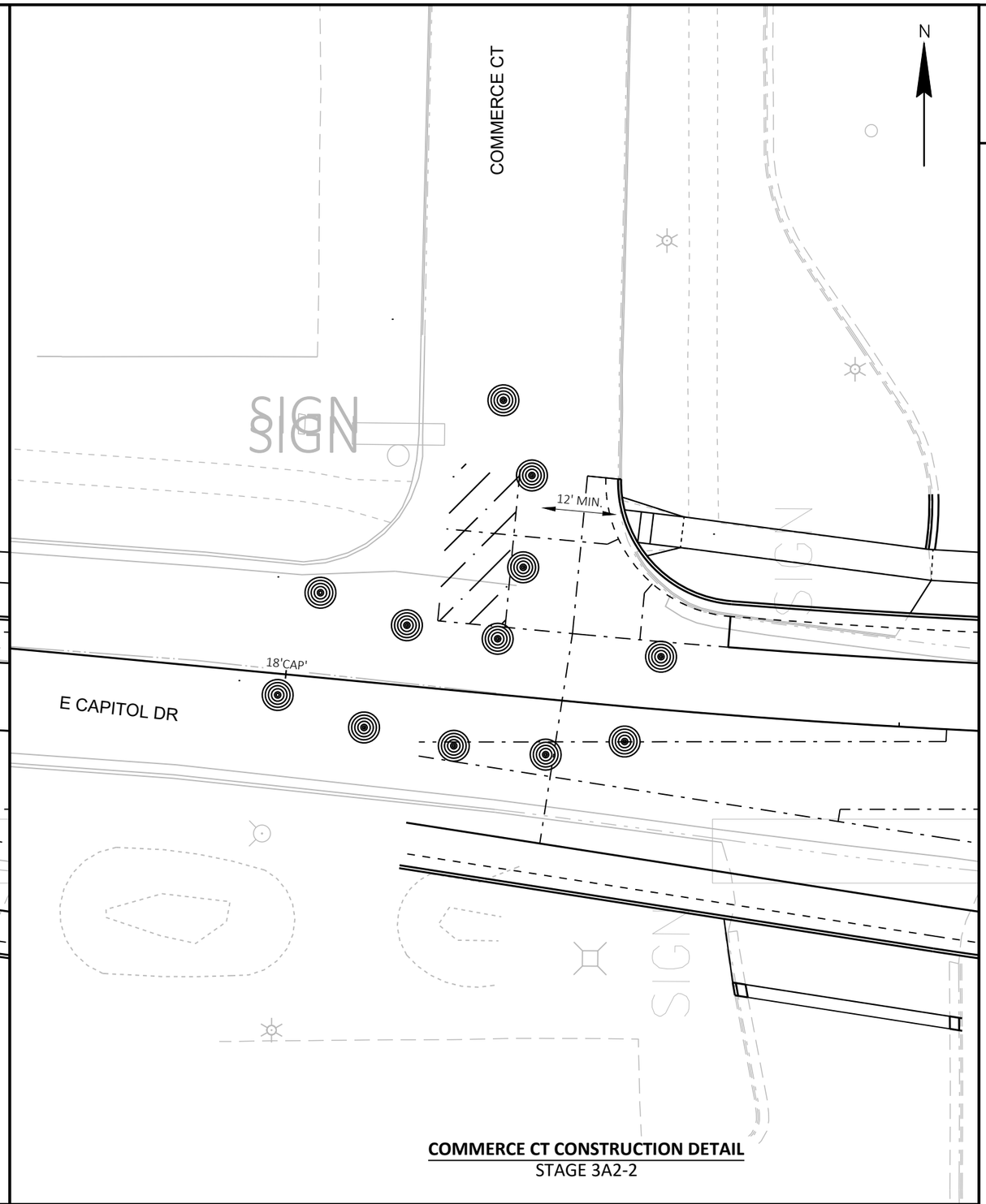
NOTES:
PERFORM WORK IN STAGE 3A2 AT COMMERCE CT UNDER A FULL CLOSURE. MAINTAIN A MINIMUM OF ONE, 12-FT LANE FOR ACCESS AT ALL TIMES.

SEE THE FOLLOWING TRAFFIC CONTROL SHEET FOR ADDITIONAL DETAIL ON PEDESTRIAN ACCOMMODATIONS:
- STAGE 3A2 - CAPITOL DR - PEDESTRIAN DETOUR

WORK ZONE



COMMERCE CT CONSTRUCTION DETAIL
STAGE 3A2-1



COMMERCE CT CONSTRUCTION DETAIL
STAGE 3A2-2

2

N

FRAME 1	FRAME 2
CTH E CLOSED	XXXDAY XX XX XX

MB

*USE FOR FIRST SEVEN DAYS OF CTH E/BALLARD RD DETOUR

FRAME 1	FRAME 2
HWY E TO CLOSE LONGTERM	XXXDAY XX XX XX

*USE THREE DAYS BEFORE CTH E/BALLARD RD DETOUR DURING STAGE 2

CTH E/ BALLARD RD

(1)

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

(2)

FRAME 1	FRAME 2
IH 41 CLOSED	FOLLOW DETOUR

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

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

*USE THREE DAYS BEFORE RAMP CLOSURE

FRAME 1	FRAME 2
ROAD WORK BEGINS	XXXDAY XX XX XX

*USE SEVEN DAYS BEFORE START OF THE PROJECT

EVERGREEN DR

RAMP C

RAMP D

RAMP B

RAMP A

IH 41

IH 41

W CAPITOL DR

STH 47

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

*USE THREE DAYS BEFORE RAMP CLOSURE

FRAME 1	FRAME 2
ROAD WORK BEGINS	XXXDAY XX XX XX

*USE SEVEN DAYS BEFORE START OF THE PROJECT

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

*USE THREE DAYS BEFORE RAMP CLOSURE

STH 441

(1)

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

(2)

FRAME 1	FRAME 2
IH 41 CLOSED	FOLLOW DETOUR

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

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

*USE THREE DAYS BEFORE RAMP CLOSURE

E NORTHLAND AVE

FRAME 1	FRAME 2
CTH E CLOSED	XXXDAY XX XX XX

*USE FOR FIRST SEVEN DAYS OF CTH E/BALLARD RD DETOUR

CTH E/BALLARD RD

FRAME 1	FRAME 2
HWY E TO CLOSE LONGTERM	XXXDAY XX XX XX

*USE THREE DAYS BEFORE CTH E/BALLARD RD DETOUR DURING STAGE 2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - PCMS	SHEET 259	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025001-AW-PCMS.DWG
LAYOUT NAME - STAGE1
PLOT DATE : 12/13/2024 11:36 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2

N

NORTH

FMS
54"X 18"

EXIT 144
E NORTH
Ballard Rd
EXIT ONLY

EXIT 144
E NORTH
BALLARD RD
1 MILE
EXIT ONLY

SOUTH
KEEP RIGHT
41
Milwaukee

Ballard Rd
NORTH
Appleton
Freedom

ONLY ONLY

780'SB' 790'SB' 800'SB' IH 41 SB 810'SB' 820'SB' 830'SB' 840'SB' 850'SB' 860'SB' 870'SB' 880'SB' 890'SB' 900'SB' 910'SB' 920'SB' 930'SB'

780'NB' 790'NB' 800'NB' IH 41 NB 810'NB' 820'NB' 830'NB' 840'NB' 850'NB' 860'NB' 870'NB' 880'NB' 890'NB' 900'NB' 910'NB' 920'NB' 930'NB'

EXIT 144
E SOUTH
BALLARD RD
1 MILE

SOUTH
FMS
54"X 18"

N MEADE ST

EXIT 144
E SOUTH
Ballard Rd

SOUTH
FMS
54"X 18"

Ballard Rd
SOUTH
Appleton

ONLY ONLY

CTH E/ BALLARD RD

NORTH
41
Green Bay

SOUTH
KEEP RIGHT
41
NORTH

STH 441

FRENCH RD

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIGN COVERINGS - STAGE 1A	SHEET 260	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026001_STG_1A_FMS.DWG
LAYOUT NAME - 01
PLOT DATE : 12/16/2024 1:41 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2

N

780'SB' 790'SB' 800'SB' IH 41 SB 810'SB' 820'SB' 830'SB' 840'SB' 850'SB' 860'SB' 870'SB' 880'SB' 890'SB' 900'SB' 910'SB' 920'SB' 930'SB'

780'NB' 790'NB' 800'NB' IH 41 NB 810'NB' 820'NB' 830'NB' 840'NB' 850'NB' 860'NB' 870'NB' 880'NB' 890'NB' 900'NB' 910'NB' 920'NB' 930'NB'

N MEADE ST

CTH E/ BALLARD RD

STH 441

FRENCH RD

EXIT 144
E SOUTH
BALLARD RD
1 MILE

SOUTH
FMS
54"X18"

EXIT 144
E SOUTH
Ballard Rd

SOUTH
FMS
54"X18"

Ballard Rd
SOUTH
Appleton
Appleton

SOUTH
41
KEEP
RIGHT

Green Bay
41
SOUTH
Milwaukee

CLOSED
E
Ballard Rd
CLOSED

CLOSED
G20-60
108"X24"

CLOSED
E
BALLARD RD
CLOSED

LANE ENDS 1000 FT
FMS
156"X24"

LANE ENDS 1000 FT

ONLY
ONLY

Green Bay
41
NORTH
Milwaukee

NORTH
41
KEEP
RIGHT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIGN COVERINGS - STAGE 1B	SHEET 261	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026002_STG_1B_FMS.DWG
LAYOUT NAME - 01
PLOT DATE : 12/18/2024 7:59 AM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2

2

N

780'SB' 780'NB' 790'SB' 790'NB' 800'SB' 800'NB' IH 41 SB IH 41 NB 810'SB' 810'NB' 820'SB' 820'NB' 830'SB' 830'NB' 840'SB' 840'NB' 850'SB' 850'NB' 860'SB' 860'NB' 870'SB' 870'NB' 880'SB' 880'NB' 890'SB' 890'NB' 900'SB' 900'NB' 910'SB' 910'NB' 920'SB' 920'NB' 930'SB' 930'NB'

N MEADE ST

CTH E/ BALLARD RD

STH 441

FRENCH RD

CLOSED
E
BALLARD RD
CLOSED

CLOSED
G20-60
108"X24"

CLOSED
E
Ballard Rd

CLOSED
G20-60
108"X24"

CLOSED
E
BALLARD RD
CLOSED

LANE ENDS 1000 FT
LANE ENDS 1000 FT
FMS
156"X 24"

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIGN COVERINGS - STAGE 2A	SHEET 262	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026003_STG_2A_FMS.DWG
LAYOUT NAME - 01

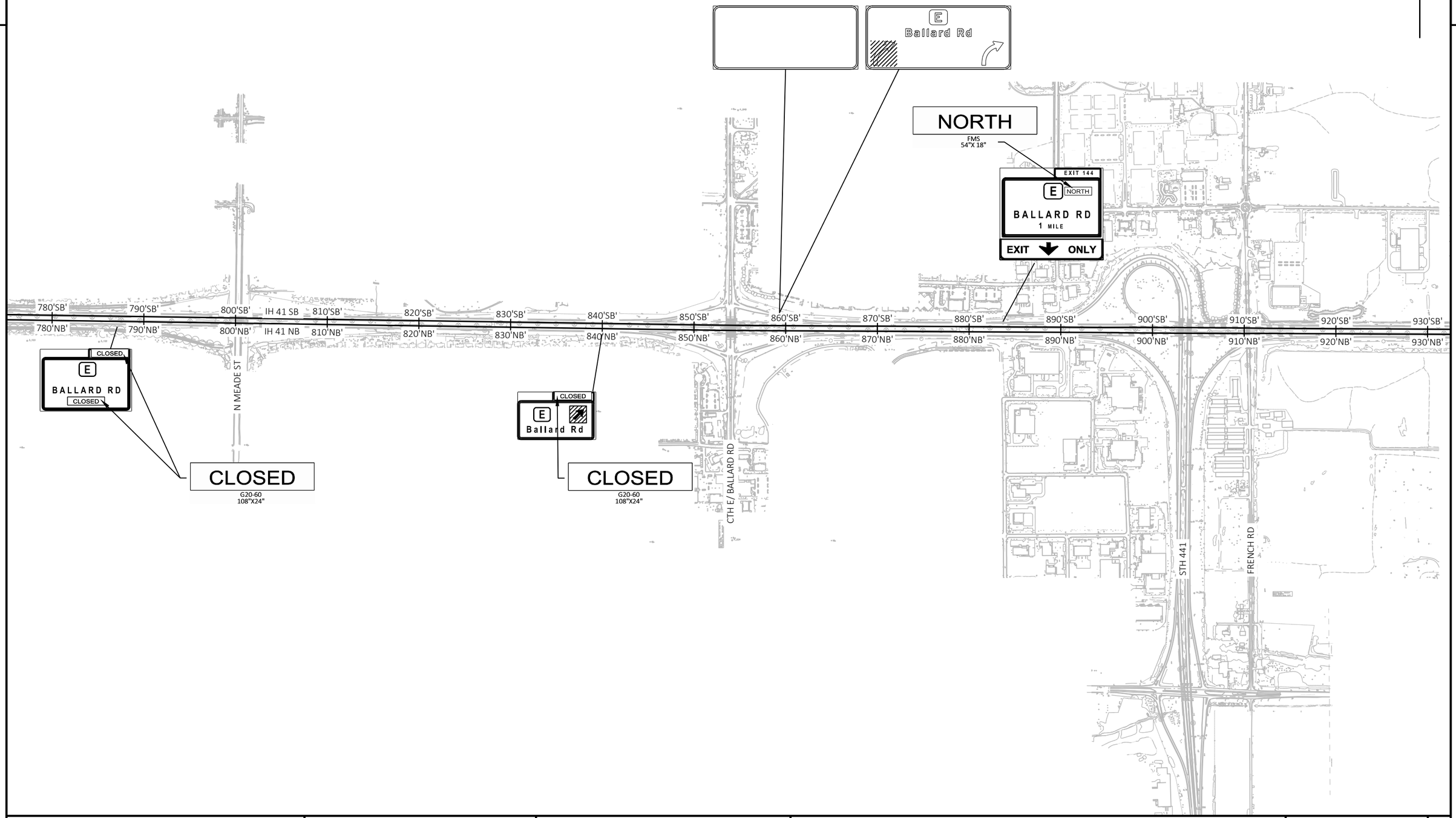
PLOT DATE : 12/13/2024 11:45 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

NOTES:
ONLY INSTALL OVERHEAD SIGNS NEEDED FOR TRAFFIC IN THIS STAGE.
INSTALL BLANK SIGNS TO LOAD THE SIGN STRUCTURES FOR THE REST OF THE OVERHEAD SIGNS.

2

N



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIGN COVERINGS - STAGE 2B	SHEET 263	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026004_STG_2B_FMS.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 11:49 AM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

NOTES:
ONLY INSTALL OVERHEAD SIGNS NEEDED FOR TRAFFIC IN THIS STAGE.
INSTALL BLANK SIGNS TO LOAD THE SIGN STRUCTURES FOR THE REST OF THE OVERHEAD SIGNS.

N

BLANK

E Ballard Rd

BLANK

BLANK

41 SOUTH Milwaukee ONLY

NORTH
FMS 54"X 18"

EXIT 144
E NORTH
BALLARD RD
1 MILE
EXIT ONLY

780'SB' 790'SB' 800'SB' IH 41 SB 810'SB' 820'SB' 830'SB' 840'SB' 850'SB' 860'SB' 870'SB' 880'SB' 890'SB' 900'SB' 910'SB' 920'SB' 930'SB'

780'NB' 790'NB' 800'NB' IH 41 NB 810'NB' 820'NB' 830'NB' 840'NB' 850'NB' 860'NB' 870'NB' 880'NB' 890'NB' 900'NB' 910'NB' 920'NB' 930'NB'

EXIT 144
E SOUTH
BALLARD RD
1 MILE

N MEADE ST

SOUTH
FMS 54"X 18"

EXIT 144
E SOUTH
Ballard Rd

SOUTH
FMS 54"X 18"

CTH E/ BALLARD RD

BLANK

E Ballard Rd

BLANK

BLANK

BLANK

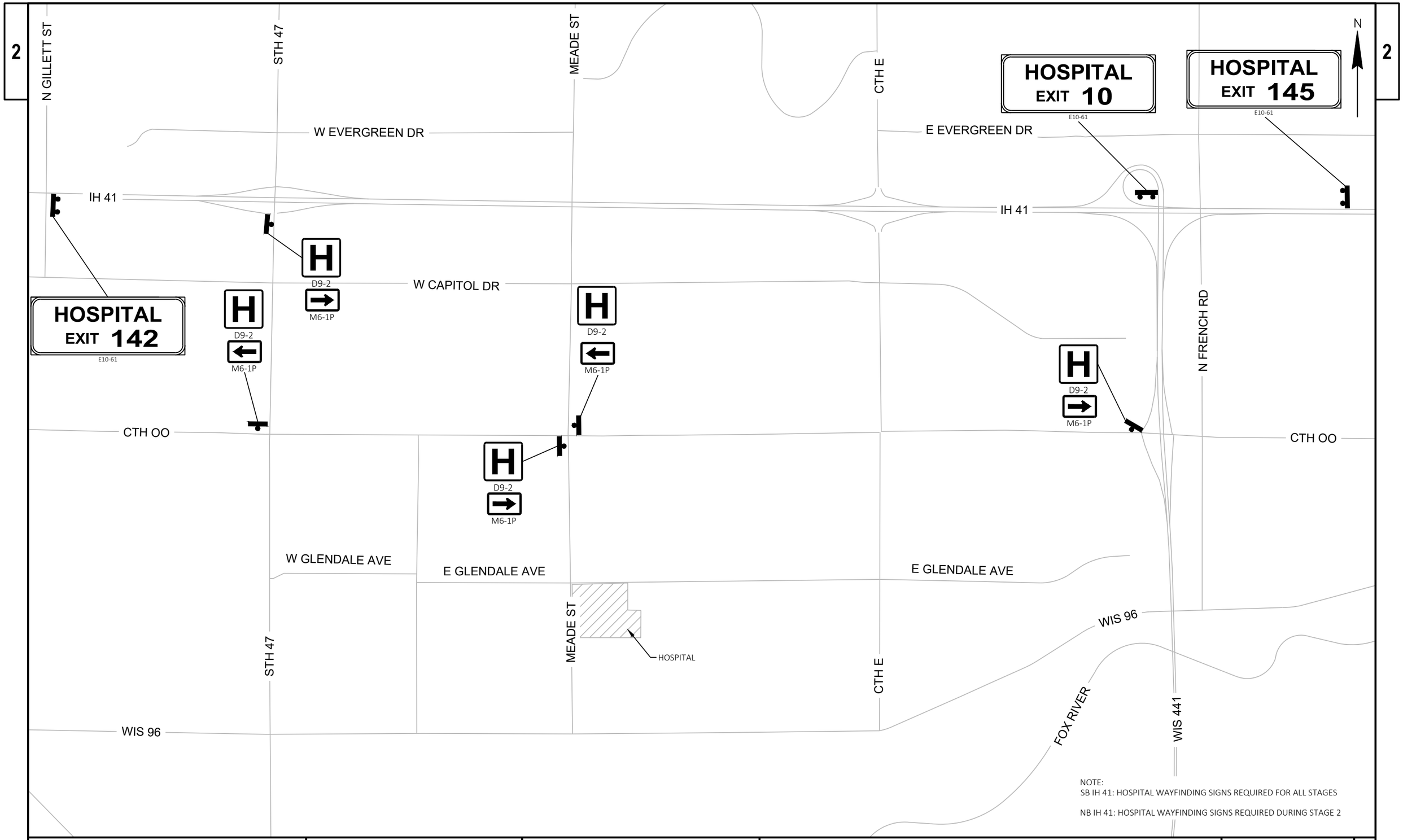
41 NORTH Green Bay ONLY

STH 441

FRENCH RD

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIGN COVERINGS - STAGE 3A & 3B	SHEET 264	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026005_STG_3_FMS.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 11:52 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - HOSPITAL WAYFINDING SIGNS	SHEET 265	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025110-TC-HOSPITAL ROUTE.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 11:53 AM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN: 1500 FT
WISDOT/CADDS SHEET 42

2

N GILLETT ST

STH 47

MEADE ST

CTH E

N

2

W EVERGREEN DR

E EVERGREEN DR

IH 41

IH 41

5280'

SOUTH
COUNTY
E

M3-3
24"X12"

M1-5A
24"X24"

*

MAX.
11'
WIDTH

W12-52
48"X48"

MAX.
11'
WIDTH

W12-52
48"X48"

W CAPITOL DR

NORTH
COUNTY
E

M3-1
24"X12"

M1-5A
24"X24"

MAX.
11'
WIDTH

W12-52
48"X48"

N FRENCH RD

CTH OO

CTH OO

NORTH
COUNTY
E

M3-1
24"X12"

M1-5A
24"X24"

MAX.
11'
WIDTH

W12-52
48"X48"

MAX.
11'
WIDTH

W12-52
48"X48"

1/2 MILES
AHEAD

WO57-52
48"X36"

W GLENDALE AVE

E GLENDALE AVE

E GLENDALE AVE

WIS 96

STH 47

MEADE ST

CTH E

FOX RIVER

WIS 441

WIS 96

LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

NOTE:
SEE SDD: ADVANCED WIDTH RESTRICTION SIGNING FOR ADDITIONAL DETAIL

FOR USE IN STAGES 3A1, 3A2 AND 3A3

* PLACE SIGNS IN BOTH THE MEDIAN AND THE SHOULDER OF IH 41 NORTHBOUND LANES

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION	SHEET 266	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025111-TC-AWS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 11:53 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN: 1500 FT

WISDOT/CADDS SHEET 42

2

2

N

EVERGREEN DR

CTH E/N BALLARD RD

IH 41 SB
REMOVE CABLE BARRIER

SEE THE FOLLOWING STANDARD DETAIL DRAWINGS:
- TRAFFIC CONTROL, LANE CLOSURE
- TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

IH 41 SB
INSTALL TEMPORARY CONCRETE BARRIER
REMOVE BRIDGE (B-44-0172)
REMOVE CABLE BARRIER

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

(B-44-0172)

IH 41 SB 830'SB' 840'SB' 850'SB' 860'SB' 870'SB' IH 41 SB 880'SB'

IH 41 NB 830'NB' 840'NB' 850'NB' 860'NB' 870'NB' IH 41 NB 880'NB'

R/L SB

R/L NB

IH 41 NB
INSTALL TEMPORARY CONCRETE BARRIER
REMOVE BRIDGE (B-44-0172)

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

W CAPITOL DR

E CAPITOL DR

CTH E/N BALLARD RD

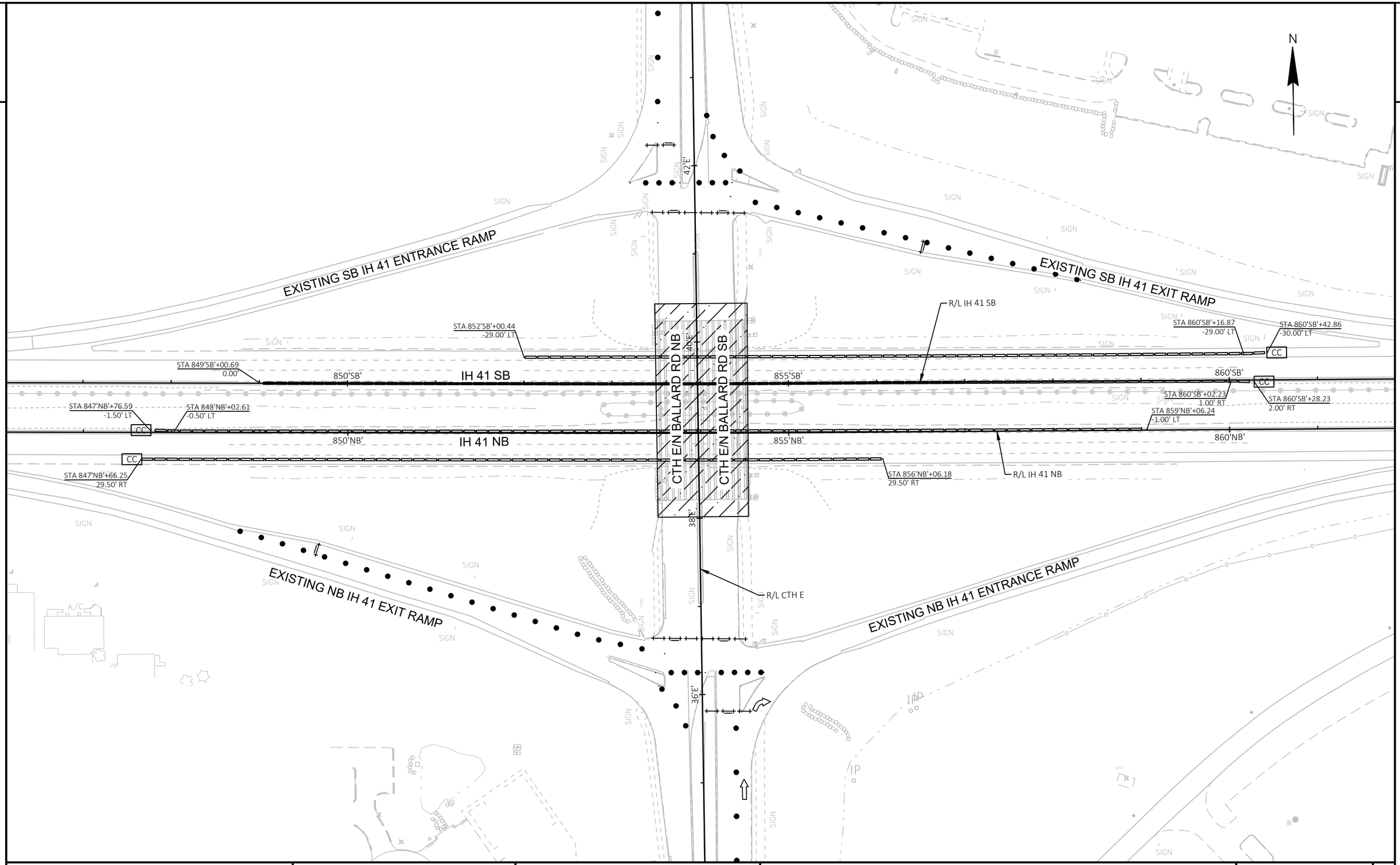
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - IH 41	SHEET 267	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026100-S1A_IH-41_TC.DWG
LAYOUT NAME - STAGE1

PLOT DATE : 12/13/2024 12:04 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - IH 41 TEMPORARY BARRIER	SHEET 268	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026101-S1A_IH-41-BARRIER.DWG
LAYOUT NAME - 05
PLOT DATE : 12/13/2024 12:07 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

CTH OO/E NORTHLAND AVE

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

MATCH LINE A

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

TYPE III BARRICADE

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W04-2L

CTH OO/E NORTHLAND AVE

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - CTH E (BALLARD RD)	SHEET 269	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026102-S1A_CTHE.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 12:10 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE A

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

25'

25'

64

350'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

BEGIN LEFT TURN LANE

R3-20L
24"X36"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS
84"X24"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS
84"X24"

E CAPITOL DR

18'CAP'

20'CAP'

22'CAP'

24'CAP'

W CAPITOL DR

R/L CAP

COMMERCE CT

WO1-6
48" X 24"

TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R/L CTH E

28'E'

30'E'

15'

50'

SIDEWALK CLOSED
R9-9
24"X12"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS
84"X24"

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

WO1-4R

PRIVATE DR

MATCH LINE 0+00 'NB'

N

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - CTH E (BALLARD RD)	SHEET 270	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026102-S1A_CTHE.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 12:11 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

EXISTING NB IH 41 EXIT RAMP

EXISTING SB IH 41 ENTRANCE RAMP

IH 41 NB

IH 41 SB

850'NB'

858'SB'

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

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

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

WO1-6
48" X 24"
TYPE III BARRICADE

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

R/L CTH E

R/L IH 41 NB

R/L IH 41 SB

EXISTING NB IH 41 ENTRANCE RAMP

EXISTING SB IH 41 EXIT RAMP

MATCH LINE 0+00 'NB'

MATCH LINE 46'E'+50

34'E'

36'E'

38'E'

40'E'

42'E'

44'E'

46'E'

56

25'

SIGN

SLAB

CANOPY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - CTH E (BALLARD RD)	SHEET 271	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026102-S1A_CTHE.DWG
LAYOUT NAME - 03
PLOT DATE : 12/13/2024 12:12 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCH LINE 46'E'+50

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

WO1-4R

WO1-6
48" X 24"
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
FMS
84"X48"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

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

350'

56

64

25'

50'

25'

25'

48'E'

50'E'

52'E'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

R/L CTH E

SIGN

SLAB

POST

WO1-6
48" X 24"
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
FMS
84"X48"

EVERGREEN DR

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

MATCH LINE B

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - CTH E (BALLARD RD)	SHEET 272	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026102-S1A_CTHE.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 12:13 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

W04-2L

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

350'

350'

350'

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

TYPE III BARRICADE

PRIVATE DR

SIGN

SIGN

SIGN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MILESTONE DR

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - CTH E (BALLARD RD)	SHEET 273	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026102-S1A_CTHE.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 12:13 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

ASHBURY LN

MATCH LINE C

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MATCH LINE D

PRIVATE DR

E ASHBURY DR

MATCH LINE D

N

R11-3C
60" X 30"

BRIDGE OUT
1 1/4 MILES AHEAD

TYPE III BARRICADE

E MEMORY LN

CTH E/N BALLARD RD

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

CTH JJ/E EDGEWOOD DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1A - CTH E (BALLARD RD)	SHEET 274	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026102-S1A_CTHE.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 12:15 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

N MEADE ST

790'SB'

795'SB'

IH 41 SB

800'SB'

R/L IH 41 NB

R/L IH 41 SB

790'NB'

795'NB'

IH 41 NB

800'NB'

MATCH LINE 801+70 'NB'

POOL

SIGN

W

5280'

3700'

IP

POST

MH

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 275	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 12:18 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

IP

POST

SIGN

805'SB'

810'SB'

IH 41 SB

815'SB'

R/L IH 41 NB

R/L IH 41 SB

805'NB'

810'NB'

IH 41 NB

815'NB'

MATCH LINE 801+70 'NB'

MATCH LINE 816+70 'NB'

POOL

W

A/C

3700'

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 276	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 12:19 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SIGN

SIGN

SIGN

R/L IH 41 SB

IH 41 SB

820'SB'

825'SB'

830'SB'

SIGN

MATCH LINE 816+70 'NB'

820'NB'

IH 41 NB

825'NB'

830'NB'

MATCH LINE 831+50 'NB'

SIGN

SIGN

R/L IH 41 NB

SIGN

SIGN

IP

IP

POST

POST

U/C

W

A/C

A/C

A/C

POOL

1000'

W

W

W

W

LEFT SHOULDER CLOSED AHEAD W21-5BL

3700'

1000'

500'

RIGHT SHOULDER CLOSED AHEAD W21-5B

RIGHT SHOULDER CLOSED W21-5A

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 277	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 12:19 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

END
ROAD WORK
G20-2A
48"X24"

SIGN

SIGN

SIGN

IH 41 SB

835'SB'

840'SB'

845'SB'

100'

100'

50'

R/L IH 41 NB

R/L IH 41 SB

MATCH LINE 831+50 'NB'

835'NB'

IH 41 NB

840'NB'

845'NB'

50'

SIGN

MATCH LINE 846+50 'NB'

1000'

500'

POOL

A/C

A/C

LEFT
SHOULDER
CLOSED
W21-5AL

500'

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 278	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 12:20 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

EXISTING SB IH 41 ENTRANCE RAMP

RAMP ED

300'ED

R/L ED

IH 41 SB

850'SB'

855'SB'

860'SB'

100'

R/L IH 41 SB

R/L IH 41 NB

IH 41 NB

850'NB'

855'NB'

860'NB'

CC

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

38'E'

36'E'

R/L CTH E

EXISTING NB IH 41 EXIT RAMP

EXISTING NB IH 41 ENTRANCE RAMP

A/C

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

MATCH LINE 846+50 'NB'

MATCH LINE 861+50 'NB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 279	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 12:21 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

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

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

LEFT SHOULDER CLOSED
W21-5AL

770'

500'

1000'

55

55

R/L EDT

INTERIM RAMP EDT

25'

10'

STA 871'SB'+47.93
-38.00' LT

STA 868'SB'+48.22
-26.00' LT

IH 41 SB

865'SB'

870'SB'

875'SB'

100'

50'

R/L IH 41 SB

R/L IH 41 NB

865'NB'

870'NB'

875'NB'

IH 41 NB

MATCH LINE 861+50 'NB'

MATCH LINE 876+60 'NB'

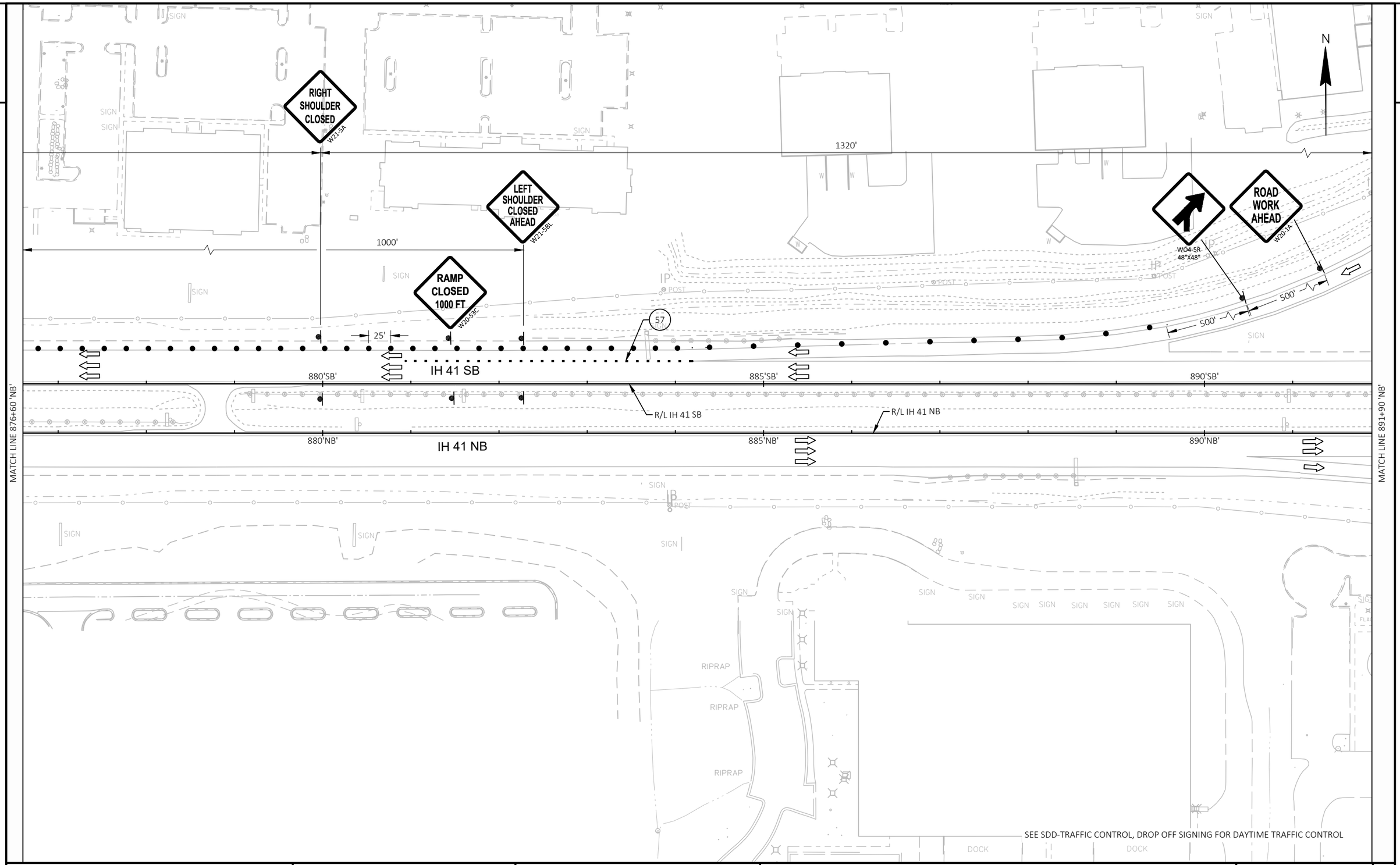
END
ROAD WORK
G20-2A
48"X24"

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 280	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 06
PLOT DATE : 12/13/2024 12:22 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 281	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 07
PLOT DATE : 12/13/2024 12:22 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

RIGHT SHOULDER CLOSED AHEAD
W21-5B

1320'

5060'

END ROAD WORK
G20-2A
48"X24"

RAMP CLOSED 1/2 MILE
W20-5G

W04-1R

R/L IH 41 SB

IH 41 SB

895'SB'

900'SB'

905'SB'

R/L IH 41 NB

IH 41 NB

895'NB'

900'NB'

905'NB'

N

SB STH 441

NB STH 441

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

MATCH LINE 891+90 'NB'

MATCH LINE 907+00 'NB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 282	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 08

PLOT DATE : 12/13/2024 12:23 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

5060'

5280'

R/L IH 41 SB

910'SB'

IH 41 SB

915'SB'

920'SB'

910'NB'

IH 41 NB

915'NB'

920'NB'

R/L IH 41 NB

MATCH LINE 907+00 'NB'

N FRENCH RD

DOCK

SLAB

SIGN

IP

MWEL

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - IH 41	SHEET 283	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026103-S1B_IH-41.DWG
LAYOUT NAME - 09

PLOT DATE : 12/13/2024 12:24 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

N MEADE ST

790'SB'

795'SB'

IH 41 SB

800'SB'

R/L IH 41 NB

R/L IH 41 SB

790'NB'

795'NB'

IH 41 NB

800'NB'

MATCH LINE 801+70 'NB'

POOL

SIGN

W

5280'

3700'

IP

POST

MH

ROAD WORK 2 MILES

W20-1E

ROAD WORK 1 MILE

W20-1F

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 284	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 12:27 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

IP

POST

SIGN

805'SB'

810'SB'

815'SB'

IH 41 SB

R/L IH 41 NB

R/L IH 41 SB

805'NB'

810'NB'

815'NB'

IH 41 NB

MATCH LINE 801+70 'NB'

MATCH LINE 816+70 'NB'

POOL

W

A/C

3700'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 285	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 12:27 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

SIGN

SIGN

SIGN

R/L IH 41 SB

IH 41 SB

820'SB'

825'SB'

830'SB'

SIGN

MATCH LINE 816+70 'NB'

820'NB'

825'NB'

830'NB'

IH 41 NB

MATCH LINE 831+50 'NB'

SIGN

SIGN

R/L IH 41 NB

SIGN

SIGN

IP

IP

POST

SIGN

SIGN

U/C

W

A/C

A/C

A/C

W

W

W

W

1000'

LEFT SHOULDER CLOSED AHEAD

W21-5BL

3700'

1000'

500'

RIGHT SHOULDER CLOSED AHEAD

W21-5B

RIGHT SHOULDER CLOSED

W21-5A

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 286	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 12:28 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

SPEED LIMIT 70
R2-1
48"X60"

500'

END ROAD WORK
G20-2A
48"X24"

SIGN

SIGN

SIGN

IH 41 SB

835'SB'

840'SB'

845'SB'

R/L IH 41 NB

R/L IH 41 SB

50'

100'

100'

MATCH LINE 831+50 'NB'

MATCH LINE 846+50 'NB'

835'NB'

IH 41 NB

840'NB'

845'NB'

50'

100'

SIGN

1000'

500'

POOL

LEFT SHOULDER CLOSED
W21-5AL

500'

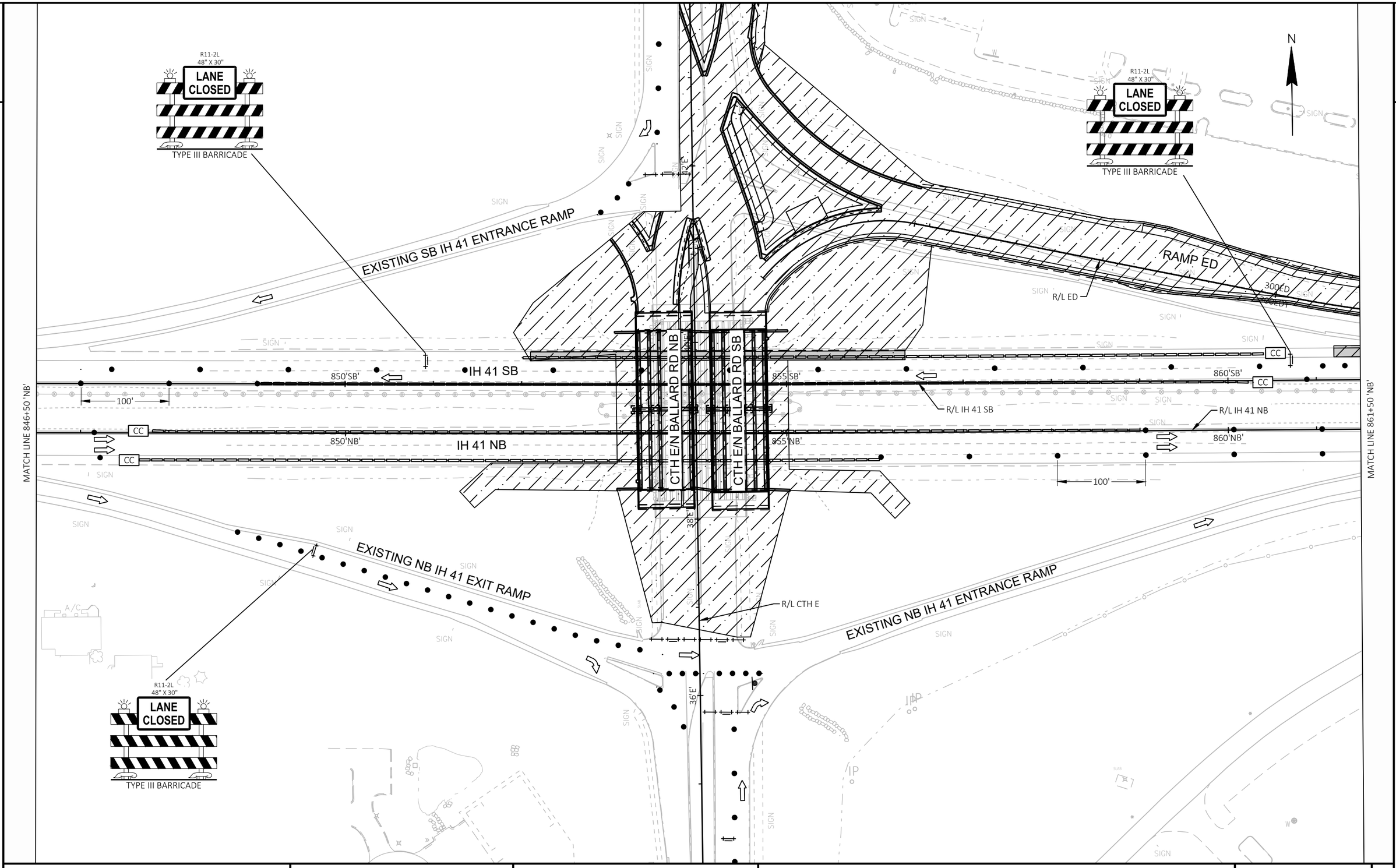
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 287	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 12:29 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 288	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 12:30 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

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

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

LEFT SHOULDER CLOSED
W21-5AL

500'

1000'

R/L EDT

INTERIM RAMP EDT

STA 868'SB'+48.29
-14.00' LT

310EDT

25'

STA 875'SB'+08.28
-38.00' LT

865'SB'

870'SB'

875'SB'

IH 41 SB

50'

R/L IH 41 SB

R/L IH 41 NB

100'

865'NB'

870'NB'

875'NB'

IH 41 NB

MATCH LINE 861+50 'NB'

MATCH LINE 876+60 'NB'

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 289	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 12:30 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 876+60 'NB'

MATCH LINE 891+90 'NB'

N

LEFT SHOULDER CLOSED AHEAD
W21-5BL

1000'

W21-62Q
30"X48"
WORK ZONE

SPEED LIMIT 55
R2-1
48"X60"

FINES DOUBLE
W21-62R
30"X48"

WO4-5R
48"X48"

ROAD WORK AHEAD
W20-1A

500'

500'

50'

IH 41 SB

880'SB'

885'SB'

890'SB'

R/L IH 41 SB

R/L IH 41 NB

880'NB'

885'NB'

890'NB'

IH 41 NB

SIGN

POST

IP

W

RIPRAP

DOCK

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 290	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 07

PLOT DATE : 12/13/2024 12:31 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 891+90 'NB'

MATCH LINE 907+00 'NB'

N

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

$200 MINIMUM
W21-62P
96"X12"

W04-2R

END ROAD WORK
G20-2A
48"X24"

500'

180'

W04-1R

RAMP CLOSED 1/2 MILE
W20-53G

R/L IH 41 SB

895'SB'

IH 41 SB

900'SB'

905'SB'

R/L IH 41 NB

895'NB'

IH 41 NB

900'NB'

905'NB'

SB STH 441

NB STH 441

SIGN

POST

MWEL

DOCK

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 291	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 08

PLOT DATE : 12/13/2024 12:32 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

W21-62Q
30"X48"
WORK ZONE
SPEED LIMIT 55
R2-1
24"X30"
FINES DOUBLE
W21-62R
30"X48"

SPEED LIMIT 55 W03-3
RIGHT LANE CLOSED 1/2 MILE W20-5G
ROAD WORK 1 MILE W20-1F
ROAD WORK 2 MILES W20-1E

180' 700' 400' 2600' 5280'

N

IP

R/L IH 41 SB

910'SB' IH 41 SB 915'SB' 920'SB'

910'NB' IH 41 NB 915'NB' 920'NB'

R/L IH 41 NB

MATCH LINE 907+00 'NB'

N FRENCH RD

SIGN

SLAB

MWBL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - OFF PEAK LANE CLOSURE	SHEET 292	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026104-S1B-LC_IH-41.DWG
LAYOUT NAME - 09

PLOT DATE : 12/13/2024 12:32 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

CTH OO/E NORTHLAND AVE

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

MATCH LINE A

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

TYPE III BARRICADE

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W04-2L

CTH OO/E NORTHLAND AVE

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - CTH E (BALLARD RD)	SHEET 293	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026105-S1B_CTHE.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 12:35 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE A

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

25'

25'

64

350'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

BEGIN LEFT TURN LANE

R3-20L
24"X36"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS
84"X24"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS
84"X24"

E CAPITOL DR

18'CAP'

20'CAP'

22'CAP'

24'CAP'

R/L CAP

W CAPITOL DR

COMMERCE CT

WO1-6
48" X 24"

TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R/L CTH E

28'E'

30'E'

15'

50'

SIDEWALK CLOSED
R9-9
24"X12"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS
84"X24"

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

WO1-4R

PRIVATE DR

MATCH LINE 32'E+00

N

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - CTH E (BALLARD RD)	SHEET 294	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026105-S1B_CTHE.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 12:36 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

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

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

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

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

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

EXISTING NB IH 41 EXIT RAMP

EXISTING SB IH 41 ENTRANCE RAMP

IH 41 NB

IH 41 SB

850'NB'

850'SB'

25'

50'

56

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

R/L CTH E

MATCH LINE 32'E+00

MATCH LINE 46'E+50

34'E'

36'E'

38'E'

40'E'

42'E'

44'E'

46'E'

WO1-6
48" X 24"

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

STOP
R1-1
30"X30"

EXISTING NB IH 41 ENTRANCE RAMP

R/L IH 41 SB

R/L IH 41 NB

RAMP ED

R/L ED

SIGN

SLAB

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - CTH E (BALLARD RD)	SHEET 295	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026105-S1B_CTHE.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 12:37 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 46'E'+50

MATCH LINE B

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

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

WO1-4R

SIDEWALK CLOSED
R9-9
24"X12"

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
SPECIAL
84"X48"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

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

350'

56

64

R/L CTH E

50'

25'

42'E

50'E

52'E

25'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

SIGN

SLAB

POST

WO1-6
48" X 24"
TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24"X12"

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
SPECIAL
84"X48"

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

EVERGREEN DR

NOTES:
AT CTH E/EVERGREEN DR INTERSECTION, THE CITY OF APPLETON WILL DEENERGIZE TRAFFIC SIGNALS AND BAG HEADS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - CTH E (BALLARD RD)	SHEET 296	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026105-S1B_CTHE.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 12:37 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

W04-2L

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

350'

350'

350'

PRIVATE DR

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

TYPE III BARRICADE

SIGN

SIGN

SIGN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MILESTONE DR

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - CTH E (BALLARD RD)	SHEET 297	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026105-S1B_CTHE.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 12:38 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE C

MATCH LINE D

N

ASHBURY LN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

E ASHBURY DR

MATCH LINE D

N

R11-3C
60" X 30"

BRIDGE OUT
1 1/4 MILES AHEAD

TYPE III BARRICADE

E MEMORY LN

CTH E/N BALLARD RD

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

CTH JJ/E EDGEWOOD DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 1B - CTH E (BALLARD RD)	SHEET 298	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026105-S1B_CTHE.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 12:40 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

N MEADE ST

POOL

SIGN

R/L IH 41 SB

790'SB'

795'SB'

IH 41 SB

800'SB'

790'NB'

795'NB'

IH 41 NB

800'NB'

R/L IH 41 NB

MATCH LINE 801+70 'NB'

W

IP

POST

MH

5280'

4200'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 299	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 12:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

IP
POST

SIGN
SIGN
SIGN
SIGN
SIGN
SIGN

R/L IH 41 SB

805'SB'
810'SB'
IH 41 SB
815'SB'

MATCH LINE 801+70 'NB'

805'NB'
810'NB'
IH 41 NB
815'NB'

MATCH LINE 816+70 'NB'

R/L IH 41 NB

SIGN
SIGN
SIGN
SIGN
POST
POOL
A/C
A/C

300'

RAMP CLOSED 1/2 MILE
W20-5aG

4200'

1000'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 300	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 12:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

SIGN

R/L IH 41 SB

820'SB' IH 41 SB 825'SB' 830'SB'

820'NB' IH 41 NB 825'NB' 830'NB'

R/L IH 41 NB

MATCH LINE 816+70 'NB'

MATCH LINE 831+50 'NB'

100'

830EXT

1000'

RAMP
CLOSED
1000 FT
W20-53C

LEFT
SHOULDER
CLOSED
AHEAD
W21-58L

1000'

500'

RIGHT
SHOULDER
CLOSED
W21-5A

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 301	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 12:44 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SIGN

SIGN

SIGN

INTERIM RAMP ECT

RAMP EC

R/L ECT

840ECT

835'SB'

IH 41 SB

840'SB'

845'SB'

R/L IH 41 NB

R/L IH 41 SB

50'

55

100'

835'NB'

IH 41 NB

840'NB'
840EBT

845'NB'

MATCH LINE 831+50 'NB'

MATCH LINE 846+50 'NB'

50'

100'

INTERIM RAMP EBT

R/L EBT

1000'

500'

R11-2R
48" X 30"

RAMP
CLOSED

TYPE III BARRICADE

LEFT
SHOULDER
CLOSED

W21-5AL

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 302	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 12:45 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 846+50 'NB'

MATCH LINE 861+50 'NB'

RAMP EC

850EC

850ECT

R/L EC

RAMP ED

300ED

300EDT

R/L ED

SIGN

CC

850'SB'

IH 41 SB

855'SB'

860'SB'

R/L IH 41 SB

100'

850'NB'

IH 41 NB

855'NB'

860'NB'

R/L IH 41 NB

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

610ENB

610ESB

610ENB

610ESB

RAMP EB

850EB

R/L EB

R/L ENB

R/L ESB

R/L EA

860EAT

860EA

RAMP EA

A/C

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

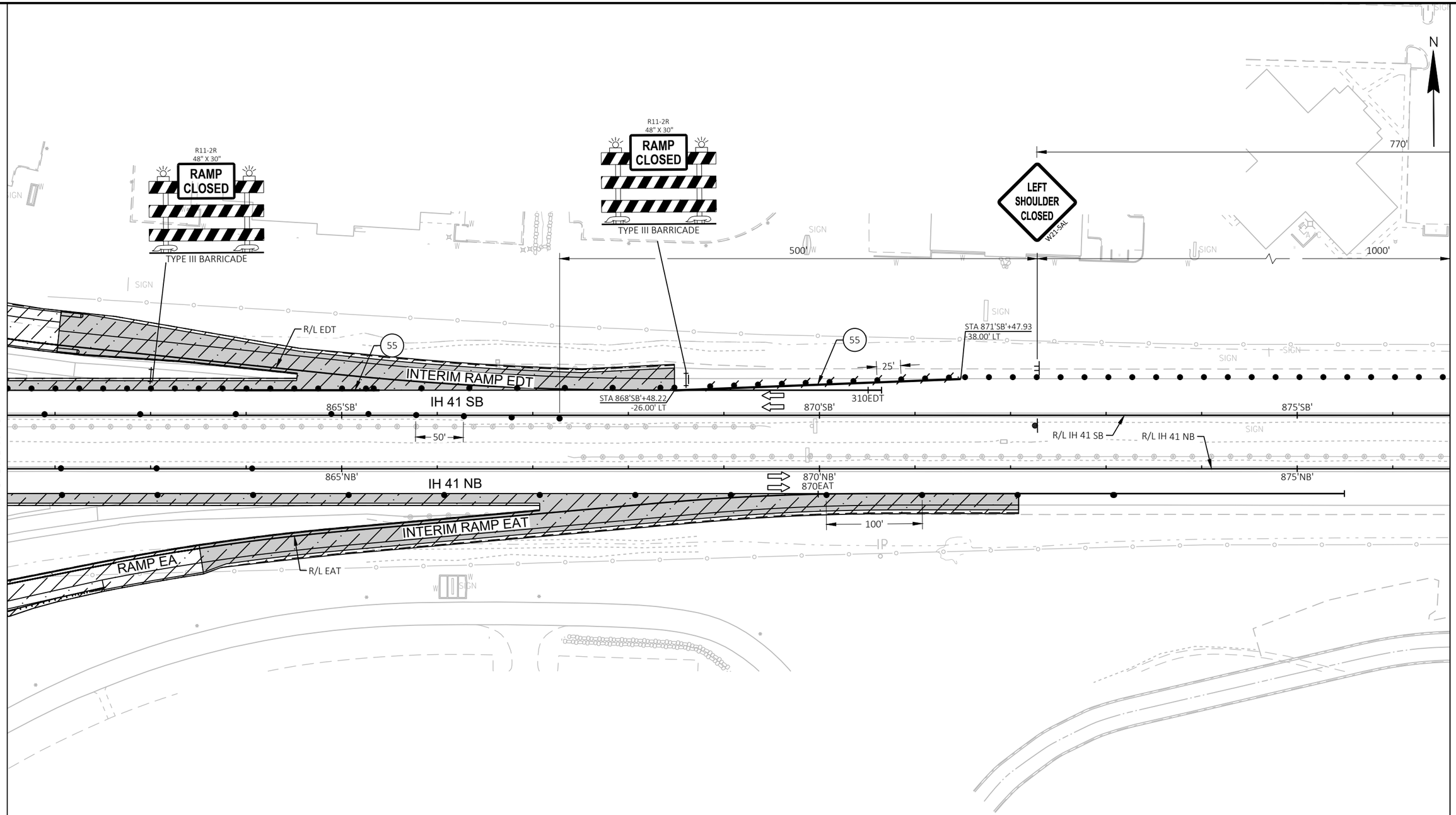
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 303	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 12:46 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 304	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 06
PLOT DATE : 12/13/2024 12:46 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE 876+60 'NB'

MATCH LINE 891+90 'NB'

RIGHT SHOULDER CLOSED W21-5A

LEFT SHOULDER CLOSED AHEAD W21-5BL

RAMP CLOSED 1000 FT W20-5AC

1000'

1320'

25'

57

ROAD WORK AHEAD W20-1A

WO4-5R 48"X48"

500'

500'

N

880'SB'

885'SB'

890'SB'

IH 41 SB

R/L IH 41 SB

R/L IH 41 NB

880'NB'

885'NB'

890'NB'

IH 41 NB

END ROAD WORK G20-2A 48"X24"

SIGN

POST

IP

RIPRAP

DOCK

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

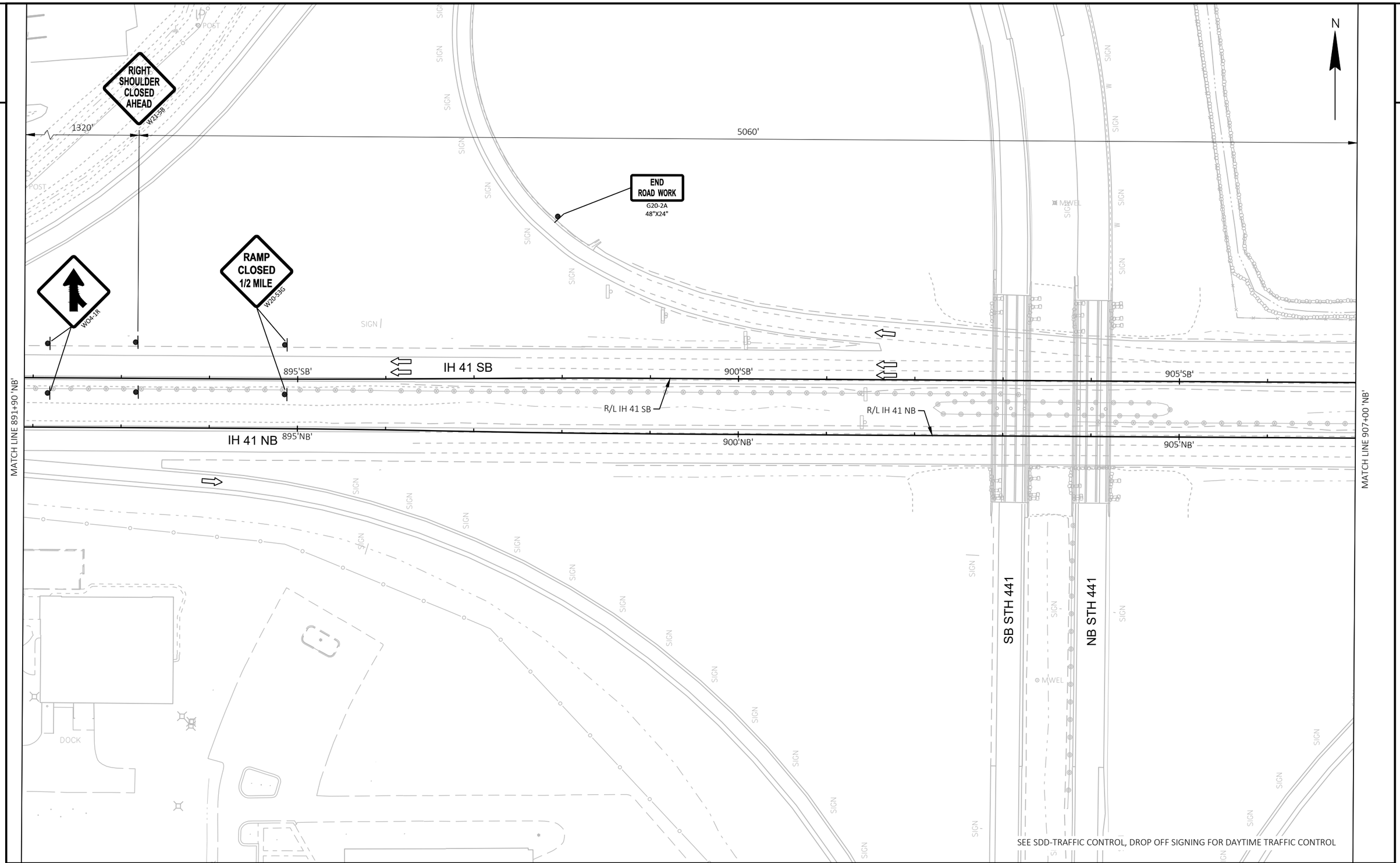
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 305	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 07

PLOT DATE : 12/13/2024 12:47 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 306	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 08

PLOT DATE : 12/13/2024 12:48 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1F

5060'

5280'

DOCK

SLAB

SIGN

IP

910'SB'

915'SB'

920'SB'

910'NB'

915'NB'

920'NB'

MATCH LINE 907+00 'NB'

N FRENCH RD

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41	SHEET 307	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026106-S2A-SC_IH-41.DWG
LAYOUT NAME - 09

PLOT DATE : 12/13/2024 12:49 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

N MEADE ST

POOL

SIGN

R/L IH 41 SB

790'SB'

795'SB'

IH 41 SB

800'SB'

790'NB'

795'NB'

IH 41 NB

800'NB'

R/L IH 41 NB

MATCH LINE 801+70 'NB'

W

IP

POST

MH

5280'

2600'

400'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

RIGHT LANE CLOSED 1/2 MILE W20-5G

NOTES:
COORDINATE QUEUE WARNING SYSTEM WITH MAINLINE IH 41 PROJECT (1130-63-72)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 308	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 12:51 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

IP
POST

SIGN
SIGN
SIGN
SIGN
SIGN
SIGN

R/L IH 41 SB

805'SB'
810'SB'
IH 41 SB
815'SB'

MATCH LINE 801+70 'NB'

805'NB'
810'NB'
IH 41 NB
815'NB'

MATCH LINE 816+75 'NB'

R/L IH 41 NB

SIGN
SIGN
SIGN
SIGN
POOL
POST
W
A/C

400'
700'
100'
500'
340'

SPEED LIMIT 55
W03-5

W21-62Q
30"X48"
WORK ZONE

SPEED LIMIT 55
R2-1
48"X60"

W21-62R
30"X48"
FINES DOUBLE

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

$200 MINIMUM
W21-62P
96"X12"

RAMP CLOSED 1/2 MILE
W20-53G

W04-2R

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 309	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 12:52 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SPEED LIMIT 70
R2-1
48"X60"

END ROAD WORK
G20-2A
48"X24"

500'

SIGN

R/L IH 41 SB

IH 41 SB

820'SB'

825'SB'

830'SB'

830EXT

MATCH LINE 816+75 'NB'

820'NB'

IH 41 NB

825'NB'

830'NB'

R/L IH 41 NB

MATCH LINE 831+50 'NB'

IP

U/C

A/C

POOL

1000'

LEFT SHOULDER CLOSED AHEAD
W21-58L

1000'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 310	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 12:53 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

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

RAMP EC
INTERIM RAMP ECT
R/L ECT
840ECT
SIGN
SIGN
SIGN

835'SB'
IH 41 SB
840'SB'
845'SB'
R/L IH 41 SB
100'

MATCH LINE 831+50 'NB'

835'NB'
IH 41 NB
840'NB'
840EBT
845'NB'
100'

INTERIM RAMP EBT
R/L EBT

MATCH LINE 846+50 'NB'

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

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

1000'
500'

LEFT SHOULDER CLOSED
W21-5AL

POOL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 311	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 12:54 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 846+50 'NB'

MATCH LINE 861+50 'NB'

RAMP EC

850EC

850ECT

R/L EC

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

RAMP ED

300ED

300EDT

R/L ED

TYPE III BARRICADE

IH 41 SB

850'SB'

855'SB'

860'SB'

100'

CC

R/L IH 41 SB

R/L IH 41 NB

IH 41 NB

850'NB'

855'NB'

860'NB'

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

SIGN

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R/L EB

850EB

RAMP EB

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R/L ENB

R/L ESB

RAMP EA

860EAT

860EA

R/L EA

A/C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 312	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 12:54 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

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

LEFT SHOULDER CLOSED
W21-5AL

500'

1000'

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

R/L EDT

INTERIM RAMP EDT

STA 868'SB'+48.29
-14.00' LT

310EDT

STA 875'SB'+08.28
-38.00' LT

25'

865'SB'

IH 41 SB

870'SB'

875'SB'

50'

R/L IH 41 SB

R/L IH 41 NB

MATCH LINE 861+50 'NB'

865'NB'

IH 41 NB

100'

870'NB'
870EAT

875'NB'

MATCH LINE 876+60 'NB'

INTERIM RAMP EAT

RAMP EA.

R/L EAT

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 313	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 06
PLOT DATE : 12/13/2024 12:55 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 876+60 'NB'

MATCH LINE 891+90 'NB'

N

WORK ZONE
W21-62Q
30"X48"

SPEED LIMIT 55
R2-1
48"X60"

FINES DOUBLE
W21-62R
30"X48"

WO4-5R
48"X48"

ROAD WORK AHEAD
W20-1A

LEFT SHOULDER CLOSED AHEAD
W21-5BL

1000'

500'

500'

50'

IH 41 SB

880'SB'

885'SB'

890'SB'

R/L IH 41 SB

R/L IH 41 NB

880'NB'

885'NB'

890'NB'

IH 41 NB

500'

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT 70
R2-1
48"X60"

SIGN

POST

IP

RIPRAP

DOCK

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 314	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 07

PLOT DATE : 12/13/2024 12:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 891+90 'NB'

MATCH LINE 907+00 'NB'

W04-1R

RAMP CLOSED 1/2 MILE
W20-5SG

W04-2R

END ROAD WORK
G20-2A
48"X24"

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

$200 MINIMUM
W21-62P
96"X12"

500'

180'

895'SB'

IH 41 SB

900'SB'

905'SB'

R/L IH 41 SB

R/L IH 41 NB

IH 41 NB

895'NB'

900'NB'

905'NB'

SB STH 441

NB STH 441

SIGN

MWEL

DOCK

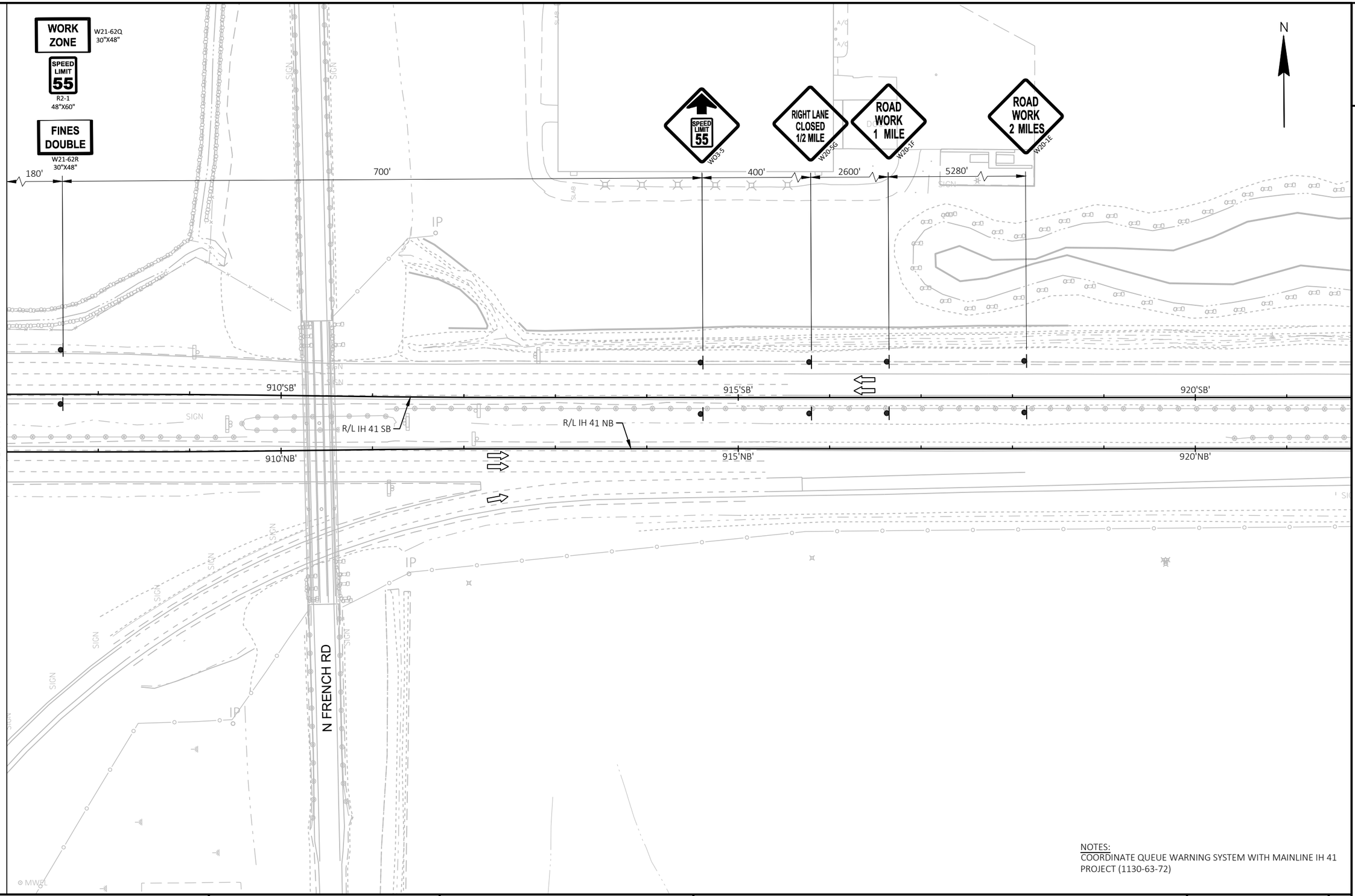
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 315	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 08

PLOT DATE : 12/13/2024 12:57 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



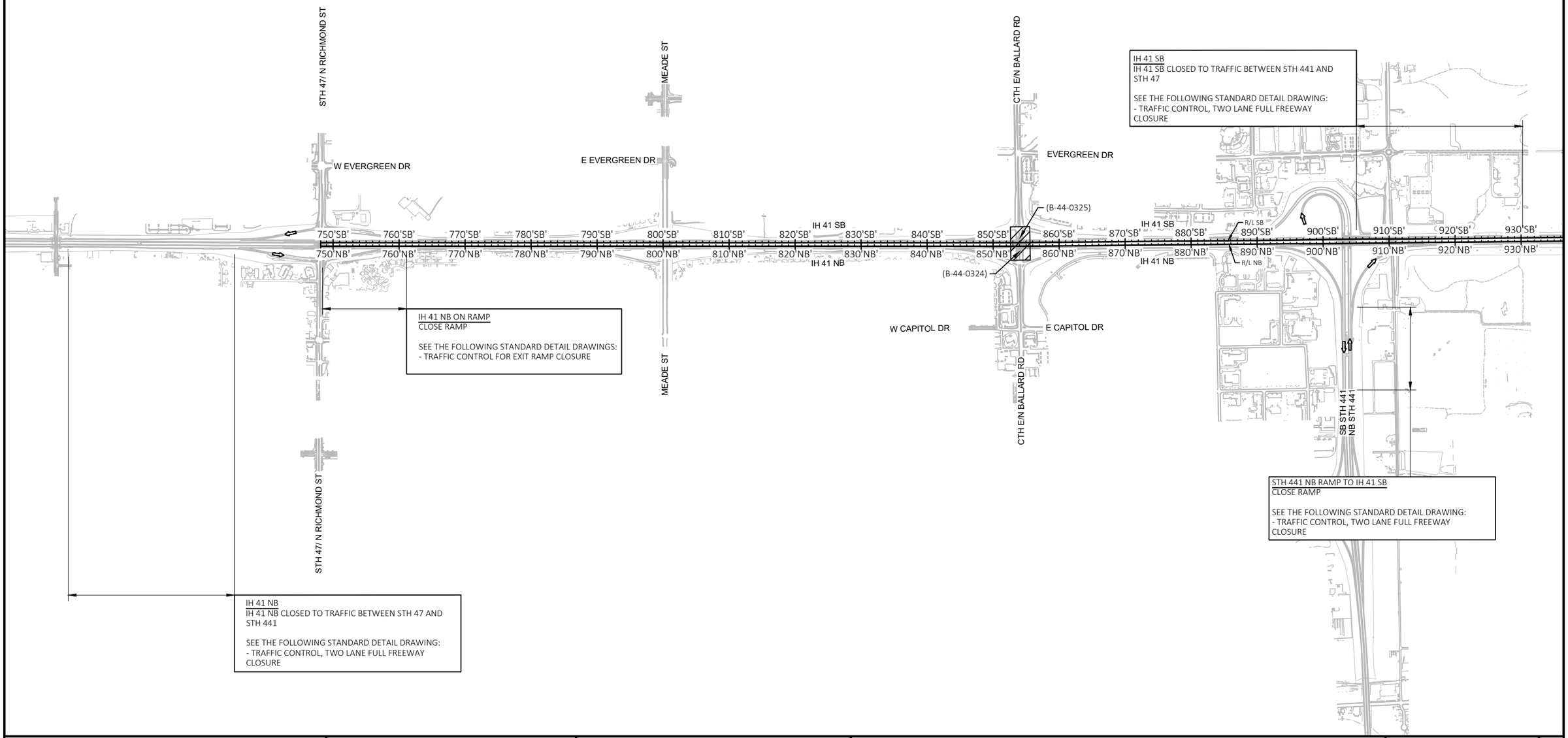
NOTES:
COORDINATE QUEUE WARNING SYSTEM WITH MAINLINE IH 41 PROJECT (1130-63-72)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK LANE CLOSURE	SHEET 316	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026107-S2A-LC_IH-41.DWG
LAYOUT NAME - 09
PLOT DATE : 12/13/2024 12:57 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTES:
IH 41 CLOSED TO TRAFFIC FOR GIRDER INSTALLATION AT CTH E/N BALLARD RD.
SEE PLAN SHEET 'DETOUR - IH 41 CLOSURE - STAGE 2 - OFF PEAK' FOR DETOUR DETAILS.

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - IH 41 - OFF PEAK FULL CLOSURE	SHEET 317	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026108-S2_IH-41_RAMP CLOSURE.DWG
LAYOUT NAME - STAGE2
PLOT DATE : 12/13/2024 1:00 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:1500 FT
WISDOT/CADDS SHEET 42

2

2

N

CTH OO/E NORTHLAND AVE

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

MATCH LINE A

R11-3C
60" X 30"

BRIDGE OUT
1/2 MILE AHEAD

TYPE III BARRICADE

CTH OO/E NORTHLAND AVE

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W04-2L

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - CTH E (BALLARD RD)	SHEET 318	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026109-S2A_CTHE.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:03 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE A

MATCH LINE 605+50 'ENB'

ROAD WORK AHEAD
W20-1A

200'

E CAPITOL DR

18'CAP'

END ROAD WORK
G20-2A
48"X24"

N

COMMERCE CT

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

30'CAP'

25'

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

5" ASPHALTIC SURFACE OVER
12" BASE AGGREGATE DENSE
1 1/4-INCH

STOP
R1-1
30"X30"

NTS

R/L ESB

600'ESB'

602'ESB'

604'ESB'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

25'

22'CAP'

600'ENB'

602'ENB'

604'ENB'

R/L ENB

64

ROAD CLOSED 500 FT
W20-3D

350'

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

BEGIN LEFT TURN LANE
R3-20L
24"X36"

STOP
R1-1
30"X30"

CONSTRUCT STORM SEWER LATERAL FROM PROPOSED INLET TO MANHOLE. PLACE TEMPORARY PAVEMENT IN PREPARATION FOR IN TRAFFIC IN THE NEXT STAGE.

SIDEWALK CLOSED
R9-9
24"X12"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STOP
R1-1
30"X30"

24'CAP'

50'

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

PRIVATE DR

200'

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

NOTES:
AT CTH E/CAPITOL DR INTERSECTION, THE CITY OF APPLETON WILL DEENERGIZE TRAFFIC SIGNALS AND BAG SIGNAL HEADS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - CTH E (BALLARD RD)	SHEET 319	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026109-S2A_CTHE.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 1:03 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 605+50 'ENB'

MATCH LINE 620+60 'ENB'

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

IH 41 NB

IH 41 SB

RAMP EB

RAMP EC

RAMP EA

RAMP ED

R/L EB

R/L EC

R/L IH 41 SB

R/L ESB

R/L ENB

R/L IH 41 NB

R/L EA

R/L ED

606'ESB'

608'ESB'

610'ESB'

612'ESB'

614'ESB'

616'ESB'

618'ESB'

620'ESB'

606'ENB'

608'ENB'

610'ENB'

612'ENB'

614'ENB'

616'ENB'

618'ENB'

620'ENB'

850'EB'

851'EB'

852'EB'

853'EB'

854'EB'

850'EC'

851'EC'

852'EC'

853'EC'

854'EC'

850'NB'

850'SB'

853'NB'

853'SB'

854'EA'

855'EA'

856'EA'

857'EA'

858'EA'

294'ED'

296'ED'

297'ED'

298'ED'

SIGN

SLAB

CANOPY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - CTH E (BALLARD RD)	SHEET 320	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026109-S2A_CTHE.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 1:04 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 620+60 'ENB'

MATCH LINE B

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R3-2
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

STOP
R1-1
30"X30"

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

ROAD CLOSED 500 FT
W20-3D

63

50'

25'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

622'ESB'

624'ESB'

626'ESB'

622'ENB'

624'ENB'

626'ENB'

R/L ESB

R/L ENB

EVERGREEN DR

SIGN

POST

SLAB

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

ROAD CLOSED 500 FT
W20-3D

WO1-6
48" X 24"
TYPE III BARRICADE

NOTES:
AT CTH E/EVERGREEN DR INTERSECTION, THE CITY OF APPLETON WILL DEENERGIZE TRAFFIC SIGNALS AND BAG HEADS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - CTH E (BALLARD RD)	SHEET 321	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026109-S2A_CTHE.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 1:05 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

W04-2R

350'

RIGHT LANE CLOSED AHEAD
W20-5A

350'

ROAD WORK AHEAD
W20-1A

350'

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

TYPE III BARRICADE

PRIVATE DR

SIGN

SIGN

SIGN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MILESTONE DR

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - CTH E (BALLARD RD)	SHEET 322	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026109-S2A_CTHE.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 1:06 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : Custom

2

2

MATCH LINE C

MATCH LINE D

N

ASHBURY LN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

E ASHBURY DR

MATCH LINE D

N

R11-3C
60" X 30"

BRIDGE OUT
1 1/4 MILES AHEAD

TYPE III BARRICADE

E MEMORY LN

CTH E/N BALLARD RD

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

CTH JJ/E EDGEWOOD DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2A - CTH E (BALLARD RD)	SHEET 323	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026109-S2A_CTHE.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 1:07 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

N MEADE ST

R/L IH 41 SB

790'SB'

795'SB'

IH 41 SB

800'SB'

790'NB'

795'NB'

IH 41 NB

800'NB'

R/L IH 41 NB

MATCH LINE 801+70 'NB'

POOL

SIGN

W

5280'

4200'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

MH

IP

POST

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 324	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:10 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

IP
POST

SIGN
SIGN
SIGN
SIGN
SIGN
SIGN

R/L IH 41 SB

805'SB'
810'SB'
IH 41 SB
815'SB'

MATCH LINE 801+70 'NB'

805'NB'
810'NB'
IH 41 NB
815'NB'

MATCH LINE 816+70 'NB'

R/L IH 41 NB

SIGN
SIGN
SIGN
SIGN
POST
POOL
A/C
A/C

300'

RAMP CLOSED 1/2 MILE
W20-5aG

4200'

1000'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 325	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 1:11 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

SIGN

R/L IH 41 SB

820'SB' IH 41 SB 825'SB' 830'SB'

820'NB' IH 41 NB 825'NB' 830'NB'

R/L IH 41 NB

MATCH LINE 816+70 'NB'

MATCH LINE 831+50 'NB'

100'

PROJECT

1000'

RAMP
CLOSED
1000 FT
W20-5C

LEFT
SHOULDER
CLOSED
AHEAD
W21-5BL

1000'

500'

RIGHT
SHOULDER
CLOSED
W21-5A

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 326	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 1:12 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 831+50 'NB'

MATCH LINE 846+50 'NB'

SIGN

SIGN

SIGN

INTERIM RAMP ECT

RAMP EC

R/L ECT

840ECT

835'SB'

IH 41 SB

840'SB'

845'SB'

R/L IH 41 NB

R/L IH 41 SB

50'

55

100'

835'NB'

IH 41 NB

840'NB'
840EBT

845'NB'

50'

100'

SIGN

INTERIM RAMP EBT

R/L EBT

1000'

500'

POOL

A/C

R11-2R
48" X 30"

RAMP
CLOSED

TYPE III BARRICADE

LEFT
SHOULDER
CLOSED

W21-5AL

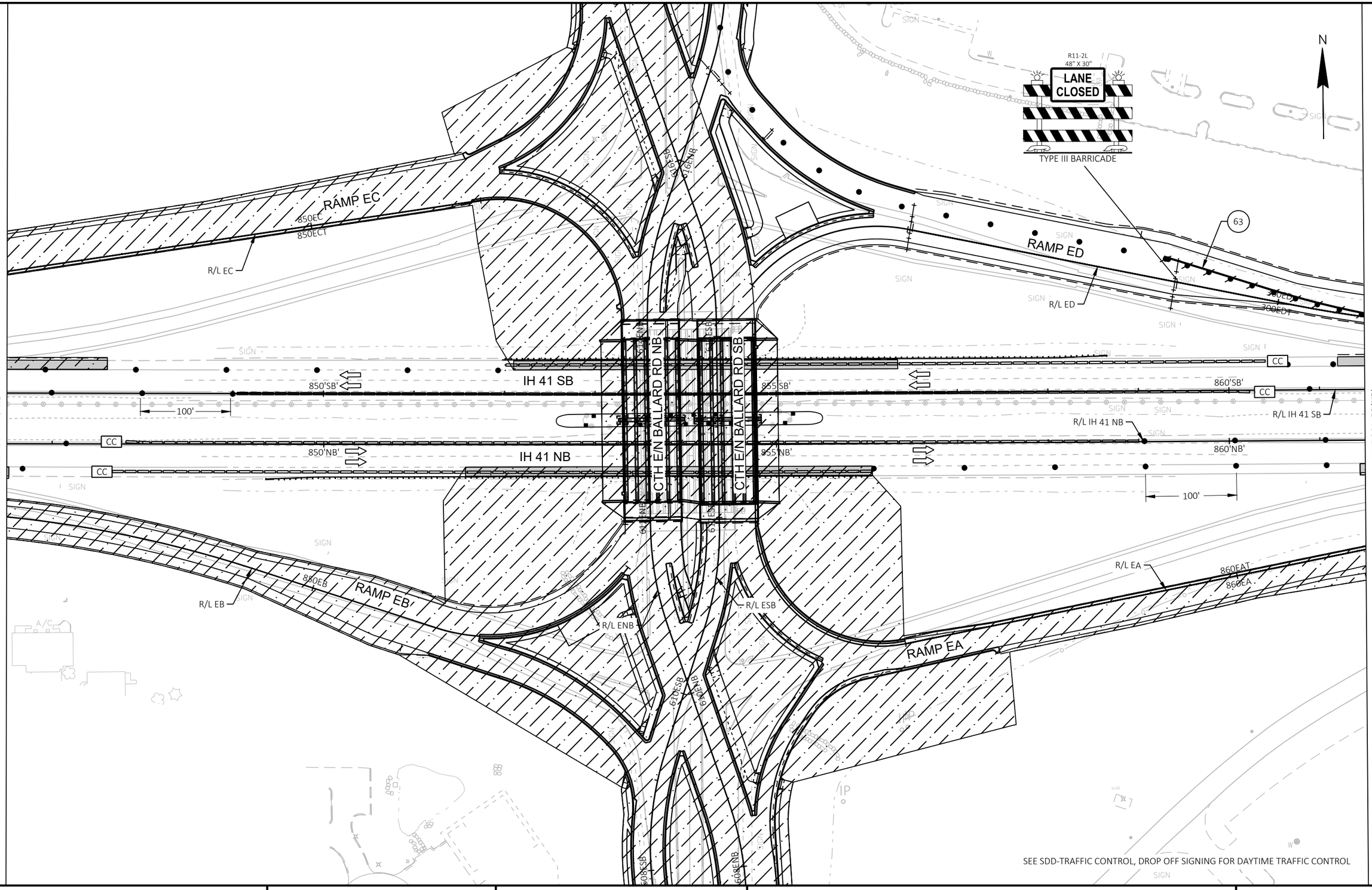
SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 327	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 1:12 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

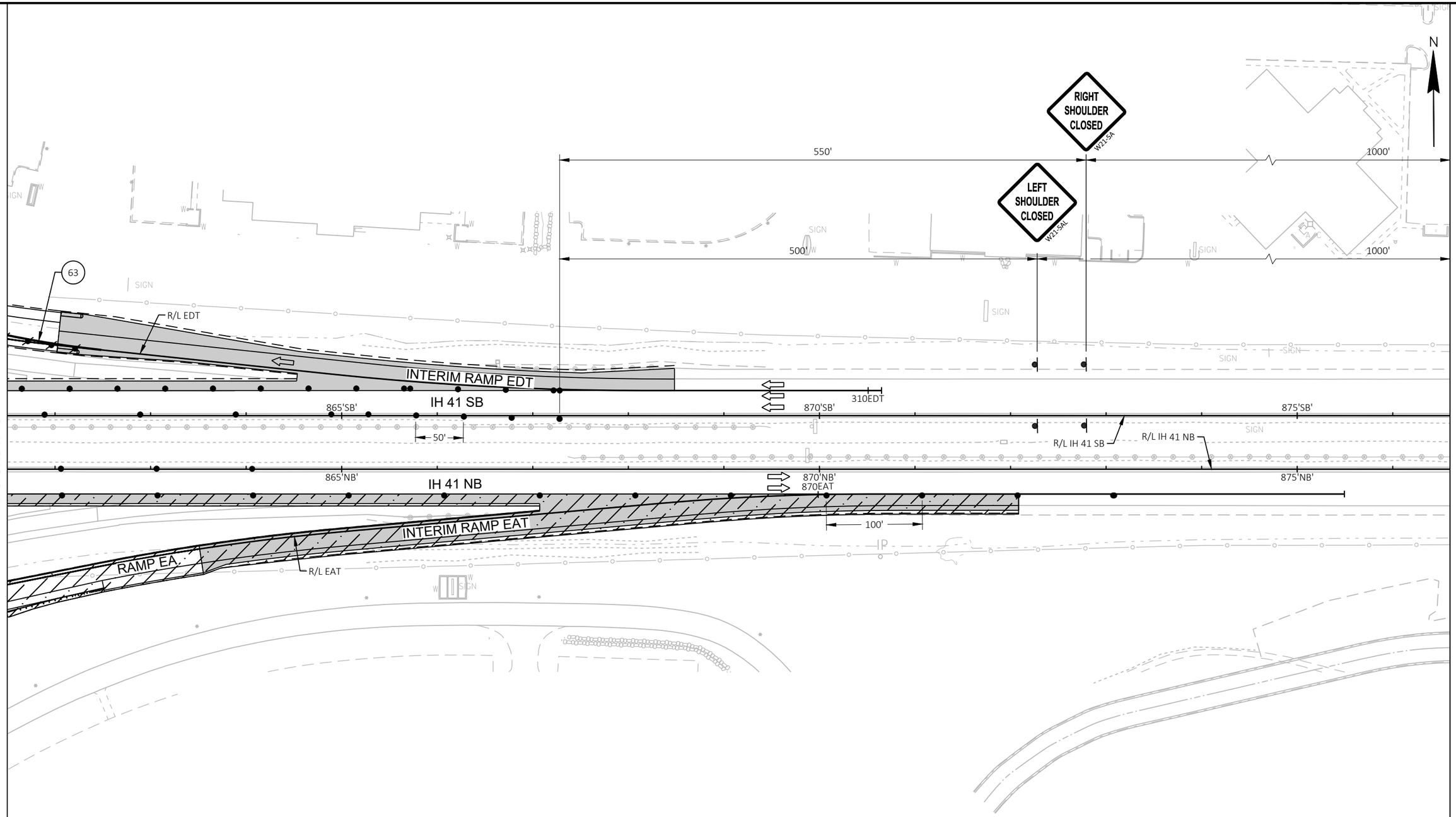
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 328	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 1:13 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 329	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 1:14 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 876+60 'NB'

MATCH LINE 891+90 'NB'

RIGHT SHOULDER CLOSED AHEAD
W21-5B

1000'

4780'

LEFT SHOULDER CLOSED AHEAD
W21-5BL

1000'

ROAD WORK AHEAD
W20-1A

57

IH 41 SB

880'SB'

885'SB'

890'SB'

R/L IH 41 SB

R/L IH 41 NB

880'NB'

885'NB'

890'NB'

IH 41 NB

END ROAD WORK
G20-2A
48"X24"

RIPRAP

RIPRAP

RIPRAP

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 330	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 07

PLOT DATE : 12/13/2024 1:15 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

4780'

END
ROAD WORK
G20-2A
48"X24"

IH 41 SB

895'SB'

900'SB'

905'SB'

R/L IH 41 SB

R/L IH 41 NB

IH 41 NB

895'NB'

900'NB'

905'NB'

SB STH 441

NB STH 441

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

MATCH LINE 891+90 'NB'

MATCH LINE 907+00 'NB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 331	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 08

PLOT DATE : 12/13/2024 1:15 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK 1 MILE W20-1F

ROAD WORK 2 MILES W20-1E

4780'

5280'

910'SB'

915'SB'

920'SB'

910'NB'

915'NB'

920'NB'

MATCH LINE 907+00 'NB'

N FRENCH RD

IP

SIGN

SLAB

SEE SDD-TRAFFIC CONTROL, DROP OFF SIGNING FOR DAYTIME TRAFFIC CONTROL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41	SHEET 332	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026110-S2B-SC_IH-41.DWG
LAYOUT NAME - 09

PLOT DATE : 12/13/2024 1:16 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

N MEADE ST

R/L IH 41 SB

790'SB'

795'SB'

IH 41 SB

800'SB'

790'NB'

795'NB'

IH 41 NB

800'NB'

R/L IH 41 NB

MATCH LINE 801+70 'NB'

POOL

SIGN

W

IP

POST

MH

5280'

2600'

400'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

RIGHT LANE CLOSED 1/2 MILE W20-5G

NOTES:
COORDINATE QUEUE WARNING SYSTEM WITH MAINLINE IH 41 PROJECT (1130-63-72)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 333	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:19 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

IP
POST

SIGN
SIGN
SIGN
SIGN
SIGN
SIGN

R/L IH 41 SB

805'SB'
810'SB'
IH 41 SB
815'SB'

MATCH LINE 801+70 'NB'

805'NB'
810'NB'
IH 41 NB
815'NB'

MATCH LINE 816+75 'NB'

R/L IH 41 NB

SIGN
SIGN
SIGN
SIGN
POOL
POST
W
A/C

340'

RAMP CLOSED 1/2 MILE
W20-53G

400'
700'
100'
500'

SPEED LIMIT 55
W03-5

W21-62Q
30"X48"
WORK ZONE

SPEED LIMIT 55
R2-1
48"X60"

W21-62R
30"X48"
FINES DOUBLE

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

$200 MINIMUM
W21-62P
96"X12"

W04-2R

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 334	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 02
PLOT DATE : 12/13/2024 1:19 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

SPEED LIMIT 70
R2-1
48"X60"

500'

END ROAD WORK
G20-2A
48"X24"

SIGN

R/L IH 41 SB

IH 41 SB

820'SB'

825'SB'

830'SB'

PROJECT

SIGN

MATCH LINE 816+75 'NB'

820'NB'

IH 41 NB

825'NB'

830'NB'

R/L IH 41 NB

MATCH LINE 831+50 'NB'

SIGN

IP

U/C

A/C

W

POOL

1000'

LEFT SHOULDER CLOSED AHEAD
W21-58L

1000'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 335	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 1:20 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

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

INTERIM RAMP ECT
RAMP EC
R/L ECT
840ECT

MATCH LINE 831+50 'NB'

835'SB'
IH 41 SB
840'SB'
845'SB'
R/L IH 41 SB

R/L IH 41 NB
100'

835'NB'
IH 41 NB
840'NB'
840EBT
845'NB'

100'

INTERIM RAMP EBT
R/L EBT

MATCH LINE 846+50 'NB'

SIGN
SIGN
SIGN
SIGN
POOL
A/C
A/C

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

1000'
500'

LEFT SHOULDER CLOSED
W21-5AL

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 336	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 1:21 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 846+50 'NB'

MATCH LINE 861+50 'NB'

RAMP EC

850EC

850ECT

R/L EC

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

RAMP ED

R/L ED

300ED

300EDT

63

IH 41 SB

850'SB'

100'

855'SB'

860'SB'

CC

R/L IH 41 SB

R/L IH 41 NB

IH 41 NB

850'NB'

855'NB'

860'NB'

SIGN

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

64ENB

64ESB

64ENB

64ESB

R/L EB

850EB

RAMP EB

R/L ENB

R/L ESB

850ESB

850ENB

RAMP EA

860EAT

860EA

R/L EA

A/C

IP

SLAB

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 337	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 05
PLOT DATE : 12/13/2024 1:22 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

EXIT

E5-1
48"X48"

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

LEFT SHOULDER CLOSED

W21-5AL

1000'

500'

600'

63

R/L EDT

INTERIM RAMP EDT

STA 869'SB'+03.29
17.00' LT

STA 872'SB'+04.99
-17.00' LT

STA 875'SB'+05.11
-28.42' LT

310EDT

865'SB'

IH 41 SB

870'SB'

875'SB'

50'

R/L IH 41 SB

R/L IH 41 NB

MATCH LINE 861+50 'NB'

865'NB'

IH 41 NB

100'

870'NB'
870EAT

875'NB'

MATCH LINE 876+60 'NB'

INTERIM RAMP EAT

RAMP EA.

R/L EAT

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SIGN

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 338	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 1:22 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 876+60 'NB'

MATCH LINE 891+90 'NB'

N

WORK ZONE
W21-62Q
30"X48"

SPEED LIMIT 55
R2-1
48"X60"

FINES DOUBLE
W21-62R
30"X48"

WO4-5R
48"X48"

ROAD WORK AHEAD
W20-1A

LEFT SHOULDER CLOSED AHEAD
W21-5BL

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

1000'

600'

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

STA 881'SB'+05.15
-28.42' LT

STA 884'SB'+05.39
-44.00' LT

50'

500'

500'

IH 41 SB

880'SB'

885'SB'

890'SB'

R/L IH 41 SB

R/L IH 41 NB

880'NB'

885'NB'

890'NB'

IH 41 NB

500'

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT 70
R2-1
48"X60"

RIPRAP

RIPRAP

RIPRAP

DOCK

DOCK

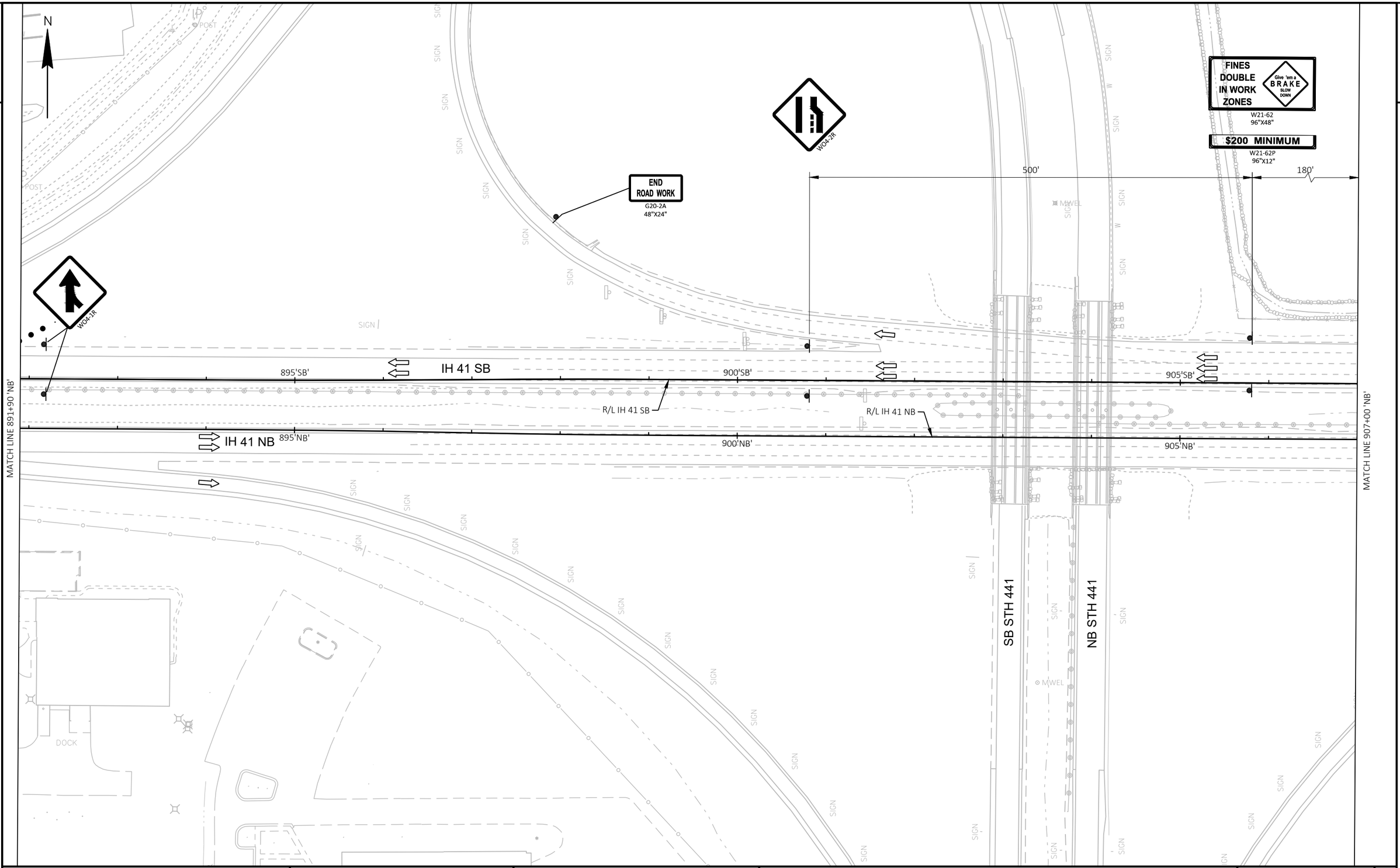
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 339	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 07

PLOT DATE : 12/13/2024 1:23 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

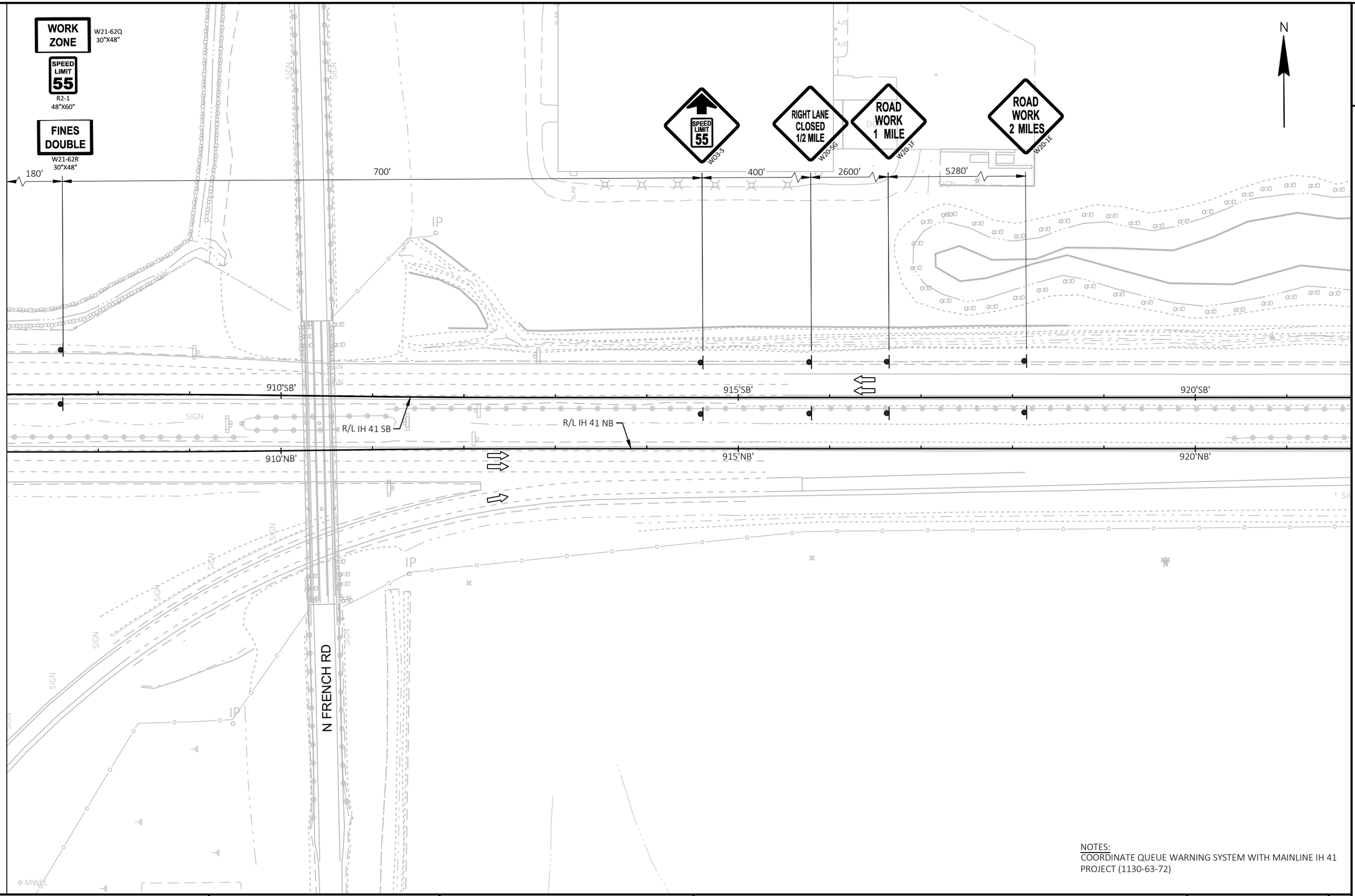
2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 340	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 08
PLOT DATE : 12/13/2024 1:24 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



NOTES:
COORDINATE QUEUE WARNING SYSTEM WITH MAINLINE IH 41 PROJECT (1130-63-72)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - IH 41 - OFF PEAK LANE CLOSURE	SHEET 341	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026111-S2B-LC_IH-41.DWG
LAYOUT NAME - 09
PLOT DATE : 12/13/2024 1:24 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

CTH OO/E NORTHLAND AVE

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

MATCH LINE A

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

TYPE III BARRICADE

CTH OO/E NORTHLAND AVE

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W04-2L

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - CTH E (BALLARD DRD)	SHEET 342	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026112-S2B_CTHE.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:27 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE A

ROAD WORK AHEAD
W20-1A

200'

E CAPITOL DR

18'CAP'

END ROAD WORK
G20-2A
48"X24"

COMMERCE CT

N

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

STOP
R1-1
30"X30"

30'CAP'

25'

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

5" ASPHALTIC SURFACE OVER
12" BASE AGGREGATE DENSE
1 1/4-INCH

R/L ESB

R/L ENB

MATCH LINE 605+50 'ENB'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

25'

600'ESB'

600'ENB'

602'ESB'

602'ENB'

604'ESB'

604'ENB'

22'CAP'

64

ROAD CLOSED 500 FT
W20-3D

350'

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

BEGIN LEFT TURN LANE
R3-20L
24"X36"

STOP
R1-1
30"X30"

SIDEWALK CLOSED
R9-9
24"X12"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

CONSTRUCT STORM SEWER LATERAL FROM PROPOSED INLET TO MANHOLE. PLACE TEMPORARY PAVEMENT IN PREPARATION FOR IN TRAFFIC IN THE NEXT STAGE.

24'CAP'

50'

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

PRIVATE DR

200'

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

NOTES:
AT CTH E/CAPITOL DR INTERSECTION, THE CITY OF APPLETON WILL DEENERGIZE TRAFFIC SIGNALS AND BAG SIGNAL HEADS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - CTH E (BALLARD DRD)	SHEET 343	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026112-S2B_CTHE.DWG
LAYOUT NAME - 02
PLOT DATE : 12/13/2024 1:28 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 605+50 'ENB'

MATCH LINE 620+60 'ENB'

RAMP EB

RAMP EC

RAMP EA

RAMP ED

IH 41 NB

IH 41 SB

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

R/L EB

R/L EC

R/L IH 41 SB

R/L ESB

R/L ENB

R/L IH 41 NB

R/L EA

R/L ED

606'ESB'

608'ESB'

610'ESB'

612'ESB'

614'ESB'

616'ESB'

618'ESB'

620'ESB'

605'ENB'

608'ENB'

610'ENB'

612'ENB'

614'ENB'

616'ENB'

618'ENB'

620'ENB'

850'NB'

850'SB'

850'EB'

850'EC'

851'EB'

851'EC'

852'EB'

852'EC'

853'EB'

853'EC'

854'EC'

855'NB'

855'SB'

856'EA'

856'ED'

857'EA'

858'EA'

296'ED'

297'ED'

298'ED'

R11-2B
48" X 30"
BRIDGE OUT

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R11-2B
48" X 30"
BRIDGE OUT

TYPE III BARRICADE

SIGN

SLAB

CANOPY

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - CTH E (BALLARD DRD)	SHEET 344	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026112-S2B_CTHE.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 1:28 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 620+60 'ENB'

622'ESB'

624'ESB'

626'ESB'

622'ENB'

624'ENB'

626'ENB'

R/L ESB

R/L ENB

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R3-2
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

STOP
R1-1
30"X30"

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

ROAD CLOSED 500 FT
W20-3D

63

50'

25'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MATCH LINE B

EVERGREEN DR

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

ROAD CLOSED 500 FT
W20-3D

WO1-6
48" X 24"
TYPE III BARRICADE

NOTES:
AT CTH E/EVERGREEN DR INTERSECTION, THE CITY OF APPLETON WILL DEENERGIZE TRAFFIC SIGNALS AND BAG HEADS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - CTH E (BALLARD DRD)	SHEET 345	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026112-S2B_CTHE.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 1:29 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

W04-2R

RIGHT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

350'

350'

350'

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

TYPE III BARRICADE

PRIVATE DR

SIGN

SIGN

SIGN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MILESTONE DR

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - CTH E (BALLARD DRD)	SHEET 346	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026112-S2B_CTHE.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 1:30 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : Custom

2

N

ASHBURY LN

MATCH LINE C

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

E ASHBURY DR

MATCH LINE D

2

MATCH LINE D

E MEMORY LN

N

R11-3C
60" X 30"
BRIDGE OUT
1 1/4 MILES AHEAD

TYPE III BARRICADE

CTH E/N BALLARD RD

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

CTH JJ/E EDGEWOOD DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2B - CTH E (BALLARD DRD)	SHEET 347	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026112-S2B_CTHE.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 1:31 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

N MEADE ST

790'SB'

795'SB'

IH 41 SB

800'SB'

R/L IH 41 NB

R/L IH 41 SB

790'NB'

795'NB'

IH 41 NB

800'NB'

MATCH LINE 801+70 'NB'

5280'

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

POOL

SIGN

MH

POST

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 348	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:34 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

IP

POST

SIGN

805'SB'

810'SB'

IH 41 SB

815'SB'

R/L IH 41 SB

R/L IH 41 NB

805'NB'

810'NB'

IH 41 NB

815'NB'

MATCH LINE 801+70 'NB'

MATCH LINE 816+70 'NB'

POOL

W

A/C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 349	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 1:35 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

SIGN

IH 41 SB

820'SB'

825'SB'

830'ECT'
830'SB'

R/L IH 41 SB

R/L IH 41 NB

820'NB'

IH 41 NB

825'NB'

830'NB'

MATCH LINE 816+70 'NB'

MATCH LINE 831+50 'NB'

U/C

A/C

POOL

IP

PC

PT

POS

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 350	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 1:35 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SIGN

SIGN

SIGN

R/L ECT

840'ECT'

INTERIM RAMP ECT

50'

R/L EC

835'SB'

IH 41 SB

840'SB'

845'SB'

R/L IH 41 NB

R/L IH 41 SB

MATCH LINE 831+50 'NB'

835'NB'

IH 41 NB

840'NB'
840'EBT'

845'NB'

MATCH LINE 846+50 'NB'

SIGN

R/L EBT

INTERIM RAMP EBT

CRASH CUSHIONS
TEMPORARY LEFT IN PLACE

POOL

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 351	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 1:36 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 846+50 'NB'

MATCH LINE 861+50 'NB'

N

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

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

RAMP EC
850'EC'
850'EC1'
R/L EC
50'

RAMP ED
63
R/L ED
300'ED'
300'ED

IH 41 SB
850'SB'
855'SB'
860'SB'
R/L IH 41 SB

IH 41 NB
850'NB'
855'NB'
860'NB'
R/L IH 41 NB

CTH E/N BALLARD RD NB
CTH E/N BALLARD RD SB

616ESB
616ENB
614ENB
614ESB

R/L ENB
R/L EB
R/L ESB

RAMP EB
850'EB'
50'

RAMP EA
860'EA'
860'EA1'
R/L EA
25'

610ESB
610ENB
608ESB
608ENB

SIGN
A/C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 352	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 05
PLOT DATE : 12/13/2024 1:37 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

63

CRASH CUSHIONS
TEMPORARY LEFT IN PLACE

R/L EDT

25'

INTERIM RAMP EDT

310'EDT'

865'SB'

IH 41 SB

870'SB'

875'SB'

SIGN

R/L IH 41 NB

R/L IH 41 SB

MATCH LINE 861+50 'NB'

865'NB'

IH 41 NB

870'NB'
870'EAT'

875'NB'

INTERIM RAMP EAT

R/L EAT

END
ROAD WORK

G20-2A
48"X24"

MATCH LINE 876+60 'NB'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 353	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 1:38 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ROAD WORK AHEAD
W20-1A

1000'

IH 41 SB

880'SB'

885'SB'

890'SB'

R/L IH 41 SB

R/L IH 41 NB

880'NB'

IH 41 NB

885'NB'

890'NB'

MATCH LINE 876+60 'NB'

MATCH LINE 891+90 'NB'

SIGN

POST

IP

W

SLAB

RIPRAP

DOCK

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 354	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 07

PLOT DATE : 12/13/2024 1:38 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

END
ROAD WORK
G20-2A
48"X24"

IH 41 SB

IH 41 NB

895'SB'

900'SB'

905'SB'

895'NB'

900'NB'

905'NB'

R/L IH 41 NB

R/L IH 41 SB

SB STH 441

NB STH 441

MATCH LINE 891+90 'NB'

MATCH LINE 907+00 'NB'

SIGN

POST

MWEL

DOCK

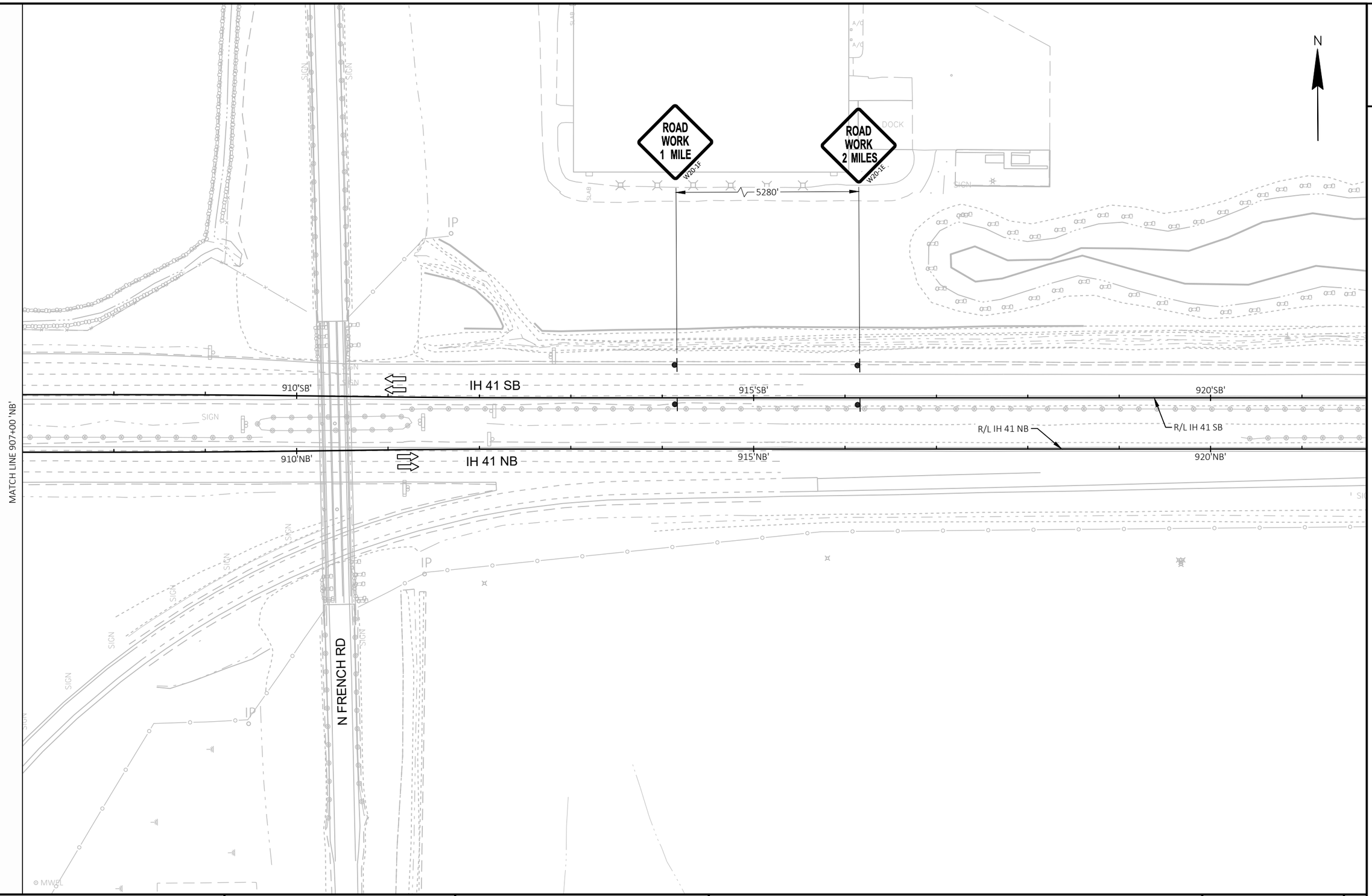
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 355	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 08

PLOT DATE : 12/13/2024 1:39 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A & 3B - IH 41	SHEET 356	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026113-S3_IH-41.DWG
LAYOUT NAME - 09

PLOT DATE : 12/13/2024 1:40 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

PLACE AT CTH OO
INTERSECTION

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

350'

ROAD
WORK
AHEAD
W20-1A

350'

LEFT LANE
CLOSED
AHEAD
W20-5SA

350'

W04-2L

25'

64

MATCHLINE S

FLAG
SLAB
SIGN
SIGN
SLAB
SIGN
FLAG
SLAB
SIGN

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A1 - CAPITOL DR	SHEET 357	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026115_3A1-CAPITOL.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

MATCHLINE STA 14'CAP'+75

NOTES:
SEE THE FOLLOWING TRAFFIC CONTROL SHEETS FOR ADDITIONAL DETAIL ON PEDESTRIAN ACCOMMODATIONS:
- STAGE 3A1A - CAPITOL DR - PEDESTRIAN DETOUR
- STAGE 3A1B - CAPITOL DR - PEDESTRIAN DETOUR

AT CTH E/CAPITOL DR INTERSECTION, THE CITY OF APPLETON WILL DEENERGIZE TRAFFIC SIGNALS AND BAG SIGNAL HEADS

N

E CAPITOL DR

16'CAP'

18'CAP'

STOP R1-1 30"X30"

TEMPORARY PEDESTRIAN SURFACE ASPHALT

TLE

PROP R/W

COMMERCE CT

SIDEWALK CLOSED R9-9 24"X12"

WO1-6 48" X 24"

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

W24-1L

350'

R/L ESB

50'

15'

25'

600'ESB'

602'ESB'

604'ESB'

606'ESB'

608'ESB'

610'ESB'

600'ENB'

602'ENB'

604'ENB'

606'ENB'

608'ENB'

610'ENB'

CTH E/N BALLARD RD

63

64

77

102

11'

R/L CAP

R/L ENB

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS 84"X48"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY

FMS 84"X48"

W01-4R

PROP R/W

EXIST R/W

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

WO1-6 48" X 24"

TYPE III BARRICADE

R11-2B 48" X 30" BRIDGE OUT

TYPE III BARRICADE

MATCHLINE S

MATCHLINE STA 24'CAP'+00

SEE TRAFFIC CONTROL SHEET: STAGE 3A - CTH E (BALLARD) MATCHLINE STA 610'ENB+30

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A1 - CAPITOL DR	SHEET 358	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026115_3A1-CAPITOL.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 1:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

N

N FIESTA DR

N MARCOS LN

EXIST R/W

N JUANITA LN

END
ROAD WORK
G20-2A
48"X24"

12'CAP'

14'CAP'

MATCHLINE STA 14'CAP'+75

E CAPITOL DR

ROAD
WORK
AHEAD
W20-1A

ROAD
CLOSED
1000 FT
W20-3C

ROAD
CLOSED
500 FT
W20-3D

2

2

N

PRIVATE DR

EXIST R/W

MATCHLINE STA 24'CAP'+00

CAP'

PRIVATE DR

ROAD WORK AHEAD

W20-1A

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

END ROAD WORK

G20-2A
48"X24"

E CAPITOL DR

N POINTER RD

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A1 - CAPITOL DR	SHEET 360	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026115_3A1-CAPITOL.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 1:44 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

FLAG
SLAB
SIGN
SIGN
SLAB
SIGN
FLAG

MATCHLINE S

CTH E/N BALLARD RD

PLACE AT CTH OO
INTERSECTION

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

TYPE III BARRICADE

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

RIGHT LANE
CLOSED
AHEAD
W20-5A

W04-2R

SIGN

50'

25'

63

W14-1L

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A2 - CAPITOL DR	SHEET 361	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026116_3A2-CAPITOL.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:47 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

MATCHLINE STA 14'CAP'+75

NOTES:
PERFORM WORK IN STAGE 3A2 AT COMMERCE CT UNDER A FULL CLOSURE. MAINTAIN A MINIMUM OF ONE, 12-FT LANE FOR ACCESS AT ALL TIMES. SEE COMMERCE CT CONSTRUCTION DETAIL.

SEE THE FOLLOWING TRAFFIC CONTROL SHEET FOR ADDITIONAL DETAIL ON PEDESTRIAN ACCOMMODATIONS:
- STAGE 3A2 - CAPITOL DR - PEDESTRIAN DETOUR

N

E CAPITOL DR

16'CAP'

18'CAP'

22'CAP'

20'CAP'

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

COMMERCE CT

ONLY
R3-8LF
36"X30"

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

PROP R/W

TLE

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY
FMS
84"X48"

R1-1
30"X30"
STOP

102

11'

15'

600'ESB'

600'ENB'

25'

63

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

WO1-6
48" X 24"
TYPE III BARRICADE

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

R1-1
30"X30"
STOP

R9-9
24"X12"
SIDEWALK CLOSED

R1-2
36"X31"
YIELD

R1-1
30"X30"
STOP

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY
FMS
84"X48"

R/L CAP

MATCHLINE STA 24'CAP'+00

77

64

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

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

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

R9-9
24"X12"
SIDEWALK CLOSED

EXIST R/W

R/L ESB

605'ESB'

50'

CTH E/N BALLARD RD

610'ESB'

610'ENB'

605'ENB'

64

R/L ENB

WO1-6
48" X 24"
TYPE III BARRICADE

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

WO1-6
48" X 24"
TYPE III BARRICADE

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

MATCHLINE S

SEE TRAFFIC CONTROL SHEET: STAGE 3A - CTH E (BALLARD) MATCHLINE STA 610'ENB'+30

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A2 - CAPITOL DR	SHEET 362	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026116_3A2-CAPITOL.DWG
LAYOUT NAME - 02
PLOT DATE : 12/13/2024 1:48 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

N

N FIESTA DR

N MARCOS LN

N JUANITA LN

EXIST R/W

END
ROAD WORK
G20-2A
48"X24"

12'CAP'

14'CAP'

MATCHLINE STA 14'CAP'+75

E CAPITOL DR

ROAD
WORK
AHEAD
W20-1A

ROAD
CLOSED
1000 FT
W20-3C

ROAD
CLOSED
500 FT
W20-3D

2

N

PRIVATE DR

EXIST R/W

MATCHLINE STA 24'CAP'+00

'CAP'

25'

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SIGN

SIGN

END ROAD WORK
G20-2A
48"X24"

PRIVATE DR

ROAD WORK AHEAD
W20-1A

N POINTER RD

E CAPITOL DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A2 - CAPITOL DR	SHEET 364	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026116_3A2-CAPITOL.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 1:49 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

PLACE AT CTH OO
INTERSECTION

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

TYPE III BARRICADE

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

RIGHT LANE
CLOSED
AHEAD
W20-5A

W04-2R

SIGN

SIGN

SIGN

FLAG

FLAG

SLAB

SLAB

SLAB

SIGN

50'

25'

63

W24-1L

MATCHLINE S

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A3 - CAPITOL DR	SHEET 365	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026117_3A3-CAPITOL.DWG
LAYOUT NAME - 01

PLOT DATE : 12/13/2024 1:51 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

MATCHLINE STA 14'CAP'+75

NOTES:
SEE THE FOLLOWING TRAFFIC CONTROL SHEETS FOR ADDITIONAL DETAIL ON PEDESTRIAN ACCOMMODATIONS:
- STAGE 3A3A - CAPITOL DR - PEDESTRIAN DETOUR
- STAGE 3A3B - CAPITOL DR - PEDESTRIAN DETOUR

N

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

E CAPITOL DR

R/L CAP

25'

COMMERCE CT

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

R3-8LR 36"X30" ONLY ONLY

STOP R1-1 30"X30"

PROP R/W

TLE

REMOVE TEMPORARY PAVEMENT AND CONSTRUCT CURB AND GUTTER AND SIDEWALK.

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

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

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

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY
FMS 84"X48"

STOP R1-1 30"X30"

SIDEWALK CLOSED R9-9 24"X12"

STOP R1-1 30"X30"

R3-8AR 36"X30" ONLY ONLY

SIDEWALK CLOSED R9-9 24"X12"

R/L ESB

MATCHLINE S

600'ESB'

600'ENB'

605'ESB'

605'ENB'

CTH E/N BALLARD RD

610'ESB'

610'ENB'

R/L ENB

WO1-6 48" X 24" — TYPE III BARRICADE

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

SIDEWALK CLOSED R9-9 24"X12"

STOP R1-1 30"X30"

R11-2 48" X 30" ROAD CLOSED — TYPE III BARRICADE

WO1-6 48" X 24" — TYPE III BARRICADE

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

EXIST R/W
PROP R/W

WO1-6 48" X 24" — TYPE III BARRICADE

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

SEE TRAFFIC CONTROL SHEET: STAGE 3A - CTH E (BALLARD) MATCHLINE STA 610'ENB'+30

MATCHLINE STA 24'CAP'+00

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A3 - CAPITOL DR	SHEET 366	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026117_3A3-CAPITOL.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 1:52 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

N

N FIESTA DR

N MARCOS LN

EXIST R/W

N JUANITA LN

END
ROAD WORK
G20-2A
48"X24"

12'CAP'

14'CAP'

MATCHLINE STA 14'CAP'+75

E CAPITOL DR

ROAD
CLOSED
AHEAD
W20-3A

ROAD
CLOSED
500 FT
W20-3D

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A3 - CAPITOL DR	SHEET 367	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026117_3A3-CAPITOL.DWG
LAYOUT NAME - 03
PLOT DATE : 12/13/2024 1:53 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

PRIVATE DR

EXIST R/W

ROAD CLOSED 500 FT
W20-3D

MATCHLINE STA 24'CAP'+00

CAP'

END ROAD WORK
G20-2A
48"X24"

PRIVATE DR

ROAD CLOSED AHEAD
W20-3A

E CAPITOL DR

N POINTER RD

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A3 - CAPITOL DR	SHEET 368	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026117_3A3-CAPITOL.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 1:53 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

SEE TRAFFIC CONTROL SHEETS:
STAGE 3AX - CAPITOL DRIVE
MATCHLINE STA 610'ENB'+30

MATCH LINE 620+60 'ENB'

R/L EB
R/L IH 41 SB
R/L ENB
R/L EC
R/L IH 41 NB
R/L EA
R/L ED

RAMP EB
RAMP EC
RAMP EA
RAMP ED

IH 41 NB
IH -41 SB

CTH E/N BALLARD RD NB
CTH E/N BALLARD RD SB

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

N

50'
25'

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A - CTH E (BALLARD RD)	SHEET 369 E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026114-S3A_CTHE.DWG
LAYOUT NAME - 03
PLOT DATE : 12/13/2024 1:56 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

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

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
24"X12"
SIDEWALK CLOSED

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
FMS
84"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

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

350'

64

622'ESB

624'ESB

626'ESB'

622'ENB'

624'ENB'

626'ENB'

R/L ESB

R/L ENB

25'

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MATCH LINE 620+60 'ENB'

MATCH LINE B

SIGN

POST

SLAB

W

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

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
FMS
84"X24"

EVERGREEN DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A - CTH E (BALLARD RD)	SHEET 370	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026114-S3A_CTHE.DWG
LAYOUT NAME - 04
PLOT DATE : 12/13/2024 1:57 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

W04-2L

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

350'

350'

350'

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

TYPE III BARRICADE

PRIVATE DR

SIGN

SIGN

SIGN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MILESTONE DR

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A - CTH E (BALLARD RD)	SHEET 371	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026114-S3A_CTHE.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 1:58 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

ASHBURY LN

MATCH LINE C

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MATCH LINE D

PRIVATE DR

E ASHBURY DR

MATCH LINE D

N

R11-3C
60" X 30"

BRIDGE OUT
1 1/4 MILES AHEAD

TYPE III BARRICADE

E MEMORY LN

CTH E/N BALLARD RD

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

CTH JJ/E EDGEWOOD DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A - CTH E (BALLARD RD)	SHEET 372	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026114-S3A_CTHE.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 1:59 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

CTH OO/E NORTHLAND AVE

E WITZKE BLVD

CTH E/N BALLARD RD

CTH E/N BALLARD RD

END
ROAD WORK
G20-2A
48"X24"

MATCH LINE A

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

TYPE III BARRICADE

350'

350'

350'

ROAD
WORK
AHEAD
W20-1A

LEFT LANE
CLOSED
AHEAD
W20-5A

W04-2L

CTH OO/E NORTHLAND AVE

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3B - CTH E (BALLARD RD)	SHEET 373	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026118-S3B_CTHE.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:02 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

MATCH LINE A

ROAD WORK AHEAD
W20-1A
200'

END ROAD WORK
G20-2A
48"X24"

N

COMMERCE CT

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY
FMS
84"X48"

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY
FMS
84"X48"

R/L ESB

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

REMOVE TEMPORARY PAVEMENT AND CONSTRUCT MEDIAN.

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

ONLY ONLY ONLY
R3-8LAR
54"X30"

SIDEWALK CLOSED
R9-9
24"X12"

77

600'ESB'
600'ENB'
602'ESB'
602'ENB'
604'ESB'
604'ENB'
15'
50'

CTH E/N BALLARD RD SB
CTH E/N BALLARD RD NB

25'
25'

64

350'

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

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R/L CAP

W CAPITOL DR

SIDEWALK CLOSED
R9-9
24"X12"

WO1-6
48" X 24"
TYPE III BARRICADE

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

R/L ENB

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

MATCH LINE 605+50 'ENB'

WO1-4R

HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY
FMS
84"X48"

PRIVATE DR

200'

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

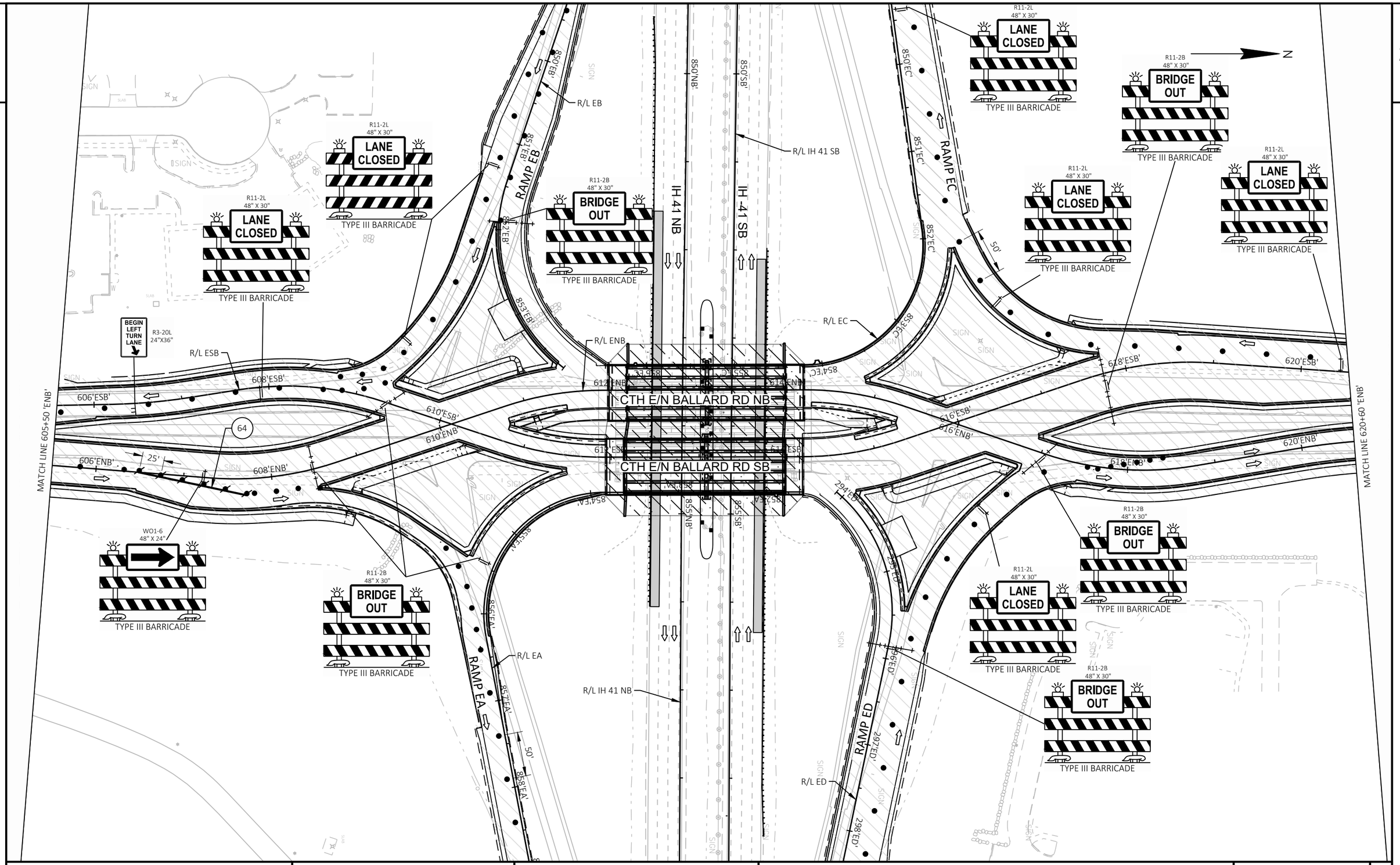
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3B - CTH E (BALLARD RD)	SHEET 374	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026118-S3B_CTHE.DWG
LAYOUT NAME - 02

PLOT DATE : 12/13/2024 2:02 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3B - CTH E (BALLARD RD)	SHEET 375 E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026118-S3B_CTHE.DWG
LAYOUT NAME - 03

PLOT DATE : 12/13/2024 2:03 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

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

WO1-6
48" X 24"
TYPE III BARRICADE

R9-9
24"X12"
SIDEWALK CLOSED

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
FMS
84"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

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

350'

64

622'ESB

624'ESB

626'ESB

R/L ESB

50'

25'

622'ENB

624'ENB

626'ENB

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MATCH LINE 620+60 'ENB'

MATCH LINE B

R/L ENB

R9-9
24"X12"
SIDEWALK CLOSED

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

HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY
FMS
84"X24"

25'

EVERGREEN DR

SIGN

POST

SLAB

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3B - CTH E (BALLARD RD)	SHEET 376	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026118-S3B_CTHE.DWG
LAYOUT NAME - 04

PLOT DATE : 12/13/2024 2:04 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

W04-2L

LEFT LANE CLOSED AHEAD
W20-5SA

ROAD WORK AHEAD
W20-1A

350'

350'

350'

PRIVATE DR

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

TYPE III BARRICADE

SIGN

SIGN

SIGN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

MILESTONE DR

MATCH LINE B

MATCH LINE C

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3B - CTH E (BALLARD RD)	SHEET 377	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026118-S3B_CTHE.DWG
LAYOUT NAME - 05

PLOT DATE : 12/13/2024 2:04 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE C

MATCH LINE D

N

ASHBURY LN

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

E ASHBURY DR

MATCH LINE D

N

R11-3C
60" X 30"

BRIDGE OUT
1 1/4 MILES AHEAD

TYPE III BARRICADE

E MEMORY LN

CTH E/N BALLARD RD

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

PRIVATE DR

CTH JJ/E EDGEWOOD DR

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3B - CTH E (BALLARD RD)	SHEET 378	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026118-S3B_CTHE.DWG
LAYOUT NAME - 06

PLOT DATE : 12/13/2024 2:06 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

N

NOTES:
THE PEDESTRIAN ROUTE IS ON EXISTING PAVEMENT.

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- (L) LEVEL LANDING
- DIRECTION OF TRAFFIC

CTH E/N BALLARD RD

602ESB

602ENB

R/L ENB

R/L ESB

SIDEWALK CLOSED DETOUR
R9-9 24"X12"
M4-9BR 30"X24"

SIDEWALK CLOSED DETOUR
R9-9 24"X12"
M4-9BL 30"X24"

20'CAP'

22'CAP'

24'CAP'

600ESB

600ENB

R/L CAP

E CAPITOL DR

TLE

EXIST R/W

PROP R/W

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

SIGN

CANOPY

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 2 - CAPITOL DRIVE - PEDESTRIAN DETOUR	SHEET 379	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026124_2-CAPITOL-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:08 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

NOTES:
THROUGH THE WORK AREA, THE PEDESTRIAN ROUTE IS ON EXISTING PAVEMENT OR TEMPORARY PEDESTRIAN ASPHALT.

COMMERCE CT

CTH E/N BALLARD RD

602ESB

600KSB

600ENB

E CAPITOL DR

R/L ESB

R/L ENB

R/L CAP

WO11-2 48"X48"
WO16-7L 48"X24"

SIDEWALK CLOSED AHEAD
R9-9A 30"X18"
DETOUR
M4-9BR 30"X24"

SIDEWALK CLOSED
R9-9 24"X12"
DETOUR
M4-9BR 30"X24"

WO11-2 48"X48"
AHEAD
WO16-9P 24"X12"

SIDEWALK CLOSED
R9-9 24"X12"
DETOUR
M4-9BL 30"X24"

SIDEWALK CLOSED
R9-9 24"X12"
DETOUR
M4-9BL 30"X24"

DETOUR
M4-9BR 30"X24"

WO11-2 48"X48"
WO16-7L 48"X24"

L

4'

5'

100

18'CAP'

20'CAP'

22'CAP'

TEMPORARY PEDESTRIAN SURFACE ASPHALT

TLE

EXIST R/W

PROP R/W

SLAB

CANOPY

SIGN

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- LEVEL LANDING
- DIRECTION OF TRAFFIC

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A1A - CAPITOL DR - PEDESTRIAN DETOUR	SHEET 380	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026119_3A1A-CAPITOL-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:11 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

NOTES:
THROUGH THE WORK AREA, THE PEDESTRIAN ROUTE IS ON PAVEMENT CONSTRUCTED IN A PREVIOUS STAGE OR TEMPORARY ASPHALT.

LEGEND
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- LEVEL LANDING
- DIRECTION OF TRAFFIC

COMMERCE CT

CTH E/N BALLARD RD

602ESB

600NSB

600ENB

E CAPITOL DR

SLAB

CANOPY

SIGN

NOT USED IN STAGE 3A1B

TEMPORARY PEDESTRIAN SURFACE MATTING

R/L ESB

R/L ENB

R/L CAP

WO11-2 48"X48"
AHEAD
WO16-9P 24"X12"

SIDEWALK CLOSED
DETOUR
R9-9 24"X12"
M4-9BL 30"X24"

WO11-2 48"X48"
WO16-7L 48"X24"

M4-9BR 30"X24"

18'CAP'

20'CAP'

22'CAP'

5'

TLE

EXIST R/W

PROP R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A1B - CAPITOL DR - PEDESTRIAN DETOUR	SHEET 381	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026120_3A1B-CAPITOL-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:13 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:
THE PEDESTRIAN ROUTE IS ON PAVEMENT COMPLETED IN PREVIOUS STAGES EAST OF COMMERCE CT. ROUTE IS ON EXISTING PAVEMENT OR TEMPORARY PEDESTRIAN ASPHALT AT COMMERCE CT.

N

2

2

LEGEND
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- LEVEL LANDING
- DIRECTION OF TRAFFIC

COMMERCE CT
CTH E/N BALLARD RD
602ESB
SLAB
CANOPY
SIGN
M4-9BL 30"X24"
M4-9BR 30"X24"
R9-9 24"X12"
SIDEWALK CLOSED
DETOUR
5'
TEMPORARY PEDESTRIAN SURFACE MATTING
R/L ESB
R/L ENB
18'CAP'
20'CAP'
22'CAP'
600ESB
600ENB
R/L CAP
E CAPITOL DR
TLE
EXIST R/W
PROP R/W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A2 - CAPITOL DR - PEDESTRIAN DETOUR	SHEET 382	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026121_3A2-CAPITOL-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:16 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

NOTES:
THROUGH THE WORK AREA, THE PEDESTRIAN ROUTE IS ON EXISTING PAVEMENT OR TEMPORARY PEDESTRIAN SURFACE. EAST OF COMMERCE CT THE ROUTE IS ON PAVEMENT COMPLETED IN PREVIOUS STAGES.

LEGEND
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- LEVEL LANDING
- DIRECTION OF TRAFFIC

COMMERCE CT
CTH E/N BALLARD RD
E CAPITOL DR
SLAB
CANOPY
SIGN
602ESB
R/L ESB
R/L ENB
R/L CAP
600ESB
600ENB
18'CAP'
20'CAP'
22'CAP'
5'
4'
100
TLE
EXIST R/W
PROP R/W
SIDEWALK CLOSED
DETOUR
R9-9 24"X12"
M4-9BR 30"X24"
M4-9BL 30"X24"

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A3A - CAPITOL DR - PEDESTRIAN DETOUR	SHEET 383	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026122_3A3A-CAPITOL-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:18 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

NOTES:
THROUGH THE WORK AREA, THE PEDESTRIAN ROUTE IS ON COMPLETED PEDESTRIAN FACILITIES. EAST OF COMMERCE CT THE ROUTE IS ON PAVEMENT COMPLETED IN PREVIOUS STAGES.

LEGEND
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- PEDESTRIAN ROUTE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- (L) LEVEL LANDING
- DIRECTION OF TRAFFIC

COMMERCE CT
SLAB
CANOPY
SIGN
CTH E/N BALLARD RD
602ESB
R/L ESB
R/L ENB
SIDEWALK CLOSED
DETOUR
R9-9 24"X12"
M4-9BR 30"X24"
18'CAP'
20'CAP'
22'CAP'
600ESB
600ENB
R/L CAP
E CAPITOL DR
100
TLE
EXIST R/W
PROP R/W
5'
4'
5'
SIDEWALK CLOSED
DETOUR
R9-9 24"X12"
M4-9BL 30"X24"

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STAGE 3A3B - CAPITOL DR - PEDESTRIAN DETOUR	SHEET 384	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-026123_3A3B-CAPITOL-PED.DWG
LAYOUT NAME - 01
PLOT DATE : 12/13/2024 2:20 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

- DETOUR ROUTE
- RAMP CLOSURE
- BRIDGE CLOSURE
- FMS — TRAFFIC CONTROL SIGNS FIXED MESSAGE
- TRAFFIC CONTROL COVERING SIGNS

NOTES:

1. SCENARIO SHOWN SHALL BE APPLIED WITH RAMP AND BRIDGE CLOSURES PER THE DETAILS ON THIS SHEET.

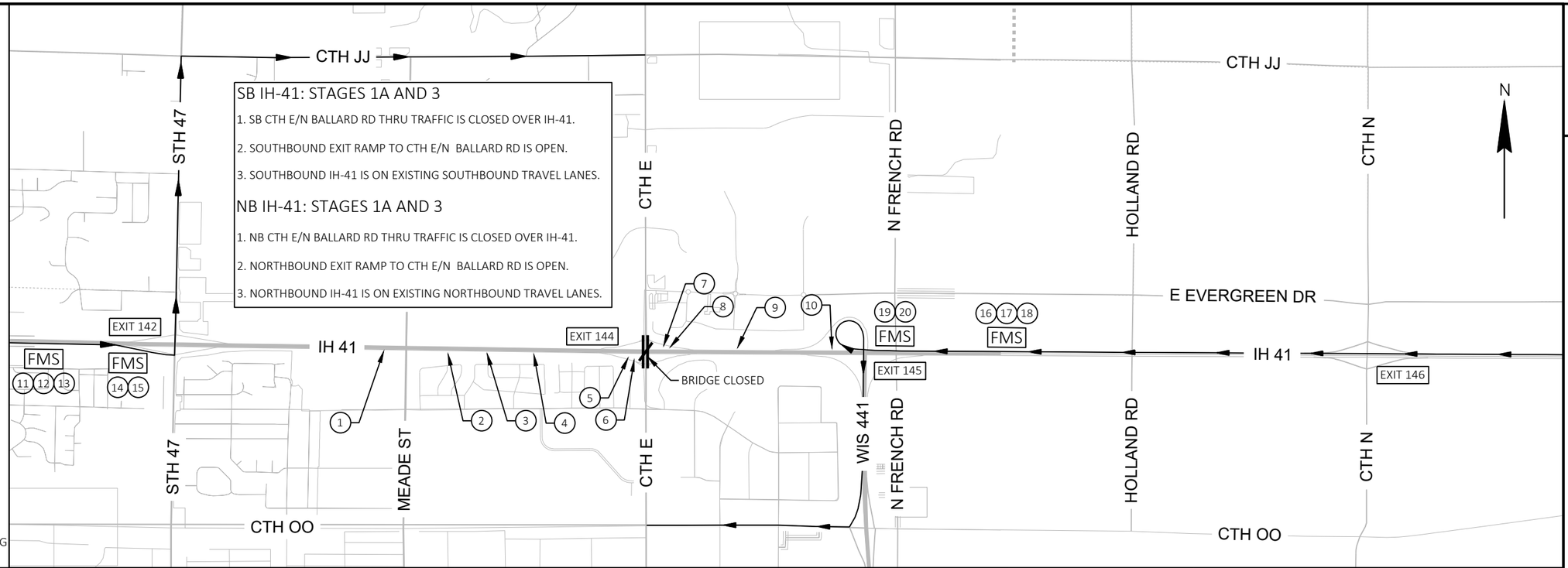
2. DO NOT MOVE OR ADJUST ANY SIGNS WITHOUT PRIOR CONFIRMATION FROM THE ENGINEER AND 7-DAYS ADVANCED WARNING OF AN UPCOMING TRAFFIC CONTROL SHIFT.

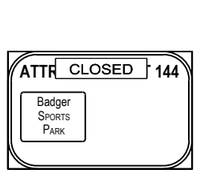
3. SEE ADDITIONAL SPECIFICATION LANGUAGE RELATED TO THE BLUE SERVICE (SIS) SIGNS.

4. COORDINATION WITH THE 1130-64-73/77 CONTRACT IS REQUIRED TO AVOID OVERLAPPING AND CONFLICTING INFORMATION.

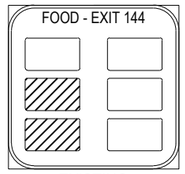
5. ADDITIONAL COORDINATION WILL BE REQUIRED FOR THE BLANK DESTINATION FIXED MESSAGE SIGN WITH LOCAL BUSINESSES TO ADD PLAQUES. ATTACHING THESE SIGNS IS INCIDENTAL TO THE PAYMENT OF THE FMS.

6. MOVING FMS SIGNS WILL BE PAID FOR AS "MOVING SIGNS TYPE I".





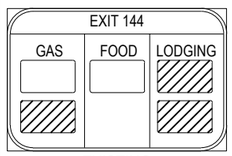
EXISTING (1)



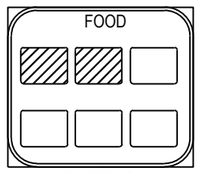
EXISTING (2)



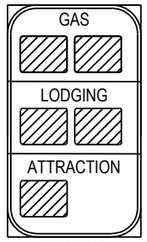
EXISTING (3)



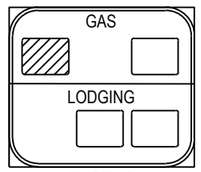
EXISTING (4)



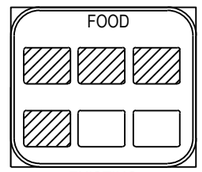
EXISTING (5)



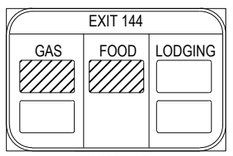
EXISTING (6)



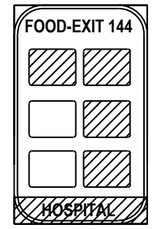
EXISTING (7)



EXISTING (8)



EXISTING (9)



EXISTING (10)

HWY E CLOSED
NB USE EXIT 142
SB USE EXIT 145
(11) COVER STAGE 1A & 3

FOOD–GAS EXIT 142
SUBWAY
PARKER JOHNS
KWIK TRIP
(12)

LODGING–ATTRACTION
EXIT 142
AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK
(13)

SUBWAY
PARKER JOHNS
KWIK TRIP
FOLLOW HWY E DETOUR
(14)

AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK
FOLLOW HWY E DETOUR
(15)

HWY E SOUTH
CLOSED
USE EXIT 145
(16)

FOOD–EXIT 145
BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHN'S
(17)

GAS–EXIT 145
SHELL
(18)

BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHN'S
FOLLOW HWY E DETOUR
(19)

SHELL
FOLLOW HWY E DETOUR
(20)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIS MITIGATION - IH-41 - STAGES 1A AND 3	SHEET 385	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025002-SIS.DWG
LAYOUT NAME - 1A & 3
PLOT DATE : 11/14/2024 3:03 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

LEGEND

- DETOUR ROUTE
- RAMP CLOSURE
- BRIDGE CLOSURE
- FMS — TRAFFIC CONTROL SIGNS FIXED MESSAGE
- TRAFFIC CONTROL COVERING SIGNS

NOTES:

1. SCENARIO SHOWN SHALL BE APPLIED WITH RAMP AND BRIDGE CLOSURES PER THE DETAILS ON THIS SHEET.

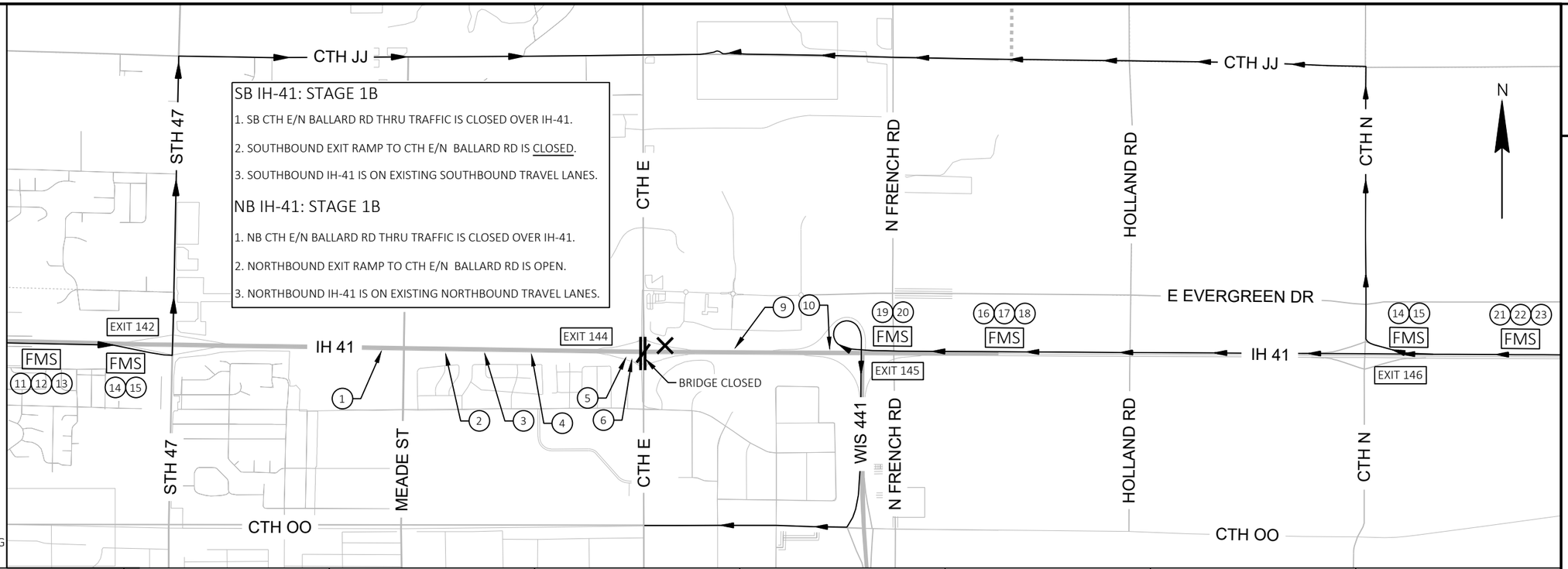
2. DO NOT MOVE OR ADJUST ANY SIGNS WITHOUT PRIOR CONFIRMATION FROM THE ENGINEER AND 7-DAYS ADVANCED WARNING OF AN UPCOMING TRAFFIC CONTROL SHIFT.

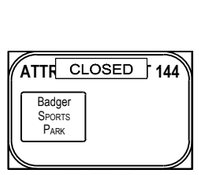
3. SEE ADDITIONAL SPECIFICATION LANGUAGE RELATED TO THE BLUE SERVICE (SIS) SIGNS.

4. COORDINATION WITH THE 1130-64-73/77 CONTRACT IS REQUIRED TO AVOID OVERLAPPING AND CONFLICTING INFORMATION.

5. ADDITIONAL COORDINATION WILL BE REQUIRED FOR THE BLANK DESTINATION FIXED MESSAGE SIGN WITH LOCAL BUSINESSES TO ADD PLAQUES. ATTACHING THESE SIGNS IS INCIDENTAL TO THE PAYMENT OF THE FMS.

6. MOVING FMS SIGNS WILL BE PAID FOR AS "MOVING SIGNS TYPE I".





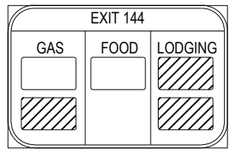
EXISTING (1)



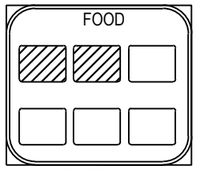
EXISTING (2)



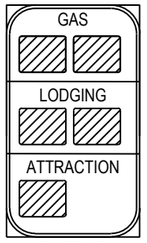
EXISTING (3)



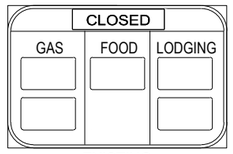
EXISTING (4)



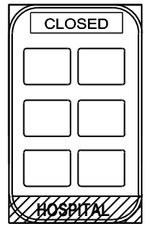
EXISTING (5)



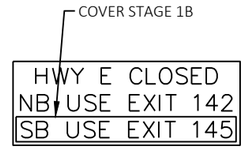
EXISTING (6)



EXISTING (9)



EXISTING (10)



(11)

FOOD–GAS EXIT 142
SUBWAY
PARKER JOHNS
KWIK TRIP

(12)

LODGING–ATTRACTION
EXIT 142
AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK

(13)

SUBWAY
PARKER JOHNS
KWIK TRIP
FOLLOW HWY E DETOUR

(14)

AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK
FOLLOW HWY E DETOUR

(15)

HWY E SOUTH
CLOSED
USE EXIT 145

(16)

FOOD–EXIT 145
BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHNS

(17)

GAS–EXIT 145
SHELL

(18)

BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHNS
FOLLOW HWY E DETOUR

(19)

SHELL
FOLLOW HWY E DETOUR

(20)

HWY E CLOSED
NB USE EXIT 146
SB USE EXIT 145

(21)

FOOD–GAS EXIT 146
SUBWAY
PARKER JOHNS
SHELL–KWIK TRIP

(22)

LODGING–ATTRACTION
EXIT 146
AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK

(23)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIS MITIGATION - IH-41 - STAGE 1B	SHEET 386	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025002-SIS.DWG
LAYOUT NAME - 1B
PLOT DATE : 11/14/2024 3:04 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

LEGEND

- DETOUR ROUTE
- RAMP CLOSURE
- BRIDGE CLOSURE
- FMS — TRAFFIC CONTROL SIGNS FIXED MESSAGE
- TRAFFIC CONTROL COVERING SIGNS

NOTES:

1. SCENARIO SHOWN SHALL BE APPLIED WITH RAMP AND BRIDGE CLOSURES PER THE DETAILS ON THIS SHEET.

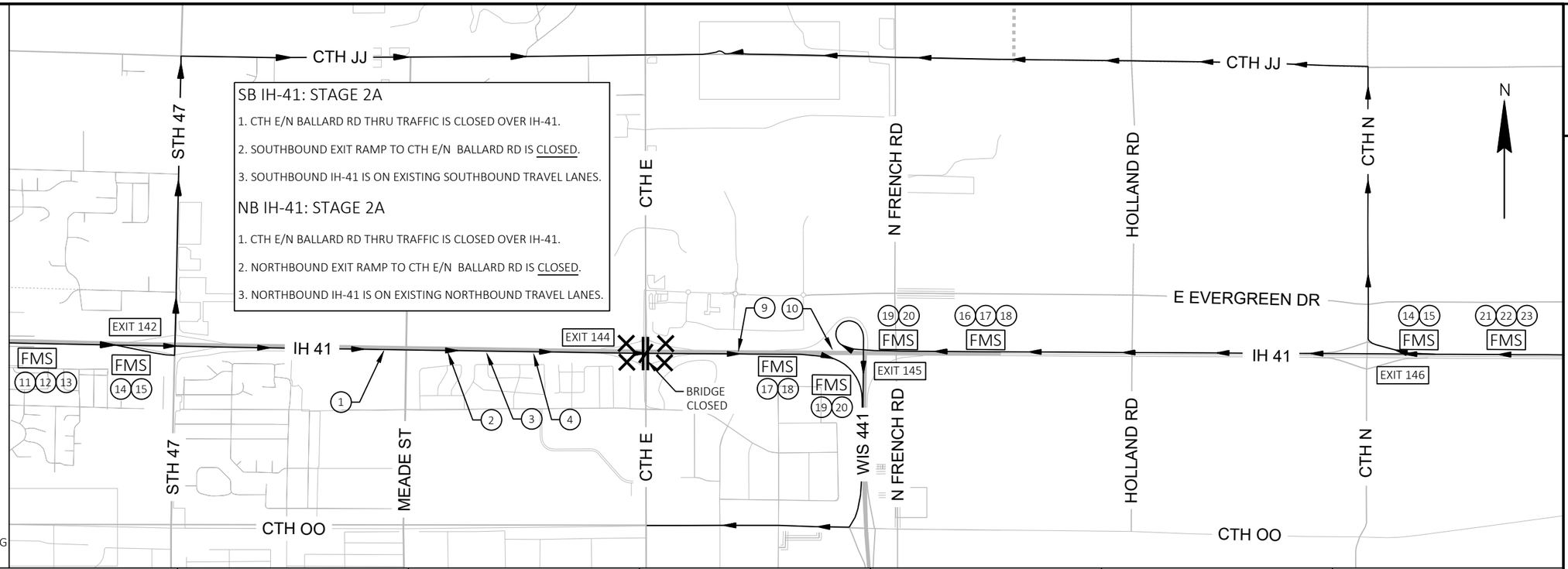
2. DO NOT MOVE OR ADJUST ANY SIGNS WITHOUT PRIOR CONFIRMATION FROM THE ENGINEER AND 7-DAYS ADVANCED WARNING OF AN UPCOMING TRAFFIC CONTROL SHIFT.

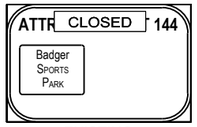
3. SEE ADDITIONAL SPECIFICATION LANGUAGE RELATED TO THE BLUE SERVICE (SIS) SIGNS.

4. COORDINATION WITH THE 1130-64-73/77 CONTRACT IS REQUIRED TO AVOID OVERLAPPING AND CONFLICTING INFORMATION.

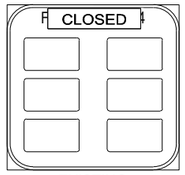
5. ADDITIONAL COORDINATION WILL BE REQUIRED FOR THE BLANK DESTINATION FIXED MESSAGE SIGN WITH LOCAL BUSINESSES TO ADD PLAQUES. ATTACHING THESE SIGNS IS INCIDENTAL TO THE PAYMENT OF THE FMS.

6. MOVING FMS SIGNS WILL BE PAID FOR AS "MOVING SIGNS TYPE I".





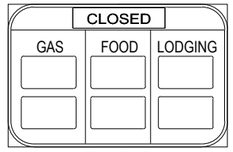
EXISTING (1)



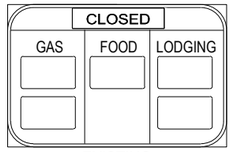
EXISTING (2)



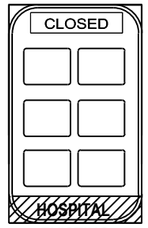
EXISTING (3)



EXISTING (4)



EXISTING (9)



EXISTING (10)

HWY E CLOSED
NB USE EXIT 142
SB USE EXIT 145

(11)

FOOD–GAS EXIT 142
SUBWAY
PARKER JOHNS
KWIK TRIP

(12)

LODGING–ATTRACTION
EXIT 142
AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK

(13)

SUBWAY
PARKER JOHNS
KWIK TRIP
FOLLOW HWY E DETOUR

(14)

AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK
FOLLOW HWY E DETOUR

(15)

HWY E SOUTH
CLOSED
USE EXIT 145

(16)

FOOD–EXIT 145
BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHNS

(17)

GAS–EXIT 145
SHELL

(18)

BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHNS
FOLLOW HWY E DETOUR

(19)

SHELL
FOLLOW HWY E DETOUR

(20)

HWY E CLOSED
NB USE EXIT 146
SB USE EXIT 145

(21)

FOOD–GAS EXIT 146
SUBWAY
PARKER JOHNS
SHELL–KWIK TRIP

(22)

LODGING–ATTRACTION
EXIT 146
AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK

(23)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIS MITIGATION - IH-41 - STAGE 2A	SHEET 387	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025002-SIS.DWG
LAYOUT NAME - 2A
PLOT DATE : 11/14/2024 3:04 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

LEGEND

- DETOUR ROUTE
- RAMP CLOSURE
- BRIDGE CLOSURE
- FMS — TRAFFIC CONTROL SIGNS FIXED MESSAGE
- TRAFFIC CONTROL COVERING SIGNS

NOTES:

1. SCENARIO SHOWN SHALL BE APPLIED WITH RAMP AND BRIDGE CLOSURES PER THE DETAILS ON THIS SHEET.

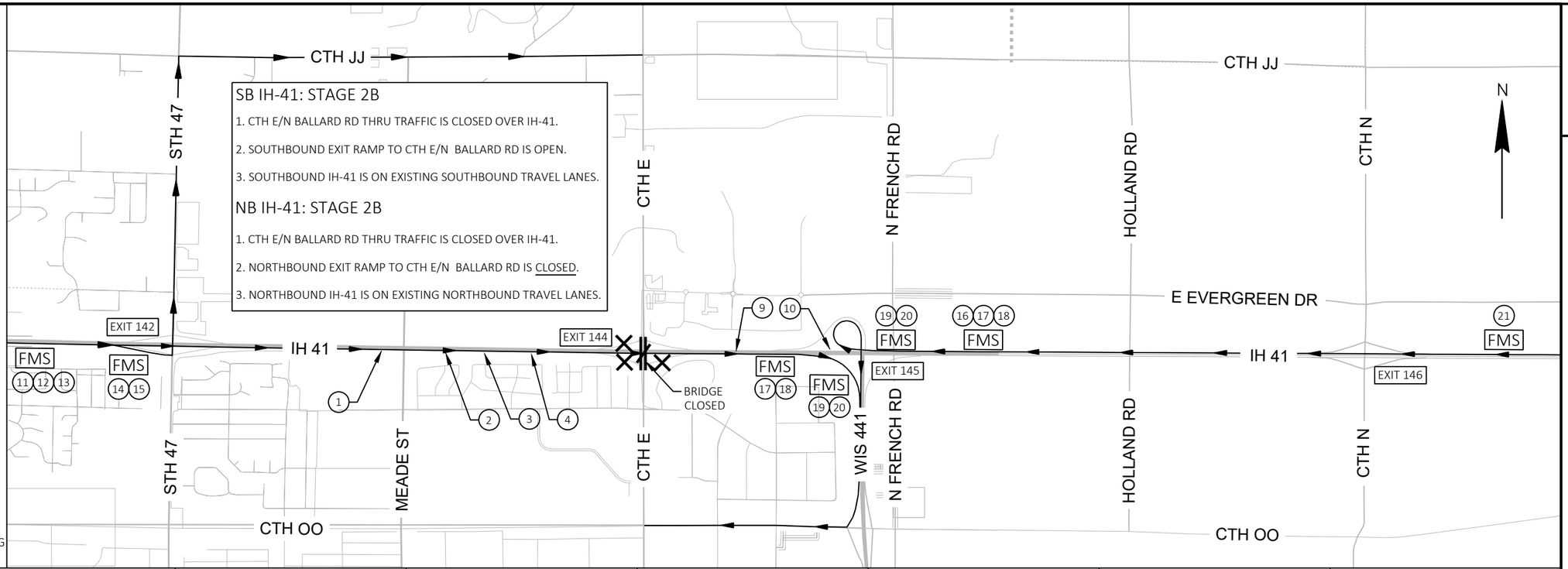
2. DO NOT MOVE OR ADJUST ANY SIGNS WITHOUT PRIOR CONFIRMATION FROM THE ENGINEER AND 7-DAYS ADVANCED WARNING OF AN UPCOMING TRAFFIC CONTROL SHIFT.

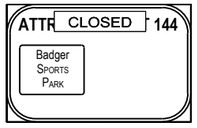
3. SEE ADDITIONAL SPECIFICATION LANGUAGE RELATED TO THE BLUE SERVICE (SIS) SIGNS.

4. COORDINATION WITH THE 1130-64-73/77 CONTRACT IS REQUIRED TO AVOID OVERLAPPING AND CONFLICTING INFORMATION.

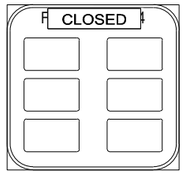
5. ADDITIONAL COORDINATION WILL BE REQUIRED FOR THE BLANK DESTINATION FIXED MESSAGE SIGN WITH LOCAL BUSINESSES TO ADD PLAQUES. ATTACHING THESE SIGNS IS INCIDENTAL TO THE PAYMENT OF THE FMS.

6. MOVING FMS SIGNS WILL BE PAID FOR AS "MOVING SIGNS TYPE I".





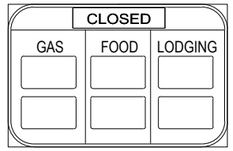
EXISTING (1)



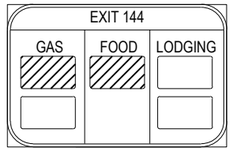
EXISTING (2)



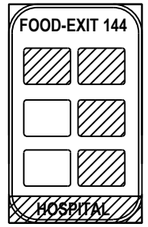
EXISTING (3)



EXISTING (4)



EXISTING (9)



EXISTING (10)

HWY E CLOSED
NB USE EXIT 142
SB USE EXIT 145

(11)

FOOD–GAS EXIT 142
SUBWAY
PARKER JOHNS
KWIK TRIP

(12)

LODGING–ATTRACTION
EXIT 142
AMERICINN
CAMBRIA HOTEL APPLETON
BADGER SPORTS PARK

(13)

HWY E SOUTH
CLOSED
USE EXIT 145

(16)

FOOD–EXIT 145
BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHNS

(17)

GAS–EXIT 145
SHELL

(18)

BASKIN ROBBINS
HARDEES–MCDONALDS
BURGER KING
JIMMY JOHNS
FOLLOW HWY E DETOUR

(19)

SHELL
FOLLOW HWY E DETOUR

(20)

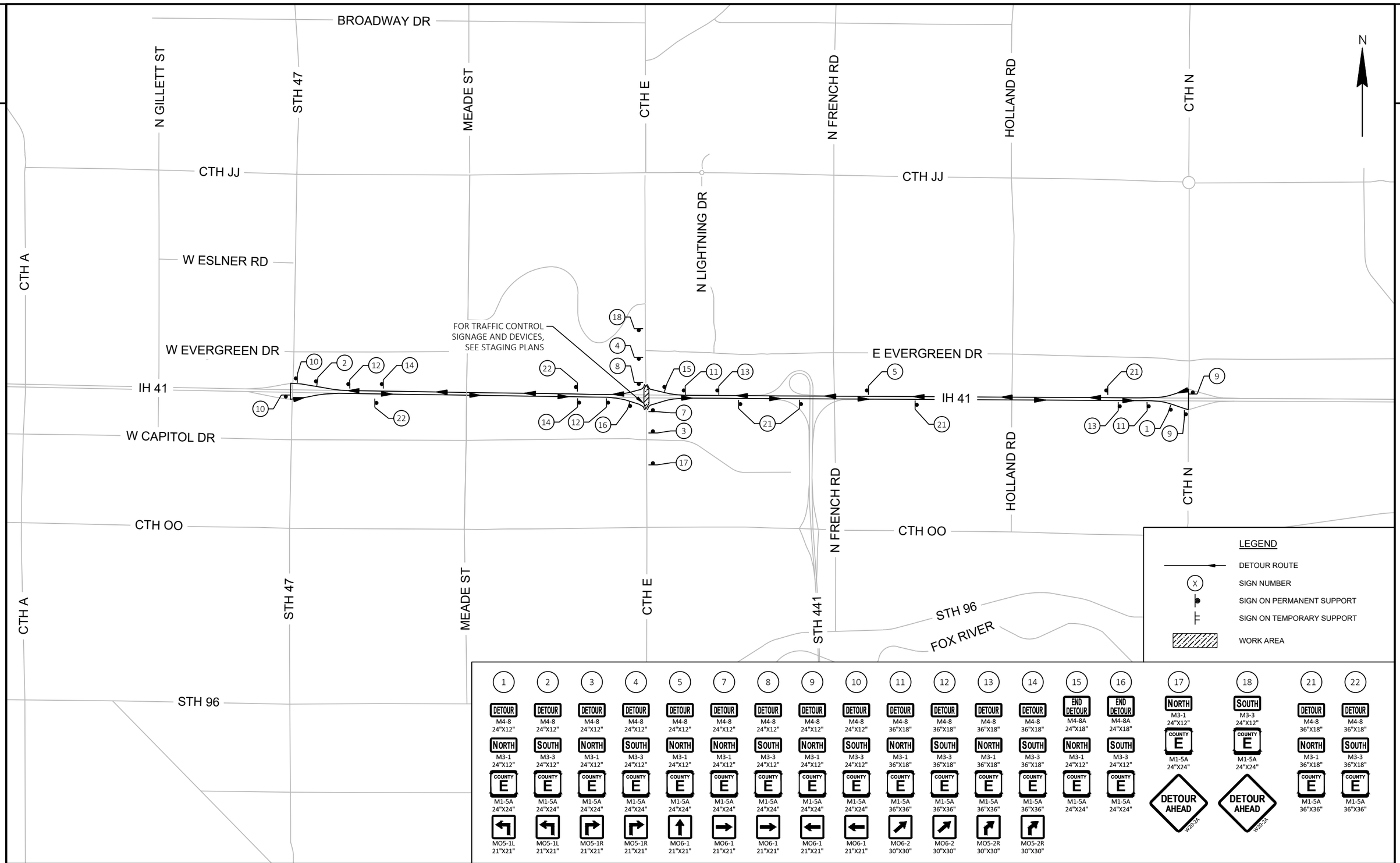
COVER STAGE 2B

HWY E CLOSED
NB USE EXIT 146
SB USE EXIT 145

(21)

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - SIS MITIGATION - IH-41 - STAGE 2B	SHEET 388	E

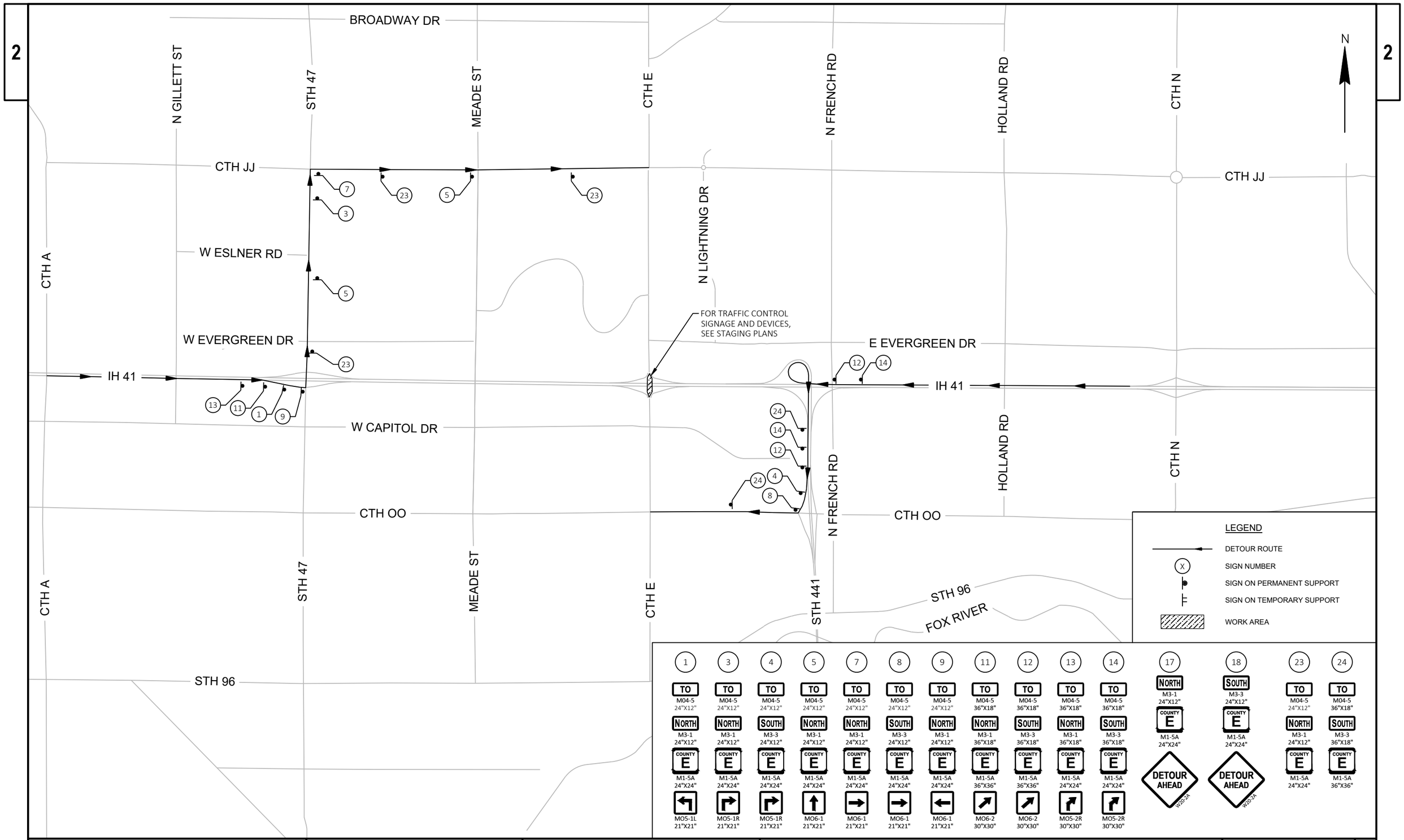
FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-025002-SIS.DWG
LAYOUT NAME - 2B
PLOT DATE : 11/21/2024 10:31 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42



1	2	3	4	5	7	8	9	10	11	12	13	14	15	16	17	18	21	22
DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	END DETOUR M4-8A 24"X18"	END DETOUR M4-8A 24"X18"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"
NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"
COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 36"X36"	COUNTY E M1-5A 36"X36"	COUNTY E M1-5A 36"X36"	COUNTY E M1-5A 36"X36"	COUNTY E M1-5A 24"X24"	COUNTY E M1-5A 24"X24"	DETOUR AHEAD W20-2A	DETOUR AHEAD W20-2A	COUNTY E M1-5A 36"X36"	COUNTY E M1-5A 36"X36"
MO5-1L 21"X21"	MO5-1L 21"X21"	MO5-1R 21"X21"	MO5-1R 21"X21"	MO6-1 21"X21"	MO6-1 21"X21"	MO6-1 21"X21"	MO6-1 21"X21"	MO6-1 21"X21"	MO6-2 30"X30"	MO6-2 30"X30"	MO5-2R 30"X30"	MO5-2R 30"X30"						

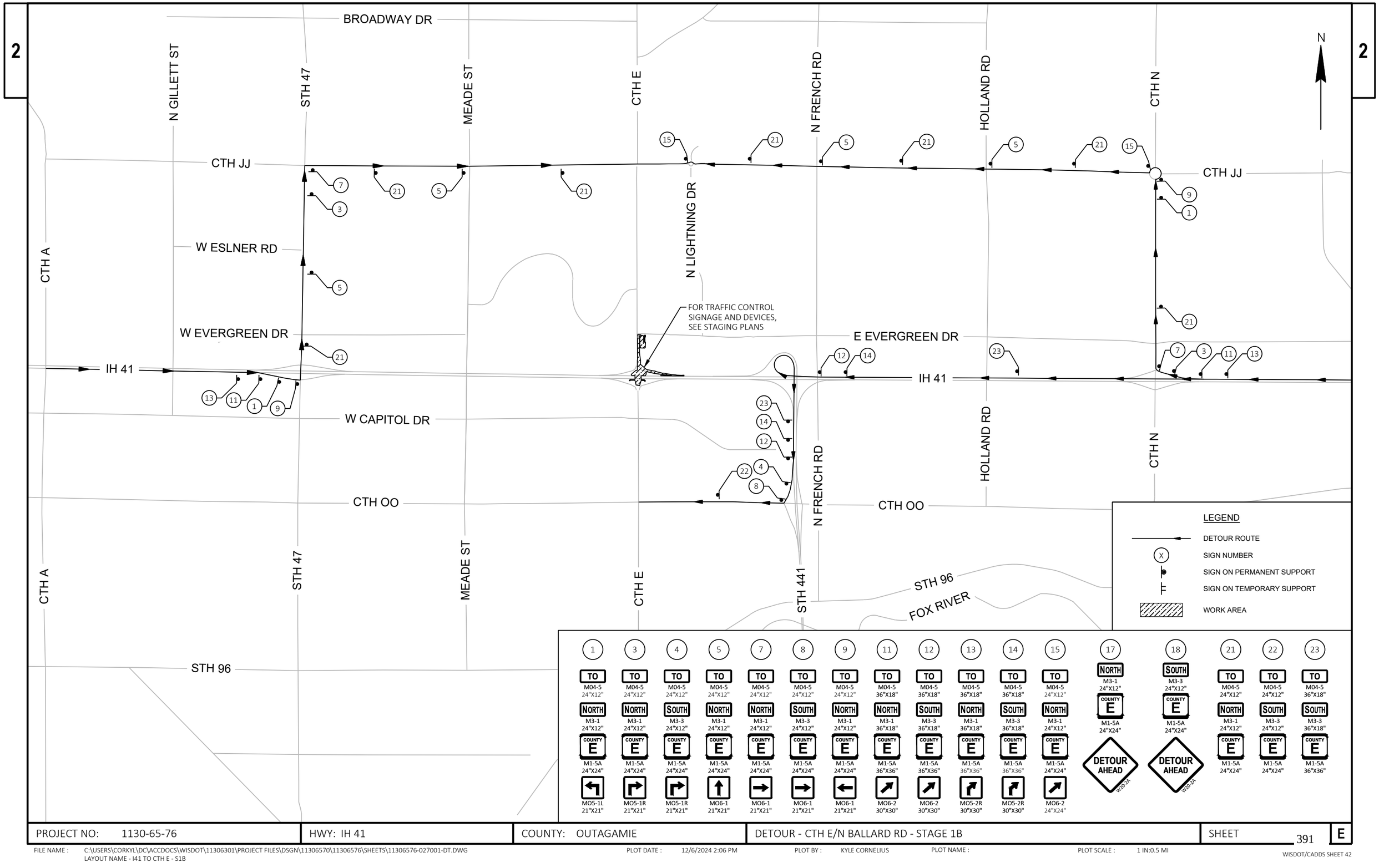
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGES 1A AND 3	SHEET 389	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - CTH E - S1A & 3
PLOT DATE : 12/6/2024 2:03 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGES 1A AND 3	SHEET 390 E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - I41 TO CTH E - S1A & 3
PLOT DATE : 12/6/2024 2:04 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

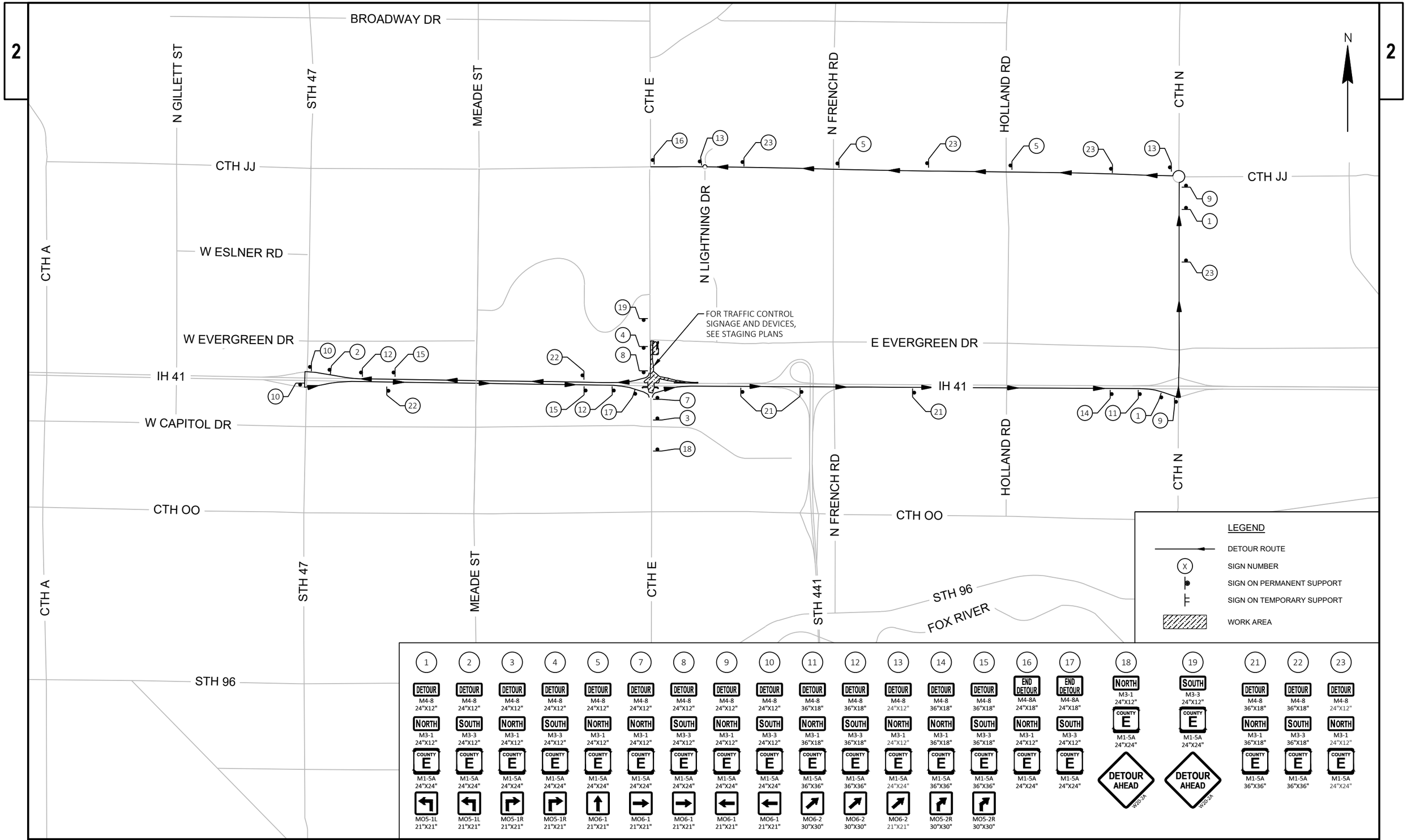


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGE 1B	SHEET 391 E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - I41 TO CTH E - S1B

PLOT DATE : 12/6/2024 2:06 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

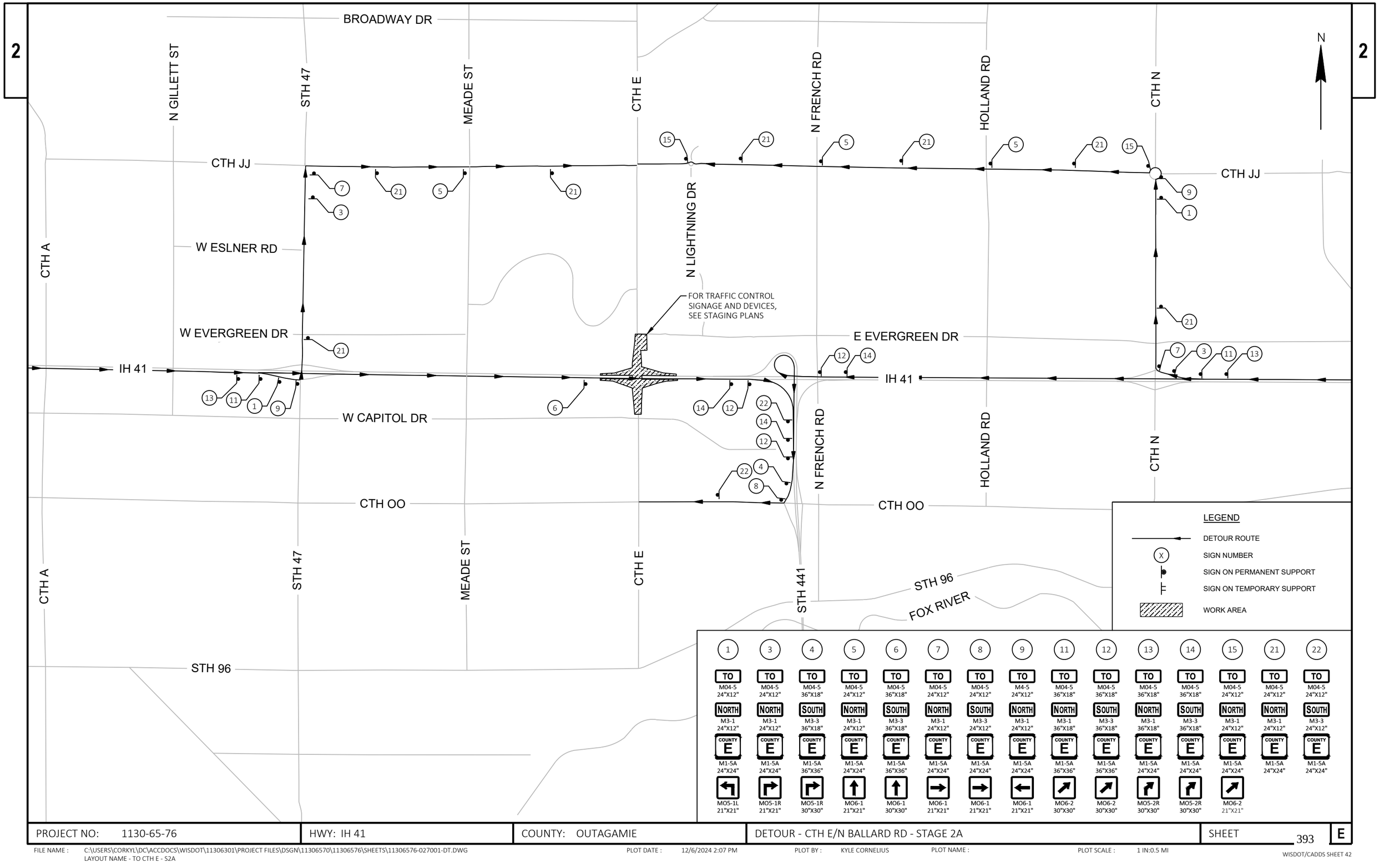


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGE 1B	SHEET 392	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - CTH E - S1B

PLOT DATE : 12/6/2024 2:07 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

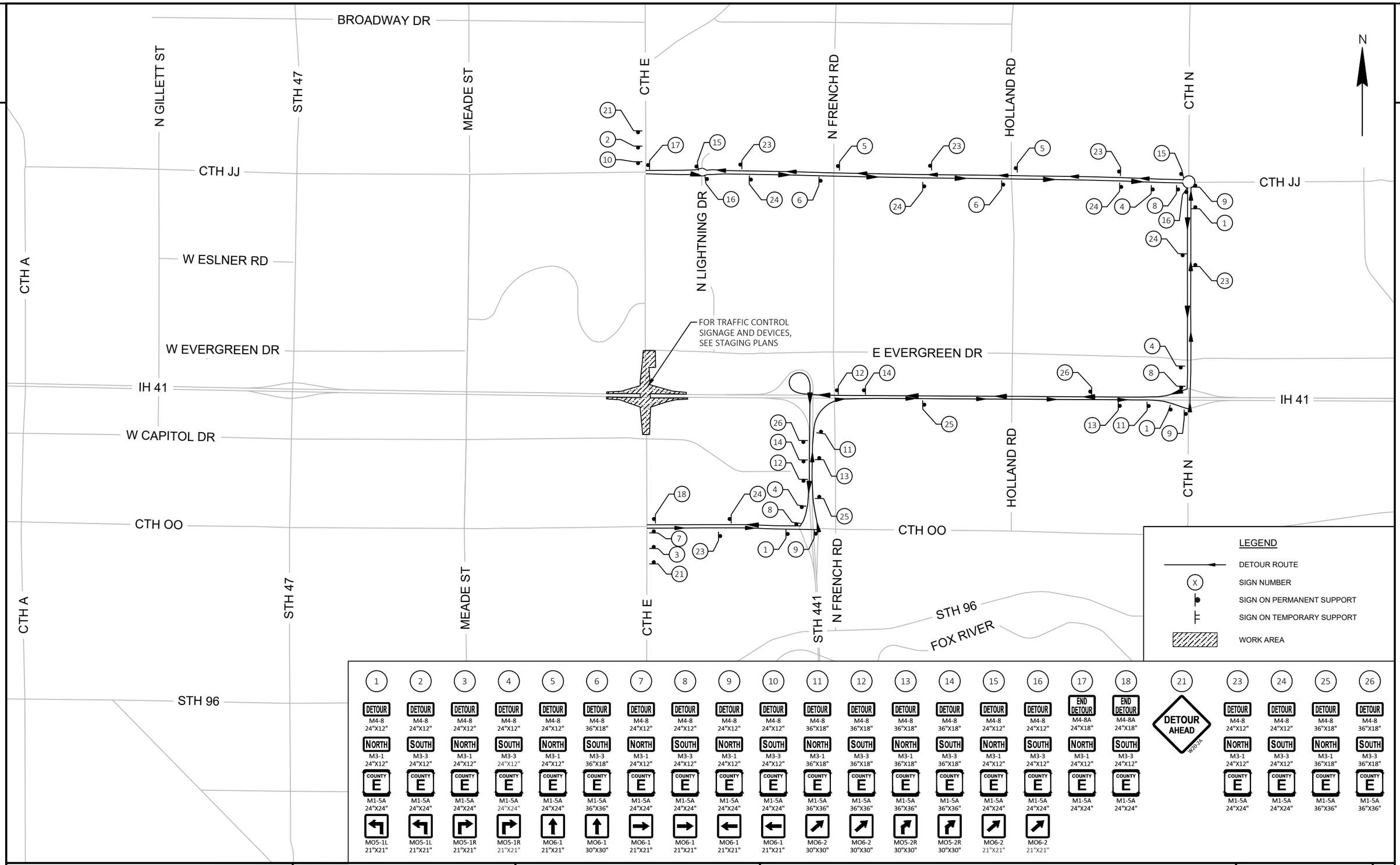


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGE 2A	SHEET 393	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - TO CTH E - S2A

PLOT DATE : 12/6/2024 2:07 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

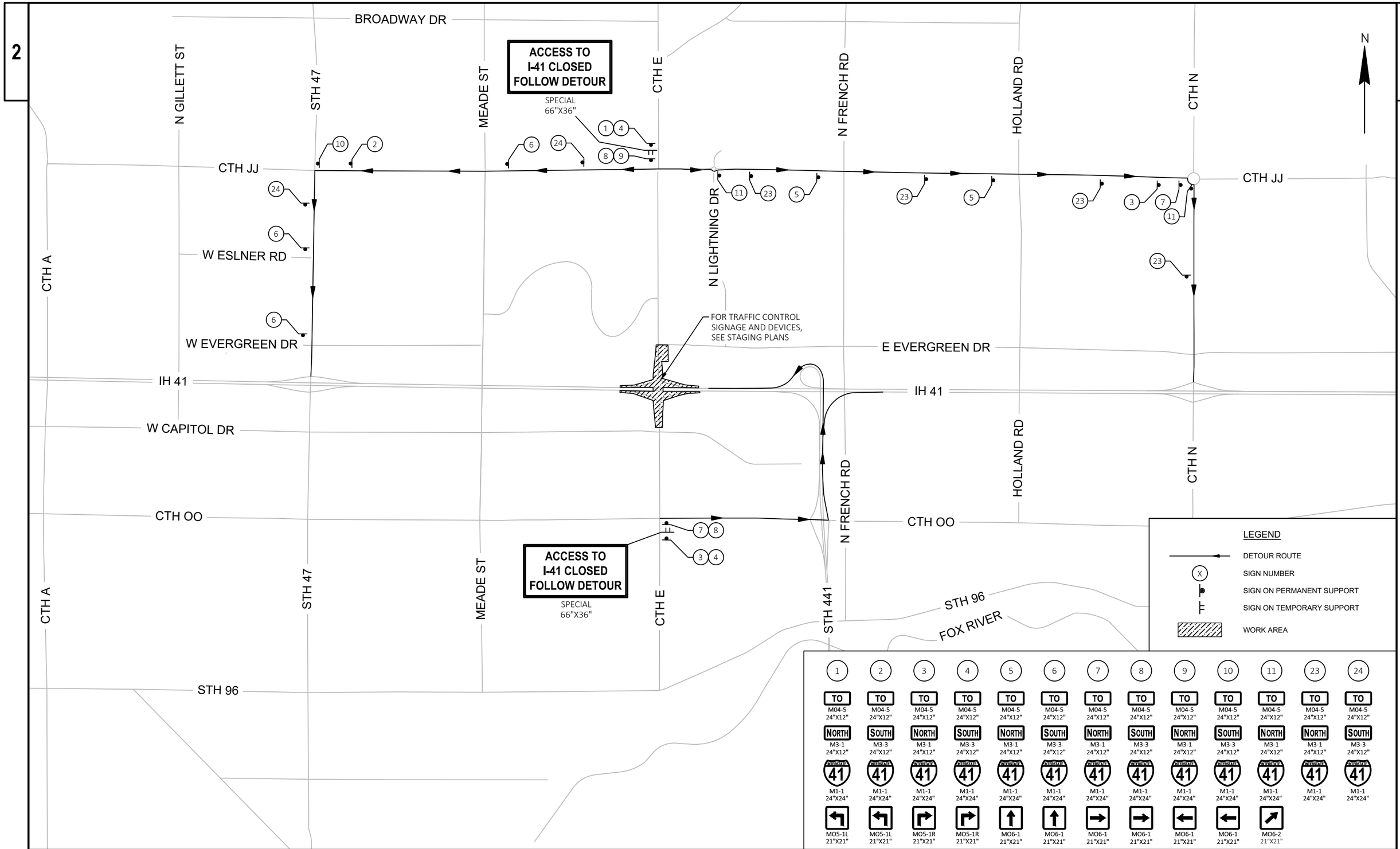


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGE 2A & 2B	SHEET 394	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - CTH E - S2A & 2B

PLOT DATE : 12/6/2024 2:08 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

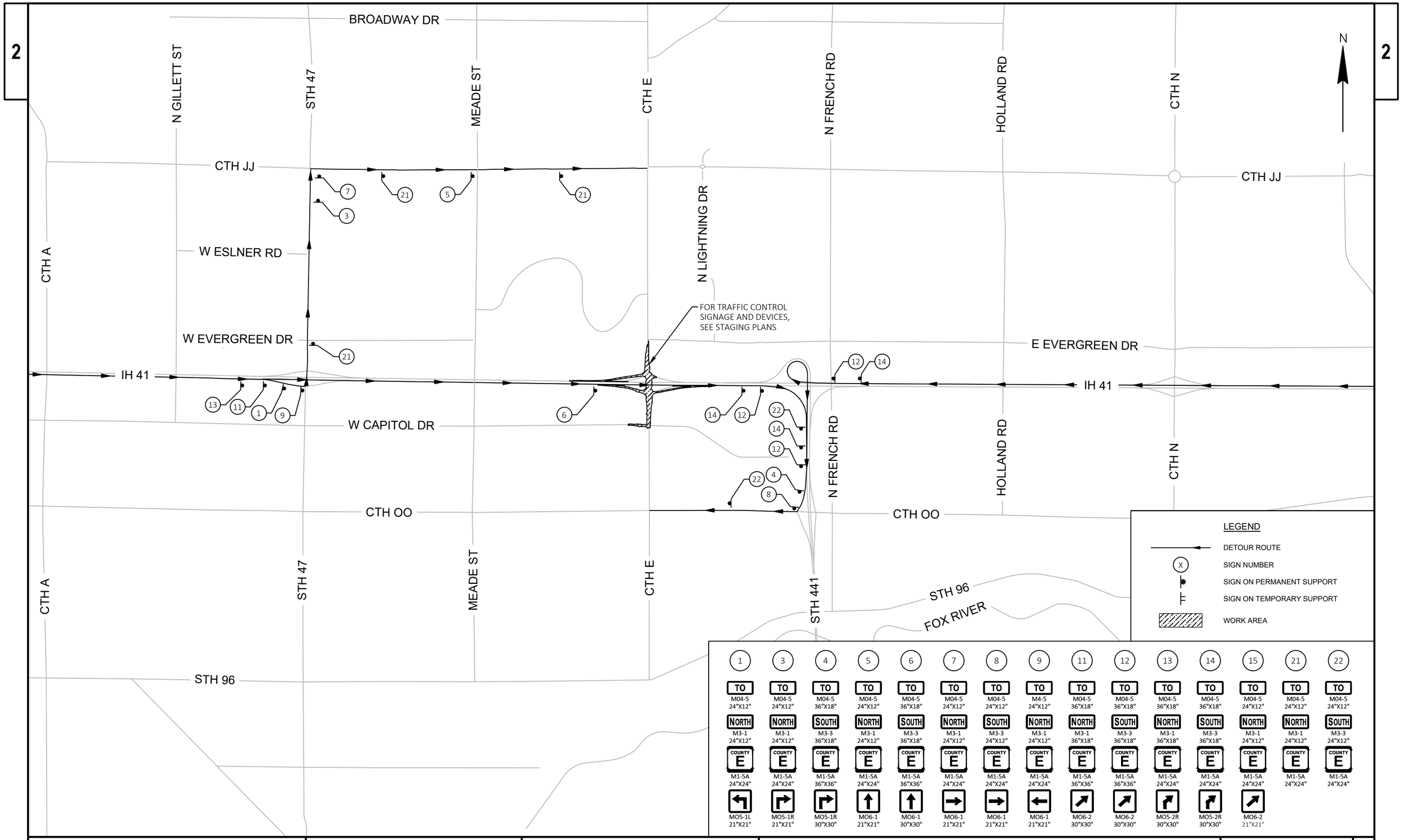


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGE 2A & 2B	SHEET 395	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - TO I41 - S2A & 2B

PLOT DATE : 12/6/2024 2:09 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - CTH E/N BALLARD RD - STAGE 2B	SHEET 396	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027001-DT.DWG
LAYOUT NAME - TO CTH E - S2B

PLOT DATE : 12/6/2024 2:10 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

2

BROADWAY DR

N GILLETT ST

STH 47

MEADE ST

CTH E

N FRENCH RD

HOLLAND RD

CTH N

N

CTH JJ

CTH A

W ESLNER RD

N LIGHTNING DR

FOR TRAFFIC CONTROL SIGNAGE AND DEVICES, SEE STAGING PLANS

W EVERGREEN DR

E EVERGREEN DR

IH 41

W CAPITOL DR

CTH OO

STH 96

STH 441

FOX RIVER

LEGEND

DETOUR ROUTE

SIGN NUMBER

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

WORK AREA

1	2	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	DETOUR M4-8 36"X18"	END DETOUR M4-8A 24"X18"	END DETOUR M4-8A 24"X18"	DETOUR AHEAD W20-2A	DETOUR M4-8 24"X12"	DETOUR M4-8 24"X12"	DETOUR M4-8 36"X18"
NORTH M3-1 24"X12"	SOUTH M3-3 24"X12'	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12'	NORTH M3-1 24"X12"	SOUTH M3-3 24'X12'	NORTH M3-1 24"X12"	SOUTH M3-3 24'X12'	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"	NORTH M3-1 36"X18"	SOUTH M3-3 36"X18"	NORTH M3-1 24'X12'	SOUTH M3-3 24"X12"		NORTH M3-1 24"X12"	SOUTH M3-3 24"X12"	SOUTH M3-3 36"X18"
INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 36'X36'	INTERSTATE 41 M1-1 24'X24'	INTERSTATE 41 M1-1 24"X24"		INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 24"X24"	INTERSTATE 41 M1-1 36"X36"
M06-2 21"X21"	M06-2 21"X21"	M05-1L 21"X21"	M05-1L 21"X21"	M05-1R 21"X21"	M05-1R 21'X21'	M06-1 21"X21"	M06-1 21'X21'	M06-1 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-1 21"X21"	M06-2 30"X30"	M06-2 30"X30"	M05-2R 30"X30"	M05-2R 30"X30"						

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	DETOUR - IH-41 CLOSURE - STAGE 2 - OFF PEAK	SHEET 397	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027002-DT.DWG
LAYOUT NAME - DETOUR - I-41 CLOSURE

PLOT DATE : 12/6/2024 2:13 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

2

LEGEND

PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN BARRICADE

WORK AREA

SIGN ON TEMPORARY SUPPORT

1 — DETOUR — M4-9BL 30"X24"

2 — DETOUR — M4-9BR 30"X24"

3 — SIDEWALK CLOSED AHEAD / DETOUR — R9-9A 30"X18" — M4-9BR 30"X24"

4 — SIDEWALK CLOSED / DETOUR — R9-9 24"X12" — M4-9BL 30"X24"

5 — SIDEWALK CLOSED / DETOUR — R9-9 24"X12" — M4-9BR 30"X24"

N

N MEADE ST

CTH E/N BALLARD RD

E EVERGREEN DR

E EVERGREEN DR

SEE DETAIL 2

APPLE CREEK TRAIL

IH 41

IH 41

IH 41

N FIESTA DR

N MARCOS LN

N JUANITA LN

COMMERCE CT

E CAPITOL DR

E CAPITOL DR

CONSTRUCTION OF CAPITOL DRIVE TO BE COMPLETED IN FIVE SUB-STAGES (STAGES 3A1, 3A2, 3A3, 3A4, AND 3A5). SEE CAPITOL DRIVE PEDESTRIAN DETOUR PLAN SHEETS FOR MORE INFORMATION.

SEE DETAIL 1

N MEADE ST

N RANKIN ST

N RACINE ST

N MCDONALD ST

E WITZKE BLVD

CTH E/N BALLARD RD

2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS - OVERVIEW	SHEET 398	E

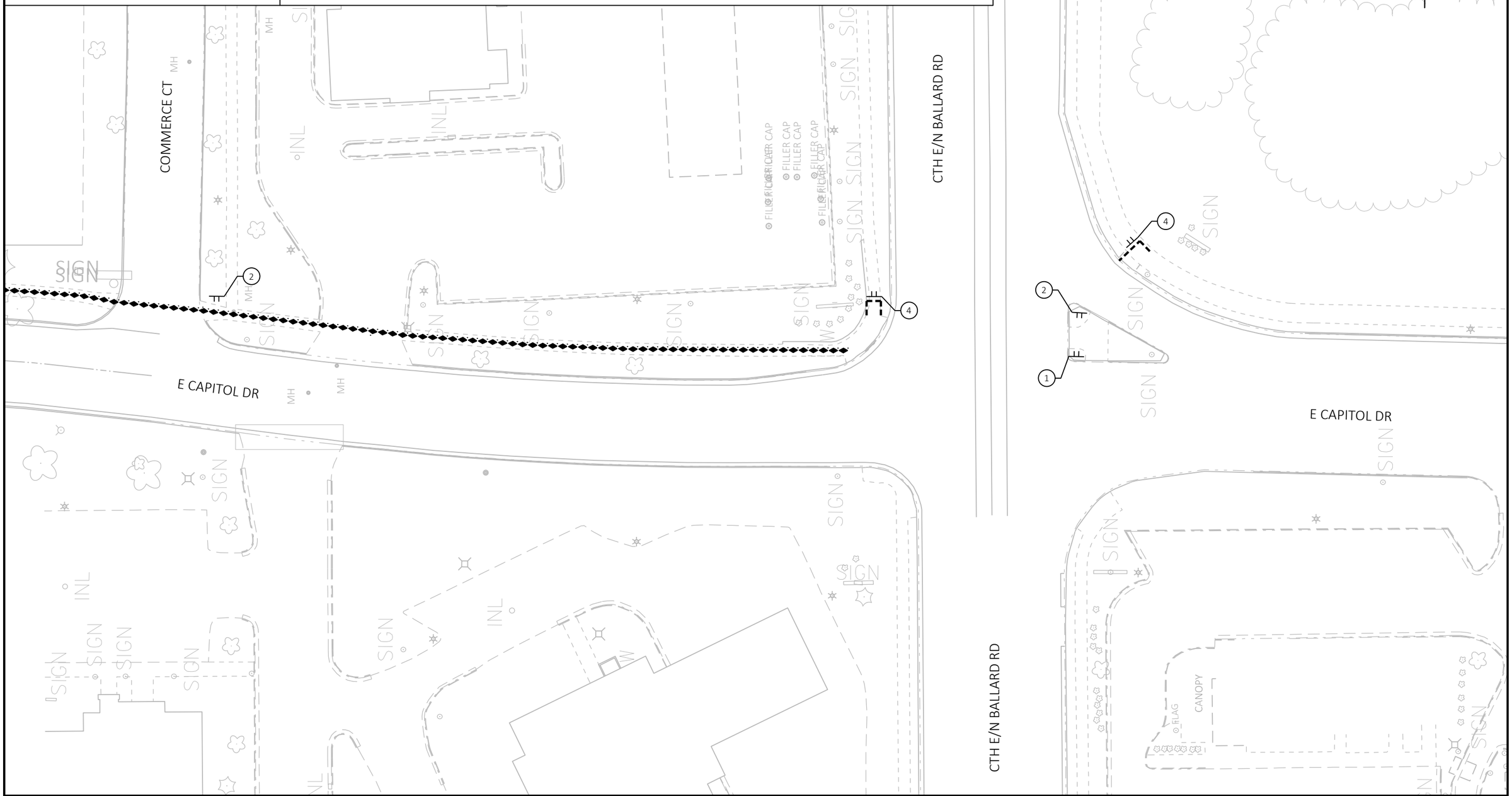
2

NOTES:
CONSTRUCTION OF CAPITOL DRIVE
TO BE COMPLETED IN FIVE SUB-STAGES (STAGES 1B1, 1B2, 1B3, 1B4, AND 1B5). SEE CAPITOL DRIVE PEDESTRIAN DETOUR PLAN SHEETS FOR MORE INFORMATION.

LEGEND

- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- SIGN ON TEMPORARY SUPPORT

1	2	3	4	5
DETOUR	DETOUR	SIDEWALK CLOSED AHEAD / DETOUR	SIDEWALK CLOSED / DETOUR	SIDEWALK CLOSED / DETOUR
M4-9BL 30"X24"	M4-9BR 30"X24"	R9-9A 30"X18" / M4-9BR 30"X24"	R9-9 24"X12" / M4-9BL 30"X24"	R9-9 24"X12" / M4-9BR 30"X24"



2

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS - DETAIL 1 - STAGES 1 & 2	SHEET 399	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027003-DT-PEDESTRIAN.DWG
LAYOUT NAME - 01
PLOT DATE : 11/13/2024 2:47 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

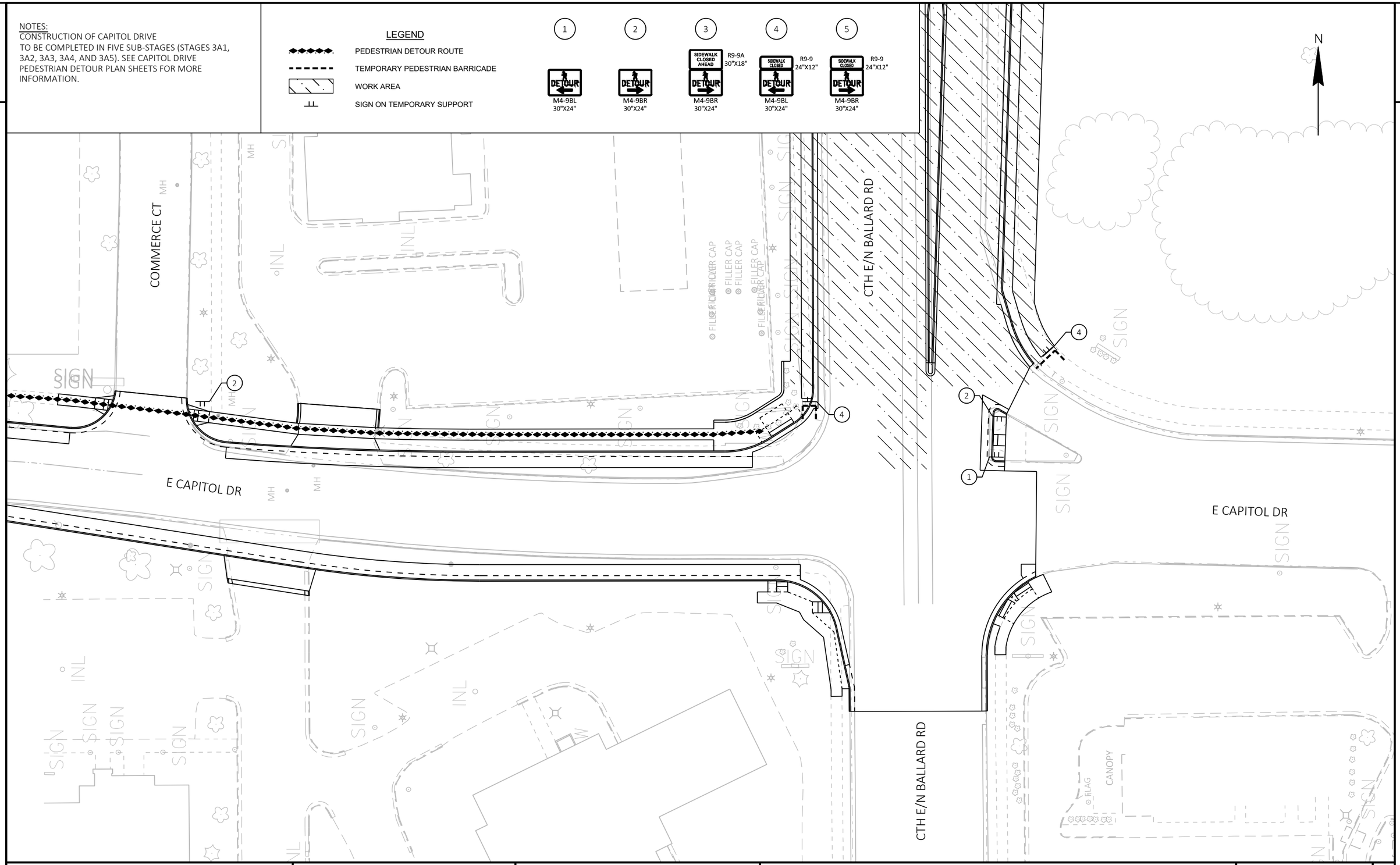
2

NOTES:
CONSTRUCTION OF CAPITOL DRIVE TO BE COMPLETED IN FIVE SUB-STAGES (STAGES 3A1, 3A2, 3A3, 3A4, AND 3A5). SEE CAPITOL DRIVE PEDESTRIAN DETOUR PLAN SHEETS FOR MORE INFORMATION.

LEGEND

- PEDESTRIAN DETOUR ROUTE
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- SIGN ON TEMPORARY SUPPORT

1	2	3	4	5
DETOUR M4-9BL 30"X24"	DETOUR M4-9BR 30"X24"	SIDEWALK CLOSED AHEAD R9-9A 30"X18" / DETOUR M4-9BR 30"X24"	SIDEWALK CLOSED R9-9 24"X12" / DETOUR M4-9BL 30"X24"	SIDEWALK CLOSED R9-9 24"X12" / DETOUR M4-9BR 30"X24"



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS - DETAIL 1 - STAGE 3	SHEET 400	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027003-DT-PEDESTRIAN.DWG
LAYOUT NAME - 02
PLOT DATE : 11/13/2024 2:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN BARRICADE

WORK AREA

SIGN ON TEMPORARY SUPPORT

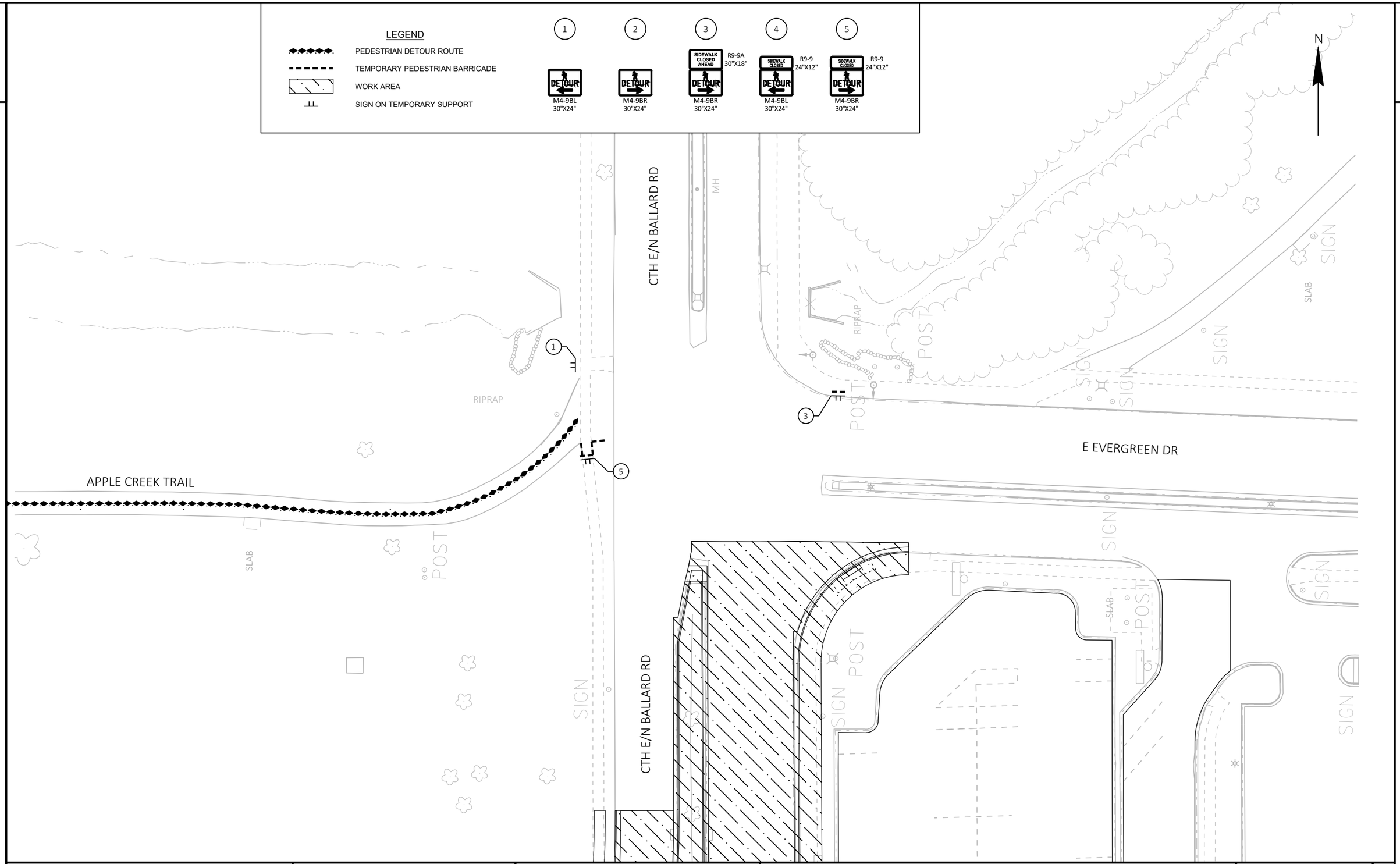
1 — DETOUR — M4-9BL 30"X24"

2 — DETOUR — M4-9BR 30"X24"

3 — SIDEWALK CLOSED AHEAD — R9-9A 30"X18" — DETOUR — M4-9BR 30"X24"

4 — SIDEWALK CLOSED — R9-9 24"X12" — DETOUR — M4-9BL 30"X24"

5 — SIDEWALK CLOSED — R9-9 24"X12" — DETOUR — M4-9BR 30"X24"

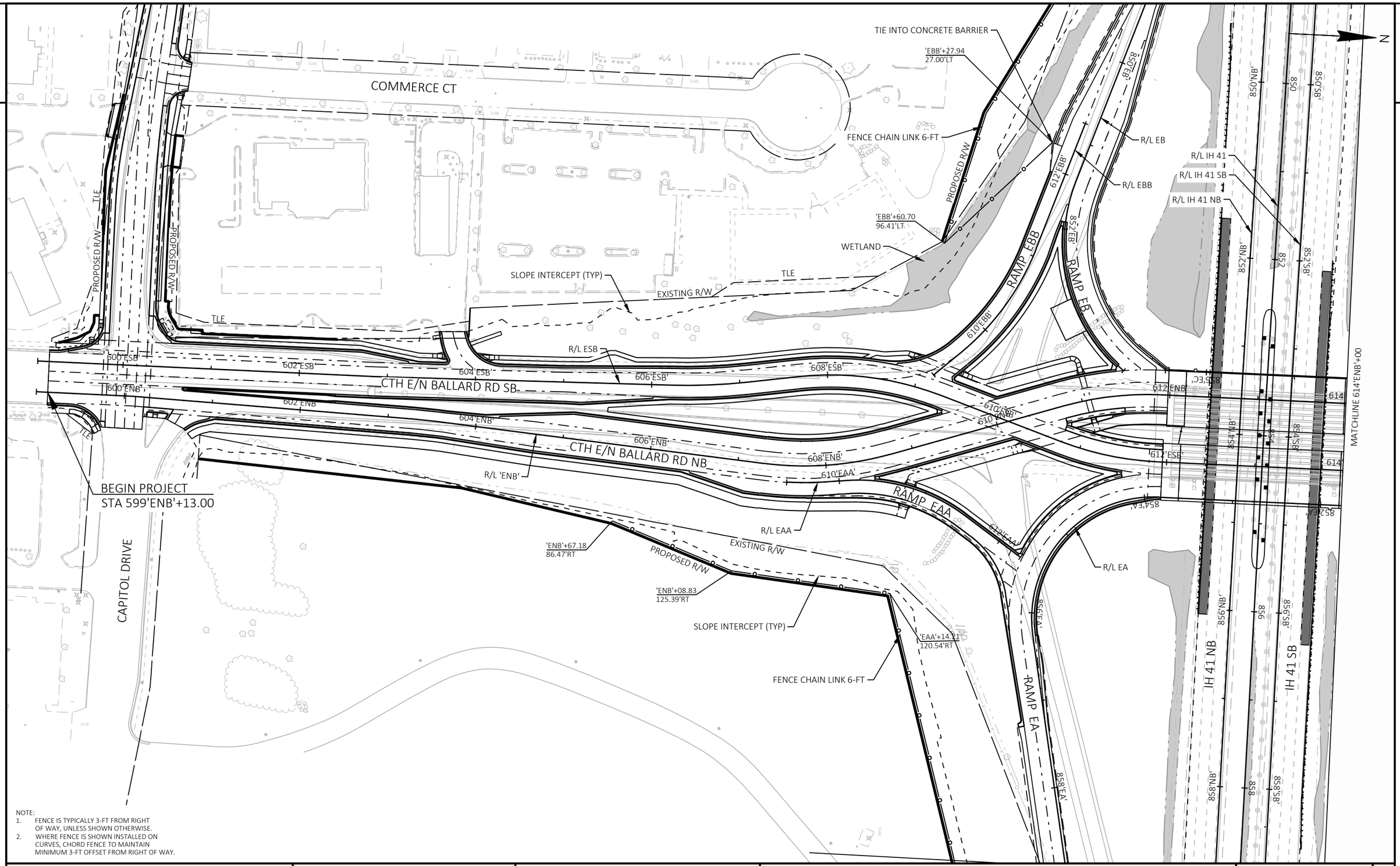


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATIONS - DETAIL 2 - ALL STAGES	SHEET 401	E

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027003-DT-PEDESTRIAN.DWG
LAYOUT NAME - 03

PLOT DATE : 11/13/2024 2:55 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 402	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027101-FN.DWG
LAYOUT NAME - 01-ENB-01
PLOT DATE : 12/17/2024 11:43 AM
PLOT BY : BROZOVICH, SARA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

'ECC'+70.22
77.75'LT

'ECC'+62.72
87.70'LT

'ESB'+94.14
62.74'LT

'ENB'+62.72
68.86'RT

'ENB'+49.90
83.51'RT

'ENB'+64.04
102.19'RT

'EDD'+39.94
96.51'RT

R/L EC

R/L ECC

R/L ESB

R/L ENB

R/L ED

R/L EDD

RAMP EC

RAMP ECC

RAMP ED

RAMP EDD

850'EC

852'EC

854'EC

616'ECC

618'ECC

618'ESB

620'ESB

622'ESB

624'ESB

626'ESB

618'ENB'

620'ENB'

622'ENB'

624'ENB'

626'ENB'

294'ENB

296'ENB

298'ENB

614'EDD

616'EDD

MATCHLINE 614'ENB'+00

CTH E/N BALLARD RD SB

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD

EVERGREEN DRIVE

EXISTING R/W

PROPOSED R/W

FENCE CHAIN LINK 6-FT

SLOPE INTERCEPT (TYP)

WETLAND

END PROJECT
STA 626'ENB'+67.26

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 403	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027101-FN.DWG
LAYOUT NAME - 01-ENB-02

PLOT DATE : 12/17/2024 11:48 AM PLOT BY : BROZOVICH, SARA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

WETLAND

SLOPE INTERCEPT (TYP)

EXISTING R/W

TIE INTO EXISTING FENCE

'EC'+16.94
53.37'LT

FENCE CHAIN LINK 6-FT

PROPOSED R/W

R/L EC

RAMP EC

R/L ECT

RAMP ECT

830'ECT' 832'ECT' 834'ECT' 836'ECT' 838'ECT' 840'ECT' 842'ECT'

IH 41 SB

R/L IH 41 SB

830'SB' 832'SB' 834'SB' 836'SB' 838'SB' 840'SB' 842'SB'

830 832 834 836 838 840 842

MATCHLINE 844+00.00

830'NB' 832'NB' 834'NB' 836'NB' 838'NB' 840'NB' 842'NB'

834'EBT' 836'EBT' 838'EBT' 840'EBT' 842'EBT'

R/L IH 41

IH 41 NB

R/L IH 41 NB

R/L EBT

RAMP EBT

PROPOSED R/W

EXISTING R/W

PROPOSED R/W

SLOPE INTERCEPT (TYP)

TIE INTO EXISTING FENCE

'NB'+96.16
83.14'RT

'NB'+47.08
83.74'RT

'NB'+49.14
127.36'RT

'EB'+61.44
87.79'RT

'EB'+12.14
90.80'RT

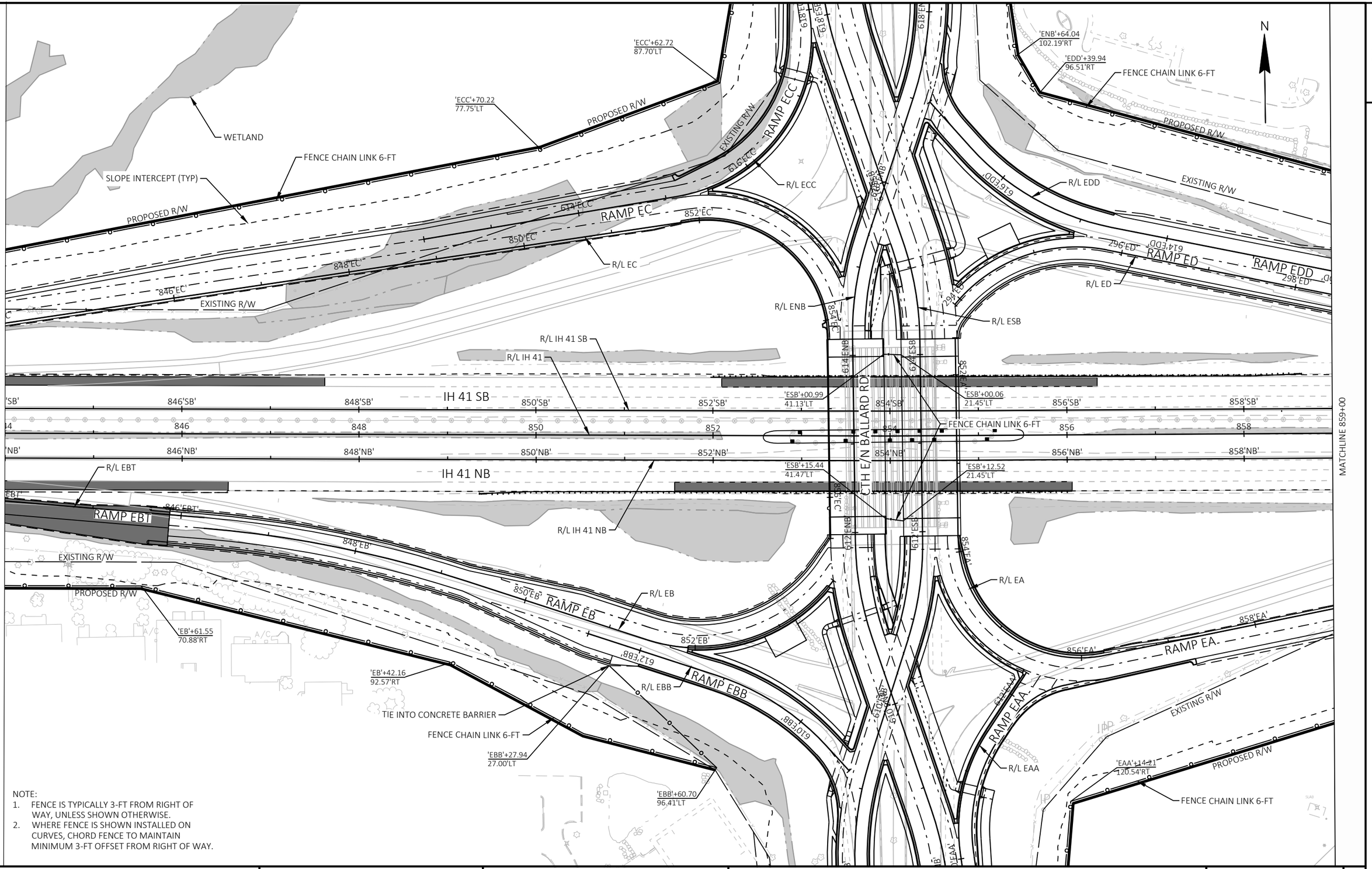
FENCE CHAIN LINK 6-FT

POOL

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 404	E

2



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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 405	E

FILE NAME : C:\USERS\SZONGOLO\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027101-FN.DWG
LAYOUT NAME - 02-41-05
PLOT DATE : 12/17/2024 11:58 AM
PLOT BY : BROZOVICH, SARA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE 859+00

'ED'+46.79
131.87'LT

'ED'+22.63
97.24'LT

'ED'+30.06
86.49'LT

SLOPE INTERCEPT (TYP)

FENCE CHAIN LINK 6-FT

'ED'+00.12
91.86'LT

PROPOSED R/W

'ED'+91.41
93.98'LT

'ED'+84.42
79.71'LT

'ED'+25.03
79.76'LT

WETLAND

TIE INTO EXISTING FENCE

'ED'+94.94
15.99'LT

612'ED'

RAMP ED

300'ED'

EXISTING R/W

R/L ED

302'EDT'

304'EDT'

RAMP EDT

306'EDT'

308'EDT'

310'EDT'

R/L EDT

R/L IH 41

IH 41 SB

R/L IH 41 SB

860'SB' 862'SB' 864'SB' 866'SB' 868'SB' 870'SB' 872'SB' 874'SB'

860 862 864 866 868 870 872 874

860'NB' 862'NB' 864'NB' 866'NB' 868'NB' 870'NB' 872'NB' 874'NB'

R/L EAT

IH 41 NB

868'EAT'

870'EAT'

872'EAT'

R/L IH 41 NB

874'EAT'

866'EAT'

864'EAT'

RAMP EAT

R/L EA

862'EA'

860'EA'

RAMP EA

EXISTING R/W

'NB'+60.37
88.81'RT

TIE INTO EXISTING FENCE

'NB'+04.26
87.53'RT

PROPOSED R/W

'NB'+61.40
124.60'RT

'EA'+74.38
76.23'RT

SLOPE INTERCEPT (TYP)

'EA'+64.40
75.20'RT

'EA'+98.29
81.51'RT

FENCE CHAIN LINK 6-FT

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

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	FENCING	SHEET 406	E

CAP

CURVE CAP-1
PI STA = 16'CAP'+93.84
Y = 574226.636
X = 835244.941
DELTA = 5°46'56"
D = 3°58'24"
T = 72.83'
L = 145.53'
R = 1442.00'
PC STA = 16'CAP'+21.01
Y = 574226.182
X = 835172.117
PT STA = 17'CAP'+66.54
Y = 574219.751
X = 835317.441
BK = N89°38'33.9"E
AH = S84°34'29.7"E

CURVE CAP-2
PI STA = 19'CAP'+15.48
Y = 574205.669
X = 835465.712
DELTA = 5°28'26"
D = 4°03'38"
T = 67.45'
L = 134.80'
R = 1411.00'
PC STA = 18'CAP'+48.03
Y = 574212.047
X = 835398.563
PT STA = 19'CAP'+82.83
Y = 574205.727
X = 835533.164
BK = S84°34'29.7"E
AH = N89°57'04.7"E

ENB

CURVE ENB-1
PI STA = 603'ENB'+41.98
Y = 574535.116
X = 835764.385
DELTA = 2°39'05"
D = 10°25'03"
T = 12.73'
L = 25.45'
R = 550.00'
PC STA = 603'ENB'+29.26
Y = 574522.396
X = 835763.969
PT STA = 603'ENB'+54.71
Y = 574547.804
X = 835765.388
BK = N01°52'14.9"E
AH = N04°31'19.5"E

CURVE ENB-2
PI STA = 608'ENB'+02.89
Y = 574994.595
X = 835800.725
DELTA = 22°53'12"
D = 15°47'02"
T = 73.48'
L = 145.00'
R = 363.00'
PC STA = 607'ENB'+29.41
Y = 574921.344
X = 835794.931
PT STA = 608'ENB'+74.41
Y = 575064.332
X = 835777.574
BK = N04°31'19.5"E
AH = N18°21'52.8"W.

CURVE ENB-3
PI STA = 611'ENB'+34.81
Y = 575311.471
X = 835695.531
DELTA = 18°14'08"
D = 16°25'02"
T = 56.01'
L = 111.08'
R = 349.00'
PC STA = 610'ENB'+78.80
Y = 575258.312
X = 835713.178
PT STA = 611'ENB'+89.88
Y = 575367.482
X = 835695.405
BK = N18°21'52.8"W
AH = N00°07'45.1"W

CURVE ENB-4
PI STA = 614'ENB'+77.95
Y = 575655.550
X = 835694.755
DELTA = 18°52'45"
D = 16°25'02"
T = 58.02'
L = 115.00'
R = 349.00'
PC STA = 614'ENB'+19.92
Y = 575597.525
X = 835694.886
PT STA = 615'ENB'+34.92
Y = 575710.495
X = 835713.407
BK = N00°07'45.1"W
AH = N18°45'00.0"E.

CURVE ENB-5
PI STA = 617'ENB'+91.80
Y = 575953.746
X = 835795.979
DELTA = 28°20'07"
D = 16°25'02"
T = 88.10'
L = 172.60'
R = 349.00'
PC STA = 617'ENB'+03.70
Y = 575870.321
X = 835767.660
PT STA = 618'ENB'+76.30
Y = 576040.617
X = 835781.309
BK = N18°45'00.0"E
AH = N09°35'06.7"W.

CURVE ENB-6
PI STA = 620'ENB'+55.38
Y = 576217.203
X = 835751.489
DELTA = 9°27'22"
D = 7°38'22"
T = 62.03'
L = 123.78'
R = 750.00'
PC STA = 619'ENB'+93.35
Y = 576156.039
X = 835761.818
PT STA = 621'ENB'+17.13
Y = 576279.233
X = 835751.349
BK = N09°35'06.7"W
AH = N00°07'45.1"W

ESB

CURVE ESB-1
PI STA = 606'ESB'+64.65
Y = 574854.667
X = 835710.559
DELTA = 7°48'13"
D = 8°48'53"
T = 44.33'
L = 88.53'
R = 650.00'
PC STA = 606'ESB'+20.32
Y = 574810.342
X = 835711.420
PT STA = 607'ESB'+08.85
Y = 574898.464
X = 835703.689
BK = N01°06'43.3"W
AH = N08°54'56.2"W

CURVE ESB-2
PI STA = 608'ESB'+50.43
Y = 575038.342
X = 835681.746
DELTA = 27°09'39"
D = 16°25'02"
T = 84.31'
L = 165.44'
R = 349.00'
PC STA = 607'ESB'+66.13
Y = 574955.055
X = 835694.811
PT STA = 609'ESB'+31.57
Y = 575118.409
X = 835708.140
BK = N08°54'56.2"W
AH = N18°14'42.4"E.

CURVE ESB-3
PI STA = 611'ESB'+34.05
Y = 575310.708
X = 835771.533
DELTA = 18°22'28"
D = 16°25'02"
T = 56.45'
L = 111.92'
R = 349.00'
PC STA = 610'ESB'+77.60
Y = 575257.101
X = 835753.861
PT STA = 611'ESB'+89.52
Y = 575367.154
X = 835771.406
BK = N18°14'42.4"E
AH = N00°07'45.1"W.

CURVE ESB-4
PI STA = 614'ESB'+75.27
Y = 575652.895
X = 835770.761
DELTA = 18°22'15"
D = 16°25'02"
T = 56.43'
L = 111.90'
R = 349.00'
PC STA = 614'ESB'+18.83
Y = 575596.461
X = 835770.889
PT STA = 615'ESB'+30.73
Y = 575706.414
X = 835752.854
BK = N00°07'45.1"W
AH = N18°30'00.0"W

CURVE ESB-5
PI STA = 618'ESB'+25.36
Y = 575985.812
X = 835659.369
DELTA = 22°21'31"
D = 15°11'52"
T = 74.51'
L = 147.12'
R = 377.00'
PC STA = 617'ESB'+50.85
Y = 575915.156
X = 835683.010
PT STA = 618'ESB'+97.97
Y = 576060.149
X = 835664.383
BK = N18°30'00.0"W
AH = N03°51'30.6"E

CURVE ESB-6
PI STA = 620'ESB'+93.04
Y = 576254.779
X = 835677.510
DELTA = 3°59'16"
D = 10°46'12"
T = 18.52'
L = 37.03'
R = 532.00'
PC STA = 620'ESB'+74.52
Y = 576236.300
X = 835676.263
PT STA = 621'ESB'+11.54
Y = 576273.299
X = 835677.468
BK = N03°51'30.6"E
AH = N00°07'45.1"W

CURVE ESB-7
PI STA = 622'ESB'+61.55
Y = 576423.310
X = 835677.130
DELTA = 8°07'02"
D = 8°37'44"
T = 47.11'
L = 94.07'
R = 664.00'
PC STA = 622'ESB'+14.44
Y = 576376.196
X = 835677.236
PT STA = 623'ESB'+08.51
Y = 576469.966
X = 835683.677
BK = N00°07'45.1"W
AH = N07°59'16.4"E

CURVE ESB-8
PI STA = 625'ESB'+01.45
Y = 576661.031
X = 835710.488
DELTA = 8°07'02"
D = 8°48'53"
T = 46.12'
L = 92.09'
R = 650.00'
PC STA = 624'ESB'+55.33
Y = 576615.359
X = 835704.079
PT STA = 625'ESB'+47.41
Y = 576707.151
X = 835710.384
BK = N07°59'16.4"E
AH = N00°07'45.1"W

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	ALIGNMENT LAYOUT	SHEET 407 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027201-AD.DWG
LAYOUT NAME - 01-CTHE-01
PLOT DATE : 10/20/2024 9:34 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

EC

CURVE EC-2
PI STA = 853'EC'+44.62
Y = 575752.274
X = 835666.537
DELTA = 97°39'23"
D = 42°07'54"
T = 155.50'
L = 231.79'
R = 135.99'
PC STA = 851'EC'+89.12
Y = 575731.210
X = 835512.474
PT STA = 854'EC'+20.91
Y = 575596.778
X = 835666.888
BK = N82°12'52.4"E
AH = S00°07'45.1"E

ECC

CURVE ECC-1
PI STA = 616'ECC'+96.89
Y = 575788.011
X = 835680.367
DELTA = 90°34'44"
D = 31°28'52"
T = 183.85'
L = 287.72'
R = 182.00'
PC STA = 615'ECC'+13.04
Y = 575759.448
X = 835498.751
PT STA = 618'ECC'+00.76
Y = 575969.329
X = 835649.971
BK = N81°03'44.6"E
AH = N09°30'59.2"W

CURVE ECC-2
PI STA = 618'ECC'+28.38
Y = 575996.566
X = 835645.405
DELTA = 7°58'43"
D = 14°28'07"
T = 27.62'
L = 55.15'
R = 396.00'
PC STA = 618'ECC'+00.76
Y = 575969.329
X = 835649.971
PT STA = 618'ECC'+55.91
Y = 576024.173
X = 835644.664
BK = N09°30'59.2"W
AH = N01°32'15.8"W

ECT

CURVE ECT-1
PI STA = 838'ECT'+91.72
Y = 575562.779
X = 834225.737
DELTA = 7°26'48"
D = 2°51'53"
T = 130.15'
L = 259.94'
R = 2000.00'
PC STA = 837'ECT'+61.57
Y = 575564.686
X = 834095.598
PT STA = 840'ECT'+21.51
Y = 575577.754
X = 834355.026
BK = S89°09'37.1"E
AH = N83°23'34.7"E

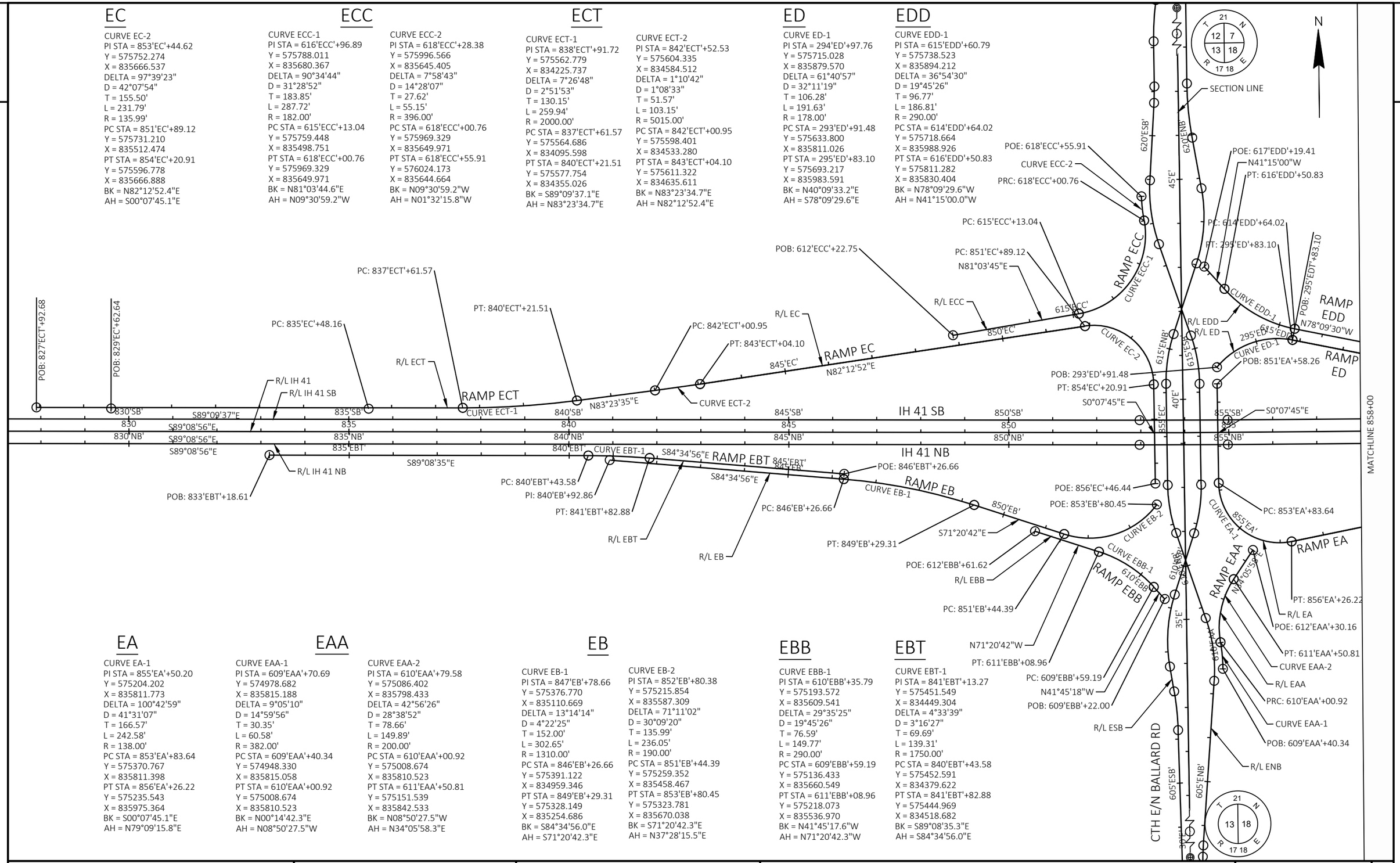
CURVE ECT-2
PI STA = 842'ECT'+52.53
Y = 575604.335
X = 834584.512
DELTA = 1°10'42"
D = 1°08'33"
T = 51.57'
L = 103.15'
R = 5015.00'
PC STA = 842'ECT'+00.95
Y = 575598.401
X = 834533.280
PT STA = 843'ECT'+04.10
Y = 575611.322
X = 834635.611
BK = N83°23'34.7"E
AH = N82°12'52.4"E

ED

CURVE ED-1
PI STA = 294'ED'+97.76
Y = 575715.028
X = 835879.570
DELTA = 61°40'57"
D = 32°11'19"
T = 106.28'
L = 191.63'
R = 178.00'
PC STA = 293'ED'+91.48
Y = 575633.800
X = 835811.026
PT STA = 295'ED'+83.10
Y = 575693.217
X = 835983.591
BK = N40°09'33.2"E
AH = S78°09'29.6"E

EDD

CURVE EDD-1
PI STA = 615'EDD'+60.79
Y = 575738.523
X = 835894.212
DELTA = 36°54'30"
D = 19°45'26"
T = 96.77'
L = 186.81'
R = 290.00'
PC STA = 614'EDD'+64.02
Y = 575718.664
X = 835988.926
PT STA = 616'EDD'+50.83
Y = 575811.282
X = 835830.404
BK = N78°09'29.6"W
AH = N41°15'00.0"W



EA

CURVE EA-1
PI STA = 855'EA'+50.20
Y = 575204.202
X = 835811.773
DELTA = 100°42'59"
D = 41°31'07"
T = 166.57'
L = 242.58'
R = 138.00'
PC STA = 853'EA'+83.64
Y = 575370.767
X = 835811.398
PT STA = 856'EA'+26.22
Y = 575235.543
X = 835975.364
BK = S00°07'45.1"E
AH = N79°09'15.8"E

EAA

CURVE EAA-1
PI STA = 609'EAA'+70.69
Y = 574978.682
X = 835815.188
DELTA = 9°05'10"
D = 14°59'56"
T = 30.35'
L = 60.58'
R = 382.00'
PC STA = 609'EAA'+40.34
Y = 574948.330
X = 835815.058
PT STA = 610'EAA'+00.92
Y = 575008.674
X = 835810.523
BK = N00°14'42.3"E
AH = N08°50'27.5"W

CURVE EAA-2
PI STA = 610'EAA'+79.58
Y = 575086.402
X = 835798.433
DELTA = 42°56'26"
D = 28°38'52"
T = 78.66'
L = 149.89'
R = 200.00'
PC STA = 610'EAA'+00.92
Y = 575008.674
X = 835810.523
PT STA = 611'EAA'+50.81
Y = 575151.539
X = 835842.533
BK = N08°50'27.5"W
AH = N34°05'58.3"E

EB

CURVE EB-1
PI STA = 847'EB'+78.66
Y = 575376.770
X = 835110.669
DELTA = 13°14'14"
D = 4°22'25"
T = 152.00'
L = 302.65'
R = 1310.00'
PC STA = 846'EB'+26.66
Y = 575391.122
X = 834959.346
PT STA = 849'EB'+29.31
Y = 575328.149
X = 835254.686
BK = S84°34'56.0"E
AH = S71°20'42.3"E

CURVE EB-2
PI STA = 852'EB'+80.38
Y = 575215.854
X = 835587.309
DELTA = 71°11'02"
D = 30°09'20"
T = 135.99'
L = 236.05'
R = 190.00'
PC STA = 851'EB'+44.39
Y = 575259.352
X = 835458.467
PT STA = 853'EB'+80.45
Y = 575323.781
X = 835670.038
BK = S71°20'42.3"E
AH = N37°28'15.5"E

EBB

CURVE EBB-1
PI STA = 610'EBB'+35.79
Y = 575193.572
X = 835609.541
DELTA = 29°35'25"
D = 19°45'26"
T = 76.59'
L = 149.77'
R = 290.00'
PC STA = 609'EBB'+59.19
Y = 575136.433
X = 835660.549
PT STA = 611'EBB'+08.96
Y = 575218.073
X = 835536.970
BK = N41°45'17.6"W
AH = N71°20'42.3"W

EBT

CURVE EBT-1
PI STA = 841'EBT'+13.27
Y = 575451.549
X = 834449.304
DELTA = 4°33'39"
D = 3°16'27"
T = 69.69'
L = 139.31'
R = 1750.00'
PC STA = 840'EBT'+43.58
Y = 575452.591
X = 834379.622
PT STA = 841'EBT'+82.88
Y = 575444.969
X = 834518.682
BK = S89°08'35.3"E
AH = S84°34'56.0"E

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	ALIGNMENT LAYOUT	SHEET 408	E

2

EA

CURVE EA-2
PI STA = 864'EA'+79.57
Y = 575396.112
X = 836813.470
DELTA = 11°09'55"
D = 2°22'21"
T = 236.05'
L = 470.61'
R = 2415.00'
PC STA = 862'EA'+43.52
Y = 575351.696
X = 836581.635
PT STA = 867'EA'+14.12
Y = 575394.796
X = 837049.518
BK = N79°09'15.8"E
AH = S89°40'49.7"E

EAT

CURVE EAT-1
PI STA = 863'EAT'+71.62
Y = 575375.800
X = 836707.449
DELTA = 6°04'22"
D = 2°22'21"
T = 128.10'
L = 255.96'
R = 2415.00'
PC STA = 862'EAT'+43.52
Y = 575351.696
X = 836581.635
PT STA = 864'EAT'+99.48
Y = 575386.459
X = 836835.107
BK = N79°09'15.8"E
AH = N85°13'37.7"E

CURVE EAT-2
PI STA = 869'EAT'+44.86
Y = 575423.517
X = 837278.936
DELTA = 5°05'33"
D = 2°22'21"
T = 107.39'
L = 214.64'
R = 2415.00'
PC STA = 868'EAT'+37.46
Y = 575414.581
X = 837171.916
PT STA = 870'EAT'+52.11
Y = 575422.918
X = 837386.327
BK = N85°13'37.7"E
AH = S89°40'49.7"E

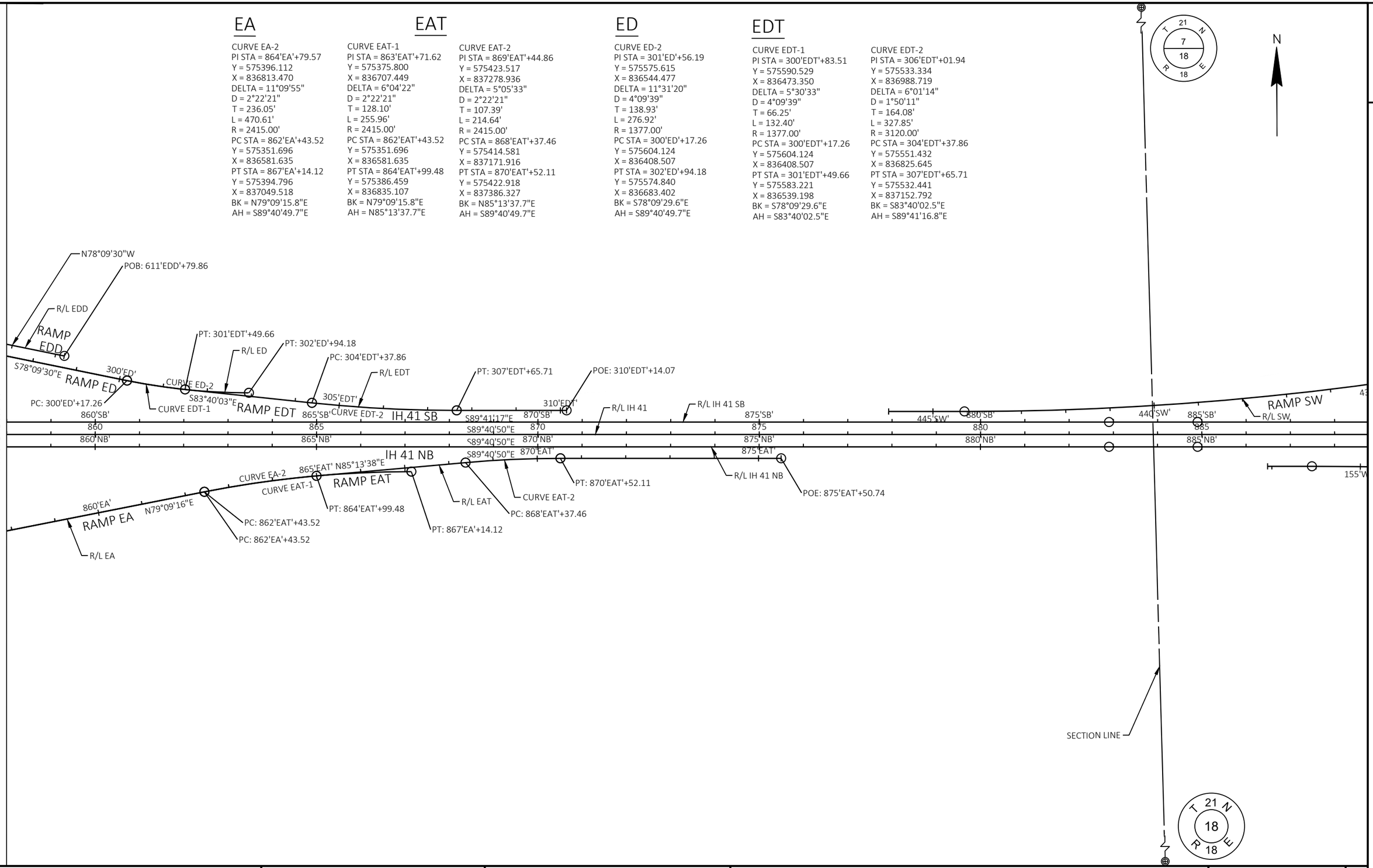
ED

CURVE ED-2
PI STA = 301'ED'+56.19
Y = 575575.615
X = 836544.477
DELTA = 11°31'20"
D = 4°09'39"
T = 138.93'
L = 276.92'
R = 1377.00'
PC STA = 300'ED'+17.26
Y = 575604.124
X = 836408.507
PT STA = 302'ED'+94.18
Y = 575574.840
X = 836683.402
BK = S78°09'29.6"E
AH = S89°40'49.7"E

EDT

CURVE EDT-1
PI STA = 300'EDT'+83.51
Y = 575590.529
X = 836473.350
DELTA = 5°30'33"
D = 4°09'39"
T = 66.25'
L = 132.40'
R = 1377.00'
PC STA = 300'EDT'+17.26
Y = 575604.124
X = 836408.507
PT STA = 301'EDT'+49.66
Y = 575583.221
X = 836539.198
BK = S78°09'29.6"E
AH = S83°40'02.5"E

CURVE EDT-2
PI STA = 306'EDT'+01.94
Y = 575533.334
X = 836988.719
DELTA = 6°01'14"
D = 1°50'11"
T = 164.08'
L = 327.85'
R = 3120.00'
PC STA = 304'EDT'+37.86
Y = 575551.432
X = 836825.645
PT STA = 307'EDT'+65.71
Y = 575532.441
X = 837152.792
BK = S83°40'02.5"E
AH = S89°41'16.8"E



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	ALIGNMENT LAYOUT	SHEET 409	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027201-AD.DWG
LAYOUT NAME - 02-RAMPS-02

PLOT DATE : 10/20/2024 9:34 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

SUPERELEVATION DATA - RAMP EA					
STATION	LEFT SHOULDER	LEFT BACKBONE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
860+86	-4.00%	X	2.00%	-4.00%	BEGIN SUPER TRANSITION
861+42	0.00%	X	0.00%	-4.00%	LEVEL CROWN
861+97	2.00%	X	-2.00%	-4.00%	REVERSE CROWN
862+53	4.00%	X	-4.00%	-4.00%	(R) BEGIN LOW SIDE SHOULDER LOCK
862+95	5.50%	X	-5.50%	-5.50%	BEGIN FULL SUPER
863+50	5.50%	X	-5.50%	-5.50%	END RAMP

SUPERELEVATION DATA - RAMP EAA					
STATION	LEFT SHOULDER	LEFT BACKBONE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
610+01	X	X	-2.00%	X	BEGIN RAMP GRADE
611+70	X	X	-2.00%	X	END NORMAL RAMP GRADE/BEGIN INTERSECTION TRANSITION GRADE

SUPERELEVATION DATA - RAMP EB					
STATION	LEFT SHOULDER	LEFT BACKBONE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
845+87	2.00%	2.00%	-2.00%	-4.00%	REVERSE CROWN/BEGIN SHOULDER
846+53	4.00%	4.00%	-4.00%	-4.00%	(R) BEGIN LOW SIDE SHOULDER LOCK
846+80	4.80%	4.80%	-4.80%	-4.80%	BEGIN FULL SUPER
846+76	4.80%	4.80%	-4.80%	-4.80%	END FULL SUPER
849+03	4.00%	4.00%	-4.00%	-4.00%	(R) END LOW SIDE SHOULDER LOCK
849+69	4.00%	4.00%	-2.00%	-4.00%	END REVERSE CROWN
850+36	0.00%	0.00%	-2.00%	-4.00%	BEGIN CROWN RUN ON
851+03	-4.00%	-2.00%	-2.00%	-4.00%	END SUPER TRANSITION

SUPERELEVATION DATA - RAMP EBB					
STATION	LEFT SHOULDER	LEFT BACKBONE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
609+22	X	X	2.00%	X	BEGIN RAMP GRADE
609+60	X	-2.00%	2.00%	X	END CURB RETURN
611+97	X	-2.00%	2.00%	X	END RAMP GRADE

SUPERELEVATION DATA - RAMP EC						
STATION	LEFT SHOULDER	LEFT OUTSIDE LANE	LEFT MIDDLE LANE	LEFT INSIDE LANE	RIGHT SHOULDER	DESCRIPTION
843+00	-4.00%	-2.41%	-2.41%	-2.41%	2.41%	BEGIN RAMP
843+17	-4.00%	-2.00%	-2.00%	-2.00%	2.00%	END LANE SUPER TRANSITION
844+01	-4.00%	-2.00%	-2.00%	-2.00%	0.00%	LEVEL SHOULDER
844+85	-4.00%	-2.00%	-2.00%	-2.00%	-4.00%	END SHOULDER RUN ON
851+14	-4.00%	-2.00%	-2.00%	-2.00%	-4.00%	BEGIN SUPER TRANSITION
851+59	-4.00%	-2.00%	0.00%	0.00%	-4.00%	LEVEL CROWN
851+79	X	X	0.90%	0.90%	X	(L3) LANE AND SHOULDER SPLIT
852+04	X	X	2.00%	2.00%	X	BEGIN RAMP MERGE GRADE

SUPERELEVATION DATA - RAMP ECC					
STATION	LEFT SHOULDER	LEFT BACKBONE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
615+13	-2.00%	-2.00%	X	X	BEGIN RAMP GRADE
618+01	-2.00%	-2.00%	X	X	END RAMP GRADE

SUPERELEVATION DATA - RAMP ED							
STATION	LEFT SHOULDER	LEFT OUTSIDE LANE	LEFT MIDDLE LANE	LEFT INSIDE LANE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
298+42	-4.00%	-2.00%	-2.00%	2.00%	-2.00%	-4.00%	BEGIN SUPER TRANSITION
299+09	-4.00%	-2.00%	-2.00%	0.00%	0.00%	0.00%	LEVEL CROWN
299+76	-4.00%	-2.00%	-2.00%	-2.00%	2.00%	2.00%	REVERSE CROWN
200+99	-4.00%	X	-2.67%	-2.67%	X	2.67%	(R,L3) END LANE
300+43	-4.00%	X	-4.00%	-4.00%	X	4.00%	(L) BEGIN LOW SIDE SHOULDER LOCK
300+66	-4.70%	X	-4.70%	-4.70%	X	4.70%	BEGIN FULL SUPER
301+50	-4.70%	X	-4.70%	-4.70%	X	4.70%	END RAMP

SUPERELEVATION DATA - RAMP EDD

STATION	LEFT SHOULDER	LEFT BACKBONE	RIGHT BACKBONE	RIGHT SHOULDER	DESCRIPTION
614+65	X	2.00%	-2.00%	X	BEGIN RAMP GRADE
616+78	X	2.00%	X	X	BEGIN CURB RETURN
617+19	X	2.00%	X	X	END RAMP GRADE

2

SUPERELEVATION DATA - RAMP EAT				
STA	RATE (%) LEFT OUTSIDE SHOULDER	RATE (%) RIGHT OUTSIDE LANE	RATE (%) RIGHT OUTSIDE SHOULDER	REMARKS
863+50.00'EAT'	5.50	-5.50	-5.50	INTERIM RAMP TIE IN
864+48.49'EAT'	5.50	-5.50	-5.50	END FULL SUPER
866+79.82'EAT'	2.00	-2.00	-2.00	BEGIN NORMAL CROWN
866+79.82'EAT'	2.00	-2.00	-2.00	END NORMAL CROWN
867+08.76'EAT'	2.50	-2.50	-2.50	END LT SHLDR/BEGIN GORE
868+88.46'EAT	--	-5.50	-5.50	BEGIN FULL SUPER
870+01.11'EAT	--	-5.50	-5.50	END FULL SUPER
872+09.75'EAT'	--	-2.00	-2.00	BEGIN NORMAL CROWN

SUPERELEVATION DATA - RAMP ECT				
STA	RATE (%) LEFT OUTSIDE SHOULDER	RATE (%) LEFT OUTSIDE LANE	RATE (%) RIGHT OUTSIDE SHOULDER	REMARKS
837+07.39'ECT'	-4.00	-2.00	--	END NORMAL CROWN
838+16.56'ECT'	-5.90	-5.90	--	BEGIN FULL SUPER
839+66.50'ECT'	-5.90	-5.90	--	END FULL SUPER
840+75.70'ECT'	-4.00	-2.00	2.00	BEGIN REVERSE CROWN
841+61.75'ECT'	-4.00	-2.00	2.00	END REVERSE CROWN
842+00.95'ECT'	-4.00	-3.40	3.40	BEGIN FULL SUPER
842+72.44'ECT'	-4.00	-3.40	3.40	END FULL SUPER
843+00.00'ECT'	-2.41	-2.41	2.41	INTERIM RAMP TIE IN

SUPERELEVATION DATA - RAMP EBT				
STA	RATE (%) LEFT OUTSIDE SHOULDER	RATE (%) RIGHT OUTSIDE LANE	RATE (%) RIGHT OUTSIDE SHOULDER	REMARKS
838+76.57'EBT'	--	-2.00	-4.00	END NORMAL SHOULDER
840+99.24'EBT'	--	-6.00	-6.00	BEGIN FULL SUPER
841+27.22'EBT'	--	-6.00	-6.00	END FULL SUPER
842+38.55'EBT'	--	-2.00	-4.00	BEGIN NORMAL CROWN
844+19.00'EBT'	-4.00	-2.00	-4.00	BEGIN NORMAL SHOULDER
845+87.00'EBT'	2.00	-2.00	-4.00	INTERIM RAMP TIE IN

SUPERELEVATION DATA - RAMP EDT				
STA	RATE (%) LEFT OUTSIDE SHOULDER	RATE (%) LEFT OUTSIDE LANE	RATE (%) RIGHT OUTSIDE SHOULDER	REMARKS
301+49.66'EDT'	-4.70	-4.70	4.70	INTERIM RAMP TIE IN/END FULL SUPER
301+65.14'EDT'	-4.00	-4.00	4.00	LOW SHOULDER MATCH
302+09.40'EDT'	-4.00	-2.00	2.00	REVERSE CROWN
302+97.91'EDT'	-4.00	-2.00	-4.00	BEGIN NORMAL SHOULDER
304+62.02'EDT'	-4.00	-4.00	--	LOW SHOULDER MATCH
304+81.53'EDT'	-4.70	-4.70	--	BEGIN FULL SUPER
307+22.05'EDT'	-4.70	-4.70	--	END FULL SUPER
307+41.56'EDT'	-4.00	-4.00	--	LOW SHOULDER MATCH
307+97.31'EDT'	-4.00	-2.00	--	INTERIM RAMP TIE IN

2

2

N

N MEADE ST

IH 41

775

780

785

790

795

800

IH 41

IH 41

IH 41

129
791.598
BM/ BOLT

131
806.117
BM/ CHIS SQ

130
800.742
BM/ CHIS SQ

N MEADE ST

BENCHMARK STATION OFFSET TABLE		
POINT	STATION	OFFSET
129	787+07.41	79.47 RT
130	800+61.37	102.33 RT
131	799+95.80	107.69 LT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	BENCHMARKS	SHEET 413	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027301-BM.DWG
LAYOUT NAME - 11

PLOT DATE : 10/20/2024 9:34 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

N

IH 41

805 810 815 820 825 830 835

IH 41

IH 41

IH 41

132
772.287
BM/ BOLT

133
763.773
BM/ BOLT

134
758.769
BM/ CHIS SQ

BENCHMARK STATION OFFSET TABLE		
POINT	STATION	OFFSET
132	809+52.72	88.74 RT
133	818+25.18	85.06 RT
134	827+65.13	77.16 RT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	BENCHMARKS	SHEET 414	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027301-BM.DWG
LAYOUT NAME - 12

PLOT DATE : 10/20/2024 9:35 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH E / N BALLARD RD

137
773.017
BM/ CHIS SQ

PI: 853+93.20

IH 41

840 845 850 855 860 865

IH 41

IH 41

135
756.113
BM/ BOLT

IH 41

136
778.792
BM/ BOLT

CTH E / N BALLARD RD

BENCHMARK STATION OFFSET TABLE		
POINT	STATION	OFFSET
135	839+95.59	79.43 RT
136	854+53.65	200.62 RT
137	853+94.83	298.78 LT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	BENCHMARKS	SHEET 415	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027301-BM.DWG
LAYOUT NAME - 13

PLOT DATE : 10/20/2024 9:35 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

ENTERPRISE AVE

N INTERTECH DR

PROVIDENCE AVE

PI: 883+86.14

IH 41

870 875 880 885 890 895

138
754.934
BM/ BOLT

139
745.580
BM/ CHIS SQ

140
736.586
BM/ BOLT

BENCHMARK STATION OFFSET TABLE		
POINT	STATION	OFFSET
138	867+55.08	84.31 RT
139	888+52.19	84.52 RT
140	895+78.19	157.63 RT

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	BENCHMARKS	SHEET 416	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-027301-BM.DWG
LAYOUT NAME - 14

PLOT DATE : 10/20/2024 9:35 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

Estimate Of Quantities

1130-65-76

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	28.000	28.000
0004	203.0220	Removing Structure (structure) 0001. B-44-172	EACH	1.000	1.000
0006	204.0100	Removing Concrete Pavement	SY	34,646.000	34,646.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	8.000	8.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	6,081.000	6,081.000
0012	204.0150	Removing Curb & Gutter	LF	124.000	124.000
0014	204.0155	Removing Concrete Sidewalk	SY	3,994.000	3,994.000
0016	204.0165	Removing Guardrail	LF	855.000	855.000
0018	204.0170	Removing Fence	LF	6,504.000	6,504.000
0020	204.0195	Removing Concrete Bases	EACH	17.000	17.000
0022	204.0210	Removing Manholes	EACH	7.000	7.000
0024	204.0220	Removing Inlets	EACH	48.000	48.000
0026	204.0245	Removing Storm Sewer (size) 0001. 12-Inch	LF	476.000	476.000
0028	204.0245	Removing Storm Sewer (size) 0002. 15-Inch	LF	731.000	731.000
0030	204.0245	Removing Storm Sewer (size) 0003. 18-Inch	LF	1,126.000	1,126.000
0032	204.0245	Removing Storm Sewer (size) 0004. 24-Inch	LF	1,104.000	1,104.000
0034	204.0246	Removing Ancillary Structure (structure) 0001. S-44-033	EACH	1.000	1.000
0036	204.0246	Removing Ancillary Structure (structure) 0002. S-44-034	EACH	1.000	1.000
0038	204.0280	Sealing Pipes	EACH	2.000	2.000
0040	204.9060.S	Removing (item description) 0001. Removing Sign (Station 866'EA'+00 66' RT)	EACH	1.000	1.000
0042	204.9060.S	Removing (item description) 0002. Removing Sign (Station 302'ED'+00 69' LT)	EACH	1.000	1.000
0044	204.9060.S	Removing (item description) 0003. Removing Sign Base (Station 21'CAP'+21 38' LT)	EACH	1.000	1.000
0046	204.9060.S	Removing (item description) 0701. Communications Vault	EACH	1.000	1.000
0048	204.9060.S	Removing (item description) 1000. Removing Traffic Signals Ballard Road & Capitol Drive	EACH	1.000	1.000
0050	205.0100	Excavation Common	CY	61,661.000	61,661.000
0052	206.1001	Excavation for Structures Bridges (structure) 0001. B-44-324	EACH	1.000	1.000
0054	206.1001	Excavation for Structures Bridges (structure) 0002. B-44-325	EACH	1.000	1.000
0056	209.0200.S	Backfill Controlled Low Strength	CY	26.000	26.000
0058	210.1500	Backfill Structure Type A	TON	1,110.000	1,110.000
0060	213.0100	Finishing Roadway (project) 0001. 1130-65-76	EACH	1.000	1.000
0062	305.0110	Base Aggregate Dense 3/4-Inch	TON	213.000	213.000
0064	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	30,745.000	30,745.000
0066	310.0115	Base Aggregate Open-Graded	CY	115.000	115.000
0068	312.0110	Select Crushed Material	TON	68,103.000	68,103.000
0070	390.0100	Removing Pavement for Base Patching	CY	100.000	100.000
0072	390.0201	Base Patching Asphaltic	TON	148.000	148.000
0074	405.0200	Coloring Concrete Custom	CY	456.000	456.000
0076	415.0090	Concrete Pavement 9-Inch	SY	43,050.000	43,050.000
0078	415.0410	Concrete Pavement Approach Slab	SY	342.000	342.000
0080	415.1090	Concrete Pavement HES 9-Inch	SY	158.000	158.000
0082	415.4100	Concrete Pavement Joint Filling	SY	34,622.000	34,622.000
0084	416.0610	Drilled Tie Bars	EACH	402.000	402.000
0086	416.0620	Drilled Dowel Bars	EACH	1,014.000	1,014.000
0088	455.0605	Tack Coat	GAL	1,114.000	1,114.000
0090	460.2000	Incentive Density HMA Pavement	DOL	740.000	740.000
0092	460.5223	HMA Pavement 3 LT 58-28 S	TON	83.000	83.000
0094	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,061.000	1,061.000
0096	465.0105	Asphaltic Surface	TON	3,665.000	3,665.000

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Line	Item	Item Description	Unit	Total	Qty
0098	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	2.000	2.000
0100	465.0315	Asphaltic Flumes	SY	5.000	5.000
0102	495.1000.S	Cold Patch	TON	20.000	20.000
0104	501.1000.S	Ice Hot Weather Concreting	LB	13,883.000	13,883.000
0106	502.0100	Concrete Masonry Bridges	CY	570.000	570.000
0108	502.3200	Protective Surface Treatment	SY	3,082.000	3,082.000
0110	502.3210	Pigmented Surface Sealer	SY	565.000	565.000
0112	503.0146	Prestressed Girder Type I 45W-Inch	LF	2,158.000	2,158.000
0114	505.0400	Bar Steel Reinforcement HS Structures	LB	26,790.000	26,790.000
0116	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	341,540.000	341,540.000
0118	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	4,420.000	4,420.000
0120	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	24.000	24.000
0122	506.4000	Steel Diaphragms (structure) 0001. B-44-324	EACH	20.000	20.000
0124	506.4000	Steel Diaphragms (structure) 0002. B-44-325	EACH	20.000	20.000
0126	513.2001	Railing Pipe 0001. R-44-40	LF	131.000	131.000
0128	513.2001	Railing Pipe 0002. R-44-41	LF	130.000	130.000
0130	513.4091	Railing Tubular Screening 0001. B-44-324	LF	364.000	364.000
0132	513.4091	Railing Tubular Screening 0002. B-44-325	LF	360.000	360.000
0134	516.0500	Rubberized Membrane Waterproofing	SY	66.000	66.000
0136	517.1010.S	Concrete Staining (structure) 1000. B-44-324	SF	8,250.000	8,250.000
0138	517.1010.S	Concrete Staining (structure) 1010. B-44-325	SF	8,170.000	8,170.000
0140	517.1010.S	Concrete Staining (structure) 1020. R-44-0040	SF	4,400.000	4,400.000
0142	517.1010.S	Concrete Staining (structure) 1030. R-44-0041	SF	4,650.000	4,650.000
0144	520.8000	Concrete Collars for Pipe	EACH	9.000	9.000
0146	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	141.000	141.000
0148	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	170.000	170.000
0150	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	13.000	13.000
0152	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	7.000	7.000
0154	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	7.000	7.000
0156	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0158	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	4.800	4.800
0160	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	720.000	720.000
0162	531.2024	Drilling Shaft 24-Inch	LF	40.000	40.000
0164	531.2030	Drilling Shaft 30-Inch	LF	26.000	26.000
0166	531.2036	Drilling Shaft 36-Inch	LF	10.000	10.000
0168	531.2042	Drilling Shaft 42-Inch	LF	184.000	184.000
0170	531.4050	Foundation Camera Pole 50-FT	EACH	1.000	1.000
0172	531.5220	Foundation Single-Shaft Type MF-II (structure) 6060. S-44-403	EACH	2.000	2.000
0174	531.5440	Foundation Single-Shaft Type TF-IV (structure) 6000. S-44-367	EACH	2.000	2.000
0176	531.5440	Foundation Single-Shaft Type TF-IV (structure) 6020. S-44-373	EACH	2.000	2.000
0178	531.5440	Foundation Single-Shaft Type TF-IV (structure) 6030. S-44-369	EACH	2.000	2.000
0180	531.5440	Foundation Single-Shaft Type TF-IV (structure) 6040. S-44-370	EACH	2.000	2.000
0182	531.8990	Anchor Assemblies Poles on Structures	EACH	6.000	6.000
0184	532.5220	Monotube Full Span Type II (structure) 6060. S-44-403	EACH	1.000	1.000
0186	532.5420	Truss Full Span 2-Chord Type II (structure) 6010. S-44-371	EACH	1.000	1.000
0188	532.5420	Truss Full Span 2-Chord Type II (structure) 6050. S-44-401	EACH	1.000	1.000
0190	532.5440	Truss Full Span 2-Chord Type IV (structure) 6000. S-44-367	EACH	1.000	1.000
0192	532.5440	Truss Full Span 2-Chord Type IV (structure) 6020. S-44-373	EACH	1.000	1.000
0194	532.5440	Truss Full Span 2-Chord Type IV (structure) 6030. S-44-369	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0196	532.5440	Truss Full Span 2-Chord Type IV (structure) 6040. S-44-370	EACH	1.000	1.000
0198	550.0010	Pre-Boring Unconsolidated Materials	LF	166.000	166.000
0200	550.0500	Pile Points	EACH	112.000	112.000
0202	550.1120	Piling Steel HP 12-Inch X 53 Lb	LF	6,640.000	6,640.000
0204	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	344.000	344.000
0206	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	9,912.000	9,912.000
0208	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	2,501.000	2,501.000
0210	601.0600	Concrete Curb Pedestrian	LF	285.000	285.000
0212	602.0405	Concrete Sidewalk 4-Inch	SF	65,767.000	65,767.000
0214	602.0415	Concrete Sidewalk 6-Inch	SF	2,201.000	2,201.000
0216	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	337.000	337.000
0218	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	151.000	151.000
0220	602.0810	Concrete Driveway 6-Inch	SY	137.000	137.000
0222	602.0825	Concrete Driveway 9-Inch	SY	133.000	133.000
0224	602.3010	Concrete Surface Drains	CY	4.000	4.000
0226	603.8000	Concrete Barrier Temporary Precast Delivered	LF	3,945.000	3,945.000
0228	603.8125	Concrete Barrier Temporary Precast Installed	LF	3,945.000	3,945.000
0230	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	1,670.000	1,670.000
0232	604.0400	Slope Paving Concrete	SY	184.000	184.000
0234	606.0200	Riprap Medium	CY	593.000	593.000
0236	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	2,016.000	2,016.000
0238	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	333.000	333.000
0240	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,415.000	1,415.000
0242	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	60.000	60.000
0244	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	802.000	802.000
0246	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	687.000	687.000
0248	611.0535	Manhole Covers Type J-Special	EACH	8.000	8.000
0250	611.0610	Inlet Covers Type BW	EACH	6.000	6.000
0252	611.0624	Inlet Covers Type H	EACH	69.000	69.000
0254	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0256	611.0666	Inlet Covers Type Z	EACH	2.000	2.000
0258	611.2004	Manholes 4-FT Diameter	EACH	7.000	7.000
0260	611.2005	Manholes 5-FT Diameter	EACH	5.000	5.000
0262	611.3004	Inlets 4-FT Diameter	EACH	88.000	88.000
0264	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0266	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000
0268	612.0106	Pipe Underdrain 6-Inch	LF	3,896.000	3,896.000
0270	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	600.000	600.000
0272	612.0902.S	Insulation Board Polystyrene (inch) 0001. 3-Inch	SY	1.000	1.000
0274	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
0276	614.0230	Steel Thrie Beam	LF	375.000	375.000
0278	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	57.000	57.000
0280	614.0905	Crash Cushions Temporary	EACH	8.000	8.000
0282	614.1200	MGS Guardrail Temporary Terminal EAT	EACH	2.000	2.000
0284	614.2300	MGS Guardrail 3	LF	1,212.500	1,212.500
0286	614.2500	MGS Thrie Beam Transition	LF	39.400	39.400
0288	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0290	616.0206	Fence Chain Link 6-FT	LF	6,847.000	6,847.000
0292	616.0700.S	Fence Safety	LF	1,000.000	1,000.000

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Line	Item	Item Description	Unit	Total	Qty
0294	618.0100	Maintenance and Repair of Haul Roads (project) 0001. 1130-65-76	EACH	1.000	1.000
0296	619.1000	Mobilization	EACH	1.000	1.000
0298	620.0300	Concrete Median Sloped Nose	SF	345.000	345.000
0300	623.0200	Dust Control Surface Treatment	SY	84,386.000	84,386.000
0302	624.0100	Water	MGAL	422.000	422.000
0304	625.0500	Salvaged Topsoil	SY	131,672.000	131,672.000
0306	628.1504	Silt Fence	LF	12,640.000	12,640.000
0308	628.1520	Silt Fence Maintenance	LF	28,469.000	28,469.000
0310	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0312	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0314	628.2004	Erosion Mat Class I Type B	SY	112,341.000	112,341.000
0316	628.2008	Erosion Mat Urban Class I Type B	SY	11,296.000	11,296.000
0318	628.7005	Inlet Protection Type A	EACH	102.000	102.000
0320	628.7015	Inlet Protection Type C	EACH	112.000	112.000
0322	628.7020	Inlet Protection Type D	EACH	5.000	5.000
0324	628.7504	Temporary Ditch Checks	LF	521.000	521.000
0326	628.7555	Culvert Pipe Checks	EACH	39.000	39.000
0328	628.7560	Tracking Pads	EACH	6.000	6.000
0330	629.0210	Fertilizer Type B	CWT	40.000	40.000
0332	630.0130	Seeding Mixture No. 30	LB	5,265.000	5,265.000
0334	630.0500	Seed Water	MGAL	2,781.000	2,781.000
0336	632.0101	Trees (species, root, size) 0010. Baldcypress, B&B, 2.5" Cal.	EACH	6.000	6.000
0338	632.0101	Trees (species, root, size) 0020. Buckeye, 'Early Glow', B&B, 2.5" Cal.	EACH	2.000	2.000
0340	632.0101	Trees (species, root, size) 0030. Elm, 'Triumph', B&B, 2.5" Cal.	EACH	3.000	3.000
0342	632.0101	Trees (species, root, size) 0040. Hackberry, B&B, 2.5" Cal.	EACH	2.000	2.000
0344	632.0101	Trees (species, root, size) 0050. Honeylocust, 'Skyline', B&B, 2.5" Cal.	EACH	2.000	2.000
0346	632.0101	Trees (species, root, size) 0060. Maple, 'Sienna Glenn', B&B, 2.5" Cal.	EACH	1.000	1.000
0348	632.0101	Trees (species, root, size) 0070. Oak, Chinkapin, B&B, 2.5" Cal.	EACH	3.000	3.000
0350	632.0101	Trees (species, root, size) 0080. Oak, Hybrid Swamp x Bur, B&B, 2.5" Cal.	EACH	8.000	8.000
0352	632.0101	Trees (species, root, size) 0090. Oak, Swamp White, B&B, 2.5" Cal.	EACH	12.000	12.000
0354	632.0101	Trees (species, root, size) 0100. Hawthorn, 'Winter King' (Shrub Form Tree), B&B, 6' Ht.	EACH	20.000	20.000
0356	632.0101	Trees (species, root, size) 0110. Serviceberry, 'Autumn Brilliance' (Shrub Form Tree), B&B, 6' Ht.	EACH	10.000	10.000
0358	632.0101	Trees (species, root, size) 0120. Witchhazel (Shrub Form Tree), B&B, 6' Ht.	EACH	4.000	4.000
0360	632.0201	Shrubs (species, root, size) 0010. Juniper, 'Broadmoor', Cont., 24" Sprd. / #3	EACH	9.000	9.000
0362	632.0201	Shrubs (species, root, size) 0020. Juniper, 'Kallay's Compact' Pfitzer, Cont., 24" Sprd. / #3	EACH	15.000	15.000
0364	632.0201	Shrubs (species, root, size) 0030. Honeysuckle, Dwarf Bush, Cont., 24" Sprd. / #3	EACH	27.000	27.000
0366	632.0201	Shrubs (species, root, size) 0040. Sumac, Gro-low, Cont., 24" Sprd./#3	EACH	16.000	16.000
0368	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000
0370	633.5200	Markers Culvert End	EACH	29.000	29.000
0372	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	23.000	23.000
0374	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	16.000	16.000
0376	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	5.000	5.000
0378	635.0200	Sign Supports Structural Steel HS	LB	2,950.000	2,950.000
0380	637.1220	Signs Type I Reflective SH	SF	1,882.700	1,882.700
0382	637.2210	Signs Type II Reflective H	SF	637.000	637.000
0384	637.2215	Signs Type II Reflective H Folding	SF	102.880	102.880
0386	637.2230	Signs Type II Reflective F	SF	103.000	103.000

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Line	Item	Item Description	Unit	Total	Qty
0388	638.2101	Moving Signs Type I	EACH	10.000	10.000
0390	638.2102	Moving Signs Type II	EACH	5.000	5.000
0392	638.2601	Removing Signs Type I	EACH	2.000	2.000
0394	638.2602	Removing Signs Type II	EACH	57.000	57.000
0396	638.3000	Removing Small Sign Supports	EACH	51.000	51.000
0398	643.0300	Traffic Control Drums	DAY	114,915.000	114,915.000
0400	643.0420	Traffic Control Barricades Type III	DAY	12,867.000	12,867.000
0402	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	16.000	16.000
0404	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	16.000	16.000
0406	643.0705	Traffic Control Warning Lights Type A	DAY	25,734.000	25,734.000
0408	643.0715	Traffic Control Warning Lights Type C	DAY	24,727.000	24,727.000
0410	643.0800	Traffic Control Arrow Boards	DAY	1,015.000	1,015.000
0412	643.0900	Traffic Control Signs	DAY	117,703.000	117,703.000
0414	643.0910	Traffic Control Covering Signs Type I	EACH	29.000	29.000
0416	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0418	643.1000	Traffic Control Signs Fixed Message	SF	1,133.000	1,133.000
0420	643.1050	Traffic Control Signs PCMS	DAY	164.000	164.000
0422	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,101.000	1,101.000
0424	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	3,815.000	3,815.000
0426	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	610.000	610.000
0428	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	320.000	320.000
0430	643.5000	Traffic Control	EACH	1.000	1.000
0432	644.1410	Temporary Pedestrian Surface Asphalt	SF	1,185.000	1,185.000
0434	644.1440	Temporary Pedestrian Surface Matting	SF	54.000	54.000
0436	644.1601	Temporary Pedestrian Curb Ramp	DAY	57.000	57.000
0438	644.1605	Temporary Pedestrian Detectable Warning Field	SF	99.000	99.000
0440	644.1810	Temporary Pedestrian Barricade	LF	1,884.000	1,884.000
0442	645.0111	Geotextile Type DF Schedule A	SY	1,732.000	1,732.000
0444	645.0120	Geotextile Type HR	SY	1,187.000	1,187.000
0446	646.2020	Marking Line Epoxy 6-Inch	LF	16,559.000	16,559.000
0448	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	977.000	977.000
0450	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	6,949.000	6,949.000
0452	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	1,370.000	1,370.000
0454	646.4020	Marking Line Epoxy 10-Inch	LF	1,151.000	1,151.000
0456	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	258.000	258.000
0458	646.4050	Marking Line Grooved Permanent Tape 10-Inch	LF	7,118.000	7,118.000
0460	646.5020	Marking Arrow Epoxy	EACH	96.000	96.000
0462	646.5120	Marking Word Epoxy	EACH	11.000	11.000
0464	646.5220	Marking Symbol Epoxy	EACH	38.000	38.000
0466	646.6120	Marking Stop Line Epoxy 18-Inch	LF	622.000	622.000
0468	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	6.000	6.000
0470	646.7120	Marking Diagonal Epoxy 12-Inch	LF	55.000	55.000
0472	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,477.000	1,477.000
0474	646.8105	Marking Curb Paint	LF	60.000	60.000
0476	646.8205	Marking Island Nose Paint	EACH	6.000	6.000
0478	646.8320	Marking Parking Stall Epoxy	LF	4,058.000	4,058.000
0480	646.9000	Marking Removal Line 4-Inch	LF	1,810.000	1,810.000
0482	646.9100	Marking Removal Line 8-Inch	LF	75.000	75.000
0484	652.0125	Conduit Rigid Metallic 2-Inch	LF	32.000	32.000

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Line	Item	Item Description	Unit	Total	Qty
0486	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	395.000	395.000
0488	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	8,966.000	8,966.000
0490	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	5,179.000	5,179.000
0492	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	1,090.000	1,090.000
0494	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	2,020.000	2,020.000
0496	652.0800	Conduit Loop Detector	LF	3,071.000	3,071.000
0498	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	5.000	5.000
0500	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	67.000	67.000
0502	653.0222	Junction Boxes 18x12x6-Inch	EACH	6.000	6.000
0504	653.0905	Removing Pull Boxes	EACH	29.000	29.000
0506	654.0101	Concrete Bases Type 1	EACH	14.000	14.000
0508	654.0102	Concrete Bases Type 2	EACH	8.000	8.000
0510	654.0105	Concrete Bases Type 5	EACH	33.000	33.000
0512	654.0107	Concrete Bases Type 7	EACH	2.000	2.000
0514	654.0110	Concrete Bases Type 10	EACH	1.000	1.000
0516	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0518	654.0120	Concrete Bases Type 10-Special	EACH	7.000	7.000
0520	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	2.000	2.000
0522	654.0230	Concrete Control Cabinet Bases Type L30	EACH	2.000	2.000
0524	655.0230	Cable Traffic Signal 5-14 AWG	LF	10,285.000	10,285.000
0526	655.0240	Cable Traffic Signal 7-14 AWG	LF	746.000	746.000
0528	655.0260	Cable Traffic Signal 12-14 AWG	LF	581.000	581.000
0530	655.0305	Cable Type UF 2-12 AWG Grounded	LF	2,570.000	2,570.000
0532	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	5,809.000	5,809.000
0534	655.0610	Electrical Wire Lighting 12 AWG	LF	11,483.000	11,483.000
0536	655.0625	Electrical Wire Lighting 6 AWG	LF	37,341.000	37,341.000
0538	655.0700	Loop Detector Lead In Cable	LF	6,500.000	6,500.000
0540	655.0800	Loop Detector Wire	LF	8,972.000	8,972.000
0542	655.0900	Traffic Signal EVP Detector Cable	LF	1,075.000	1,075.000
0544	656.0201	Electrical Service Meter Breaker Pedestal (location) 0001. S44-2014 (IH 41 SB & CTH E)	EACH	1.000	1.000
0546	656.0201	Electrical Service Meter Breaker Pedestal (location) 0002. S44-0578 (IH 41 NB & CTH E)	EACH	1.000	1.000
0548	656.0201	Electrical Service Meter Breaker Pedestal (location) 0003. MB4-1	EACH	1.000	1.000
0550	656.0401	Electrical Service Main Lugs Only Meter Pedestal (location) 0001. CB600	EACH	1.000	1.000
0552	656.0501	Electrical Service Breaker Disconnect Box (location) 0001. CB4-1	EACH	1.000	1.000
0554	656.0501	Electrical Service Breaker Disconnect Box (location) 0002. CB4-2	EACH	1.000	1.000
0556	657.0100	Pedestal Bases	EACH	17.000	17.000
0558	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	44.000	44.000
0560	657.0310	Poles Type 3	EACH	7.000	7.000
0562	657.0315	Poles Type 4	EACH	1.000	1.000
0564	657.0322	Poles Type 5-Aluminum	EACH	32.000	32.000
0566	657.0347	Poles Type 9-Special	EACH	1.000	1.000
0568	657.0350	Poles Type 10	EACH	1.000	1.000
0570	657.0352	Poles Type 10-Special	EACH	6.000	6.000
0572	657.0360	Poles Type 13	EACH	2.000	2.000
0574	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	7.000	7.000
0576	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0578	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	9.000	9.000

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Line	Item	Item Description	Unit	Total	Qty
0580	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000
0582	657.0536	Monotube Arms 35-FT-Special	EACH	1.000	1.000
0584	657.0546	Monotube Arms 45-FT-Special	EACH	6.000	6.000
0586	657.0550	Monotube Arms 50-FT	EACH	1.000	1.000
0588	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000
0590	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	1.000	1.000
0592	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	1.000	1.000
0594	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	8.000	8.000
0596	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	38.000	38.000
0598	657.0806	Luminaire Arms Steel 6-FT	EACH	1.000	1.000
0600	657.0810	Luminaire Arms Steel 10-FT	EACH	2.000	2.000
0602	657.0812	Luminaire Arms Steel 12-FT	EACH	4.000	4.000
0604	658.0173	Traffic Signal Face 3S 12-Inch	EACH	46.000	46.000
0606	658.0174	Traffic Signal Face 4S 12-Inch	EACH	3.000	3.000
0608	658.0416	Pedestrian Signal Face 16-Inch	EACH	18.000	18.000
0610	658.0500	Pedestrian Push Buttons	EACH	18.000	18.000
0612	658.5070	Signal Mounting Hardware (location) 0001. S44-2014 (IH 41 SB & CTH E)	EACH	1.000	1.000
0614	658.5070	Signal Mounting Hardware (location) 0002. S44-0578 (IH 41 NB & CTH E)	EACH	1.000	1.000
0616	659.1120	Luminaires Utility LED B	EACH	38.000	38.000
0618	659.1125	Luminaires Utility LED C	EACH	15.000	15.000
0620	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0622	659.2230	Lighting Control Cabinets 240/480 30-Inch	EACH	1.000	1.000
0624	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	88.000	88.000
0626	661.0201	Temporary Traffic Signals for Intersections (location) 1000. STH 47 & Ridgeview Drive	EACH	1.000	1.000
0628	662.1026.S	Ramp Closure Gates 26-FT	EACH	1.000	1.000
0630	662.1032.S	Ramp Closure Gates 32-FT	EACH	1.000	1.000
0632	662.1040.S	Ramp Closure Gates 40-FT	EACH	2.000	2.000
0634	670.0101	Field System Integrator	EACH	1.000	1.000
0636	670.0201	ITS Documentation	EACH	1.000	1.000
0638	671.0132	Conduit HDPE 3-Duct 2-Inch	LF	1,899.000	1,899.000
0640	671.0300	Fiber Optic Cable Marker	EACH	10.000	10.000
0642	673.0105	Communication Vault Type 1	EACH	3.000	3.000
0644	673.0200	Tracer Wire Marker Posts	EACH	6.000	6.000
0646	673.1225.S	Install Pole Mounted Cabinet	EACH	2.000	2.000
0648	677.0150	Install Camera Pole 50-FT	EACH	1.000	1.000
0650	677.0200	Install Camera Assembly	EACH	2.000	2.000
0652	678.0012	Install Fiber Optic Cable Outdoor Plant 12-CT	LF	1,821.000	1,821.000
0654	678.0400	Fiber Optic Termination	EACH	8.000	8.000
0656	678.0501	Communication System Testing	EACH	1.000	1.000
0658	678.0600	Install Ethernet Switches	EACH	3.000	3.000
0660	678.0700	Install Wireless Antennas	EACH	2.000	2.000
0662	690.0150	Sawing Asphalt	LF	256.000	256.000
0664	690.0250	Sawing Concrete	LF	3,995.000	3,995.000
0666	715.0502	Incentive Strength Concrete Structures	DOL	3,420.000	3,420.000
0668	715.0603	Incentive Strength Concrete Barrier	DOL	1,327.000	1,327.000
0670	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	13,065.000	13,065.000
0672	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	4,400.000	4,400.000
0674	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,400.000	2,400.000
0676	SPV.0035	Special 0100. Roadway Embankment	CY	130,670.000	130,670.000

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Line	Item	Item Description	Unit	Total	Qty
0678	SPV.0035	Special 0800. HPC Masonry Structures	CY	1,281.000	1,281.000
0680	SPV.0035	Special 5000. Planting Mixture	CY	173.000	173.000
0682	SPV.0035	Special 5010. Topsoil Special	CY	214.000	214.000
0684	SPV.0045	Special 0100. Connected Work Zone Start and End Location Markers	DAY	222.000	222.000
0686	SPV.0060	Special 0100. Construction Staking Survey Project 1130-65-76	EACH	1.000	1.000
0688	SPV.0060	Special 0105. Baseline CPM Progress Schedule	EACH	1.000	1.000
0690	SPV.0060	Special 0110. CPM Progress Schedule and Accepted Revisions	EACH	8.000	8.000
0692	SPV.0060	Special 0160. Mobilizations Emergency Pavement Repair	EACH	4.000	4.000
0694	SPV.0060	Special 0165. Emergency Response to Traffic Involving Concrete Barrier Temporary	EACH	14.000	14.000
0696	SPV.0060	Special 0170. Emergency Response to Traffic Involving Crash Cushion Temporary	EACH	18.000	18.000
0698	SPV.0060	Special 0205. Cover Plates Left-In-Place	EACH	15.000	15.000
0700	SPV.0060	Special 0208. Pipe Connection to Existing Structure	EACH	3.000	3.000
0702	SPV.0060	Special 0500. Anchor Bolt Cover Shroud	EACH	2.000	2.000
0704	SPV.0060	Special 0600. Remove Traffic Signal S44-2014 (IH 41 SB & CTH E)	EACH	1.000	1.000
0706	SPV.0060	Special 0601. Remove Traffic Signal S44-0578 (IH 41 NB & CTH E)	EACH	1.000	1.000
0708	SPV.0060	Special 0602. Salvaging Monotube Poles Type 13 (IH 41 NB & CTH E)	EACH	1.000	1.000
0710	SPV.0060	Special 0603. Salvaging Monotube Poles Type 13 (IH 41 SB & CTH E)	EACH	1.000	1.000
0712	SPV.0060	Special 0604. Salvaging Monotube Arms 40-ft (IH 41 NB & CTH E)	EACH	1.000	1.000
0714	SPV.0060	Special 0605. Salvaging Monotube Arms 40-ft (IH 41 SB & CTH E)	EACH	1.000	1.000
0716	SPV.0060	Special 0606. Salvaging Monotube Luminaires (IH 41 NB & CTH E)	EACH	2.000	2.000
0718	SPV.0060	Special 0607. Salvaging Monotube Luminaires (IH 41 SB & CTH E)	EACH	2.000	2.000
0720	SPV.0060	Special 0608. Salvaging Transformer Bases (IH 41 NB & CTH E)	EACH	2.000	2.000
0722	SPV.0060	Special 0609. Salvaging Transformer Bases (IH 41 SB & CTH E)	EACH	2.000	2.000
0724	SPV.0060	Special 0610. Salvaging 12" Steel Pull Box Rims & Covers (IH 41 NB & CTH E)	EACH	2.000	2.000
0726	SPV.0060	Special 0611. Salvaging 12" Steel Pull Box Rims & Covers (IH 41 SB & CTH E)	EACH	4.000	4.000
0728	SPV.0060	Special 0612. Salvaging 24" Steel Pull Box Rims & Covers (IH NB & CTH E)	EACH	2.000	2.000
0730	SPV.0060	Special 0613. Salvaging 24" Steel Pull Box Rims & Covers (IH 41 SB & CTH E)	EACH	3.000	3.000
0732	SPV.0060	Special 0614. Salvaging 24" Non-conductive Pull Box Rims & Covers (IH 41 NB & CTH E)	EACH	9.000	9.000
0734	SPV.0060	Special 0615. Salvaging 24" Non-conductive Pull Box Rims & Covers (IH 41 SB & CTH E)	EACH	7.000	7.000
0736	SPV.0060	Special 0701. Salvaging Ramp Gate System	EACH	4.000	4.000
0738	SPV.0060	Special 1000. Concrete Bases Type 1 Special	EACH	4.000	4.000
0740	SPV.0060	Special 1005. Concrete Bases Type 2 Special	EACH	2.000	2.000
0742	SPV.0060	Special 1010. Radar Vehicle Detection System Special	EACH	1.000	1.000
0744	SPV.0060	Special 1015. Remove and Reinstall Emergency Vehicle Preemption System	EACH	1.000	1.000
0746	SPV.0060	Special 1020. Remove and Reinstall Radio Communications System	EACH	1.000	1.000
0748	SPV.0060	Special 1025. Temporary Vehicle Detection System STH 47 & Ridgeview	EACH	1.000	1.000
0750	SPV.0060	Special 1030. Remove and Reinstall Traffic Signal Standard	EACH	1.000	1.000
0752	SPV.0060	Special 1200. Reconstructing Sanitary Manhole	EACH	1.000	1.000
0754	SPV.0060	Special 1202. Adjusting Sanitary Manhole	EACH	9.000	9.000
0756	SPV.0060	Special 5000. Accent Boulder	EACH	48.000	48.000
0758	SPV.0060	Special 5010. Perennials, Junegrass, Container, #1	EACH	236.000	236.000
0760	SPV.0060	Special 5020. Perennials, Prairie Dropseed, (Tara), Container, #1	EACH	240.000	240.000
0762	SPV.0060	Special 5030. Perennials, Switch Grass, (Shenendoah), Container, #1	EACH	27.000	27.000
0764	SPV.0060	Special 5040. Perennials, Allium, (Summer Beauty), Container, #1	EACH	140.000	140.000
0766	SPV.0060	Special 5050. Perennials, Aster, (October Skies), Container, #1	EACH	30.000	30.000
0768	SPV.0060	Special 5060. Perennials, Black-Eyed Susan, (American Gold Rush), Container, #1	EACH	131.000	131.000
0770	SPV.0060	Special 5070. Perennials, Butterfly Milkweed, Container, #1	EACH	113.000	113.000

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Line	Item	Item Description	Unit	Total	Qty
0772	SPV.0060	Special 5080. Perennials, Dwarf False Indigo, Container, #1	EACH	29.000	29.000
0774	SPV.0060	Special 5090. Perennials, Spiked Gayfeather, (Kobold), Container, #1	EACH	37.000	37.000
0776	SPV.0075	Special 0100. Street Sweeping	HRS	66.000	66.000
0778	SPV.0085	Special 0100. Low Maintenance Seed Mix	LB	424.000	424.000
0780	SPV.0090	Special 0100. Removal and Salvage of High-Tension Cable Guard and Posts	LF	4,112.000	4,112.000
0782	SPV.0090	Special 0115. Concrete Barrier Type S42 Special	LF	2,655.000	2,655.000
0784	SPV.0090	Special 0800. Fence Chain Link Polymer Coated 6-FT B-44-325	LF	72.000	72.000
0786	SPV.0090	Special 0801. Fence Chain Link Polymer Coated 6-FT B-44-324	LF	72.000	72.000
0788	SPV.0090	Special 0802. Removing Existing Steel Piling	LF	900.000	900.000
0790	SPV.0090	Special 0900. Fence Chain Link Polymer-Coated 6-FT R-44-40	LF	160.000	160.000
0792	SPV.0090	Special 0901. Fence Chain Link Polymer-Coated 6-FT R-44-41	LF	166.000	166.000
0794	SPV.0090	Special 1000. Concrete Curb & Gutter 24-Inch Type D	LF	4.000	4.000
0796	SPV.0090	Special 1005. Cable Traffic Signal 16-14 AWG	LF	1,469.000	1,469.000
0798	SPV.0090	Special 1010. Tray Cable for Street Lighting 3 Conductor 12 AWG	LF	1,623.000	1,623.000
0800	SPV.0090	Special 5000. Metal Edging	LF	994.000	994.000
0802	SPV.0165	Special 0100. Wall Modular Block Gravity Landscape (Station 21CAP+25 LT)	SF	194.000	194.000
0804	SPV.0165	Special 0800. Longitudinal Grooving Bridge Deck	SF	24,496.000	24,496.000
0806	SPV.0165	Special 0900. Wall Concrete Panel Mechanically Stabilized Earth R-44-40	SF	4,470.000	4,470.000
0808	SPV.0165	Special 0901. Wall Concrete Panel Mechanically Stabilized Earth R-44-41	SF	4,805.000	4,805.000
0810	SPV.0195	Special 0100. HMA Longitudinal Joint Repair	TON	100.000	100.000
0812	SPV.0195	Special 0105. HMA Transverse Joint Repair	TON	50.000	50.000
0814	SPV.0195	Special 5010. Stone Cobbles	TON	157.000	157.000

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GRUBBING ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING* STA
1000						
STAGE 1						
	ED	298+00	-	300+00	LT	2
	ED	302+00	-	303+00	LT	1
	EDD	613+00	-	614+00	RT	1
	EDD	615+00	-	616+00	RT	1
STAGE 1 SUBTOTAL						5
STAGE 2						
	NB	841+00	-	847+00	RT	6
	ENB	601+00	-	602+00	RT	1
	ESB	604+00	-	609+00	LT	5
	ESB	617+00	-	618+00	LT	1
	ESB	622+00	-	624+00	LT	2
	EA	856+00	-	858+00	RT	2
	EA	860+00	-	861+00	LT	1
	EA	863+00	-	866+00	RT	3
	EA	866+50	-	867+50	RT	1
STAGE 2 SUBTOTAL						22
PROJECT TOTAL						**27**

ROADWAY REMOVAL ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT* SY	204.0115 REMOVING ASHPALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB AND GUTTER* LF	204.0155 REMOVING CONCRETE SIDEWALK* SY
1000											
STAGE 1											
	SB	863+88	-	868+48	26	LT	637	--	--	--	--
	ENB	610+59	-	611+86	VARIES	LT/RT	562	--	--	--	122
	ENB	614+27	-	626+67	VARIES	LT/RT	5,028	--	--	--	1,295
	ESB	610+53	-	611+85	VARIES	LT/RT	595	--	--	--	150
	ESB	614+25	-	615+20	VARIES	LT/RT	427	--	--	--	101
	ED	294+10	-	303+36	VARIES	LT/RT	2,729	--	--	--	--
				PARK AND RIDE			--	8	6,081	--	--
STAGE 1 SUBTOTAL							9,978	8	6,081	--	1,669
STAGE 2											
	NB	839+31	-	844+03	25	RT	308	--	--	--	--
	NB	864+17	-	872+08	26	RT	1,105	--	--	--	--
	SB	837+65	-	844+48	26	LT	546	--	--	--	--
	ENB	600+22	-	610+59	VARIES	LT/RT	3,863	--	--	--	1,004
	ESB	600+26	-	610+53	VARIES	LT/RT	4,190	--	--	--	577
	ESB	615+20	-	625+47	VARIES	LT/RT	3,830	--	--	--	551
	ESB	625+47		626+50	VARIES	RT	--	--	--	103	--
	EA	854+79	-	864+21	VARIES	LT/RT	2,175	--	--	--	--
	EB	844+01	-	853+47	VARIES	LT/RT	2,810	--	--	--	--
	EC	844+46	-	853+44	VARIES	LT/RT	2,065	--	--	--	--
STAGE 2 SUBTOTAL							20,892	--	--	103	2,132
CATEGORY 1000 TOTAL							**30,870**	**8**	**6,081**	**103**	**3,801**

GRUBBING ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING* STA
1600						
STAGE 3						
	CAP	19+50	-	20+50	LT	1
STAGE 3 SUBTOTAL						1
CATEGORY 1600 TOTAL						**1**

ROADWAY REMOVAL ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT* SY	204.0150 REMOVING CURB AND GUTTER* LF	204.0155 REMOVING CONCRETE SIDEWALK* SY
1600									
STAGE 3									
	CAP	15+53	-	22+40	VARIES	LT/RT	3,428	--	193
	CAP	15+83	-	16+08	16	LT	23	--	--
	CAP	16+45	-	16+76	16	LT	30	--	--
	CAP	18+05	-	18+61	19	LT	86	--	--
	CAP	18+73	-	19+15	21	RT	107	21	--
	CAP	18+99	-	19+43	15	LT	102	--	--
STAGE 3 SUBTOTAL							3,776	21	193
CATEGORY 1600 TOTAL							**3,776**	**21**	**193**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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REMOVING GUARDRAIL

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0165 REMOVING GUARDRAIL LF
1000							
STAGE 1							
	NB	852+86	-	855+17	VARIES	LT	473
	SB	866+50	-	868+29	49	LT	179
STAGE 1 SUBTOTAL							652
STAGE 2							
	NB	865+65	-	867+68	49	RT	203
STAGE 2 SUBTOTAL							203
	CATEGORY 1000 TOTAL						**855**

REMOVING FENCE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0170 REMOVING FENCE LF
1000							
STAGE 1							
	ENB	611+48	-	611+86	9	LT	40
	ENB	614+30	-	614+46	10	LT	30
	ENB	616+93	-	618+36	175	RT	238
	ESB	611+49	-	611+88	17	RT	41
	ESB	614+25	-	614+64	17	RT	42
	ED	295+35	-	309+95	108	LT	1,480
STAGE 1 SUBTOTAL							1,872
STAGE 2							
	NB	839+96	-	840+82	83	RT	86
	NB	864+64	-	871+04	105	RT	640
	EA	856+12	-	864+60	42	RT	868
	EB	840+83	-	850+91	VARIES	RT	993
	EB	843+92	-	843+98	42	RT	45
	EB	844+75	-	844+80	40	RT	40
	EB	844+84	-	845+22	73	RT	51
	EB	846+68	-	847+84	80	RT	111
	EC	840+17	-	852+46	VARIES	LT/RT	1,337
	EAA	609+90	-	612+14	109	RT	163
	EBB	612+50	-	609+22	128	LT	297
STAGE 2 SUBTOTAL							4,632
	CATEGORY 1000 TOTAL						**6,504**

SALVAGE HIGH TENSION CABLE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.0100 REMOVAL AND SALVAGE OF HIGH-TENSION CABLE GUARD AND POSTS LF
1000							
STAGE 1							
	SB	828+37	-	869+49	12	RT	4,112
STAGE 1 SUBTOTAL							4,112
	CATEGORY 1000 TOTAL						**4,112**

REMOVING SIGN

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.9060.0001 REMOVING SIGN (STATION 866'EA'+00 66' RT) EACH	204.9060.0002 REMOVING SIGN (STATION 302'ED'+00 69' LT) EACH	204.9060.0003 REMOVING SIGN BASE (STATION 21'CAP'+21 38' LT) EACH
1000									
STAGE 2									
	EA	866+00	-	866+29	53	RT	1	--	--
	ED	302+00	-	302+00	69	LT	--	1	--
STAGE 2 SUBTOTAL							1	1	--
STAGE 3									
	CAP	21+21	-	21+21	38	LT	--	--	1
STAGE 3 SUBTOTAL							--	--	1

REMOVING STORM SEWER

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0245.0001 REMOVING STORM SEWER 12-INCH* LF	204.0245.0002 REMOVING STORM SEWER 15-INCH LF	204.0245.0003 REMOVING STORM SEWER 18-INCH LF	204.0245.0004 REMOVING STORM SEWER 24-INCH LF	204.0210 REMOVING STORM SEWER MANHOLE EACH	204.0220 REMOVING STORM SEWER INLET* EACH
1000												
STAGE 1												
	ENB	610+00	-	611+00	VARIES	RT	222	--	--	--	--	5
	ENB	612+00	-	613+00	VARIES	LT/RT	--	--	--	241	--	--
	ENB	613+00	-	614+00	VARIES	LT/RT	--	--	22	220	--	--
	ENB	614+00	-	615+00	VARIES	LT/RT	--	--	113	--	--	4
	ENB	615+50	-	615+50	VARIES	LT	--	--	--	--	--	1
	ENB	620+00	-	620+00	VARIES	LT/RT	--	--	35	--	--	2
	ENB	623+00	-	623+00	VARIES	LT/RT	--	43	--	--	--	2
	ENB	624+00	-	624+00	VARIES	LT	--	--	--	--	--	1
	ENB	625+00	-	626+00	VARIES	LT/RT	--	--	46	--	--	2
	ESB	613+00	-	615+00	VARIES	RT	--	--	142	--	--	2
	ED	294+00	-	295+00	VARIES	LT	76	--	81	--	--	1
	ED	298+00	-	299+00	VARIES	LT/RT	--	--	109	--	--	--
STAGE 1 SUBTOTAL							298	43	548	461	--	20
STAGE 2												
	ENB	600+00	-	606+00	VARIES	LT/RT	--	--	--	550	--	
	ENB	600+00	-	601+00	VARIES	LT/RT	64	--	--	--	1	1
	ENB	601+00	-	602+00	VARIES	LT/RT	72	--	--	--	1	2
	ENB	603+00	-	604+00	VARIES	LT	--	159	--	--	1	1
	ENB	604+00	-	605+00	VARIES	LT	--	153	--	--	1	6
	ENB	606+00	-	606+00	VARIES	LT	--	--	50	--	1	3
	ENB	609+00	-	610+00	VARIES	LT/RT	--	136	--	--	--	2
	ENB	609+00	-	611+00	VARIES	LT	--	--	160	--	--	2
	ESB	616+00	-	617+00	VARIES	LT/RT	--	103	--	--	--	--
	ESB	620+00	-	620+00	VARIES	LT/RT	--	--	75	--	--	2
	ESB	623+00	-	623+00	VARIES	LT/RT	--	62	--	--	--	2
	ESB	624+00	-	624+00	VARIES	LT/RT	--	--	77	--	--	1
	ESB	625+00	-	626+00	VARIES	LT/RT	--	--	69	--	--	2
	EA	860+00	-	860+00	VAREIS	LT	--	75	--	--	--	--
	EC	844+00	-	844+00	VARIES	LT/RT	--	--	--	93	2	--
	EC	852+00	-	854+00	VARIES	LT	--	--	146	--	--	2
STAGE 2 SUBTOTAL							136	688	577	643	7	26
CATEGORY 1000 TOTAL							**434**	**731**	**1,126**	**1,104**	**7**	**46**

REMOVING STORM SEWER

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0245.0001 REMOVING STORM SEWER 12-INCH* LF	204.0220 REMOVING STORM SEWER INLET* EACH
1600								
STAGE 3								
	CAP	21+00	-	22+00	VARIES	LT/RT	42	2
STAGE 3 SUBTOTAL							42	2
CATEGORY 1600 TOTAL							**42**	**2**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION* (1) CUT* (2)	ROADWAY EMBANKMENT* (CY) (2) SPV.0035.0100	MASS ORDINATE* +/- (3)
CATEGORY 1000					
STAGE 1					
ENB	614+17.60/626+67.26	CTH E NB	4,574	3,620	954
ED	293+91.48/301+49.66	RAMP ED	6,460	11,271	-4,811
EDD	614+65.00/617+19.41	RAMP EDD	642	4,964	-4,322
EDT	301+49.66/310+14.07	RAMP ED INTERIM	3,923	886	3,037
R-44-0040	852+58.00/855+46.00	R-44-0040	0	5,181	-5,181
41-FDT	861+20.20/864+51.81	I41 SB RAMP FDT GORE INTERIM	372	0	372
PARK AND RIDE	624+30.68/626+48.43	PARK AND RIDE	327	0	327
STAGE 1 SUBTOTAL			16,298	25,922	-9,624
STAGE 2					
ENB	600+60.35/611+98.35	CTH E NB	4,843	7,148	-2,305
ESB	600+63.46/611+95.05	CTH E SB	4,565	3,551	1,014
ESB	614+16.80/625+47.40	CTH E SB	4,141	5,529	1,388
EA	853+83.65/863+50.00	RAMP EA	5,188	27,376	-22,188
EAA	610+00.92/612+30.16	RAMP EAA	66	6,895	6,829
EAT	863+50.00/872+09.75	RAMP EA INTERIM	3,318	1,361	1,957
EB	845+87.00/853+80.45	RAMP EB	2,466	8,074	-5,608
EBB	609+22.00/611+96.54	RAMP EBB	492	2,682	-2,190
EBT	838+29.07/845+87.00	RAMP EB INTERIM	2,271	1,154	1,117
EC	843+00.00/854+22.55	RAMP EC	6,247	21,719	-15,472
ECC	615+13.07/618+00.76	RAMP ECC	0	9,564	-9,564
ECT	829+57.89/843+00.00	RAMP EC INTERIM	1,507	2,762	-1,255
R-44-0041	852+57.00/855+51.00	R-44-0041	0	6,519	-6,519
41-NB	849+35.90/856+05.64	I41 NB INTERIM	1,486	170	1,316
41-SB	851+97.63/858+65.54	I41 SB INTERIM	1,694	192	1,502
41-MEDIAN	852+00.34/856+06.16	I41 MEDIAN INTERIM	243	52	191
41-EAT	861+44.23/867+05.65	I41 NB RAMP EAT GORE INTERIM	730	0	730
41-EBT	843+79.00/846+52.22	I41 NB RAMP EBT GORE INTERIM	290	0	290
41-ECT	840+51.82/847+51.41	I41 SB RAMP ECT GORE INTERIM	780	0	780
STAGE 2 SUBTOTAL			40,327	104,748	-64,421
GRAND TOTAL			56,625	130,670	-74,045
CATEGORY 1000 TOTAL COMMON EXC			56,625		

NOTES:

(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(2) ROADWAY EMBANKMENT = FILL

(3) MASS ORDINATE = EXCAVATION COMMON - FILL. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION* (1) CUT (2)	ROADWAY EMBANKMENT* (CY) (2) SPV.0035.0100	MASS ORDINATE* +/- (3)
CATEGORY 1600					
STAGE 3					
ENB	599+13.00/600+60.35	CTH E NB	549	0	549
ESB	599+16.15/600+63.46	CTH E SB	465	0	465
CAP	15+53.08/21+57.13	CAPITOL DR	4,022	0	4,022
STAGE 3 SUBTOTAL			5,036	0	5,036
GRAND TOTAL			5,036	0	5,036
CATEGORY 1600 TOTAL COMMON EXC			5,036		

NOTES:

(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(2) ROADWAY EMBANKMENT = FILL

(3) MASS ORDINATE = EXCAVATION COMMON - FILL. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

BASE AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH* TON	312.0110 SELECT CRUSHED MATERIAL* TON	623.0200 DUST CONTROL SURFACE TREATMENT* SY
1000										
STAGE 1										
	ENB	616+18	-	616+96	VARIES	LT/RT	--	--	124	--
	ENB	616+96	-	626+67	VARIES	LT/RT	--	--	4,194	--
	ED	293+91	-	295+83	VARIES	LT/RT	--	--	838	--
	ED	295+83	-	301+50	VARIES	LT/RT	--	--	4,016	--
	EDD	614+64	-	617+19	VARIES	LT/RT	--	--	941	--
		PARK AND RIDE					--	497	--	744
STAGE 1 SUBTOTAL							--	497	10,113	744
STAGE 2										
	NB	849+36	-	856+06	VARIES	RT	--	379	923	881
	SB	852+10	-	856+34	VARIES	LT	--	369	898	853
	ENB	600+29	-	600+57	VARIES	LT/RT	--	52	--	78
	ENB	600+56	-	609+00	VARIES	LT/RT	--	1,822	3,904	6,049
	ENB	609+00	-	611+98	VARIES	LT/RT	--	738	1,596	2,567
	ENB	614+18	-	615+82	VARIES	LT/RT	--	218	465	756
	ENB	616+18	-	616+96	VARIES	LT/RT	--	49	--	146
	ENB	616+96	-	626+67	VARIES	LT/RT	--	1,964	--	6,815
	ESB	600+60	-	609+33	VARIES	LT/RT	--	1,738	4,090	5,583
	ESB	600+68	-	604+29	12	RT	--	299	--	447
	ESB	603+36	-	603+70	VARIES	LT	--	32	--	48
	ESB	609+33	-	609+92	VARIES	LT/RT	--	57	145	171
	ESB	610+27	-	611+95	VARIES	LT/RT	--	248	584	792
	ESB	614+18	-	617+00	VARIES	LT/RT	--	825	1,848	2,772
	ESB	617+00	-	626+50	VARIES	LT/RT	--	2,248	5,049	7,155
	EA	853+82	-	855+53	VARIES	LT/RT	--	279	670	878
	EA	855+77	-	857+26	VAREIS	LT/RT	--	316	785	857
	EA	857+18	-	863+50	VARIES	RT	74	1,393	3,089	3,241
	EB	845+87	-	851+44	VARIES	LT/RT	2	1,376	3,321	3,454
	EB	851+44	-	853+80	VARIES	LT/RT	--	421	966	1,163
	EC	843+00	-	851+79	VARIES	LT/RT	115	2,480	5,806	6,096
	EC	851+79	-	854+22	VARIES	LT/RT	--	376	907	1,180
	ED	293+91	-	295+83	VARIES	LT/RT	--	366	--	1,011
	ED	295+83	-	301+50	VARIES	LT/RT	22	1,679	--	4,292
	EAA	610+01	-	612+30	VARIES	LT/RT	--	269	604	894
	EBB	609+22	-	611+97	VARIES	LT/RT	--	413	997	1,297
	ECC	615+13	-	618+01	VARIES	LT/RT	--	356	839	1,142
	EDD	614+64	-	617+19	VARIES	LT/RT	--	390	--	1,225
	EAT	863+50	-	869+00	VARIES	LT/RT	--	1,581	4,124	3,893
	EBT	840+00	-	845+87	VARIES	LT/RT	--	1,235	3,195	3,139
	ECT	829+63	-	843+00	VARIES	LT/RT	--	2,103	5,446	5,136
	EDT	301+50	-	307+95	VARIES	LT/RT	--	1,231	3,203	3,106
STAGE 2 SUBTOTAL							213	27,302	53,454	77,117
STAGE 3										
	ENB	600+22	-	600+56	VARIES	LT/RT	--	44	106	137
	ESB	600+26	-	600+60	VARIES	LT/RT	--	106	235	356
	ESB	600+68	-	604+29	VARIES	RT	--	271	238	853
	ESB	603+37	-	603+70	VARIES	LT	--	16	32	58
	CAP	15+53	-	22+40	VARIES	LT/RT	--	--	3,925	--
STAGE 3 SUBTOTAL							--	437	4,536	1,404
CATEGORY 1000 TOTAL							**213**	**28,236**	**68,103**	**79,265**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

BASE AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH* TON	623.0200 DUST CONTROL SURFACE TREATMENT* SY
1600								
STAGE 3								
	CAP	15+53	-	22+40	VARIES	LT/RT	1,643	5,057
	CAP	17+49	-	18+58	18	RT	44	65
STAGE 3 SUBTOTAL							1,687	5,121
	CATEGORY 1600 TOTAL						**1,687**	**5,121**

PAVEMENT REPAIR

CATEGORY	ROADWAY	STATION	LOCATION	SPV.0195.0100 HMA LONGITUDINAL JOINT REPAIR TON	SPV.0195.0105 HMA TRANSVERSE JOINT REPAIR TON	390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	390.0201 BASE PATCHING ASPHALTIC TON	SPV.0060.0160 MOBILIZATIONS EMERGENCY PAVEMENT REPAIR EACH	209.0200.S BACKFILL CONTROLLED LOW STRENGTH CY	495.1000.S COLD PATCH TON
1000	**CTH E/BALLARD**	NB & SB		100	50	100	148	4	26	20
	CATEGORY 1000 TOTAL			**100**	**50**	**100**	**148**	**4**	**26**	**20**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH* SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS* EACH	416.0620 DRILLED DOWEL BARS* EACH	602.0825 CONCRETE DRIVEWAY 9-INCH SY	602.3010 CONCRETE SURFACE DRAINS CY
1000													
STAGE 2													
	ENB	600+51	-	600+70	32	RT	--	--	--	--	17	--	--
	ENB	600+60	-	608+51	VARIES	LT/RT	3,548	--	3,899	--	--	--	--
	ENB	608+51	-	609+00	VARIES	LT/RT	255	--	255	--	--	--	--
	ENB	609+00	-	611+98	VARIES	LT/RT	1,567	--	1,670	--	--	--	--
	ENB	611+02	-	611+12	VARIES	LT/RT	--	--	--	--	67	--	--
	ENB	611+82	-	611+98	VARIES	LT/RT	--	80	--	--	--	--	--
	ENB	614+18	-	614+33	VARIES	LT/RT	--	67	--	--	--	--	--
	ENB	614+18	-	615+82	VARIES	LT/RT	415	--	468	--	--	--	--
	ENB	615+19	-	615+67	VARIES	LT/RT	--	--	--	--	75	--	--
	ENB	616+18	-	616+96	VARIES	LT/RT	116	--	127	--	--	--	--
	ENB	616+96	-	626+67	VARIES	LT/RT	3,903	--	4,442	--	--	--	--
	ENB	626+56	-	626+67	0	LT/RT	--	--	--	--	89	--	--
	ESB	600+63	-	609+33	VARIES	LT/RT	3,806	--	4,172	--	--	--	--
	ESB	603+58	-	603+86	54	LT	--	--	--	--	21	--	--
	ESB	603+66	-	604+28	16	LT	--	--	--	--	--	133	--
	ESB	609+33	-	609+92	VARIES	LT/RT	139	--	154	--	--	--	--
	ESB	610+27	-	611+95	VARIES	LT/RT	481	--	548	--	--	--	--
	ESB	610+41	-	610+97	VARIES	LT/RT	--	--	--	--	76	--	--
	ESB	611+80	-	611+95	VARIES	LT/RT	--	91	--	--	--	--	--
	ESB	614+18	-	614+33	VARIES	LT/RT	--	103	--	--	--	--	--
	ESB	614+18	-	617+00	VARIES	LT/RT	1,883	--	1,989	--	--	--	--
	ESB	614+98	-	615+08	VARIES	LT/RT	--	--	--	--	90	--	--
	ESB	617+00	-	617+74	VARIES	LT/RT	498	--	498	--	--	--	--
	ESB	617+74	-	625+47	VARIES	LT/RT	4,374	--	4,817	--	--	--	--
	ESB	625+47	-	626+50	VARRIES	RT	--	--	29	45	--	--	--
	ESB	625+47	-	627+47	0	LT/RT	--	--	--	--	19	--	--
	EA	853+82	-	855+53	VARIES	LT/RT	568	--	676	--	--	--	--
	EA	855+77	-	857+26	VAREIS	LT/RT	629	--	--	--	--	--	--
	EA	857+18	-	863+50	VARIES	RT	1,498	--	--	--	--	--	--
	EA	857+18	-	857+26	24	RT	--	--	--	--	--	--	1
	EB	845+87	-	851+44	VARIES	LT/RT	2,979	--	--	--	--	--	--
	EB	851+44	-	853+80	VARIES	LT/RT	784	--	835	--	--	--	--
	EC	843+00	-	851+79	VARIES	LT/RT	3,015	--	--	--	--	--	--
	EC	850+38	-	851+79	VARIES	LT	447	--	--	--	--	--	--
	EC	851+79	-	854+22	VARIES	LT/RT	791	--	911	--	--	--	--
	EC	853+99	-	854+12	0	LT/RT	--	--	--	--	--	--	2
	ED	293+91	-	295+83	VARIES	LT/RT	682	--	724	--	--	--	--
	ED	295+83	-	301+50	VARIES	LT/RT	3,476	--	--	--	--	--	--
	EAA	610+01	-	612+30	VARIES	LT/RT	492	--	605	--	--	--	--
	EAA	610+76	-	610+86	VARIES	RT	--	--	--	--	24	--	--
	EBB	609+22	-	611+97	VARIES	LT/RT	912	--	1,047	--	--	--	--
	EBB	609+22	-	609+49	VARIES	LT/RT	--	--	--	--	68	--	--
	ECC	615+13	-	615+22	20	LT	--	--	--	--	--	--	1
	ECC	615+13	-	618+01	VARIES	LT/RT	736	--	863	--	--	--	--
	ECC	617+17	-	617+27	VARIES	LT	--	--	--	--	40	--	--
	EDD	614+64	-	617+19	VARIES	LT/RT	859	--	986	--	--	--	--
	EDD	616+91	-	617+19	VARIES	LT/RT	--	--	--	--	70	--	--
STAGE 2 SUBTOTAL							38,855	342	29,715	45	656	133	4

CONTINUED ON NEXT SHEET

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONTINUED FROM PREVIOUS SHEET

3

CONCRETE PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH* SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS* EACH	416.0620 DRILLED DOWEL BARS* EACH	602.0825 CONCRETE DRIVEWAY 9-INCH SY	602.3010 CONCRETE SURFACE DRAINS CY
1000													
STAGE 3													
	ENB	600+22	-	600+60	VARIES	LT/RT	129	--	139	14	--	--	--
	ENB	600+56	-	600+56	0	LT/RT	--	--	--	--	59	--	--
	ENB	600+66	-	604+25	11	LT	--	--	82	145	--	--	--
	ESB	600+26	-	600+63	VARIES	LT/RT	268	--	284	--	--	--	--
	ESB	600+65	-	604+29	22	RT	--	--	82	145	--	--	--
	ESB	603+35	-	603+68	VARIES	LT	--	--	19	28	--	--	--
	CAP	15+53	-	18+23	VARIES	LT/RT	--	--	1,244	--	--	--	--
	CAP	18+23	-	18+45	VARIES	LT/RT	--	--	164	--	--	--	--
	CAP	18+45	-	22+40	VARIES	RT	--	--	2,894	--	--	--	--
STAGE 3 SUBTOTAL							397	--	4,908	332	59	--	--
	CATEGORY 1000 TOTAL						**39,252**	**342**	**34,622**	**377**	**715**	**133**	**4**

CONCRETE PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH* SY	415.1090 CONCRETE PAVEMENT HES 9-INCH SY	416.0610 DRILLED TIE BARS* EACH	416.0620 DRILLED DOWEL BARS* EACH	602.0810 CONCRETE DRIVEWAY 6-INCH SY
1600											
STAGE 3											
	CAP	15+53	-	15+53	0	LT/RT	--	--	--	26	--
	CAP	15+53	-	18+23	VARIES	LT/RT	1,093	--	--	--	--
	CAP	15+84	-	16+07	18.5	LT	--	--	--	--	16
	CAP	16+46	-	16+75	18.5	LT	--	--	--	--	22
	CAP	18+19	-	18+51	37	LT	--	--	--	26	--
	CAP	18+23	-	18+45	VARIES	LT/RT	--	158	--	103	--
	CAP	18+45	-	22+40	VARIES	RT	2,705	--	--	--	--
	CAP	18+74	-	19+15	33	RT	--	--	--	--	44
	CAP	19+01	-	19+42	18.5	LT	--	--	--	--	55
	CAP	19+04	-	19+40	38	LT	--	--	--	28	--
	CAP	21+60	-	22+21	98	RT	--	--	--	46	--
	CAP	21+90	-	21+94	0	LT/RT	--	--	25	32	--
	CAP	22+40	-	20+40	0	LT/RT	--	--	--	38	--
STAGE 3 SUBTOTAL							3,798	158	25	299	137
	CATEGORY 1600 TOTAL						**3,798**	**158**	**25**	**299**	**137**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

ASPHALT PAVEMENT ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE* TON	465.0315 ASPHALTIC FLUME SY
1000											
STAGE 1											
	PARK AND RIDE						463	83	764	--	--
STAGE 1 SUBTOTAL							463	83	764	--	--
STAGE 2											
	NB	851+57	-	856+06	25	RT	25	--	--	140	--
	SB	852+10	-	856+34	27	LT	24	--	--	132	--
	ENB	600+29	-	600+56	VARIES	LT/RT	4	--	--	22	--
	ESB	600+68	-	604+29	VARIES	RT	22	--	--	125	--
	ESB	603+36	-	603+70	VARIES	LT	2	--	--	13	--
	ESB	603+94	-	604+28	52	LT	--	--	--	--	4
	EA	856+26	-	863+50	VARIES	LT	--	--	46	--	--
	EA	857+26	-	862+44	24	RT	--	--	65	--	--
	EB	851+13	-	851+45	29	RT	--	--	4	--	--
	EC	843+00	-	851+79	VARIES	LT	--	--	96	--	--
	EC	850+38	-	851+79	0	RT	--	--	8	--	--
	EC	843+00	-	850+38	0	RT	--	--	48	--	--
	ED	295+83	-	298+37	40	LT	--	--	29	--	--
	EAT	863+50	-	869+00	VARIES	LT/RT	144	--	--	804	--
	EBT	840+00	-	845+87	VARIES	LT/RT	123	--	--	690	--
	ECT	829+63	-	843+00	VARIES	LT/RT	186	--	--	1,043	--
	EDT	301+50	-	307+95	VARIES	LT/RT	121	--	--	678	--
STAGE 2 SUBTOTAL							651	--	297	3,647	4
STAGE 3											
	ESB	603+51	-	603+59	45	LT	--	--	--	--	1
STAGE 3 SUBTOTAL							--	--	--	--	1
CATEGORY 1000 TOTAL							**1,114**	**83**	**1,061**	**3,647**	**5**

ASPHALT PAVEMENT ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	465.0105 ASPHALTIC SURFACE* TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
1600								
STAGE 3								
	CAP	17+49	-	18+58	18	RT	18	--
	CAP	18+74	-	19+15	46	RT	--	2
STAGE 3 SUBTOTAL							18	2
CATEGORY 1600 TOTAL							**18**	**2**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-030201-MQ-RDWY.DWG
LAYOUT NAME - 10
PLOT DATE : 12/17/2024 3:07 PM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

CURB AND GUTTER ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A* LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A* LF	601.0452 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D* LF
1000									
STAGE 2									
	ENB	600+66	-	607+77	VARIES	RT	--	715	--
	ENB	604+25	-	609+38	VARIES	LT	--	507	--
	ENB	607+77	-	608+14	VARIES	RT	--	--	41
	ENB	608+51	-	610+16	21	RT	--	164	--
	ENB	610+08	-	611+41	30	LT	--	139	--
	ENB	610+82	-	611+48	20	RT	--	--	67
	ENB	614+18	-	615+32	20	RT	--	--	98
	ENB	614+87	-	615+81	16	LT	--	96	--
	ENB	616+40	-	616+79	21	RT	--	40	--
	ENB	616+91	-	626+48	VARIES	LT	--	962	--
	ENB	617+22	-	626+67	VARIES	RT	--	978	--
	ESB	600+60	-	603+35	VARIES	LT	--	276	--
	ESB	603+88	-	608+98	VARIES	LT	--	536	--
	ESB	604+29	-	609+38	VARIES	RT	--	504	--
	ESB	609+39	-	609+92	21	LT	--	53	--
	ESB	610+27	-	611+51	16	RT	--	127	--
	ESB	610+77	-	611+95	20	LT	--	--	111
	ESB	614+72	-	616+18	44	RT	--	153	--
	ESB	614+80	-	615+33	20	LT	--	--	49
	ESB	615+93	-	617+73	21	LT	--	181	--
	ESB	616+82	-	625+47	VARIES	RT	--	851	--
	ESB	618+10	-	625+47	VARIES	LT	--	747	--
	ESB	625+47	-	626+50	VARIES	RT	--	105	--
	EA	853+82	-	856+26	VARIES	LT	--	240	--
	EA	854+20	-	855+44	30	RT	--	--	151
	EA	855+77	-	856+26	VARIES	RT	--	--	63
	EA	856+26	-	857+18	VARIES	RT	--	92	--
	EB	851+92	-	853+72	2	RT	--	--	182
	EC	851+79	-	854+22	0	RT	--	242	--
	EC	852+10	-	853+62	32	LT	--	--	188
	ED	295+45	-	294+08	14	LT	--	--	149
	EAA	610+01	-	612+30	20	RT	--	--	217
	EAA	610+40	-	612+26	2	LT	--	187	--
	EBB	609+22	-	611+97	17	LT	--	266	--
	EBB	609+37	-	611+49	17	RT	--	221	--
	ECC	615+13	-	618+01	27.5	LT	--	240	--
	ECC	615+48	-	617+62	2	RT	--	217	--
	EDD	614+64	-	617+18	17	RT	--	245	--
	EDD	615+02	-	617+05	17	LT	--	212	--
STAGE 2 SUBTOTAL							--	9,295	1,316
STAGE 3									
	ENB	600+25	-	600+51	14	RT	--	--	35
	ENB	600+66	-	602+29	12	LT	163	--	--
	ENB	602+29	-	604+25	12	LT	--	197	--
	ESB	600+32	-	600+36	VARIES	LT	--	--	17
	ESB	600+36	-	600+60	VARIES	LT	--	39	--
	ESB	600+65	-	602+32	23	RT	163	--	--
	ESB	602+32	-	604+29	23	RT	--	198	--
	ESB	603+35	-	603+68	VARIES	LT	--	69	--
STAGE 3 SUBTOTAL							326	502	52
CATEGORY 1000 TOTAL							**326**	**9,798**	**1,368**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CURB AND GUTTER ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A* LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A* LF	601.0452 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D* LF	SPV.0090.1000 CONCRETE CURB & GUTTER 24-INCH TYPE D LF
1600										
STAGE 3										
1600	**CAP**	15+53	-	18+19	VARIES	LT	--	--	279	--
	CAP	15+53	-	21+33	VARIES	RT	--	--	582	--
	CAP	18+48	-	20+94	VARIES	LT	--	--	251	--
	CAP	18+74	-	19+15	VARIES	RT	--	--	--	4
	CAP	19+04	-	19+39	VARIES	LT	18	--	--	--
	CAP	21+33	-	21+53	VARIES	RT	--	44	--	--
	CAP	21+53	-	21+60	VARIES	RT	--	--	21	--
	CAP	22+20	-	22+41	VARIES	RT	--	70	--	--
STAGE 3 SUBTOTAL							18	114	1,133	4
	CATEGORY 1600 TOTAL						**18**	**114**	**1,133**	**4**

HOT WEATHER CONCRETING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	501.1000.S ICE HOT WEATHER CONCRETING LBS
1000							
STAGE 2							
	ENB	611+98	-	614+18	VARIES	LT/RT	7,035
	ESB	611+95	-	614+18	VARIES	LT/RT	6,848
STAGE 2 SUBTOTAL							13,883
	PROJECT 1130-65-76 TOTAL						**13,883**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SIDEWALK AND MEDIAN

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	405.0200 COLORING CONCRETE CUSTOM* CY	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH* SF	602.0415 CONCRETE SIDEWALK 6-INCH* SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW* SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
1000													
STAGE 2													
	ENB	600+66	-	608+14	VARIES	RT	--	--	7,452	--	--	--	--
	ENB	600+67	-	600+71	11	LT	--	--	--	--	--	--	23
	ENB	604+25	-	609+38	VARIES	LT	41	--	3,262	--	--	--	--
	ENB	608+81	-	610+39	28	RT	--	--	1,516	--	--	--	--
	ENB	608+52	-	608+57	19	RT	--	--	--	--	--	--	36
	ENB	608+56	-	610+16	22	RT	14	--	1,124	--	--	--	--
	ENB	609+37	-	609+43	28	LT	--	--	--	--	--	--	43
	ENB	609+67	-	611+01	31	LT	11	--	841	--	--	--	--
	ENB	609+71	-	611+09	48	LT	--	24	799	--	--	--	--
	ENB	610+77	-	610+84	14	RT	--	--	--	--	--	--	108
	ENB	610+82	-	611+98	21	RT	3	123	1,328	--	--	--	--
	ENB	611+02	-	611+12	VARIES	LT/RT	8	--	--	--	--	--	--
	ENB	611+03	-	611+07	31	LT	--	--	--	--	10	--	--
	ENB	611+06		611+12	21	RT	--	--	--	--	10	--	--
	ENB	611+18	-	611+38	31	LT	2	--	155	--	--	--	--
	ENB	611+36	-	611+41	28	LT	--	--	--	--	--	--	72
	ENB	614+18	-	615+32	VARIES	RT	6	50	1,416	--	--	--	--
	ENB	614+92	-	615+48	17	LT	5	--	354	--	--	--	--
	ENB	615+10	-	615+19	21	RT	--	--	--	--	--	18	--
	ENB	615+19	-	615+67	VARIES	LT/RT	8	--	--	--	--	--	--
	ENB	615+61	-	615+72	17	LT	--	--	--	--	17	--	--
	ENB	616+96	-	626+48	17	LT	73	--	5,851	--	--	--	--
	ENB	617+15	-	626+62	26	RT	--	--	9,799	--	--	--	--
	ENB	617+18	-	617+37	VARIES	RT	--	--	--	--	--	37	--
	ENB	624+06	-	624+16	43	RT	--	--	--	--	20	--	--
	ENB	626+49	-	626+56	VARIES	RT	--	--	--	--	20	--	--
	ENB	626+49	-	626+56	12	LT	--	--	--	--	--	--	64
	ESB	600+75	-	603+36	34	LT	--	--	1,307	--	--	--	--
	ESB	604+00	-	609+02	23	LT	--	--	2,588	--	--	--	--
	ESB	604+03	-	604+15	23	LT	--	--	--	--	--	19	--
	ESB	605+51	-	609+33	17	RT	24	--	1,870	--	--	--	--
	ESB	608+91	-	609+00	VARIES	LT	--	--	--	--	--	17	--
	ESB	609+44	-	609+46	29	LT	--	--	--	--	10	--	--
	ESB	610+38	-	610+55	17	RT	--	--	--	--	34	--	--
	ESB	610+41	-	610+97	VARIES	LT/RT	13	--	--	--	--	--	--
	ESB	610+68	-	611+46	17	RT	6	--	447	--	--	--	--
	ESB	610+89	-	611+12	21	LT	--	--	--	--	--	37	--
	ESB	611+08	-	611+95	21	LT	5	--	383	--	--	--	--
	ESB	614+18	-	614+98	21	LT	5	19	367	--	--	--	--
	ESB	614+76	-	614+88	45	RT	2	--	119	--	--	--	--
	ESB	614+97	-	616+47	44	RT	--	69	1,604	--	--	--	--
	ESB	614+98	-	615+08	VARIES	LT/RT	16	--	--	--	--	--	--
	ESB	614+98	-	615+09	21	LT	--	--	--	--	20	--	--
	ESB	614+99	-	615+08	45	RT	--	--	--	--	20	--	--
	ESB	615+10	-	616+79	45	RT	10	--	734	--	--	--	--
	ESB	615+75	-	617+45	28	LT	--	--	860	--	--	--	--
	ESB	615+93	-	617+69	22	LT	16	--	1,324	--	--	--	--
	ESB	616+87	-	624+75	45	RT	48	--	3,843	--	--	--	--
	ESB	618+10	-	625+47	VARIES	LT	--	--	3,743	--	--	--	--
	EA	854+24	-	855+41	31	RT	9	--	695	--	--	--	--
	EB	851+97	-	852+79	3	RT	5	--	371	--	--	--	--
	EB	852+79	-	853+19	3	RT	--	--	--	1,014	--	--	--
	EB	853+19	-	853+72	3	RT	4	--	246	--	--	--	--
SHEET SUBTOTAL							334	285	54,397	1,014	160	128	345

CONTINUED ON NEXT SHEET

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONTINUED FROM PREVIOUS SHEET

SIDEWALK AND MEDIAN

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	405.0200 COLORING CONCRETE CUSTOM* CY	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH* SF	602.0415 CONCRETE SIDEWALK 6-INCH* SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW* SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
1000													
STAGE 2													
	EC	852+14	-	853+58	33	LT	11	--	872	--	--	--	--
	ED	294+13	-	294+51	15	LT	3	--	213	--	--	--	--
	ED	294+51	-	294+88	15	LT	--	--	--	1,014	--	--	--
	ED	294+88	-	295+41	15	LT	4	--	260	--	--	--	--
	EAA	610+01	-	610+89	25	RT	--	--	783	--	--	--	--
	EAA	610+75	-	610+86	RT	20.5	--	--	--	--	20	--	--
	EAA	610+76	-	610+86	VARIES	RT	4	--	--	--	--	--	--
	EAA	610+76	-	610+86	3	LT	--	--	--	--	20	--	--
	EAA	610+98	-	612+23	3	LT	9	--	686	--	--	--	--
	EBB	609+22	-	609+49	VARIES	LT/RT	7	--	--	--	--	--	--
	EBB	609+62	-	611+44	17	RT	12	--	963	--	--	--	--
	ECC	615+53	-	617+05	3	RT	11	--	819	--	--	--	--
	ECC	617+14	-	618+01	32	LT	--	--	376	--	--	--	--
	ECC	617+17	-	617+27	VARIES	LT	7	--	--	--	--	--	--
	ECC	617+20	-	617+25	27.5	LT	--	--	--	--	10	--	--
	ECC	617+20	-	617+25	3	RT	--	--	--	--	10	--	--
	EDD	615+07	-	616+77	18	LT	11	--	869	--	--	--	--
	EDD	616+89	-	617+01	18	LT	--	--	--	--	--	23	--
	EDD	616+91	-	617+19	VARIES	LT/RT	12	--	--	--	--	--	--
STAGE 2 SUBTOTAL							425	285	60,238	2,028	220	151	345
STAGE 3													
	ENB	600+26	-	600+50	17	RT	--	--	124	--	--	--	--
	ENB	600+34	-	600+39	17	RT	--	--	--	--	10	--	--
	ENB	600+66	-	609+38	14	LT	31	--	2,496	--	--	--	--
	ESB	600+34	-	600+75	VARIES	LT	--	--	697	--	--	--	--
	ESB	600+40	-	600+47	VARIES	LT	--	--	--	--	24	--	--
	ESB	603+36	-	603+67	23	LT	--	--	164	--	--	--	--
	ESB	603+62	-	603+64	23	LT	--	--	--	--	10	--	--
STAGE 3 SUBTOTAL							31	--	3,481	--	44	--	--
CATEGORY 1000 TOTAL							**456**	**285**	**63,719**	**2,028**	**264**	**151**	**345**

SIDEWALK AND MEDIAN

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH* SF	602.0415 CONCRETE SIDEWALK 6-INCH* SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW* SF
1600									
STAGE 3									
	CAP	17+93	-	18+18	28	LT	133	--	--
	CAP	18+14	-	18+16	28	LY		--	10
	CAP	18+52	-	19+04	24	LT	264	--	--
	CAP	18+55		18+57	26.75	LT		--	10
	CAP	19+04	-	19+39	24	LT	--	173	--
	CAP	19+39	-	21+38	24	LT	768	--	--
	CAP	21+14	-	21+52	45	RT	599	--	--
	CAP	21+22	-	21+27	41	RT	--	--	10
	CAP	21+41	-	21+43	50	RT	--	--	10
	CAP	22+24	-	22+46	45	RT	283	--	--
	CAP	22+25	-	22+39	VARIES	RT	--	--	33
STAGE 3 SUBTOTAL							2,048	173	73
CATEGORY 1600 TOTAL							**2,048**	**173**	**73**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CONCRETE BARRIER

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0090.0115 CONCRETE BARRIER TYPE S42 SPECIAL LF
1000							
STAGE 2							
	ENB	611+32	-	611+98	20	RT	62
	ENB	611+68	-	611+98	28	LT	40
	ENB	614+18	-	614+28	20	RT	9
	ESB	614+18	-	614+96	22	LT	74
	EA	862+44	-	863+50	23	RT	105
	EB	845+87	-	851+13	VARIES	RT	522
	EB	845+87	-	851+44	VARIES	LT	562
	EB	851+44	-	853+80	30	LT	199
	ED	295+74	-	301+50	VARIES	RT	568
	ED	294+00	-	295+83	18	RT	202
	ED	298+37	-	301+50	VARIES	LT	310
STAGE 2 SUBTOTAL							2,655
	CATEGORY 1000 TOTAL						**2,655**

FENCING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	616.0206 FENCH CHAIN LINK 6 -FT LF	616.0700.S FENCE SAFETY LF
1000								
STAGE 1								
	ENB	612+12	-	612+15	VARIES	RT	20	--
	ESB	614+00	-	614+01	VARIES	RT	20	--
STAGE 1 SUBTOTAL							40	--
STAGE 2								
	NB	839+96	-	840+49	VARIES	RT	95	--
	NB	868+99	-	871+04	VARIES	RT	242	--
	ENB	605+67	-	608+44	VARIES	RT	328	--
	ENB	617+64	-	619+63	VARIES	RT	230	--
	ESB	618+62	-	620+94	VARIES	LT	239	--
	EA	855+94	-	868+99	VARIES	RT	1,331	--
	EB	840+49	-	850+83	VARIES	RT	1,009	--
	EC	840+17	-	848+88	VARIES	LT	869	--
	ED	298+47	-	309+95	VARIES	LT	1,188	--
	EBB	610+61	-	612+58	VARIES	LT	350	--
	ECC	612+23	-	618+56	VARIES	LT	500	--
	EDD	612+00	-	616+93	VARIES	RT	425	--
STAGE 2 SUBTOTAL							6,807	--
CATEGORY 1000 SUBTOTAL							**6,847**	**--**
UNDISTRIBUTED							--	**1,000**
	CATEGORY 1000 TOTAL						**6,847**	**1,000**

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.1200 MGS GUARDRAIL TEMPORARY TERMINAL EAT EACH	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
1000													
STAGE 2													
	NB	849+36	-	856+03	36	RT	--	--	--	1	600	--	--
	NB	852+57	-	853+10	VARIES	LT	1	--	--	--	--	--	--
	NB	853+10	-	854+98	22	LT	--	187.5	--	--	--	--	--
	NB	854+98	-	855+51	VARIES	LT	1	--	--	--	--	--	--
	SB	851+98	-	858+65	38	LT	--	--	--	1	600	--	--
	SB	853+10	-	854+98	22	RT	--	187.5	--	--	--	--	--
	EA	861+39	-	862+46	24	RT	--	--	57	--	12.5	39.4	1
STAGE 2 SUBTOTAL							2	375	57	2	1,212.5	39.4	1
	CATEGORY 1000 TOTAL						**2**	**375**	**57**	**2**	**1,212.5**	**39.4**	**1**

PIPE UNDERDRAIN ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED* CY	612.0106 PIPE UNDERDRAIN 6-INCH* LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A* SY
1000									
STAGE 2									
	ENB	601+11	-	601+61	19	RT	1	50	22
	ENB	601+79	-	602+29	19	RT	1	50	22
	ENB	602+72	-	603+22	19	RT	1	50	22
	ENB	603+33	-	603+84	20	RT	1	50	22
	ENB	604+19	-	604+69	22	RT	1	50	22
	ENB	604+25	-	605+46	38	LT	4	122	54
	ENB	606+11	-	606+61	31	LT	1	50	22
	ENB	606+15	-	606+65	22	RT	1	50	22
	ENB	608+09		608+63	31	LT	1	50	22
	ENB	608+70	-	609+20	22	RT	1	50	22
	ENB	610+21	-	610+71	31	LT	1	50	22
	ENB	611+22	-	611+75	21	RT	1	50	22
	ENB	614+44	-	614+97	21	RT	1	50	22
	ENB	615+02	-	615+51	17	LT	1	50	22
	ENB	616+39	-	616+66	22	RT	1	26	12
	ENB	618+18	-	618+71	17	LT	1	50	22
	ENB	618+19	-	618+66	22	RT	1	50	22
	ENB	619+41	-	619+91	22	RT	1	50	22
	ENB	619+47	-	619+97	17	LT	1	50	22
	ENB	620+94	-	621+45	22	RT	1	50	22
	ENB	620+95	-	621+45	17	LT	1	50	22
	ENB	622+45	-	622+95	25	RT	1	50	22
	ENB	622+45	-	622+95	15	LT	1	50	22
	ENB	623+45	-	623+95	30	RT	1	50	22
	ENB	623+45	-	623+95	15	LT	1	50	22
	ENB	624+71	-	626+56	22	LT	6	194	86
	ENB	624+80	-	625+30	30	RT	1	50	22
	ESB	600+69	-	601+19	30	LT	1	50	22
	ESB	601+67	-	602+17	30	LT	1	50	22
	ESB	602+77	-	603+27	29	LT	1	50	22
	ESB	604+35	-	604+85	19	LT	1	50	22
	ESB	606+16	-	606+68	22	LT	1	50	22
	ESB	606+16	-	606+65	17	RT	1	50	22
	ESB	608+07	-	608+60	17	RT	1	50	22
	ESB	608+08	-	608+55	22	LT	1	50	22
	ESB	609+54	-	609+95	22	LT	1	42	19
	ESB	610+64	-	611+13	17	RT	1	50	22
	ESB	611+21	-	611+75	21	LT	1	50	22
	ESB	614+35	-	614+88	21	LT	1	50	22
	ESB	615+58	-	616+08	45	RT	1	50	22
	ESB	617+13	-	617+63	22	LT	1	50	22
	ESB	618+13	-	618+70	45	RT	1	50	22
	ESB	618+26	-	618+71	42	LT	1	50	22
	ESB	619+43	-	619+93	34	LT	1	50	22
	ESB	619+48	-	619+98	45	RT	1	50	22
SUBTOTAL							72	2,434	1,082

PIPE UNDERDRAIN ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED* CY	612.0106 PIPE UNDERDRAIN 6-INCH* LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A* SY
1000									
STAGE 2									
	ESB	620+94	-	621+45	34	LT	1	50	22
	ESB	620+96	-	621+45	31	RT	1	50	22
	ESB	622+46	-	622+94	27	LT	1	50	22
	ESB	622+47	-	622+98	28	RT	1	50	22
	ESB	623+44	-	623+94	17	LT	1	50	22
	ESB	623+48	-	623+98	16	RT	1	50	22
	ESB	624+81	-	625+32	15	LT	1	50	22
	EA	855+64	-	856+16	6	LT	1	50	22
	EC	851+87	-	852+38	1	RT	1	50	22
	EAA	609+86	-	610+39	21	RT	1	50	22
	EBB	611+36	-	611+86	18	LT	1	50	22
	ECC	616+92	-	617+51	28	LT	1	50	22
	EDD	614+73	-	615+26	18	RT	1	50	22
	EDD	616+49	-	616+99	20	RT	1	50	22
STAGE 2 SUBTOTAL							93	3,134	1,393
STAGE 3									
	ENB	600+64	-	604+25	24	LT	11	381	169
	ESB	600+40	-	600+61	51	LT	1	31	14
STAGE 3 SUBTOTAL							12	412	183
	CATEGORY 1000 TOTAL						**105**	**3,546**	**1,576**

PIPE UNDERDRAIN ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED* CY	612.0106 PIPE UNDERDRAIN 6-INCH* LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A* SY
1600									
STAGE 3									
	CAP	15+84	-	16+34	19	RT	1	50	22
	CAP	15+84	-	16+34	19	LT	1	50	22
	CAP	19+20	-	19+71	19	LT	1	50	22
	CAP	19+22	-	19+70	41	RT	1	50	22
	CAP	20+60	-	21+09	19	LT	1	50	22
	CAP	20+63	-	21+13	41	RT	1	50	22
	CAP	21+21	-	21+51	74	RT	1	50	22
STAGE 3 SUBTOTAL							10	350	156
	CATEGORY 1600 TOTAL						**10**	**350**	**156**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

WATER

ROADWAY	STATION	-	STATION	OFFSET	LOCATION	624.0100 WATER* MGAL
CAT 1000						
PROJECT NO: 1130-65-76						
STAGE 1						
			PARK AND RIDE			7
STAGE 1 SUBTOTAL						**7**
STAGE 2						
NB	849+36	-	856+06	VARIES	RT	5
SB	852+10	-	856+34	VARIES	LT	5
ENB	600+29	-	600+57	VARIES	LT/RT	1
ENB	600+56	-	609+00	VARIES	LT/RT	26
ENB	609+00	-	611+98	VARIES	LT/RT	10
ENB	614+18	-	615+82	VARIES	LT/RT	3
ENB	616+18	-	616+96	VARIES	LT/RT	1
ENB	616+96	-	626+67	VARIES	LT/RT	27
ESB	600+60	-	609+33	VARIES	LT/RT	24
ESB	600+68	-	604+29	12	RT	4
ESB	603+36	-	603+70	VARIES	LT	0
ESB	609+33	-	609+92	VARIES	LT/RT	1
ESB	610+27	-	611+95	VARIES	LT/RT	3
ESB	614+18	-	617+00	VARIES	LT/RT	12
ESB	617+00	-	626+50	VARIES	LT/RT	31
EA	853+82	-	855+53	VARIES	LT/RT	4
EA	855+77	-	857+26	VAREIS	LT/RT	4
EA	857+18	-	863+50	VARIES	RT	21
EB	845+87	-	851+44	VARIES	LT/RT	19
EB	851+44	-	853+80	VARIES	LT/RT	6
EC	843+00	-	851+79	VARIES	LT/RT	36
EC	851+79	-	854+22	VARIES	LT/RT	5
ED	293+91	-	295+83	VARIES	LT/RT	5
ED	295+83	-	301+50	VARIES	LT/RT	24
EAA	610+01	-	612+30	VARIES	LT/RT	4
EBB	609+22	-	611+97	VARIES	LT/RT	6
ECC	615+13	-	618+01	VARIES	LT/RT	5
EDD	614+64	-	617+19	VARIES	LT/RT	5
EAT	863+50	-	869+00	VARIES	LT/RT	22
EBT	840+00	-	845+87	VARIES	LT/RT	17
ECT	829+63	-	843+00	VARIES	LT/RT	29
EDT	301+50	-	307+95	VARIES	LT/RT	17
STAGE 2 SUBTOTAL						**385**
STAGE 3						
ENB	600+22	-	600+56	VARIES	LT/RT	1
ESB	600+26	-	600+60	VARIES	LT/RT	1
ESB	600+68	-	604+29	VARIES	RT	4
ESB	603+37	-	603+70	VARIES	LT	0.2
STAGE 3 SUBTOTAL						**6**
UNDISTRIBUTED						--
CATEGORY 1000 TOTAL						**398**

WATER

ROADWAY	STATION	-	STATION	OFFSET	LOCATION	624.0100 WATER* MGAL
1600						
PROJECT NO: 1130-65-76						
STAGE 3						
CAP	15+53	-	22+40	VARIES	LT/RT	23
CAP	17+49	-	18+58	18	RT	1
STAGE 3 SUBTOTAL						**24**
UNDISTRIBUTED						--
CATEGORY 1600 TOTAL						**24**

MAINTENANCE AND REPAIR OF HAUL ROAD

CATEGORY	ROADWAY	LOCATION	618.0100.0001 MAINTENANCE AND REAPIR OF HAUL ROAD EACH
1800	**CTH E/BALLARD**		1
	PROJECT 1130-65-76 TOTAL		**1**

MOBILIZATION

LOCATION	619.1000 MOBILIZATION EACH
CAT 1000	
PROJECT NO: 1130-65-76	1
PROJECT 1130-65-76 TOTAL	**1**

STREET SWEEPING

CATEGORY	ROADWAY	SPV.0075.0100 STREET SWEEPING HRS
1000	**PROJECT 1130-65-76**	66
	PROJECT 1130-65-76 TOTAL	**66**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

SAWING ASPHALT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT* LF
1000							
STAGE 1							
	NB	851+57	-	851+57	VARIES	RT	10
	NB	856+06	-	856+06	VARIES	RT	11
	SB	852+10	-	852+10	VAREIS	LT	11
	SB	856+34	-	856+34	VARIES	LT	10
	SB	861+20	-	861+20	VARIES	LT	10
	SB	868+48	-	868+48	VARIES	LT	11
				PARK AND RIDE			97
STAGE 1 SUBTOTAL							160
STAGE 2							
	NB	838+30	-	838+30	VARIES	RT	11
	NB	846+52	-	846+52	VARIES	RT	10
	NB	861+44	-	861+44	VARIES	RT	11
	NB	872+08	-	872+08	VARIES	RT	10
	SB	829+55	-	829+55	VARIES	LT	10
	SB	847+61	-	847+62	VARIES	LT	10
STAGE 2 SUBTOTAL							62
	CATEGORY 1000 TOTAL						**222**

SAWING CONCRETE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	690.0250 SAWING CONCRETE* LF
1000							
STAGE 1							
	SB	863+88	-	868+48	26	LT	473
	ENB	626+48	-	626+53	VARIES	LT/RT	131
	ESB	615+24	-	615+67	VARIES	LT/RT	74
STAGE 1 SUBTOTAL							678
STAGE 2							
	NB	839+31	-	844+03	25	RT	472
	NB	864+17	-	872+08	25	RT	803
	SB	837+65	-	844+48	26	LT	683
	ENB	600+28	-	600+57	VARIES	LT/RT	124
	ENB	600+51	-	600+72	VARIES	RT	24
	ENB	600+75	-	600+80	VARIES	RT	8
	ESB	603+58	-	603+87	56	LT	29
	ESB	625+16	-	625+16	VARIES	LT	5
	ESB	625+47	-	625+47	VARIES	LT/RT	28
	ESB	625+47	-	626+50	15	RT	106
STAGE 2 SUBTOTAL							2,283
	CATEGORY 1000 TOTAL						**2,960**

SAWING ASPHALT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	690.0150 SAWING ASPHALT* LF
1600							
STAGE 3							
	CAP	18+78	-	19+11	45	RT	34
STAGE 3 SUBTOTAL							34
	CATEGORY 1600 TOTAL						**34**

SAWING CONCRETE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	690.0250 SAWING CONCRETE* LF
1600							
STAGE 3							
	CAP	15+53	-	15+53	VARIES	LT/RT	37
	CAP	15+87	-	16+04	25	LT	17
	CAP	16+48	-	16+72	25	LT	24
	CAP	17+49	-	18+58	20	RT	113
	CAP	17+93	-	17+93	VARIES	LT	5
	CAP	18+19	-	18+51	36	LT	32
	CAP	18+22	-	18+24	VARIES	LT/RT	54
	CAP	18+44	-	18+46	VARIES	LT/RT	54
	CAP	18+45	-	21+92	VARIES	RT	369
	CAP	18+76	-	18+78	43	RT	2
	CAP	19+03	-	19+41	37	LT	37
	CAP	19+11	-	19+13	46	RT	2
	CAP	21+47	-	21+52	93	RT	5
	CAP	21+52	-	22+24	98	LT	63
	CAP	21+92	-	21+94	VARIES	RT	67
	CAP	21+90	-	21+92	VARIES	LT/RT	58
	CAP	22+25	-	22+41	VARIES	LT/RT	91
	CAP	22+25	-	22+29	71	RT	5
STAGE 3 SUBTOTAL							1,035
	CATEGORY 1600 TOTAL						**1,035**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONSTRUCTION STAKING SURVERY

CATEGORY	ROADWAY	SPV.0060.0100 CONSTRUCTION STAKING SURVEY PROJECT 1130-65-76 EACH
1000	**PROJECT 1130-65-76**	1
PROJECT 1130-65-76 TOTAL		**1**

WORK ZONE START AND END LOCATION MARKERS

CATEGORY	ROADWAY	LOCATION	SPV.0045.0100 CONNECTED WORK ZONE START AND END LOCATION MARKERS DAYS
1000	**CTH E/BALLARD**		222
PROJECT 1130-65-76 TOTAL			**222**

MODULAR BLOCK GRAVITY WALL

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	SPV.0165.0100 WALL MODULAR BLOCK GRAVITY LANDSCAPE (STATION 21CAP+25 LT) SF
1000							
STAGE 3							
	CAP	20+94	-	21+26	VARIES	LT	194
STAGE 3 SUBTOTAL							194
PROJECT 1130-65-76 TOTAL							**194**

UTILITIES

CATEGORY	ROADWAY	STATION	LOCATION	SPV.0060.1200 RECONSTRUCTING SANITARY MANHOLE EACH	SPV.0600.1202 ADJUSTING SANITARY MANHOLE EACH	612.0902.S.0001 INSULATION BOARD POLYSTYRENE 3-INCH SY
1700						
STAGE 2						
	ESB	600+34	RT	--	1	--
	ESB	601+95	RT	--	1	--
	ESB	604+13	LT	--	--	1
	ESB	610+74	LT	1	--	--
	ESB	612+35	LT	--	1	--
	ESB	613+82	LT	--	1	--
	ESB	616+47	LT	--	1	--
	ESB	620+20	RT	--	1	--
	ESB	623+69	RT	--	1	--
STAGE 2 SUBTOTAL				1	7	1
STAGE 3						
	CAP	18+41	RT	--	1	--
	CAP	21+86	RT	--	1	--
STAGE 3 SUBTOTAL				0	2	0
CATEGORY 1700 TOTAL				**1**	**9**	**1**

CPM SCHEDULES

CATEGORY	ROADWAY	LOCATION	SPV.0060.0105 BASELINE CPM PROGRESS SCHEDULE EACH	SPV.0060.0110 CPM PROGRESS SCHEDULE AND ACCEPTED REVISIONS EACH
1000	**CTH E/BALLARD**		1	8
PROJECT 1130-65-76 TOTAL			**1**	**8**

TRAFFIC SIGNAL MODIFICATION

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	204.0195 REMOVING CONCRETE BASES* EACH	654.0102 CONCRETE BASES TYPE 2* EACH	SPV.0060.1030 REMOVE AND REINSTALL TRAFFIC SIGNAL STANDARD EACH
1000									
STAGE 2									
	ENB	626+31	-	626+37	48	RT	1	1	1
STAGE 2 SUBTOTAL							1	1	1
PROJECT 1130-65-76 TOTAL							**1**	**1**	**1**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING AND SALVAGING FTMS ITEMS

CATEGORY	LOCAITON	STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH	204.9060.S.0701 REMOVING COMMUNICATIONS VAULT EACH	SPV.0060.0701 SALVAGING RAMP GATE SYSTEM EACH
1200	RG4-1R	853SB+10.3	271.2' LT	2	---	1
	CV4-1R	852SB+99.9	281.9' LT	---	1	---
	RG4-2R	853SB+21.1	189.5' LT	2	---	1
	RG4-3R	854NB+61.1	238.3' RT	2	---	1
	RG4-4R	854NB+91.5	305.2' RT	2	---	1
			TOTALS	8	1	4

ITS BASE SUMMARY

CATEGORY	LOCATION	STATION	OFFSET	531.2036 DRILLING SHAFT 36-INCH LF	531.4050 FOUNDATION CAMERA POLE 50-FT EACH	654.0105* CONCRETE BASES TYPE 5 EACH	657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH
1200	CB4-1	854SB+89.5	96.5' LT	10	1	---	---
	RG4-1	852SB+78.9	410.7' LT	---	---	1	1
	RG4-2	853SB+05.1	138.0' LT	---	---	1	1
	RG4-3	854NB+97.2	127.8' RT	---	---	1	1
	RG4-4	854NB+99.0	409.0' RT	---	---	1	1
			TOTALS	10	1	4	4

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS CONDUIT SUMMARY

CATEGORY	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF	671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF
1200	CV4-1	CV4-2	---	---	1351	1336
	CV4-2	CV4-3	---	---	578	563
	CV4-2	PB4-7	---	69	84	---
	PB4-2	PB4-3	---	274	289	---
	PB4-3	PB4-4	---	286	301	---
	PB4-4	PB4-5	---	224	239	---
	PB4-5	PB4-6	---	271	286	---
	PB4-6	PB4-7	---	57	72	---
	PB4-7	PB4-10	---	186	201	---
	PB4-10	PB4-11	---	212	227	---
	PB4-11	PB4-12	---	203	218	---
	PB4-7	PB4-8	---	75	90	---
	PB4-8	PBSIG	58	58	73	---
	PB4-8	NORTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	25	---	40	---
	PB4-8	PB4-9	134	134	149	---
	PB4-9	CB4-1	24	24	39	---
		TOTALS	241	2,073	4,237	1,899

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS PULL BOX SUMMARY

CATEGORY	LOCATION	STATION	OFFSET	653.0154* PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	653.0164* PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH	671.0300* FIBER OPTIC CABLE MARKER EACH
1200	PB4-2	844SB+69.5	176.8' LT	---	1	1
	PB4-3	847SB+37.6	233.9' LT	1	1	---
	PB4-4	850SB+16.8	295.8' LT	1	1	---
	PB4-5	852SB+35.4	344.6' LT	---	---	1
	PB4-6	855SB+09.5	340.9' LT	---	---	1
	PB4-7	855SB+50.5	301.9' LT	---	---	1
	PB4-8	855SB+02.3	244.3' LT	---	---	1
	PB4-9	855SB+08.0	110.6' LT	---	---	1
	PB4-10	857SB+29.3	249.6' LT	1	1	---
	PB4-11	859SB+34.1	195.2' LT	1	1	---
	PB4-12	861SB+32.7	151.2' LT	1	1	---
			TOTALS	5	6	6

ITS ELECTRICAL WIRE

CATEGORY	LOCATION FROM	LOCATION TO	655.0625* ELECTRICAL WIRE LIGHTING 6 AWG LF
1200	NORTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	CB4-1	684

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

CATEGORY	LOCATION	656.0501.0001* EACH
1200	CB4-1	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS POLES AND EQUIPMENT

CATEGORY	LOCATION	662.1026.S RAMP CLOSURE GATES 26-FT EACH	662.1032.S RAMP CLOSURE GATES 32-FT EACH	662.1040.S RAMP CLOSURE GATES 40-FT EACH	677.0150 INSTALL CAMERA POLE 50-FT EACH	677.0200* INSTALL CAMERA ASSEMBLY EACH	678.0700* INSTALL WIRELESS ANTENNAS EACH
1200	CB4-1	---	---	---	1	1	1
	RG4-1	---	1	---	---	---	---
	RG4-2	---	---	1	---	---	---
	RG4-3	---	---	1	---	---	---
	RG4-4	1	---	---	---	---	---
	TOTALS	1	1	2	1	1	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS CABINET SUMMARY

CATEGORY	LOCATION	673.1225.S* INSTALL POLE MOUNTED CABINET EACH	678.0400* FIBER OPTIC TERMINATION EACH	678.0600* INSTALL ETHERNET SWITCHES EACH
1200	CB4-1	1	---	1
	NORTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	---	4	1
	SOUTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	---	4	1
	TOTALS	1	8	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

FREEWAY TRAFFIC MANAGEMENT SYSTEM

CATEGORY	PROJECT	670.0101 FIELD SYSTEM INTEGRATOR EACH	670.0201 ITS DOCUMENTATION EACH	678.0501 COMMUNICATION SYSTEM TESTING EACH
1200	1130-65-76	1	1	1

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT

CATEGORY	LOCATION FROM	LOCATION TO	678.0012 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF
1200	CV4-2	CB4-1	492
	CV4-2	NORTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	457
	NORTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	SOUTH RAMP TERMINAL TRAFFIC SIGNAL CABINET	872
		TOTALS	1,821

COMMUNICATION VAULTS

CATEGORY	LOCATION	STATION	OFFSET	673.0105 COMMUNICATION VAULT TYPE 1 EACH	673.0200 TRACER WIRE MARKER POST EACH	671.0300* FIBER OPTIC CABLE MARKER EACH
1200	CV4-1	842SB+89.6	149.5' LT	1	2	---
		852SB+33.6	348.9' LT	---	---	1
	EQUALLY SPACED BETWEEN VAULTS			---	---	2
	CV4-2	856SB+08.0	339.9' LT	1	2	---
	EQUALLY SPACED BETWEEN VAULTS			---	---	1
	CV4-3	861SB+44.7	171.6' LT	1	2	---
			TOTALS	3	6	4

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

REMOVING AND SALVAGING FTMS ITEMS

CATEGORY	LOCAITON	STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH
1610	EXISTING CAMERA BASE	854SB+57.9	98.2' LT	1

ITS CONDUIT SUMMARY

CATEGORY	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235* CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	655.0610* ELECTRICAL WIRE LIGHTING 12 AWG LF
1610	CB4-2	PB4-15	31	31	46
	CB4-2	MB4-1	19	---	---
		TOTALS	50	31	46

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS PULL BOX SUMMARY

CATEGORY	LOCATION	STATION	OFFSET	653.0164* PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
1610	PB4-15	854NB+93.4	114.2' RT	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS BASE SUMMARY

CATEGORY	LOCATION	STATION	OFFSET	654.0102* CONCRETE BASES TYPE 2 EACH	657.0255* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH
1610	CB4-2	854NB+88.9	84.0' RT	1	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS ELECTRICAL WIRE

CATEGORY	LOCATION FROM	LOCATION TO	655.0625* ELECTRICAL WIRE LIGHTING 6 AWG LF
1610	MB4-1	CB4-2	57

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	656.0201.0001 EACH
1610	MB4-1	1

ELECTRICAL SERVICE BREAKER DISCONNECT BOX

CATEGORY	LOCATION	656.0501.0001* EACH
1610	CB4-2	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS POLES AND EQUIPMENT

CATEGORY	LOCATION	657.0310 POLES TYPE 3 EACH	677.0200* INSTALL CAMERA ASSEMBLY EACH	678.0700* INSTALL WIRELESS ANTENNAS EACH
1610	CB4-2	1	1	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS CABINET SUMMARY

CATEGORY	LOCATION	673.1225.S* INSTALL POLE MOUNTED CABINET EACH
1610	CB4-2	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

RIPRAP & GEOTEXTILE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	606.0200 RIP RAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
1000								
STAGE 1								
	SB	856+38	-	856+59	-82	LT	12	23
	ED	295+94	-	296+14	117	RT	12	23
	ED	297+32	-	297+45	-115	LT	16	31
	ED	299+83	-	299+72	-65	LT	15	30
	ED	301+35	-	301+45	-57	LT	8	16
	EDD	614+58	-	614+72	62	RT	30	60
	EDD	616+70	-	616+96	64	RT	20	40
	ENB	618+31	-	618+45	72	RT	8	16
STAGE 1 SUBTOTAL							120	241
STAGE 2								
	EA	853+67	-	856+45	-78	LT	120	240
	EA	857+18	-	857+31	65	RT	43	85
	EA	859+15	-	859+28	93	RT	12	23
	EAA	610+18	-	610+88	86	RT	41	81
	EB	845+95	-	846+05	45	RT	8	16
	EB	848+45	-	848+55	58	RT	8	16
	EB	851+13	-	851+48	-91	LT	42	84
	EC	851+78	-	851+87	90	RT	55	109
	EC	854+00	-	854+38	49	RT	56	111
	ECC	614+94	-	615+20	48	RT	28	57
	ESB	613+93	-	614+23	94	RT	33	66
	ESB	621+45	-	621+54	-56	LT	7	14
	ESB	622+89	-	622+99	-45	LT	7	14
	ESB	623+89	-	623+99	-45	LT	8	15
	ESB	625+31	-	625+40	-52	LT	7	14
STAGE 2 SUBTOTAL							473	946
	CATEGORY 1000 TOTAL						**593**	**1,187**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A* EACH	628.7015 INLET PROTECTION TYPE C* EACH	628.7020 INLET PROTECTION TYPE D* EACH
1000								
STAGE 1								
	NB	852+50	-	852+50	RT	1	--	--
	NB	853+02	-	853+02	RT	1	--	--
	SB	852+49	-	852+49	LT	1	--	--
	SB	853+94	-	853+94	LT	1	--	--
	ED	299+75	-	299+75	LT	1	1	--
	ED	301+40	-	301+40	LT	1	1	--
	EDD	614+68	-	614+68	RT	1	1	--
	EDD	617+04	-	617+04	RT	1	1	--
	ENB	615+55	-	615+55	LT	1	--	--
	ENB	616+70	-	616+70	RT	1	--	--
	ENB	618+70	-	618+70	RT	1	1	--
	ENB	618+75	-	618+75	LT	1	--	--
	ENB	619+95	-	619+95	RT	1	1	--
	ENB	620+00	-	620+00	LT	1	--	--
	ENB	621+49	-	621+49	RT	1	1	--
	ENB	621+49	-	621+49	LT	1	--	--
	ENB	622+99	-	622+99	RT	1	1	--
	ENB	622+99	-	622+99	LT	1	--	--
	ENB	623+99	-	623+99	RT	1	1	--
	ENB	623+99	-	623+99	LT	1	--	--
	ENB	625+35	-	625+35	RT	1	1	--
	ENB	625+35	-	625+35	LT	1	--	--
	ENB	622+72	-	622+72	RT	--	1	--
	ENB	623+16	-	623+16	RT	--	1	--
	ENB	623+97	-	623+97	RT	--	1	--
	ENB	624+32	-	624+32	RT	--	1	--
	ENB	624+85	-	624+85	RT	--	1	--
	ENB	625+64	-	625+64	RT	--	1	--
	ENB	625+77	-	625+77	RT	--	1	--
	ENB	626+59	-	626+59	RT	--	1	--
	ENB	626+63	-	626+63	RT	--	1	--
	ESB	616+12	-	616+12	RT	1	--	--
SUBTOTAL						22	19	--

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONTINUED ON NEXT SHEET

CONTINUED FROM PREVIOUS SHEET

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A* EACH	628.7015 INLET PROTECTION TYPE C* EACH	628.7020 INLET PROTECTION TYPE D* EACH
1000								
STAGE 2								
	EA	856+21	-	856+21	LT	1	1	--
	EB	846+00	-	846+00	RT	1	1	--
	EB	848+50	-	848+50	RT	1	1	--
	EB	851+50	-	851+50	LT	1	--	--
	EBB	611+90	-	611+90	RT	1	1	--
	EC	851+83	-	851+83	LT	1	--	--
	ECC	617+56	-	617+56	LT	1	1	--
	ENB	601+07	-	601+07	RT	1	1	--
	ENB	601+75	-	601+75	LT	1	--	--
	ENB	601+75	-	601+75	RT	1	1	--
	ENB	602+67	-	602+67	LT	1	--	--
	ENB	602+68	-	602+68	RT	1	1	--
	ENB	603+19	-	603+19	RT	1	1	--
	ENB	604+12	-	604+12	LT	1	--	--
	ENB	604+15	-	604+15	RT	1	1	--
	ENB	606+07	-	606+07	LT	1	--	--
	ENB	606+11	-	606+11	RT	1	1	--
	ENB	607+97	-	607+97	RT	1	1	--
	ENB	608+04	-	608+04	LT	1	--	--
	ENB	608+66	-	608+66	RT	1	--	--
	ENB	610+17	-	610+17	LT	1	--	--
	ENB	615+55	-	615+55	LT	1	--	--
	ESB	600+65	-	600+65	LT	1	1	--
	ESB	601+63	-	601+63	LT	1	1	--
	ESB	601+63	-	601+63	LT	1	1	--
	ESB	601+63	-	601+63	RT	1	--	--
	ESB	602+70	-	602+70	RT	1	--	--
	ESB	602+73	-	602+73	LT	1	1	--
	ESB	603+46	-	603+46	LT	1	--	--
	ESB	604+16	-	604+16	RT	1	--	--
	ESB	504+31	-	504+31	LT	1	1	--
	ESB	606+11	-	606+11	RT	1	--	--
	ESB	606+12	-	606+12	LT	1	1	--
	ESB	608+03	-	608+03	RT	1	--	--
	ESB	608+04	-	608+04	LT	1	1	--
	ESB	609+49		609+49	LT	1	--	--
	ESB	617+66	-	617+66	LT	1	--	--
	ESB	618+74	-	618+74	LT	1	1	--
	ESB	618+75	-	618+75	RT	1	--	--
	ESB	619+97		619+97	LT	1	1	--
	ESB	620+02	-	620+02	RT	1	--	--
	ESB	621+49	-	621+49	LT	1	1	--
	ESB	621+49	-	621+49	RT	1	--	--
	ESB	622+97	-	622+97	LT	1	1	--
	ESB	623+02	-	623+02	RT	1	--	--
	ESB	623+98	-	623+98	LT	1	1	
	ESB	624+02	-	624+02	RT	1	--	--
	ESB	625+36	-	625+36	LT	1	1	--
	ESB	625+37	-	625+37	RT	1	--	--
	CAP	21+14	-	21+14	LT	--	1	--
	CAP	22+57	-	22+57	LT	--	--	1
	CAP	23+20	-	23+20	LT	--	1	--
STAGE 2						**48**	**26**	**1**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A* EACH	628.7015 INLET PROTECTION TYPE C* EACH	628.7020 INLET PROTECTION TYPE D* EACH
1000								
STAGE 3								
	EB	851+50	-	851+50	LT	--	1	--
	EC	851+83	-	851+83	LT	--	1	--
	ENB	601+75	-	601+75	LT	--	1	--
	ENB	602+67	-	602+67	LT	--	1	--
	ENB	604+12	-	604+12	LT	--	1	--
	ENB	606+07	-	606+07	LT	--	1	--
	ENB	608+04	-	608+04	LT	--	1	--
	ENB	608+66	-	608+66	RT	--	1	--
	ENB	610+17	-	610+17	LT	--	1	--
	ENB	611+18	-	611+18	RT	1	1	--
	ENB	615+01	-	615+01	RT	1	1	--
	ENB	615+55	-	615+55	LT	--	1	--
	ENB	616+70	-	616+70	RT	--	1	--
	ENB	618+75	-	618+75	LT	--	1	--
	ENB	620+00	-	620+00	LT	--	1	--
	ENB	621+49	-	621+49	LT	--	1	--
	ENB	622+99	-	622+99	LT	--	1	--
	ENB	623+99	-	623+99	LT	--	1	--
	ENB	625+35	-	625+35	LT	--	1	--
	ESB	601+63	-	601+63	RT	--	1	--
	ESB	602+70	-	602+70	RT	--	1	--
	ESB	604+16	-	604+16	RT	--	1	--
	ESB	606+11	-	606+11	RT	--	1	--
	ESB	608+03	-	608+03	RT	--	1	--
	ESB	609+49	-	609+49	LT	--	1	--
	ESB	610+60	-	610+60	LT	1	1	--
	ESB	611+17	-	611+17	RT	1	1	--
	ESB	614+92	-	614+92	LT	1	1	--
	ESB	616+12	-	616+12	RT	--	1	--
	ESB	617+66	-	617+66	LT	--	1	--
	ESB	618+75	-	618+75	RT	--	1	--
	ESB	620+02	-	620+02	RT	--	1	--
	ESB	621+49	-	621+49	RT	--	1	--
	ESB	623+02	-	623+02	RT	--	1	--
	ESB	624+02	-	624+02	RT	--	1	--
	ESB	625+37	-	625+37	RT	--	1	--
STAGE 3 SUBTOTAL						**5**	**36**	**--**
CATEGORY 1000 SUBTOTAL						**75**	**81**	**1**
UNDISTRIBUTED						**19**	**20**	**1**
CATEGORY 1000 TOTAL						**94**	**101**	**2**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONTINUED ON NEXT SHEET

CONTINUED FROM PREVIOUS SHEET

3

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A* EACH	628.7015 INLET PROTECTION TYPE C* EACH	628.7020 INLET PROTECTION TYPE D* EACH
1600								
STAGE 3								
	CAP	14+85	-	14+76	RT	--	1	--
	CAP	14+85	-	14+85	LT	--	1	--
	CAP	15+80	-	15+80	LT	1	1	--
	CAP	15+80	-	15+80	RT	1	1	--
	CAP	19+74	-	19+74	RT	1	1	--
	CAP	19+75	-	19+75	LT	1	1	--
	CAP	21+14	-	21+14	RT	1	1	--
	CAP	21+14	-	21+14	LT	1	1	--
	CAP	AFTER		24+95	RT	--	1	--
	ENB	BEFORE		599+00	RT	--	--	1
	ESB	BEFORE		599+03	LT	--	--	1
STAGE 3 SUBTOTAL						**6**	**9**	**2**
CATEGORY 1600 SUBTOTAL						**6**	**9**	**2**
UNDISTRIBUTED						**2**	**2**	**1**
	CATEGORY 1600 TOTAL					**8**	**11**	**3**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7560 TRACKING PADS EACH
1000						
UNDISTRIBUTED						**6**
	PROJECT 1130-65-76 TOTAL					**6**

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
1000						
STAGE 1						
	NB	852+09	-	852+09	LT	3
	ED	397+24	-	397+24	RT	3
STAGE 1 SUBTOTAL						**6**
STAGE 2						
	NB	851+48	-	851+48	RT	3
	NB	871+55	-	871+55	RT	3
	SB	852+03	-	852+03	LT	3
	EA	859+02	-	859+02	LT	3
	EB	843+98	-	843+98	RT	3
	ENB	603+86	-	603+86	RT	3
	ESB	604+33	-	604+33	LT	3
	ESB	625+43	-	625+43	LT	3
STAGE 2 SUBTOTAL						**24**
CATEGORY 1000 SUBTOTAL						**30**
UNDISTRIBUTED						**9**
	CATEGORY 1000 TOTAL					**39**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONTINUED FROM PREVIOUS SHEET

3

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO STATION	LOCATION	628.1504 SILT FENCE* LF	628.1520 SILT FENCE MAINTENANCE* LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B* SY	628.7504 TEMPORARY DITCH CHECKS LF
1000									
STAGE 1									
	NB	852+00	- 856+06	LT	72	144	--	--	37
	ED	293+91	- 304+01	RT	1,583	1,583	6,401	--	--
	ED	294+80	- 309+98	LT	--	--	11,130	--	45
	ENB	617+39	- 622+42	RT	508	508	1,837	249	10
	ENB	622+42	- 626+52	RT	356	356	--	149	--
STAGE 1 SUBTOTAL					**2,520**	**2,592**	**19,368**	**398**	**92**
STAGE 2									
	NB	852+00	- 856+06	LT	--	72	--	--	--
	EA	853+33	- 867+07	LT	--	--	12,030	--	46
	EA	855+48	- 869+00	RT	1,657	3,313	11,293	--	28
	EB	840+00	- 852+82	RT	1,534	3,069	7,486	--	16
	EB	843+77	- 853+81	LT	--	--	6,656	--	30
	EC	830+64	- 852+46	LT	2,259	4,519	13,042	--	54
	EC	840+43	- 854+61	RT	--	--	7,787	--	35
	ED	294+80	- 309+98	LT	--	3,166	--	--	--
	ENB	600+72	- 601+06	RT	82	164	--	106	--
	ENB	601+06	- 608+80	RT	785	1,569	3,896	391	26
	ENB	617+39	- 622+42	RT	--	1,017	--	--	--
	ENB	622+42	- 626+52	RT	--	712	--	--	--
	ESB	600+65	- 603+67	LT	--	--	--	314	--
	ESB	603+89	- 608+91	LT	518	1,035	2,847	264	--
	ESB	617+49	- 625+47	LT	718	1,435	2,401	404	53
STAGE 2 SUBTOTAL					**7,552**	**20,072**	**67,437**	**1,481**	**288**
STAGE 3									
	NB	852+00	- 856+06	LT	--	72	2,434	--	37
	NB	853+11	- 855+00	RT	--	--	384	--	--
	SB	853+08	- 854+98	LT	--	--	248	--	--
	EA	854+35	- 855+39	RT	--	--	--	1,116	--
	EB	852+20	- 853+64	RT	--	--	--	918	--
	EC	615+66	- 617+20	LT	--	--	--	1,315	--
	ED	294+15	- 295+27	LT	--	--	--	730	--
	ENB	605+84	- 609+14	LT	--	--	--	599	--
	ENB	617+47	- 620+41	LT	--	--	--	681	--
	ENB	620+32	- 624+73	LT	--	--	--	879	--
STAGE 3 SUBTOTAL					**--**	**72**	**3,066**	**6,238**	**37**
CATEGORY 1000 SUBTOTAL					**10,072**	**22,735**	**89,871**	**8,117**	**417**
UNDISTRIBUTED					**2,520**	**5,686**	**22,470**	**2,033**	**104**
	CATEGORY 1000 TOTAL				**12,592**	**28,421**	**112,341**	**10,150**	**521**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE* LF	628.1520 SILT FENCE MAINTENANCE* LF	628.2008 EROSION MAT URBAN CLASS I TYPE B* SY
1600								
STAGE 3								
	CAP	15+53	-	21+39	LT	--	--	421
	CAP	15+53	-	21+60	RT	--	--	472
	ENB	599+06	-	599+67	RT	37	37	21
STAGE 3 SUBTOTAL						**37**	**37**	**914**
CATEGORY 1600 SUBTOTAL						**37**	**37**	**914**
UNDISTRIBUTED						**11**	**11**	**232**
	CATEGORY 1600 TOTAL					**48**	**48**	**1,146**

MOBILIZATIONS

CATEGORY	ROADWAY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1000	PROJECT 1130-65-76	9	5
	PROJECT 1130-65-76 TOTAL	**9**	**5**

RESTORATION ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL* SY	629.0210 FERTILIZER TYPE B* CWT	630.0130 SEEDING MIXTURE NO. 30* LB	630.0500 SEED WATER* MGAL
1600									
STAGE 3									
	CAP	15+53	-	21+39	LT	586	0	19	9
	CAP	15+53	-	21+60	RT	808	0	21	11
	ENB	599+06	-	599+67	RT	46	0	1	0
STAGE 3 SUBTOTAL						1,441	0	41	21
CATEGORY 1600 SUBTOTAL						**1,441**	**0**	**41**	**21**
UNDISTRIBUTED						**362**	**2**	**12**	**7**
	CATEGORY 1600 TOTAL					**1,803**	**2**	**53**	**28**

RESTORATION ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	625.0500 SALVAGED TOPSOIL* SY	629.0210 FERTILIZER TYPE B* CWT	630.0130 SEEDING MIXTURE NO. 30* LB	SPV.0085.0100 LOW MAINTENANCE SEED MIX LB	630.0500 SEED WATER* MGAL
1000										
STAGE 1										
	ED	293+91	-	304+01	RT	6,401	2	288	--	144
	ED	294+80	-	309+98	LT	12,028	4	501	--	250
	ENB	617+39	-	622+42	RT	2,375	1	94	--	47
	ENB	622+42	-	626+52	RT	319	0	7	--	3
STAGE 1 SUBTOTAL						21,124	6	889	--	444
STAGE 2										
	EA	853+33	-	867+07	RT	12,030	4	541	--	270
	EA	855+48	-	869+00	LT	12,239	4	508	--	254
	EB	840+00	-	852+82	RT	8,361	2	337	--	168
	EB	843+77	-	853+81	RT	6,656	2	300	--	149
	EC	830+64	-	852+46	LT	9,038	2	350	--	175
	EC	840+43	-	854+61	RT	13,042	4	587	--	293
	ENB	600+72	-	601+06	LT	178	0	5	--	2
	ENB	601+06	-	608+80	RT	4,729	1	193	--	96
	ESB	600+65	-	603+67	RT	476	0	14	--	7
	ESB	603+89	-	608+91	LT	3,397	1	140	--	70
	ESB	617+49	-	625+47	LT	3,321	1	126	--	63
STAGE 2 SUBTOTAL						73,466	22	3,101	--	1,548
STAGE 3										
	NB	852+00	-	856+06	LT	2,434	1	110	--	55
	NB	853+11	-	855+00	RT	384	0	17	--	9
	SB	853+08	-	854+98	LT	248	0	11	--	6
	EA	854+35	-	855+39	RT	1,116	--	--	70	25
	EB	852+20	-	853+64	RT	918	--	--	58	21
	EC	615+66	-	617+20	LT	1,315	--	--	83	30
	ED	294+15	-	295+27	LT	730	--	--	46	16
	ENB	605+84	-	609+14	LT	599	--	--	38	13
	ENB	617+47	-	620+41	LT	681	--	--	43	15
	ENB	620+32	-	624+73	LT	879	0	40	--	20
STAGE 3 SUBTOTAL						9,304	1	178	338	209
CATEGORY 1000 SUBTOTAL						**103,894**	**29**	**4,168**	**338**	**2,201**
UNDISTRIBUTED						**25,975**	**9**	**1,044**	**86**	**552**
	CATEGORY 1000 TOTAL					**129,869**	**38**	**5,212**	**424**	**2,753**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

ADJUSTING MANHOLE COVERS

CATEGORY	LOCATION	STRUCTURE ID	STATION	OFFSET FT	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.8110 ADJUSTING MANHOLE COVERS EACH
1600								
	CTH E							
		E869	599+16	4' RT	755.20		755.28	1
	CAPITOL DRIVE							
		E859	18+29	11' LT	759.92		759.68	1
		E860	19+12	10' LT	759.22		759.17	1
		E867	21+21	2' RT	755.61		755.61	---
	PROJECT 1130-65-76 TOTAL							3

PIPE CONNECTION TO EXISTING STRUCTURE

CATEGORY	ROADWAY	STRUCTURE ID	STATION	OFFSET	SPV.0060.0208 PIPE CONNECTION TO EXISTING STRUCTURE EACH
1600					
	CTH E				
		E869	599+16	4' RT	1
	CAPITOL DRIVE				
		E867	21+21	2' RT	2
	PROJECT 1130-65-76 TOTAL				3

COVER PLATES LEFT-IN-PLACE

CATEGORY	ROADWAY	STRUCTURE ID	STATION	OFFSET	FUTURE CASTING	FUTURE CASTING & 0.50' THICKNESS	TOP OF SLAB ELEVATION	SPV.0060.0205 COVER PLATES LEFT-IN-PLACE EACH
1000								
	I-41 NB							
		1367	853+12	16' LT	J-SPECIAL	1.25	753.55	1
		1368	854+95	16' LT	J-SPECIAL	1.25	754.25	1
		1442	851+67	47' RT	BW	1.33	752.71	1
		1443	852+20	47' RT	BW	1.33	752.64	1
		1444	852+35	47' RT	BW	1.33	752.64	1
		1446A	853+19.96	40.74' RT	J-SPECIAL	1.25	753.16	1
		1446B	854+86.31	45.19' RT	J-SPECIAL	1.25	753.71	1
		1447	855+01	53' RT	BW	1.33	753.35	1
		1448	856+17	57' RT	BW	1.33	753.61	1
		1452	852+20	103' LT	BW	1.33	752.65	1
		1453	852+35	103' LT	BW	1.33	752.65	1
		1455A	853+19.33	106.33' LT	J-SPECIAL	1.25	752.76	1
		1455B	854+84.95	106.33' LT	J-SPECIAL	1.25	753.39	1
		1456	855+00	103' LT	BW	1.33	753.47	1
		1457	856+42	103' LT	BW	1.33	753.91	1
	PROJECT 1130-65-76 TOTAL							15

SEALING PIPES

CATEGORY	ROADWAY	STATION	OFFSET	SIZE (IN)	204.0280 SEALING PIPES EACH
1000					
	I-41 NB				
		853+08	18' LT	24	1
		854+99	18' LT	24	1
	PROJECT 1130-65-76 TOTAL				2

CONCRETE COLLARS FOR PIPE

CATEGORY	ROADWAY	STATION	OFFSET	SIZE (IN)	520.8000* CONCRETE COLLARS FOR PIPE EACH
1000					
	CTH E				
		600+39	2' RT	12	1
	RAMP EB				
		843+95	14' RT	18	1
	RAMP EC				
		844+03	35' LT	24	1
	PROJECT 1130-65-76 TOTAL				3

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONCRETE COLLARS FOR PIPE

CATEGORY	ROADWAY	STATION	OFFSET	SIZE (IN)	520.8000* CONCRETE COLLARS FOR PIPE EACH
1600					
	CAPITOL DRIVE				
		15+80	7' LT	30	2
		19+75	8' LT	18	2
	PROJECT 1130-65-76 TOTAL				4

MARKERS CULVERT END

CATEGORY	STRUCTURE	LOCATION	STATION	OFFSET	633.5200 MARKERS CULVERT END EACH
1000	809	CTH E NB	608+22.88	113.87' RT	1
	821	CTH E NB	604+07.68	109.08' LT	1
	825	CTH E NB	603+76.57	54.71' RT	1
	889	CTH E NB	608+50.90	81.42' RT	1
	899	RAMP EB	851+43.10	49.23' LT	1
	907	CTH E NB	611+18.98	148.72' RT	1
	915	RAMP EA	856+24.39	34.45' LT	1
	921	RAMP EA	859+04.59	56.20' LT	1
	923	RAMP EA	859+20.31	83.87' RT	1
	930	CTH E NB	614+20.03	139.25' RT	1
	935	RAMP EC	851+83.01	35.33' RT	1
	941	CTH E NB	617+22.88	64.77' RT	1
	946	RAMP ED	295+80.89	57.55' LT	1
	947	RAMP ED	297+25.47	64.83' RT	1
	948	RAMP ED	297+37.60	104.45' LT	1
	952	CTH E NB	618+41.61	65.66' RT	1
	967	CTH E NB	621+48.92	122.73' LT	1
	972	CTH E NB	622+99.52	106.58' LT	1
	977	CTH E NB	623+99.32	92.14' LT	1
	982	CTH E NB	625+34.43	84.82' LT	1
	984	RAMP EB	846+00.00	36.30' RT	1
	986	RAMP EB	848+50.00	32.89' RT	1
	988	RAMP ED	299+76.54	49.99' LT	1
	990	RAMP ED	301+39.66	49.72' LT	1
	1441	I-41 NB	851+59.19	54.02' RT	1
	1449	I-41 NB	856+15.55	72.99' RT	1
	1451	I-41 NB	852+11.62	111.11' LT	1
	1458	I-41 NB	856+38.88	118.30' LT	1
	T991	RAMP EB	843+96.46	32.88' RT	1
		PROJECT 1130-65-76 TOTALS			29

