Section No. 1 Section No. 2 Section No. 3 Section No. 3 Section No. 5 Section No. 6 TOTAL SHEETS = 114 DESIGN DESIGNATION 2015 = 89,900 2025 = 99,800 DESIGN SPEED CONVENTIONAL SYMBOLS CORPORATE LIMITS PROPERTY LINE LOT LINE LIMITED HIGHWAY EASEMENT EXISTING RIGHT OF WAY PROPOSED OR NEW R/W LINE SLOPE INTERCEPT REFERENCE LINE EXISTING CULVERT PROPOSED CULVERT (Box or Pipe) COMBUSTIBLE FLUIDS MARSH AREA WOODED OR SHRUB AREA

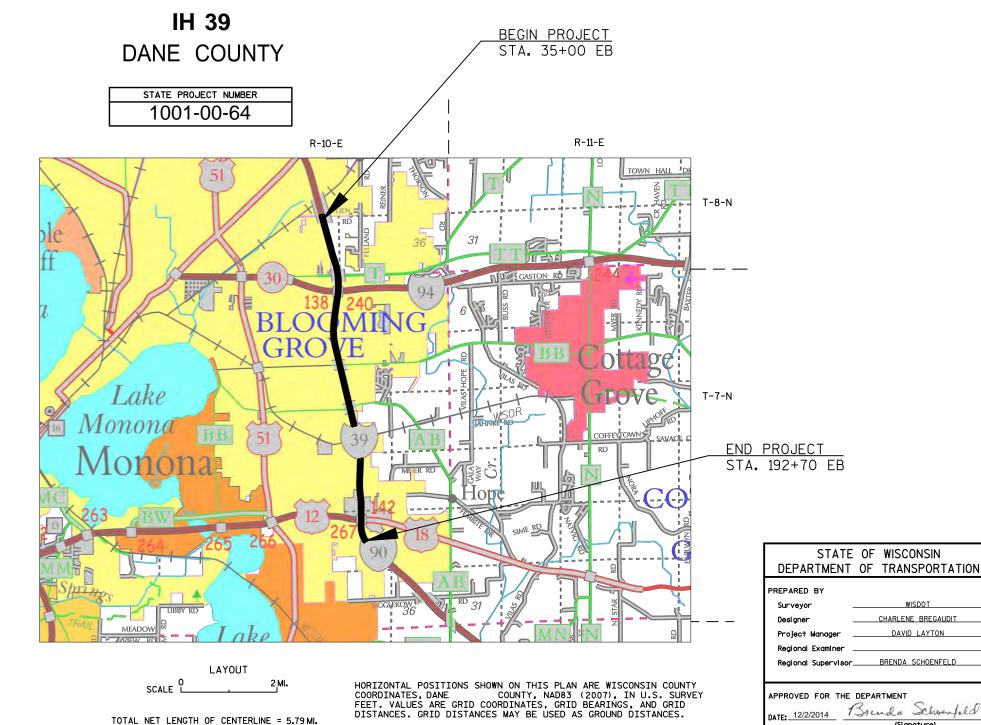
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

FEDERAL PROJECT STATE PROJECT PROJECT CONTRACT 1001-00-64

JANESVILLE - PORTAGE

USH 12/18 TO STH 30



₫

PROFILE

GRADE LINE

ORIGINAL GROUND

SPECIAL DITCH

UTILITIES

ELECTRIC

GAS

FIBER OPTIC

SANITARY SEWER

UTILITY PEDESTAL

TELEPHONE POLE

STORM SEWER

TELEPHONE

POWER POLE

WATER

GRADE ELEVATION

MARSH OR ROCK PROFILE

CULVERT (Profile View)

(To be noted as such)

Ε

WISDOT

CHARLENE BREGAUDIT

DAVID LAYTON

Brenda Schoenfeld

(Signature)

STATE OF WISCONSIN

Typical Sections and Details

Estimate of Quantities

Right of Way Plat

Plan and Profile

= 9.3% = 58/42 = 30.2%

= 70MPH

Miscellaneous Quantities

Standard Detail Drawings

Computer Earthwork Data

GENERAL NOTES

- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- 2. REMOVING CONCRETE INCLUDES ANY MESH OR REINFORCEMENT THAT MAY BE PART OF THE PAVEMENT STRUCTURE. EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN FIELD.
- 3. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. ENGINEER TO VERIFY INLET PROTECTION LOCATION AND NEED BEFORE PLACEMENT.
- 4. DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIAL IN WETLANDS, WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS ADJACENT TO THE PROJECT. DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS OUTSIDE OF THE RIGHT OF WAY.



ABBREVIATIONS

A.D.T. AVERAGE DAILY TRAFFIC ATMS ARTERIAL TRAFFIC MANAGEMENT SYSTEM BM **BENCHMARK**

BTWN BETWEEN

C.E. COMMERCIAL ENTRANCE

CONST. CONSTRUCTION

CTR. CENTER

D.D. DIRECTIONAL DISTRIBUTION D.H.V. DESIGN HOURLY VOLUME DMS DYNAMIC MESSAGE SIGN

EXIST EXISTING GALV. GALVANIZE H.S. HIGH STRENGTH

MMSD MADISON METROPOLITAN

SEWAGE DISTRICT

NB NORTHBOUND NOR NORMAL

P.E. PRIVATE ENTRANCE **PGL** PROFILE GRADE LINE

R/L REFERENCE LINE R/W RIGHT OF WAY REQ'D REQUIRED SB SOUTHBOUND SYM SYMMETRICAL PERCENT TRUCKS T.

TCC TRAFFIC CONDITION CAMERA TRAFFIC ENGINEERING, TE

CITY OF MADISON

TYP TYPICAL VARIABLE VAR Wt. WEIGHT

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW TYPICAL SECTIONS CONSTRUCTION DETAILS TRAFFIC CONTROL

DNR LIAISON

DESIGN CONTACT ERIC HEGGELUND DAVID LAYTON DEPT OF NATURAL RESOURCES WISDOT SW REGION

3911 FISH HATCHERY ROAD FITCHBURG, WI 53711 608-275-3283

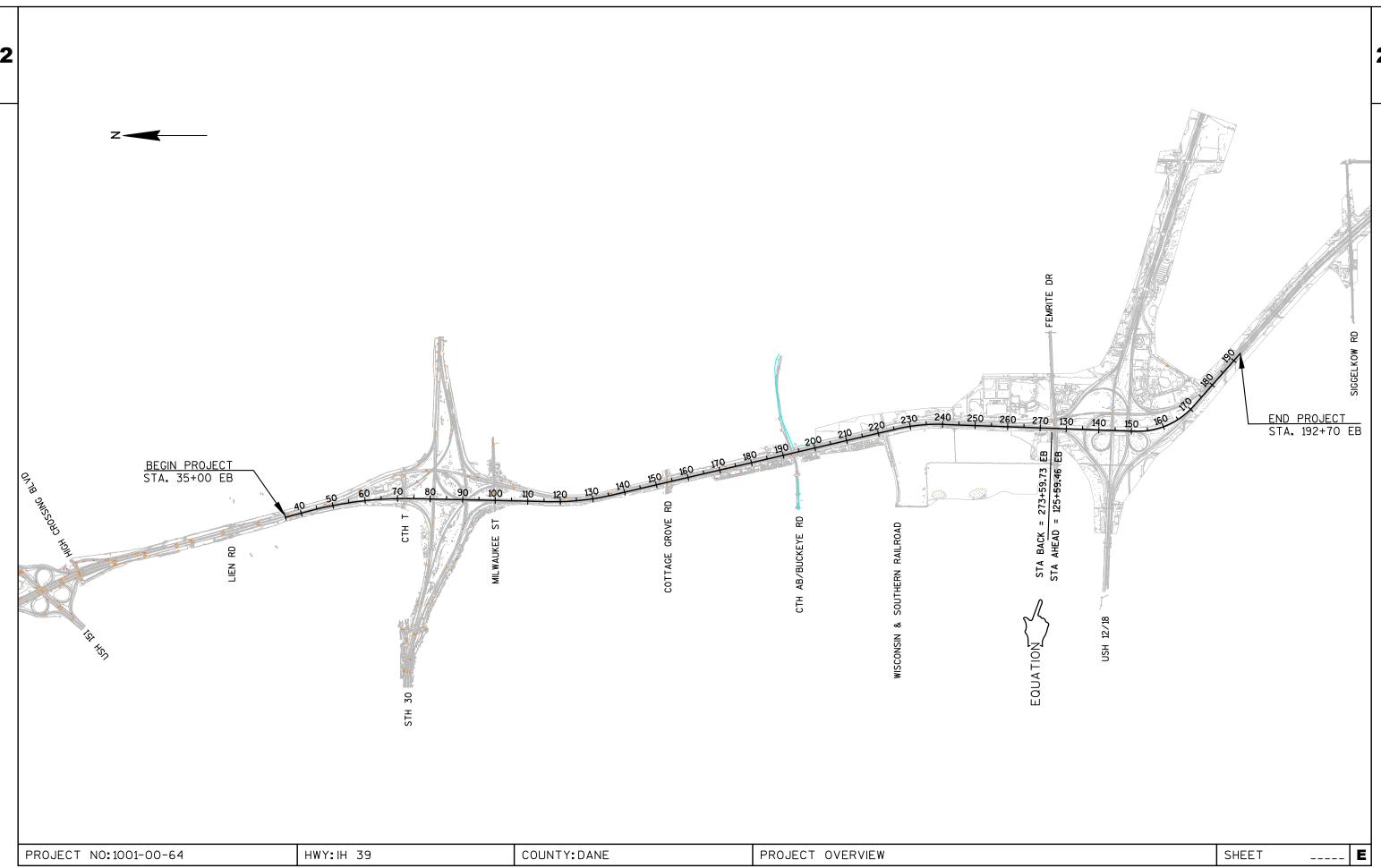
eric.heggelund@wisconsin.gov

2012 WRIGHT STREET MADISON, WI 53704

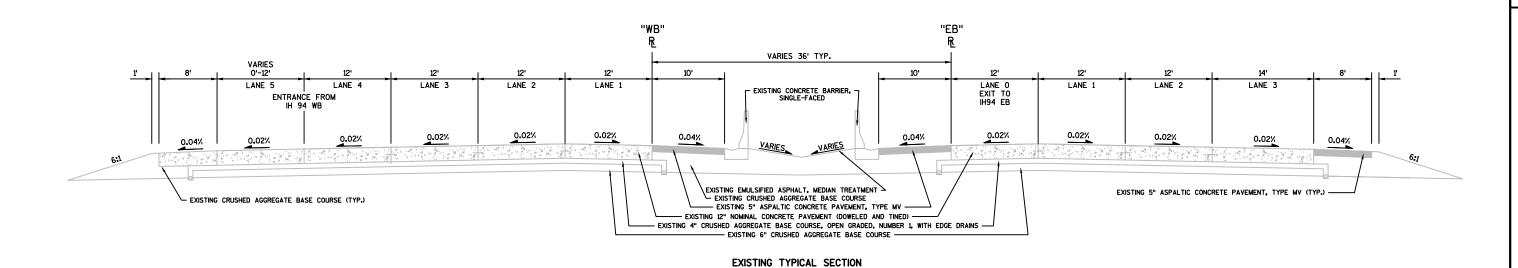
608-246-3821 david.layton@dot.wi.gov

Ε **STATE PROJECT NO: 1001-00-64 HWY: IH 39 COUNTY: DANE GENERAL NOTES SHEET NO:**

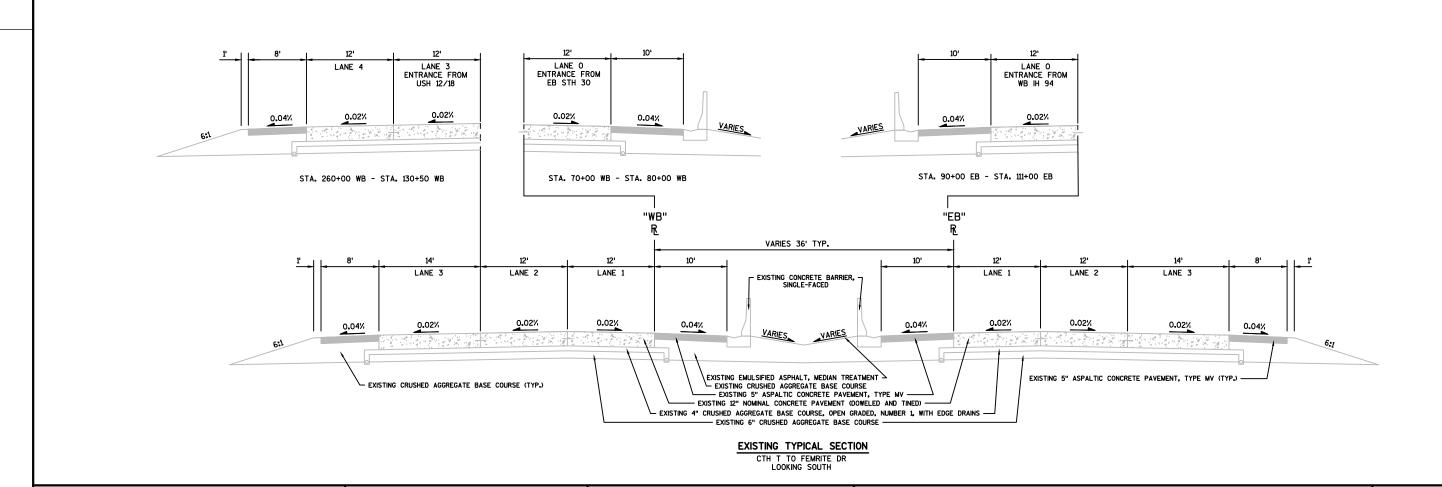
PLOT DATE: 12/2/2014 6:13:37 PM PLOT NAME : ORG DATE : PLOT SCALE: N/A FILE NAME: 020101 General Notes.ppt PLOT BY: ORIGINATOR







LIEN RD TO CTH T LOOKING SOUTH



COUNTY: DANE

PROJECT NO: 1001-00-64

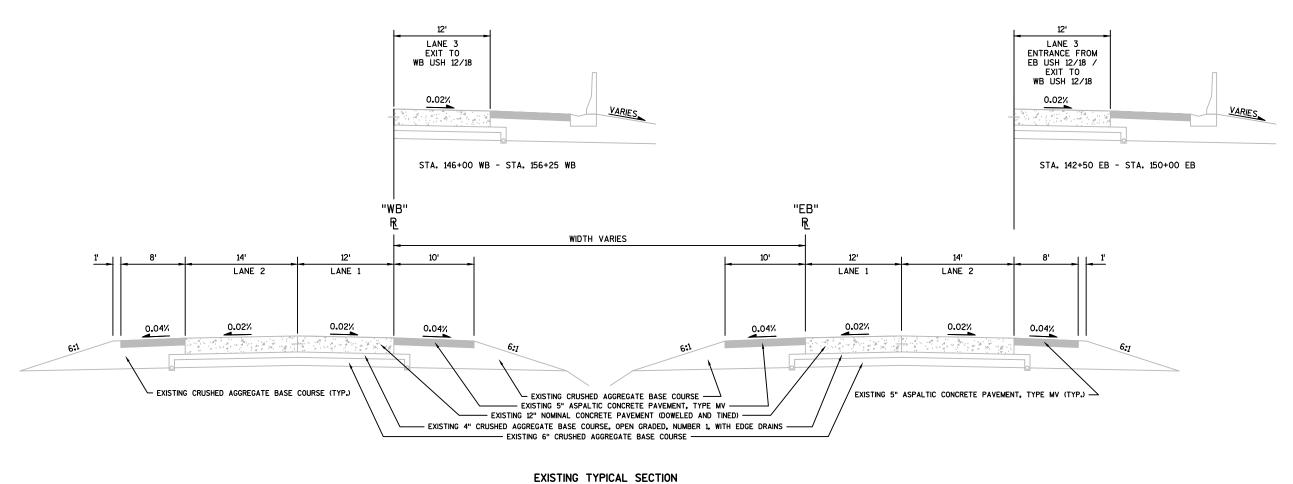
TYPICAL SECTIONS

E

SHEET

2

HWY:IH 39



FEMRITE DR TO SIGGELKOW RD LOOKING SOUTH

PROJECT NO:1001-00-64

HWY:IH 39

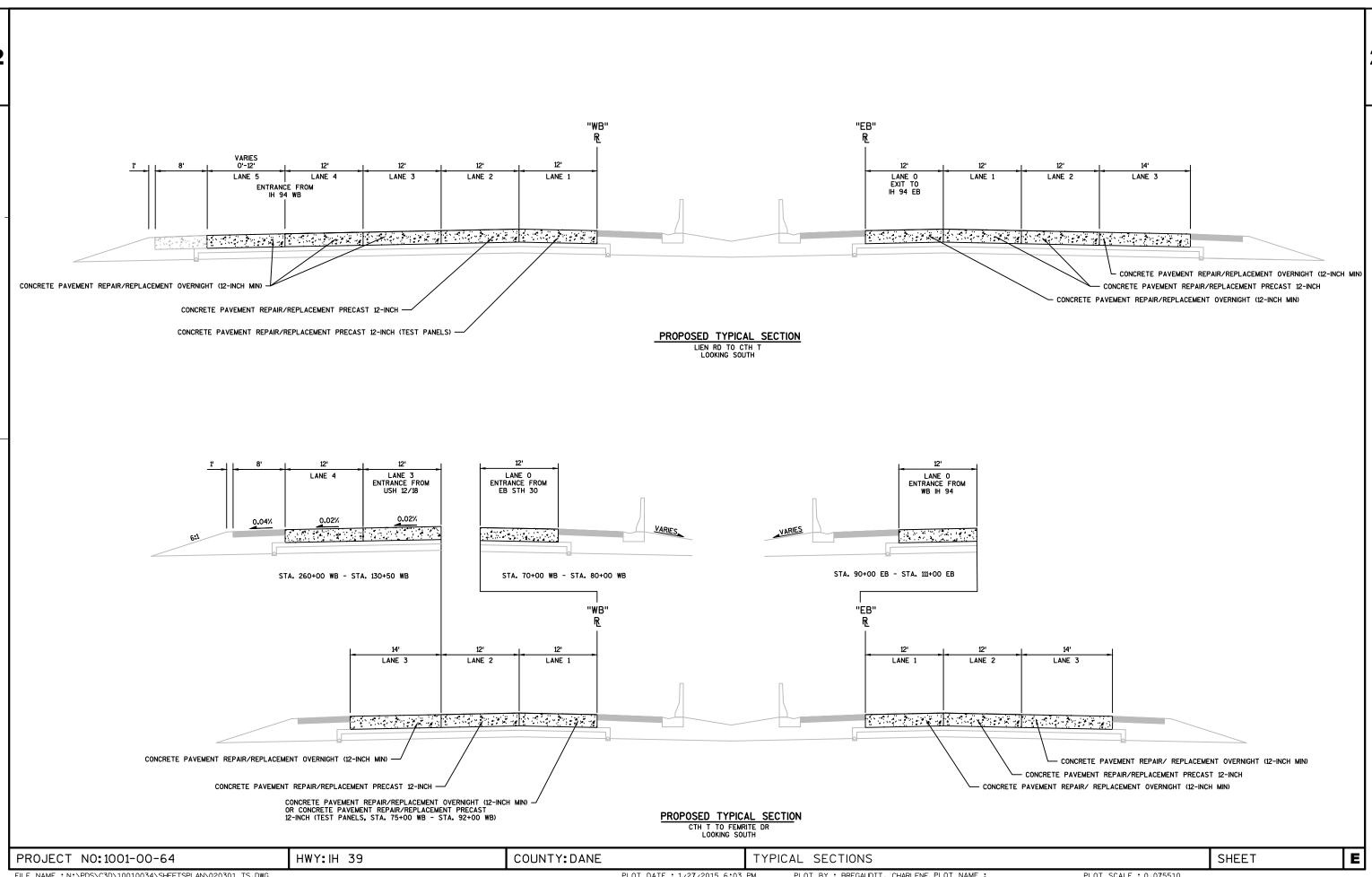
COUNTY: DANE

TYPICAL SECTIONS

SHEET

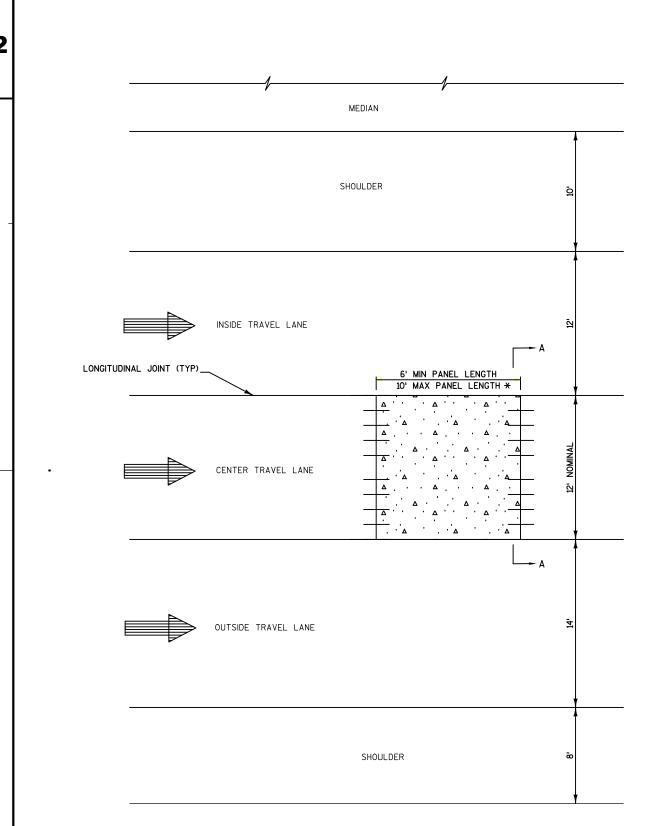
PLOT SCALE: 0.083589

E



2 12' LANE 3
ENTRANCE FROM
EB USH 12/18 /
EXIT TO
WB USH 12/18 LANE 3 EXIT TO WB USH 12/18 STA. 146+00 WB - STA. 156+25 WB STA. 142+50 EB - STA. 150+00 EB "EB" "WB" R LANE 2 LANE 1 LANE 1 LANE 2 · 中国经济大学基础全国经济的 The state of the s CONCRETE PAVEMENT REPAIR/REPLACEMENT OVERNIGHT (12-INCH MIN) CONCRETE PAVEMENT REPAIR/REPLACEMENT OVERNIGHT (12-INCH MIN) PROPOSED TYPICAL SECTION FEMRITE DR TO SIGGELKOW RD LOOKING SOUTH

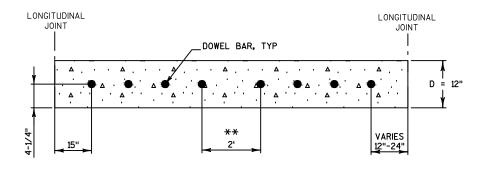
PROJECT NO:1001-00-64 HWY: IH 39 COUNTY: DANE TYPICAL SECTIONS SHEET E



<u>PLAN</u>

PAVEMENT DEPTH	DOWEL BAR SIZE
12-INCHES	1½" X 14" MIN

DOWEL BAR SIZE TABLE



SECTION A-A

** 1'-3" WHEN PANEL WIDTH IS LESS THAN 11'-9"

<u>LEGEND</u>

CONCRETE PAVEMENT REPAIR/REPLACEMENT PRECAST

GROUPS OF 4 EPOXY COATED DOWEL BARS INSTALLED 15-IN CENTER-TO-CENTER

NOTES:

VERIFY THE EXISTING PAVEMENT WIDTH WHEN SURVEYING PRECAST SLABS.

USE EPOXY COATED STEEL REINFORCEMENT FOR ANY ADDITIONAL STEEL REQUIRED BY THE MANUFACTURER FOR TRANSPORTATION AND INSTALLATION OF THE PRECAST CONCRETE PAVEMENT SLABS. PROVIDE A MINIMUM STEEL DESIGN AS REQUIRED IN THE SPECIAL PROVISIONS. SHOP DRAWINGS SHALL SHOW DIMENSIONS, SIZES, AND LOCATIONS OF ADDITIONAL REINFORCEMENT.

LIFT HOLES AND/OR LIFT HARDWARE SHALL BE DESIGNED BY THE MANUFACTURER. DETAILS FOR LIFT HOLES AND HARDWARE SHALL BE SHOWN ON THE SHOP DRAWINGS. USE RAPID SET CONCRETE PATCH MATERIAL TO FILL LIFTING HOLES OR VOIDS CREATED BY LIFTING HARDWARE IN ACCORDANCE WITH THE REQUIREMENTS OF THE PATCH MATERIAL SET FORTH IN THE SPECIAL PROVISIONS.

THE SURFACE TEXTURE OF PRECAST ELEMENTS SHALL MATCH THE EXISTING ADJACENT PAVEMENT SURFACE TEXTURE.

DO NOT TIE PRECAST CONCRETE PAVEMENT PANELS LONGITUDINALLY TO EXISTING OR PROPOSED PAVEMENTS.

FABRICATE PRECAST PANELS TO 6-FT, 8-FT, AND 10-FT LENGTHS).

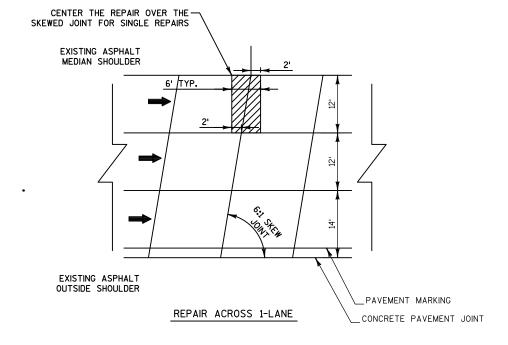
*VARIOUS LOCATIONS HAVE REPAIRS IN LENGTHS EXCEEDING 10-FEET. FOR THESE LOCATIONS, INSTALL MULTIPLE PRECAST PANELS IN A SERIES TO COMPLETE THE REPAIR. THESE LOCATIONS ARE SPECIFIED UNDER BID ITEM "CONCRETE PAVEMENT REPLACEMENT PRECAST 12-INCH" FOR PAVEMENT REPAIR GREATER THAN 10-FEET AND "CONCRETE PAVEMENT REPAIR PRECAST 12-INCH" FOR 10-FEET AND LESS.

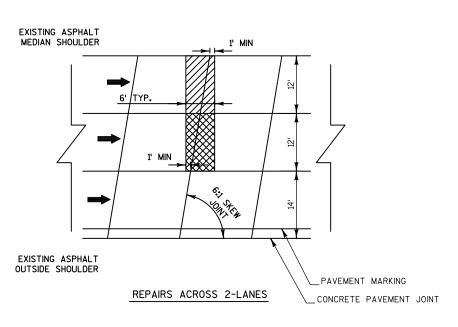
CONCRETE PAVEMENT REPAIR/REPLACEMENT PRECAST DETAILS

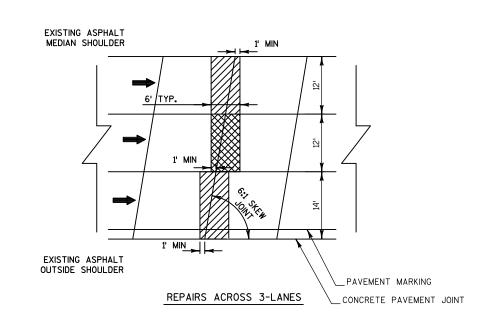
PROJECT NO:1001-00-64 HWY: H 39 COUNTY: DANE CONSTRUCTION DETAILS SHEET **E**

FILE NAME: N:\PDS\C3D\10010034\SHEETSPLAN\021001_CD.DWG PLOT DATE: 12/1/2014 4:49 PM PLOT BY: BREGAUDIT, CHARLENE PLOT NAME: PLOT SCALE: 1 IN:200 FT WISDOT/CADDS SHEET 42

2







NOTES:

(1) ASSUMES A ROADWAY CROSS SECTION WITH TWO TRAVEL LANES AT 12-FT AND ONE AT 14-FT

(2) COMPLETE CONCRETE PAVEMENT REPAIRS IN ACCORDANCE WITH SECTION 415 OF THE SPECS

<u>LEGEND</u>

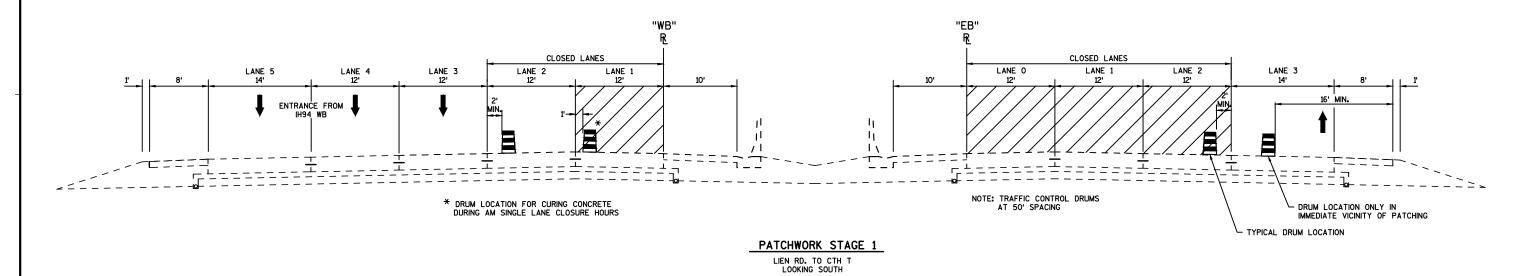
CONCRETE PAVEMENT REPAIR OVERNIGHT



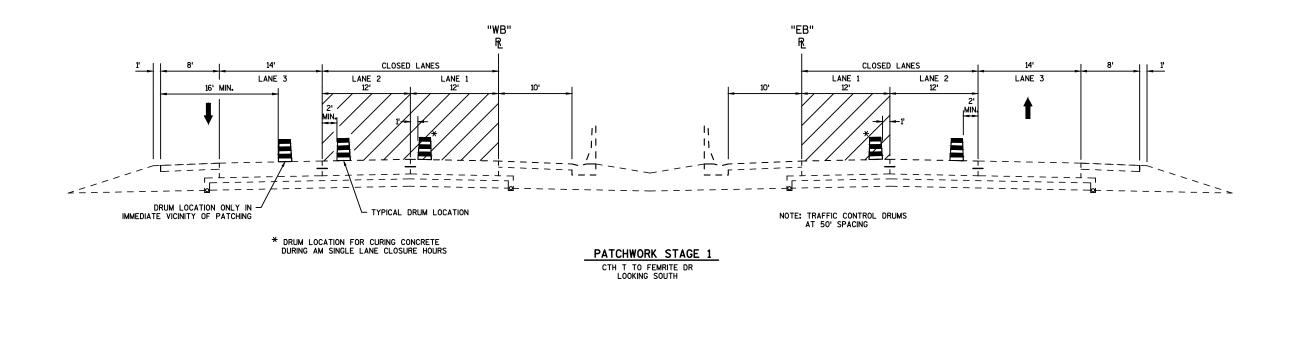
CONCRETE PAVEMENT REPAIR, PRECAST

CONCRETE PAVEMENT REPAIR - SPANNING MULTIPLE LANES

PROJECT NO:1001-00-64 HWY: IH 39 COUNTY: DANE CONSTRUCTION DETAILS SHEET



WORK ZONE



FILE NAME : N:\PDS\C3D\10010034\SHEETSPLAN\025001_TC_1.DWG LAYOUT NAME - 1

PROJECT NO:1001-00-64

PLOT DATE: 12/8/2014 5:10 PM

COUNTY: DANE

PLOT BY: BREGAUDIT, CHARLENE PLOT NAME:

TRAFFIC CONTROL - TYPICAL SECTIONS

PLOT SCALE : 0.076519

WISDOT/CADDS SHEET 42

E

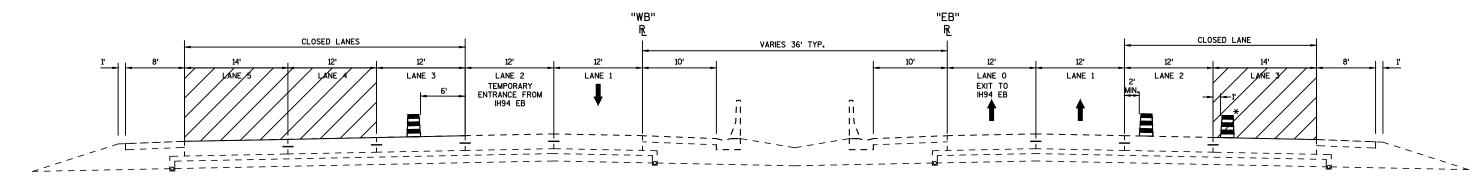
SHEET

HWY:IH 39

"WB" "EB" CLOSED LANE CLOSED LANE LANE 2 14' LANE 2 14' LANE 1 12' LANE 1 12' DRUM LOCATION ONLY IN IMMEDIATE VICINITY OF PATCHING - DRUM LOCATION ONLY IN IMMEDIATE VICINITY OF PATCHING TYPICAL DRUM LOCATION NOTE: TRAFFIC CONTROL DRUMS AT 50' SPACING TYPICAL DRUM LOCATION PATCHWORK STAGE 1 FEMRITE DR TO SIGGELKOW RD. LOOKING SOUTH WORK ZONE

HWY:IH 39 COUNTY: DANE SHEET PROJECT NO:1001-00-64 TRAFFIC CONTROL - TYPICAL SECTIONS Ε

2



PATCHWORK STAGE 2

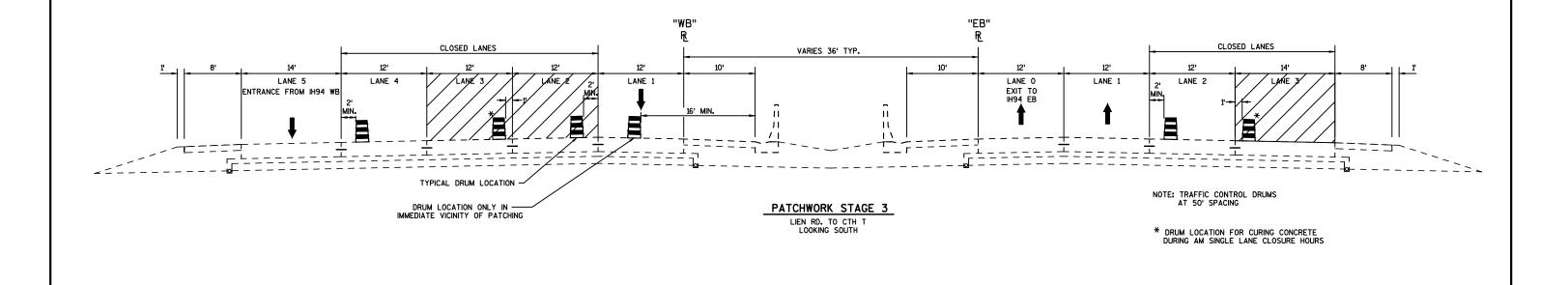
LIEN RD. TO CTH T

NOTE: TRAFFIC CONTROL DRUMS AT 50' SPACING

* DRUM LOCATION FOR CURING CONCRETE DURING AM SINGLE LANE CLOSURE HOURS

PLOT SCALE : 1:13

WORK ZONE



FILE NAME : N:\PDS\C3D\10010034\SHEETSPLAN\025001_TC_1.DWG LAYOUT NAME - 3 HWY:IH 39

PROJECT NO:1001-00-64

PLOT DATE : 12/8/2014 5:10 PM

COUNTY: DANE

TRAFFIC CONTROL - TYPICAL SECTIONS

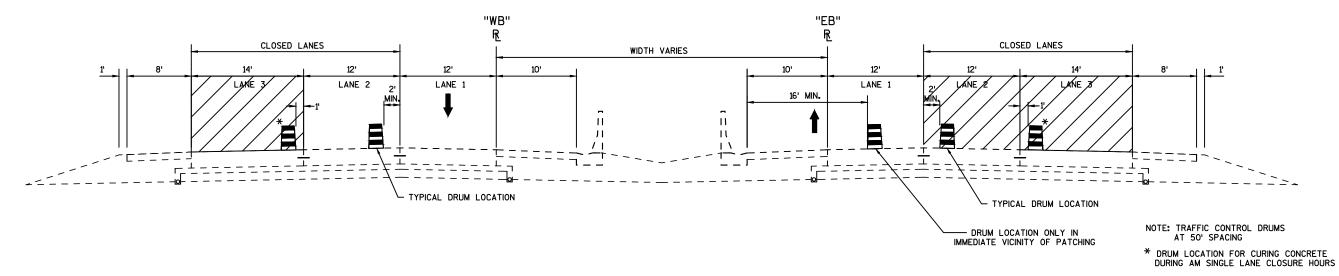
M PLOT BY: BREGAUDIT, CHARLENE PLOT NAME:

SHEET

WISDOT/CADDS SHEET 42

E

2

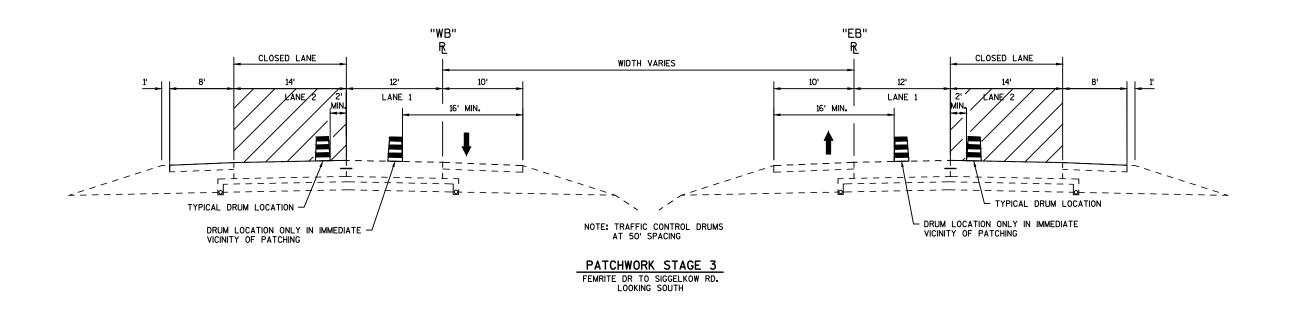


PATCHWORK STAGE 3

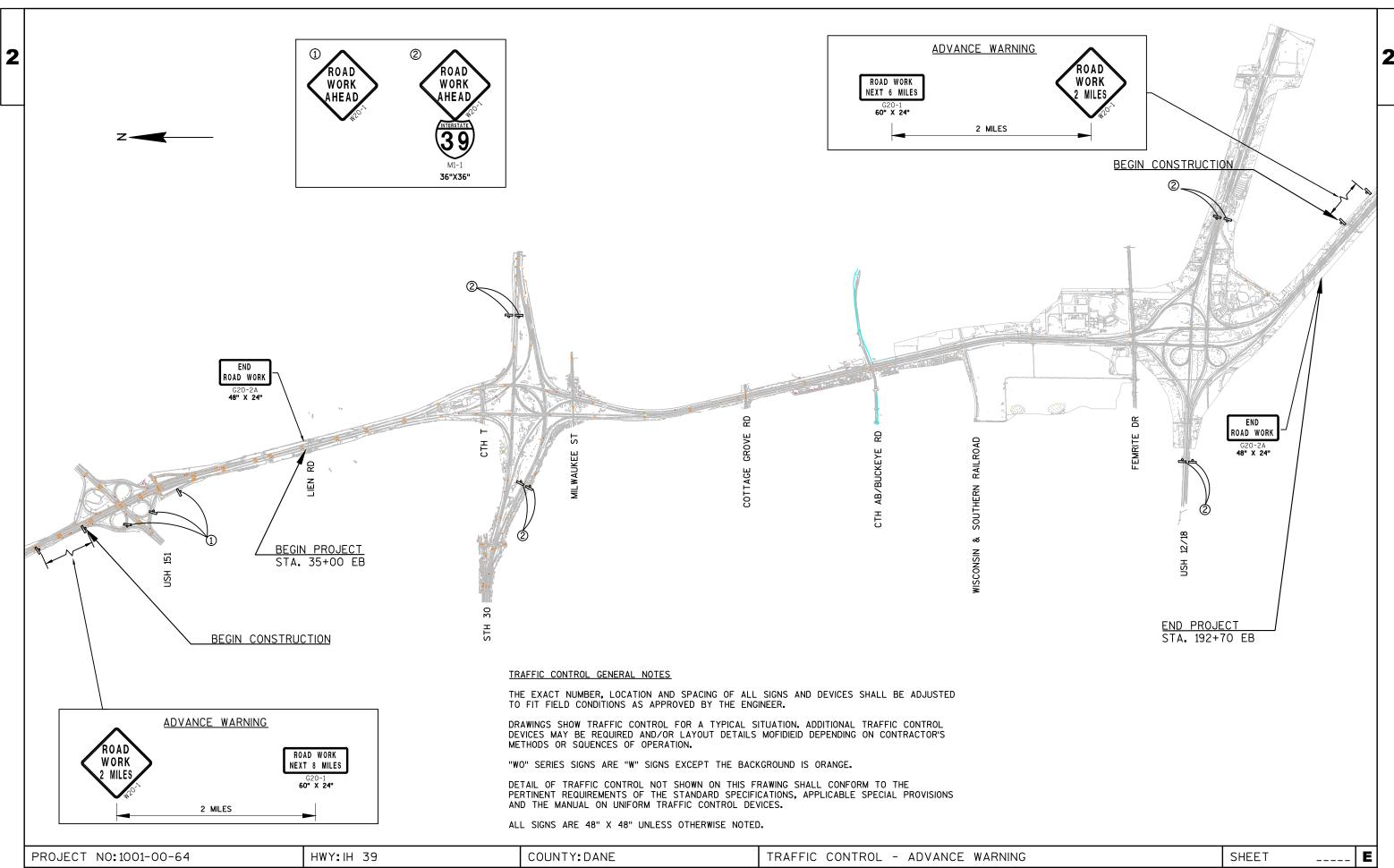
CTH T TO FEMRITE DR

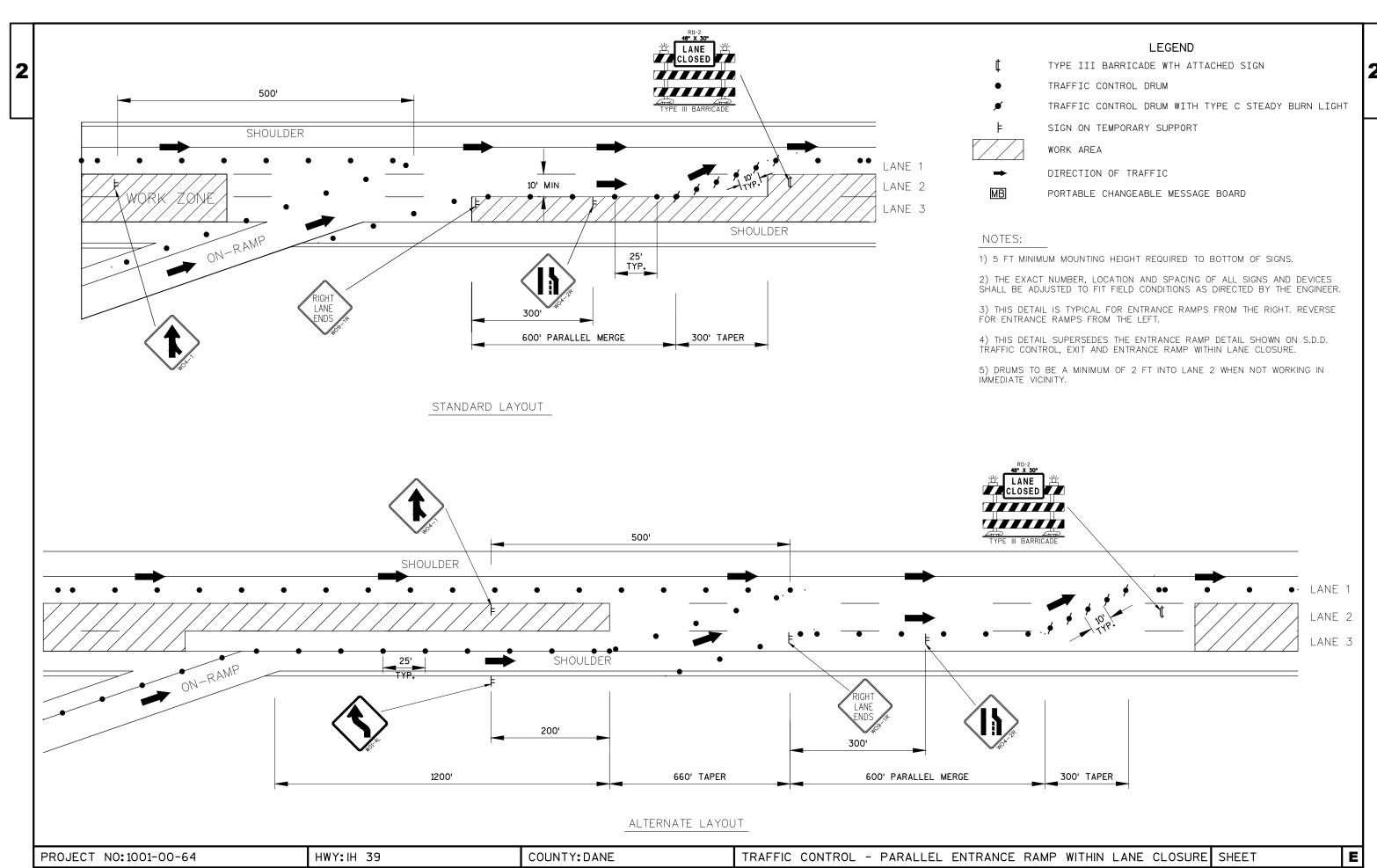
LOOKING SOUTH

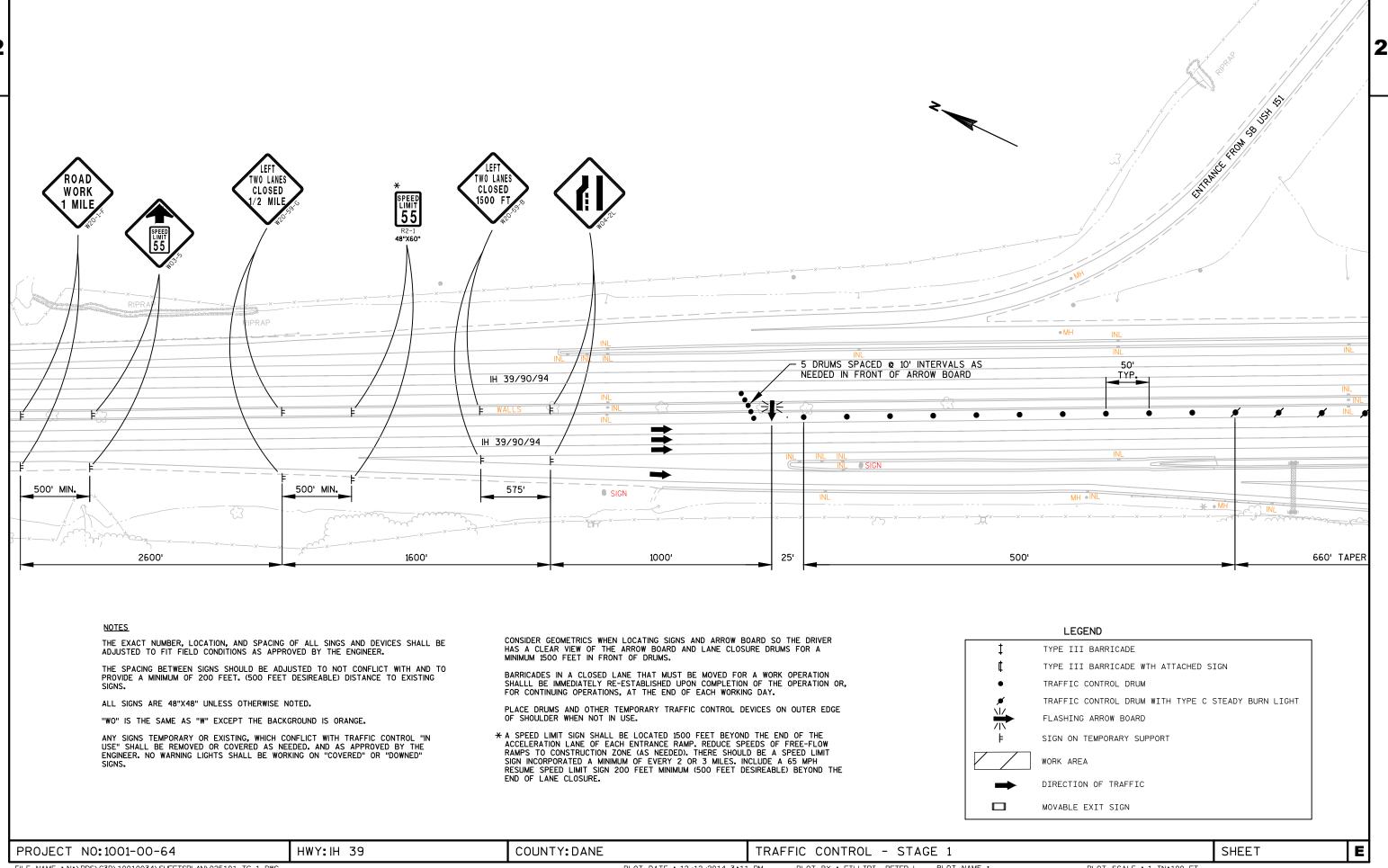
WORK ZONE

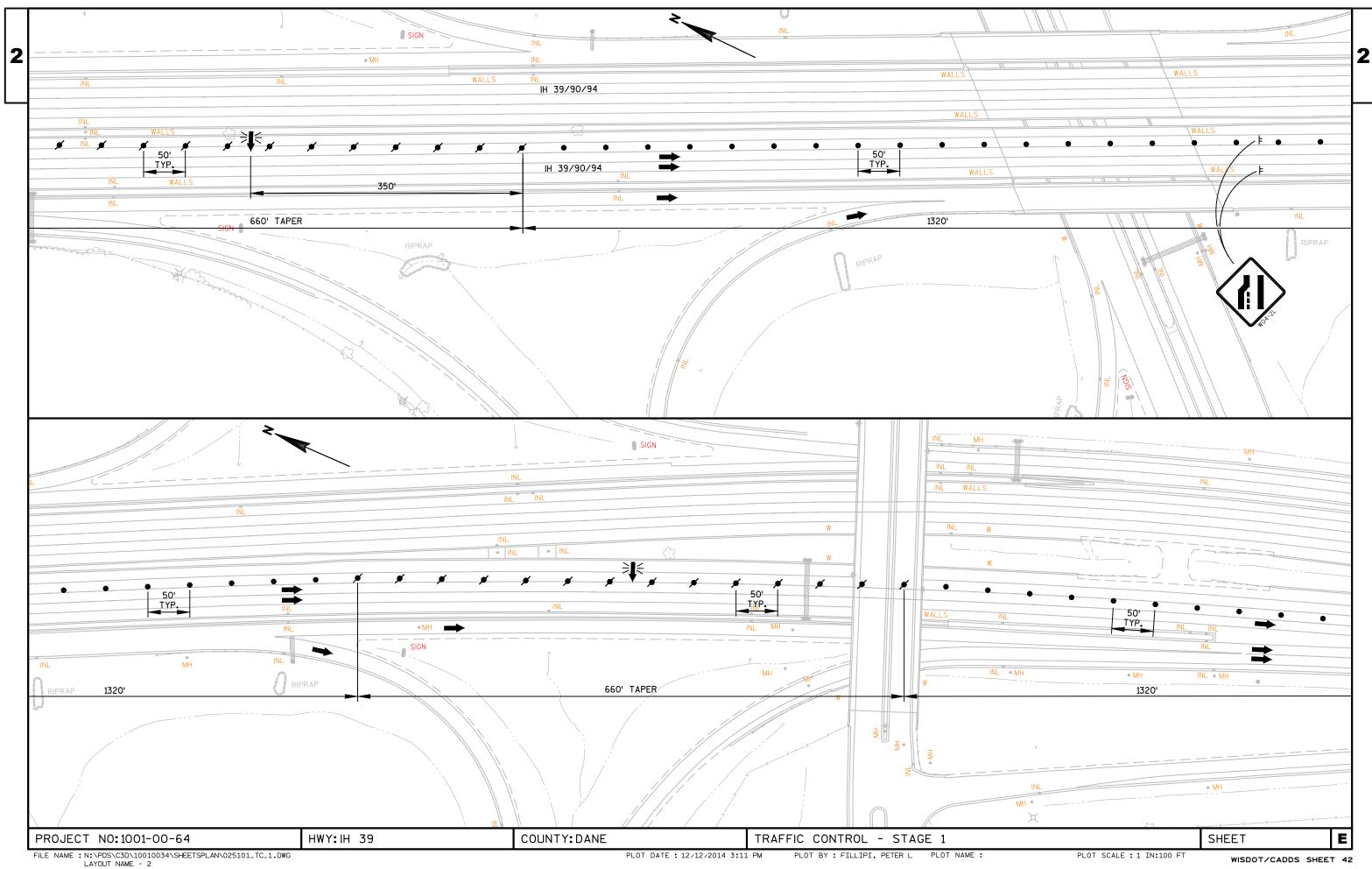


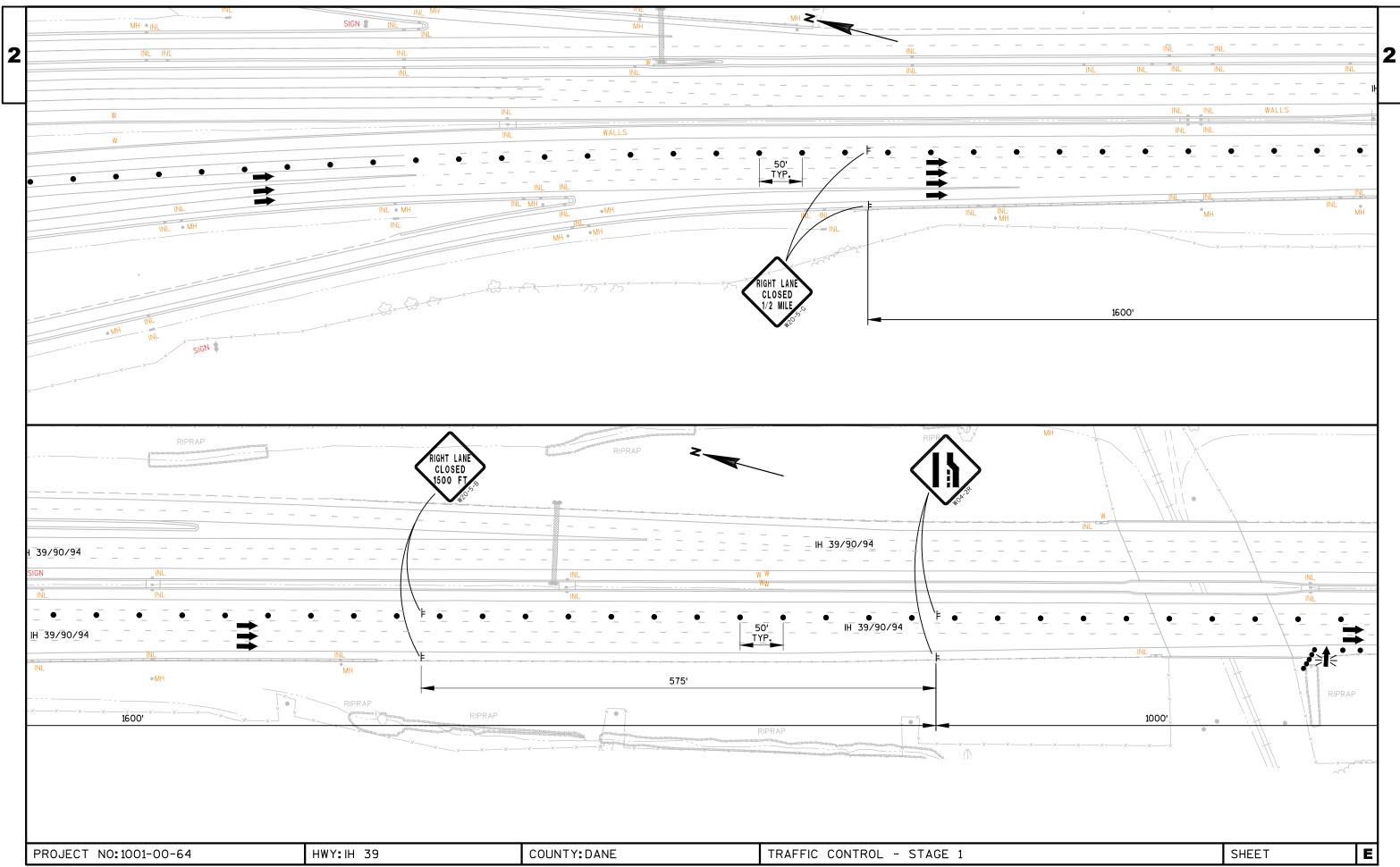
PROJECT NO:1001-00-64 HWY: IH 39 COUNTY: DANE TRAFFIC CONTROL - TYPICAL SECTIONS SHEET **E**