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	LOCATION	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	520.8000# CONCRETE COLLARS FOR PIPE EACH	522.1015 AEW FOR CPRC 15-INCH EACH	522.1018 AEW FOR CPRC 18-INCH EACH	522.1024 AEW FOR CPRC 24-INCH EACH	522.1030 AEW FOR CPRC 30-INCH EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0610 INLET COVERS TYPE BW EACH	611.0624 INLET COVERS TYPE H EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH
1000	801	CTH E NB	606+02.09	93.40' LT	766.47	760.43	5.23								1					1	
	803	CTH E NB	606+04.89	57.96' LT	766.52	760.25	5.46								1					1	
	805	CTH E NB	606+07.18	29.00' LT	766.09	753.26	12.08								1					1	
	807	CTH E NB	606+11.05	20.00' RT	766.42	753.11	12.56								1					1	
	809	CTH E NB	608+22.88	113.87' RT		752.35					1										
	811	CTH E NB	604+21.94	72.82' LT	759.75	754.90	4.04								1					1	
	813	CTH E NB	604+11.00	31.54' LT	759.21	754.68	3.71								1					1	
	815	CTH E NB	604+12.40	13.79' LT	759.50	753.84	4.91								1					1	
	817	CTH E NB	604+14.96	18.51' RT	759.48	754.75	3.91								1					1	
	821	CTH E NB	604+07.68	109.08' LT		750.00				1											
	823	CTH E NB	603+37.32	91.72' LT	753.56	749.40	4.37									1					1
	825	CTH E NB	603+76.57	54.71' RT		748.25			1												
	827	CTH E NB	603+28.62	17.00' RT	757.59	747.79	9.04								1					1	
	831	CTH E NB	602+67.23	71.64' LT	756.40	750.37	5.22								1					1	
	833	CTH E NB	602+66.61	20.98' LT	756.47	749.86	5.80								1					1	
	835	CTH E NB	602+66.90	12.00' LT	756.78	749.77	6.20								1					1	
	837	CTH E NB	602+67.85	17.00' RT	756.69	747.49	8.46								1					1	
	841	CTH E NB	601+57.07	68.18' LT	755.79	749.73	5.24								1					1	
	843	CTH E NB	601+58.84	17.47' LT	755.91	749.23	5.79										1			1	
	845	CTH E NB	601+75.00	11.75' LT	756.16	749.06	6.21										1			1	
	847	CTH E NB	601+75.00	16.99' RT	756.04	747.02	8.26								1					1	
	849	CTH E NB	601+06.99	17.00' RT	755.71	746.68	8.27								1					1	
	851	CTH E NB	600+59.38	64.78' LT	755.84	749.16	5.86								1					1	
	853	CTH E NB	600+38.60	1.94' RT	755.78	746.28	8.50						1					1			
	871	CTH E NB	608+21.93	121.35' LT	773.25	767.21	5.23								1					1	
	873	CTH E NB	608+13.87	86.78' LT	773.31	767.04	5.46								1					1	
	875	CTH E NB	608+04.16	29.00' LT	773.07	766.74	5.51								1					1	
	877	CTH E NB	607+96.66	35.57' RT	772.71	766.42	5.47								1				1		
	881	CTH E NB	610+17.03	29.00' LT	777.37	771.33	5.23								1					1	
	883	CTH E NB	609+73.90	54.24' LT	776.56	770.58	5.16								1					1	
	885	CTH E NB	608+66.21	20.00' RT	774.85	766.04	8.00								1					1	
	889	CTH E NB	608+50.90	81.42' RT		765.72			1												
	891	RAMP EB	851+50.26	30.10' RT	770.78	765.10	4.87								1					1	
	897	RAMP EB	851+50.39	29.00' LT	770.72	764.81	4.77							1					1		
	899	RAMP EB	851+43.10	49.23' LT		764.11			1												
	901	CTH E NB	611+17.53	19.00' RT	778.43	771.87	5.75								1					1	
	903	CTH E NB	610+41.89	39.87' RT	778.11	772.08	5.22								1					1	
	905	CTH E NB	611+11.18	42.13' RT	778.43	771.75	5.87								1					1	
	907	CTH E NB	611+18.98	148.72' RT		771.21			1												
	913	RAMP EA	856+20.54	4.00' LT	774.68	768.61	5.26								1					1	
	915	RAMP EA	856+24.39	34.45' LT		767.88			1												
	921	RAMP EA	859+04.59	56.20' LT		747.18					1										
	923	RAMP EA	859+20.31	83.87' RT		746.68					1										
	927	CTH E NB	615+01.38	19.00' RT	776.17	770.06	5.30								1					1	
	928	CTH E NB	614+97.48	42.19' RT	776.38	769.94	5.62								1					1	
	929	CTH E NB	614+31.74	118.41' RT	776.84	769.48	6.21							1						1	
	930	CTH E NB	614+20.03	139.25' RT		769.37			1												
	934	RAMP EC	851+83.16	1.00' LT	770.87	764.12	5.93								1					1	
	935	RAMP EC	851+83.01	35.33' RT		763.94			1												
	936	CTH E NB	615+54.84	15.00' LT	774.76	768.34	5.60								1					1	
	937	CTH E NB	616+34.76	23.47' RT	772.53	766.13	5.59								1					1	
	938	CTH E NB	616+69.75	20.00' RT	771.33	765.25	5.27								1					1	
	940	CTH E NB	617+10.59	42.24' RT	769.80	764.07	4.92								1					1	
	941	CTH E NB	617+22.88	64.77' RT		763.40			1												
	945	RAMP ED	295+79.75	41.40' LT	770.94	764.41	5.72								1					1	
	946	RAMP ED	295+80.89	57.55' LT		764.33			1												
	947	RAMP ED	297+25.47	64.83' RT		747.43						1									
	948	RAMP ED	297+37.60	104.45' LT		746.78						1									
	949	CTH E NB	617+28.74	119.58' LT	768.52	762.08	5.63								1					1	
	951	CTH E NB	617+17.98	152.18' LT	768.21	761.75	5.65								1					1	
	952	CTH E NB	618+41.61	65.66' RT		753.48				1											
	953	CTH E NB	618+69.68	20.00' RT	765.53	754.03	10.70								1					1	
	954	CTH E NB	618+75.07	15.00' LT	765.47	758.19	6.47								1					1	
	955	CTH E NB	618+85.01	74.37' LT	764.92	758.79	5.32								1					1	
	956	CTH E NB	618+97.46	149.14' LT	765.14	759.55	4.78								1					1	
	958	CTH E NB	619+95.29	20.00' RT	761.89	754.91	6.16								1					1	
	959	CTH E NB	620+00.99	15.00' LT	761.82	755.09	5.92								1					1	
	960	CTH E NB	620+06.35	51.20' LT	761.34	755.27	5.25								1					1	
	961	CTH E NB	620+15.36	120.49' LT	761.59	755.62	5.16								1					1	
	963	CTH E NB	621+49.09	19.80' RT	757.79	754.28	2.70								1					1	

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	LOCATION	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	520.8000# CONCRETE COLLARS FOR PIPE EACH	522.1015 AEW FOR CPRC 15-INCH EACH	522.1018 AEW FOR CPRC 18-INCH EACH	522.1024 AEW FOR CPRC 24-INCH EACH	522.1030 AEW FOR CPRC 30-INCH EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0610 INLET COVERS TYPE BW EACH	611.0624 INLET COVERS TYPE H EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH
1000	964	CTH E NB	621+49.05	14.80' LT	757.89	754.11	2.97								1					1	
	965	CTH E NB	621+49.01	44.94' LT	757.38	753.96	2.61								1					1	
	966	CTH E NB	621+48.94	105.94' LT	757.32	753.65	2.85								1					1	
	967	CTH E NB	621+48.92	122.73' LT		753.57			1												
	968	CTH E NB	622+98.90	23.75' RT	755.02	750.52	3.69								1					1	
	969	CTH E NB	622+99.07	13.00' LT	755.24	750.34	4.09								1					1	
	970	CTH E NB	622+99.25	50.59' LT	754.83	750.15	3.87								1					1	
	971	CTH E NB	622+99.42	85.25' LT	754.92	749.97	4.13								1					1	
	972	CTH E NB	622+99.52	106.58' LT		749.87			1												
	973	CTH E NB	623+98.74	28.00' RT	753.90	748.73	4.35								1					1	
	974	CTH E NB	623+98.94	13.00' LT	754.19	748.52	4.86								1					1	
	975	CTH E NB	623+99.07	40.52' LT	754.11	748.39	4.91								1					1	
	976	CTH E NB	623+99.20	68.20' LT	754.12	748.25	5.06								1					1	
	977	CTH E NB	623+99.32	92.14' LT		748.13			1												
	978	CTH E NB	625+33.89	28.00' RT	753.18	748.24	4.12								1					1	
	979	CTH E NB	625+34.09	13.00' LT	753.47	748.04	4.63								1					1	
	980	CTH E NB	625+34.16	26.81' LT	753.45	747.97	4.67								1					1	
	981	CTH E NB	625+34.28	52.81' LT	753.45	747.84	4.80								1					1	
	982	CTH E NB	625+34.43	84.82' LT		747.68			1												
	983	RAMP EB	846+00.00	19.00' RT	758.24	751.72	5.40							1						1	
	984	RAMP EB	846+00.00	36.30' RT		751.63				1											
	985	RAMP EB	848+50.00	19.00' RT	761.48	754.47	5.88							1						1	
	986	RAMP EB	848+50.00	32.89' RT		754.40				1											
	987	RAMP ED	299+75.00	35.55' LT	759.30	752.87	5.31							1						1	
	988	RAMP ED	299+76.54	49.99' LT		752.79				1											
	989	RAMP ED	301+39.66	31.00' LT	754.59	747.67	5.80							1						1	
	990	RAMP ED	301+39.66	49.72' LT		747.58				1											
	1319	RAMP EC	844+02.81	34.78' LT	761.87	749.26	11.62						1						1		
	1366	I-41 NB	853+08.17	18.19' LT		749.31															
	1367	I-41 NB	853+12.00	16.00' LT	754.80	749.30	4.52											1			
	1368	I-41 NB	854+95.35	16.00' LT	755.50	748.75	5.76											1			
	1369	I-41 NB	854+99.19	18.19' LT		748.73															
	1441	I-41 NB	851+59.19	54.02' RT		749.45					1										
	1442	I-41 NB	851+66.71	47.00' RT	754.08	749.42	3.57													1	
	1443	I-41 NB	852+19.50	47.01' RT	754.01	749.26	3.67													1	
	1444	I-41 NB	852+34.50	47.05' RT	754.01	749.22	3.71													1	
	1445	I-41 NB	852+49.50	47.11' RT	754.01	749.17	3.76													1	
	1446	I-41 NB	853+02.21	47.52' RT	754.08	749.02	3.97													1	
	1446A	I-41 NB	853+19.96	40.74' RT	754.41	748.96	4.46						1					1			
	1446B	I-41 NB	854+86.31	45.19' RT	754.96	748.47	5.50						1					1			
	1447	I-41 NB	855+00.97	53.01' RT	754.72	748.42	5.22													1	
	1448	I-41 NB	856+00.52	57.05' RT	754.98	748.12	5.78													1	
	1449	I-41 NB	856+15.55	72.99' RT		748.05					1										
	1451	I-41 NB	852+11.62	111.11' LT		749.05					1										
	1452	I-41 NB	852+19.50	103.00' LT	754.02	749.02	3.92													1	
	1453	I-41 NB	852+34.50	103.00' LT	754.02	748.97	3.96													1	
	1454	I-41 NB	852+49.50	103.00' LT	754.01	748.93	4.00													1	
	1455	I-41 NB	853+03.87	103.00' LT	754.10	748.77	4.25													1	
	##-1455A	I-41 NB	853+19.33	106.33' LT	754.01	748.72	4.31						1					1			
	##-1455B	I-41 NB	854+84.95	106.33' LT	754.64	748.23	5.43						1					1			
	1456	I-41 NB	855+00.00	102.91' LT	754.84	748.18	5.58													1	
	1457	I-41 NB	856+24.44	103.00' LT	755.28	747.81	6.39													1	
	1458	I-41 NB	856+38.88	118.30' LT		747.74					1										
	T991	RAMP EB	843+96.46	32.88' RT		750.42				1											
	T992	RAMP EB	843+94.79	14.13' RT		750.34		1													
	T994	RAMP EC	843+90.26	57.46' RT		749.69		1													
		PROJECT 1130-65-76 TOTALS						2	13	7	7	2	6	6	63	1	2	7	3	82	1

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE	LOCATION	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH
1600	856	CAPITOL DRIVE	15+80.03	16.99' LT	758.72	752.22	5.71		1		1
	857	CAPITOL DRIVE	15+79.76	19.50' RT	758.67	752.63	5.23		1		1
	858	CAPITOL DRIVE	15+79.95	6.57' LT	758.93	745.37	12.61	1		1	
	861	CAPITOL DRIVE	19+75.00	17.00' LT	758.14	751.30	6.03		1		1
	862	CAPITOL DRIVE	19+74.25	38.86' RT	757.71	749.50	7.40		1		1
	863	CAPITOL DRIVE	19+75.00	7.74' LT	758.32	744.53	12.89	1		1	
	865	CAPITOL DRIVE	21+14.23	20.15' LT	755.58	751.14	3.61		1		1
	866	CAPITOL DRIVE	21+16.93	39.00' RT	754.99	750.53	3.62		1		1
		PROJECT 1130-65-76 TOTALS						2	6	2	6

REMARKS:
* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
** RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
*** FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
**** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT
# ADDITIONAL QUANTITIES FOUND ELSEWHERE
STRUCTURES 1455A AND 1455B MANHOLE COVERS SHALL BE CENTERED AT THE STATION LISTED, 107.33' LT

							STORM SEWER & CULVERT PIPES						
							522.0424	522.0430	608.0315	608.0318	608.0324	608.0415	608.0424
				INLET	DISCHARGE	SLOPE	CPRC CLASS IV 24-INCH	CPRC CLASS IV 30-INCH	SSPRC CLASS III 15-INCH	SSPRC CLASS III 18-INCH	SSPRC CLASS III 24-INCH	SSPRC CLASS IV 15-INCH	SSPRC CLASS IV 24-INCH
CATEGORY	LOCATION	FROM	TO	ELEVATION	ELEVATION	%	LF	LF	LF	LF	LF	LF	LF
1000	CTH E NB	801	803	760.43	760.25	0.50%			36				
	CTH E NB	803	805	760.25	760.10	0.50%			29				
	CTH E NB	805	807	753.26	753.11	0.30%							49
	CTH E NB	807	809	753.11	752.35	0.30%							252
	CTH E NB	811	813	754.90	754.68	0.50%						43	
	CTH E NB	813	815	754.68	754.59	0.50%						18	
	CTH E NB	815	805	753.84	753.26	0.30%							195
	CTH E NB	817	815	754.75	754.59	0.50%						32	
	CTH E NB	821	823	750.00	749.40	0.80%				75			
	CTH E NB	823	827	749.40	748.58	0.75%				109			
	CTH E NB	825	827	748.25	747.80	0.75%			60				
	CTH E NB	827	837	747.79	747.49	0.50%					61		
	CTH E NB	831	833	750.37	749.86	1.00%			51				
	CTH E NB	833	835	749.86	749.77	1.00%			9				
	CTH E NB	835	837	749.77	749.48	1.00%			29				
	CTH E NB	837	847	747.49	747.02	0.50%					93		
	CTH E NB	841	843	749.73	749.23	1.00%			51				
	CTH E NB	843	845	749.23	749.06	1.00%			17				
	CTH E NB	845	847	749.06	748.77	1.00%			29				
	CTH E NB	847	849	747.02	746.68	0.50%					68		
	CTH E NB	849	853	746.68	746.28	0.57%					70		
	CTH E NB	851	853	749.16	748.46	1.00%			70				
	CTH E NB	871	873	767.21	767.04	0.50%			35				
	CTH E NB	873	875	767.04	766.74	0.50%			58				
	CTH E NB	875	877	766.74	766.42	0.50%			65				
	CTH E NB	877	885	766.42	766.04	0.50%			76				
	CTH E NB	881	883	771.33	770.58	1.50%			50				
	CTH E NB	883	885	770.58	768.61	1.50%			131				
	CTH E NB	885	889	766.04	765.72	0.50%			64				
	RAMP EB	891	897	765.10	764.81	0.50%						59	
	RAMP EB	897	899	764.81	764.11	3.29%			21				
	CTH E NB	901	905	771.87	771.75	0.50%			24				
	CTH E NB	903	905	772.08	771.75	0.50%			65				
	CTH E NB	905	907	771.75	771.21	0.50%			107				
	RAMP EA	913	915	768.61	767.88	2.40%			31				
	RAMP EA	921	923	747.18	746.68	0.35%	141						
	CTH E NB	927	928	770.06	769.94	0.50%			23				
	CTH E NB	928	929	769.94	769.48	0.50%			91				
	CTH E NB	929	930	769.48	769.37	0.50%			22				
	RAMP EC	934	935	764.12	763.94	0.50%			36				
	RAMP ED	936	937	768.34	766.13	2.50%			89				
	RAMP ED	937	938	766.13	765.25	2.50%			35				
	RAMP ED	938	940	765.25	764.07	2.50%			47				
	RAMP ED	940	941	764.07	763.40	2.50%			27				
	RAMP ED	945	946	764.41	764.33	0.50%			16				
	RAMP ED	947	948	747.43	746.78	0.38%		170					
	CTH E NB	949	951	762.08	761.75	1.00%			33				
	CTH E NB	951	956	761.75	759.55	2.00%			110				
	CTH E NB	953	952	754.03	753.48	1.00%				55			
	CTH E NB	954	953	758.19	757.84	1.00%			35				
	CTH E NB	955	954	758.79	758.19	1.00%			60				
	CTH E NB	956	955	759.55	758.79	1.00%			76				
	CTH E NB	958	953	754.91	754.28	0.50%			126				
	CTH E NB	959	958	755.09	754.91	0.50%						35	
	CTH E NB	960	959	755.27	755.09	0.50%						37	
	CTH E NB	961	960	755.62	755.27	0.50%						70	
	CTH E NB	963	964	754.28	754.11	0.50%						35	
	CTH E NB	964	965	754.11	753.96	0.50%						30	
	CTH E NB	965	966	753.96	753.65	0.50%						61	
	CTH E NB	966	967	753.65	753.57	0.50%						17	
	CTH E NB	968	969	750.52	750.34	0.50%						37	
	CTH E NB	969	970	750.34	750.15	0.50%						38	
	CTH E NB	970	971	750.15	749.97	0.50%						35	
	CTH E NB	971	972	749.97	749.87	0.50%						21	
	CTH E NB	973	974	748.73	748.52	0.50%						41	

STORM SEWER & CULVERT PIPES

CATEGORY	LOCATION	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE %	522.0424 CPRC CLASS IV 24-INCH LF	522.0430 CPRC CLASS IV 30-INCH LF	608.0315 SSPRC CLASS III 15-INCH LF	608.0318 SSPRC CLASS III 18-INCH LF	608.0324 SSPRC CLASS III 24-INCH LF	608.0415 SSPRC CLASS IV 15-INCH LF	608.0424 SSPRC CLASS IV 24-INCH LF
1000	CTH E NB	974	975	748.52	748.39	0.50%						28	
	CTH E NB	975	976	748.39	748.25	0.50%						28	
	CTH E NB	976	977	748.25	748.13	0.50%						24	
	CTH E NB	978	979	748.24	748.04	0.50%						41	
	CTH E NB	979	980	748.04	747.97	0.50%						14	
	CTH E NB	980	981	747.97	747.84	0.50%						26	
	CTH E NB	981	982	747.84	747.68	0.50%						32	
	RAMP EB	983	984	751.72	751.63	0.50%				17			
	RAMP EB	985	986	754.47	754.40	0.50%				14			
	RAMP ED	987	988	752.87	752.79	0.50%				15			
	RAMP ED	989	990	747.67	747.58	0.50%				19			
	I-41 NB	1366	1367	749.31	749.30	0.30%							4
	I-41 NB	1367	1368	749.30	748.75	0.30%							183
	I-41 NB	1368	1369	748.75	748.73	0.30%							4
	I-41 NB	1441	1442	749.45	749.42	0.30%					10		
	I-41 NB	1442	1443	749.42	749.26	0.30%					53		
	I-41 NB	1443	1444	749.26	749.22	0.30%					15		
	I-41 NB	1444	1445	749.22	749.17	0.30%					15		
	I-41 NB	1445	1446	749.17	749.02	0.30%					53		
	I-41 NB	1446	1446A	749.02	748.96	0.30%					19		
	I-41 NB	1446A	1446B	748.96	748.47	0.30%					167		
	I-41 NB	1446B	1447	748.47	748.42	0.30%					17		
	I-41 NB	1447	1448	748.42	748.12	0.30%					100		
	I-41 NB	1448	1449	748.12	748.05	0.30%					22		
	I-41 NB	1451	1452	749.05	749.02	0.30%					11		
	I-41 NB	1452	1453	749.02	748.97	0.30%					15		
	I-41 NB	1453	1454	748.97	748.93	0.30%					15		
	I-41 NB	1454	1455	748.93	748.77	0.30%					54		
	I-41 NB	1455	1455A	748.77	748.72	0.30%					16		
	I-41 NB	1455A	1455B	748.72	748.23	0.30%					165		
	I-41 NB	1455B	1456	748.23	748.18	0.30%					15		
	I-41 NB	1456	1457	748.18	747.81	0.30%					124		
	I-41 NB	1457	1458	747.81	747.74	0.30%					21		
	RAMP EB	T991	T992	750.42	750.34	0.43%				19			
	RAMP EC	T994	1319	749.69	749.30	0.42%					93		
	PROJECT 1130-65-76 TOTALS						141	170	1934	323	1292	802	687

STORM SEWER & CULVERT PIPES

CATEGORY	LOCATION	FROM	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE %	608.0315 SSPRC CLASS III 15-INCH LF	608.0318 SSPRC CLASS III 18-INCH LF	608.0324 SSPRC CLASS III 24-INCH LF	608.0412 SSPRC CLASS IV 12-INCH LF
1600	CTH E NB	853	E869	746.28	745.22	0.87%			123	
	CAPITOL DRIVE	856	858	752.22	752.12	1.00%		10		
	CAPITOL DRIVE	857	858	752.63	752.37	1.00%	26			
	CAPITOL DRIVE	861	863	751.30	751.20	1.00%	9			
	CAPITOL DRIVE	862	863	749.50	749.04	1.00%	47			
	CAPITOL DRIVE	865	E867	751.14	750.91	1.00%				23
	CAPITOL DRIVE	866	E867	750.53	750.16	1.00%				37
	PROJECT 1130-65-76 TOTALS						82	10	123	60

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TREES

	ROADWAY	632.0101.0010 BALDCYPRESS, B&B, 2.5" CAL. (EACH)	632.0101.0020 BUCKEYE, 'EARLY GLOW', B&B, 2.5" CAL. (EACH)	632.0101.0030 ELM, 'TRIUMPH', B&B, 2.5"CAL. (EACH)	632.0101.0040 HACKBERRY, B&B, 2.5" CAL. (EACH)	632.0101.0050 HONEYLOCUST, 'SKYLINE', B&B, 2.5" CAL. (EACH)	632.0101.0060 MAPLE, 'SIENNA GLEN', B&B, 2.5" CAL. (EACH)	632.0101.0070 OAK, CHINKAPIN, B&B, 2.5" CAL. (EACH)	632.0101.0080 OAK, HYBRID SWAMP X BUR, B&B, 2.5" CAL. (EACH)	632.0101.0090 OAK, SWAMP WHITE, B&B, 2.5" CAL. (EACH)	632.0101.0100 HAWTHORN, 'WINTER KING' (SHRUB FORM TREE), B&B, 6' HT. (EACH)	632.0101.0110 SERVICEBERRY, 'AUTUMN BRILLIANCE' (SHRUB FORM TREE), B&B, 6' HT. (EACH)	632.0101.0120 WITCHHAZEL (SHRUB FORM TREE), B&B, 6' HT. (EACH)
1130-65-76													
CATEGORY 1400													
	CTH E	6	2	3	2	2	0	3	0	0	20	10	4
	CATEGORY 1400 TOTAL	**6**	**2**	**3**	**2**	**2**	**0**	**3**	**0**	**0**	**20**	**10**	**4**
CATEGORY 1410													
	CTH E	0	0	0	0	0	1	0	8	12	0	0	0
	CATEGORY 1410 TOTAL	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**12**	**0**	**0**	**0**

SHRUBS

	ROADWAY	632.0201.0010 JUNIPER, 'BROADMOOR', CONT., 24" SPRD. / #3 (EACH)	632.0201.0020 JUNIPER, 'KALLAY'S COMPACT' PFITZER, CONT., 24" SPRD. / #3 (EACH)	632.0201.0030 HONEYSUCKLE, DWARF BUSH, CONT., 24" SPRD. / #3 (EACH)	632.0201.0040 SUMAC, GRO-LOW, CONT., 24" SPRD. / #3 (EACH)
1130-65-76					
CATEGORY 1400					
	CTH E	9	15	27	16
	CATEGORY 1400 TOTAL	**9**	**15**	**27**	**16**

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

	ROADWAY	LOCATION	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES (EA)
1130-65-76			
CATEGORY 1400			
	CTH E	ALL	20
	CATEGORY 1400 TOTAL		**20**

PLANTING MIXTURE

	ROADWAY	LOCATION	SPV.0035.5000 PLANTING MIXTURE (CY)
1130-65-76			
CATEGORY 1400			
	CTH E	BED 1	13
	CTH E	BED 2	47
	CTH E	BED 3	23
	CTH E	BED 4	32
	CTH E	BED 5	42
	CTH E	BED 6	16
	CATEGORY 1400 TOTAL		**173**

TOPSOIL SPECIAL

	ROADWAY	LOCATION	SPV.0035.5010 TOPSOIL SPECIAL (CY)
1130-65-76			
CATEGORY 1400			
	CTH E	SHEET 2	28
	CTH E	SHEET 3	49
	CTH E	SHEET 4	28
	CTH E	SHEET 5	32
	CTH E	SHEET 6	42
	CTH E	SHEET 7	35
	CATEGORY 1400 TOTAL		**214**

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ACCENT BOULDER

	ROADWAY	LOCATION	SPV.0060.5000 ACCENT BOULDER (EA)
1130-65-76			
CATEGORY 1400			
	CTH E	SHEET 3	14
	CTH E	SHEET 4	10
	CTH E	SHEET 5	8
	CTH E	SHEET 6	16
	CATEGORY 1400 TOTAL		**48**

PERENNIALS

	ROADWAY	SPV.0060.5010 PERENNIALS, JUNEGRASS, CONTAINER, #1 (EACH)	SPV.0060.5020 PERENNIALS, PRAIRIE DROPSEED, (TARA), CONTAINER, #1 (EACH)	SPV.0060.5030 PERENNIALS, SWITCH GRASS, (SHENANDOAH), CONTAINER, #1 (EACH)	SPV.0060.5040 PERENNIALS, ALLIUM, (SUMMER BEAUTY), CONTAINER, #1 (EACH)	SPV.0060.5050 PERENNIALS, ASTER, (OCTOBER SKIES), CONTAINER, #1 (EACH)	SPV.0060.5060 PERENNIALS, BLACK-EYED SUSAN, (AMERICAN GOLD RUSH), CONTAINER, #1 (EACH)	SPV.0060.5070 PERENNIALS, BUTTERFLY MILKWEED, CONTAINER, #1 (EACH)	SPV.0060.5080 PERENNIALS, DWARF FALSE INDIGO, CONTAINER, #1 (EACH)	SPV.0060.5090 PERENNIALS, SPIKED GAYFEATHER, (KOBOLD), CONTAINER, #1 (EACH)
1130-65-76										
CATEGORY 1400										
	CTH E	236	240	27	140	30	131	113	29	37
	CATEGORY 1400 TOTAL	**236**	**240**	**27**	**140**	**30**	**131**	**113**	**29**	**37**

METAL EDGING

	ROADWAY	LOCATION	SPV.0090.5000 METAL EDGING (LF)
1130-65-76			
CATEGORY 1400			
	CTH E	SHEET 3	483
	CTH E	SHEET 4	38
	CTH E	SHEET 6	473
	CATEGORY 1400 TOTAL		**994**

STONE COBBLES

	ROADWAY	LOCATION	SPV.0195.5010 STONE COBBLES (TON)
1130-65-76			
CATEGORY 1400			
	CTH E	SHEET 3	66
	CTH E	SHEET 4	12
	CTH E	SHEET 5	10
	CTH E	SHEET 6	69
	CATEGORY 1400 TOTAL		**157**

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PERMANENT SIGNING SUMMARY, TYPE I

SIGN NO.	LOCATION	SIGN CODE	W X H	637.1220 SIGNS TYPE I REFLECTIVE TYPE SH S.F.	TYPE/SIZE OF STEEL AND BASES	531.1100 CONCRETE MASONRY ANC. STR TYPE NS CY*	531.1140 STEEL REINF. HS ANC. STRUCTURES TYPE NS LB*	531.2024 DRILLING SHAFT 24-INCH LF*	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB*	INFO ONLY - POST LENGTH TO BE VERIFIED BY CONTRACTOR POST NO. 1 LENGTH FT	POST NO. 2 LENGTH FT	POST NO. 3 LENGTH FT	REMARKS
300	CTH E, S. OF IH 41	E6-54A	108" X 90"	67.5	---	---	---	---	---	---	---	---	S-44-369, CENTER OVER LEFT LANE
301	"	E6-54A	108" X 108"	81.0	---	---	---	---	---	---	---	---	S-44-369, CENTER OVER LANE 2
302	"	E6-54A	108" X 84"	63.0	---	---	---	---	---	---	---	---	S-44-369, CENTER OVER LANE 3
303	"	E6-54R	108" X 90"	67.5	---	---	---	---	---	---	---	---	S-44-369, CENTER OVER RIGHT LANE
304	CTH E, N. OF IH 41	E6-54A	168" X 90"	105.0	---	---	---	---	---	---	---	---	S-44-370, CENTER OVER LEFT 2 LANES
305	"	E6-54A	168" X 84"	98.0	---	---	---	---	---	---	---	---	S-44-370, CENTER OVER LANES 3/4
306	"	E6-54R	108" X 90"	67.5	---	---	---	---	---	---	---	---	S-44-370, CENTER OVER RIGHT LANE
307	CTH E, NB OVER IH 41	E6-54L	108" X 90"	67.5	---	---	---	---	---	---	---	---	S-44-371, CENTEROVER LEFT TWO LANES
308	"	E6-52	156" X 96"	104.0	---	---	---	---	---	---	---	---	S-44-371, CENTER OVER CENTER LANE
309	"	E6-54A	108" X 84"	63.0	---	---	---	---	---	---	---	---	S-44-371, CENTER OVER RIGHT LANE
310	IH 41 NB OFF RAMP TO CTH E	E6-54L	192" X 84"	112.0	---	---	---	---	---	---	---	---	S-44-367, CENTEROVER LEFT TWO LANES
311	"	E6-54R	192" X 84"	112.0	---	---	---	---	---	---	---	---	S-44-367 CENTER OVER RIGHT TWO LANES
312	CTH E, SB OVER IH 41	E6-54L	192" X 90"	120.0	---	---	---	---	---	---	---	---	S-44-3XX, CENTEROVER LEFT TWO LANES
313	"	E6-54R	168" X 84"	98.0	---	---	---	---	---	---	---	---	S-44-3XX, CENTER OVER RIGHT TWO LANES
314	IH 41 SB OFF RAMP TO CTH E	E6-54L	192" X 84"	112.0	---	---	---	---	---	---	---	---	S-44-373, CENTEROVER LEFT TWO LANES
315	"	E6-54R	192" X 84"	112.0	---	---	---	---	---	---	---	---	S-44-373, CENTER OVER RIGHT TWO LANES
316	"	E4-1A	204" X 126"	178.5	W12X26	2.4	360	20	1,500	22.0	23.5	---	
317	"	E1-5P	108" X 30"	22.5	---	---	---	---	---	---	---	---	MOUNT ABOVE SIGN 316
318	IH 41 NB ON RAMP FROM CTH E	E1-1A	194" X 86"	115.9	W12X26	2.4	360	20	1,450	21.0	22.5	---	
319	"	E1-5P	194" X 86"	115.9	---	---	---	---	---	---	---	---	MOUNT ABOVE SIGN 318
	PROJECT TOTALS			1882.7	0.0	4.8	720.0	40.0	2950.0				

*THESE QUANTITIES ARE ESTIMATES.
ACTUAL SIZE/NUMBER/LENGTH/WEIGHT OF STEEL SUPPORTS/REINFORCEMENT/CONCRETE BASES
ARE TO BE DETERMINED BY CONTRACTOR, BASED ON SURVEY OF FIELD CONDITIONS, FINAL GRADE AND SIGN LOCATION.
SURVEY REQUIRED FOR DETERMINATION IS THE RESPONSIBILITY OF THE CONTRACTOR, INCIDENTAL TO THE CONTRACT.
FOLLOW SIGN DETAIL A-PLATES - A3-1, A3-2, A3-3, A4-1

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PERMANENT SIGNING SUMMARY TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2215 SIGNS TYPE II REF. TYPE H FOLDING S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	638.2102 MOVING SIGNS TYPE II EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
1	CTH E, N. OF IH 41	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
2	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
3	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
4	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
5	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
6	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
7	CTH E, S. OF IH 41	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
8	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
9	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
10	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
11	"	R3-50A	30" X 36"	7.50	---	---	---	---	---	---	MOUNT NEXT TO SIGNAL HEAD
12A	CAPITOL DR	R3-5L	42" X 48"	14.00	---	---	---	---	---	---	MOUNT OVER LEFT LANE
12B		R3-5L	42" X 48"	14.00	---	---	---	---	---	---	MOUNT OVER CENTER LANE
12C		R3-6R	42" X 48"	14.00	---	---	---	---	---	---	MOUNT OVER RIGHT LANE
12	CTH E, S. OF IH 41	J1-1	24" X 39"	6.50	---	---	---	1	---	---	SEE SIGN PLAN
13	"	W24-1L	36" X 36"	---	---	9.00	---	---	---	1	
14	"	W24-1P	36" X 24"	---	---	6.00	---	---	---	---	MOUNT BELOW SIGN 13
15	"	W13-1	18" X 18"	---	---	2.25	---	---	---	---	25 MPH, MOUNT BELOW SIGN 14
16	"	W24-1L	36" X 36"	---	---	9.00	---	---	---	1	
17	"	W24-1P	36" X 24"	---	---	6.00	---	---	---	---	MOUNT BELOW SIGN 16
18	"	W13-1	18" X 18"	---	---	2.25	---	---	---	---	25 MPH, MOUNT BELOW SIGN 17
19A	"	R3-55L	24" X 30"	5.00	---	---	1	---	---	---	
19	"	R3-8AAA	54" X 30"	11.25	---	---	---	---	---	---	MOUNT TO UPRIGHT
20	"	R11-54F	48" X 30"	---	10.00	---	---	1	---	---	
21	"	R3-7R	30" X 30"	6.25	---	---	---	---	---	---	MOUNT TO UPRIGHT
22	"	R5-1A	42" X 30"	8.75	---	---	---	---	---	---	MOUNT TO UPRIGHT
23	"	R5-1	36" X 36"	9.00	---	---	---	---	1	---	
24	"	R3-4	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
25	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 24
26	"	R4-7	24" X 30"	5.00	---	---	---	---	---	---	MOUNT BACK OF SIGN 24
27	"	W12-1D	24" X 24"	---	---	4.00	---	1	---	---	
28	"	R3-1	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
29	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 28
30	"	R5-1	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
31	"	R3-2	36" X 36"	9.00	---	---	---	---	---	---	MOUNT BACK OF SIGN 30
32	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 31
33	"	R2-1	36" X 48"	12.00	---	---	---	---	1	---	35 MPH
34	"	M1-5A	24" X 24"	4.00	---	---	---	1	---	---	SEE SIGN PLAN
35	"	R5-1A	42" X 30"	8.75	---	---	---	---	---	---	MOUNT BACK OF SIGN 19
	PAGE SUBTOTALS			237.00	25.54	38.50	1	4	2	2	

CONTINUED ONTO NEXT SHEET

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2215 SIGNS TYPE II REF. TYPE H FOLDING S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	638.2102 MOVING SIGNS TYPE II EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
36	CTH E, S. OF IH 41	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
37	"	R10-11B	24" X 24"	4.00	---	---	---	---	---	---	MOUNT BELOW SIGN 36
38	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
39	"	R10-11B	24" X 24"	4.00	---	---	---	---	---	---	MOUNT BELOW SIGN 38
40	"	R3-1	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
41	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT TO SIGNAL POLE
42	"	R5-1	36" X 36"	9.00	---	---	---	---	1	---	
43	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT TO BACK OF SIGN 42
44	"	R3-2	36" X 36"	9.00	---	---	---	---	1	---	
45	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT TO SIGNAL POLE
46	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT TO BACK OF SIGN 47
47	"	R5-1	36" X 36"	9.00	---	---	---	---	1	---	
48	"	W12-1D	24" X 24"	---	---	4.00	---	1	---	---	
49	"	R4-8	24" X 30"	5.00	---	---	---	1	---	---	
50	"	R3-4	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
51	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 50
52	CTH E, N. OF IH 41	R3-4	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
53	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 52
54	"	R4-8	24" X 30"	5.00	---	---	---	1	---	---	
55	"	R5-1	36" X 36"	9.00	---	---	---	---	1	---	
56	VACANT	---	---	---	---	---	---	---	---	---	
57	CTH E, N. OF IH 41	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT TO BACK OF SIGN 55
58	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT TO SIGNAL POLE
59	"	R3-2	36" X 36"	9.00	---	---	---	---	1	---	
60	VACANT	---	---	---	---	---	---	---	---	---	
61	VACANT	---	---	---	---	---	---	---	---	---	
62	VACANT	---	---	---	---	---	---	---	---	---	
63	VACANT	---	---	---	---	---	---	---	---	---	
64	CTH E, N. OF IH 41	R5-1	36" X 36"	9.00	---	---	---	---	1	---	
65	"	R1-1F	30" X 30"	---	5.18	---	---	1	---	---	
66	"	R3-1	36" X 36"	9.00	---	---	---	---	1	---	
67	"	R1-1F	30" X 30"	---	5.18	---	---	1	---	---	
68	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
69	"	R10-11B	24" X 24"	4.00	---	---	---	---	---	---	MOUNT BELOW SIGN 69
70	"	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
	PAGE SUBTOTALS			132.00	51.80	4.00	0	5	7	0	

CONTINUED ONTO NEXT SHEET

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2215 SIGNS TYPE II REF. TYPE H FOLDING S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	638.2102 MOVING SIGNS TYPE II EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
71	CTH E, N. OF IH 41	R10-11B	24" X 24"	4.00	---	---	---	---	---	---	MOUNT BELOW SIGN 70
72	"	R5-1	36" X 36"	9.00	---	---	---	---	1	---	
73	"	M1-5A	36" X 48"	12.00	---	---	---	1	---	---	SEE PLAN SHEET
74	"	R2-1	36" X 48"	12.00	---	---	---	---	---	1	35 MPH
75	VACANT	---	---	---	---	---	---	---	---	---	
76	VACANT	---	---	---	---	---	---	---	---	---	
77	VACANT	---	---	---	---	---	---	---	---	---	
78	VACANT	---	---	---	---	---	---	---	---	---	
79	CTH E, N. OF IH 41	R3-2	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
80	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 79
81	"	R5-1	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
82	"	R3-1	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
83	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 82
84	"	R4-7	24" X 30"	5.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
85	"	R3-4	36" X 36"	9.00	---	---	---	---	---	---	MOUNT TO SIGNAL POLE
86	"	R1-1F	30" X 30"	---	5.18	---	---	---	---	---	MOUNT BELOW SIGN 85
87	"	W12-1D	24" X 24"	---	---	4.00	---	1	---	---	
88	"	R11-54F	48" X 30"	---	10.00	---	---	---	1	---	
89	"	R5-1A	42" X 30"	8.75	---	---	---	1	---	---	
90	"	R5-1A	42" X 30"	8.75	---	---	---	1	---	---	
91	"	R3-8AR	36" X 30"	7.50	---	---	---	---	---	---	MOUNT BACK OF SIGN 89
92	"	R3-8AAA	54" X 30"	11.25	---	---	---	---	---	---	MOUNT BACK OF SIGN 90
93	"	W24-1L	36" X 36"	---	---	9.00	---	---	---	1	
94	"	W24-1P	36" X 24"	---	---	6.00	---	---	---	---	MOUNT BELOW SIGN 93
95	"	W13-1	18" X 18"	---	---	2.25	---	---	---	---	25 MPH, MOUNT BELOW SIGN 94
96	"	W24-1L	36" X 36"	---	---	9.00	---	---	---	1	
97	"	W24-1P	36" X 24"	---	---	6.00	---	---	---	---	MOUNT BELOW SIGN 96
98	"	W13-1	18" X 18"	---	---	2.25	---	---	---	---	25 MPH, MOUNT BELOW SIGN 97
99	"	J1-1	24" X 39"	6.50	---	---	---	---	1	---	SEE PLAN SHEET
100	"	R4-7	24" X 30"	5.00	---	---	---	---	1	---	
101	PARK AND RIDE	R7-8A	12" X 18"	1.50	---	---	---	1	---	---	
102	"	R7-8A	12" X 18"	1.50	---	---	---	1	---	---	
103	"	R7-8A	12" X 18"	1.50	---	---	---	1	---	---	
104	"	R7-8A	12" X 18"	1.50	---	---	---	1	---	---	
105	"	R7-8A	12" X 18"	1.50	---	---	---	1	---	---	
	PAGE SUBTOTALS			133.25	25.54	38.50	0	9	4	3	

CONTINUED ONTO NEXT SHEET

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2215 SIGNS TYPE II REF. TYPE H FOLDING S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	638.2102 MOVING SIGNS TYPE II EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
106	IH 41 NB OFF RAMP TO CTH E	E5-1A	---	---	---	---	1		---	---	REINSTALL EXISTING
107	"	W3-3	---	---	---	---	1	---	---	---	REINSTALL EXISTING
108	"	R5-1A	42" X 30"	8.75	---	---	---	---	---	---	MOUNT TO UPRIGHT
109	"	R3-8RR	36" X 30"	7.50	---	---	---	---	---	---	MOUNT TO UPRIGHT
110	"	R3-8LL	36" X 30"	7.50	---	---	---	---	---	---	MOUNT TO UPRIGHT
111	"	R5-1A	42" X 30"	8.75	---	---	---	---	---	---	MOUNT TO UPRIGHT
12A	CAPITOL DR	R3-5L	42" X 48"	14.00	---	---	---	---	---	---	MOUNT OVER LEFT LANE
12B		R3-5L	42" X 48"	14.00	---	---	---	---	---	---	MOUNT OVER CENTER LANE
12C		R3-6R	42" X 48"	14.00	---	---	---	---	---	---	MOUNT OVER RIGHT LANE
112	CTH E, N. OF IH 41	D1-1	48" X 30"	10.00	---	---	---	2	---	---	SEE SIGN DETAILS
113	CTH E, S. OF IH 41	D1-1	48" X 30"	10.00	---	---	---	2	---	---	SEE SIGN DETAILS
114	IH 41 SB OFF RAMP TO CTH E	W12-1D	24" X 24"	---	---	4.00	---	1	---	---	
115	"	W4-2R	36" X 36"	---	---	9.00	---	---	1	---	
116	"	W4-2R	36" X 36"	---	---	9.00	---	---	1	---	
117	"	R1-2	36" X 31"	7.75	---	---	---	---	1	---	
118	IH 41 SB OFF RAMP TO CTH E	R5-1A	42" X 30"	8.75	---	---	---	---	---	---	MOUNT TO UPRIGHT
119	"	R5-1A	42" X 30"	8.75	---	---	---	---	---	---	MOUNT TO UPRIGHT
120	"	R3-8RR	36" X 30"	7.50	---	---	---	---	---	---	MOUNT TO UPRIGHT
121	"	R3-8LL	36" X 30"	7.50	---	---	---	---	---	---	MOUNT TO UPRIGHT
122		W3-3	---	---	---	---	1	---	---	---	REINSTALL EXISTING
123	"	E5-1A	---	---	---	---	1		---	---	REINSTALL EXISTING
	PAGE SUBTOTALS			134.75	0.00	22.00	4	5	3	0	
	PROJECT TOTALS			637.00	102.88	103.00	5.00	23	16	5	

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MOVING/REMOVING EXISTING SIGNS, TYPE II

SIGN NO.	LOCATION	SIGN CODE	204.0246 REMOVING ANCILLARY STRUCTURE EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1A	CAPITOL DRIVE	D3-1	---	---	4	---	REMOVAL AND RETURN TO CONSTRUCTION ENGINEER
1B	"	R10-50L	---	---	1	---	
1C	"	R10-50L	---	---	2	---	
1D	"	R3-8LF	---	---	1	---	
1	CTH E, S. OF IH 41	J1-1	---	---	1	1	
2	"	R4-7	---	---	1	1	
3	"	D1-70	---	---	1	4	
4	"	R2-1	---	---	1	1	
5	"	R2-1	---	---	1	1	R5-1A INCLUDED
6	"	R5-1A	---	---	1	1	
7	"	J3-1	---	---	1	1	R5-1 INCLUDED
8	"	M1-5A	---	---	1	1	
9	"	R1-1F	---	---	1	---	R3-2, J3-1 INCLUDED
10	"	R1-1F	---	---	1	---	R6-2L INCLUDED
11	IH 41 NB ON RAMP FROM CTH E	R1-2	---	---	1	1	
12	IH 41 NB OFF RAMP TO CTH E	J13-1	---	---	1	1	
13	"	R1-2	---	---	1	1	
14	"	R1-1F	---	---	---	---	M1-5A, R5-A INCLUDED
15	"	D4-71	---	---	1	1	
16	"	R5-1A	---	---	1	2	R3-8X INCLUDED
17	"	R5-1A	---	---	1	2	
18	CTH E, S. OF IH 41	D1-71	---	---	1	2	
19	"	R4-7	---	---	1	---	R1-1F INCLUDED
20	"	J3-1	---	---	1	1	
21	"	R1-1F	---	---	1	---	
22	IH 41 NB ON RAMP FROM CTH E	R5-57	---	---	1	1	
23	CTH E, N. OF IH 41	R5-1	---	---	1	---	
24	"	J3-1	---	---	1	---	R4-7 INCLUDED
25	"	D1-71	---	---	1	2	
26	"	R11-54F	---	---	1	1	
27	IH 41 SB OFF RAMP TO CTH E	R5-1A	---	---	1	2	J13-1 INCLUDED
28	"	D4-2L	---	---	1	1	R5-1A INCLUDED
29	"	D1-3	---	---	1	2	
30	"	M1-5A	---	---	1	1	
31	"	R5-1	---	---	1	---	R1-1F INCLUDED
32	"	R1-2	---	---	1	1	
33	"	R1-1F	---	---	1	---	
34	IH 41 SB ON RAMP FROM CTH E	R5-57	---	---	1	1	
35	"	R1-2	---	---	1	1	
	PAGE SUBTOTALS		0	0	42	35	

CONTINUED ONTO NEXT SHEET

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	204.0246 REMOVING ANCILLARY STRUCTURE EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
36	CTH E, N. OF IH 41	R11-54F	---	---	1	1	
37	"	J3-1	---	---	1	1	R1-1F INCLUDED
38	"	R1-1F	---	---	1	---	R3-2 INCLUDED
39	"	R1-1F	---	---	1	---	
40	"	M1-5A	---	---	1	1	
41	"	R2-1	---	---	1	1	
42	"	D1-70	---	---	1	2	
43	"	R2-1	---	---	1	1	
44	"	W3-3	---	---	1	1	
45	"	W3-3	---	---	1	1	
46	"	J1-1	---	---	1	1	
47	"	D4-2L	---	---	1	1	
48	"	R5-1	---	---	1	1	
49	"	R3-8X	---	---	1	2	
50		E7-2	1	1	---	---	0001. S-44-33
51	"	E7-2	1	1	1	2	0002. S-44-34
	PAGE SUBTOTALS		2	2	15	16	
	PROJECT TOTALS		2	2	57	51	

LIGHTING CONDUIT AND WIRE

FROM	-	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	REMARKS
ALL ITEMS ARE CATEGORY 1100							
CB 600	-	PB 600	--	10	--	--	PULL WIRE ONLY
CB 600	-	PB 600	--	10	--	--	PULL WIRE ONLY
CB 600	-	PB 600	--	10	--	--	PULL WIRE ONLY
CB 600	-	PB 601	--	10	--	--	PULL WIRE ONLY
CB 600	-	PB 601	--	10	--	--	PULL WIRE ONLY
CB 600	-	PB 601	--	10	--	--	PULL WIRE ONLY
PB 601	-	PB 602	--	--	95	--	PULL WIRE ONLY
PB 601	-	PB 602	--	--	95	--	PULL WIRE ONLY
PB 602	-	PB 604	235	--	--	--	PULL WIRE ONLY
PB 604	-	PB 605	--	--	200	--	PULL WIRE ONLY
PB 605	-	PB 606	250	--	--	--	PULL WIRE ONLY
PB 606	-	PB 607	160	--	--	--	PULL WIRE ONLY
PB 607	-	PB 608	180		--	--	PULL WIRE ONLY
PB 608	-	PB 609	240	--	--	--	PULL WIRE ONLY
PB 609	-	PB 610	230	--	--	--	PULL WIRE ONLY
PB 600	-	PB 603	--	--	105	--	PULL WIRE ONLY
PB 600	-	PB 603	--	--	105	--	PULL WIRE ONLY
PB 603	-	PB 611	250	--	--	--	PULL WIRE ONLY
PB 611	-	SL 600	360	--	--	--	PULL WIRE ONLY
SL 600	-	PB 612	70	--	--	--	PULL WIRE ONLY
PB 613	-	SL 601	160	--	--	--	PULL WIRE ONLY
CB 700	-	PB 700	--	10	--	--	PULL WIRE ONLY
CB 700	-	PB 700	--	10	--	140	--
CB 700	-	PB 700	--	10	--	140	--
CB 700	-	PB 701	--	10	--	--	PULL WIRE ONLY
CB 700	-	PB 701	--	10	--	--	PULL WIRE ONLY
CB 700	-	PB 701	--	10	--	140	--
PB 700	-	PB 712	--	--	85	505	--
PB 700	-	PB 712	--	--	85	505	--
PB 712	-	SL 703	10	--	--	230	--
PB 712	-	PB 711	55	--	--	355	--
PB 712	-	PB 711	55	--	--	355	--
PB 711	-	PB 710	--	--	180	980	--
PB 711	-	SL 704	55	--	--	340	CONDUIT IN STRUCTURE B-44-0324
SL 704	-	PB 714	210	--	--	1,115	CONDUIT IN STRUCTURE B-44-0324
PB 714	-	PB 713	--	--	180	--	--
PB 714	-	SL 705	30	--	--	430	--
PB 714	-	PB 721	145	--	--	805	--
PB 721	-	SL 706	35	--	--	480	--
PB 721	-	PB 720	--	--	75	455	--
PB 720	-	SL 708	60	--	--	365	--
SL 708	-	SL 707	160	--	--	850	--
PB 720	-	SL 709	40	--	--	530	--
SL 709	-	SL 710	130	--	--	700	--
SL 710	-	PB 719	160	--	--	865	--
PB 719	-	SL 711	25	--	--	380	--
PB 719	-	PB 718	--	--	115	655	--
PB 718	-	SL 712	155	--	--	840	--
SL 712	-	SL 713	205	--	--	1,075	--
SL 713	-	SL 714	185	--	--	975	--
SUBTOTAL			**3850**	**120**	**1320**	**14210**	

LIGHTING CONDUIT AND WIRE (CONT'D)

FROM	-	TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	REMARKS
ALL ITEMS ARE CATEGORY 1100							
PB 718	-	PB 717	--	--	80	--	PULL WIRE ONLY
PB 717	-	SL 715	40	--	--	265	--
PB 717	-	SL 716	100	--	--	565	--
SL 716	-	PB 716	240	--	--	1,265	--
PB 716	-	SL 717	--	50	--	945	--
PB 716	-	SL 718	85	--	--	490	--
SL 718	-	SL 719	150	--	--	800	--
PB 716	-	PB 715	--	--	110	630	--
PB 715	-	SL 720	30	--	--	430	--
PB 715	-	PB 713	115	--	--	655	--
PB 713		SL 721	60	--	--	365	CONDUIT IN STRUCTURE B-44-0325
SL 721	-	PB 710	190	--	--	1,015	CONDUIT IN STRUCTURE B-44-0325
PB 710	-	SL 722	30	--	--	430	--
PB 710	-	PB 709	165	--	--	--	PULL WIRE ONLY
PB 709	-	SL 723	50	--	--	315	--
PB 709	-	PB 708	--	--	90	530	--
PB 708	-	SL 724	105	--	--	590	--
PB 708	-	SL 725	--	45	--	870	--
PB 708	-	PB 706	125	--	--	705	--
PB 706	-	PB 707	--	--	55	710	--
PB 707	-	SL 726	5	--	--	180	--
PB 706	-	PB 705	110	--	--	630	--
PB 705	-	SL 728	75	--	--	880	--
PB 705	-	PB 704	--	--	125	705	--
PB 704	-	SL 727	--	15	--	420	--
PB 704	-	SL 729	240	--	--	1,265	--
SL 729	-	SL 730	185	--	--	975	--
PB 704	-	PB 703	-	--	90	530	--
PB 703	-	SL 732	--	45	--	870	--
PB 703	-	SL 731	110	--	--	615	--
PB 703	-	PB 702	255	--	--	1,355	--
PB 702	-	SL 700	--	5	--	270	--
PB 702	-	SL 701	150	--	--	815	--
SL 701	-	SL 702	160	--	--	850	--
PB 702	-	PB 701	--	--	75	--	PULL WIRE ONLY
PB 702	-	PB 701	--	--	75	455	--
SUBTOTAL			**2775**	**160**	**700**	**22390**	
PROJECT TOTAL			**6625**	**280**	**2020**	**36600**	

3

STREET LIGHTS

	LIGHT NUMBER	STATION	OFFSET	R/L	* 654.0105 CONCRETE BASES TYPE 5 EACH	654.0107 CONCRETE BASES TYPE 7 EACH	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT EACH	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH	* 659.1120 LUMINAIRES UTILITY LED B EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12AWG LF	SPV.0060.0500 ANCHOR BOLT COVER SHROUD EACH
ALL ITEMS ARE CATEGORY 1100													
SL	600	848+09'EB'	26.8'	RT	--	1	--	--	--	--	--	--	1
SL	601	299+61'ED'	44.1'	LT	--	1	--	--	--	--	--	--	1
SL	700	616+03'EDD'	19.9'	RT	1	--	1	1	--	1	1	150	--
SL	701	614+41'EDD'	21.8'	RT	1	--	1	1	--	1	1	150	--
SL	702	612+85'EDD'	21.8'	RT	1	--	1	1	--	1	1	150	--
SL	703	294+69'ED'	24.7'	RT	1	--	1	1	--	1	1	150	--
SL	704	613+88'ESB'	42.7'	RT	--	--	1	1	--	1	1	150	--
** SL	705	854+30'EA'	13.7'	LT	--	--	--	--	1	1	1	150	--
SL	706	855+16'EA'	7.8'	LT	1	--	1	1	--	1	1	150	--
SL	707	857+63'EA'	31.8'	RT	1	--	1	1	--	1	1	150	--
SL	708	856+11'EA'	32.2'	RT	1	--	1	1	--	1	1	150	--
SL	709	611+84'EAA'	23.8'	RT	1	--	1	1	--	1	1	150	--
SL	710	610+67'EAA'	36.8'	RT	1	--	1	1	--	1	1	150	--
SL	711	607+43'ENB'	52.8'	RT	1	--	1	1	--	1	1	150	--
SL	712	605+58'ENB'	39.3'	LT	1	--	1	1	--	2	2	300	--
SL	713	603+61'ENB'	18.4'	LT	1	--	1	1	--	2	2	300	--
SL	714	601+81'ENB'	15.0'	LT	1	--	1	1	--	2	2	300	--
SL	715	606+86'ESB'	32.7'	LT	1	--	1	1	--	1	1	150	--
SL	716	608+15'ESB'	32.7'	LT	1	--	1	1	--	1	1	150	--
SL	717	610+66'EBB'	19.8'	LT	1	--	1	1	--	1	1	150	--
SL	718	611+85'EBB'	19.8'	LT	1	--	1	1	--	1	1	150	--
SL	719	850+13'EB'	34.5'	RT	1	--	1	1	--	1	1	150	--
SL	720	853+02'EB'	36.8'	LT	1	--	1	1	--	1	1	150	--
SL	721	612+28'ENB'	28.6'	LT	--	--	1	1	--	1	1	150	--
** SL	722	853+57'EC'	10.1'	RT	--	--	--	--	1	1	1	150	--
SL	723	852+62'EC'	3.3'	RT	1	--	1	1	--	1	1	150	--
SL	724	614+68'ECC'	24.9'	LT	1	--	1	1	--	1	1	150	--
SL	725	616+11'ECC'	29.8'	LT	1	--	1	1	--	1	1	150	--
SL	726	617+40'ECC'	4.8'	RT	1	--	1	1	--	1	1	150	--
SL	727	618+43'ESB'	52.3'	RT	1	--	1	1	--	1	1	150	--
SL	728	619+25'ESB'	44.8'	LT	1	--	1	1	--	1	1	150	--
SL	729	620+96'ENB'	30.2'	LT	1	--	1	1	--	2	2	300	--
SL	730	622+76'ENB'	31.1'	LT	1	--	1	1	--	2	2	300	--
SL	731	619+55'ENB'	37.8'	RT	1	--	1	1	--	1	1	150	--
SL	732	617+94'ENB'	37.8'	RT	1	--	1	1	--	1	1	150	--
PROJECT TOTAL					**29**	**2**	**31**	**31**	**2**	**38**	**38**	**5700**	**2**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE
**SHARED INFRASTRUCTURE WITH RAMP GATES

LIGHTING PULLBOXES

PULLBOX NUMBER	STATION	OFFSET	R/L	* 653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
ALL ITEMS ARE CATEGORY 1100				
PB 600	853+06'EB'	39.4'	RT	1
PB 601	853+01'EB'	50.7'	RT	1
PB 602	610+17'EBB'	37.4'	LT	1
PB 603	610+37'EBB'	36.7'	LT	1
PB 604	607+39'ESB'	43.1'	LT	1
PB 605	607+34'ENB'	61.8'	RT	1
PB 606	611+94'EAA'	37.9'	RT	1
PB 607	856+93'EA'	39.4'	RT	1
PB 608	858+68'EA'	34.0'	RT	1
PB 609	860+98'EA'	34.0'	RT	1
PB 610	863+34'EA'	30.3'	RT	1
PB 611	850+46'EB'	46.2'	RT	1
PB 612	846+17'EB'	26.0'	RT	1
PB 613	301+26'ED'	39.3'	LT	1
PB 700	294+60'ED'	54.4'	LT	1
PB 701	616+00'EDD'	45.7'	LT	1
PB 702	615+93'EDD'	24.0'	RT	1
PB 703	618+51'ENB'	41.3'	RT	1
PB 704	618+55'ENB'	57.3'	RT	1
PB 705	618+52'ECC'	31.8'	LT	1
PB 706	617+16'ECC'	43.8'	LT	1
PB 707	617+14'ECC'	12.2'	RT	1
PB 708	615+75'ECC'	33.8'	LT	1
PB 709	852+26'EC'	6.8'	RT	1
PB 710	853+98'EC'	6.5'	RT	1
PB 711	293+93'ED'	27.9'	RT	1
PB 712	294+52'ED'	27.1'	RT	1
PB 713	611+86'ENB'	48.0'	LT	1
PB 714	853+97'EA'	10.5'	LT	1
PB 715	852+68'EB'	39.3'	LT	1
PB 716	611+00'EBB'	23.9'	LT	1
PB 717	607+29'ESB'	35.9'	LT	1
PB 718	607+19'ENB'	28.3'	LT	1
PB 719	607+25'ENB'	56.0'	RT	1
PB 720	612+14'EAA'	38.1'	RT	1
PB 721	855+49'EA'	12.0'	LT	1
PROJECT TOTAL				**36**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

LIGHTING CONTROL

CABINET NUMBER	STATION	OFFSET	R/L	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0401.0001 ELECTRICAL SERVICE MAIN LUGS ONLY METER PEDESTAL (CB600) EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	659.2230 LIGHTING CONTROL CABINETS 240/480 30-INCH EACH
ALL ITEMS ARE CATEGORY 1100							
CB600	853+16'EB'	55.8'	RT	1	1	--	1
CB700	294+51'ED'	69.5'	LT	1	--	1	--
PROJECT TOTAL				**2**	**1**	**1**	**1**

3

Conduit Rigid Nonmetallic Schedule 40

Location S44-0578 (IH 41 NB & CTH E)		652.0210 1-Inch	652.0225 2-Inch	652.0235 3-Inch
FROM	TO	LF	LF	LF
CB1	PB1			45
CB1	PB1			45
PB1	SB2		35	
PB1	PB2			30
PB2	SB1		15	
PB2	SB13			35
PB1	PB3			100
PB1	PB3			100
PB3	SB4			45
PB3	SB5		15	
PB3	SB14		45	
PB3	SB3		30	
PB3	PB4			60
PB3	PB4			60
PB4	SB6		55	
PB4	PB5			155
PB4	PB11		55	
PB11	proposed lighting pull box		50	
PB4	PB5			155
PB5	SB7		75	
PB5	PB6			70
PB5	PB6			70
PB6	SB8			10
PB6	PB7		110	
PB7	PB8	125		
PB6	SB10		40	
PB6	SB9		15	
PB6	PB9			80
PB6	PB9			80
PB9	SB11		20	
PB9	PB10			70
PB9	PB10			70
PB10	SB12		35	
PB10	CB1			65
PB10	CB1			65
	TOTALS	125	595	1,410

Pull Boxes

LOCATION	Non-Conductive 653.0164 24x42-Inch EACH
S44-0578 (IH 41 NB & CTH E)	11
TOTALS	11

Removing Pull Boxes

LOCATION	653.0905 EACH
S44-0578 (IH 41 NB & CTH E)	14
TOTALS	14

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

Loop Detectors

LOCATION S44-0578 (IH 41 NB & CTH E)	LOOP NO.	# OF TURNS	652.0800 Conduit LF	655.0700 Lead In Cable LF	655.0800 Wire LF
	21	4	112	473	456
	22	4	102	348	416
	23	3	112	238	344
	24	3	132	308	404
	25	3	122	308	374
	42	2	132	168	272
	43	2	112	228	232
	51	2	102	158	212
	52	2	112	88	232
	71	2	112	68	232
	72	2	132	68	272
		TOTALS	1,282	2,453	3,446

Concrete Bases

LOCATION		Station	Offset	654.0101 Type 1	654.0102 Type 2	654.0120 Type 10 Special	654.0217 Type 9 Special
S44-0578 (IH 41 NB & CTH E)							
	CB1	610+81 ENB	63' LT				1
	SB1	611+09 ENB	36' LT	1			
	SB2	611+35 ENB	35' LT	1			
	SB3	611+03 ESB	31' LT	1			
	SB4	611+86 ENB	39' RT			1	
	SB5	611+24 ESB	27' LT		1		
	SB6	610+62 ESB	20' RT	1			
	SB7	610+29 ESB	21' RT		1		
	SB8	609+17 ESB	24' RT			1	
	SB9	608+97 ESB	23' RT	1			
	SB10	608+68 ESB	24' RT	1			
	SB11	608+96 ESB	39' LT		1		
	SB12	609+52 ESB	36' LT	1			
	SB13	610+69 ENB	33' LT			1	
	SB14	610+93 ESB	26' LT	1			
TOTALS				8	3	3	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-034201-MQ-SP.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2024 12:35 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

CABLE TRAFFIC SIGNAL

LOCATION S44-0578 (IH 41 NB & CTH E) From CB1 to	655.0230 5-14 AWG LF	655.0260 12-14 AWG LF	HEAD NO.	655.0700 Loop Detector Lead In Cable	655.0230 Base to Head 5-14 AWG LF	655.0900 Traffic Signal EVP Detector Cable LF
SB1	143		18		26	
			Button	5		
SB2	118		15		29	
SB3	228		19		26	
			Button	5		
	228		20		26	
			Button	5		
SB4	243		13		71	
			14		81	
SB5	213		4		29	
SB6	328		3		29	
SB7	443		11		29	
	443		21		26	
			Button	5		
SB8		293	1		61	
			2		71	
			12		29	
			EVP #3			292
SB9	298		5		29	
SB10	323		6		29	
SB11	208		7		29	
	208		17		26	
			Button	5		
SB12	138		16		26	
			Button	5		
SB13	163		8		61	
			9		71	
			10		81	
			EVP #1			167
			EVP #2			167
SB14	243		20		26	
			Button	5		
Sub Total	3,968	293		35	911	626
TOTALS	4,879	293		35		626

Signal Indication		Conductor Color
Red	=	Red
Yellow	=	Orange
Green	=	Green
Red Arrow	=	Red w/Black Tracer
Yellow Arrow	=	Black w/White
Yellow Flashing Arrow	=	White w/Black
Green Arrow	=	Blue w/Black

PEDS

Walk	=	Green
Don't Walk	=	Red
Button	=	Black & Orange

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTE: Lead-in/EVP Cable shall be pulled in separately from other cables/wires and enter the Control Cabinet in a separate conduit if provided.

3

3

TRAFFIC SIGNALS

LOCATION	656.0201.0002 Electrical Service Meter Breaker Pedestal S44-0578 (IH 41 NB & CTH E) EACH	657.0100 Pedestal Bases EACH	657.0255 Transformer Bases EACH	657.0310 Poles Type 3 EACH	657.0352 Poles Type 10 Special EACH
S44-0578 (IH 41 NB & CTH E)	1	8	3	3	3
TOTALS	1	8	3	3	3

TRAFFIC SIGNALS

LOCATION	657.0420 Traffic Signal Standard Aluminum 13-FT EACH	657.0430 Traffic Signal Standard Aluminum 10-FT EACH	657.0536 Monotube Arms 35-FT Special EACH	657.0546 Monotube Arms 45-FT Special EACH	658.0173 Traffic Signal Face 3S 12-Inch EACH
S44-0578 (IH 41 NB & CTH E)	4	3	1	2	15
TOTALS	4	3	1	2	15

TRAFFIC SIGNALS

LOCATION	658.0416 Pedestrian Signal Face 16-inch	658.0500 Pedestrian Push Buttons	658.5070.0002 Signal Mounting Hardware S44-0578 (IH 41 NB & CTH E) EACH	SPV.0060.0601 Remove Traffic Signal S44-0578 (IH 41 NB & CTH E) EACH	659.5000.S Lamp, Ballast, LED, Switch Disposal by Contractor S44-0578 (IH 41 NB & CTH E) EACH
S44-0578 (IH 41 NB & CTH E)	6	6	1	1	41
TOTALS	6	6	1	1	41

SALVAGING TRAFFIC SIGNAL EQUIPMENT

LOCATION	SPV.0060.0602 Salvaging Monotube Poles Type 13 (IH 41 NB & CTH E) EACH	SPV.0060.0604 Salvaging Monotube Arms 40-ft (IH 41 NB & CTH E) EACH	SPV.0060.0606 Salvageing Luminaire Arms (IH 41 NB & CTH E) EACH	SPV.0060.0610 Salvaging 12" Steel Pull Box Rims & Covers (IH 41 NB & CTH E) EACH	SPV.0060.0612 Salvaging 24" Steel Pull Box Rims & Covers (IH 41 NB & CTH E) EACH
S44-0578 (IH 41 NB & CTH E)	1	1	2	2	2
TOTALS	1	1	2	2	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

SALVAGING TRAFFIC SIGNAL EQUIPMENT

LOCATION	SPV.0060.0614 Salvaging 24" Non-Conductive Pull Box Rims & Covers (IH 41 NB & CTH E) EACH	SPV.0060.0608 Salvaging Transformer Bases (IH 41 NB & CTH E) EACH
S44-0578 (IH 41 NB & CTH E)	9	2
TOTALS	9	2

Electrical Wire Traffic Signals 10 AWG

LOCATION
S44-0578 (IH 41 NB & CTH E)

FROM	TO	655.0515 (Equipment Grounding Conductor) (Green) LF
CB1	SB1	143
SB1	SB13	81
SB1	SB2	126
SB2	SB3	211
SB3	SB5	76
SB5	SB4	91
SB5	SB14	90
SB5	SB6	176
SB6	SB7	331
SB7	SB8	201
SB8	SB9	56
SB8	SB10	86
SB8	SB11	156
SB11	SB12	171
SB12	CB1	138
PB4 (S44-0578)	PB1 (S44-2014)	536
	TOTAL	2,669

Cable

LOCATION
S44-0578 (IH 41 NB & CTH E)

FROM	TO	655.0305 Type UF 2-12 AWG Grounded LF
CB1	SB5	213
CB1	SB7	443
CB1	SB8	293
CB1	SB11	208
CB1	SB13	163
	TOTAL	1320

Electrical Wire Lighting 12 AWG

LOCATION
S44-0578 (IH 41 NB & CTH E)
120 Volt System

FROM	TO	655.0610 LF
SB5	LUMINAIRES	150
SB7	LUMINAIRES	150
SB8	LUMINAIRES	150
SB11	LUMINAIRES	150
SB13	LUMINAIRES	150
	TOTAL	750

Lighting Summary

LOCATION	657.0709 Luminaire Arms Truss Type 4-Inch Clamp 12-FT EACH	657.0812 Luminaire Arms Steel 12-FT EACH	659.1125 Luminaires Utility LED-C EACH
S44-0578 (IH 41 NB & CTH E)	3	2	5
TOTALS	3	2	5

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-034201-MQ-SP.DWG
LAYOUT NAME - 05
PLOT DATE : 12/19/2024 10:08 AM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

Conduit Rigid Nonmetallic Schedule 40

Location S44-2014 (IH 41 SB & CTH E)		652.0210	652.0225	652.0235
		1-Inch	2-Inch	3-Inch
FROM	TO	LF	LF	LF
CB1	PB1			60
CB1	PB1			60
PB1	SB1			55
PB1	SB2		25	
PB1	SB3		35	
PB1	PB12		50	
PB12	proposed lighting pull box		35	
PB1	PB2			100
PB1	PB2			100
PB2	SB4			55
PB2	SB5		10	
PB2	SB6		25	
PB2	PB3			80
PB2	PB3			80
PB3	SB7		10	
PB3	PB4			50
PB3	PB4			50
PB4	SB8		10	
PB4	PB5			130
PB4	PB5			130
PB5	PB6		140	
PB6	PB8	150		
PB5	PB7		90	
PB7	PB9	120		
PB5	SB9			5
PB5	SB10		20	
PB5	PB10			75
PB5	PB10			75
PB10	SB11		10	
PB10	PB11			70
PB10	PB11			70
PB11	SB12		20	
PB11	CB1			70
PB11	CB1			70
	TOTALS	270	480	1,385

Pull Boxes

LOCATION		Non-Conductive 653.0164 24x42-Inch EACH
S44-2014 (IH 41 SB & CTH E)		11
	TOTALS	11

Removing Pull Boxes

LOCATION		653.0905 EACH
S44-2014 (IH 41 SB & CTH E)		14
	TOTALS	14

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-034201-MQ-SP.DWG
LAYOUT NAME - 06
PLOT DATE : 10/24/2024 12:35 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

3

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Loop Detectors

LOCATION	LOOP	# OF	652.0800 Conduit	655.0700 Lead In Cable	655.0800 Wire
S44-2014 (IH 41 SB & CTH E)	NO.	TURNS	LF	LF	LF
	22	3	132	183	404
	23	3	102	263	314
	41	5	112	528	568
	42	5	82	448	418
	43	4	132	378	536
	44	4	82	328	336
	45	3	112	238	344
	46	3	152	238	464
	47	3	152	313	464
	48	3	112	313	344
	51	2	122	83	232
	52	2	102	83	212
	71	2	112	163	232
	72	2	112	93	232
		TOTALS	1,618	3,652	5,100

Concrete Bases

LOCATION		Station	Offset	654.0101 Type 1	654.0102 Type 2	654.0110 Type 10	654.0113 Type 13	654.0120 Type 10 Special	654.0217 Type 9 Special
S44-2014 (IH 41 SB & CTH E)									
	CB1	615+41 ESB	74' RT						1
	SB1	615+32 ESB	47' RT				1		
	SB2	614+98 ESB	52' RT	1					
	SB3	614+78 ESB	48' RT	1					
	SB4	614+31 ESB	28' LT					1	
	SB5	614+96 ESB	24' LT		1				
	SB6	615+13 ESB	26' LT	1					
	SB7	615+72 ESB	42' LT	1					
	SB8	615+94 ESB	27' LT		1				
	SB9	617+04 ESB	53' RT			1			
	SB10	617+40 ENB	25' LT	1					
	SB11	617+24 ENB	41' RT		1				
	SB12	616+63 ENB	38' RT	1					
TOTALS				6	3	1	1	1	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CABLE TRAFFIC SIGNAL

LOCATION S44-2014 (IH 41 SB & CTH E) From CB1 to	655.0230 5-14 AWG LF	655.0260 12-14 AWG LF	HEAD NO.	655.0700 Loop Detector Lead In Cable	655.0230 Base to Head 5-14 AWG LF	655.0900 Traffic Signal EVP Detector Cable LF
SB1	153		1		61	
			2		71	
			3		81	
			4		91	
			EVP #3			172
SB2	123		17		26	
			Button	5		
SB3	133		9		29	
SB4	268		7		81	
			8		71	
SB5	223		18		26	
			Button	5		
SB6	238		13		29	
	238		19		26	
			Button	5		
SB7	318		12		29	
SB8	383		6		29	
	383		20		26	
			Button	5		
SB9		288	5		29	
			10		56	
			11		66	
	288		14		29	
			EVP #1			277
SB10	303		15		29	
SB11	203		16		29	
	203		22		26	
			Button	5		
SB12	128		21		26	
			Button	5		
Sub Total	3,585	288		30	966	449
TOTALS	4,551	288		30		449

Signal Indication			Conductor Color
Red	=		Red
Yellow	=		Orange
Green	=		Green
Red Arrow	=		Red w/Black Tracer
Yellow Arrow	=		Black w/White
Yellow Flashing Arrow	=		White w/Black
Green Arrow	=		Blue w/Black

PEDS

Walk	=		Green
Don't Walk	=		Red
Button	=		Black & Orange

NOTE: Lead-in/EVP Cable shall be pulled in separately from other cables/wires and enter the Control Cabinet in a separate conduit if provided.

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

TRAFFIC SIGNALS

LOCATION	656.0201.0001 Electrical Service Meter Breaker Pedestal S44-2014 (IH 41 SB & CTH E) EACH	657.0100 Pedestal Bases EACH	657.0255 Transformer Bases EACH	657.0310 Poles Type 3 EACH	657.0350 Poles Type 10 EACH	657.0352 Poles Type 10 Special EACH
S44-2014 (IH 41 SB & CTH E)	1	6	3	3	1	1
TOTALS	1	6	3	3	1	1

TRAFFIC SIGNALS

LOCATION	657.0360 Poles Type 13 EACH	657.0420 Traffic Signal Standard Aluminum 13-FT EACH	657.0430 Traffic Signal Standard Aluminum 10-FT EACH	657.0530 Monotube Arms 30-FT EACH	657.0546 Monotube Arms 45-FT Special EACH	657.0555 Monotube Arms 55-FT EACH
S44-2014 (IH 41 SB & CTH E)	1	3	3	1	1	1
TOTALS	1	3	3	1	1	1

TRAFFIC SIGNALS

LOCATION	658.0173 Traffic Signal Face 3S 12-Inch EACH	658.0416 Pedestrian Signal Face 16-inch	658.0500 Pedestrian Push Buttons	658.5070.0001 Signal Mounting Hardware S44-2014 (IH 41 SB & CTH E) EACH	SPV.0060.0600 Remove Traffic Signal S44-2014 (IH 41 SB & CTH E) EACH	659.5000.S Lamp, Ballast, LED, Switch Disposal by Contractor S44-2014 (IH 41 SB & CTH E) EACH
S44-2014 (IH 41 SB & CTH E)	16	6	6	1	1	47
TOTALS	16	6	6	1	1	47

SALVAGING TRAFFIC SIGNAL EQUIPMENT

LOCATION	SPV.0060.0603 Salvaging Monotube Poles Type 13 (IH 41 SB & CTH E) EACH	SPV.0060.0605 Salvaging Monotube Arms 40-ft (IH 41 SB & CTH E) EACH	SPV.0060.0607 Salvaging Luminaire Arms (IH 41 SB & CTH E) EACH	SPV.0060.0611 Salvaging 12" Steel Pull Box Rims & Covers (IH 41 SB & CTH E) EACH	SPV.0060.0613 Salvaging 24" Steel Pull Box Rims & Covers (IH 41 SB & CTH E) EACH
S44-2014 (IH 41 SB & CTH E)	1	1	2	4	3
TOTALS	1	1	2	4	3

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : C:\USERS\MUTHCM\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-034201-MQ-SP.DWG
LAYOUT NAME - 09
PLOT DATE : 12/19/2024 10:08 AM PLOT BY : MUTH, CAMERON PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

3

SALVAGING TRAFFIC SIGNAL EQUIPMENT

LOCATION	SPV.0060.0615 Salvaging 24" Non-Conductive Pull Box Rims & Covers (IH 41 SB & CTH E) EACH	SPV.0060.0609 Salvaging Transformer Bases (IH 41 SB & CTH E) EACH
S44-2014 (IH 41 SB & CTH E)	7	2
TOTALS	7	2

Electrical Wire Traffic Signals 10 AWG

LOCATION S44-2014 (IH 41 SB & CTH E)		655.0515 (Equipment Grounding Conductor) (Green) LF
FROM	TO	
CB1	SB1	153
SB1	SB2	111
SB2	SB3	91
SB2	SB5	181
SB5	SB4	96
SB5	SB6	66
SB5	SB7	146
SB7	SB8	116
SB8	SB9	191
SB9	SB10	56
SB9	SB11	136
SB11	SB12	146
SB12	CB1	128
	TOTAL	1,617

Cable

LOCATION S44-2014 (IH 41 SB & CTH E)		655.0305 Type UF 2-12 AWG Grounded
FROM	TO	LF
CB1	SB1	153
CB1	SB5	223
CB1	SB8	383
CB1	SB9	288
CB1	SB11	203
	TOTAL	1250

Electrical Wire Lighting 12 AWG

LOCATION S44-2014 (IH 41 SB & CTH E) 120 Volt System		655.0610
FROM	TO	LF
SB1	LUMINAIRES	150
SB5	LUMINAIRES	150
SB8	LUMINAIRES	150
SB9	LUMINAIRES	150
SB11	LUMINAIRES	150
	TOTAL	750

Lighting Summary

LOCATION	657.0709 Luminaire Arms Truss Type 4-Inch Clamp 12-FT EACH	657.0812 Luminaire Arms Steel 12-FT EACH	659.1125 Luminaires Utility LED-C EACH
S44-2014 (IH 41 SB & CTH E)	3	2	5
TOTALS	3	2	5

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

REMOVING TRAFFIC SIGNALS

LOCATION	204.9060.S.1000 REMOVING TRAFFIC SIGNALS BALLARD ROAD & CAPITOL DRIVE (EACH)
BALLARD ROAD & CAPITOL DRIVE	1
INTERSECTION TOTAL	1

REMOVING PULLBOXES

LOCATION	PULLBOX	653.0905 REMOVING PULL BOXES (EACH)
BALLARD ROAD & CAPITOL DRIVE	EXPB1	1
INTERSECTION TOTAL		1

REMOVING CONCRETE BASES

LOCATION	BASE	FULL OR PARTIAL REMOVAL	204.0195 REMOVING CONCRETE BASES (EACH)
BALLARD ROAD & CAPITOL DRIVE	EXSB1	FULL	1
	EXSB2	FULL	1
	EXSB3	FULL	1
	EXSB4	FULL	1
	EXSB5	PARTIAL *	1
	EXSB7	PARTIAL *	1
	EXSB9	FULL	1
INTERSECTION TOTAL			7

* REMOVE TOP 3-FT OF BASE, THE REMAINDER OF THE BASE WILL BE LEFT IN PLACE UNDERGROUND TO AVOID COMPACTION ISSUES ADJACENT TO THIS BASE.

CONCRETE BASES

LOCATION	BASE NO.	LOCATION	SPV.0060.1000 CONCRETE BASES TYPE 1 SPECIAL (EACH)	SPV.0060.1005 CONCRETE BASES TYPE 2 SPECIAL (EACH)	654.0120 CONCRETE BASES TYPE 10 SPECIAL (EACH)	654.0113 CONCRETE BASES TYPE 13 (EACH)
BALLARD ROAD & CAPITOL DRIVE	SB1	599+69 'ENB', 40.7 RT	--	--	1	--
	SB2	559+49 'ESB', 26.6 LT	--	--	--	1
	SB3	599+63 'ESB', 36.1 LT	1	--	--	--
	SB4	599+72 'ESB', 48.0 LT	1	--	--	--
	SB5	20+98 'CAP', 29.9 LT	--	--	1	--
	SB6	21+12 'CAP', 33.6 LT	1	--	--	--
	SB7	21+24 'CAP', 41.0 LT	1	--	--	--
	SB7A	600+59 'ESB', 33.6 LT	--	1	--	--
	SB8	600+41 'ENB', 20.4 RT	--	--	1	--
	SB9	19+82 'CAP', 21.9 LT	--	1	--	--
INTERSECTION TOTAL			4	2	3	1

ADDITIONAL SPECIAL PROVISIONS FOR TRAFFIC SIGNALS

LOCATION	SPV.0060.1010 RADAR VEHICLE DETECTION SYSTEM SPECIAL (EACH)	SPV.0060.1015 REMOVE AND REINSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM (EACH)	SPV.0060.1020 REMOVE AND REINSTALL RADIO COMMUNCATIONS SYSTEM (EACH)
BALLARD ROAD & CAPITOL DRIVE	1	1	1
INTERSECTION TOTAL	1	1	1

SIGNAL POLES, ARMS, BASES, LUMINAIRES

LOCATION	BASE NO.	LOCATION	657.0315 POLES TYPE 4 (EACH)	657.0322 POLES TYPE 5 ALUMINUM (EACH)	657.0347 POLES TYPE 9 SPECIAL (EACH)	657.0352 POLES TYPE 10 SPECIAL (EACH)	657.0360 POLES TYPE 13 (EACH)	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT (EACH)	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT (EACH)	657.0546 MONOTUBE ARMS 45-FT SPECIAL (EACH)	657.0550 MONOTUBE ARMS 50-FT (EACH)	657.0100 PEDESTAL BASE (EACH)	657.0255 TRANSORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE (EACH)	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT (EACH)	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT (EACH)	657.0806 LUMINAIRE ARMS STEEL 6-FT (EACH)	657.0810 LUMINAIRE ARMS STEEL 10-FT (EACH)	659.1125 LUMINAIRES UTILITY LED C (EACH)
BALLARD ROAD & CAPITOL DRIVE	SB1	599+69 'ENB', 40.7 RT	--	--	1	--	--	--	--	1	--	--	--	--	--	--	--	--
	SB2	559+49 'ESB', 26.6 LT	--	--	--	--	1	--	--	--	1	--	--	--	--	--	1	1
	SB3	599+63 'ESB', 36.1 LT	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--
	SB4	599+72 'ESB', 48.0 LT	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
	SB5	20+98 'CAP', 29.9 LT	--	--	--	1	--	--	--	1	--	--	--	--	--	--	1	1
	SB6	21+12 'CAP', 33.6 LT	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--
	SB7	21+24 'CAP', 41.0 LT	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--
	SB7A	600+59 'ESB', 33.6 LT	1	--	--	--	--	--	--	--	--	--	1	1	--	--	--	1
	SB8	600+41 'ENB', 20.4 RT	--	--	--	1	--	--	--	1	--	--	--	--	--	1	--	1
	SB9	19+82 'CAP', 21.9 LT	--	1	--	--	--	--	--	--	--	--	1	--	1	--	--	1
INTERSECTION TOTAL			1	1	1	2	1	3	1	3	1	3	2	1	1	1	2	5

CONDUIT

LOCATION	FROM	TO	+ 652.0325 INTERCEPT EXISTING CONDUIT EACH	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH TRENCH LF
BALLARD ROAD & CAPITOL DRIVE	EXCB1	PB1	1	48
	EXCB1	SB1	1	78
	EXCB1	PB2	1	190
	PB2	SB2	--	10
	PB2	SB3	--	20
	EXCB1	SB4	1	181
	EXCB1	SB5	1	138
	SB5	SB6	--	14
	SB5	SB9	--	122
	EXCB1	SB7A	1	122
	SB7A	SB7	--	15
	EXCB1	SB8	1	14
	EXCB1	EXSB6	1	6
	EXCB1	EXSB8	1	84
	EXCB1	PB1	1	48
INTERSECTION TOTAL			**10**	**1090**

+ INCIDENTAL TO ITEM 652.0325

PULL BOXES

LOCATION	NUMBER	APPROX LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24x42-INCH (EACH)
BALLARD ROAD & CAPITOL DRIVE	PB1	600+92 'ENB', 47.9 RT	1
	PB2	599+41 'ESB', 25.1 LT	1
INTERSECTION TOTAL			2

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOCATION	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG (LF)	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG (LF)	SPV.0090.1005 CABLE TRAFFIC SIGNAL 16-14 AWG (LF)	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (LF)	SPV.0090.1010 TRAY CABLE FOR STREET LIGHTING 3 CONDUCTOR 12 AWG (LF)	+ RADAR DETECTOR CABLE (LF)	++ RADIO CABLE (LF)	+++ EVP CABLE (LF)
	EXCB1	SB1	--	--	160	160	--	--	--	--
	EXCB1	SB2	--	--	272	272	272	--	--	--
	EXCB1	SB3	--	292	--	20	--	--	--	--
	EXCB1	SB4	--	--	263	263	--	--	--	--
	EXCB1	SB5	--	--	220	220	220	--	--	--
	EXCB1	SB6	--	244	--	24	--	--	--	--
	EXCB1	SB7A	--	--	204	204	204	--	--	--
	EXCB1	SB7	--	210	--	10	--	--	--	--
	EXCB1	SB8	--	--	96	96	96	--	--	--
	EXCB1	SB9	--	--	--	--	352	--	--	--
	EXCB1	EXSB6	--	--	88	88	88	--	--	--
	EXCB1	EXSB8	--	--	166	166	166	--	--	--
	SB1	HEAD 17	40	--	--	--	--	--	--	--
	SB1	HEAD 18	25	--	--	--	--	--	--	--
	SB1	HEAD 20	70	--	--	--	--	--	--	--
	SB1	HEAD 21	60	--	--	--	--	--	--	--
	SB1	PED 8	15	--	--	--	--	--	--	--
	SB2	HEAD 7	60	--	--	--	--	--	--	--
	SB2	HEAD 8	60	--	--	--	--	--	--	--
	SB2	HEAD 10	20	--	--	--	--	--	--	--
	SB2	LUMINAIRE	--	--	--	--	45	--	--	--
	SB3	PED 6	15	--	--	--	--	--	--	--
	SB4	HEAD 14	20	--	--	--	--	--	--	--
	SB4	HEAD 16	20	--	--	--	--	--	--	--
	SB4	PED 5	15	--	--	--	--	--	--	--
	SB5	HEAD 12	20	--	--	--	--	--	--	--
BALLARD ROAD & CAPITOL DRIVE	SB5	HEAD 13	20	--	--	--	--	--	--	--
	SB5	HEAD 15	70	--	--	--	--	--	--	--
	SB5	LUMINAIRE	--	--	--	--	45	--	--	--
	SB6	PED 4	15	--	--	--	--	--	--	--
	SB7A	HEAD 4	60	--	--	--	--	--	--	--
	SB7A	HEAD 6	60	--	--	--	--	--	--	--
	SB7	PED 3	15	--	--	--	--	--	--	--
	SB7A	LUMINAIRE	--	--	--	--	45	--	--	--
	SB8	HEAD 2	20	--	--	--	--	--	--	--
	SB8	HEAD 3	60	--	--	--	--	--	--	--
	SB8	HEAD 5	60	--	--	--	--	--	--	--
	SB8	PED 2	15	--	--	--	--	--	--	--
	SB8	LUMINAIRE	--	--	--	--	45	--	--	--
	SB9	LUMINAIRE	--	--	--	--	45	--	--	--
	EXSB6	HEAD 19	20	--	--	--	--	--	--	--
	EXSB6	HEAD 11	EXIST	--	--	--	--	--	--	--
	EXSB6	PED 1	EXIST	--	--	--	--	--	--	--
	EXSB6	LUMINAIRE	--	--	--	--	EXIST	--	--	--
	EXSB8	HEAD 1	EXIST	--	--	--	--	--	--	--
	EXSB8	HEAD 9	EXIST	--	--	--	--	--	--	--
	EXSB8	PED 7	EXIST	--	--	--	--	--	--	--
	EXSB8	LUMINAIRE	--	--	--	--	EXIST	--	--	--
	EXCB1	RA1/SB8	--	--	--	--	--	126	--	--
	EXCB1	RA2/SB5	--	--	--	--	--	274	--	--
	EXCB1	RA3/SB2	--	--	--	--	--	302	--	--
	EXCB1	RA4/SB1	--	--	--	--	--	190	--	--
	EXCB1	EVP/SB2	--	--	--	--	--	--	--	302
	EXCB1	RADIO/SB8	--	--	--	--	--	--	126	--
INTERSECTION TOTAL			**855**	**746**	**1469**	**1523**	**1623**	**892**	**126**	**302**

+ INCIDENTAL TO ITEM SPV.0060.1010
++ INCIDENTAL TO ITEM SPV.0060.1020
+++ INCIDENTAL TO ITEM SPV.0060.1015

3

TRAFFIC SIGNAL FACES, BACKPLACES, AND LED MODULES

			SIGNAL FACES AND BACKPLATES		LED MODULES 12-INCH						PEDESTRIAN	
			658.0173	658.0174	+	+	+	+	+	+	658.0416	658.0500
			3-12 INCH	4-12 INCH	RED	YELLOW	GREEN	RED	YELLOW OR FLASHING YELLOW	GREEN	PEDESTRIAN SIGNAL FACE 16-INCH	PEDESTRIAN PUSH BUTTONS
LOCATION	BASE NO.	SIGNAL HEAD NO.	VERTICAL (EACH)	VERTICAL (EACH)	BALL (EACH)	BALL (EACH)	BALL (EACH)	ARROW (EACH)	ARROW (EACH)	ARROW (EACH)	(EACH)	(EACH)
BALLARD ROAD & CAPITOL DRIVE	SB1	17,18,20,21,P8	4	--	2	2	2	2	2	2	1	1
	SB2	7,8,10	2	1	2	2	2	1	2	1	--	--
	SB3	P6	--	--	--	--	--	--	--	--	1	1
	SB4	14,16,P5	2	--	1	1	1	1	2	--	1	1
	SB5	12,13,15	3	--	2	2	2	1	2	--	--	--
	SB6	P4	--	--	--	--	--	--	--	--	1	1
	SB7	P3	--	--	--	--	--	--	--	--	1	1
	SB7A	4,6	1	1	1	1	1	1	2	1	--	--
	SB8	2,3,5,P2	2	1	2	2	2	1	2	1	1	1
	EXSB6	19	1	--	--	--	--	1	1	1	--	--
	EXSB6*	EXIST (11,P1)	--	--	1	1	1	--	--	--	--	--
	EXSB8*	EXIST (1,9,P7)	--	--	1	1	1	1	2	1	--	--
INTERSECTION TOTAL			**15**	**3**	**12**	**12**	**12**	**9**	**15**	**7**	**6**	**6**

BACKPLATES INCIDENTAL TO 658.0173 OR 658.0174
+ INCIDENTAL TO 658.0173 OR 658.0174
* EXISTING EQUIPMENT REMAINS IN PLACE BUT LED MODULES WILL BE REPLACED WITH NEW IN TRAFFIC SIGNAL FACES

LOOP DETECTORS

LOCATION	DETECTOR NUMBER	STATION/ OFFSET*	SIZE FT X FT	652.0800 CONDUIT LOOP DETECTOR (LF)	655.0800 LOOP DETECTOR WIRE (LF)	655.0700 LOOP DETECTOR LEAD IN CABLE (LF)	HOME RUN PULLBOX	
BALLARD ROAD & CAPITOL DRIVE	11	600+88 'ESB', 16.9 RT	6'X 10'	98	224	50	PB1	3 TURNS
	51	599+26 'ESB', 16.3 RT	6'X 10'	73	202	280	PB2	4 TURNS
INTERSECTION TOTAL				**171**	**426**	**330**		

INSTALLATION REFERENCE SDD LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT), CITY OF APPLETON

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-034202-MQ-SP.DWG
LAYOUT NAME - 04
PLOT DATE : 10/30/2024 2:48 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

3

3

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

LOCATION	661.0201.1000 (EACH)
STH 47 & RIDGEVIEW DRIVE	1
PROJECT TOTAL	1

ADDITIONAL SPECIAL PROVISIONS FOR TEMPORARY TRAFFIC SIGNALS

LOCATION	SPV.0060.1025 TEMPORARY VEHICLE DETECTION SYSTEM (EACH)
STH 47 & RIDGEVIEW DRIVE	1
PROJECT TOTAL	1

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH 12.5 FT LINE 25 FT SKIP BLACK LF	* 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	* 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	* 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH 3 FT LINE 9 FT SKIP WHITE LF	* 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH 12.5 FT LINE 25 FT SKIP WHITE	* 646.4020 MARKING LINE EPOXY 10-INCH 2 FT LINE 6 FT SKIP WHITE LF	* 646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE LF	* 646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH 3 FT LINE 9 FT SKIP WHITE LF	* 646.5020 MARKING ARROW EPOXY TYPE 1 WHITE EACH	* 646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	* 646.5020 MARKING ARROW EPOXY TYPE 3 WHITE EACH	* 646.5120 MARKING WORD EPOXY "ONLY" WHITE EACH	* 646.5220 MARKING SYMBOL EPOXY WHITE EACH	* 646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH WHITE EACH	* 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8105 MARKING CURB PAINT YELLOW LF	646.8205 MARKING ISLAND NOSE PAINT YELLOW EACH	646.8320 MARKING PARKING STALL EPOXY WHITE LF
1000																									
STAGE 2																									
	ENB	598+41	-	599+64	LT/RT	--	57	226	--	--	--	302	--	--	2	--	--	--	41	--	154	--	--	--
	ENB	600+33	-	607+11	LT/RT	216	--	36	--	216	--	--	--	--	--	--	--	--	--	--	178	10	1	--
	ENB	601+19	-	605+87	RT	--	468	--	--	--	--	--	--	3	--	--	--	3	--	--	--	--	--	--
	ENB	605+87	-	607+11	RT	--	--	--	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	606+37	-	607+11	RT	--	--	--	--	--	--	--	19	--	--	--	--	--	--	--	--	--	--	--
	ENB	607+11	-	609+73	LT/RT	--	--	--	--	--	--	686	--	5	--	--	--	2	79	--	--	--	--	--
	ENB	607+11	-	609+92	LT/RT	--	287	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	1	--
	ENB	609+54	-	610+45	LT/RT	--	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--
	ENB	609+92	-	610+77	RT	--	--	--	37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	610+26	-	611+90	LT/RT	--	--	--	--	--	--	276	--	1	--	--	--	1	--	--	96	10	1	--
	ENB	610+77	-	615+12	RT	--	420	--	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--
	ENB	611+52	-	612+62	LT	--	--	--	--	--	32	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	612+62	-	614+20	LT/RT	40	--	--	--	40	--	--	--	2	--	2	--	--	--	--	--	--	--	--
	ENB	614+20	-	615+49	LT/RT	--	--	--	--	--	--	129	--	3	--	--	--	1	59	--	115	10	1	--
	ENB	615+30	-	616+46	RT	--	--	--	56	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	615+49	-	616+64	LT/RT	--	--	--	--	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--
	ENB	616+46	-	616+77	RT	--	32	--	--	--	--	--	--	1	--	--	--	1	--	--	--	--	--	--
	ENB	616+64	-	617+12	LT/RT	--	--	--	--	--	18	48	--	1	--	--	--	1	--	--	--	10	1	--
	ENB	616+77	-	617+62	RT	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	617+62	-	621+92	RT	--	433	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	617+12	-	626+48	LT/RT	234	--	--	--	234	--	--	--	4	--	--	--	4	50	--	--	--	--	--
	ENB	621+92	-	623+42	RT	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ENB	622+42	-	623+42	RT	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	--	--	--	--
	ENB	623+42	-	626+48	LT/RT	--	306	--	--	--	--	306	--	--	2	--	1	--	--	--	--	10	1	--
	ESB	598+41	-	599+49	LT/RT	27	--	--	--	27	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	600+49	-	602+70	LT/RT	--	212	--	--	--	--	212	--	--	3	--	2	--	51	--	--	--	--	--
	ESB	600+53	-	605+20	RT	--	--	--	--	--	--	462	--	--	1	--	--	--	--	--	--	--	--	--
	ESB	600+53	-	607+66	LT/RT	213	--	--	--	213	--	--	--	4	--	--	--	4	--	--	--	--	--	--
	ESB	602+70	-	603+35	LT	--	--	--	--	--	--	--	16	--	--	--	--	--	--	--	--	--	--	--
	ESB	602+70	-	604+28	LT	--	--	--	55	--	--	--	--	--	--	--	--	--	--	--	80	--	--	--
	ESB	604+28	-	608+59	LT	--	432	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	608+51	-	609+18	LT	--	--	--	--	--	19	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	608+59	-	609+39	LT	--	--	--	37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	609+10	-	609+67	LT/RT	--	--	--	--	--	--	57	--	2	--	--	--	2	--	--	--	--	--	--
	ESB	609+29	-	609+85	LT	--	47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	609+67	-	610+60	LT/RT	--	--	--	--	--	--	--	24	--	--	--	--	--	--	--	--	--	--	--
	ESB	609+85	-	610+79	LT	--	--	--	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	610+84	-	611+90	LT/RT	--	--	--	--	--	--	106	--	2	--	--	--	--	60	--	116	--	--	--
	ESB	611+05	-	615+32	LT	--	409	--	--	--	--	--	--	3	--	--	--	3	--	--	--	--	--	--
	ESB	611+51	-	613+41	RT	--	--	--	--	--	--	231	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	611+90	-	613+41	LT/RT	38	--	--	--	38	--	--	--	4	--	--	--	--	--	--	--	--	--	--
	ESB	613+41	-	614+62	RT	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	614+13	-	616+00	RT	--	--	--	--	--	--	418	--	--	--	--	--	--	--	--	124	--	--	--
	ESB	615+32	-	616+16	LT	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	615+63	-	616+71	RT	--	--	--	--	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--
	ESB	616+16	-	622+14	LT	--	603	--	--	--	--	--	--	4	--	--	--	4	--	--	--	--	--	--
	ESB	616+34	-	619+60	RT	--	--	--	--	--	--	903	--	4	--	--	--	--	101	--	--	--	--	--
	ESB	617+73	-	622+14	LT	--	--	--	--	--	--	484	--	--	1	--	--	--	--	--	--	--	--	--
	ESB	619+60	-	625+47	LT/RT	211	--	--	--	211	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	ESB	622+14	-	622+72	LT	--	--	--	--	--	--	--	15	--	--	--	--	--	--	--	--	--	--	--
	ESB	622+14	-	623+10	LT	--	105	--	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SHEET SUBTOTAL						**977**	**3,811**	**226**	**375**	**977**	**104**	**4,620**	**216**	**44**	**9**	**2**	**3**	**27**	**441**	**--**	**863**	**60**	**6**	**--**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH 12.5 FT LINE 25 FT SKIP BLACK LF	* 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	* 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	* 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH 3 FT LINE 9 FT SKIP WHITE LF	* 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH 12.5 FT LINE 25 FT SKIP WHITE LF	* 646.4020 MARKING LINE EPOXY 10-INCH 2 FT LINE 6 FT SKIP WHITE LF	646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE LF	646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH 3 FT LINE 9 FT SKIP WHITE LF	* 646.5020 MARKING ARROW EPOXY TYPE 1 WHITE EACH	* 646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	* 646.5020 MARKING ARROW EPOXY TYPE 3 WHITE EACH	* 646.5120 MARKING WORD EPOXY "ONLY" WHITE EACH	* 646.5220 MARKING SYMBOL EPOXY WHITE EACH	* 646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH WHITE EACH	* 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8105 MARKING CURB PAINT YELLOW LF	646.8220 MARKING ISLAND NOSE PAINT YELLOW EACH	646.8320 MARKING PARKING STALL EPOXY WHITE LF
1000																										
STAGE 2																										
	EA	851+70	-	856+26	RT	--	--	--	--	--	--	478	--	--	4	--	2	--	--	--	--	--	--	--	--	--
	EB	851+44	-	853+69	LT/RT	--	--	--	--	--	--	303	--	--	2	--	--	--	28	--	--	--	--	--	--	--
	EC	850+88	-	855+78	LT	--	--	--	--	--	--	514	--	--	2	--	1	--	--	--	--	--	--	--	--	--
	ED	294+11	-	295+83	LT/RT	--	--	--	--	--	--	170	--	--	2	--	--	--	28	--	--	--	--	--	--	--
	EAA	609+40	-	612+30	RT	--	--	--	--	--	--	--	--	--	2	--	--	--	--	6	36	--	--	--	--	--
	EBB	609+31	-	612+62	LT/RT	--	--	--	--	--	--	252	--	--	2	--	--	--	38	--	84	--	--	--	--	--
	ECC	615+13	-	618+56	LT/RT	--	324	--	--	--	--	253	--	--	1	--	1	--	--	--	50	--	--	--	--	--
	EDD	614+64	-	617+14	LT/RT	--	--	--	--	--	--	312	--	--	2	--	--	--	39	--	91	--	--	--	--	--
	PARK AND RIDE				RT	--	--	--	--	--	--	--	--	--	--	--	--	5	--	--	55	--	--	--	--	4,058
STAGE 2 SUBTOTAL						**977**	**4,135**	**226**	**375**	**977**	**104**	**6,902**	**216**	**44**	**26**	**2**	**7**	**32**	**574**	**6**	**1,179**	**60**	**6**	**4,058**
						977	**4,135**	**226**	**375**	**977**	**104**	**6,902**	**216**	**44**	**26**	**2**	**7**	**32**	**574**	**6**	**1,179**	**60**	**6**	**4,058**
CATEGORY 1000 TOTAL						**977**	**4,361**		**1,352**		**104**	**7,118**			**72**		**7**	**32**	**574**	**6**	**1,179**	**60**	**6**	**4,058**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	* 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	* 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	* 646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH WHITE LF	* 646.5020 MARKING ARROW EPOXY TYPE 1 WHITE EACH	* 646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	* 646.5020 MARKING ARROW EPOXY TYPE 3 WHITE EACH	* 646.5220 MARKING SYMBOL EPOXY WHITE EACH	* 646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	* 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF
1600																
STAGE 3																
	CAP	15+53	-	18+00	LT	248	--	--	--	2	--	--	2	--	--	--
	CAP	15+53	-	21+16	LT/RT	--	1,480	--	--	1	--	--	1	--	55	--
	CAP	15+53	-	21+16	RT	633	--	--	258	3	4	2	3	33	--	--
	CAP	18+00	-	21+16	LT	227	--	18	--	--	--	--	--	15	--	63
	CAP	21+16	-	22+36	LT/RT	--	--	--	--	--	--	--	--	--	--	235
STAGE 3 SUBTOTAL						**1,108**	**1,480**	**18**	**258**	**6**	**4**	**2**	**6**	**48**	**55**	**298**
CATEGORY 1600 TOTAL							**2,588**	**18**	**258**		**12**		**6**	**48**	**55**	**298**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

INTERIM PAVEMENT MARKINGS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 12.5 FT LINE 37.5 FT SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH YELLOW LF	* 646.4020 MARKING LINE EPOXY 10-INCH WHITE LF	* 646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	* 646.5120 MARKING WORD EPOXY "ONLY" WHITE EACH
1000												
STAGE 2												
	NB	840+44	-	870+51	RT	1,964	--	--	--	--	--	--
	SB	837+59	-	868+17	LT	2,122	--	--	--	--	--	--
	EA	856+26	-	863+50	LT/RT	623	--	64	724	--	--	--
	EB	845+87	-	851+44	LT/RT	556	66	123	561	195	4	--
	EC	843+00	-	851+79	LT/RT	1,260	--	47	879	--	--	--
	ED	295+83	-	301+50	LT/RT	565	66	70	567	852	8	4
	EAT	863+50	-	872+10	LT/RT	858	--	--	702	--	--	--
	EAT	870+52	-	872+10	LT/RT	--	40	--	--	--	--	--
	EBT	838+29	-	840+44	LT	--	54	--	--	--	--	--
	EBT	838+29	-	845+87	LT/RT	757	--	--	543	--	--	--
	ECT	828+88	-	843+00	LT/RT	1,340	126	--	538	--	--	--
	EDT	301+50	-	307+66	LT/RT	646	75	--	616	--	--	--
	EDT	307+66	-	307+97	LT/RT	--	8	--	--	--	--	--
STAGE 2 SUBTOTAL						**10,691**	**434**	**304**	**5,130**	**1,047**	**12**	**4**
	CATEGORY 1000 TOTAL							**16,559**		**1,047**	**12**	**4**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-034501-MQ-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 11/26/2024 2:03 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

CONCRETE BARRIER TEMPORARY PRECAST ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST LF
1000									
STAGE 1	**IH 41**	847'NB'+66	-	856'NB'+06	RT	IH 41 NB	840	840	840
		847'NB'+77	-	859'NB'+06	LT		1,130	1,130	--
		852'SB'+00	-	860'SB'+28	RT	IH 41 SB	830	830	830
		849'SB'+01	-	860'SB'+43	LT		1,145	1,145	--
STAGE 1 SUBTOTAL							3,945	3,945	1,670
STAGE 2	**RAMPS**	845'EBT'+87			RT	RAMP EB	--	--	--
		845'EBT'+87			LT		--	--	--
		301'EDT'+50			RT	RAMP ED	--	--	--
		301'EDT'+50			LT		--	--	--
STAGE 2 SUBTOTAL							--	--	--
PROJECT 1130-65-76 TOTAL							**3,945**	**3,945**	**1,670**

ROADWAY	SPV.0060.0165 EMERGENCY RESPONSE TO TRAFFIC INVOLVING CONCRETE BARRIER TEMPORARY EA	SPV.0060.0170 EMERGENCY RESPONSE TO TRAFFIC INVOLVING CRASH CUSHION TEMPORARY EA
IH 41	4	4
	4	4
IH 41	10	10
	10	10
RAMPS EB & ED	--	4
	--	4
	14	**18**

CRASH CUSHIONS TEMPORARY

CATEGORY	ROADWAY	STATION	OFFSET	LOCATION	614.0905 CRASH CUSHIONS TEMPORARY EA	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
1000											
STAGE 1	**IH 41**	847'NB'+66	29.5' RT	IH 41 NB	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		847'NB'+77	1.5' LT		1	2	OM-3L (WO5-58L)	TL-3	UNDIRECTIIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		852'SB'+00	2' RT	IH 41 SB	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LT	TEMPORARY CONCRETE BARRIER ON SHOULDER
		849'SB'+01	30' LT		1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RT	TEMPORARY CONCRETE BARRIER ON SHOULDER
STAGE 1 SUBTOTAL					4						
STAGE 2	**RAMPS**	845'EBT'+87	32' RT	RAMP EB	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LT	PERMANENT CONCRETE BARRIER ON SHOULDER
		845'EBT'+87	4.2' LT		1	2	OM-3L (WO5-58L)	TL-3	UNDIRECTIIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
		301'EDT'+50	32' LT	RAMP ED	1	2	OM-3R (WO5-58R)	TL-3	UNIDIRECTIONAL	LT	PERMANENT CONCRETE BARRIER ON SHOULDER
		301'EDT'+50	4' RT		1	2	OM-3L (WO5-58L)	TL-3	UNIDIRECTIONAL	RT	PERMANENT CONCRETE BARRIER ON SHOULDER
STAGE 2 SUBTOTAL					4						
PROJECT 1130-65-76 TOTAL					**8**						

3

TRAFFIC CONTROL ITEMS

CATEGORY	ROADWAY	LOCATION	APPROX. SERVICE PERIOD	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 * TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS
			DAYS	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	DAY
1000																
STAGE 1A	**IH 41**	NB- FULL CLOSURE	23	85	1,955	8	184	16	368	40	920	1	23	14	322	28
		SB- FULL CLOSURE	23	103	2,369	10	230	20	460	40	920	1	23	19	437	28
	CTH E/ BALLARD RD	SOUTH OF B-44-0172	23	77	1,771	18	414	36	828	15	345	1	23	24	552	--
		NORTH OF B-44-0172	23	78	1,794	22	506	44	1,012	14	322	1	23	22	506	--
	RAMPS	RAMP EB	23	18	414	1	23	2	46	--	--	--	--	1	23	--
		RAMP ED	23	15	345	1	23	2	46	--	--	--	--	1	23	--
	STH 47 / RIDGEVIEW DR INTERSECTION* **		4	23	92	1	4	2	8	10	40	1	4	8	32	--
STAGE 1B	**IH 41**	NB	30	36	1,080	--	--	--	--	--	--	--	--	16	480	--
		SB	30	188	5,640	4	120	8	240	40	1,200	1	30	54	1,620	3
		NIGHTTIME LANE CLOSURE**	10	78	780	4	40	8	80	30	300	2	20	55	550	--
	CTH E/ BALLARD RD	SOUTH OF B-44-0172	30	72	2,160	20	600	40	1,200	15	450	1	30	24	720	--
		NORTH OF B-44-0172	30	77	2,310	16	480	32	960	14	420	1	30	17	510	--
	RAMPS	RAMP EB	30	18	540	1	30	2	60	--	--	--	--	1	30	--
STAGE 1 SUBTOTAL					21,250		2,654		5,308		4,917		206		5,805	59
STAGE 2A	**IH 41**	NB	60	115	6,900	5	300	10	600	14	840	1	60	47	2,820	3
		SB	60	233	13,980	4	240	8	480	40	2,400	1	60	52	3,120	--
		NB- FULL CLOSURE	5	111	555	15	75	30	150	40	200	1	5	33	165	38
		SB- FULL CLOSURE	5	175	875	16	80	32	160	80	400	2	10	34	170	38
	CTH E/ BALLARD RD	SOUTH OF B-44-0172	60	67	4,020	11	660	22	1,320	10	600	1	60	30	1,800	13
		NORTH OF B-44-0172	60	40	2,400	12	720	24	1,440	10	600	1	60	17	1,020	13
STAGE 2B	**IH 41**	NB	87	100	8,700	4	348	8	696	14	1,218	1	87	34	2,958	--
		SB	87	199	17,313	9	783	18	1,566	61	5,307	1	87	50	4,350	--
	CTH E/ BALLARD RD	SOUTH OF B-44-0172	87	67	5,829	11	957	22	1,914	10	870	1	87	30	2,610	--
		NORTH OF B-44-0172	87	56	4,872	11	957	22	1,914	10	870	1	87	16	1,392	-
	RAMPS	RAMP EB	87	--	--	1	87	2	174	--	--	--	--	1	87	--
		RAMP ED	87	25	2,175	7	609	14	1,218	14	1,218	--	--	3	261	--
STAGE 2 SUBTOTAL					67,619		5,816		11,632		14,523		603		20,753	105

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

**NIGHTTIME LANE CLOSURE ON NB & SB FOR DELIVERIES TO THE MEDIAN

***FOR TEMPORARY SIGNAL INSTALLATION

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-032501-MQ-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 12/13/2024 11:09 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL ITEMS (CONT'D)

CATEGORY	ROADWAY	LOCATION	APPROX. SERVICE PERIOD	643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 * TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS
			DAYS	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	DAY
1000																
STAGE 3A	**IH 41**	NB	44	--	--	--	--	--	--	--	--	--	--	7	308	--
		SB	44	--	--	--	--	--	--	--	--	--	--	14	616	--
	CTH E/ BALLARD RD	NORTH OF B-44-0172	44	79	3,476	15	660	30	1,320	13	572	1	44	15	660	--
	RAMPS	RAMP EA	44	18	792	1	44	2	88	--	--	--	--	1	44	--
		RAMP EB	44	22	968	6	264	12	528	--	--	--	--	4	176	--
		RAMP EC	44	23	1,012	2	88	4	176	--	--	--	--	2	88	--
		RAMP ED	44	25	1,100	7	308	14	616	14	616	--	--	3	132	--
	STH 47 / RIDGEVIEW DR INTERSECTION* **		4	23	92	1	4	2	8	10	40	1	4	8	32	--
STAGE 3A1	**CTH E/ BALLARD RD**	SOUTH OF B-44-0172	21	148	3,108	29	609	58	1,218	27	567	1	21	59	1,239	--
STAGE 3A2			3	147	441	29	87	58	174	36	108	1	3	57	171	--
STAGE 3A3			20	132	2,640	41	820	82	1,640	42	840	1	20	60	1,200	--
STAGE 3A1A	**CAPITOL DRIVE**		11	--	--	--	--	--	--	--	--	--	--	15	165	--
STAGE 3A1B			10	--	--	--	--	--	--	--	--	--	--	13	130	--
STAGE 3A2			3	--	--	--	--	--	--	--	--	--	--	6	18	--
STAGE 3A3A			10	--	--	--	--	--	--	--	--	--	--	8	80	--
STAGE 3A3B			10	--	--	--	--	--	--	--	--	--	--	4	40	--
STAGE 3B	**IH 41**	NB	7	--	--	--	--	--	--	--	--	--	--	7	49	--
		SB	7	--	--	--	--	--	--	--	--	--	--	14	98	--
	CTH E/ BALLARD RD	SOUTH OF B-44-0172	7	114	798	18	126	36	252	15	105	1	7	27	189	--
		NORTH OF B-44-0172	7	79	553	15	105	30	210	13	91	1	7	15	105	--
	RAMPS	RAMP EA	7	18	126	1	7	2	14	--	--	--	--	1	7	--
		RAMP EB	7	22	154	6	42	12	84	--	--	--	--	4	28	--
		RAMP EC	7	23	161	2	14	4	28	--	--	--	--	2	14	--
		RAMP ED	7	25	175	7	49	14	98	14	98	--	--	3	21	--
STAGE 3 SUBTOTAL					15,596		3,227		6,454		3,037		106		5,610	--
UNDISTRIBUTED					10,450		1,170		2,340		2,250		100		3,220	--
	PROJECT 1130-65-76 TOTAL				**114,915**		**12,867**		**25,734**		**24,727**		**1,015**		**35,388**	**164**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

***FOR TEMPORARY SIGNAL REMOVAL

FLEXIBLE TUBULAR MARKERS

CATEGORY	ROADWAY	LOCATION	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EA	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EA
1000				
STAGE 3A1	**CTH E/BALLARD RD**	SOUTH OF B-44-0172	6	6
STAGE 3A2			5	5
STAGE 3A3			5	5
STAGE 3 SUBTOTAL			16	16
	PROJECT 1130-65-76 TOTAL		**16**	**16**

COVERING SIGNS ITEMS

CATEGORY	ROADWAY	LOCATION	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EA	NO. OF CYCLES	NO. OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EA	NO. OF CYCLES	NO. OF SIGNS
1000								
STAGE 1A	**IH 41**	NB	3	1	3	--	--	--
		SB	2	1	2	--	--	--
	CTH E/BALLARD RD	SOUTH OF B-44-0172	2	1	2	--	--	--
		NORTH OF B-44-0172	2	1	2	--	--	--
	RAMPS	RAMP EB	3	1	3	1	1	1
		RAMP ED	3	1	3	1	1	1
STAGE 1B	**IH 41**	SB	1	1	1	--	--	--
STAGE 1 SUBTOTAL			16			2		
STAGE 2A	**IH 41**	NB	5	1	5	1	1	1
		SB	2	1	2	--	--	--
STAGE 2B	**IH 41**	SB	1	1	1	--	--	--
	RAMPS	RAMP ED	1	1	1	--	--	--
STAGE 2 SUBTOTAL			9			1		
STAGE 3	**IH 41**	NB	3	1	3	--	--	--
	RAMPS	RAMP EB	1	1	1	--	--	--
STAGE 3 SUBTOTAL			4			--		
PROJECT 1130-65-76 TOTAL			**29**			**3**		

FIXED MESSAGE SIGNS

CATEGORY	ROADWAY	LOCATION	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	638.2101 MOVING SIGNS TYPE I * EACH	NOTES
1000					
STAGE 1A	**IH 41**	NB	14	--	"SOUTH"
			259	--	SIS MITIGATION SIGNS 11-15
		SB	14	--	"NORTH"
			229	--	SIS MITIGATION SIGNS 16-20
	CTH E/BALLARD RD	SOUTH OF B-44-0172	84	--	"HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY"
		NORTH OF B-44-0172	56	--	"HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY"
STAGE 1B	**IH 41**	SB	26	--	"LANE ENDS 1000 FT"
			265	--	SIS MITIGATION SIGNS 14,15,21-23
STAGE 1 SUBTOTAL			947	--	
STAGE 2A	**IH 41**	NB	186	--	SIS MITIGATION SIGNS 17-20
STAGE 2B		SB	--	1	"NORTH"
			--	1	SIS MITIGATION SIGN 21
STAGE 2 SUBTOTAL			186	2	
STAGE 3	**IH 41**	NB	--	2	"SOUTH"
	CTH E/BALLARD RD	SOUTH OF B-44-0172	--	4	"HWY E NORTH CLOSED ACCESS TO I-41 NORTH ONLY"
		NORTH OF B-44-0172	--	2	"HWY E SOUTH CLOSED ACCESS TO I-41 SOUTH ONLY"
STAGE 3 SUBTOTAL			--	8	
PROJECT 1130-65-76 TOTAL			**1,133**	**10**	

* FOR MOVING FMS SIGNS

3

TEMPORARY PAVEMENT MARKING ITEMS

CATEGORY	ROADWAY	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE DASHED (3' LINE, 9' SKIP) LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH YELLOW LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH WHITE LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF
1000									
STAGE 1A	**CTH E/BALLARD RD**	SOUTH OF B-44-0172	--	125	--	--	245	--	--
		NORTH OF B-44-0172	--	125	--	--	245	--	--
STAGE 1B	**IH 41**	SB	450	--	81	--	--	--	--
STAGE 1 SUBTOTAL			450	250	81	--	490	--	--
STAGE 2A	**CTH E/BALLARD RD**	NORTH OF B-44-0172	--	--	--	425	--	--	--
STAGE 2B	**IH 41**	NB	320	--	--	--	--	--	--
	RAMPS	RAMP ED	--	--	--	330	--	--	--
STAGE 2 SUBTOTAL			320	--	--	755	--	--	--
STAGE 3A	**CTH E/BALLARD RD**	NORTH OF B-44-0172	--	--	--	--	345	--	--
STAGE 3A1	**CTH E/BALLARD RD**	SOUTH OF B-44-0172	--	--	--	160	889	85	--
STAGE 3A2			--	--	--	430	519	100	--
STAGE 3A1A	**CAPITOL DR**		--	--	--	--	--	--	140
STAGE 3A3A			--	--	--	--	--	--	180
STAGE 3B	**CTH E/BALLARD RD**	SOUTH OF B-44-0172	--	--	--	--	227	425	--
STAGE 3 SUBTOTAL			--	--	--	590	1,980	610	320
PROJECT 1130-65-76 TOTAL				**1,101**			**3,815**	**610**	**320**

TEMPORARY PEDESTRIAN ITEMS

CATEGORY	ROADWAY		APPROX. SERVICE PERIOD	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP		644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	644.1810 * TEMPORARY PEDESTRIAN BARRICADE
			DAYS	TON	SF	SF	NO.	DAY	SF	LF
1000										
STAGE 1A	**CTH E/ BALLARD RD**	SOUTH OF B-44-0172	VARIES	--	--	--	--	--	--	30
		NORTH OF B-44-0172	VARIES	--	--	--	--	--	--	18
STAGE 1B	**CTH E/ BALLARD RD**	NORTH OF B-44-0172	VARIES	--	--	--	--	--	--	12
STAGE 1 SUBTOTAL				--	--	--		--	--	60
STAGE 2A	**CTH E/ BALLARD RD**	SOUTH OF B-44-0172	60	--	--	--	--	--	--	36
STAGE 2B	**CTH E/BALLARD RD**	NORTH OF B-44-0172	87	--	--	--	--	--	--	18
STAGE 2 SUBTOTAL				--	--	--		--	--	54
STAGE 3A1A	**CAPITOL DRIVE**		11	23	928	54	1	11	32	582
STAGE 3A1B			10	1	29	--	1	10	17	348
STAGE 3A2			3	4	149	--	2	6	20	150
STAGE 3A3A			10	2	79	--	2	20	20	450
STAGE 3A3B			10	--	--	--	1	10	10	--
STAGE 3B	**CTH E/ BALLARD RD**	SOUTH OF B-44-0172	7	--	--	--	--	--	--	12
STAGE 3 SUBTOTAL				30	1,185	54		57	99	1,542
PROJECT 1130-65-76 TOTAL				**30**	**1,185**	**54**		**57**	**99**	**1,656**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING REMOVALS

CATEGORY	ROADWAY	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF
1000				
STAGE 1A	**CTH E/BALLARD RD**	SOUTH OF B-44-0172	370	--
		NORTH OF B-44-0172	420	--
STAGE 1B	**IH 41**	SB	805	75
STAGE 1 SUBTOTAL			**1,595**	**75**
STAGE 2	**IH 41**	NB	215	--
STAGE 2 SUBTOTAL			**215**	**--**
		PROJECT 1130-65-76 TOTAL	**1,810**	**75**

TRAFFIC CONTROL SUMMARY

CATEGORY	DETOUR	LOCATION	STAGE DURATION DAYS	* 643.0900 TRAFFIC CONTROL SIGNS EACH	DAY
1000					
STAGE 1A	**CTH E**	IH 41	23	76	1,748
		CTH E	23	22	506
		STH 47	23	4	92
		CTH N	23	4	92
	IH 41 TO CTH E	IH 41	23	24	552
		STH 47	23	15	345
		CTH JJ	23	10	230
		CTH OO	23	3	69
		STH 441	23	19	437
STAGE 1B	**IH 41 TO CTH E**	IH 41	30	43	1,290
		STH 47	30	15	450
		CTH JJ	30	35	1,050
		CTH OO	30	3	90
		CTH N	30	11	330
		STH 441	30	19	570
	CTH E	IH 41	30	58	1,740
		STH 47	30	4	120
		CTH JJ	30	28	840
		CTH N	30	11	330
		CTH E	30	22	660
CAT 1000 - STAGE 1 SUBTOTAL					**11,541**
STAGE 2A	**IH 41 TO CTH E**	IH 41	60	52	3,120
		STH 441	60	19	1,140
		CTH OO	60	3	180
		STH 47	60	11	660
		CTH JJ	60	35	2,100
		CTH N	60	11	660
	CTH E	IH 41	60	30	1,800
		CTH JJ	60	61	3,660
		CTH N	60	22	1,320
		STH 441	60	30	1,800
		CTH OO	60	17	1,020
		CTH E	60	18	1,080
	CTH E TO IH 41	CTH E	60	32	1,920
		STH 47	60	11	660
		CTH JJ	60	48	2,880
		CTH N	60	3	180
STAGE 2B	**CTH E**	IH 41	87	30	2,610
		CTH JJ	87	61	5,307
		CTH N	87	22	1,914
		STH 441	87	30	2,610
		CTH OO	87	17	1,479
		CTH E	87	18	1,566
	CTH E TO IH 41	CTH E	87	32	2,784
		STH 47	87	11	957
		CTH JJ	87	48	4,176
		CTH N	87	3	261
	IH 41 TO CTH E	IH 41	87	36	3,132
		STH 441	87	19	1,653
		STH 47	87	11	957
		CTH OO	87	3	261
		CTH JJ	87	10	870
	IH 41 CLOSURE OFF-PEAK	IH 41	5	53	265
		STH 441	5	9	45
		CTH JJ	5	85	425
		CTH N	5	17	85
		STH 47	5	26	130
CAT 1000 - STAGE 2 SUBTOTAL					**55,667**

TRAFFIC CONTROL SUMMARY

CATEGORY	DETOUR	LOCATION	STAGE DURATION DAYS	* 643.0900 TRAFFIC CONTROL SIGNS EACH	DAY
1000					
STAGE 3	**CTH E**	IH 41	51	76	3,876
		CTH E	51	22	1,122
		STH 47	51	4	204
		CTH N	51	4	204
	IH 41 TO CTH E	IH 41	51	24	1,224
		STH 47	51	15	765
		CTH JJ	51	10	510
		CTH OO	51	3	153
		STH 441	51	19	969
CAT 1000 - STAGE 3 SUBTOTAL					**9,027**
		CATEGORY 1000 TOTAL			**76,235**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

TEMPORARY PEDESTRIAN ITEMS

CATEGORY	ROADWAY	APPROX. SERVICE PERIOD DAYS	643.0900* TRAFFIC CONTROL SIGNS EACH	643.0900* TRAFFIC CONTROL SIGNS DAY	644.1810* TEMPORARY PEDESTRIAN BARRICADE LF
1000					
STAGE 1A	**CAPITOL DR**	4	23	92	36
	N MEADE ST	4	2	8	--
	APPLE CREEK TR	4	6	24	30
STAGE 1B**	**CAPITOL DR**	57	16	912	--
	N MEADE ST	57	2	114	--
	APPLE CREEK TR	57	6	342	30
CAT 1000 - STAGE 1 SUBTOTAL				**1,492**	**96**
STAGE 2	**CAPITOL DR**	88	23	2,024	36
	N MEADE ST	88	2	176	--
	APPLE CREEK TR	88	6	528	30
CAT 1000 - STAGE 2 SUBTOTAL				**2,728**	**66**
STAGE 3	**CAPITOL DR**	60	23	1,380	36
	N MEADE ST	60	2	120	--
	APPLE CREEK TR	60	6	360	30
CAT 1000 - STAGE 3 SUBTOTAL				**1,860**	**66**
				6,080	**228**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE
**SEE CAPITOL DR TEMPORARY PEDESTRIAN ITEMS FOR MORE INFORMATION

FILE NAME : C:\USERS\CORKYL\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-037001-MQ-DT.DWG
LAYOUT NAME - 02
PLOT DATE : 10/18/2024 12:03 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

TRANSPORTATION PROJECT PLAT NO: 1130-63-21 - 4.18 AMENDMENT NO. 2

AMENDS UTILITY NUMBER 501 OF TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.18, AMENDMENT NO. 1 RECORDED AS DOCUMENT #2310893. THAT PART OF LOTS 182, 183, 184, 185, AND 186 OF NORTH MEADOWS VI, PART OF LOTS 5, 10, 11, AND 16 FIESTA ACRES REPLAT, BEING PART OF THE SW1/4-NE1/4. ALSO, THAT PART OF LOTS 16, 17, AND 18 OF FIESTA ACRES REPLAT, PART OF LOTS 6, 7, 8, 9, 11 AND 12 OF FIESTA ACRES, PART OF LOT 8 OF STEINMAN COMMERCIAL PLAT, PART OF 1632 & 1634 TRACIA LANE CONDOMINIUM, AND PART OF LOT 1 OF CSM 7466, BEING PART OF THE SE1/4-NE1/4. ALSO, THAT PART OF THE NE1/4-NE1/4, ALL IN SECTION 13, T21N, R17E, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER IH-41 APPLETON - DE PERE STH 96 - CTH F OUTAGAMIE & BROWN COUNTIES

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING ACCESS CONTROL FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECT T 03-2(28).

EXISTING RIGHT-OF-WAY FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS T 03-2(28), 1130-42-00 - 4.21 AND 1130-42-00 - 4.22.

EXISTING RIGHT-OF-WAY FOR CTH E (BALLARD ROAD) ESTABLISHED FROM PREVIOUS PROJECTS T 03-2(28) AND 1130-42-00 - 4.22.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

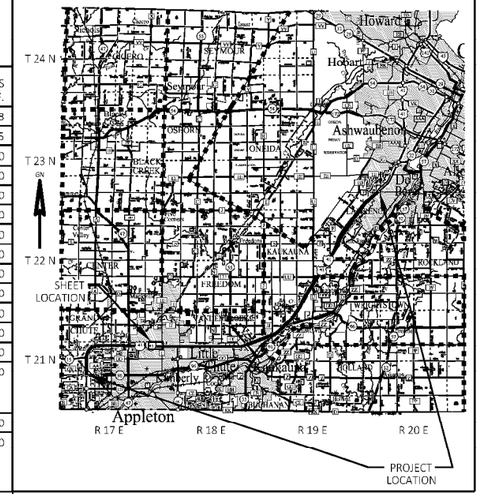
IH-41 IN OUTAGAMIE & BROWN COUNTIES WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF WISCONSIN STATUTES BY THE HIGHWAY COMMISSION ON 6/8/1972.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TLE ACRES OR S.F.
166	ROBERT M. HALVERSON AND DIANE M. HALVERSON	TLE	0	0	0	1718
167	CHRISTOPHER D. HAMMEN AND KARLA J. HAMMEN	FEE, TLE	1323	0	1323	605
168	DAVID LANCELLO AND CHERYL B. LANCELLO	FEE	1821	0	1821	0
169	RUSSELL P. BROWN AND SARA R. BROWN	FEE	1097	0	1097	0
170	JOSEPH CVETAN	FEE	3962	0	3962	0
171	ANGELA VOIGT	FEE	359	0	359	0
174	DAVID E. THORSON AND JANE E. THORSON	FEE	2910	0	2910	0
175	MICHAEL E. VANHANDEL	FEE	1342	0	1342	0
176	RONALD C. RZEPKA, JR.	FEE	3764	0	3764	0
177	MATTHEW J. KIFFE	FEE	4213	0	4213	0
178	NATHAN SMITH AND KAITLIN MAE MEYER	FEE	5407	0	5407	0
179	PAUL K. RISTOW	FEE	3604	0	3604	0
180	611 PROPERTIES, LLC	FEE	6449	0	6449	0
181	JEFFREY M. BUNKER AND MARY JO BUNKER, AS TRUSTEES OF THE JEFFREY M. BUNKER AND MARY JO BUNKER REVOCABLE TRUST	FEE	3003	0	3003	0
182	OPTIONS IN HOUSING, INC.	FEE	2678	0	2678	0
183	GARY A. LICHTENBERG AND SHARON R. LICHTENBERG, AS TRUSTEES OF THE GARY A. LICHTENBERG AND SHARON R. LICHTENBERG TRUST DATED 1/10/07	FEE	2610	0	2610	0
184	RICHARD L. JENTZ AND DEBORAH A. WILLENKAMP	FEE	2610	0	2610	0
185	BANNER PARTNERS, LLC	FEE, TLE	3679	0	3679	2431
186	LUKE BROCKMAN; MATT BROCKMAN, HOLLY BROCKMAN, AND KAYLA BROCKMAN	FEE	2621	0	2621	0
187	KARI A. BOOR	FEE	1607	0	1607	0
188	PENNY M. NAVRESTAD	FEE	1614	0	1614	0
189	THRIVENT FINANCIAL FOR LUTHERANS, F/K/A AID ASSOCIATION FOR LUTHERANS	FEE	104161	0	104161	0

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS FENCE REMOVAL, UNLESS OTHERWISE NOTED.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #2288266.

Document #: **2322091**
Date: **09-13-2024** Time: **8:40 AM**
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SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1130-63-21 - 4.18
AMENDMENT NO: 2
SHEET 1 OF 2

FINDING, DETERMINATION AND DECLARATION DOC 933501

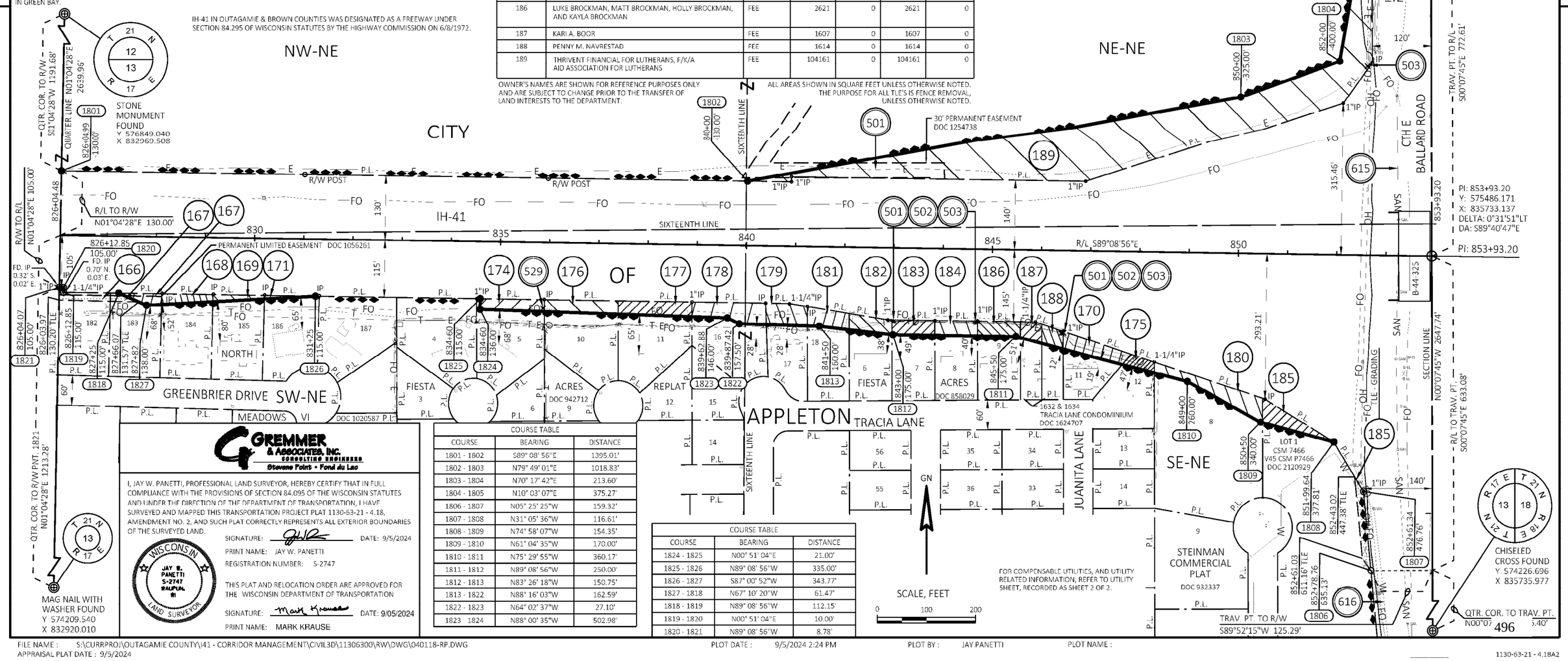
NW-NE

NE-NE

CITY OF APPLETON

SW-NE

SE-NE



COURSE TABLE		
COURSE	BEARING	DISTANCE
1801 - 1802	S89° 08' 56"E	1395.01'
1802 - 1803	N79° 49' 01"E	1018.83'
1803 - 1804	N70° 17' 42"E	213.60'
1804 - 1805	N10° 03' 07"E	375.27'
1806 - 1807	N05° 25' 25"W	159.32'
1807 - 1808	N31° 05' 36"W	116.61'
1808 - 1809	N74° 58' 07"W	154.35'
1809 - 1810	N61° 04' 35"W	170.00'
1810 - 1811	N75° 29' 55"W	360.17'
1811 - 1812	N89° 08' 56"W	250.00'
1812 - 1813	N83° 26' 18"W	150.75'
1813 - 1822	N88° 16' 03"W	162.59'
1822 - 1823	N64° 02' 37"W	27.10'
1823 - 1824	N88° 00' 35"W	502.98'

COURSE TABLE		
COURSE	BEARING	DISTANCE
1824 - 1825	N00° 51' 04"E	21.00'
1825 - 1826	N89° 08' 56"W	335.00'
1826 - 1827	S87° 00' 52"W	343.77'
1827 - 1818	N67° 10' 20"W	61.47'
1818 - 1819	N89° 08' 56"W	112.15'
1819 - 1820	N00° 51' 04"E	10.00'
1820 - 1821	N89° 08' 56"W	8.78'

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1130-63-21 - 4.18, AMENDMENT NO. 2, AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 9/5/2024
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

WISCONSIN JAY W. PANETTI S-2747 KAUKAUNA WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 9/05/2024
PRINT NAME: MARK KRAUSE

FOR COMPENSABLE UTILITIES, AND UTILITY RELATED INFORMATION, REFER TO UTILITY SHEET, RECORDED AS SHEET 2 OF 2.

FILE NAME : S:\CURRPROJ\OUTAGAMIE COUNTY\I41 - CORRIDOR MANAGEMENT\CIVIL3D\11306300\RW\DWG\040118-RP.DWG
APPRAISAL PLAT DATE : 9/5/2024
PLOT DATE : 9/5/2024 2:24 PM PLOT BY : JAY PANETTI PLOT NAME :

TRANSPORTATION PROJECT PLAT NO: 1130-63-21 - 4.19 AMENDMENT NO. 2

AMENDS UTILITY NUMBER 501 OF TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.19, RECORDED AS DOCUMENT #2305125. THAT PART OF LOTS 28 AND 29 OF NORTHEAST BUSINESS PARK NO. 3, PART OF 2501 ENTERPRISE AVENUE CONDOMINIUM, AND PART OF LOT 2 OF CSM 5087, BEING PART OF THE FRACTIONAL NW1/4-NW1/4. ALSO, THAT PART OF LOT 1 OF CSM 514 AND PART OF LOT 1 OF CSM 7022, BEING PART OF THE FRACTIONAL SW1/4-NW1/4, ALL IN SECTION 18, T21N, R18E, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER IH-41 APPLETON - DE PERE STH 96 - CTH F OUTAGAMIE & BROWN COUNTIES

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING ACCESS CONTROL FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECT T 03-2(28).

EXISTING RIGHT-OF-WAY FOR IH-41 ESTABLISHED FROM PREVIOUS PROJECTS T 03-2(28), 1130-42-00 - 4.22, 1130-42-00 - 4.23, AND 1130-42-00 - 4.24.

EXISTING RIGHT-OF-WAY FOR CTH E (BALLARD ROAD) ESTABLISHED FROM PREVIOUS PROJECTS T 03-2(28), 1130-42-00 - 4.22 AND 1130-42-00 - 4.23.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

IH-41 IN OUTAGAMIE & BROWN COUNTIES WAS DESIGNATED AS A FREEWAY UNDER SECTION 84.295 OF WISCONSIN STATUTES BY THE HIGHWAY COMMISSION ON 6/8/1972.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
501	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
502	AT&T WISCONSIN	RELEASE OF RIGHTS
514	LEVEL 3 COMMUNICATIONS LLC	RELEASE OF RIGHTS
516	CITY OF APPLETON - WATER	RELEASE OF RIGHTS
529	TDS METROCOM, LLC	RELEASE OF RIGHTS

UTILITY AGREEMENT WISCONSIN STATUTES

UTILITY NUMBER	OWNER	STATUTES NUMBER
615	CITY OF APPLETON - SANITARY	84.295(4m)
616	CITY OF APPLETON - WATER	84.295(4m)

Document #: **2322094**
Date: **09-13-2024** Time: **8:43 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Returns to:
WisDOT - NE Region - Green Bay - POU#36500-000001

497

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1130-63-21 - 4.19
AMENDMENT NO: 2

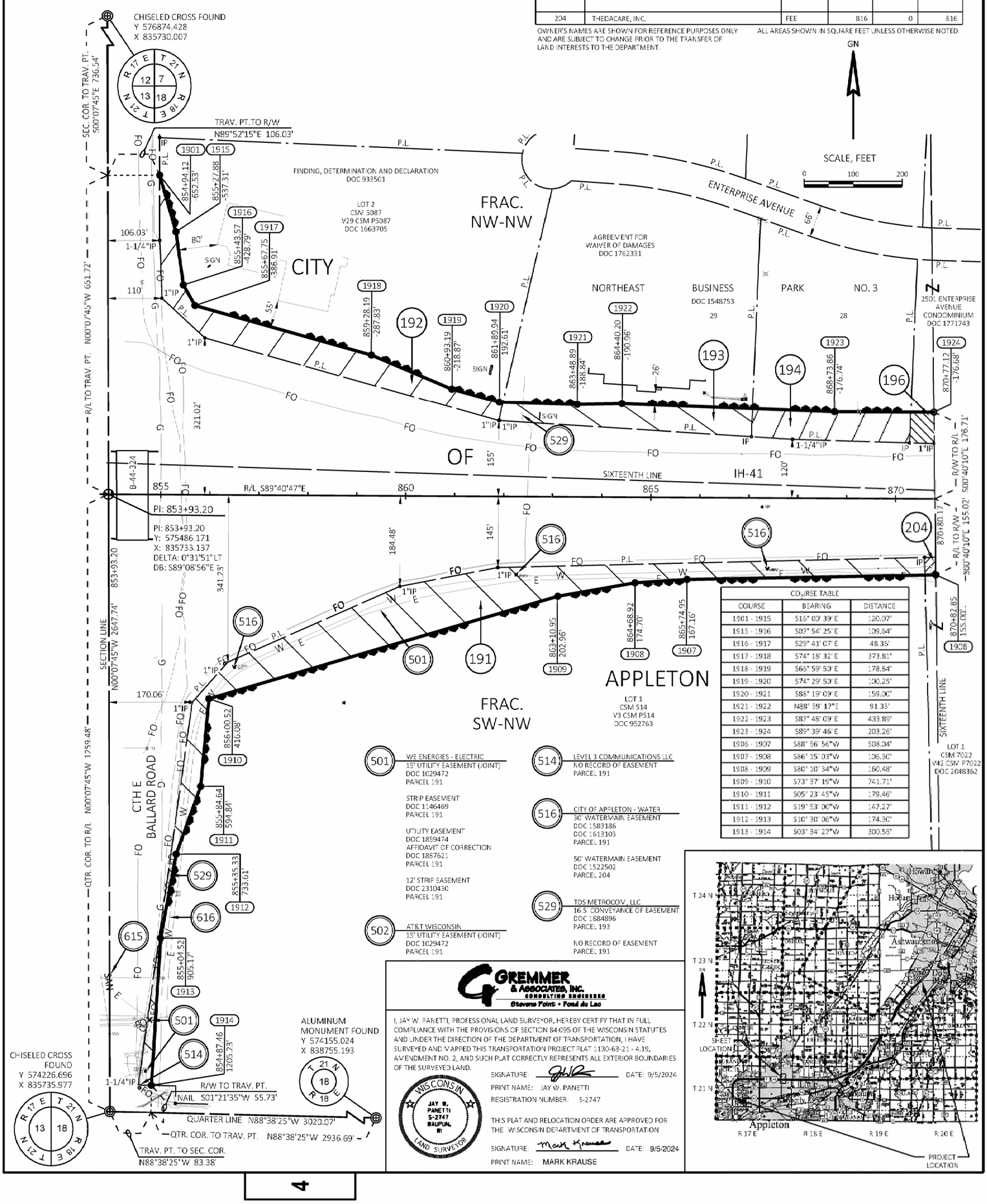
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #2288266.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL
191	2300 EAST CAPITAL DRIVE, LLC	FEE	108428	0	108428
192	DOC-2105 EAST ENTERPRISE AVENUE MOB, LLC	FEE	43157	0	43157
193	FOX COMMUNITIES CREDIT UNION	FEE	24942	0	24942
194	MCWP & H PROPERTIES, LLC	FEE	19324	0	19324
196	2501 ENTERPRISE, LLC (UNITS 1 & 4) ENTERPRISE 2007, LLC (UNITS 2, 3 & 5)	FEE	3095	0	3095
204	THEDACARE, INC.	FEE	816	0	816

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.



COURSE TABLE		
COURSE	BEARING	DISTANCE
1901 - 1915	S16° 07' 39"E	120.07'
1915 - 1916	S07° 54' 25"E	109.64'
1916 - 1917	S29° 41' 07"E	48.35'
1917 - 1918	S74° 18' 32"E	373.81'
1918 - 1919	S65° 59' 53"E	178.84'
1919 - 1920	S74° 29' 53"E	100.25'
1920 - 1921	S88° 19' 09"E	159.00'
1921 - 1922	N88° 59' 17"E	91.33'
1922 - 1923	S87° 48' 09"E	433.89'
1923 - 1924	S89° 39' 46"E	203.26'
1906 - 1907	S88° 56' 56"W	508.04'
1907 - 1908	S86° 15' 03"W	106.80'
1908 - 1909	S80° 10' 34"W	160.48'
1909 - 1910	S73° 37' 19"W	741.71'
1910 - 1911	S05° 23' 45"W	179.46'
1911 - 1912	S19° 53' 00"W	147.27'
1912 - 1913	S10° 30' 06"W	174.30'
1913 - 1914	S03° 34' 27"W	300.55'

501 WE ENERGIES - ELECTRIC
15' UTILITY EASEMENT (JOINT) DOC 1029472 PARCEL 191
STRIP EASEMENT DOC 1146469 PARCEL 191
UTILITY EASEMENT DOC 1859474 AFFIDAVIT OF CORRECTION DOC 1887621 PARCEL 191
12' STRIP EASEMENT DOC 2310430 PARCEL 191

502 AT&T WISCONSIN
15' UTILITY EASEMENT (JOINT) DOC 1029472 PARCEL 191

514 LEVEL 3 COMMUNICATIONS LLC
NO RECORD OF EASEMENT PARCEL 191

516 CITY OF APPLETON - WATER
30' WATERMAIN EASEMENT DOC 1583186 DOC 1613103 PARCEL 191
50' WATERMAIN EASEMENT DOC 1522502 PARCEL 204

529 TDS METROCOV, LLC
16.5' CONVEYANCE OF EASEMENT DOC 1884896 PARCEL 193
NO RECORD OF EASEMENT PARCEL 191

GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac

I, JAY W. PANETTI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1130-63-21 - 4.19, AMENDMENT NO. 2, AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 9/5/2024
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

WISCONSIN JAY W PANETTI S-2747 WAUPUN WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 9/5/2024
PRINT NAME: MARK KRAUSE

PLOT SCALE : 1130-63-21 - 4.19A2
PLOT NAME : 1130-63-21 - 4.19A2
PLOT BY : Jay Panetti
PLOT DATE : 9/5/2024 2:36 PM
PLOT DATE :
PLOT DATE :
FILE NAME : S:\CURRPROJ\OUTAGAMIE COUNTY\41 - CORRIDOR MANAGEMENT\CIVIL\3D\1130630018\WDWG\0401119-RP.DWG
APPRAISAL PLAT DATE : 9/5/2024

TRANSPORTATION PROJECT PLAT NO: 1130-63-21 - 4.50 AMENDMENT NO. 1

ADDS UTILITY NUMBER 527 TO TRANSPORTATION PROJECT PLAT NO. 1130-63-21 - 4.50 RECORDED AS DOCUMENT #2311023. THAT PART OF LOT 1 OF CSM 6590, BEING PART OF THE SE1/4-NE1/4, AND THAT PART OF LOT 2 AND LOT 3 OF CSM 1899, BEING PART OF THE NE1/4-SE1/4, SECTION 13, T21N, R17E. ALSO, THAT PART OF LOT 1 OF CSM 2083, BEING PART OF THE FRACTIONAL NW1/4-SW1/4 OF SECTION 18, T21N, R18E, ALL THE IN CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER IH-41 APPLETON - DE PERE STH 96 - CTH F OUTAGAMIE & BROWN COUNTIES

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT-OF-WAY FOR CTH E ESTABLISHED FROM PREVIOUS PROJECTS T 03-2(28) AND 1130-42-00 - 4.22, CSM 6590, DOC #1945930.

EXISTING RIGHT-OF-WAY FOR CAPITOL DRIVE ESTABLISHED FROM STEINMAN COMMERCIAL PLAT, CSM 1899, CSM 6396, CSM 6590, CSM 2083, AND DOC #1945930.

EXISTING RIGHT-OF-WAY FOR COMMERCE COURT ESTABLISHED FROM STEINMANN COMMERCIAL PLAT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TLE ACRES OR S.F.
190	TRUE NORTH ENERGY, LLC	FEE, TLE	2115	0	2115	6664
200	NORWEST BANK WISCONSIN, NATIONAL ASSOCIATION	FEE, TLE	976	0	976	7396
215	MARITUS, LLC	FEE, TLE	24	0	24	1833
230	MCDONALDS CORPORATION	TLE	0	0	0	196

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

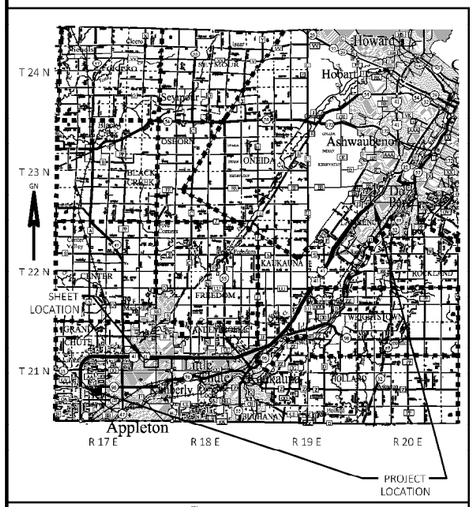
ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED. THE PURPOSE FOR ALL TLE'S IS GRADING, UNLESS OTHERWISE NOTED.

CURVE TABLE				
CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
5000 - 5001	1507.93'	67.59'	S85° 21' 39"E	67.59'
5002 - 5003	1441.93'	33.71'	S82° 26' 56"E	33.71'
5008 - 5009	23.50'	13.24'	N73° 48' 49"E	13.06'
5010 - 5011	3.50'	3.53'	N28° 46' 28"E	3.38'
5018 - 5019	31.00'	32.66'	S36° 20' 35"W	31.17'
5030 - 5031	1441.93'	118.19'	N84° 07' 38"W	118.16'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T5050	18+67.28	-40.66'
T5051	19+53.44	-37.34'
T5052	21+06.56	-41.56'
T5053	21+15.58	-74.00'
T5054	21+15.27	-399.00'
T5055	21+00.03	-374.68'
T5056	22+29.44	74.90'
T5057	21+41.67	97.88'
T5058	21+29.44	70.34'
T5059	20+75.01	54.36'
T5060	19+13.28	49.87'
T5061	18+75.86	46.27'
T5062	17+72.67	48.59'

COURSE TABLE		
COURSE	BEARING	DISTANCE
5000 - 5001	SEE CURVE TABLE	
5001 - 5002	S82° 55' 41"E	60.48'
5002 - 5003	SEE CURVE TABLE	
5003 - 5004	S86° 41' 11"E	36.11'
5004 - 5005	S89° 09' 55"E	42.63'
5005 - 5006	N89° 57' 05"E	111.02'
5006 - 5007	N00° 02' 51"E	4.00'
5007 - 5008	N89° 57' 05"E	5.03'
5008 - 5009	SEE CURVE TABLE	
5009 - 5010	N57° 40' 41"E	13.67'
5010 - 5011	SEE CURVE TABLE	
5011 - 5012	N00° 07' 45"W	25.75'
5012 - 5013	N89° 58' 04"E	4.00'
5013 - 5014	N00° 17' 35"W	153.97'
5014 - 5015	N05° 01' 18"W	28.71'
5015 - 5016	N02° 59' 30"W	120.15'
5017 - 5018	N88° 38' 25"W	3.25'
5018 - 5019	SEE CURVE TABLE	
5019 - 5020	S00° 25' 05"E	25.60'
5021 - 5022	N00° 25' 05"W	8.95'
5022 - 5023	N17° 56' 40"W	20.40'
5023 - 5024	N28° 22' 56"W	16.47'
5024 - 5025	N68° 21' 55"W	10.88'
5025 - 5026	S89° 57' 05"W	8.65'
5026 - 5027	N00° 02' 28"W	5.91'
5027 - 5028	S89° 38' 28"W	27.26'
5028 - 5029	S89° 38' 34"W	137.39'
5029 - 5030	N79° 26' 58"W	89.15'
5030 - 5031	SEE CURVE TABLE	

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
5000	17+40.20	-32.37'
5001	18+07.19	-33.05'
5002	18+68.09	-31.17'
5003	19+02.47	-29.03'
5004	19+39.32	-28.50'
5005	19+82.83	-28.50'
5006	20+93.85	-28.50'
5007	20+93.85	-32.50'
5008	20+98.88	-32.50'
5009	21+11.43	-36.13'
5010	21+22.99	-43.43'
5011	21+24.62	-46.40'
5012	21+24.59	-72.14'
5013	21+28.59	-72.14'
5014	21+27.93	-226.11'
5015	21+25.44	-254.71'
5016	21+19.27	-374.70'
5017	22+49.13	43.00'
5018	22+46.60	43.03'
5019	22+29.15	68.86'
5020	22+30.37	94.43'
5021	21+46.42	97.88'
5022	21+46.36	88.93'
5023	21+40.10	69.52'
5024	21+32.28	55.02'
5025	21+22.17	51.00'
5026	21+13.52	51.00'
5027	21+13.52	45.09'
5028	20+86.26	45.24'
5029	19+49.96	46.37'
5030	18+64.03	34.70'
5031	17+45.78	33.54'



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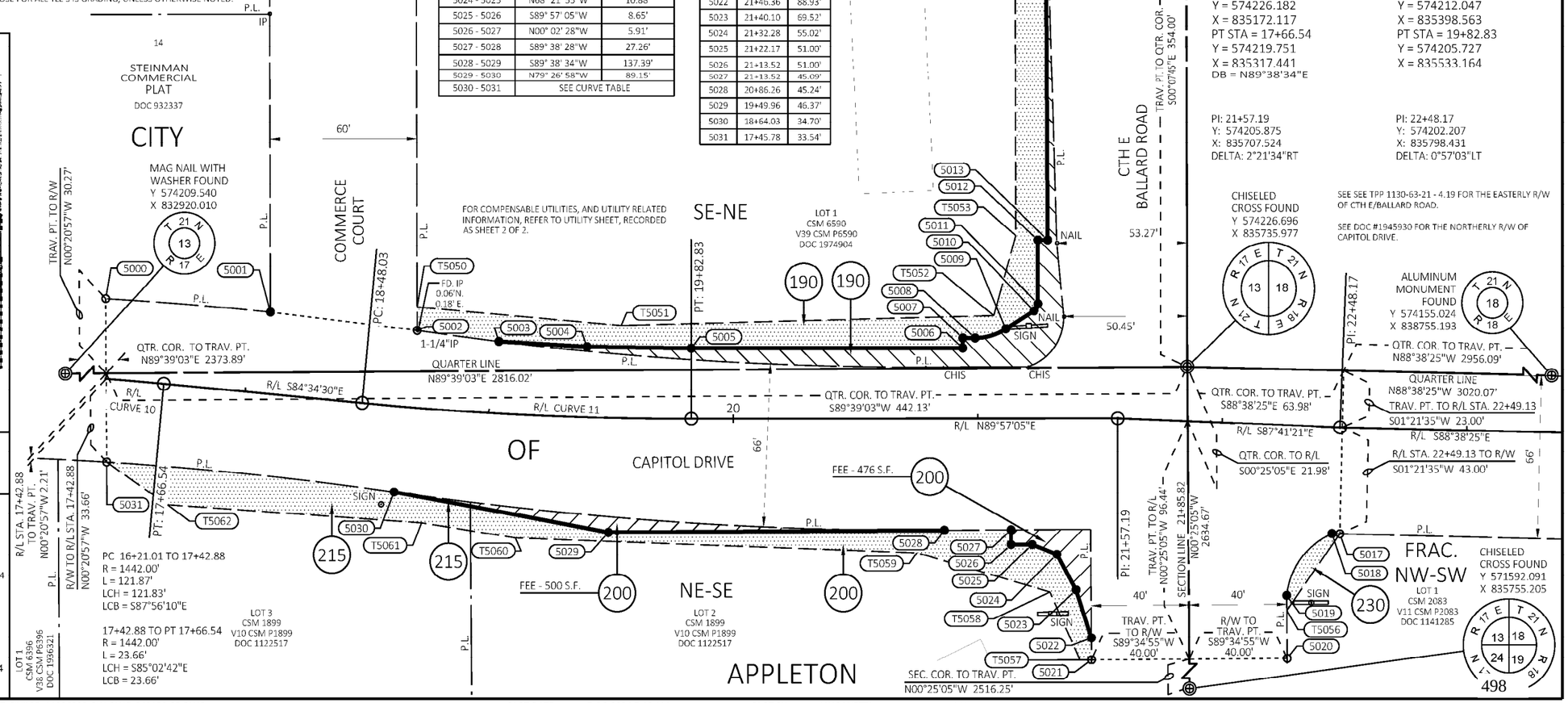
I, JAY W. PANETTI, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 1130-63-21 - 4.50, AMENDMENT NO. 1, AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JAY W. PANETTI S-2747 WAUPUN, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 7/26/2024
PRINT NAME: JAY W. PANETTI
REGISTRATION NUMBER: S-2747

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 7/26/2024
PRINT NAME: MARK KRUASE



Document #: **2319658**
Date: **08-07-2024** Time: **10:28 AM**
Pages: **2** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1130-63-21 - 4.50
AMENDMENT NO: 1
SHEET 1 OF 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT #2288266.

FRAC. SW-NW

CURVE DATA - R/L CURVE 10
PI STA = 16+93.84
Y = 574226.636
X = 835244.941
DELTA = 5°46'56" RT
D = 3°58'24"
T = 72.83'
L = 145.53'
R = 1442.00'
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Y = 574226.182
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PT STA = 17+66.54
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X = 835317.441
DB = N89°38'34"E

CURVE DATA - R/L CURVE 11
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X = 835465.712
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D = 4°03'38"
T = 67.45'
L = 134.80'
R = 1411.00'
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PI: 21+57.19
Y: 574205.875
X: 835707.524
DELTA: 2°21'34"RT

PI: 22+48.17
Y: 574202.207
X: 835798.431
DELTA: 0°57'03"LT

FILE NAME : S:\CURRPROJ\OUTAGAMIE COUNTY\I41 - CORRIDOR MANAGEMENT\CIVIL3D\11306300\RW\DWG\040150-RP.DWG
PLOT DATE : 7/26/2024 7:13 AM PLOT BY : JAY PANETTI PLOT NAME :
APPRAISAL PLAT DATE : 7/26/2024

UTILITY LEGEND

1 AAMFON - COMMUNICATION LINE

3 AT&T WISCONSIN - COMMUNICATION LINE

5 CITY OF APPLETON - SEWER

6 CITY OF APPLETON - WATER

9 LEVEL 3 COMMUNICATIONS LLC - COMMUNICATION LINE

10 NET LEC LLC - COMMUNICATION LINE

11 SPECTRUM - COMMUNICATION LINE

12 TDS METROCOM LLC - COMMUNICATION LINE

14 WISCONSIN DEPARTMENT OF TRANSPORTATION - COMMUNICATION LINE

16 WE ENERGIES - ELECTRICITY

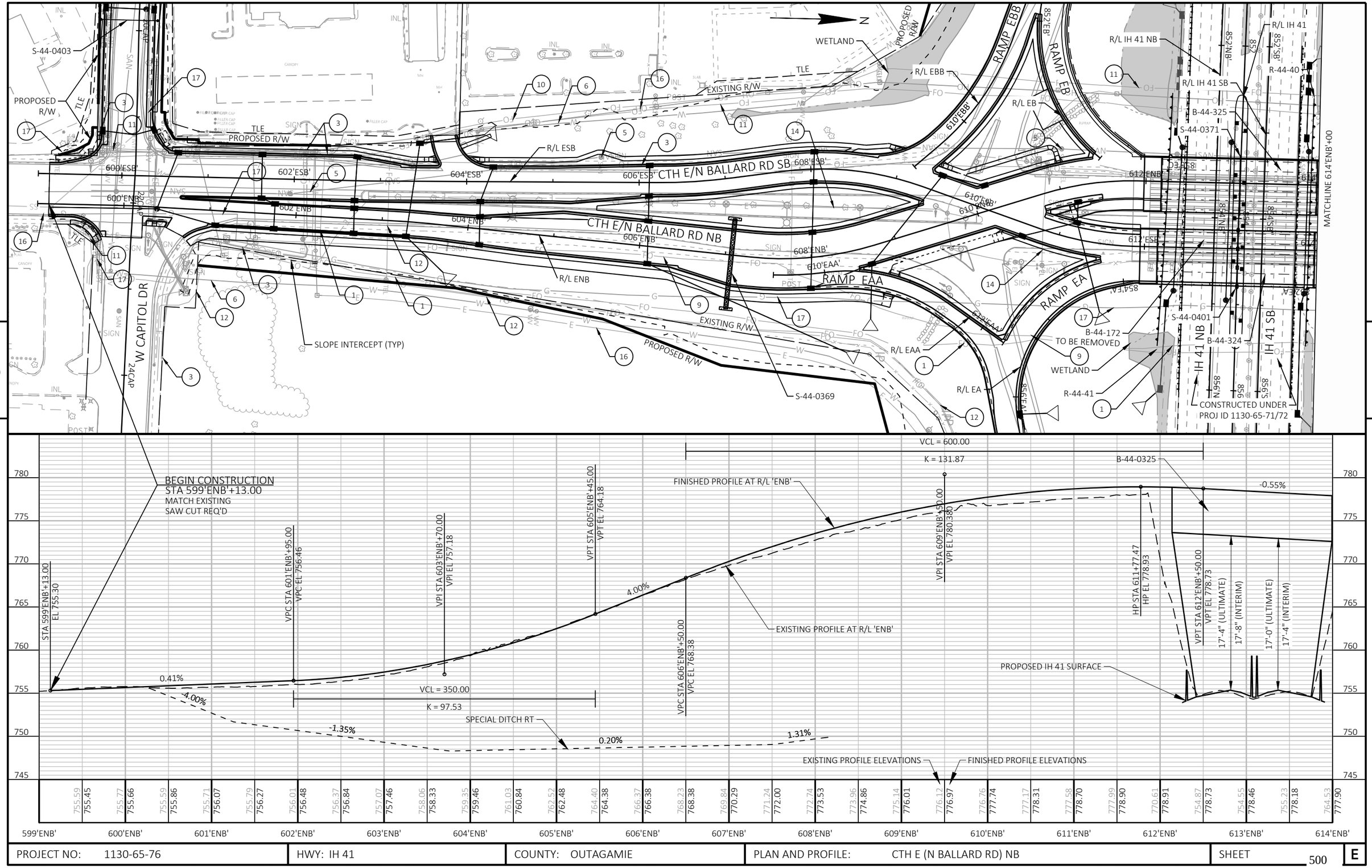
17 WE ENERGIES - GAS/PETROLEUM

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: UTILITY LEGEND	SHEET 499	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050101-PP.DWG
LAYOUT NAME - 00

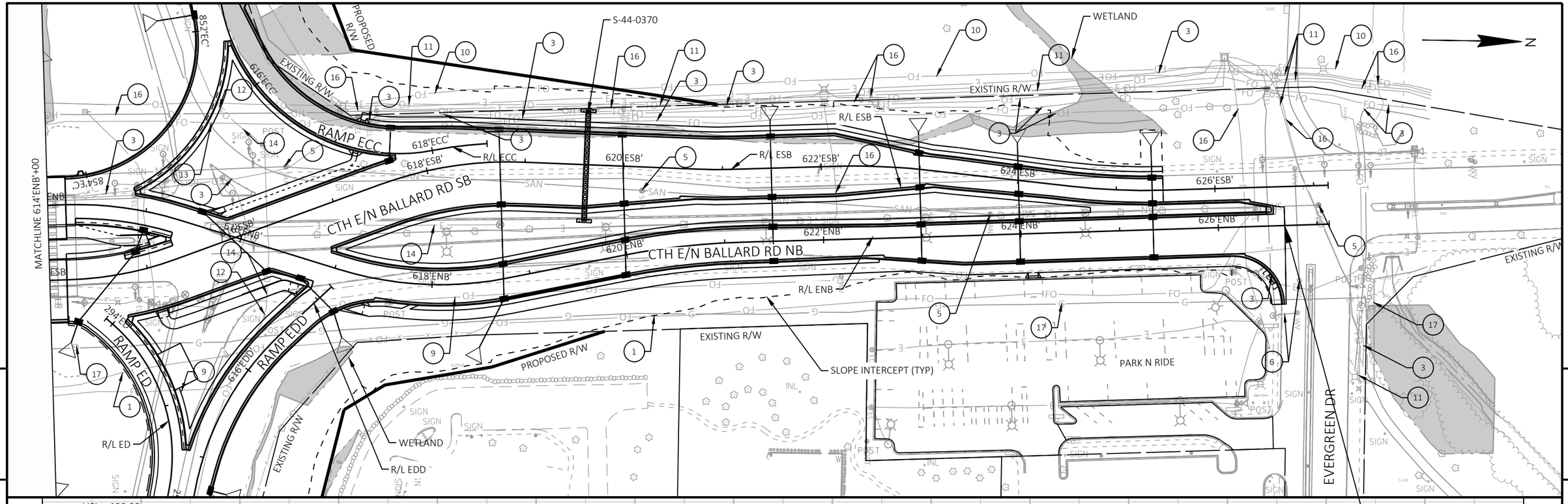
PLOT DATE : 10/20/2024 9:39 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

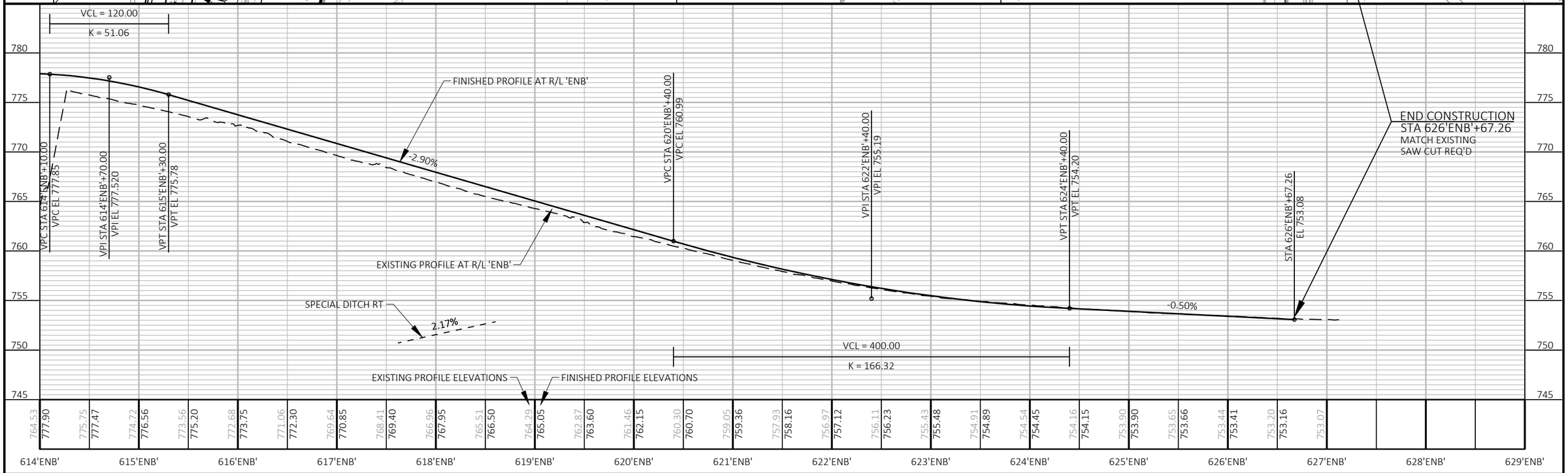
WISDOT/CADDS SHEET 44



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH E (N BALLARD RD) NB	SHEET 500	E

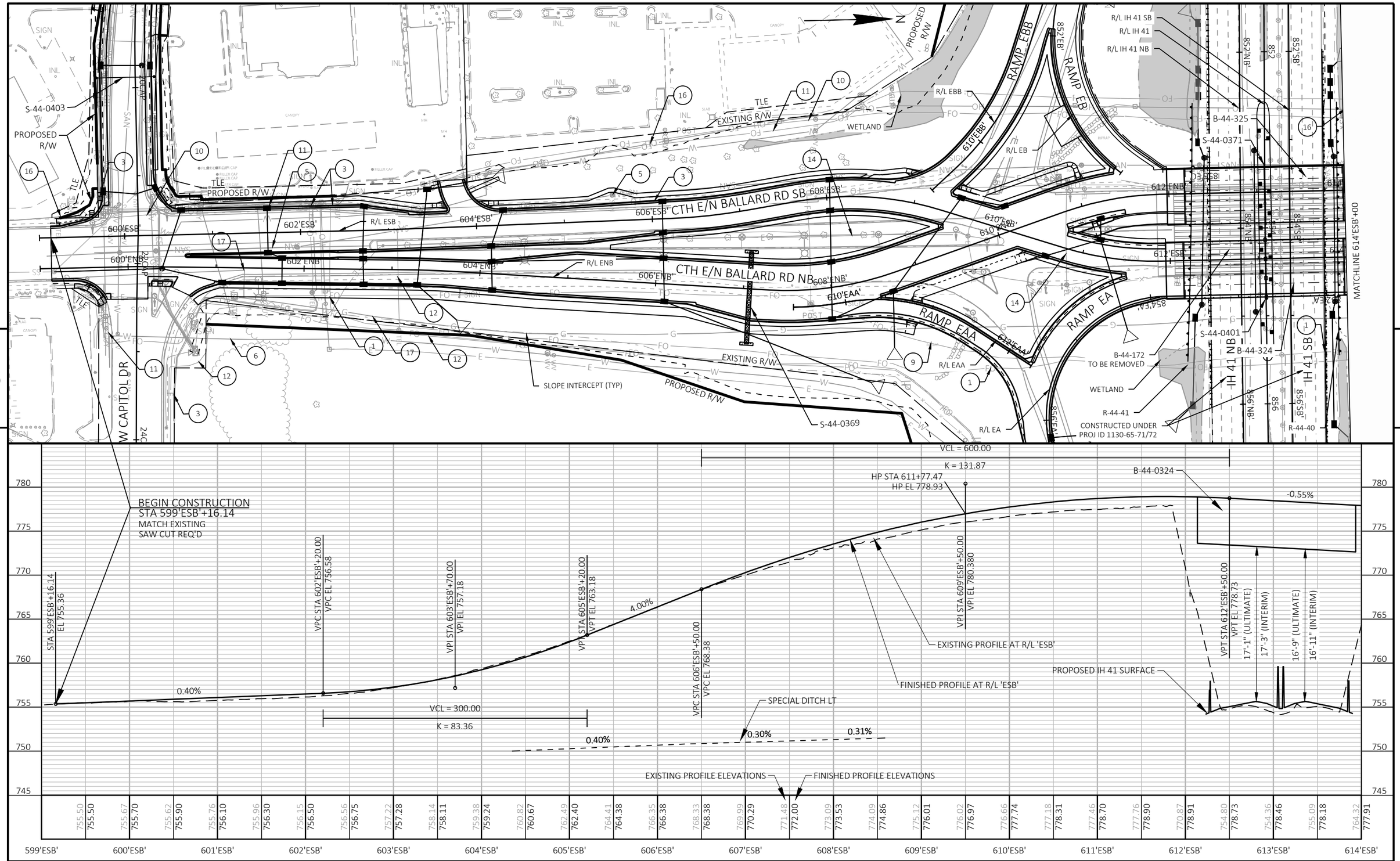
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LAYOUT NAME - 02-ENB01
PLOT DATE : 12/19/2024 12:14 AM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



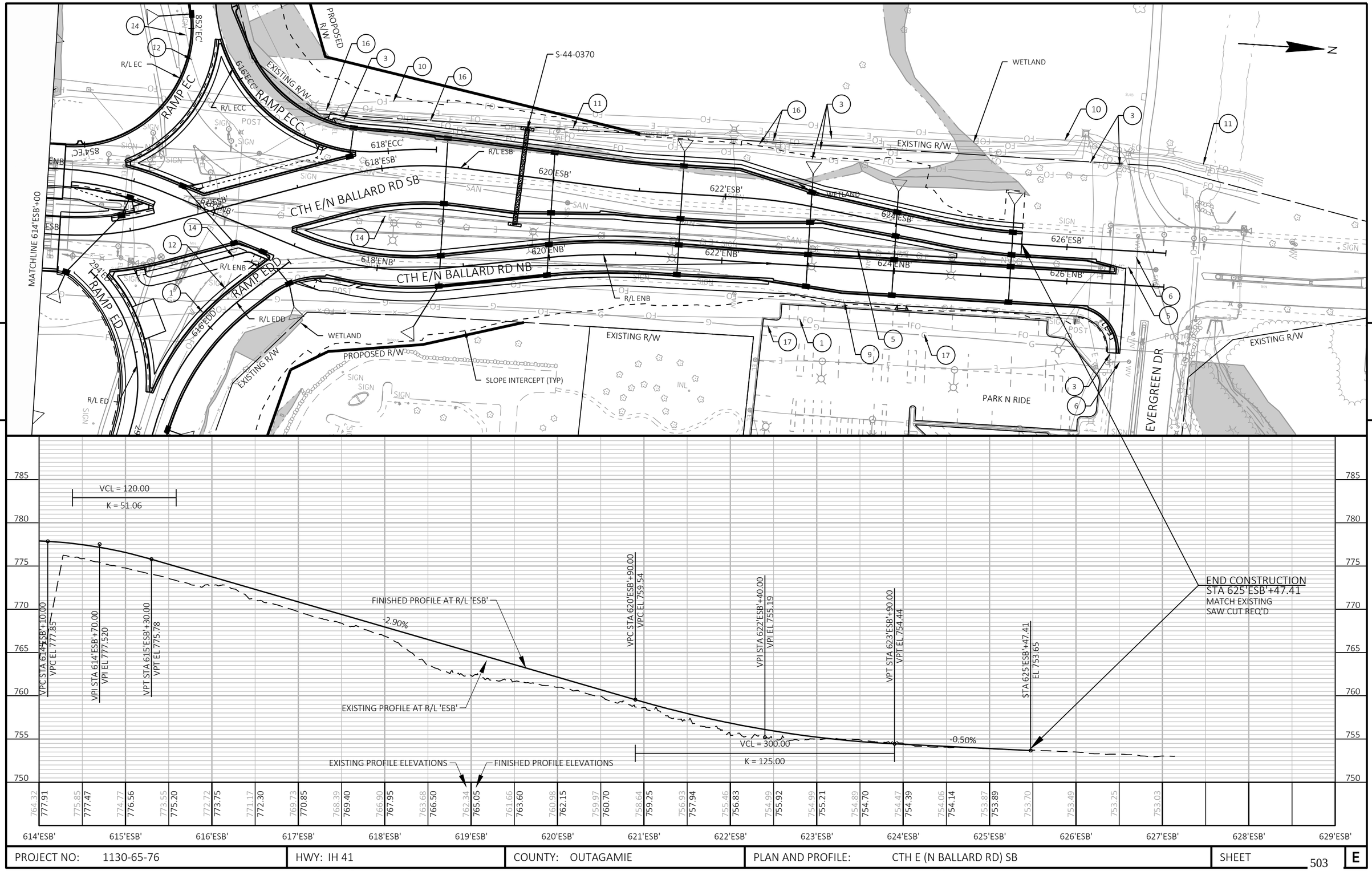


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH E (N BALLARD RD) NB	SHEET 501	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050101-PP.DWG
LAYOUT NAME - 02-ENB02
PLOT DATE : 10/20/2024 9:39 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


S-44-0403
PROPOSED R/W
TLE
EXISTING R/W
PROPOSED R/W
WETLAND
R/L EBB
RAMP EBB
610'EBB'
R/L EB
RAMP EB
852'EB'
R/L IH 41 SB
R/L IH 41
R/L IH 41 NB
B-44-325
S-44-0371
852'NB'
852'SB'
600'ESB'
602'ESB'
R/L ESB
604'ESB'
606'ESB'
CTH E/N BALLARD RD SB
608'ESB'
612'ENB'
612'ESB'
600'ENB'
602 ENB
604'ENB'
R/L ENB
606'ENB'
CTH E/N BALLARD RD NB
608'ENB'
610'EAA'
RAMP EAA
RAMP EA
854'EA'
612'EAA'
R/L EAA
S-44-0401
B-44-172
TO BE REMOVED
B-44-324
WETLAND
R-44-41
CONSTRUCTED UNDER
PROJ ID 1130-65-71/72
R-44-40
R/L EA
856'EA'
856'NB'
856'SB'
IH 41 NB
IH 41 SB
MATCHLINE 614'ESB'+00
W CAPITOL DR
SLOPE INTERCEPT (TYP)
S-44-0369
EXISTING R/W
PROPOSED R/W
N

BEGIN CONSTRUCTION
STA 599'ESB'+16.14
MATCH EXISTING
SAW CUT REQ'D
STA 599'ESB'+16.14
EL 755.36
VPC STA 602'ESB'+20.00
VPC EL 756.58
VPI STA 603'ESB'+70.00
VPI EL 757.18
VPI STA 605'ESB'+20.00
VPT EL 763.18
VPC STA 606'ESB'+50.00
VPC EL 768.38
VPI STA 609'ESB'+50.00
VPI EL 780.380
HP STA 611+77.47
HP EL 778.93
VPT STA 612'ESB'+50.00
VPT EL 778.73
0.40%
4.00%
-0.55%
VCL = 300.00
K = 83.36
VCL = 600.00
K = 131.87
EXISTING PROFILE AT R/L 'ESB'
FINISHED PROFILE AT R/L 'ESB'
PROPOSED IH 41 SURFACE
17'-1" (ULTIMATE)
17'-3" (INTERIM)
16'-9" (ULTIMATE)
16'-11" (INTERIM)
SPECIAL DITCH LT
0.40%
0.30%
0.31%
EXISTING PROFILE ELEVATIONS
FINISHED PROFILE ELEVATIONS
780
775
770
765
760
755
750
745
599'ESB'
600'ESB'
601'ESB'
602'ESB'
603'ESB'
604'ESB'
605'ESB'
606'ESB'
607'ESB'
608'ESB'
609'ESB'
610'ESB'
611'ESB'
612'ESB'
613'ESB'
614'ESB'
755.50 755.50
755.67 755.70
755.62 755.90
755.76 756.10
755.96 756.30
756.15 756.50
756.56 756.75
757.22 757.28
758.14 758.11
759.38 759.24
760.82 760.67
762.49 762.40
764.41 764.38
766.35 766.38
768.33 768.38
769.99 770.29
771.48 772.00
773.09 773.53
774.09 774.86
775.12 776.01
776.02 776.97
776.66 777.74
777.18 778.31
777.46 778.70
777.76 778.90
770.87 778.91
754.80 778.73
754.36 778.46
755.09 778.18
764.32 777.91



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH E (N BALLARD RD) SB	SHEET 503	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050101-PP.DWG
LAYOUT NAME - 03-ESB02

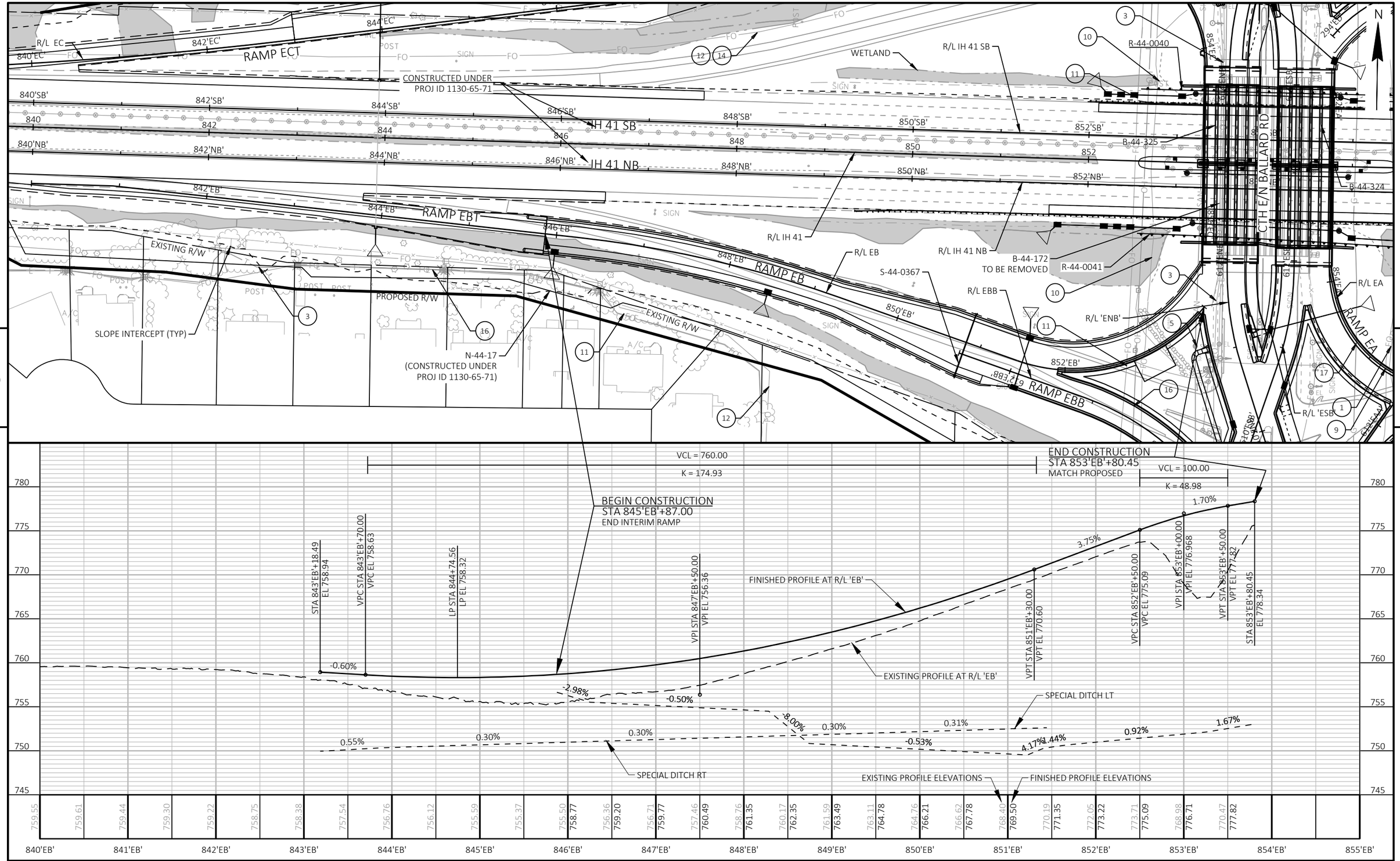
PLOT DATE : 10/20/2024 9:40 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

WETLAND
R-44-0040
B-44-172 TO BE REMOVED
R/L IH 41 SB
R/L ED
EXISTING R/W
WETLAND
RAMP ED
IH 41 SB
IH 41 NB
R/L IH 41
R/L IH 41 NB
R-44-0041
B-44-324
WETLAND
BEGIN CONSTRUCTION
STA 853'EA'+83.64
MATCH PROPOSED
WETLAND
R/L EA
RAMP EA
R/L EAA
RAMP EAA
EXISTING R/W
PROPOSED R/W
CONSTRUCTED UNDER
PROJ ID 1130-65-72
SLOPE INTERCEPT (TYP)
END CONSTRUCTION
STA 863'EA'+50.00
BEGIN INTERIM RAMP
N

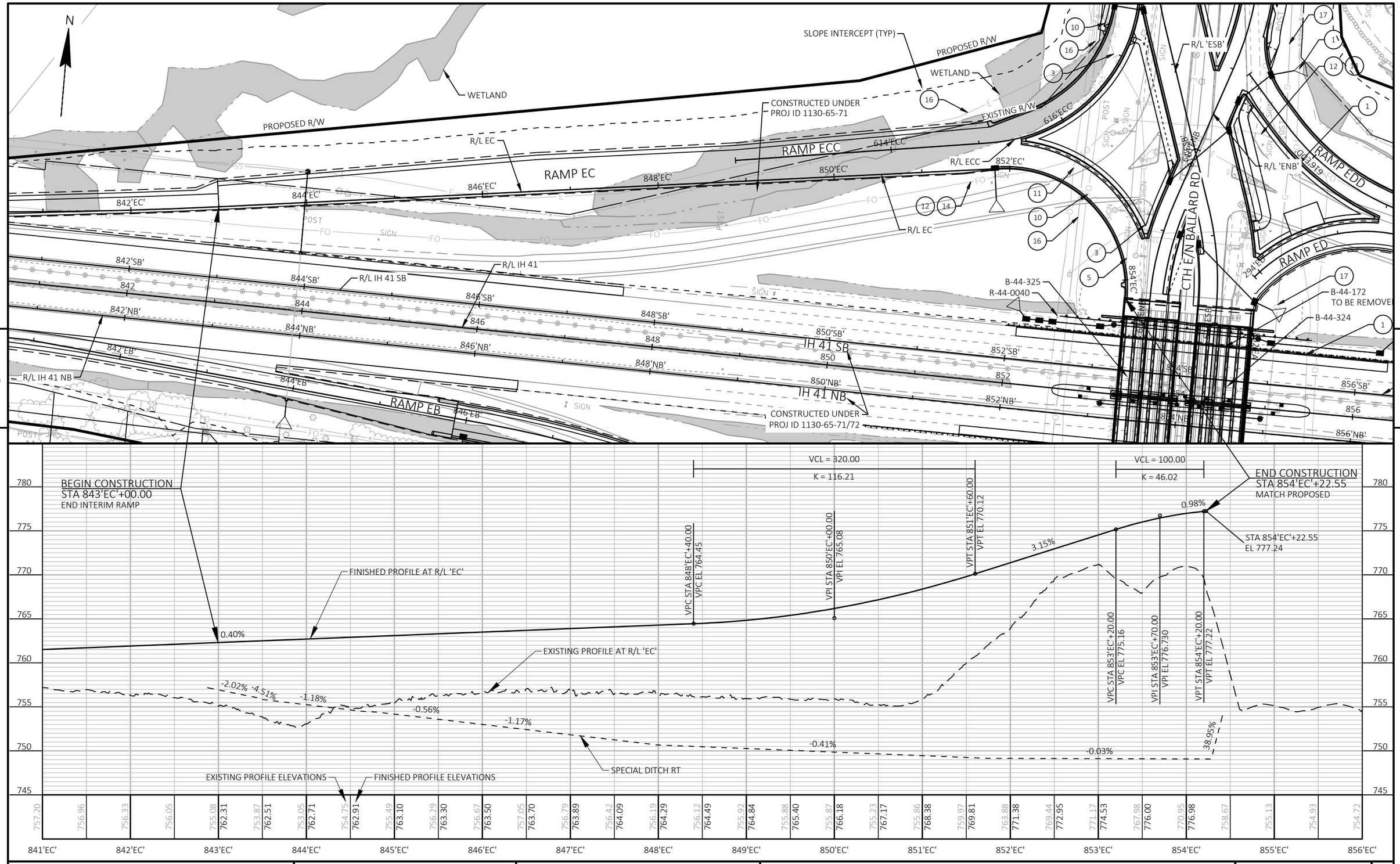
VCL = 260.00
K = 84.14
-0.41%
FINISHED PROFILE AT R/L 'EA'
-3.50%
STA 853'EA'+83.64
EL 778.10
VPC STA 854'EA'+20.00
VPC EL 777.95
VPI STA 855'EA'+50.00
VPI EL 777.422
VPT STA 856'EA'+80.00
VPT EL 772.87
VPC STA 859'EA'+00.00
VPC EL 765.17
VPI STA 862'EA'+00.00
VPI EL 754.67
VPT STA 865'EA'+00.00
VPT EL 753.31
STA 865'EA'+43.85
EL 753.11
VCL = 600.00
K = 196.90
-0.45%
EXISTING PROFILE AT R/L 'EA'
-1.97%
-1.91%
-12.66%
-1.33%
-0.31%
-0.31%
-0.32%
0.90%
0.31%
0.05%
-0.14%
-0.70%
SPECIAL DITCH LT
SPECIAL DITCH RT
BEGIN CONSTRUCTION
STA 853'EA'+83.64
MATCH PROPOSED
EXISTING PROFILE ELEVATIONS
FINISHED PROFILE ELEVATIONS

| | | |



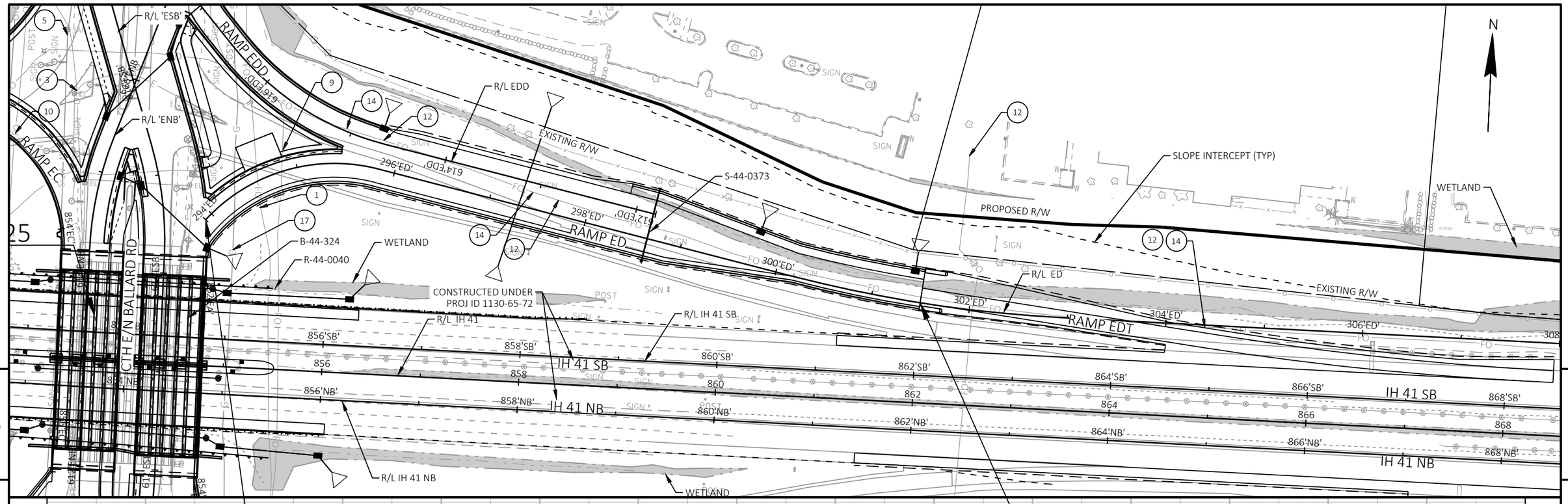
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP EB	SHEET 505	E

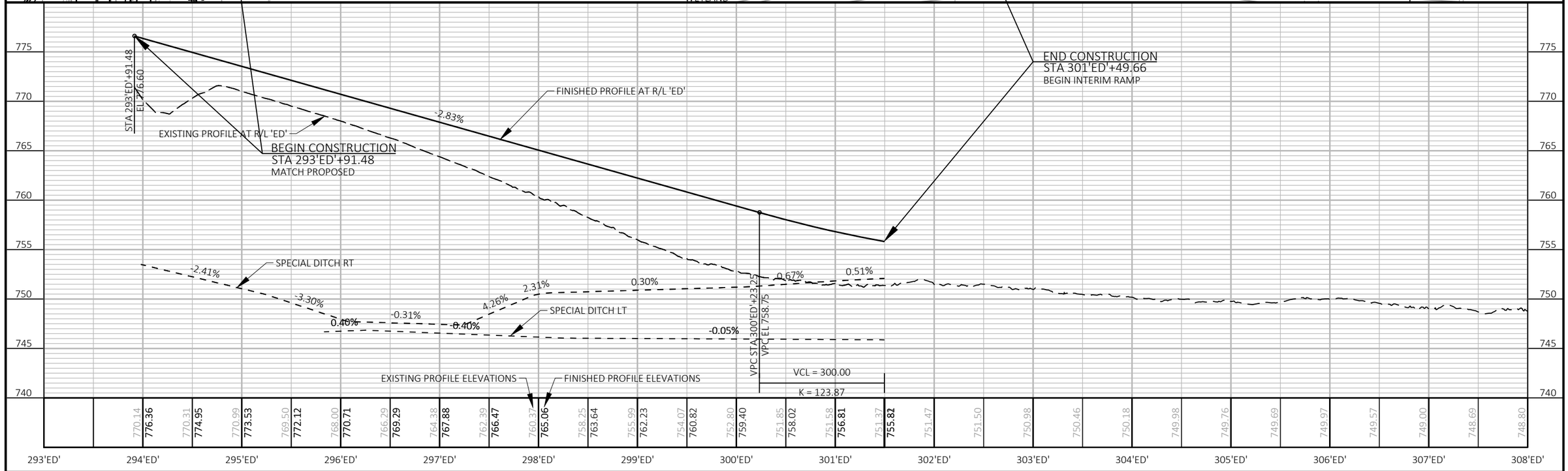
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050301-PP.DWG
LAYOUT NAME - 02-EB-01
PLOT DATE : 12/19/2024 12:19 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP EC	SHEET 506	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050301-PP.DWG
LAYOUT NAME - 03-EC-02
PLOT DATE : 12/19/2024 12:20 AM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



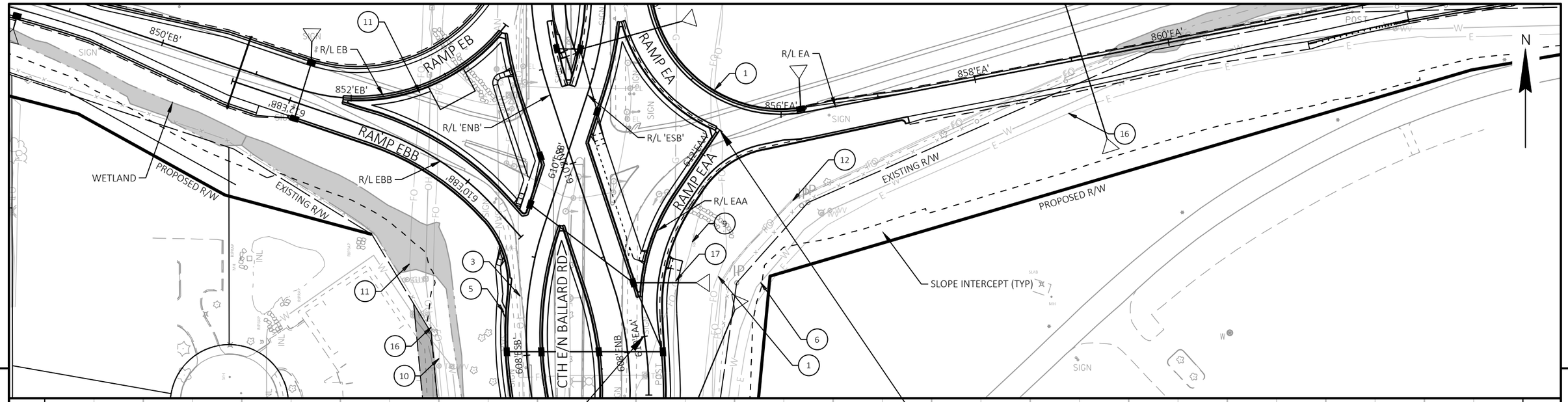


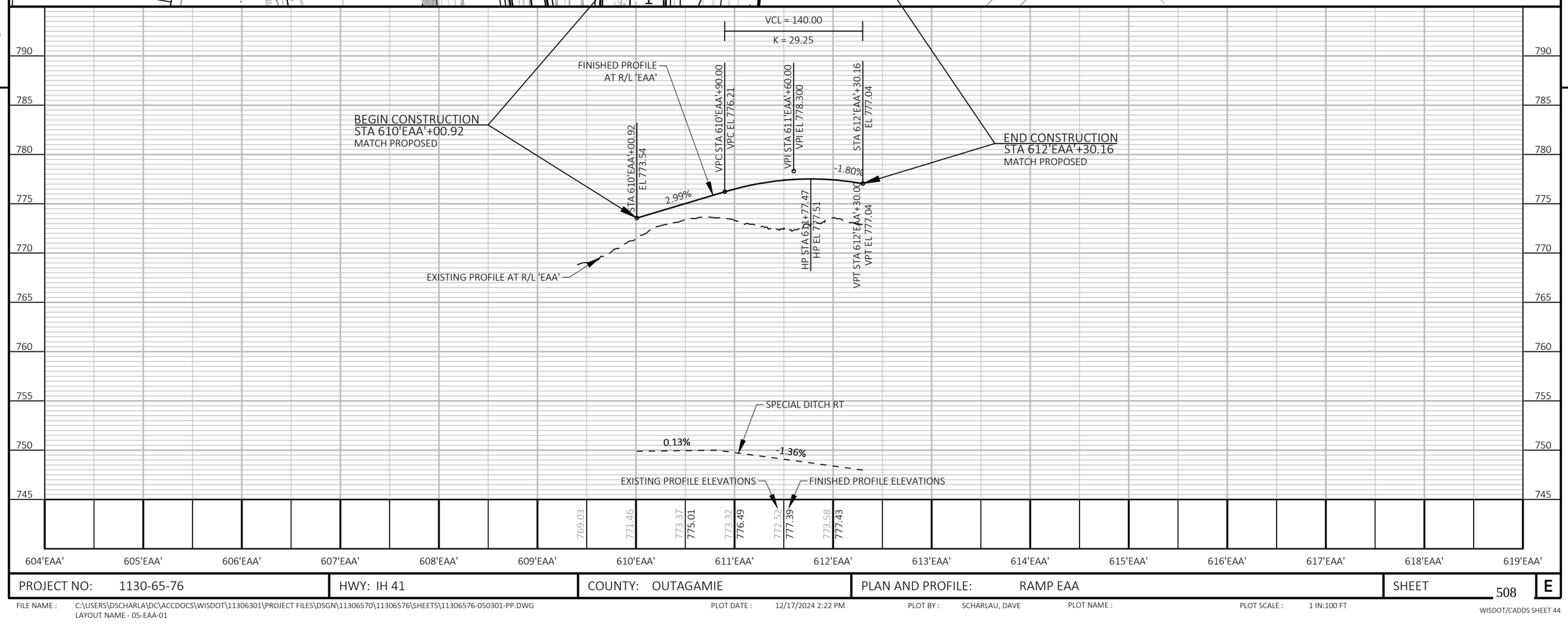
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP ED	SHEET 507 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050301-PP.DWG
LAYOUT NAME - 04-ED-01

PLOT DATE : 12/19/2024 12:21 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

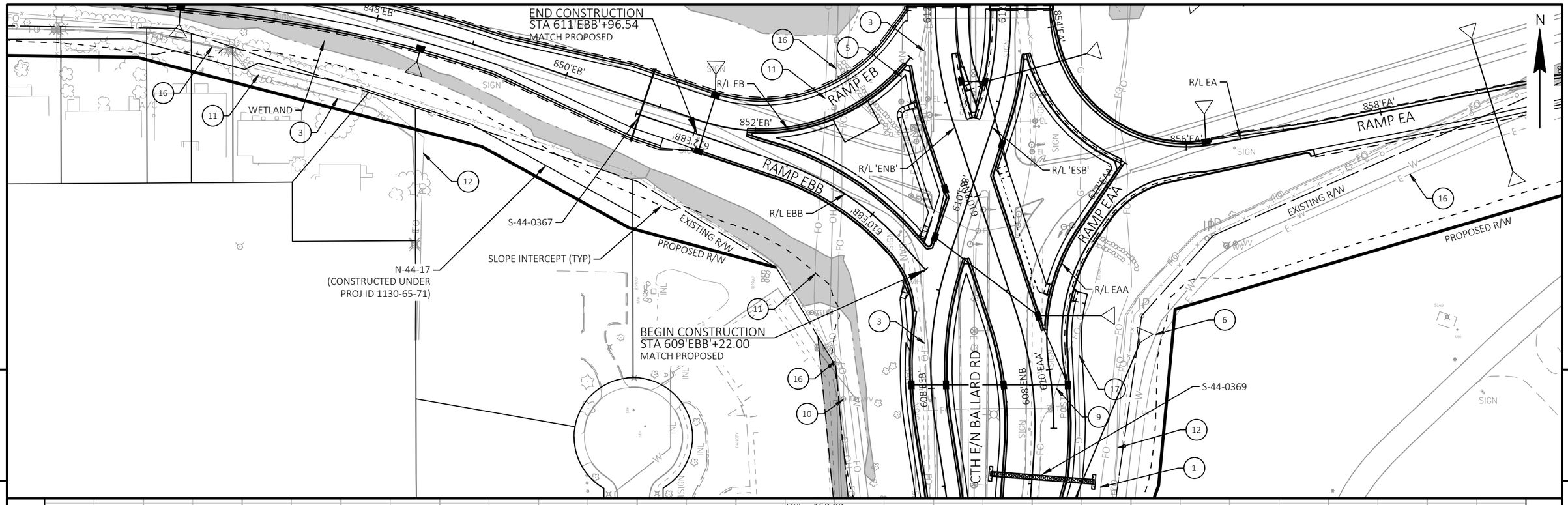
WISDOT/CADDS SHEET 44

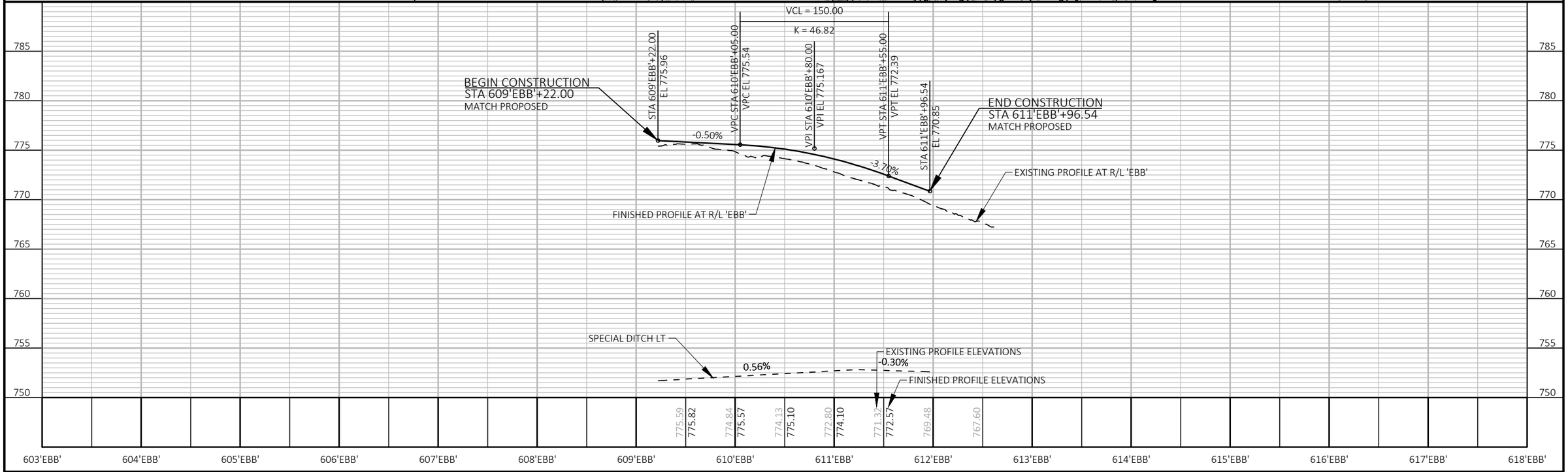




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP EAA	SHEET 508	E

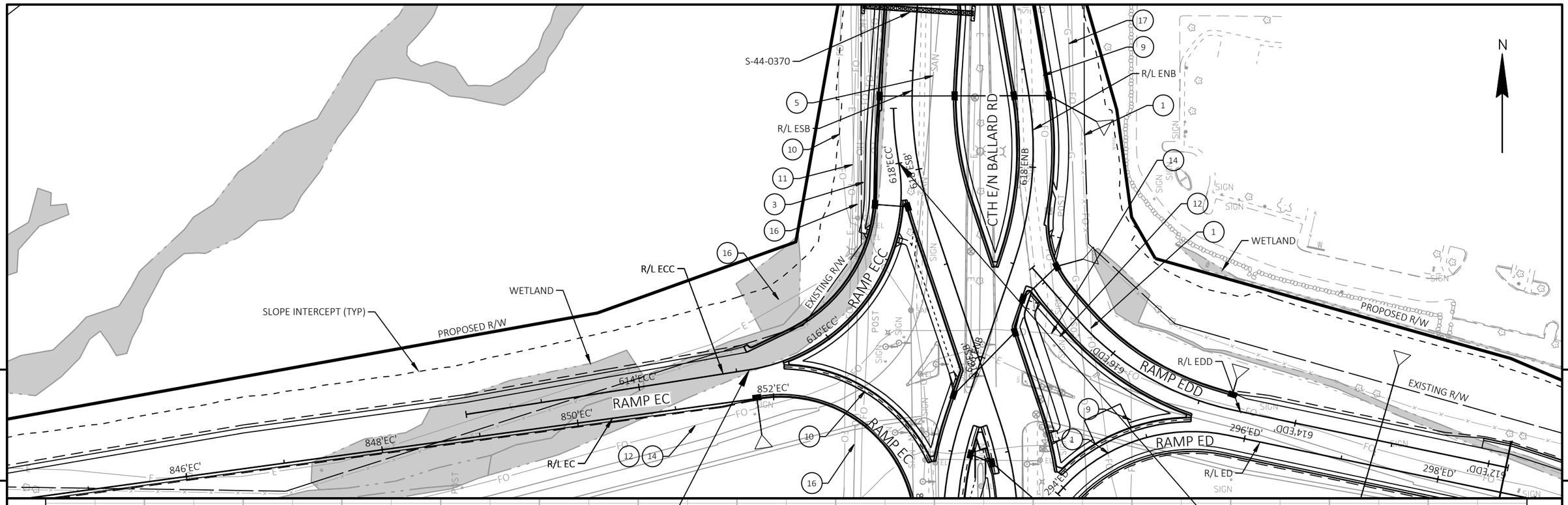
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LAYOUT NAME - 05-EAA-01
PLOT DATE : 12/17/2024 2:22 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

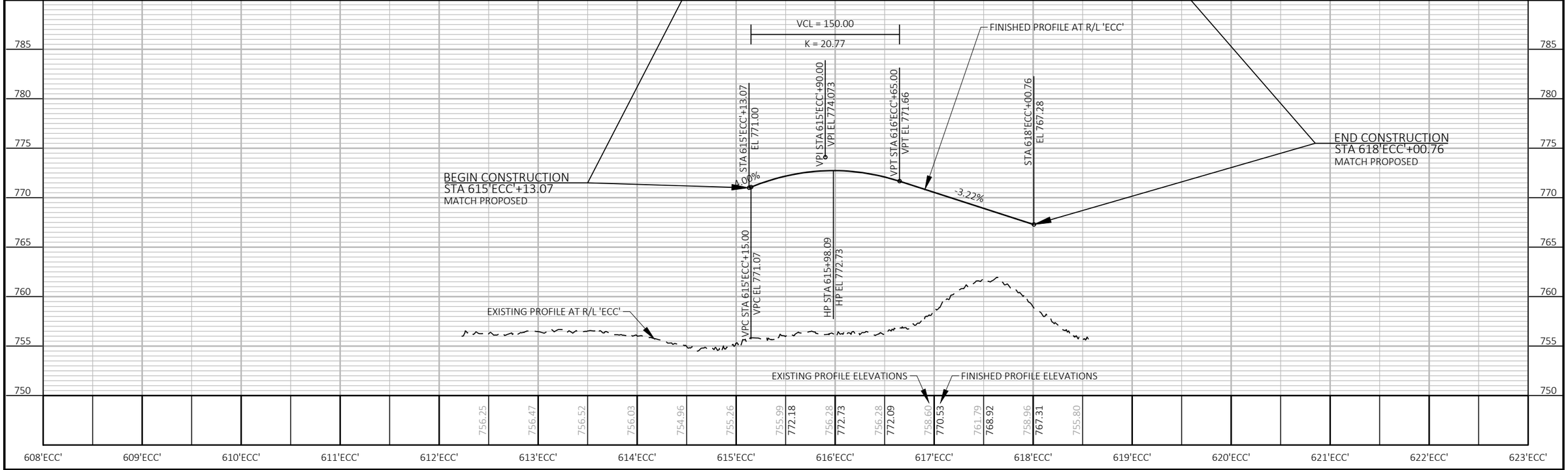




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP EBB	SHEET 509	E

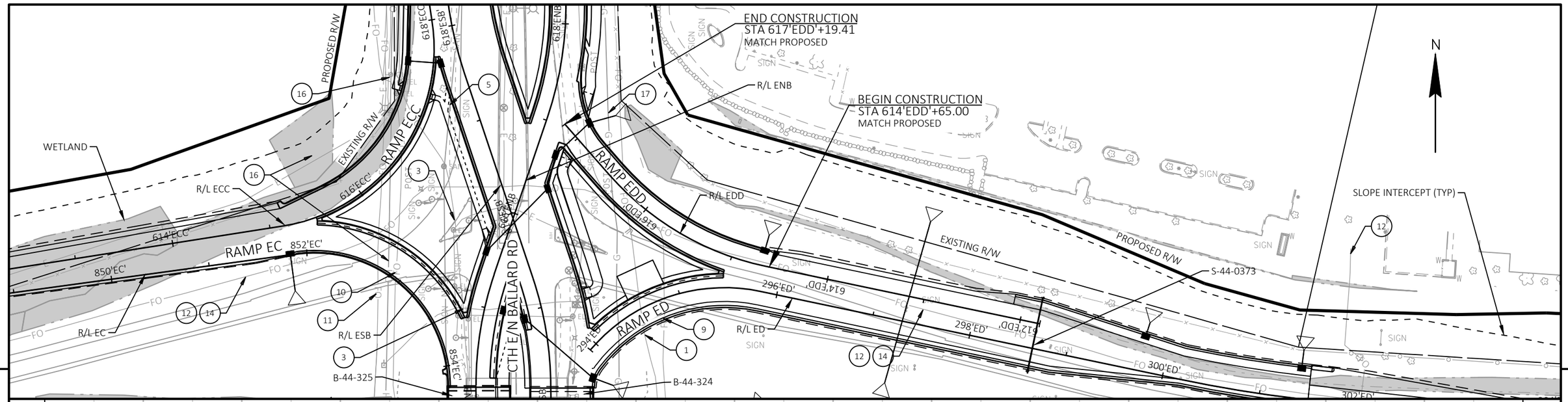
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050301-PP.DWG
LAYOUT NAME - 06-EBB-01
PLOT DATE : 10/20/2024 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

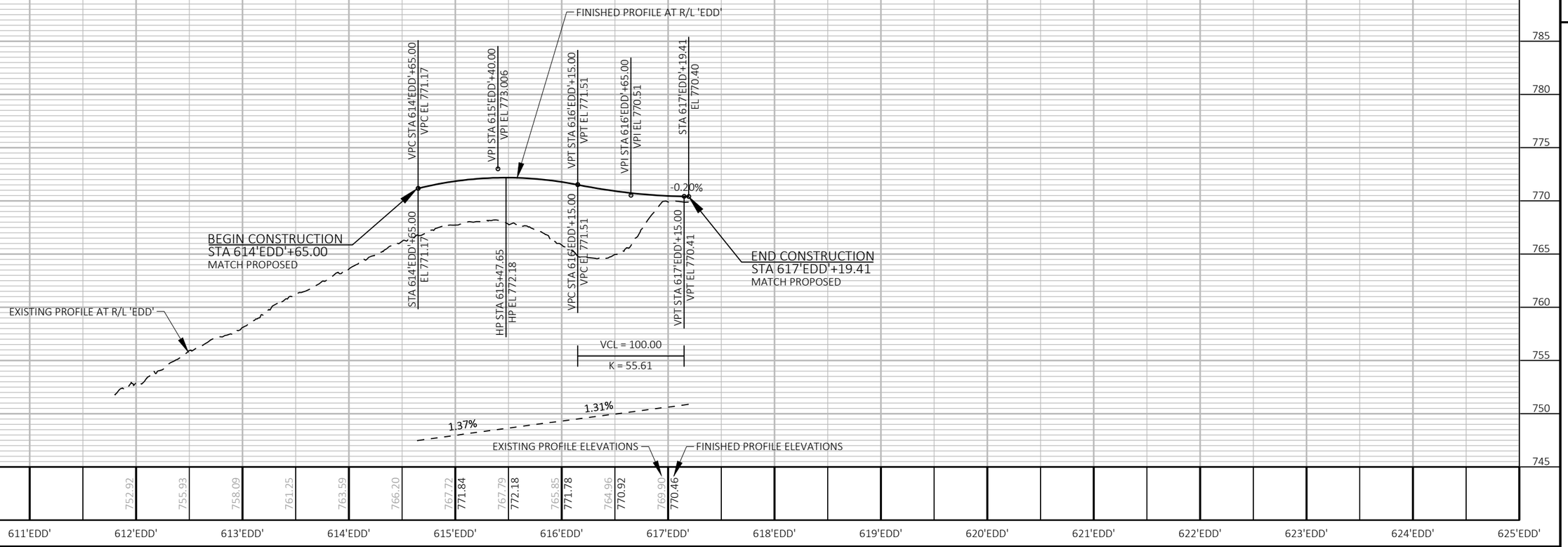




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: RAMP ECC	SHEET 510	E

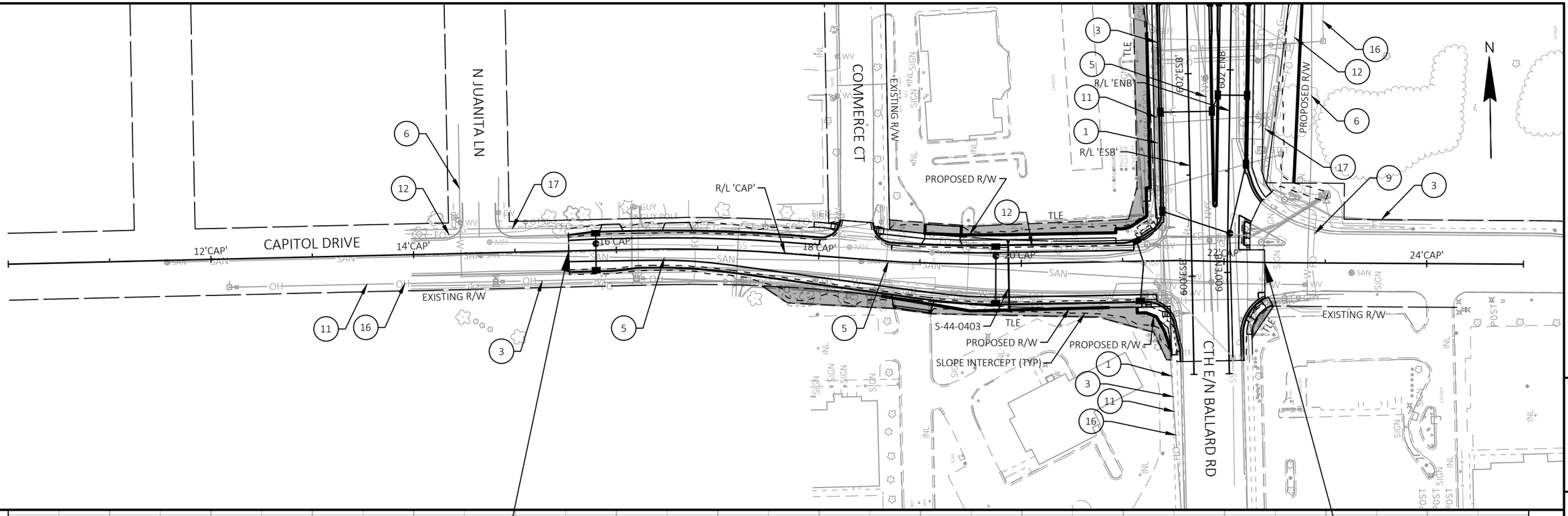
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LAYOUT NAME - 07-ECC-01
PLOT DATE : 10/20/2024 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

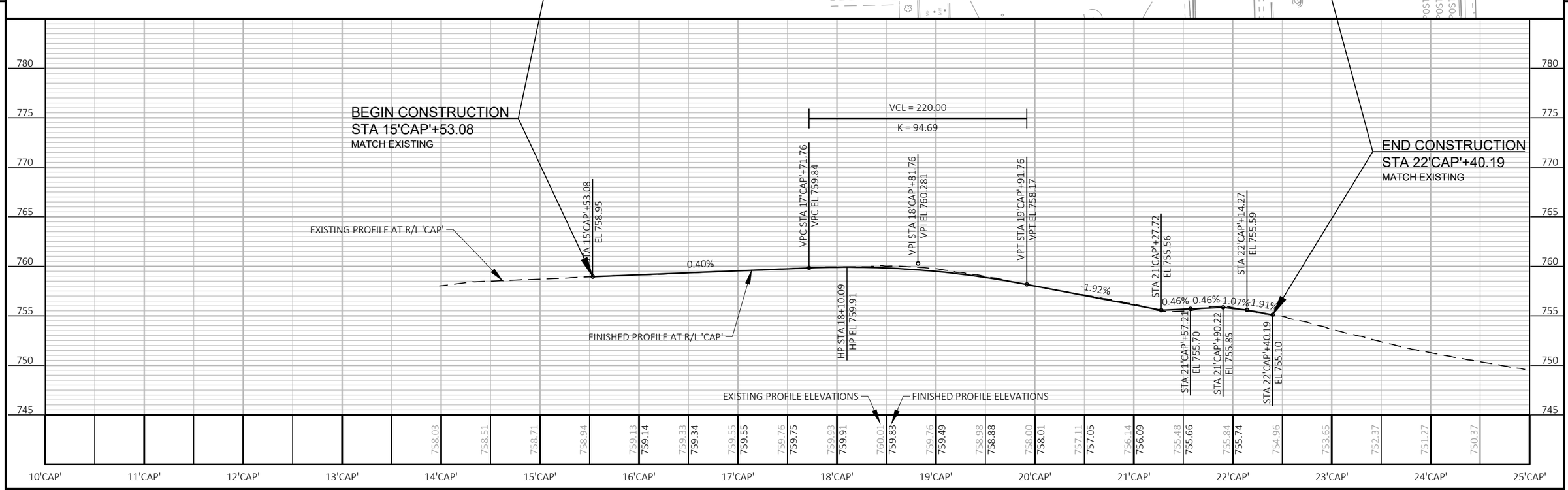




PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PLOTTING: RAMP EDD	SHEET 511	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050301-PP.DWG
LAYOUT NAME - 08-EDD-01
PLOT DATE : 10/20/2024 9:42 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CAPITOL DRIVE	SHEET 512	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050301-PP.DWG
LAYOUT NAME - 09-CAP-01
PLOT DATE : 10/20/2024 9:43 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

LEGEND

ASPHALTIC SURFACE

IH 41 SB

IH 41 NB

CONSTRUCTED UNDER PROJ ID 1130-65-71/72

842'EC' 844'EC' 846'EC' 848'EC' 850'EC' 852'EC' 614'ECC'

R/L ECC

R/L EC

R/L ED

R/L IH 41 SB

R/L IH 41

R/L IH 41 NB

842'SB' 844'SB' 846'SB' 848'SB' 850'SB' 852'SB' 854'SB' 856'SB'

842 844 846 848 850 852 856

842'NB' 844'NB' 846'NB' 848'NB' 850'NB' 852'NB' 854'NB' 856'NB'

842'EB' 844'EB' 846'EB' 848'EB' 850'EB' 854'EA' 294'EB'

612'ENB 612'ESB 611'NSB 611'SSB

RAMP EC

RAMP ED

RAMP EB

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

WETLAND

WETLANL

B-44-325

B-44-324

S-44-0371

S-44-0401

R-44-40

R-44-41

B-44-172
TO BE REMOVED

14 12 16 1

FO POST SIGN

MATCHLINE 857'NB+00

N

5

5

770 765 760 755 750 745 740 735

-2.95% -0.49% -7.60% -0.50% 3.76% 0.13% 0.30% -0.30% -9.27% -11.85%

SPECIAL DITCH RT

SPECIAL DITCH RT

SPECIAL DITCH RT

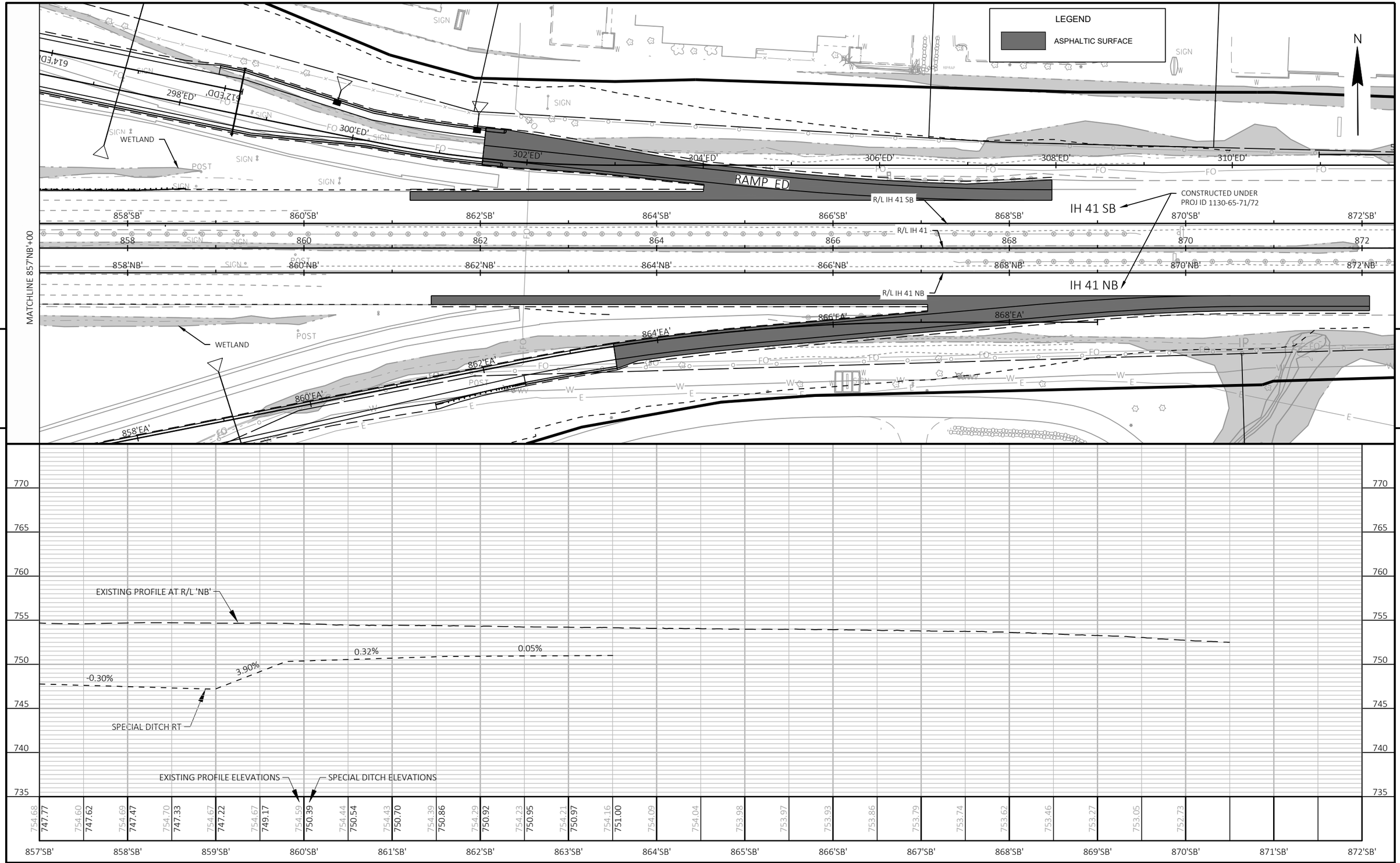
EXISTING PROFILE AT R/L 'NB'

EXISTING PROFILE ELEVATIONS

SPECIAL DITCH ELEVATIONS

842'SB'	843'SB'	844'SB'	845'SB'	846'SB'	847'SB'	848'SB'	849'SB'	850'SB'	851'SB'	852'SB'	853'SB'	854'SB'	855'SB'	856'SB'	857'SB'
759.73	759.57	759.44	759.22	759.08	758.91	758.76	758.52	758.30	756.29	758.07	755.41	757.85	755.17	757.60	754.92
757.43	754.67	757.17	753.28	756.98	750.75	756.77	750.50	756.54	750.25	756.26	750.00	756.05	749.75	755.85	749.69
755.64	751.58	755.46	753.46	755.28	753.54	755.15	753.68	755.10	753.83	755.03	753.68	754.93	753.53	754.82	753.38
754.77	751.11	754.71	747.92	754.68	747.77										

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: IH 41 NB INTERIM DITCH	SHEET 513	E



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: IH 41 NB INTERIM DITCH	SHEET 514	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050600-PP.DWG
LAYOUT NAME - 01-41NB-02
PLOT DATE : 12/17/2024 2:19 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

LEGEND

ASPHALTIC SURFACE

PROPOSED R/W

EXISTING R/W

842'EC' 844'EC' 846'EC' 848'EC' 850'EC' 852'EC' 614'ECC'

R/L ECC

R/L EC

14 12 16

RAMP EC

RAMP ED

R/L ED

294'ED'

854'EC'

1

R-44-40

B-44-324

B-44-325

WETLAND

IH 41 SB

IH 41 NB

CONSTRUCTED UNDER
PROJ ID 1130-65-71/72

R/L IH 41 SB

R/L IH 41

R/L IH 41 NB

842'SB' 844'SB' 846'SB' 848'SB' 850'SB' 852'SB' 854'SB' 856'SB'

842 844 846 848 850 852 854 856

842'NB' 844'NB' 846'NB' 848'NB' 850'NB' 852'NB' 854'NB' 856'NB'

842'EB' 844'EB' 846'EB' 848'EB' 850'EB'

S-44-0371

S-44-0401

CTH E/N BALLARD RD NB

CTH E/N BALLARD RD SB

612'ENB

614'ESB

611'SB

612'EB

854'EA

R-44-41

WETLAND

B-44-172
TO BE REMOVED

RAMP EB

RAMP EA

N

MATCHLINE 857'SB+00

5

5

770 765 760 755 750 745 740 735

-1.44%

-1.16%

-0.40%

12.63%

2.30%

4.07%

0.33%

0.30%

0.30%

-0.30%

-5.83%

EXISTING PROFILE AT R/L 'SB'

SPECIAL DITCH LT

SPECIAL DITCH LT

EXISTING PROFILE ELEVATIONS

SPECIAL DITCH ELEVATIONS

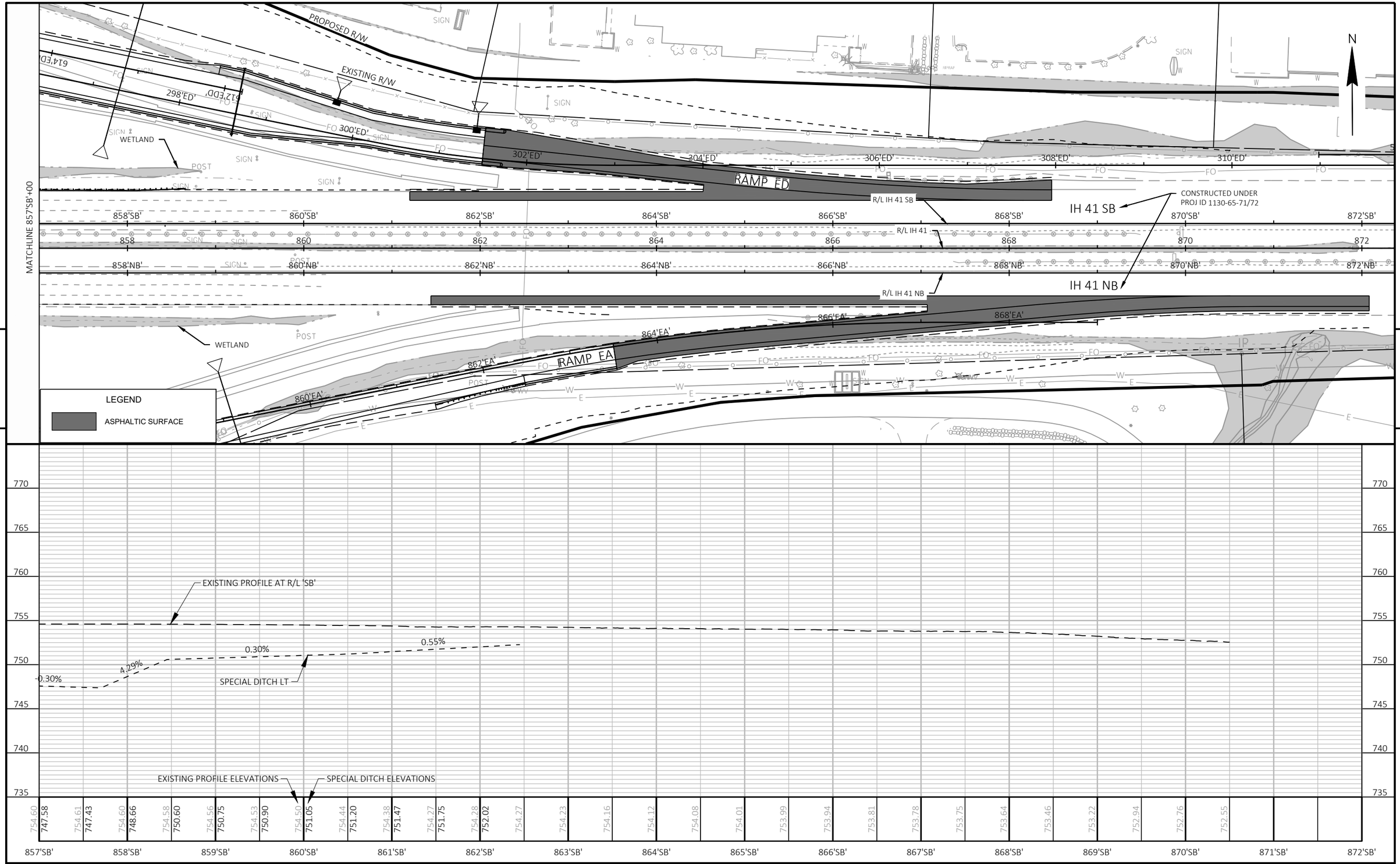
842'SB'	843'SB'	844'SB'	845'SB'	846'SB'	847'SB'	848'SB'	849'SB'	850'SB'	851'SB'	852'SB'	853'SB'	854'SB'	855'SB'	856'SB'	857'SB'
759.96	759.76	759.63	759.42	759.19	758.99	758.76	758.48	758.31	758.08	757.84	757.60	757.39	757.16	757.00	756.76	756.53	756.24	756.00	755.76	755.51	755.29	755.13	755.02	754.94	754.87	754.80	754.77	754.69	754.64	754.60
		756.99	756.27	755.55	754.83	754.17	753.59	753.01	752.43	751.84	751.26	750.68	750.48	750.28	750.08	749.88	749.68	749.48	749.28	751.69	755.19	753.57	753.70	753.85	753.70	753.55	753.40	750.64	747.73	747.58

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: IH 41 SB INTERIM DITCH	SHEET 515	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050600-PP.DWG
LAYOUT NAME - 02-41SB-01

PLOT DATE : 12/19/2024 12:25 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

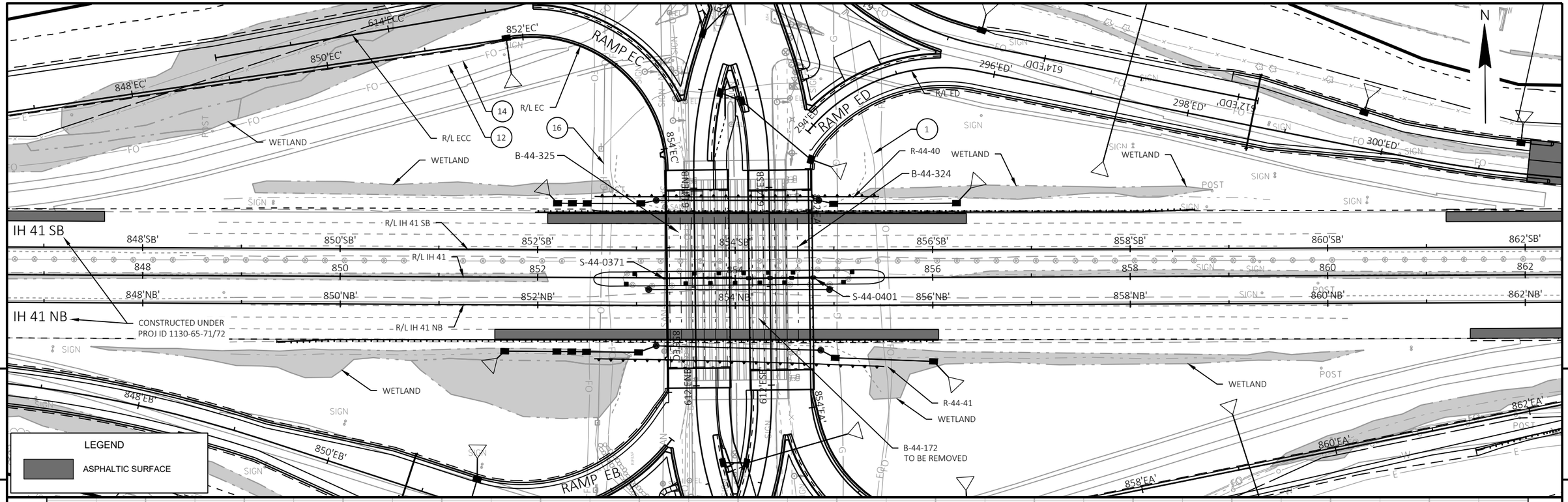


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: IH 41 SB INTERIM DITCH	SHEET 516	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050600-PP.DWG
LAYOUT NAME - 02-41SB-02

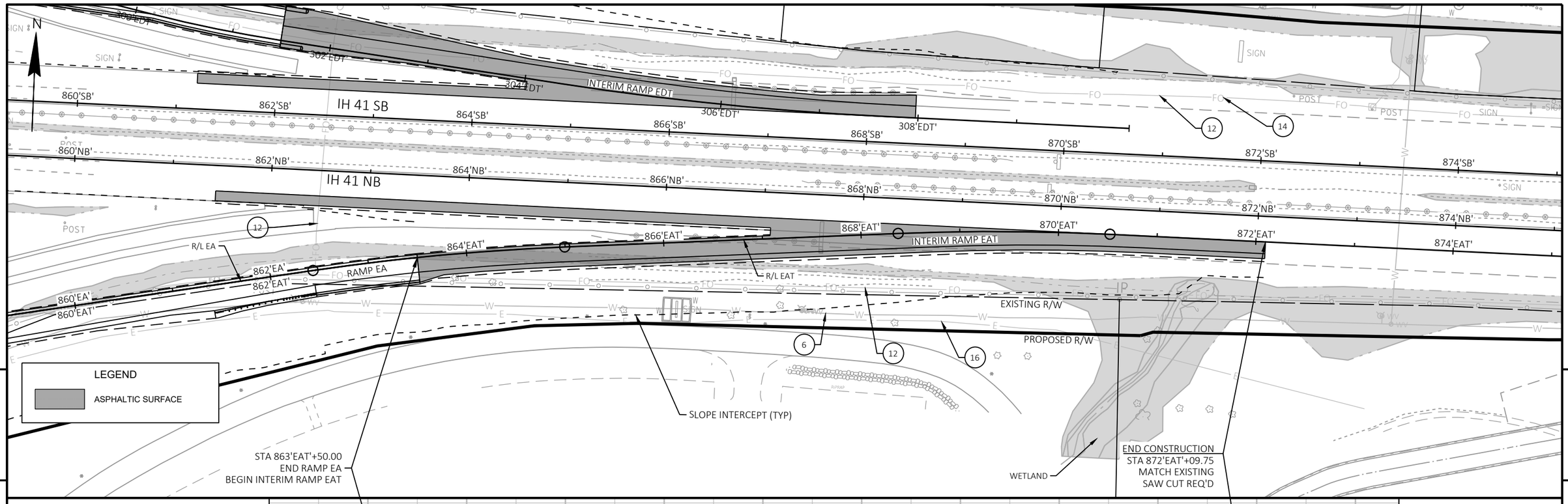
PLOT DATE : 12/17/2024 2:19 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: IH 41 MEDIAN INTERIM DITCH	SHEET 517 E

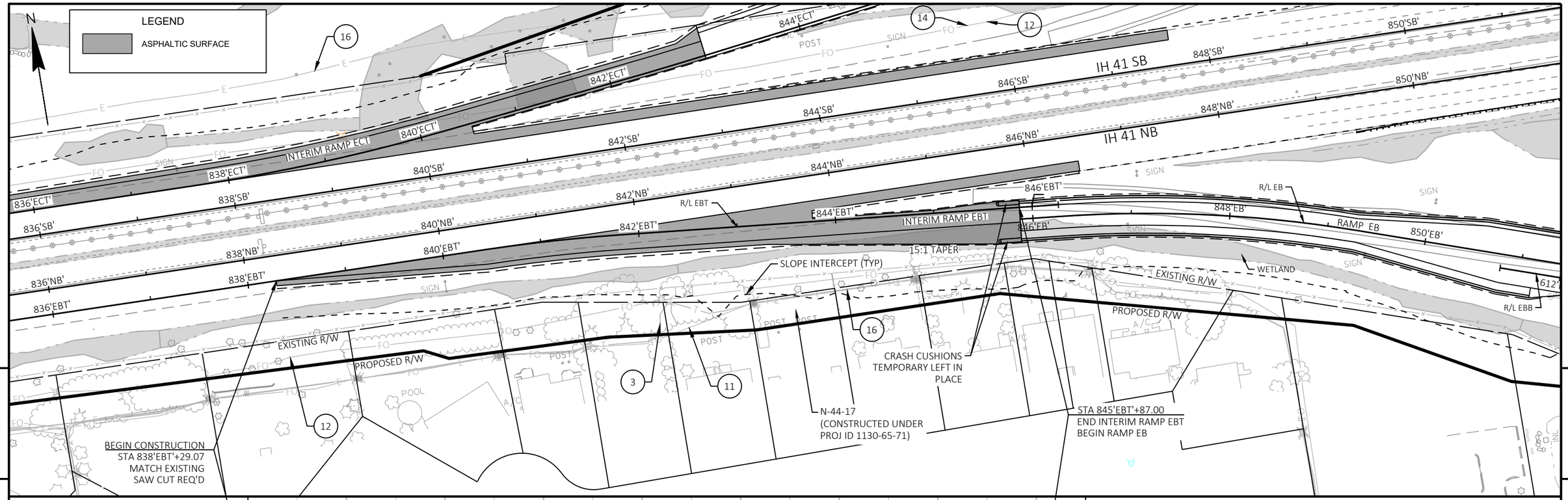
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LAYOUT NAME - 03-MEDIAN-01
PLOT DATE : 12/19/2024 12:25 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

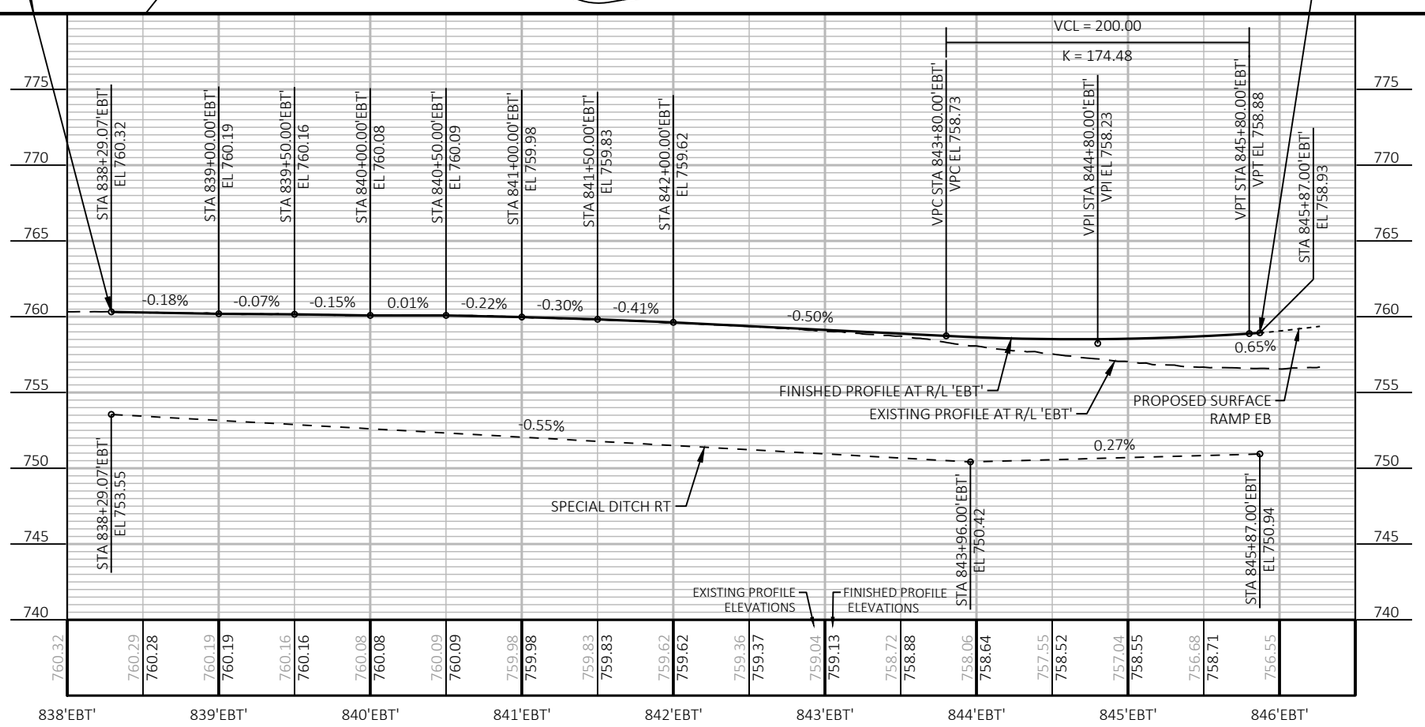


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: INTERIM RAMP 'EAT'	SHEET 518 E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050601-PP-TEMP-EAT.DWG
LAYOUT NAME - EAT02

PLOT DATE : 12/10/2024 9:23 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PLAN AND PROFILE: INTERIM RAMP 'EBT'	SHEET 519	E

LEGEND

ASPHALTIC SURFACE

N

WETLAND

SLOPE INTERCEPT (TYP)

EXISTING R/W

PROPOSED R/W

INTERIM RAMP ECT

R/L ECT

RAMP EC

IH 41 SB

IH 41 NB

INTERIM RAMP EBT

BEGIN CONSTRUCTION
STA 829'ECT'+57.89
MATCH EXISTING
SAW CUT REQ'D

STA 843'ECT'+00.00
END INTERIM RAMP ECT
BEGIN RAMP EC

VCL = 230.00
K = 163.36

VCL = 195.00
K = 332.64

FINISHED PROFILE AT R/L 'ECT'

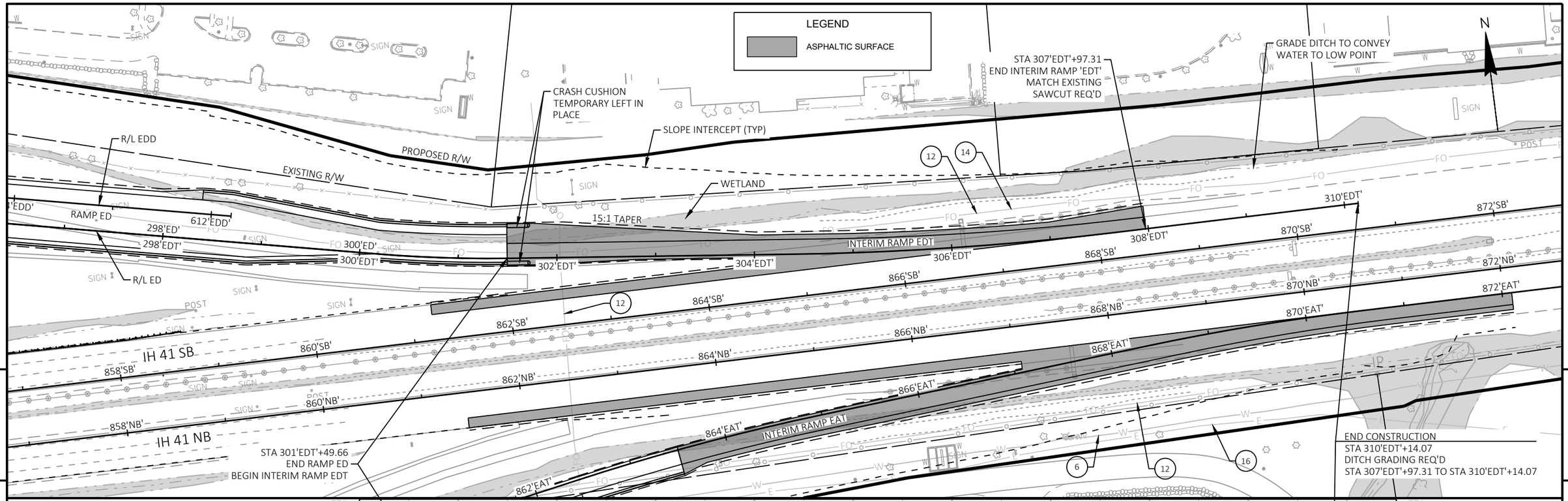
EXISTING PROFILE AT R/L 'ECT'

PROPOSED SURFACE
RAMP EC

EXISTING PROFILE ELEVATIONS

FINISHED PROFILE ELEVATIONS

| | | |



PROJECT NO: 1130-65-76	HWY: CTH E/BALLARD ROAD	COUNTY: OUTAGAMIE	PLAN AND PROFILE: INTERIM RAMP 'EDT'	SHEET 521 E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-050604-PP-TEMP-EDT.DWG
LAYOUT NAME - EDT01

PLOT DATE : 10/17/2024 2:37 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

Standard Detail Drawing List

08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C08-06	CONCRETE BASE, TYPE 7
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C13-03	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09D05-02	L30 LIGHTING CONTROL CABINET 240/480 VOLT
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
09E08-09D	TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09F	TYPE 10 SPECIAL POLE 35' MONOTUBE ARM
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09E08-09J	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09H05-01	CABINET BREAKER DISCONNECT BOX INSTALLATION
09H09-02	COMMUNICATION VAULT TYPE 1
09H11-01	IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
09H16-01	INSTALL WIRELESS ANTENNA
10A01-04	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-07	CONCRETE PAVEMENT SHOULDERS
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13B02-09B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

6

Standard Detail Drawing List

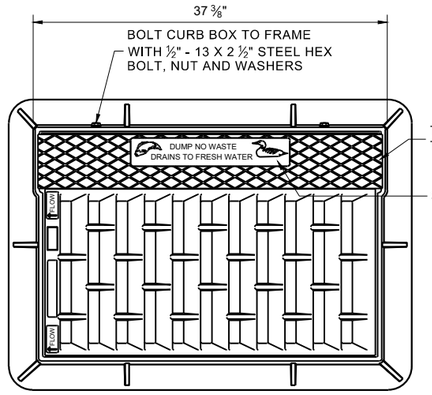
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-05A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05H	STEEL THRIE BEAM BULLNOSE TERMINAL
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B32-10A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10F	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10G	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10H	CONCRETE BARRIER SINGLE SLOPE (CBSS)
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

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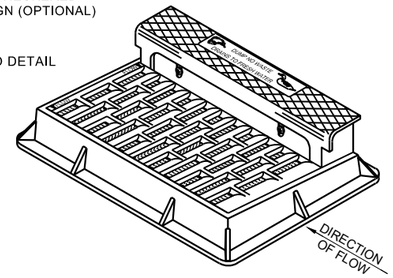
Standard Detail Drawing List

15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-09C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C20-02	YIELD MARKING
15C29-08A	BICYCLE LANE MARKING
15C31-07C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D12-13B	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D14-07	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D35-03A	RAMP GATE HARD WIRED
15D35-03B	RAMP GATE HARD WIRED
15D35-03C	RAMP GATE HARD WIRED
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D42-02	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D47-03A	TRAFFIC CONTROL, INGRESS/EGRESS WITH BARRIER
15D47-03B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

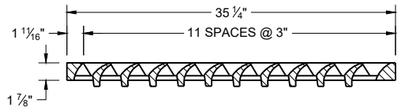
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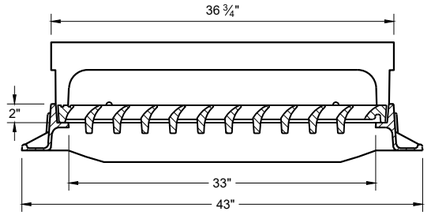


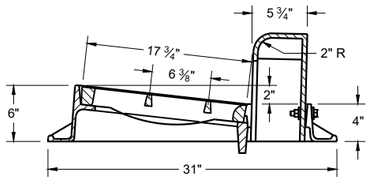
NOTE: EITHER CASTING IS ACCEPTABLE

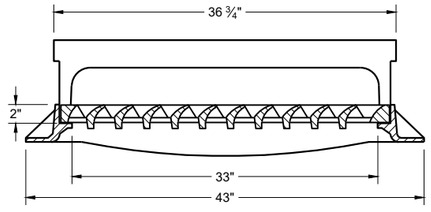


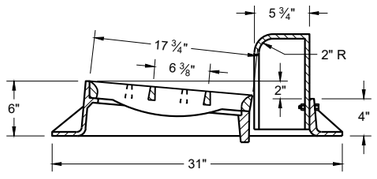
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







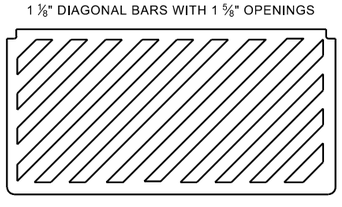




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

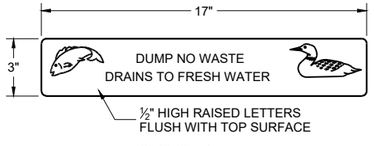
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



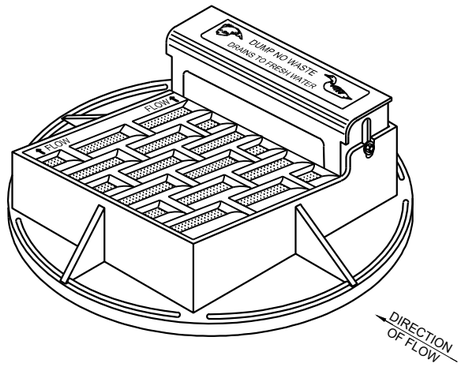
LOGO DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

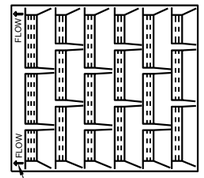
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

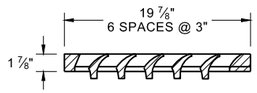
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

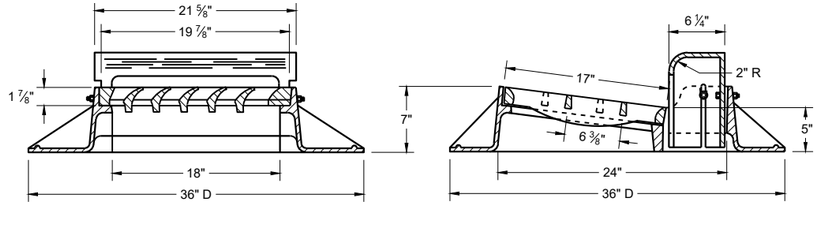


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

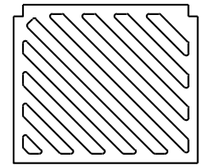
NOTE: EITHER CASTING IS ACCEPTABLE







1" DIAGONAL BARS
WITH 1 ½" OPENINGS

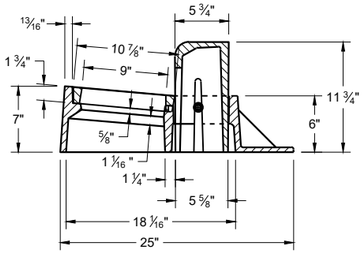


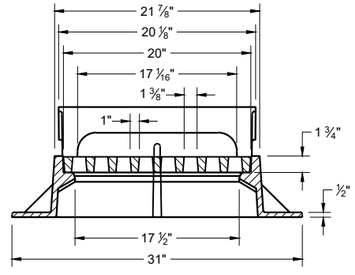
SPECIAL GRATE FOR TYPE "A" COVER

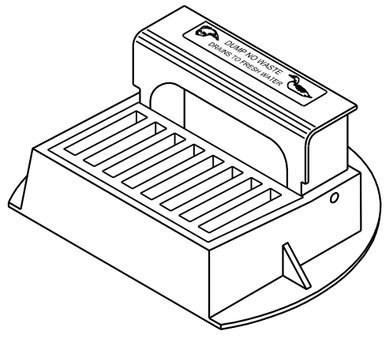
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

TYPE "A"







TYPE "Z"

INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

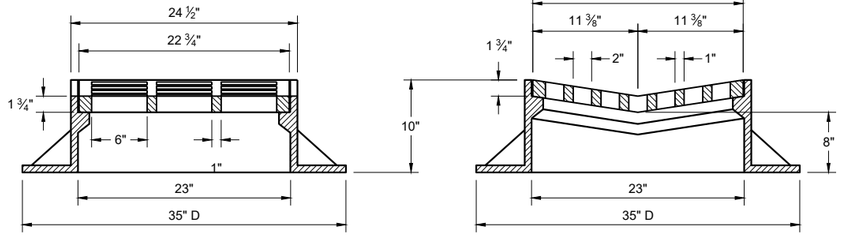
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

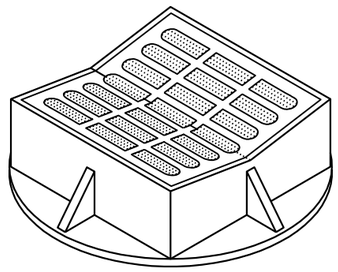
FHWA

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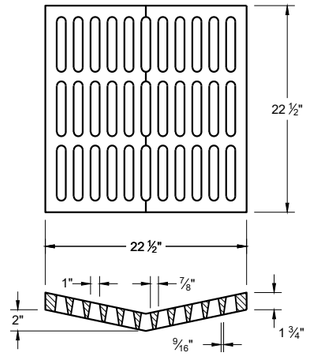
SDD 08A05-21a

SDD 08A05-21a





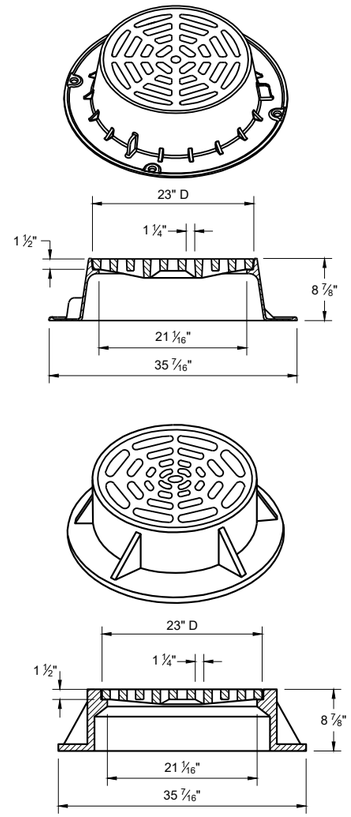
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

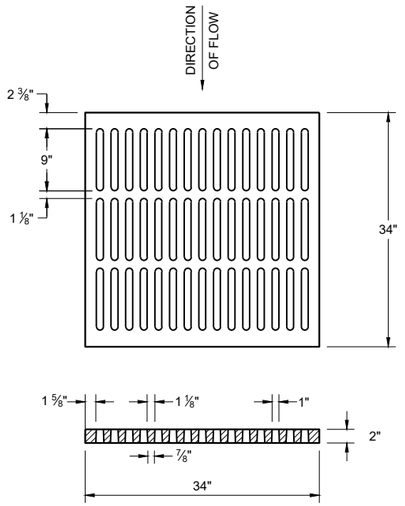
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

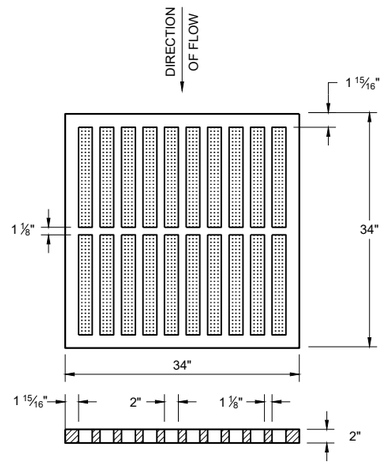
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

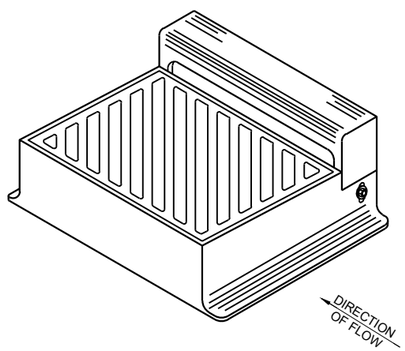
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



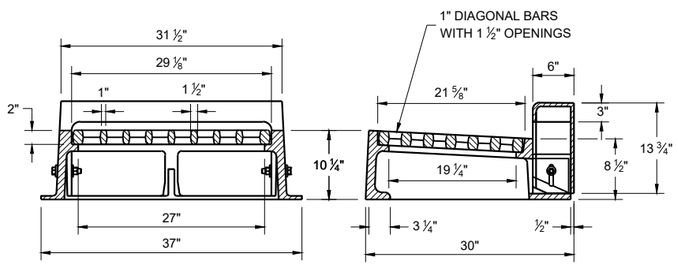
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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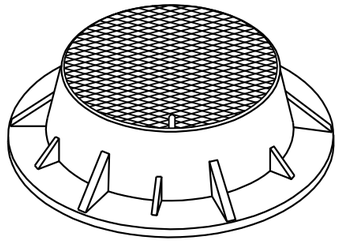
SDD 08A05-21b

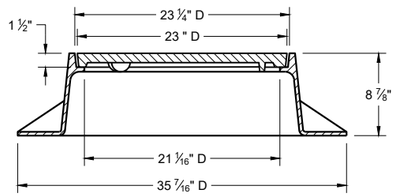
GENERAL NOTES

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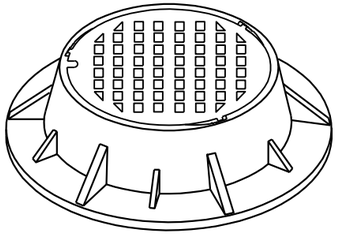
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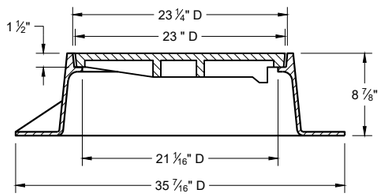




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

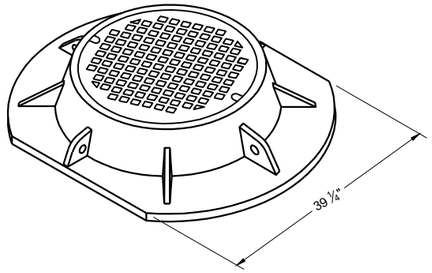


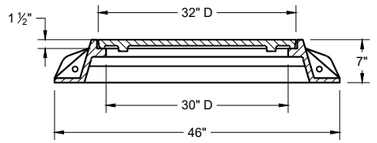


TYPE "J" SPECIAL

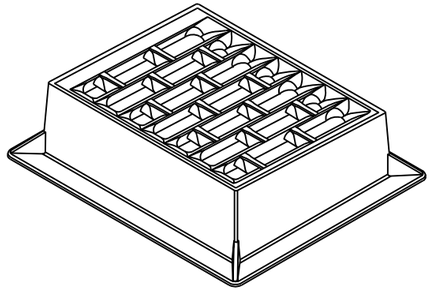
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

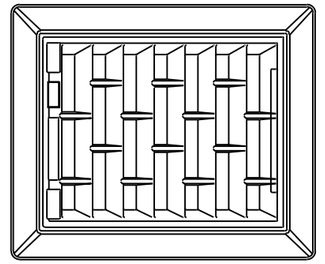
NOTE: EITHER CASTING IS ACCEPTABLE

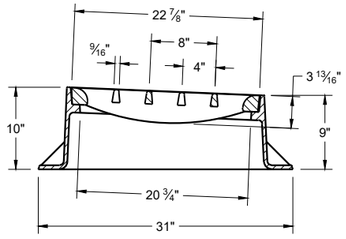


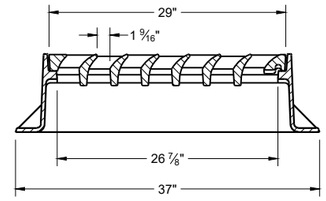


TYPE "K"

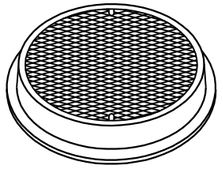


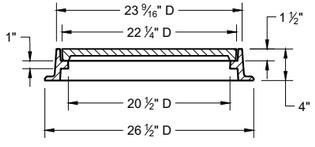




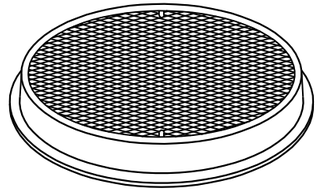


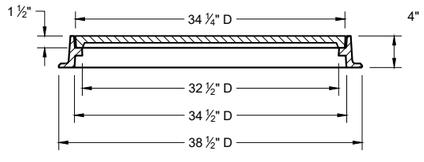
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

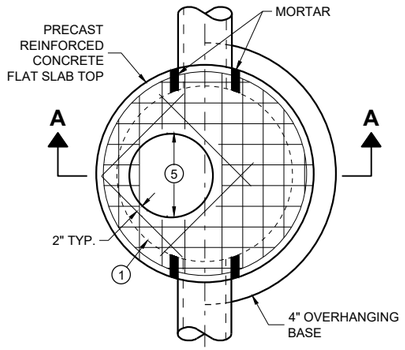
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

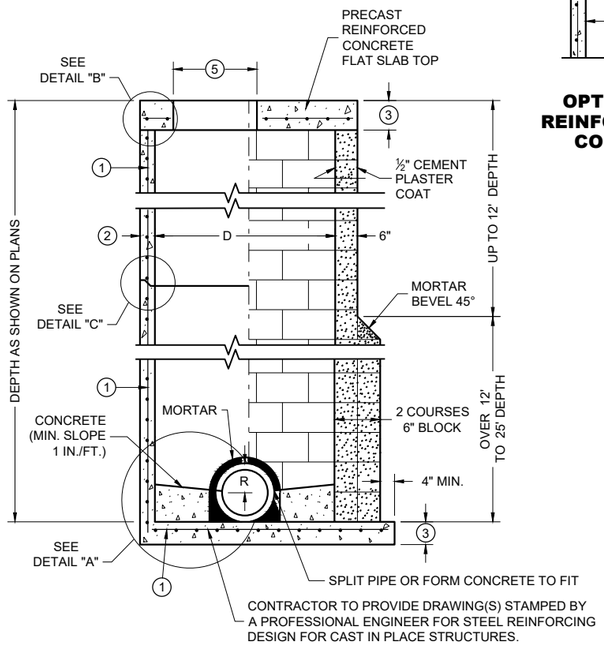
FHWA

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SDD 08A05-21e



PLAN VIEW

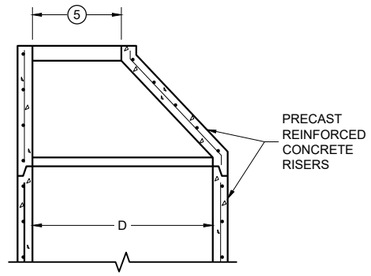
CIRCULAR OPENING



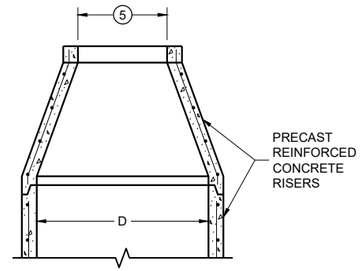
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

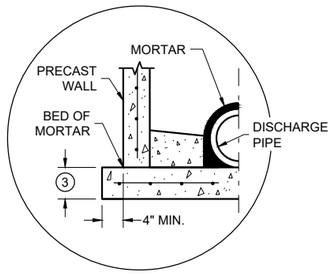
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



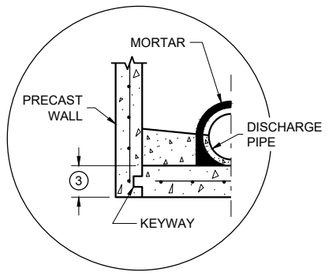
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

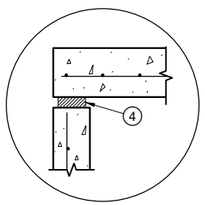


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

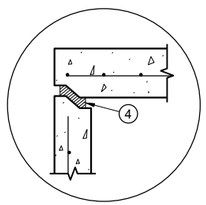


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

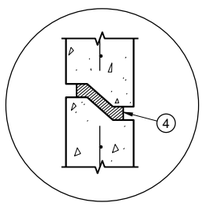
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

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UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE 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 DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

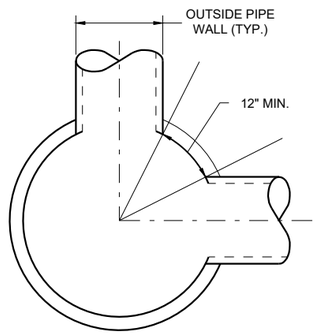
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
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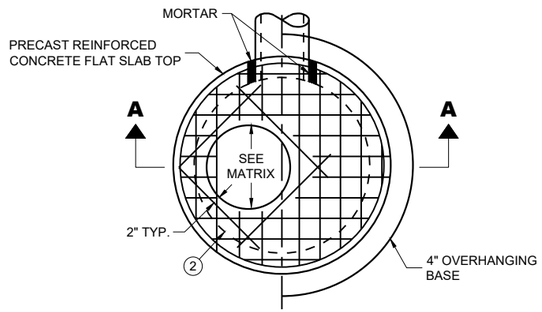
FHWA

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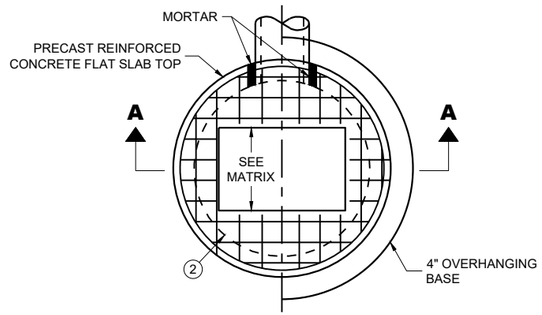
SDD 08B09-04

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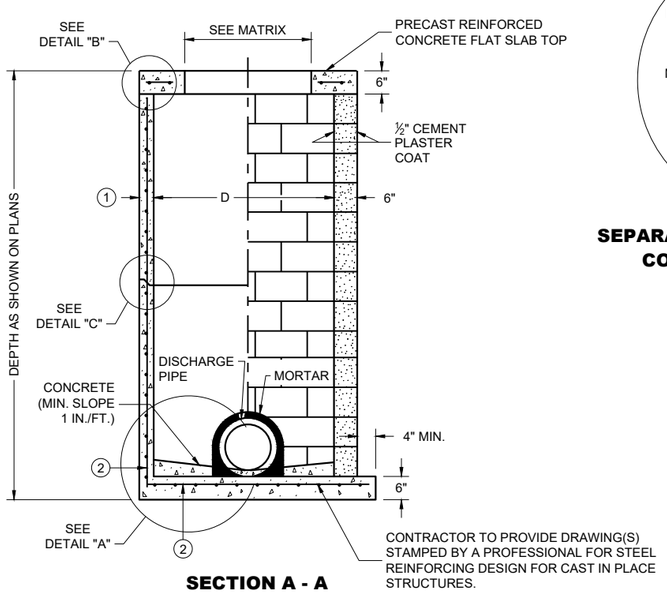
SDD 08B09-04



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

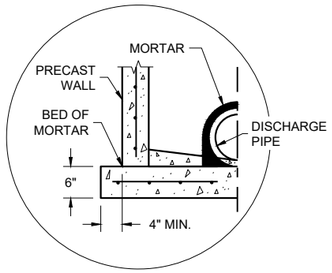
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

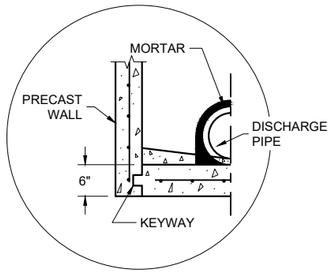
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

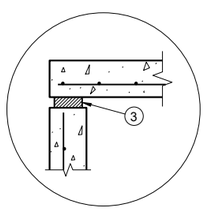


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

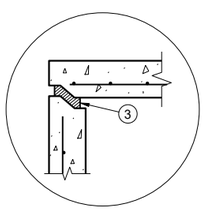


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

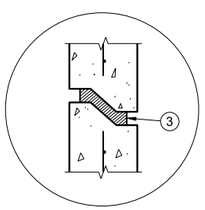
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

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 DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

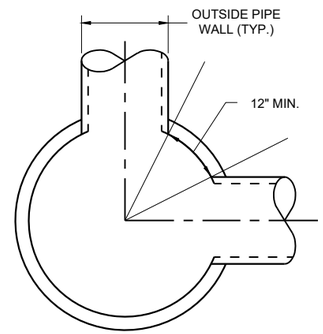
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

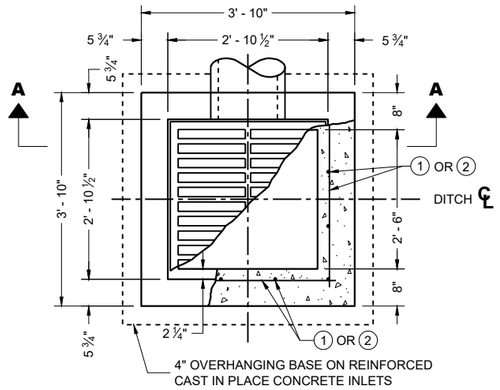
DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

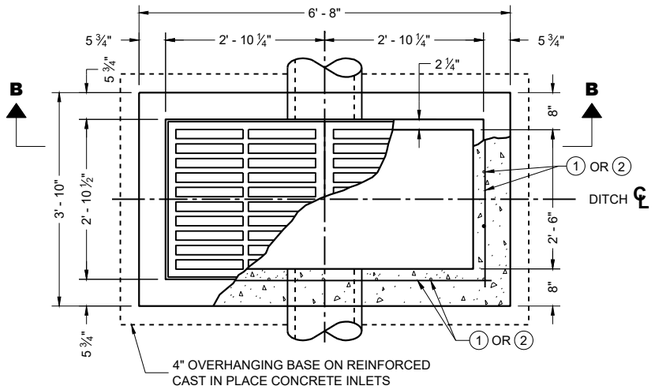
STATE OF WISCONSIN
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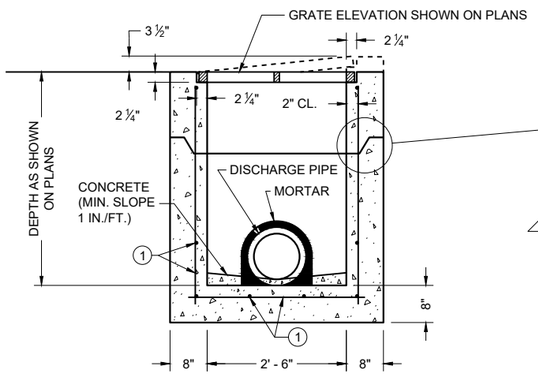
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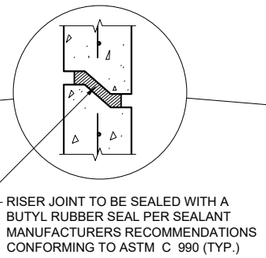
PLAN VIEW

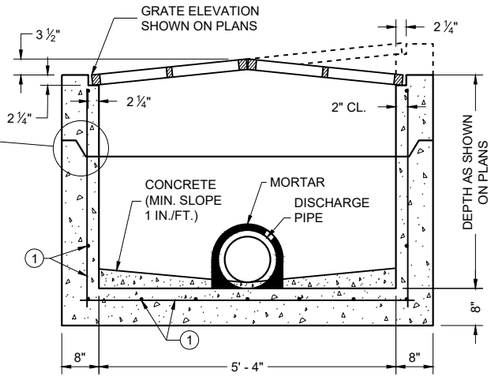


PLAN VIEW

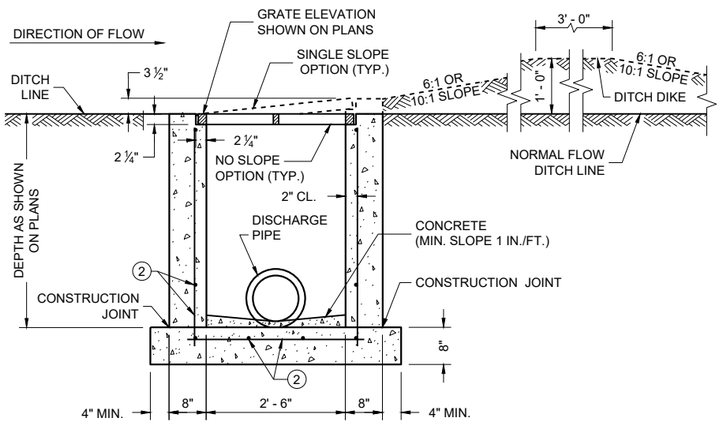


PRECAST REINFORCED CONCRETE SECTION A - A



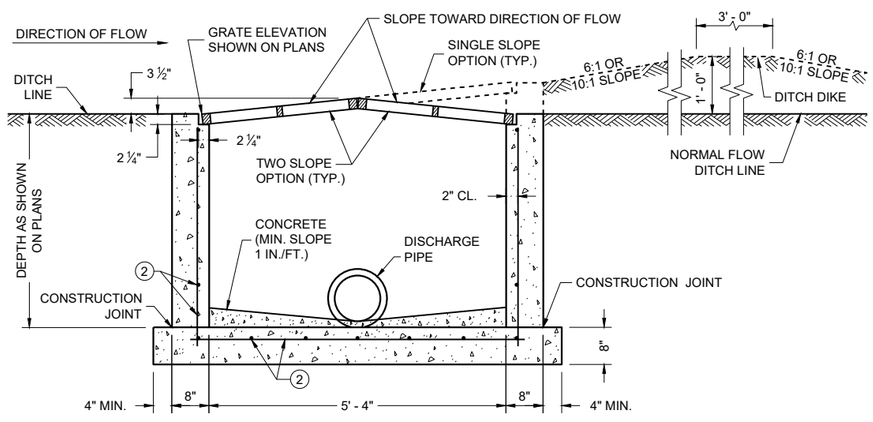


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

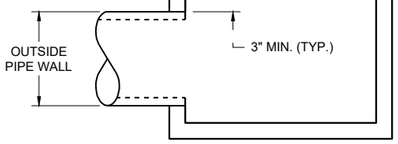
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

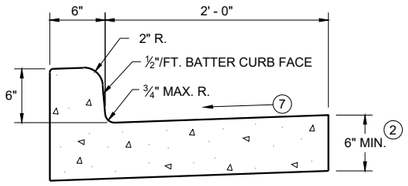
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
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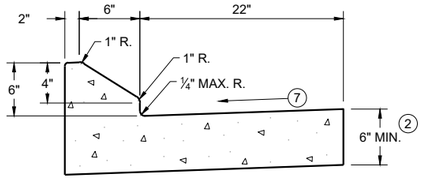
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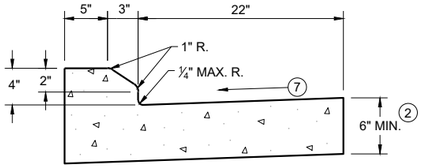
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SDD 08C08-03



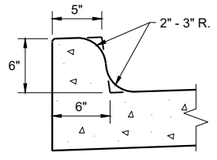
TYPES A (1) & D



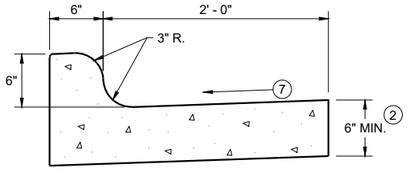
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

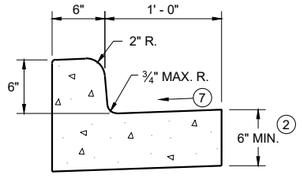


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



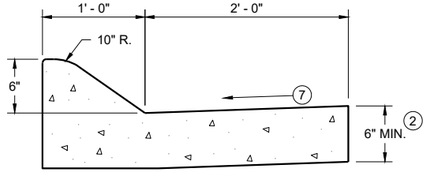
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

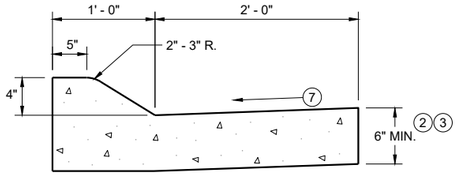


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

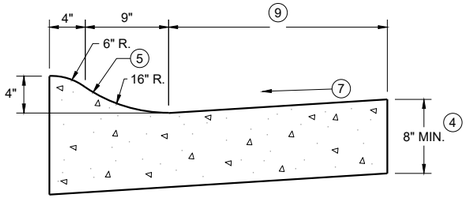


6" SLOPED CURB TYPES A (1) & D



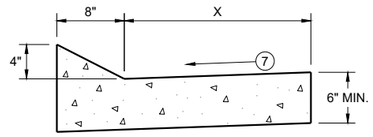
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

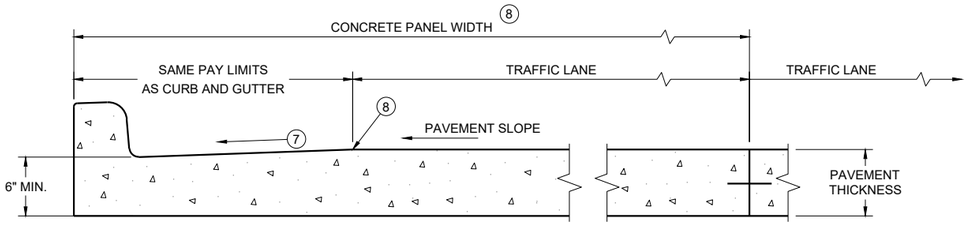


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

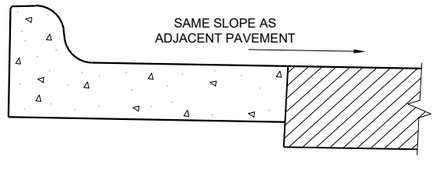
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

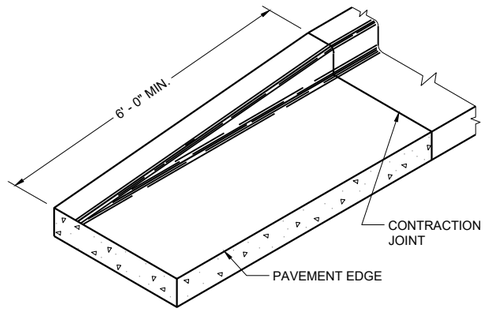
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

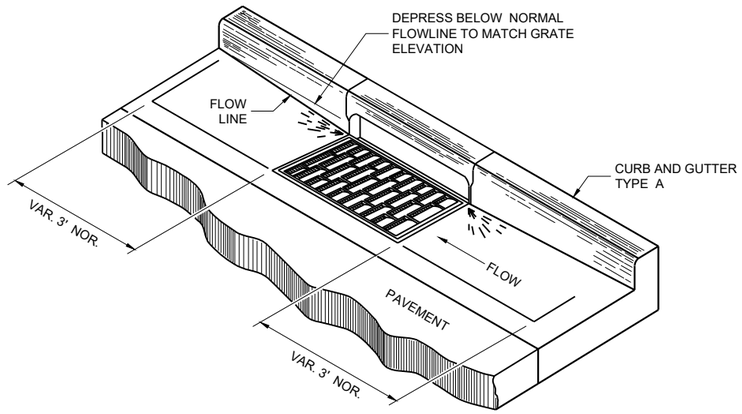
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

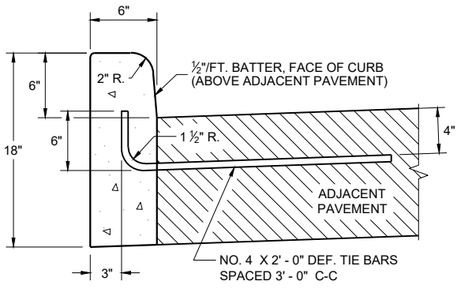
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

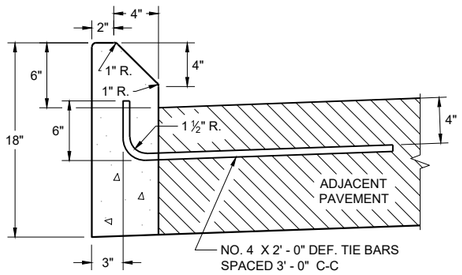
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

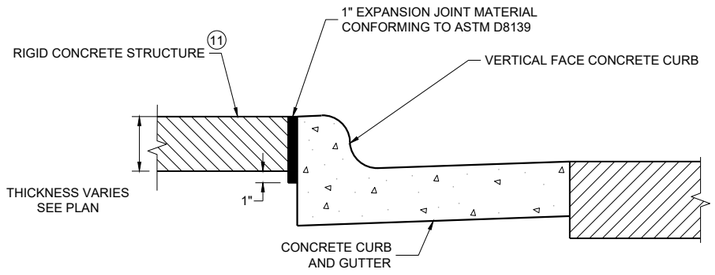


TYPES A (1) & D

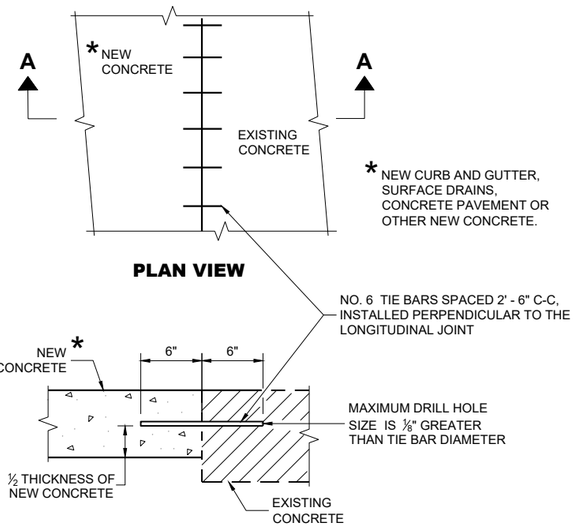


TYPES G (1) & J

CONCRETE CURB



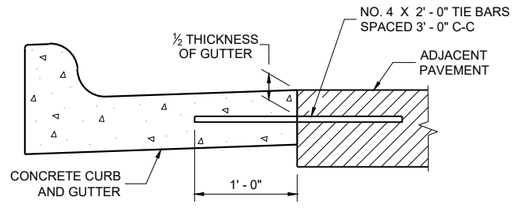
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



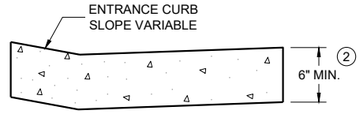
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

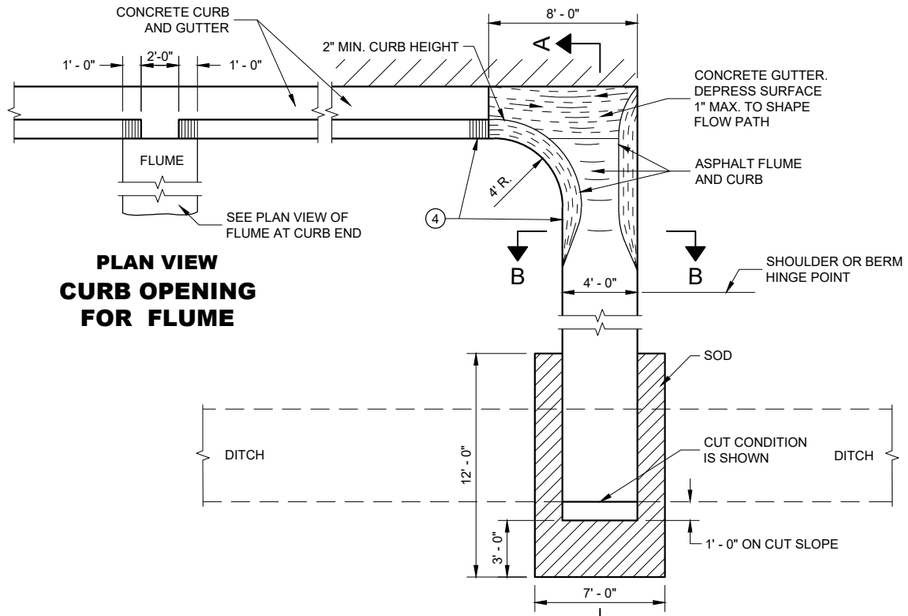
FHWA

6

SDD 08D01-23b

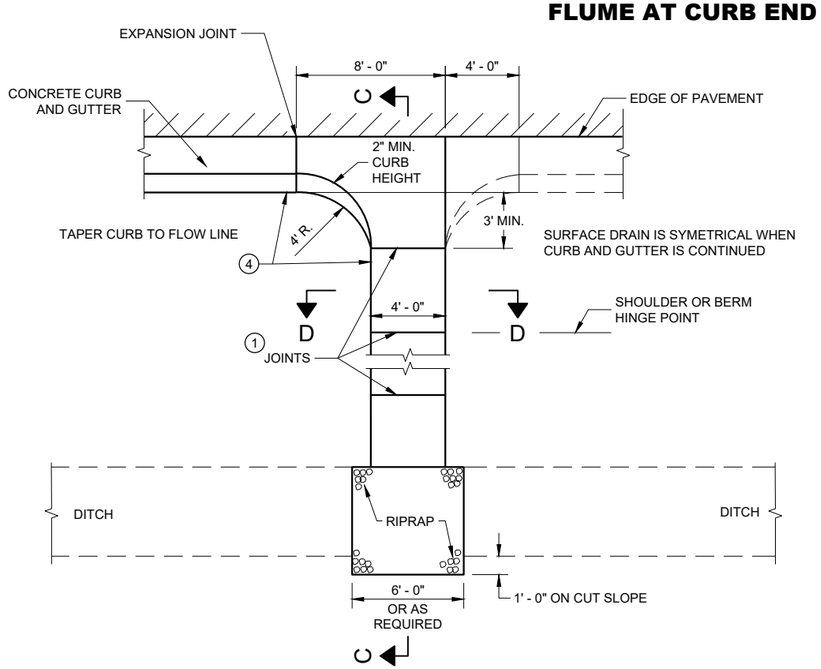
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



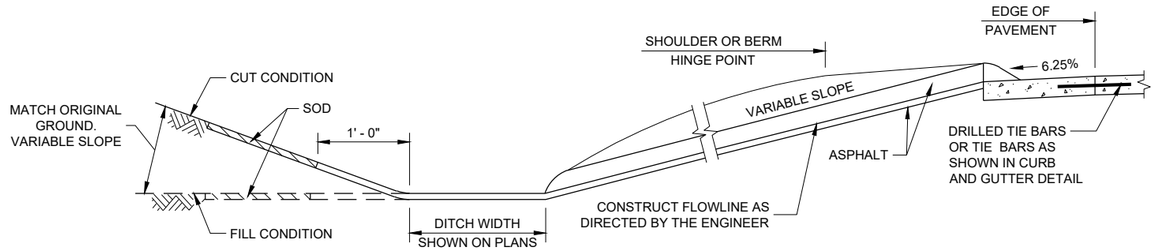
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

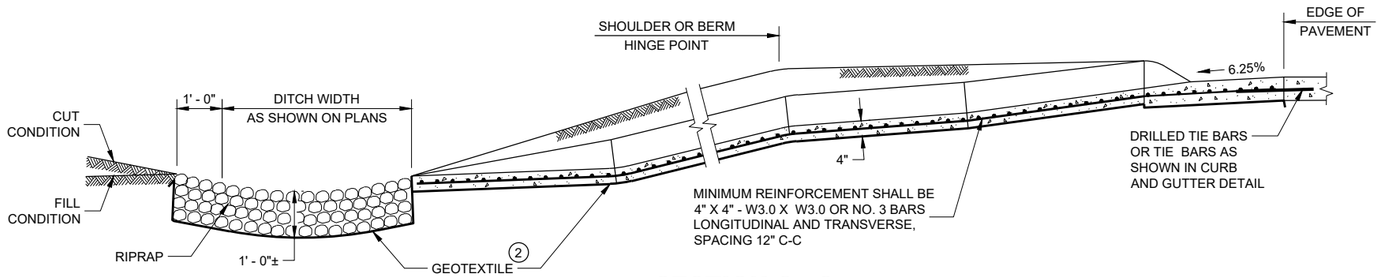
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

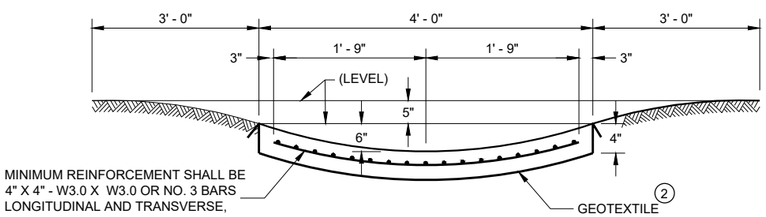


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

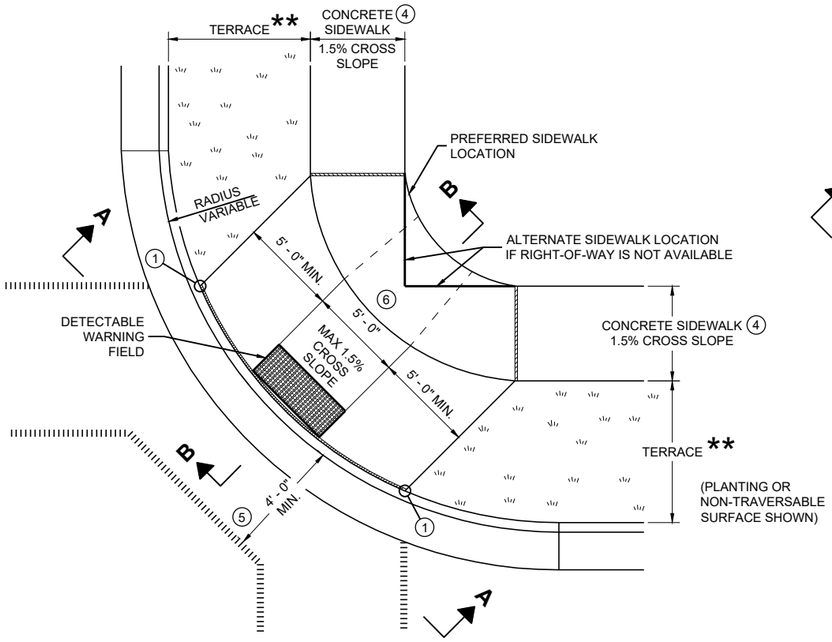
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

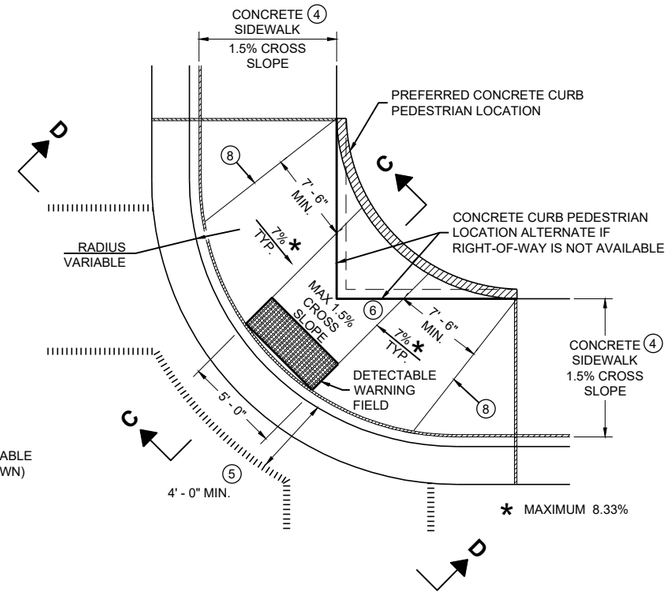
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

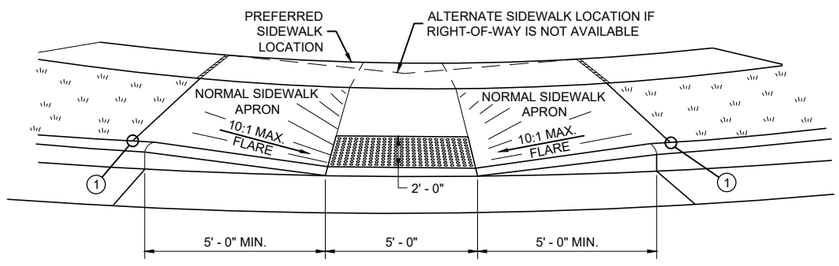
(CENTER OF CORNER RADIUS)



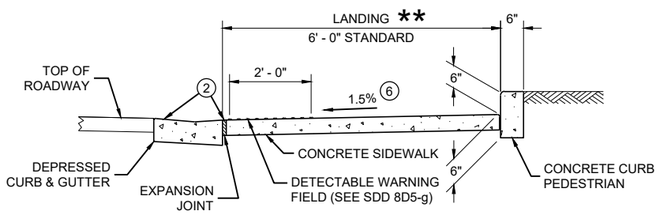
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

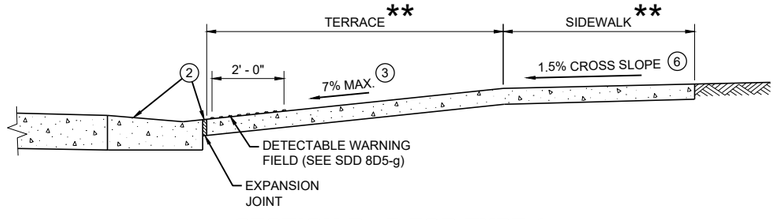


VIEW A - A FOR TYPE 1

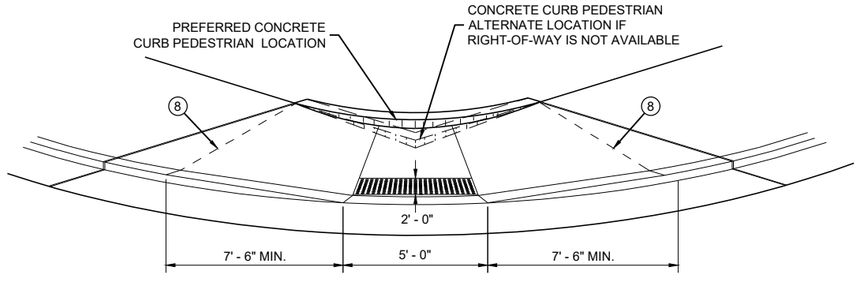


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

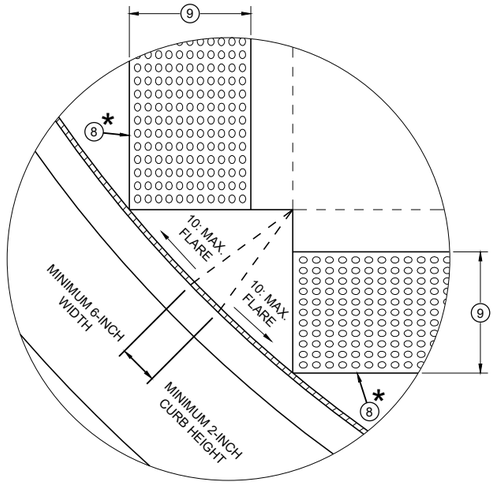
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

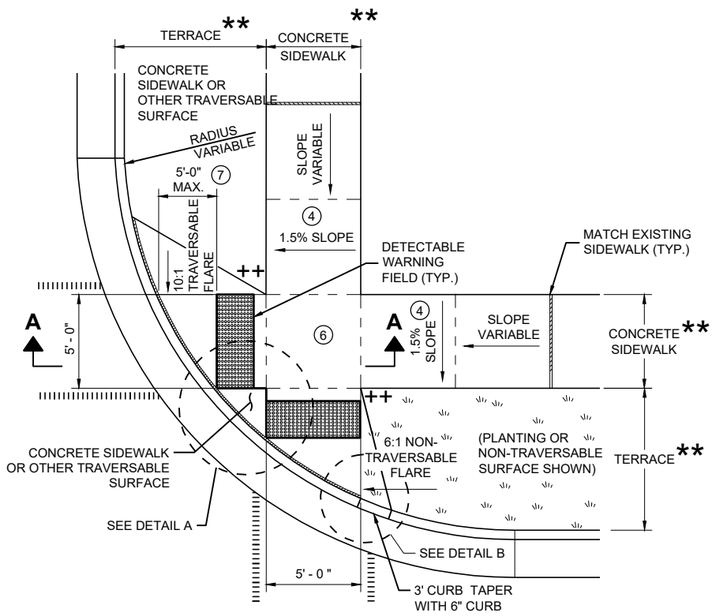
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

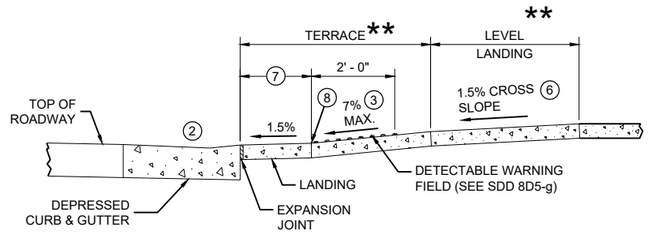
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

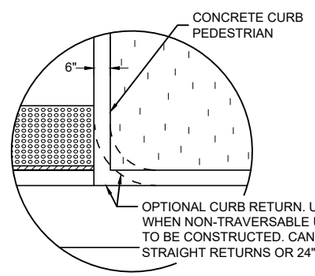


SECTION A - A FOR TYPE 2

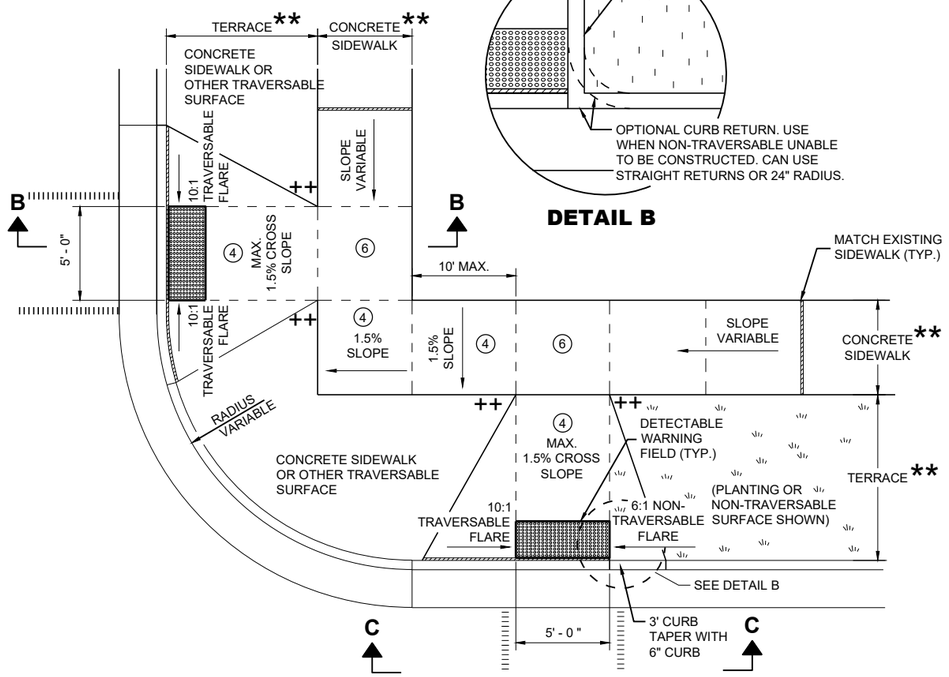
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

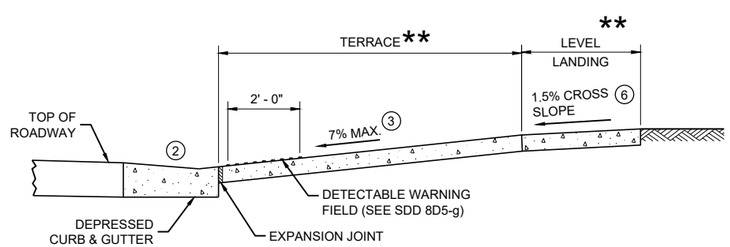
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



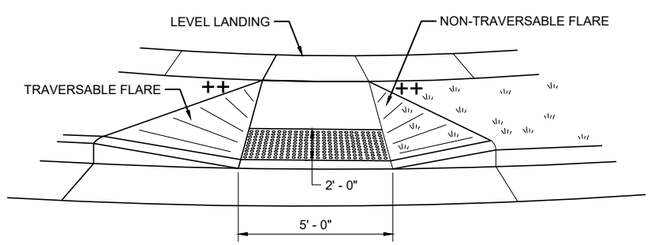
DETAIL B



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



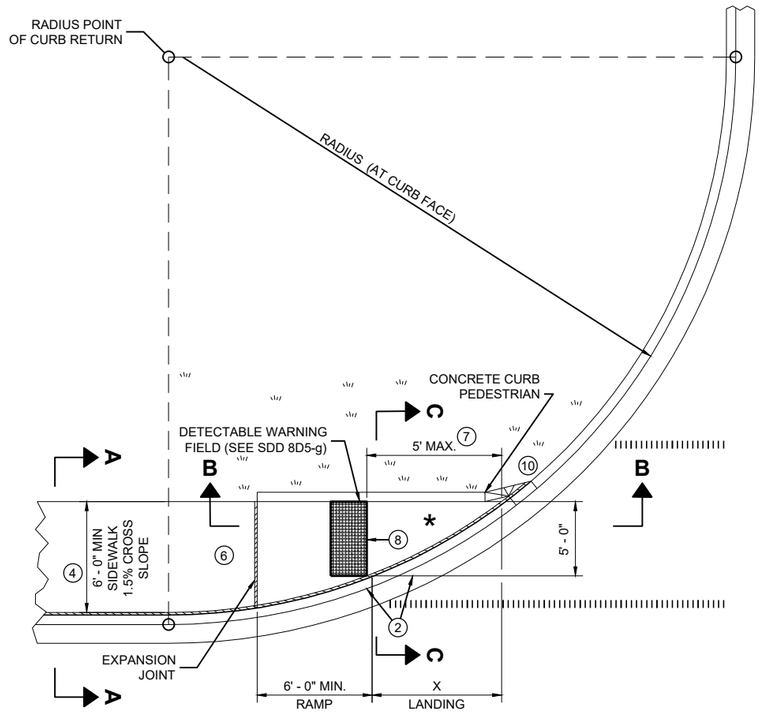
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

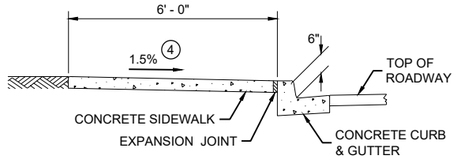


PLAN VIEW

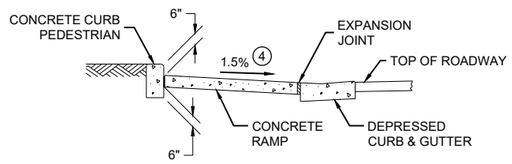
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

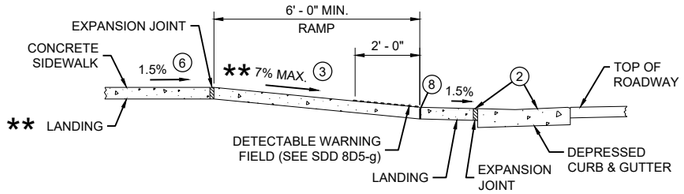
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



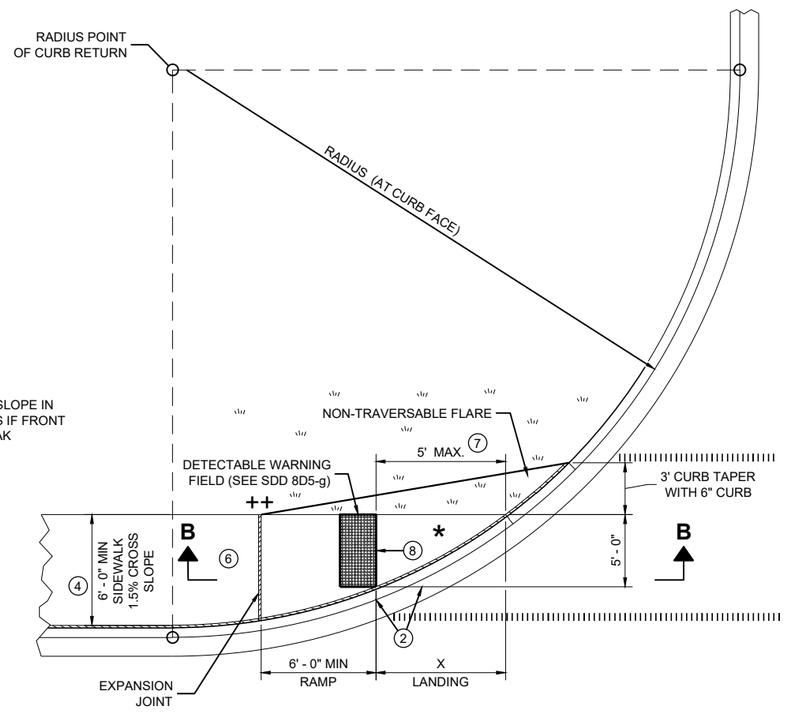
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

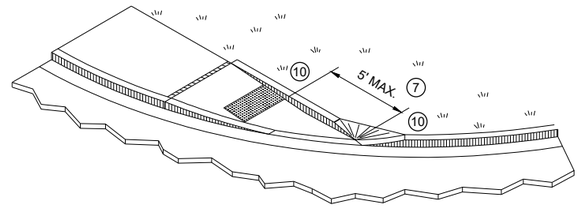
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

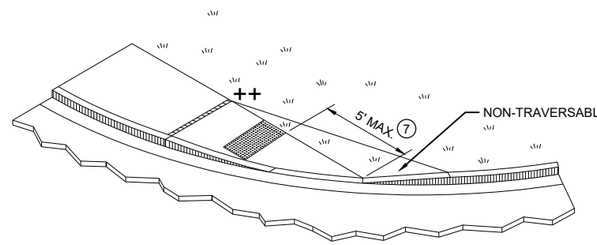
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



ISOMETRIC VIEW FOR TYPE 4A

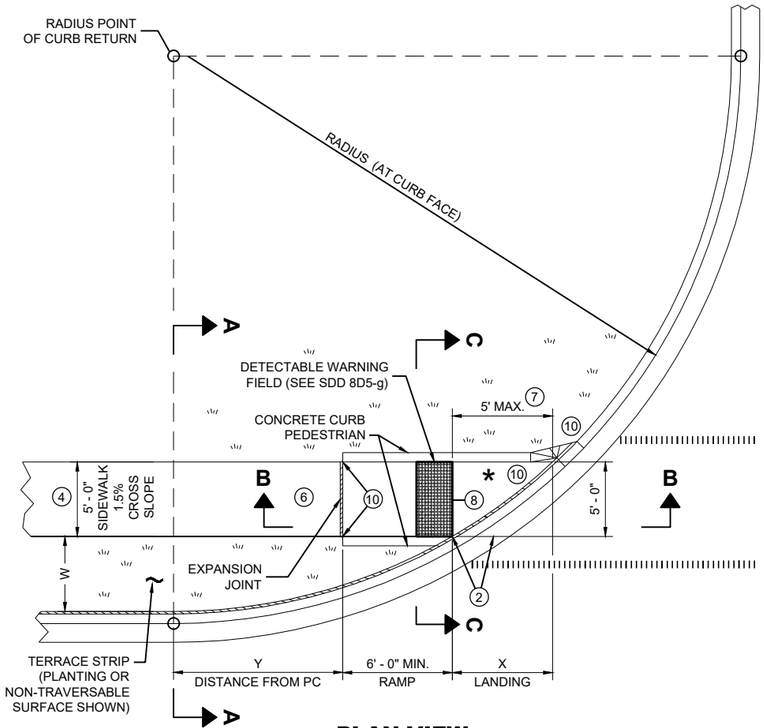


ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21c



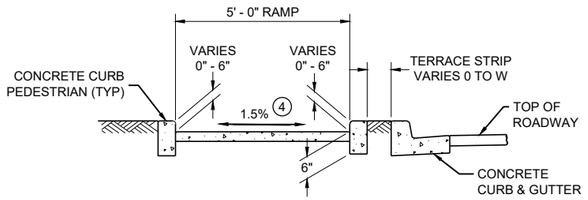
PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C - C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

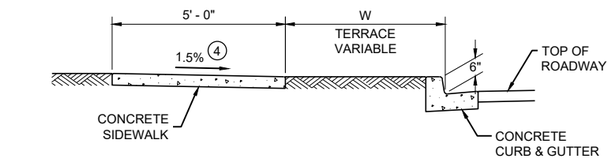
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

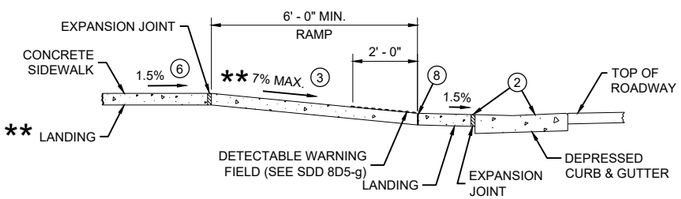
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

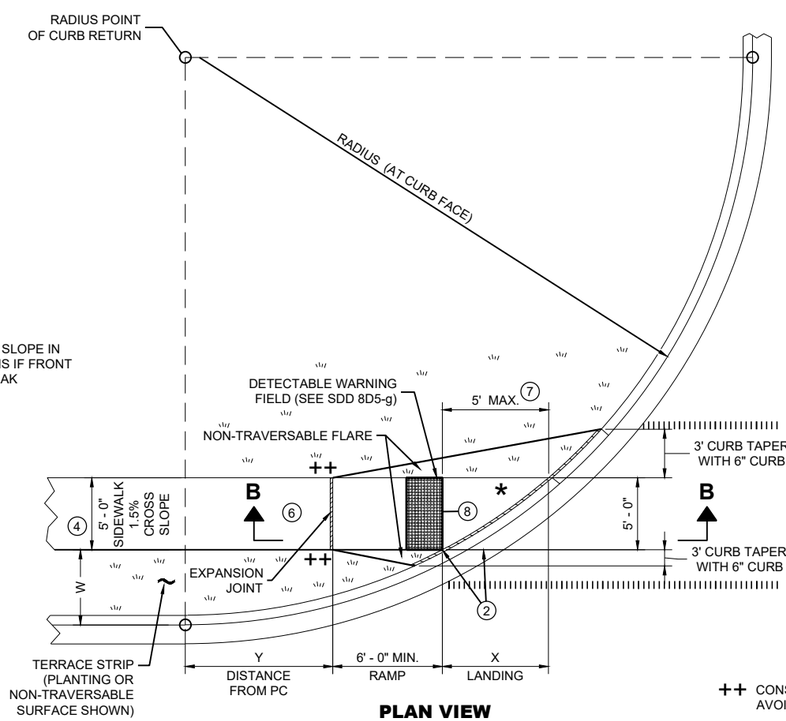


SECTION A - A FOR TYPE 4B



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

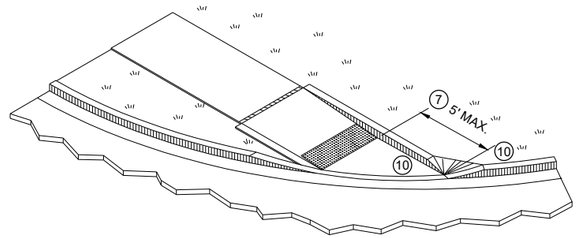
SECTION B - B FOR TYPE 4B AND TYPE 4B1



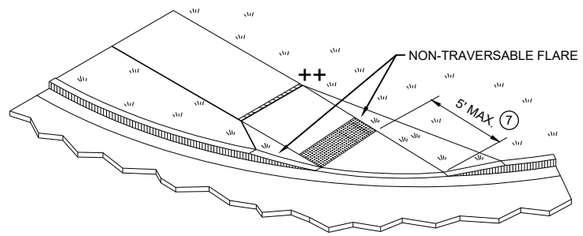
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



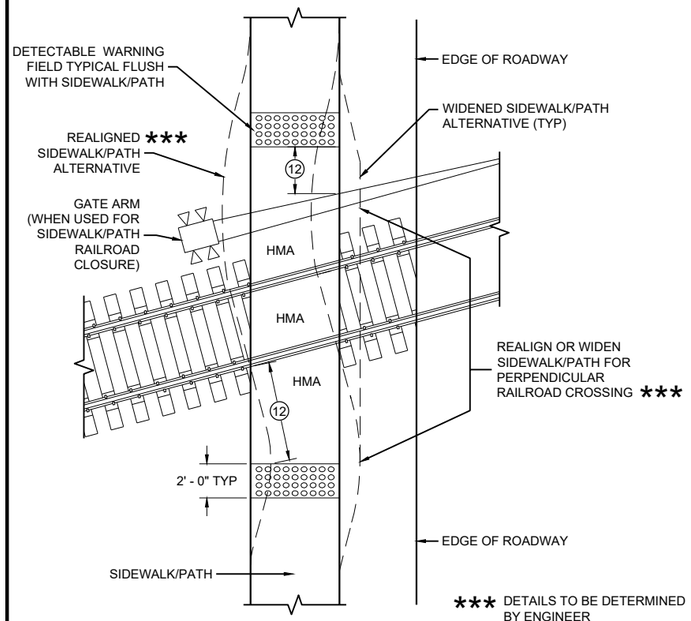
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

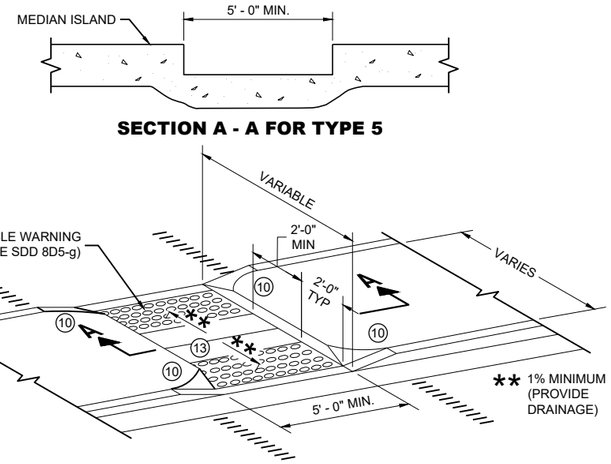
6

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

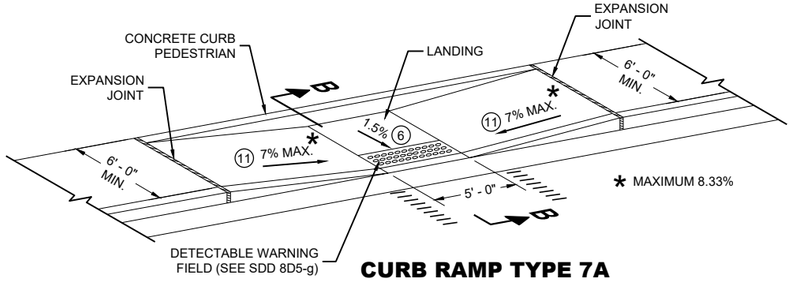
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

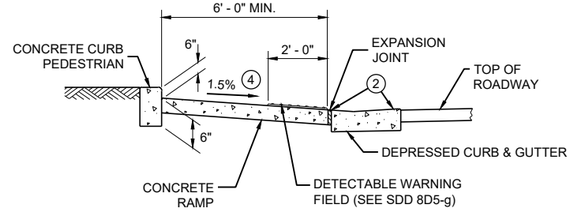
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

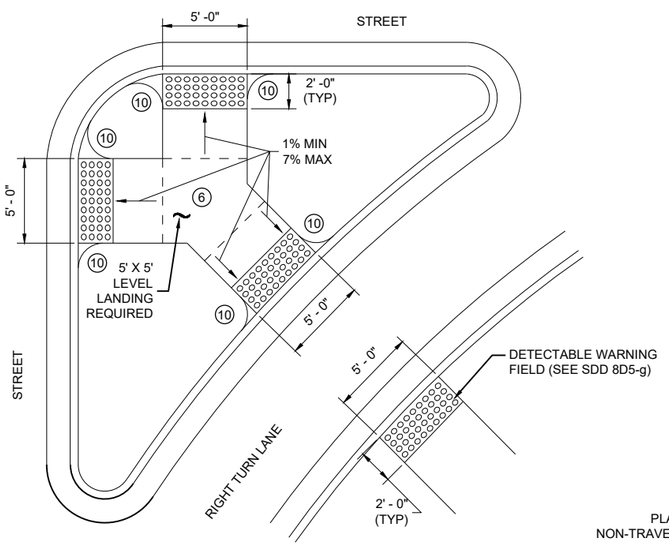


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



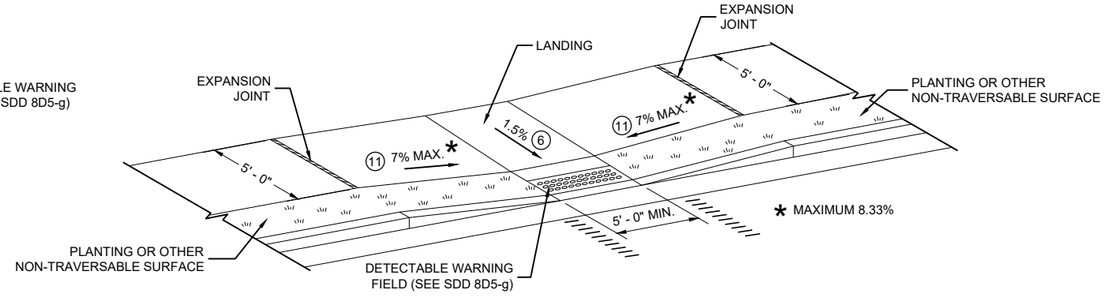
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7B

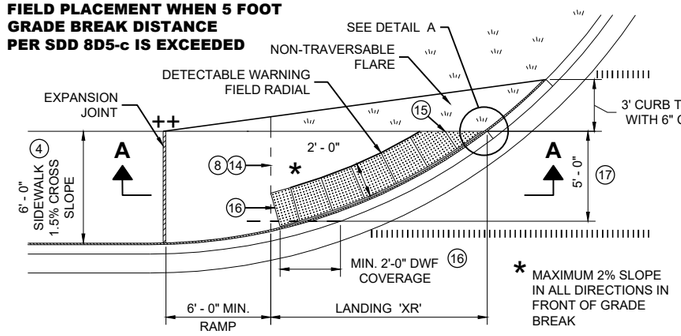
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

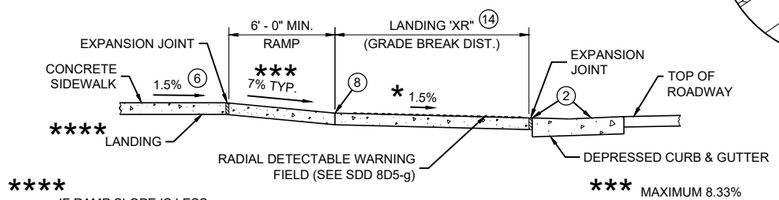
SDD 08D05-21e

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

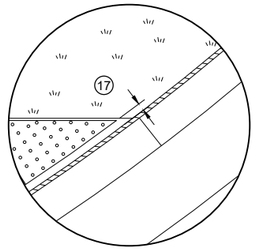
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

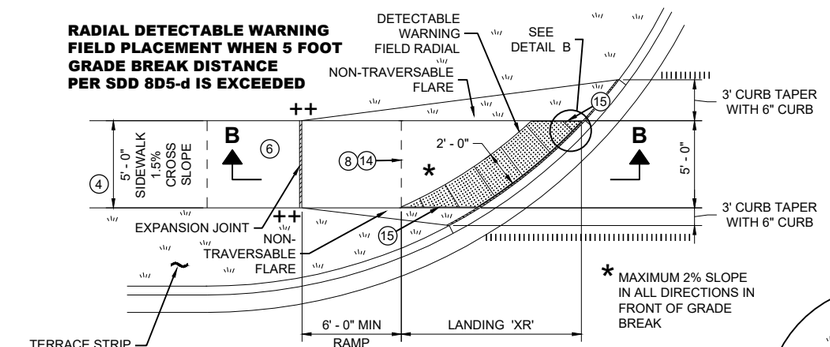
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

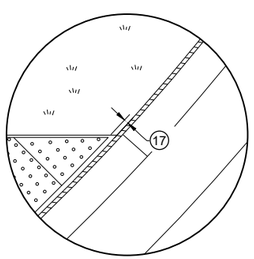
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

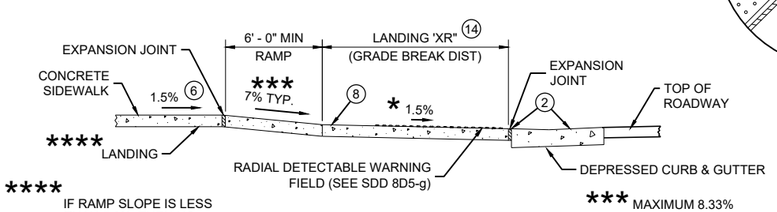


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

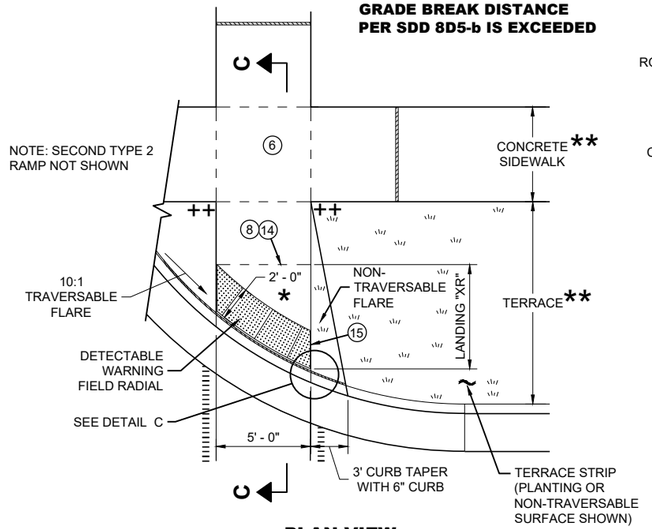


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

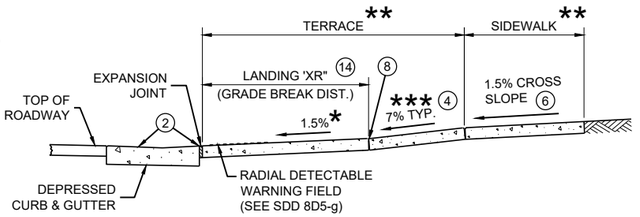
SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

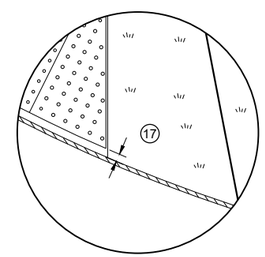


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

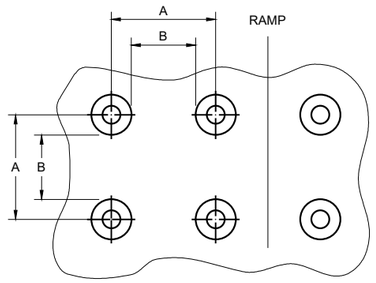
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

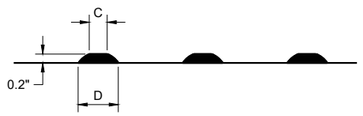
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

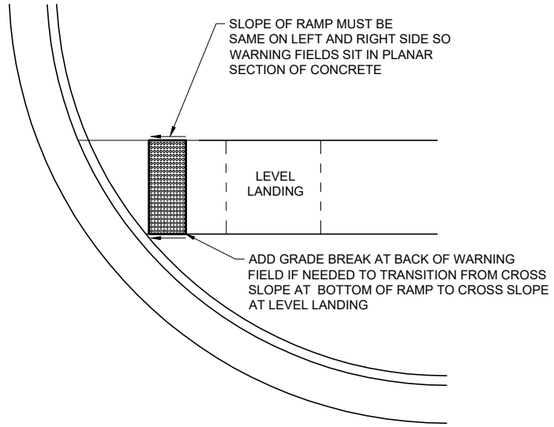
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

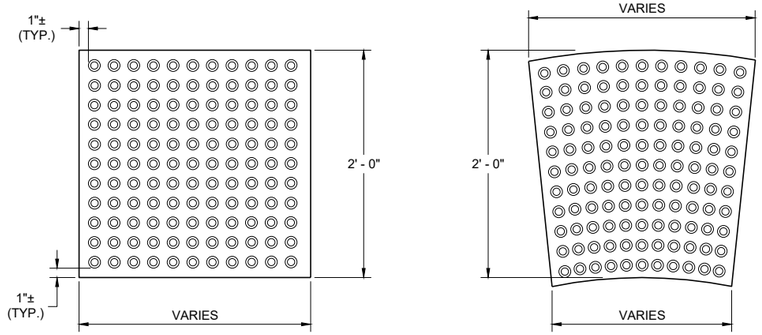
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

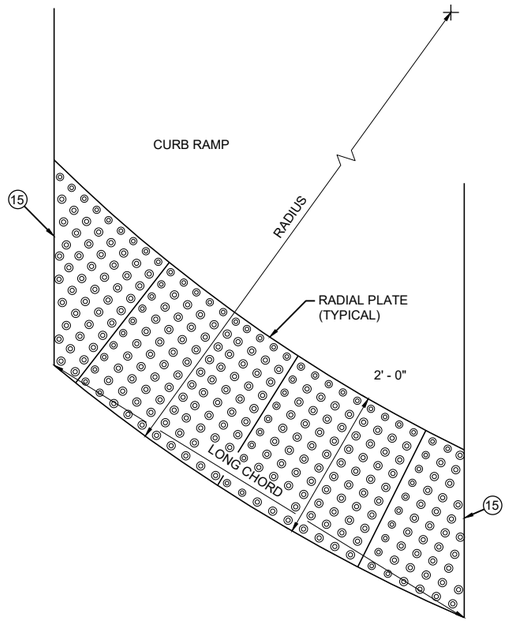
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



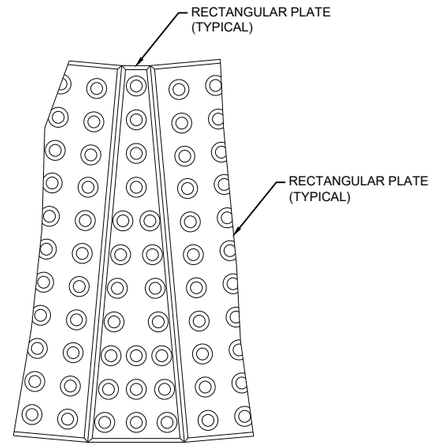
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

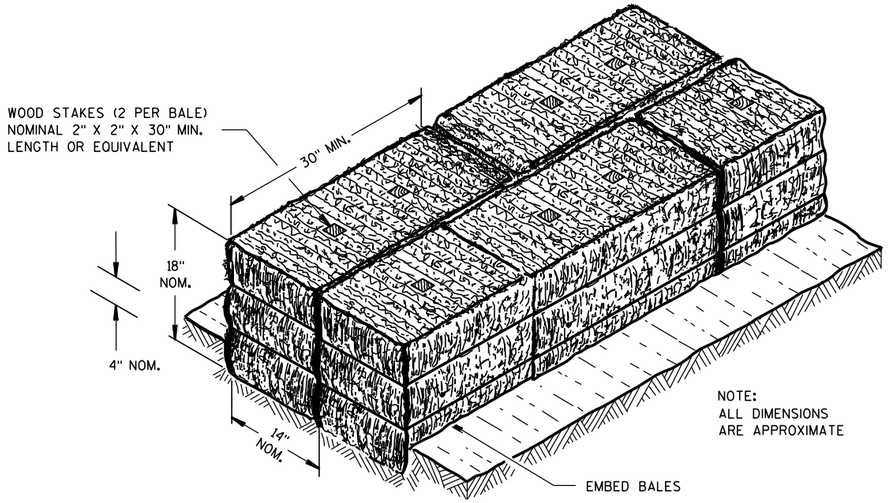
APPROVED

July 2023 — DATE

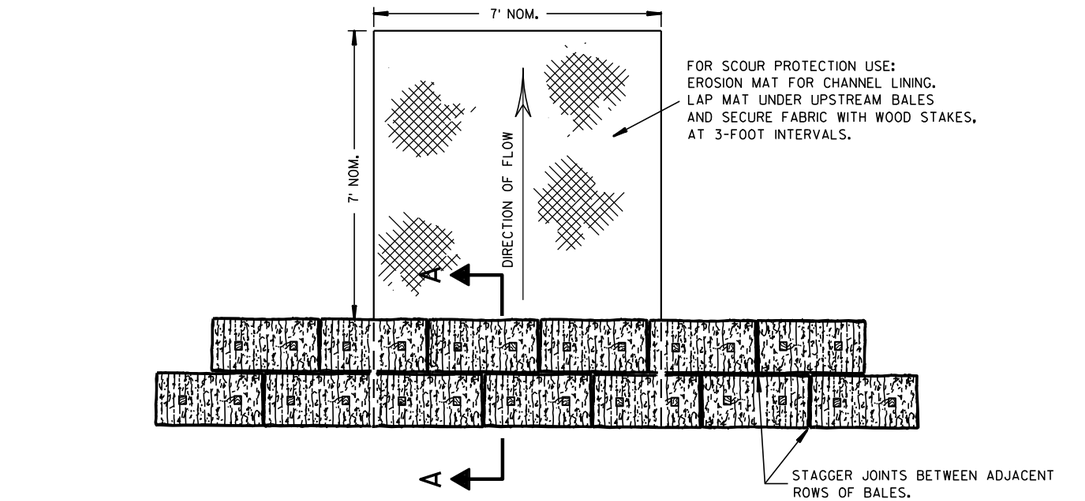
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

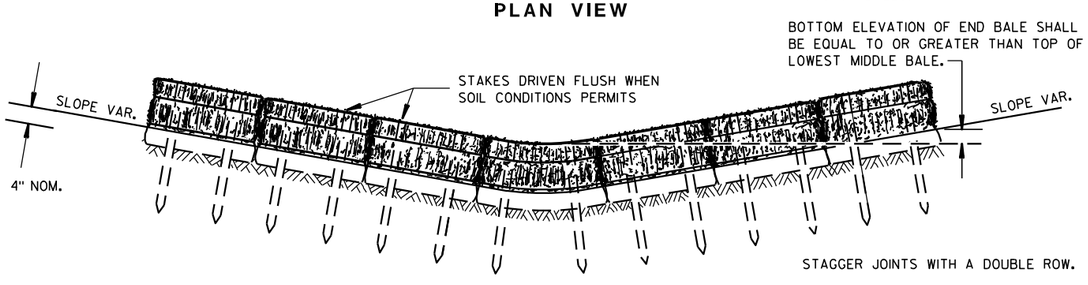
6
SDD 08D05-21g



SECTION A-A



PLAN VIEW



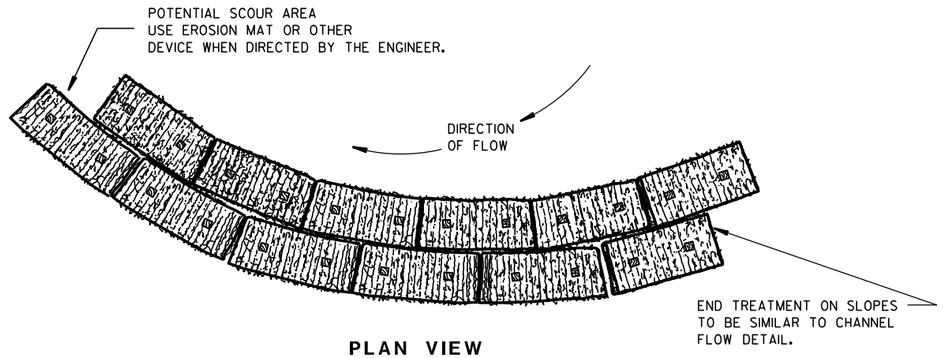
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

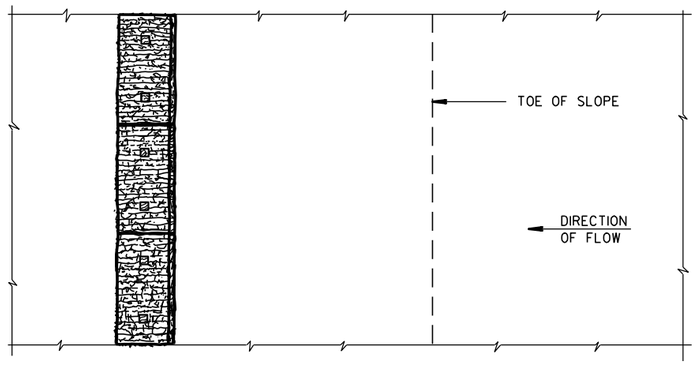
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

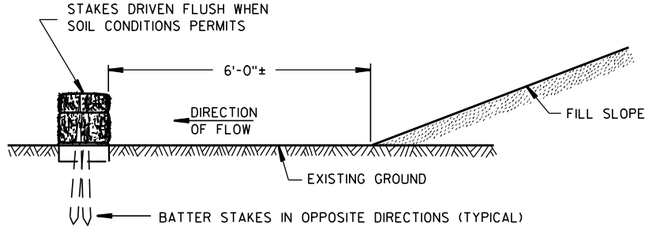


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

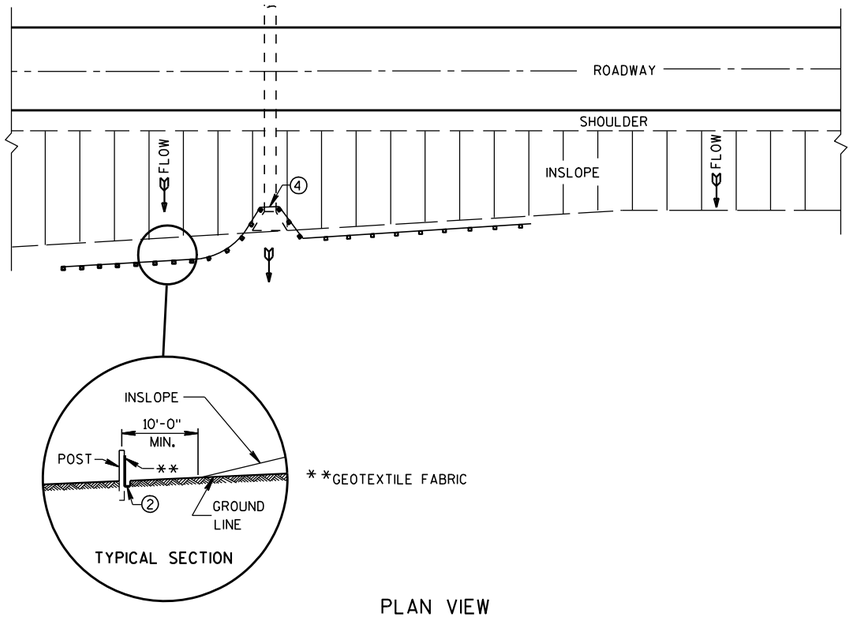
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

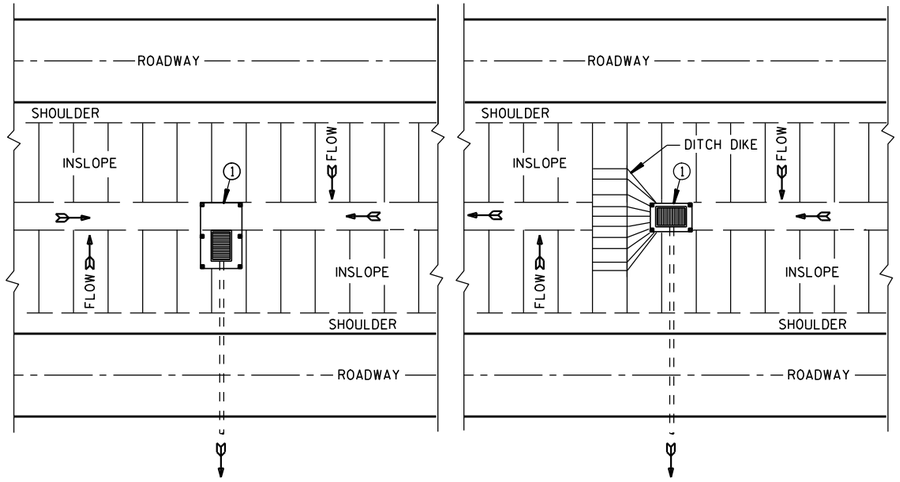
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



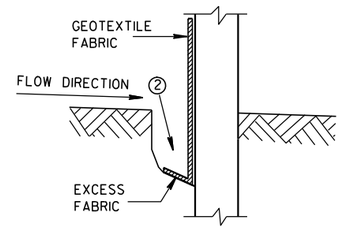
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

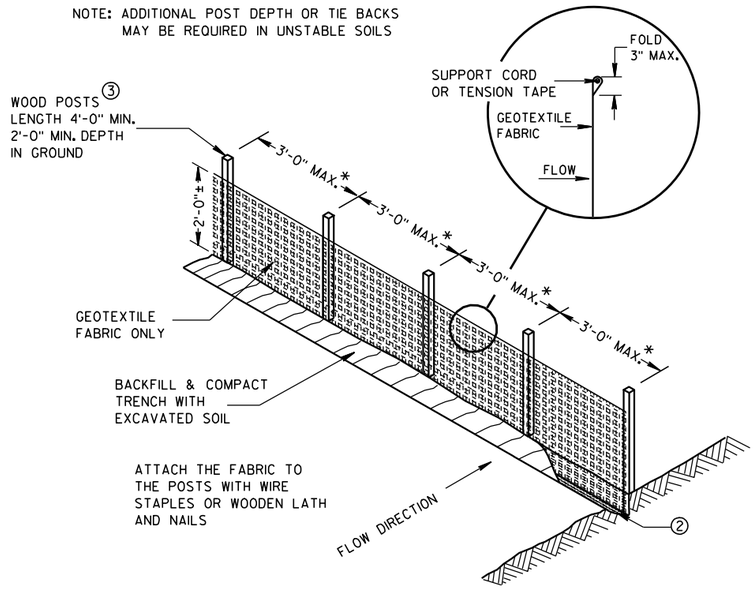
GENERAL NOTES

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

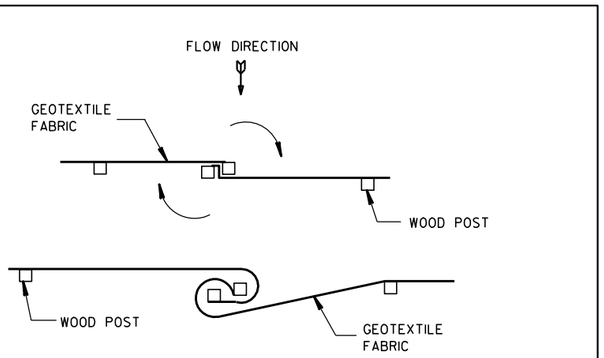
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



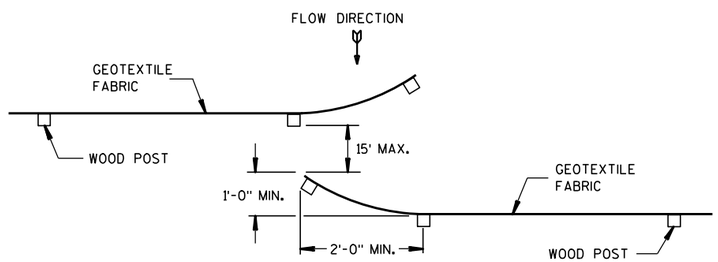
TRENCH DETAIL



SILT FENCE

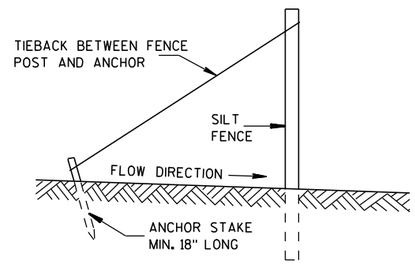


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

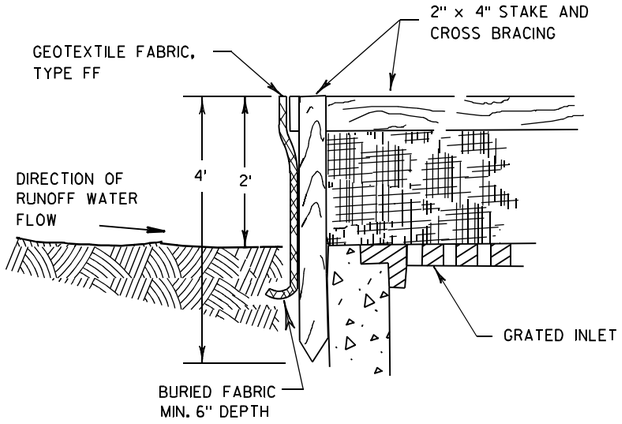
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

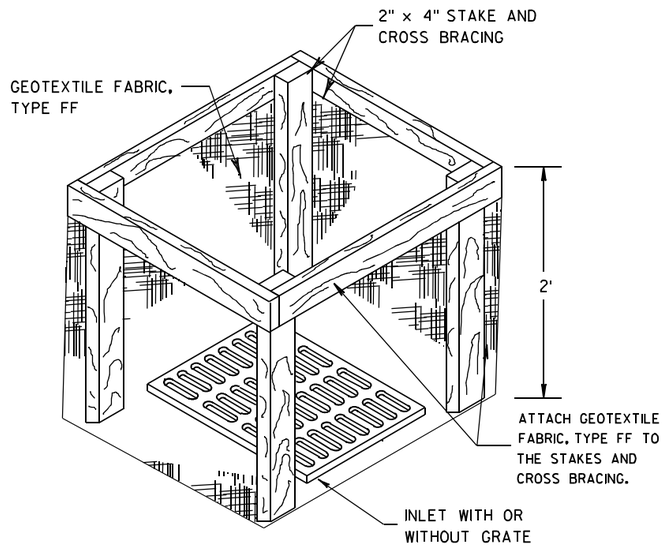
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S.D.D. 8 E 9-6

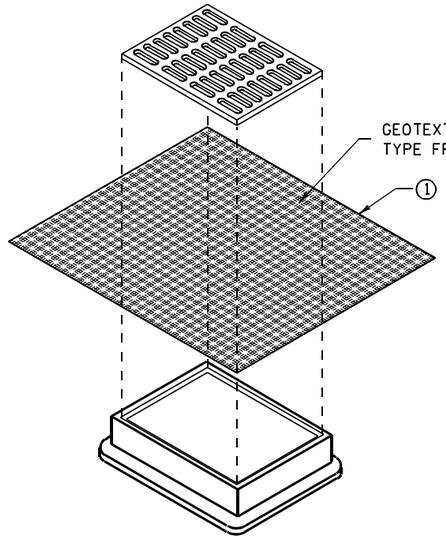
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S.D.D. 8 E 9-6



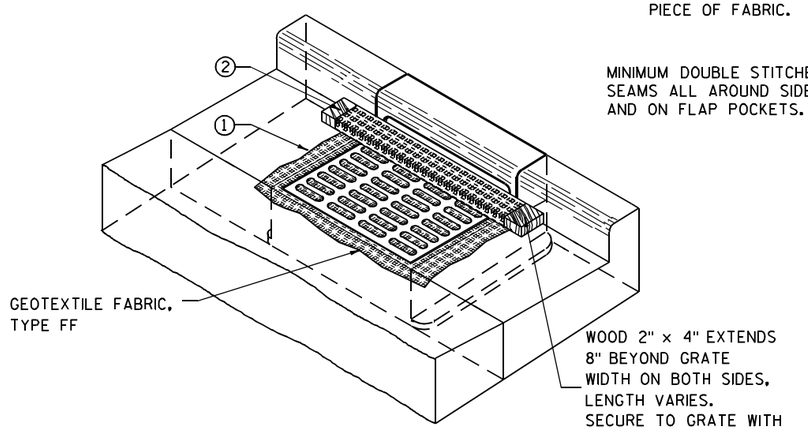


INLET PROTECTION, TYPE A

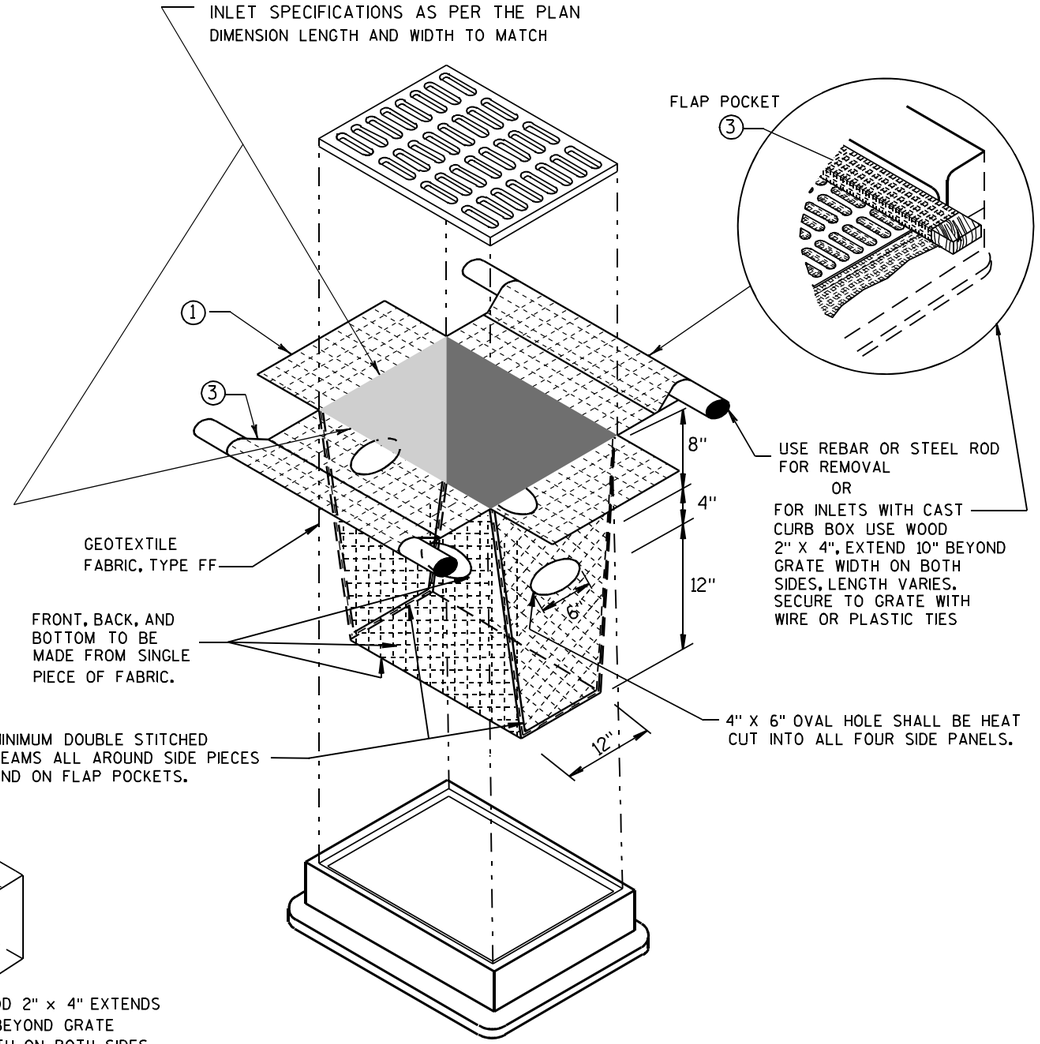


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

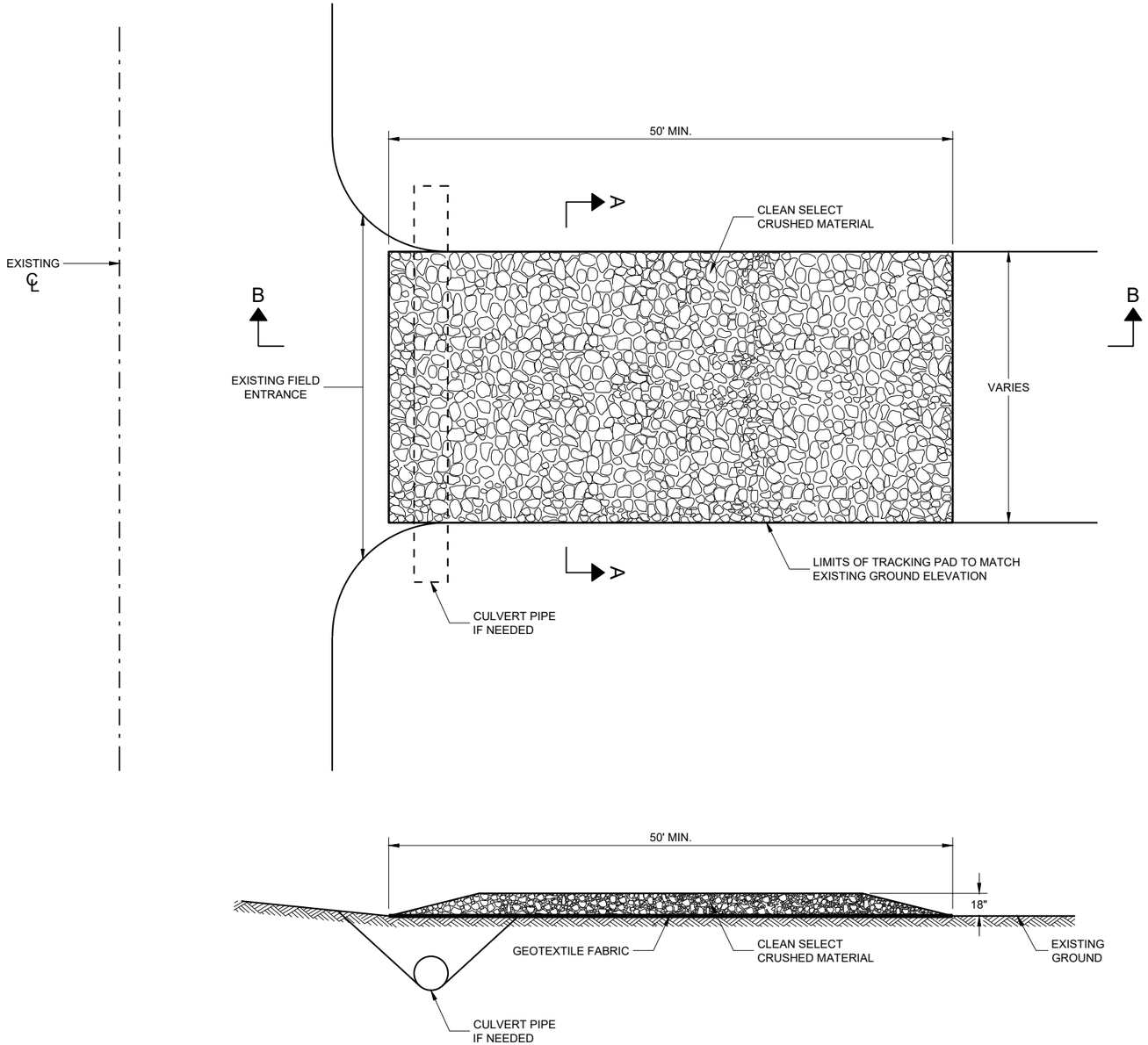
FHWA

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S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

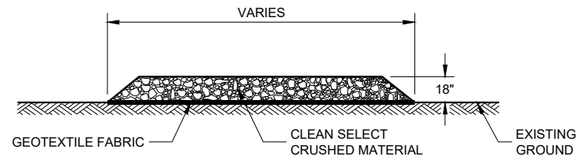
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

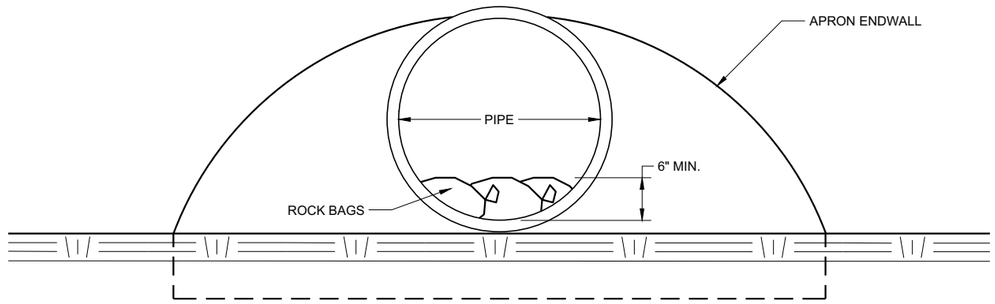
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

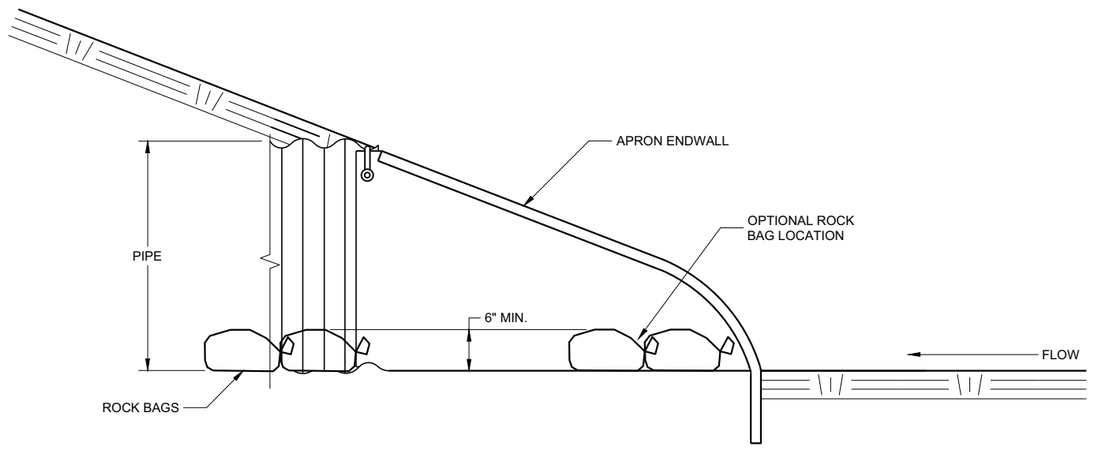
FHWA

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SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

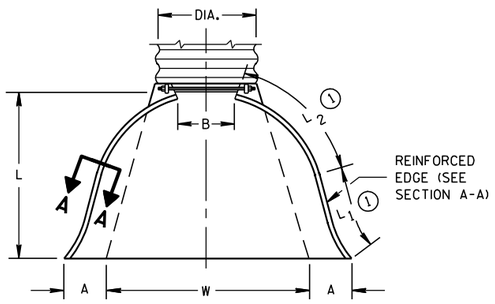
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

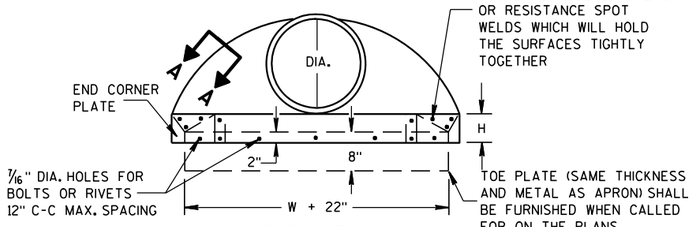
REINFORCED CONCRETE APRON ENDWALLS

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

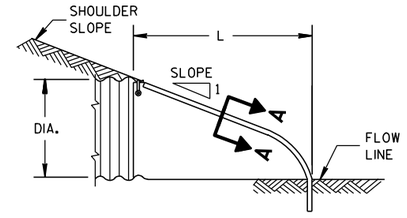
*MINIMUM
**MAXIMUM



PLAN VIEW

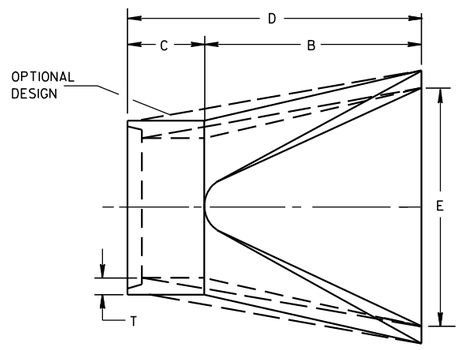


END VIEW

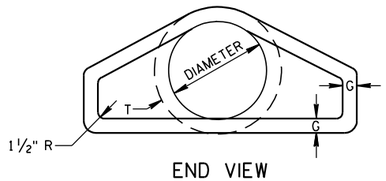


SIDE ELEVATION

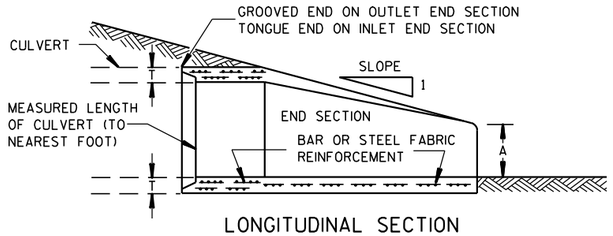
METAL ENDWALLS



PLAN

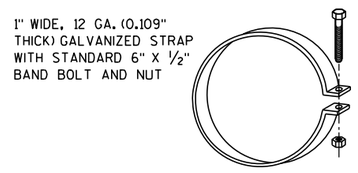


END VIEW



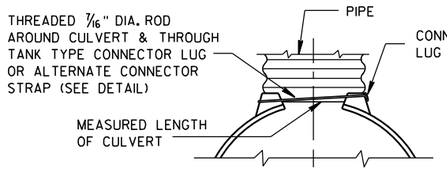
LONGITUDINAL SECTION

CONCRETE ENDWALLS

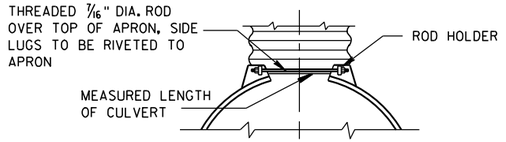


ALTERNATE FOR TYPE 1 CONNECTION

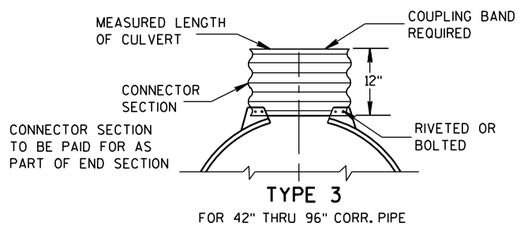
END SECTION CONNECTOR STRAP



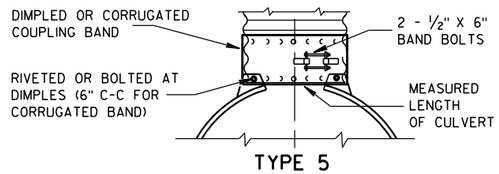
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

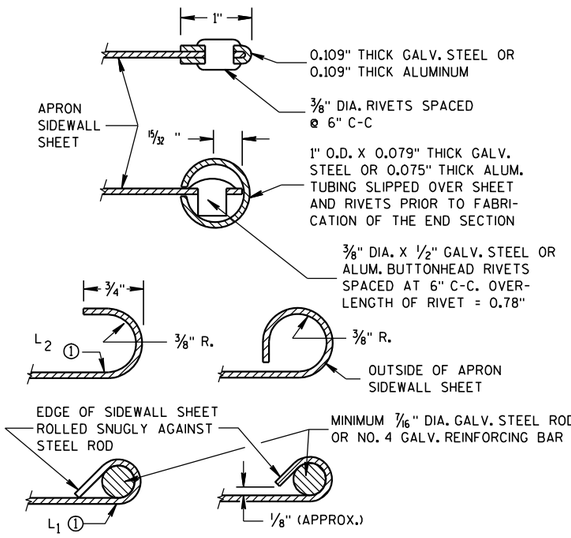
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

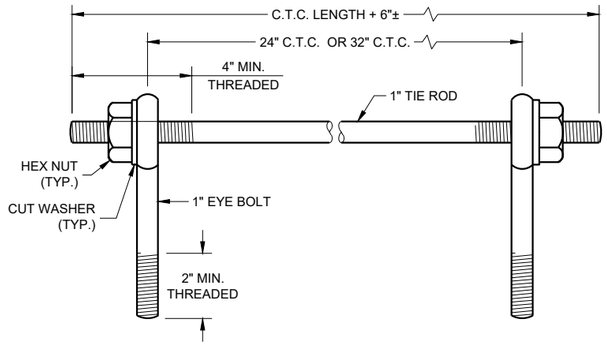
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

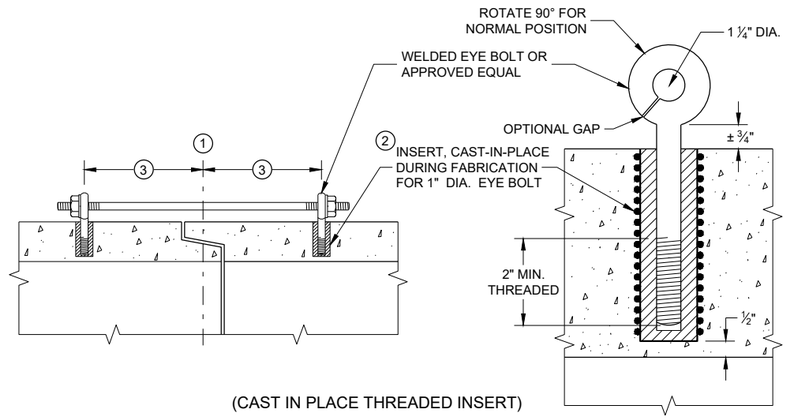
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

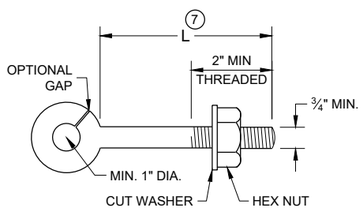
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

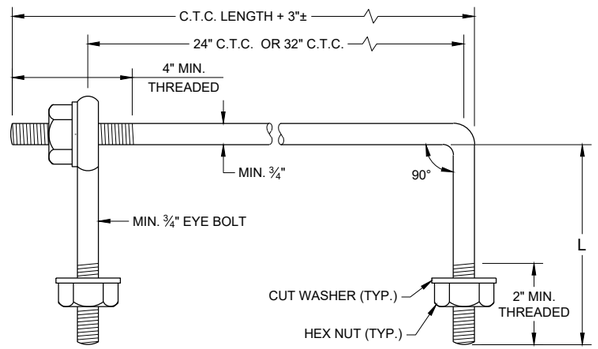
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

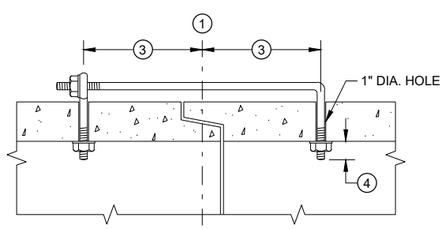


EYE BOLT (7)

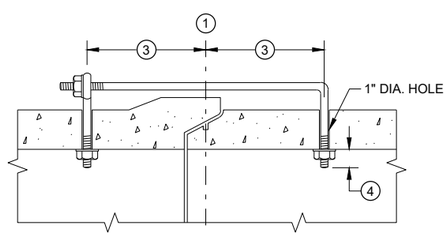
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

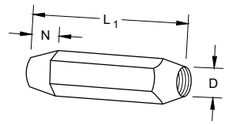
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

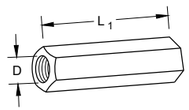
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



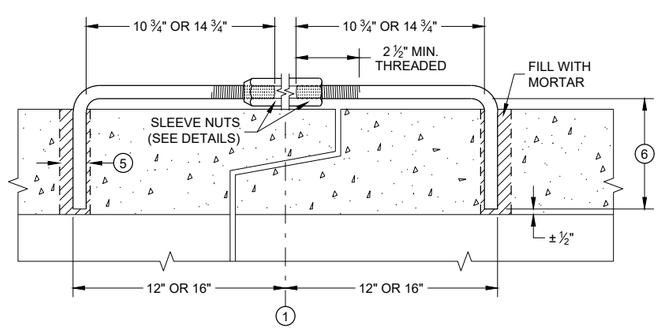
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PLAIN

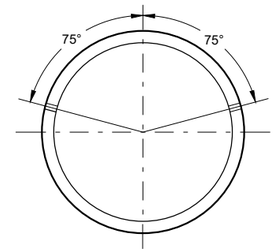
RIGHT AND LEFT THREADS

SLEEVE NUTS



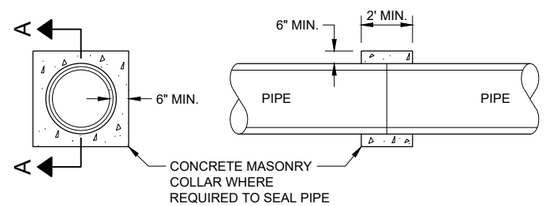
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

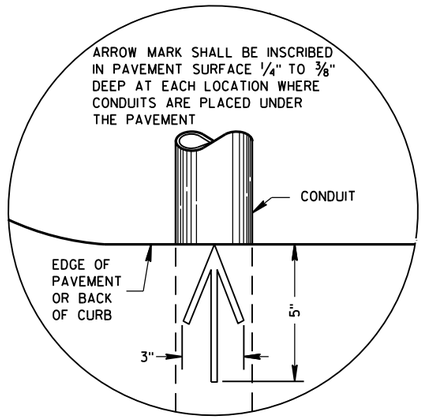
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

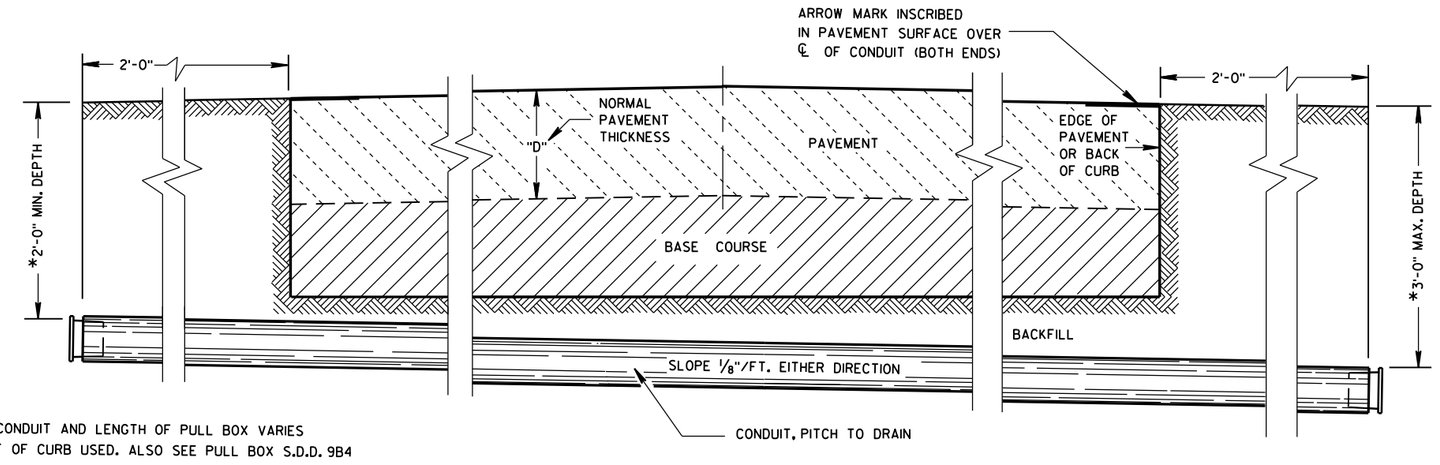
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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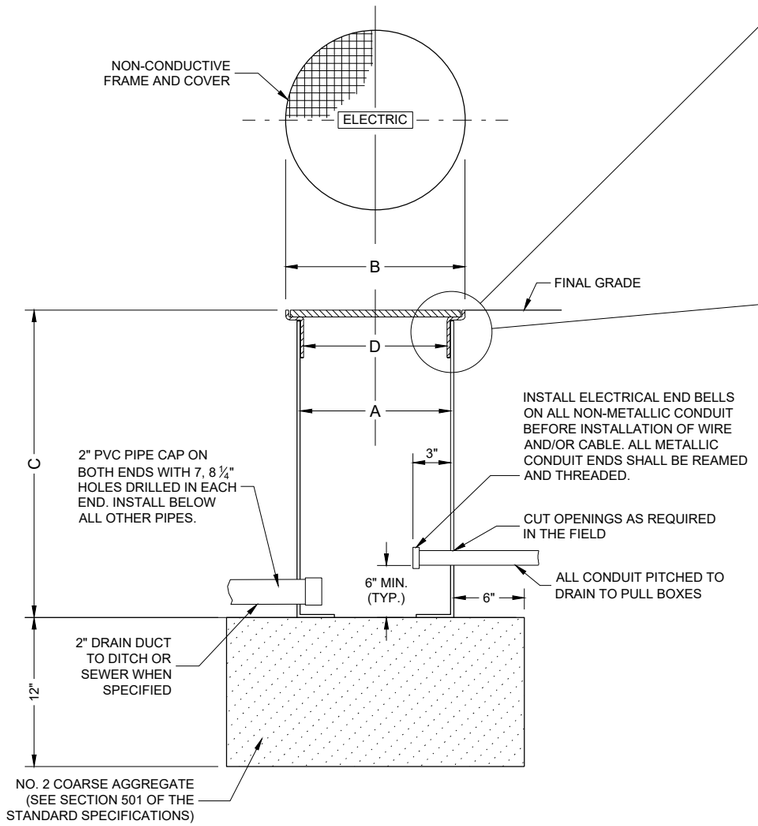
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

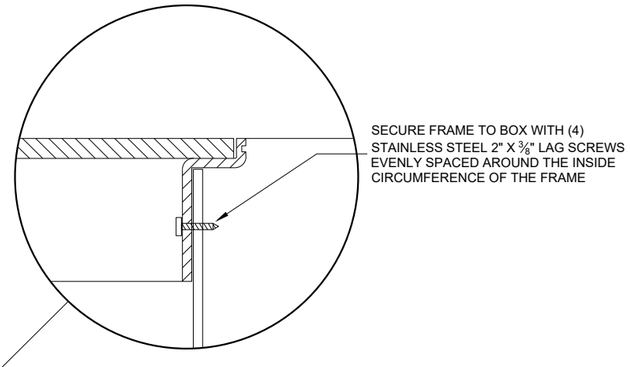
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

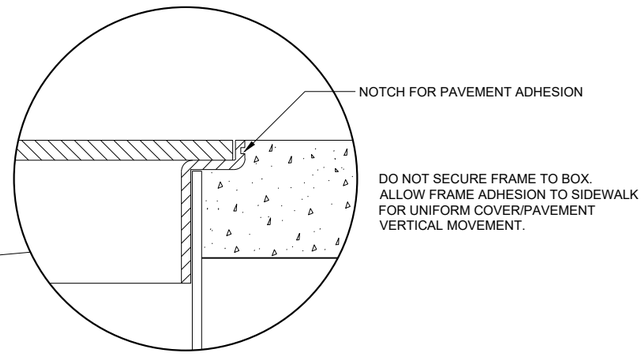
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



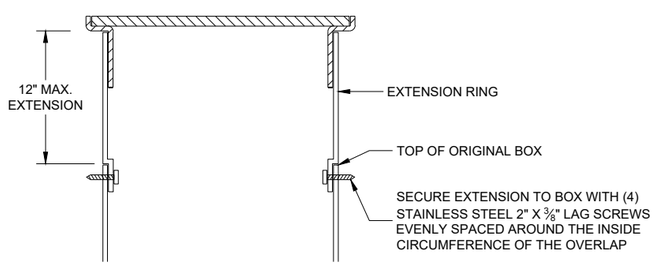
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

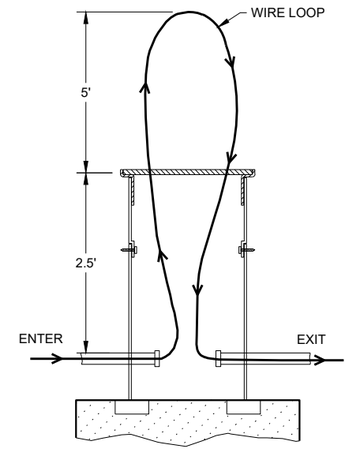
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

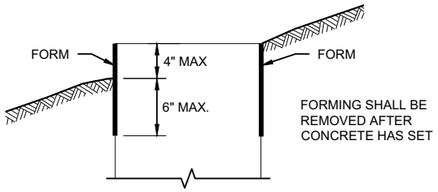
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FHWA

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SDD 09B16 - 02

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

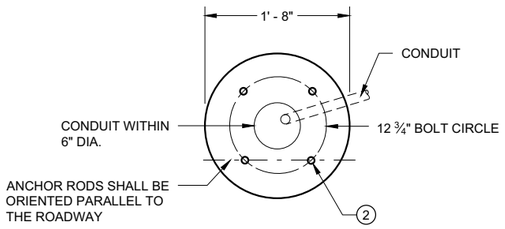
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

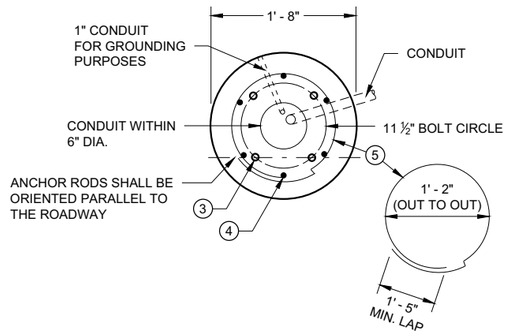
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

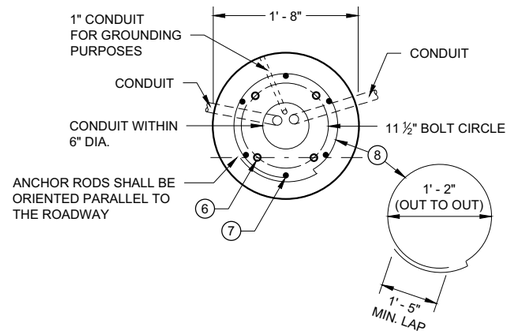
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

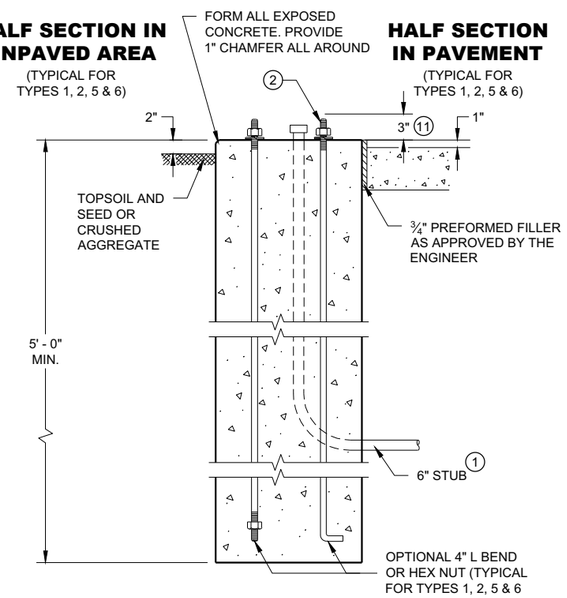
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

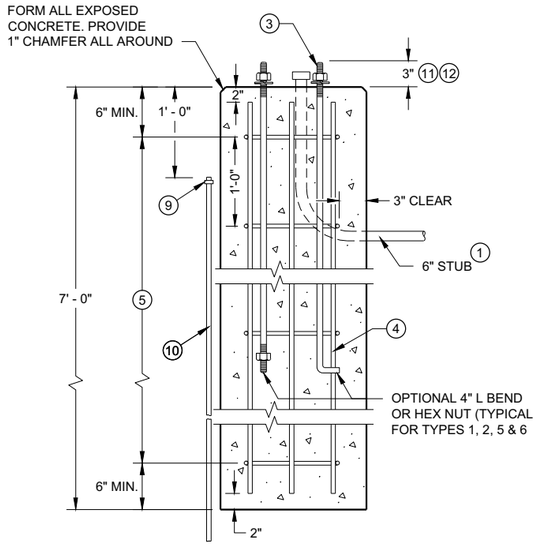
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

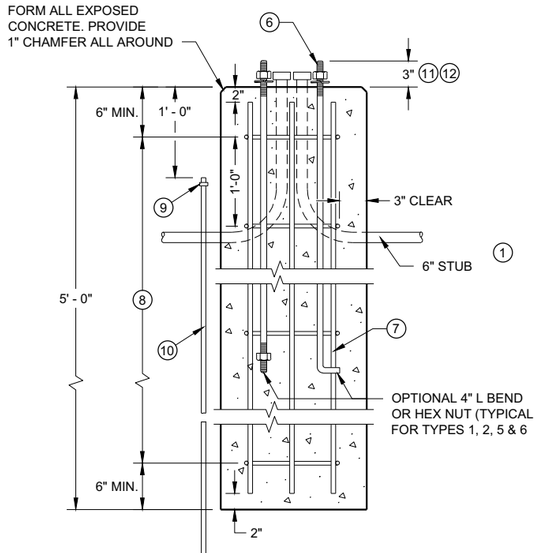
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 550

FHWA

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

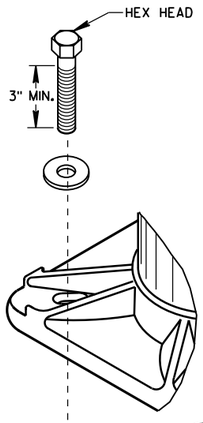
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

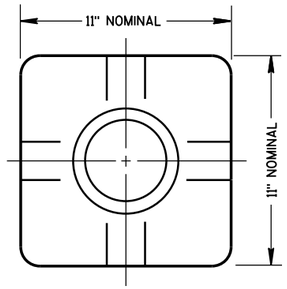
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

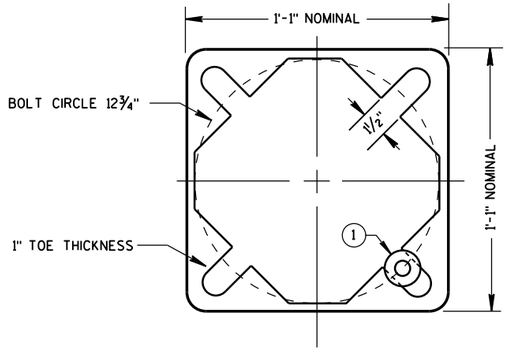
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

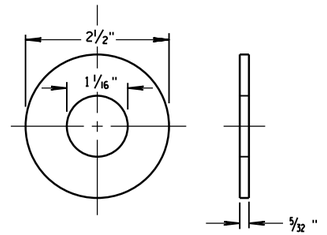




TOP VIEW
(PEDESTAL BASE)

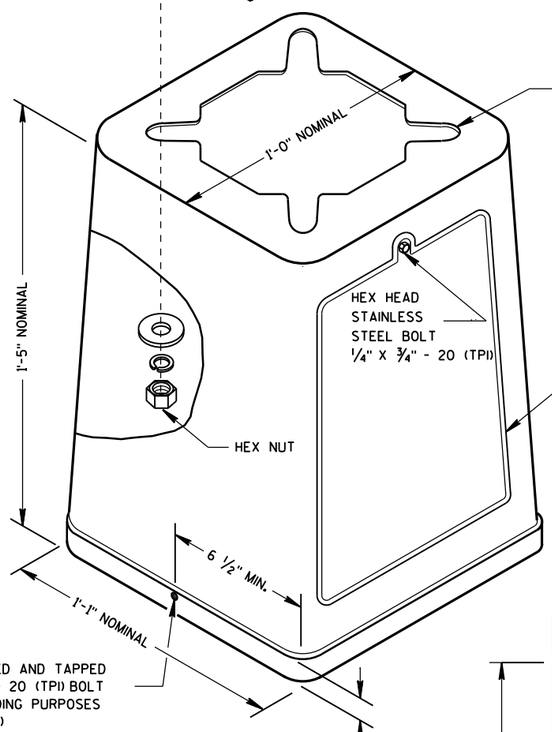


BOTTOM VIEW
(PEDESTAL BASE)

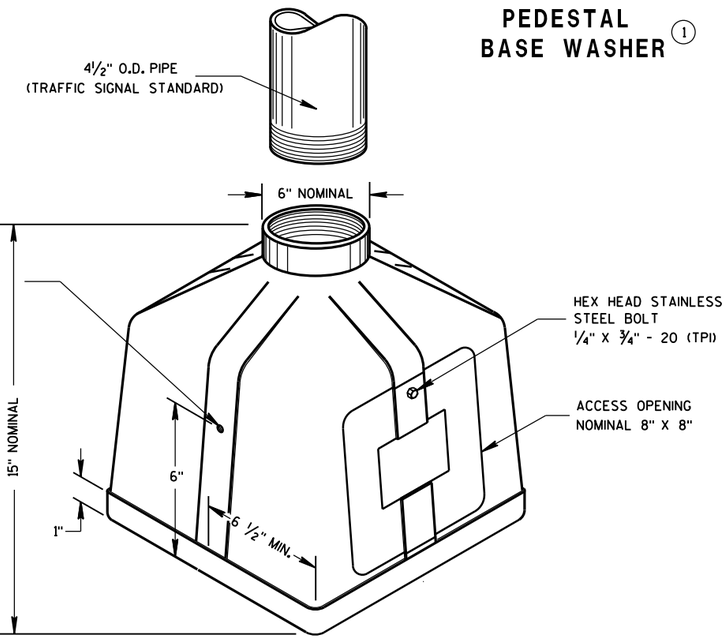


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

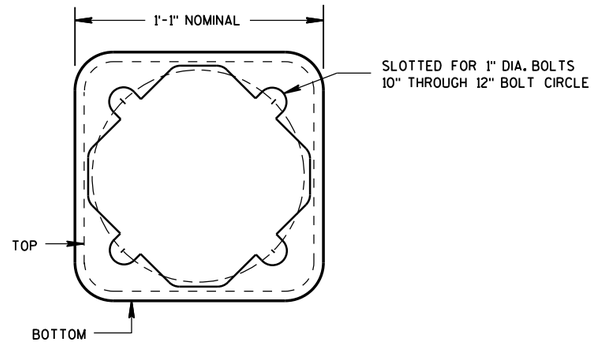


ISOMETRIC VIEW



ISOMETRIC VIEW

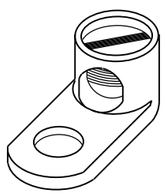
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

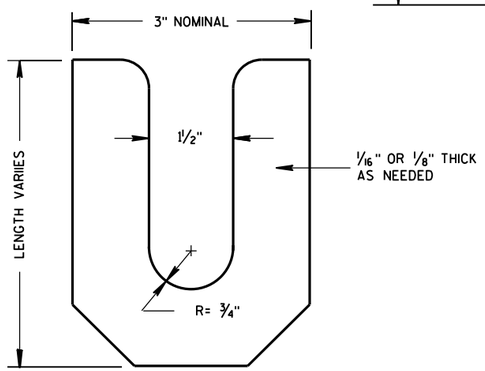
TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

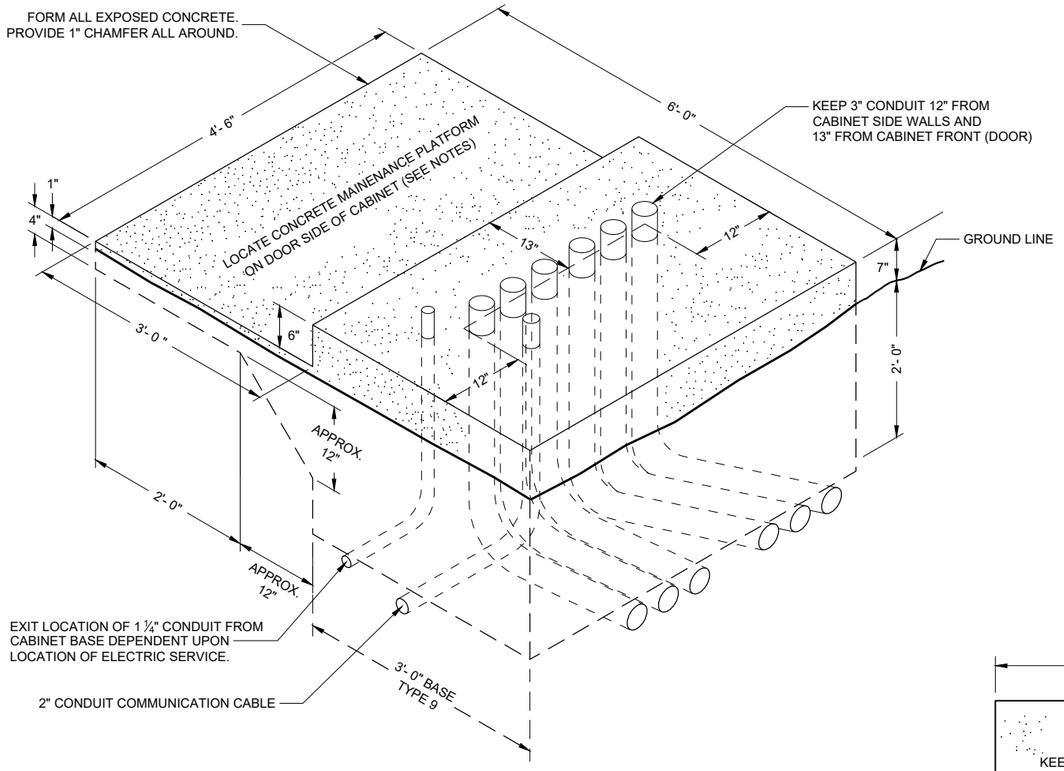
6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4

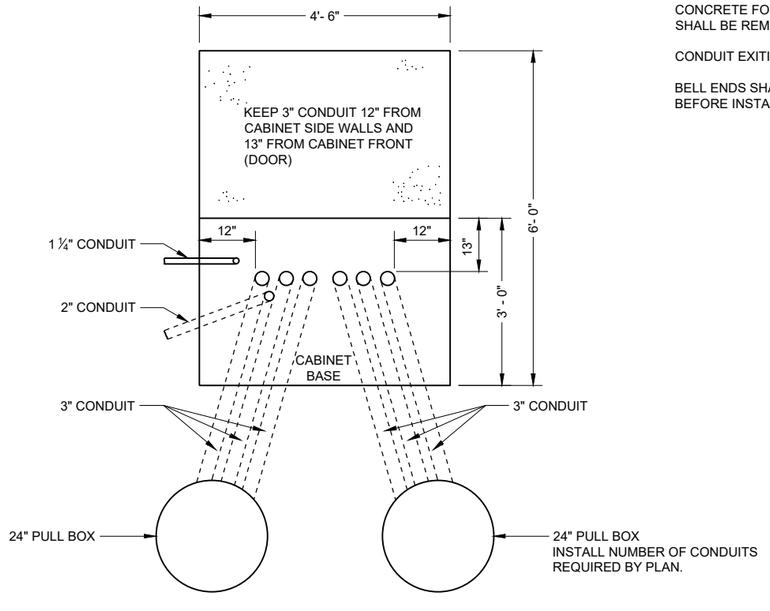
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 552

FHWA

6

SDD 09C06 - 07

6

SDD 09C06 - 07

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER.

IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2 OF THE STANDARD SPECIFICATIONS.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

ANCHOR RODS SHALL BE 1" X 60".

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1" INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

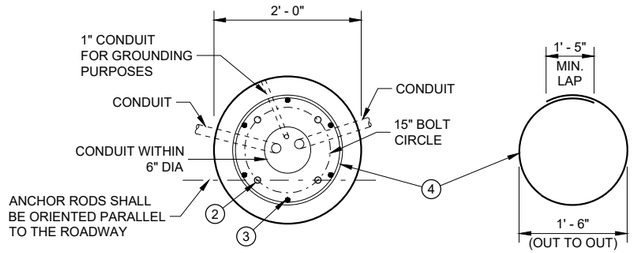
FOR USE WITH TYPE 7 AND TYPE 17 POLES.

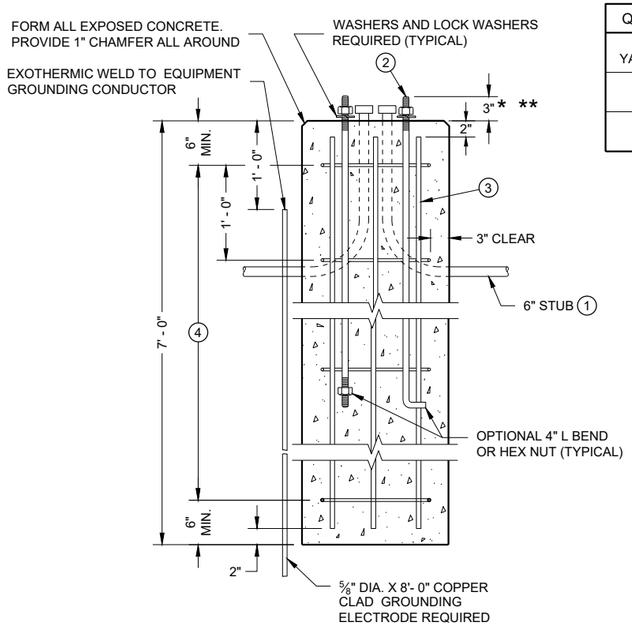
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

(2) (4) 1" DIA. X 5'-0" ANCHOR RODS.

(3) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

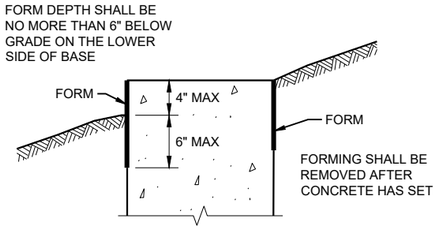
(4) (7) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.



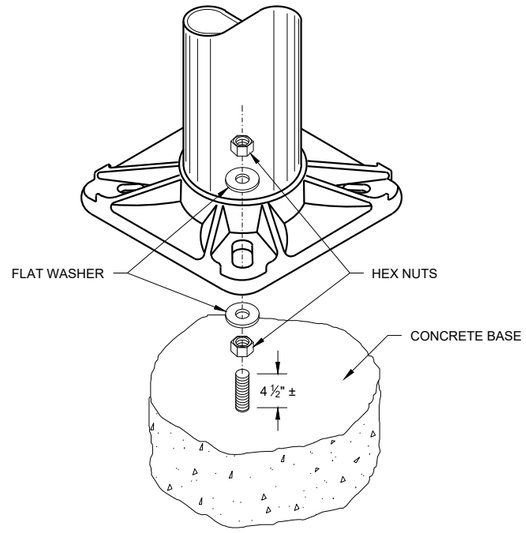


CONCRETE BASE, TYPE 7

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.8
LBS. OF HOOP BAR STEEL	29
LBS. OF VERTICAL BAR STEEL	60



FORMING DETAIL



NON-BREAKAWAY INSTALLATION
(LEVELING NUT)

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NON-BREAKAWAY INSTALLATIONS, 4 ½"± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASE TYPE 17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER

FHWA

6

SDD 09C08 - 05

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

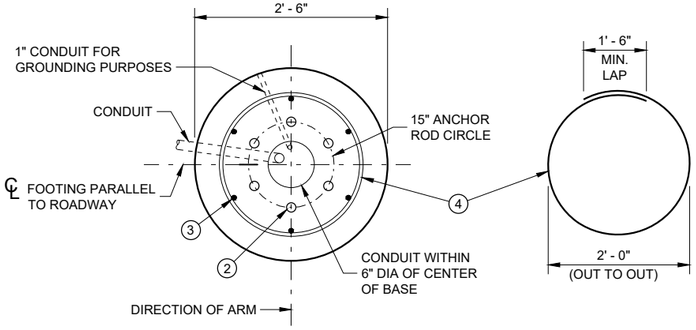
(2) (6) 1 ½ DIA. X 4' - 4" ANCHOR RODS

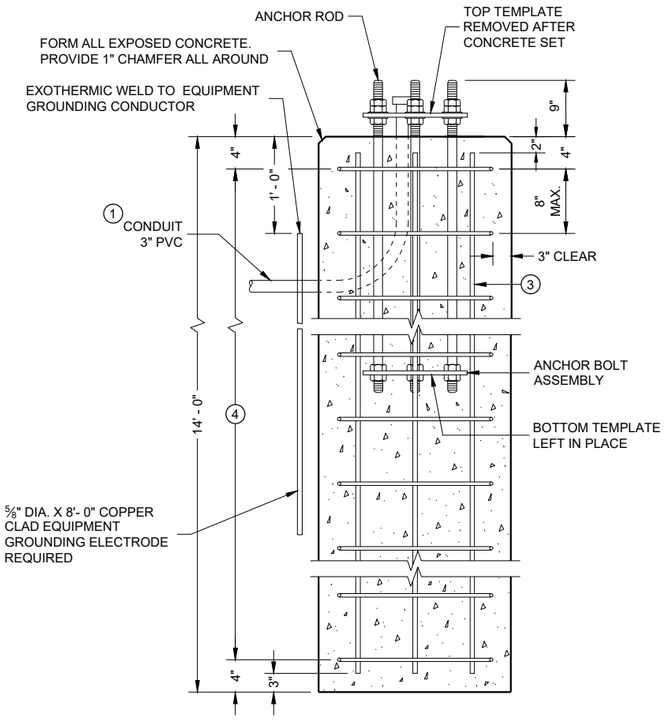
(3) (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.

(4) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.

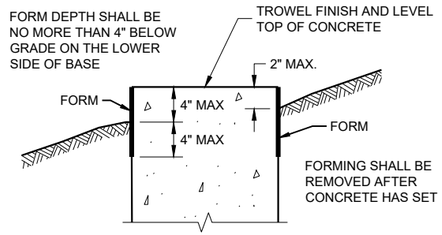
QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122



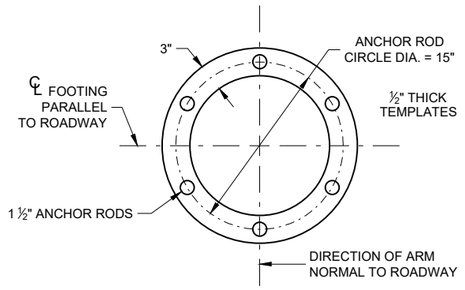


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

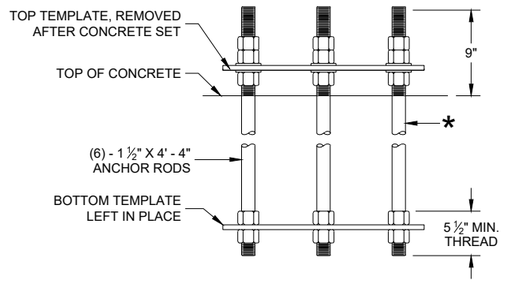
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demerbilek — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

6

SDD 09C11 - 10

6

SDD 09C11 - 10

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

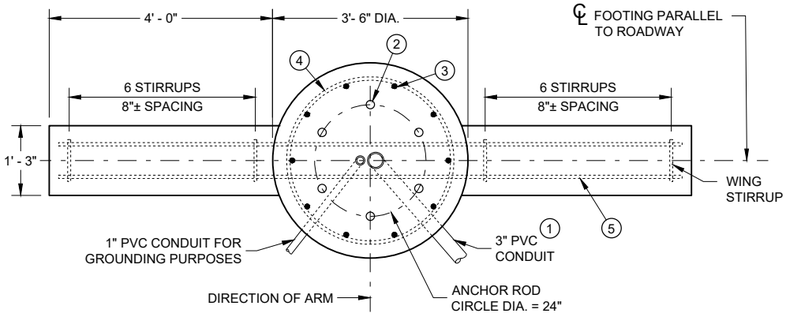
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

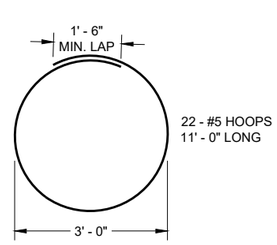
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

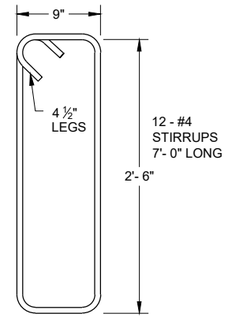
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



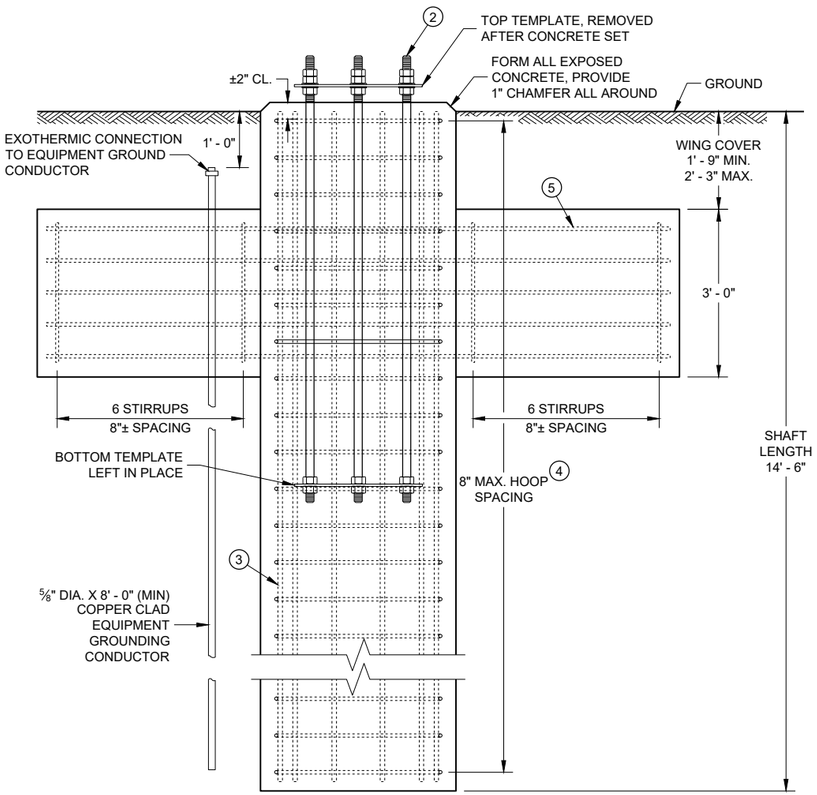
PLAN VIEW



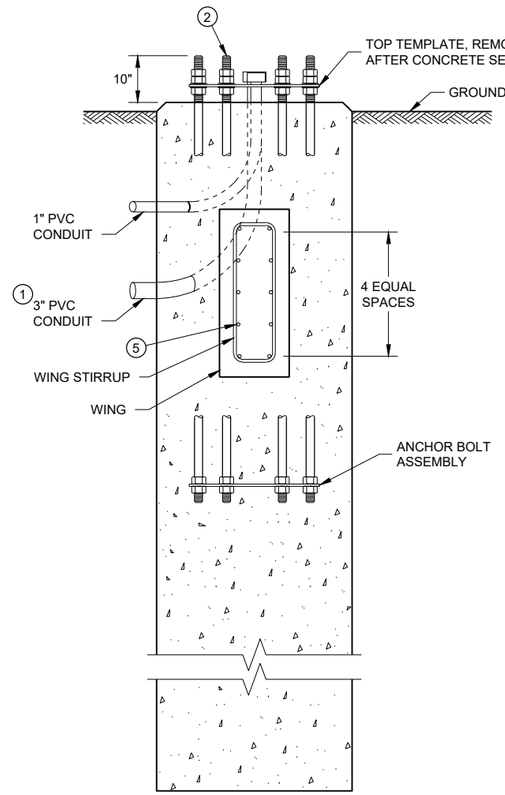
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

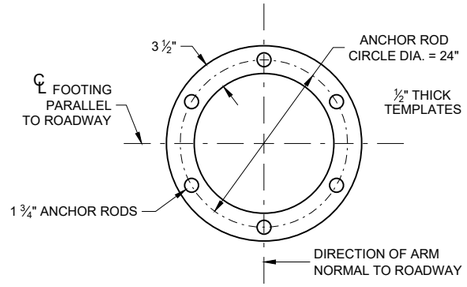
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

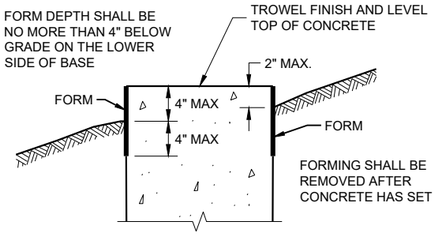
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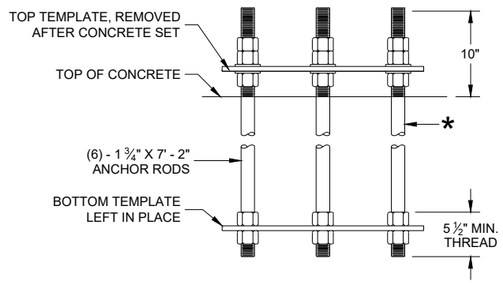
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2017
DATE

/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER

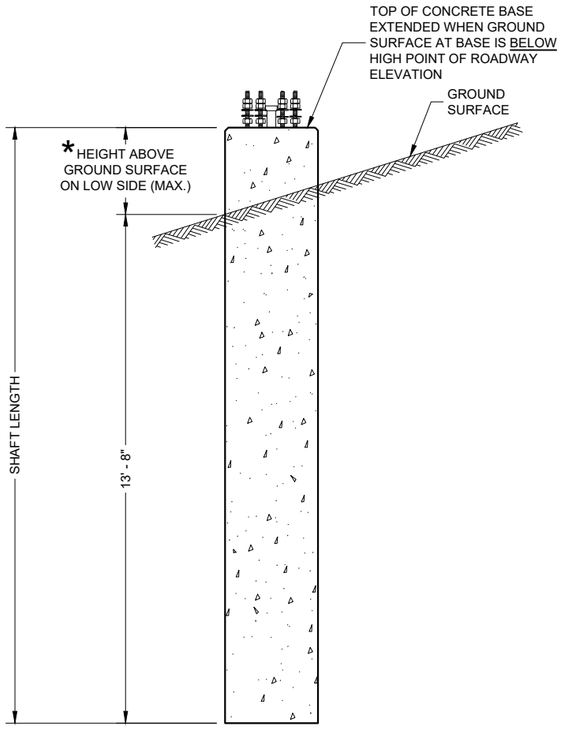
FHWA

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SDD 09C12 - 09b

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

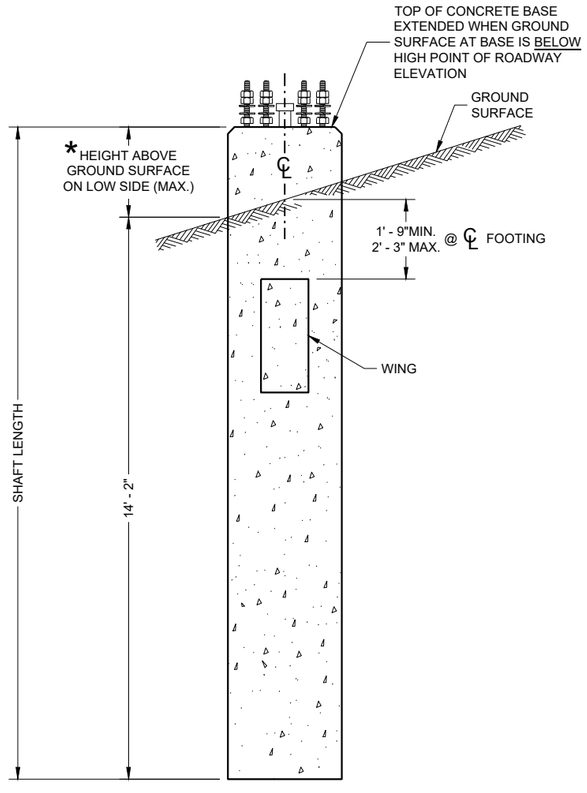
HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL STEEL
>0" TO 6"	10"	14' - 6"	14' - 1"	22	2.6	180	127
>6" TO 1' - 0"	1' - 4"	15' - 0"	14' - 7"	23	2.7	188	131
>1' - 0" TO 1' - 6"	1' - 10"	15' - 6"	15' - 1"	24	2.8	196	136
>1' - 6" TO 2 - 0"	2' - 4"	16' - 0"	15' - 7"	24	2.9	196	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	*HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAX.)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #5 HOOPS	CU. YD. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15' - 0"	14' - 7"	23	6.5	654
>6" TO 1' - 0"	1' - 4"	15' - 6"	15' - 1"	24	6.6	673
>1' - 0" TO 1' - 6"	1' - 10"	16' - 0"	15' - 7"	24	6.8	680
>1' - 6" TO 2 - 0"	2' - 4"	16' - 6"	16' - 1"	25	7.0	699



CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE TYPE 10 AND TYPE13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI 557

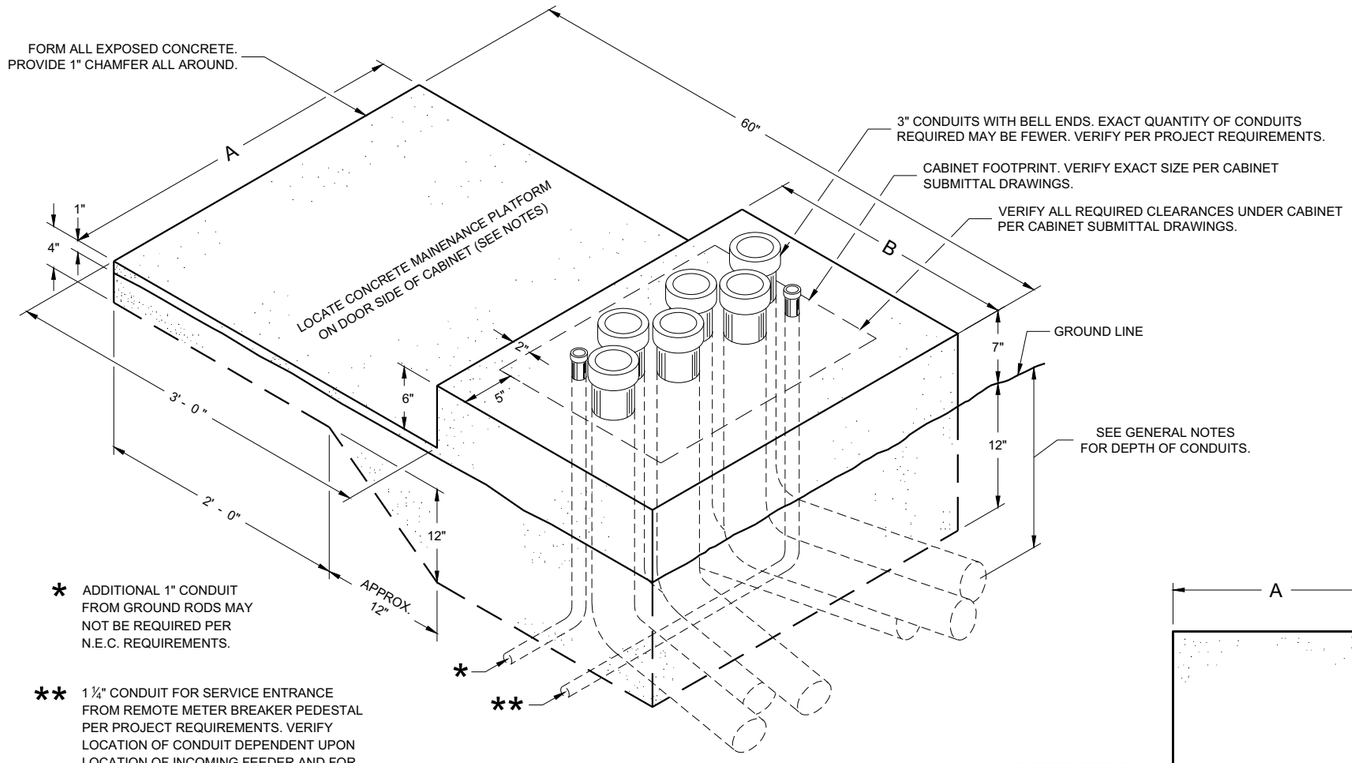
FHWA

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SDD 09C13 - 03

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SDD 09C13 - 03



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

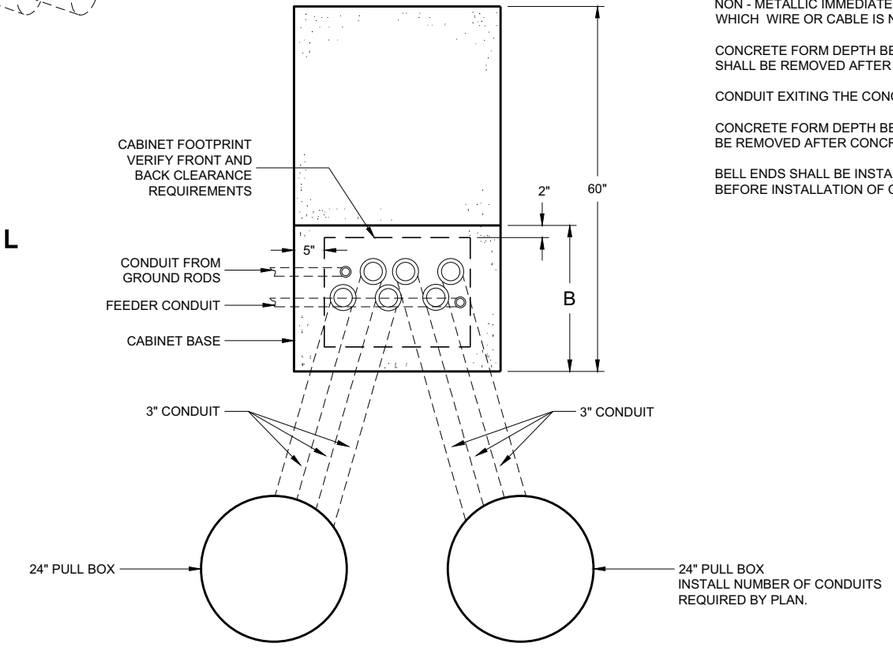
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 558

FHWA

6

6

SDD 09C14 - 03

SDD 09C14 - 03

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

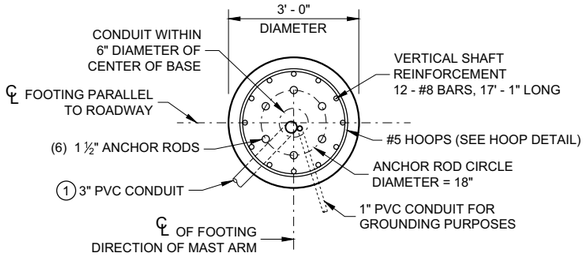
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

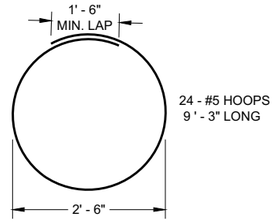
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

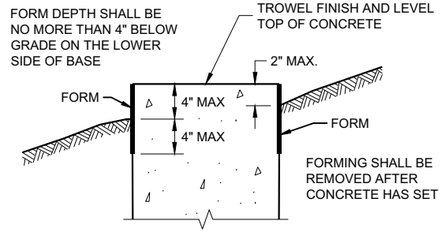
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



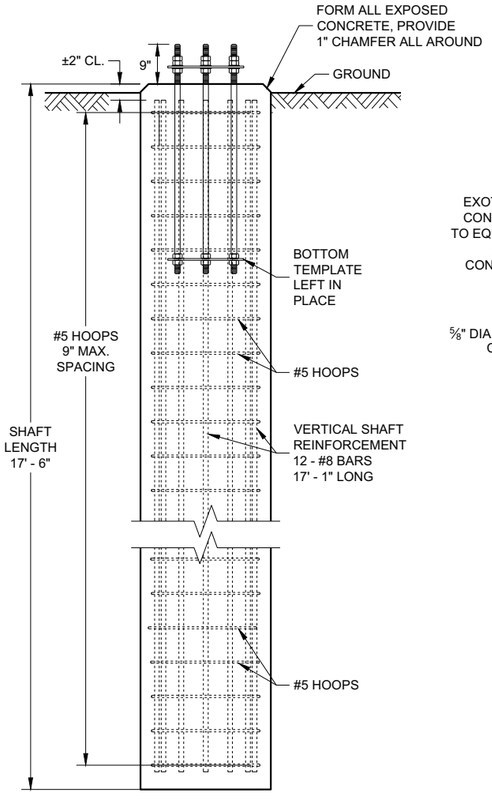
PLAN VIEW



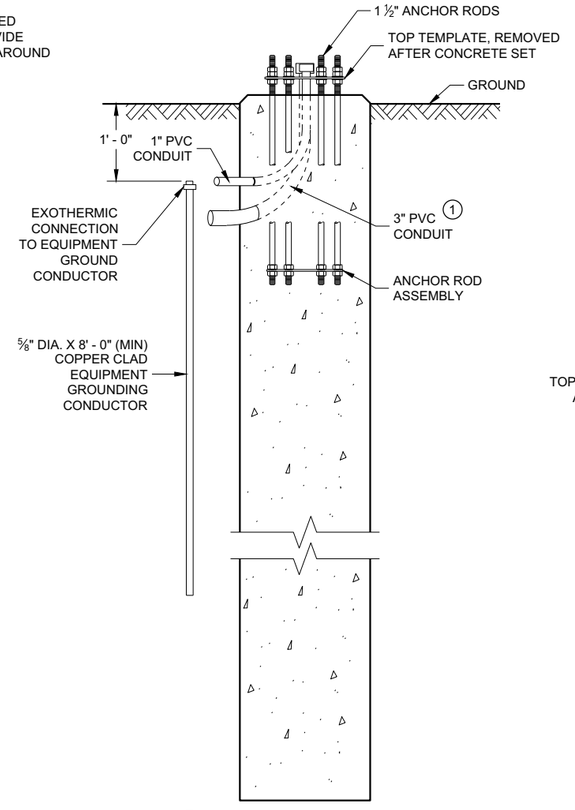
HOOP DETAIL



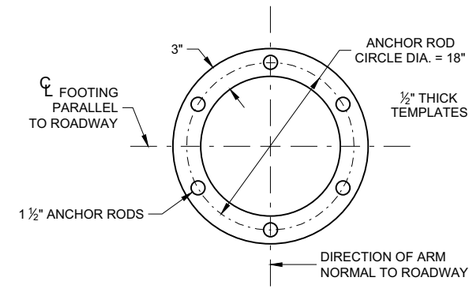
FORMING DETAIL



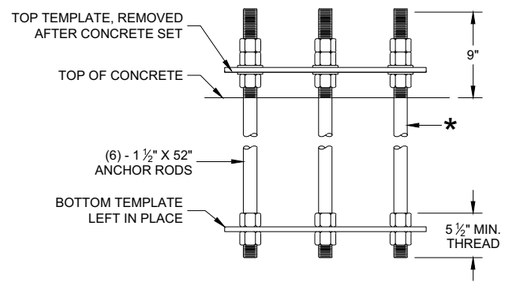
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

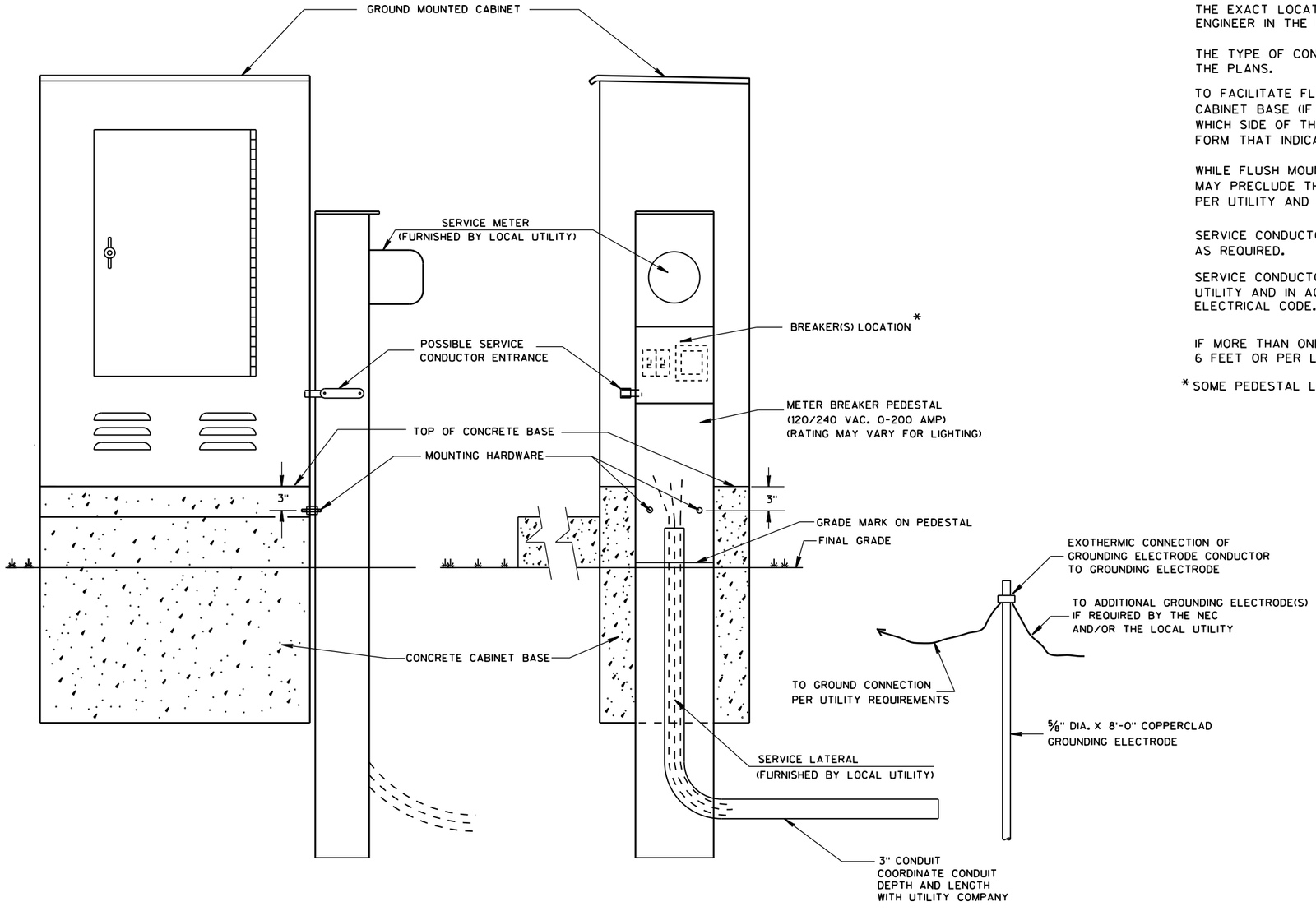
APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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SDD 09C15 - 01

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SDD 09C15 - 01



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

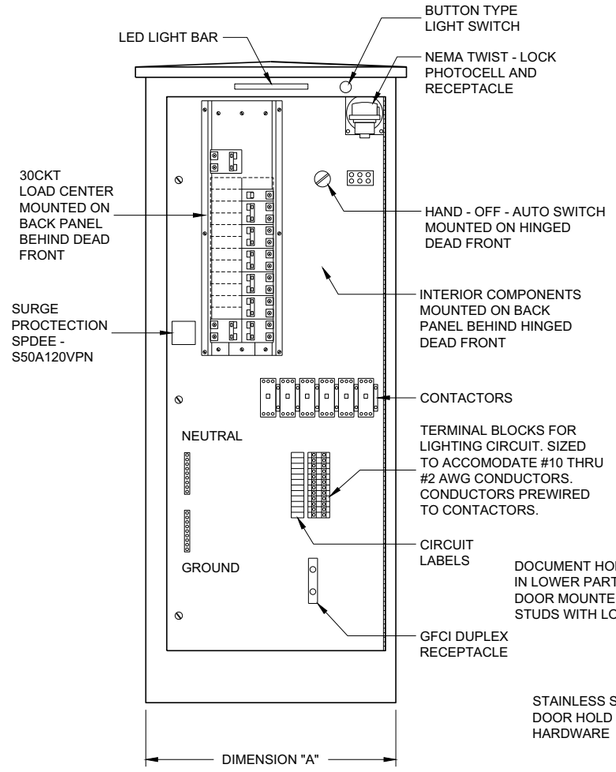
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

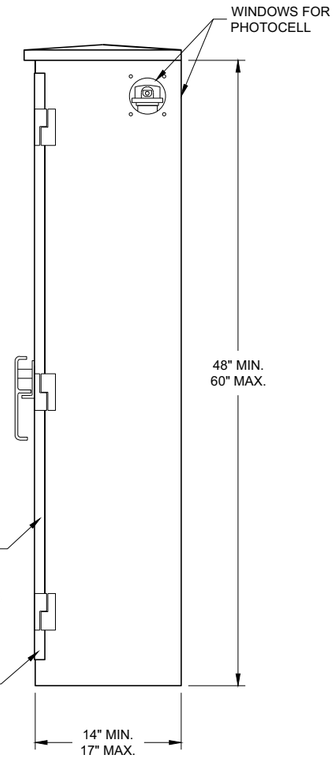
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

FRONT INTERIOR ELEVATION



SIDE VIEW



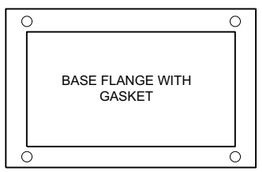
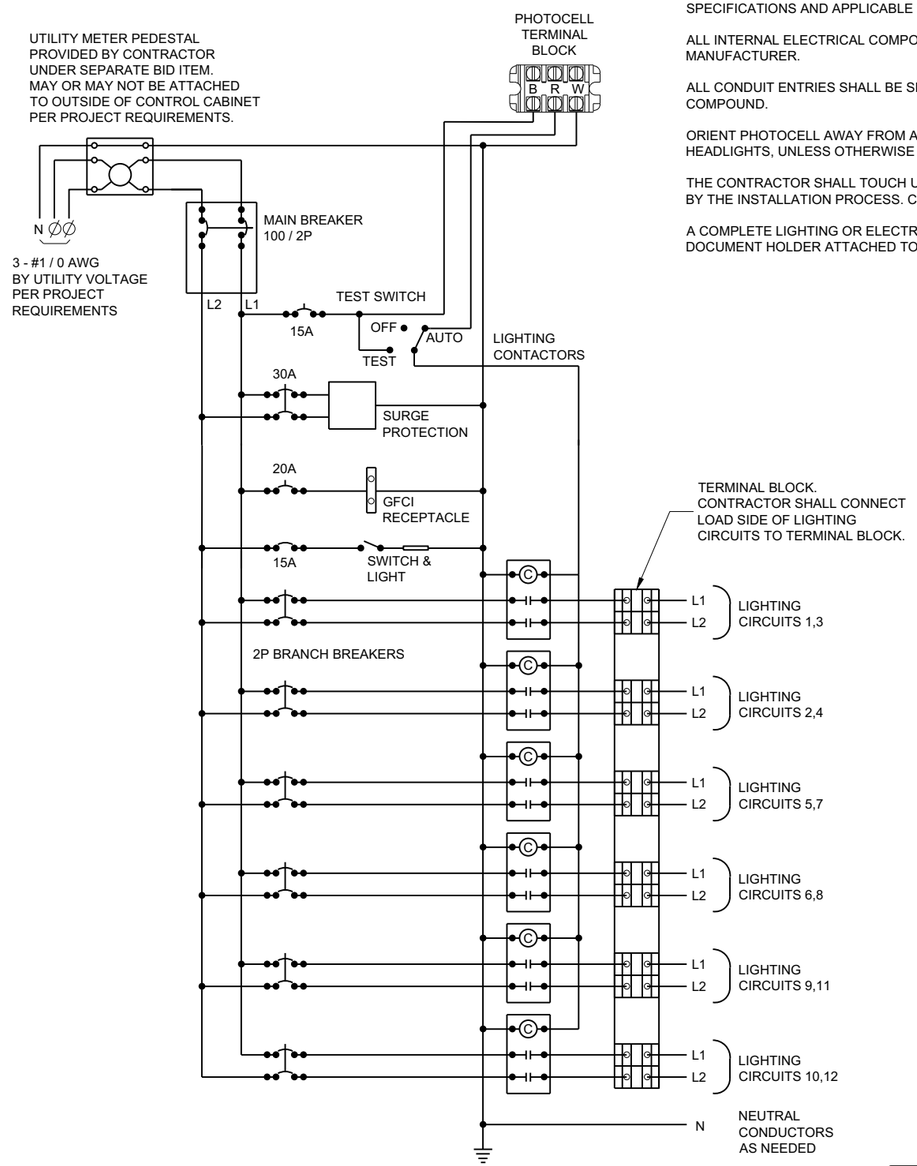


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

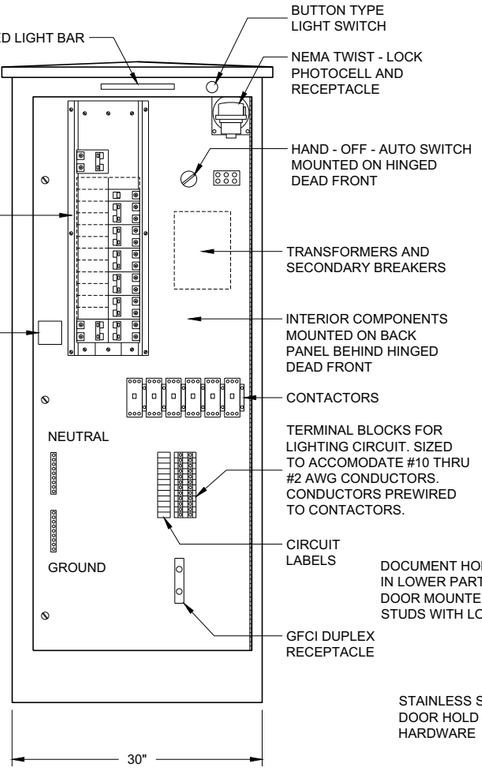
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 561

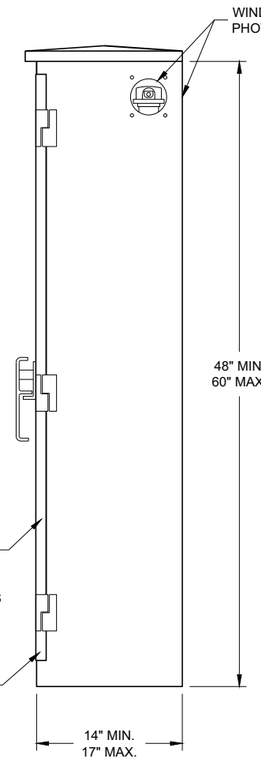
FHWA

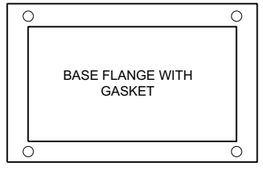
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SDD 09D04 - 03

FRONT INTERIOR ELEVATION

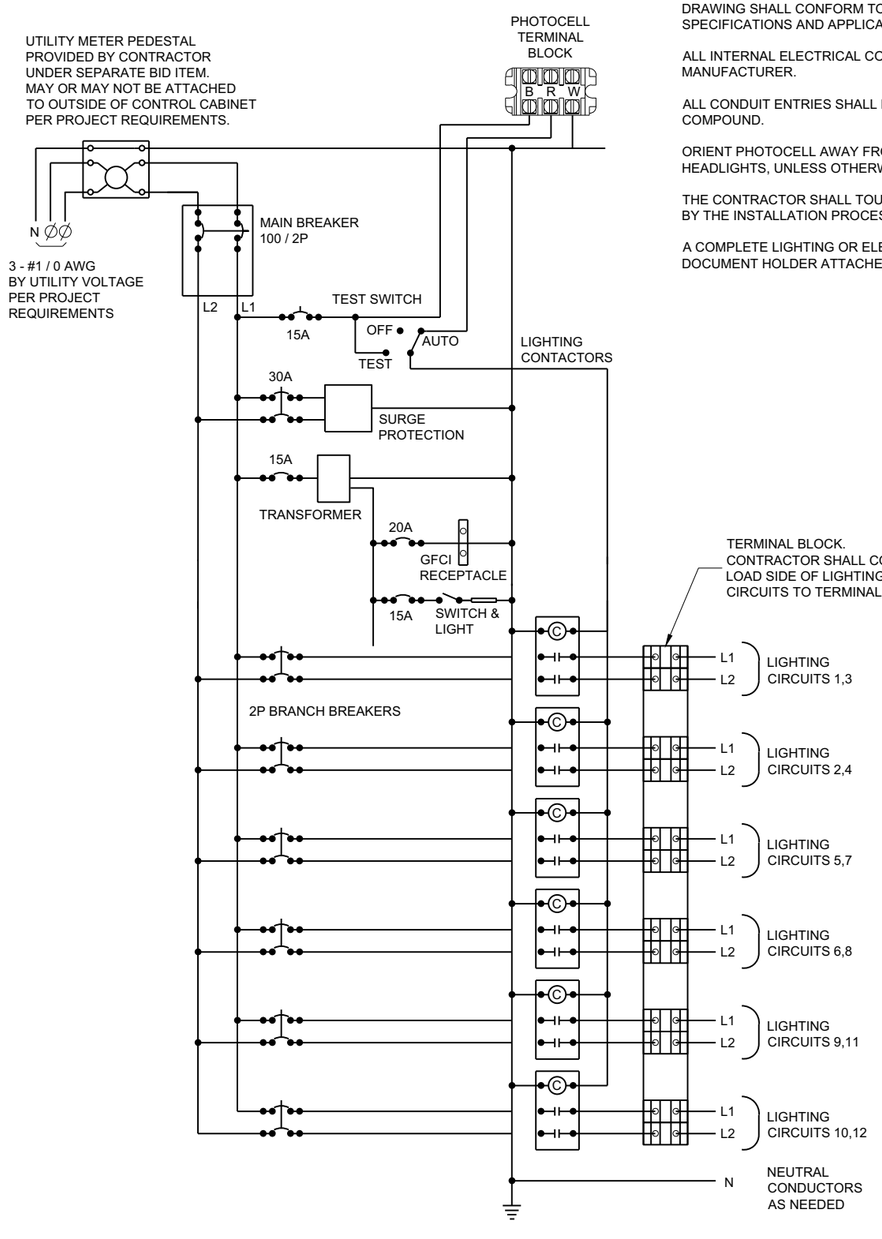


SIDE VIEW





LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

L30
LIGHTING CONTROL CABINET 240 / 480 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

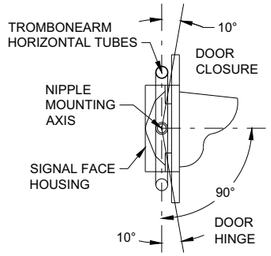
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 562

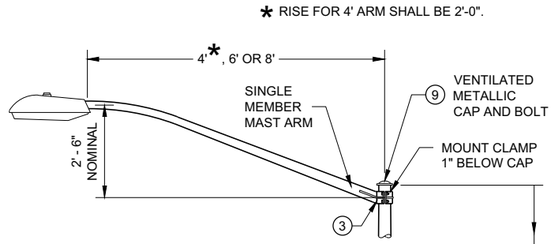
FHWA

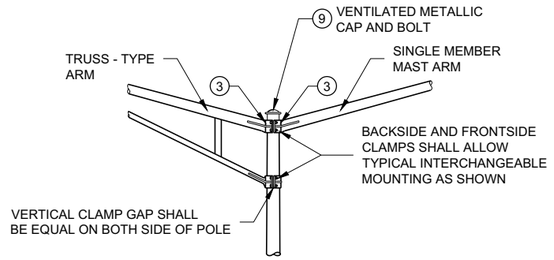
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SDD 09D05 - 02

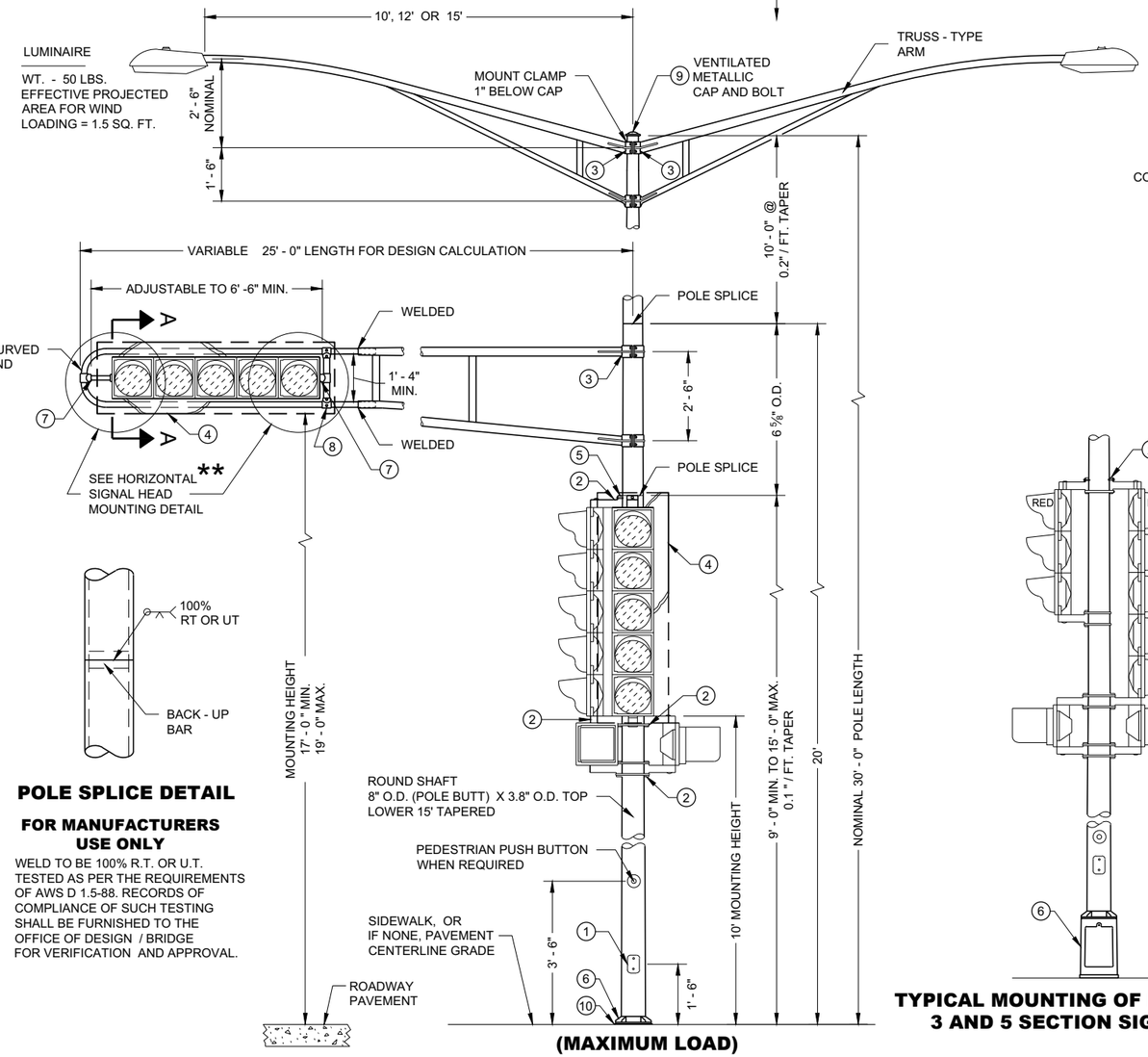


SECTION A-A

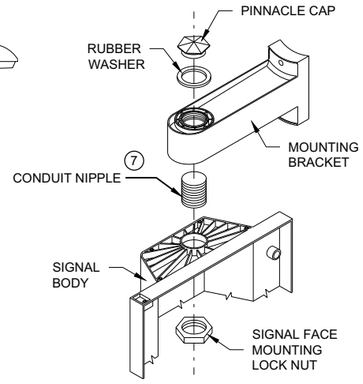




INTERCHANGEABLE MOUNTING DETAIL



(MAXIMUM LOAD)

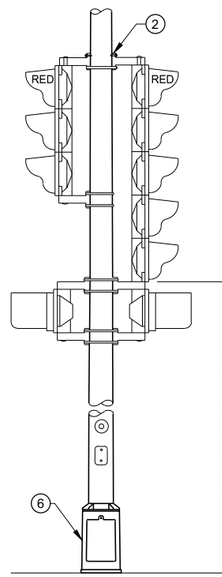


SIGNAL FACE MOUNTING DETAIL
(BANDED)

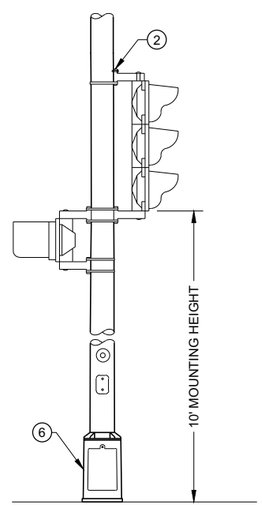
POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

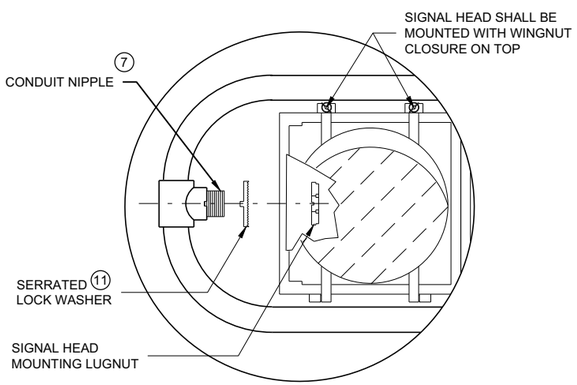
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

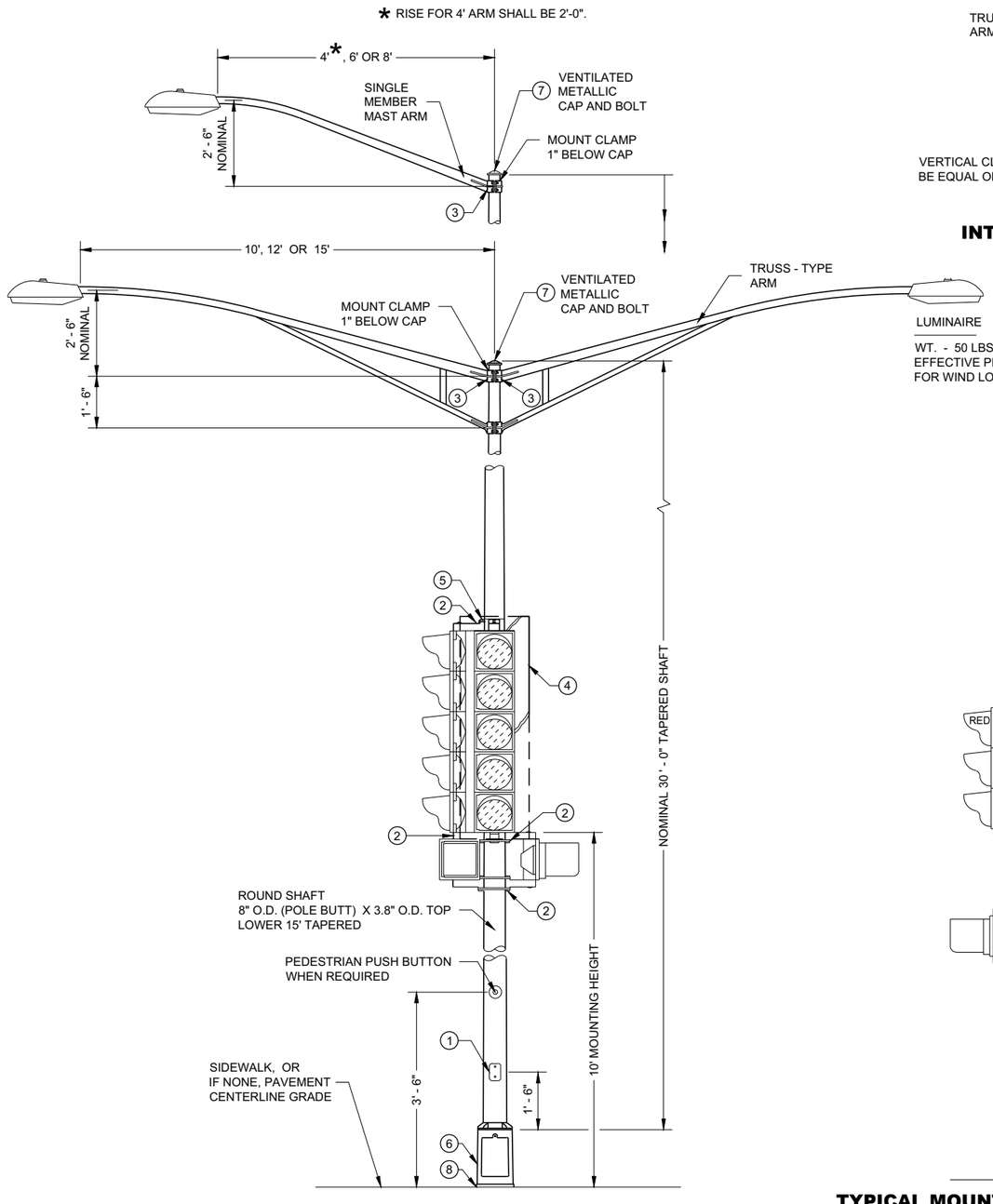
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

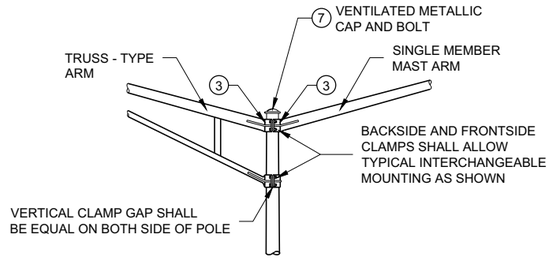
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09E01 - 15b



(MAXIMUM LOAD)



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

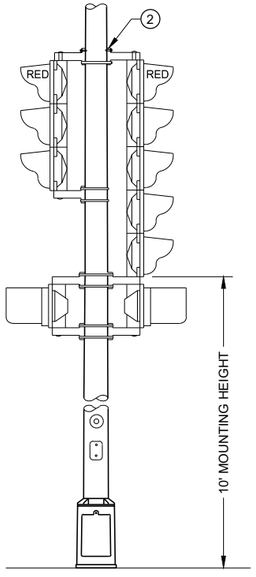
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

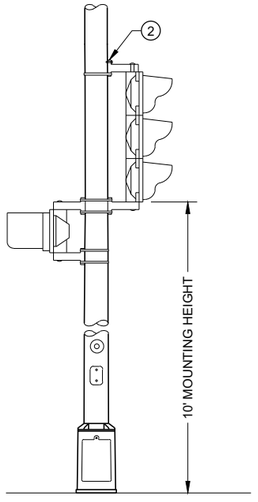
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

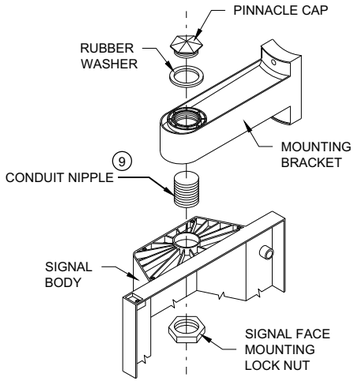
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TYPE 4 POLE MOUNTING CONFIGURATION

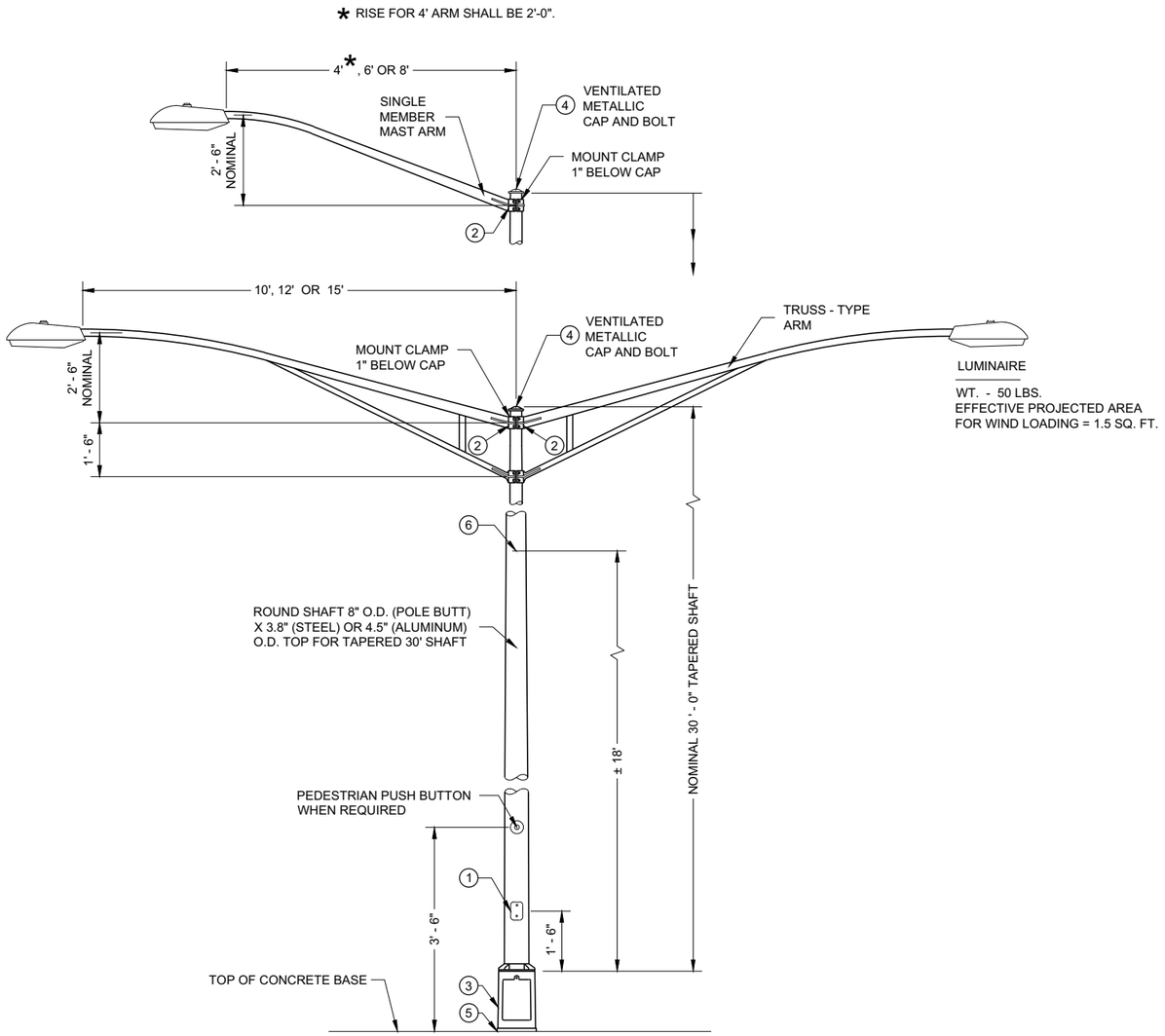
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

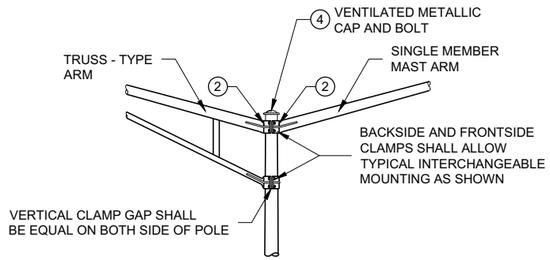
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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DEPARTMENT OF TRANSPORTATION

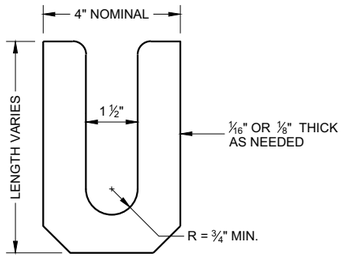
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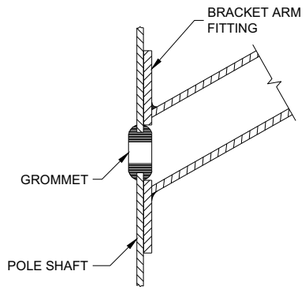
SDD 09E01 - 15d

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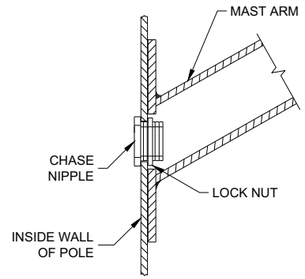
SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

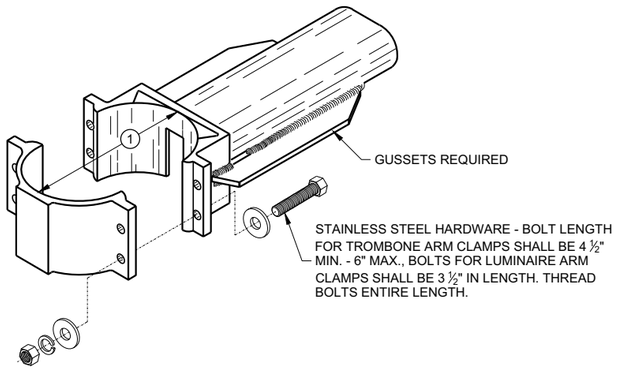
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

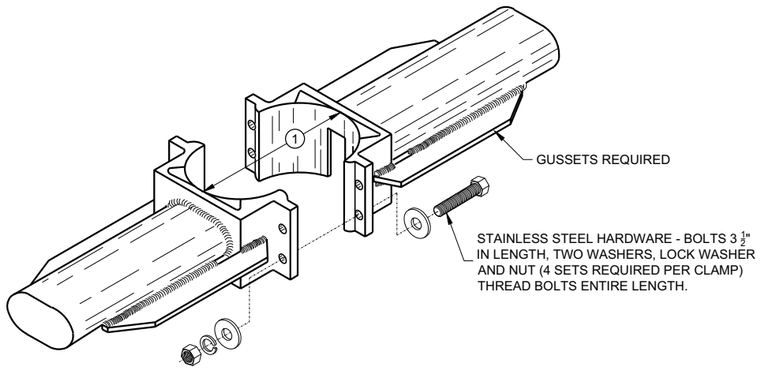
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

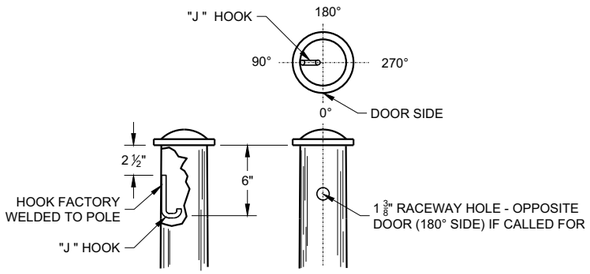
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



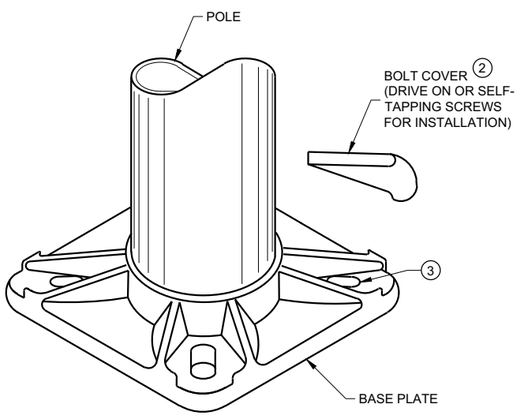
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



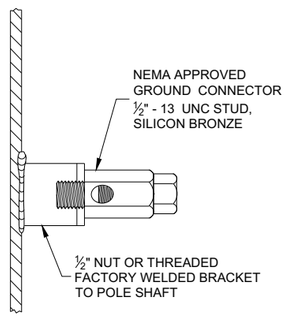
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

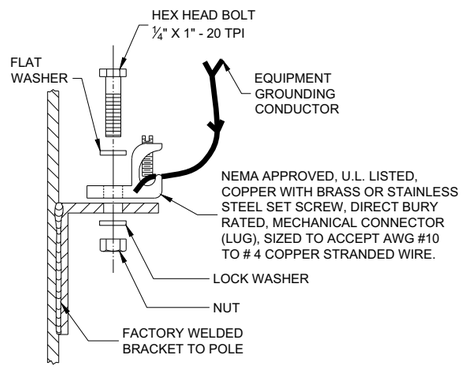


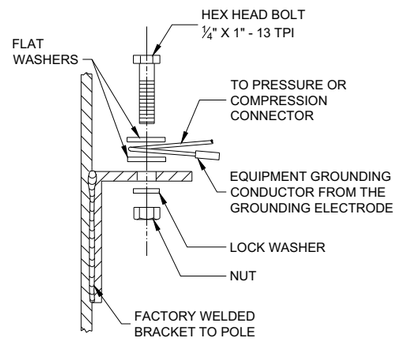
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 566

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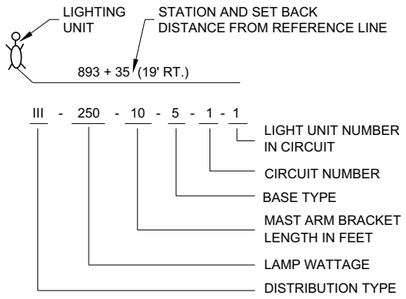
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GENERAL NOTES

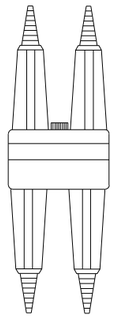
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

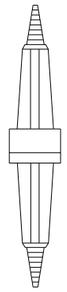
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



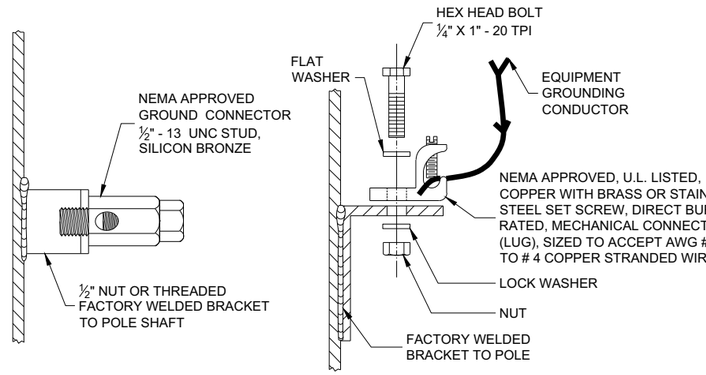
LIGHTING UNIT CODE
(TYPICAL)



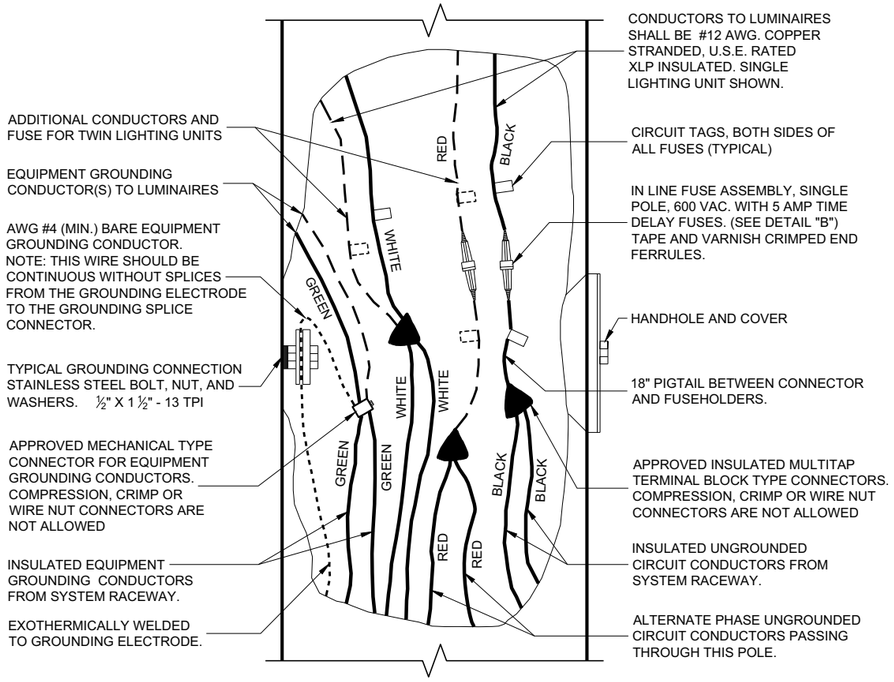
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



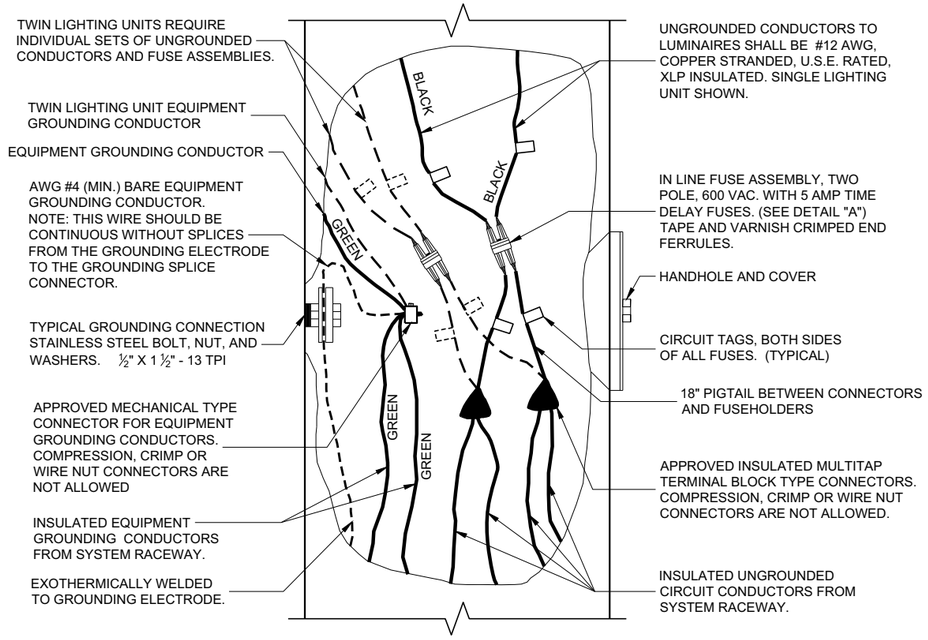
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



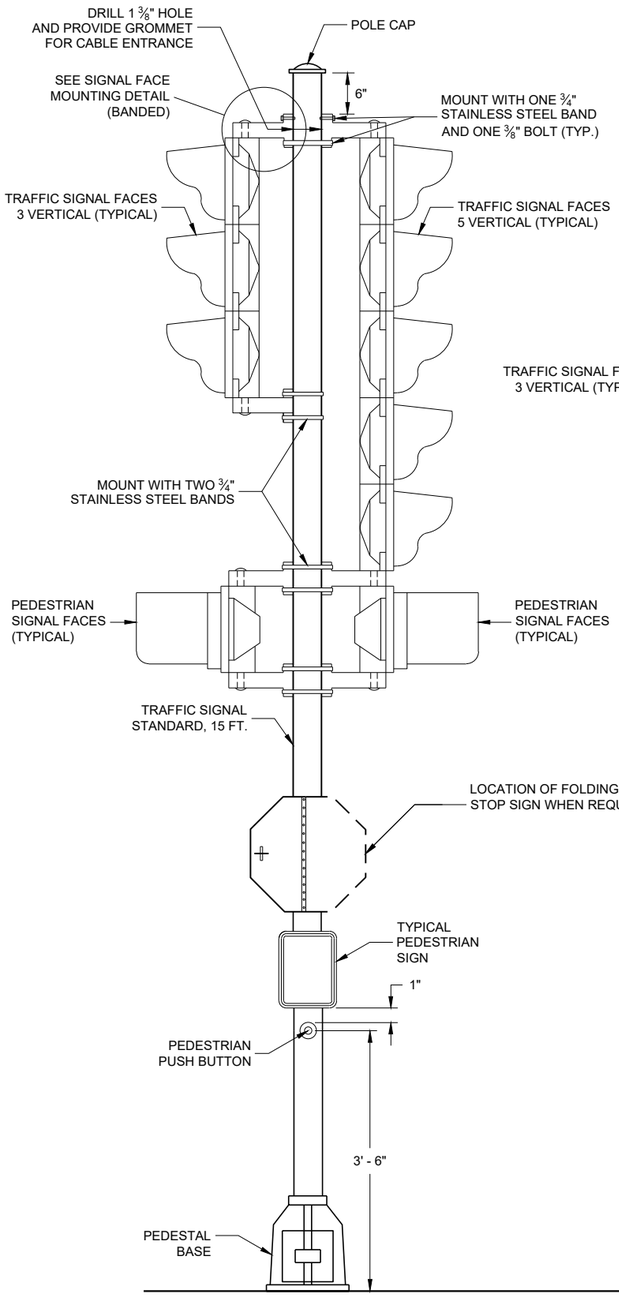
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

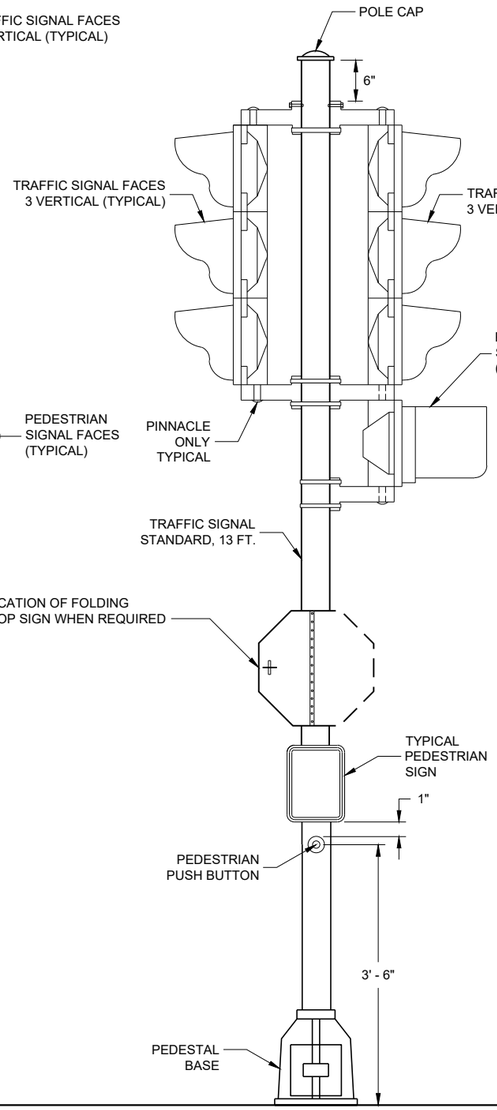
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 567

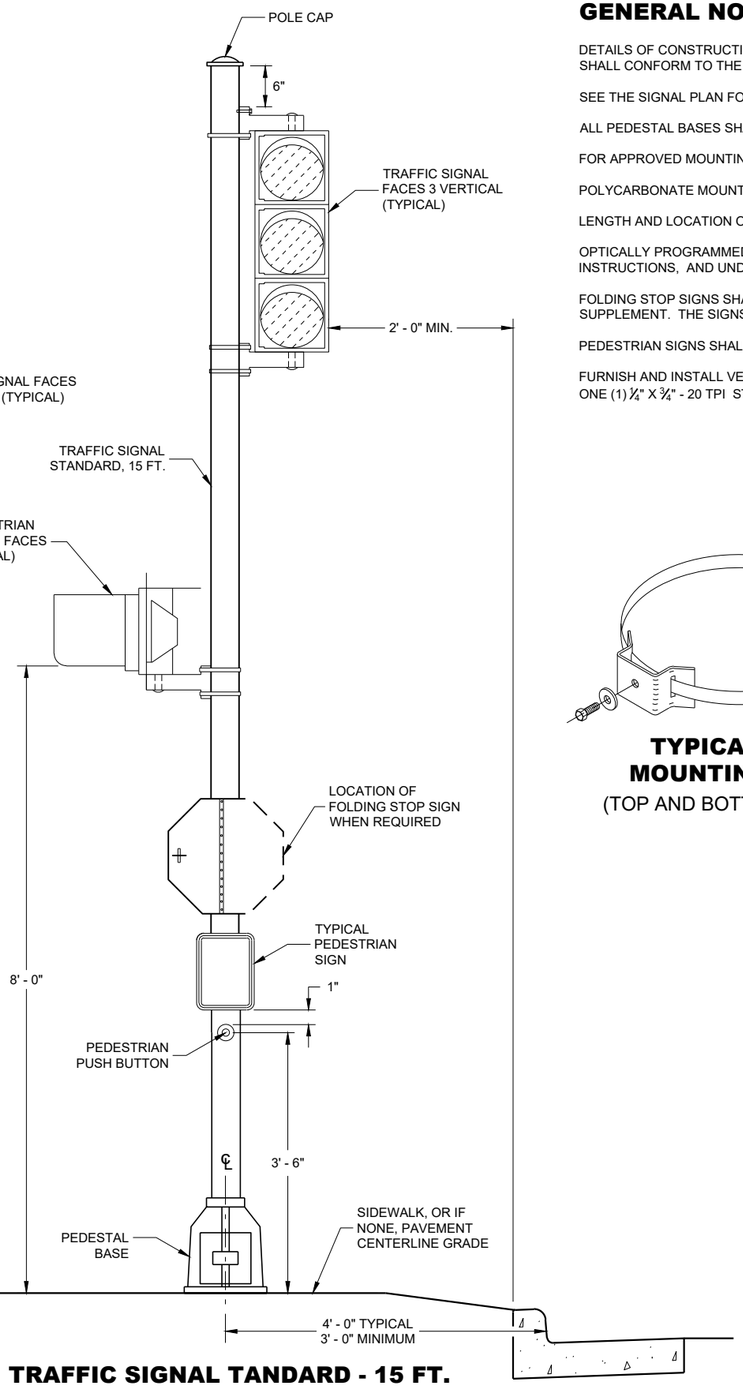
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TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

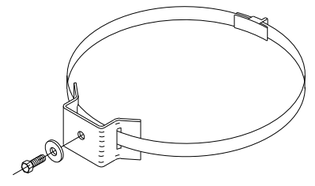
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

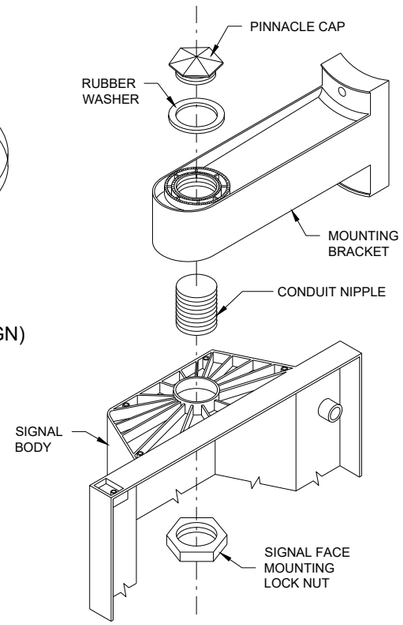
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

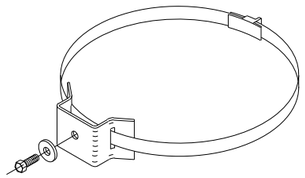
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

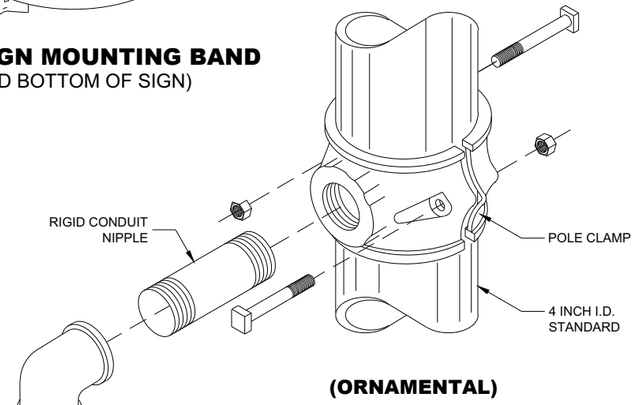
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2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 568

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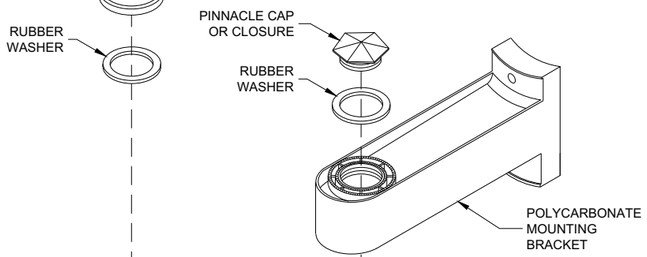
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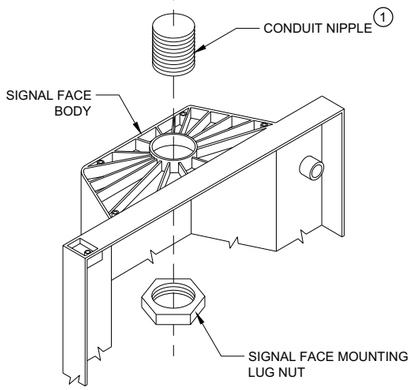
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



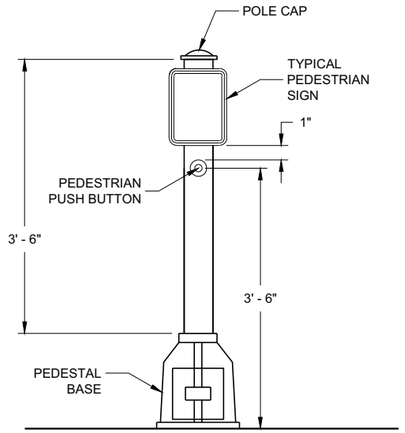
(ORNAMENTAL)



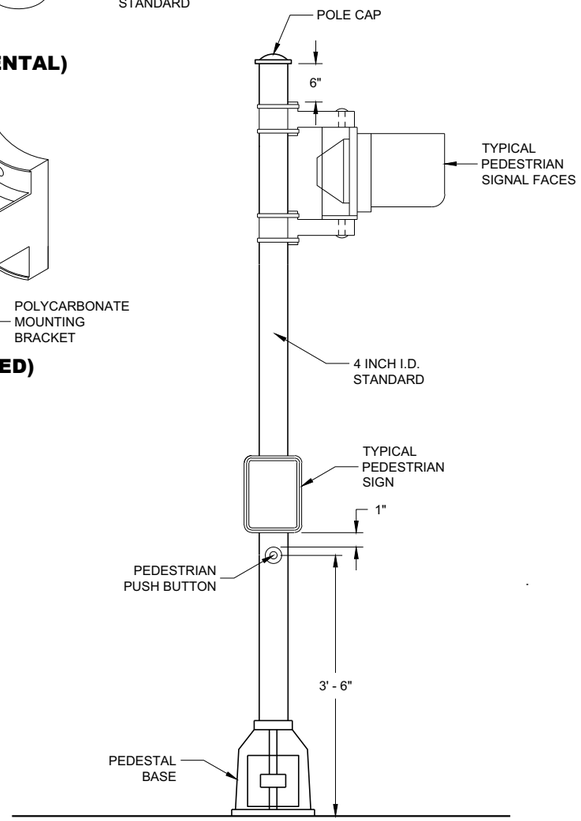
(BANDED)



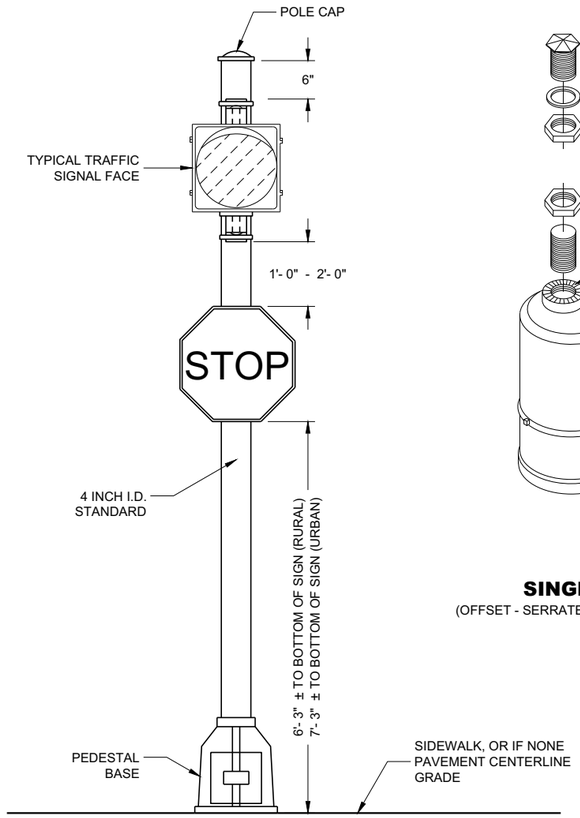
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

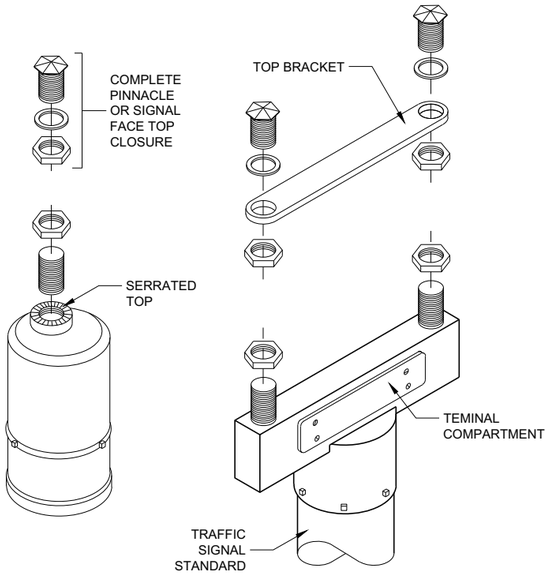
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

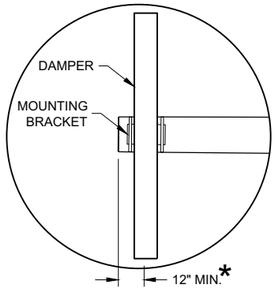
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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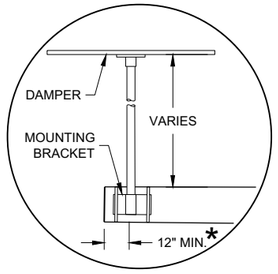
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SDD 09E07 - 06

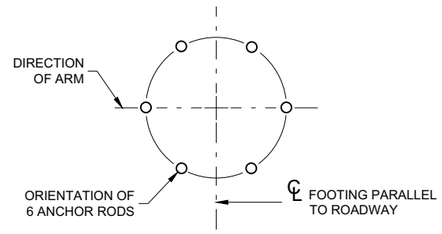


DUMBBELL VIBRATION DAMPER

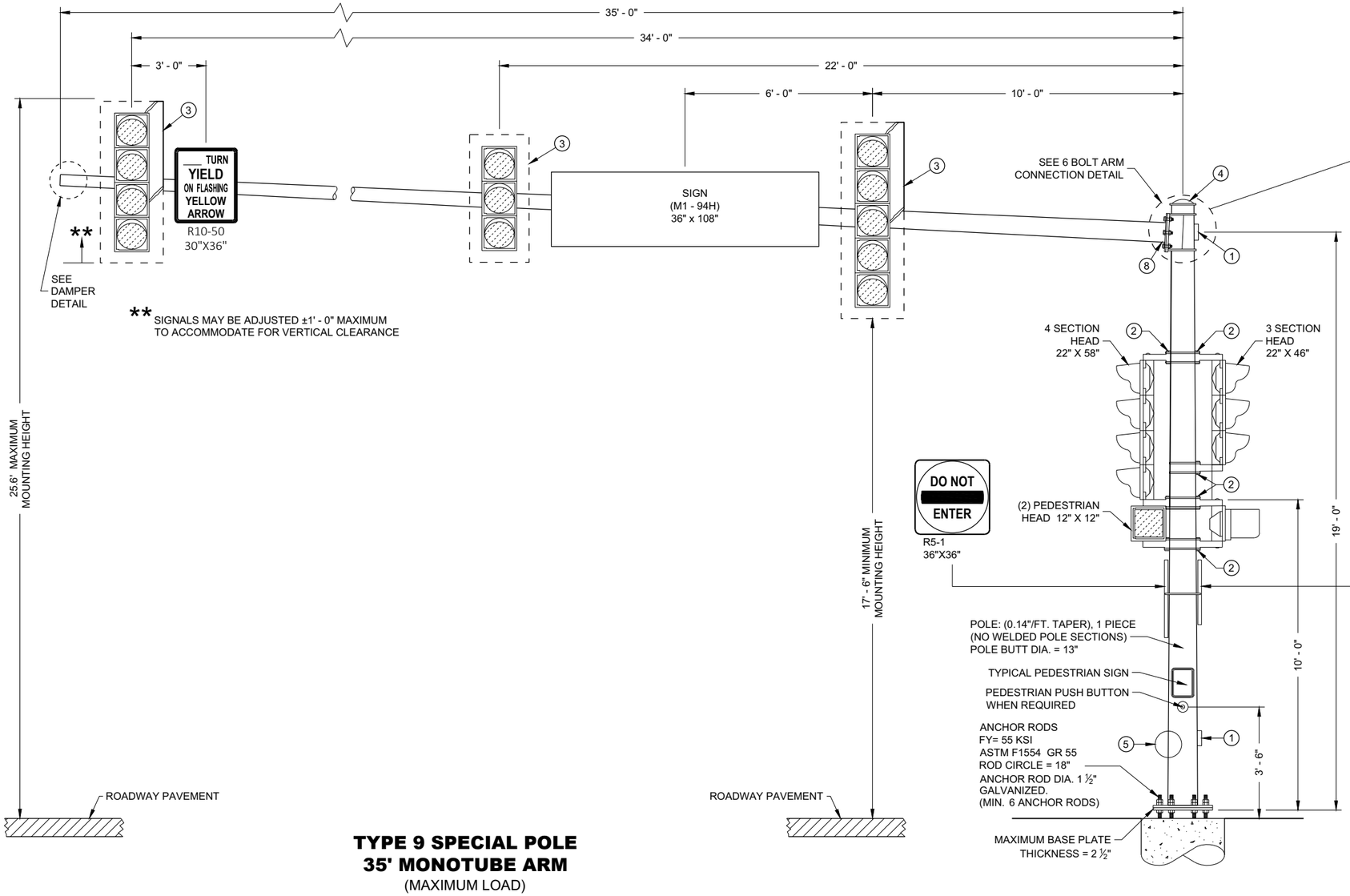


FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

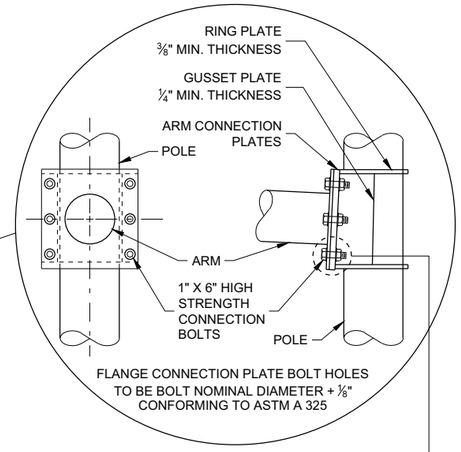


ANCHOR ROD LOCATION

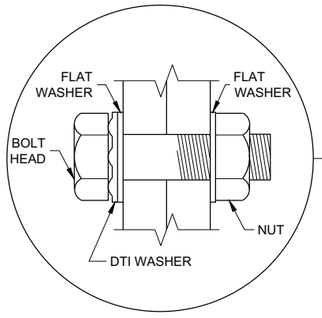


** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

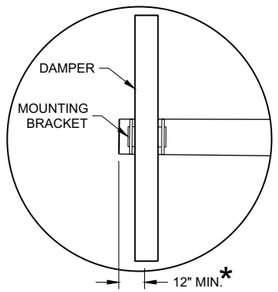
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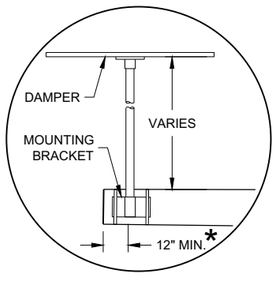
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SDD 09E08 - 09b

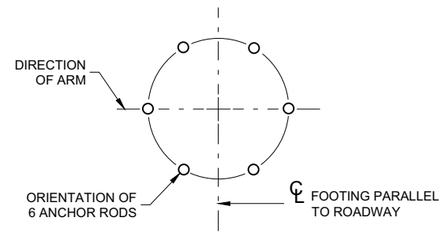


DUMBBELL VIBRATION DAMPER

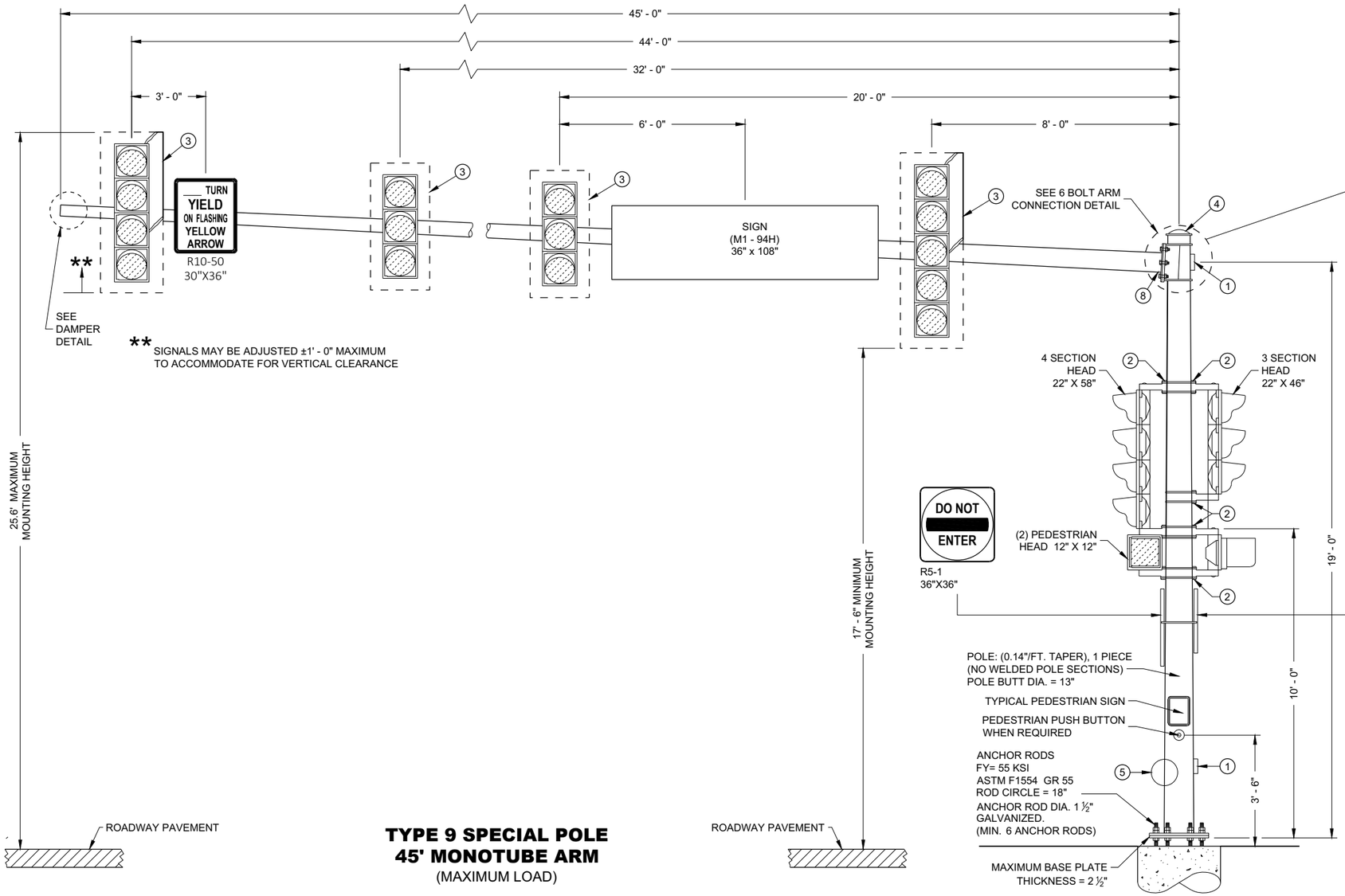


FLAT VIBRATION DAMPER

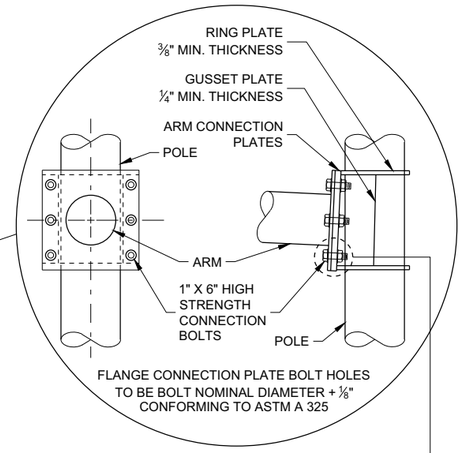
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



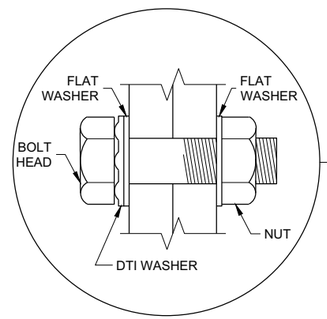
ANCHOR ROD LOCATION



TYPE 9 SPECIAL POLE 45' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 9 SPECIAL POLE 45' MONOTUBE ARM

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DEPARTMENT OF TRANSPORTATION

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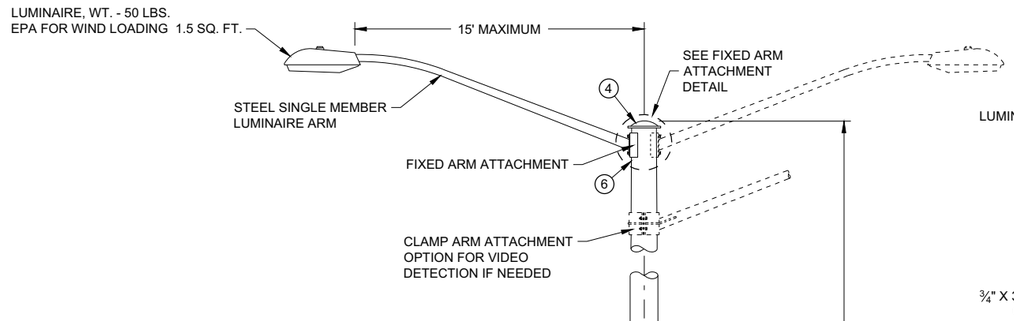
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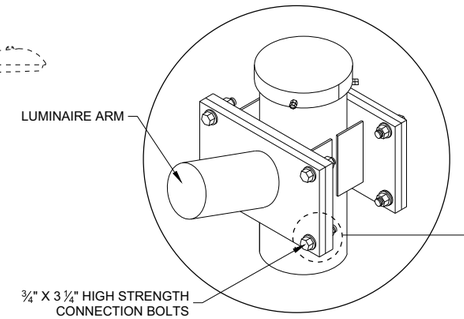
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SDD 09E08 - 09d

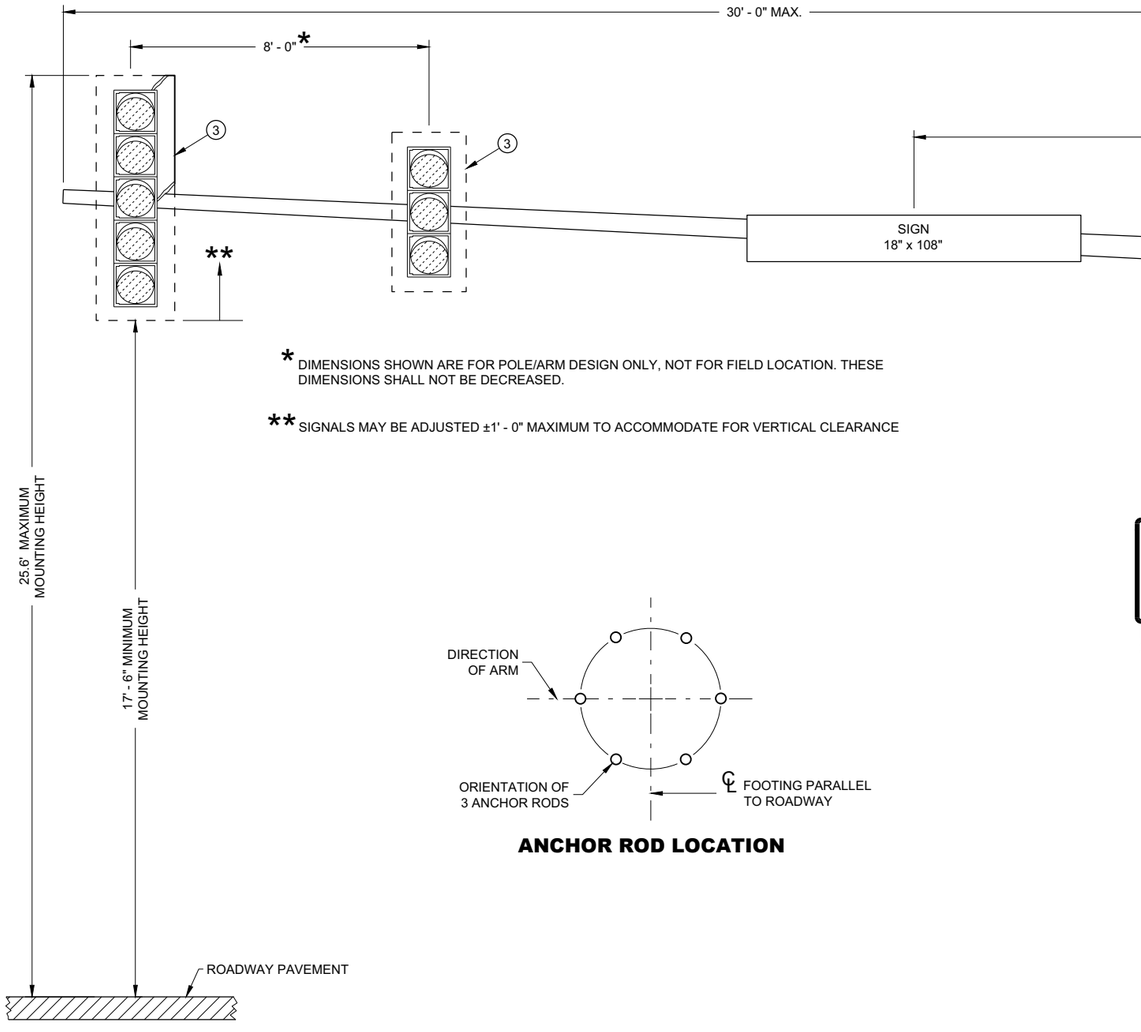
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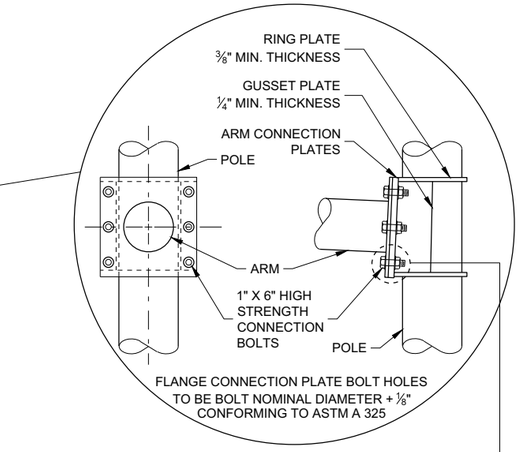
FIXED ARM ATTACHMENT DETAIL



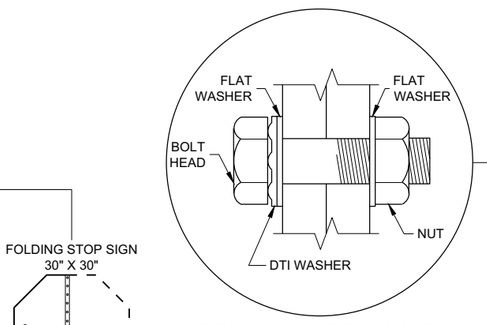
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

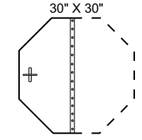
ANCHOR ROD LOCATION



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30 MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

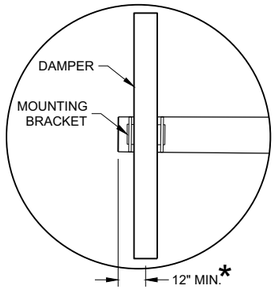
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STATE ELECTRICAL ENGI 572

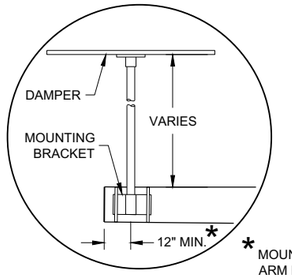
FHWA

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SDD 09E08 - 09e

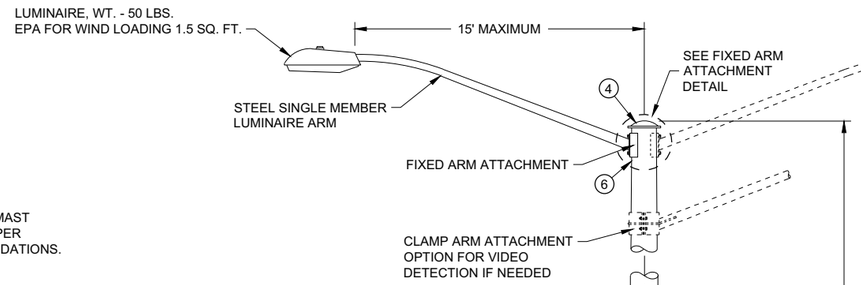


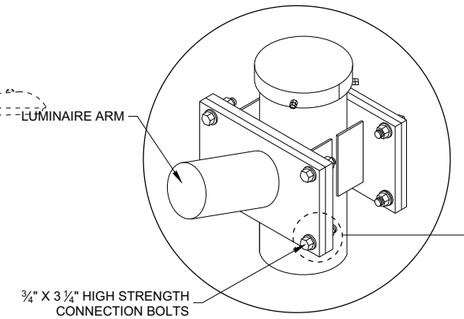
DUMBBELL VIBRATION DAMPER



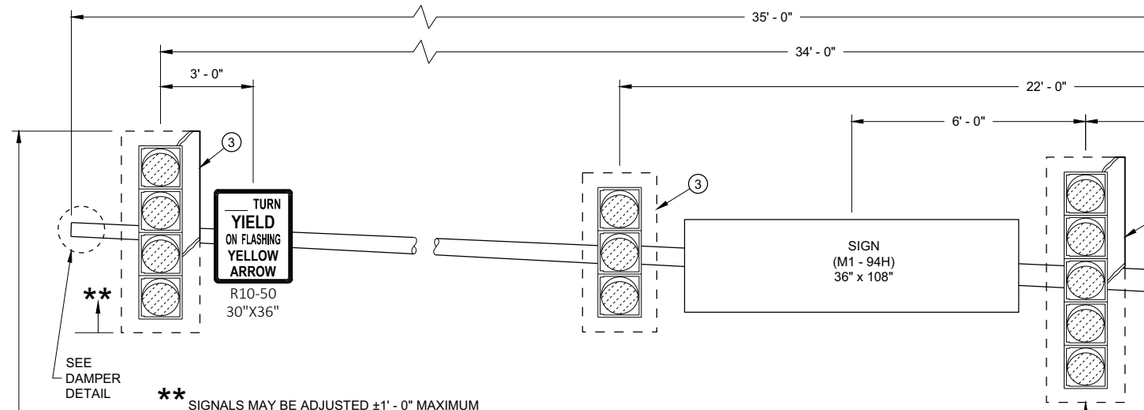
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

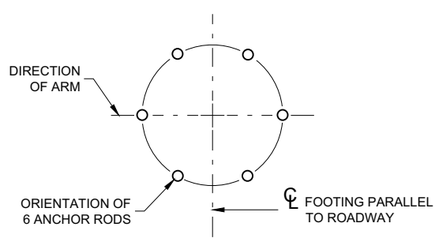




FIXED ARM ATTACHMENT DETAIL

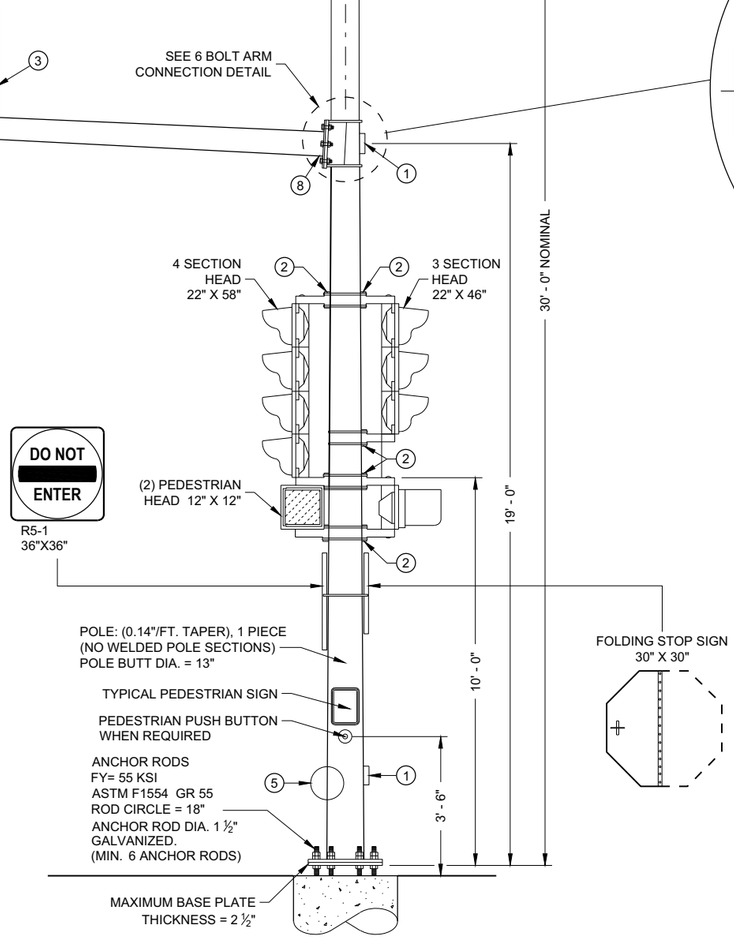


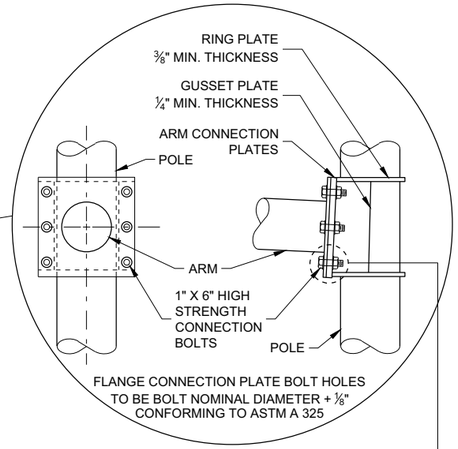
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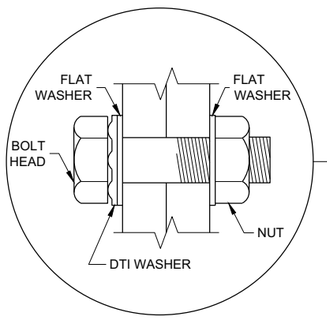
ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)





6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

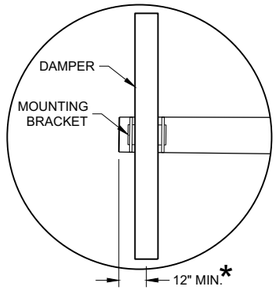
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

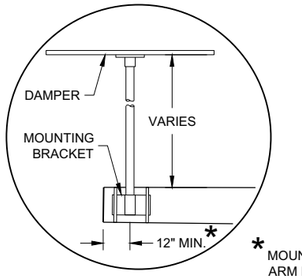
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 573

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SDD 09E08 - 09f

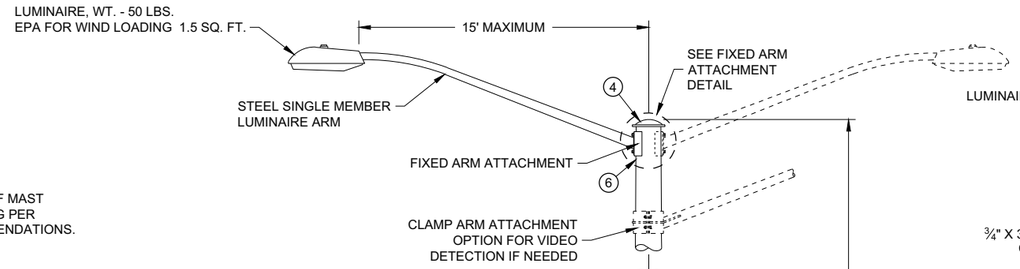


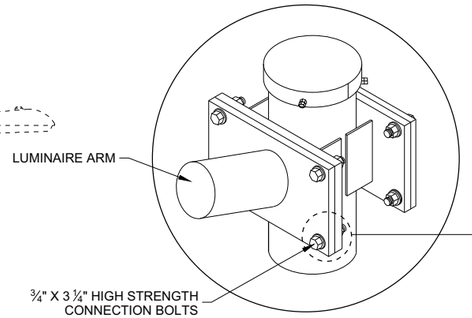
DUMBBELL VIBRATION DAMPER



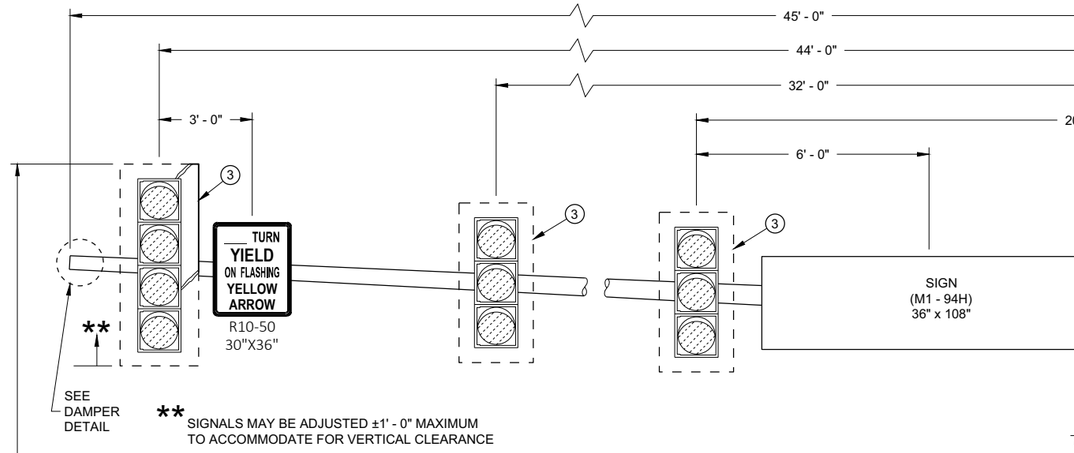
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

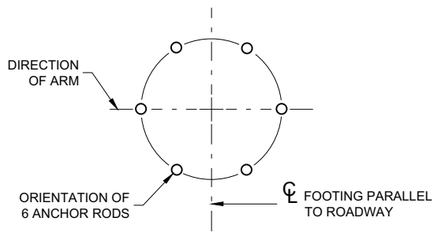




FIXED ARM ATTACHMENT DETAIL

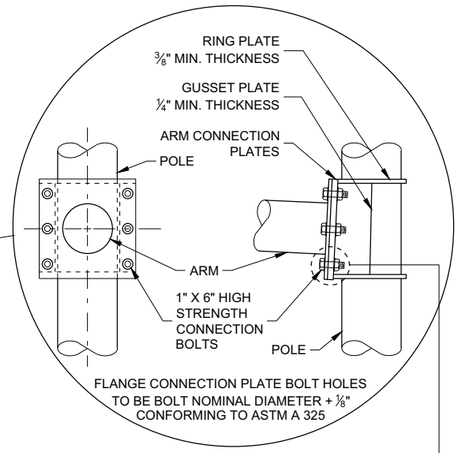


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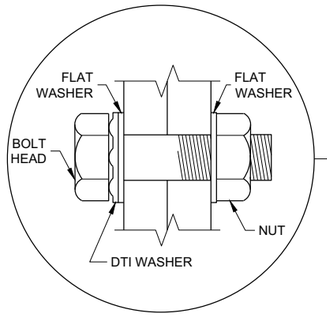


ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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DATE

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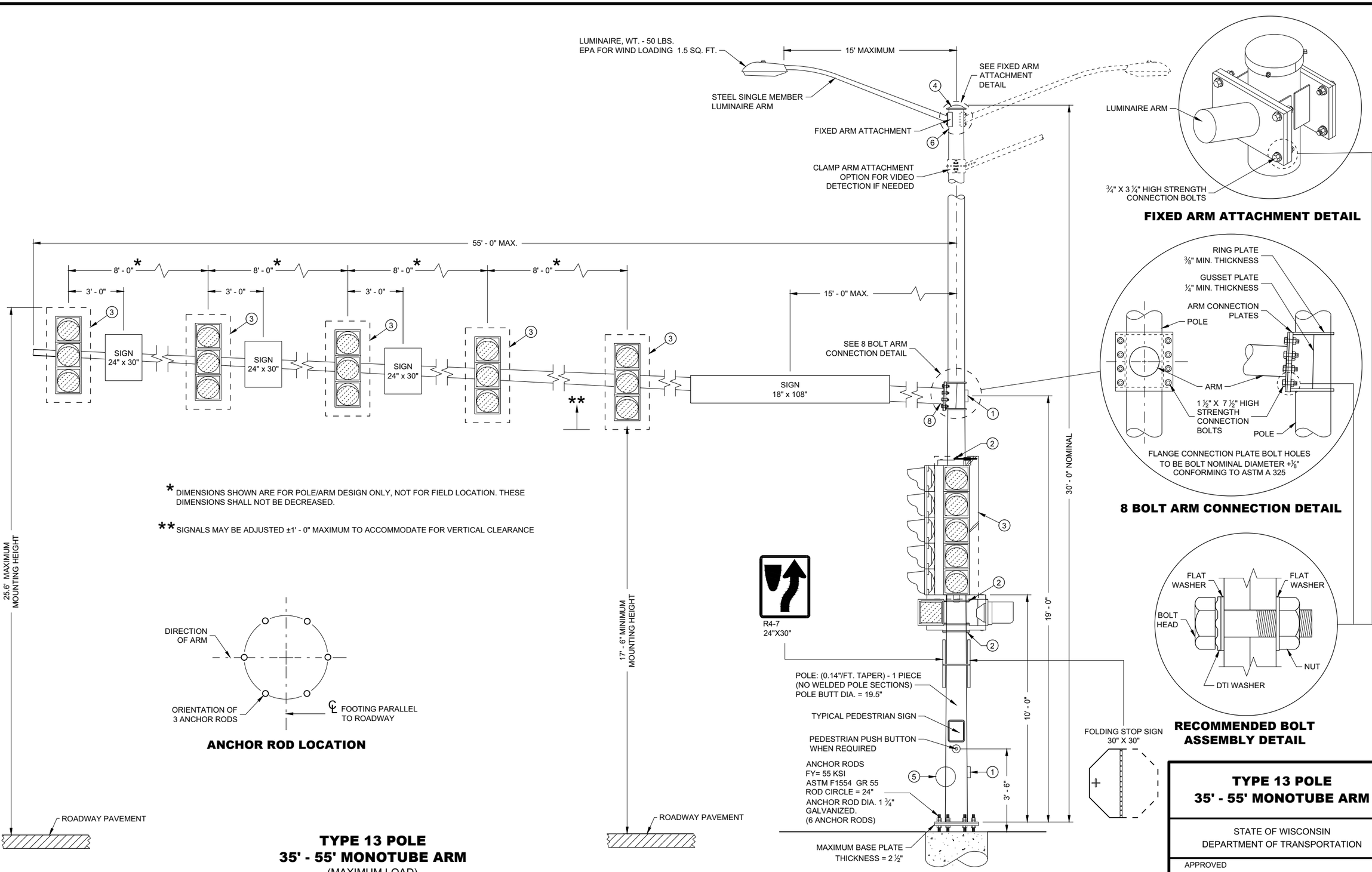
FHWA

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SDD 09E08 - 08h

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SDD 09E08 - 08h



FIXED ARM ATTACHMENT DETAIL

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE

ANCHOR ROD LOCATION

TYPE 13 POLE
35' - 55' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

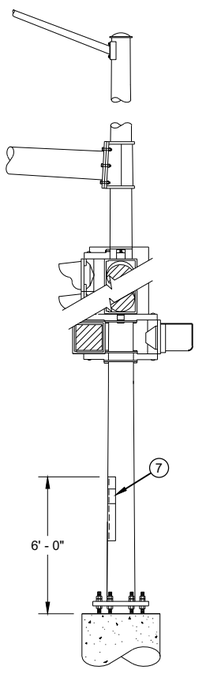
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

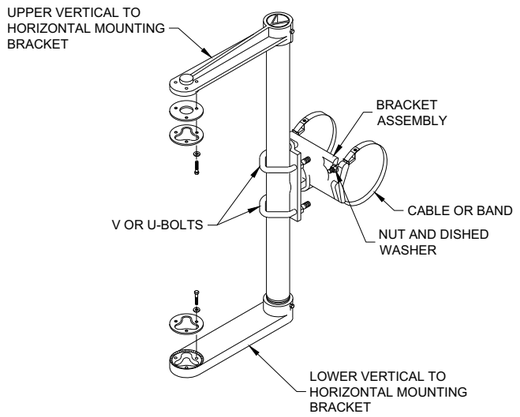
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

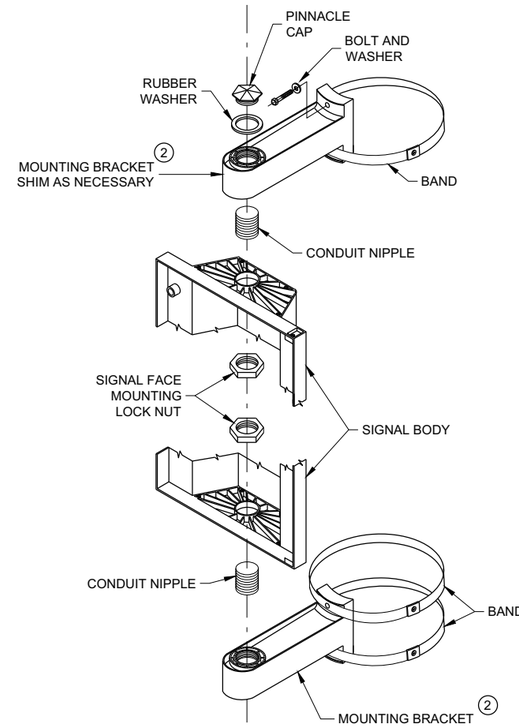


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

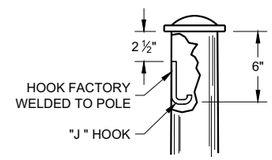
(MOUNT PER MANFACTURER'S RECOMMENDATION)

TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

576

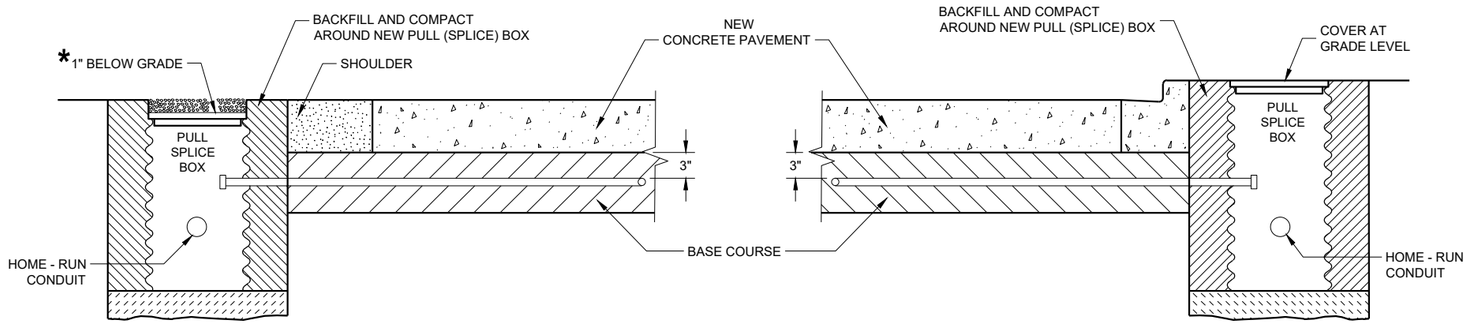
FHWA

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SDD 09E08 - 09k

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SDD 09E08 - 09k



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

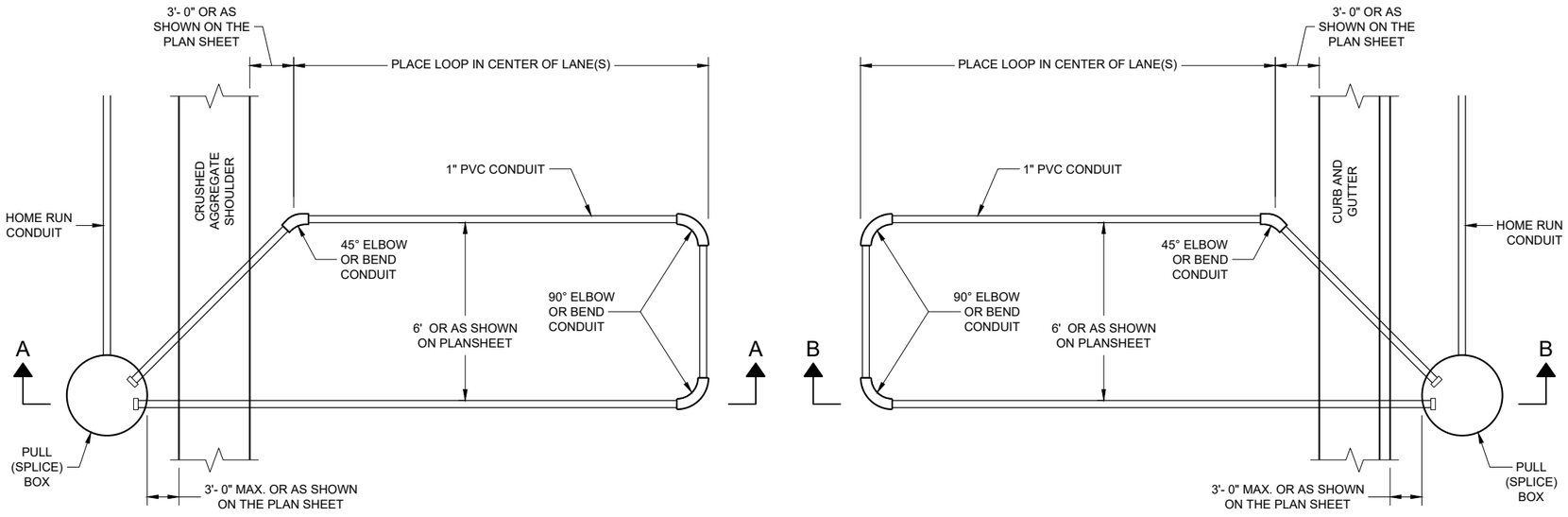
THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

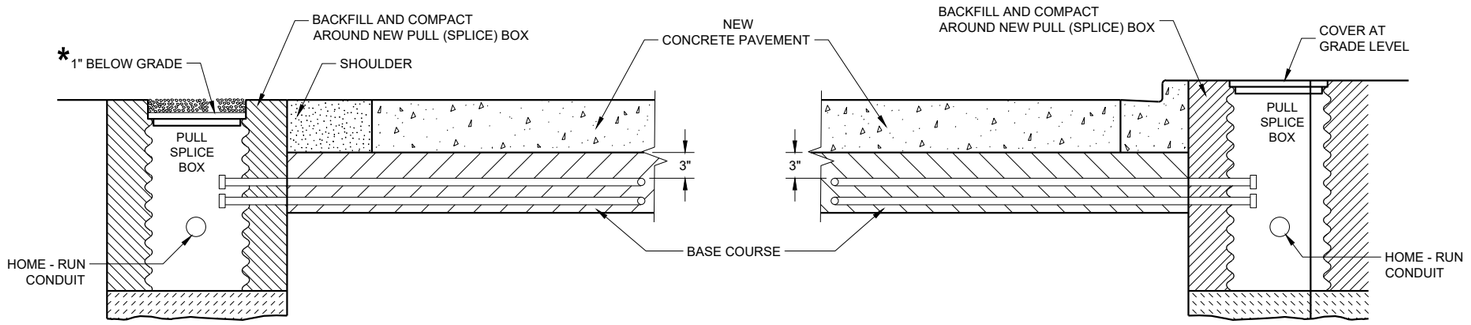
APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 577
FHWA

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SDD 09F15 - 04a

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SDD 09F15 - 04a



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

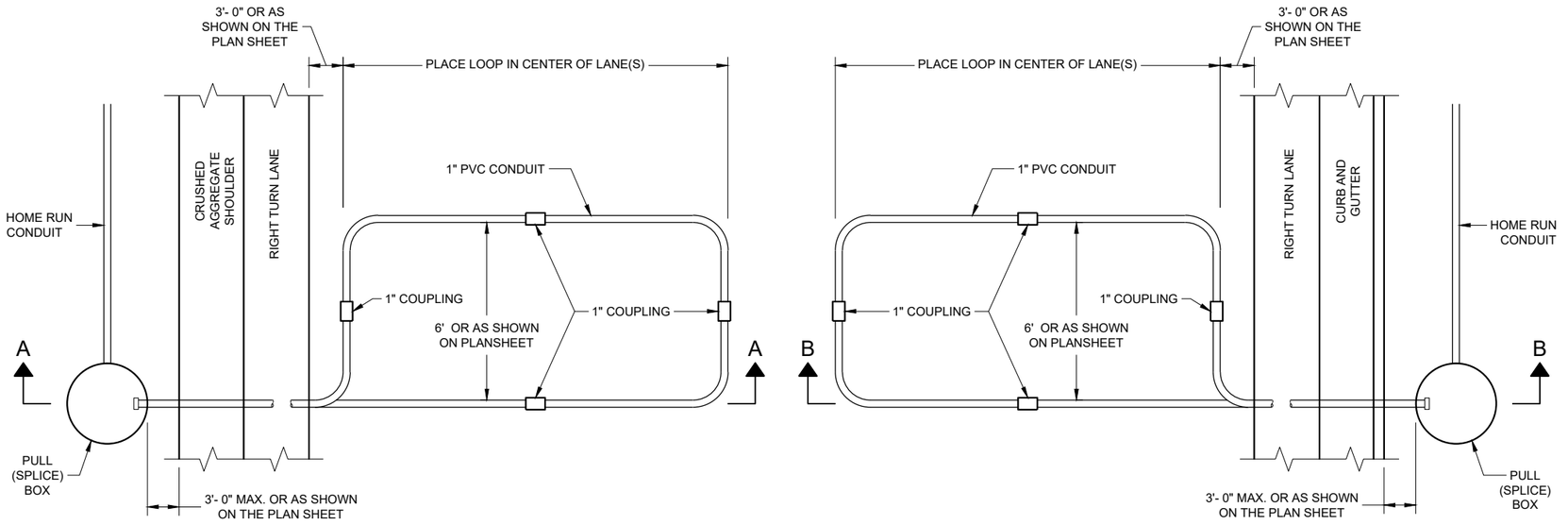
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

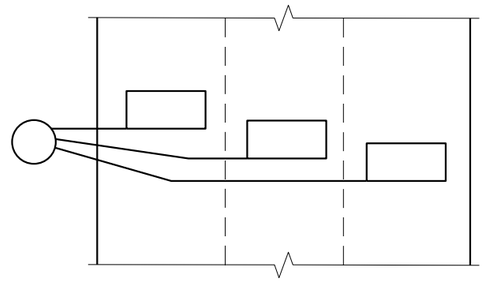
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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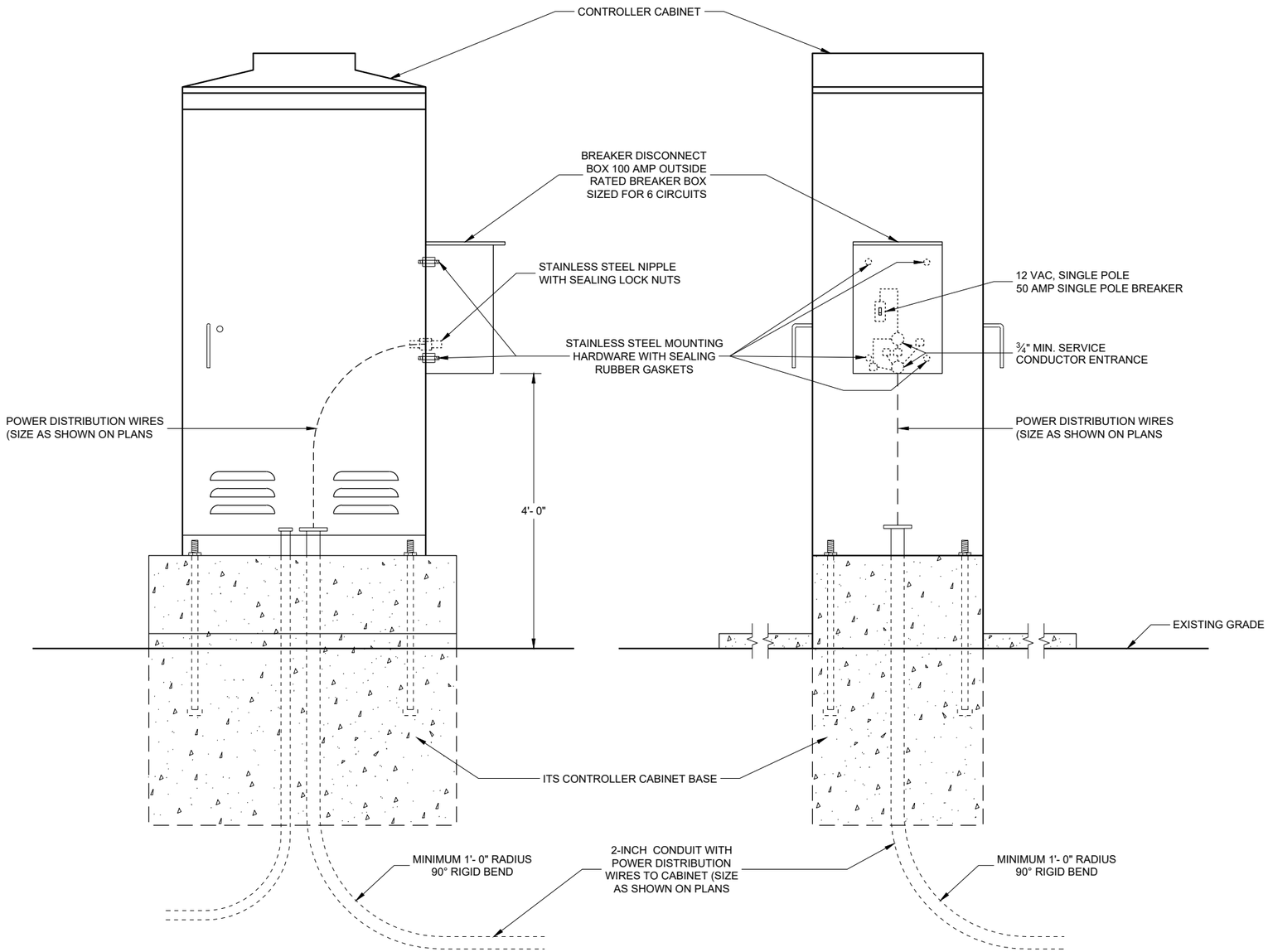
SDD 09F15 - 04b

SDD 09F15 - 04b

GENERAL NOTES

MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

UP TO THREE BREAKERS WILL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER DISCONNECT BOX.



FRONT VIEW **SIDE VIEW**

CIRCUIT BREAKER DISCONNECT BOX INSTALLATION

CABLE BREAKER DISCONNECT BOX INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI 579
FHWA

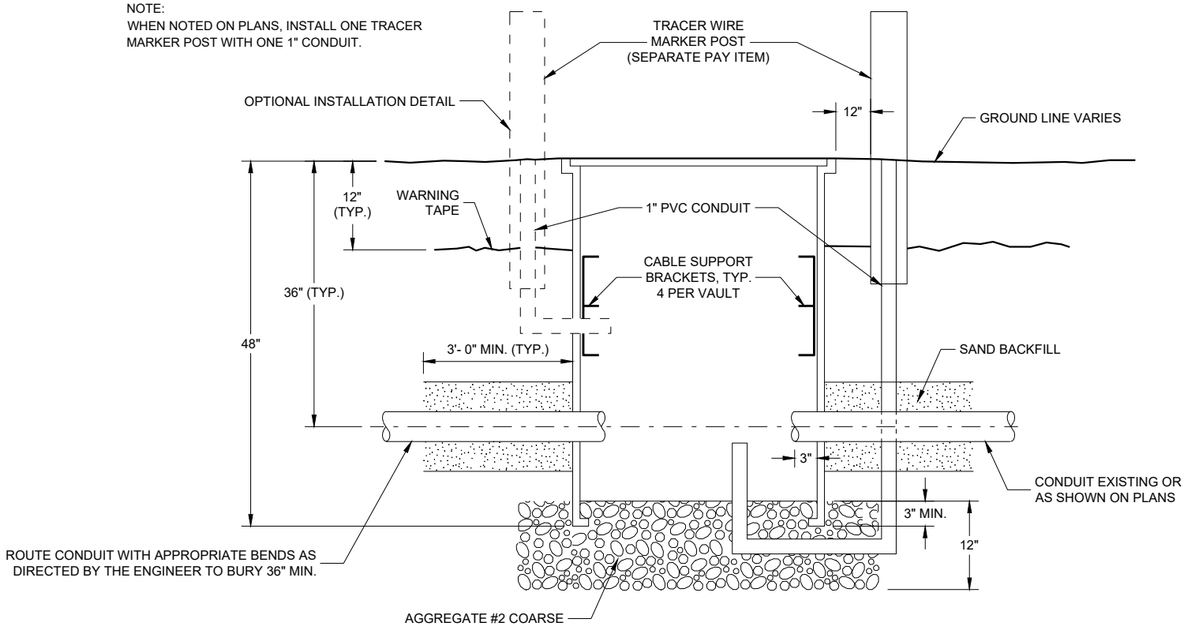
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SDD 09H05 - 01

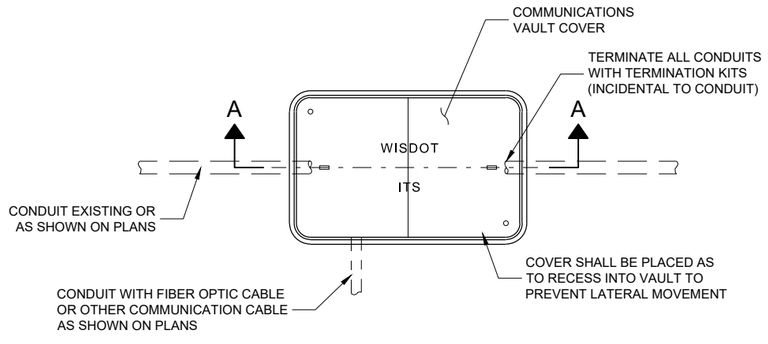
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SDD 09H05 - 01

NOTE:
WHEN NOTED ON PLANS, INSTALL ONE TRACER MARKER POST WITH ONE 1" CONDUIT.



SECTION A - A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

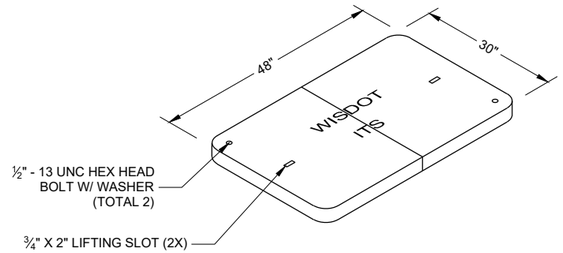
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

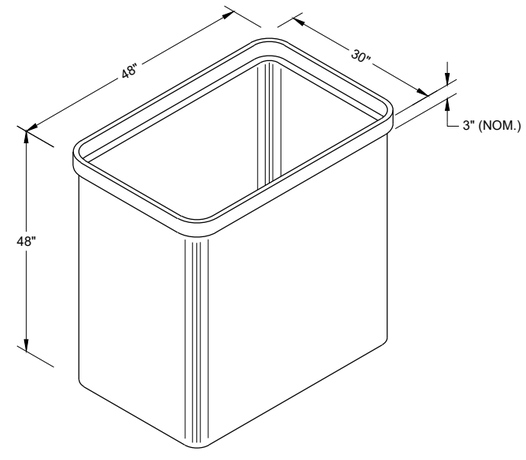
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.





ISOMETRIC VIEW

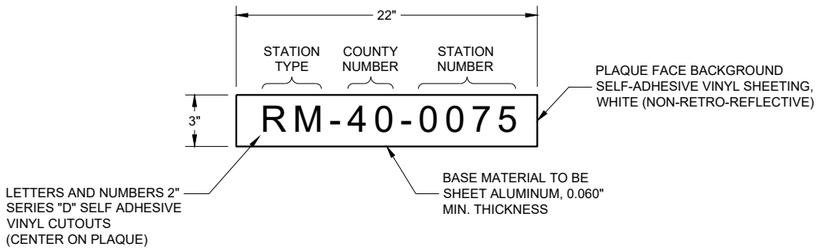
COMMUNICATION VAULT TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI 580
FHWA	

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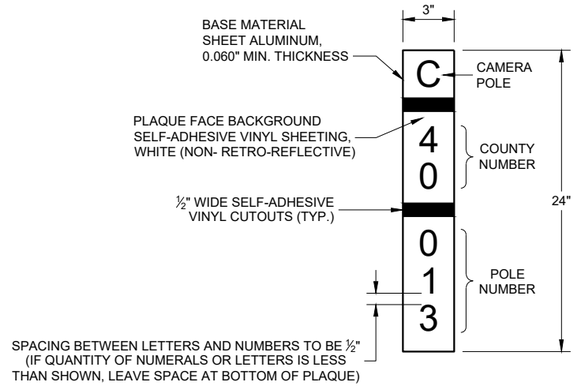
SDD 09H09 - 02

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SDD 09H09 - 02



CONTROL CABINET IDENTIFICATION PLAQUE DETAIL



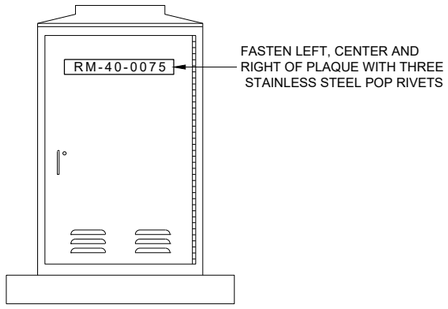
POLE IDENTIFICATION PLAQUE DETAIL

GENERAL NOTES

1. TWO PLAQUES PER CABINET REQUIRED ON CONTROL CABINET.
2. FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
3. FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE 2 , FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
4. COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.

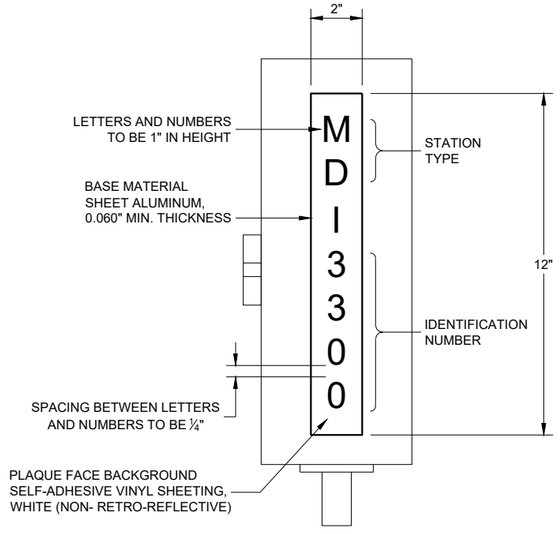
LEGEND STATION TYPE

RM - RAMP METER
CCTV - CLOSED CIRCUIT TELEVISION
ATR - AUTOMATIC TRAFFIC RECORDER
SDS - SYSTEM DETECTOR STATION
MD - MICROWAVE DETECTOR



CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)



MICROWAVE DETECTOR FIELD CABINET IDENTIFICATION PLAQUE DETAIL

IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 581
FHWA

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SDD 09H11 - 01

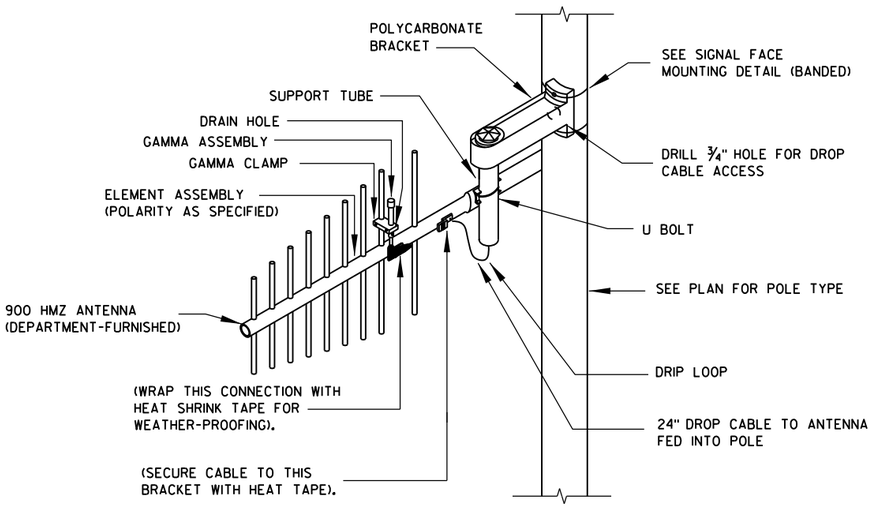
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SDD 09H11 - 01

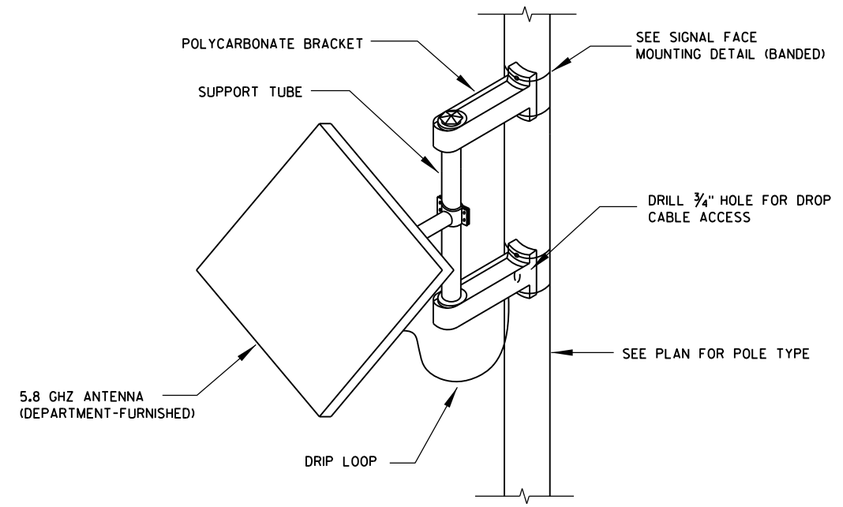
GENERAL NOTES

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

ALL MOUNTING EQUIPMENT REQUIRED IS INCIDENTIAL TO BID ITEM "INSTALL WIRELESS ANTENNA".



900 MHZ ANTENNA



5.8 GHZ ANTENNA

INSTALL WIRELESS ANTENNA

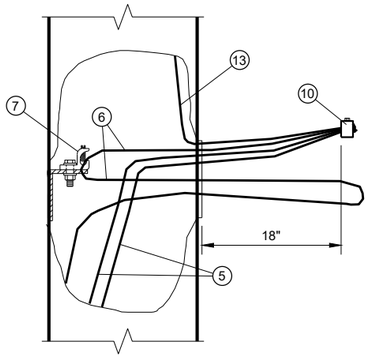
INSTALL WIRELESS ANTENNA	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

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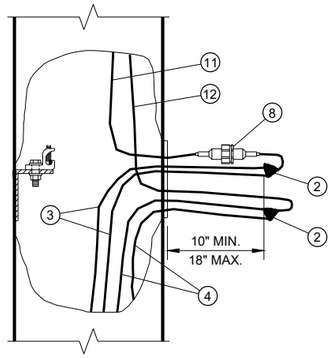
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S.D.D. 9 H 16-1

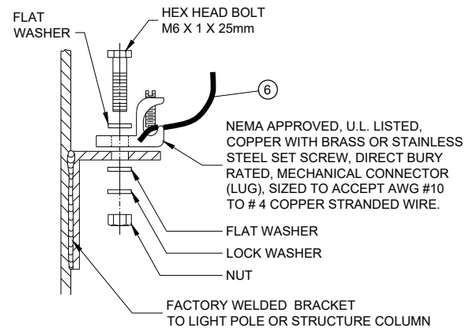


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

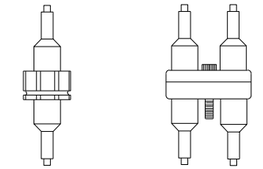
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



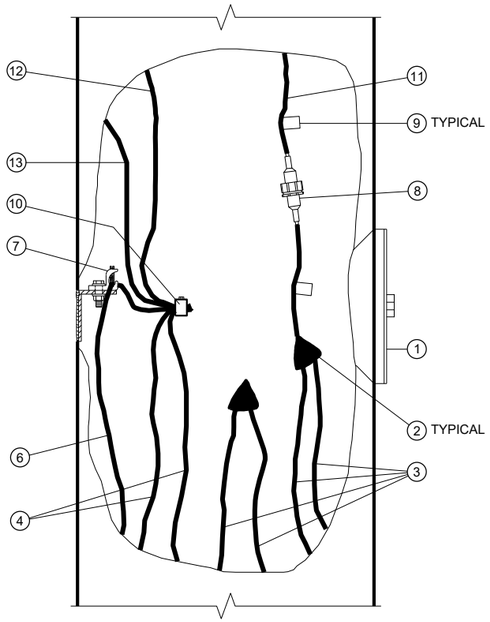
1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

CONDUCTOR COLOR CODES

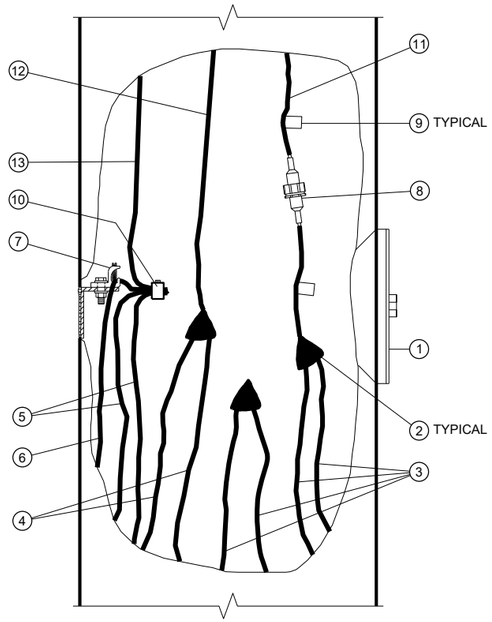
KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



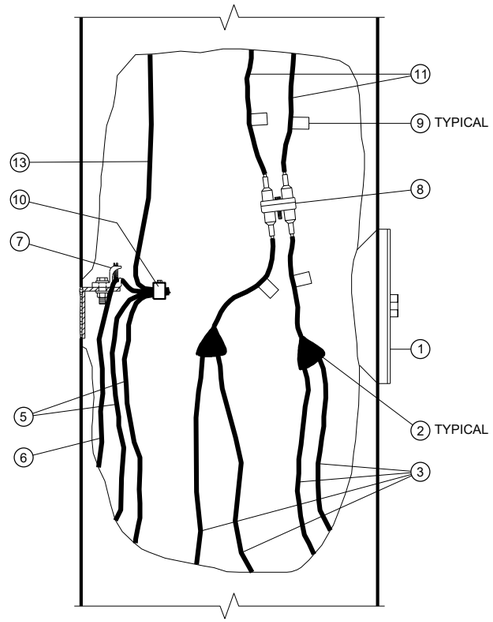
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-ϕ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-ϕ SHOWN; 3-ϕ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE TO PHASE SYSTEMS
1-ϕ SHOWN; 3-ϕ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

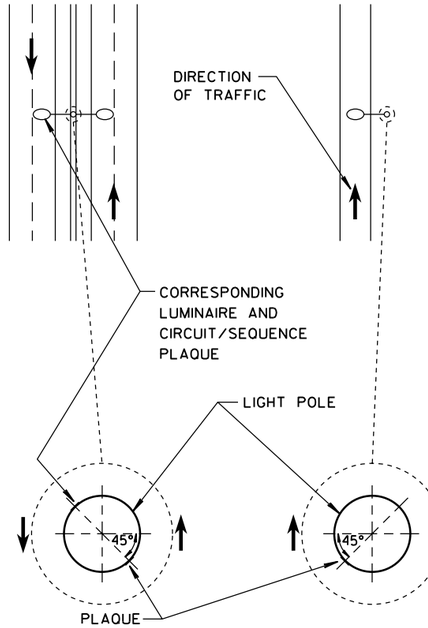
APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 583

FHWA

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SDD 10A01 - 04



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

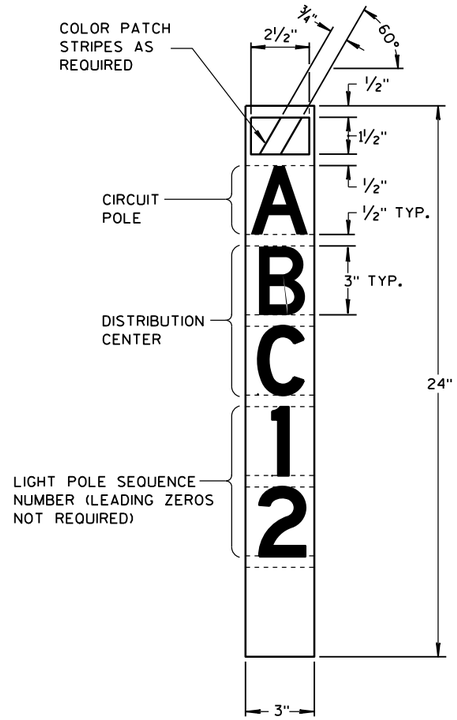
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

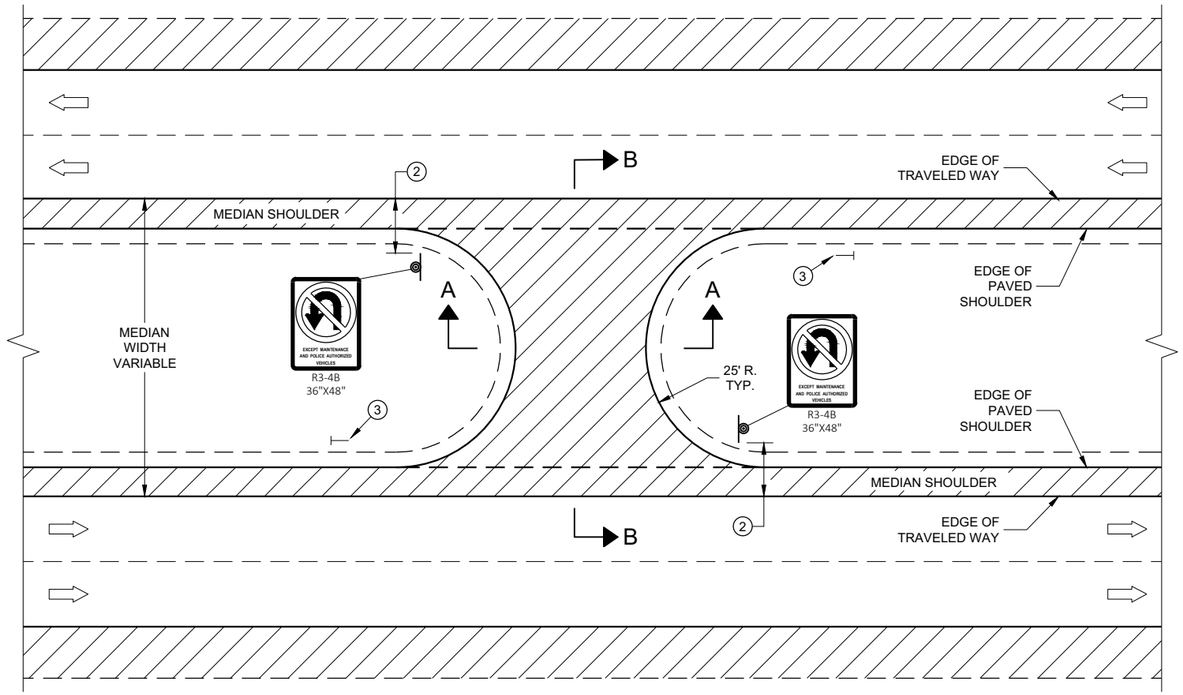
IDENTIFICATION PLAQUES LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

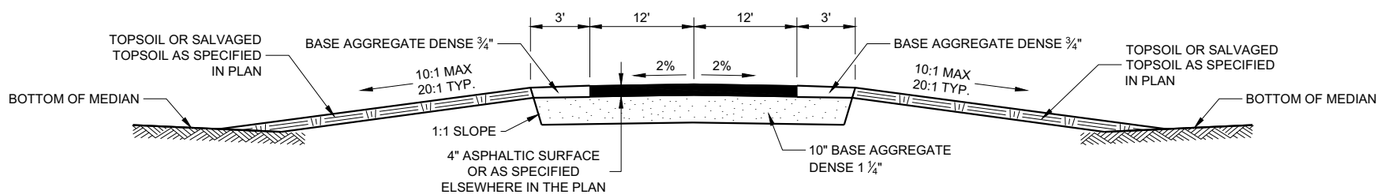
APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

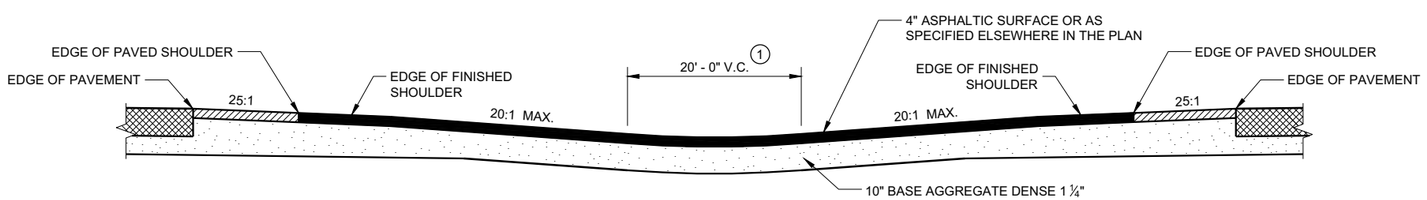
S.D.D. 10 A 2-3



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

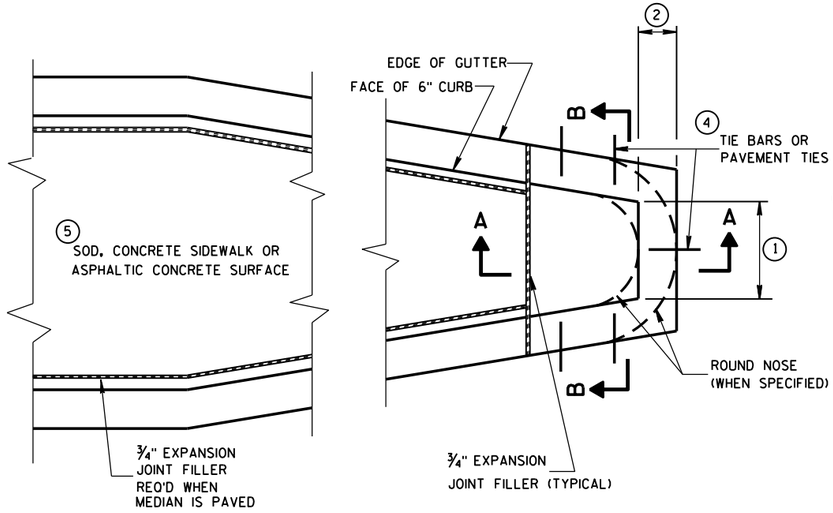
FHWA

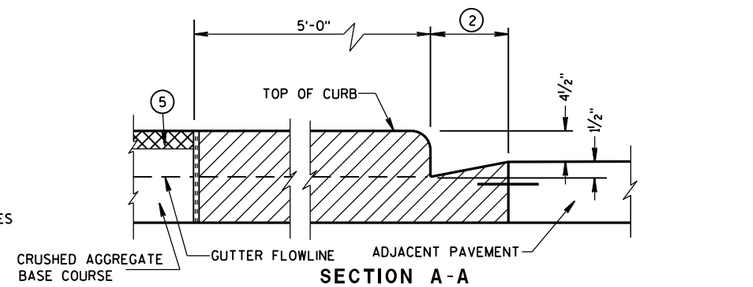
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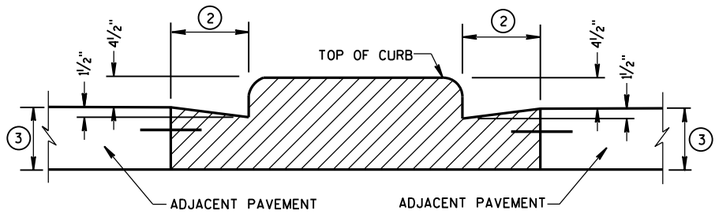
SDD 11A01 - 06

6

SDD 11A01 - 06







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

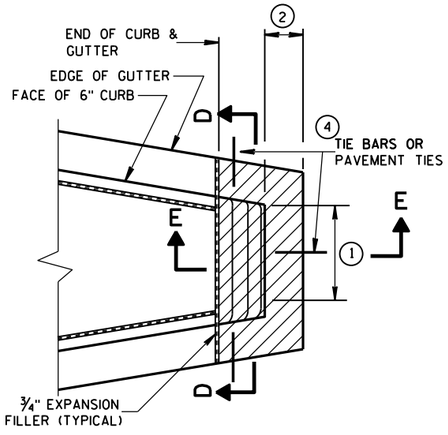
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

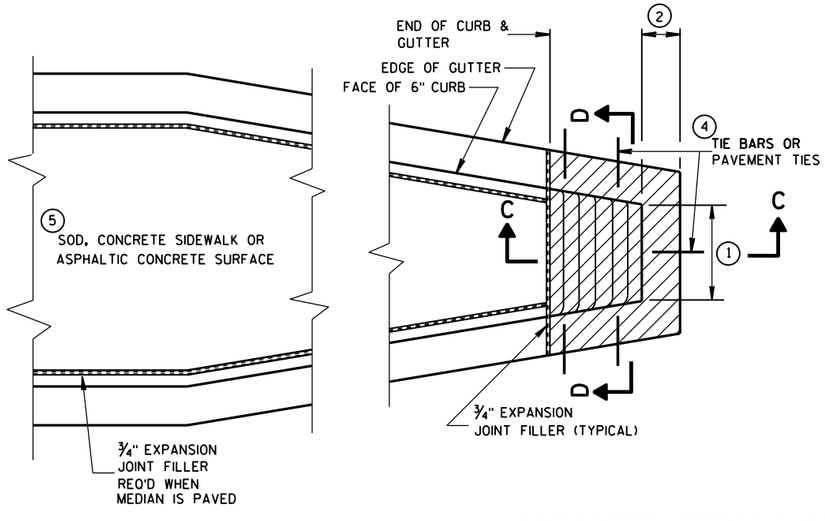
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

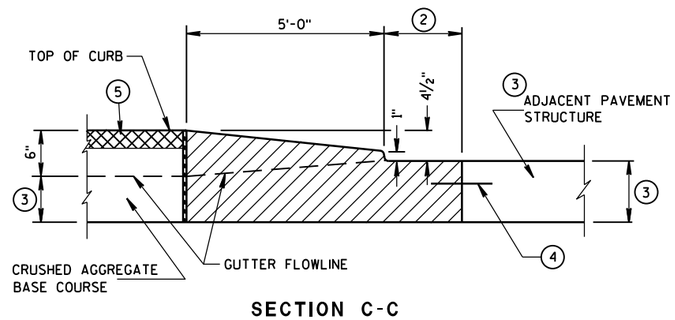
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

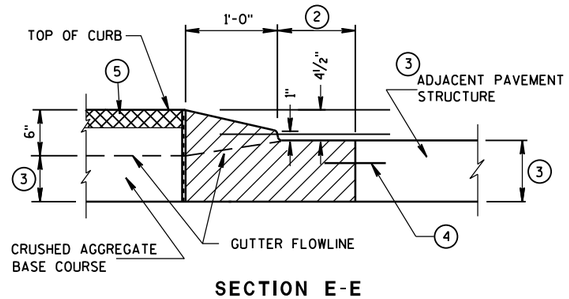
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



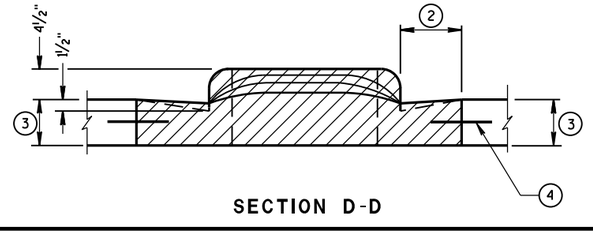






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

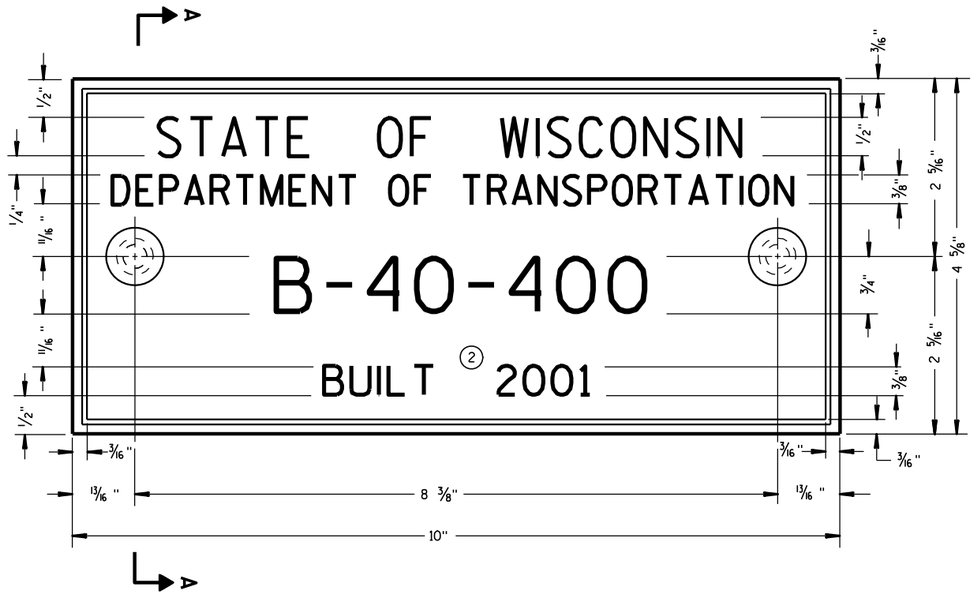
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

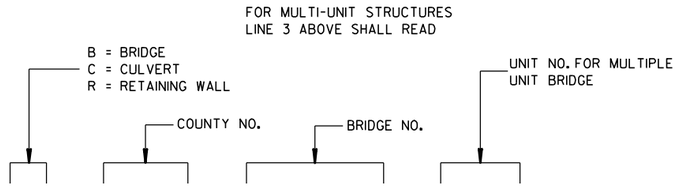
S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

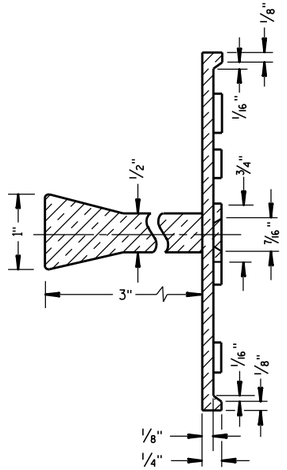
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

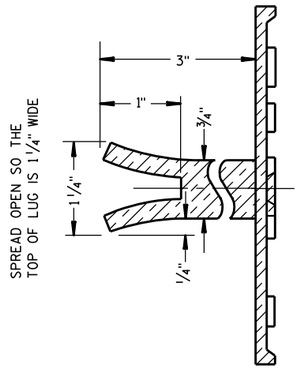
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

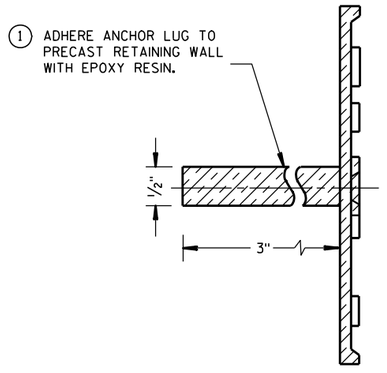
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

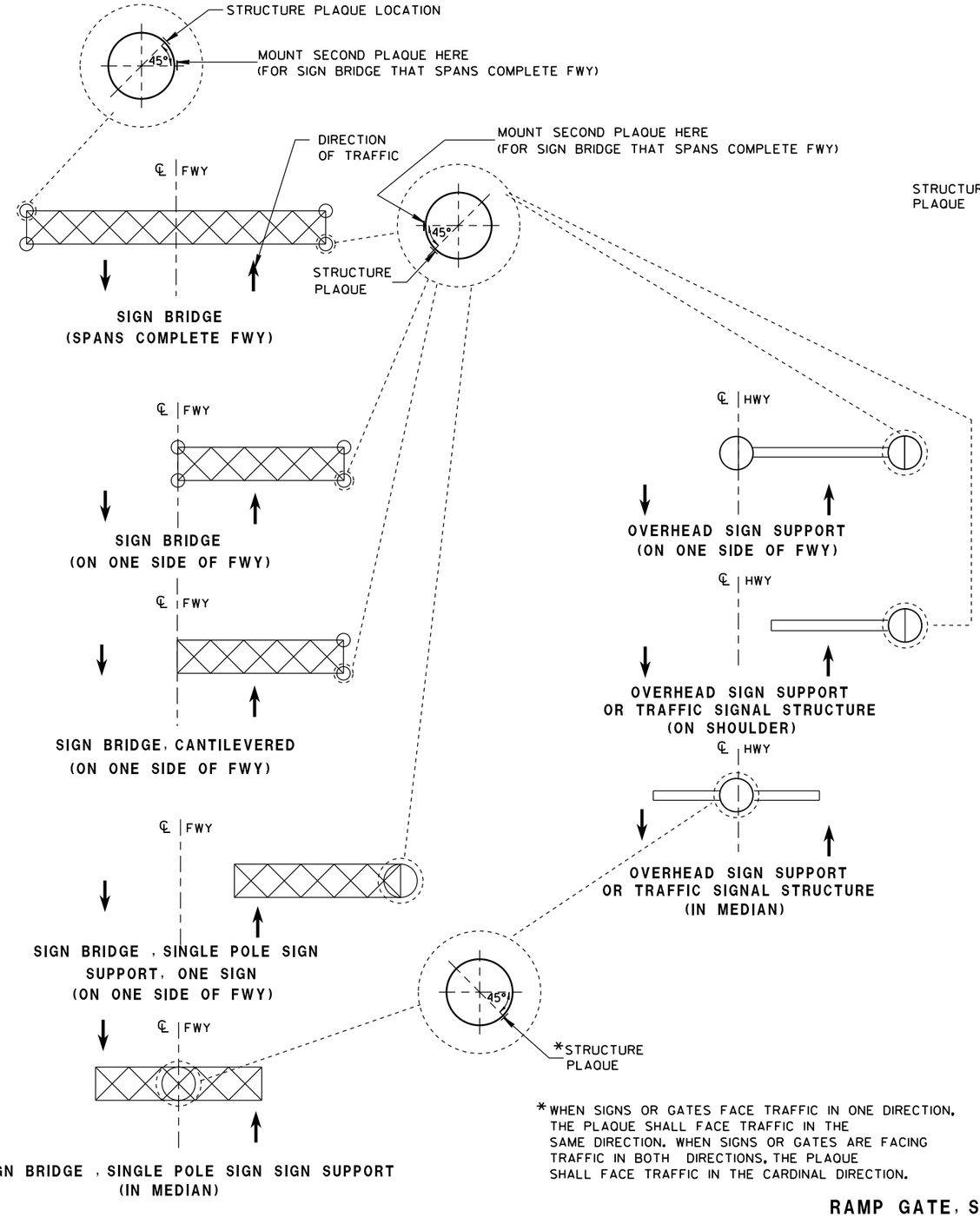
APPROVED

3/26/10 DATE — /S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

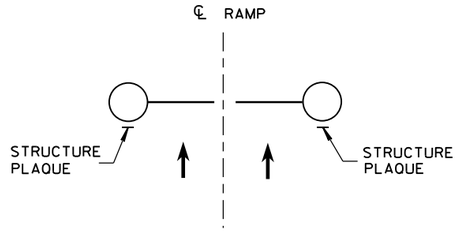
6

S.D.D. 12 A 3-10

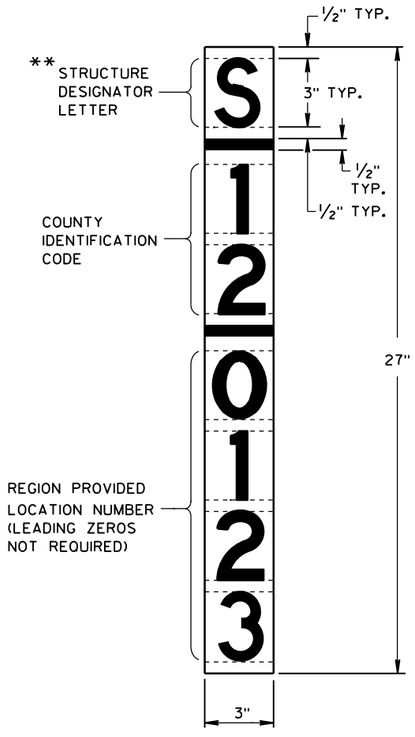


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

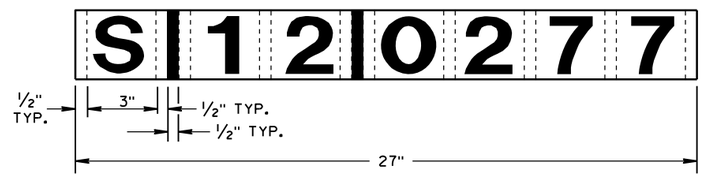
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

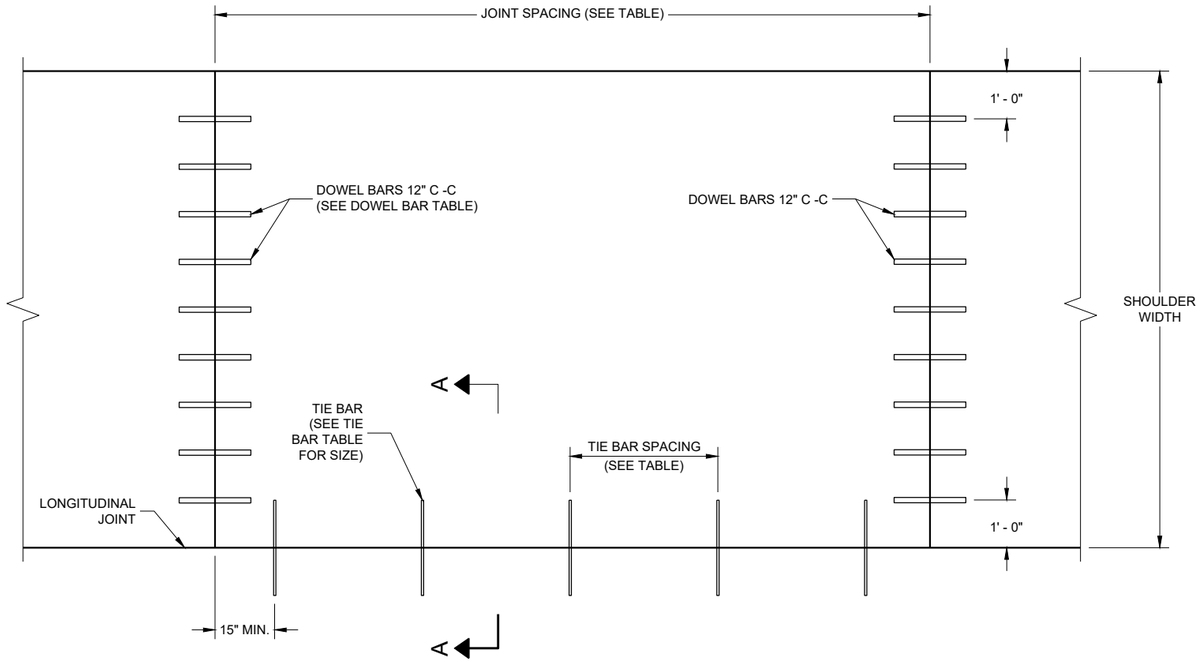
FHWA

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S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

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 BATS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES.

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** 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 FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

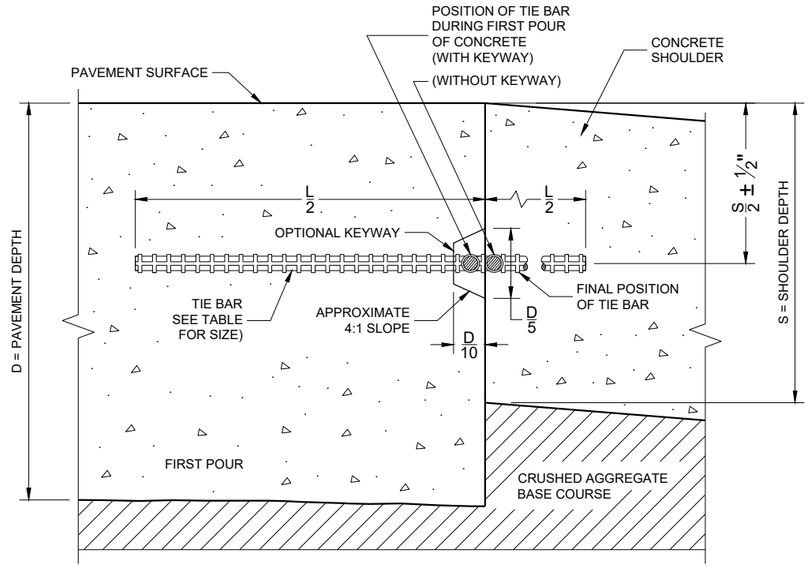
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND 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

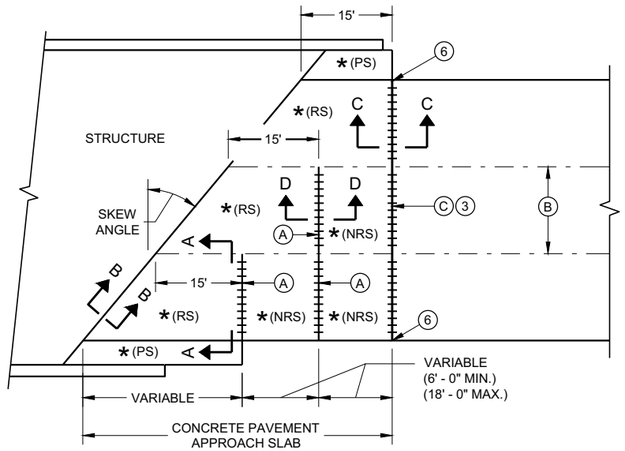
CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

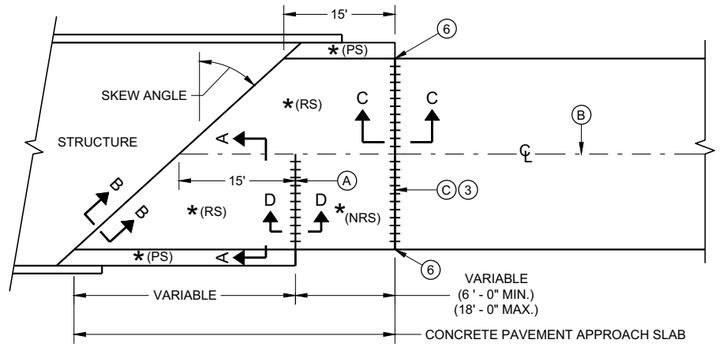
APPROVED
November 2022 — DATE
/S/ Peter Kemp — PAVEMENT SUPERVISOR
FHWA

SDD 13A03 - 07

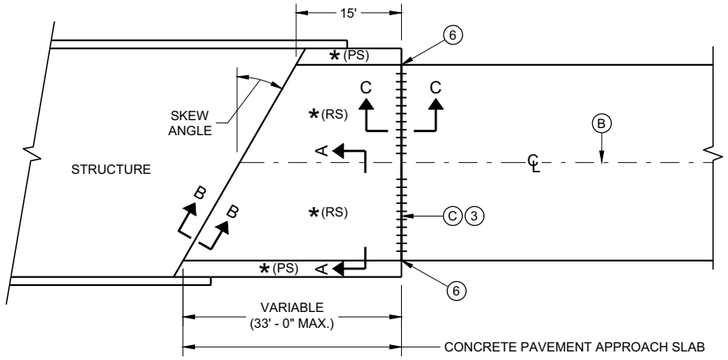
SDD 13A03 - 07



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

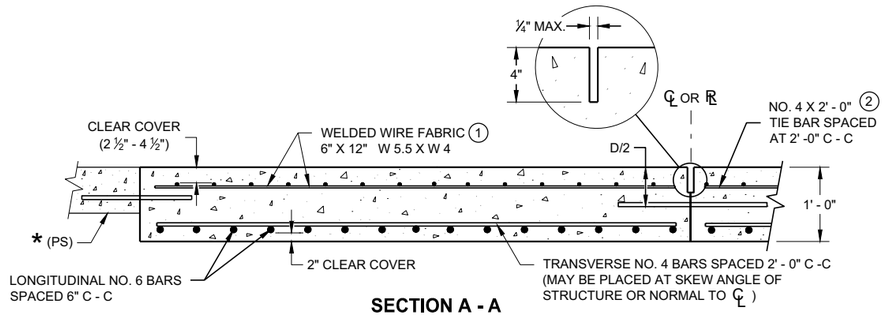
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

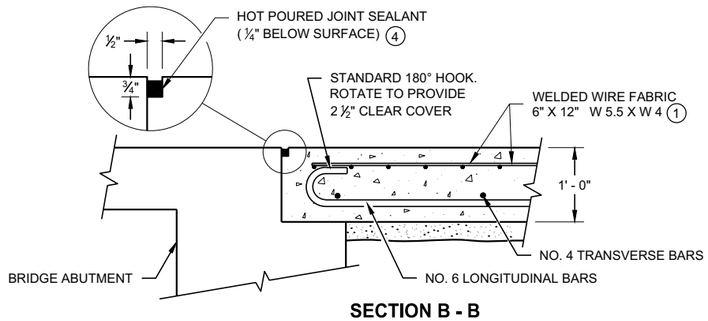
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

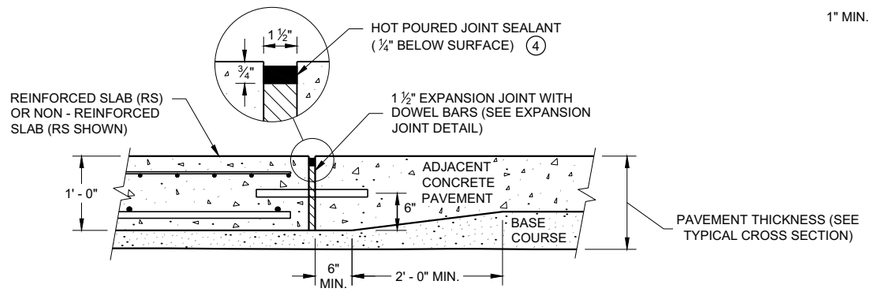
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



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.

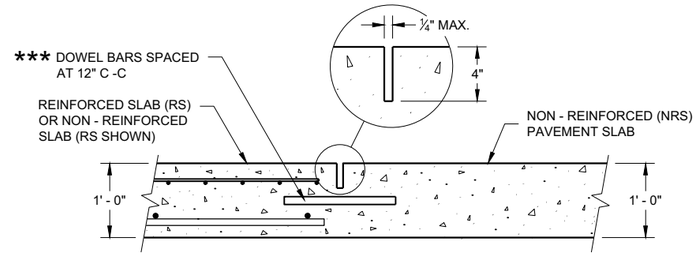
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

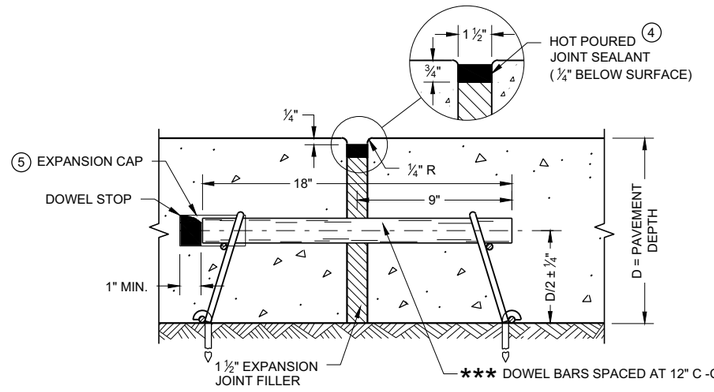
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(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

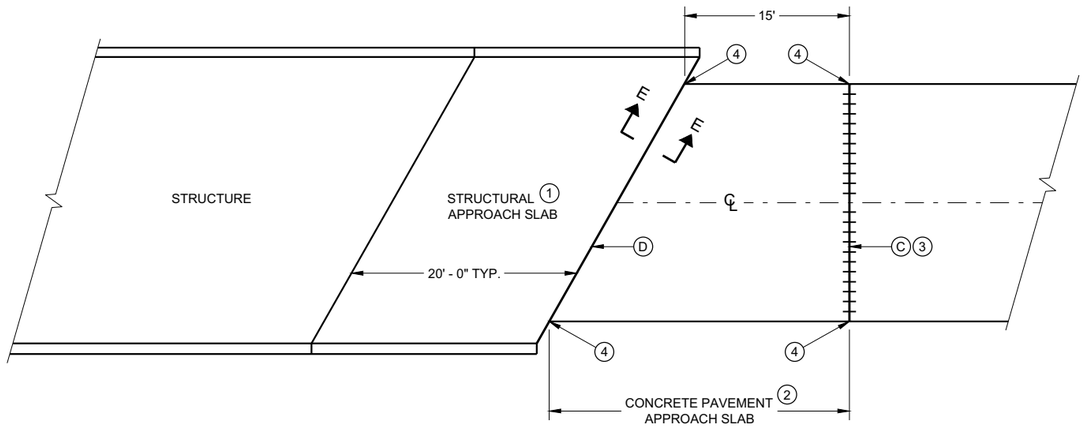
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SDD 13B02 - 09a

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BRIDGE APPROACHES

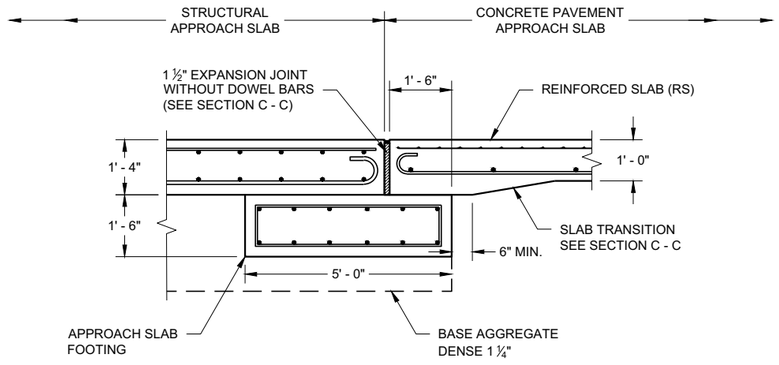
GENERAL NOTES

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)



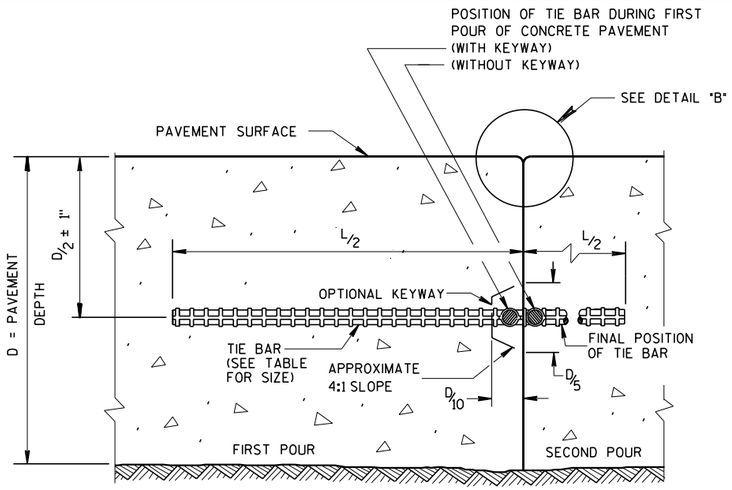
SECTION E - E
FOOTING DETAIL
STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

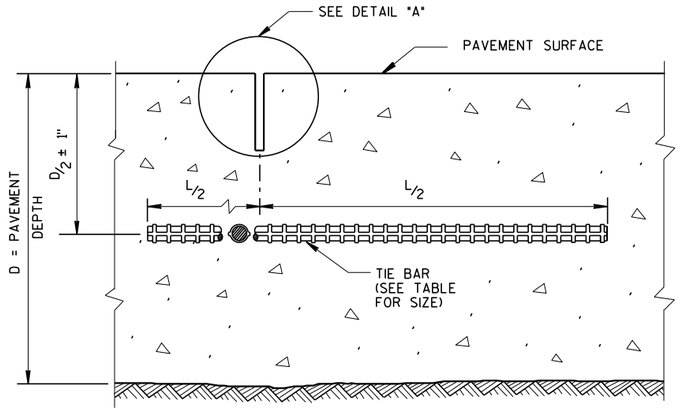
STATE OF WISCONSIN
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CONSTRUCTION JOINT



SAWED JOINT

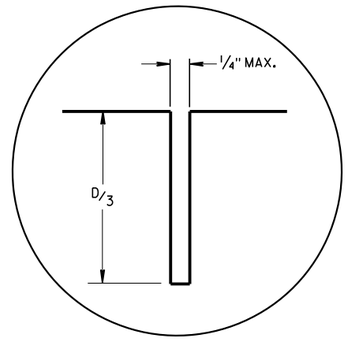
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

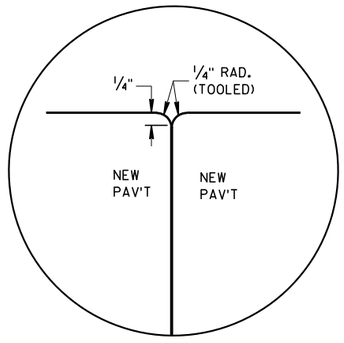
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

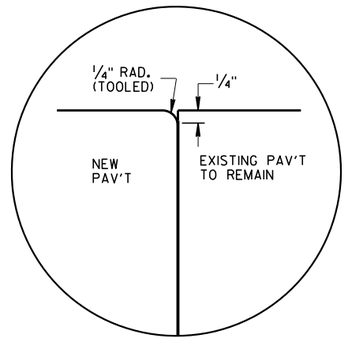
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



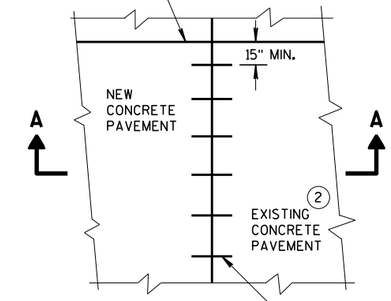
DETAIL "A"



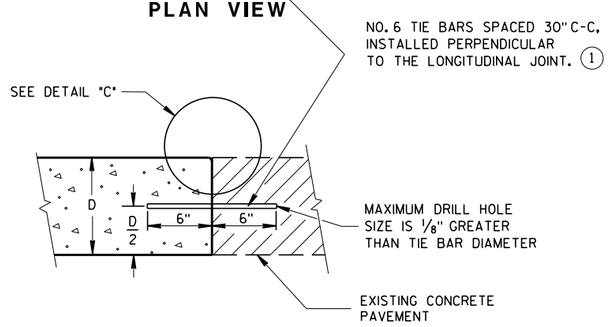
DETAIL "B"



DETAIL "C"



PLAN VIEW



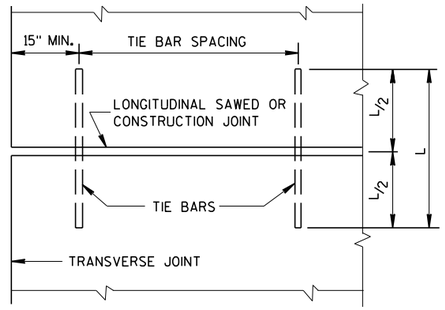
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

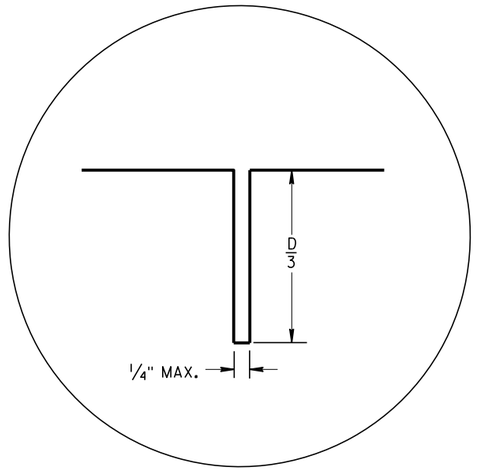
APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

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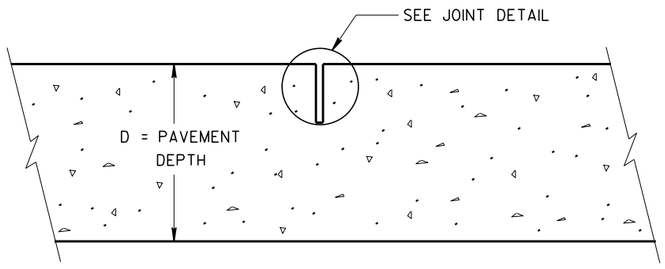
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19



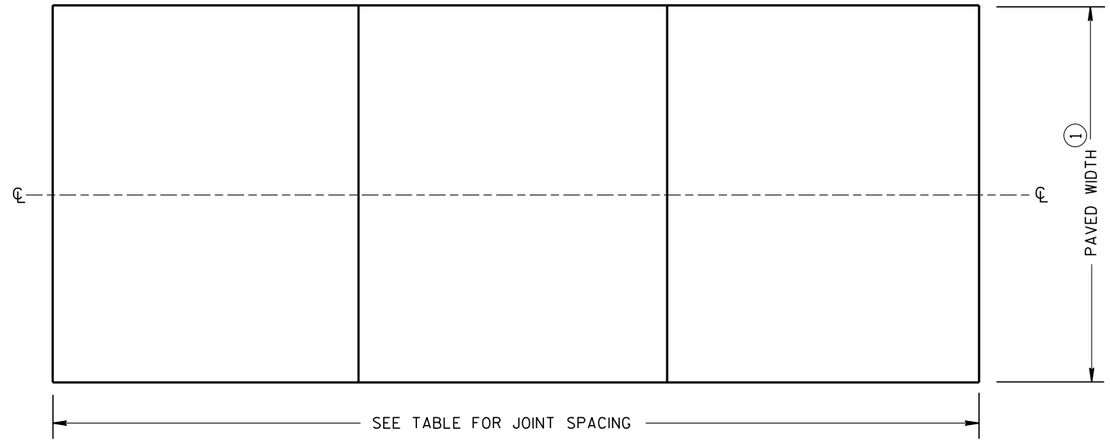
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

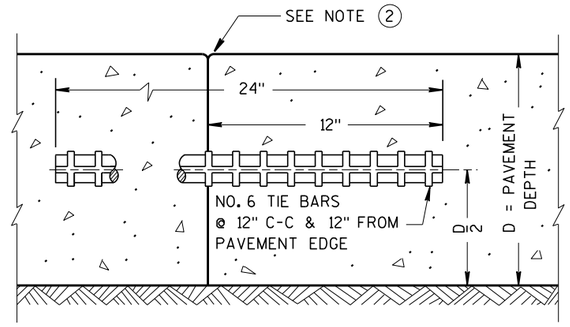
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

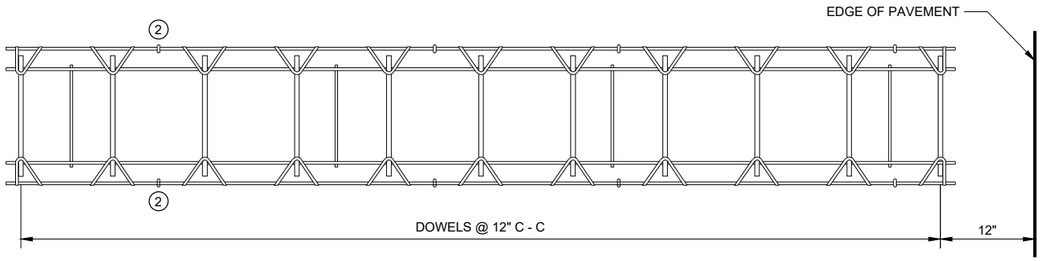
URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

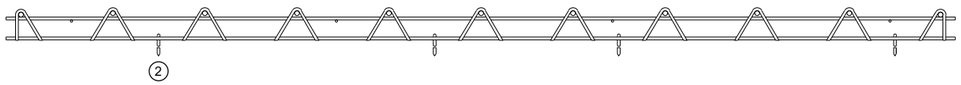
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPT
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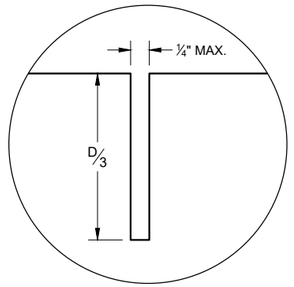


PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

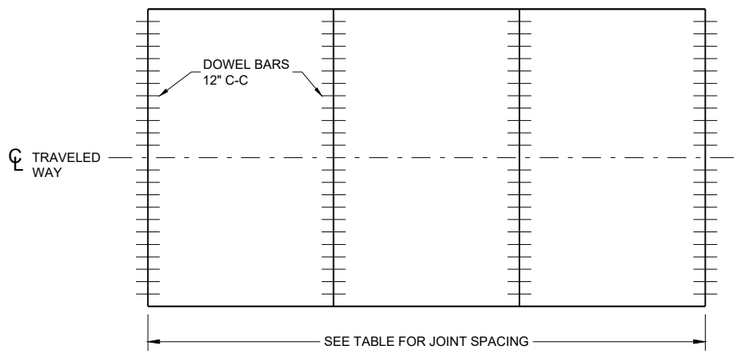
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

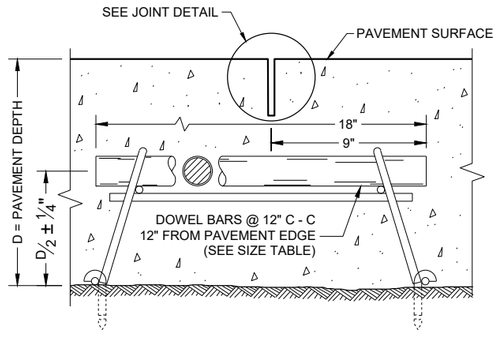
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



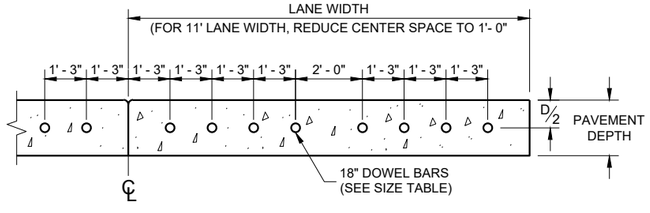
CONTRACTION JOINT LOCATIONS



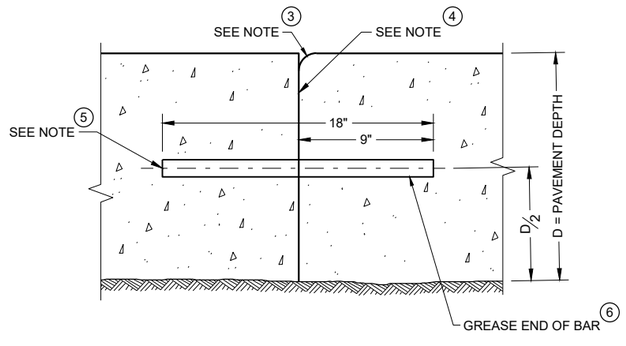
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

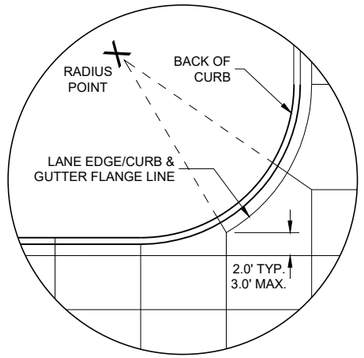
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

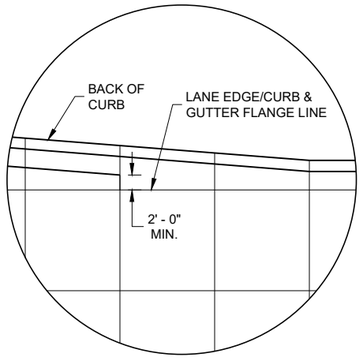
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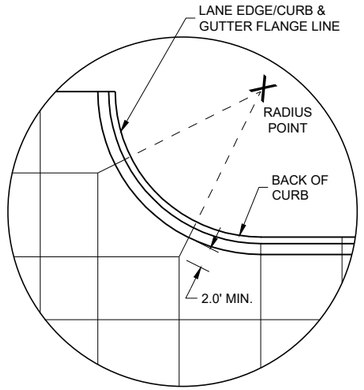
SDD 13C13 - 11



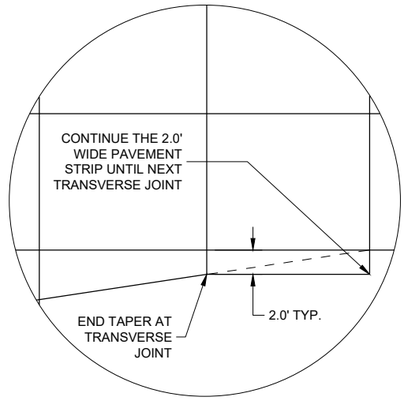
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

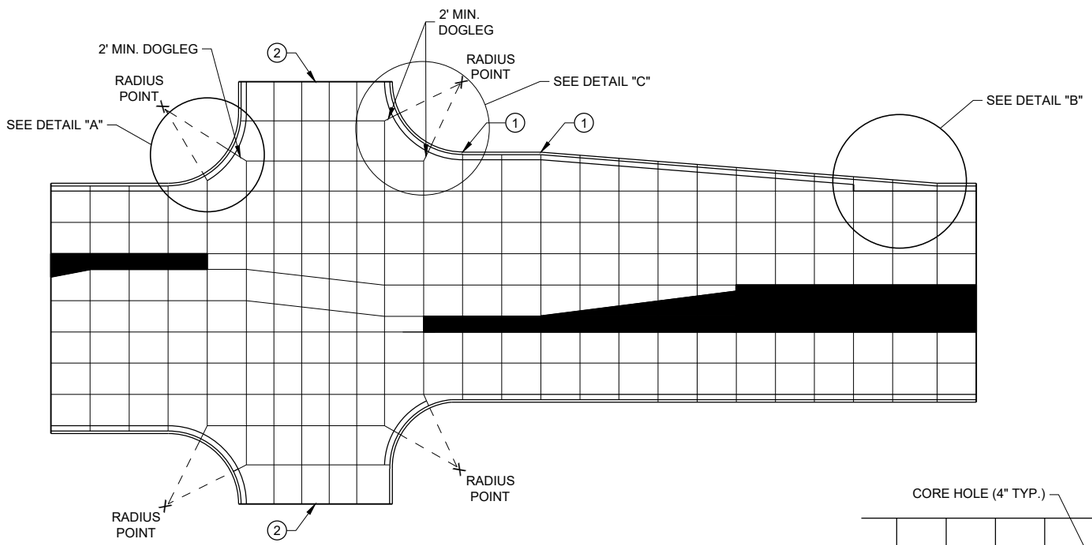
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

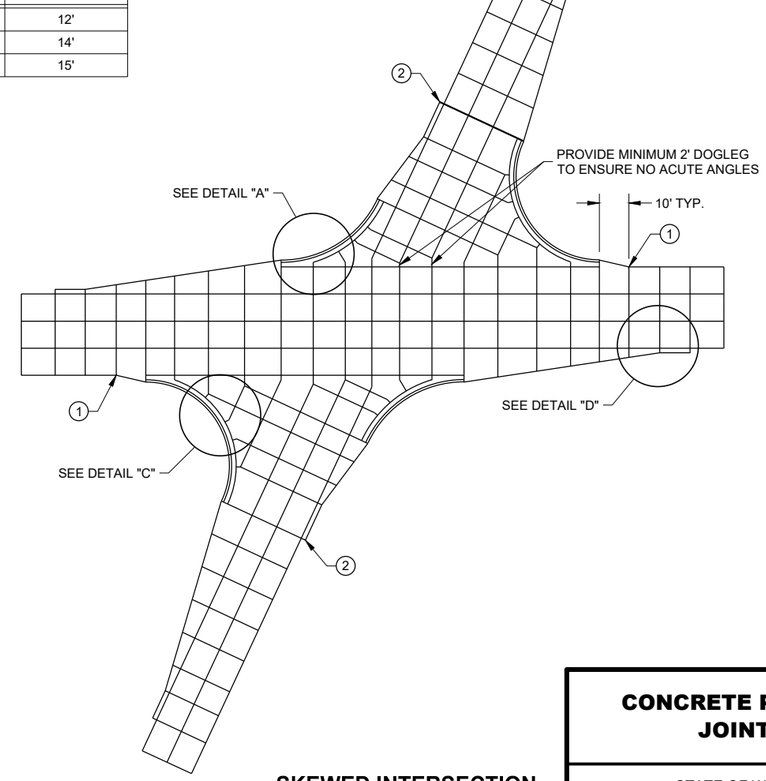
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



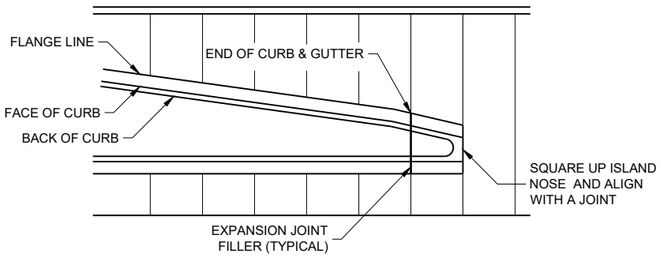
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

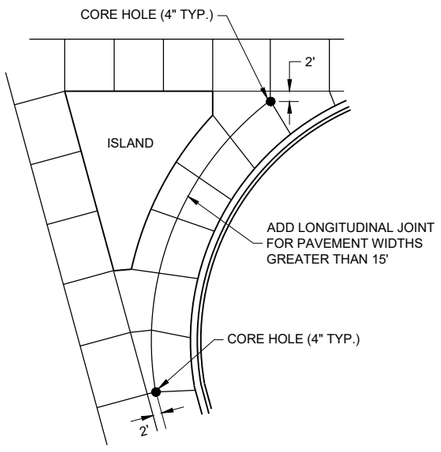
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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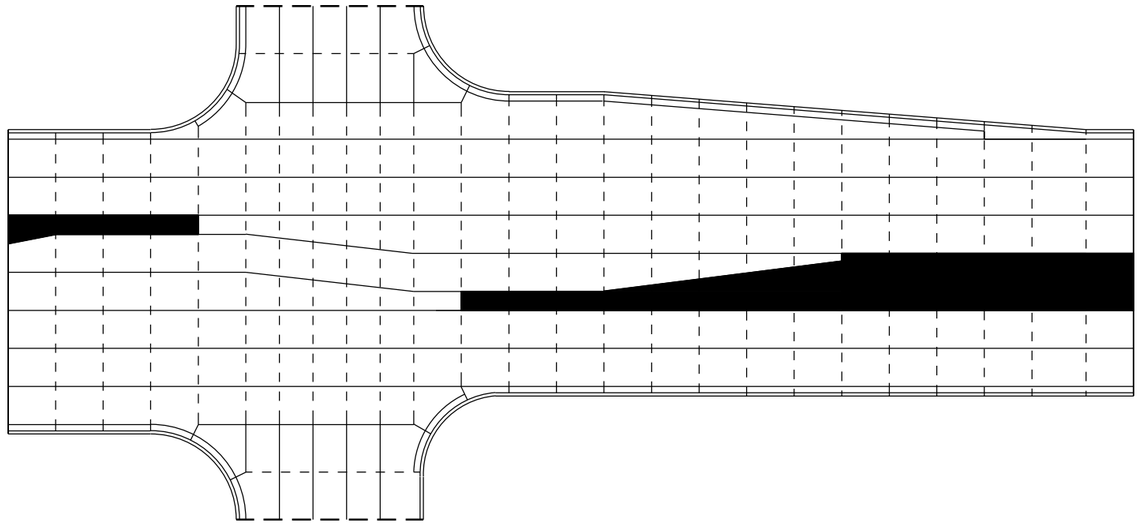
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

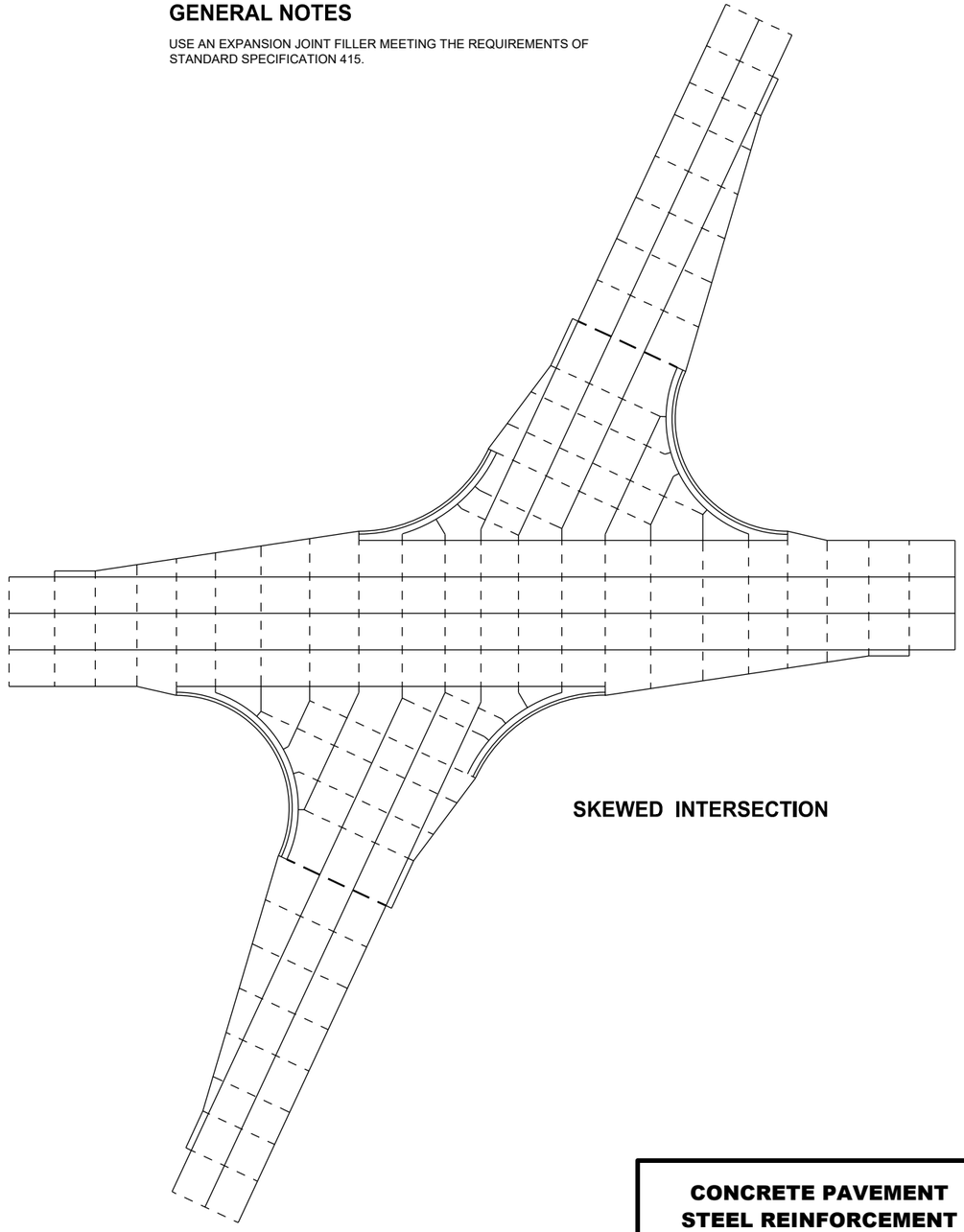
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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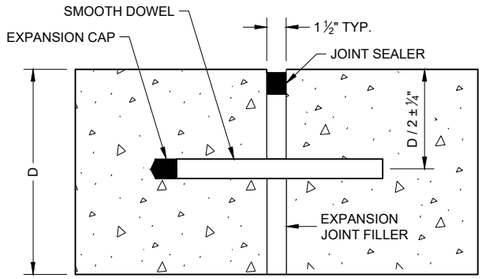
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

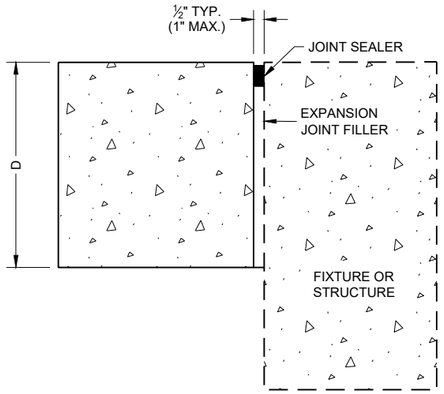
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

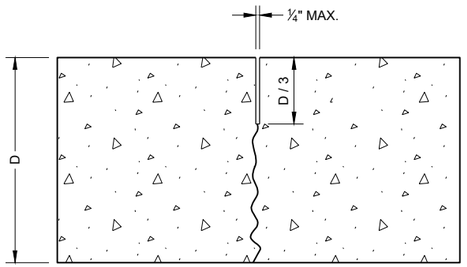
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

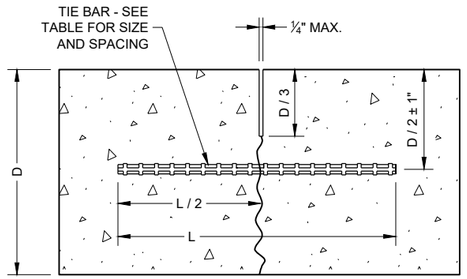
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

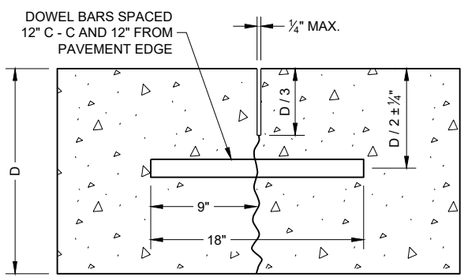
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



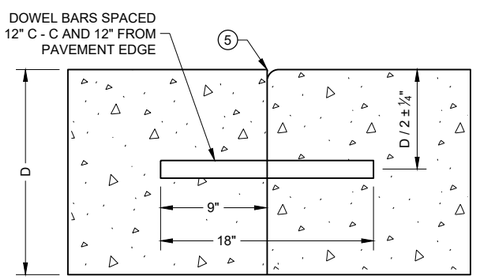
UNDOWELED TRANSVERSE



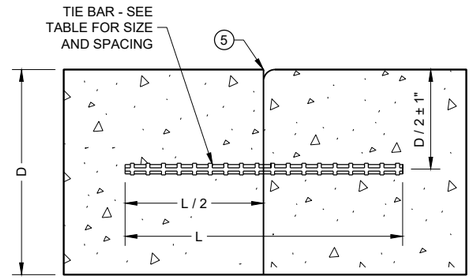
TIED LONGITUDINAL



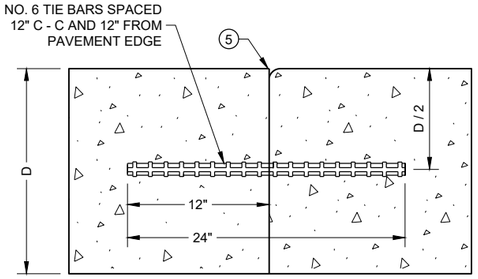
DOWELED TRANSVERSE



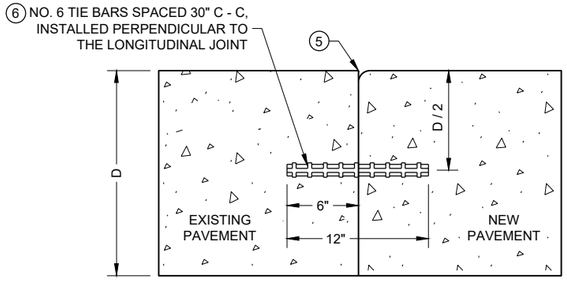
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

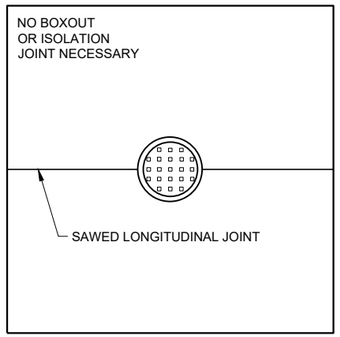


TIED LONGITUDINAL TO EXISTING

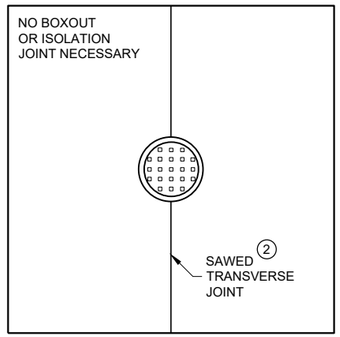
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

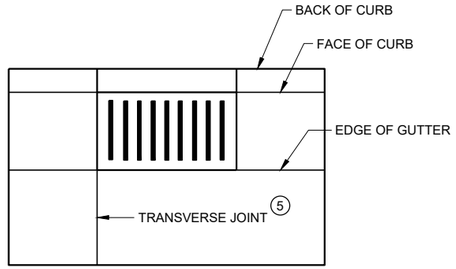
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



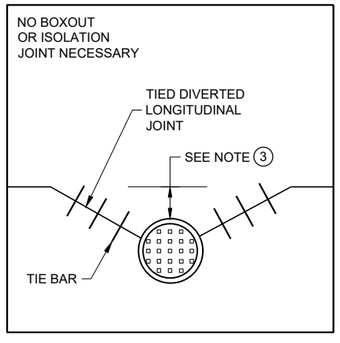
MANHOLE WITH TRANSVERSE JOINT



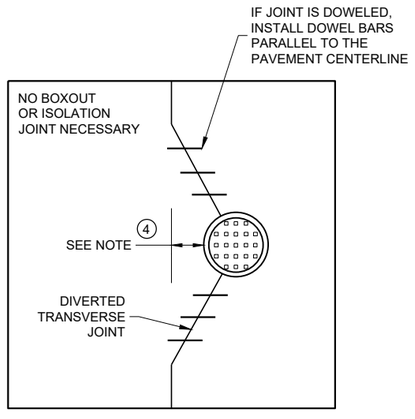
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

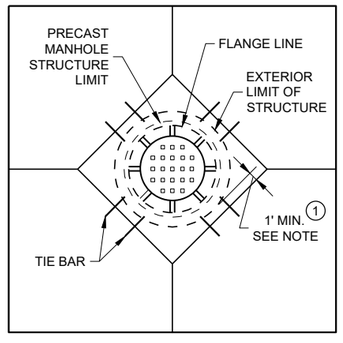
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

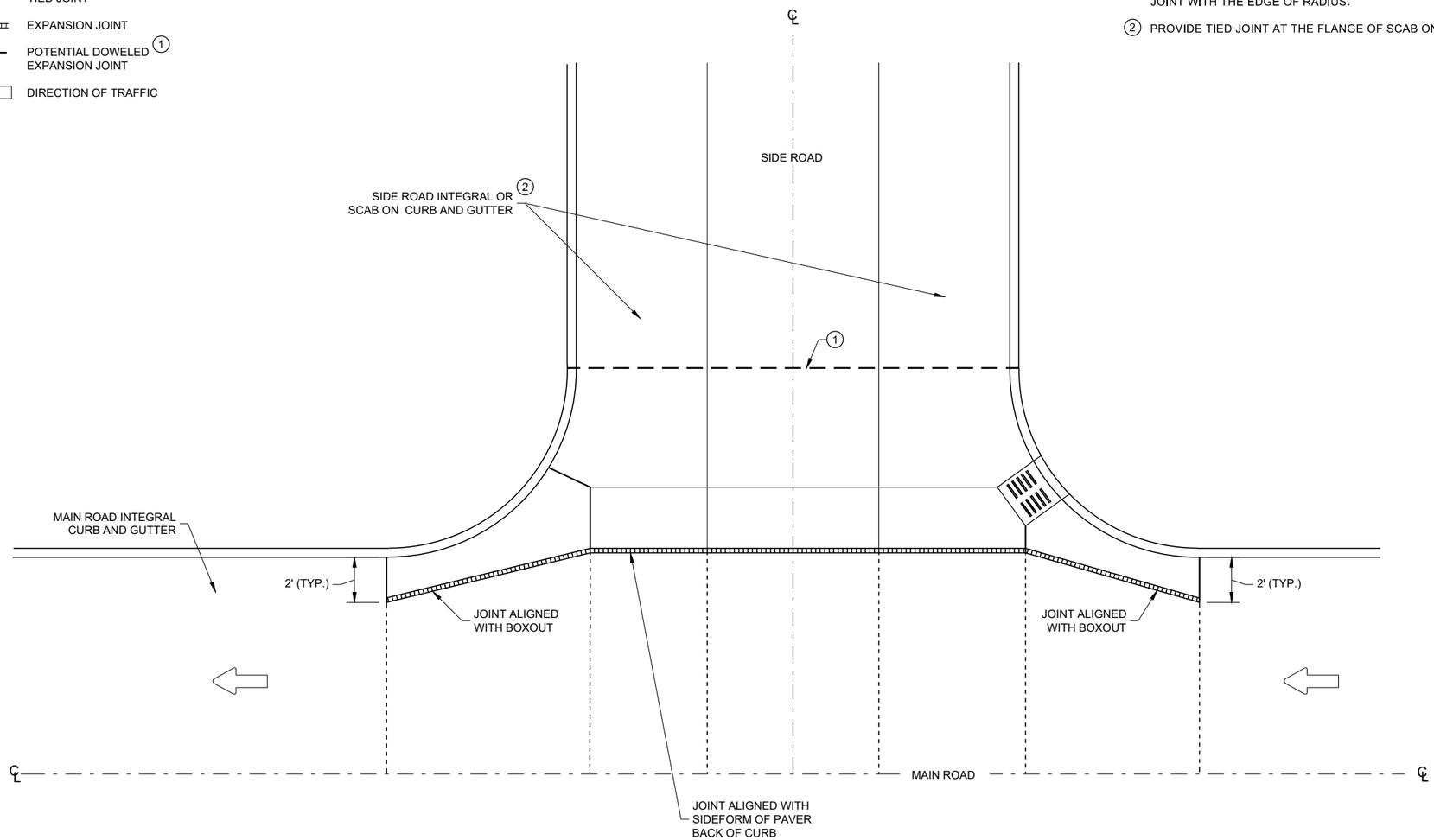
6

SDD13C18 - 08d

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

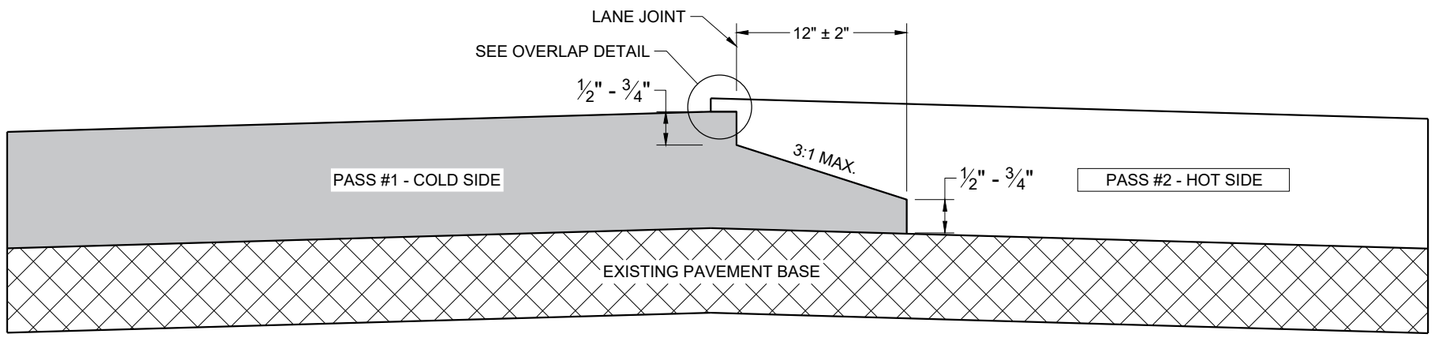
FHWA

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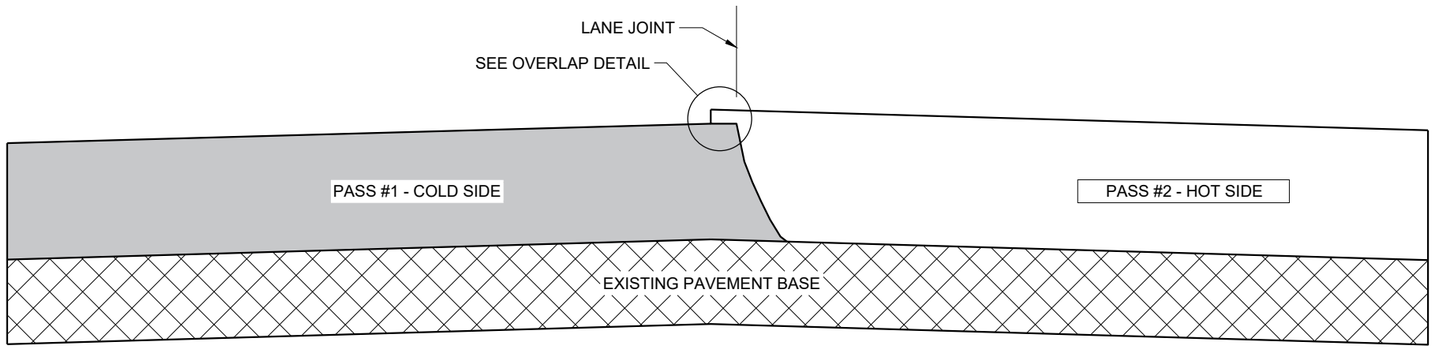
SDD 13C18 - 08f

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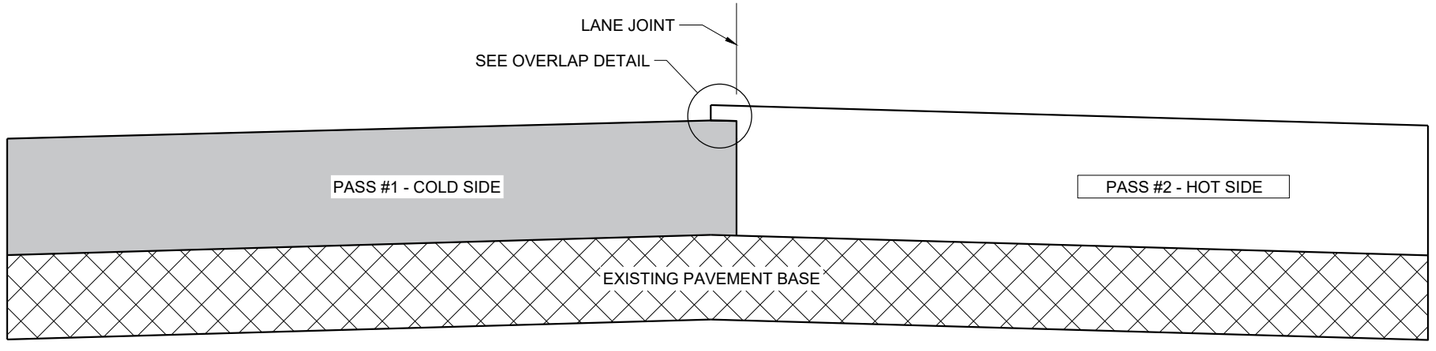
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

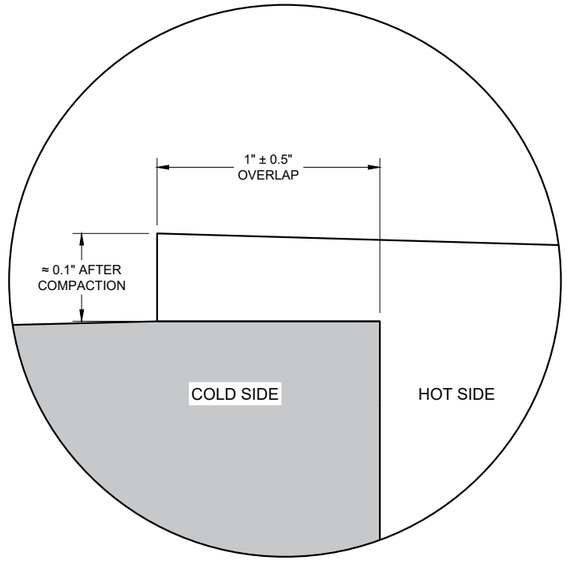
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

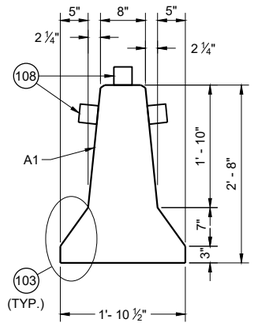
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

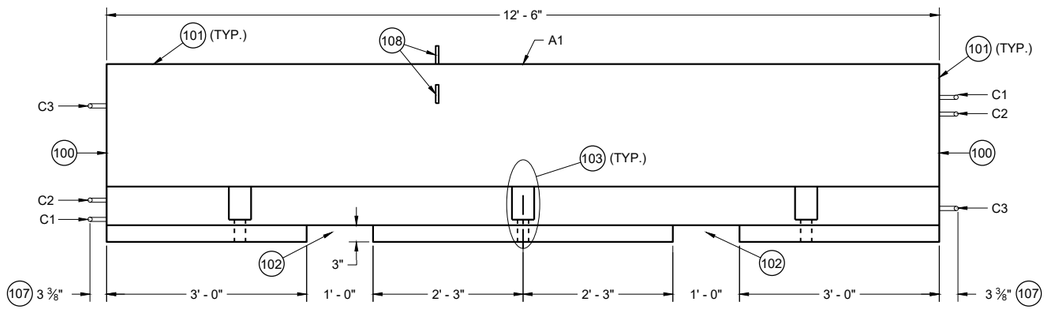
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN 600

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

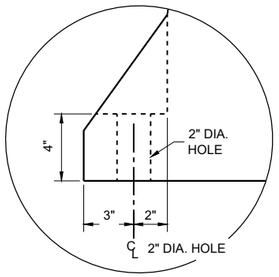
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

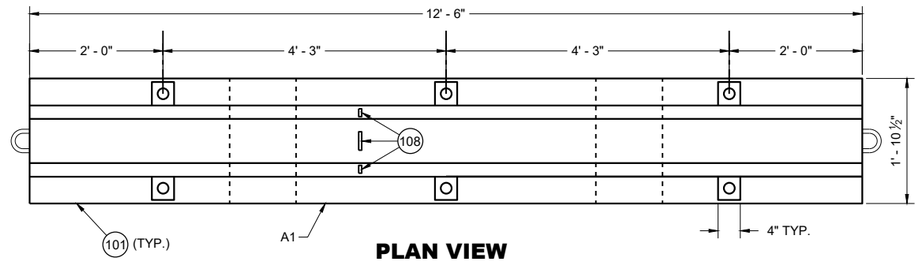
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

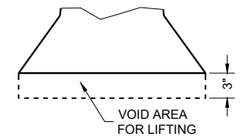


ANCHOR BLOCK DETAIL

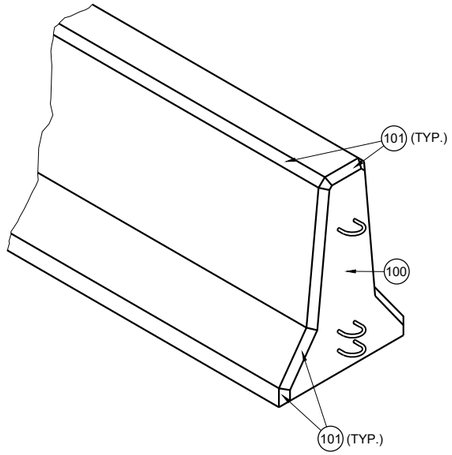


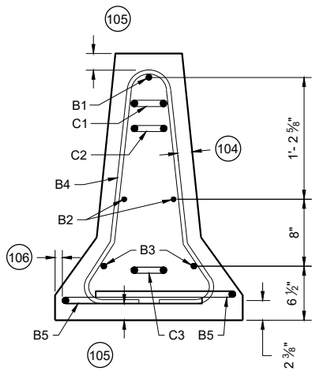
PLAN VIEW

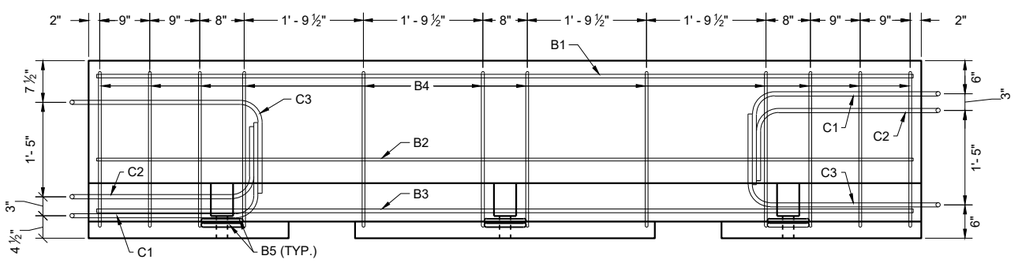
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







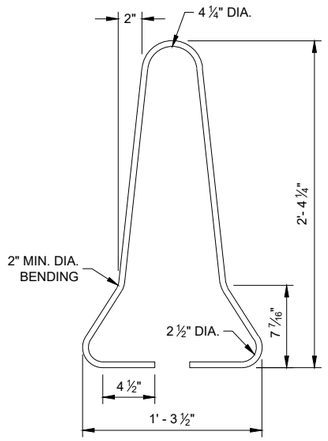
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

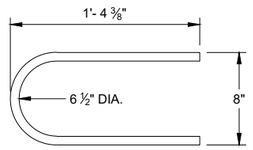
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

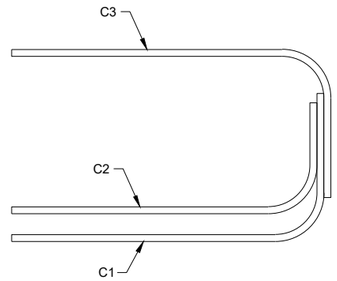
6
SDD 14B07-16a



B4 BAR DETAIL

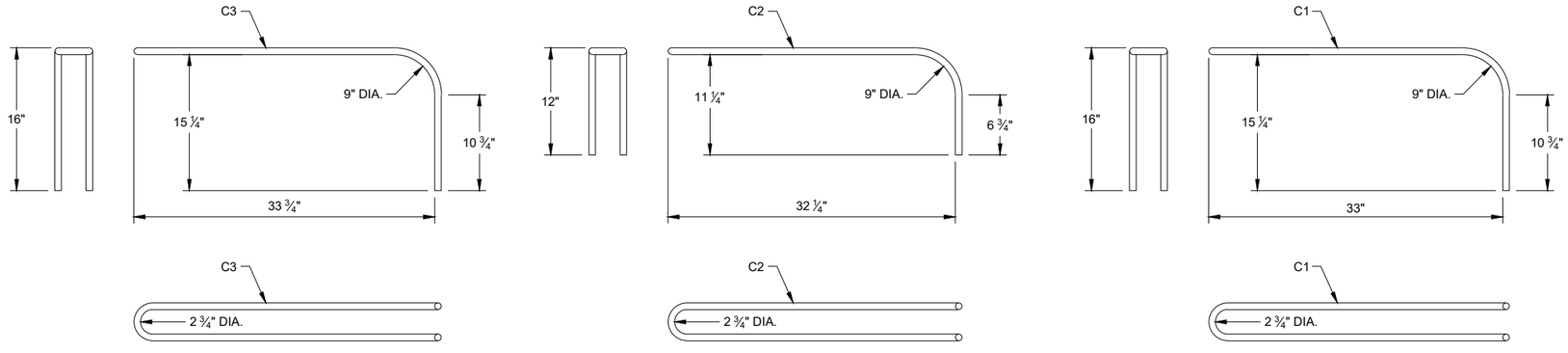


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



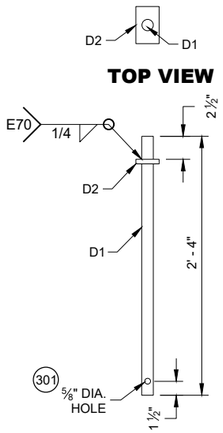
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

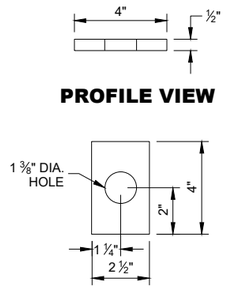
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SDD 14B07-16b

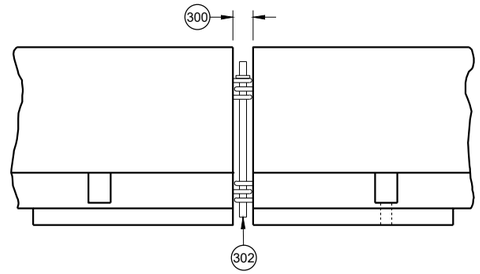


PROFILE VIEW

CONNECTOR PIN ASSEMBLY



TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

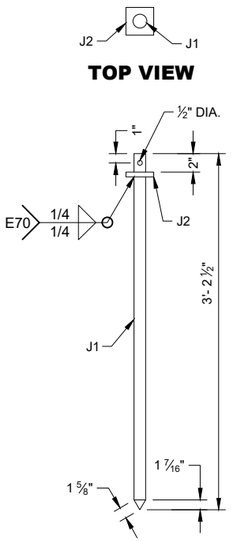
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

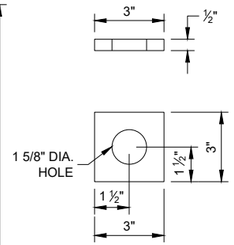
308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.

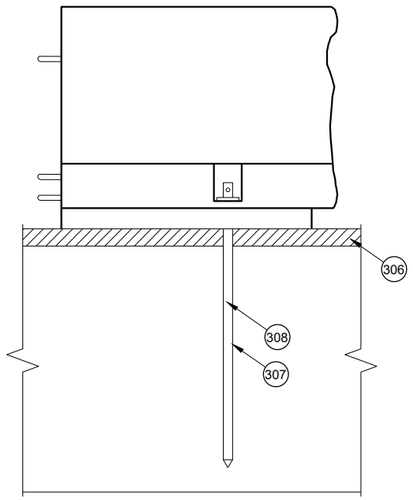


PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

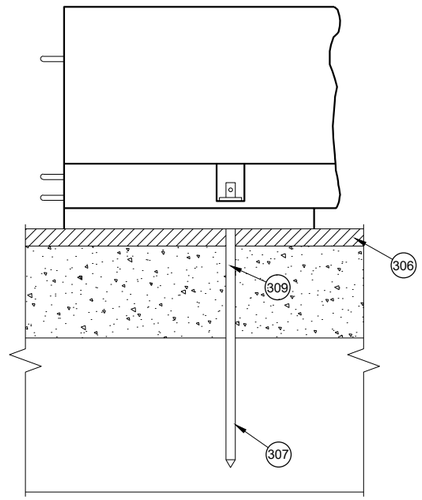


TOP VIEW J2



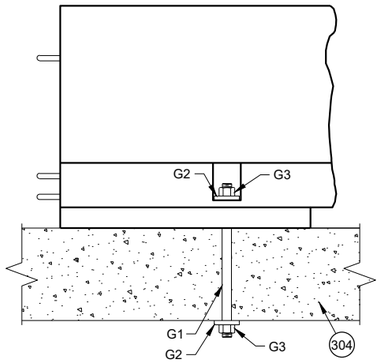
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



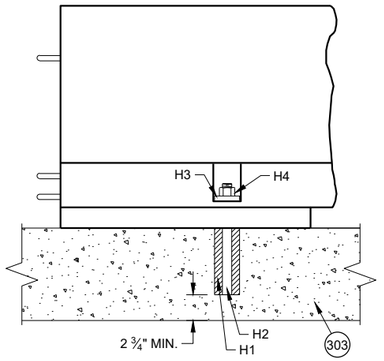
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION 305



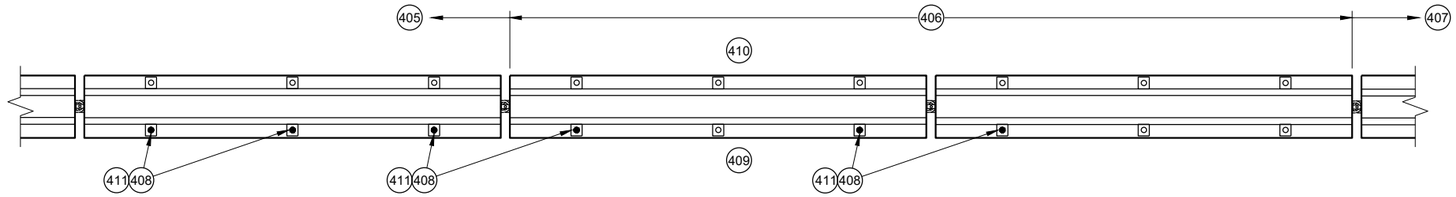
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION 305

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

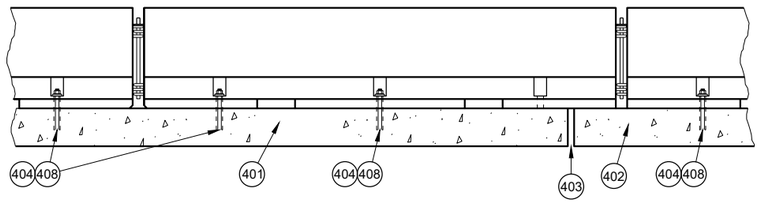
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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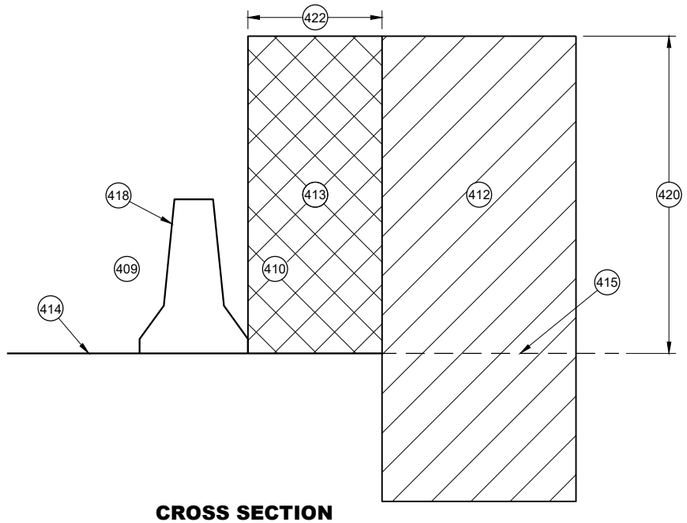
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



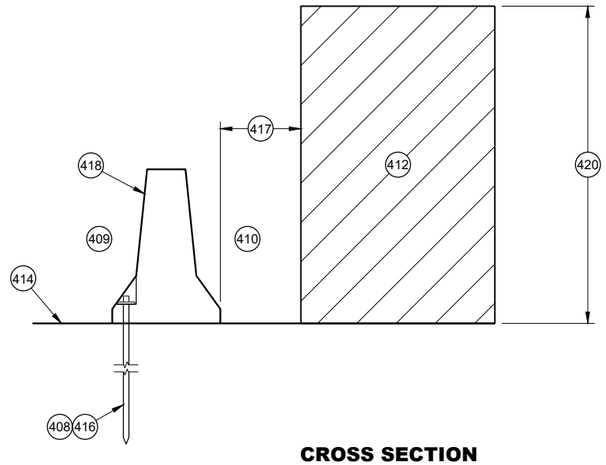
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



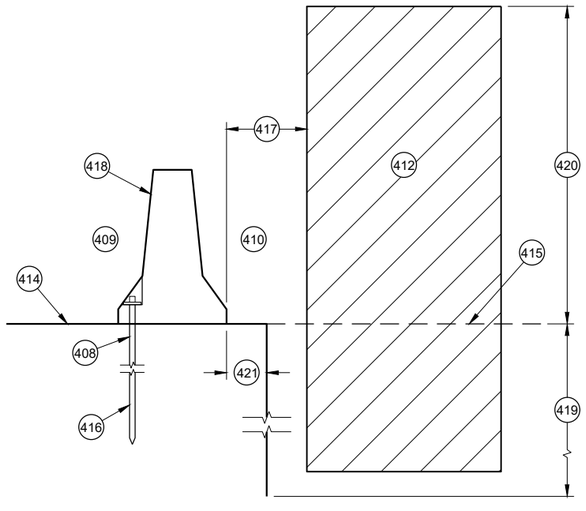
CROSS SECTION

FREE STANDING BARRIER



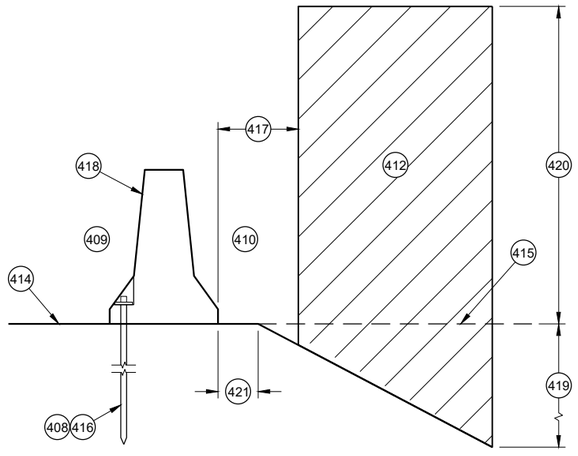
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

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GENERAL NOTES

500 EXISTING RIGID BARRIERS (VARIES)

501 TEMPORARY BARRIER

502 SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

503 ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

504 NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

505 TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

506 TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

507 VERTICAL BARRIER

508 SAFETY SHAPE BARRIER

509 SINGLE SLOPE BARRIER

510 CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

511 BENT THRIE BEAM TO FIT.

512 THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

513 TWO (2) P1, P2 AND P3 ARE REQUIRED

514 FIVE (5) N1, N2 AND N3 ARE REQUIRED

515 TWO (2) R1, R2 AND R3 ARE REQUIRED

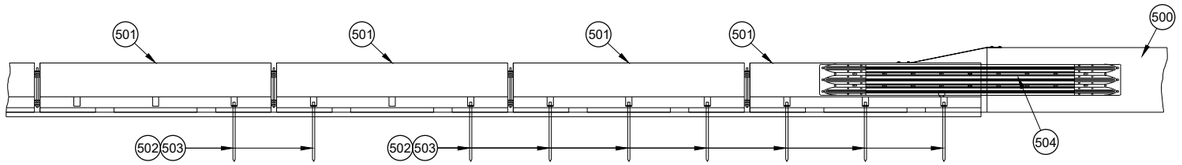
516 CUT WOOD BLOCK TO FIT.

517 SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

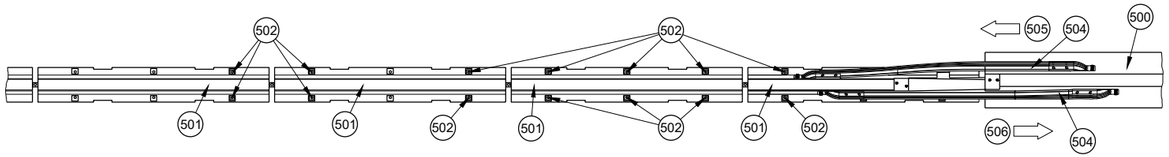
518 CAP ASSEMBLY

519 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

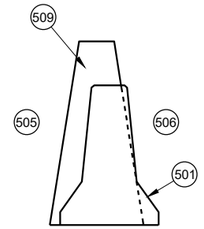
520 ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



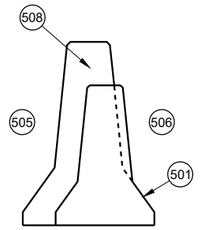
PROFILE VIEW



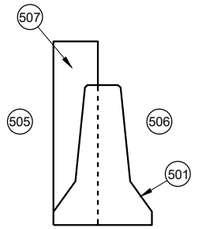
PLAN VIEW



CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE

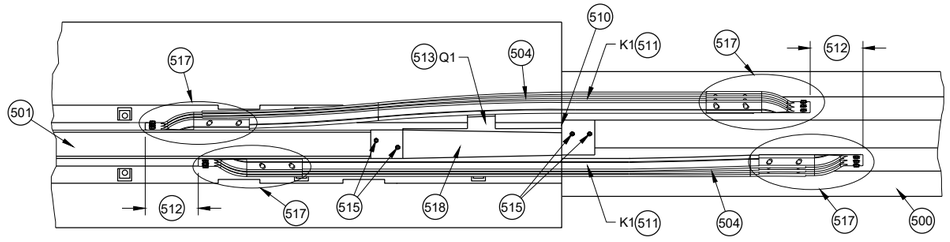


CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE

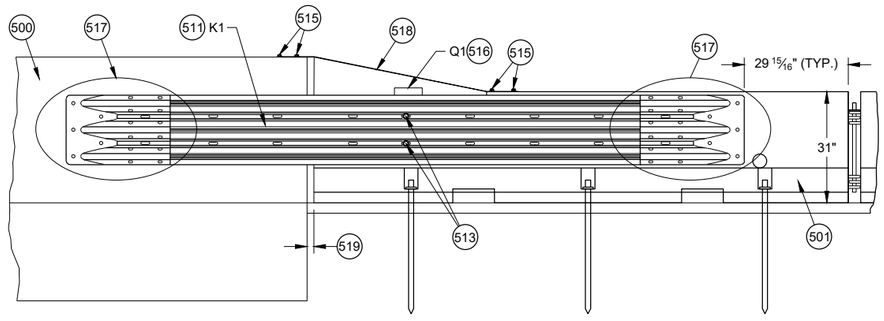


CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL

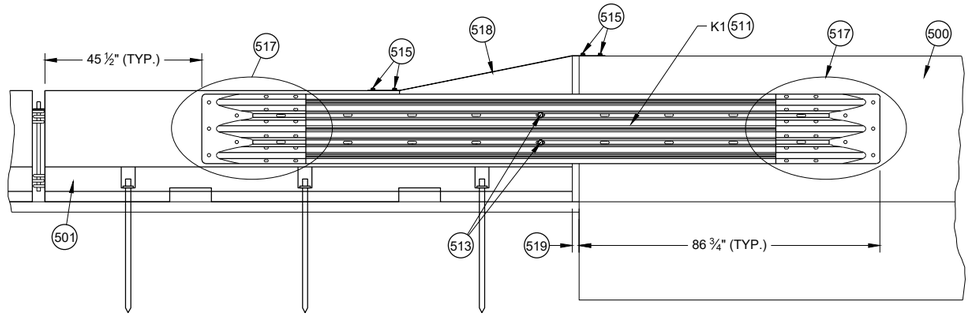
PLAN VIEW
TRANSITION TO RIGID BARRIER



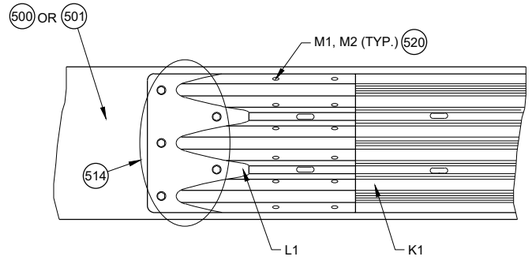
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

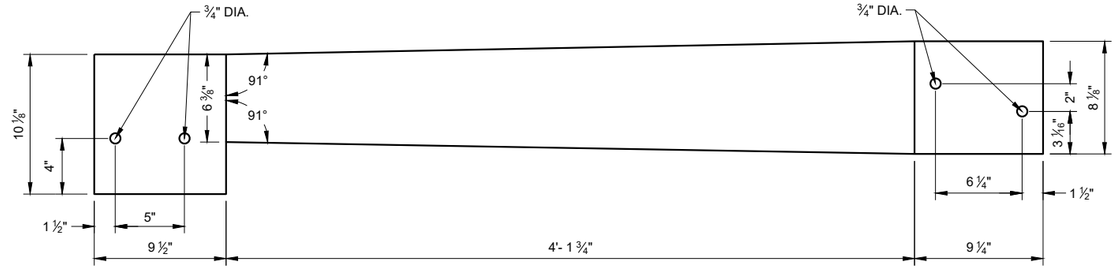
STATE OF WISCONSIN
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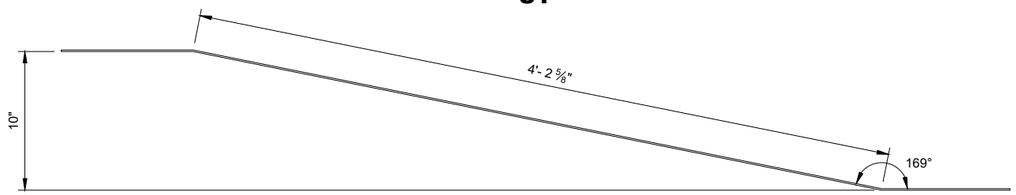
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SDD 14B07-16e



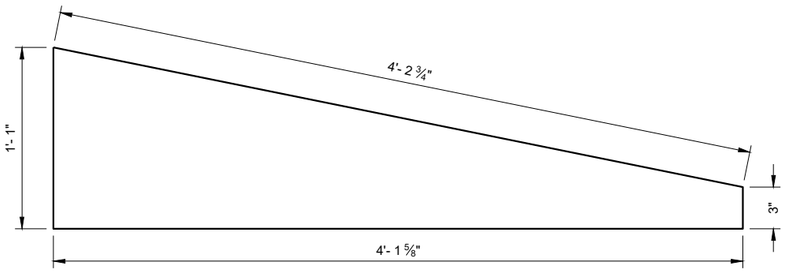
TOP VIEW

S1



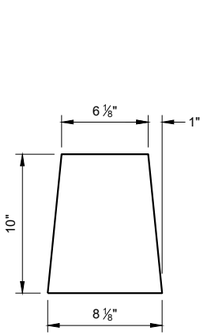
ELEVATION VIEW

S1

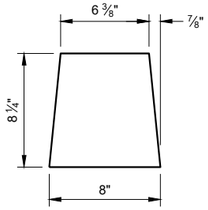


SIDE VIEW

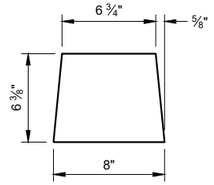
S3



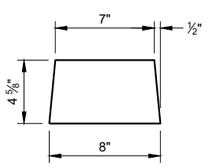
S2



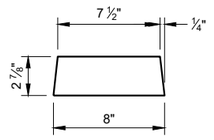
S4



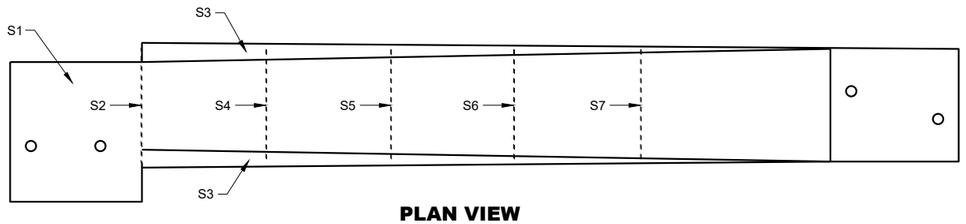
S5



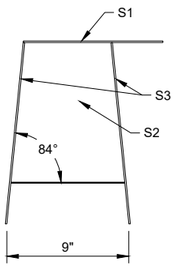
S6



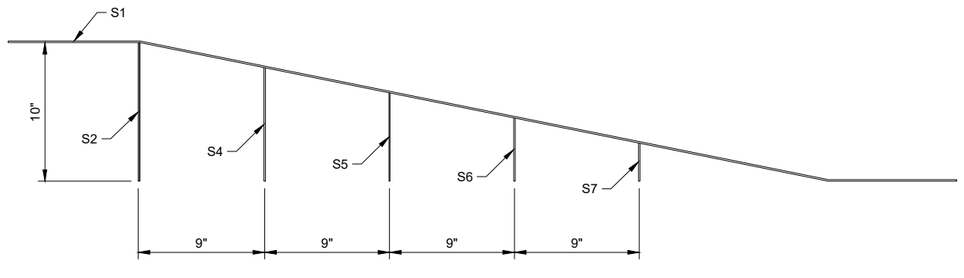
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

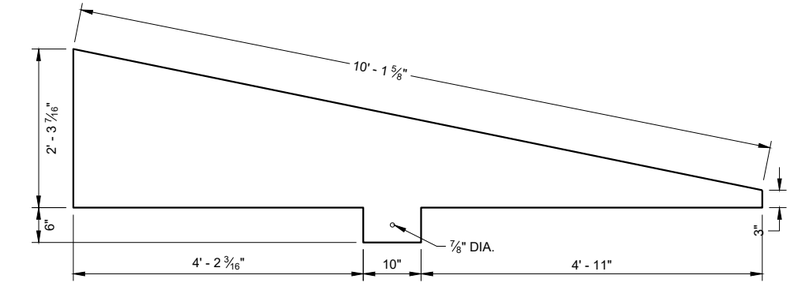
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

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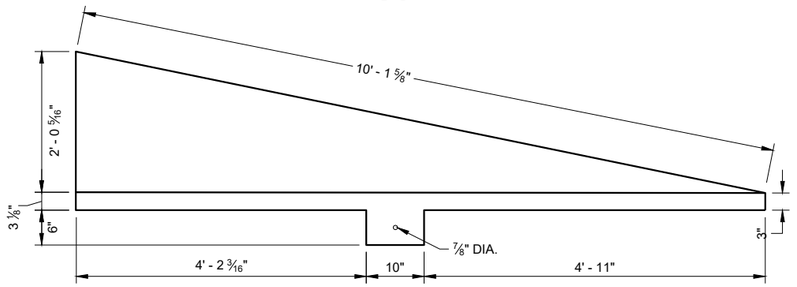
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SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

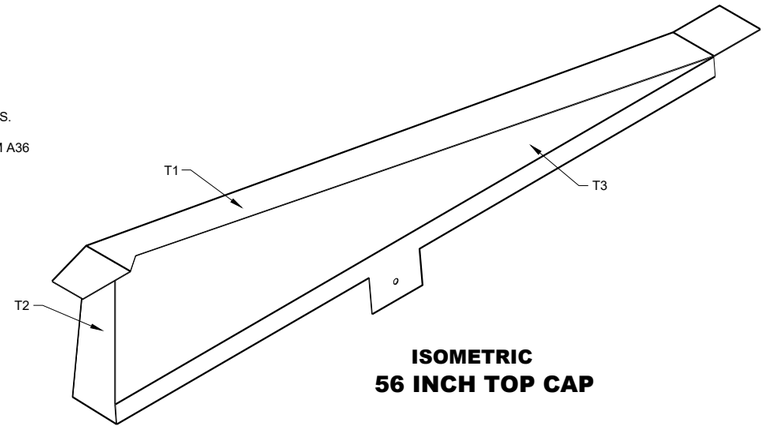
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

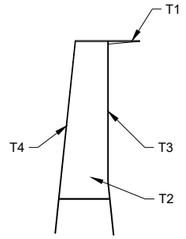
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

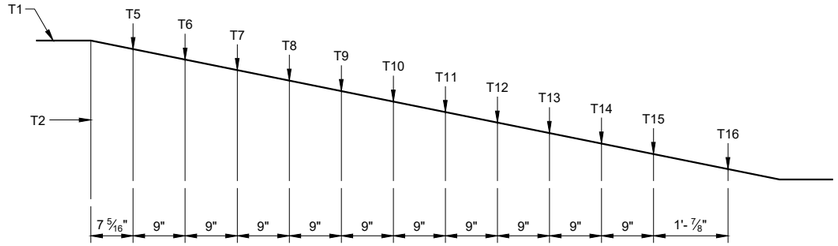
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



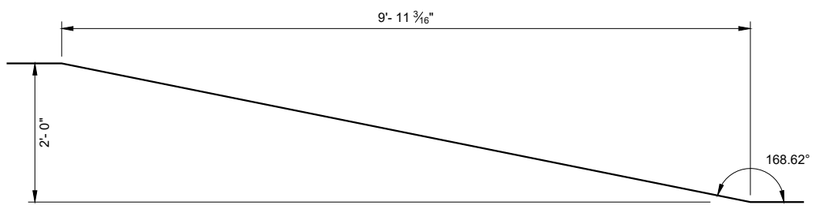
ISOMETRIC
56 INCH TOP CAP



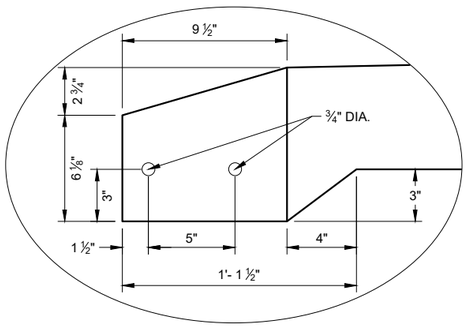
END VIEW
56 INCH TOP CAP



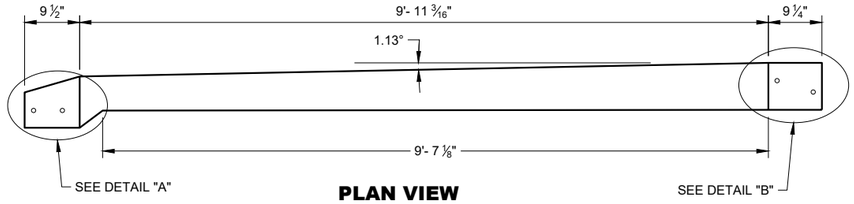
SIDE VIEW (700)
56 INCH TOP CAP



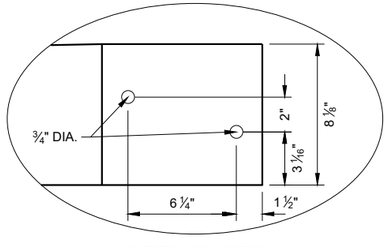
SIDE VIEW
TOP PLATE T1



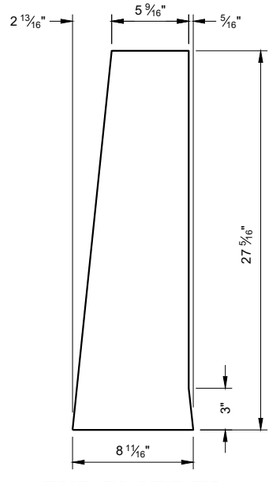
DETAIL "A"



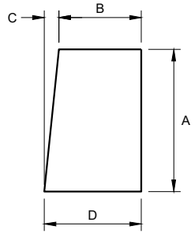
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

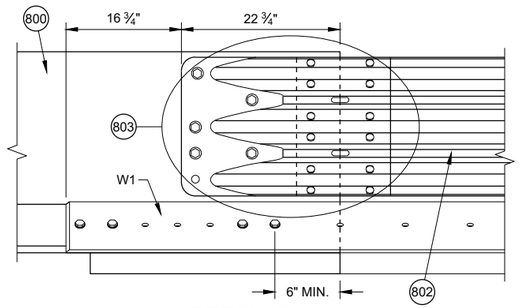
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

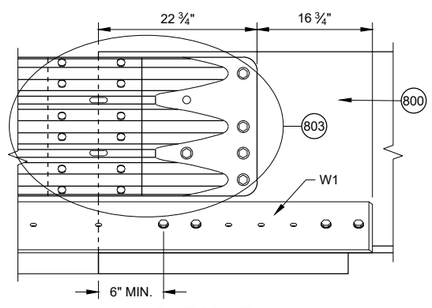
STATE OF WISCONSIN
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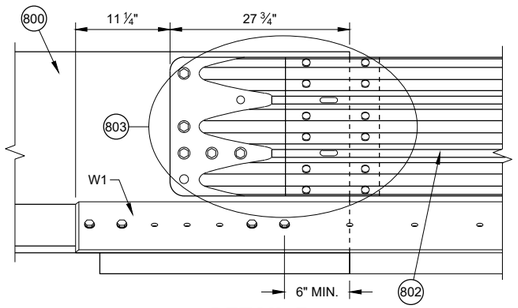
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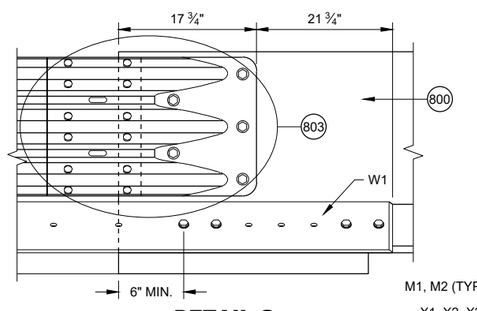
DETAIL D



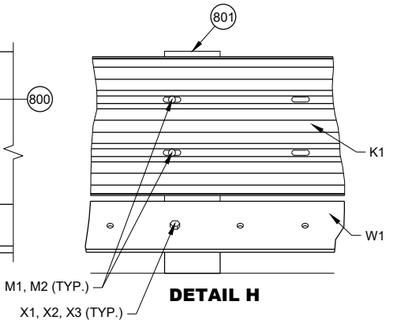
DETAIL E



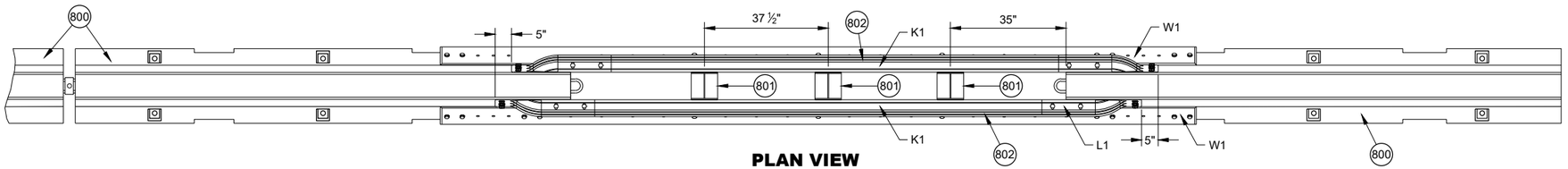
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

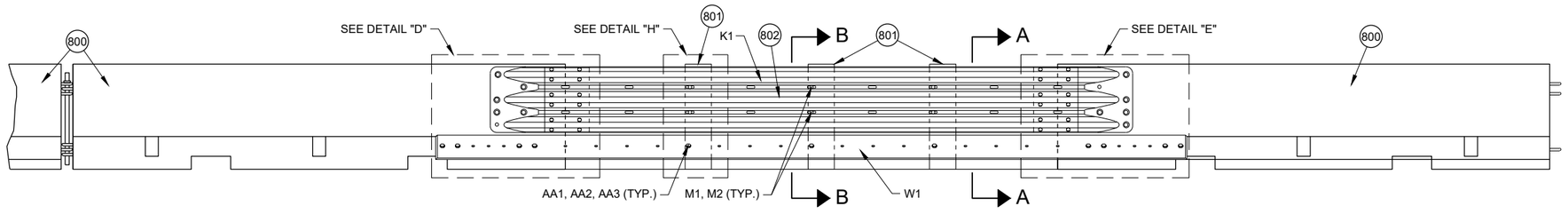
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

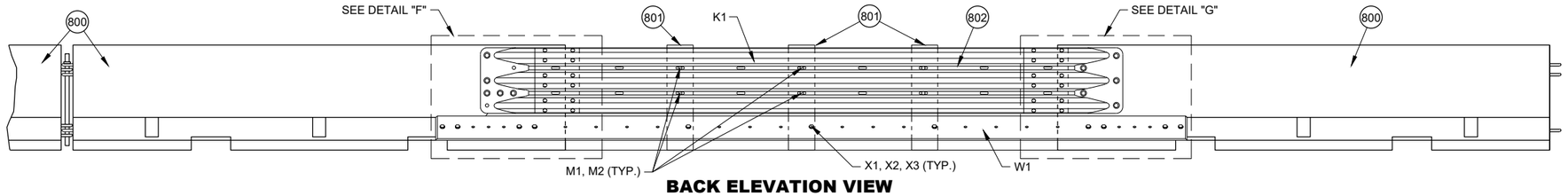
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



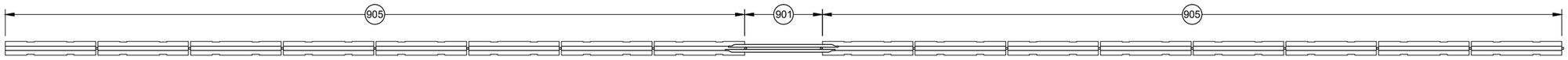
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

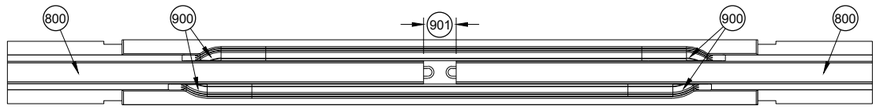
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
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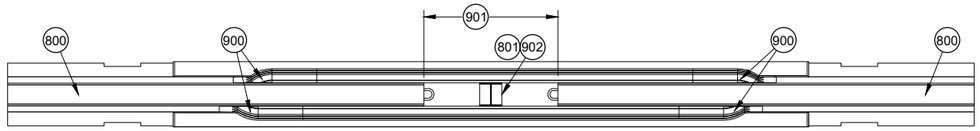
PLAN VIEW
GAP WITHIN SPACING



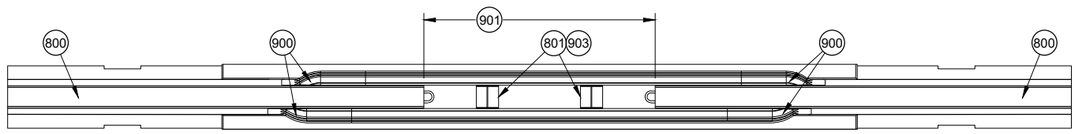
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

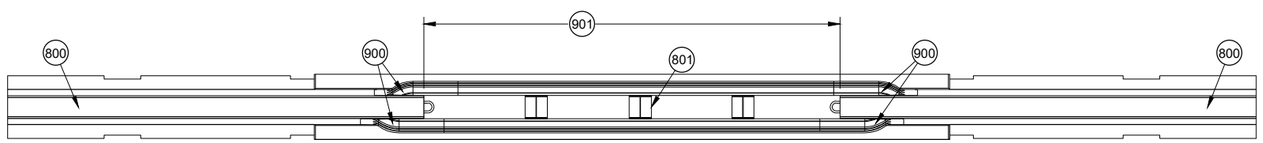
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

6

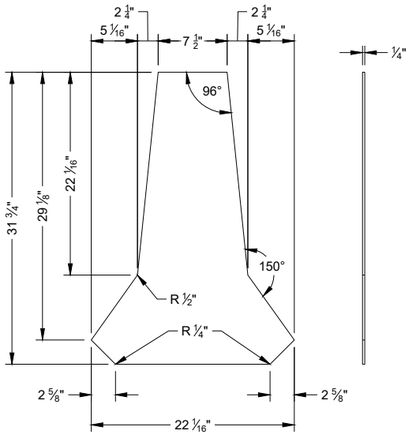
SDD 14B07-16i

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

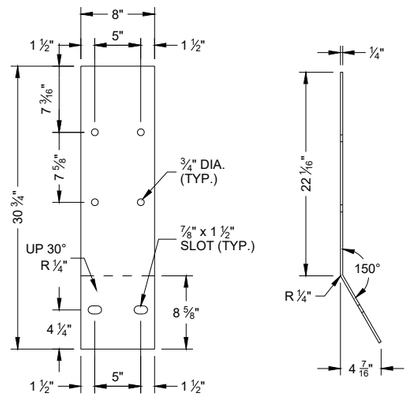
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SDD 14B07-16i



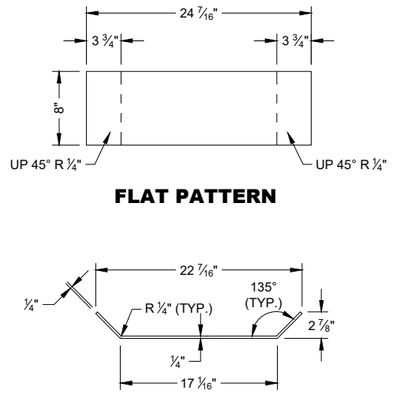
PROFILE VIEW SIDE VIEW

STIFFENER ASSEMBLY CENTER PANEL U1



FLAT PATTERN SIDE VIEW

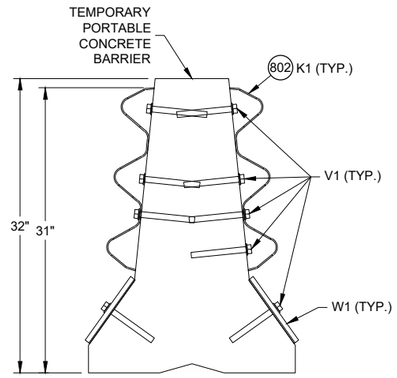
STIFFENER ASSEMBLY SIDE PANEL U2



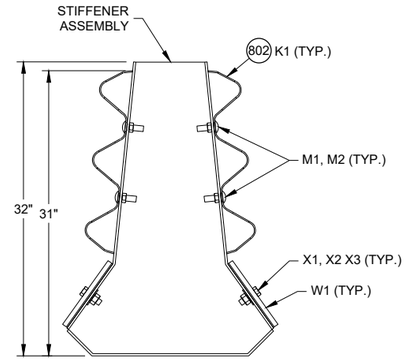
FLAT PATTERN

PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

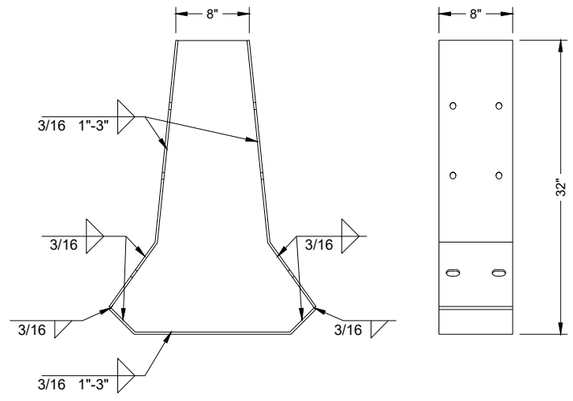


SECTION A - A



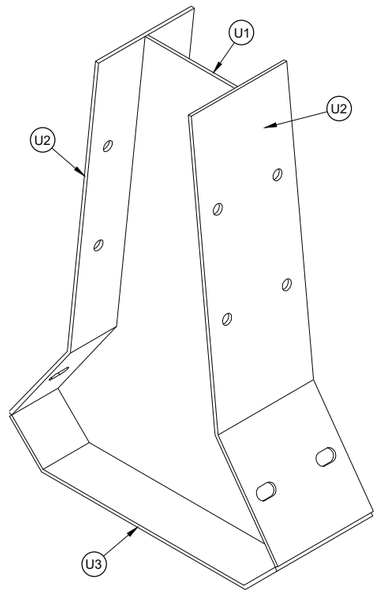
SECTION B - B

PLAN VIEW



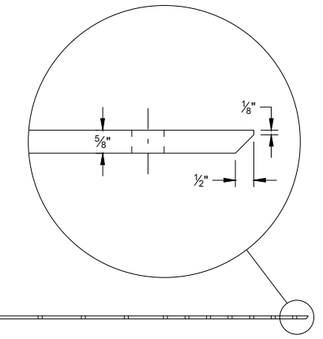
PROFILE VIEW

SIDE VIEW

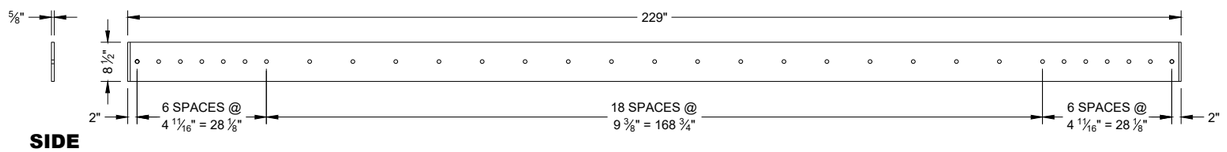


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

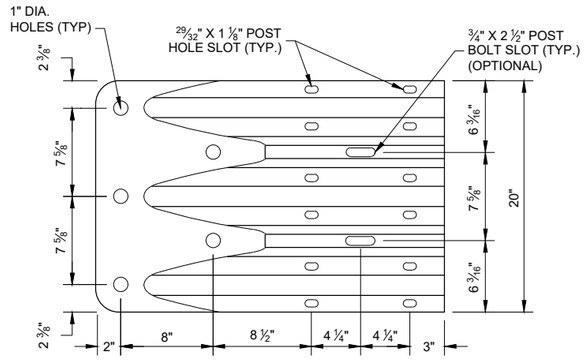
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

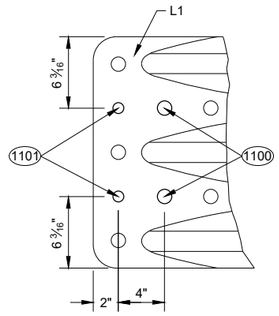
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

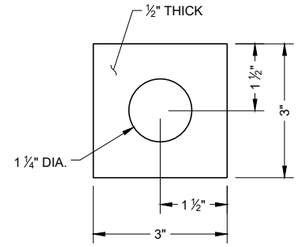


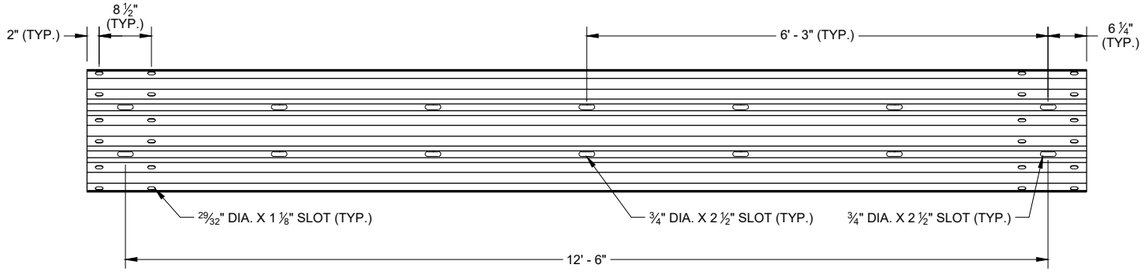
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

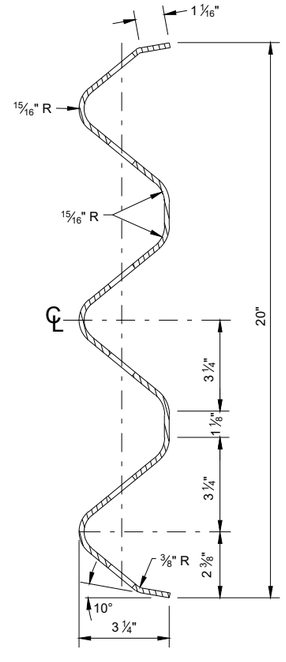
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



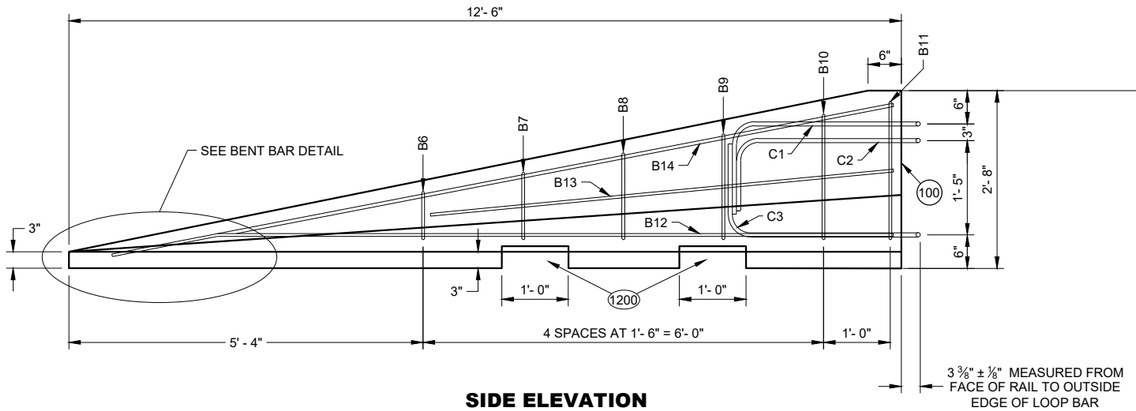
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

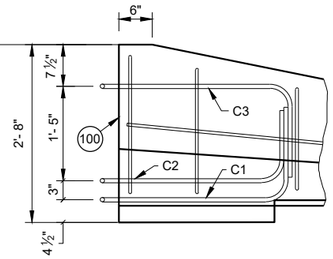
STATE OF WISCONSIN
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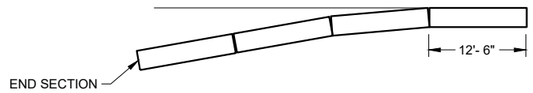
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

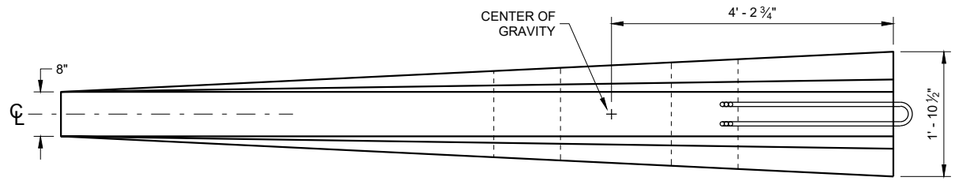
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

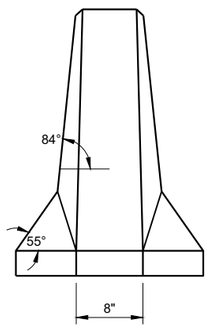


FLARE AT BARRIER END

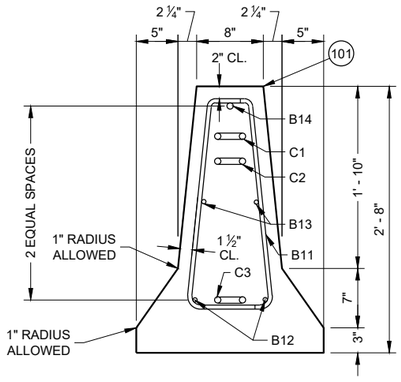
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



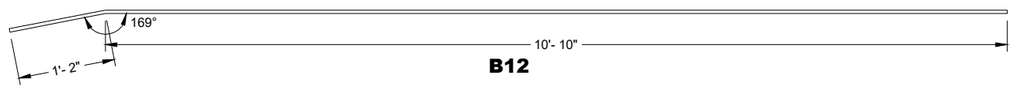
PLAN VIEW



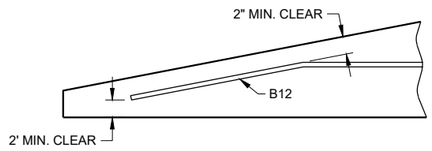
FRONT ELEVATION



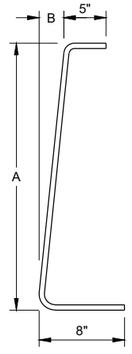
END SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
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BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

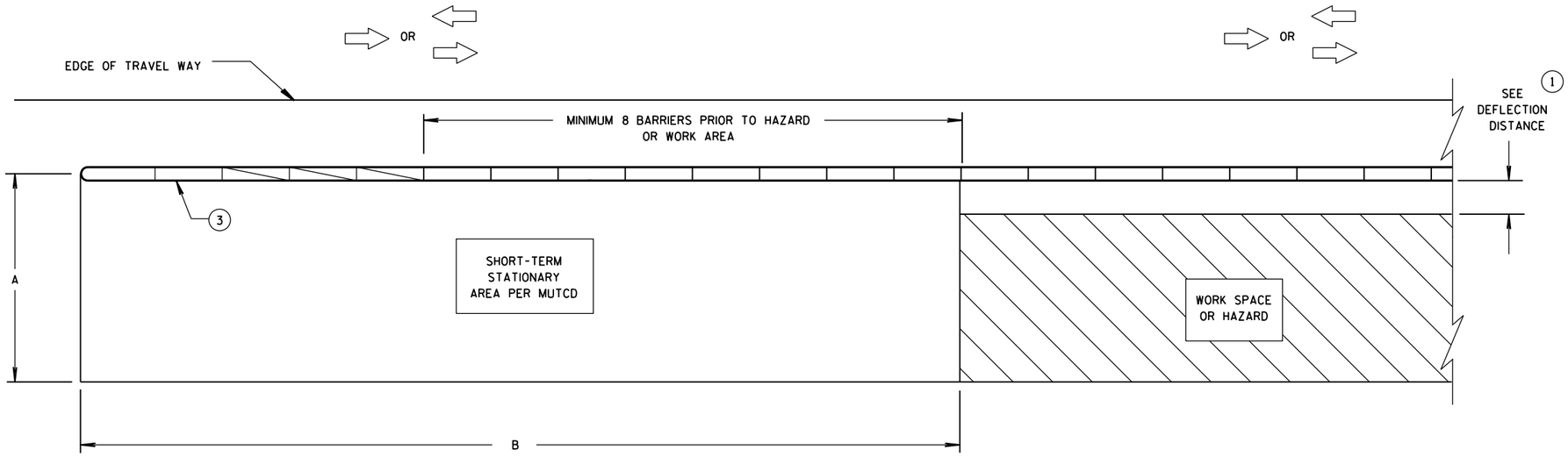
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B07-16n



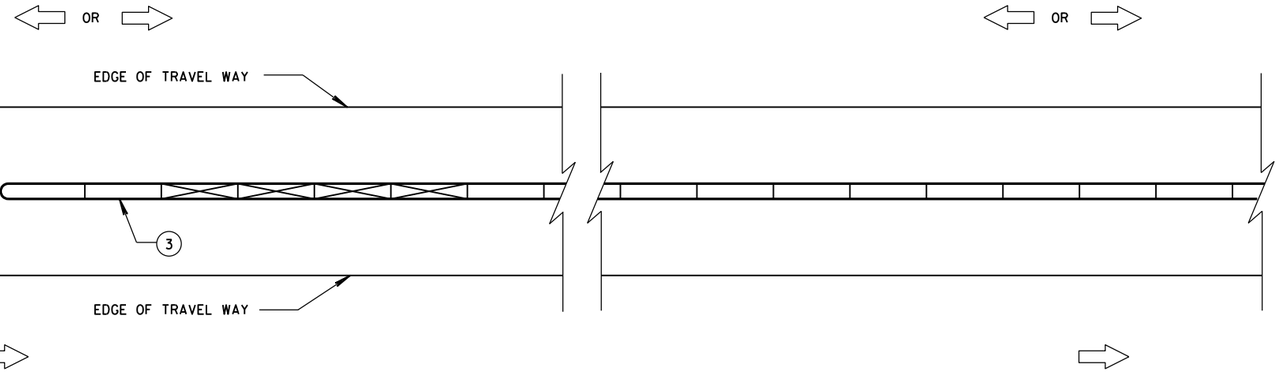
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

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

DIMENSION B TABLE (2)

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



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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

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

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

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

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

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

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

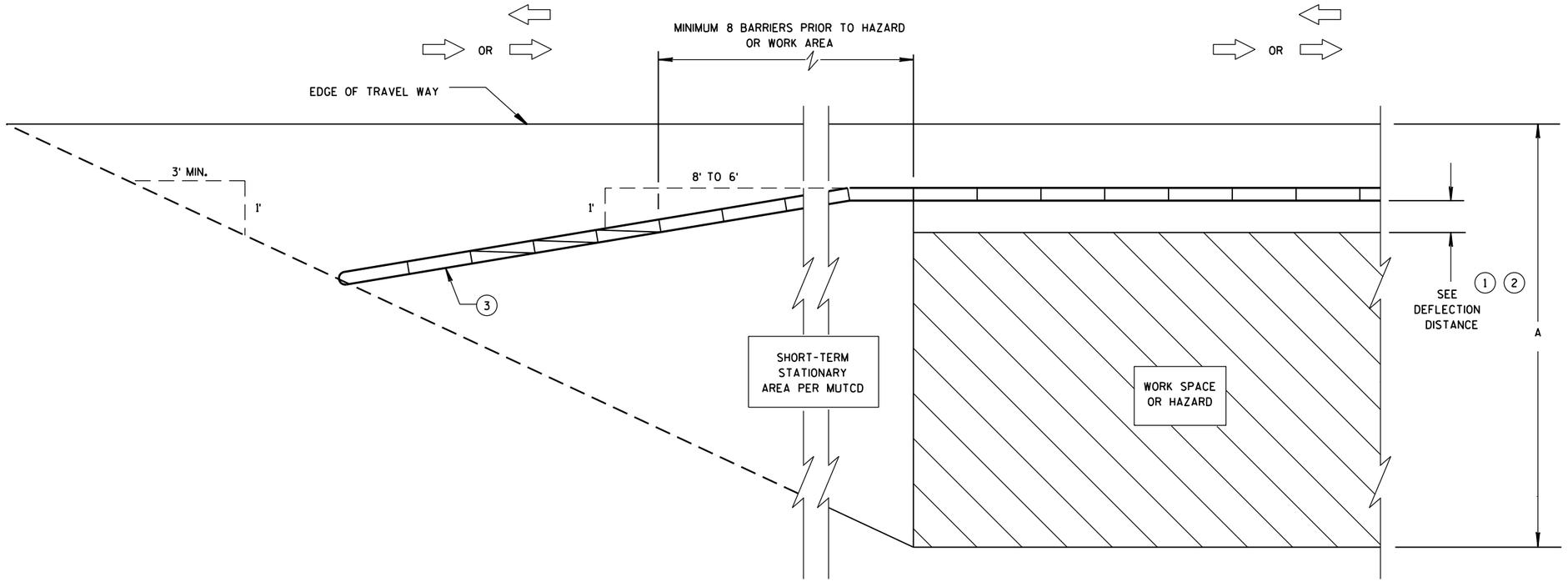
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

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

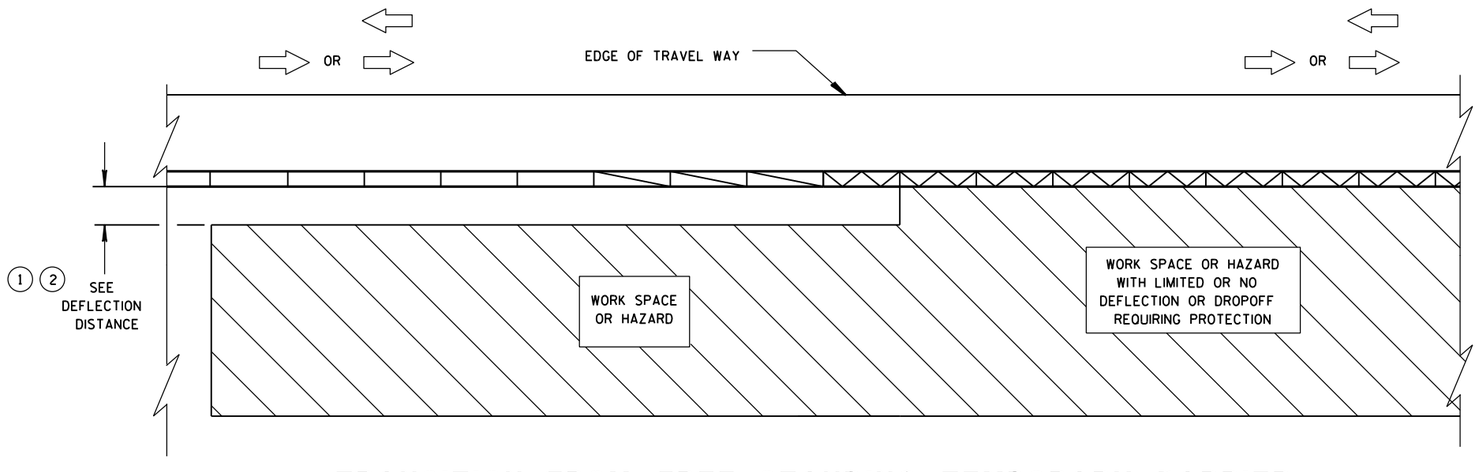
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

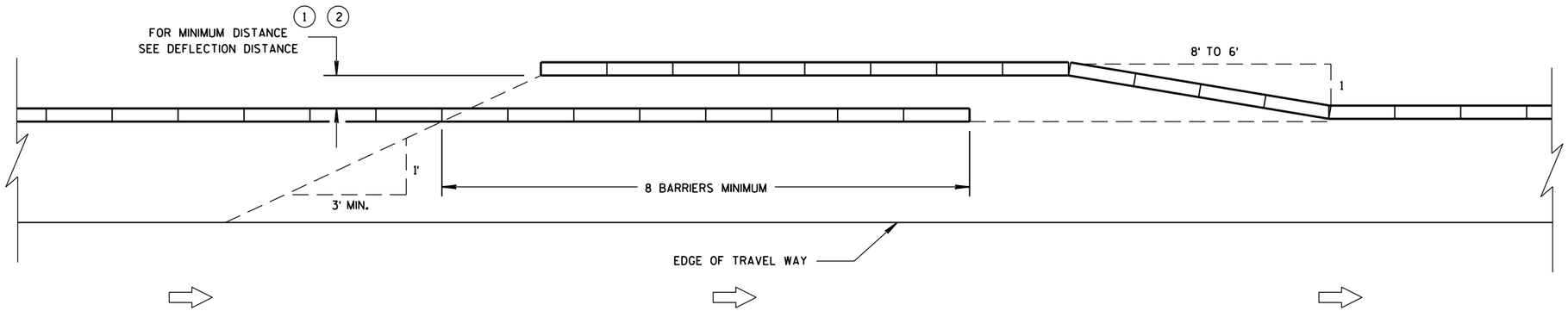
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

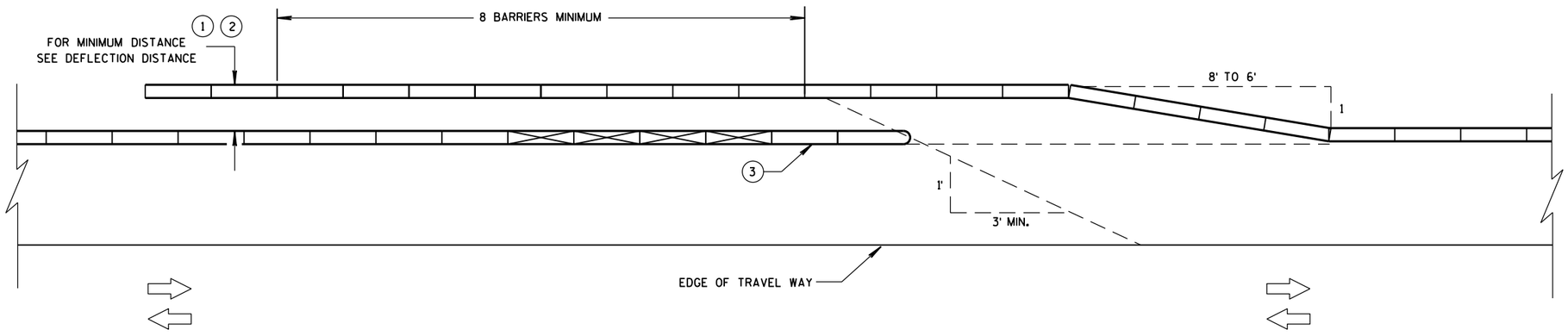
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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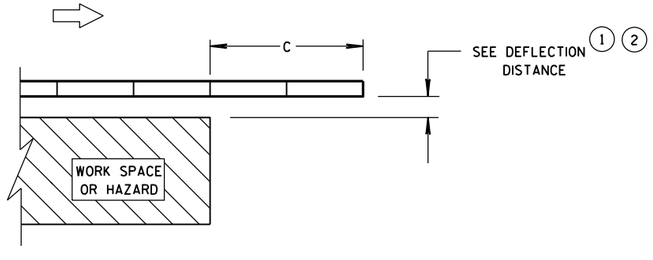
S.D.D. 14 B 8-2b



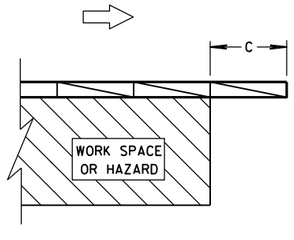
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

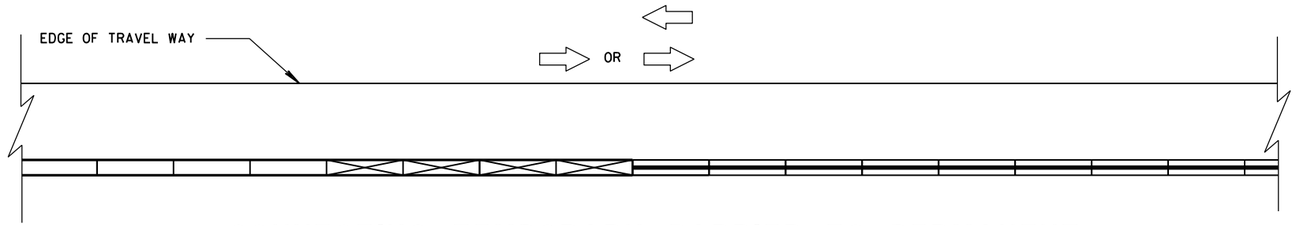
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

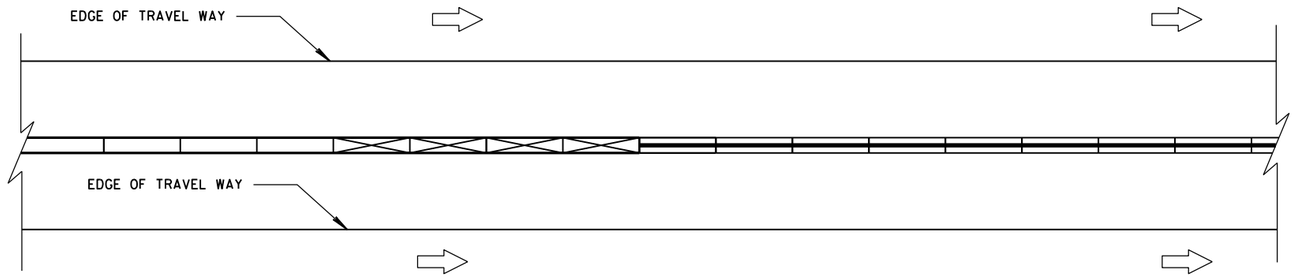
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

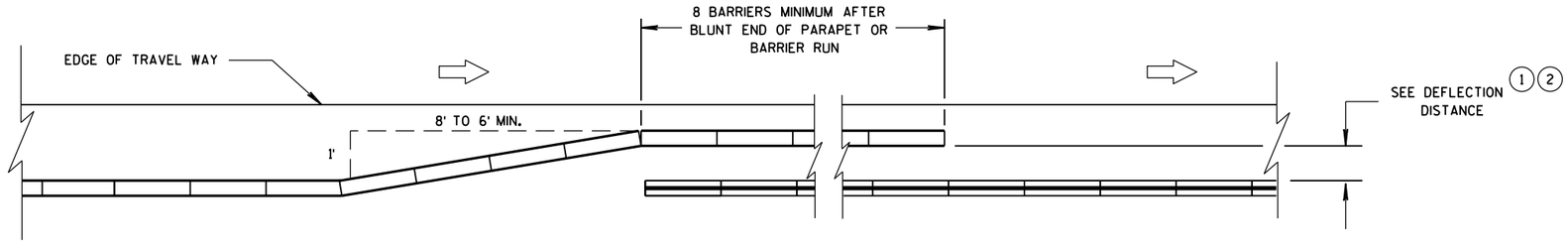
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

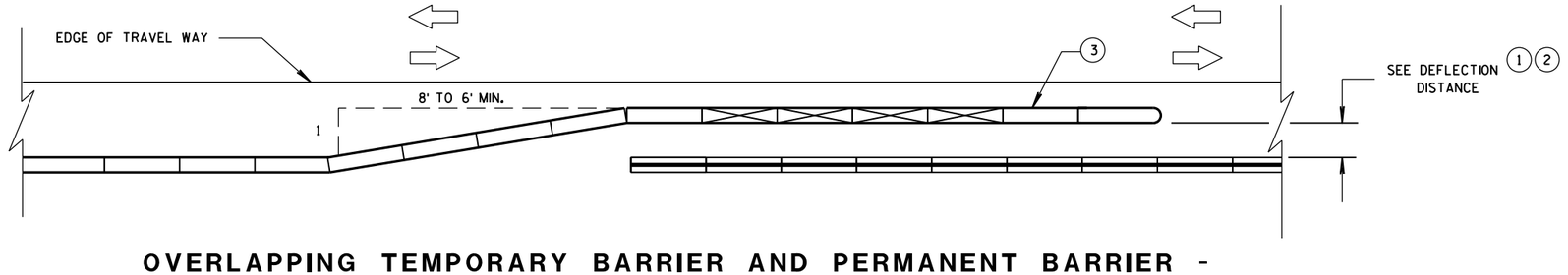
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

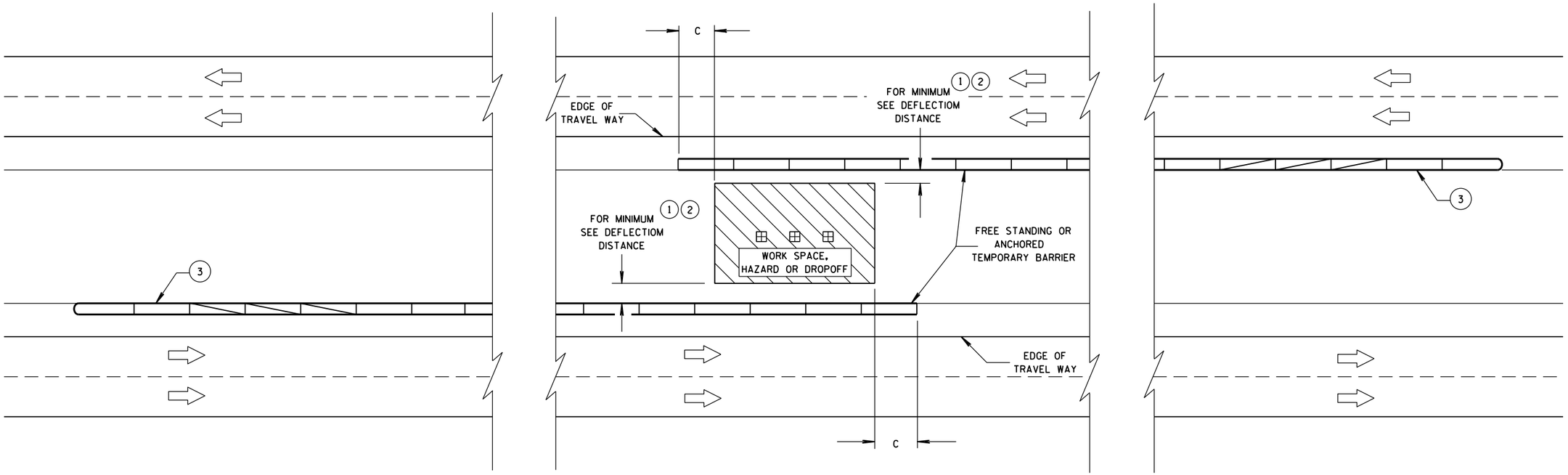
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



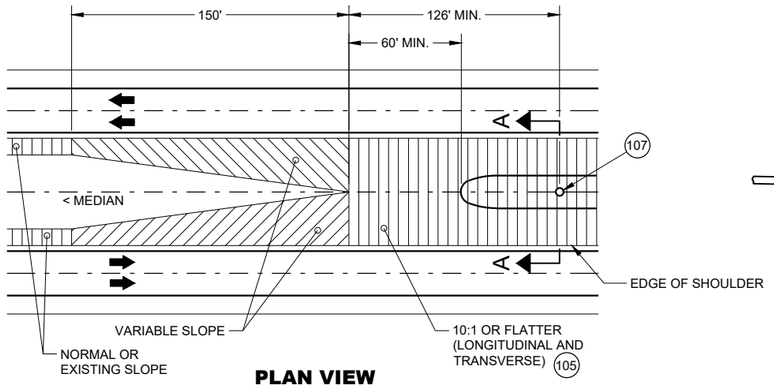
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

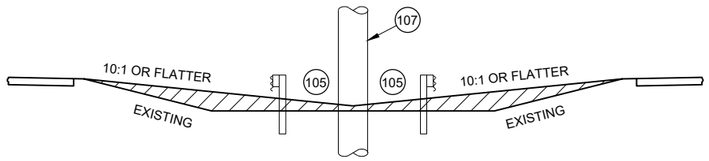
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINNER
FHWA

6

S.D.D. 14 B 8-2e



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

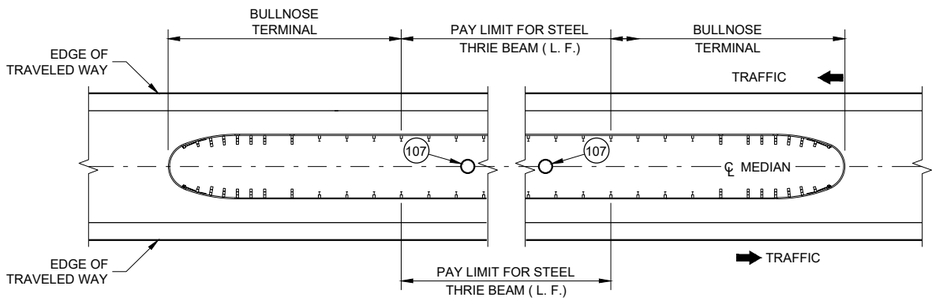
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

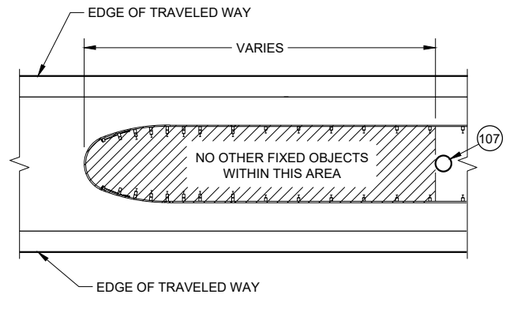
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

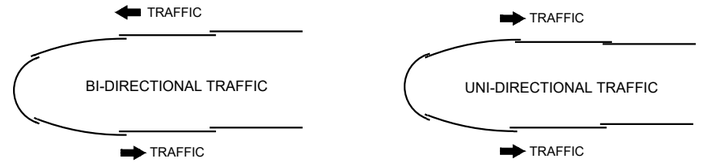
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



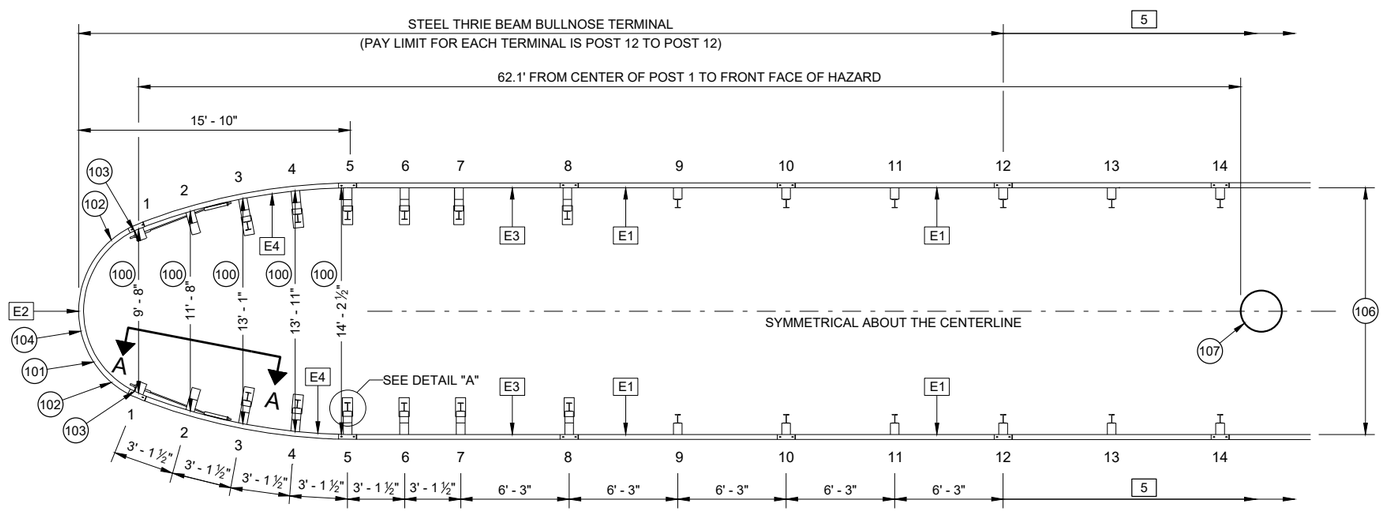
MEDIAN HAZARD PROTECTION PAY LIMITS



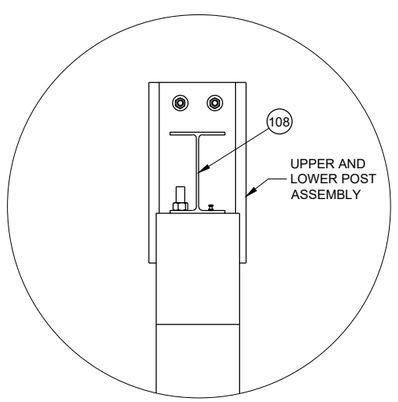
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



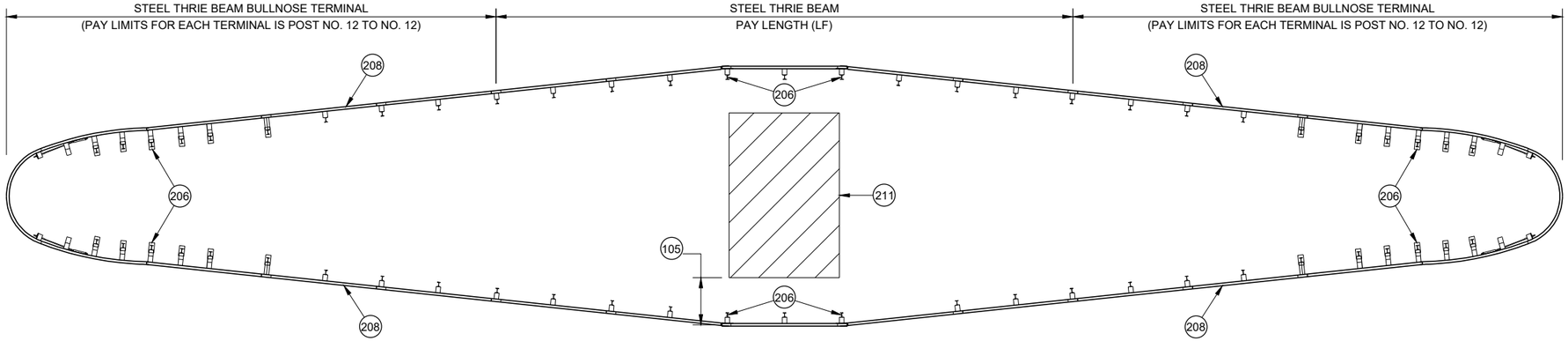
DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05a

SDD 14B26 - 05a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

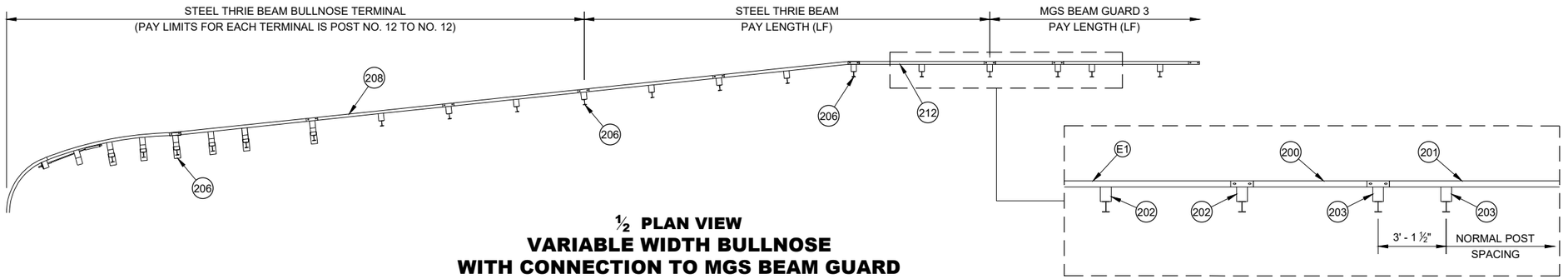
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

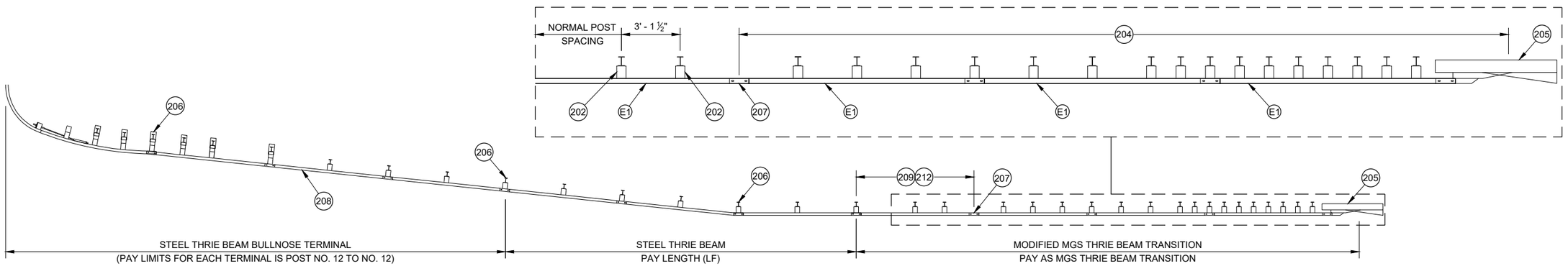
210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO MGS BEAM GUARD



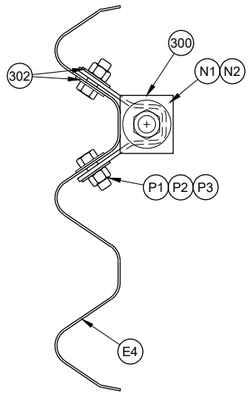
½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

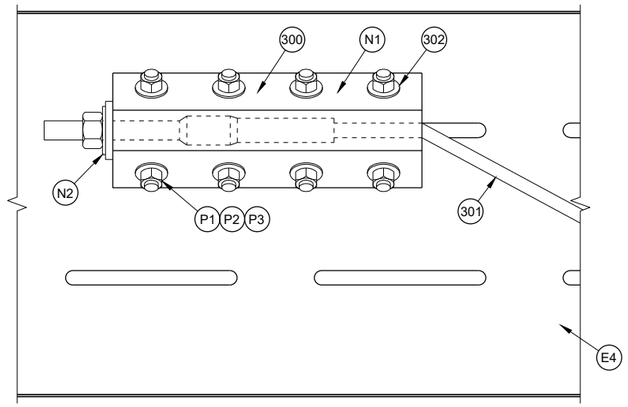
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SDD 14B26 - 05b

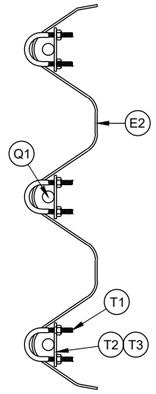


PROFILE VIEW

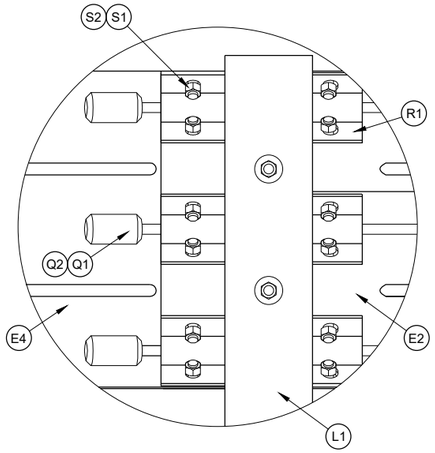
CABLE ANCHOR ASSEMBLY CONNECTION



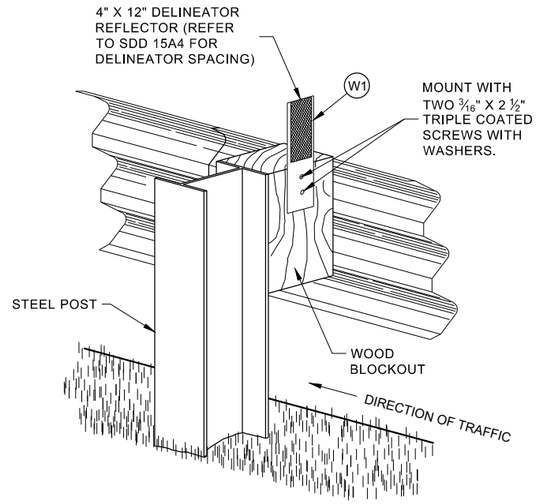
CABLE ANCHOR ASSEMBLY



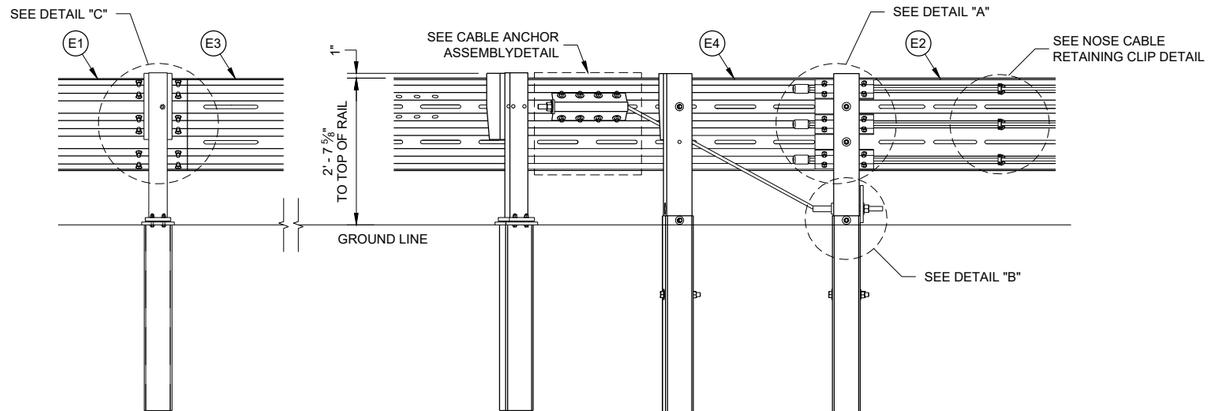
NOSE CABLE RETAINING CLIP



DETAIL "A"

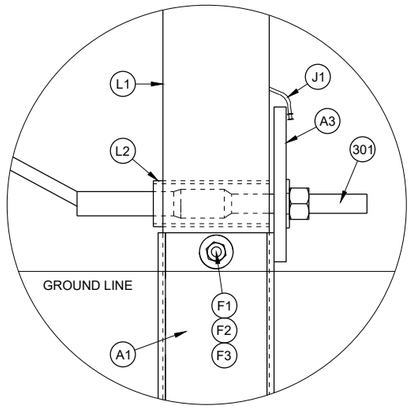


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

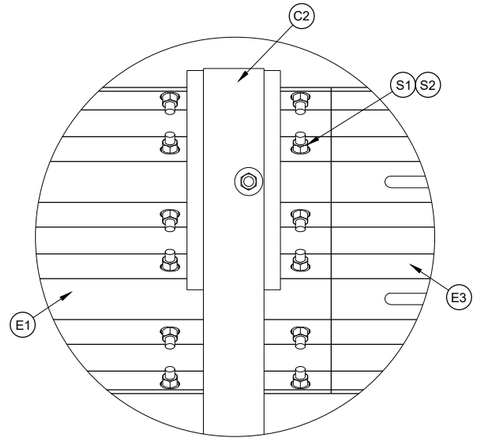


POST 8 | POST 3 | POST 2 | POST 1

CROSS SECTION A - A



DETAIL "B"



DETAIL "C" THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

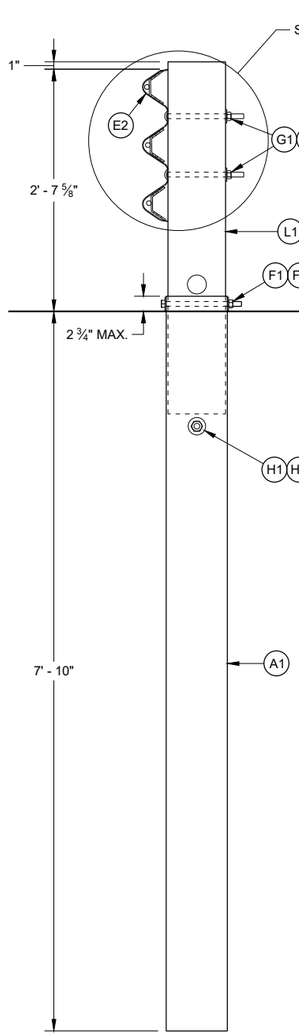
(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

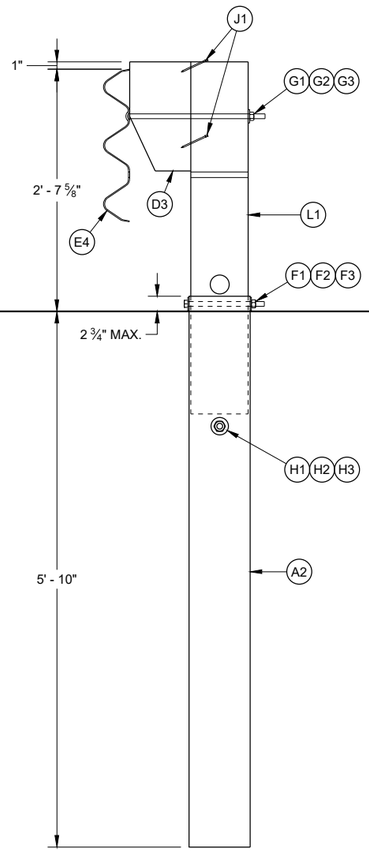
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

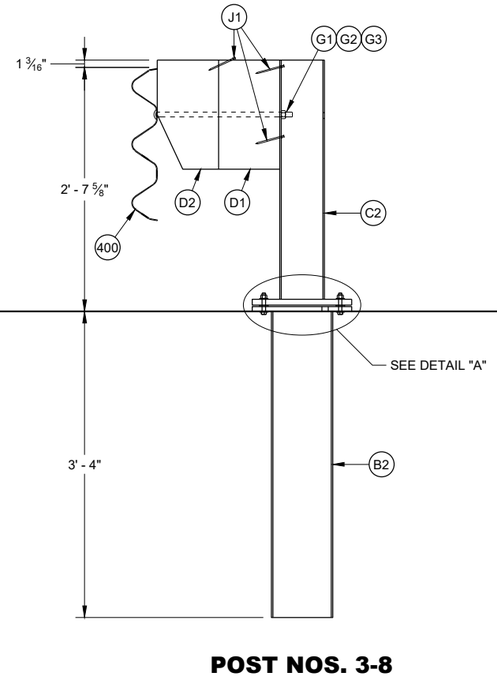
SDD 14B26 - 05c



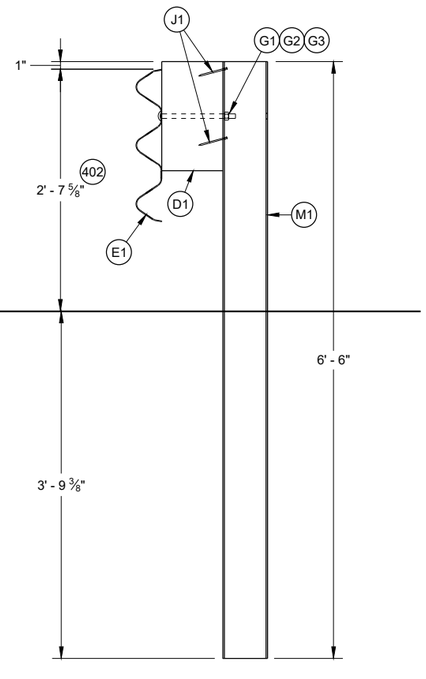
POST NO. 1



POST NO. 2



POST NOS. 3-8



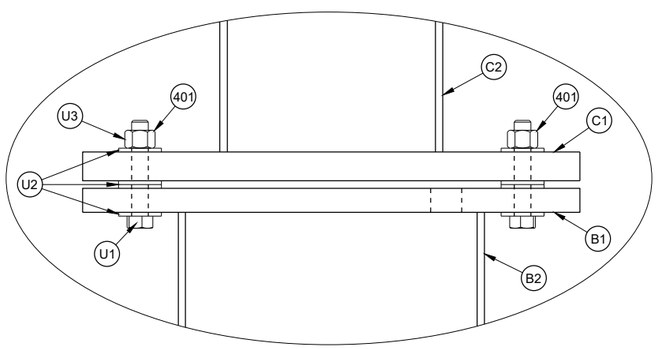
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

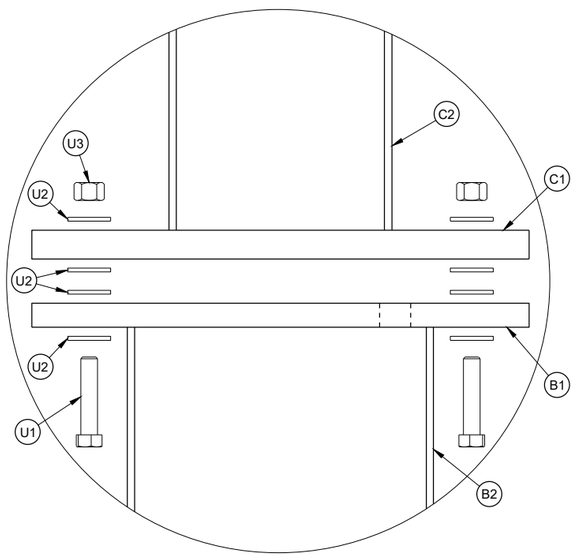
(400) RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

(401) TORQUE BOLD BETWEEN 60-75 FT-LB

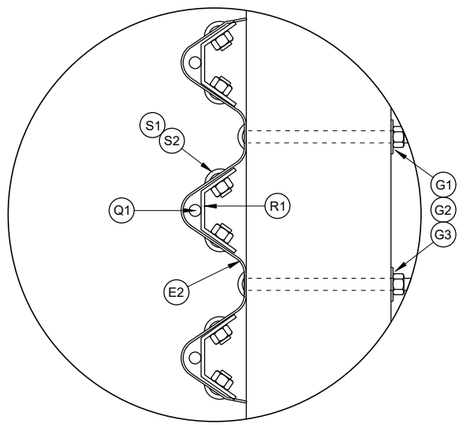
(402) HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



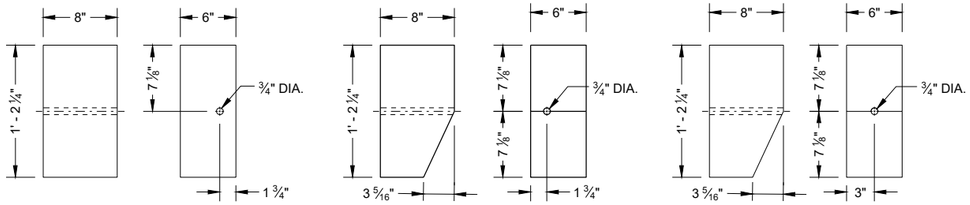
DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

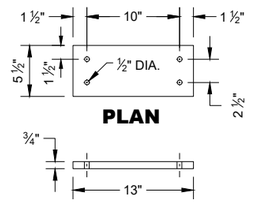
SDD 14B26 - 05d



ELEVATION PROFILE
BLOCKOUT (D1)

ELEVATION PROFILE
BLOCKOUT (D2)

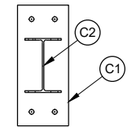
ELEVATION PROFILE
BLOCKOUT (D3)



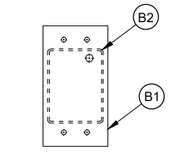
PLAN

PROFILE

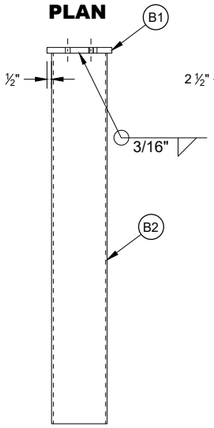
UPPER SHEAR PLATE (C1)

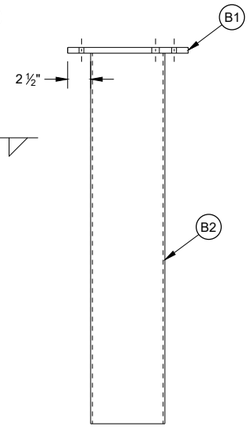


PLAN

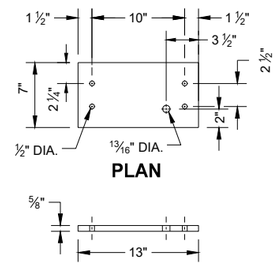


PLAN





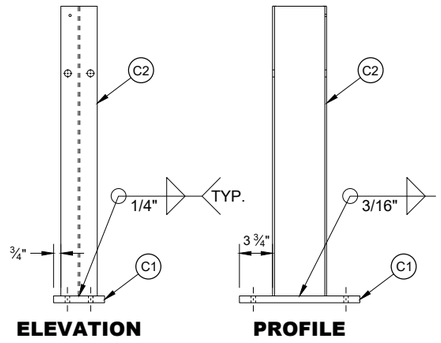
ELEVATION PROFILE
LOWER POST ASSEMBLY



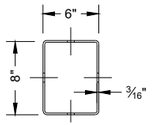
PLAN

PROFILE

LOWER SHEAR PLATE (B1)

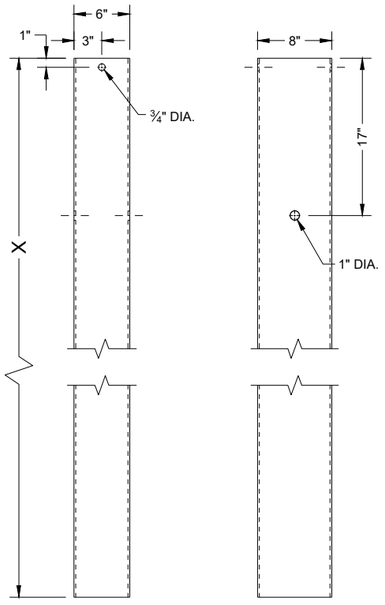


ELEVATION PROFILE
UPPER POST ASSEMBLY

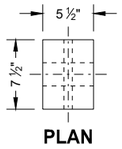


PLAN

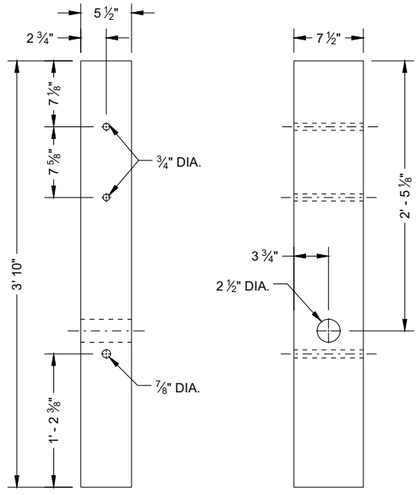
PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 4"



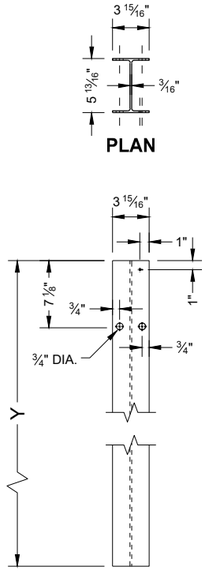
ELEVATION PROFILE
FOUNDATION TUBE



PLAN



ELEVATION PROFILE
BCT POST (L1)



ELEVATION
POST

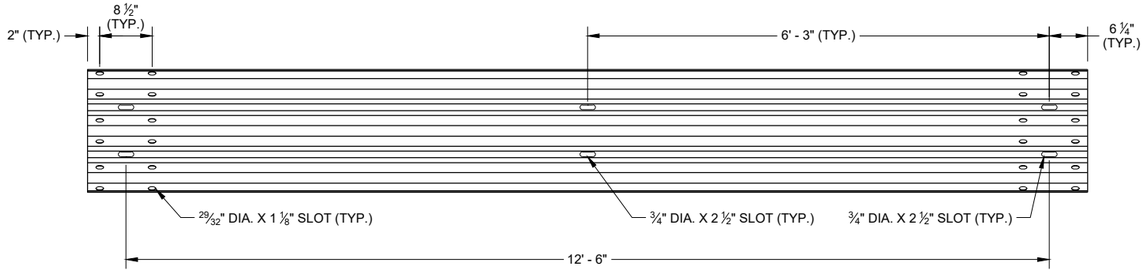
PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 7 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

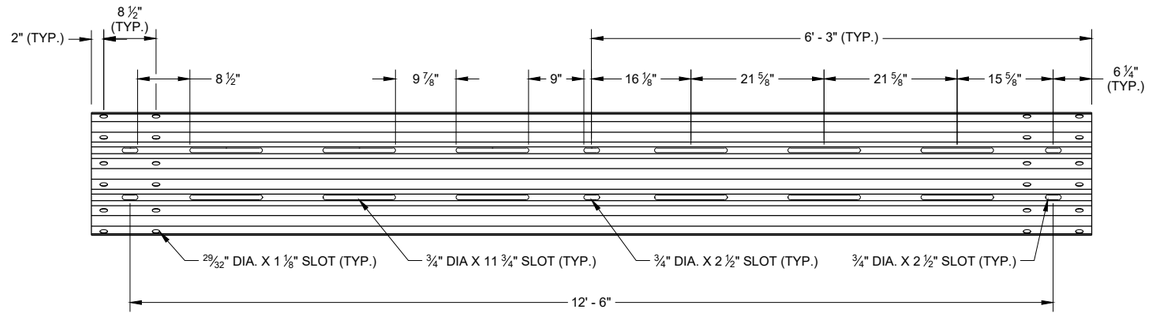
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

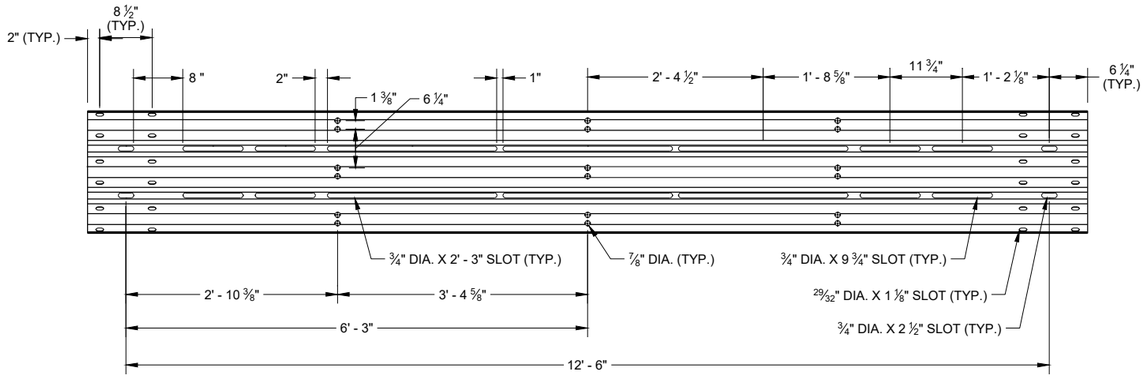
SDD 14B26 - 05e



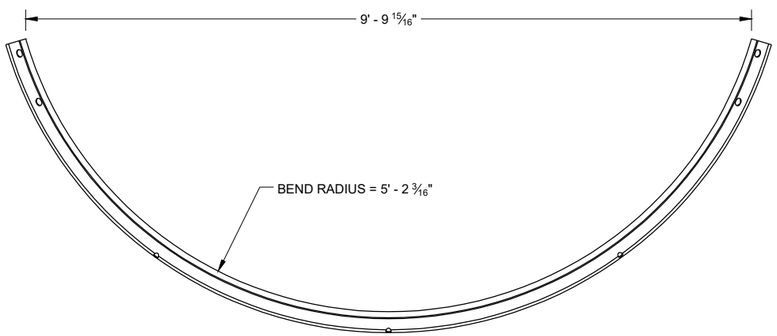
SLOTTED THRIE BEAM RAIL E1



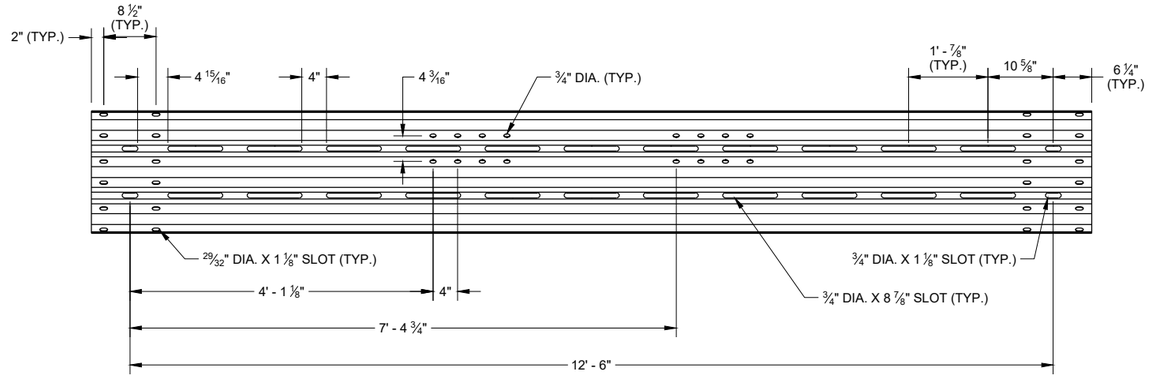
SLOTTED THRIE BEAM RAIL E3



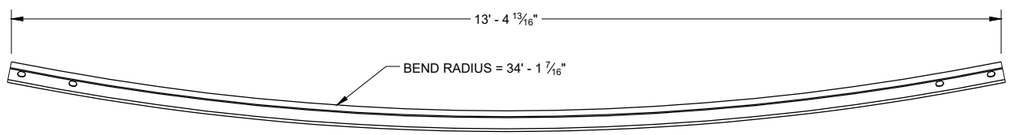
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4

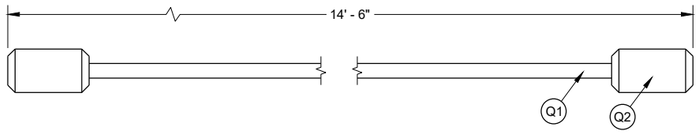


PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

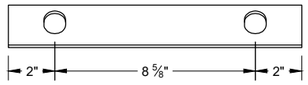
STEEL THRIE BEAM BULLNOSE TERMINAL

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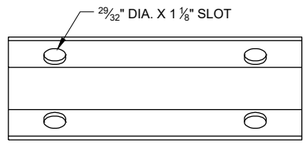
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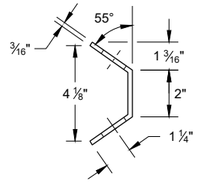
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

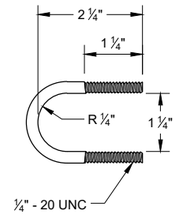


ELEVATION VIEW

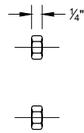


PROFILE VIEW

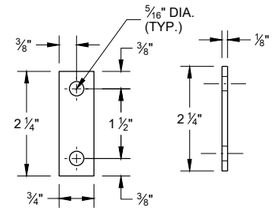
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

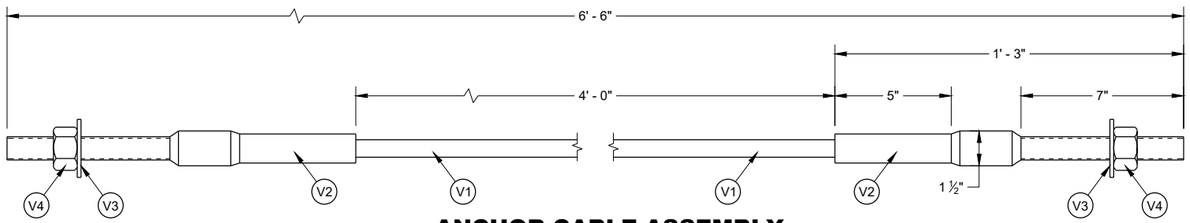


U - BOLT NUT (T3)

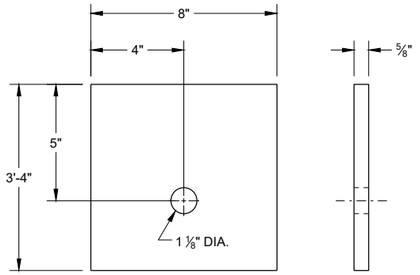


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

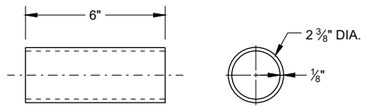


ANCHOR CABLE ASSEMBLY



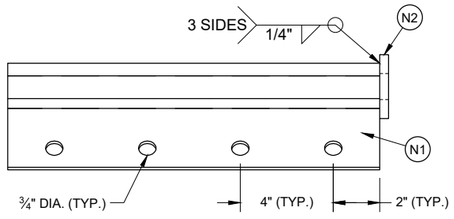
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

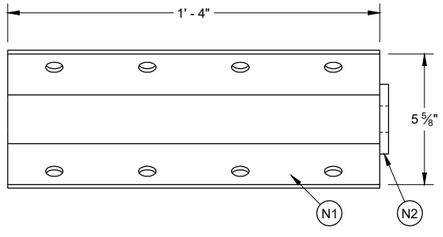


ELEVATION VIEW **PROFILE VIEW**

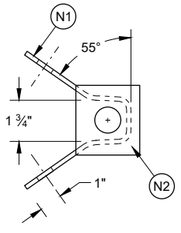
BCT POST SLEEVE (L2)



PLAN VIEW

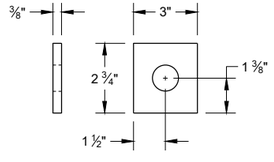


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
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BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

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STEEL THRIE BEAM BULLNOSE TERMINAL

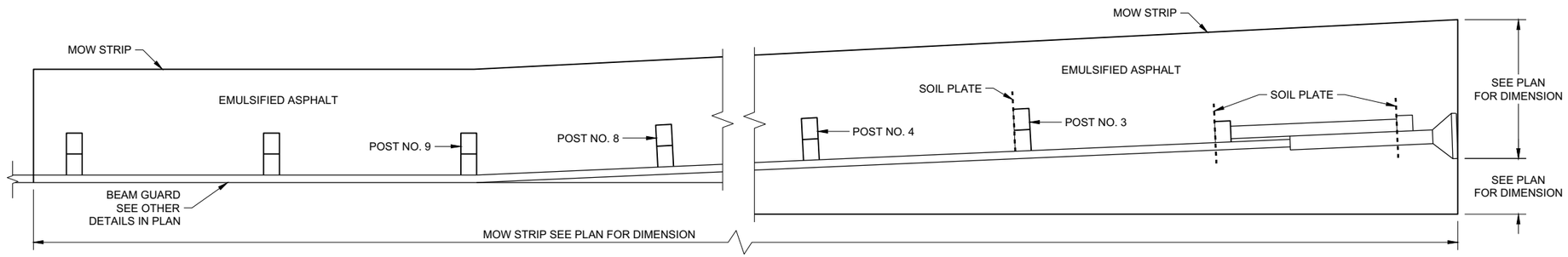
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



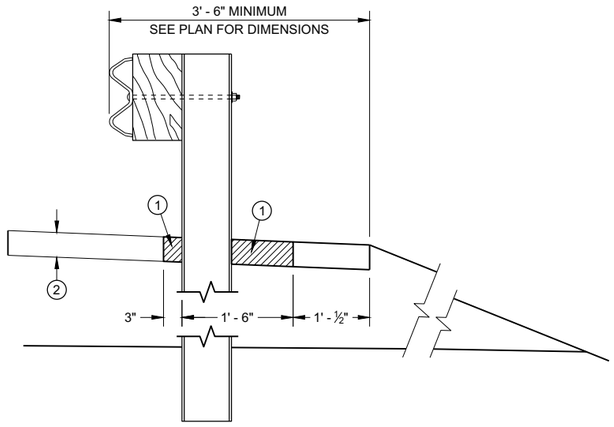
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

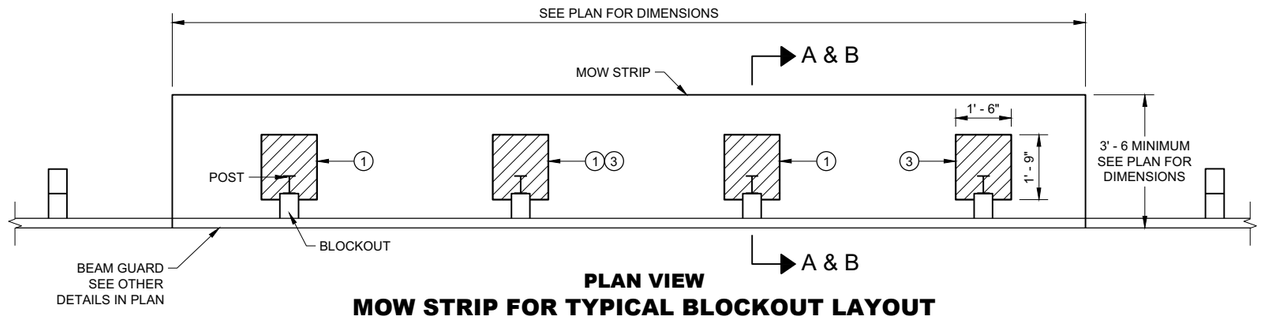
GENERAL NOTES

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)

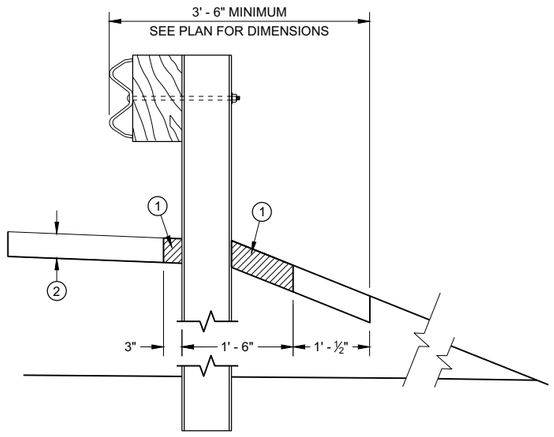


SECTION A - A

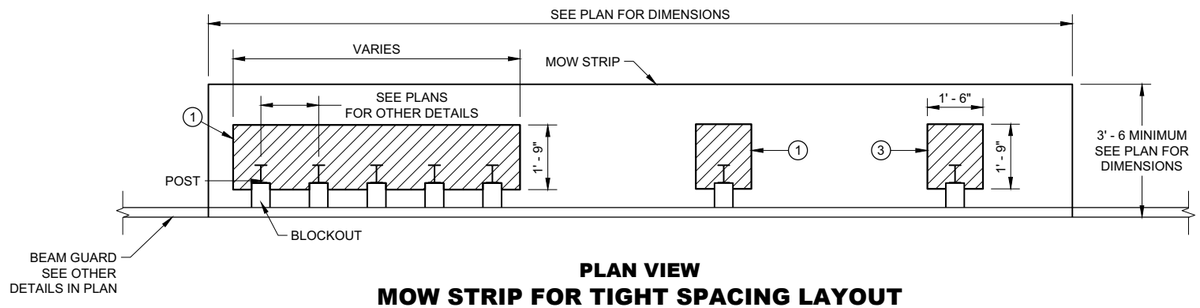


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

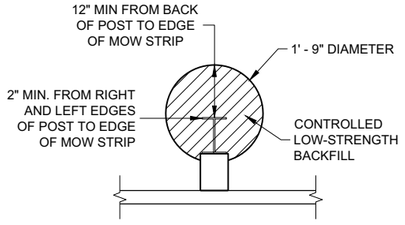


SECTION B - B

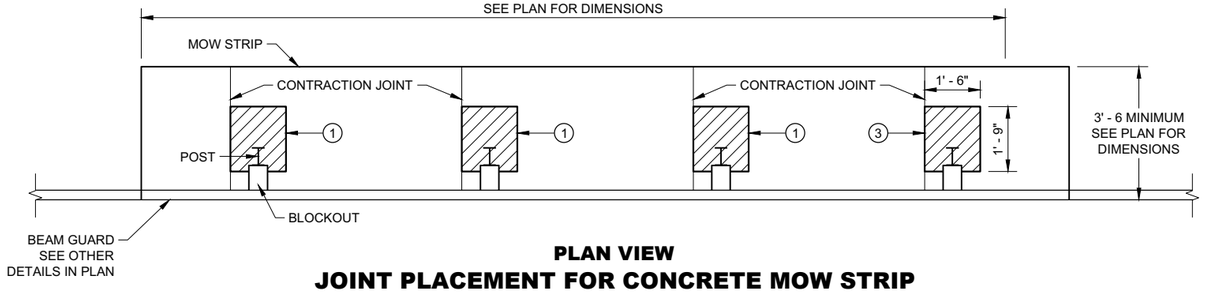


PLAN VIEW

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
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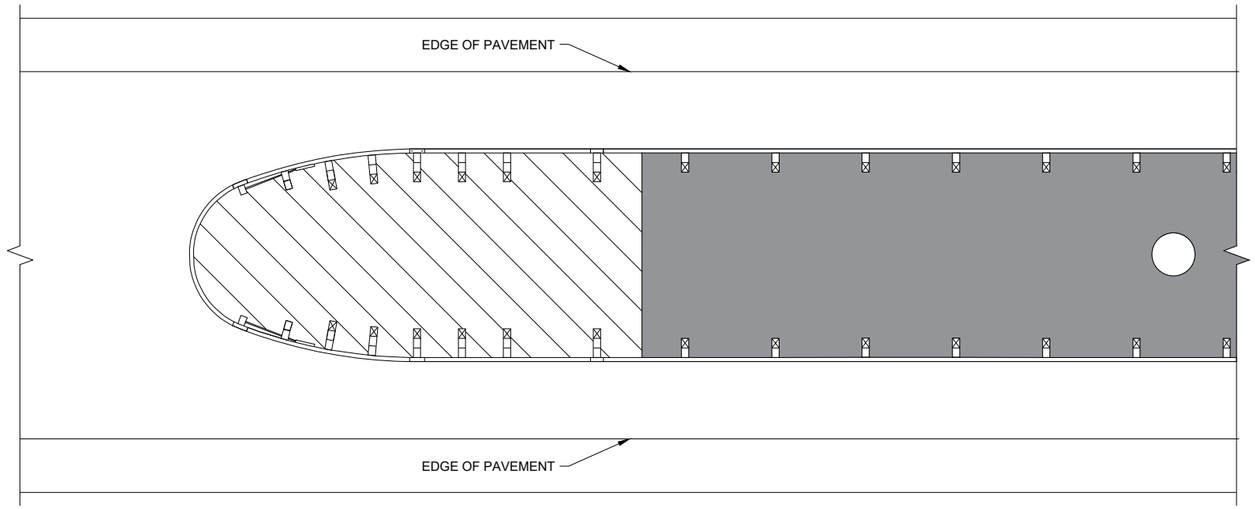
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

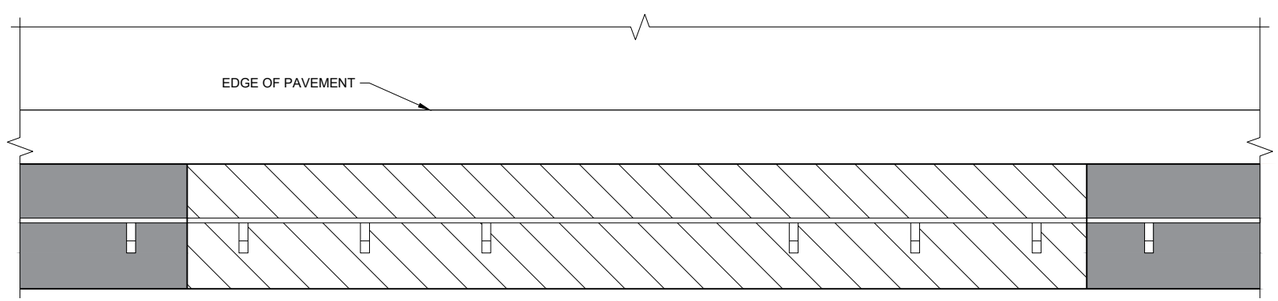
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

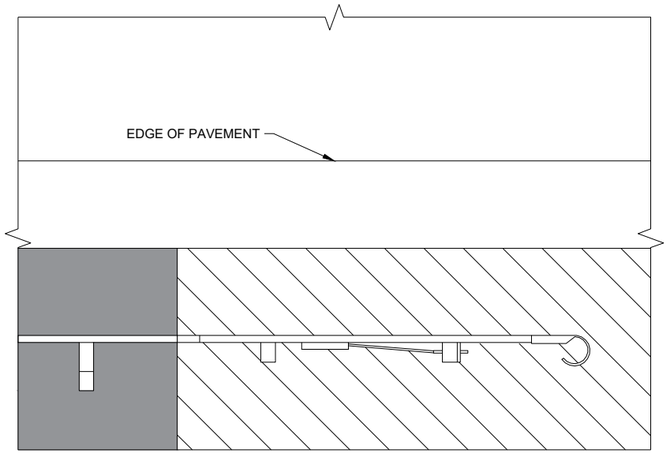
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



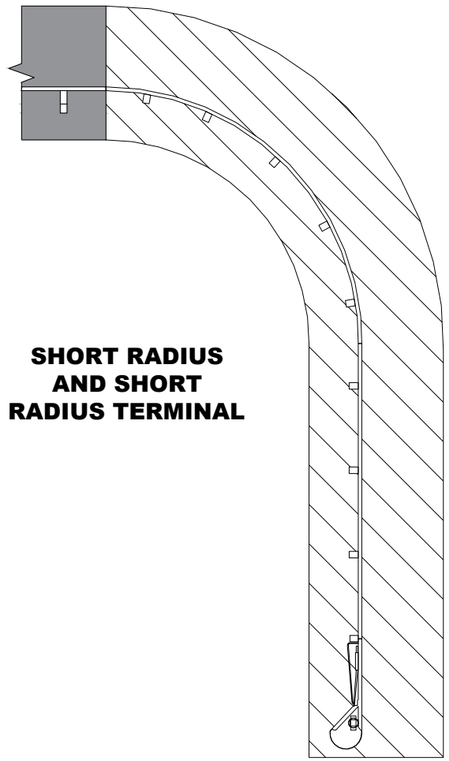
THRIE BEAM BULLNOSE



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

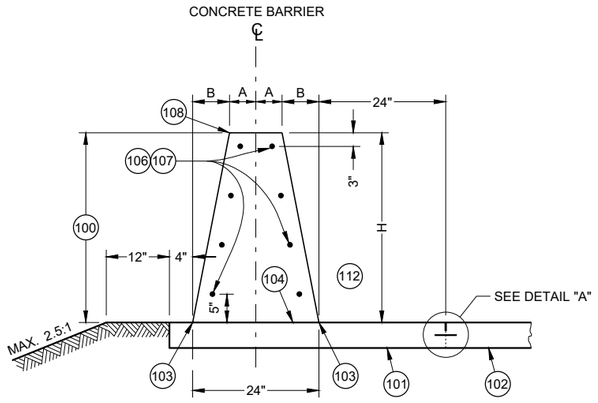
FHWA

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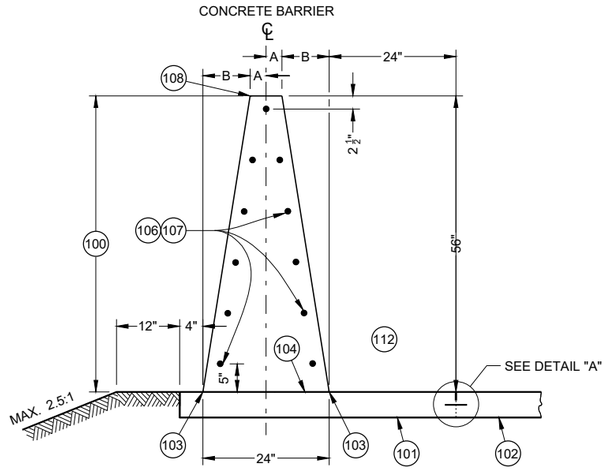
SDD 14B28 - 04b

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SDD 14B28 - 04b



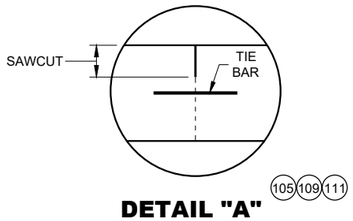
32 - INCH, 36 - INCH OR 42 - INCH SINGLE SLOPE CONCRETE BARRIER
(TYPE S32, TYPE S36, TYPE S42)



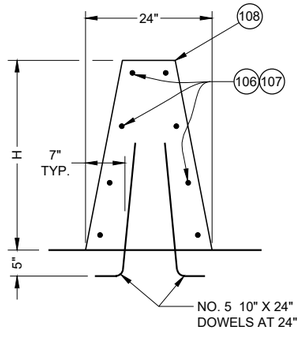
56 - INCH SINGLE SLOPE CONCRETE BARRIER
(TYPE S56)

TABLE "A"

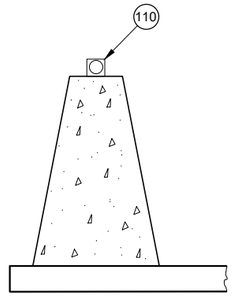
BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 ¼	5 ¾	8
42	5 ¼	6 ¾	10
56	3	9	11



DETAIL "A"



SINGLE SLOPE CONCRETE BARRIER ON BRIDGE
(NON OUTER PARAPET APPLICATION)



DELINEATION

GENERAL NOTES

WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

LOCATE EXPANSION JOINTS IN CONCRETE BARRIER SHALL AT ALL DECK AND PRINCIPAL WALL JOINTS. FILL EXPANSION JOINT WITH EXPANSION JOINT MATERIAL. SEAL THE EXPANSION JOINT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

2" CLEAR COVER TYPICAL

ANCHORS ARE REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN IN THIS SDD OR DETAIL SHOWN ON SDD 14B33. ANCHORS INCIDENTAL TO CBSS.

PROVIDE A 1" DEEP CONTRACTION JOINT IN BARRIER PAD AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. NO DOWEL BARS ARE REQUIRED FOR BARRIER PAD. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

ALL REBAR SHALL BE EPOXY COATED M31 TYPE S. SEE STANDARD SPECIFICATION 505.

CONCRETE BARRIER, UPPER CONCRETE BARRIER, LOWER CONCRETE BARRIER, CONCRETE BARRIER PAD, AND FOOTINGS ARE TERMS USED TO DESCRIBE PARTS OF SINGLE SLOPE CONCRETE BARRIER BID ITEMS. THESE PARTS ARE INCIDENTAL TO THE SINGLE SLOPE CONCRETE BARRIER BID ITEMS.

(100) CONCRETE BARRIER

(101) CONCRETE BARRIER PAD

(102) PAVEMENT

(103) WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1 ½", USE TYPE A SINGLE SLOPE BARRIER.

(104) OPTIONAL CONSTRUCTION JOINT.

(105) CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAT 10'.

(106) STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL IS 2' BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.

(107) NO. 5 CONTINUOUS BARS EVENLY SPACED (SEE TABLE "A").

(108) USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

(109) CONCRETE BARRIER PAD UNDER CBSS MAY BE PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED ⅓ DEPTH. CONCRETE BARRIER PAD AND SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE BARRIER PAD MINIMUM DEPTH IS 6", OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

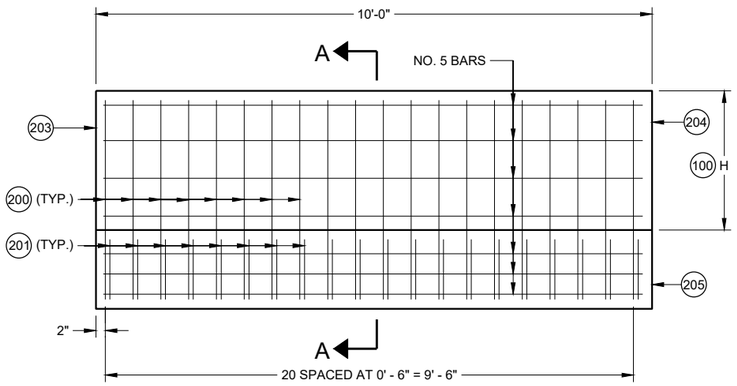
(110) SEE SDD 15A04 FOR DELINEATOR DETAILS AND SPACING.

(111) SEE SDD 13C01 FOR DETAILS TYPING CONCRETE BARRIER TO ADJACENT CONCRETE

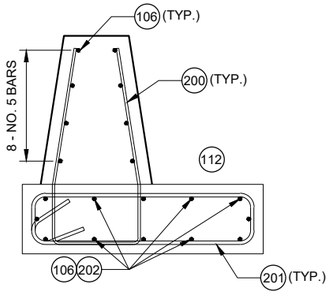
(112) TRAFFIC SIDE

CONCRETE BARRIER SINGLE SLOPE (CBSS)

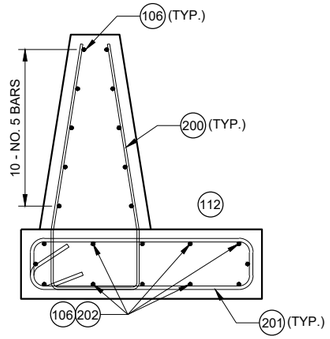
STATE OF WISCONSIN
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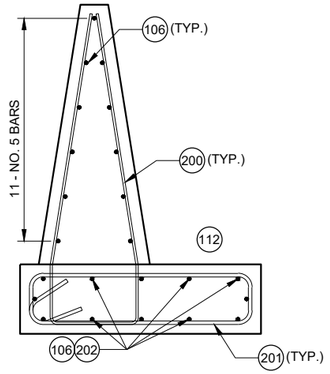
END ANCHOR SINGLE
SLOPE CONCRETE BARRIER



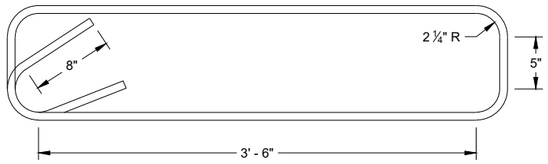
32" AND 36" CBSS



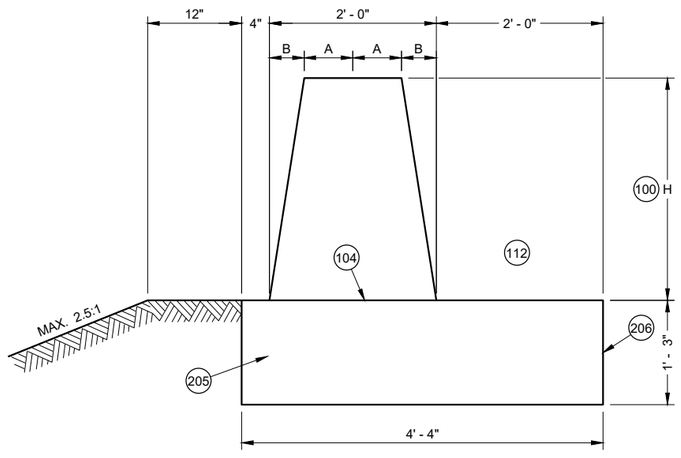
42" CBSS



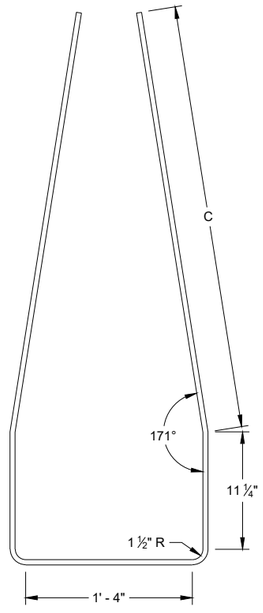
56" CBSS



STIRRUP BAR
BENDING DETAIL



SECTION A - A



V1 BAR
BENDING DETAIL

TABLE "B"

BARRIER HEIGHT H INCHES	C INCHES
32	2' - 6"
36	2' - 11"
42	3' - 4"
56	4' - 6 ½"

GENERAL NOTES

(200) V1 BARS ARE NO. 5 BARS. (SEE BAR BENDING DETAIL)

(201) STIRRUPS ARE NO. 6 BARS. (SEE BAR BENDING DETAIL)

(202) TWELVE (12) NO. 5 BARS EVENLY SPACED

(203) END OF INSTALLATION OR EXPANSION JOINT.

(204) SEE COLD JOINT DETAIL TO CONNECT END ANCHOR SINGLE SLOPE CONCRETE BARRIER TO SINGLE SLOPE CONCRETE BARRIER.

(205) FOOTING

(206) DO NOT TIE TO FOOTING TO ADJACENT PAVEMENT.

6

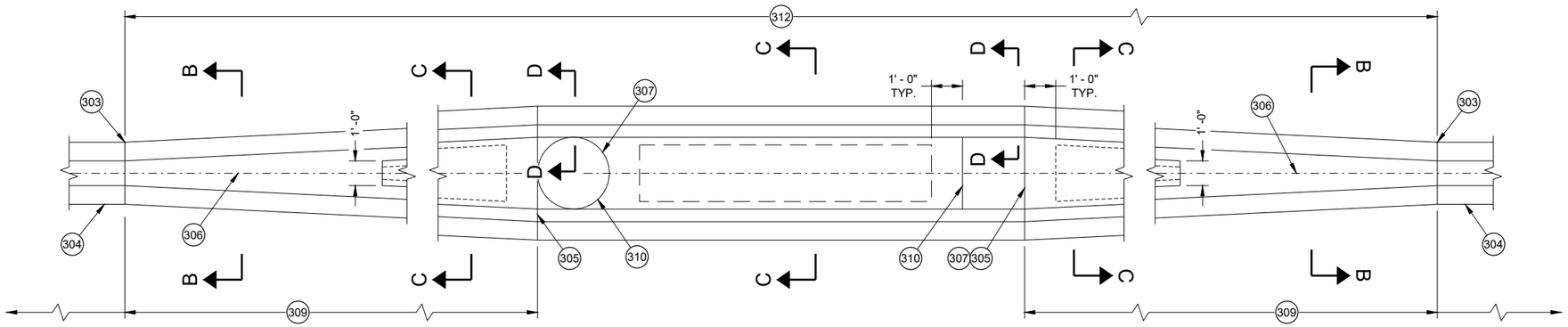
SDD 14B32 - 10b

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SDD 14B32 - 10b

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

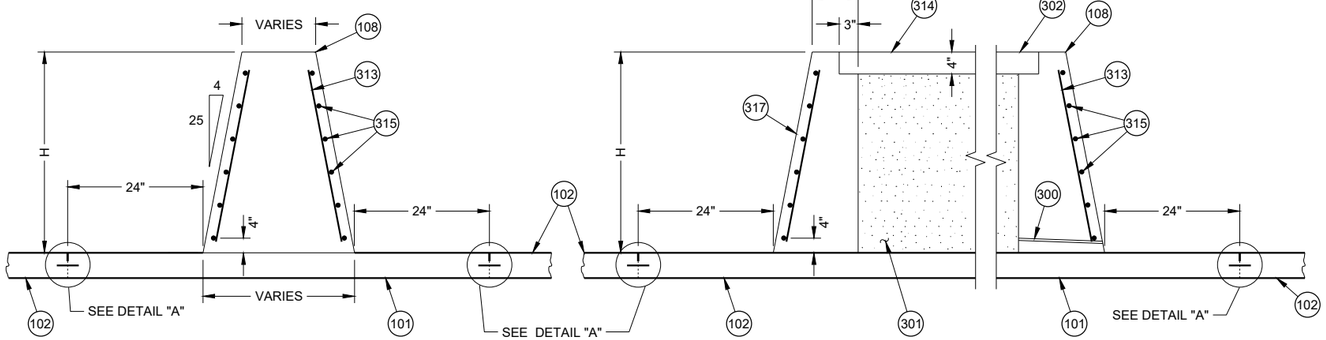
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DEPARTMENT OF TRANSPORTATION



LARGE FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

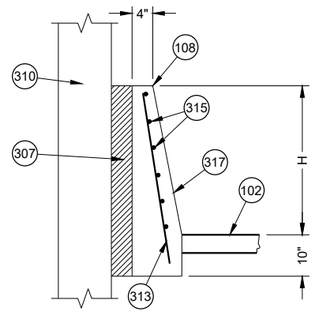
TABLE "C"

BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	6

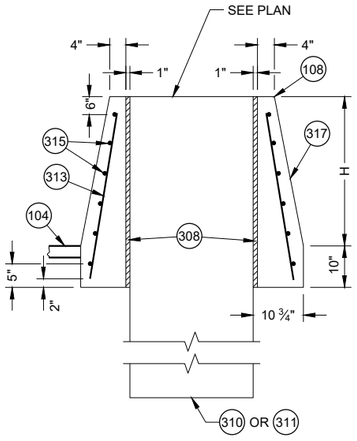


SECTION B - B

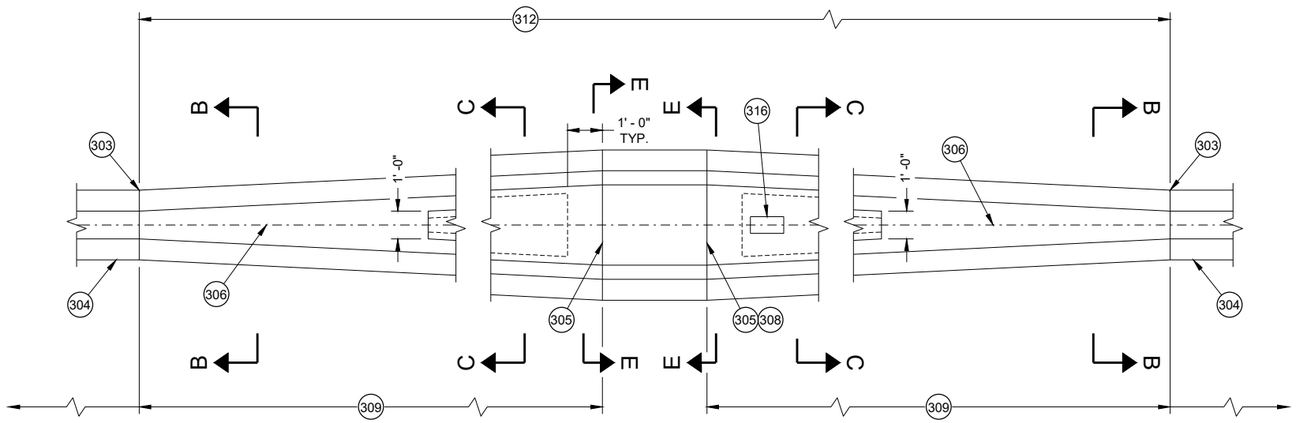
SECTION C - C



SECTION D - D



SECTION E - E



SMALL FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

GENERAL NOTES

(300) INSTALL 1 INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B -B. MINIMUM ONE DRAIN CAVITY.

(301) BETWEEN CONCRETE BARRIER WALLS FILL WITH FOUNDATION BACKFILL.

(302) LEVEL THE TOP OF CONCRETE BARRIER CAP ACROSS TOP OF BARRIER. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.

(303) USE COLD JOINTS BETWEEN FIXED OBJECT PROTECTION AND CONCRETE BARRIER ANCHOR.

(304) INSTALL END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(305) SEE COLD JOINT DETAIL

(306) CENTERLINE OF CONCRETE BARRIER.

(307) INSTALL 4" EXPANDED POLYSTYRENE BETWEEN COLUMN AND CONCRETE BARRIER.

(308) INSTALL 1" EXPANDED POLYSTYRENE BETWEEN PEDESTAL AND CONCRETE BARRIER.

(309) 20:1 MIN. TRANSITION.

(310) COLUMN

(311) PEDESTAL

(312) LIMITS OF PAYMENT FOR LARGE FIXED OBJECT PROTECTION (SEE PLAN)

(313) NO. 4 BARS SPACED 12" CENTER TO CENTER (TYP.)

(314) USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.

(315) SEE TABLE "C" FOR BAR INFORMATION

(316) ELECTRICAL PULL BOX FOR SIGN FLUSH WITH TOP OF CONCRETE BARRIER.

(317) VARIABLE SLOPE

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
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SDD 14B32 - 10c

GENERAL NOTES

(400) END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(401) PARAPET, SIGN BRIDGE BASE, LIGHT POLE BASE OR OTHER OBJECT SINGLE SLOPE CONCRETE BARRIER CANNOT TIE INTO.

(402) JOINT SEAL CONFORMING TO STANDARD SPECIFICATION 415.2.6

(403) EXPANSION JOINT MATERIAL.

(404) INLET (SEE PLAN)

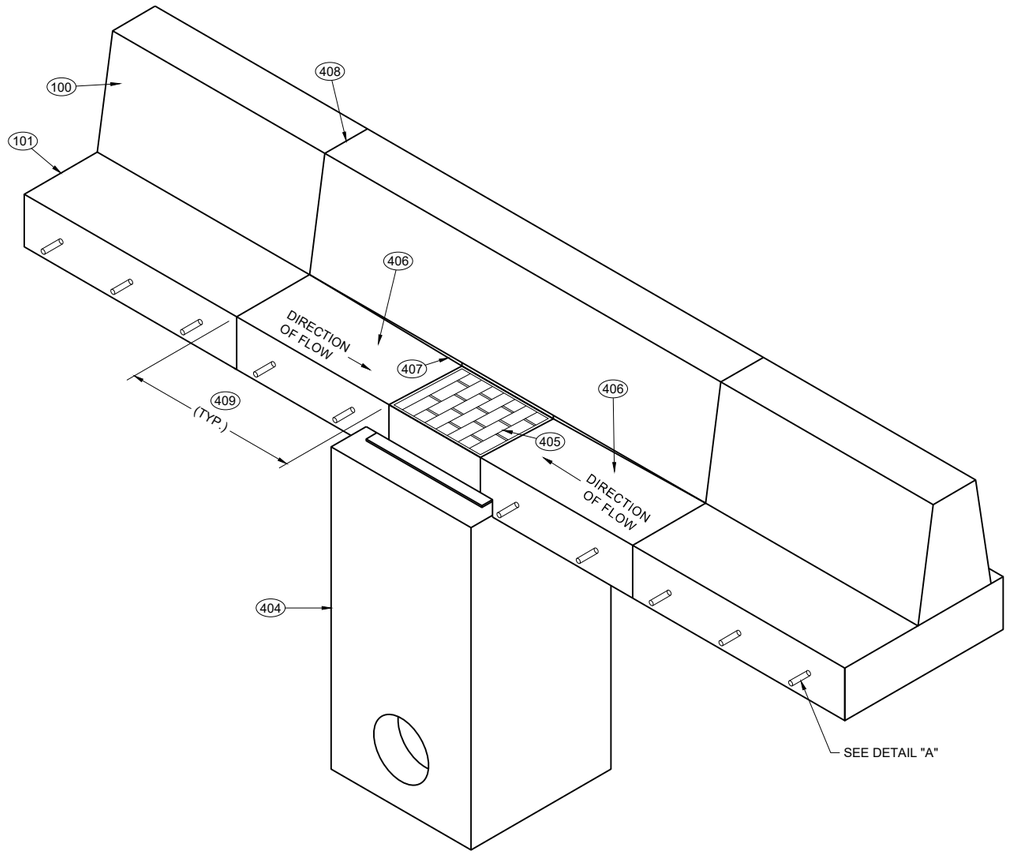
(405) INLET COVER BW (SEE PLAN)

(406) WARP PAN TO MATCH INLET COVER.

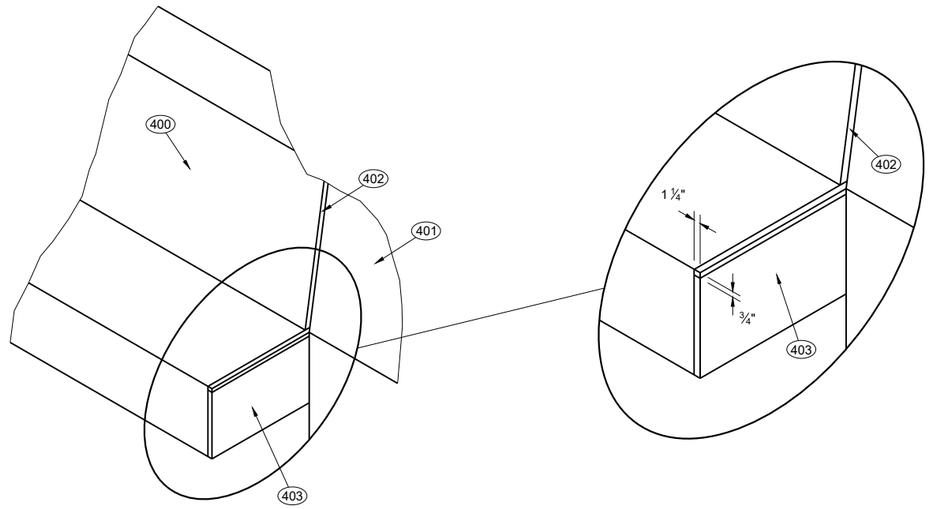
(407) EXTEND BARRIER SLOPE TO INLET. SEE PLAN FOR THE LENGTH OF EXTENSION.

(408) CONTRACTION JOINT.

(409) WHEN ADJACENT TO CONCRETE PAVEMENT OR SHOULDER, JOINT SHOULD MATCH CONCRETE JOINTS. OTHERWISE, 3' (TYP.). SEE SDD 13C18 FOR MORE INFORMATION.



DRAINAGE DETAIL



EXPANSION JOINT DETAIL

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B32-10d

GENERAL NOTES

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

(500) SEE TABLE "A" FOR DIMENSIONS

(501) SEE TABLE "D"

(502) MULTIPLE HEIGHT TRANSITION MAY BE USED IN SEQUENCE TO GET APPROPRIATE HEIGHT.

(503) COLD JOINT

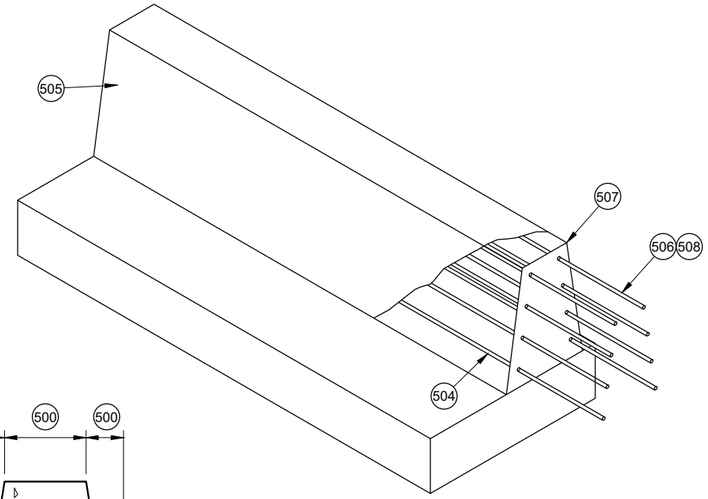
(504) BARRIER REBAR (SEE OTHER DETAILS FOR BAR SIZE, QUANTITY AND LOCATION).

(505) SINGLE SLOPE BARRIER SHOWN. SIMILAR DETAIL CAN BE USED FOR COLD JOINT IN END ANCHORS AND TRANSITIONS.

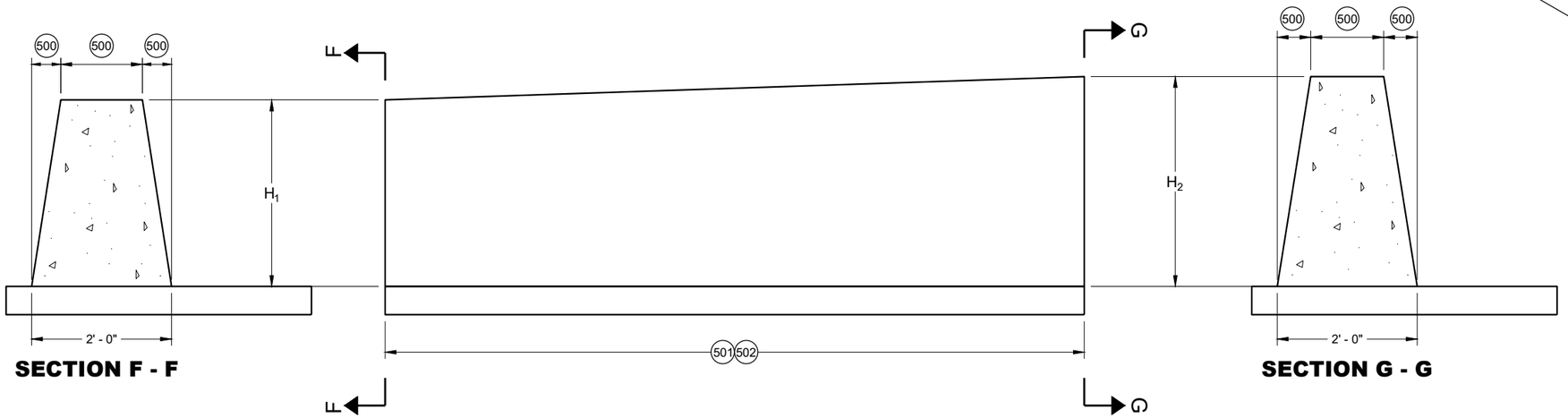
(506) NO. 5 REBAR FOR SPLICE. 3' OF SPLICE REBAR IS LAPPED AND TIED TO BARRIER REBAR. EXTEND 3' OF SPLICE REBAR BEYOND END OF POUR. ALL BARS ARE FIRMLY TIED OR CONNECTED. EVERY REBAR IN THE BARRIER SECTION REQUIRES A SPLICE BAR.

(507) END OF POUR.

(508) LAP AND TIE 3' OF NEXT POUR'S REBAR TO SPLICE REBAR.



COLD JOINT DETAIL



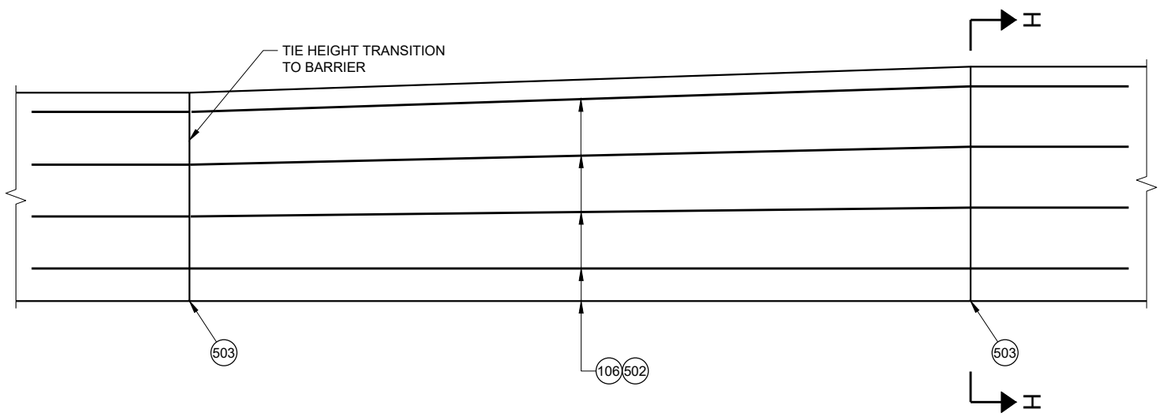
SECTION F - F

SECTION G - G

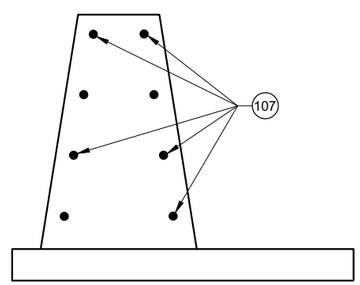
DOUBLE COLD JOINT HEIGHT TRANSITION

TABLE "D"

H_1	H_2	L	NUMBER OF NO. 5 BARS
32"	36"	10' - 0"	8
36"	42"	10' - 6"	10
42"	56"	24' - 6"	11



STEEL REINFORCEMENT DETAIL



SECTION H - H

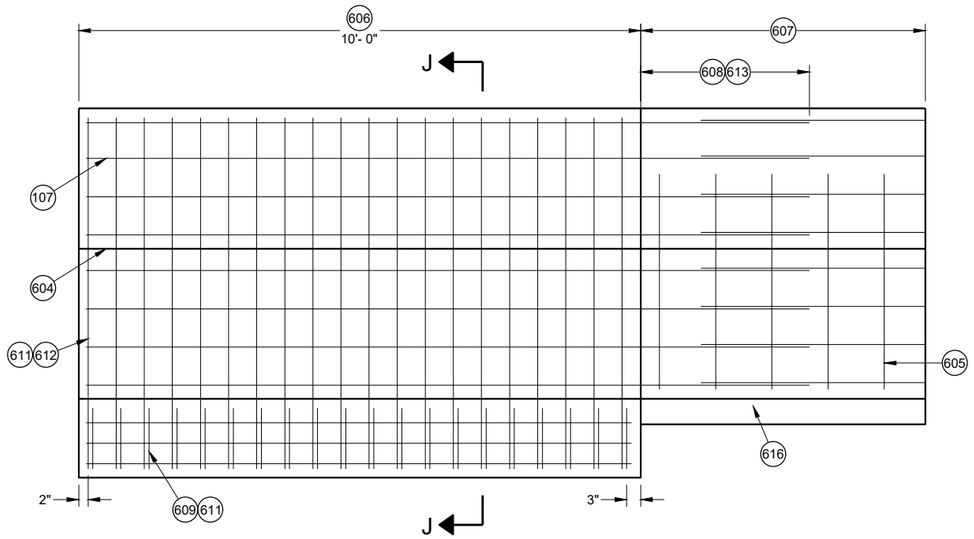
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

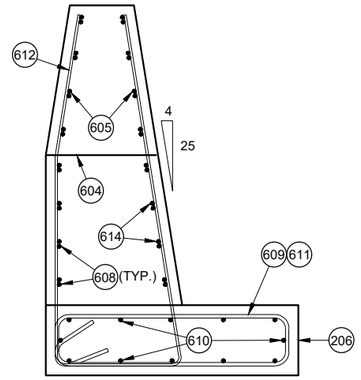
634

SDD 14B32 - 10e

SDD 14B32 - 10e



END ANCHOR MEDIAN BARRIER AND RETAINING WALL



SECTION J - J
END ANCHOR AND MEDIAN WALL END ANCHOR REINFORCEMENT DETAIL

GENERAL NOTES

600 UPPER CONCRETE BARRIER

601 LOWER CONCRETE BARRIER

602 MAX HEIGHT 36".

603 VERTICAL OFFSET FROM TOP ROADWAY SURFACES

604 OPTIONAL CONSTRUCTION JOINT WHEN HEIGHT IS GREATER THAN 1 ½".

605 NO. 4 BARRIER LOOP BARS ARE NOT REQUIRED FOR ROADWAY OFFSETS ARE LESS THAN 1'- 0", EXCEPT WHEN USED IN ANCHORS. BARRIER LOOP BARS ARE SPACED 12" CENTER TO CENTER OUTSIDE OF MEDIAN BARRIER AND RETAINING WALL END ANCHOR.

606 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL ANCHOR

607 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (SEE OTHER DETAILS)

608 NO. 5 REBAR 3' OF LAP OF LONGITUDINAL STEEL.

609 NO. 6 REBAR END ANCHOR FOOTING LOOP

610 TWELVE (12) NO. 5 BARS EVENLY SPACED.

611 SS ANCHOR END LOOP AND END ANCHOR FOOTING LOOP ARE SPACED 6" CENTER TO CENTER.

612 END ANCHOR LOOP BAR IS NO. 5 REBAR.

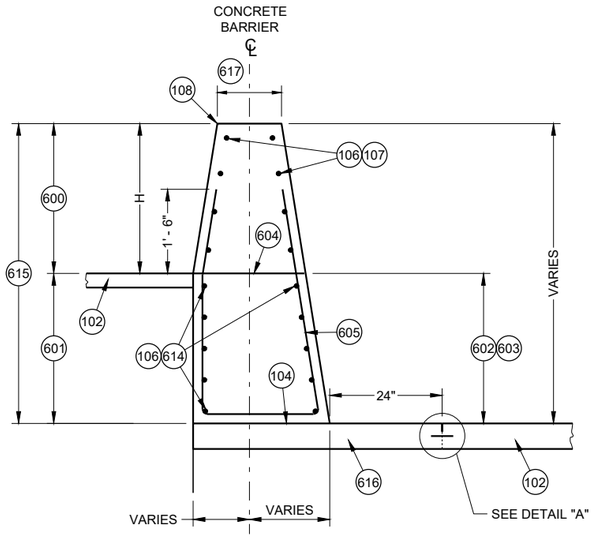
613 SEE COLD JOINT DETAIL.

614 SEE TABLE "E" FOR REQUIRED REBAR

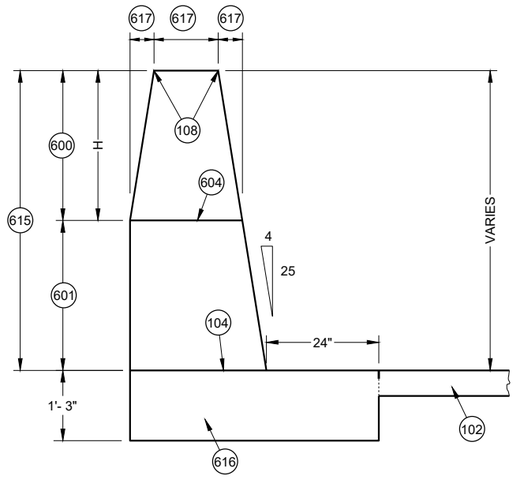
615 TOTAL BARRIER HEIGHT (SEE PLAN FOR HEIGHT)

616 FOR SOME LOCATIONS, NO PAN IS NEEDED. SEE OTHER DETAILS.

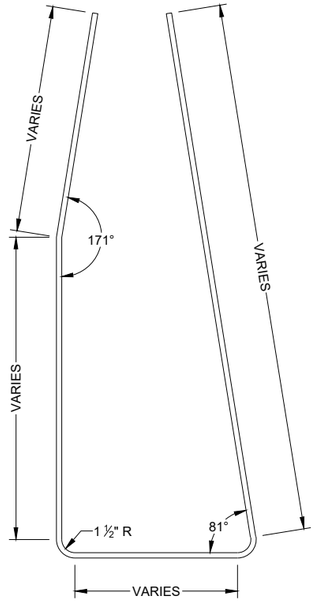
617 SEE TABLE "A" FOR DIMENSIONS



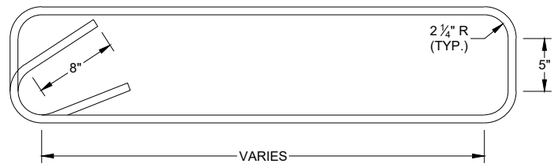
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)
(BETWEEN ADJACENT ROADWAYS)



SECTION J - J
MEDIAN BARRIER AND RETAINING WALL END ANCHOR DIMENSIONS



LOOP BAR BENDING DETAIL



END ANCHOR STIRRUP BAR BENDING DETAIL

TABLE "E"

HEIGHT BETWEEN ROADWAY	QUANTITY OF NO. 6 BARS
0 TO 3"	0
GREATER THAN 3" TO 8"	2
GREATER THAN 8" TO 12"	4
GREATER THAN 12" TO 36"	8

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B32 - 10f

6

SDD 14B32 - 10f

GENERAL NOTES

700 END ANCHOR SINGLE SLOPE CONCRETE BARRIER

701 SEE EXPANSION JOINT DETAIL

702 END ANCHOR SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

703 PAY LIMIT FOR SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

704 SEE COLD JOINT DETAIL

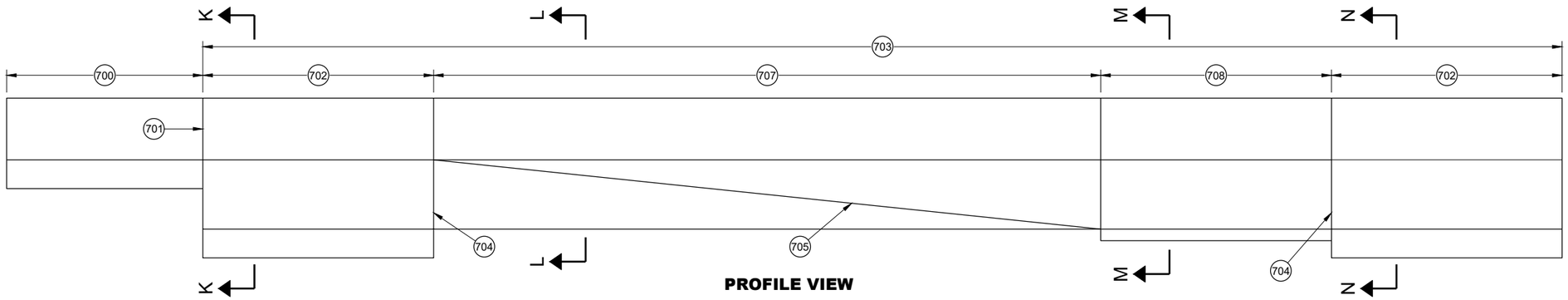
705 LOW SIDE SHOULDER

706 HIGH SIDE SHOULDER

707 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL INSTALLED WITHOUT A PAN.