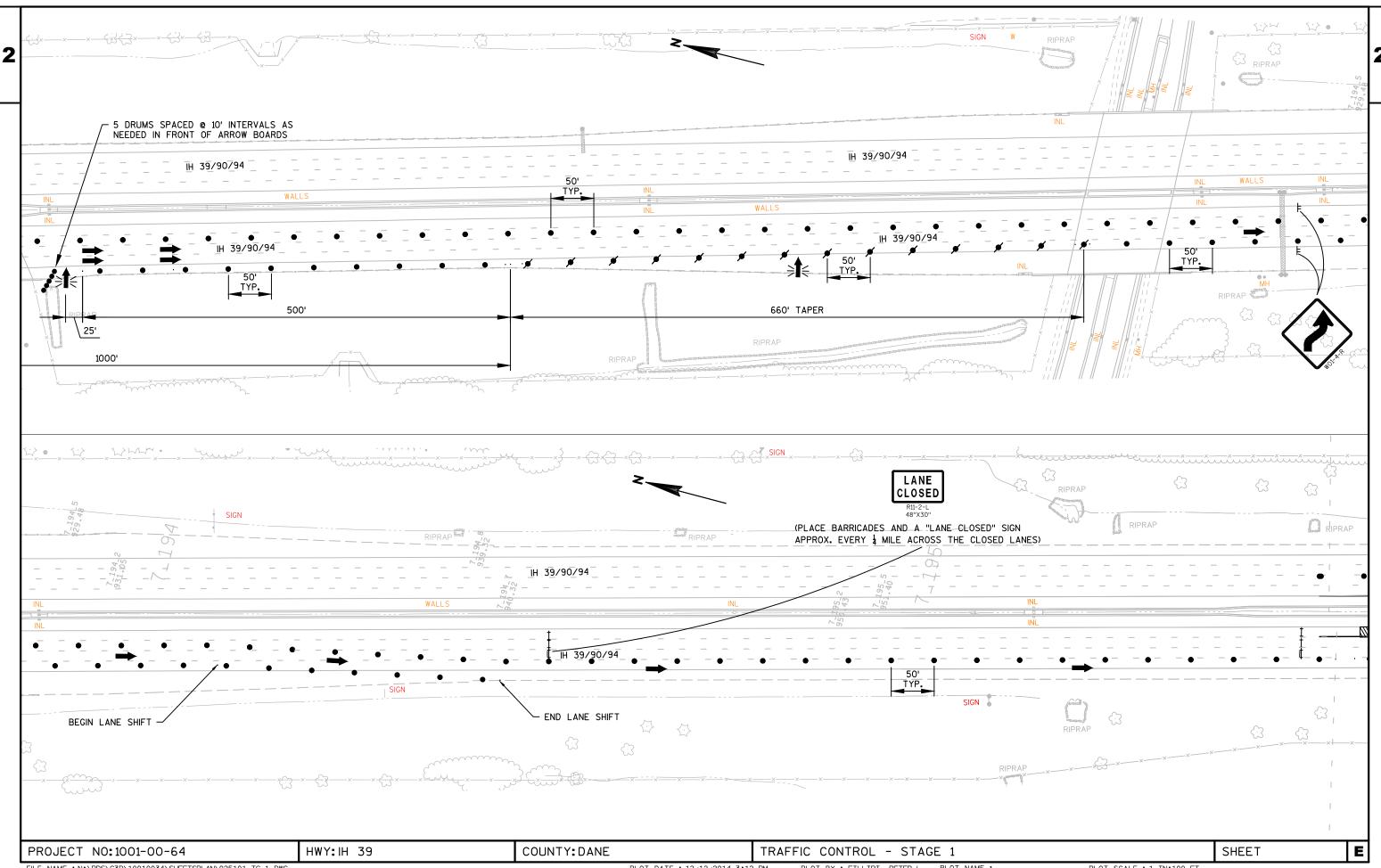


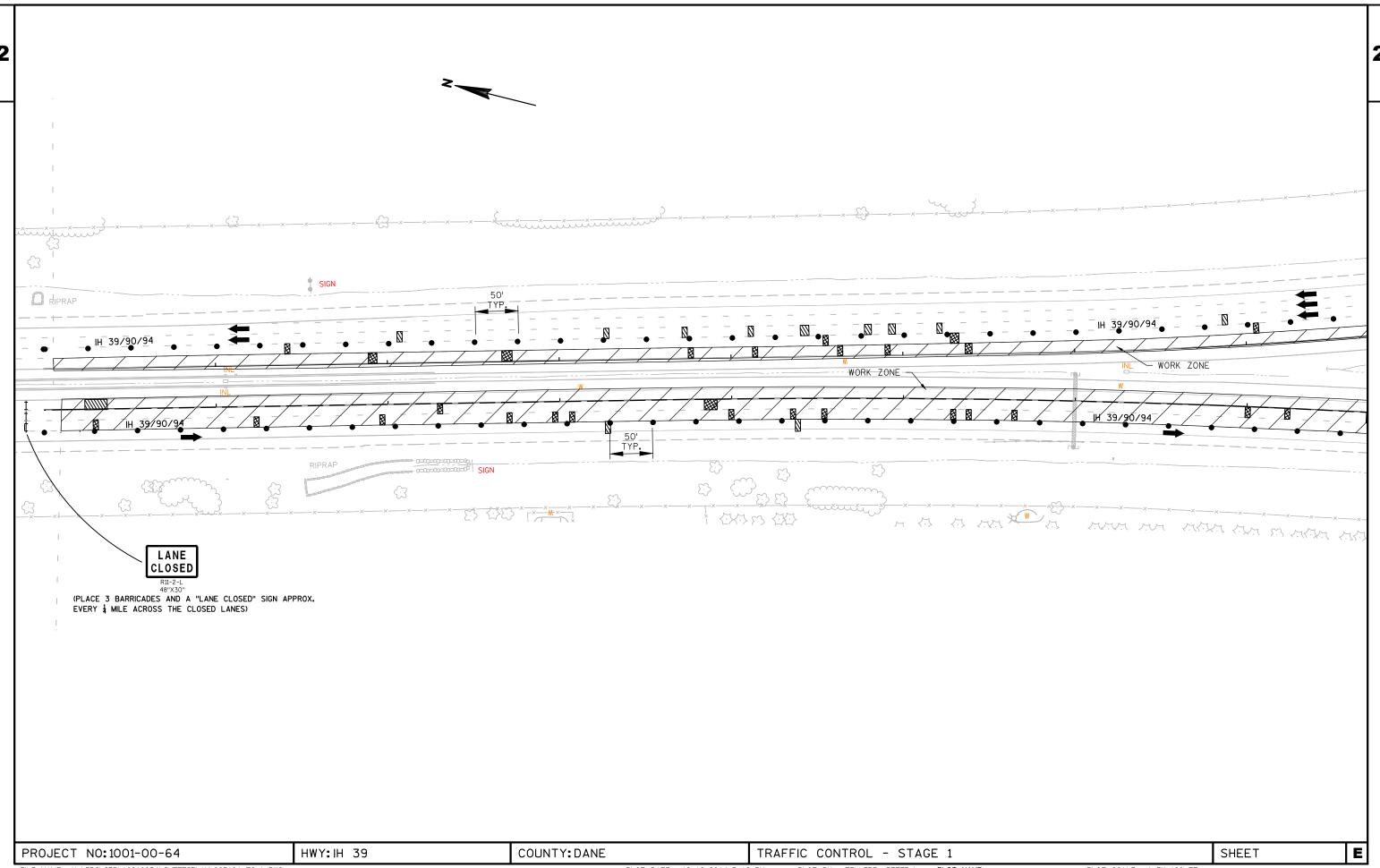


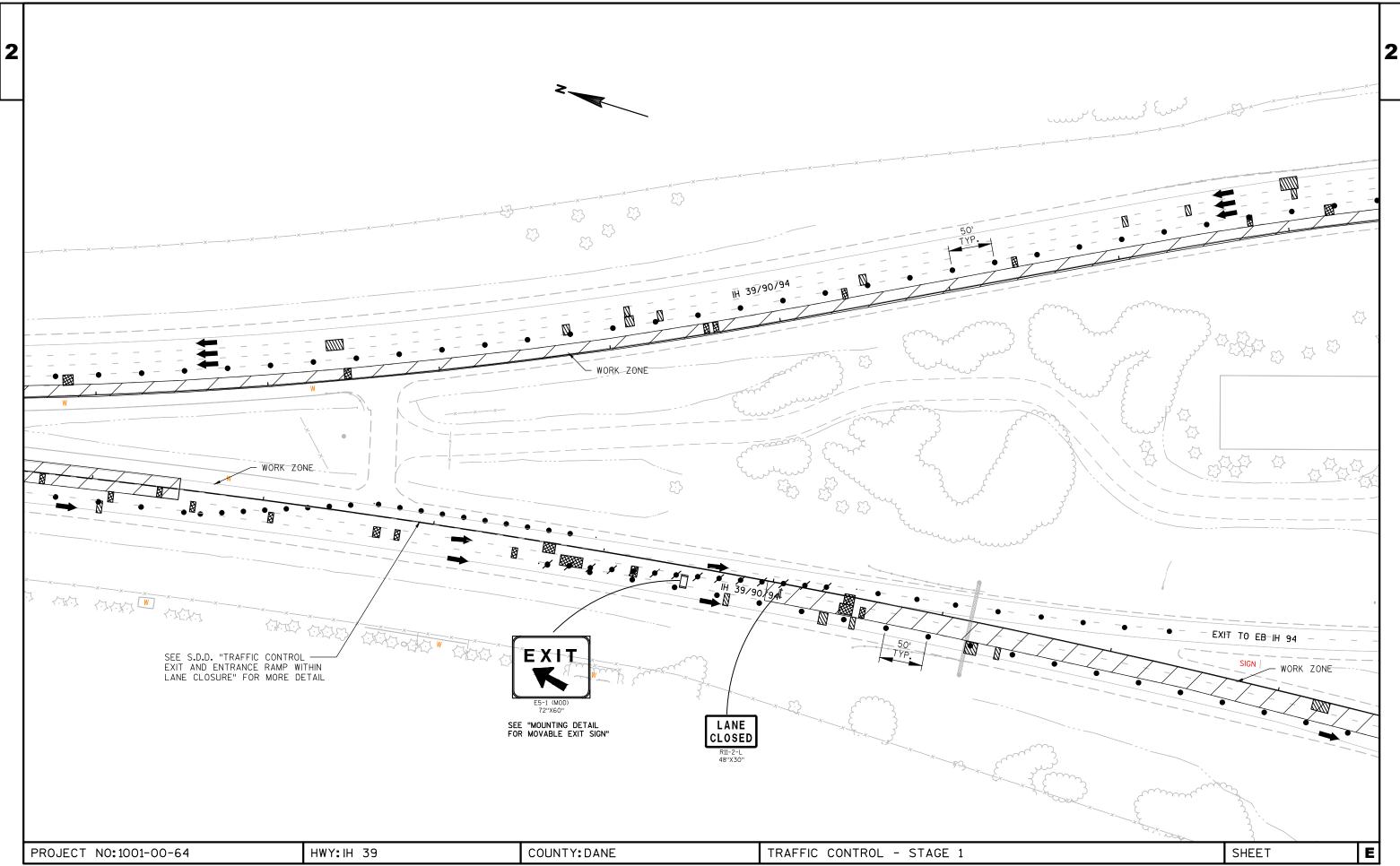


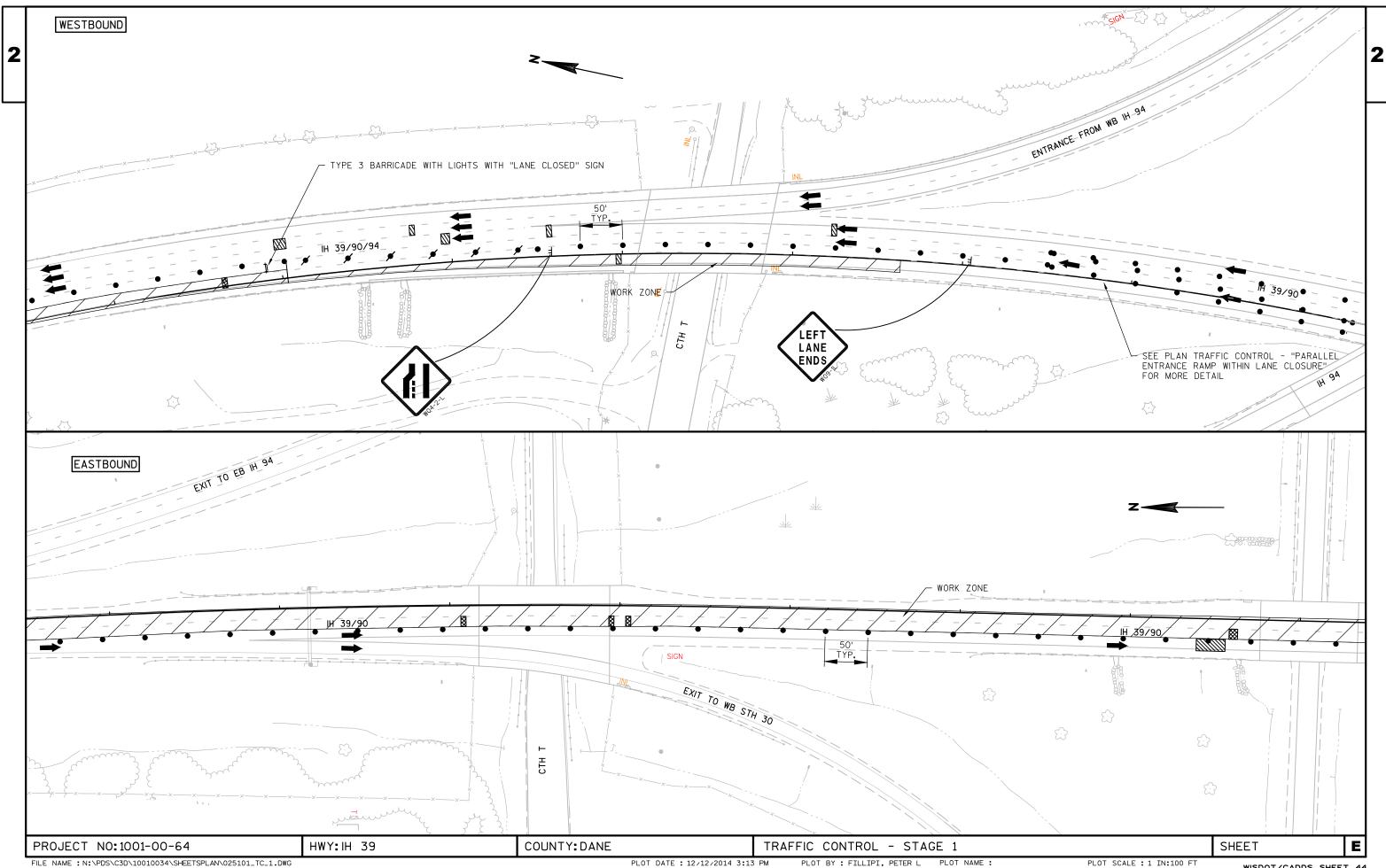


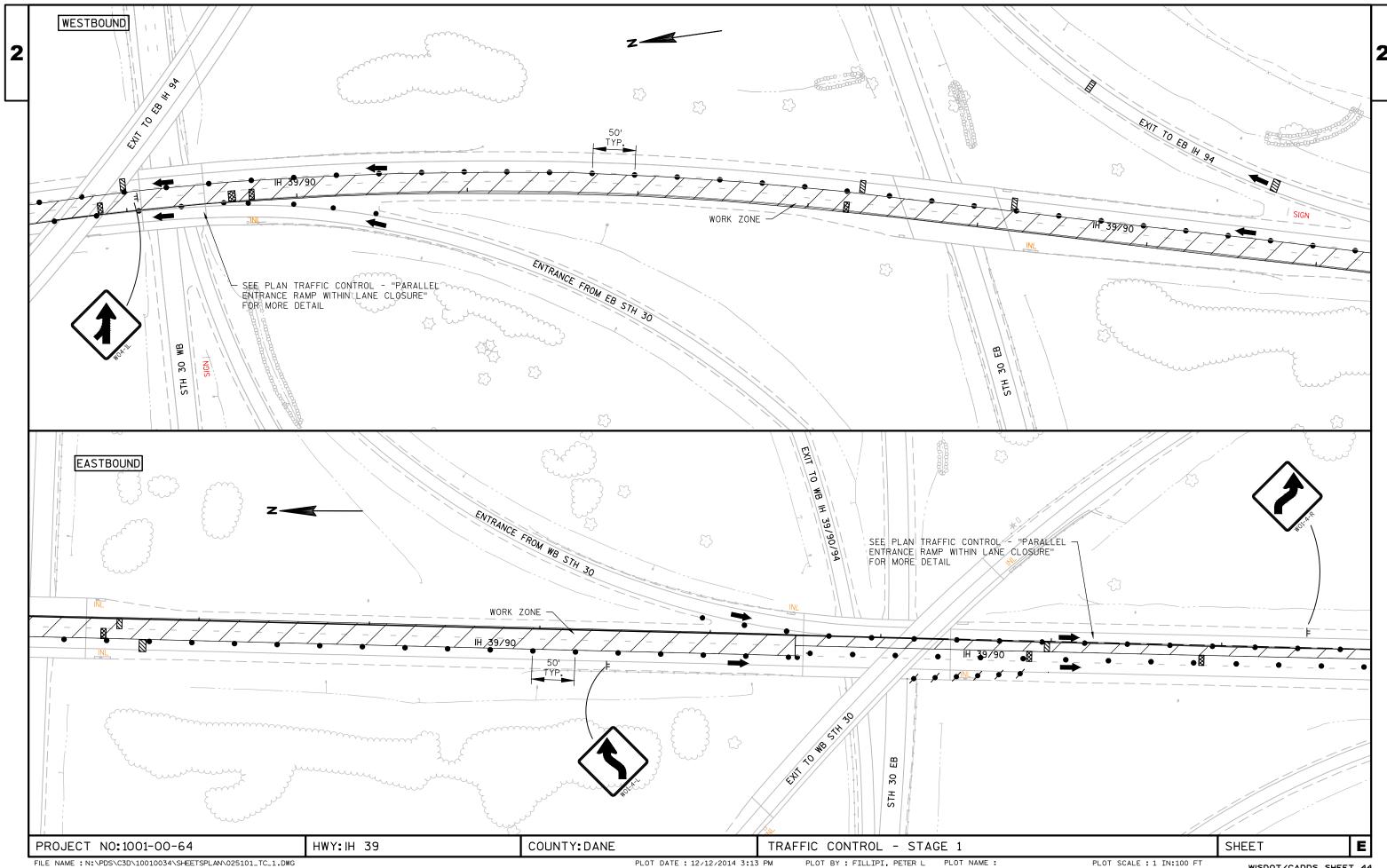


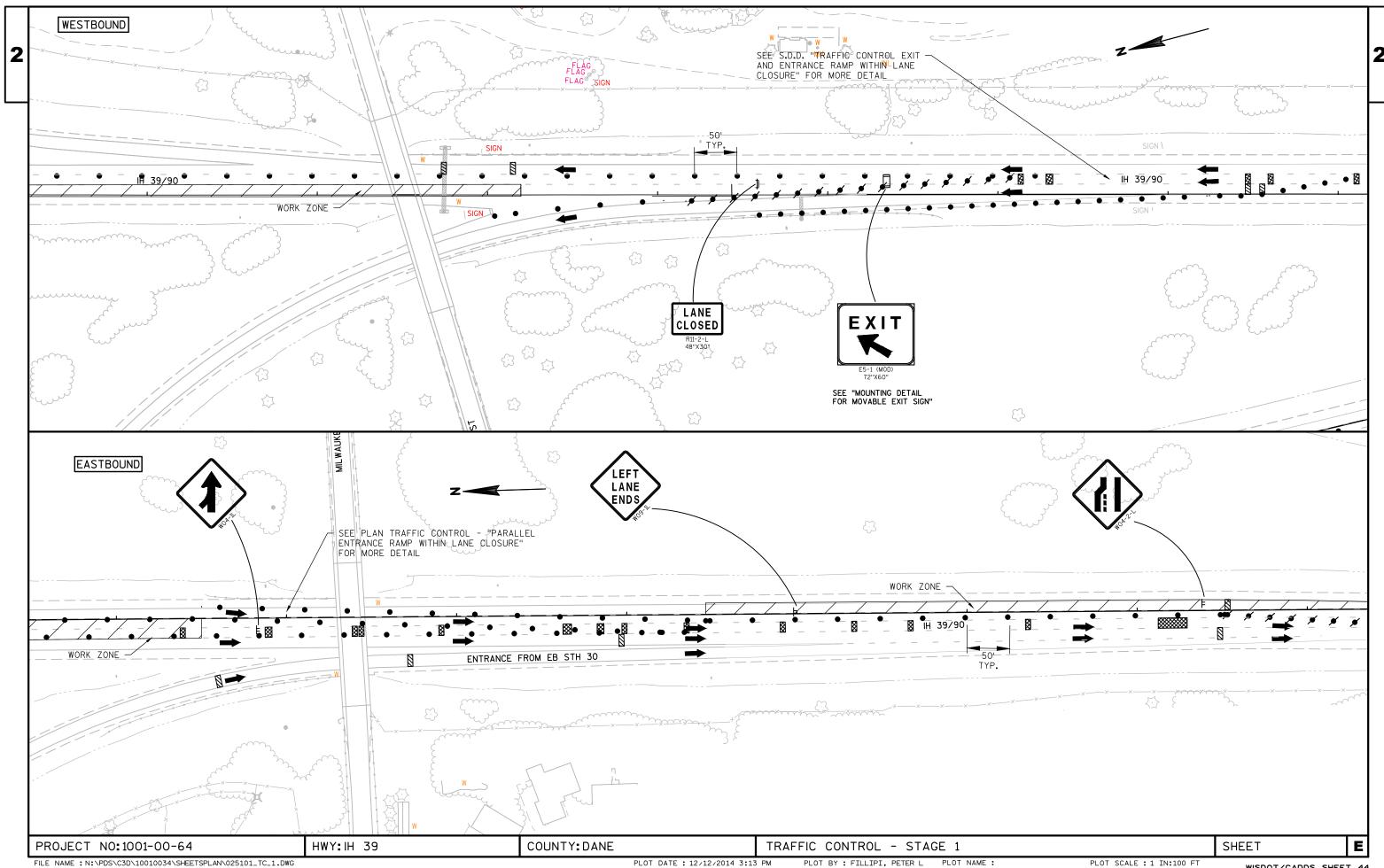


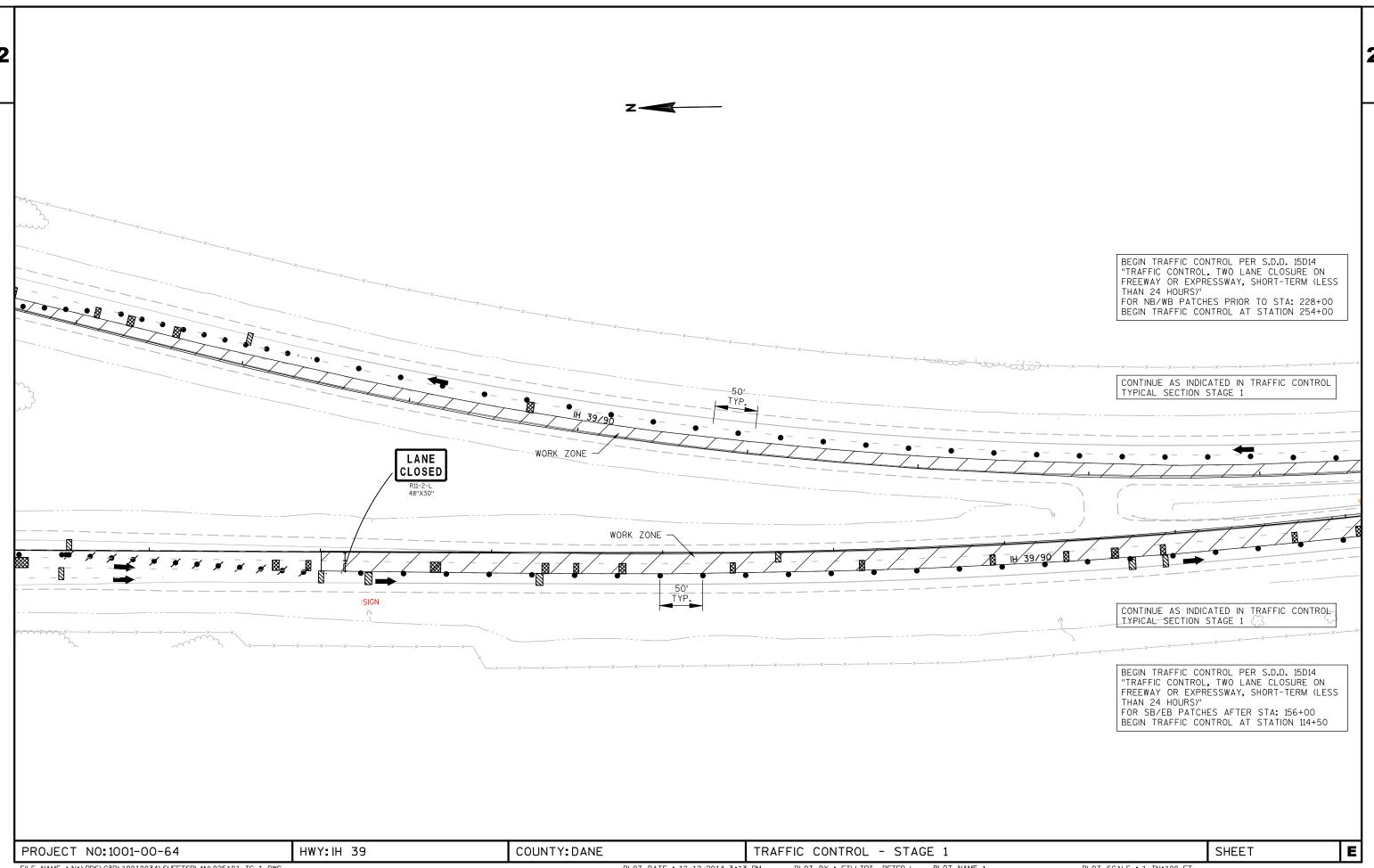


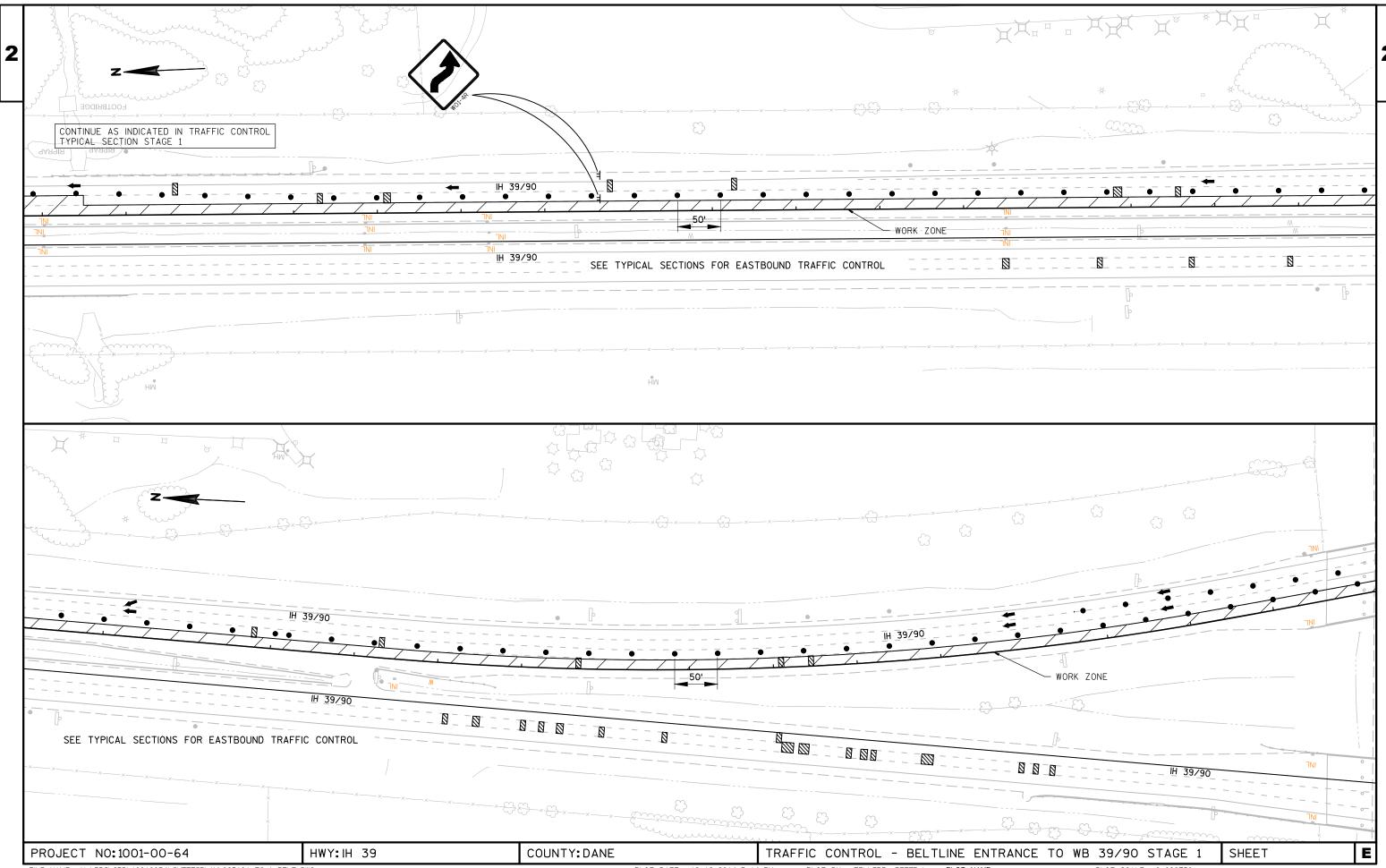


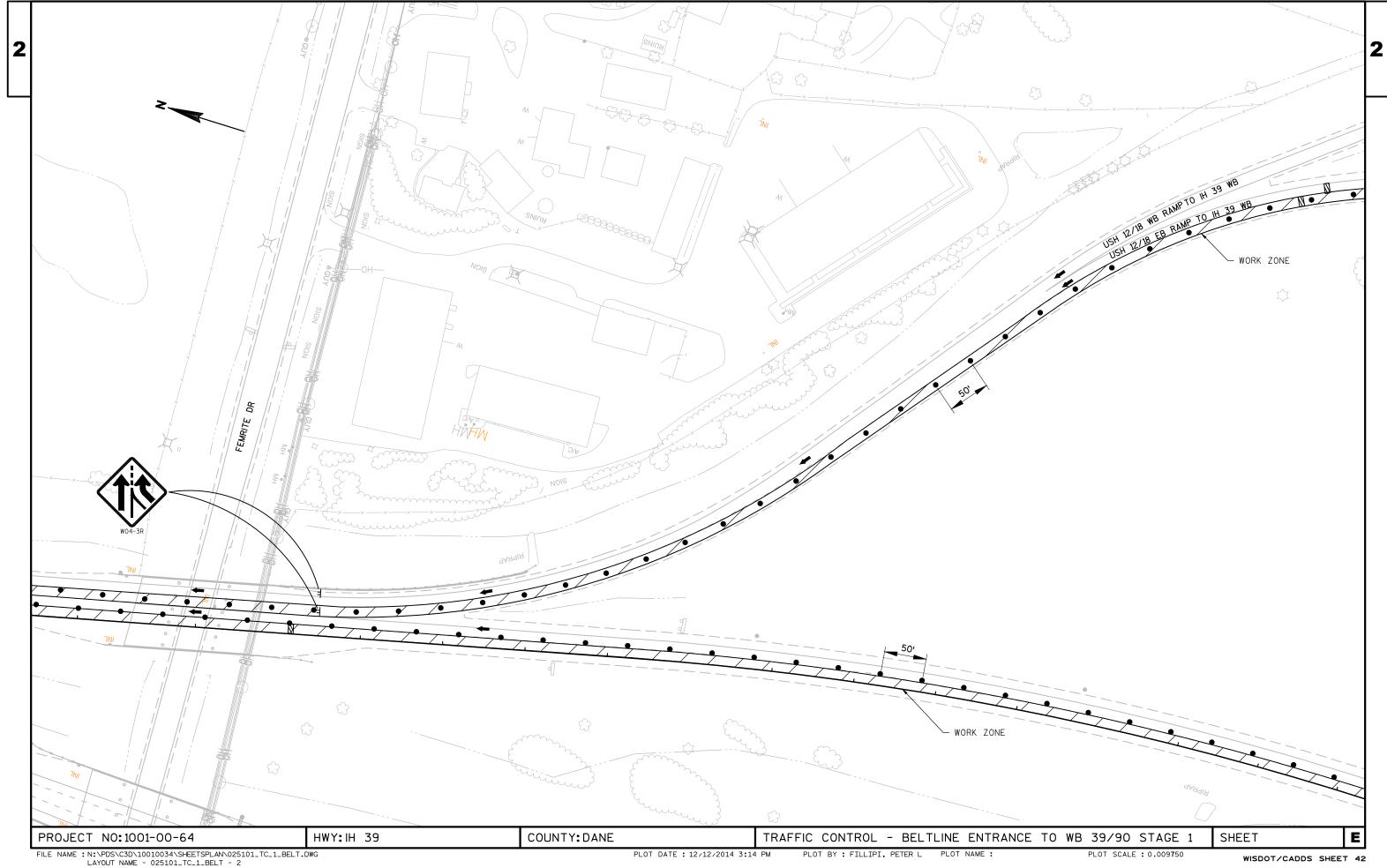


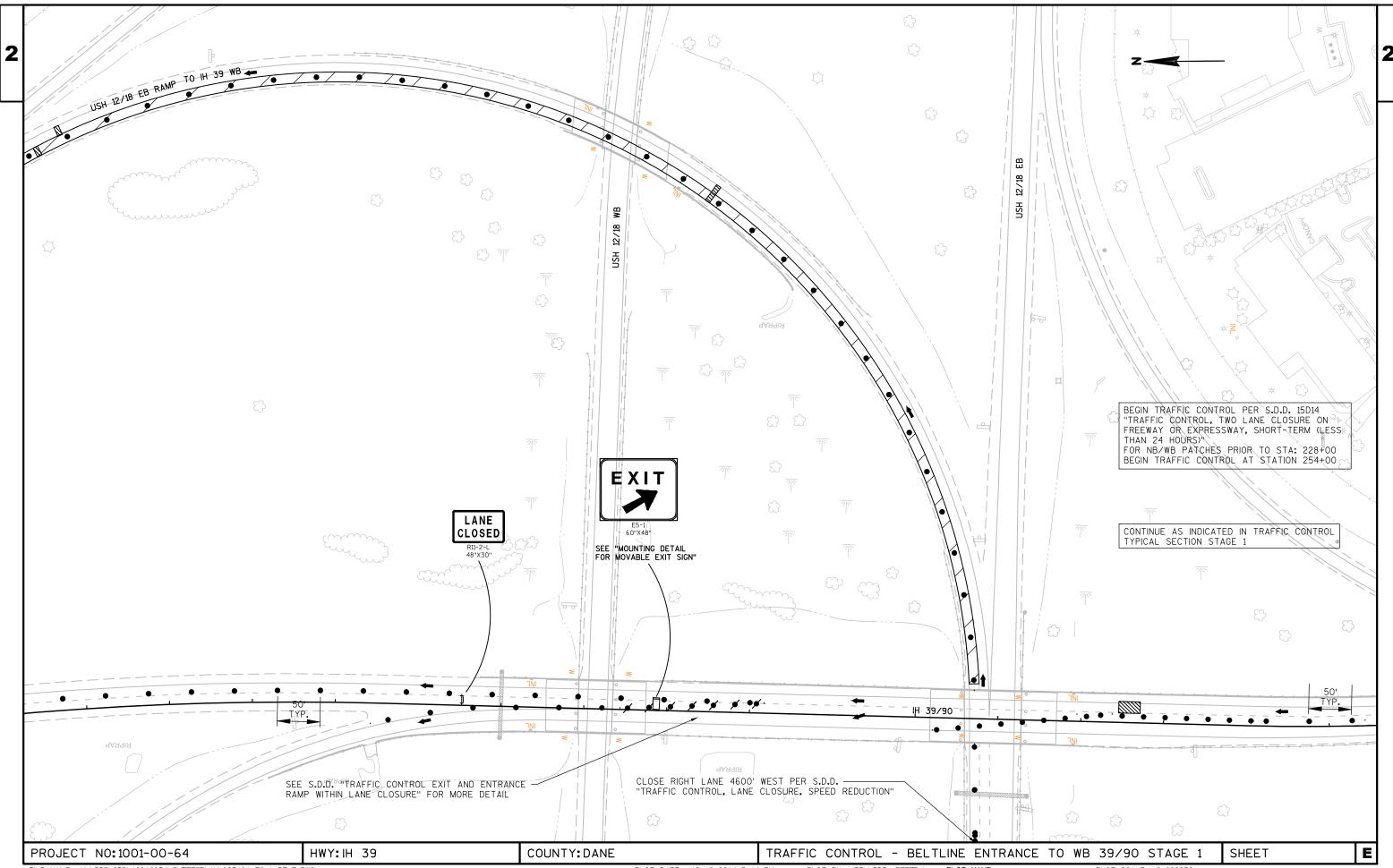


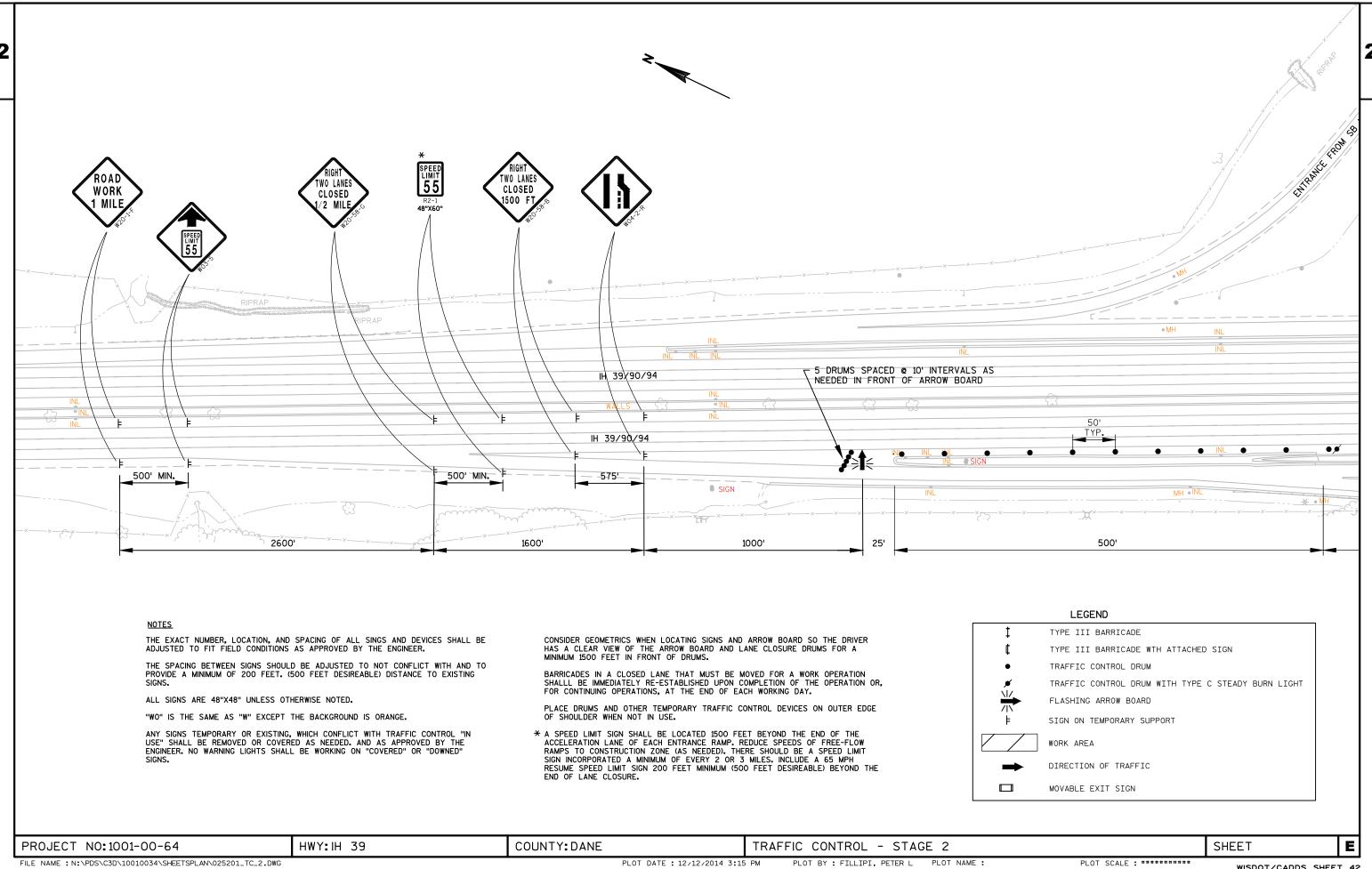


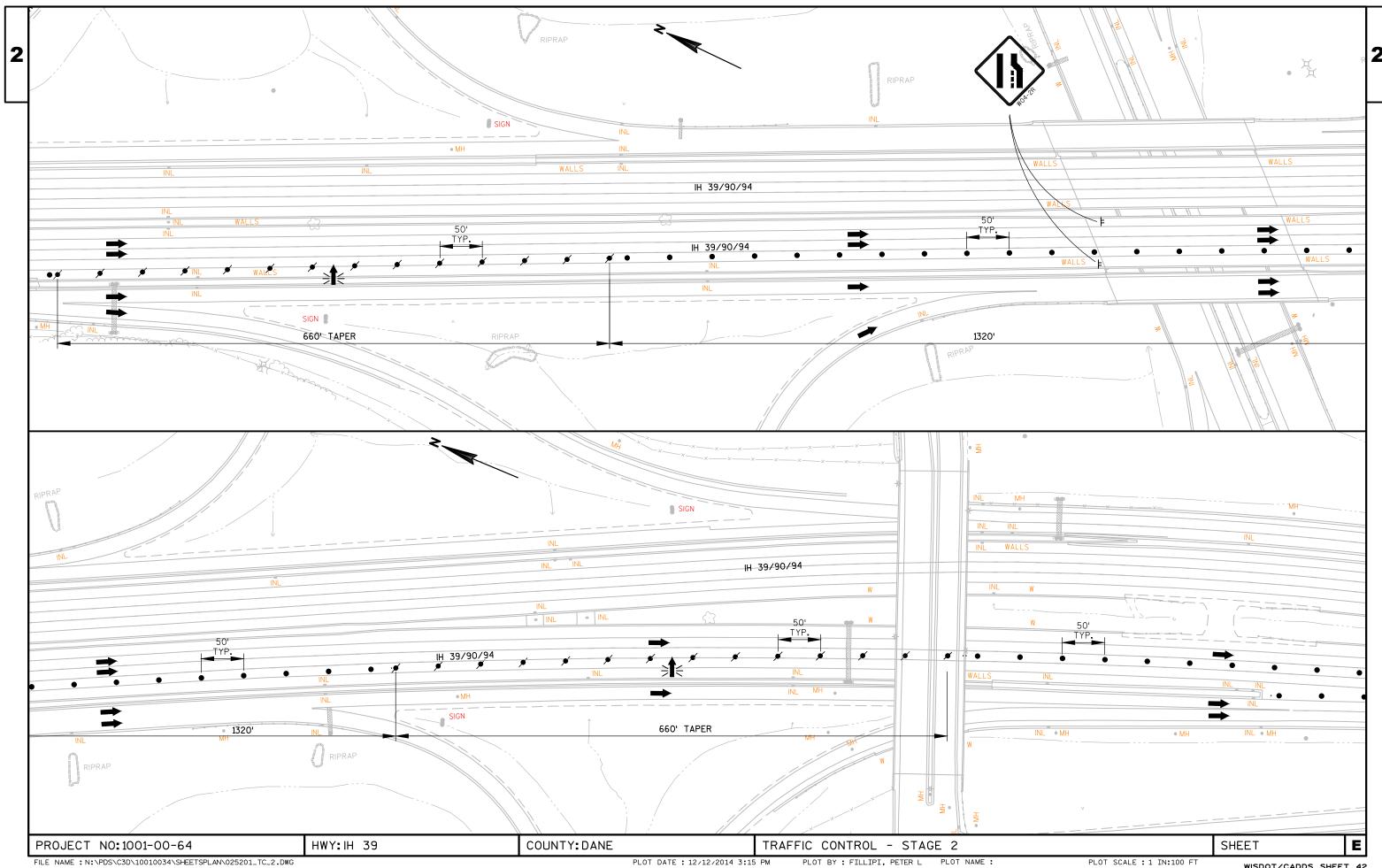


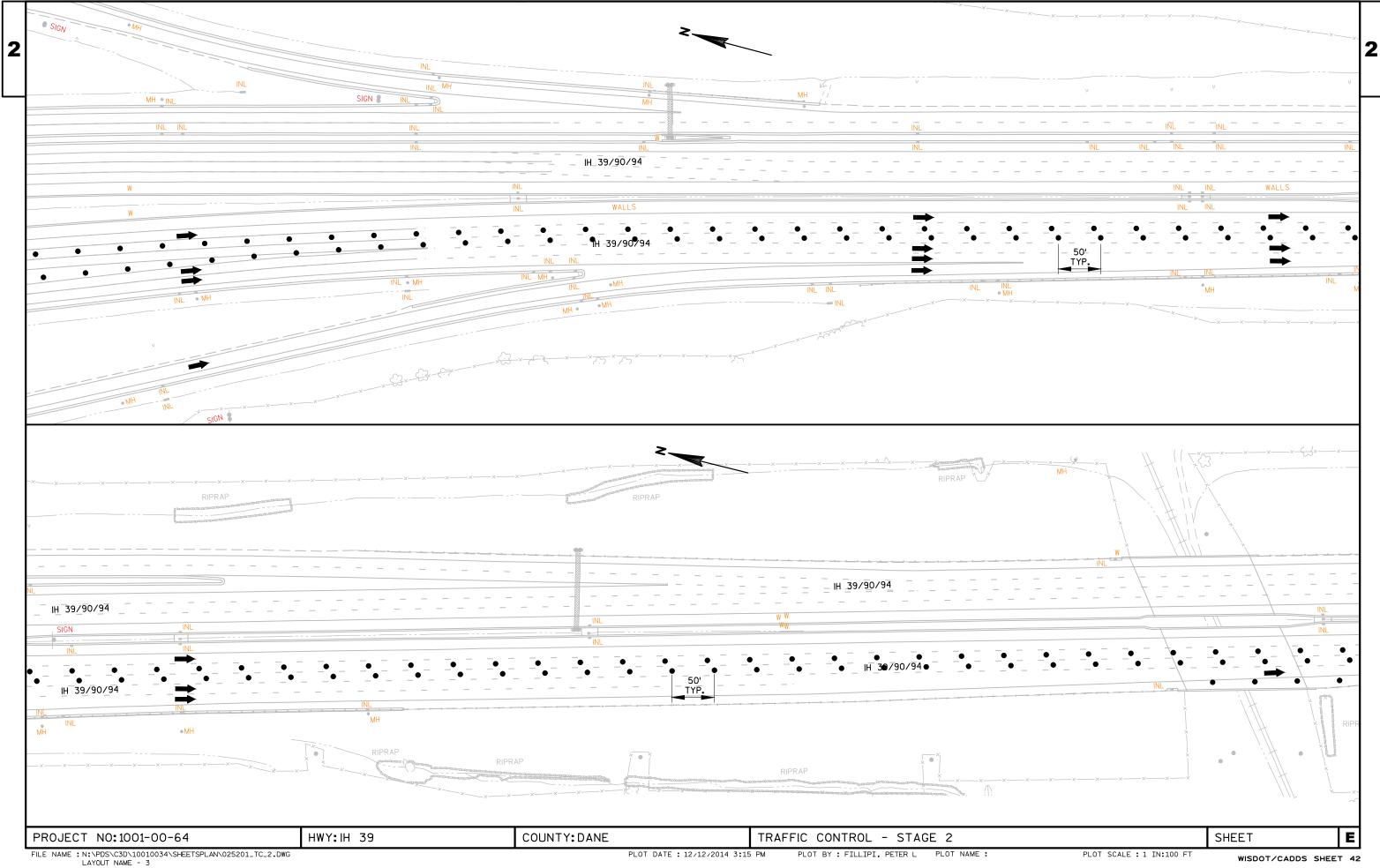


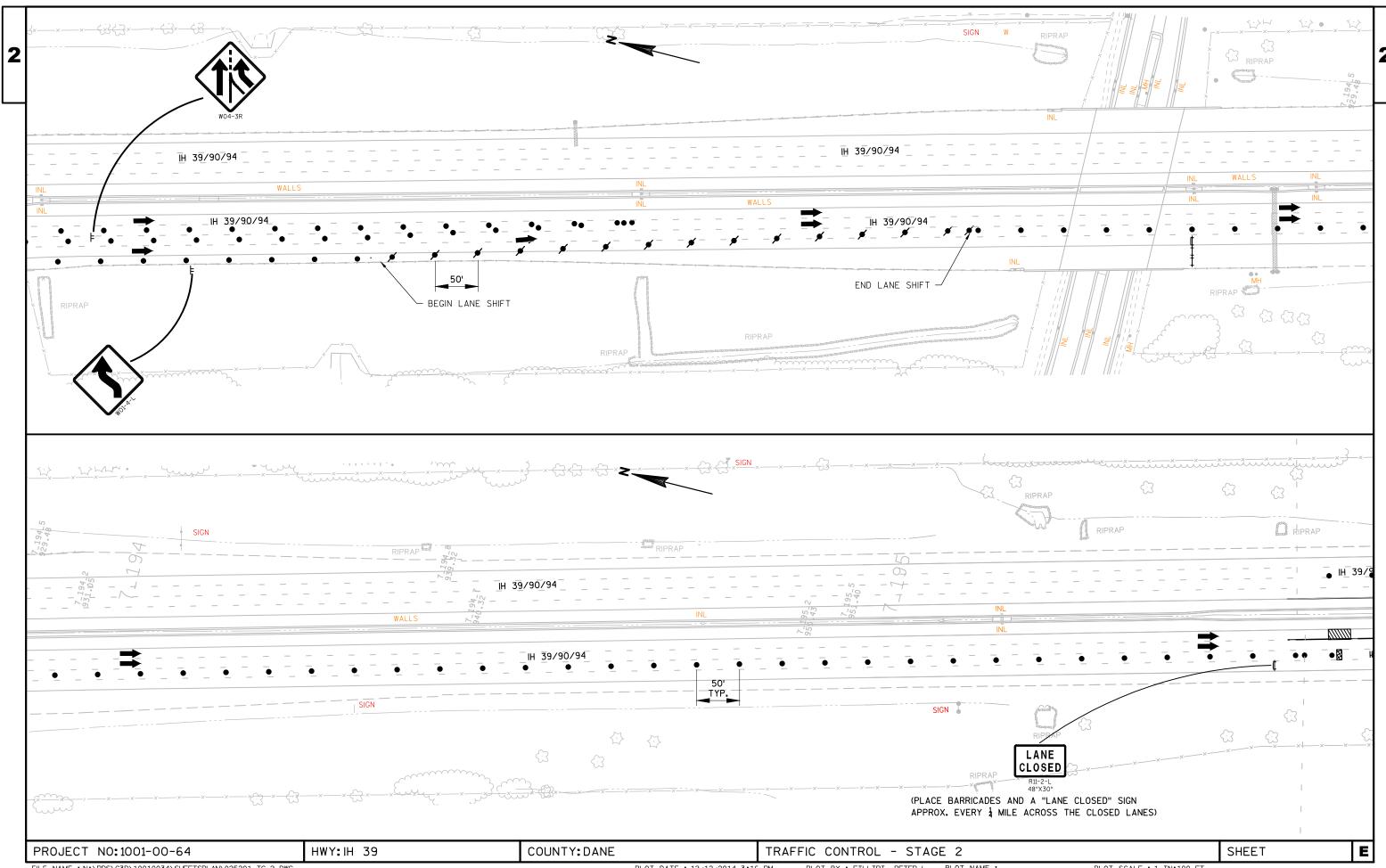


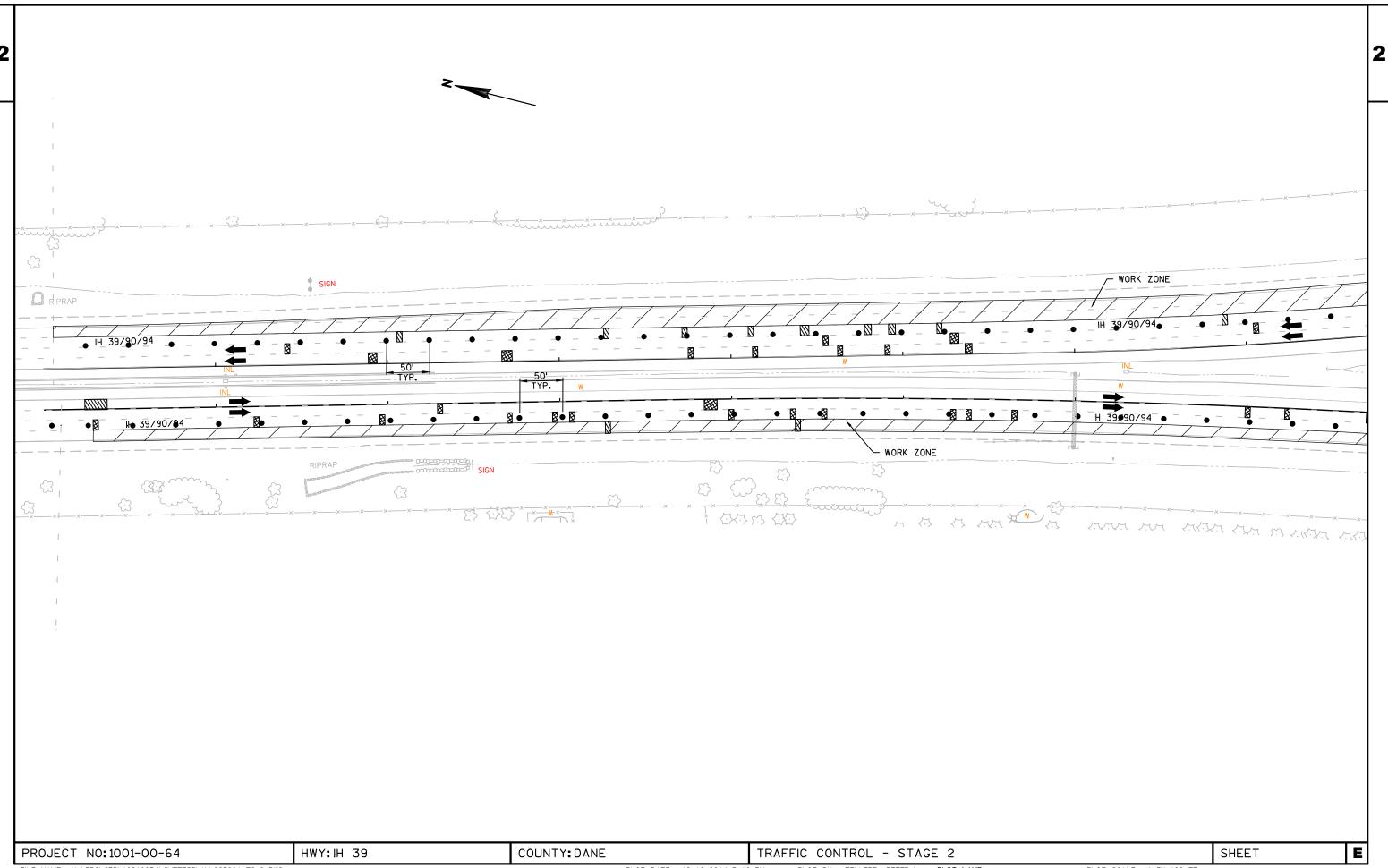


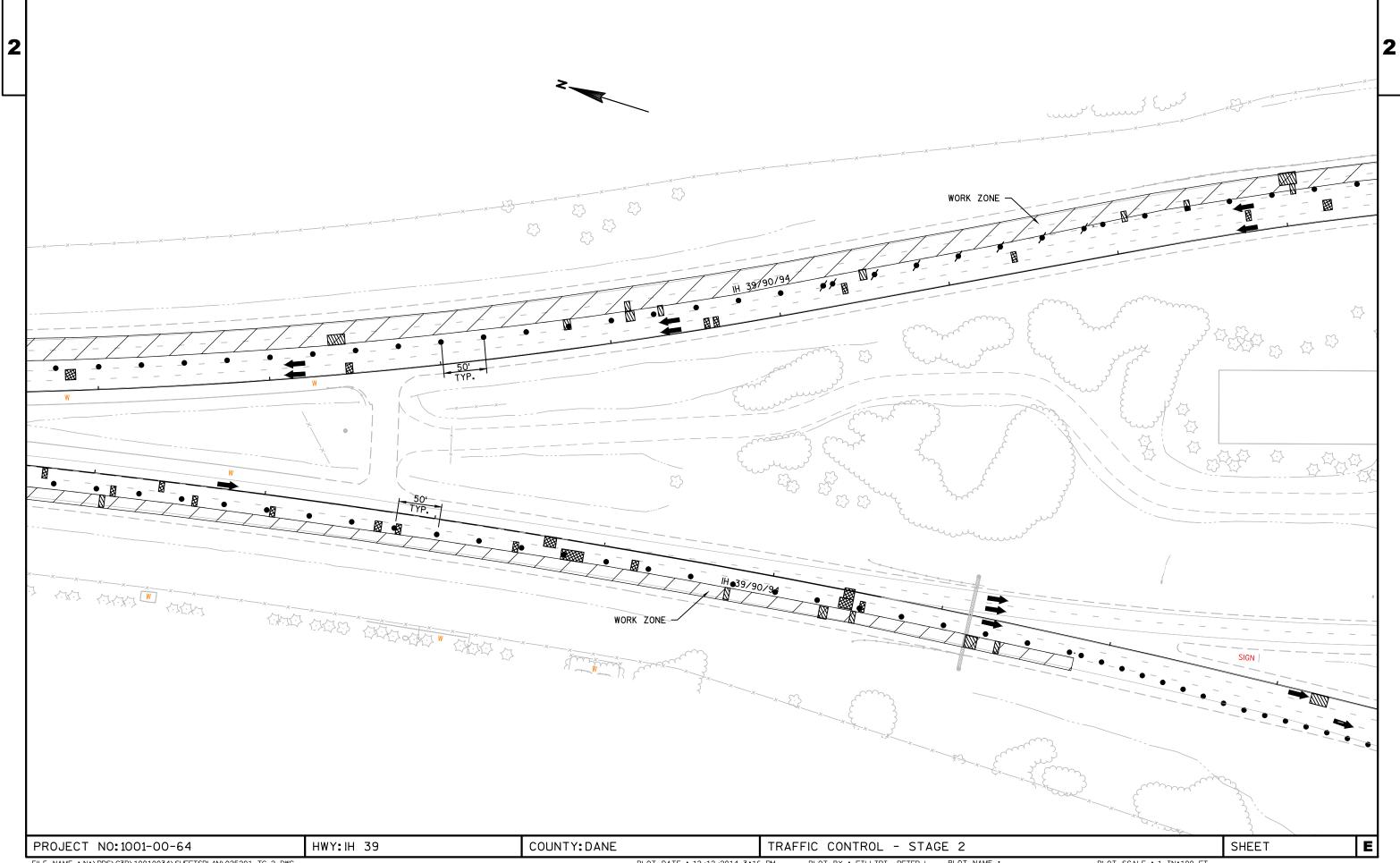


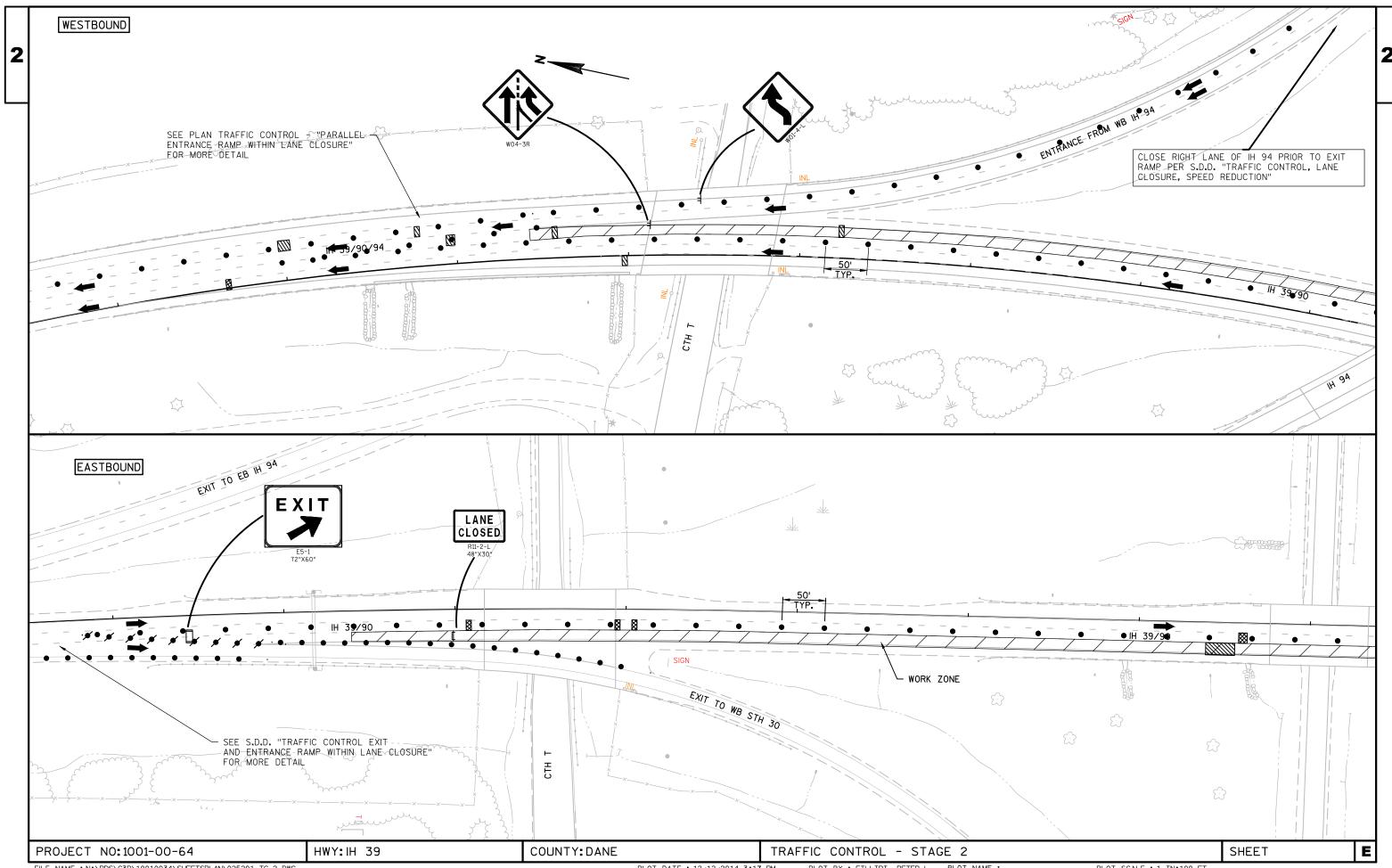


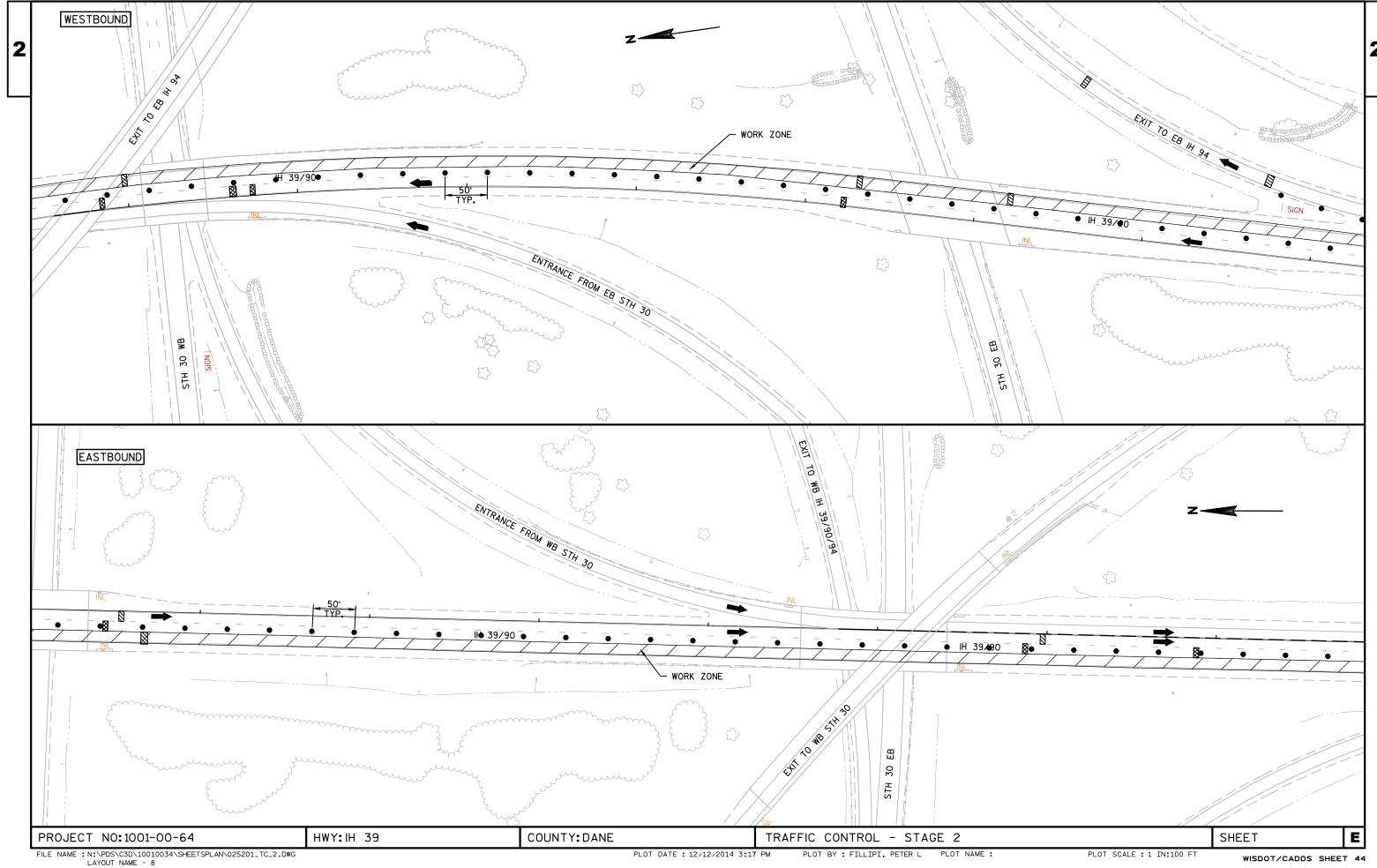


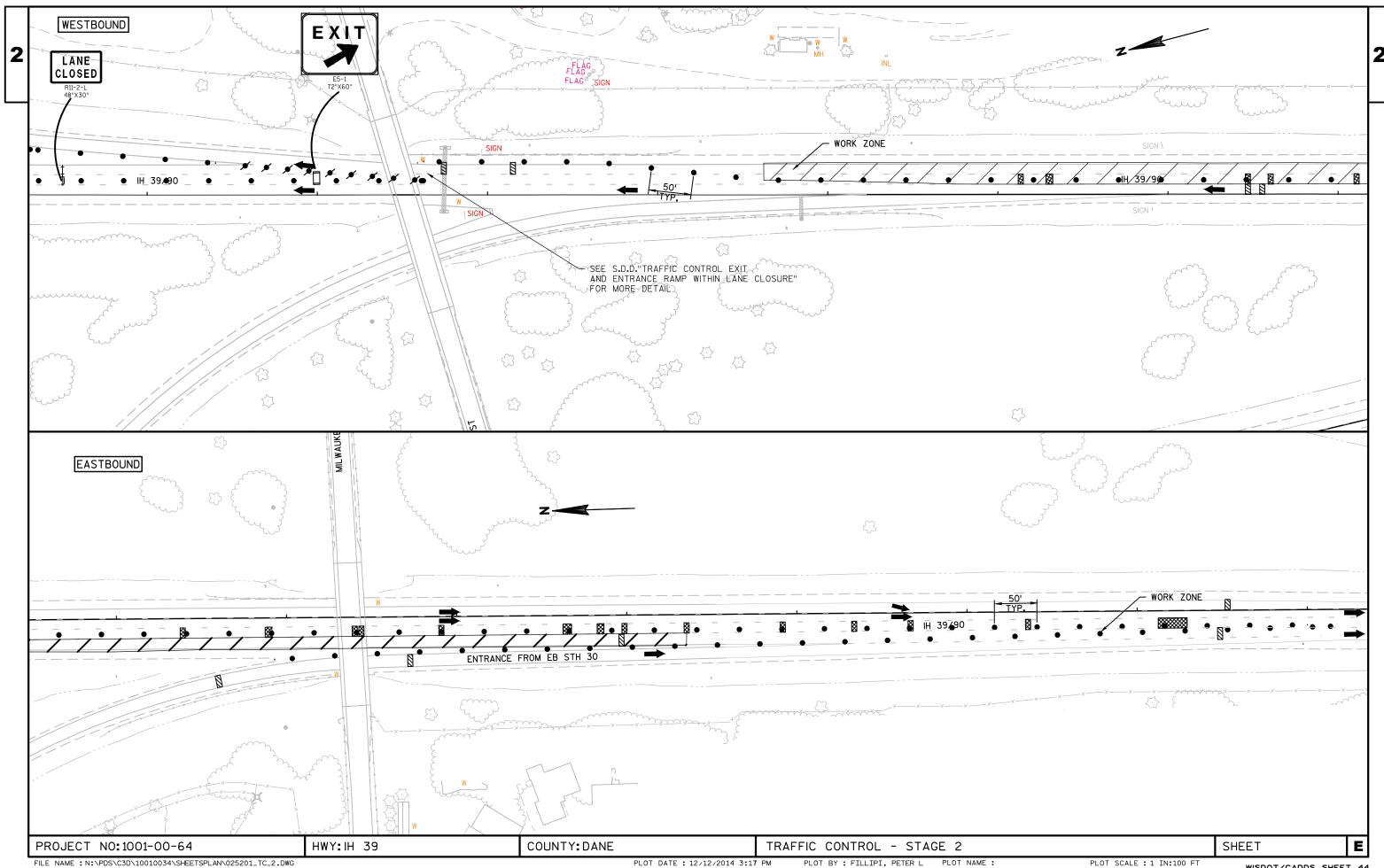


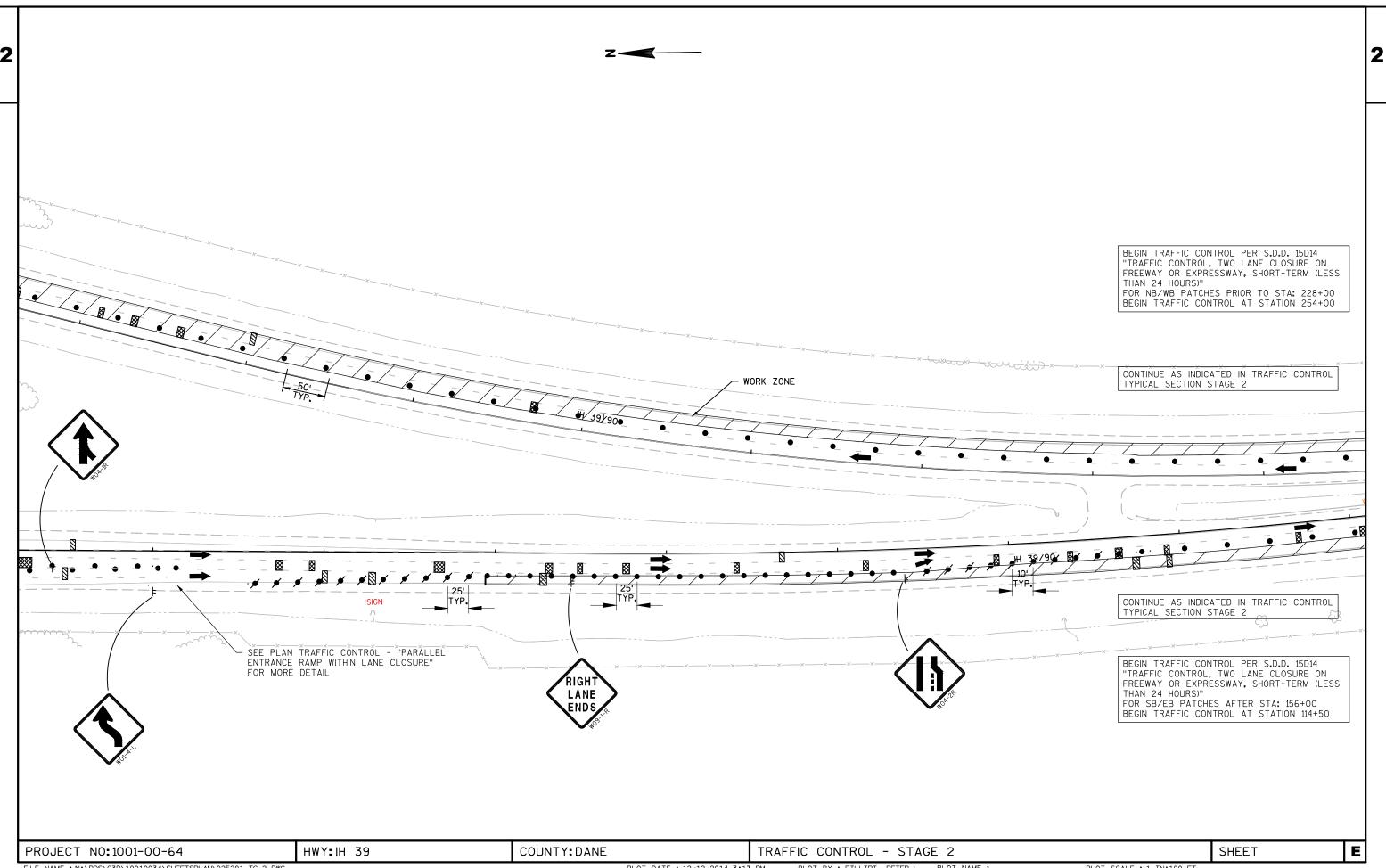


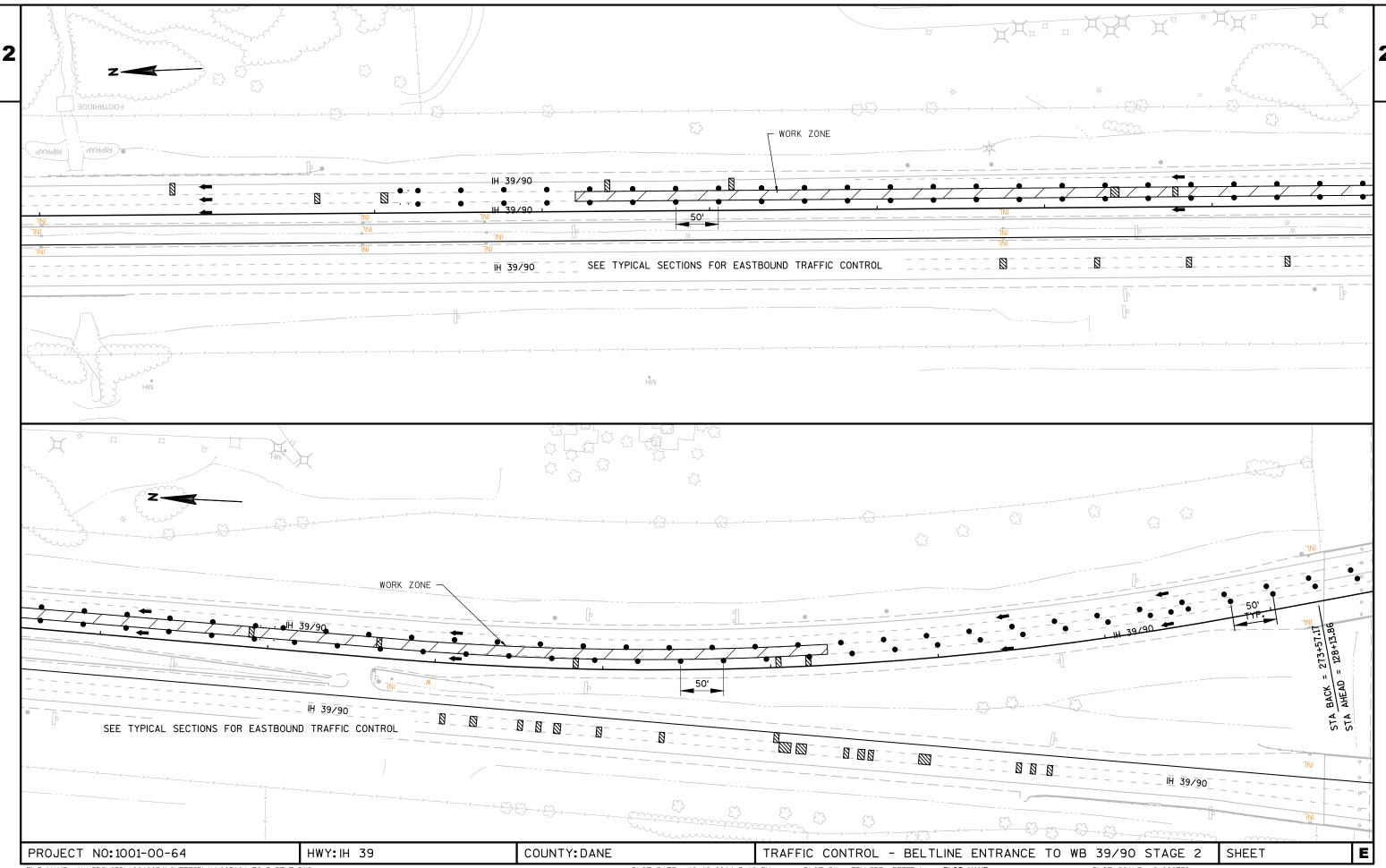


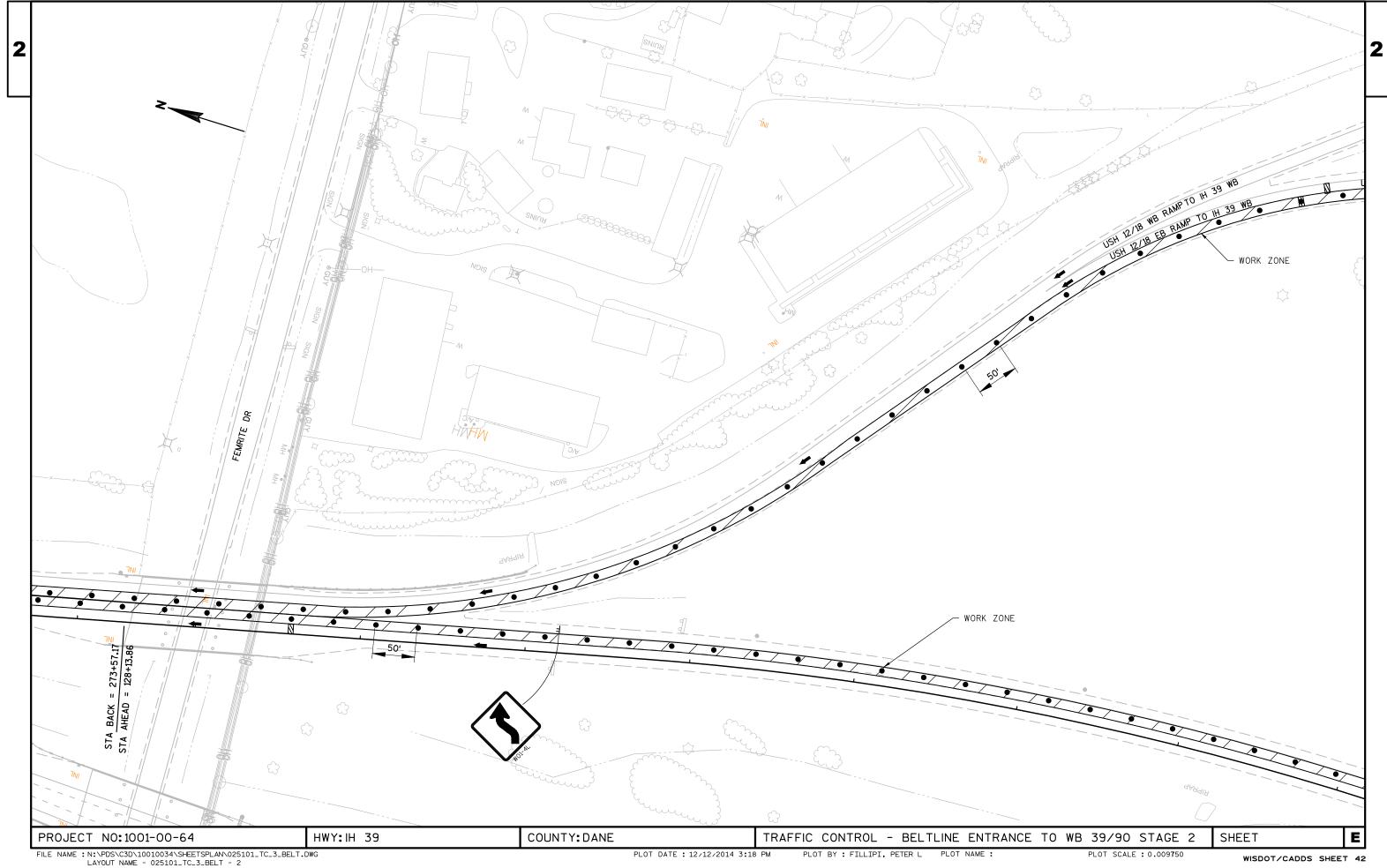


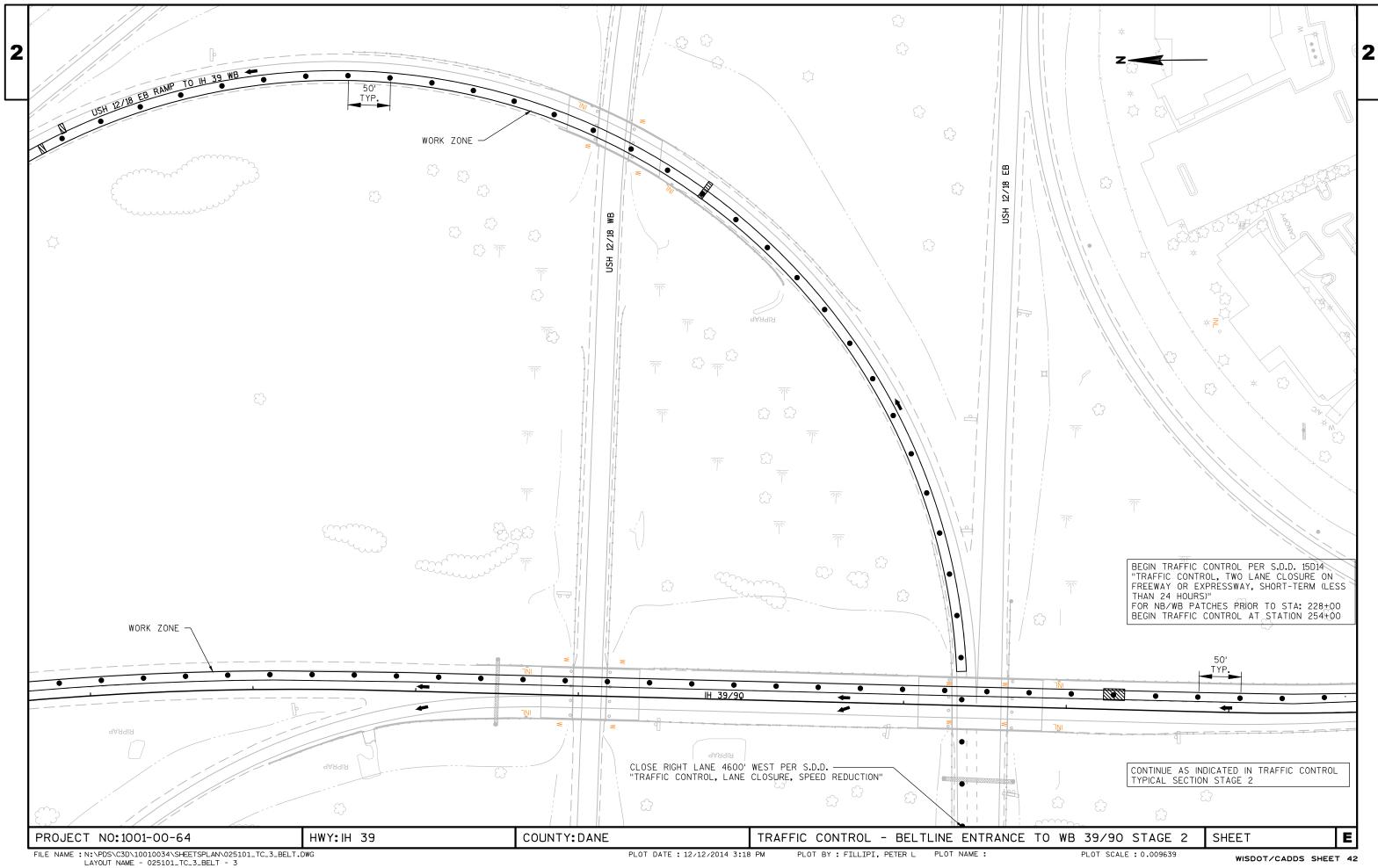


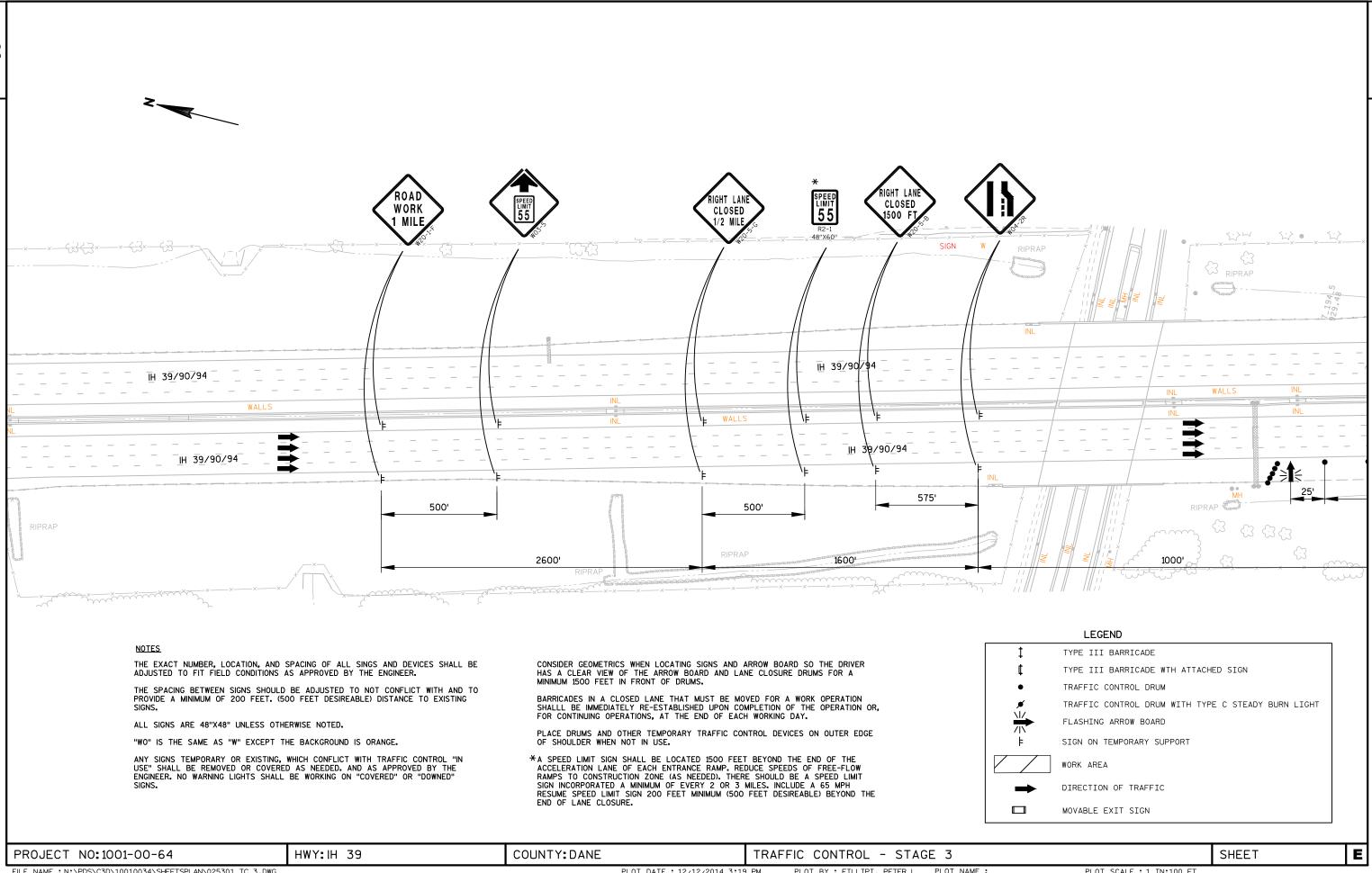


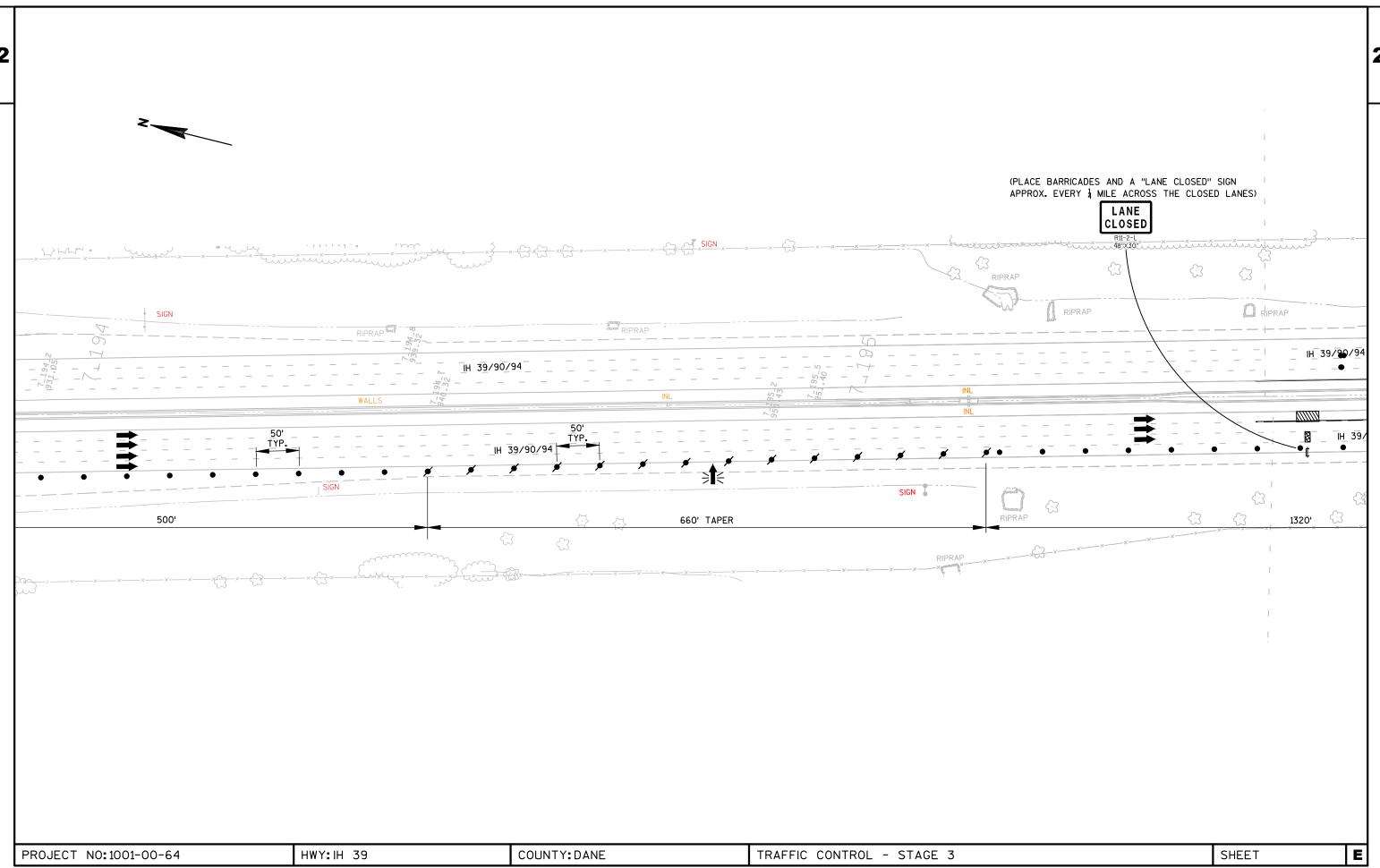


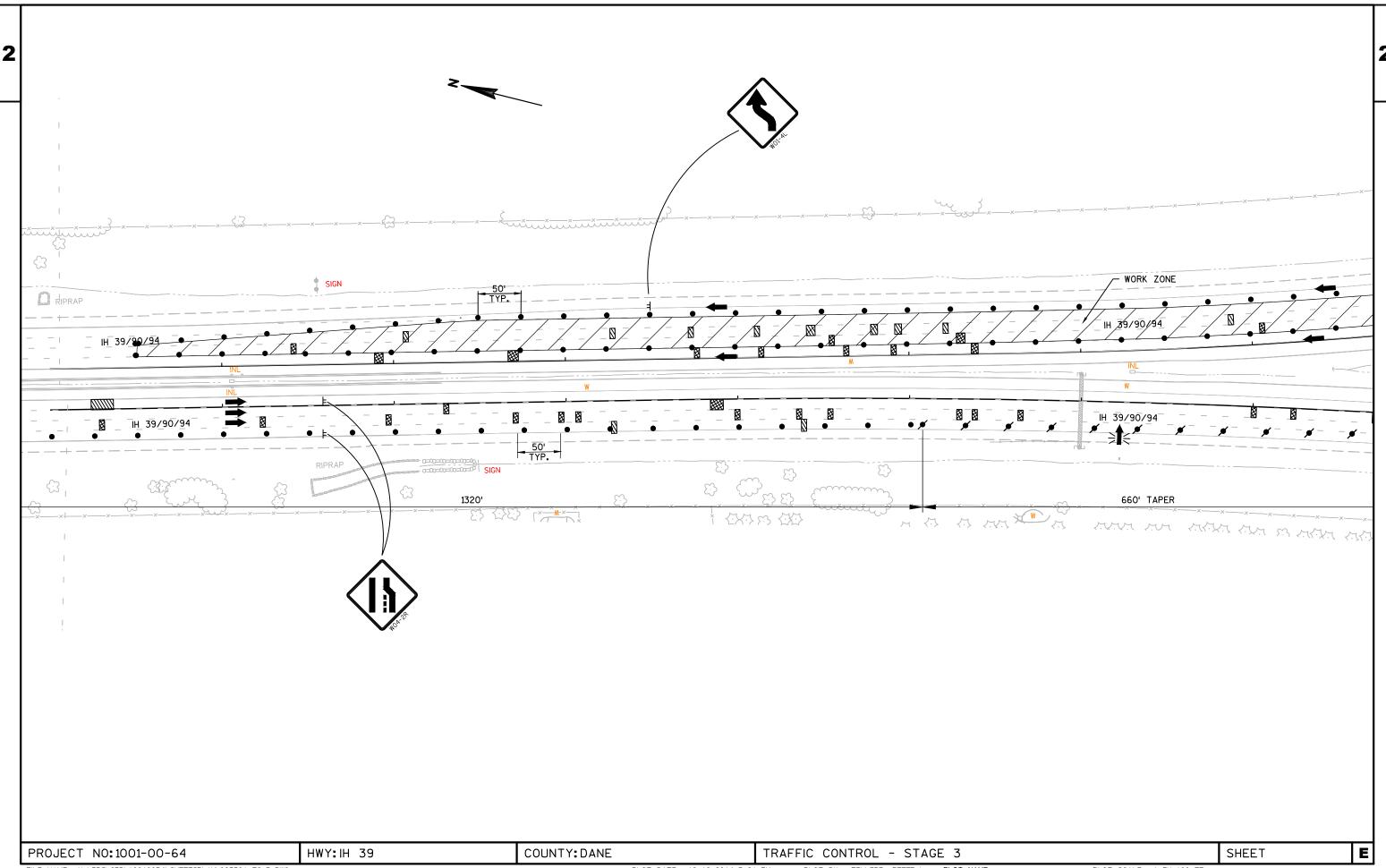


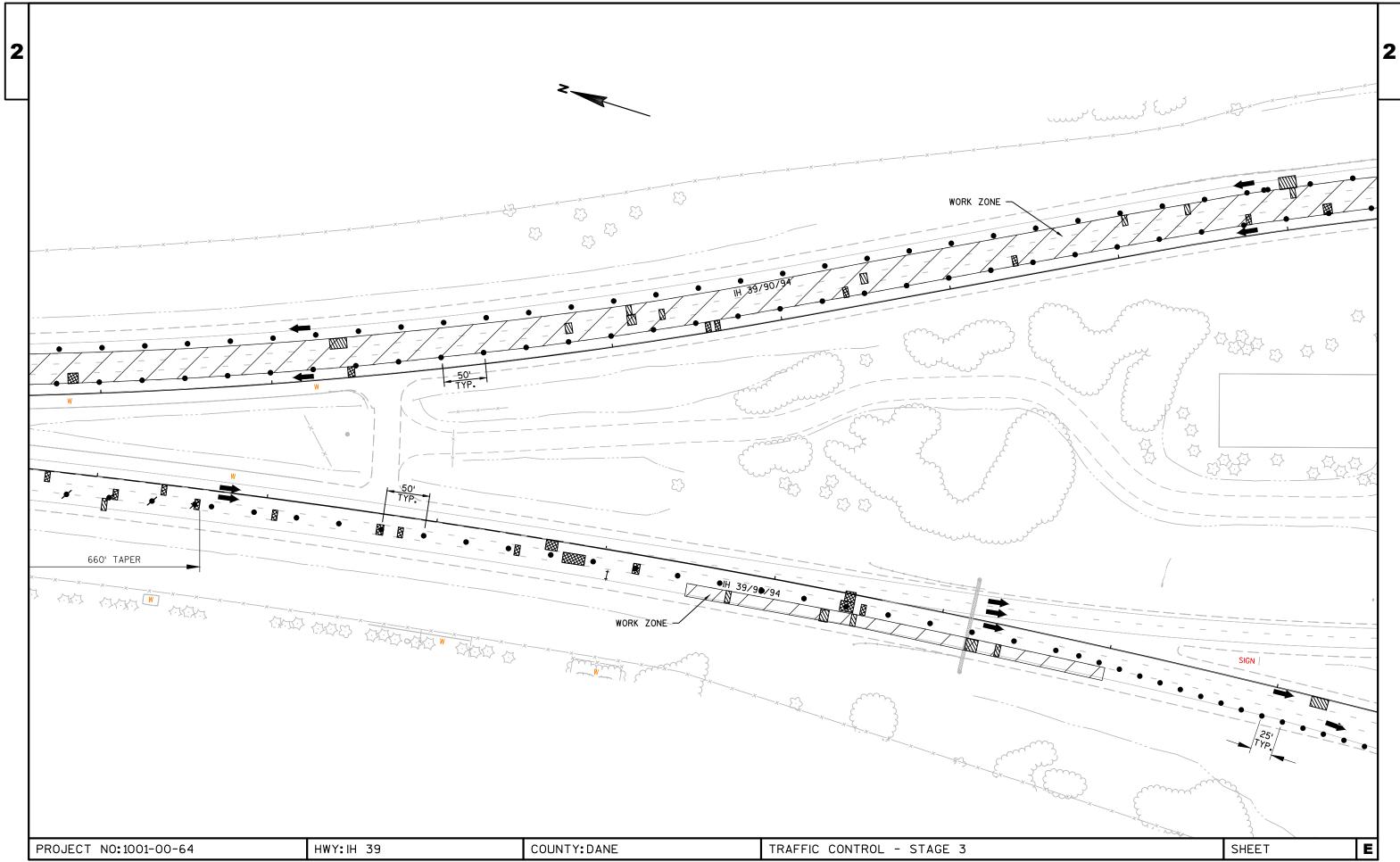


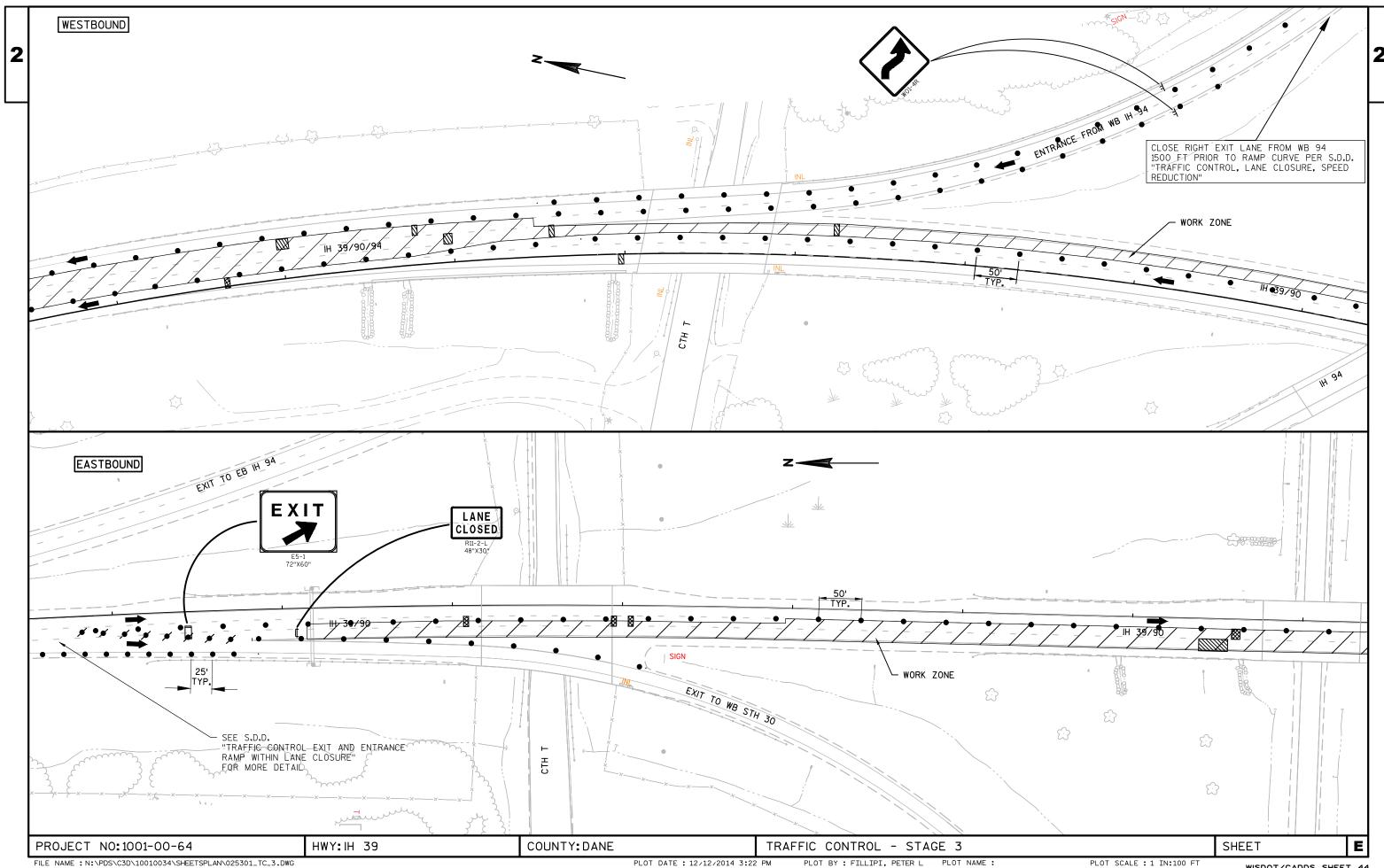


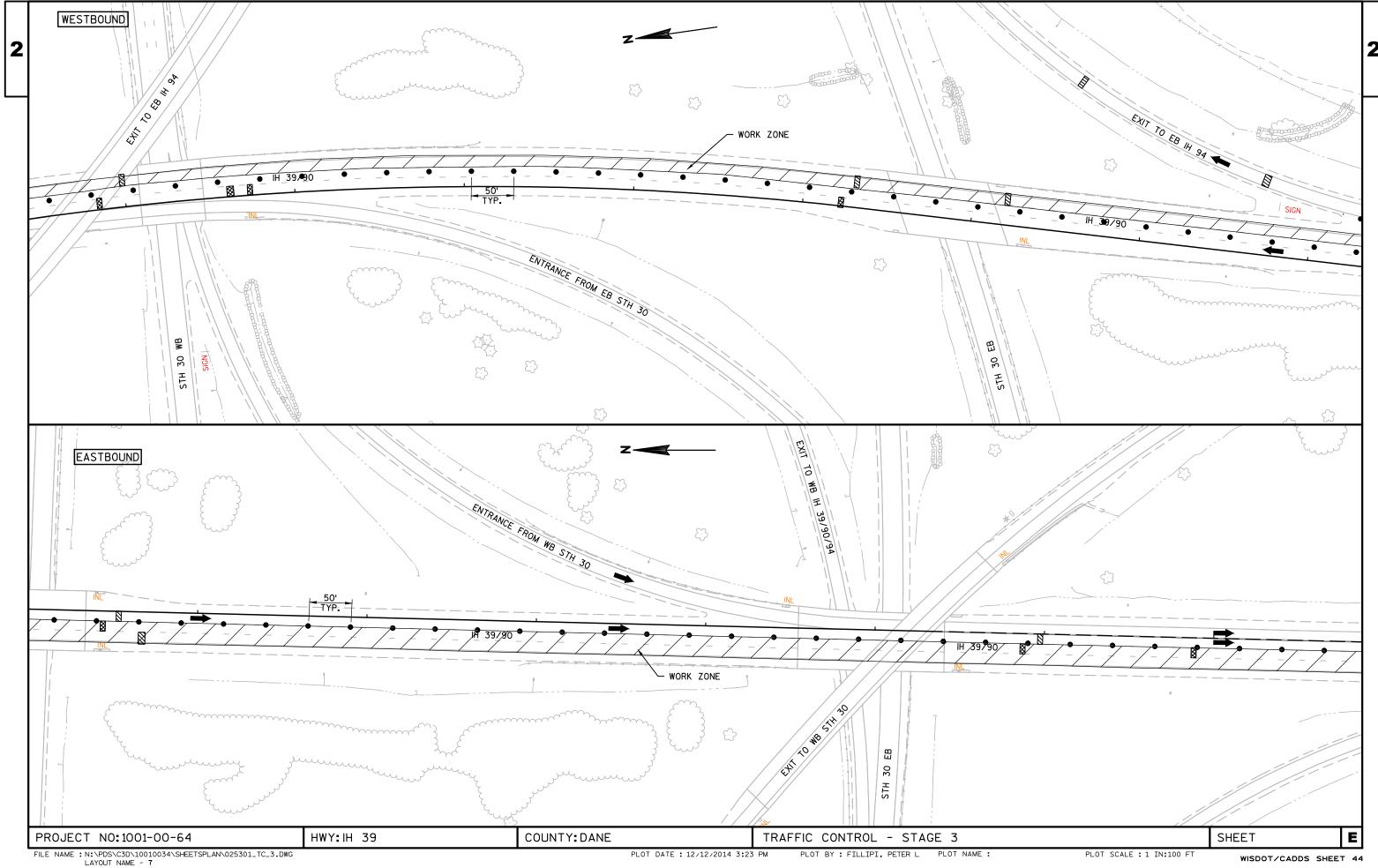


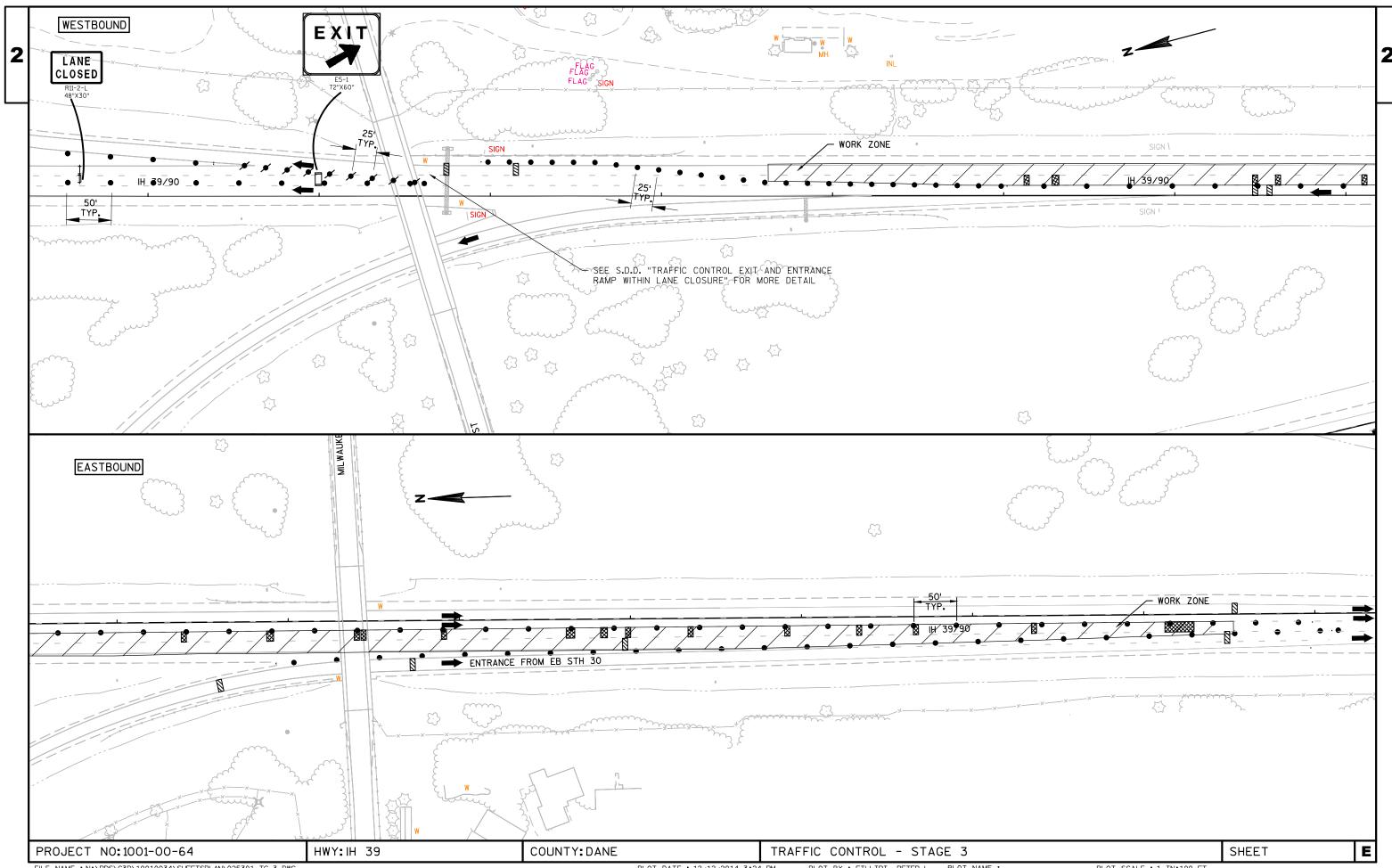


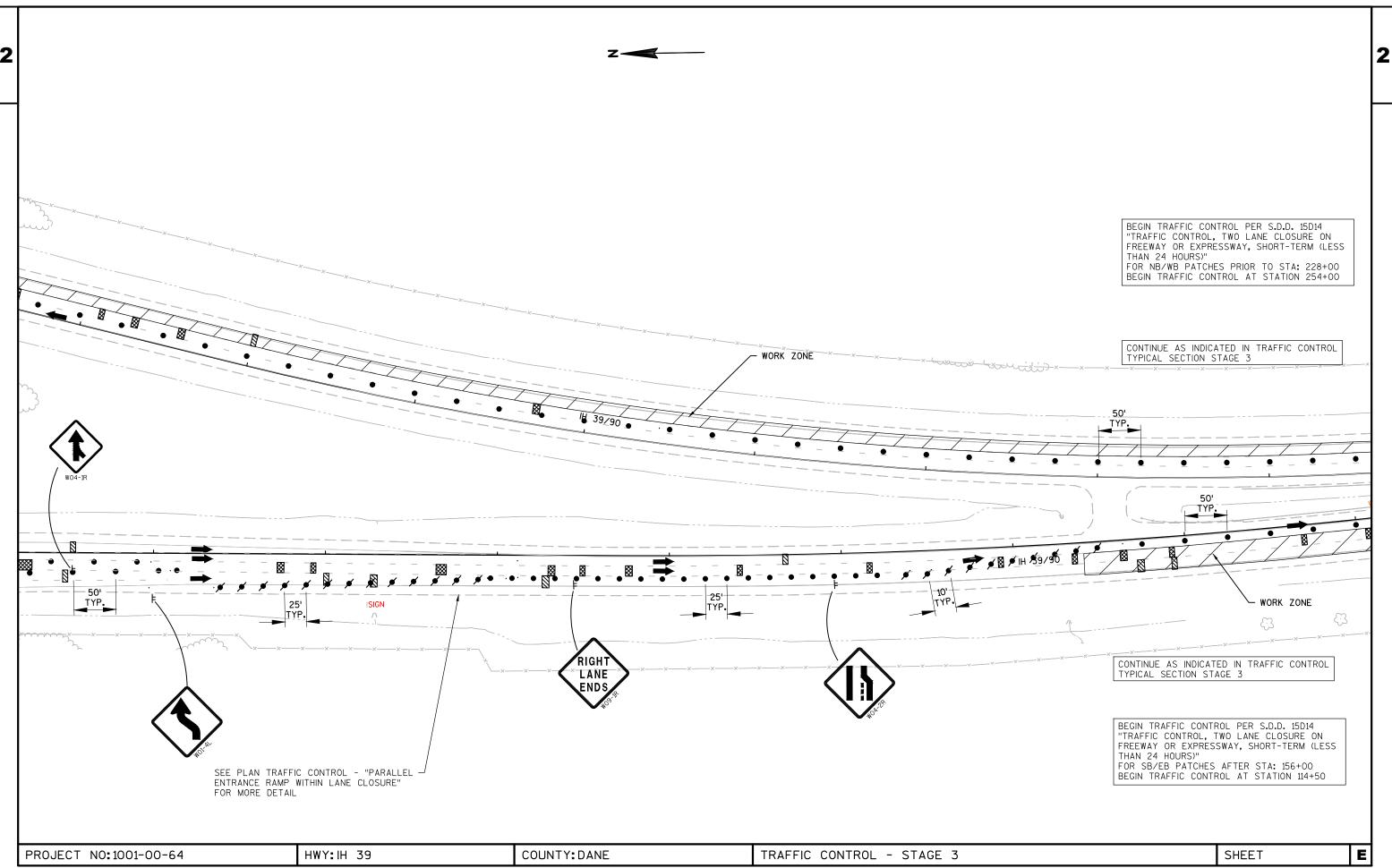


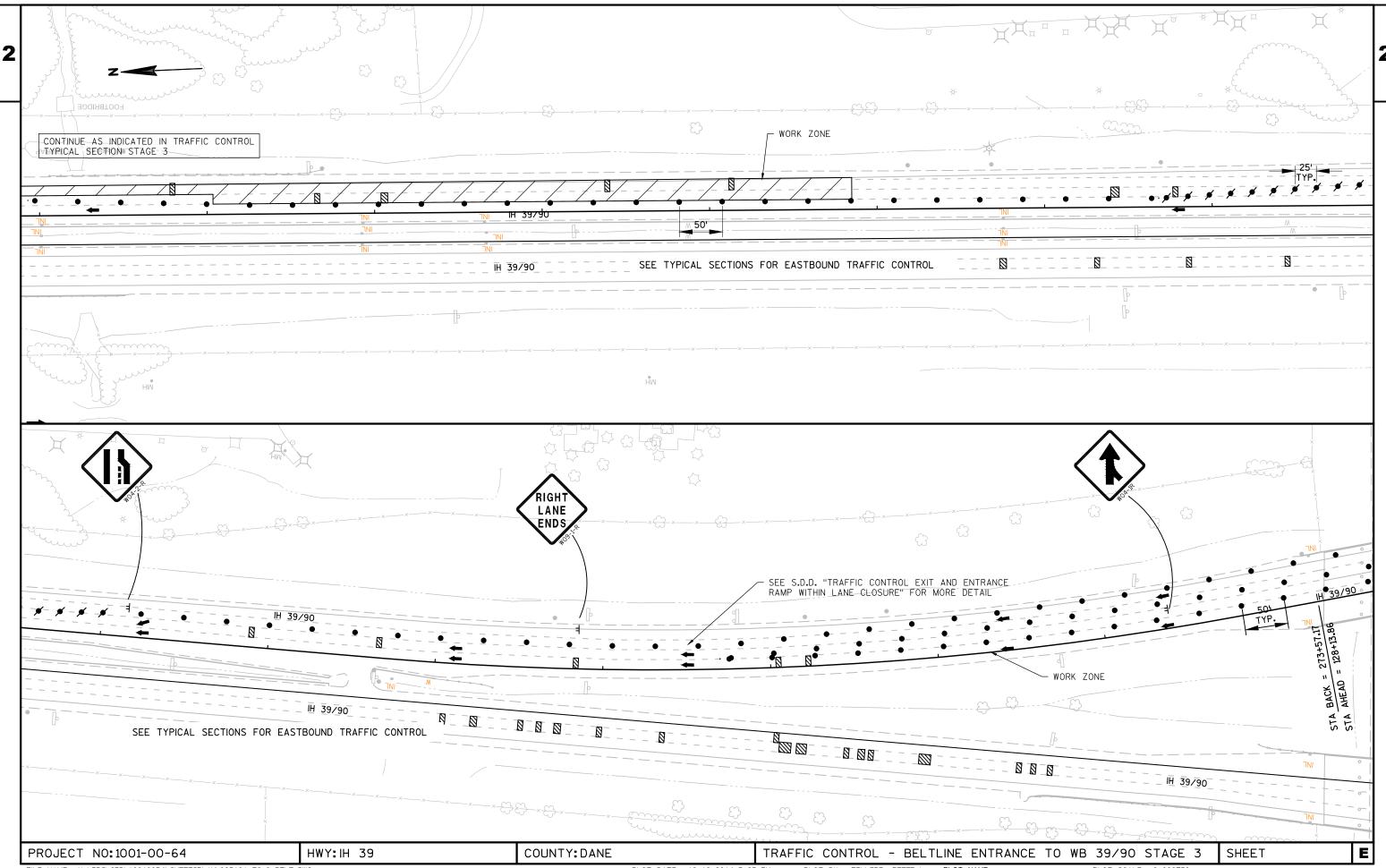


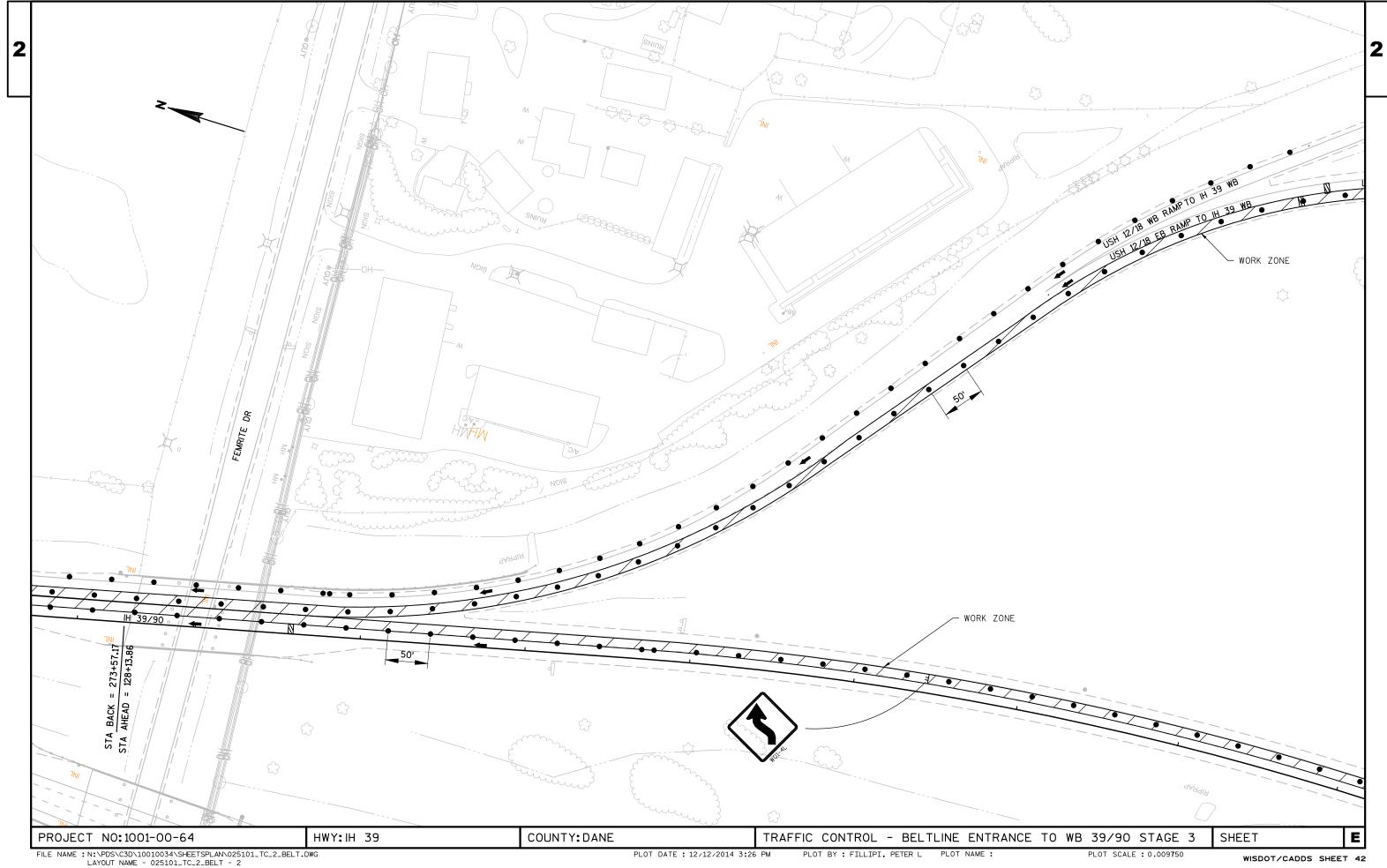


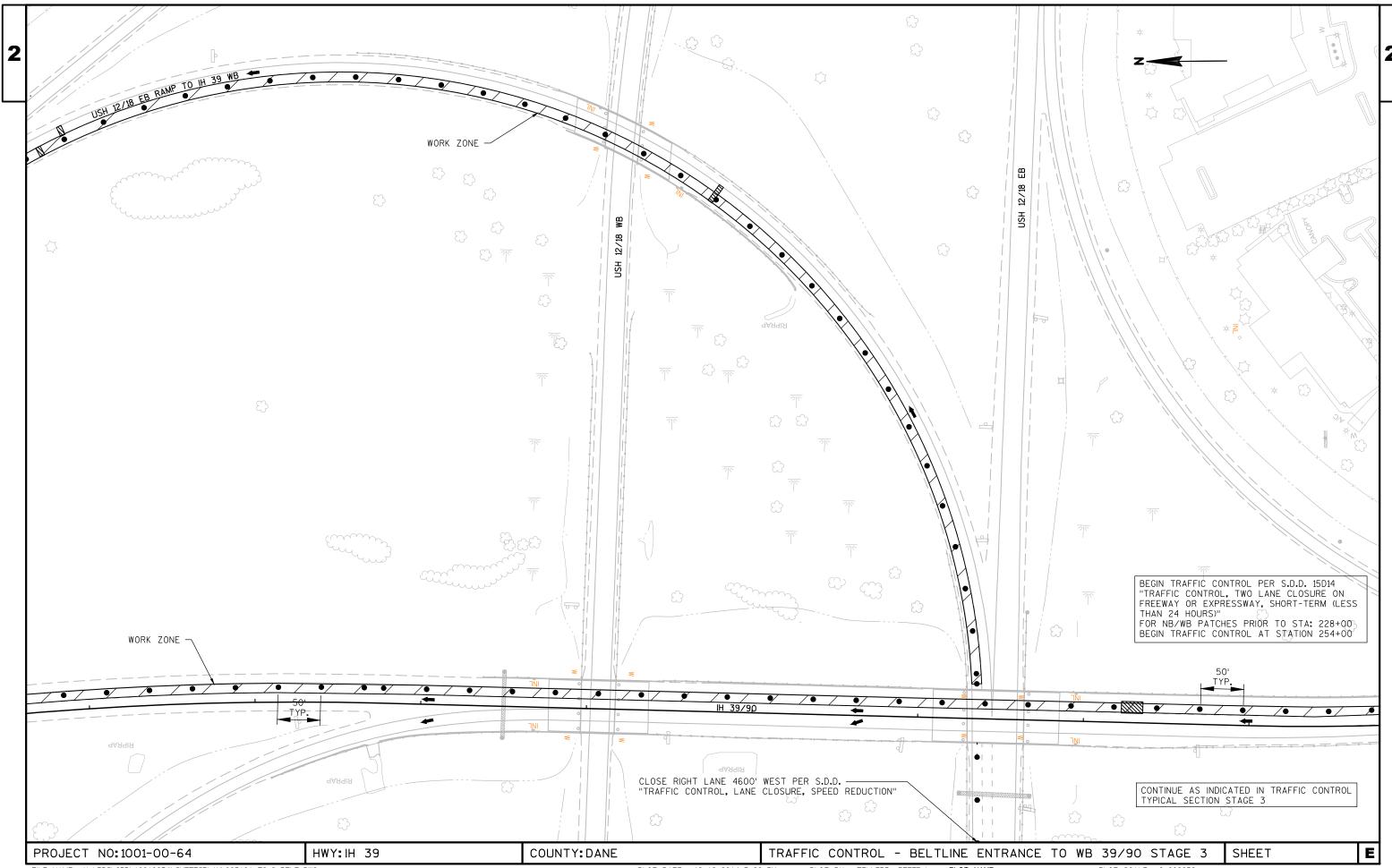


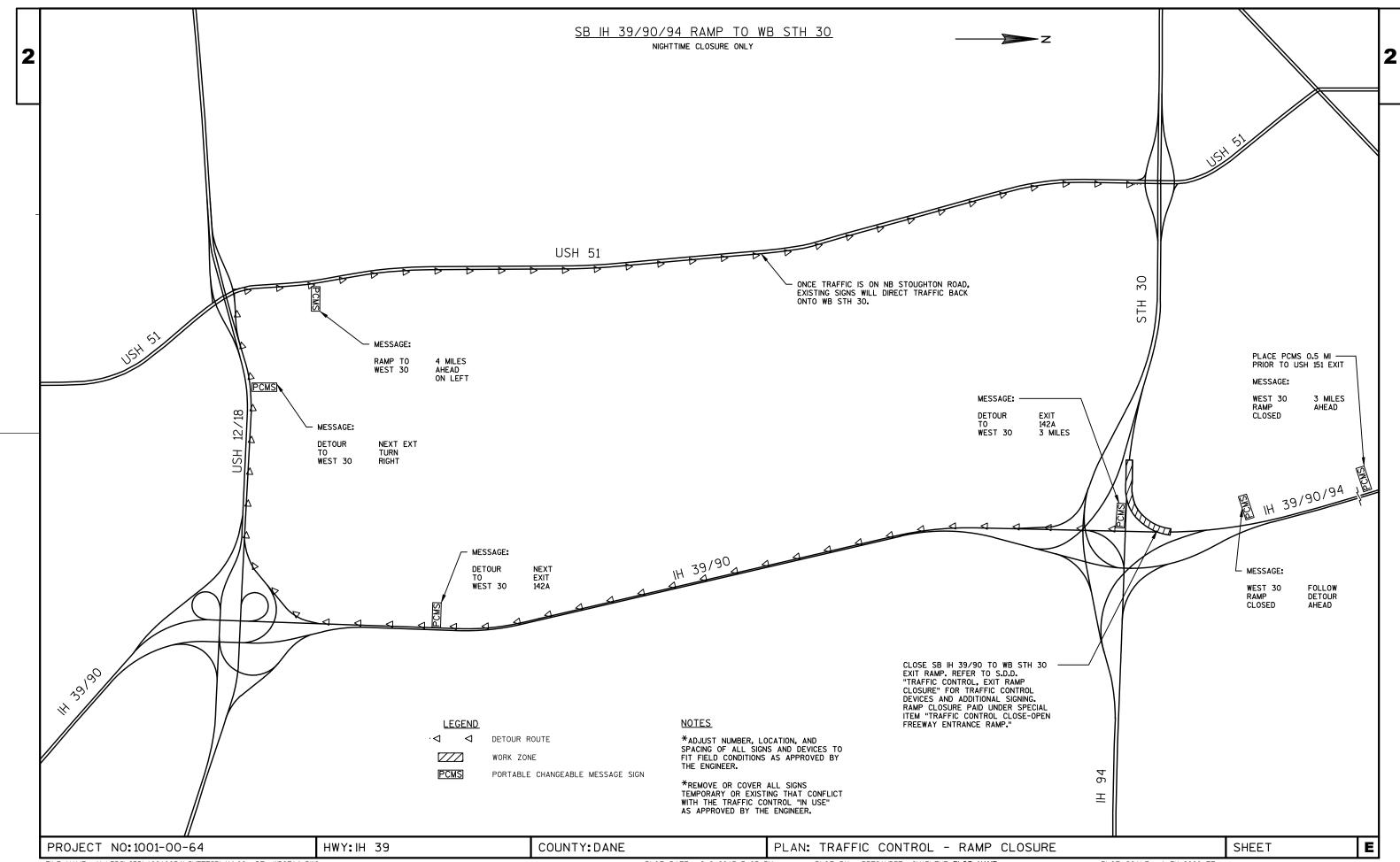


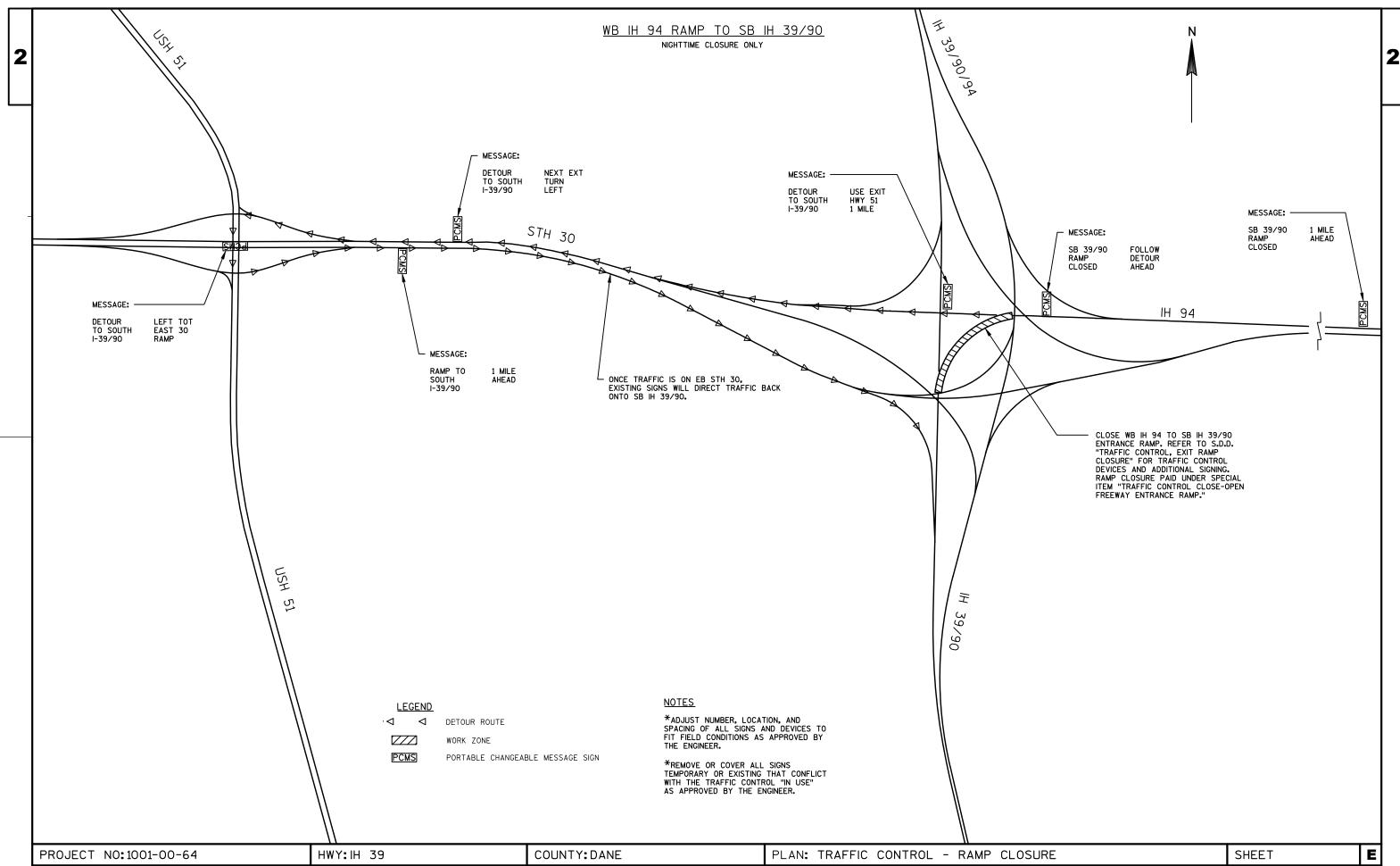


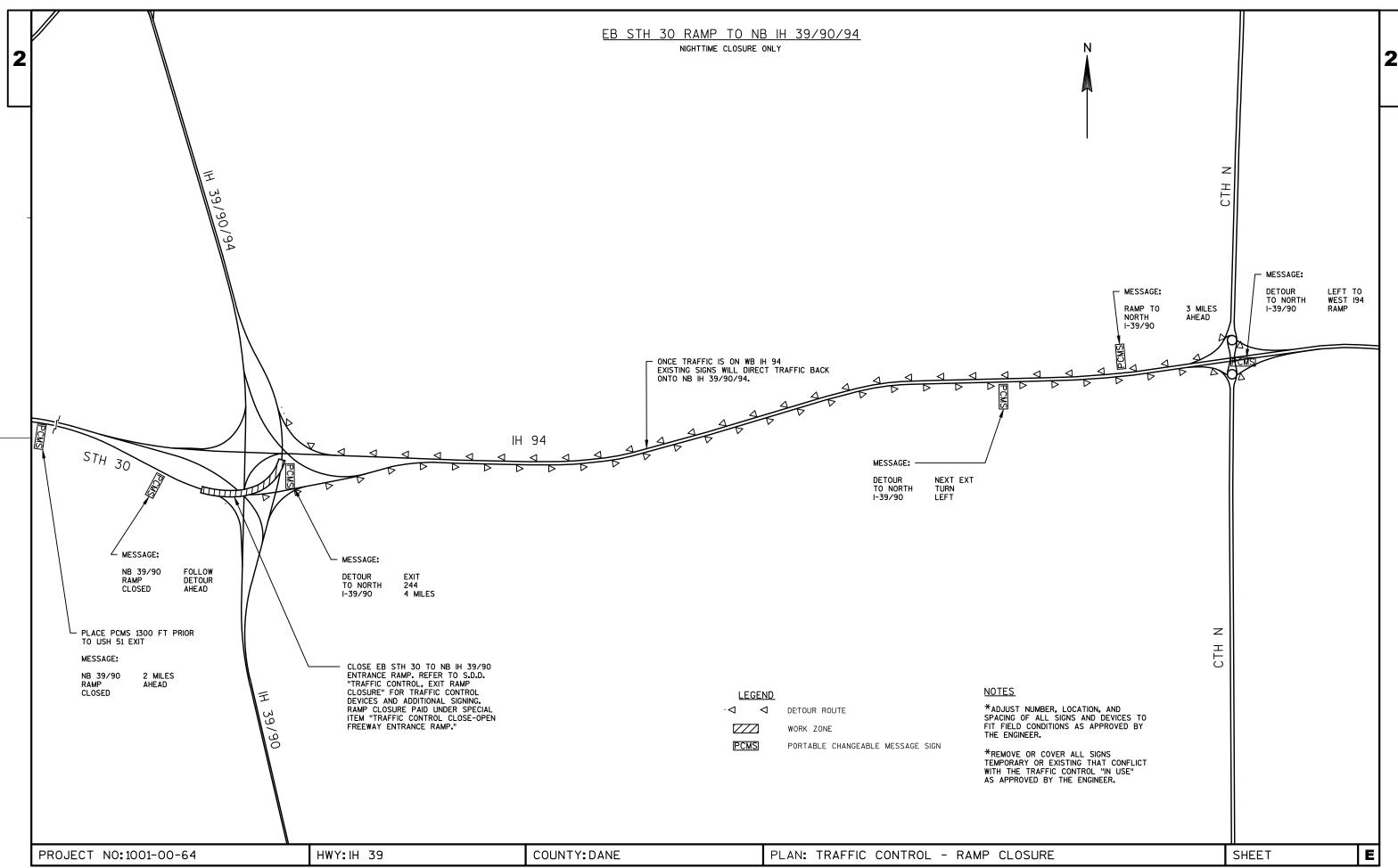


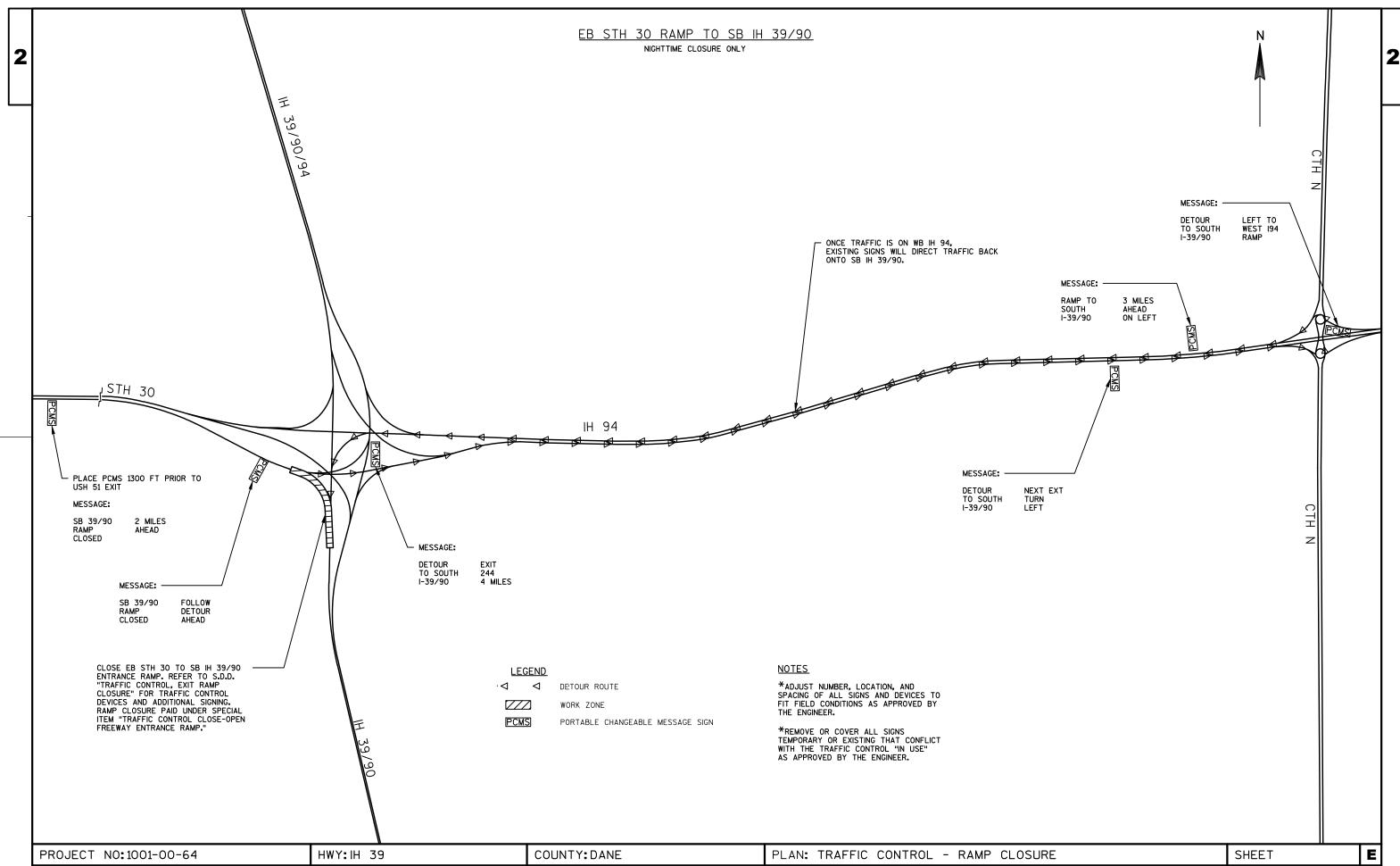