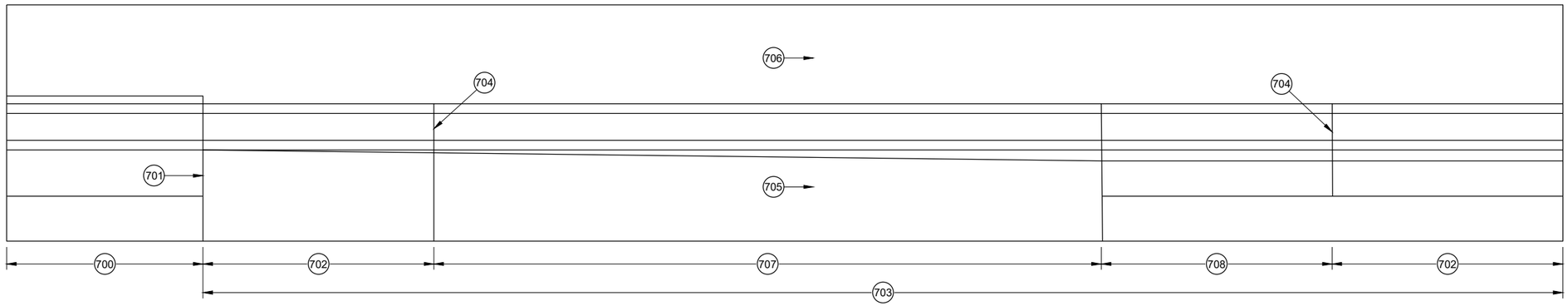
708 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL INSTALLED WITH A PAN.

709 EXCAVATION AND COMPACTION



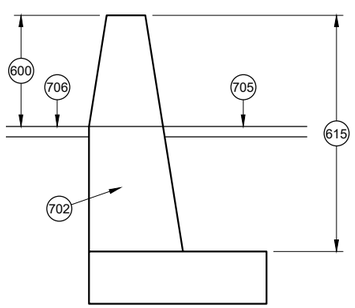
PROFILE VIEW

SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

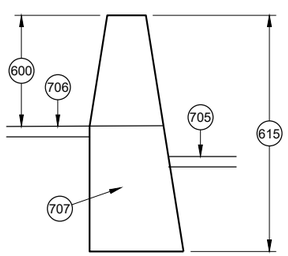


PLAN VIEW

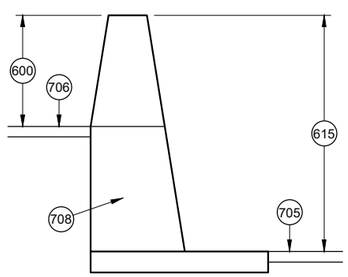
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL



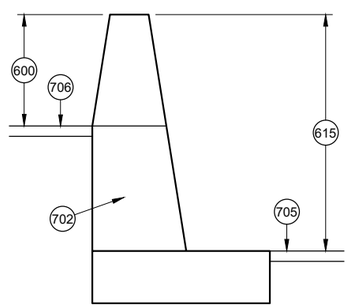
SECTION K - K



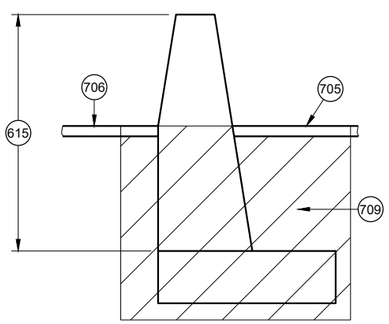
SECTION L - L



SECTION M - M



SECTION N - N

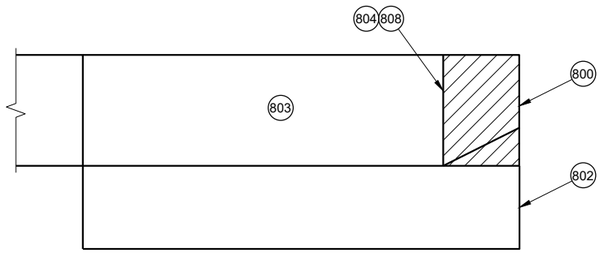


CONCRETE BARRIER
SINGLE SLOPE (CBSS)

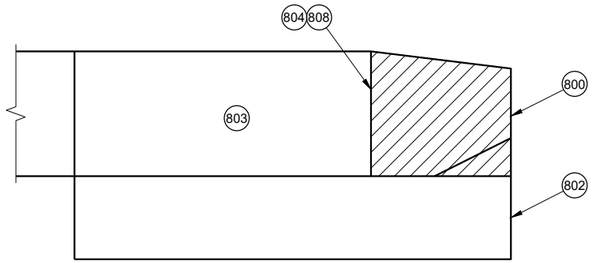
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B32 - 10g



REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



REMOVAL AREA OF CONCRETE THRIE BEAM ANCHORAGE WITH HEIGHT GREATER THAN 32"

GENERAL NOTES

END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.

REMOVE THRIE BEAM ANCHORAGE AS SHOWN.

800 AREA OF BARRIER REMOVAL AN NEW CONCRETE AND STEEL IS INSTALLED.

801 MINIMUM LENGTH OF REMOVAL IS 15'

802 FOOTING BELOW GROUND MAY REMAIN IN PLACE.

803 CONCRETE BARRIER SINGLE SLOPE THRIE BEAM ANCHOR TO REMAIN.

804 SAW CUT

805 NEW SINGLE SLOPE CONCRETE BARRIER.

806 CONCRETE BARRIE SINGLE SLOPE TO REMAIN.

807 SINGLE SLOPE CONCRETE BARRIER OR CONCRETE BARRIER SINGLE SLOPE THRIE BEAM ANCHOR TO REMAIN.

808 SEE CONNECTION DETAIL.

809 NO. 5 CONTINUOUS BAR.

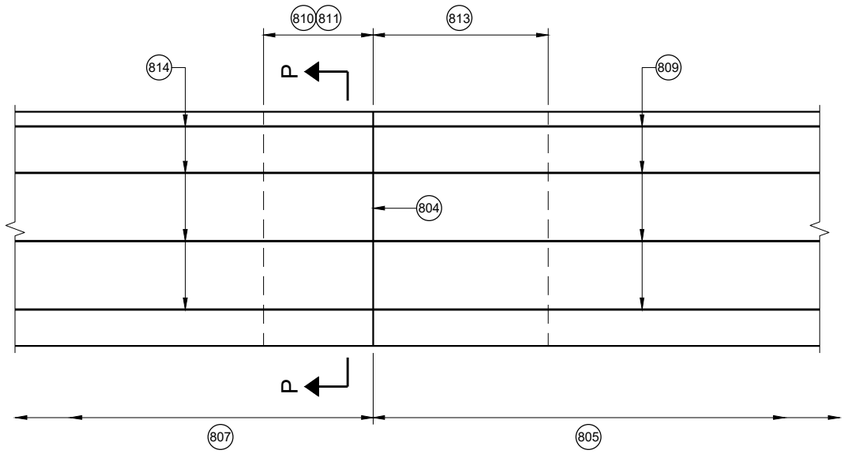
810 3' MIN. DRILL HOLES. USES NO. 5 ADHESIVE ANCHORS.

811 THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF HORIZONTAL REBAR IN BARRIER. DRILL HOLES ARE TO BE A MINIMUM OF 4" FROM EDGE OF CONCRETE.

812 EXISTING REBAR IN EXISTING BARRIER OR END ANCHOR.

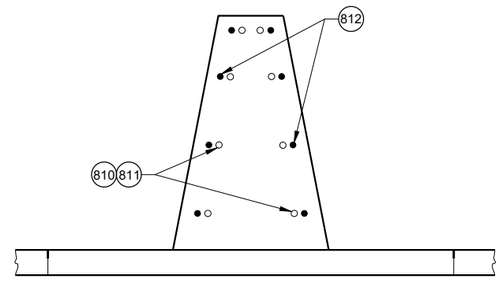
813 3' BAR OVERLAP

814 EXISTING REINFORCEMENT

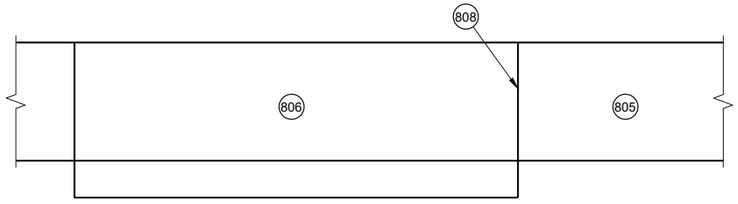


CONNECTION DETAIL

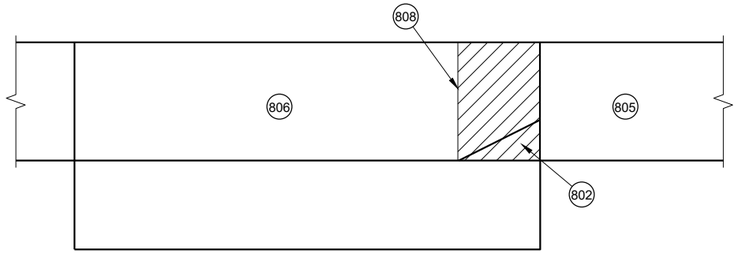
SINGLE SLOPE CONCRETE BARRIER TO NEW SINGLE SLOPE CONCRETE BARRIER



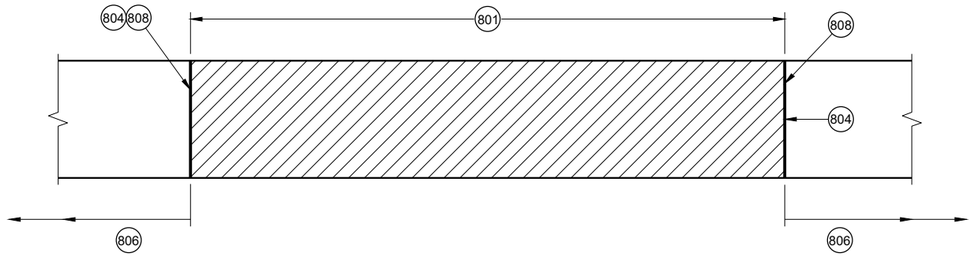
SECTION P - P



CONCRETE BARRIER EXTENSION NEAR END ANCHORAGE



CONCRETE BARRIER EXTENSION NEAR THRIE BEAM TERMINAL



BARRIER REMOVAL AND REPLACEMENT

RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B32 - 10h

6

SDD 14B32 - 10h

(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.

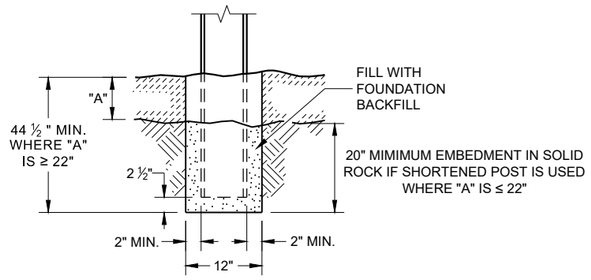
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

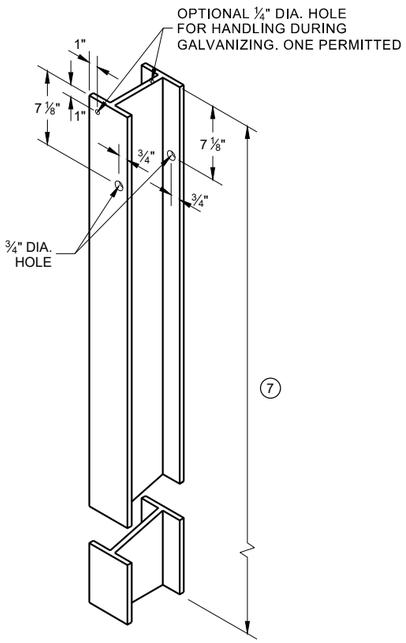
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

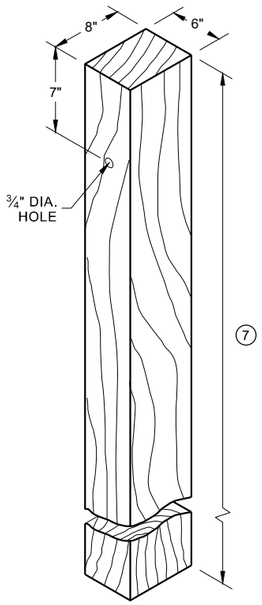
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



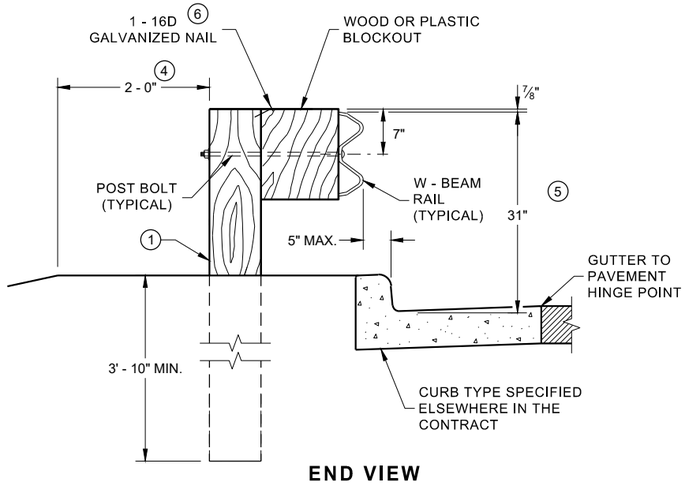
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



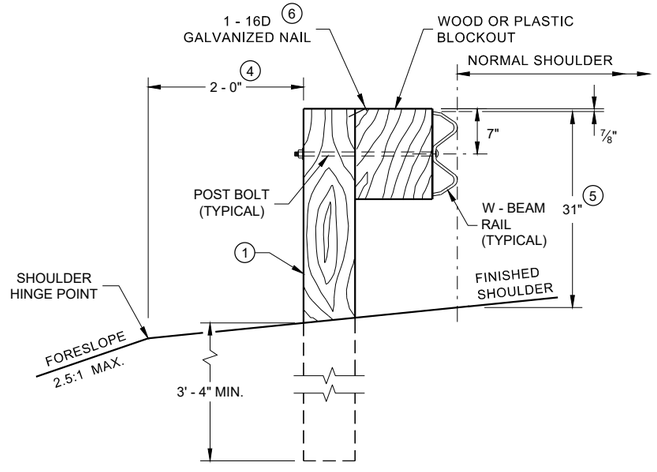
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



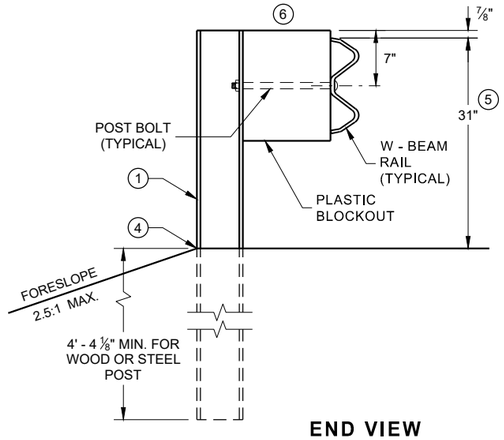
WOOD POST (6" X 8") NOMINAL (1)



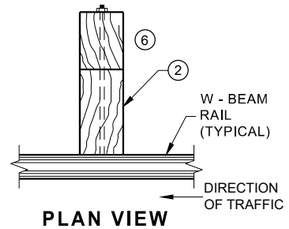
END VIEW
LOCATED ALONG A CURBED ROADWAY



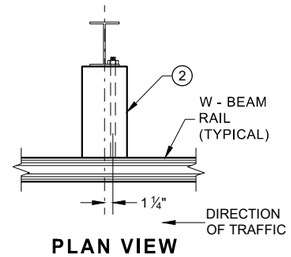
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



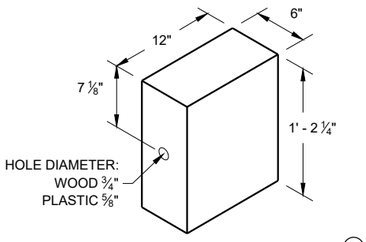
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



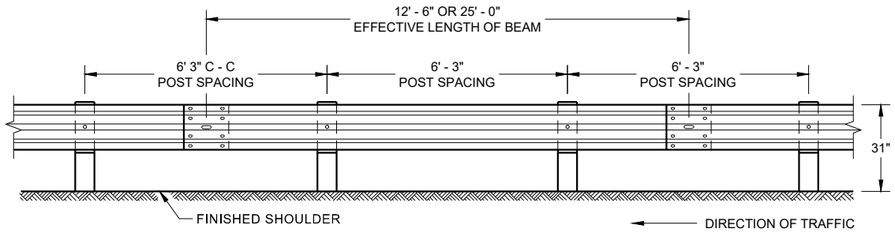
PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



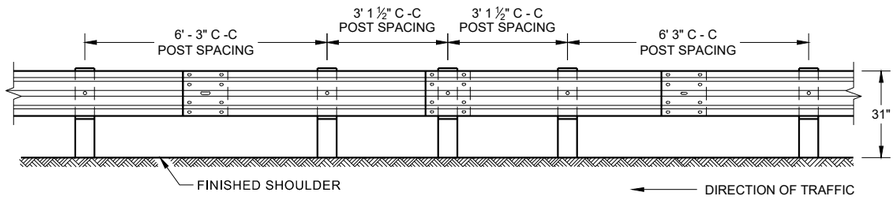
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

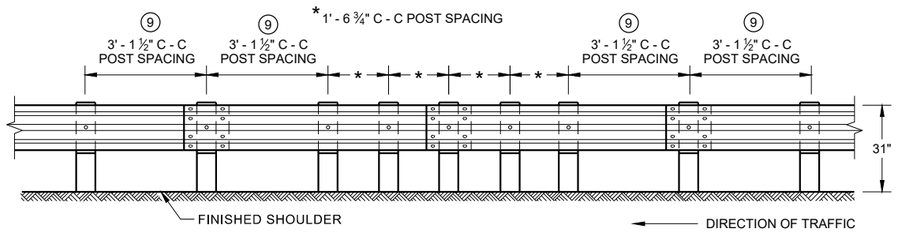
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



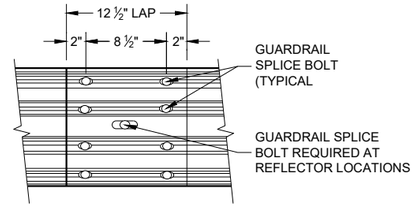
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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

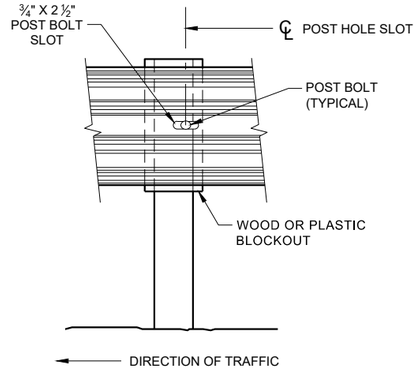
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

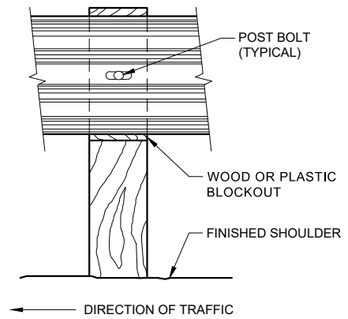
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

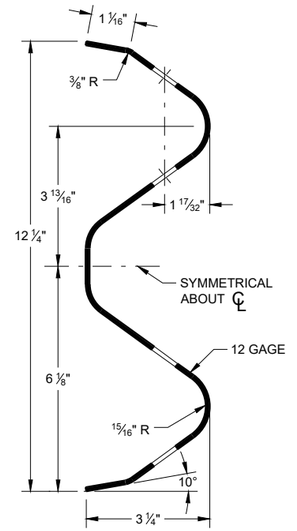
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



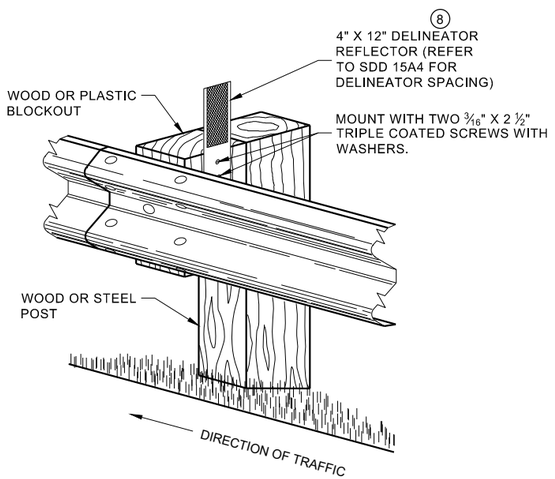
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



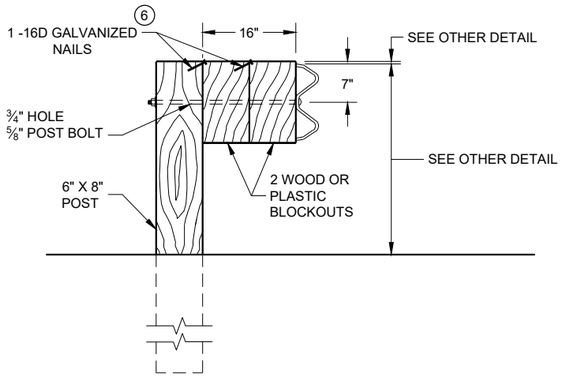
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

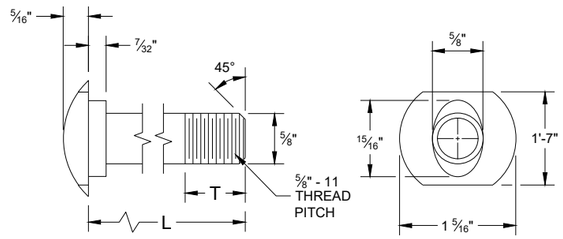


DETAIL FOR 16" BLOCKOUT DEPTH

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.

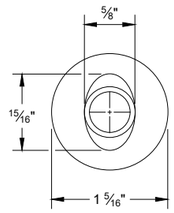
NOTE:

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.

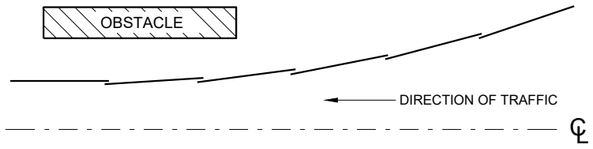


POST BOLT TABLE

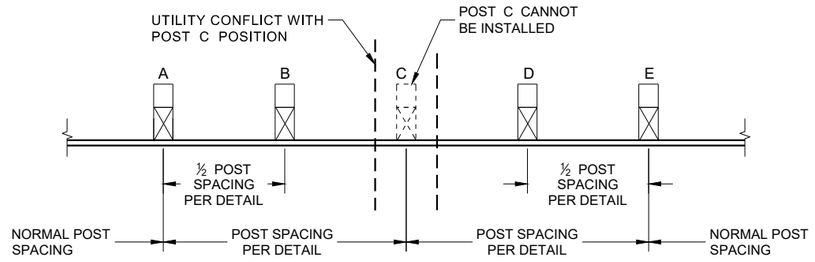
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



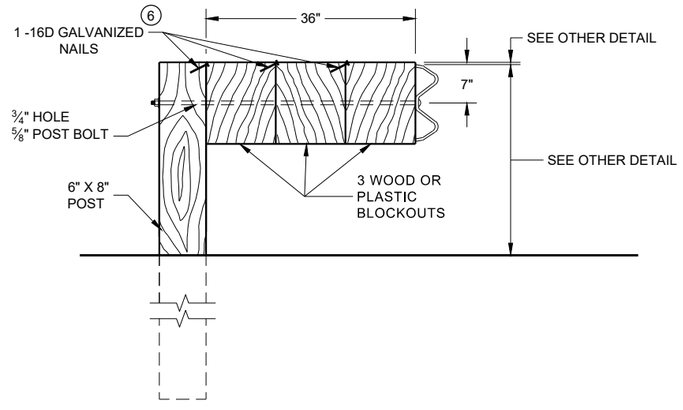
ALTERNATE BOLT HEAD



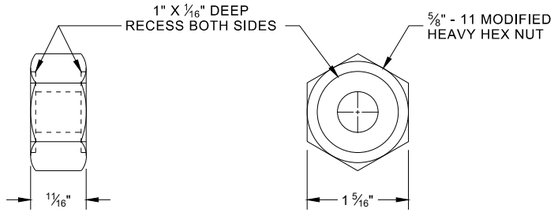
PLAN VIEW
BEAM LAPPING DETAIL



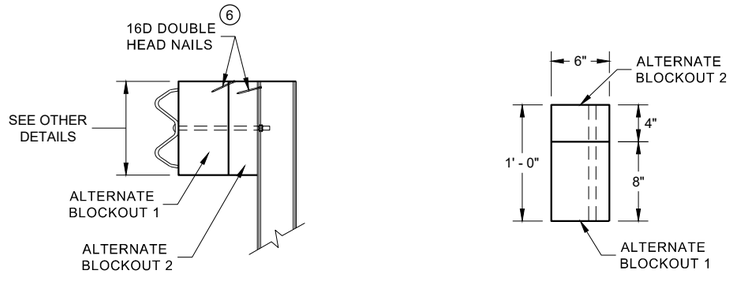
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



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.

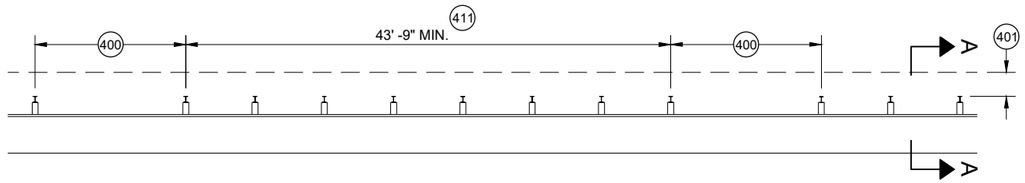
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

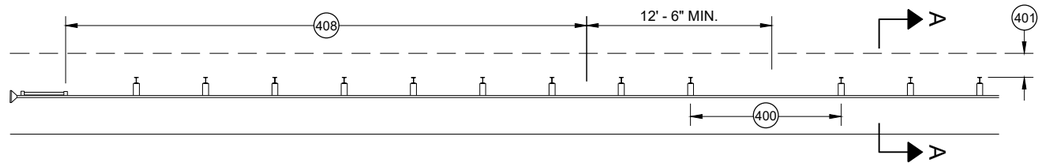
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

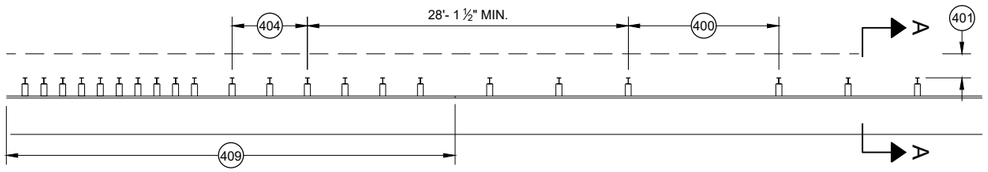
SDD 14B42 - 07c



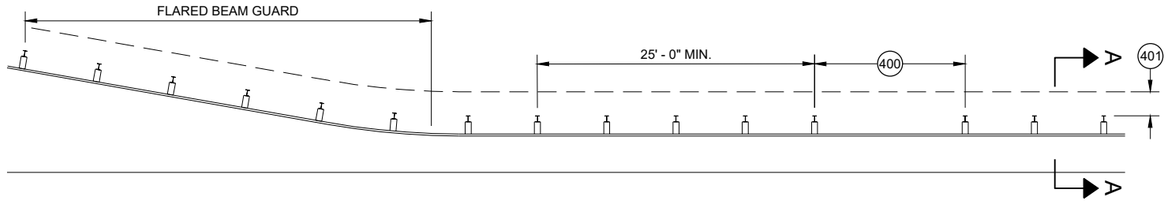
MISSING POST IN MGS GUARDRAIL



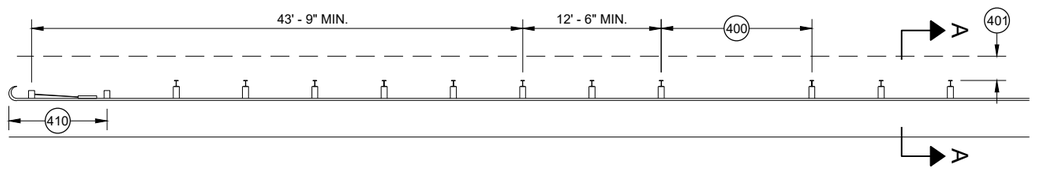
MISSING POST IN MGS GUARDRAIL NEAR EAT



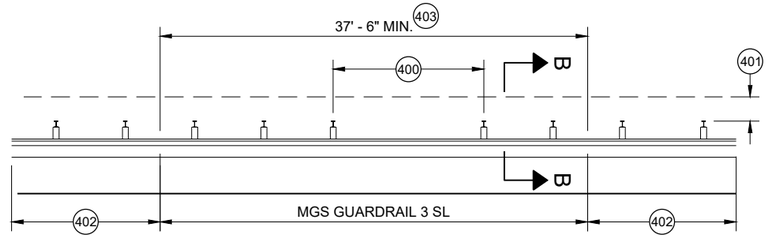
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

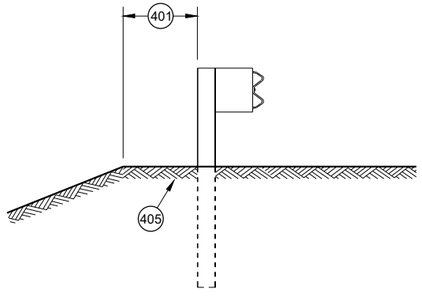


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

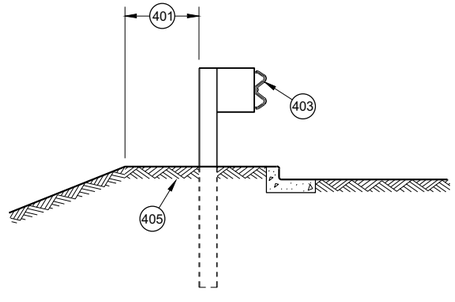


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

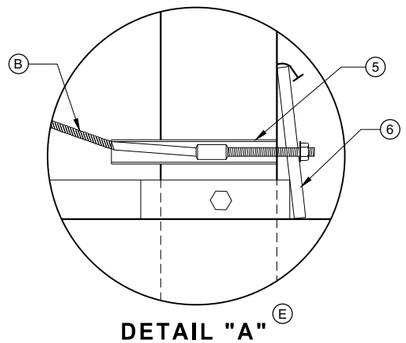
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

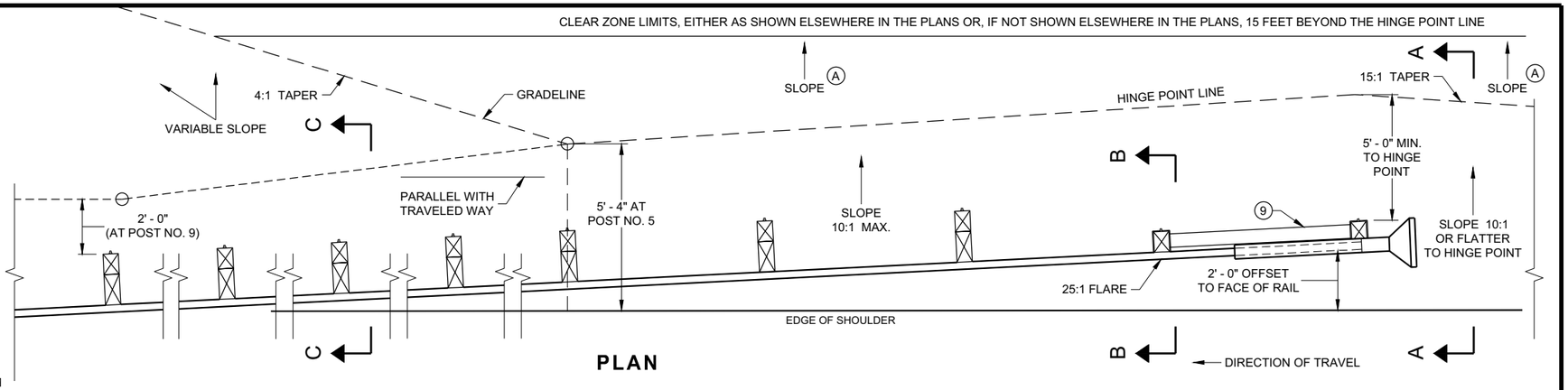
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

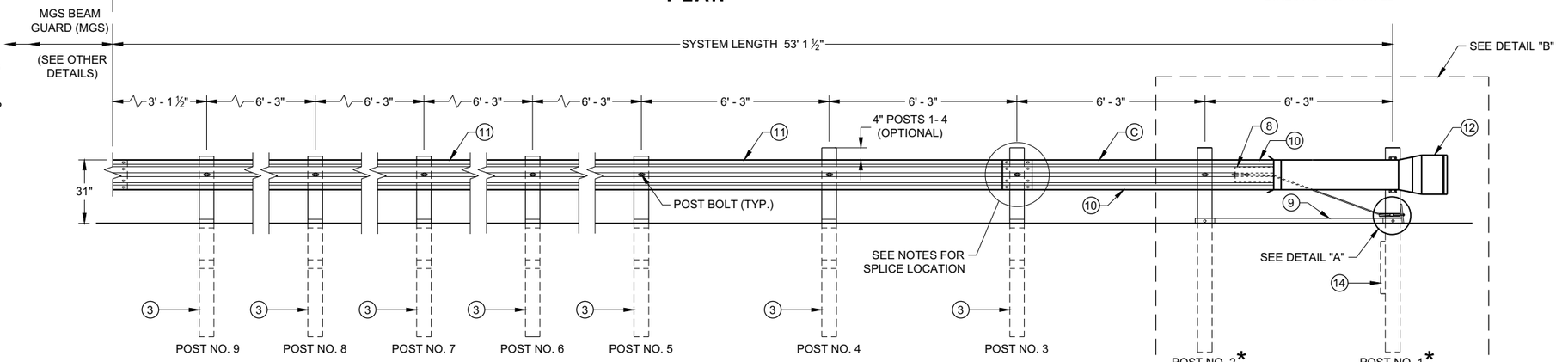
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



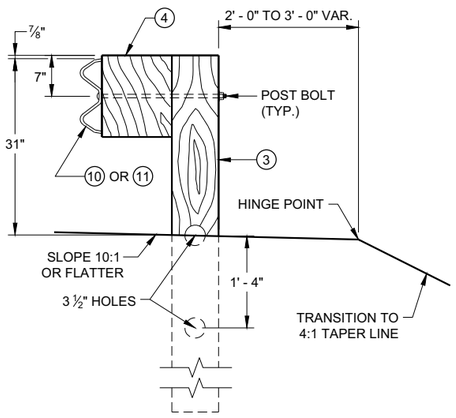
DETAIL "A" (E)



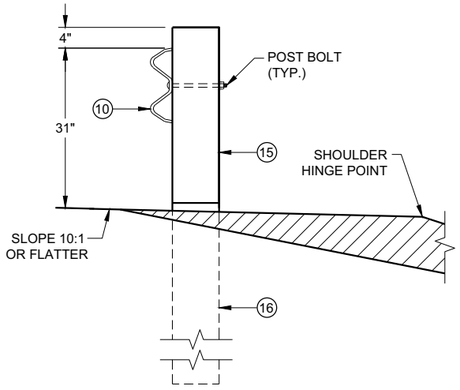
PLAN



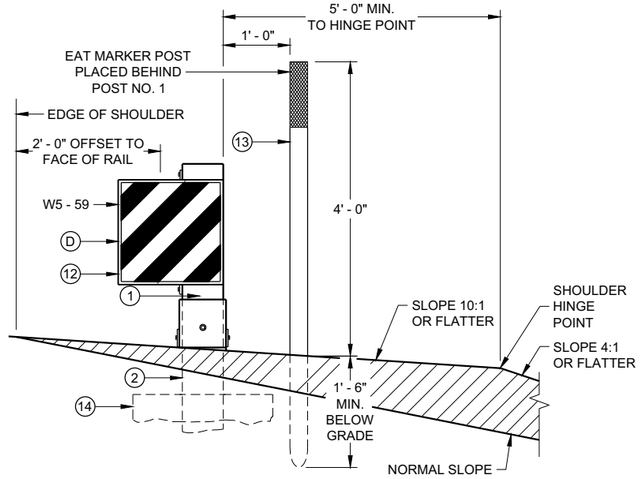
ELEVATION



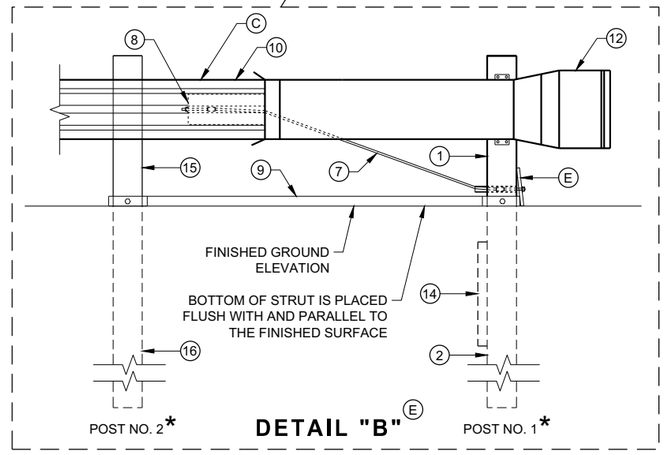
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



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

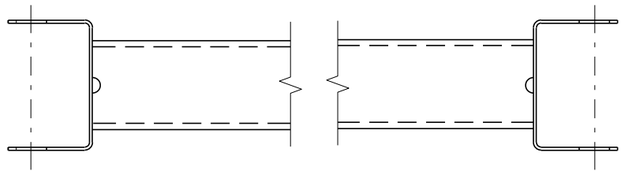
642

SDD 14B44 - 04a

SDD 14B44 - 04a

6

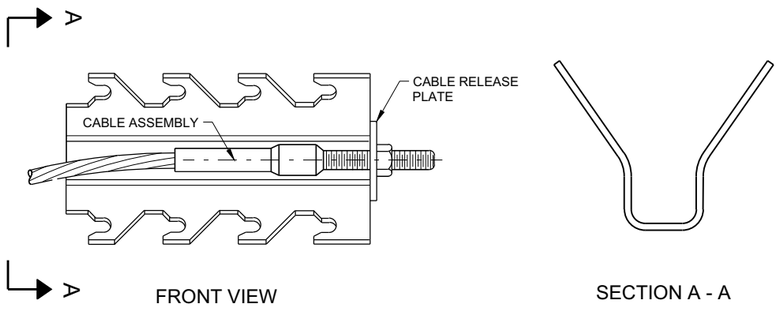
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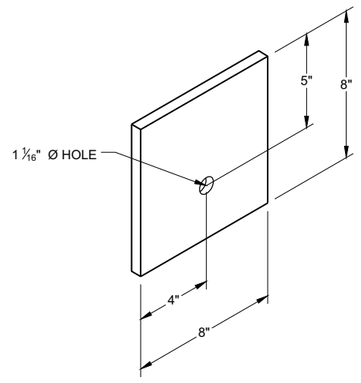
GENERIC GROUND STRUT ⑨ Ⓔ

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 ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

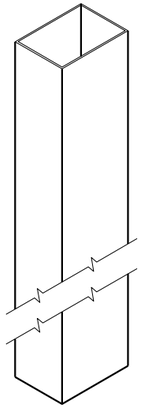
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SDD 14B44 - 04b

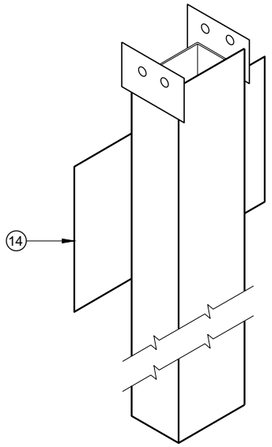
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

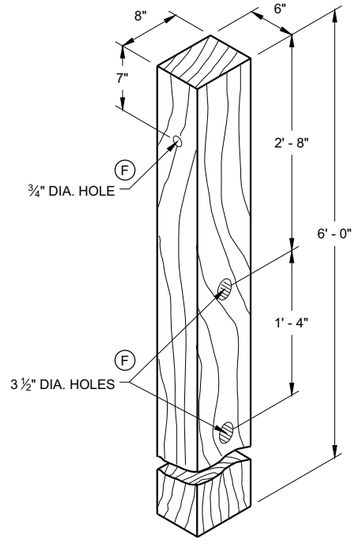
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



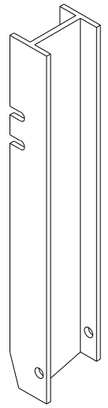
UPPER POST NO. 1 (1) (E)



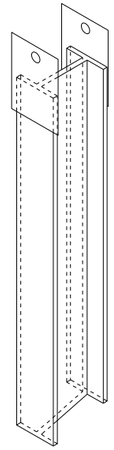
LOWER POST NO. 1 (2) (E)



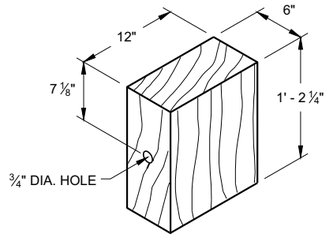
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



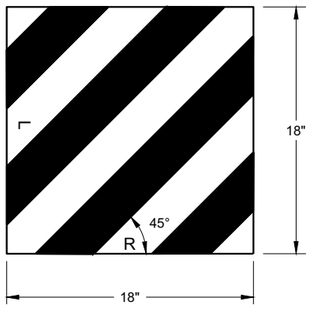
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

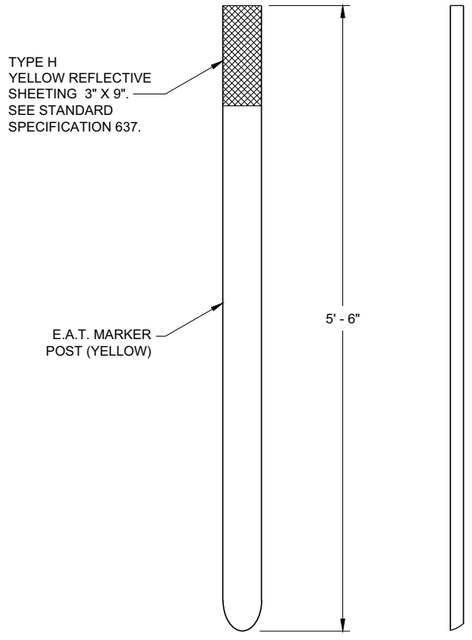


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



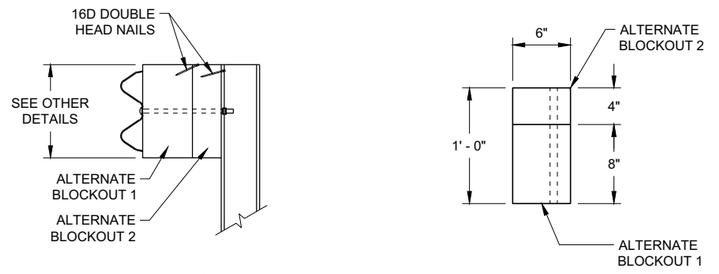
W5 - 59

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

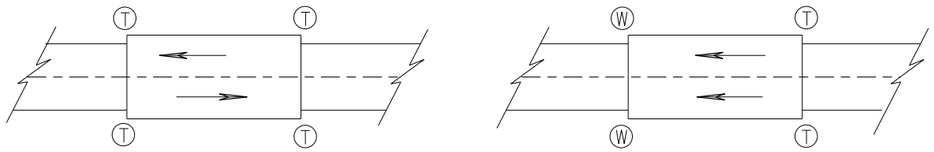
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c

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.

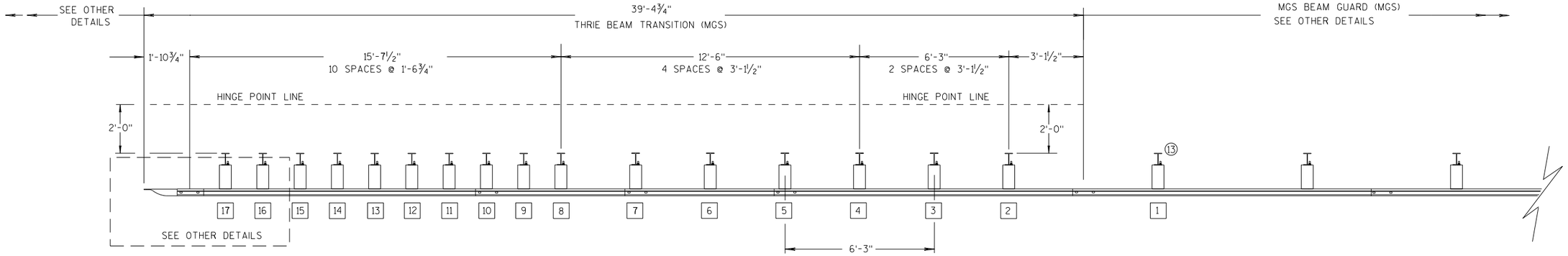
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

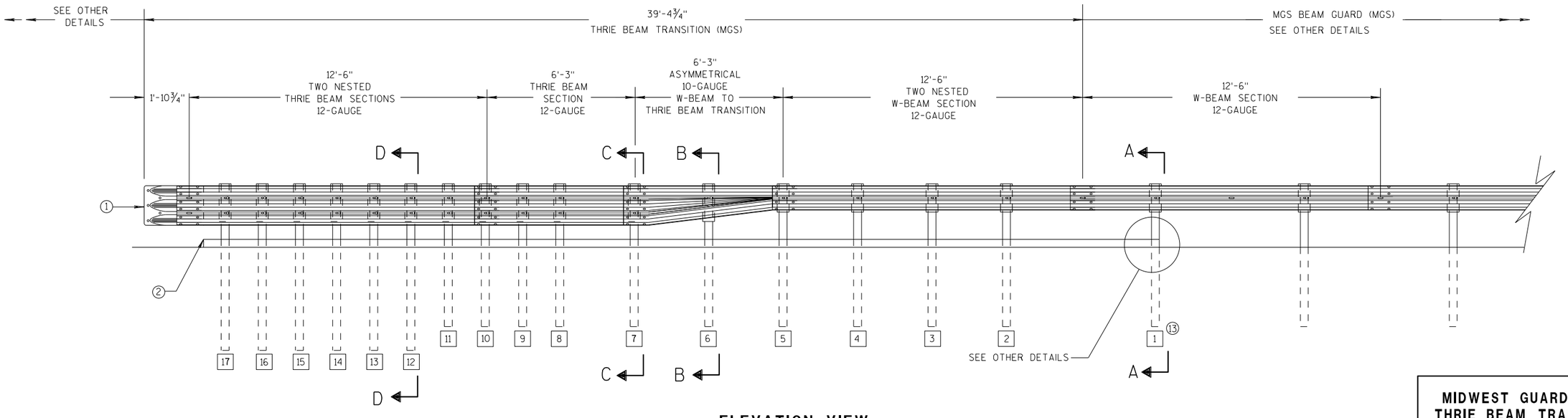
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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 645

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

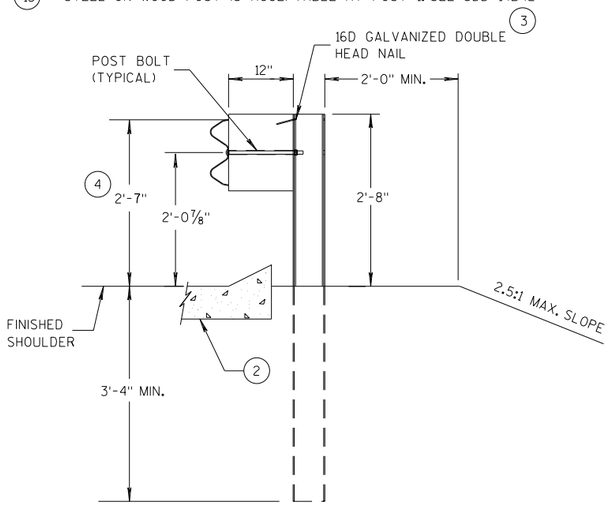
GENERAL NOTES

(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.

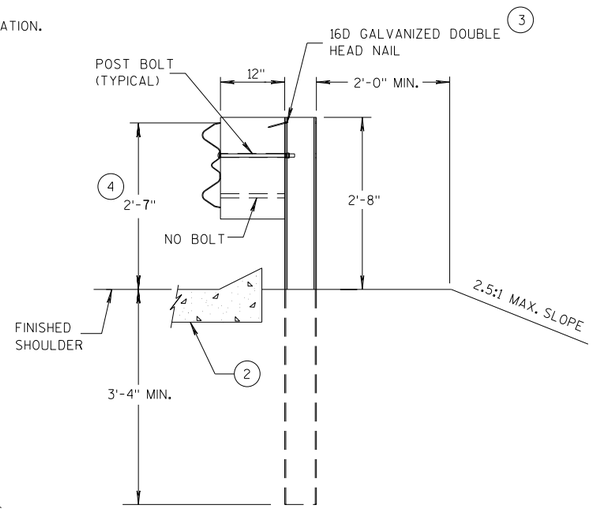
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



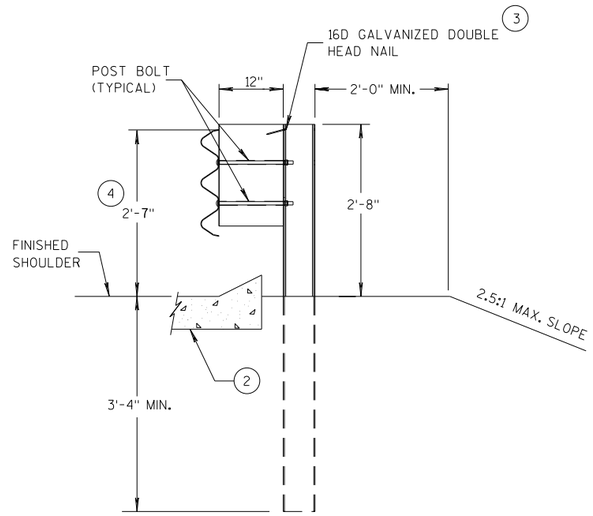
SECTION A-A (13)

POSTS 1-5



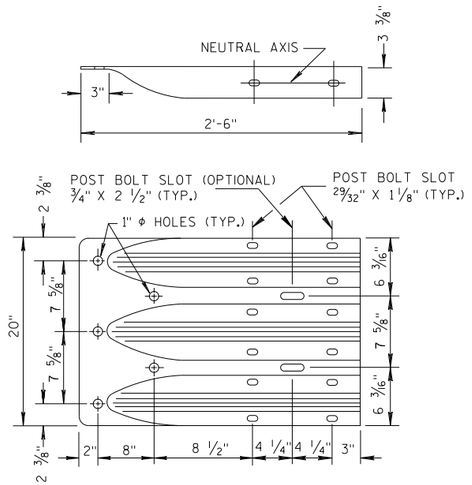
SECTION B-B

POST 6

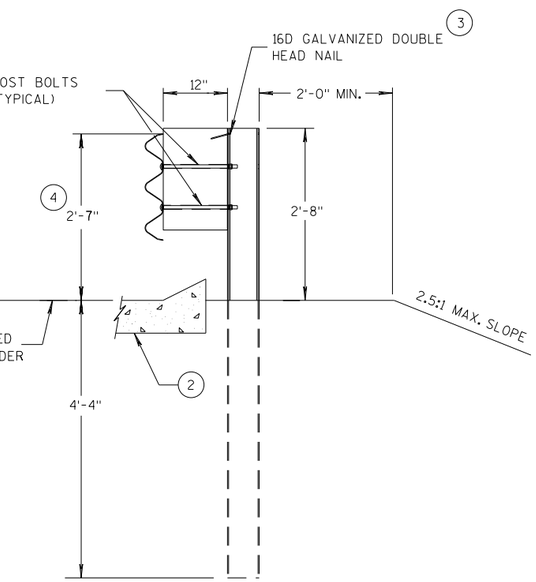


SECTION C-C

POSTS 7-11

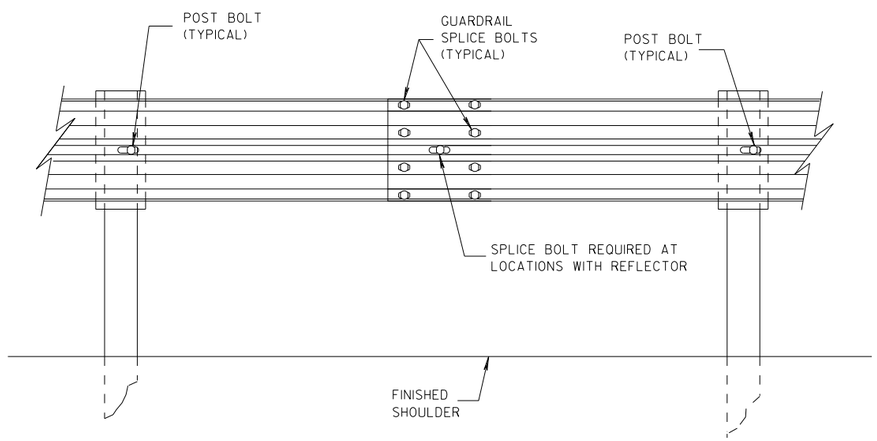


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

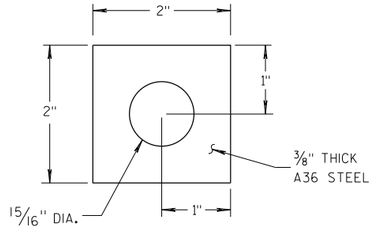
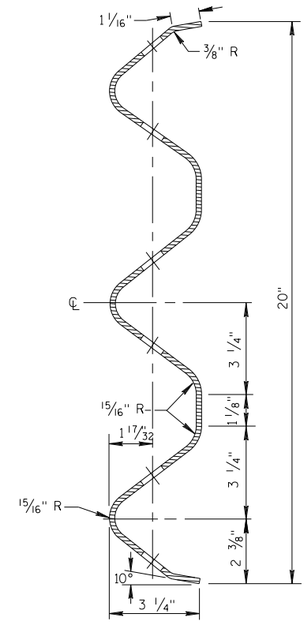


PLATE WASHER DETAIL



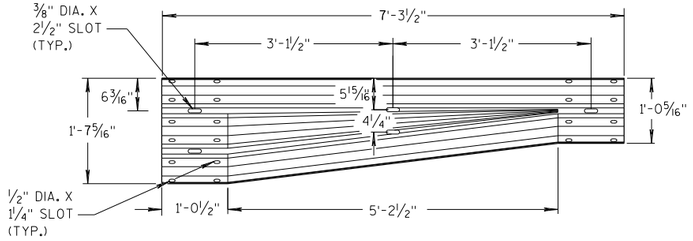
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

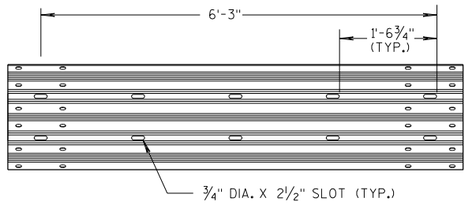
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

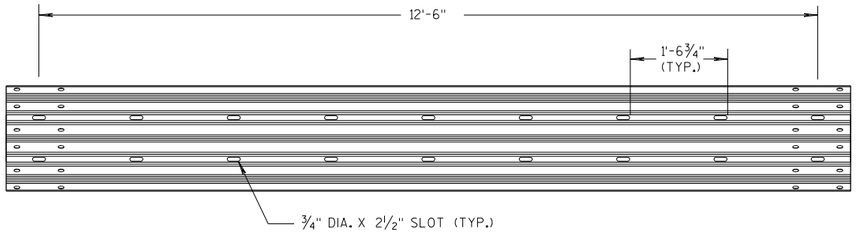
S.D.D. 14 B 45-5b



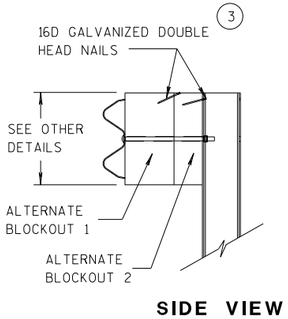
W-BEAM TO THRIE BEAM TRANSITION SECTION



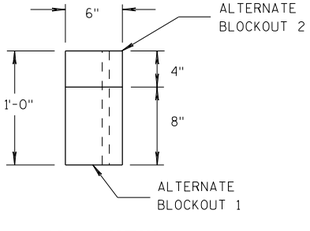
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

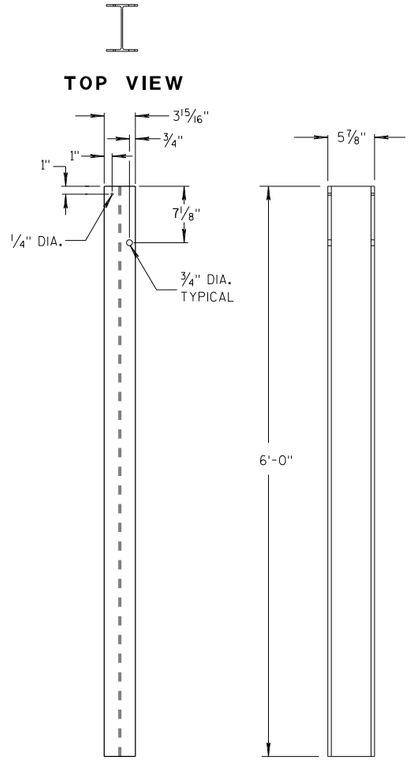


SIDE VIEW



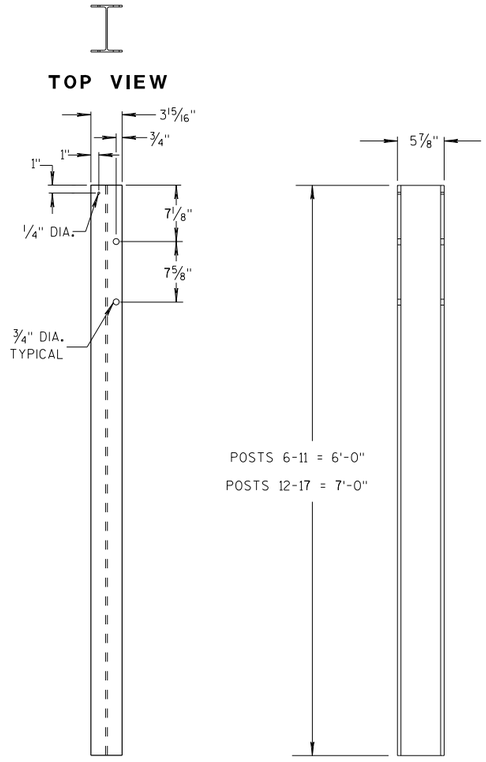
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



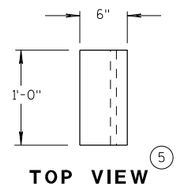
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

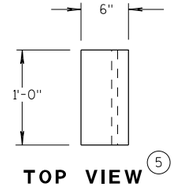


FRONT VIEW SIDE VIEW

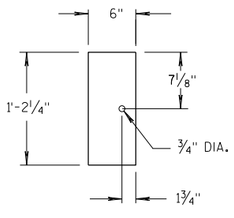
STEEL POSTS 6-17



TOP VIEW (5)

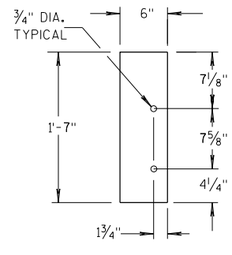


TOP VIEW (5)



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)

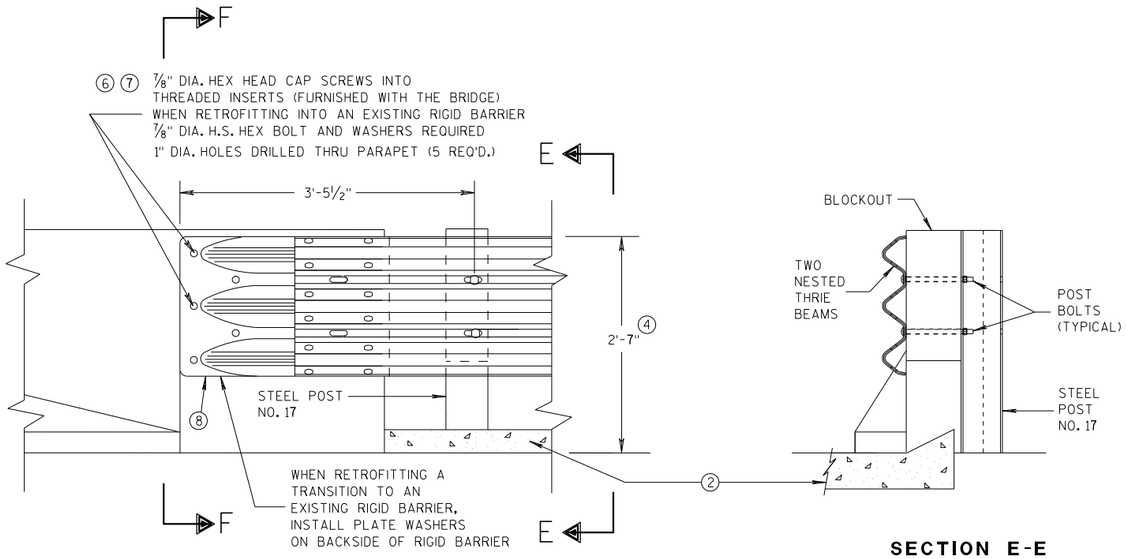
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 647

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S.D.D. 14 B 45-5c

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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.

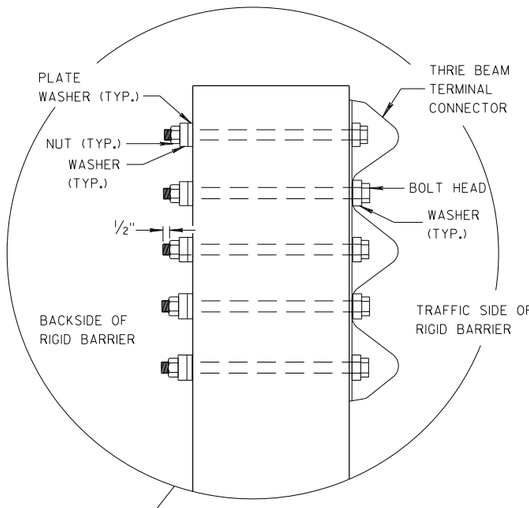
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

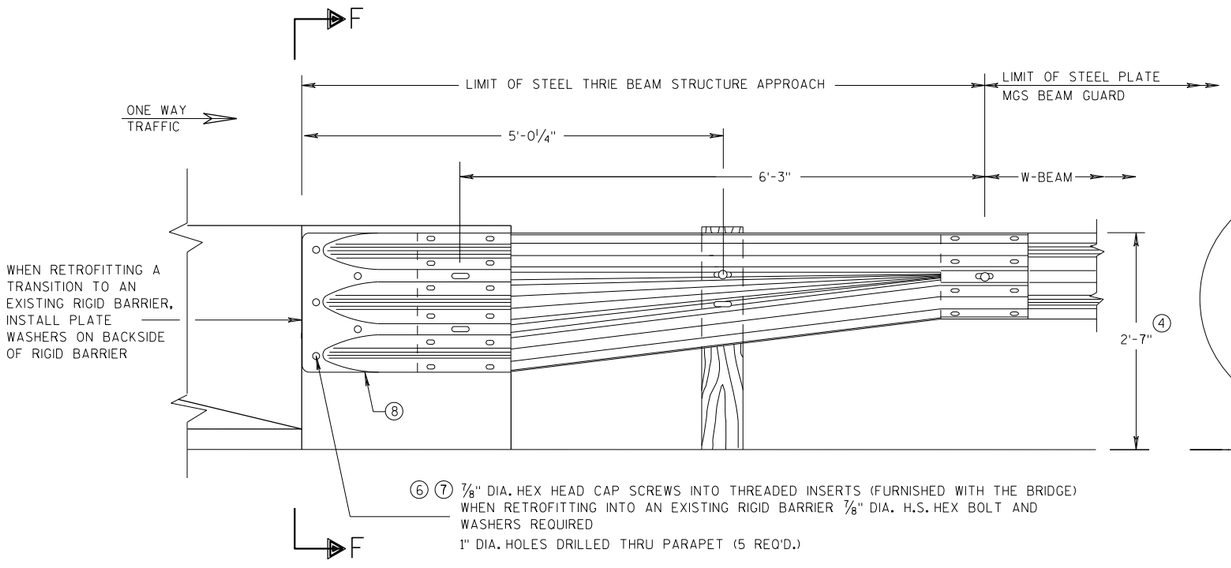
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

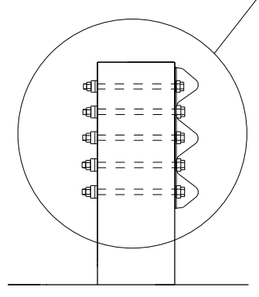
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

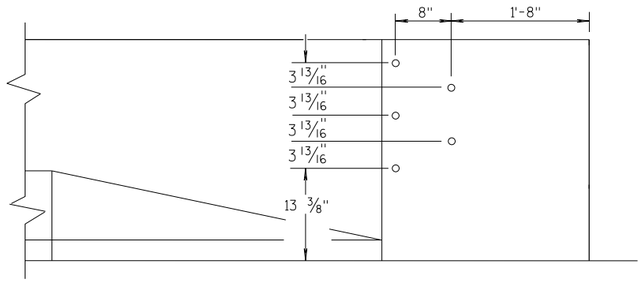




FRONT VIEW



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

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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.

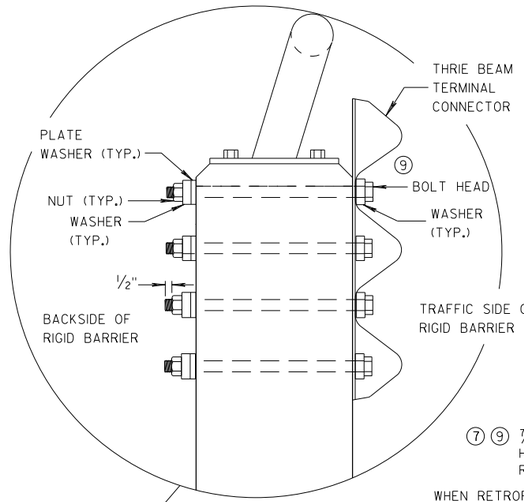
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

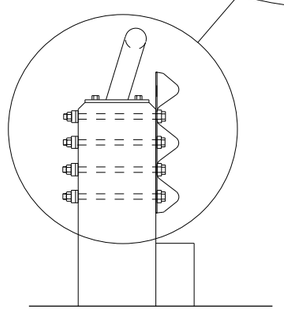
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

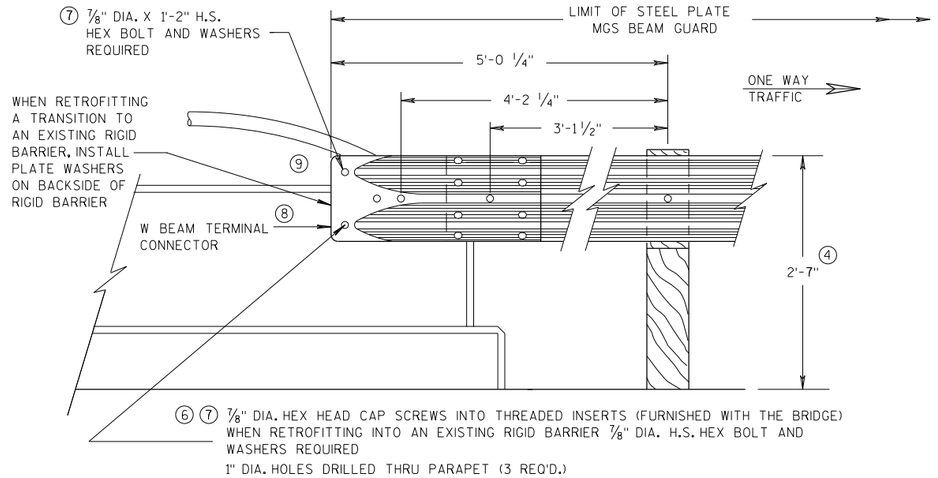
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(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.





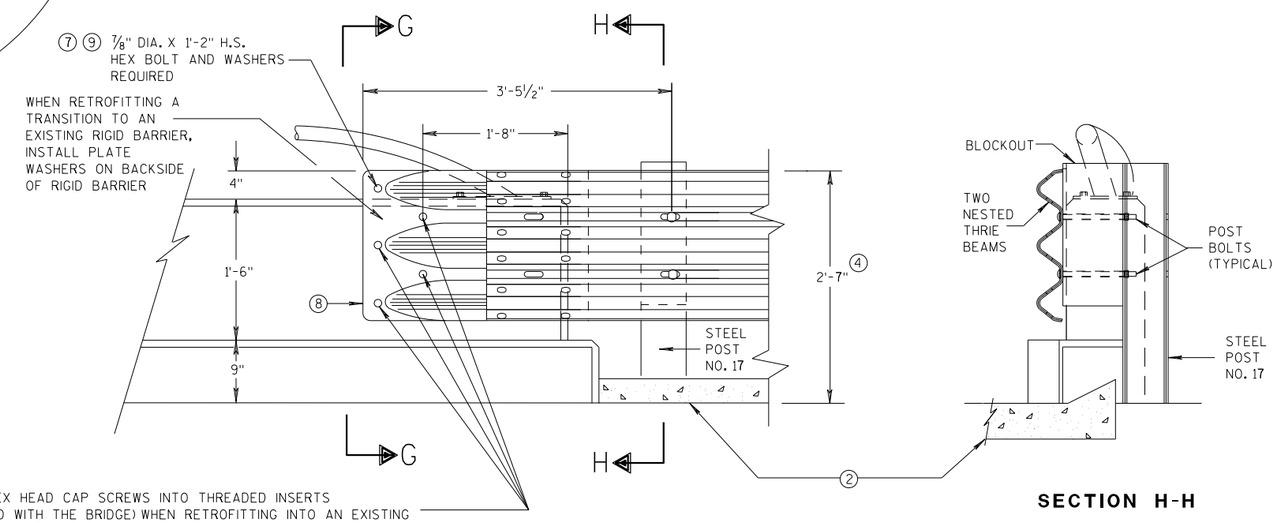
SECTION G-G



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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07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS — NT
FHWA

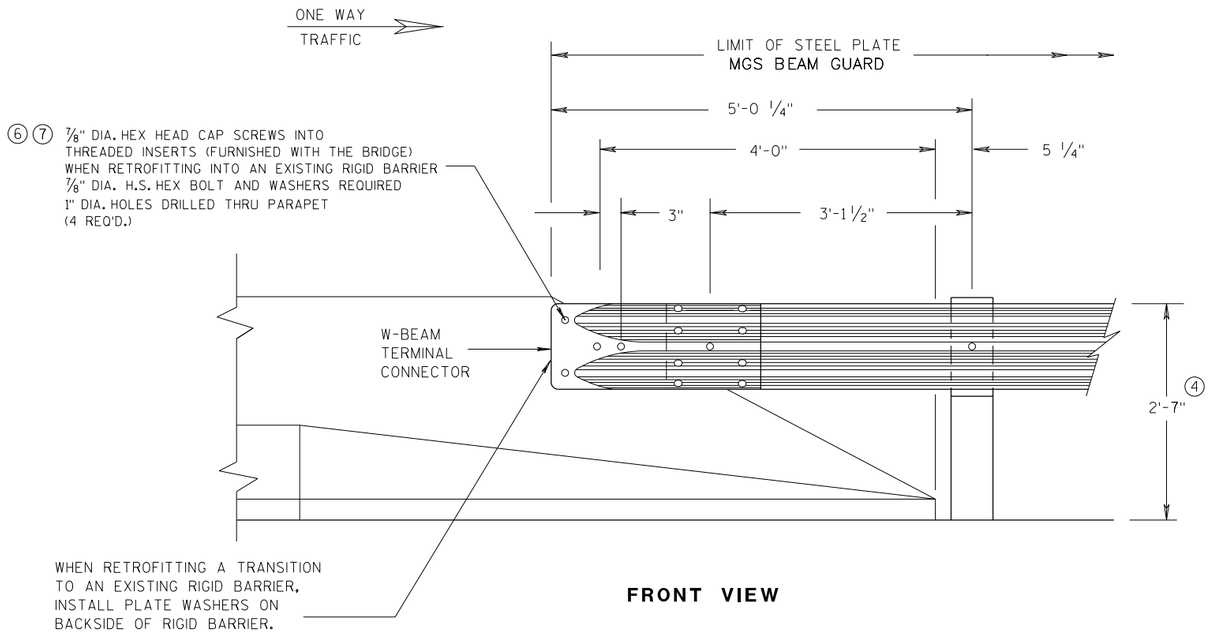
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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

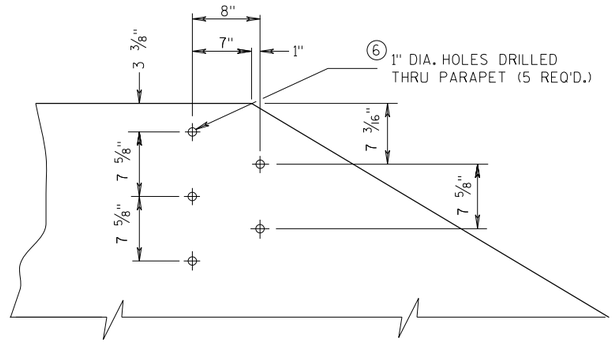
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

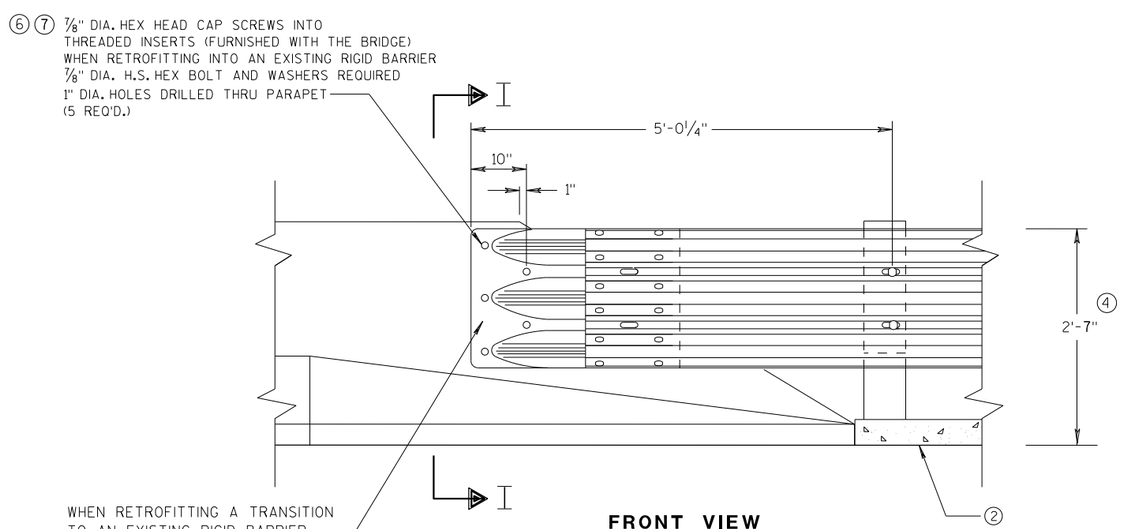
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

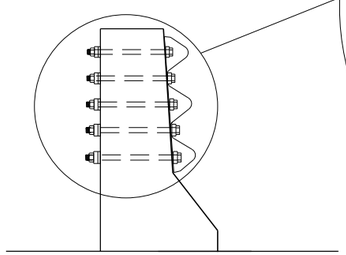
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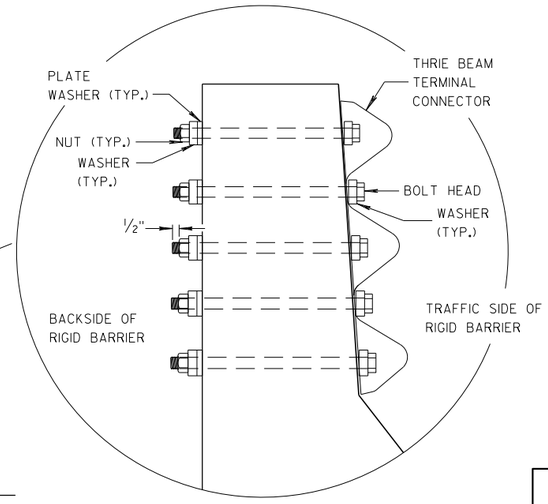
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



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

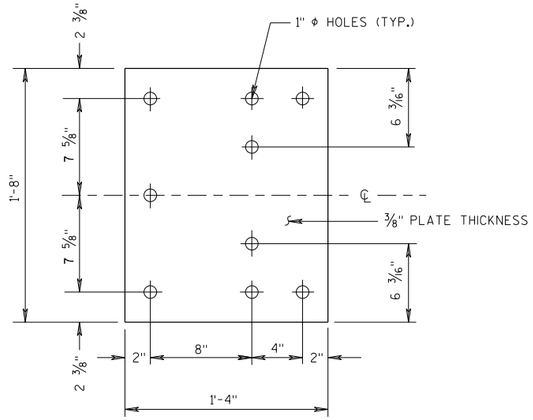
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07/2018
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/S/ Rodney Taylor
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FHWA

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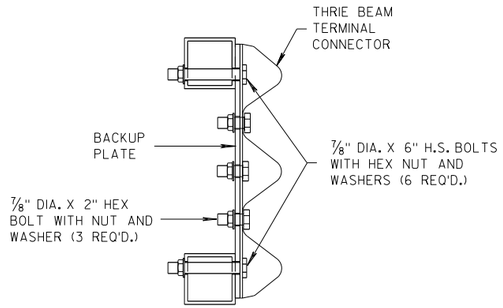
S.D.D. 14 B 45-5f

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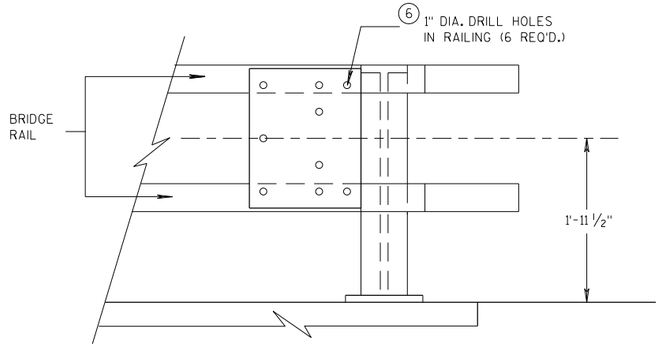
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

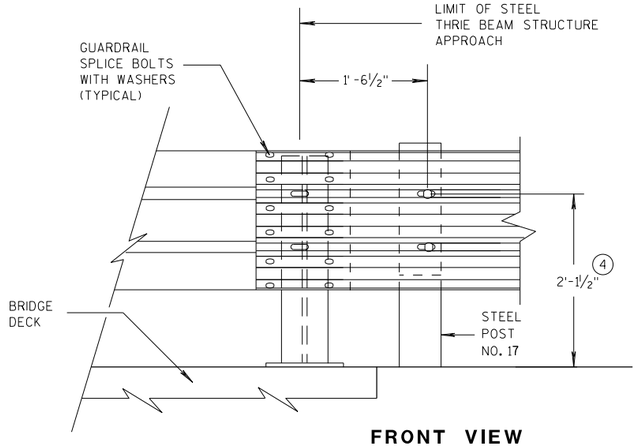


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

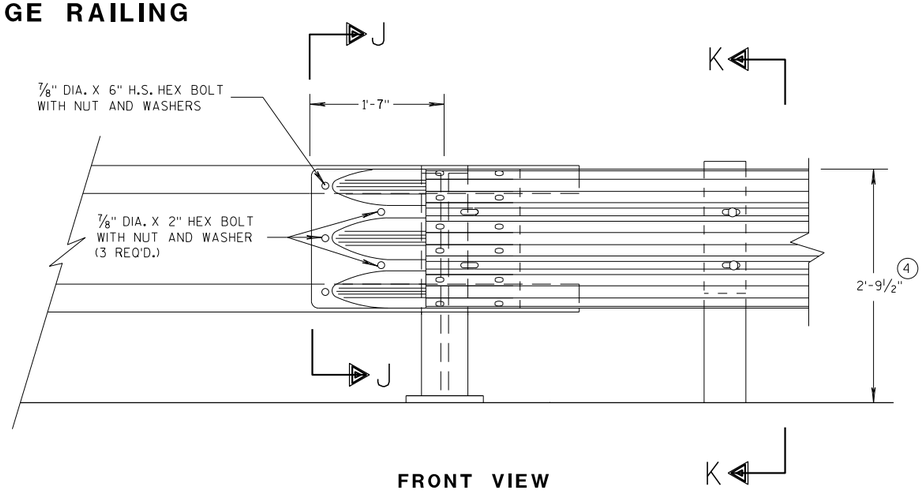
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

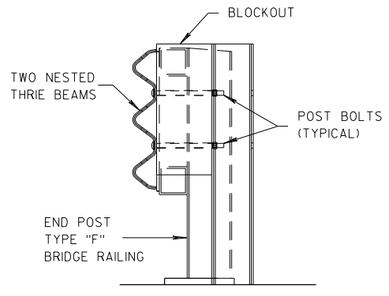


FRONT VIEW

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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor 651
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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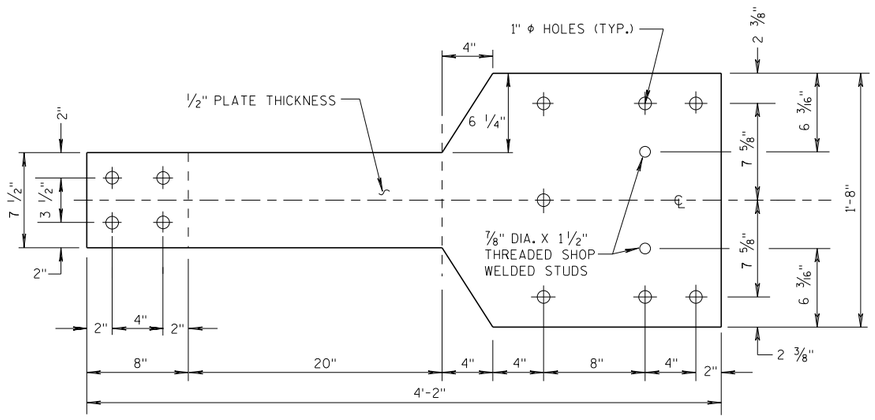
S.D.D. 14 B 45-5g

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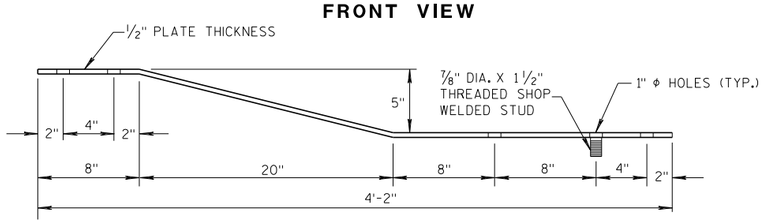
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GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

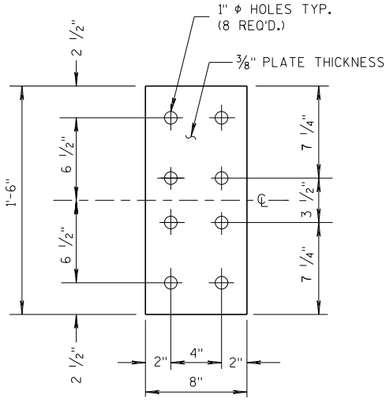


FRONT VIEW



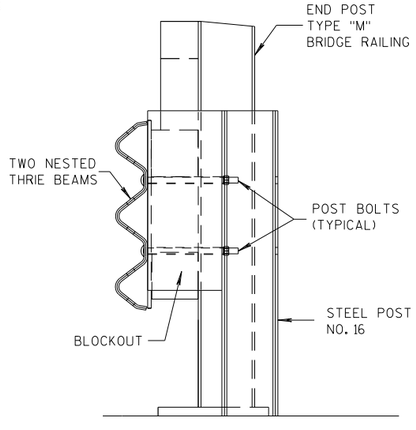
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

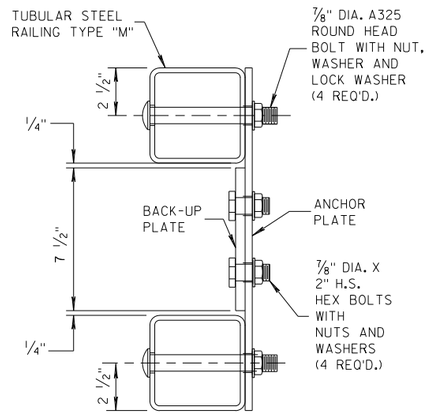


FRONT VIEW

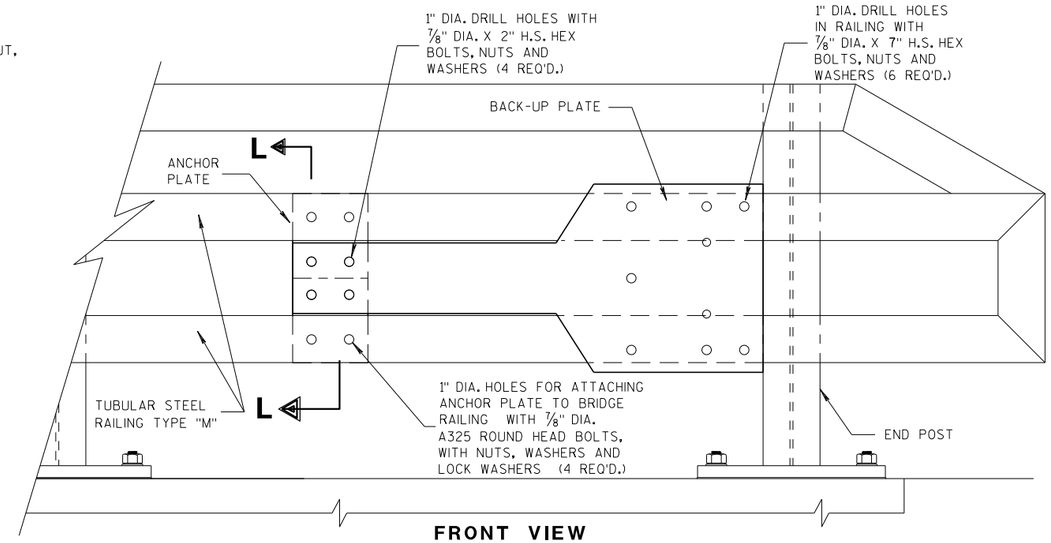
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

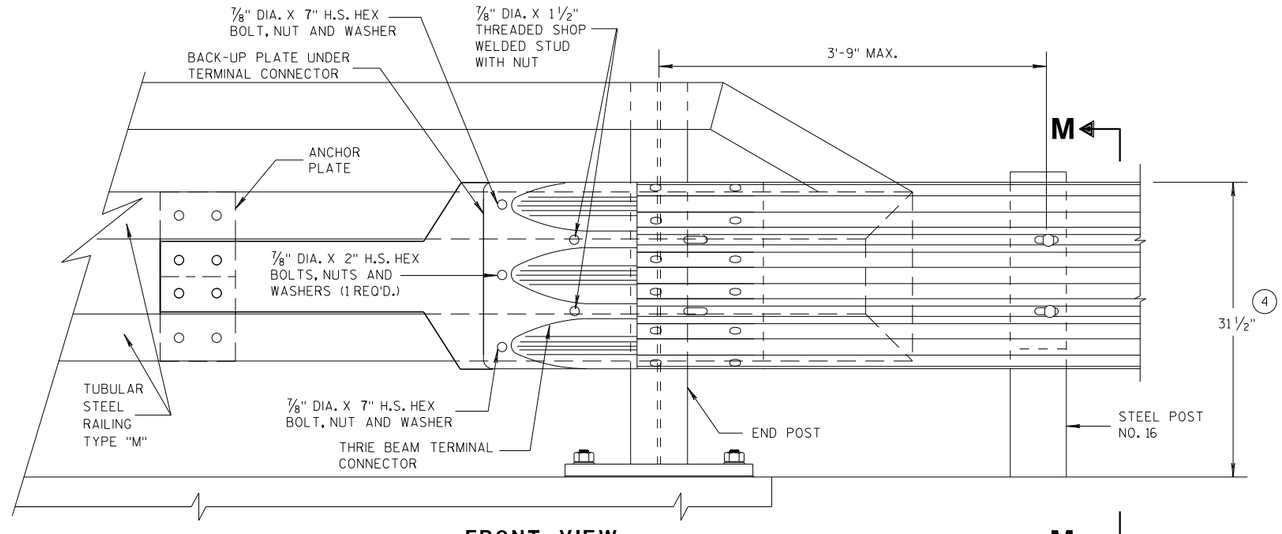


SECTION L-L

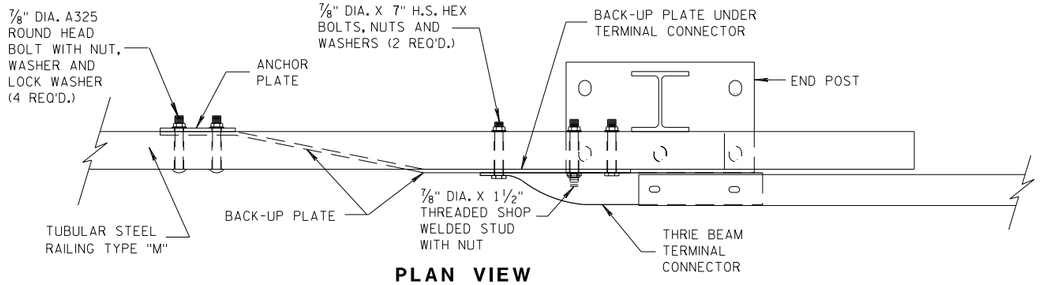


FRONT VIEW

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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

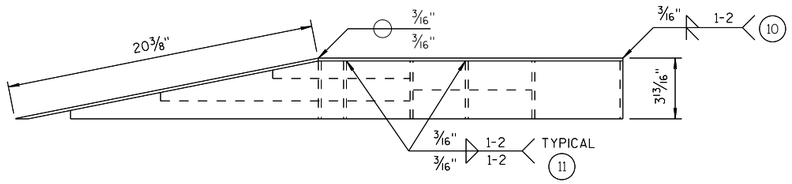
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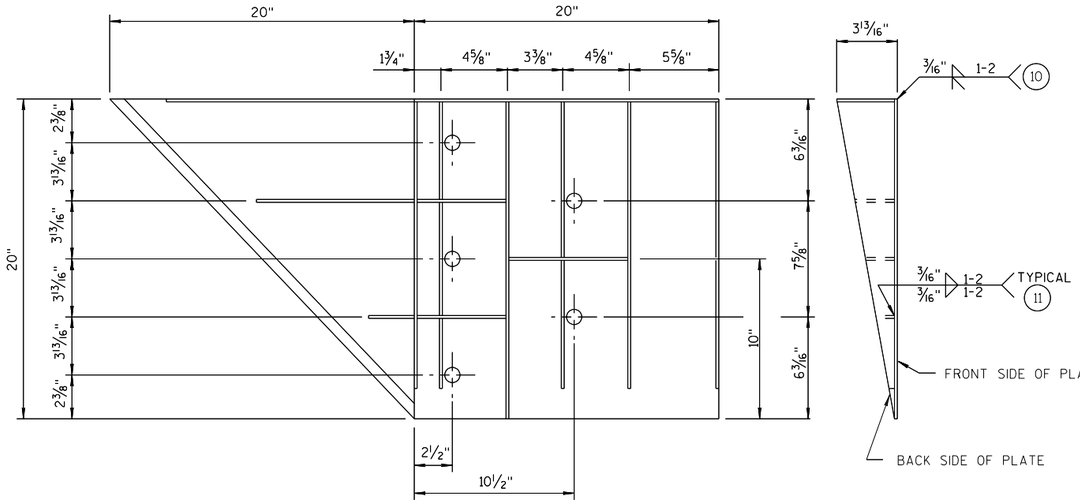
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S.D.D. 14 B 45-5h

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S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

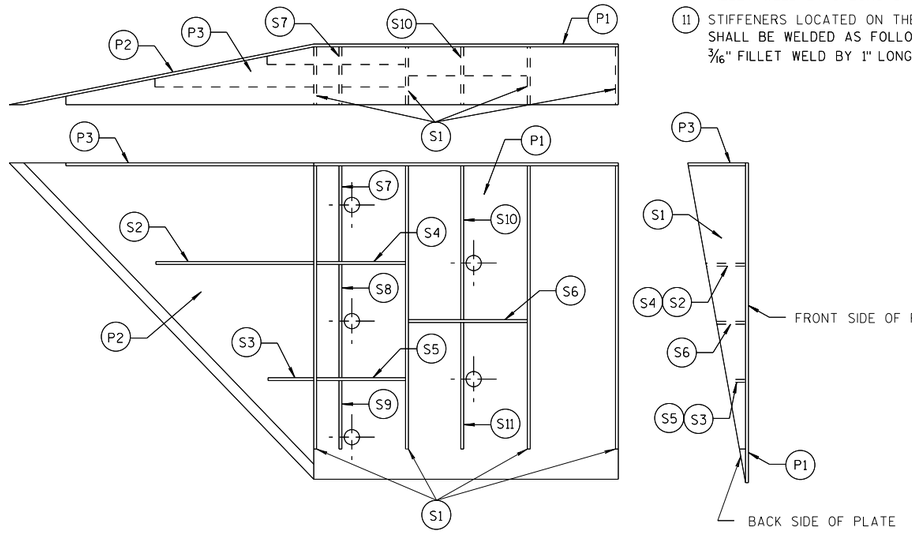


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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".

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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI

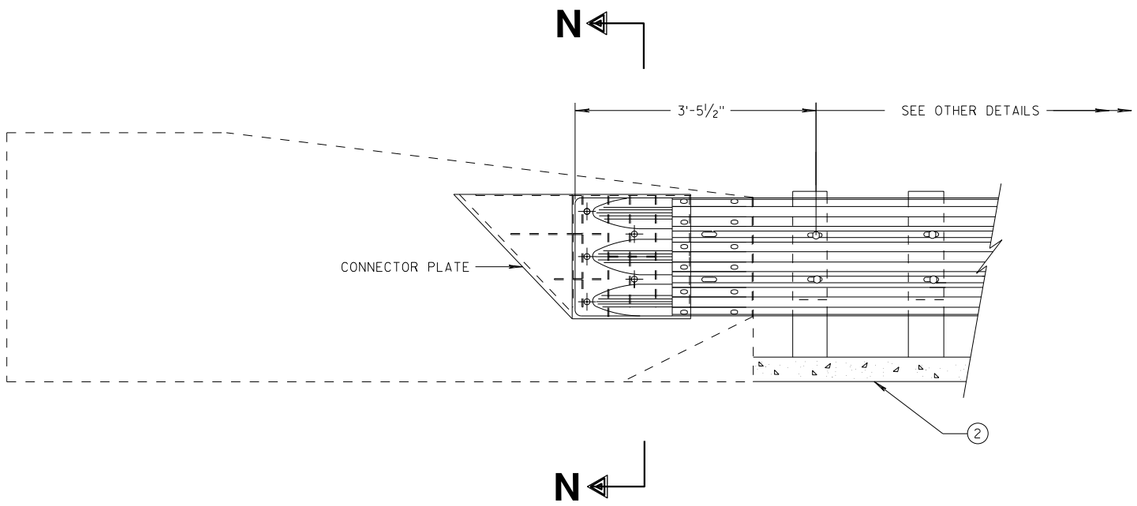
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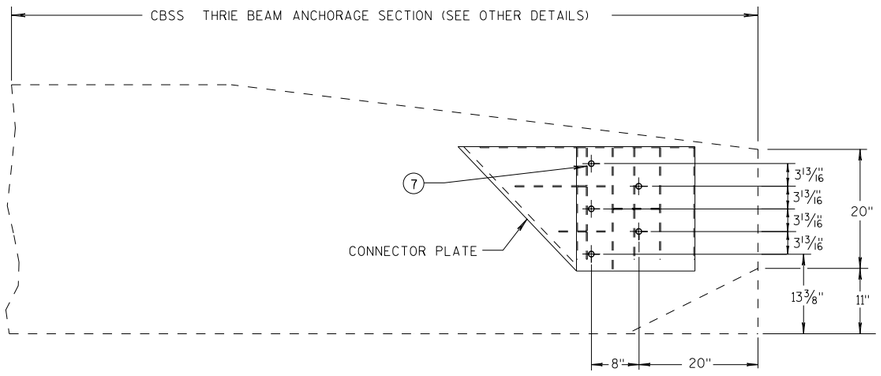
S.D.D. 14 B 45-5i

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S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



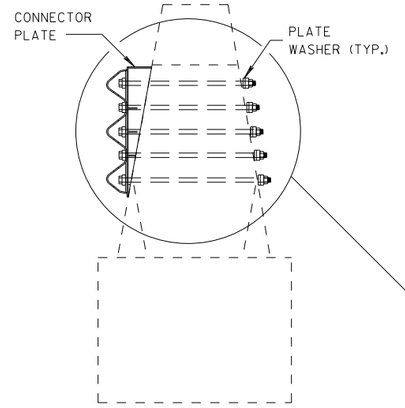
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

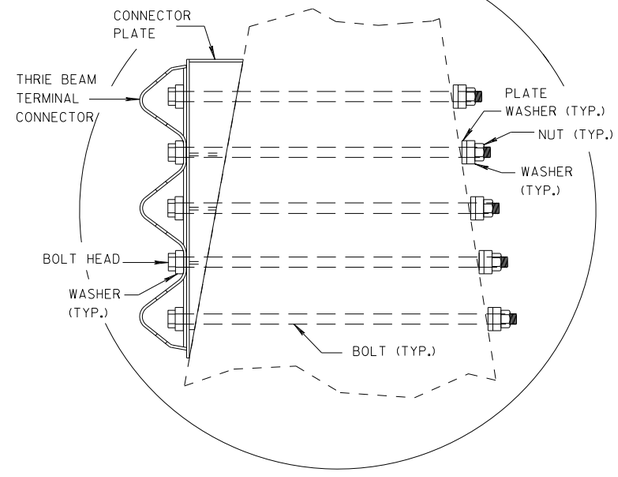
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(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.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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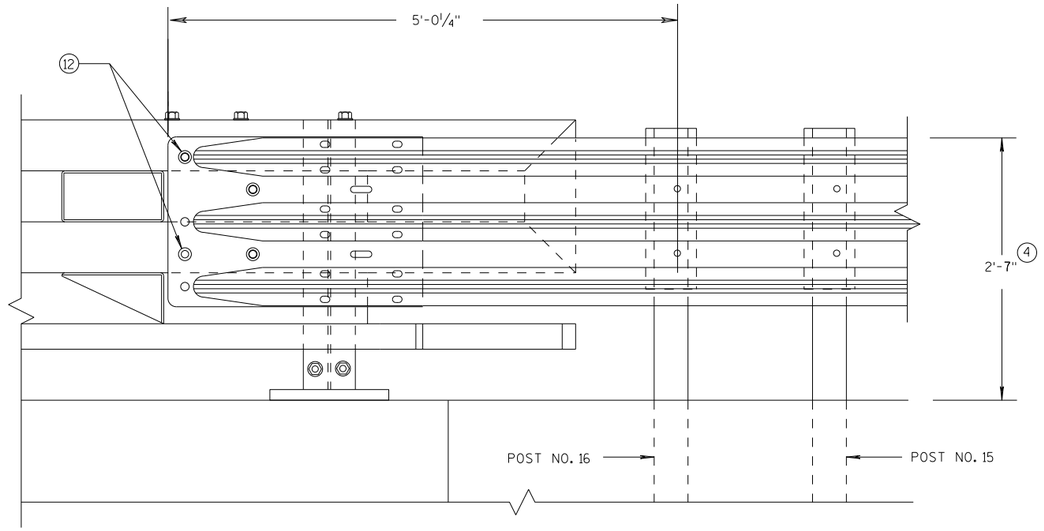
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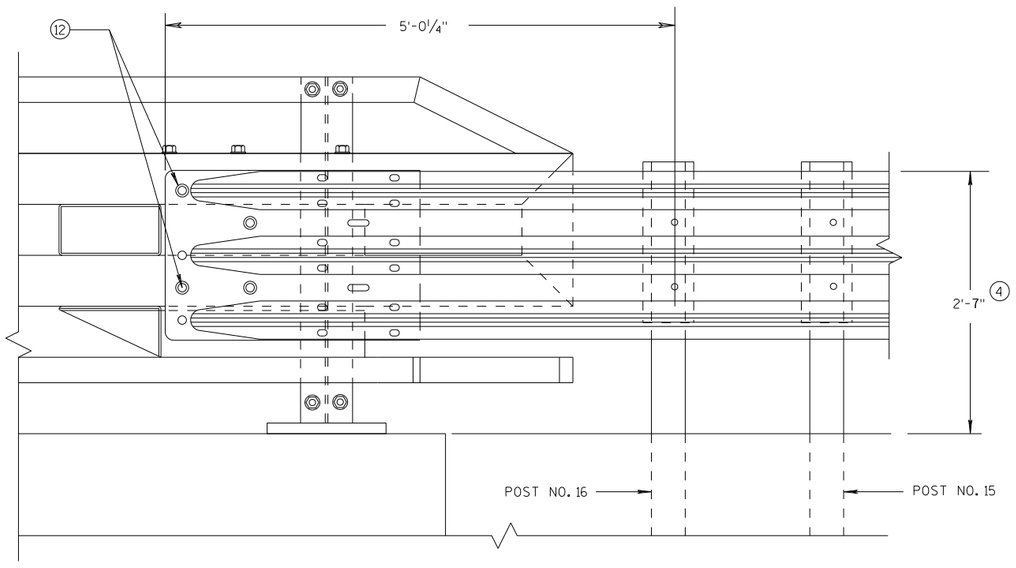
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S.D.D. 14 B 45-5j



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
DEPARTMENT OF TRANSPORTATION

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7/2018
DATE

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ROADWAY STANDARDS D 655 NT
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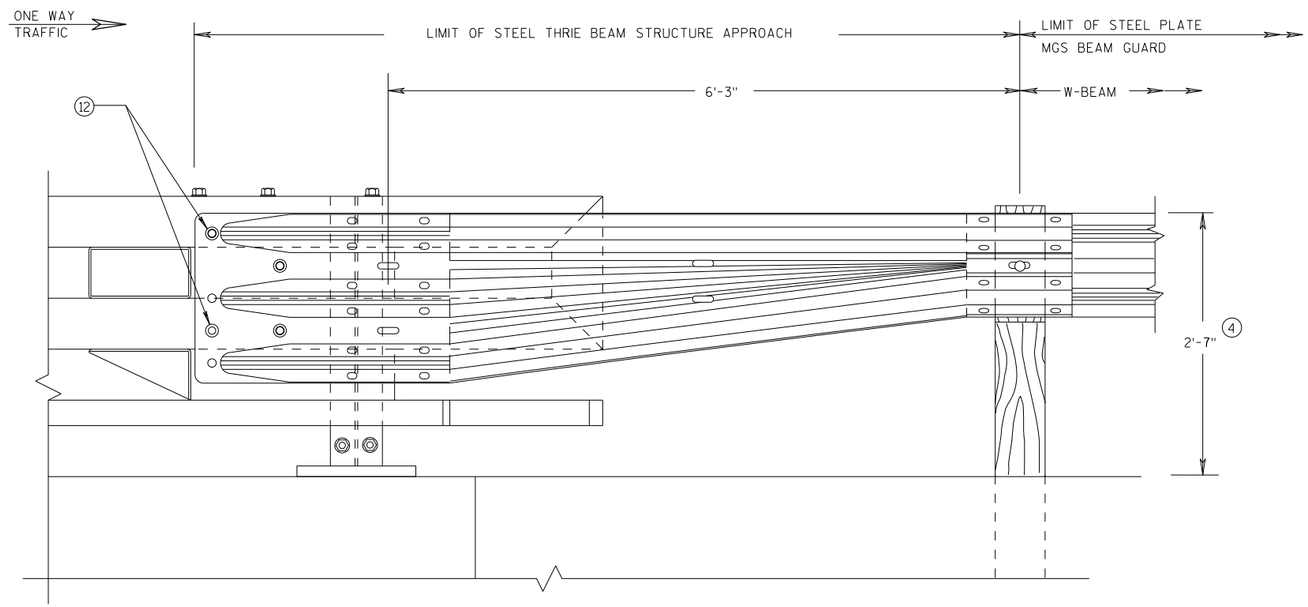
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S.D.D. 14 B 45-5k

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S.D.D. 14 B 45-5k



FRONT VIEW

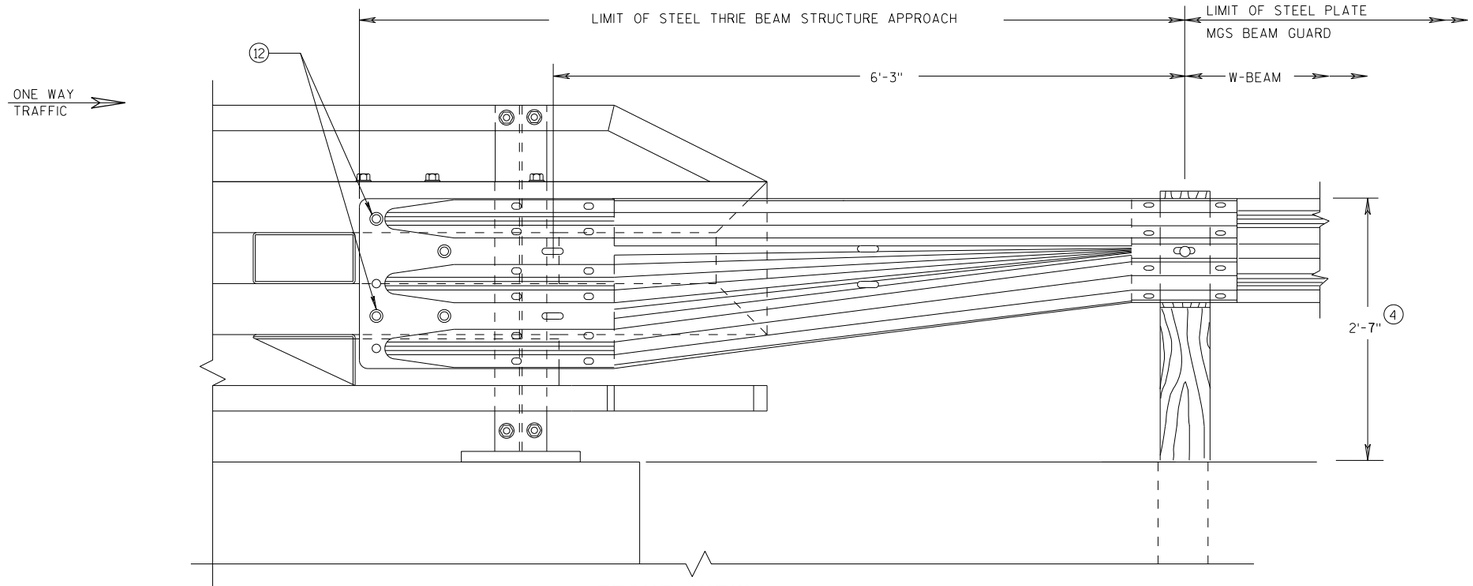
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(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 $\frac{1}{2}$-INCH BEYOND NUT.



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)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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FHWA

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ROADWAY STANDARDS D
UNIT SUPERVIS

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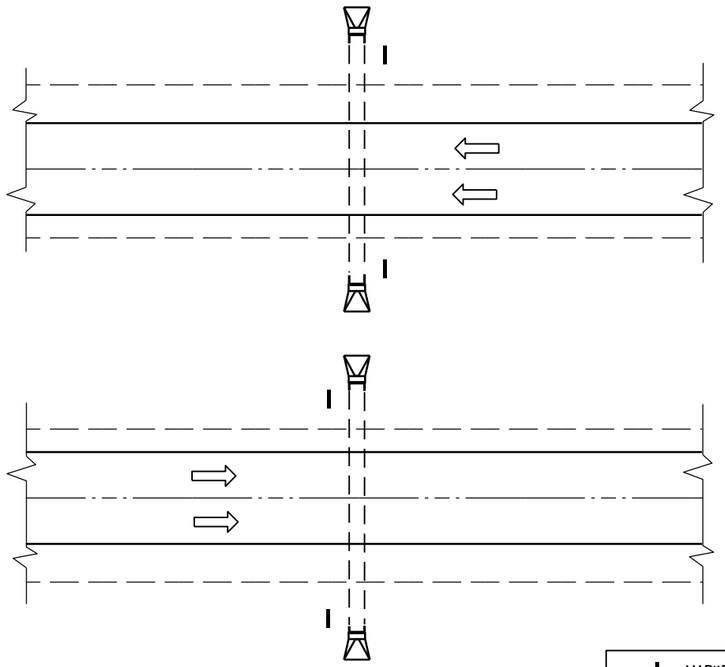
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S.D.D. 14 B 45-5L

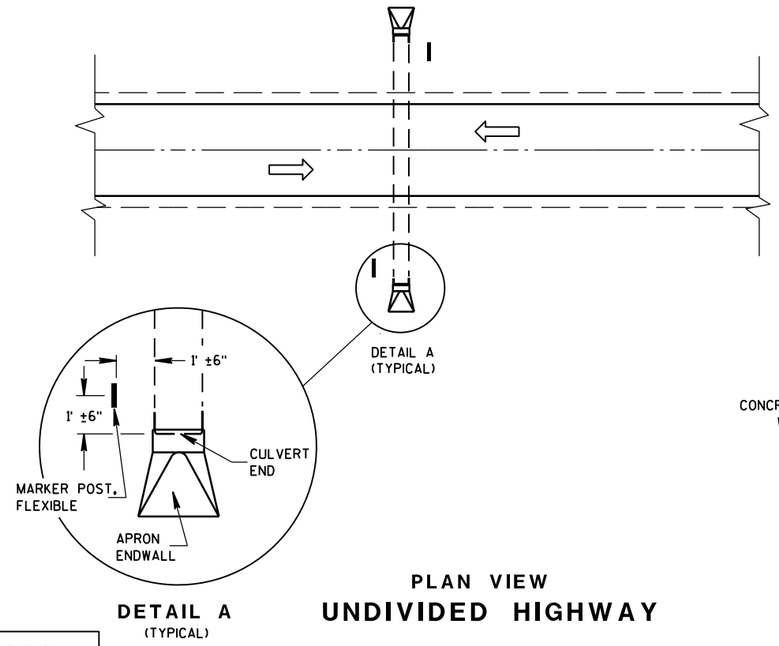
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S.D.D. 14 B 45-5L



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

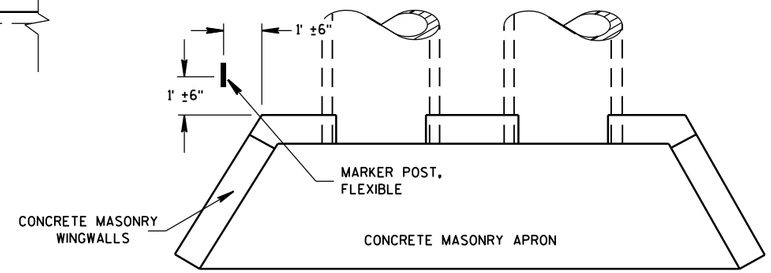
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

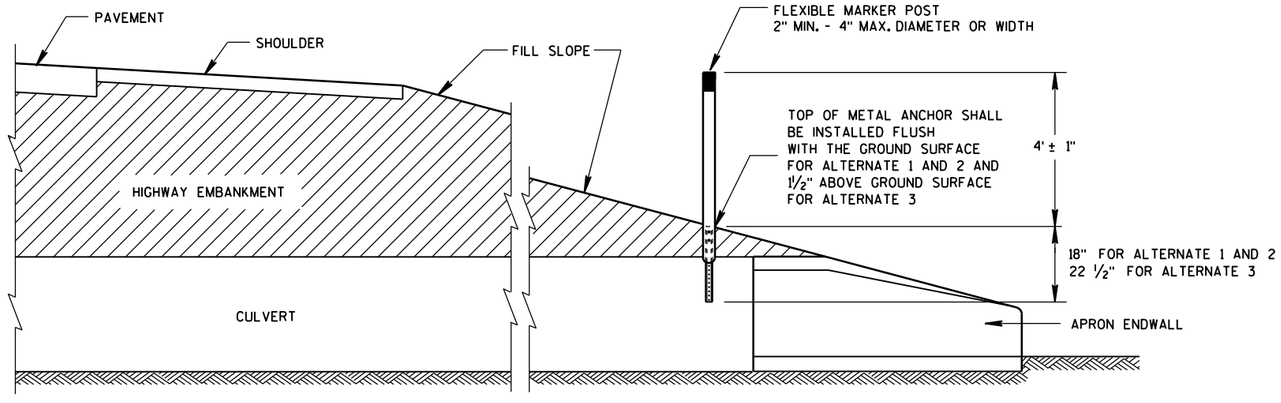
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

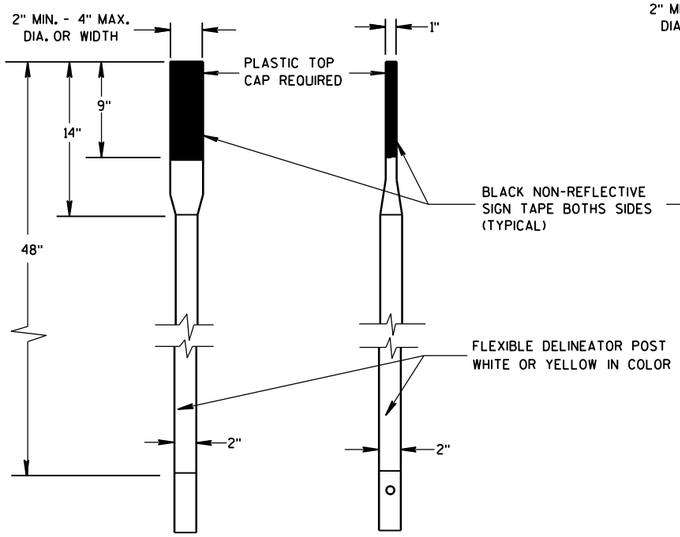
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

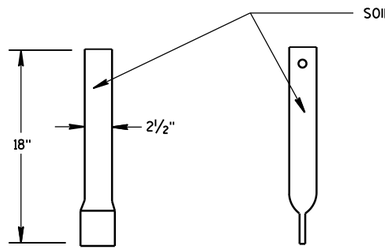
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S.D.D. 15 A 3-2a

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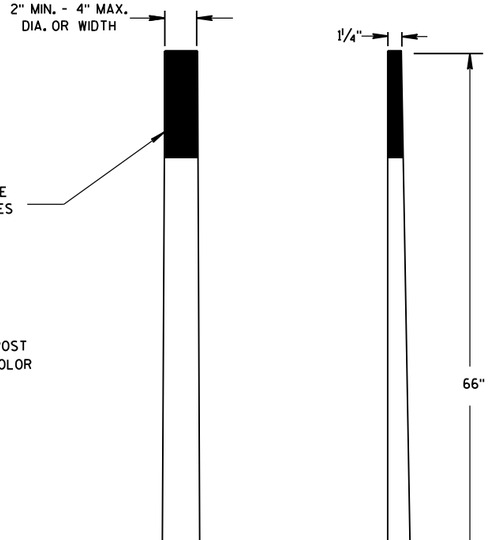
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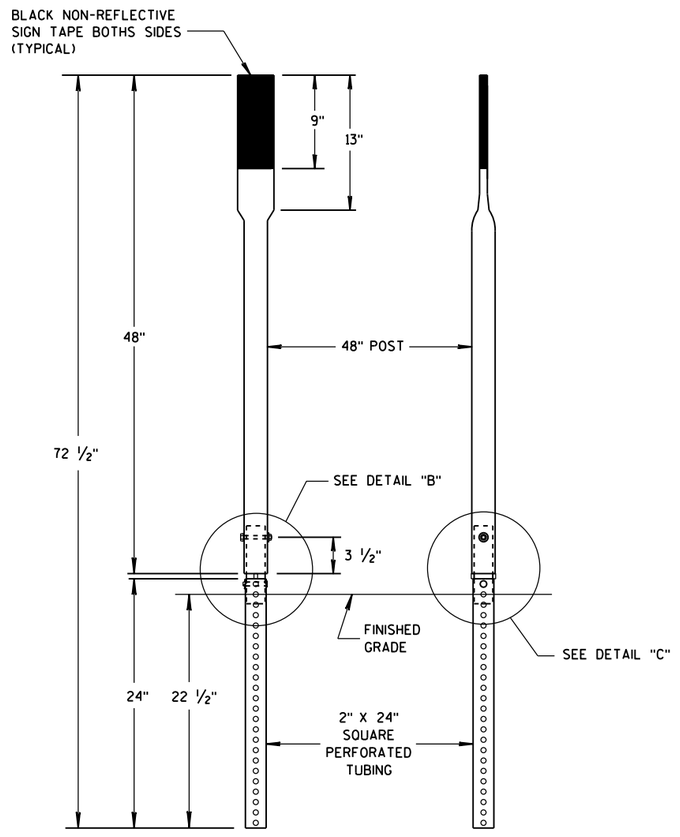
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

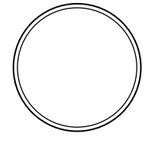
ALTERNATE 2



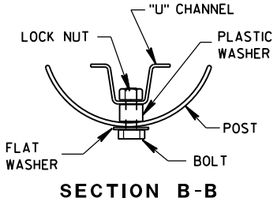
FRONT VIEW SIDE VIEW

ALTERNATE 3

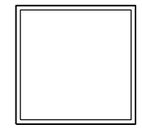
FLEXIBLE MARKER POSTS



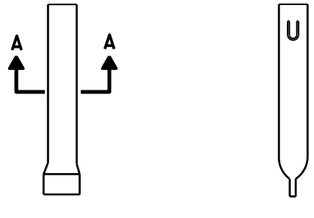
SECTION A-A



SECTION B-B

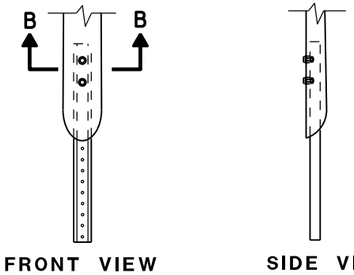


SECTION C-C



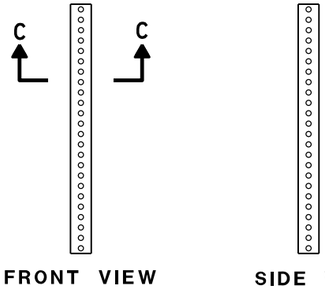
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

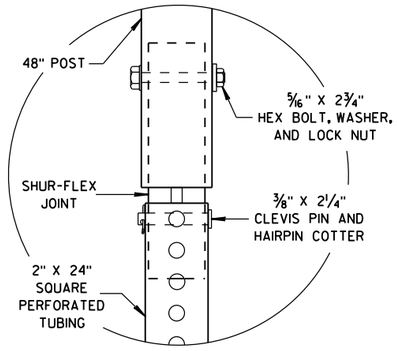
ALTERNATE 2



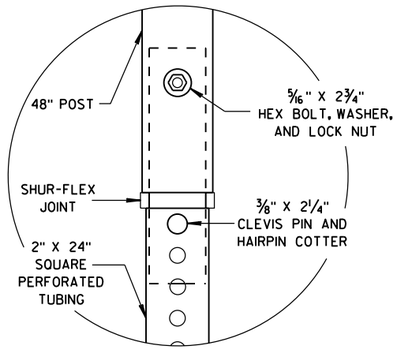
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

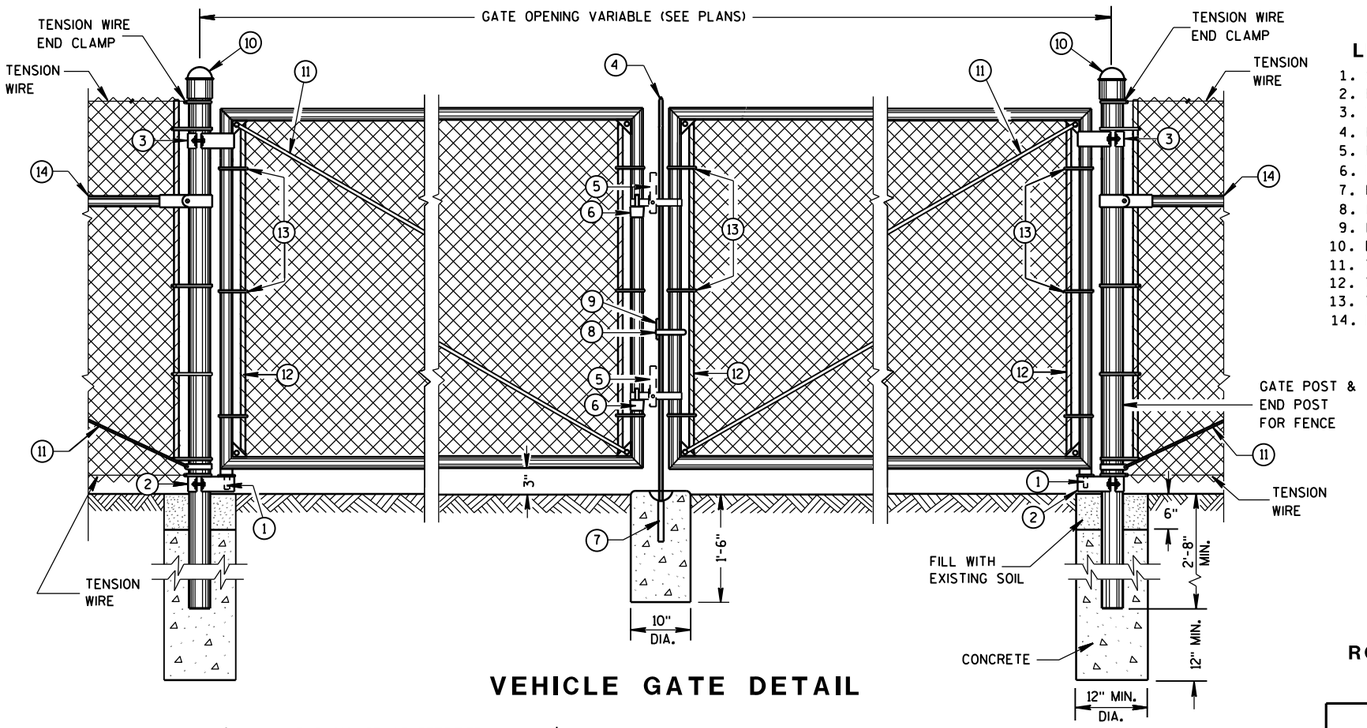
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/S/ Travis Feltes
STATE TRAFFIC ENGINEER
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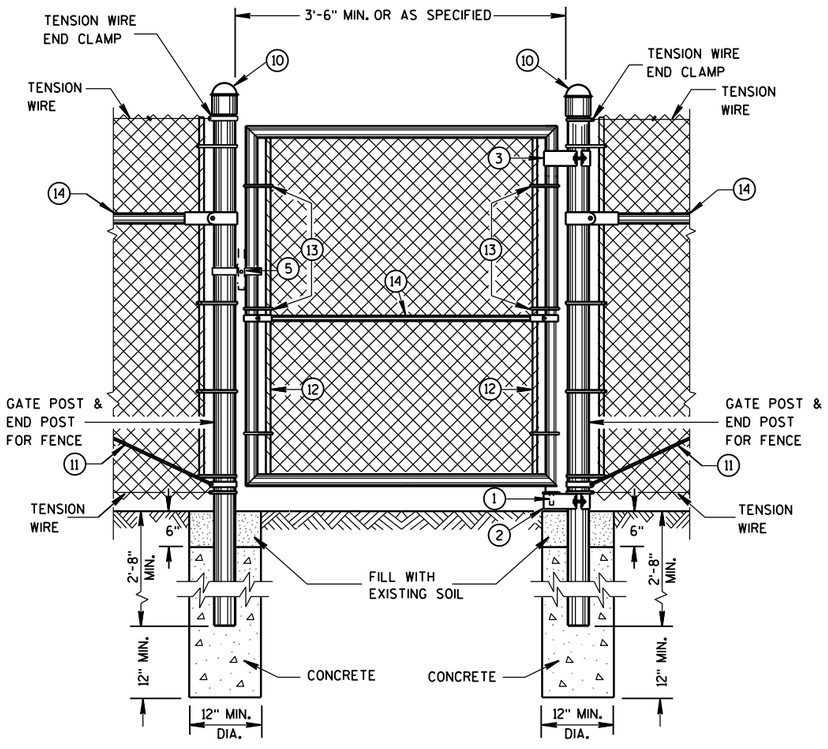
S.D.D. 15 A 3-2b

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S.D.D. 15 A 3-2b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

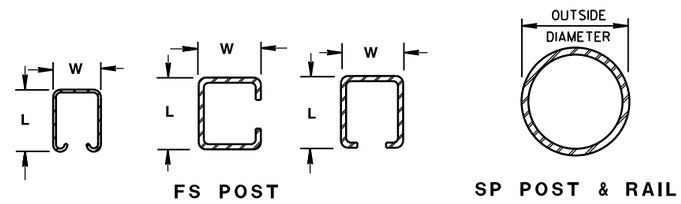
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

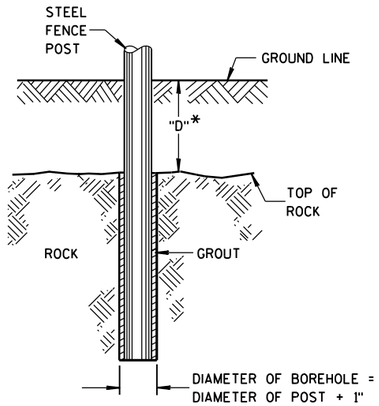
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

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DEPARTMENT OF TRANSPOR

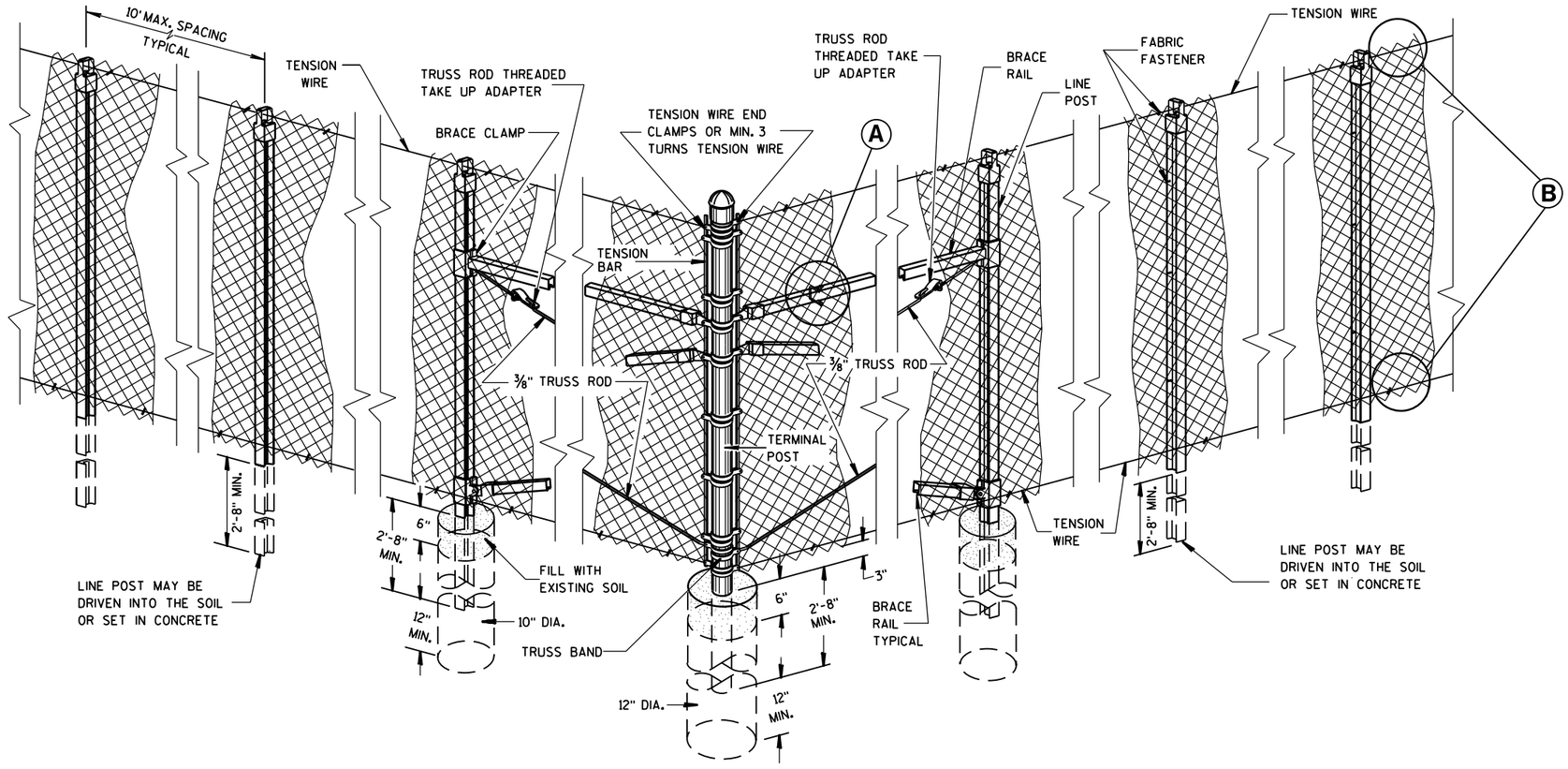
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S.D.D. 15 B 3-15a

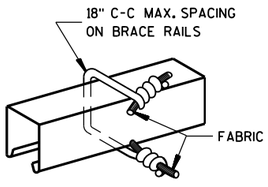


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



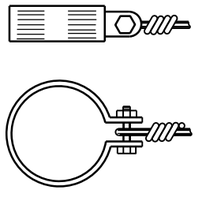
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



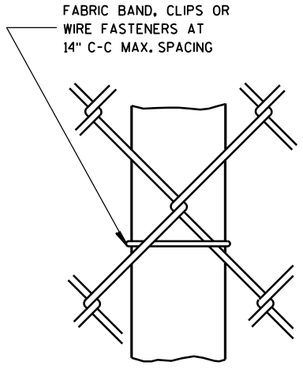
BRACE RAIL

FABRIC FASTENER

Ⓐ



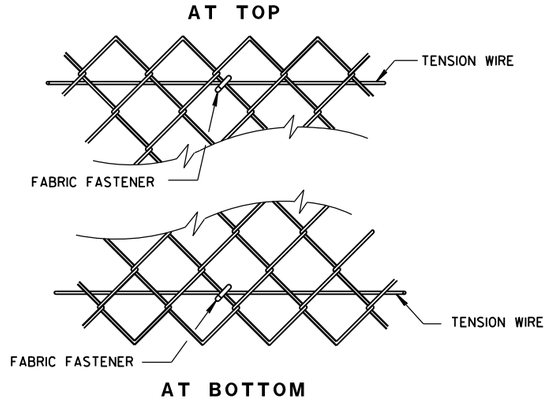
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

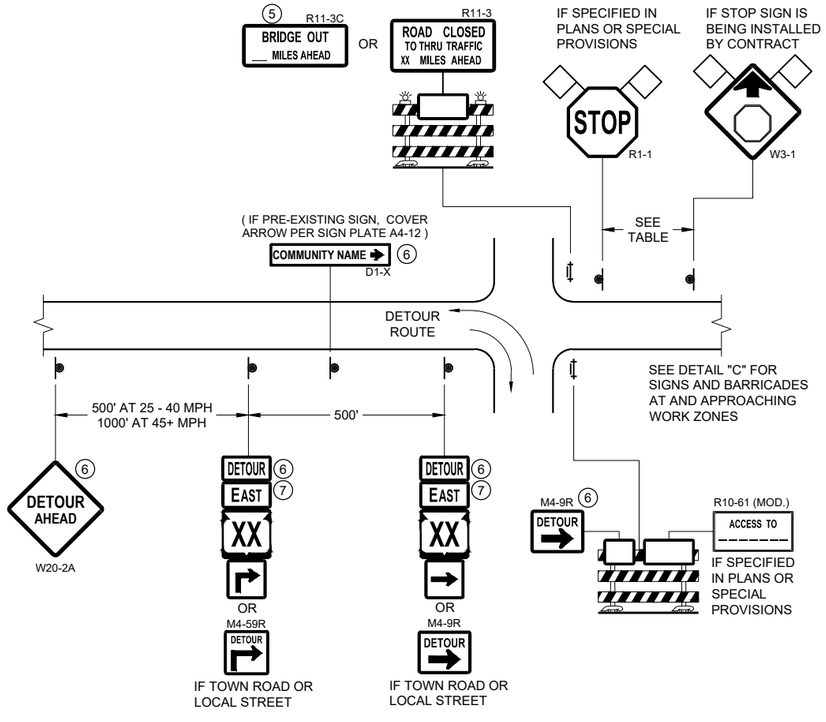
660

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S.D.D. 15 B 3-15b

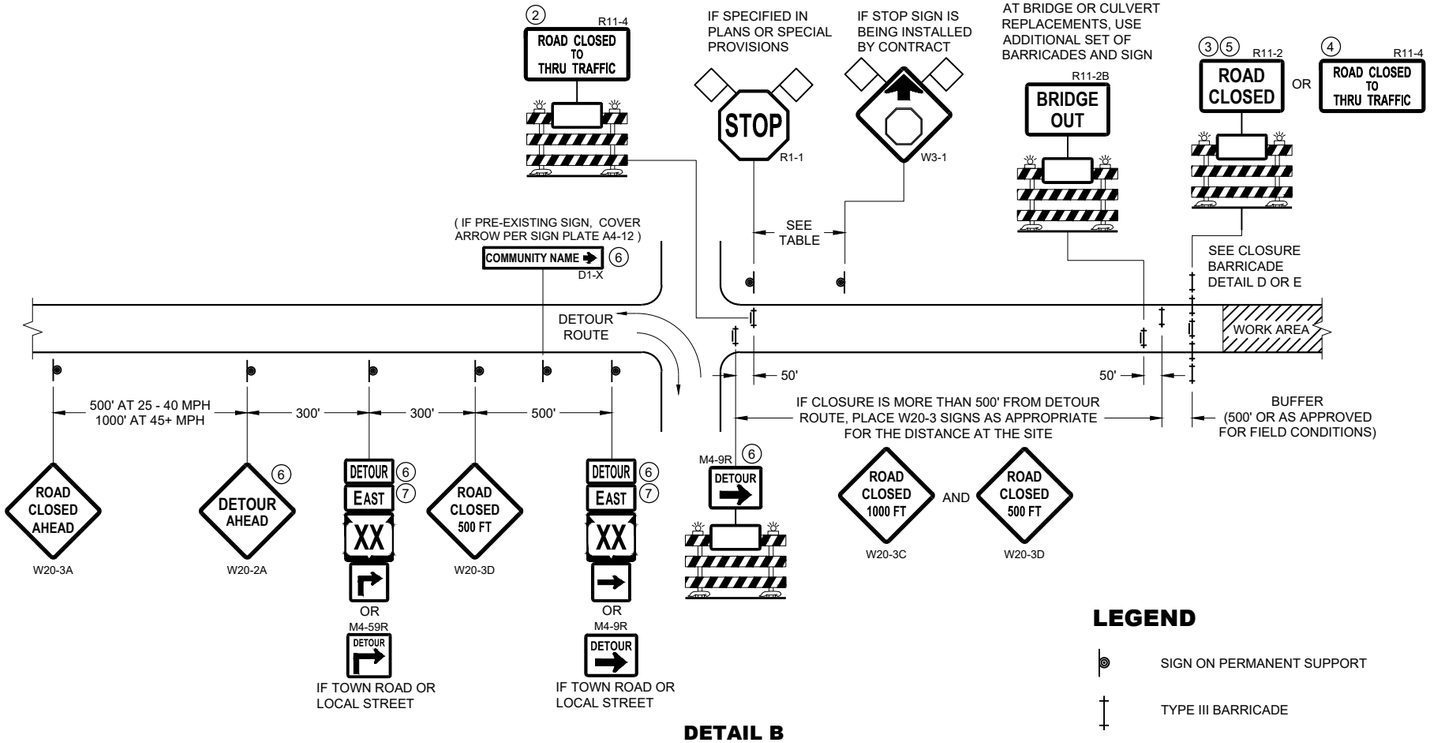
6

S.D.D. 15 B 3-15b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



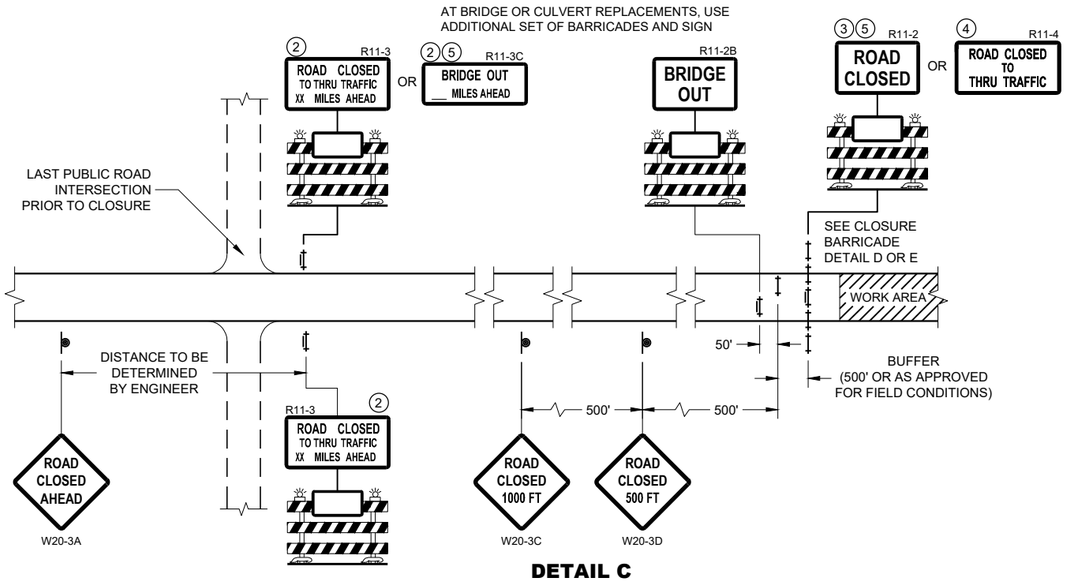
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

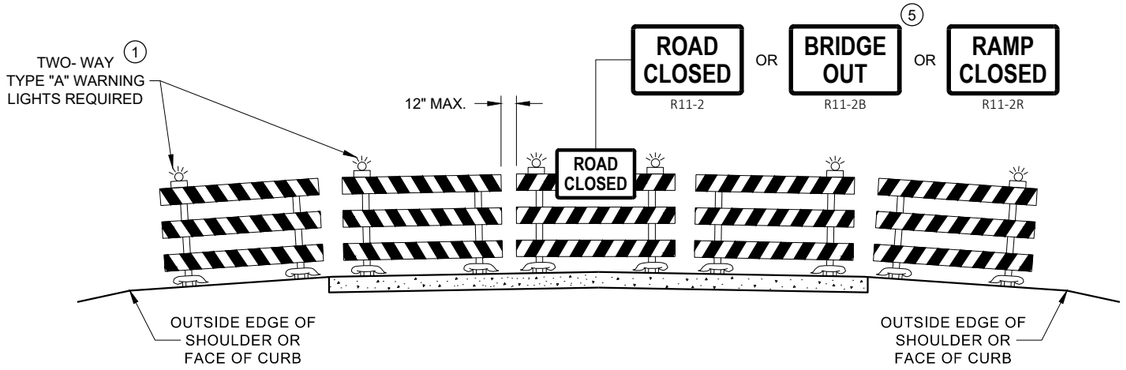
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

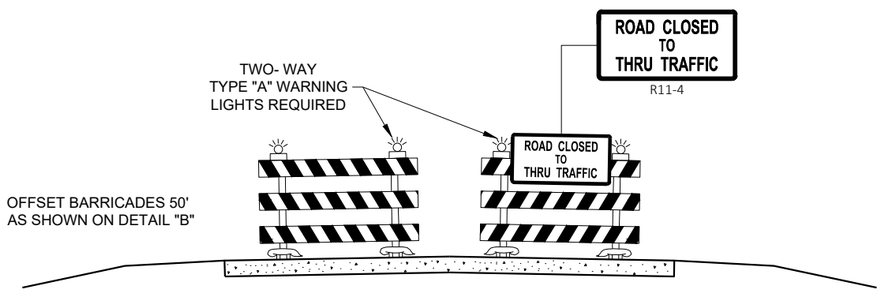
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- 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 EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

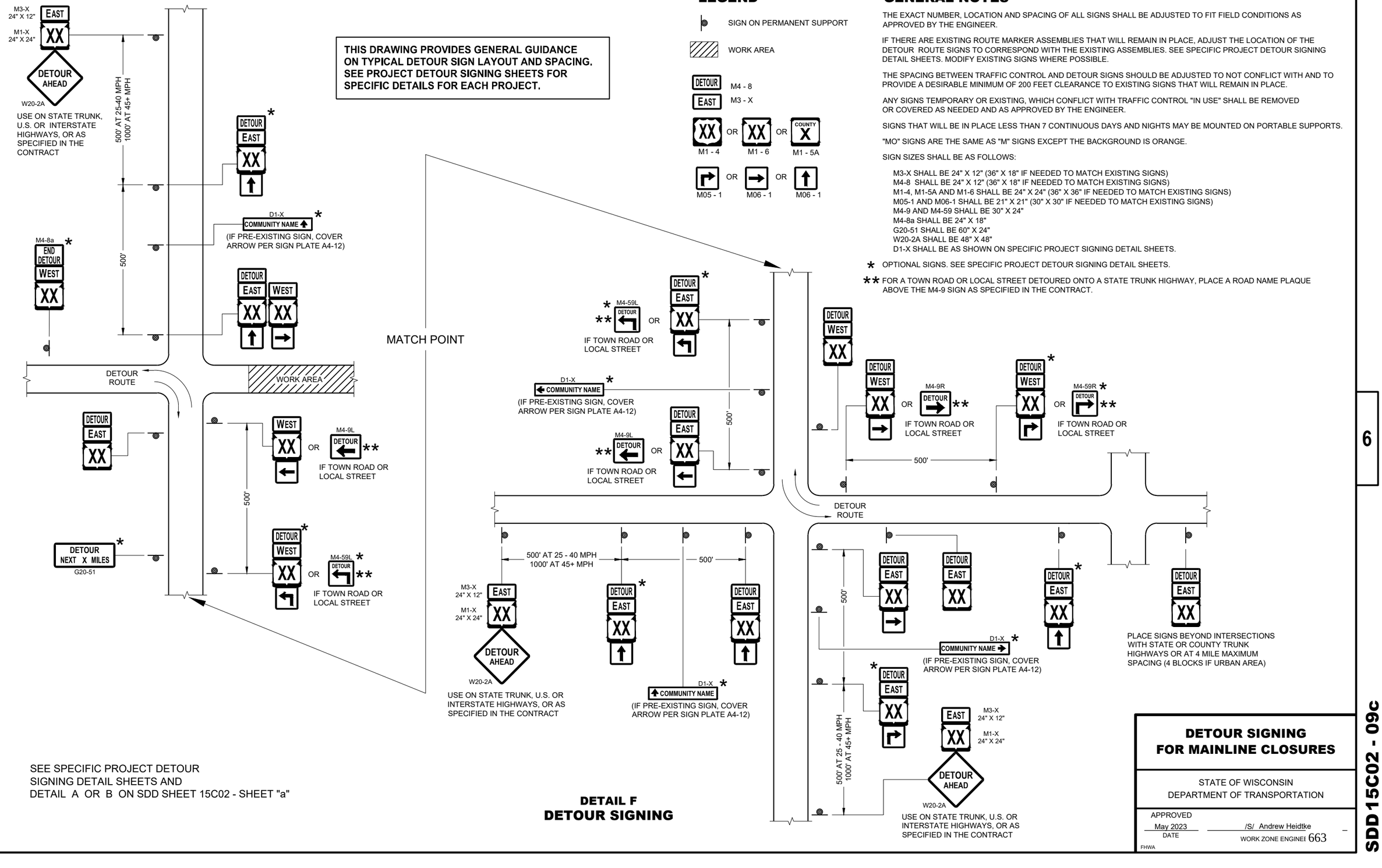
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

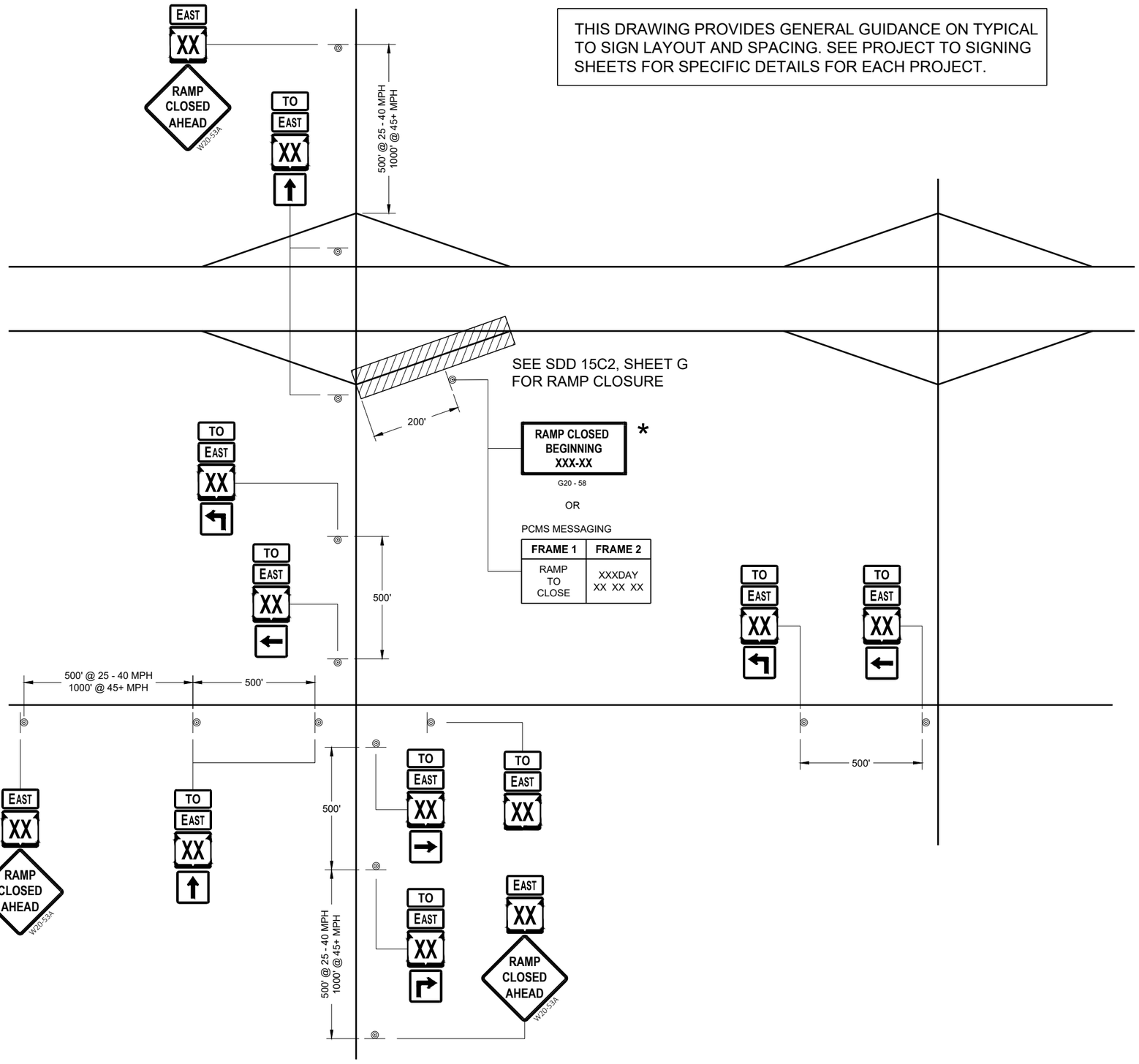
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 09c



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

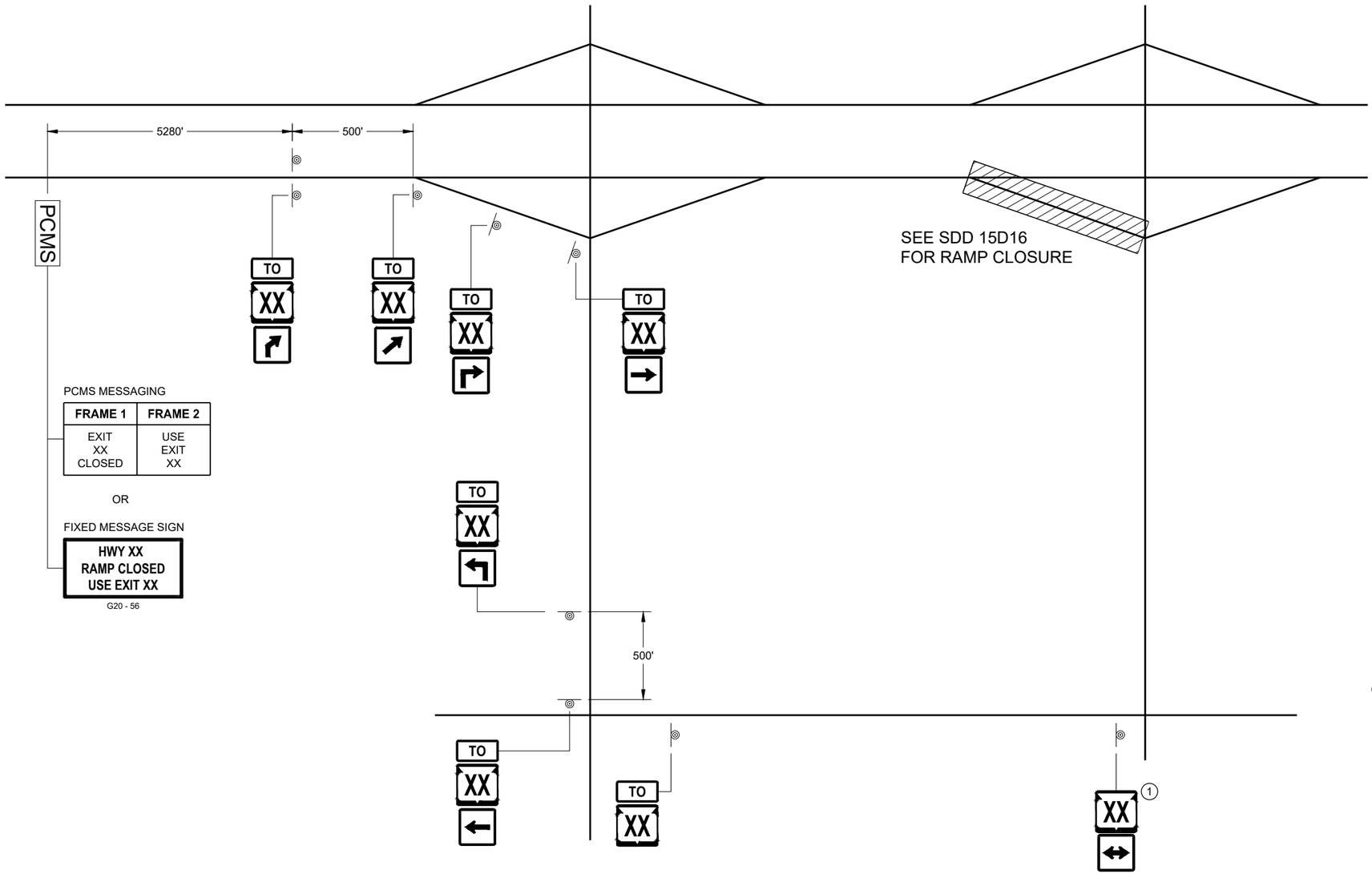
ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
664
FHWA

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SDD 15C02 - 09d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

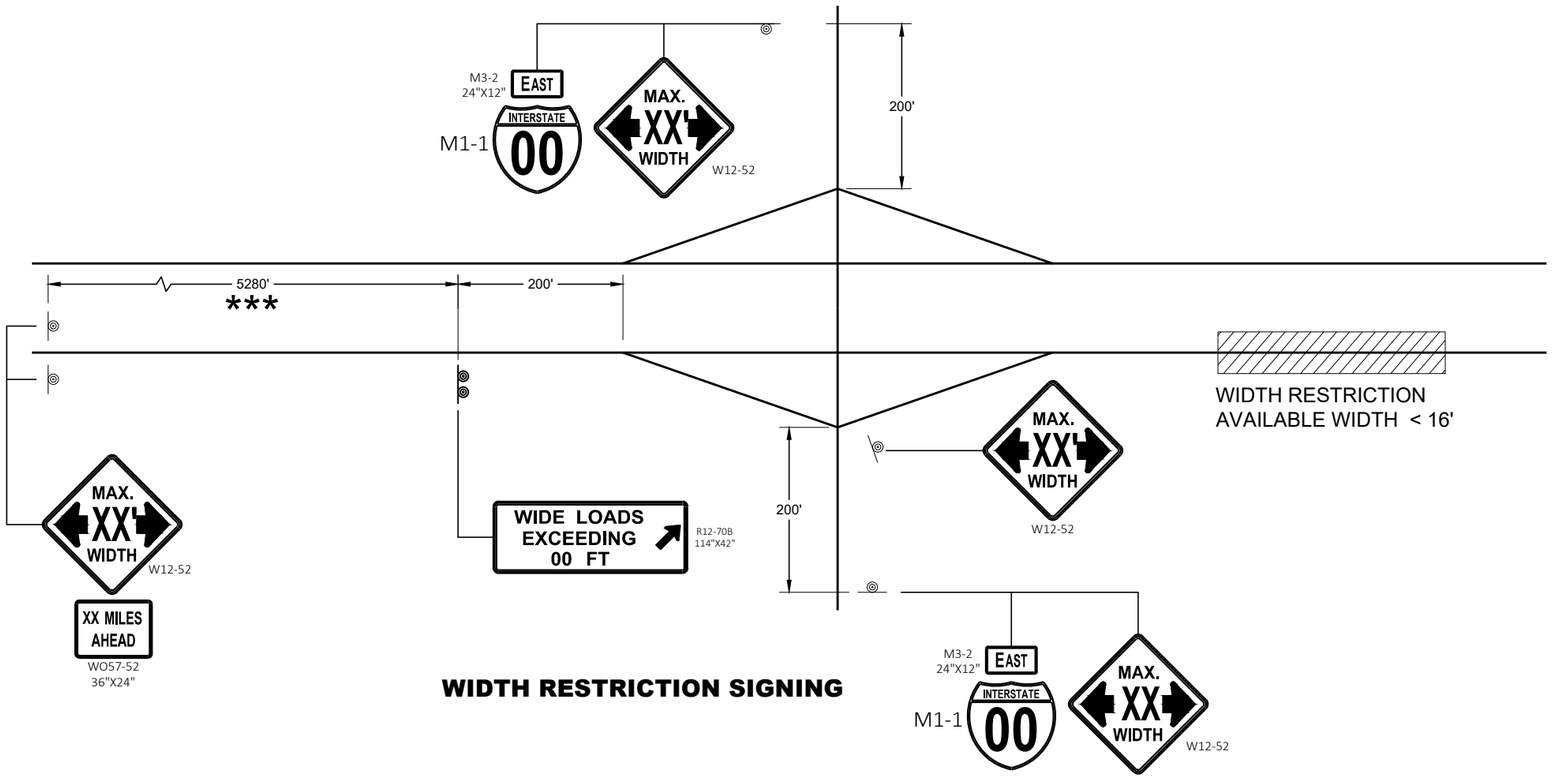
(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP LANE CLOSURE

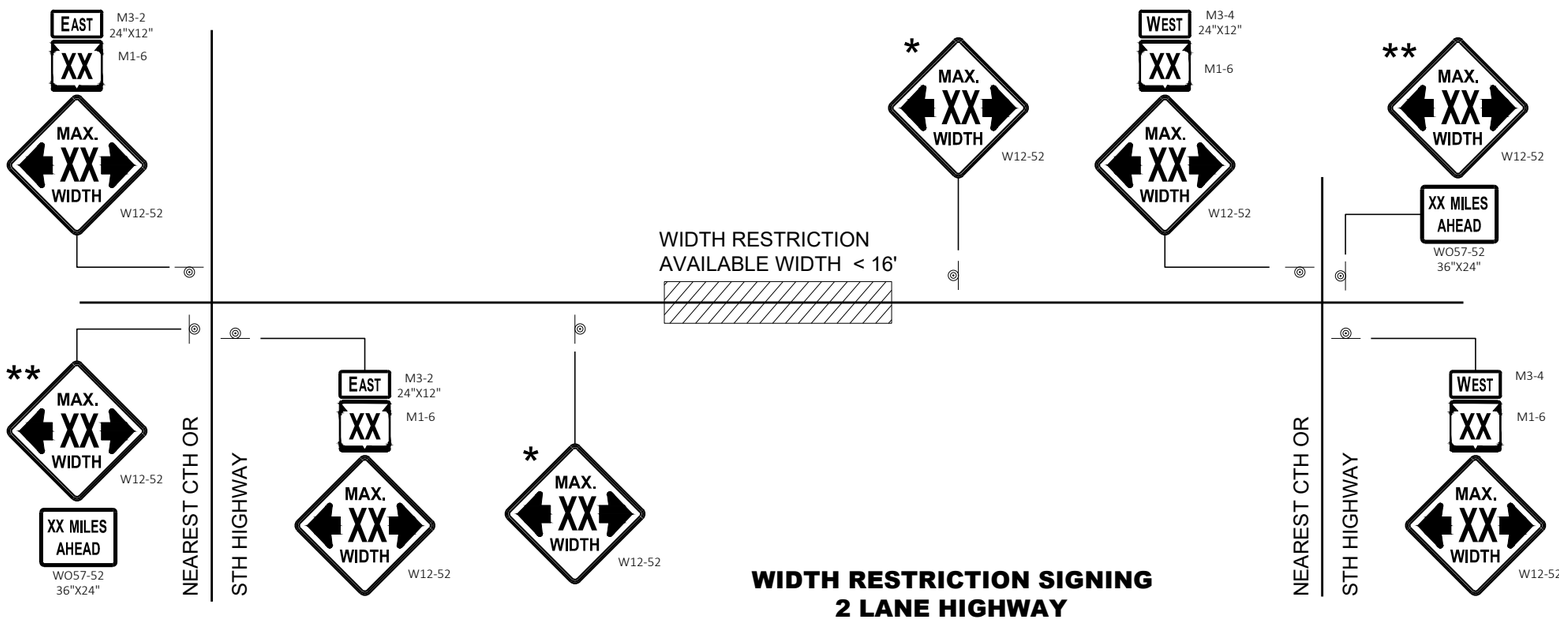
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May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD 15C02 - 09e



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

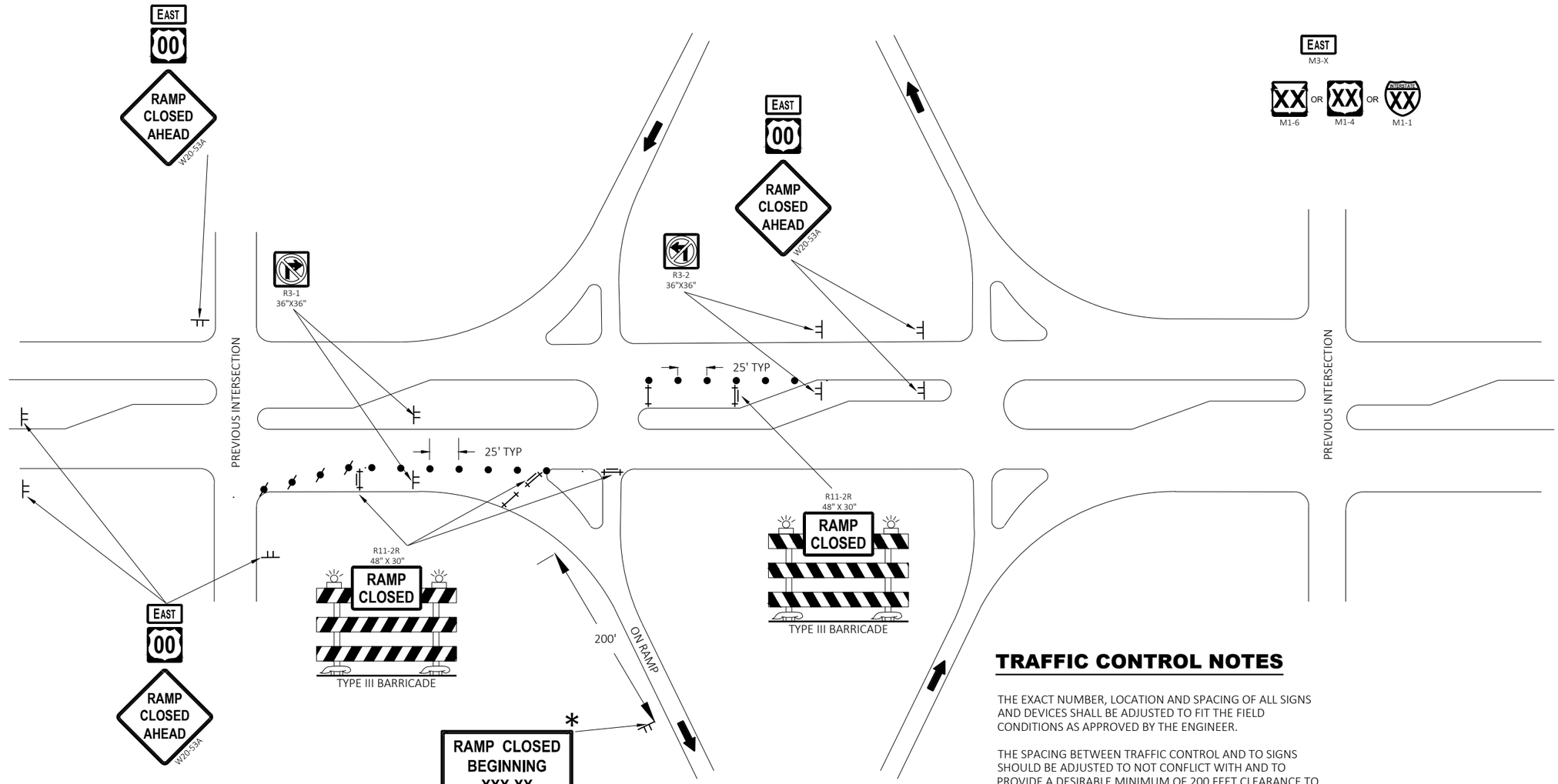
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APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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SDD 15C02 - 09f



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL NOTES

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

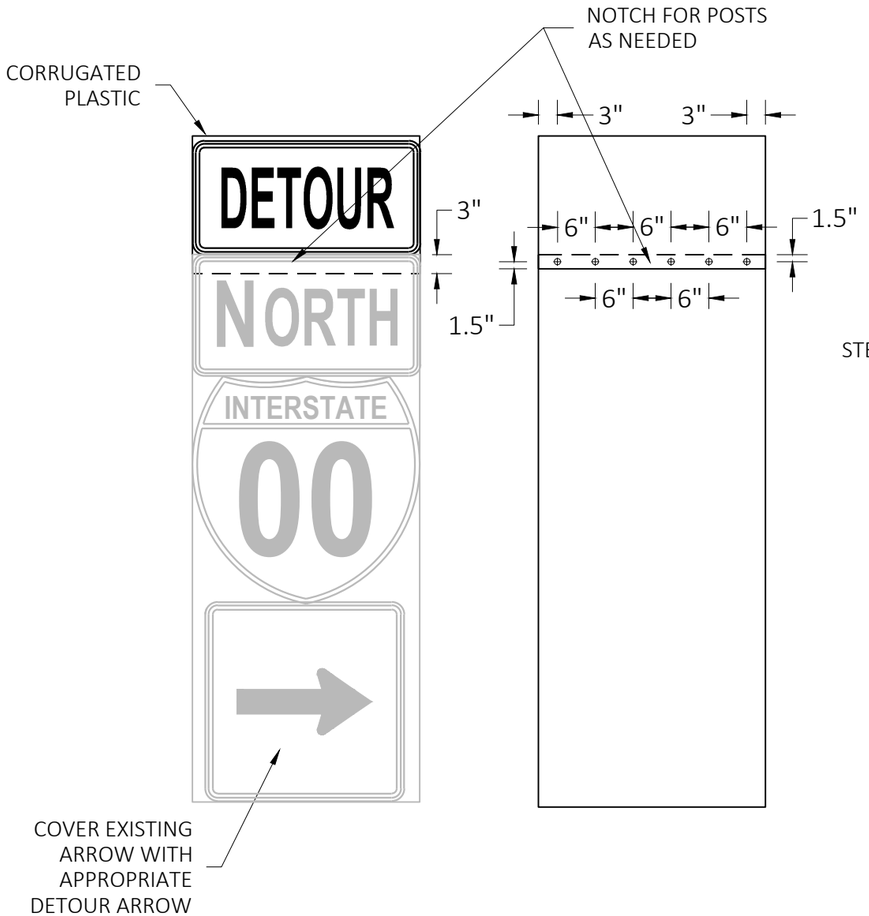
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/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

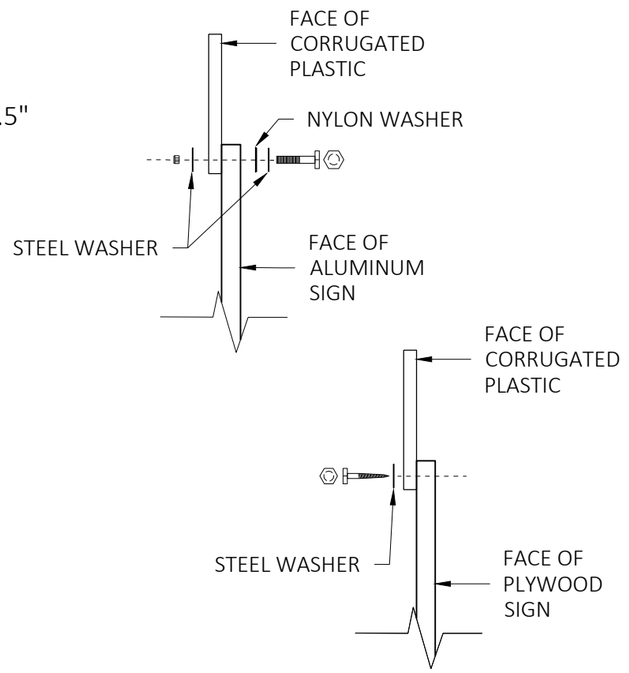
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SDD 15C02-09g

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

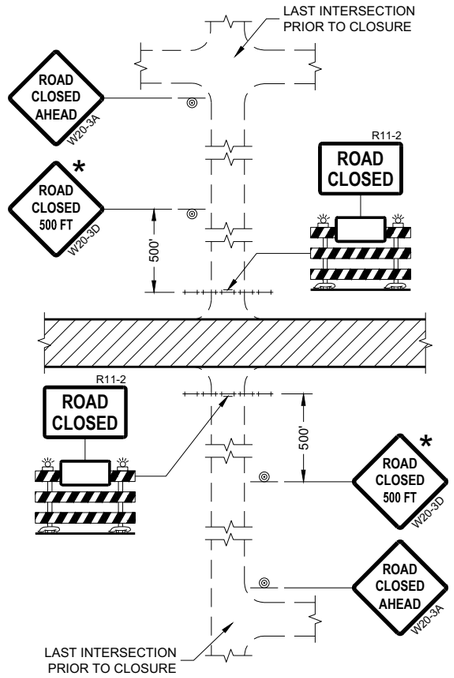
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

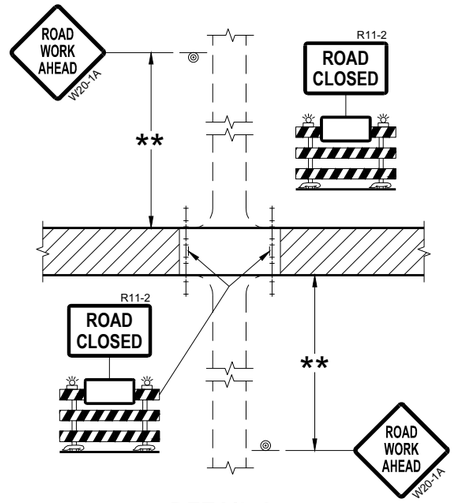
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT ENGINEER
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6

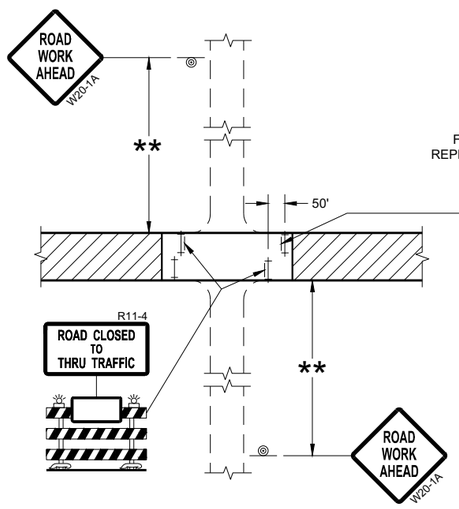
SDD 15C02-09h



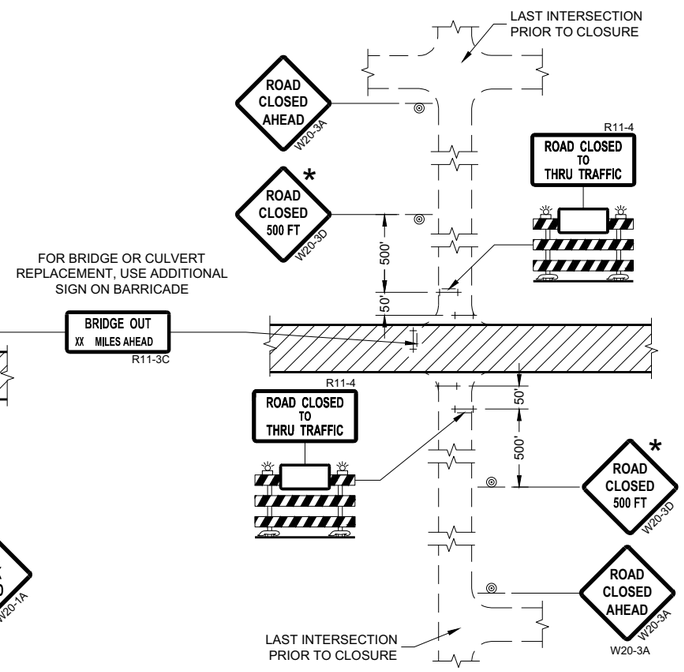
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

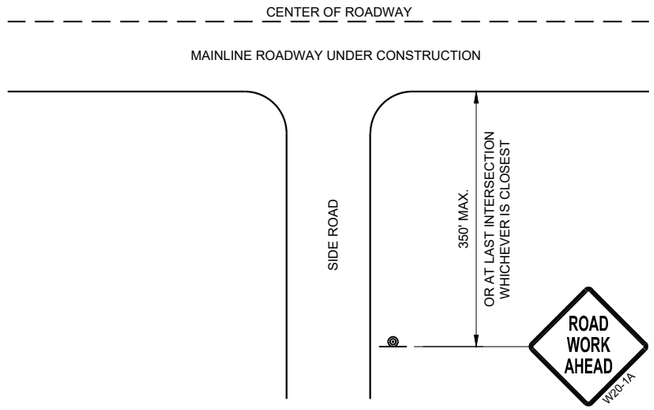
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



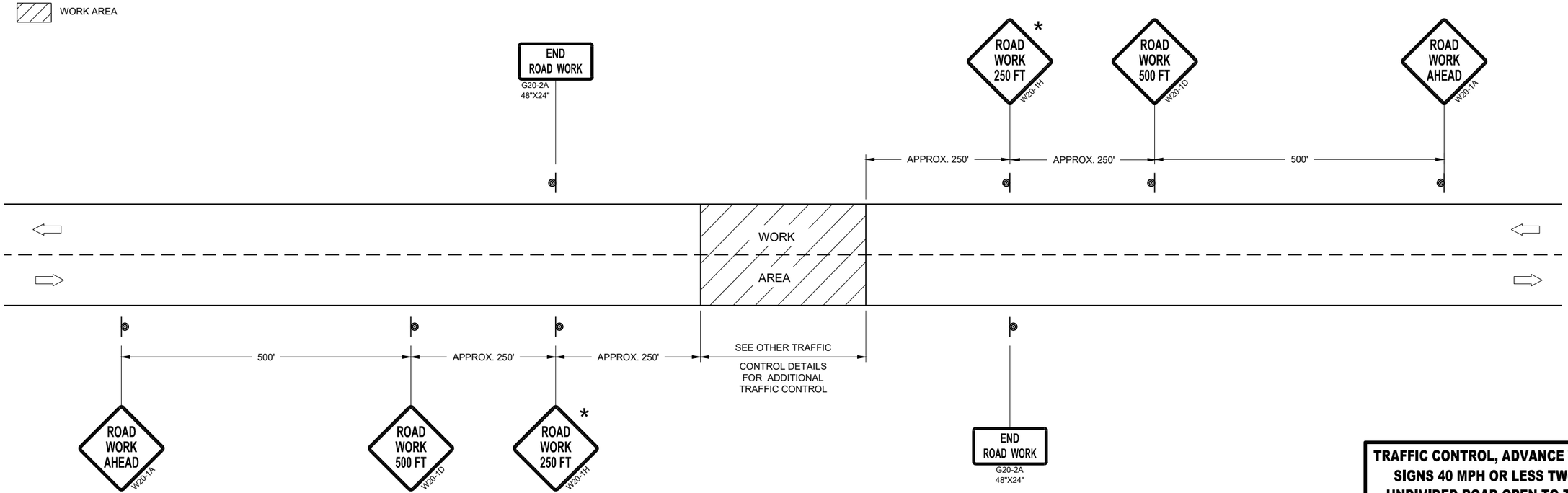
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

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WORK ZONE ENGINEE

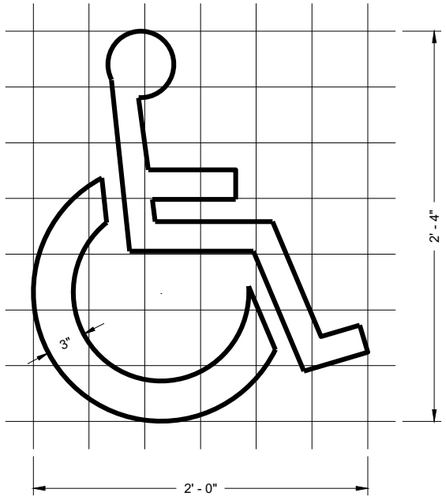
FHWA

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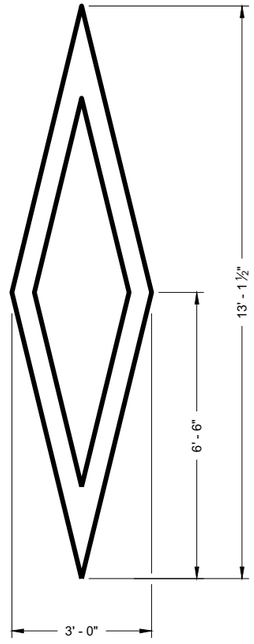
SDD 15C05 - 05

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

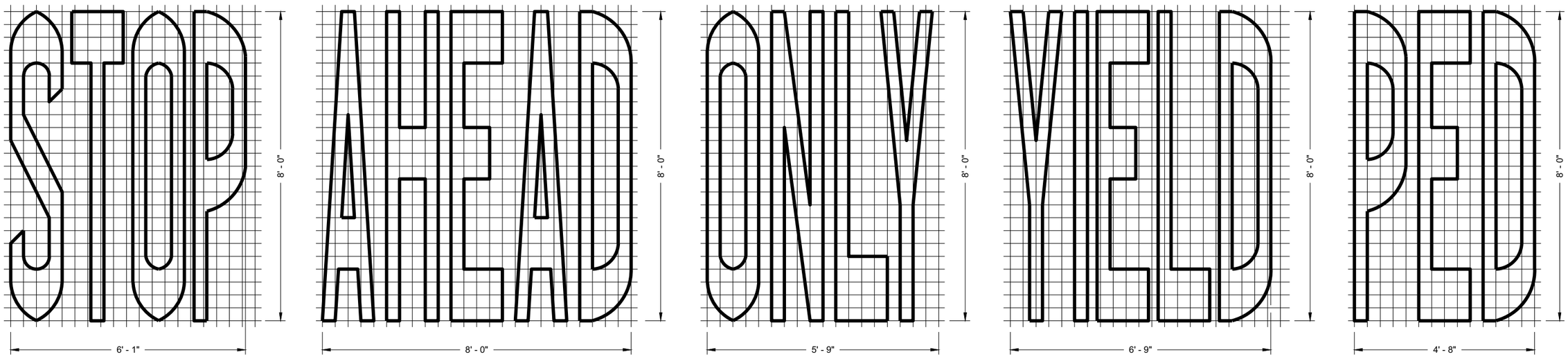
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

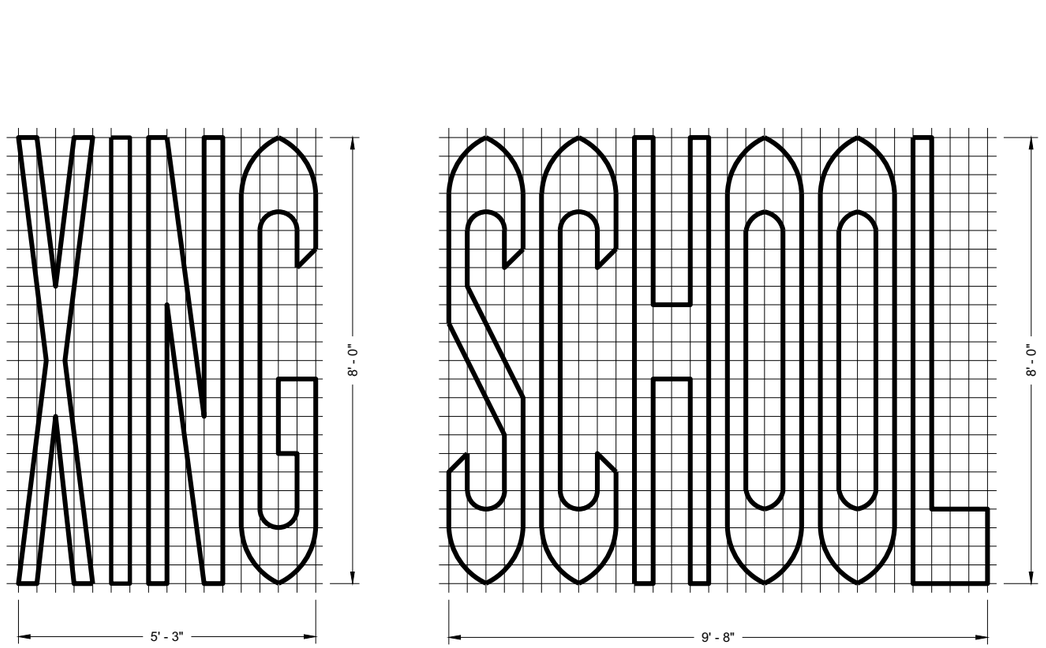
APPROVED

November 2019
DATE

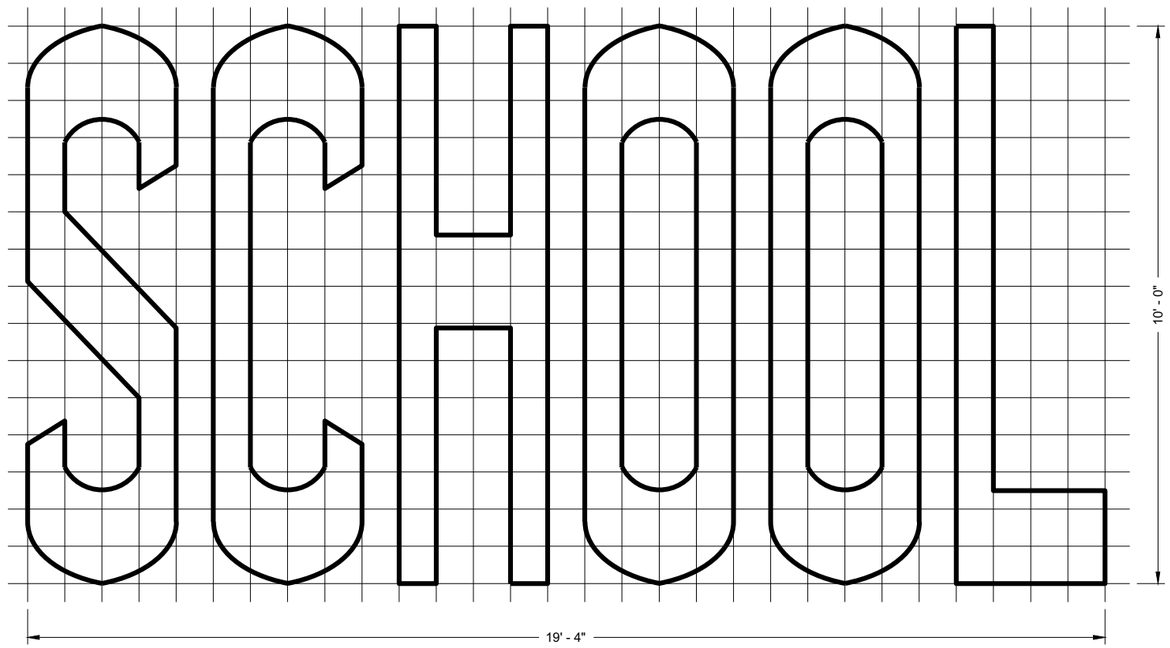
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

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SINGLE LANE



TWO - LANE

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.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2019
DATE

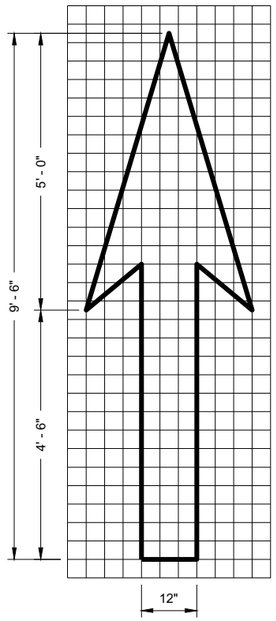
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

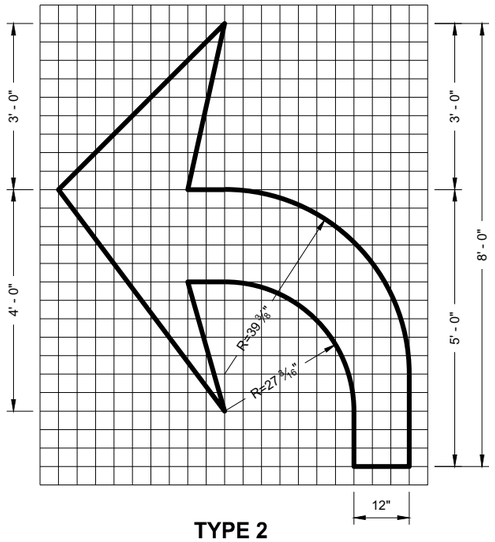
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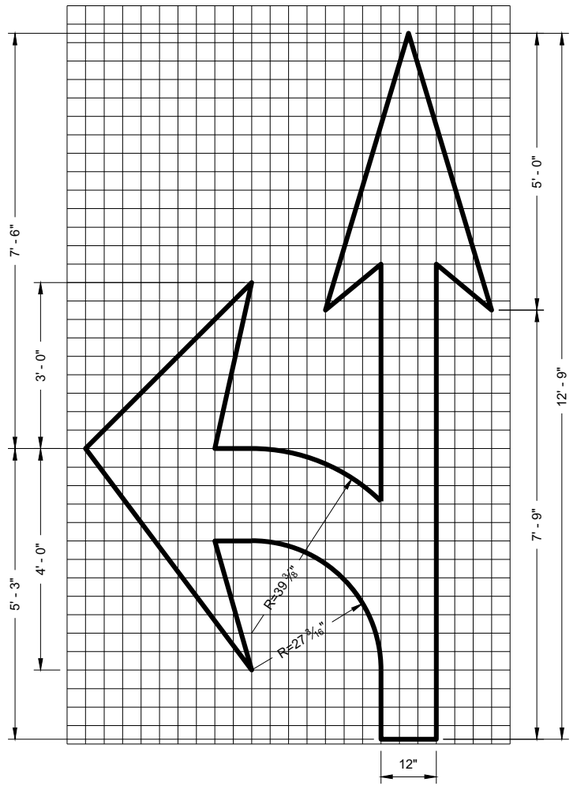
SDD 15C07 - 15b



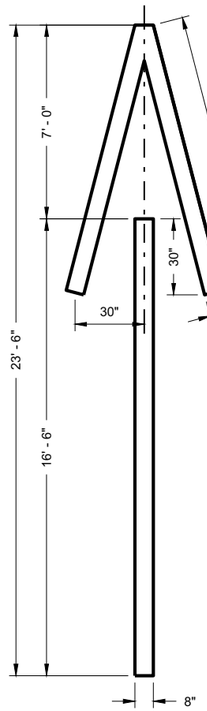
TYPE 1



TYPE 2



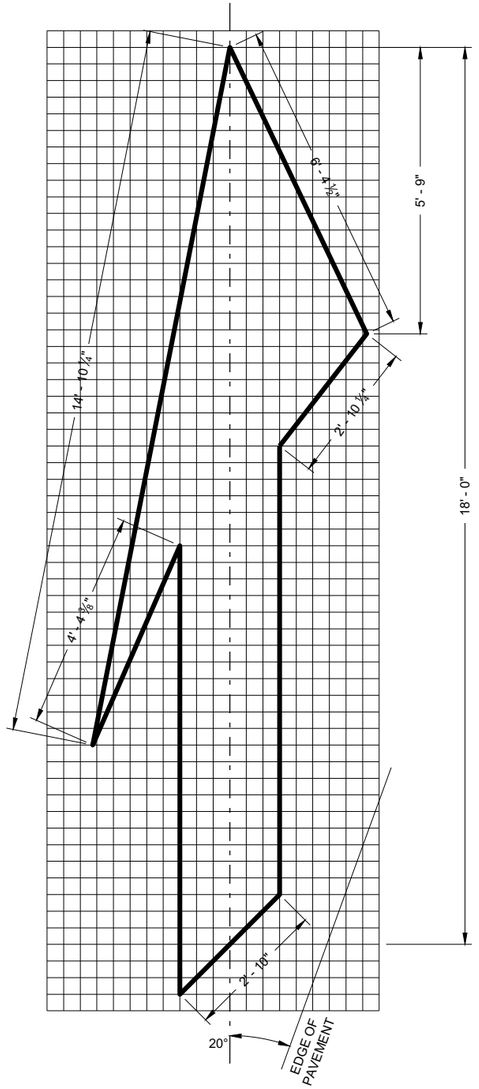
TYPE 3



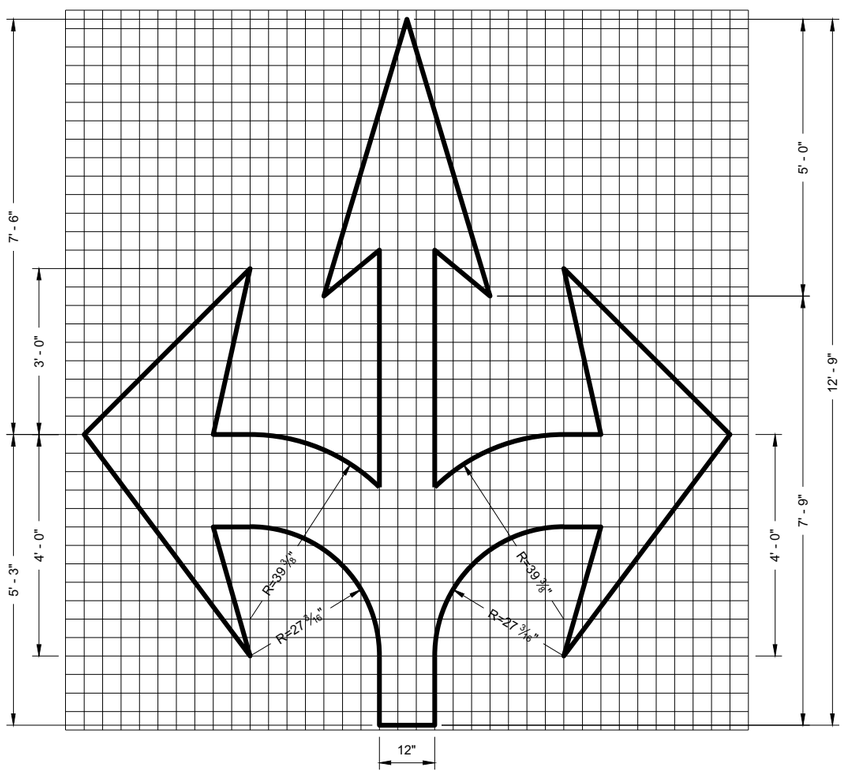
TYPE 4

GENERAL NOTES

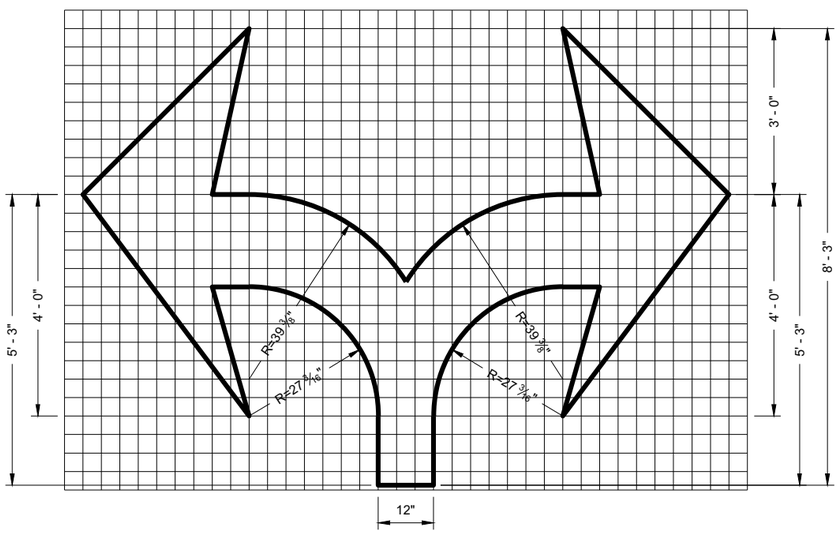
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

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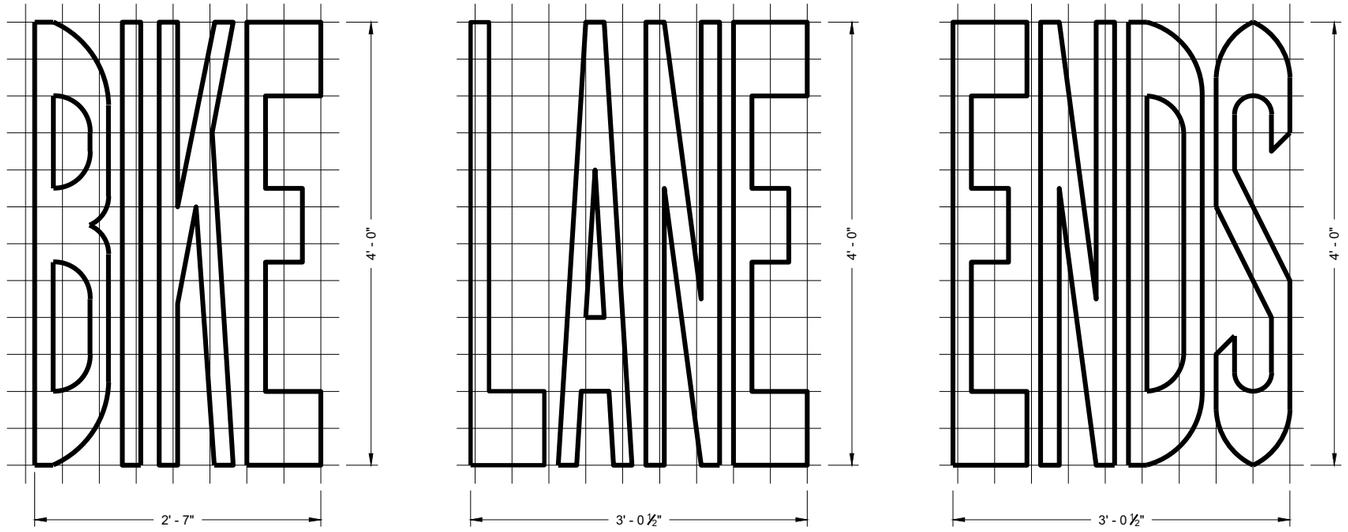
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SDD 15C07 - 15c

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SDD 15C07 - 15c

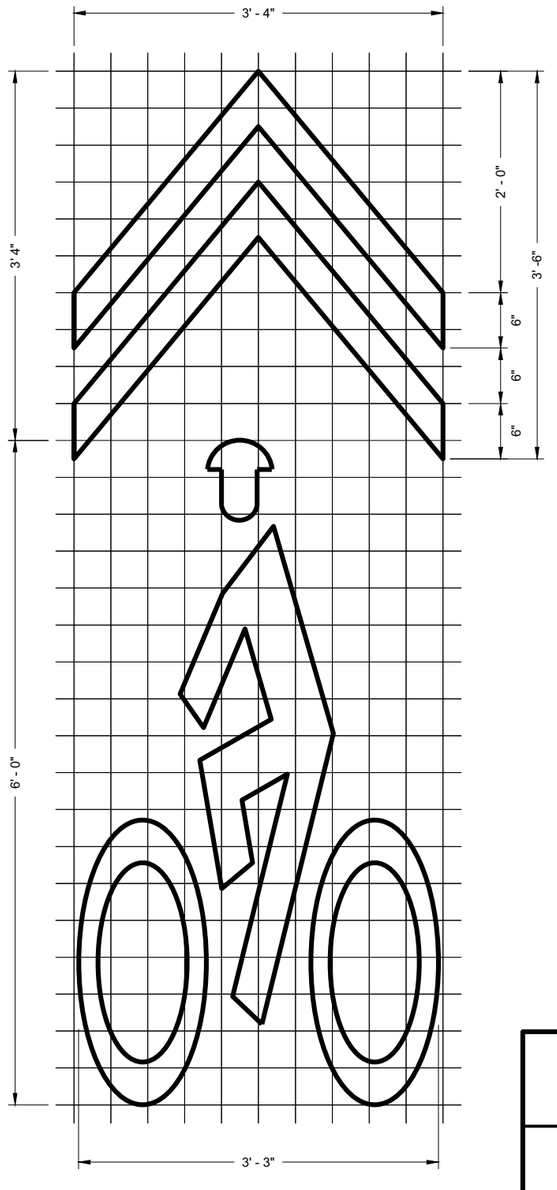
SDD 15C7-e Pavement Marking For Bike Lanes



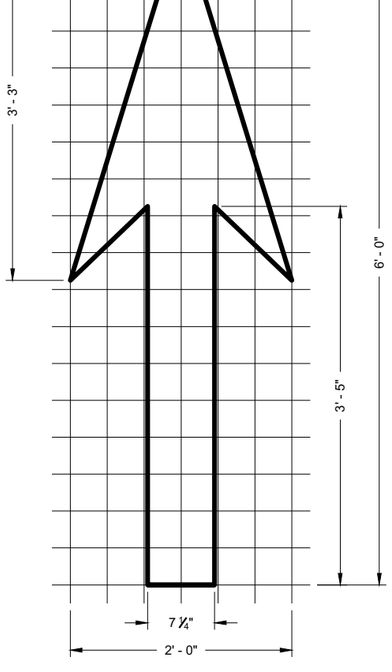
BIKE LANE WORDS

GENERAL NOTES

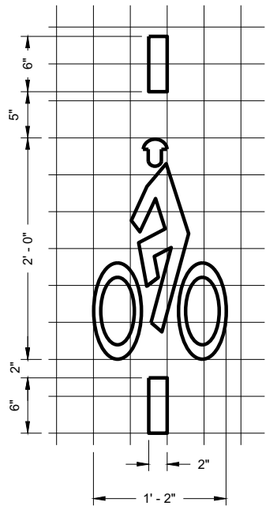
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



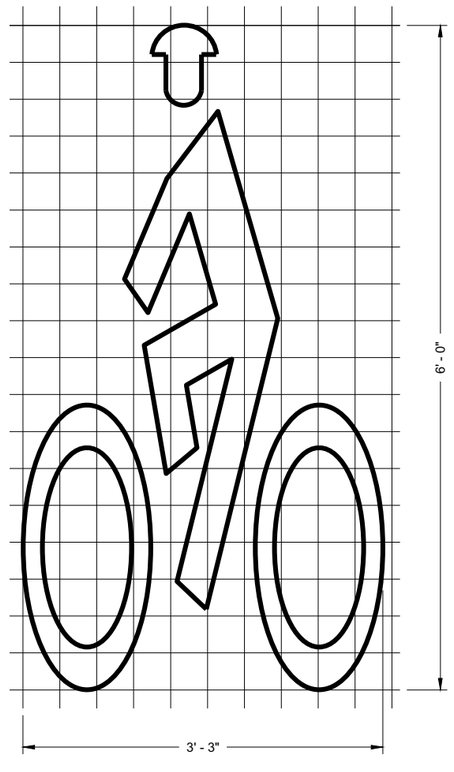
BIKE LANE SYMBOL FOR SHARED LANE



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

PAVEMENT MARKING FOR BIKE LANES

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6

SDD 15C07 - 15e

6

SDD 15C07 - 15e

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

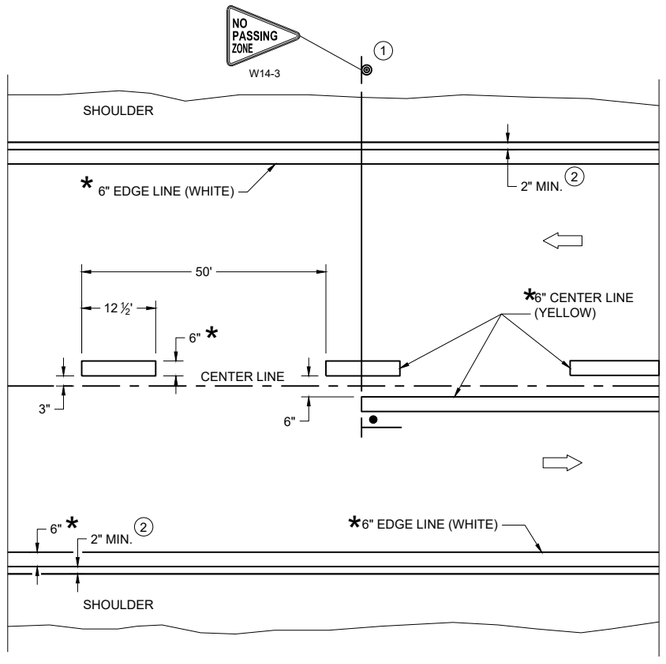
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

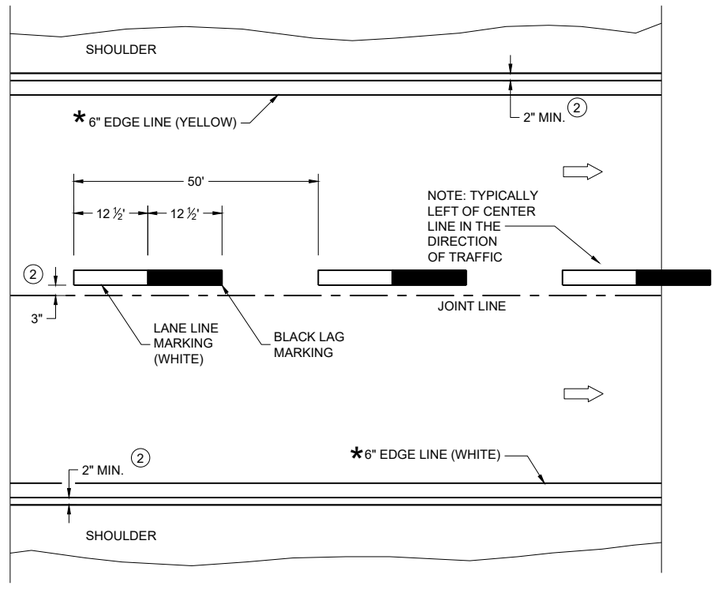
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

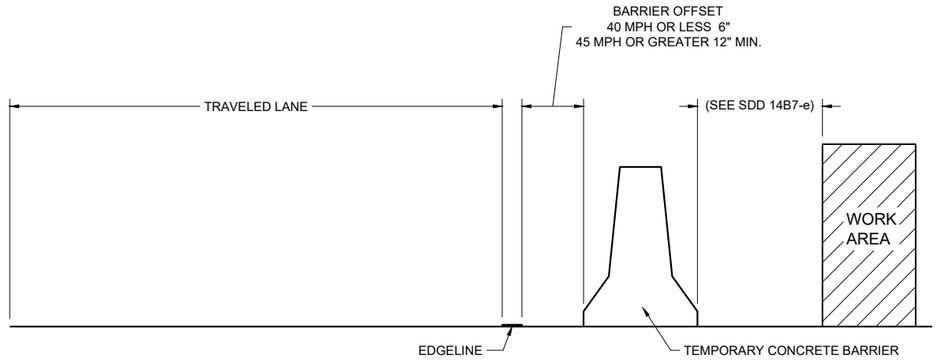
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

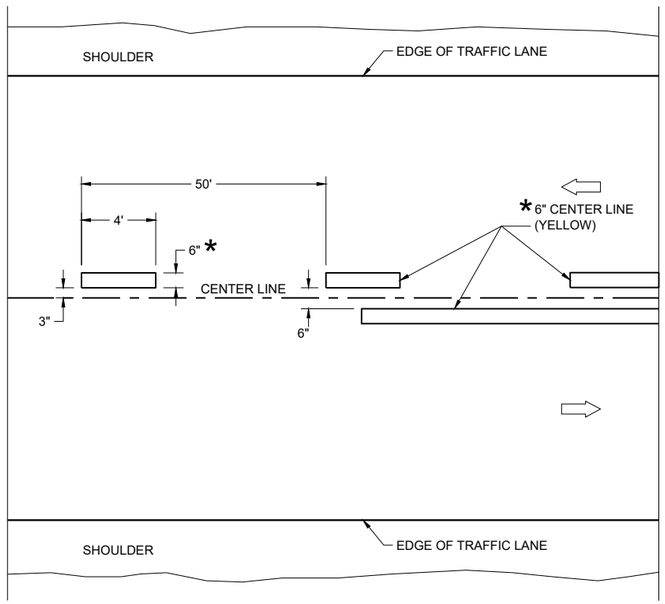
GENERAL NOTES

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

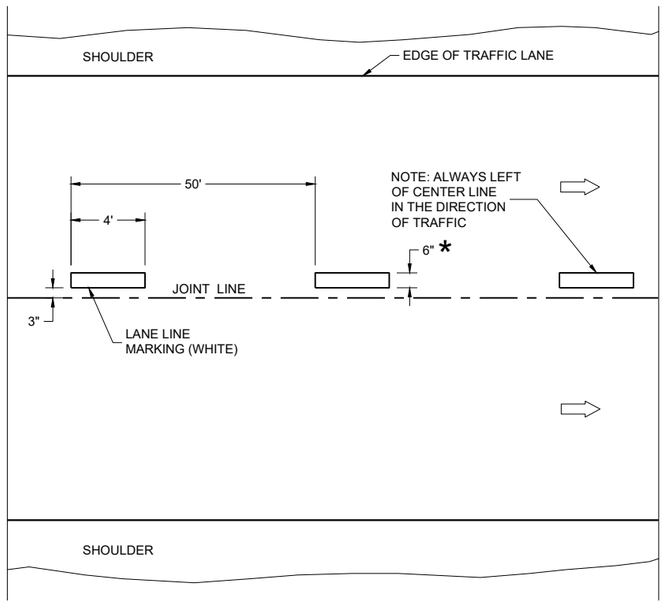
LEGEND

DIRECTION OF TRAFFIC

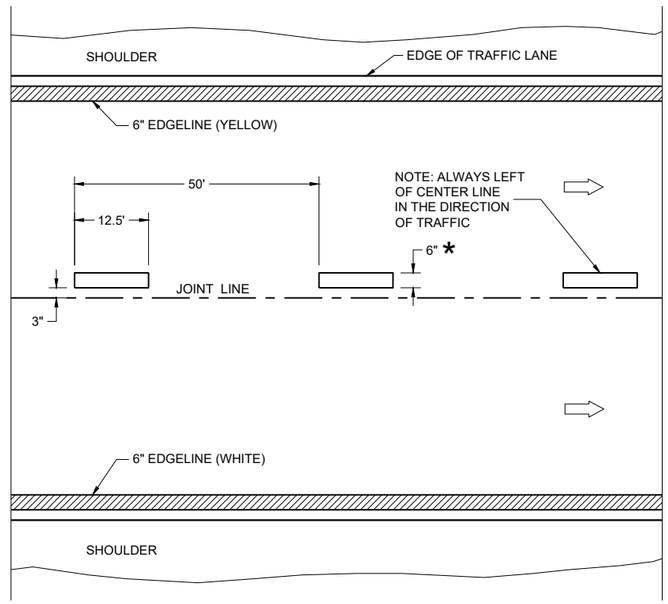
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

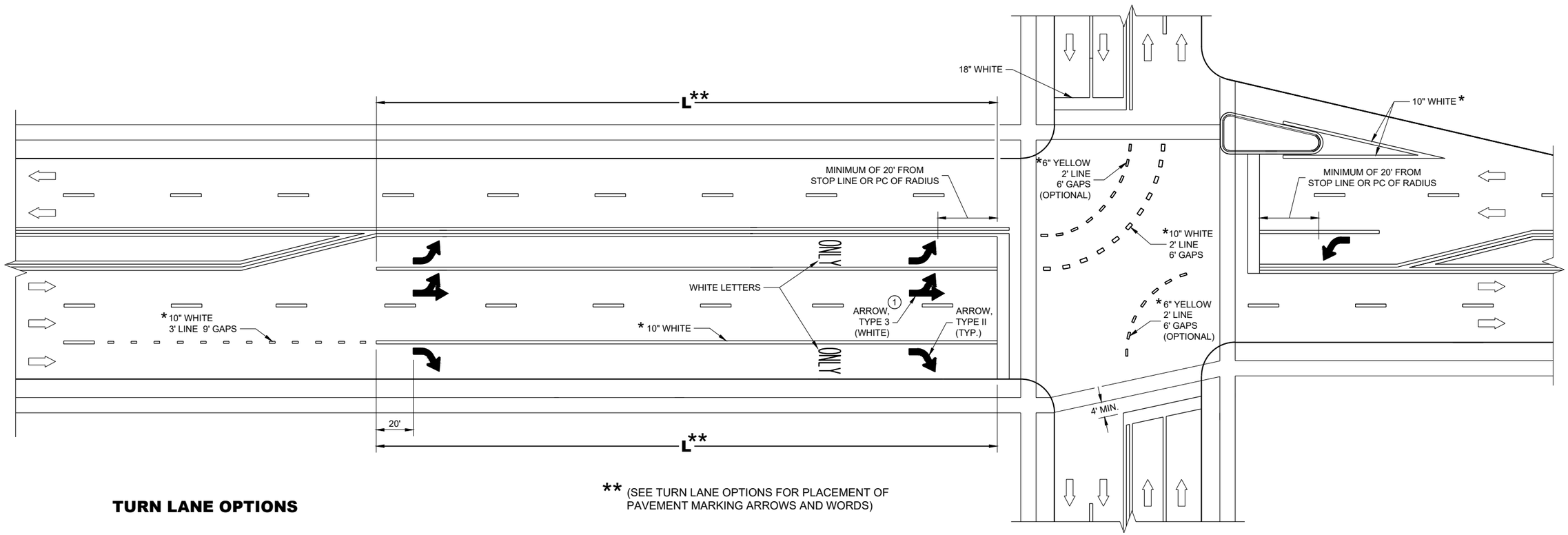
FHWA

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SDD 15C08-23b

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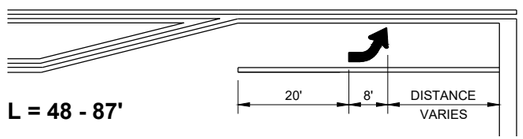
SDD 15C08-23b



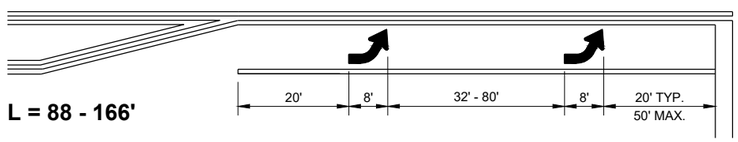
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

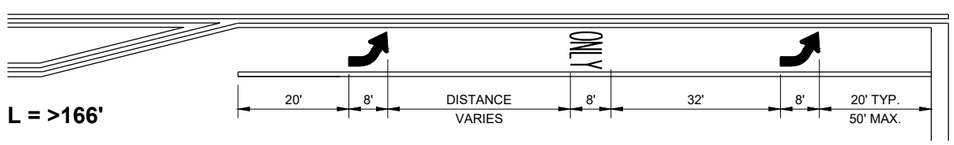
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

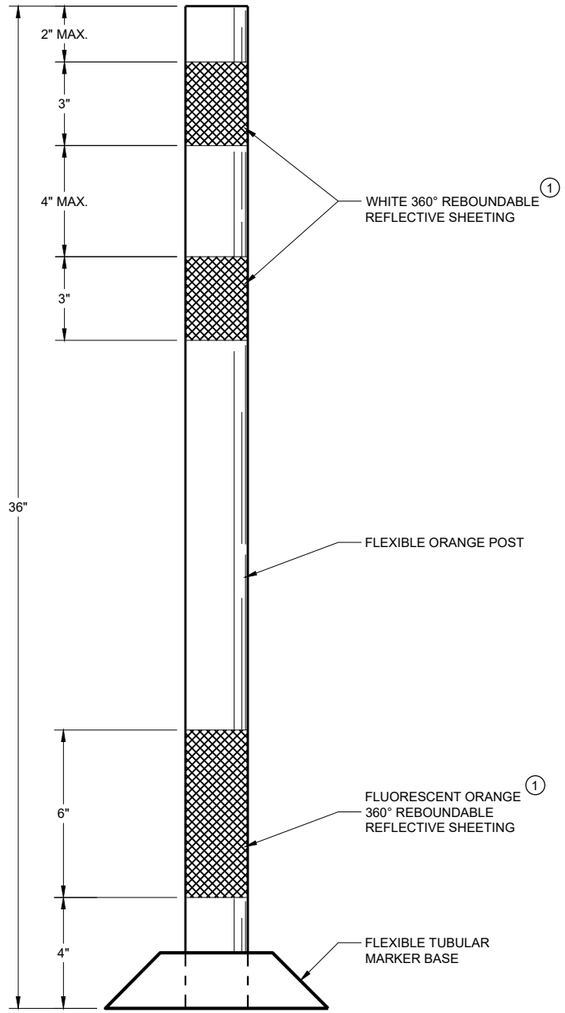
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d



FLEXIBLE TUBULAR MARKER POST WORK ZONE

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.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 678

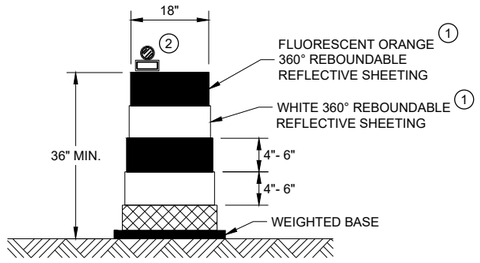
FHWA

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SDD 15C11 - 10a

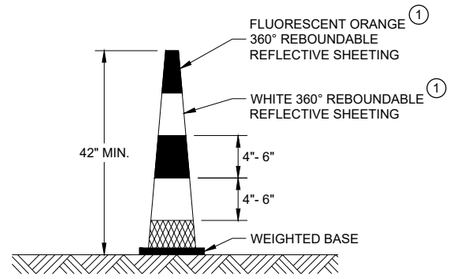
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

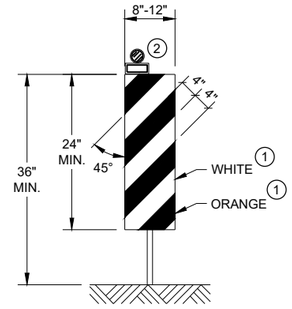
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

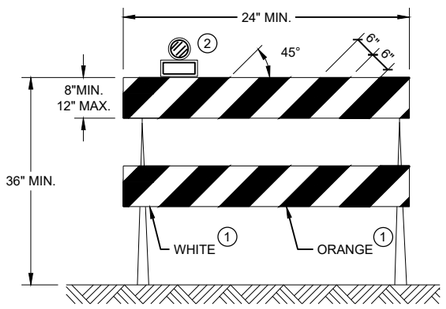
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



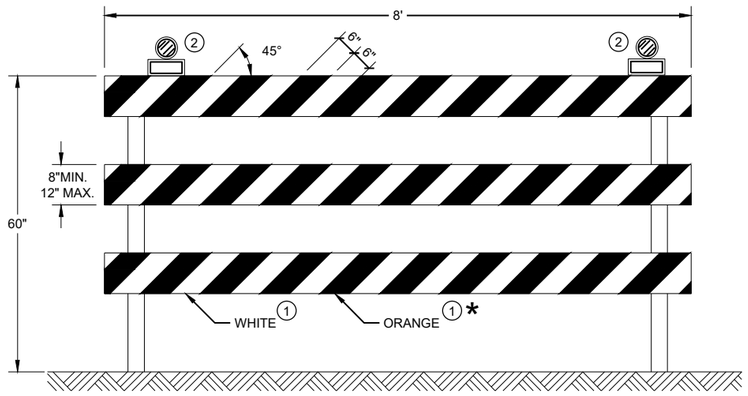
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

679

FHWA

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SDD 15C11 - 10b

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LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

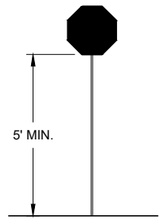
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

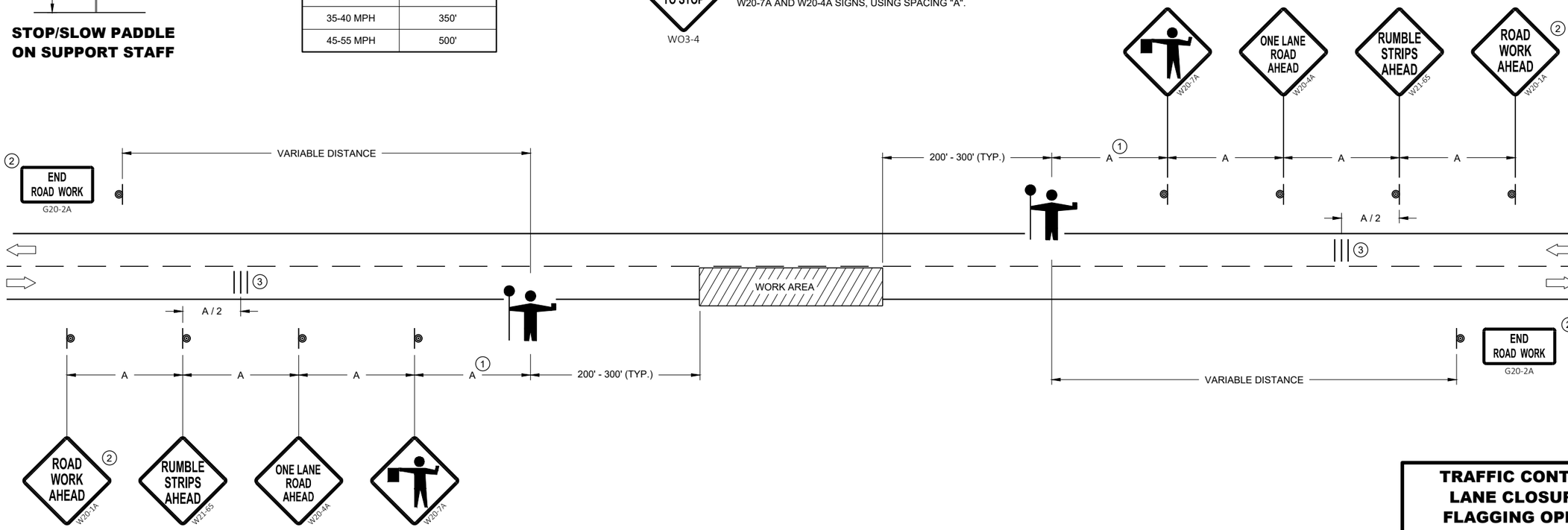
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

680

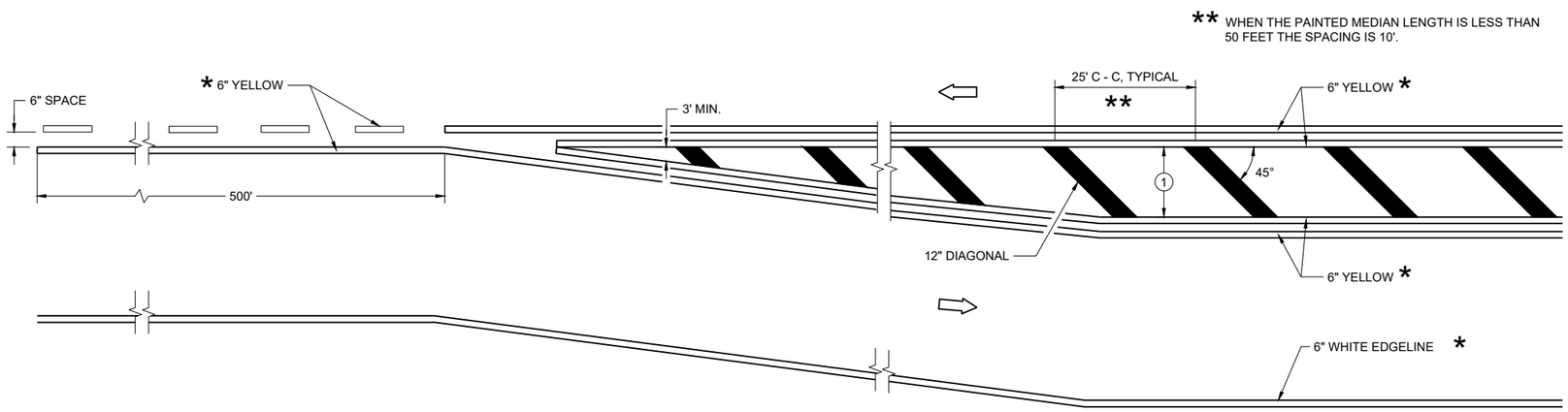
FHWA

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SDD 15C12 - 09a

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SDD 15C12 - 09a



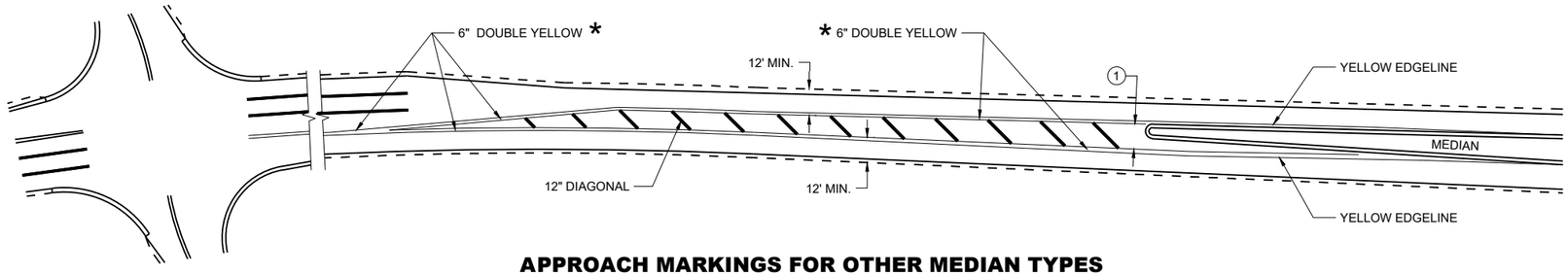
MEDIAN ISLAND DETAIL

GENERAL NOTES

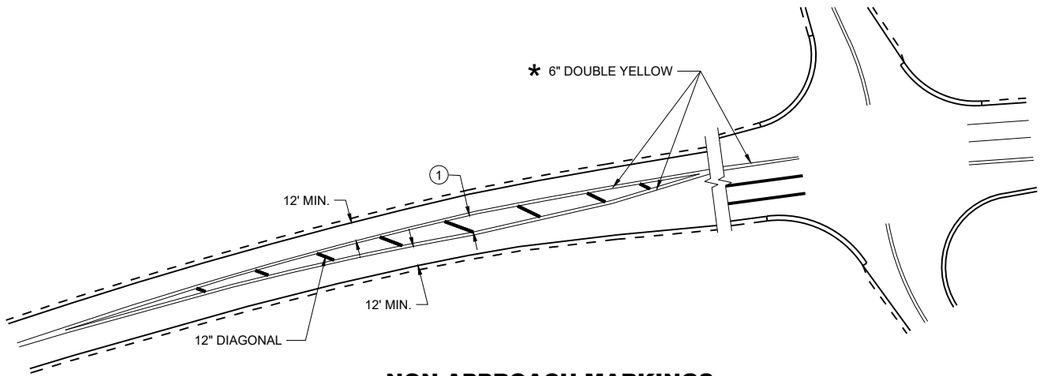
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

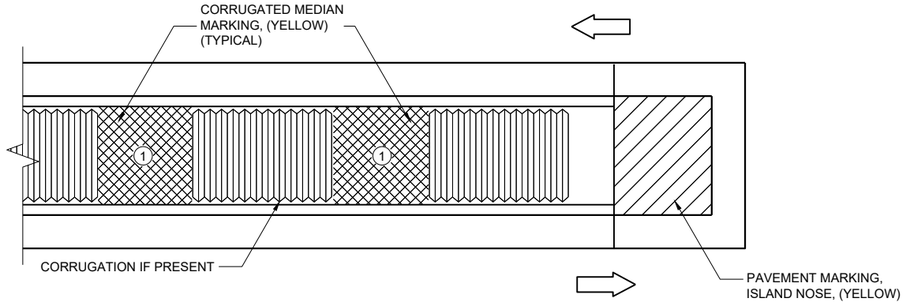
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

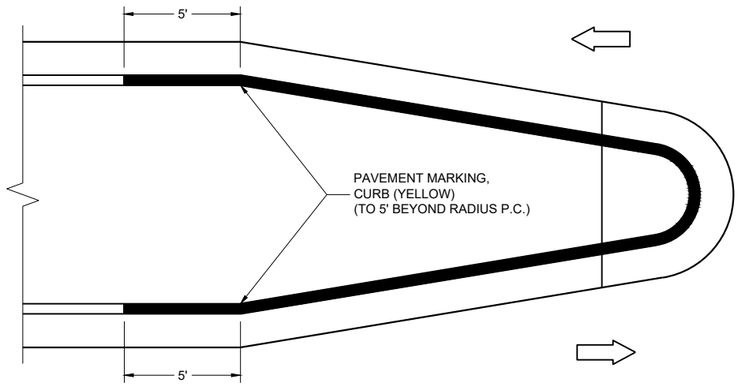
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SDD 15C18-09a

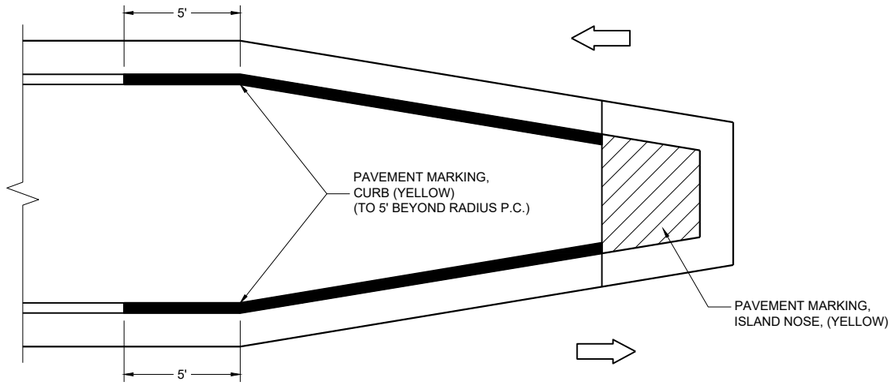
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

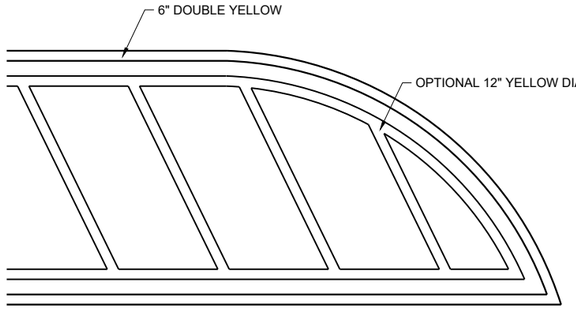
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C18-09b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

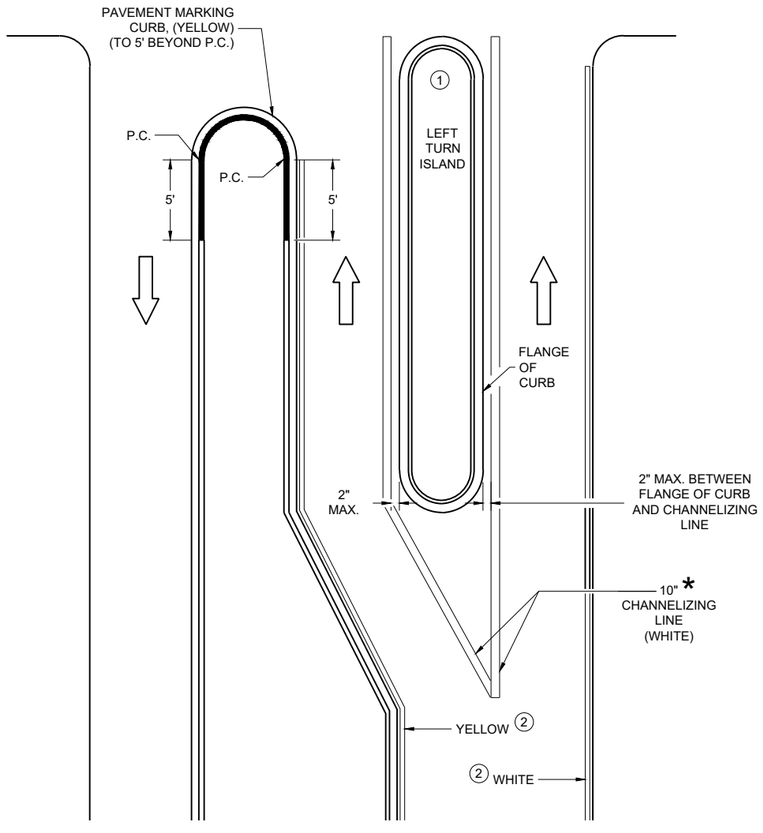
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

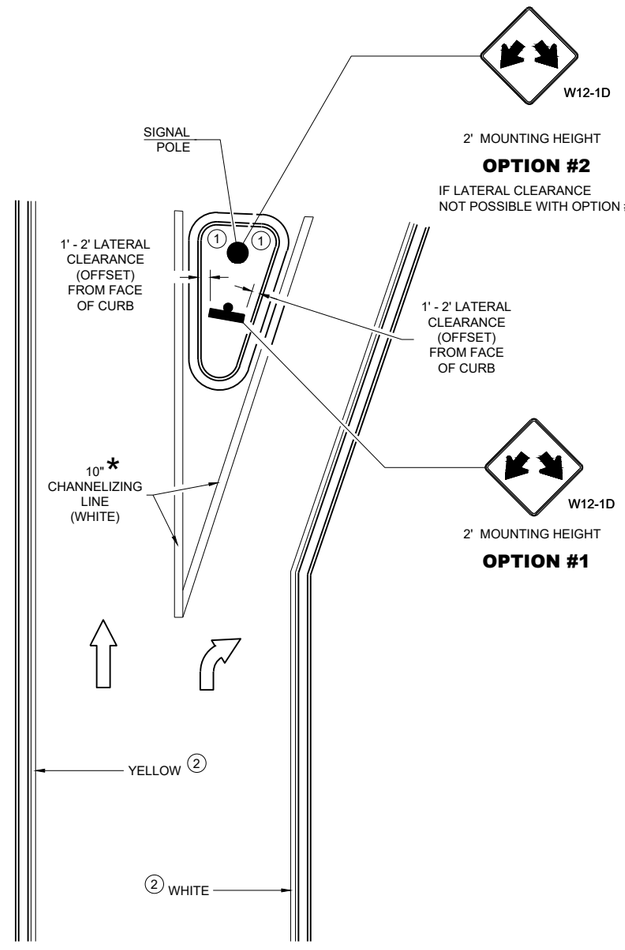
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

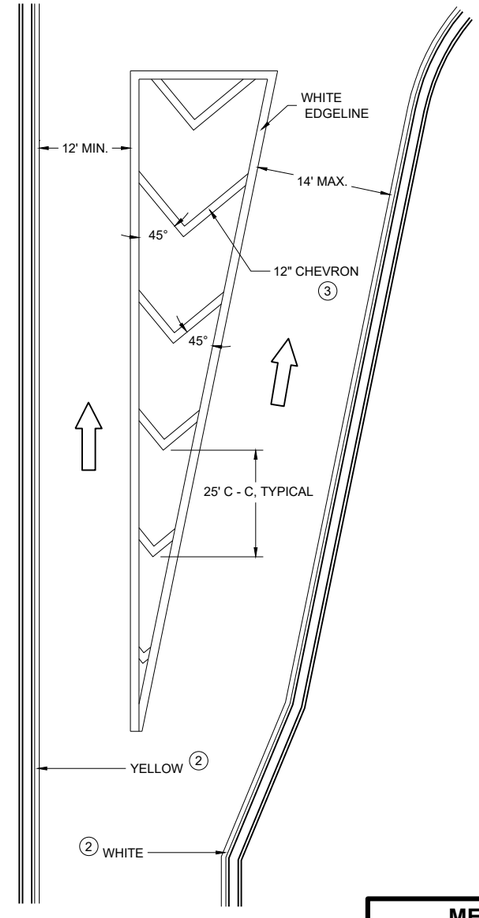
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C18-09c

6

SDD 15C18-09c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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 OPERATING IN CAUTION MODE. 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.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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.

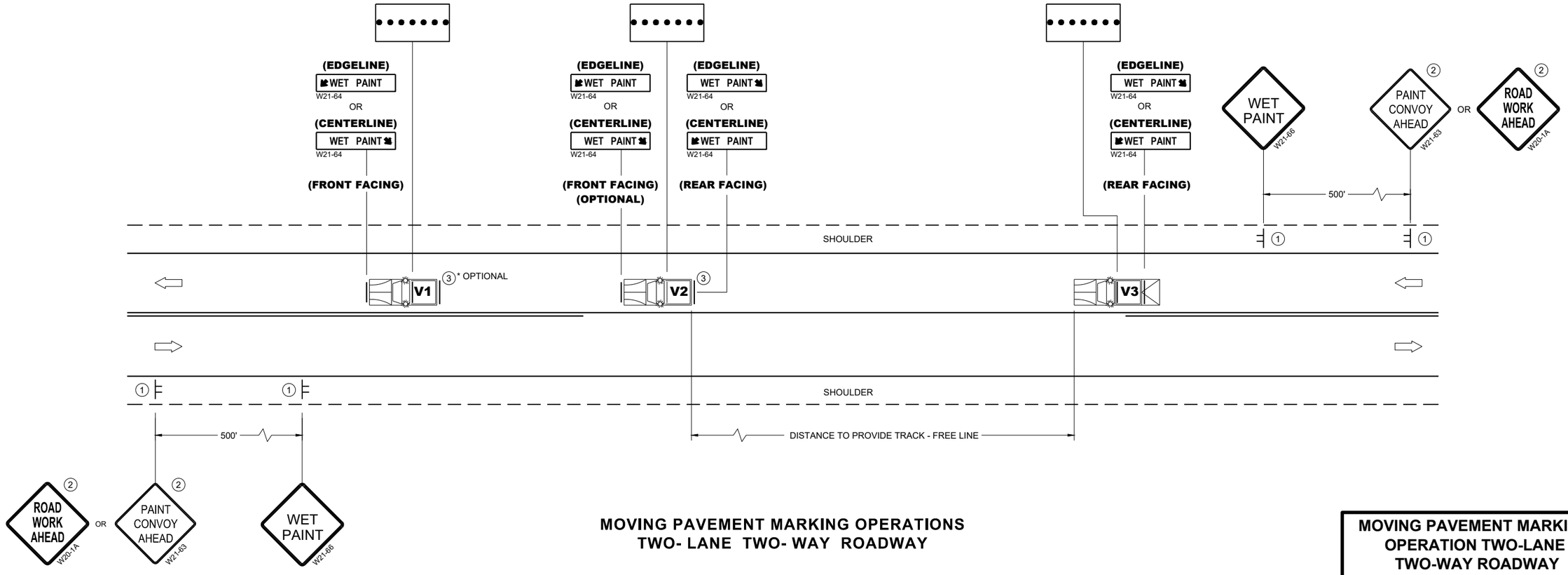
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15C19-9a

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

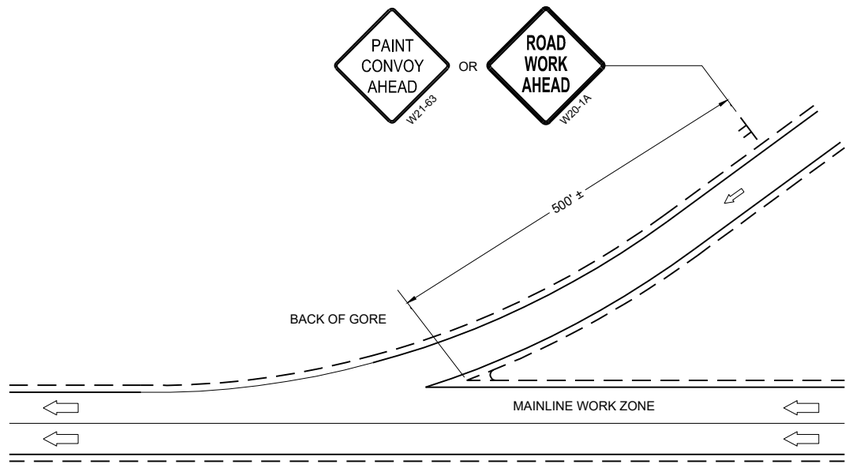
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)



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.

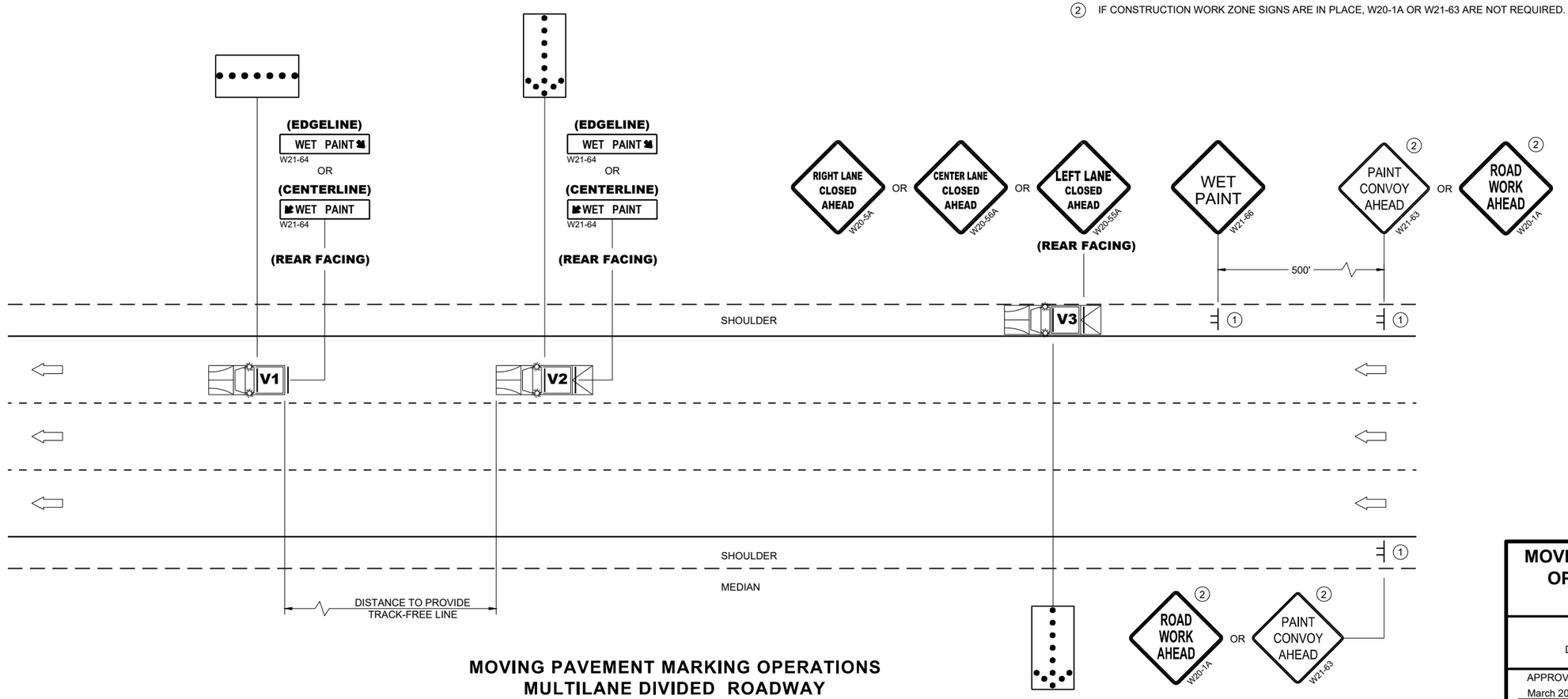
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

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 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C19-9c

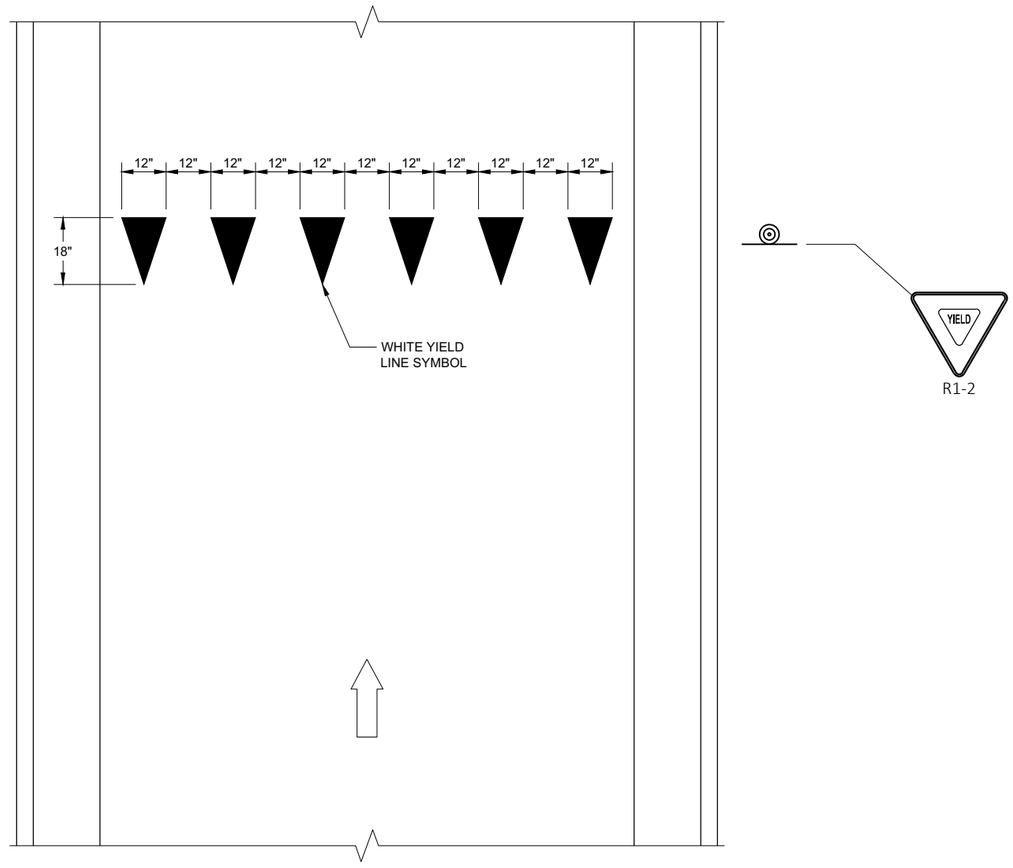
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SDD 15C19-9c

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD LINE

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

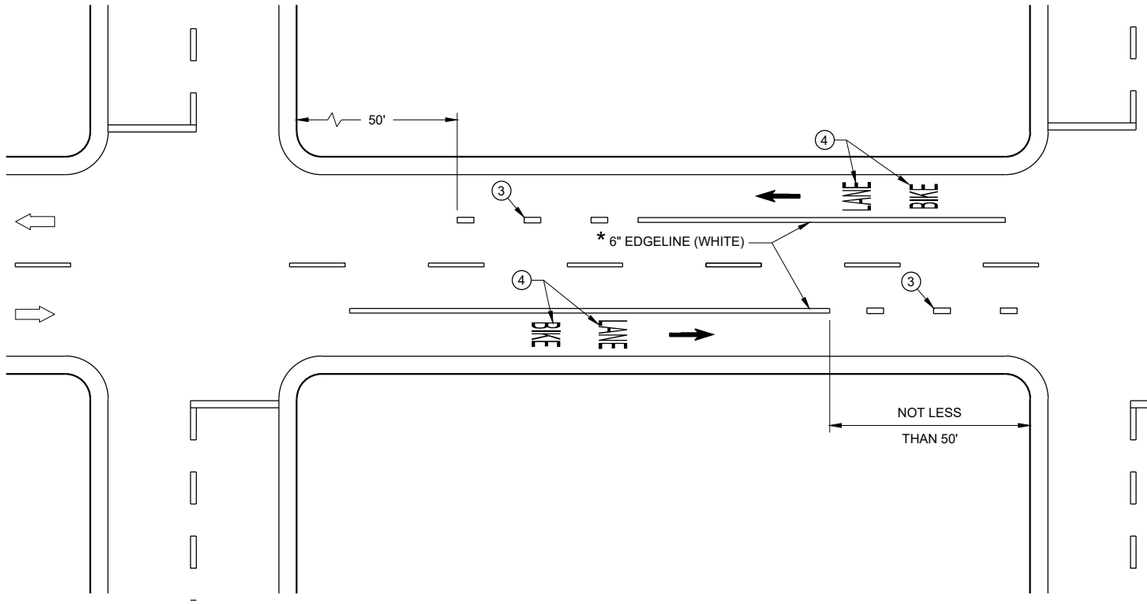
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

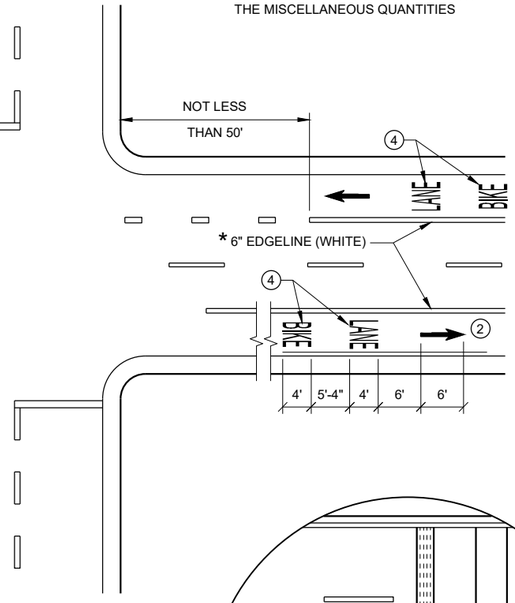
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FHWA

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SDD 15C20 - 02



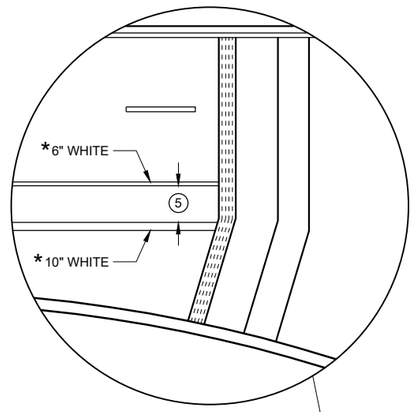


GENERAL NOTES

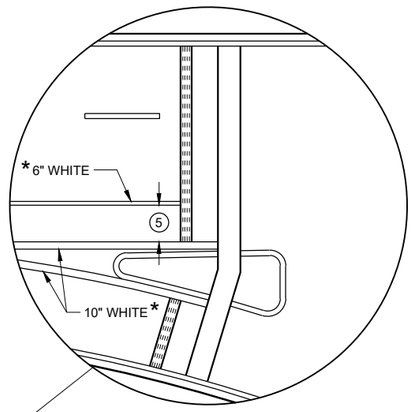
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

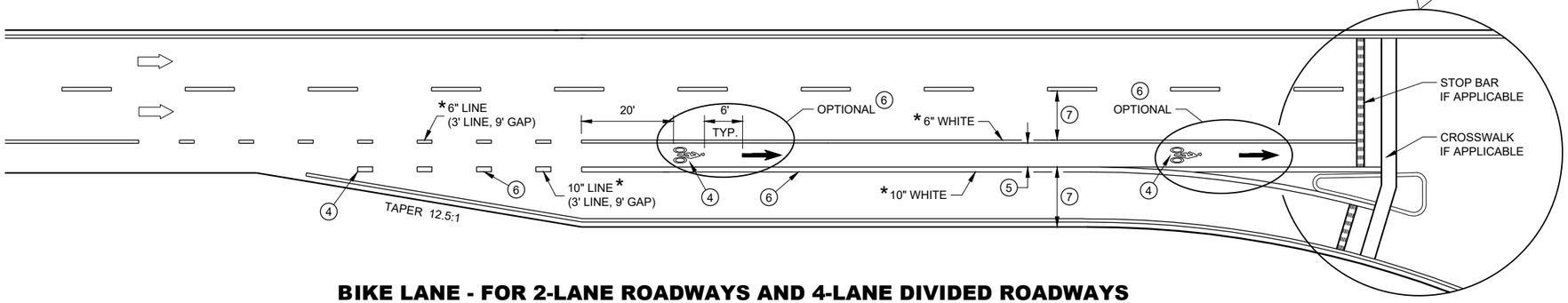
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

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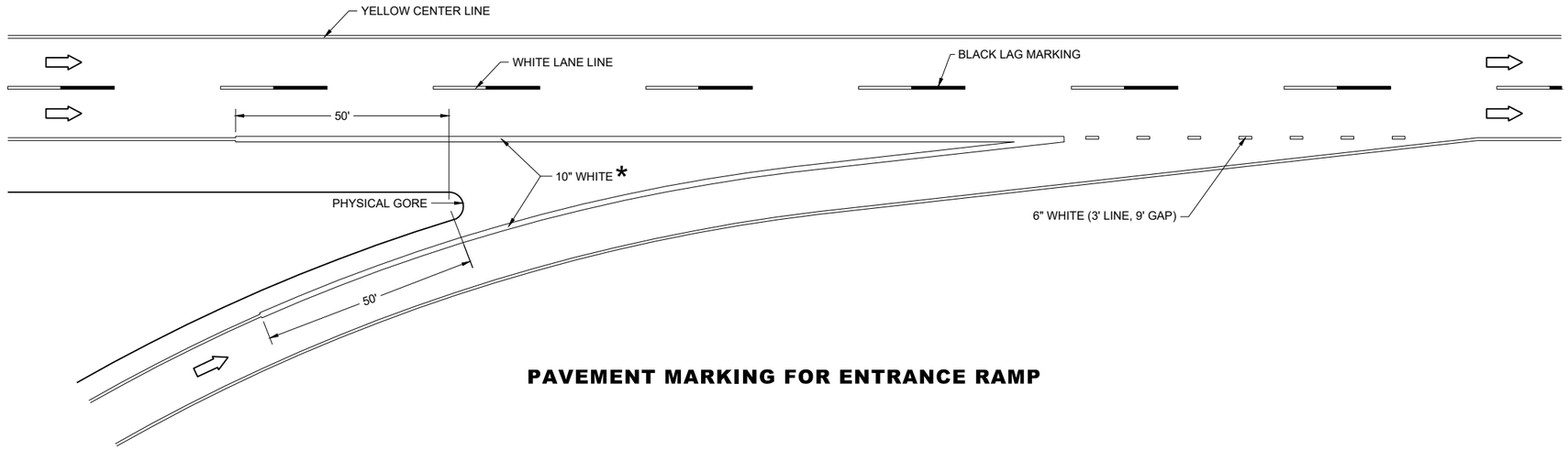
SDD 15C29-08a

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SDD 15C29-08a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

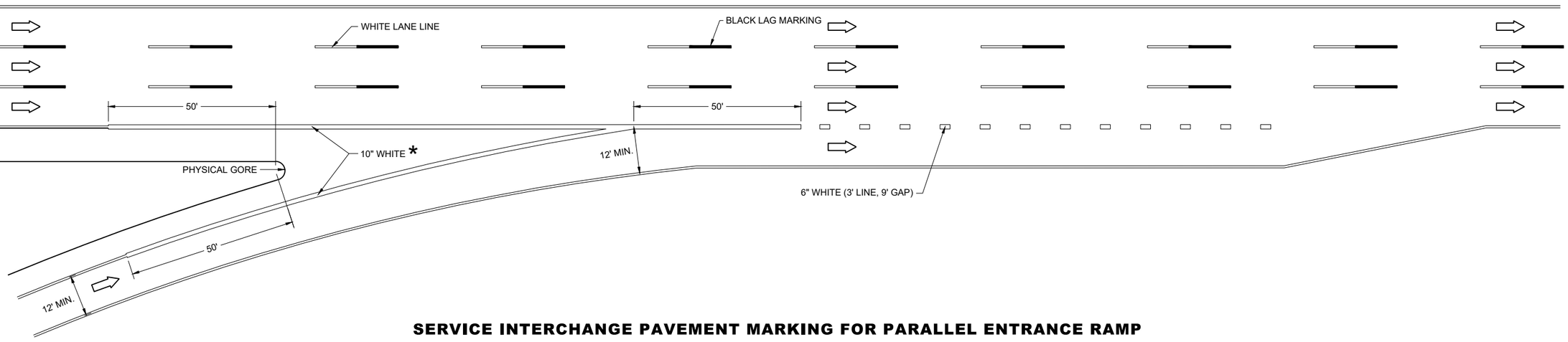


PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

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SDD 15C31-07c

SDD 15C31-07c

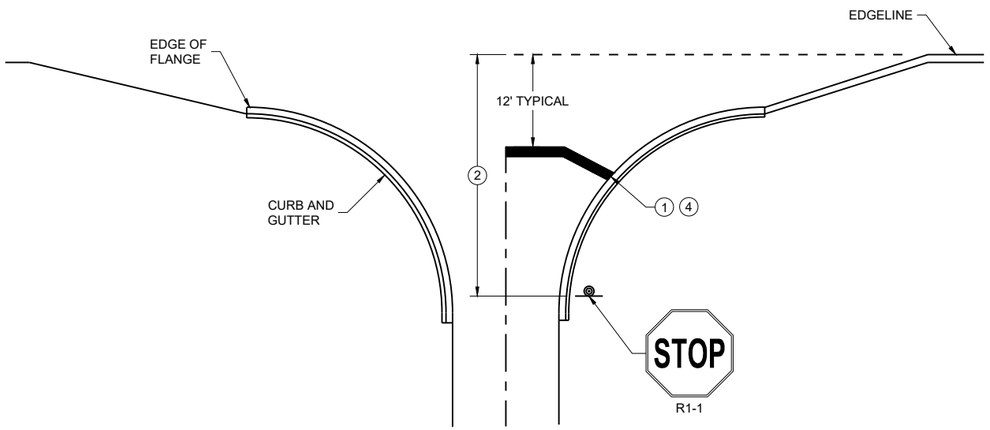
PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

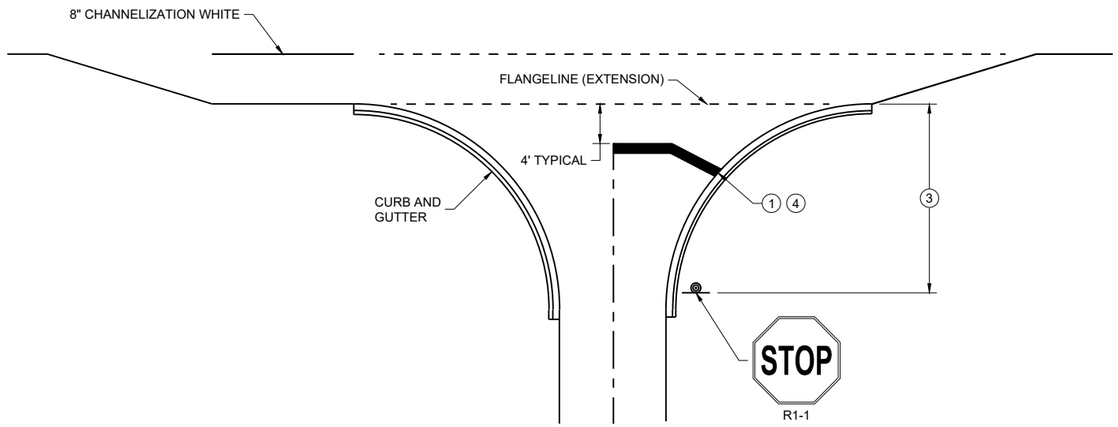
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

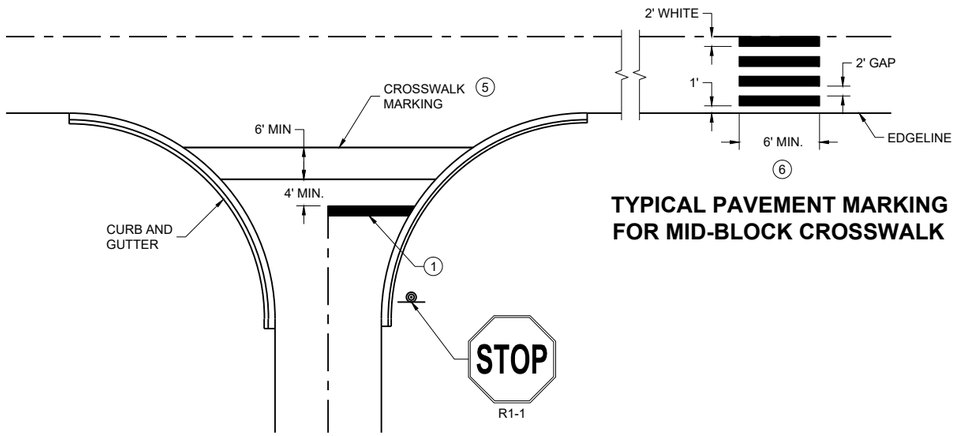
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

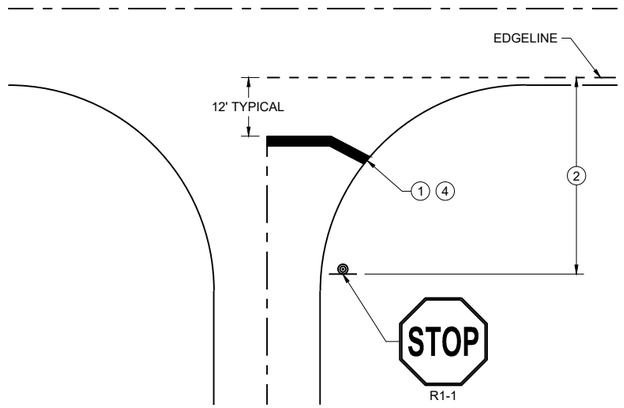


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

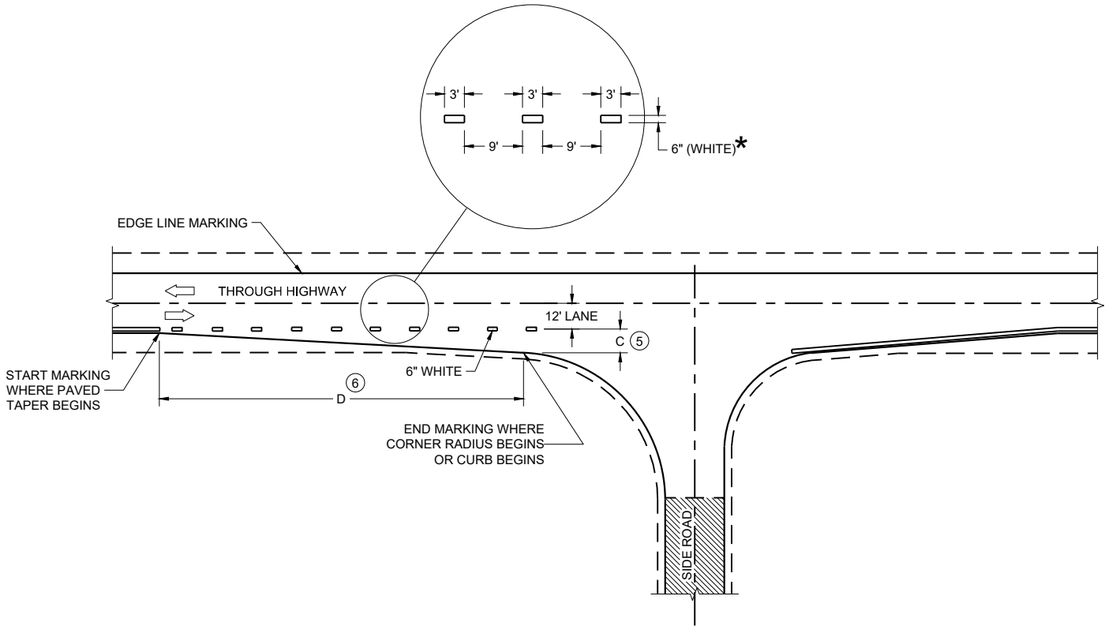
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

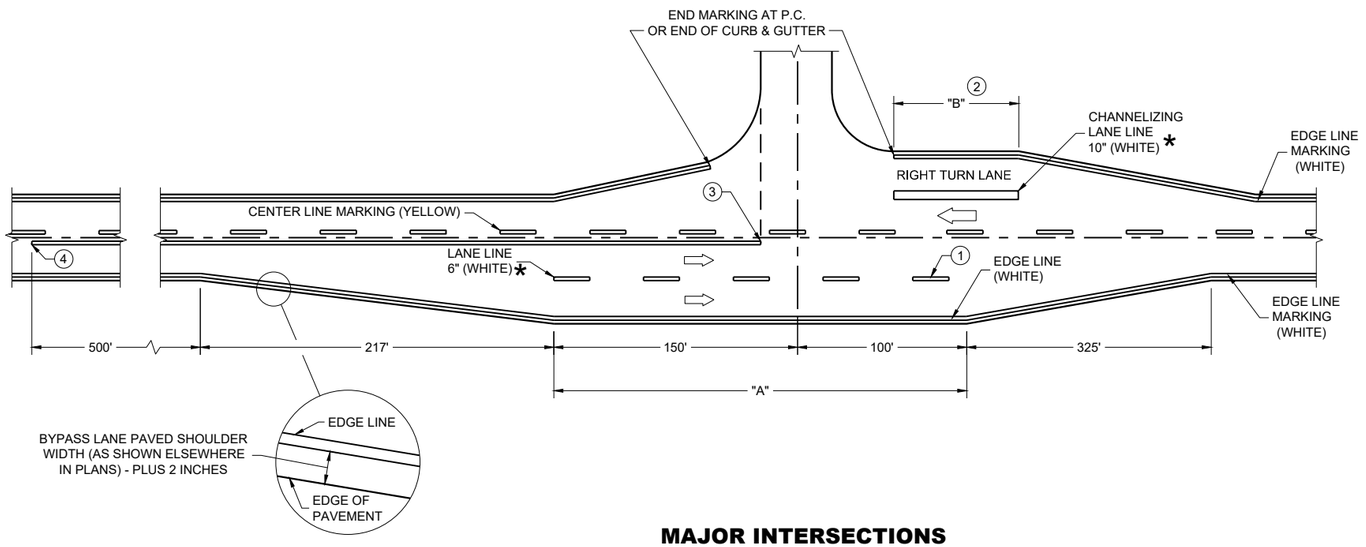
FHWA

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SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

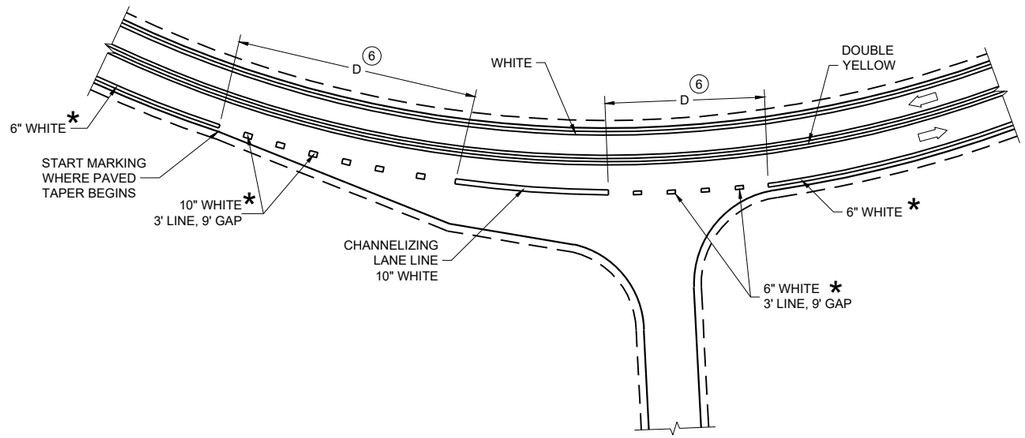
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35-06a

SDD 15C35-06a

GENERAL NOTES

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

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

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

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

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

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

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

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

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

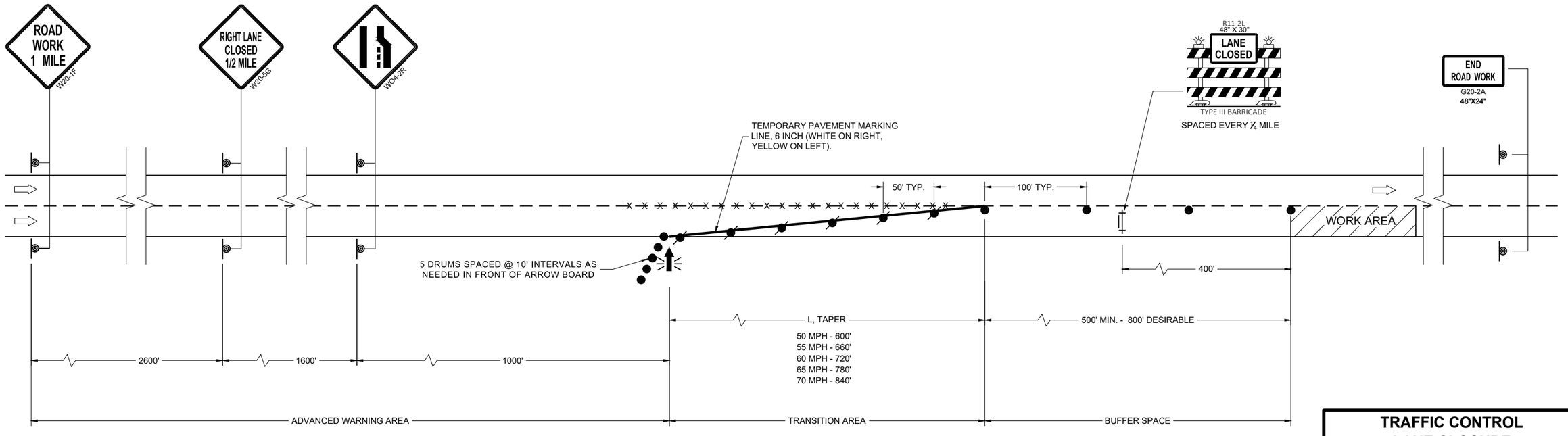
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
Work Zone Engineer

FHWA

6

SDD 15D12-13a

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SDD 15D12-13a

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

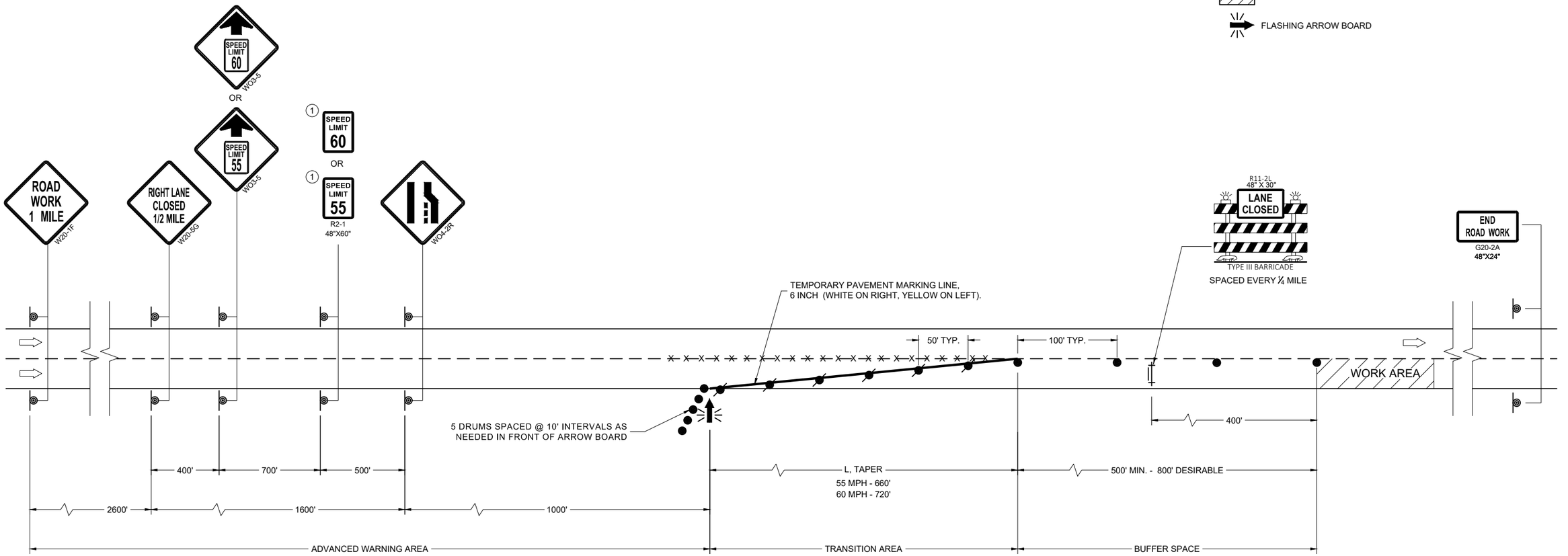
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

(1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Andrew Heidtke — Work Zone Engineer

FHWA

6

SDD 15D12-13b

SDD 15D12-13b

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

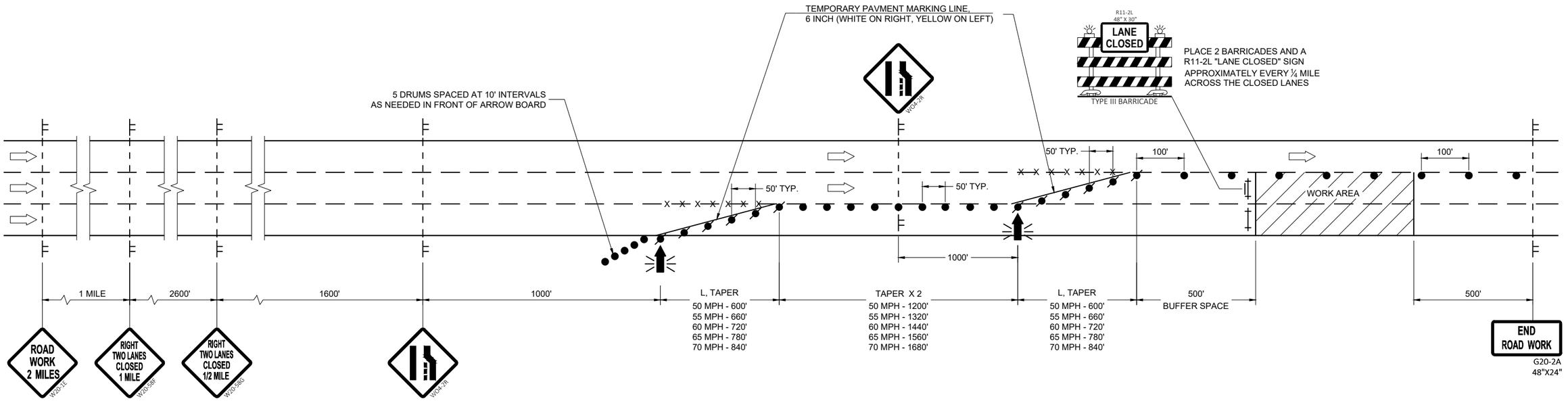
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEFR

FHWA

6

SDD 15D14-07

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SDD 15D14-07

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

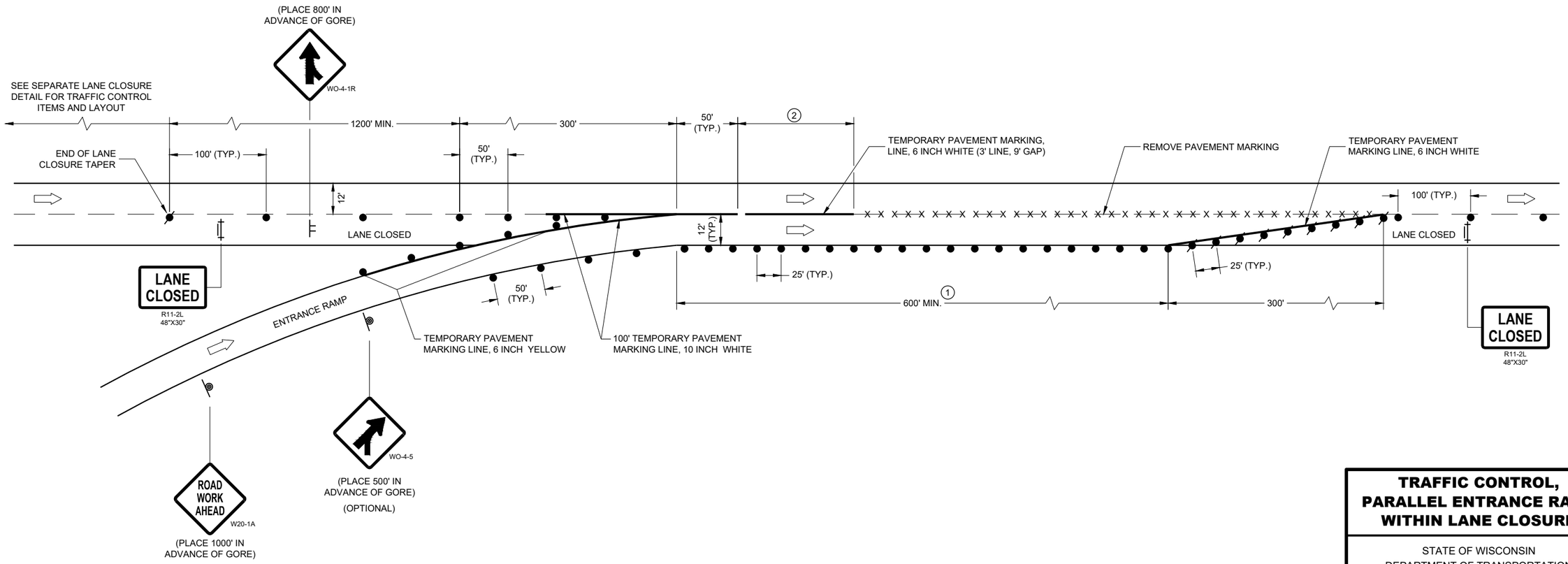
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D15-07a

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SDD 15D15-07a

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

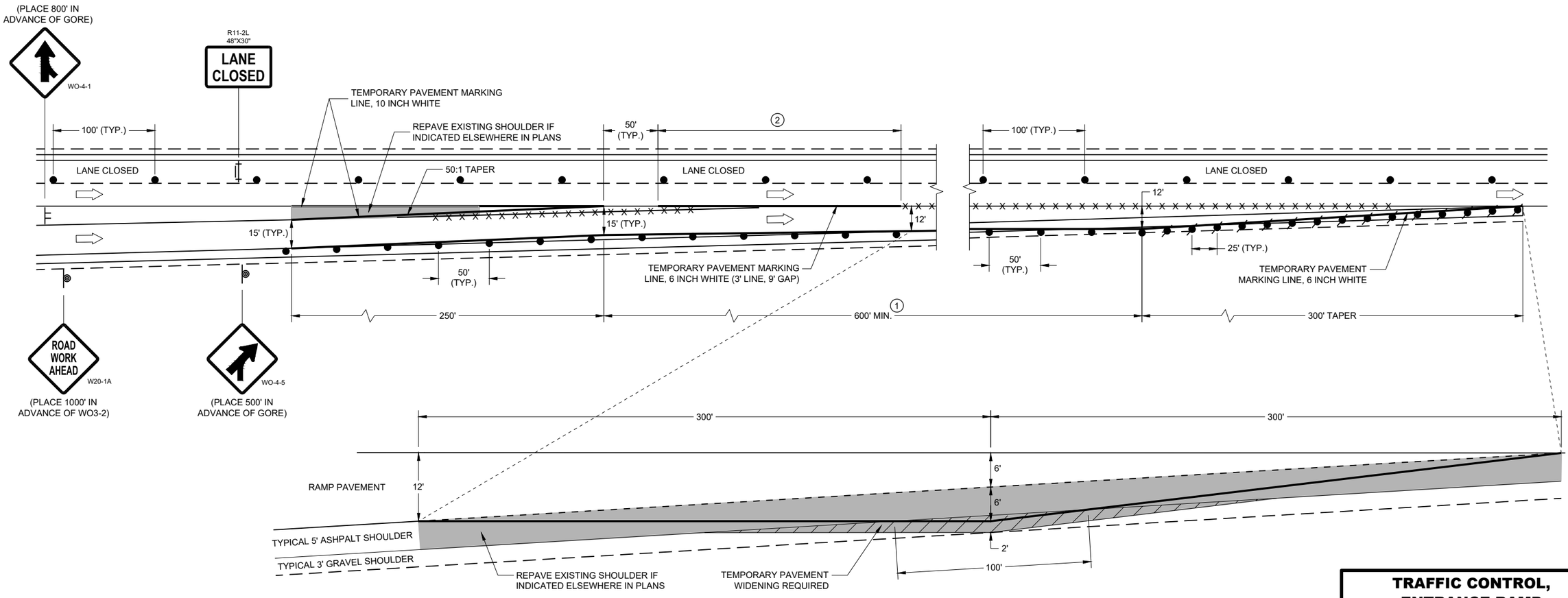
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE 695
FHWA

6

SDD 15D15-07b

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SDD 15D15-07b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

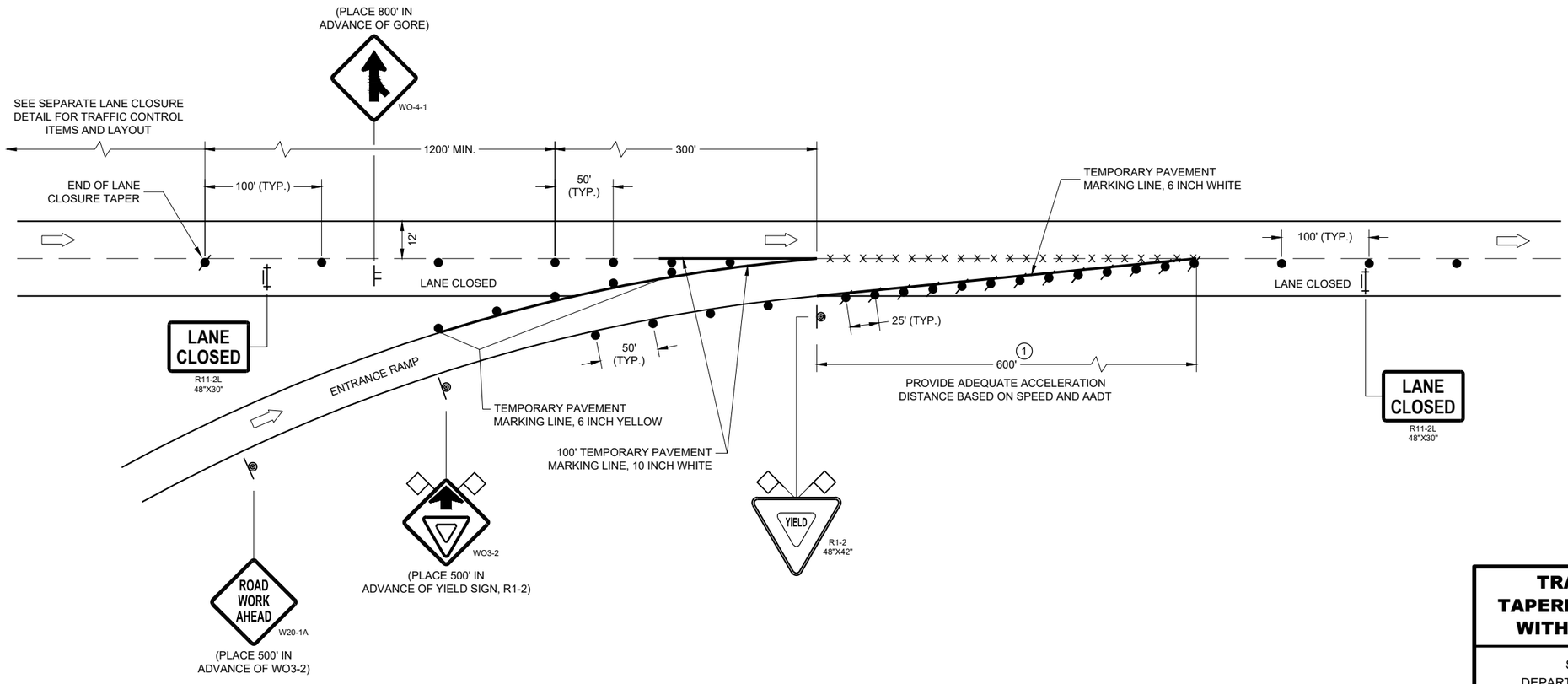
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D15-07c

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

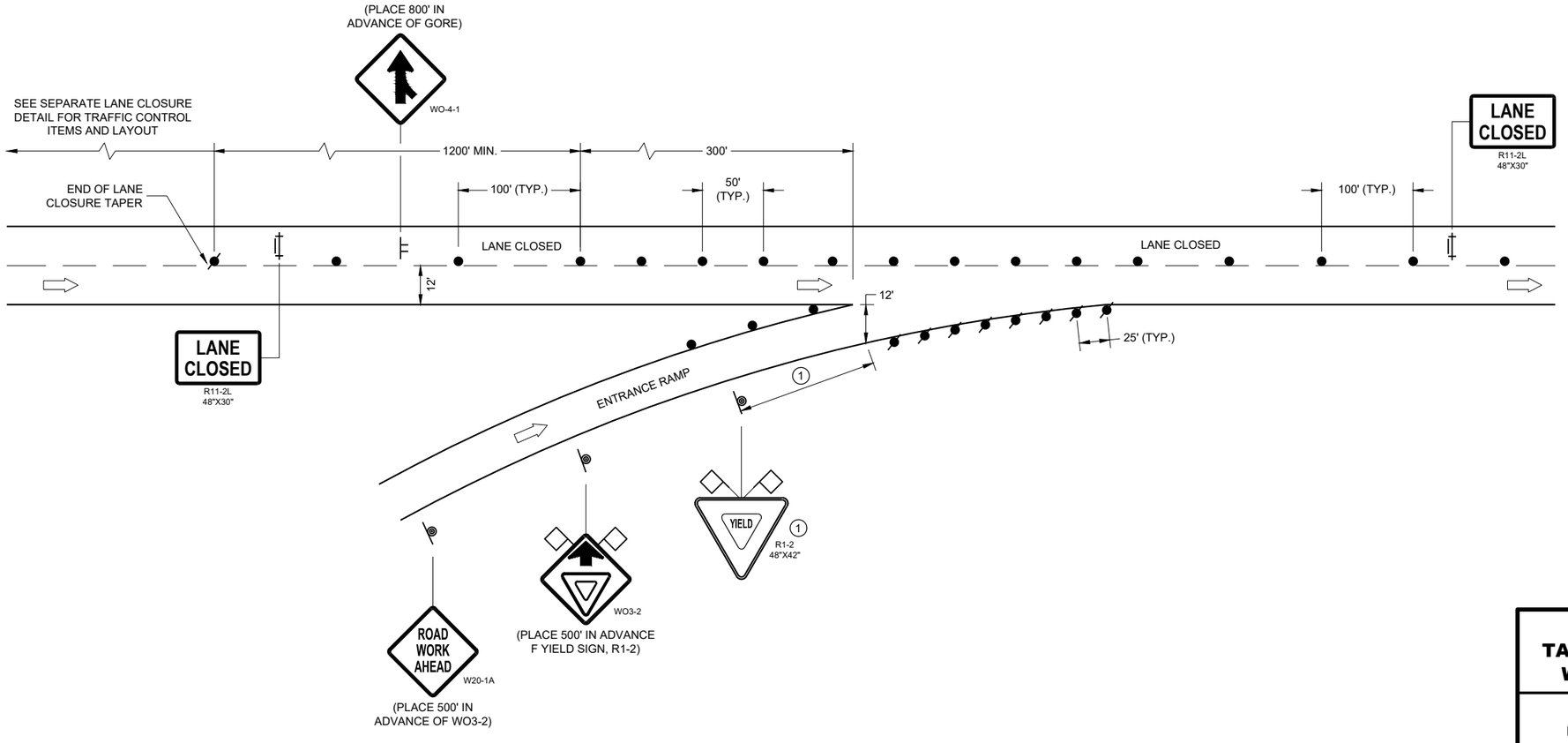
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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

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

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

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



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15D15-07d

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

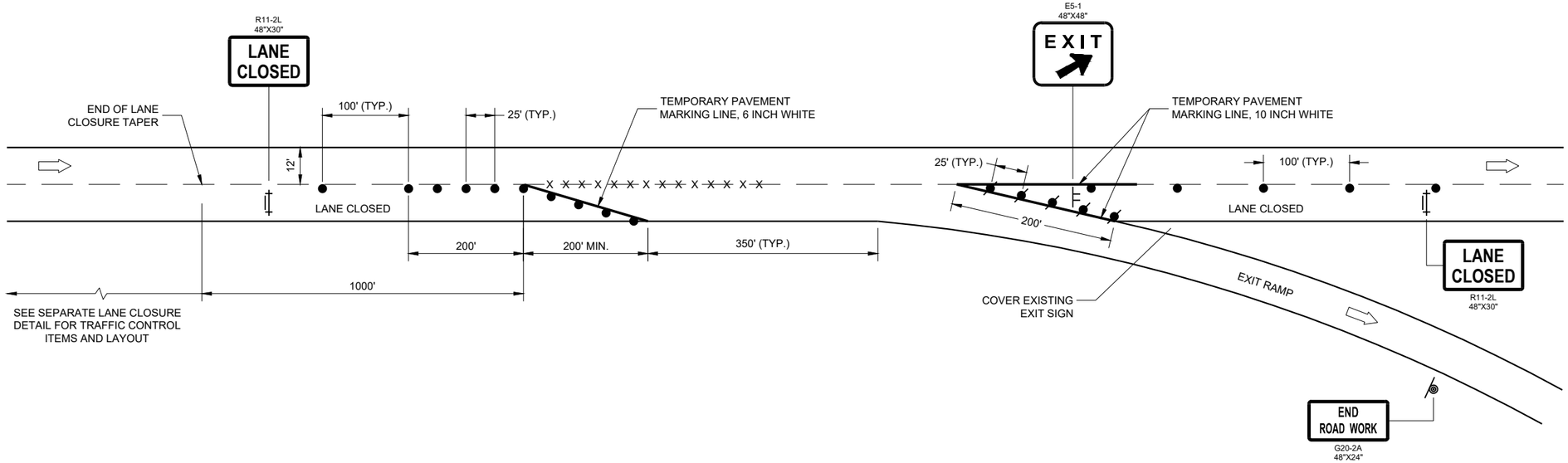
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D15-07e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

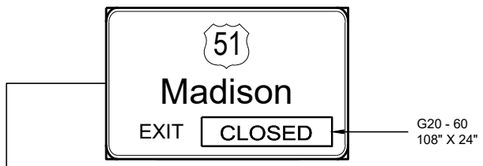
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

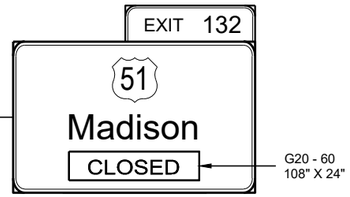
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

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

(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR



PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



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

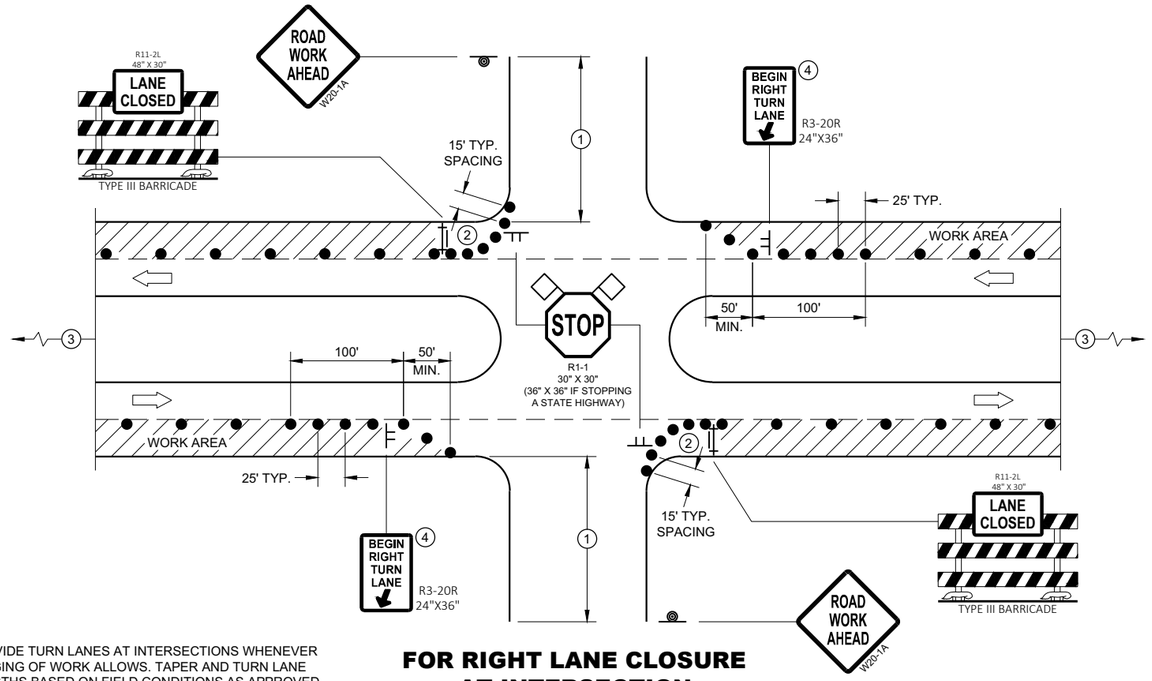
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
6
SDD 15D16-06



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

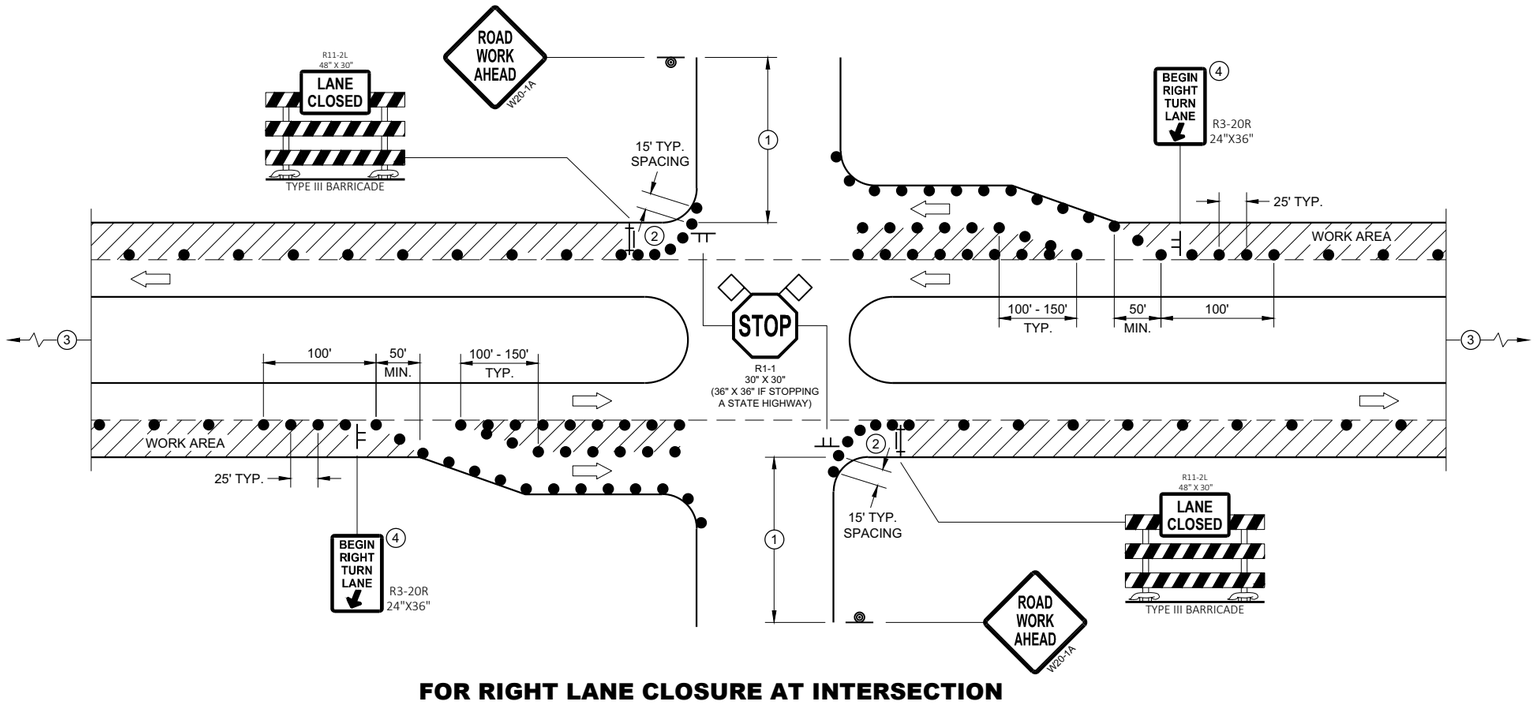
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



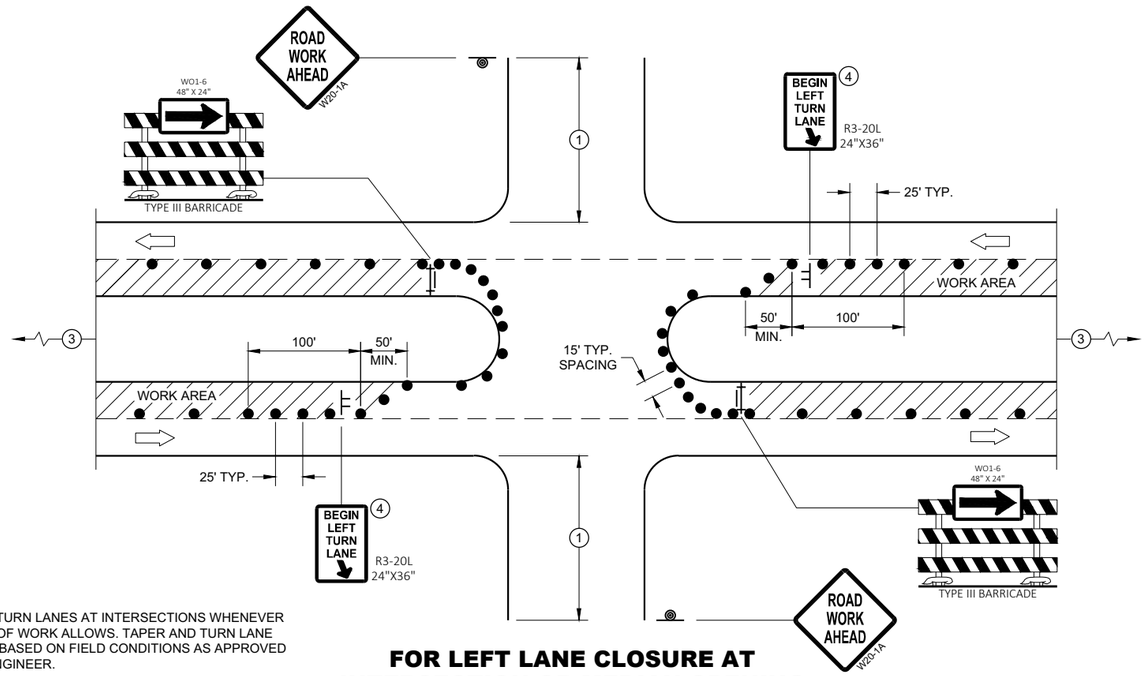
FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

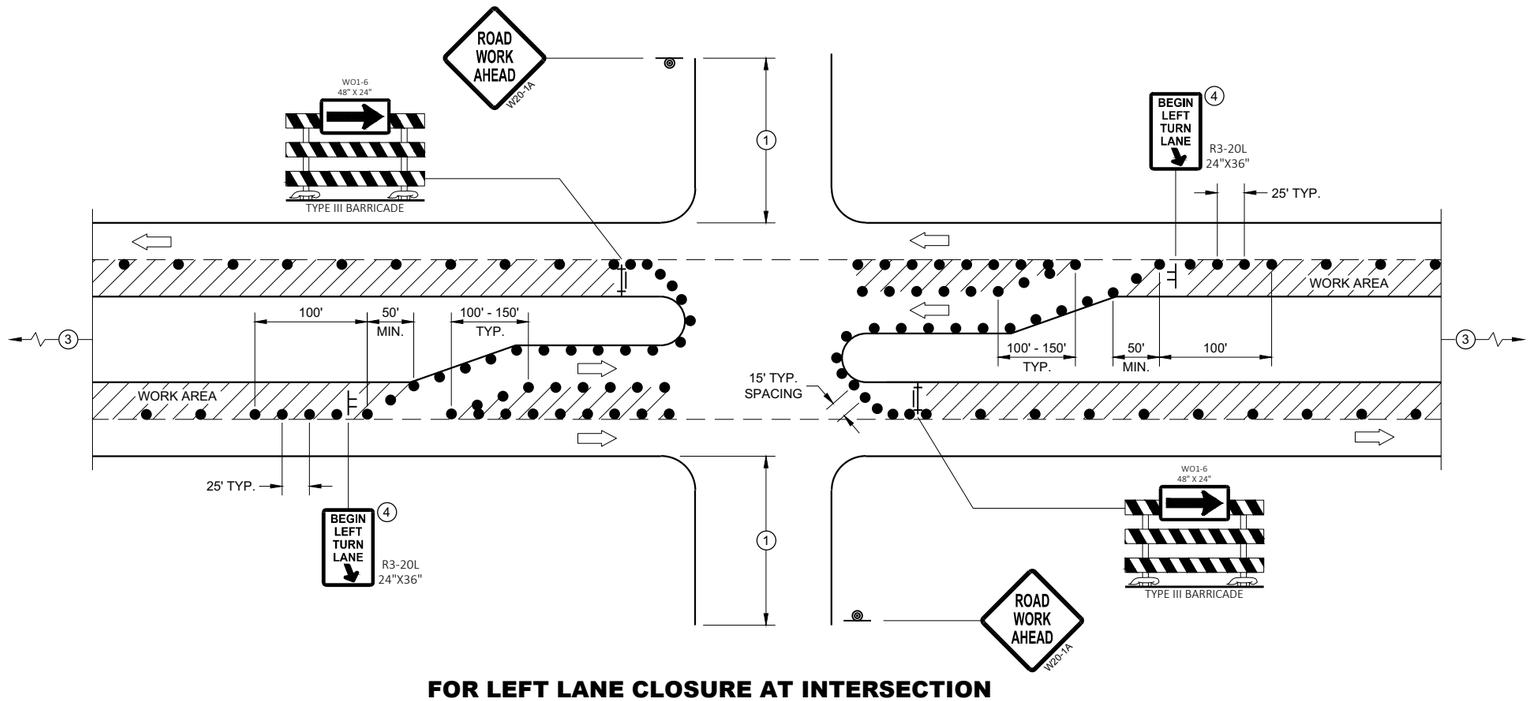
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

701

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

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.

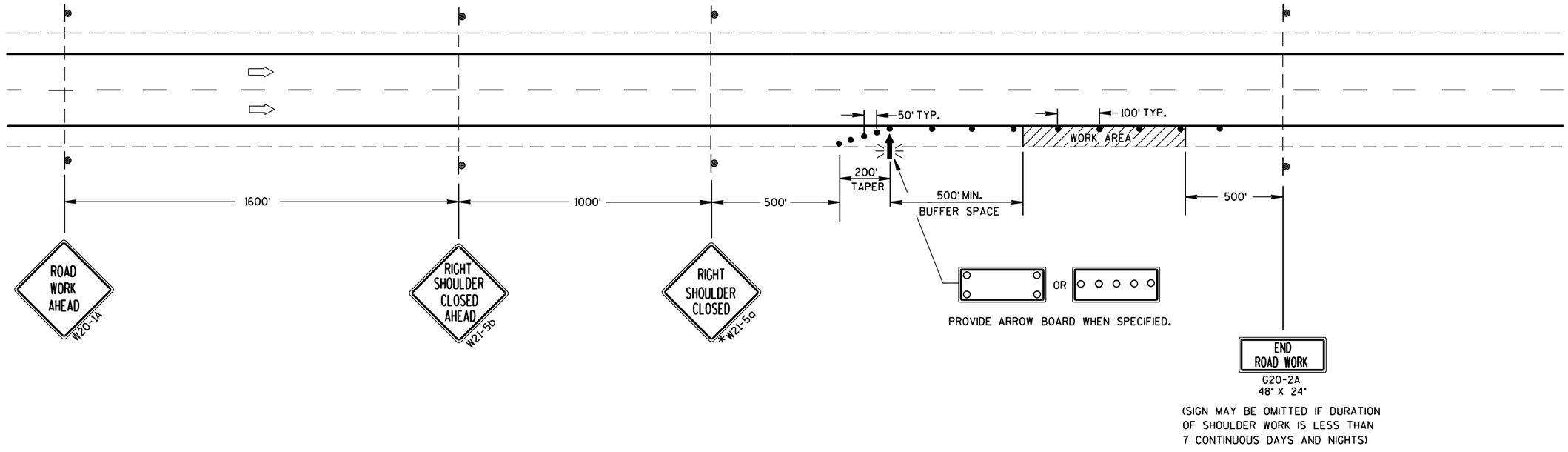
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

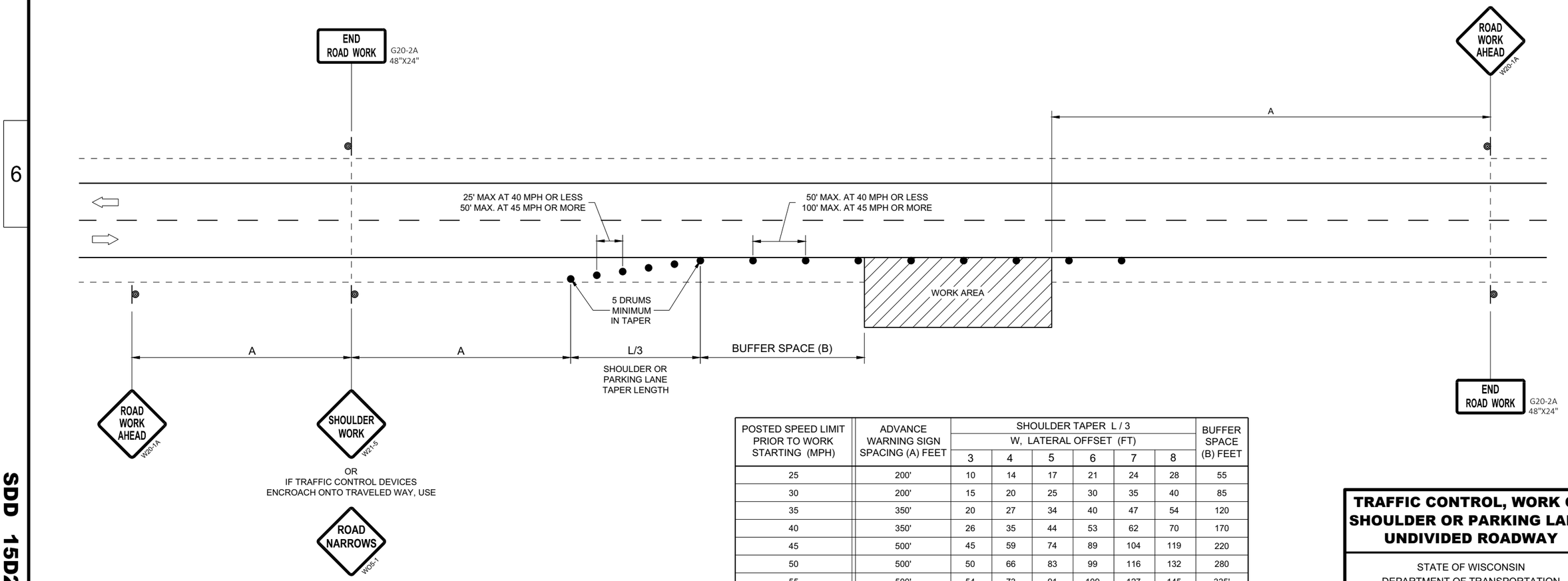
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD 15D28 - 04

GENERAL NOTES

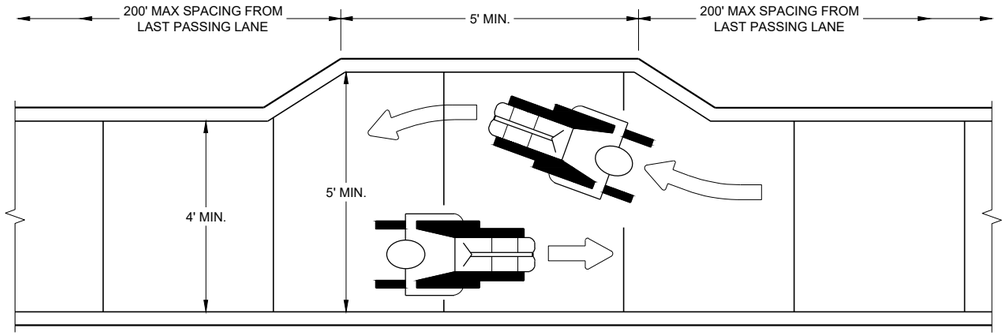
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

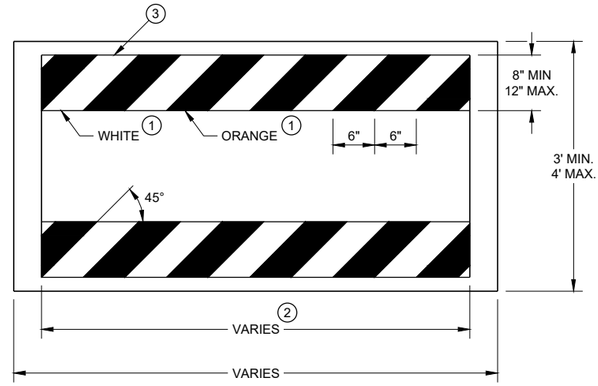
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

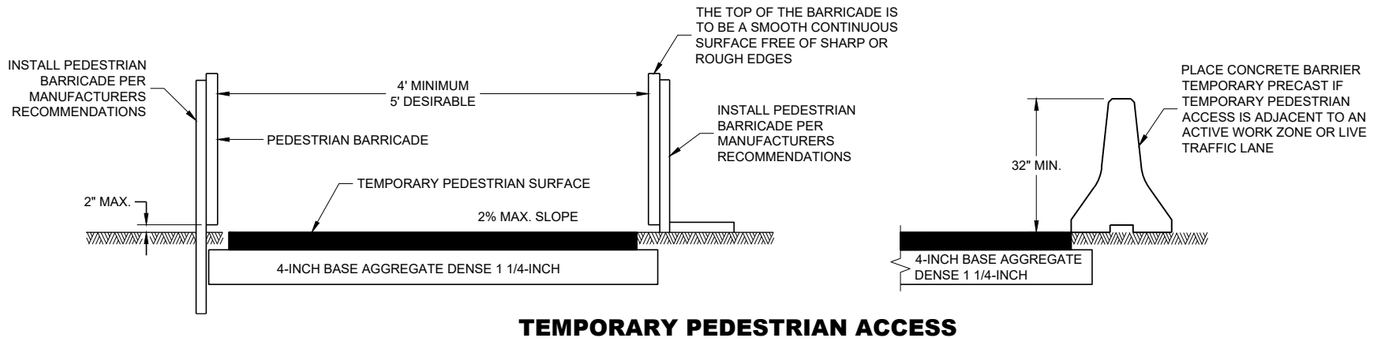
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

6

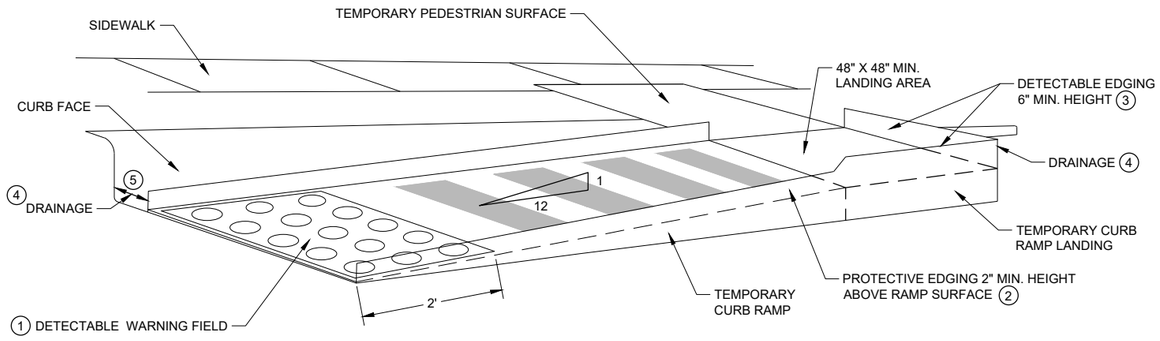
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SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 704



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

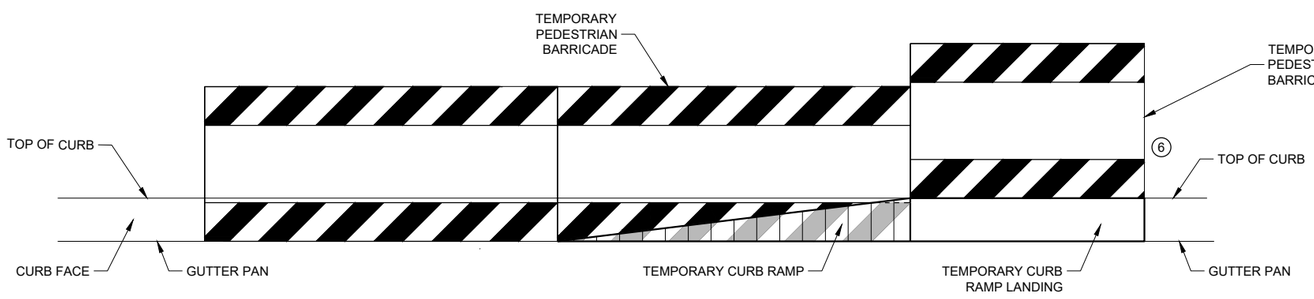
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

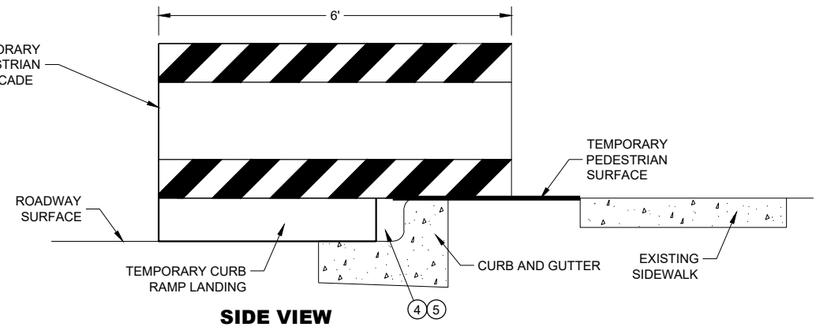
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

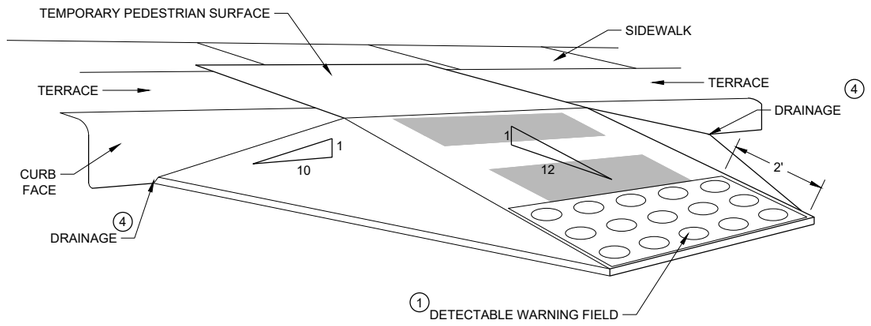
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

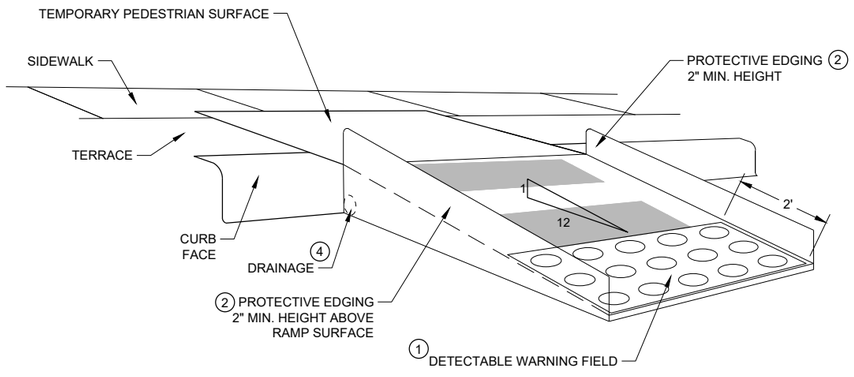
STATE OF WISCONSIN
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WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

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GENERAL NOTES

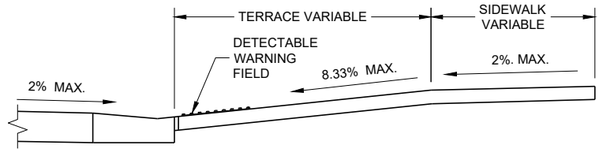
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

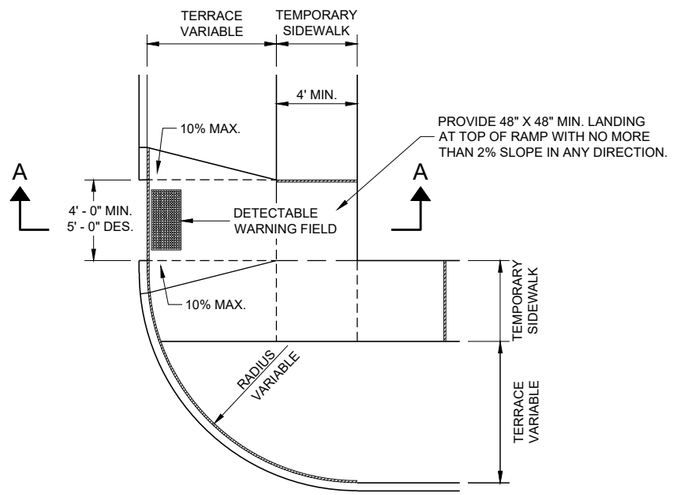
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

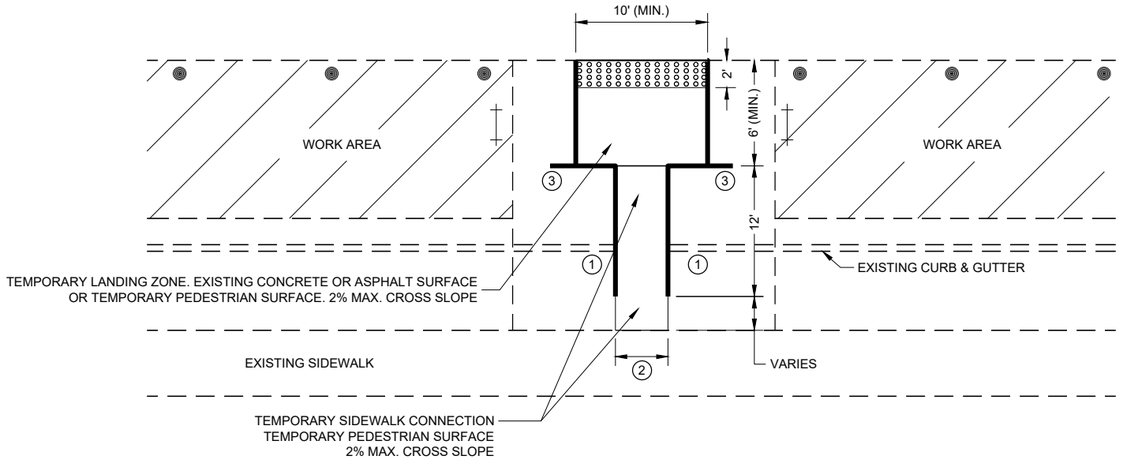
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

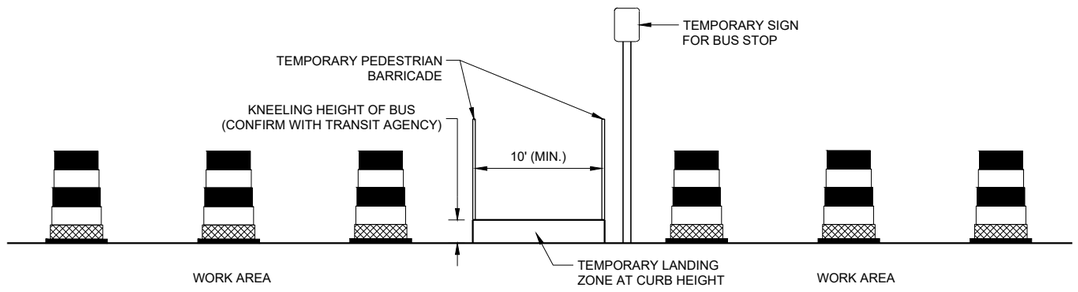
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PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

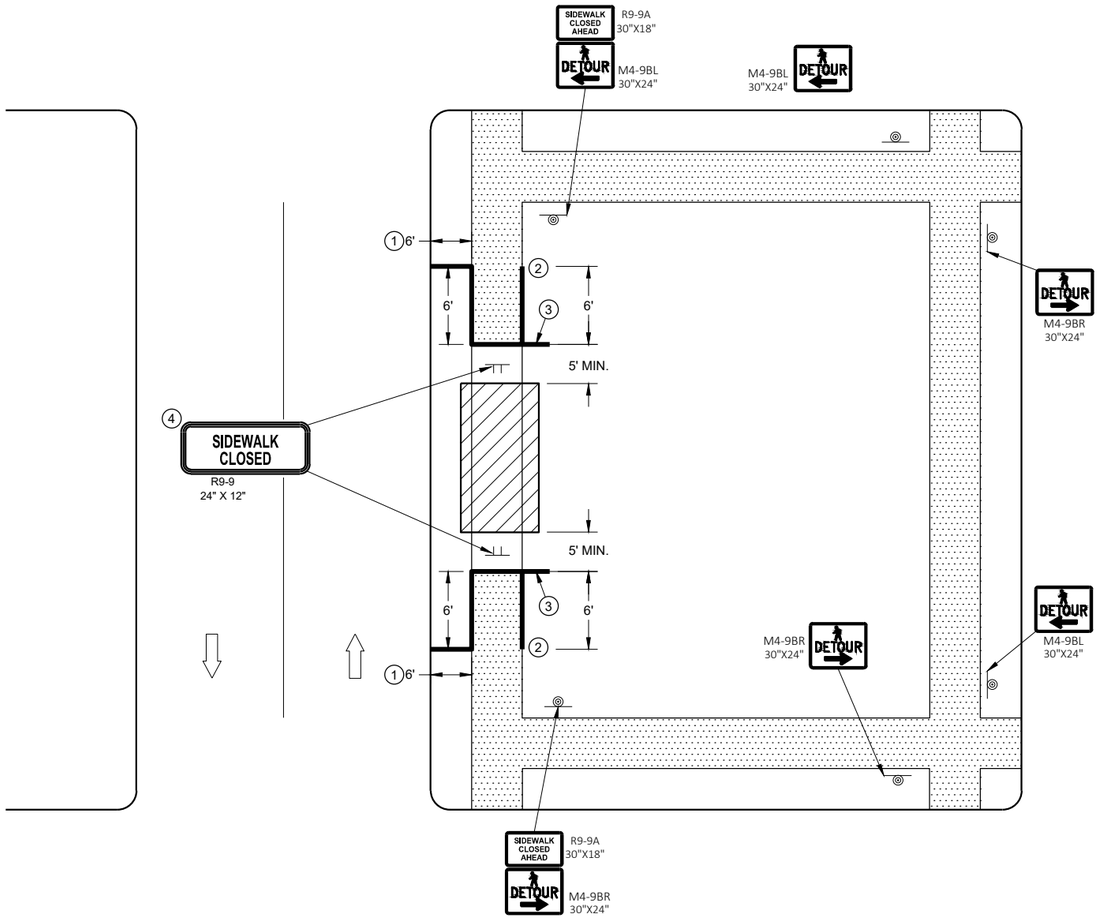
STATE OF WISCONSIN
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LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

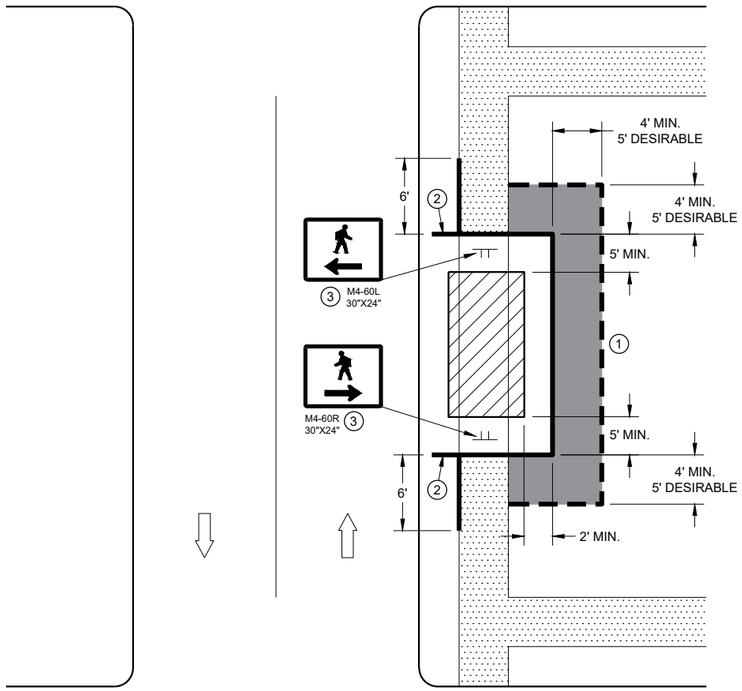
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

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6

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TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

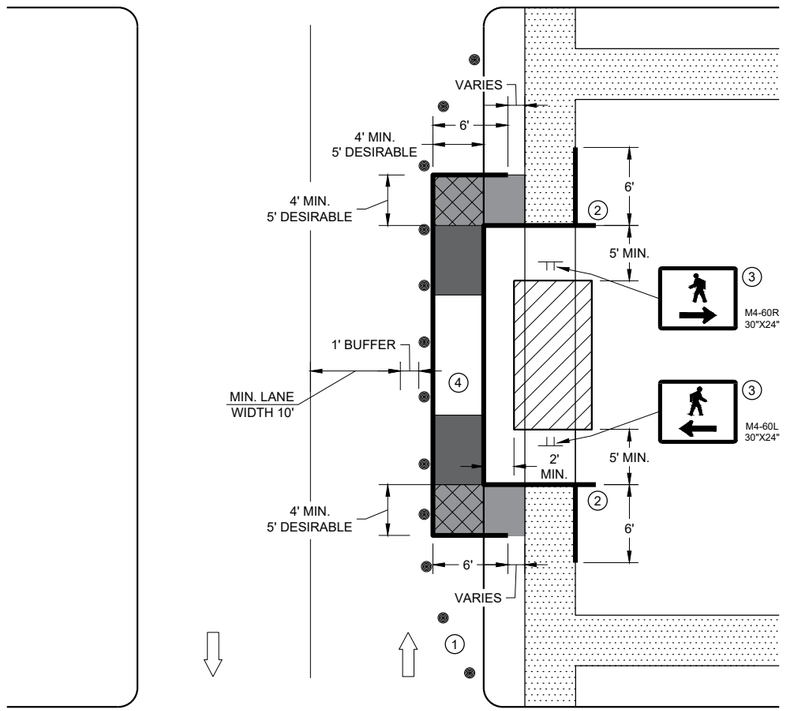
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



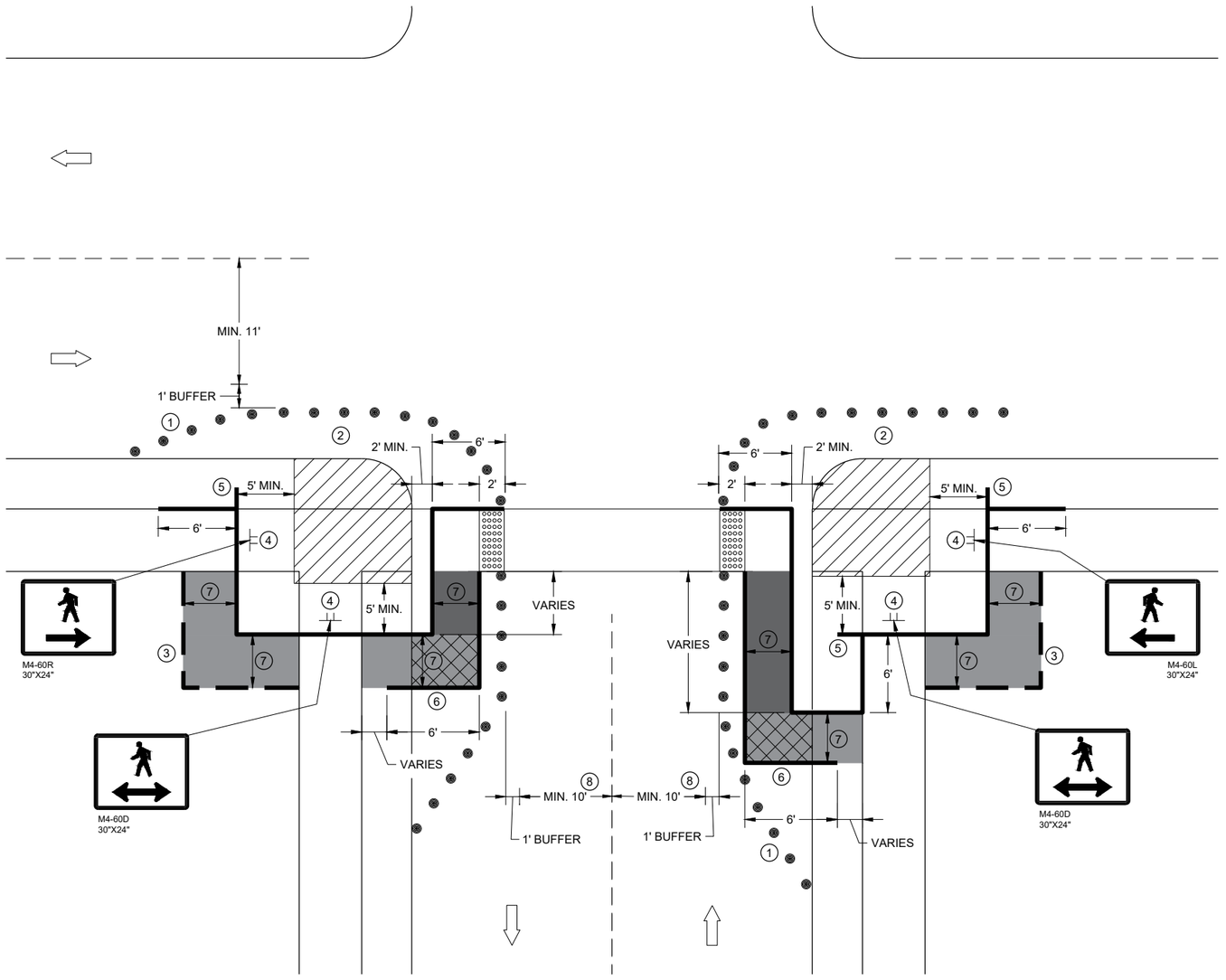
SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

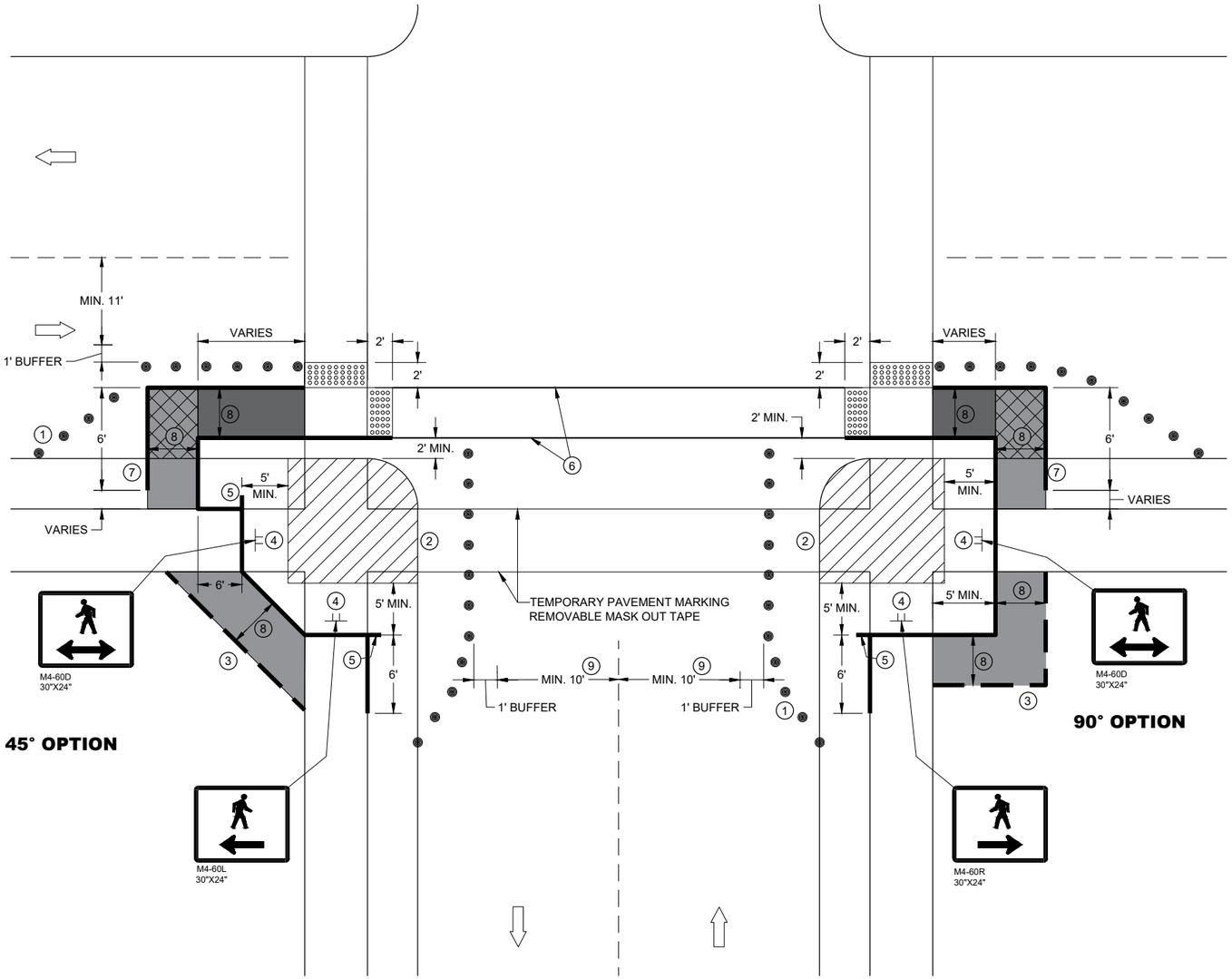
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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LEGEND

SIGN ON PERMANENT SUPPORT

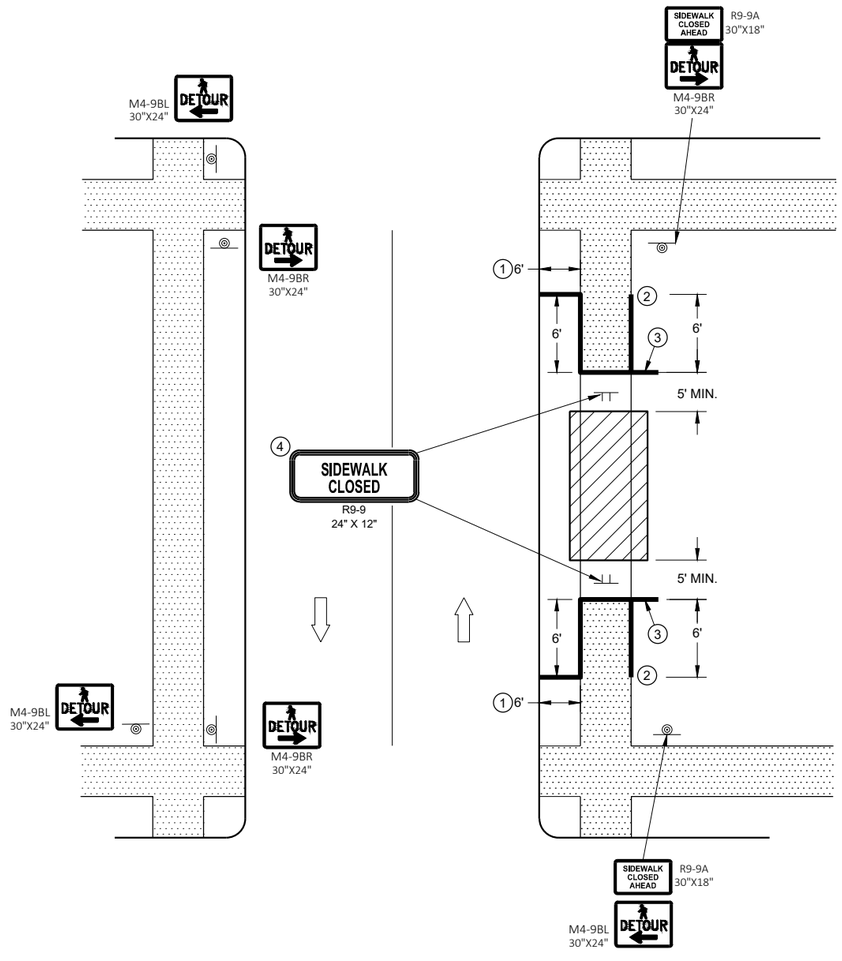
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

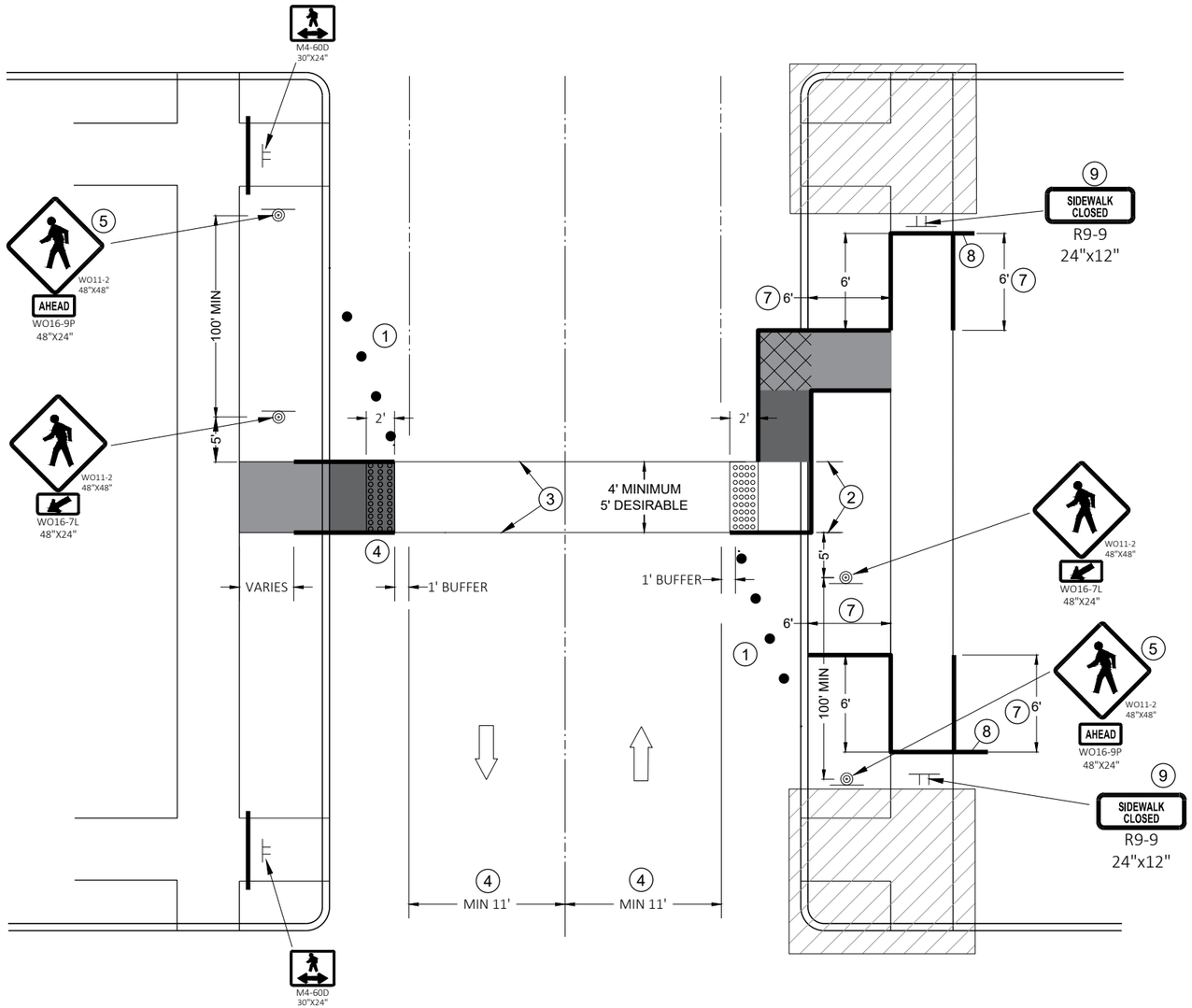
SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

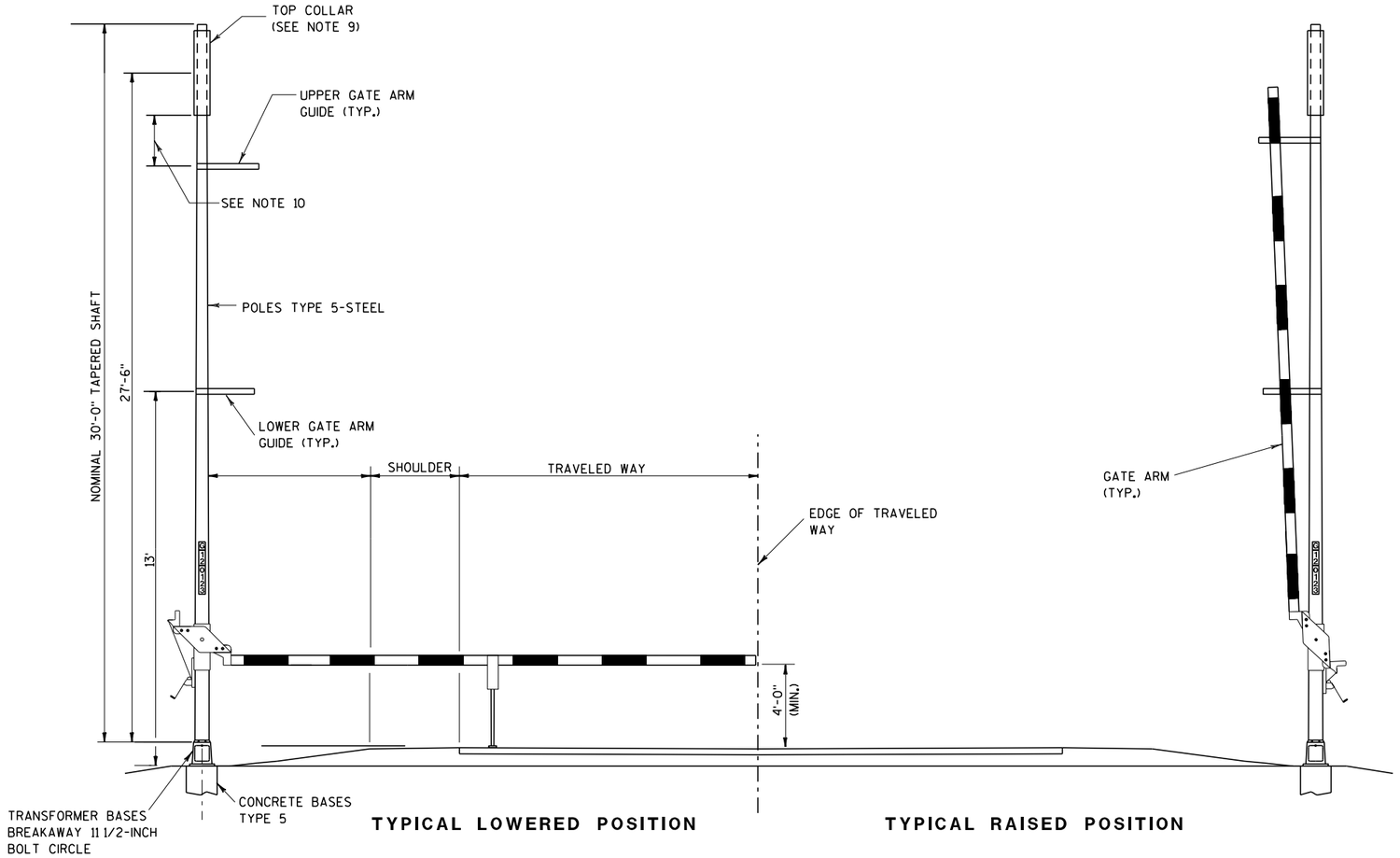
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

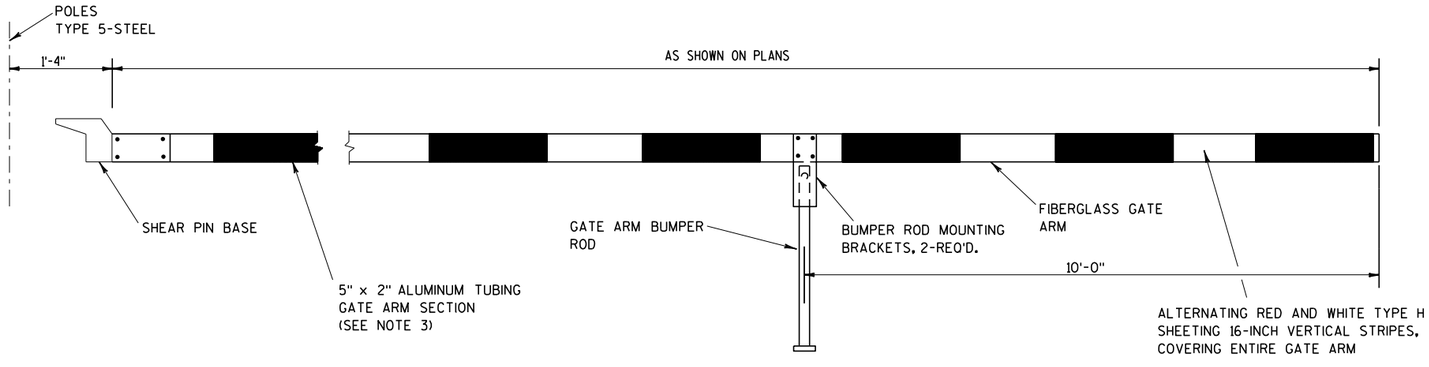
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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TYPICAL LOWERED POSITION

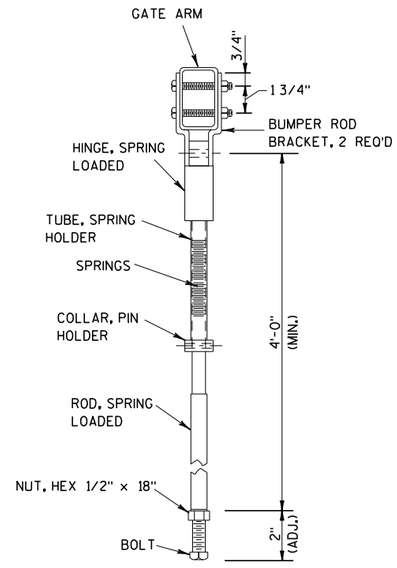
TYPICAL RAISED POSITION



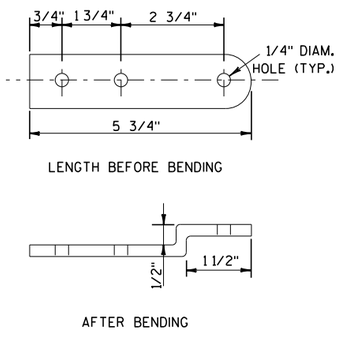
GATE DETAIL

GENERAL NOTES

1. THE LOCATION OF RAMP CLOSURE GATES AND MOUNTING HEIGHT OF GATE ARM PIVOT SHALL BE VERIFIED BY THE ENGINEER.
2. HEIGHT OF GATE ARM GUIDES MAY BE VARIED AS REQUIRED FOR WARNING LIGHT CLEARANCE.
3. FIBERGLASS/ALUMINUM GATE ARM AND SHEAR PIN BASE SHALL BE SUPPLIED BY THE SAME VENDOR.
4. GATE ARM TO BE MOUNTED ON PROPOSED POLE AS INDICATED ON THE PLANS. PROPOSED POLE SHALL BE TYPE 5 POLE.
5. LOCATION OF THE CONCRETE BASE AND LENGTH OF THE GATE ARM WILL BE VERIFIED BY THE ENGINEER TO ENSURE ADEQUATE COVERAGE OF THE TRAVELED LANE.
6. GATE PIVOTS, SUPPORTS AND GUIDES, AND ALL ASSOCIATED HARDWARE SHALL BE GALVANIZED. ALL ROUGH EDGES AND BURRS SHALL BE GROUND SMOOTH PRIOR TO GALVANIZING.
7. ALL EXPOSED BOLT THREADS SHALL BE PAINTED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
8. ANY FIELD DAMAGE TO THE GALVANIZING SHALL BE REPAIRED WITH TWO COATS OF ZINC RICH PAINT CONFORMING WITH THE REQUIREMENTS OF ASTM A 780.
9. A STANDARD LIGHTING LUMINAIRE ARM MAY BE MOUNTED TO THE TYPE 5 POLE IN LIEU OF THE TOP COLLAR.
10. UPPER GATE ARM GUIDE IS TO BE INSTALLED 6 TO 12-INCHES BELOW THE BOTTOM OF THE TOP COLLAR.



GATE ARM BUMPER ROD DETAIL

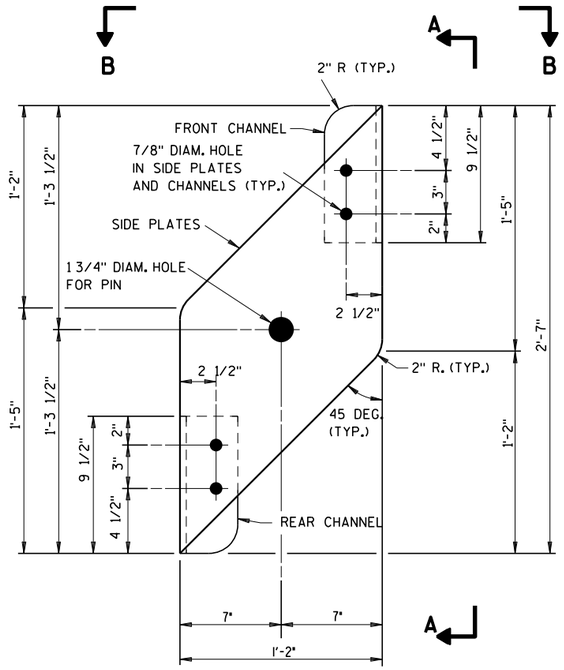


BUMPER ROD MOUNTING
BRACKET DETAIL

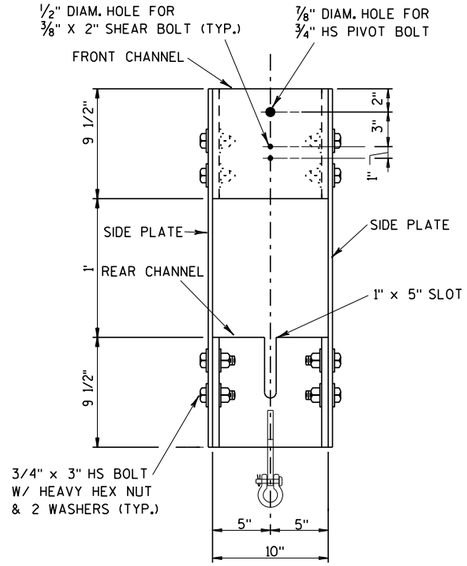
RAMP GATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

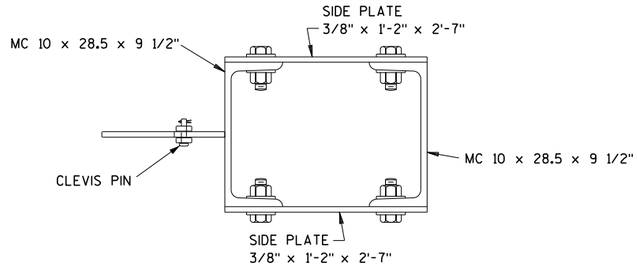
6
S.D.D. 15 D 35-3a



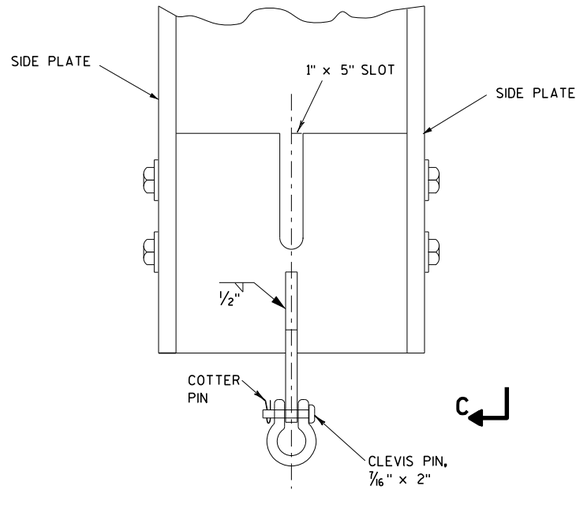
SIDE PLATE DETAIL



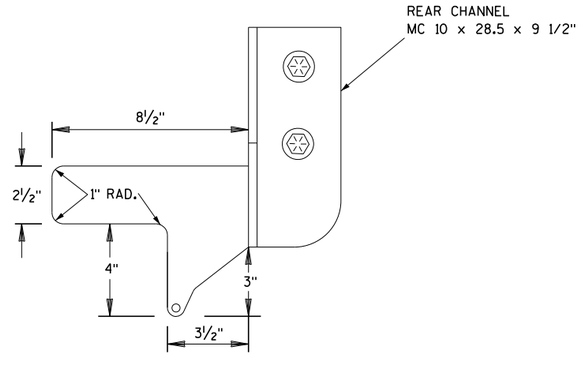
SECTION A-A



SECTION B-B



YOKE ASSEMBLY DETAIL



SECTION C-C

RAMP GATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 D 35-3b

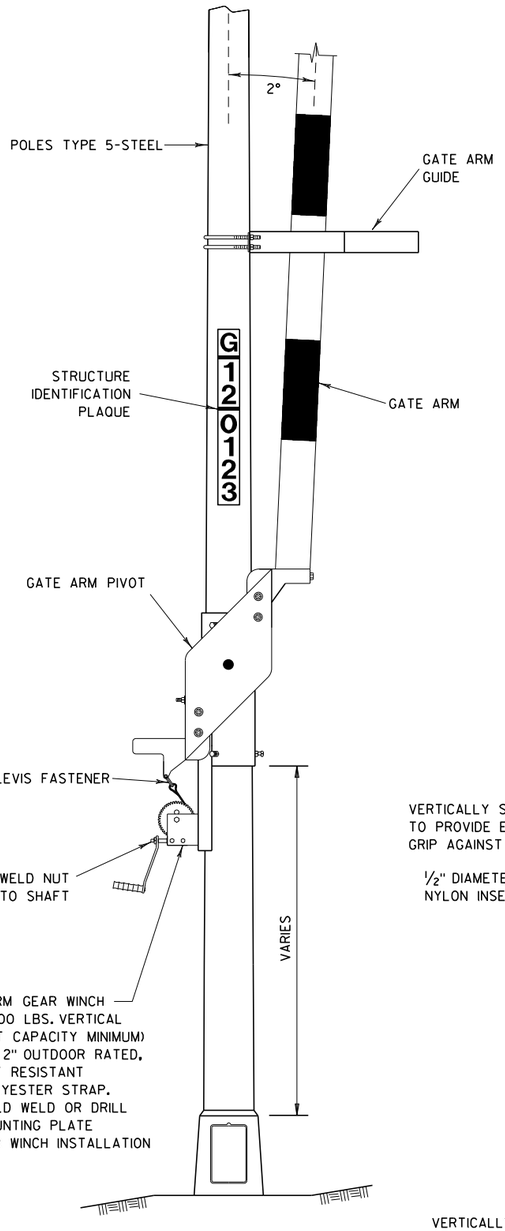
GENERAL NOTES

1. WHEN THE GATE IS FULLY RAISED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE OUTSIDE OF THE REAR CHANNEL.

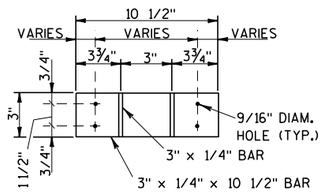
2. WHEN THE GATE IS FULLY LOWERED, THE NUT AND WASHER SHALL BE PLACED SNUGLY AGAINST THE INSIDE OF THE REAR CHANNEL.

3. ANTI-SEIZE LUBRICATING MATERIAL SHALL BE USED ON ALL BOLT THREADS BEFORE INSTALLATION.

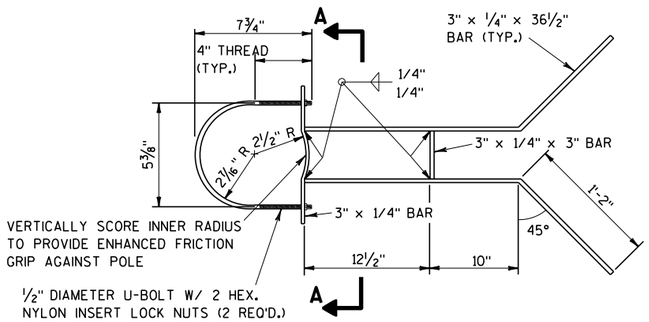
4. ALL BOLTS SHALL BE GALVANIZED AND CONFORM TO ASTM A307, GRADE A, UNLESS DESIGNATED AS HS (HIGH STRENGTH), WHICH SHALL CONFORM TO ASTM A325. BOLTS OF ½" NOMINAL DIAMTER OR LESS MAY BE STAINLESS STEEL.



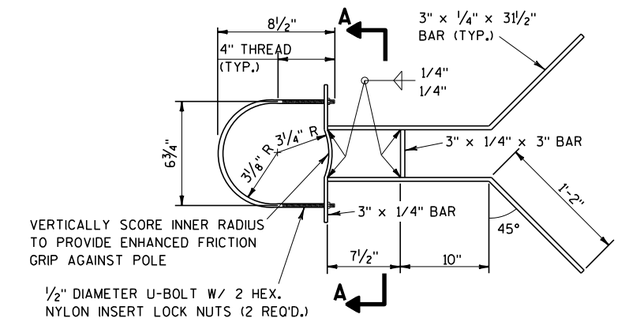
GATE PIVOT ASSEMBLY



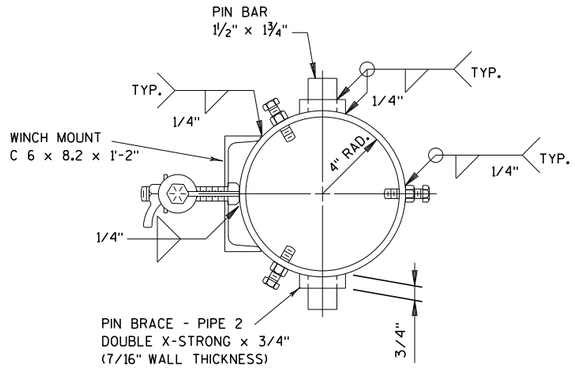
SECTION A-A
U-BOLTS NOT SHOWN



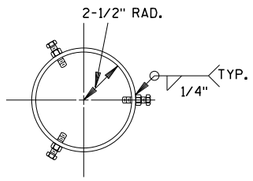
UPPER GATE ARM GUIDE DETAIL



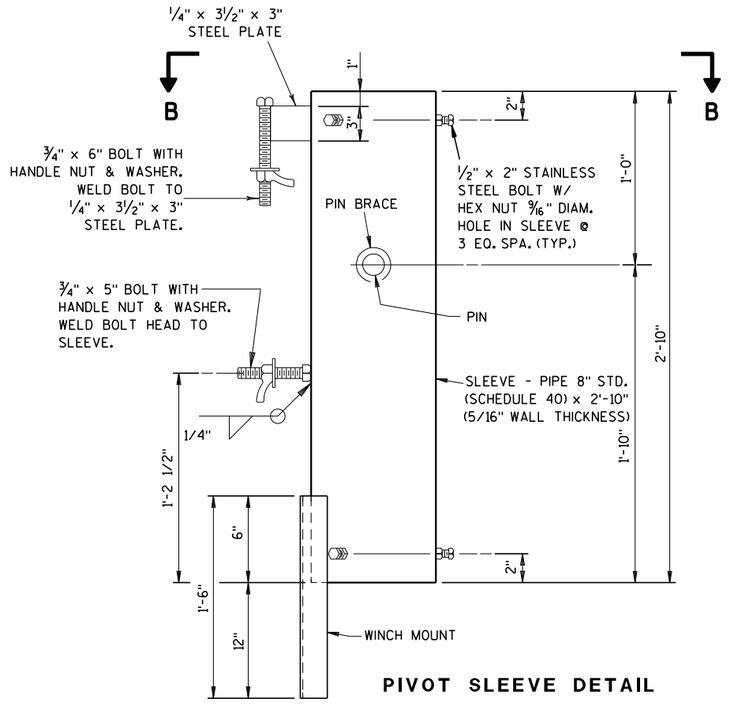
LOWER GATE ARM GUIDE DETAIL



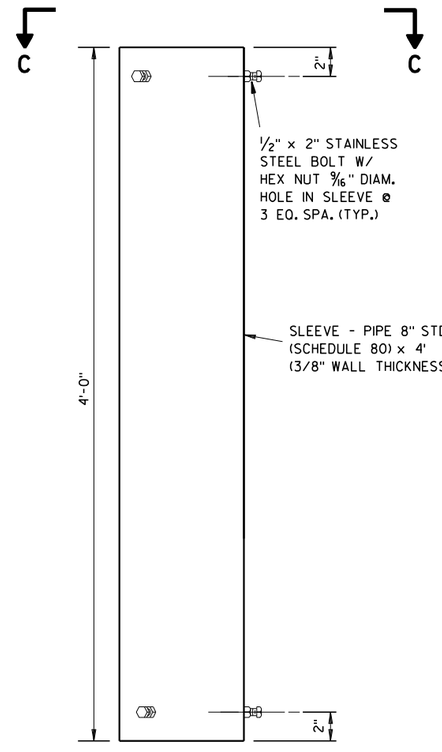
SECTION B-B



SECTION C-C



PIVOT SLEEVE DETAIL



TOP COLLAR

RAMP GATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

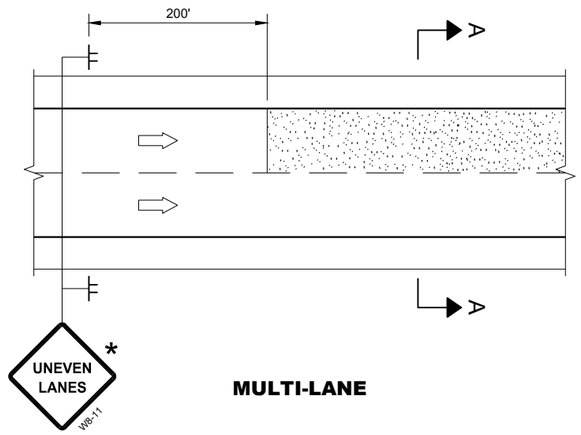
APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER 718
FHWA

6

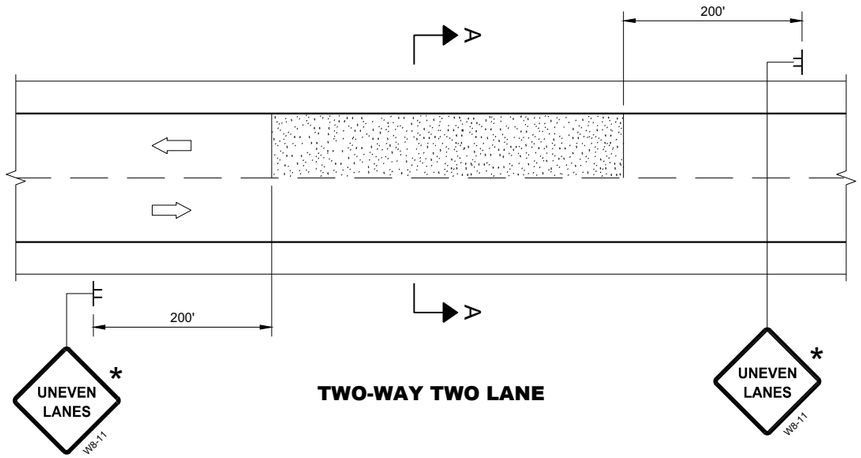
S.D.D. 15 D 35-3c

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S.D.D. 15 D 35-3c



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

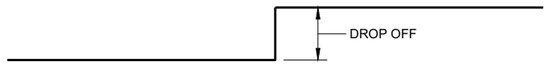
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

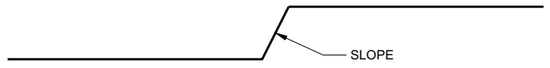
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

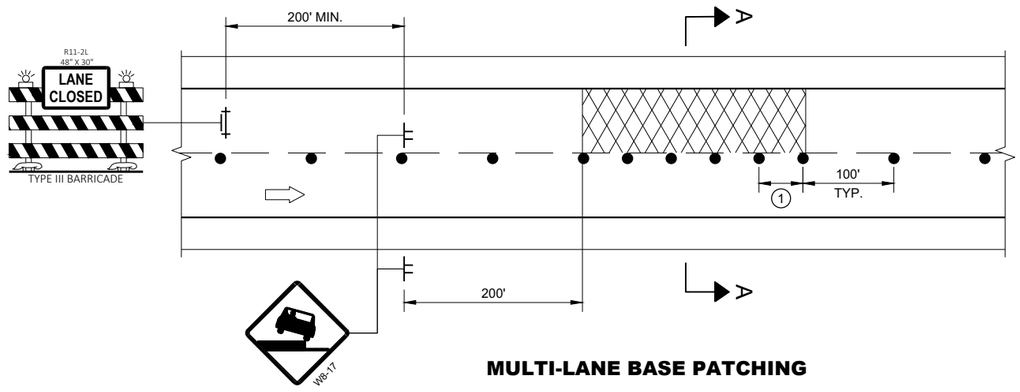


SECTION A - A

OR

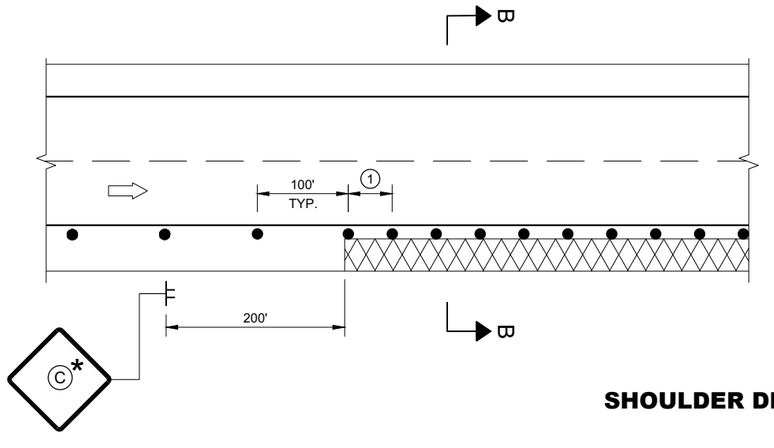


SECTION A - A

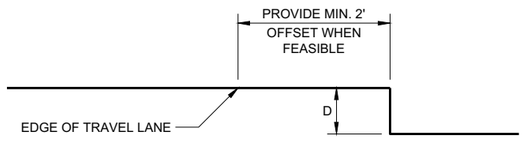


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

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

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

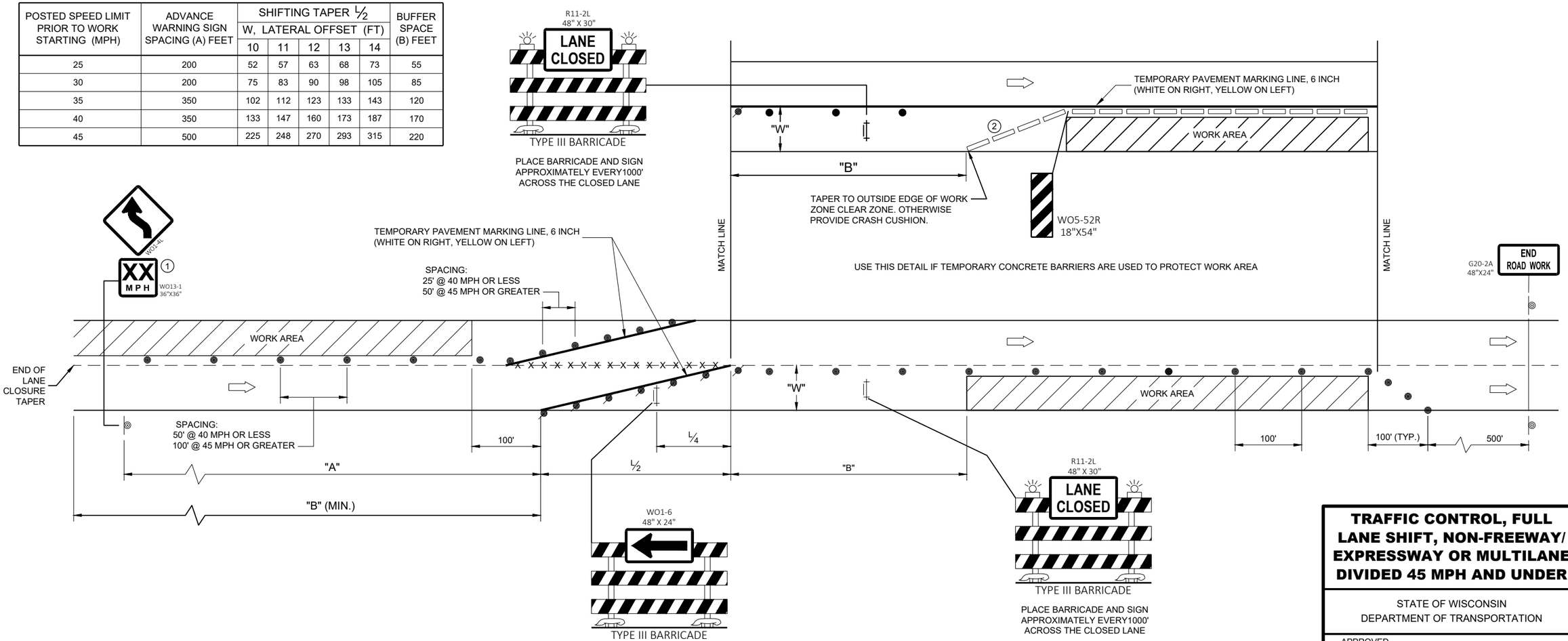
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL
CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05a

6

SDD 15D40-05a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

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

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

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

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

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

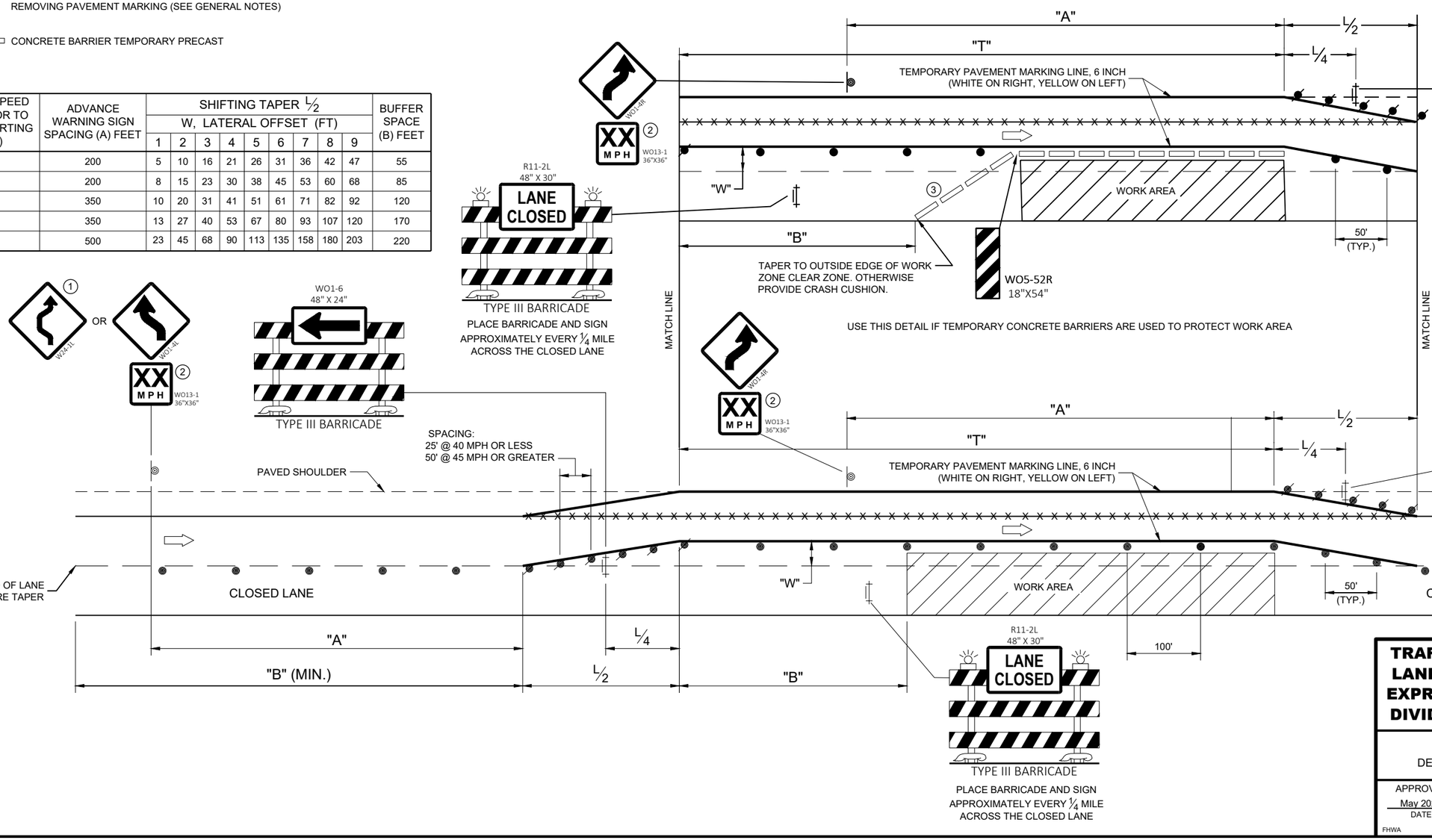
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D40-05c

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

RIGHT CLOSURE SHOWN (LEFT LANE CLOSURE SIMILAR)

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

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

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

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

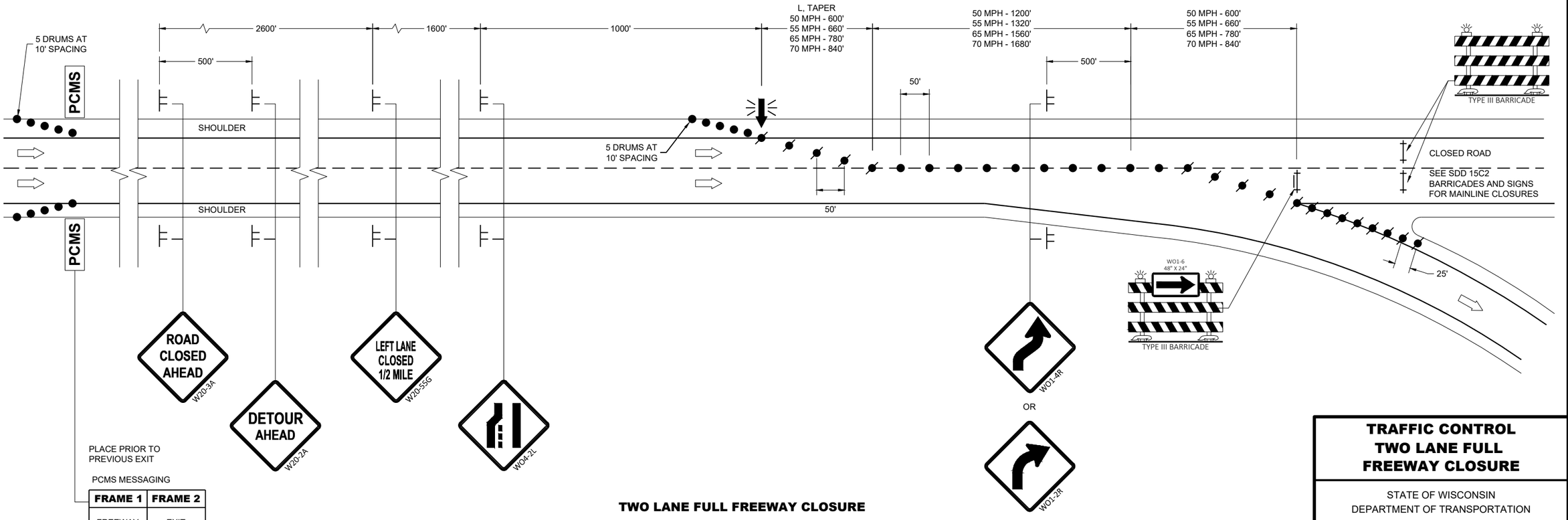
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS EACH CLOSED LANE TO HELP REINFORCE THE DRUM LINE.

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

REFER TO DETOUR ROUTES FOR TRAFFIC GUIDANCE SIGNING.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.



PLACE PRIOR TO PREVIOUS EXIT

PCMS MESSAGING

FRAME 1	FRAME 2
FREEWAY CLOSED	EXIT AHEAD

TWO LANE FULL FREEWAY CLOSURE

TRAFFIC CONTROL TWO LANE FULL FREEWAY CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D42-02

6

SDD 15D42-02

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR, FLEXIBLE TUBULAR MARKER
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA
- CC — CRASH CUSHION TEMPORARY
- EXISTING CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

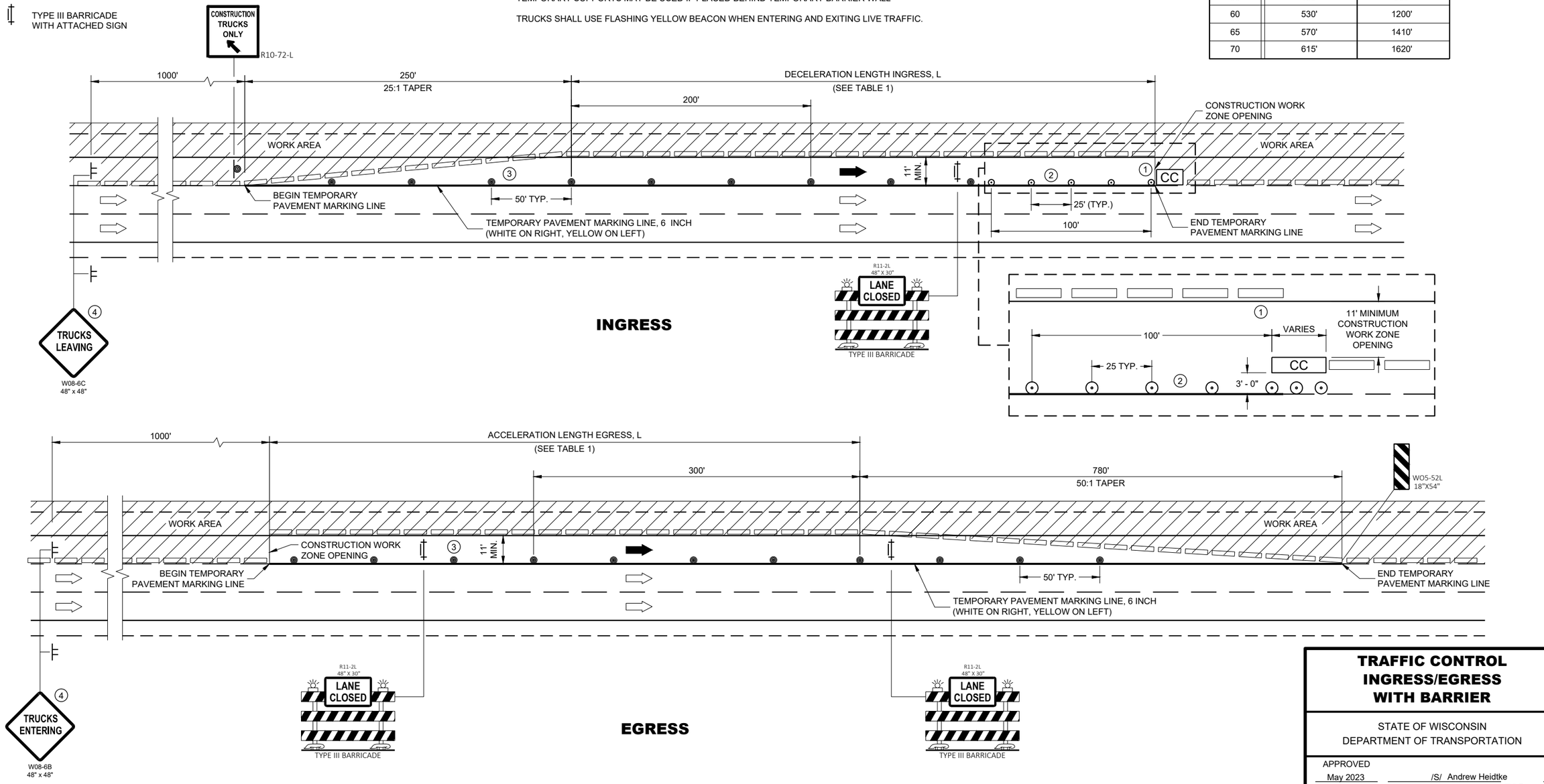
TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

1. WIDEN BARRIER AS NECESSARY TO ACCOMMODATE CRASH CUSHION WIDTH.
2. USE TUBULAR MARKERS TO HELP DELINEATE TEMPORARY CRASH CUSHION.
3. REMOVE DRUMS / BARRICADES WHEN INGRESS / EGRESS ARE IN USE.
4. REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'



TRAFFIC CONTROL INGRESS/EGRESS WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER 723

FHWA

6

SDD 15D47-03a

6

SDD 15D47-03a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'

LEGEND

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

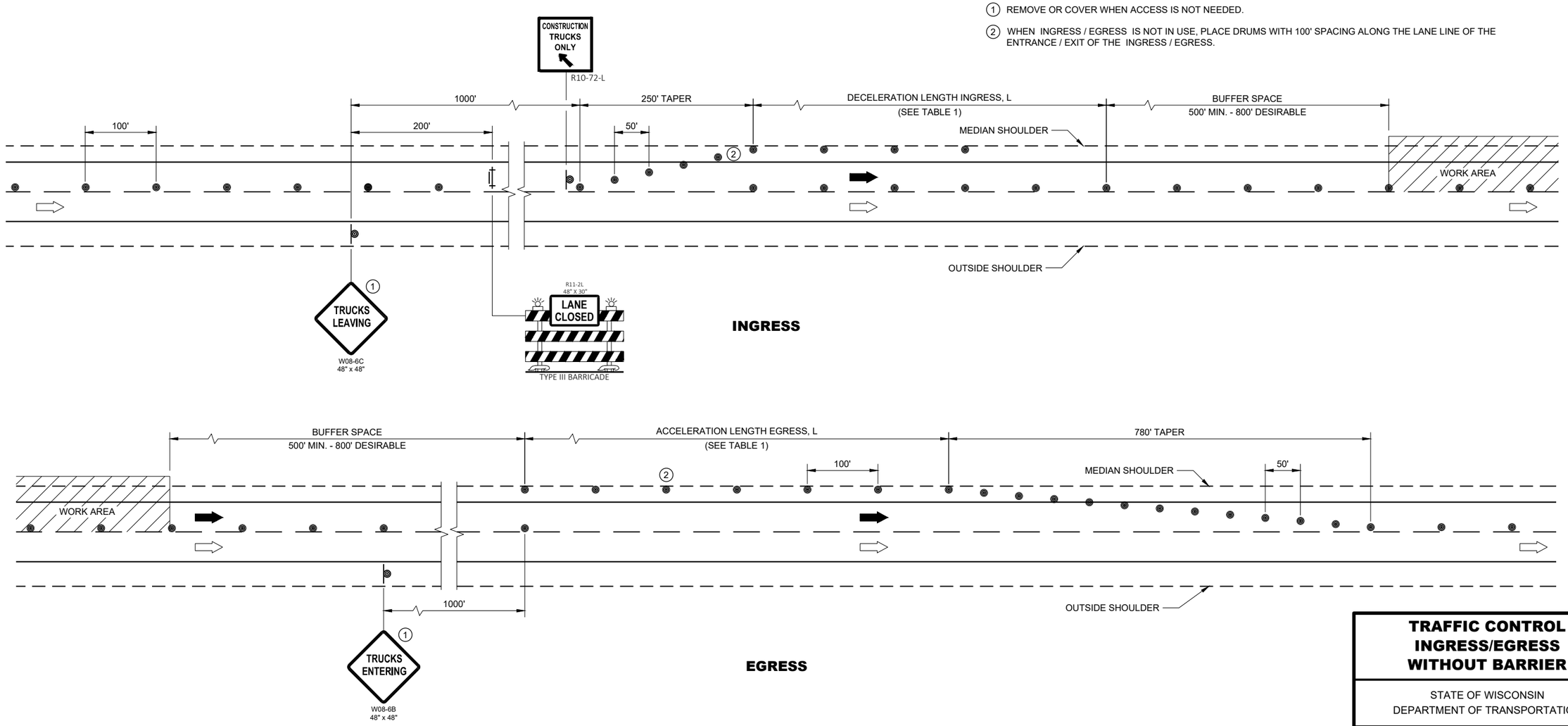
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

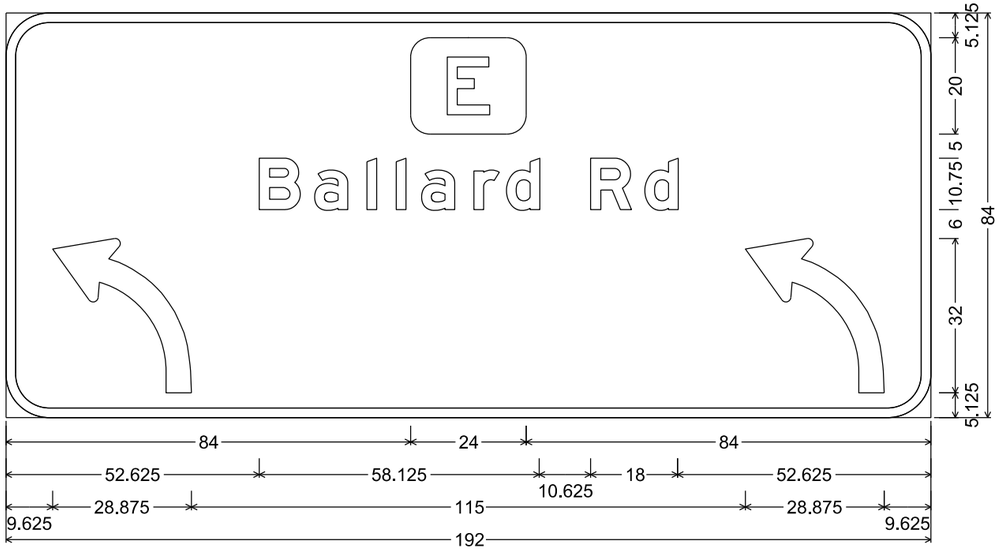
FHWA

6

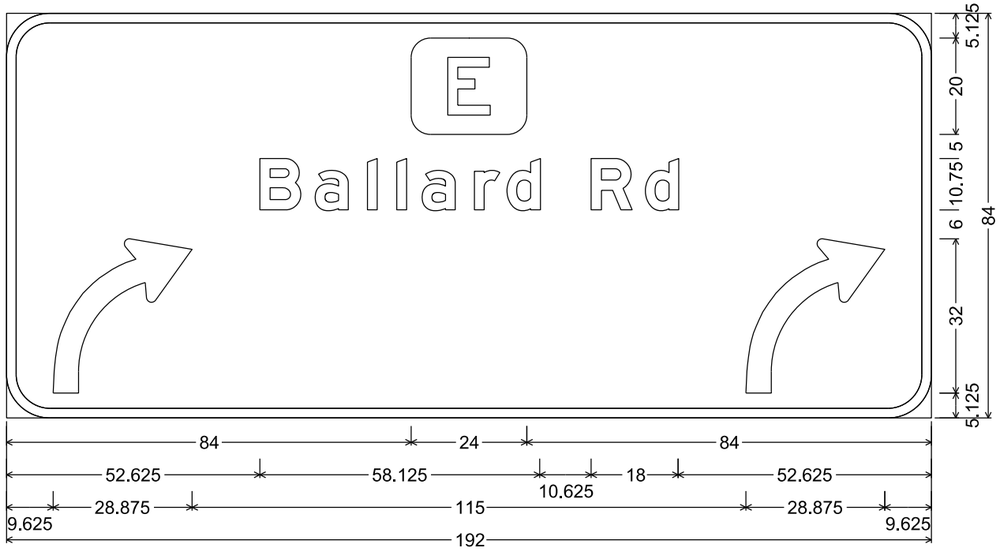
SDD 15D47-03b

6

SDD 15D47-03b



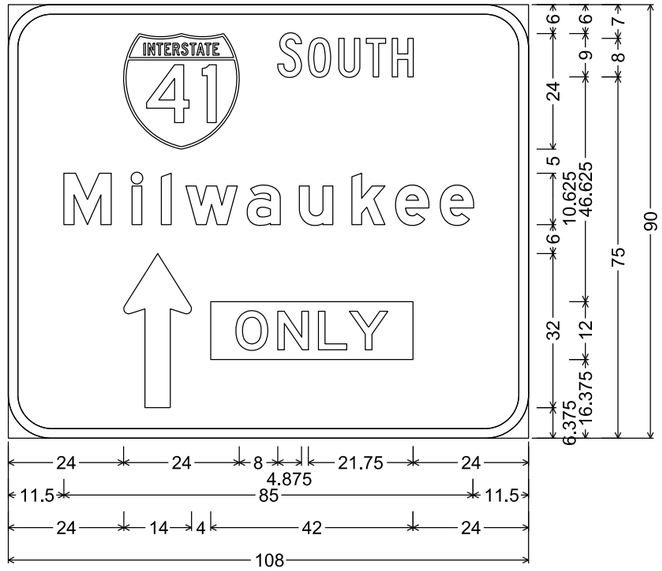
E6-54L; 9.000" Radius, 2.000" Border



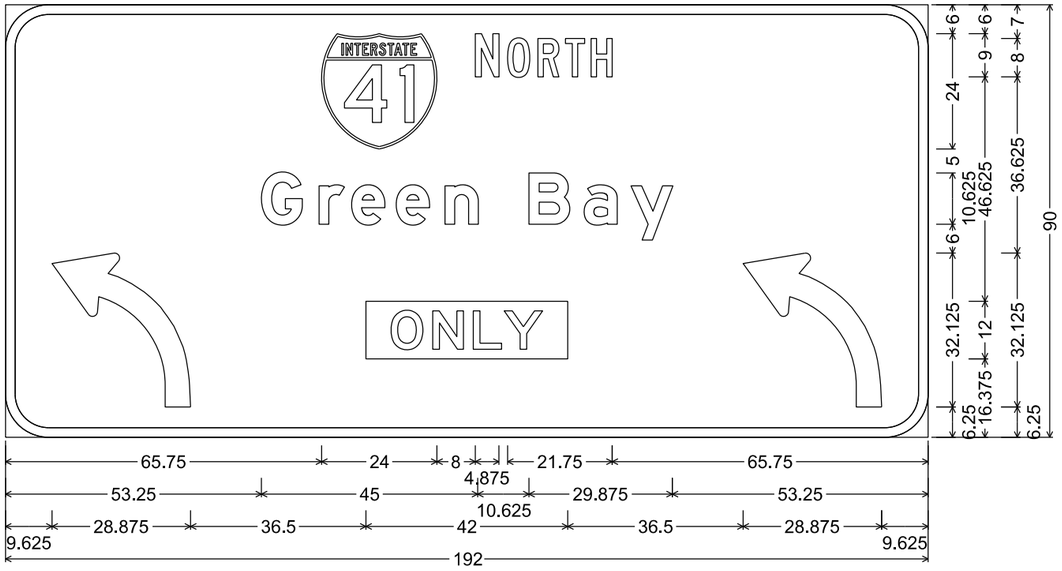
E6-54R; 9.000" Radius, 2.000" Border

NOTES

1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series C or as noted
4. ONLY plaquel background is Yellow Type F Reflective sheeting
   with Black Non-Reflective sheeting



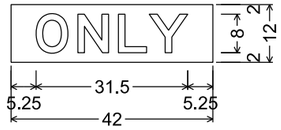
E6-54A; 9.000" Radius, 2.000" Border



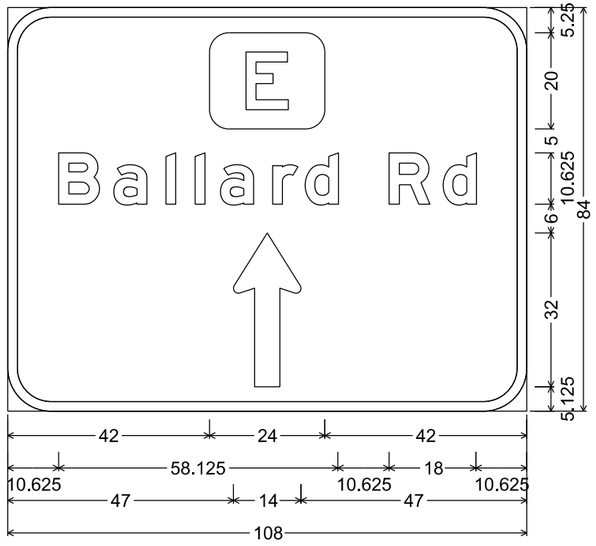
E6-54L; 9.000" Radius, 2.000" Border

NOTES

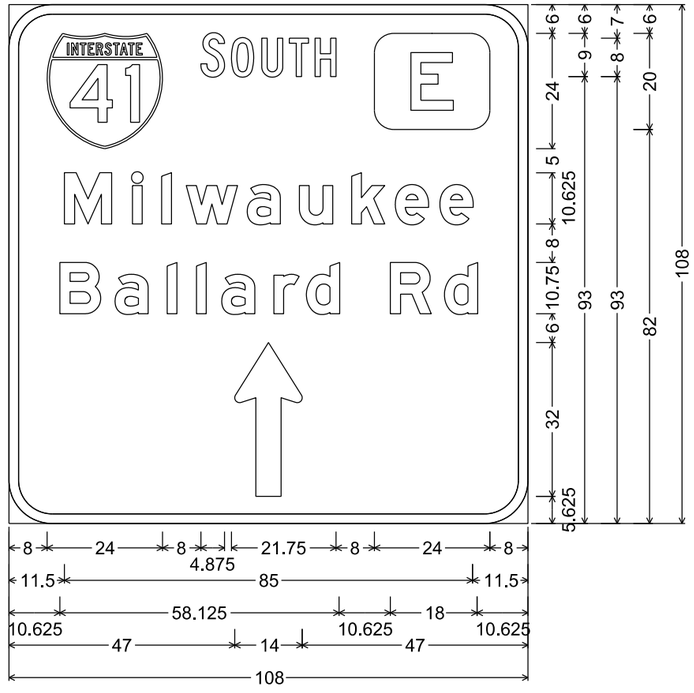
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series C or as noted
4. ONLY plaquel background is Yellow Type F Reflective sheeting with Black Non-Reflective sheeting



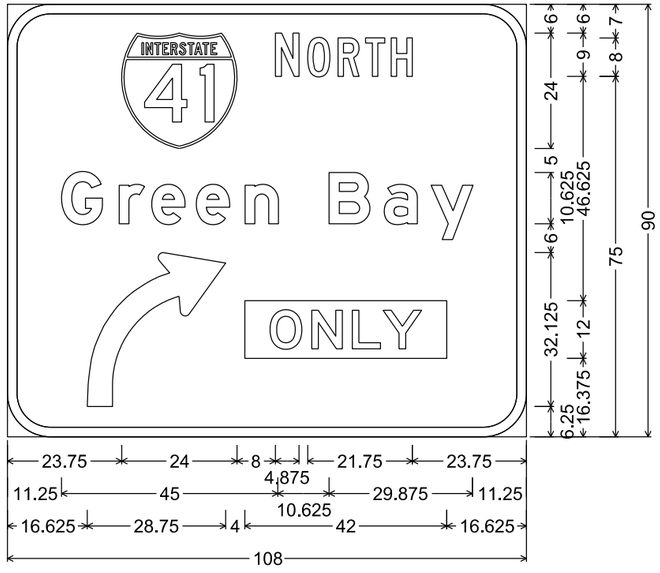
No border, Black on Fluorescent yellow;
"ONLY", E



E6-54A; 9.000" Radius, 2.000" Border



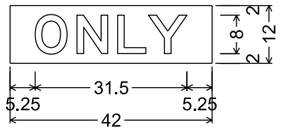
E6-54A; 9.000" Radius, 2.000" Border



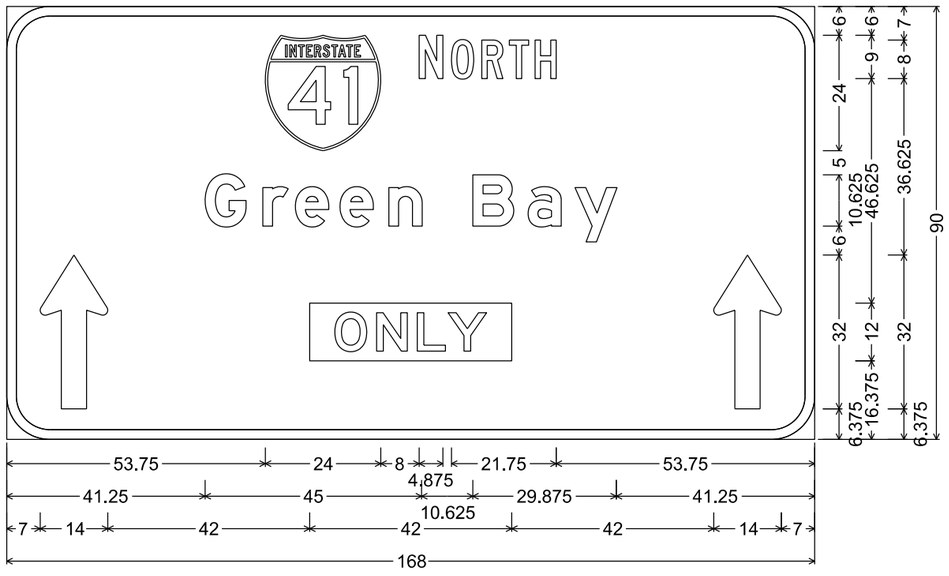
E6-54R; 9.000" Radius, 2.000" Border

NOTES

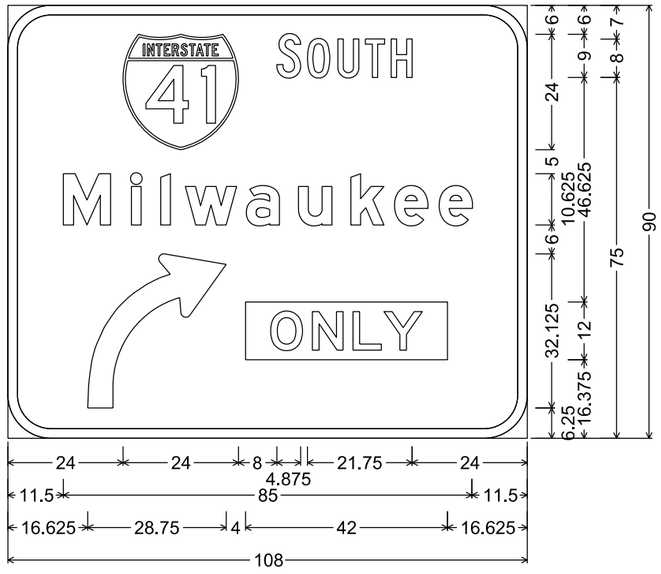
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series C or as noted
4. ONLY plaquel background is Yellow Type F Reflective sheeting with Black Non-Reflective sheeting



No border, Black on Fluorescent yellow;
"ONLY", E



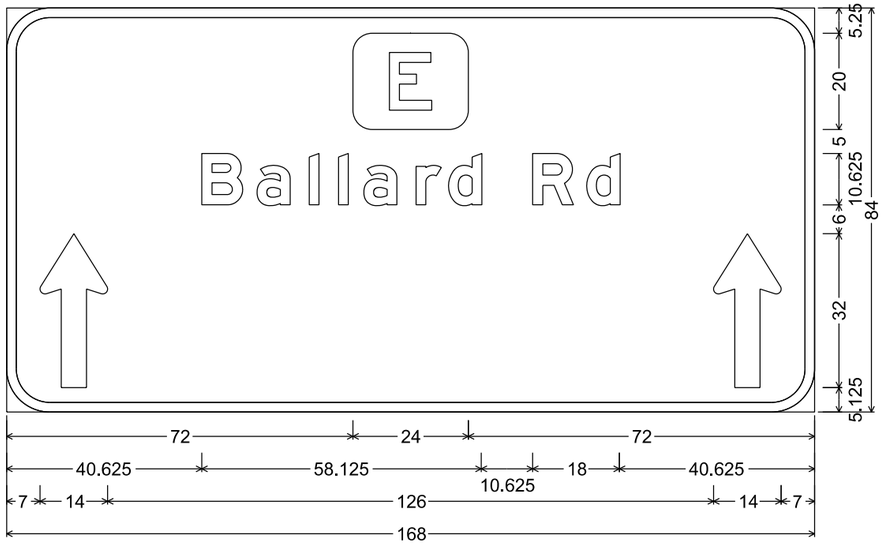
E6-54A; 9.000" Radius, 2.000" Border



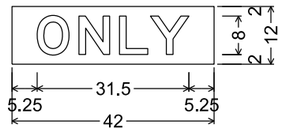
E6-54R; 9.000" Radius, 2.000" Border

NOTES

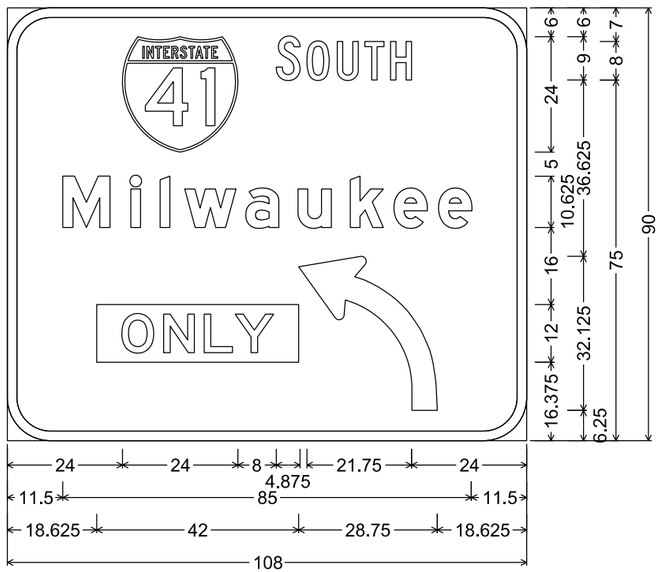
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series C or as noted
4. ONLY plaquel background is Yellow Type F Reflective sheeting
   with Black Non-Reflective sheeting



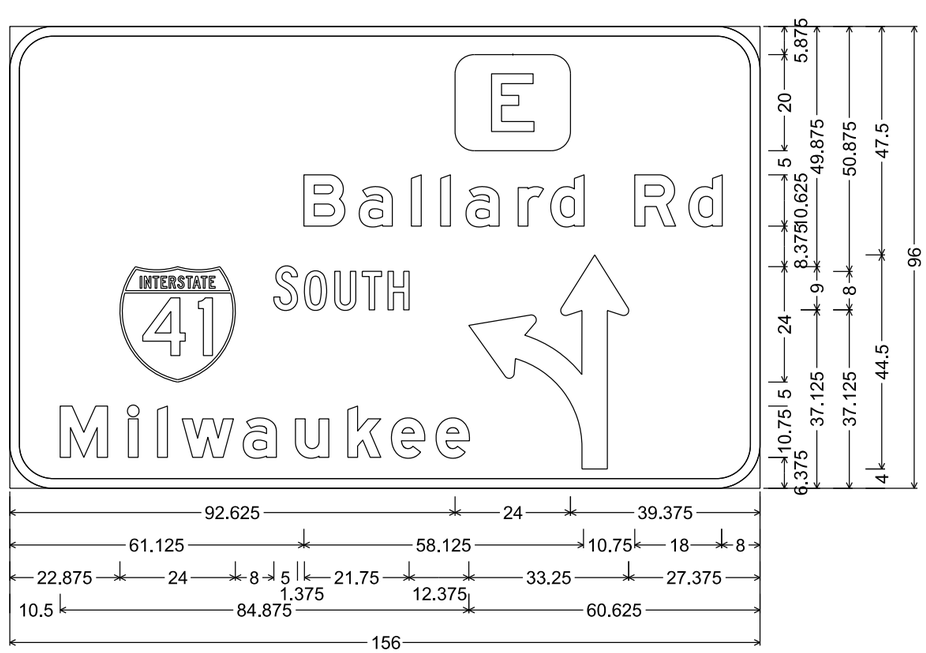
E6-54A; 9.000" Radius, 2.000" Border



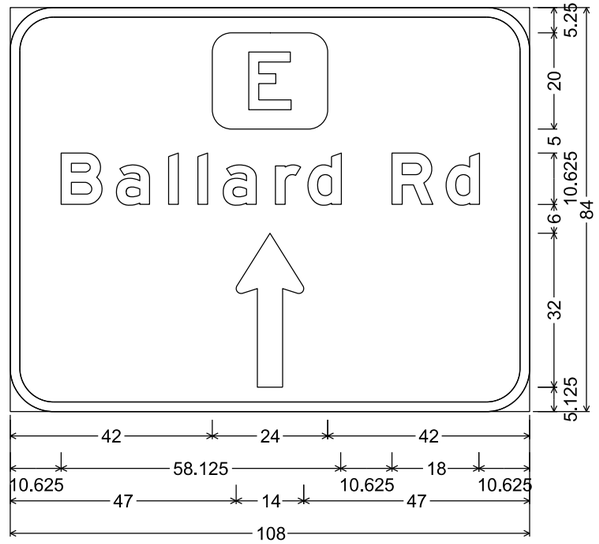
No border, Black on Fluorescent yellow;
"ONLY", E



E6-54R; 9.000" Radius, 2.000" Border



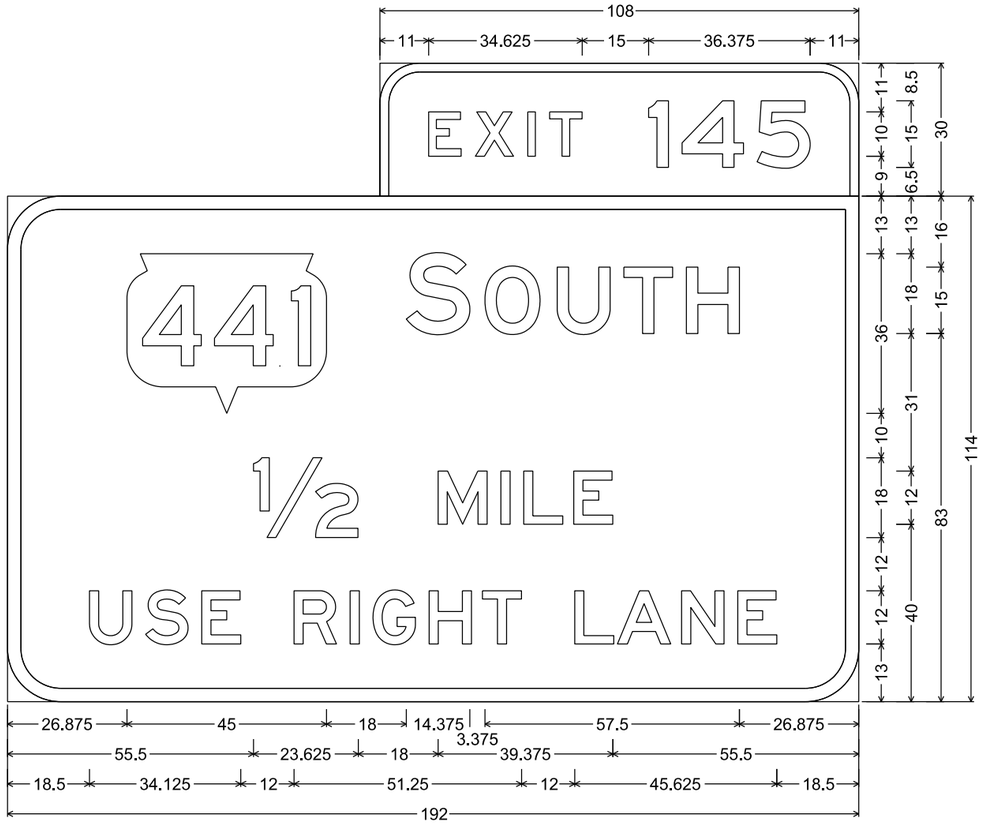
E6-52; 9.000" Radius, 2.000" Border



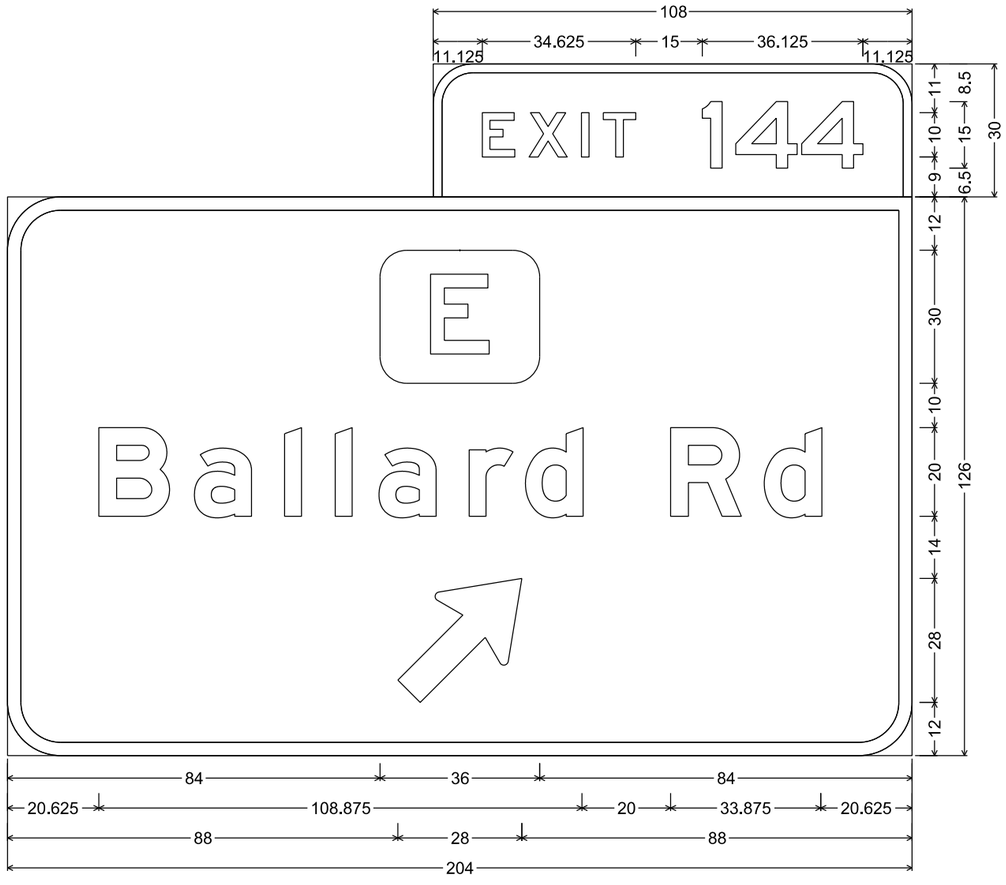
E6-54A; 9.000" Radius, 2.000" Border

NOTES

1. All Signs 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, 3.000" Border



E1-5P; 9.000" Radius, 2.000" Border, White on Green;
E4-1A; 12.000" Radius, 3.000" Border

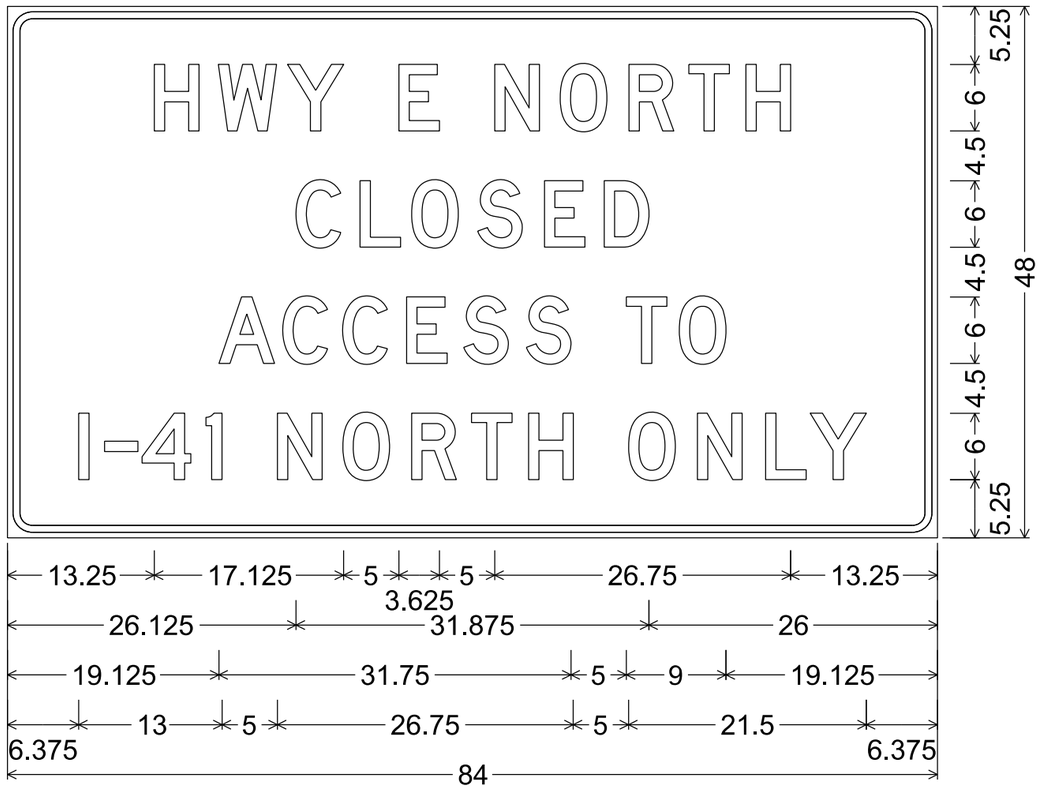
7

7

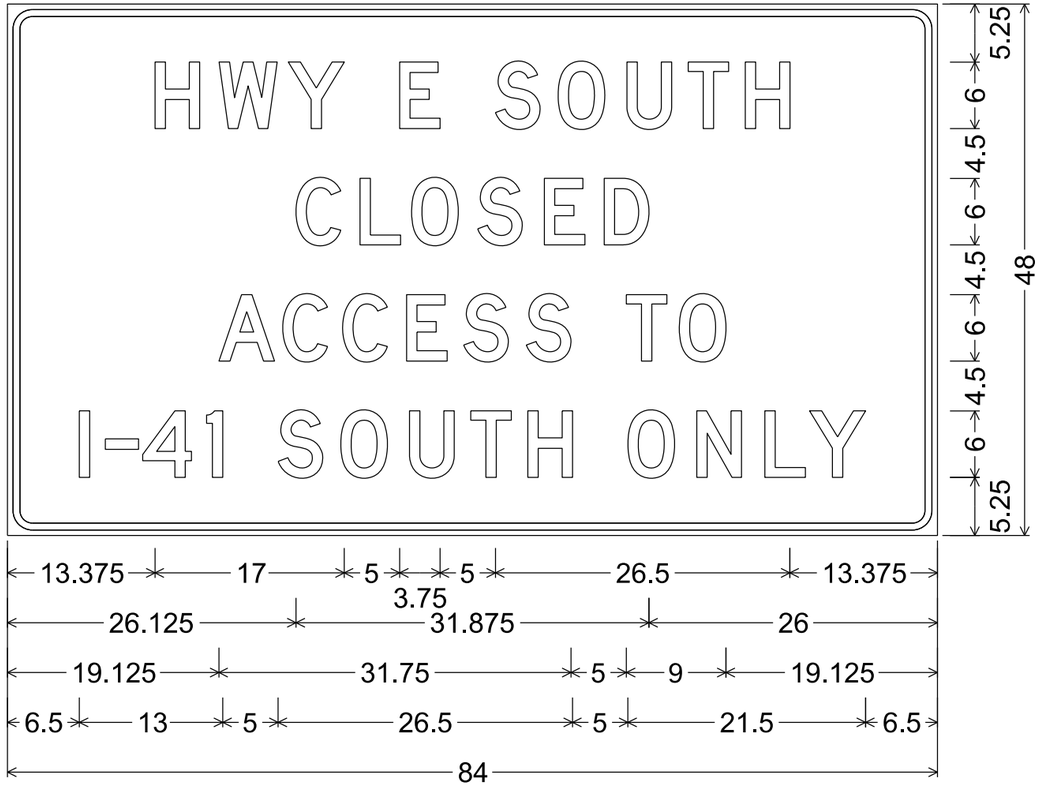
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	PERMANENT SIGNING	SHEET NO: 729	E

NOTES

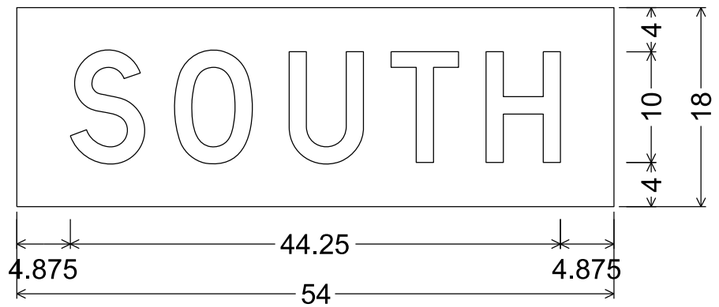
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



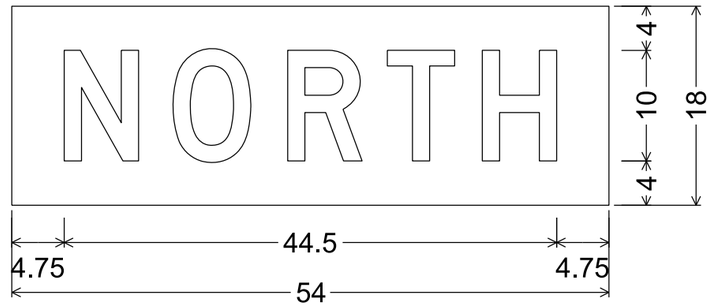
2.250" Radius, 0.625" Border, 0.500" Indent



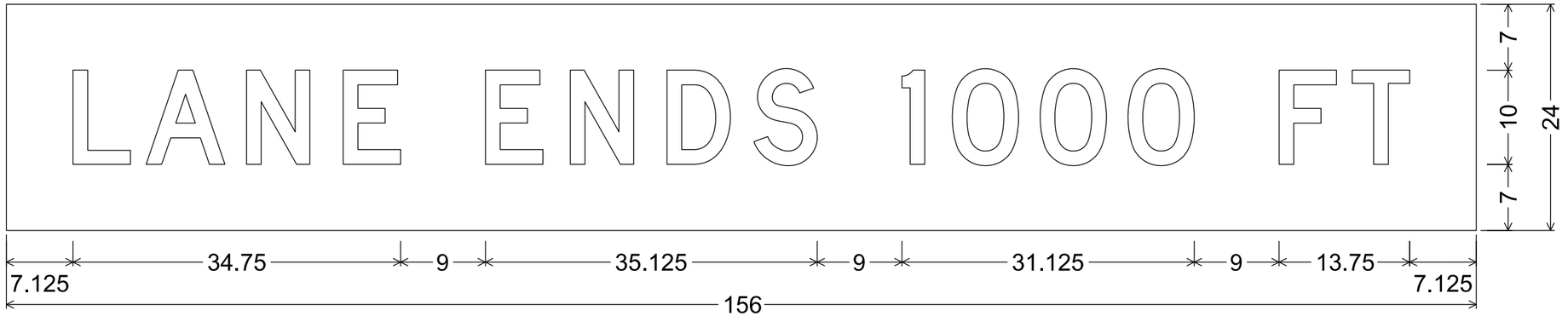
2.250" Radius, 0.625" Border, 0.500" Indent



No border



No border



No border

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

7

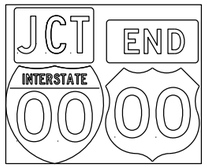
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	TEMPORARY SIGNING	SHEET NO: 731	E

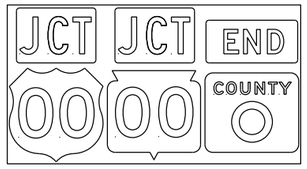
TYPICAL ASSEMBLIES



J1-1



J1-2



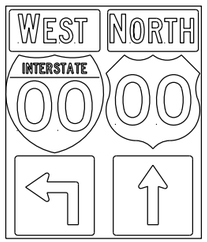
J1-3



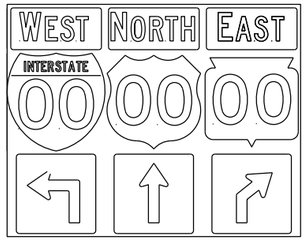
JR1-1



J2-1



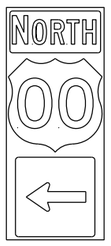
J2-2



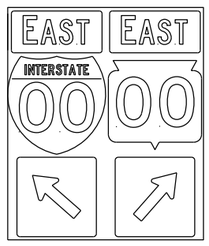
J2-3



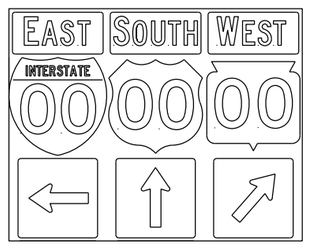
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



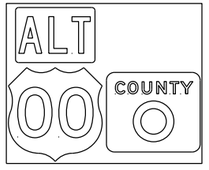
J3-2



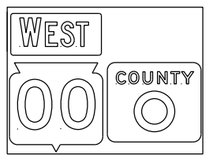
J3-3



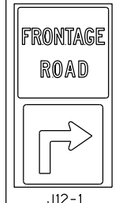
J4-1



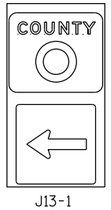
J4-2



J4-2



J12-1



J13-1



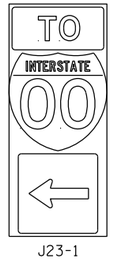
J32-1



J33-1



J22-1



J23-1



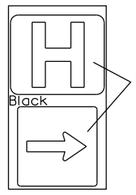
JR13-1



JR23-1



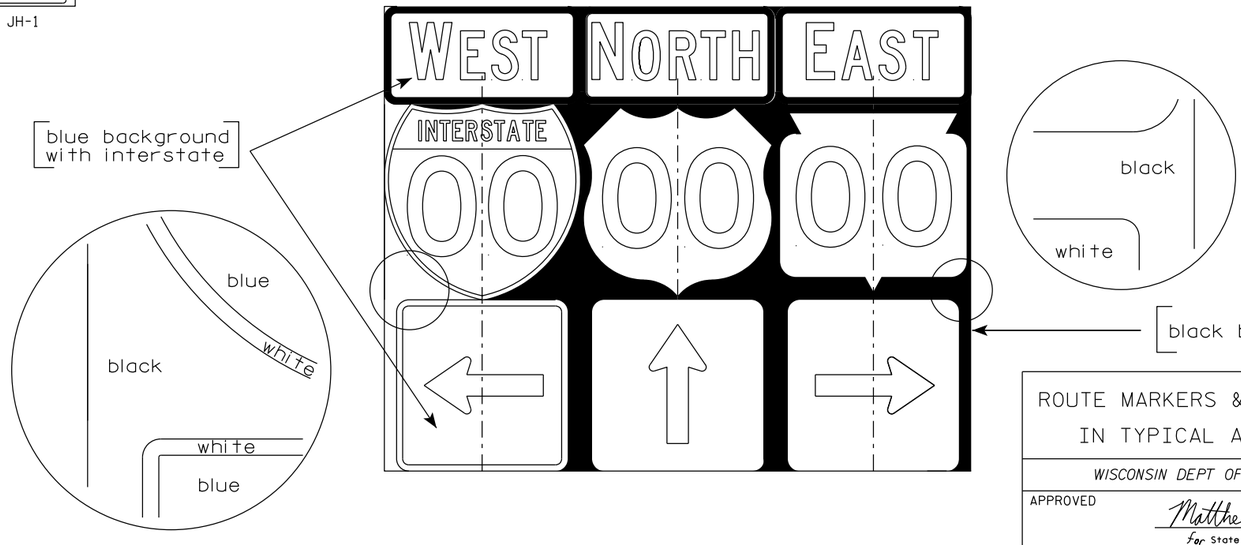
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

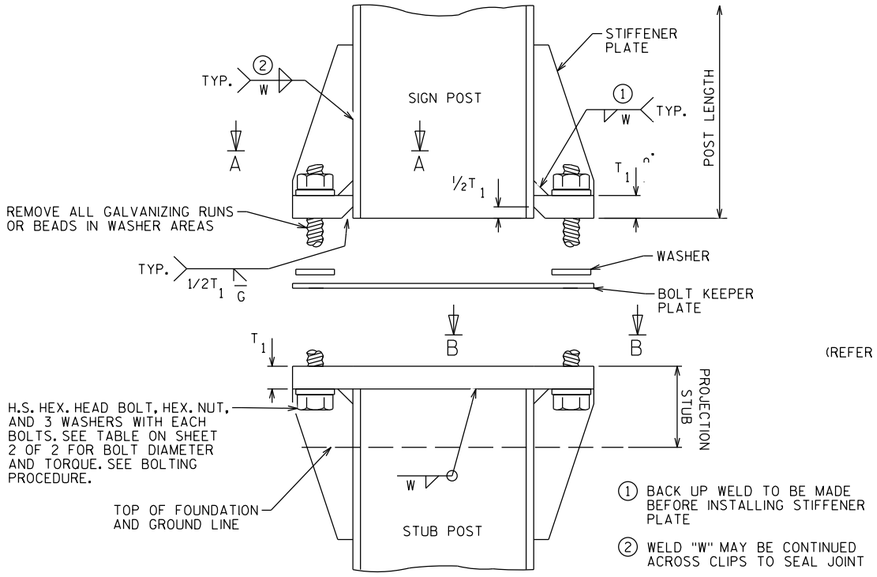
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

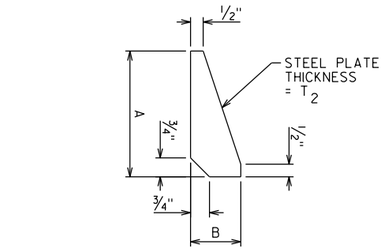
SHEET NO: 732 E



① BACK UP WELD TO BE MADE BEFORE INSTALLING STIFFENER PLATE

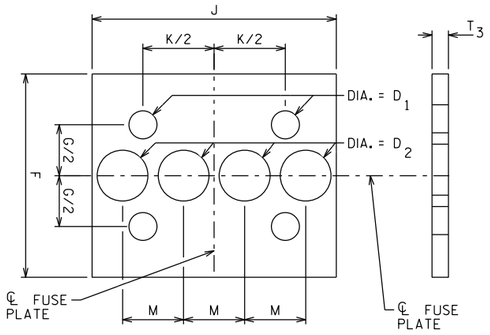
② WELD "W" MAY BE CONTINUED ACROSS CLIPS TO SEAL JOINT

SIGN POST & STUB POST ELEVATION



STIFFENER PLATE DETAIL

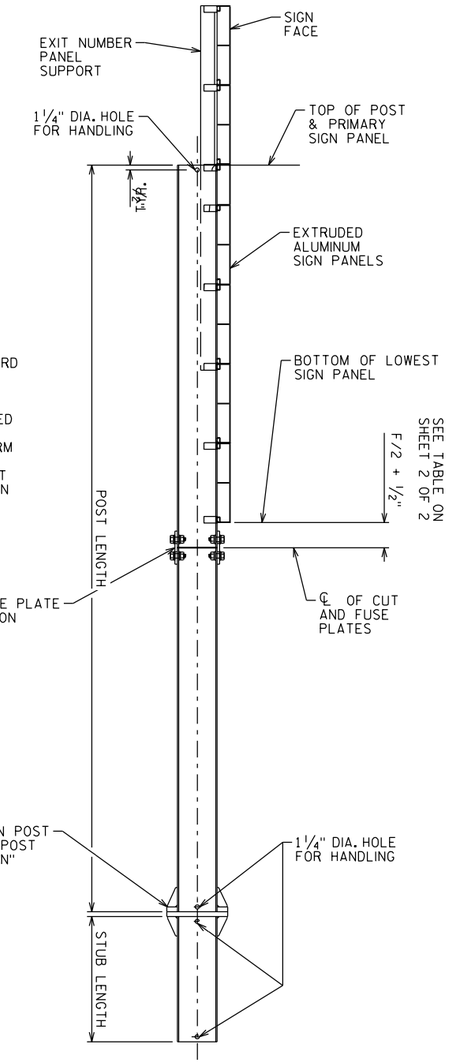
(REFER TO TABLE ON SHEET 2 OF 2 FOR DIMENSIONS)



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.



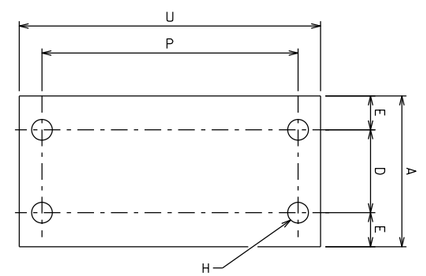
POST DETAIL

☆ WELD THICKNESS = FLANGE THICKNESS - 1/16"

SECTION A-A

SECTION B-B

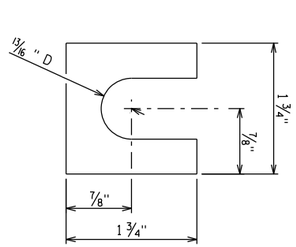
FUSE PLATE CONNECTION DETAIL



H = BOLT DIA. + 1/8"

BOLT KEEPER PLATE DETAIL

30 GA GALVANIZED SHEET STEEL



SHIM DETAIL

FURNISH TWO .012"± THICK AND TWO .032"± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM B36.

BOLTING PROCEDURE FOR BASE CONNECTION

1. ASSEMBLE SIGN POST, BOLT KEEPER PLATE, AND STUB POST WITH BOLTS AND THREE FLAT WASHERS PER BOLT AS SHOWN.
2. SHIM AS REQUIRED TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING, LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH A 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS.
5. LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PERSCRIBED TORQUE. (SEE TABLE FOR PERSCRIBED TORQUE). DO NOT OVER-TIGHTEN.
6. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

DRAWN BY	PLANS CK'D.

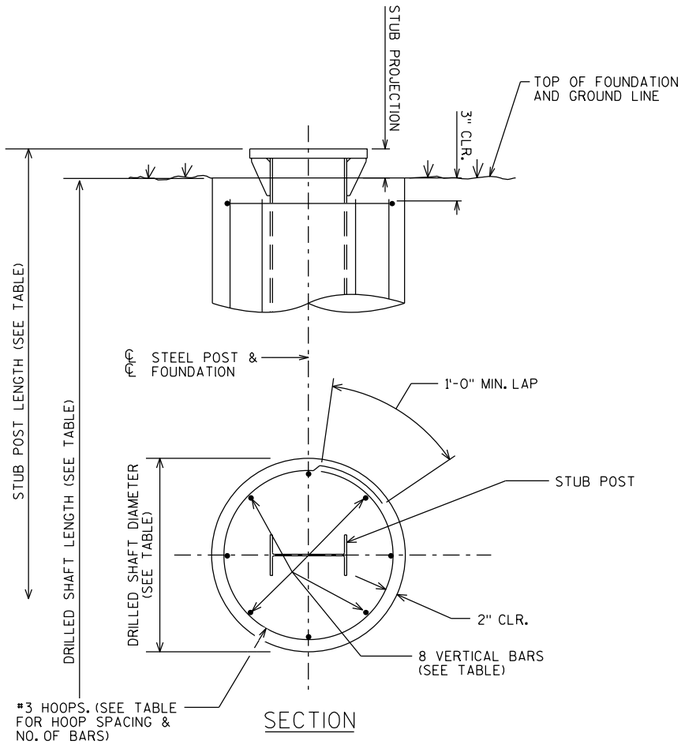
CONNECTION & FOUNDATION DETAILS 1 OF 2

SHEET A3-1.20

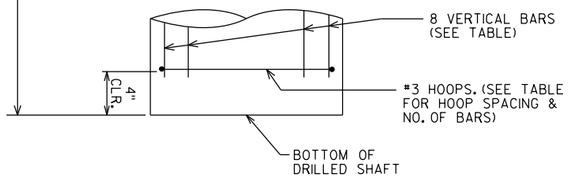
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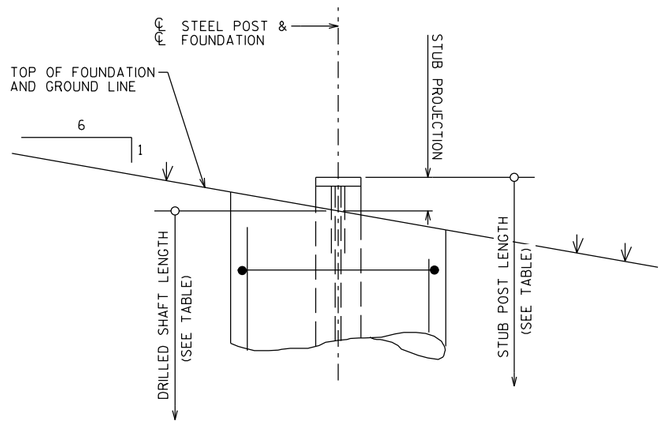
7



SECTION



FOUNDATION DETAIL



SHAFT PLACEMENT

FOUNDATION DATA TABLE

POST SHAPE	STUB LENGTH	STUB PROJECTION	DRILLED SHAFT DIAMETER	DRILLED SHAFT LENGTH	VERTICAL BARS		HOOPS		CONCRETE VOLUME ◆	TOTAL REINF. WEIGHT ◆
					SIZE	LENGTH	MAX SPA.	NO.		
W6X15	2'-6"	3"	24"	6'-6"	#5	5'-11"	10"	9	0.8 CY	71 LB
W8X18	2'-6"	3"	24"	7'-6"	#6	6'-11"	12"	8	0.9 CY	102 LB
W8X21	3'-0"	2½"	24"	8'-0"	#6	7'-5"	12"	9	1.0 CY	110 LB
W10X22	3'-0"	2½"	24"	8'-6"	#7	7'-11"	12"	9	1.0 CY	151 LB
W12X26	3'-0"	2½"	24"	10'-0"	#7	9'-5"	12"	11	1.2 CY	180 LB

◆ QUANTITIES SHOWN ARE FOR ONE DRILLED SHAFT

BASE CONNECTION & FUSE PLATE DATA TABLE

POST SHAPE	WEIGHT PER FOOT	BASE CONNECTION DATA: BOLT SIZE & TORQUE	A	B	C	D	E	T1	T2	W	R	BOLT KEEPER PLATE DATA: P	U	PERFORATED FUSE PLATE DATA: F	G	J	K	M	D1	D2	T3	BOLT DIA.	WGT. EA. LBS	BOLT LENGTH	V ◪
W6X15	15 LB	⅝" DIA. X 4" 36 TO 38 FT-LB	5"	2"	1¼"	2¾"	1⅛"	1¼"	½"	¼"	11/32"	8½"	10"	5"	2½"	6"	3½"	1½"	11/16"	1¼"	⅜"	⅝"	2.4	2	73.0 LB
W8X18	18 LB											10⅝"	12⅛"	5"	2½"	5¼"	2¾"	1¼"	11/16"	1 1/16"	⅜"	⅝"	2.0	2	83.0 LB
W8X21	21 LB	¾" DIA. X 4¾" 62 TO 63 FT-LB	6"	2¼"	1⅜"	3½"	1¼"	1½"	¾"	5/16"	13/32"	11"	12¾"	5½"	2½"	5¼"	2¾"	1¼"	13/16"	1"	½"	¾"	3.1	2¼"	124.0 LB
W10X22	22 LB											12⅞"	14⅝"	6"	3"	5¾"	2¾"	1⅜"	13/16"	1⅛"	½"	¾"	3.9	2¼"	134.0 LB
W12X26	26 LB											15"	16¾"	6"	3"	6½"	3½"	1⅝"	13/16"	1 5/16"	½"	¾"	4.5	2¼"	152.0 LB

◪ TOTAL STRUCTURAL CARBON STEEL WEIGHT FOR ONE POST = V + (POST LENGTH X POST WEIGHT PER FOOT)

"V" INCLUDES STUB POST, BASE PLATES, STIFFENER PLATES, PERFORATED FUSE PLATES, BOLTS, NUTS, AND WASHERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

MATERIALS SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506, UNLESS NOTED OTHERWISE.

FABRICATION SHALL CONFORM TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS SECTION 506.

ALL POST, POST STUBS & ATTACHMENTS SHALL BE ASTM A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.

THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.

H.S. BOLTS, WASHERS, & NUTS SHALL BE A325 GALVANIZED.

FOUNDATION MATERIAL PROPERTIES

CONCRETE MASONRY	F'C = 3,500 P.S.I.
BAR STEEL REINFORCEMENT (UNCOATED), GRADE 60	FY = 60,000 P.S.I.

DESIGN DATA

DESIGN CONFORMS TO AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS 1ST EDITION 2015 (WITH 2017 & 2018 INTERIM REVISIONS).

DEAD LOADS (DL):

- STEEL POST SELF WEIGHT
- SIGN PANEL WEIGHT = 3 PSF

WIND LOADS (WL):

WIND LOADS WERE APPLIED TO THE PROJECTED AREAS OF THE SIGN PANELS AND THE STEEL SIGN POSTS.

- BASIC WIND SPEED = 76 MPH
- MEAN RECURRANCE INTERVAL (MRI) = 10 YEARS
- HEIGHT & EXPOSURE FACTOR = 1.00
- DIRECTIONALITY FACTOR = 0.85
- GUST EFFECT FACTOR = 1.14

WIND LOAD CASES:

- WL CASE 1: 1.0 X NORMAL WIND
- WL CASE 2: 1.0 X TRANSVERSE WIND
- WL CASE 3: 0.75 X NORMAL WIND + 0.75 X TRANSVERSE WIND

LOAD COMBINATIONS:

LOAD COMBINATION	TYPE	DL FACTOR	WL FACTOR
STRENGTH I	GRAVITY	1.25	-
EXTREME I	WIND	1.10	1.0
		0.9	1.0
SERVICE I	DEFLECTION	1.0	1.0

FOUNDATION DESIGN DATA

THE FOUNDATION DESIGN ASSUMED COHESIONLESS SOILS (LOOSE SAND) ABOVE THE WATER TABLE WITH THE FOLLOWING PROPERTIES:

- SOIL UNIT WEIGHT = 115 PCF
- ANGLE OF INTERNAL FRICTION = 24 DEGREES
- SOIL MODULUS PARAMETER = 25 LB/IN3

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

DRAWN BY | PLANS CK'D.

CONNECTION & FOUNDATION DETAILS 2 OF 2

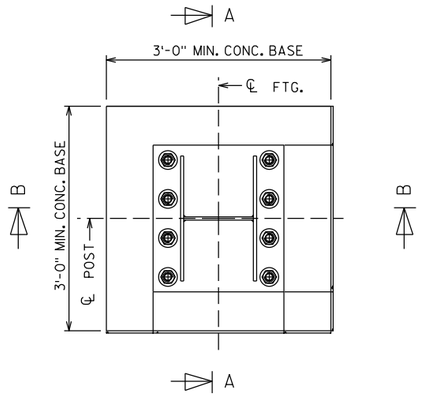
SHEET A3-1.20

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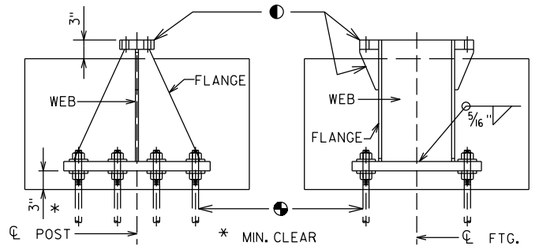
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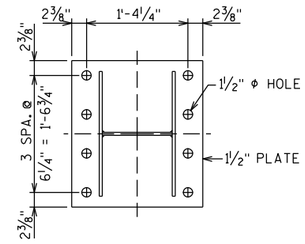
STUB AND ADHESIVE ANCHOR DETAILS



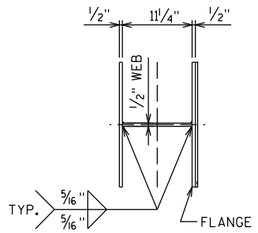
STUB SECTION



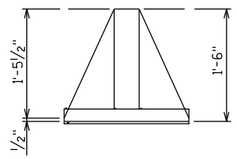
SECTION A-A SECTION B-B



BASE PLATE



STUB



FLANGE

◐ SEE BASE CONNECTION DETAILS ON "CONNECTIONS & FOUNDATION DETAILS" SHEETS.

◔ ADHESIVE ANCHORS 1¼-INCHES. ALLOWABLE PULL OUT CAPACITY = 15 KIPS. EMBED 1'-3" INTO ROCK.

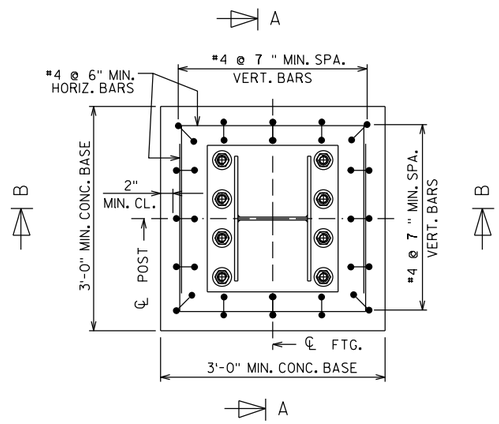
GENERAL NOTES:

QUANTITIES PER BASE:
REINFORCING STEEL = 62 LB
CONCRETE = 0.6 CY
STRUCTURAL STEEL = 335 LB

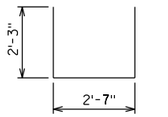
ALL MATERIALS, EXCEPT FOR ANCHOR ROD, NUTS, AND WASHERS, SHALL BE ASTM A709 GRADE 50. ALL MATERIALS TO BE GALVANIZED AFTER FABRICATION.

IF ROCK IS ENCOUNTERED PRIOR TO REACHING THE MINIMUM DRILLED SHAFT EMBEDMENT DEPTH DEFINED ON THE FOUNDATION DATA TABLE OF THE "CONNECTIONS & FOUNDATION DETAILS 2 OF 2" SHEET, THE CONTRACTOR SHALL INSTALL A TEST ADHESIVE ANCHOR AND DETERMINE THE PULL-OUT CAPACITY. IF THE FIELD TEST RESULTS IN A PULL-OUT CAPACITY GREATER THAN OR EQUAL TO 15 KIPS, THE CONTRACTOR MAY INSTALL THE ALTERNATE CONCRETE BASE AND BREAK-WAY STUB PER THE DETAILS ON THIS SHEET.

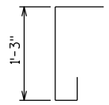
CONCRETE BASE DETAILS



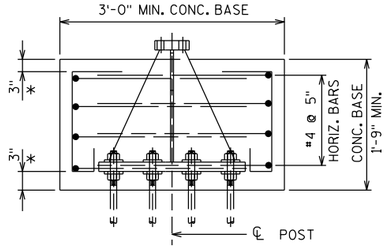
CONCRETE BASE PLAN



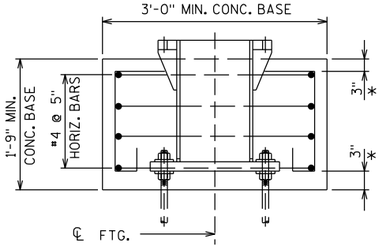
HORIZONTAL BAR
8 BARS @ 6'-11" LENGTH



VERTICAL BARS
16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A-A



SECTION B-B

* MIN. CLEAR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

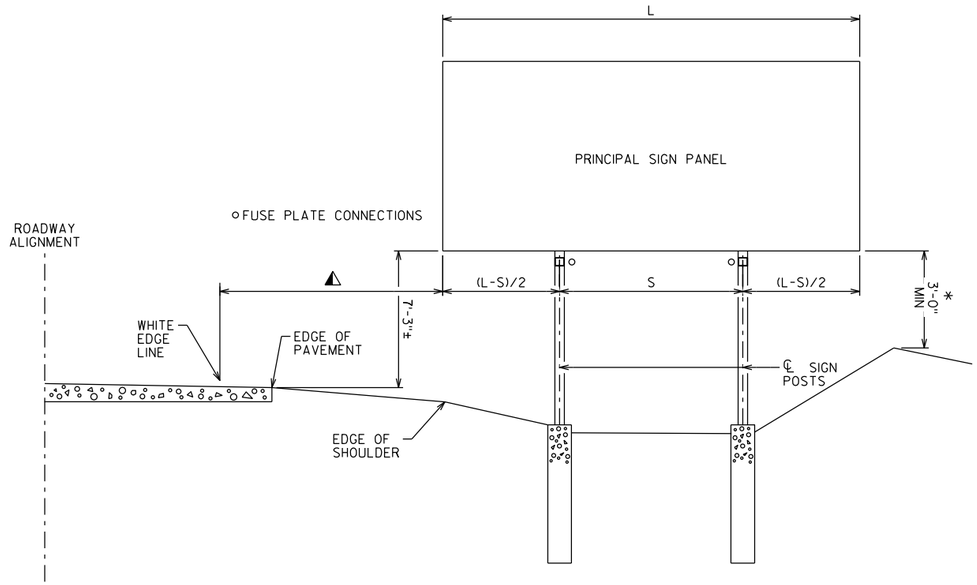
STRUCTURE BTO TYPE I SIGNS

DRAWN BY	PLANS CK'D.

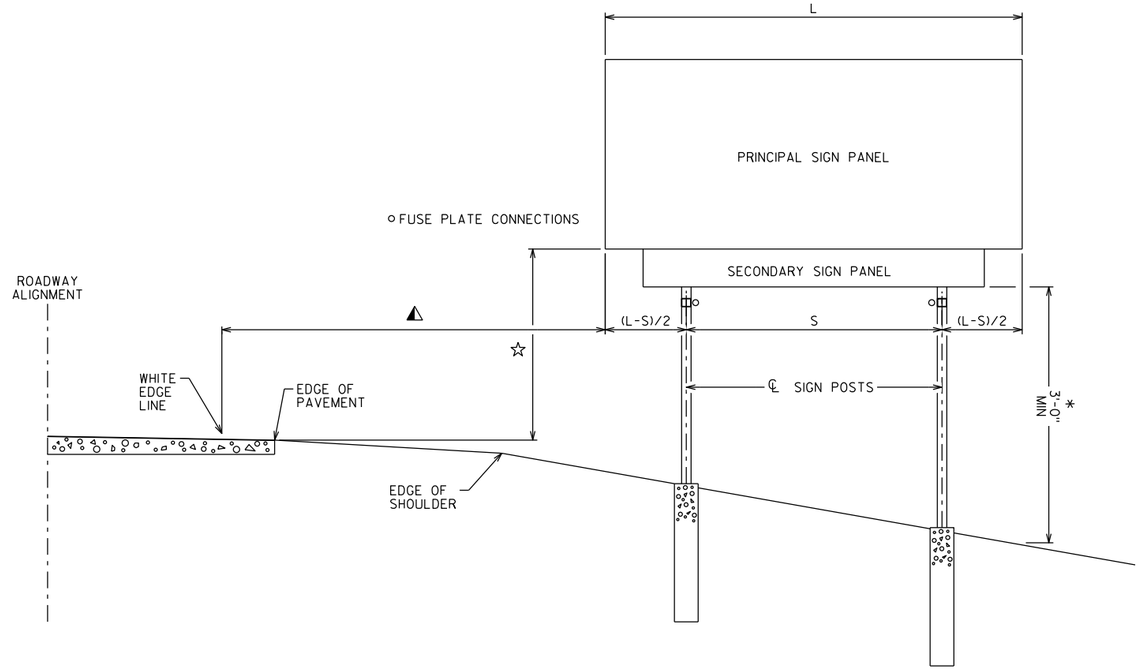
ALTERNATE BREAK-AWAY BASE ON ROCK

SHEET A3-1M.2

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INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

◭ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

WHERE SIGNS ARE MOUNTED BEHIND CRASH WORTHY PROTECTION SUCH AS GUARDRAIL OR BARRIER WALL, THE LATERAL OFFSET MAY BE 4'-6" BEHIND THE GUARDRAIL OR BARRIER WALL.

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

○ FOR 2-POST SIGNS, IF THERE IS A SECONDARY SIGN THAT IS NOT AS WIDE AS THE POSTS, INSTALL FUSE PLATES BENEATH PRINCIPAL SIGN.

FOR SECONDARY SIGNS THAT ARE NOT AS WIDE AS THE EXTERIOR POSTS, SECURE SIGN WITH CHANNEL STEEL AS DESCRIBED IN A4-6.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY
	2/29/24		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

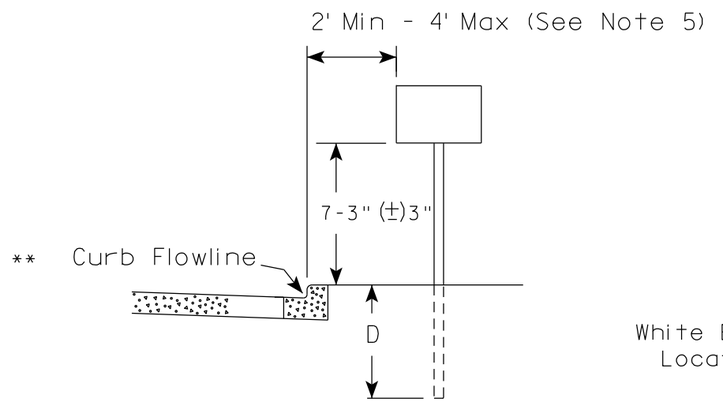
DRAWN BY	PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

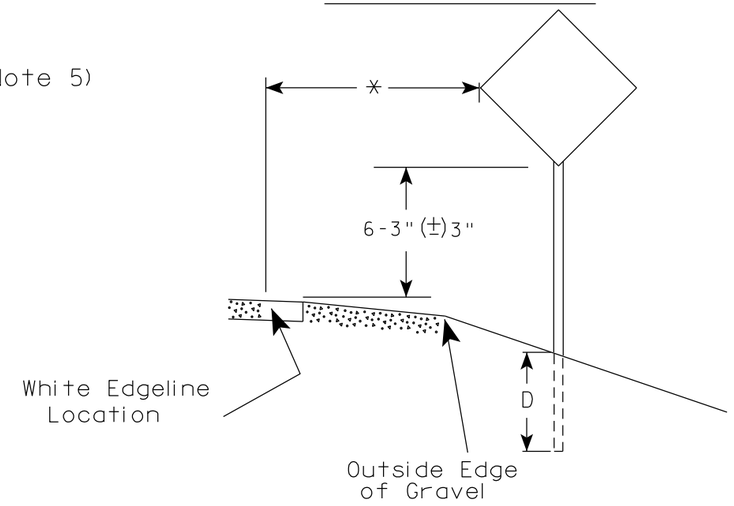
SHEET A4-1.11

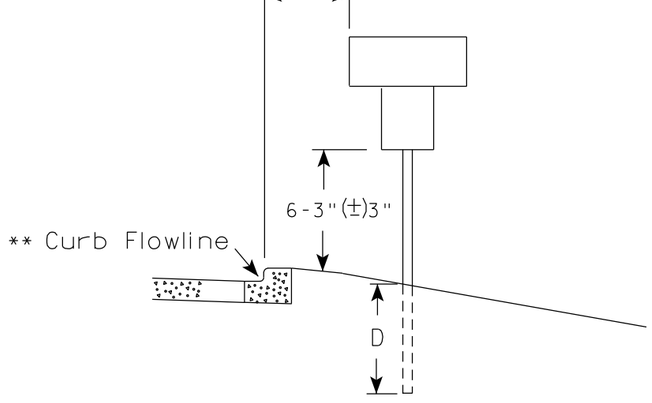
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 736	E

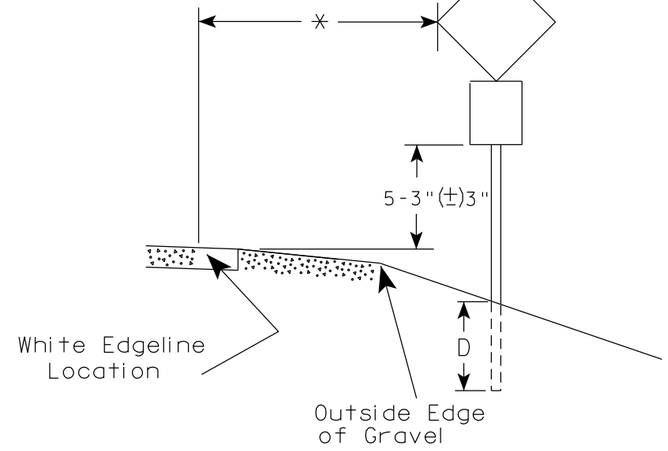
URBAN AREA



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.

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

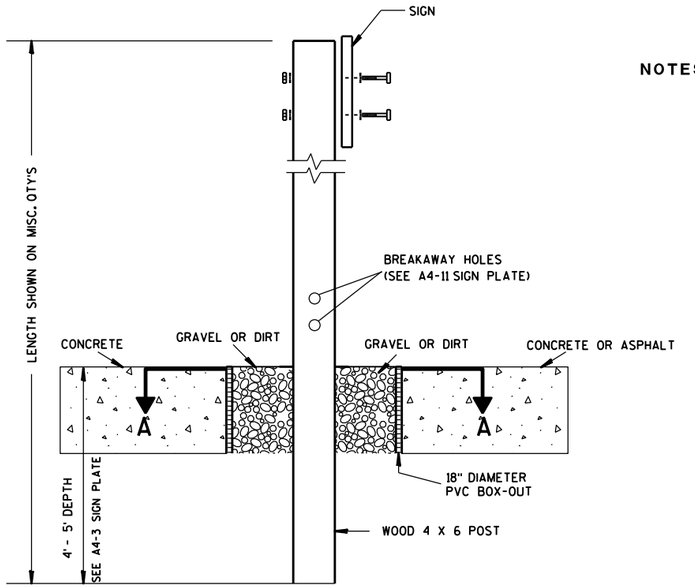
DATE 12/6/23 PLATE NO. A4-3.23

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 737	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A43.dgn PLOT DATE : 6-DEC 2023 11:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

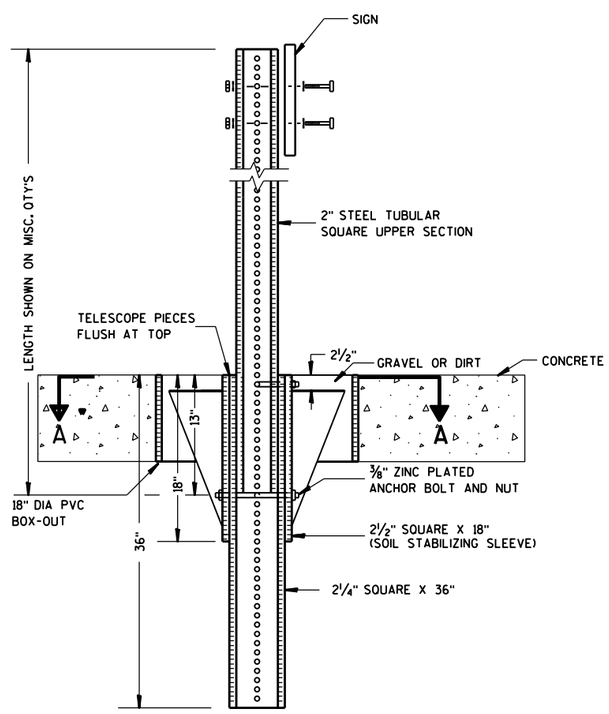
7



ELEVATION VIEW

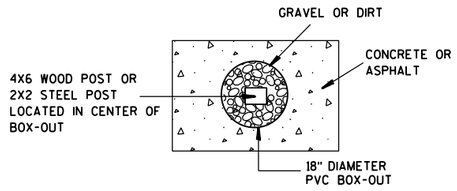
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

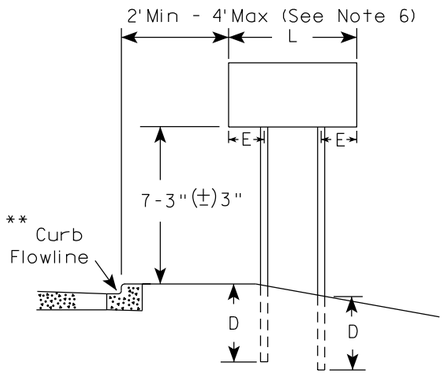
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

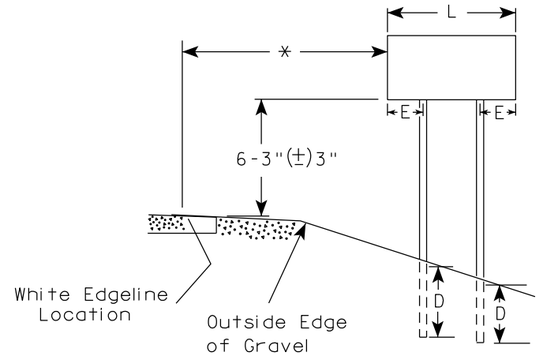
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

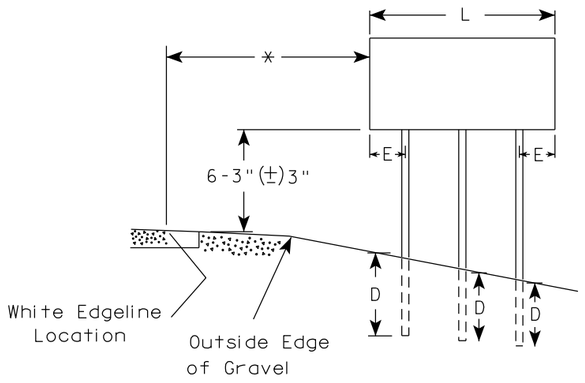
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

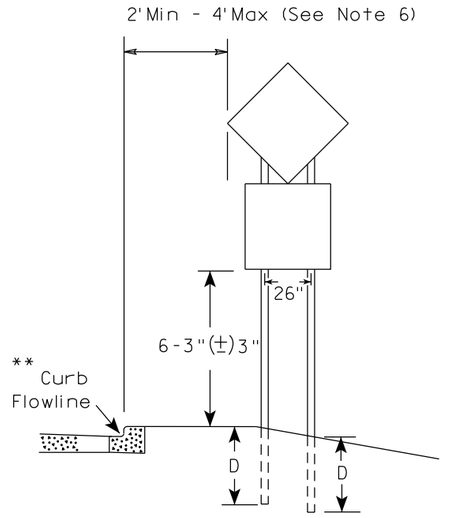
URBAN AREA



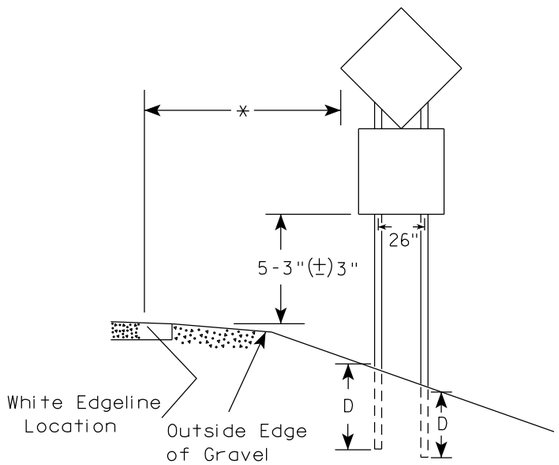
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

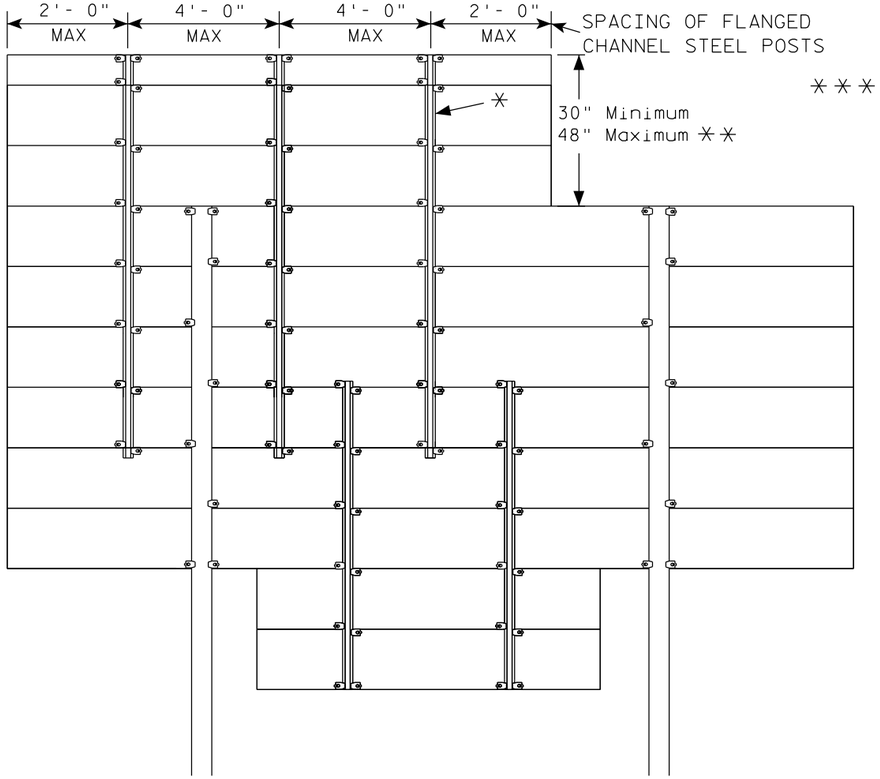
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 739	E

GROUND MOUNTED SIGN



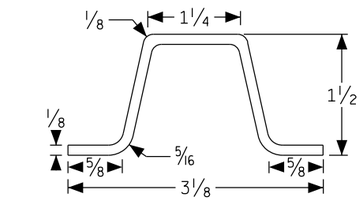
✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

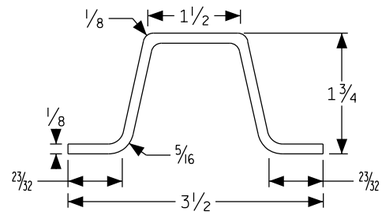
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

NOT TO SCALE

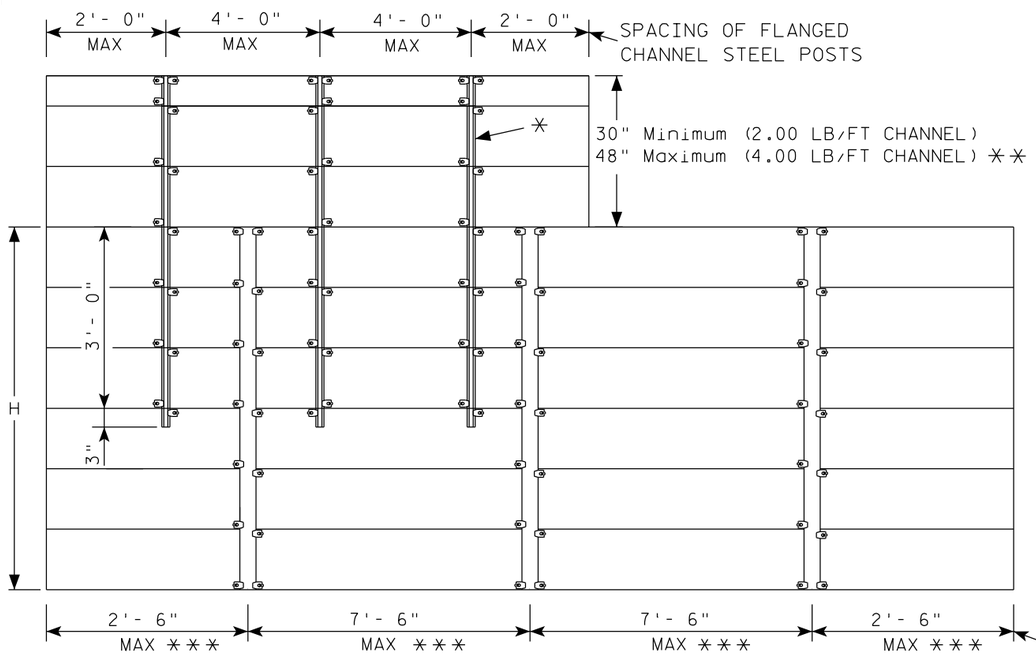


2.00 LB/FT CHANNEL



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

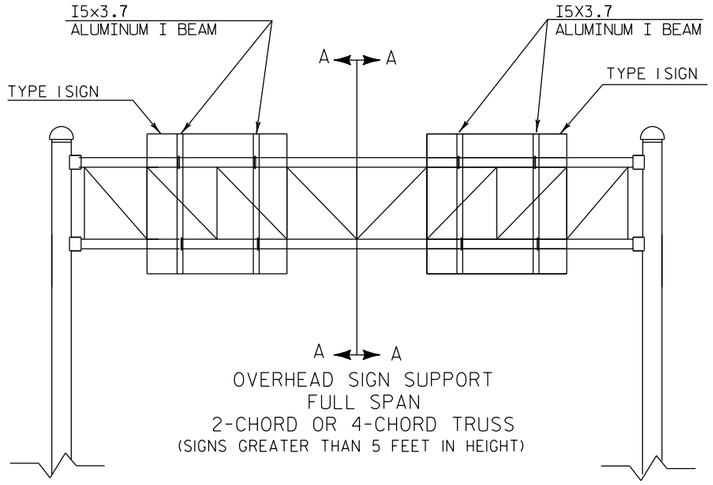
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER 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

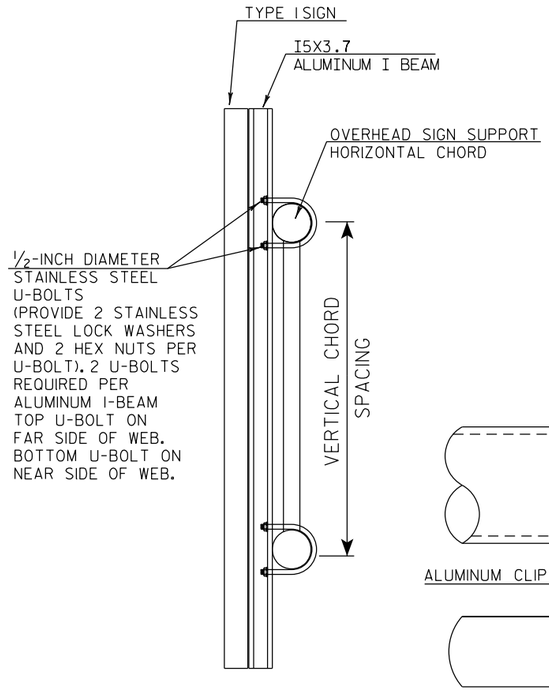
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

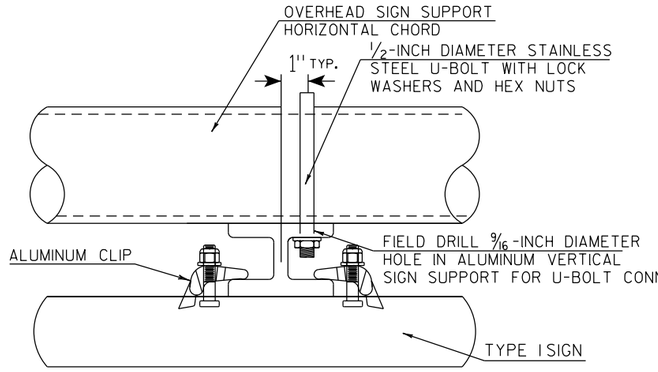
DATE 1/07/20 PLATE NO. A4-6.12



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



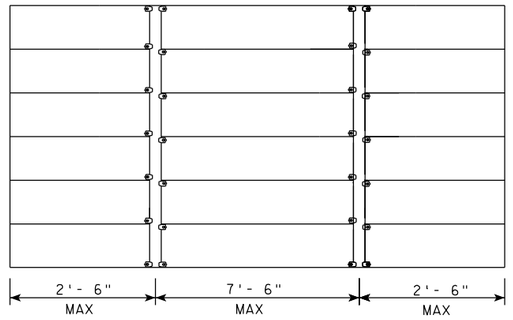
CUT SECTION A-A



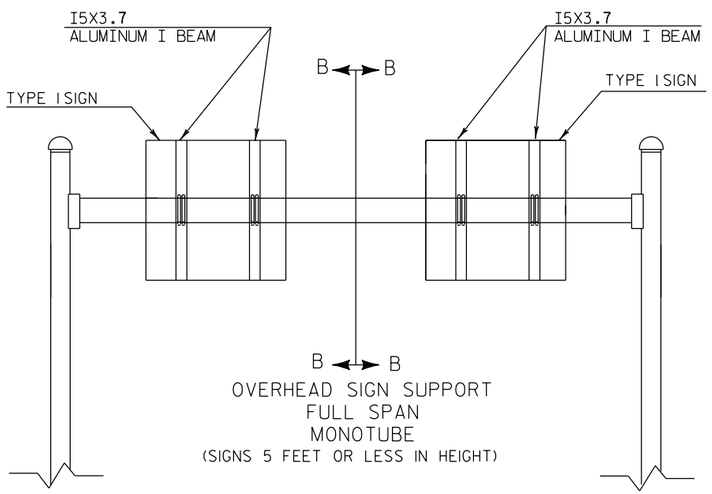
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

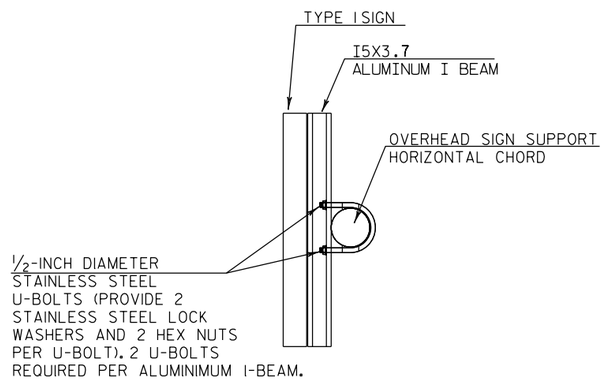
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



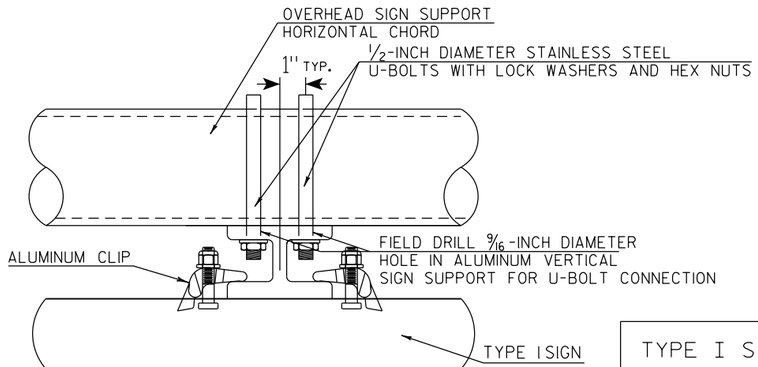
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW

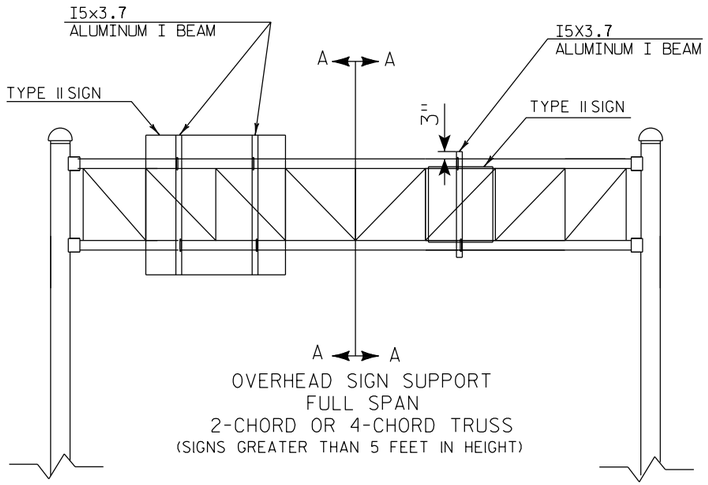
TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

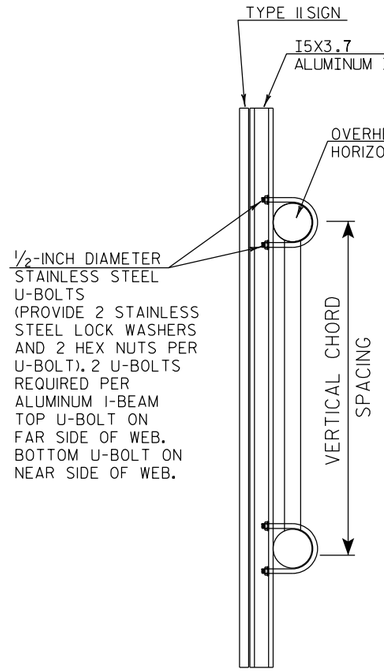
APPROVED Matthew R Rauch
State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7A.1

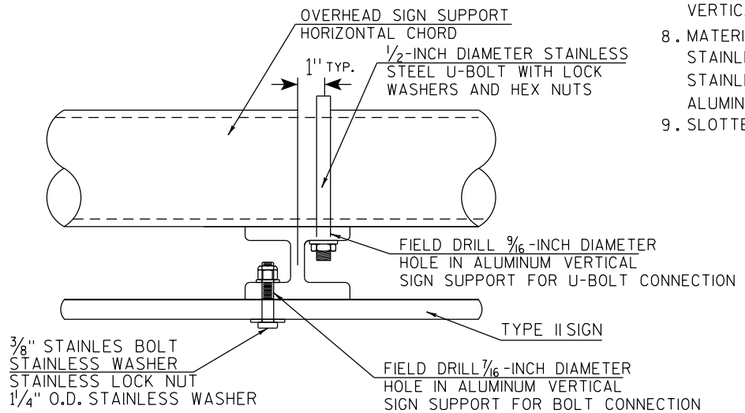
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 741	E



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



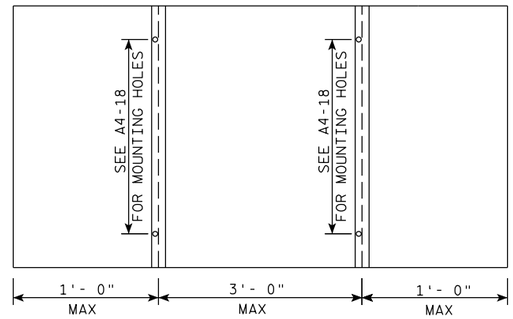
CUT SECTION A-A



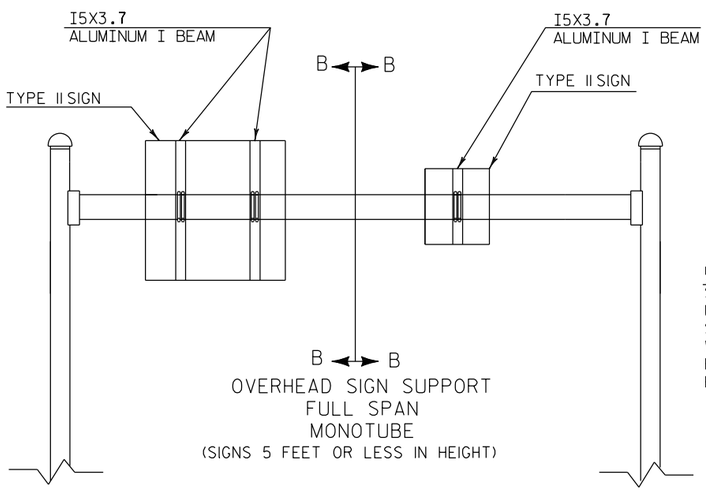
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

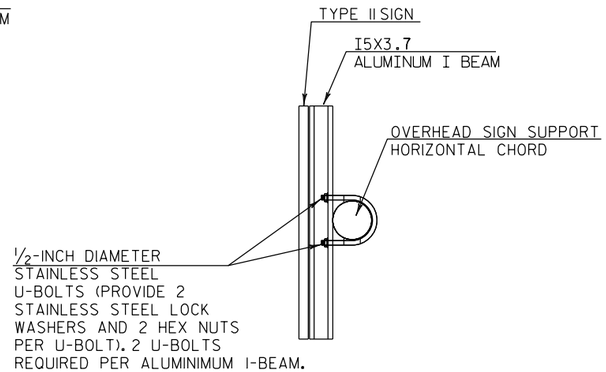
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



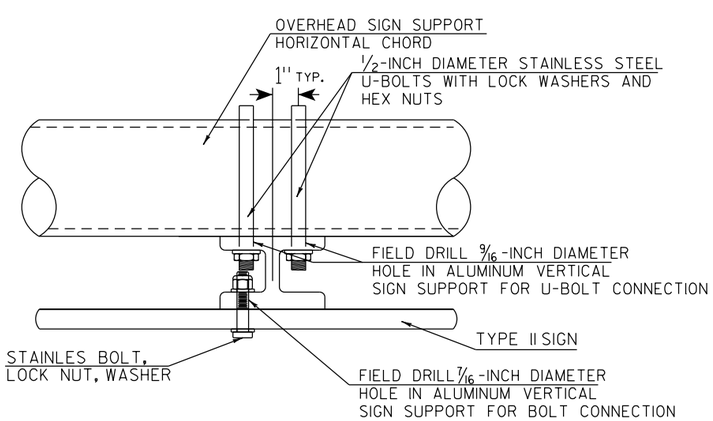
SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



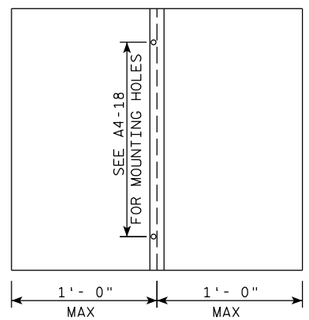
OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW



SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT

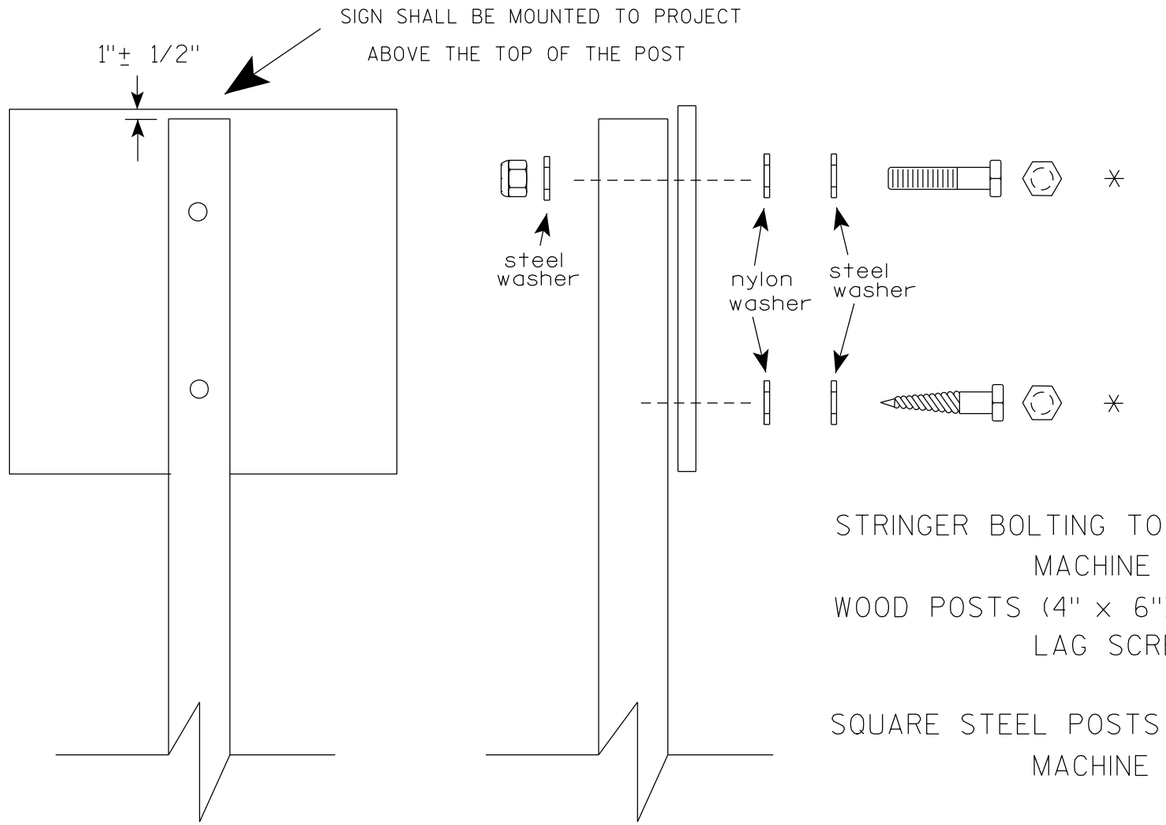
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 742	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

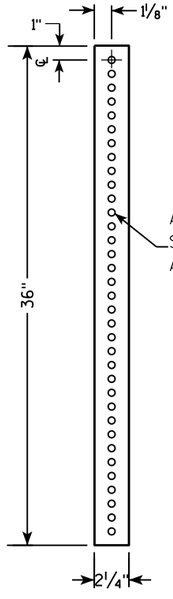
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

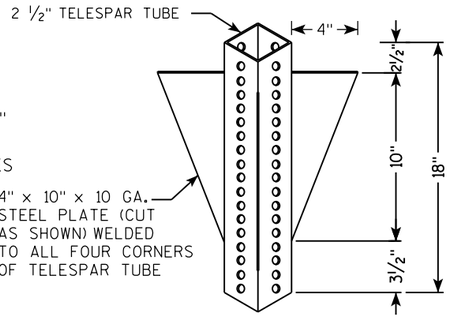
SHEET NO: 743 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

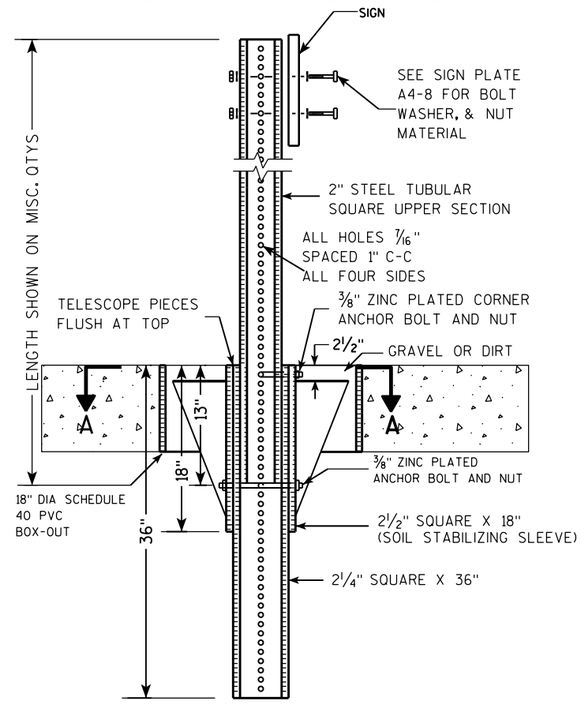
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



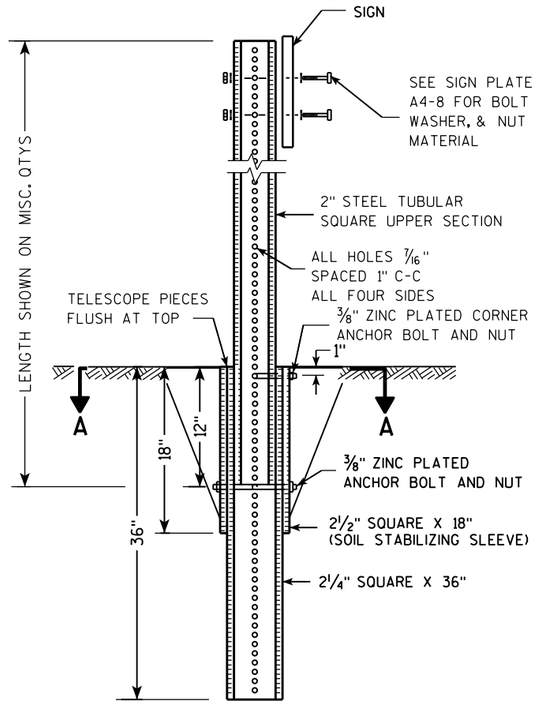
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

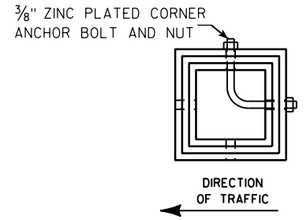


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

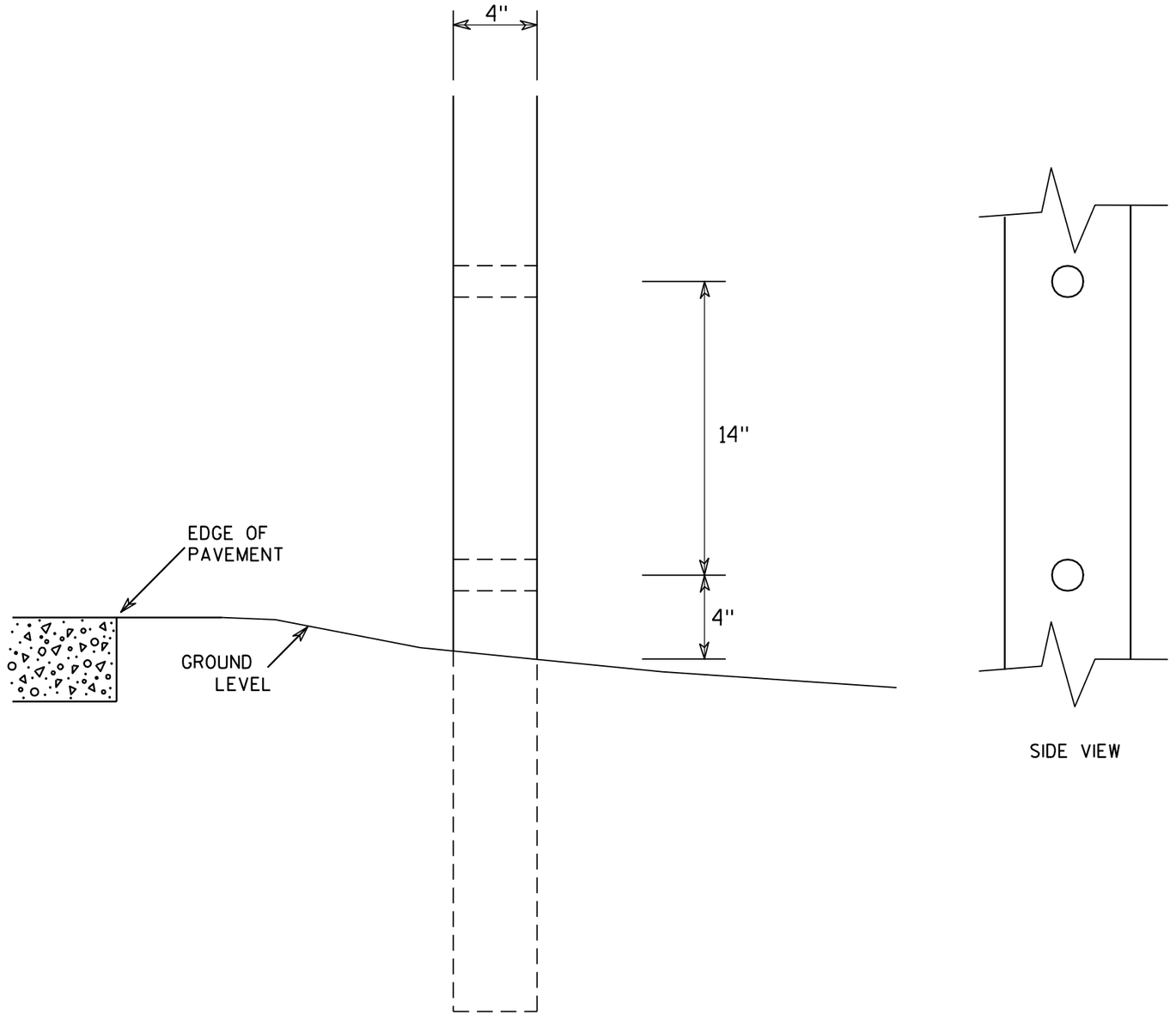
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 744 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

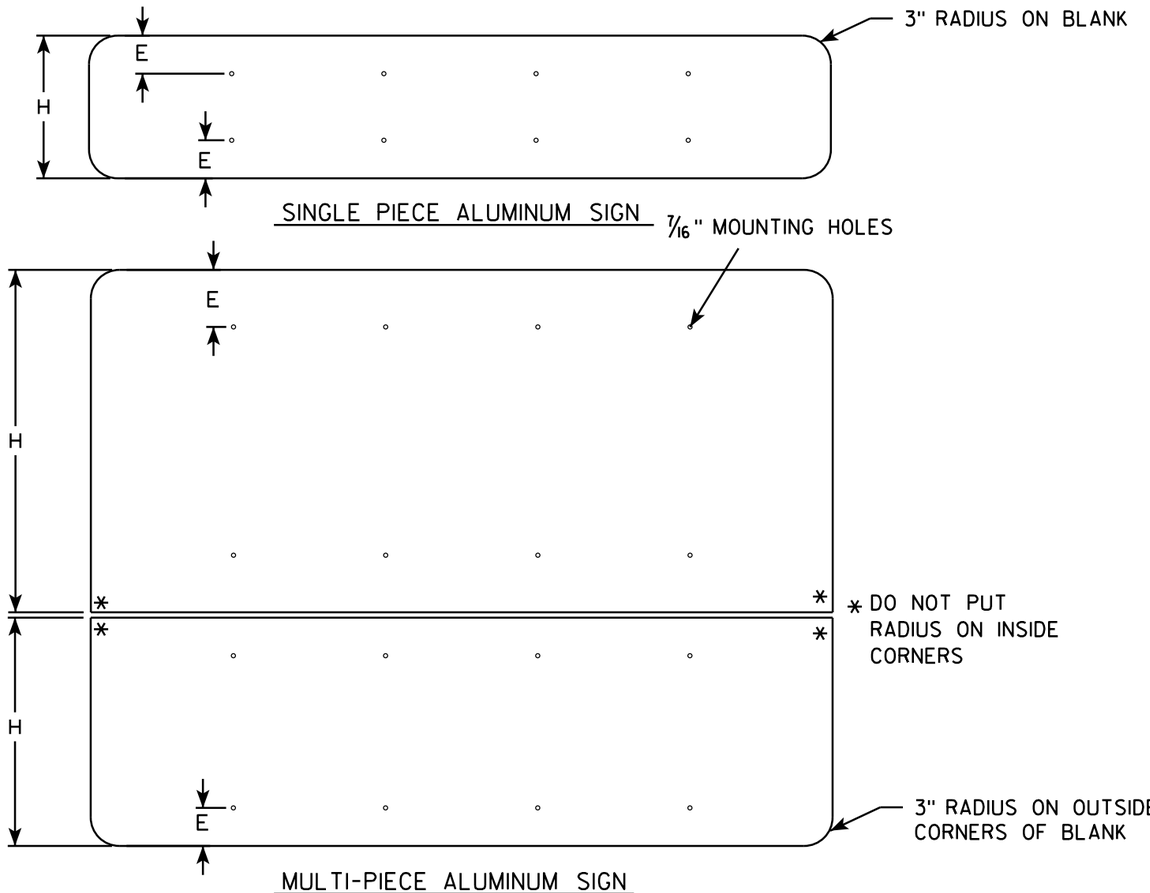
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

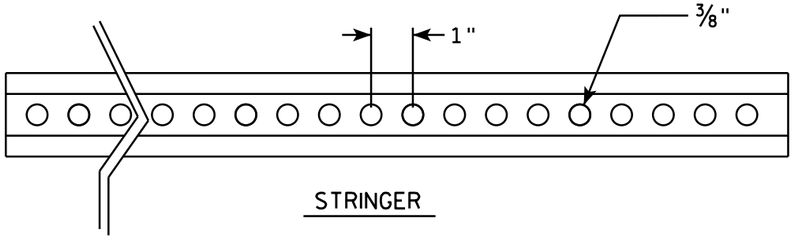
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 745	E



GENERAL NOTES

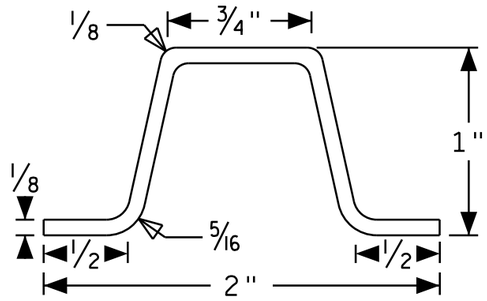
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

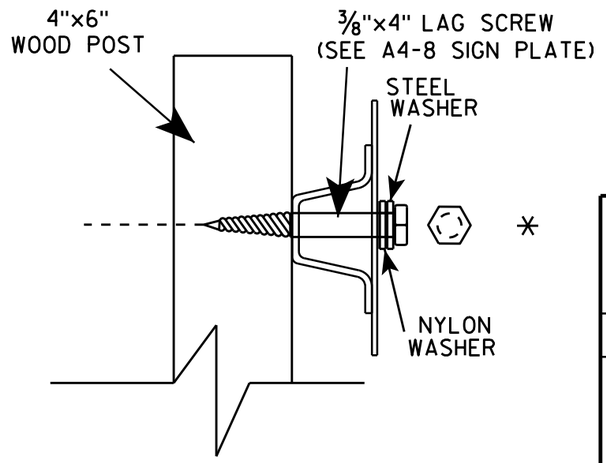


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

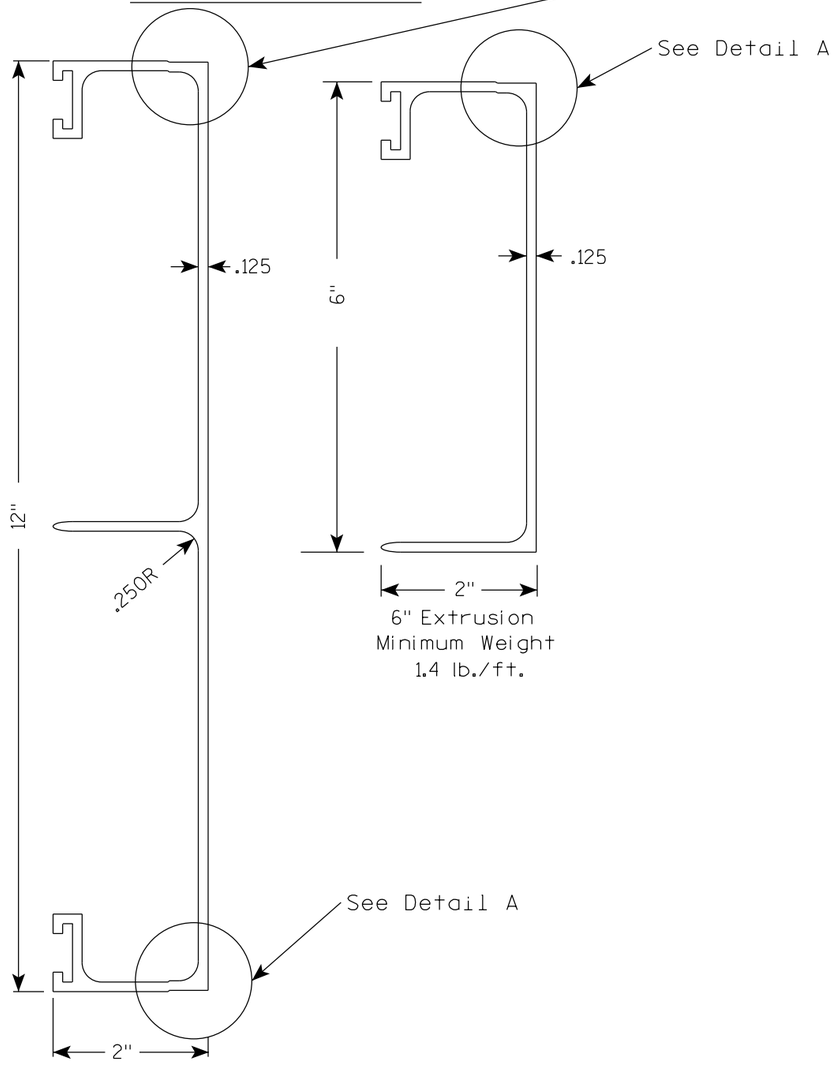
for State Traffic Engineer

DATE 4/26/16 PLATE NO A4-18.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000

Extruded Shape

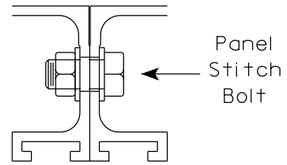


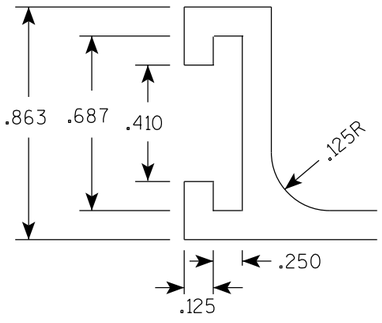
Hardware

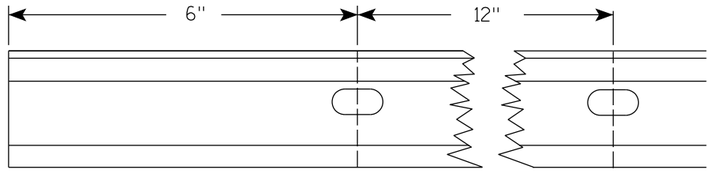
STITCH BOLT, WASHER & NUT

The hardware includes:

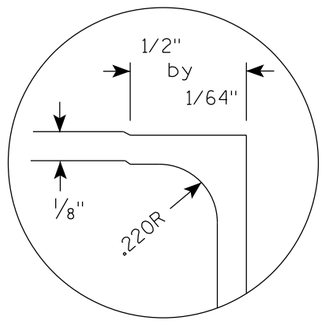
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy







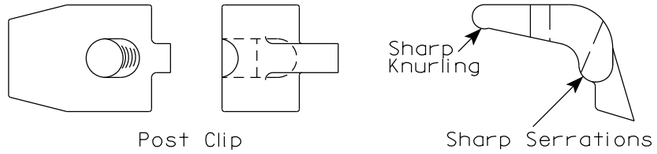
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

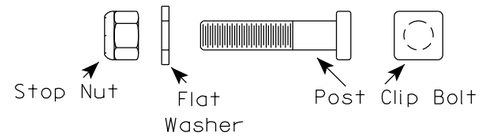


DETAIL A (EDGE WRAP JOINT)

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.

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: 747 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A52.DGN PLOT DATE : 7-Jan-2020 PLOT BY : dotc4c

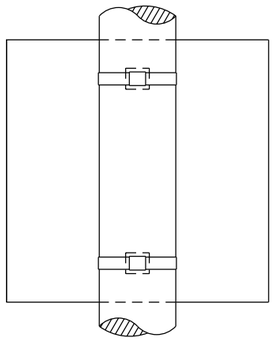
WISDOT/CADDS SHEET 42

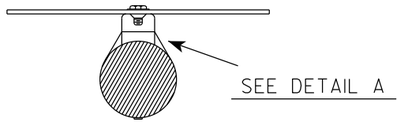
7

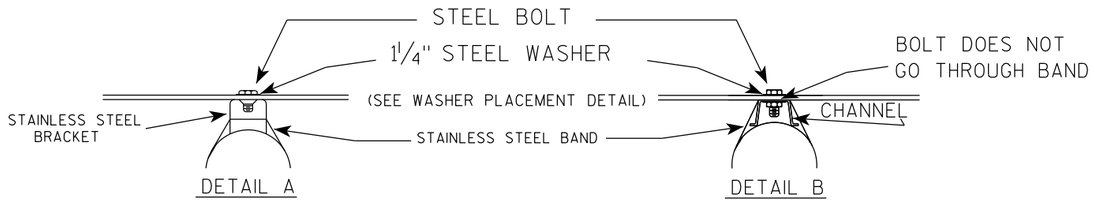
7

BANDING

SINGLE SIGN



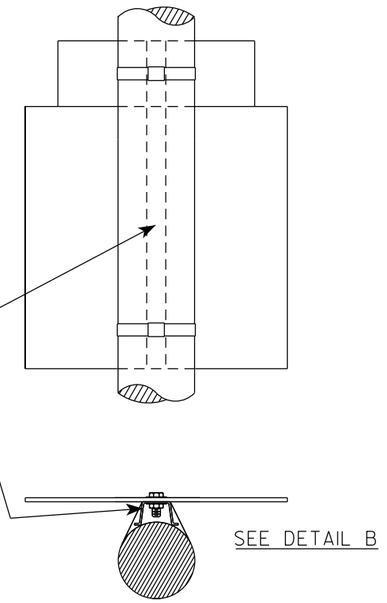




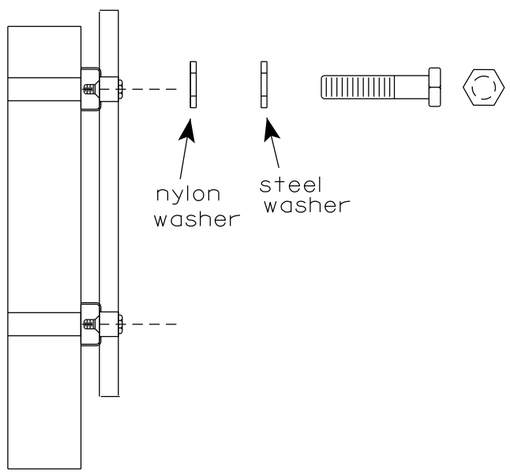
GENERAL NOTES

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

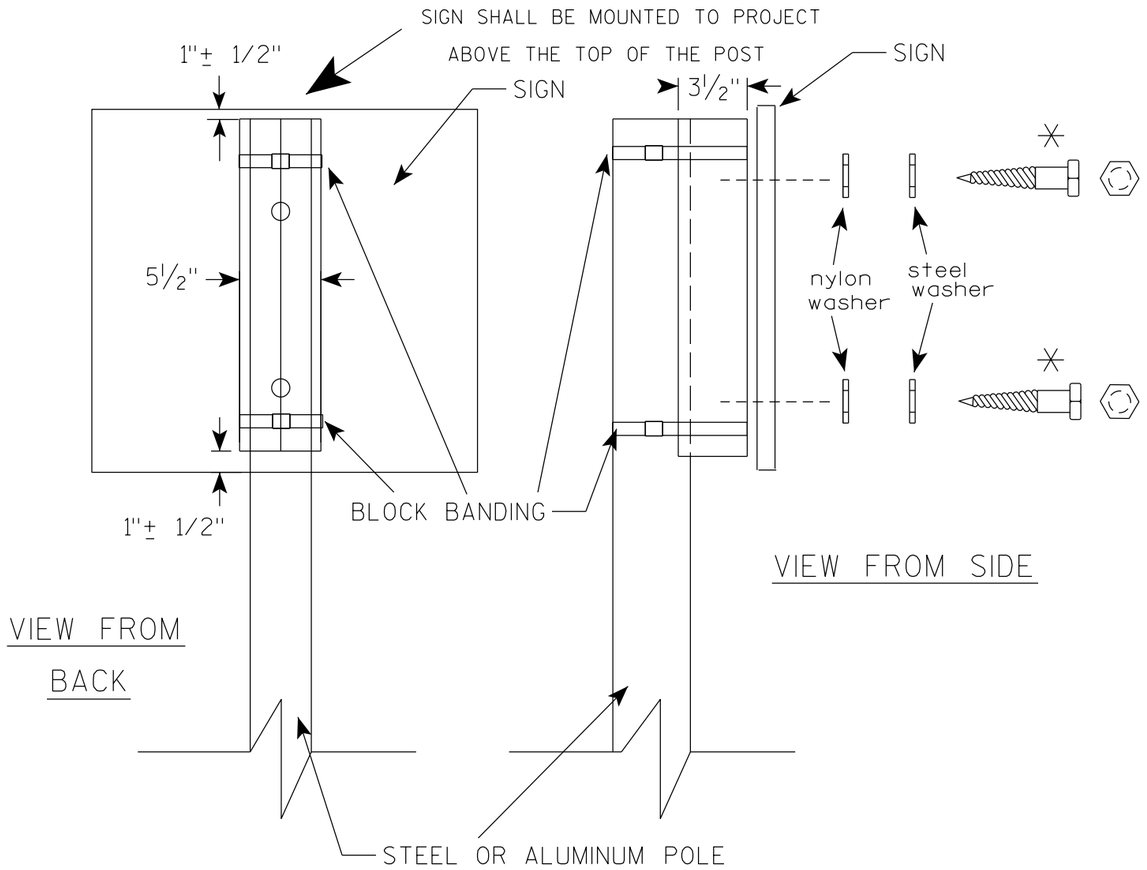
STANDARD SIGN
SIGN BANDING DETAILS

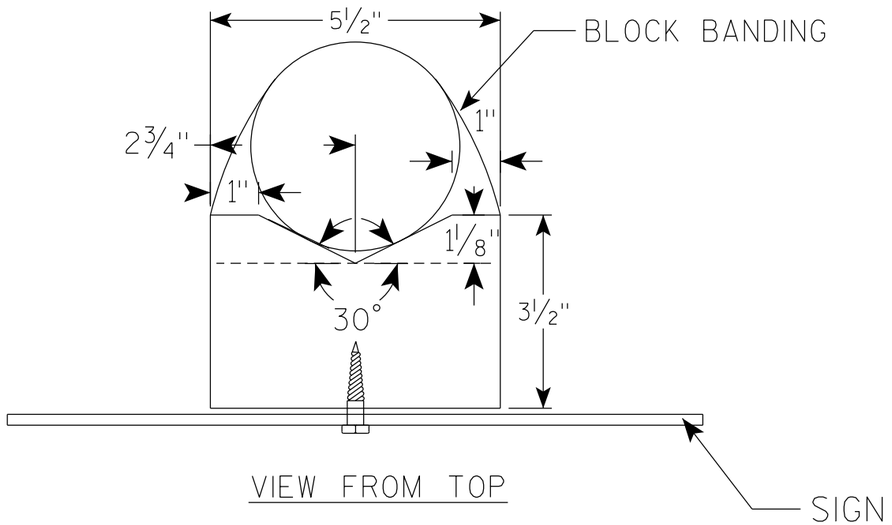
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 748	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

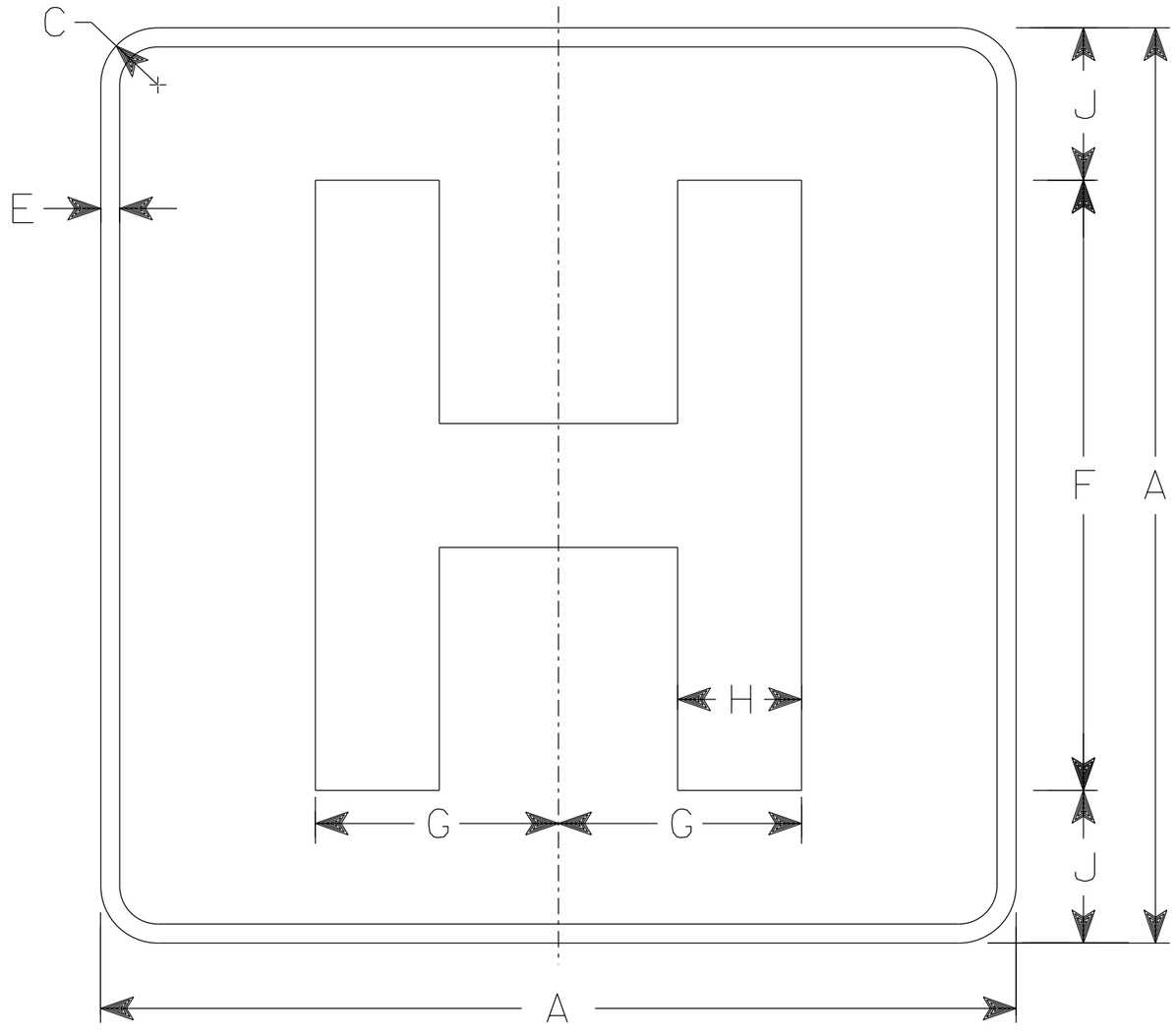
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 749 E



D9-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2		1/2	12	4 3/4	2 3/8		3																	2.25
2S	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
2M	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

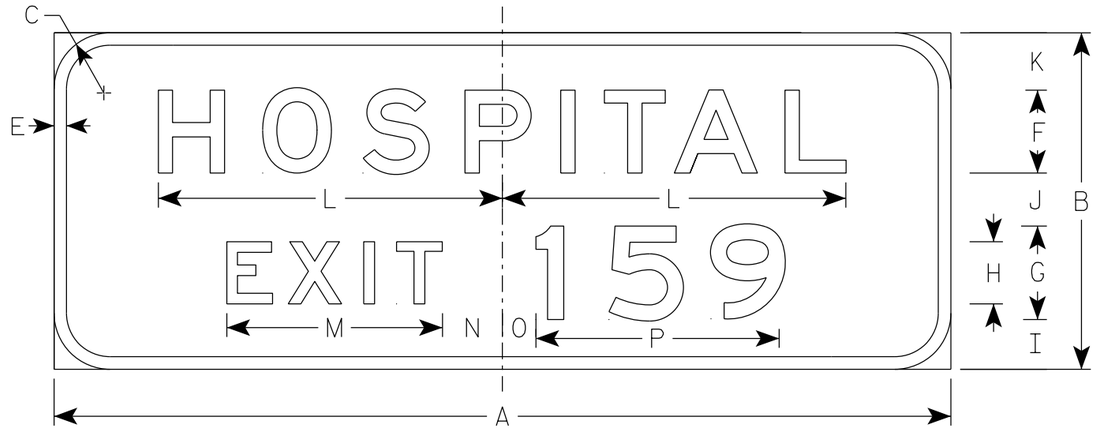
DATE 1/25/2023 PLATE NO. D9-2.6

PROJECT NO:

SHEET NO: 750 E

NOTES

1. Sign is Type I - Type SH Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E
4. Apply proper Exit Numbers and letters, optically center to adjust spacing to achieve proper balance.



E10-61

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	9		2	13 3/8	15	10	8	8 1/2	9 1/4	55 1/4	34 5/8	9 5/8	5 3/8	39											54.0
5	144	54	9		2	13 3/8	15	10	8	8 1/2	9 1/4	55 1/4	34 5/8	9 5/8	5 3/8	39											54.0

TYPICAL SIGNS

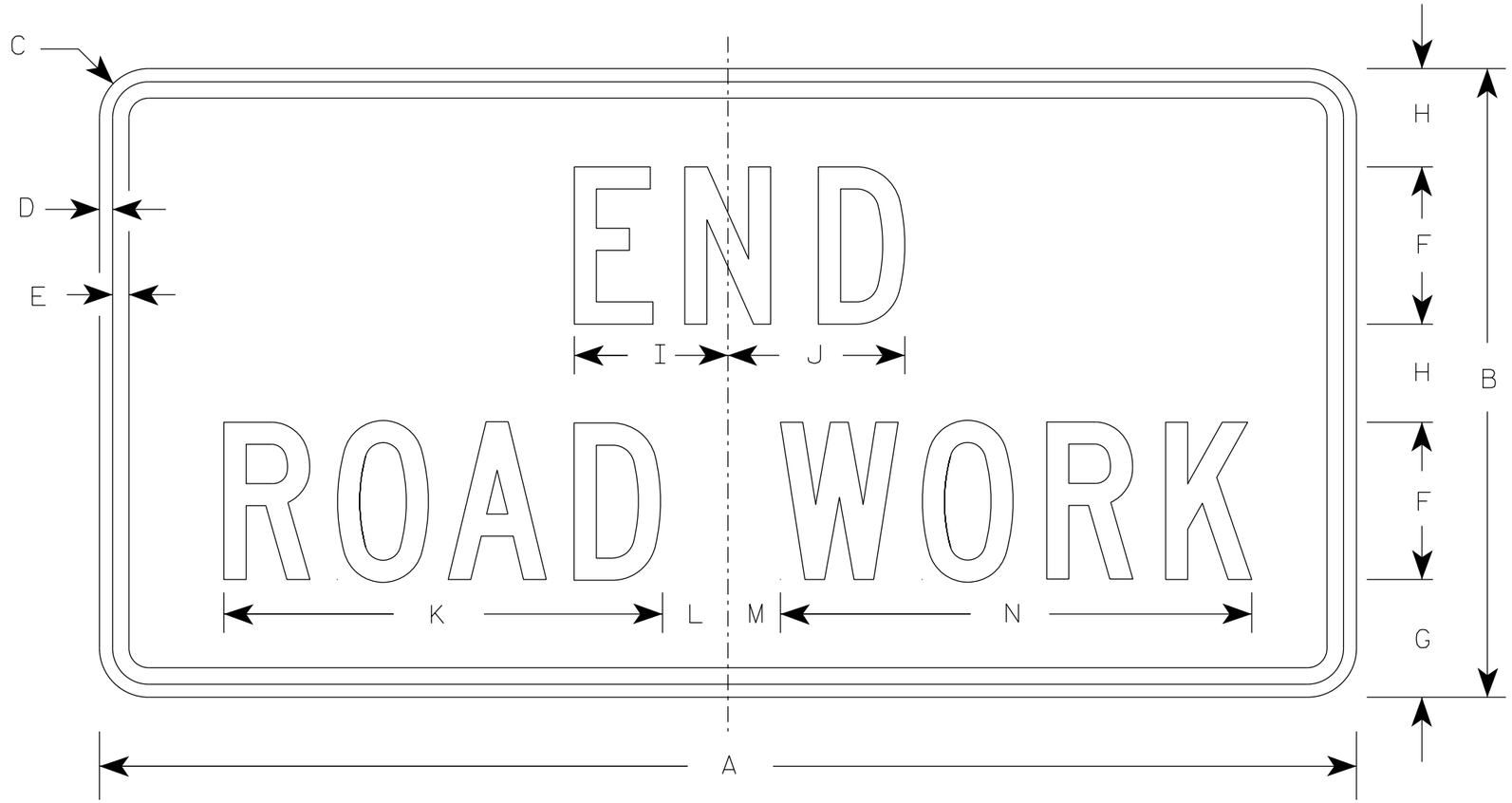
E10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/5/2020 PLATE NO. E10-61.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 751 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 752 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum



G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

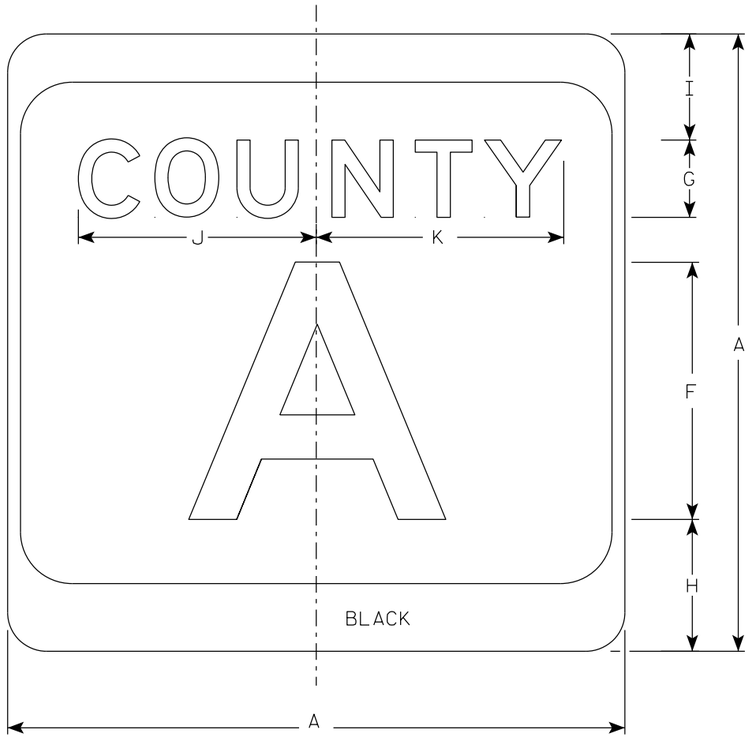
DATE 5/13/15 PLATE NO G20-60.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

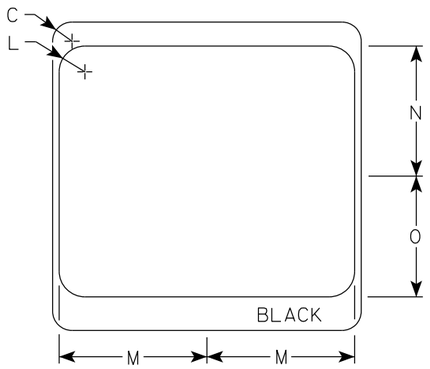
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42

7

7

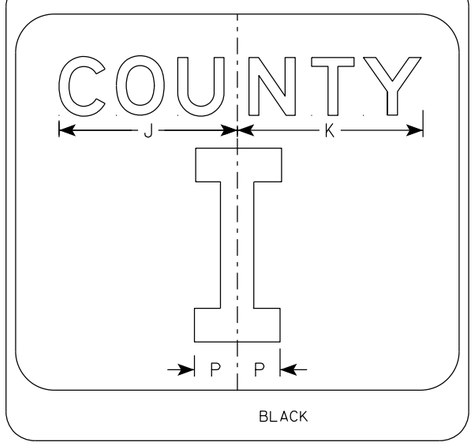


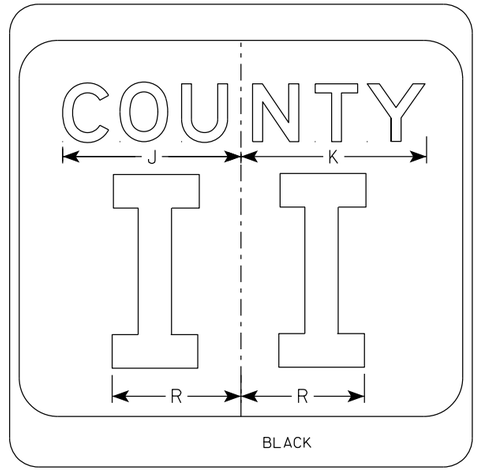
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center 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	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

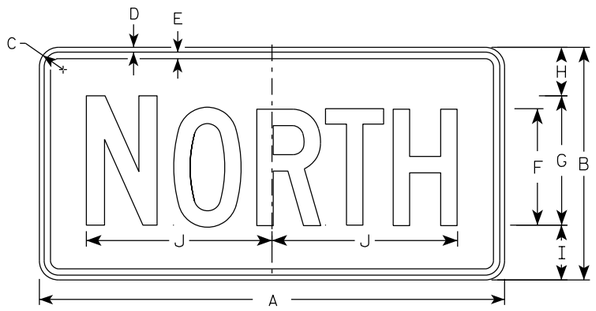
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

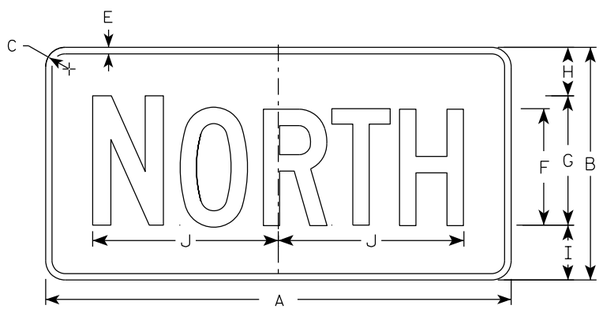
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

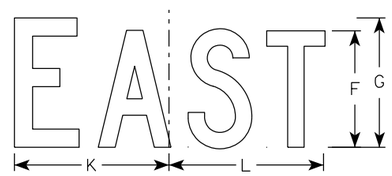
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 754	E



M3-1
MM3-1
MP3-1



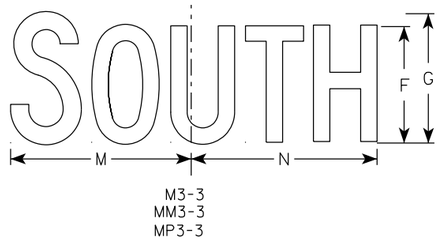
MB3-1
MK3-1
MN3-1



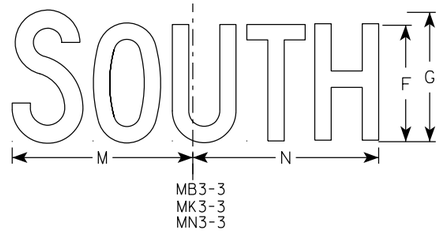
M3-2
MM3-2
MP3-2



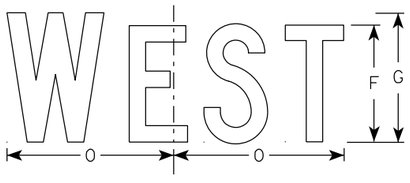
MB3-2
MK3-2
MN3-2



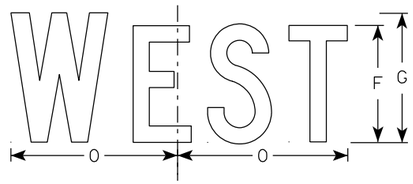
M3-3
MM3-3
MP3-3



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 Reflective
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																											
2S	24	12	1 1/2	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												2.00
2M	24	12	1 1/2	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												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

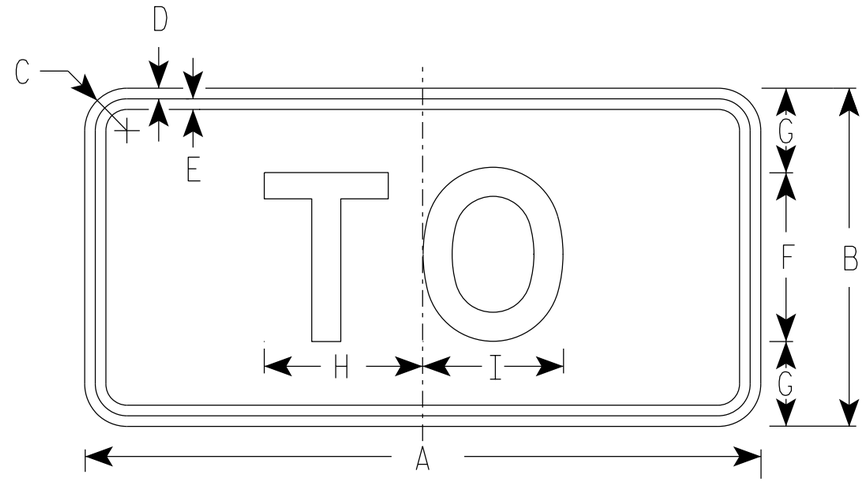
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

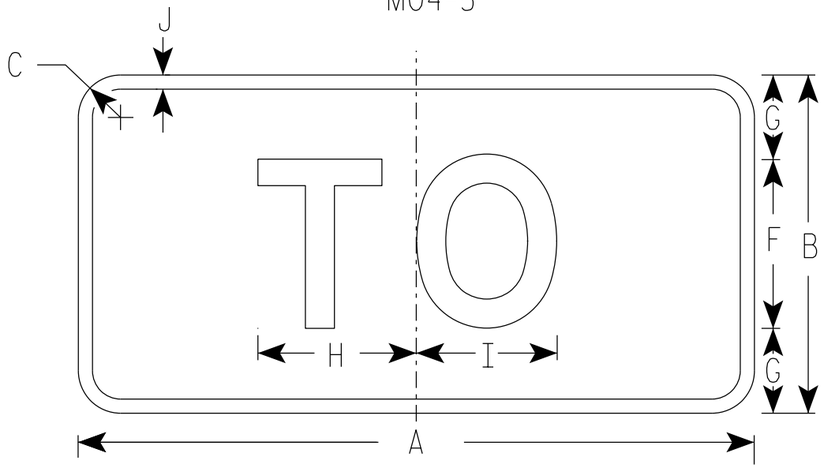
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 755 | E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black
   MB4-5 Background - Blue
   Message - White
   MK4-5 Background - Green
   Message - White
   MM4-5 Background - White
   Message - Green
   MN4-5 Background - Brown
   Message - White
   MP4-5 Background - White
   Message - Blue
   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
2M	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
3	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
4	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
5	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5

STANDARD SIGN
M4-5

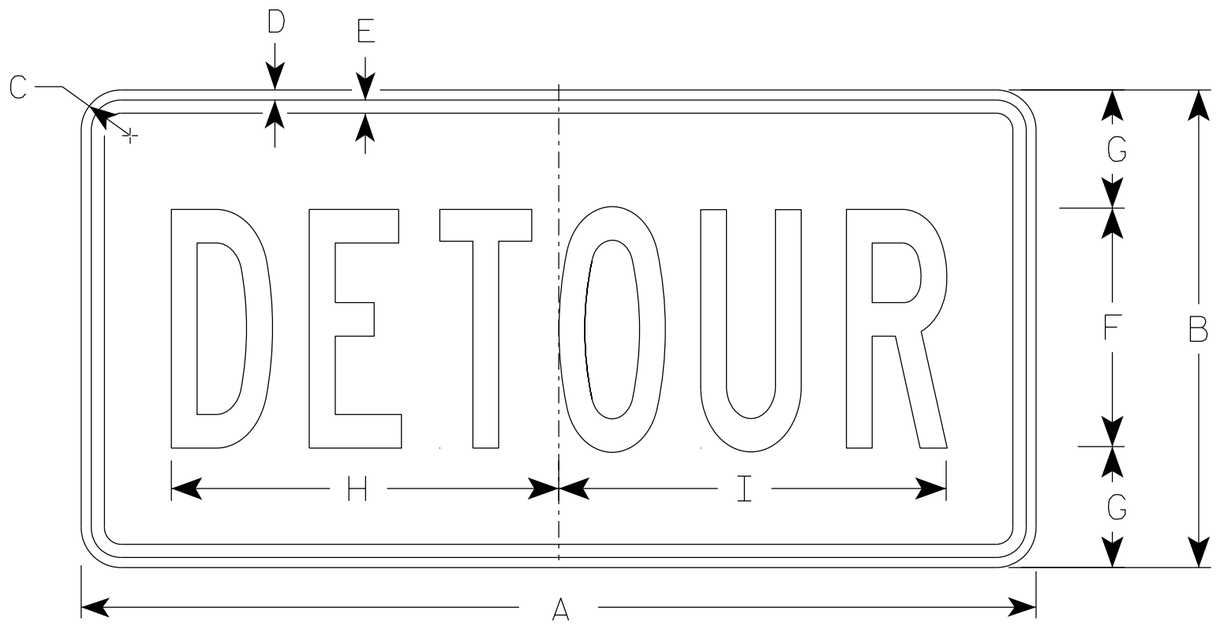
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 756 E

7



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

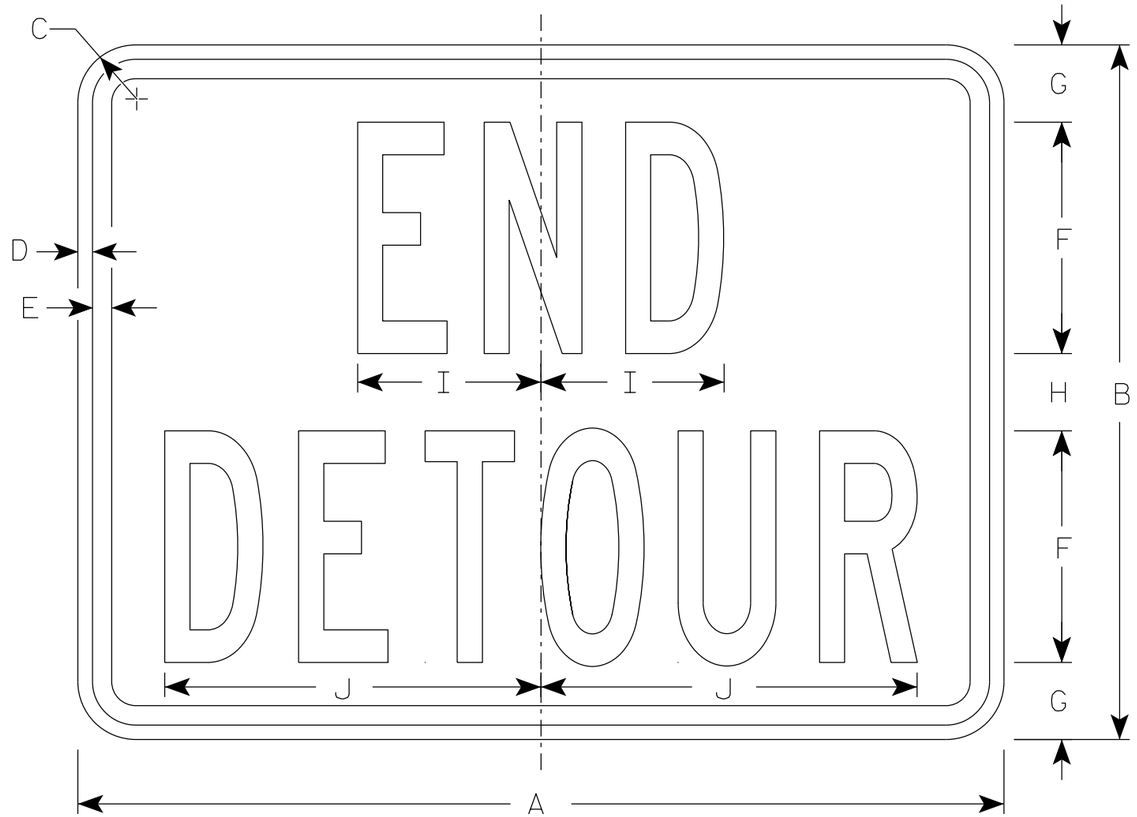
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 757	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

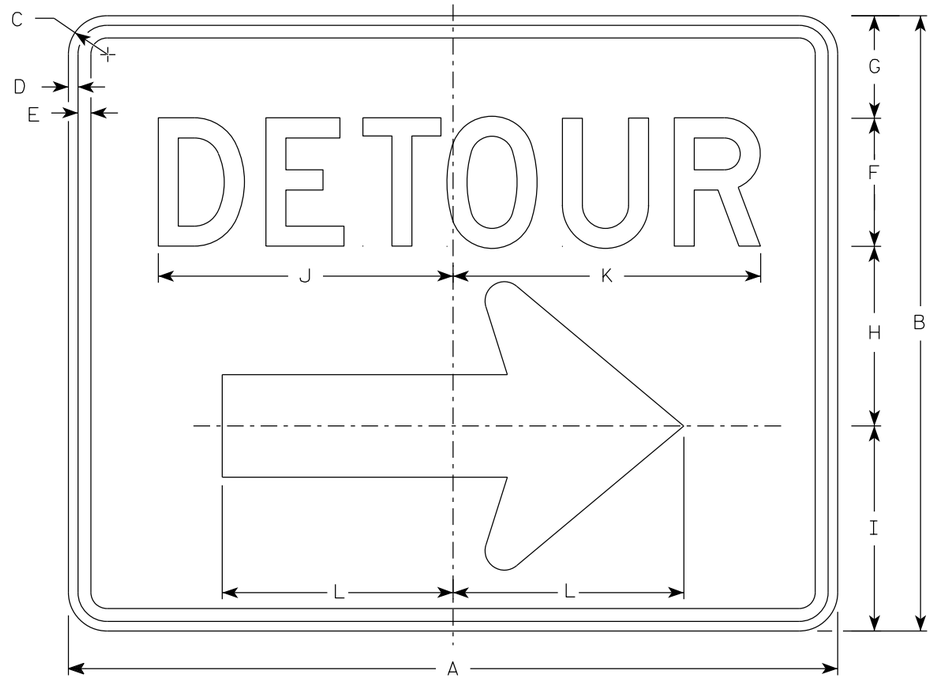
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

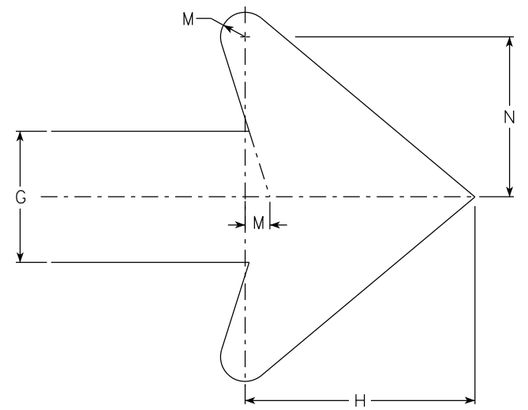
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 758 | E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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.
4. M4-9L is the same as M4-9R except the arrow is reversed.



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																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

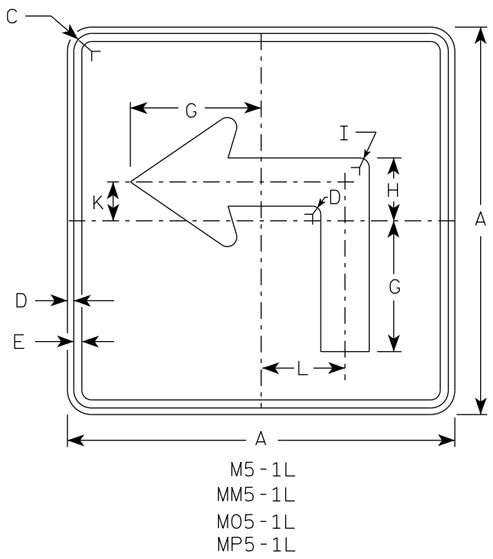
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

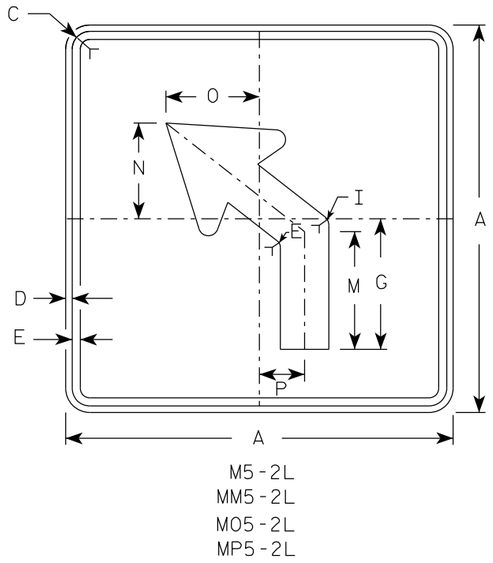
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

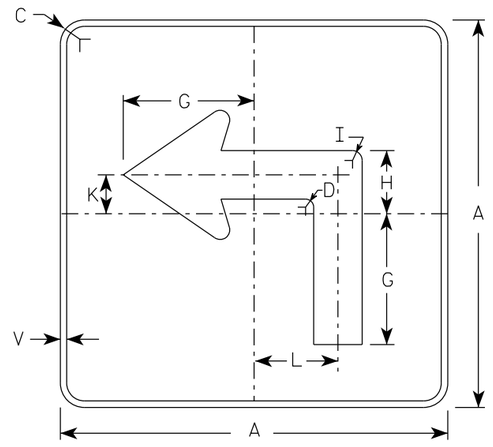
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



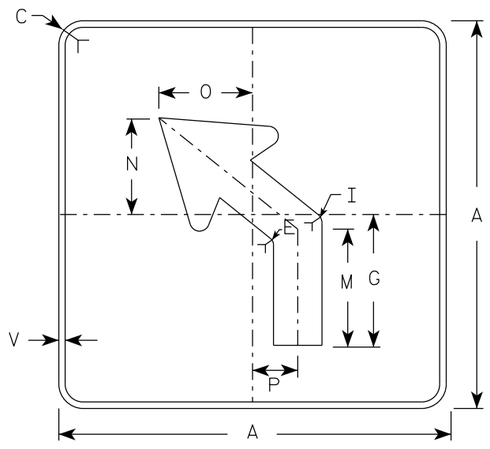
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

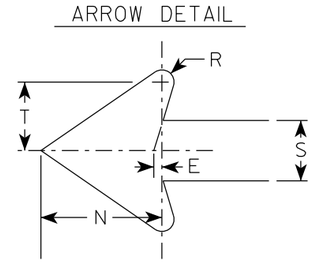


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

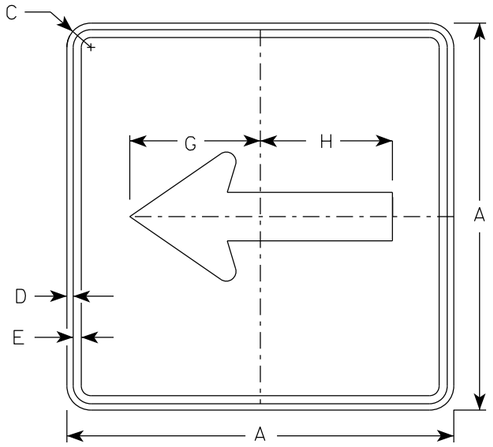
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

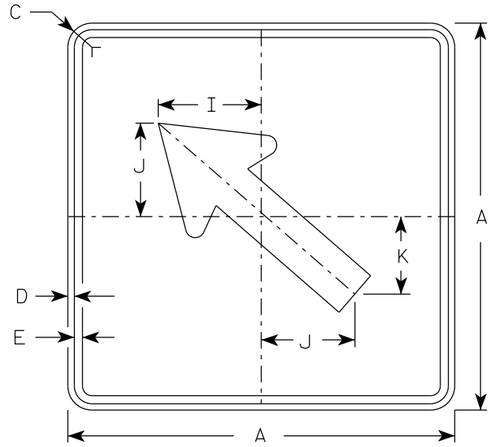
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

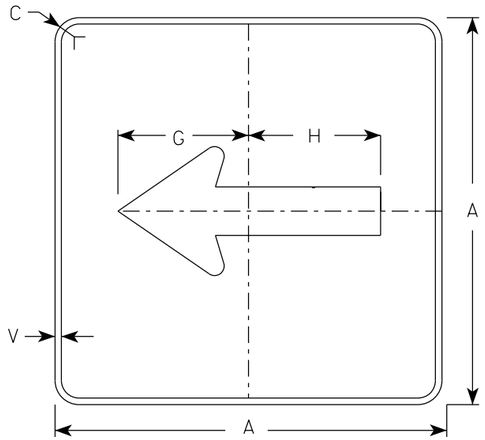
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 760 | E



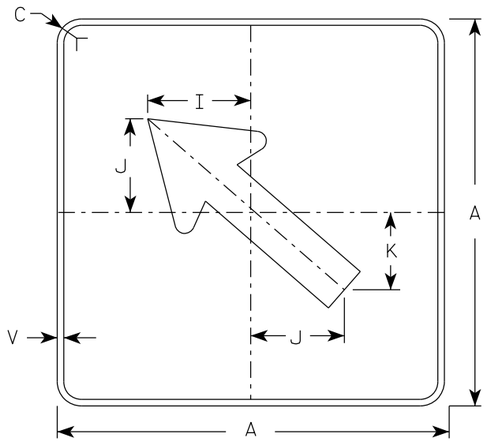
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

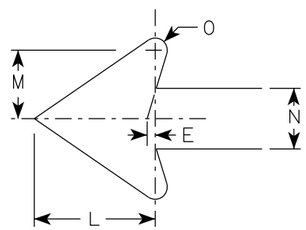


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

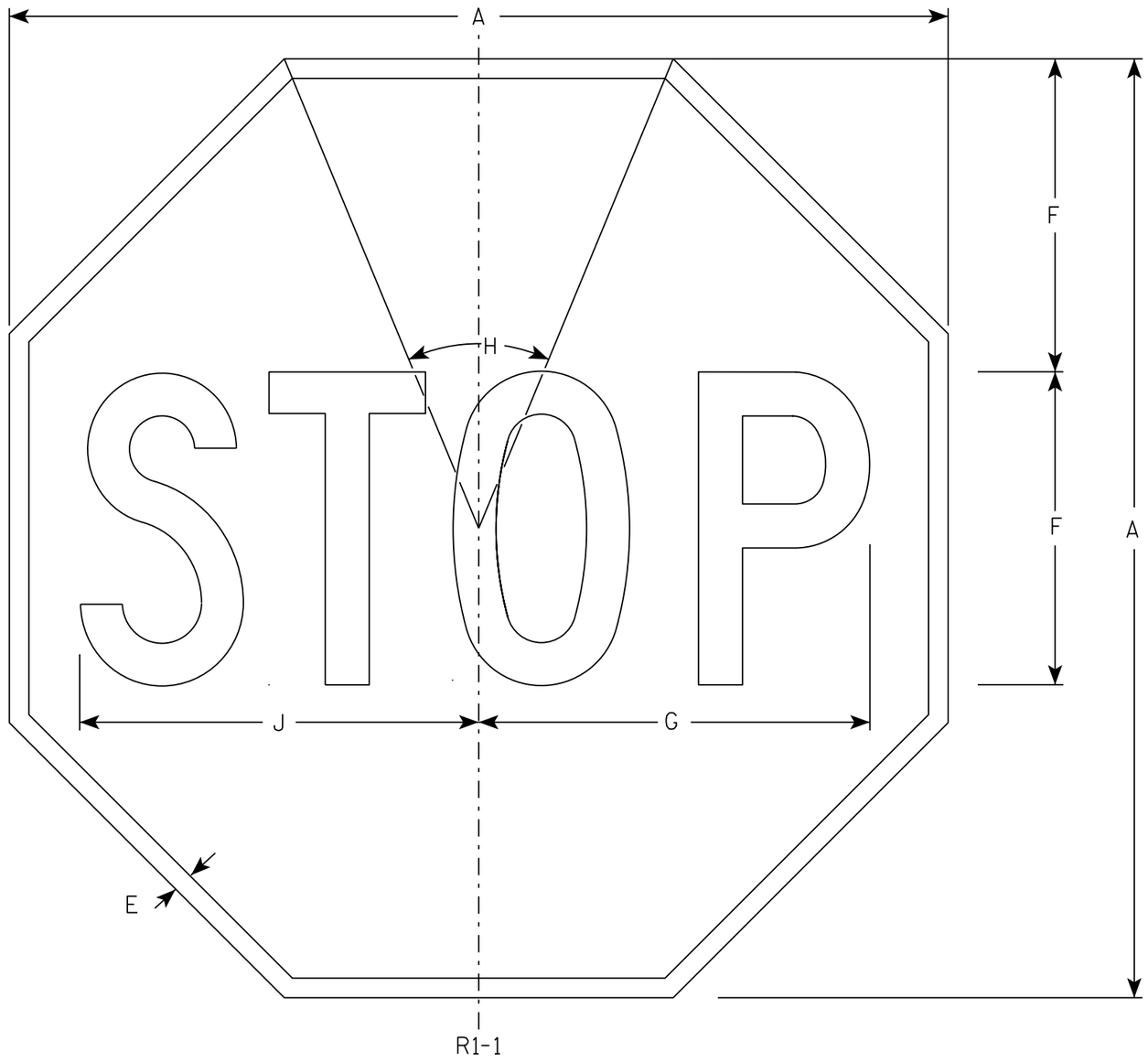
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 761 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message 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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

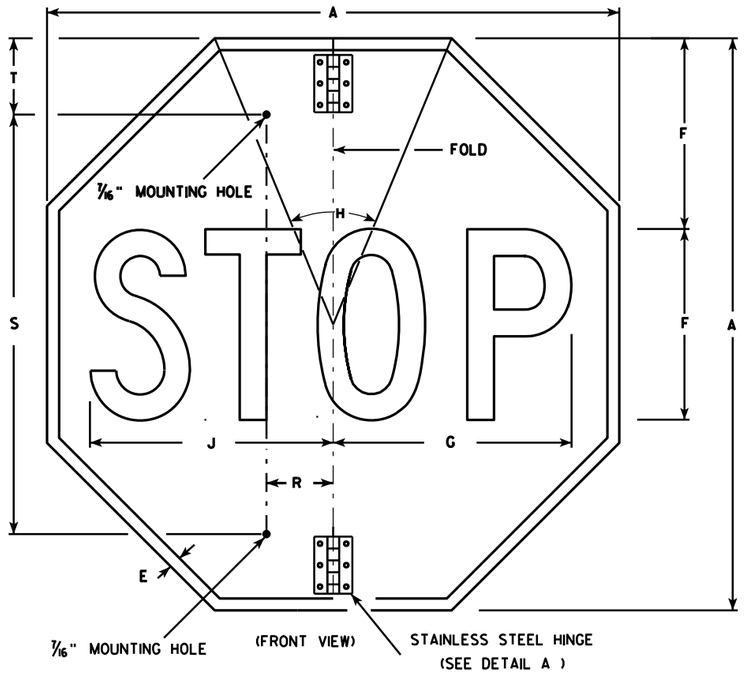
WISCONSIN DEPT OF TRANSPORTATION

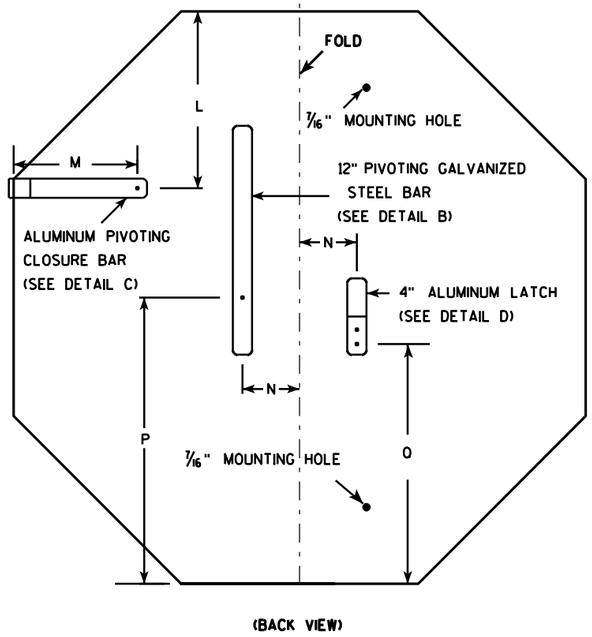
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

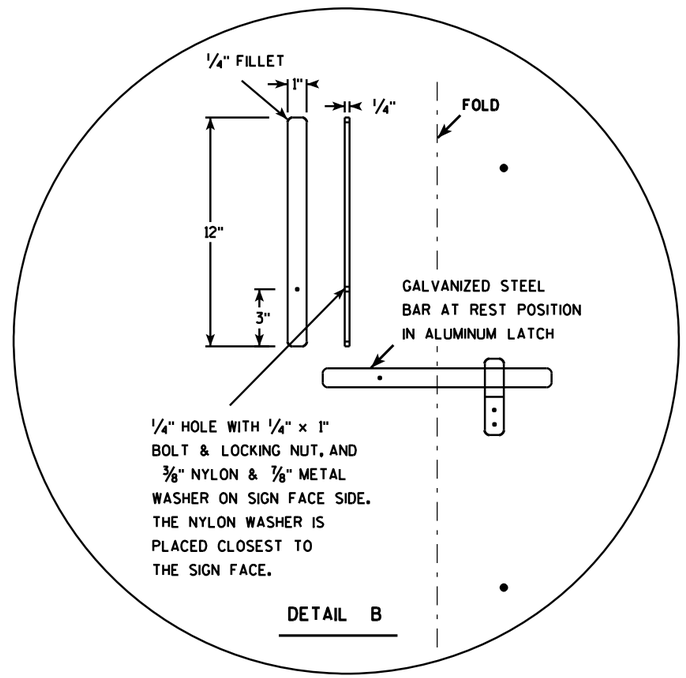
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 762	E



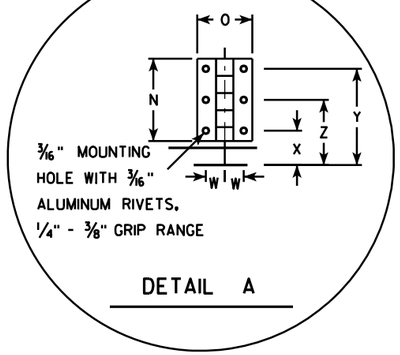


NOTES

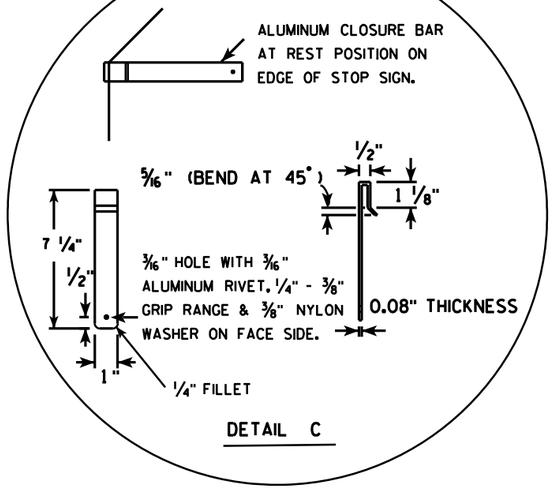
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



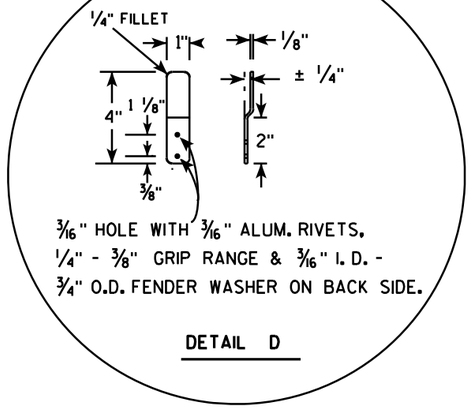
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

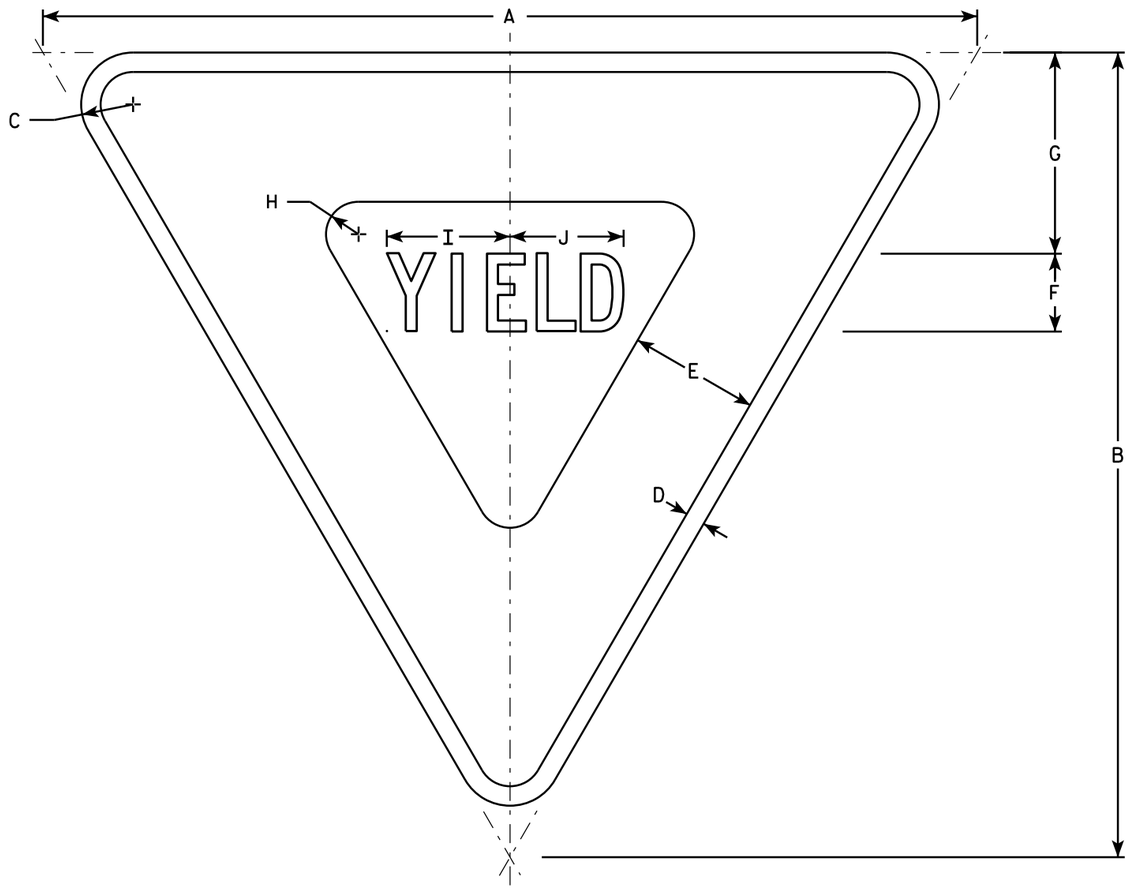
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 763 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



R1-2

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 - 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. The border strip and word message are reflectorized red.

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	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

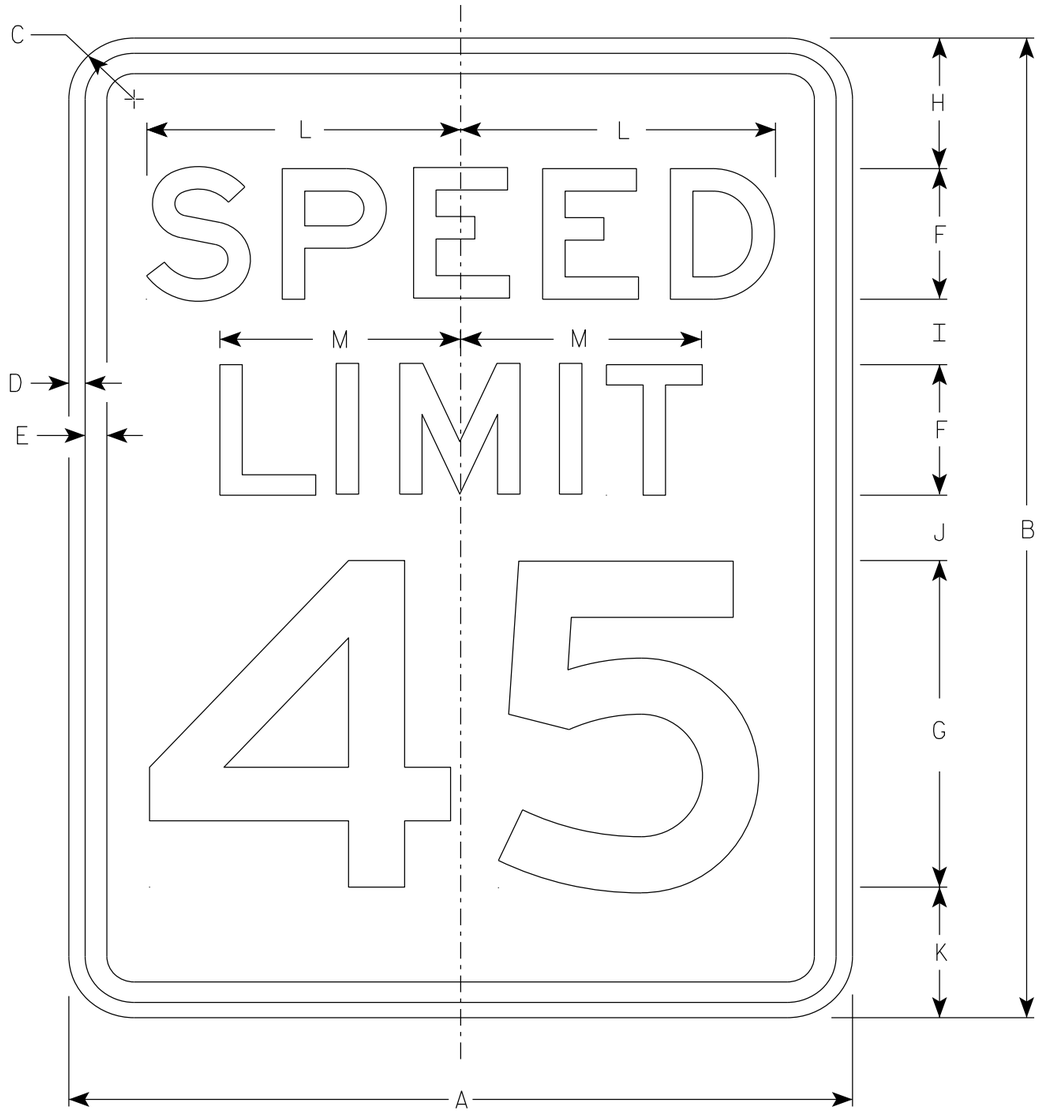
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

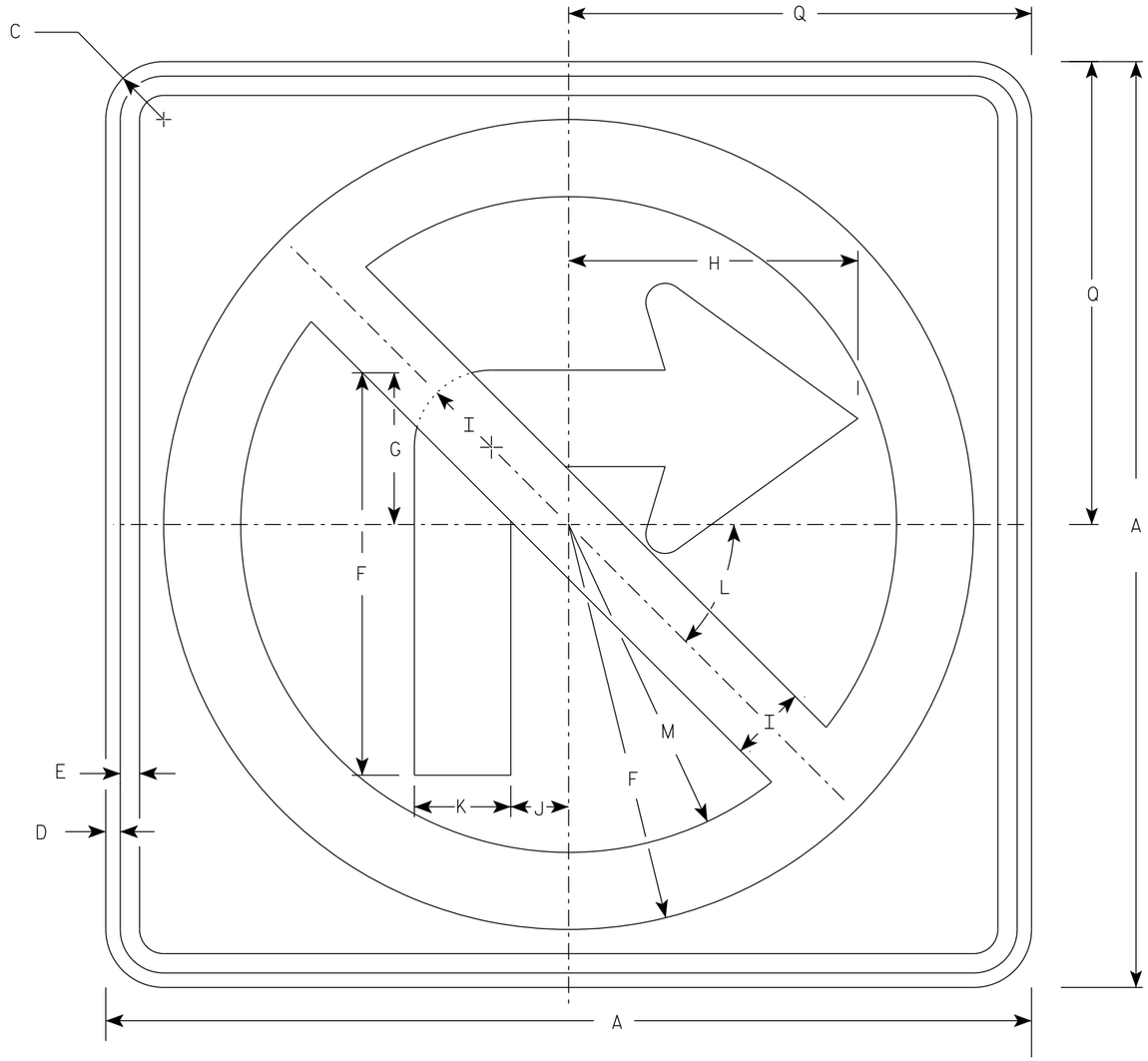
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

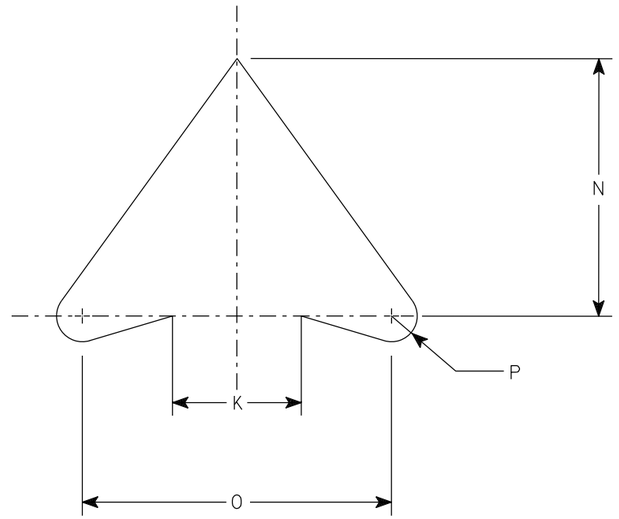
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 765 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

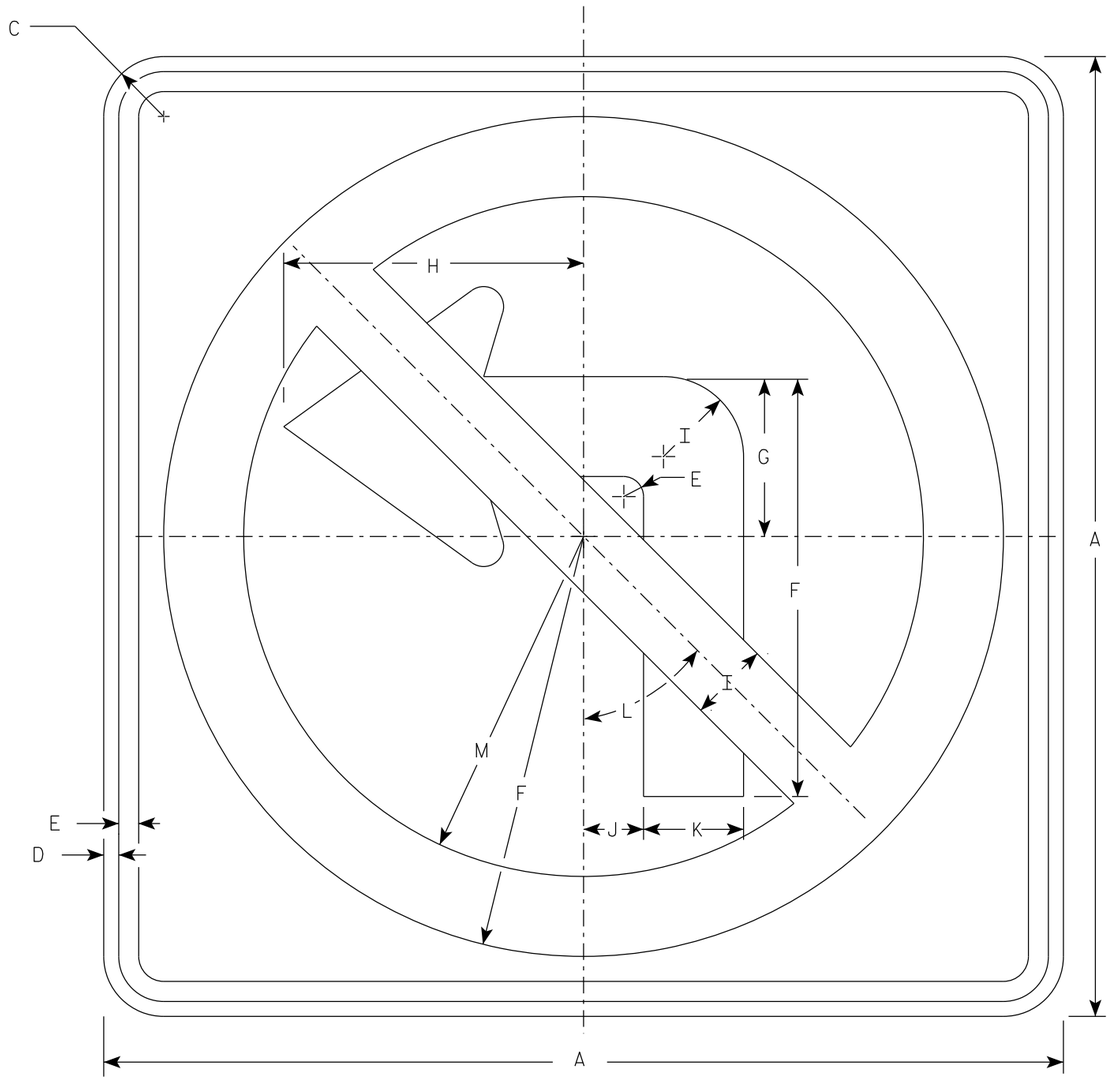
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

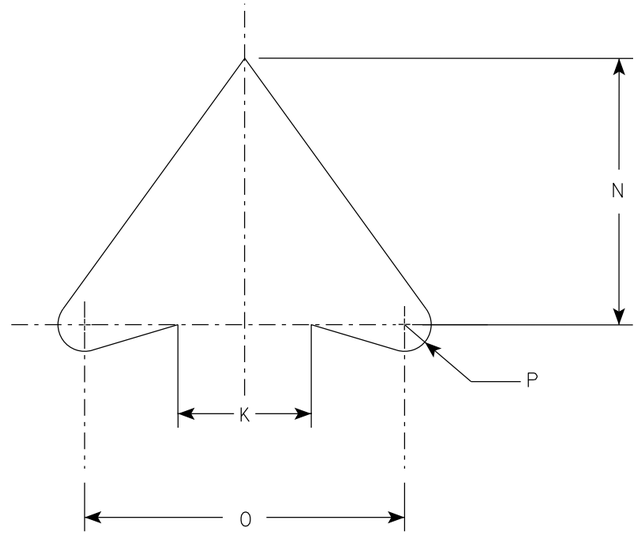
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 766 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

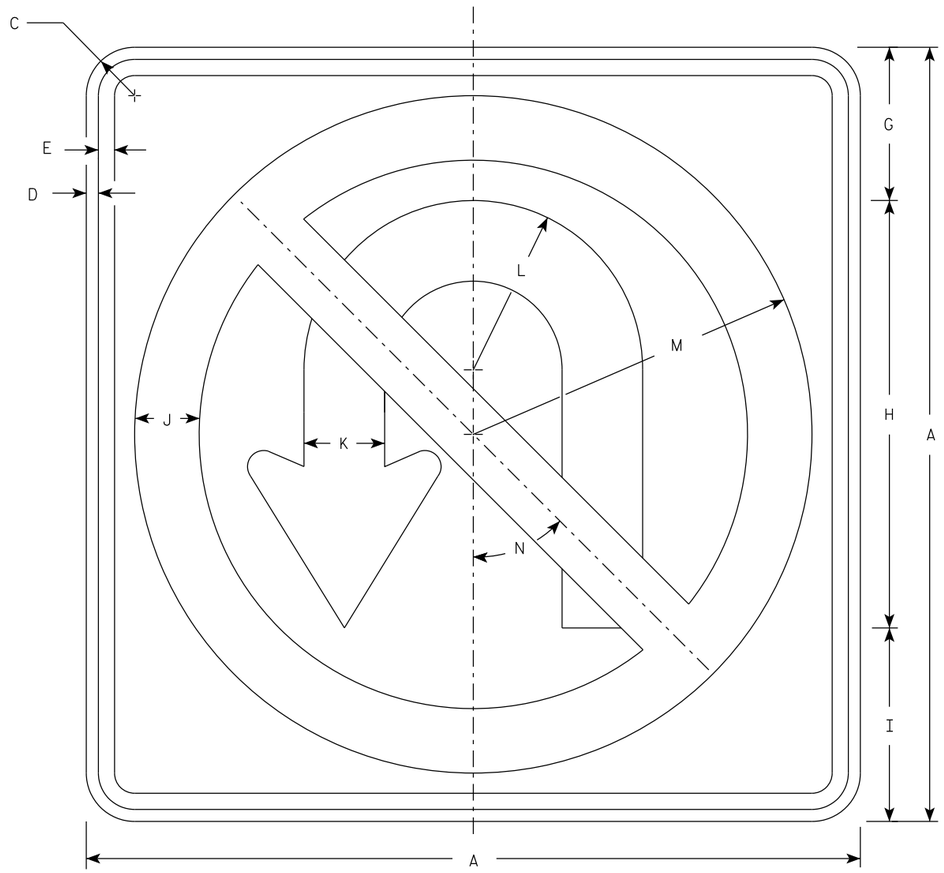
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

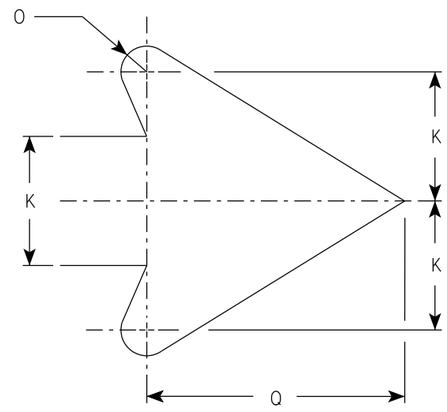
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 767 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

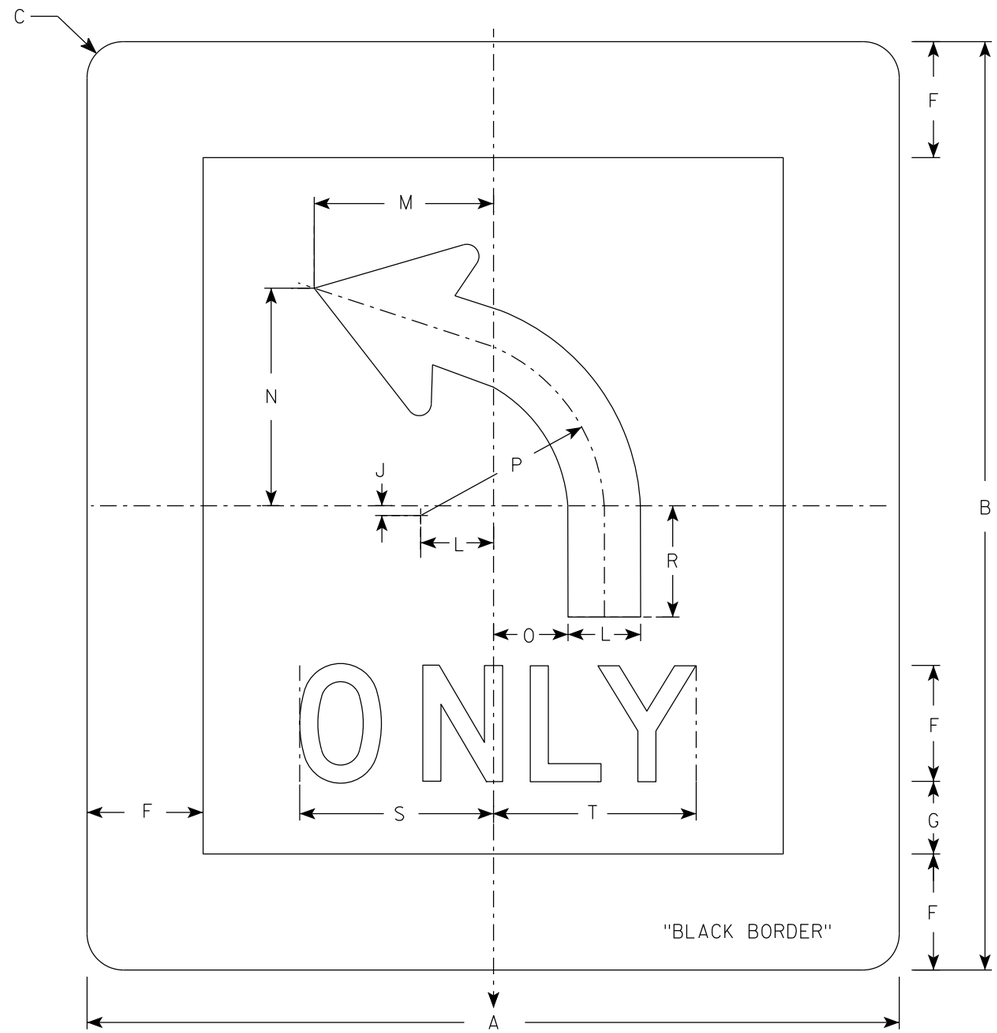
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

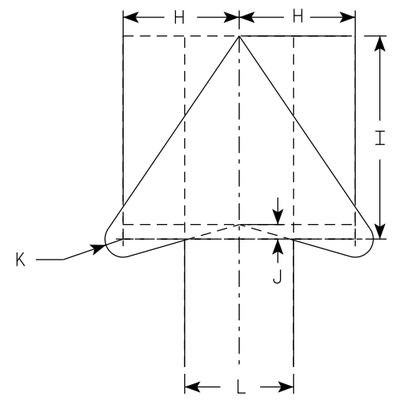
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 768	E



R3-5L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-5R is the same as R3-5L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48	1 7/8			6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							14.0
2M	42	48	1 7/8			6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							14.0
3																											
4																											
5																											

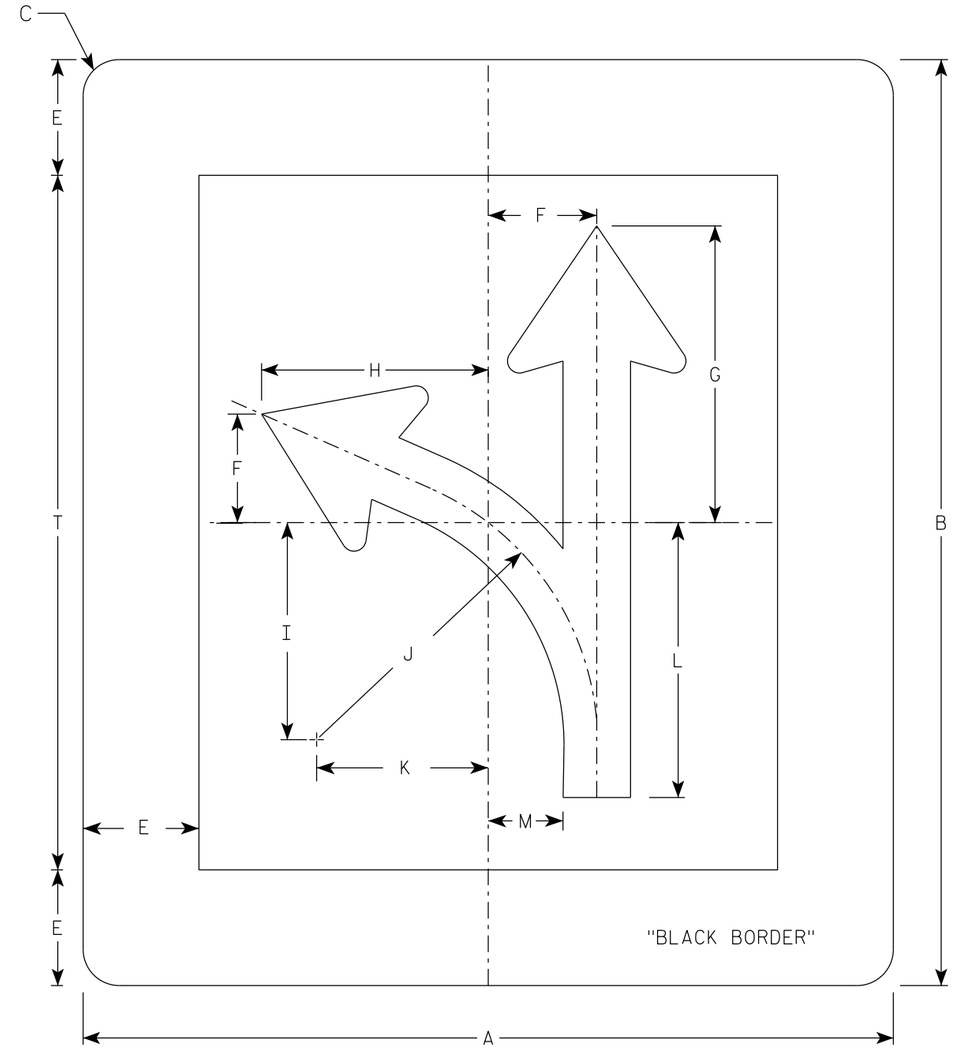
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/26/24 PLATE NO. R3-5.7

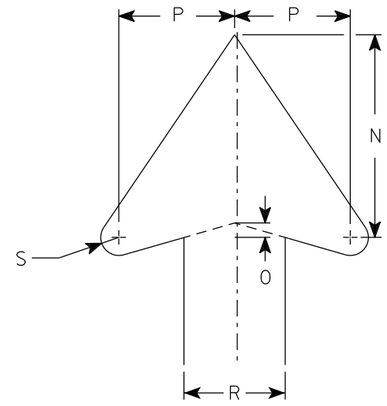
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 769 | E



R3-6L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48	1 7/8		6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48	1 7/8		6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

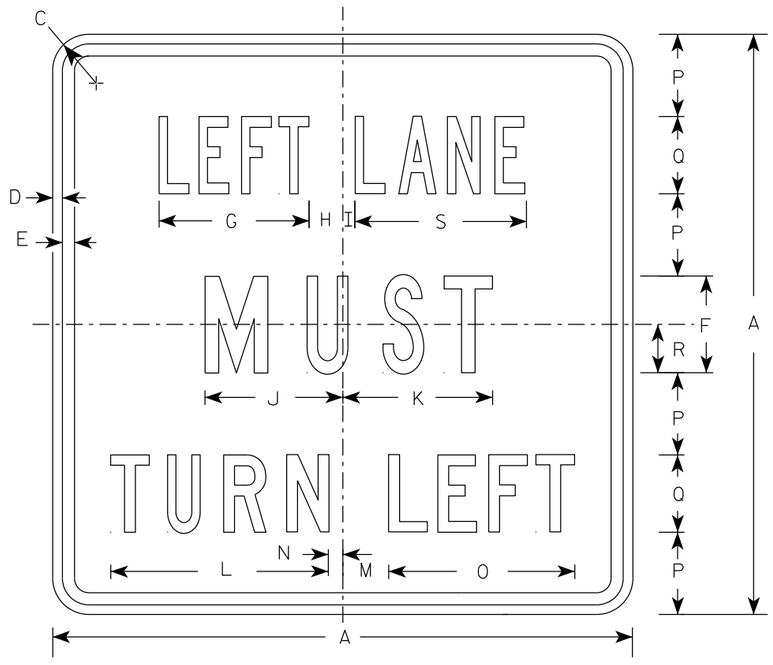
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/26/24 PLATE NO. R3-6.6

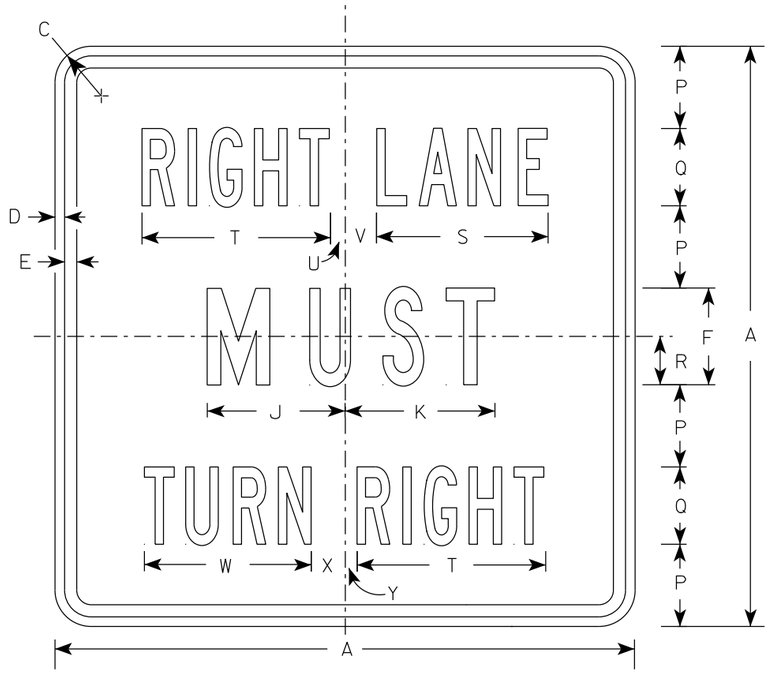
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 770	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.



R3-7L



R3-7R

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	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 7/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		2 1/4	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

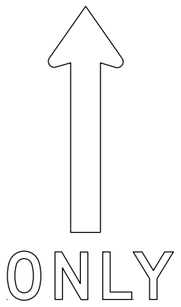
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-7.4

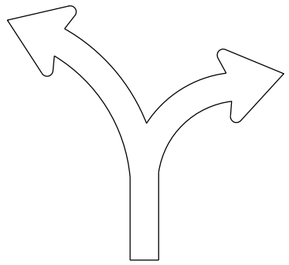
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 771 | E

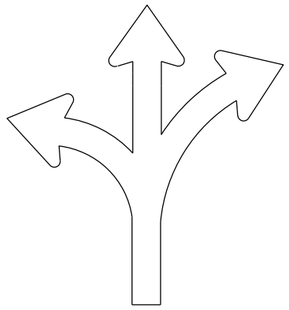


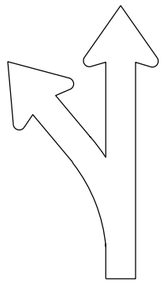
(A)

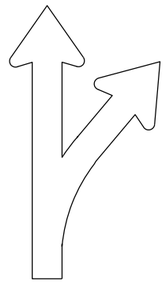


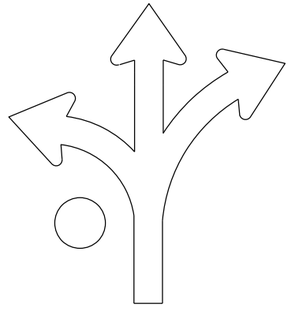
(B)

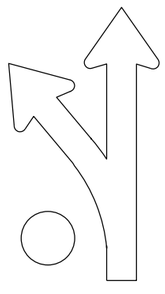

(C)

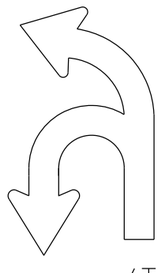

(D)

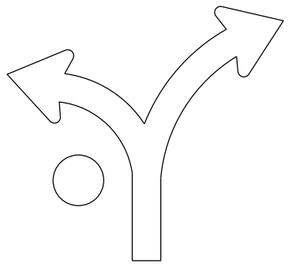

(E)

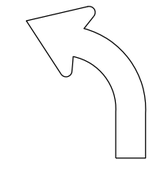

(F)


(G)

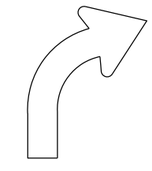

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 772 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

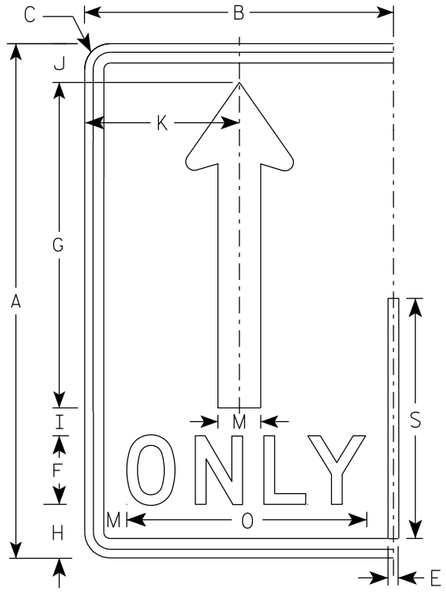
WISDOT/CADDS SHEET 42

7

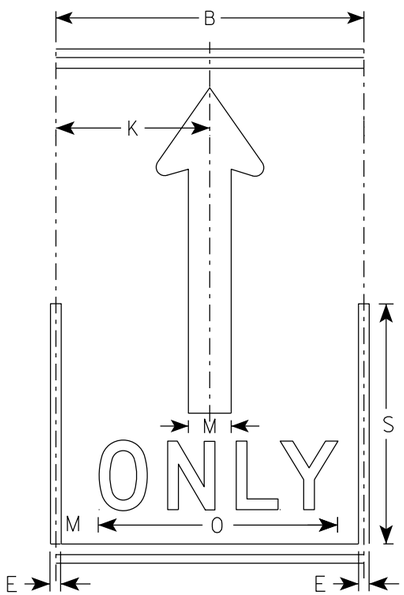
7

NOTES

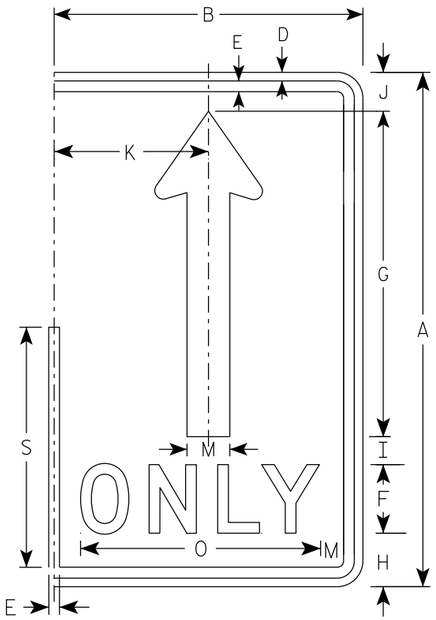
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



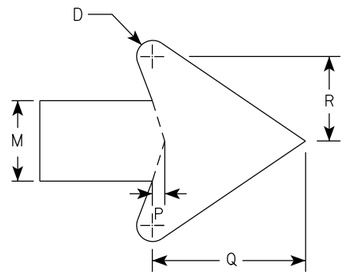
(A)



(A)



(A)



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	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

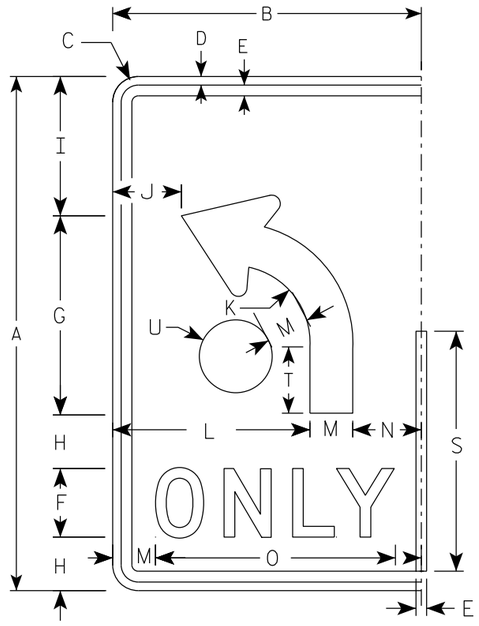
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

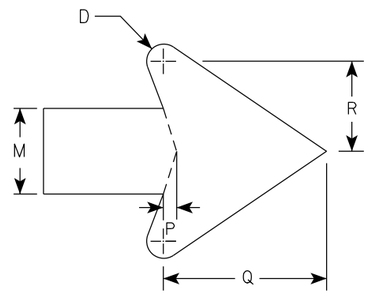
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 773 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



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	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

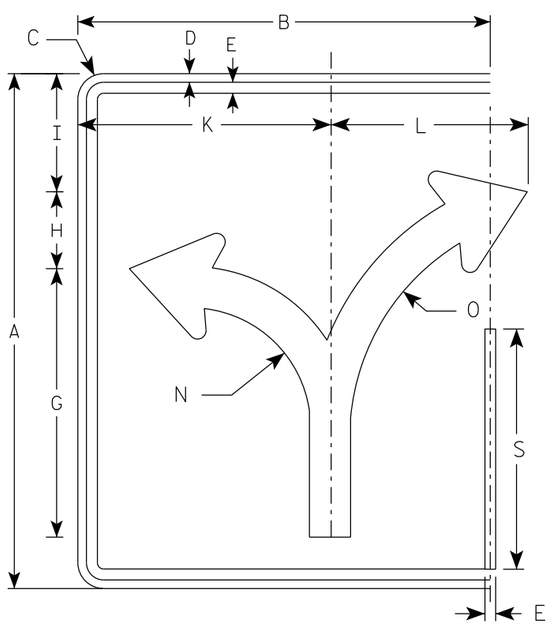
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

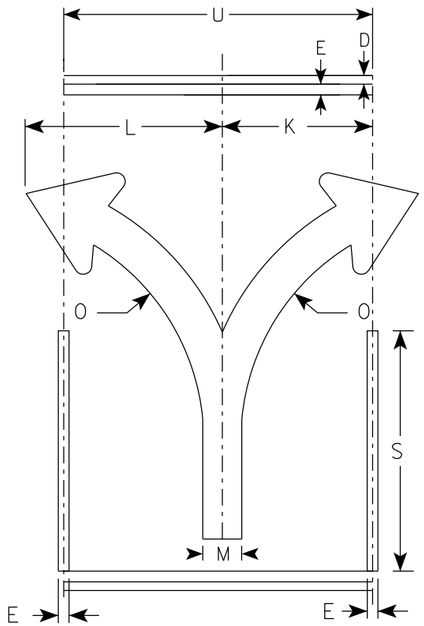
SHEET NO: 774 E

NOTES

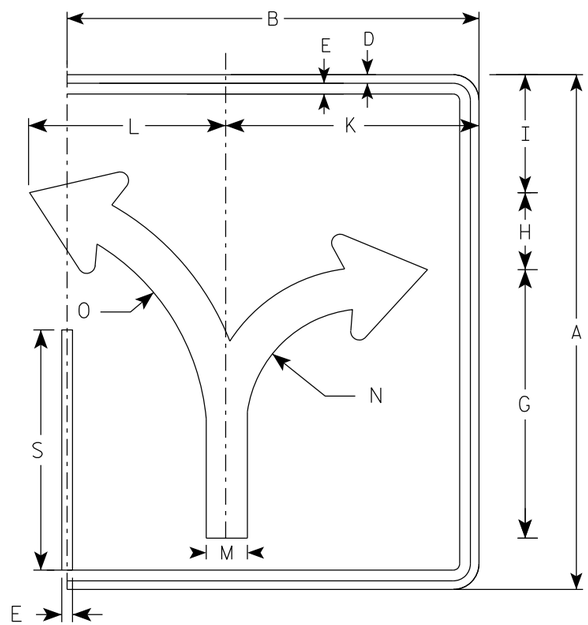
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



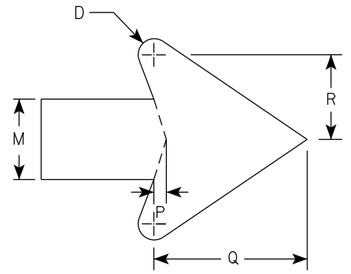
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

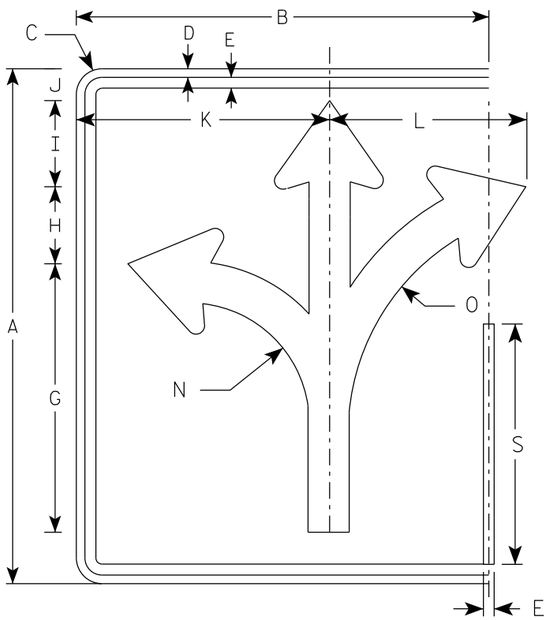
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

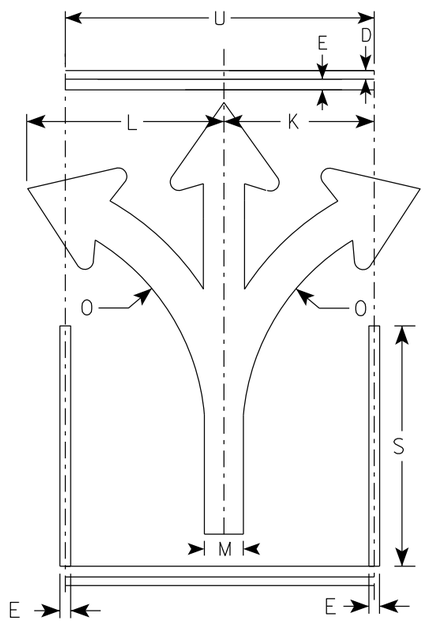
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 775 E

NOTES

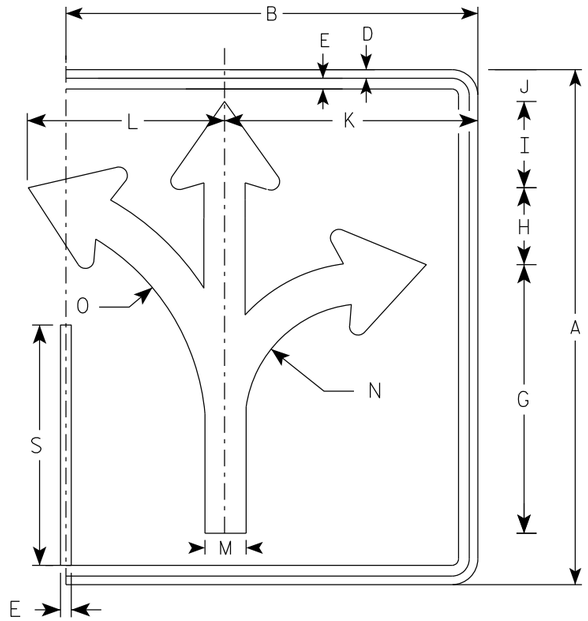
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



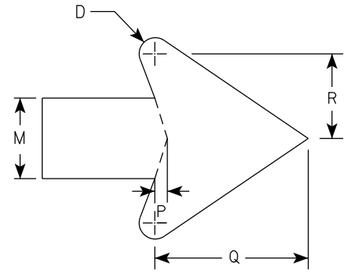
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

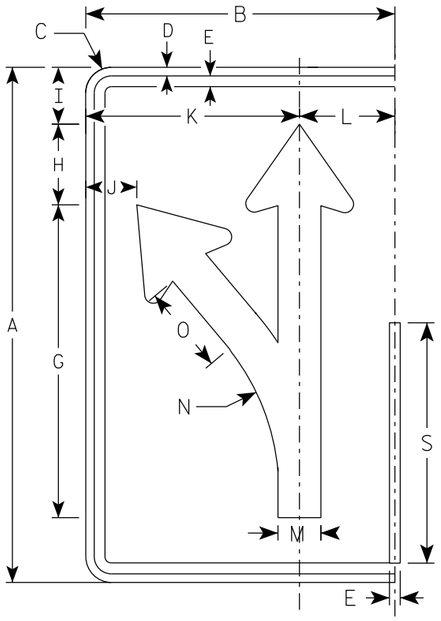
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

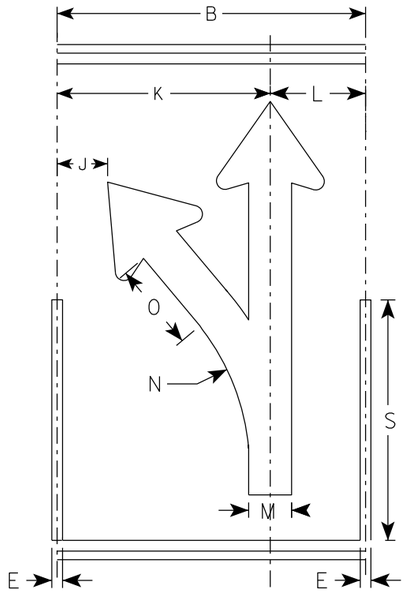
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 776 | E

NOTES

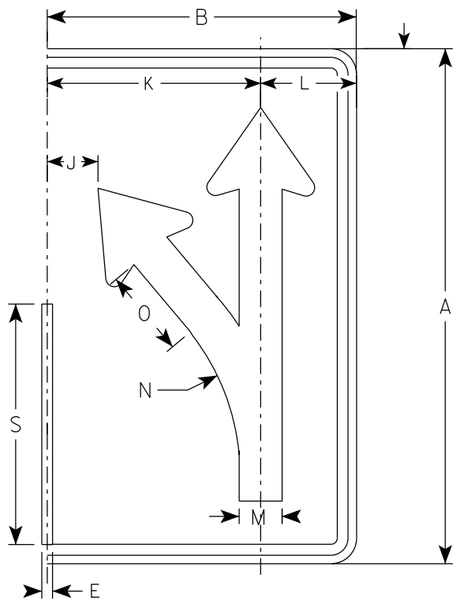
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



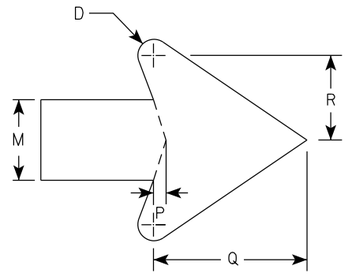
(E)



(E)



(E)



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	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

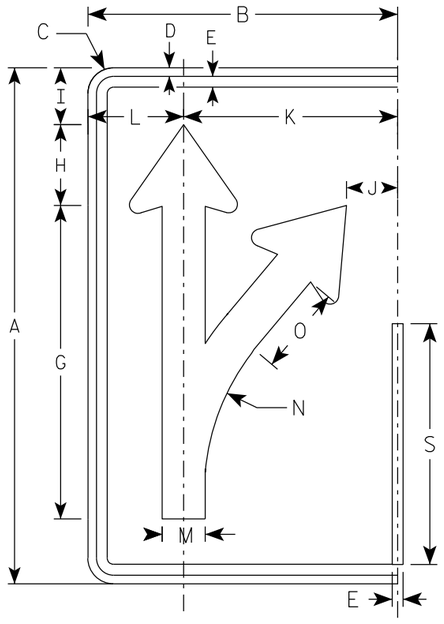
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 777 | E

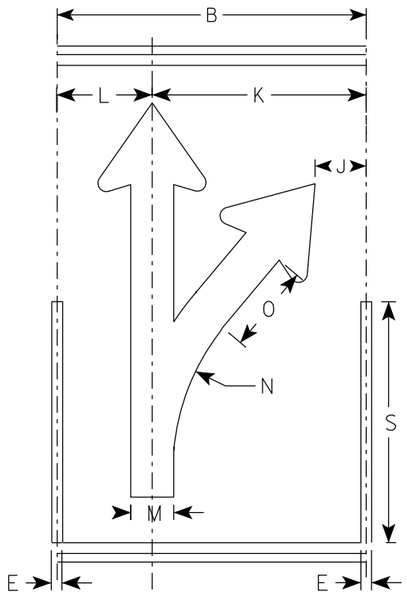
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:07 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

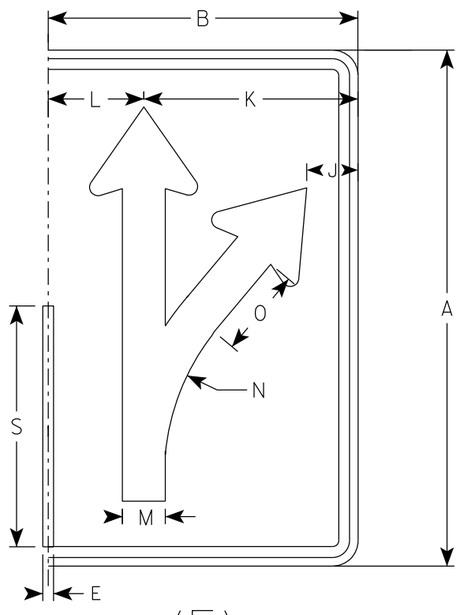
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



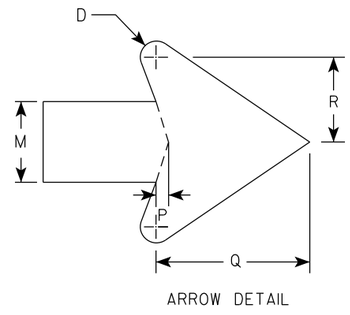
(F)



(F)



(F)



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	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

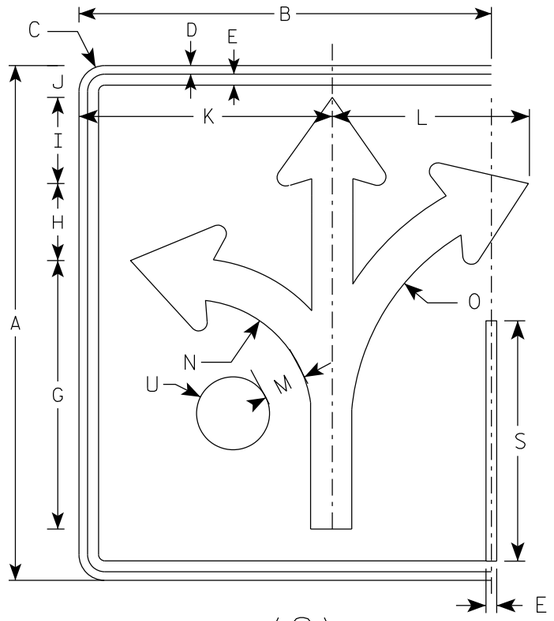
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

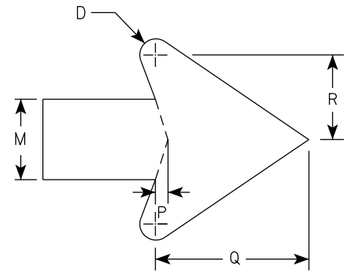
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 778 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



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	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

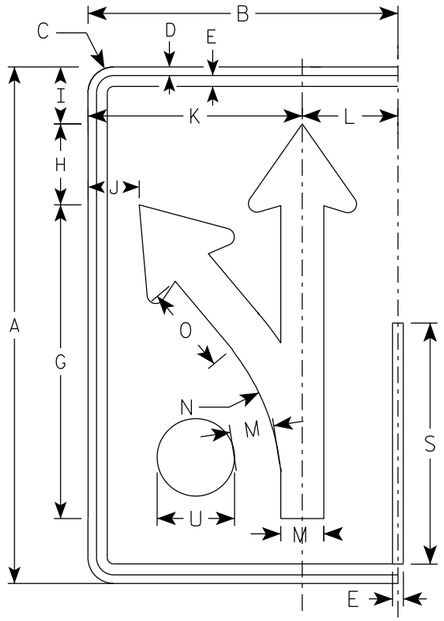
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

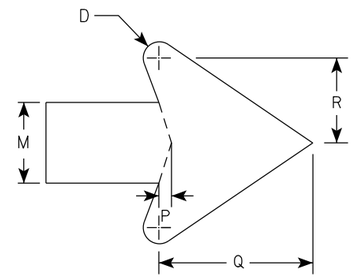
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 779	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



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	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

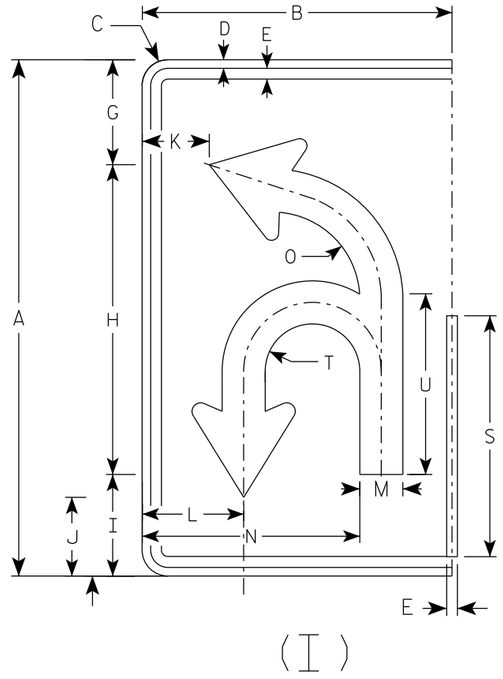
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

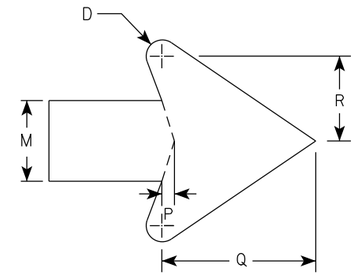
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 780 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



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	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

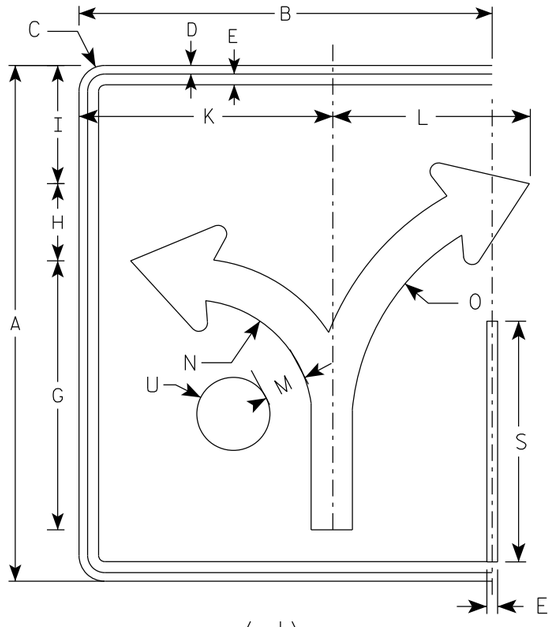
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

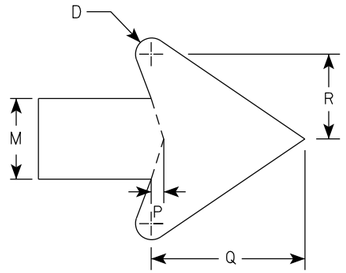
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 781 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



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	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

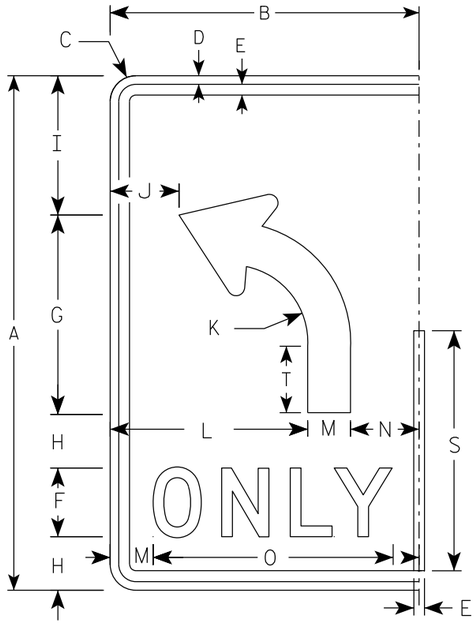
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

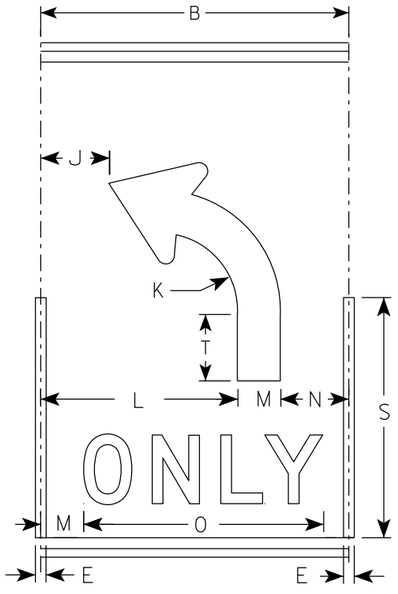
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 782 | E

NOTES

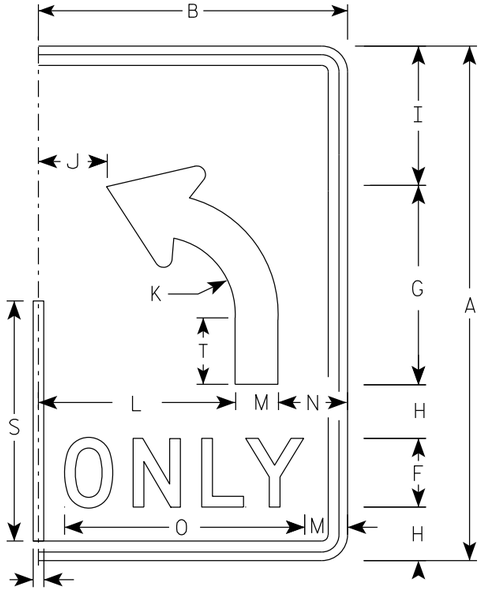
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



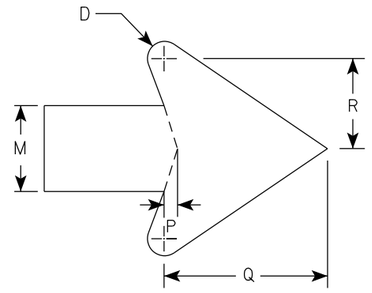
(L)



(L)



(L)



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	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 783 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME :

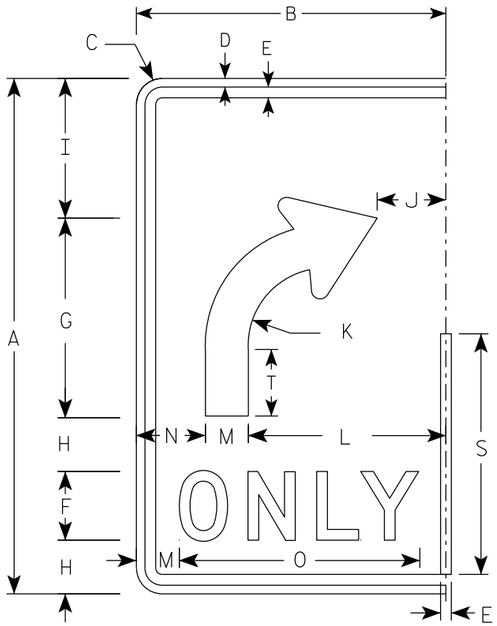
WISDOT/CADDS SHEET 42

7

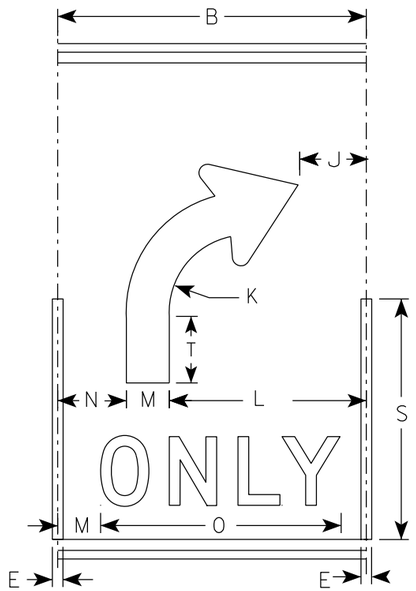
7

NOTES

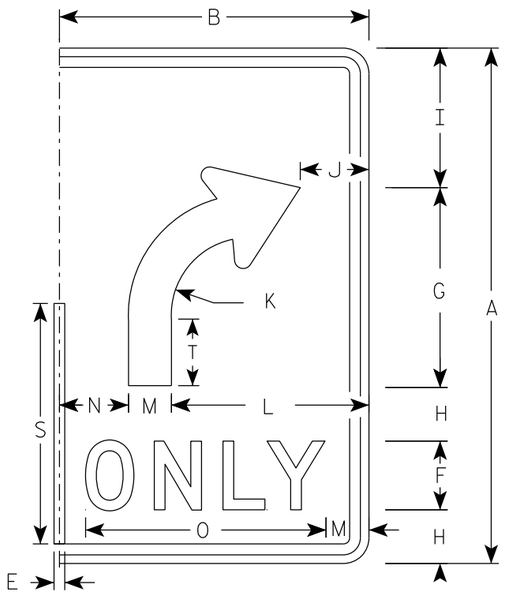
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



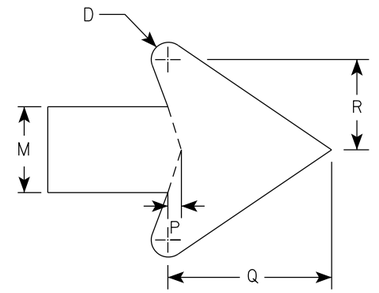
(R)



(R)



(R)



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	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

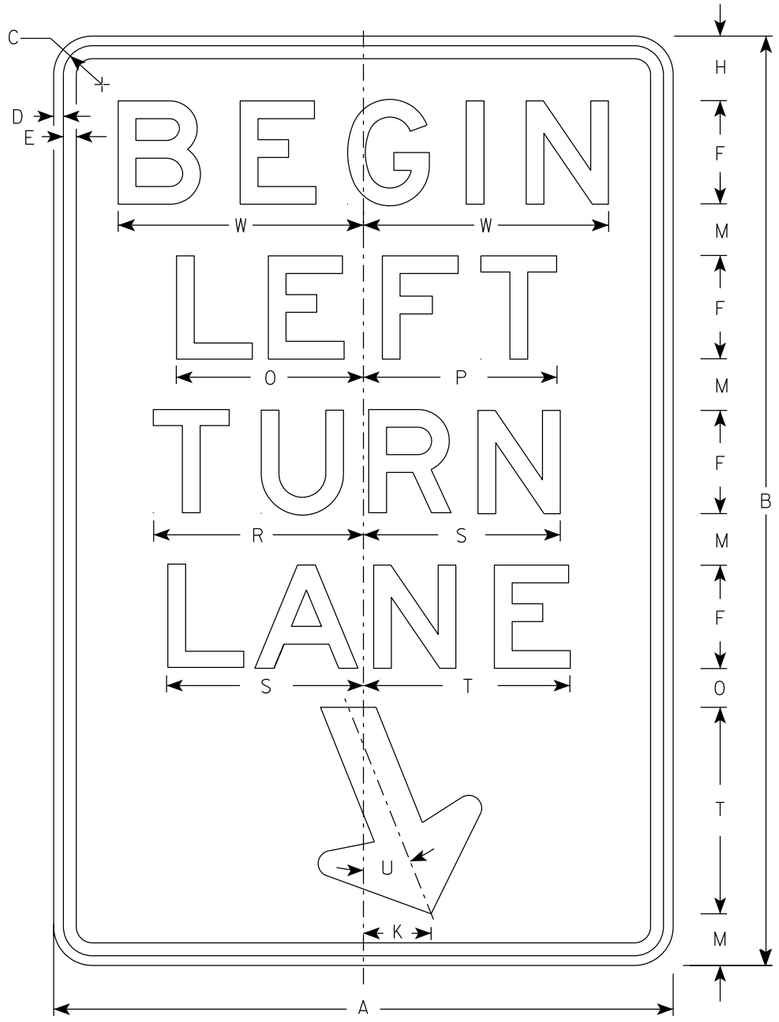
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

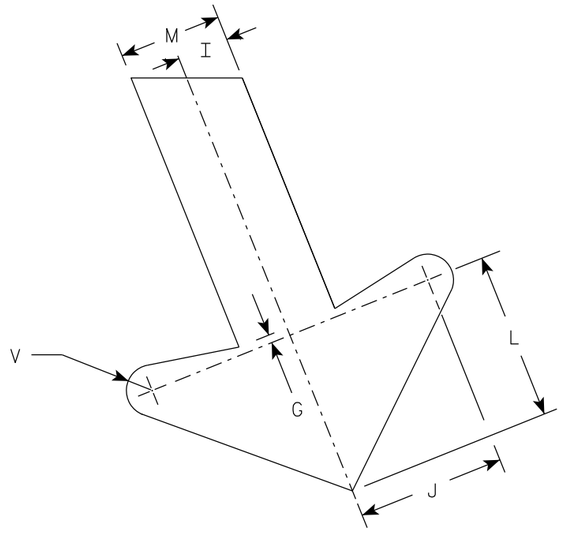
SHEET NO: 784 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



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	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

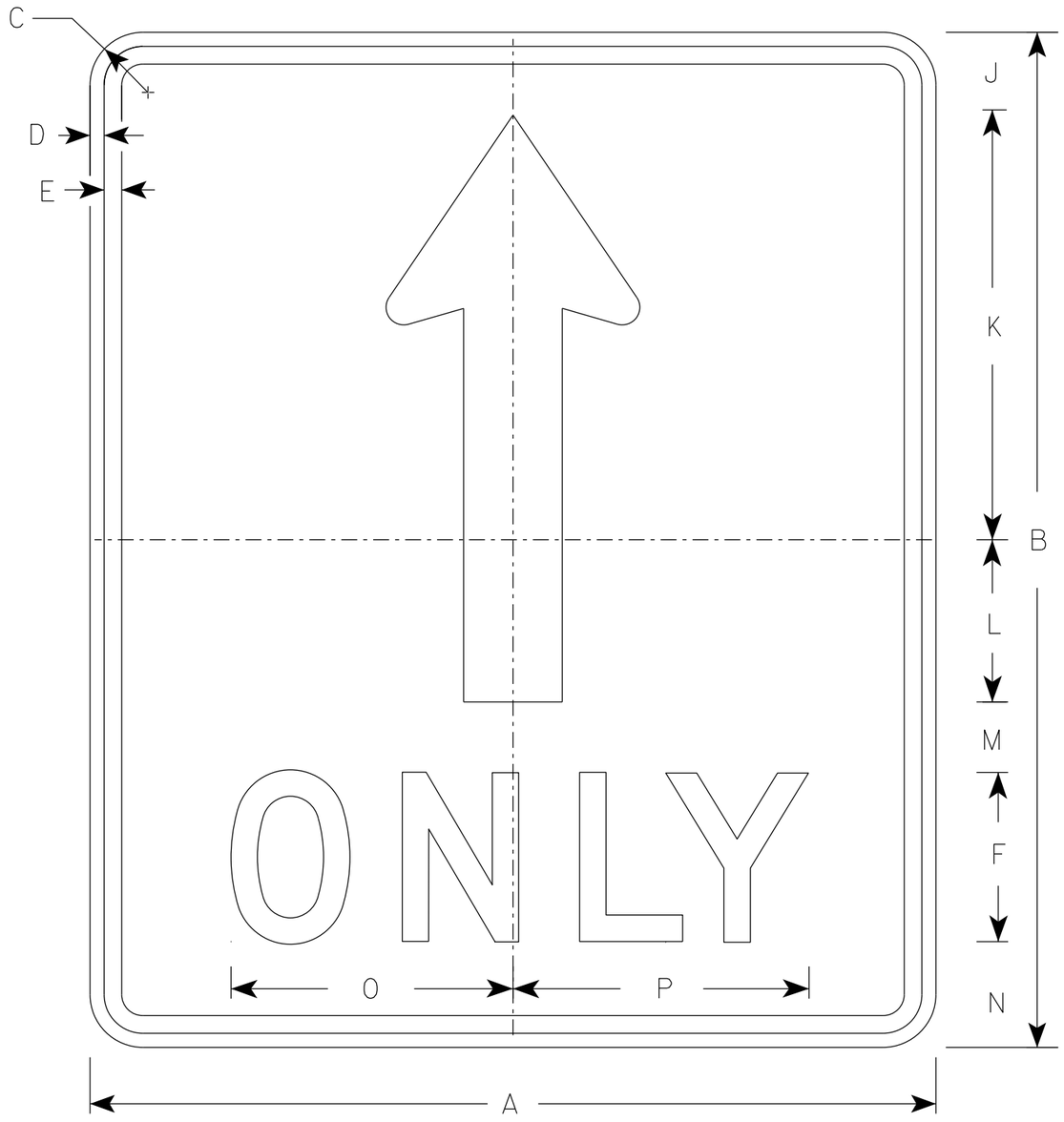
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

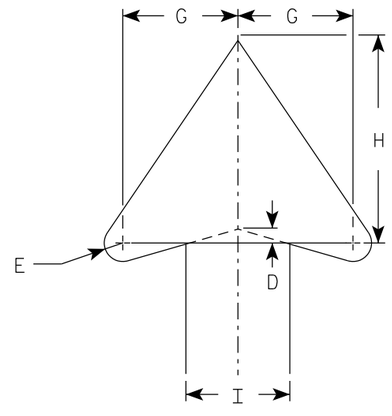
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 785 | E



R3-50A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



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	30	36	1 7/8	1/2	5/8	6	4	7	3 1/2	2 3/4	15 1/4	5 3/4	2 1/2	3 3/4	10	10 1/2											7.5
2M	30	36	1 7/8	1/2	5/8	6	4	7	3 1/2	2 3/4	15 1/4	5 3/4	2 1/2	3 3/4	10	10 1/2											7.5
3																											
4																											
5																											

STANDARD SIGN
R3-50A

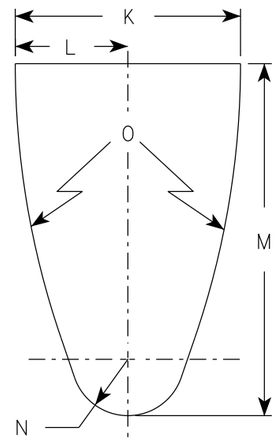
WISCONSIN DEPT OF TRANSPORTATION

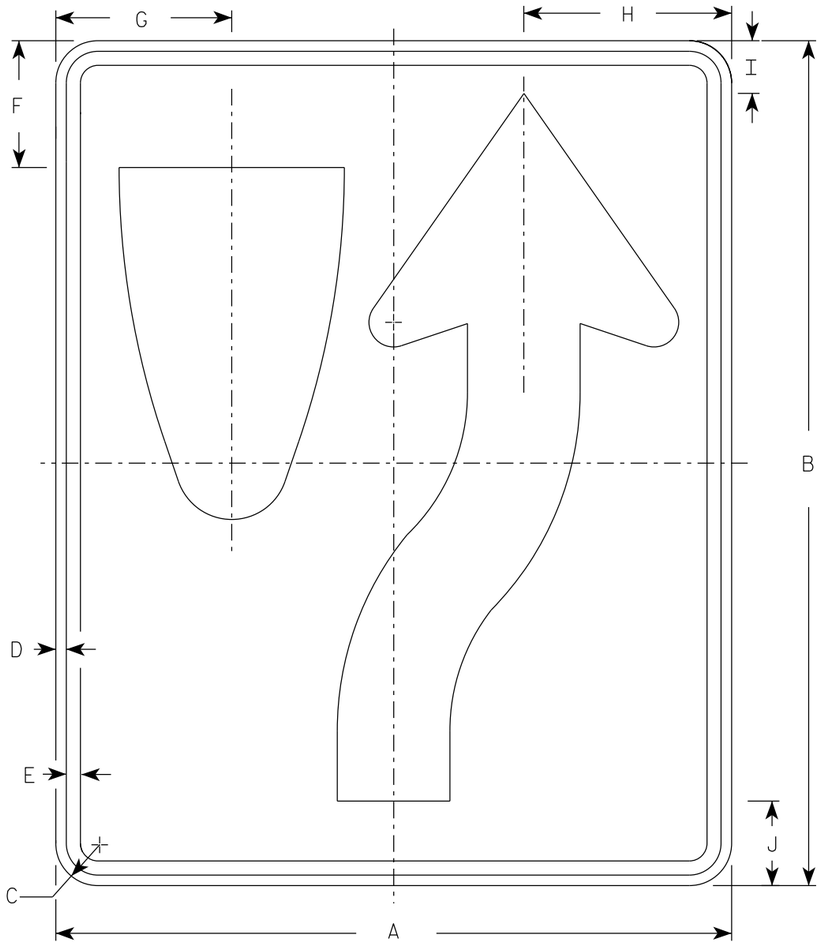
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-50A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 786 | E

DIVIDER DETAIL



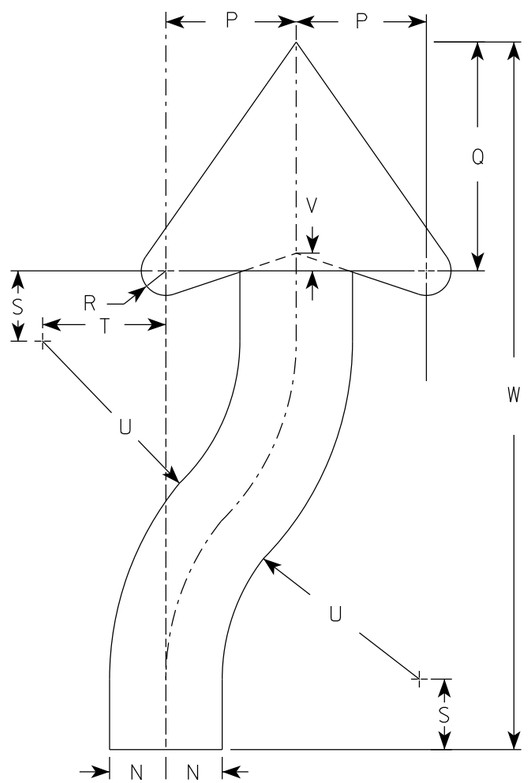


R4-7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

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	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

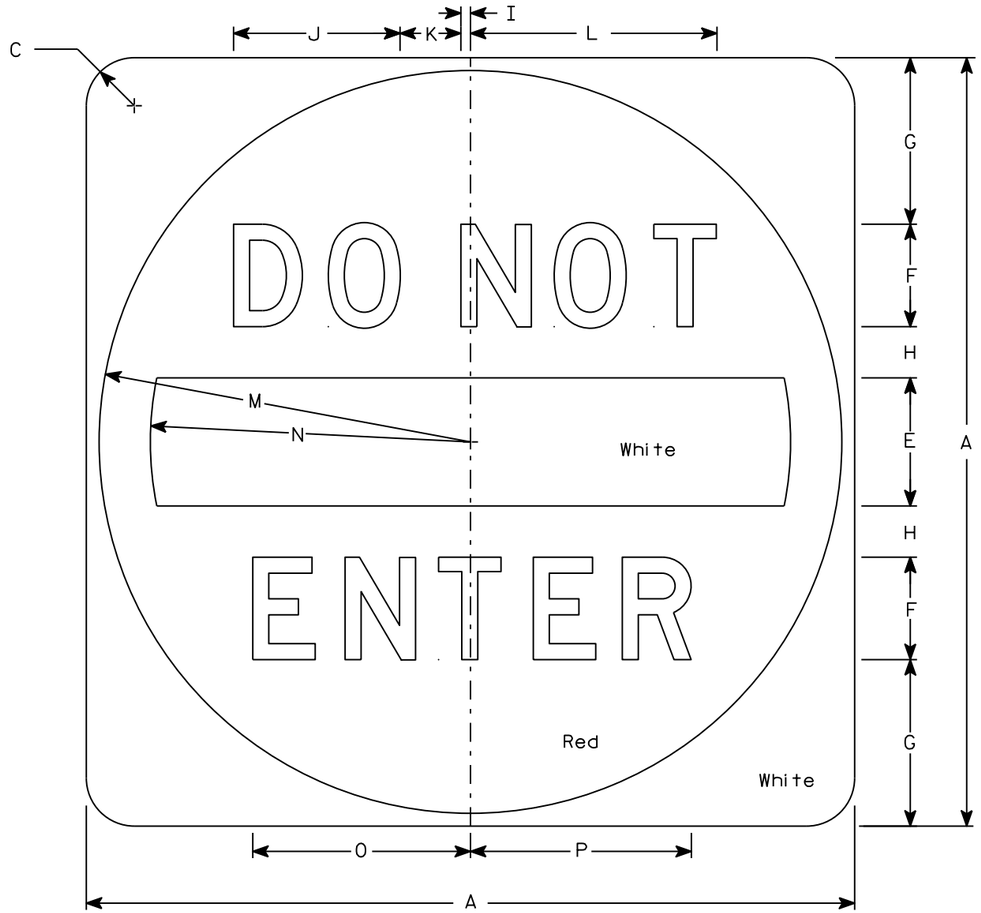
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 787 | E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

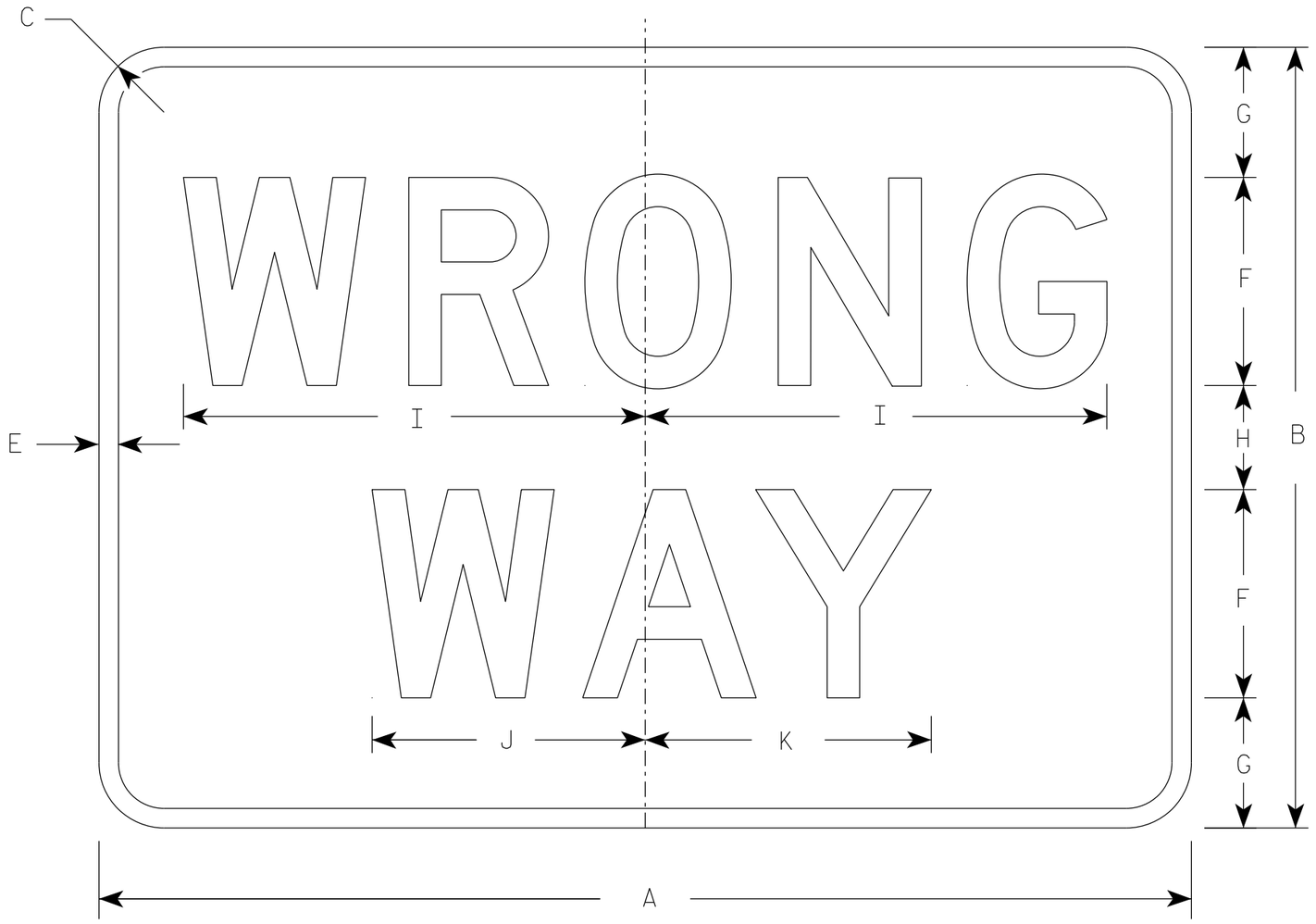
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 788 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

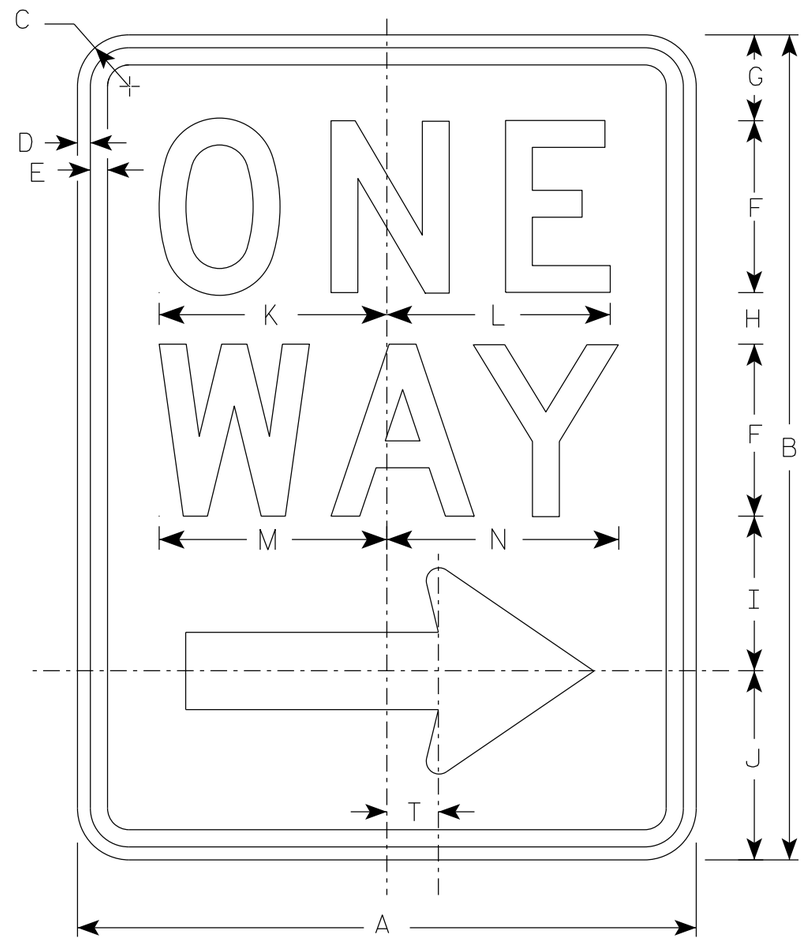
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 789 | E

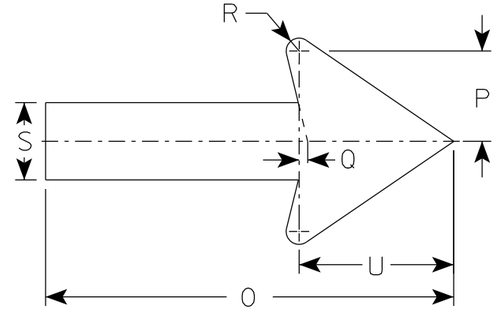
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

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
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

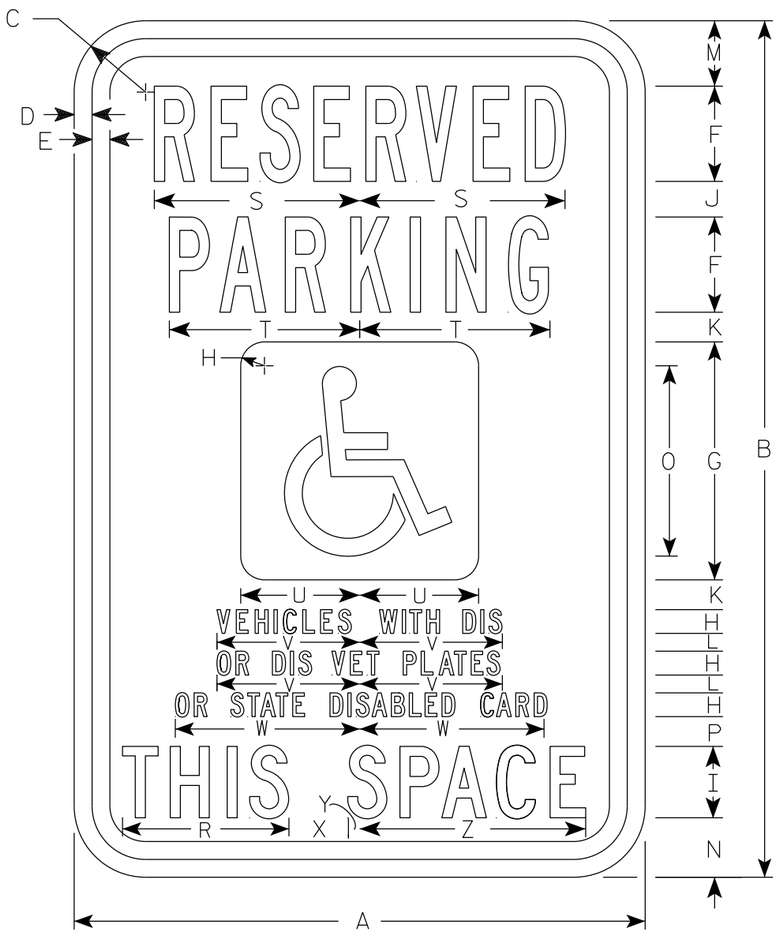
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 790 E



R7-8A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are 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																											
2S	12	18	1 1/2	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5
2M	18	24	1 1/2	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
3	18	24	1 1/2	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
4																											
5																											

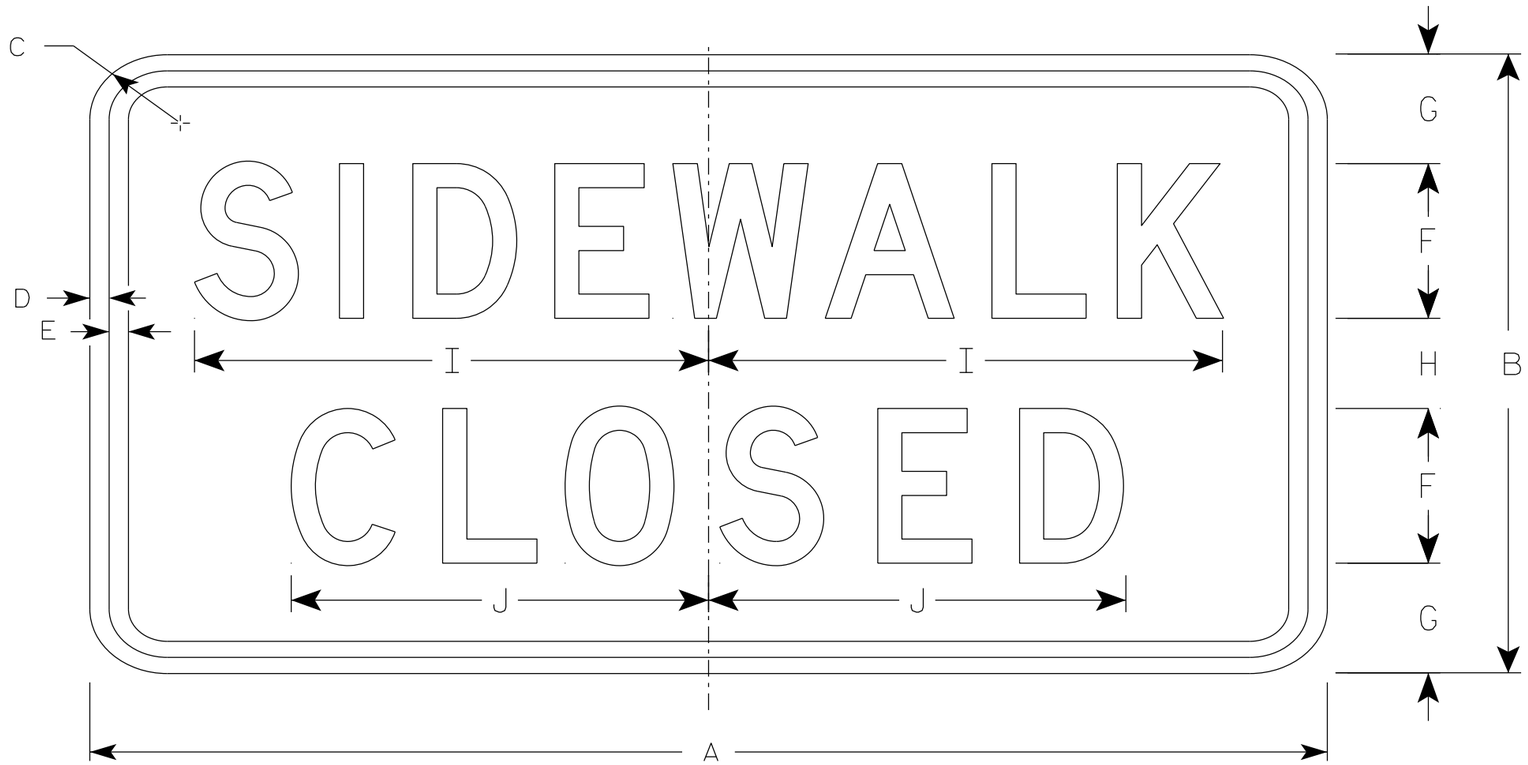
STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-8A.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 791 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

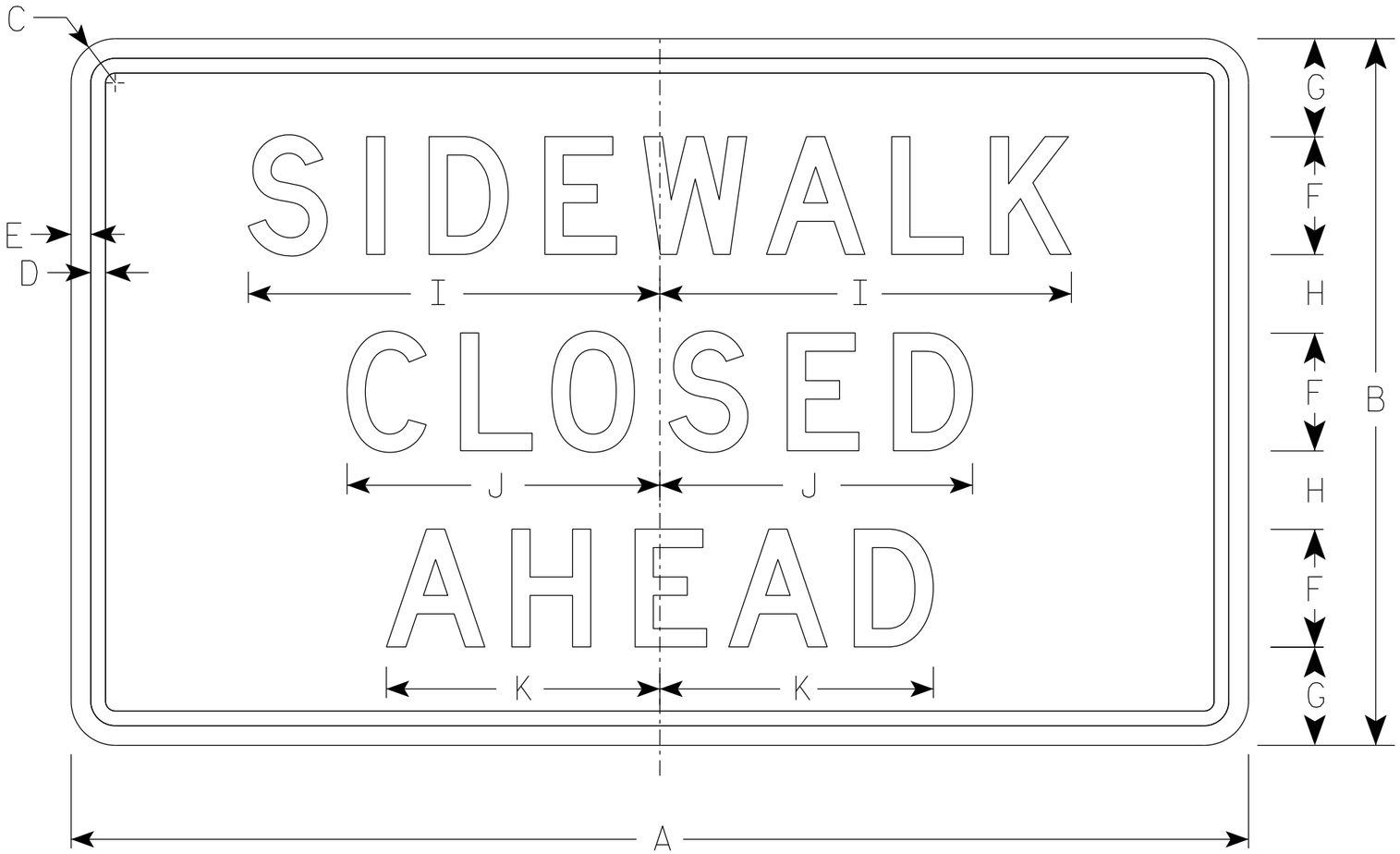
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 792 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

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	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

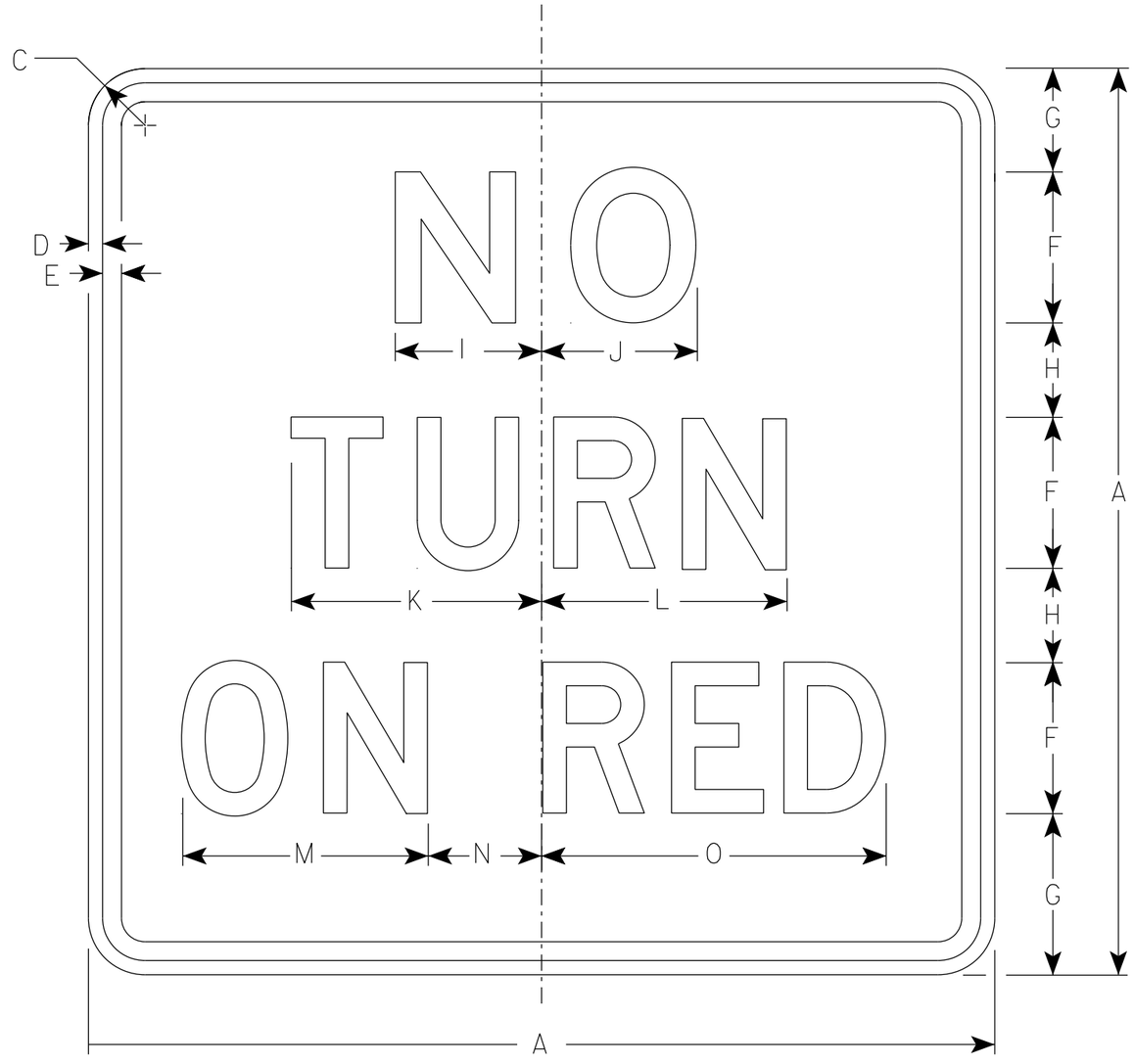
DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 793 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R99A.DGN PLOT DATE : 24-JAN 2024 11:58 PLOT BY : mscj9h PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



R10-11B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series E.
   Lines 2 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 7/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

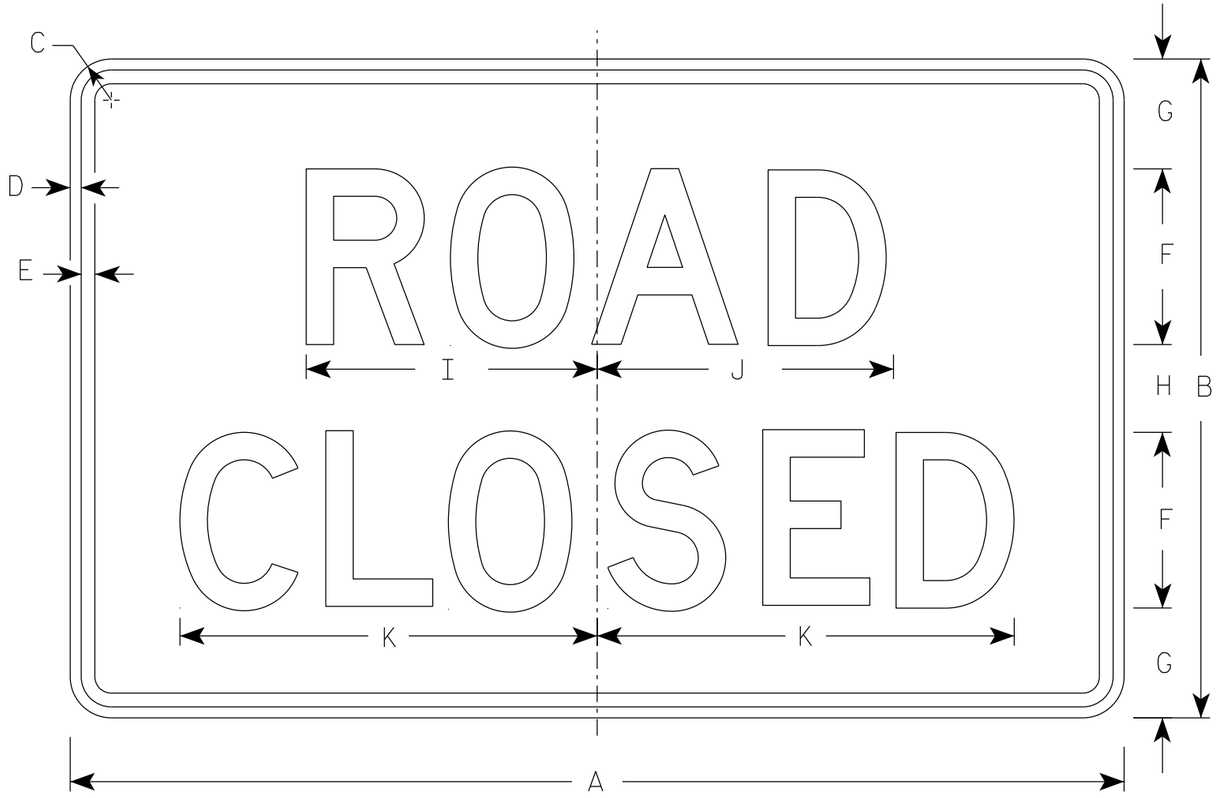
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/24 PLATE NO. R10-11B.5

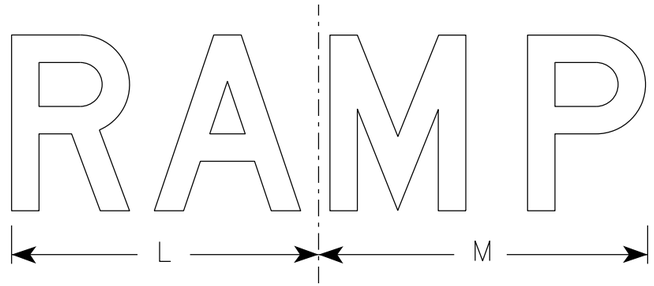
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 794 E



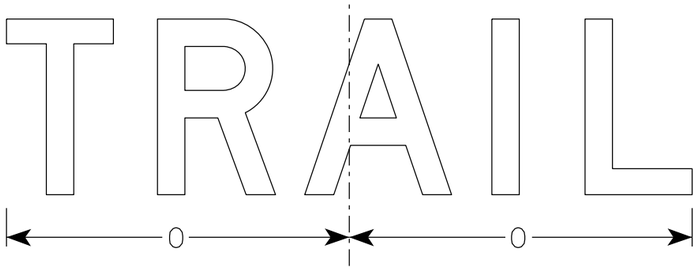
R11-2

NOTES

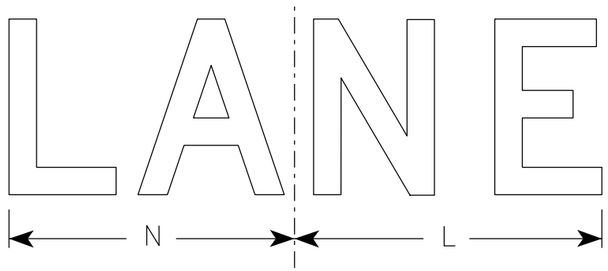
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

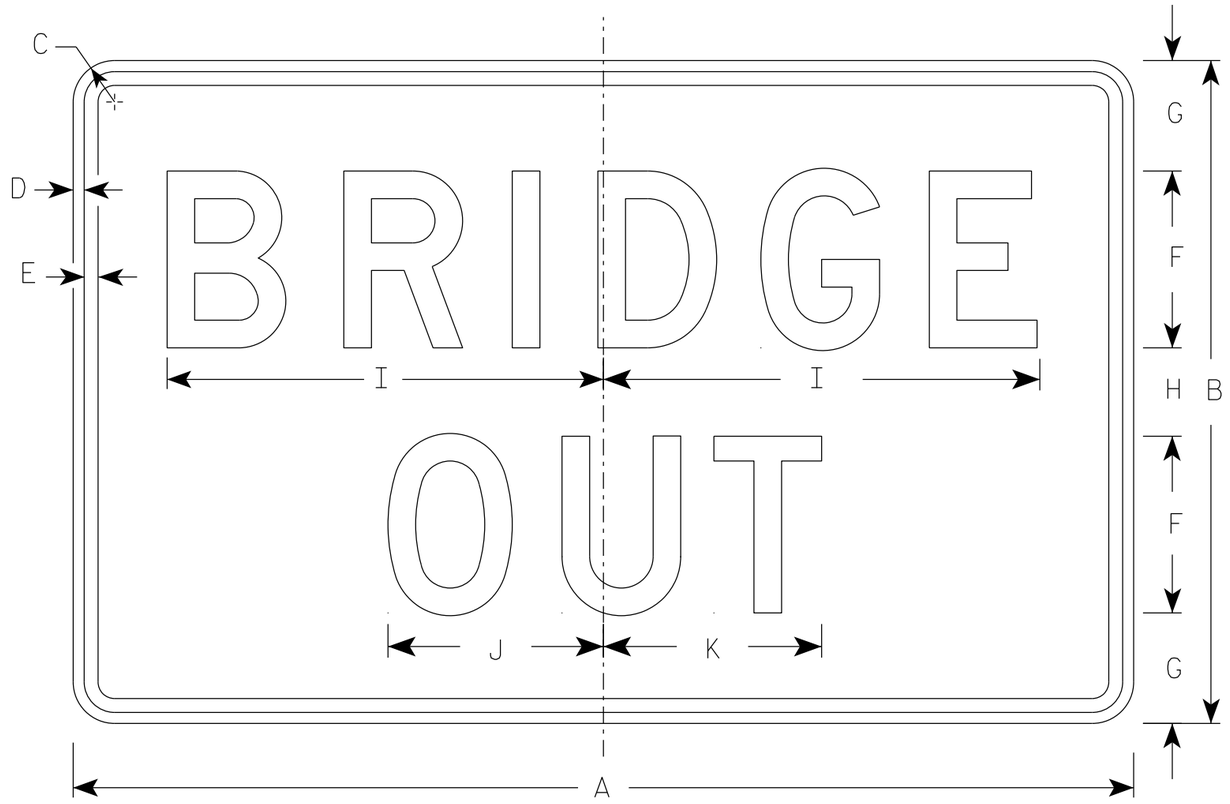
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 795 | E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

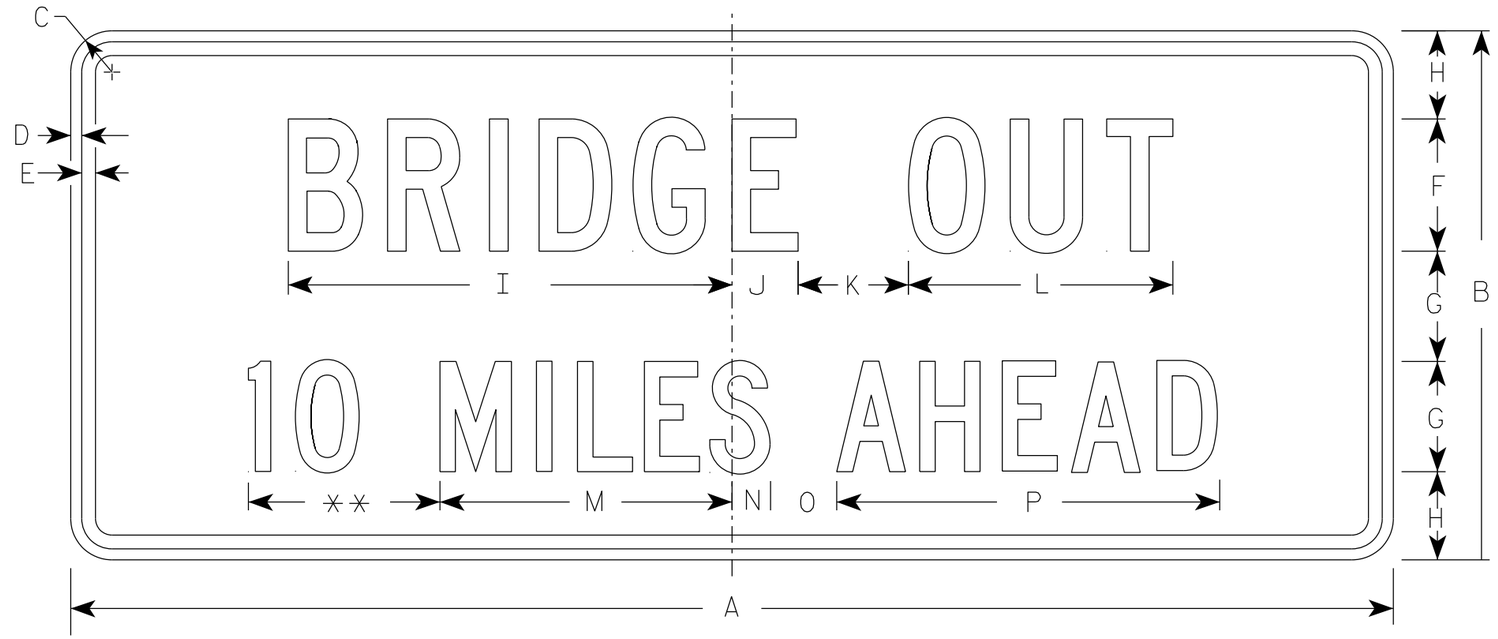
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 796 E

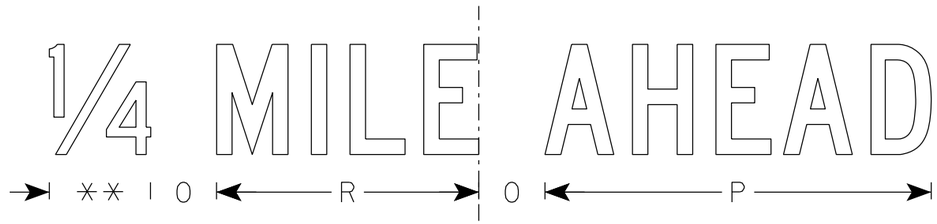
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

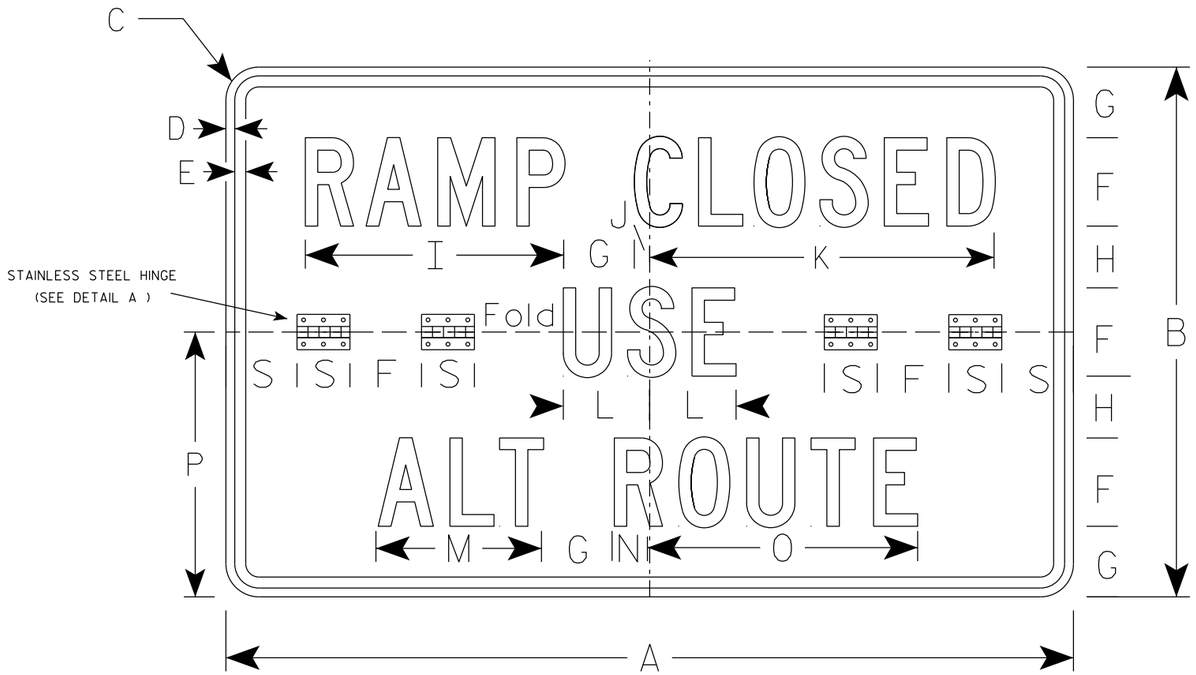
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

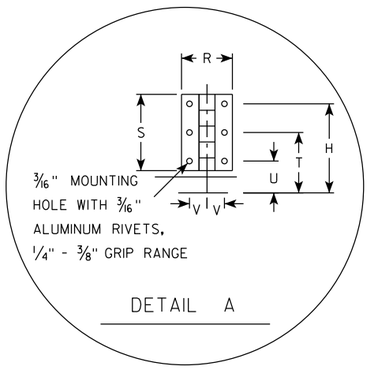
DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

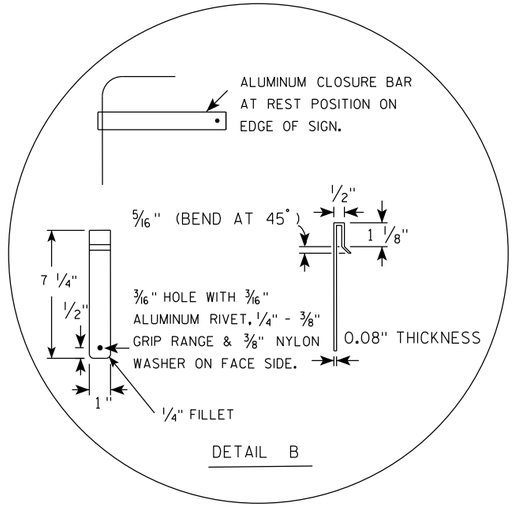
SHEET NO: 797 E



R11-54F



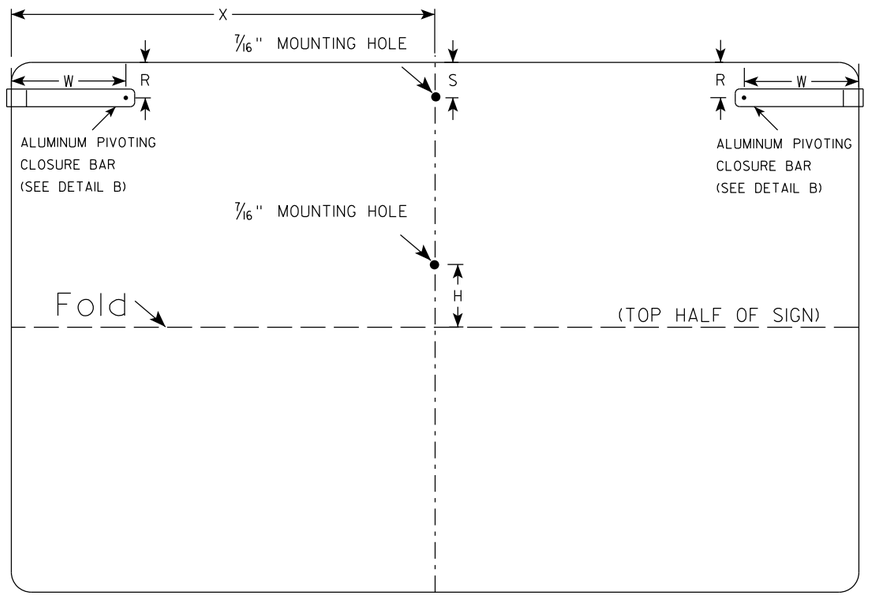
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.



(BACK VIEW)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 7/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

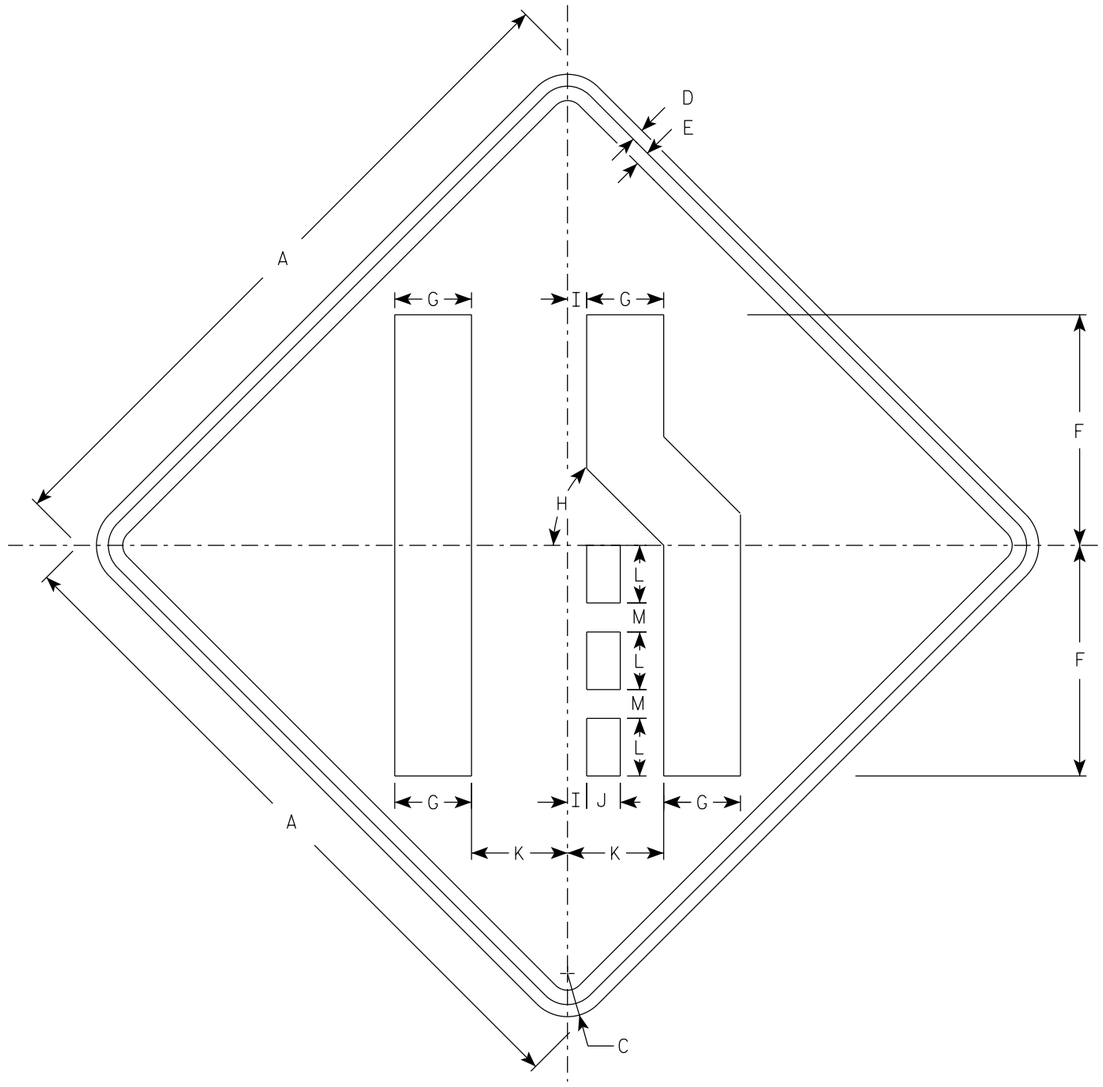
STANDARD SIGN
R11-54F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/24 PLATE NO. R11-54F.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 798	E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W4-2L is the same as W4-2R except the symbolis 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	30		1 7/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/31/2023 PLATE NO. W4-2.15

PROJECT NO:

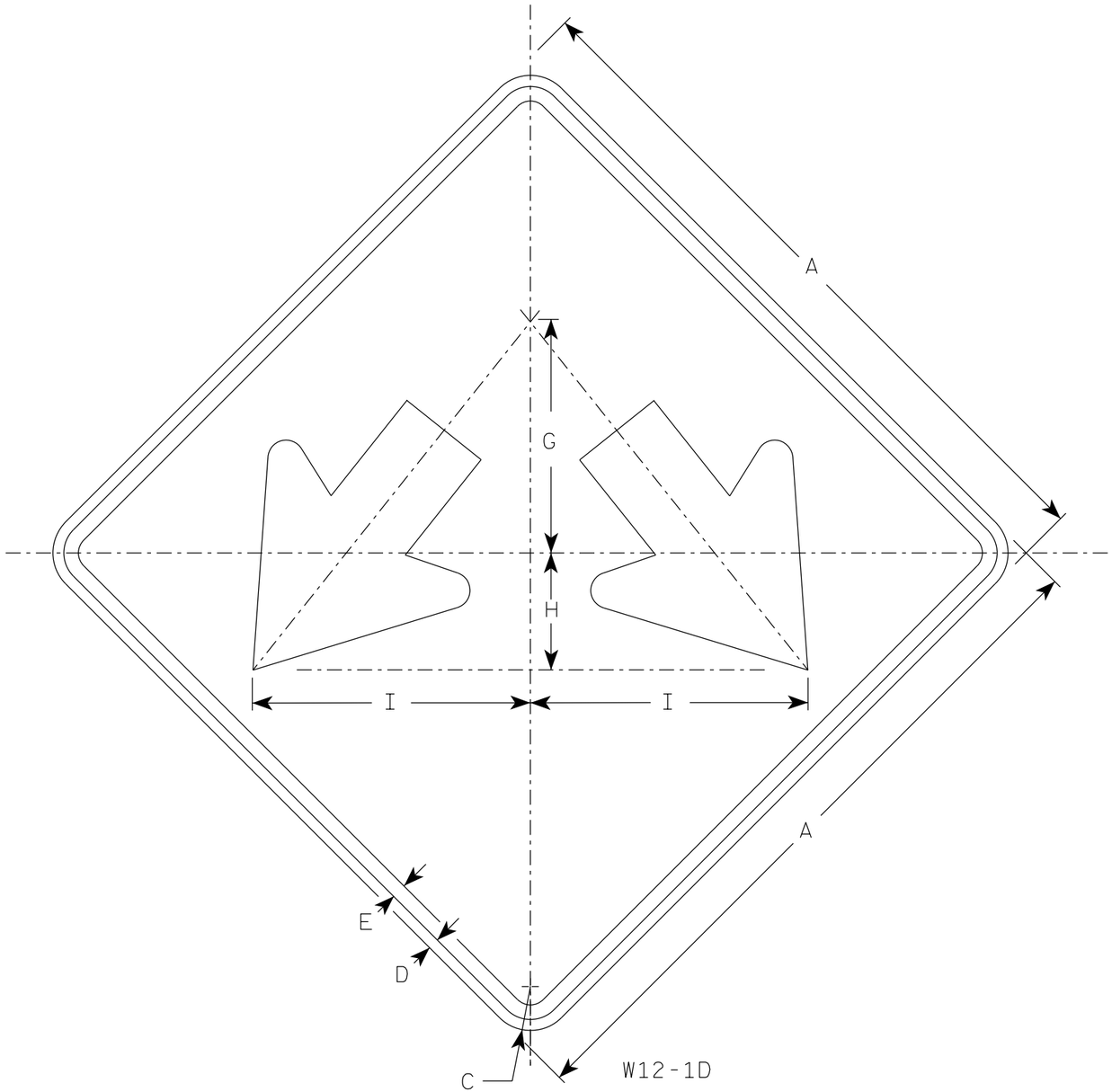
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W42.DGN PLOT DATE : 31-AUG 2023 11:15 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

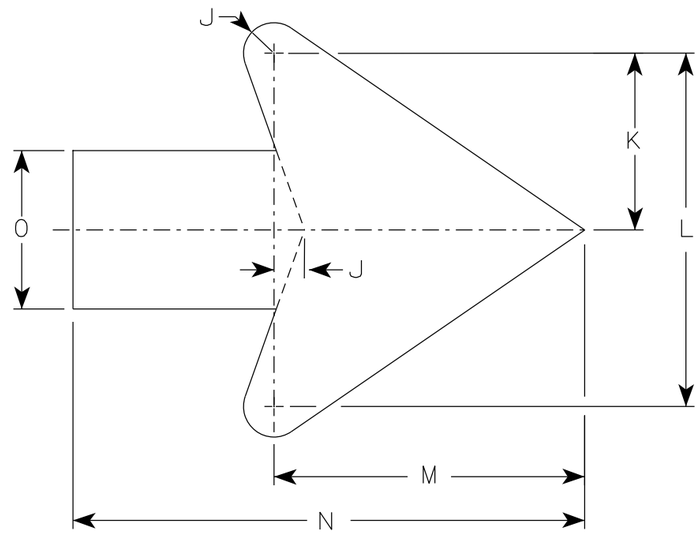
7

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.
1																											
2S	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		3	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

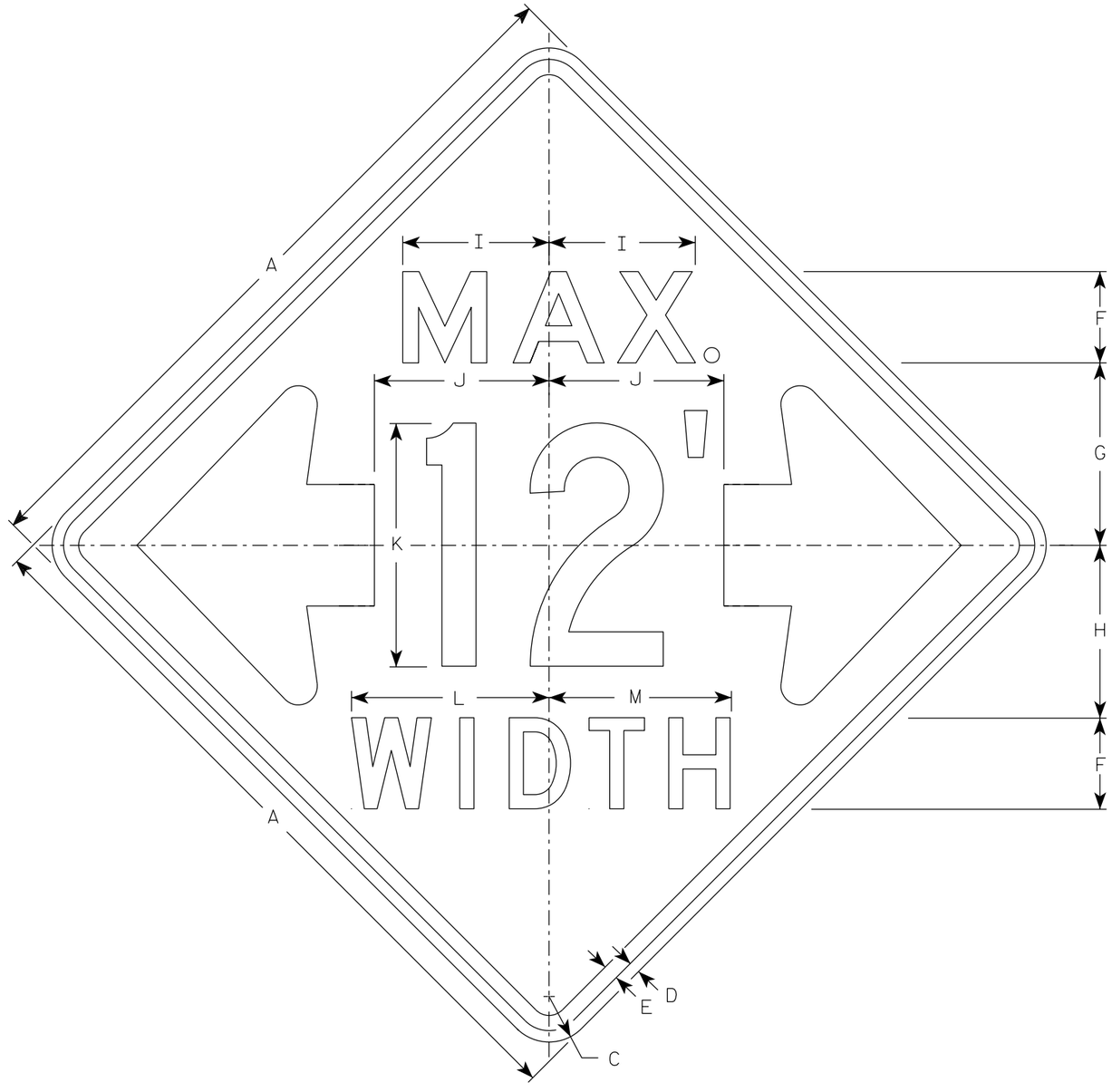
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

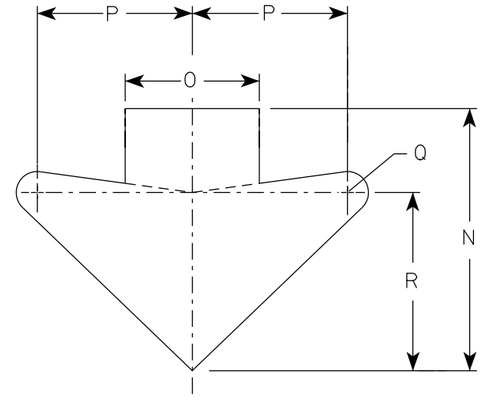
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 800	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. 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		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

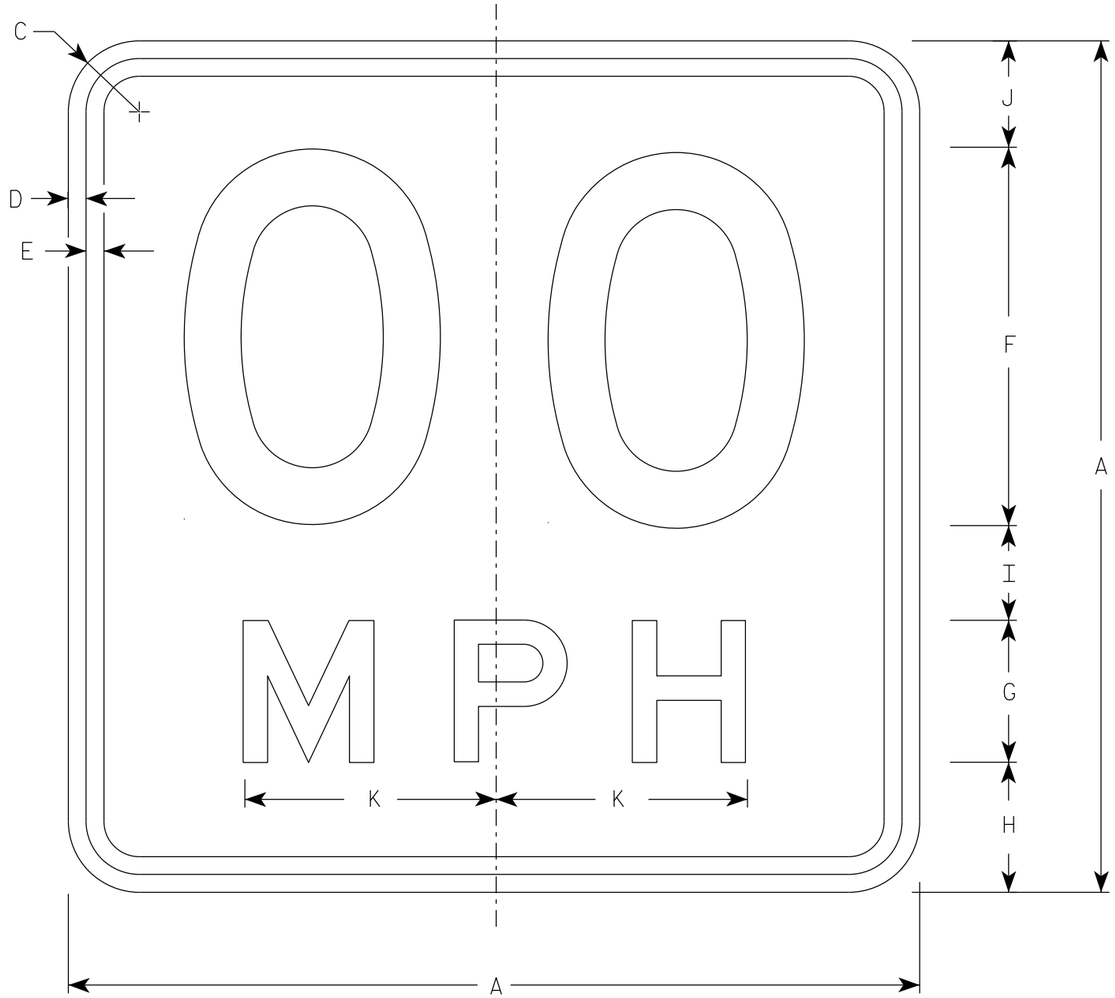
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 801 | E



W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

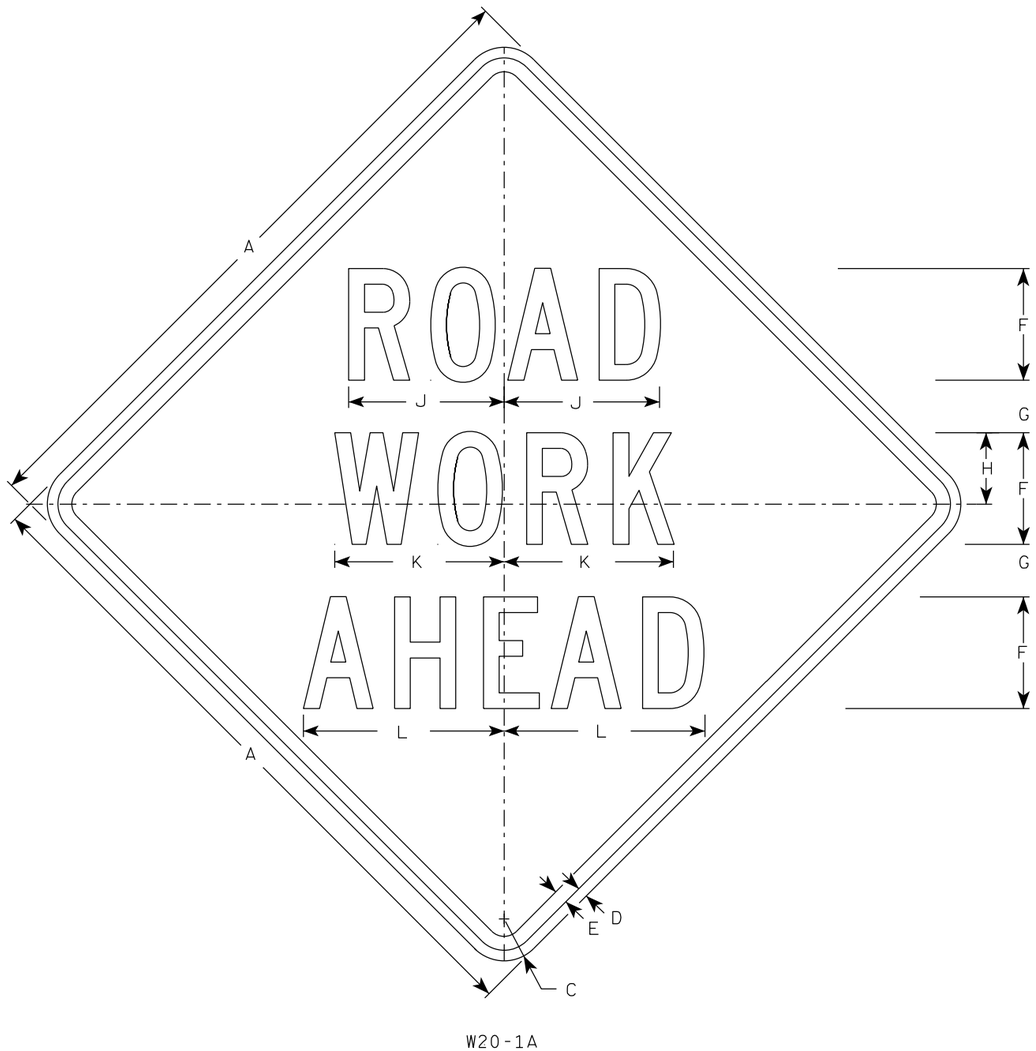
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

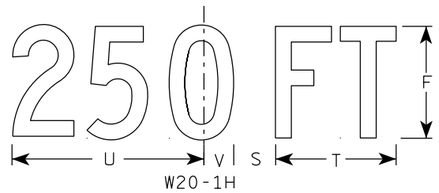
DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

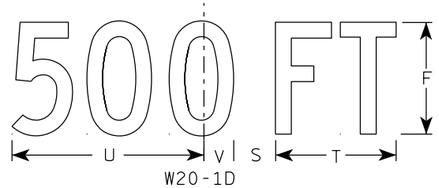
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



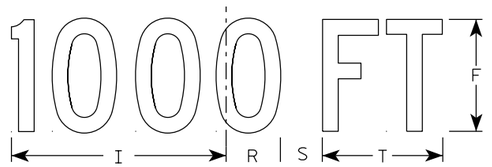
W20-1A



W20-1H



W20-1D



W20-1C



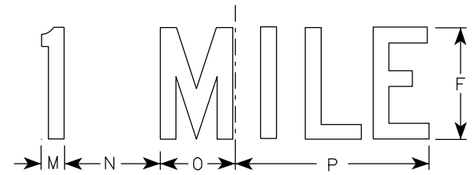
W20-1B

NOTES

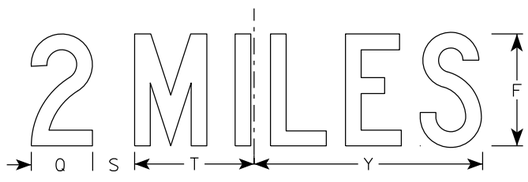
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

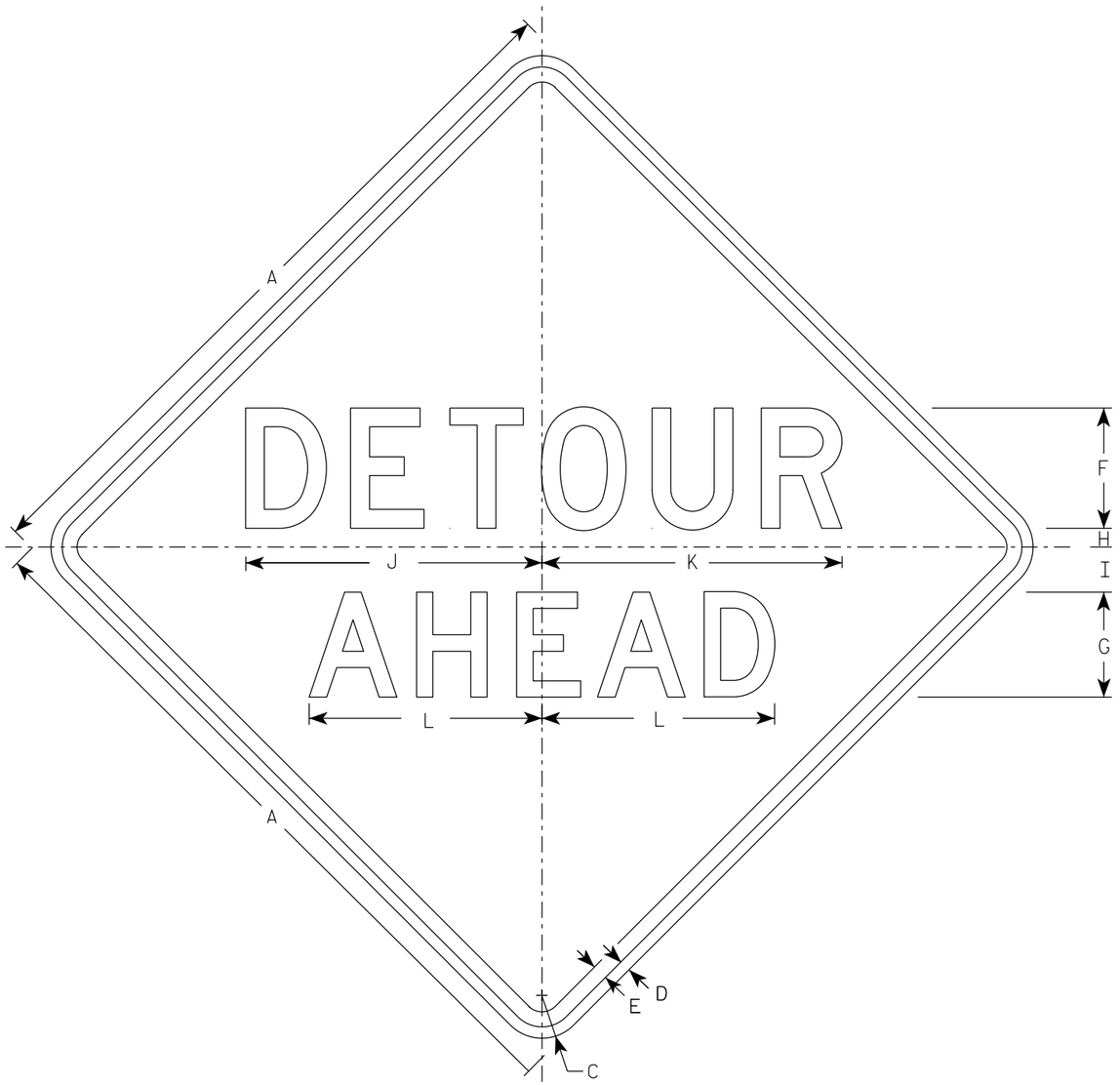
SHEET NO: 803 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

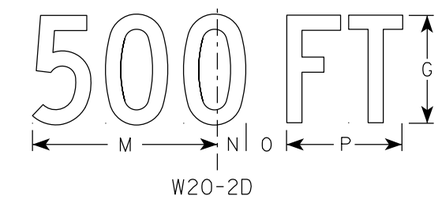
WISDOT/CADDS SHEET 42

7

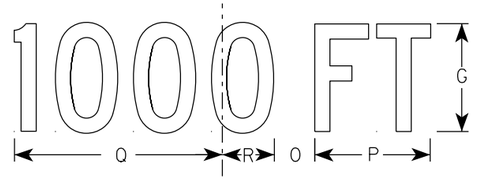
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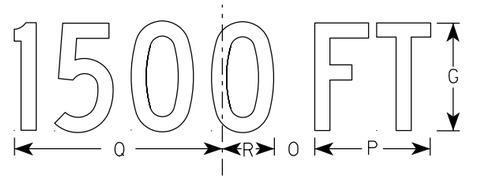
W20-2A



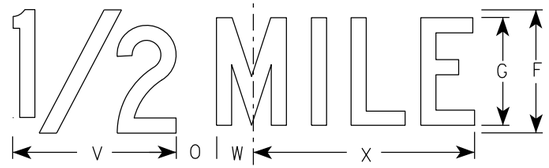
W20-2D



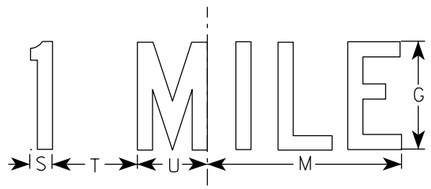
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

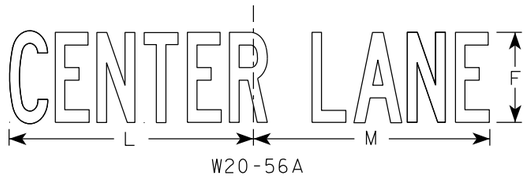
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

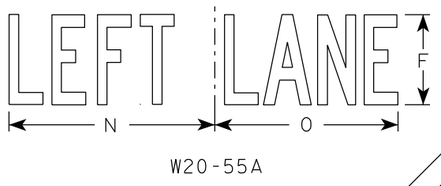
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

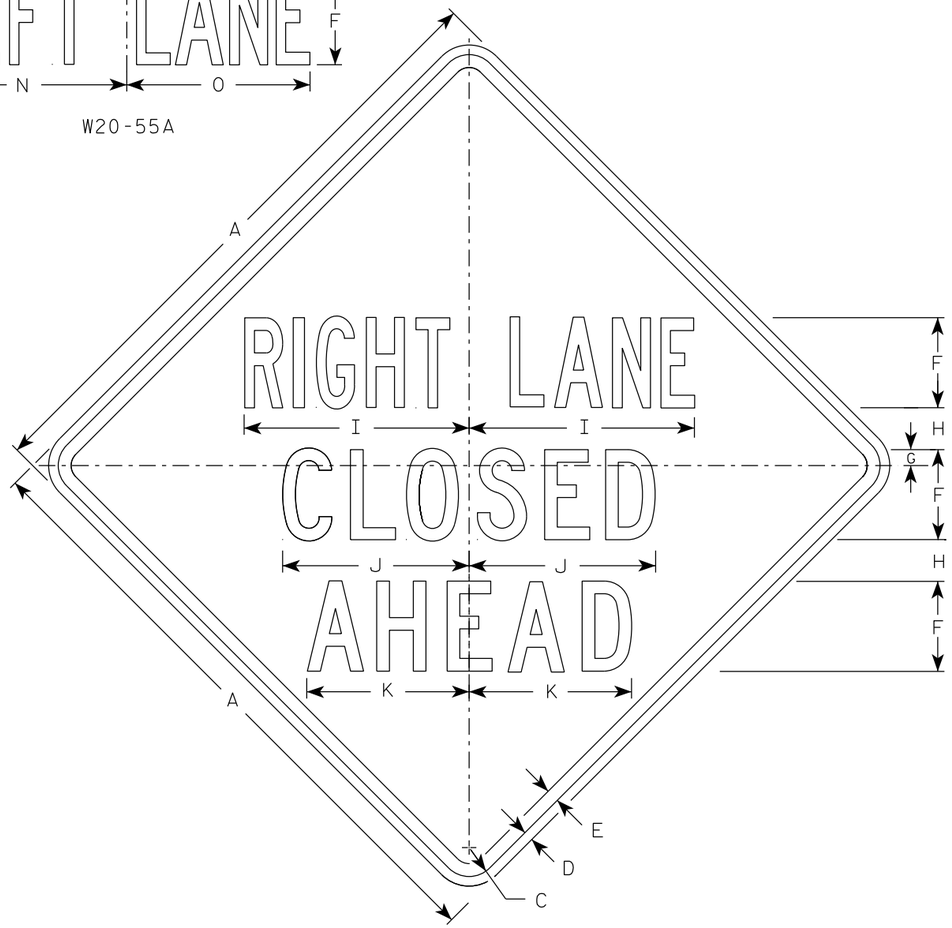
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



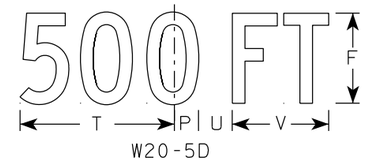
W20-56A



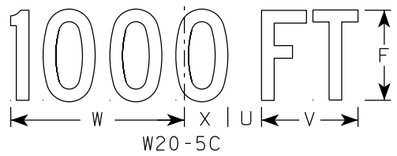
W20-55A



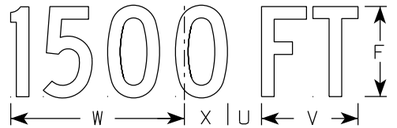
W20-5A



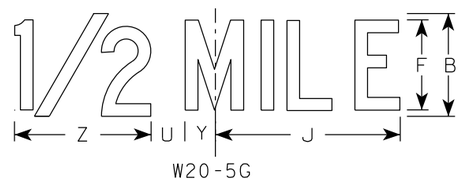
W20-5D



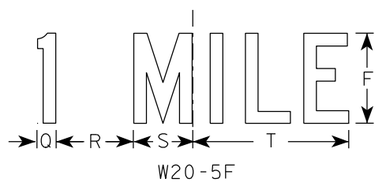
W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ 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	2 1/4	5/8	3/4	5	7/8	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 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	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	3	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	3	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	3	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	3	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

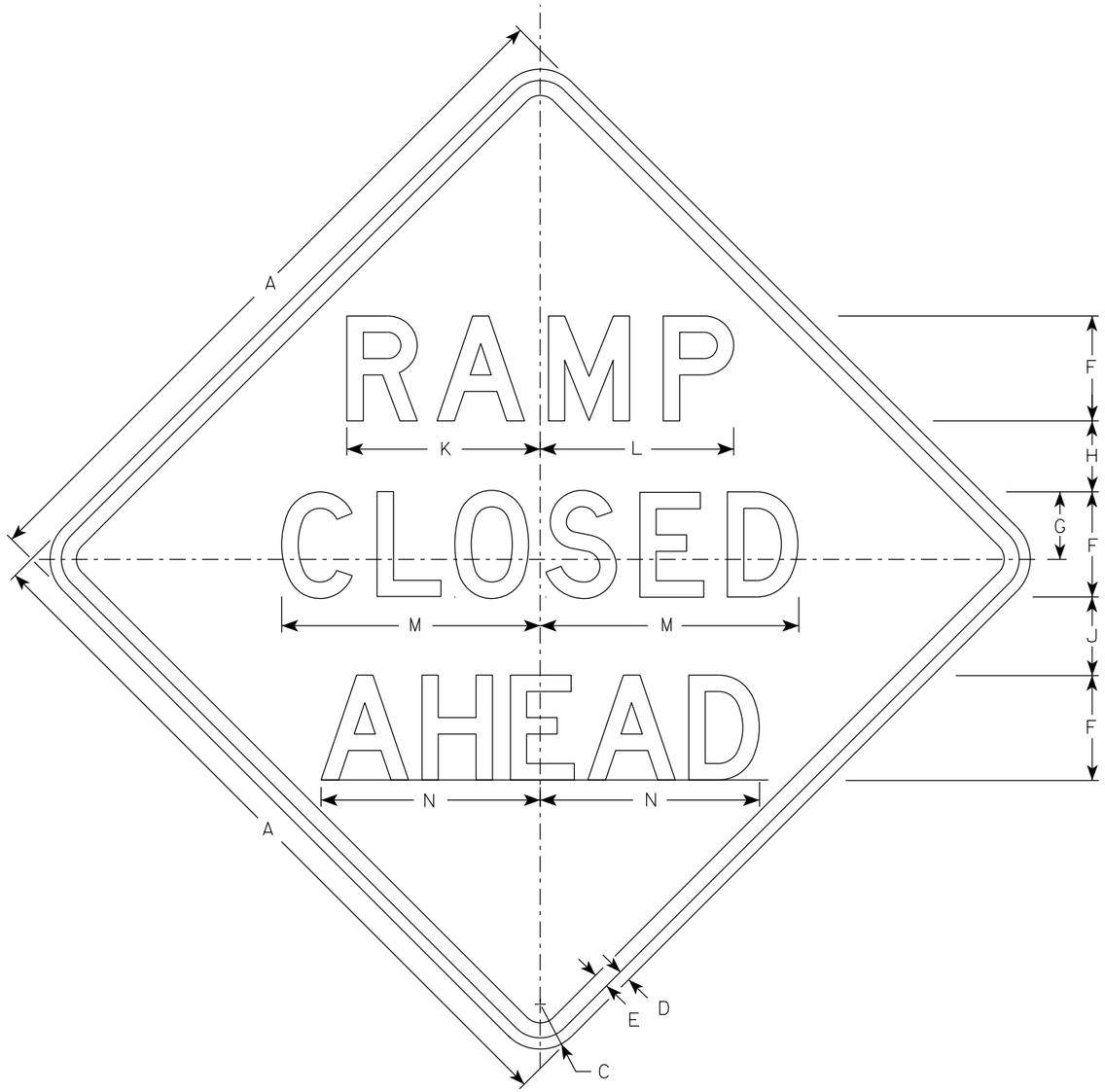
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

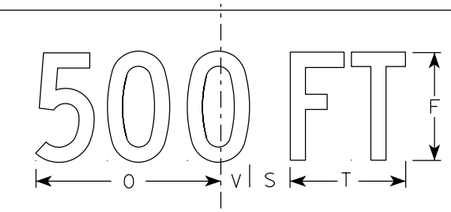
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

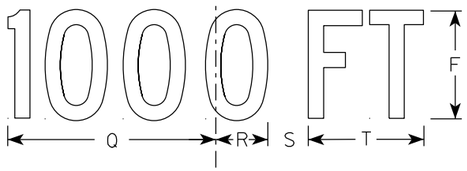
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 805	E



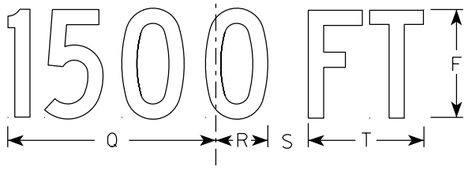
W20-53A



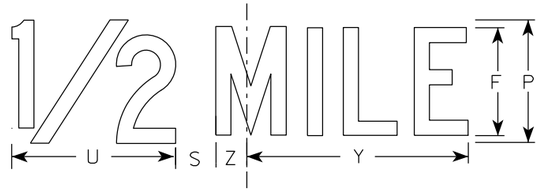
W20-53D



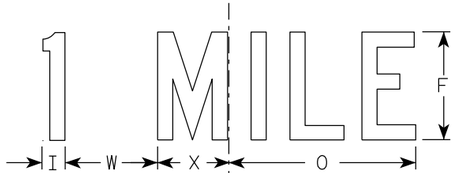
W20-53C



W20-53B



W20-53G



W20-53F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

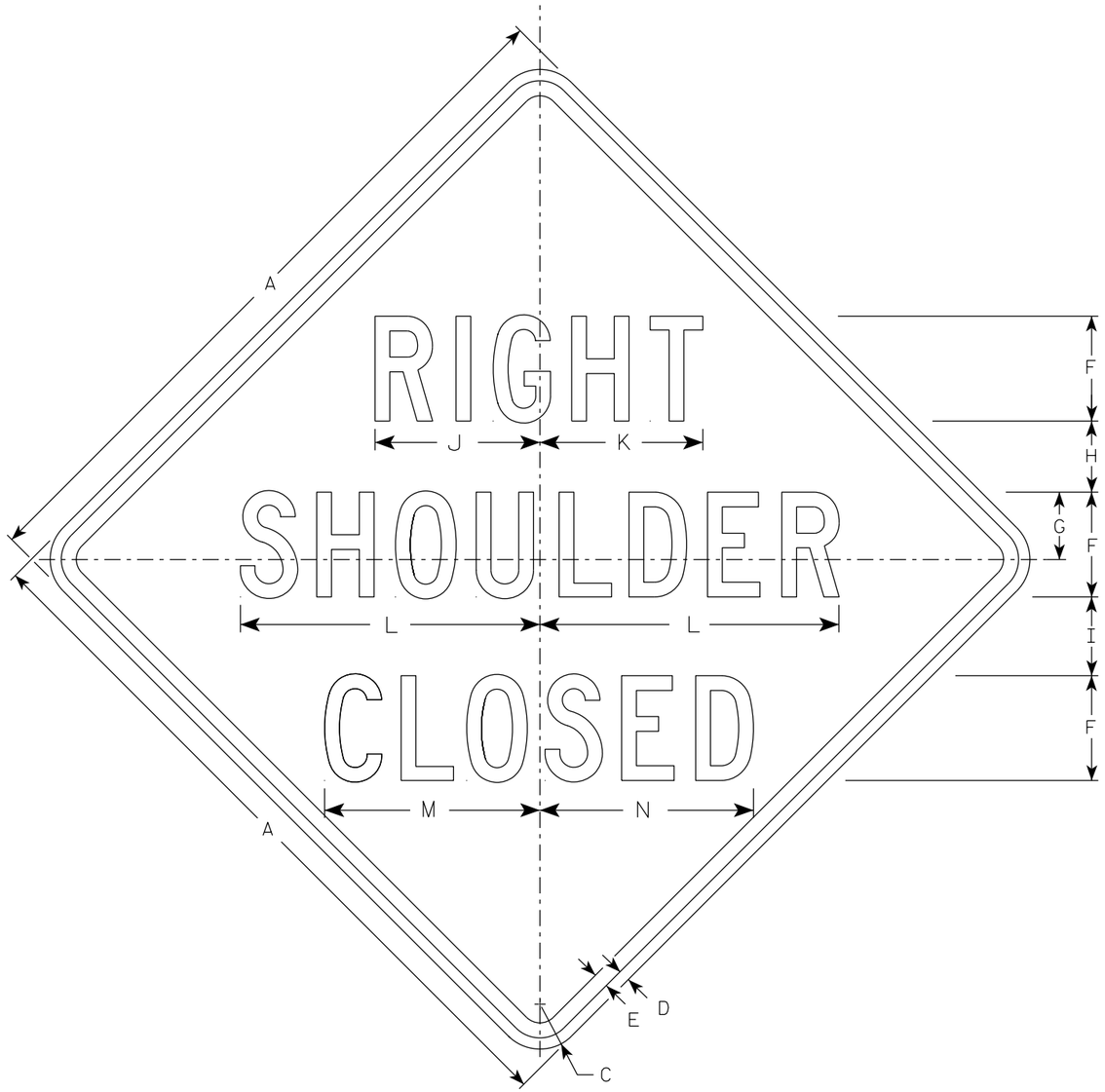
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-53.2

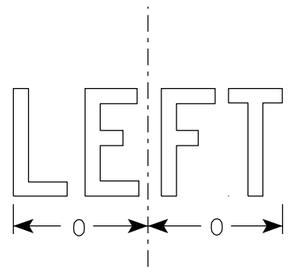
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W21-5A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



W21-5AL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

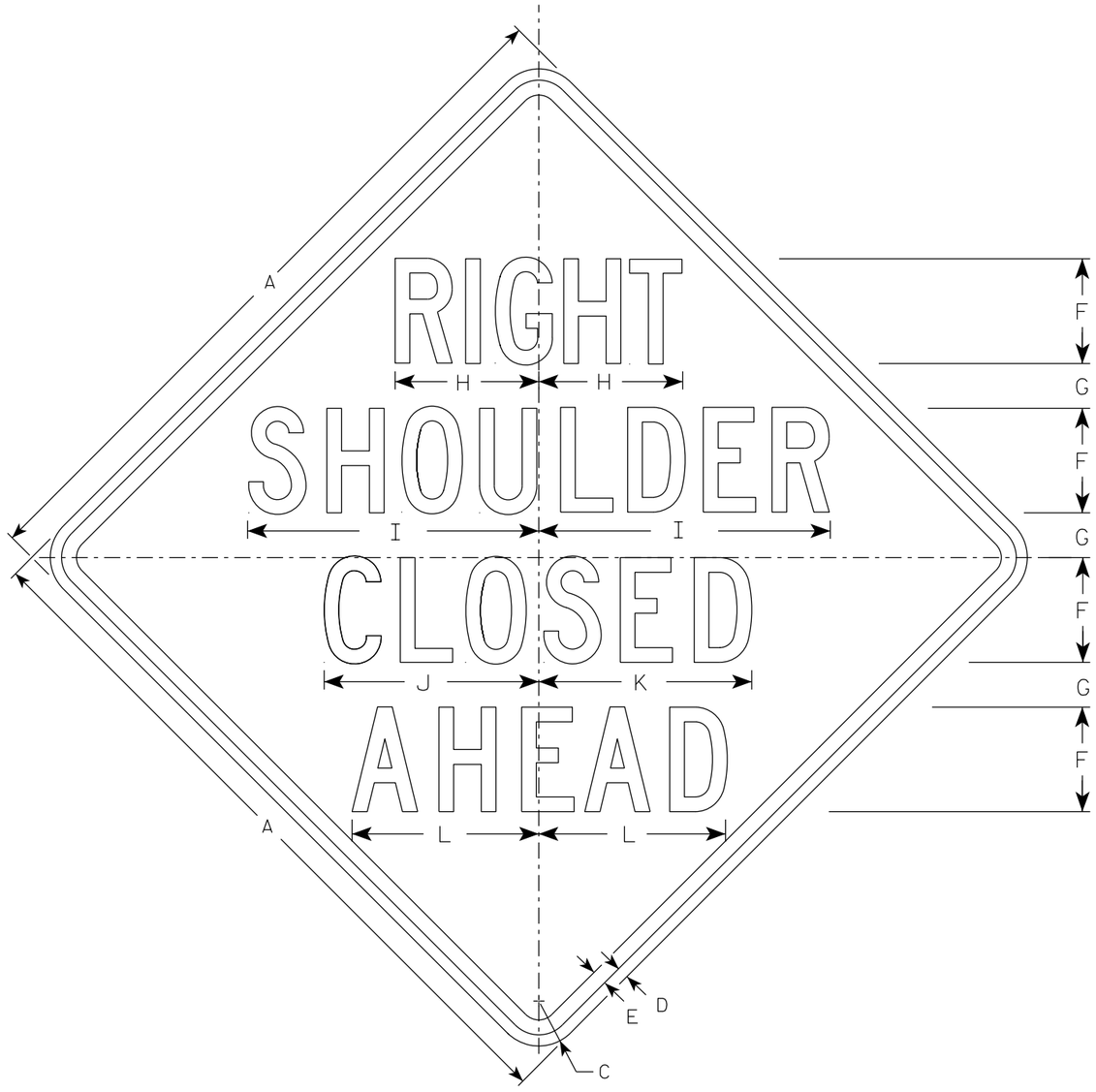
STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5A.4

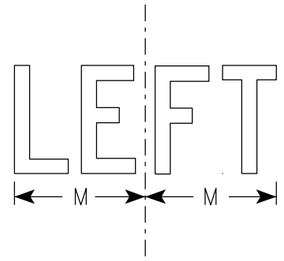
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 807 | E



W21-5B

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



W21-5BL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

STANDARD SIGN
W21-5B

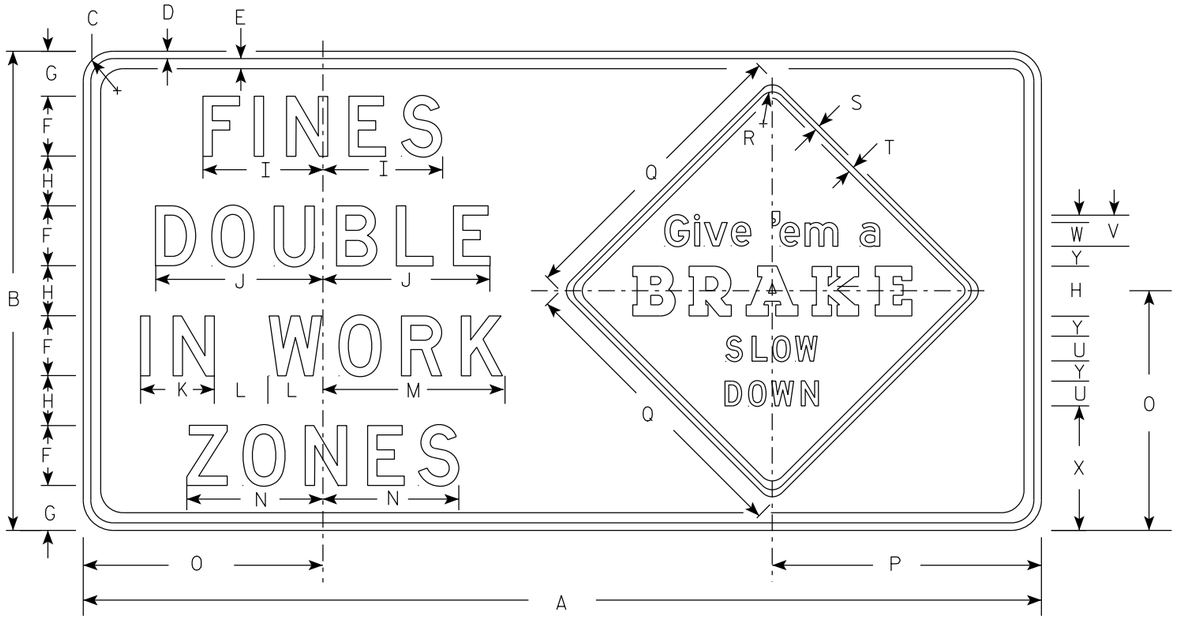
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/16/2024 PLATE NO. W21-5B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 808 | E

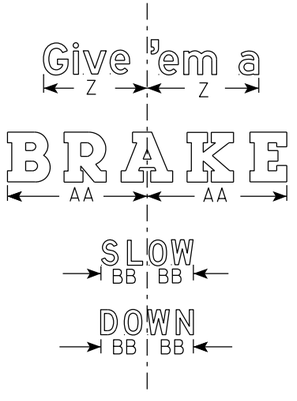
7

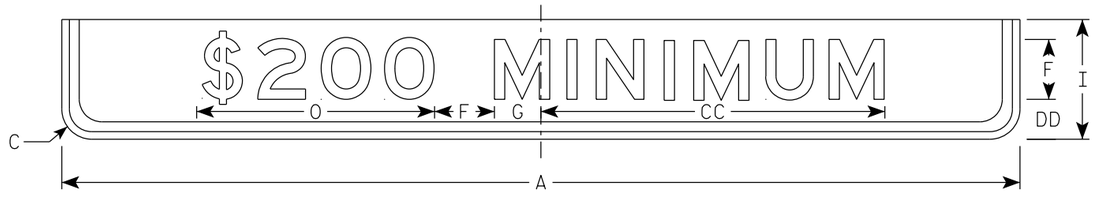


W21-62

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.





W21-62P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	3	¾	1	6	4 ½	5	12	16 ¾	7 ⅜	5 ½	18 ¼	13 ⅝	24	27	30	1 ⅜	½	⅝	2 ½	3 ⅛	2 ⅜	12 ½	2	10 ¾	14	4 ⅝	34 ½	4	32.0
4																															
5																															

STANDARD SIGN
W21-62

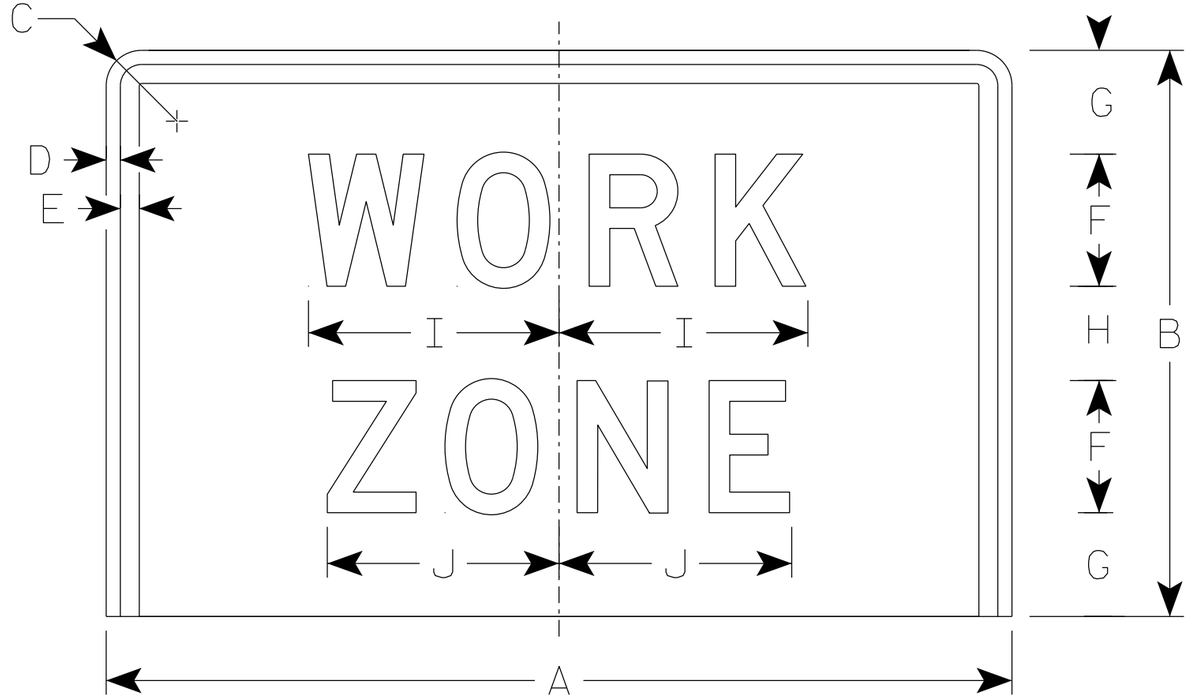
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/12/2024 PLATE NO. W21-62.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W2162.dgn PLOT DATE : 12-MARCH 2024 2:57 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W21-62Q

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
2M	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
3	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
4	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
5	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0

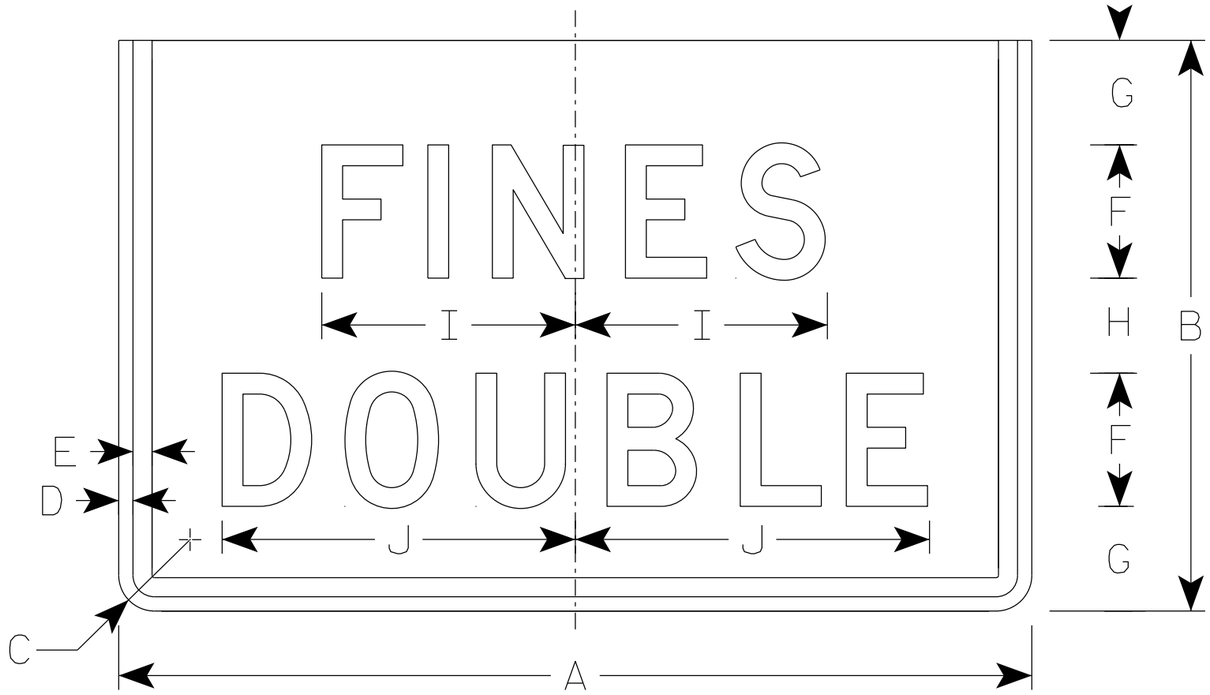
STANDARD SIGN
W21-62Q

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/2024 PLATE NO. W21-62Q.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 810 | E



W21-62R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
2M	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
3	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
4	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
5	48	30	1 7/8	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0

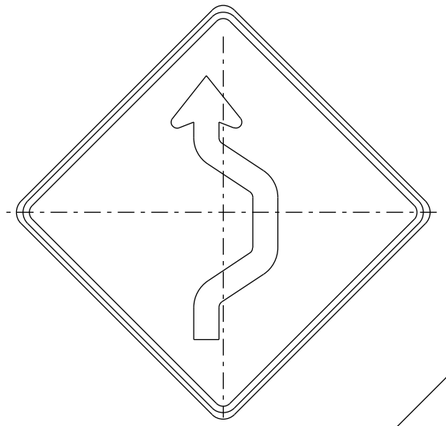
STANDARD SIGN
W21-62R

WISCONSIN DEPT OF TRANSPORTATION

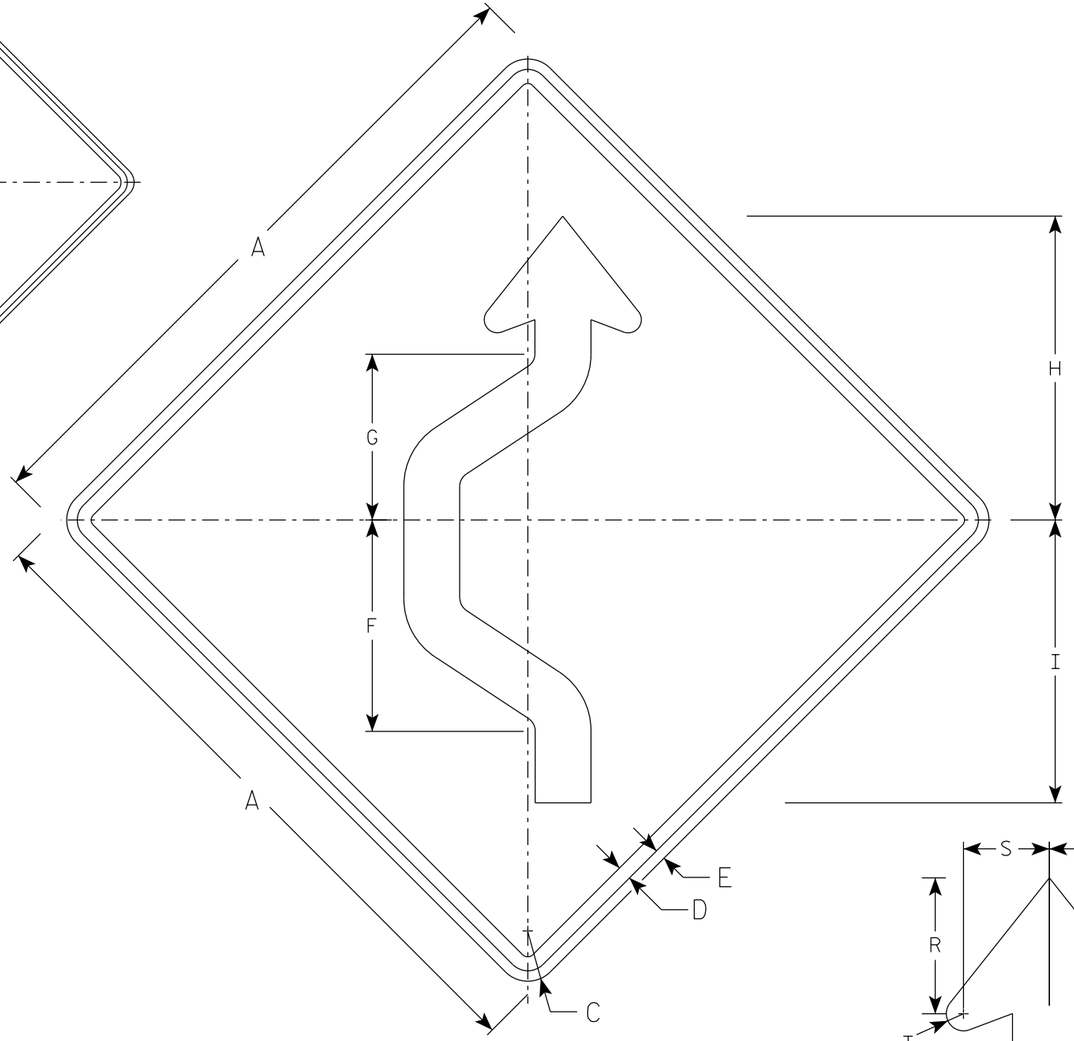
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/13/2024 PLATE NO. W21-62R.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 811 E



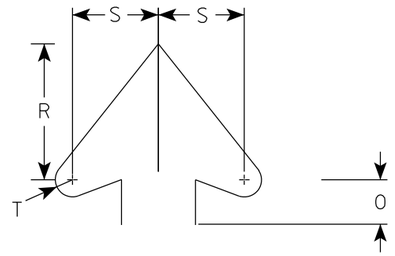
W24-1R



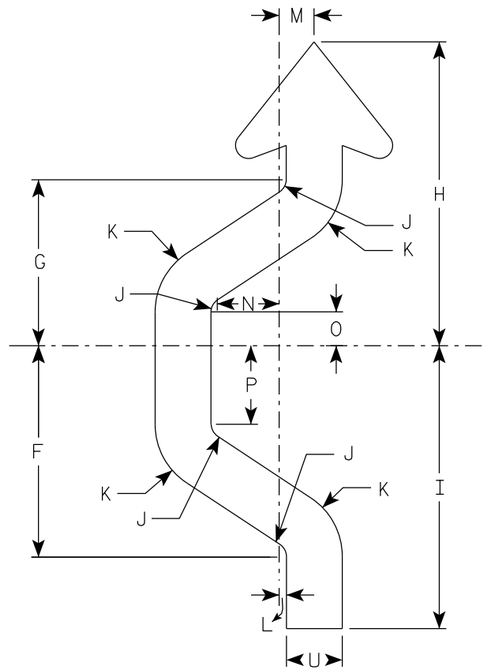
W24-1L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W24-1R is the same as W24-1L except reversed along the vertical centerline.



Arrowhead Detail



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2M	36		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
3																											
4																											
5																											

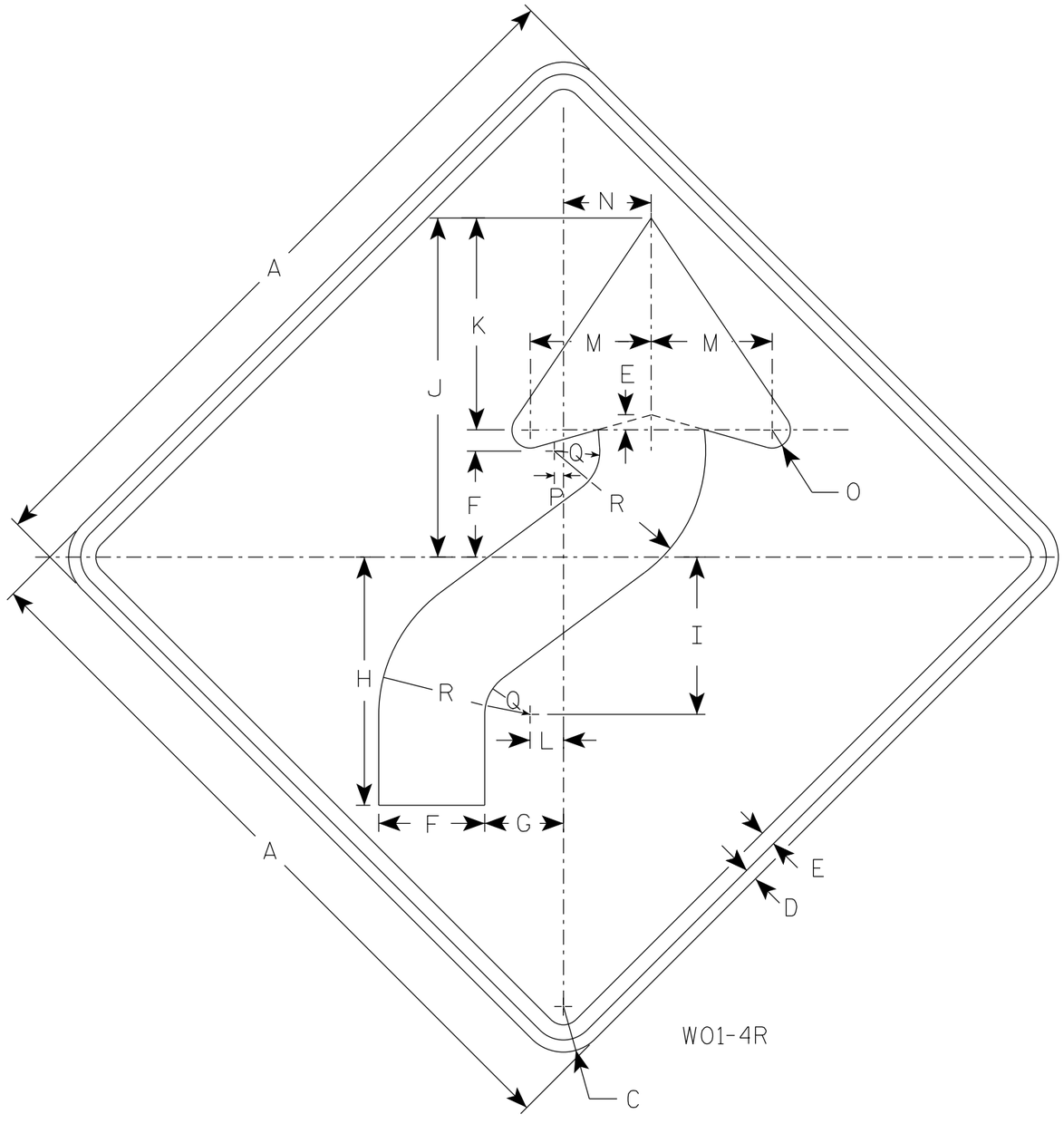
STANDARD SIGN
W24-1L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/22/2024 PLATE NO. W24-1.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 812	E



WO1-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

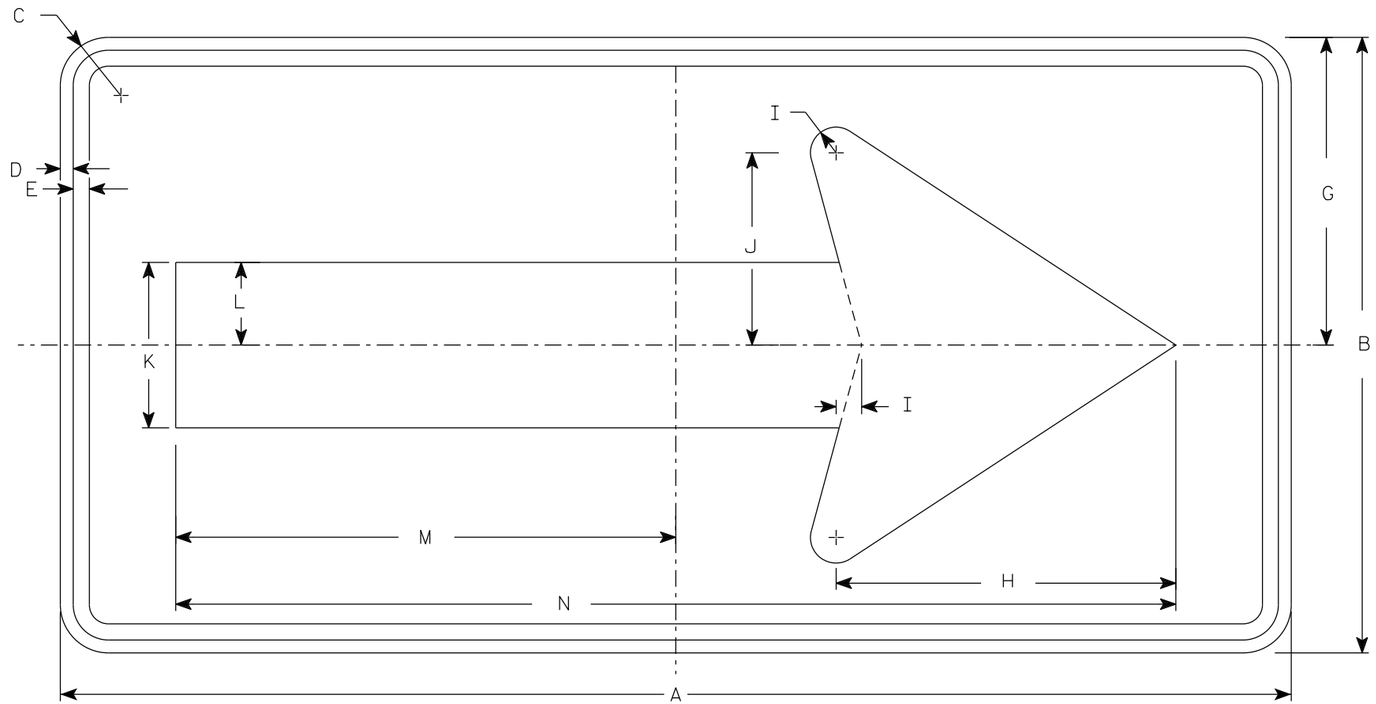
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 813 | E



W01-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

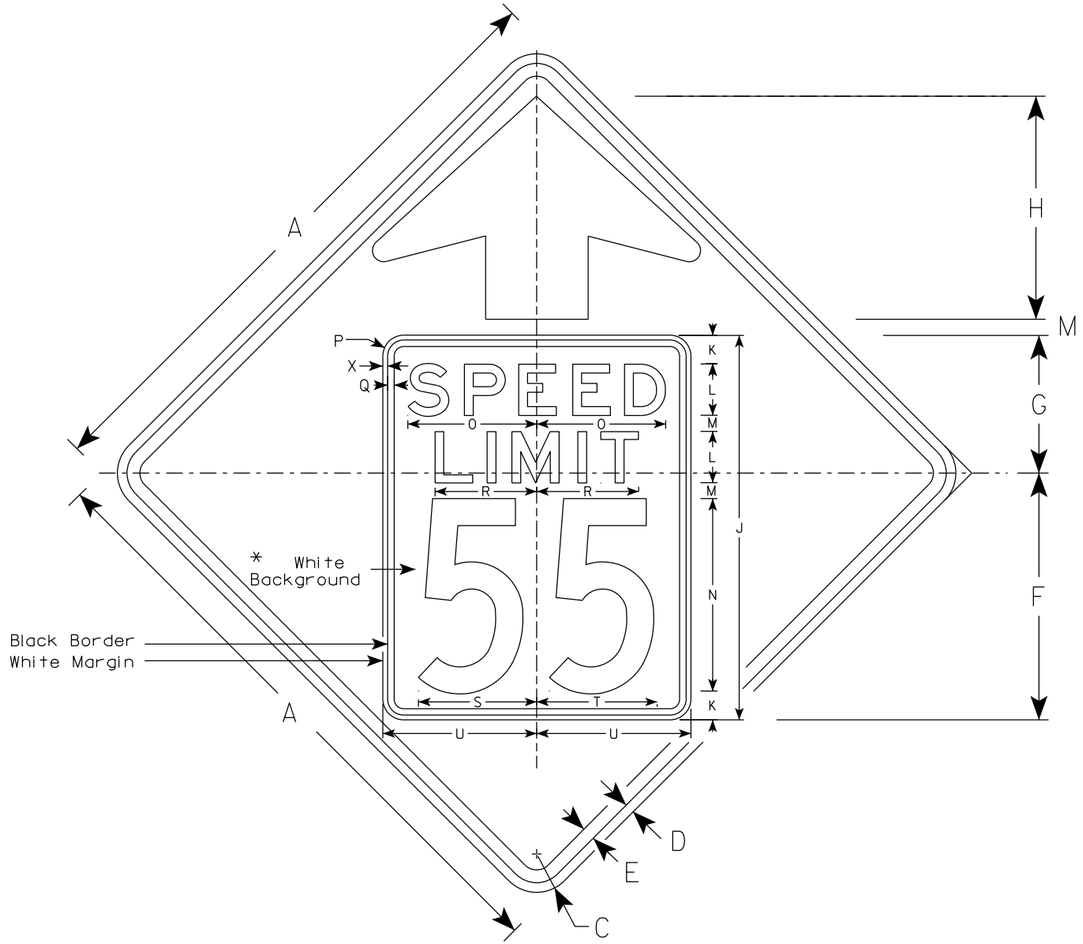
STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

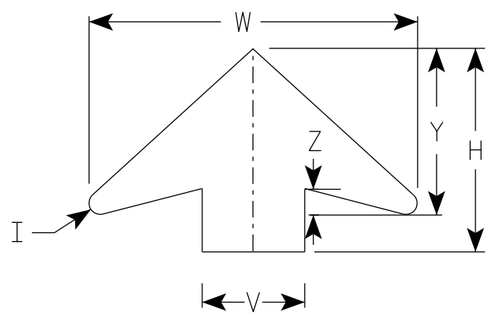


W03-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

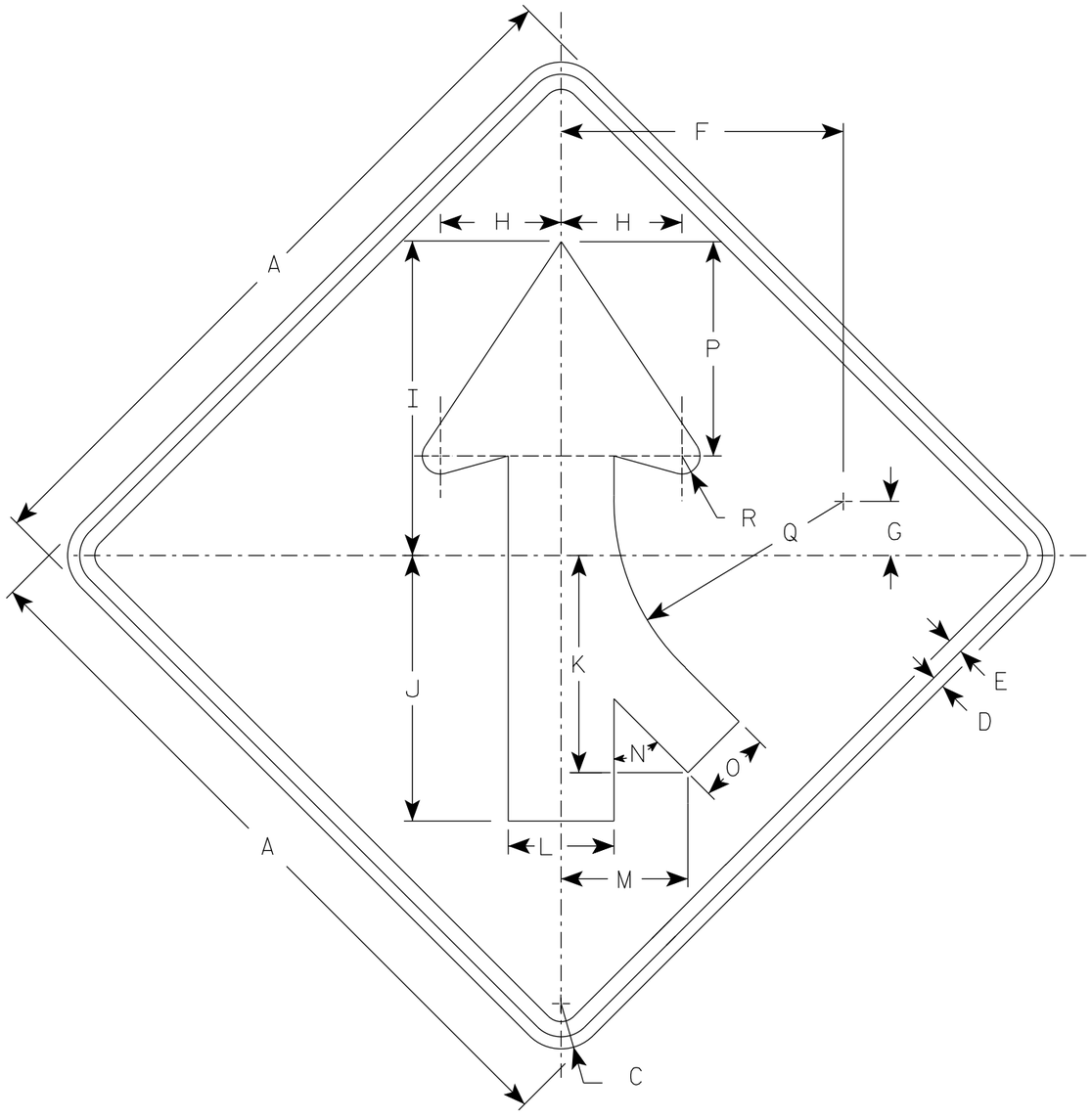
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

PROJECT NO:

SHEET NO: 815 E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

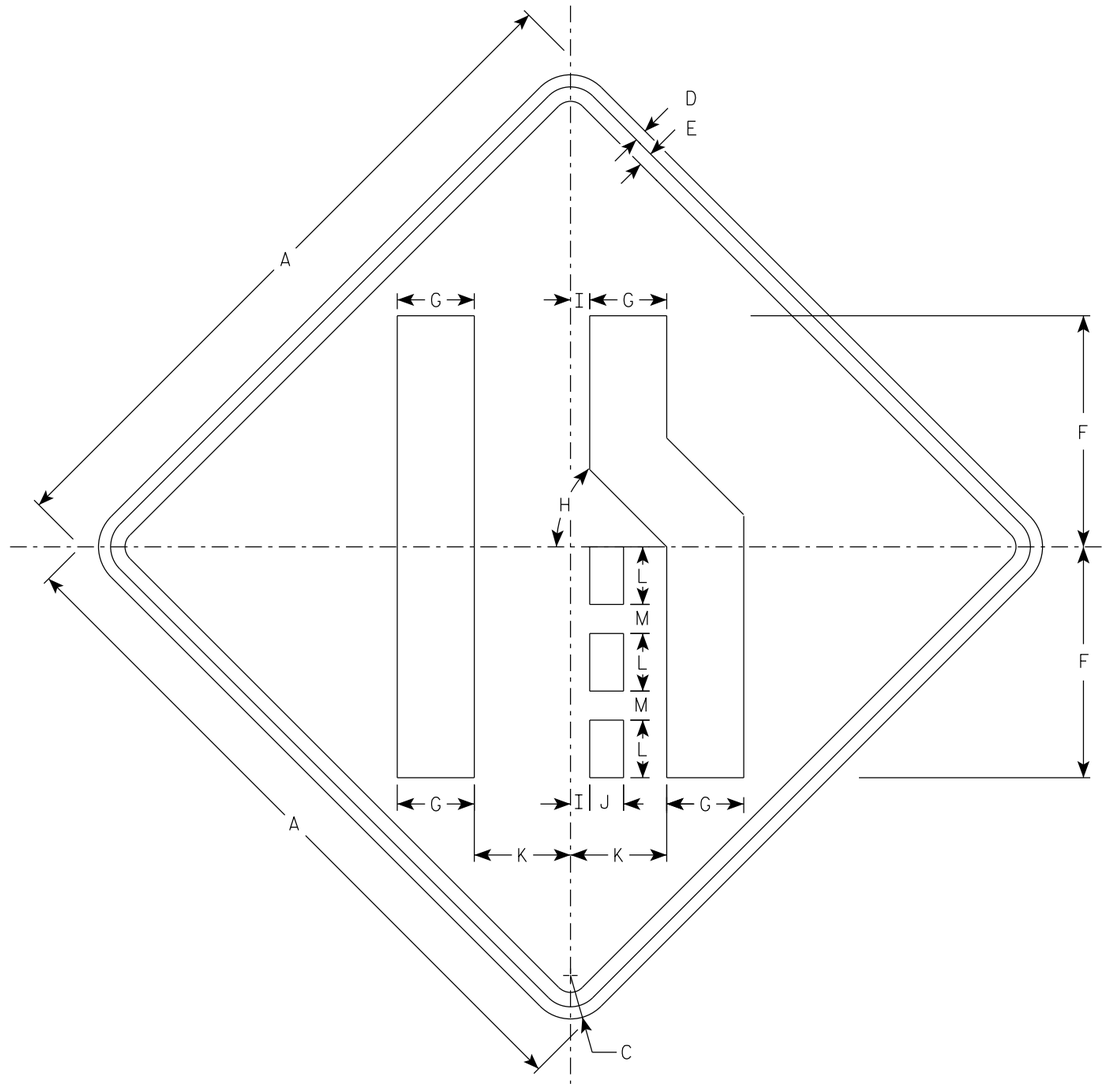
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 816 | E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

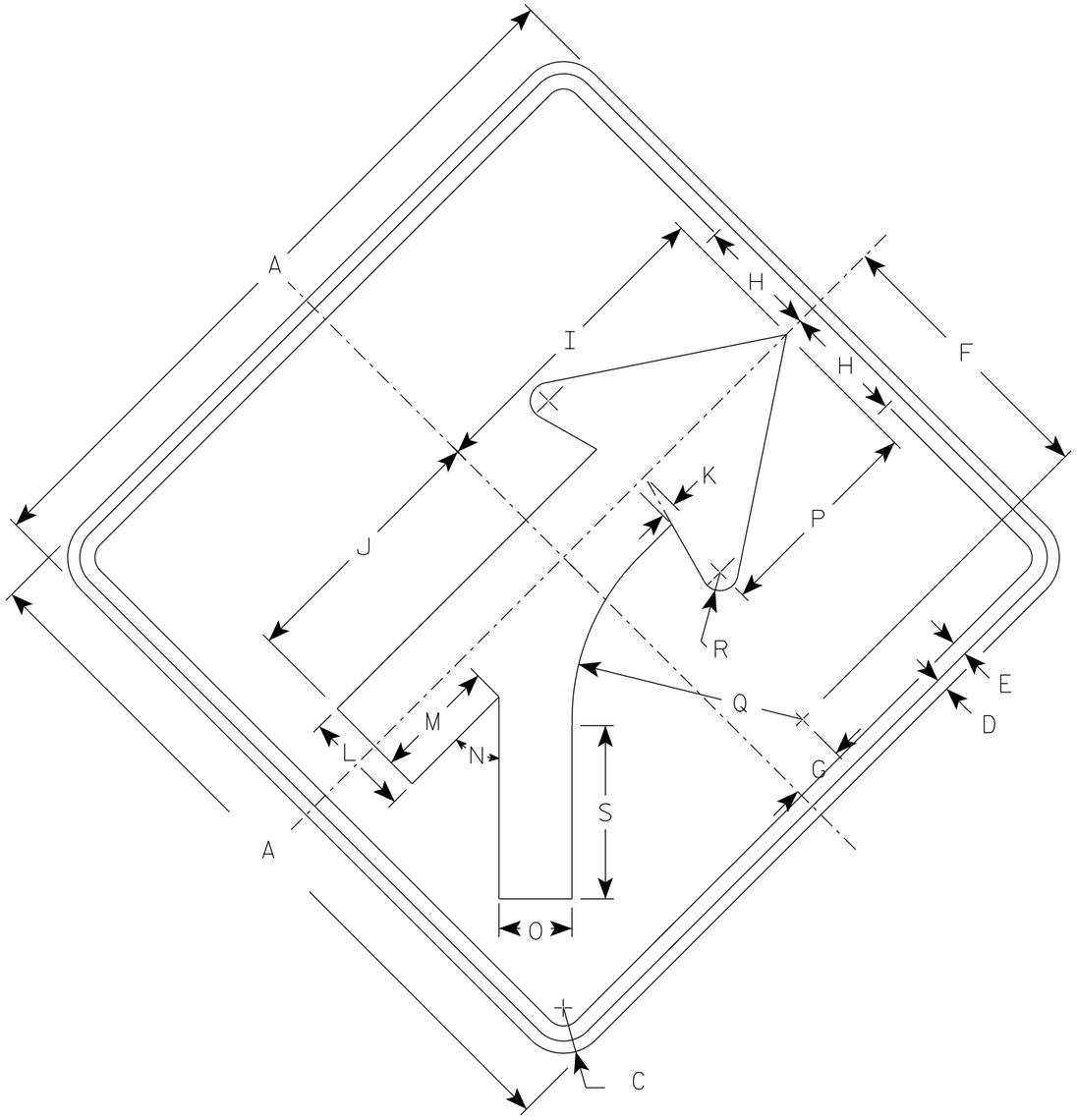
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 817 E



W04-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-5L is the same as W04-5R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

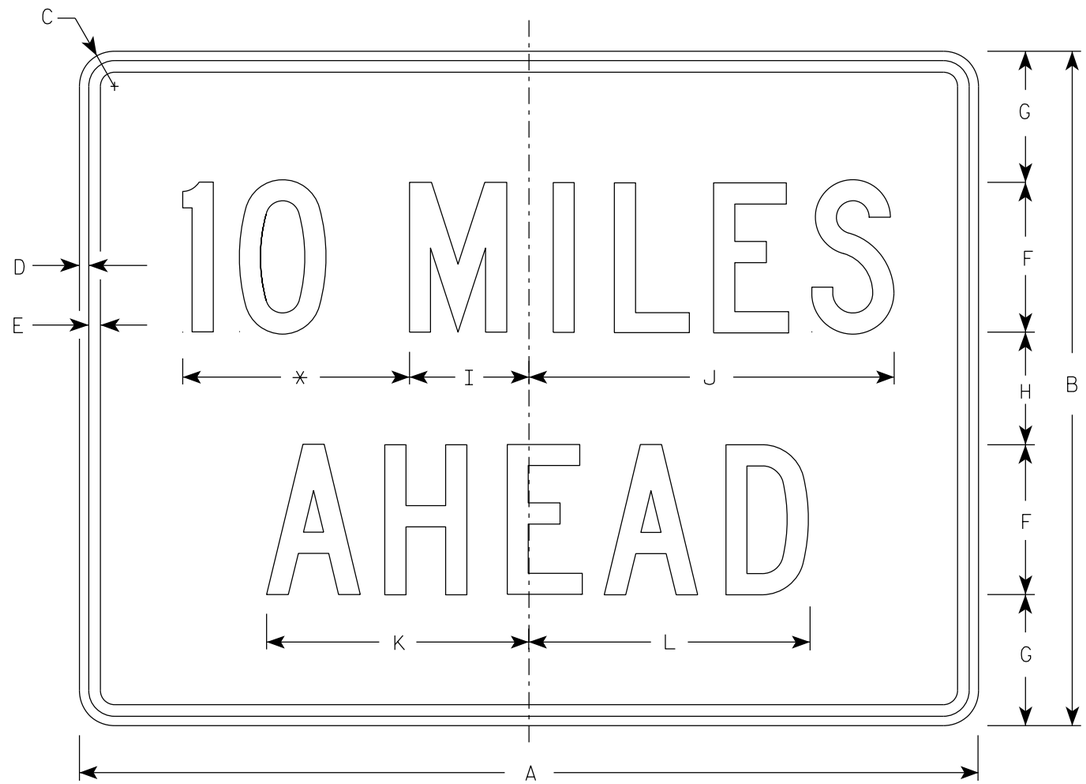
STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

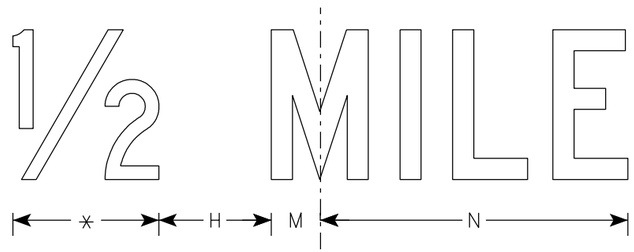
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 818 | E



W057-52



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. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

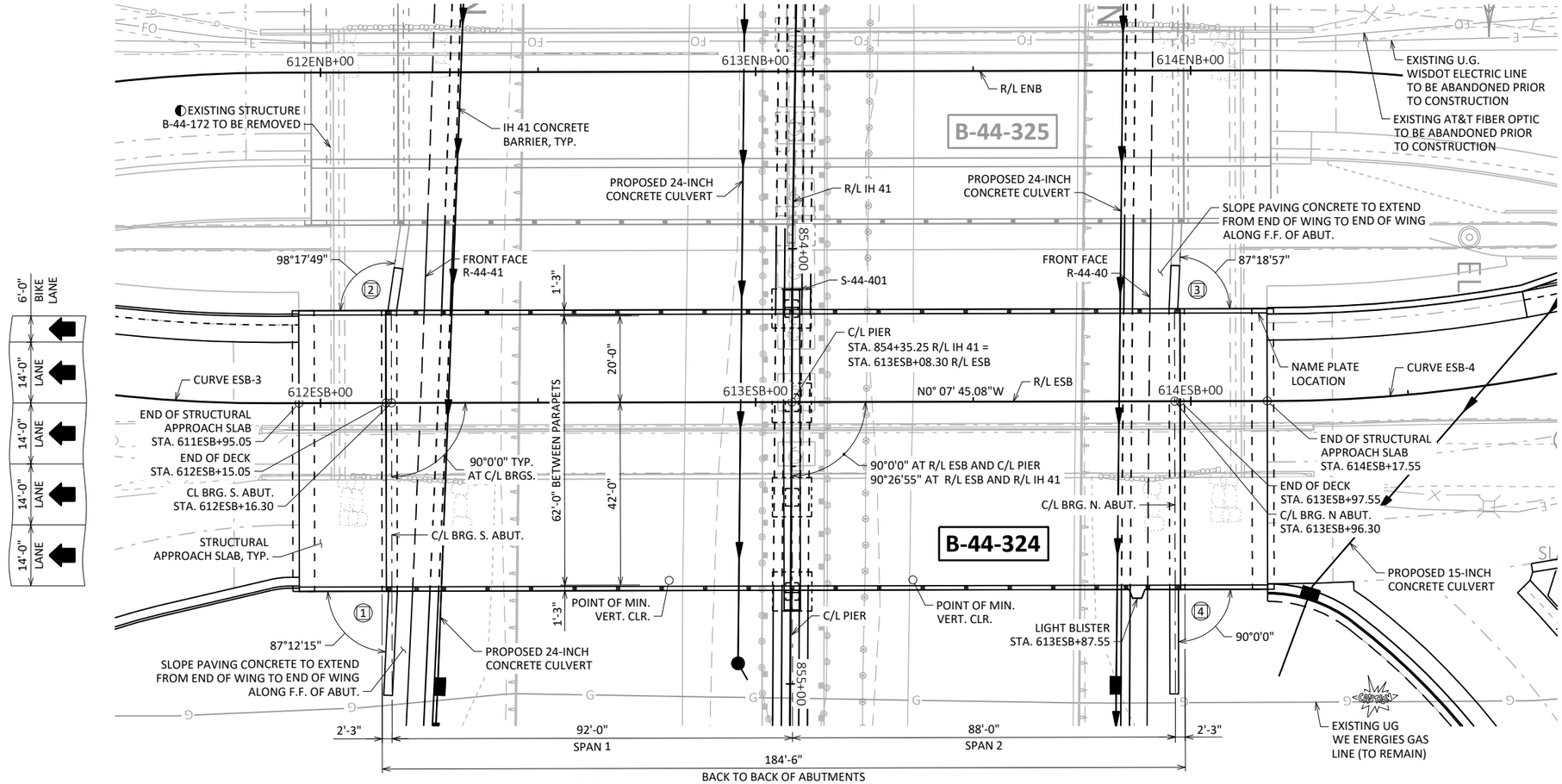
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 819 E

STATE PROJECT NUMBER

1130-65-76



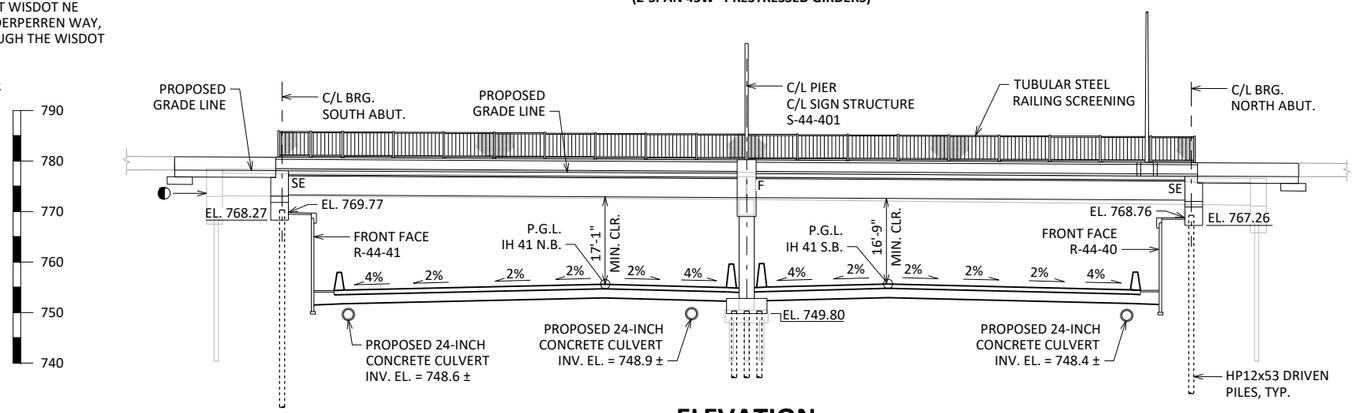
PLAN

(2-SPAN 45W" PRESTRESSED GIRDERS)

LEGEND

◐ EXISTING STRUCTURE B-44-172 IS A 2-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE. PLANS OF THE EXISTING STRUCTURE ARE AVAILABLE FOR REVIEW AT WISDOT NE REGION OFFICE, 944 VANDERPERREN WAY, GREEN BAY, WI, OR THROUGH THE WISDOT STRUCTURES WEBSITE.

① INDICATES WING NUMBER



ELEVATION

(LOOKING WEST)

ULTIMATE I.H. 41 CONFIGURATION SHOWN

TRAFFIC DATA

IH 41

A.D.T. = 74,900 (2025)
A.D.T. = 94,900 (2045)
R.D.S. = 75 MPH

CTH E

A.D.T. = 33,705 (2025)
A.D.T. = 42,975 (2045)
R.D.S. = 40 MPH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.18
OPERATING RATING: RF = 1.77
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

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

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE — f'_c = 4,000 PSI
- STRUCTURAL APPROACH SLAB — f'_c = 4,000 PSI
- ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
- GRADE 60 — f_y = 60,000 PSI
- STAINLESS, GRADE 60 — f_y = 60,000 PSI

45W-INCH PRESTRESSED GIRDERS — f'_c = 8,000 PSI
PRESTRESSING STRANDS:
(0.6-INCH) ULTIMATE TENSILE STRENGTH — = 270,000 PSI

STRUCTURAL CARBON STEEL
(ASTM A709 GRADE 36) — f_y = 36,000 PSI

STEEL PILING:
(ASTM A572 GRADE 50) — f_y = 50,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP12X53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 75'-0" LONG AT SOUTH ABUTMENT.
ESTIMATED 55'-0" LONG AT NORTH ABUTMENT.

PIER TO BE SUPPORTED ON HP12X53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 55'-0" LONG.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE PILE CAPACITY.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
136	611ESB+13.40, 29.86' RT.	B.M./BOLT	778.792
137	616ESB+10.41, 9.35' RT.	B.M./CHISLED SQUARE	773.017

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK: (608) 261-0261
CONSULTANT:
MARK MADAY (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/20/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

WISCONSIN STEVEN G. MILLER E-26710 MILWAUKEE, WI 12/19/2024 PROFESSIONAL ENGINEER

STRUCTURE B-44-324

SOUTHBOUND BALLARD RD OVER IH-41

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	ALR	DESIGNED CK'D	SGM	DRAWN BY	GLM	PLANS CK'D	SGM

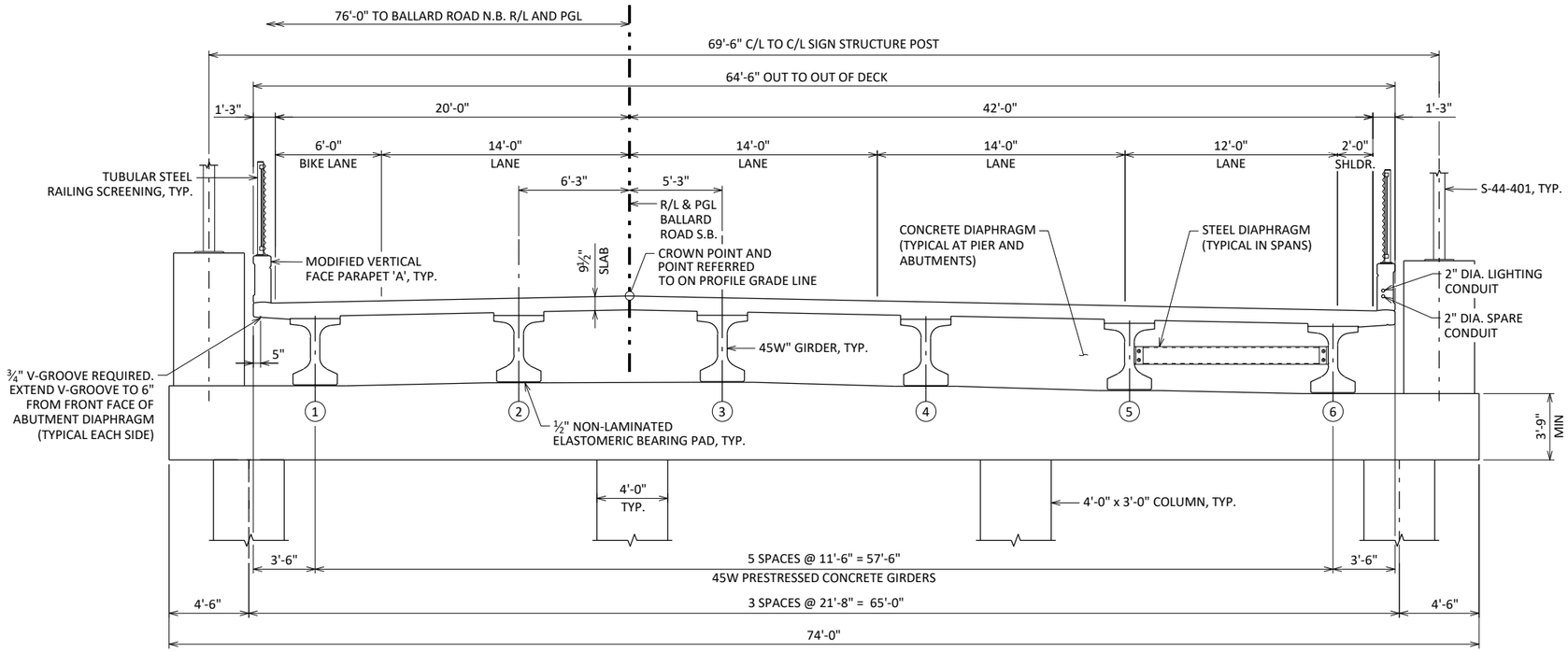
GENERAL PLAN & ELEVATION

SHEET 1 OF 37
820

SCALE = 30

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080101_GP.DWG
LAYOUT NAME - SHT_01

I.D. 1130-65-76 DATE: 10/25/2024



TYPICAL SECTION THRU SOUTHBOUND BALLARD ROAD

(LOOKING NORTH)

LIST OF DRAWINGS

1 GENERAL PLAN & ELEVATION
2 TYPICAL SECTION & QUANTITIES
3 PROFILE GRADE LINES
4 INTERIM ELEVATION
5 SUBSURFACE EXPLORATION
6 SOUTH ABUTMENT
7 SOUTH ABUTMENT DETAILS (1 OF 2)
8 SOUTH ABUTMENT DETAILS (2 OF 2)
9 NORTH ABUTMENT
10 NORTH ABUTMENT DETAILS (1 OF 2)
11 NORTH ABUTMENT DETAILS (2 OF 2)
12 ALTERNATE CONSTRUCTION JOINT
13 PIER
14 PIER COLUMNS
15 PIER CAP
16 PIER BILL OF BARS
17 45W" PRESTRESSED GIRDER
18 45W" PRESTRESSED GIRDER DETAILS
19 SUPERSTRUCTURE FRAMING PLAN
20 STEEL DIAPHRAGM
21 SUPERSTRUCTURE PLAN
22 SUPERSTRUCTURE CROSS SECTION
23 SUPERSTRUCTURE DETAILS (1 OF 2)
24 SUPERSTRUCTURE DETAILS (2 OF 2)
25 SUPERSTRUCTURE BILL OF BARS
26 LIGHTING SUPPORT DETAILS
27 CONDUIT DETAILS
28 SOUTH STRUCTURAL APPROACH SLAB
29 NORTH STRUCTURAL APPROACH SLAB
30 STRUCTURAL APPROACH SLAB DETAILS
31 MODIFIED VERTICAL FACE PARAPET 'A'
32 TUBULAR STEEL RAILING SCREENING
33 LIGHT ACCESS GATE DETAILS
34 CHAIN LINK FENCE DETAILS
35 AESTHETIC DETAILS (1 OF 2)
36 AESTHETIC DETAILS (2 OF 2)
37 STAINING DETAILS

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SOUTH APPROACH SLAB	SOUTH ABUTMENT	PIER	NORTH ABUTMENT	NORTH APPROACH SLAB	SUPER-STRUCTURE	TOTAL
203.0220	REMOVING OLD STRUCTURE B-44-172	EACH	---	---	---	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-44-324	EACH	---	---	---	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	290	---	300	---	---	590
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	200	---	---	---	200	---	400
502.0100	CONCRETE MASONRY BRIDGES	CY	18	65	116	65	18	---	282
502.3200	PROTECTIVE SURFACE TREATMENT	SY	139	---	---	---	139	1,296	1,574
502.3210	PIGMENTED SURFACE SEALER	SY	17	---	---	---	17	152	186
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	---	---	---	---	---	1,085	1,085
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	4,570	4,050	4,570	---	---	13,190
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	14,510	2,260	23,660	2,250	14,510	110,800	167,990
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	---	---	---	---	---	2,210	2,210
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	---	---	---	---	---	24	24
506.4000	STEEL DIAPHRAGMS B-44-324	EACH	---	---	---	---	---	20	20
513.4091	RAILING TUBULAR SCREENING	LF	---	---	---	---	---	364	364
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	16	---	16	---	---	32
517.1000.S	CONCRETE STAINING B-44-324	SF	110	810	1,610	820	110	4,790	8,250
531.8990	ANCHOR ASSEMBLIES POLES ON STRUCTURES	EACH	---	---	2	---	---	1	3
550.0500	PILE POINTS	EACH	---	12	32	12	---	---	56
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	---	900	1,760	660	---	---	3,320
604.0400	SLOPE PAVING CONCRETE	SY	---	47	---	47	---	---	94
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	---	---	---	---	---	16	16
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	---	---	---	---	---	490	490
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	---	---	---	---	---	3	3
SPV.0035.0800	HPC MASONRY STRUCTURES	CY	68	---	---	---	68	495	631
SPV.0090.0801	FENCE CHAIN LINK POLYMER COATED 6-FT B-44-324	LF	---	36	---	36	---	---	72
SPV.0090.0802	REMOVING EXISTING STEEL PILING	LF	---	---	405	---	---	---	405
SPV.0165.0800	LONGITUDINAL GROOVING BRIDGE DECK	SF	1,250	---	---	---	1,250	11,406	13,906
	NON-BID ITEMS								
	PREFORMED JOINT FILLER	SIZE	---	---	---	---	---	---	1/2", 3/4"
	EXPANDED POLYSTYRENE	SIZE	---	---	---	---	---	---	1"
	NAME PLATE	EACH	---	---	---	---	---	---	1

ALL BID ITEMS ARE CATEGORY 2000 EXCEPT "CONCRETE STAINING B-44-324" IS CATEGORY 1400.

STATE PROJECT NUMBER

1130-65-76

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE PLACED WITH 2" OF CLEAR CONCRETE COVER UNLESS OTHERWISE NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (2012).

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFY THE BAR SIZE.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

AT ABUTMENTS, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE OR MSE BACKFILL SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. SEE ABUTMENT DETAILS SHEET FOR STRUCTURAL BACKFILL LIMITS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE 45W" PRESTRESSED GIRDER DETAILS SHEET. THIS IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

PILE SPLICES SHALL BE MADE BY A CERTIFIED WELDER.

THE DECK, PARAPETS, AND STRUCTURAL APPROACH SLABS CONCRETE QUANTITY SHALL BE PAID FOR UNDER BID ITEM "HPC MASONRY STRUCTURES".

THE CONTRACTOR MUST COORDINATE THE REMOVAL OF EXISTING STRUCTURE B-44-172 WITH CONSTRUCTION OF RETAINING WALLS R-44-40 AND R-44-41 AND CONSTRUCTION OF THE B-44-324 AND B-44-325 BRIDGE ABUTMENTS.

BALLARD ROAD TO BE CLOSED TO TRAFFIC DURING BRIDGE AND WALL CONSTRUCTION.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE ENTIRE TOP OF DECK, THE PAVING BLOCK AND THE TOP OF THE STRUCTURAL APPROACH SLABS. PIGMENTED SURFACE SEALER IS TO BE APPLIED TO THE FRONT FACE AND TOP OF PARAPETS, INCLUDING PARAPETS ON THE STRUCTURAL APPROACH SLABS.

"LONGITUDINAL GROOVING BRIDGE DECK" SHALL BE APPLIED TO THE TRAFFIC LANES, SHOULDERS, AND BIKE LANE OF THE BRIDGE DECK AND THE STRUCTURAL APPROACH SLABS.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

CONCRETE STAINING TO BE IN ACCORDANCE WITH THE CONCRETE STAINING DETAILS AND SCHEDULE SHOWN ON THE STAINING DETAILS SHEET.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

TYPICAL SECTION & QUANTITIES

SHEET 2 OF 37
821

SCALE = 8

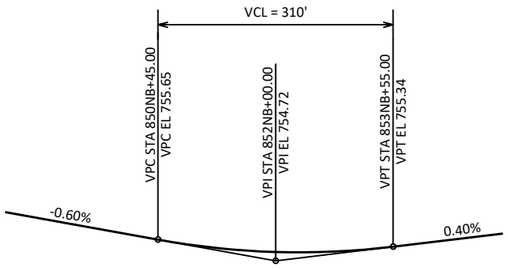
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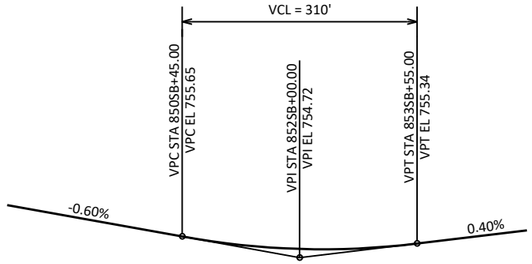
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LAYOUT NAME - SHT_02

STATE PROJECT NUMBER

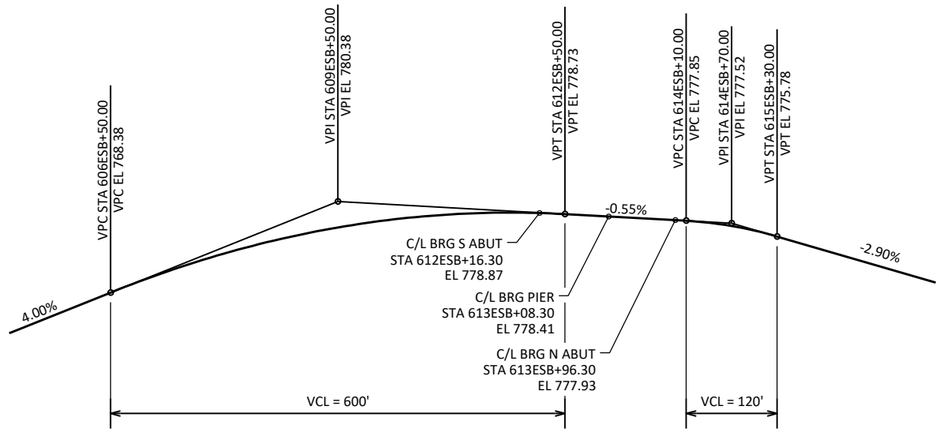
1130-65-76



PROFILE GRADE LINE - IH 41 N.B.



PROFILE GRADE LINE - IH 41 S.B.



PROFILE GRADE LINE - BALLARD ROAD S.B.

HORIZONTAL CURVE DATA

CURVE ESB-3

P.I. = STA 611'ESB'+34.05
X = 835771.53
Y = 575310.71
Δ = 18°22'28"
D = 16°25'02"
T = 56.45'
L = 111.92'
R = 349.00'
P.C. STA = 610'ESB'+77.60
X = 835753.86
Y = 575257.10
P.T. STA = 611'ESB'+89.52
X = 835771.41
Y = 575367.15

CURVE ESB-4

P.I. = STA 614'ESB'+75.27
X = 835770.76
Y = 575652.90
Δ = 18°22'15"
D = 16°25'02"
T = 56.43'
L = 111.90'
R = 349.00'
P.C. STA = 614'ESB'+18.83
X = 835770.89
Y = 575596.46
P.T. STA = 615'ESB'+30.73
X = 835752.85
Y = 575706.41

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

PROFILE GRADE LINES

SHEET 3 OF 37
822

SCALE = 200

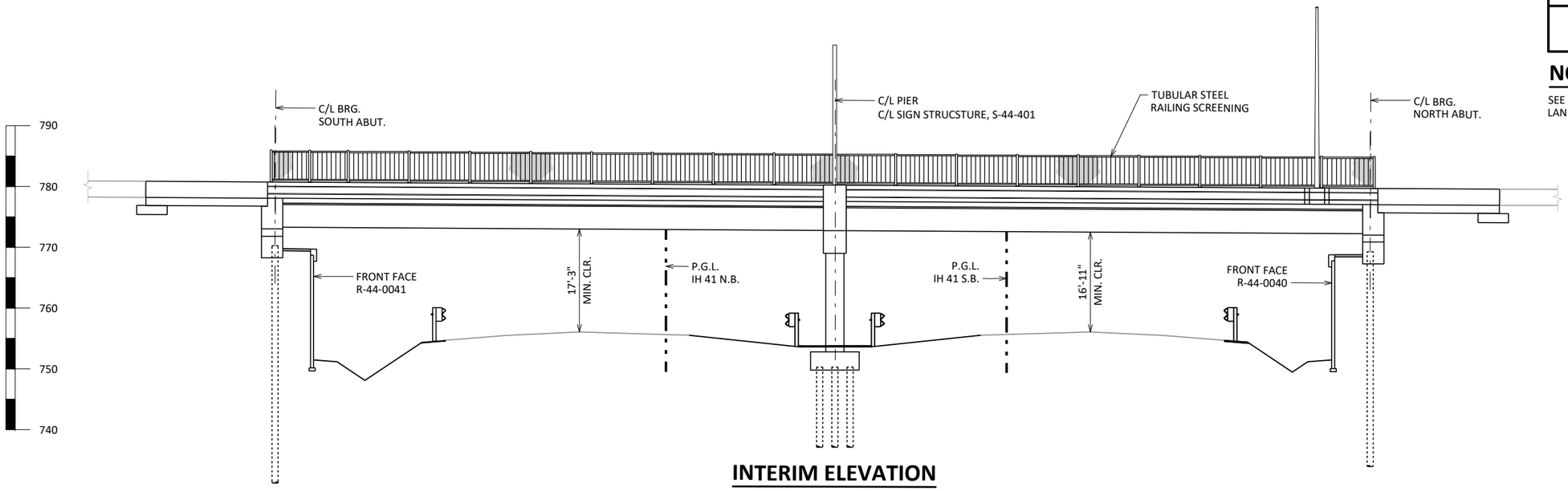
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LAYOUT NAME - SHT_03

STATE PROJECT NUMBER

1130-65-76

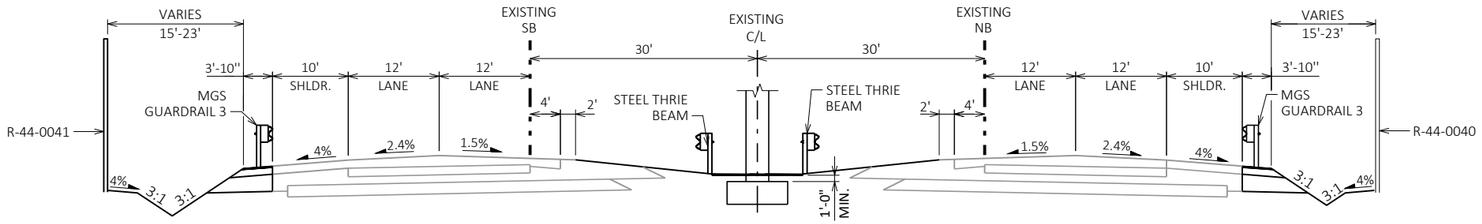
NOTES

SEE SHEET 1 FOR THE ULTIMATE I.H. 41 LANE CONFIGURATION.



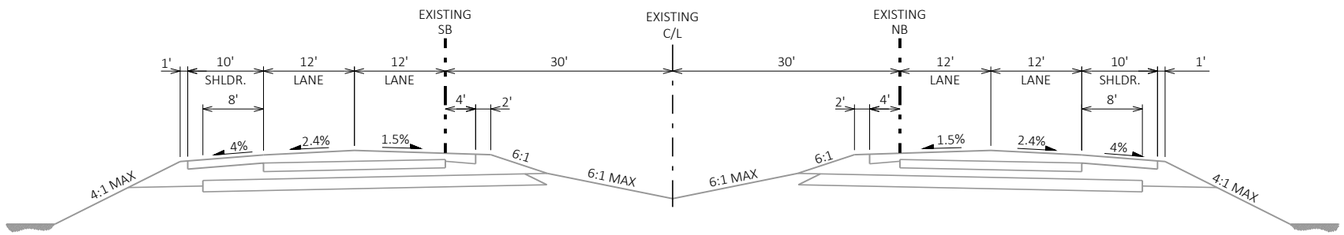
INTERIM ELEVATION

(LOOKING WEST)



TYPICAL INTERIM SECTION
IH 41

STA 849'NB'+35.83 TO STA 856'NB'+03.08
STA 851'SB'+97.61 TO STA 858'SB'+65.57



TYPICAL EXISTING SECTION
IH 41

STA 838'NB'+29.62 TO STA 872'NB'+08.41
STA 829'SB'+55.32 TO STA 868'SB'+48.22

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

INTERIM ELEVATION

SHEET 4 OF 37
823

SCALE = 20

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LAYOUT NAME - SHT_04

STATE PROJECT NUMBER

1130-65-76

NOTE:

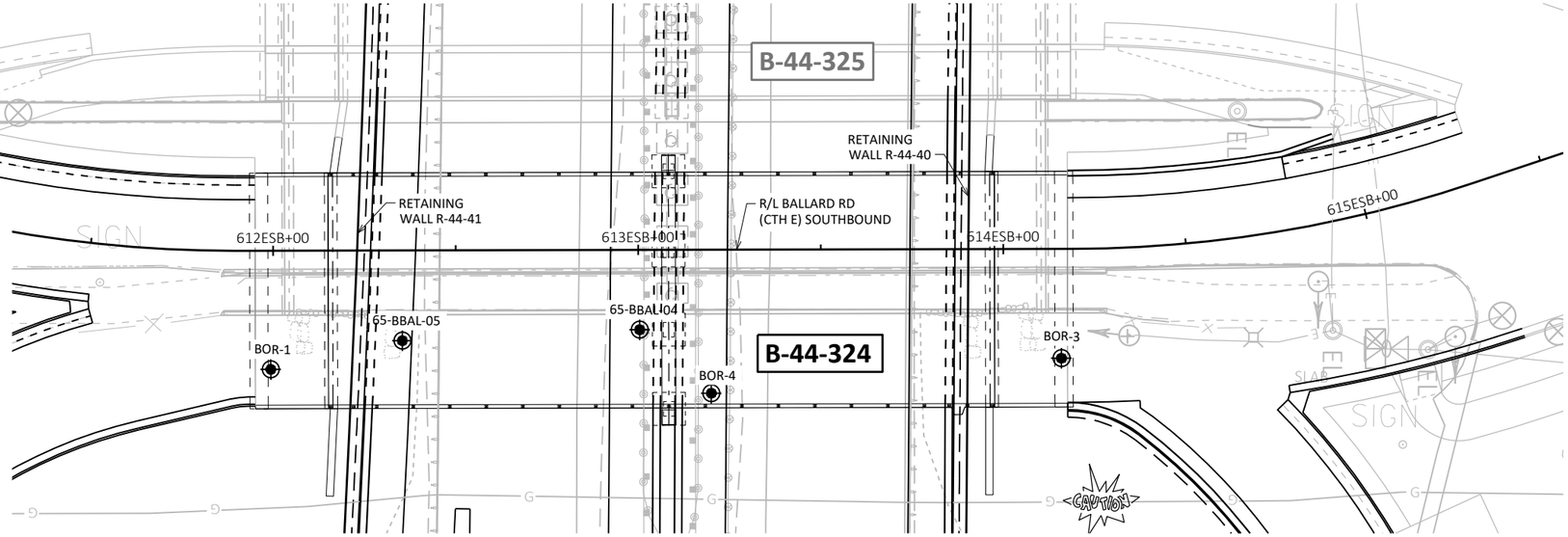
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

BORING STATIONS AND OFFSET ARE BASED ON R/L ESB (CTH E SOUTHBOUND).