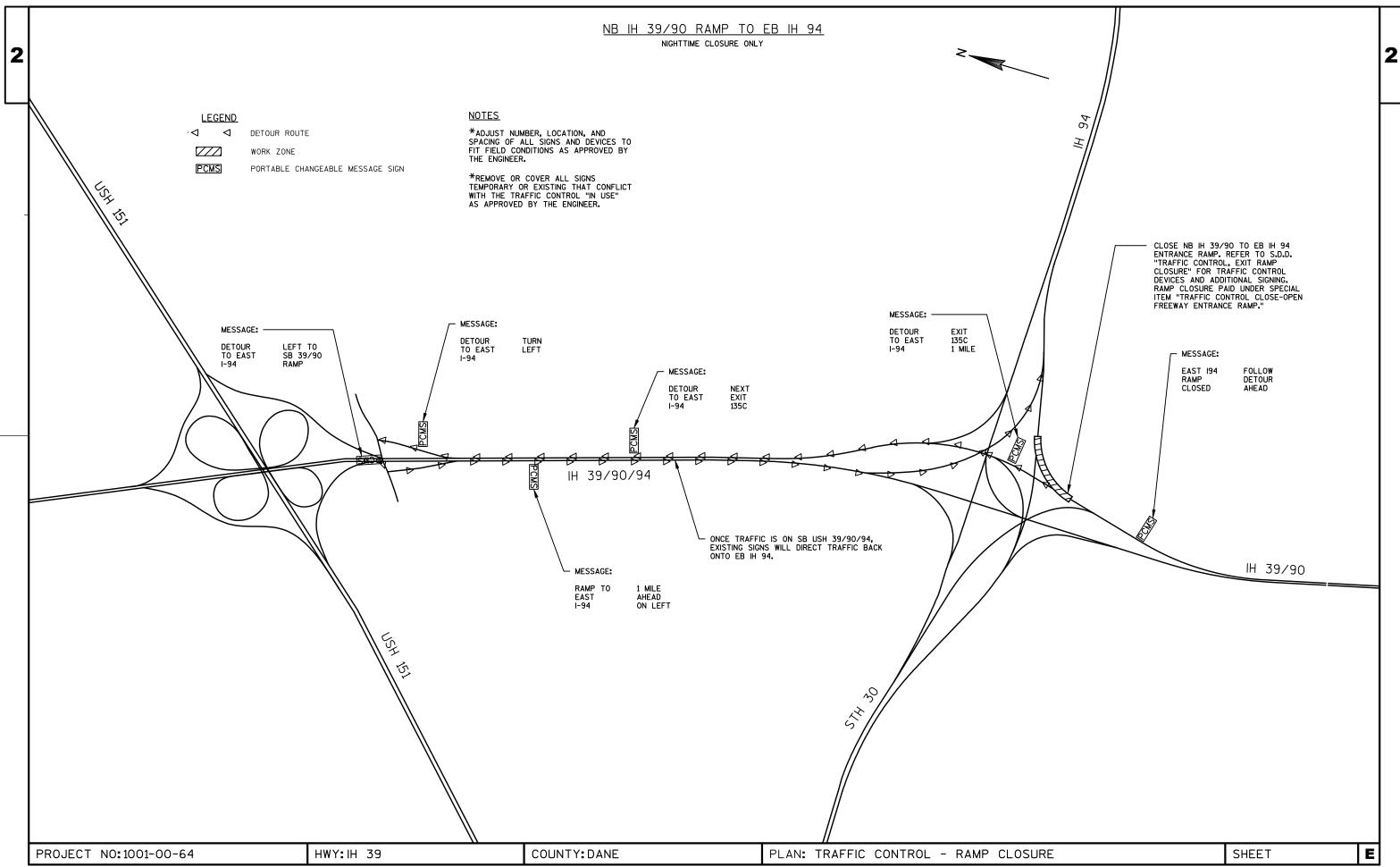


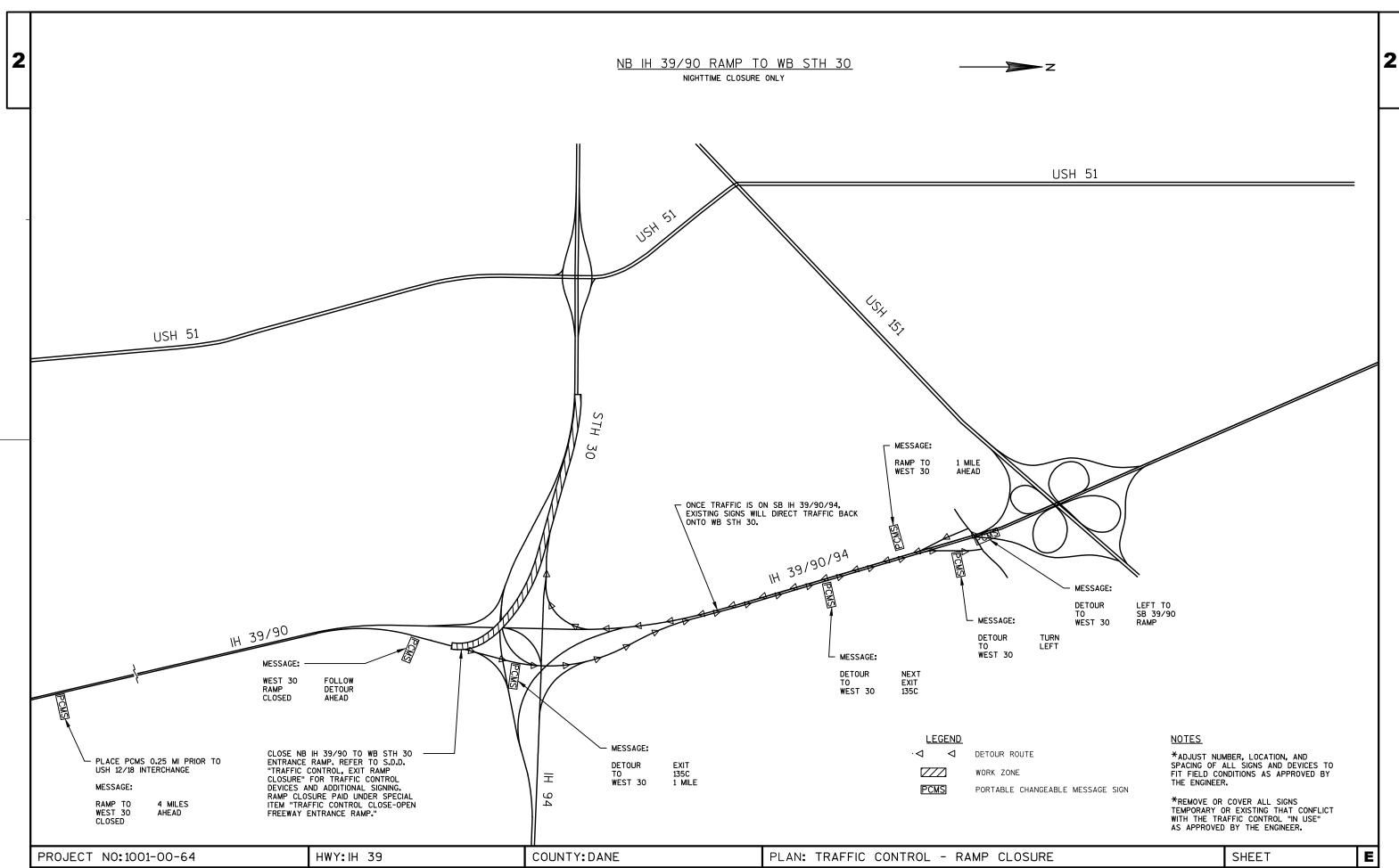


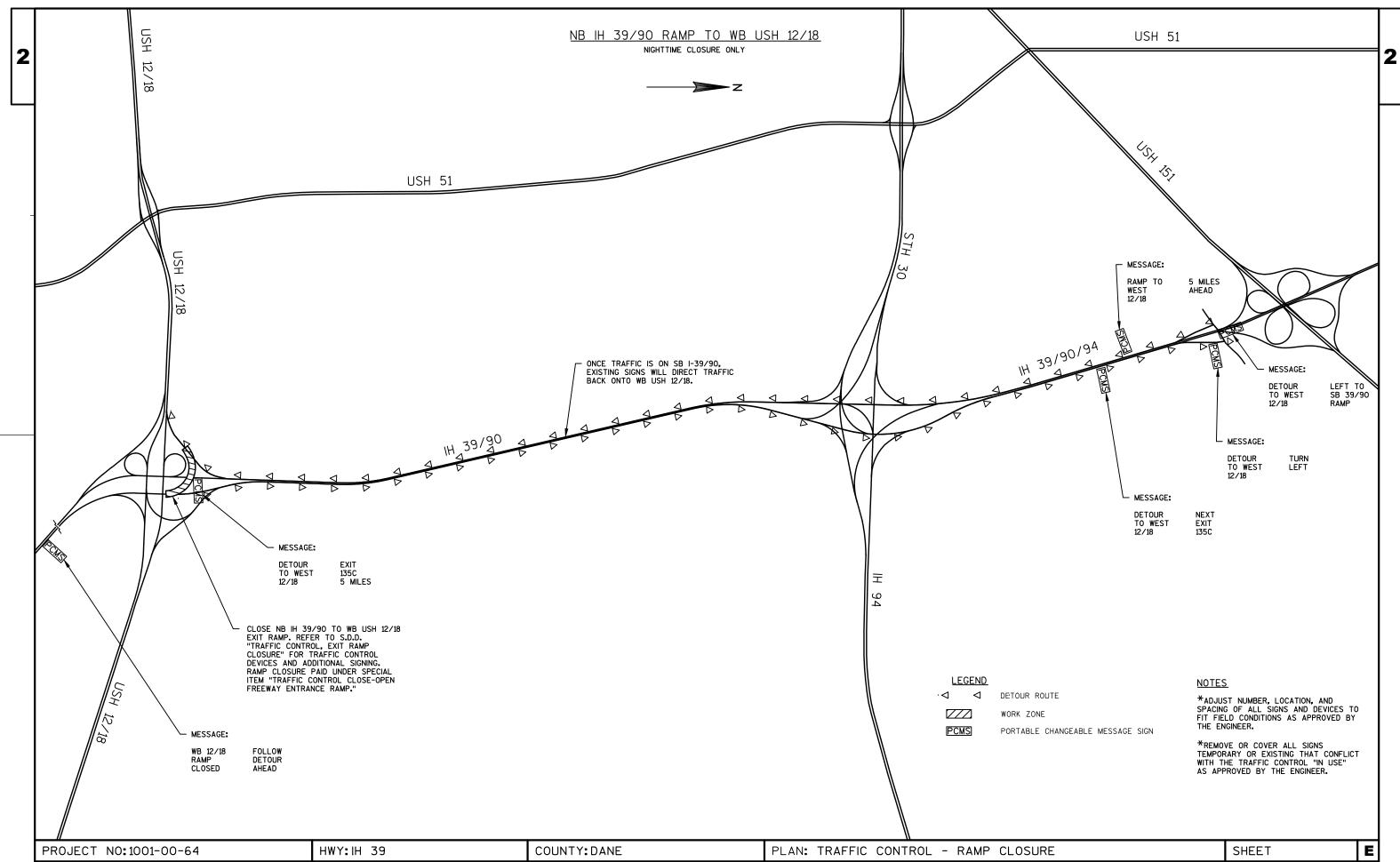


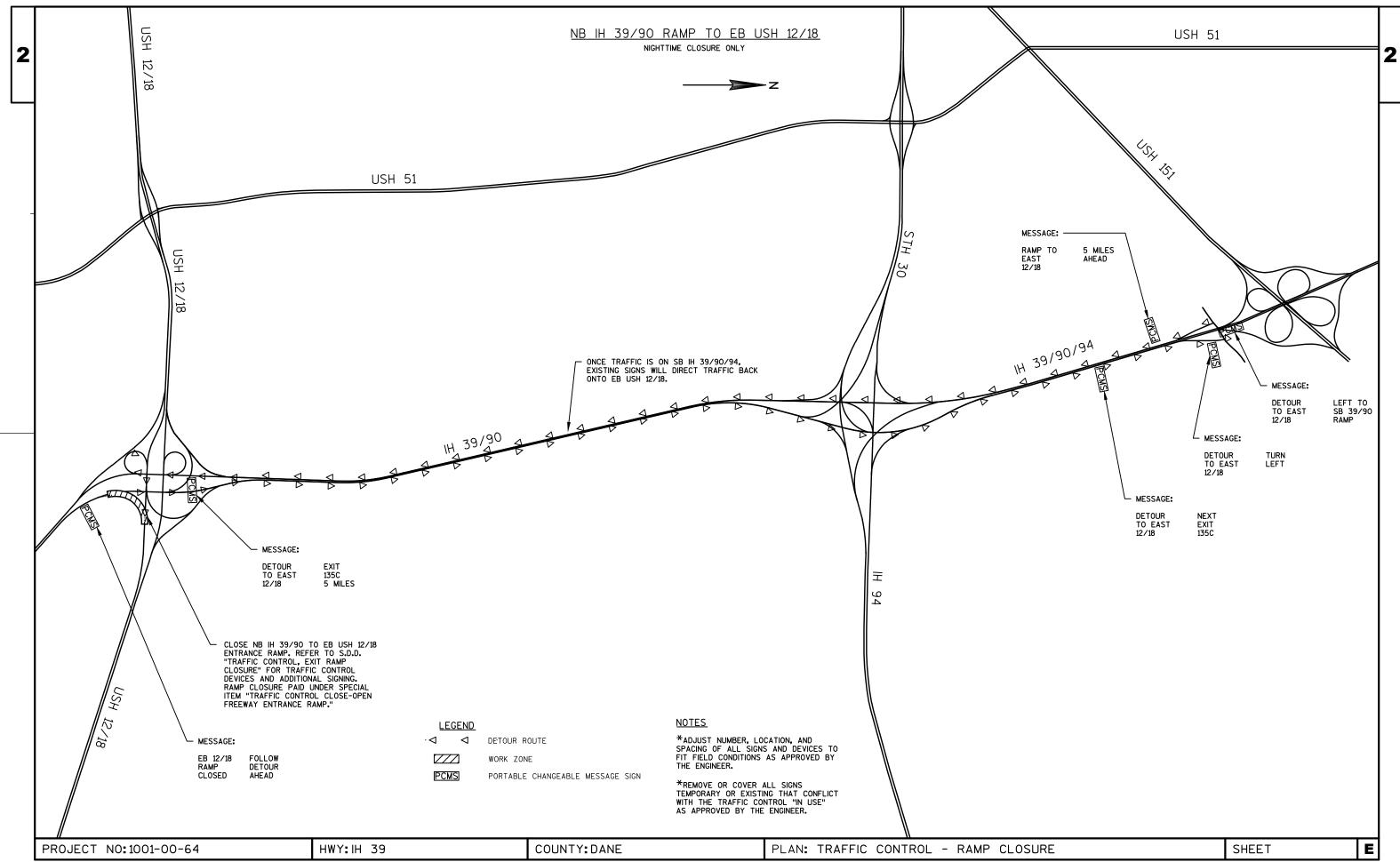


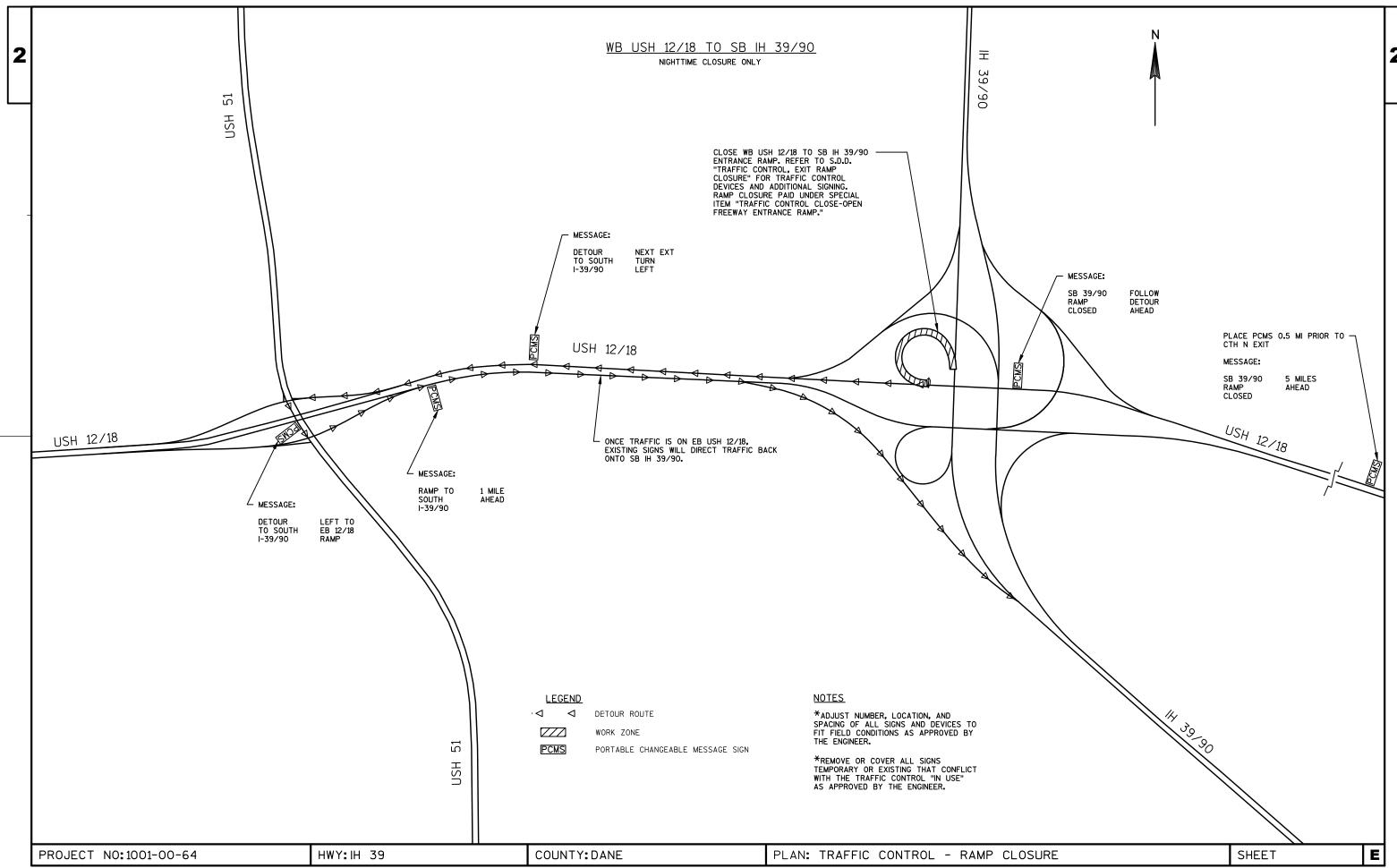


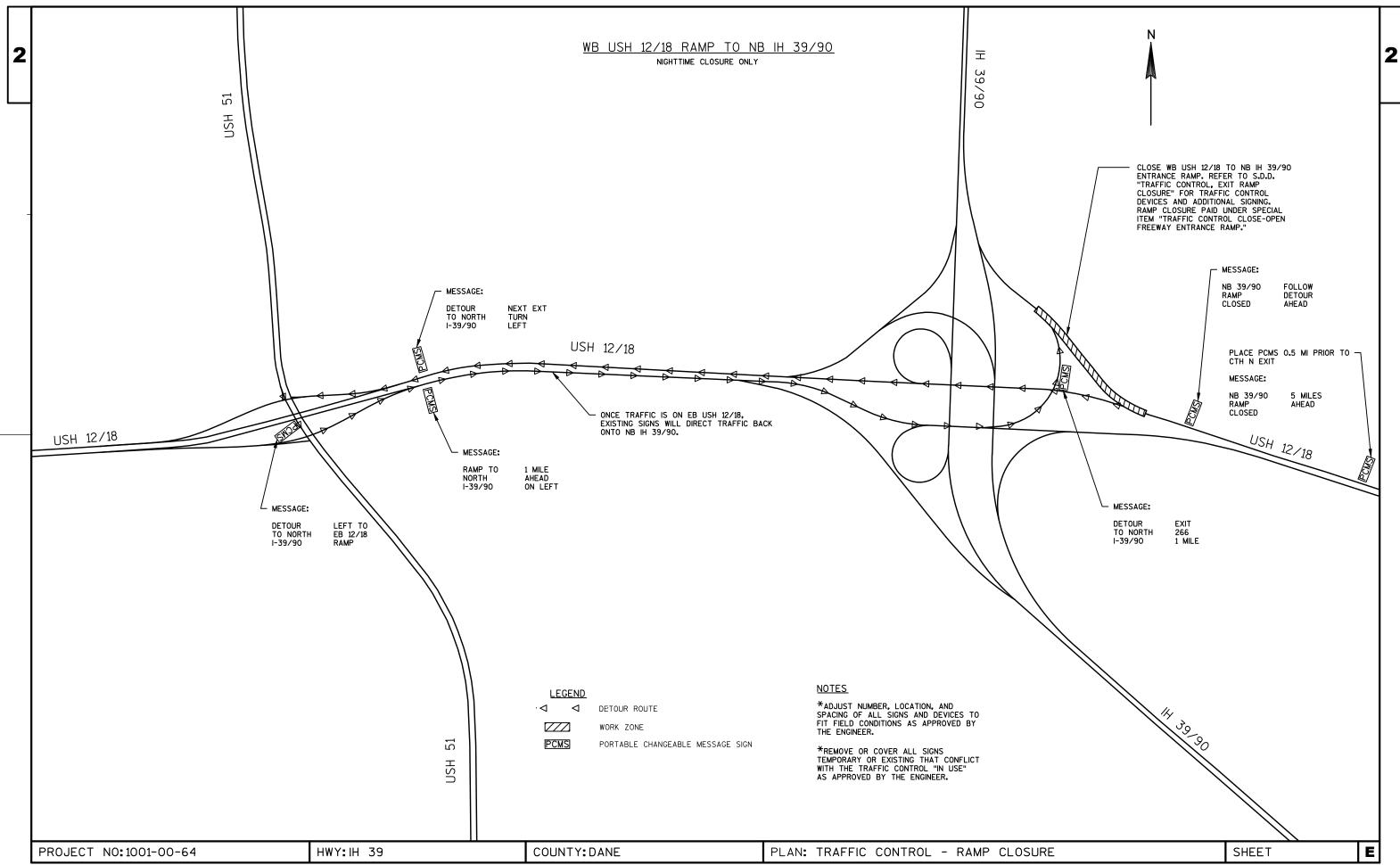


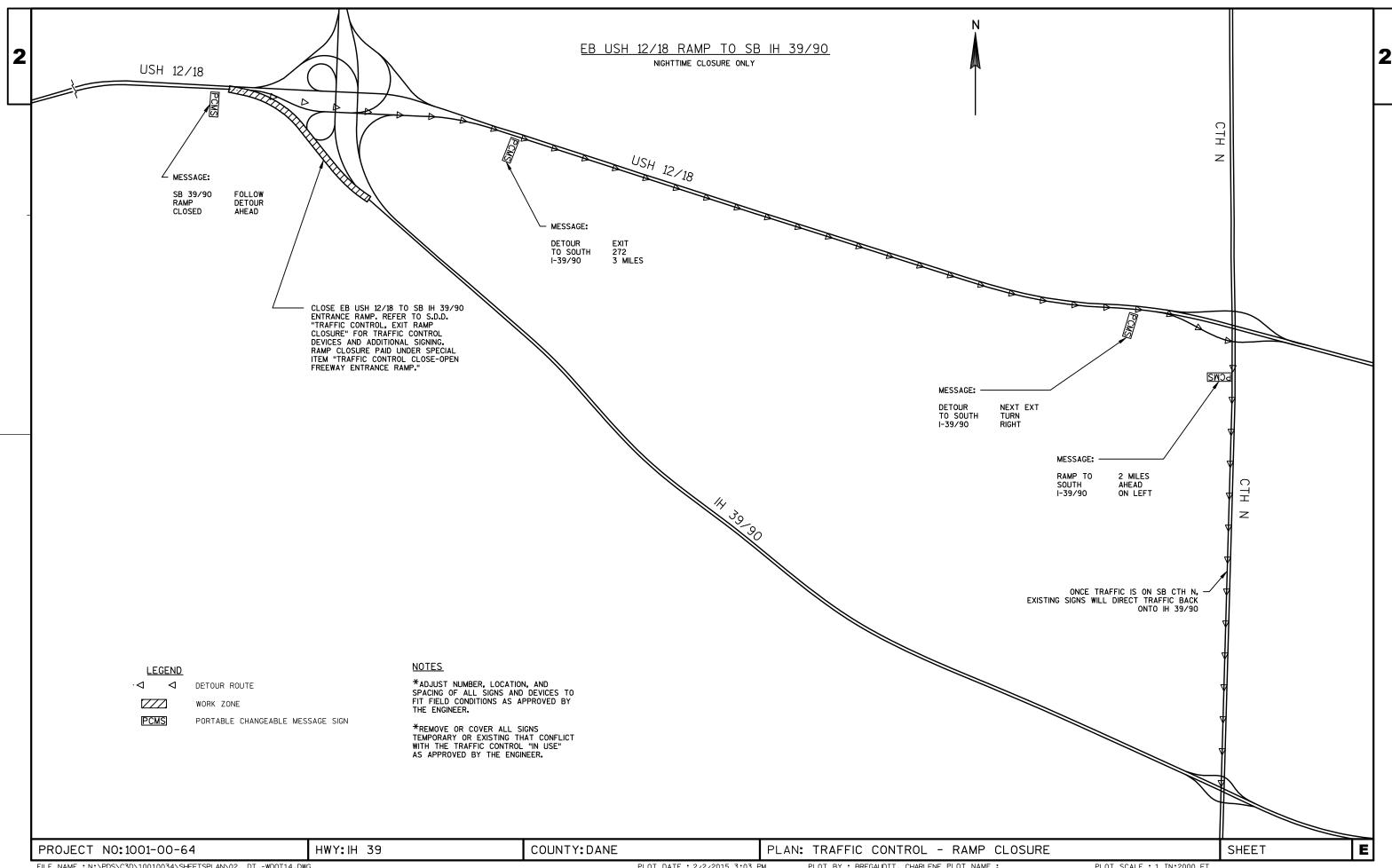


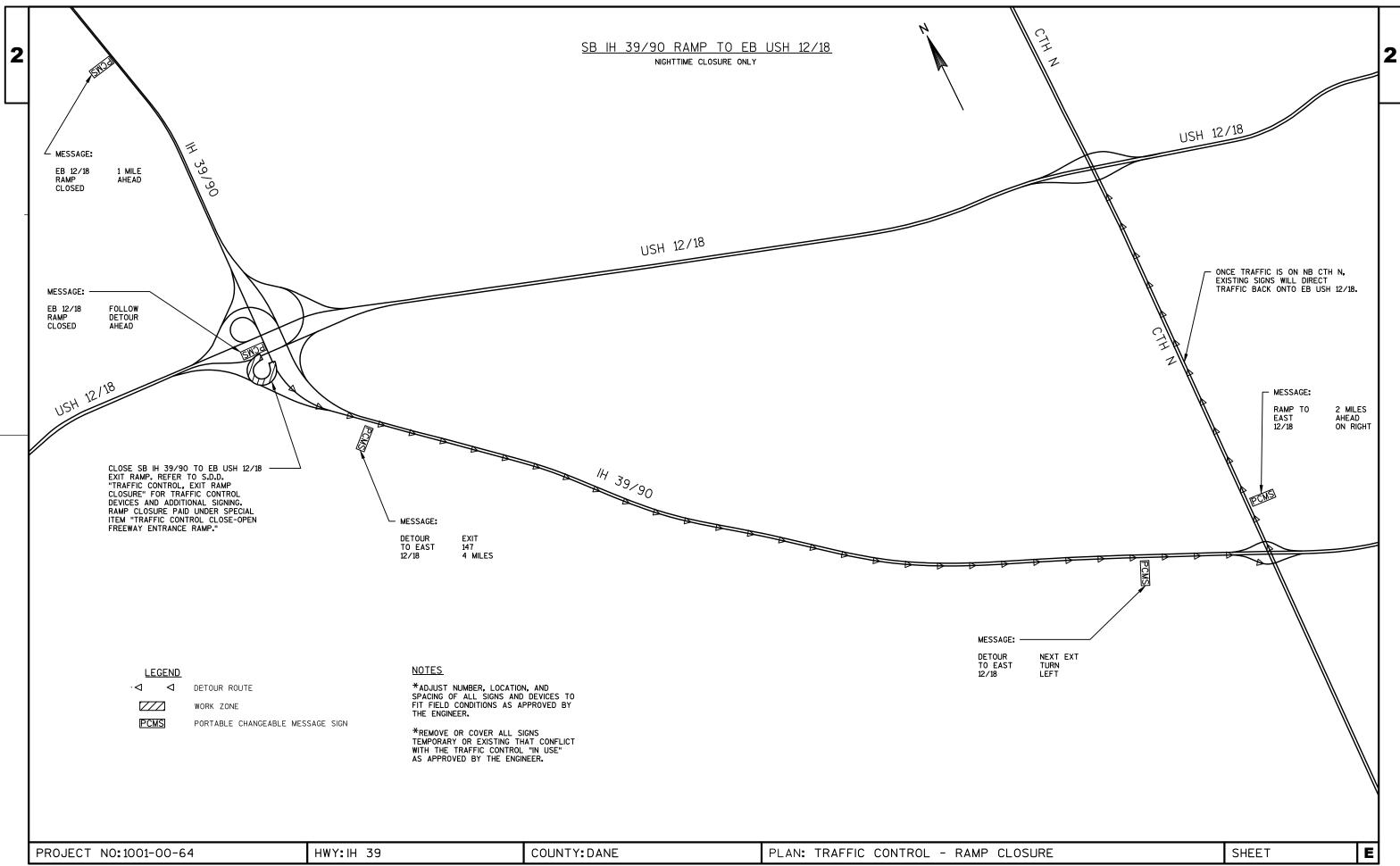












DATE 04	FEB15	ES	STIMAT	E O F Q U A N	
LI NE NUMBER	ITEM	ITEM DESCRIPTION	UNI T	TOTAL	1001-00-64 QUANTI TY
0010	213. 0100	Finishing Roadway (project) 01.	EACH	1. 000	1. 000
		1001-00-64			
0020	416. 0610	Drilled Tie Bars	EACH	431. 000	431. 000
0030	416. 0620	Drilled Dowel Bars	EACH	7, 584. 000	7, 584. 000
0040	465. 0110	Asphaltic Surface Patching	TON	3. 000 1. 000	3.000
0050	618. 0100	Maintenance And Repair of Haul Roads (project) 01. 1001-00-64	EACH	1.000	1. 000
		(project) 01. 1001-00-04			
0060	619. 1000	Mobilization	EACH	1.000	1.000
0070	628. 7020	Inlet Protection Type D	EACH	63.000	63.000
0800	642. 5401	Field Office Type D	EACH	1. 000	1.000
0090	643. 0200	Traffic Control Surveillance and	DAY	70. 000	70.000
		Maintenance (project) 01. 1001-00-64			
0100	643. 0300	Traffic Control Drums	DAY	54, 250. 000	54, 250. 000
0110	643. 0420	Traffic Control Barricades Type III	DAY	2, 850. 000	2, 850. 000
0110	643. 0705	Traffic Control Warning Lights Type A	DAY	5, 750. 000	5, 750. 000
0130	643. 0715	Traffic Control Warning Lights Type C	DAY	6, 000. 000	6, 000. 000
0140	643. 0800	Traffic Control Arrow Boards	DAY	200. 000	200. 000
0150	643. 0900	Traffic Control Signs	DAY	3, 250. 000	3, 250. 000
0160	643. 0920	Traffic Control Covering Signs Type II	EACH	150. 000	150. 000
0170	643. 1050	Traffic Control Signs PCMS	DAY	156. 000	156. 000
0180	646. 0106	Pavement Marking Epoxy 4-Inch	LF.	1, 979. 000	1, 979. 000
0190	646. 0126	Pavement Marking Epoxy 8-Inch	LF	5, 156. 000	5, 156. 000
0200	690. 0250	Sawing Concrete	LF	10, 353. 000	10, 353. 000
0210	SPV. 0060	Special 01. Removing Raised Pavement	EACH	1, 481. 000	1, 481. 000
32.0	1 0000	Markers And Filling Voids		.,	.,
0220	SPV. 0060	Special 02. Mobilization For Asphaltic	EACH	2.000	2.000
		Surface Patching			
0230	SPV. 0060	Special 03. Repositioning Traffic	EACH	50.000	50.000
		Control Devices For Closures			
0240	SPV. 0090	Special 01. Sawing Concrete Precast	LF	8, 030. 000	8, 030. 000
0050	CDV 0466	Panel Installation	CV	1 /45 000	1 / 45 000
0250	SPV. 0180	Special 01. Concrete Pavement Repair	SY	1, 645. 000	1, 645. 000
		Precast 12-Inch			
0260	SPV. 0180	Special 02. Concrete Pavement	SY	207. 000	207. 000
		Replacement Precast 12-Inch	-		
0270	SPV. 0180	Special 03. Concrete Pavement Repair	SY	2, 100. 000	2, 100. 000
		Overni ght			
0280	SPV. 0180	Special 04. Concrete Pavement	SY	510.000	510.000
		Replacement Overnight			

* DENOTES SAMPLE PRECAST PATCHES

PROJECT NO: HWY: COUNTY: MISCELLANEOUS QUANTITIES SHEET: **E**

3

1

PAVEMENT MARKING

		646. 0106		646. 0126	SPV. 0060. 01 REMOVING RAISED
		PAVEMENT MARKING		PAVEMENT MARKING	PAVEMENT MARKERS
		EPOXY 4-I NCH		EPOXY 8-INCH	AND FILLING VOIDS
		SOLI D	12. 5-FT SKIP		
		(WHI TE)	(WHI TE)		
STATION TO STATION	LOCATI ON	LF	LF	LF	EACH
35+00 WB - 85+50 WB	LIEN RD. TO STH 30/IH 94	322	131	_	184
85+50 WB - 153+45 WB	STH 30/IH 94 TO COTTAGE GROVE RD.	60	42	_	142