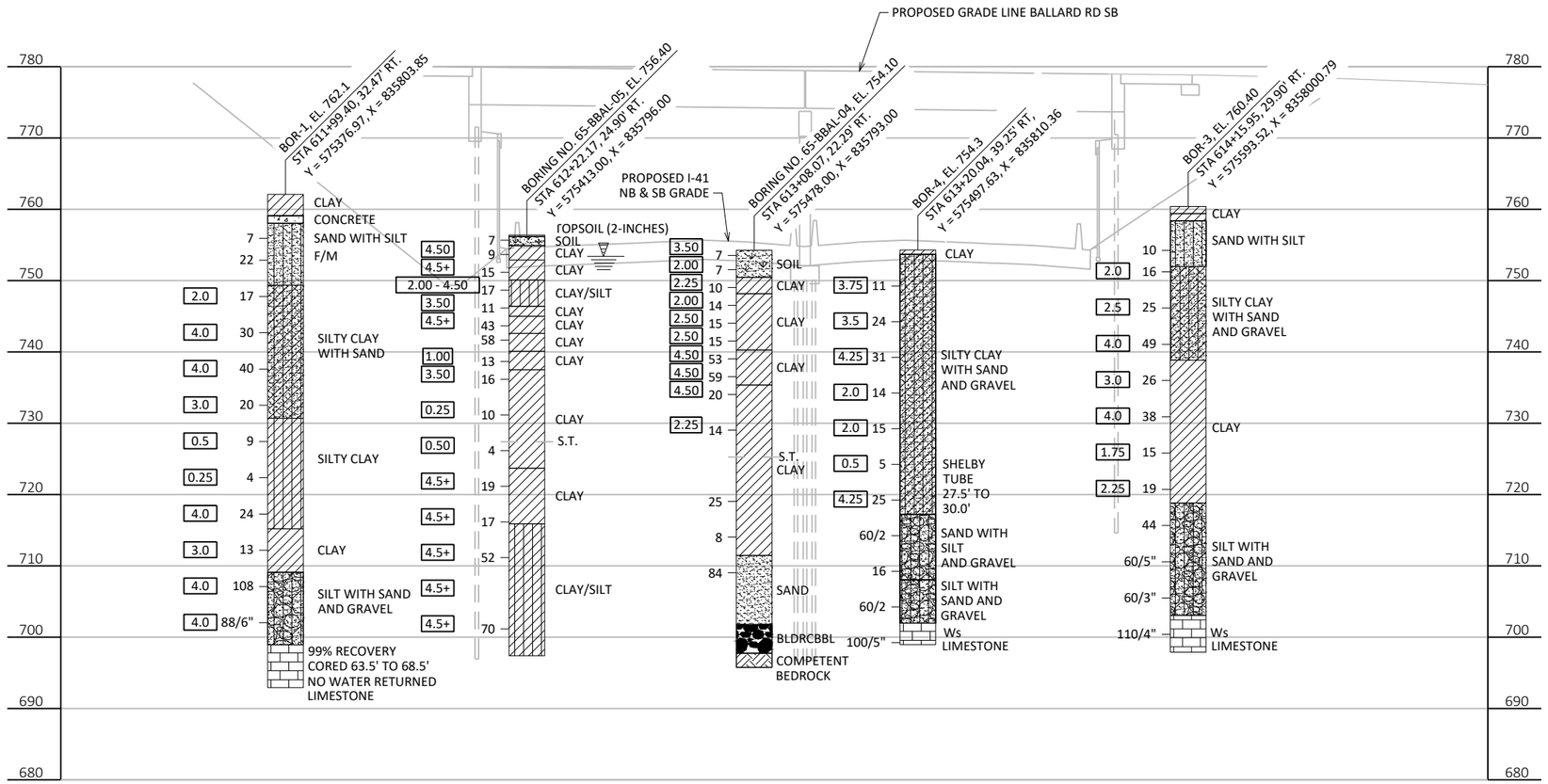
DENOTES SOIL BORING LOCATION

RECENT SOIL BORINGS COMPLETED BY: GESTRA ENGINEERING, INC.
HISTORICAL SOIL BORINGS COMPLETED BY: UNKNOWN

SOIL BORINGS TAKEN:
UNKNOWN - BOR-1
JULY 19, 2022 - 65-BBAL-05
MAY 15, 2022 - 65-BBAL-04
UNKNOWN - BOR - 3
UNKNOWN - BOR - 4



PLAN



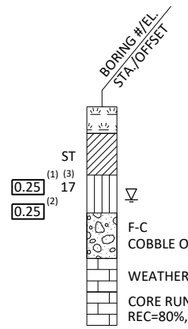
ELEVATION

(LOOKING WEST)

MATERIAL SYMBOLS

ASPHALT · TOPSOIL · PEAT
CONCRETE · FILL · GRAVEL
SAND · CLAY · SILT
BOULDERS OR COBBLES · LIMESTONE · BEDROCK (UNKNOWN)
SHALE · SANDSTONE · IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNCONFINED COMPRESSION STRENGTH, DETERMINED IN THE LAB (ASTM D2166)

(3) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE · M-MEDIUM · C-COARSE · ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM · PLANS CK'D SGM

SUBSURFACE EXPLORATION

SHEET 5 OF 37
824

SCALE = 40

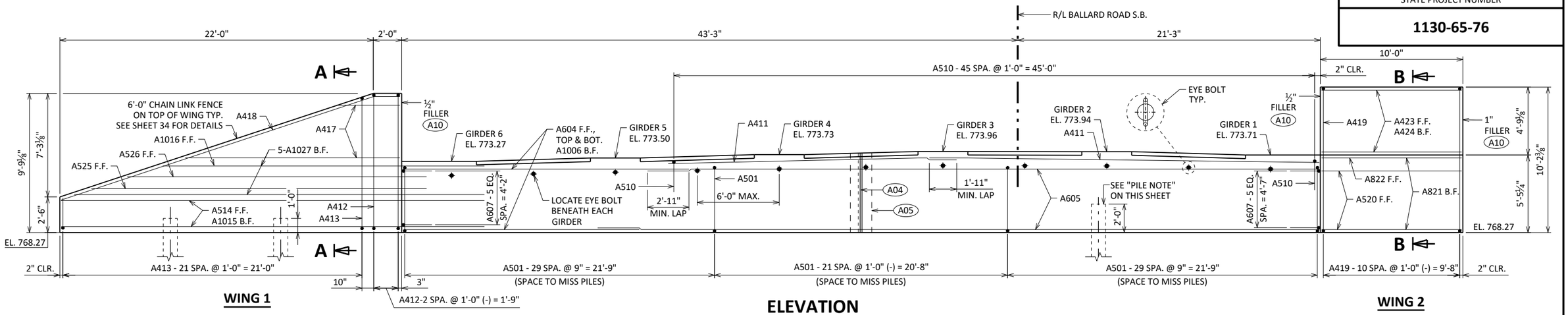
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8

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LAYOUT NAME - SHT_05

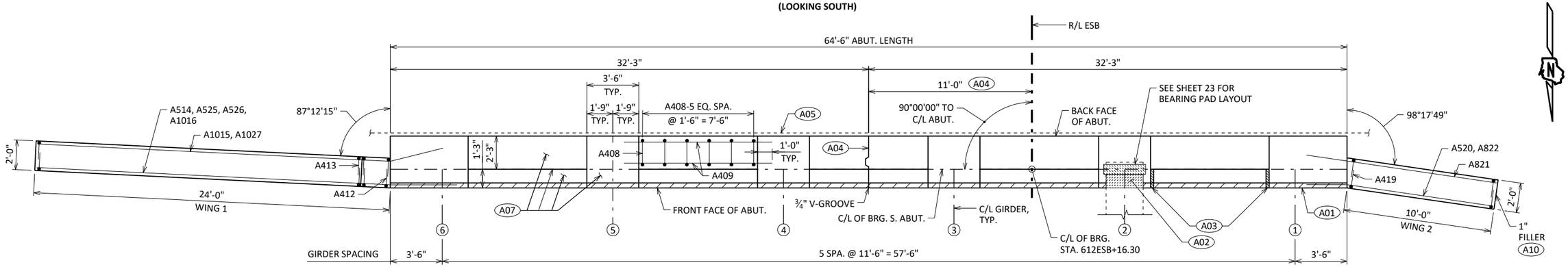
STATE PROJECT NUMBER

1130-65-76

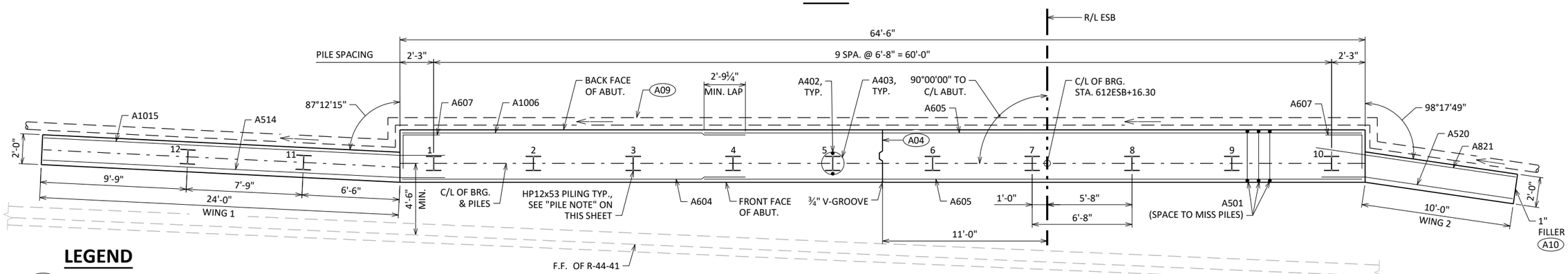


WING 1 **WING 2**

ELEVATION
(LOOKING SOUTH)



PLAN



PILE PLAN

LEGEND

- (A01) 4" x ½" PREFORMED JOINT FILLER. EXTEND BETWEEN EDGES OF DIAPHRAGM EXCEPT THE GIRDER ,TYP.
- (A02) ½" PREFORMED JOINT FILLER UNDER GIRDER FLANGE IN FRONT OF BEARING PAD.
- (A03) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- (A04) VERTICAL CONSTRUCTION JOINT WITH KEYWAY FORMED BY BEVELED 2" x 8". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT.
- (A05) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- (A06) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)
- (A07) STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- (A08) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY.
- (A09) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.
- (A10) FILLER, SEALER AND 18" RUBBERIZED MEMBRANE WATERPROOFING. FILLER INCLUDED IN LENGTH OF WING.

PILE NOTE

ABUTMENTS TO BE SUPPORTED ON HP12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 75' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 7.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT

SHEET 6 OF 37
825

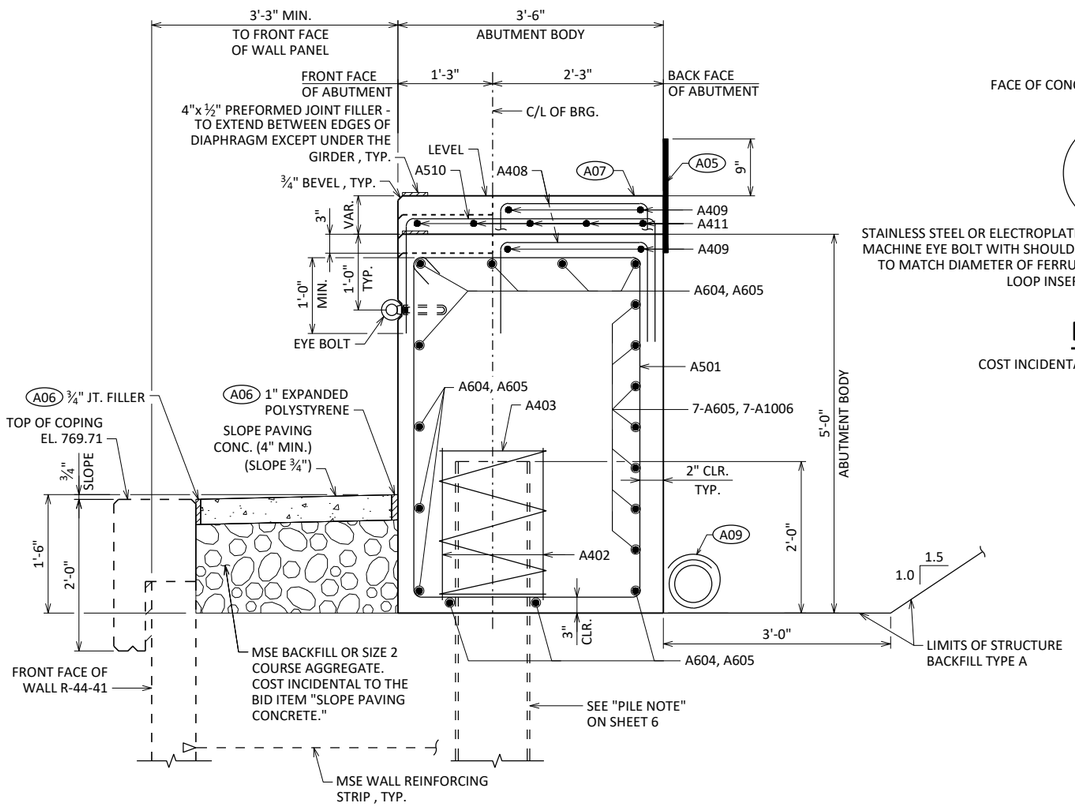
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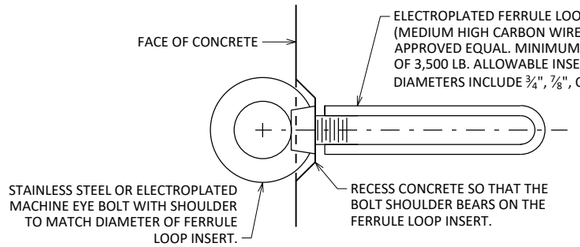
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080306_AB.DWG
LAYOUT NAME - SHT_06

STATE PROJECT NUMBER

1130-65-76



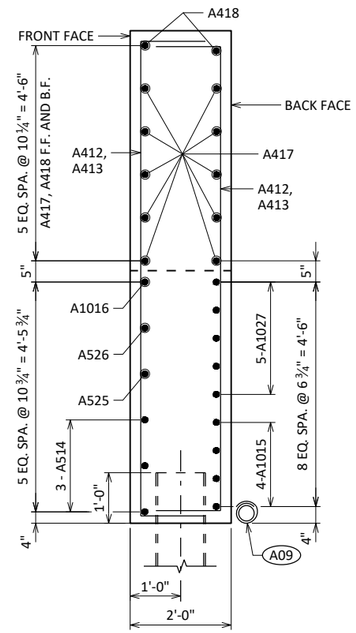


EYE BOLT DETAIL

COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

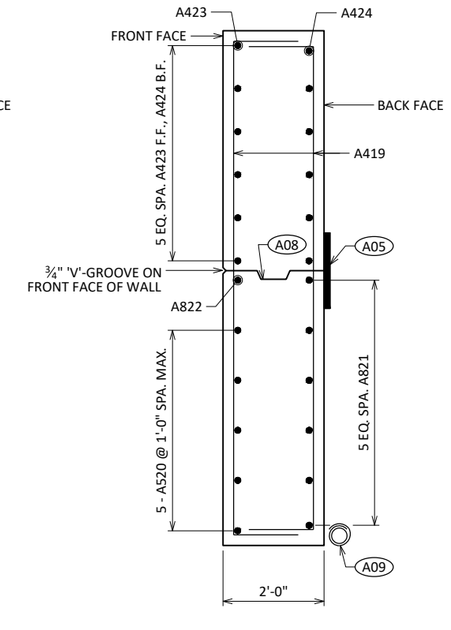
NOTE

SEE SHEET 6 FOR LEGEND AND NOTES.



SECTION A-A

WING 1

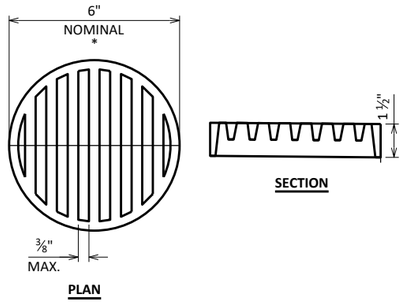


SECTION B-B

WING 2

SECTION THRU ABUTMENT BODY

(LOOKING EAST)

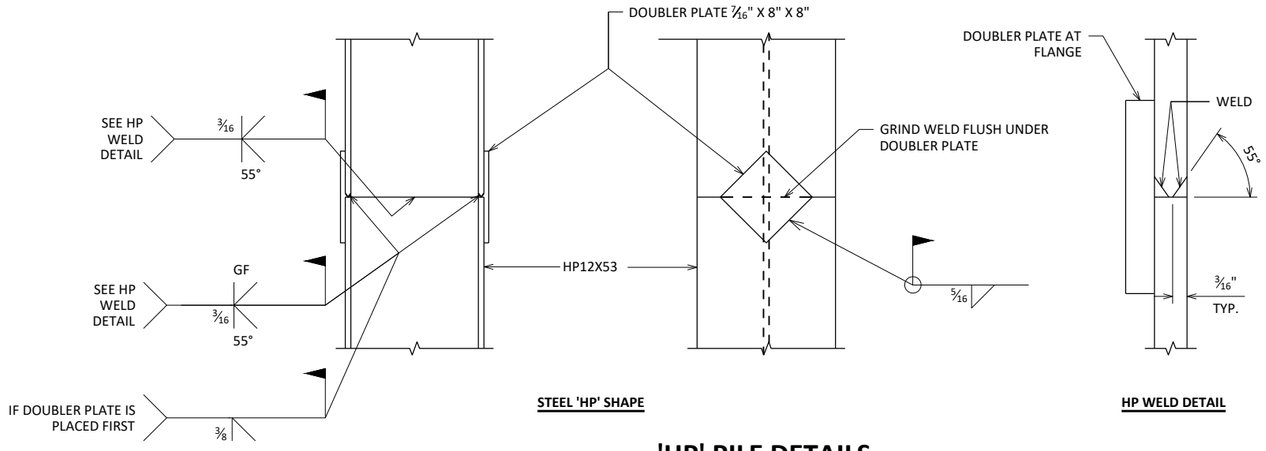


RODENT SHIELD DETAIL

✳ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



'HP' PILE DETAILS

(STEEL HP PILE MATERIAL SHALL BE ASTM A709 GR 50)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT DETAILS (1 OF 2)

SHEET 7 OF 37

826

SCALE = 8

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080307_AB.DWG
LAYOUT NAME - SHT_07

STATE PROJECT NUMBER
1130-65-76

BILL OF BARS

TOTAL WEIGHT UNCOATED = 4,570 LBS
TOTAL WEIGHT COATED = 2,260 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
A501		80	15'-8"	X		ABUT. BODY - STIRRUPS
A402		20	2'-3"			ABUT. PILES - 2 PER PILE - VERTICAL
A403		10	28'-0"	X		ABUT. PILES - 1 PER PILE - 5 WRAP SPIRAL
A604		11	24'-0"			ABUT. BODY F.F., TOP & BOT - HORIZ.
A605		18	43'-5"			ABUT. BODY - HORIZ.
A1006		7	24'-0"			ABUT. BODY B.F. - HORIZ.
A607		12	5'-10"	X		ABUT. BODY ENDS - HORIZ.
A408		30	5'-10"	X		ABUT. BODY TOP - BETWEEN BEAM SEATS
A409		10	10'-0"			ABUT. BODY TOP - HORIZ. BETWEEN BEAM SEATS
A510		46	6'-5"	X		ABUT. BODY TOP - UNDER GIRDERS 1 - 4
A411		10	23'-6"			ABUT. BODY TOP - HORIZ. UNDER GIRDERS 1 - 4
A412	X	6	11'-10"	X		WING 1 STIRRUP
A413	X	44	8'-1"	X	△	WING 1 STIRRUP
A514	X	3	25'-8"	X		WING 1 F.F. - HORIZ.
A1015	X	4	29'-8"	X		WING 1 B.F. - HORIZ.
A1016	X	1	22'-8"	X		WING 1 F.F. - HORIZ.
A417	X	10	9'-10"		△	WING 1 F.F. & B.F. - HORIZ.
A418	X	2	24'-9"	X		WING 1 TOP - HORIZ.
A419	X	22	12'-3"	X		WING 2 STIRRUP
A520	X	5	11'-9"	X		WING 2 F.F. - HORIZ.
A821	X	6	14'-2"			WING 2 B.F. - HORIZ.
A822	X	1	13'-9"	X		WING 2 F.F. - HORIZ.
A423	X	6	9'-8"			WING 2 F.F. - HORIZ.
A424	X	6	9'-10"			WING 2 B.F. - HORIZ.
A525	X	1	23'-8"	X		WING 1 F.F. - HORIZ.
A526	X	1	20'-11"	X		WING 1 F.F. - HORIZ.
A1027	X	5	25'-9"	X	△	WING 1 B.F. - HORIZ.

NOTES:

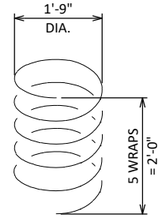
1. THE FIRST DIGIT OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
2. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.
3. △ LENGTH SHOWN FOR BARS IS AN AVERAGE LENGTH AND SHOULD BE USED ONLY FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

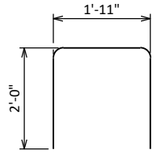
BAR MARK	NO. REQ'D	LENGTH
A413	2 SERIES OF 22	4'-7" TO 11'-7"
A417	2 SERIES OF 5	4'-8" TO 15'-0"
A1027	1 SERIES OF 5	22'-4" TO 29'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY

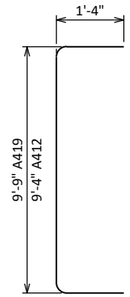
BAR BENDS



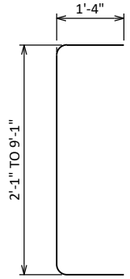
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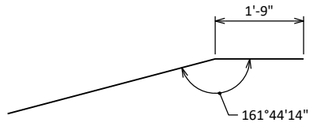
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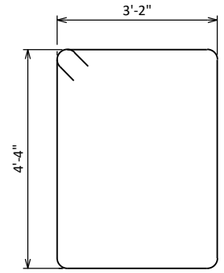
A412, A419



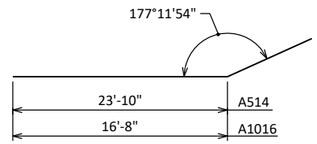
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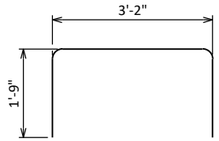
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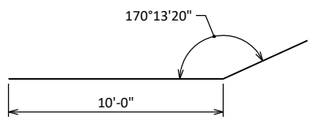
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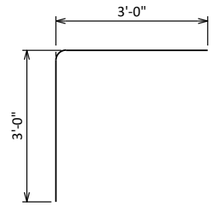
A514, A1016



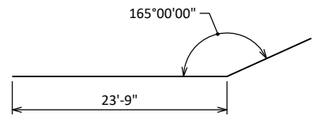
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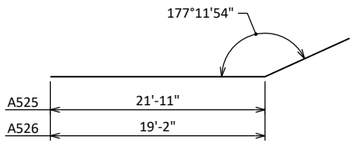
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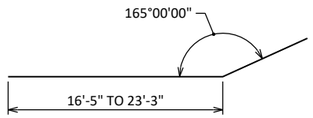
A607



A1015



A525, A526



A1027

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT DETAILS (2 OF 2)

SHEET 8 OF 37
827

SCALE = 3

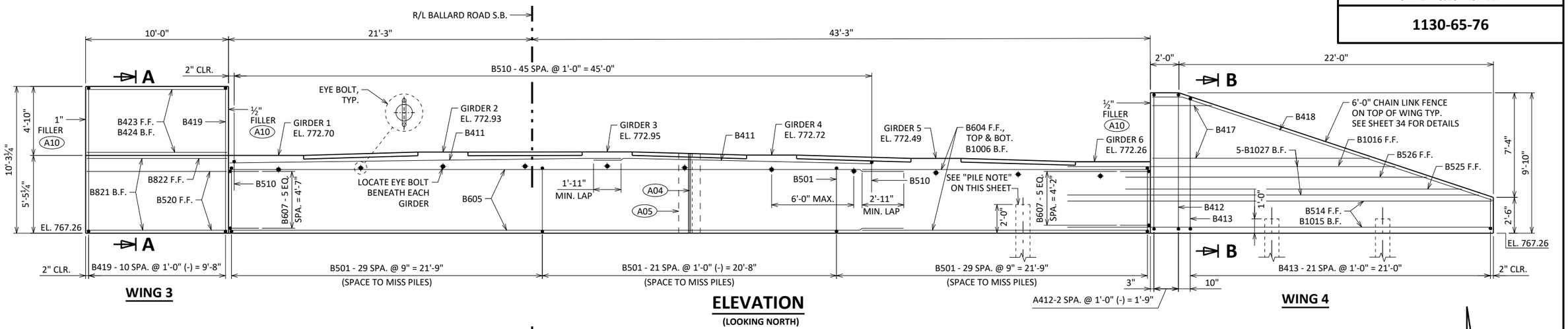
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LAYOUT NAME - SHT_08

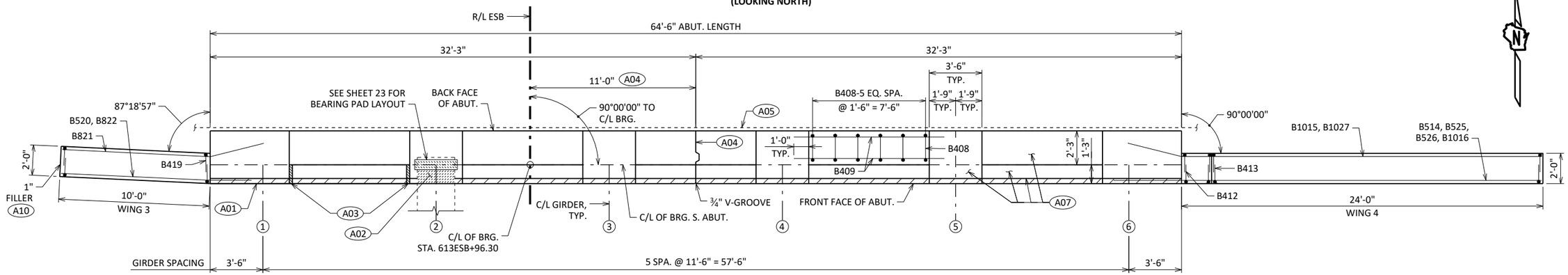
STATE PROJECT NUMBER

1130-65-76

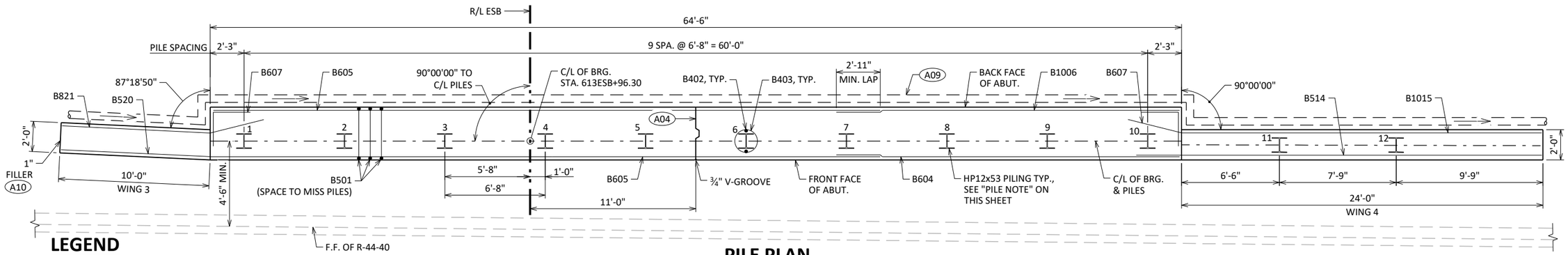


ELEVATION

(LOOKING NORTH)



PLAN



PILE PLAN

LEGEND

(A01) 4" x ½" PREFORMED JOINT FILLER. EXTEND BETWEEN EDGES OF DIAPHRAGM EXCEPT THE GIRDER, TYP.

(A02) ½" PREFORMED JOINT FILLER UNDER GIRDER FLANGE IN FRONT OF BEARING PAD.

(A03) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A04) VERTICAL CONSTRUCTION JOINT WITH KEYWAY FORMED BY BEVELED 2" x 8". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT.

(A05) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A06) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

(A07) STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

(A08) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY.

(A09) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.

(A10) FILLER, SEALER AND 18" RUBBERIZED MEMBRANE WATERPROOFING. FILLER INCLUDED IN LENGTH OF WING.

PILE NOTE

ABUTMENTS TO BE SUPPORTED ON HP12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 75' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 10.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT

SHEET 9 OF 37

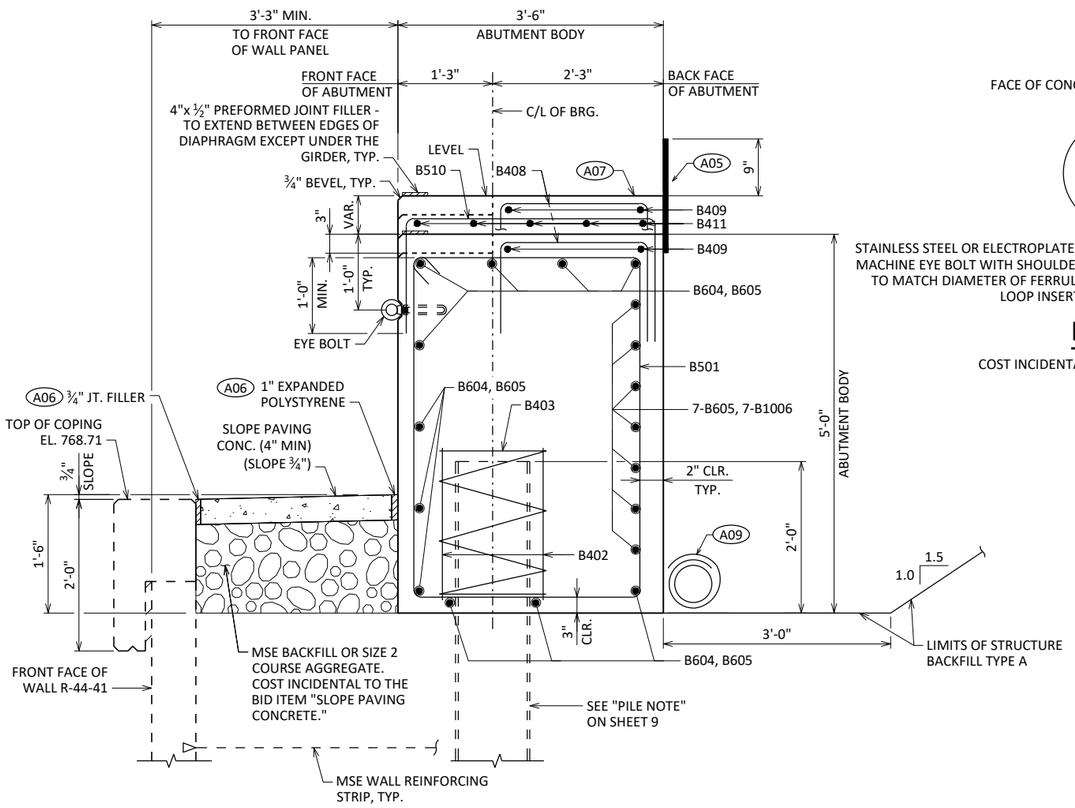
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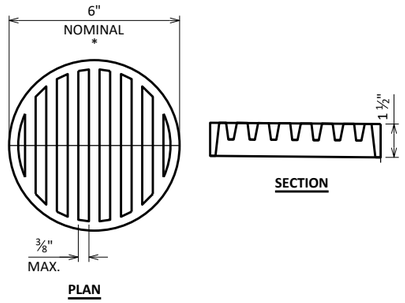
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080309_AB.DWG
LAYOUT NAME - SHT_09



SECTION THRU ABUTMENT BODY

(LOOKING WEST)

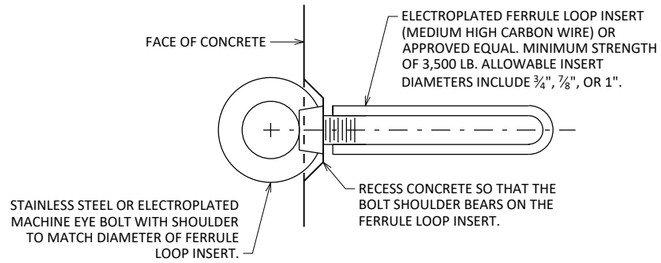


RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

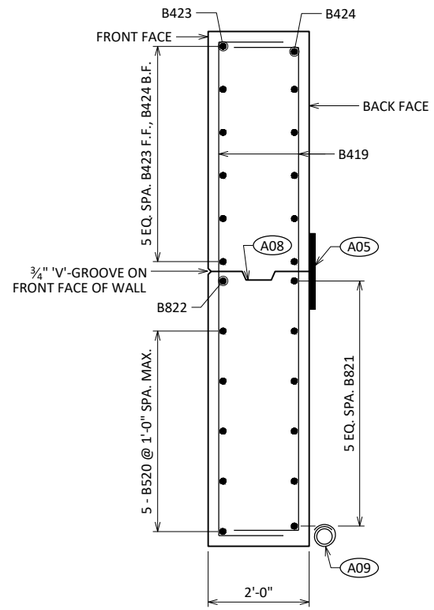


EYE BOLT DETAIL

COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

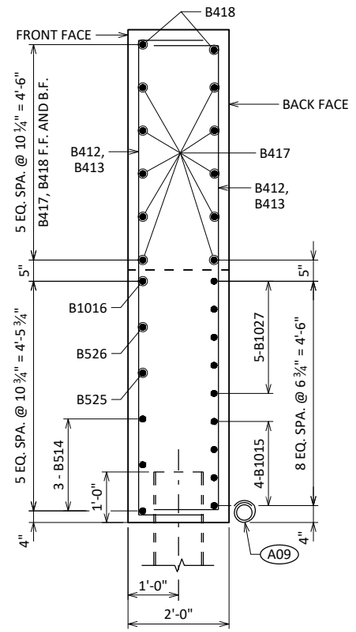
NOTE

SEE SHEET 9 FOR LEGEND AND NOTES.



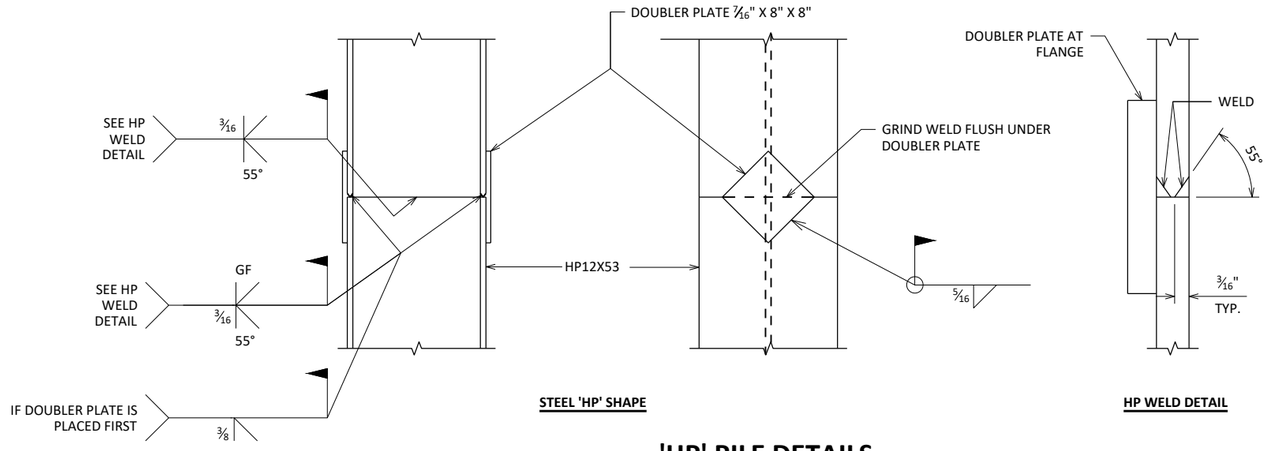
SECTION A-A

WING 3



SECTION B-B

WING 4



STEEL 'HP' SHAPE

HP WELD DETAIL

'HP' PILE DETAILS

(STEEL HP PILE MATERIAL SHALL BE ASTM B709 GR 50)

STATE PROJECT NUMBER

1130-65-76

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT DETAILS (1 OF 2)

SHEET 10 OF 37

829

SCALE = 8

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080310_AB.DWG
LAYOUT NAME - SHT_10

STATE PROJECT NUMBER

1130-65-76

BILL OF BARS

TOTAL WEIGHT UNCOATED = 4,570 LBS
TOTAL WEIGHT COATED = 2,250 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
B501		80	15'-8"	X		ABUT. BODY - STIRRUPS
B402		20	2'-3"			ABUT. PILES - 2 PER PILE - VERTICAL
B403		10	28'-0"	X		ABUT. PILES - 1 PER PILE - 5 WRAP SPIRAL
B604		11	24'-0"			ABUT. BODY F.F., TOP & BOT - HORIZ.
B605		18	43'-5"			ABUT. BODY - HORIZ.
B1006		7	24'-0"			ABUT. BODY B.F. - HORIZ.
B607		12	5'-10"	X		ABUT. BODY ENDS - HORIZ.
B408		30	5'-10"	X		ABUT. BODY TOP - BETWEEN BEAM SEATS
B409		10	10'-0"			ABUT. BODY TOP - HORIZ. BETWEEN BEAM SEATS
B510		46	6'-5"	X		ABUT. BODY TOP - UNDER GIRDERS 1 - 4
B411		10	23'-6"			ABUT. BODY TOP - HORIZ. UNDER GIRDERS 1 - 4
B412	X	6	11'-11"	X		WING 4 STIRRUP
B413	X	44	8'-1"	X	△	WING 4 STIRRUP
B514	X	3	25'-8"			WING 4 F.F. - HORIZ.
B1015	X	4	29'-8"	X		WING 4 B.F. - HORIZ.
B1016	X	1	22'-8"			WING 4 F.F. - HORIZ.
B417	X	10	9'-10"		△	WING 4 F.F. & B.F. - HORIZ.
B418	X	2	24'-9"	X		WING 4 TOP - HORIZ.
B419	X	22	12'-4"	X		WING 3 STIRRUP
B520	X	5	11'-9"	X		WING 3 F.F. - HORIZ.
B821	X	6	13'-8"	X		WING 3 B.F. - HORIZ.
B822	X	1	13'-9"	X		WING 3 F.F. - HORIZ.
B423	X	6	9'-8"			WING 3 F.F. - HORIZ.
B424	X	6	9'-7"			WING 3 B.F. - HORIZ.
B525	X	1	23'-8"	X		WING 4 F.F. - HORIZ.
B526	X	1	20'-11"	X		WING 4 F.F. - HORIZ.
B1027	X	5	25'-9"	X	△	WING 4 B.F. - HORIZ.

NOTES:

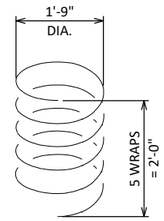
1. THE FIRST DIGIT OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
2. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.
3. △ LENGTH SHOWN FOR BARS IS AN AVERAGE LENGTH AND SHOULD BE USED ONLY FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

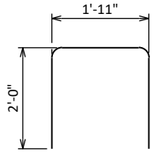
BAR MARK	NO. REQ'D	LENGTH
B413	2 SERIES OF 18	4'-7" TO 11'-7"
B417	2 SERIES OF 5	4'-8" TO 15'-0"
B1027	1 SERIES OF 5	22'-4" TO 29'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY

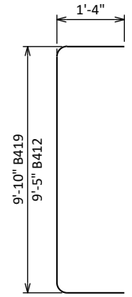
BAR BENDS



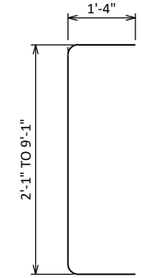
B403



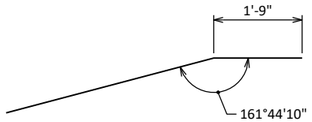
B408



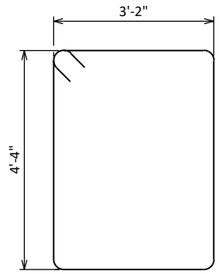
B412, B419



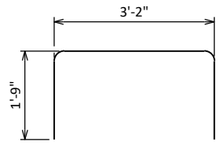
B413



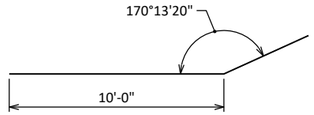
B418



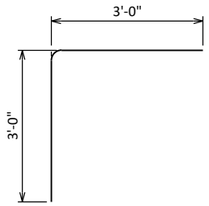
B501



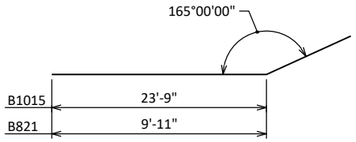
B510



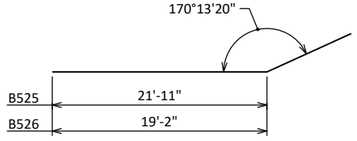
B520, B822



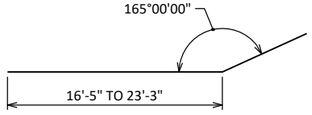
B607



B1015, B821



B525, B526



B1027

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT DETAILS (2 OF 2)

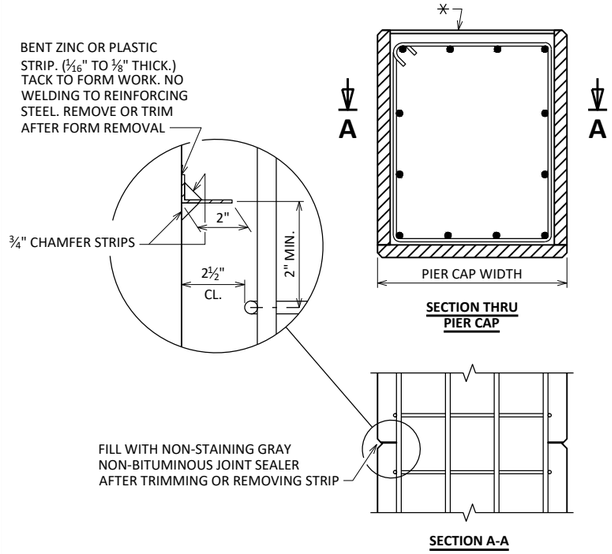
SHEET 11 OF 37
830

SCALE = 3

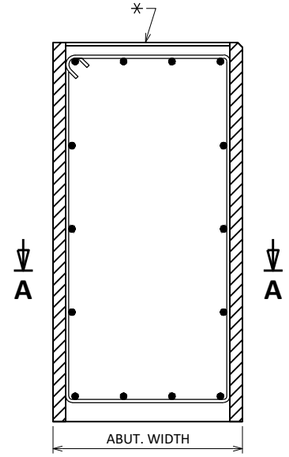
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LAYOUT NAME - SHT_11

STATE PROJECT NUMBER

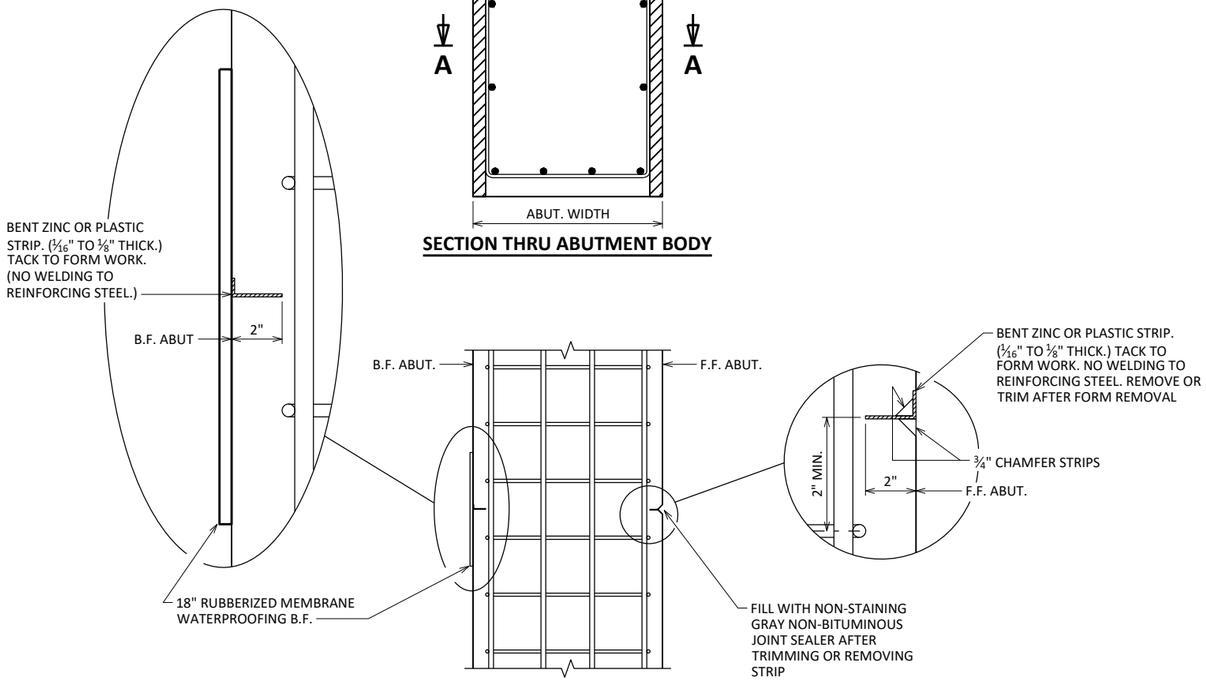
1130-65-76



ALTERNATE CONSTRUCTION JOINT AT PIER CAP



SECTION THRU ABUTMENT BODY



NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATIVE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

⚹ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY	GLM	PLANS CK'D	SGM

ALTERNATE CONSTRUCTION JOINT

SHEET 12 OF 37

831

SCALE = 24

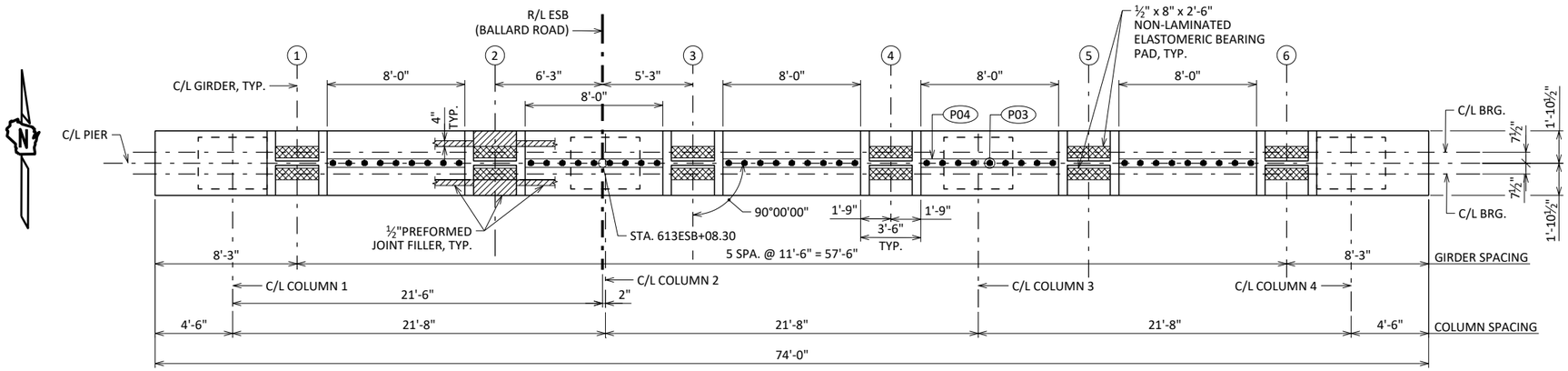
8

8

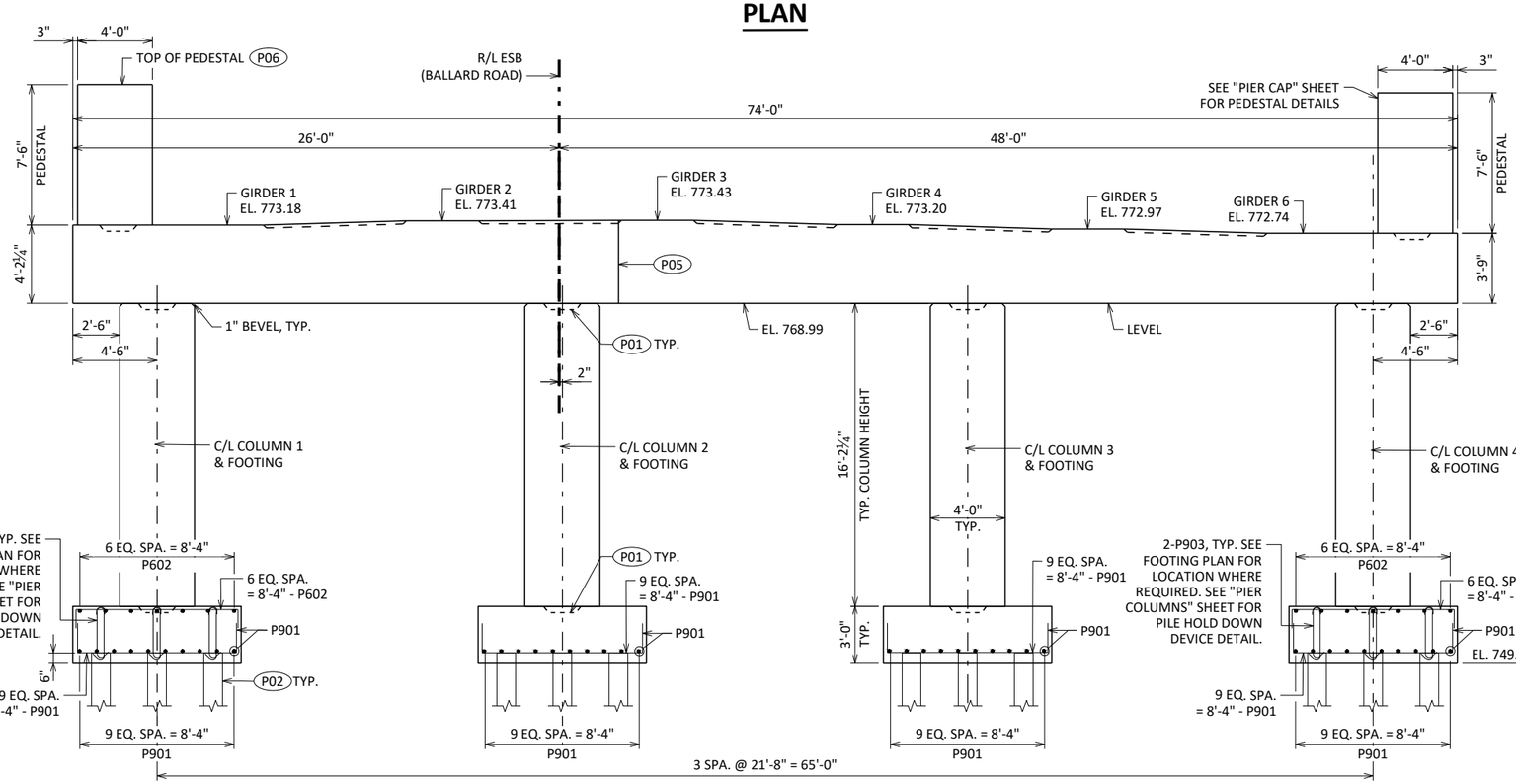
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LAYOUT NAME - SHT_12

STATE PROJECT NUMBER

1130-65-76

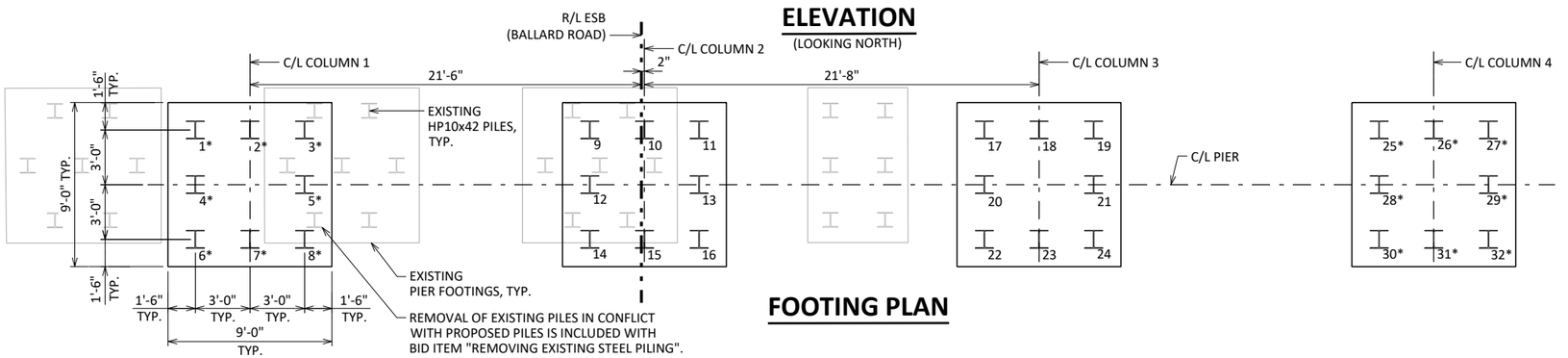


PLAN

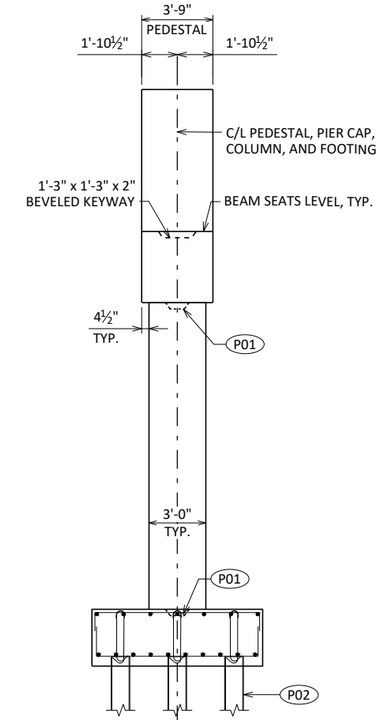


ELEVATION

(LOOKING NORTH)



FOOTING PLAN



END VIEW

(LOOKING WEST)

LEGEND

- P01 1'-3" x 2'-0" x 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.
- P02 SUPPORT PIER ON HP12x53 STEEL PILING. ESTIMATED 55'-0" LONG WITH A REQUIRED DRIVING DISTANCE OF 220 TONS PER PILE.
- P03 P520 BARS @ 1'-0" CENTERS BETWEEN BEAM SEATS. BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.
- P04 KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.
- P05 OPTIONAL VERTICAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT DETAIL.
- P06 SIGN STRUCTURE ANCHOR RODS TO BE CAST INTO PEDESTAL. SEE S-44-401 PLANS FOR DETAILS. ANCHOR ROD ASSEMBLY TO BE PAID FOR WITH B-44-324.
- ✳ PILE REQUIRING PILE HOLD DOWN DEVICE. PILE REQUIRES MINIMUM DRIVING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

PIER

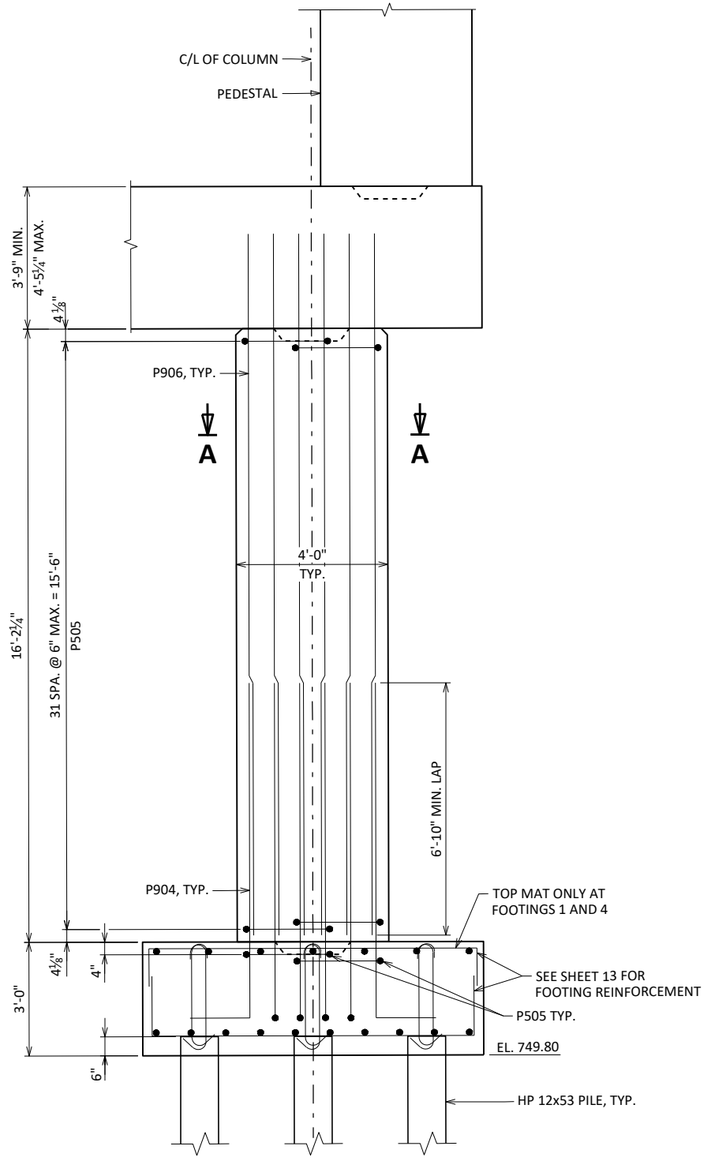
SHEET 13 OF 37
832

SCALE = 8

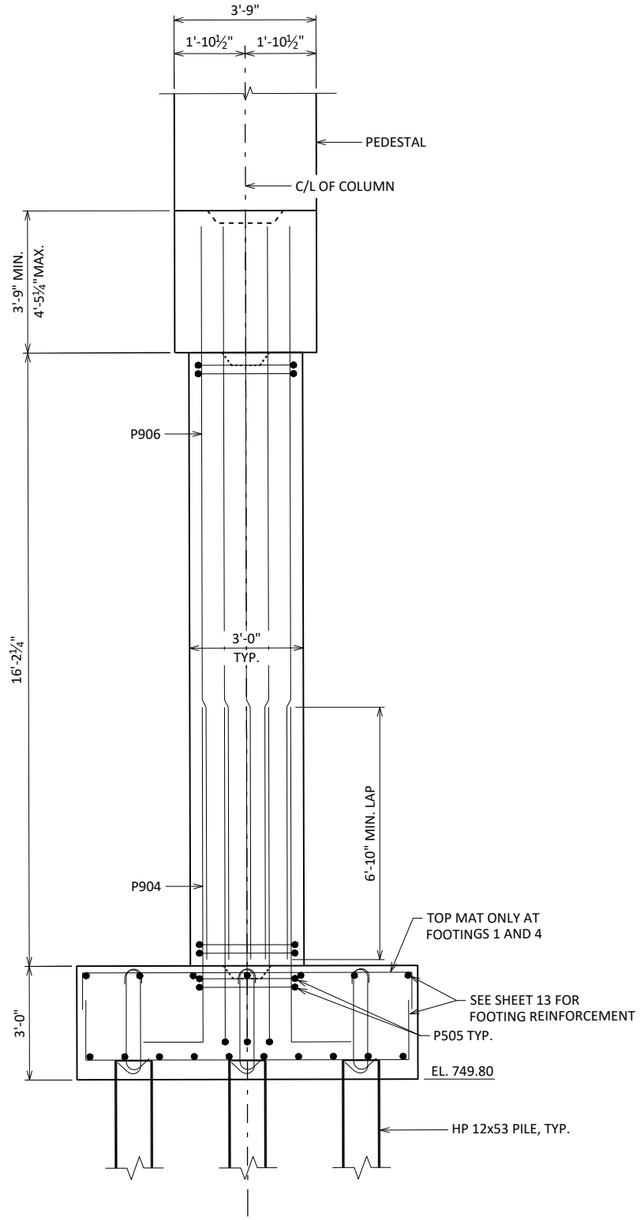
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LAYOUT NAME - SHT_13

STATE PROJECT NUMBER

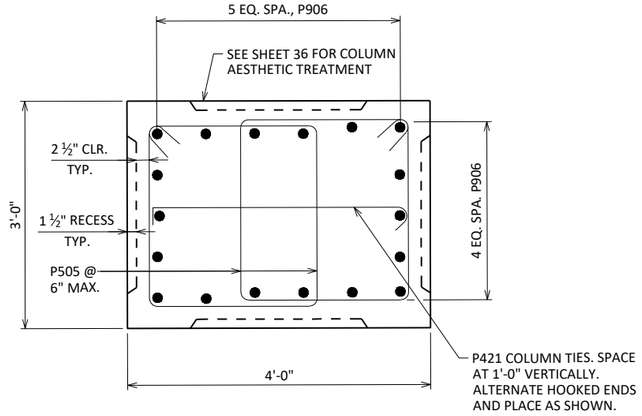
1130-65-76



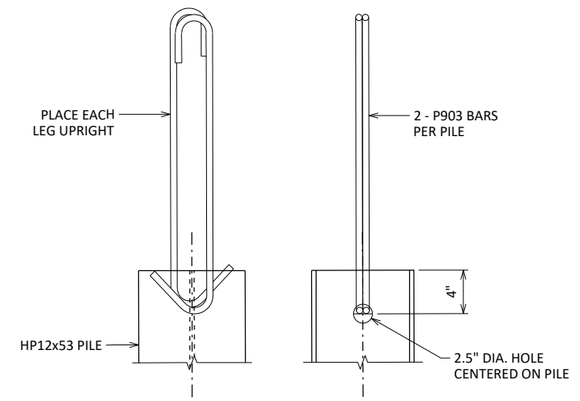
COLUMN ELEVATION



COLUMN ELEVATION - END VIEW



SECTION A-A



PILE HOLD DOWN DEVICE DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

PIER COLUMNS

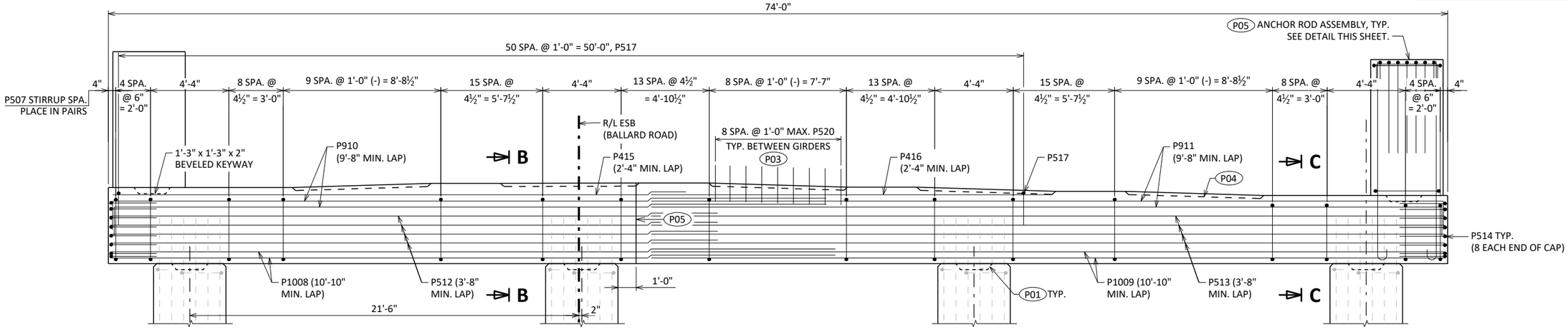
SHEET 14 OF 37
833

SCALE = 4

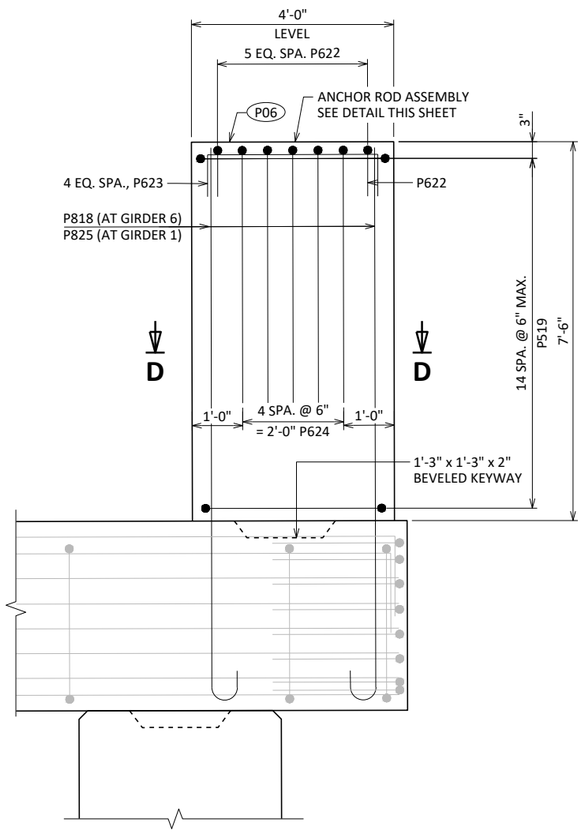
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LAYOUT NAME - SHT_14

STATE PROJECT NUMBER

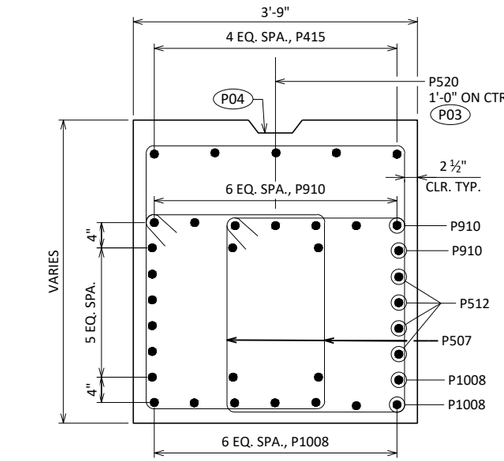
1130-65-76



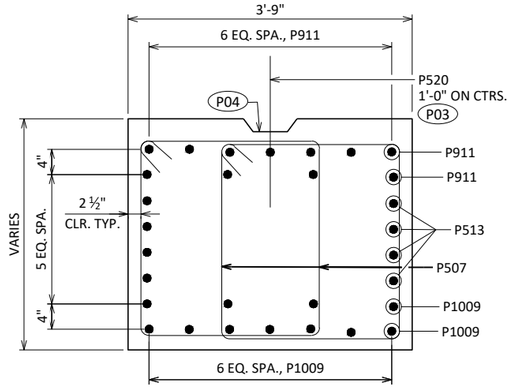
CAP ELEVATION



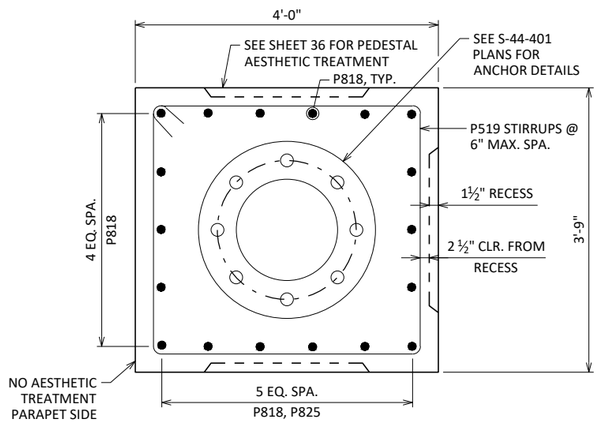
PEDESTAL ELEVATION



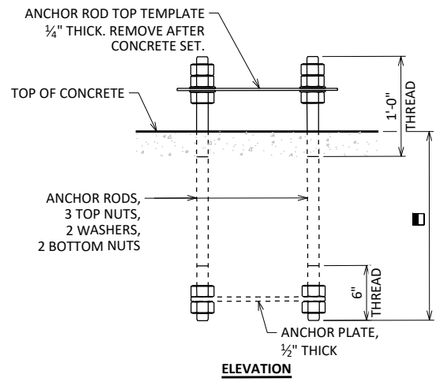
SECTION B-B



SECTION C-C



PEDESTAL D-D



ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

ANCHOR RODS PER ASSEMBLY TO BE DESIGNED BY CONTRACTOR AND SHOWN ON SHOP DRAWINGS. SHOW DIAMETER, NUMBER, ORIENTATION AND EMBEDMENT OF ANCHOR RODS. SEE S-44-401 PLANS FOR DETAILS.

CENTER ANCHOR ROD ASSEMBLY AND ENSURE ASSEMBLY IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

ANCHOR RODS ARE INCLUDED WITH B-44-324 BID ITEMS.

LEGEND

- P01 1'-3" x 2'-0" x 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.
- P02 SUPPORT PIER ON HP12x53 STEEL PILING. ESTIMATED 55'-0" LONG WITH A REQUIRED DRIVING DISTANCE OF 220 TONS PER PILE.
- P03 P520 BARS @ 1'-0" CENTERS BETWEEN BEAM SEATS. BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.
- P04 KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.
- P05 OPTIONAL VERTICAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT DETAIL.
- P06 SIGN STRUCTURE ANCHOR RODS TO BE CAST INTO PEDESTAL. SEE S-44-401 PLANS FOR DETAILS. ANCHOR ROD ASSEMBLY TO BE PAID FOR WITH B-44-324.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

PIER CAP

SHEET 15 OF 37

834

SCALE = 6

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080415_PI.DWG
LAYOUT NAME - SHT_15

STATE PROJECT NUMBER

1130-65-76

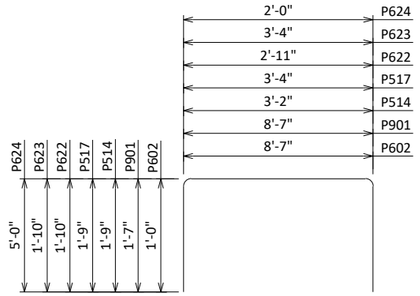
BILL OF BARS

TOTAL WEIGHT UNCOATED = 4,050 LBS
TOTAL WEIGHT COATED = 23,660 LBS

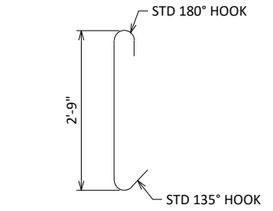
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
P901		80	11'-3"	X	FOOTING - BOTTOM - HORIZONTAL
P602		28	10'-3"	X	FOOTING - TOP - HORIZONTAL
P903		32	5'-1"	X	FOOTING - HOLD DOWN DEVICE
P904	X	72	10'-9"	X	FOOTING - COLUMN DOWELS - VERTICAL
P505	X	264	9'-8"	X	COLUMN - STIRRUP
P906	X	72	19'-5"		COLUMN - VERTICAL
P507	X	222	12'-4"	X	CAP - STIRRUP
P1008	X	11	40'-0"		CAP - BOTTOM - HORIZONTAL
P1009	X	11	44'-7"		CAP - BOTTOM - HORIZONTAL
P910	X	11	40'-2"	X	CAP - TOP - HORIZONTAL
P911	X	11	45'-11"	X	CAP - TOP - HORIZONTAL
P512	X	8	32'-10"		CAP - SIDES - HORIZONTAL
P513	X	8	44'-7"		CAP - SIDES - HORIZONTAL
P514	X	16	6'-5"	X	CAP - ENDS - HORIZONTAL
P415	X	5	31'-1"		CAP - TOP - HORIZONTAL
P416	X	5	21'-0"		CAP - TOP - HORIZONTAL
P517	X	51	6'-7"	X	CAP - TOP - VERTICAL
P818	X	18	11'-10"	X	CAP & PEDESTAL - VERTICAL - AT GIRDER 6
P519	X	30	13'-9"	X	PEDESTAL - STIRRUPS
P520	X	45	2'-0"		CAP - DOWELS - VERTICAL
P421	X	68	4'-0"	X	COLUMN - TIES
P622	X	12	6'-3"	X	PEDESTAL - TOP - HORIZONTAL
P623	X	10	6'-8"	X	PEDESTAL - TOP - HORIZONTAL
P624	X	10	11'-8"	X	PEDESTAL - TOP - VERTICAL AT ANCHOR RODS
P825	X	18	12'-3"	X	CAP & PEDESTAL - VERTICAL - AT GIRDER 1

NOTES:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

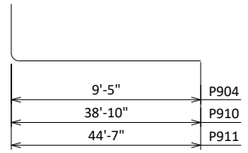
BAR BENDS



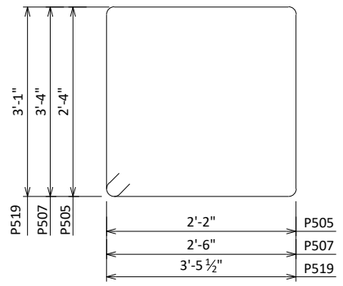
P901, P514, P517
P602, P622, P623, P624



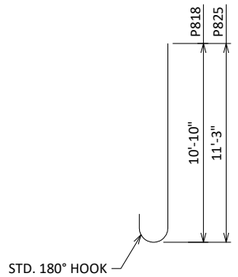
P903



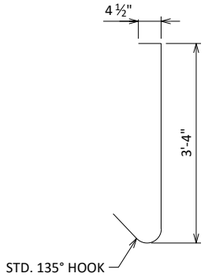
P904, P910, P911



P505, P507, P519



P818, P825



P421

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

PIER BILL OF BARS

SHEET 16 OF 37
835

SCALE = 4

8

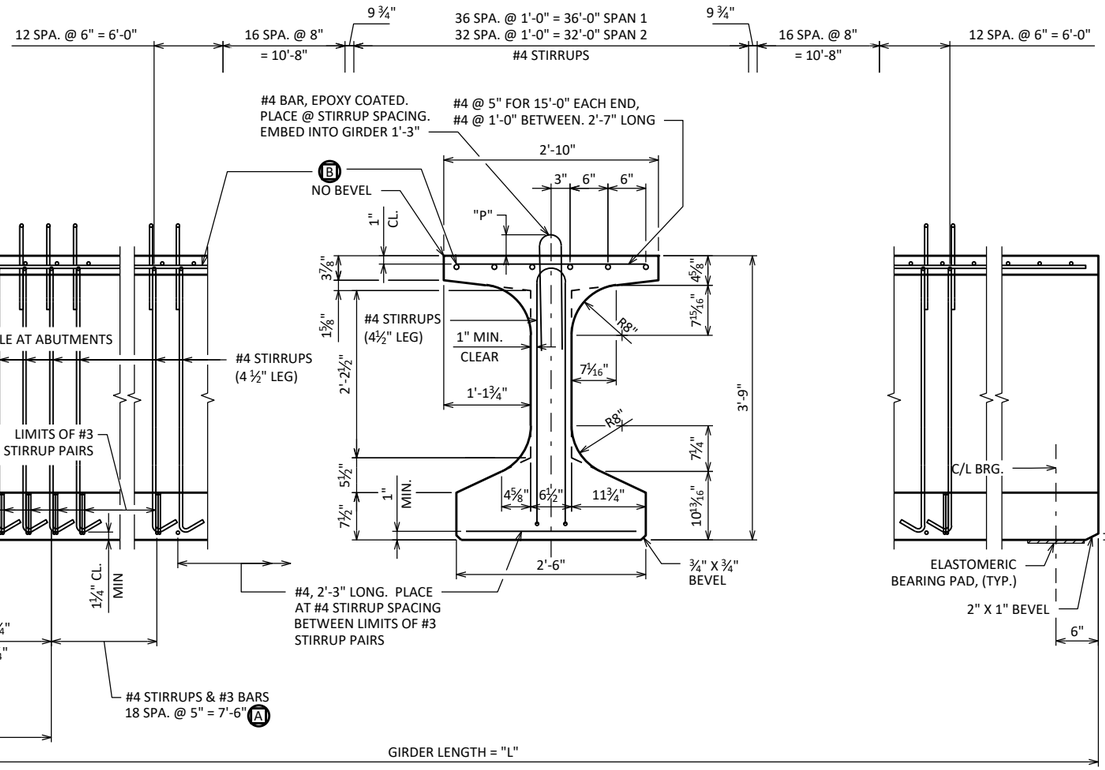
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LAYOUT NAME - SHT_16

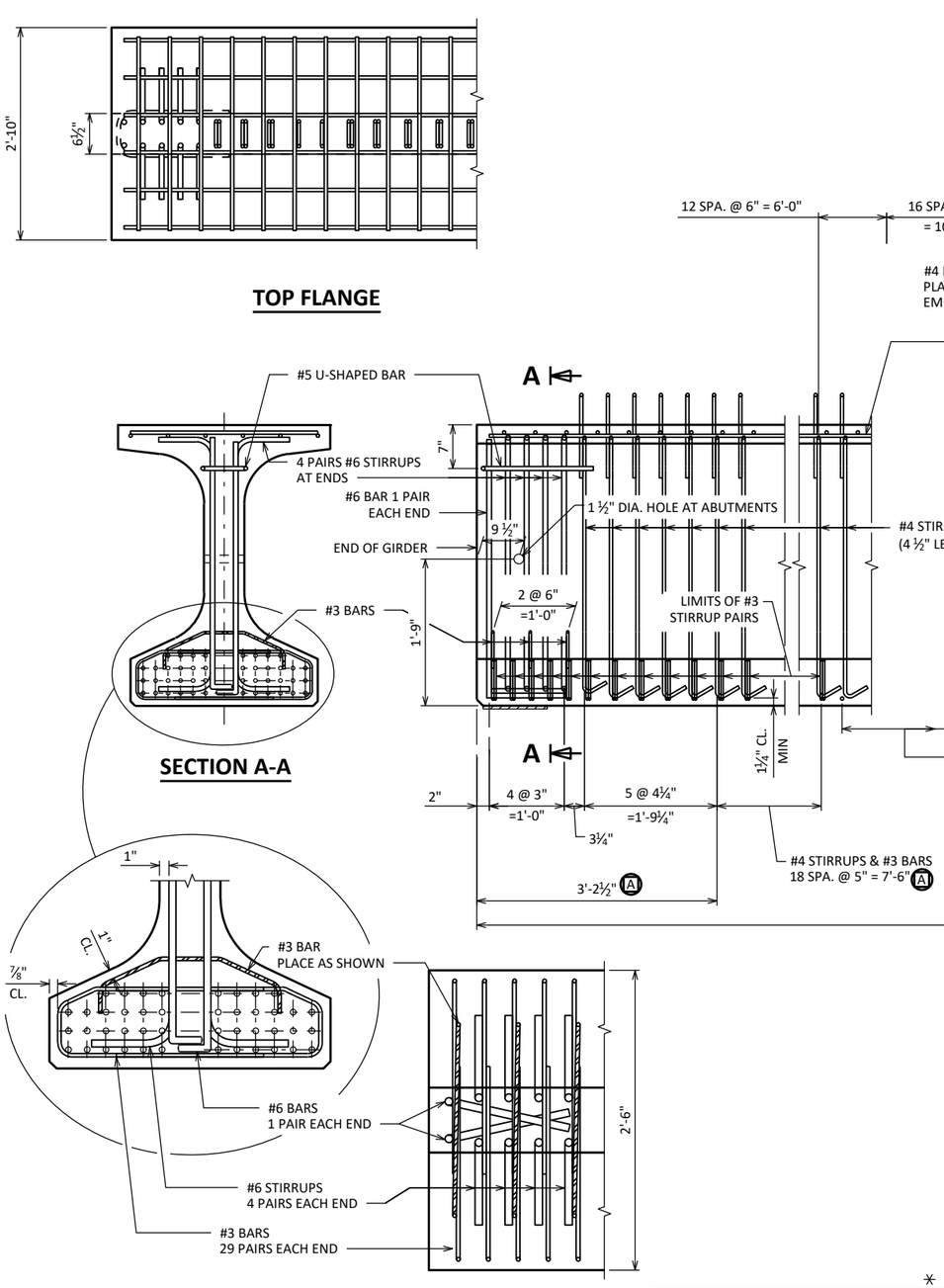
STATE PROJECT NUMBER

1130-65-76

TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-8"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.4 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

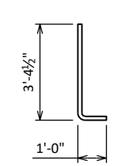
ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

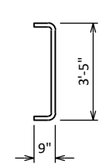
AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DESIGN SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

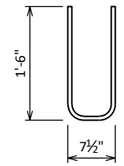
FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.



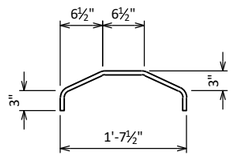
#6 BAR
2 @ EACH END



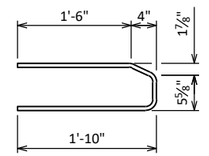
#6 BAR
8 @ EACH END



#5 BAR
1 @ EACH END



#3 BAR
3 @ EACH END
(EPOXY COATED)



#3 BAR
29 PAIRS EACH END
(EPOXY COATED)

⚹ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'c (P.S.I.)	"P" (IN.)			DIA. OF STRAND (IN.)	DRAPED PATTERN					
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10		1ST ⅓ OF GIRDER	MID ⅓ OF GIRDER	END ⅓ OF GIRDER		TOTAL NO. OF STRANDS	f'ci (P.S.I.) ⚹	(IN.) "A"	"B" MIN.	"B" MAX.	"C"
1	1 & 6	92.38	0.49	0.96	1.32	1.55	1.63	1.55	1.31	0.95	0.49	8,000	8	7	8	0.6	32	6,500	40	14	17	5
1	2 - 5	92.38	0.60	1.16	1.61	1.89	1.98	1.88	1.60	1.15	0.59	8,000	8	7	8	0.6	32	6,500	40	14	17	5
2	1 & 6	88.38	0.40	0.79	1.09	1.29	1.36	1.30	1.10	0.80	0.41	8,000	8	7	8	0.6	32	6,500	40	14	17	5
2	2 - 5	88.38	0.49	0.96	1.33	1.57	1.65	1.57	1.33	0.96	0.49	8,000	8	7	8	0.6	32	6,500	40	14	17	5

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

45W" PRESTRESSED GIRDER

SHEET 17 OF 37
836

SCALE = 2

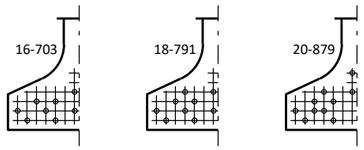
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LAYOUT NAME - SHT_17

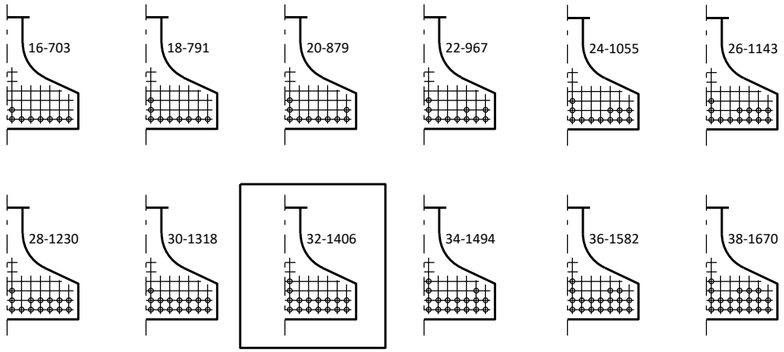
STATE PROJECT NUMBER

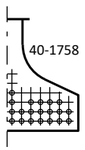
1130-65-76



STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

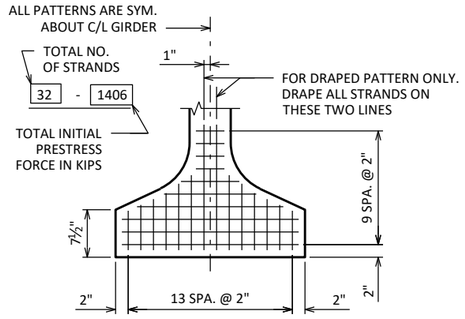
0.6" DIA. STRANDS



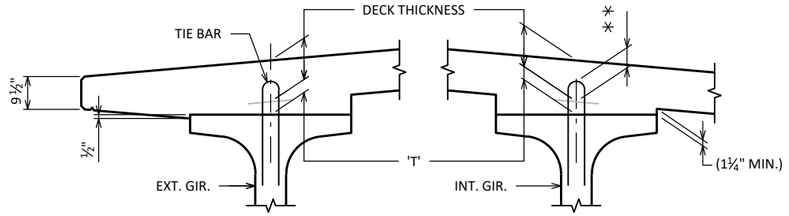


ARRANGEMENT AT C/L SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6" DIA. STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

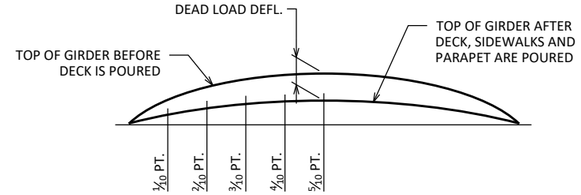
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

⁑⁑ IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

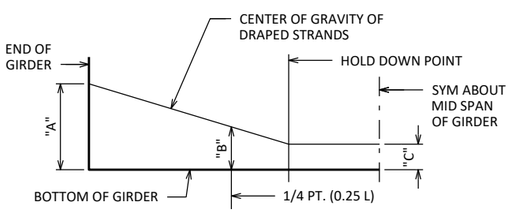
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT C/L OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

	TOP OF DECK ELEV. AT FINAL GRADE
-	TOP OF GIRDER ELEVATION
+	DEAD LOAD DEFLECTION
-	DECK THICKNESS
=	HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "HPC MASONRY STRUCTURES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

⁑ THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) ⁑
1	2.89
2	2.77

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

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45W" PRESTRESSED GIRDER DETAILS

SHEET 18 OF 37

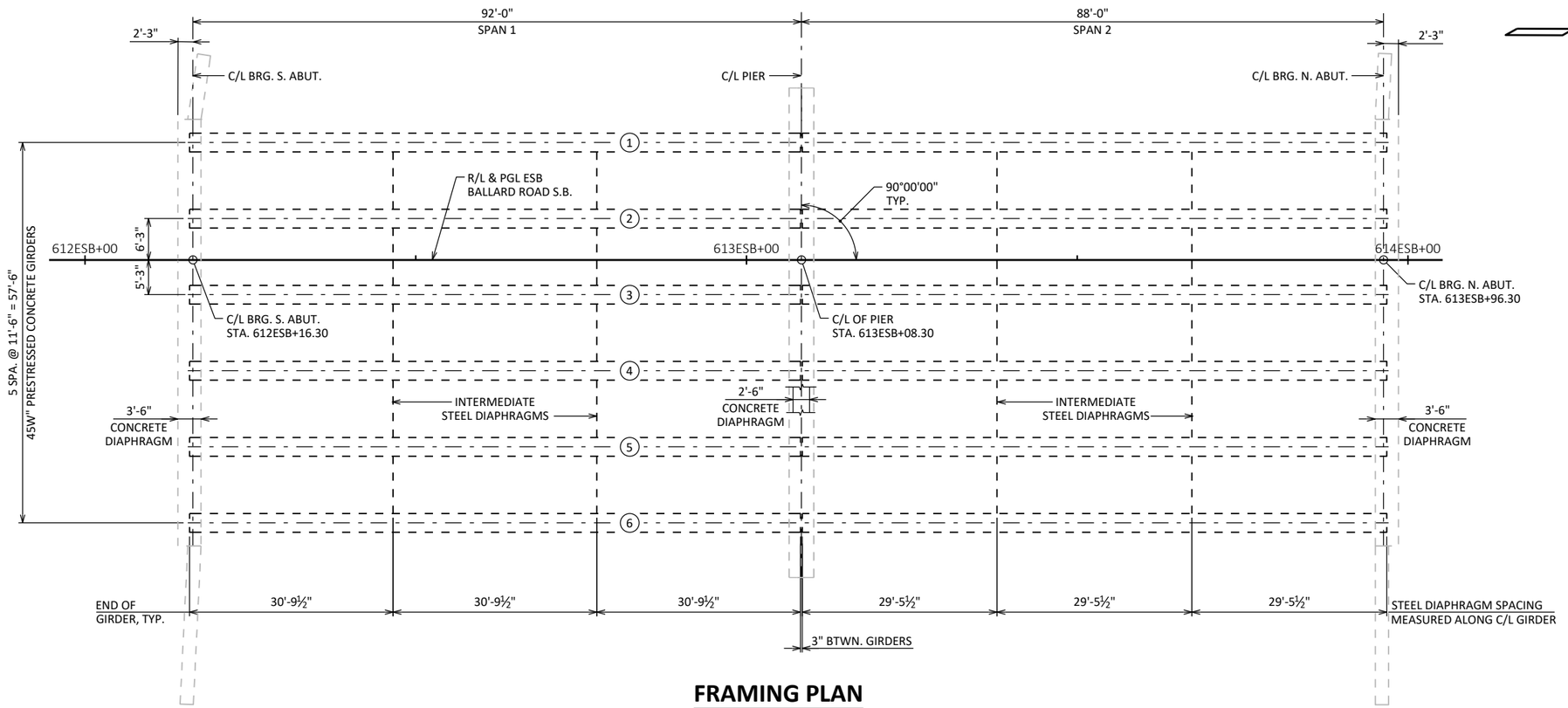
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LAYOUT NAME - SHT_18

STATE PROJECT NUMBER

1130-65-76



FRAMING PLAN

TOP OF DECK ELEVATIONS

LOCATION	C/L BRG. S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L BRG. N. ABUT.
TOE OF PARAPET & E.O.D.	778.47	778.44	778.41	778.36	778.31	778.26	778.21	778.16	778.11	778.06	778.01	777.96	777.91	777.86	777.82	777.77	777.72	777.67	777.62	777.57	777.52
GIRDER 1	778.52	778.49	778.45	778.41	778.36	778.31	778.26	778.21	778.16	778.10	778.05	778.01	777.96	777.91	777.86	777.81	777.76	777.72	777.67	777.62	777.57
GIRDER 2	778.75	778.72	778.68	778.64	778.59	778.54	778.49	778.44	778.39	778.33	778.28	778.24	778.19	778.14	778.09	778.04	777.99	777.95	777.90	777.85	777.80
P.G.L. / CROWN	778.87	778.84	778.81	778.76	778.71	778.66	778.61	778.56	778.51	778.46	778.41	778.36	778.31	778.26	778.22	778.17	778.12	778.07	778.02	777.98	777.93
GIRDER 3	778.77	778.74	778.70	778.66	778.61	778.56	778.51	778.46	778.41	778.35	778.30	778.26	778.21	778.16	778.11	778.06	778.01	777.97	777.92	777.87	777.82
GIRDER 4	778.54	778.51	778.47	778.43	778.38	778.33	778.28	778.23	778.18	778.12	778.07	778.03	777.98	777.93	777.88	777.83	777.78	777.74	777.69	777.64	777.59
GIRDER 5	778.31	778.28	778.24	778.20	778.15	778.10	778.05	778.00	777.95	777.89	777.84	777.80	777.75	777.70	777.65	777.60	777.55	777.51	777.46	777.41	777.36
GIRDER 6	778.08	778.05	778.01	777.97	777.92	777.87	777.82	777.77	777.72	777.66	777.61	777.57	777.52	777.47	777.42	777.38	777.33	777.28	777.23	777.18	777.13
TOE OF PARAPET & E.O.D.	778.03	778.00	777.97	777.97	777.87	777.82	777.77	777.72	777.67	777.62	777.57	777.52	777.47	777.42	777.38	777.33	777.28	777.23	777.18	777.13	777.09

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE FRAMING PLAN

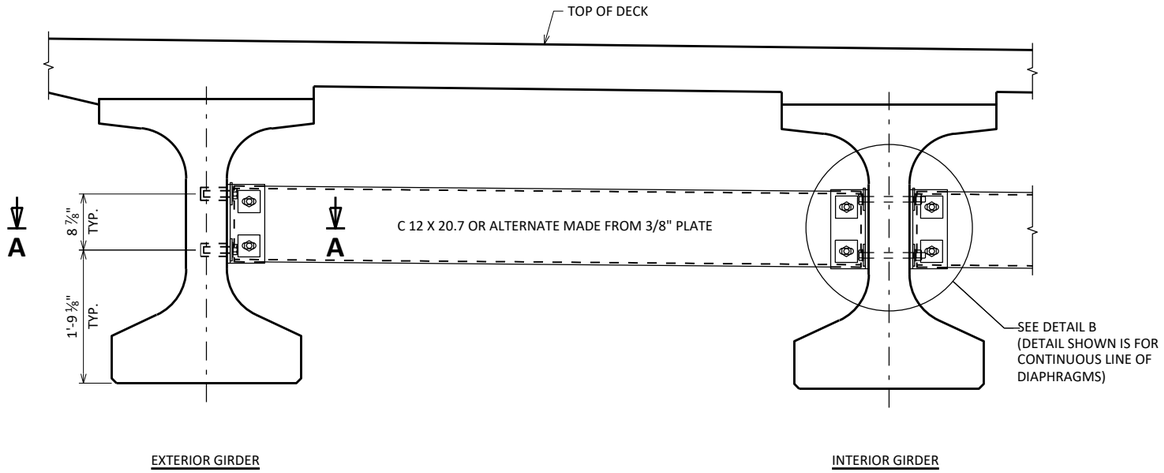
SHEET 19 OF 37
838

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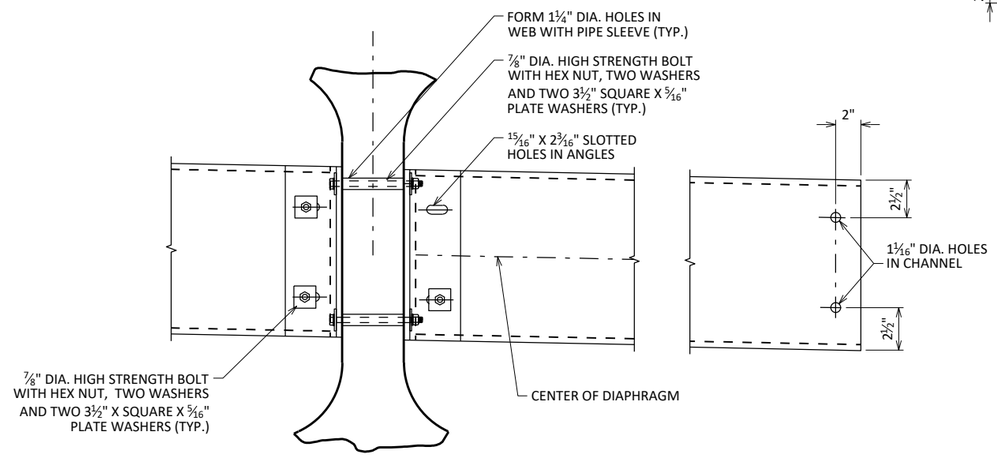
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LAYOUT NAME - SHT_19

STATE PROJECT NUMBER

1130-65-76

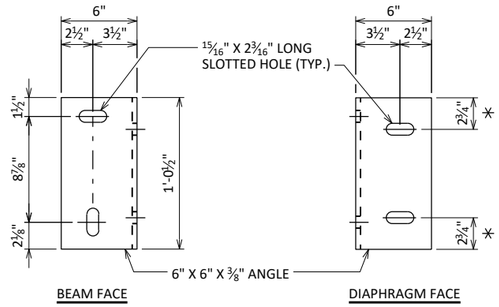


PART TRANSVERSE SECTION AT DIAPHRAGM



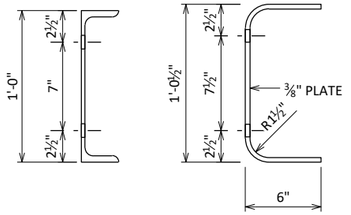
(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B



DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU DIAPHRAGM

NOTES

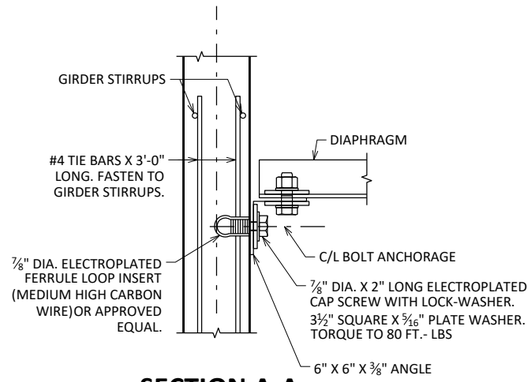
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-44-324", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

STEEL DIAPHRAGM

SHEET 20 OF 37

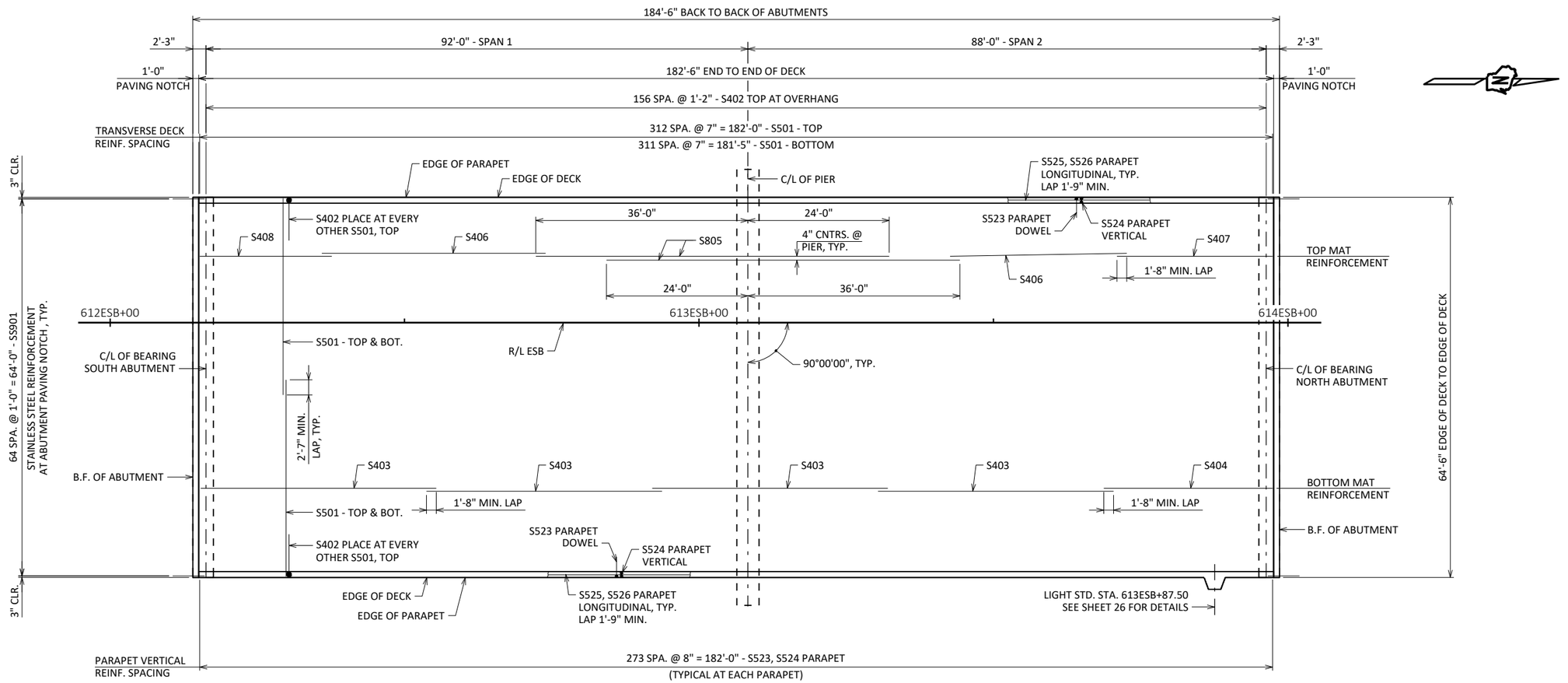
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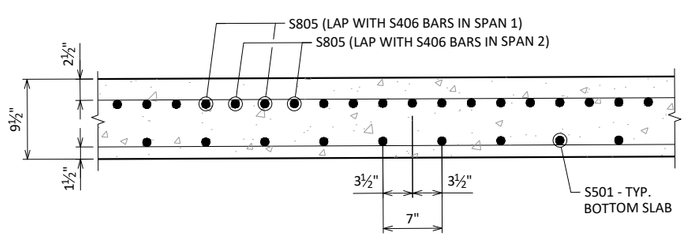
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LAYOUT NAME - SHT_20

STATE PROJECT NUMBER

1130-65-76



PLAN



CROSS SECTION THRU SLAB - AT PIER

(LOOKING NORTH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE PLAN

SHEET 21 OF 37

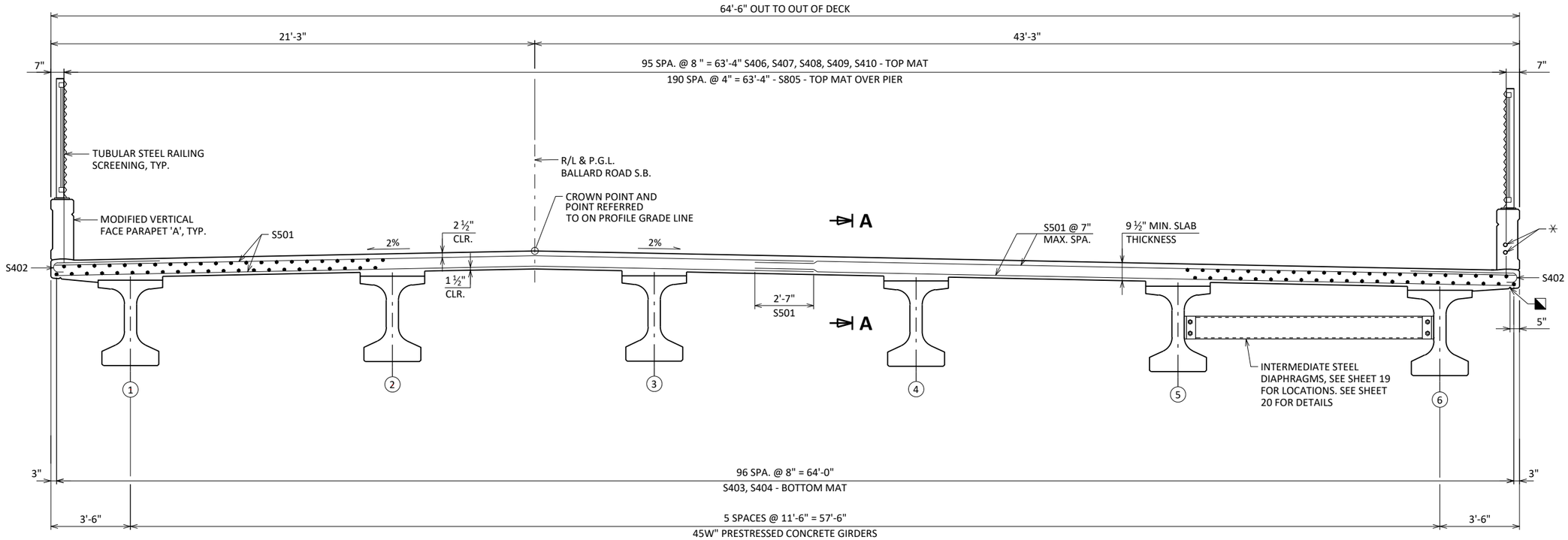
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LAYOUT NAME - SHT_21

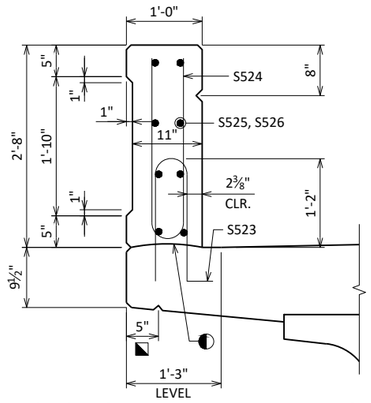
STATE PROJECT NUMBER

1130-65-76



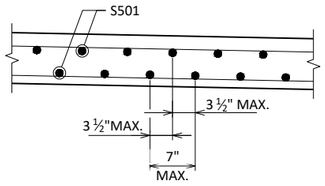
CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



SECTION THRU PARAPET ON DECK

(MODIFIED VERTICAL FACE PARAPET 'A')



SECTION A-A

(TRANSVERSE BAR STAGGER DETAIL)

LEGEND

- ¾" V-GROOVE REQUIRED. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM (TYP. EACH SIDE).
- ✳ 2 - 2" RIGID NONMETALIC CONDUIT SCHEDULE 40.
- CONST. JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE CROSS SECTION

SHEET 22 OF 37

841

SCALE = 5

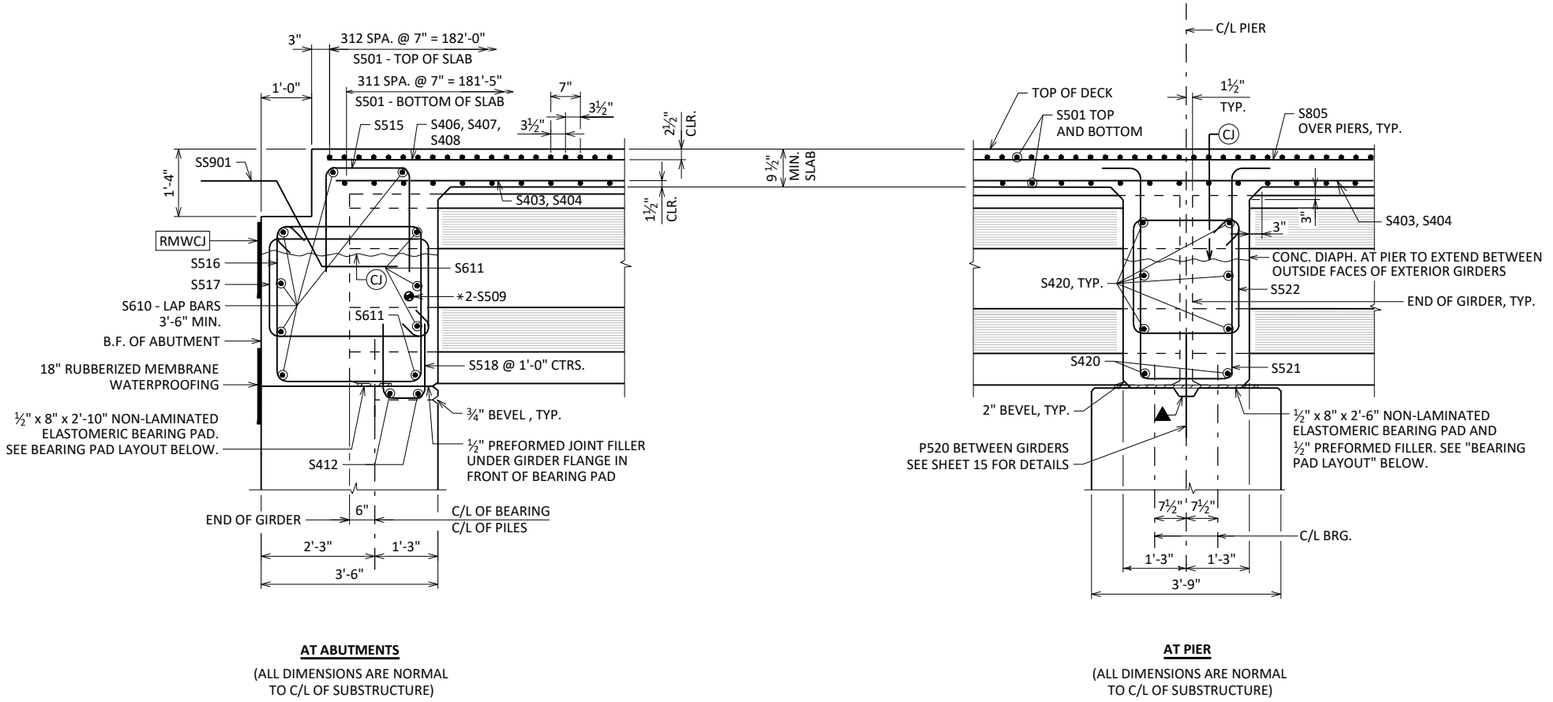
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LAYOUT NAME - SHT_22

STATE PROJECT NUMBER

1130-65-76



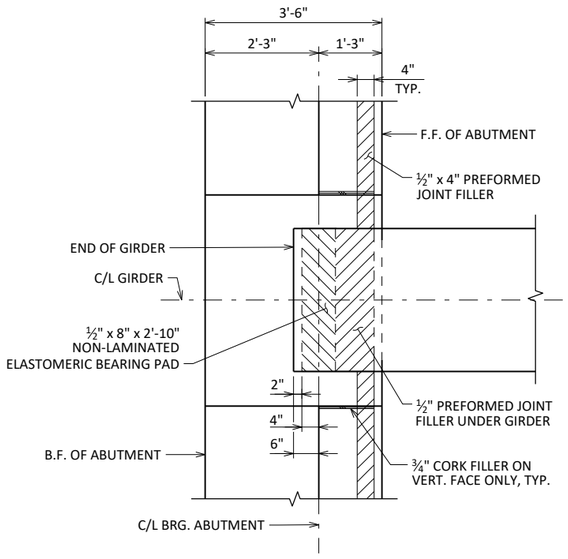
AT ABUTMENTS

(ALL DIMENSIONS ARE NORMAL TO C/L OF SUBSTRUCTURE)

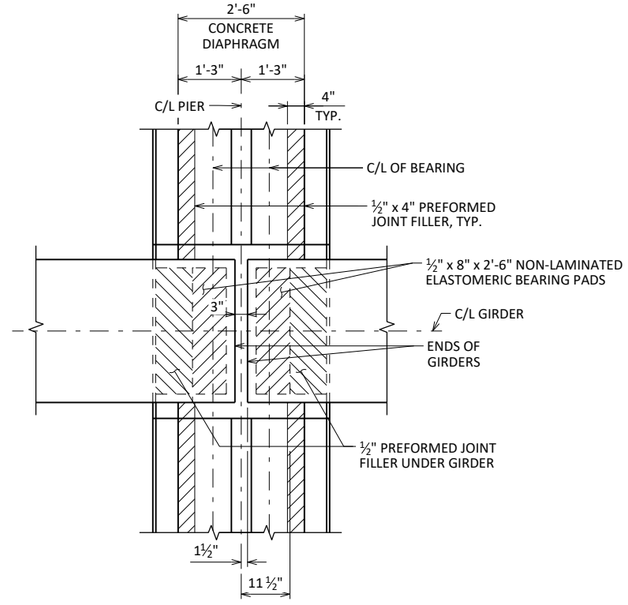
AT PIER

(ALL DIMENSIONS ARE NORMAL TO C/L OF SUBSTRUCTURE)

PART LONGITUDINAL SECTION



AT ABUTMENTS



AT PIER

BEARING PAD DETAIL

LEGEND

- ⊹ 1½" DIA. HOLE IN WEB FOR S509 BARS. PLACE TWO S509 BARS SYMETRICAL ABOUT THE C/L OF EACH GIRDER.
- ▲ KEYED CONSTRUCTION JOINT BETWEEN GIRDERS FORMED BY BEVELED 2" x 6".
- (CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED. DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.
- RMWCJ 18" RUBBERIZED MEMBRANE WATERPROOFING IF CONSTRUCTION JOINT IS USED. (COST INCLUDED WITH BID ITEM "CONCRETE MASONRY BRIDGES")

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE DETAILS (1 OF 2)

SHEET 23 OF 37

842

SCALE = 3

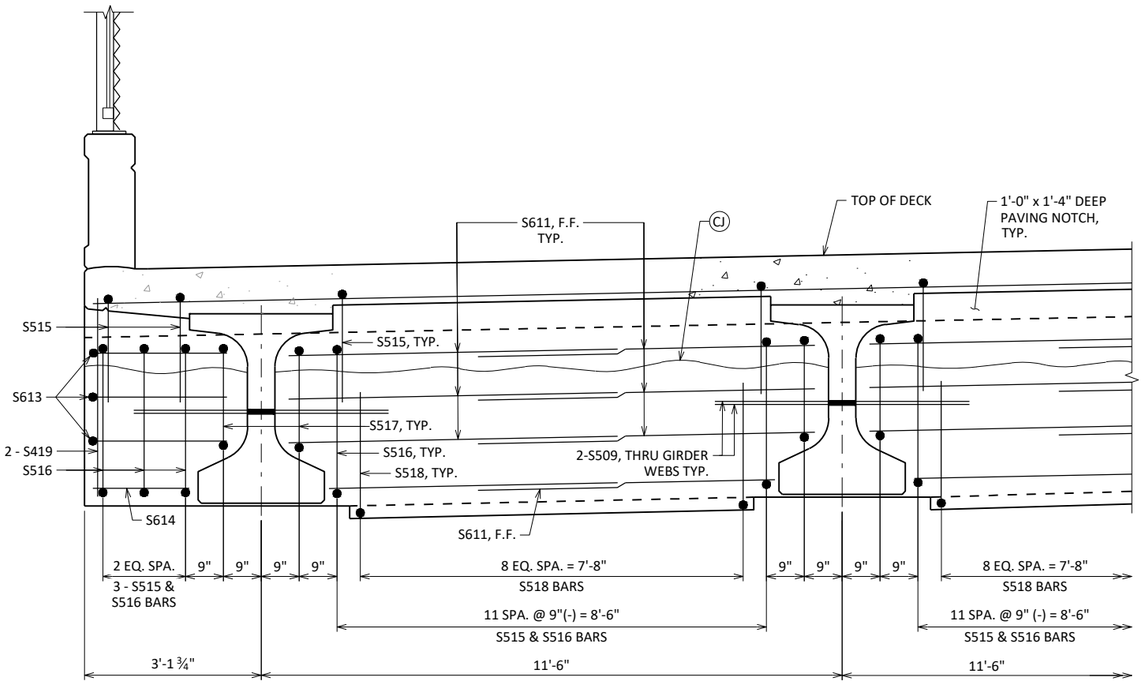
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080523_SS.DWG
LAYOUT NAME - SHT_23

STATE PROJECT NUMBER

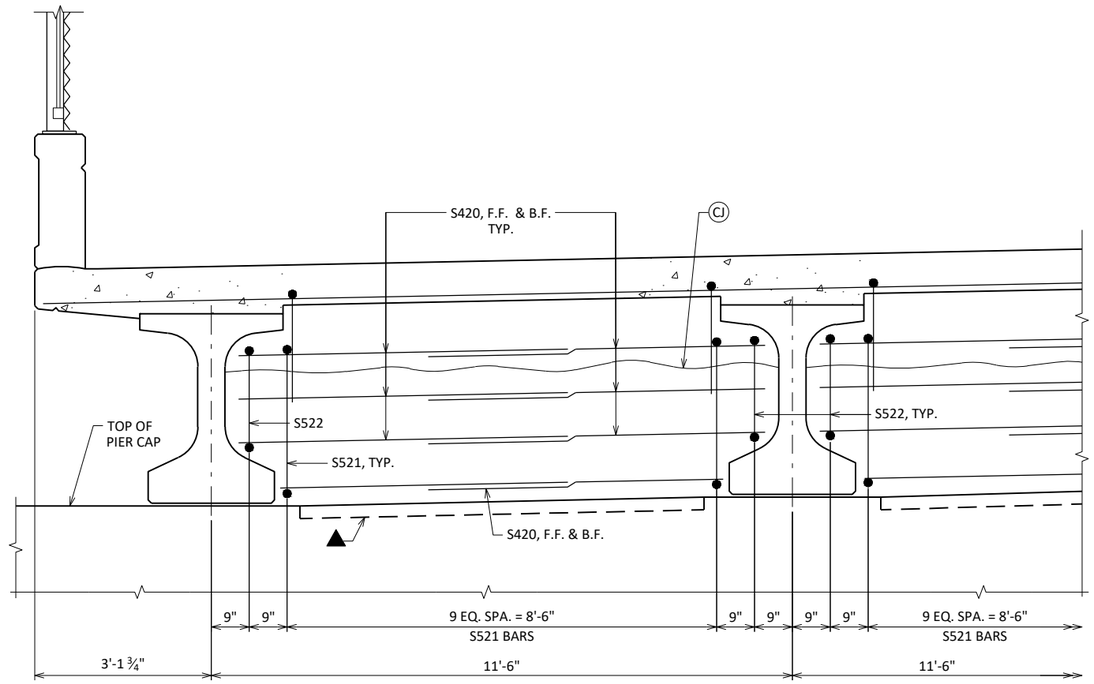
1130-65-76



PART TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM

(SOUTH ABUTMENT SHOWN - LOOKING SOUTH)
(NORTH ABUTMENT SIMILAR)

(CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN TWO WEEKS FROM THE TIME OF DIAPHRAGM POUR.



▲ KEYED CONSTRUCTION JOINT BETWEEN GIRDERS FORMED BY BEVELED 2" x 6".

PART TRANSVERSE SECTION AT PIER DIAPHRAGM

(LOOKING SOUTH - TYPICAL AT EACH BAY)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE DETAILS (2 OF 2)

SHEET 24 OF 37
843

SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080524_SS.DWG
LAYOUT NAME - SHT_24

STATE PROJECT NUMBER

1130-65-76

BILL OF BARS

TOTAL WEIGHT COATED = 110,410 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
S501	X	1,250	33'-6"			DECK - TRANSVERSE TOP & BOTTOM
S402	X	314	5'-9"	X		DECK - TRANSVERSE TOP AT OVERHANG
S403	X	388	40'-0"			DECK- LONGITUDINAL BOTTOM
S404	X	97	29'-0"			DECK- LONGITUDINAL BOTTOM
S805	X	191	60'-0"			DECK - LONGITUDINAL TOP AT PIER
S406	X	192	40'-0"			DECK - LONGITUDINAL TOP
S407	X	96	16'-7"			DECK - LONGITUDINAL TOP
S408	X	96	20'-7"			DECK - LONGITUDINAL TOP
S509	X	24	6'-0"			ABUT. DIAPHRAGM - HORIZ. THRU GIRDER WEBS
S610	X	24	33'-11"			ABUT. DIAPHRAGM - HORIZ. B.F.
S611	X	80	6'-5"			ABUT. DIAPHRAGM - HORIZ. F.F.
S412	X	20	7'-7"			ABUT. DIAPHRAGM - HORIZ. BETWEEN BEAM SEATS
S613	X	12	7'-11"	X		ABUT. DIAPHRAGM - HORIZ. OUTSIDE
S614	X	8	1'-11"			ABUT. DIAPHRAGM - HORIZ. OUTSIDE
S515	X	132	6'-11"	X		ABUT. - DIAPHRAGM - VERT. WITH SLAB
S516	X	132	13'-0"	X		ABUT. DIAPHRAGM - VERT BETWEEN GIRDERS
S517	X	24	11'-4"	X		ABUT. DIAPHRAGM - VERT. BETWEEN GIRDER FLANGES
S518	X	90	3'-4"	X		ABUT. DIAPHRAGM - VERT BETWEEN BEAM SEATS
S419	X	8	4'-5"			ABUT. DIAPHRAGM - VERT. OUTSIDE
S420	X	80	6'-0"			PIER DIAPHRAGM - HORIZ.
S521	X	50	11'-8"	X		PIER DIAPHRAGM - VERTICAL BETWEEN GIRDERS
S522	X	10	9'-4"	X		PIER DIAPHRAGM - VERT. BETWEEN GIRDER FLANGES
S523	X	550	4'-4"	X		DECK - PARAPET DOWEL
S524	X	548	4'-9"	X		PARAPET - VERTICAL
S525	X	64	40'-0"			PARAPET - LONGITUDINAL
S526	X	16	29'-6"			PARAPET - LONGITUDINAL

STAINLESS STEEL BARS

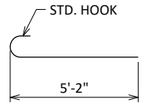
TOTAL WEIGHT = 2,210 LBS

SS901		130	5'-0"	X		ABUT. DIAPHRAGM - APPROACH SLAB TIE BARS

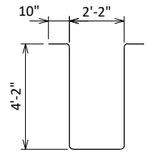
NOTES

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

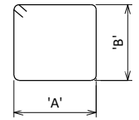
BAR BENDS



S402

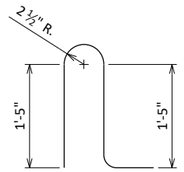


S521

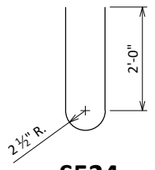


BAR MARK	DIM. 'A'	DIM. 'B'
S516	3'-2"	3'-0"
S517	3'-2"	2'-2"
S522	2'-2"	2'-2"

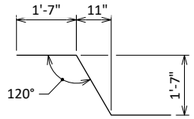
S516, S517, S522



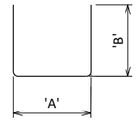
S523



S524



SS901



BAR MARK	DIM. 'A'	DIM. 'B'
S613	3'-1"	2'-7"
S515	2'-2"	2'-6"
S518	11"	1'-4"

S513, S515, S518

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE BILL OF BARS

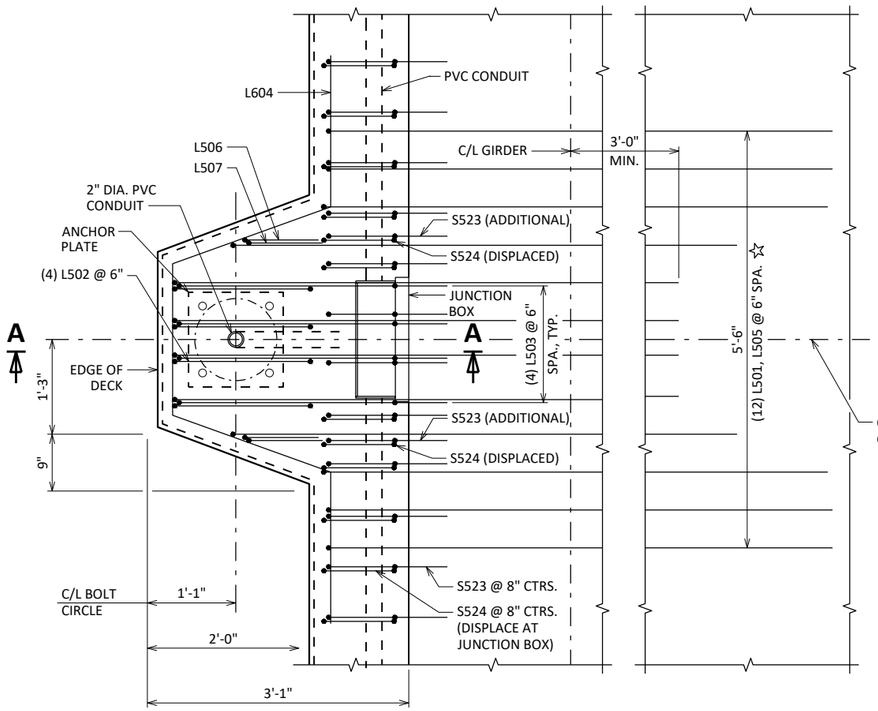
SHEET 25 OF 37
844

SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080525_SS.DWG
LAYOUT NAME - SHT_25

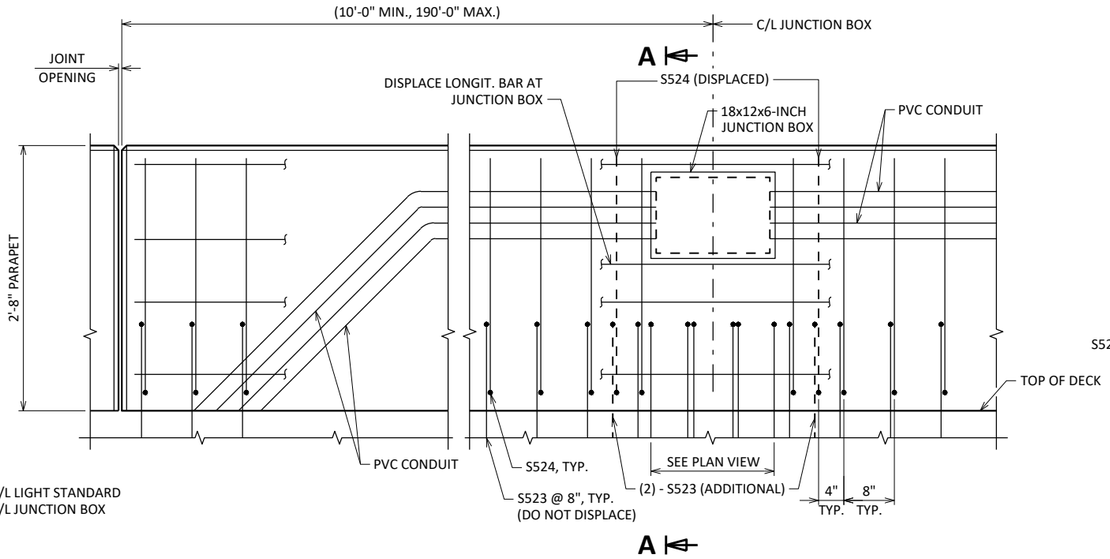
STATE PROJECT NUMBER

1130-65-76



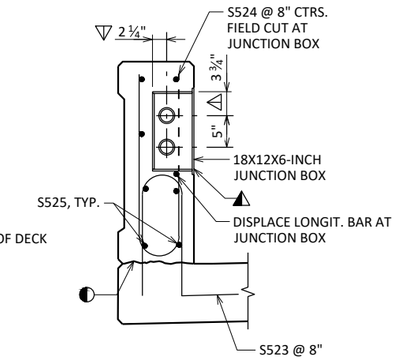
PLAN AT LIGHT STANDARD

(DECK STEEL NOT SHOWN FOR CLARITY)

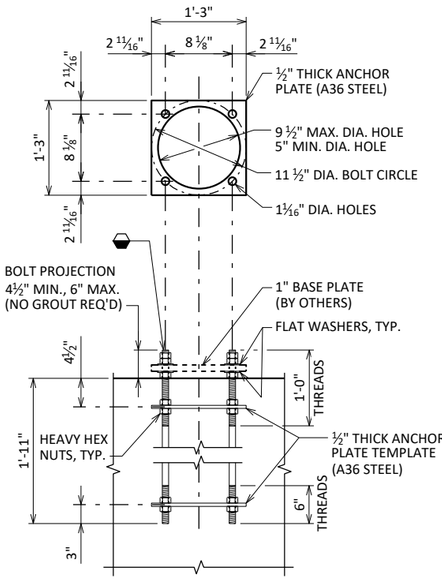


INSIDE ELEVATION AT JUNCTION BOX

(DECK STEEL NOT SHOWN FOR CLARITY)



JUNCTION BOX DETAIL



ANCHOR ROD ASSEMBLY DETAIL

(1 REQ'D)

(4) - ANCHOR RODS REQUIRED PER ASSEMBLY

NOTES

BID ITEM SHALL BE "ANCHOR ASSEMBLIES POLES ON STRUCTURES", EACH.

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

SEE SHEET 26 FOR ADDITIONAL INFORMATION.

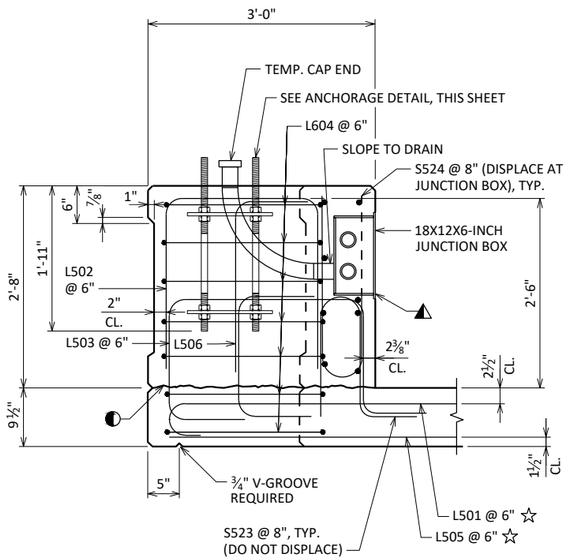
LEGEND

- CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.
- CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT.

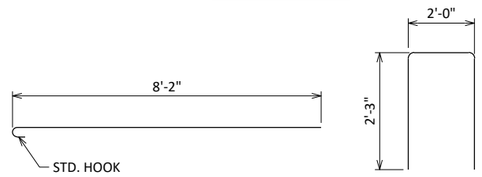
RMC = RIGID METALLIC CONDUIT.

- 1" DIA. ANCHOR RODS ASTM F1554 GR 55, HEAVY HEX NUTS ASTM A563, AND WASHERS ASTM F436. ANCHOR ASSEMBLIES SHALL BE GALVANIZED PER SECTION 531 OF THE STANDARD SPECIFICATION. PROVIDE (2) WASHERS AND (7) NUTS PER ANCHOR ROD.
- ☆ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.



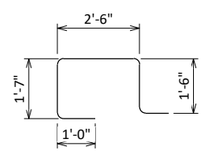
SECTION A-A

BAR BENDS

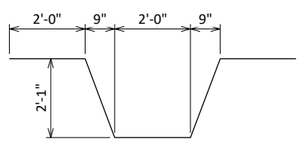


L501

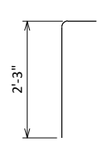
L502



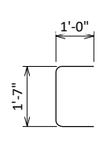
L503



L604



L506



L507

BILL OF BARS

TOTAL WEIGHT COATED = 390 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
L501	X	12	8'-9"	X	LIGHT STD. - TRANS. - DECK - TOP
L502	X	4	6'-7"	X	LIGHT STD. - VERT. - PARAPET
L503	X	4	7'-0"	X	LIGHT STD. - VERT. - PARAPET
L604	X	7	10'-0"	X	LIGHT STD. - HORIZ.. - PARAPET
L505	X	12	8'-2"		LIGHT STD. - TRANS. - DECK - BOT.
L506	X	2	3'-2"	X	LIGHT STD. - VERT. - PARAPET
L507	X	2	3'-4"	X	LIGHT STD. - VERT. - PARAPET

NOTES:
THE FIRST DIGIT OF THE BAR MAR SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

LIGHT SUPPORT DETAILS

SHEET 26 OF 37

845

SCALE = 24

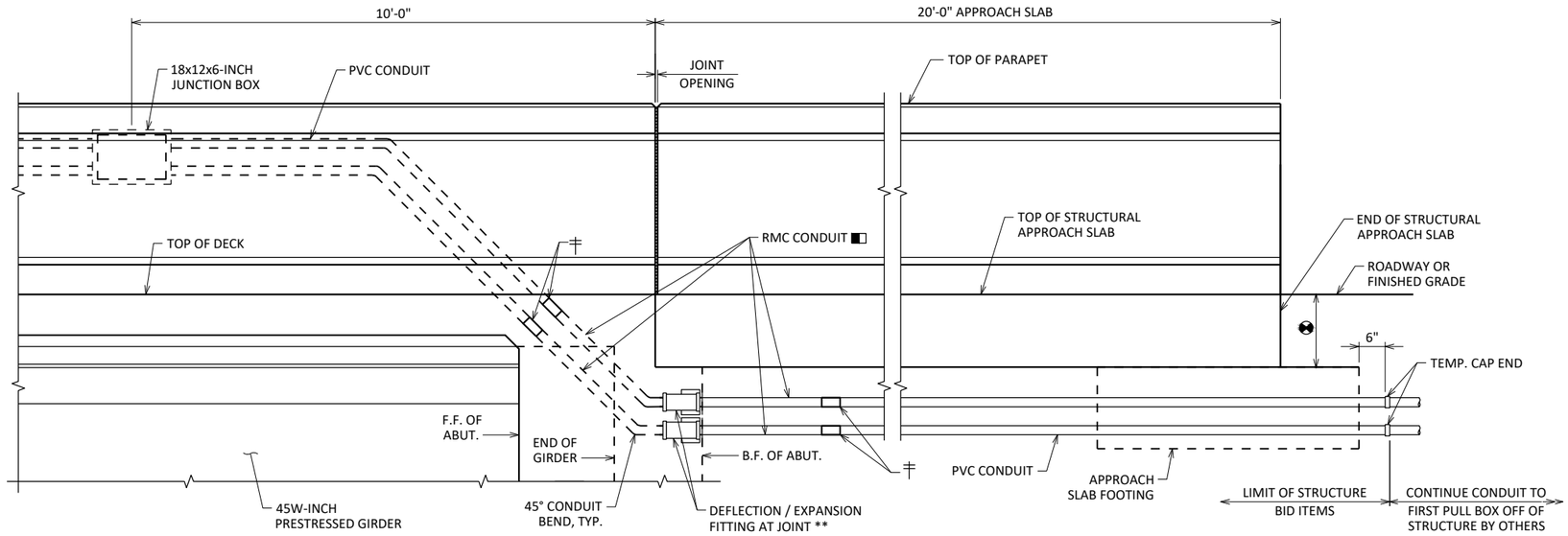
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LAYOUT NAME - SHT_26

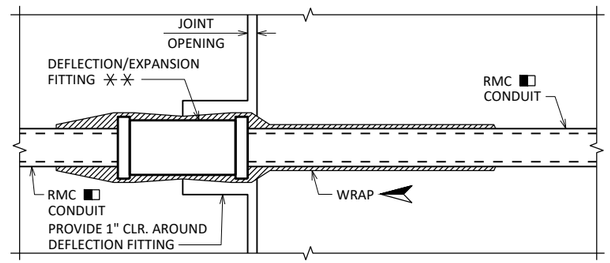
STATE PROJECT NUMBER

1130-65-76



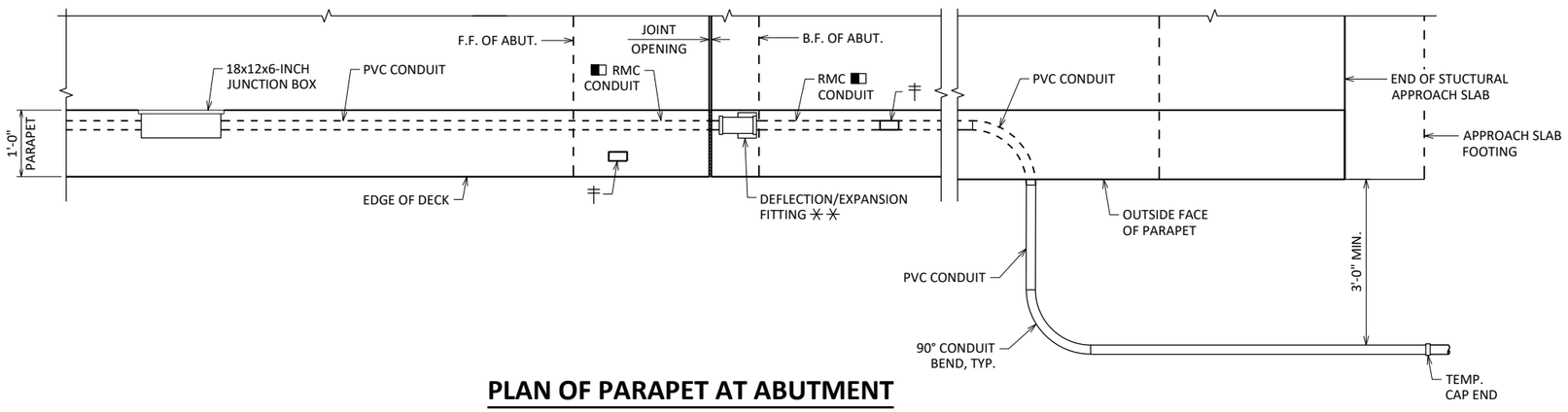
OUTSIDE ELEVATION OF PARAPET AT ABUTMENT

SEE AESTHETICS DETAIL SHEETS FOR OUTSIDE FACE OF PARAPET AESTHETICS



DEFLECTION/EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF ¾" TOTAL MOVEMENT.
BOND JUMPER NOT SHOWN FOR CLARITY.



PLAN OF PARAPET AT ABUTMENT

LEGEND

- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- 2'-0" MIN. CONDUIT COVER UNDER ROADWAYS, 1'-6" OTHERWISE. CONDUIT COVER SHOULD NOT EXCEED 3'-0".
- DEFLECTION/EXPANSION FITTING REQUIREMENTS:
  - UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

PROVIDE JUNCTION BOXES FROM APPROVED PRODUCT LIST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY	GLM	PLANS CK'D	SGM

CONDUIT DETAILS

SHEET 27 OF 37

846

SCALE = 24

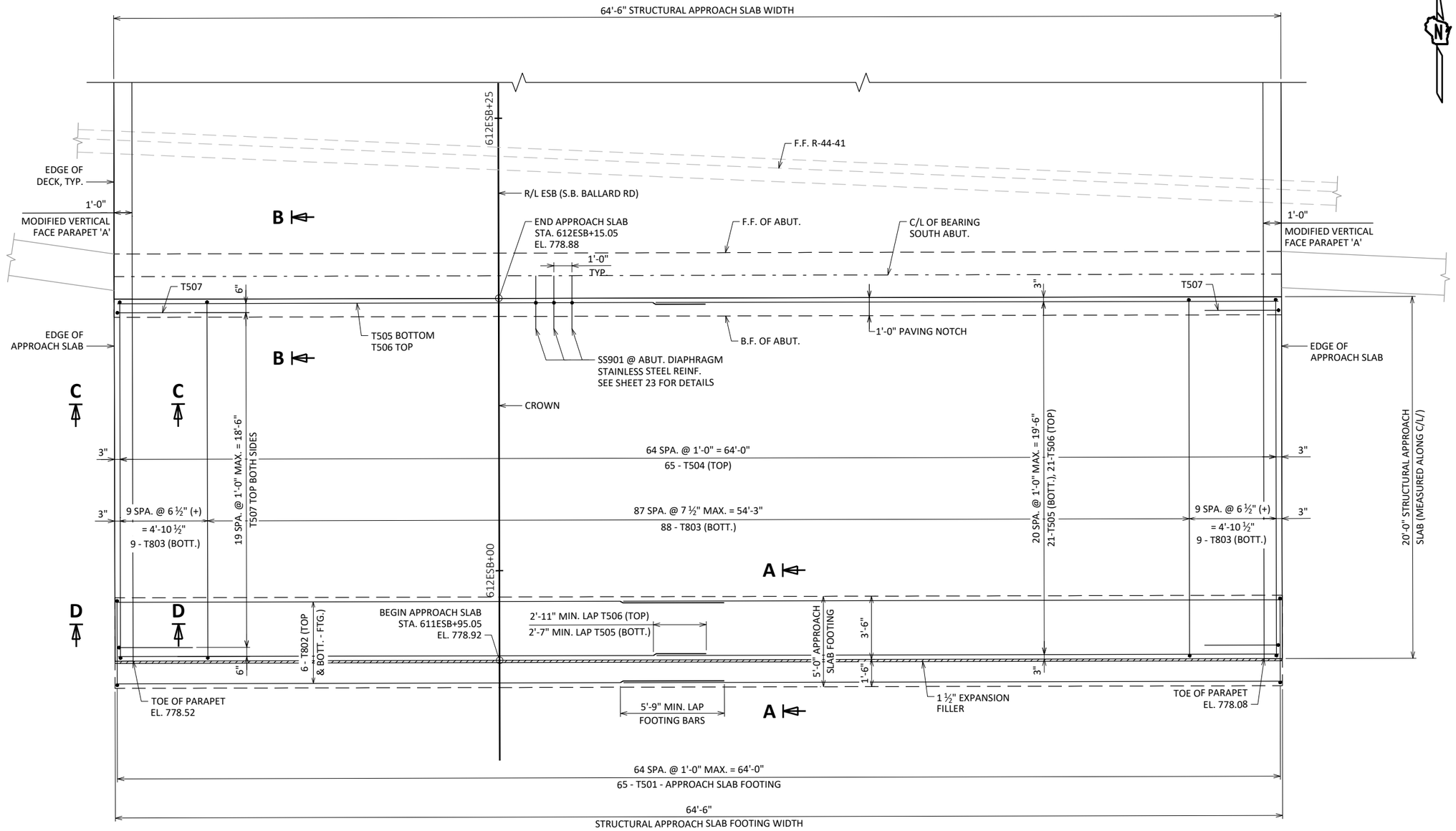
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LAYOUT NAME - SHT_27

STATE PROJECT NUMBER

1130-65-76



NOTE
FOR SECTION VIEWS SEE SHEET 30.

SOUTH STRUCTURAL APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

SOUTH STRUCTURAL APPROACH SLAB

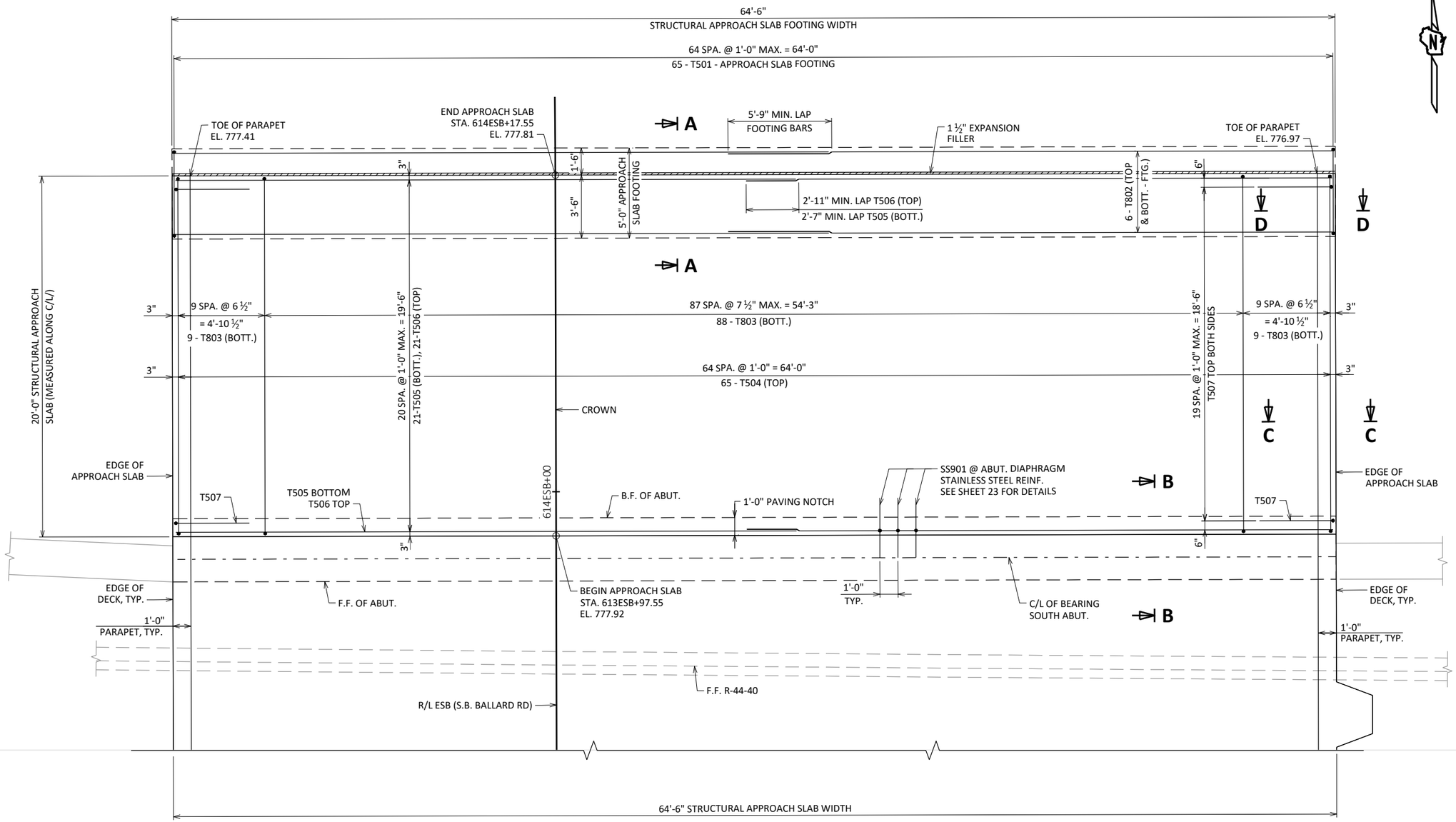
SHEET 28 OF 37
847

SCALE = 6

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LAYOUT NAME - SHT_28

STATE PROJECT NUMBER

1130-65-76



8

8

NORTH STRUCTURAL APPROACH SLAB

NOTE
FOR SECTION VIEWS SEE SHEET 30.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

NORTH STRUCTURAL APPROACH SLAB

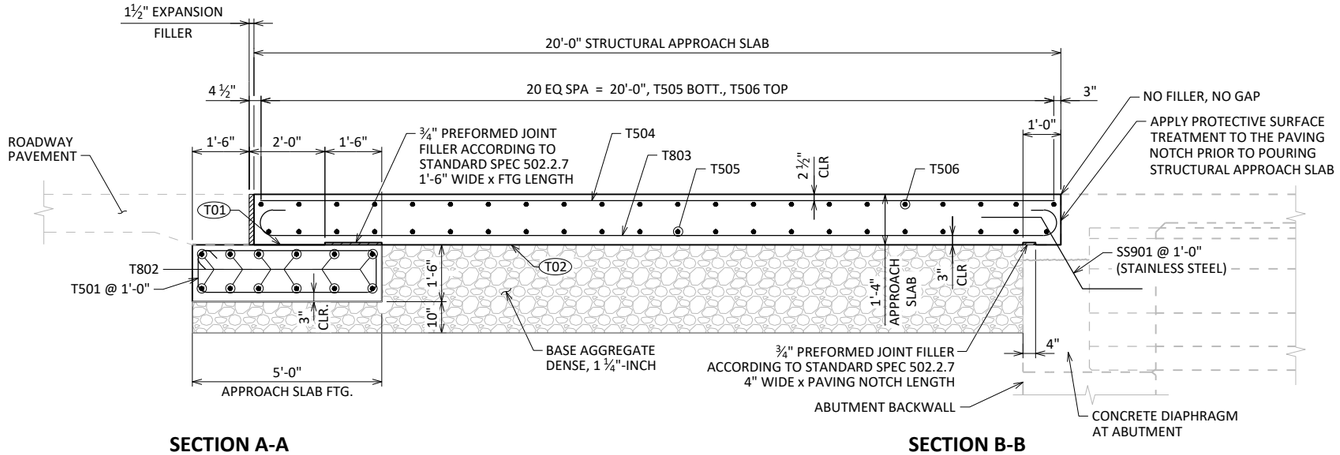
SHEET 29 OF 37
848

SCALE = 6

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LAYOUT NAME - SHT_29

STATE PROJECT NUMBER

1130-65-76



SECTION A-A **SECTION B-B**

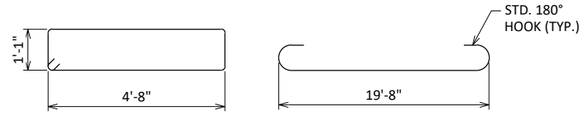
SECTION THRU STRUCTURAL APPROACH SLAB

BILL OF BARS

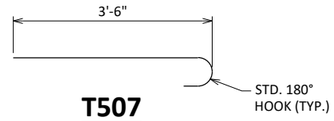
TOTAL WEIGHT COATED = 27,180 LBS

BAR MARK	COAT	NO. REQ'D S. APPR.	NO. REQ'D N. APPR.	LENGTH	BENT	LOCATION
T501	X	65	65	12'-2"	X	APPROACH SLAB FOOTING - STIRRUP
T802	X	24	24	35'-0"		APPROACH SLAB FOOTING - TRANSVERSE
T803	X	106	106	21'-6"	X	APPROACH SLAB - LONGITUDINAL - BOTTOM
T504	X	65	65	19'-8"		APPROACH SLAB LONGITUDINAL - TOP
T505	X	42	42	33'-5"		APPROACH SLAB - TRANSVERSE - BOTTOM
T506	X	42	42	33'-7"		APPROACH SLAB - TRANSVERSE - TOP
T507	X	40	40	4'-1"	X	APPROACH SLAB - TRANSVERSE - TOP

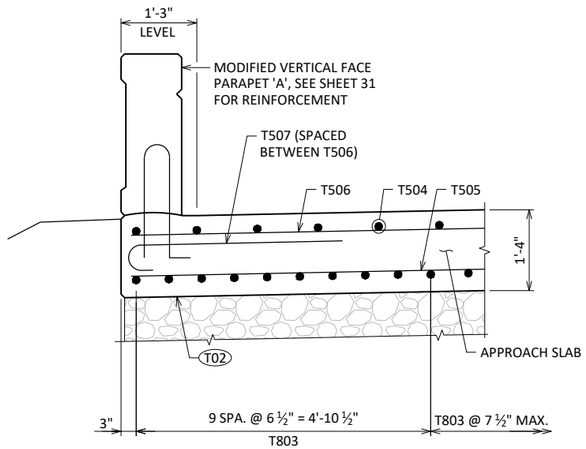
BAR BENDS



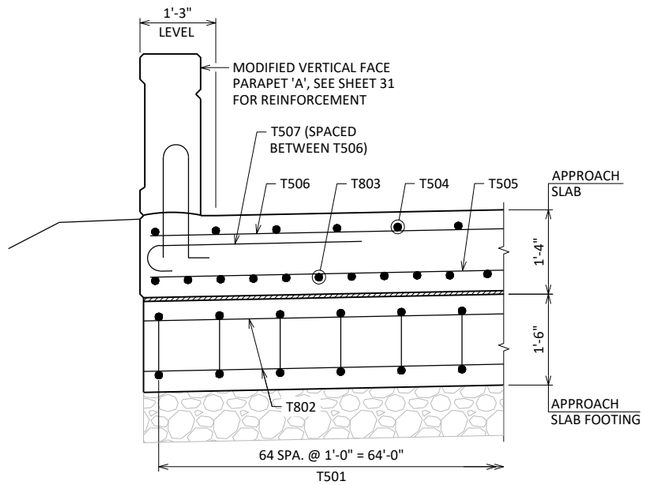
T501



T507



SECTION C-C



SECTION D-D

LEGEND

(T01) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T02) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE. POLYETHYLENE SHEETS SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

NOTES

PROVIDE LONGITUDINAL GROOVING ON APPROACH SLABS.

SEE PARAPET SHEETS FOR PARAPET REINFORCING TIE PLACEMENT REQUIRED IN APPROACH SLABS.

IN ADDITION TO THE AREAS OUTLINED IN THE STANDARD SPECIFICATIONS, APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF APPROACH SLAB SURFACE, TOPS OF PARAPETS, INSIDE FACES OF PARAPETS, AND AREAS SHOWN IN THE APPROACH SLAB SECTION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

STRUCTURAL APPROACH SLAB DETAILS

SHEET 30 OF 37

849

SCALE = 4

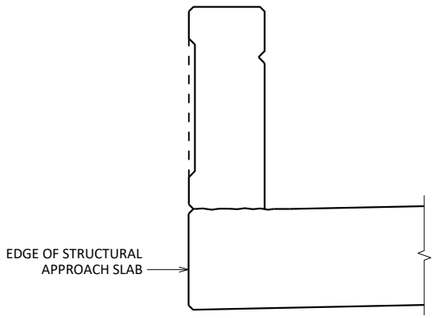
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8

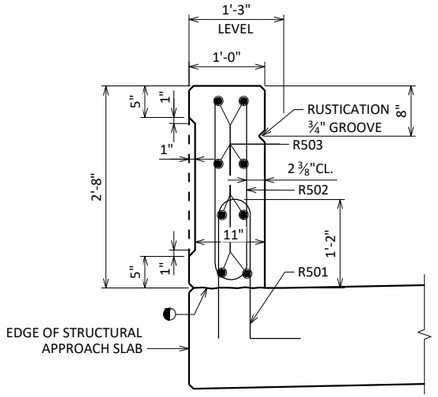
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LAYOUT NAME - SHT_30

STATE PROJECT NUMBER

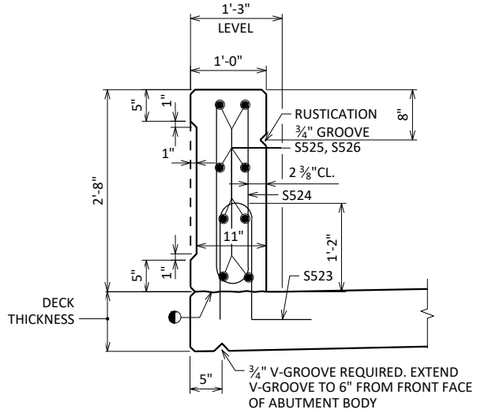
1130-65-76



VIEW A



SECTION B-B



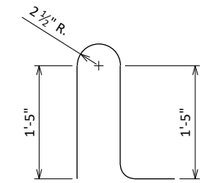
SECTION C-C

BILL OF BARS

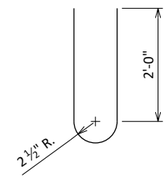
TOTAL WEIGHT COATED = 1,830 LBS

BAR MARK	COAT	NO. REQ'D S. APPR. SLAB	NO. REQ'D N. APPR. SLAB	LENGTH	BENT	LOCATION
R501	X	62	62	4'-4"	X	PARAPET - VERTICAL
R502	X	62	62	4'-9"	X	PARAPET - VERTICAL
R503	X	16	16	19'-7"		PARAPET - HORIZONTAL

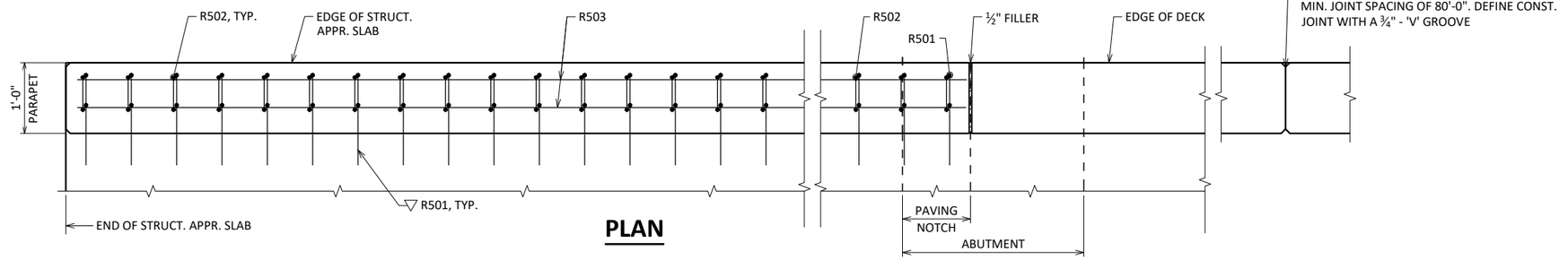
BAR BENDS



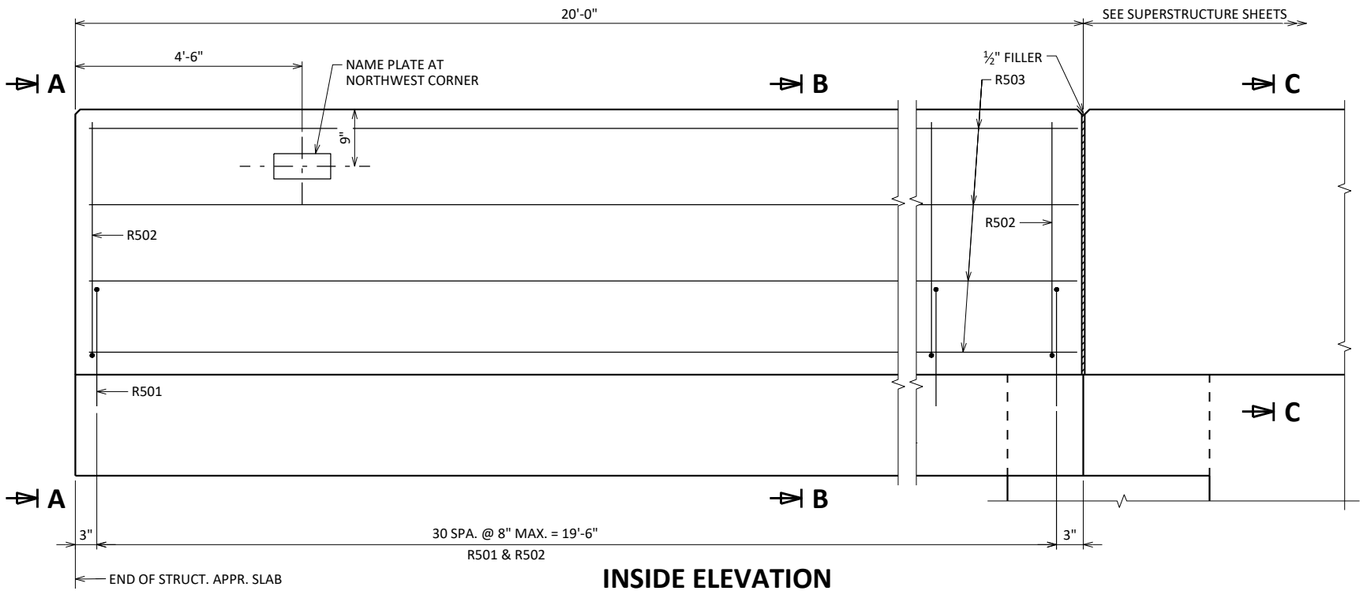
R501



R502



PLAN



INSIDE ELEVATION

STRUCTURAL APPROACH SLAB FOOTING NOT SHOWN FOR CLARITY

NOTES

◐ CONST. JOINT - STRIKE OFF AS SHOWN

▽ R501 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

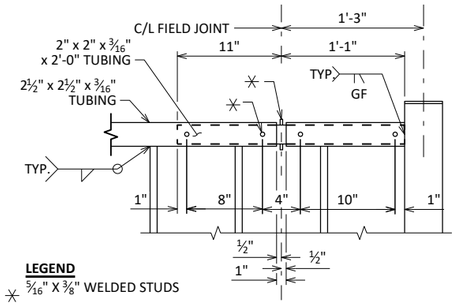
MODIFIED VERTICAL FACE PARAPET 'A'

SHEET 31 OF 37

850

SCALE = 24

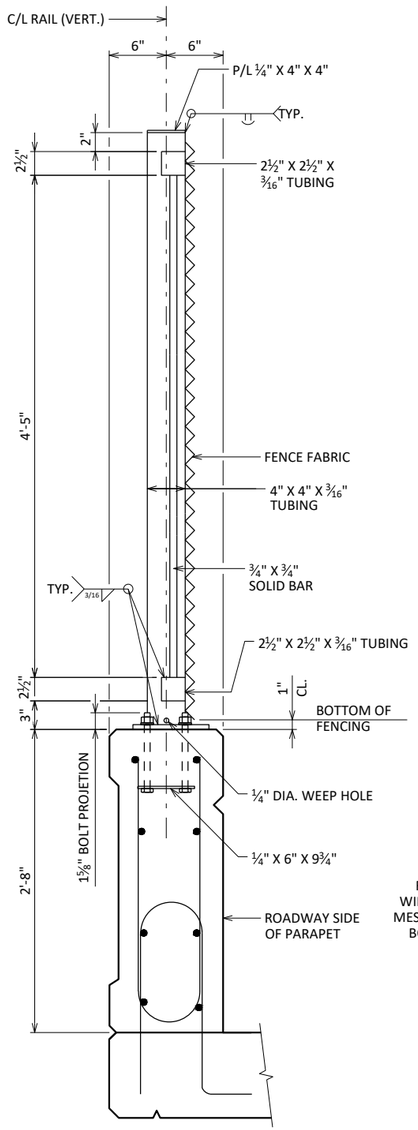
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LAYOUT NAME - SHT_31



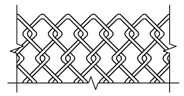
LEGEND
⅜" X ⅜" WELDED STUDS

⚹ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2½" X 2½" TUBE.

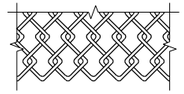
RAILING EXPANSION JOINT DETAIL



SECTION THRU RAILING

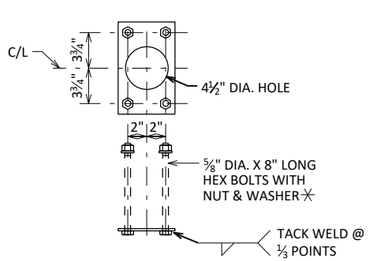


TOP DETAIL



BOTTOM DETAIL

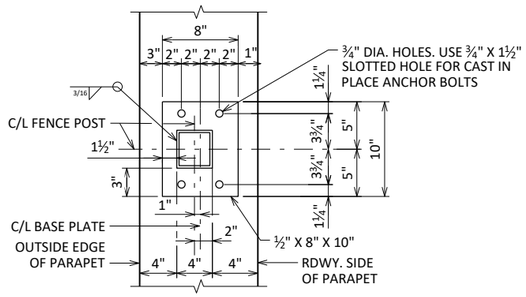
FENCE FABRIC



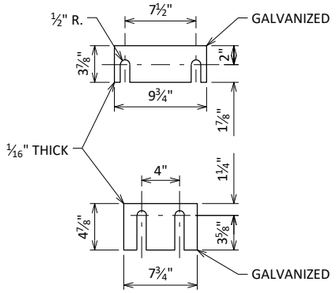
ANCHORAGE DETAIL

⚹ ALTERNATIVE ANCHORAGE: ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

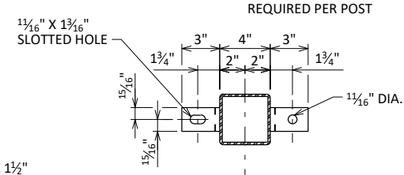


BASE PLATE

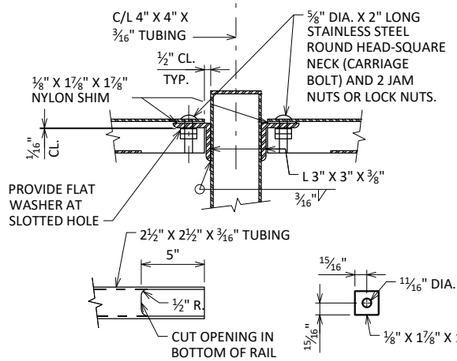


SHIM PLATE DETAILS

TWO SHIMS OF EACH SIZE REQUIRED PER POST

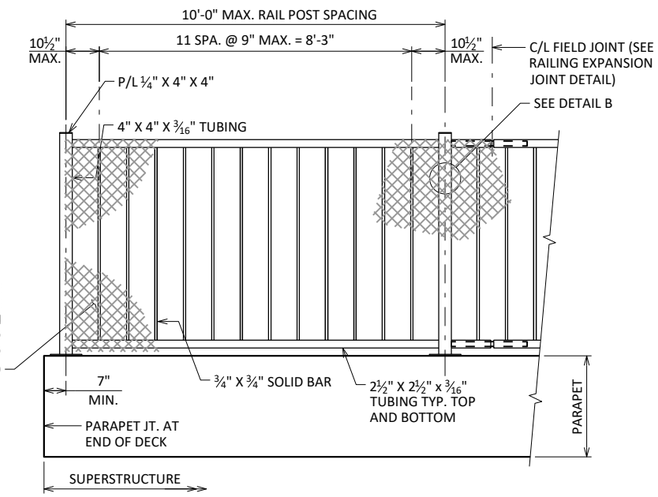


EXPANSION END **FIXED END**



BOTTOM VIEW RAIL NOTCH **NYLON SHIM**

TOP RAIL CONNECTION FOR ALTERNATE DETAIL



INSIDE ELEVATION OF RAILING

STRAIGHT RAIL SHOWN (BENT RAIL SIMILAR)

STATE PROJECT NUMBER

1130-65-76

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STRUCTURAL TUBING SHALL CONFORM TO ASTM A500, GRADE B. PLATES, ANGLES, BARS AND SHIMS SHALL CONFORM TO ASTM A709, GRADE 36. FENCE FABRIC SHALL CONFORM TO F668, CLASS 2B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPACINGS ARE TAKEN HORIZONTAL ALONG CENTERLINE OF RAILING AT BASE OF POST.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED. ⚹

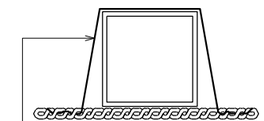
THE BID ITEM SHALL BE "RAILING TUBULAR SCREENING" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

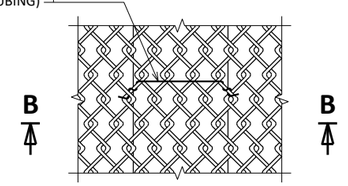
ALL RAILING MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK. FENCE FABRIC AND TIES TO BE VINYL-COATED. COLOR SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.



SECTION B-B

FABRIC TIE @ 1'-0" MAX. SPA. (TYP. RAIL POSTS & HORIZ. TUBING)



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

TUBULAR STEEL RAILING SCREENING

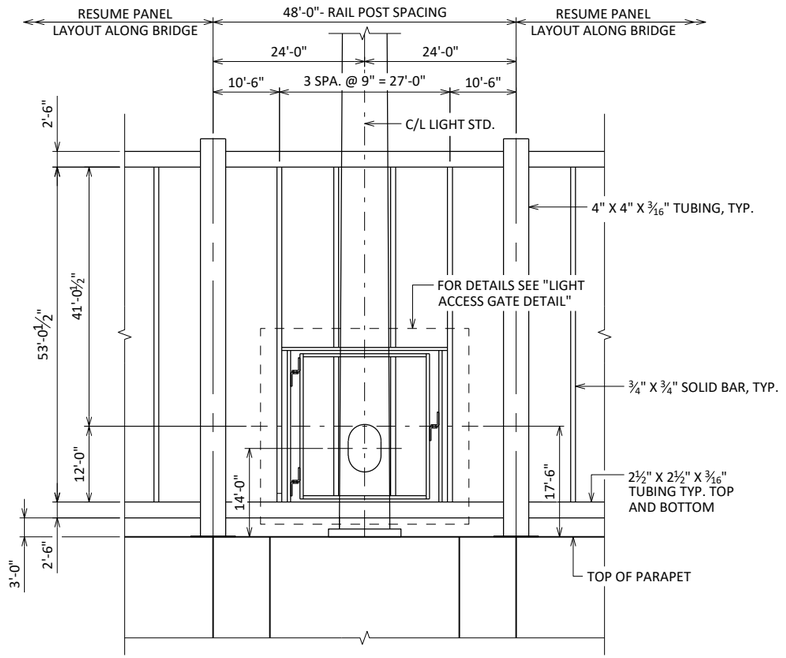
SHEET 32 OF 37
851

8

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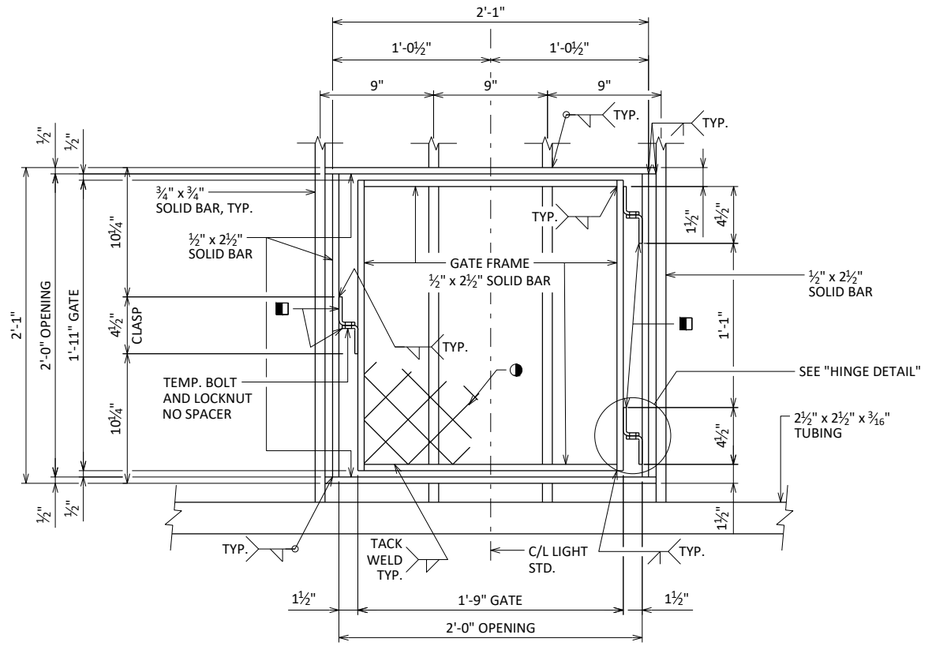
STATE PROJECT NUMBER

1130-65-76



OUTSIDE ELEVATION VIEW

SCREENING NOT SHOWN FOR CLARITY

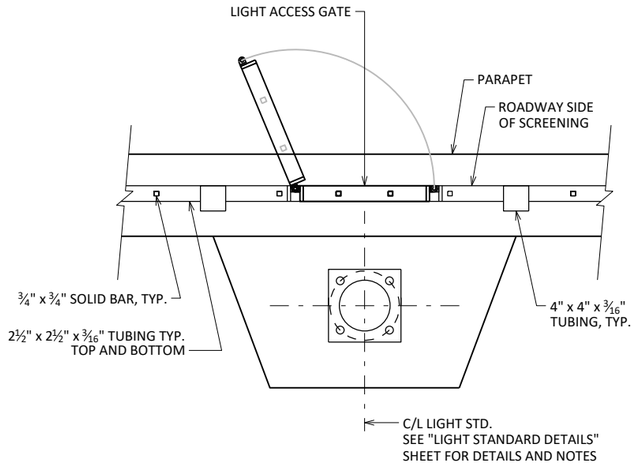


LIGHT ACCESS GATE DETAIL

LEGEND

- MESH WITH OPENING SIZE 2" x 2" SQUARE, ¼" DIA. WIRE
- BENT STEEL PL ¼" x 3" x 1", SEE "STEEL PLATE DETAIL"

SEE "TUBULAR STEEL RAILING SCREENING" SHEET FOR MATERIAL, GALVANIZING, AND BID ITEM INFORMATION

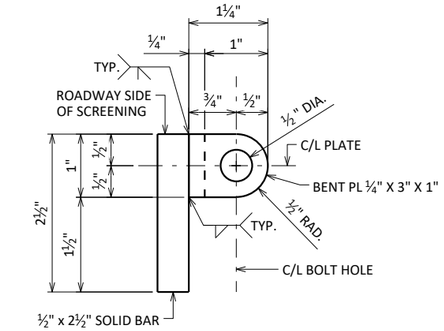


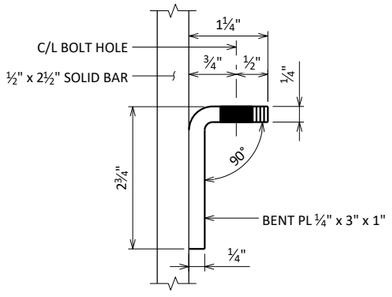
PLAN

NOTES

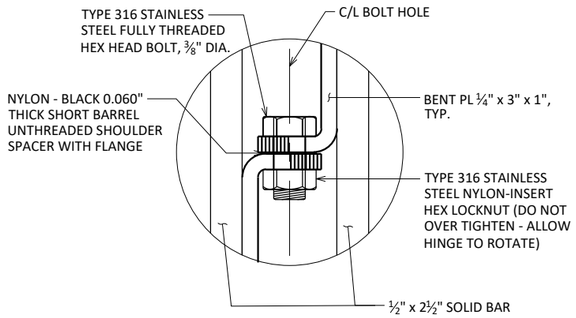
THE STEEL WIRE MESH SHALL BE ATTACHED TO THE LIGHT ACCESS GATE BY MEANS OF TACK WELDING AT ALL LOCATIONS WHERE THE STEEL WIRE MESH MEETS THE LIGHT ACCESS GATE, ½" x 2½" SOLID BAR GATE FRAME AND ¾" x ¾" SOLID BARS. THE STEEL WIRE MESH SHALL BE WELDED TO THE ROADWAY SIDE OF THE ¾" x ¾" SOLID BARS.

GATE, HARDWARE, AND ACCESSORIES ARE INCIDENTAL TO BID ITEM "TUBULAR STEEL RAILING SCREENING".





STEEL PLATE DETAIL



HINGE DETAIL

PROVIDE ADDITIONAL STAINLESS STEEL FULLY THREADED HEX HEAD BOLT, ⅜" DIA. AND STAINLESS STEEL NYLON-INSERT HEX LOCKNUT, HAND TIGHTENED, TO ACT AS TEMPORARY LOCK

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

LIGHT ACCESS GATE DETAIL

SHEET 33 OF 37

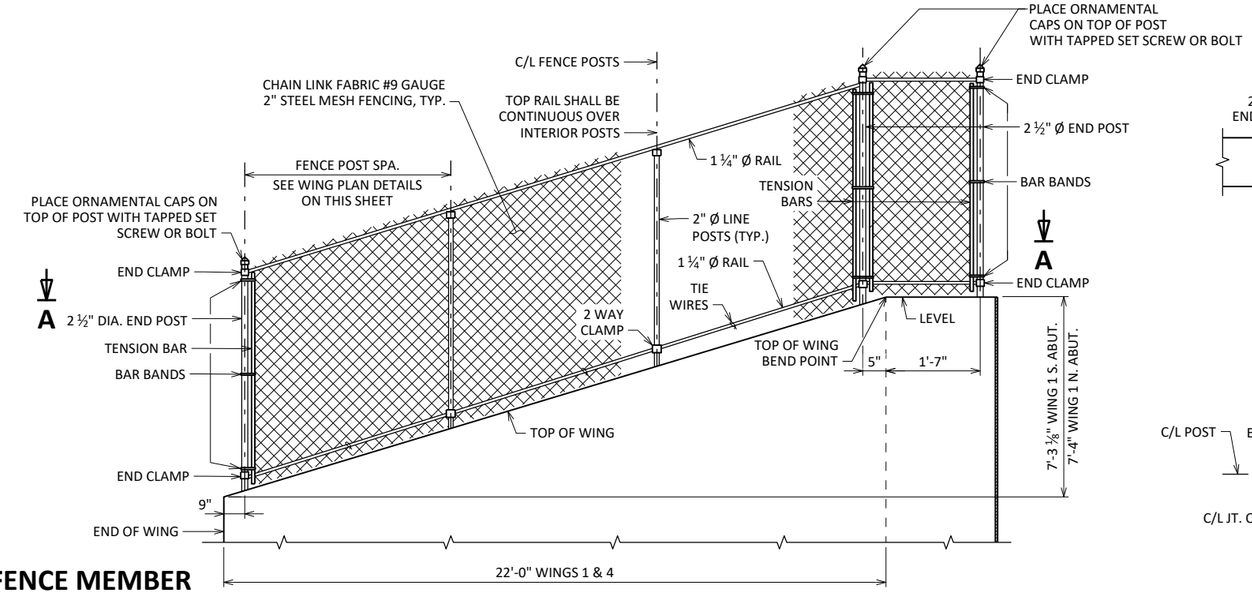
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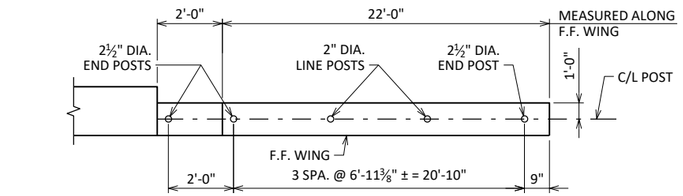
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LAYOUT NAME - SHT_33

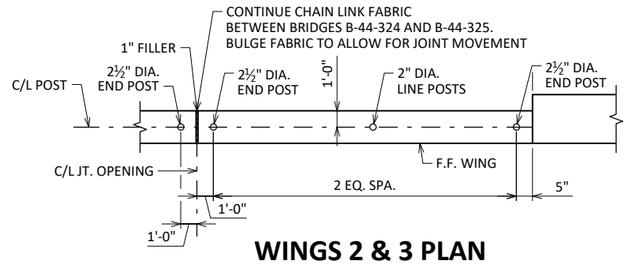
STATE PROJECT NUMBER
1130-65-76



PARTIAL ELEVATION OF ABUT. WING & FENCE



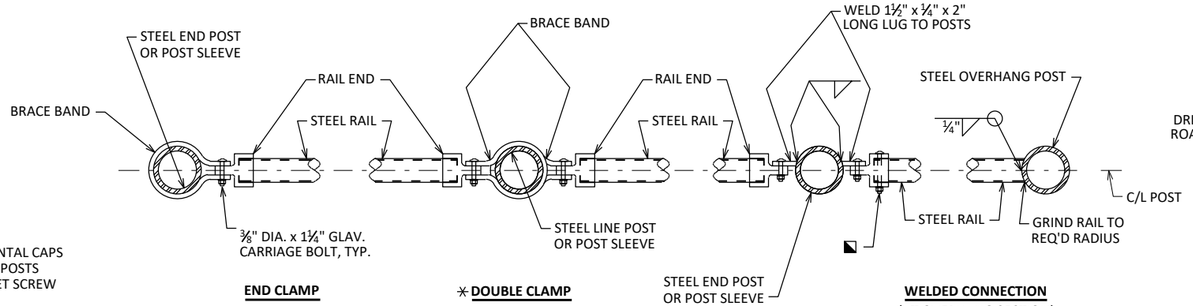
WINGS 1 & 4 PLAN



WINGS 2 & 3 PLAN

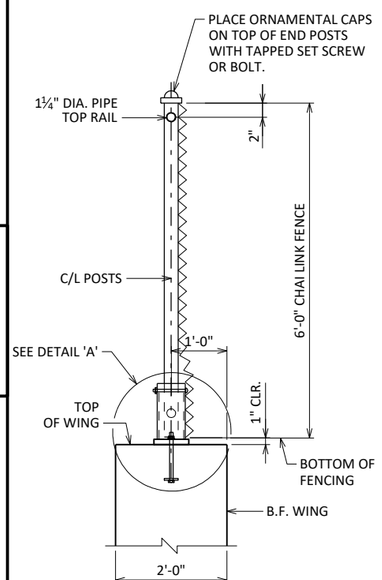
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

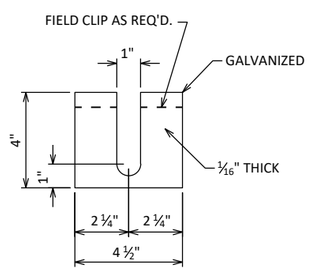


SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF FENCE ADJACENT TO PEDESTRIANS

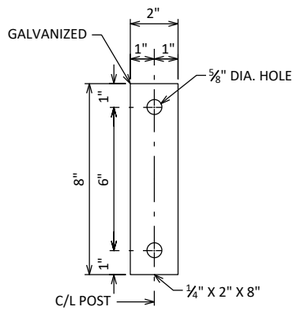


SECTION THRU FENCE



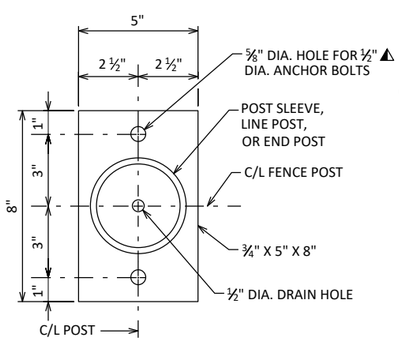
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.

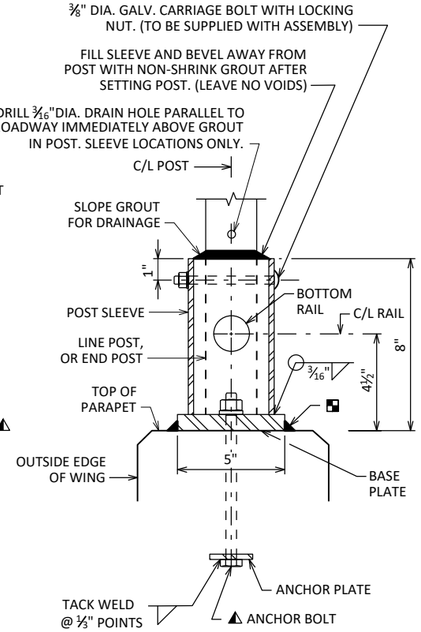


ANCHOR PLATE

☆ NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK (AMS COLOR NO. 27038) IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER COATED 6- FT B-44-324".

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

▪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

⚹ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

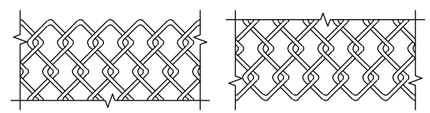
◭ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. ⚹

☆ ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ½-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.



TOP DETAIL **BOTTOM DETAIL**

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

CHAIN LINK FENCE DETAILS

SHEET 34 OF 37
853

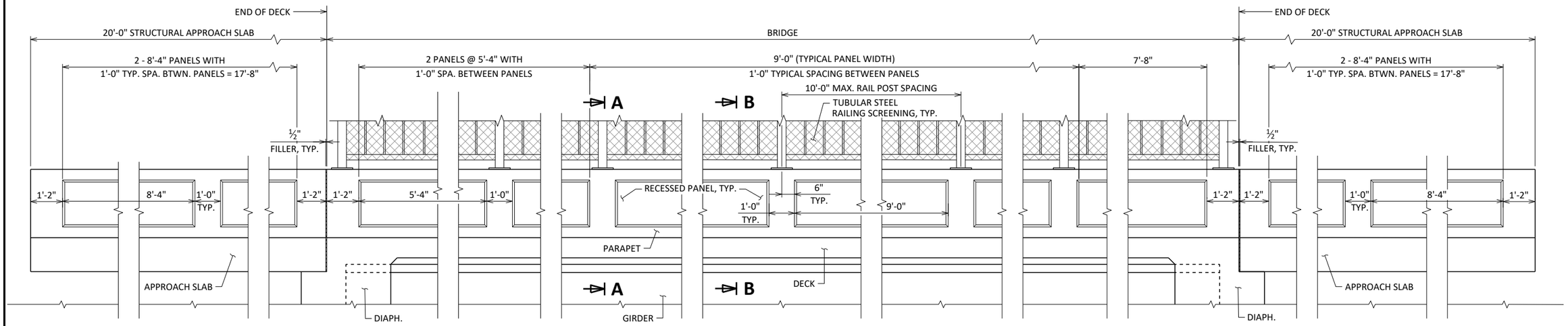
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LAYOUT NAME - SHT_34

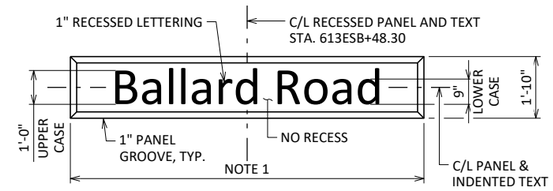
STATE PROJECT NUMBER

1130-65-76



OUTSIDE ELEVATION & PANEL LAYOUT FOR PARAPET

LOOKING EAST AT WEST PARAPET. EAST PARAPET SIMILAR
EAST AND WEST PARAPET: MODIFIED VERTICAL FACE PARAPET 'A' WITH RAILING TUBULAR SCREENING

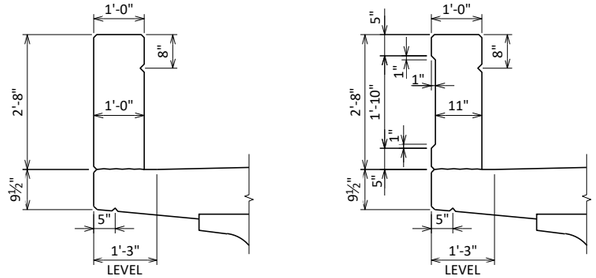


ROAD NAME PANEL DETAILS

SPAN 2, EAST PARAPET, CENTERED OVER I.H. 41 S.B. LANES

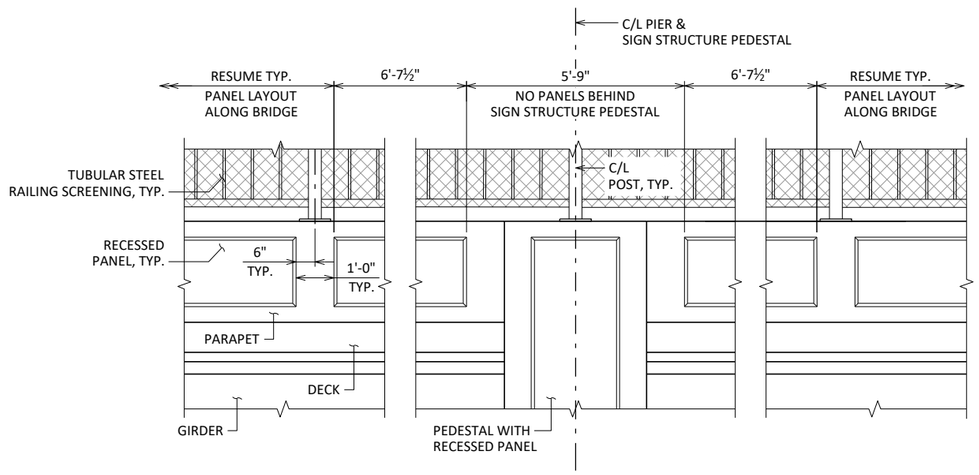
ROAD NAME PANEL NOTES:

1. PANEL RAISED AT ROAD NAME ONLY.
2. MAXIMUM POST SPACING IS 10'-0" - SEE "TUBULAR STEEL RAILING SCREENING".
3. SEE PARAPET SECTIONS FOR DIMENSION DETAILS.
4. LETTERING SHALL BE HELVETICA . 12" UPPER AND 9" LOWER CASE.
5. LETTERING SHALL BE CENTERED HORIZONTALLY AND VERTICALLY ON PARAPET.
6. LETTERING IS ONLY ON EXTERIOR FACE OF PARAPET.
7. FORMING OF LETTERING INCIDENTAL TO "HPC MASONRY STRUCTURES".
8. STAIN RECESSED LETTERING BLACK, AMS STANDARD COLOR #27038. INCIDENTAL TO "HPC MASONRY STRUCTURES".



SECTIONS THRU MODIFIED VERTICAL FACE PARAPET 'A'

FENCING ON TOP OF PARAPET AND CONDUIT NOT SHOWN FOR CLARITY



OUTSIDE ELEVATION AT SIGN STRUCTURE PEDESTAL AT PIER

WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS ON THIS SHEET.
FOR POST SPACING DETAILS AND PEDESTAL DETAILS SEE "AESTHETIC DETAILS (2 OF 2)" SHEET.

NOTES

TYPICAL PANEL LAYOUT SHALL BE 9'-0" WIDE PANELS CENTERED BETWEEN STEEL POSTS PLACED AT 10'-0" SPACING.

MAXIMUM STEEL POST SPACING SHALL BE 10'-0" PER WISDOT BM STD. 30.15 AND "TUBULAR STEEL RAILING SCREENING" SHEET.

PANEL LAYOUT AND POST SPACING SHALL BE ADJUSTED AT THE SIGN STRUCTURE PEDESTALS AND LIGHT STANDARD.

SEE "AESTHETIC DETAILS (2 OF 2)" SHEET FOR ADDITIONAL DETAILS.

AT THE LIGHT STANDARD DO NOT USE INDIVIDUAL RECESSED PANELS ON THE OUTSIDE FACE OF THE PARAPET. USE A CONTINUOUS PANEL RECESS ON ALL THREE OUTSIDE FACES OF THE LIGHT STANDARD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

AESTHETIC DETAILS (1 OF 2)

SHEET 35 OF 37
854

SCALE = VARIES

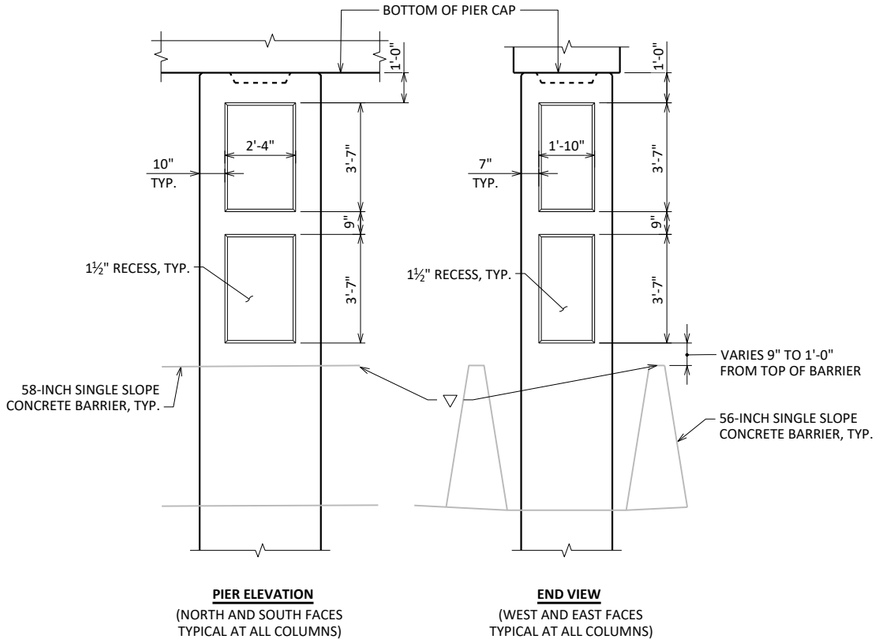
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0324\SHEETS\B44-0324_080835_AE.DWG
LAYOUT NAME - SHT_35

STATE PROJECT NUMBER

1130-65-76



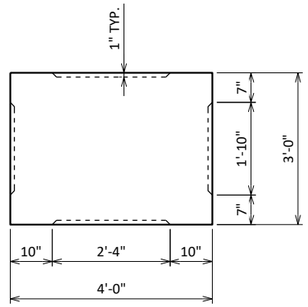
PIER ELEVATION
(NORTH AND SOUTH FACES
TYPICAL AT ALL COLUMNS)

END VIEW
(WEST AND EAST FACES
TYPICAL AT ALL COLUMNS)

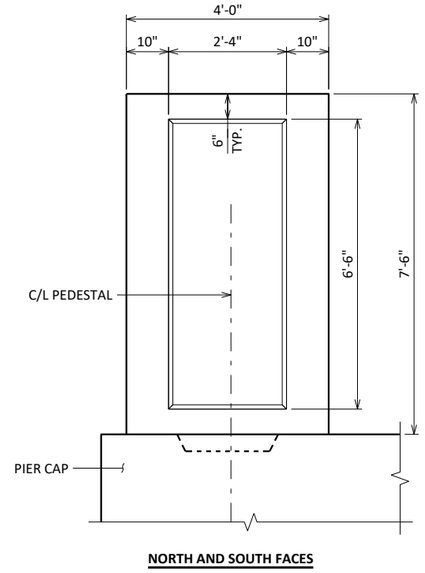
PIER COLUMN ELEVATIONS WITH FINAL ROADWAY CONDITION

NOTE

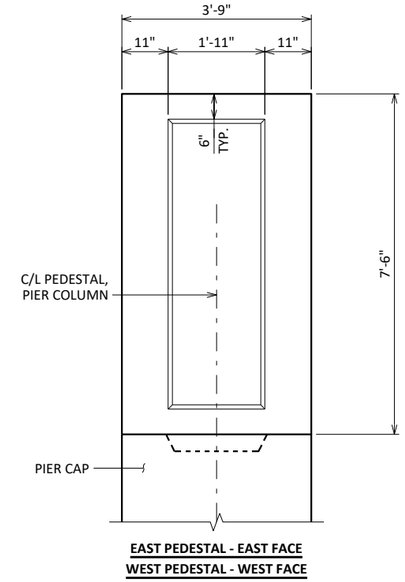
▽ TO DETERMINE FUTURE BARRIER ELEVATIONS REFER TO FINAL PROFILE GRADES ON "PROFILE GRADE LINES" SHEET.



SECTION THRU COLUMN



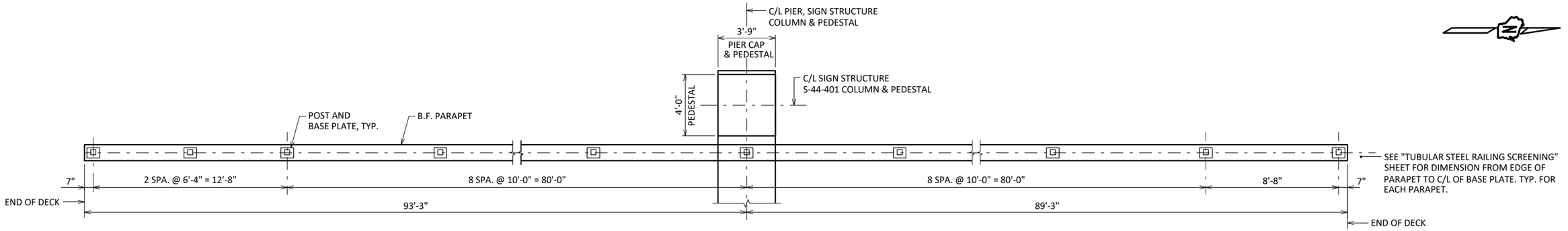
NORTH AND SOUTH FACES



EAST PEDESTAL - EAST FACE
WEST PEDESTAL - WEST FACE

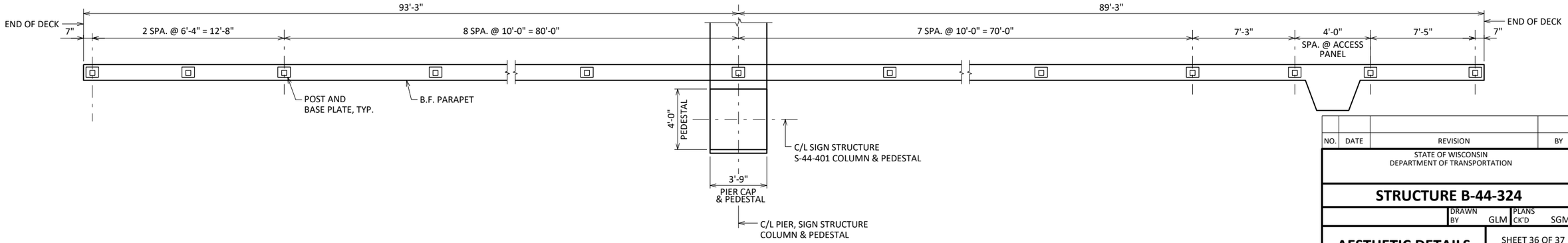
SECTIONS THRU PEDESTAL

NO AESTHETICS ON FACES THAT FACE THE BRIDGE SUPERSTRUCTURE



PLAN VIEW - TUBULAR STEEL RAILING SCREENING POST LAYOUT - WEST PARAPET

WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS



PLAN VIEW - TUBULAR STEEL RAILING SCREENING POST LAYOUT - EAST PARAPET

WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

AESTHETIC DETAILS (2 OF 2)

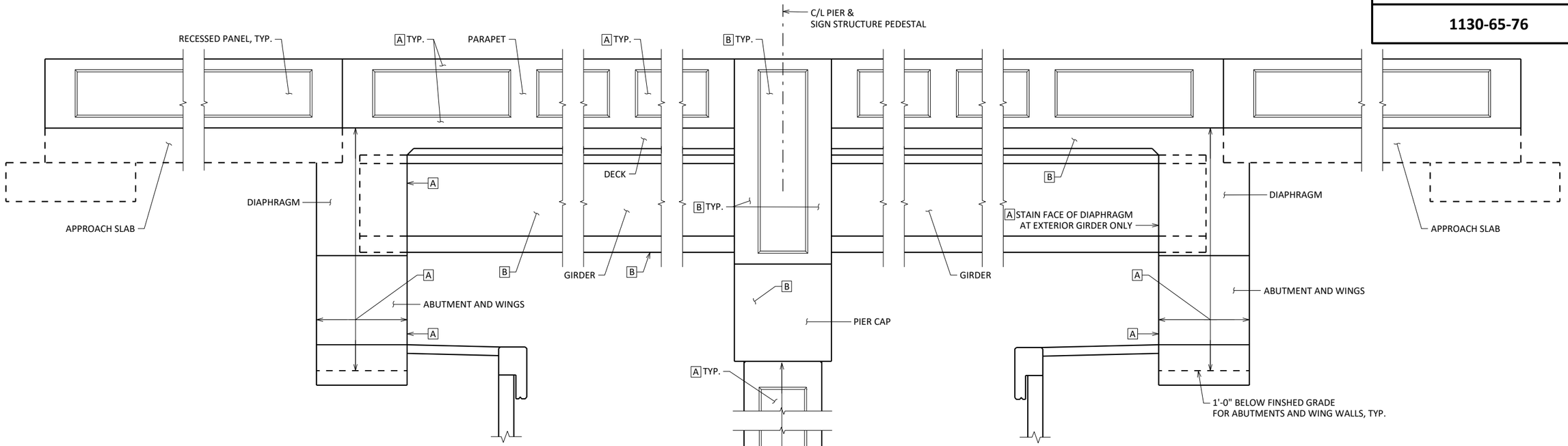
SHEET 36 OF 37

855

SCALE = VARIES

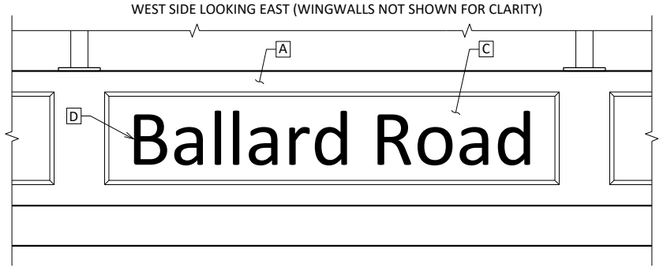
STATE PROJECT NUMBER

1130-65-76

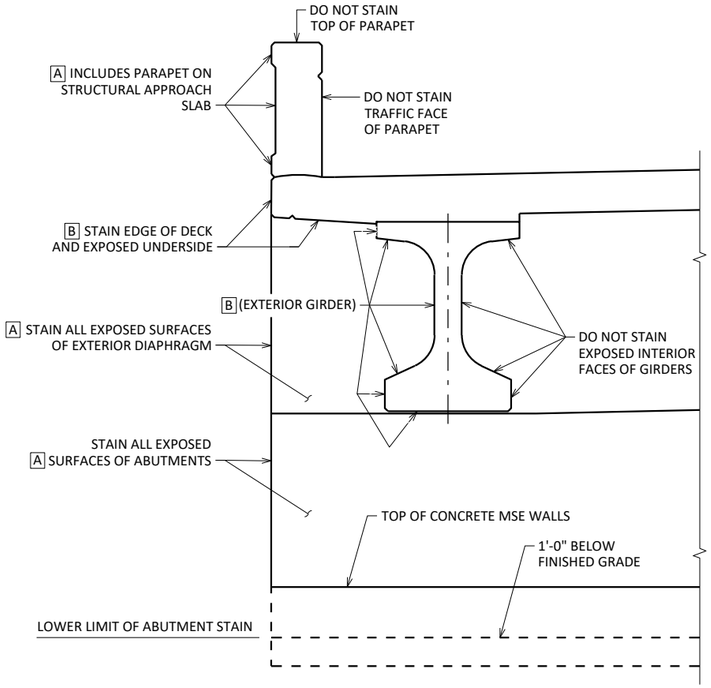


OUTSIDE ELEVATION OF STRUCTURE

WEST SIDE LOOKING EAST (WINGWALLS NOT SHOWN FOR CLARITY)



ROAD NAME PANEL DETAILS



PARTIAL ABUTMENT ELEVATION

WEST EDGE NEAR NORTH ABUTMENT SHOWN - OTHERS SIMILAR

CONCRETE STAINING SCHEDULE

MARK	COLOR	AMS COLOR NO.	LOCATION	NOTES
A	CRAFT PAPER	31090	PARAPETS	EXTERIOR FACE, EXCEPT AS NOTED FOR ROAD NAME BLOCK
			ABUTMENTS	FRONT FACE FROM TOP OF ABUTMENT TO 1'-0" BELOW FINISHED GRADE AT RETAINING WALLS AND EXPOSED SIDES.
			DIAPHRAGMS	EXPOSED SIDES AND FRONT FACE FROM ENDS OF ABUTMENT TO EDGES OF FIRST GIRDER EACH END.
			WINGS	TOP OF WING, FRONT FACE AND ALL EXPOSED SIDES TO 1'-0" BELOW FINISHED GRADE.
			PIERS	ALL EXPOSED FACES OF PIER COLUMNS.
B	VIRTUAL TAUPE	20150	GIRDERS	EXTERIOR FACES AND UNDERSIDE OF EXTERIOR GIRDERS.
			PIERS	EXPOSED FACES OF PIER CAP AND SIGN STRUCTURE PEDESTAL.
			DECK	FASCIA & EXPOSED UNDERSIDE TO EXTERIOR GIRDER FLANGE.
C	WHOLE WHEAT	30450	ROAD NAME BLOCK	ENTIRE RECESSED PANEL AT THE LOCATION OF ROAD NAME.
D	TRICORN BLACK	27038	ROAD NAME BLOCK	ROAD NAME TEXT WITHIN ROAD NAME BLOCK.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-324

DRAWN BY GLM | PLANS CK'D SGM

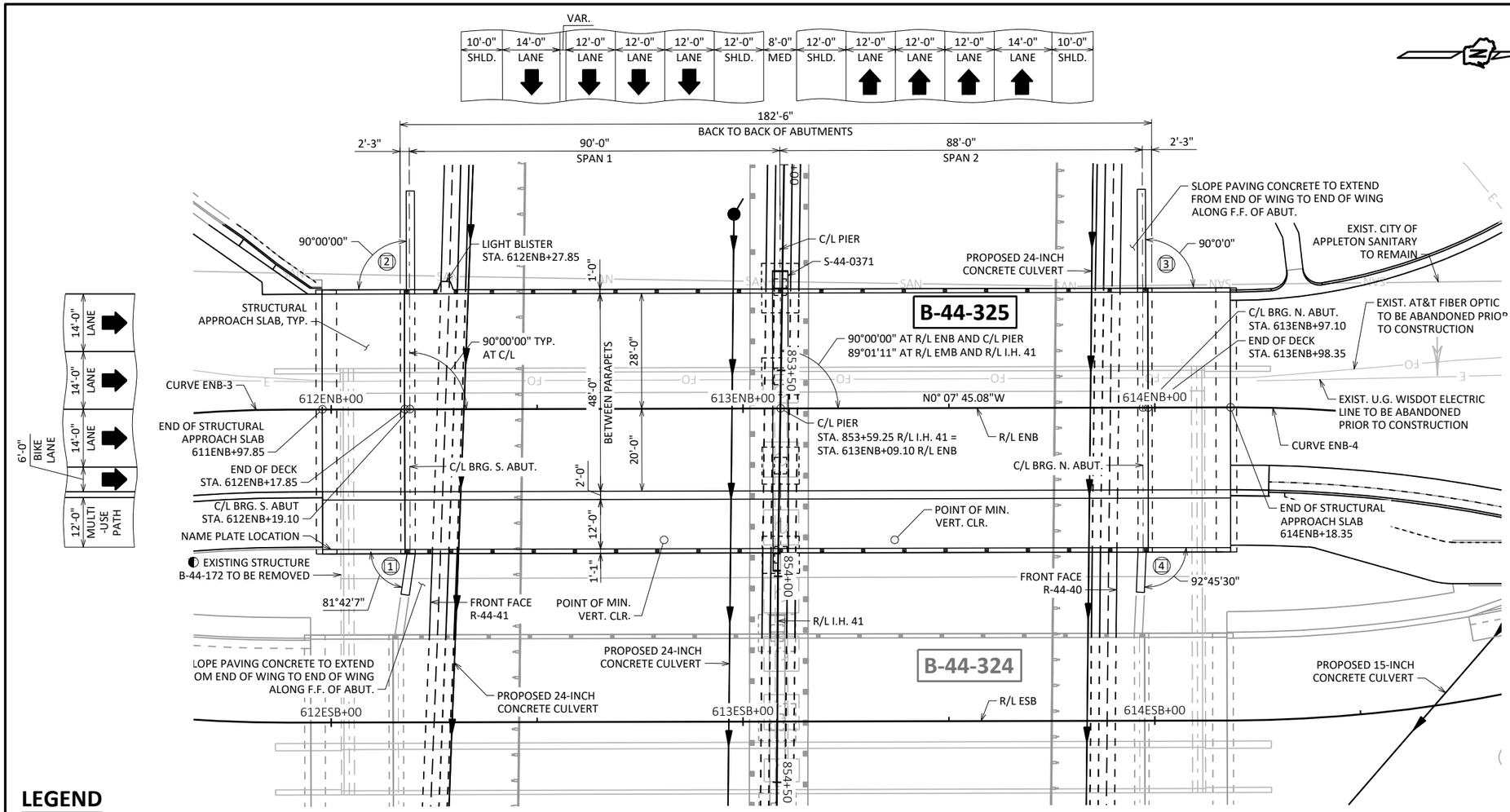
STAINING DETAILS

SHEET 37 OF 37

856

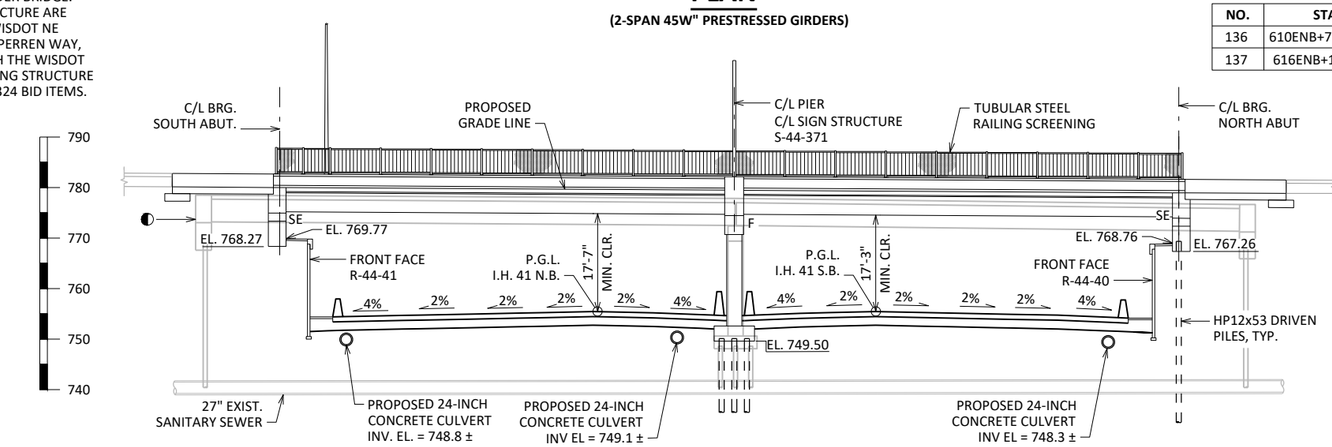
SCALE = 4

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LAYOUT NAME - SHT_37



PLAN

(2-SPAN 45W" PRESTRESSED GIRDERS)



ELEVATION

(LOOKING WEST)
ULTIMATE I.H. 41 CONFIGURATION SHOWN

LEGEND

◐ EXISTING STRUCTURE B-44-172 IS A 2-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE. PLANS OF THE EXISTING STRUCTURE ARE AVAILABLE FOR REVIEW AT WISDOT NE REGION OFFICE, 944 VANDERPERREN WAY, GREEN BAY, WI, OR THROUGH THE WISDOT STRUCTURES WEBSITE. EXISTING STRUCTURE TO BE REMOVED WITH B-44-324 BID ITEMS.

(1) INDICATES WING NUMBER

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
136	610ENB+79.53, 83.73' RT.	B.M./BOLT	778.792
137	616ENB+12.81, 2.11' RT.	B.M./CHISLED SQUARE	773.017

TRAFFIC DATA

IH 41
A.D.T. = 74,900 (2025)
A.D.T. = 94,900 (2045)
R.D.S. = 75 MPH

CTH E
A.D.T. = 33,705 (2025)
A.D.T. = 42,975 (2045)
R.D.S. = 40 MPH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.29
OPERATING RATING: RF = 1.83
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

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

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE — f'_c = 4,000 PSI
- STRUCTURAL APPROACH SLAB — f'_c = 4,000 PSI
- ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
- GRADE 60 — f_y = 60,000 PSI
- STAINLESS, GRADE 60 — f_y = 60,000 PSI

45W-INCH PRESTRESSED GIRDERS — f'_c = 8,000 PSI
PRESTRESSING STRANDS:
(0.6-INCH) — ULTIMATE TENSILE STRENGTH — = 270,000 PSI

STRUCTURAL CARBON STEEL
(ASTM A709 GRADE 36) — f_y = 36,000 PS

STEEL PILING:
(ASTM A572 GRADE 36) — f_y = 50,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP12X53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 75-'0" LONG AT SOUTH ABUTMENT.
ESTIMATED 55-'0" LONG AT NORTH ABUTMENT.

PIER TO BE SUPPORTED ON HP12X53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS ** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 55-'0" LONG.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE PILE CAPACITY.

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK: (608) 261-0261
CONSULTANT:
MARK MADAY (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/20/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STATE PROJECT NUMBER
1130-65-76

STRUCTURE B-44-325

NORTHBOUND BALLARD RD OVER I-41

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
ALR	SGM	GLM	SGM

GENERAL PLAN & ELEVATION

SHEET 1 OF 38
857

SCALE = 30

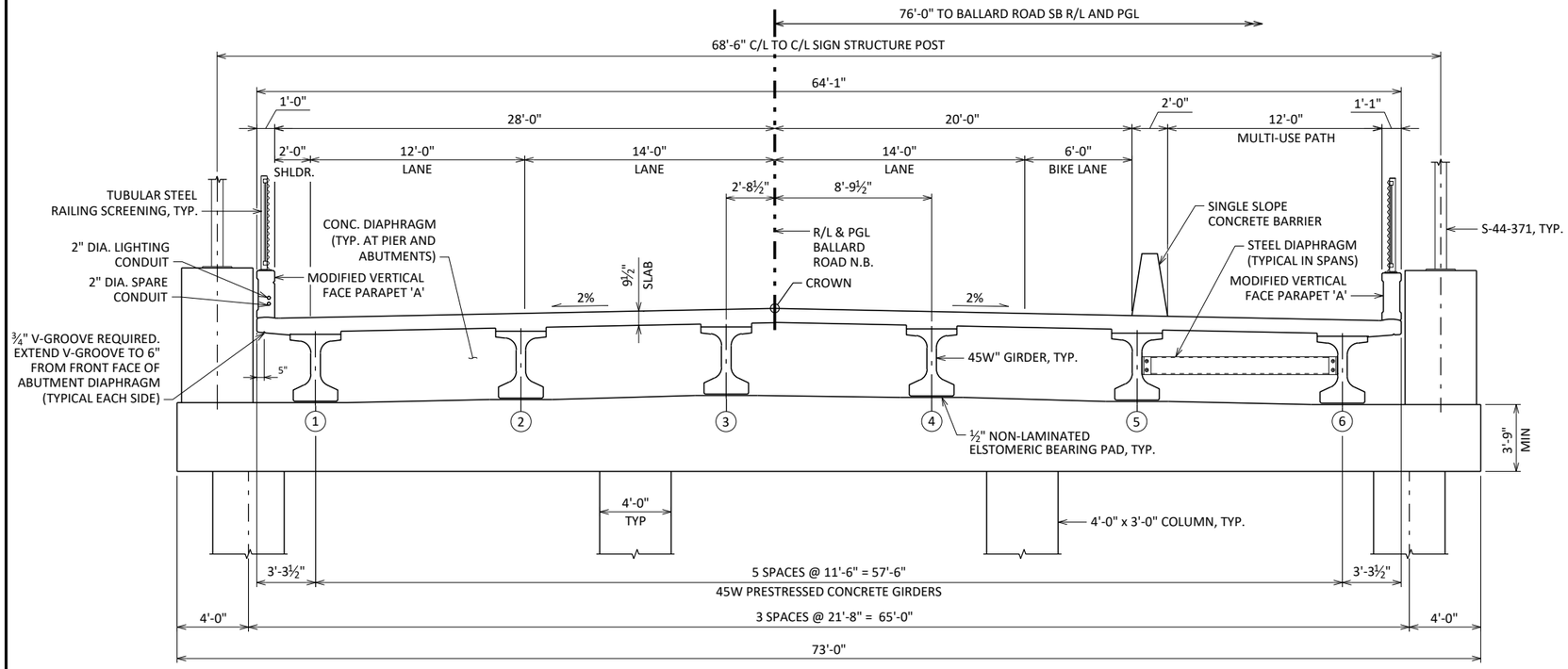
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LAYOUT NAME - SHT_01

I.D.

DATE: 10/25/2024

STATE PROJECT NUMBER

1130-65-76



TYPICAL SECTION THRU NORTHBOUND BALLARD RD

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE PLACED WITH 2" OF CLEAR CONCRETE COVER UNLESS OTHERWISE NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF NAVD 88 (2012).

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFY THE BAR SIZE.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMIT OF EXCAVATION FOR STRUCTURES.

AT ABUTMENTS, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE OR MSE BACKFILL SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. SEE ABUTMENT DETAILS SHEET FOR STRUCTURE BACKFILL LIMITS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE 45W" PRESTRESSED GIRDER DETAILS SHEET. THIS IS THE MAXIMUM HAUNCH QUANTITY FOR WHICH THE CONTRACTOR WILL BE PAID.

PILE SPLICES SHALL BE MADE BY A CERTIFIED WELDER.

THE DECK, PARAPETS, AND STRUCTURAL APPROACH SLABS CONCRETE QUANTITY SHALL BE PAID FOR UNDER BID ITEM "HPC MASONRY STRUCTURES".

THE CONTRACTOR MUST COORDINATE THE REMOVAL OF EXISTING STRUCTURE B-44-172 WITH CONSTRUCTION OF RETAINING WALLS R-44-40 AND R-44-41 AND CONSTRUCTION OF THE B-44-324 AND B-44-325 BRIDGE ABUTMENTS. REMOVAL OF EXISTING STRUCTURE B-44-172 IS INCLUDED WITH BRIDGE B-44-324 BID ITEMS.

BALLARD ROAD TO BE CLOSED TO TRAFFIC DURING BRIDGE AND WALL CONSTRUCTION.

PROTECTIVE SURFACE TREATMENT IS TO BE APPLIED TO THE ENTIRE TOP OF DECK, THE PAVING BLOCK AND THE TOP OF STRUCTURAL APPROACH SLABS. PIGMENTED SURFACE SEALER IS TO BE APPLIED TO THE FRONT FACE AND TOP OF THE MODIFIED VERTICAL FACE PARAPET 'A', AND TO BOTH FACES AND THE TOP OF THE SINGLE SLOPE CONCRETE BARRIER. PIGMENTED SURFACE SEALER IS TO BE APPLIED TO PARAPETS AND BARRIERS ON THE BRIDGE AND THE STRUCTURAL APPROACH SLABS.

"LONGITUDINAL GROOVING BRIDGE DECK" SHALL BE APPLIED TO THE TRAFFIC LANES, SHOULDERS, AND BIKE LANE OF THE BRIDGE DECK AND THE STRUCTURAL APPROACH SLAB.

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

CONCRETE STAINING TO BE IN ACCORDANCE WITH THE CONCRETE STAINING DETAILS AND SCHEDULE SHOWN ON THE STAINING DETAILS SHEET.

LIST OF DRAWINGS

1 GENERAL PLAN & ELEVATION
2 TYPICAL SECTION & QUANTITIES
3 PROFILE GRADE LINES
4 INTERIM ELEVATION
5 SUBSURFACE EXPLORATION
6 SOUTH ABUTMENT
7 SOUTH ABUTMENT DETAILS (1 OF 2)
8 SOUTH ABUTMENT DETAILS (2 OF 2)
9 NORTH ABUTMENT
10 NORTH ABUTMENT DETAILS (1 OF 2)
11 NORTH ABUTMENT DETAILS (2 OF 2)
12 ALTERNATE CONSTRUCTION JOINT
13 PIER
14 PIER COLUMNS
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16 PIER BILL OF BARS
17 45W" PRESTRESSED GIRDER
18 45W" PRESTRESSED GIRDER DETAILS
19 SUPERSTRUCTURE FRAMING PLAN
20 STEEL DIAPHRAGM
21 SUPERSTRUCTURE PLAN
22 SUPERSTRUCTURE CROSS SECTION
23 SUPERSTRUCTURE DETAILS (1 OF 2)
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25 SUPERSTRUCTURE BILL OF BARS
26 LIGHTING SUPPORT DETAILS
27 CONDUIT DETAILS
28 SOUTH STRUCTURAL APPROACH SLAB
29 NORTH STRUCTURAL APPROACH SLAB
30 STRUCTURAL APPROACH SLAB DETAILS
31 SINGLE SLOPE CONCRETE BARRIER
32 MODIFIED VERTICAL FACE PARAPET 'A'
33 TUBULAR STEEL RAILING SCREENING
34 LIGHT ACCESS GATE DETAIL
35 CHAIN LINK FENCE DETAILS
36 AESTHETIC DETAILS (1 OF 2)
37 AESTHETIC DETAILS (2 OF 2)
38 STAINING DETAILS

ESTIMATE OF QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SOUTH APPROACH SLAB	SOUTH ABUTMENT	PIER	NORTH ABUTMENT	NORTH APPROACH SLAB	SUPER-STRUCTURE	TOTAL
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-44-325	EACH	---	---	---	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	260	---	260	---	---	520
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	195	---	---	---	195	---	390
502.0100	CONCRETE MASONRY BRIDGES	CY	18	65	122	65	18	---	288
502.3200	PROTECTIVE SURFACE TREATMENT	SY	134	---	---	---	134	1,240	1,508
502.3210	PIGMENTED SURFACE SEALER	SY	35	---	---	---	35	309	379
503.0146	PRESTRESSED GIRDER TYPE I 45W-INCH	LF	---	---	---	---	---	1,073	1,073
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	4,450	4,710	4,440	---	---	13,600
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	15,110	2,260	23,650	2,250	15,110	115,170	173,550
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	---	---	---	---	---	2,210	2,210
506.4000	STEEL DIAPHRAGMS B-44-325	EACH	---	---	---	---	---	20	20
513.4091	RAILING TUBULAR SCREENING	LF	---	---	---	---	---	360	360
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	17	---	17	---	---	34
517.1010.S	CONCRETE STAINING B-44-325	SF	110	820	1,580	810	110	4,740	8,170
531.8990	ANCHOR ASSEMBLIES POLES ON STRUCTURES	EACH	---	---	2	---	---	1	3
550.0010	PRE-BORING UNCONSOLIDATED MATERIALS	LF	---	32	104	30	---	---	166
550.0500	PILE POINTS	EACH	---	12	32	12	---	---	56
550.1120	PILING STEEL HP 12-INCH X 53 LB	LF	---	900	1,760	660	---	---	3,320
604.0400	SLOPE PAVING CONCRETE	SY	---	45	---	45	---	---	90
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	---	---	---	---	---	16	16
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	---	---	---	---	---	485	485
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	---	---	---	---	---	3	3
SPV.0035.0800	HPC MASONRY STRUCTURES	CY	70	---	---	---	70	510	650
SPV.0090.0800	FENCE CHAIN LINK POLYMER COATED 6-FT B-44-325	LF	---	36	---	36	---	---	72
SPV.0090.0802	REMOVING EXISTING STEEL PILING	LF	---	---	495	---	---	---	495
SPV.0165.0800	LONGITUDINAL GROOVING BRIDGE DECK	SF	960	---	---	---	960	8,670	10,590
	NON-BID ITEMS								
	PREFORMED JOINT FILLER	SIZE	---	---	---	---	---	---	1/2" & 3/4"
	EXPANDED POLYSTYRENE	SIZE	---	---	---	---	---	---	1"
	NAME PLATE	EACH	---	---	---	---	---	---	1

ALL BID ITEMS ARE CATEGORY 2010 EXCEPT "CONCRETE STAINING B-44-325" IS CATEGORY 1400.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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TYPICAL SECTION & QUANTITIES

SHEET 2 OF 38

858

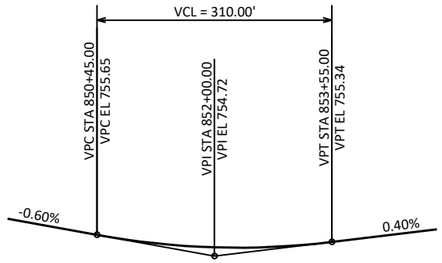
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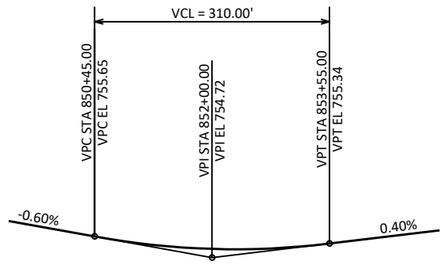
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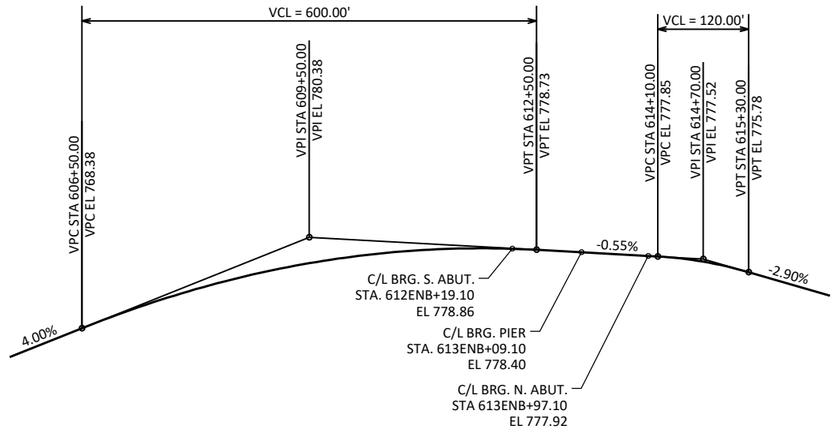
1130-65-76



PROFILE GRADE LINE - IH 41 NB



PROFILE GRADE LINE - IH 41 SB



PROFILE GRADE LINE - BALLARD ROAD N.B.

HORIZONTAL CURVE DATA

CURVE ENB-3

P.I. = STA 611ENB+34.81
X = 835695.53
Y = 575311.47
Δ = 18°14'08"
D = 16°25'02"
T = 111.08'
L = 56.01'
R = 349.00'
P.C. = STA 610ENB+78.80
X = 835713.18
Y = 575258.31
P.T. = STA 611ENB+89.88
X = 835695.40
Y = 575367.48

CURVE ENB-4

P.I. = STA 614ENB+77.95
X = 835694.76
Y = 575655.55
Δ = 18°52'45"
D = 16°25'02"
T = 115.00'
L = 58.02'
R = 349.00'
P.C. = STA 614ENB+19.92
X = 835694.89
Y = 575597.53
P.T. = STA 615ENB+34.92
X = 835713.41
Y = 575710.49

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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PROFILE GRADE LINES

SHEET 3 OF 38
859

SCALE = 200

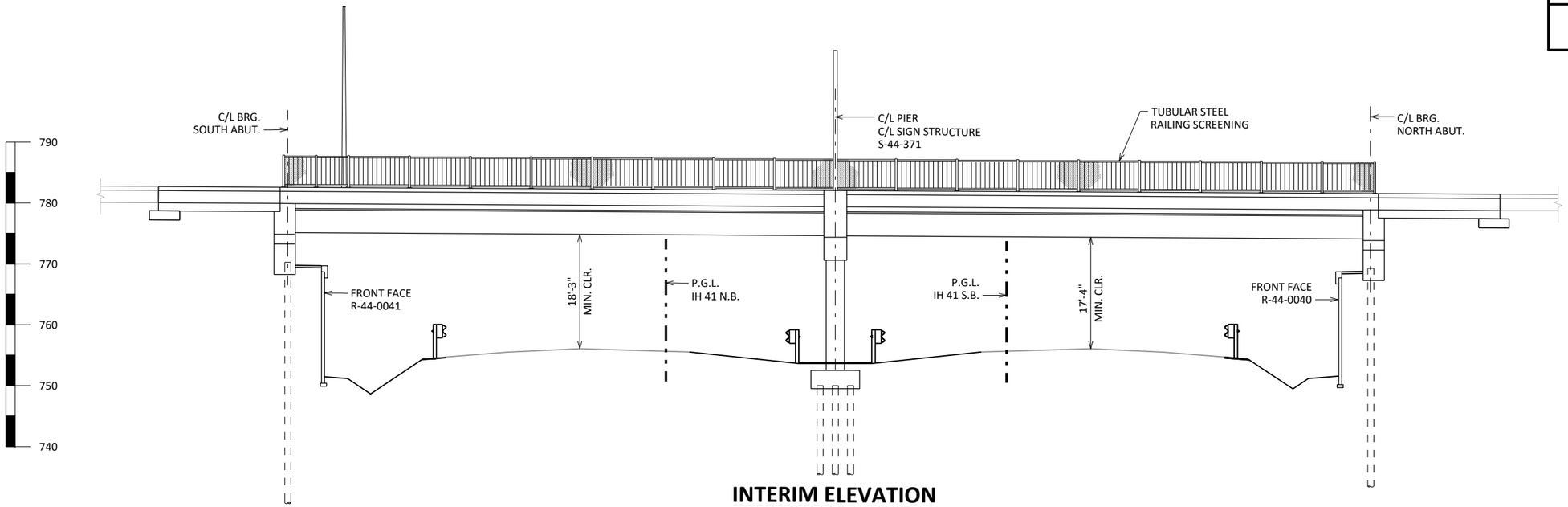
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LAYOUT NAME - SHT_03

STATE PROJECT NUMBER

1130-65-76

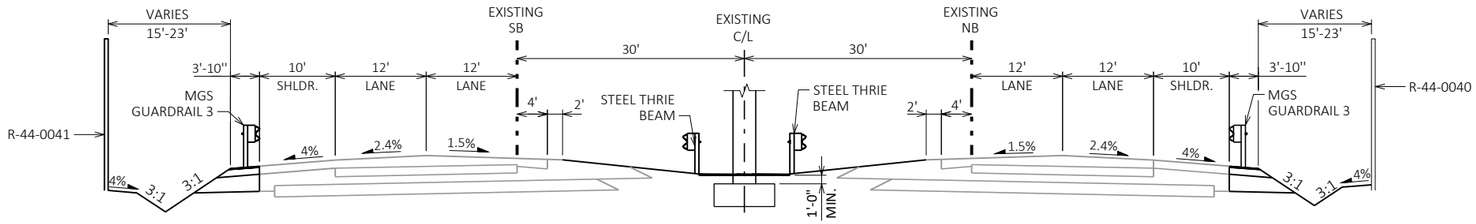
NOTES

SEE SHEET 1 FOR THE ULTIMATE I.H. 41 LANE CONFIGURATION.



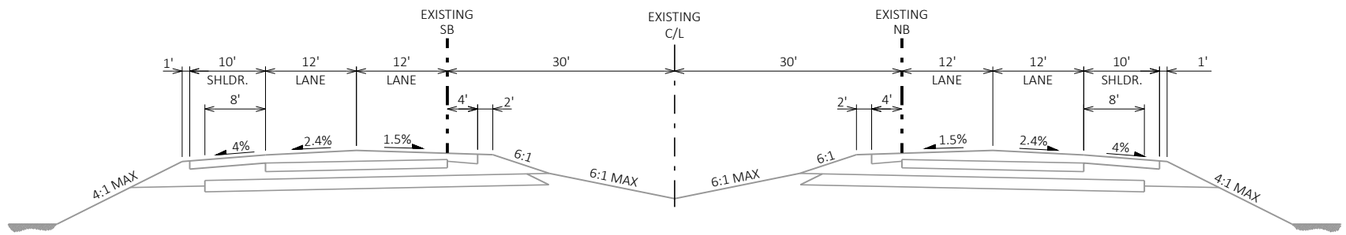
INTERIM ELEVATION

(LOOKING WEST)



TYPICAL INTERIM SECTION
IH 41

STA 849'NB'+35.83 TO STA 856'NB'+03.08
STA 851'SB'+97.61 TO STA 858'SB'+65.57



TYPICAL EXISTING SECTION
IH 41

STA 838'NB'+29.62 TO STA 872'NB'+08.41
STA 829'SB'+55.32 TO STA 868'SB'+48.22

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

INTERIM ELEVATION

SHEET 4 OF 38
860

SCALE = 20

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080204_EL.DWG
LAYOUT NAME - SHT_04

STATE PROJECT NUMBER

1130-65-76

NOTE:

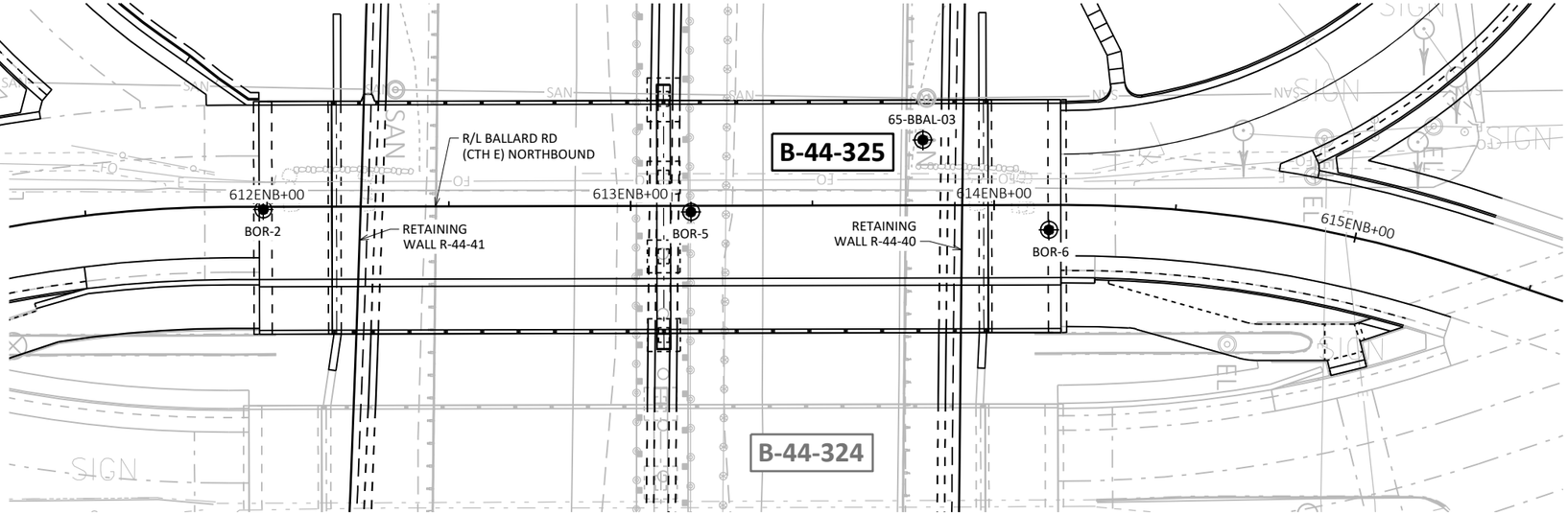
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

BORING STATIONS AND OFFSET ARE BASED ON R/L ENB (CTH E NORTHBOUND).

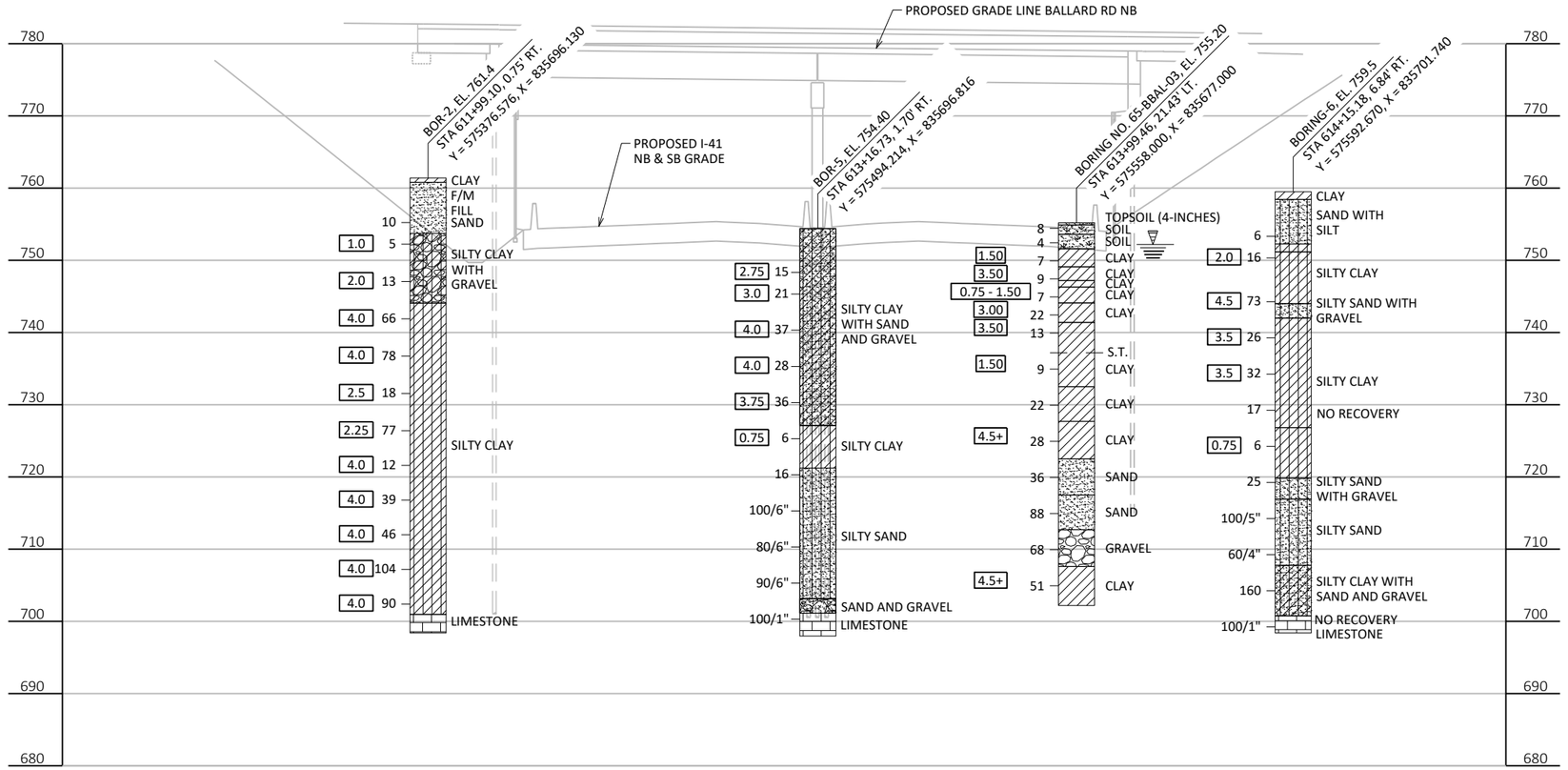
DENOTES SOIL BORING LOCATION

RECENT SOIL BORINGS COMPLETED BY: GESTRA ENGINEERING, INC.
HISTORICAL SOIL BORINGS COMPLETED BY: UNKNOWN

SOIL BORINGS TAKEN:
UNKNOWN - BOR - 2
UNKNOWN - BOR - 5
JULY 18, 2022 - BORING 65-BBAL-03
UNKNOWN - BOR - 6



PLAN



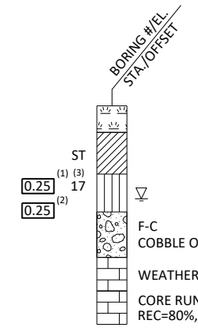
ELEVATION

(LOOKING WEST)

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNCONFINED COMPRESSION STRENGTH, DETERMINED IN THE LAB (ASTM D2166)

(3) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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SUBSURFACE EXPLORATION

SHEET 5 OF 38
861

SCALE = 40

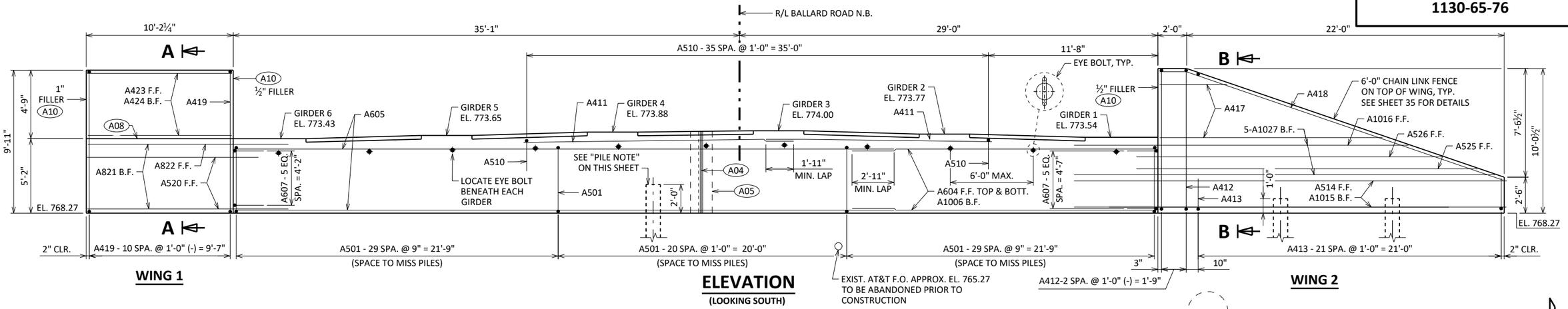
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LAYOUT NAME - SHT_05

STATE PROJECT NUMBER

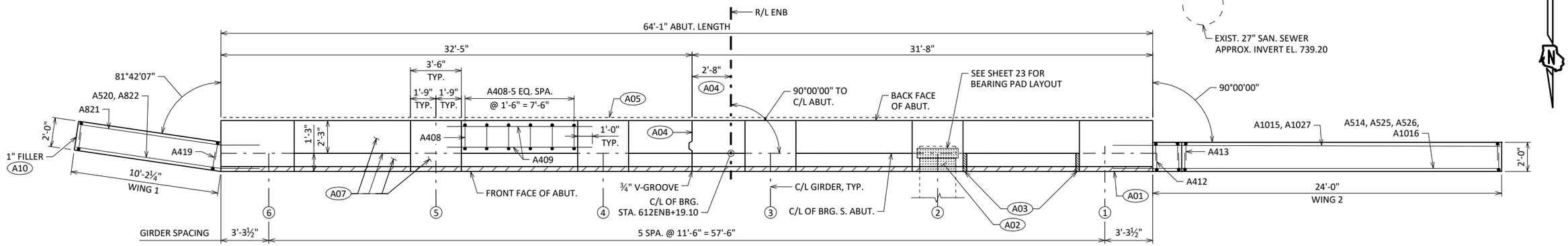
1130-65-76



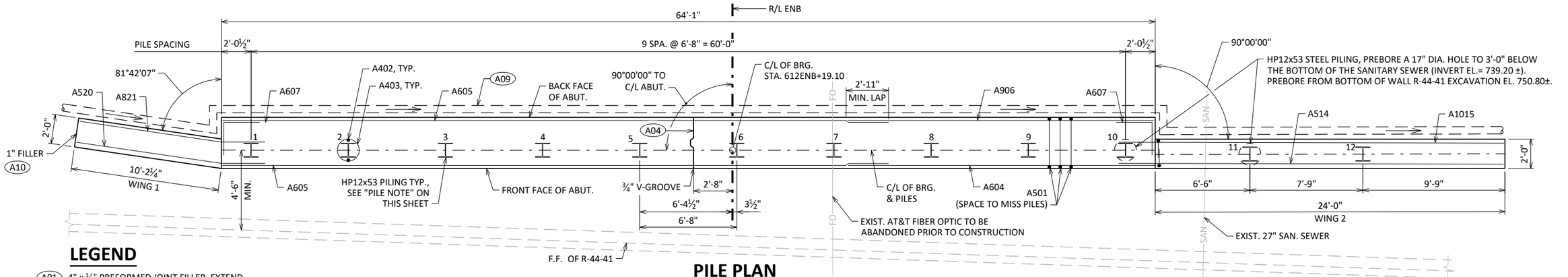
WING 1

ELEVATION
(LOOKING SOUTH)

WING 2



PLAN



PILE PLAN

PILE NOTE

ABUTMENTS TO BE SUPPORTED ON HP12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 75' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 7.

LEGEND

(A01) 4" x ½" PREFORMED JOINT FILLER. EXTEND BETWEEN EDGES OF DIAPHRAGM EXCEPT THE GIRDER (TYP.).

(A02) ½" PREFORMED JOINT FILLER UNDER GIRDER FLANGE IN FRONT OF BEARING PAD.

(A03) ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.

(A04) VERTICAL CONSTRUCTION JOINT WITH KEYWAY FORMED BY BEVELED 2" x 8". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT.

(A05) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A06) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

(A07) STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".

(A08) OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY.

(A09) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.

(A10) FILLER, SEALER AND 18" RUBBERIZED MEMBRANE WATERPROOFING. FILLER INCLUDED IN LENGTH OF WING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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SOUTH ABUTMENT

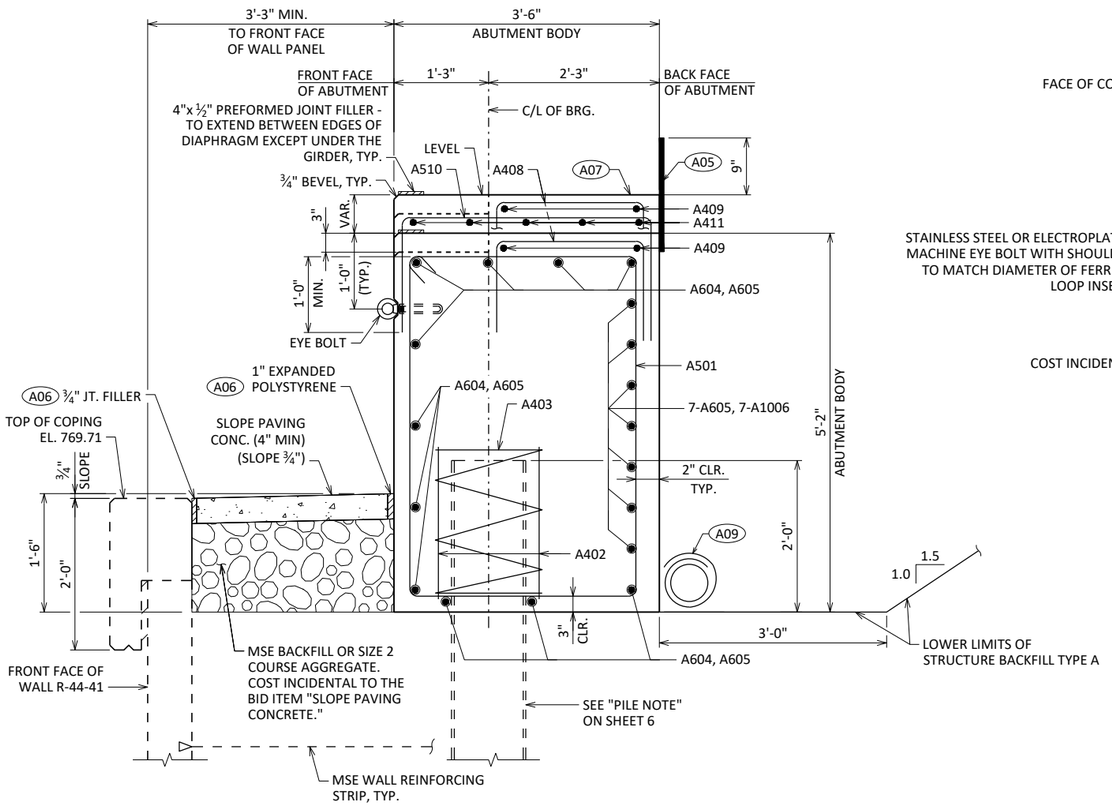
SHEET 6 OF 38
862

SCALE = 7

8

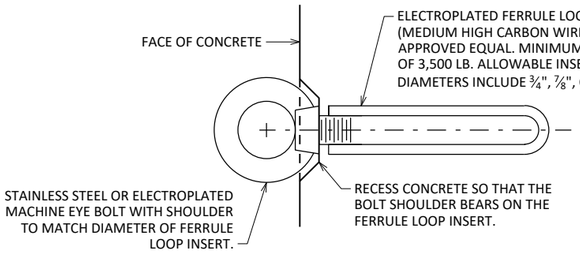
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LAYOUT NAME - SHT_06



SECTION THRU ABUTMENT BODY

(LOOKING EAST)

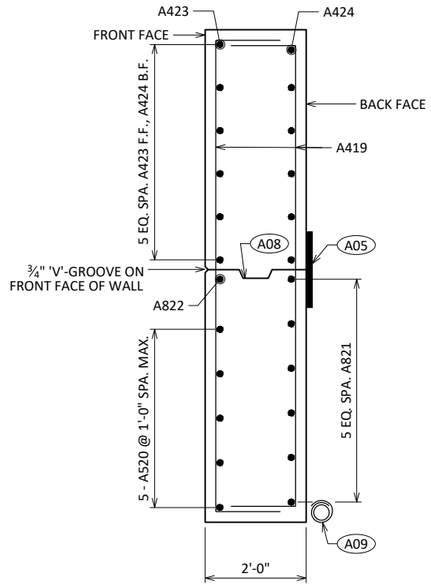


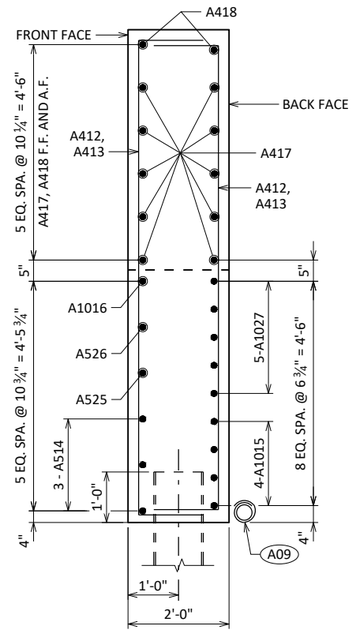
EYE BOLT DETAIL

COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

NOTE

SEE SHEET 6 FOR LEGEND AND NOTES.



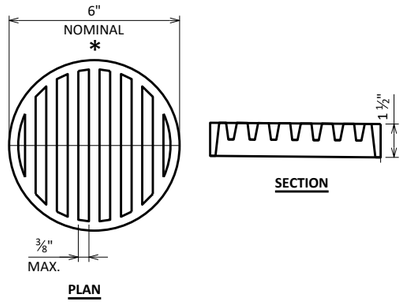


SECTION A-A

WING 1

SECTION B-B

WING 2

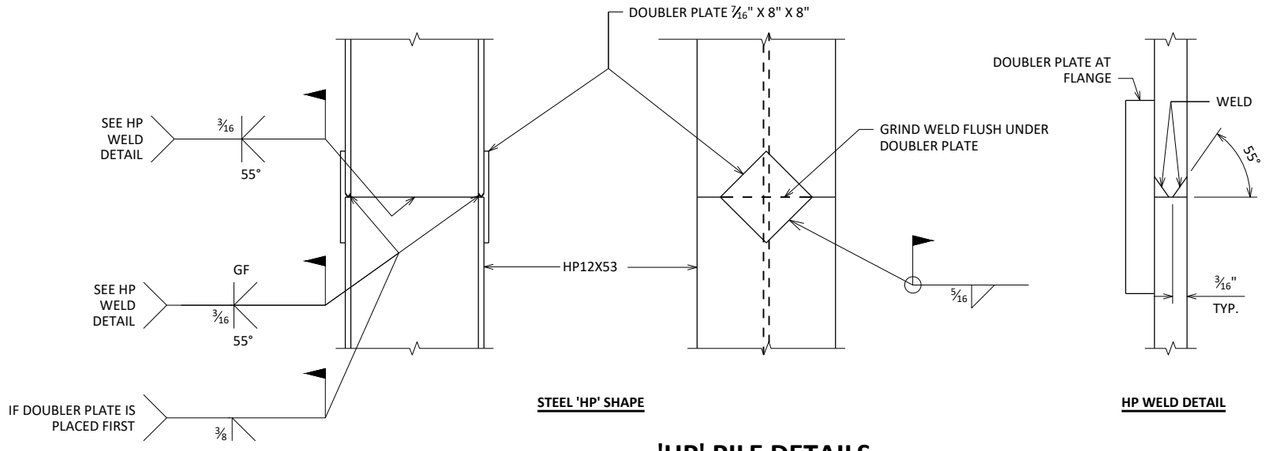


RODENT SHIELD DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



STEEL 'HP' SHAPE

HP WELD DETAIL

'HP' PILE DETAILS

(STEEL HP PILE MATERIAL SHALL BE ASTM A709 GR 50)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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SOUTH ABUTMENT DETAILS (1 OF 2)

SHEET 7 OF 38
863

STATE PROJECT NUMBER
1130-65-76

8

8

SCALE = 8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080307_AB.DWG
LAYOUT NAME - SHT_07

STATE PROJECT NUMBER

1130-65-76

BILL OF BARS

TOTAL WEIGHT UNCOATED = 4,450 LBS
TOTAL WEIGHT COATED = 2,260 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
A501		79	16'-0"	X		ABUT. BODY - STIRRUPS
A402		20	2'-3"			ABUT. PILES - 2 PER PILE - VERTICAL
A403		10	28'-0"	X		ABUT. PILES - 1 PER PILE - 5 WRAP SPIRAL
A604		11	24'-0"			ABUT. BODY F.F., TOP & BOT - HORIZ.
A605		18	42'-8"			ABUT. BODY F.F., TOP & BOT - HORIZ.
A1006		7	24'-0"			ABUT. BODY B.F. - HORIZ.
A607		12	5'-10"	X		ABUT. BODY ENDS - HORIZ.
A408		30	5'-10"	X		ABUT. BODY TOP - BETWEEN BEAM SEATS
A409		10	10'-0"			ABUT. BODY TOP - HORIZ. BETWEEN BEAM SEATS
A510		33	6'-5"	X		ABUT. BODY TOP - UNDER GIRDERS 2 - 4
A411		10	19'-0"			ABUT. BODY TOP - HORIZ. UNDER GIRDERS 2 - 4
A412	X	6	12'-1"	X		WING 2 STIRRUP
A413	X	44	8'-3"	X	△	WING 2 STIRRUP
A514	X	3	25'-8"			WING 2 F.F. - HORIZ.
A1015	X	4	29'-8"	X		WING 2 B.F. - HORIZ.
A1016	X	1	22'-4"			WING 2 F.F. - HORIZ.
A417	X	10	9'-10"		△	WING 2 F.F. & B.F. - HORIZ.
A418	X	2	24'-9"	X		WING 2 TOP - HORIZ.
A419	X	22	12'-3"	X		WING 1 STIRRUP
A520	X	5	11'-11"	X		WING 1 F.F. - HORIZ.
A821	X	6	13'-8"	X		WING 1 B.F. - HORIZ.
A822	X	1	13'-11"	X		WING 1 F.F. - HORIZ.
A423	X	6	9'-10"			WING 1 F.F. - HORIZ.
A424	X	6	9'-6"			WING 1 B.F. - HORIZ.
A525	X	1	23'-8"			WING 2 F.F. - HORIZ.
A526	X	1	20'-11"			WING 2 F.F. - HORIZ.
A1027	X	5	25'-9"		△	WING 2 B.F. - HORIZ.

NOTES:

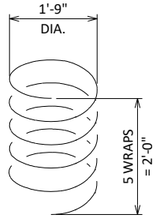
1. THE FIRST DIGIT OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
2. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.
3. △ LENGTH SHOWN FOR BARS IS AN AVERAGE LENGTH AND SHOULD BE USED ONLY FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

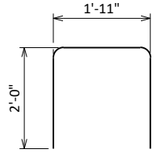
BAR MARK	NO. REQ'D	LENGTH
A413	2 SERIES OF 22	4'-7" TO 11'-10"
A417	2 SERIES OF 5	4'-8" TO 15'-0"
A1027	1 SERIES OF 5	22'-4" TO 29'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY

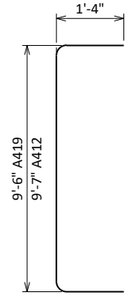
BAR BENDS



A403



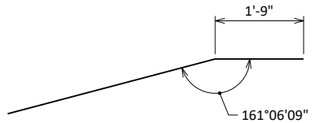
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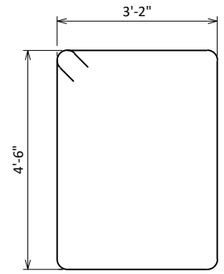
A412, A419



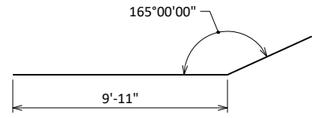
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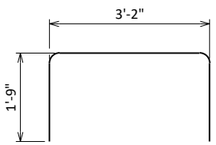
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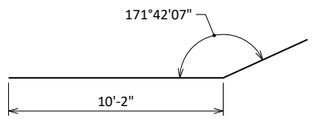
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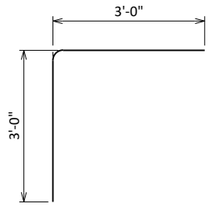
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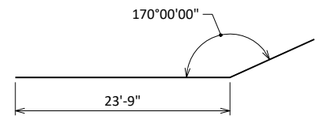
A510



A520, A822



A607



A1015

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SOUTH ABUTMENT DETAILS (2 OF 2)

SHEET 8 OF 38
864

SCALE = 3

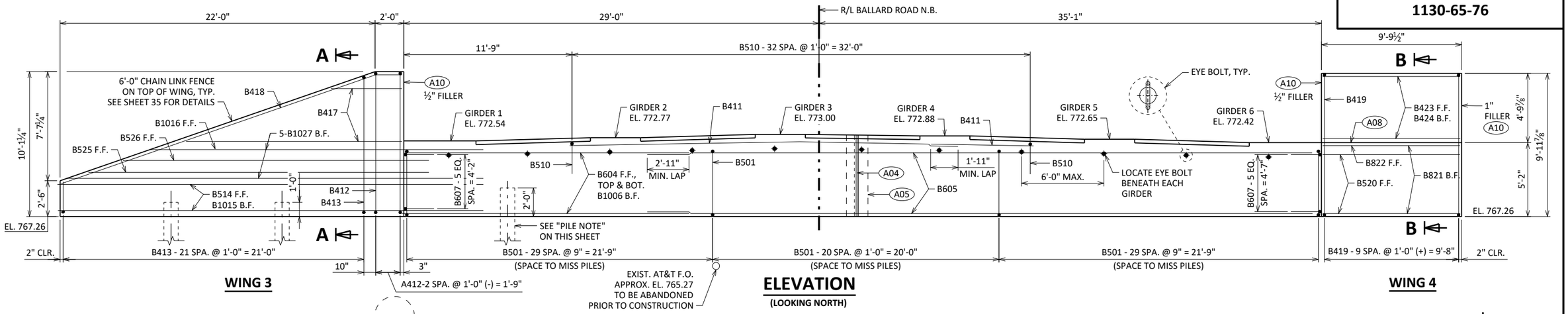
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LAYOUT NAME - SHT_08

STATE PROJECT NUMBER

1130-65-76

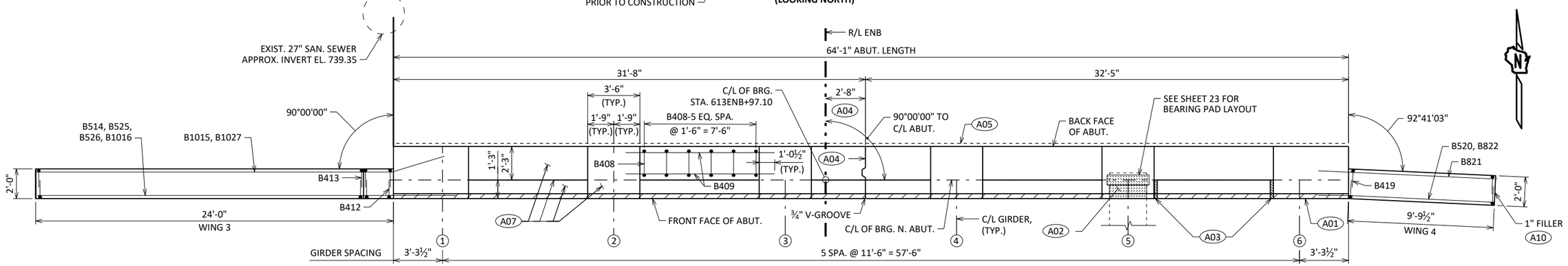


WING 3

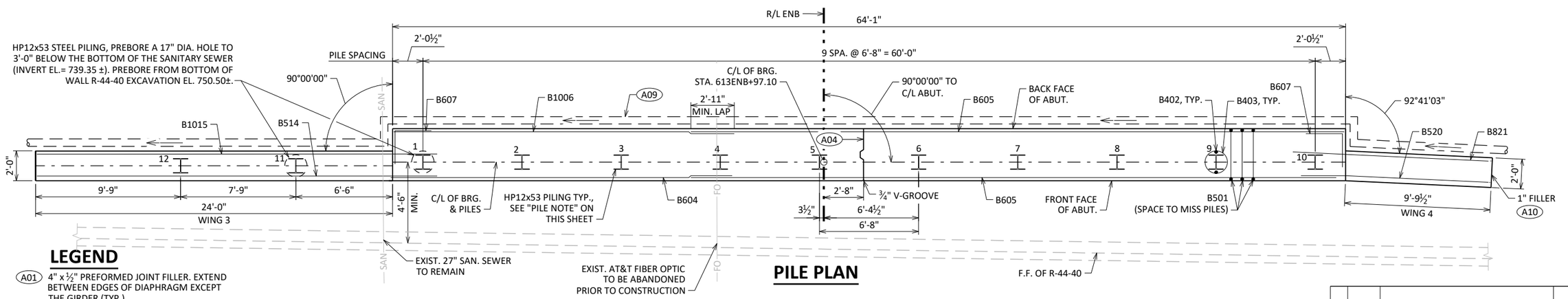
ELEVATION

(LOOKING NORTH)

WING 4



PLAN



PILE PLAN

LEGEND

- A01 — 4" x ½" PREFORMED JOINT FILLER. EXTEND BETWEEN EDGES OF DIAPHRAGM EXCEPT THE GIRDER (TYP.).
- A02 — ½" PREFORMED JOINT FILLER UNDER GIRDER FLANGE IN FRONT OF BEARING PAD.
- A03 — ¾" CORK FILLER ON VERTICAL BEAM SEAT FACES THAT RUN PARALLEL WITH GIRDER.
- A04 — VERTICAL CONSTRUCTION JOINT WITH KEYWAY FORMED BY BEVELED 2" x 8". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT.
- A05 — 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.
- A06 — SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)
- A07 — STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- A08 — OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY.
- A09 — PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN TO SUITABLE DRAINAGE. ATTACH RODENT SCREEN AT END OF PIPE UNDERDRAIN.
- A10 — FILLER, SEALER AND 18" RUBBERIZED MEMBRANE WATERPROOFING. FILLER INCLUDED IN LENGTH OF WING.

PILE NOTE

ABUTMENTS TO BE SUPPORTED ON HP12x53 PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 220 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 75' LONG. FOR PILE SPLICE DETAILS, SEE SHEET 10.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT

SHEET 9 OF 38

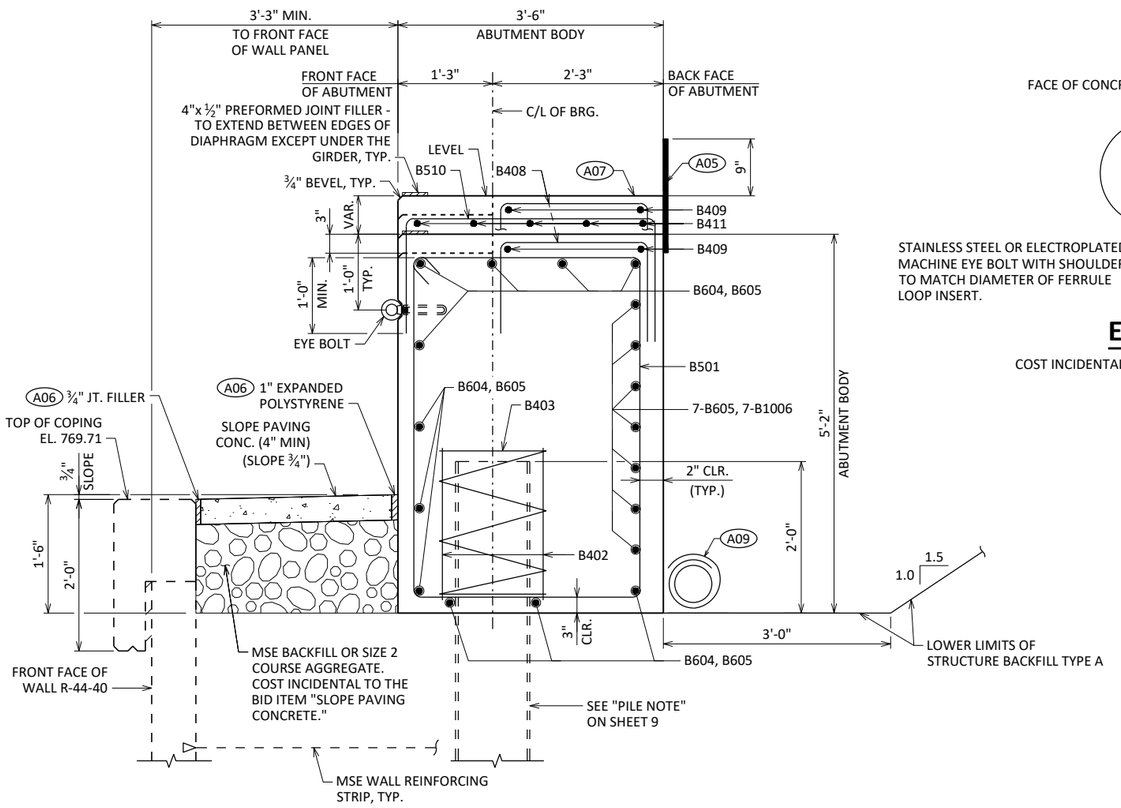
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SCALE = 7

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LAYOUT NAME - SHT_09



SECTION THRU ABUTMENT BODY

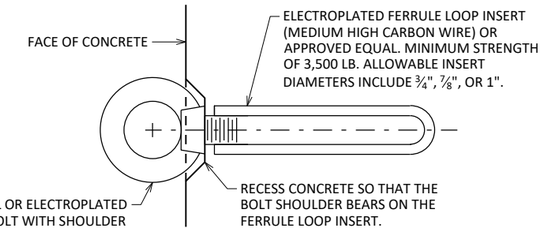
(LOOKING WEST)

RODENT SHIELD DETAIL

✳ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

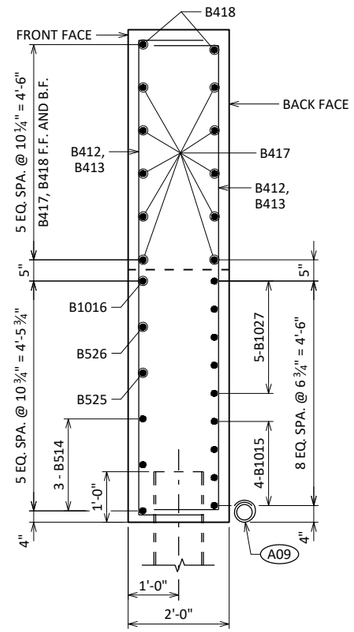


EYE BOLT DETAIL

COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

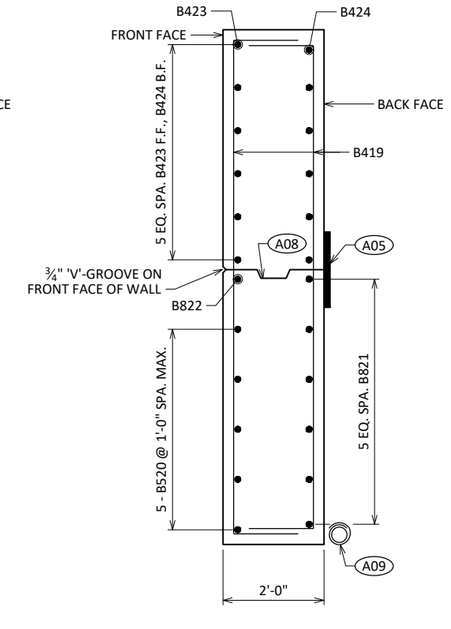
NOTE

SEE SHEET 8 FOR LEGEND AND NOTES.



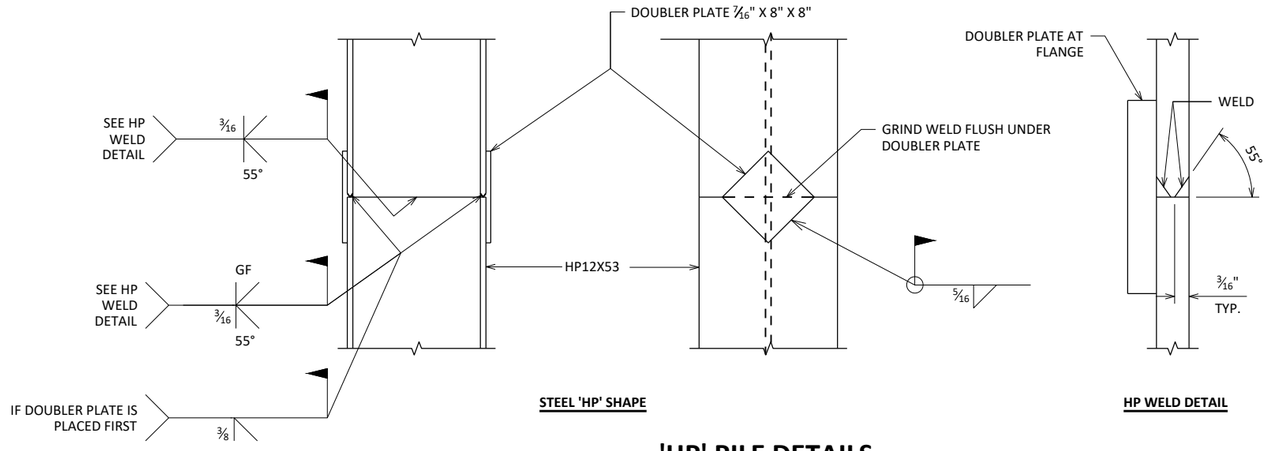
SECTION A-A

WING 1



SECTION B-B

WING 2



'HP' PILE DETAILS

(STEEL HP PILE MATERIAL SHALL BE ASTM A709 GR 50)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT DETAILS (1 OF 2)

SHEET 10 OF 38
866

STATE PROJECT NUMBER
1130-65-76

8

8

SCALE = 8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080310_AB.DWG
LAYOUT NAME - SHT_10

STATE PROJECT NUMBER

1130-65-76

BILL OF BARS

TOTAL WEIGHT UNCOATED = 4,440 LBS
TOTAL WEIGHT COATED = 2,250 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
B501		79	16'-0"	X		ABUT. BODY - STIRRUPS
B402		20	2'-3"			ABUT. PILES - 2 PER PILE - VERTICAL
B403		10	28'-0"	X		ABUT. PILES - 1 PER PILE - 5 WRAP SPIRAL
B604		11	24'-0"			ABUT. BODY F.F., TOP & BOT - HORIZ.
B605		18	42'-8"			ABUT. BODY F.F., TOP & BOT - HORIZ.
B1006		7	24'-0"			ABUT. BODY B.F. - HORIZ.
B607		12	5'-10"	X		ABUT. BODY ENDS - HORIZ.
B408		30	5'-10"	X		ABUT. BODY TOP - BETWEEN BEAM SEATS
B409		10	10'-0"			ABUT. BODY TOP - HORIZ. BETWEEN BEAM SEATS
B510		33	6'-5"	X		ABUT. BODY TOP - UNDER GIRDERS 2 - 4
B411		10	19'-0"			ABUT. BODY TOP - HORIZ. UNDER GIRDERS 2 - 4
B412	X	6	12'-2"	X		WING 3 STIRRUP
B413	X	44	8'-3"	X	△	WING 3 STIRRUP
B514	X	3	25'-8"			WING 3 F.F. - HORIZ.
B1015	X	4	29'-8"	X		WING 3 B.F. - HORIZ.
B1016	X	1	22'-4"			WING 3 F.F. - HORIZ.
B417	X	10	9'-10"		△	WING 3 F.F. & B.F. - HORIZ.
B418	X	2	24'-9"	X		WING 3 TOP - HORIZ.
B419	X	22	12'-1"	X		WING 4 STIRRUP
B520	X	5	11'-6"	X		WING 4 F.F. - HORIZ.
B821	X	6	13'-5"			WING 4 B.F. - HORIZ.
B822	X	1	13'-8"	X		WING 4 F.F. - HORIZ.
B423	X	6	9'-5"			WING 4 F.F. - HORIZ.
B424	X	6	9'-6"			WING 4 B.F. - HORIZ.
B525	X	1	23'-8"			WING 3 F.F. - HORIZ.
B526	X	1	20'-11"			WING 3 F.F. - HORIZ.
B1027	X	5	25'-9"		△	WING 3 B.F. - HORIZ.

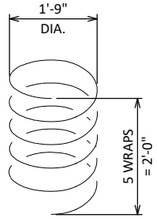
NOTES:

1. THE FIRST DIGIT OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
2. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.
3. △ LENGTH SHOWN FOR BARS IS AN AVERAGE LENGTH AND SHOULD BE USED ONLY FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

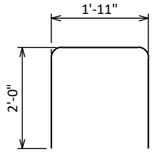
BAR SERIES TABLE

BAR MARK	NO. REQ'D	LENGTH
B413	2 SERIES OF 18	4'-7" TO 11'-11"
B417	2 SERIES OF 5	4'-8" TO 15'-0"
B1027	1 SERIES OF 5	22'-4" TO 29'-1"

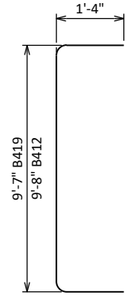
BAR BENDS



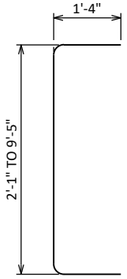
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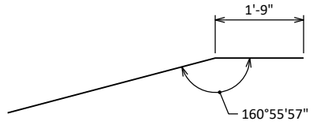
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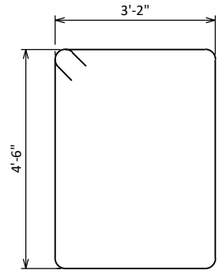
B412, B419



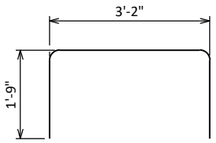
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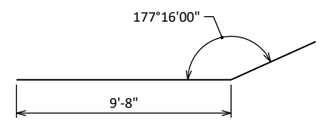
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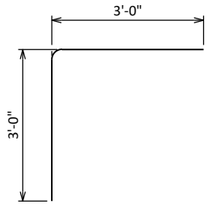
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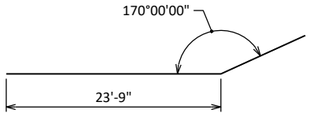
B510



B520, B822



B607



B1015

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

NORTH ABUTMENT DETAILS (2 OF 2)

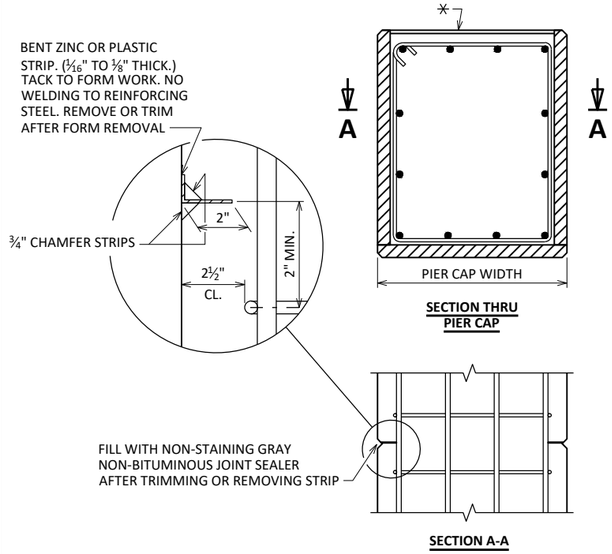
SHEET 11 OF 38
867

SCALE = 3

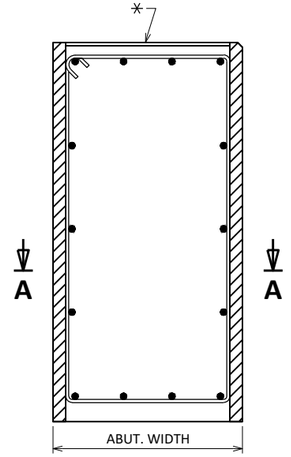
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LAYOUT NAME - SHT_11

STATE PROJECT NUMBER

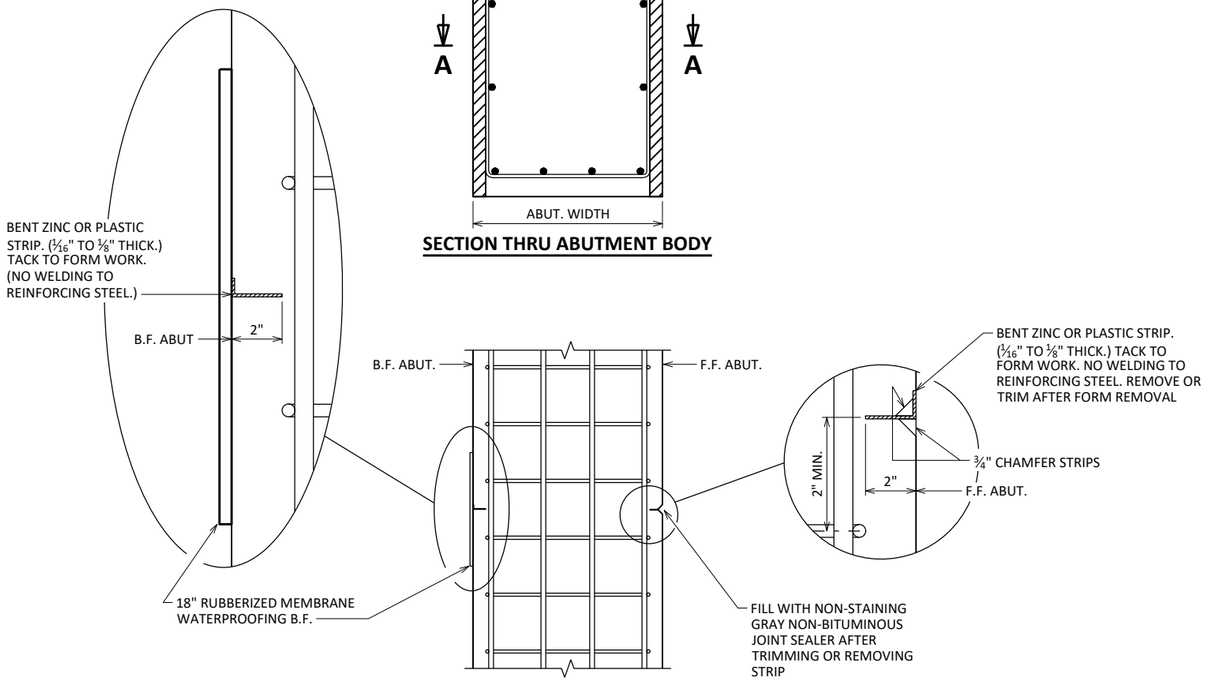
1130-65-76



ALTERNATE CONSTRUCTION JOINT AT PIER CAP



SECTION THRU ABUTMENT BODY



NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATIVE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

⚹ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY ½" DEEP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY	GLM	PLANS CK'D	SGM

ALTERNATE CONSTRUCTION JOINT

SHEET 12 OF 38

868

SCALE = 24

8

8

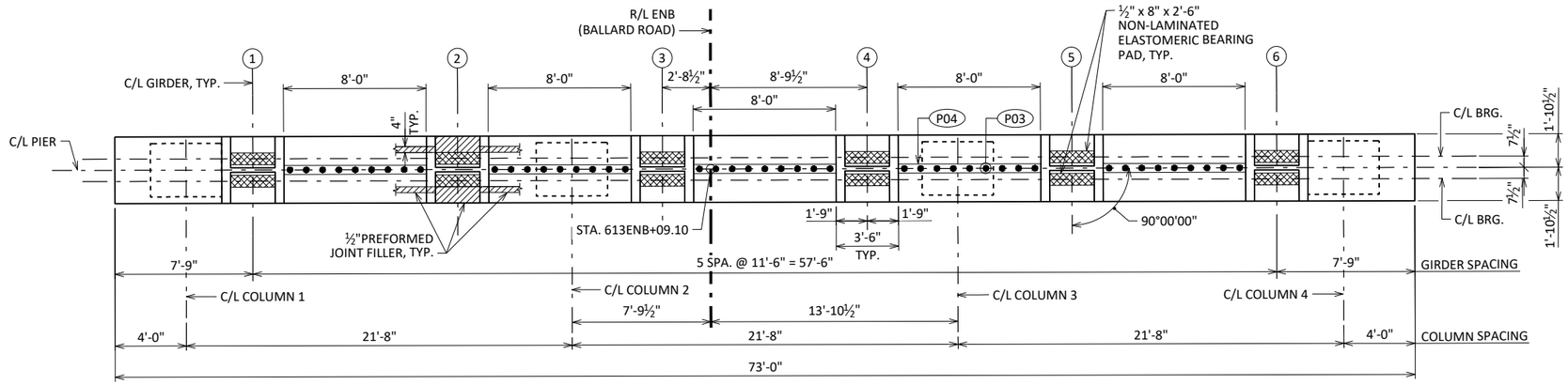
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LAYOUT NAME - SHT_12

STATE PROJECT NUMBER

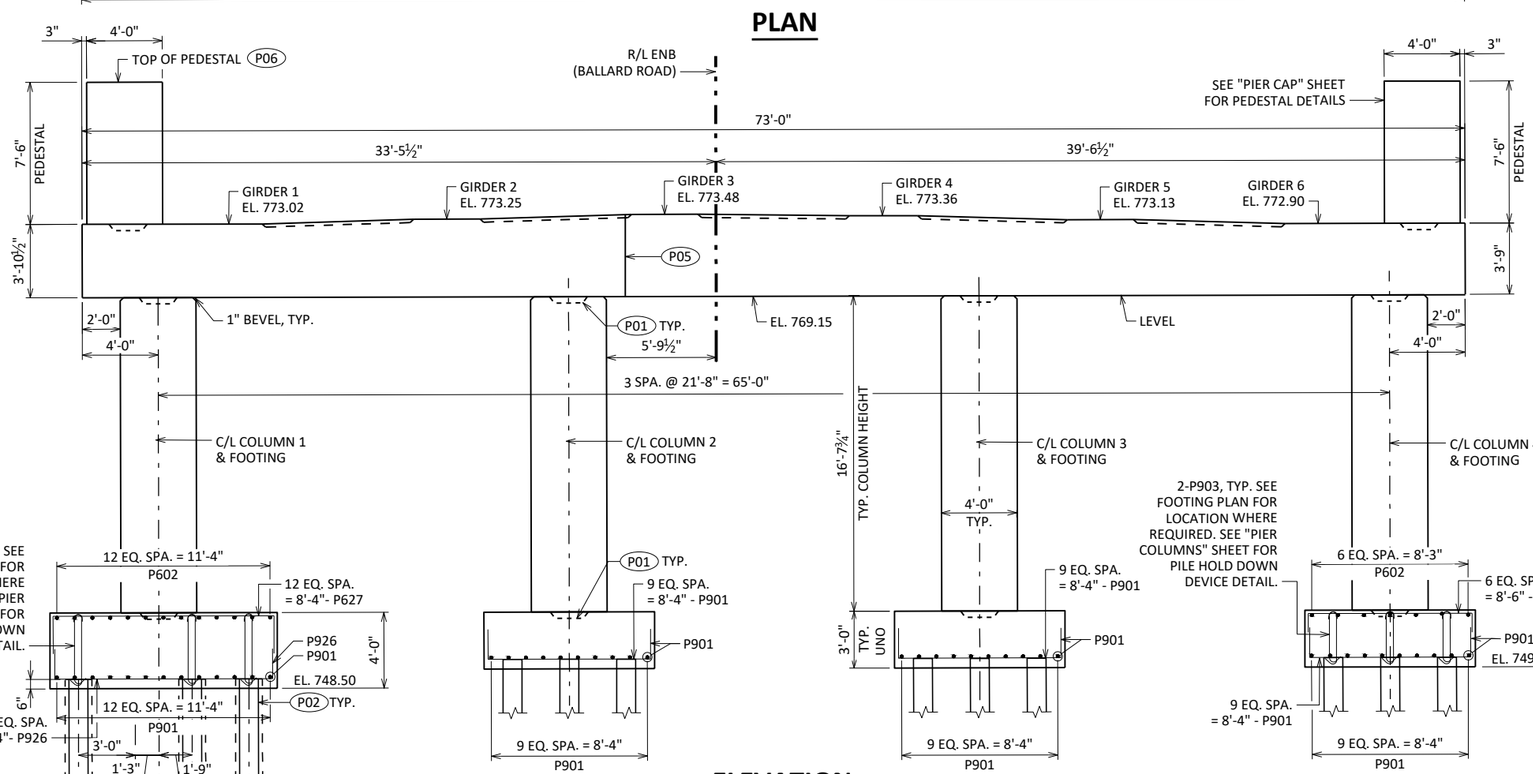
1130-65-76

LEGEND

- (P01) 1'-3" x 2'-0" x 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.
- (P02) SUPPORT PIER ON HP12x53 STEEL PILING. ESTIMATED 55'-0" LONG WITH A REQUIRED DRIVING DISTANCE OF 220 TONS PER PILE.
- (P03) P520 BARS @ 1'-0" CENTERS BETWEEN BEAM SEATS. BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.
- (P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.
- (P05) OPTIONAL VERTICAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT DETAIL.
- (P06) SIGN STRUCTURE ANCHOR RODS TO BE CAST INTO PEDESTAL. SEE S-44-371 PLANS FOR DETAILS. ANCHOR ROD ASSEMBLY TO BE PAID FOR WITH B-44-325.
- PILE REQUIRING PILE HOLD DOWN DEVICE. PILE REQUIRES MINIMUM DRIVING DISTANCE LENGTH OF 30 FEET.
- HP12x53 STEEL PILING, PREBORE TO 3'-0" BELOW THE BOTTOM OF THE SANITARY SEWER.



PLAN

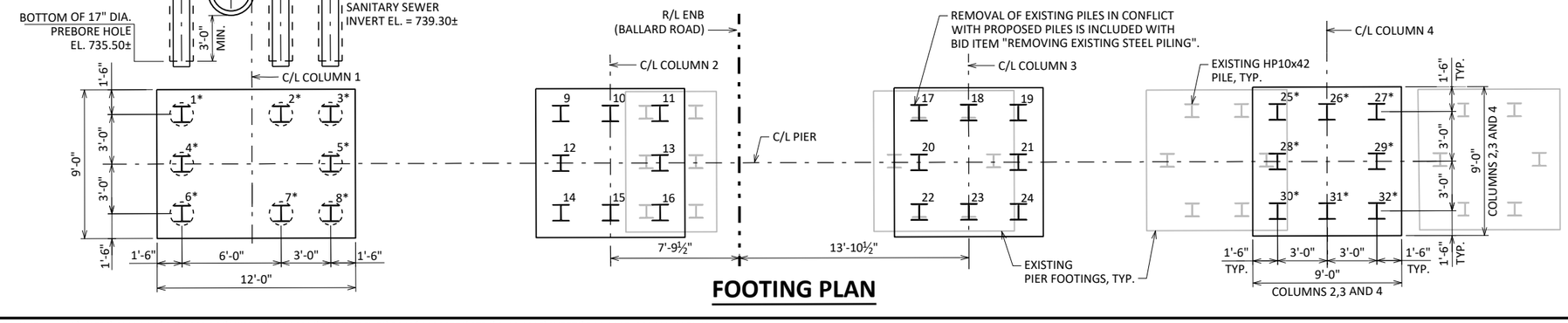


ELEVATION

(LOOKING NORTH)

END VIEW

(LOOKING WEST)



FOOTING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

PIER

SHEET 13 OF 38

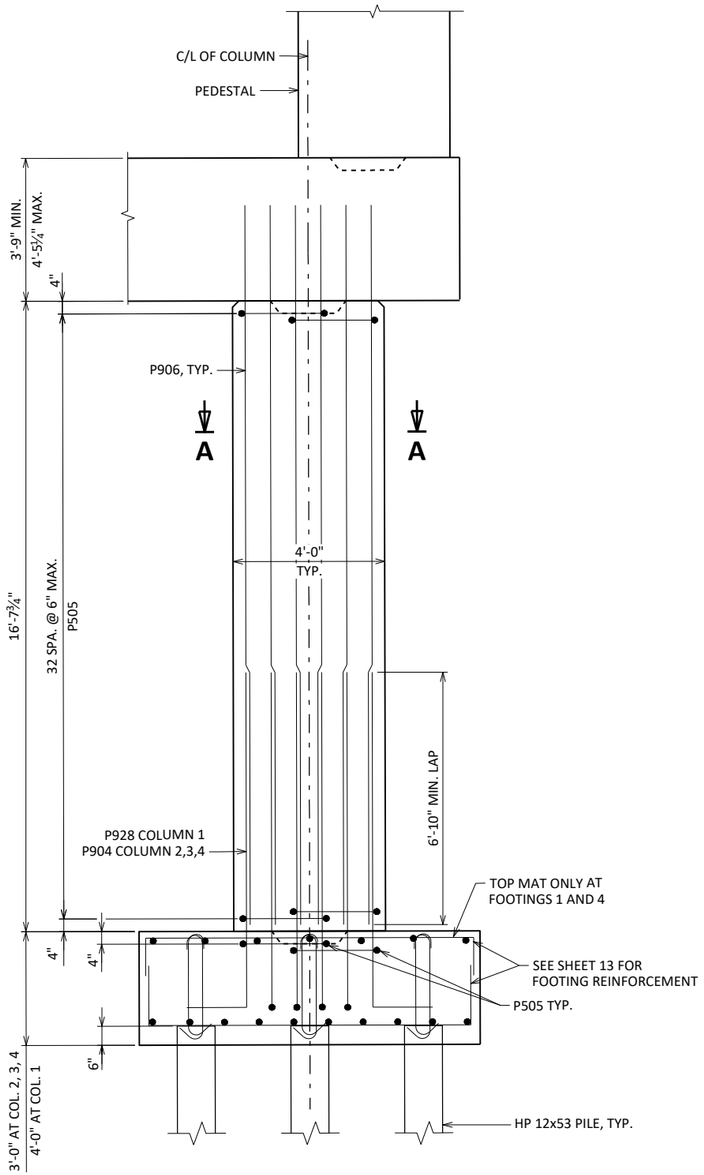
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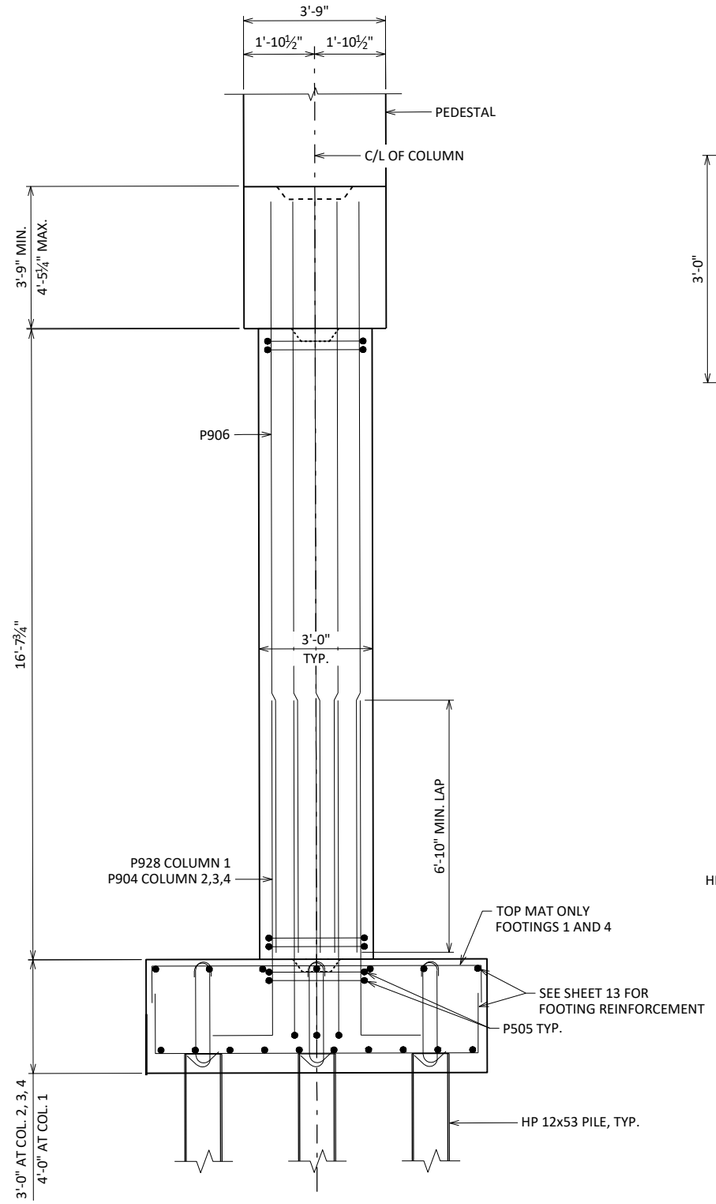
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LAYOUT NAME - SHT_13

STATE PROJECT NUMBER

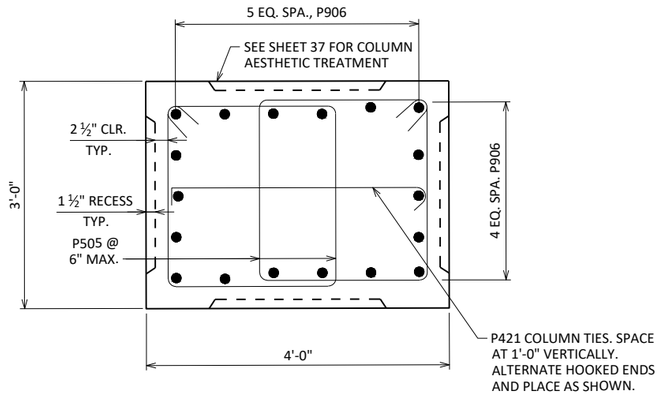
1130-65-76



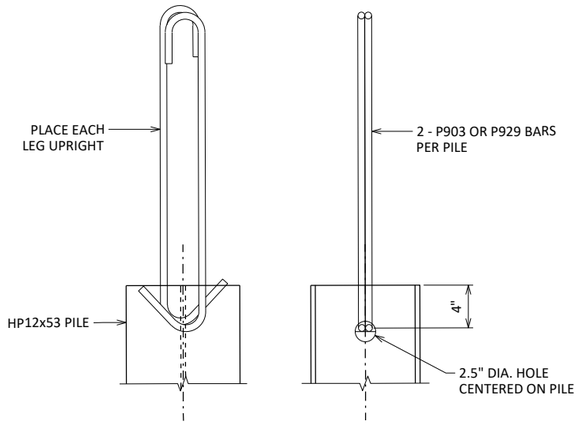
COLUMN ELEVATION



COLUMN ELEVATION - END VIEW



SECTION A-A



PILE HOLD DOWN DEVICE DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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PIER COLUMNS

SHEET 14 OF 38

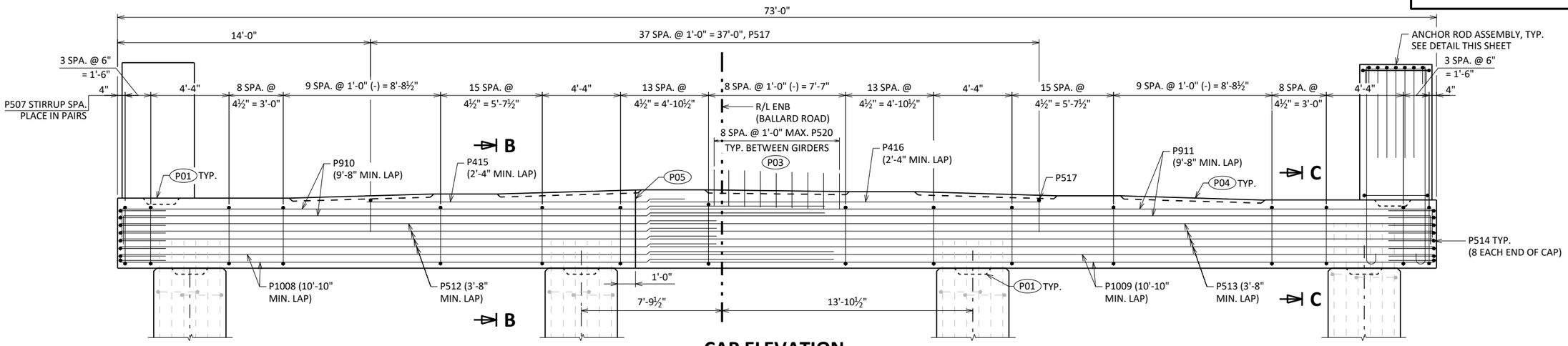
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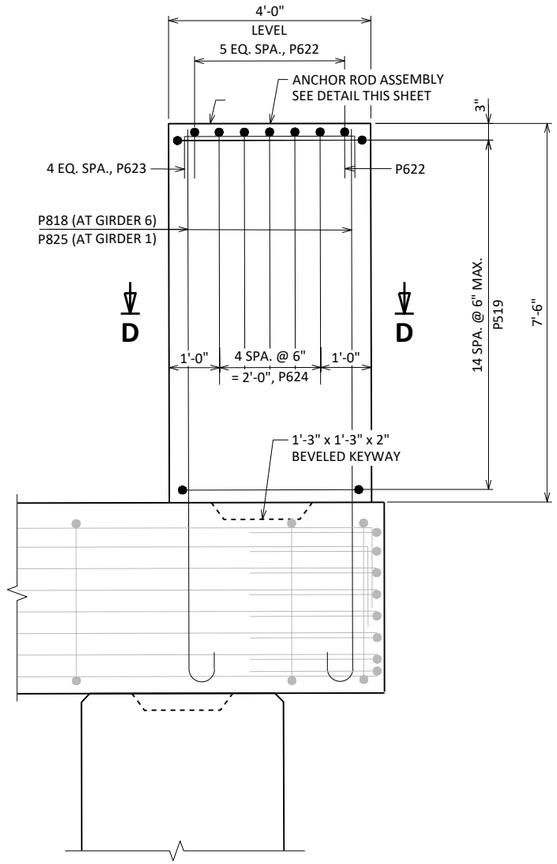
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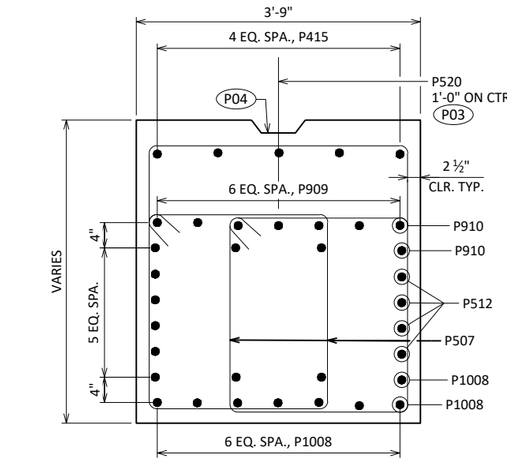
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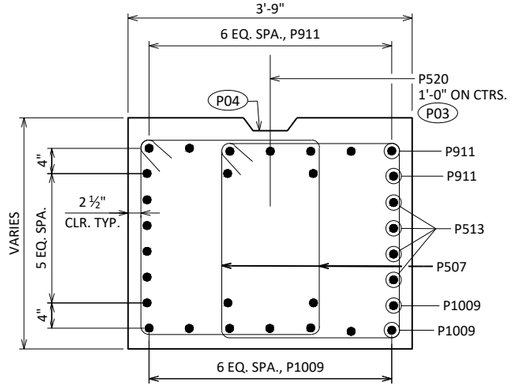
CAP ELEVATION



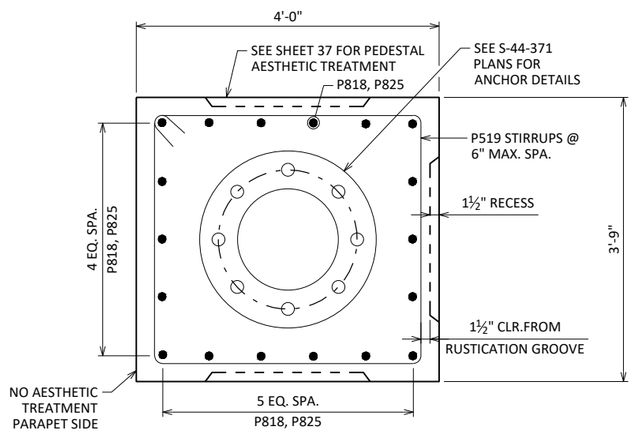
PEDESTAL ELEVATION



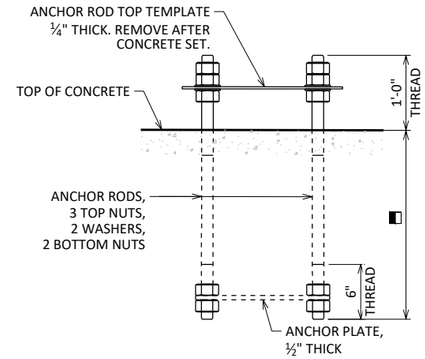
SECTION B-B



SECTION C-C



PEDESTAL D-D



ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

◧ ANCHOR RODS PER ASSEMBLY TO BE DESIGNED BY CONTRACTOR AND SHOWN ON SHOP DRAWINGS. SHOW DIAMETER, NUMBER, ORIENTATION AND EMBEDMENT OF ANCHOR RODS. SEE S-44-371 PLANS FOR DETAILS.

CENTER ANCHOR ROD ASSEMBLY AND ENSURE ASSEMBLY IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

ANCHOR RODS ARE INCLUDED WITH B-44-325 BID ITEMS.

LEGEND

(P01) 1'-3" x 2'-0" x 4" DEEP CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P02) SUPPORT PIER ON HP12x53 STEEL PILING. ESTIMATED 55'-0" LONG WITH A REQUIRED DRIVING DISTANCE OF 220 TONS PER PILE.

(P03) P520 BARS @ 1'-0" CENTERS BETWEEN BEAM SEATS. BARS MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. EMBED 1'-0" INTO CONCRETE.

(P04) KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" BETWEEN BEAM SEATS.

(P05) OPTIONAL VERTICAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6". SEE SHEET 12 FOR ALTERNATE CONSTRUCTION JOINT DETAIL.

(P06) SIGN STRUCTURE ANCHOR RODS TO BE CAST INTO PEDESTAL. SEE S-44-371 PLANS FOR DETAILS. ANCHOR ROD ASSEMBLY TO BE PAID FOR WITH B-44-325.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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PIER DETAILS

SHEET 15 OF 38

871

SCALE = 6

8

8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080415_PI.DWG
LAYOUT NAME - SHT_15

STATE PROJECT NUMBER

1130-65-76

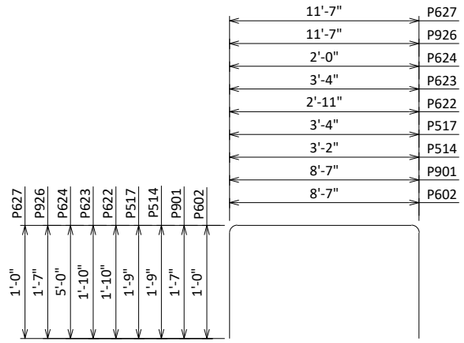
BILL OF BARS

TOTAL WEIGHT UNCOATED = 4,710 LBS
TOTAL WEIGHT COATED = 23,650 LBS

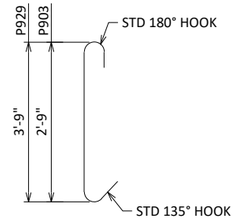
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
P901		73	11'-3"	X	FOOTING - BOTTOM - HORIZONTAL
P602		27	10'-3"	X	FOOTING - TOP - HORIZONTAL
P903		16	5'-1"	X	FOOTING 4 - HOLD DOWN DEVICE
P904	X	54	10'-9"	X	FOOTING - COLUMN DOWELS - VERTICAL
P505	X	272	9'-8"	X	COLUMN - STIRRUP
P906	X	72	20'-0"		COLUMN - VERTICAL
P507	X	218	12'-4"	X	CAP - STIRRUP
P1008	X	11	39'-6"		CAP - BOTTOM - HORIZONTAL
P1009	X	11	44'-1"		CAP - BOTTOM - HORIZONTAL
P910	X	11	39'-8"	X	CAP - TOP - HORIZONTAL
P911	X	11	45'-5"	X	CAP - TOP - HORIZONTAL
P512	X	8	32'-4"		CAP - SIDES - HORIZONTAL
P513	X	8	44'-1"		CAP - SIDES - HORIZONTAL
P514	X	16	6'-5"	X	CAP - ENDS - HORIZONTAL
P415	X	5	17'-0"		CAP - TOP - HORIZONTAL
P416	X	5	22'-6"		CAP - TOP - HORIZONTAL
P517	X	38	6'-7"	X	CAP - TOP - VERTICAL
P818	X	18	11'-10"	X	CAP & PEDESTAL - VERTICAL
P519	X	30	13'-9"	X	PEDESTAL - STIRRUPS
P520	X	45	2'-0"		CAP - DOWELS - VERTICAL
P421	X	68	4'-0"	X	COLUMN - TIES
P622	X	12	6'-3"	X	PEDESTAL - TOP - HORIZONTAL
P623	X	10	6'-8"	X	PEDESTAL - TOP - HORIZONTAL
P624	X	10	11'-8"	X	PEDESTAL - TOP - HORIZONTAL
P825	X	18	11'-11"	X	CAP & PEDESTAL - VERTICAL @ GIRDER 1
P926		13	14'-3"	X	FOOTING 1 - BOTTOM - HORIZONTAL
P627		13	13'-4"	X	FOOTING 1 - TOP - HORIZONTAL
P928	X	18	11'-9"	X	FOOTING - COLUMN 1 DOWELS - VERTICAL
P929		16	6'-1"	X	FOOTING 1 - HOLD DOWN DEVICE

NOTES:
THE FIRST DIGIT OR THE FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

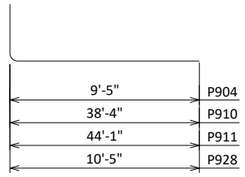
BAR BENDS



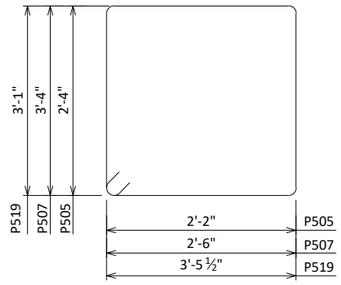
P901, P514, P517, P602, P622, P623, P624, P926, P627



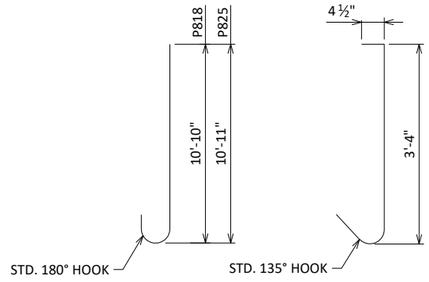
P903, P929



P904, P910, P911, P928



P505, P507, P519



P818, P825

P421

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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PIER BILL OF BARS

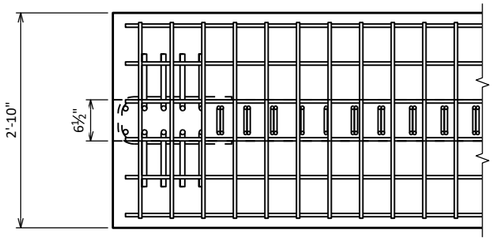
SHEET 16 OF 38
872

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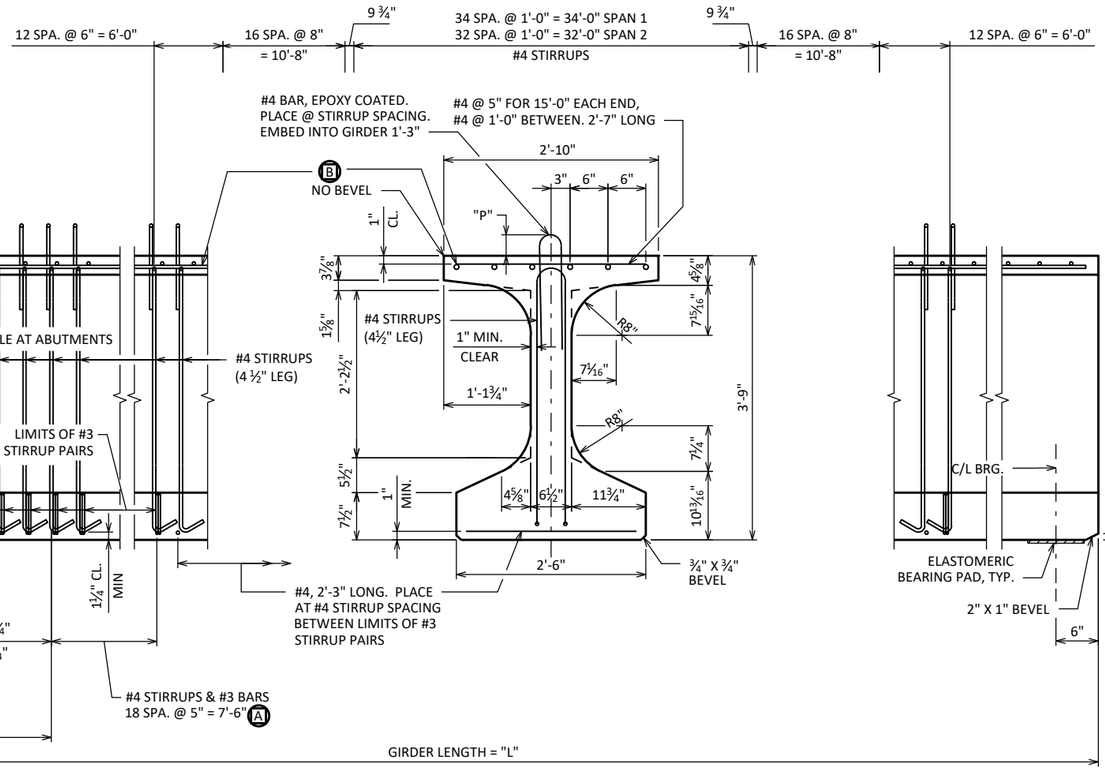
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LAYOUT NAME - SHT_16

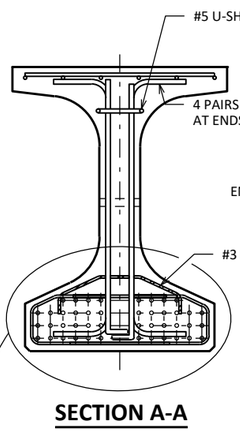
STATE PROJECT NUMBER

1130-65-76

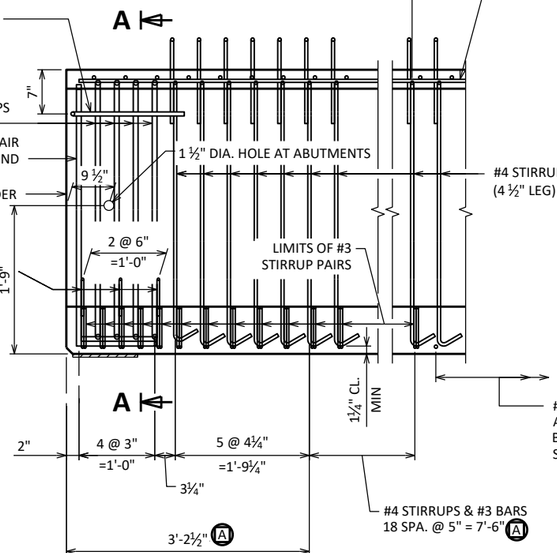


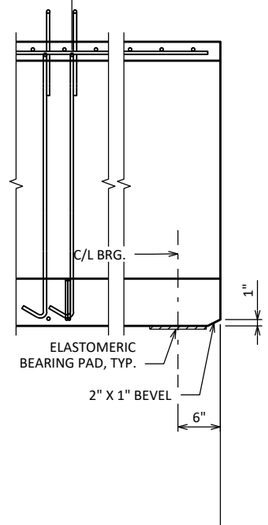
TOP FLANGE

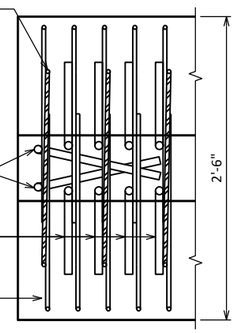




SECTION A-A





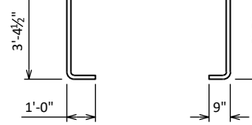


BOTTOM FLANGE

SIDE VIEW & TYPICAL SECTION IN SPAN

Ⓐ DETAIL TYP. AT EACH END

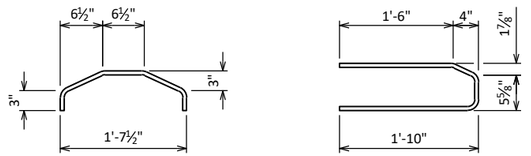
Ⓑ 6 #4 BARS, FULL LENGTH, MIN. LAP = 1'-8"



#6 BAR
2 @ EACH END

#6 BAR
8 @ EACH END

#5 BAR
1 @ EACH END



#3 BAR
3 @ EACH END
(EPOXY COATED)

#3 BAR
29 PAIRS EACH END
(EPOXY COATED)

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 8" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 8" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. SEE SECT. 503.3.4 OF STANDARD SPECIFICATIONS FOR GUIDANCE.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DESIGN SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

⚹ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.)									CONC. STRGTH. f'_c (P.S.I.)	"P" (IN.)			DIA. OF STRAND (IN.)	DRAPED PATTERN					
			1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10		1ST ⅓ OF GIRDER	MID ⅓ OF GIRDER	END ⅓ OF GIRDER		TOTAL NO. OF STRANDS	f'_{ci} (P.S.I.) ⚹	(IN.) "A"	"B" MIN.	"B" MAX.	"C"
1	1 & 6	90.38	0.45	0.88	1.21	1.42	1.50	1.42	1.21	0.88	0.45	8,000	8	7	8	0.6	32	6,500	40	14	17	5
1	2 - 5	90.38	0.55	1.06	1.47	1.73	1.82	1.73	1.47	1.06	0.55	8,000	8	7	8	0.6	32	6,500	40	14	17	5
2	1 & 6	88.38	0.40	0.79	1.09	1.29	1.36	1.30	1.10	0.80	0.41	8,000	8	7	8	0.6	32	6,500	40	14	17	5
2	2 - 5	88.38	0.49	0.96	1.33	1.57	1.65	1.57	1.33	0.96	0.49	8,000	8	7	8	0.6	32	6,500	40	14	17	5

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

45W" PRESTRESSED GIRDER

SHEET 17 OF 38
873

SCALE = 2

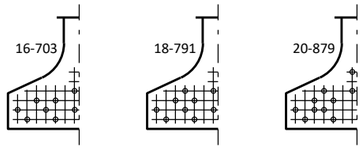
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LAYOUT NAME - SHT_17

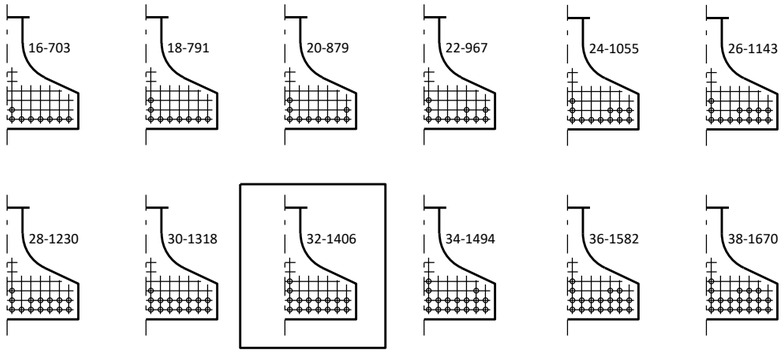
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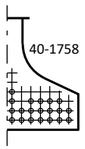
1130-65-76



STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

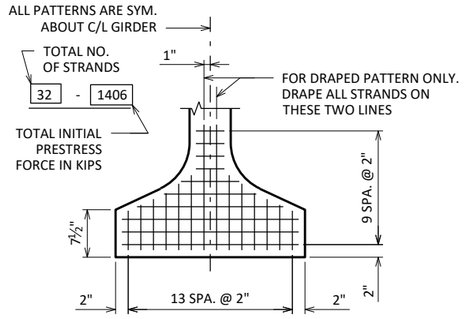
0.6" DIA. STRANDS



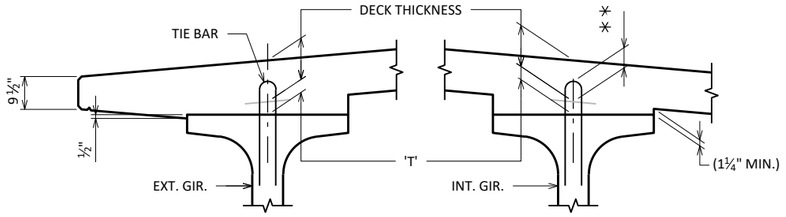


ARRANGEMENT AT C/L SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6" DIA. STRANDS



TYP. STRAND PATTERN



DECK HAUNCH DETAIL

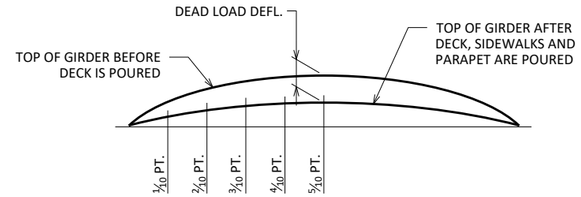
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

⁑⁑ IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

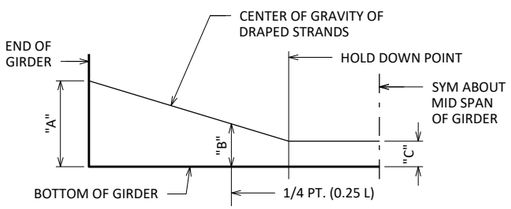
TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT C/L OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

	TOP OF DECK ELEV. AT FINAL GRADE
-	TOP OF GIRDER ELEVATION
+	DEAD LOAD DEFLECTION
-	DECK THICKNESS
=	HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "HPC MASONRY STRUCTURES".



DEAD LOAD DEFLECTION DIAGRAM



DRAPED STRAND PROFILE

⁑ THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) ⁑
1	2.83
2	2.77

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

45W" PRESTRESSED GIRDER DETAILS

SHEET 18 OF 38

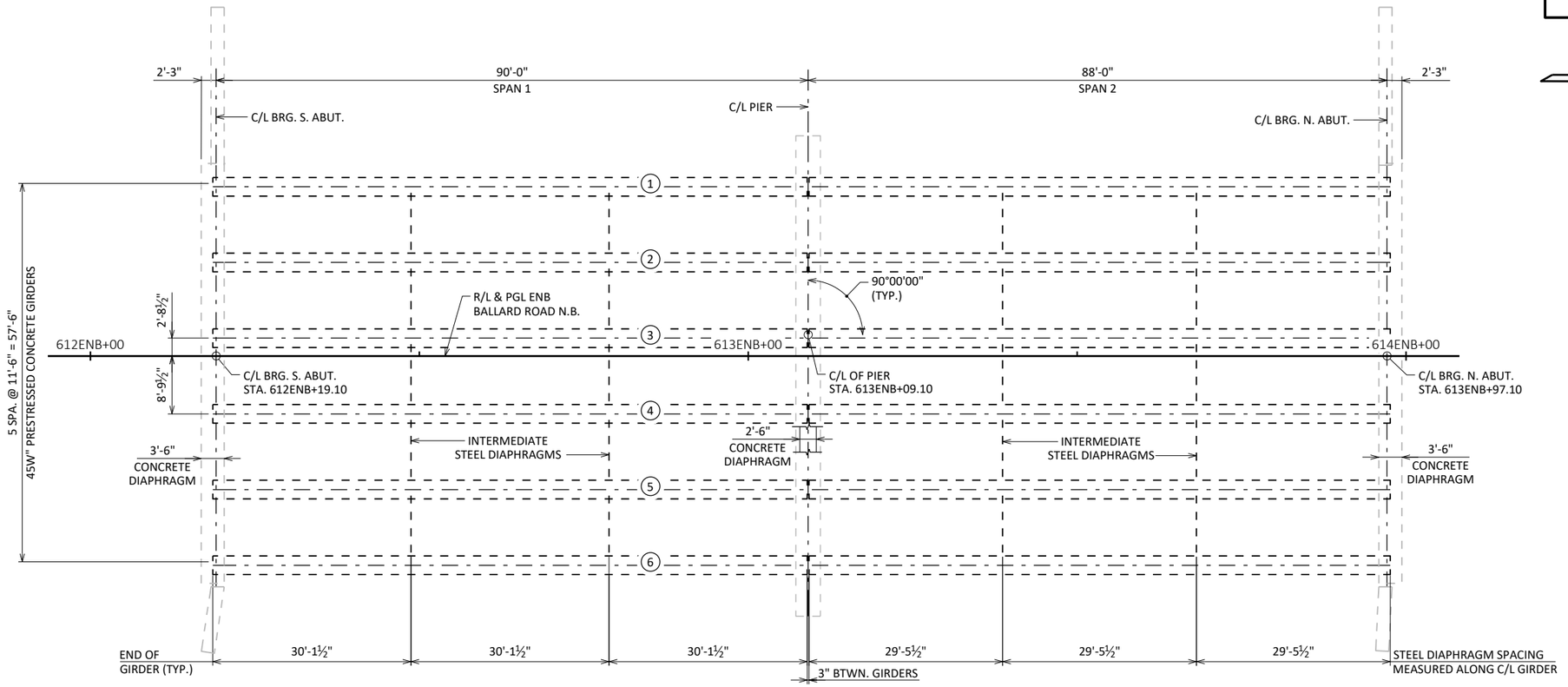
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LAYOUT NAME - SHT_18

STATE PROJECT NUMBER

1130-65-76



FRAMING PLAN

TOP OF DECK ELEVATIONS

LOCATION	C/L BRG. S. ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L PIER	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	C/L BRG. N. ABUT.
TOE OF PARAPET & EOD	778.31	778.28	778.24	778.20	778.15	778.10	778.05	778.00	777.95	777.90	777.85	777.80	777.75	777.70	777.66	777.61	777.56	777.51	777.46	777.41	777.37
GIRDER 1	778.35	778.32	778.28	778.24	778.19	778.14	778.09	778.04	777.99	777.94	777.89	777.84	777.79	777.75	777.70	777.65	777.60	777.55	777.50	777.46	777.41
GIRDER 2	778.58	778.55	778.51	778.47	778.42	778.37	778.32	778.27	778.22	778.17	778.12	778.07	778.02	777.98	777.93	777.88	777.83	777.78	777.73	777.69	777.64
GIRDER 3	778.81	778.78	778.74	778.70	778.65	778.60	778.55	778.50	778.45	778.40	778.35	778.30	778.25	778.21	778.16	778.11	778.06	778.01	777.96	777.92	777.87
PGL / CROWN	778.86	778.83	778.79	778.75	778.70	778.65	778.60	778.55	778.50	778.45	778.40	778.36	778.31	778.26	778.21	778.16	778.11	778.07	778.02	777.97	777.92
GIRDER 4	778.69	778.66	778.62	778.58	778.53	778.48	778.43	778.38	778.33	778.28	778.23	778.18	778.13	778.08	778.04	777.99	777.94	777.89	777.84	777.79	777.75
GIRDER 5	778.46	778.43	778.39	778.35	778.30	778.25	778.20	778.15	778.10	778.05	778.00	777.95	777.90	777.85	777.81	777.76	777.71	777.66	777.61	777.56	777.52
GIRDER 6	778.23	778.20	778.16	778.12	778.07	778.02	777.97	777.92	777.87	777.82	777.77	777.72	777.67	777.62	777.58	777.53	777.48	777.43	777.38	777.33	777.29
TOE OF PARAPET & EOD	778.19	778.16	778.12	778.07	778.03	777.98	777.93	777.88	777.83	777.78	777.73	777.68	777.63	777.58	777.53	777.49	777.44	777.39	777.34	777.29	777.24

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE FRAMING PLAN

SHEET 19 OF 38

875

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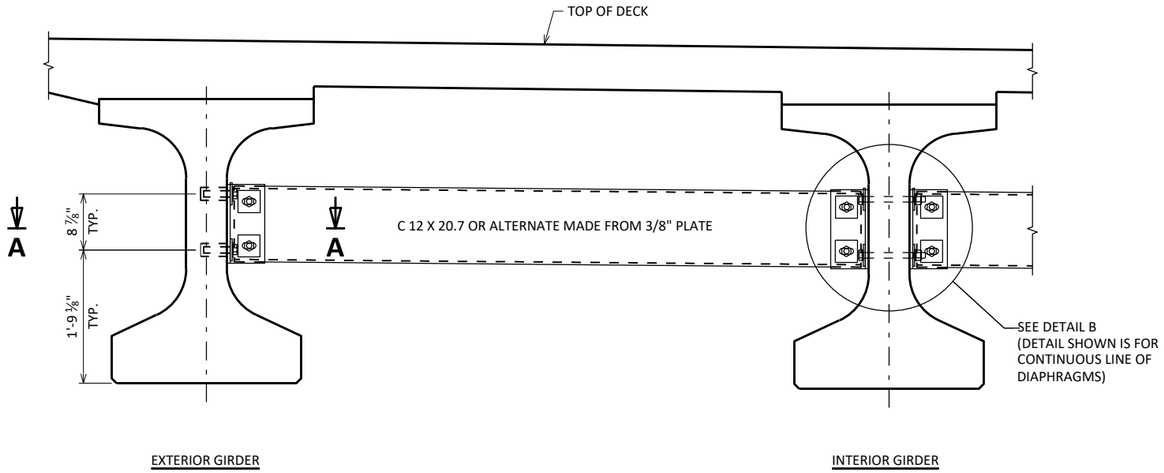
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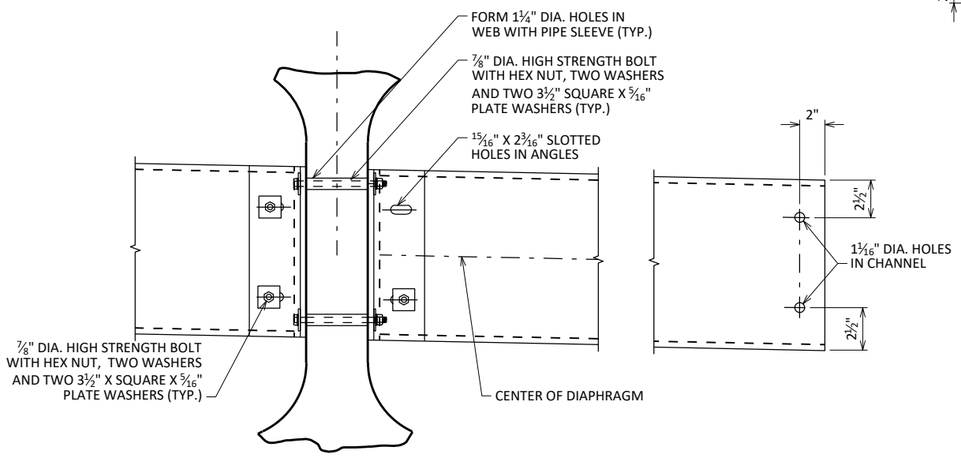
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LAYOUT NAME - SHT_19

STATE PROJECT NUMBER

1130-65-76

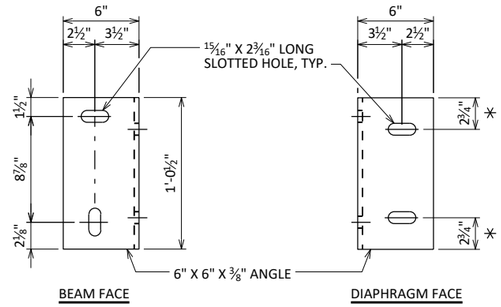


PART TRANSVERSE SECTION AT DIAPHRAGM



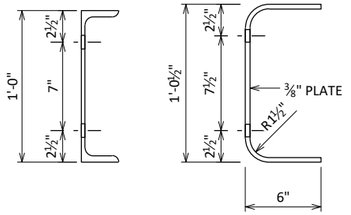
(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B



DIAPHRAGM SUPPORT

* 2½" FOR ALTERNATE PLATE DIAPHRAGM



SECTION THRU DIAPHRAGM

NOTES

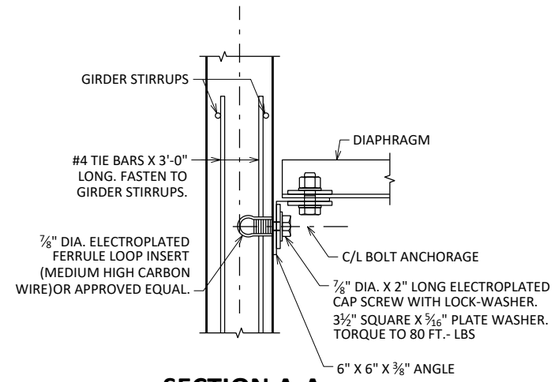
ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-44-325", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.



SECTION A-A

(FOR EXTERIOR ATTACHMENT)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

STEEL DIAPHRAGM

SHEET 20 OF 38

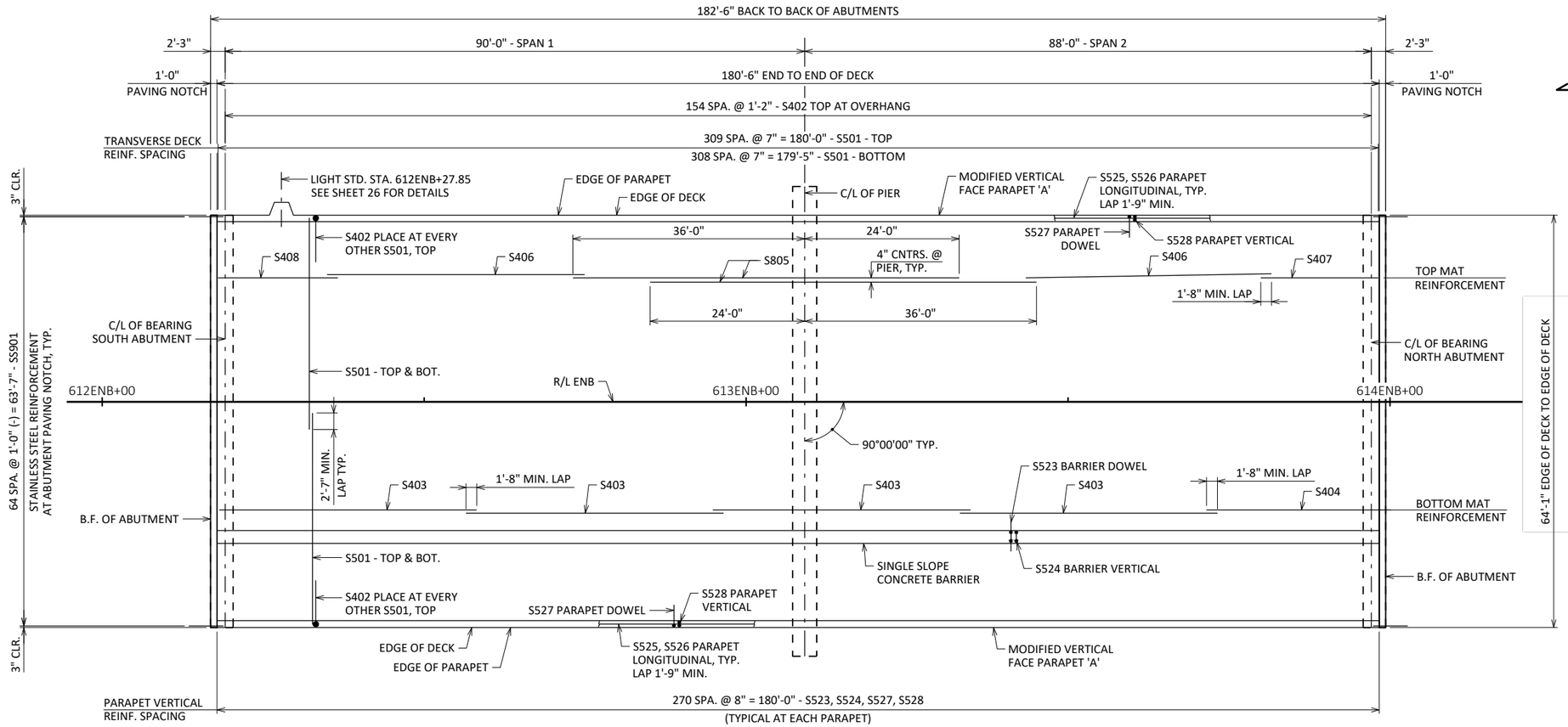
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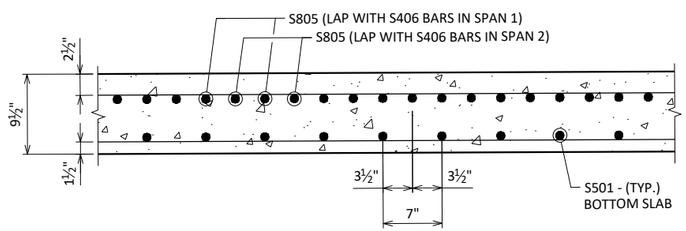
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LAYOUT NAME - SHT_20

STATE PROJECT NUMBER

1130-65-76



PLAN



CROSS SECTION THRU SLAB - AT PIER

(LOOKING NORTH)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY	GLM	PLANS CK'D	SGM

SUPERSTRUCTURE PLAN

SHEET 21 OF 38

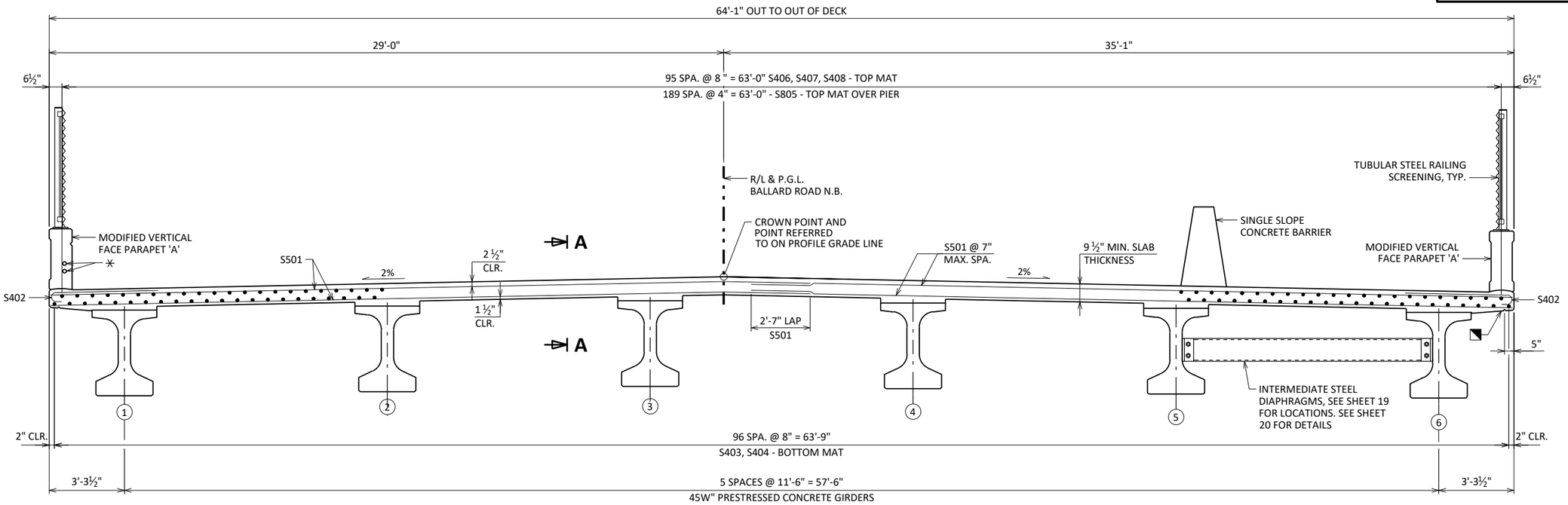
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LAYOUT NAME - SHT_21

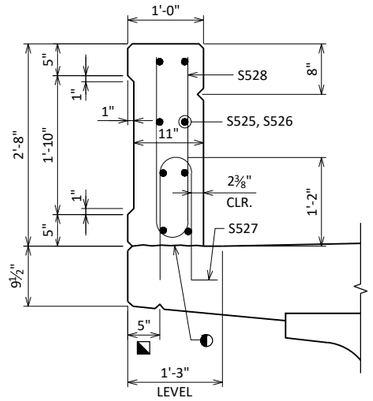
STATE PROJECT NUMBER

1130-65-76



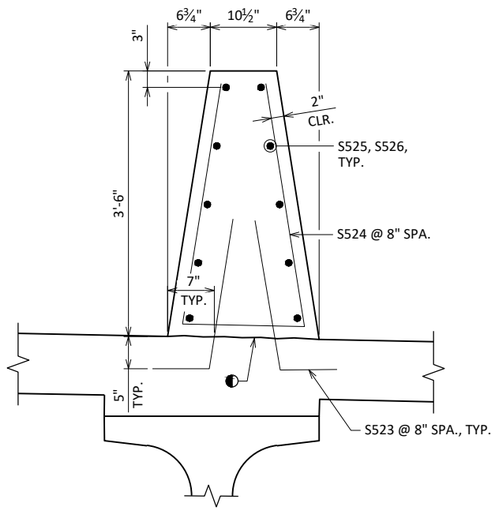
CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



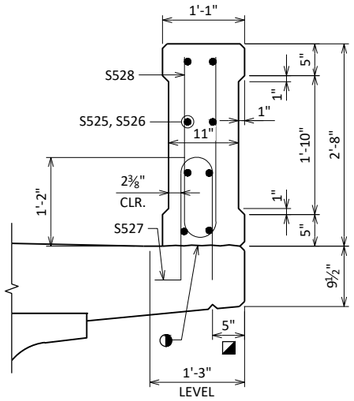
SECTION THRU WEST PARAPET ON DECK

(MODIFIED VERTICAL FACE PARAPET 'A')



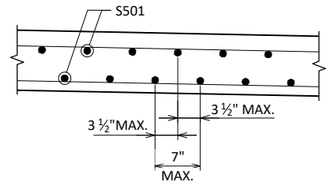
SECTION THRU BARRIER ON DECK

(SINGLE SLOPE CONCRETE BARRIER)



SECTION THRU EAST PARAPET ON DECK

(MODIFIED VERTICAL FACE PARAPET 'A')



SECTION A-A

(TRANSVERSE BAR STAGGER DETAIL)

LEGEND

- ¾" V-GROOVE REQUIRED. EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM (TYP. EACH SIDE).
- CONST. JT. - STRIKE OFF AS SHOWN & LEAVE ROUGH
- 2 - 2" RIGID NONMETALLIC CONDUIT SCHEDULE 40.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE CROSS SECTION

SHEET 22 OF 38

878

SCALE = 5

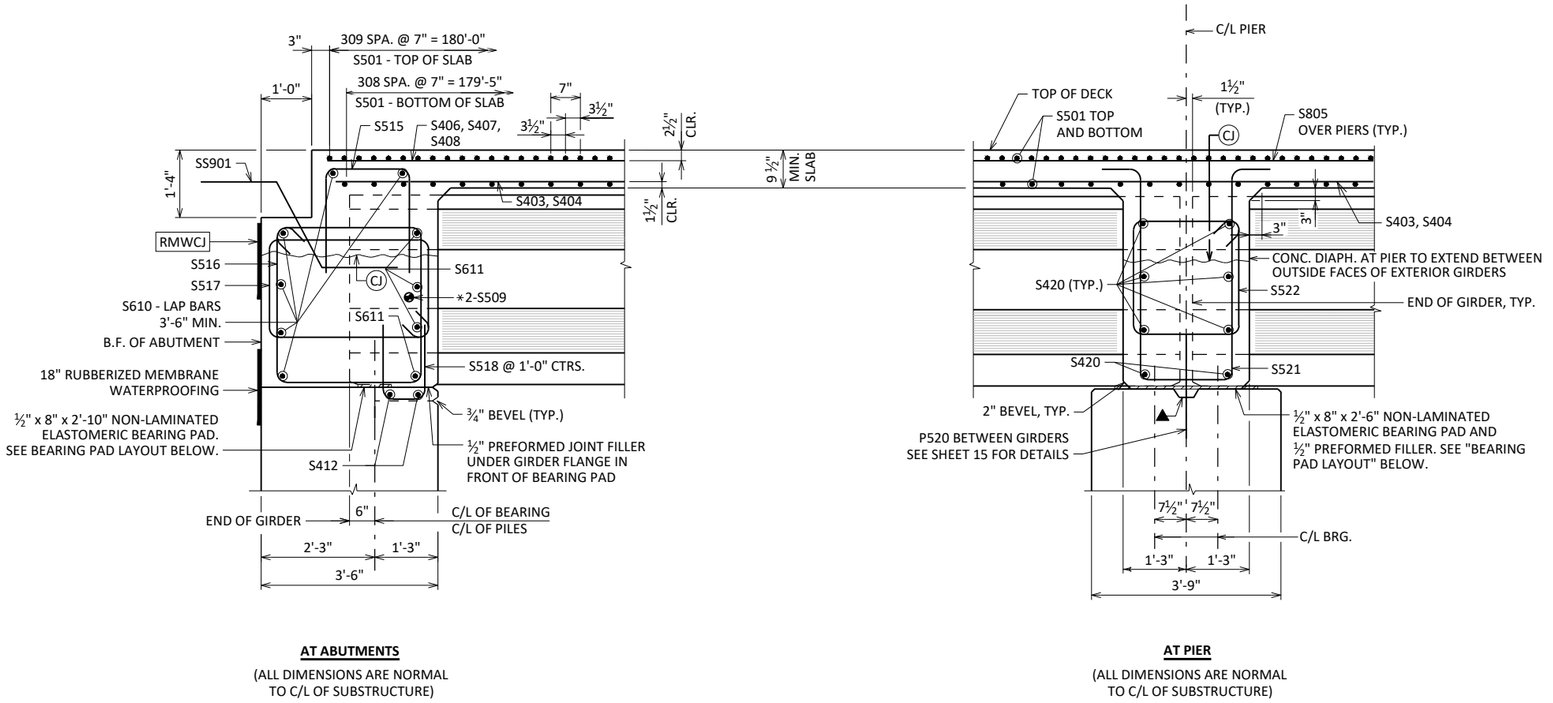
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LAYOUT NAME - SHT_22

STATE PROJECT NUMBER

1130-65-76



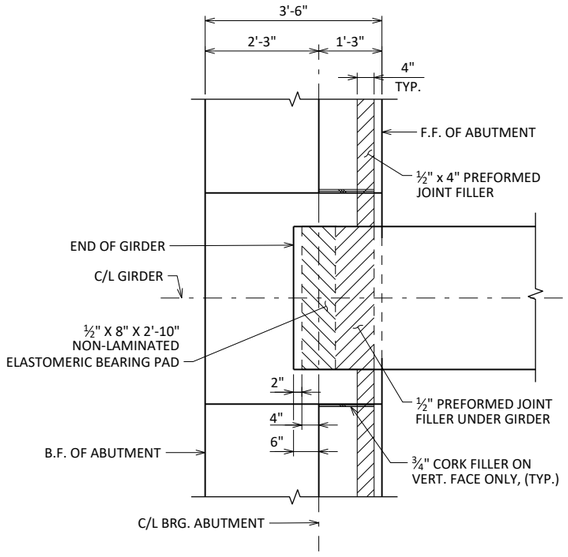
AT ABUTMENTS

(ALL DIMENSIONS ARE NORMAL TO C/L OF SUBSTRUCTURE)

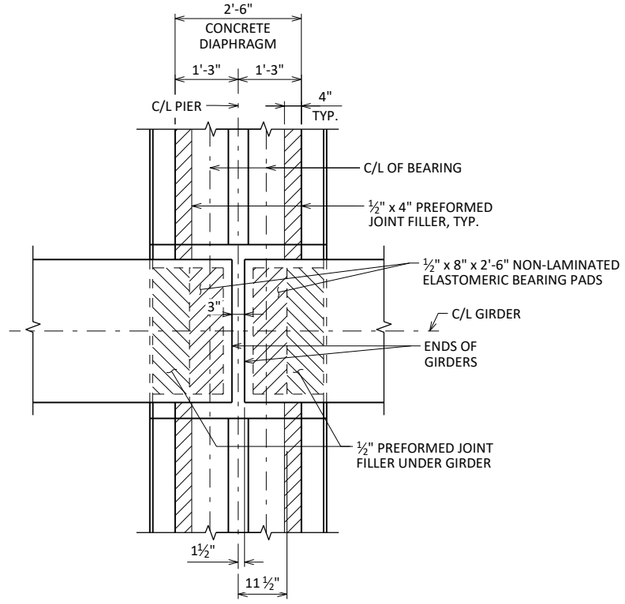
AT PIER

(ALL DIMENSIONS ARE NORMAL TO C/L OF SUBSTRUCTURE)

PART LONGITUDINAL SECTION



AT ABUTMENTS



AT PIER

BEARING PAD DETAIL

LEGEND

- ∗ 1½" DIA. HOLE IN WEB FOR S509 BARS. PLACE TWO S509 BARS SYMETRICAL ABOUT THE C/L OF EACH GIRDER.
- ▲ KEYED CONSTRUCTION JOINT BETWEEN GIRDERS FORMED BY BEVELED 2" x 6".
- (CJ) OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED. DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR.
- RMWCJ 18" RUBBERIZED MEMBRANE WATERPROOFING IF CONSTRUCTION JOINT IS USED. (COST INCLUDED WITH BID ITEM "HPC MASONRY STRUCTURES"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE DETAILS (1 OF 2)

SHEET 23 OF 38
879

SCALE = 3

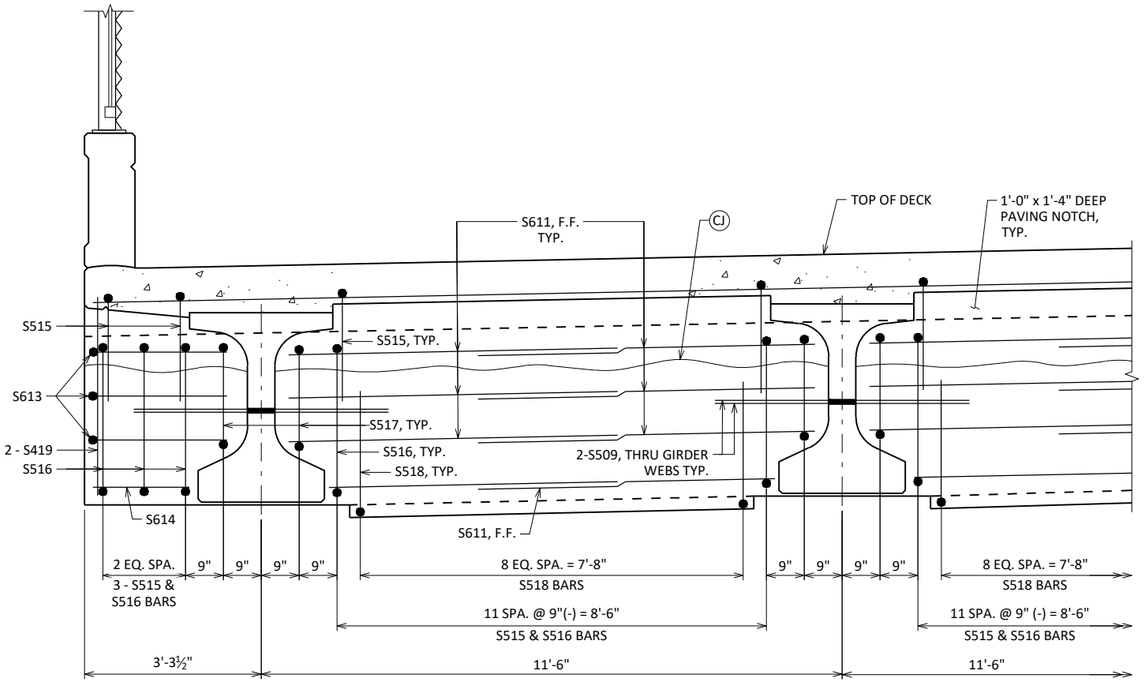
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STATE PROJECT NUMBER

1130-65-76

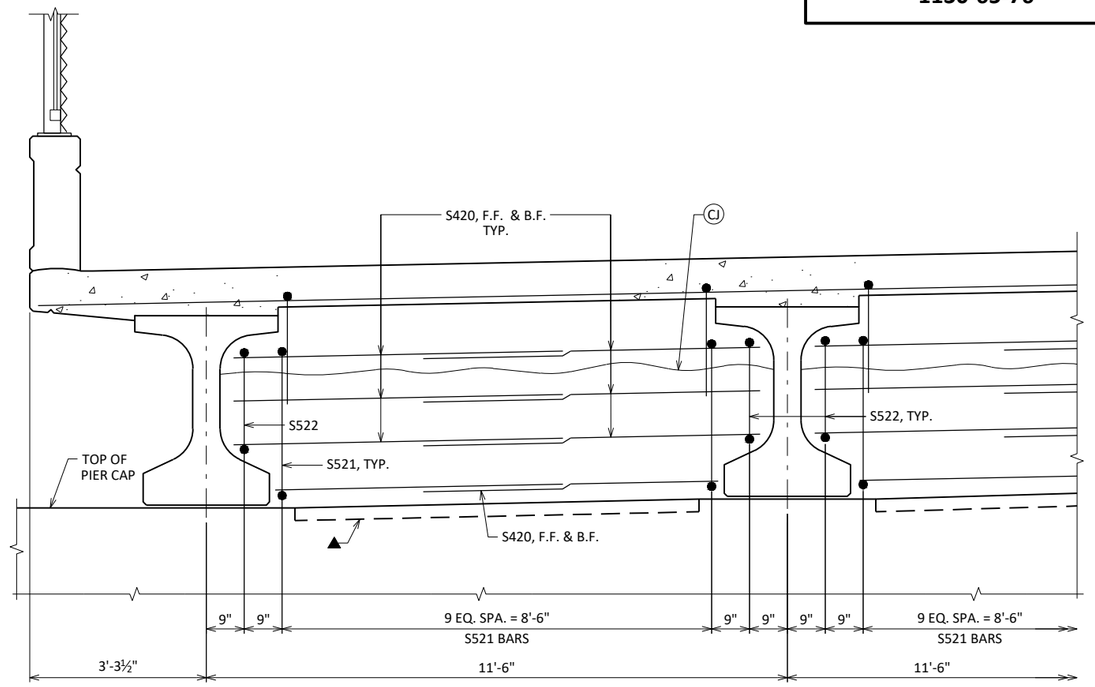


EXTERIOR GIRDER **INTERIOR GIRDER**

PART TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM

(SOUTH ABUTMENT SHOWN - LOOKING SOUTH)
(NORTH ABUTMENT SIMILAR)

Ⓒ OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER.
IF USED, DECK POUR MUST BE WITHIN TWO WEEKS FROM
THE TIME OF DIAPHRAGM POUR.



EXTERIOR GIRDER **INTERIOR GIRDER**

▲ KEYED CONSTRUCTION JOINT BETWEEN
GIRDERS FORMED BY BEVELED 2" x 6".

PART TRANSVERSE SECTION AT PIER DIAPHRAGM

(LOOKING SOUTH - TYPICAL AT EACH BAY)

8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE DETAILS (2 OF 2)

SHEET 24 OF 38
880

SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080524_SS.DWG
LAYOUT NAME - SHT_24

STATE PROJECT NUMBER

1130-65-76

BILL OF BARS

TOTAL WEIGHT COATED = 114,780 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	SERIES	LOCATION
S501	X	1,238	33'-3"			DECK - TRANSVERSE TOP & BOTTOM
S402	X	310	5'-9"	X		DECK - TRANSVERSE TOP AT OVERHANG
S403	X	388	40'-0"			DECK- LONGITUDINAL BOTTOM
S404	X	97	27'-0"			DECK- LONGITUDINAL BOTTOM
S805	X	190	60'-0"			DECK - LONGITUDINAL TOP AT PIER
S406	X	192	40'-0"			DECK - LONGITUDINAL TOP
S407	X	97	16'-7"			DECK - LONGITUDINAL TOP
S408	X	97	18'-7"			DECK - LONGITUDINAL TOP
S509	X	24	6'-0"			ABUT. DIAPHRAGM - HORIZ. THRU GIRDER WEBS
S610	X	24	33'-8"			ABUT. DIAPHRAGM - HORIZ. B.F.
S611	X	80	6'-5"			ABUT. DIAPHRAGM - HORIZ. F.F.
S412	X	20	7'-7"			ABUT. DIAPHRAGM - HORIZ. BETWEEN BEAM SEATS
S613	X	12	7'-7"	X		ABUT. DIAPHRAGM - HORIZ. OUTSIDE
S614	X	8	1'-8"			ABUT. DIAPHRAGM - HORIZ. OUTSIDE
S515	X	132	6'-11"	X		ABUT. - DIAPHRAGM - VERT. WITH SLAB
S516	X	132	13'-0"	X		ABUT. DIAPHRAGM - VERT BETWEEN GIRDERS
S517	X	24	11'-4"	X		ABUT. DIAPHRAGM - VERT. BETWEEN GIRDER FLANGES
S518	X	90	3'-4"	X		ABUT. DIAPHRAGM - VERT BETWEEN BEAM SEATS
S419	X	8	4'-5"			ABUT. DIAPHRAGM - VERT. OUTSIDE
S420	X	80	6'-0"			PIER DIAPHRAGM - HORIZ.
S521	X	50	11'-8"	X		PIER DIAPHRAGM - VERTICAL BETWEEN GIRDERS
S522	X	10	9'-4"	X		PIER DIAPHRAGM - VERT. BETWEEN GIRDER FLANGES
S523	X	542	2'-9"	X		DECK - SINGLE SLOPE CONCRETE BARRIER DOWEL
S524	X	271	7'-6"	X		SINGLE SLOPE CONCRETE BARRIER - VERTICAL
S525	X	104	40'-0"			PARAPET - LONGITUDINAL
S526	X	26	27'-6"			PARAPET - LONGITUDINAL
S527	X	544	4'-4"	X		DECK - VERTICAL FACE 'A' PARAPET DOWEL
S528	X	542	4'-9"	X		VERTICAL FACE 'A' PARAPET - VERTICAL

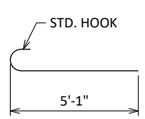
STAINLESS STEEL BARS

TOTAL WEIGHT = 2,210 LBS

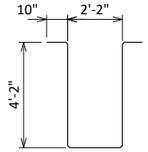
SS901		130	5'-0"	X		ABUT. DIAPHRAGM - APPROACH SLAB TIE BARS

NOTE:
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

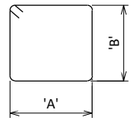
BAR BENDS



S402

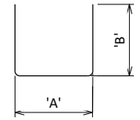


S521



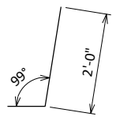
BAR MARK	DIM. 'A'	DIM. 'B'
S516	3'-2"	3'-0"
S517	3'-2"	2'-2"
S522	2'-2"	2'-2"

S516, S517, S522

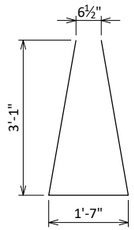


BAR MARK	DIM. 'A'	DIM. 'B'
S613	3'-1"	2'-5"
S515	2'-2"	2'-6"
S518	11"	1'-4"

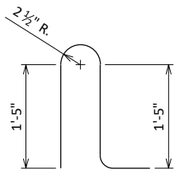
S613, S515, S518



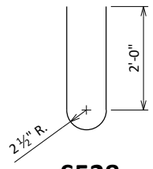
S523



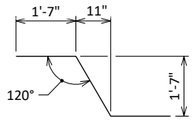
S524



S527



S528



SS901

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SUPERSTRUCTURE BILL OF BARS

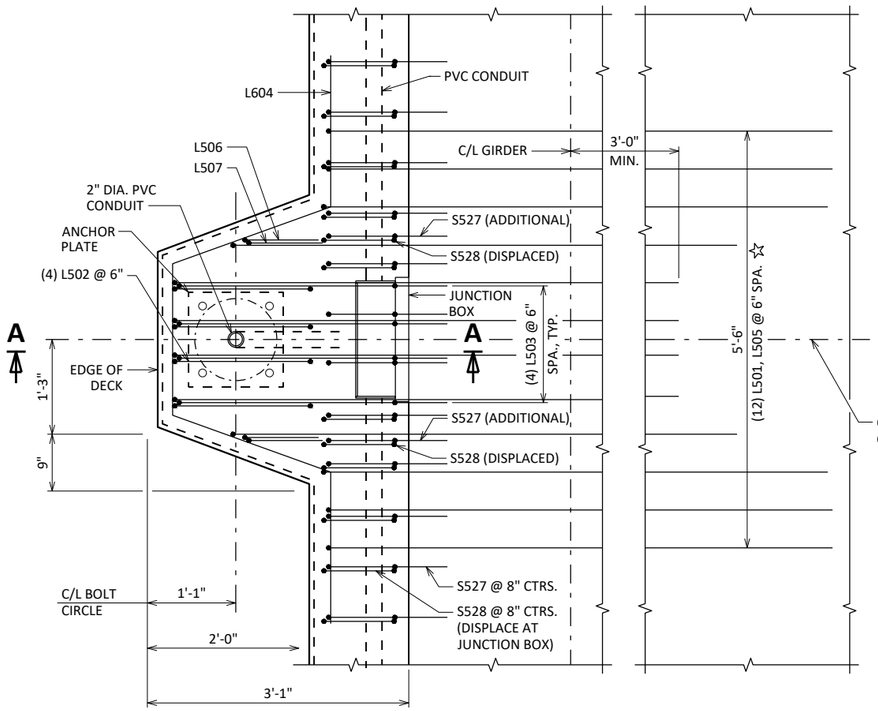
SHEET 25 OF 38
881

SCALE = 3

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080525_SS.DWG
LAYOUT NAME - SHT_25

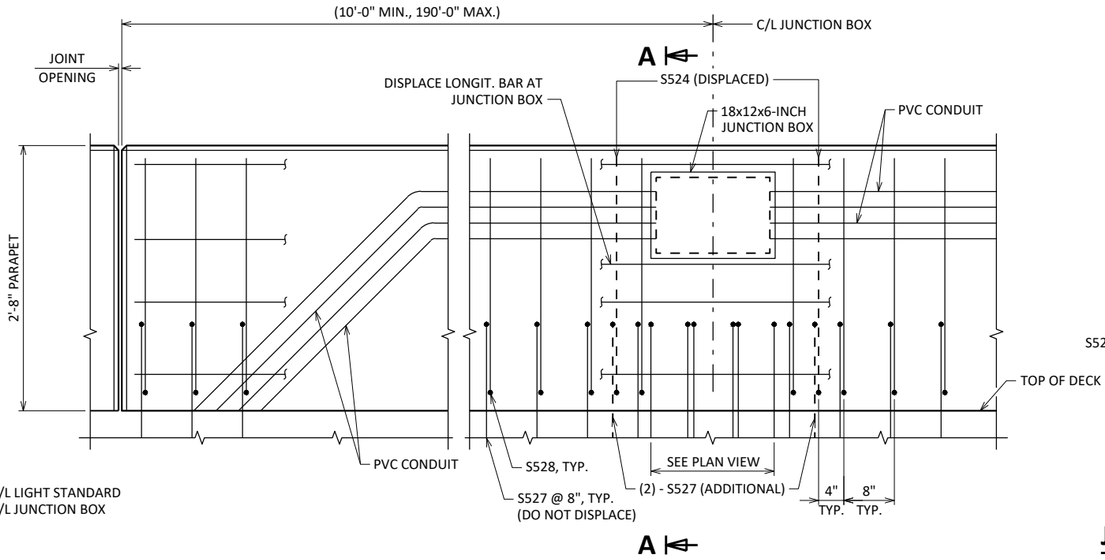
STATE PROJECT NUMBER

1130-65-76



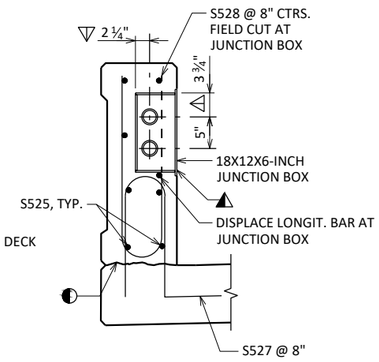
PLAN AT LIGHT STANDARD

(DECK STEEL NOT SHOWN FOR CLARITY)



INSIDE ELEVATION AT JUNCTION BOX

(DECK STEEL NOT SHOWN FOR CLARITY)



JUNCTION BOX DETAIL

NOTES

BID ITEM SHALL BE "ANCHOR ASSEMBLIES POLES ON STRUCTURES", EACH.

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

SEE SHEET 27 FOR ADDITIONAL INFORMATION.

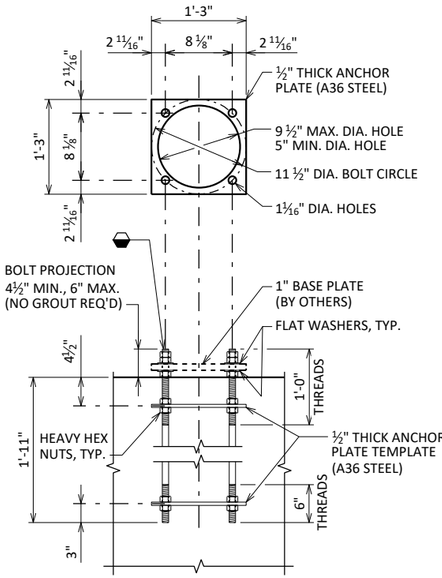
LEGEND

- CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.
- CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT.

RMC = RIGID METALLIC CONDUIT.

- 1" DIA. ANCHOR RODS ASTM F1554 GR 55, HEAVY HEX NUTS ASTM A563, AND WASHERS ASTM F436. ANCHOR ASSEMBLIES SHALL BE GALVANIZED PER SECTION 531 OF THE STANDARD SPECIFICATION. PROVIDE (2) WASHERS AND (7) NUTS PER ANCHOR ROD.
- ☆ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.

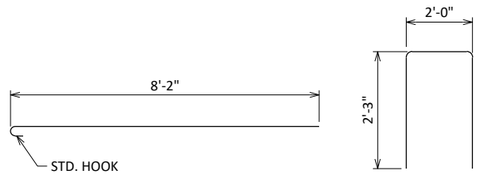


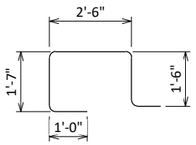
ANCHOR ROD ASSEMBLY DETAIL

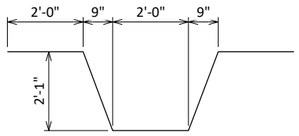
(1 REQ'D)

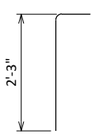
(4) - ANCHOR RODS REQUIRED PER ASSEMBLY

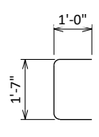
BAR BENDS

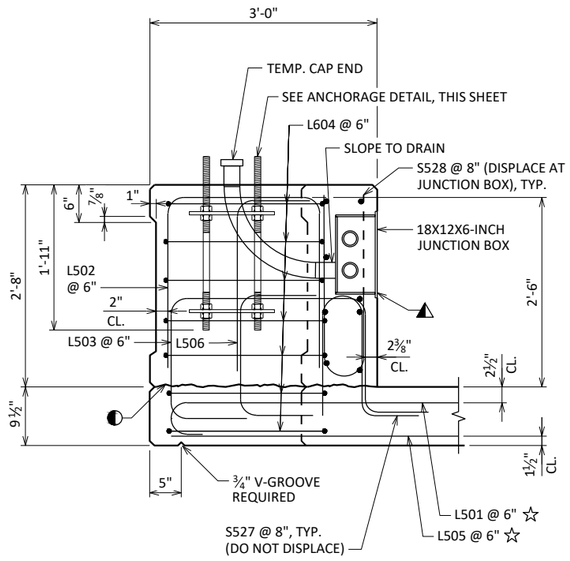












SECTION A-A

BILL OF BARS

TOTAL WEIGHT COATED = 390 LBS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
L501	X	12	8'-9"	X	LIGHT STD. - TRANS. - DECK - TOP
L502	X	4	6'-7"	X	LIGHT STD. - VERT. - PARAPET
L503	X	4	7'-0"	X	LIGHT STD. - VERT. - PARAPET
L604	X	7	10'-0"	X	LIGHT STD. - HORIZ.. - PARAPET
L505	X	12	8'-2"		LIGHT STD. - TRANS. - DECK - BOT.
L506	X	2	3'-2"	X	LIGHT STD. - VERT. - PARAPET
L507	X	2	3'-4"	X	LIGHT STD. - VERT. - PARAPET

NOTES:
THE FIRST DIGIT OF THE BAR MAR SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

LIGHT SUPPORT DETAILS

SHEET 26 OF 38

882

SCALE = 24

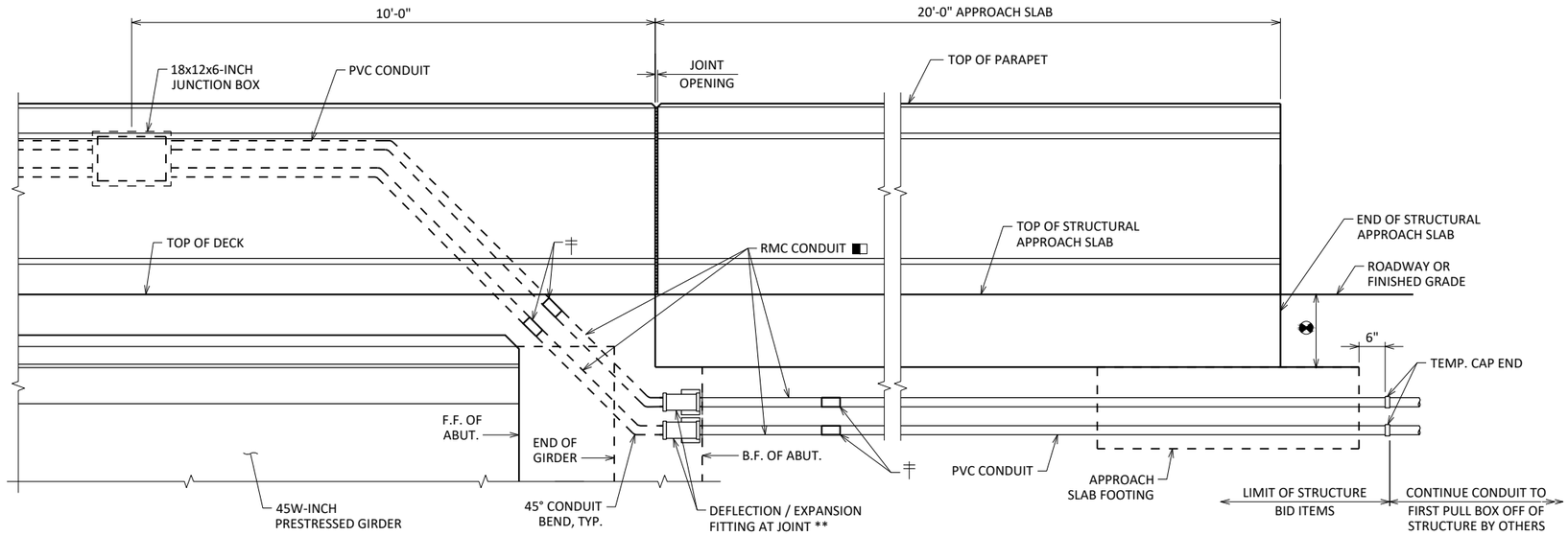
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8

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080526_SS.DWG
LAYOUT NAME - SHT_26

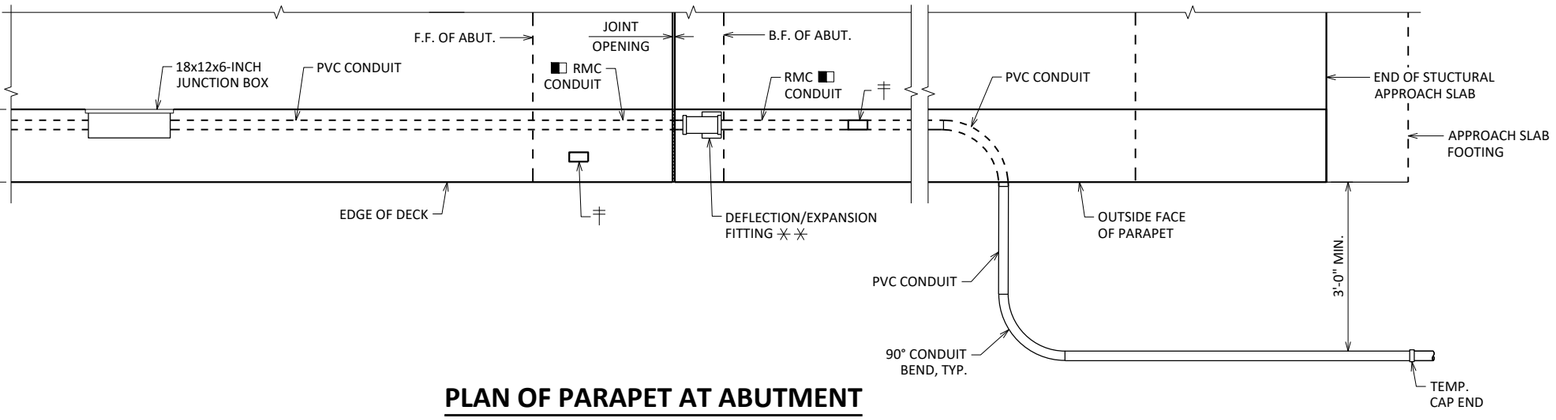
STATE PROJECT NUMBER

1130-65-76

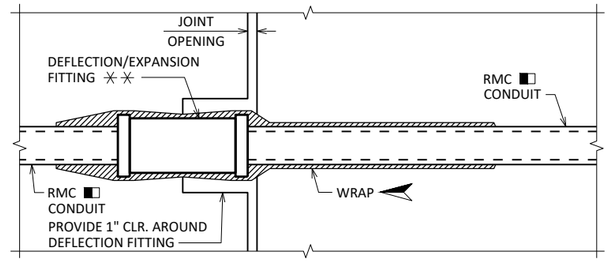


OUTSIDE ELEVATION OF PARAPET AT ABUTMENT

SEE AESTHETICS DETAIL SHEETS FOR OUTSIDE FACE OF PARAPET AESTHETICS



PLAN OF PARAPET AT ABUTMENT



DEFLECTION/EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF ¾" TOTAL MOVEMENT.
BOND JUMPER NOT SHOWN FOR CLARITY.

LEGEND

- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- 2'-0" MIN. CONDUIT COVER UNDER ROADWAYS, 1'-6" OTHERWISE. CONDUIT COVER SHOULD NOT EXCEED 3'-0".
- DEFLECTION/EXPANSION FITTING REQUIREMENTS:
  - UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

PROVIDE JUNCTION BOXES FROM APPROVED PRODUCT LIST.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY	GLM	PLANS CK'D	SGM

CONDUIT DETAILS

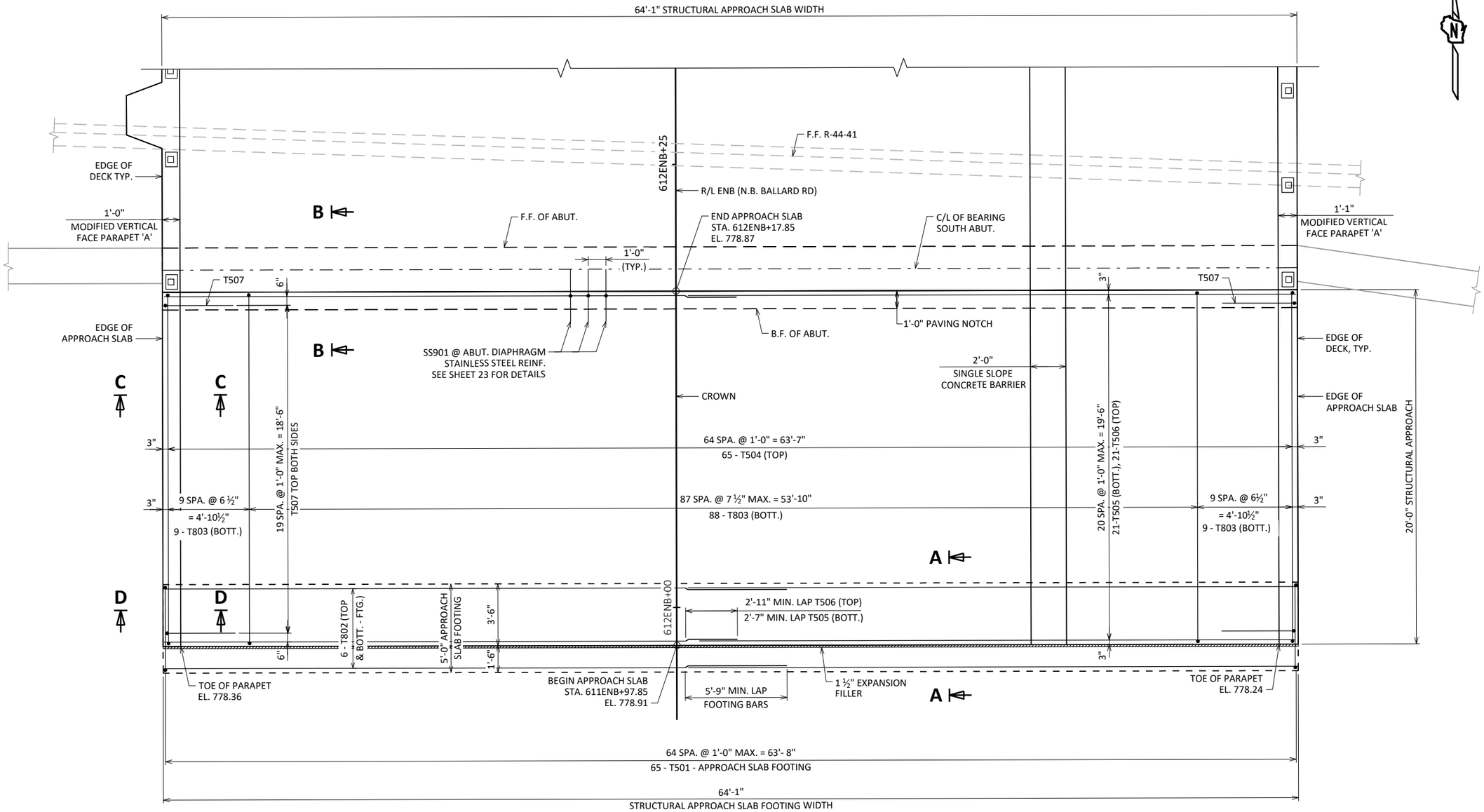
SHEET 27 OF 38
883

SCALE = 24

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080527_SS.DWG
LAYOUT NAME - SHT_27

STATE PROJECT NUMBER

1130-65-76



NOTE
FOR SECTION VIEWS SEE SHEET 30.

SOUTH STRUCTURAL APPROACH SLAB

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SOUTH STRUCTURAL APPROACH SLAB

SHEET 28 OF 38
884

SCALE = 6

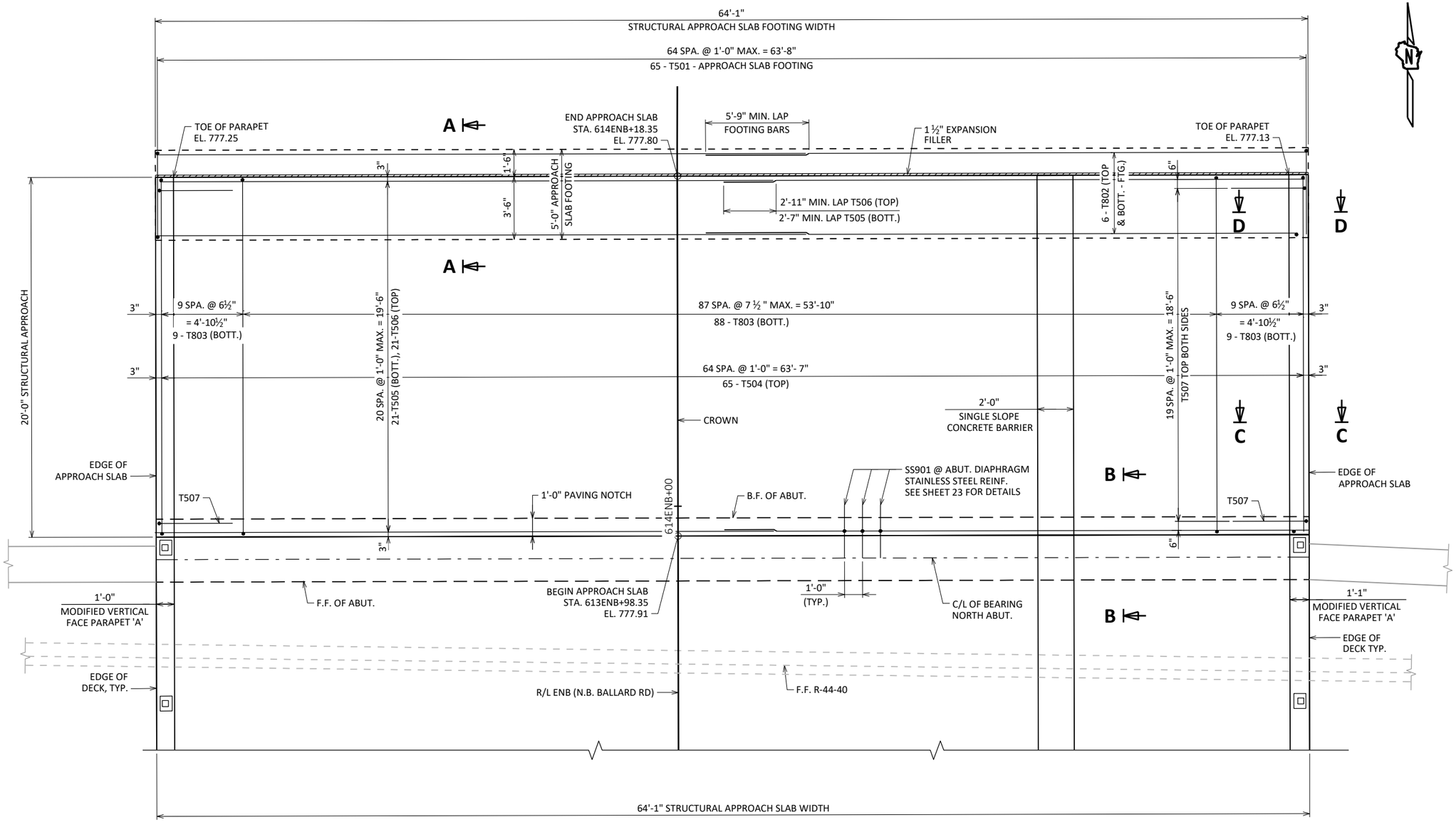
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LAYOUT NAME - SHT_28

STATE PROJECT NUMBER

1130-65-76



NORTH STRUCTURAL APPROACH SLAB

NOTES

FOR SECTION VIEWS SEE SHEET 30.

SEE SHEET 31 FOR SINGLE SLOPE CONCRETE BARRIER DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

NORTH STRUCTURAL APPROACH SLAB

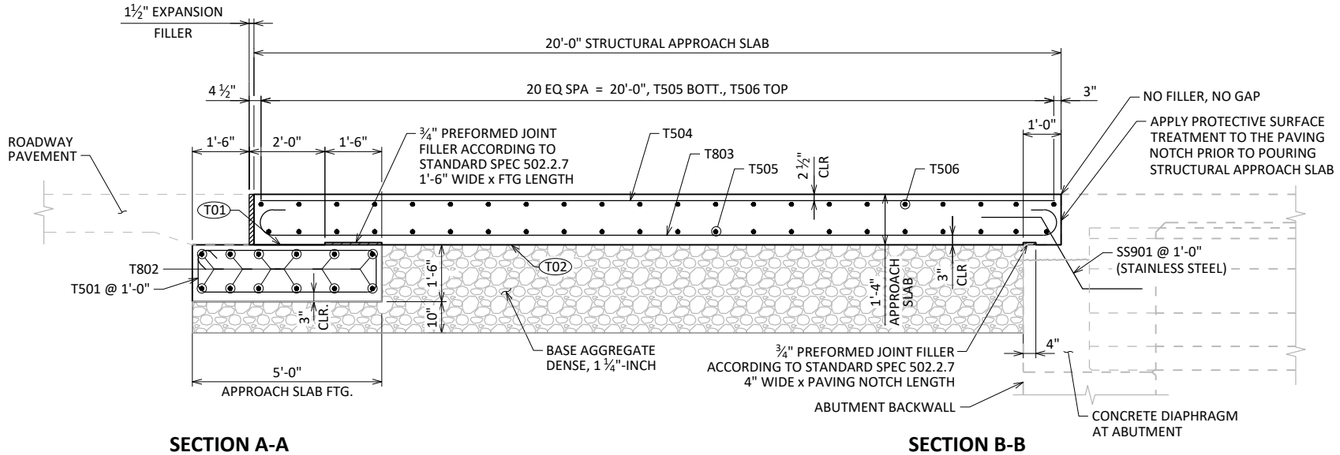
SHEET 29 OF 38
885

SCALE = 6

FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080529_AS.DWG
LAYOUT NAME - SHT_29

STATE PROJECT NUMBER

1130-65-76



SECTION A-A **SECTION B-B**

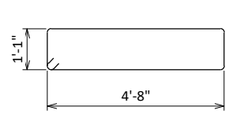
SECTION THRU STRUCTURAL APPROACH SLAB

BILL OF BARS

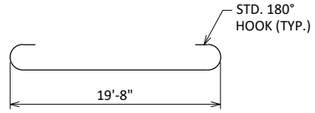
TOTAL WEIGHT COATED = 27,130 LBS

BAR MARK	COAT	NO. REQ'D S. APPR.	NO. REQ'D N. APPR.	LENGTH	BENT	LOCATION
T501	X	65	65	12'-2"	X	APPROACH SLAB FOOTING - STIRRUP
T802	X	24	24	34'-10"		APPROACH SLAB FOOTING - TRANSVERSE
T803	X	106	106	21'-6"	X	APPROACH SLAB - LONGITUDINAL - BOTTOM
T504	X	65	65	19'-8"		APPROACH SLAB LONGITUDINAL - TOP
T505	X	42	42	33'-3"		APPROACH SLAB - TRANSVERSE - BOTTOM
T506	X	42	42	33'-5"		APPROACH SLAB - TRANSVERSE - TOP
T507	X	40	40	4'-1"	X	APPROACH SLAB - TRANSVERSE - TOP

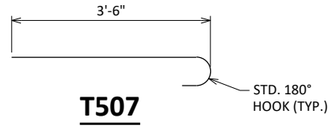
BAR BENDS



T501



T803



T507

LEGEND

(T01) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

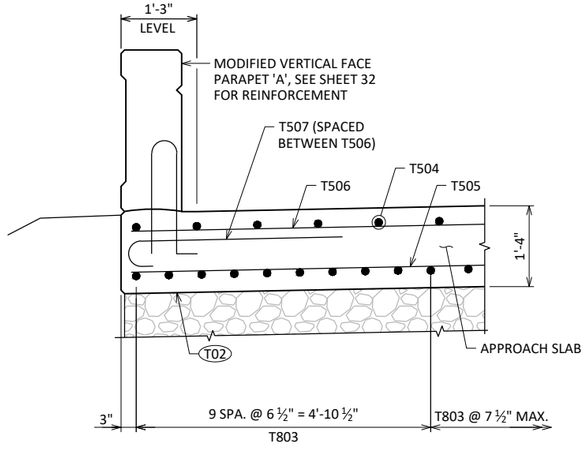
(T02) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE. POLYETHYLENE SHEETS SHALL BE CONSIDERED INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

NOTES

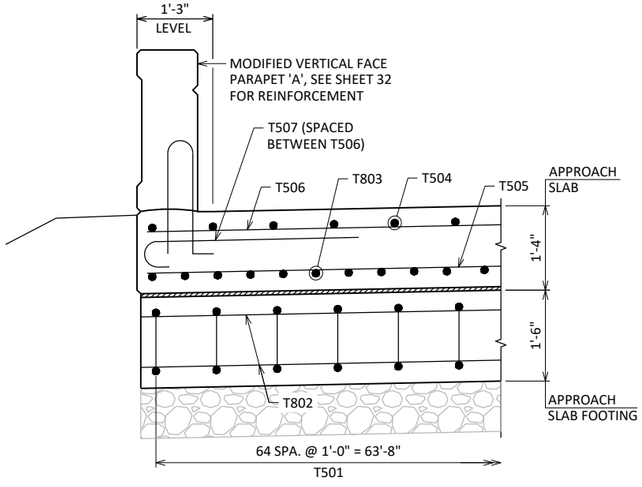
PROVIDE LONGITUDINAL GROOVING ON APPROACH SLABS.

SEE PARAPET SHEETS FOR PARAPET REINFORCING TIE PLACEMENT REQUIRED IN APPROACH SLABS.

IN ADDITION TO THE AREAS OUTLINED IN THE STANDARD SPECIFICATIONS, APPLY PROTECTIVE SURFACE TREATMENT TO THE TOP OF APPROACH SLAB SURFACE.



SECTION C-C



SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

STRUCTURAL APPROACH SLAB DETAILS

SHEET 30 OF 38

886

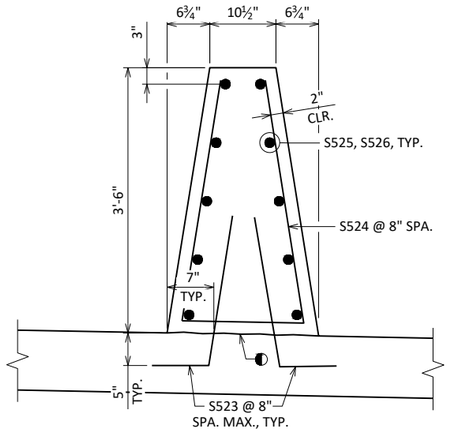
SCALE = 4

8

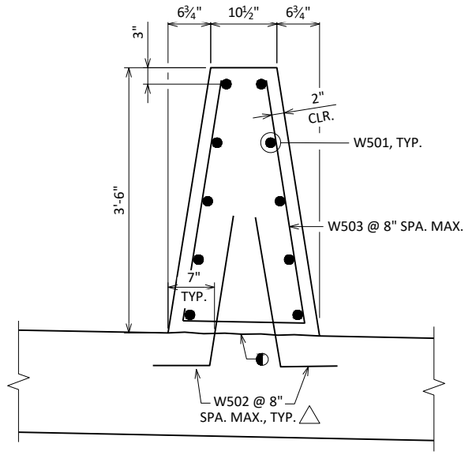
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STATE PROJECT NUMBER

1130-65-76

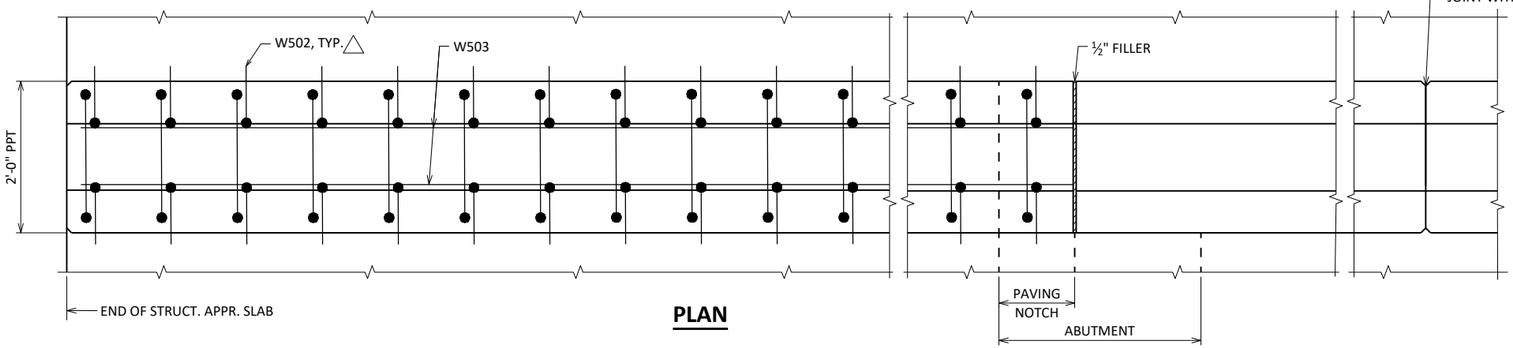


SECTION THRU PARAPET ON DECK

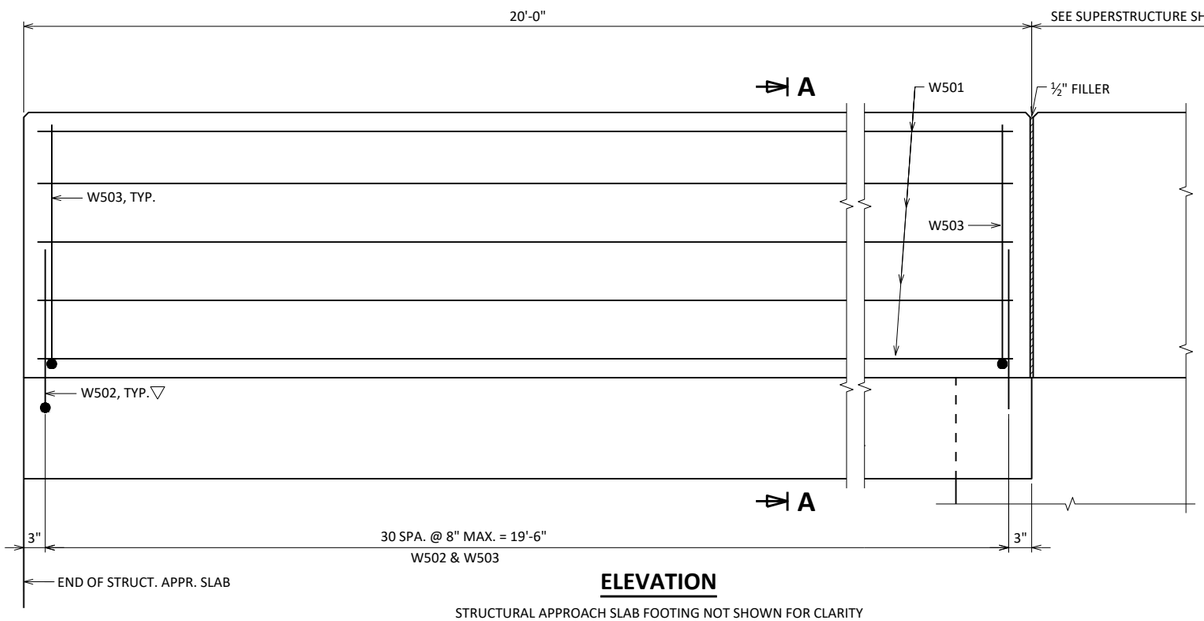


SECTION A-A

ON STRUCTURAL APPROACH SLAB



PLAN



ELEVATION

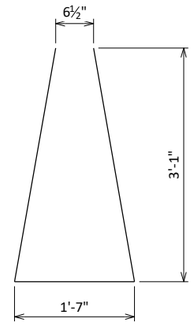
STRUCTURAL APPROACH SLAB FOOTING NOT SHOWN FOR CLARITY

BILL OF BARS

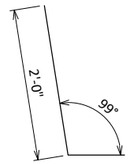
TOTAL WEIGHT COATED = 1,250 LBS

BAR MARK	COAT	NO. REQ'D S. APPR. SLAB	NO. REQ'D N.APPR. SLAB	LENGTH	BENT	LOCATION
W501	X	10	10	19'-7"		BARRIER HORIZONTAL
W502	X	62	62	2'-9"	X	BARRIER - VERTICAL
W503	X	31	31	7'-6"	X	BARRIER - VERTICAL

BAR BENDS



W503



W502

LEGEND

△ W502 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

◐ HORIZ. CONST. JOINT - STRIKE OFF AS SHOWN

NOTES

FOR SECTION THRU PARAPET ON BRIDGE DETAIL SEE "SUPERSTRUCTURE CROSS SECTION" SHEET 22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

SINGLE SLOPE CONCRETE BARRIER

SHEET 31 OF 38
887

SCALE = 24

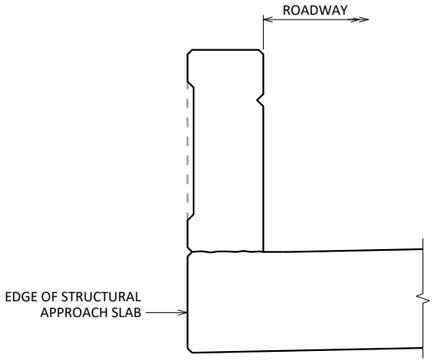
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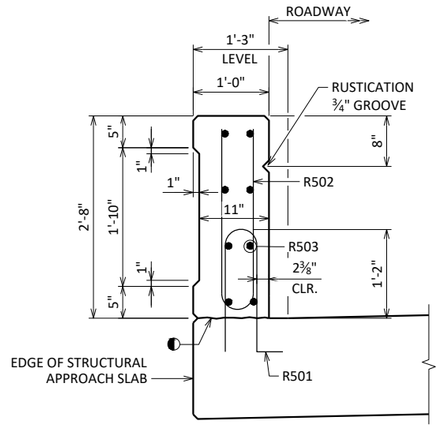
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LAYOUT NAME - SHT_31

STATE PROJECT NUMBER

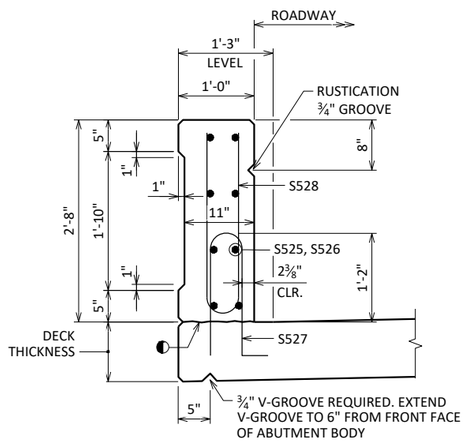
1130-65-76



VIEW A
WEST PARAPET



SECTION B-B
WEST PARAPET



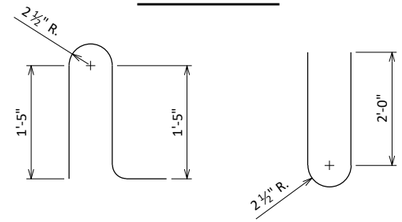
SECTION C-C
WEST PARAPET

BILL OF BARS

TOTAL WEIGHT COATED = 1,830 LBS

BAR MARK	COAT	NO. REQ'D S. APPR. SLAB	NO. REQ'D N. APPR. SLAB	LENGTH	BENT	LOCATION
R501	X	62	62	4'-4"	X	PARAPET - VERTICAL
R502	X	62	62	4'-9"	X	PARAPET - VERTICAL
R503	X	16	16	19'-7"		PARAPET - HORIZONTAL

BAR BENDS

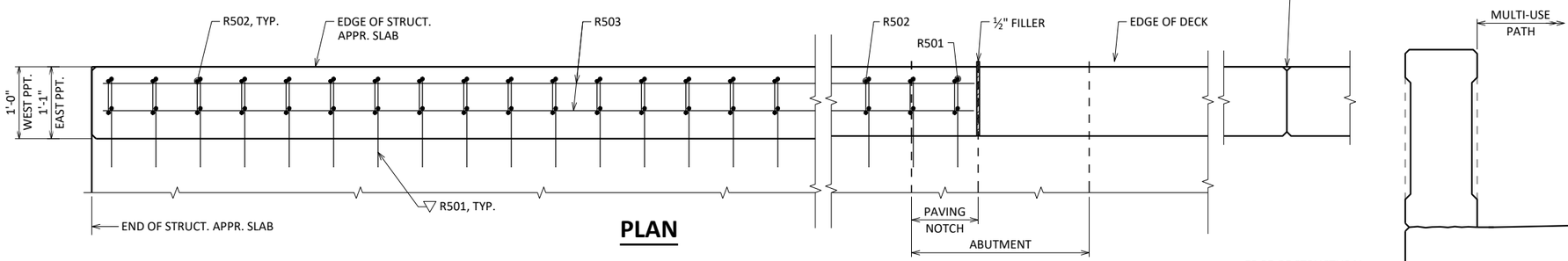


R501 **R502**

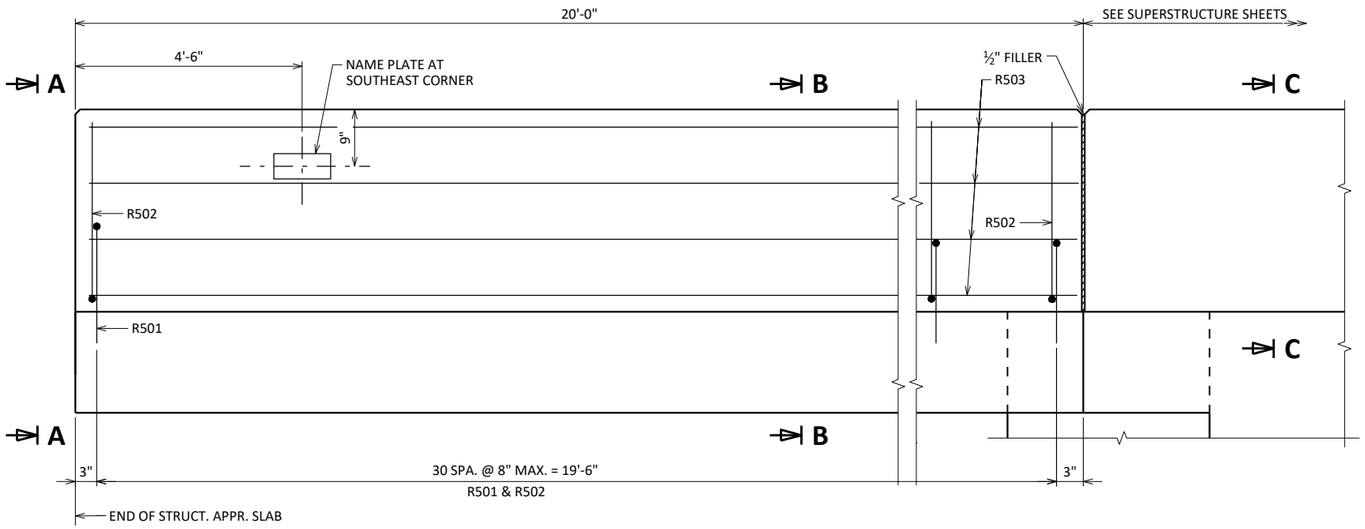
NOTES

◐ CONST. JOINT - STRIKE OFF AS SHOWN

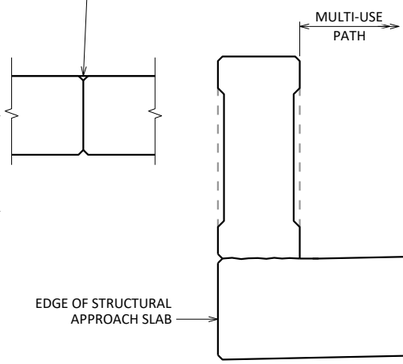
▽ R501 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.