153+45 WB - 192+85 WB	2+85 WB GOTTAGE GROVE RD. TO CTH AB/BUCKEYE RD.		39	-	79
192+85 WB - 222+25 WB	5 WB - 222+25 WB CTH AB/BUCKEYE RD. TO RAILROAD		10	_	59
222+25 WB - 129+00 WB	RAILROAD TO FEMRITE DR.	54	23	_	125
129+00 WB - 149+00 WB	FEMRITE DR. TO USH 12/18	18	5	_	22
149+00 WB - 192+50 WB	USH 12/18 TO PROJECT END	34	9	-	54
	SUBTOTAL	<i>526</i>	<i>259</i>	0	665
05 00 50 05 00 50		100	100		407
35+00 EB - 85+00 EB	LIEN RD. TO STH 30/IH 94	103	103	=	126
85+00 EB - 153+35 EB	STH 30/IH 94 TO COTTAGE GROVE RD.	50	153	=	166
153+35 EB - 192+90 EB	COTTAGE GROVE RD. TO CTH AB/BUCKEYE RD.	0	108	_	79
192+90 EB - 222+20 EB	CTH AB/BUCKEYE RD. TO RAI LROAD	136	34	_	59
222+20 EB - 126+35 EB	RAILROAD TO FEMRITE DR.	164	43	-	104
126+35 EB - 145+00 EB	FEMRITE DR. TO USH 12/18	42	11	_	20
145+00 EB - 192+50 EB	USH 12/18 TO PROJECT END	38	10	-	54
	SUBTOTAL	533	462	0	608
RAMP	EB IH 39 EXIT TO EB IH 94	_	_	758	30
RAMP	EB IH 39 EXIT TO WB STH 30	_	_	988	40
RAMP	WB IH 39 EXIT TO EB IH 94	_	_	641	26
RAMP	WB IH 39 EXIT TO WB STH 30	_	_	947	38
RAMP	WB IH 94 ENTRANCE TO WB IH 39	62	16	_	-
RAMP	EB USH 12/18 ENTRANCE TO WB IH 39	24	6	_	_
RAMP	EB IH 39 EXIT TO WB USH 12/18	18	5	517	21
RAMP	WB IH 39 EXIT TO WB USH 12/18	24	6	571	23
RAMP	EB IH 39 EXIT TO EB USH 12/18	-	-	340	14
RAMP	WB IH 39 EXIT TO EB USH 12/18	_	-	394	16
RAMP	EB USH 12/18 ENTRANCE TO EB IH 39	30	8		-
	SUBTOTAL	158	41	5156	208
	TOTAL		1979	5156	1481
	TOTAL			5.55	

PROJECT NO: HWY: COUNTY: MISCELLANEOUS QUANTITIES SHEET: **E**

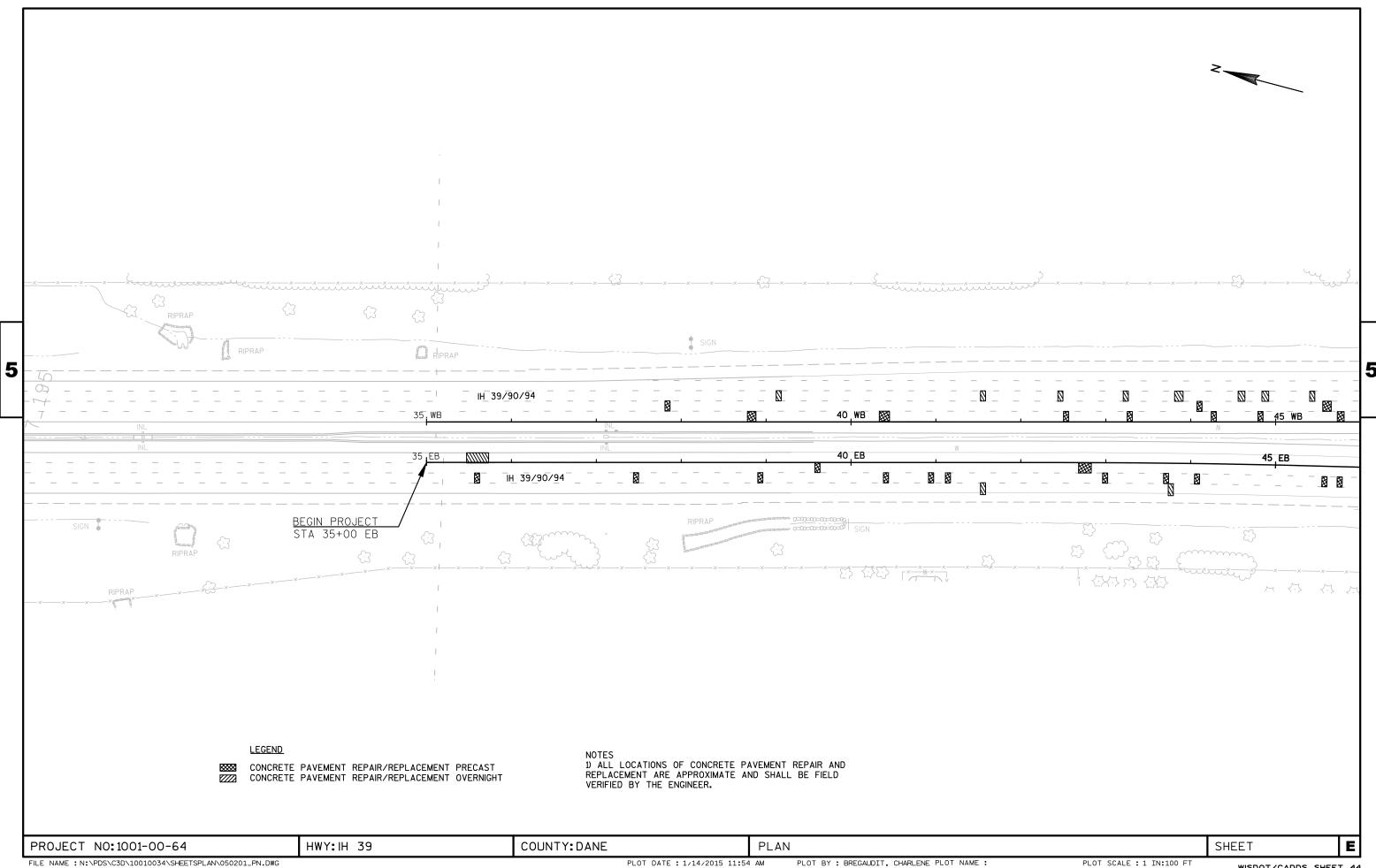
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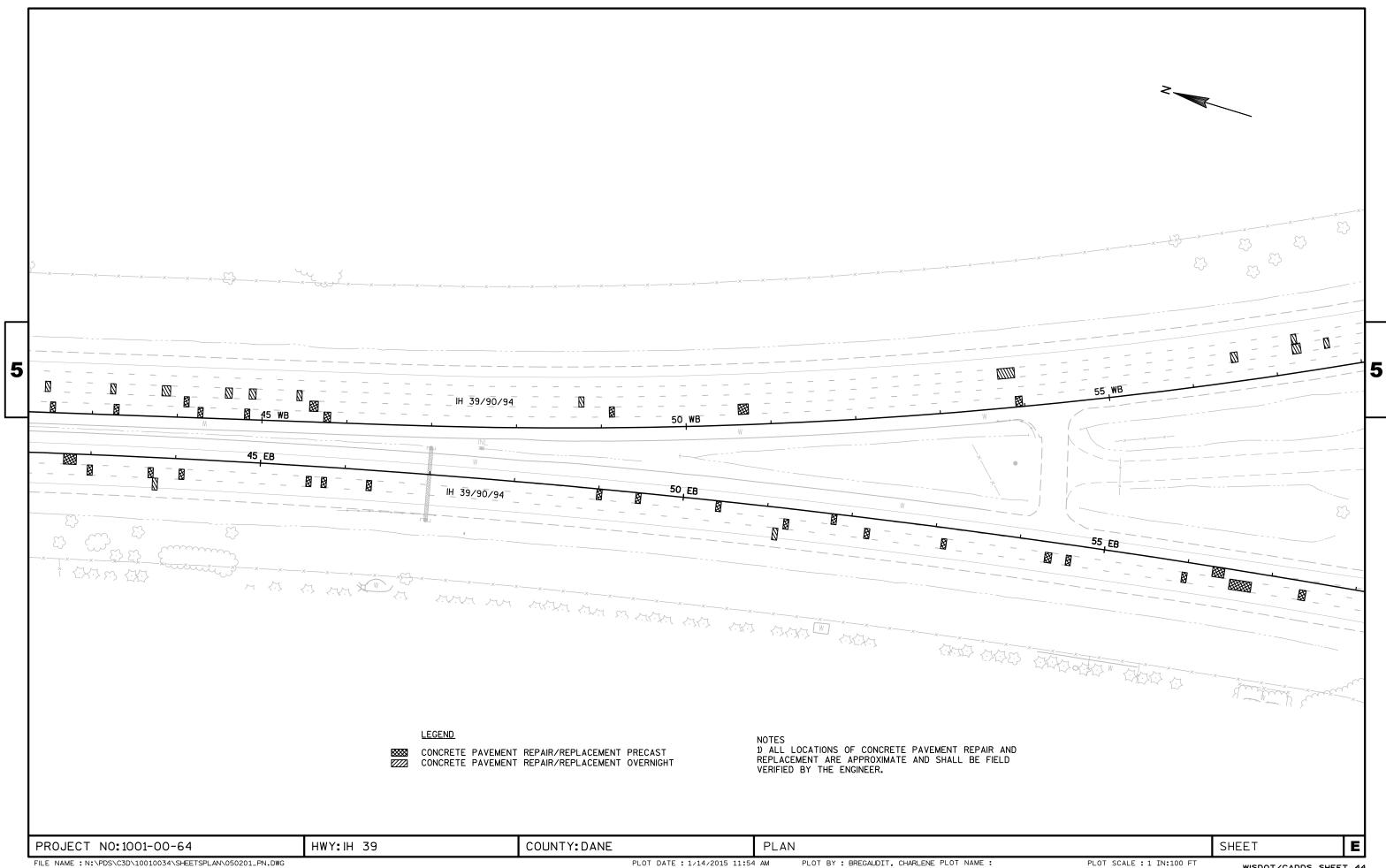
SAWI NG