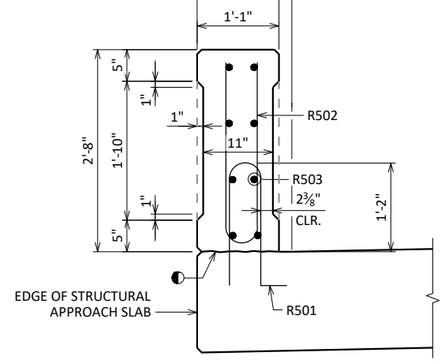
PLAN



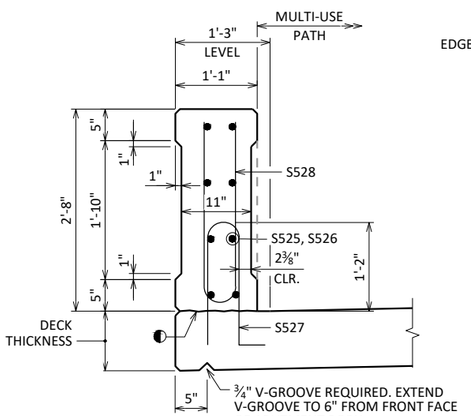
INSIDE ELEVATION
STRUCTURAL APPROACH SLAB FOOTING NOT SHOWN FOR CLARITY



VIEW A
EAST PARAPET



SECTION B-B
EAST PARAPET



SECTION C-C
EAST PARAPET

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

MODIFIED VERTICAL FACE PARAPET 'A'

SHEET 32 OF 38

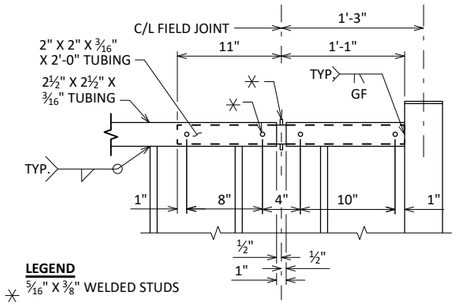
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LAYOUT NAME - SHT_32

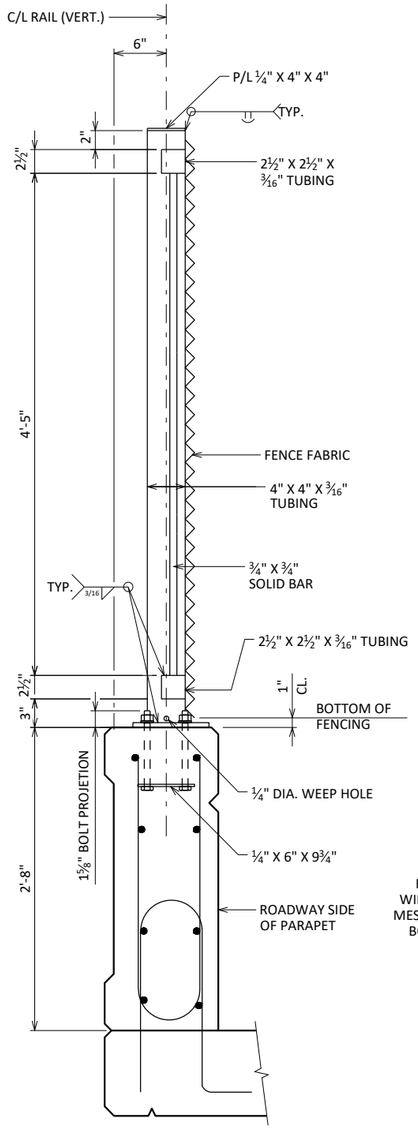


LEGEND

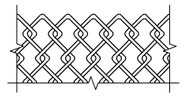
⚹ 3/16" X 3/8" WELDED STUDS

⚹ WELD BEAD ON EACH SIDE OF TUBE. GRIND BEADS SO THAT SLEEVE FITS FREELY INSIDE THE 2½" X 2½" TUBE.

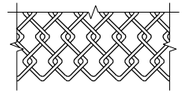
RAILING EXPANSION JOINT DETAIL



SECTION THRU RAILING

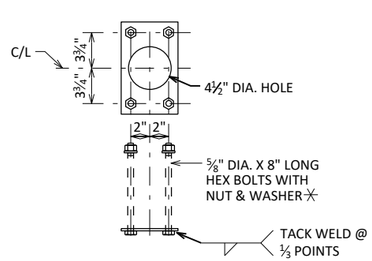


TOP DETAIL



BOTTOM DETAIL

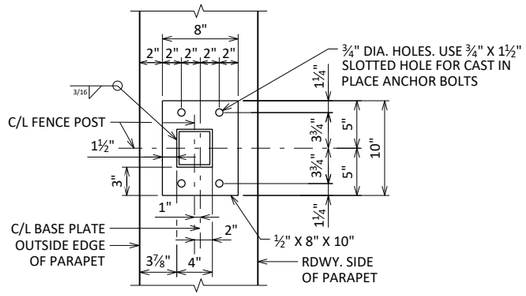
FENCE FABRIC



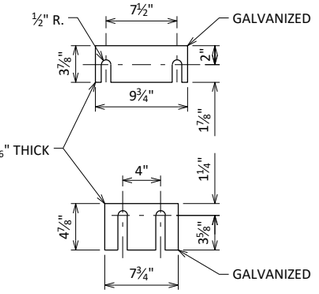
ANCHORAGE DETAIL

⚹ ALTERNATIVE ANCHORAGE: ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

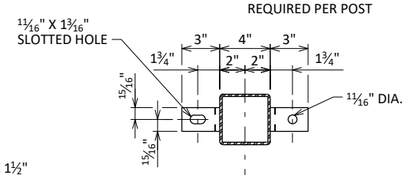


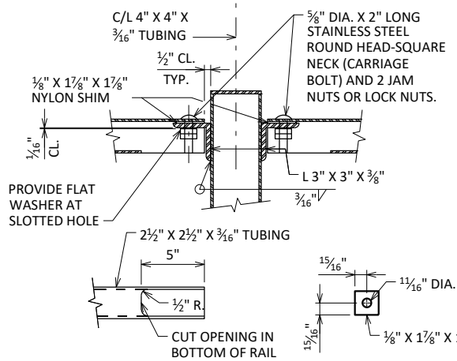
BASE PLATE



SHIM PLATE DETAILS

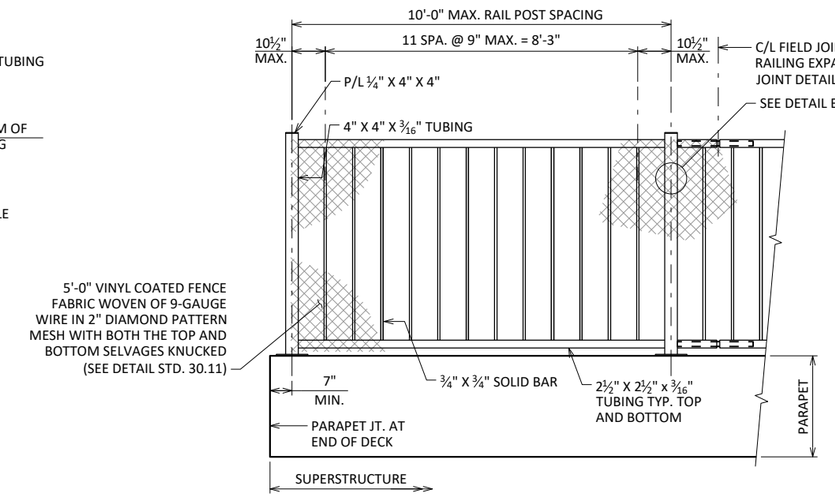
TWO SHIMS OF EACH SIZE REQUIRED PER POST





BOTTOM VIEW RAIL NOTCH **NYLON SHIM**

TOP RAIL CONNECTION FOR ALTERNATE DETAIL



INSIDE ELEVATION OF RAILING

STRAIGHT RAIL SHOWN (BENT RAIL SIMILAR)

STATE PROJECT NUMBER

1130-65-76

NOTES

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STRUCTURAL TUBING SHALL CONFORM TO ASTM A500, GRADE B. PLATES, ANGLES, BARS AND SHIMS SHALL CONFORM TO ASTM A709, GRADE 36. FENCE FABRIC SHALL CONFORM TO F668, CLASS 2B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET POSTS NORMAL TO GRADE.

ALL POST SPACINGS ARE TAKEN HORIZONTAL ALONG CENTERLINE OF RAILING AT BASE OF POST.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

CUT BOTTOM OF POST TO MAKE VERTICAL IN TRANSVERSE DIRECTION.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED. ⚹

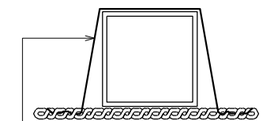
THE BID ITEM SHALL BE "RAILING TUBULAR SCREENING" WHICH SHALL INCLUDE ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE NOT MORE THAN 3 POSTS.

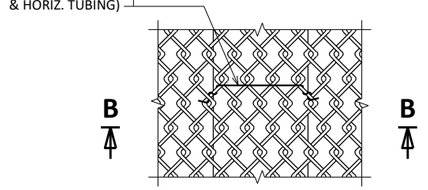
VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

ALL RAILING MATERIAL SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK. FENCE FABRIC AND TIES TO BE VINYL-COATED. COLOR SHALL BE BLACK IN ACCORDANCE WITH ASTM F934.

THE END OF THE FABRIC SHALL BE ATTACHED TO THE POST BY MEANS OF A TENSION BAR THREADED THROUGH THE END LOOPS OF THE FABRIC AND SECURED TO THE POST WITH CLAMPS & BOLT. THE FABRIC SHALL BE STRETCHED TO REMOVE ALL SLACK.



SECTION B-B



DETAIL B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

TUBULAR STEEL RAILING SCREENING

SHEET 33 OF 38

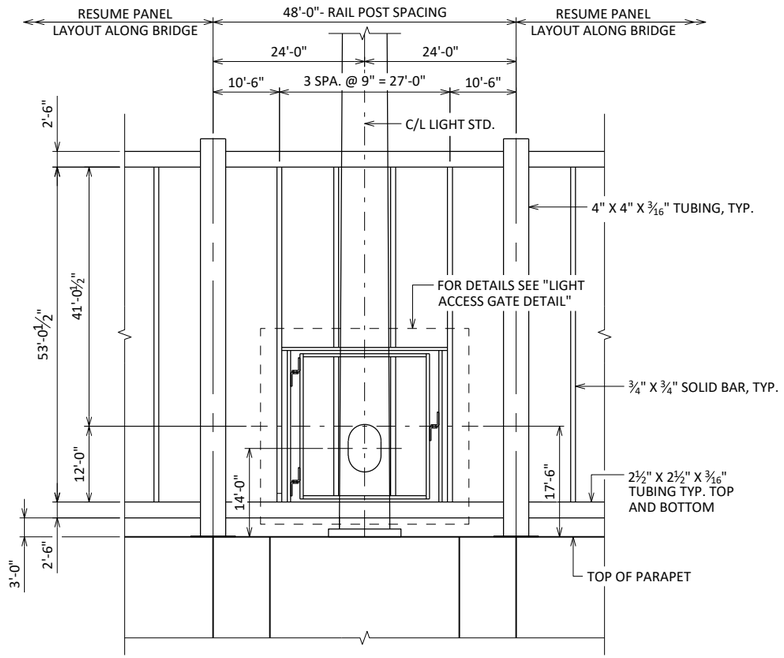
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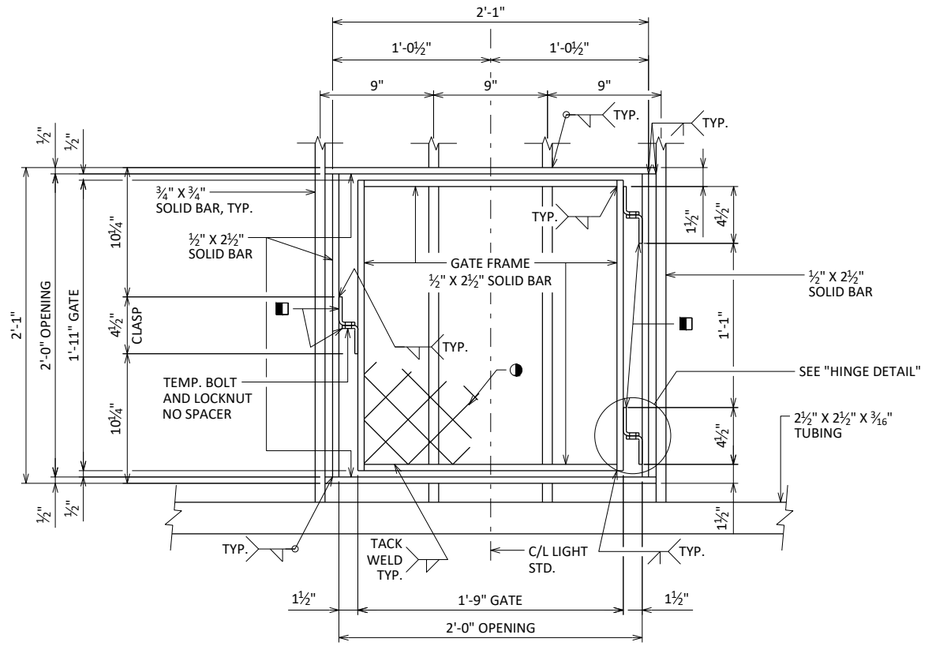
STATE PROJECT NUMBER

1130-65-76



OUTSIDE ELEVATION VIEW

SCREENING NOT SHOWN FOR CLARITY

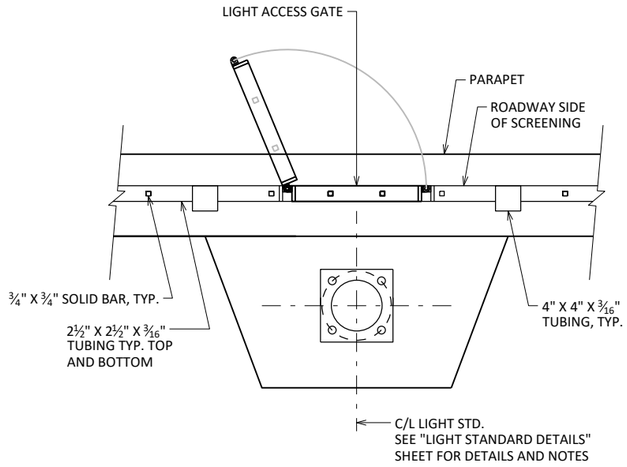


LIGHT ACCESS GATE DETAIL

LEGEND

- MESH WITH OPENING SIZE 2" X 2" SQUARE, ¼" DIA. WIRE
- BENT STEEL PL ¼" X 3" X 1", SEE "STEEL PLATE DETAIL"

SEE "TUBULAR STEEL RAILING SCREENING" SHEET FOR MATERIAL, GALVANIZING, AND BID ITEM INFORMATION

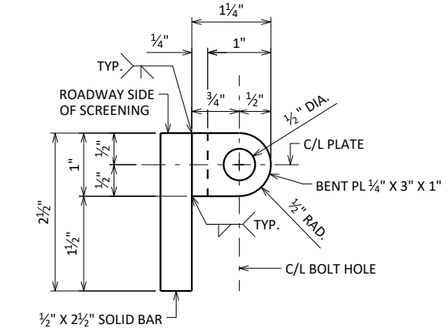


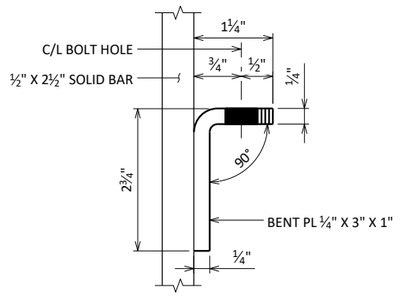
PLAN

NOTES

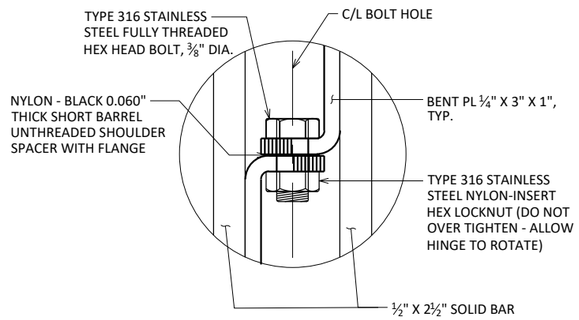
THE STEEL WIRE MESH SHALL BE ATTACHED TO THE LIGHT ACCESS GATE BY MEANS OF TACK WELDING AT ALL LOCATIONS WHERE THE STEEL WIRE MESH MEETS THE LIGHT ACCESS GATE, ½" X 2½" SOLID BAR GATE FRAME AND ¾" X ¾" SOLID BARS. THE STEEL WIRE MESH SHALL BE WELDED TO THE ROADWAY SIDE OF THE ¾" X ¾" SOLID BARS.

GATE, HARDWARE, AND ACCESSORIES ARE INCIDENTAL TO BID ITEM "TUBULAR STEEL RAILING SCREENING".





STEEL PLATE DETAIL



HINGE DETAIL

PROVIDE ADDITIONAL STAINLESS STEEL FULLY THREADED HEX HEAD BOLT, ⅜" DIA. AND STAINLESS STEEL NYLON-INSERT HEX LOCKNUT, HAND TIGHTENED, TO ACT AS TEMPORARY LOCK

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

LIGHT ACCESS GATE DETAIL

SHEET 34 OF 38

890

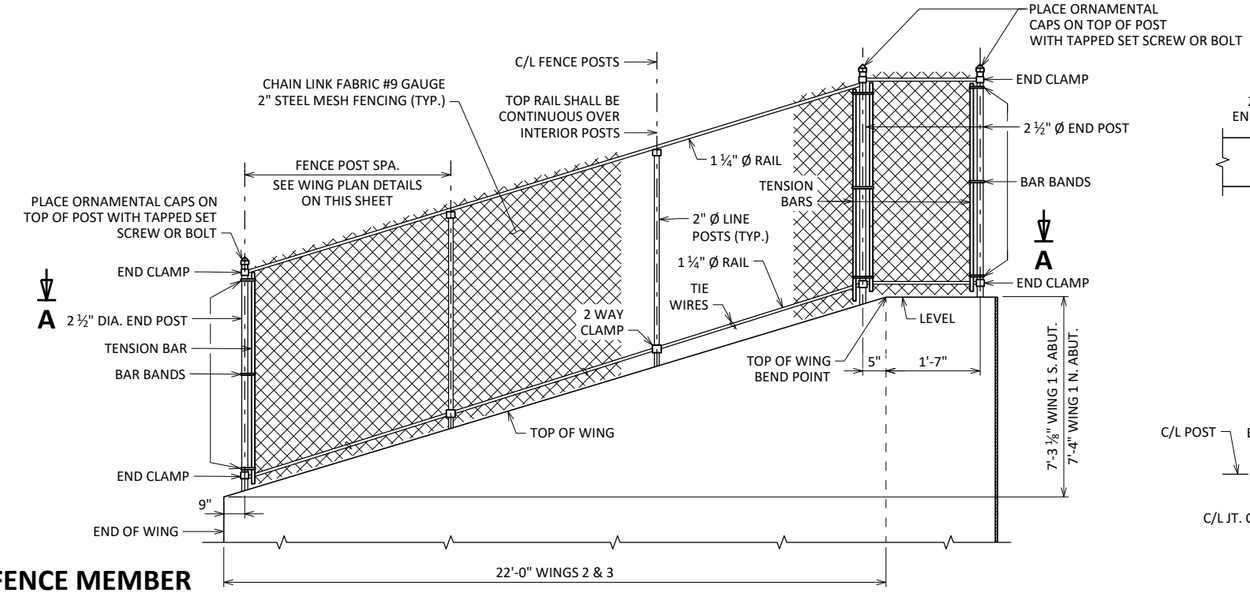
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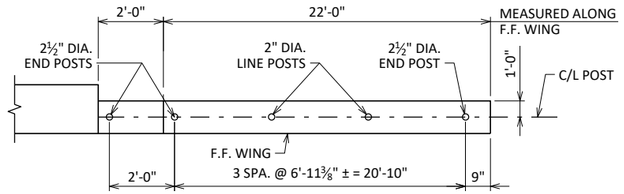
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LAYOUT NAME - SHT_34

STATE PROJECT NUMBER

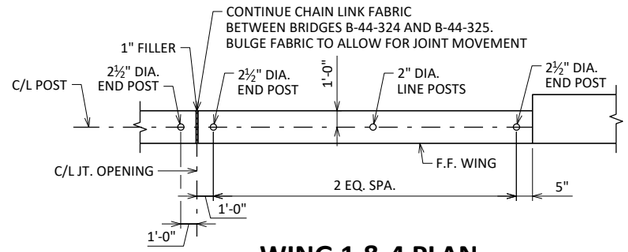
1130-65-76



PARTIAL ELEVATION OF ABUT. WING & FENCE



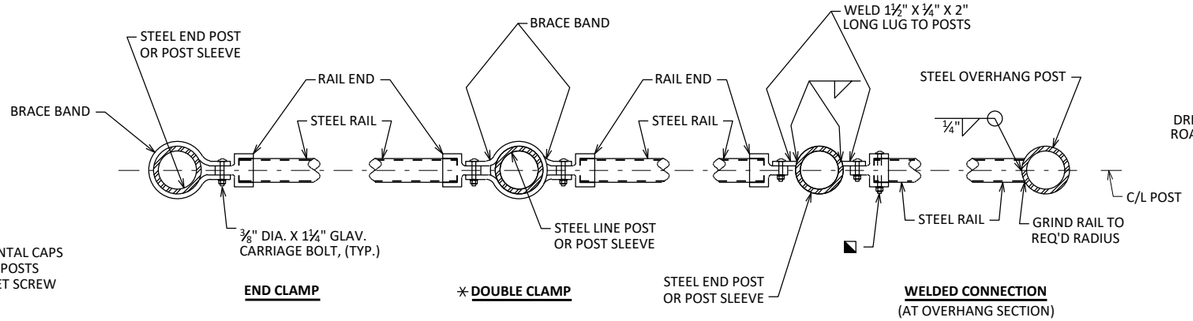
WING 2 & 3 PLAN



WING 1 & 4 PLAN

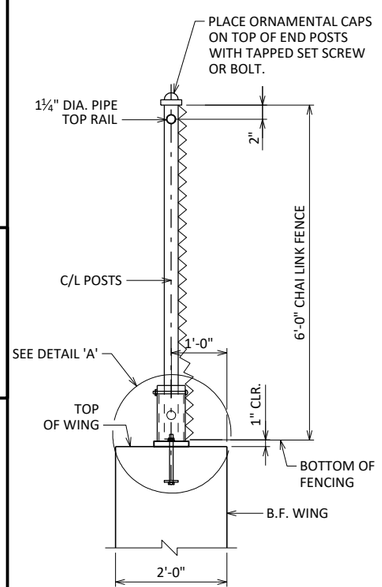
FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

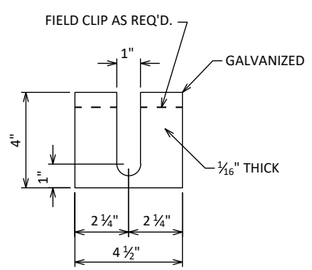


END CLAMP | **⚹ DOUBLE CLAMP** | **WELDED CONNECTION** (AT OVERHANG SECTION)

SECTION A-A

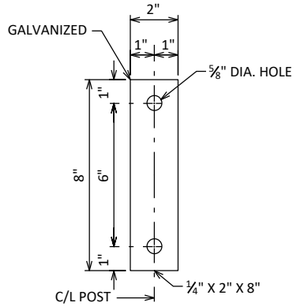


SECTION THRU FENCE



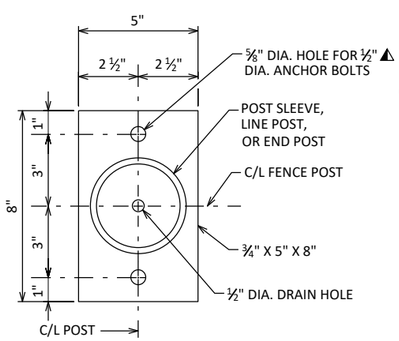
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.

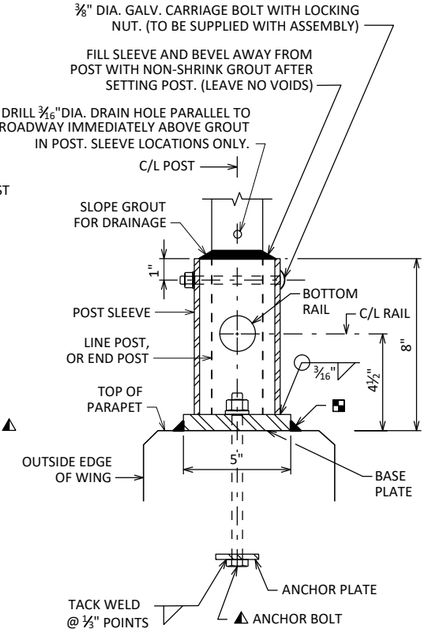


ANCHOR PLATE

☆ NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE "BRIDGE SPECIAL PROVISIONS" FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK (AMS COLOR NO. 27038) IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER COATED 6- FT B-44-325".

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

⚹ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

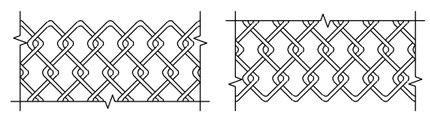
◭ ½" DIA. X 6⅞" LONG GALVANIZED HEX BOLT WITH NUT & WASHER. ⚹

☆ ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ½-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.



TOP DETAIL | **BOTTOM DETAIL**

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

CHAIN LINK FENCE DETAILS

SHEET 35 OF 38

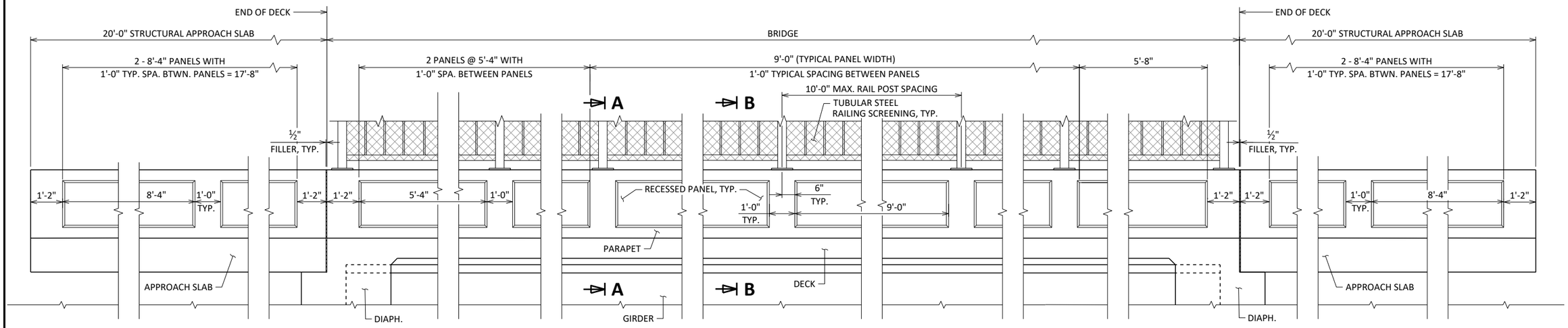
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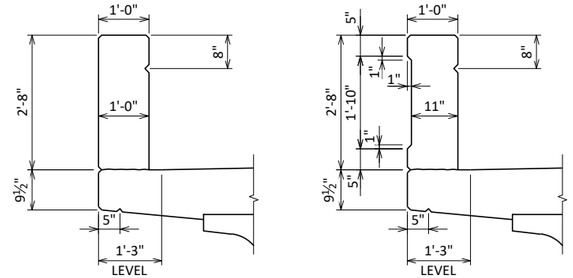
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FILE NAME : C:\USERS\GMCGINN\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\B-44-0325\SHEETS\B44-0325_080835_AE.DWG
LAYOUT NAME - SHT_35

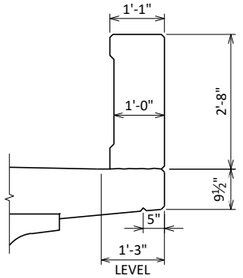
STATE PROJECT NUMBER
1130-65-76



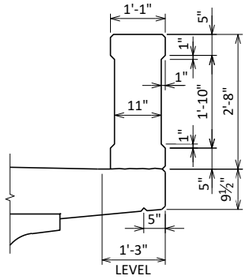


SECTION A-A WEST PARAPET

SECTION B-B WEST PARAPET



SECTION A-A EAST PARAPET



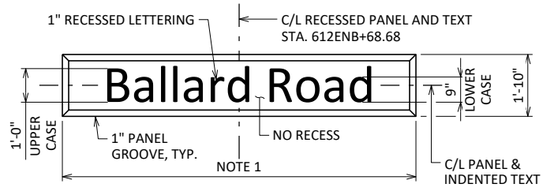
SECTION B-B EAST PARAPET

SECTIONS THRU MODIFIED VERTICAL FACE PARAPET 'A'

FENCING ON TOP OF PARAPET AND CONDUIT NOT SHOWN FOR CLARITY

OUTSIDE ELEVATION & PANEL LAYOUT FOR PARAPET

LOOKING EAST AT WEST PARAPET. EAST PARAPET SIMILAR
EAST AND WEST PARAPET: MODIFIED VERTICAL FACE PARAPET 'A' WITH RAILING TUBULAR SCREENING

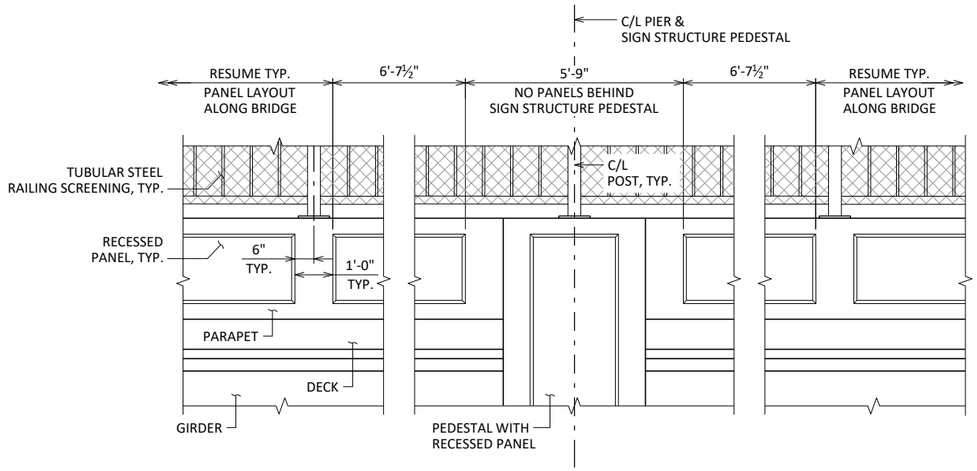


ROAD NAME PANEL DETAILS

SPAN 1, WEST PARAPET, CENTERED OVER I.H. 41 N.B. LANES

ROAD NAME PANEL NOTES:

1. PANEL RAISED AT ROAD NAME ONLY.
2. MAXIMUM POST SPACING IS 10'-0" - SEE "TUBULAR STEEL RAILING SCREENING".
3. SEE PARAPET SECTIONS FOR DIMENSION DETAILS.
4. LETTERING SHALL BE HELVETICA . 12" UPPER AND 9" LOWER CASE.
5. LETTERING SHALL BE CENTERED HORIZONTALLY AND VERTICALLY ON PARAPET.
6. LETTERING IS ONLY ON EXTERIOR FACE OF PARAPET.
7. FORMING OF LETTERING INCIDENTAL TO "HPC MASONRY STRUCTURES".
8. STAIN RECESSED LETTERING BLACK, AMS STANDARD COLOR #27038. INCIDENTAL TO "HPC MASONRY STRUCTURES".



OUTSIDE ELEVATION AT SIGN STRUCTURE PEDESTAL AT PIER

WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS ON THIS SHEET.
FOR POST SPACING DETAILS AND PEDESTAL DETAILS SEE "AESTHETIC DETAILS (2 OF 2)" SHEET.

NOTES

TYPICAL PANEL LAYOUT SHALL BE 9'-0" WIDE PANELS CENTERED BETWEEN STEEL POSTS PLACED AT 10'-0" SPACING.

MAXIMUM STEEL POST SPACING SHALL BE 10'-0" PER WISDOT BM STD. 30.15 AND "TUBULAR STEEL RAILING SCREENING" SHEET.

PANEL LAYOUT AND POST SPACING SHALL BE ADJUSTED AT THE SIGN STRUCTURE PEDESTALS AND LIGHT STANDARD.

SEE "AESTHETIC DETAILS (2 OF 2)" SHEET FOR ADDITIONAL DETAILS.

AT THE LIGHT STANDARD DO NOT USE INDIVIDUAL RECESSED PANELS ON THE OUTSIDE FACE OF THE PARAPET, USE A CONTINUOUS PANEL RECESS ON ALL THREE OUTSIDE FACES OF THE LIGHT STANDARD.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY	GLM	PLANS CK'D	SGM

AESTHETIC DETAILS (1 OF 2)

SHEET 36 OF 38
892

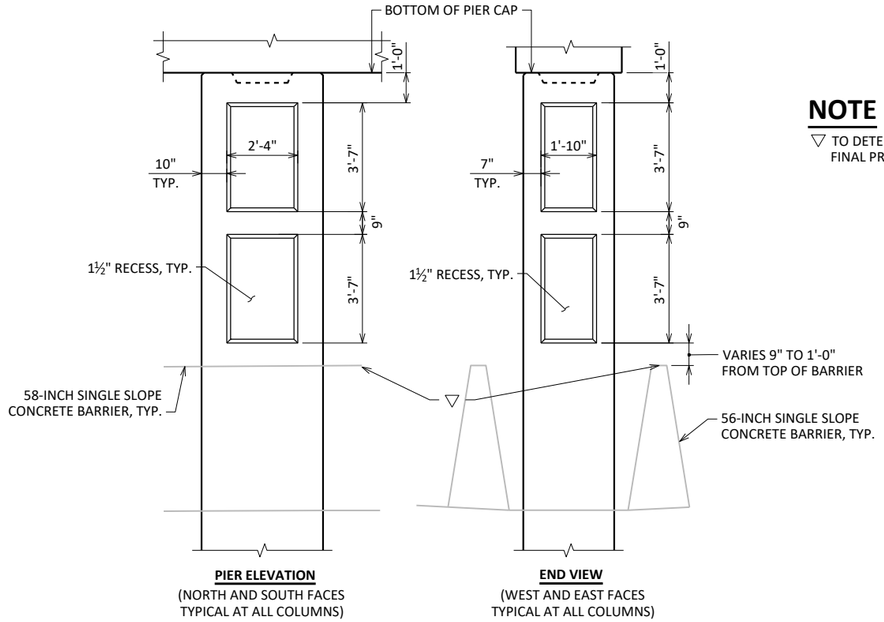
SCALE = VARIES

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8

STATE PROJECT NUMBER

1130-65-76



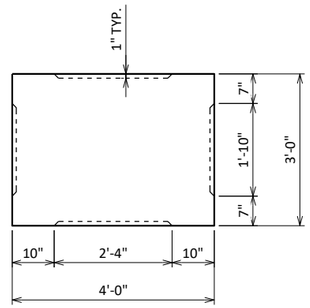
PIER ELEVATION
(NORTH AND SOUTH FACES
TYPICAL AT ALL COLUMNS)

END VIEW
(WEST AND EAST FACES
TYPICAL AT ALL COLUMNS)

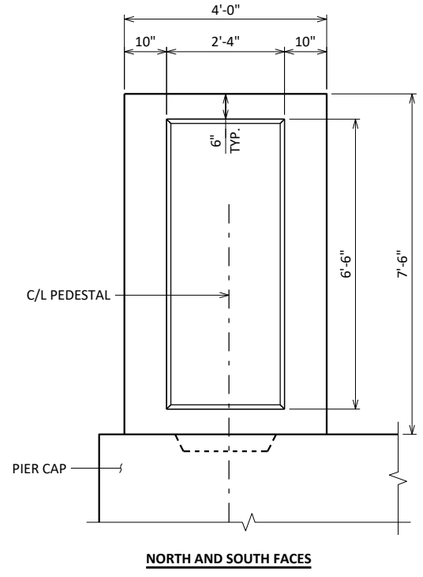
PIER COLUMN ELEVATIONS WITH FINAL ROADWAY CONDITION

NOTE

▽ TO DETERMINE FUTURE BARRIER ELEVATIONS REFER TO FINAL PROFILE GRADES ON "PROFILE GRADE LINES" SHEET.



SECTION THRU COLUMN

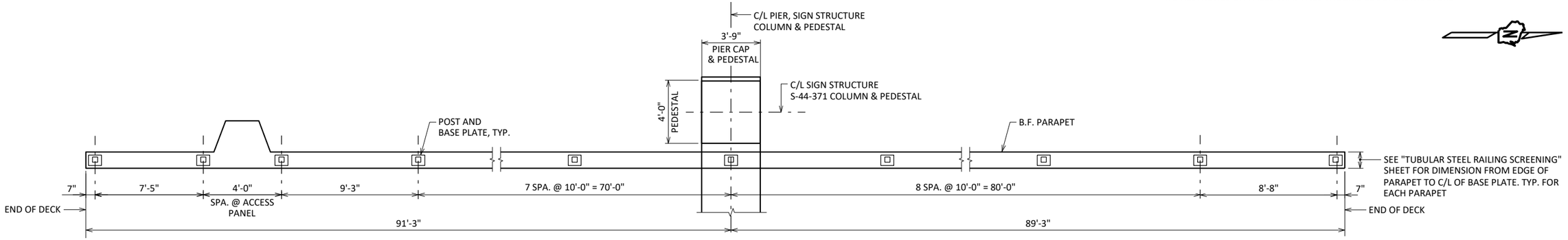


NORTH AND SOUTH FACES

EAST PEDESTAL - EAST FACE
WEST PEDESTAL - WEST FACE

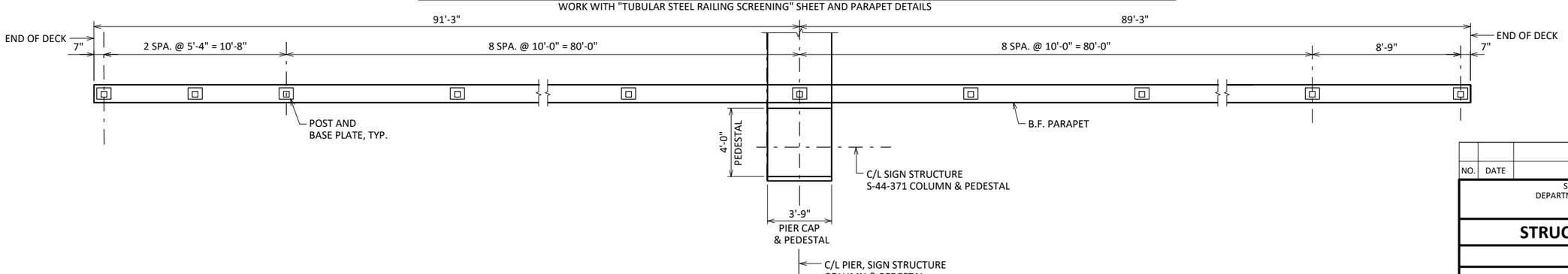
SECTIONS THRU PEDESTAL

NO AESTHETICS ON FACES THAT FACE THE BRIDGE SUPERSTRUCTURE



PLAN VIEW - TUBULAR STEEL RAILING SCREENING POST LAYOUT - WEST PARAPET

WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS



PLAN VIEW - TUBULAR STEEL RAILING SCREENING POST LAYOUT - EAST PARAPET

WORK WITH "TUBULAR STEEL RAILING SCREENING" SHEET AND PARAPET DETAILS

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

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AESTHETIC DETAILS (2 OF 2)

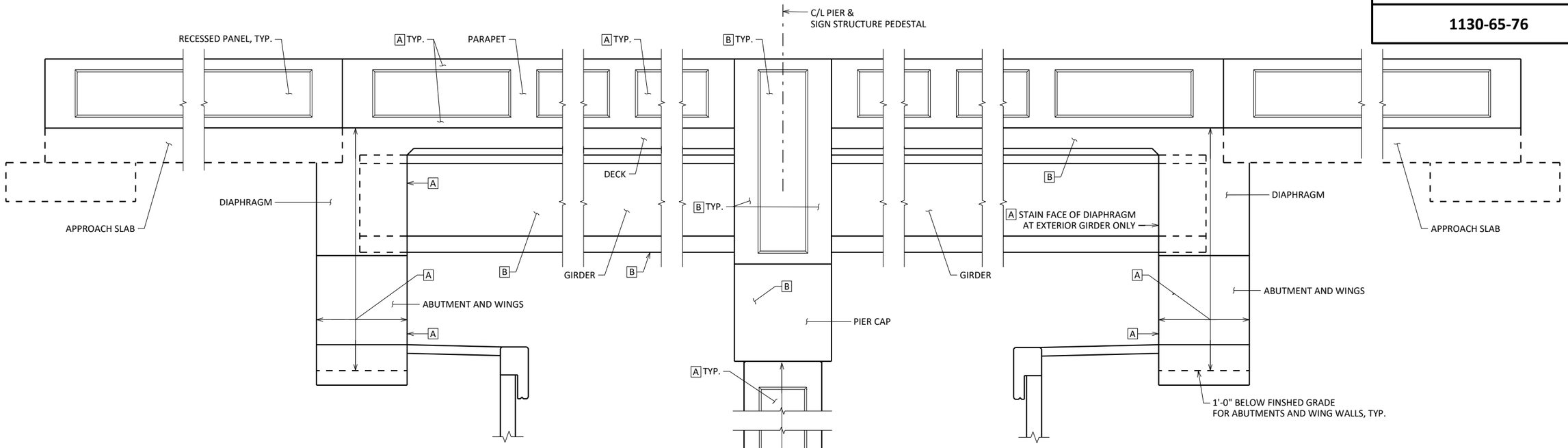
SHEET 37 OF 38

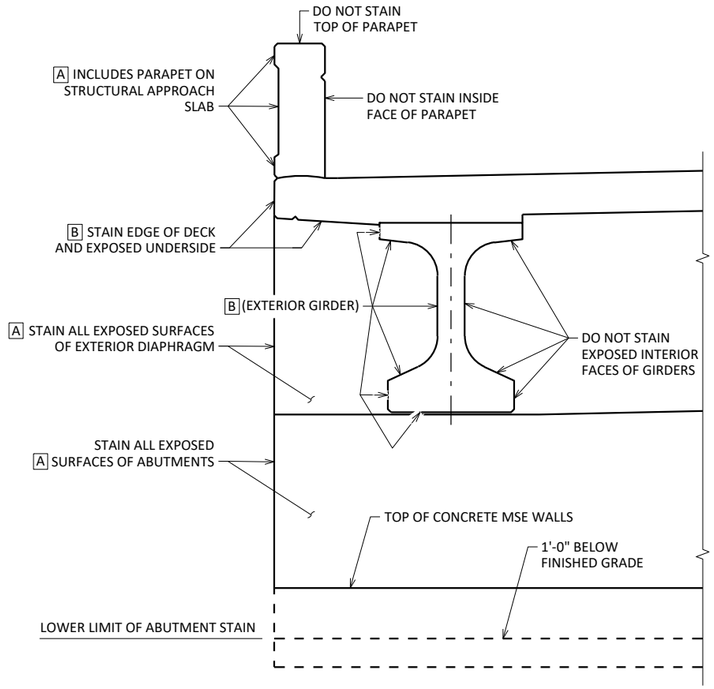
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SCALE = VARIES

STATE PROJECT NUMBER

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PARTIAL ABUTMENT ELEVATION

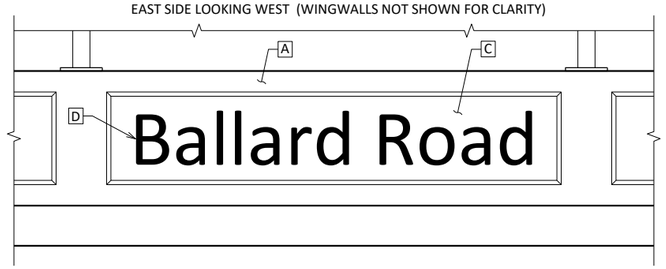
WEST EDGE NEAR NORTH ABUTMENT SHOWN - OTHERS SIMILAR

CONCRETE STAINING SCHEDULE

MARK	COLOR	AMS COLOR NO.	LOCATION	NOTES
A	CRAFT PAPER	31090	PARAPETS	EXTERIOR FACE, EXCEPT AS NOTED FOR ROAD NAME BLOCK
			ABUTMENTS	FRONT FACE FROM TOP OF ABUTMENT TO 1'-0" BELOW FINISHED GRADE AT RETAINING WALLS AND EXPOSED SIDES.
			DIAPHRAGMS	EXPOSED SIDES AND FRONT FACE FROM ENDS OF ABUTMENT TO EDGES OF FIRST GIRDER EACH END.
			WINGS	TOP OF WING, FRONT FACE AND ALL EXPOSED SIDES TO 1'-0" BELOW FINISHED GRADE.
			PIERS	ALL EXPOSED FACES OF PIER COLUMNS.
B	VIRTUAL TAUPE	20150	GIRDERS	EXTERIOR FACES AND UNDERSIDE OF EXTERIOR GIRDERS.
			PIERS	EXPOSED FACES OF PIER CAP AND SIGN STRUCTURE PEDESTAL.
			DECK	FASCIA & EXPOSED UNDERSIDE TO EXTERIOR GIRDER FLANGE.
C	WHOLE WHEAT	30450	ROAD NAME BLOCK	ENTIRE RECESSED PANEL AT THE LOCATION OF ROAD NAME.
D	TRICORN BLACK	27038	ROAD NAME BLOCK	ROAD NAME TEXT WITHIN ROAD NAME BLOCK.

OUTSIDE ELEVATION OF STRUCTURE

EAST SIDE LOOKING WEST (WINGWALLS NOT SHOWN FOR CLARITY)



ROAD NAME PANEL DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-325

DRAWN BY GLM | PLANS CK'D SGM

STAINING DETAILS

SHEET 38 OF 38

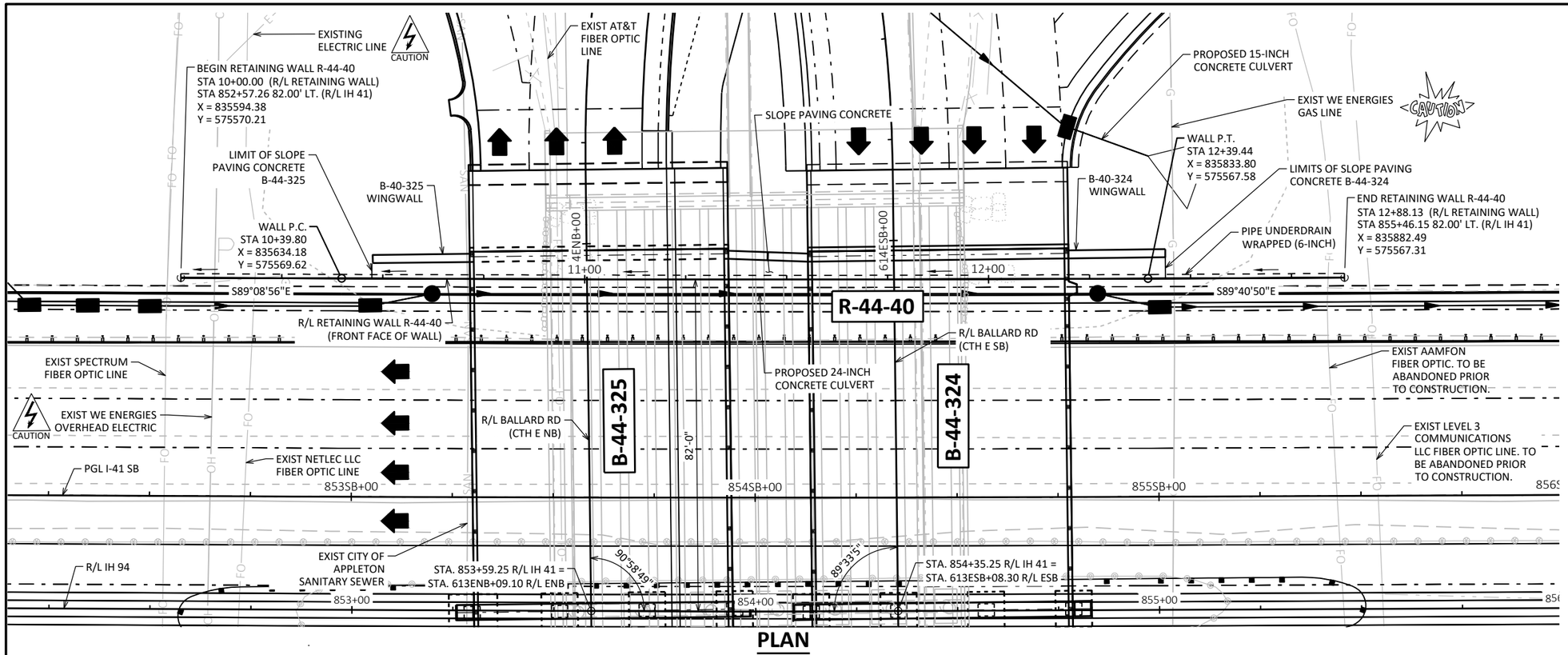
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SCALE = 4

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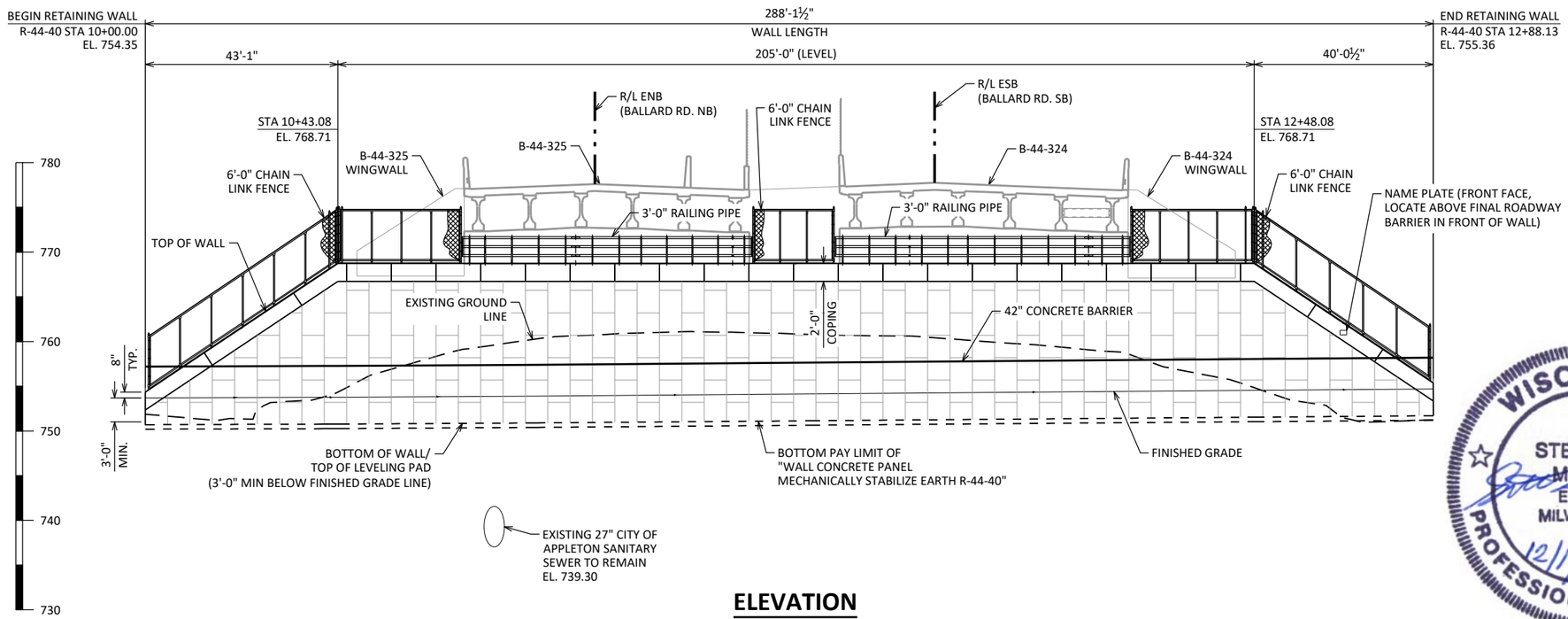
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LAYOUT NAME - SHT_38



PLAN

(PRECAST CONCRETE PANEL MSE WALL)



ELEVATION

(LOOKING NORTH AT THE FRONT FACE OF WALL)
(DISTANCES AND STATIONS ARE GIVEN ALONG THE FRONT FACE OF WALL)

STATE PROJECT NUMBER

1130-65-76

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. QUANTITIES AND GENERAL NOTES
3. DESIGN DATA
4. TYPICAL WALL SECTIONS
5. EXCAVATION & BACKFILL LIMITS
6. COPING DETAILS
7. RAILING PIPE DETAILS
8. CHAIN LINK FENCE DETAILS
9. SUBSURFACE EXPLORATION

LEGEND

INDICATES FINAL ROADWAY LANE LOCATIONS AND DIRECTIONS OF TRAVEL

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MARK MADAY (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/20/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
STEVEN G. MILLER
E-26710
MILWAUKEE, WI
12/19/2024
PROFESSIONAL ENGINEER

STRUCTURE R-44-40

BALLARD ROAD NORTH ABUTMENT WALL

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
MTZ	SGM	MTZ	SGM

GENERAL PLAN & ELEVATION

SHEET 1 OF 9
895

SCALE = 1"=30'

DATE: 06/01/2024

8

8

STATE PROJECT NUMBER

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GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL EXPOSED EDGES OF CONCRETE ¾", UNLESS NOTED OTHERWISE.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NAVD 88 (2012).

ALL DIMENSIONS AND WALL STATIONING ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER, UNLESS SHOWN OTHERWISE.

THE REMOVAL OF EXISTING STRUCTURE B-44-172 IS INCLUDED AS A PAY ITEM AS PART OF THE B-44-324 BRIDGE QUANTITIES.

THE COST OF FURNISHING AND PLACING MSE BACKFILL WITHIN THE REINFORCED SOIL ZONE IS TO BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40".

THESE PLANS ARE FOR A PRECAST CONCRETE PANEL MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL.

THE QUANTITIES AND REINFORCEMENT DETAILS ARE BASED ON AN ASSUMED CONCRETE WALL PANEL THICKNESS OF 7 INCHES. FOR PANEL THICKNESSES DIFFERENT THAN 7 INCHES, THE CONTRACTOR SHALL VERIFY REINFORCEMENT BAR DETAILS AND QUANTITIES AND WILL BE RESPONSIBLE FOR ANY QUANTITY VARIATIONS.

THE CONTRACTOR MUST COORDINATE THE CONSTRUCTION OF WALL R-44-40 WITH THE CONSTRUCTION OF THE NORTH ABUTMENT OF BRIDGES B-44-324 AND B-44-325.

THE COST OF FURNISHING AND PLACING THE UNREINFORCED CONCRETE LEVELING PAD UNDER THE MSE PRECAST WALL PANELS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40".

THE VOLUME OF EARTHWORK REQUIRED TO INSTALL THE UNREINFORCED CONCRETE LEVELING PAD, MSE PRECAST WALL PANELS, MSE BACKFILL AND REINFORCING STRIPS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40". SEE WALL EXCAVATION LIMITS DIAGRAM ON SHEET 5 FOR DETAILS.

ALL BAR STEEL REINFORCEMENT IN THE CONCRETE COPING IS TO BE EPOXY COATED.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF THE LEVELING PAD TO THE TOP OF WALL AS SHOWN IN THE PLANS. THE TOP OF LEVELING PAD IS ASSUMED TO BE 3'-0" BELOW FINISHED GRADE. WALL AREAS CONSTRUCTED OUTSIDE THESE LIMITS WILL NOT BE MEASURED FOR PAYMENT.

EXCAVATE THE TOPSOIL BELOW THE WALL FOUNDATION. REPLACE THE EXCAVATED SOIL WITH COMPACTED STRUCTURAL BACKFILL.

BALLARD ROAD TO BE CLOSED TO TRAFFIC DURING BRIDGE AND RETAINING WALL CONSTRUCTION.

EXISTING UTILITIES SHOWN WILL BE RELOCATED IN ADVANCE OF CONSTRUCTION TO AVOID CONFLICTS WITH STRUCTURE.

PILING AT BRIDGE ABUTMENTS TO BE DRIVEN PRIOR TO CONSTRUCTING MSE WALL.

EXISTING STRUCTURE REMOVAL AND WALL AND BRIDGE CONSTRUCTION OCCURS DURING STAGE 2. INSTALLATION OF THE 24-INCH CULVERT PIPE IN FRONT OF THE WALL OCCURS IN A LATER PROJECT TO CONSTRUCT THE ULTIMATE IH 41 CROSS SECTION.

EXCAVATION FOR INSTALLATION OF THE 24-INCH CULVERT PIPE REQUIRES TEMPORARY SHORING TO SUPPORT WALL R-44-40.

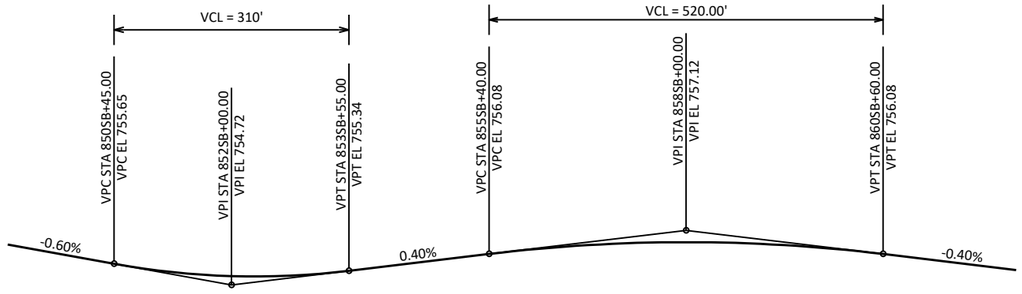
WALL TO BE STAINED ACCORDING TO THE CONCRETE STAINING SCHEDULE SHOWN ON SHEET 4.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
513.2001	RAILING PIPE	LF	131
517.1020.S	CONCRETE STAINING R-44-40	SF	4,400
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	300
SPV.0090.0900	FENCE CHAIN LINK POLYMER-COATED 6-FT R-44-40	LF	160
SPV.0165.0900	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40	SF	4,470
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	3/4", 1"
	NON-BITUNIMOUS JOINT FILLER	SIZE	1"
	NAME PLATE	EACH	1
	EXPANDED POLYSTYRENE	SIZE	1"

ALL ITEMS ARE CATEGORY 4000 EXCEPT "CONCRETE STAINING R-44-40" IS CATEGORY 1400.

WALL ELEVATIONS		
STATION	TOP OF WALL ELEVATION	FINISHED GRADE AT F.F. OF WALL
10+00.00	754.35	753.71
10+43.08	768.71	753.77
10+75.00	768.71	753.87
11+00.00	768.71	753.95
11+25.00	768.71	754.05
11+50.00	768.71	754.15
11+75.00	768.71	754.25
12+00.00	768.71	754.35
12+25.00	768.71	754.45
12+48.08	768.71	754.54
12+88.13	755.36	754.70



PROFILE GRADE LINE - IH 41 SB

HORIZONTAL CURVE DATA

WALL CURVE

P.I. = STA 11+39.62
X = 835733.98
Y = 575568.14
Δ = 0°31'54"
D = 0°15'59"
T = 199.64'
L = 99.82'
R = 21518.00'
P.C. = STA 10+39.80
X = 835634.18
Y = 575569.62
P.T. = STA 12+39.44
X = 835833.80
Y = 575567.58

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

DRAWN BY MTZ | PLANS CK'D SGM

QUANTITIES AND GENERAL NOTES

SHEET 2 OF 9

896

SCALE = N/A

STATE PROJECT NUMBER

1130-65-76

DESIGN DATA

LIVE LOAD:
LIVE LOAD SURCHARGE (ROADWAY): 240 PSF

MATERIAL PROPERTIES:
CONCRETE MASONRY RETAINING WALL f'c = 3,500 PSI
PRECAST CONCRETE WALL PANELS f'c = 4,000 PSI
BAR STEEL REINFORCEMENT Fy = 60,000 PSI

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURE ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS AND A LIVE LOAD VERTICAL SURCHARGE OF 240 PSF.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

MSE WALL PANELS LIMITED TO 5' X 5' SQUARE SHAPE.

SOIL REINFORCEMENT MAY BE PLACED UP TO A MAXIMUM OF 15° FROM PERPENDICULAR IF NECESSARY TO AVOID INTERFERENCE WITH ITEMS BEHIND THE WALL. ANGLES GREATER THAN 15° REQUIRE APPROVAL FROM THE BUREAU OF STRUCTURES DESIGN SECTION.

MSE WALL SOIL PARAMETERS

SOIL DESCRIPTION	UNIT WEIGHT (PCF)	UNDRAINED		DRAINED	
		FRICTION ANGLE (DEGREES)	COHESION (PSF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
MSE BACKFILL	120	32	0	32	0
EXISTING FILL	125	28	50	0	1500
NATIVE COHESIVE SOILS	115-135	0	645-4500	28-34	31-214
NATIVE GRANULAR SOILS	130-135	36	0	36	0

WALL EXTERNAL & OVERALL STABILITY EVALUATION

WALL DIMENSIONS		
IH 41 STATION	STA 853SB+25 (ADJ. TO ABUTMENT)	STA 854SB+00 (AT ABUTMENT)
WALL HEIGHT (FT)	18.0	18.6
EXPOSED WALL HEIGHT (FT)	15.0	15.6
REINFORCEMENT RATIO	0.90	1.13
WALL STATION	10+75	11+05
BORING USED	65-RBALN-01, 65-RBALN-02, 65-BBAL-03	65-RBALN-01, 65-RBALN-02, 65-BBAL-03
CAPACITY TO DEMAND RATIO (CDR)		
SLIDING	1.37	1.60
ECCENTRICITY	2.21	3.81
BEARING	1.26	1.38
GLOBAL STABILITY	1.03	1.12

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

DRAWN BY MTZ | PLANS CK'D SGM

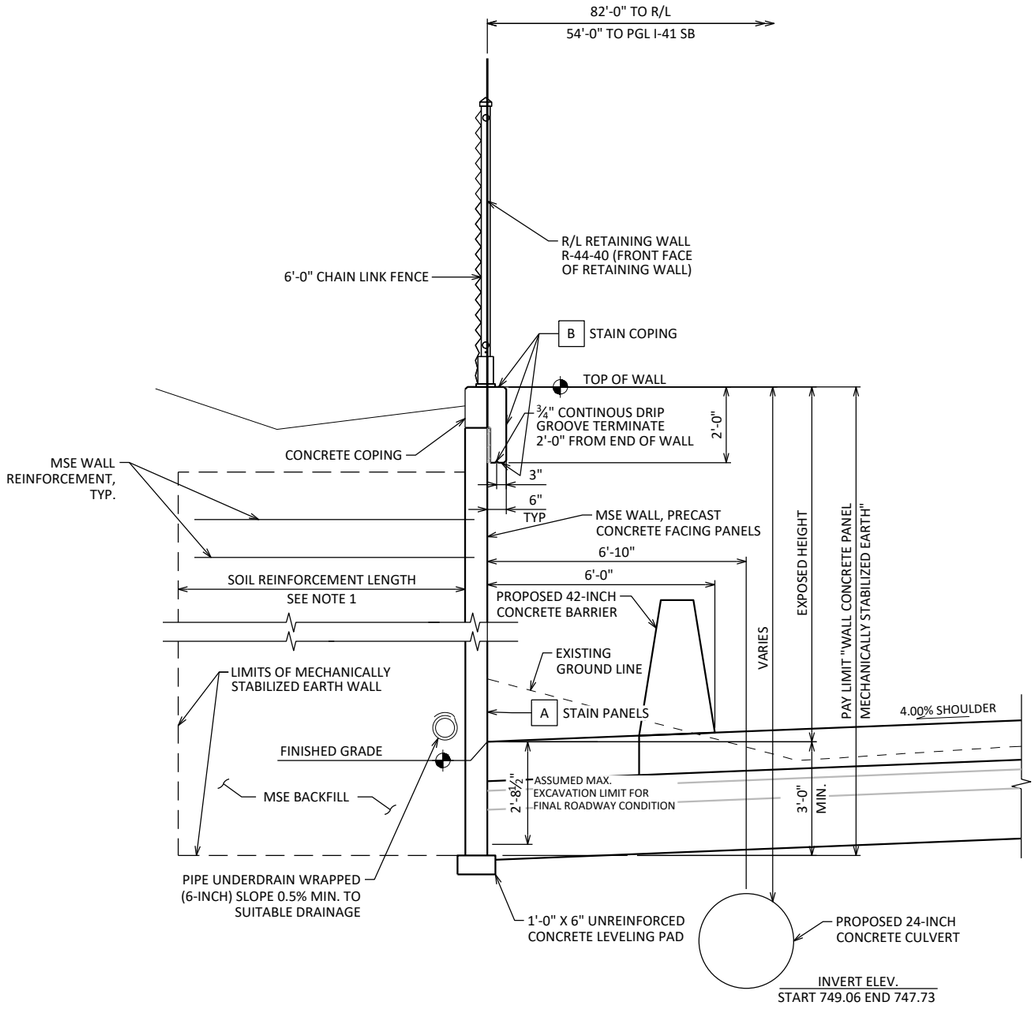
DESIGN DATA

SHEET 3 OF 9
897

SCALE = N/A

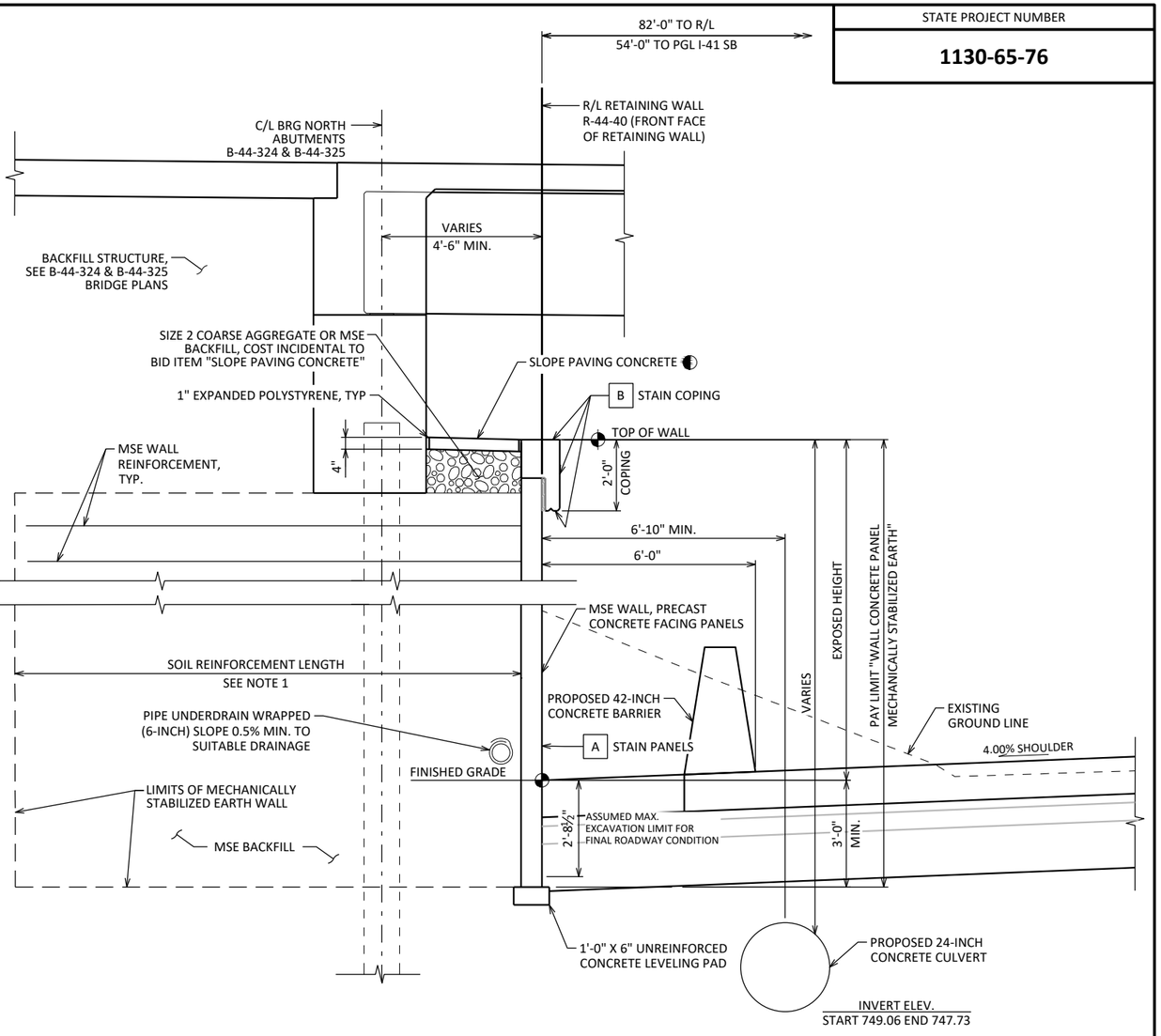
STATE PROJECT NUMBER

1130-65-76



TYPICAL SECTION

(LOOKING EAST)



TYPICAL SECTION AT B-44-324 & B-44-325 NORTH ABUTMENTS

(LOOKING EAST)

LEGEND

◐ SLOPE CONCRETE SLOPE PAVING DOWN ¾" FROM FRONT FACE OF ABUTMENT TO BACK OF CONCRETE COPING. CONCRETE SLOPE PAVING PAID WITH B-44-324/325 BID ITEMS.

CONCRETE STAINING SCHEDULE

MARK	COLOR	AMS COLOR NO.	LOCATION	NOTES
A	CRAFT PAPER	31090	PANELS	FRONT FACE FROM COPING TO 1'-0" BELOW FINISHED GRADE.
B	VIRTUAL TAUPE	20150	COPING	TOP, FRONT AND UNDERSIDE OF FRONT FACE.

NOTES:

1. SEE WALL EXTERNAL STABILITY EVALUATION TABLE ON SHEET 3 FOR MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.
2. SHORING REQUIRED FOR INSTALLATION OF PIPE TO PREVENT UNDERMINING OF WALL R-44-40.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

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TYPICAL WALL SECTIONS

SHEET 4 OF 9

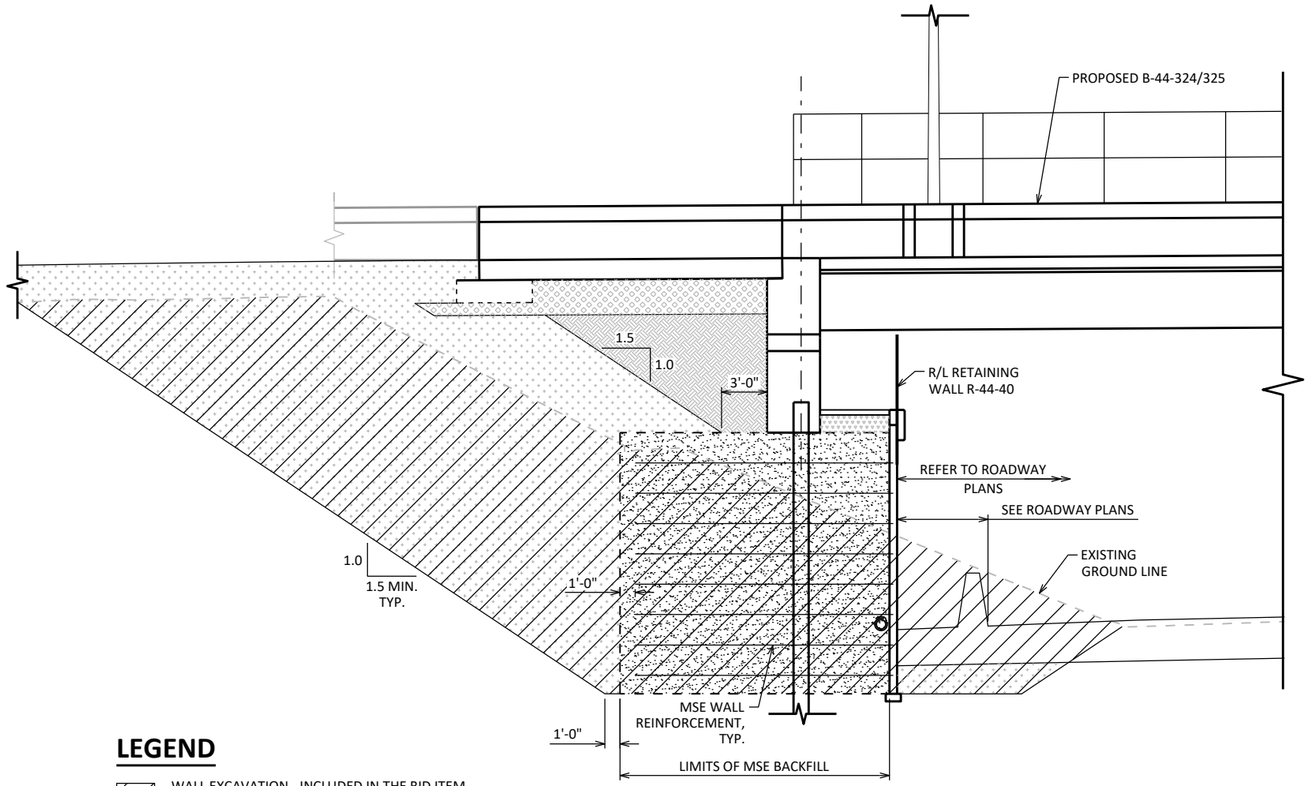
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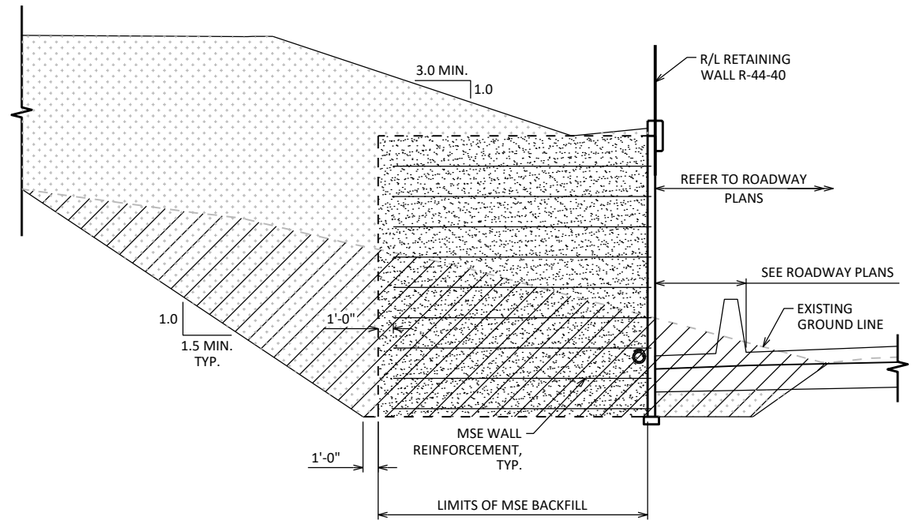
SCALE = 1"=4'

8

8

STATE PROJECT NUMBER
1130-65-76





LEGEND

- WALL EXCAVATION - INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40"
- MSE BACKFILL - INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40"
- BASE AGGREGATE DENSE 1¼ - INCH - NOT A RETAINING WALL ITEM. SEE BRIDGE PLANS.
- FILL MATERIAL - NOT A RETAINING WALL ITEM. SEE ROADWAY PLANS.
- MSE BACKFILL OR SIZE 2 COARSE AGGREGATE - NOT A RETAINING WALL ITEM. SEE BRIDGE PLANS.
- BACKFILL STRUCTURE TYPE A - NOT A RETAINING WALL ITEM. SEE BRIDGE PLANS.
- BASE AGGREGATE DENSE 1¼ - INCH - NOT A RETAINING WALL ITEM. SEE ROADWAY PLANS.

NOTE 1: EXCAVATE TOP SOIL BELOW WALL FOUNDATION AS NECESSARY AND REPLACE WITH COMPACTED STRUCTURAL BACKFILL. INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40".

EXCAVATION AND BACKFILL LIMITS

(RAILING AND FENCE NOT SHOWN)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

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EXCAVATION & BACKFILL LIMITS

SHEET 5 OF 9

899

SCALE = 1 IN:10 FT

FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0040\SHEETS\R44-40-080301_EX.DWG
LAYOUT NAME - EX&BF_Diag

STATE PROJECT NUMBER

1130-65-76

LEGEND

(A04) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

(A05) SEE "QUANTITIES AND GENERAL NOTES" SHEET FOR ELEVATION INFORMATION

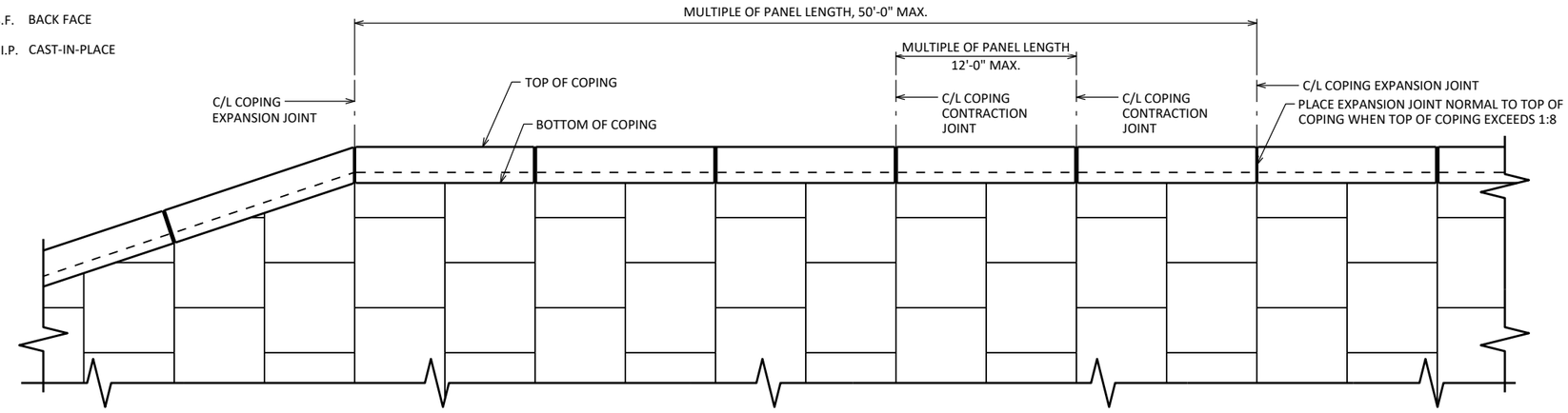
(A06) MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANEL

E.F. EACH FACE

F.F. FRONT FACE

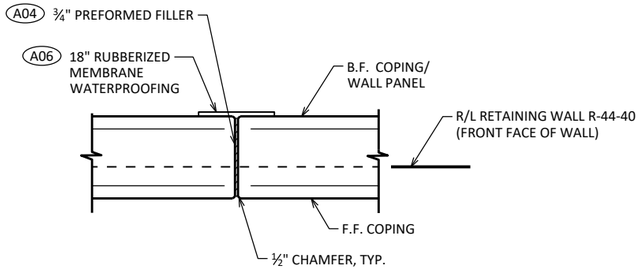
B.F. BACK FACE

C.I.P. CAST-IN-PLACE



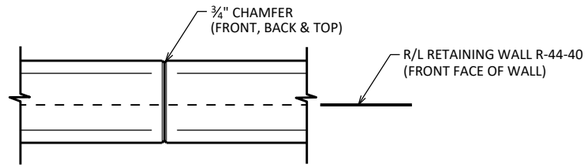
PARTIAL ELEVATION

NOTE: ALL JOINTS TO BE LOCATED AS SHOWN AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE



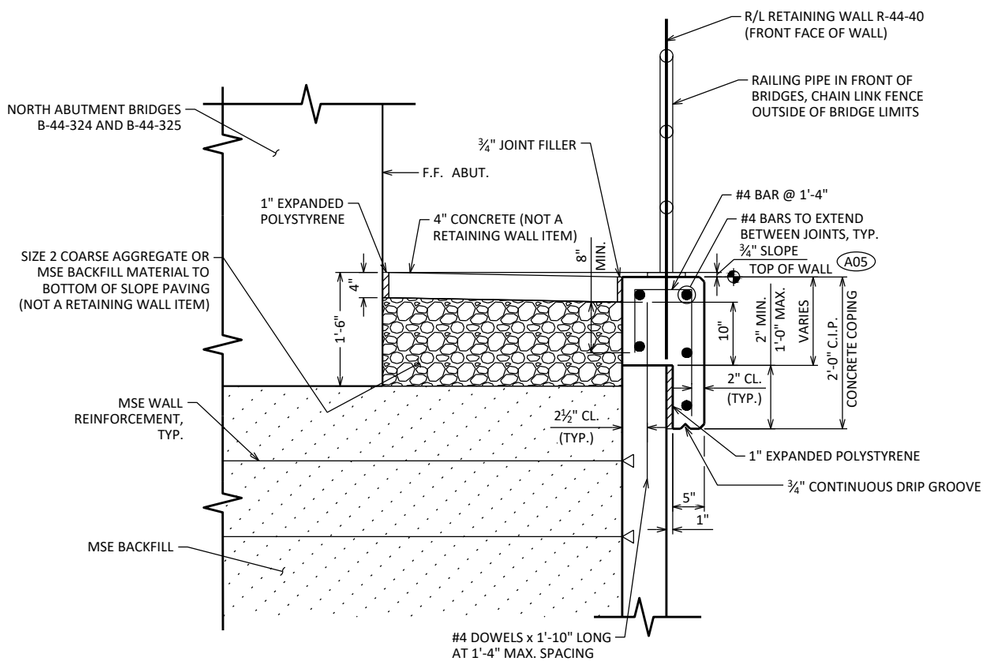
COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'
MUST COINCIDE WITH PANEL JOINT ON FRONT FACE



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT
MAX. SPACING OF JOINT = 12'
MUST COINCIDE WITH PANEL JOINT ON FRONT FACE



CROSS SECTION THRU ABUTMENT AT MSE WALL

COPING REINFORCEMENT, CONCRETE AND RUBBERIZED MEMBRANE WATERPROOFING ARE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-40"

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

DRAWN BY MTZ | PLANS CK'D SGM

COPING DETAILS

SHEET 6 OF 9

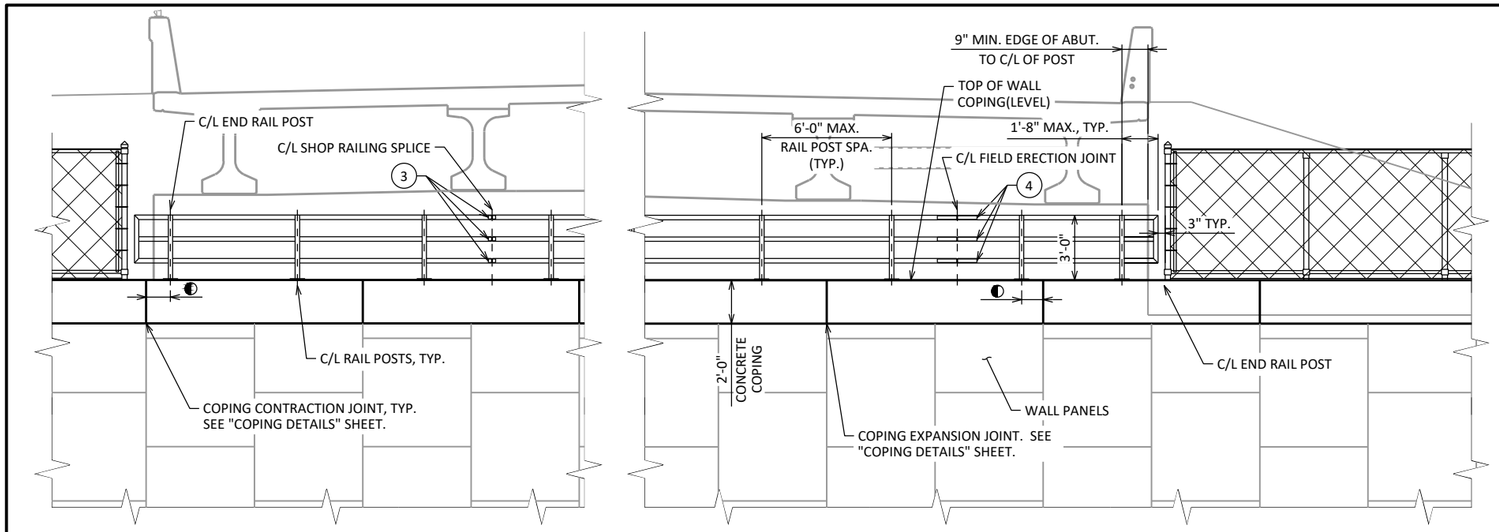
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LAYOUT NAME - Coping_Details

STATE PROJECT NUMBER

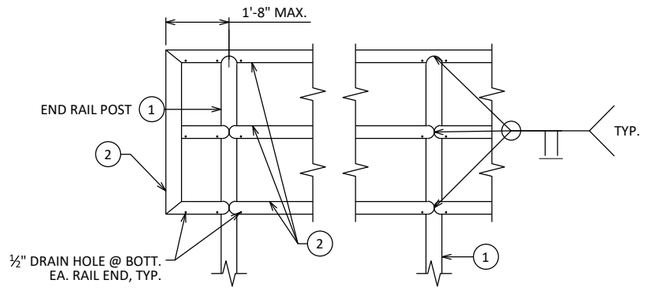
1130-65-76



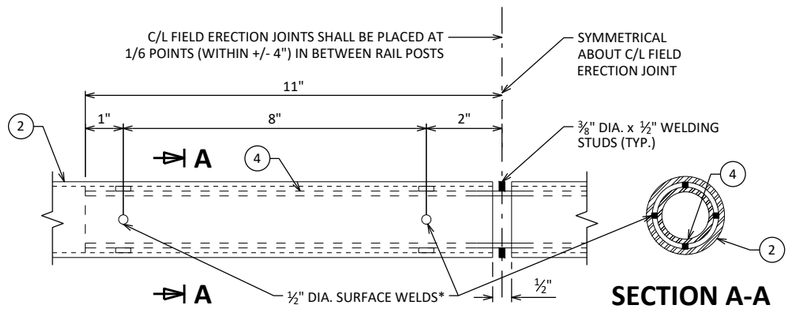
ELEVATION OF WALL COPING & RAILING

LOOKING AT FRONT FACE OF WALL
SEE PLAN VIEW ON SHEET 1 FOR PC AND PT LOCATIONS

◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE C/L OF COPING EXPANSION AND CONTRACTION JOINTS AND THE C/L OF RAIL POSTS



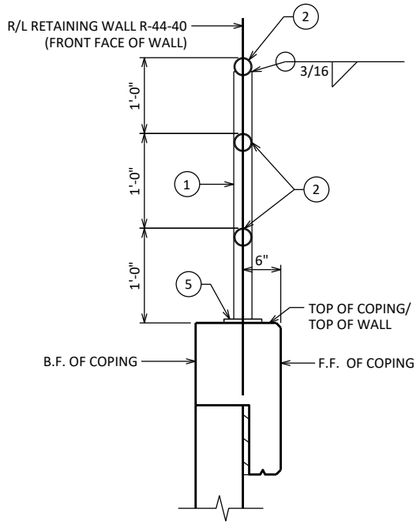
PART ELEVATION RAILING

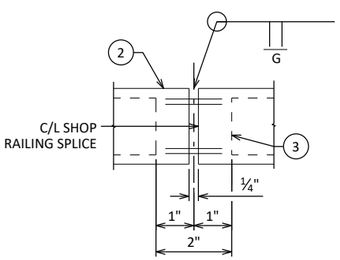


FIELD ERECTION JOINT DETAIL

*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE
(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

SECTION A-A





SHOP RAILING SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

LEGEND

1. 2 ½" DIA. STD. STEEL PIPE FOR POSTS (2.875" O.D.): CUT BOTTOM OF POST IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS TO MAKE POST VERTICAL AND MATCH TOP OF CONCRETE. SET POSTS VERTICAL. WELD TO NO. 5.
2. 2 ½" DIA. STD. STEEL PIPE FOR RAILS: SET RAILS PARALLEL TO TOP OF COPING. WELD TO NO. 1
3. 2" DIA. STD. STEEL PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MAXIMUM OUT TO OUT DIMENSION OF 2 ⅜".
4. 2" DIA. STD. STEEL PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½" DIA. SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜" DIA. x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.
5. PLATE ¾" x 6" x 8", WITH ¾" DIA. x 1½" SLOTTED HOLES FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1 OR PIPE SLEEVE AS SHOWN.
6. CONCRETE ADHESIVE ANCHORS 5/8-INCH, EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

NOTES

BID ITEM "RAILING PIPE" INCLUDES ALL STEEL ITEMS SHOWN, CONCRETE ADHESIVE ANCHORS, GALVANIZING, AND PAINTING.

FABRICATE RAILING POSTS IN LENGTHS THAT INCLUDE 3 TO 4 POSTS. FABRICATE RAILING ALONG WALL RADIUS.

FIELD ERECTION JOINTS MUST BE PLACED BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

GALVANIZE ALL MATERIAL AFTER FABRICATION. PRIOR TO GALVANIZING, NO.6 BLAST CLEAN THE STEEL RAILING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT. THE RAILING SHALL BE AMS STANDARD COLOR NO. 27038, BLACK.

DRILL DRAIN HOLES PRIOR TO GALVANIZING.

FABRICATE FROM MATERIALS CONFORMING TO ASTM A709, GRADE 36 UNLESS NOTED OTHERWISE.

STEEL SHIMS MAY BE USED UNDER POSTS WHERE REQUIRED FOR ALIGNMENT.

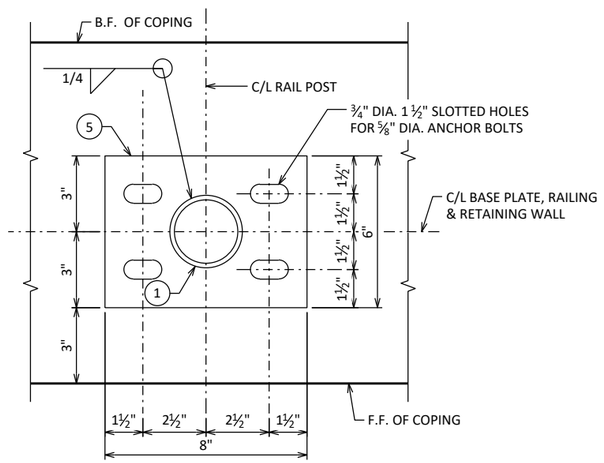
ALL RAILS, POSTS, AND SLEEVES ARE STANDARD WEIGHT PIPE SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

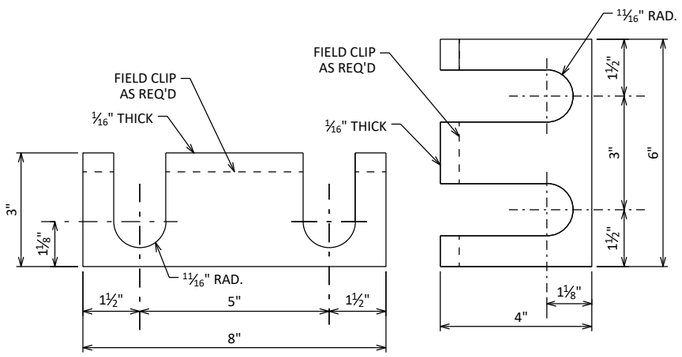
LOCATE ANCHORAGES TO PROVIDE CORRECT ALIGNMENT OF RAILING.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS IN POST SHIMS AND BASE PLATES WITH NON-STAINING, BLACK, NON-BITUMINOUS JOINT SEALER.

TOUCH UP PAINT AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

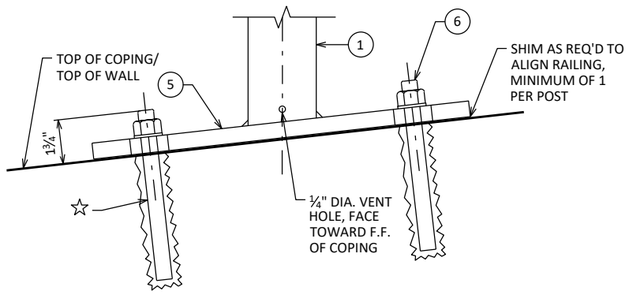


RAIL POST BASE PLATE



RAIL POST SHIM DETAIL

(2 SETS PER POST)



ANCHOR BOLTS FOR RAIL POST

(2 SETS PER POST)

☆ DRILL HOLES NORMAL TO TOP OF COPING EXCEPT AT EXPANSION JOINTS. AT EXPANSION JOINTS, DRILL HOLES VERTICALLY. BEVELED WASHERS WILL BE REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

DRAWN BY MTZ | PLANS CK'D SGM

RAILING PIPE DETAILS

SHEET 7 OF 9
901

SCALE = VARIES

8

8

FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0040\SHEETS\R44-40-080402_RD.DWG
LAYOUT NAME - Pipe_Details

STATE PROJECT NUMBER

1130-65-76

FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK (AMS COLOR NO. 27038) IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT R-44-40".

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

◪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING BLACK NON-BITUMINOUS JOINT SEALER.

✳ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

⚠ ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED. ☆

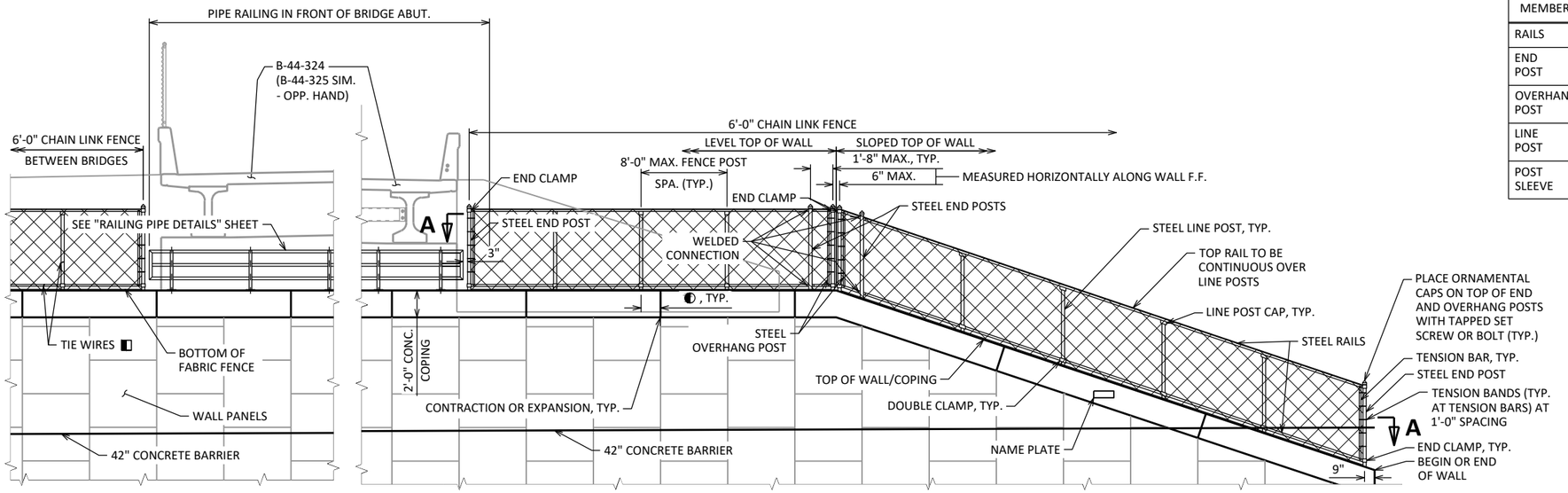
☆ ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ½-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

◹ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

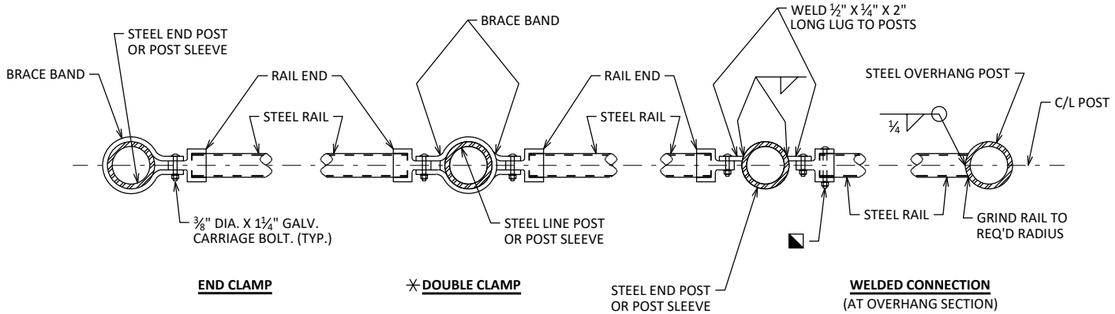
MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.

◐ 1'-0" MINIMUM DISTANCE REQUIRED BETWEEN THE C/L OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION) AND THE C/L OF FENCE POSTS.



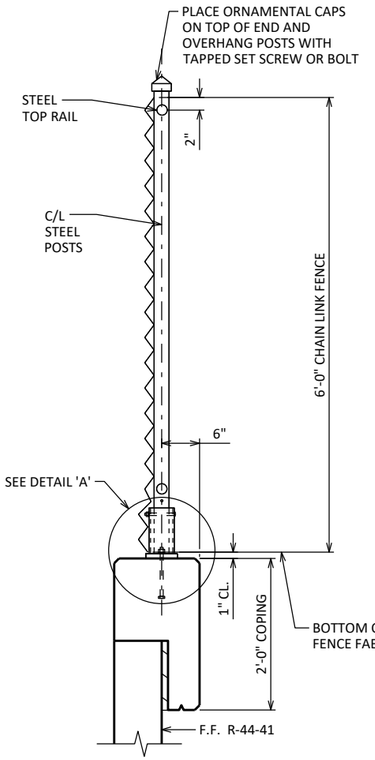
PARTIAL ELEVATION OF WALL COPING & FENCE

LOOKING AT F.F. OF WALL
SEE PLAN VIEW ON SHEET 1 FOR PC AND PT LOCATIONS

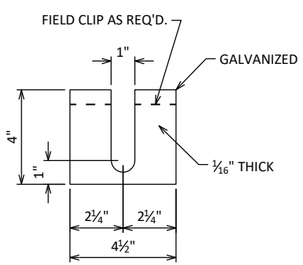


SECTION A-A

NOTE: PLACE ALL NUTS TOWARD F.F. OF COPING

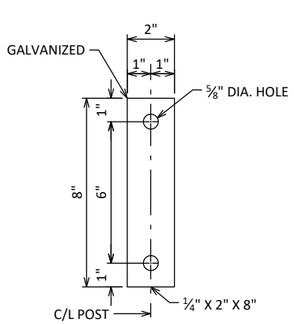


SECTION THRU FENCE ON COPING



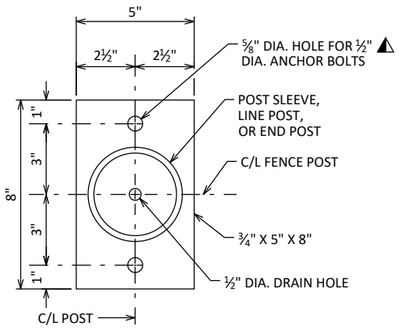
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.

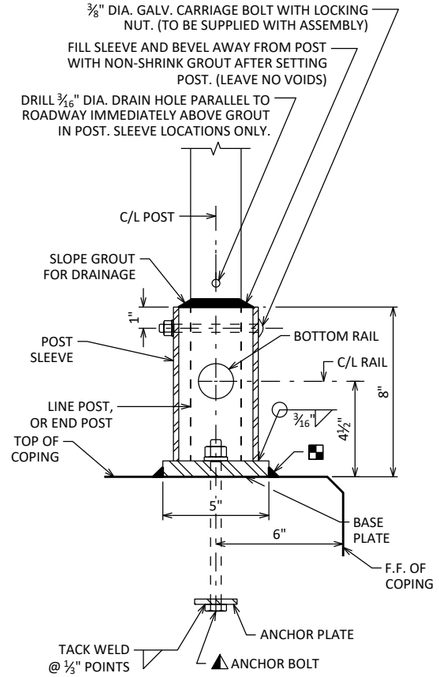


ANCHOR PLATE

☆ NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



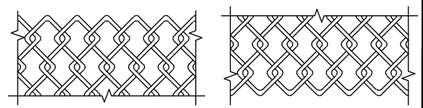
BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



TOP DETAIL BOTTOM DETAIL

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-44-40

DRAWN BY MTZ | PLANS CK'D SGM

CHAIN LINK FENCE DETAILS

SHEET 8 OF 9
902

SCALE = VARIES

8

8

FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0040\SHEETS\R44-40-080403_FD.DWG
LAYOUT NAME - Fencing_Details

STATE PROJECT NUMBER

1130-65-76

NOTE:

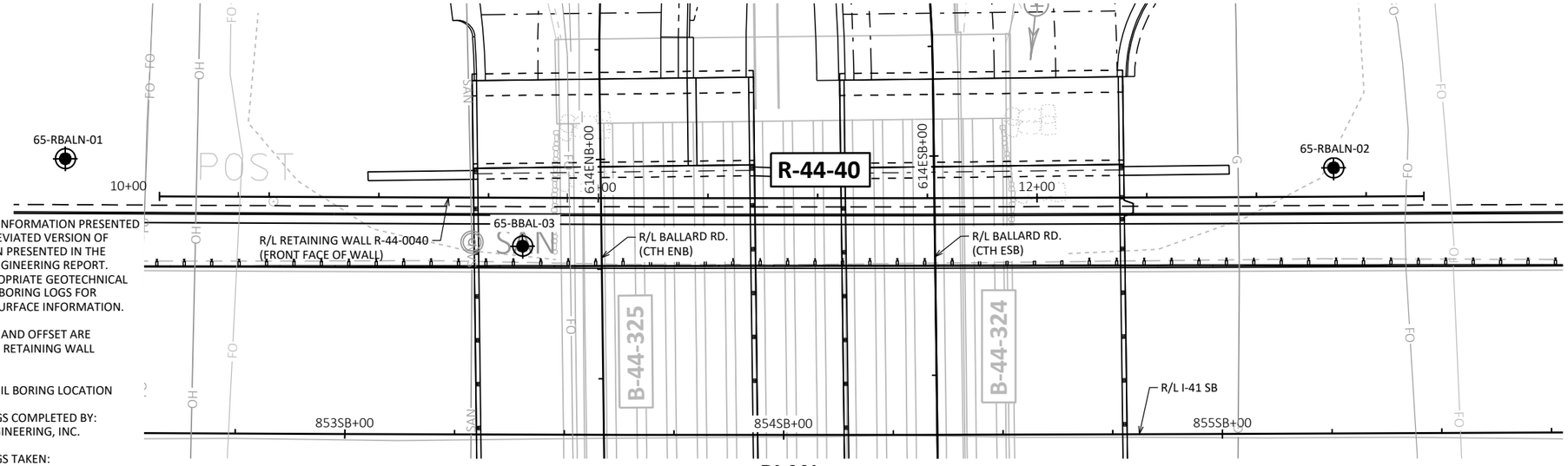
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

BORING STATIONS AND OFFSET ARE BASED ON R/L FOR RETAINING WALL R-44-40.

DENOTES SOIL BORING LOCATION

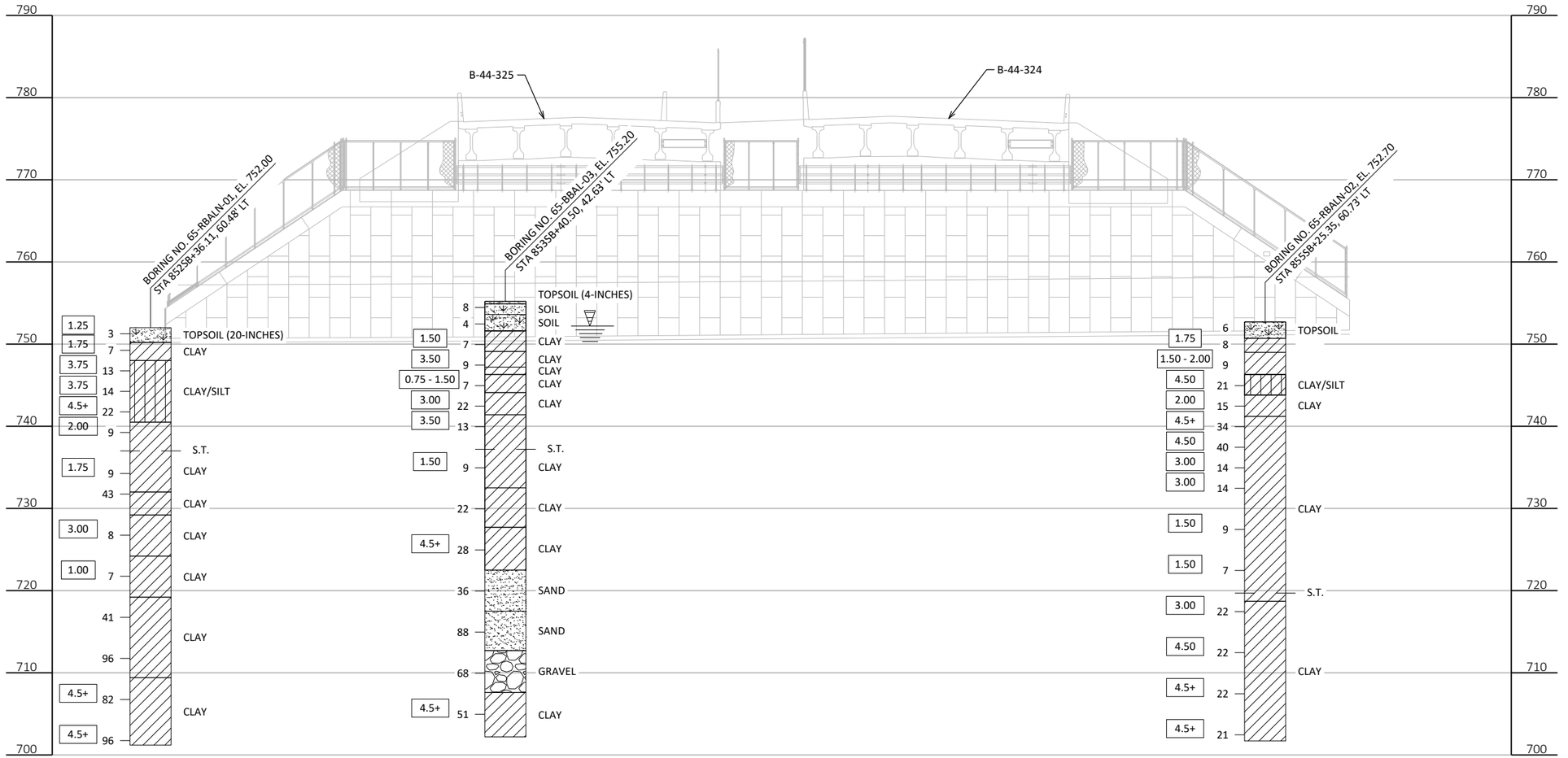
SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING, INC.

SOIL BORINGS TAKEN:
MAY 12, 2022 - BORING 65-RBALN-01
JULY 18, 2022 - BORING 65-BBAL-03
JUNE 17, 2022 - BORING 65-RBALN-02



PLAN

(PRECAST CONCRETE PANEL MSE WALL)



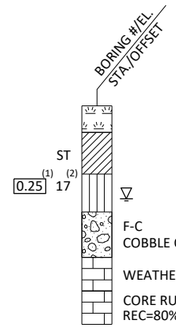
ELEVATION

(LOOKING NORTH AT THE FRONT FACE OF WALL)

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-40

DRAWN BY MTZ | PLANS CK'D SGM

SUBSURFACE EXPLORATION

SHEET 9 OF 9

903

SCALE = 1" =30'

8

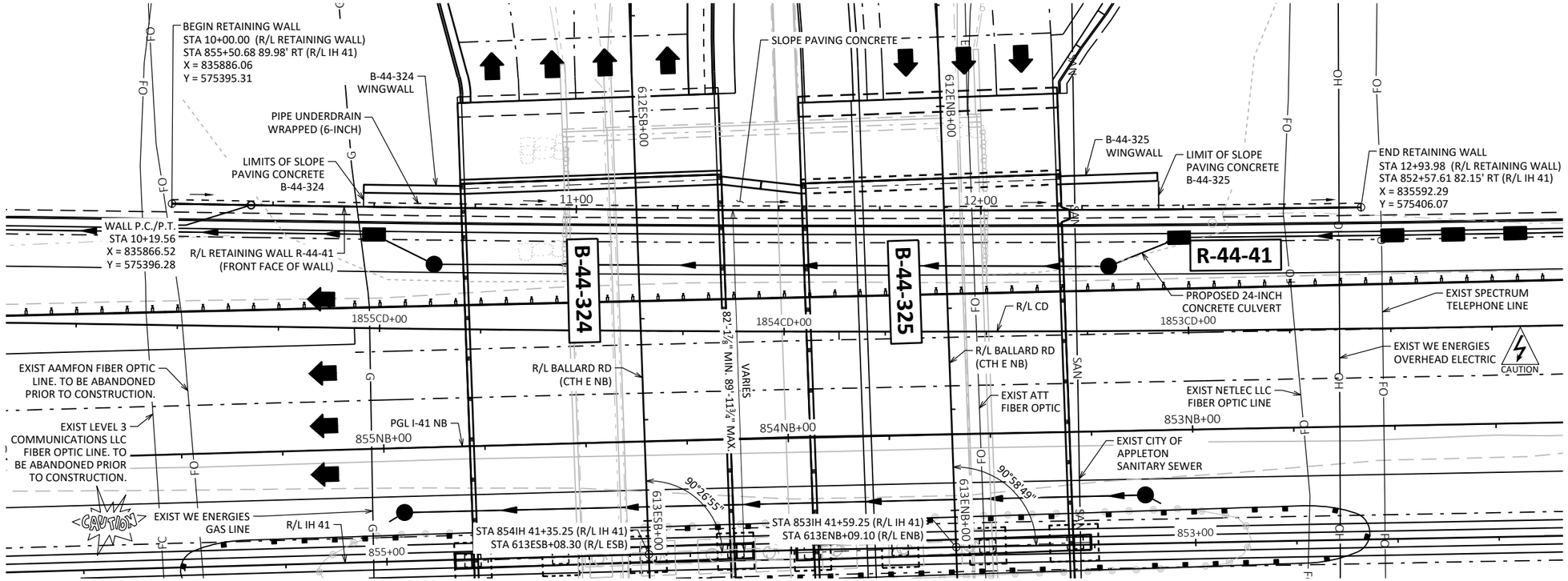
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STATE PROJECT NUMBER

1130-65-76

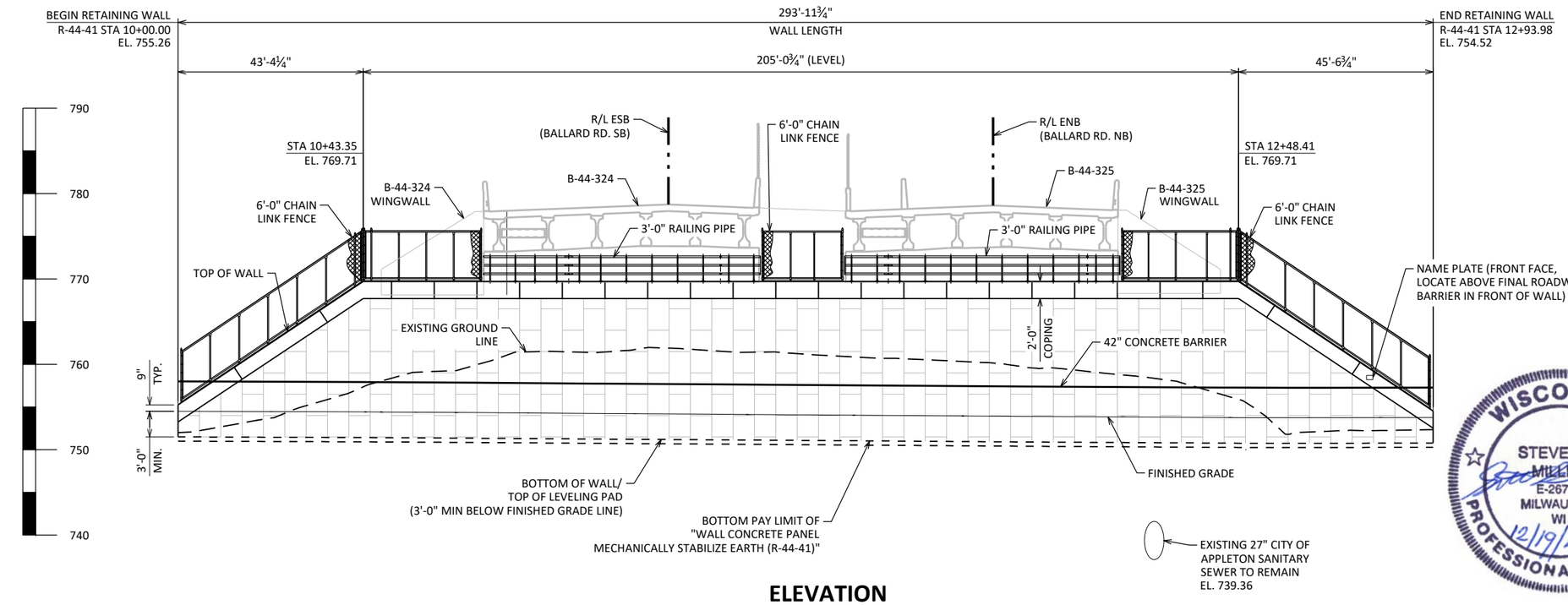
LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. QUANTITIES AND GENERAL NOTES
3. DESIGN DATA
4. TYPICAL WALL SECTIONS
5. EXCAVATION & BACKFILL LIMITS
6. COPING DETAILS
7. RAILING PIPE DETAILS
8. CHAIN LINK FENCE DETAILS
9. SUBSURFACE EXPLORATION



PLAN

(PRECAST CONCRETE PANEL MSE WALL)



ELEVATION

(LOOKING SOUTH AT THE FRONT FACE OF WALL)
(DISTANCES AND STATIONS ARE GIVEN ALONG THE FRONT FACE OF WALL)

LEGEND

INDICATES FINAL ROADWAY LANE LOCATIONS AND DIRECTIONS OF TRAVEL

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MARK MADAY (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/20/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN STEVEN G. MILLER E-26710 MILWAUKEE, WI 12/19/2024 PROFESSIONAL ENGINEER

STRUCTURE R-44-41

BALLARD ROAD SOUTH ABUTMENT WALL

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
MTZ	SGM	MTZ	SGM

GENERAL PLAN & ELEVATION

SHEET 1 OF 9
904

SCALE = 1"=30'

DATE: 06/01/24

8

8

STATE PROJECT NUMBER

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GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL EXPOSED EDGES OF CONCRETE ¾", UNLESS NOTED OTHERWISE.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NAVD 88 (2012).

ALL DIMENSIONS AND WALL STATIONING ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

BAR STEEL REINFORCEMENT SHALL HAVE 2" CLEAR COVER, UNLESS SHOWN OTHERWISE.

THE REMOVAL OF EXISTING STRUCTURE B-44-172 IS INCLUDED AS A PAY ITEM AS PART OF THE B-44-324 BRIDGE QUANTITIES.

THE COST OF FURNISHING AND PLACING MSE BACKFILL WITHIN THE REINFORCED SOIL ZONE IS TO BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41".

THESE PLANS ARE FOR A PRECAST CONCRETE PANEL MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALL.

THE QUANTITIES AND REINFORCEMENT DETAILS ARE BASED ON AN ASSUMED CONCRETE WALL PANEL THICKNESS OF 7 INCHES. FOR PANEL THICKNESSES DIFFERENT THAN 7 INCHES, THE CONTRACTOR SHALL VERIFY REINFORCEMENT BAR DETAILS AND QUANTITIES AND WILL BE RESPONSIBLE FOR ANY QUANTITY VARIATIONS.

THE CONTRACTOR MUST COORDINATE THE CONSTRUCTION OF WALL R-44-41 WITH THE CONSTRUCTION OF THE SOUTH ABUTMENT OF BRIDGES B-44-324 AND B-44-325.

THE COST OF FURNISHING AND PLACING THE UNREINFORCED CONCRETE LEVELING PAD UNDER THE MSE PRECAST WALL PANELS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41".

THE VOLUME OF EARTHWORK REQUIRED TO INSTALL THE UNREINFORCED CONCRETE LEVELING PAD, MSE PRECAST WALL PANELS, MSE BACKFILL AND REINFORCING STRIPS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41". SEE WALL EXCAVATION LIMITS DIAGRAM ON SHEET 5 FOR DETAILS.

ALL BAR STEEL REINFORCEMENT IN THE CONCRETE COPING IS TO BE EPOXY COATED.

THE PLAN QUANTITY FOR THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF THE LEVELING PAD TO THE TOP OF WALL AS SHOWN IN THE PLANS. THE TOP OF LEVELING PAD IS ASSUMED TO BE 3'-0" BELOW FINISHED GRADE. WALL AREAS CONSTRUCTED OUTSIDE THESE LIMITS WILL NOT BE MEASURED FOR PAYMENT.

EXCAVATE THE TOPSOIL BELOW THE WALL FOUNDATION. REPLACE THE EXCAVATED SOIL WITH COMPACTED STRUCTURAL BACKFILL.

BALLARD ROAD TO BE CLOSED TO TRAFFIC DURING BRIDGE AND RETAINING WALL CONSTRUCTION.

EXISTING UTILITIES SHOWN WILL BE RELOCATED IN ADVANCE OF CONSTRUCTION TO AVOID CONFLICTS WITH STRUCTURE.

PILING AT BRIDGE ABUTMENTS TO BE DRIVEN PRIOR TO CONSTRUCTING MSE WALL.

EXISTING STRUCTURE REMOVAL AND WALL AND BRIDGE CONSTRUCTION OCCURS DURING STAGE 2. INSTALLATION OF THE 24-INCH CULVERT PIPE IN FRONT OF THE WALL OCCURS IN A LATER PROJECT TO CONSTRUCT THE ULTIMATE IH 41 CROSS SECTION.

EXCAVATION FOR INSTALLATION OF THE 24-INCH CULVERT PIPE REQUIRES TEMPORARY SHORING TO SUPPORT WALL R-44-41.

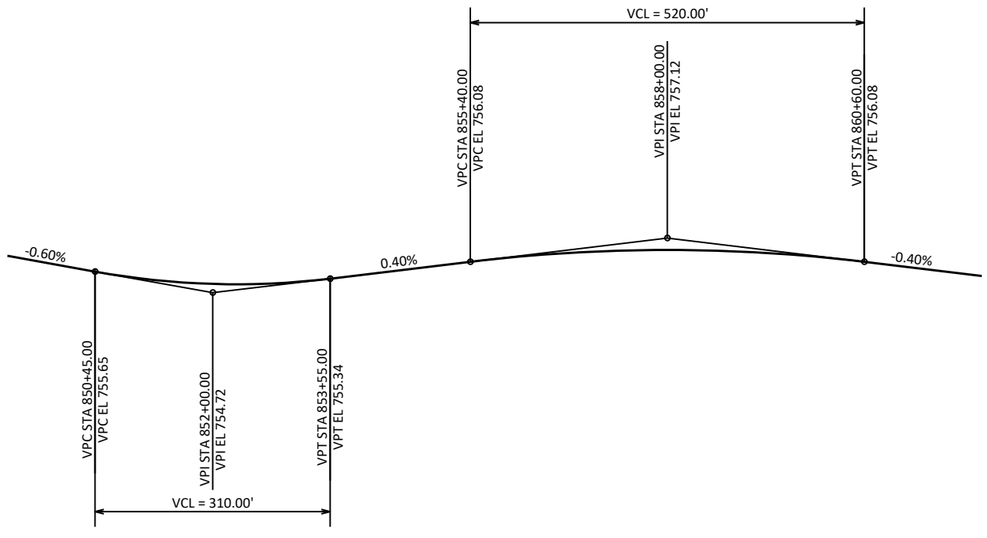
WALL TO BE STAINED ACCORDING TO THE CONCRETE STAINING SCHEDULE SHOWN ON SHEET 4.

TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	TOTAL
513.2001	RAILING PIPE	LF	130
517.1030.S	CONCRETE STAINING R-44-41	SF	4,650
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	300
SPV.0090.0901	FENCE CHAIN LINK POLYMER-COATED 6-FT R-44-41	LF	166
SPV.0165.0901	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41	SF	4,805
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	3/4", 1"
	NON-BITUNIMOUS JOINT FILLER	SIZE	1"
	NAME PLATE	EACH	1
	EXPANDED POLYSTYRENE	SIZE	1"

ALL ITEMS ARE CATEGORY 4010 EXCEPT "CONCRETE STAINING R-44-41" IS CATEGORY 1400.

WALL ELEVATIONS		
STATION	TOP OF WALL ELEVATION	FINISHED GRADE AT F.F. OF WALL
10+00.00	755.26	754.51
10+43.35	769.71	754.42
10+50.00	769.71	754.40
10+75.00	769.71	754.32
11+00.00	769.71	754.24
11+25.00	769.71	754.16
11+50.00	769.71	754.07
11+75.00	769.71	753.99
12+00.00	769.71	753.90
12+25.00	769.71	753.83
12+48.41	769.71	753.76
12+93.98	754.52	753.77



PROFILE GRADE LINE - IH 41 NB

HORIZONTAL CURVE DATA

WALL CURVE 1	WALL CURVE 2
P.I. = STA 11+56.78	P.I. = STA 10+09.78
X = 835729.48	X = 835876.29
Y = 575403.24	Y = 575395.79
Δ = 1°43'27"	Δ = 0°05'10"
D = 0°37'42"	D = 0°26'26"
T = 274.42'	T = 19.56'
L = 137.22'	L = 9.78'
R = 9118.56'	R = 13005.49'
P.C. = STA 10+19.56	P.C. = STA 10+00.00
X = 835866.52	X = 835886.06
Y = 575396.28	Y = 575395.31
P.T. = STA 12+93.98	P.T. = STA 10+19.56
X = 835592.29	X = 835866.52
Y = 575406.07	Y = 575396.28

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-41

DRAWN BY MTZ | PLANS CK'D SGM

QUANTITIES AND GENERAL NOTES

SHEET 2 OF 9

905

SCALE = N/A

8

8

STATE PROJECT NUMBER

1130-65-76

DESIGN DATA

LIVE LOAD:
LIVE LOAD SURCHARGE (ROADWAY): 240 PSF

MATERIAL PROPERTIES:
CONCRETE MASONRY RETAINING WALL f'c = 3,500 PSI
PRECAST CONCRETE WALL PANELS f'c = 4,000 PSI
BAR STEEL REINFORCEMENT Fy = 60,000 PSI

DESIGN THE MSE WALL IN FRONT OF THE ABUTMENT BODY TO RESIST THE FORCE FROM ALL HORIZONTAL EARTH PRESSURE ACTING ON THE BACK OF THE ABUTMENT BELOW THE BEAM SEATS AND A LIVE LOAD VERTICAL SURCHARGE OF 240 PSF.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS IS INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41".

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

MSE WALL PANELS LIMITED TO 5' X 5' SQUARE SHAPE.

SOIL REINFORCEMENT MAY BE PLACED UP TO A MAXIMUM OF 15° FROM PERPENDICULAR IF NECESSARY TO AVOID INTERFERENCE WITH ITEMS BEHIND THE WALL. ANGLES GREATER THAN 15° REQUIRE APPROVAL FROM THE BUREAU OF STRUCTURES DESIGN SECTION.

MSE WALL SOIL PARAMETERS

SOIL DESCRIPTION	UNIT WEIGHT (PCF)	UNDRAINED		DRAINED	
		FRICTION ANGLE (DEGREES)	COHESION (PSF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
MSE BACKFILL	120	32	0	32	0
EXISTING FILL	125	28	50	0	1500
NATIVE COHESIVE SOILS	115-135	0	615-4500	28-34	31-214
NATIVE GRANULAR SOILS	130-135	36	0	36	0

WALL EXTERNAL & OVERALL STABILITY EVALUATION

WALL DIMENSIONS		
IH 41 STATION	STA 853SB+25 (ADJ. TO ABUTMENT)	STA 854SB+75 (AT ABUTMENT)
WALL HEIGHT (FT)	18.5	19.0
EXPOSED WALL HEIGHT (FT)	15.5	16.0
REINFORCEMENT RATIO	0.75	0.75
WALL STATION	10+75	12+48
BORING USED	65-RBALS-01, 65-RBALS-02, 65-BBAL-05	65-RBALS-01, 65-RBALS-02, 65-BBAL-05
CAPACITY TO DEMAND RATIO (CDR)		
SLIDING	1.24	1.12
ECCENTRICITY	1.49	1.33
BEARING	2.07	1.86
GLOBAL STABILITY	1.09	1.03

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-41

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DESIGN DATA

SHEET 3 OF 9

906

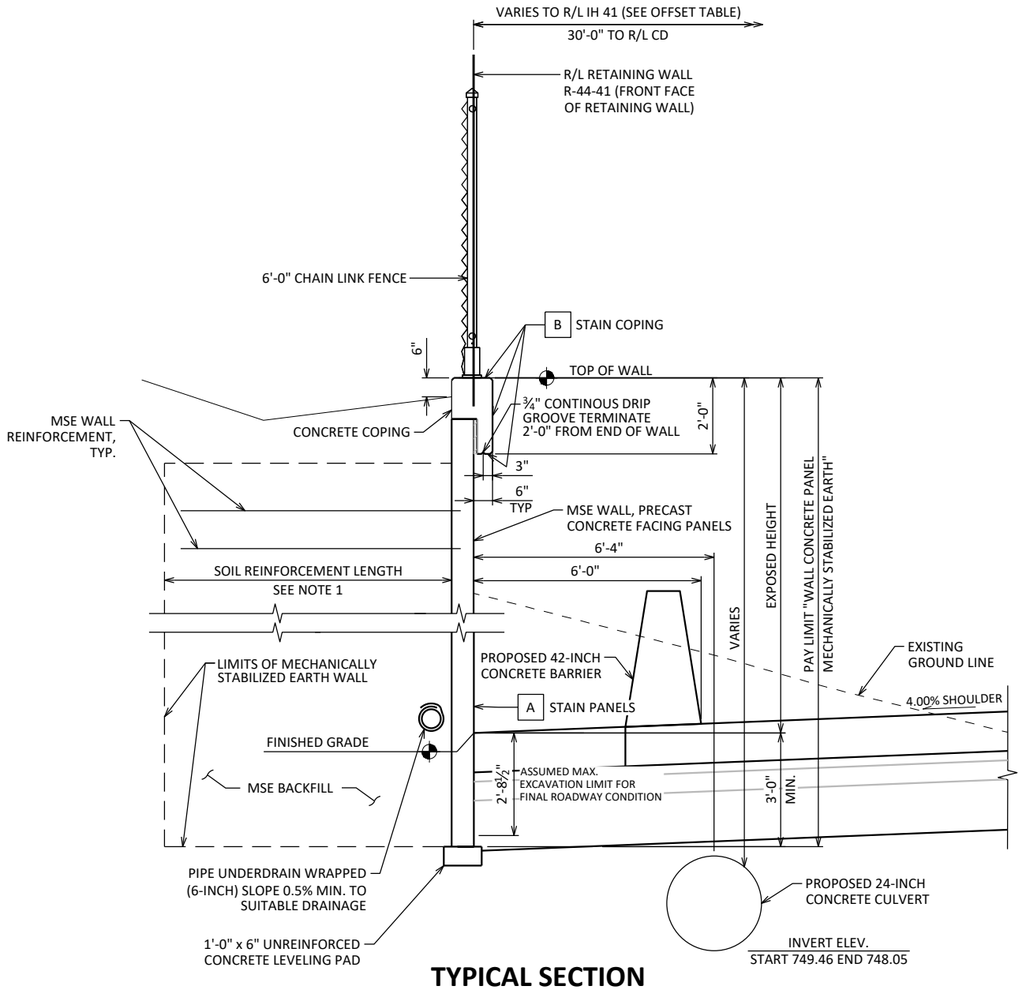
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STATE PROJECT NUMBER

1130-65-76

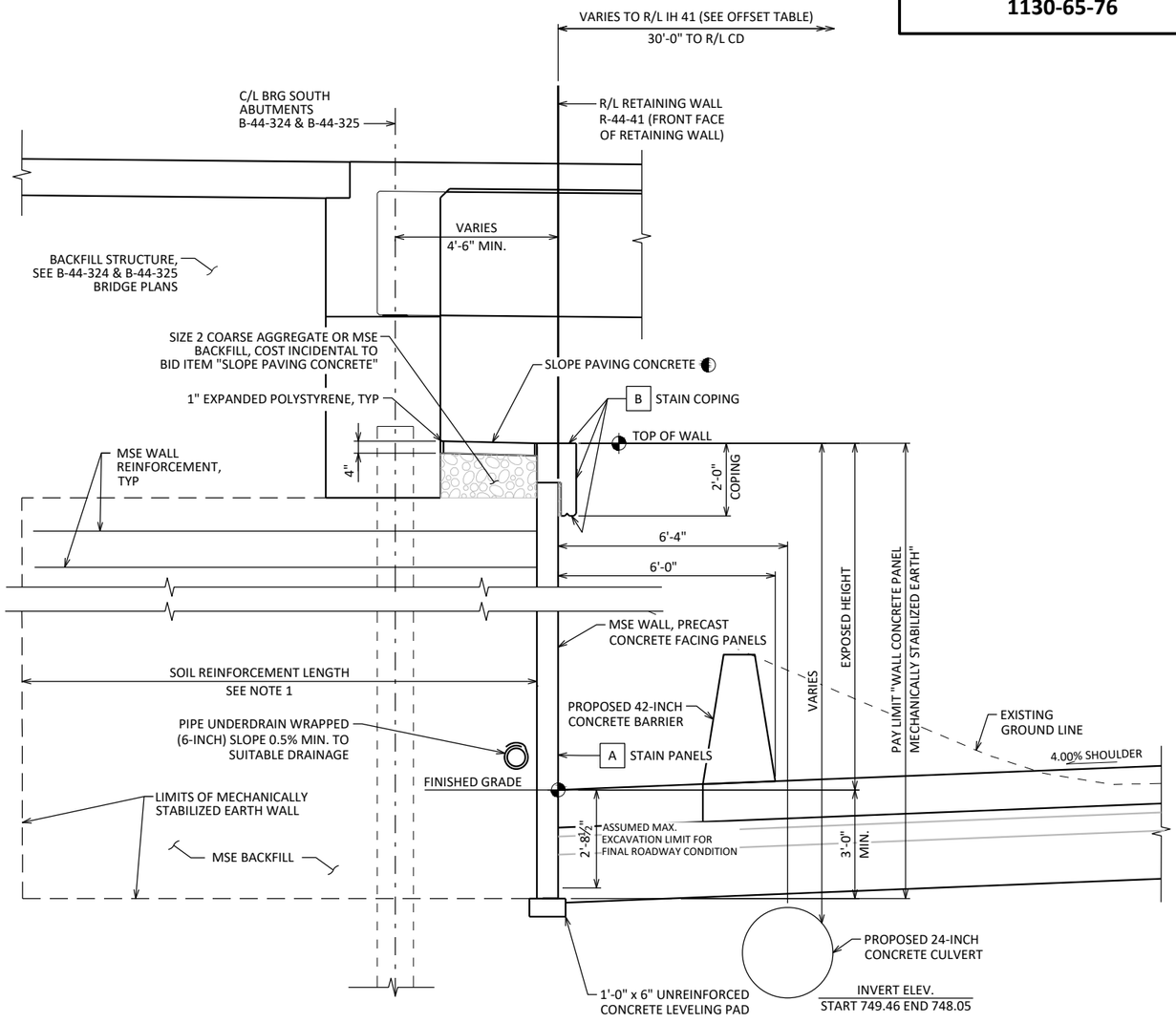
WALL OFFSETS FROM R/L IH 41

WALL STATION	OFFSET
10+00.00	89'-11¾"
10+25.00	88'-10⅜"
10+50.00	87'-9½"
10+75.00	86'-9⅜"
11+00.00	85'-10"
11+25.00	84'-11½"
11+50.00	84'-1⅞"
11+75.00	83'-7½"
12+00.00	83'-2¼"
12+25.00	82'-9¾"
12+50.00	82'-6¼"
12+75.00	82'-3⅜"
12+93.98	82'-1⅞"



TYPICAL SECTION

(LOOKING WEST)



TYPICAL SECTION AT B-44-324 & B-44-325 SOUTH ABUTMENTS

(LOOKING WEST)

LEGEND

◐ SLOPE CONCRETE SLOPE PAVING DOWN ¾" FROM FRONT FACE OF ABUTMENT TO BACK OF CONCRETE COPING. CONCRETE SLOPE PAVING PAID WITH B-44-324/325 BID ITEMS.

CONCRETE STAINING SCHEDULE

MARK	COLOR	AMS COLOR NO.	LOCATION	NOTES
A	CRAFT PAPER	31090	PANELS	FRONT FACE FROM COPING TO 1'-0" BELOW FINISHED GRADE.
B	VIRTUAL TAUPE	20150	COPING	TOP, FRONT AND UNDERSIDE OF FRONT FACE.

NOTES:

1. SEE WALL EXTERNAL STABILITY EVALUATION TABLE ON SHEET 3 FOR MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.
2. SHORING REQUIRED FOR INSTALLATION OF PIPE TO PREVENT UNDERMINING OF WALL R-44-41.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-41

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TYPICAL WALL SECTIONS

SHEET 4 OF 9

907

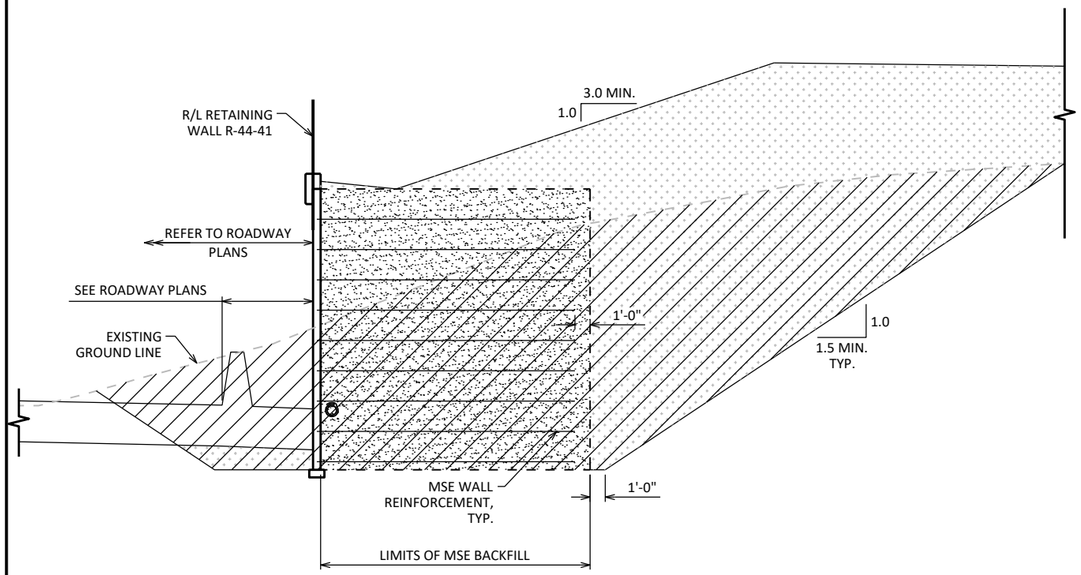
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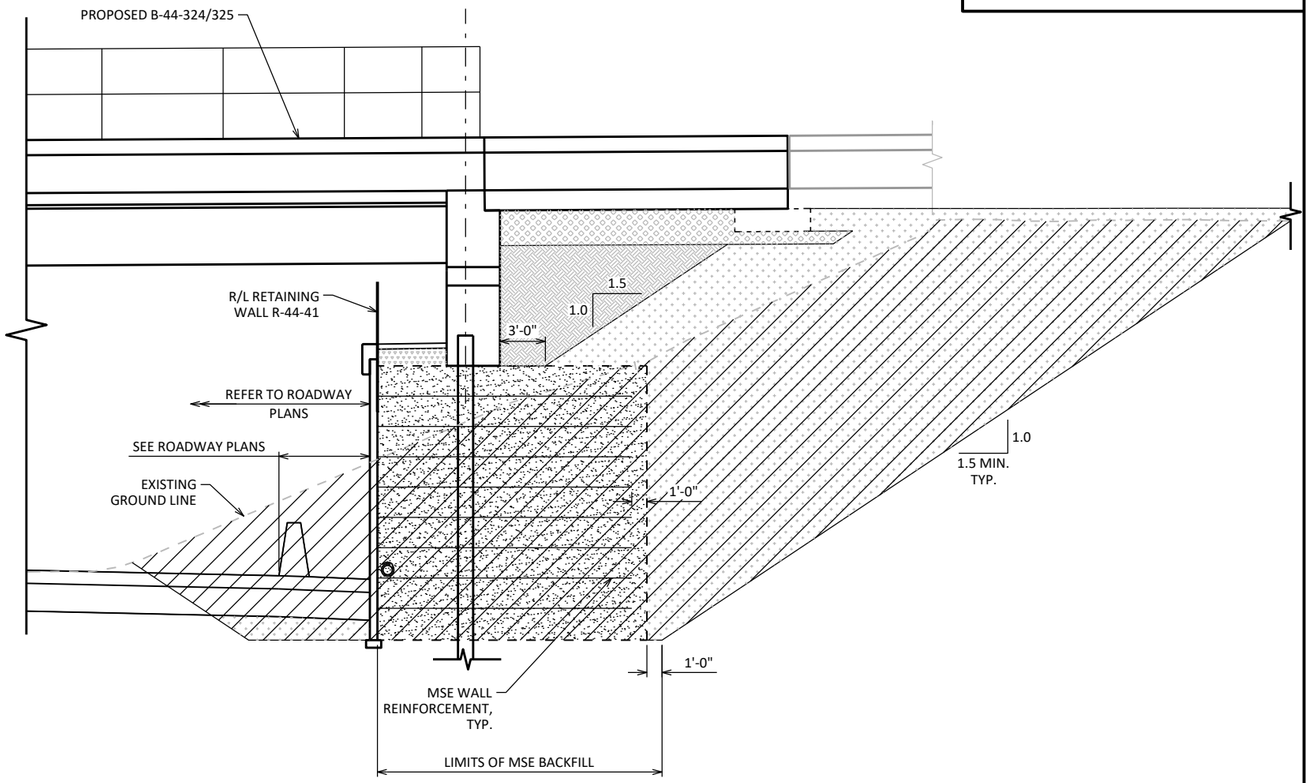
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8

STATE PROJECT NUMBER

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LEGEND

- WALL EXCAVATION - INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41"
- MSE BACKFILL - INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41"
- BASE AGGREGATE DENSE 1¼ - INCH - NOT A RETAINING WALL ITEM. SEE BRIDGE PLANS.
- FILL MATERIAL - NOT A RETAINING WALL ITEM. SEE ROADWAY PLANS.
- MSE BACKFILL OR SIZE 2 COARSE AGGREGATE - NOT A RETAINING WALL ITEM. SEE BRIDGE PLANS.
- BACKFILL STRUCTURE TYPE A - NOT A RETAINING WALL ITEM. SEE BRIDGE PLANS.
- BASE AGGREGATE DENSE 1¼ - INCH - NOT A RETAINING WALL ITEM. SEE ROADWAY PLANS.

NOTE 1: EXCAVATE TOP SOIL BELOW WALL FOUNDATION AS NECESSARY AND REPLACE WITH COMPACTED STRUCTURAL BACKFILL. INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41"

EXCAVATION AND BACKFILL LIMITS

(RAILING AND FENCE NOT SHOWN)

8

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NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-41

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EXCAVATION & BACKFILL LIMITS

SHEET 5 OF 9

908

SCALE = 1 IN:10 FT

FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0041\SHEETS\R44-41-080301_EX.DWG
LAYOUT NAME - EX&BF_Diag

STATE PROJECT NUMBER
1130-65-76

LEGEND

(A04) SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE)

(A05) SEE "QUANTITIES AND GENERAL NOTES" SHEET FOR ELEVATION INFORMATION

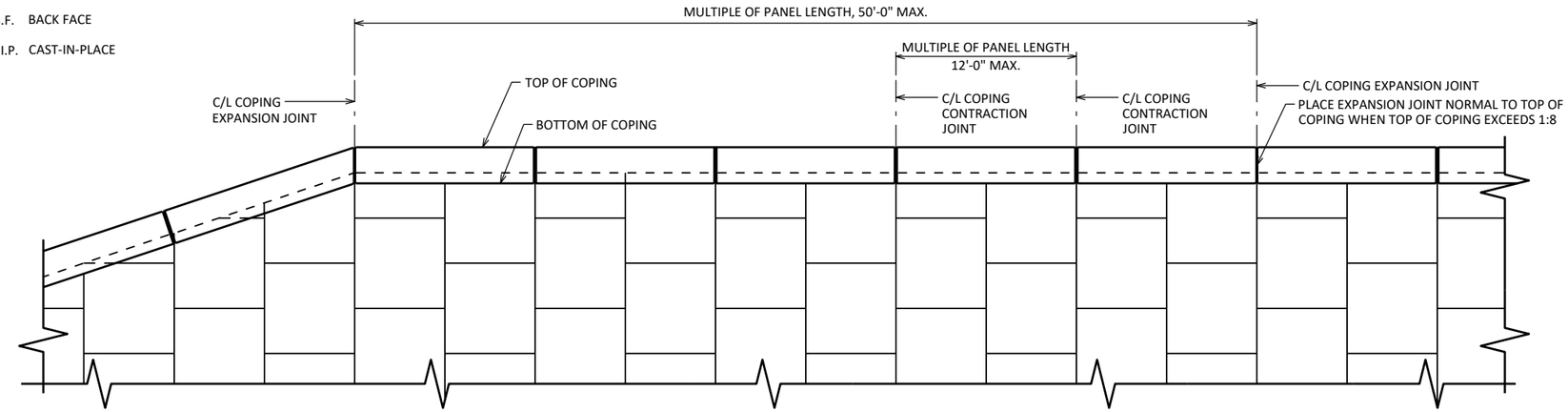
(A06) MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANEL

E.F. EACH FACE

F.F. FRONT FACE

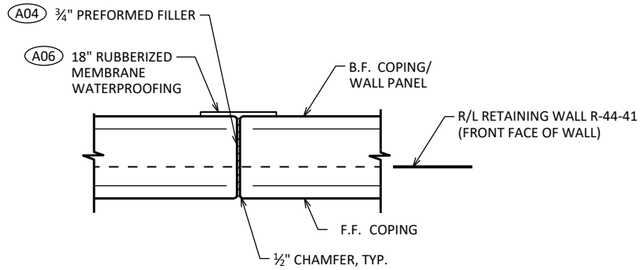
B.F. BACK FACE

C.I.P. CAST-IN-PLACE



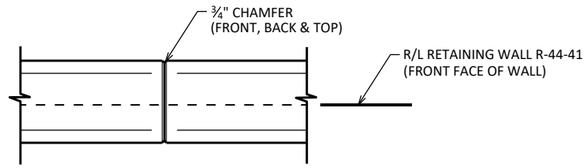
PARTIAL ELEVATION

NOTE: ALL JOINTS TO BE LOCATED AS SHOWN AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE



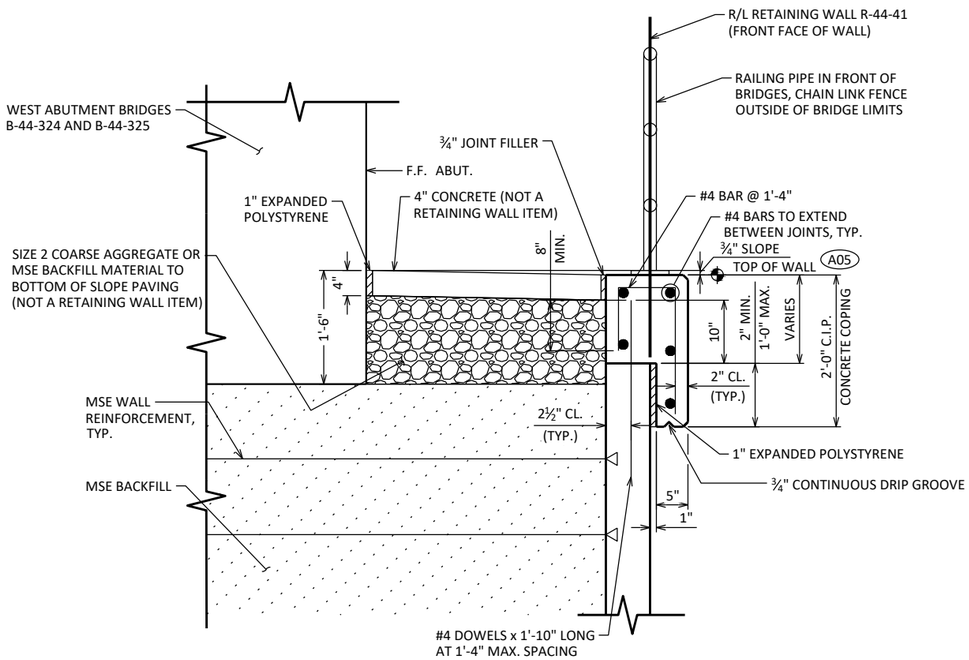
COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'
MUST COINCIDE WITH PANEL JOINT ON FRONT FACE



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT
MAX. SPACING OF JOINT = 12'
MUST COINCIDE WITH PANEL JOINT ON FRONT FACE



CROSS SECTION THRU ABUTMENT AT MSE WALL

COPING REINFORCEMENT, CONCRETE AND RUBBERIZED MEMBRANE WATERPROOFING ARE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-44-41"

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8

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DRAWN BY MTZ | PLANS CK'D SGM

COPING DETAILS

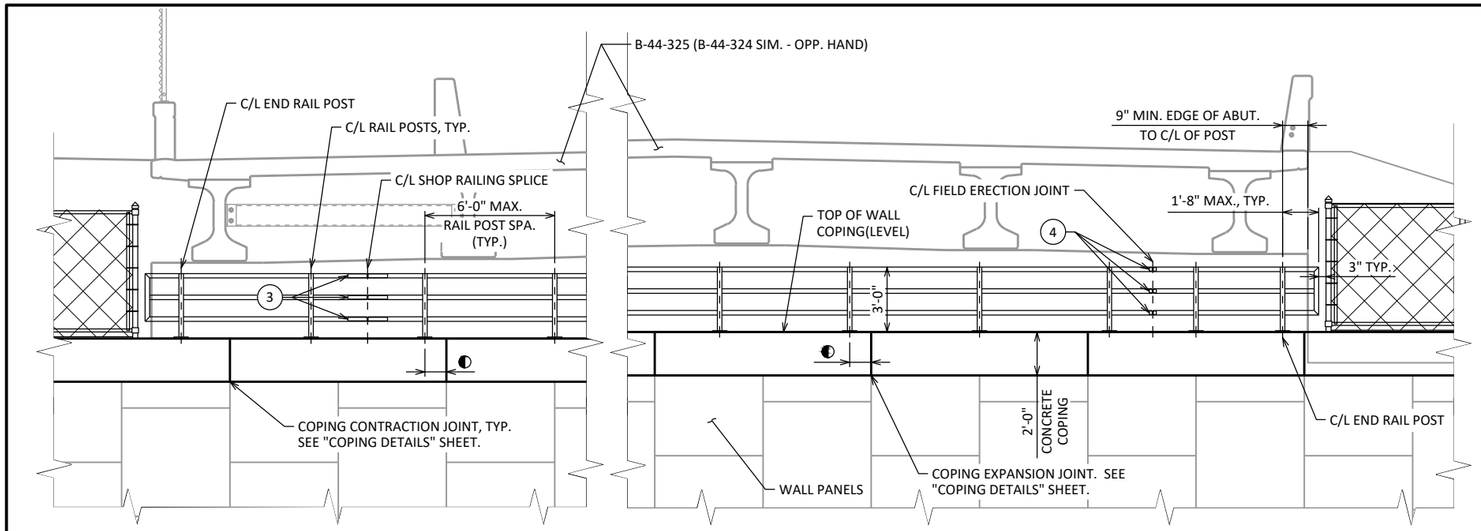
SHEET 6 OF 9
909

SCALE = VARIES

FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0041\SHEETS\R44-41-080401_CD.DWG
LAYOUT NAME - Coping_Details

STATE PROJECT NUMBER

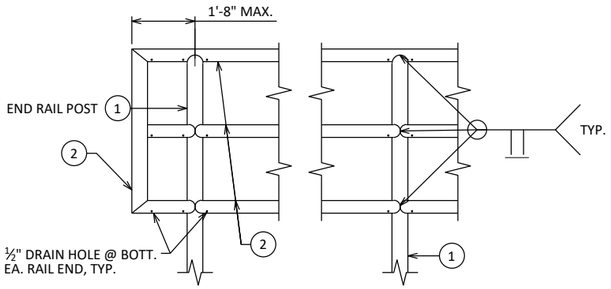
1130-65-76



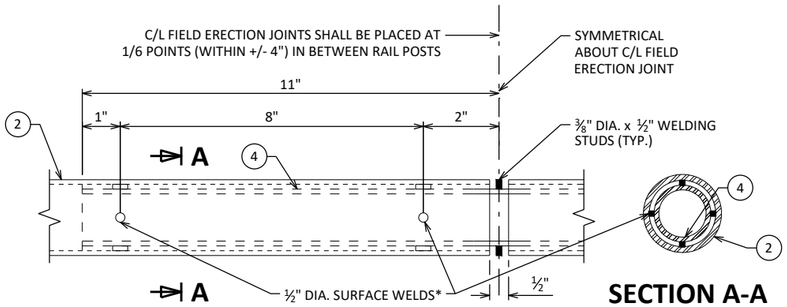
ELEVATION OF WALL COPING & RAILING

LOOKING AT FRONT FACE OF WALL
SEE PLAN VIEW ON SHEET 1 FOR PC AND PT LOCATIONS

◐ 1'-0" MIN. DISTANCE REQUIRED BETWEEN THE C/L OF COPING EXPANSION AND CONTRACTION JOINTS AND THE C/L OF RAIL POSTS

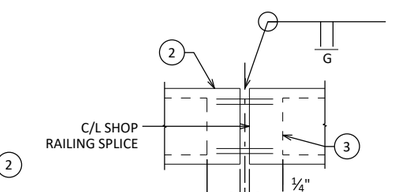


PART ELEVATION RAILING

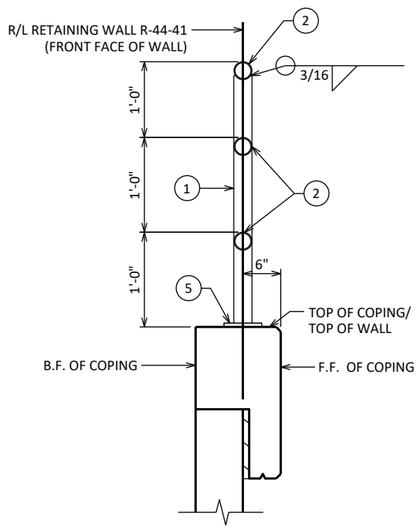


FIELD ERECTION JOINT DETAIL

*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE
(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

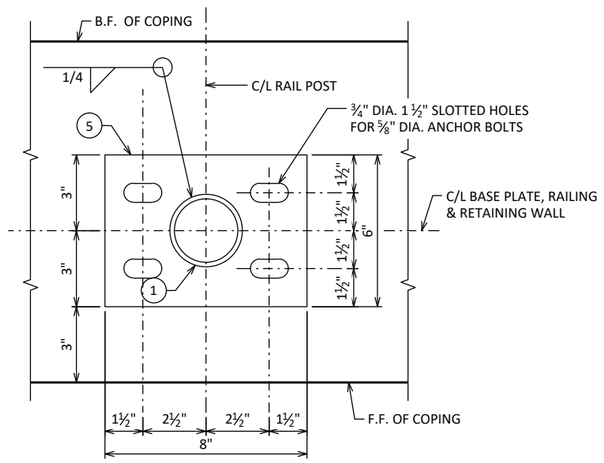


SECTION A-A

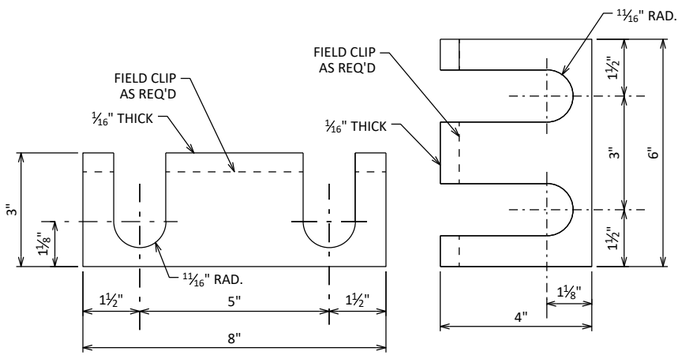


SHOP RAILING SPLICE DETAIL

(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)

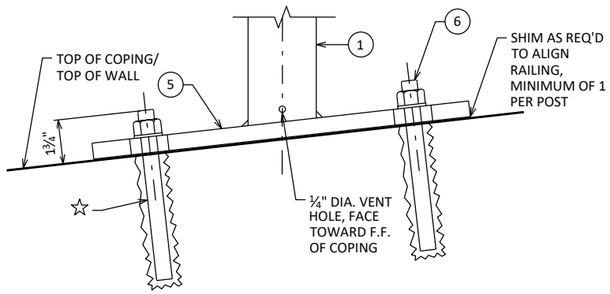


RAIL POST BASE PLATE



RAIL POST SHIM DETAIL

(2 SETS PER POST)



ANCHOR BOLTS FOR RAIL POST

(2 SETS PER POST)

☆ DRILL HOLES NORMAL TO TOP OF COPING EXCEPT AT EXPANSION JOINTS. AT EXPANSION JOINTS, DRILL HOLES VERTICALLY. BEVELED WASHERS WILL BE REQUIRED.

LEGEND

1. 2 ½" DIA. STD. STEEL PIPE FOR POSTS (2.875" O.D.): CUT BOTTOM OF POST IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS TO MAKE POST VERTICAL AND MATCH TOP OF CONCRETE. SET POSTS VERTICAL. WELD TO NO. 5.
2. 2 ½" DIA. STD. STEEL PIPE FOR RAILS: SET RAILS PARALLEL TO TOP OF COPING. WELD TO NO. 1
3. 2" DIA. STD. STEEL PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MAXIMUM OUT TO OUT DIMENSION OF 2 ⅜".
4. 2" DIA. STD. STEEL PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½" DIA. SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜" DIA. x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.
5. PLATE ¾" x 6" x 8", WITH ¾" DIA. x 1½" SLOTTED HOLES FOR ANCHOR BOLTS NO. 6. WELD TO NO. 1 OR PIPE SLEEVE AS SHOWN.
6. CONCRETE ADHESIVE ANCHORS 5/8-INCH, EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

NOTES

BID ITEM "RAILING PIPE" INCLUDES ALL STEEL ITEMS SHOWN, CONCRETE ADHESIVE ANCHORS, GALVANIZING, AND PAINTING.

FABRICATE RAILING POSTS IN LENGTHS THAT INCLUDE 3 TO 4 POSTS. FABRICATE RAILING ALONG WALL RADIUS.

FIELD ERECTION JOINTS MUST BE PLACED BETWEEN RAIL POSTS WHERE THERE IS ALSO A CONCRETE COPING EXPANSION JOINT IN BETWEEN RAIL POSTS.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

GALVANIZE ALL MATERIAL AFTER FABRICATION. PRIOR TO GALVANIZING, NO.6 BLAST CLEAN THE STEEL RAILING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT. THE RAILING SHALL BE AMS STANDARD COLOR NO. 27038, BLACK.

DRILL DRAIN HOLES PRIOR TO GALVANIZING.

FABRICATE FROM MATERIALS CONFORMING TO ASTM A709, GRADE 36 UNLESS NOTED OTHERWISE.

STEEL SHIMS MAY BE USED UNDER POSTS WHERE REQUIRED FOR ALIGNMENT.

ALL RAILS, POSTS, AND SLEEVES ARE STANDARD WEIGHT PIPE SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

LOCATE ANCHORAGES TO PROVIDE CORRECT ALIGNMENT OF RAILING.

CAULK AROUND PERIMETER OF BASE PLATES AND FILL PORTION OF SLOTTED HOLES AROUND ANCHOR BOLTS IN POST SHIMS AND BASE PLATES WITH NON-STAINING, BLACK, NON-BITUMINOUS JOINT SEALER.

TOUCH UP PAINT AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-41

DRAWN BY MTZ | PLANS CK'D SGM

RAILING PIPE DETAILS

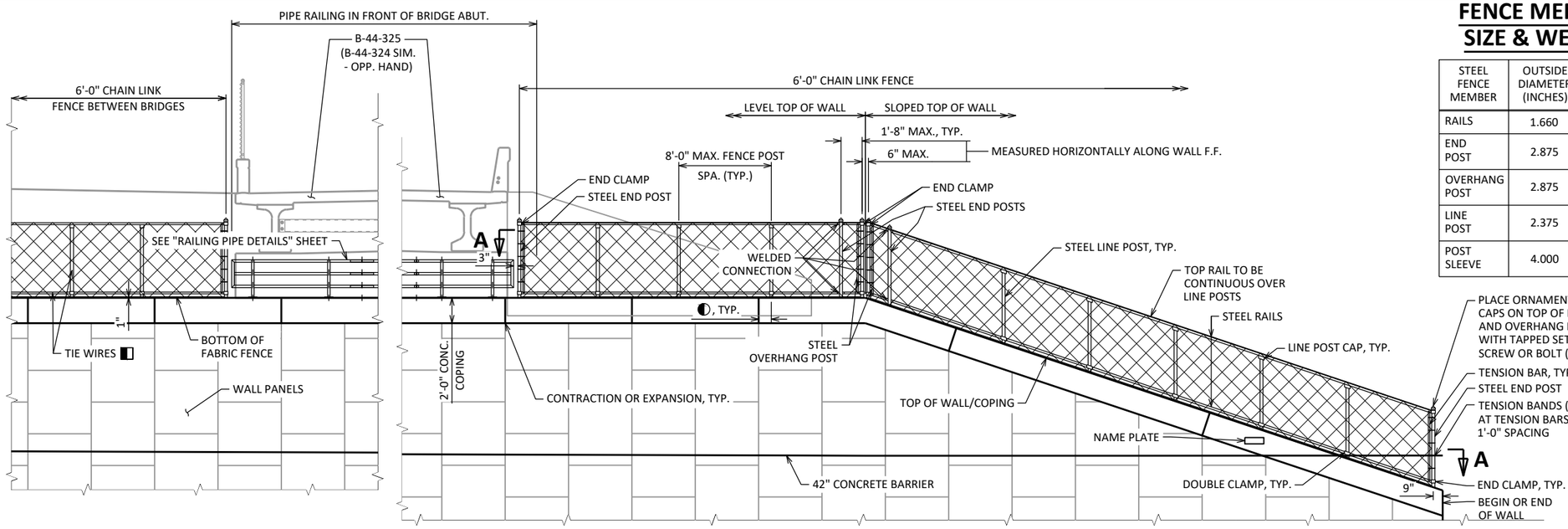
SHEET 7 OF 9
910

SCALE = VARIES

8

8

FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0041\SHEETS\R44-41-080402_RD.DWG
LAYOUT NAME - Pipe_Details



PARTIAL ELEVATION OF WALL COPING & FENCE

LOOKING AT F.F. OF WALL
SEE PLAN VIEW ON SHEET 1 FOR PC AND PT LOCATIONS

FENCE MEMBER SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

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NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL WITH A COLORED POLYMER-COATING ON THE OUTSIDE.

FABRIC SHALL CONFORM TO ASTM F668, CLASS 2B. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

THE COLOR OF POLYMER-COATING FOR THIS STRUCTURE SHALL BE BLACK (AMS COLOR NO. 27038) IN ACCORDANCE WITH ASTM F934.

THE BID ITEM SHALL BE "FENCE CHAIN LINK POLYMER-COATED 6-FT R-44-41".

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

BASE PLATES, ANCHOR PLATES AND SHIMS SHALL BE ASTM A709, GRADE 36.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

▪ CAULK AROUND PERIMETER OF BASE PLATE AND FILL PORTION OF SLOTTED HOLE AROUND ANCHOR BOLT IN SHIM WITH NON-STAINING BLACK NON-BITUMINOUS JOINT SEALER.

⚹ ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

▲ ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF 307 IS USED, ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED. ☆

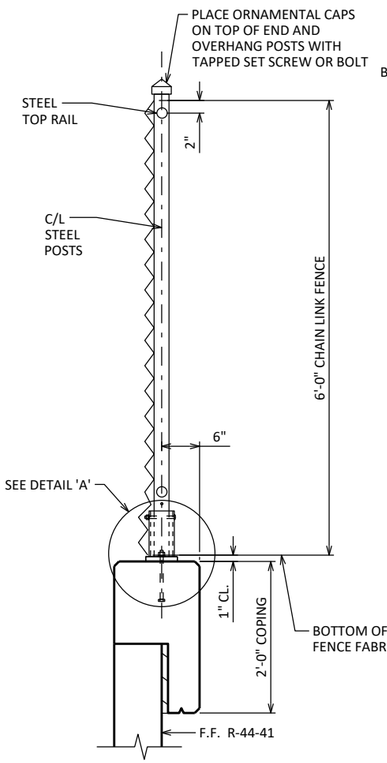
☆ ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ½-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.

◧ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

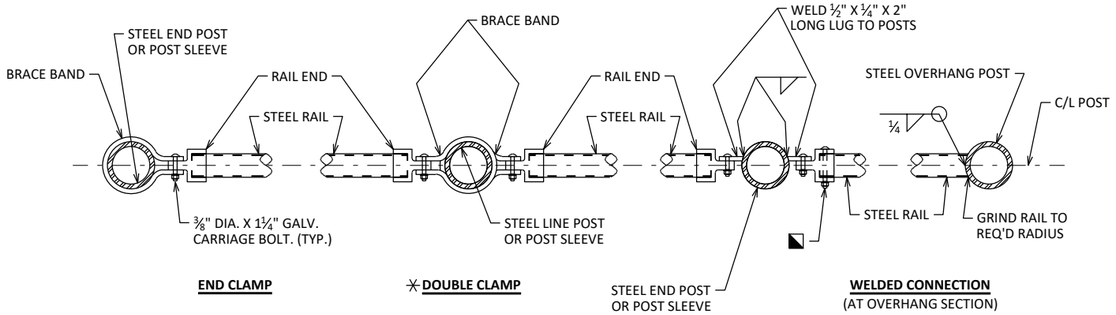
◪ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR ¼ POINT OF POST SPACING.

◐ 1'-0" MINIMUM DISTANCE REQUIRED BETWEEN THE C/L OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION) AND THE C/L OF FENCE POSTS.



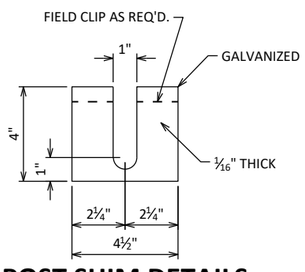
SECTION THRU FENCE ON COPING



END CLAMP ⚹**DOUBLE CLAMP** **WELDED CONNECTION** (AT OVERHANG SECTION)

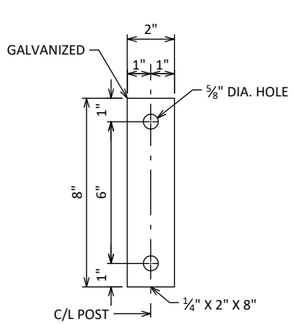
SECTION A-A

NOTE: PLACE ALL NUTS TOWARD F.F. OF COPING



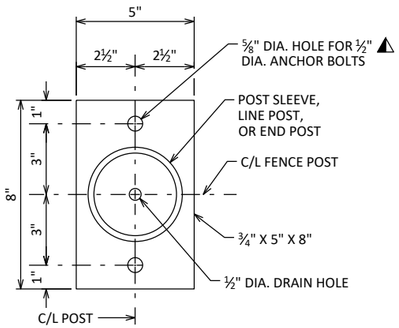
POST SHIM DETAILS

SHIMS REQUIRED ONLY WHEN END POSTS AND LINE POSTS ARE WELDED TO BASE PLATES. PROVIDE 4 SHIMS PER POST. USE WHERE REQUIRED FOR ALIGNMENT.

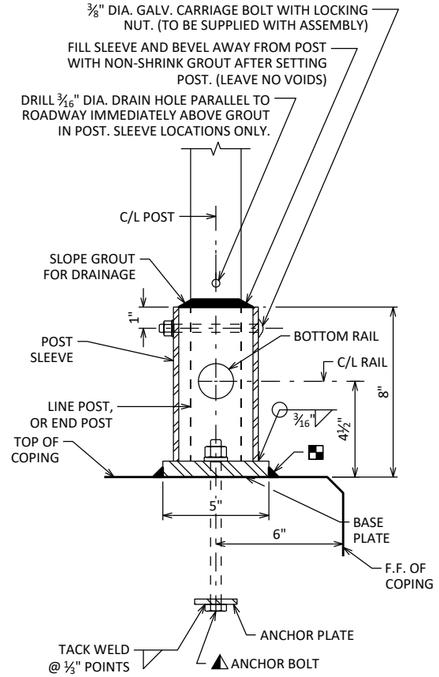


ANCHOR PLATE

☆ NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



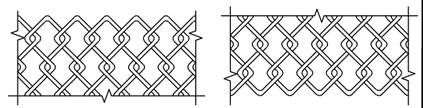
BASE PLATE



DETAIL 'A'

UNIT SHALL BE GALVANIZED AFTER FABRICATION

NOTE: IN LIEU OF USING THE POST SLEEVE, THE FENCE POST MAY BE WELDED TO THE BASE PLATE.



TOP DETAIL **BOTTOM DETAIL**

FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2" DIAMOND PATTERN MESH WITH BOTH THE TOP AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-44-41

DRAWN BY MTZ | PLANS CK'D SGM

CHAIN LINK FENCE DETAILS

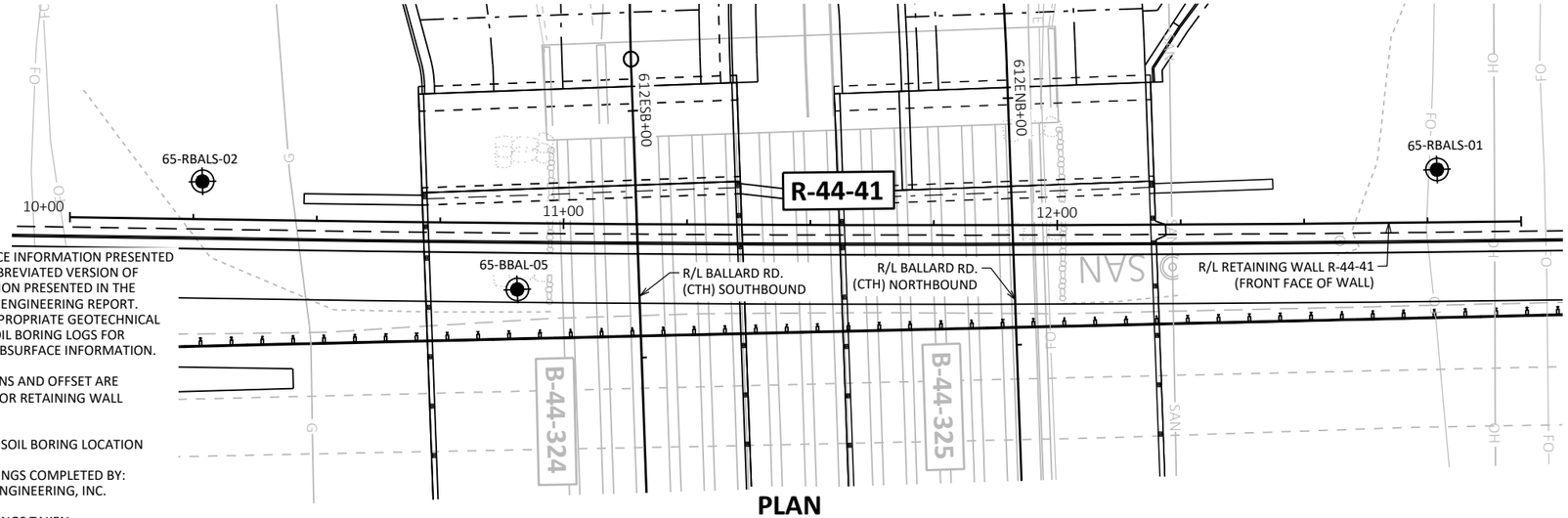
SHEET 8 OF 9
911

SCALE = VARIES

8

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FILE NAME : C:\USERS\ZIEGLEM2\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\STRC\R-44-0041\SHEETS\R44-41-080403_FD.DWG
LAYOUT NAME - Fencing_Details



PLAN

(PRECAST CONCRETE PANEL MSE WALL)

NOTE:

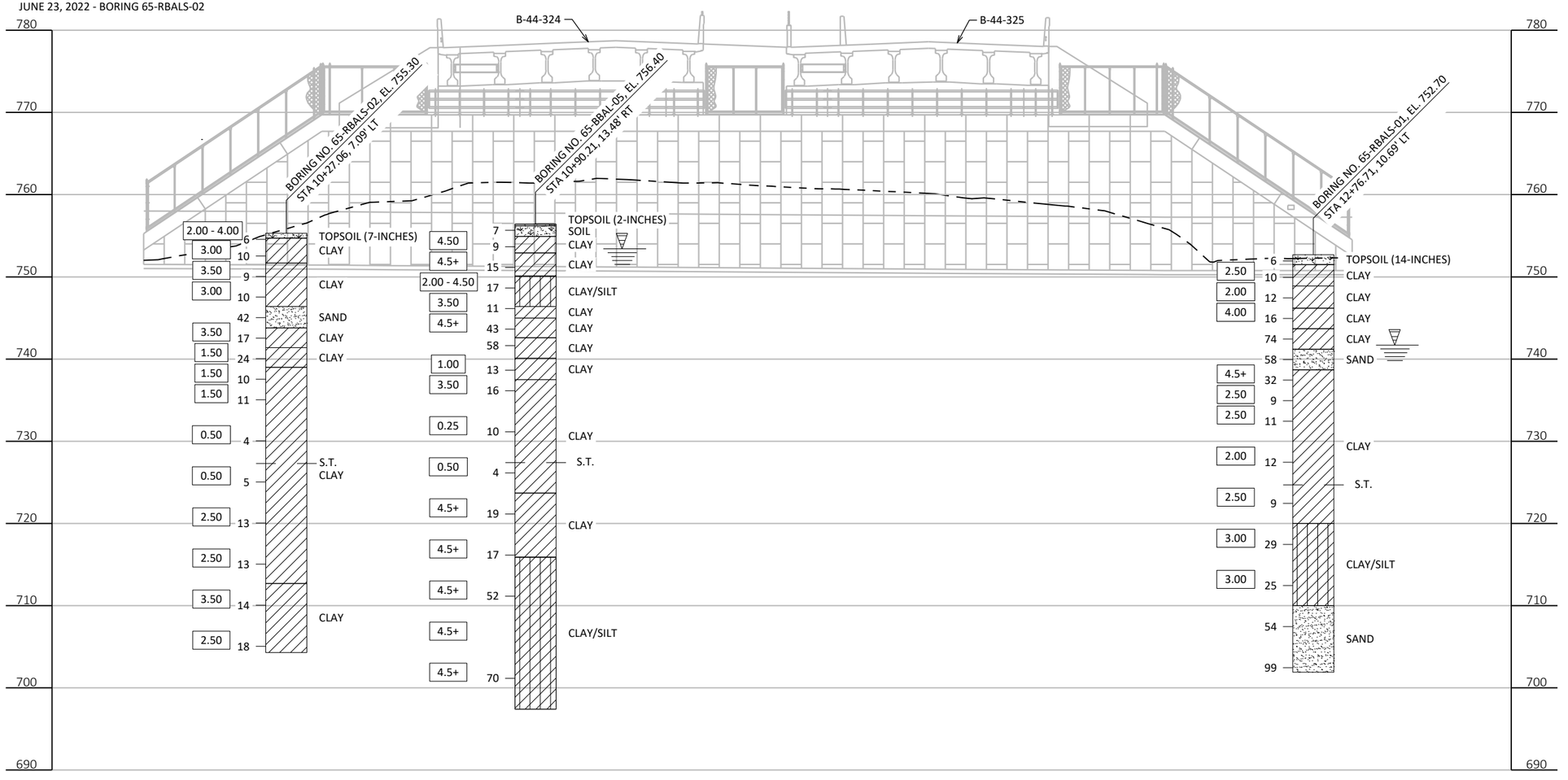
THE SUBSURFACE INFORMATION PRESENTED HERIN IS AN ABBREVIATED VERSION OF THE INFORMATION PRESENTED IN THE GEOTECHNICAL ENGINEERING REPORT. REVIEW THE APPROPRIATE GEOTECHNICAL REPORT AND SOIL BORING LOGS FOR ADDITIONAL SUBSURFACE INFORMATION.

BORING STATIONS AND OFFSET ARE BASED ON R/L FOR RETAINING WALL R-44-41.

DENOTES SOIL BORING LOCATION

SOIL BORINGS COMPLETED BY:
GESTRA ENGINEERING, INC.

SOIL BORINGS TAKEN:
JUNE 23, 2022 - BORING 65-RBALS-01
JULY 19, 2022 - BORING 65-BBAL-05
JUNE 23, 2022 - BORING 65-RBALS-02



ELEVATION

(LOOKING SOUTH AT THE FRONT FACE OF WALL)

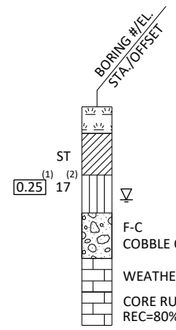
STATE PROJECT NUMBER

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MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-44-41

DRAWN BY MTZ | PLANS CK'D SGM

SUBSURFACE EXPLORATION

SHEET 9 OF 9
912

SCALE = 1" = 30'

8

8

STATE PROJECT NUMBER

1130-65-76

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONs DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS

STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NW (NATURAL WIND GUST)
	1.0 TrG (TRUCK INDUCED GUST)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY — f'_c = 3,500 PSI

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 — f_y = 60,000 PSI

STRUCTURAL ANGLES, PLATES & BARS - ASTM A709 GRADE 36 — f_y = 36,000 PSI

HIGH STRENGTH BOLTS - ASTM A3125 GRADE A325 — f_y = 92,000 PSI

ANCHOR RODS - ASTM F1554 GRADE 55 — f_y = 55,000 PSI

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI WASHERS - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGN FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING THE DRILLING OF THE SHAFT HOLE TO CONFRIM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), OUTAGAMIE COUNTY ZONE, NAD 83 (1997). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE TRUSS OR MONOTUBE BID ITEMS FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA. A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

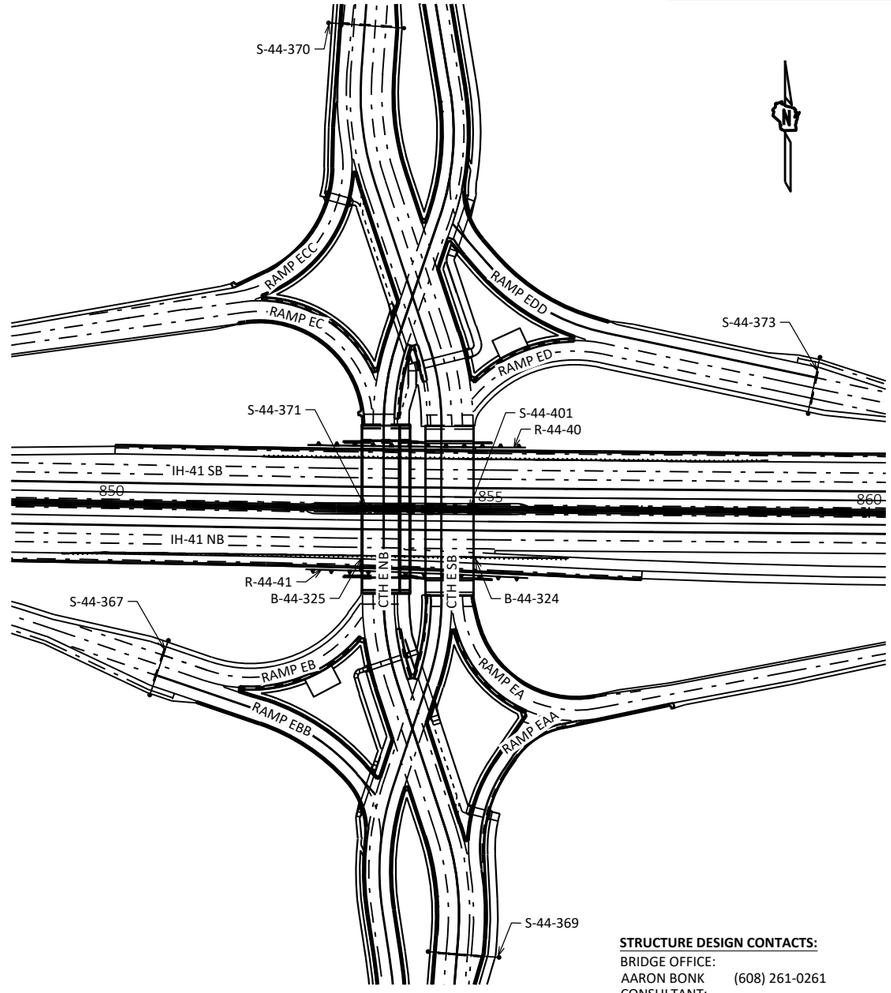
THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (42-INCH)".

SIGN STRUCTURES S-44-371 AND S-44-401 WILL BE SUPPORTED ON THE B-44-325 AND B-44-324 PIERS, RESPECTIVELY. SEE B-44-324 AND B-44-325 PLANS FOR PEDESTAL DETAILS.

EXISTING UTILITIES SHOWN WILL BE RELOCATED IN ADVANCE OF CONSTRUCTION TO AVOID CONFLICTS WITH STRUCTURE.



LOCATION MAP

THESE ARE STANDARD DESIGN PLANS DEVELOPED AND MAINTAINED BY THE WISDOT. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISDOT BRIDGE MANUAL CHAPTER 39.

WISCONSIN PROFESSIONAL ENGINEER
TREY M. HORBINSKI
E-50009
MILWAUKEE
WIS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-44-367	S-44-369	S-44-370	S-44-371	S-44-373	S-44-401
531.2042	DRILLING SHAFT 42-INCH	LF	46	46	46	---	46	---
531.5440.6000	FOUNDATION SINGLE-SHAFT TYPE TF-IV S-44-367	EA	2	---	---	---	---	---
531.5440.6020	FOUNDATION SINGLE-SHAFT TYPE TF-IV S-44-373	EA	---	---	---	---	2	---
531.5440.6030	FOUNDATION SINGLE-SHAFT TYPE TF-IV S-44-369	EA	---	2	---	---	---	---
531.5440.6040	FOUNDATION SINGLE-SHAFT TYPE TF-IV S-44-370	EA	---	---	2	---	---	---
532.5420.6010	TRUSS FULL SPAN 2-CHORD TYPE TF-II S-44-371	EA	---	---	---	1	---	---
532.5420.6050	TRUSS FULL SPAN 2-CHORD TYPE TF-II S-44-401	EA	---	---	---	---	---	1
532.5440.6000	TRUSS FULL SPAN 2-CHORD TYPE TF-IV S-44-367	EA	1	---	---	---	---	---
532.5440.6020	TRUSS FULL SPAN 2-CHORD TYPE TF-IV S-44-373	EA	---	---	---	---	1	---
532.5440.6030	TRUSS FULL SPAN 2-CHORD TYPE TF-IV S-44-369	EA	---	1	---	---	---	---
532.5440.6040	TRUSS FULL SPAN 2-CHORD TYPE TF-IV S-44-370	EA	---	---	1	---	---	---

STRUCTURE	CATEGORY
S-44-367	6000
S-44-369	6030
S-44-370	6040
S-44-371	6010
S-44-373	6020
S-44-401	6050

STRUCTURE DATA

STRUCTURE ID	SIGN AREA	SIGN DEPTH	FOUNDATION TYPE	TRUSS TYPE
S-44-367	224 SF	7'-0"	TYPE TF-IV	TYPE TF-IV
S-44-369	279 SF	9'-0"	TYPE TF-IV	TYPE TF-IV
S-44-370	271 SF	7'-6"	TYPE TF-IV	TYPE TF-IV
S-44-371	235 SF	8'-0"	N/A	TYPE TF-II
S-44-373	224 SF	7'-0"	TYPE TF-IV	TYPE TF-IV
S-44-401	218 SF	7'-6"	N/A	TYPE TF-II

TRAFFIC VOLUME

IH 41
A.D.T. = 92,000 (2045)
R.D.S. = 75 MPH

R/L EB
A.D.T. = 12,000 (2045)
R.D.S. = 45 MPH

R/L ED
A.D.T. = 12,000 (2045)
R.D.S. = 45 MPH

R/L ENB
A.D.T. = 42,975 (2045)
R.D.S. = 40 MPH

R/L ESB
A.D.T.= 42,975 (2045)
R.D.S. = 40 MPH

LIST OF DRAWINGS:

1. GENERAL NOTES & DESIGN DATA
2. LAYOUT S-44-367
3. LAYOUT S-44-369
4. LAYOUT S-44-370
5. LAYOUT S-44-371
6. LAYOUT S-44-373
7. LAYOUT S-44-401

LIST OF STANDARD DESIGN DRAWINGS

8. I. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1
9. II. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2
10. III. MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS
11. IV. MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

STRUCTURE DESIGN CONTACTS:
BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
STEVE MILLER (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/11/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

MONOTUBE & 2-CHORD

IH-41 SEGMENT 5 SIGN STRUCTURES

COUNTY: OUTAGAMIE
TOWN/~~CITY/VILLAGE~~: GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	TMH	DESIGNED CK'D	EKM	DRAWN BY	TMH	PLANS CK'D	EKM

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 11
913

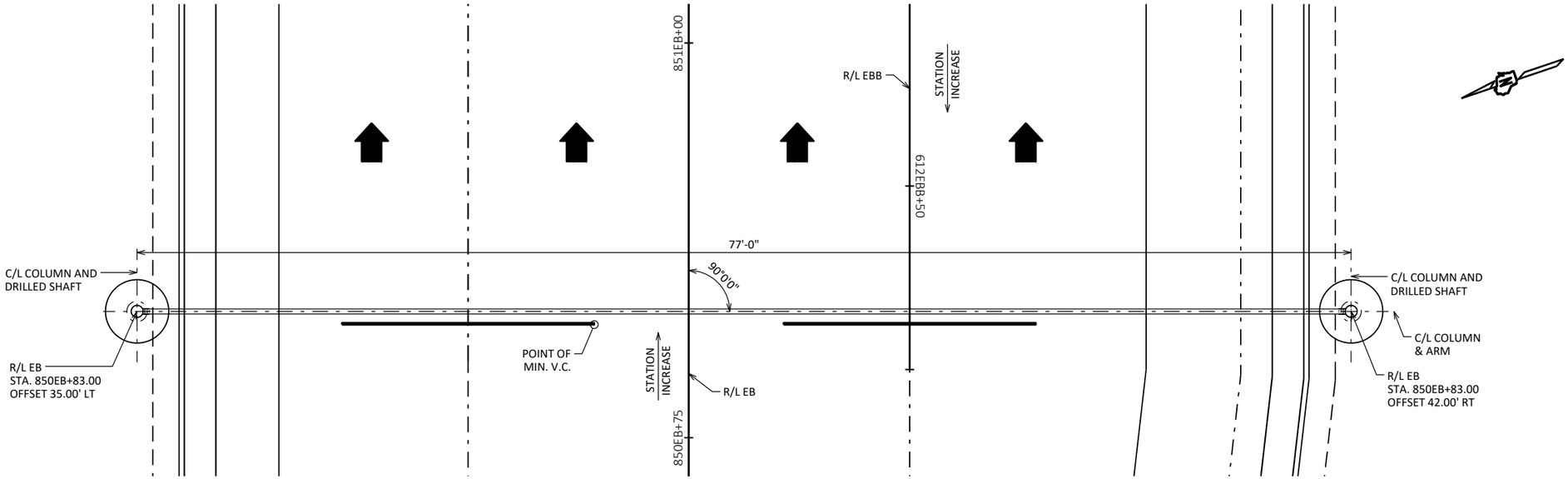
I.D. 1130-63-01 DATE: 11/01/2024

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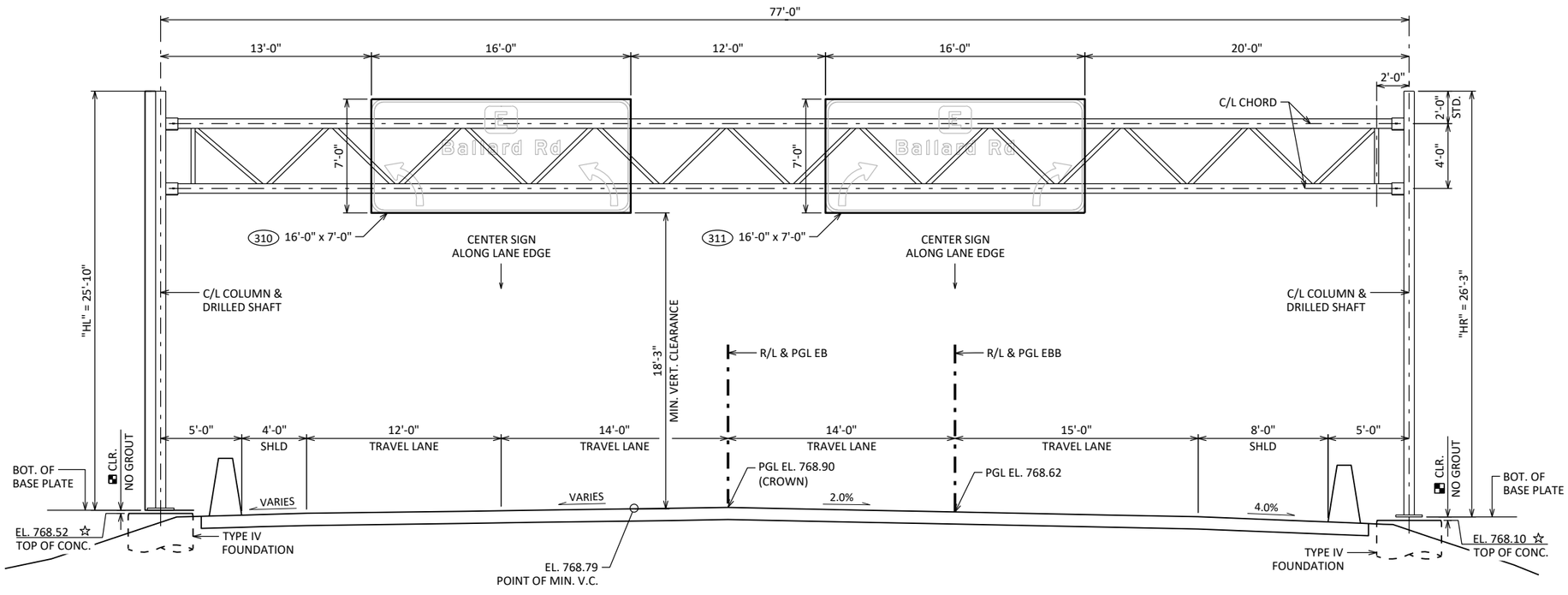
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 850EB+83.00 R/L EB
CTH E/BALLARD RD NB OFF RAMP



ELEVATION

(LOOKING UPSTATION ALONG R/L EB AT FRONT OF SIGNS)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L STRUCTURE

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

▪ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-367

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-367

SHEET 2 OF 11
914

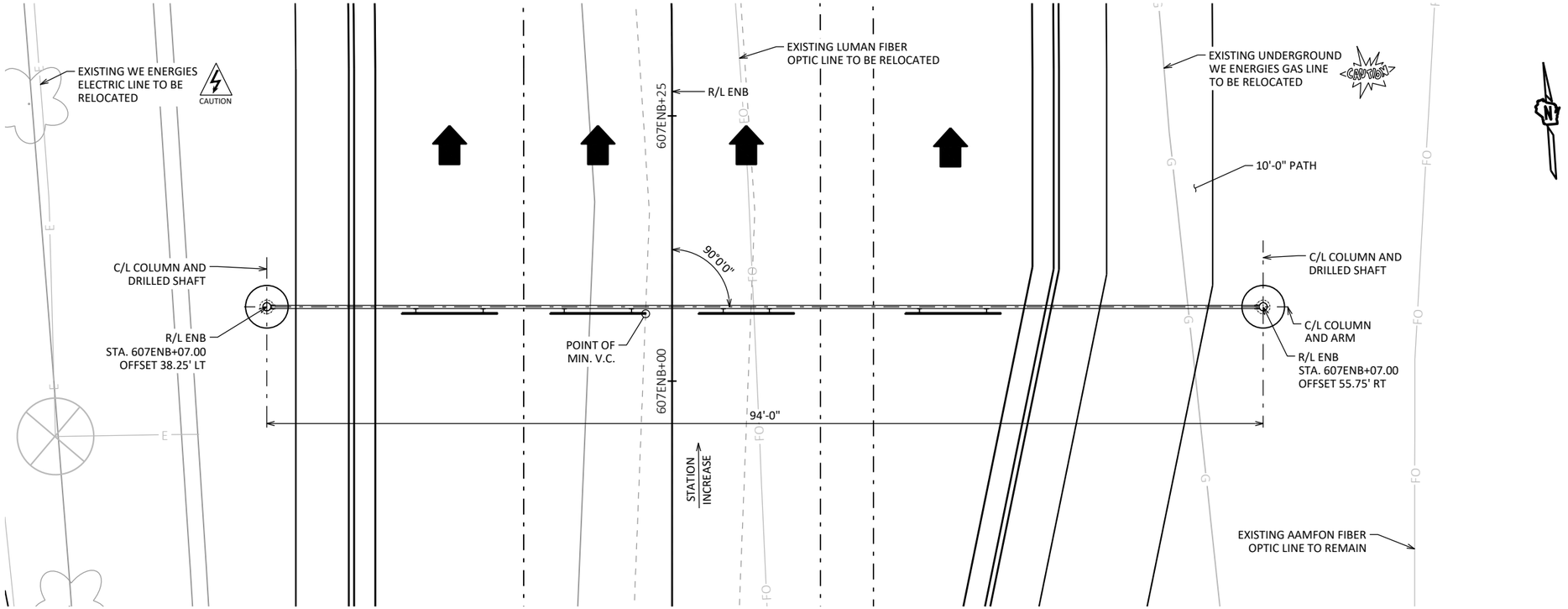
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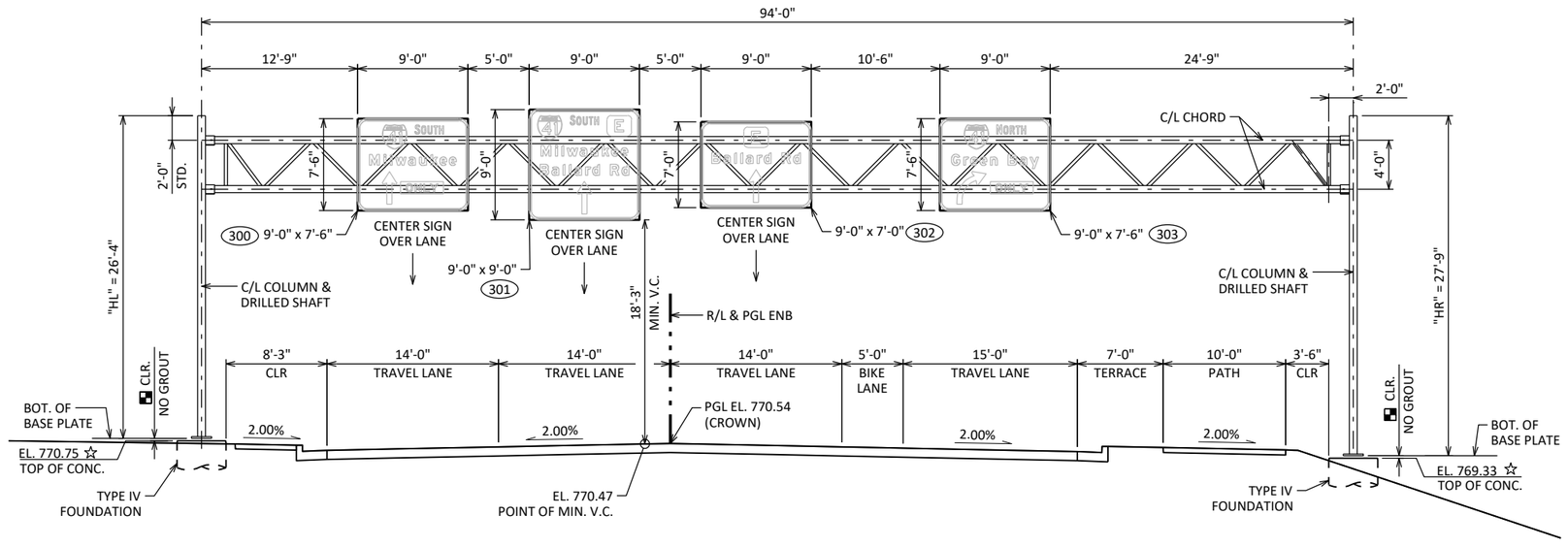
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 607ENB+07.00 R/L ENB
CTH E/BALLARD RD NB



ELEVATION

(LOOKING UPSTATION AT FRONT OF SIGNS)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L STRUCTURE

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

▪ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-369

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-369

SHEET 3 OF 11
915

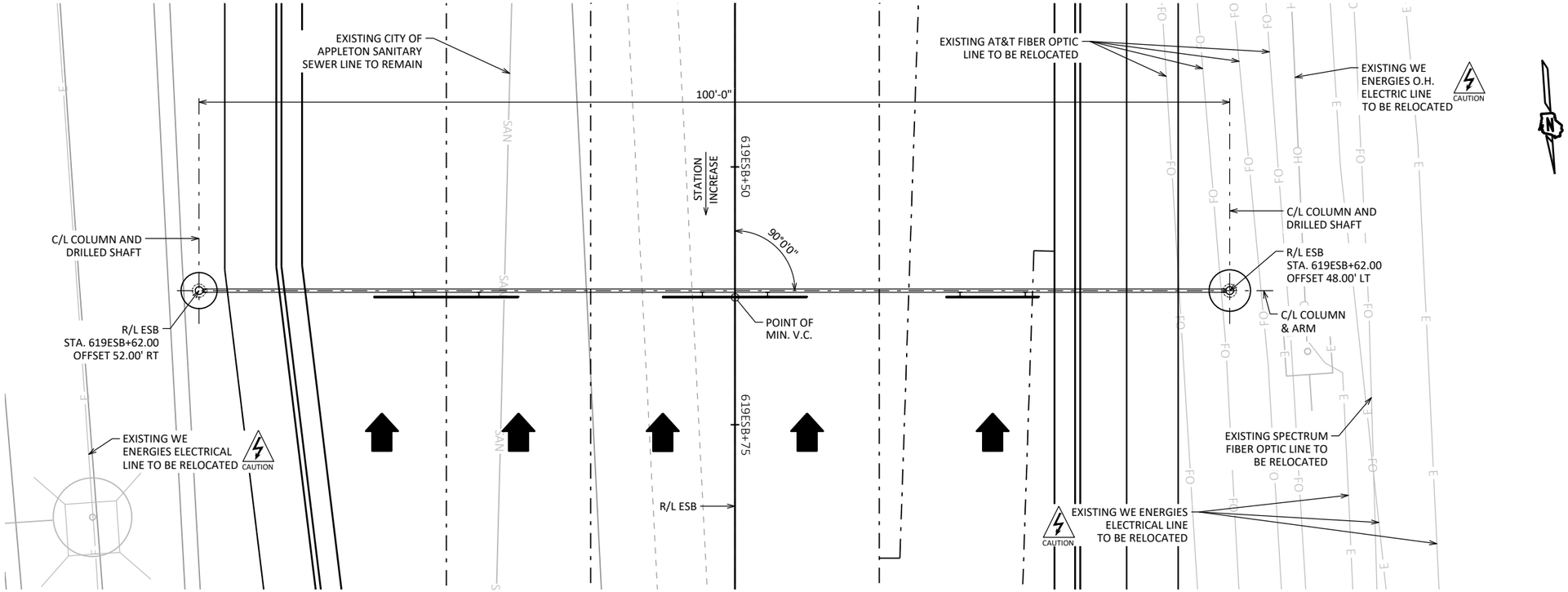
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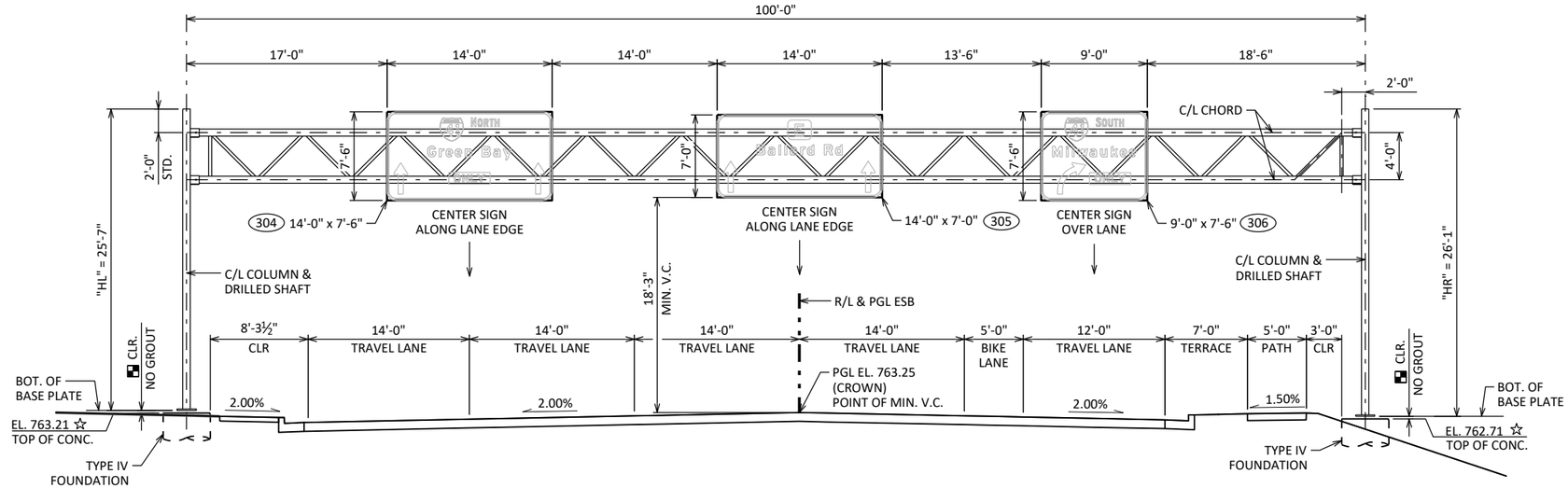
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 619ESB+62.00 R/L ESB
CTH E/BALLARD RD SB



ELEVATION

(LOOKING DOWNSTATION AT FRONT OF SIGN)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L STRUCTURE

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

▪ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-370

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-370

SHEET 4 OF 11
916

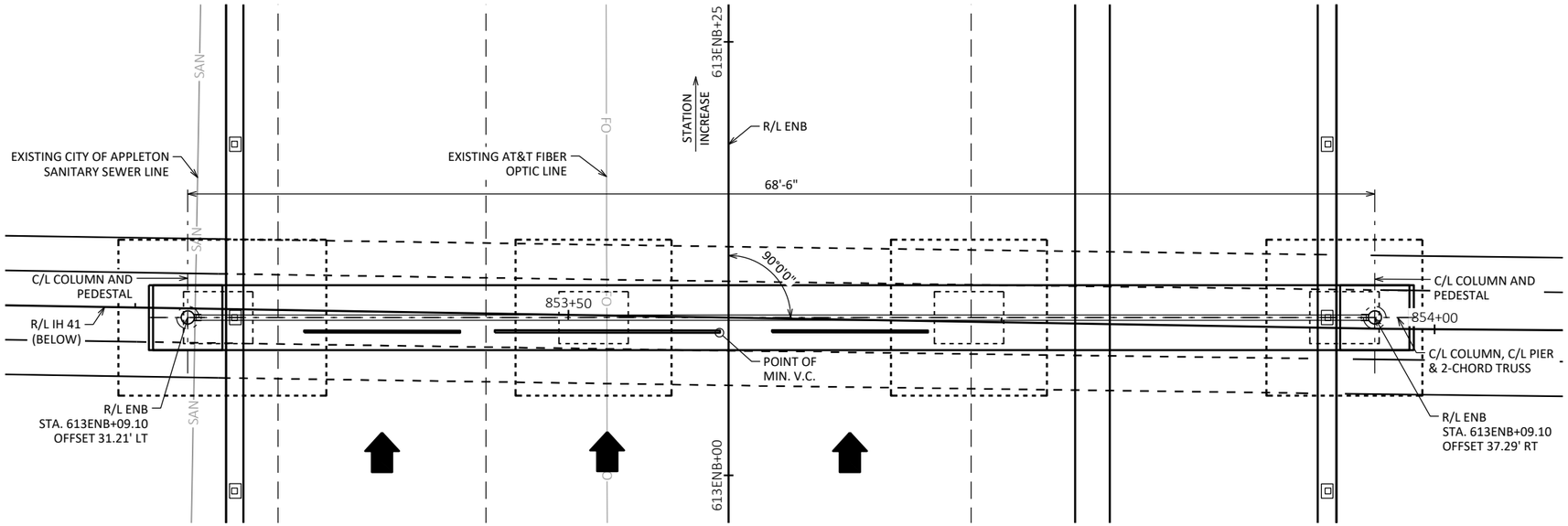
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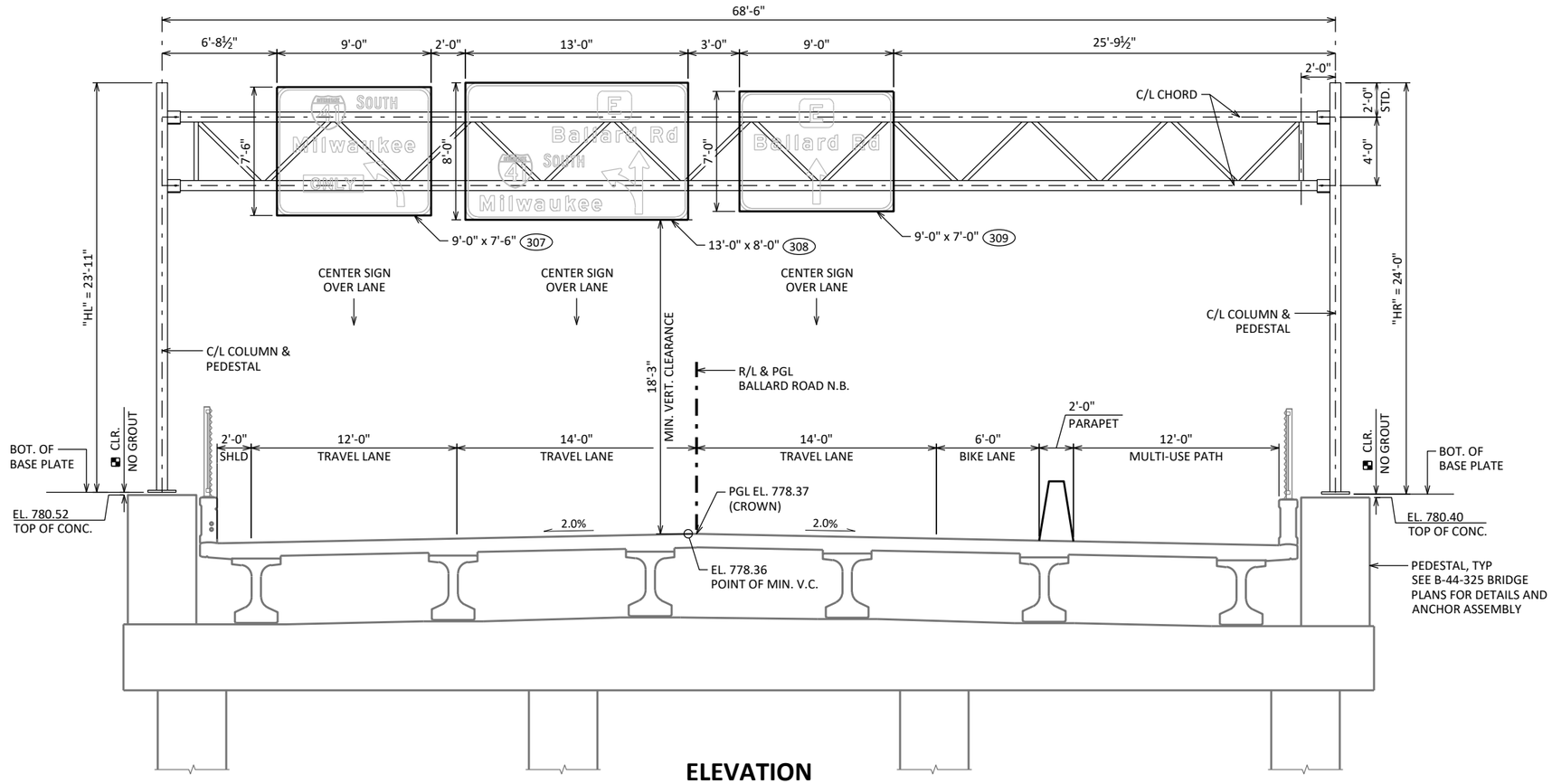
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 613ENB+09.10 R/L ENB
NB BALLARD RD OVER IH 41
(LOCATED AT C/L B-44-325 PIER)



ELEVATION

(LOOKING UPSTATION AT FRONT OF SIGNS)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE STRUCTURE B-44-325 PLAN SET FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-371

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-371

SHEET 5 OF 11
917

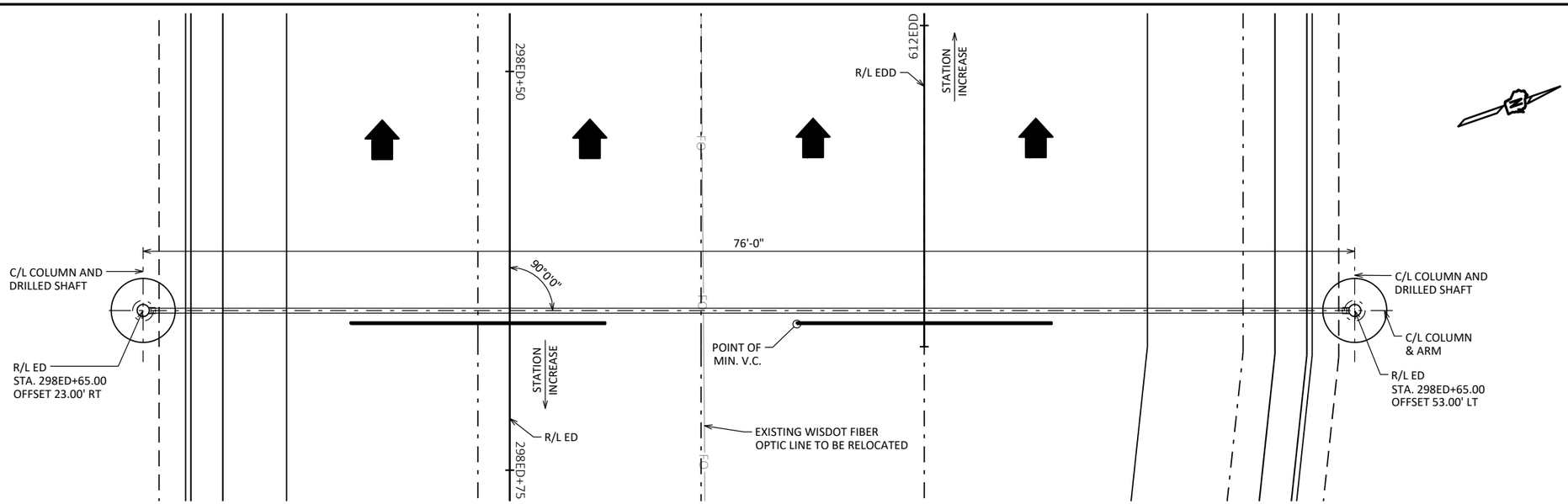
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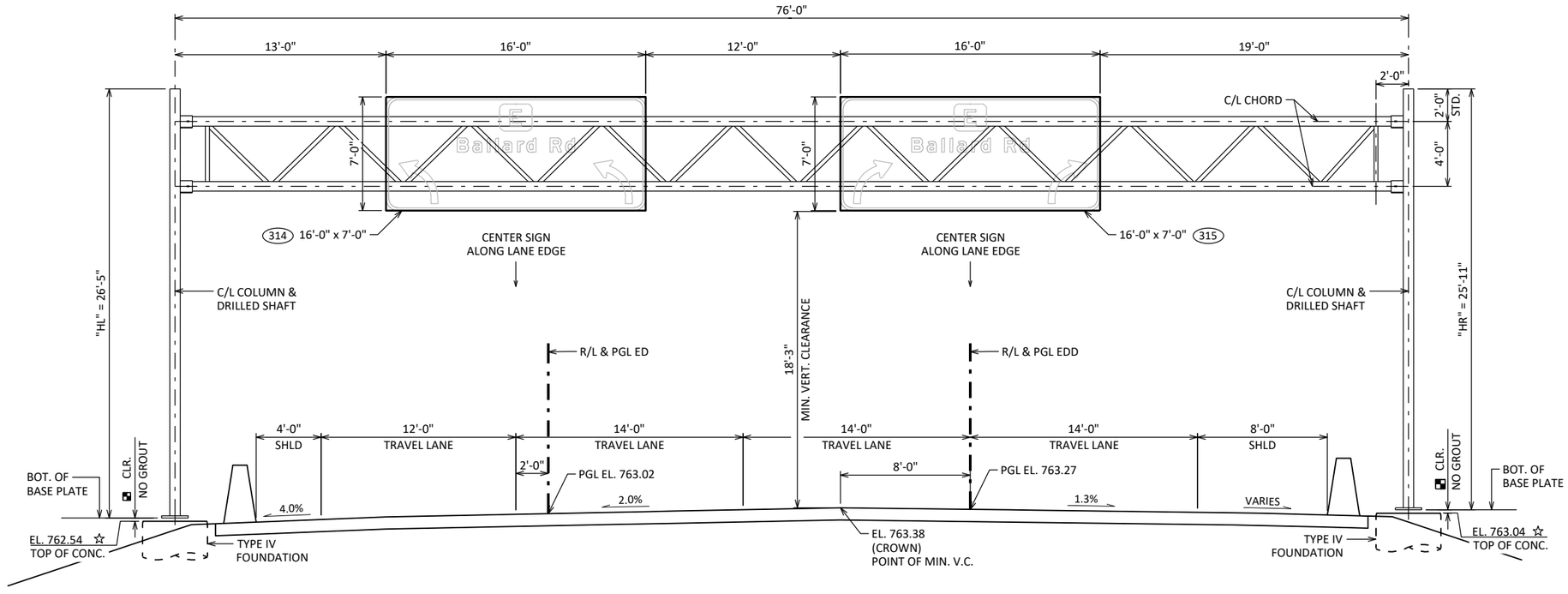
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 8298ED+65.00 R/L ED
CTH E/BALLARD RD SB OFF RAMP FROM RAMP SW



ELEVATION

(LOOKING DOWNSTATION AT FRONT OF SIGN)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L STRUCTURE

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

▪ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-373

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-373

SHEET 6 OF 11
918

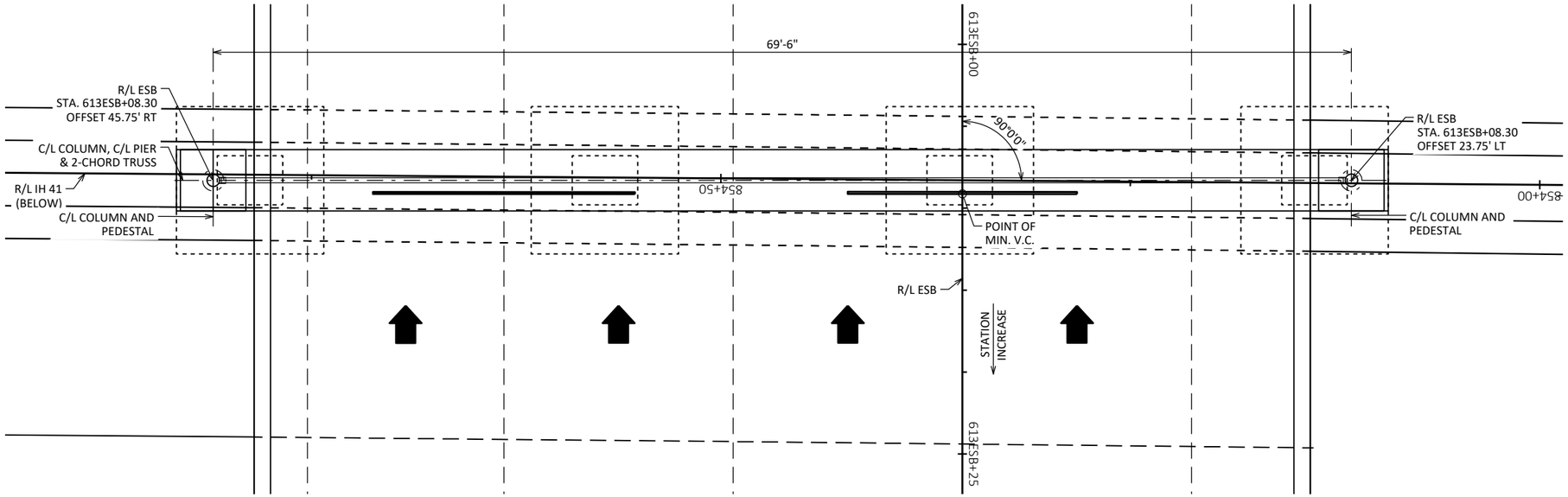
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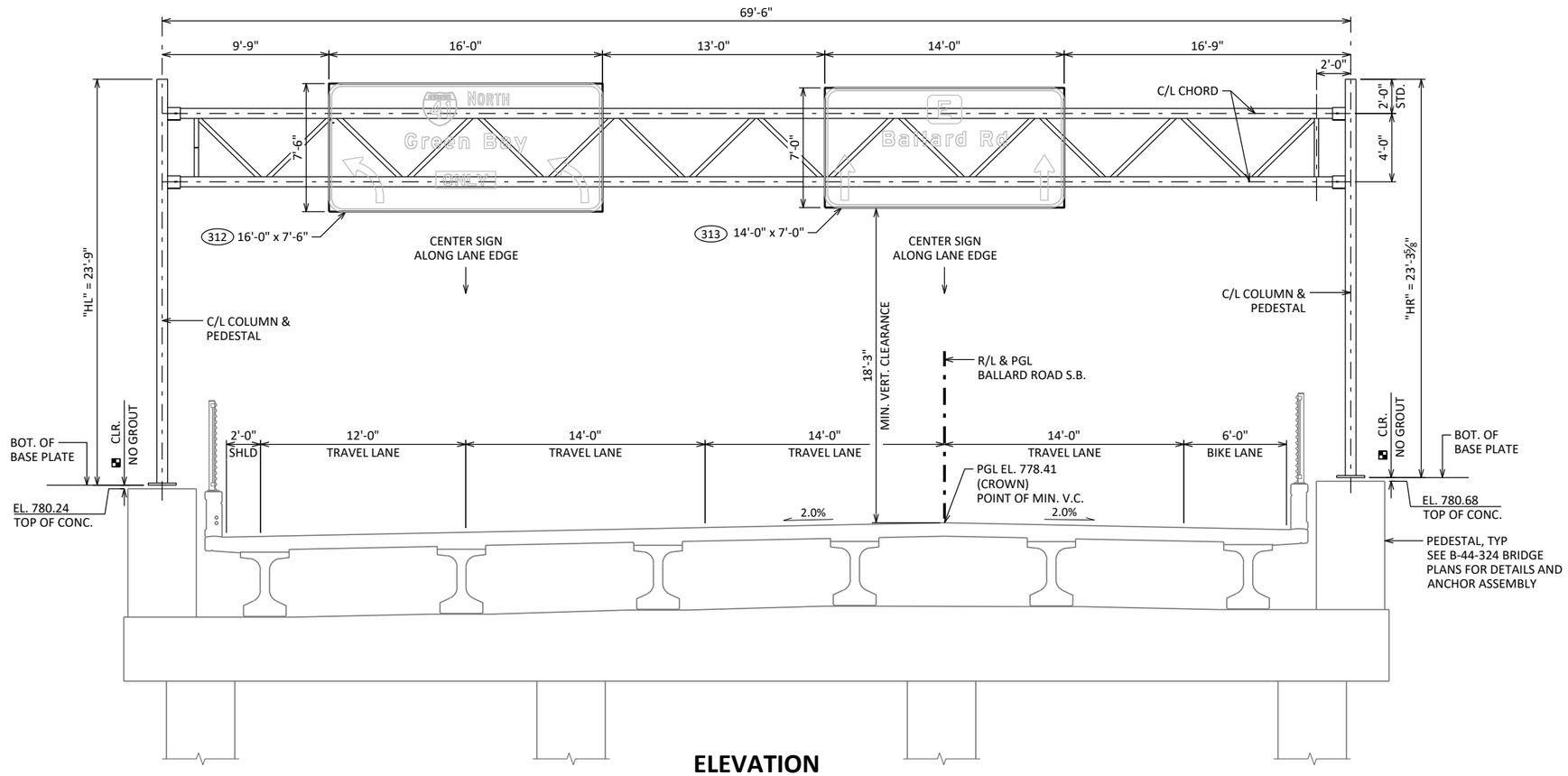
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 613ESB+08.30 R/L ESB
SB BALLARD RD OVER IH 41
(LOCATED AT C/L B-44-324 PIER)



ELEVATION

(LOOKING DOWNSTATION AT FRONT OF SIGNS)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE STRUCTURE B-44-324 PLAN SET FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-401

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-401

SHEET 7 OF 11

919

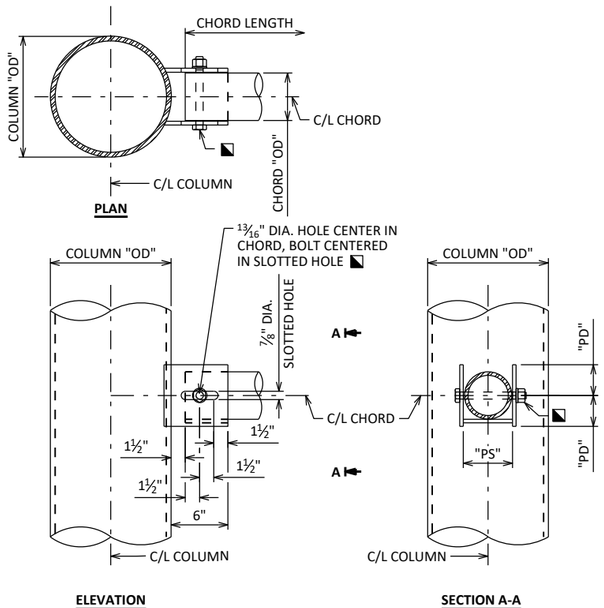
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8

STATE PROJECT NUMBER

STANDARD



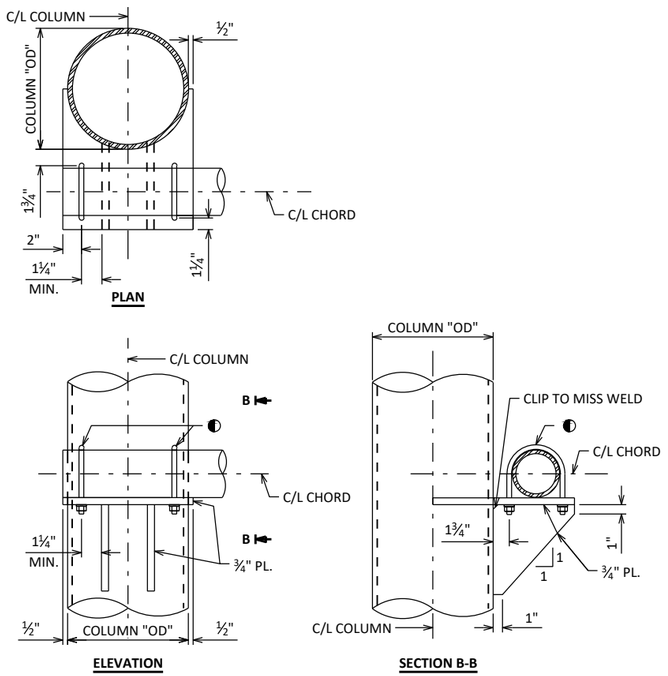
FULL SPAN SADDLE CONNECTION

PREFERRED OPTION

¾" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT AND WASHER SNUG TIGHT ONLY, DO NOT OVER TIGHTEN

"PD" = CHORD "OD"/2 + ¾"

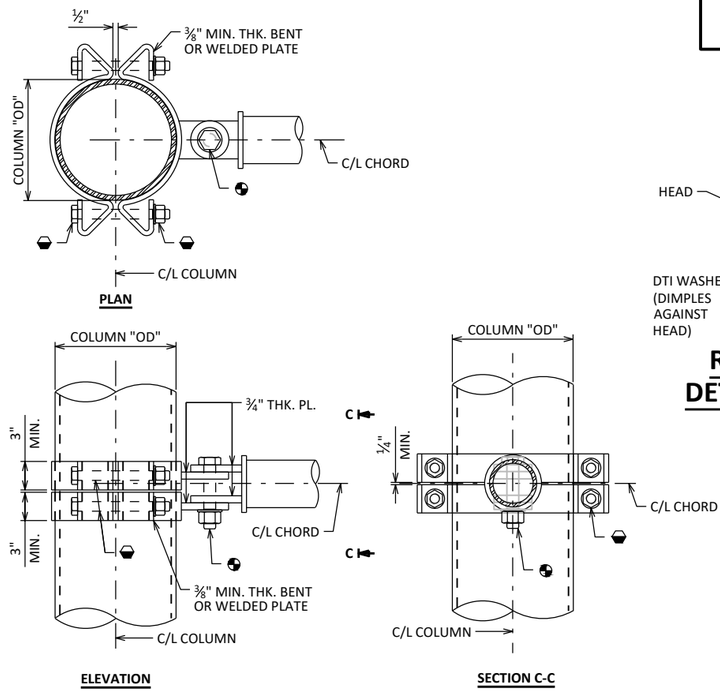
"PS" = CHORD "OD" + 1/16"



FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1

MIN. (2) ½" MIN. GALVANIZED OR STAINLESS U-BOLT, LOCK NUT AND WASHER

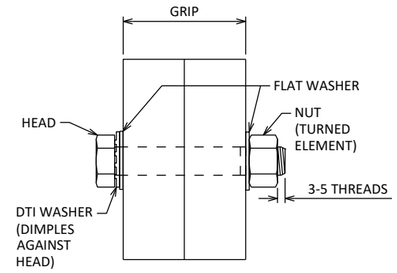


FULL SPAN CLAMP CONNECTION

ALTERNATE 2 - TAPERED COLUMNS ONLY

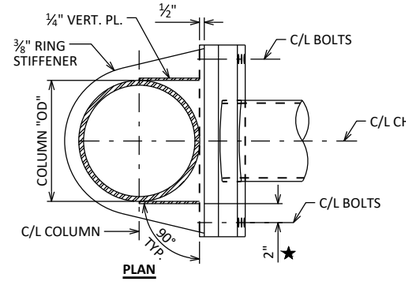
1¼" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

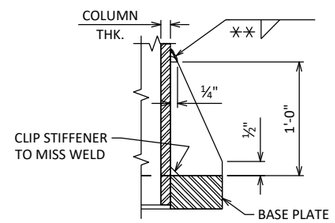
1" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

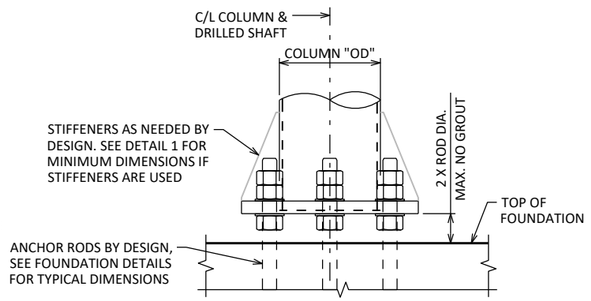


RECOMMENDED BOLT DETAIL WITH DTI WASHER

NUT IS TURNED ELEMENT



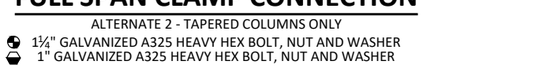




PREFERRED BASE PLATE CONNECTION

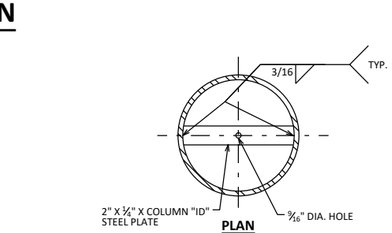
LOOKING AT F.F. OF STRUCTURE.

ALTERNATE BASE PLATE DESIGNS ALLOWED.



CHORD CAP DETAIL

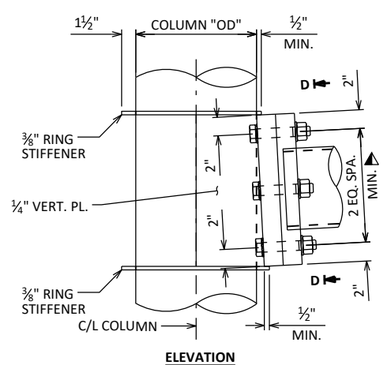
CANTILEVERS ONLY

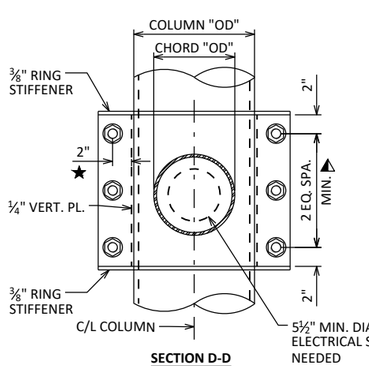


TOWER CAP DETAIL

✳ PLACE TACK WELD EVERY OTHER FLAT TO SECURE NUT.

ALTERNATE: USE ½" THK. PL. AND DRILL AND TAP HOLE FOR BOLT.

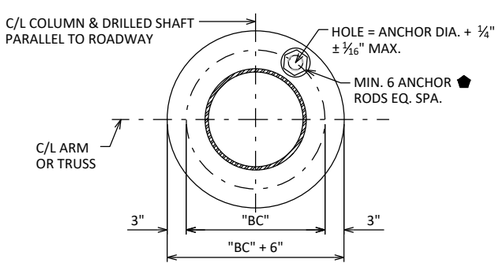




CANTILEVER POST TO CHORD CONNECTION

⚠ MIN. (6) 1" GALVANIZED A325 HEAVY HEX BOLT, NUT, DTI WASHER AND WASHER

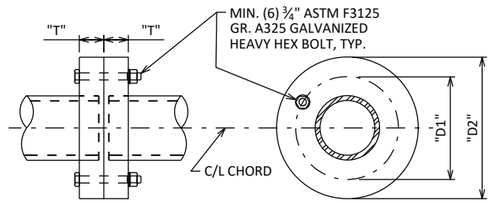
★ MIN. DIMENSIONS MEASURED FROM EXT. FACE OF VERTICAL PLATE.



BASE PLATE

"BC" = COLUMN "OD" + 6"

⬟ ANCHOR SIZE AND ORIENTATION TO BE VERIFIED WITH SHOP DRAWINGS.



CHORD SPLICE DETAIL

"D1" = COLUMN "OD" + (1.5 x DB)

"D2" = COLUMN "OD" + (3 x DB)

"T" = (BY DESIGN)

DB = BOLT DIAMETER (BY DESIGN)

NOTES:

MINIMUM VALUES SHOWN. ALL CONNECTIONS ARE TO BE DESIGNED FOR ACTUAL STRUCTURAL LOADS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY: BOS | PLANS CK'D: BOS

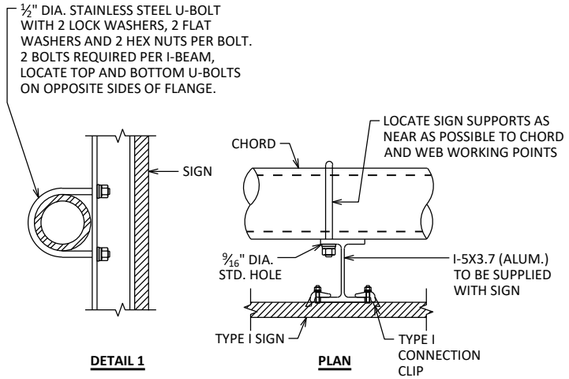
MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1

SHEET I 920

SCALE = 2.0

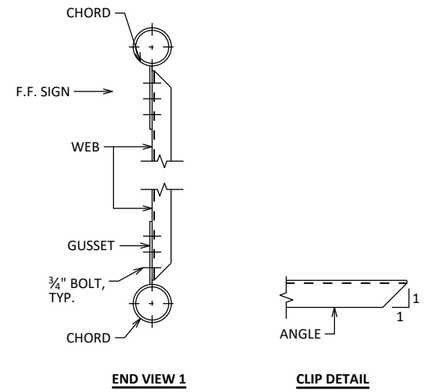
8

8



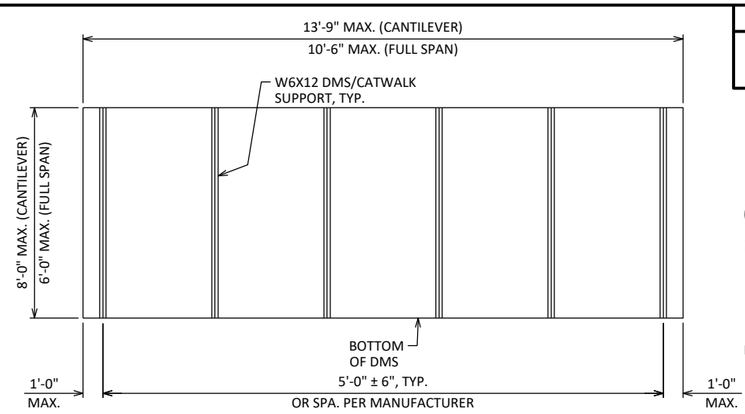
2-CHORD TRUSS SIGN CONNECTION

TYPE I SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7BFOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



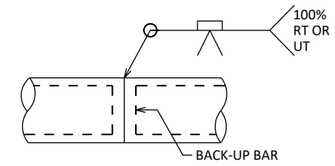
TRUSS CONNECTION DETAILS

MEMBER ORIENTATION FOR BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR.
ANGLES PREFERRED, OTHER WEB DESIGNS ALLOWED.



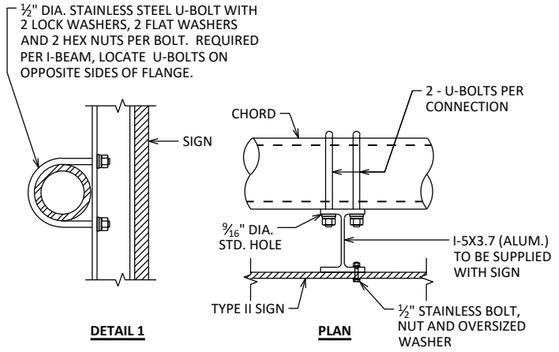
DMS MOUNTING POST DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF SPACING CONFLICTS WITH GUSSET PLATES OF TRUSS WITHIN TOLERANCES NOTED.



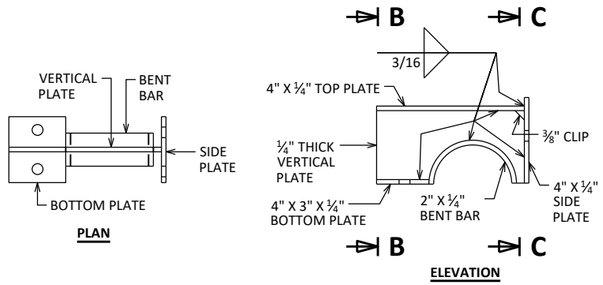
CHORD SPLICE

SEPARATE OPTIONAL SPLICE FROM GUSSET PLATES BY 6" MIN.



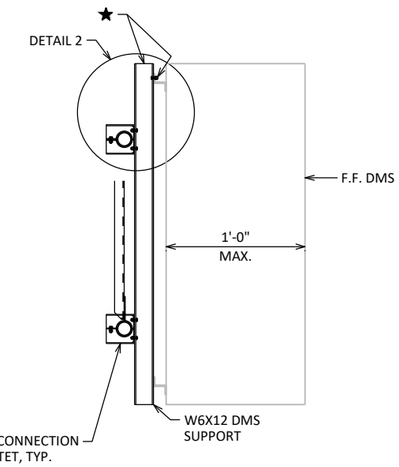
MONOTUBE SIGN CONNECTION

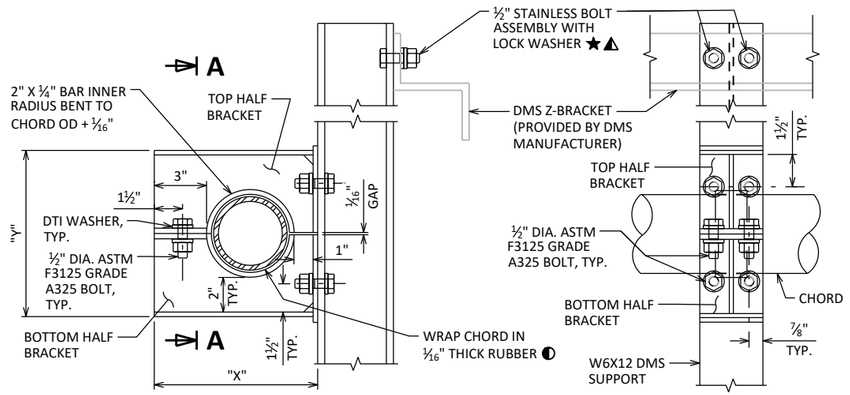
TYPE II SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



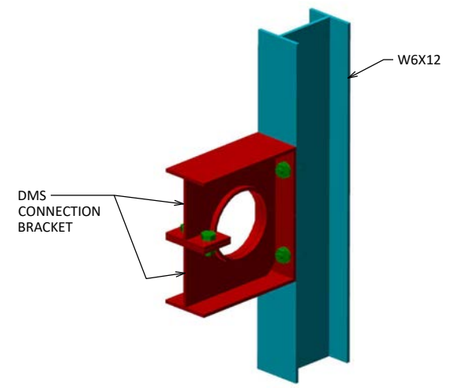
DMS WELDED PLATE CONNECTION DETAILS

TOP HALF OF BRACKET SHOWN, BOTTOM HALF SIMILAR.





CHORD "OD"	"X"	"Y"
"OD"	"OD" + $4\frac{13}{16}$"	"OD" + $5\frac{5}{16}$"



3-D VIEW OF DMS CONNECTION

CHORD NOT SHOW FOR CLARITY

SECTION THRU TRUSS - DMS

FOR DMS/CATWALK CONNECTIONS

★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD. SPEC. 506.2.6.1

⚠ IF DMS CONNECTION BRACKET IS USED WITH A TYPE II SIGN PANEL, THE BOLT HOLE MUST BE GALVANIZED AND A STAINLESS WASHER USED BETWEEN THE I-BEAM AND SIGN PANEL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

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MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2

SHEET II
921

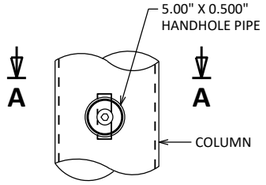
SCALE = 4.0

8

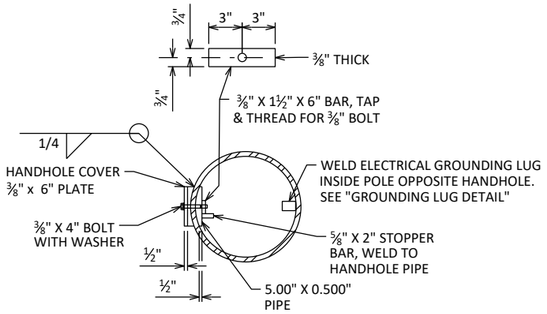
8

STATE PROJECT NUMBER

STANDARD



ELEVATION

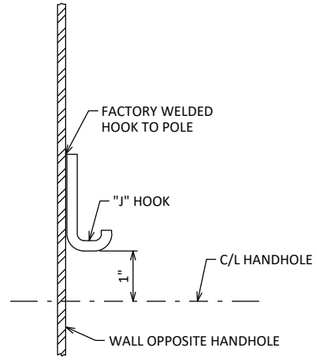


SECTION A-A

HANDHOLE DETAILS

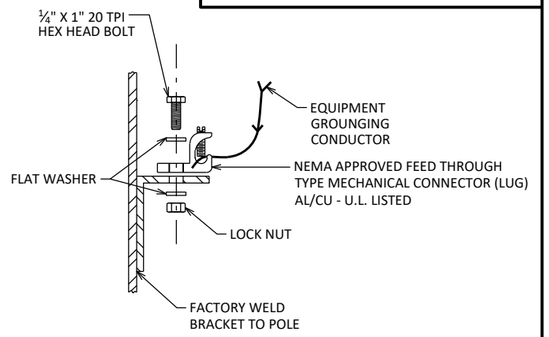
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS OTHERWISE NOTED, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



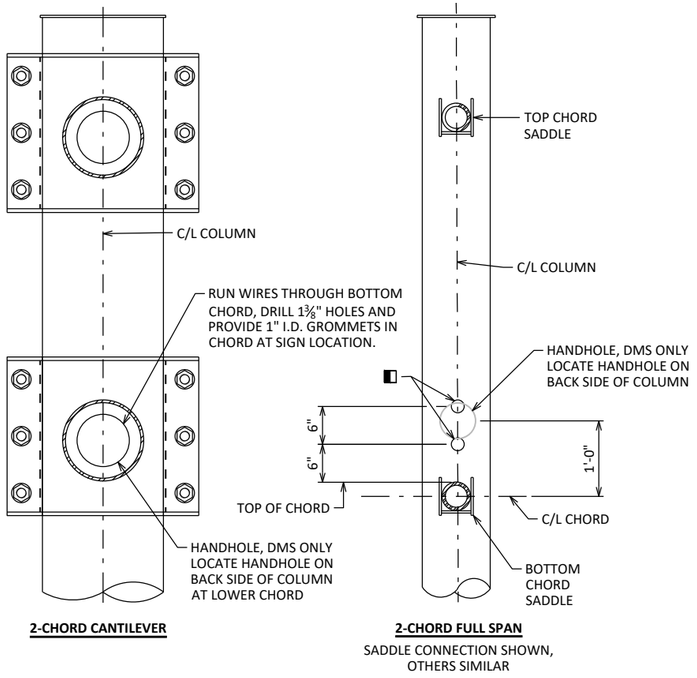
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF THE COLUMN CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



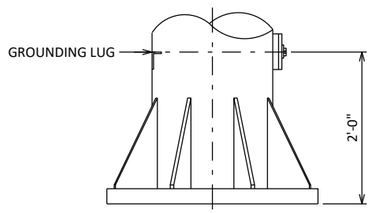
2-CHORD CANTILEVER

2-CHORD FULL SPAN

SADDLE CONNECTION SHOWN, OTHERS SIMILAR

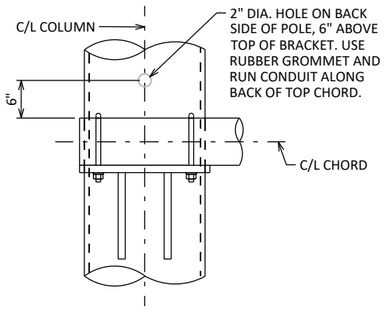
CONDUIT HOLE LOCATIONS

◧ 2" HOLE WITH STANDARD PIPE THREADS, USE THREADED CONDUIT PLUG FOR UNUSED HOLES

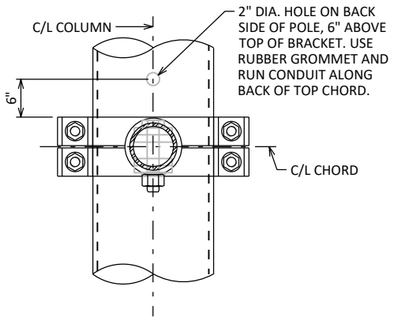


GROUNDING LUG LOCATION

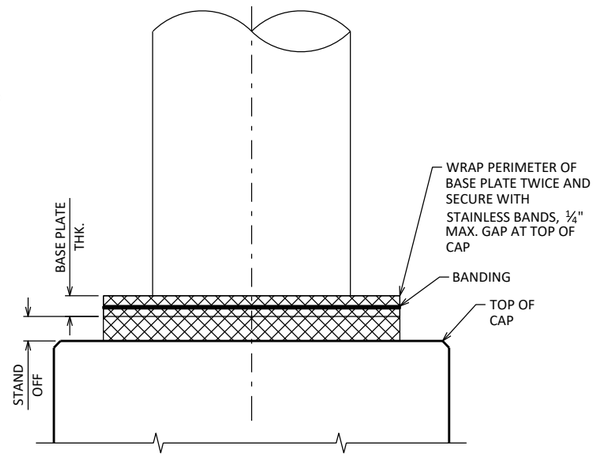
LOOKING AT THE F.F. OF STRUCTURE



FULL SPAN STIFFENED BEARING CONNECTION

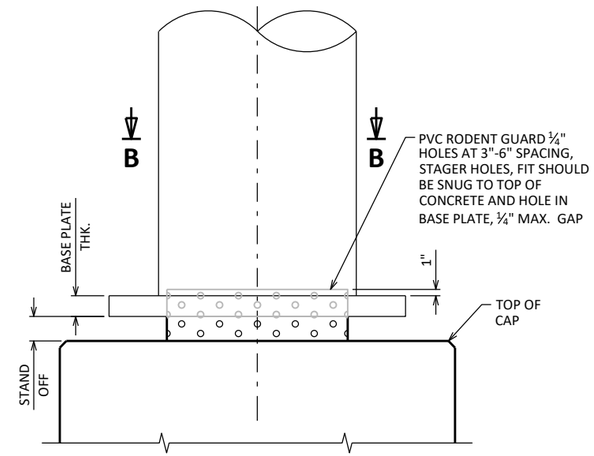


FULL SPAN CLAMP CONNECTION



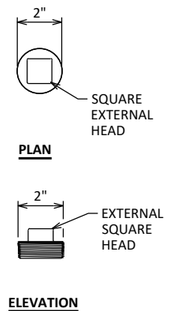
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN

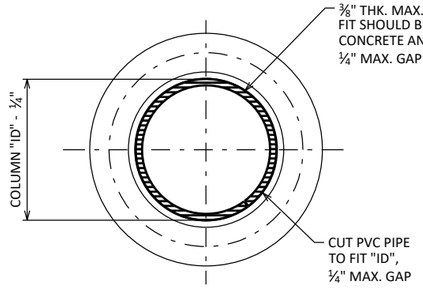


RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



CONDUIT PLUG DETAILS



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

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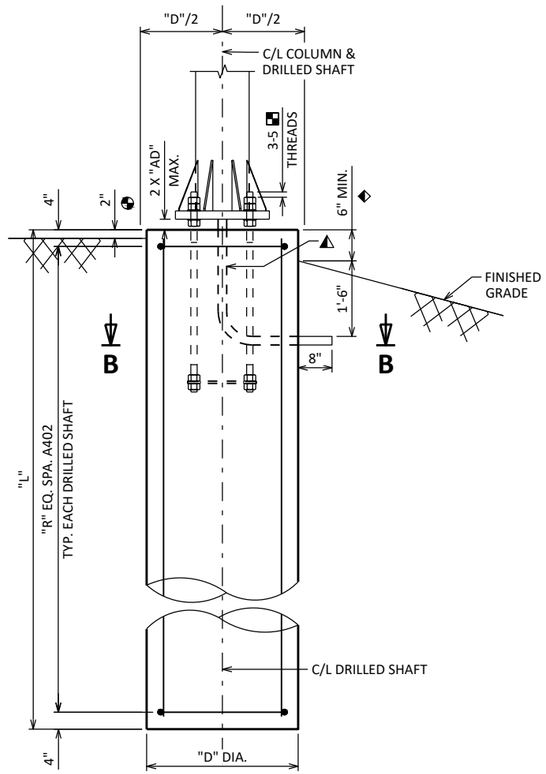
MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS

SHEET III
922

SCALE = 2.0

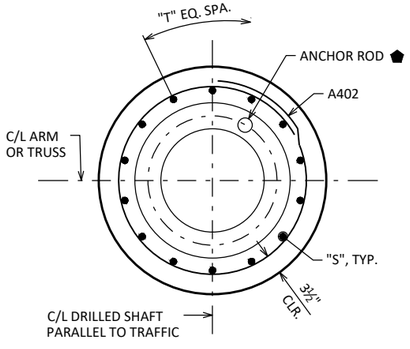
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8



ELEVATION

- TYPICAL FOR DRILLED SHAFT FOOTINGS INSTALLED ADJACENT TO SIDEWALKS OR BEHIND CURB AND GUTTER ON LOW SPEED ROADS. TOP OF SHAFT SHALL BE FLUSH IF SURROUNDED BY CONCRETE AND 2" ABOVE FINISHED GRADE FOR ALL OTHER SURFACES.
- TYPICAL FOR EACH DRILLED SHAFT FOOTING INSTALLED ADJACENT TO ROADWAY FACILITIES OR ON SIDE SLOPES WITHIN CLEAR ZONE. BARRIER OR BEAMGUARD MAY BE REQUIRED.



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

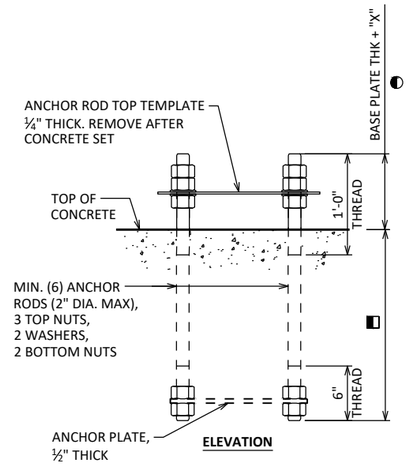
FOUNDATION DIMENSION DATA

STANDARD DESIGN TYPE	FOUNDATION DIMENSIONS						
	"A"	"D"	"L"	"R"	"S"	"T"	"BC" MAX.
MFI	1'-11"	2'-6"	12'-0"	12	A801	10	1'-5"
MCI/MCII/TFI	1'-11"	2'-6"	17'-0"	17	A801	10	1'-5"
MFII	2'-5"	3'-0"	13'-0"	13	A801	14	1'-10"
TCI	2'-5"	3'-0"	18'-0"	18	A801	14	1'-10"
TFII	2'-5"	3'-0"	20'-0"	20	A801	14	1'-10"
MCIII/TCII/TFIII	2'-11"	3'-6"	18'-0"	18	A901	14	2'-4"
MCIV/TFIV	2'-11"	3'-6"	23'-0"	23	A901	14	2'-4"
TCIII	3'-5"	4'-0"	23'-0"	23	A1001	14	2'-10"
TCIV	3'-5"	4'-0"	28'-0"	28	A1001	14	2'-10"

ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY	STEEL REINFORCEMENT HS	FOUNDATION DRILLING (DIA.) (LF)			
	(CY)	(LBS)	30"	36"	42"	48"
MFI	2.2	380	12	---	---	---
MCI/MCII/TFI	3.1	540	17	---	---	---
MFII	3.4	560	---	13	---	---
TCI	4.7	780	---	18	---	---
TFII	5.2	870	---	20	---	---
MCIII/TCII/TFIII	6.4	980	---	---	18	---
MCIV/TFIV	8.2	1,250	---	---	23	---
TCIII	10.7	1,570	---	---	---	23
TCIV	13.0	1,910	---	---	---	28

✶✶ QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON A SINGLE DRILLED SHAFT. MULTIPLY BY 2 FOR FULL SPAN STRUCTURES.



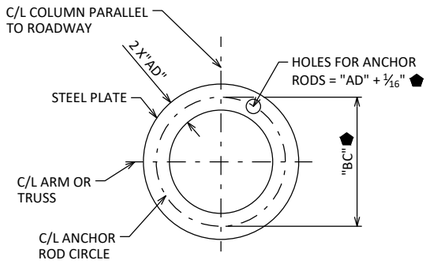
ANCHOR ROD ASSEMBLY DETAILS

◧ ANCHOR RODS PER ASSEMBLY TO BE DESIGNED BY CONTRACTOR AND SHOWN ON SHOP DRAWINGS. SHOW DIAMETER, NUMBER, ORIENTATION AND EMBEDMENT OF ANCHOR RODS.

CENTER ANCHOR ROD ASSEMBLY AND ENSURE ASSEMBLY IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

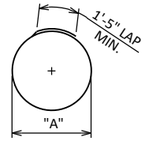
ANCHOR DIAMETER "AD"	MAX. STICK OUT ◐
	"X"
1"	5"
1¼"	6"
1½"	7"
1¾"	8"
2"	9"

◐ ADD BASE PLATE THICKNESS TO VALUE SHOWN FOR MAX. STICK OUT DIMENSION. CONTRACTOR TO COORDINATE WITH FABRICATOR FOR PROPER ANCHOR PLACEMENT.



ANCHOR PLATE & TOP TEMPLATE

⬟ ANCHOR SIZE, BOLT CIRCLE, AND POSITION TO BE VERIFIED WITH SHOP DRAWINGS.



A402

LEGEND

◪ ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.

◭ 2 - 2" DIA. NON-METALLIC CONDUITS. INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

STANDARD TYPE MFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	11'-8"			DRILLED SHAFT - VERTICAL
A402		13	7'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCI/MCII/TFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	16'-8"			DRILLED SHAFT - VERTICAL
A402		18	7'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE MFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	12'-8"			DRILLED SHAFT - VERTICAL
A402		14	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	19'-8"			DRILLED SHAFT - VERTICAL
A402		21	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIII/TCII/TFIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	10'-7"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIV/TFIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	10'-7"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	12'-2"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	27'-8"			DRILLED SHAFT - VERTICAL
A402		29	12'-2"	X		DRILLED SHAFT - HORIZONTAL

✶✶ VALUES IN BAR TABLES ARE FOR A SINGLE FOUNDATION ONLY. MULTIPLY BY 2 FOR FULL ✶✶ SPAN STRUCTURES.

STATE PROJECT NUMBER

STANDARD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

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MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

SHEET IV
923

SCALE = 3.0

8

STATE PROJECT NUMBER

1130-65-76

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONs DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS

STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NW (NATURAL WIND GUST)
	1.0 TrG (TRUCK INDUCED GUST)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY ——— f'_c = 3,500 PSI

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 ——— f_y = 60,000 PSI

STRUCTURAL ANGLES, PLATES & BARS - ASTM A709 GRADE 36 ——— f_y = 36,000 PSI

HIGH STRENGTH BOLTS - ASTM A3125 GRADE A325 ——— f_y = 92,000 PSI

ANCHOR RODS - ASTM F1554 GRADE 55 ——— f_y = 55,000 PSI

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI WASHERS - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGN FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING THE DRILLING OF THE SHAFT HOLE TO CONFRIM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-44-403
531.2030	DRILLING SHAFT 30-INCH	LF	26
531.5220	FOUNDATION SINGLE-SHAFT TYPE MF-II S-44-403	EA	2
532.5220	MONOTUBE FULL SPAN TYPE MF-II S-44-403	EA	1

ALL ITEMS ARE CATEGORY 1000

STRUCTURE DATA

STRUCTURE ID	SIGN AREA	SIGN DEPTH	FOUNDATION TYPE	TRUSS TYPE
S-44-403	42 SF	4'-0"	TYPE MF-II	TYPE MF-II

TRAFFIC VOLUME

E CAPITOL DRIVE
A.D.T. = N/A (2047)
R.D.S. = 30 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), OUTAGAMIE COUNTY ZONE, NAD 83 (1997). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE TRUSS OR MONOTUBE BID ITEMS FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA. A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (30-INCH)".

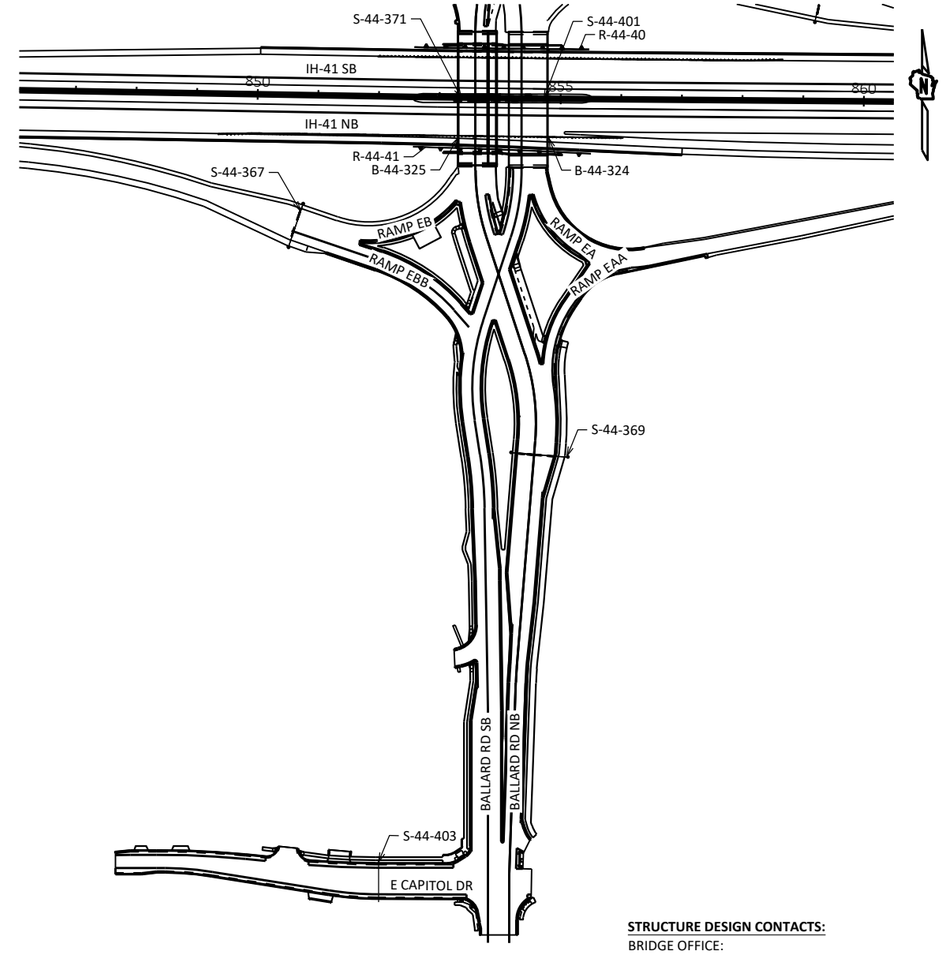
EXISTING UTILITIES SHOWN WILL BE RELOCATED IN ADVANCE OF CONSTRUCTION TO AVOID CONFLICTS WITH STRUCTURE.

LIST OF DRAWINGS:

1. GENERAL NOTES & DESIGN DATA
2. LAYOUT S-44-403

LIST OF STANDARD DESIGN DRAWINGS

3. I. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1
4. II. MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2
5. III. MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS
6. IV. MONOTUBE & 2-CHORD TRUSS FOUNDATIONS



LOCATION MAP

THESE ARE STANDARD DESIGN PLANS DEVELOPED AND MAINTAINED BY THE WISDOT. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISDOT BRIDGE MANUAL CHAPTER 39.

WISCONSIN PROFESSIONAL ENGINEER
TREY M. HORBINSKI
E-50009
MILWAUKEE
WIS.

STRUCTURE DESIGN CONTACTS:
BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
STEVE MILLER (414) 272-2426

NO.	DATE	REVISION	BY

Jacobs

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 12/11/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

MONOTUBE & 2-CHORD

IH-41 SEGMENT 5 SIGN STRUCTURES

COUNTY	TOWN/~~CITY/VILLAGE~~
OUTAGAMIE	GRAND CHUTE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
TMH	EKM	TMH	EKM

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 6
924

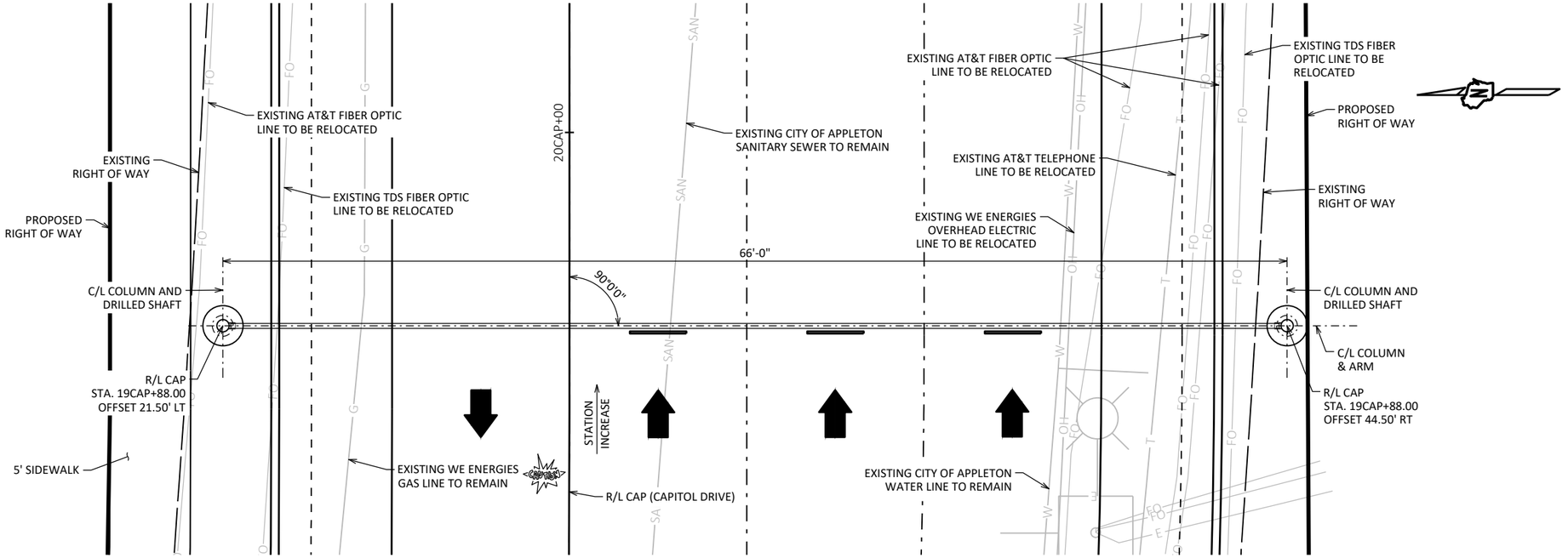
I.D. 1130-63-01 DATE: 12/02/2024

8

8

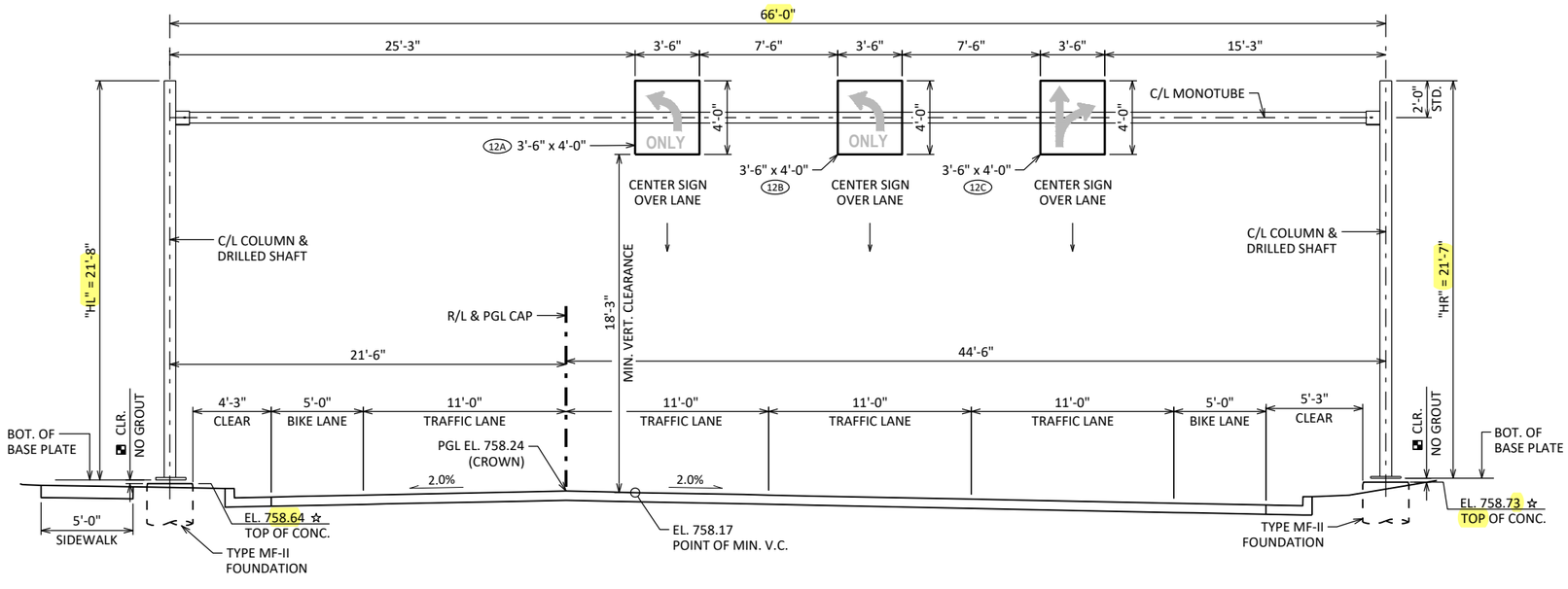
STATE PROJECT NUMBER

1130-65-76



PLAN

STA. 19CAP+88.00 R/L CAP
CAPITOL DRIVE
(APPROX. 180' WEST OF BALLARD ROAD SOUTHBOUND)



ELEVATION

(LOOKING UPSTATION ALONG R/L CAP AT FRONT OF SIGNS)

NOTE

1. SEE SHEET 1 FOR SIGN STRUCTURE LOCATION MAP.

LEGEND

☆ ELEVATIONS GIVEN ALONG C/L STRUCTURE

(XXX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN

▪ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAX. OF 2 x ANCHOR ROD DIAMETER. SEE FOUNDATION DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-44-403

DRAWN BY TMH | PLANS CK'D EKM

LAYOUT S-44-403

SHEET 2 OF 6
925

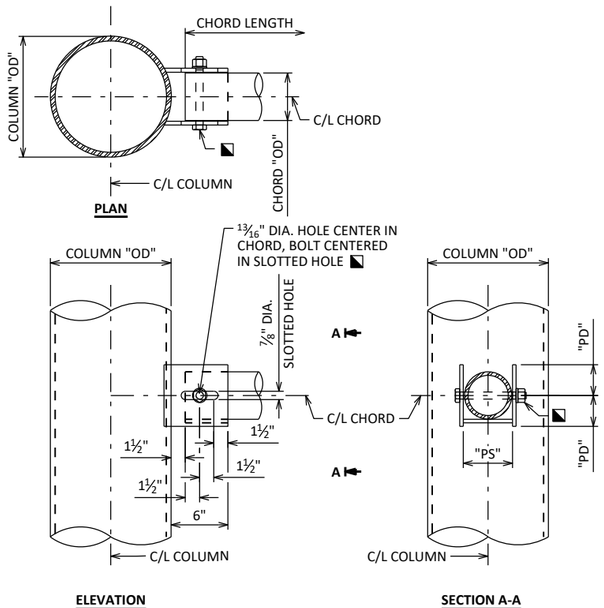
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STATE PROJECT NUMBER

STANDARD



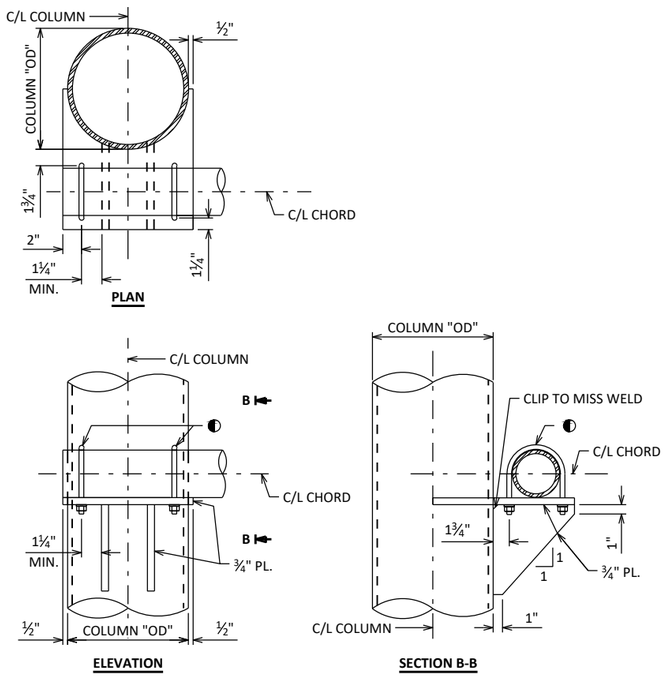
FULL SPAN SADDLE CONNECTION

PREFERRED OPTION

◪ ¾" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT AND WASHER SNUG TIGHT ONLY, DO NOT OVER TIGHTEN

"PD" = CHORD "OD"/2 + ¾"

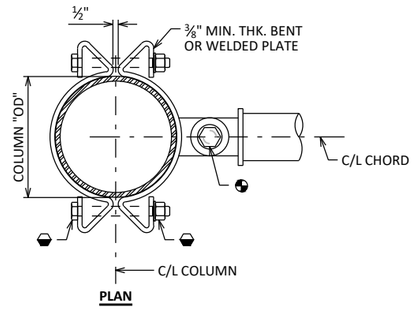
"PS" = CHORD "OD" + 1/16"

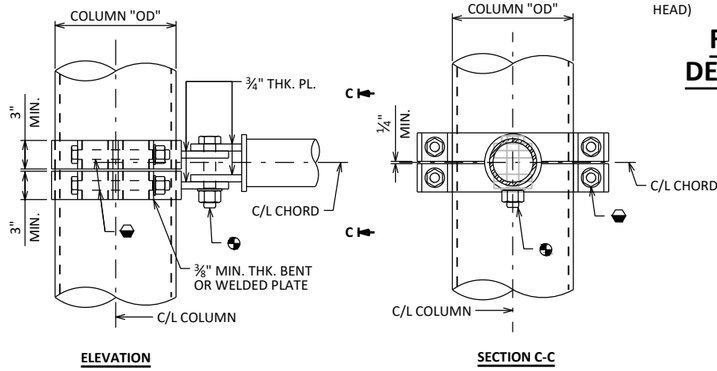


FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1

◐ MIN. (2) ½" MIN. GALVANIZED OR STAINLESS U-BOLT, LOCK NUT AND WASHER



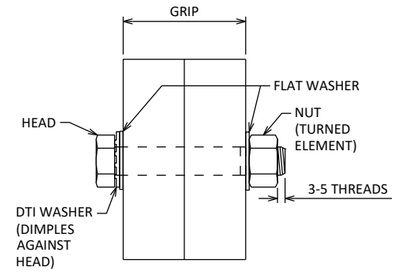


FULL SPAN CLAMP CONNECTION

ALTERNATE 2 - TAPERED COLUMNS ONLY

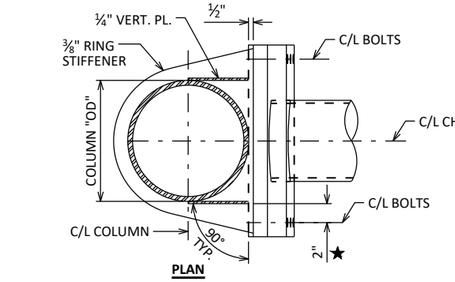
◓ 1¼" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

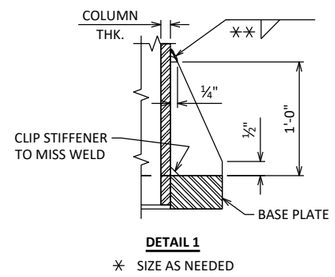
◒ 1" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

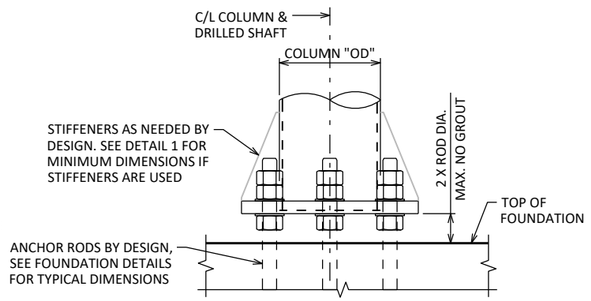


RECOMMENDED BOLT DETAIL WITH DTI WASHER

NUT IS TURNED ELEMENT

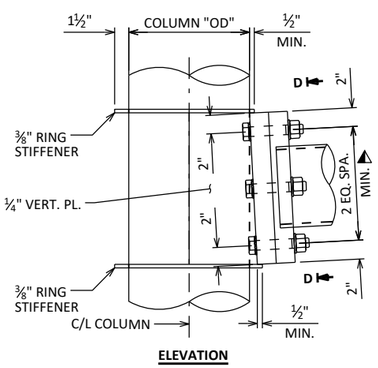


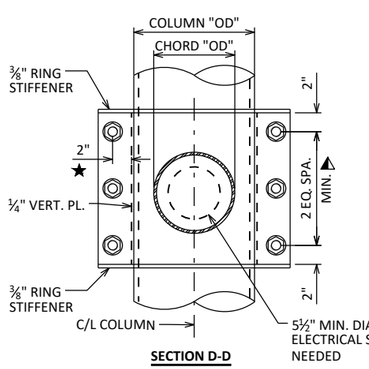




PREFERRED BASE PLATE CONNECTION

LOOKING AT F.F. OF STRUCTURE.
ALTERNATE BASE PLATE DESIGNS ALLOWED.

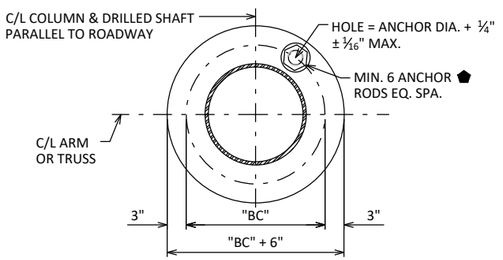




CANTILEVER POST TO CHORD CONNECTION

◭ MIN. (6) 1" GALVANIZED A325 HEAVY HEX BOLT, NUT, DTI WASHER AND WASHER

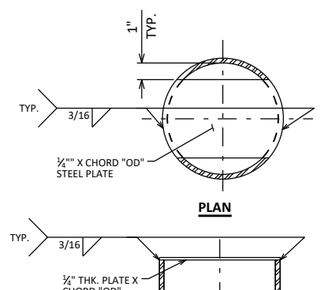
★ MIN. DIMENSIONS MEASURED FROM EXT. FACE OF VERTICAL PLATE.



BASE PLATE

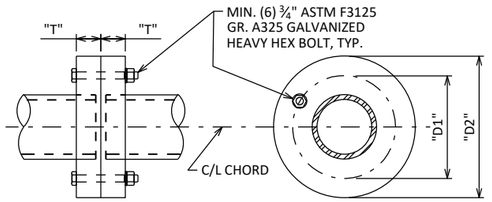
"BC" = COLUMN "OD" + 6"

⬟ ANCHOR SIZE AND ORIENTATION TO BE VERIFIED WITH SHOP DRAWINGS.



CHORD CAP DETAIL

CANTILEVERS ONLY



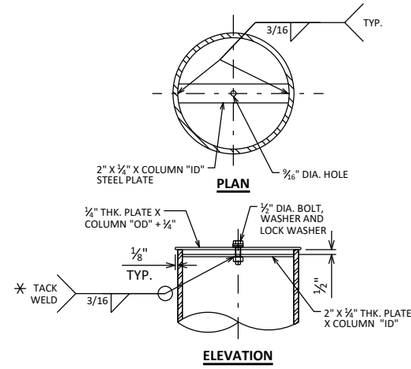
CHORD SPLICE DETAIL

"D1" = COLUMN "OD" + (1.5 x DB)

"D2" = COLUMN "OD" + (3 x DB)

"T" = (BY DESIGN)

DB = BOLT DIAMETER (BY DESIGN)



TOWER CAP DETAIL

✳ PLACE TACK WELD EVERY OTHER FLAT TO SECURE NUT. ALTERNATE: USE ½" THK. PL. AND DRILL AND TAP HOLE FOR BOLT.

NOTES:

MINIMUM VALUES SHOWN. ALL CONNECTIONS ARE TO BE DESIGNED FOR ACTUAL STRUCTURAL LOADS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY: BOS | PLANS CK'D: BOS

MONOTUBE & 2-CHORD TRUSS CONNECTIONS 1

SHEET 1
926

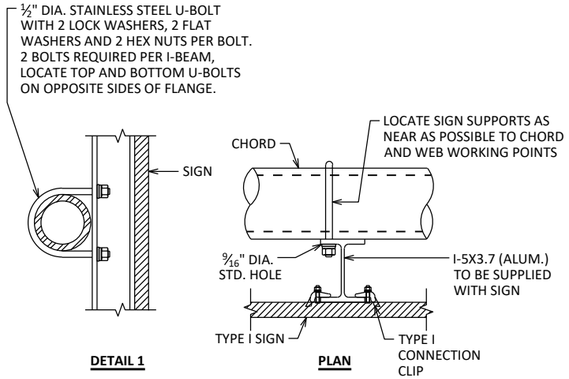
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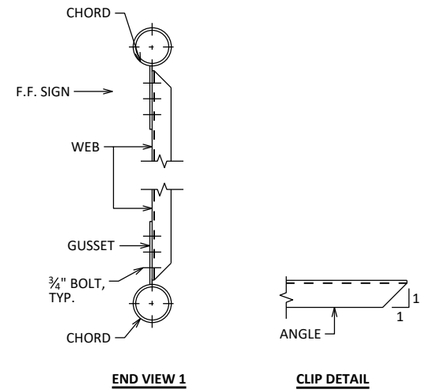
STATE PROJECT NUMBER

STANDARD



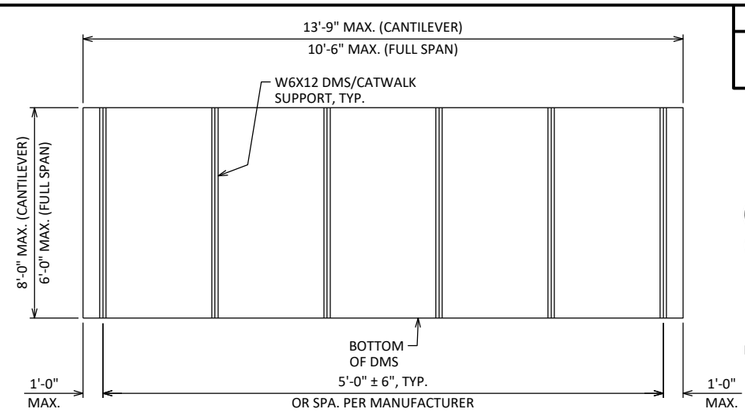
2-CHORD TRUSS SIGN CONNECTION

TYPE I SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7BFOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



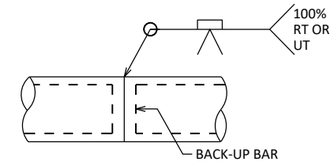
TRUSS CONNECTION DETAILS

MEMBER ORIENTATION FOR BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR.
ANGLES PREFERRED, OTHER WEB DESIGNS ALLOWED.



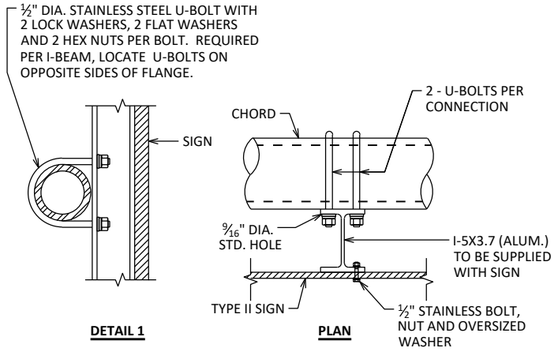
DMS MOUNTING POST DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF SPACING CONFLICTS WITH GUSSET PLATES OF TRUSS WITHIN TOLERANCES NOTED.



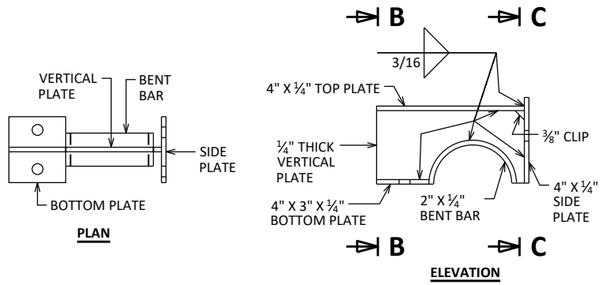
CHORD SPLICE

SEPARATE OPTIONAL SPLICE FROM GUSSET PLATES BY 6" MIN.

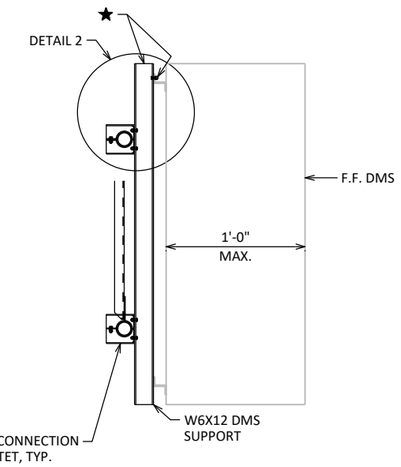


MONOTUBE SIGN CONNECTION

TYPE II SIGN PANEL SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH SIGN PANEL, HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



DMS WELDED PLATE CONNECTION DETAILS

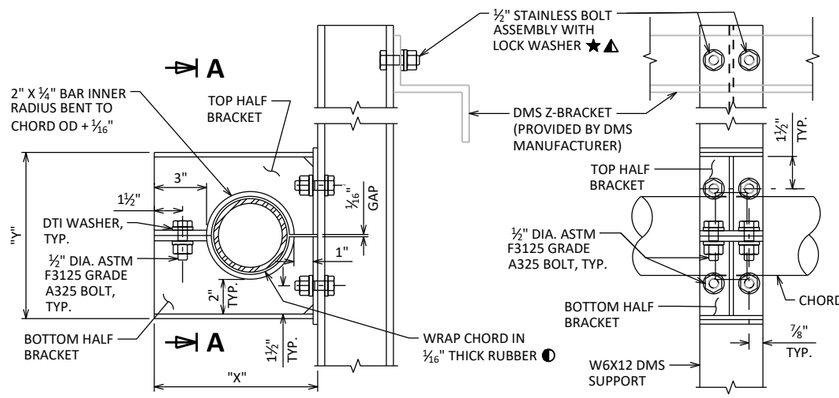


SECTION THRU TRUSS - DMS

FOR DMS/CATWALK CONNECTIONS

★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12

TOP HALF OF BRACKET SHOWN, BOTTOM HALF SIMILAR.

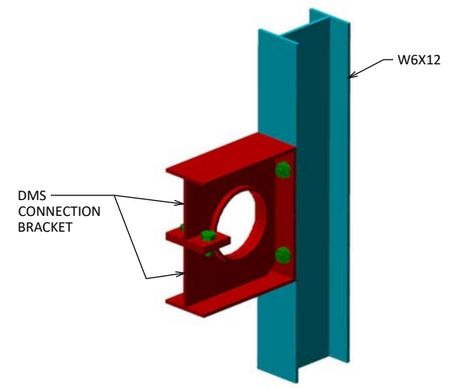


CHORD "OD"	"X"	"Y"
"OD"	"OD" + $4\frac{13}{16}$"	"OD" + $5\frac{5}{16}$"

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD. SPEC. 506.2.6.1

⚠ IF DMS CONNECTION BRACKET IS USED WITH A TYPE II SIGN PANEL, THE BOLT HOLE MUST BE GALVANIZED AND A STAINLESS WASHER USED BETWEEN THE I-BEAM AND SIGN PANEL.



3-D VIEW OF DMS CONNECTION

CHORD NOT SHOW FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2023

DRAWN BY BOS | PLANS CK'D BOS

MONOTUBE & 2-CHORD TRUSS CONNECTIONS 2

SHEET II
927

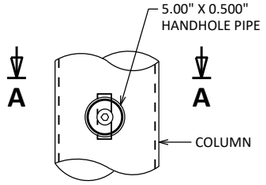
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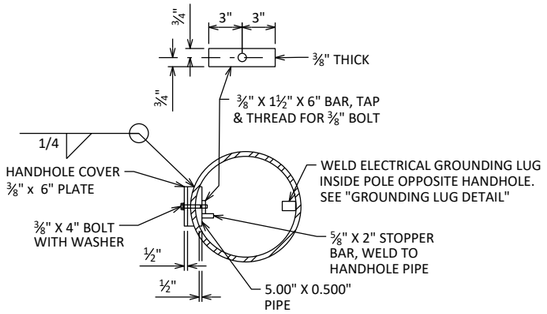
8

STATE PROJECT NUMBER

STANDARD



ELEVATION

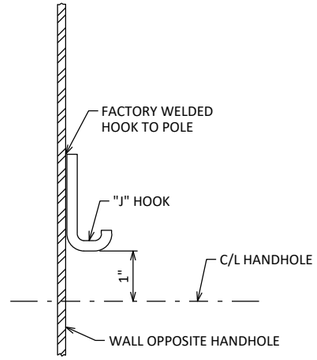


SECTION A-A

HANDHOLE DETAILS

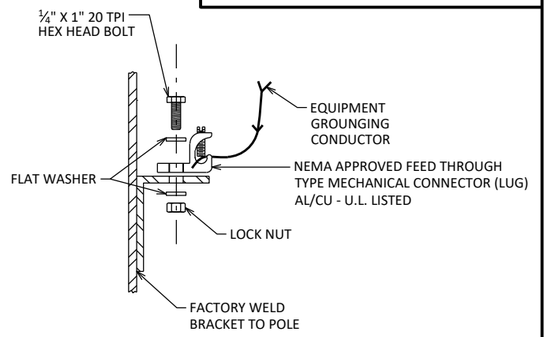
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS OTHERWISE NOTED, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



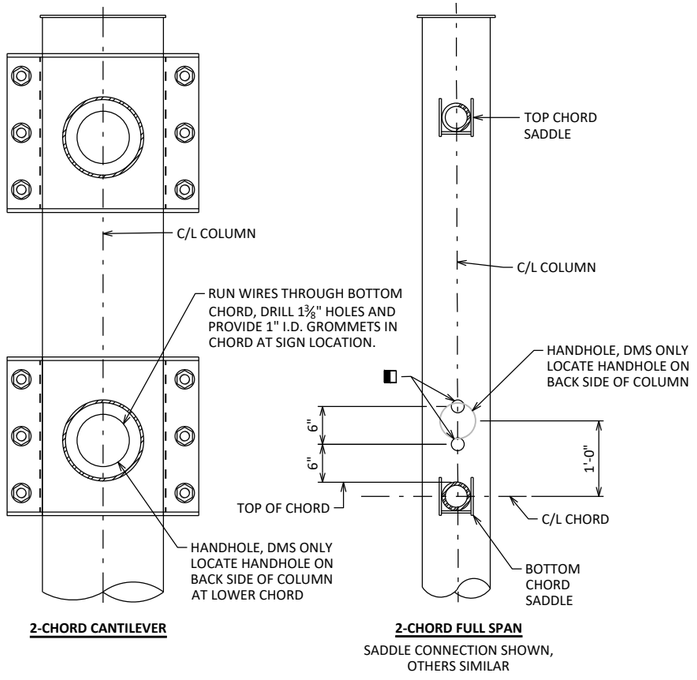
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF THE COLUMN CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



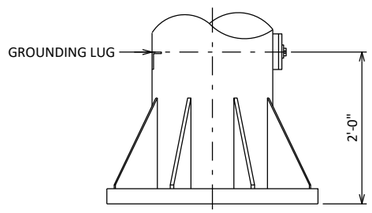
2-CHORD CANTILEVER

2-CHORD FULL SPAN

SADDLE CONNECTION SHOWN, OTHERS SIMILAR

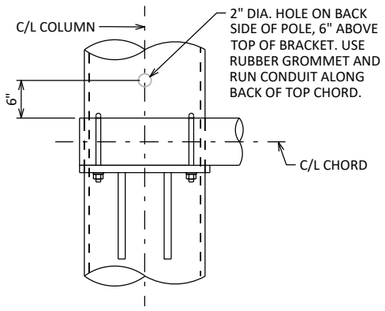
CONDUIT HOLE LOCATIONS

◧ 2" HOLE WITH STANDARD PIPE THREADS, USE THREADED CONDUIT PLUG FOR UNUSED HOLES

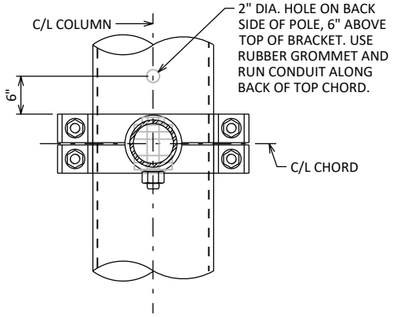


GROUNDING LUG LOCATION

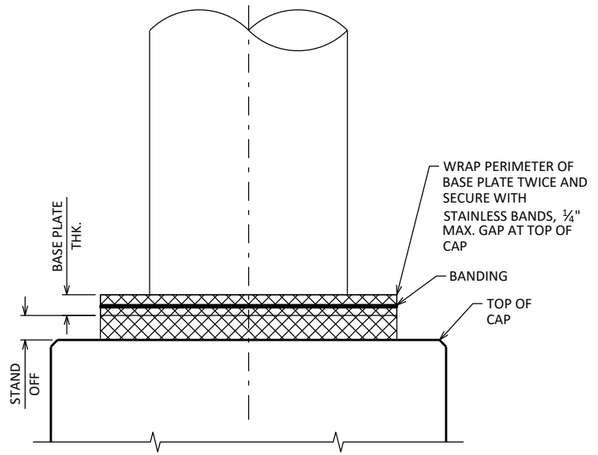
LOOKING AT THE F.F. OF STRUCTURE



FULL SPAN STIFFENED BEARING CONNECTION

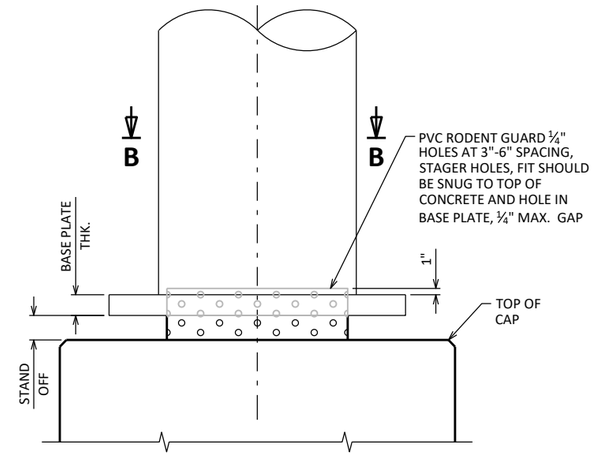


FULL SPAN CLAMP CONNECTION



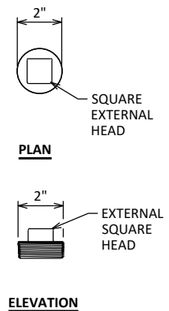
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN

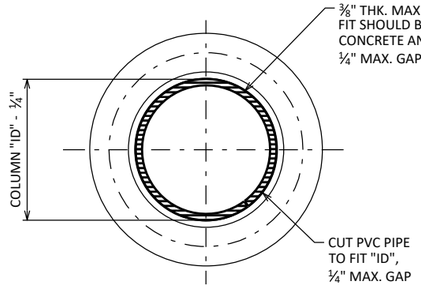


RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



CONDUIT PLUG DETAILS



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

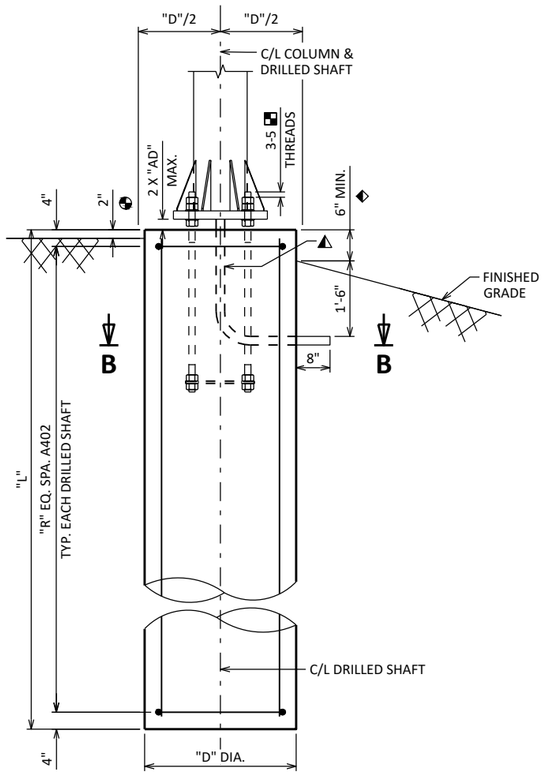
MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS

SHEET III
928

SCALE = 2.0

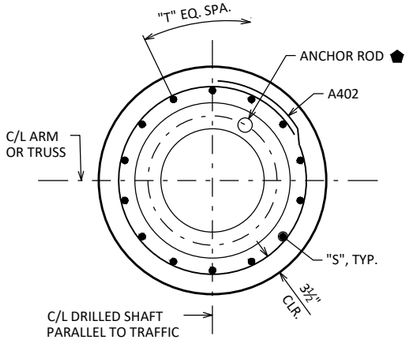
8

8



ELEVATION

- TYPICAL FOR DRILLED SHAFT FOOTINGS INSTALLED ADJACENT TO SIDEWALKS OR BEHIND CURB AND GUTTER ON LOW SPEED ROADS. TOP OF SHAFT SHALL BE FLUSH IF SURROUNDED BY CONCRETE AND 2" ABOVE FINISHED GRADE FOR ALL OTHER SURFACES.
- TYPICAL FOR EACH DRILLED SHAFT FOOTING INSTALLED ADJACENT TO ROADWAY FACILITIES OR ON SIDE SLOPES WITHIN CLEAR ZONE. BARRIER OR BEAMGUARD MAY BE REQUIRED.



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

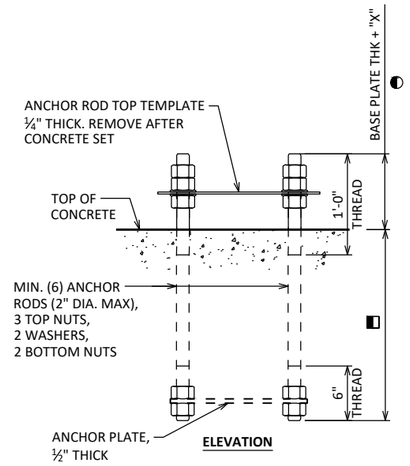
FOUNDATION DIMENSION DATA

STANDARD DESIGN TYPE	FOUNDATION DIMENSIONS						
	"A"	"D"	"L"	"R"	"S"	"T"	"BC" MAX.
MFI	1'-11"	2'-6"	12'-0"	12	A801	10	1'-5"
MCI/MCII/TFI	1'-11"	2'-6"	17'-0"	17	A801	10	1'-5"
MFII	2'-5"	3'-0"	13'-0"	13	A801	14	1'-10"
TCI	2'-5"	3'-0"	18'-0"	18	A801	14	1'-10"
TFII	2'-5"	3'-0"	20'-0"	20	A801	14	1'-10"
MCIII/TCII/TFIII	2'-11"	3'-6"	18'-0"	18	A901	14	2'-4"
MCIV/TFIV	2'-11"	3'-6"	23'-0"	23	A901	14	2'-4"
TCIII	3'-5"	4'-0"	23'-0"	23	A1001	14	2'-10"
TCIV	3'-5"	4'-0"	28'-0"	28	A1001	14	2'-10"

ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY	STEEL REINFORCEMENT HS	FOUNDATION DRILLING (DIA.) (LF)			
	(CY)	(LBS)	30"	36"	42"	48"
MFI	2.2	380	12	---	---	---
MCI/MCII/TFI	3.1	540	17	---	---	---
MFII	3.4	560	---	13	---	---
TCI	4.7	780	---	18	---	---
TFII	5.2	870	---	20	---	---
MCIII/TCII/TFIII	6.4	980	---	---	18	---
MCIV/TFIV	8.2	1,250	---	---	23	---
TCIII	10.7	1,570	---	---	---	23
TCIV	13.0	1,910	---	---	---	28

✶✶ QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON A SINGLE DRILLED SHAFT. MULTIPLY BY 2 FOR FULL SPAN STRUCTURES.



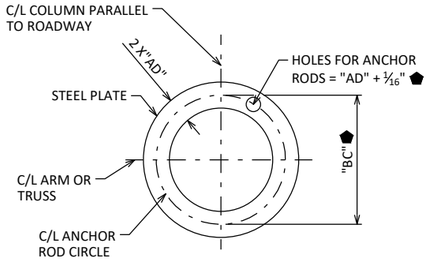
ANCHOR ROD ASSEMBLY DETAILS

◧ ANCHOR RODS PER ASSEMBLY TO BE DESIGNED BY CONTRACTOR AND SHOWN ON SHOP DRAWINGS. SHOW DIAMETER, NUMBER, ORIENTATION AND EMBEDMENT OF ANCHOR RODS.

CENTER ANCHOR ROD ASSEMBLY AND ENSURE ASSEMBLY IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

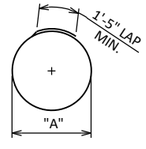
ANCHOR DIAMETER "AD"	MAX. STICK OUT ◐
	"X"
1"	5"
1¼"	6"
1½"	7"
1¾"	8"
2"	9"

◐ ADD BASE PLATE THICKNESS TO VALUE SHOWN FOR MAX. STICK OUT DIMENSION. CONTRACTOR TO COORDINATE WITH FABRICATOR FOR PROPER ANCHOR PLACEMENT.



ANCHOR PLATE & TOP TEMPLATE

⬟ ANCHOR SIZE, BOLT CIRCLE, AND POSITION TO BE VERIFIED WITH SHOP DRAWINGS.



A402

LEGEND

◪ ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.

◭ 2 - 2" DIA. NON-METALLIC CONDUITS. INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

STANDARD TYPE MFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	11'-8"			DRILLED SHAFT - VERTICAL
A402		13	7'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCI/MCII/TFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	16'-8"			DRILLED SHAFT - VERTICAL
A402		18	7'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE MFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	12'-8"			DRILLED SHAFT - VERTICAL
A402		14	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	19'-8"			DRILLED SHAFT - VERTICAL
A402		21	9'-1"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIII/TCII/TFIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	17'-8"			DRILLED SHAFT - VERTICAL
A402		19	10'-7"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPES MCIV/TFIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	10'-7"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-8"			DRILLED SHAFT - VERTICAL
A402		24	12'-2"	X		DRILLED SHAFT - HORIZONTAL

STANDARD TYPE TCIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	27'-8"			DRILLED SHAFT - VERTICAL
A402		29	12'-2"	X		DRILLED SHAFT - HORIZONTAL

✶✶ VALUES IN BAR TABLES ARE FOR A SINGLE FOUNDATION ONLY. MULTIPLY BY 2 FOR FULL ✶✶ SPAN STRUCTURES.

STATE PROJECT NUMBER

STANDARD

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

SHEET IV
929

SCALE = 3.0

8

CTH E NB (SOUTH OF BRIDGES) - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
600+60.35	60060.35	0.00	112.33	0.00	0	0	0	0	0
601+00.00	60100.00	39.65	81.51	2.60	142	2	142	2	140
601+50.00	60150.00	50.00	98.77	16.39	167	18	309	20	289
602+00.00	60200.00	50.00	96.37	24.69	181	38	490	58	432
602+50.00	60250.00	50.00	98.44	27.14	180	48	670	106	564
603+00.00	60300.00	50.00	117.98	21.17	200	45	870	151	719
603+50.00	60350.00	50.00	141.42	18.39	240	37	1110	188	922
604+00.00	60400.00	50.00	160.34	35.10	279	50	1389	238	1151
604+50.00	60450.00	50.00	172.59	85.79	308	112	1697	350	1347
605+00.00	60500.00	50.00	178.80	168.92	325	236	2022	586	1436
605+50.00	60550.00	50.00	142.58	227.54	298	367	2320	953	1367
606+00.00	60600.00	50.00	134.56	278.62	257	469	2577	1422	1155
606+50.00	60650.00	50.00	134.44	346.67	249	579	2826	2001	825
607+00.00	60700.00	50.00	120.54	642.56	236	916	3062	2917	145
607+50.00	60750.00	50.00	104.54	754.58	208	1294	3270	4211	-941
608+00.00	60800.00	50.00	101.48	738.21	191	1382	3461	5593	-2132
608+50.00	60850.00	50.00	105.20	2.23	191	686	3652	6279	-2627
609+00.00	60900.00	50.00	118.40	19.29	207	20	3859	6299	-2440
609+50.00	60950.00	50.00	114.85	53.45	216	67	4075	6366	-2291
610+00.00	61000.00	50.00	97.21	17.73	196	66	4271	6432	-2161
610+50.00	61050.00	50.00	87.48	98.32	171	107	4442	6539	-2097
611+00.00	61100.00	50.00	93.96	42.28	168	130	4610	6669	-2059
611+50.00	61150.00	50.00	79.91	15.59	161	54	4771	6723	-1952
611+98.35	61198.35	48.35	0.00	459.13	72	425	4843	7148	-2305
					4,843	7,148			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 930	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090101-EW.DWG
LAYOUT NAME - 01

PLOT DATE : 12/17/2024 11:27 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

CTH E NB (NORTH OF BRIDGES) - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
614+17.60	61417.60	0.00	0.00	314.74	0	0	0	0	0
614+50.00	61450.00	32.40	39.72	36.61	24	211	24	211	-187
615+00.00	61500.00	50.00	37.35	30.80	71	62	95	273	-178
615+50.00	61550.00	50.00	42.71	98.41	74	120	169	393	-224
616+00.00	61600.00	50.00	49.47	0.00	85	91	254	484	-230
616+50.00	61650.00	50.00	64.02	46.37	105	43	359	527	-168
617+00.00	61700.00	50.00	59.64	2.42	115	45	474	572	-98
617+50.00	61750.00	50.00	60.31	27.23	111	27	585	599	-14
618+00.00	61800.00	50.00	55.25	451.01	107	443	692	1042	-350
618+50.00	61850.00	50.00	56.46	398.26	103	786	795	1828	-1033
619+00.00	61900.00	50.00	66.13	315.01	114	660	909	2488	-1579
619+50.00	61950.00	50.00	83.70	209.38	139	486	1048	2974	-1926
620+00.00	62000.00	50.00	92.86	116.05	163	301	1211	3275	-2064
620+50.00	62050.00	50.00	103.25	55.28	181	159	1392	3434	-2042
621+00.00	62100.00	50.00	105.60	23.84	193	73	1585	3507	-1922
621+50.00	62150.00	50.00	107.60	22.60	197	43	1782	3550	-1768
622+00.00	62200.00	50.00	108.65	17.03	200	37	1982	3587	-1605
622+50.00	62250.00	50.00	108.95	1.99	201	18	2183	3605	-1422
623+00.00	62300.00	50.00	123.14	1.91	215	4	2398	3609	-1211
623+50.00	62350.00	50.00	140.28	2.76	244	4	2642	3613	-971
624+00.00	62400.00	50.00	144.46	1.70	264	4	2906	3617	-711
624+50.00	62450.00	50.00	143.92	0.13	267	2	3173	3619	-446
625+00.00	62500.00	50.00	173.03	0.00	293	0	3466	3619	-153
625+50.00	62550.00	50.00	170.07	0.12	318	0	3784	3619	165
626+00.00	62600.00	50.00	172.16	0.00	317	0	4101	3619	482
626+50.00	62650.00	50.00	187.03	0.82	333	1	4434	3620	814
626+67.26	62667.26	17.26	251.09	0.00	140	0	4574	3620	954
					4,574	3,620			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 931	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090101-EW.DWG
LAYOUT NAME - 02

PLOT DATE : 12/17/2024 11:27 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

CTH E SB (SOUTH OF BRIDGES) - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
600+63.46	60063.46	0.00	75.54	0.00	0	0	0	0	0
601+00.00	60100.00	36.54	125.29	1.35	136	1	136	1	135
601+50.00	60150.00	50.00	132.88	0.70	239	2	375	3	372
602+00.00	60200.00	50.00	137.03	0.43	250	1	625	4	621
602+50.00	60250.00	50.00	145.64	1.66	262	2	887	6	881
603+00.00	60300.00	50.00	145.77	8.80	270	10	1157	16	1141
603+50.00	60350.00	50.00	131.76	16.24	257	23	1414	39	1375
604+00.00	60400.00	50.00	122.99	0.00	236	15	1650	54	1596
604+50.00	60450.00	50.00	143.90	28.37	247	26	1897	80	1817
605+00.00	60500.00	50.00	138.94	13.97	262	39	2159	119	2040
605+50.00	60550.00	50.00	146.96	118.62	265	123	2424	242	2182
606+00.00	60600.00	50.00	128.83	62.39	255	168	2679	410	2269
606+50.00	60650.00	50.00	132.41	85.07	242	137	2921	547	2374
607+00.00	60700.00	50.00	134.19	165.14	247	232	3168	779	2389
607+50.00	60750.00	50.00	122.23	314.88	237	444	3405	1223	2182
608+00.00	60800.00	50.00	84.13	455.37	191	713	3596	1936	1660
608+50.00	60850.00	50.00	88.87	404.14	160	796	3756	2732	1024
609+00.00	60900.00	50.00	69.56	5.82	147	380	3903	3112	791
609+50.00	60950.00	50.00	71.78	10.95	131	16	4034	3128	906
610+00.00	61000.00	50.00	59.50	0.00	122	10	4156	3138	1018
610+50.00	61050.00	50.00	61.18	80.75	112	75	4268	3213	1055
611+00.00	61100.00	50.00	64.95	19.92	117	93	4385	3306	1079
611+50.00	61150.00	50.00	68.21	1.92	123	20	4508	3326	1182
611+95.05	61195.05	45.05	0.00	267.90	57	225	4565	3551	1014
					4,565	3,551			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

9

9

PROJECT NO: 1130-65-76 | HWY: IH 41 | COUNTY: OUTAGAMIE | EARTHWORK DATA | SHEET 932 | E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090101-EW.DWG
LAYOUT NAME - 03

PLOT DATE : 12/17/2024 11:27 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

CTH E SB (NORTH OF BRIDGES) - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
614+16.80	61416.80	0.00	0.00	327.48	0	0	0	0	0
614+50.00	61450.00	33.20	58.22	19.67	36	213	36	213	-177
615+00.00	61500.00	50.00	67.31	83.17	116	95	152	308	-156
615+50.00	61550.00	50.00	76.23	69.65	133	142	285	450	-165
616+00.00	61600.00	50.00	108.08	62.87	171	123	456	573	-117
616+50.00	61650.00	50.00	125.87	79.06	217	131	673	704	-31
617+00.00	61700.00	50.00	136.38	31.86	243	103	916	807	109
617+50.00	61750.00	50.00	127.40	20.96	244	49	1160	856	304
618+00.00	61800.00	50.00	102.19	28.11	213	45	1373	901	472
618+50.00	61850.00	50.00	96.74	519.25	184	507	1557	1408	149
619+00.00	61900.00	50.00	108.16	416.00	190	866	1747	2274	-527
619+50.00	61950.00	50.00	117.49	327.56	209	688	1956	2962	-1006
620+00.00	62000.00	50.00	105.72	261.24	207	545	2163	3507	-1344
620+50.00	62050.00	50.00	99.80	213.07	190	439	2353	3946	-1593
621+00.00	62100.00	50.00	99.71	166.29	185	351	2538	4297	-1759
621+50.00	62150.00	50.00	100.85	134.81	186	279	2724	4576	-1852
622+00.00	62200.00	50.00	99.18	110.73	185	227	2909	4803	-1894
622+50.00	62250.00	50.00	99.41	111.76	184	206	3093	5009	-1916
623+00.00	62300.00	50.00	86.27	99.82	172	196	3265	5205	-1940
623+50.00	62350.00	50.00	103.89	61.66	176	150	3441	5355	-1914
624+00.00	62400.00	50.00	108.02	55.17	196	108	3637	5463	-1826
624+50.00	62450.00	50.00	93.12	5.86	186	57	3823	5520	-1697
625+00.00	62500.00	50.00	85.96	1.26	166	7	3989	5527	-1538
625+47.40	62547.40	47.40	87.47	1.09	152	2	4141	5529	-1388
					4,141	5,529			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 933	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090101-EW.DWG
LAYOUT NAME - 04

PLOT DATE : 12/17/2024 11:27 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

RAMP EA - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
853+83.64	85383.64	0.00	18.60	177.05	0	0	0	0	0
854+00.00	85400.00	16.36	31.06	216.76	15	119	15	119	-104
854+50.00	85450.00	50.00	17.02	457.91	45	625	60	744	-684
855+00.00	85500.00	50.00	11.50	1219.60	26	1553	86	2297	-2211
855+50.00	85550.00	50.00	11.40	846.82	21	1913	107	4210	-4103
856+00.00	85600.00	50.00	12.81	672.20	22	1406	129	5616	-5487
856+27.00	85627.00	27.00	108.94	1300.44	61	986	190	6602	-6412
856+50.00	85650.00	23.00	199.25	1150.51	131	1044	321	7646	-7325
857+00.00	85700.00	50.00	214.49	1069.28	383	2055	704	9701	-8997
857+50.00	85750.00	50.00	252.80	1219.67	433	2119	1137	11820	-10683
858+00.00	85800.00	50.00	284.54	1251.18	498	2288	1635	14108	-12473
858+50.00	85850.00	50.00	325.81	1238.60	565	2305	2200	16413	-14213
859+00.00	85900.00	50.00	327.00	1177.46	604	2237	2804	18650	-15846
859+50.00	85950.00	50.00	227.31	1068.61	513	2080	3317	20730	-17413
860+00.00	86000.00	50.00	156.26	964.27	355	1882	3672	22612	-18940
860+50.00	86050.00	50.00	133.50	812.45	268	1645	3940	24257	-20317
861+00.00	86100.00	50.00	110.70	675.79	226	1378	4166	25635	-21469
861+50.00	86150.00	50.00	109.02	534.72	203	1121	4369	26756	-22387
862+00.00	86200.00	50.00	107.94	386.86	201	853	4570	27609	-23039
862+50.00	86250.00	50.00	110.31	236.72	202	577	4772	28186	23414
863+00.00	86300.00	50.00	115.94	156.57	209	364	4981	28550	-23569
863+50.00	86350.00	50.00	123.27	110.15	221	247	5202	28797	-23595
					5,202	28,797			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

RAMP EAA - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
610+00.92	61000.92	0.00	4.07	754.51	0	0	0	0	0
610+50.00	61050.00	49.08	12.06	714.07	15	1335	15	1335	-1320
611+00.00	61100.00	50.00	5.55	753.34	16	1359	31	2694	-2663
611+50.00	61150.00	50.00	15.93	1124.15	20	1738	51	4432	-4381
612+00.00	61200.00	50.00	0.36	741.41	15	1727	66	6159	-6093
612+30.16	61230.16	30.16	0.00	575.98	0	736	66	6895	-6829
					66	6,895			

RAMP EA INTERIM STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
863+50.00	86350.00	0.00	107.43	121.36	0	0	0	0	0
864+00.00	86400.00	50.00	126.73	108.23	217	213	217	213	4
864+50.00	86450.00	50.00	135.07	81.14	242	175	459	388	71
865+00.00	86500.00	50.00	124.96	74.48	241	144	700	532	168
865+50.00	86550.00	50.00	128.91	61.89	235	126	935	658	277
866+00.00	86600.00	50.00	128.76	63.66	238	116	1173	774	399
866+50.00	86650.00	50.00	115.36	72.28	226	126	1399	900	499
867+00.00	86700.00	50.00	108.13	65.13	207	127	1606	1027	579
867+50.00	86750.00	50.00	130.38	50.75	221	107	1827	1134	693
868+00.00	86800.00	50.00	116.36	41.91	228	86	2055	1220	835
868+50.00	86850.00	50.00	108.01	29.70	208	66	2263	1286	977
869+00.00	86900.00	50.00	96.76	17.70	190	44	2453	1330	1123
869+50.00	86950.00	50.00	87.17	7.96	170	24	2623	1354	1269
870+00.00	87000.00	50.00	90.12	0.00	164	7	2787	1361	1426
870+50.00	87050.00	50.00	89.79	0.00	167	0	2954	1361	1593
871+00.00	87100.00	50.00	86.65	0.00	163	0	3117	1361	1756
871+50.00	87150.00	50.00	62.43	0.00	138	0	3255	1361	1894
872+00.00	87200.00	50.00	58.26	0.18	112	0	3367	1361	2006
872+09.75	87209.75	9.75	57.32	0.02	21	0	3388	1361	2027
					3,388	1,361			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

RAMP EB STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
845+87.00	84587.00	0.00	65.96	74.97	0	0	0	0	0
846+00.00	84600.00	13.00	132.84	72.57	48	36	48	36	12
846+50.00	84650.00	50.00	54.88	70.94	174	133	222	169	53
847+00.00	84700.00	50.00	47.96	75.97	95	136	317	305	12
847+50.00	84750.00	50.00	38.60	82.84	80	147	397	452	-55
848+00.00	84800.00	50.00	32.53	82.45	66	153	463	605	-142
848+50.00	84850.00	50.00	65.80	53.24	91	126	554	731	-177
849+00.00	84900.00	50.00	130.49	32.11	182	79	736	810	-74
849+50.00	84950.00	50.00	99.04	49.23	213	75	949	885	64
850+00.00	85000.00	50.00	125.43	90.02	208	129	1157	1014	143
850+50.00	85050.00	50.00	160.86	180.74	265	251	1422	1265	157
851+00.00	85100.00	50.00	204.21	268.87	338	416	1760	1681	79
851+50.00	85150.00	50.00	133.50	263.28	313	400	2073	2081	-8
852+00.00	85200.00	50.00	94.71	332.49	221	459	2284	2540	256
852+50.00	85250.00	50.00	36.87	699.03	122	955	2406	3495	-1089
853+00.00	85300.00	50.00	11.22	1436.61	45	1977	2451	5472	-3021
853+50.00	85350.00	50.00	3.25	720.99	13	1998	2464	7470	-5006
853+80.45	85380.45	30.45	0.20	349.33	2	604	2466	8074	-5608
					2,466	8,074			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 936	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090101-EW.DWG
LAYOUT NAME - 07

PLOT DATE : 12/17/2024 11:27 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

RAMP EBB - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
609+22.00	60922.00	0.00	59.68	271.67	0	0	0	0	0
609+50.00	60950.00	28.00	77.13	281.59	71	287	71	287	-216
610+00.00	61000.00	50.00	53.60	352.78	121	587	192	874	-682
610+50.00	61050.00	50.00	47.58	265.51	94	572	286	1446	-1160
611+00.00	61100.00	50.00	39.14	234.02	80	463	366	1909	-1543
611+50.00	61150.00	50.00	33.20	222.05	67	422	433	2331	-1898
611+96.54	61196.54	46.54	34.72	185.17	59	351	492	2682	-2190
					492	2,682			

RAMP EB INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
838+29.07	83829.07	0.00	51.43	0.00	0	0	0	0	0
838+50.00	83850.00	20.93	45.16	0.00	37	0	37	0	37
839+00.00	83900.00	50.00	39.67	2.80	79	3	116	3	113
839+50.00	83950.00	50.00	43.19	21.17	77	22	193	25	168
840+00.00	84000.00	50.00	42.72	30.70	80	48	273	73	200
840+50.00	84050.00	50.00	52.70	28.68	88	55	361	128	233
841+00.00	84100.00	50.00	58.04	12.54	103	38	464	166	298
841+50.00	84150.00	50.00	68.06	23.15	117	33	581	199	382
842+00.00	84200.00	50.00	75.14	41.40	133	60	714	259	455
842+50.00	84250.00	50.00	91.95	50.54	155	85	869	344	525
843+00.00	84300.00	50.00	111.58	47.63	188	91	1057	435	622
843+50.00	84350.00	50.00	122.93	51.63	217	92	1274	527	747
844+00.00	84400.00	50.00	101.19	71.86	208	114	1482	641	841
844+50.00	84450.00	50.00	115.41	67.55	201	129	1683	770	913
845+00.00	84500.00	50.00	117.11	69.29	215	127	1898	897	1001
845+50.00	84550.00	50.00	111.23	77.31	211	136	2109	1033	1076
845+87.00	84587.00	37.00	125.69	99.70	162	121	2271	1154	1117
					2,271	1,154			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

RAMP EC - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
843+00.00	84300.00	0.00	16.65	375.23	0	0	0	0	0
843+50.00	84350.00	50.00	28.55	476.61	42	789	42	789	-747
844+00.00	84400.00	50.00	36.93	472.90	61	879	103	1668	-1565
844+50.00	84450.00	50.00	46.72	419.83	77	827	180	2495	-2315
845+00.00	84500.00	50.00	52.15	411.70	92	770	272	3265	-2993
845+50.00	84550.00	50.00	59.68	406.85	104	758	376	4023	-3647
846+00.00	84600.00	50.00	73.05	426.26	123	771	499	4794	-4295
846+50.00	84650.00	50.00	92.19	473.78	153	833	652	5627	-4975
847+00.00	84700.00	50.00	120.79	489.96	197	892	849	6519	-5670
847+50.00	84750.00	50.00	156.94	533.31	257	947	1106	7466	-6360
848+00.00	84800.00	50.00	195.85	560.92	327	1013	1433	8479	-7046
848+50.00	84850.00	50.00	220.98	606.17	386	1081	1819	9560	-7741
849+00.00	84900.00	50.00	257.36	650.36	443	1163	2262	10723	-8461
849+50.00	84950.00	50.00	300.64	703.18	517	1253	2779	11976	-9197
850+00.00	85000.00	50.00	296.80	747.73	553	1343	3332	13319	-9987
850+50.00	85050.00	50.00	302.48	841.80	555	1472	3887	14791	-10904
851+00.00	85100.00	50.00	322.59	935.06	579	1645	4466	16436	-11970
851+50.00	85150.00	50.00	340.99	1036.08	614	1825	5080	18261	-13181
852+00.00	85200.00	50.00	210.41	369.21	511	1301	5591	19562	-13971
852+50.00	85250.00	50.00	110.93	333.24	298	650	5889	20212	-14323
853+00.00	85300.00	50.00	41.43	306.75	141	593	6030	20805	-14775
853+50.00	85350.00	50.00	43.73	225.02	79	492	6109	21297	-15188
854+00.00	85400.00	50.00	54.28	118.12	91	318	6200	21615	-15415
854+22.55	85422.55	22.55	57.86	131.62	47	104	6247	21719	-15472
					6,247	21,719			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

RAMP ECC - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
615+13.07	61513.07	0.00	0.00	618.80	0	0	0	0	0
615+50.00	61550.00	36.93	0.00	849.57	0	1004	0	1004	-1004
616+00.00	61600.00	50.00	0.00	1158.60	0	1859	0	2863	-2863
616+50.00	61650.00	50.00	0.00	1244.97	0	2226	0	5089	-5089
617+00.00	61700.00	50.00	0.00	843.70	0	1934	0	7023	-7023
617+50.00	61750.00	50.00	0.00	671.53	0	1403	0	8426	-8426
618+00.00	61800.00	50.00	0.00	541.40	0	1123	0	9549	-9549
618+00.76	61800.76	0.76	0.00	539.99	0	15	0	9564	-9564
					0	9,564			

RAMP EC INTERIM STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
829+57.89	82957.89	0.00	23.58	0.00	0	0	0	0	0
830+00.00	83000.00	42.11	23.42	0.00	37	0	37	0	37
830+50.00	83050.00	50.00	25.58	0.00	45	0	82	0	82
831+00.00	83100.00	50.00	39.03	14.57	60	13	142	13	129
831+50.00	83150.00	50.00	36.60	17.84	70	30	212	43	169
832+00.00	83200.00	50.00	36.79	18.49	68	34	280	77	203
832+50.00	83250.00	50.00	36.78	26.87	68	42	348	119	229
833+00.00	83300.00	50.00	36.05	33.07	67	56	415	175	240
833+50.00	83350.00	50.00	36.02	31.94	67	60	482	235	247
834+00.00	83400.00	50.00	37.29	33.33	68	60	550	295	255
834+50.00	83450.00	50.00	35.76	35.28	68	64	618	359	259
835+00.00	83500.00	50.00	37.33	28.30	68	59	686	418	268
835+50.00	83550.00	50.00	35.66	19.75	68	44	754	462	292
836+00.00	83600.00	50.00	35.23	31.75	66	48	820	510	310
836+50.00	83650.00	50.00	34.87	44.24	65	70	885	580	305
837+00.00	83700.00	50.00	35.98	65.46	66	102	951	682	269
837+50.00	83750.00	50.00	40.38	57.89	71	114	1022	796	226
838+00.00	83800.00	50.00	44.37	34.52	78	86	1100	882	218
838+50.00	83850.00	50.00	42.93	23.82	81	54	1181	936	245
839+00.00	83900.00	50.00	44.02	15.99	81	37	1262	973	289
839+50.00	83950.00	50.00	37.92	17.89	76	31	1338	1004	334
840+00.00	84000.00	50.00	35.52	27.01	68	42	1406	1046	360
840+50.00	84050.00	50.00	32.99	43.31	63	65	1469	1111	358
841+00.00	84100.00	50.00	0.18	89.00	31	123	1500	1234	266
841+50.00	84150.00	50.00	0.58	137.14	1	209	1501	1443	58
842+00.00	84200.00	50.00	0.97	195.21	1	308	1502	1751	249
842+50.00	84250.00	50.00	1.35	253.63	2	416	1504	2167	-663
843+00.00	84300.00	50.00	1.81	388.89	3	595	1507	2762	-1255
					1,507	2,762			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

9

9

PROJECT NO: 1130-65-76 | HWY: IH 41 | COUNTY: OUTAGAMIE | EARTHWORK DATA | SHEET 939 | E

RAMP ED - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
293+91.48	29391.48	0.00	0.00	173.69	0	0	0	0	0
294+00.00	29400.00	8.52	0.00	206.98	0	60	0	60	-60
294+50.00	29450.00	50.00	3.21	369.49	3	534	3	594	-591
295+00.00	29500.00	50.00	46.65	67.01	46	404	49	998	-949
295+50.00	29550.00	50.00	256.60	2.83	281	65	330	1063	-733
296+00.00	29600.00	50.00	485.45	611.01	687	568	1017	1631	-614
296+50.00	29650.00	50.00	443.22	622.32	860	1142	1877	2773	-896
297+00.00	29700.00	50.00	364.36	629.38	748	1159	2625	3932	-1307
297+50.00	29750.00	50.00	302.69	643.00	618	1178	3243	5110	-1867
298+00.00	29800.00	50.00	235.02	636.78	498	1185	3741	6295	-2554
298+50.00	29850.00	50.00	226.74	615.82	428	1160	4169	7455	-3286
299+00.00	29900.00	50.00	238.24	552.57	431	1082	4600	8537	-3937
299+50.00	29950.00	50.00	230.78	451.86	434	930	5034	9467	-4433
300+00.00	30000.00	50.00	220.28	323.51	418	718	5452	10185	-4733
300+50.00	30050.00	50.00	181.31	226.58	372	509	5824	10694	-4870
301+00.00	30100.00	50.00	166.77	147.12	322	346	6146	11040	-4894
301+49.66	30149.66	49.66	174.78	104.51	314	231	6460	11271	-4811
					6,460	11,271			

RAMP EDD - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
614+65.00	61465.00	0.00	118.94	471.41	0	0	0	0	0
615+00.00	61500.00	35.00	104.14	488.41	145	622	145	622	-477
615+50.00	61550.00	50.00	69.70	554.85	161	966	306	1588	-1282
616+00.00	61600.00	50.00	51.11	627.90	112	1095	418	2683	-2265
616+50.00	61650.00	50.00	42.28	567.47	86	1107	504	3790	-3286
617+00.00	61700.00	50.00	64.12	417.46	99	912	603	4702	-4099
617+19.41	61719.41	19.41	44.82	311.92	39	262	642	4964	-4322
					642	4,964			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

RAMP ED INTERIM STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
301+49.66	30149.66	0.00	170.31	111.33	0	0	0	0	0
301+50.00	30150.00	0.34	169.91	110.89	2	1	2	1	1
302+00.00	30200.00	50.00	170.67	99.83	315	195	317	196	121
302+50.00	30250.00	50.00	214.74	81.28	357	168	674	364	310
303+00.00	30300.00	50.00	212.25	57.29	395	128	1069	492	577
303+50.00	30350.00	50.00	209.99	44.00	391	94	1460	586	874
304+00.00	30400.00	50.00	186.38	33.58	367	72	1827	658	1169
304+50.00	30450.00	50.00	184.77	24.46	344	54	2171	712	1459
305+00.00	30500.00	50.00	168.51	17.00	327	38	2498	750	1748
305+50.00	30550.00	50.00	156.47	11.38	301	26	2799	776	2023
306+00.00	30600.00	50.00	136.44	3.32	271	14	3070	790	2280
306+50.00	30650.00	50.00	121.53	3.60	239	6	3309	796	2513
307+00.00	30700.00	50.00	107.02	4.08	212	7	3521	803	2718
307+50.00	30750.00	50.00	103.73	11.50	195	14	3716	817	2899
308+00.00	30800.00	50.00	19.43	20.15	114	29	3830	846	2984
308+50.00	30850.00	50.00	14.18	7.82	31	26	3861	872	2989
309+00.00	30900.00	50.00	16.36	1.24	28	8	3889	880	3009
309+50.00	30950.00	50.00	8.61	2.02	23	3	3912	883	3029
310+00.00	31000.00	50.00	2.72	0.41	10	2	3922	885	3037
310+14.07	31014.07	14.07	2.28	3.92	1	1	3923	886	3037
					3,923	886			

SEE LANDSCAPE GRADING PLAN FOR ADDITIONAL EARTHWORK IN THE MEDIAN AREAS ALONG CTH E.

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	EARTHWORK DATA	SHEET 941	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090101-EW.DWG
LAYOUT NAME - 12

PLOT DATE : 12/17/2024 11:27 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

R-44-0040 - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
852+58.00	85258.00	0.00	0.00	501.01	0	0	0	0	0
853+00.00	85300.00	42.00	0.00	960.11	0	1136	0	1136	-1136
853+05.00	85306.00	6.00	0.00	882.94	0	205	0	1341	-1341
853+29.00	85329.00	23.00	0.00	351.84	0	526	0	1867	-1867
853+50.00	85350.00	21.00	0.00	443.31	0	309	0	2176	-2176
853+93.00	85394.00	44.00	0.00	449.14	0	727	0	2903	-2903
854+00.00	85400.00	6.00	0.00	447.17	0	100	0	3003	-3003
854+13.00	85413.00	13.00	0.00	421.75	0	209	0	3212	-3212
854+50.00	85450.00	37.00	0.00	407.43	0	568	0	3780	-3780
854+78.00	85478.00	28.00	0.00	311.44	0	373	0	4153	-4153
855+00.00	85500.00	22.00	0.00	457.48	0	313	0	4466	-4466
855+02.00	85502.00	2.00	0.00	443.17	0	33	0	4499	-4499
855+46.00	85546.00	44.00	0.00	393.36	0	682	0	5181	-5181
					0	5,181			

R-44-0041 - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
852+57.00	85257.00	0.00	0.00	813.73	0	0	0	0	0
853+00.00	85300.00	43.00	0.00	693.14	0	1200	0	1200	-1200
853+08.00	85308.00	8.00	0.00	520.66	0	180	0	1380	-1380
853+31.00	85331.00	23.00	0.00	463.42	0	419	0	1799	-1799
853+50.00	85350.00	19.00	0.00	460.07	0	325	0	2124	-2124
853+95.00	85395.00	45.00	0.00	492.65	0	794	0	2918	-2918
854+00.00	85400.00	5.00	0.00	518.19	0	94	0	3012	-3012
854+15.00	85415.00	15.00	0.00	456.52	0	271	0	3283	-3283
854+50.00	85450.00	35.00	0.00	455.92	0	591	0	3874	-3874
854+80.00	85480.00	30.00	0.00	347.71	0	446	0	4320	-4320
855+00.00	85500.00	20.00	0.00	751.70	0	407	0	4727	-4727
855+03.00	85503.00	3.00	0.00	769.36	0	85	0	4812	-4812
855+51.00	85551.00	48.00	0.00	1150.96	0	1707	0	6519	-6519
					0	6,519			

I41 NB INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
849+35.90	84935.90	0.00	55.53	0.49	0	0	0	0	0
849+50.00	84950.00	14.10	50.94	0.69	28	0	28	0	28
850+00.00	85000.00	50.00	56.46	0.16	99	1	127	1	126
850+50.00	85050.00	50.00	59.52	0.57	107	1	234	2	232
851+00.00	85100.00	50.00	64.31	0.49	115	1	349	3	346
851+50.00	85150.00	50.00	66.57	0.05	121	1	470	4	466
852+00.00	85200.00	50.00	45.54	9.08	104	8	574	12	562
852+50.00	85250.00	50.00	31.54	20.37	71	27	645	39	606
853+00.00	85300.00	50.00	38.45	0.00	65	19	710	58	652
853+50.00	85350.00	50.00	76.60	0.00	107	0	817	58	759
854+00.00	85400.00	50.00	91.32	0.00	155	0	972	58	914
854+50.00	85450.00	50.00	98.95	0.00	176	0	1148	58	1090
855+00.00	85500.00	50.00	69.82	0.00	156	0	1304	58	1246
855+50.00	85550.00	50.00	32.33	42.90	95	40	1399	98	1301
856+00.00	85600.00	50.00	52.58	31.81	79	69	1478	167	1311
856+05.64	85605.64	5.64	24.02	0.00	8	3	1486	170	1316
					1,486	170			

I41 SB INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
851+97.63	85197.63	0.00	79.19	9.64	0	0	0	0	0
852+00.00	85200.00	2.37	78.50	9.60	7	1	7	1	6
852+50.00	85250.00	50.00	44.50	28.78	114	36	121	37	84
853+00.00	85300.00	50.00	34.55	2.70	73	29	194	66	128
853+50.00	85350.00	50.00	86.24	0.00	112	3	306	69	237
854+00.00	85400.00	50.00	88.49	0.00	162	0	468	69	399
854+50.00	85450.00	50.00	77.16	0.00	153	0	621	69	552
855+00.00	85500.00	50.00	41.14	0.24	110	0	731	69	662
855+50.00	85550.00	50.00	33.83	27.26	69	25	800	94	706
856+00.00	85600.00	50.00	62.95	19.08	90	43	890	137	753
856+50.00	85650.00	50.00	93.50	0.73	145	18	1035	155	880
857+00.00	85700.00	50.00	100.88	1.07	180	2	1215	157	1058
857+50.00	85750.00	50.00	107.09	1.75	193	3	1408	160	1248
858+00.00	85800.00	50.00	74.20	2.62	168	4	1576	164	1412
858+50.00	85850.00	50.00	32.94	16.86	99	18	1675	182	1493
858+65.54	85865.54	15.54	31.42	18.95	19	10	1694	192	1502
					1,694	192			

I41 MEDIAN INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
852+00.34	85200.34	0.00	6.02	0.24	0	0	0	0	0
852+50.00	85250.00	49.66	32.80	0.00	36	0	36	0	36
853+00.00	85300.00	50.00	30.81	0.00	59	0	95	0	95
853+50.00	85350.00	50.00	26.26	0.00	53	0	148	0	148
854+00.00	85400.00	50.00	24.12	0.00	47	0	195	0	195
854+50.00	85450.00	50.00	8.00	0.00	30	0	225	0	225
855+00.00	85500.00	50.00	3.77	0.00	11	0	236	0	236
855+50.00	85550.00	50.00	0.26	25.41	4	24	240	24	216
856+00.00	85600.00	50.00	2.31	3.28	2	27	242	51	191
856+06.16	85606.16	6.16	2.39	1.24	1	1	243	52	191
					243	52			

I41 NB RAMP EAT GORE INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
861+44.23	86144.23	0.00	28.29	0.00	0	0	0	0	0
861+50.00	86150.00	5.77	28.26	0.00	6	0	6	0	6
862+00.00	86200.00	50.00	27.54	0.00	52	0	58	0	58
862+50.00	86250.00	50.00	26.92	0.00	50	0	108	0	108
863+00.00	86300.00	50.00	27.22	0.00	50	0	158	0	158
863+50.00	86350.00	50.00	40.91	0.07	63	0	221	0	221
864+00.00	86400.00	50.00	43.00	0.00	78	0	299	0	299
864+50.00	86450.00	50.00	45.45	0.00	82	0	381	0	381
865+00.00	86500.00	50.00	41.75	0.00	81	0	462	0	462
865+50.00	86550.00	50.00	39.12	0.00	75	0	537	0	537
866+00.00	86600.00	50.00	34.72	0.00	68	0	605	0	605
866+50.00	86650.00	50.00	31.85	0.00	62	0	667	0	667
867+00.00	86700.00	50.00	30.14	0.00	57	0	724	0	724
867+05.65	86705.65	5.65	30.02	0.00	6	0	730	0	730
					730	0			

I41 NB RAMP EBT GORE INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
843+79.00	84379.00	0.00	28.57	0.00	0	0	0	0	0
844+00.00	84400.00	21.00	27.99	0.02	22	0	22	0	22
844+50.00	84450.00	50.00	28.18	0.04	52	0	74	0	74
845+00.00	84500.00	50.00	28.67	0.05	53	0	127	0	127
845+50.00	84550.00	50.00	29.11	0.05	53	0	180	0	180
846+00.00	84600.00	50.00	29.43	0.00	54	0	234	0	234
846+50.00	84650.00	50.00	29.39	0.00	54	0	288	0	288
846+52.22	84652.22	2.22	29.17	0.00	2	0	290	0	290
					290	0			

I41 SB RAMP ECT GORE INTERIM - STAGE 2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
840+51.82	84051.82	0.00	28.65	0.00	0	0	0	0	0
841+00.00	84100.00	48.18	29.29	0.00	52	0	52	0	52
841+50.00	84150.00	50.00	31.15	0.00	56	0	108	0	108
842+00.00	84200.00	50.00	34.06	0.00	60	0	168	0	168
842+50.00	84250.00	50.00	38.01	0.00	67	0	235	0	235
843+00.00	84300.00	50.00	29.21	0.00	62	0	297	0	297
843+50.00	84350.00	50.00	28.81	0.00	54	0	351	0	351
844+00.00	84400.00	50.00	28.66	0.00	53	0	404	0	404
844+50.00	84450.00	50.00	28.32	0.00	53	0	457	0	457
845+00.00	84500.00	50.00	28.13	0.00	52	0	509	0	509
845+50.00	84550.00	50.00	27.72	0.00	52	0	561	0	561
846+00.00	84600.00	50.00	27.20	0.00	51	0	612	0	612
846+50.00	84650.00	50.00	27.68	0.00	51	0	663	0	663
847+00.00	84700.00	50.00	28.59	0.00	52	0	715	0	715
847+50.00	84750.00	50.00	28.62	0.00	53	0	768	0	768
847+61.41	84761.41	11.41	28.66	0.00	12	0	780	0	780
					780	0			

I41 SB RAMP EDT GORE INTERIM - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
861+20.20	86120.20	0.00	28.88	0.00	0	0	0	0	0
861+50.00	86150.00	29.80	29.33	0.00	32	0	32	0	32
862+00.00	86200.00	50.00	29.04	0.00	54	0	86	0	86
862+50.00	86250.00	50.00	31.32	0.00	56	0	142	0	142
863+00.00	86300.00	50.00	30.71	0.00	57	0	199	0	199
863+50.00	86350.00	50.00	31.44	0.00	58	0	257	0	257
864+00.00	86400.00	50.00	30.66	0.00	57	0	314	0	314
864+50.00	86450.00	50.00	30.05	0.00	56	0	370	0	370
864+51.81	86451.81	1.81	30.08	0.00	2	0	372	0	372
					372	0			

PARK AND RIDE - STAGE 1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
624+30.68	62430.68	0.00	0.00	0.00	0	0	0	0	0
624+50.00	62450.00	19.32	41.18	0.00	15	0	15	0	15
625+00.00	62500.00	50.00	42.98	0.00	78	0	93	0	93
625+50.00	62550.00	50.00	43.19	0.00	80	0	173	0	173
626+00.00	62600.00	50.00	41.00	0.00	78	0	251	0	251
626+48.43	62648.43	48.43	43.48	0.00	76	0	327	0	327
					327	0			

CTH E NB (AT CAPITOL DR) - STAGE 3 - CATEGORY 1600

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
599+13.00	59913.00	0.00	79.20	0.00	0	0	0	0	0
599+50.00	59950.00	37.00	86.92	0.48	114	0	114	0	114
600+00.00	60000.00	50.00	128.54	0.00	199	0	313	0	313
600+50.00	60050.00	50.00	85.37	0.00	198	0	511	0	511
600+60.35	60060.35	10.35	112.33	0.00	38	0	549	0	549
					549	0			

CTH E SB (AT CAPITOL DR) - STAGE 3 - CATEGORY 1600

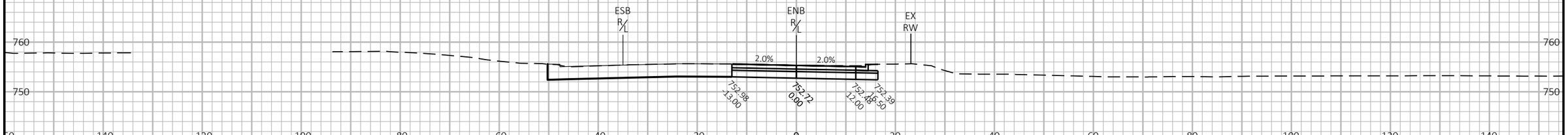
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
599+16.15	59916.15	0.00	97.12	0.00	0	0	0	0	0
599+50.00	59950.00	33.85	86.12	0.00	115	0	115	0	115
600+00.00	60000.00	50.00	86.27	0.00	160	0	275	0	275
600+50.00	60050.00	50.00	78.02	0.00	152	0	427	0	427
600+63.46	60063.46	13.46	75.54	0.00	38	0	465	0	465
					465	0			

CAPITOL DR - STAGE 3 - CATEGORY 1600

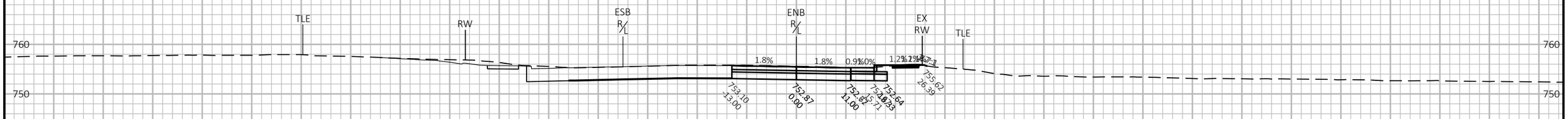
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.00	MASS ORDINATE
15+53.08	1553.08	0.00	109.36	0.02	0	0	0	0	0
16+00.00	1600.00	46.92	122.22	0.03	201	0	201	0	201
16+50.00	1650.00	50.00	117.09	0.06	222	0	423	0	423
17+00.00	1700.00	50.00	117.82	0.29	218	0	641	0	641
17+50.00	1750.00	50.00	133.29	0.00	233	0	874	0	874
18+00.00	1800.00	50.00	144.73	0.02	257	0	1131	0	1131
18+50.00	1850.00	50.00	218.86	0.00	337	0	1468	0	1468
19+00.00	1900.00	50.00	194.06	0.00	382	0	1850	0	1850
19+50.00	1950.00	50.00	204.62	0.00	369	0	2219	0	2219
20+00.00	2000.00	50.00	216.80	0.00	390	0	2609	0	2609
20+50.00	2050.00	50.00	226.16	0.00	410	0	3019	0	3019
21+00.00	2100.00	50.00	242.49	0.00	434	0	3453	0	3453
21+50.00	2150.00	50.00	287.21	0.00	490	0	3943	0	3943
21+57.13	2157.13	7.13	313.95	0.01	79	0	4022	0	4022
					4,022	0			

ALL WORK STAGE 3

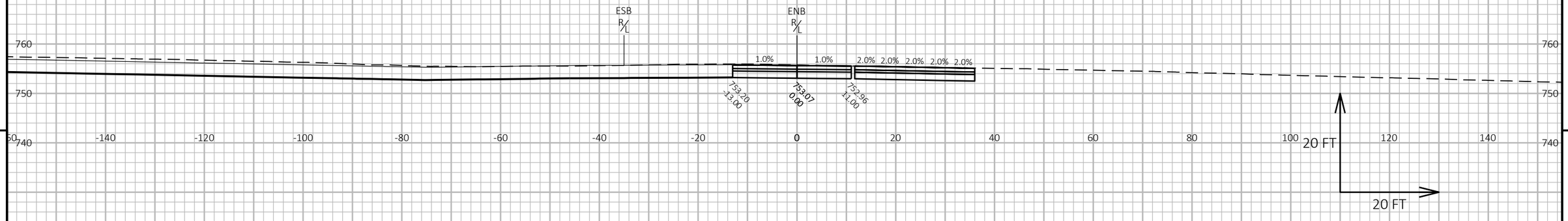
599+13



599+50



600+00



9

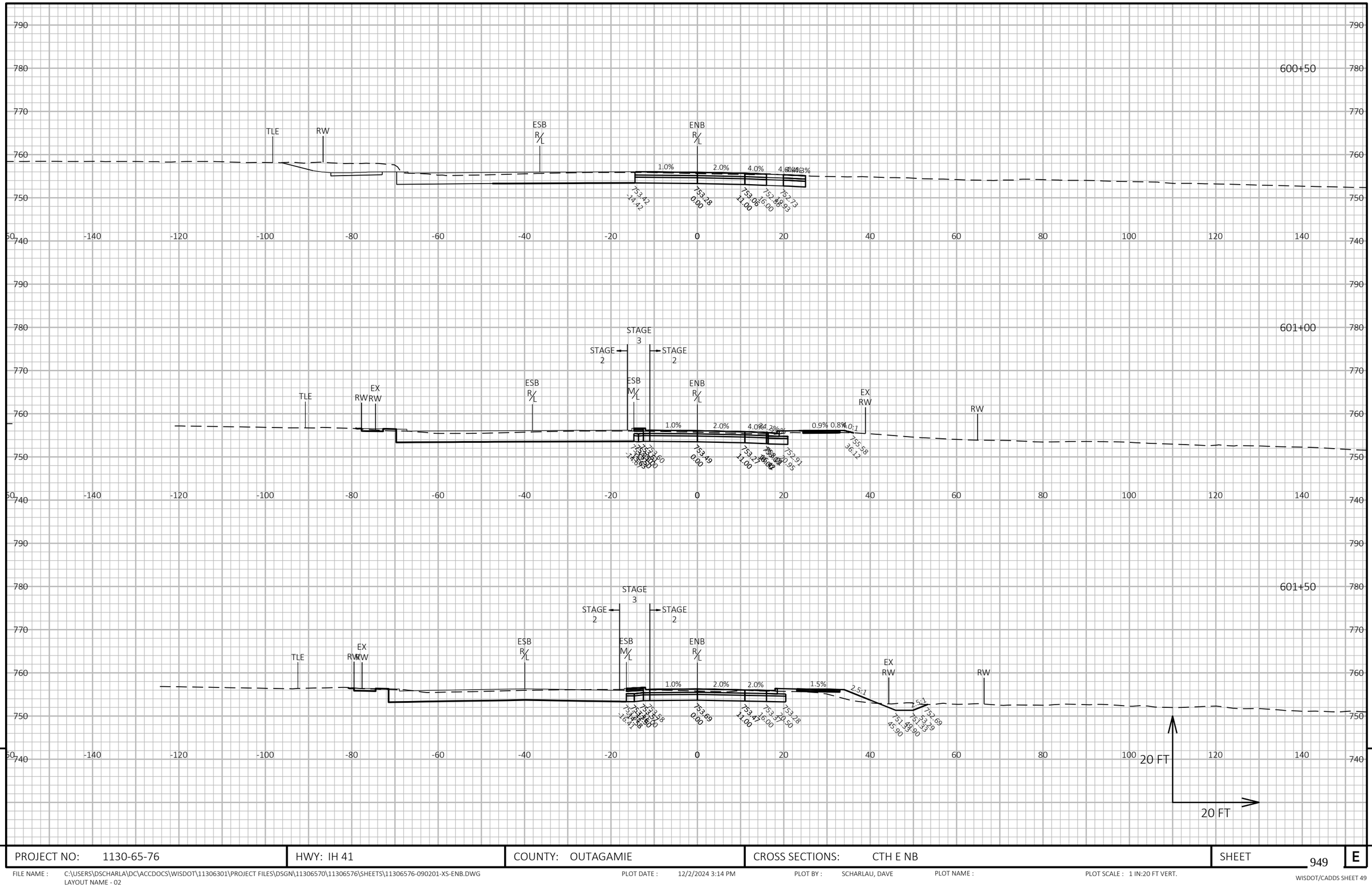
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 948	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:13 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



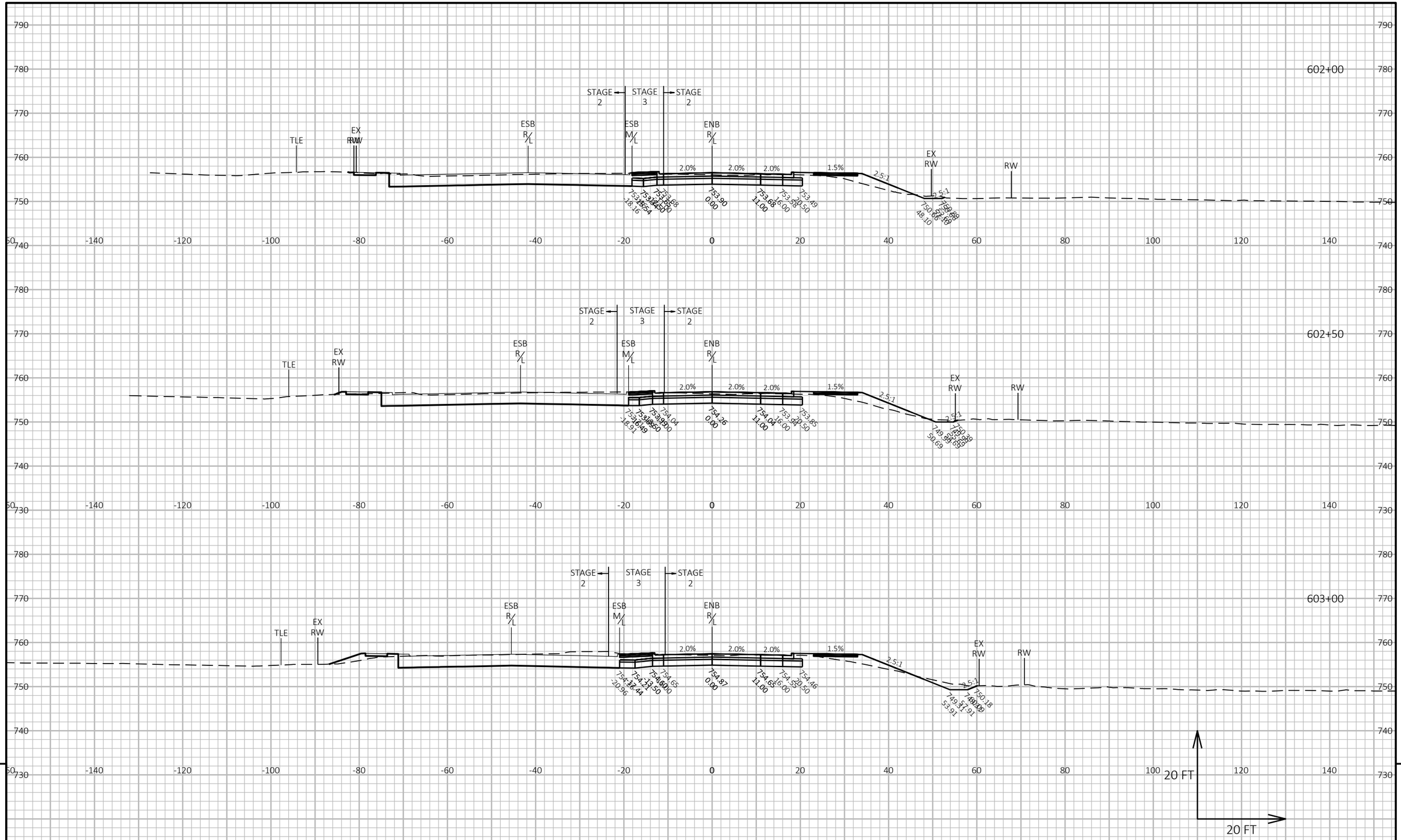
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 949	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:14 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



9

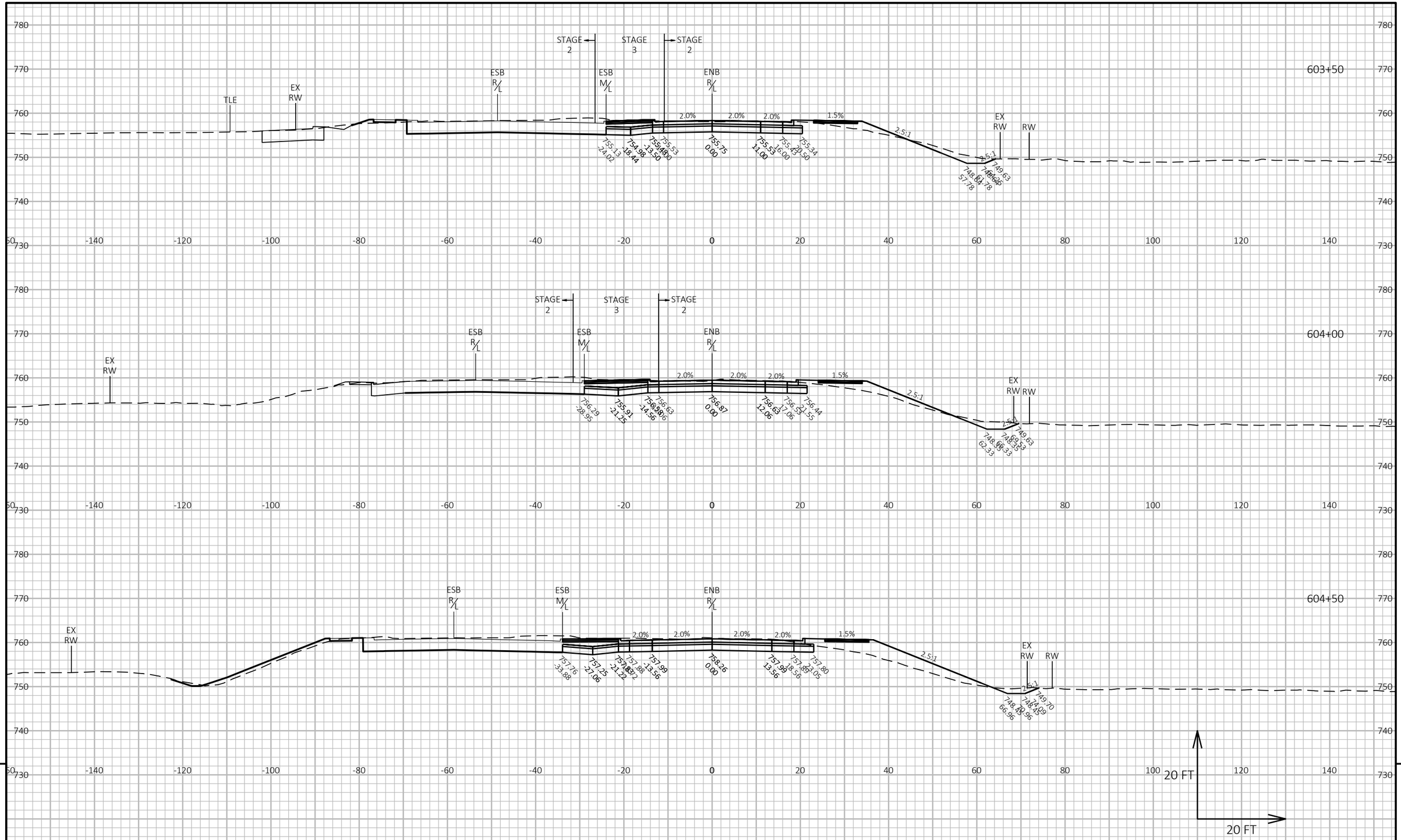
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 950	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:15 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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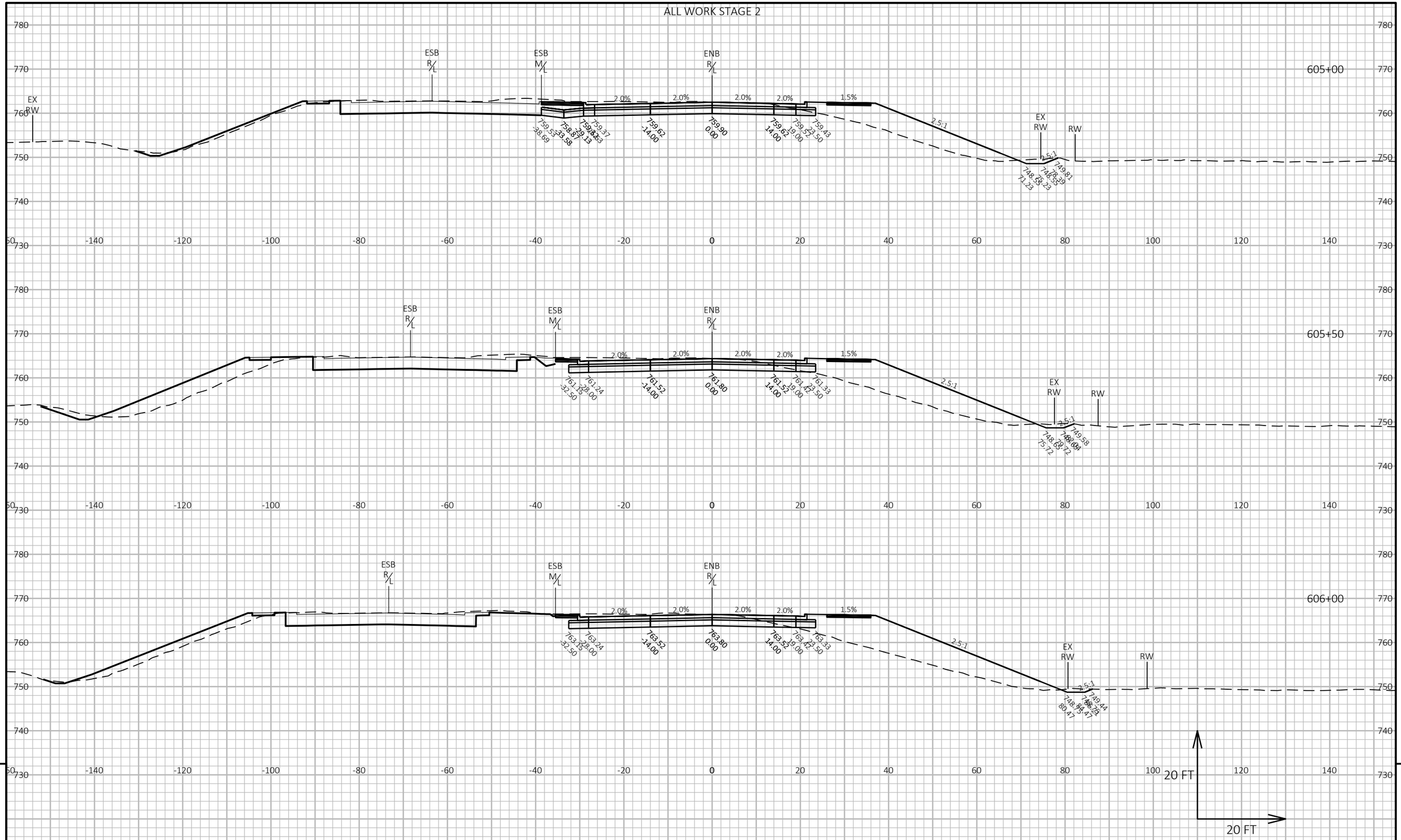
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 04

PLOT DATE : 12/2/2024 3:15 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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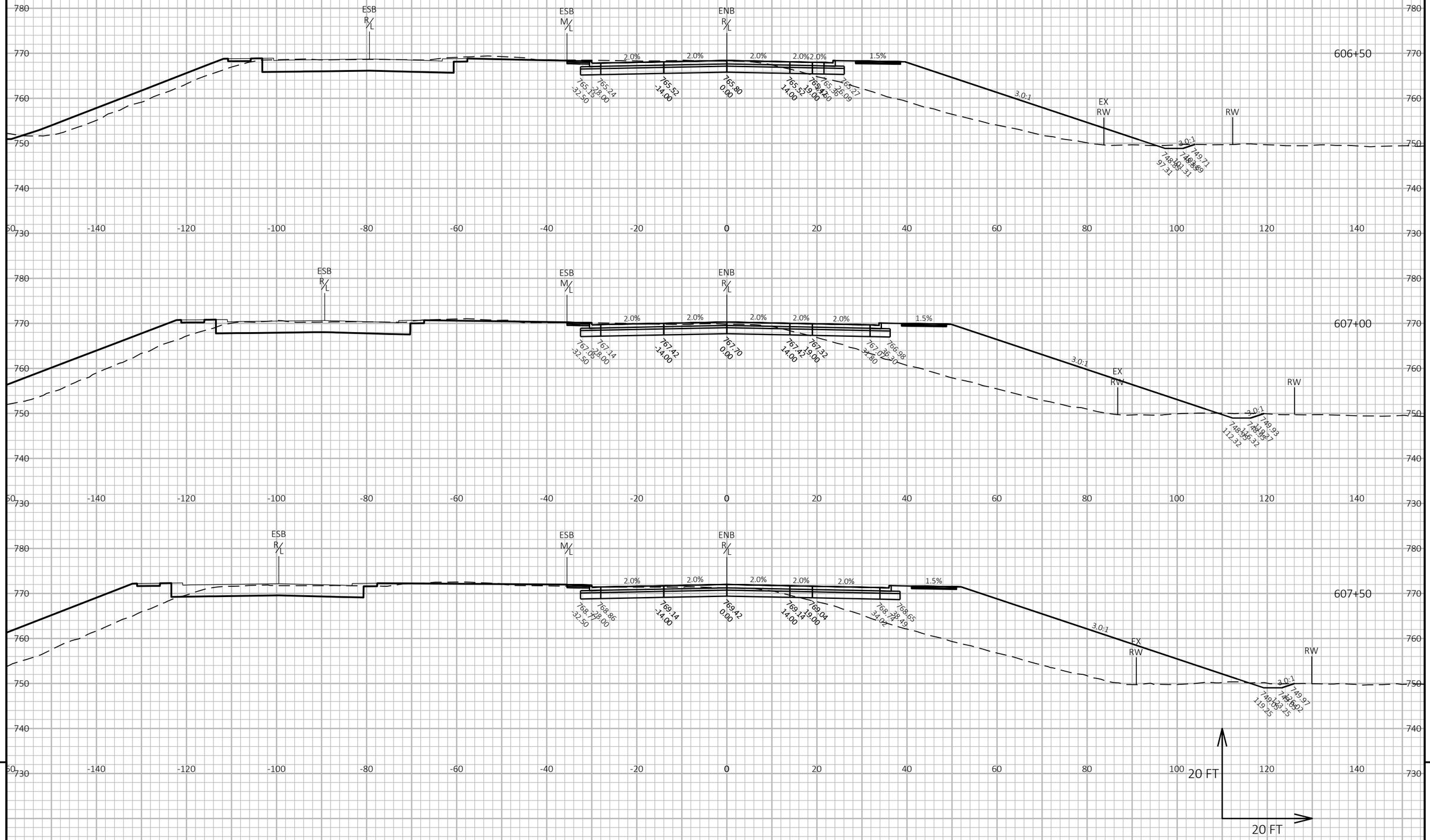
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 05

PLOT DATE : 12/2/2024 3:16 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9

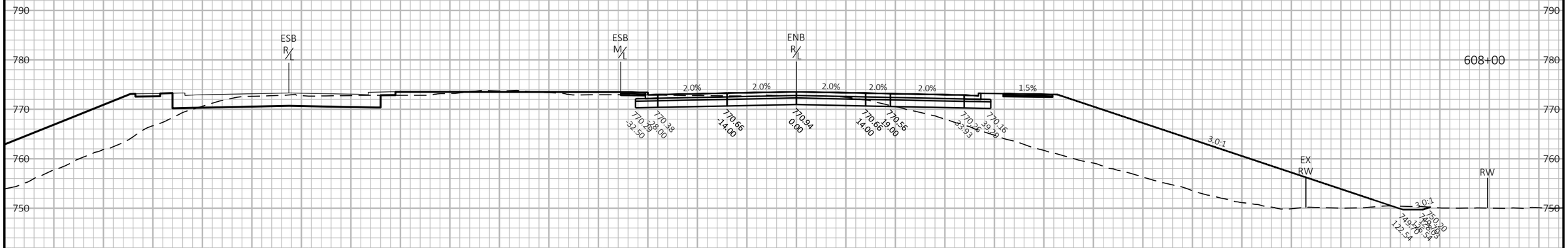
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 953	E

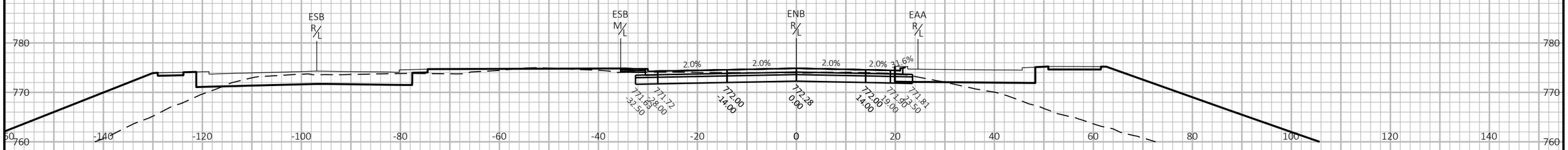
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 06
PLOT DATE : 12/2/2024 3:16 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 2

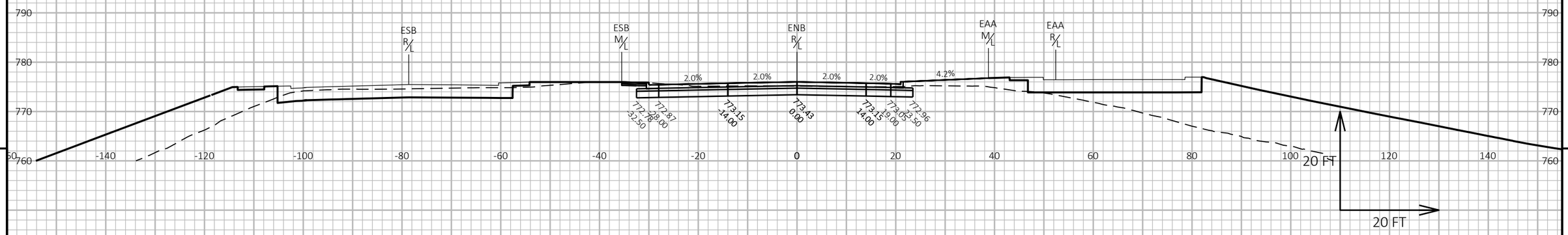
608+00



608+50



609+00



9 9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 954	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 07

PLOT DATE : 12/2/2024 3:16 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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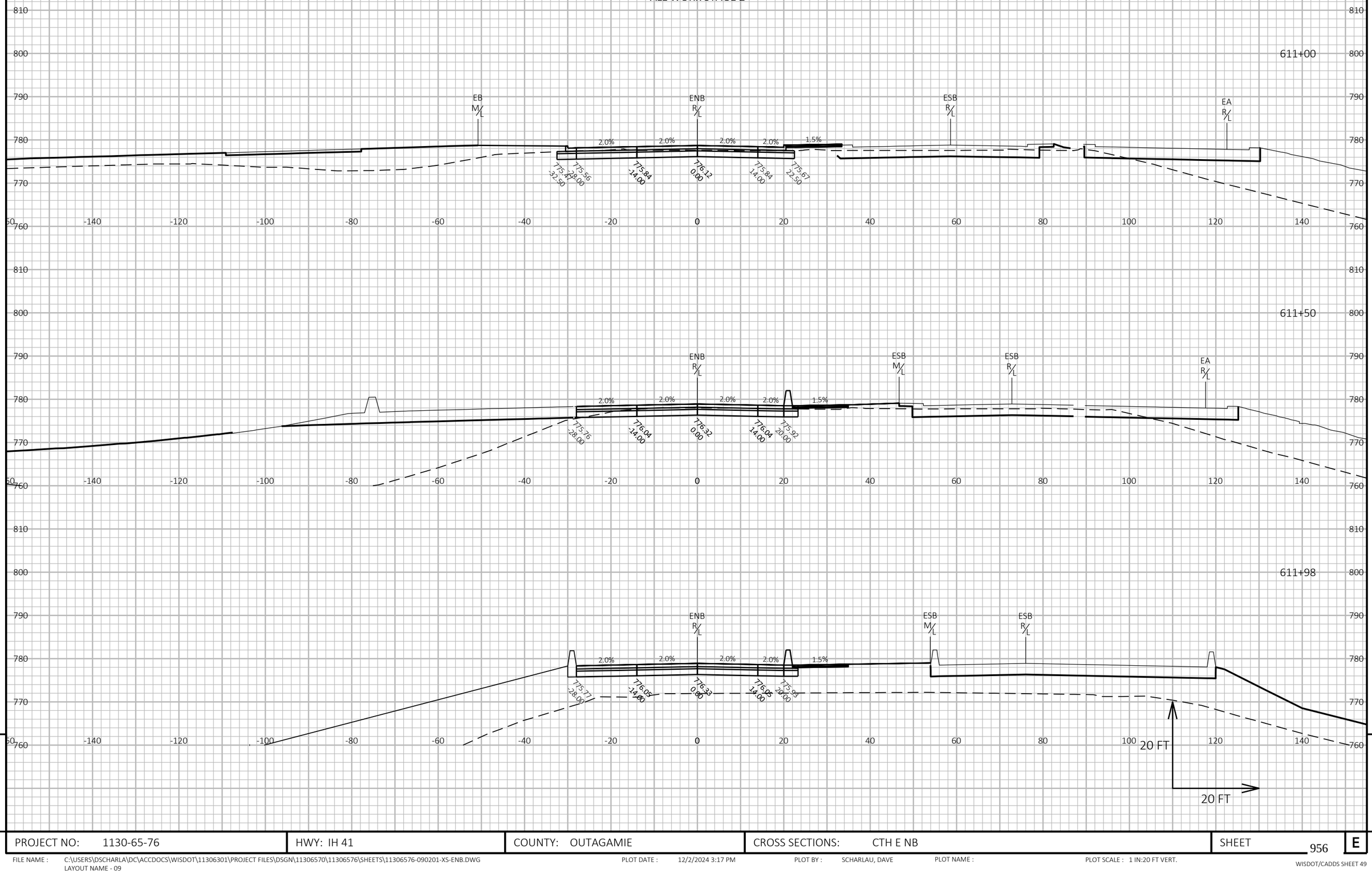
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 955	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 08

PLOT DATE : 12/2/2024 3:17 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9

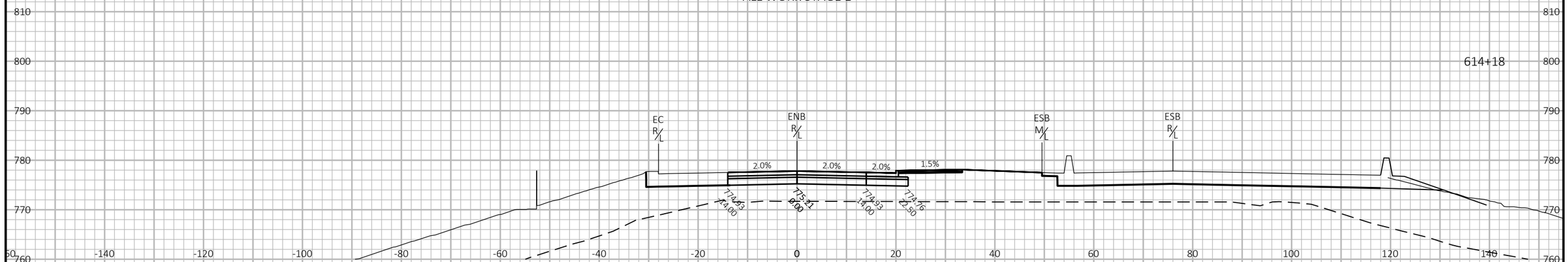
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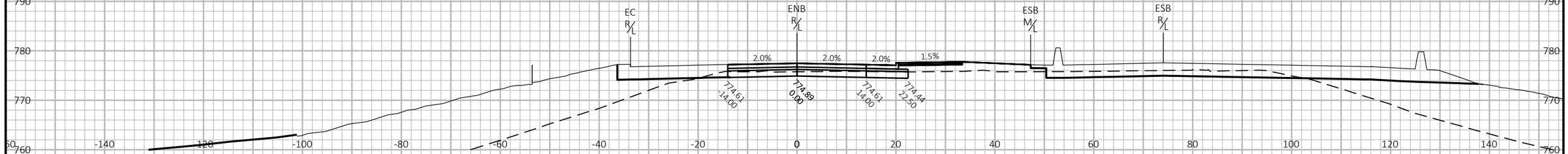
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 956	E

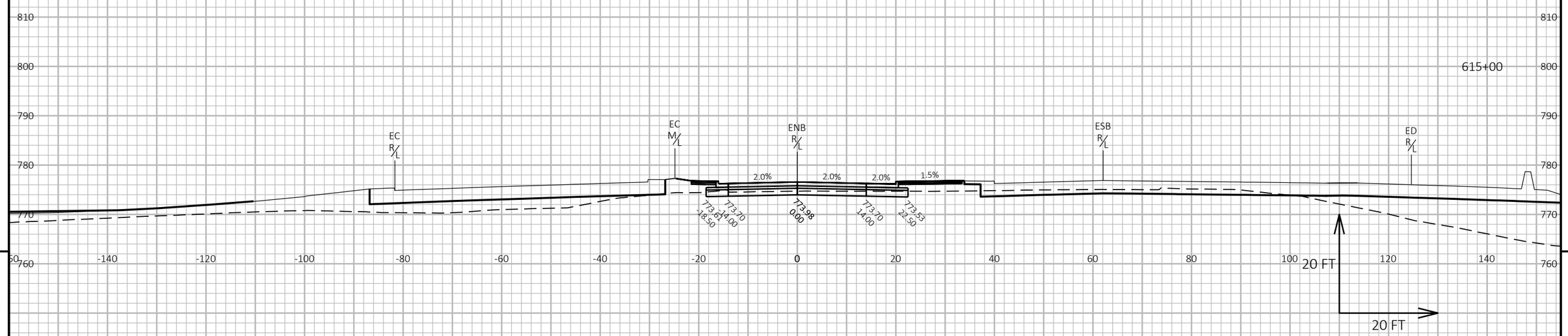
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 09

PLOT DATE : 12/2/2024 3:17 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 1







9

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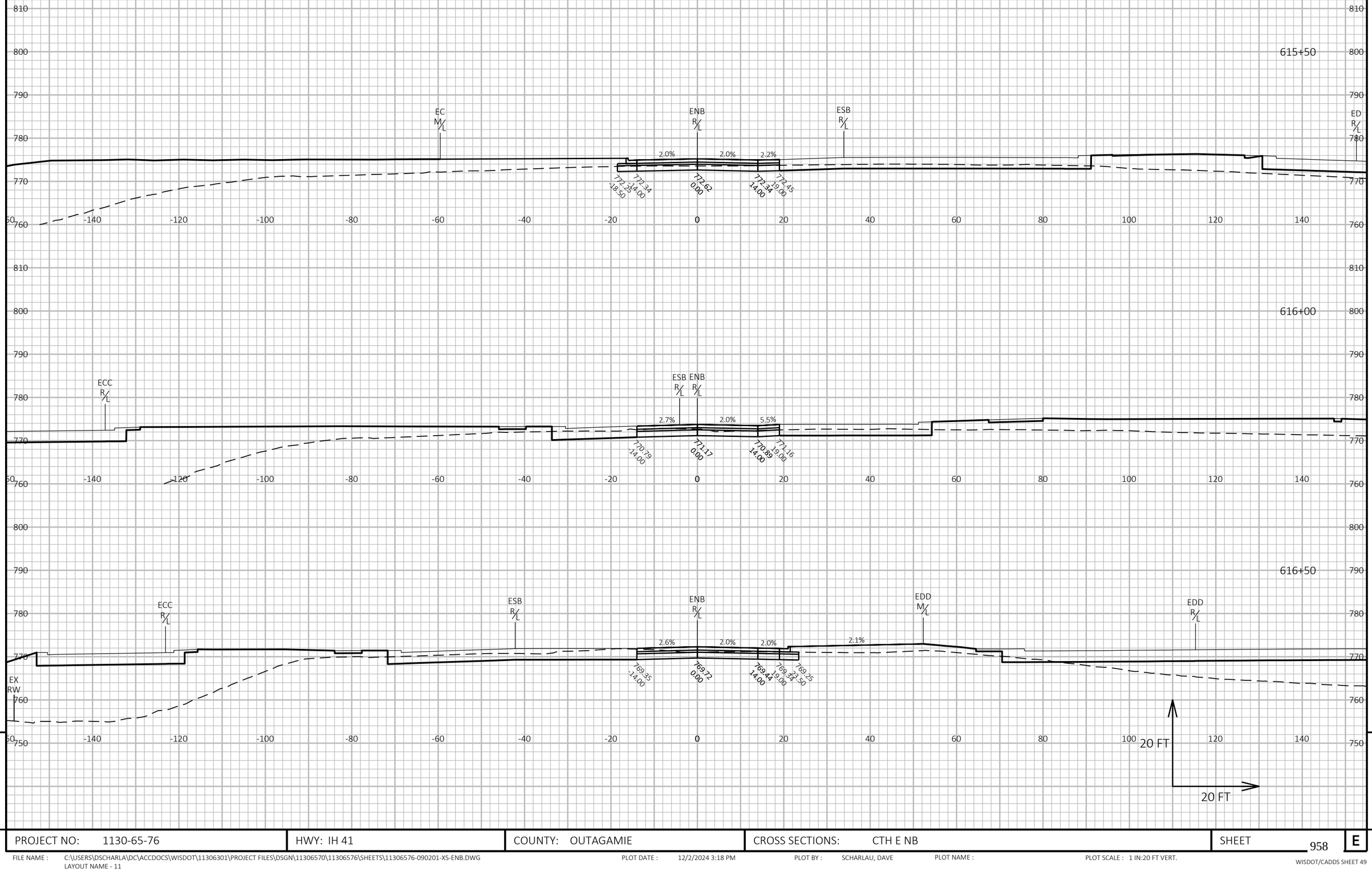
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 957	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 10

PLOT DATE : 12/2/2024 3:18 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 958	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 11

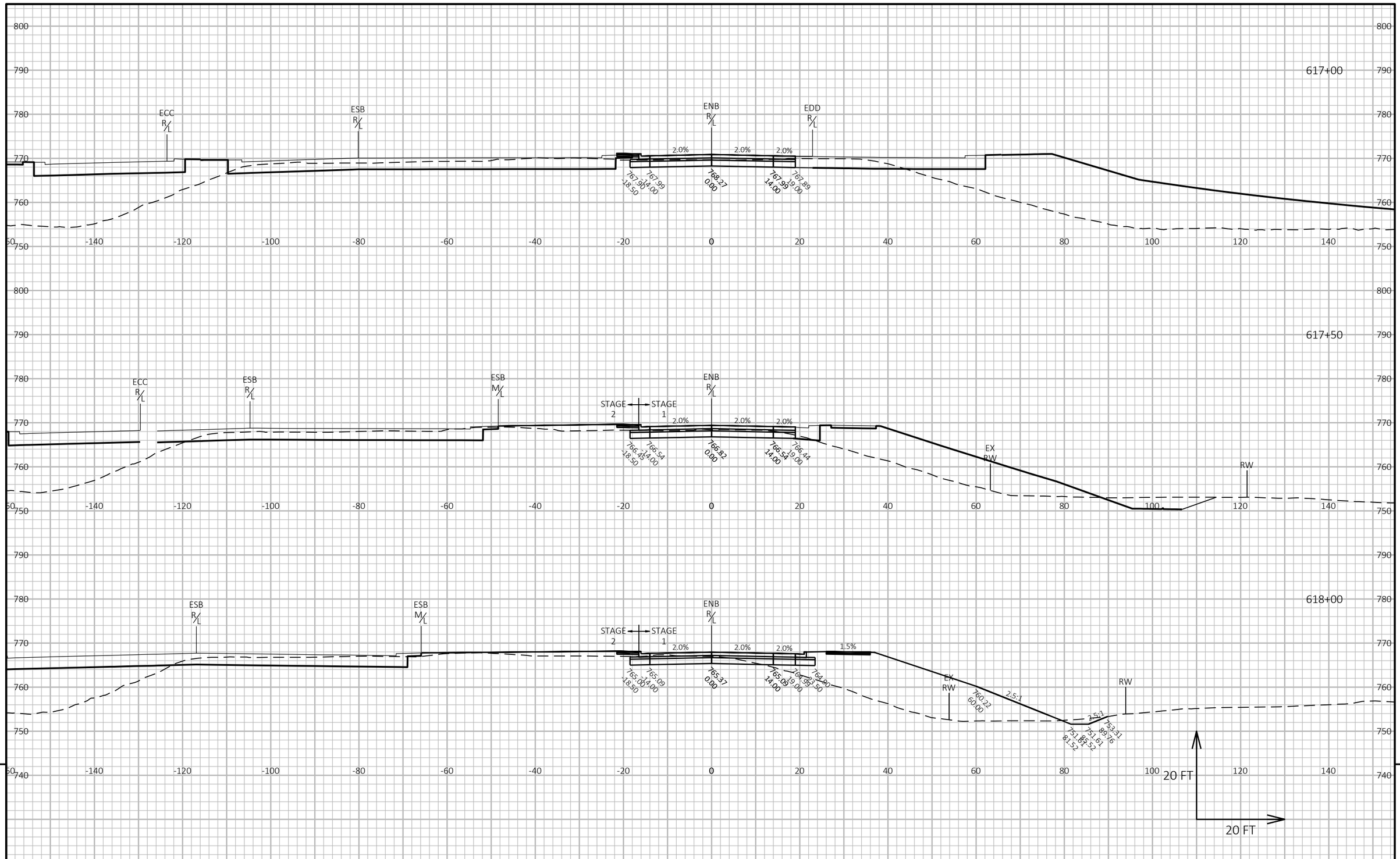
PLOT DATE : 12/2/2024 3:18 PM

PLOT BY : SCHARLAU, DAVE

PLOT NAME :

PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

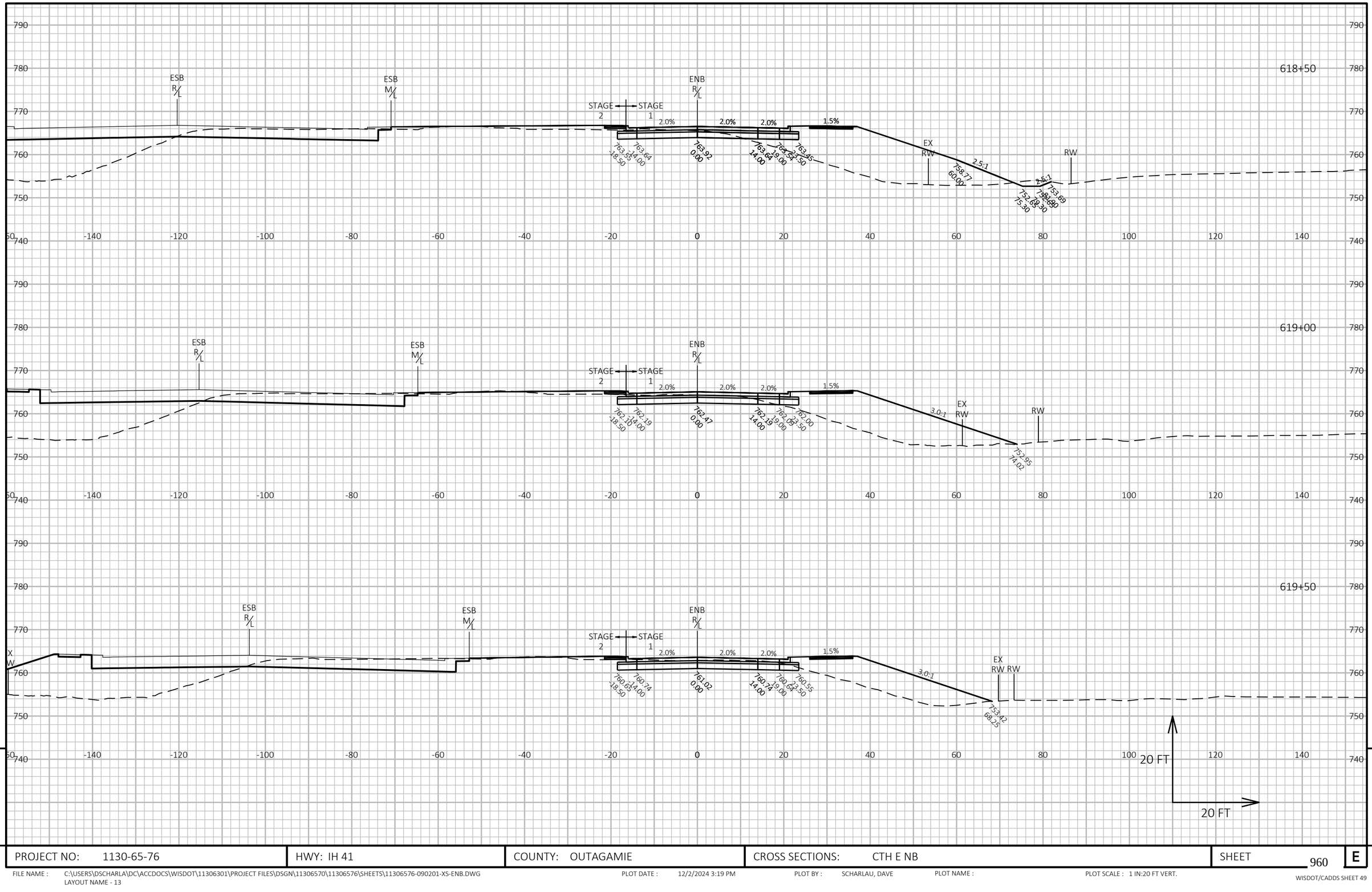
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 959	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 12

PLOT DATE : 12/2/2024 3:19 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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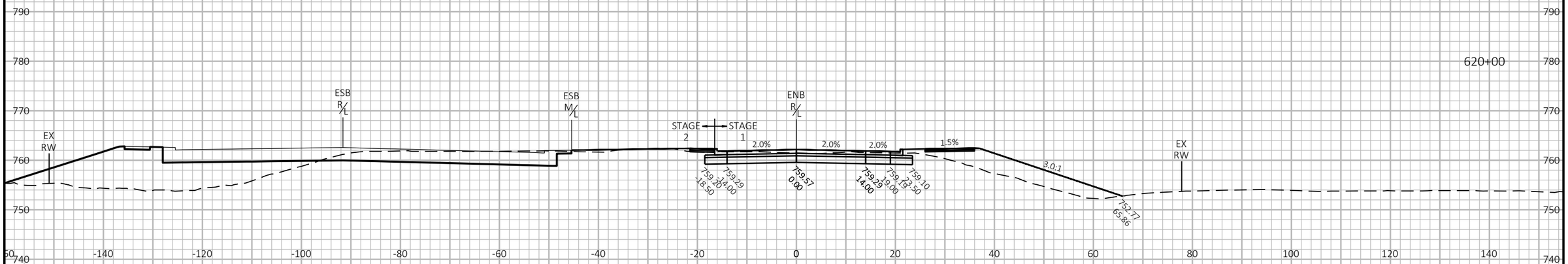
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 960	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 13

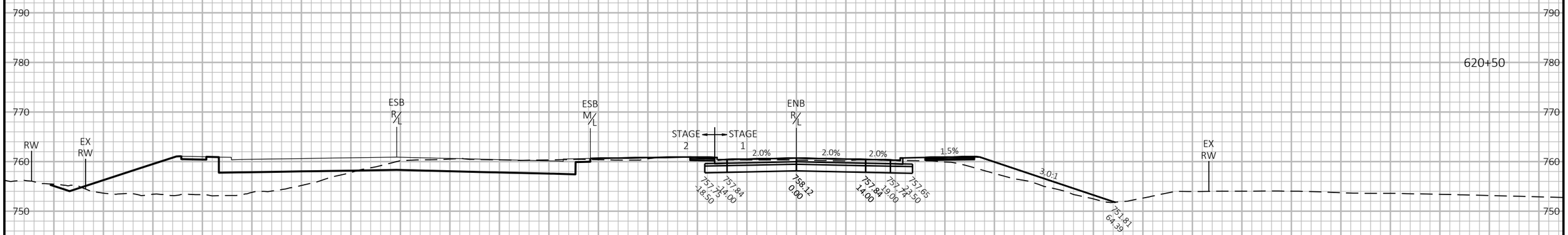
PLOT DATE : 12/2/2024 3:19 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

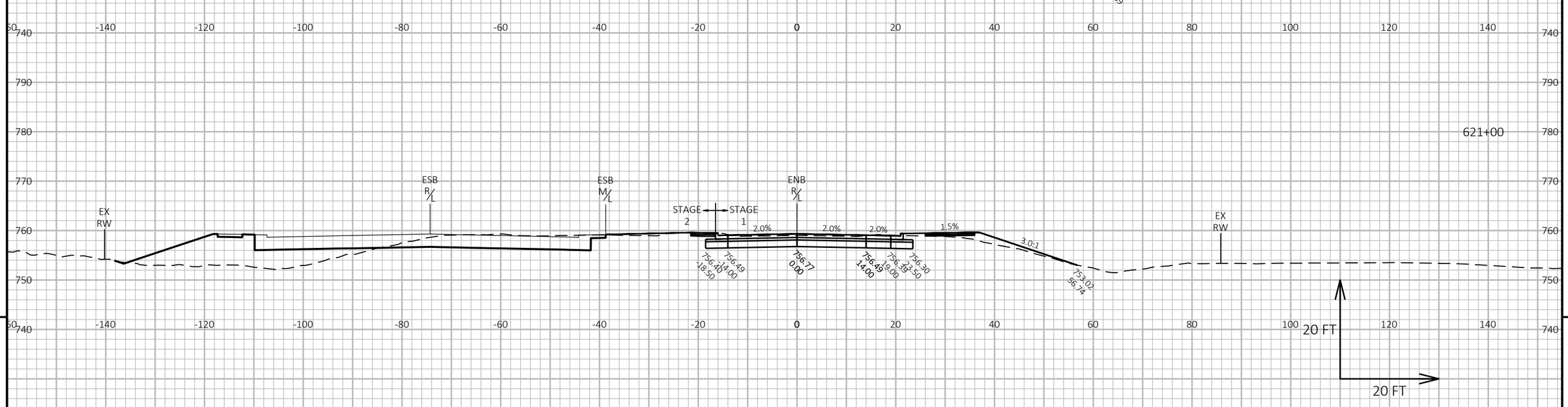
620+00



620+50



621+00

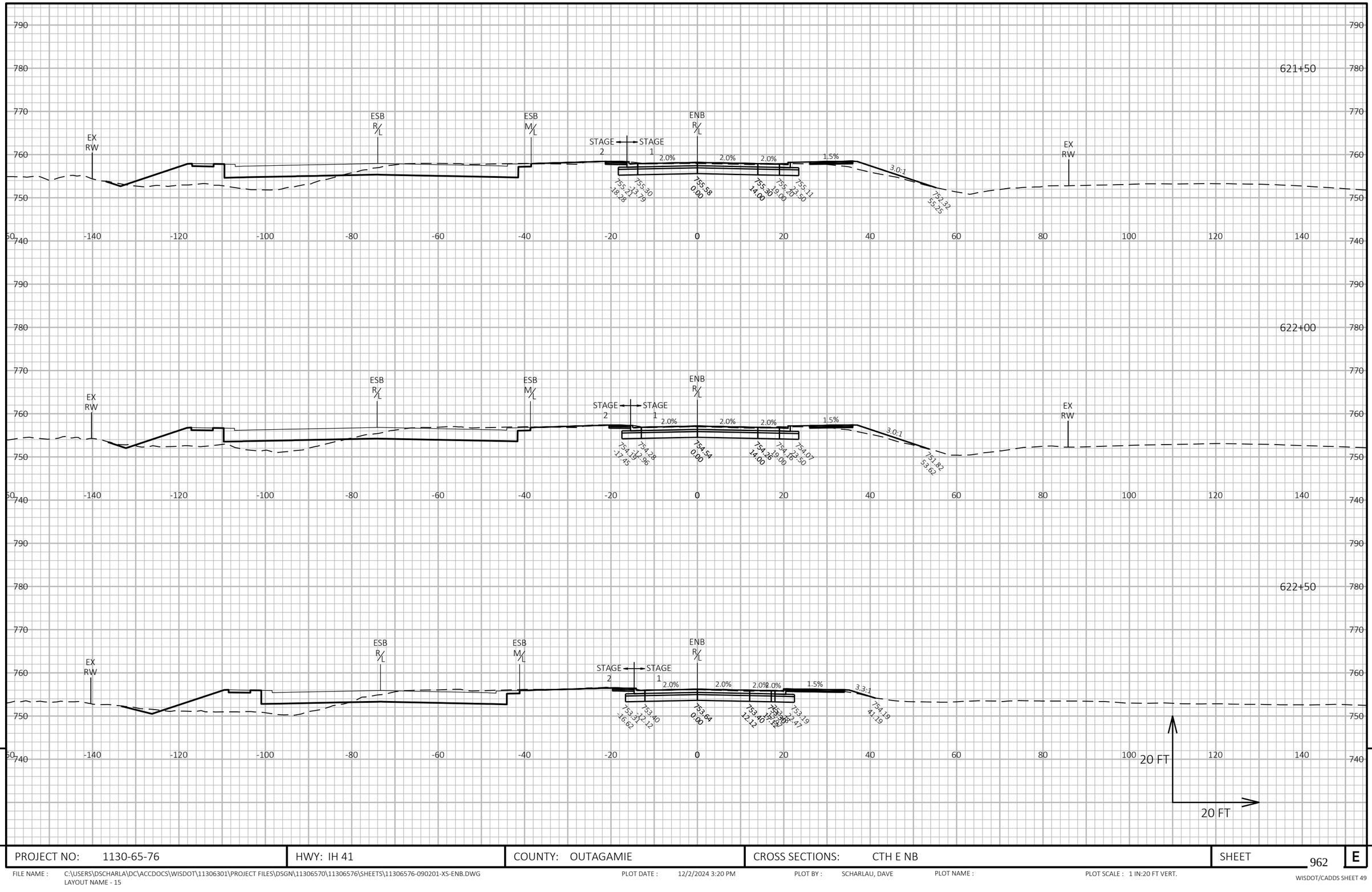


9 9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 961	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 14