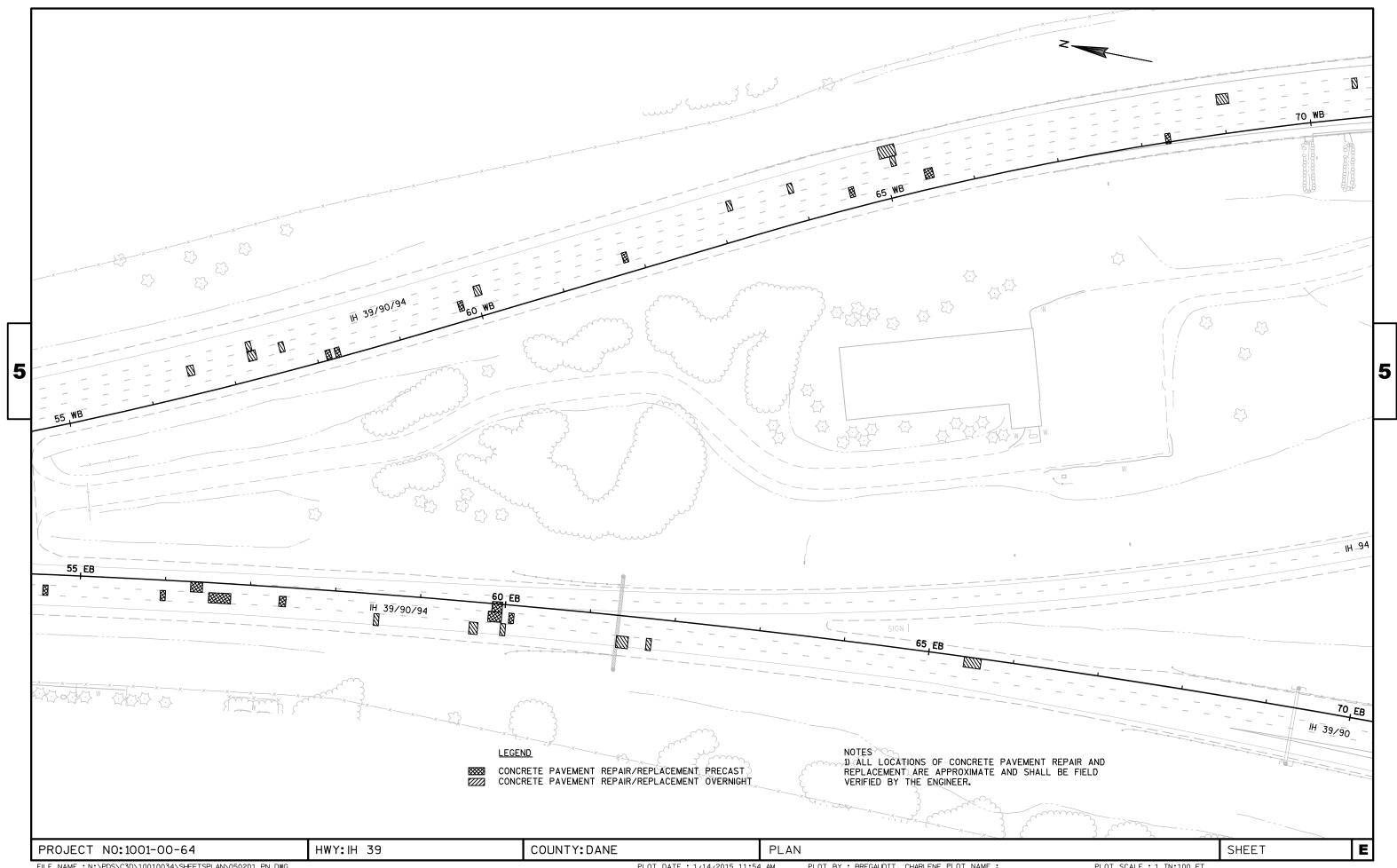
		690. 0250	SPV. 0090. 01 SAWI NG CONCRETE
		SAWI NG	PRECAST PANEL
		CONCRETE	I NSTALLATI ON
STATION TO STATION	LOCATI ON	LF	LF
35+00 WB - 85+50 WB	LIEN RD. TO STH 30/IH 94	1208	996
85+50 WB - 153+45 WB	STH 30/IH 94 TO COTTAGE GROVE RD.	452	444
153+45 WB - 192+85 WB	GOTTAGE GROVE RD. TO CTH AB/BUCKEYE RD.	748	212
192+85 WB - 222+25 WB	CTH AB/BUCKEYE RD. TO RAILROAD	144	=
222+25 WB - 129+00 WB	RAILROAD TO FEMRITE DR.	552	
129+00 WB - 149+00 WB	FEMRITE DR. TO USH 12/18	36	-
149+00 WB - 192+50 WB	USH 12/18 TO PROJECT END	336	
	SUBTOTAL	3476	1652
35+00 EB - 85+00 EB	LIEN RD. TO STH 30/IH 94	804	1526
85+00 EB - 153+35 EB	STH 30/IH 94 TO COTTAGE GROVE RD.	908	2540
153+35 EB - 192+90 EB	COTTAGE GROVE RD. TO CTH AB/BUCKEYE RD.	804	1582
192+90 EB - 222+20 EB	CTH AB/BUCKEYE RD. TO RAI LROAD	764	_
222+20 EB - 126+35 EB	RAILROAD TO FEMRITE DR.	1004	
126+35 EB - 145+00 EB	FEMRITE DR. TO USH 12/18	180	-
145+00 EB - 192+50 EB	USH 12/18 TO PROJECT END	36	
	SUBTOTAL	4500	5648
RAMP	WB IH 94 ENTRANCE TO WB IH 39	252	-
RAMP	WB IH 94 ENTRANCE TO EB IH 39	42	-
RAMP	EB STH 30 ENTRANCE TO WB IH 39	42	-
RAMP	EB STH 30 ENTRANCE TO EB IH 39	120	-
RAMP	WB IH 39 EXIT TO WB STH 30	42	
RAMP	WB IH 39 EXIT TO EB IH 94	42	-
RAMP	EB IH 39 EXIT TO WB STH 30	42	-
RAMP	EB IH 39 EXIT TO EB IH 94	72	=
RAMP	WB USH 12/18 ENTRANCE TO WB IH 39	36	=
RAMP	WB USH 12/18 ENTRANCE TO EB IH 39	60	
RAMP	EB USH 12/18 ENTRANCE TO WB IH 39	144	_
RAMP	EB USH 12/18 ENTRANCE TO EB IH 39	184	-
RAMP	WB IH 39 EXIT TO WB USH 12/18	144	-
RAMP	WB IH 39 EXIT TO EB USH 12/18	42	-
RAMP	EB IH 39 EXIT TO WB USH 12/18	112	
RAMP	EB IH 39 EXIT TO EB USH 12/18	60	
	SUBTOTAL	1436	0
	UNDI SRI BUTED	941	730
	TOTAL	10353	8030

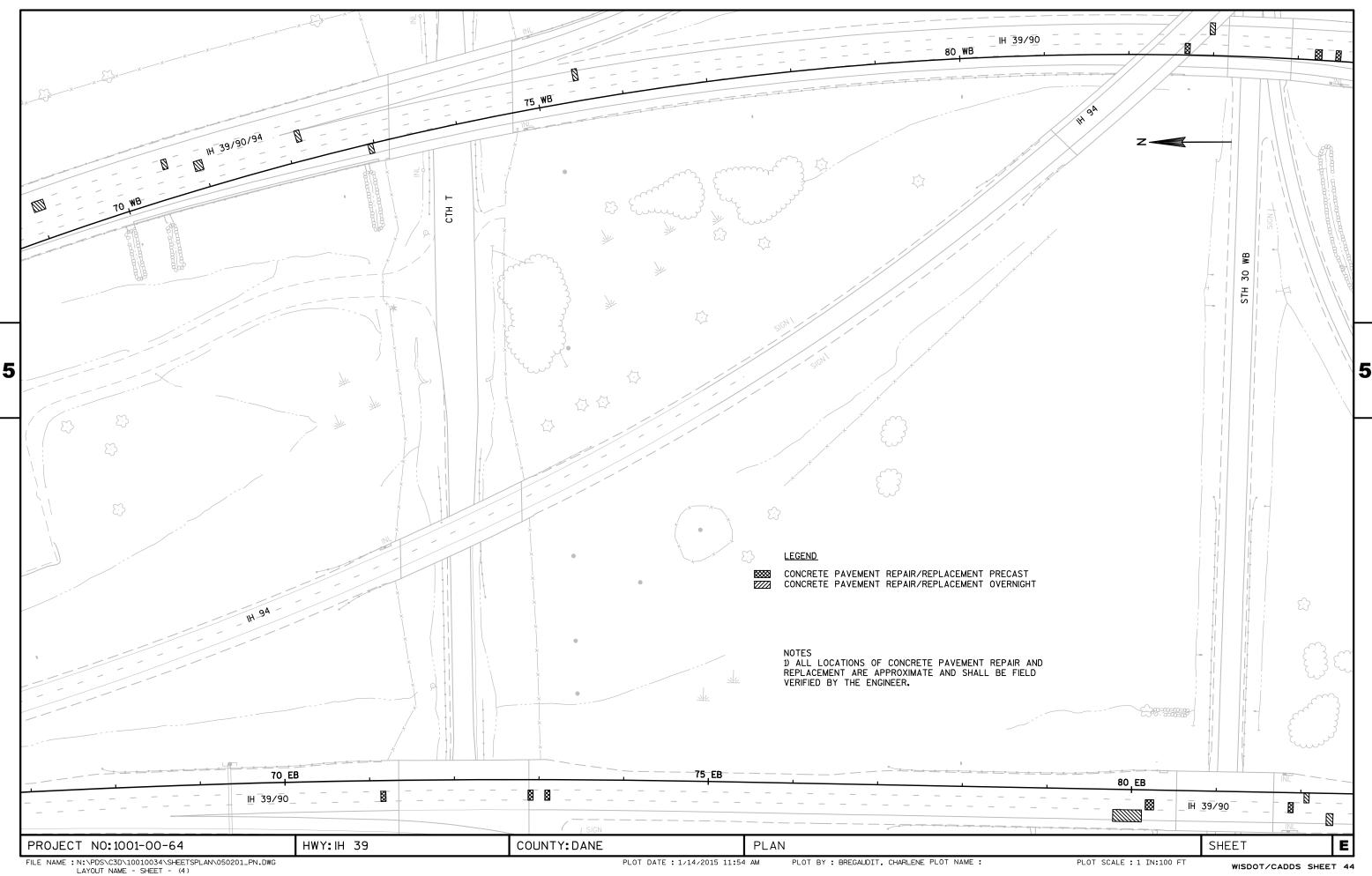
NOTE: QUANTITIES INCLUDE LONGITUDINAL RELIEF CUTS FOR PATCHES ADJACENT TO ASPHALT SHOULDER (6" AWAY FROM SHOULDER)