PLOT DATE : 12/2/2024 3:20 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

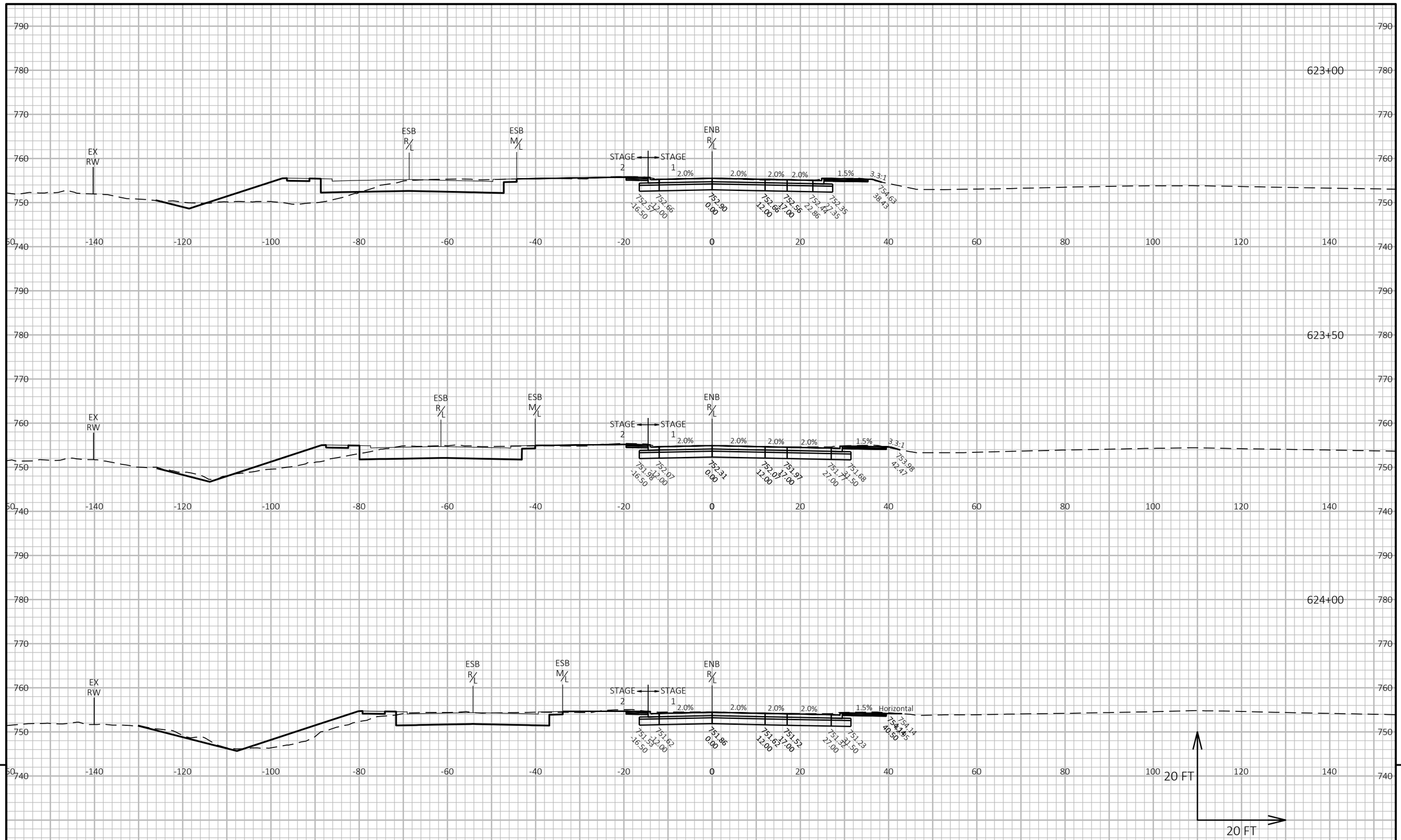


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 962 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 15

PLOT DATE : 12/2/2024 3:20 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

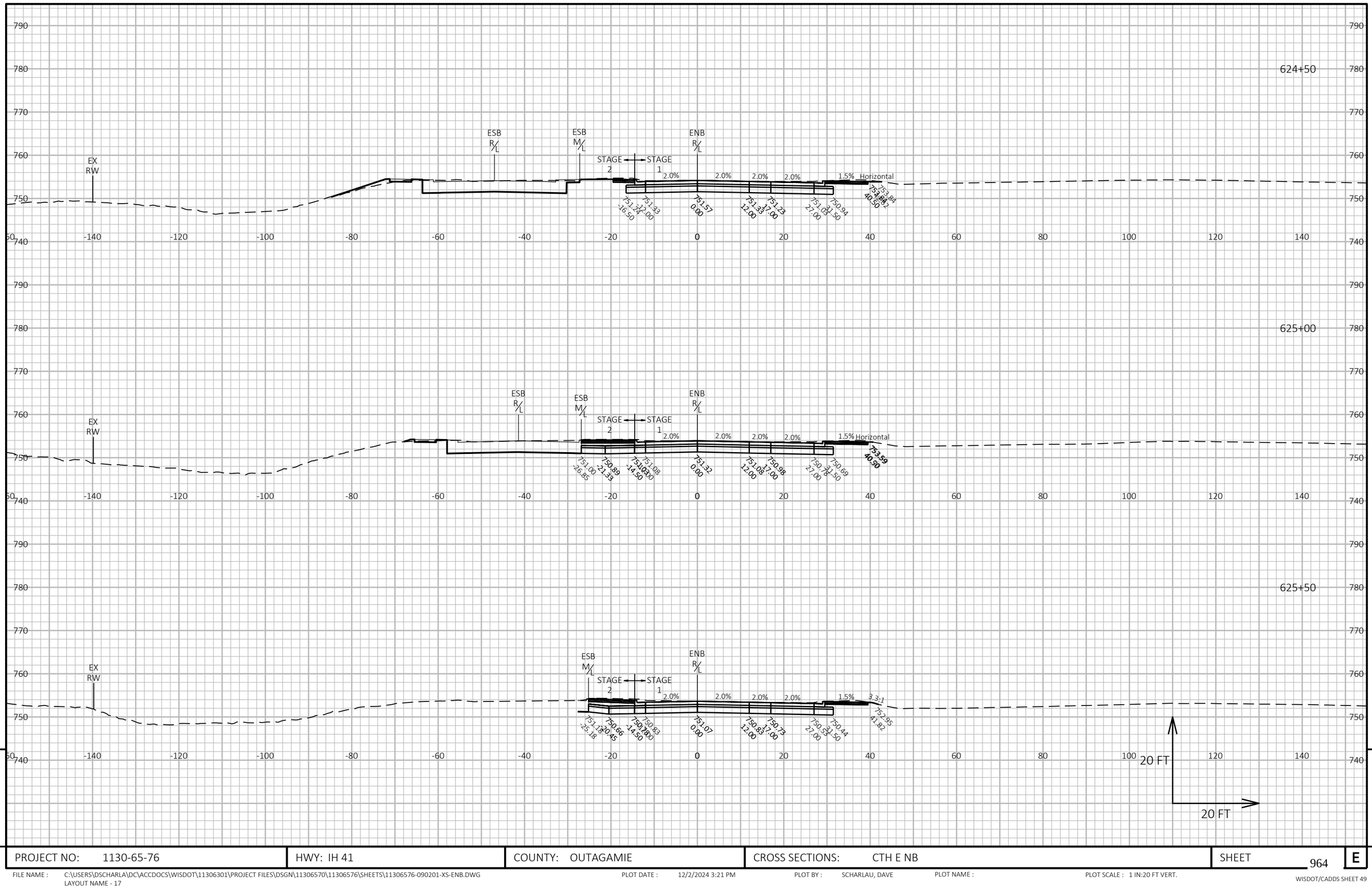
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 963	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 16

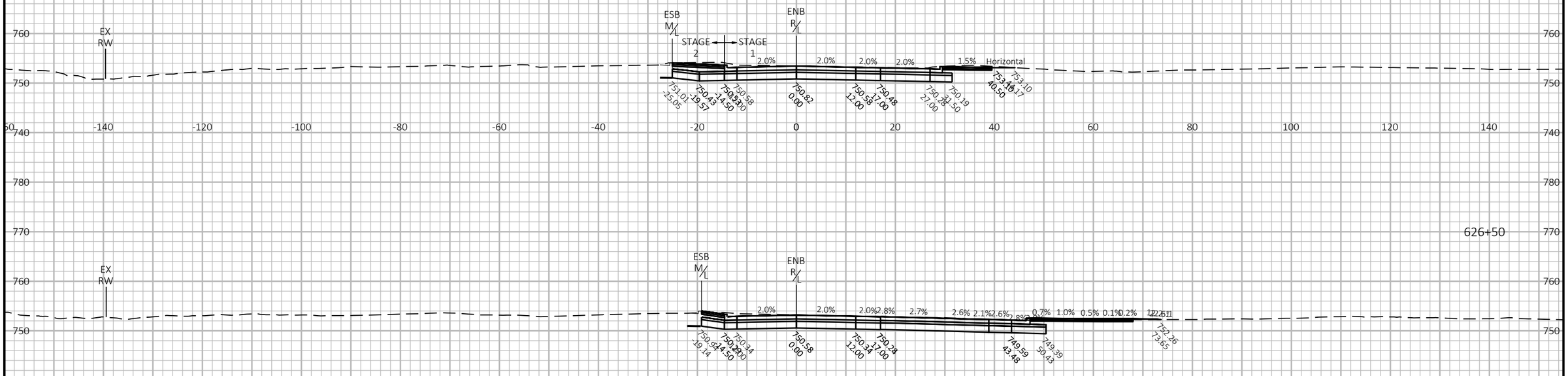
PLOT DATE : 12/2/2024 3:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 964	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 17
PLOT DATE : 12/2/2024 3:21 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

626+00



626+50

626+67

9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E NB	SHEET 965	E

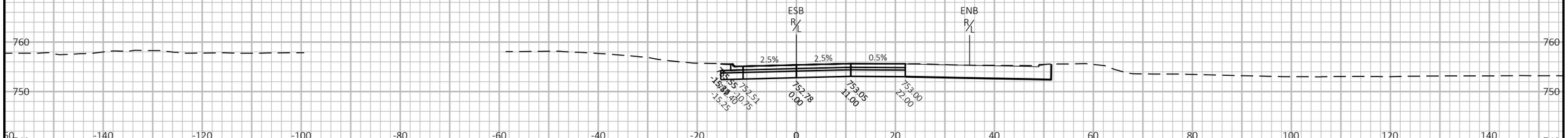
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090201-XS-ENB.DWG
LAYOUT NAME - 18

PLOT DATE : 12/2/2024 3:22 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

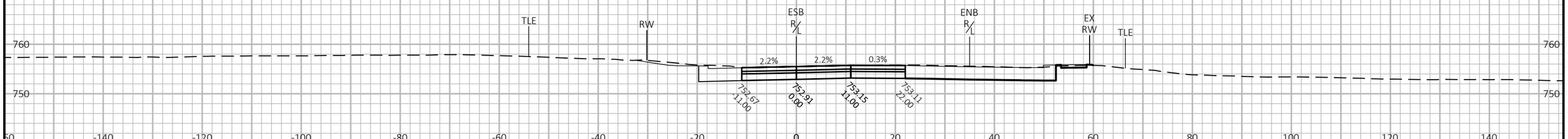
WISDOT/CADDS SHEET 49

ALL WORK STAGE 3

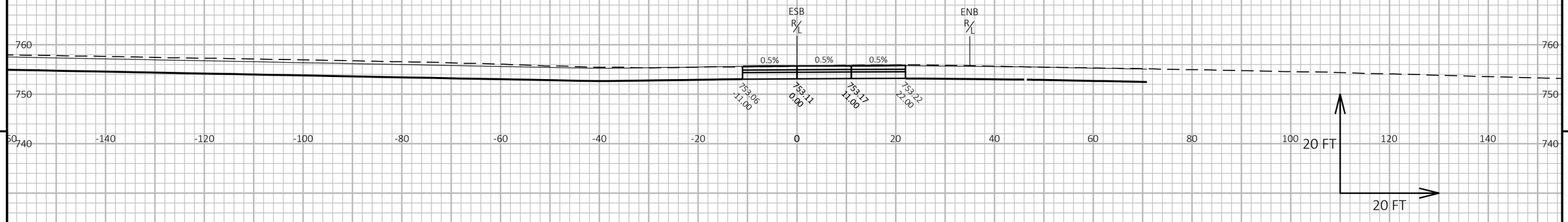
599+16



599+50



600+00



9

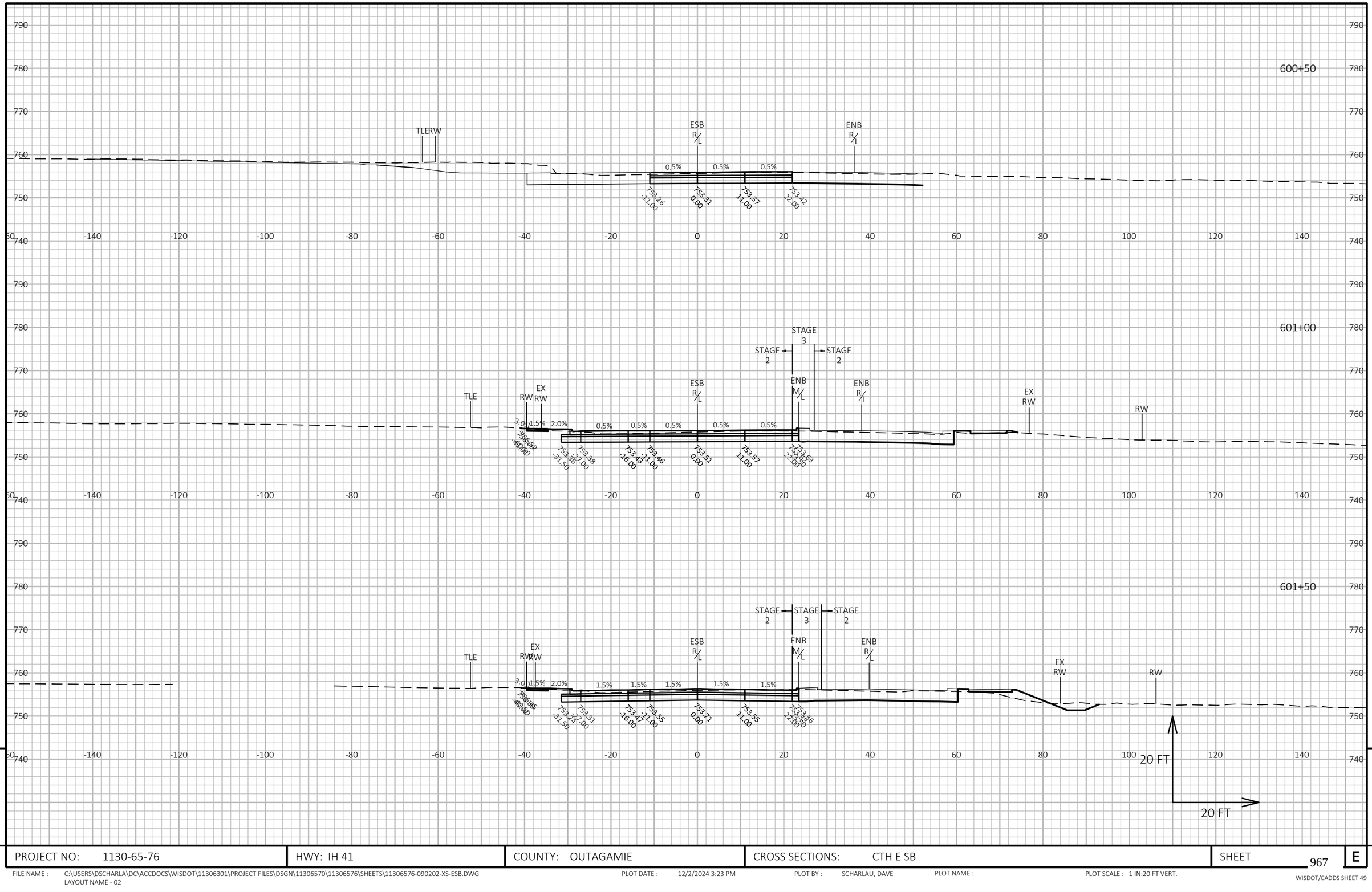
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 966	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



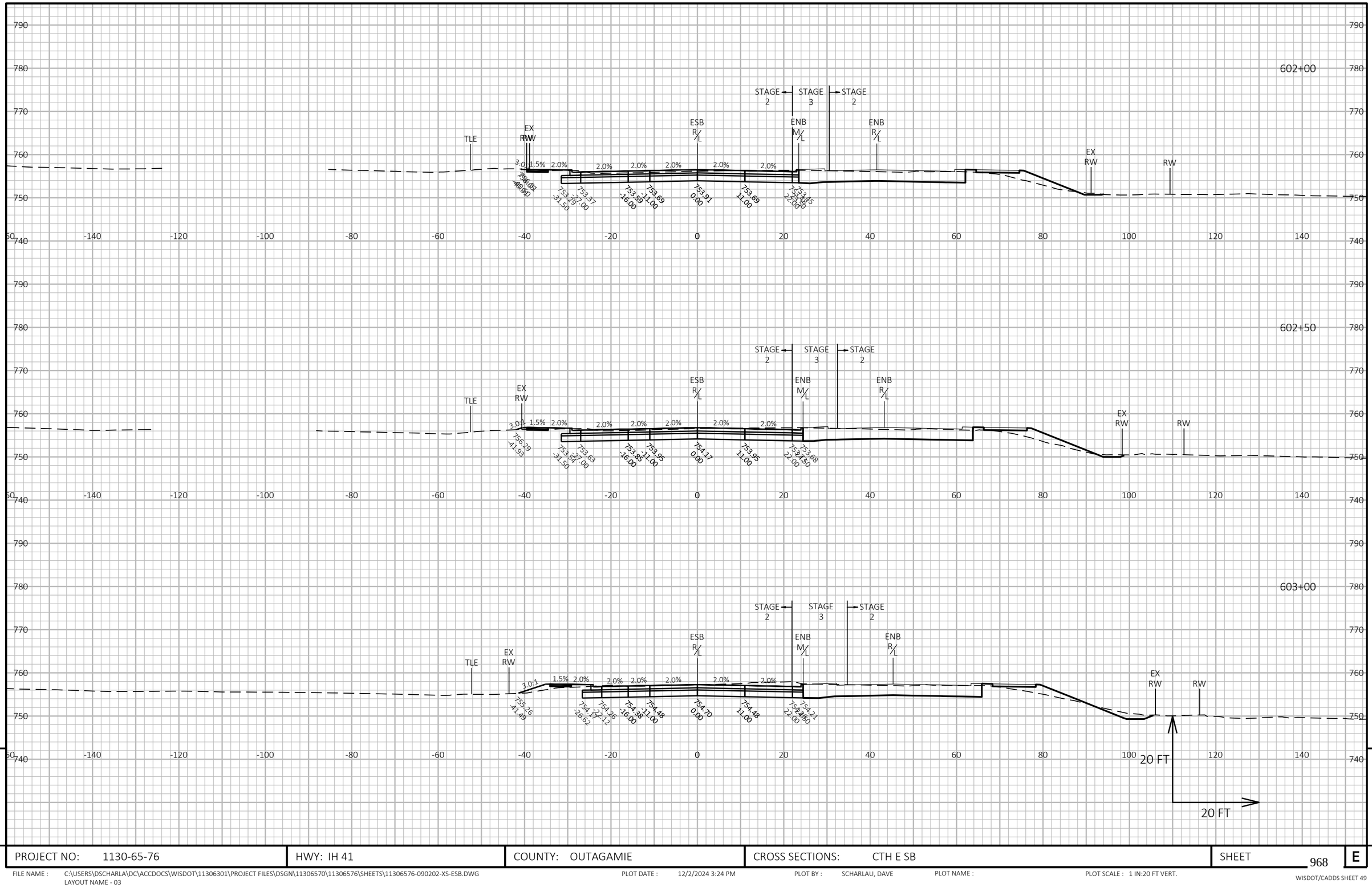
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9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 967	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

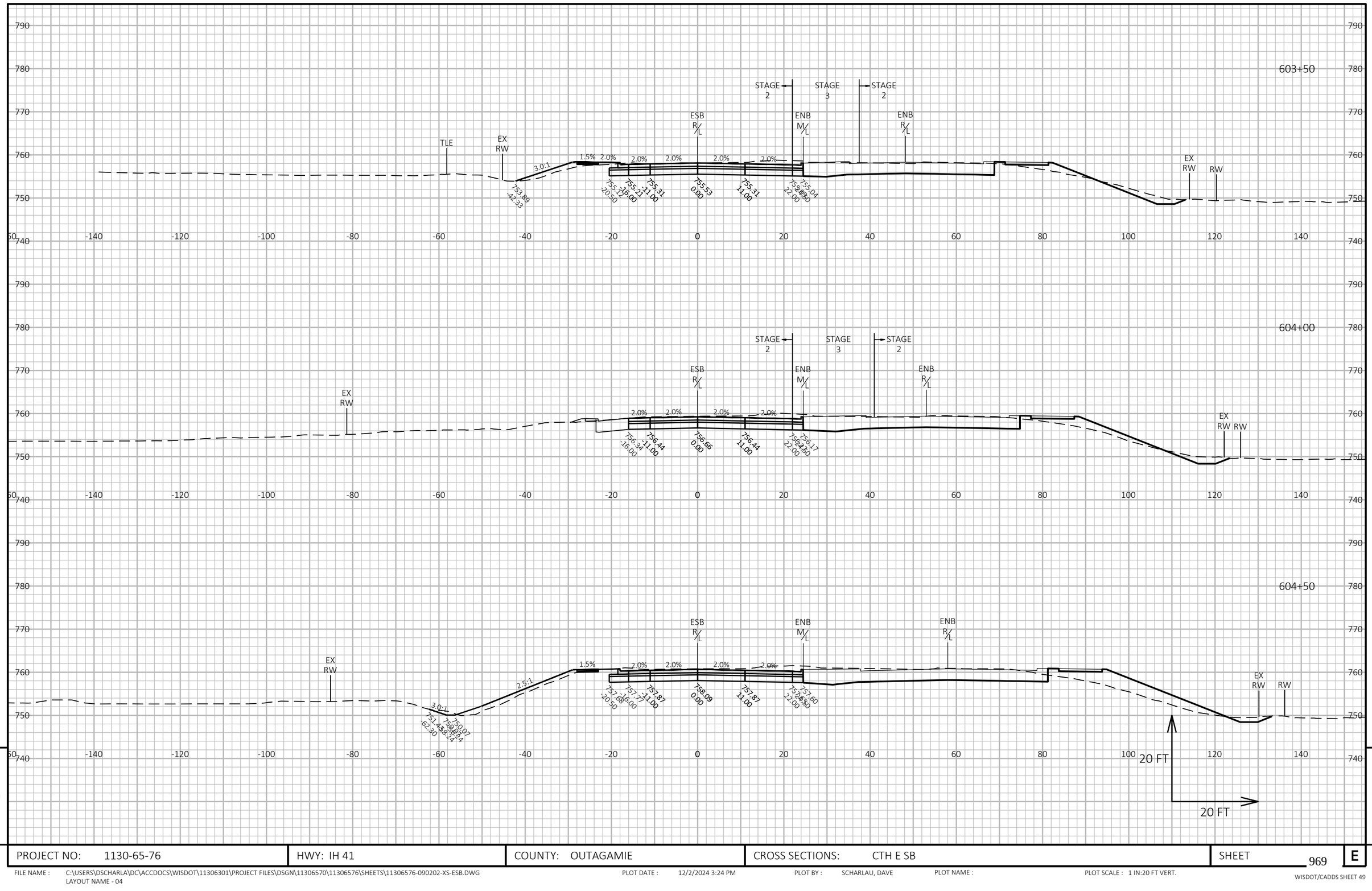


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 968	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:24 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



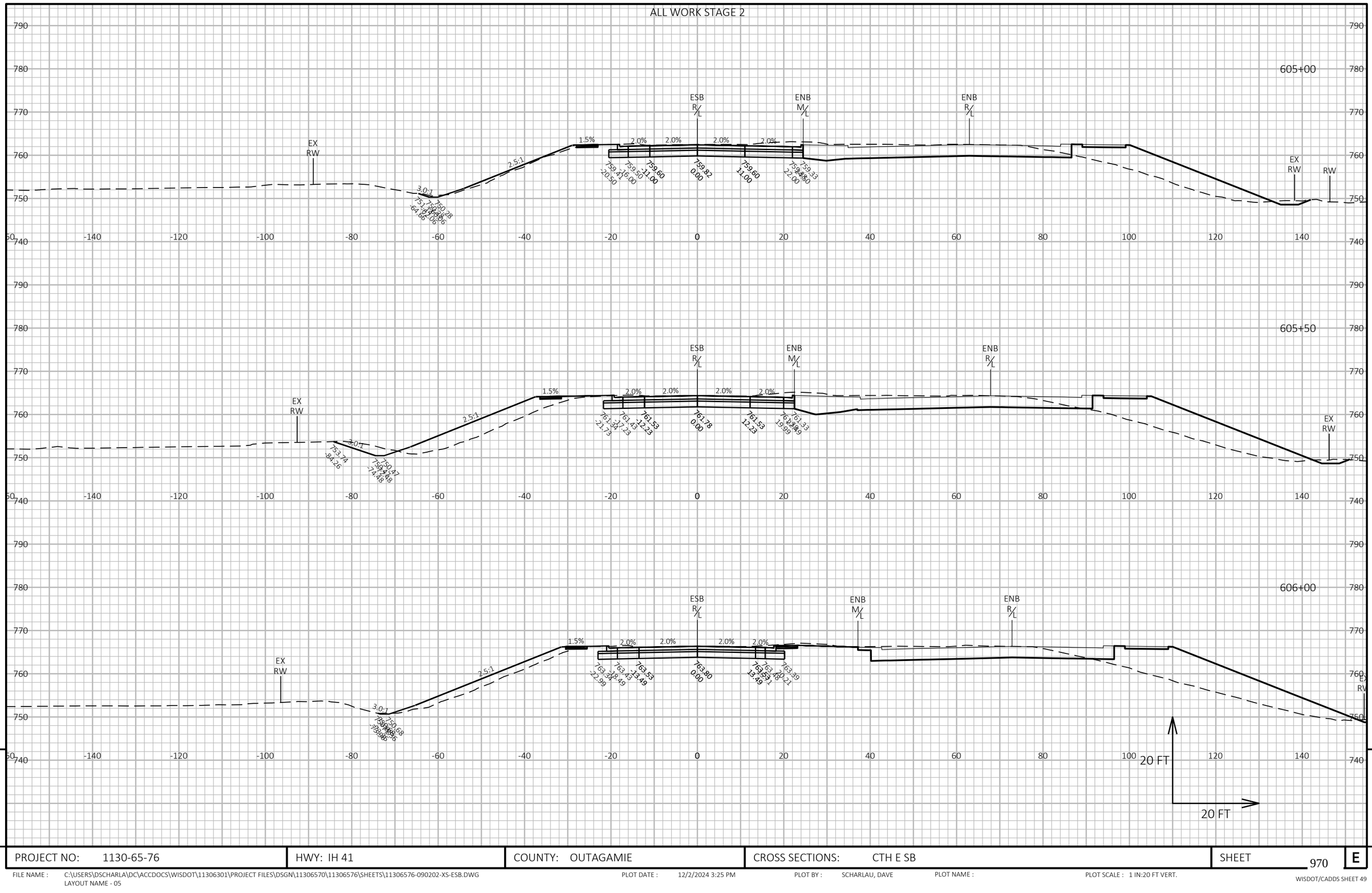
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 969	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 04

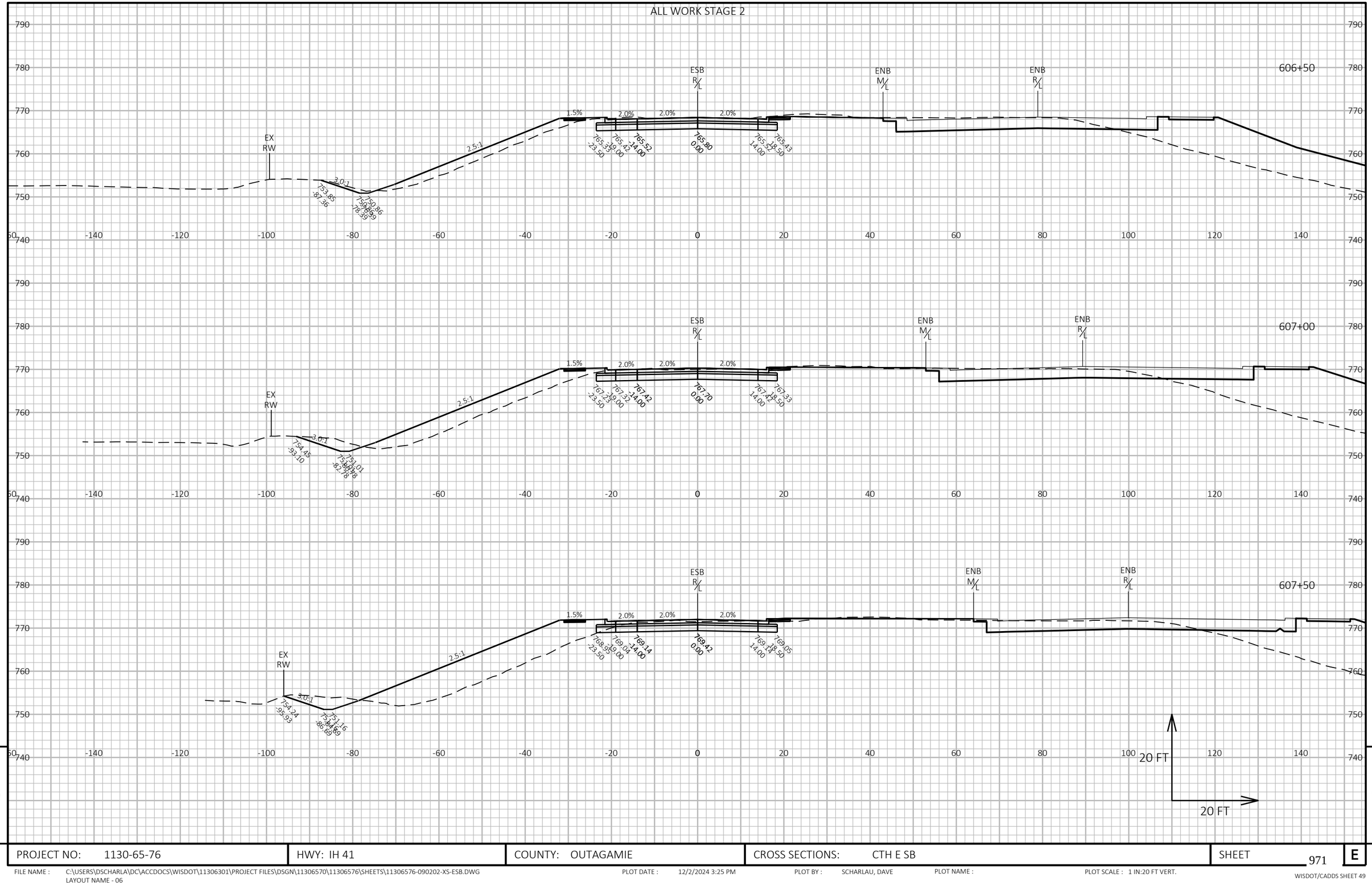
PLOT DATE : 12/2/2024 3:24 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2


605+00
EX RW
ESB R/L
ENB M/L
ENB R/L
EX RW
RW
1.5%
2.0%
2.0%
2.0%
2.0%
2.5:1
3.0:1
759.41 -20.50
759.30 -16.00
759.60 -11.00
759.82 0.00
759.60 11.00
759.33 22.00
759.30
759.28
759.06
759.06
759.06

ALL WORK STAGE 2



9

9

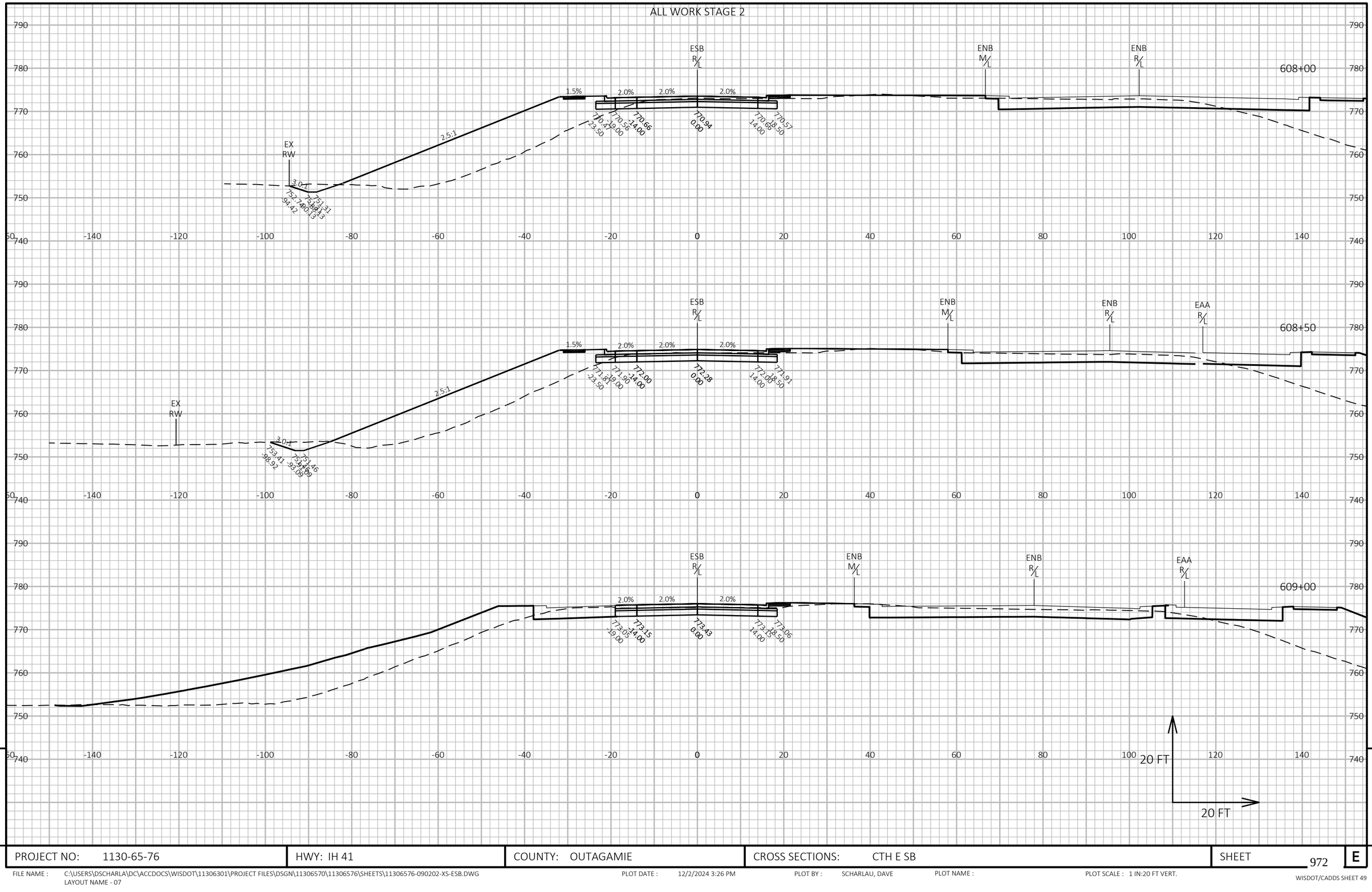
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 971	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 06

PLOT DATE : 12/2/2024 3:25 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9 9

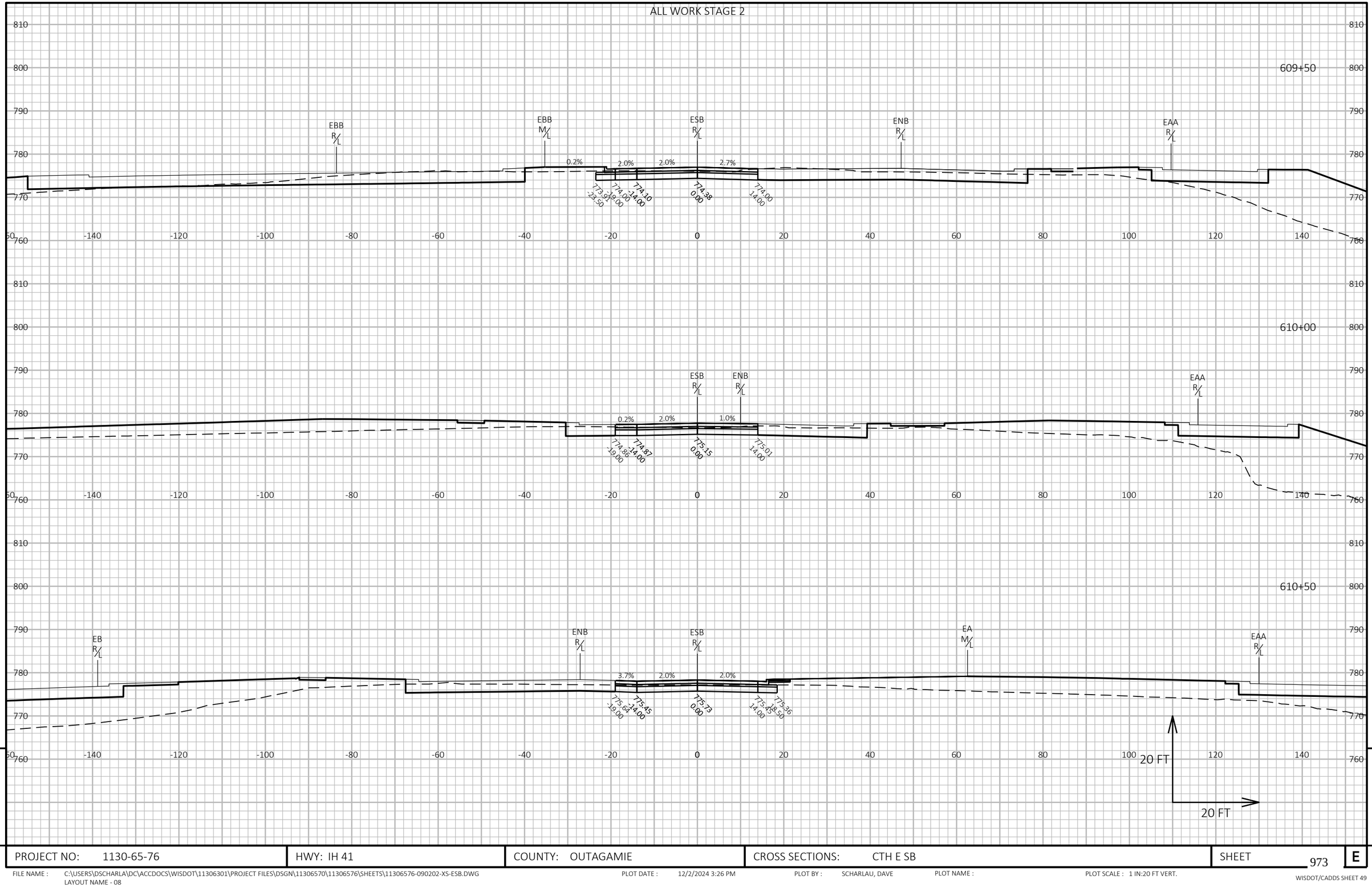
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 972	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 07

PLOT DATE : 12/2/2024 3:26 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9

9

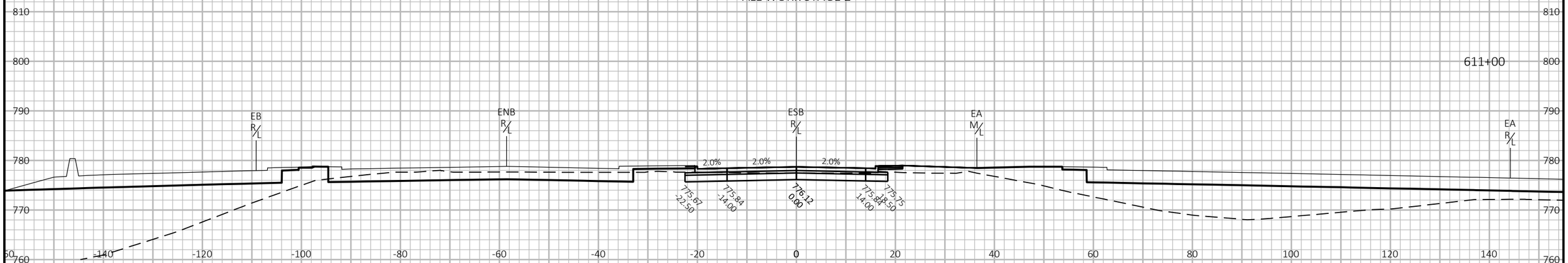
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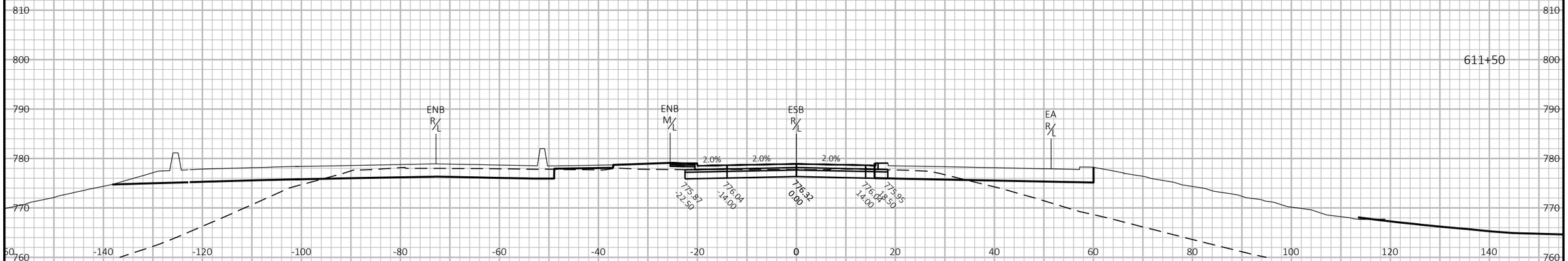
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 08

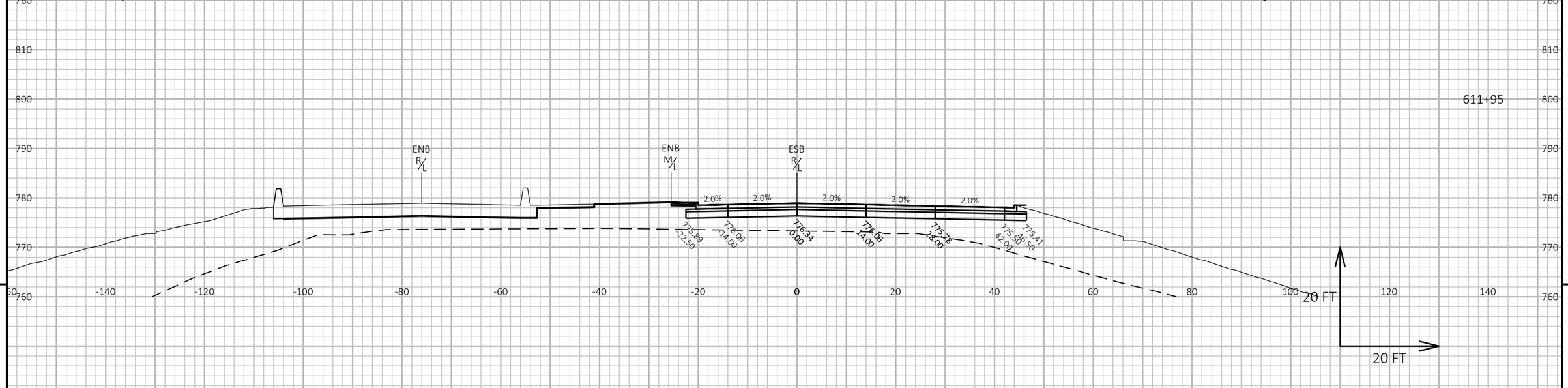
PLOT DATE : 12/2/2024 3:26 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2







9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 974	E

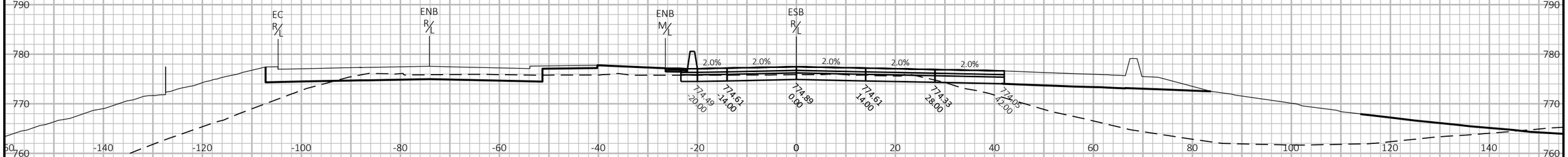
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 09

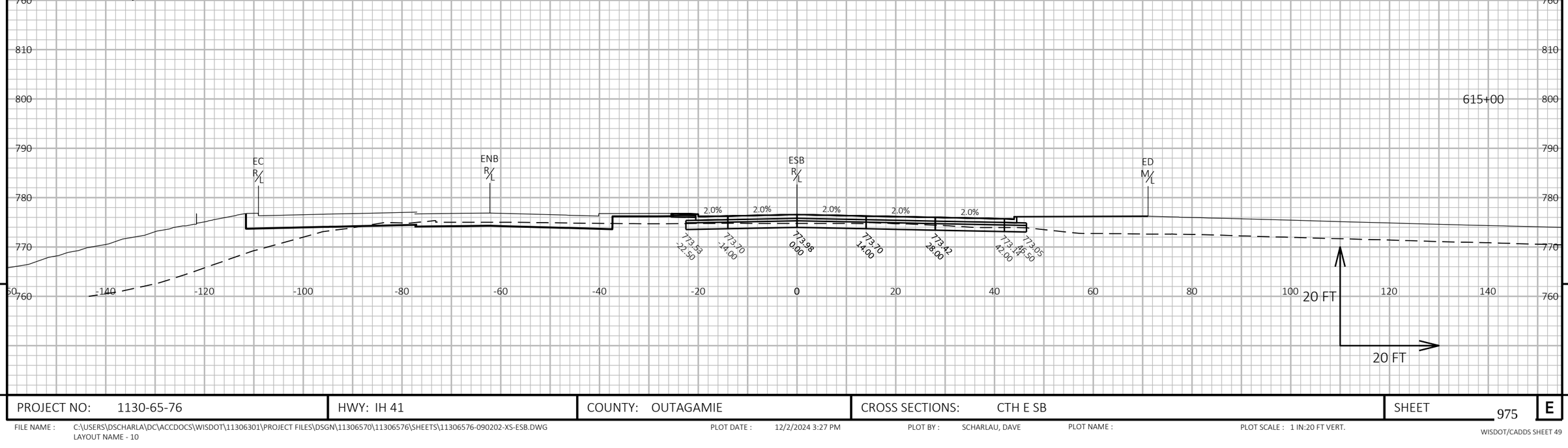
PLOT DATE : 12/2/2024 3:27 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1







9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 975	E

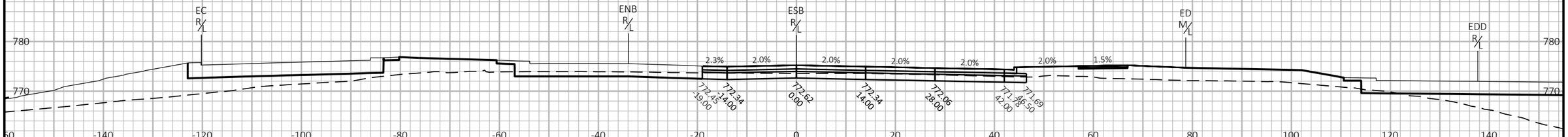
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 10

PLOT DATE : 12/2/2024 3:27 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

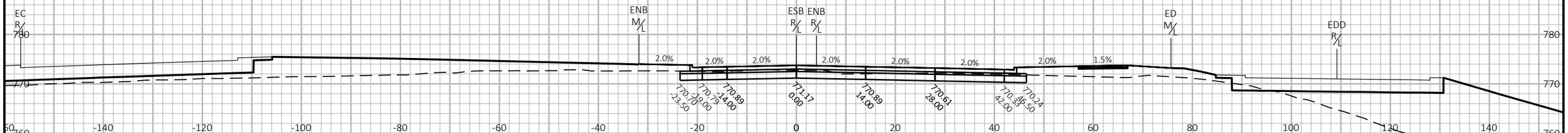
WISDOT/CADDS SHEET 49

ALL WORK STAGE 1

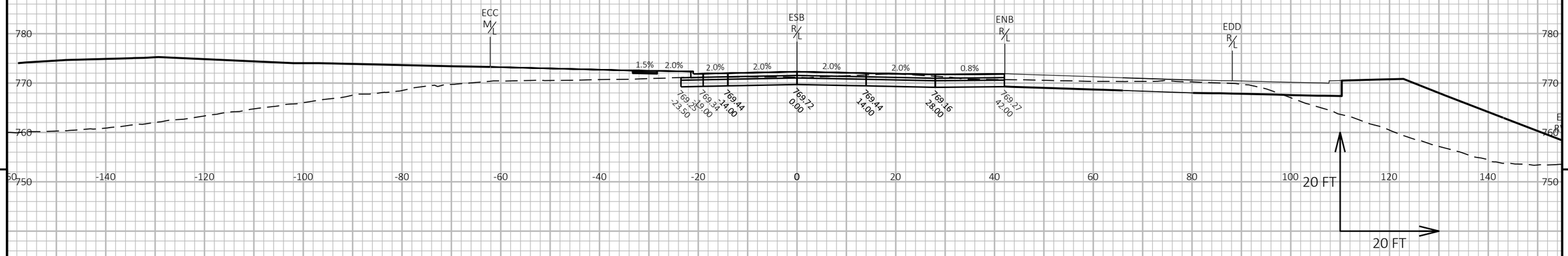
615+50



616+00



616+50



9

9

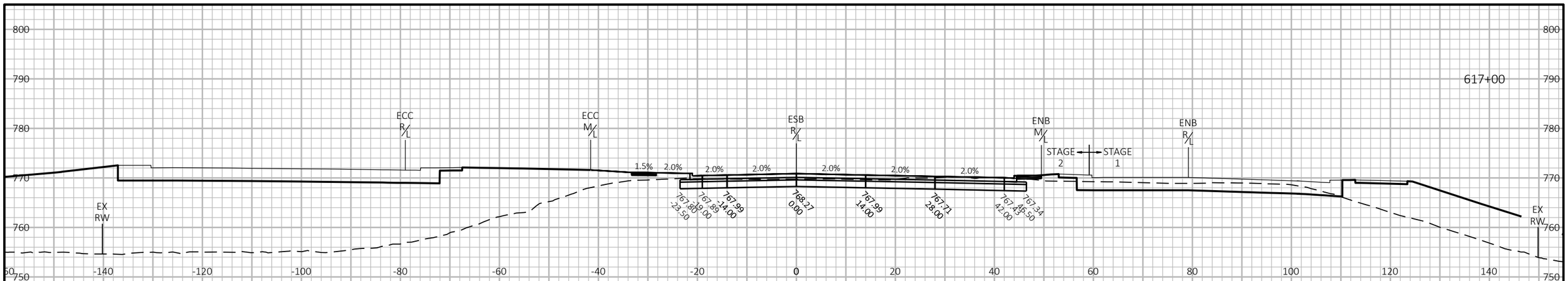
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 976	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 11

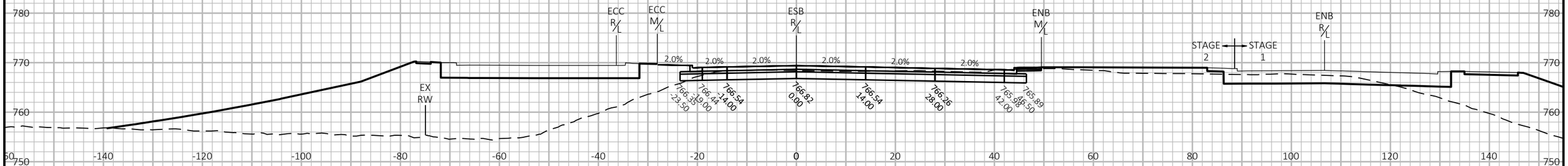
PLOT DATE : 12/2/2024 3:28 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

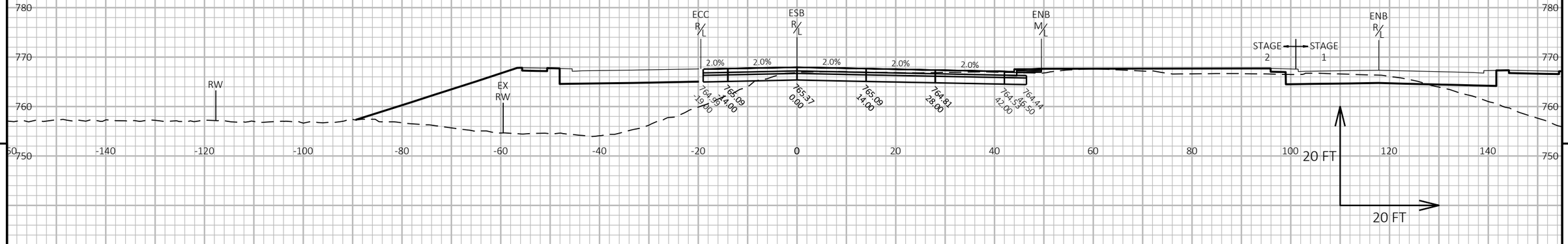
617+00



617+50



618+00



9

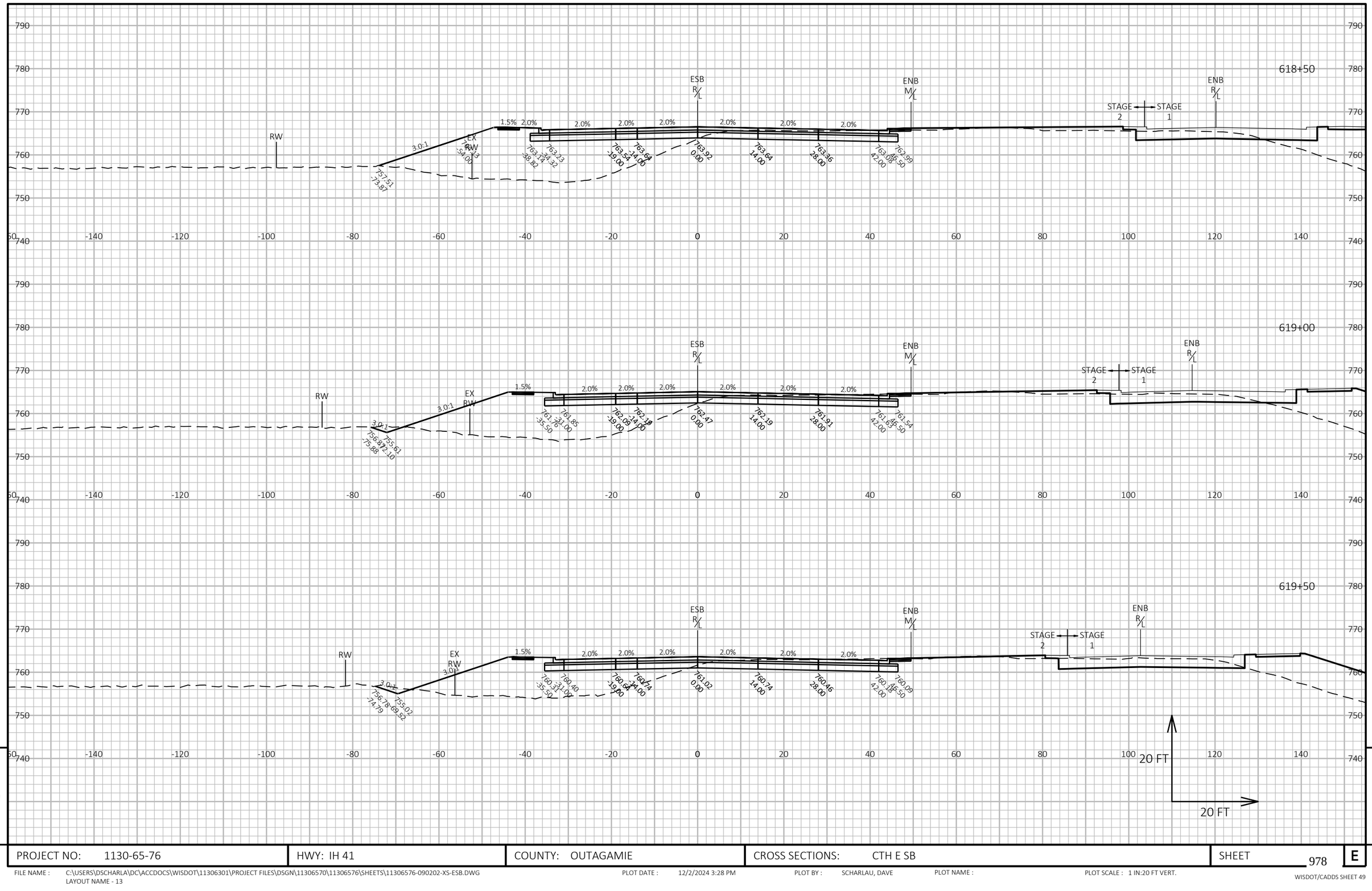
9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 977	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 12

PLOT DATE : 12/2/2024 3:28 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

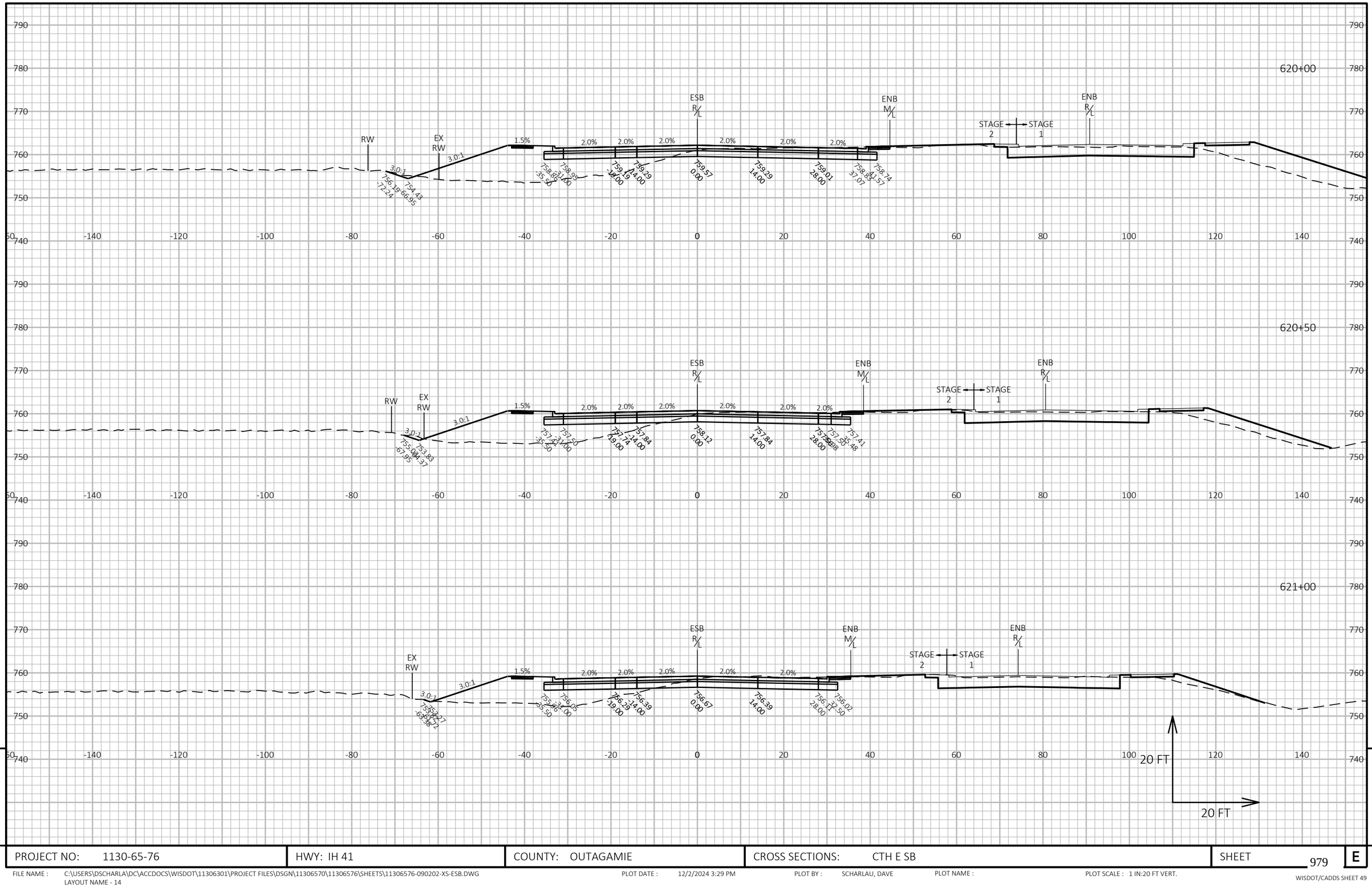
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 978	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 13

PLOT DATE : 12/2/2024 3:28 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



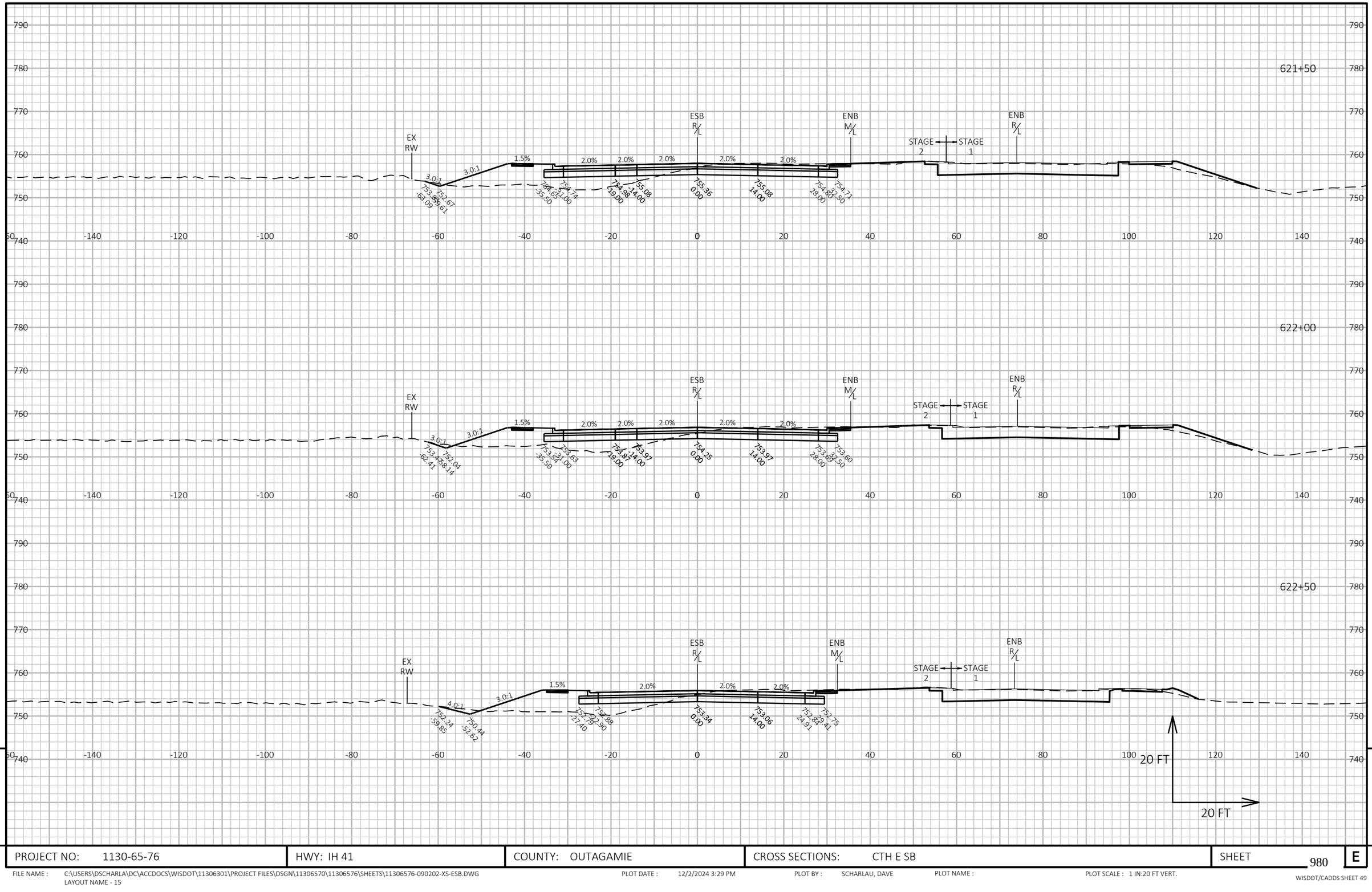
9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 979	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 14

PLOT DATE : 12/2/2024 3:29 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 980	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 15

PLOT DATE : 12/2/2024 3:29 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

623+00

EX RW

ESB R/L

ENB M/L

ENB R/L

STAGE 2

STAGE 1

1.5%

2.0%

2.0%

2.0%

4.0:1

3.0:1

750.29 -56.89

748.38 -49.29

752.24 -19.57

752.15 -15.07

752.33 -12.24

752.63 0.00

752.25 14.00

752.26 15.56

752.19 17.85

623+50

EX RW

ESB R/L

ENB M/L

ENB R/L

STAGE 2

STAGE 1

1.5%

2.0%

2.0%

4.0:1

3.0:1

749.39 -54.10

746.44 -52.32

751.76 -18.2

751.85 -15.72

752.12 0.00

751.85 13.72

751.76 15.22

624+00

EX RW

ESB R/L

ENB M/L

STAGE 2

STAGE 1

ENB R/L

1.5%

2.0%

2.0%

4.0:1

3.0:1

750.70 -74.40

745.45 -59.39

751.46 -17.21

751.55 -12.71

751.81 0.00

751.55 12.71

751.46 17.21

20 FT

20 FT

9

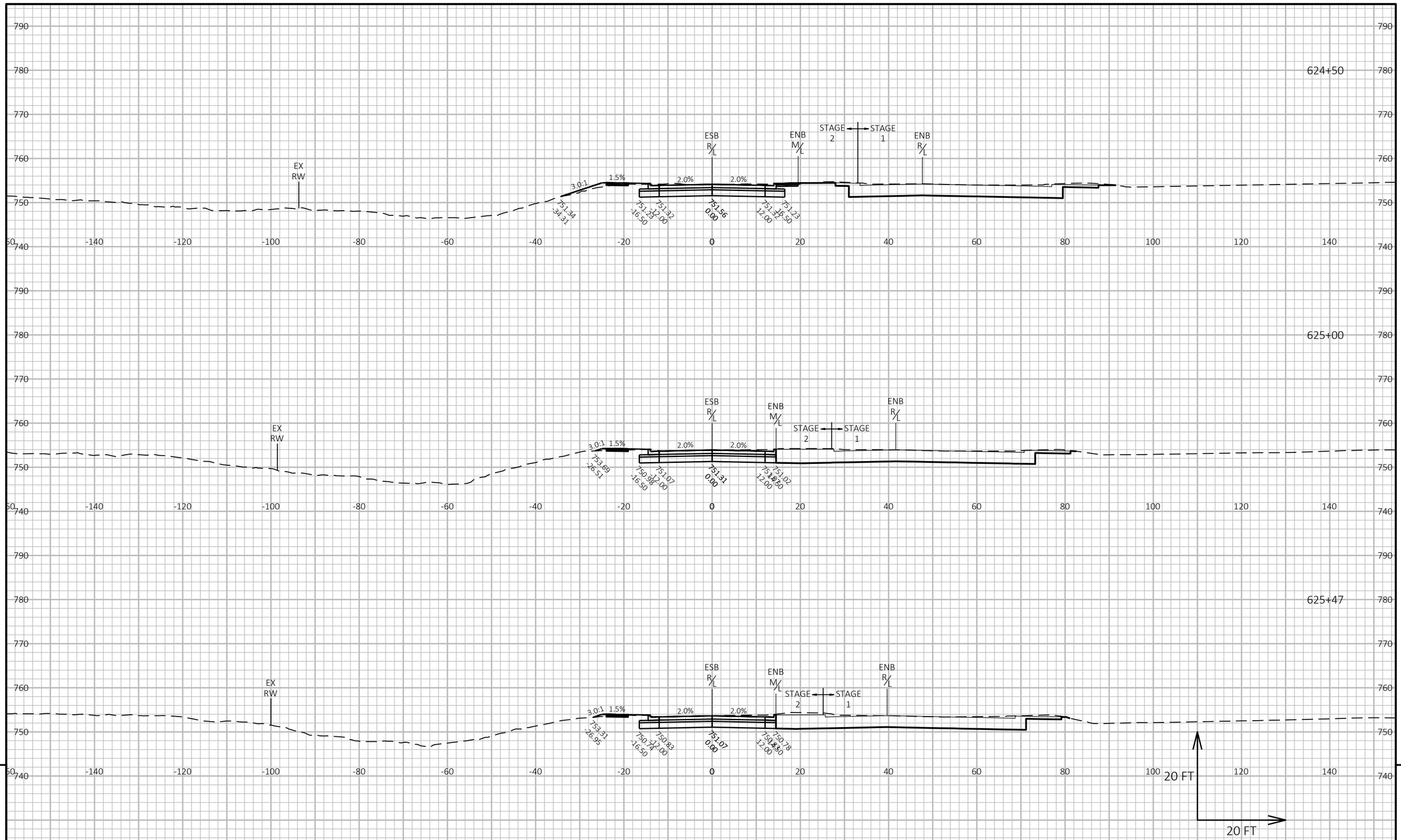
9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 981	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 16

PLOT DATE : 12/2/2024 3:30 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

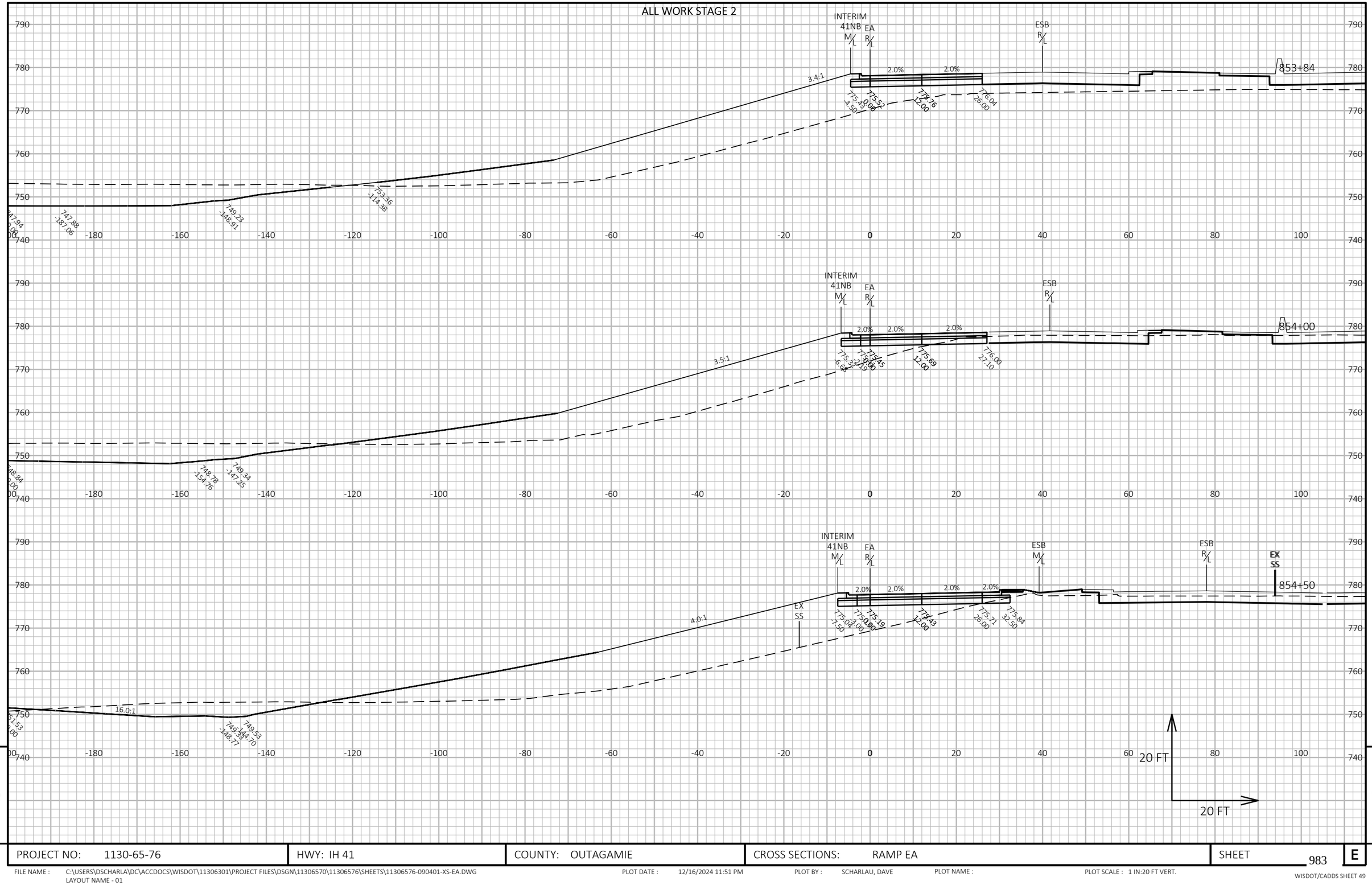
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH E SB	SHEET 982	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090202-XS-ESB.DWG
LAYOUT NAME - 17
PLOT DATE : 12/2/2024 3:30 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9

9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 983	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 01

PLOT DATE : 12/16/2024 11:51 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2

INTERIM 41NB M/L

EA R/L

ESB M/L

855+00

855+50

856+00

5.0:1

10.0:1

9.5:1

9.0:1

2.0%

20 FT

20 FT

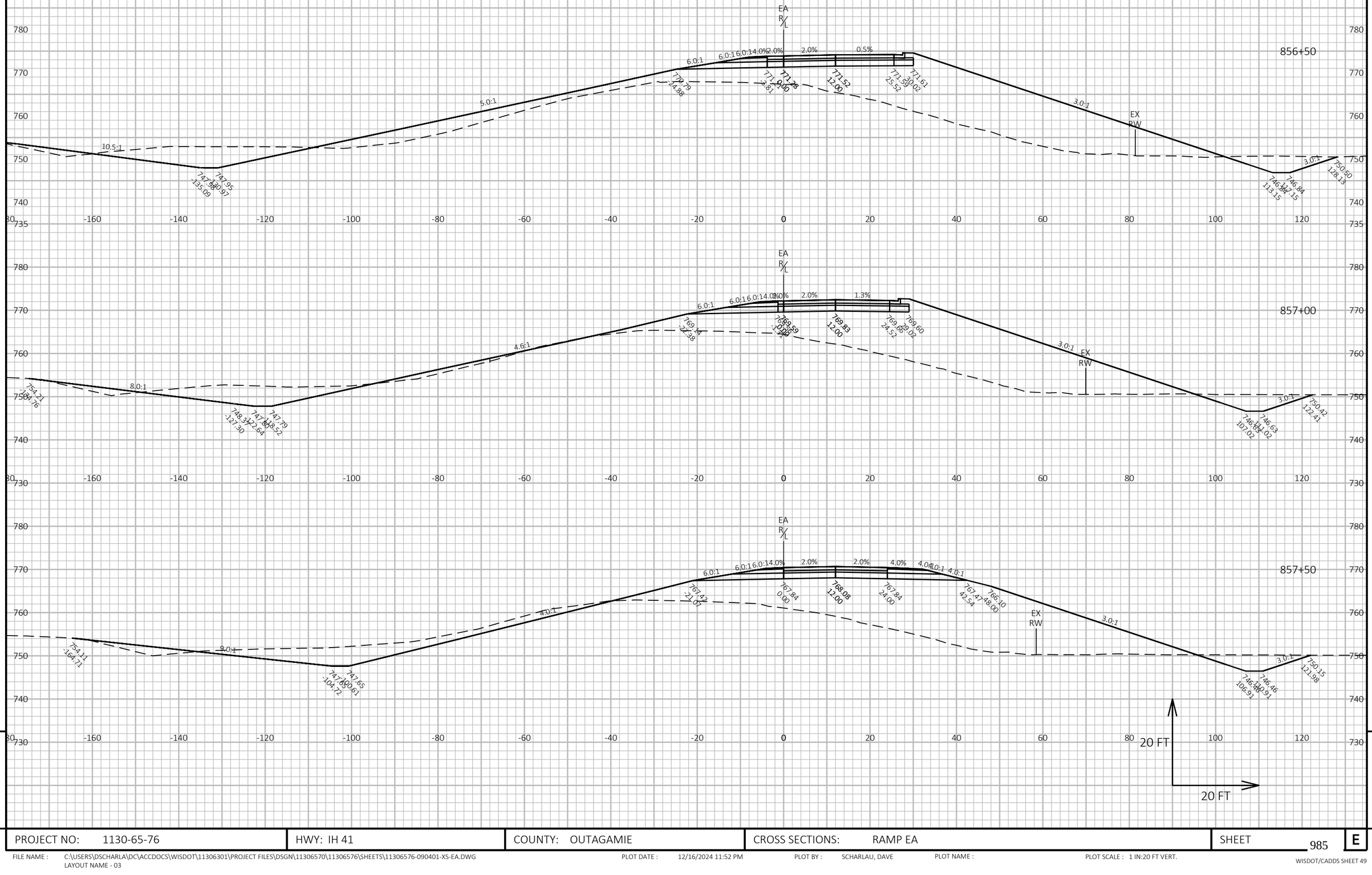
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 984	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 02

PLOT DATE : 12/16/2024 11:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



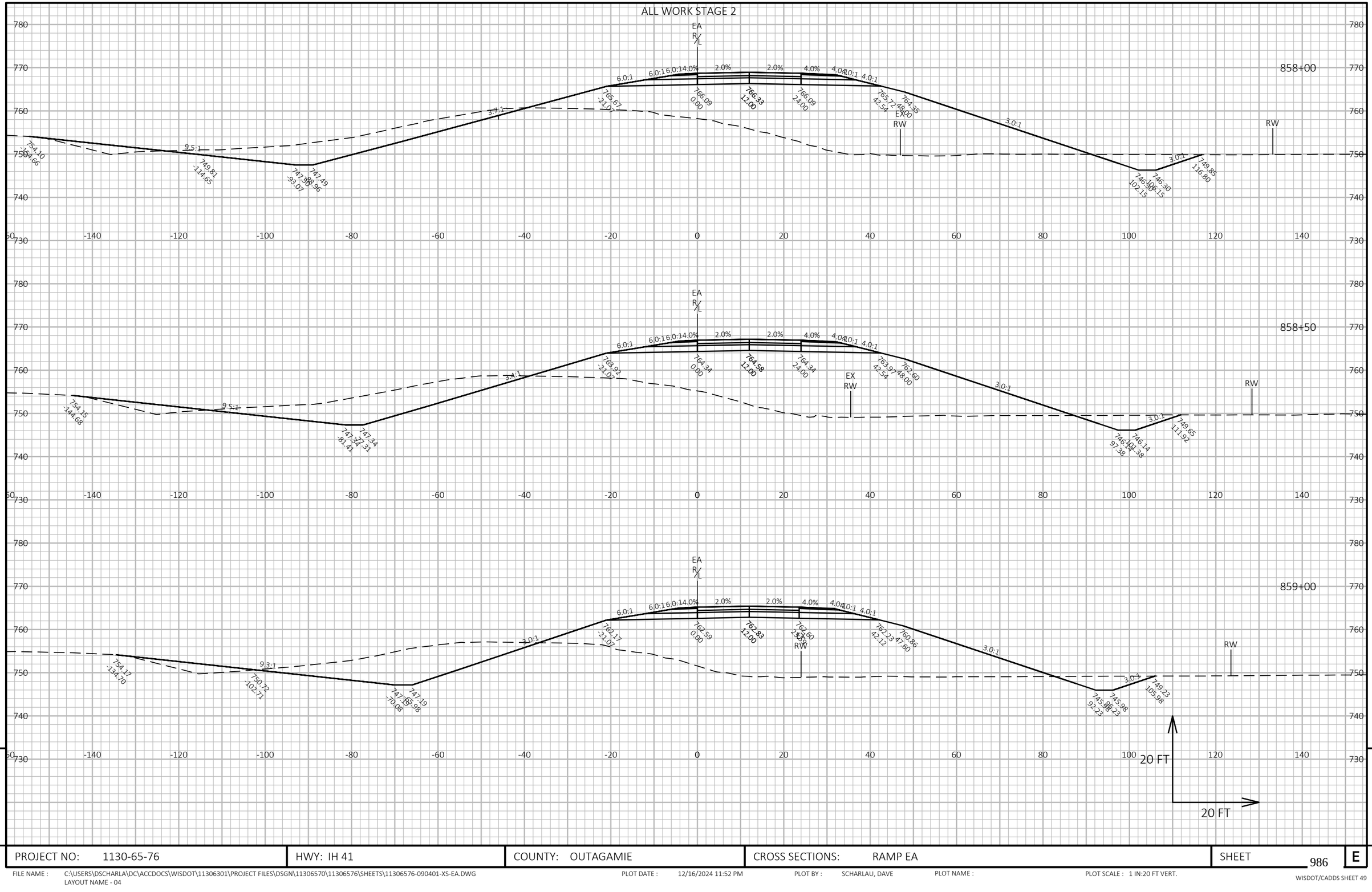
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 985	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 03

PLOT DATE : 12/16/2024 11:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

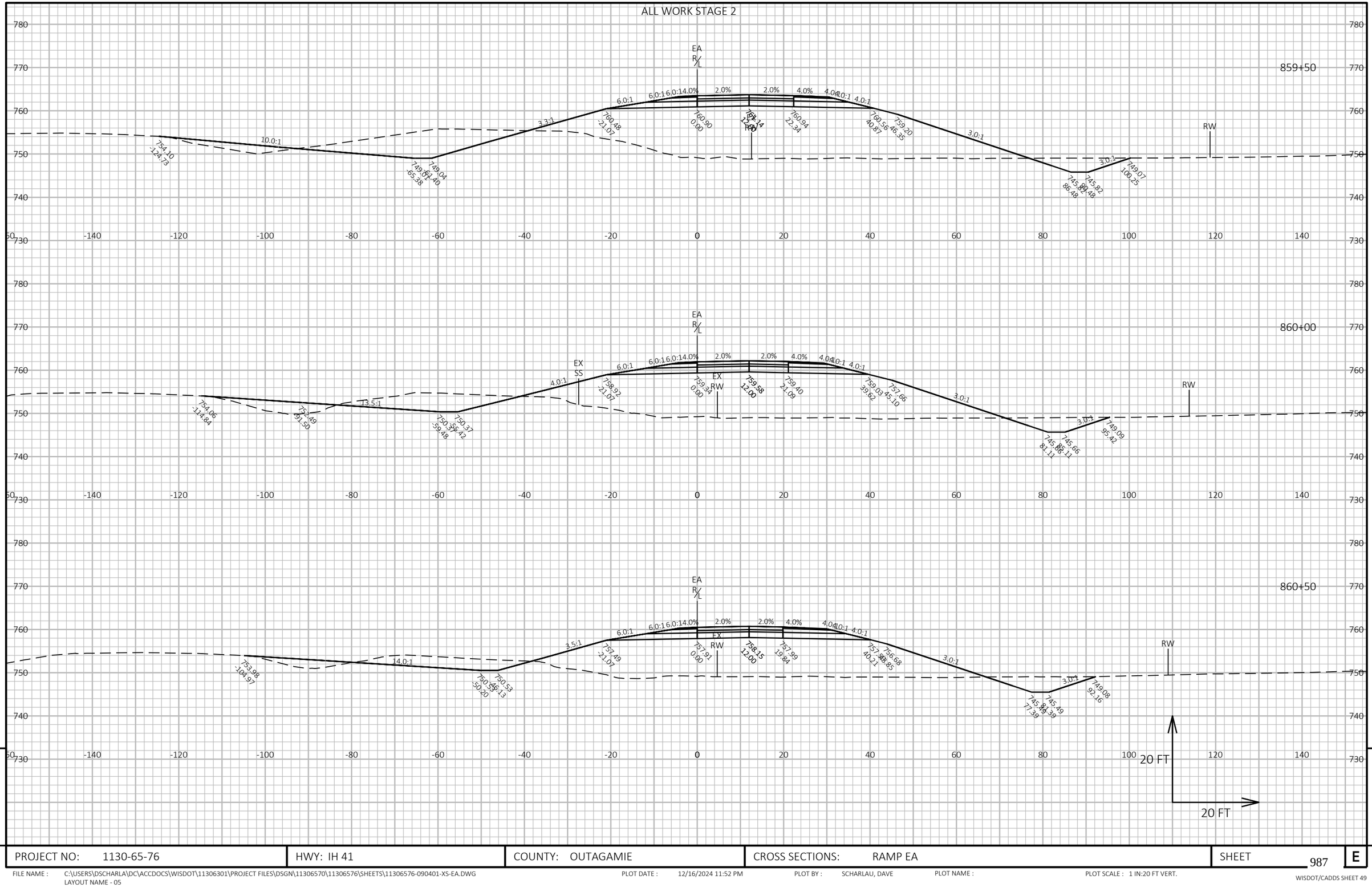
ALL WORK STAGE 2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 986	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 04
PLOT DATE : 12/16/2024 11:52 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

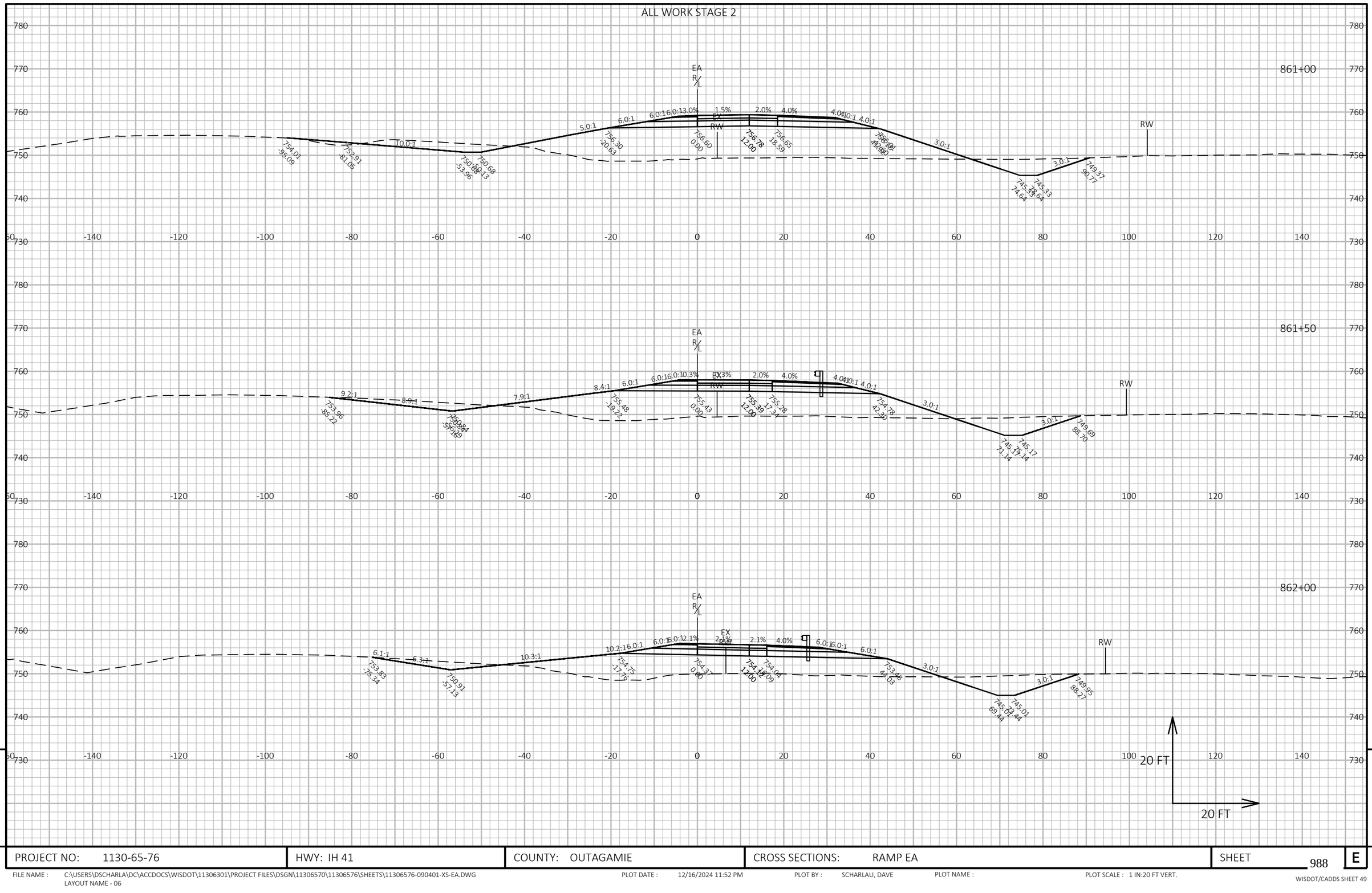
ALL WORK STAGE 2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 987	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 05
PLOT DATE : 12/16/2024 11:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



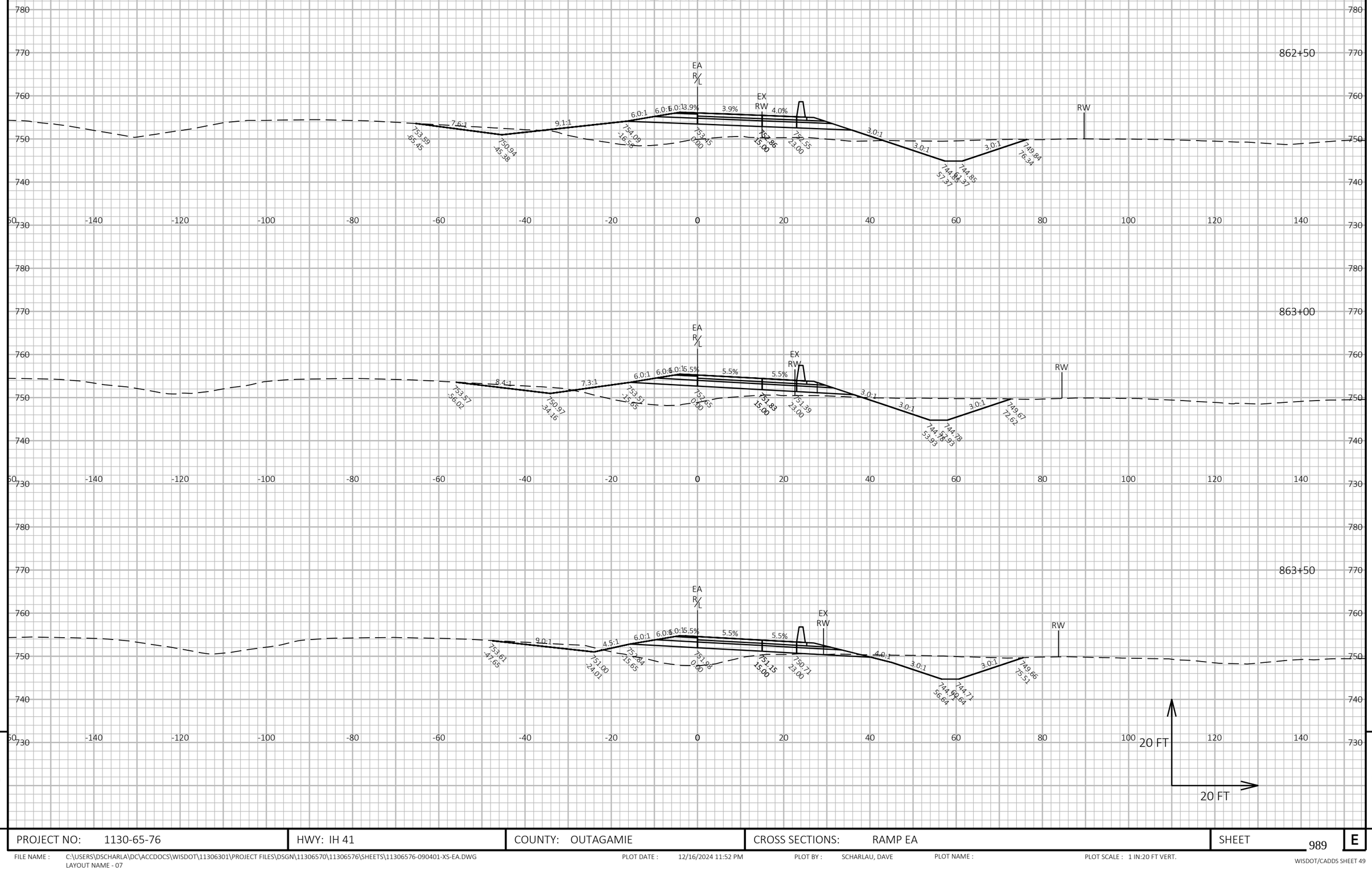
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 988	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 06

PLOT DATE : 12/16/2024 11:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



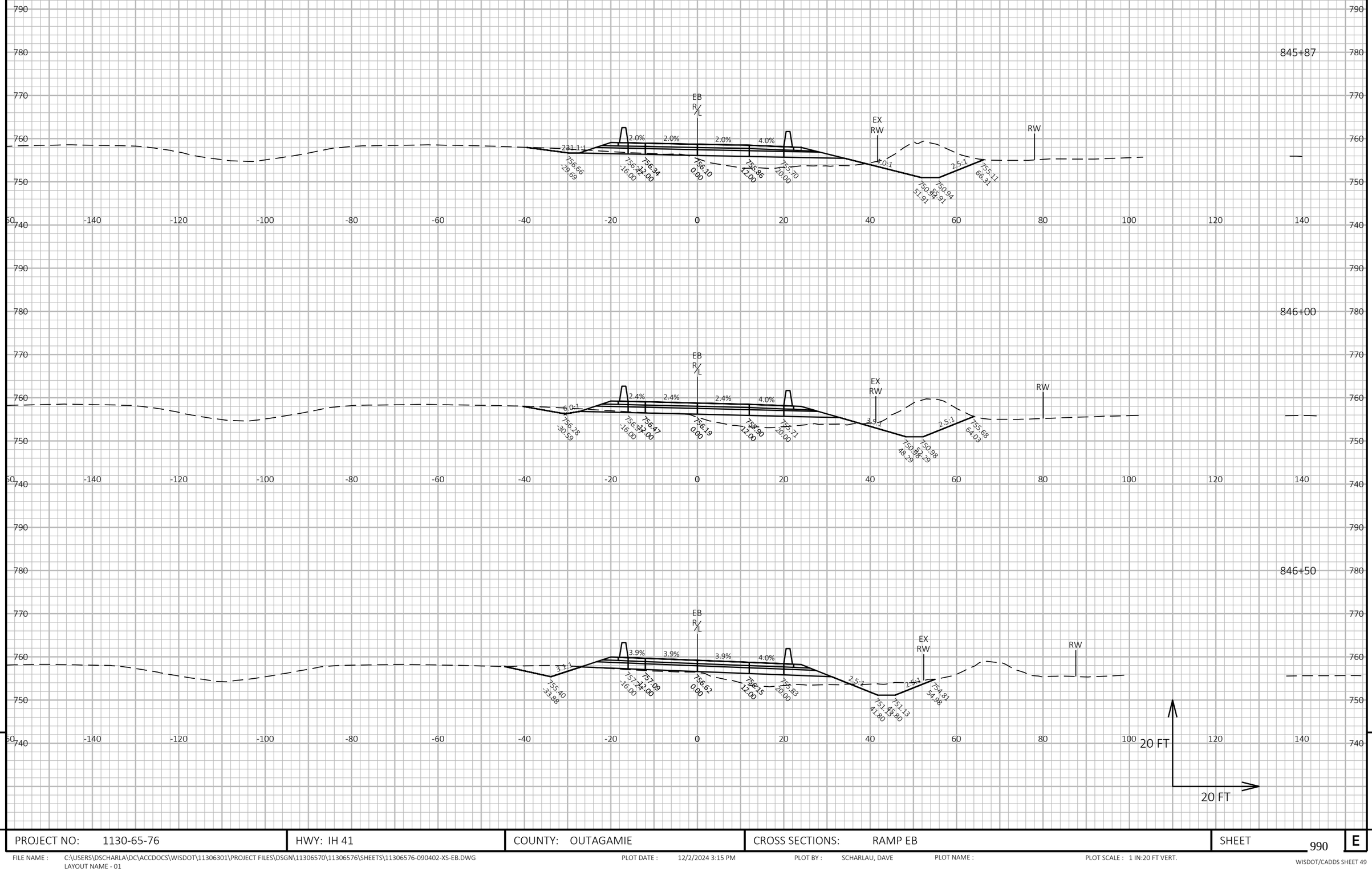
9 9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EA	SHEET 989	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090401-XS-EA.DWG
LAYOUT NAME - 07

PLOT DATE : 12/16/2024 11:52 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2

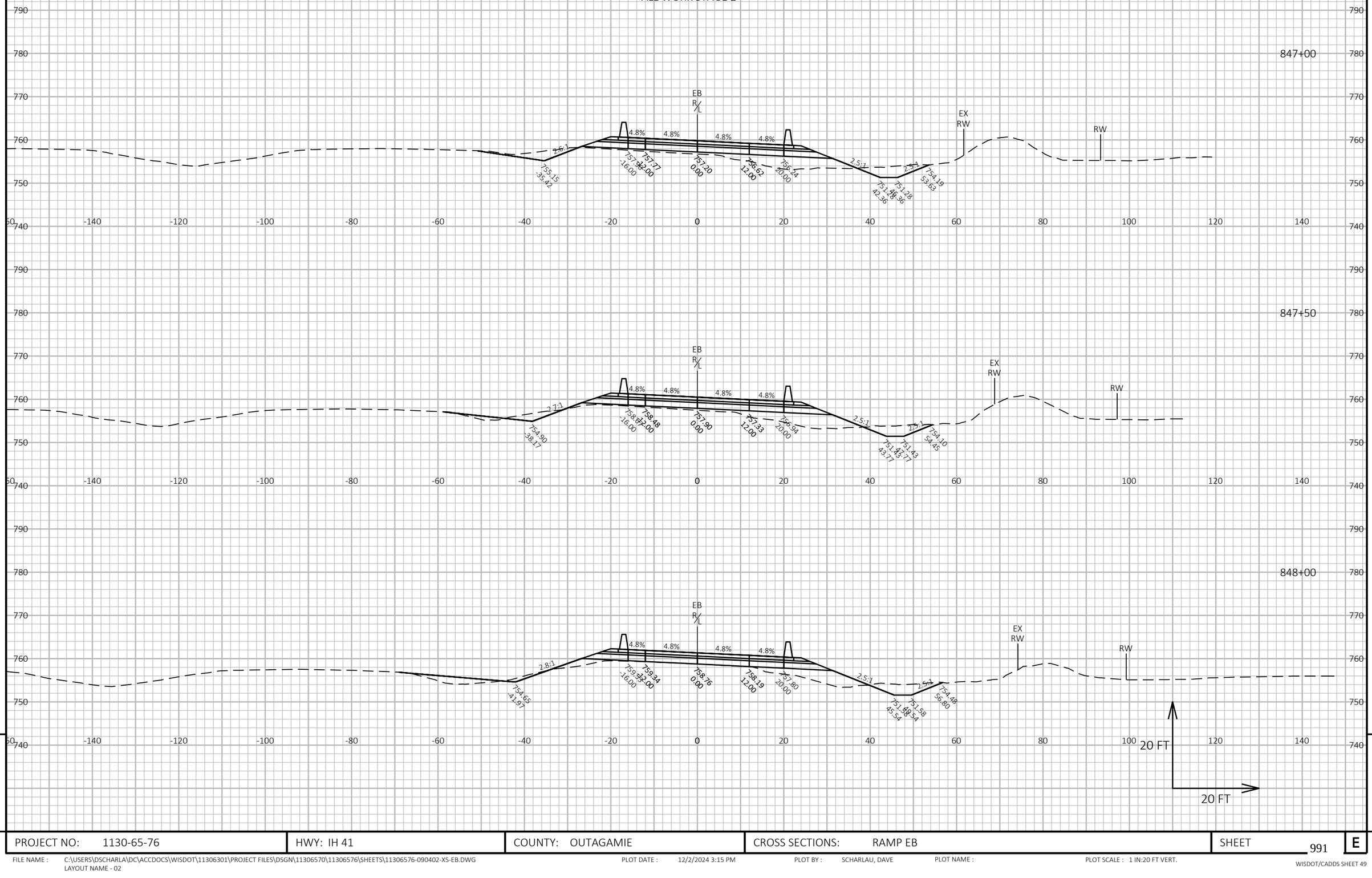


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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EB	SHEET 990	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090402-XS-EB.DWG
LAYOUT NAME - 01
PLOT DATE : 12/2/2024 3:15 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EB	SHEET 991	E

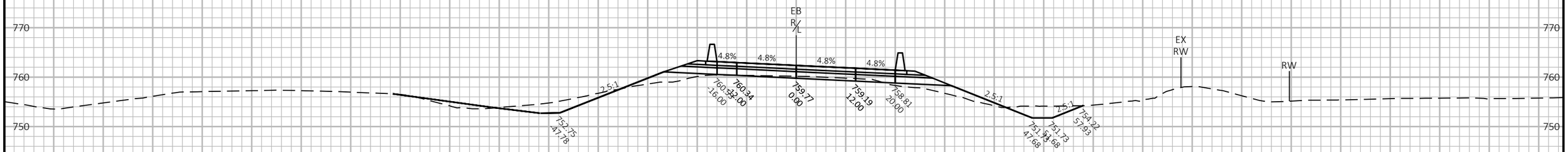
FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090402-XS-EB.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:15 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

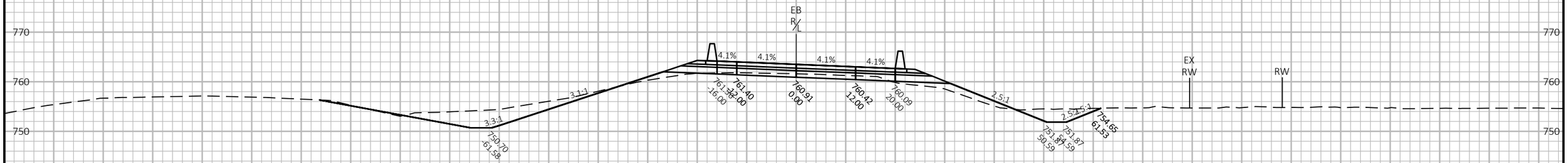
WISDOT/CADDS SHEET 49

ALL WORK STAGE 2

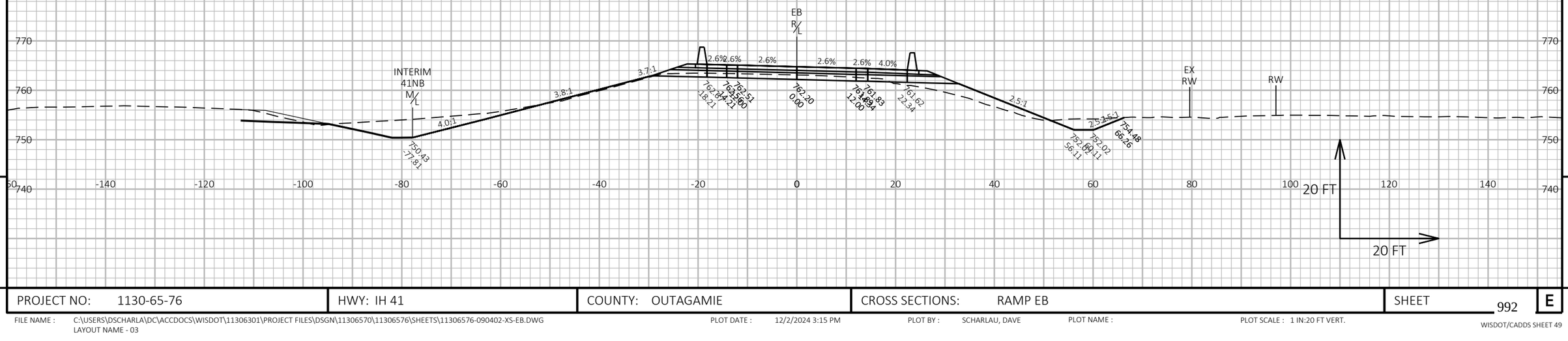
848+50



849+00



849+50



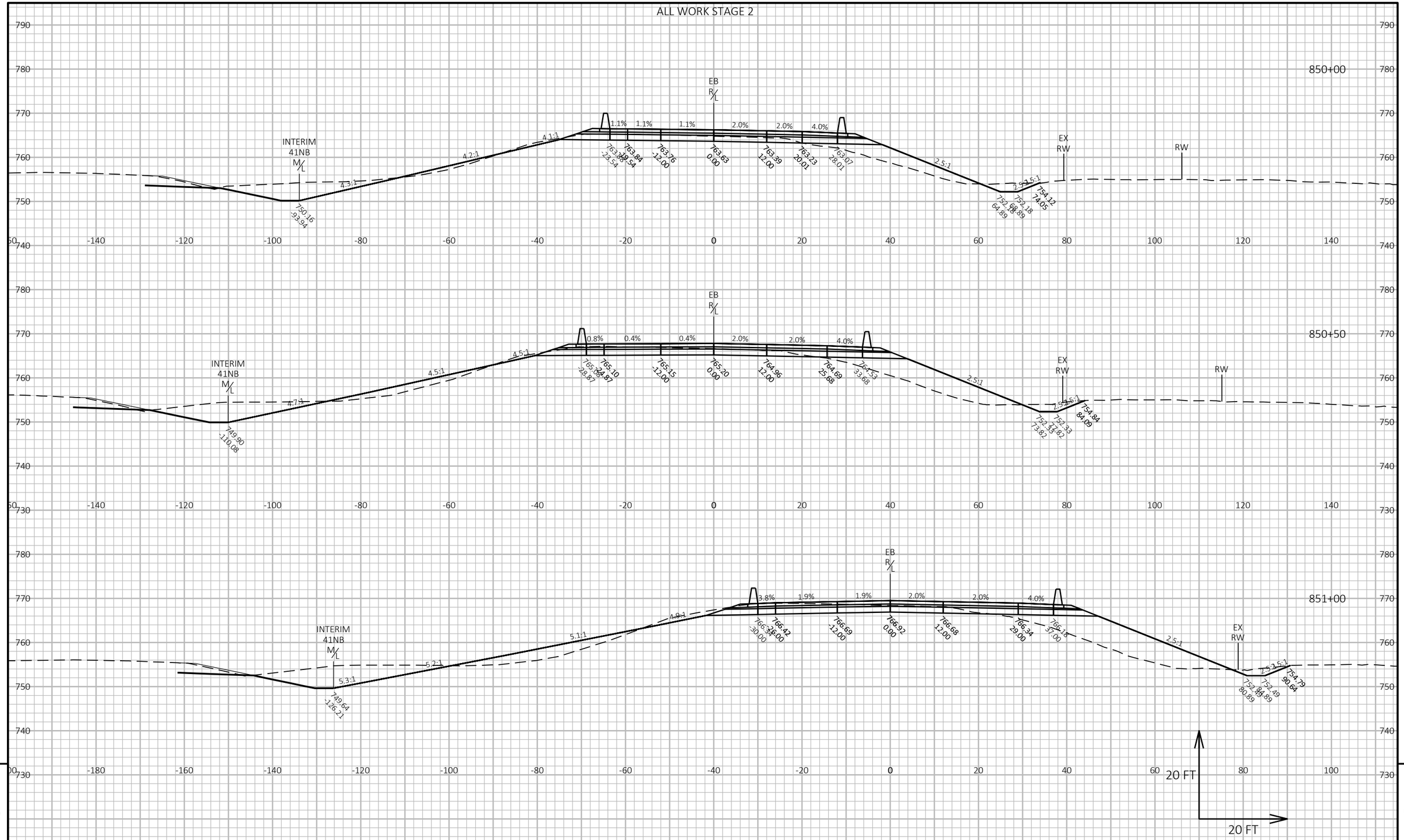
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EB	SHEET 992	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090402-XS-EB.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:15 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



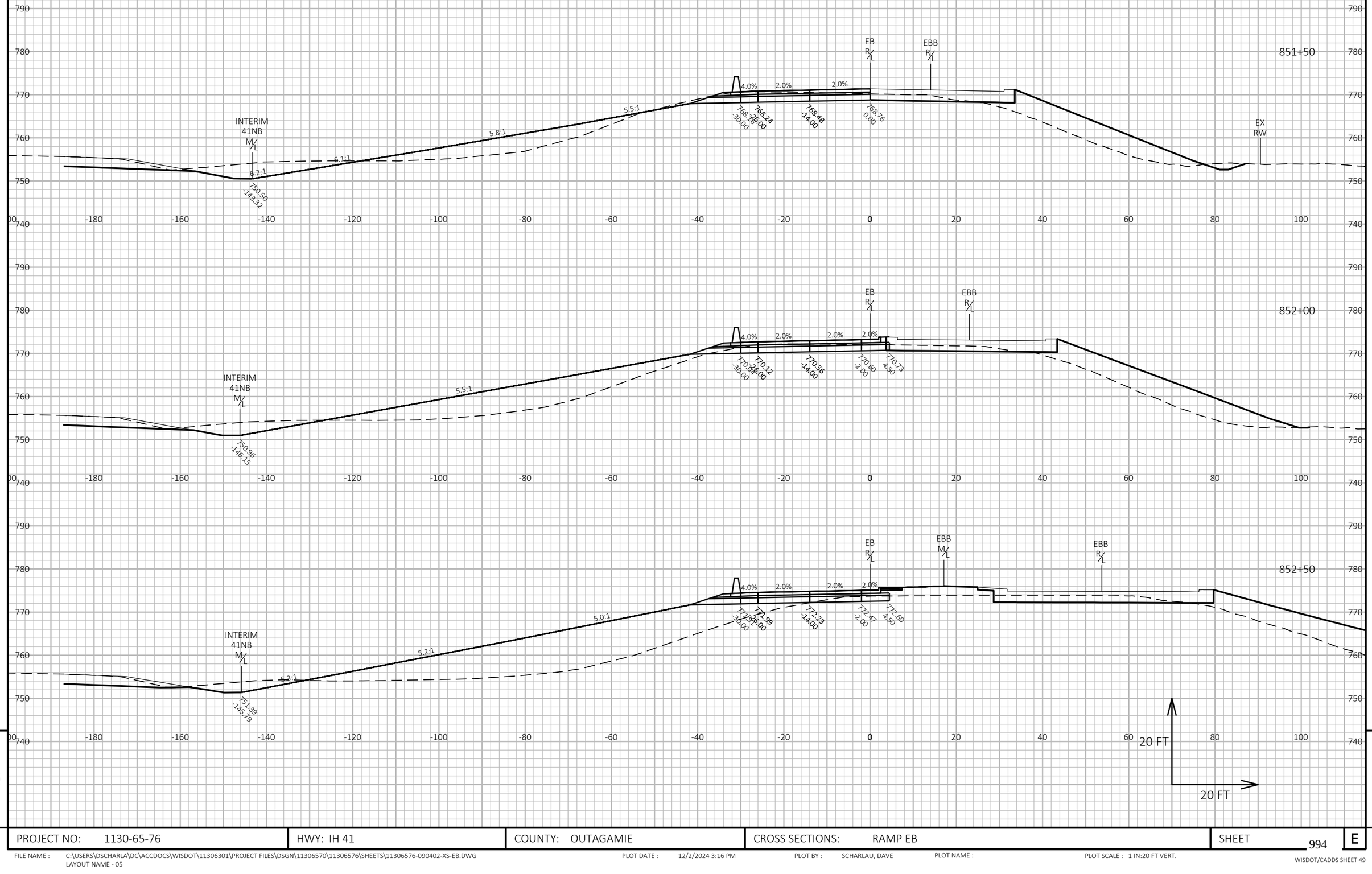
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090402-XS-EB.DWG
LAYOUT NAME - 04

PLOT DATE : 12/2/2024 3:16 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2

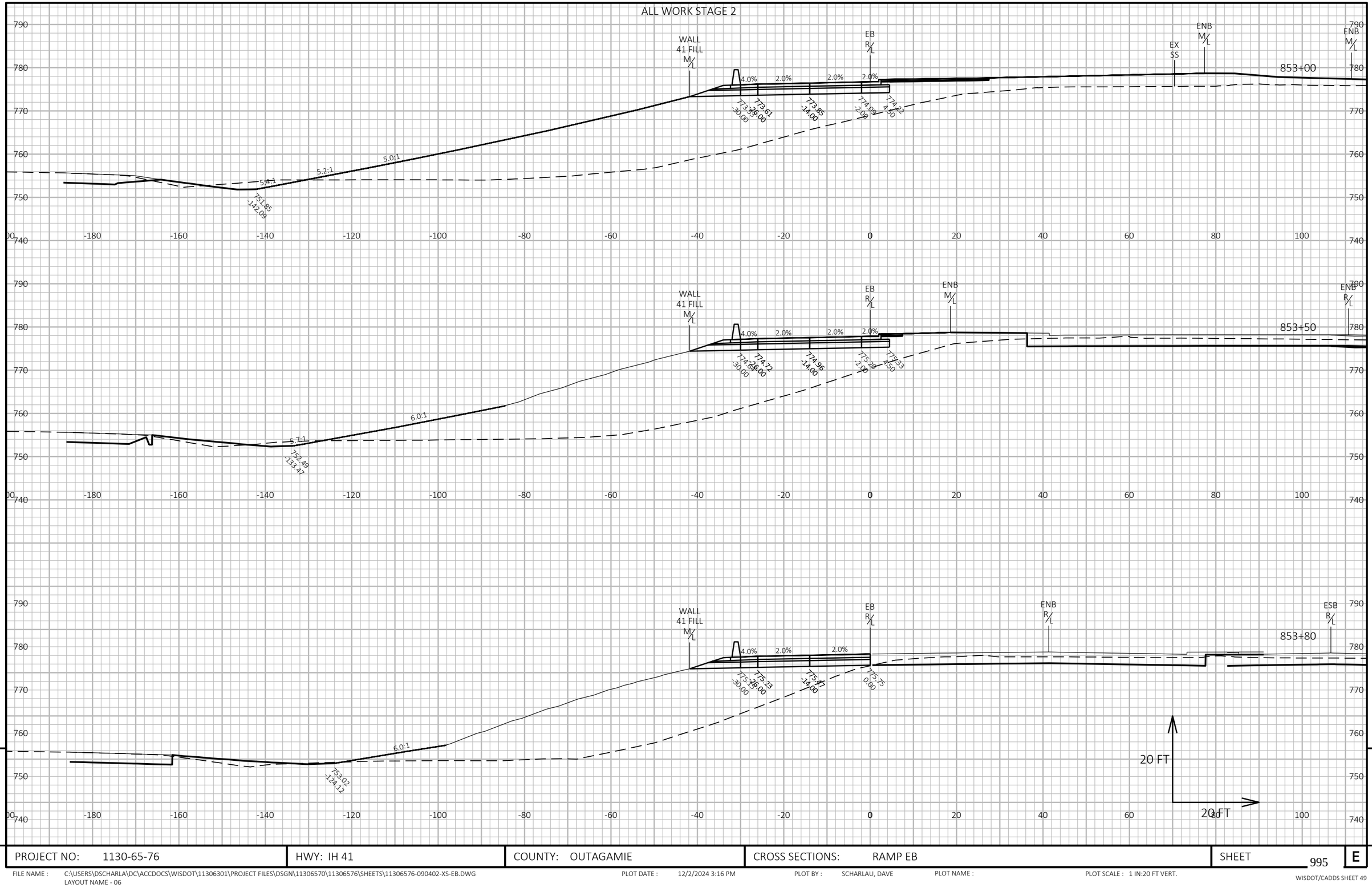


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EB	SHEET 994	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090402-XS-EB.DWG
LAYOUT NAME - 05

PLOT DATE : 12/2/2024 3:16 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



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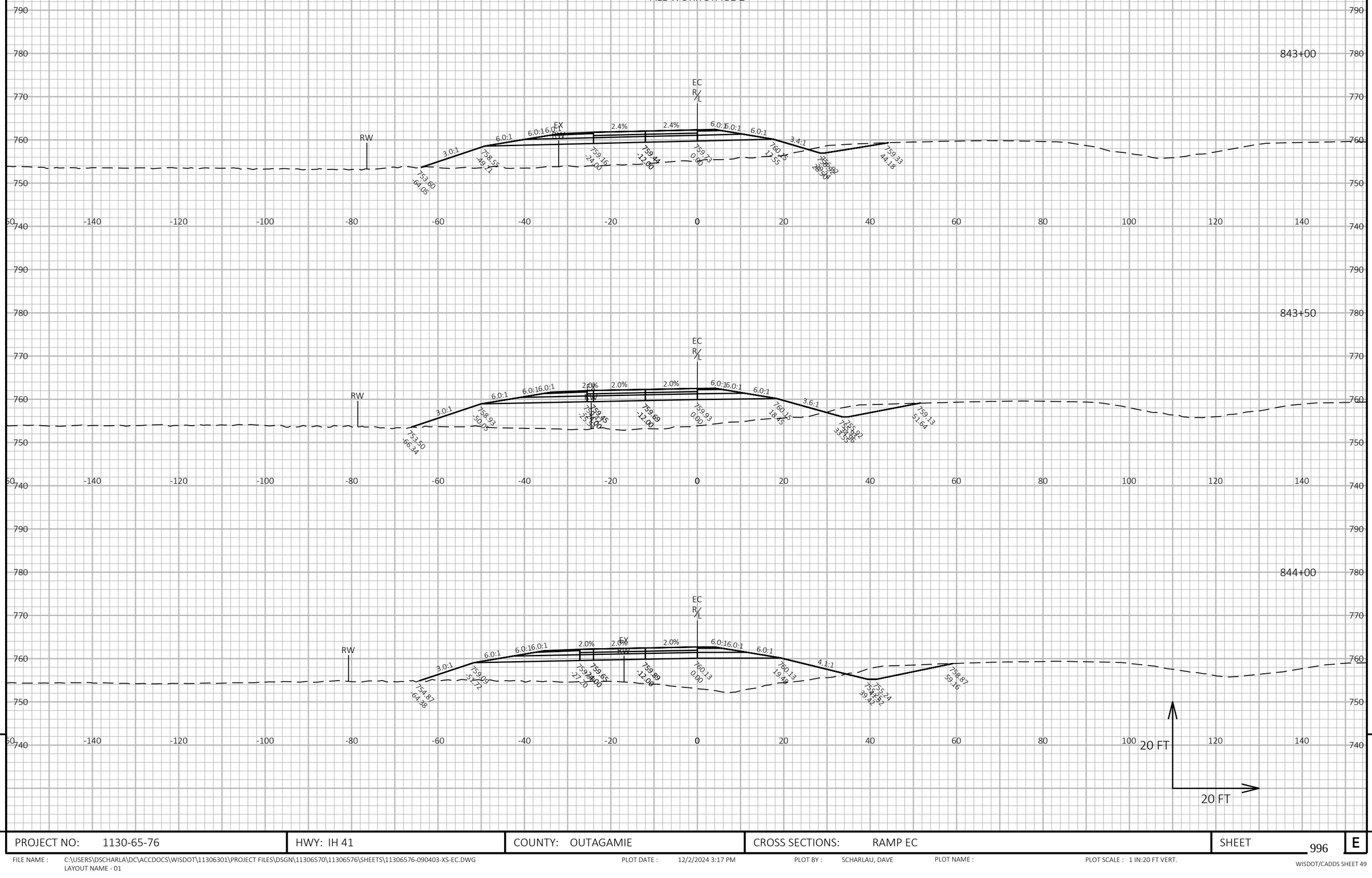
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EB	SHEET 995	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090402-XS-EB.DWG
LAYOUT NAME - 06

PLOT DATE : 12/2/2024 3:16 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



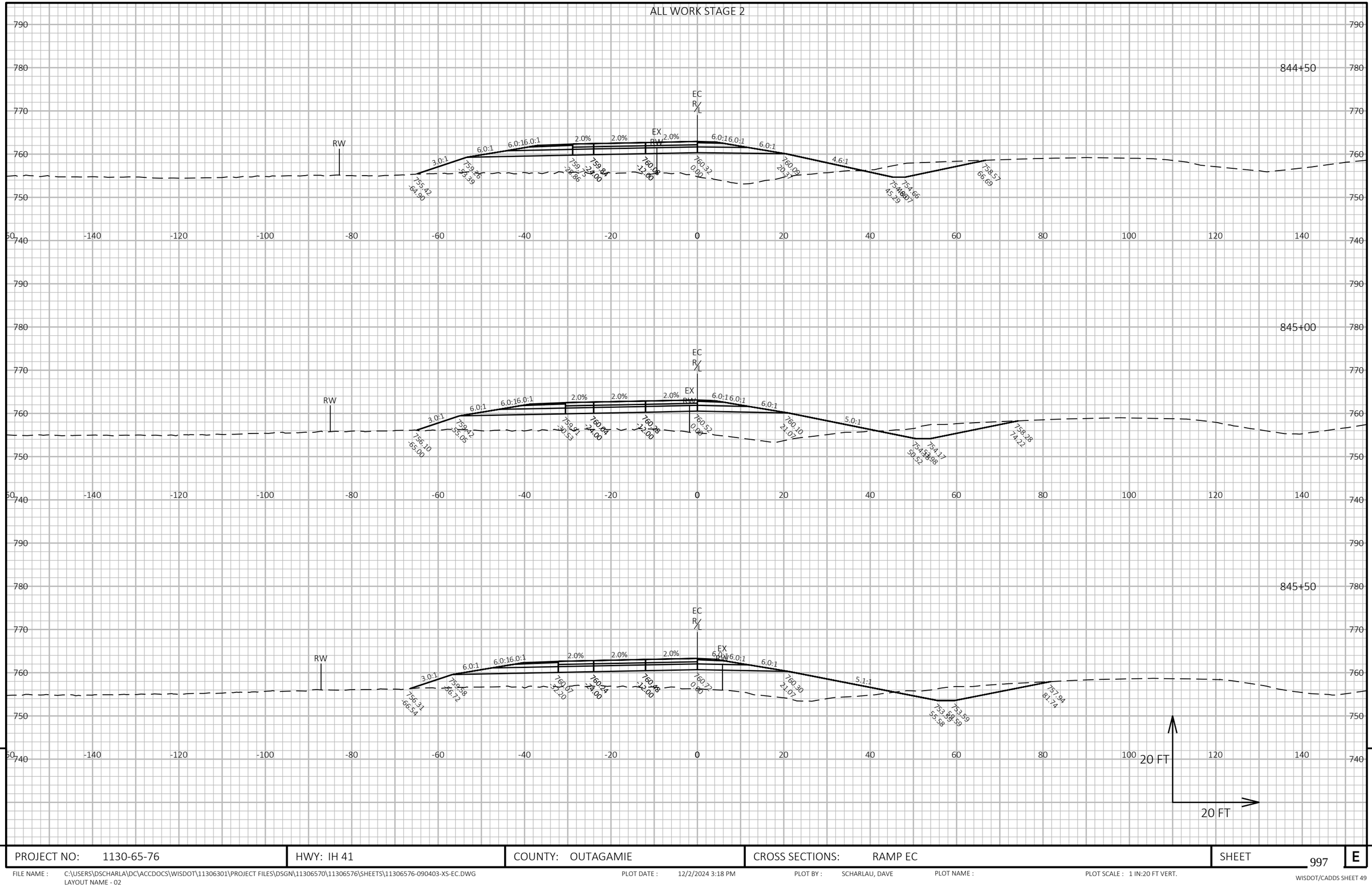
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 996	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 01

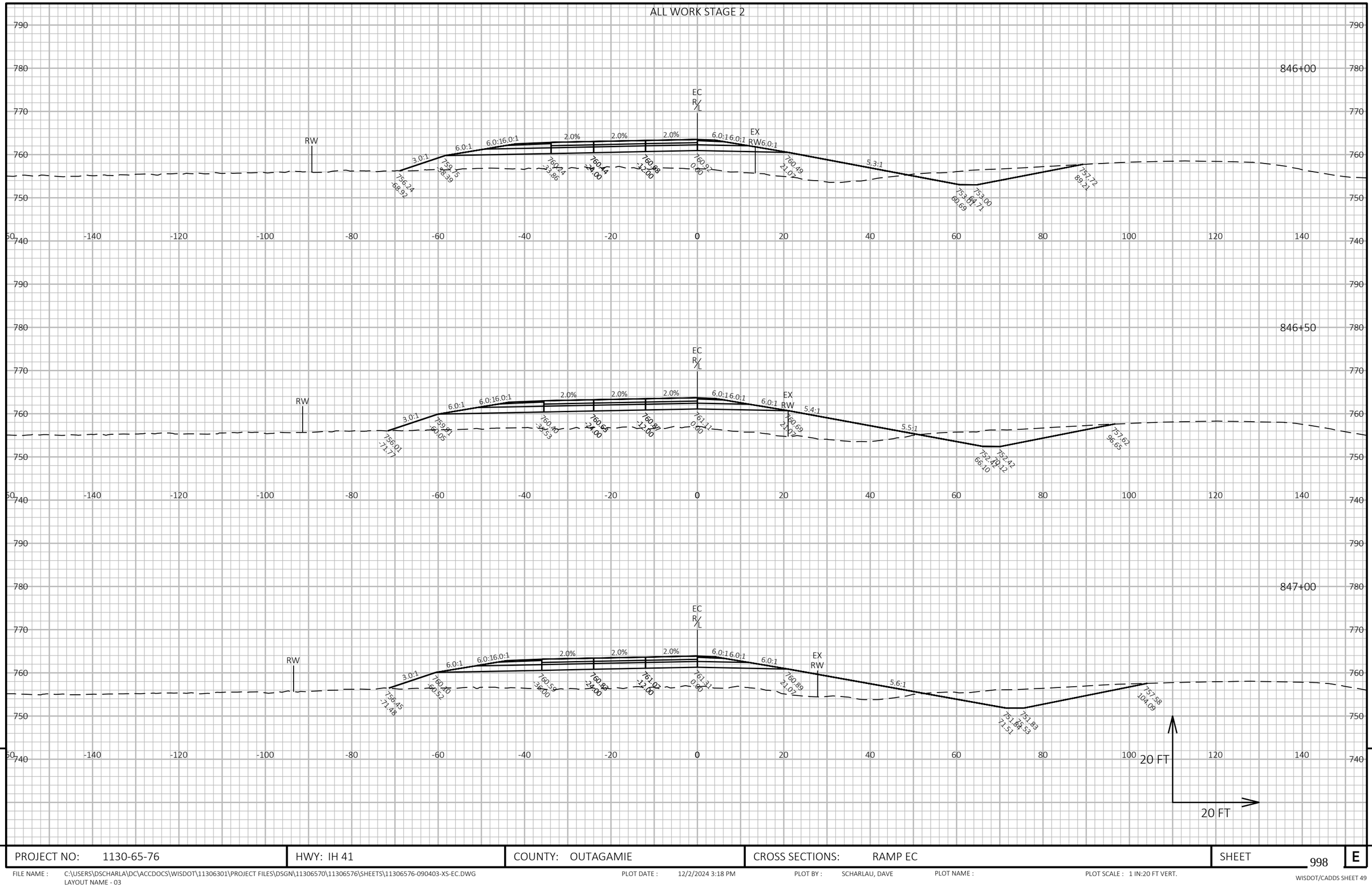
PLOT DATE : 12/2/2024 3:17 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2


844+50
RW
EC
R/L
EX
RW
3.0:1
6.0:1
6.0:1
6.0:1
2.0%
2.0%
2.0%
6.0:1
6.0:1
6.0:1
4.6:1
759.46
759.25
759.84
760.08
760.32
760.09
754.66
758.57
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754.00
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754.07
754.07
754.07

ALL WORK STAGE 2



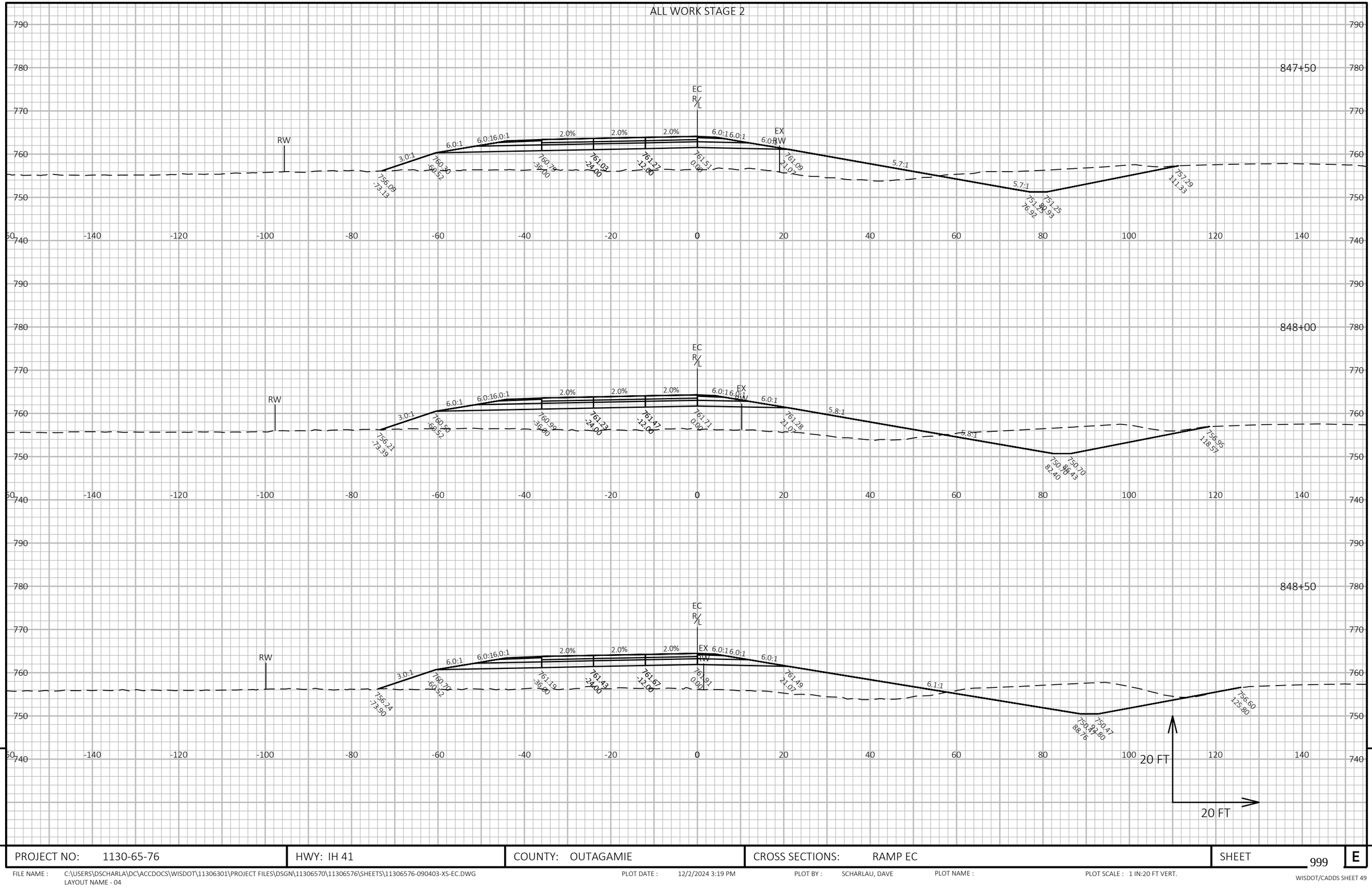
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 998	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:18 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



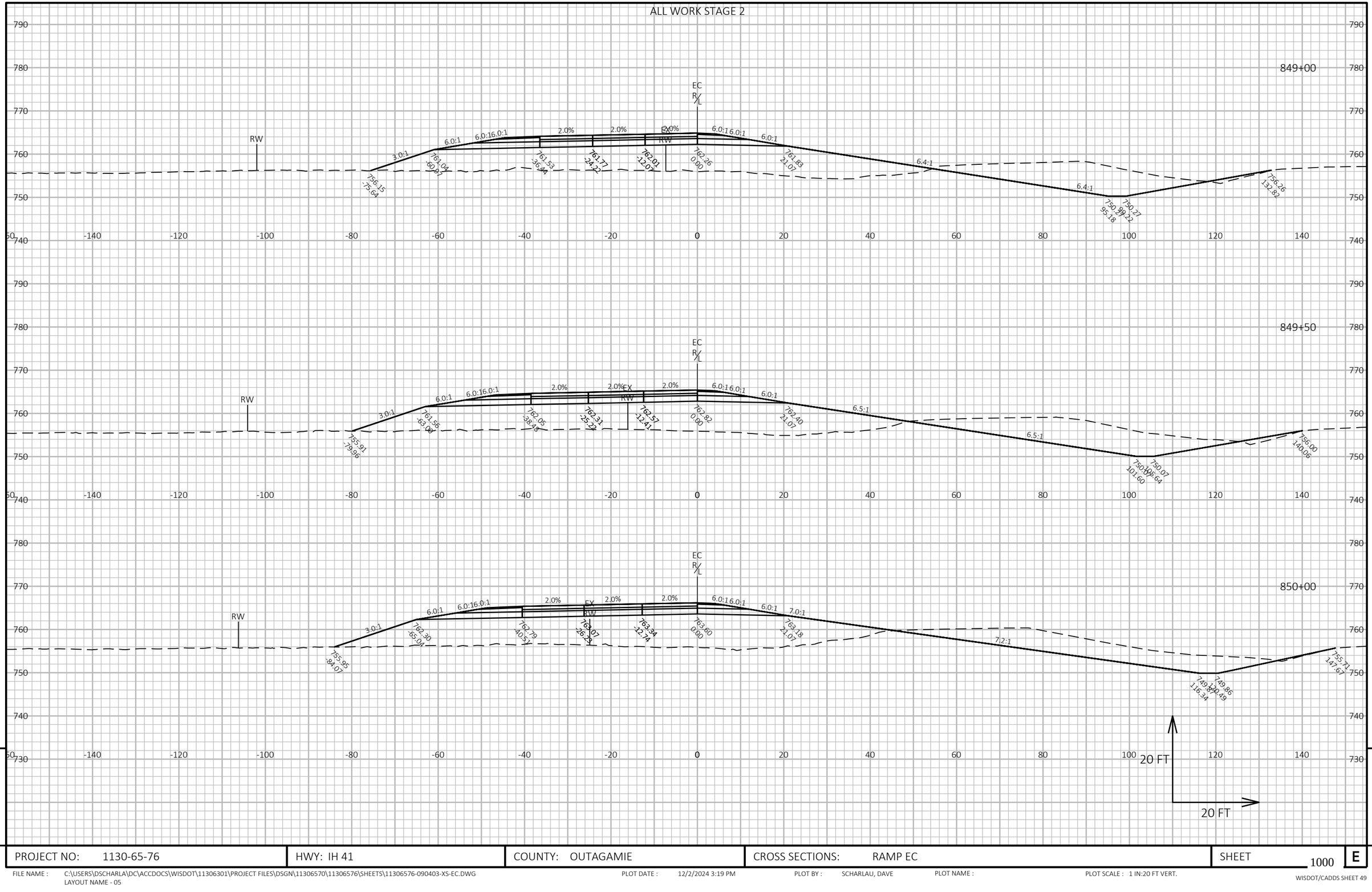
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 999	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 12/2/2024 3:19 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



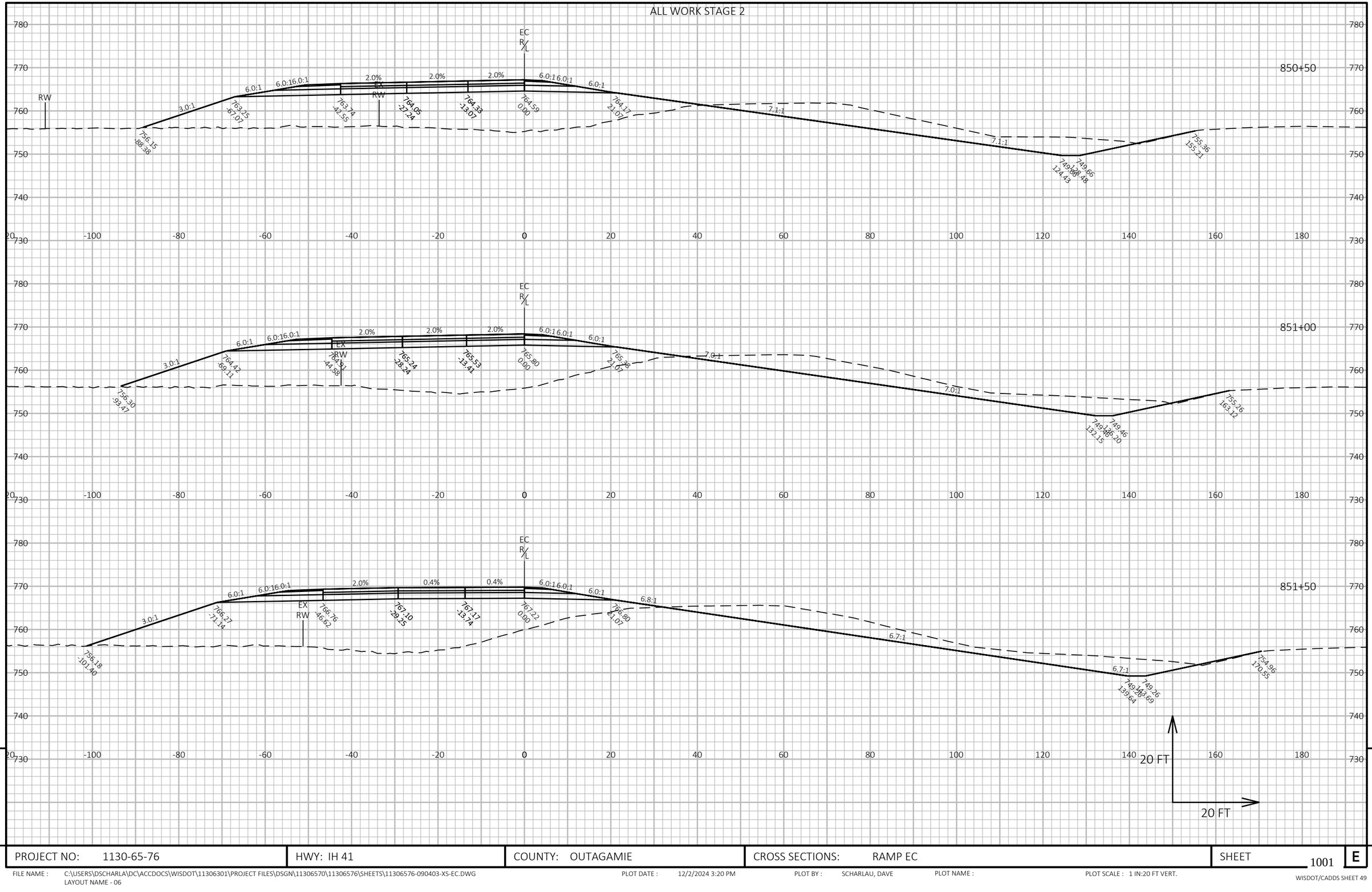
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 1000	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 12/2/2024 3:19 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



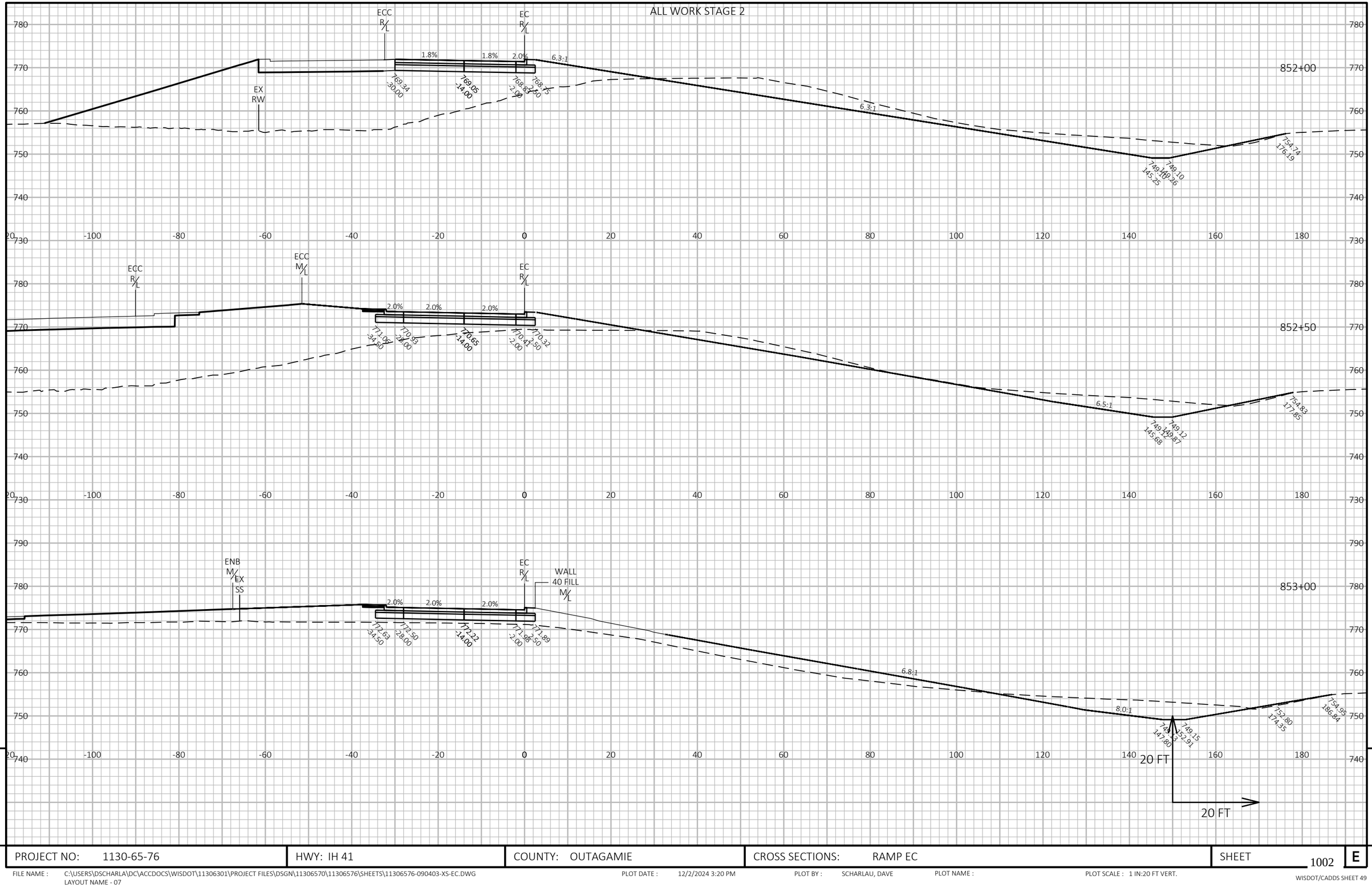
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 1001	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 12/2/2024 3:20 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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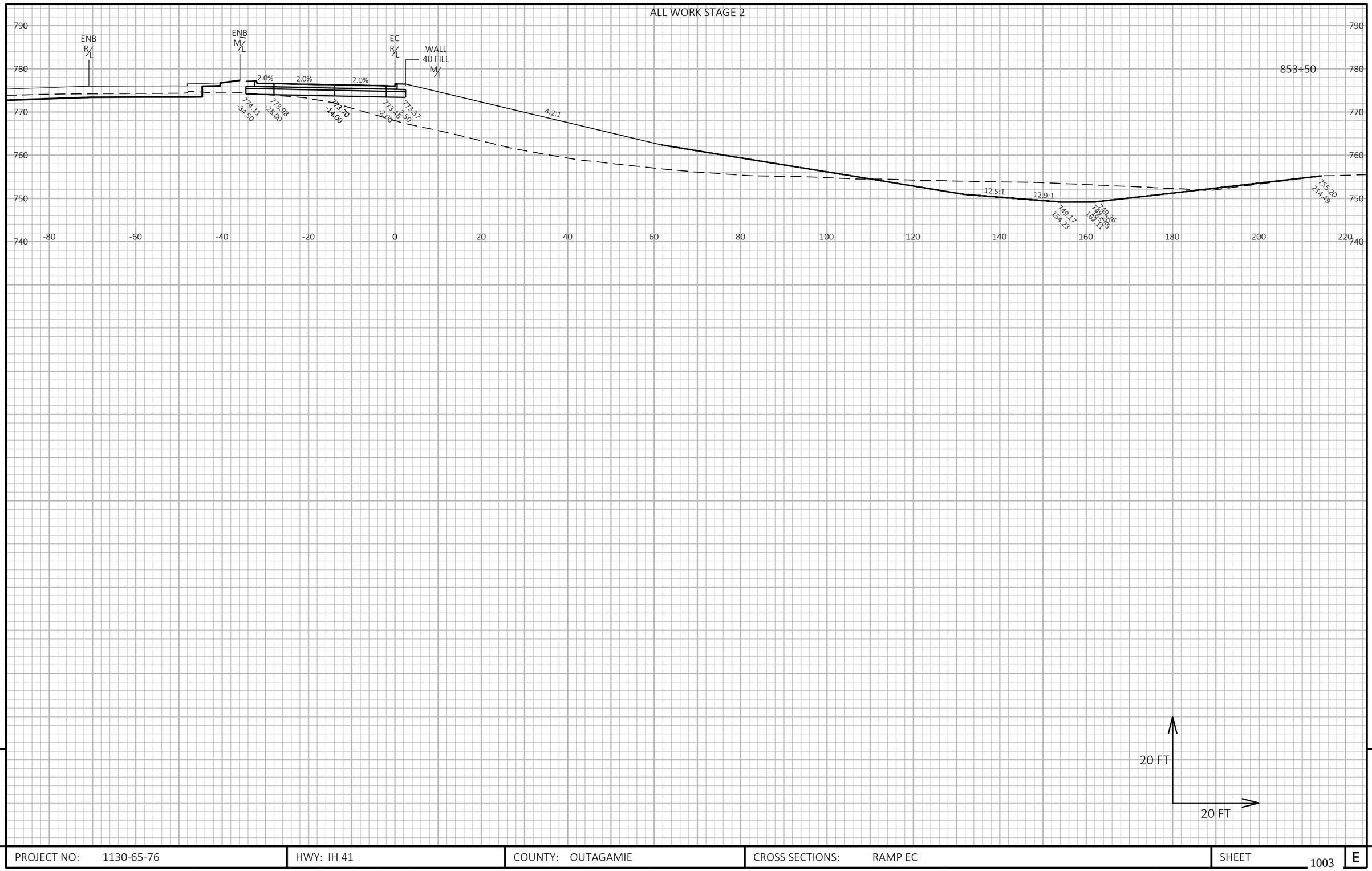
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 1002	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 12/2/2024 3:20 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



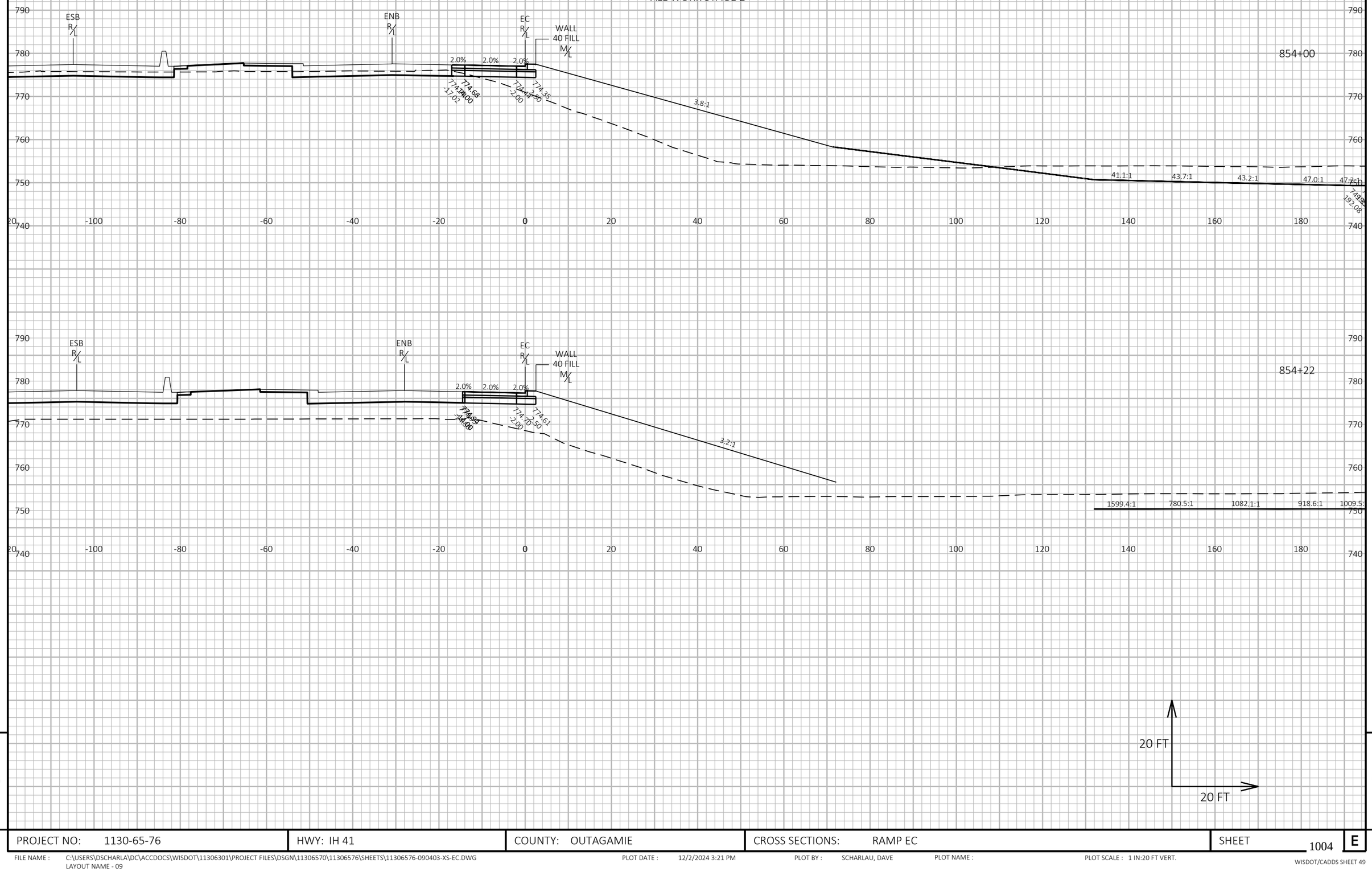
9	PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 1003 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 12/2/2024 3:20 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9

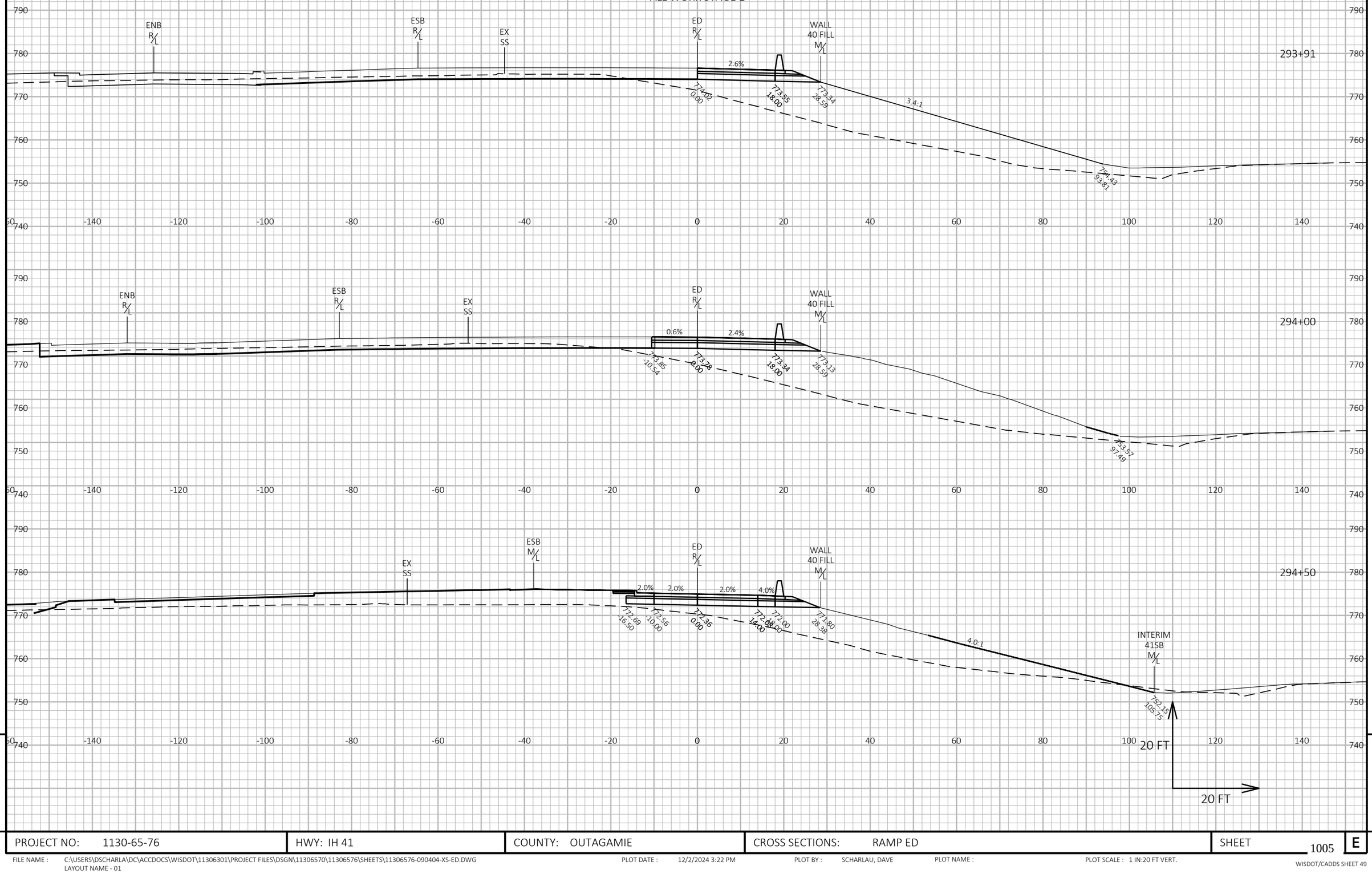
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EC	SHEET 1004	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090403-XS-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 12/2/2024 3:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 1



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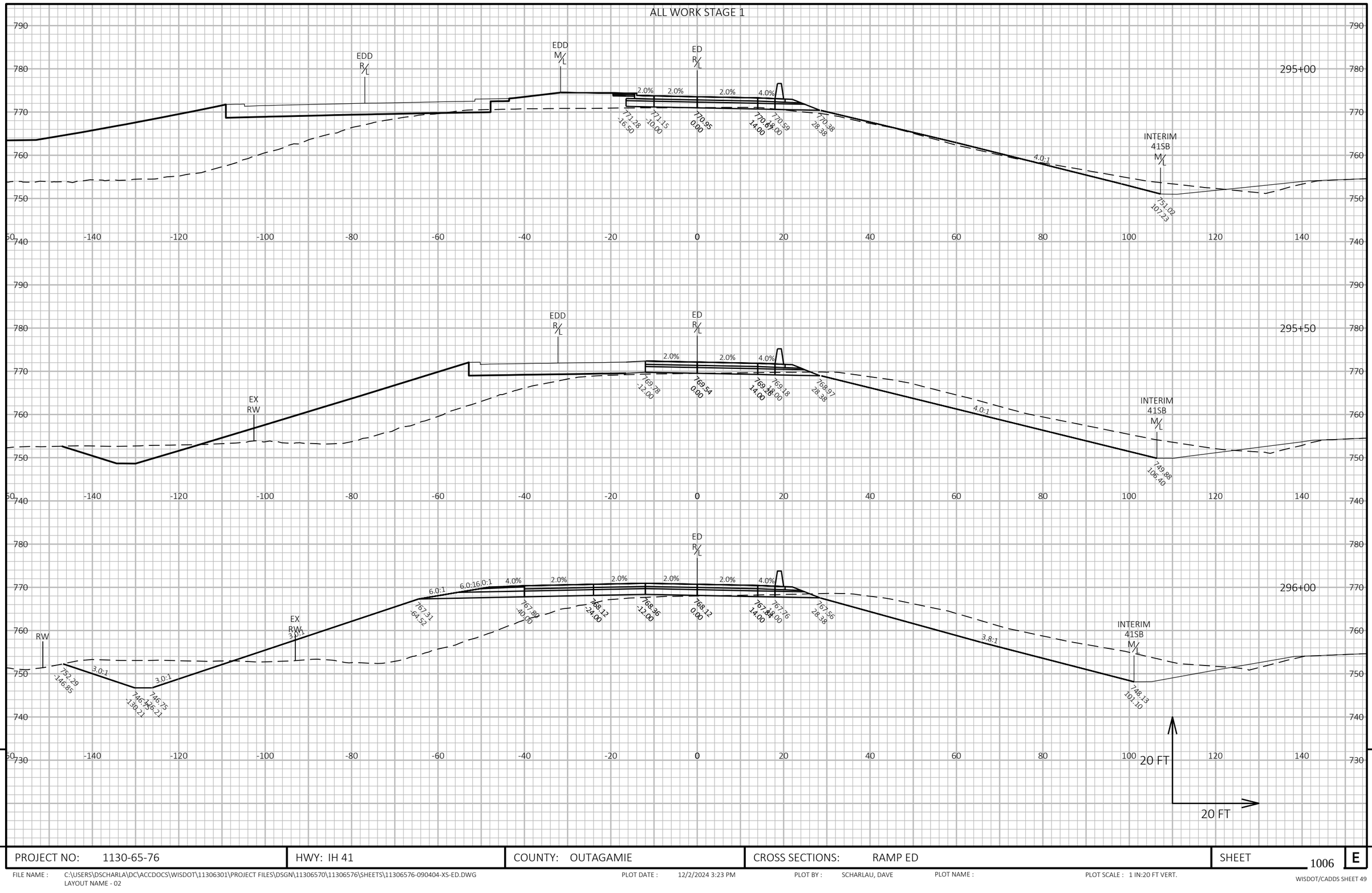
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP ED	SHEET 1005	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090404-XS-ED.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:22 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



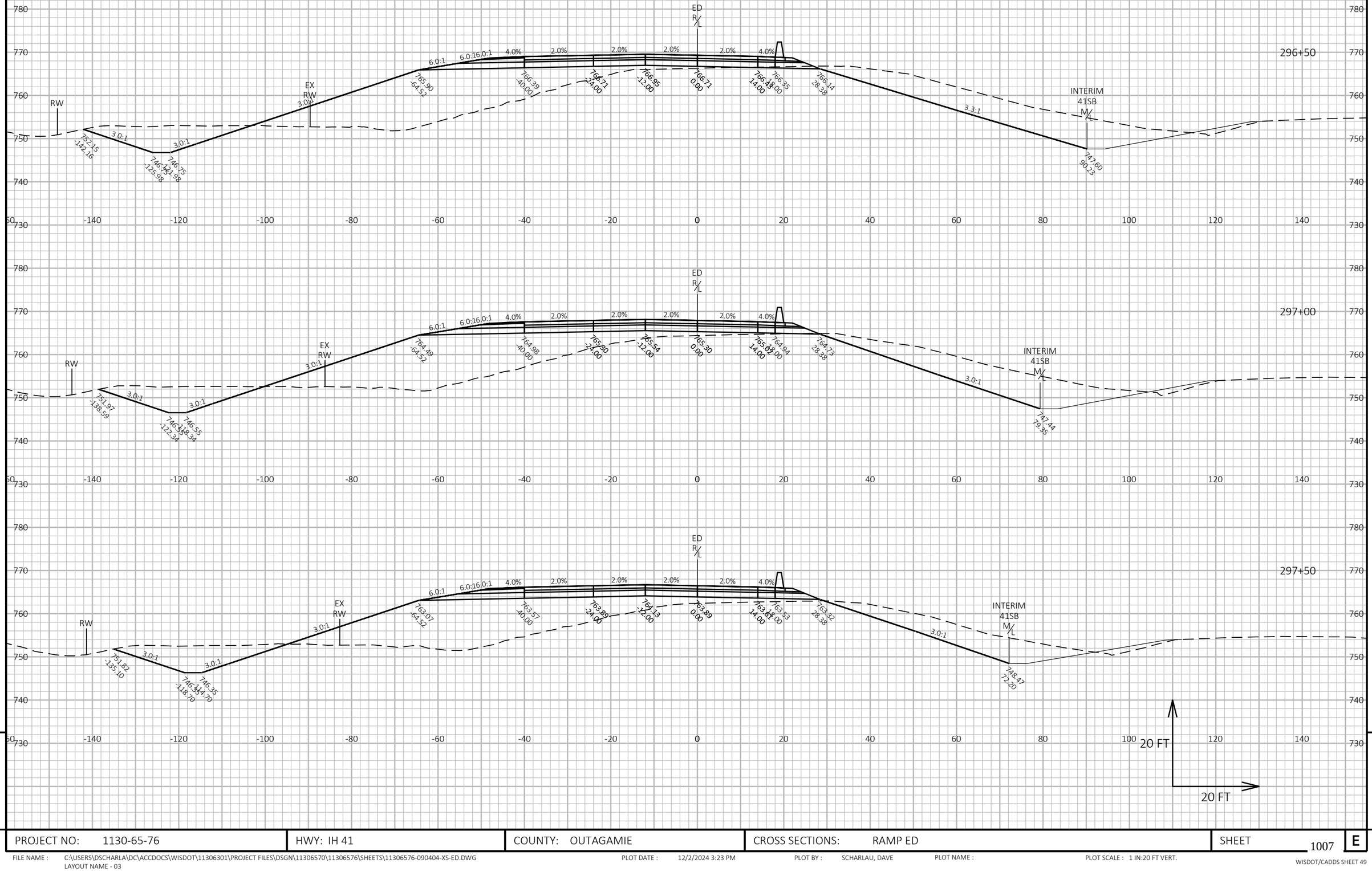
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP ED	SHEET 1006	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090404-XS-ED.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



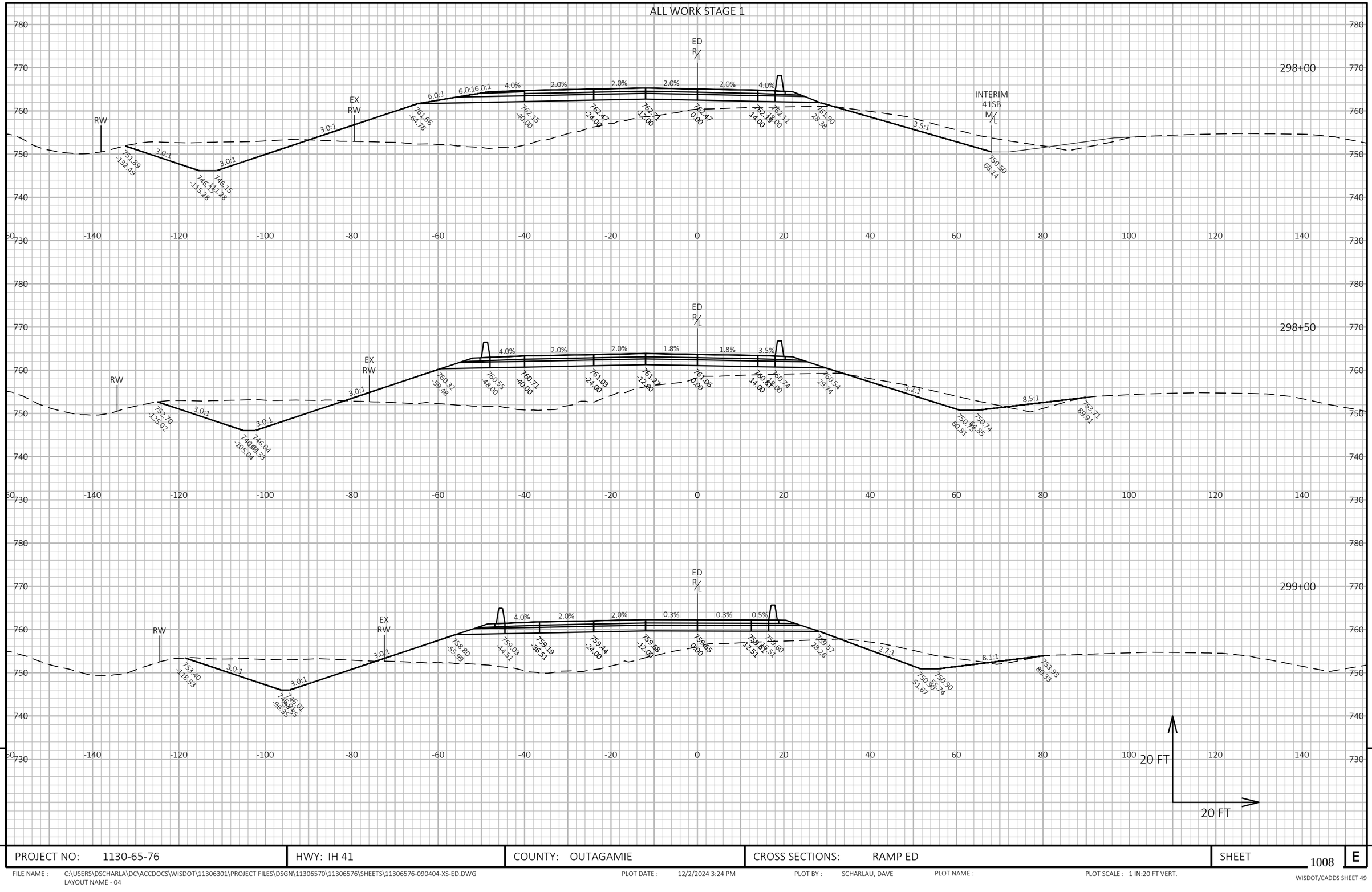
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP ED	SHEET 1007	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090404-XS-ED.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



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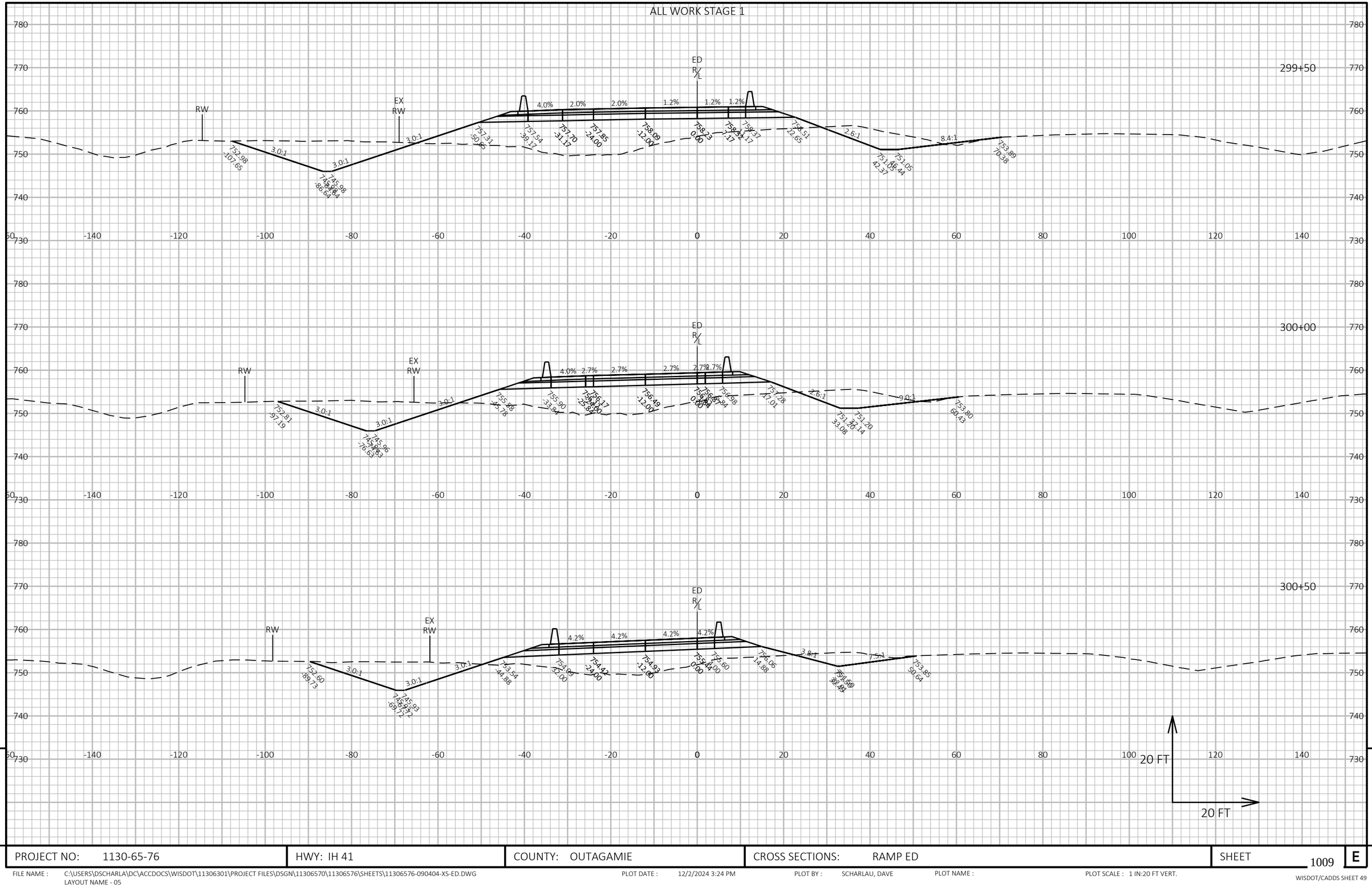
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP ED	SHEET 1008	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090404-XS-ED.DWG
LAYOUT NAME - 04

PLOT DATE : 12/2/2024 3:24 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



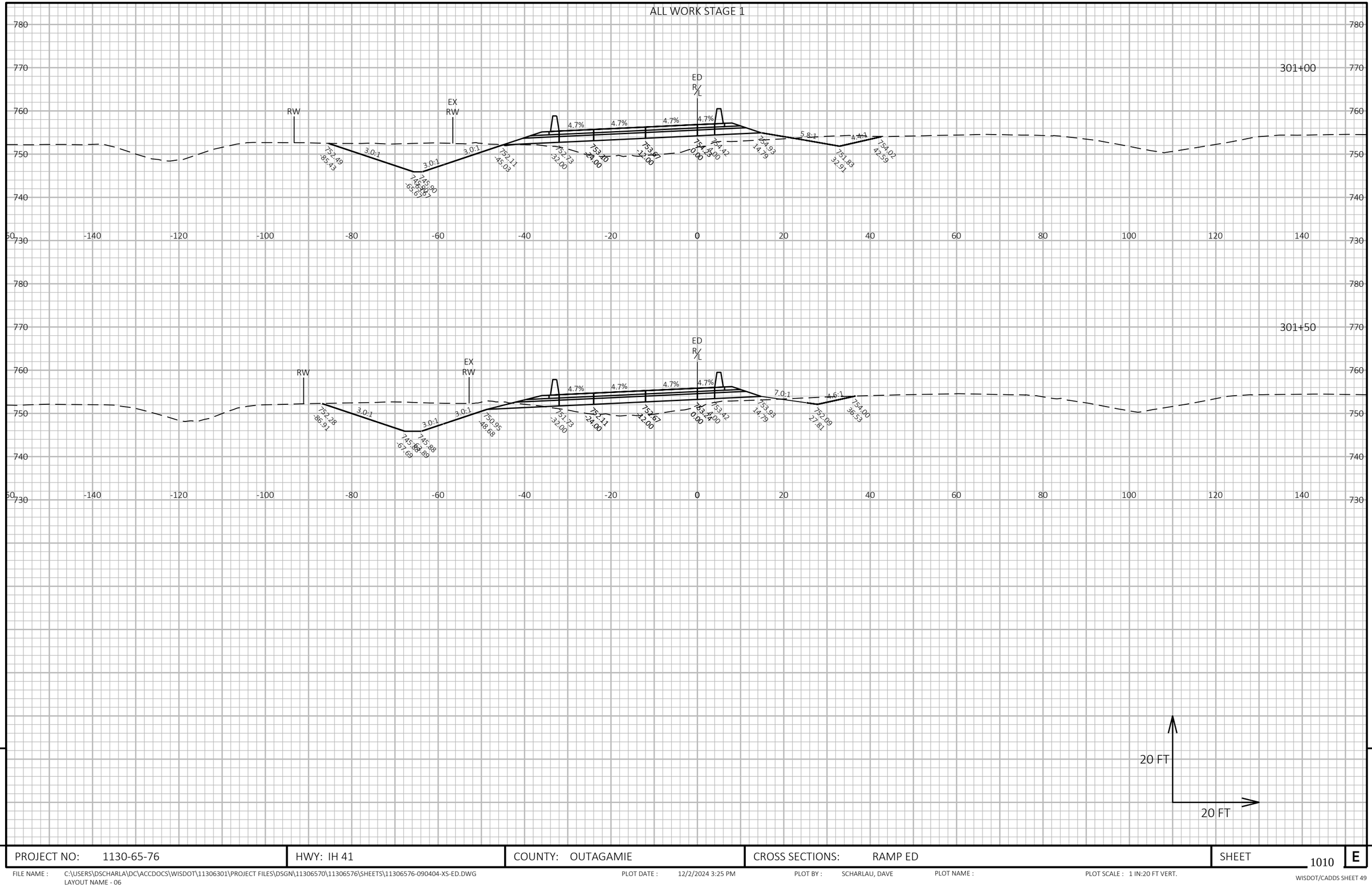
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090404-XS-ED.DWG
LAYOUT NAME - 05

PLOT DATE : 12/2/2024 3:24 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



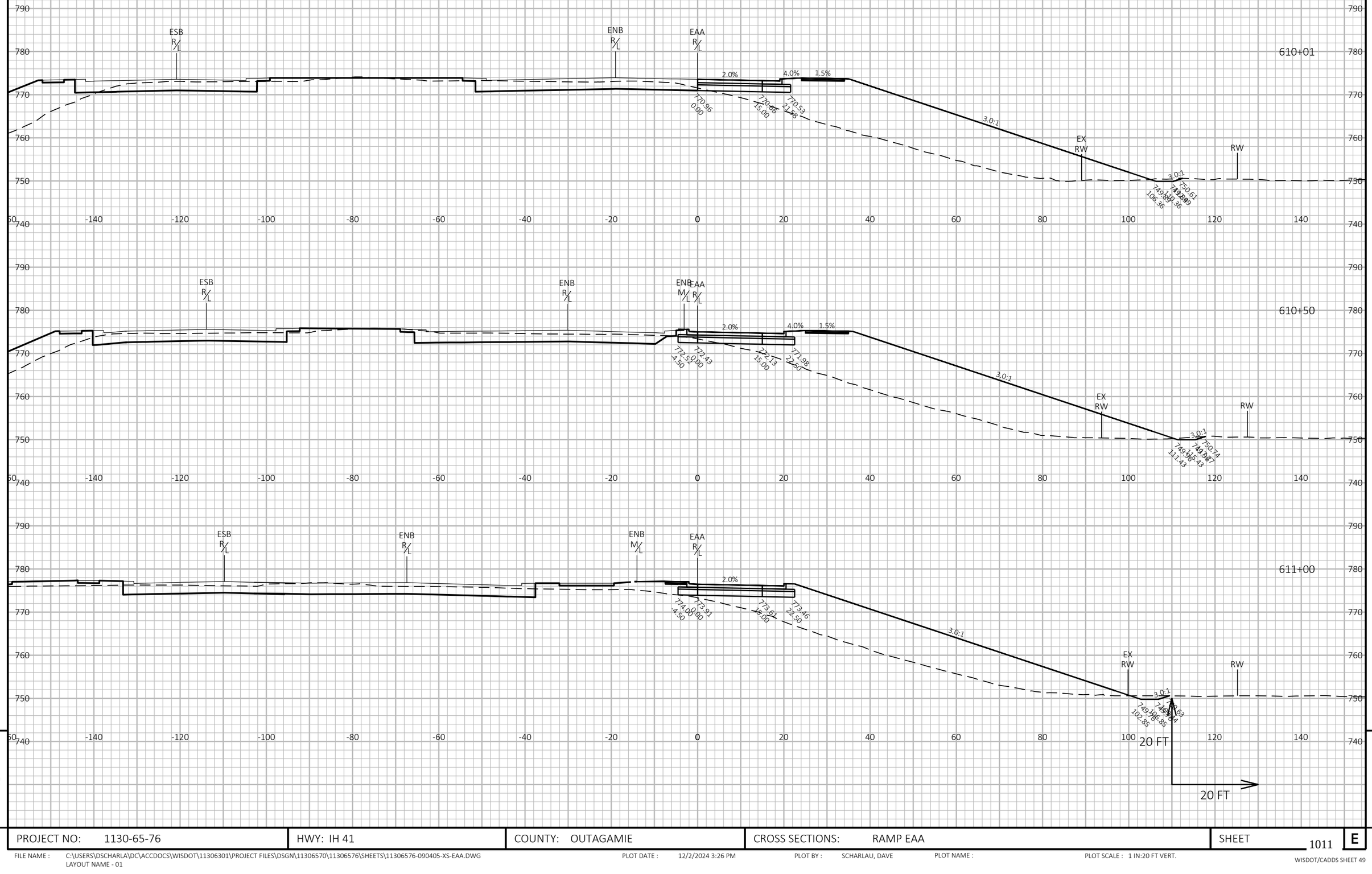
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP ED	SHEET 1010	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090404-XS-ED.DWG
LAYOUT NAME - 06

PLOT DATE : 12/2/2024 3:25 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



9

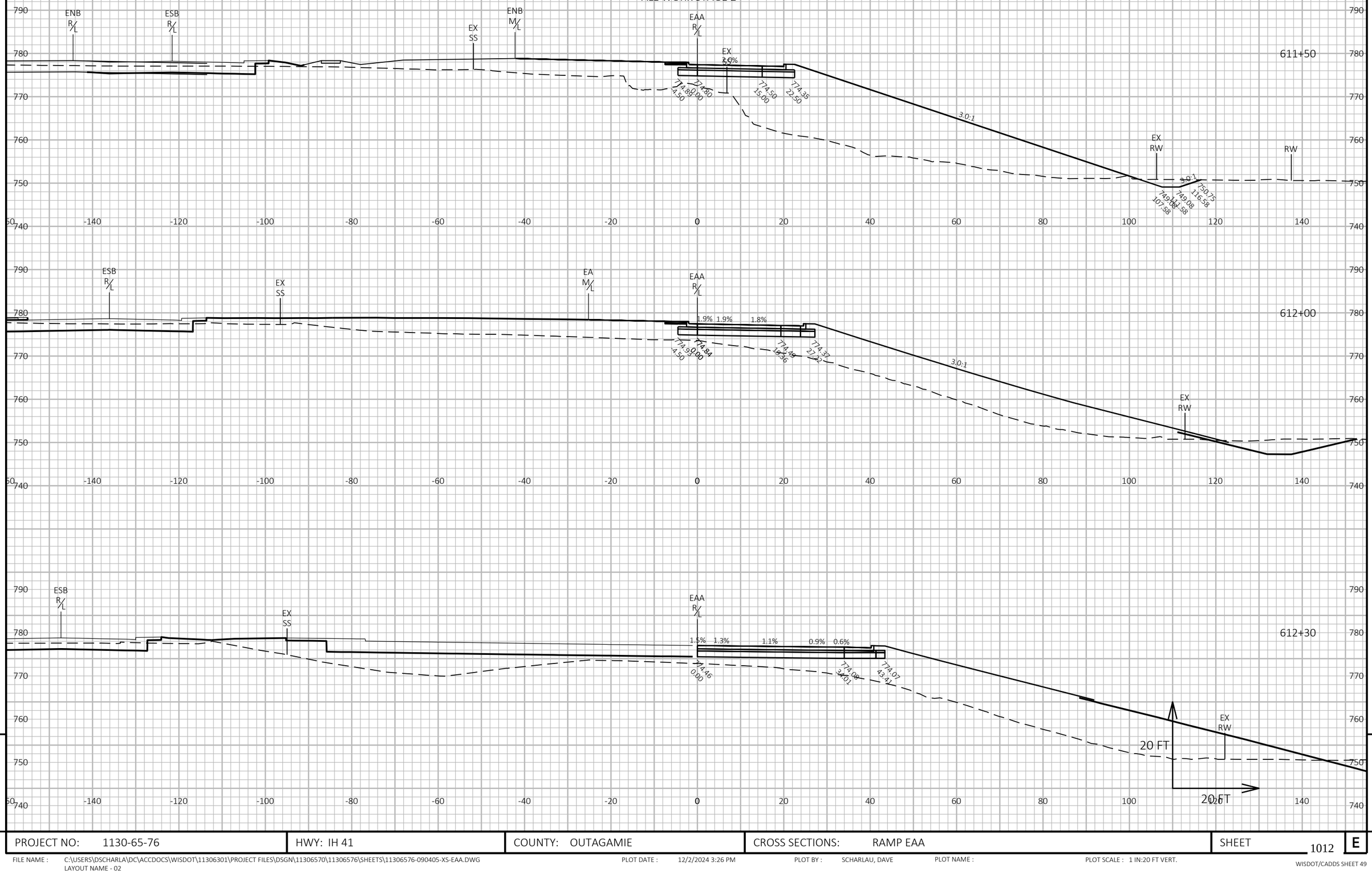
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EAA	SHEET 1011	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090405-XS-EAA.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:26 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



9

9

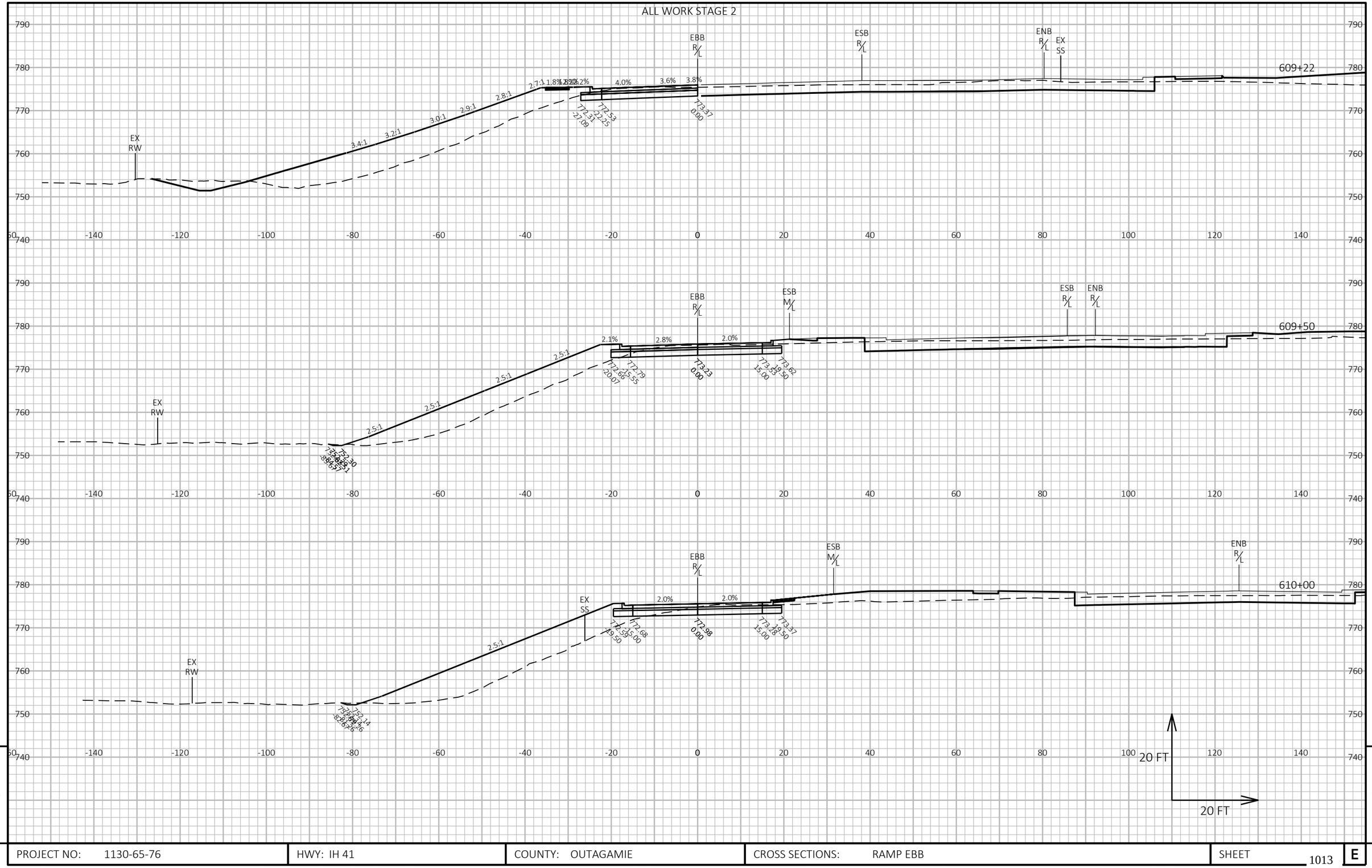
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090405-XS-EAA.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:26 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



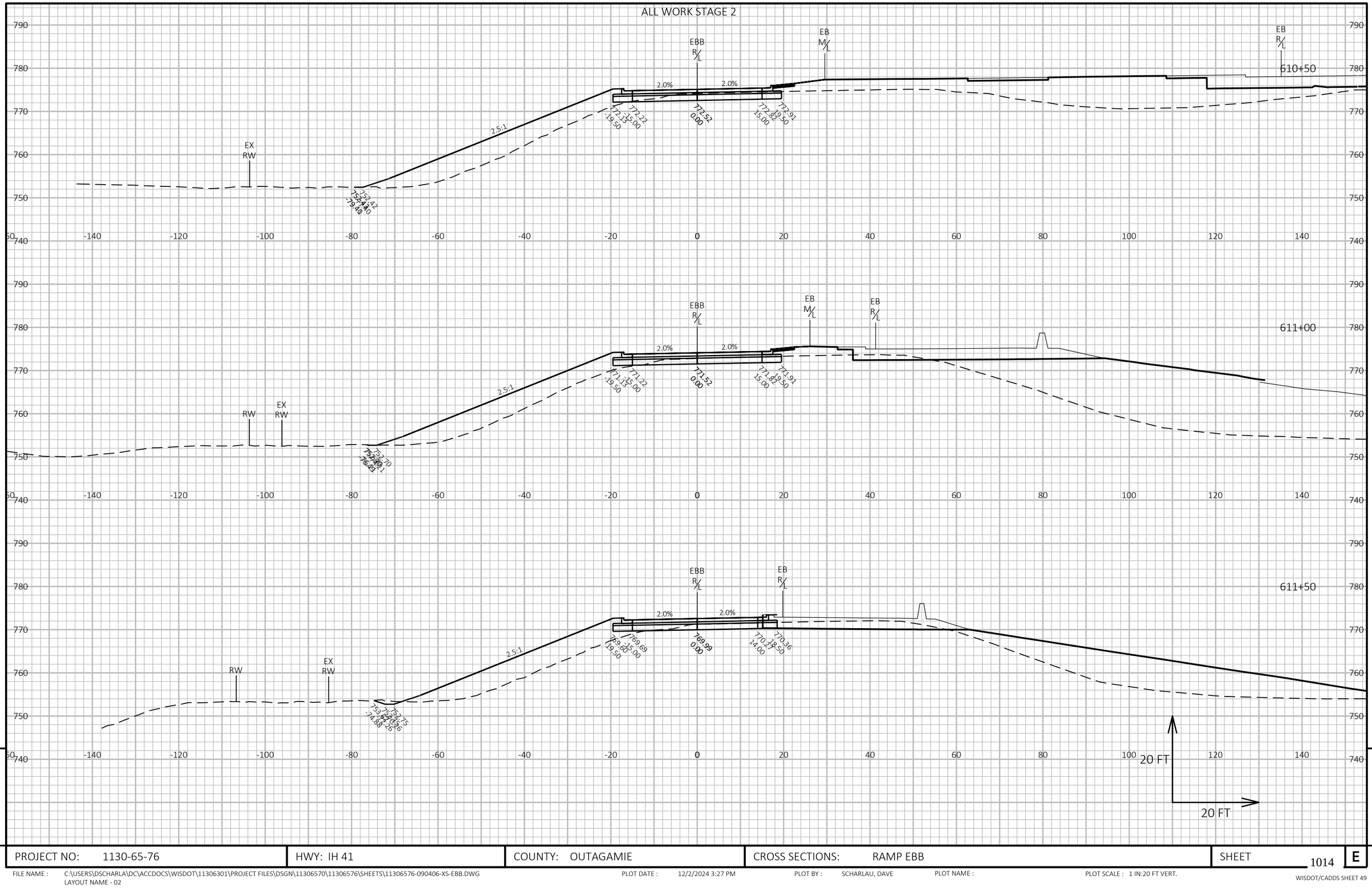
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EBB	SHEET 1013	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090406-XS-EBB.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:26 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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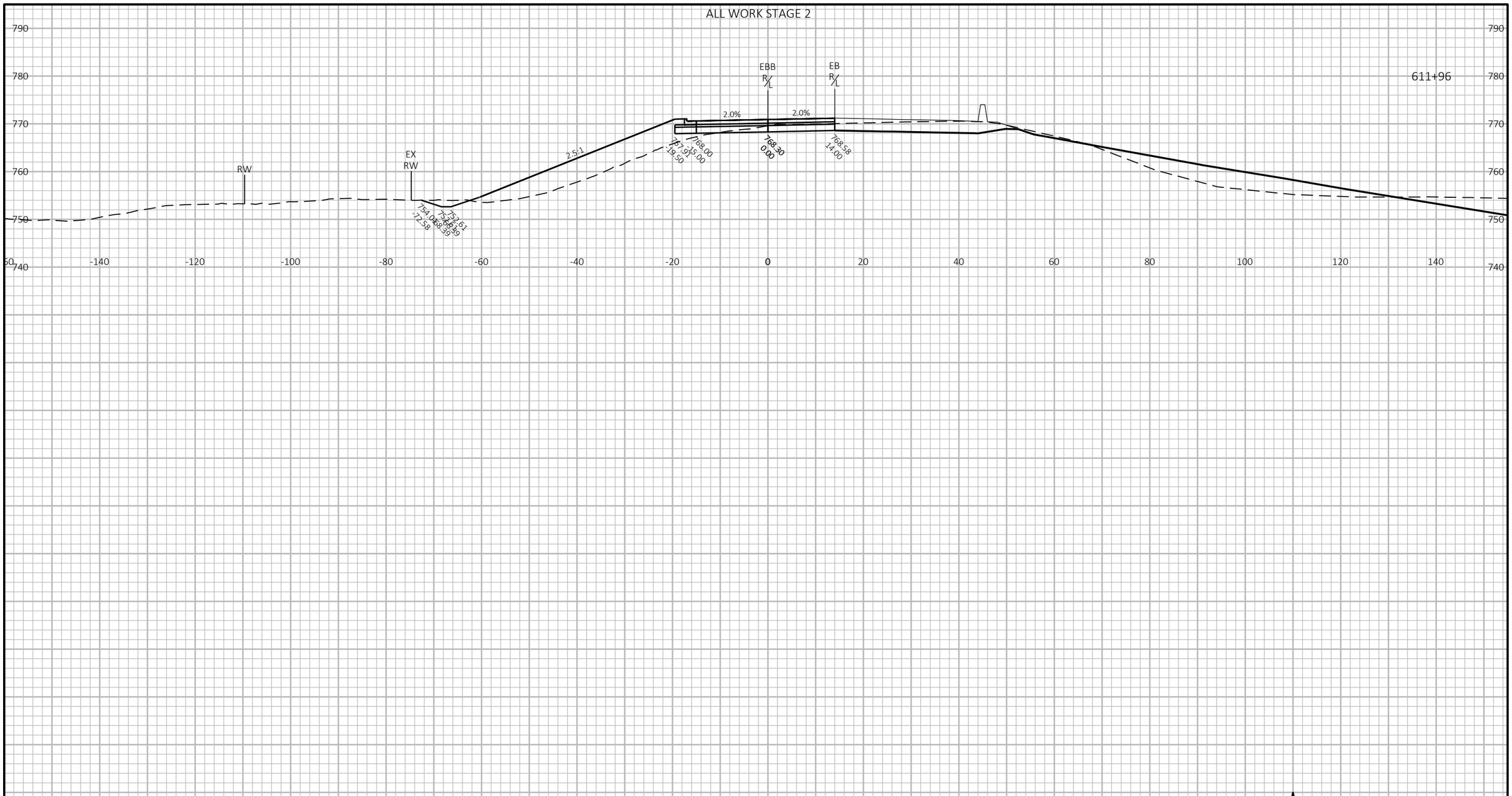
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EBB	SHEET 1014 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090406-XS-EBB.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:27 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EBB	SHEET 1015	E

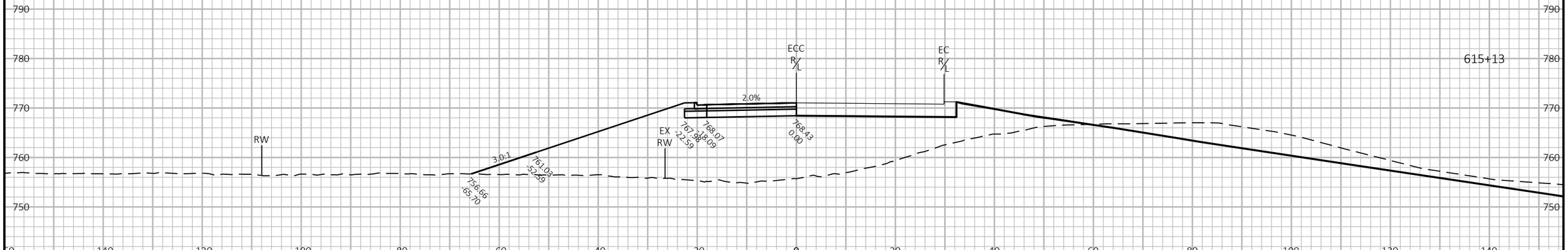
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LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:27 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

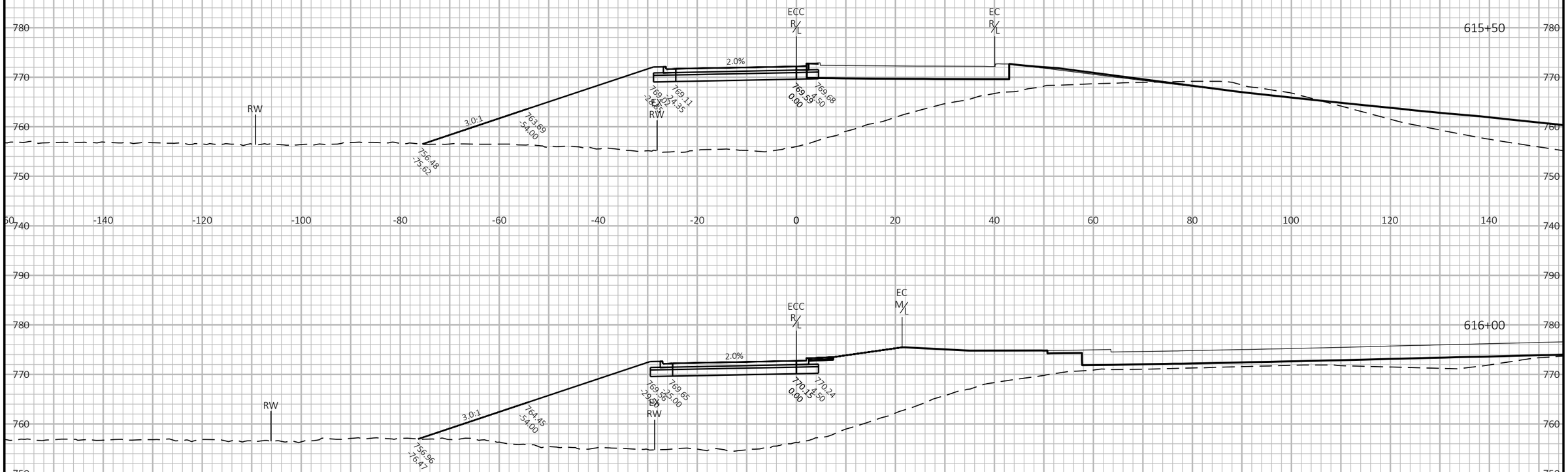
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ALL WORK STAGE 2

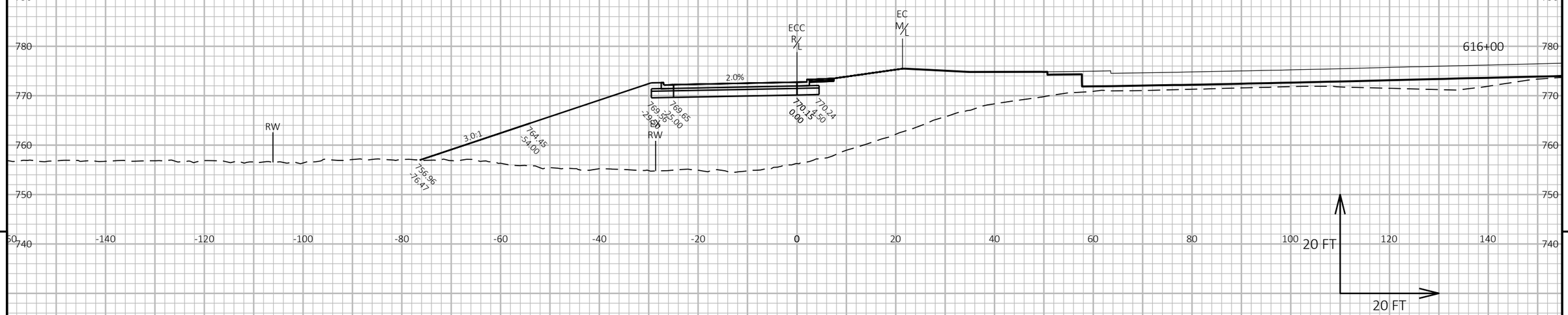
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615+50



616+00



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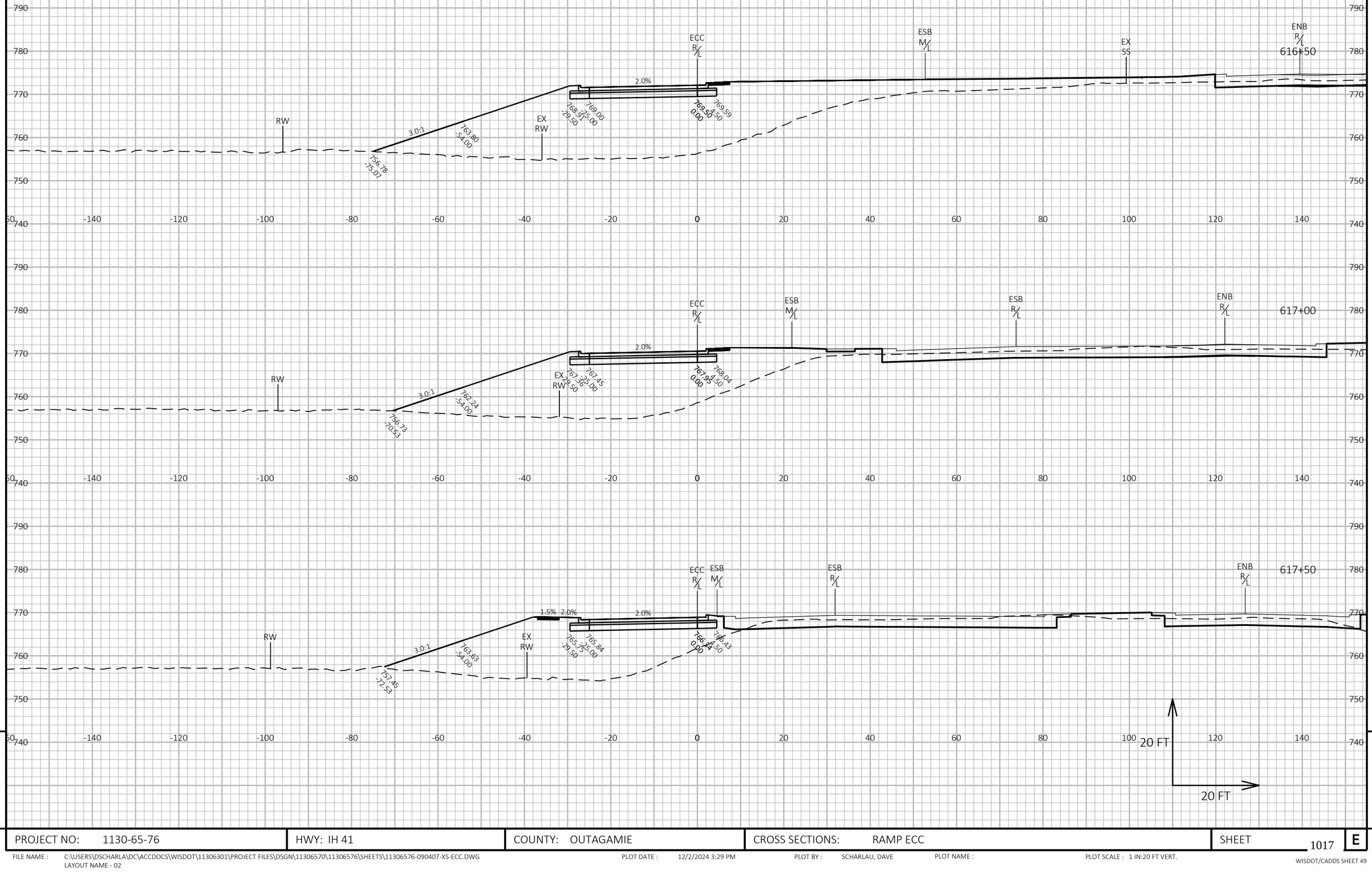
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090407-XS-ECC.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:28 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2

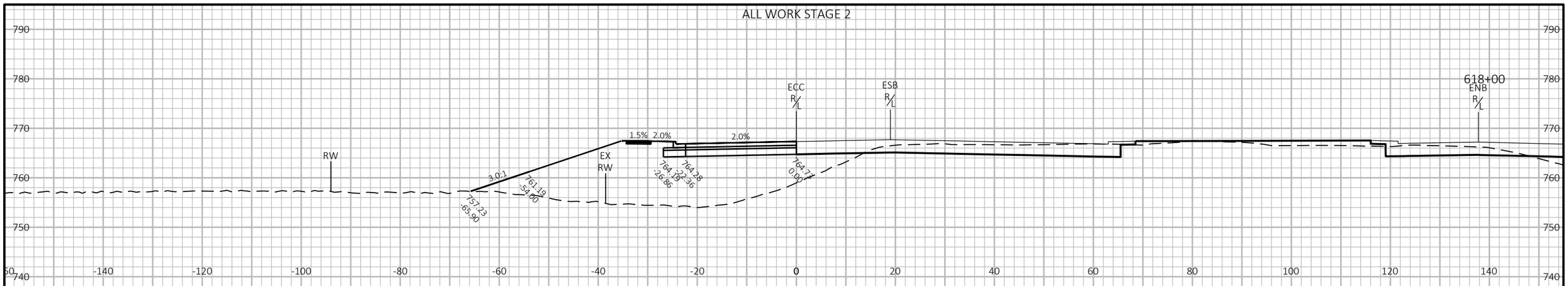


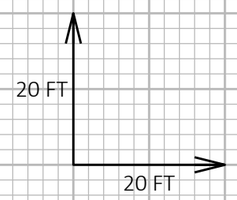
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090407-XS-ECC.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:29 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2





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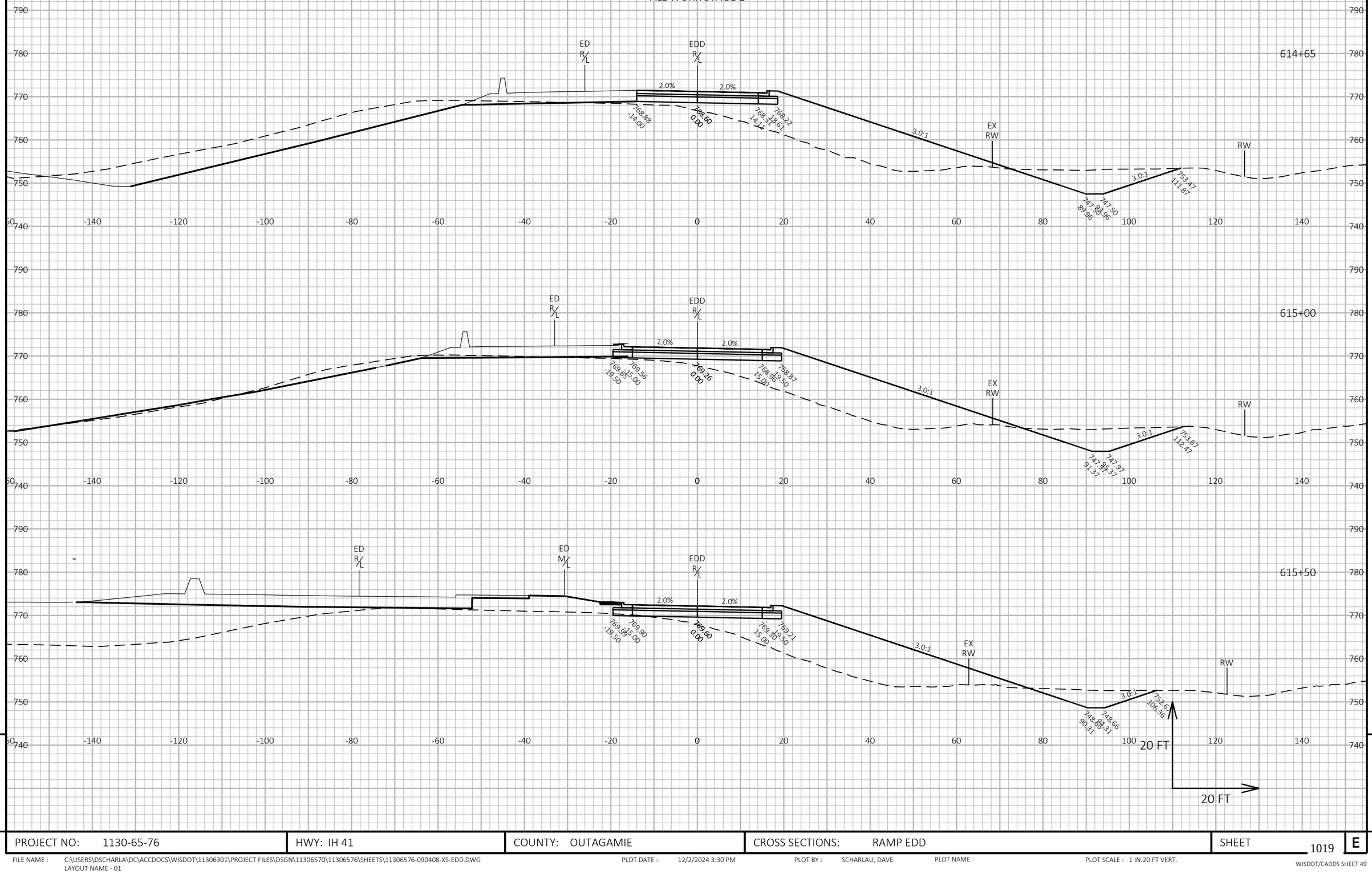
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090407-XS-ECC.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:29 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



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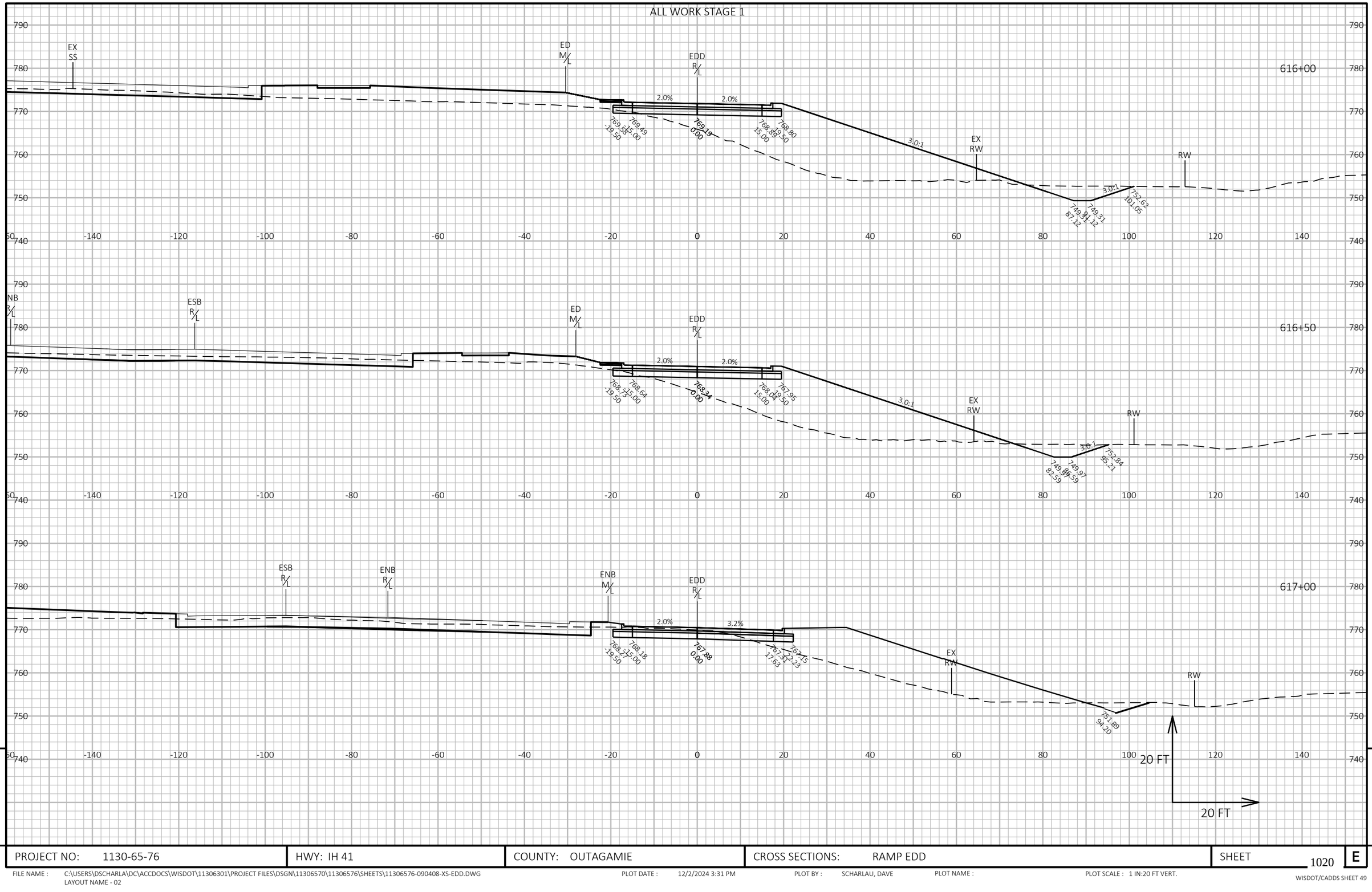
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EDD	SHEET 1019	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090408-XS-EDD.DWG
LAYOUT NAME - 01

PLOT DATE : 12/2/2024 3:30 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 1



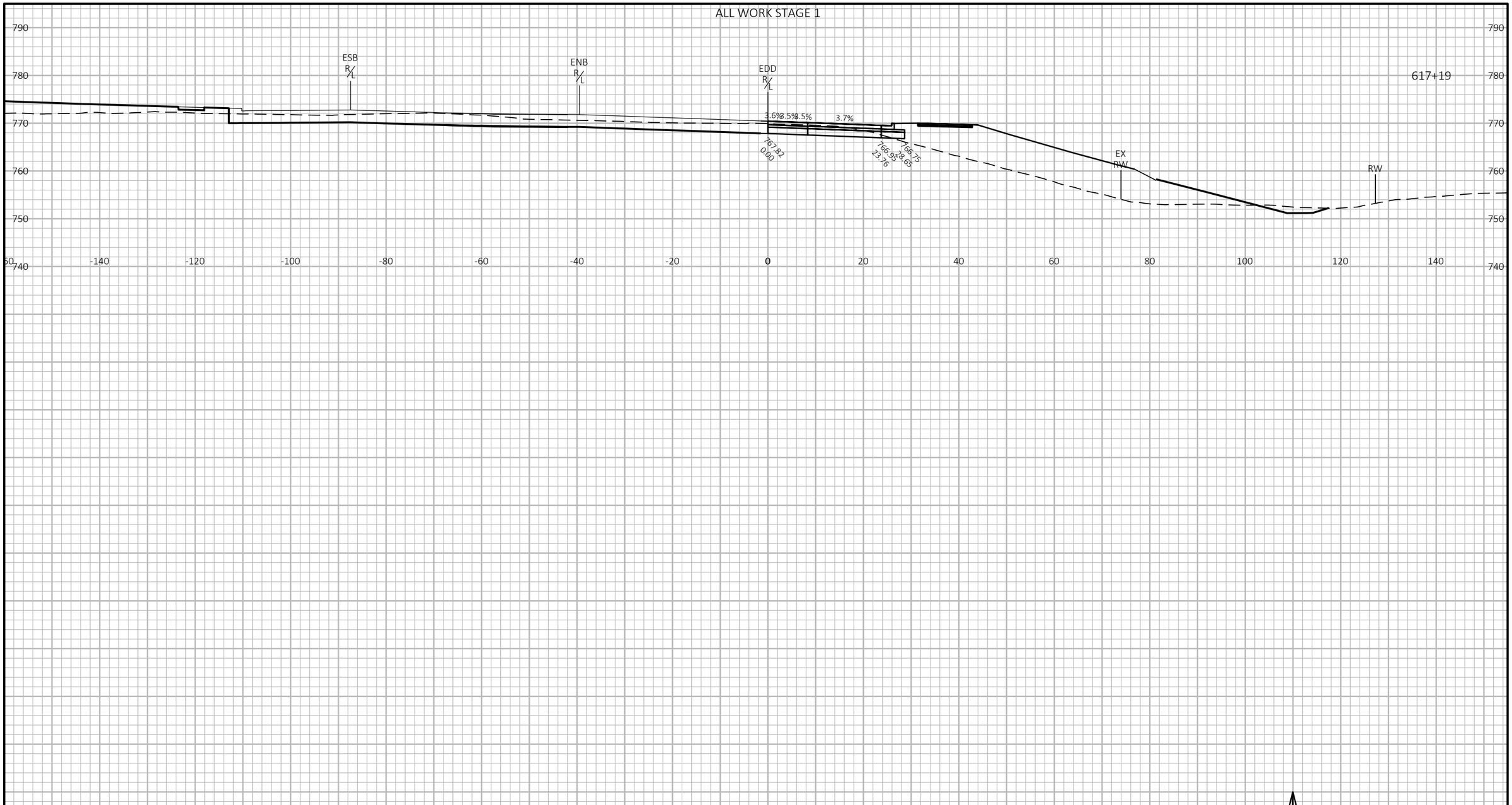
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090408-XS-EDD.DWG
LAYOUT NAME - 02

PLOT DATE : 12/2/2024 3:31 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 1



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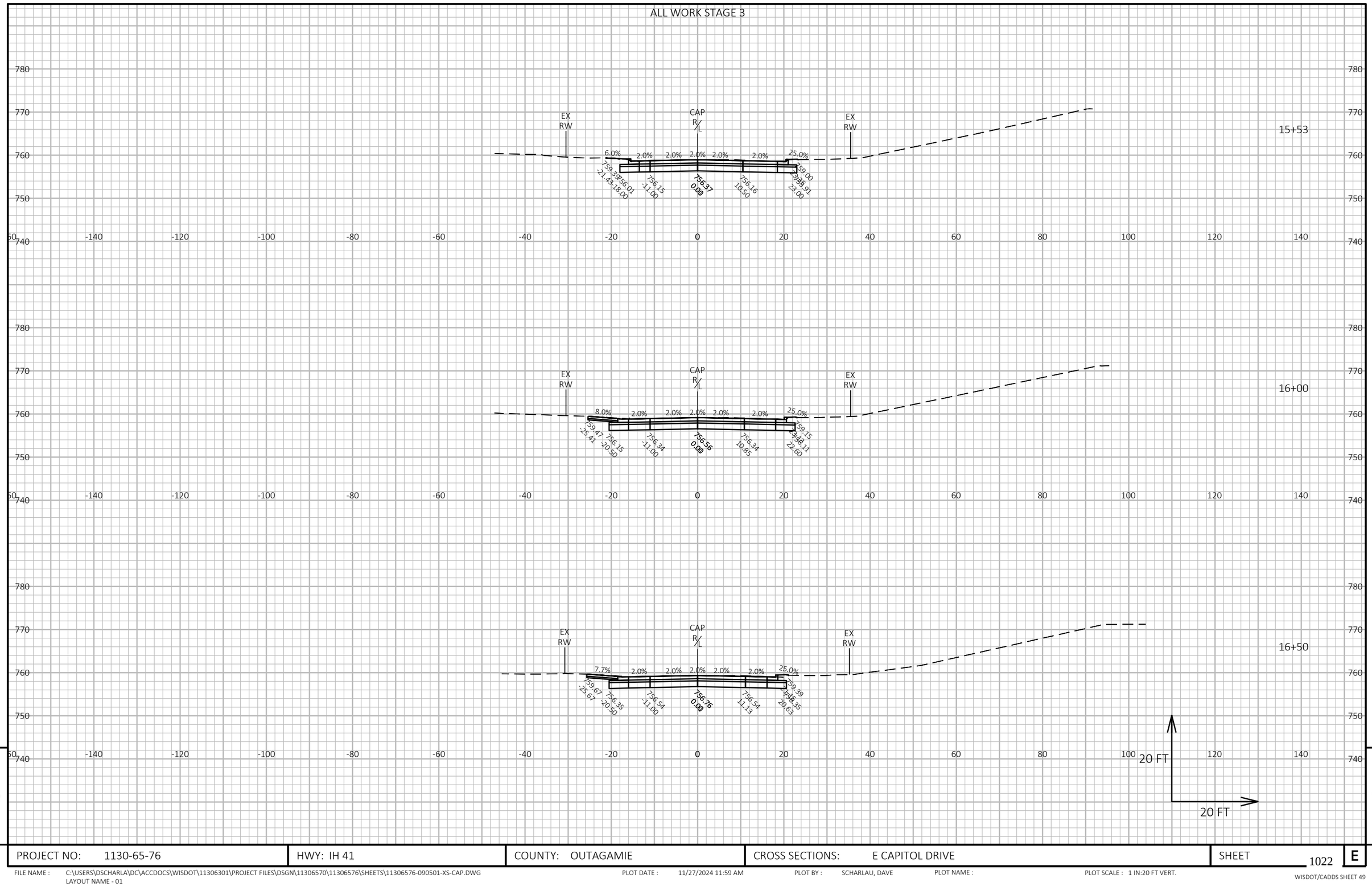
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: RAMP EDD	SHEET 1021	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090408-XS-EDD.DWG
LAYOUT NAME - 03

PLOT DATE : 12/2/2024 3:31 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 3



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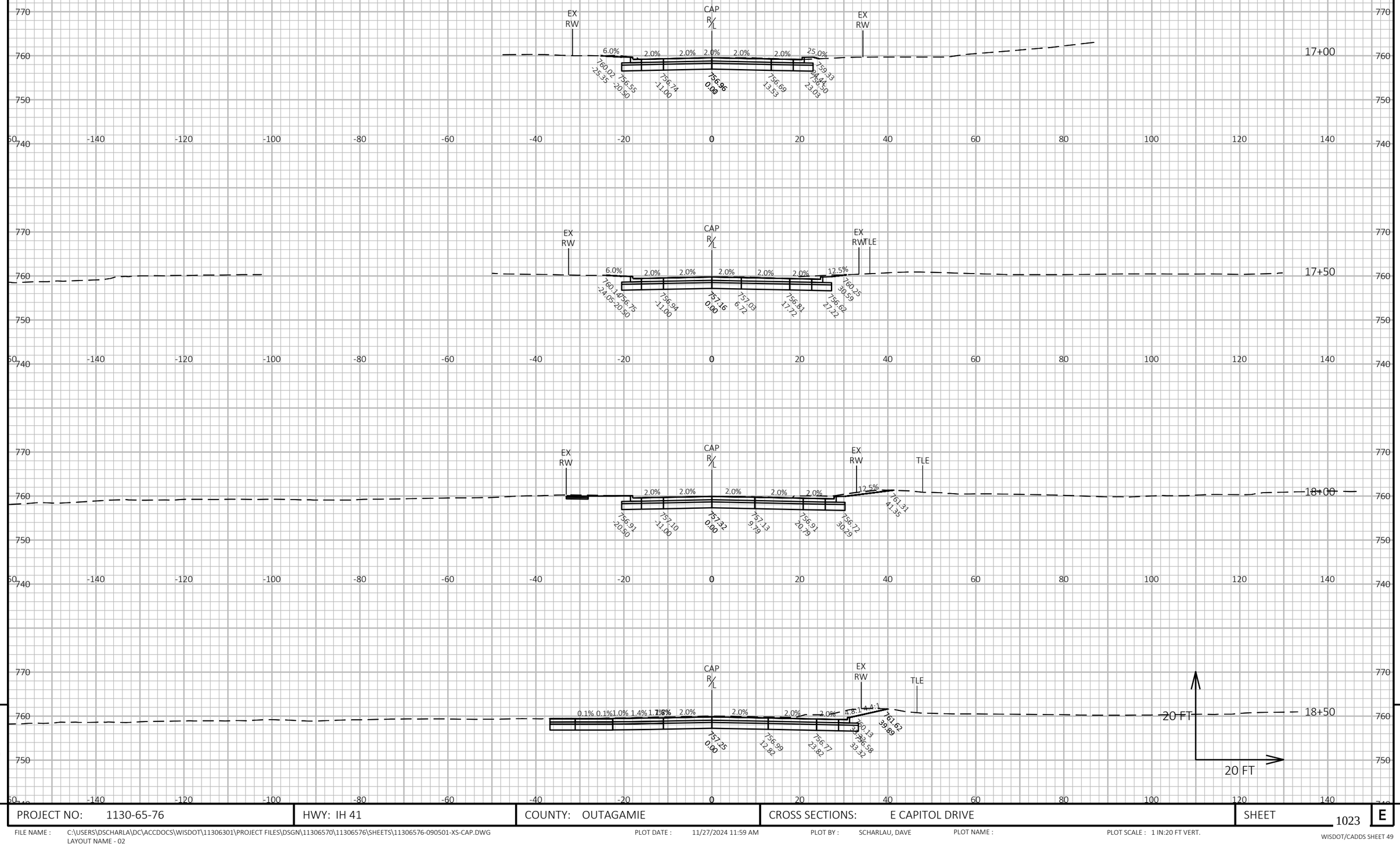
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090501-XS-CAP.DWG
LAYOUT NAME - 01

PLOT DATE : 11/27/2024 11:59 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 3



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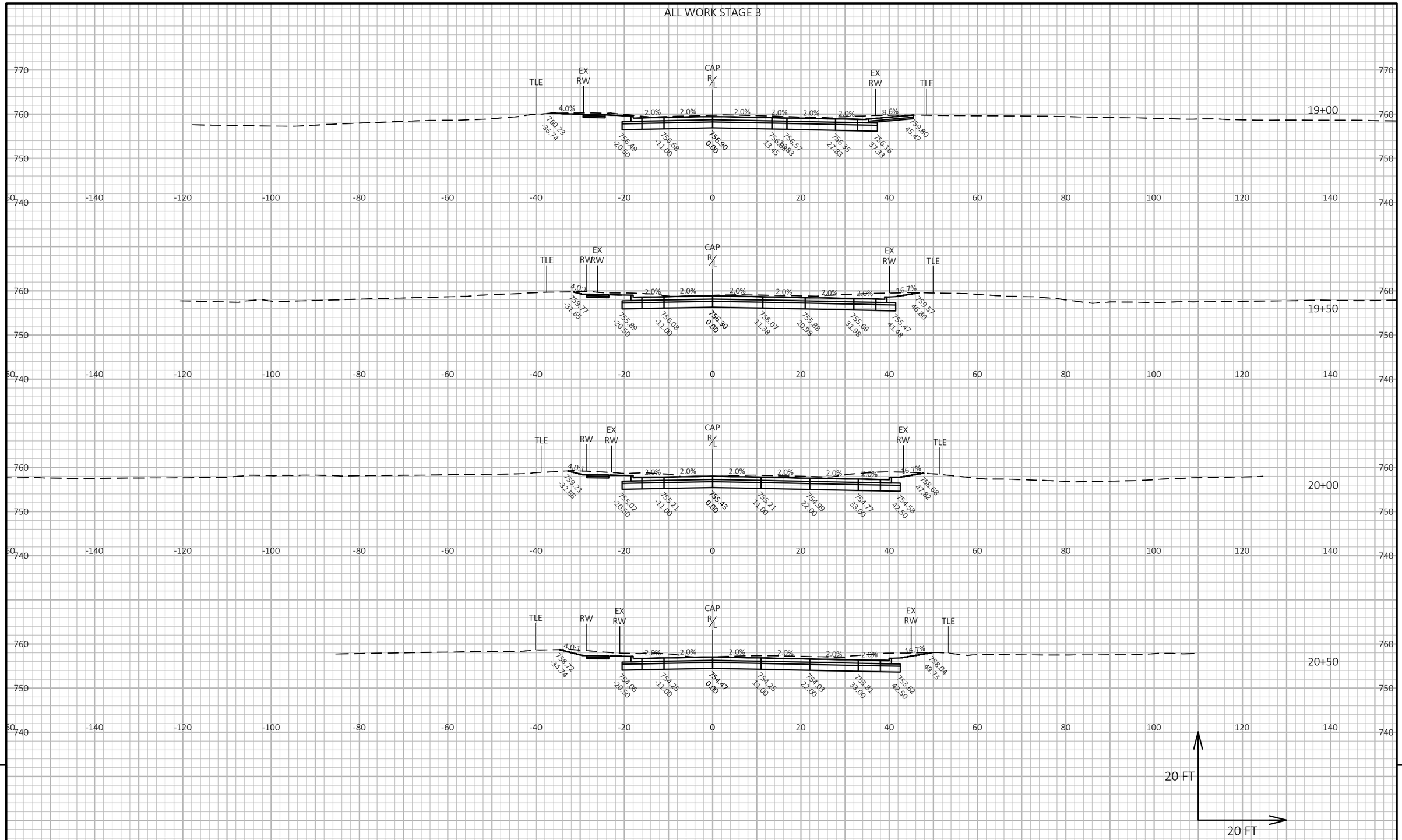
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: E CAPITOL DRIVE	SHEET 1023 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090501-XS-CAP.DWG
LAYOUT NAME - 02

PLOT DATE : 11/27/2024 11:59 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 3



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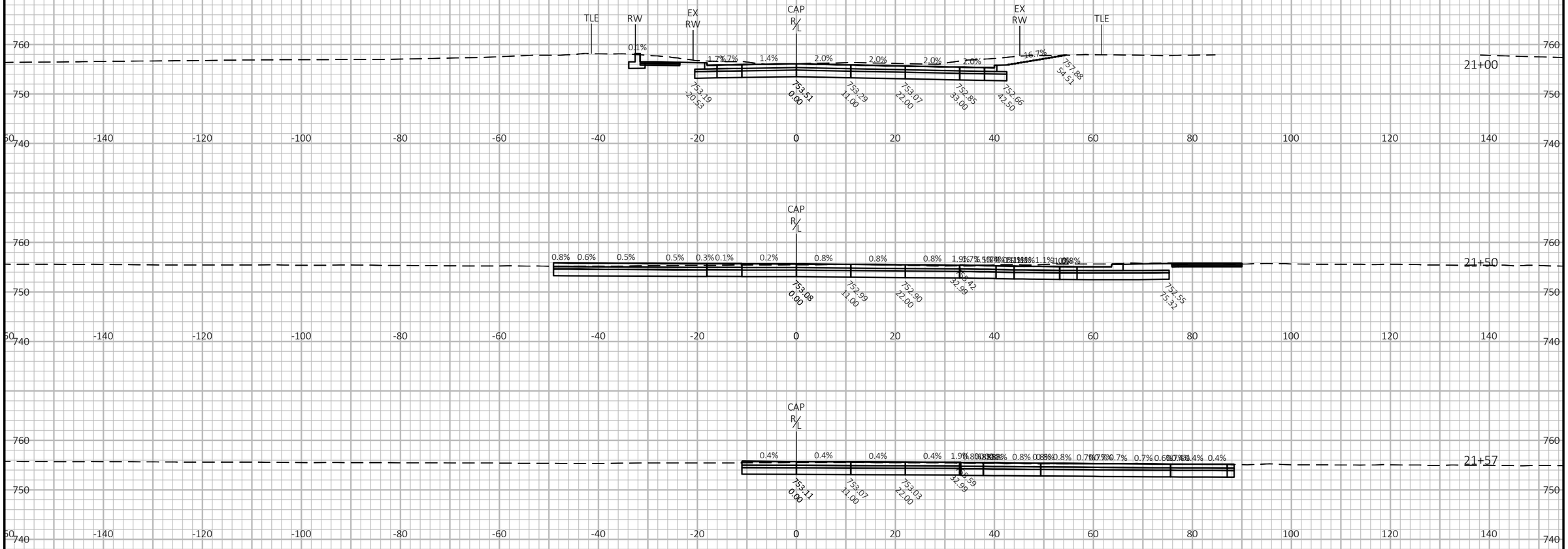
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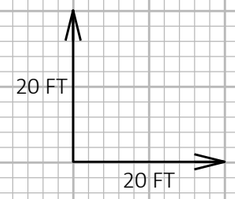
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LAYOUT NAME - 03

PLOT DATE : 11/27/2024 11:59 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 3





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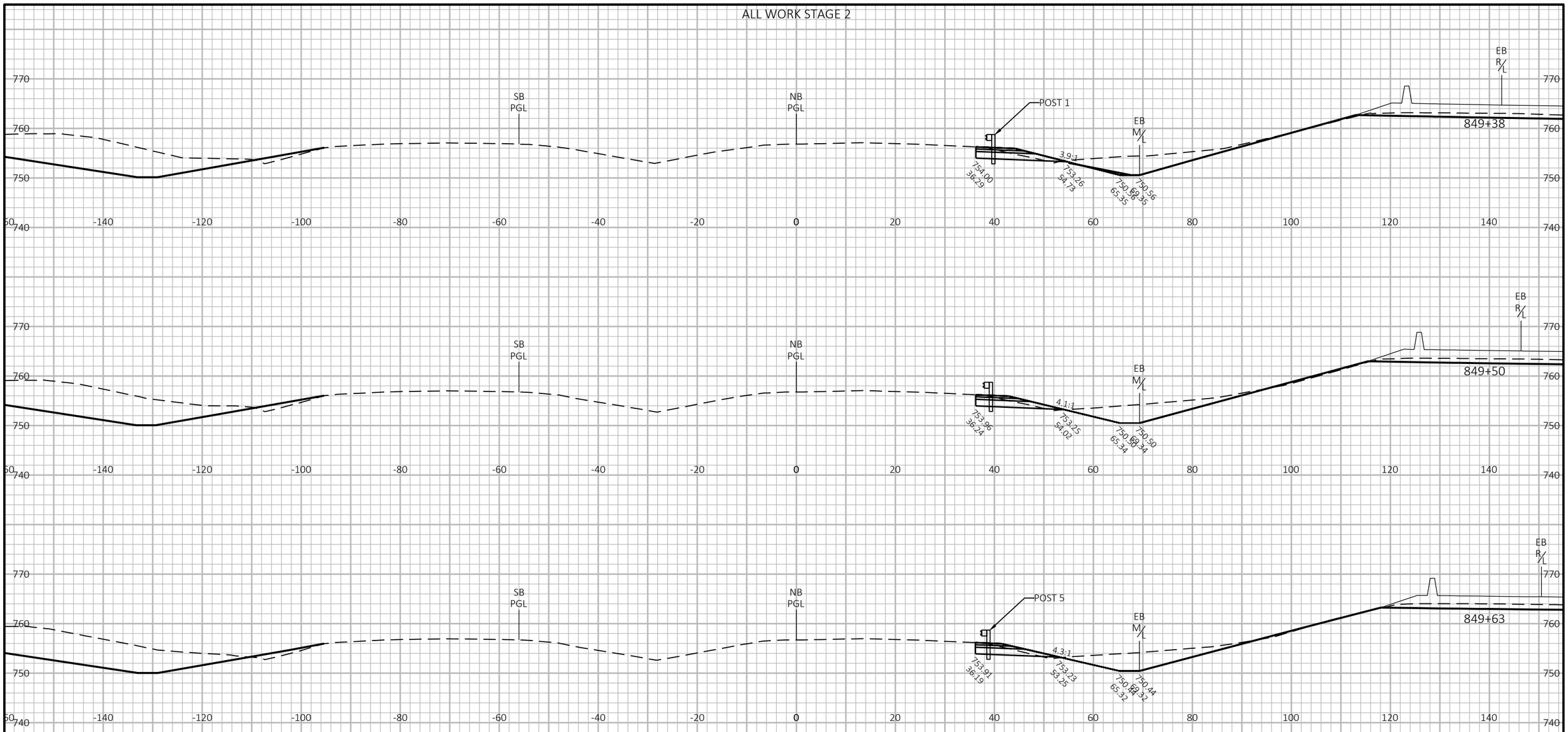
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090501-XS-CAP.DWG
LAYOUT NAME - 04

PLOT DATE : 11/27/2024 11:59 AM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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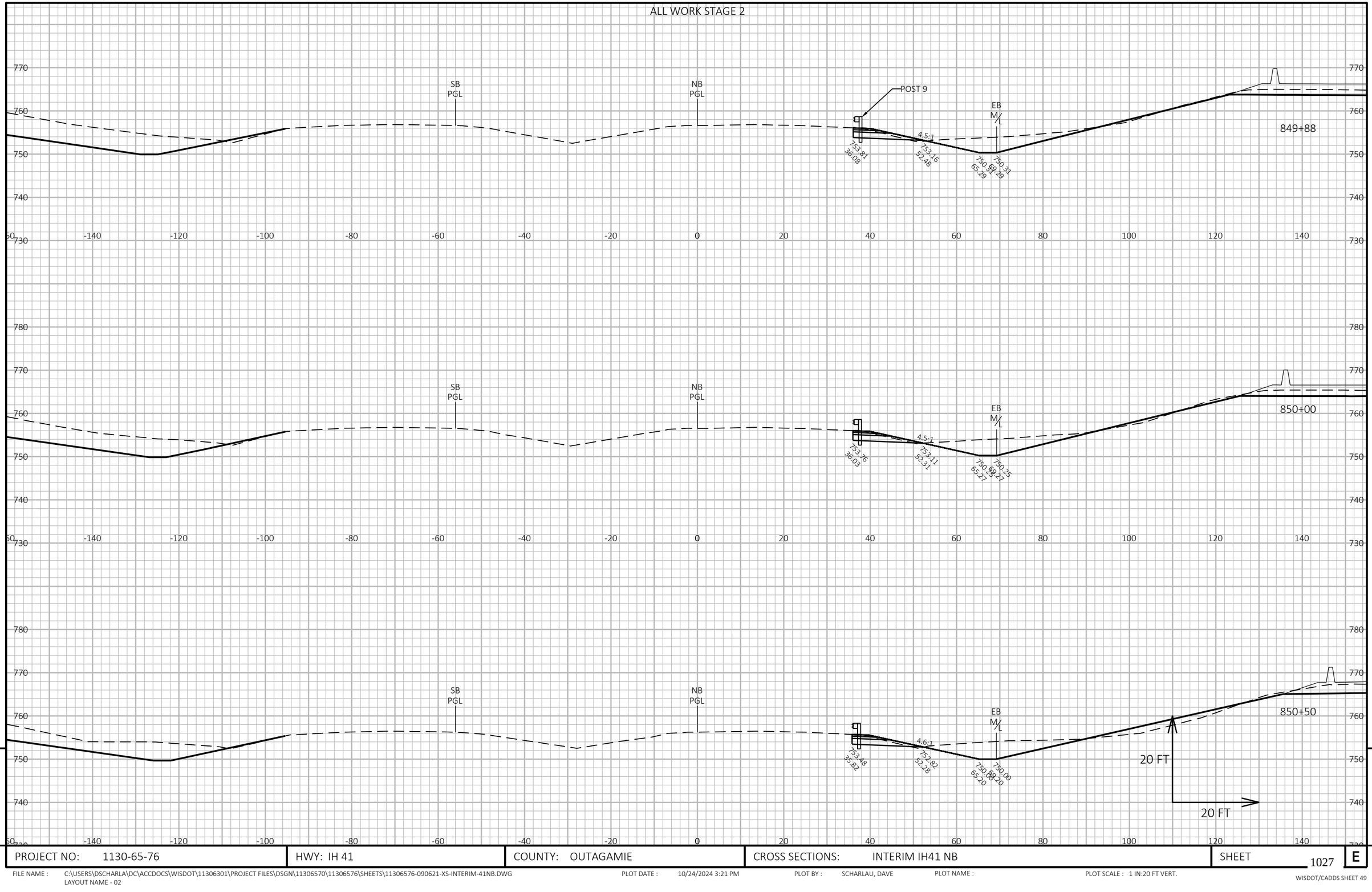
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090621-XS-INTERIM-41NB.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 3:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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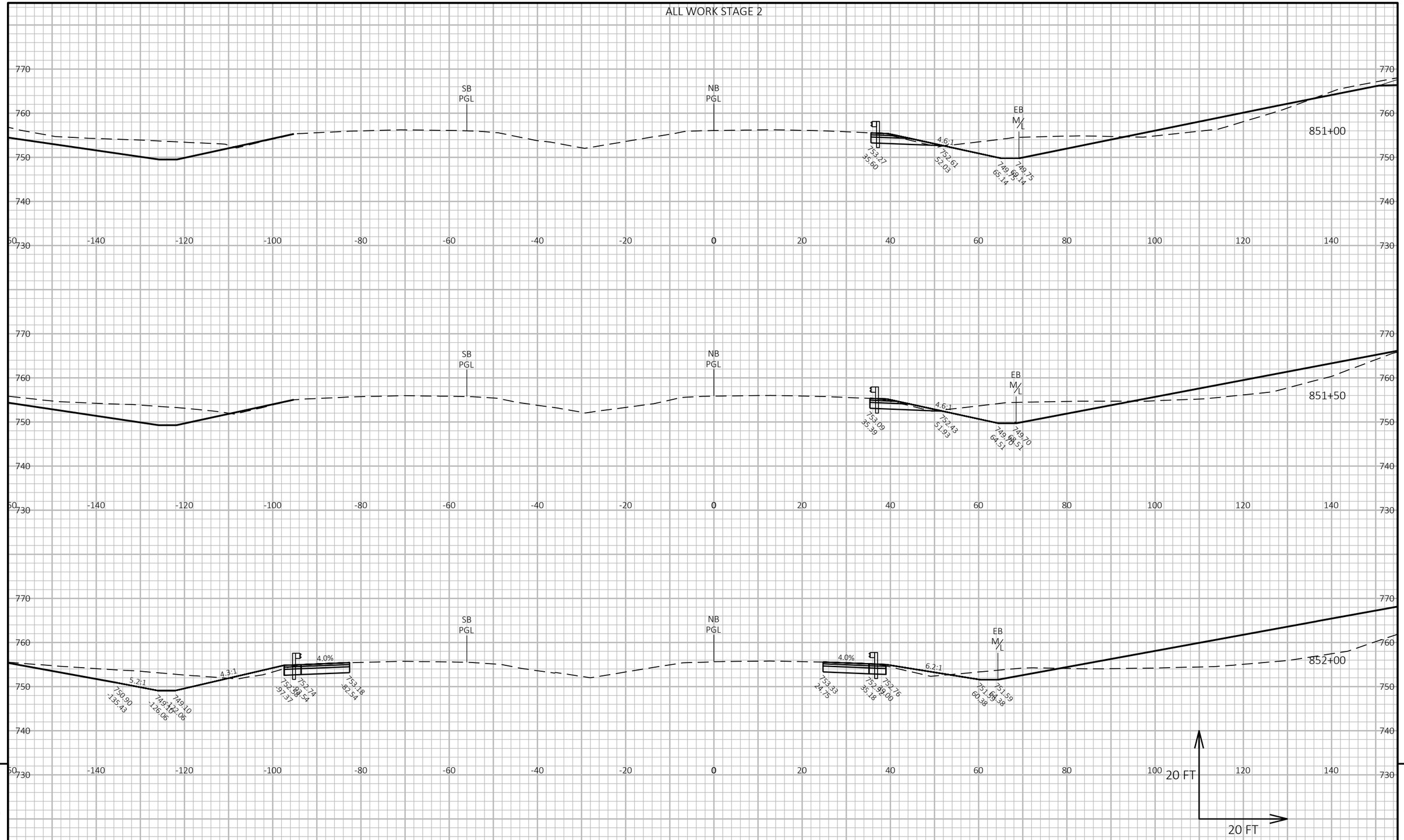
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH41 NB	SHEET 1027	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090621-XS-INTERIM-41NB.DWG
LAYOUT NAME - 02

PLOT DATE : 10/24/2024 3:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



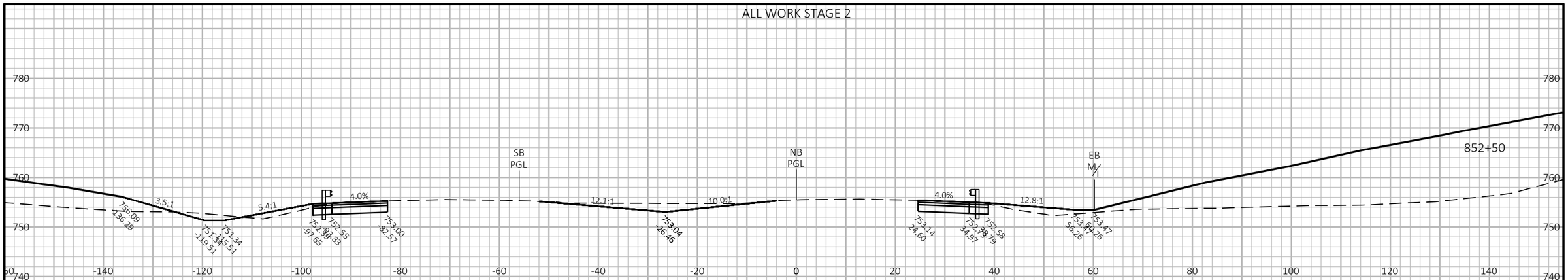
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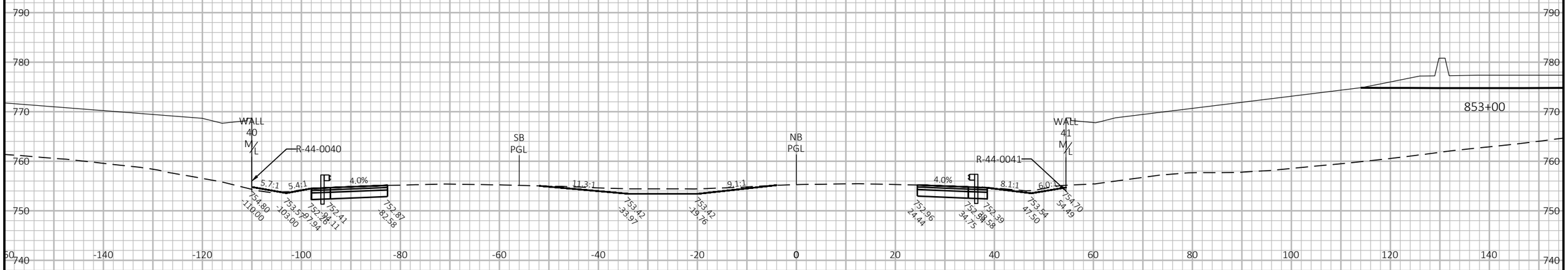
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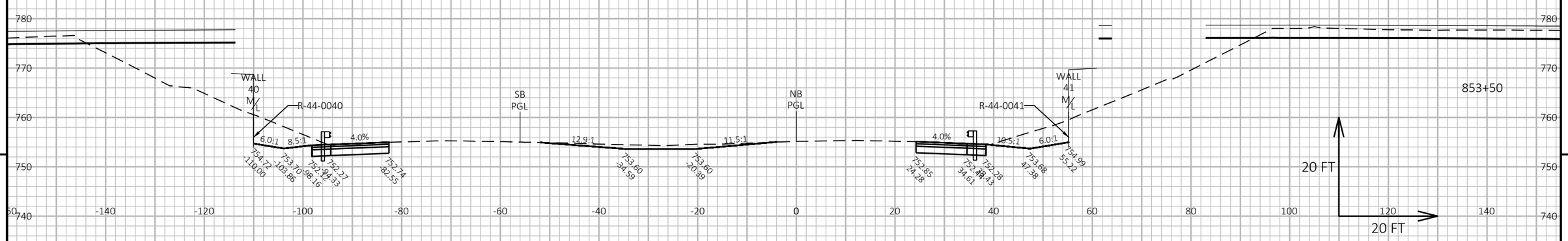
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090621-XS-INTERIM-41NB.DWG
LAYOUT NAME - 03
PLOT DATE : 10/24/2024 3:21 PM
PLOT BY : SCHARLAU, DAVE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

ALL WORK STAGE 2







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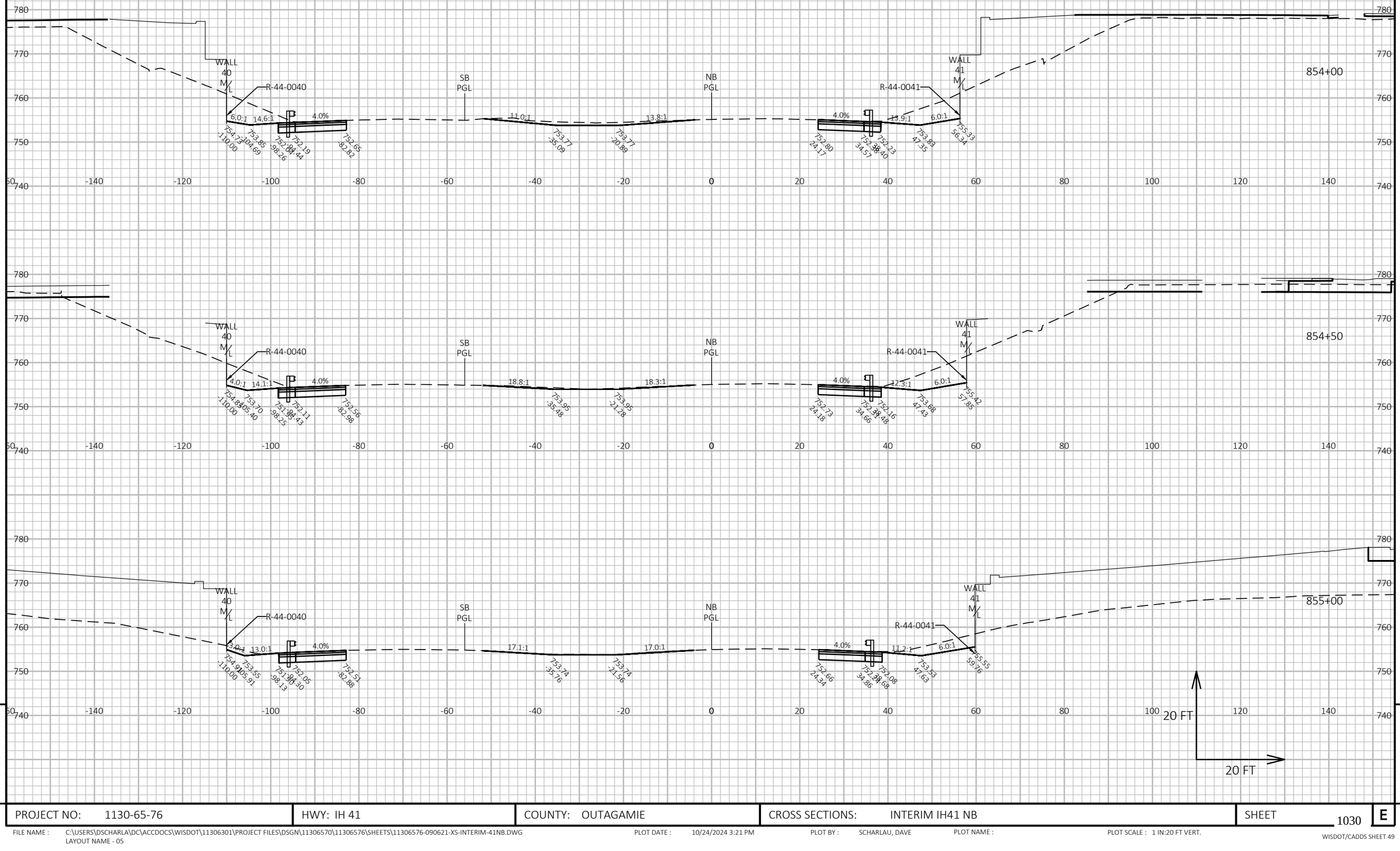
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090621-XS-INTERIM-41NB.DWG
LAYOUT NAME - 04

PLOT DATE : 10/24/2024 3:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



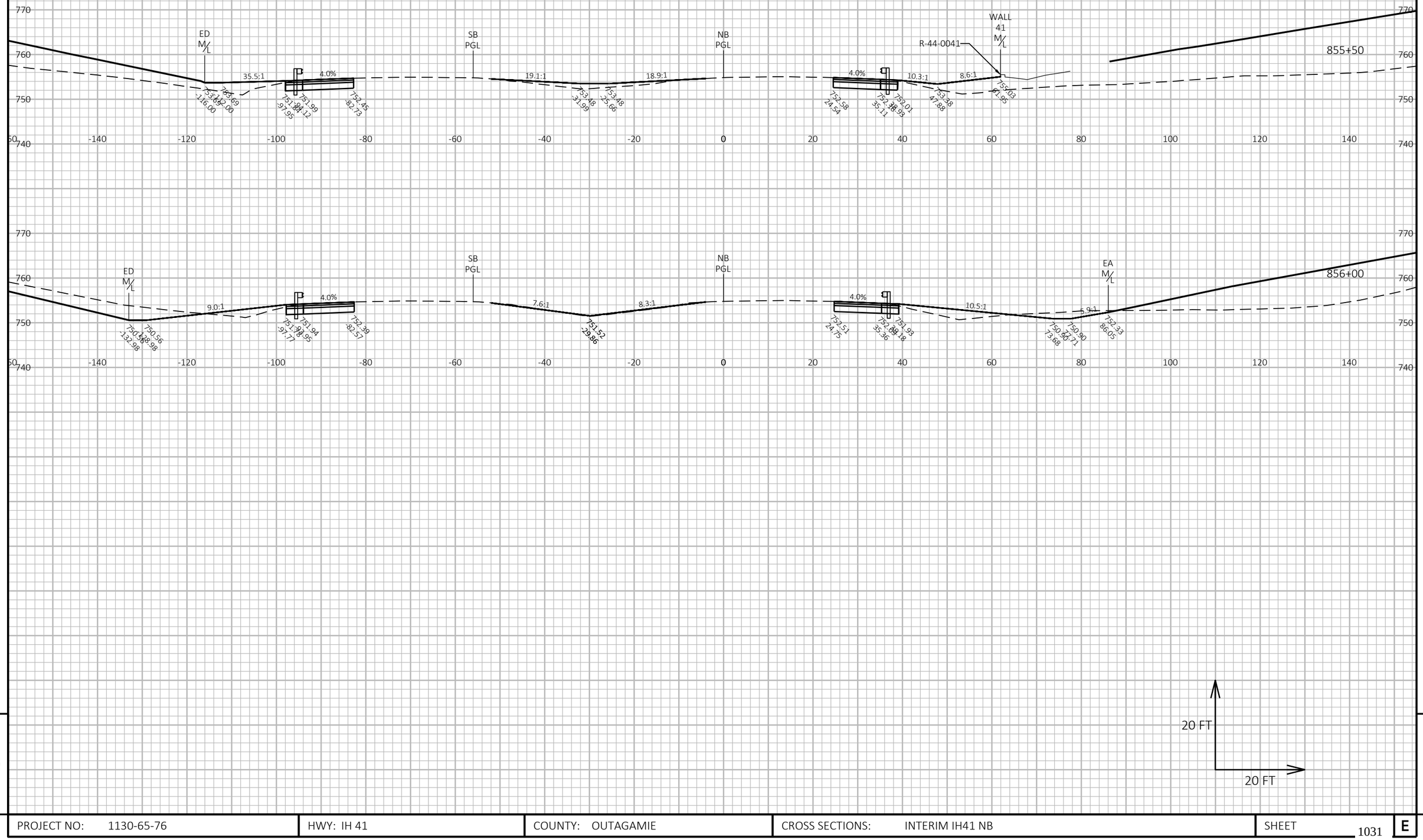
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090621-XS-INTERIM-41NB.DWG
LAYOUT NAME - 05

PLOT DATE : 10/24/2024 3:21 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



20 FT

20 FT

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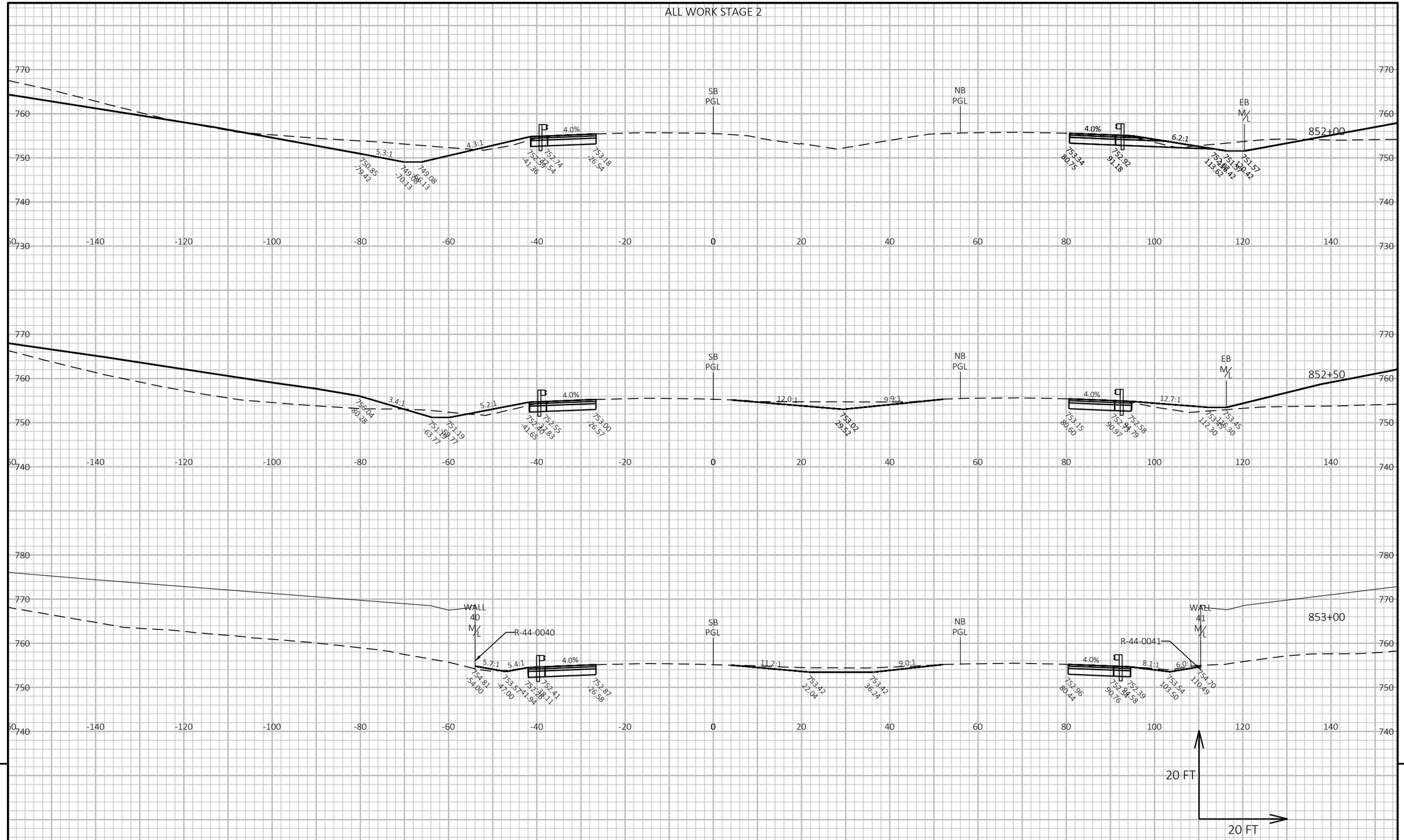
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090621-XS-INTERIM-41NB.DWG
LAYOUT NAME - 06

PLOT DATE : 10/24/2024 3:22 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



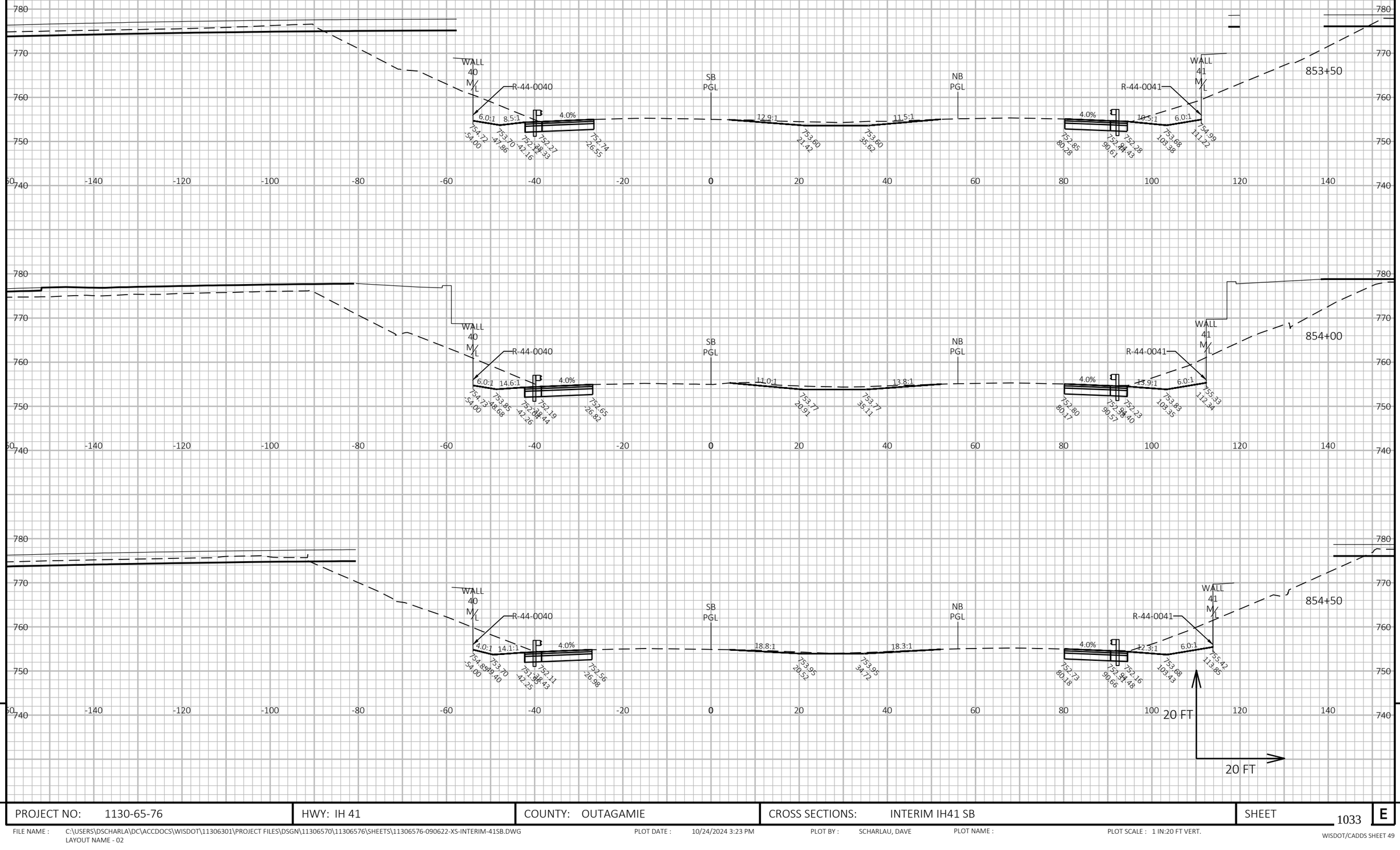
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090622-XS-INTERIM-41SB.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 3:22 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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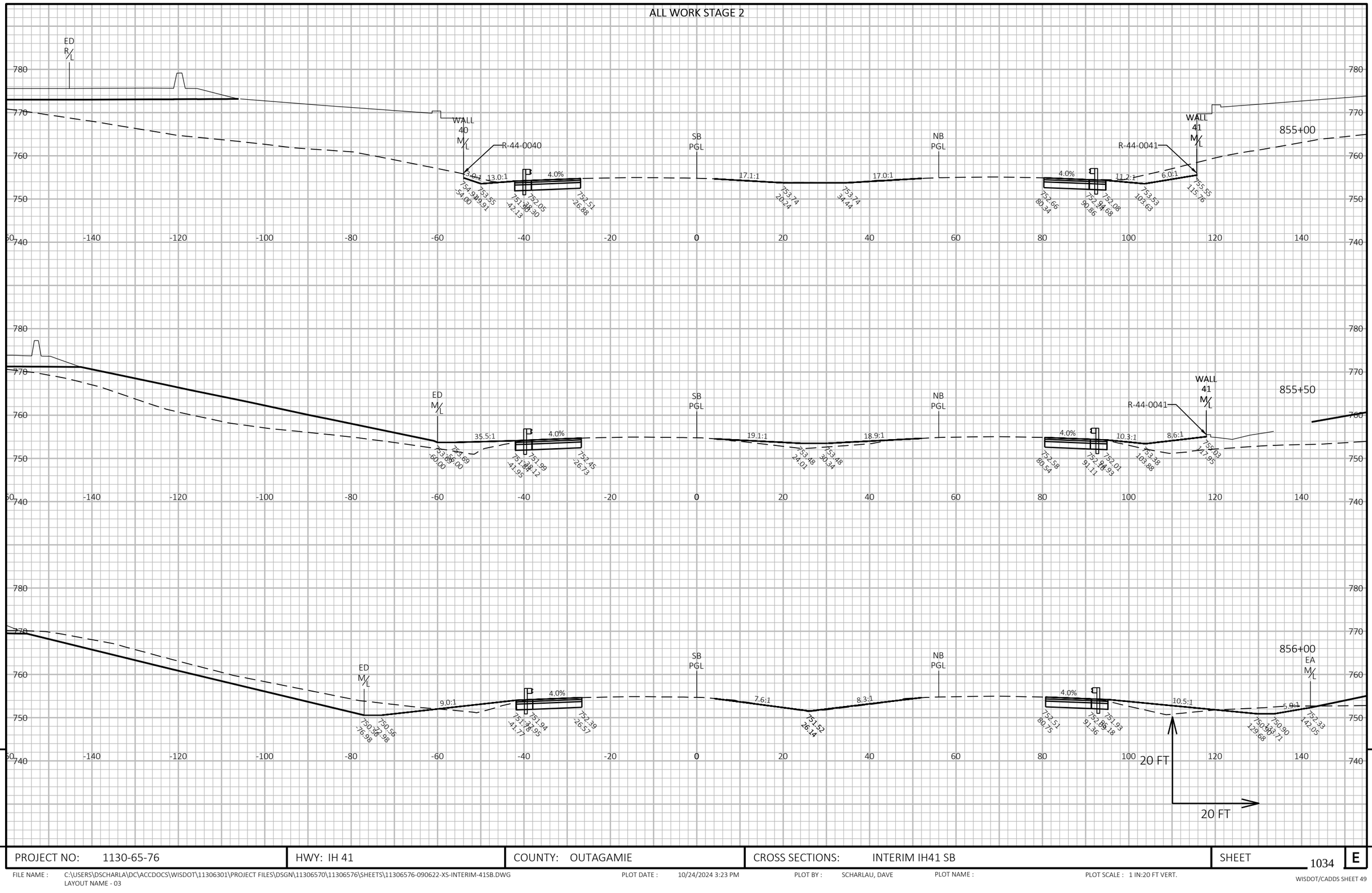
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH41 SB	SHEET 1033	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090622-XS-INTERIM-41SB.DWG
LAYOUT NAME - 02

PLOT DATE : 10/24/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



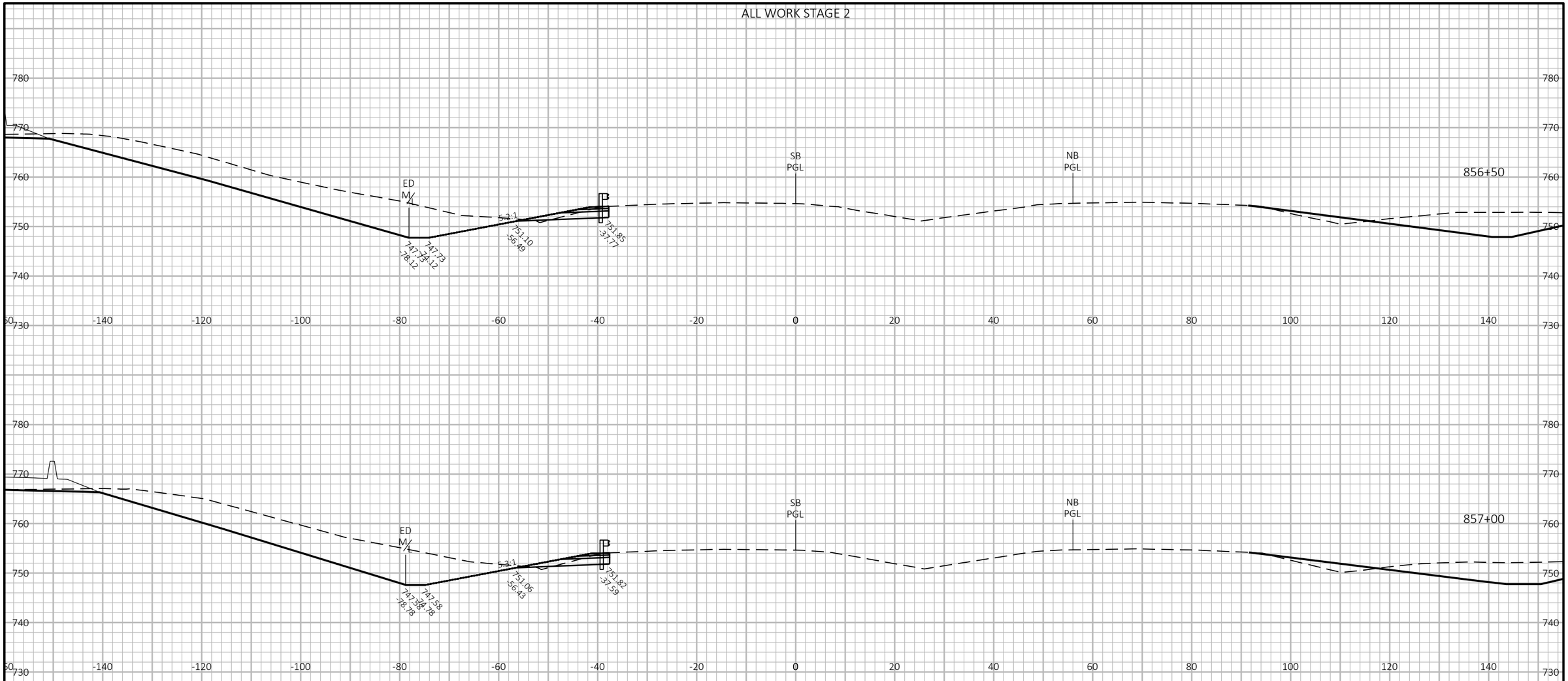
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090622-XS-INTERIM-41SB.DWG
LAYOUT NAME - 03

PLOT DATE : 10/24/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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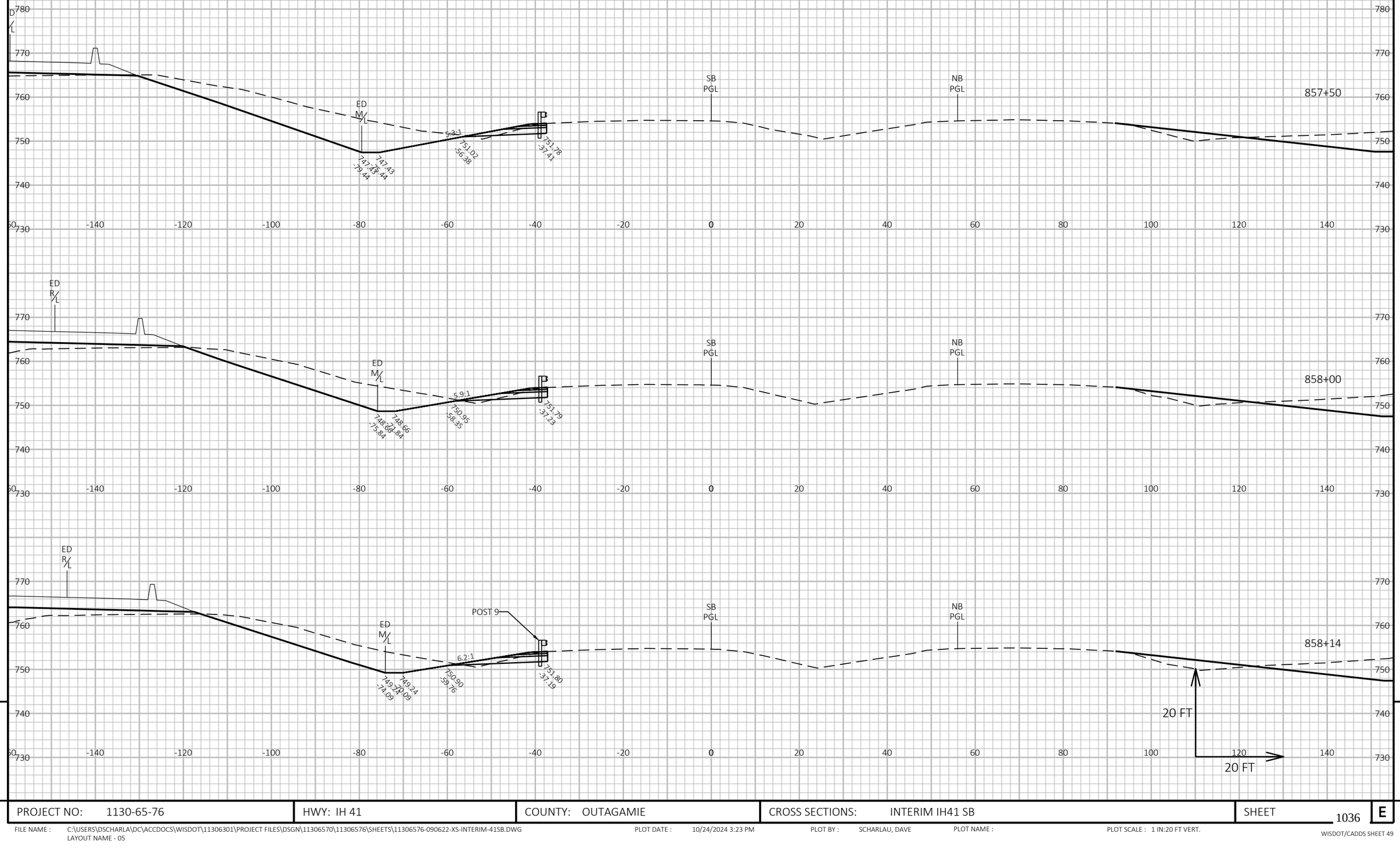
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FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090622-XS-INTERIM-41SB.DWG
LAYOUT NAME - 04

PLOT DATE : 10/24/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

ALL WORK STAGE 2



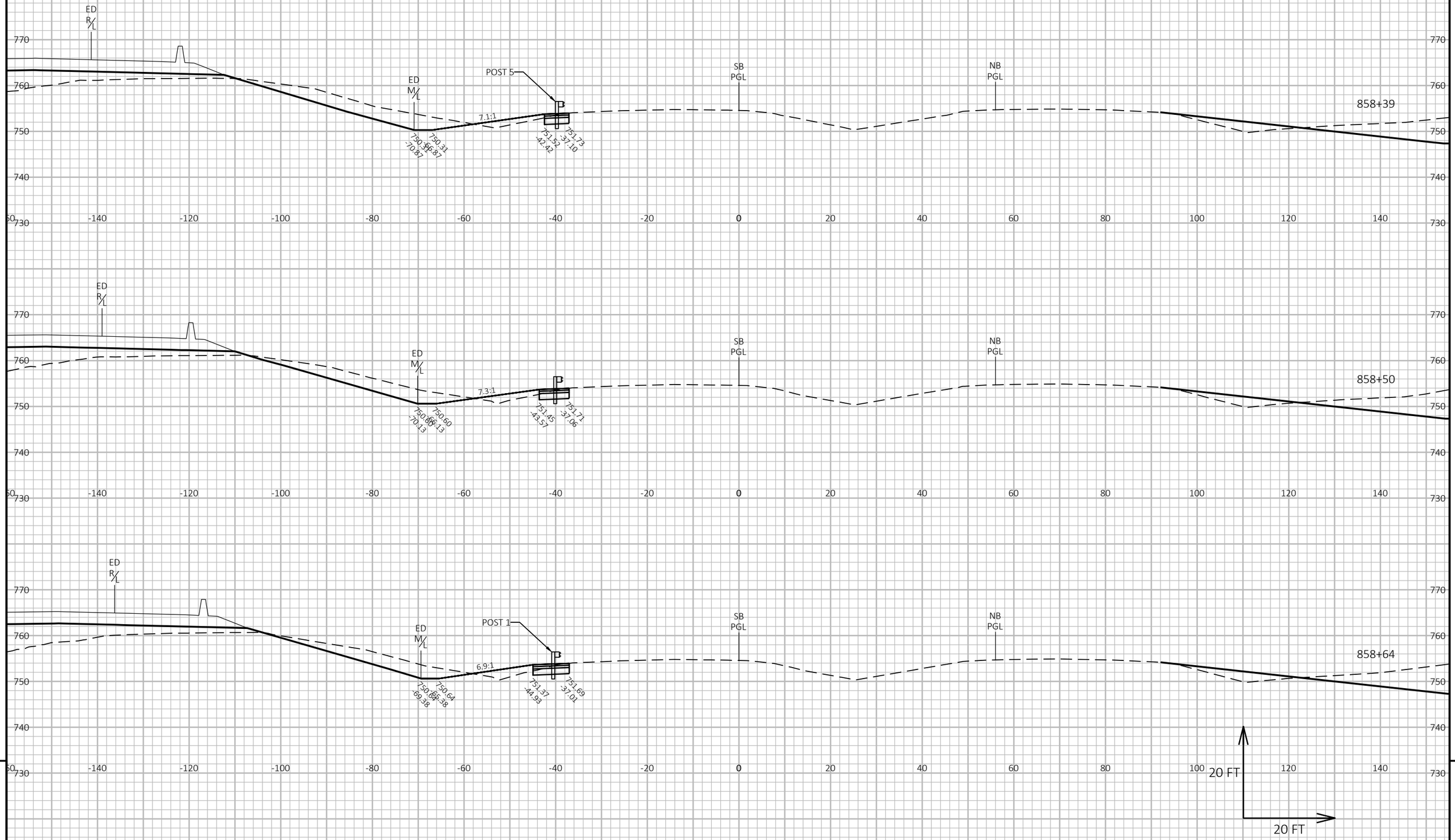
PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH41 SB	SHEET 1036	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090622-XS-INTERIM-41SB.DWG
LAYOUT NAME - 05

PLOT DATE : 10/24/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

ALL WORK STAGE 2



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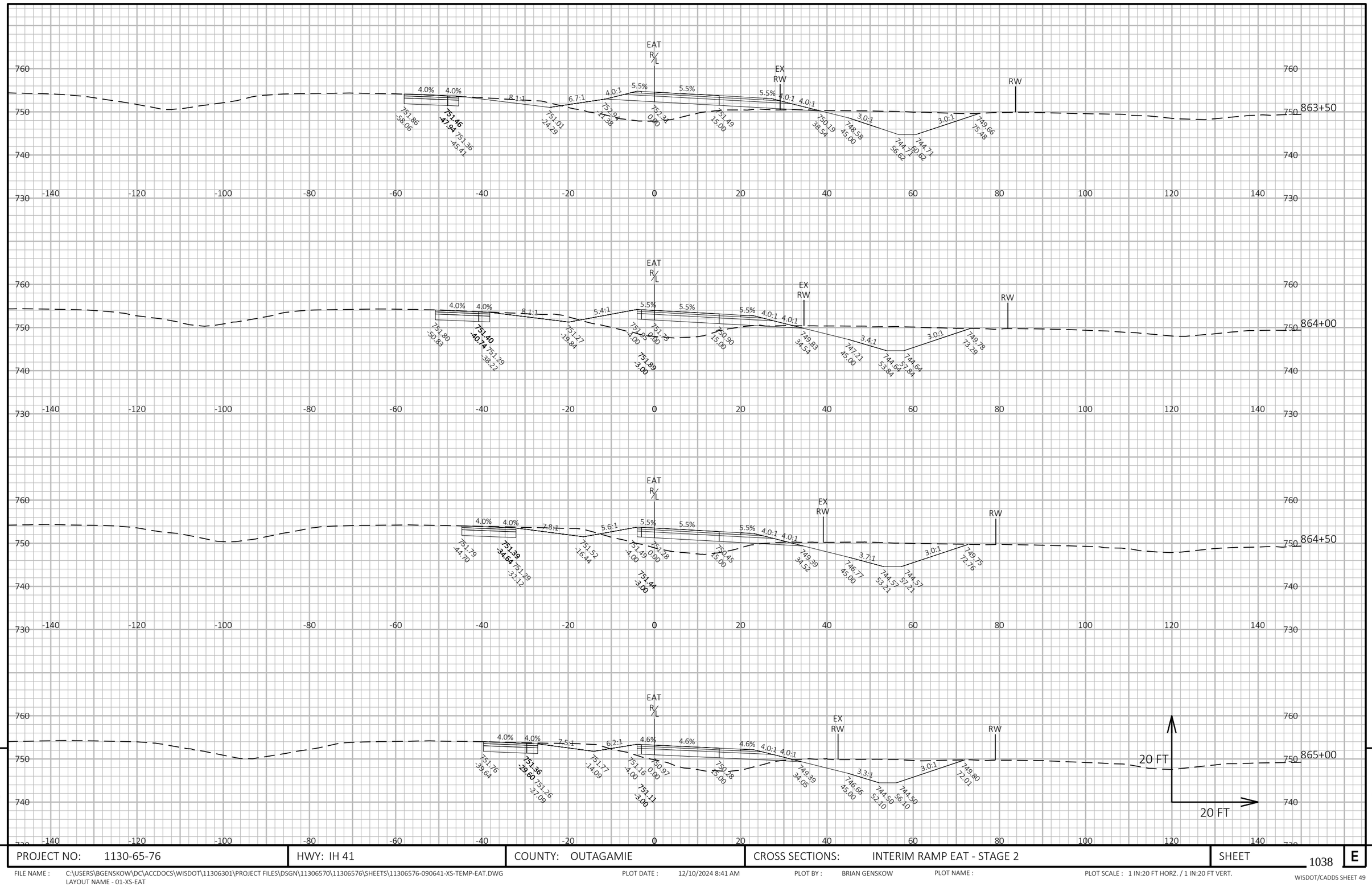
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM IH41 SB	SHEET 1037	E

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LAYOUT NAME - 06

PLOT DATE : 10/24/2024 3:23 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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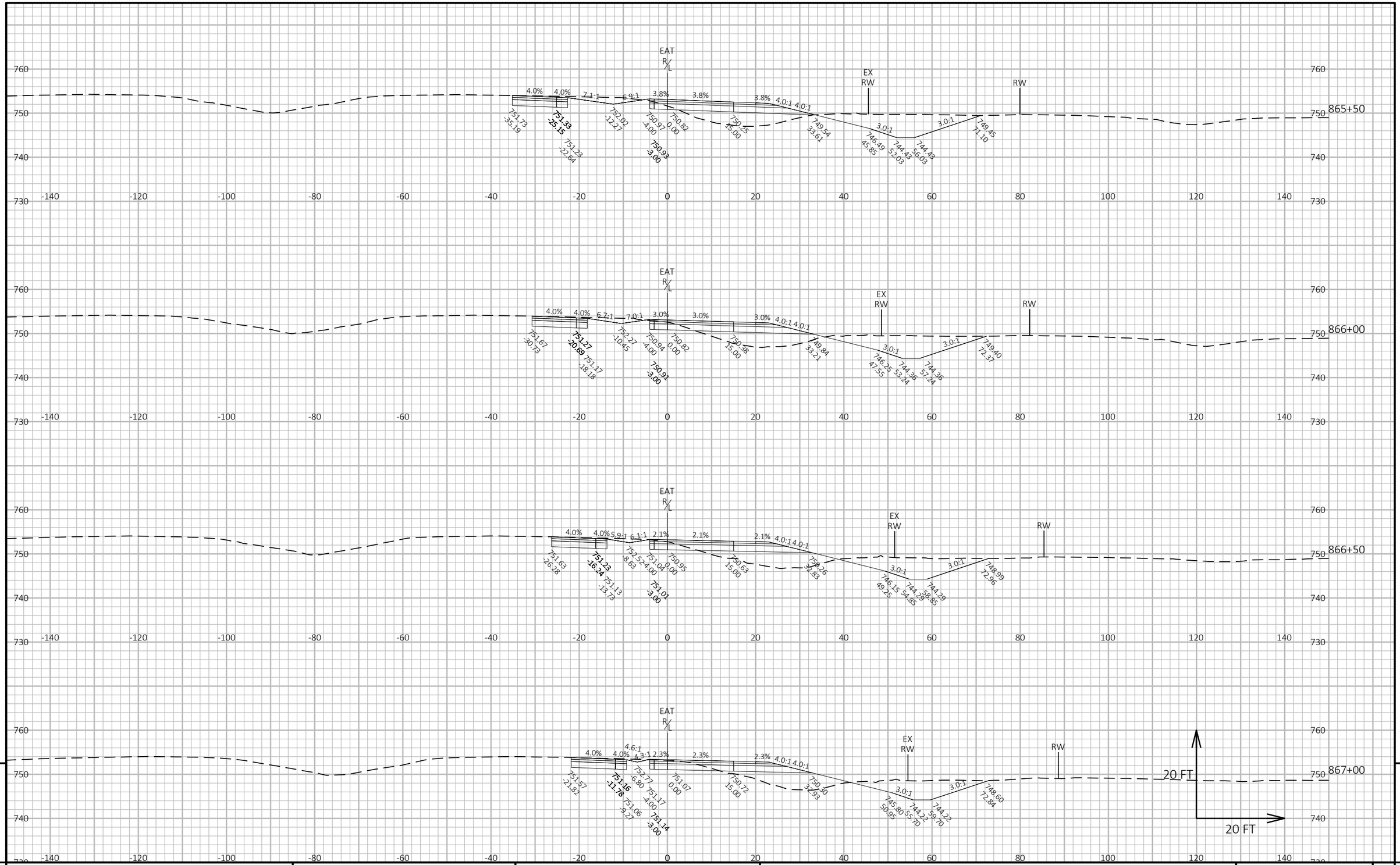
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EAT - STAGE 2	SHEET 1038	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090641-XS-TEMP-EAT.DWG
LAYOUT NAME - 01-XS-EAT

PLOT DATE : 12/10/2024 8:41 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

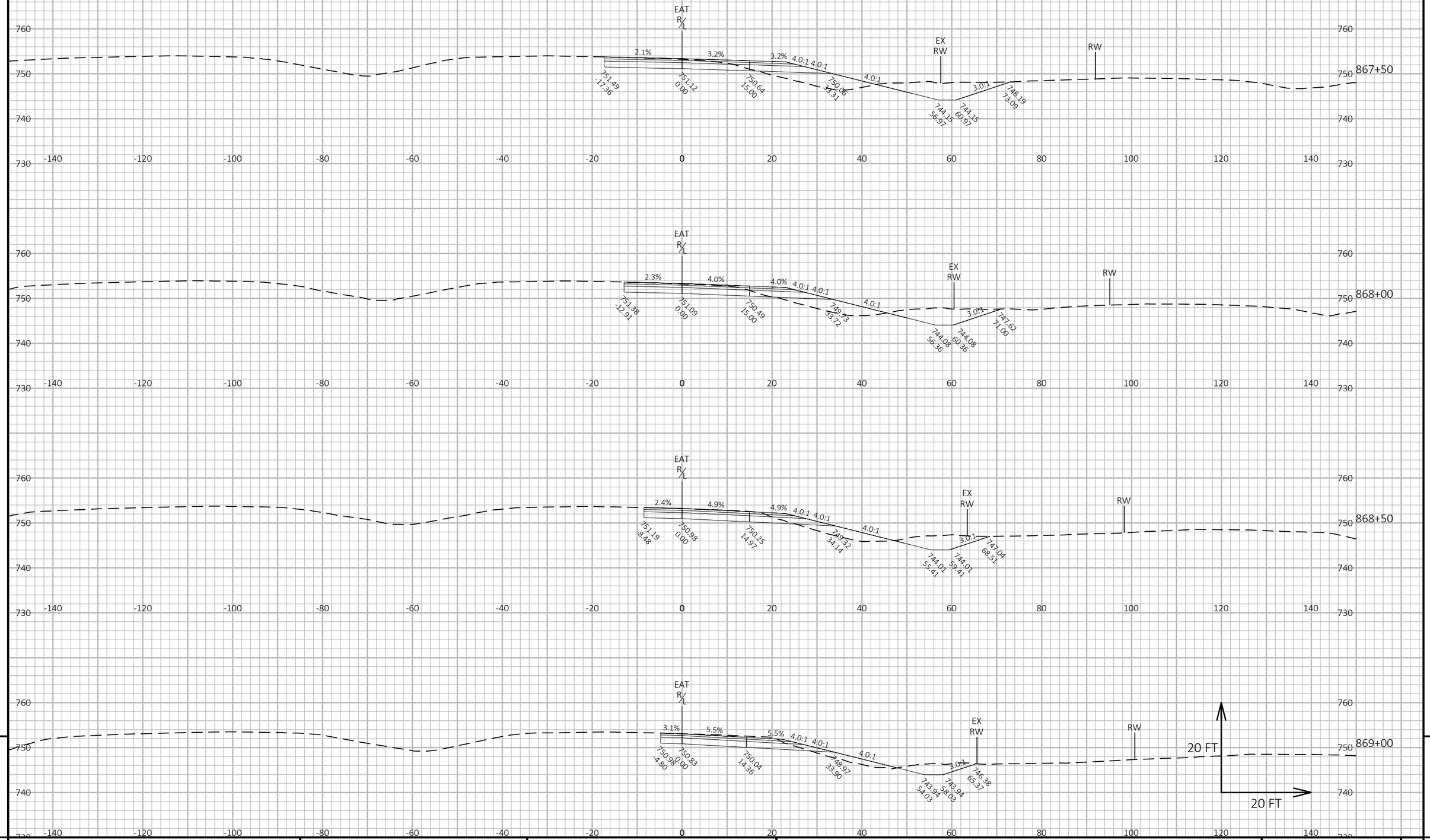


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EAT - STAGE 2	SHEET 1039	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090641-XS-TEMP-EAT.DWG
LAYOUT NAME - 02-XS-EAT

PLOT DATE : 12/10/2024 8:41 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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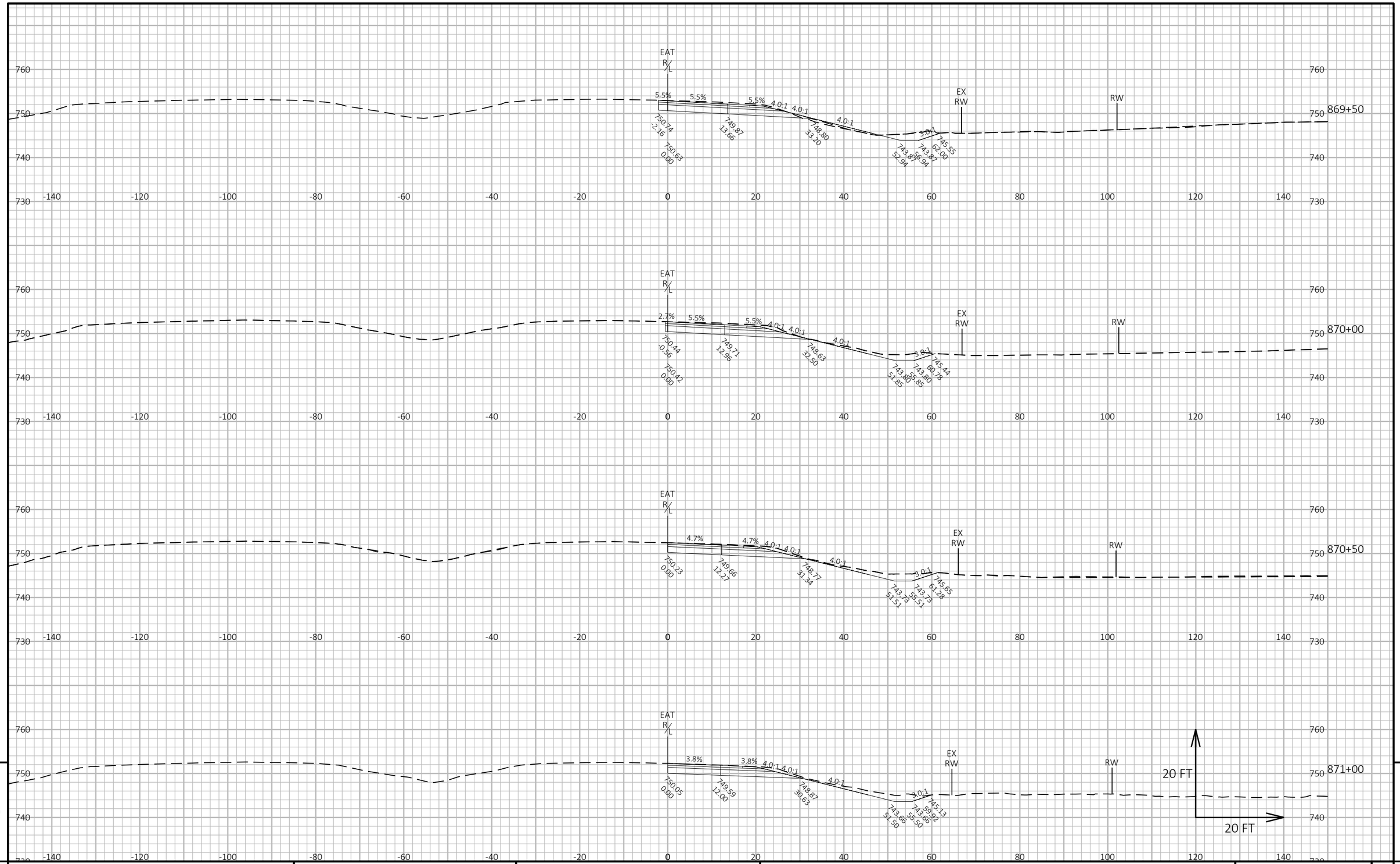
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EAT - STAGE 2	SHEET 1040	E

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LAYOUT NAME - 03-XS-EAT

PLOT DATE : 12/10/2024 8:41 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



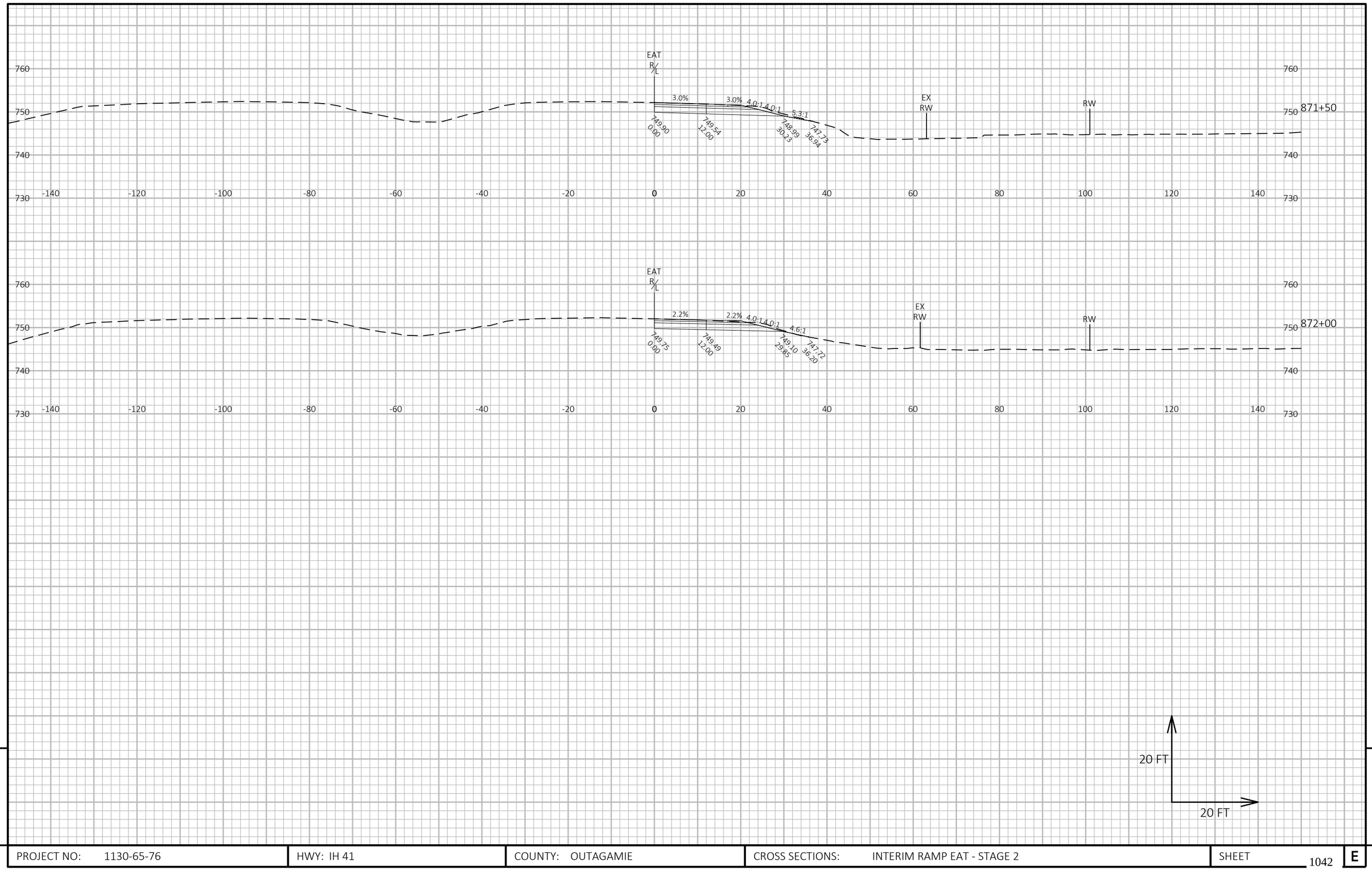
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EAT - STAGE 2	SHEET 1041	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090641-XS-TEMP-EAT.DWG
LAYOUT NAME - 04-XS-EAT

PLOT DATE : 12/10/2024 8:41 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



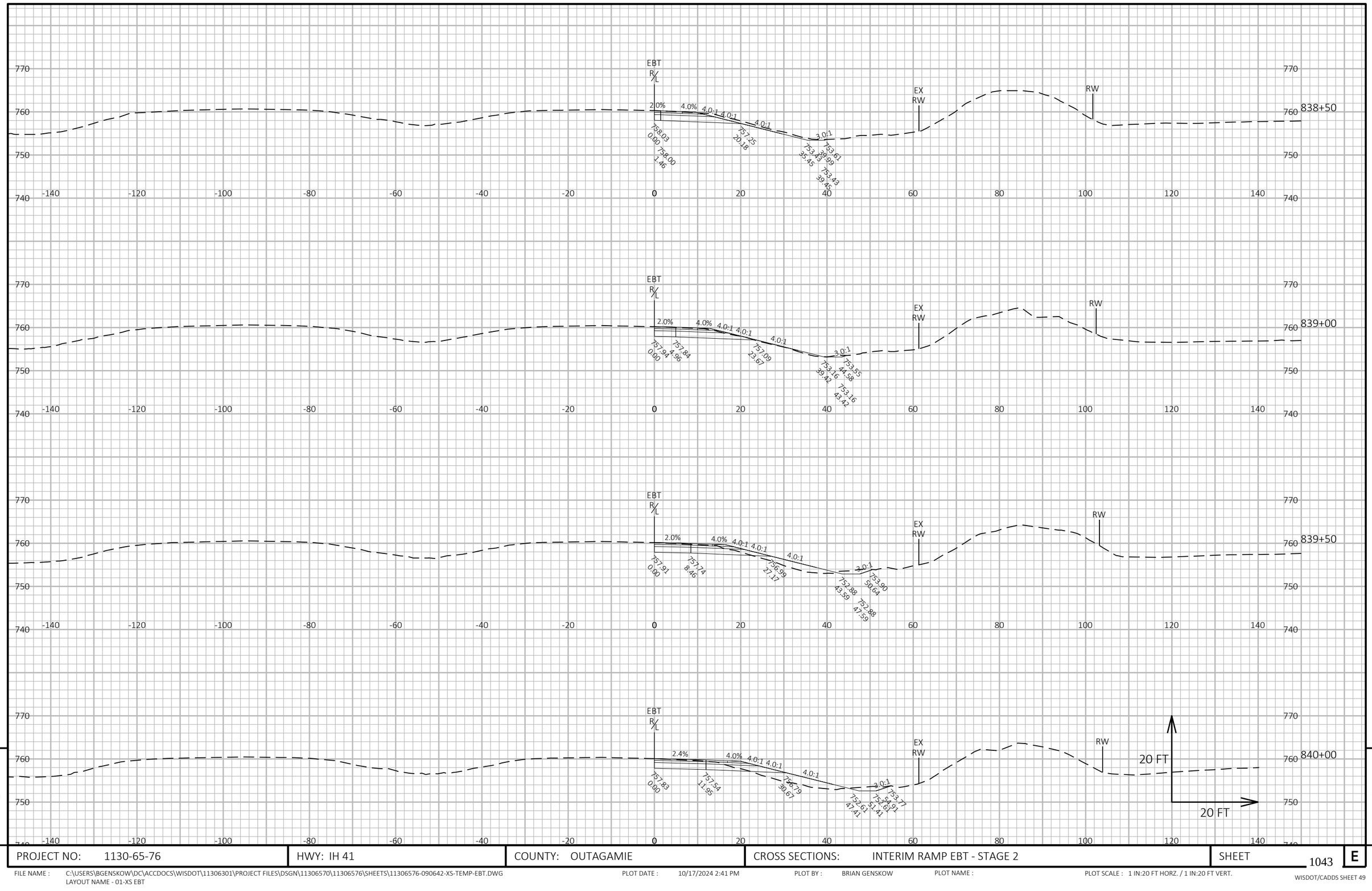
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EAT - STAGE 2	SHEET 1042	E

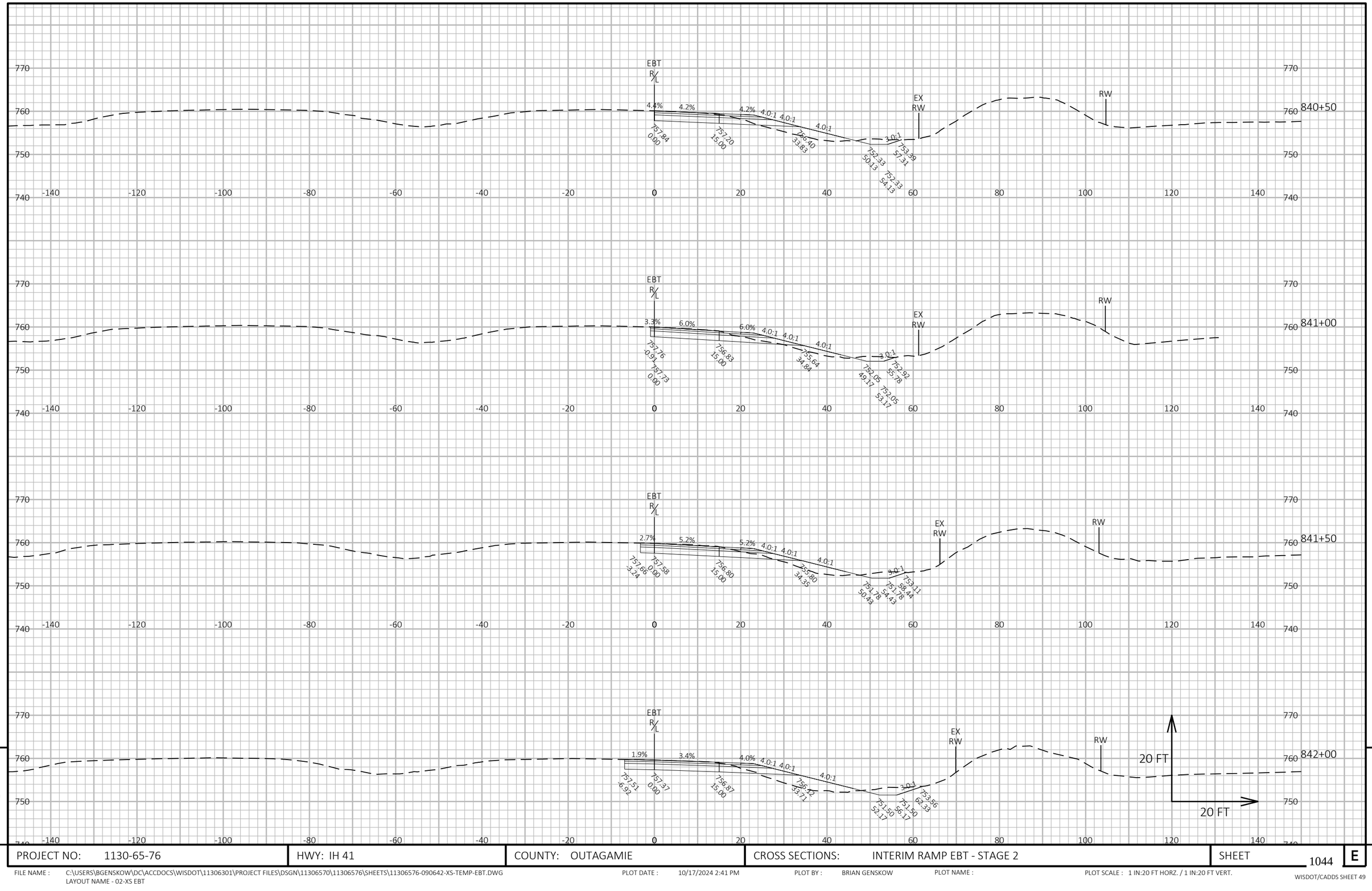
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LAYOUT NAME - 05-XS-EAT

PLOT DATE : 12/10/2024 8:41 AM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EBT - STAGE 2	SHEET 1043 E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090642-XS-TEMP-EBT.DWG
LAYOUT NAME - 01-XS EBT
PLOT DATE : 10/17/2024 2:41 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



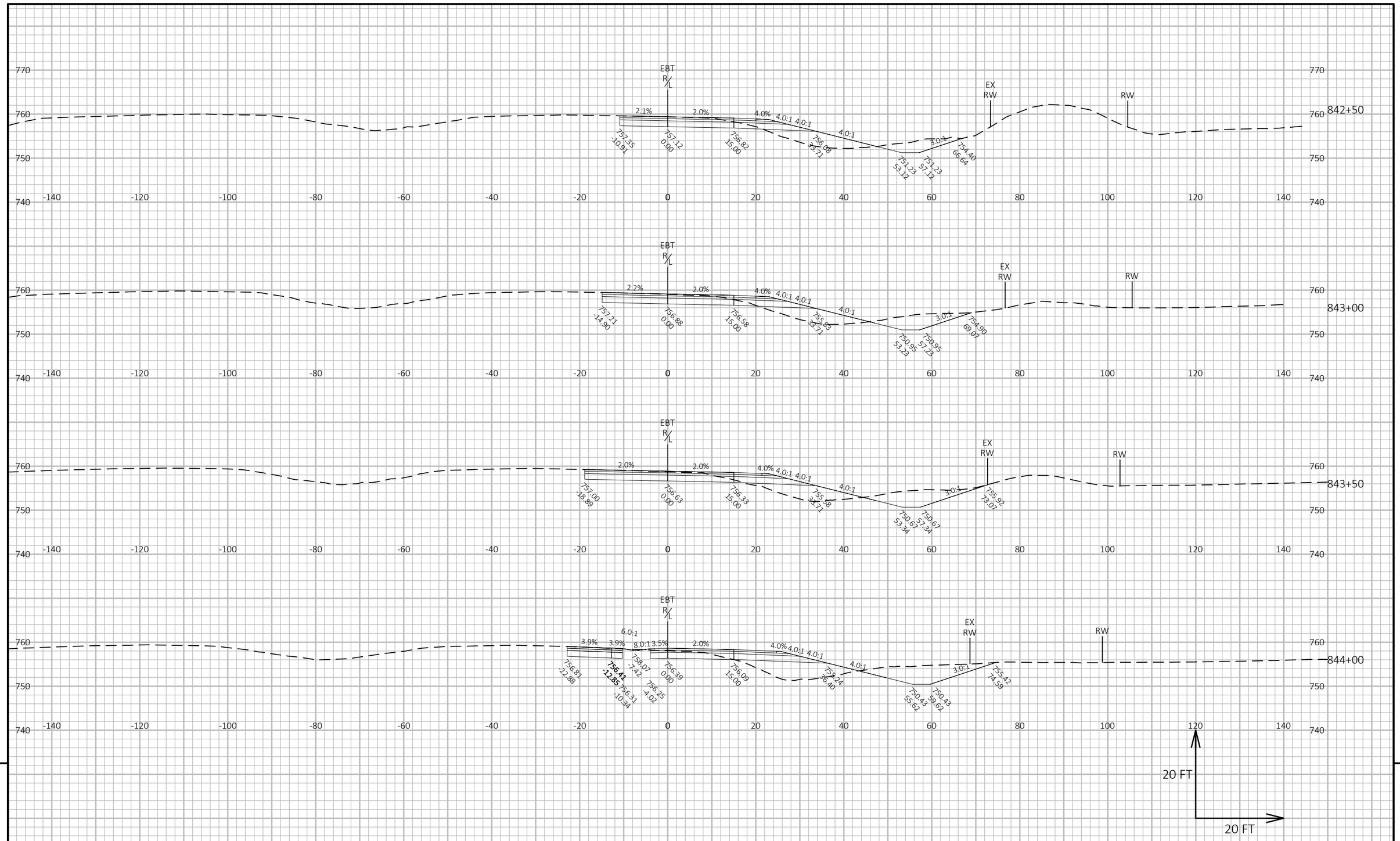
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EBT - STAGE 2	SHEET 1044	E

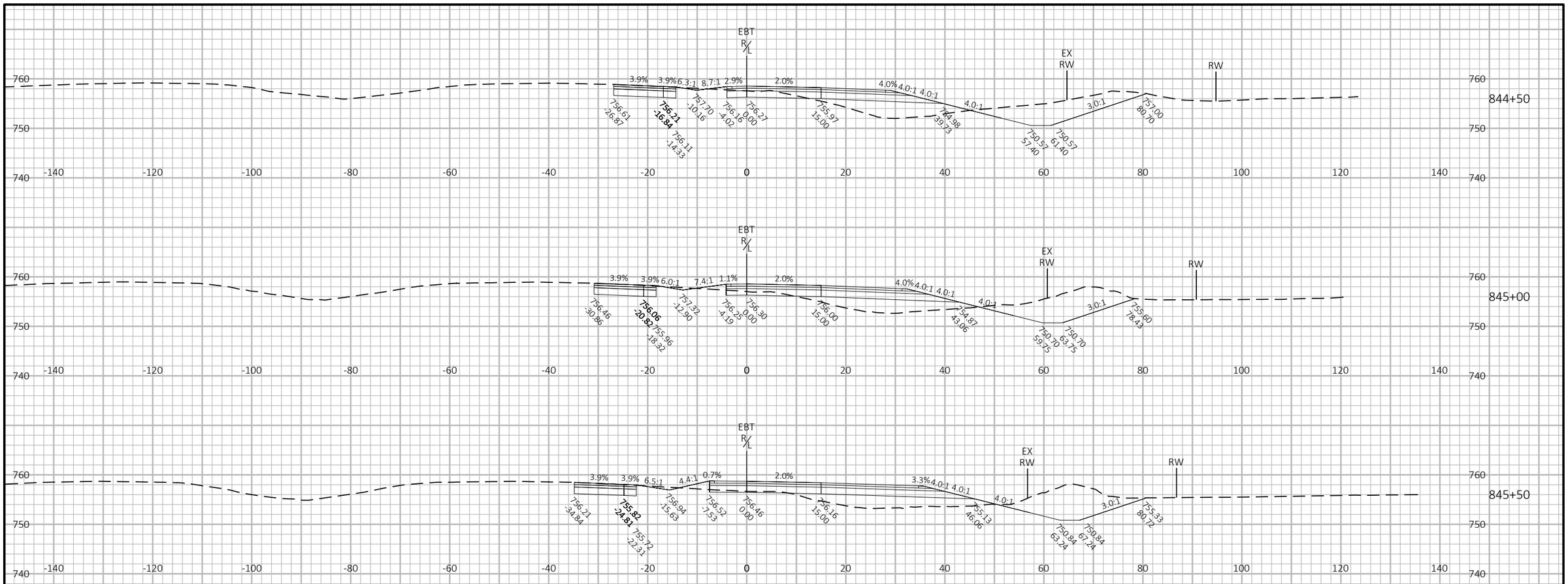
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LAYOUT NAME - 02-XS EBT

PLOT DATE : 10/17/2024 2:41 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EBT - STAGE 2	SHEET 1045	E

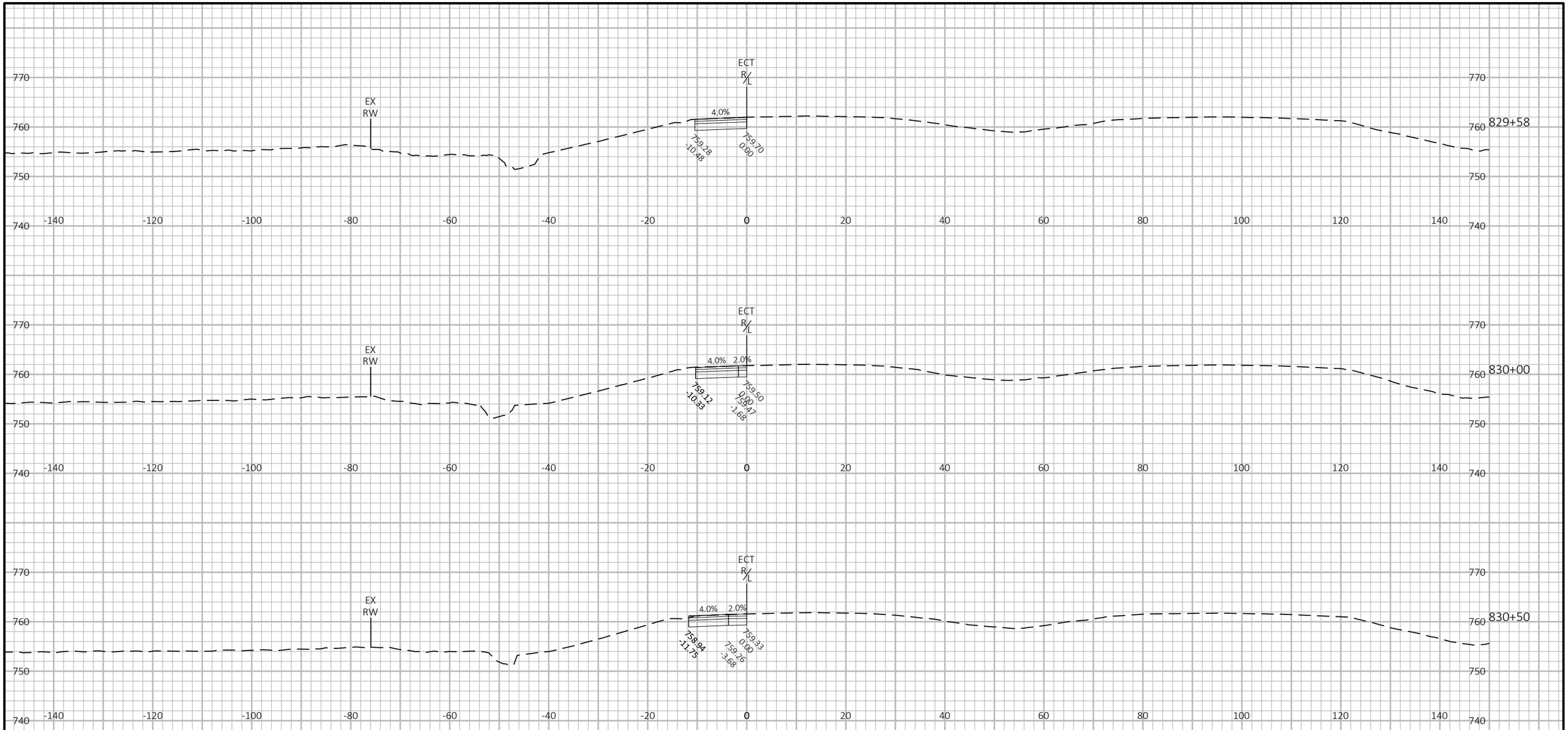
FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090642-XS-TEMP-EBT.DWG
LAYOUT NAME - 03-XS EBT
PLOT DATE : 10/17/2024 2:41 PM
PLOT BY : BRIAN GENSKOW
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EBT - STAGE 2	SHEET 1046	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090642-XS-TEMP-EBT.DWG
LAYOUT NAME - 04-XS EBT

PLOT DATE : 10/17/2024 2:41 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



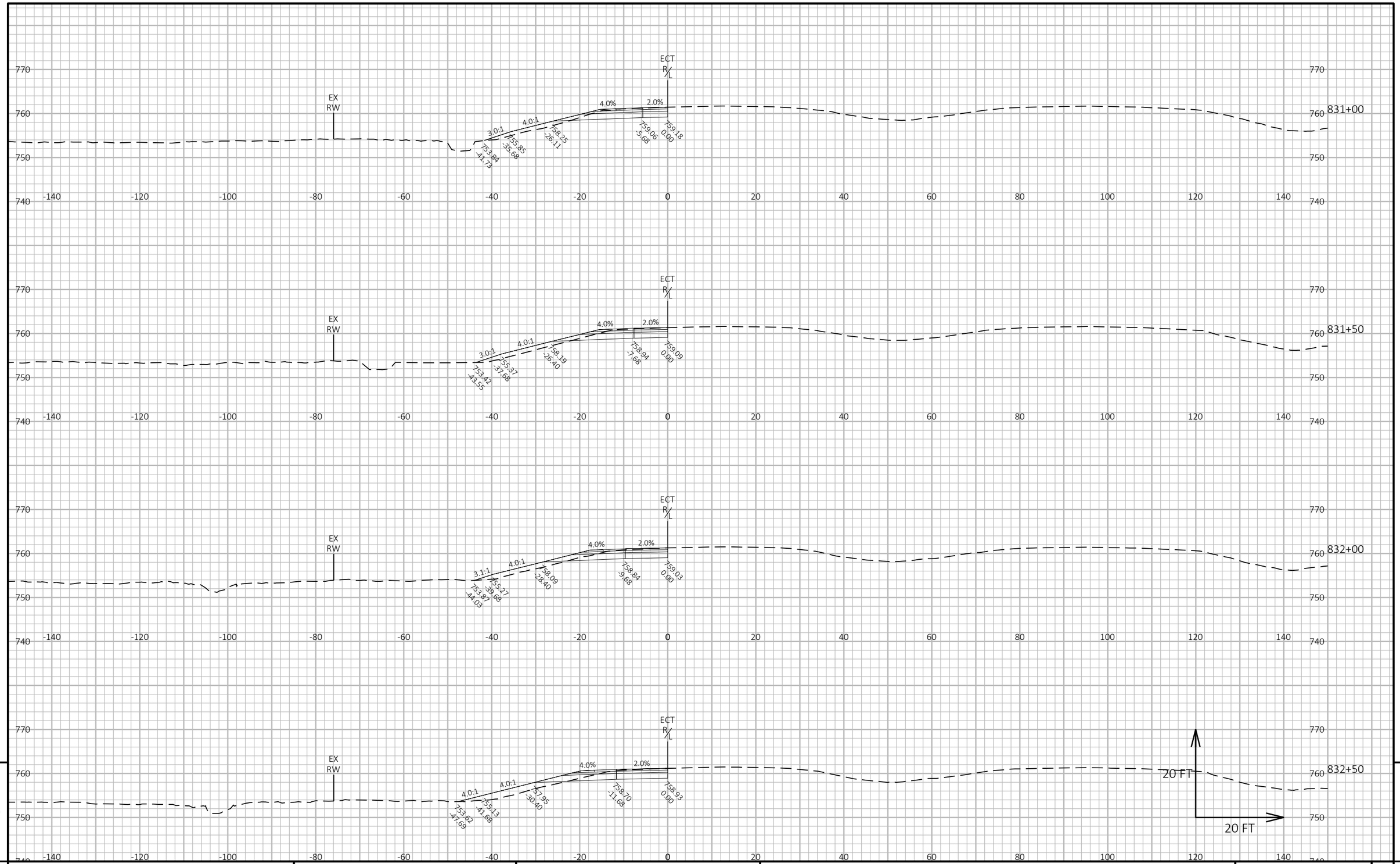
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1047	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090643-XS-TEMP-ECT.DWG
LAYOUT NAME - 01-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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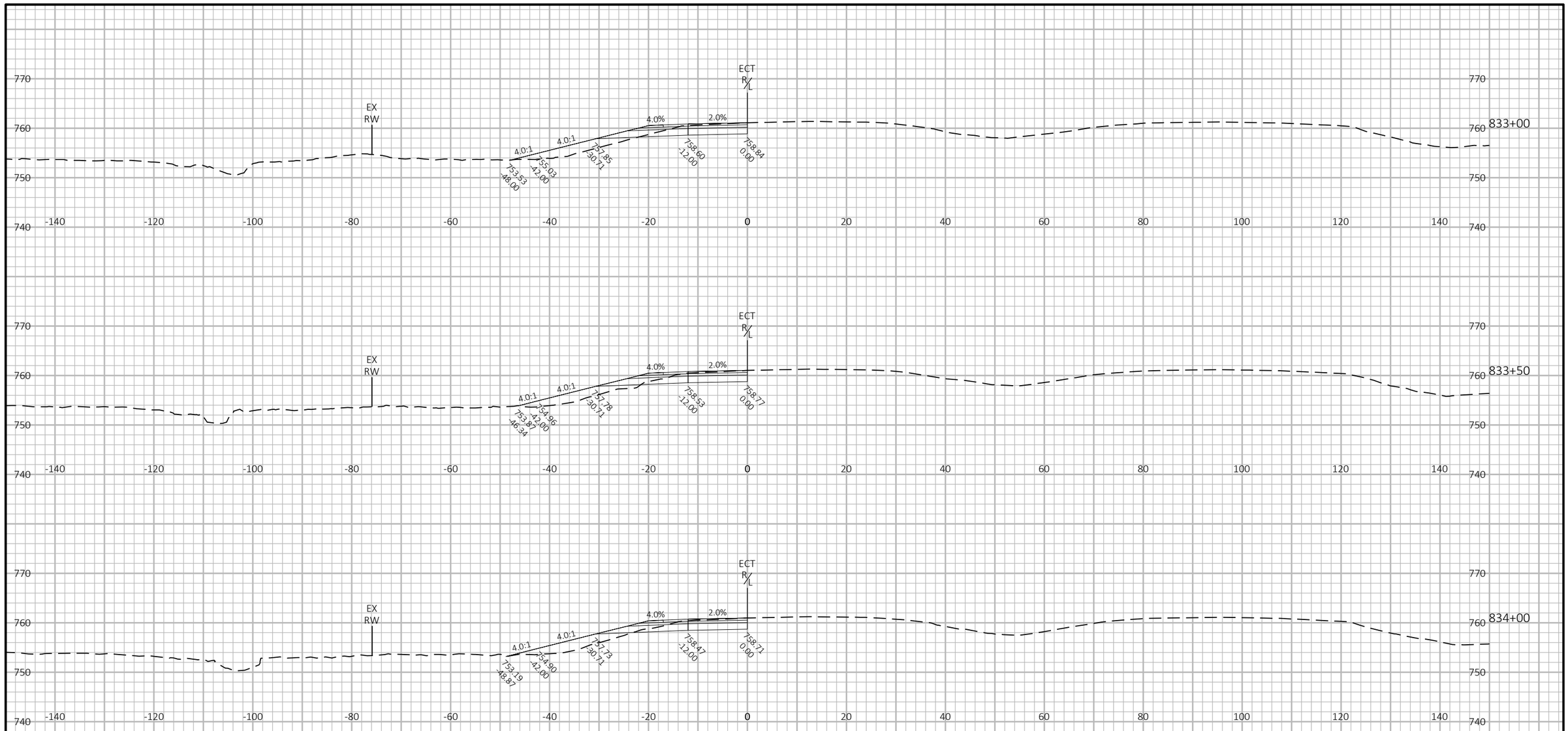
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1048	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090643-XS-TEMP-ECT.DWG
LAYOUT NAME - 02-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



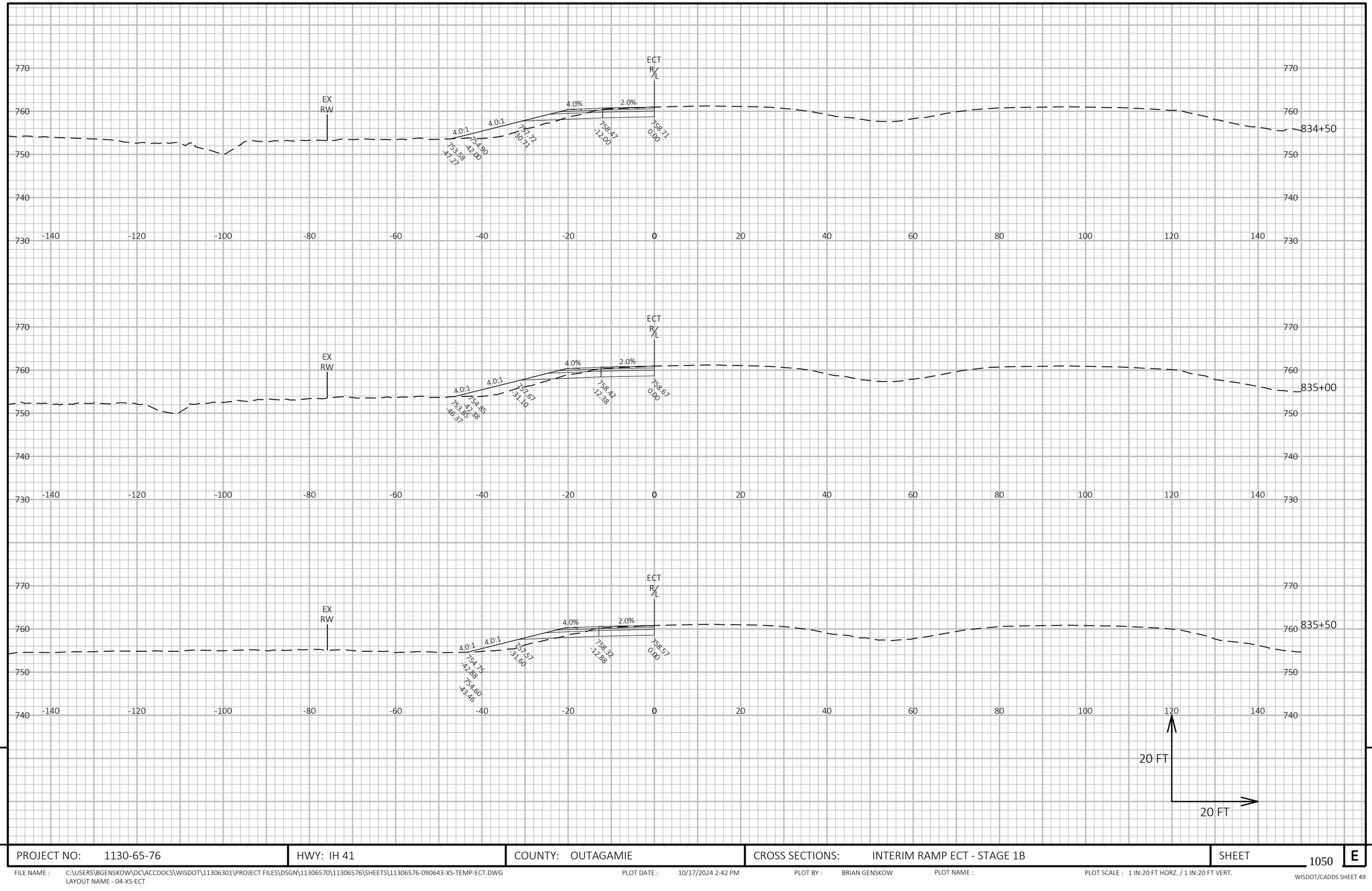
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1049	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090643-XS-TEMP-ECT.DWG
LAYOUT NAME - 03-XS-ECT

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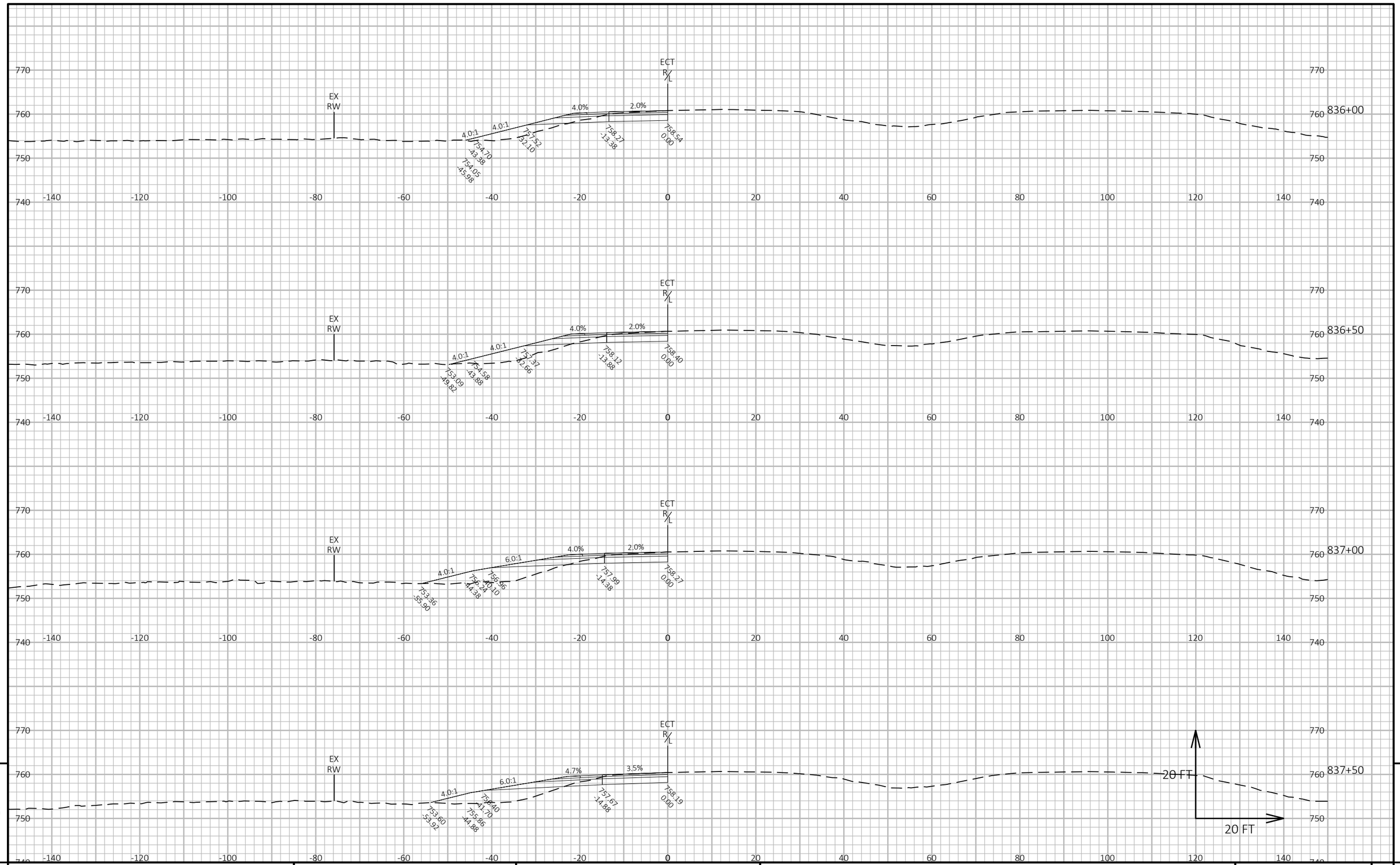
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1050	E

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LAYOUT NAME - 04-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



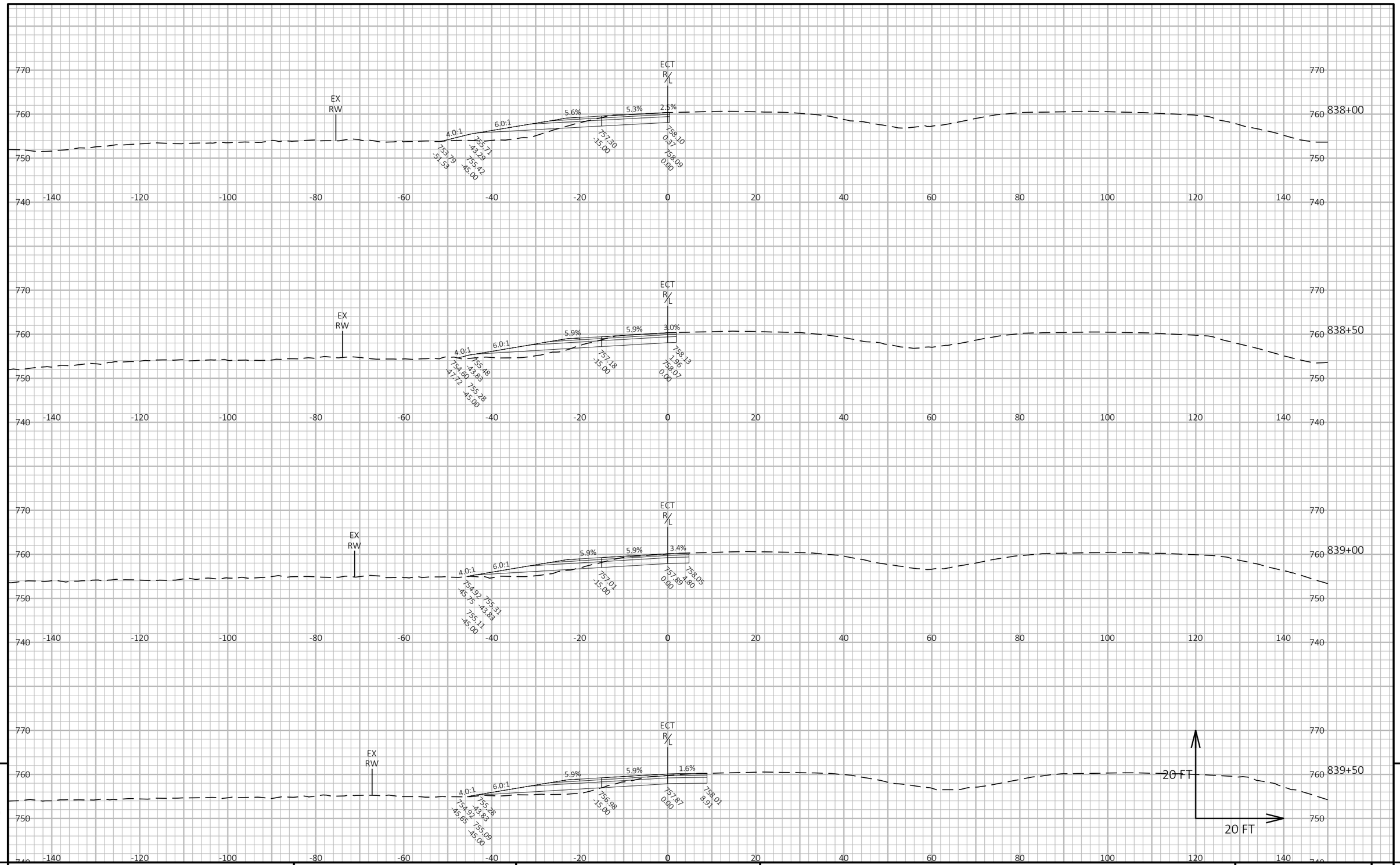
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1051	E

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LAYOUT NAME - 05-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



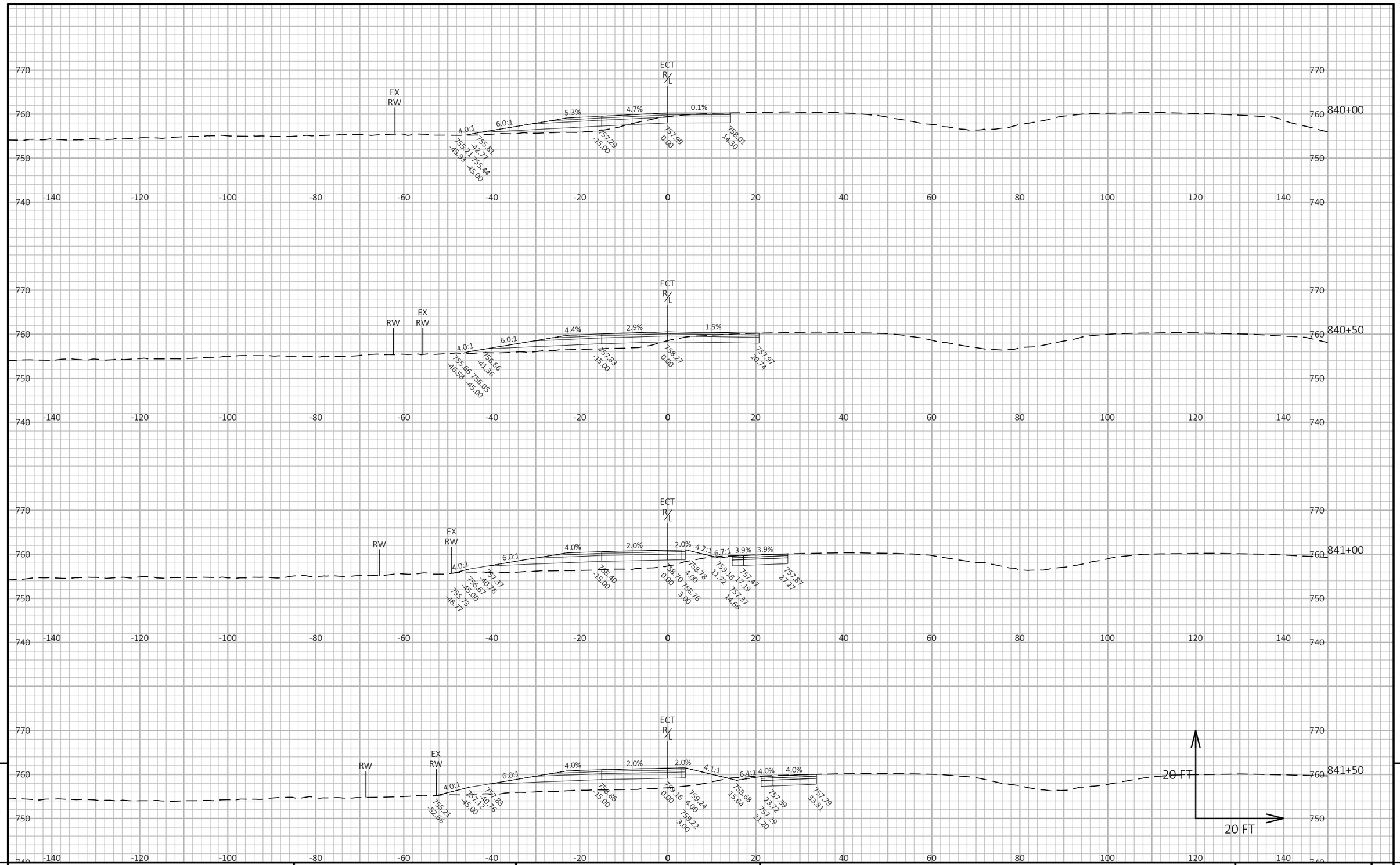
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1052	E

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LAYOUT NAME - 06-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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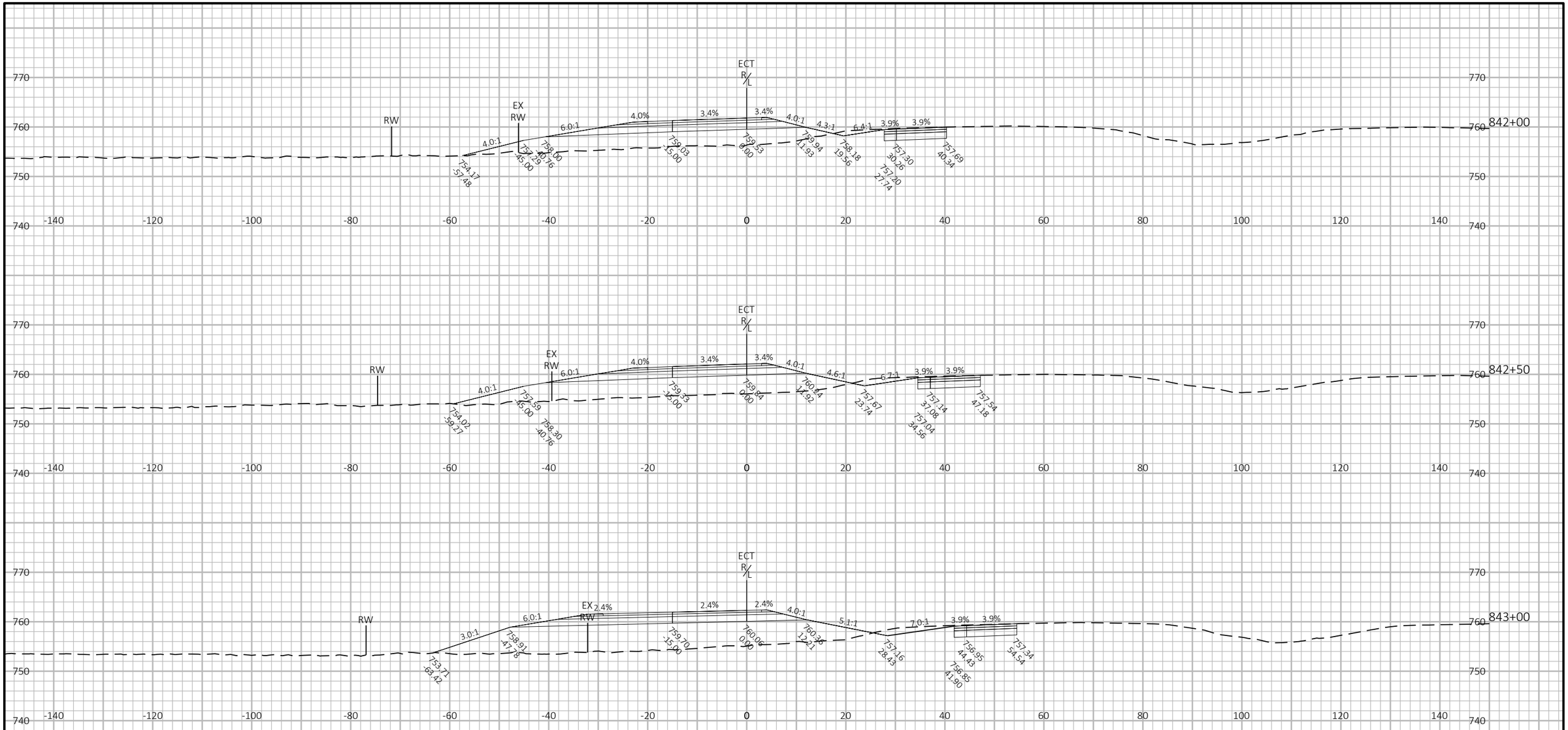
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1053	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090643-XS-TEMP-ECT.DWG
LAYOUT NAME - 07-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

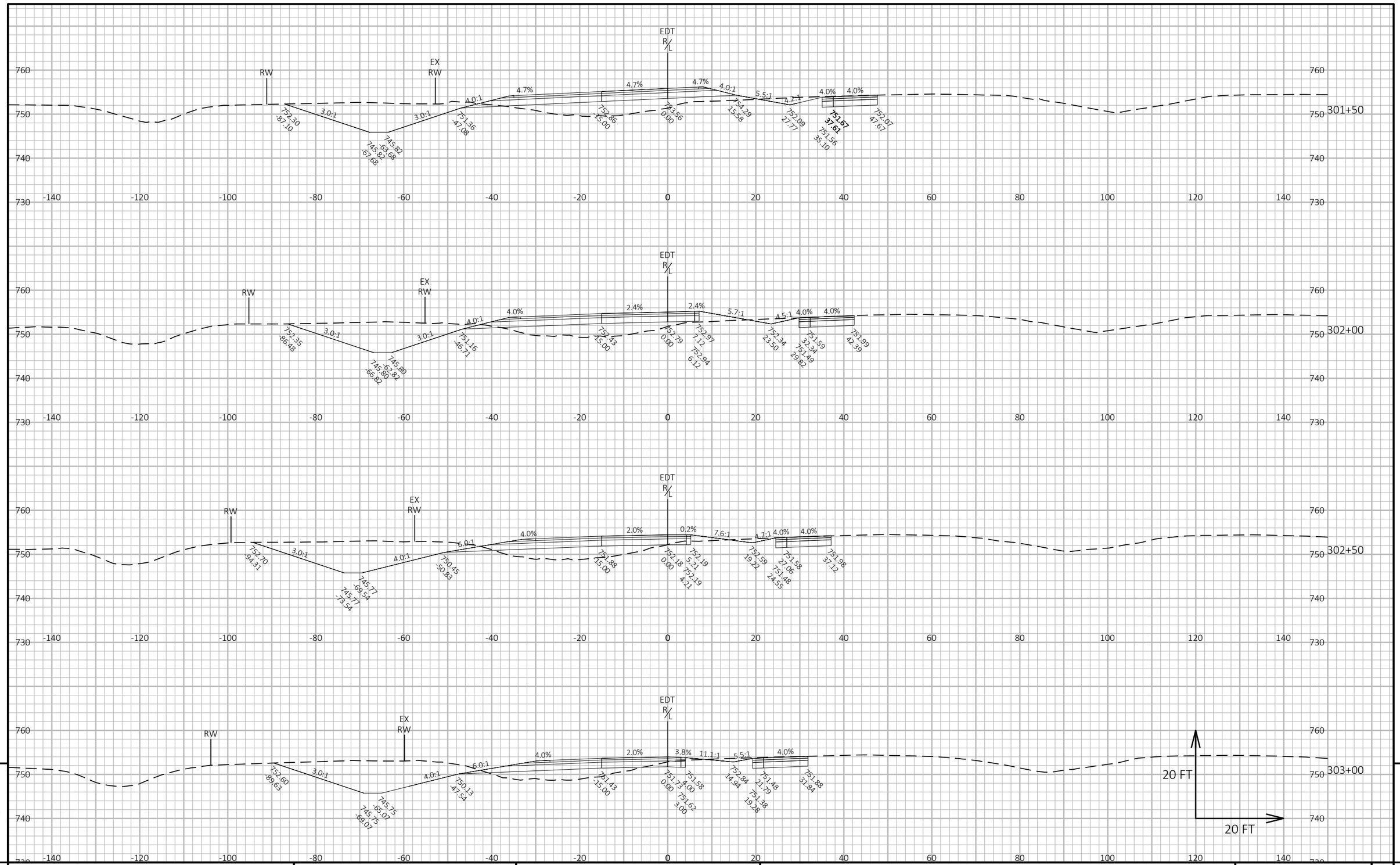


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP ECT - STAGE 1B	SHEET 1054 E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090643-XS-TEMP-ECT.DWG
LAYOUT NAME - 08-XS-ECT

PLOT DATE : 10/17/2024 2:42 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



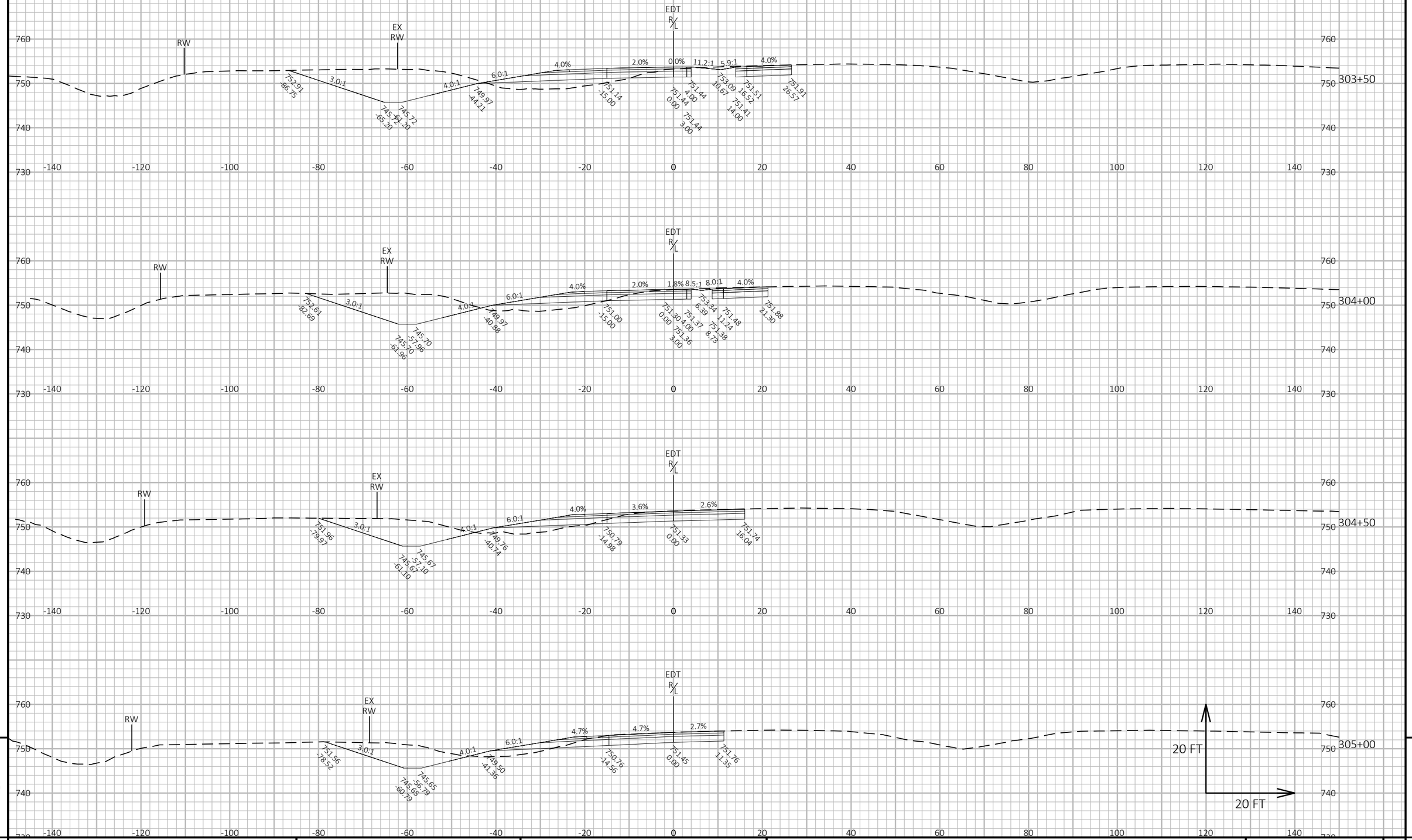
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EDT - STAGE 1B	SHEET 1055	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090644-XS-TEMP-EDT.DWG
LAYOUT NAME - 01-XS-EDT

PLOT DATE : 10/17/2024 2:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



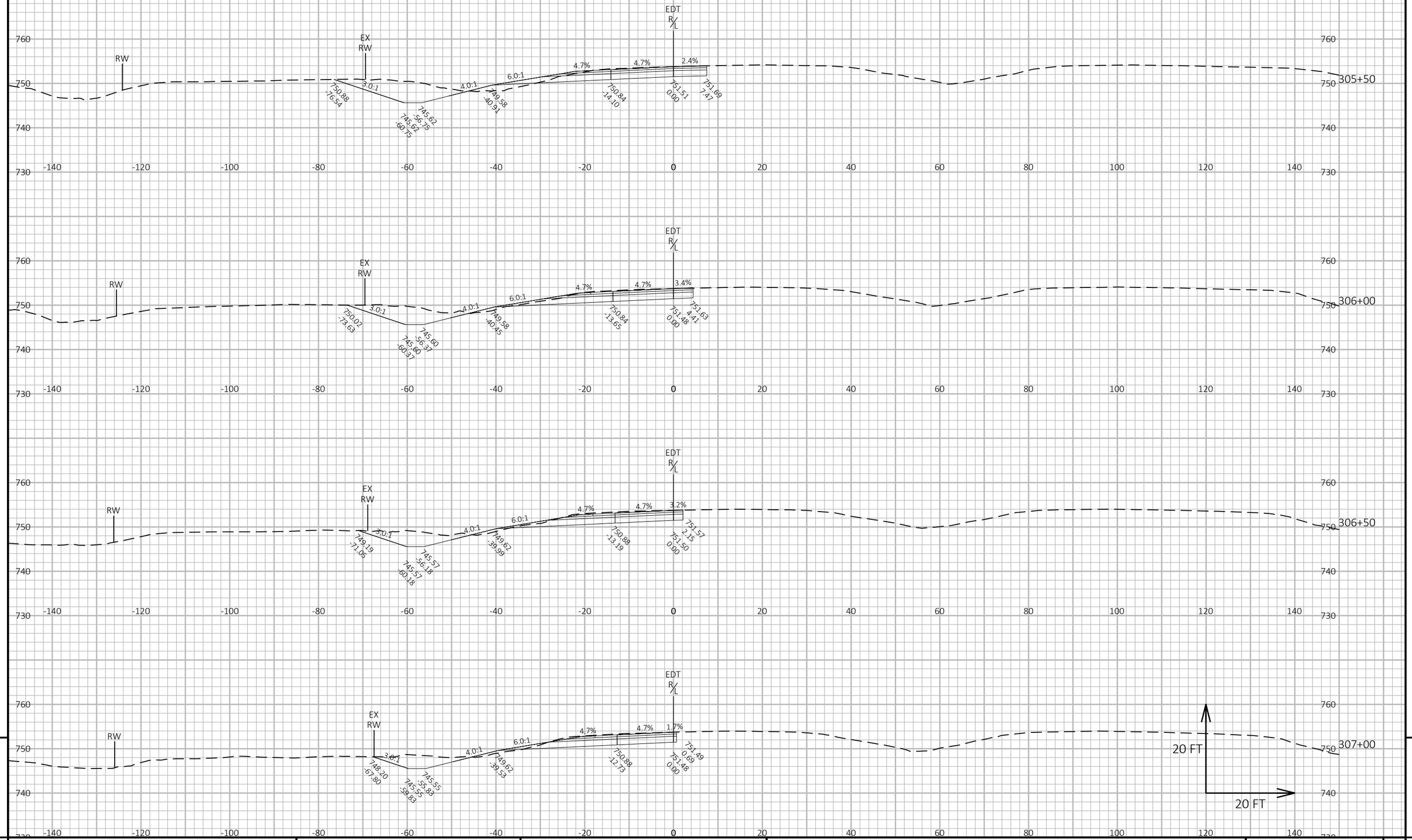
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EDT - STAGE 1B	SHEET 1056	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090644-XS-TEMP-EDT.DWG
LAYOUT NAME - 02-XS-EDT

PLOT DATE : 10/17/2024 2:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



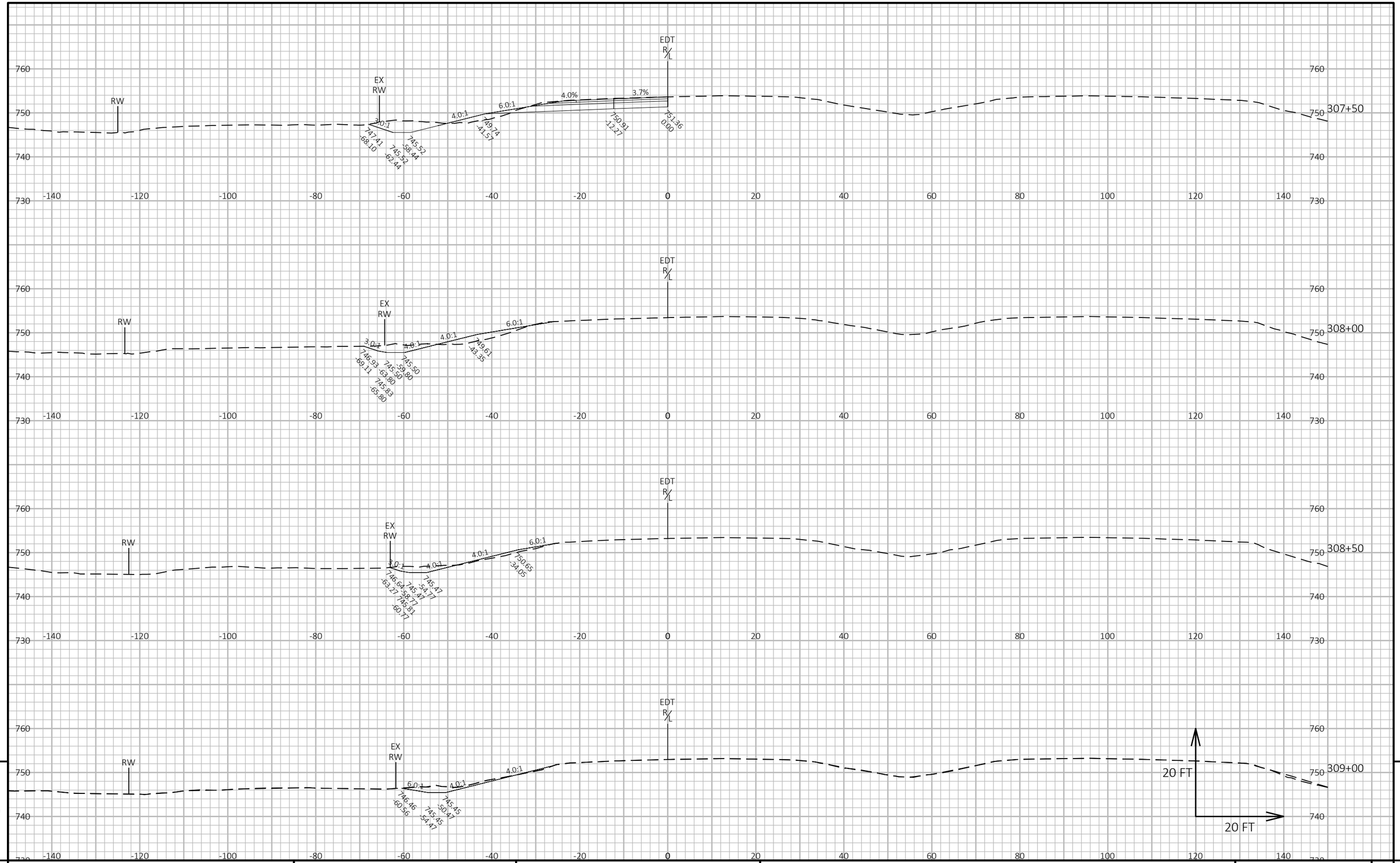
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EDT - STAGE 1B	SHEET 1057	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090644-XS-TEMP-EDT.DWG
LAYOUT NAME - 03-XS-EDT

PLOT DATE : 10/17/2024 2:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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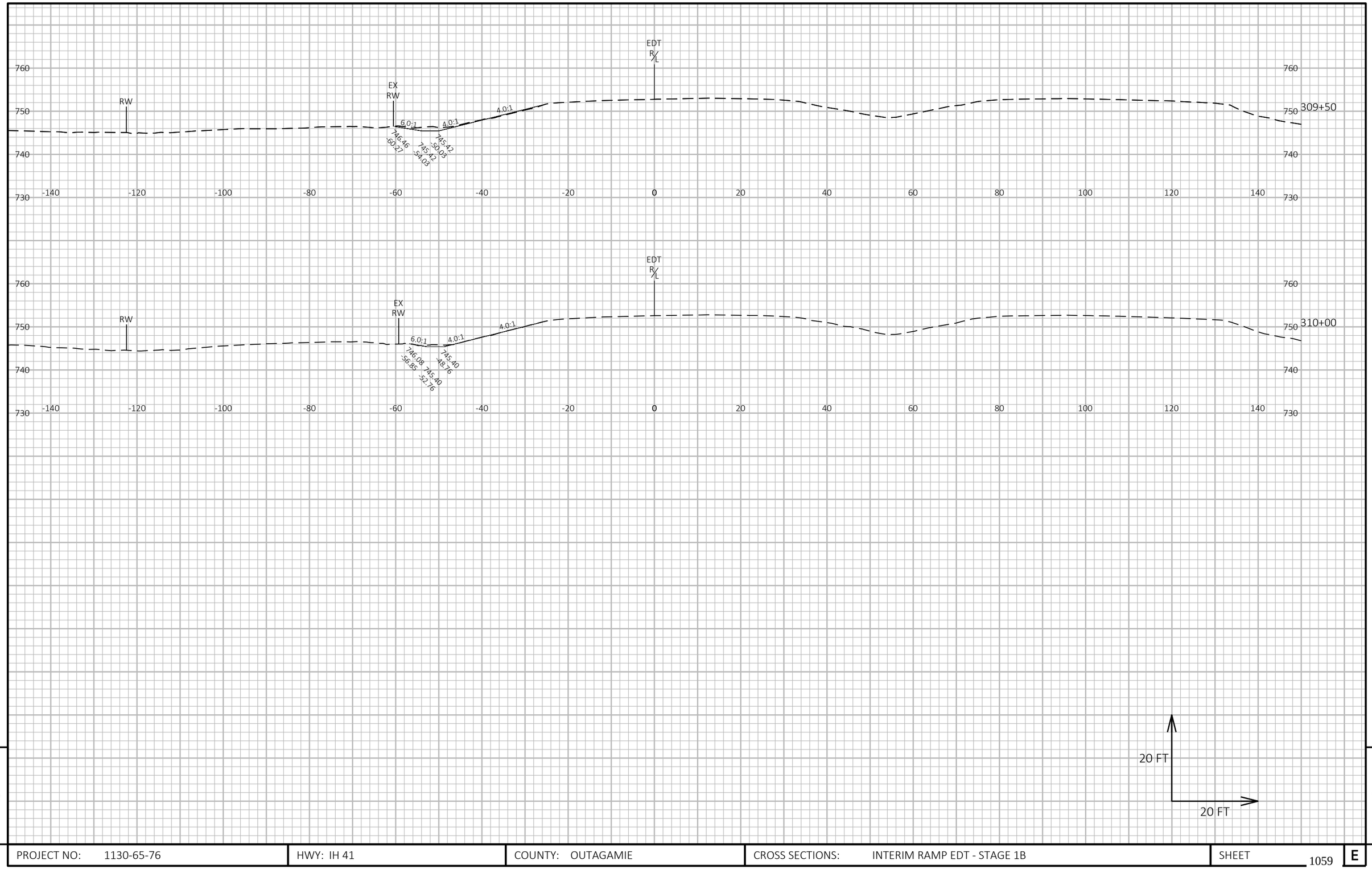
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: INTERIM RAMP EDT - STAGE 1B	SHEET 1058	E

FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090644-XS-TEMP-EDT.DWG
LAYOUT NAME - 04-XS-EDT

PLOT DATE : 10/17/2024 2:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



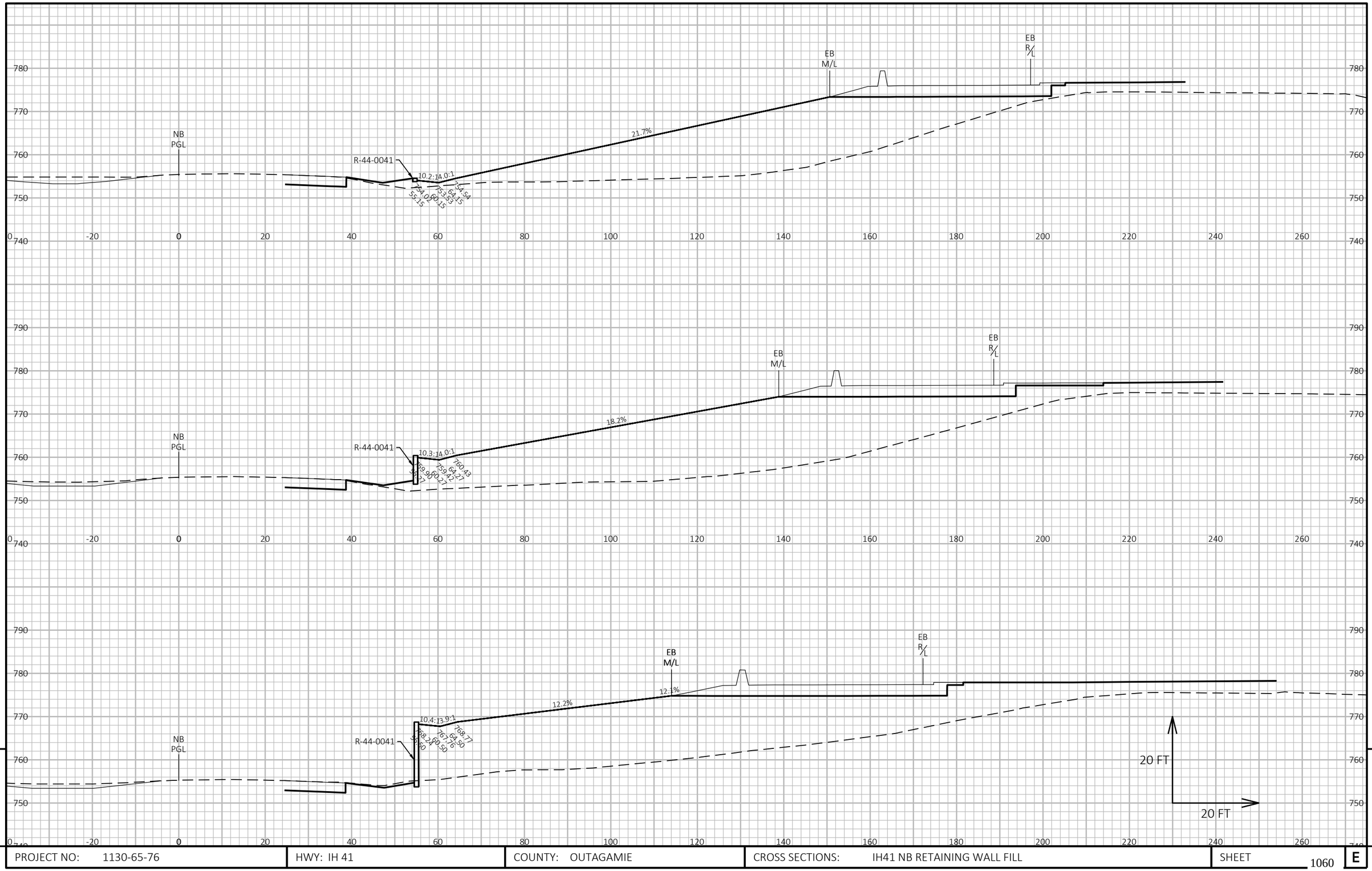
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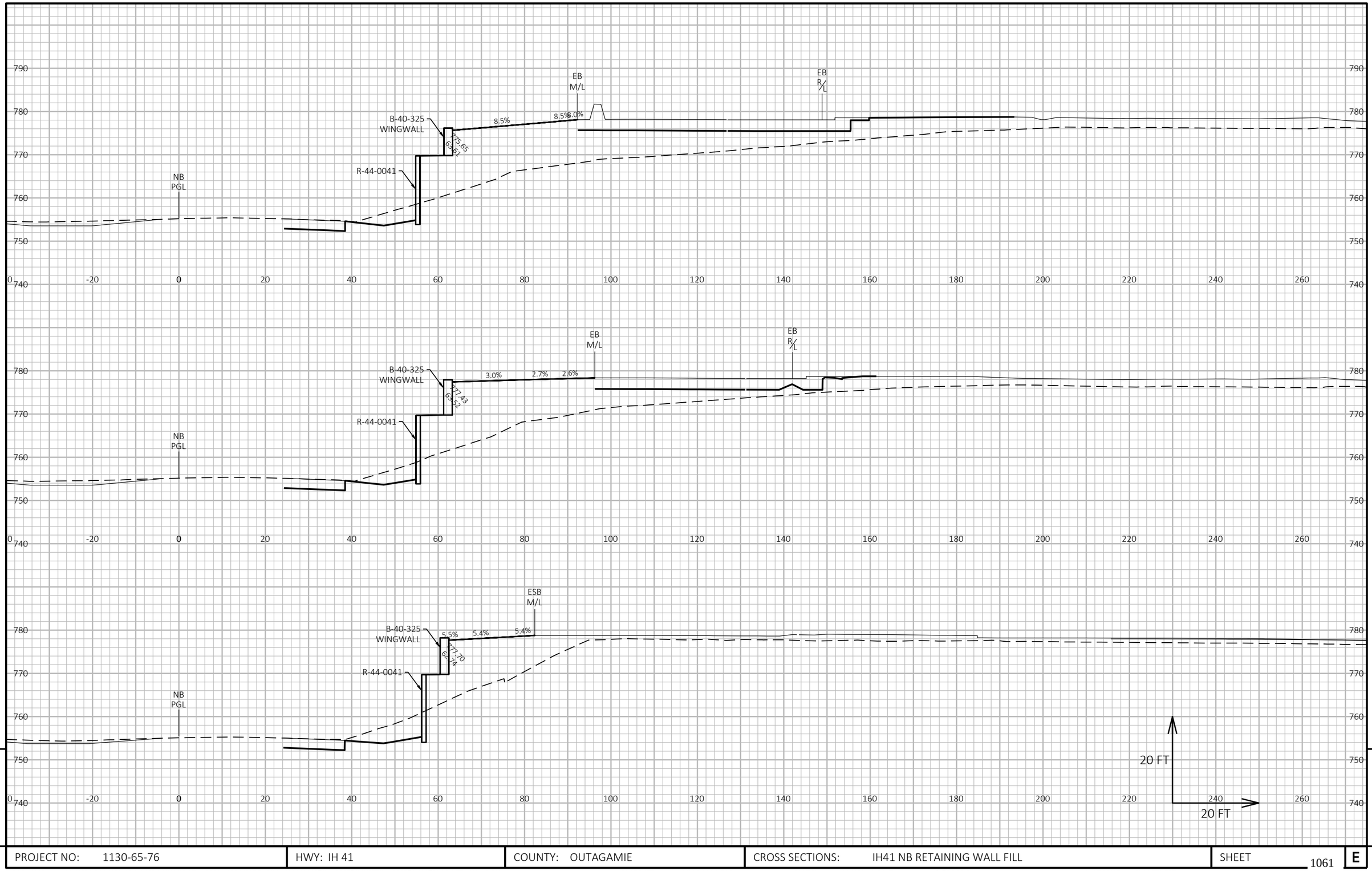
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FILE NAME : C:\USERS\BGENSKOW\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090644-XS-TEMP-EDT.DWG
LAYOUT NAME - 05-XS-EDT

PLOT DATE : 10/17/2024 2:43 PM PLOT BY : BRIAN GENSKOW PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 NB RETAINING WALL FILL	SHEET 1060	E



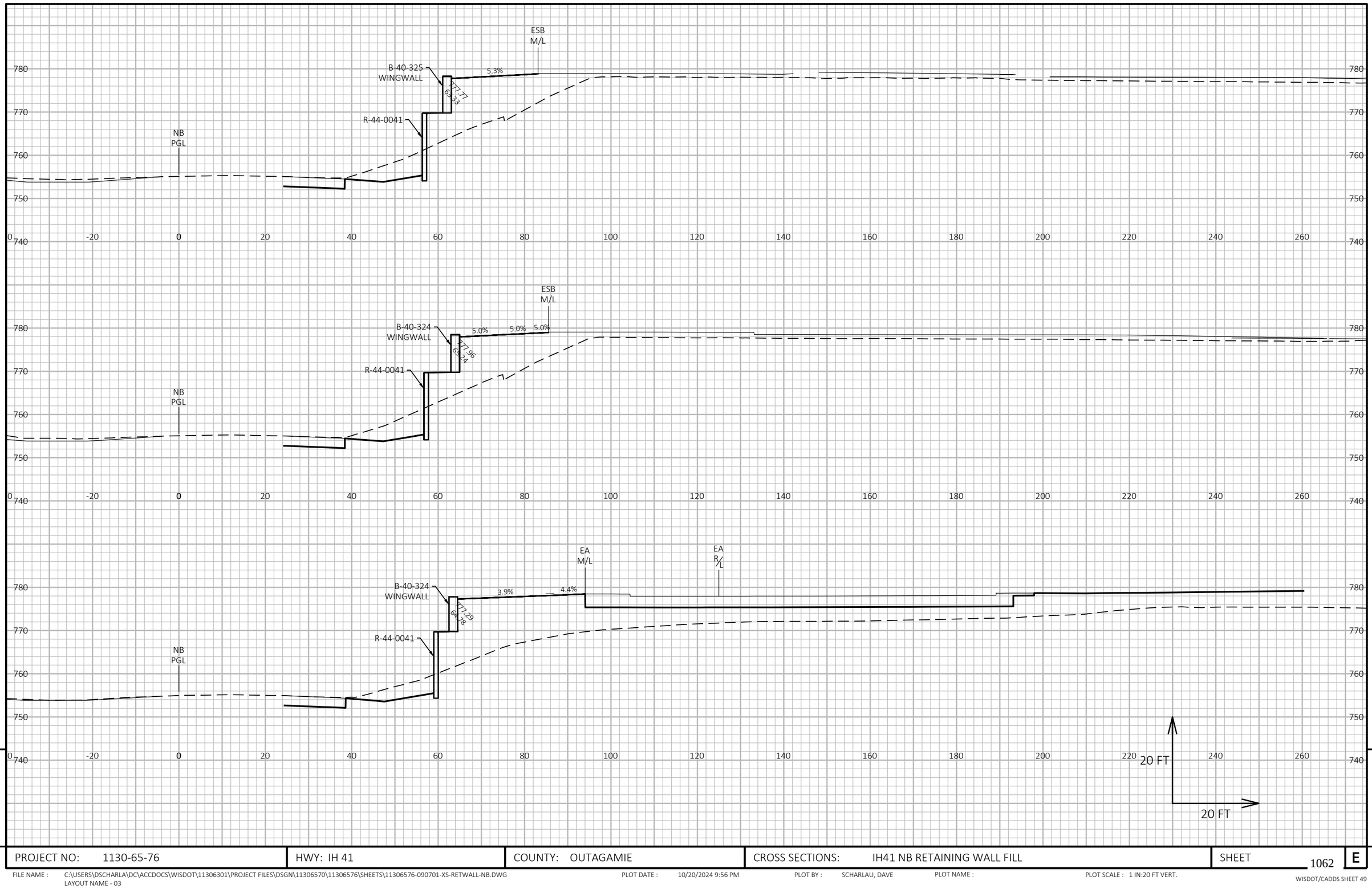
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9

PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 NB RETAINING WALL FILL	SHEET 1061	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090701-XS-RETWALL-NB.DWG
LAYOUT NAME - 02

PLOT DATE : 10/20/2024 9:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



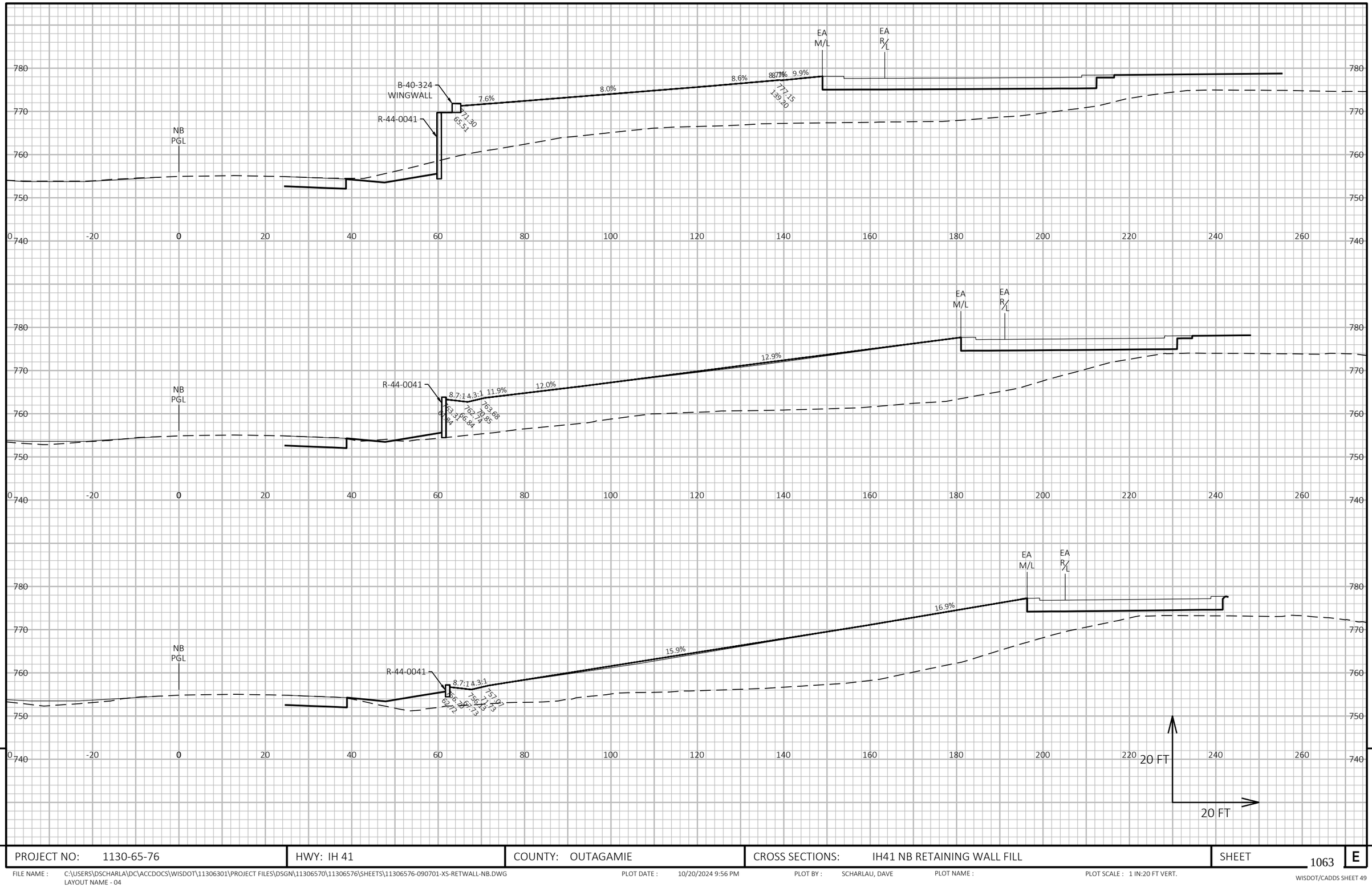
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 NB RETAINING WALL FILL	SHEET 1062	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090701-XS-RETWALL-NB.DWG
LAYOUT NAME - 03

PLOT DATE : 10/20/2024 9:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

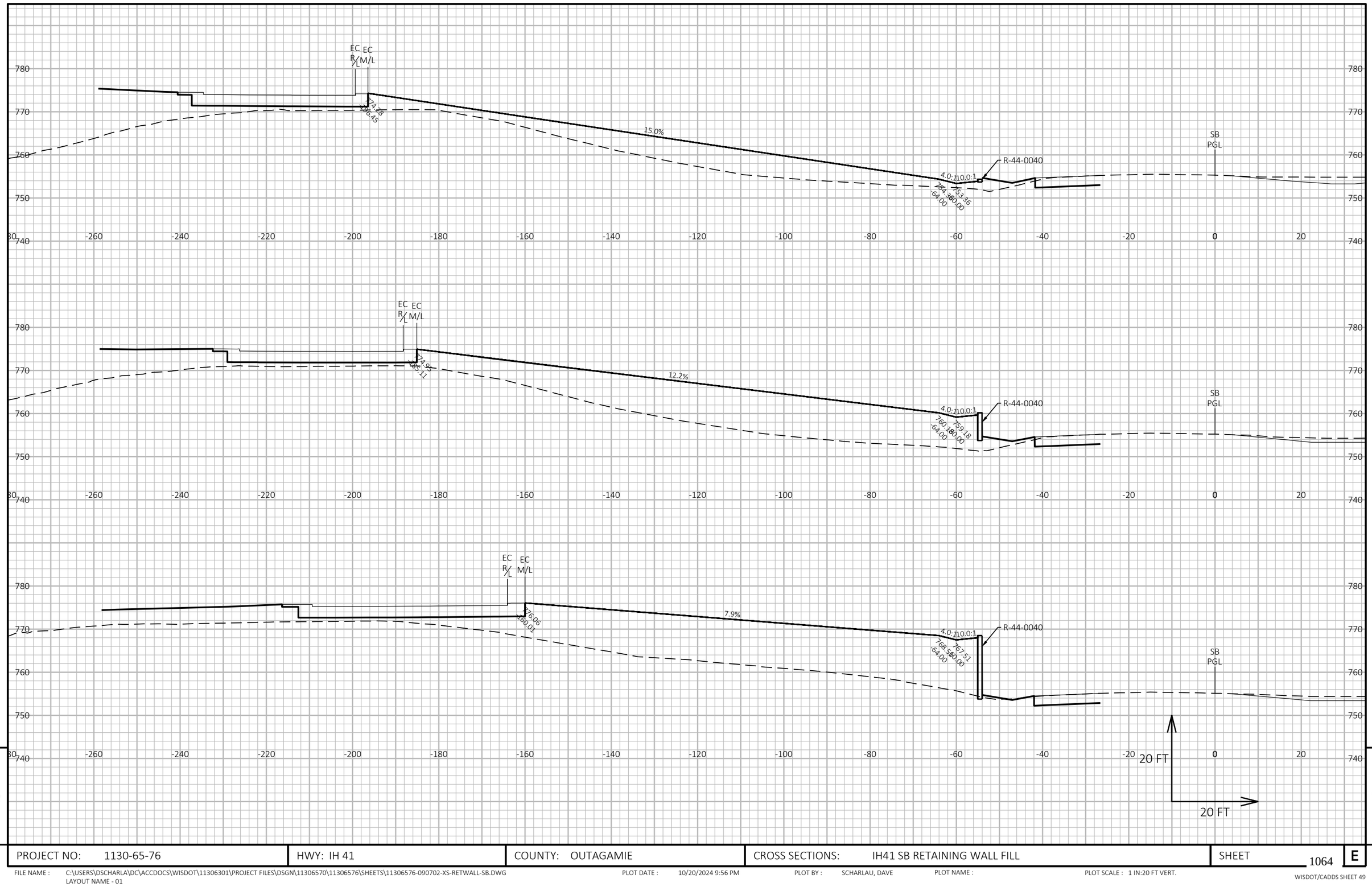


PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 NB RETAINING WALL FILL	SHEET 1063 E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090701-XS-RETWALL-NB.DWG
LAYOUT NAME - 04

PLOT DATE : 10/20/2024 9:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



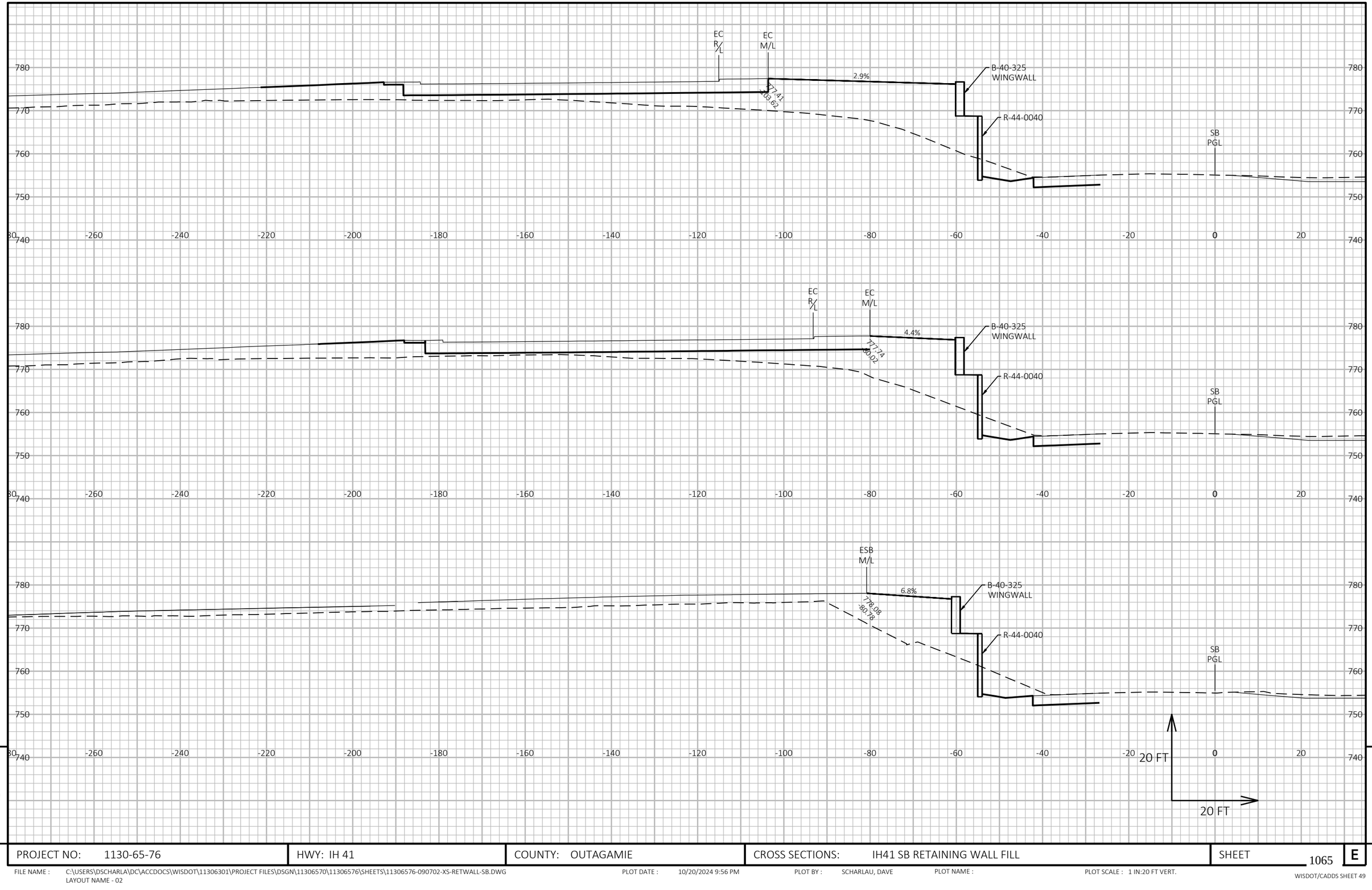
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 SB RETAINING WALL FILL	SHEET 1064	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090702-XS-RETWALL-SB.DWG
LAYOUT NAME - 01

PLOT DATE : 10/20/2024 9:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



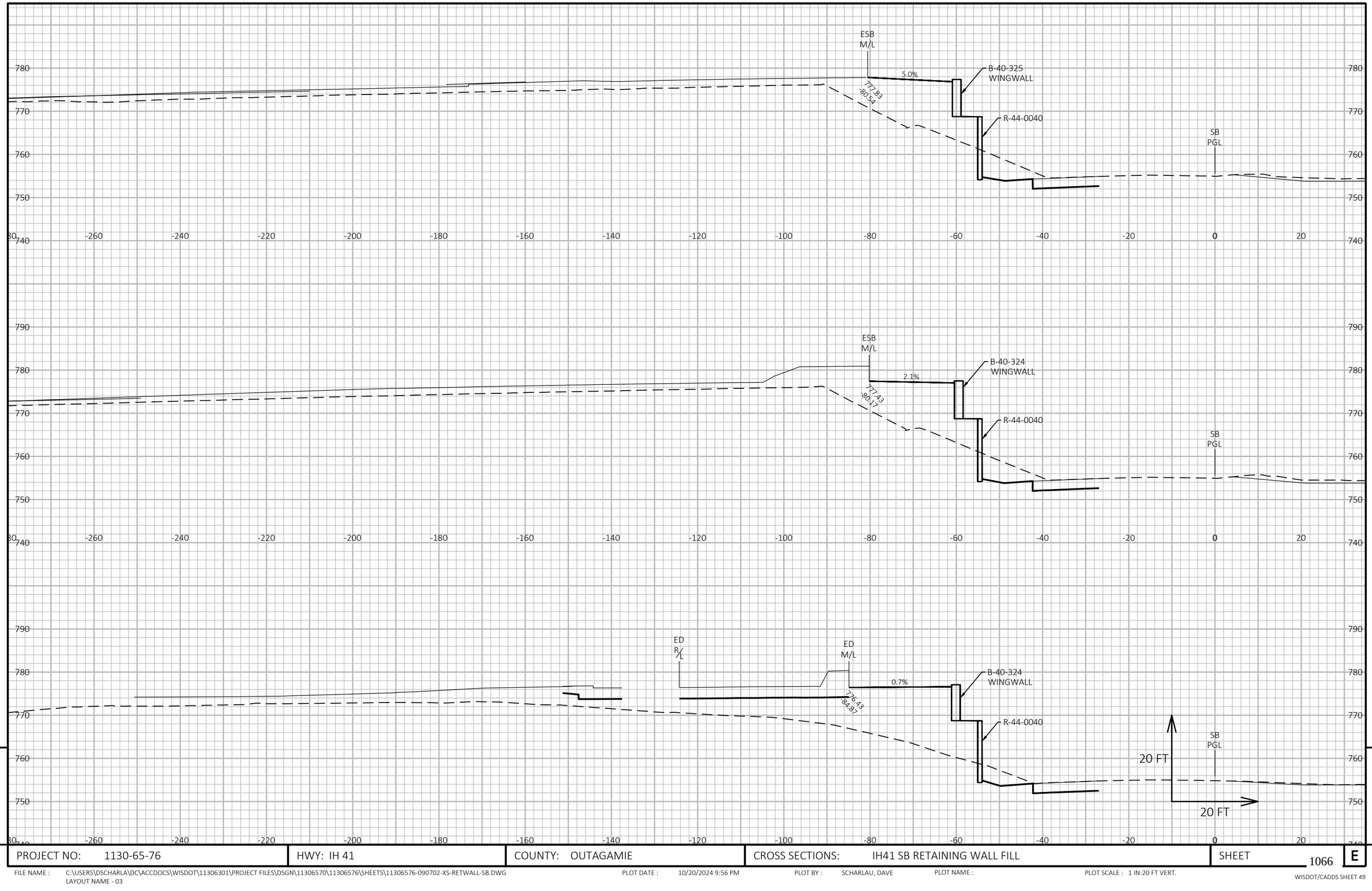
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 SB RETAINING WALL FILL	SHEET 1065	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090702-XS-RETWALL-SB.DWG
LAYOUT NAME - 02

PLOT DATE : 10/20/2024 9:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



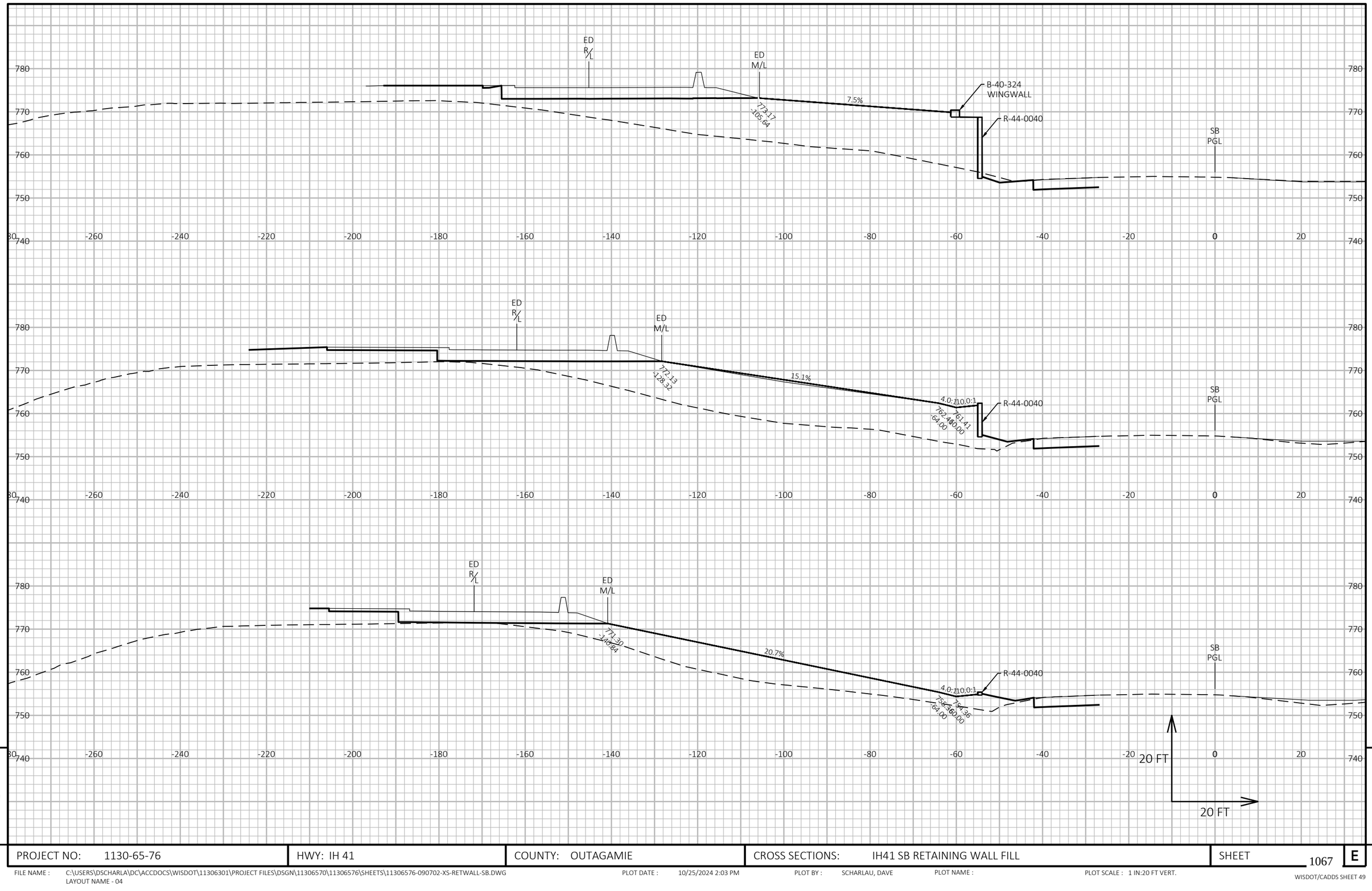
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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 SB RETAINING WALL FILL	SHEET 1066	E

FILE NAME : C:\USERS\DSCHARLA\DC\ACCDOCS\WISDOT\11306301\PROJECT FILES\DSGN\11306570\11306576\SHEETS\11306576-090702-XS-RETWALL-SB.DWG
LAYOUT NAME - 03

PLOT DATE : 10/20/2024 9:56 PM PLOT BY : SCHARLAU, DAVE PLOT NAME : PLOT SCALE : 1 IN:20 FT VERT.



9

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PROJECT NO: 1130-65-76	HWY: IH 41	COUNTY: OUTAGAMIE	CROSS SECTIONS: IH41 SB RETAINING WALL FILL	SHEET 1067	E

Wisconsin Department of Transportation

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