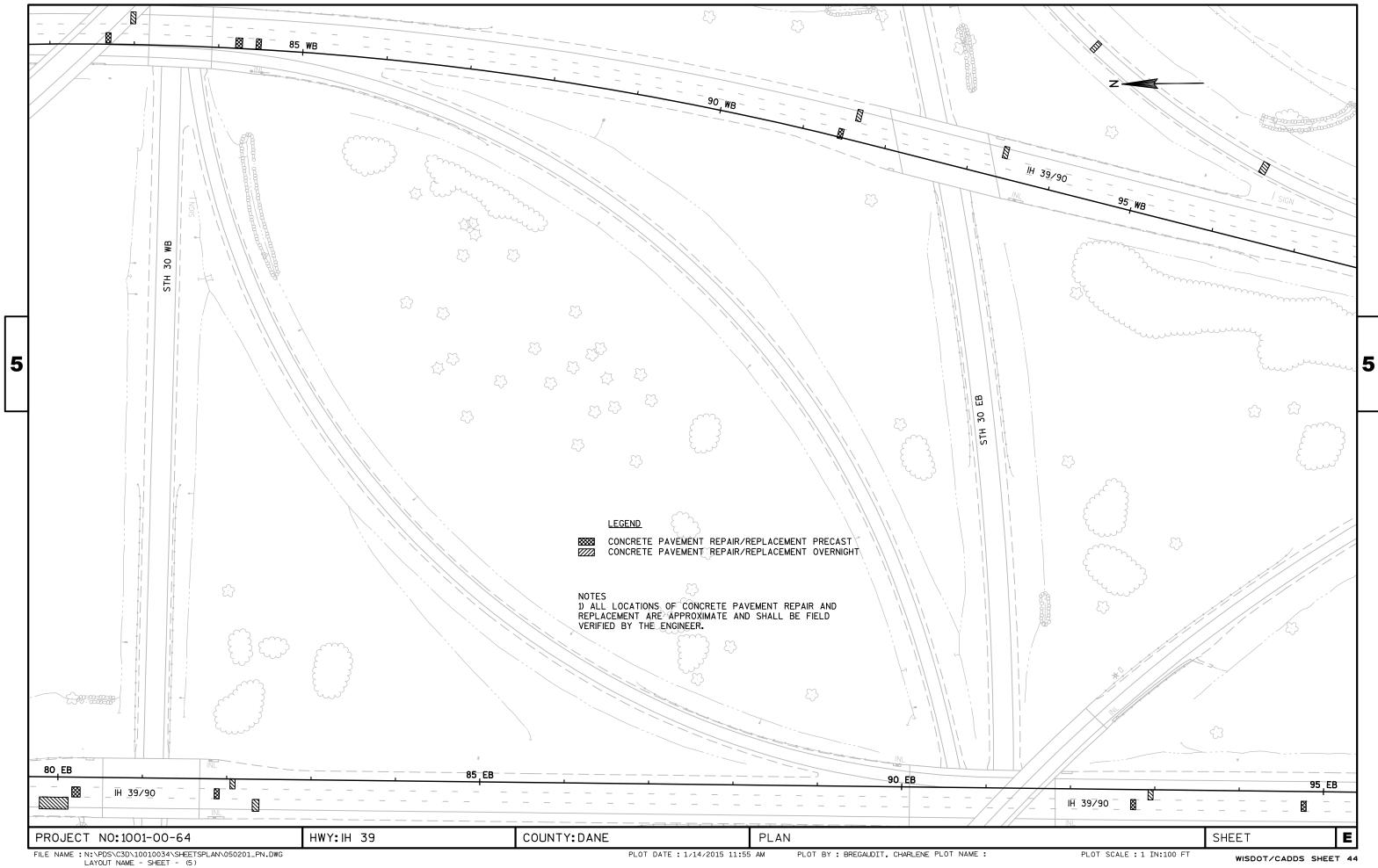
PROJECT NO: HWY: COUNTY: MISCELLANEOUS QUANTITIES SHEET: **E**

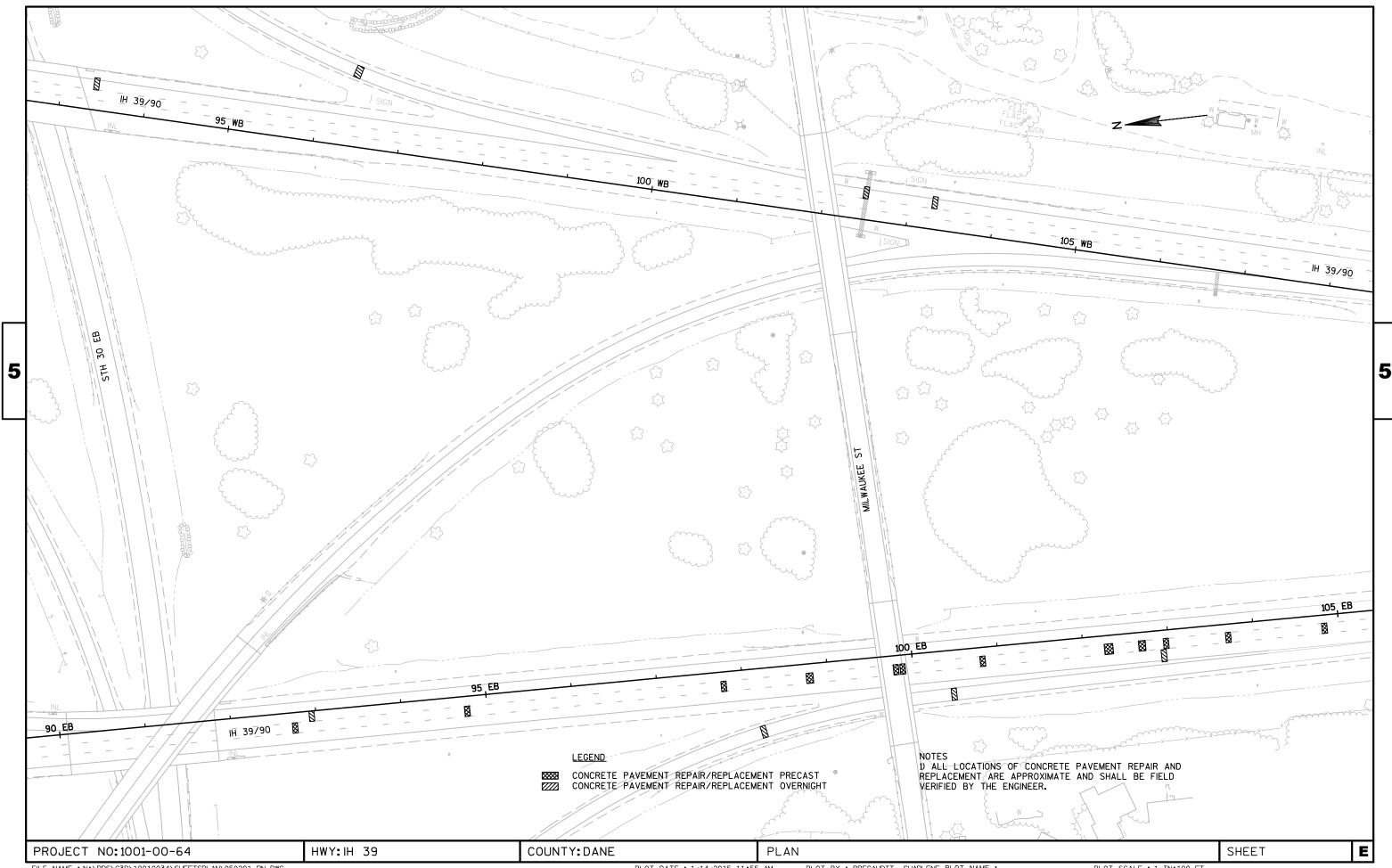


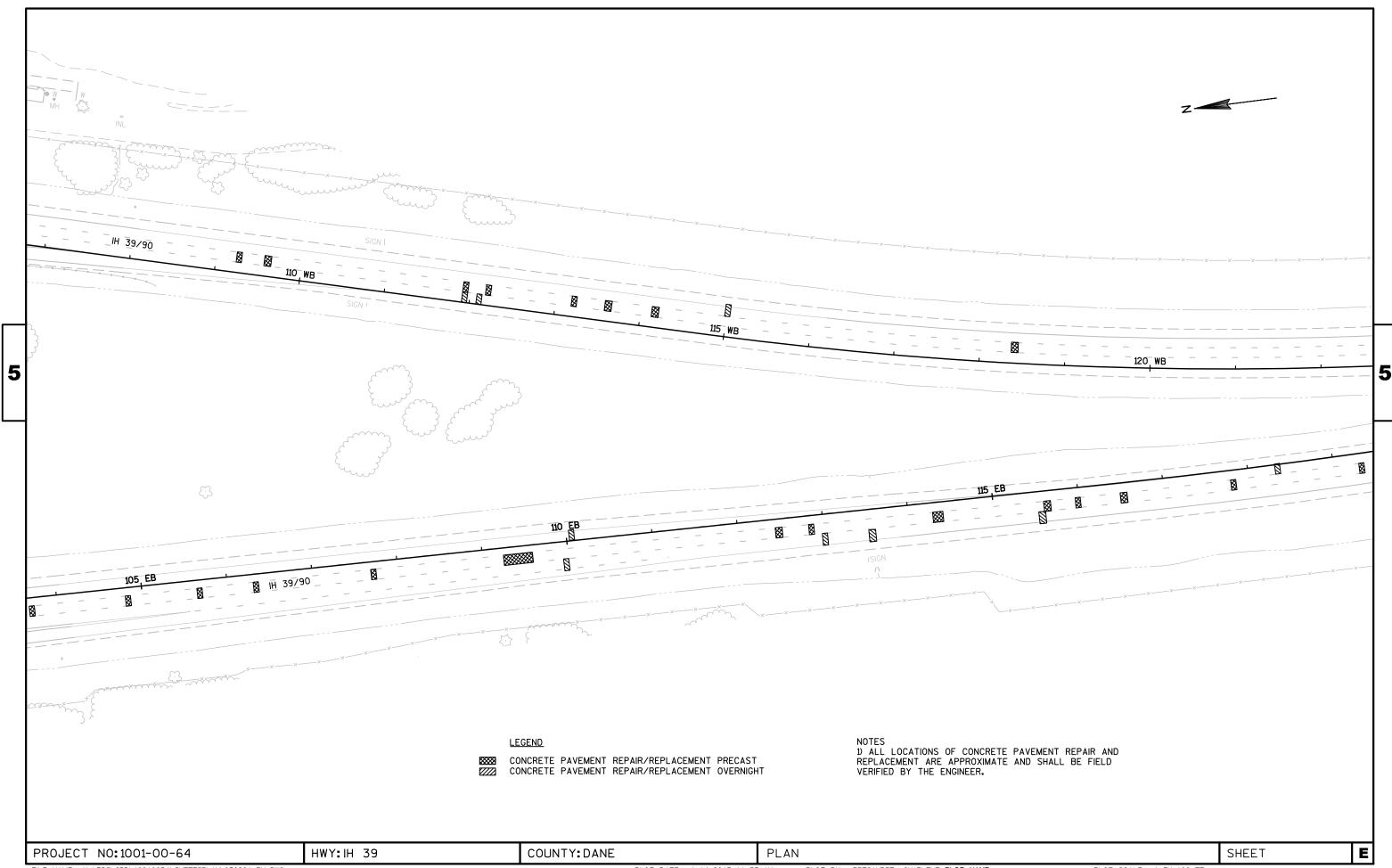


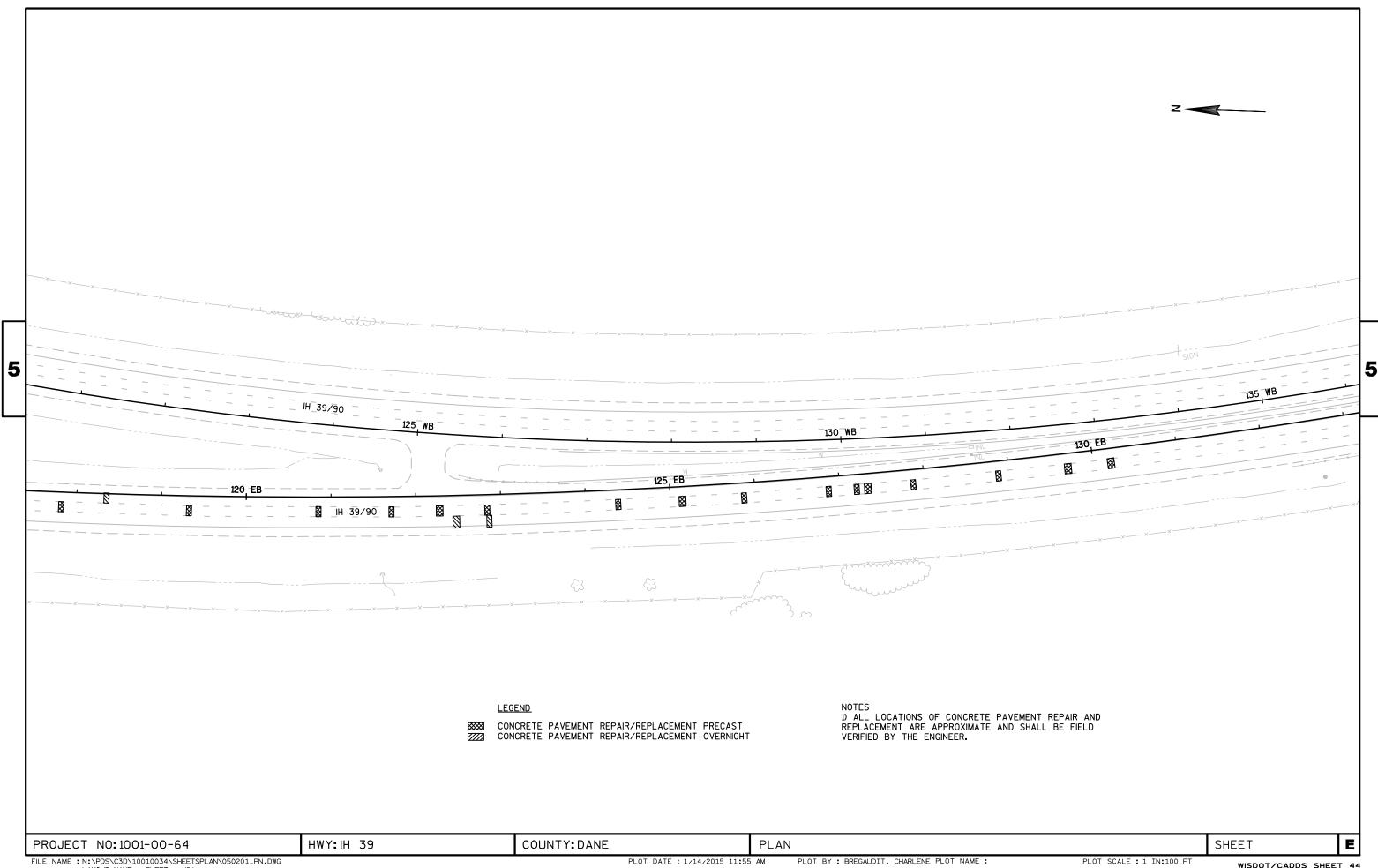


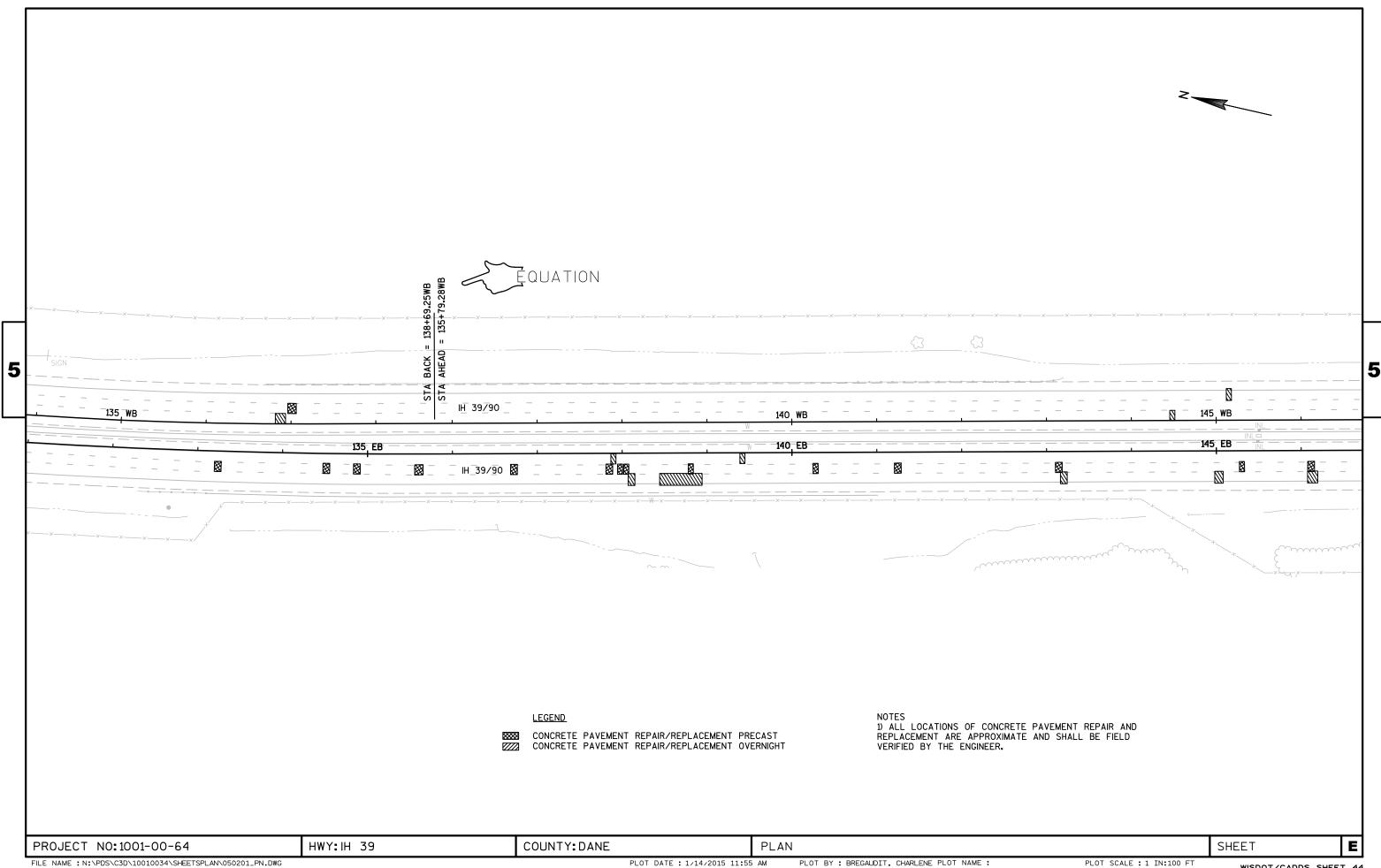


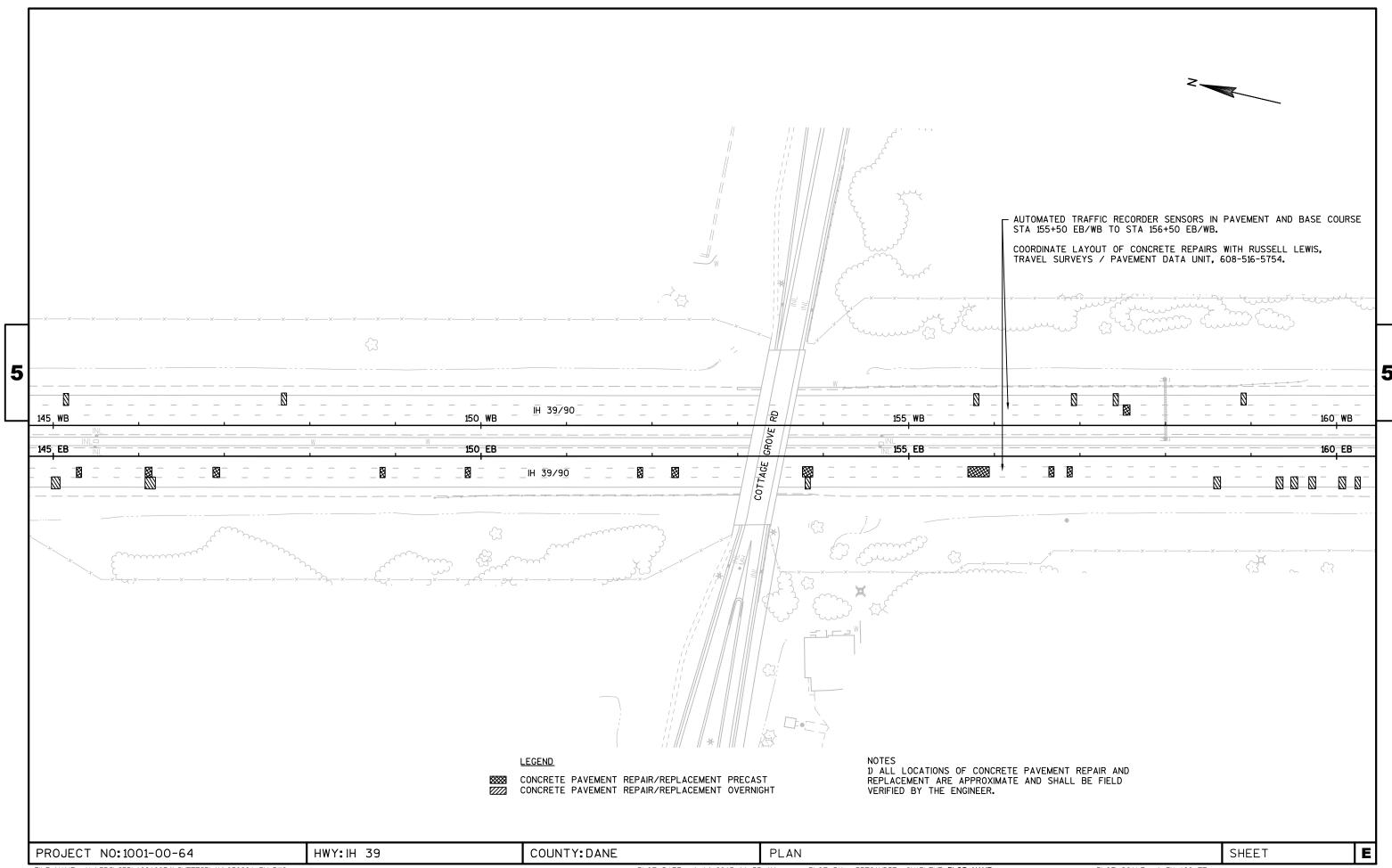


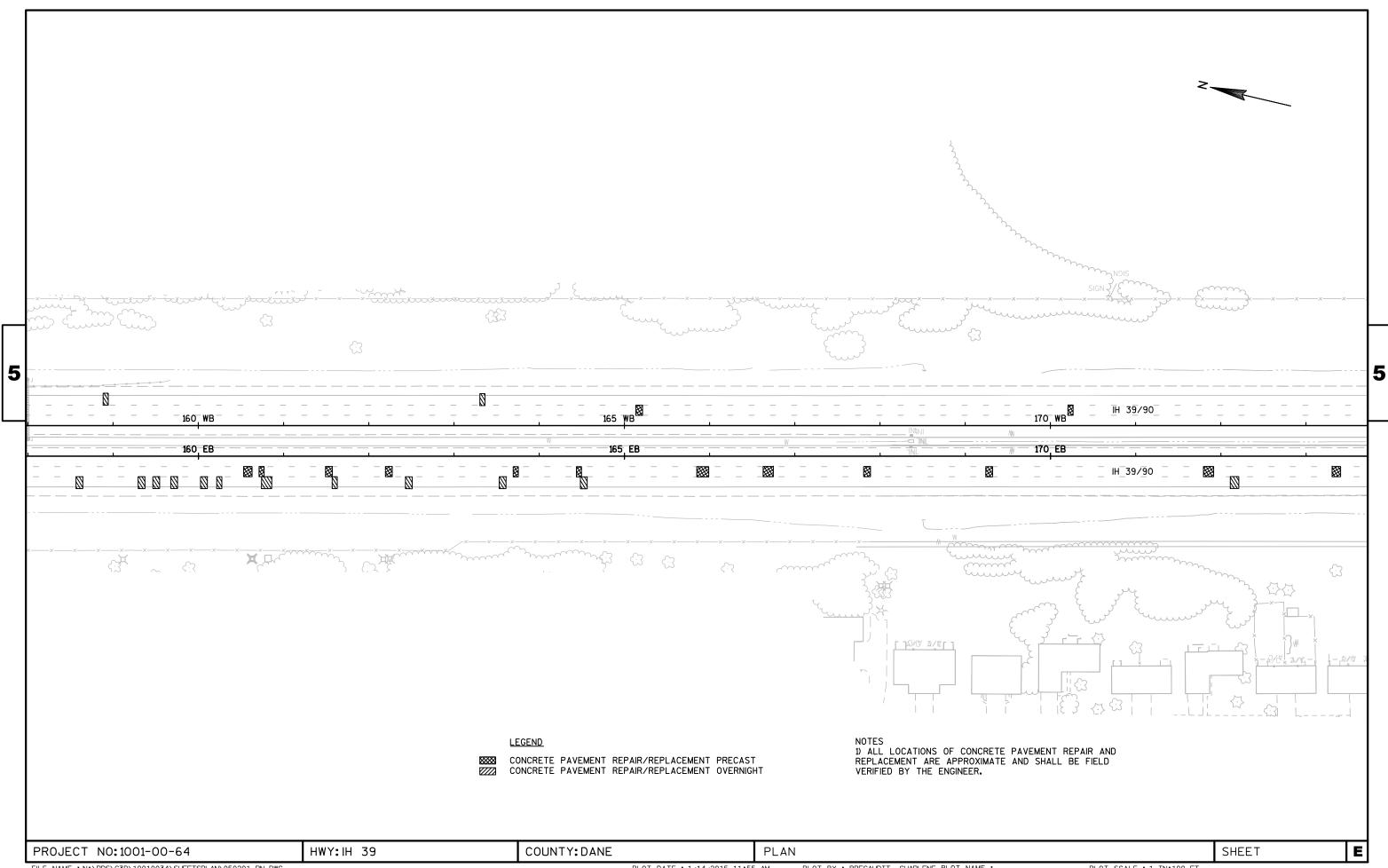


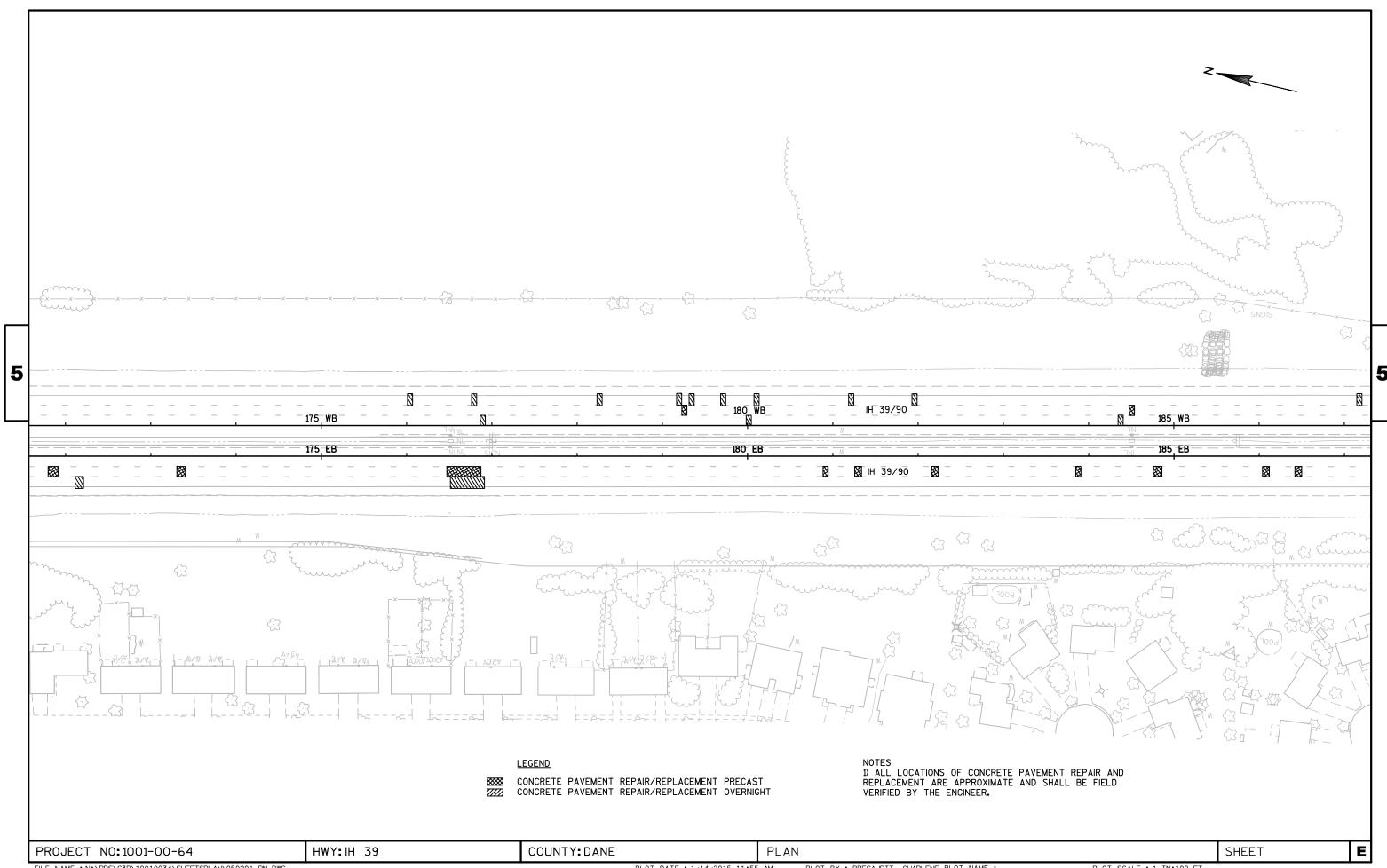


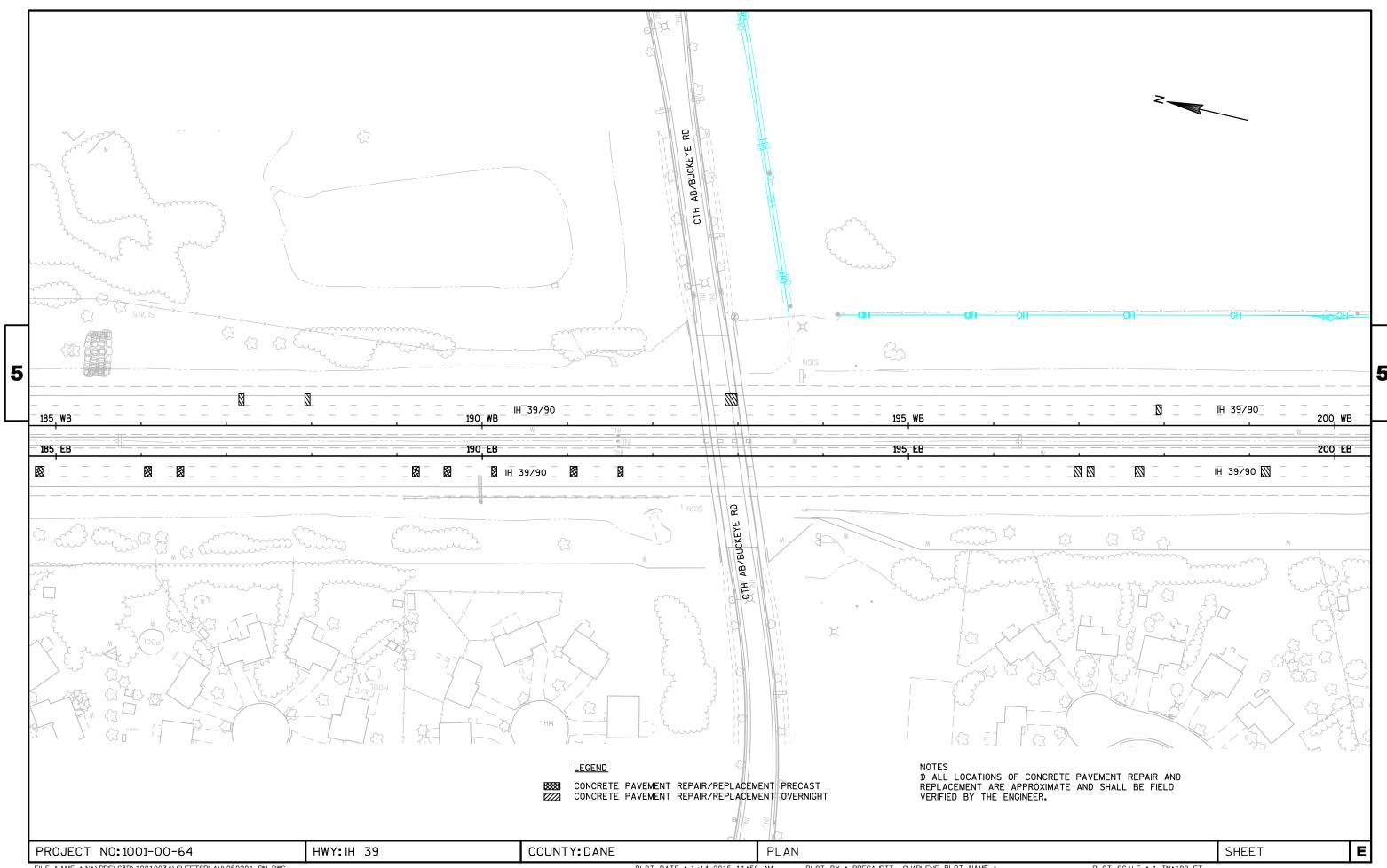


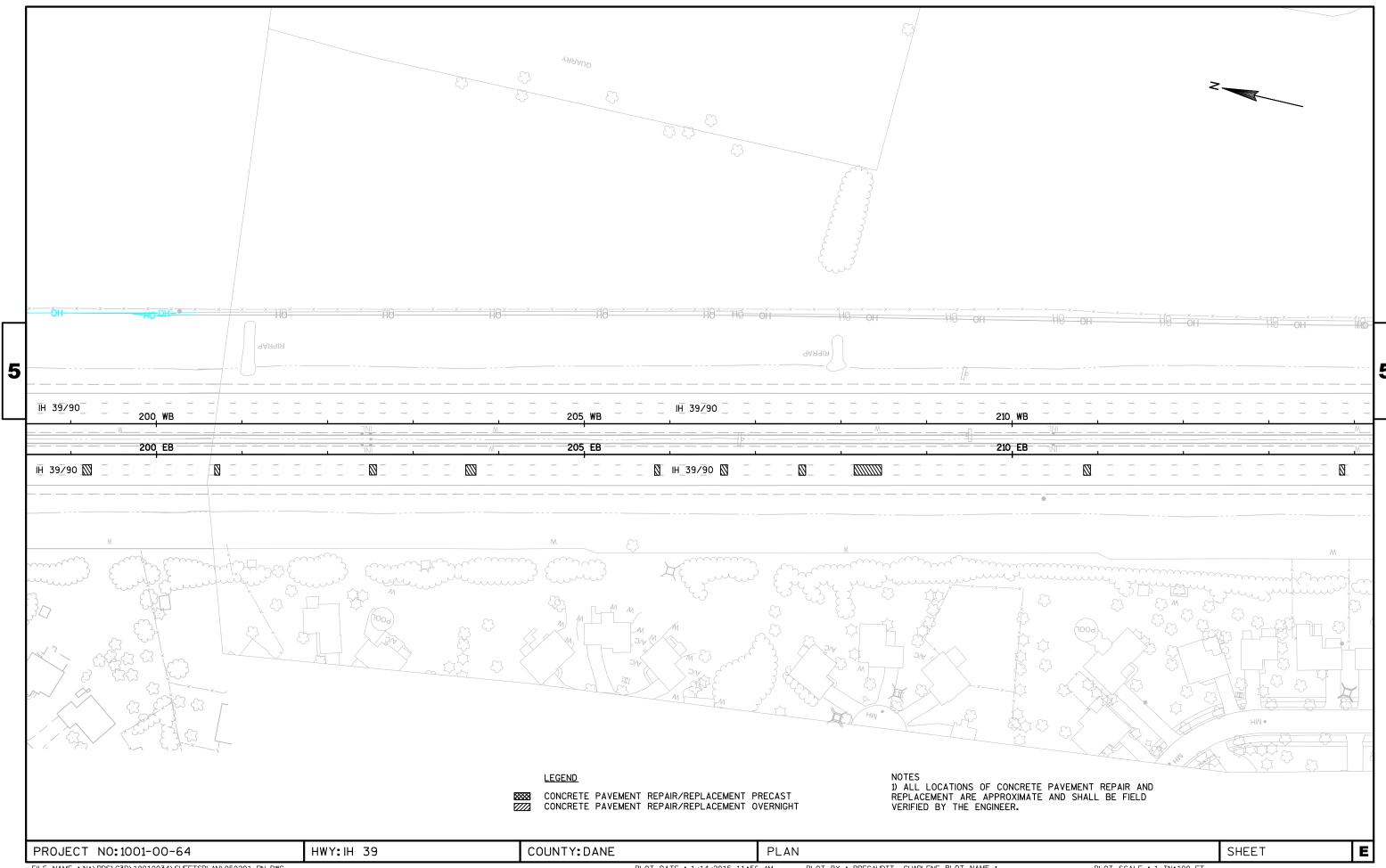


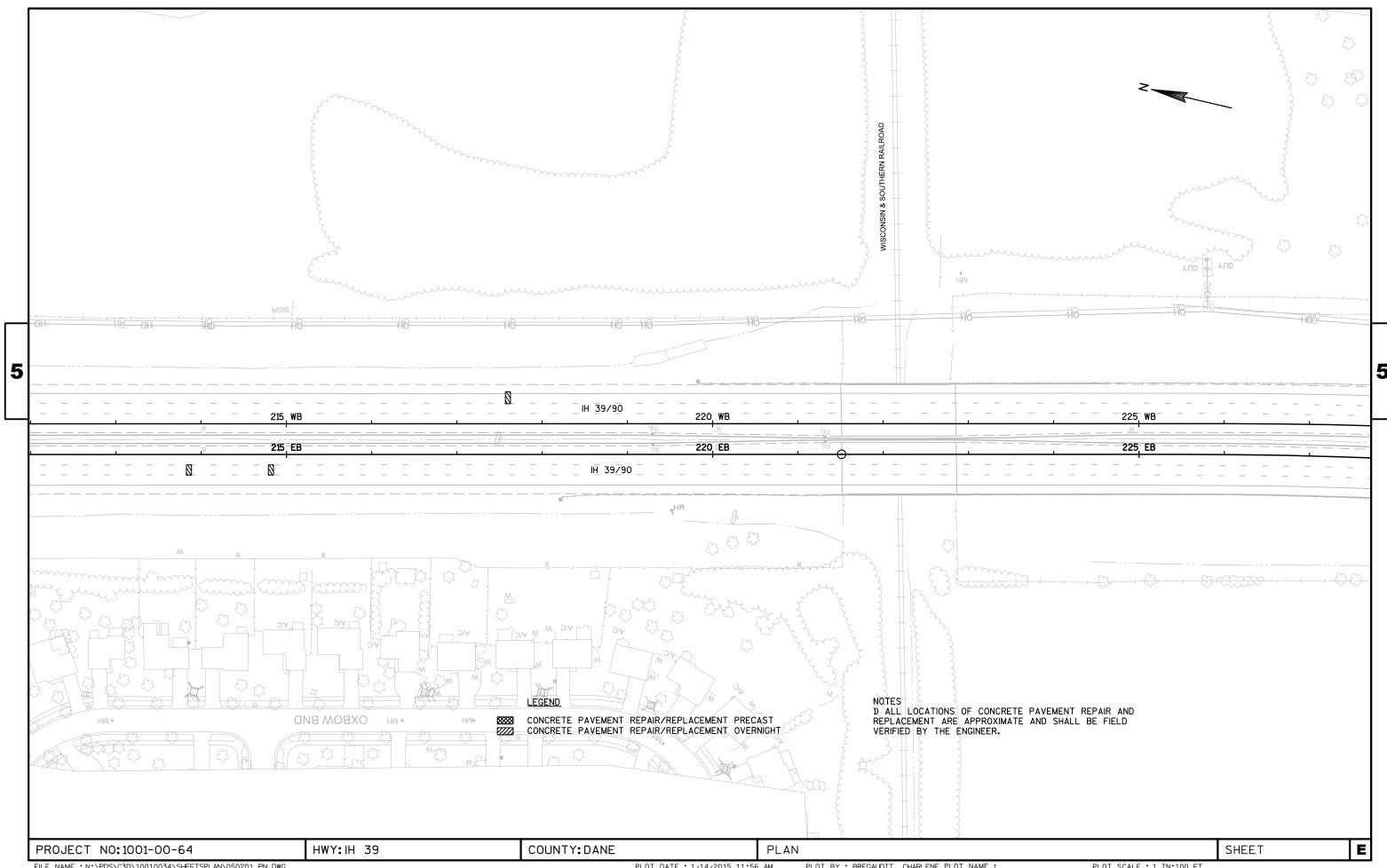


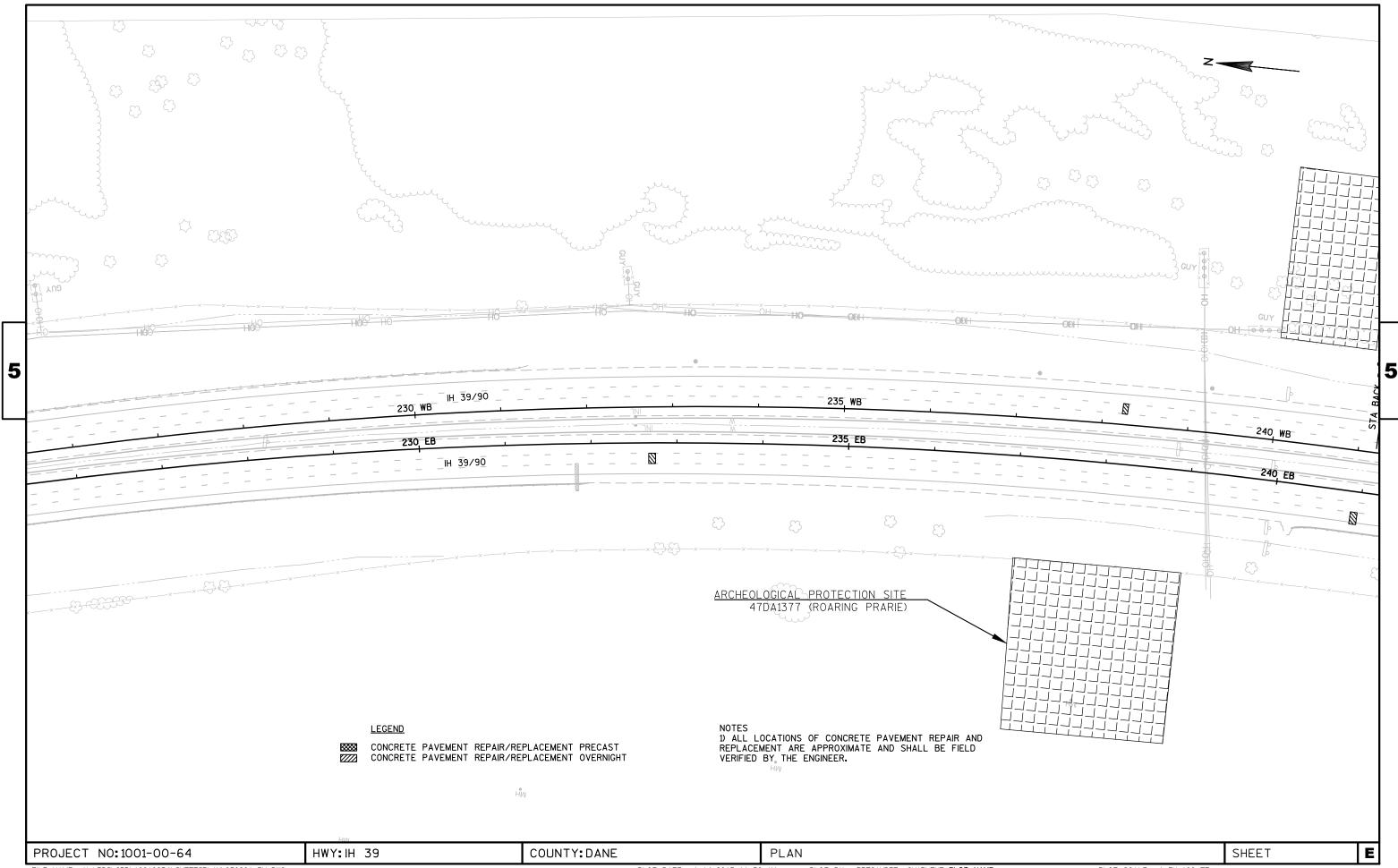


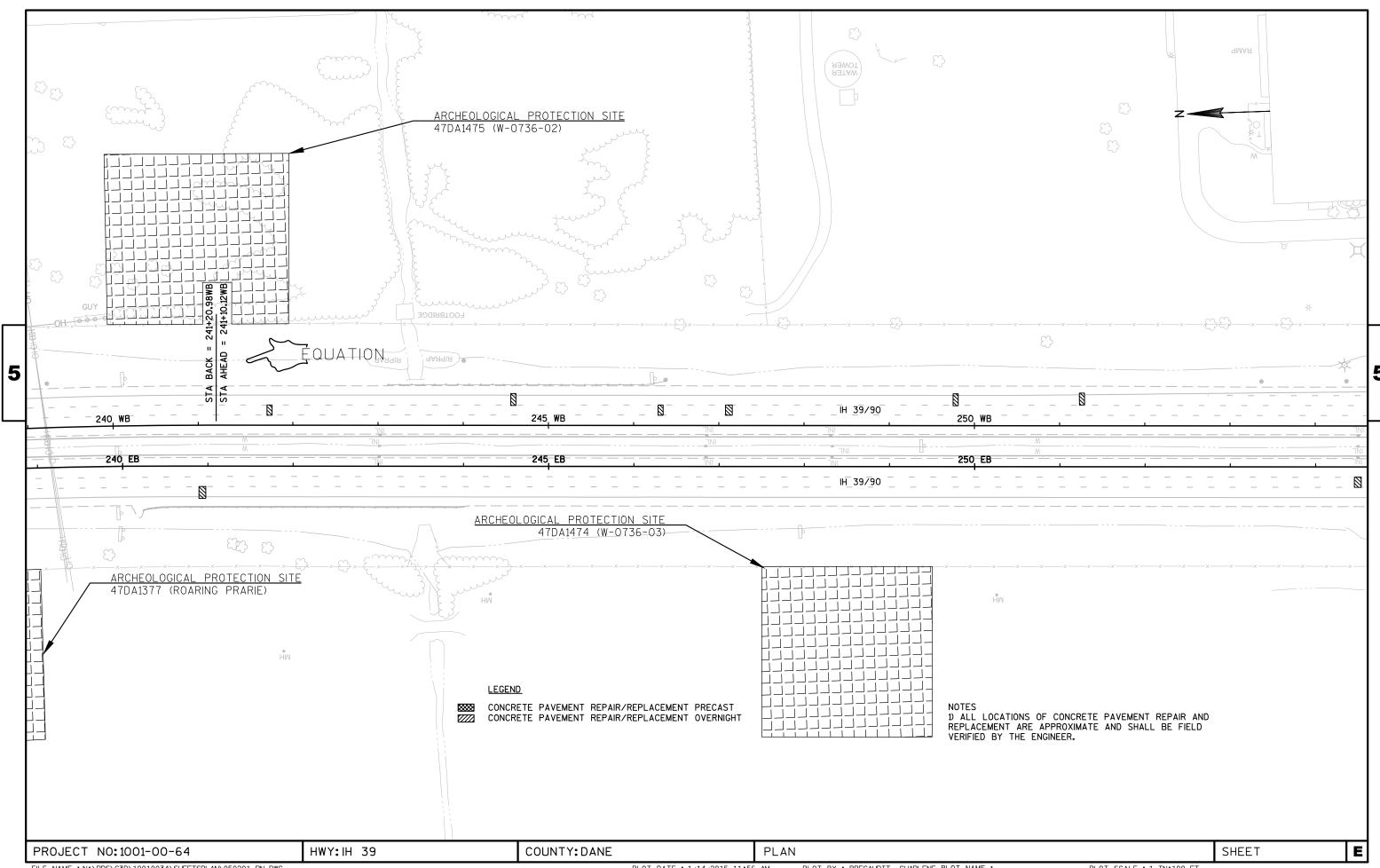


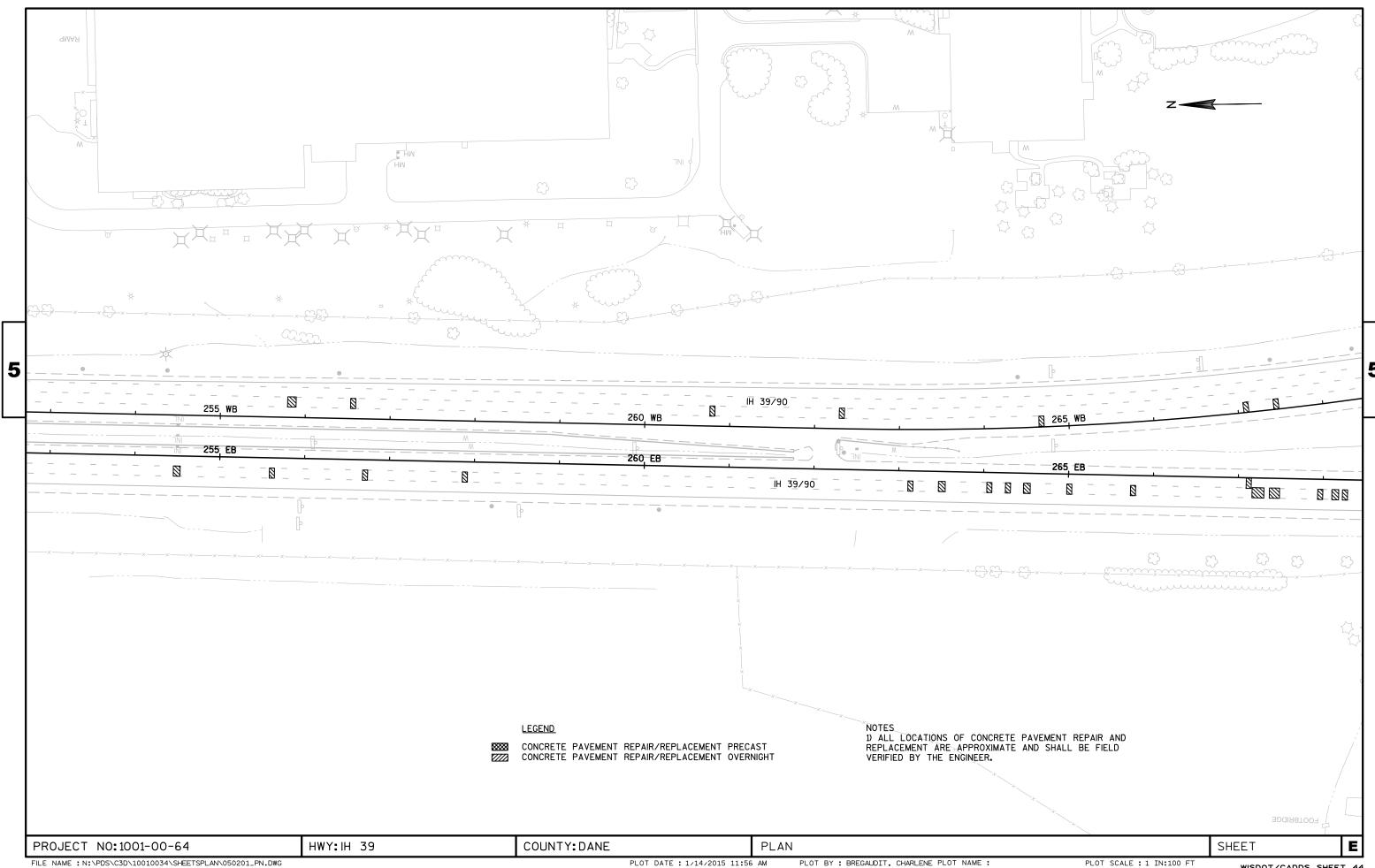


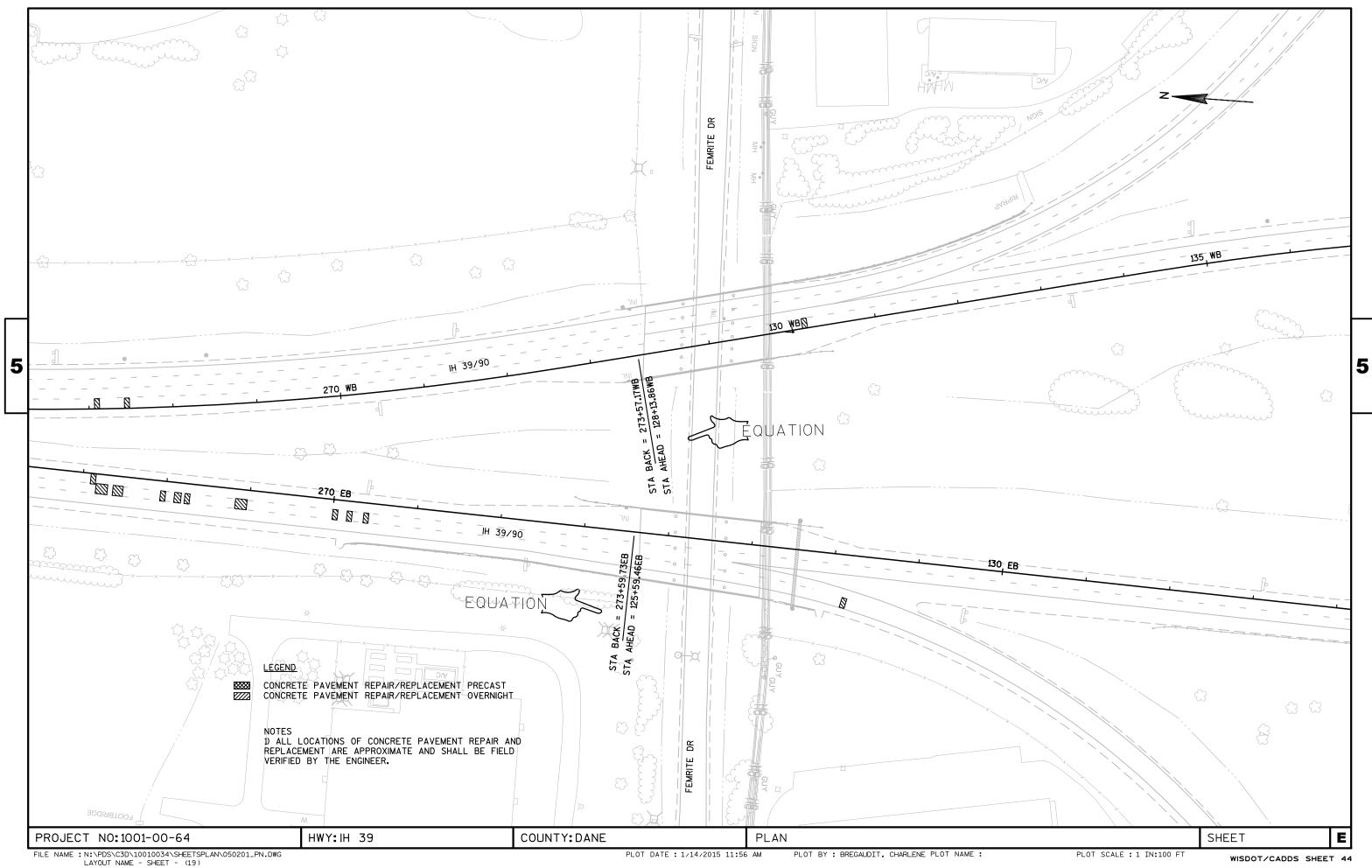


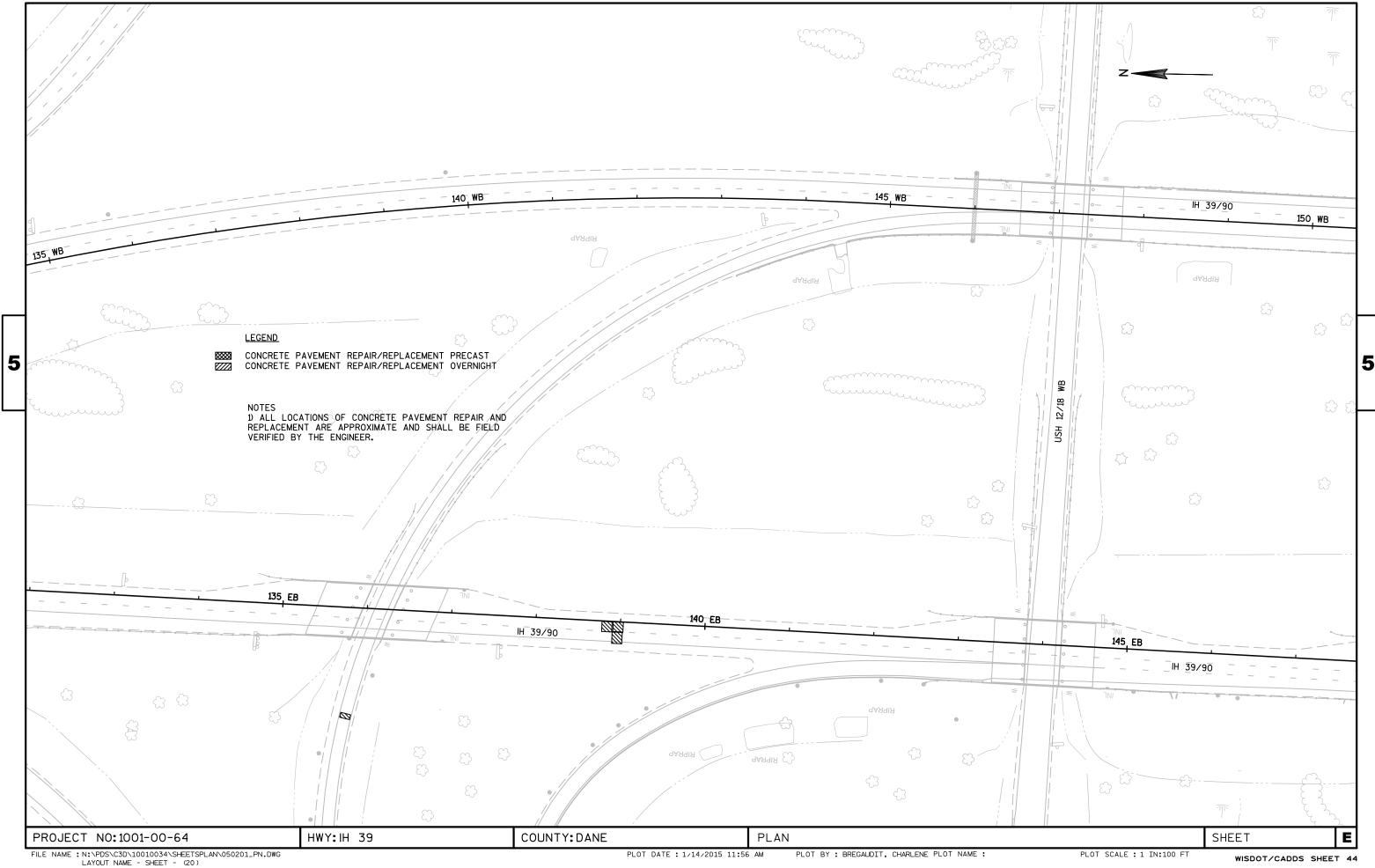


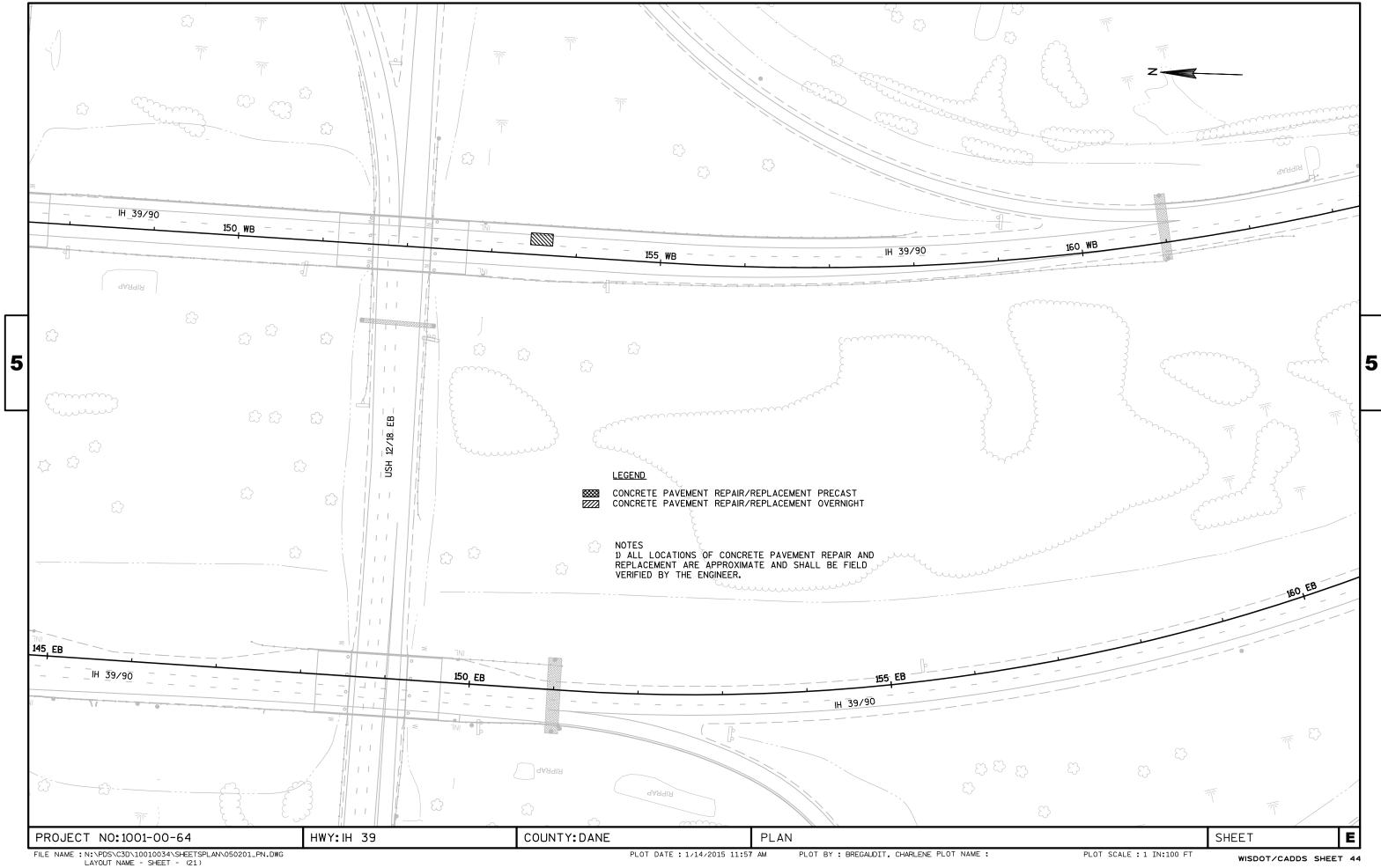


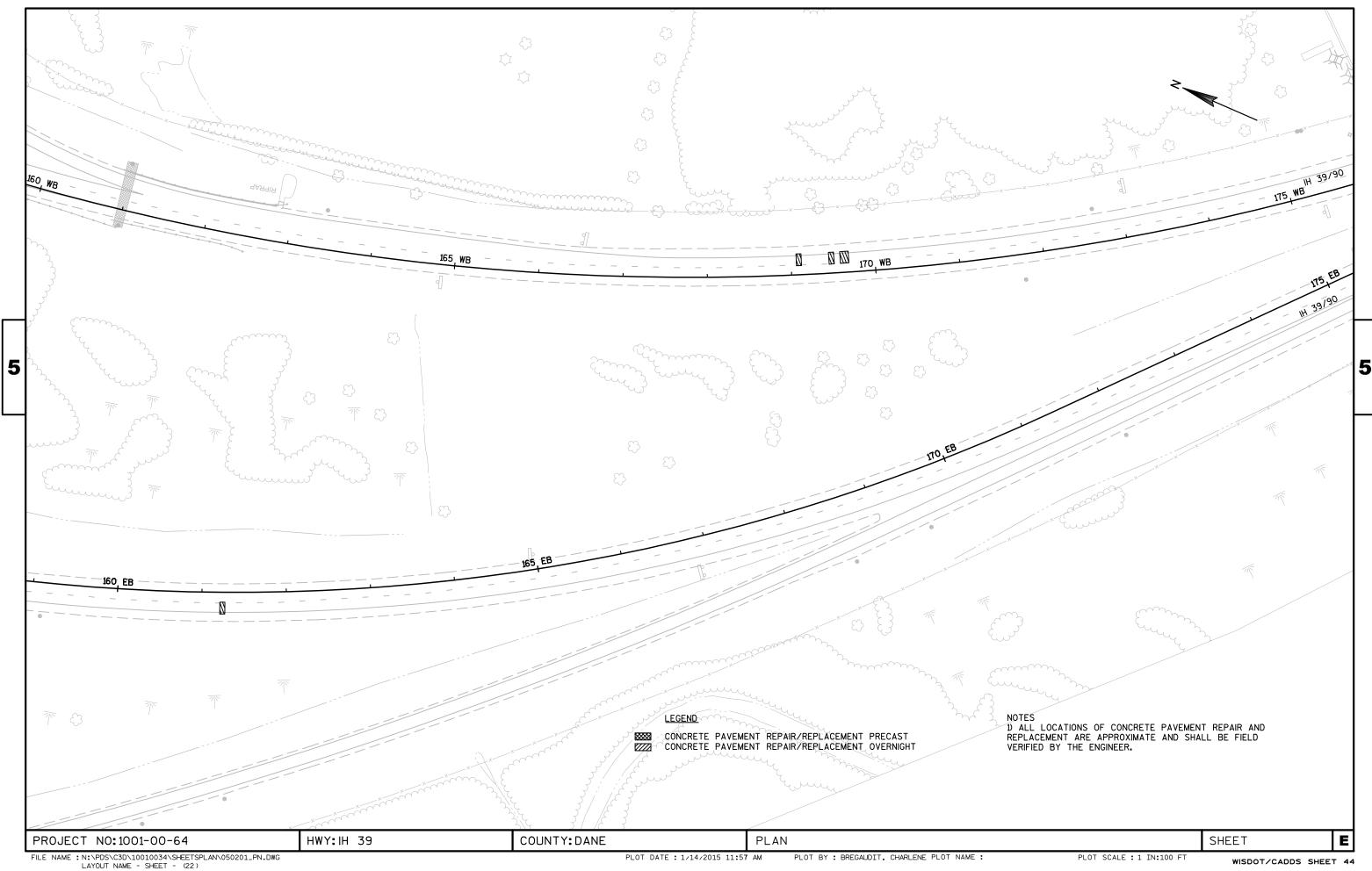


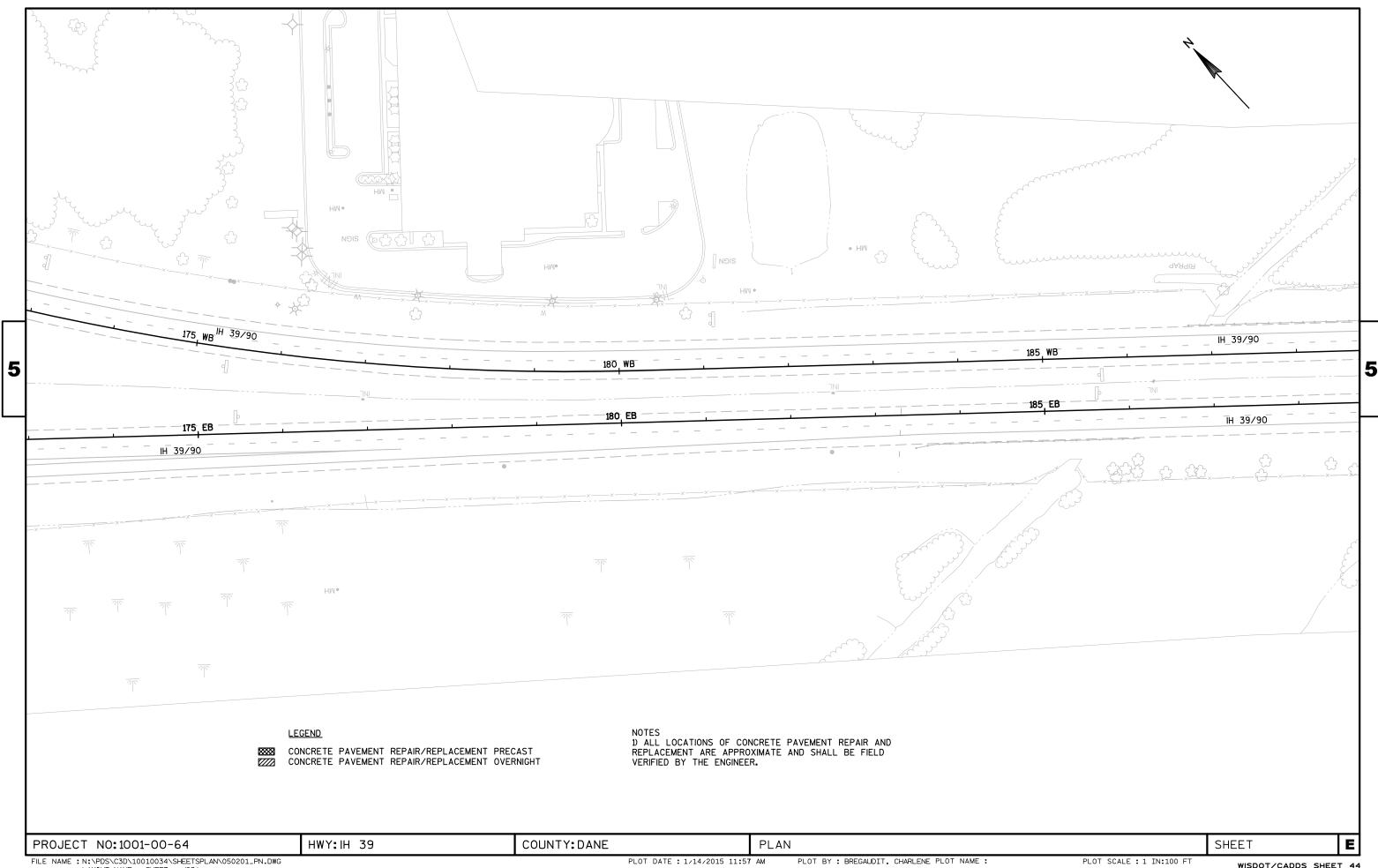


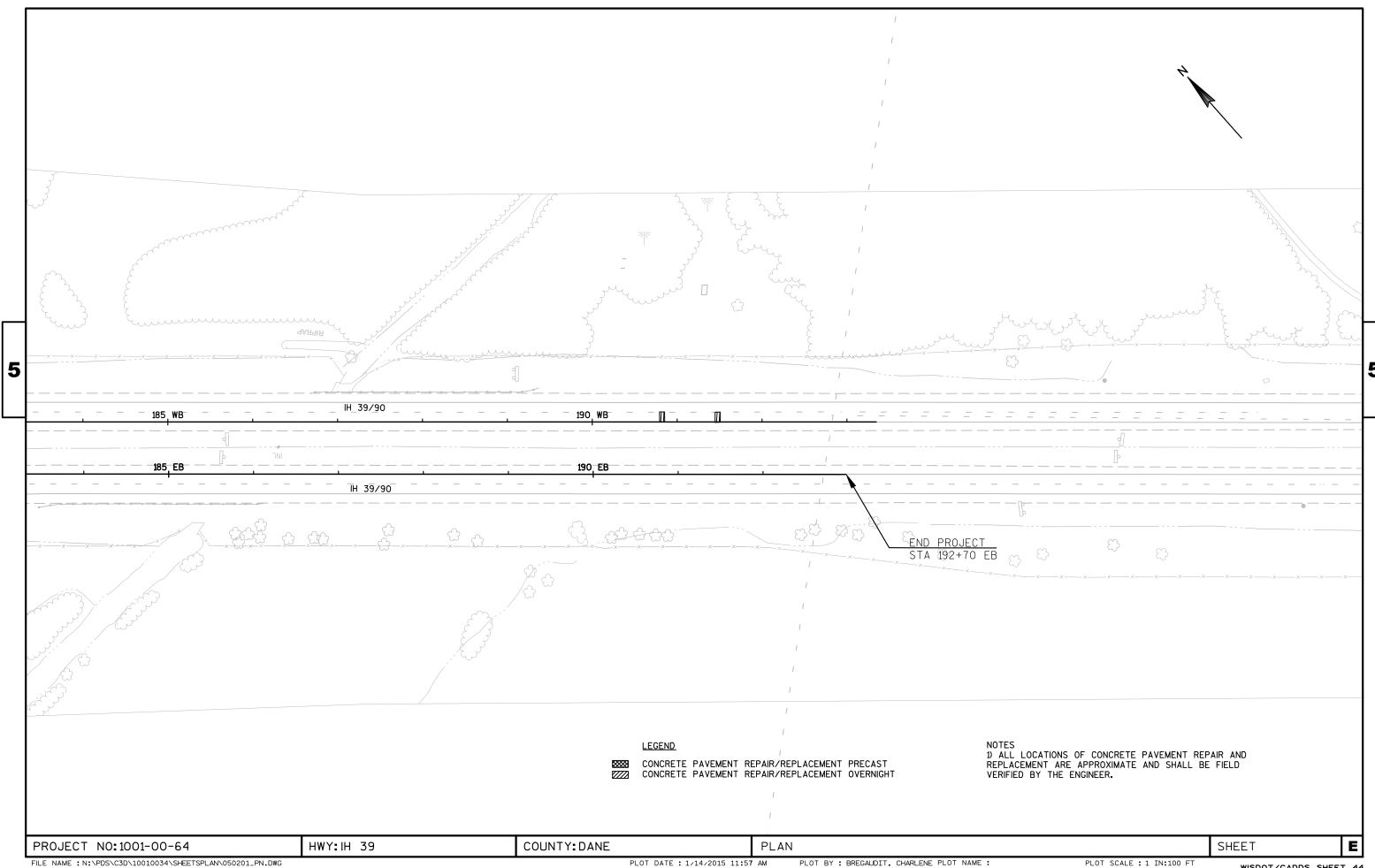


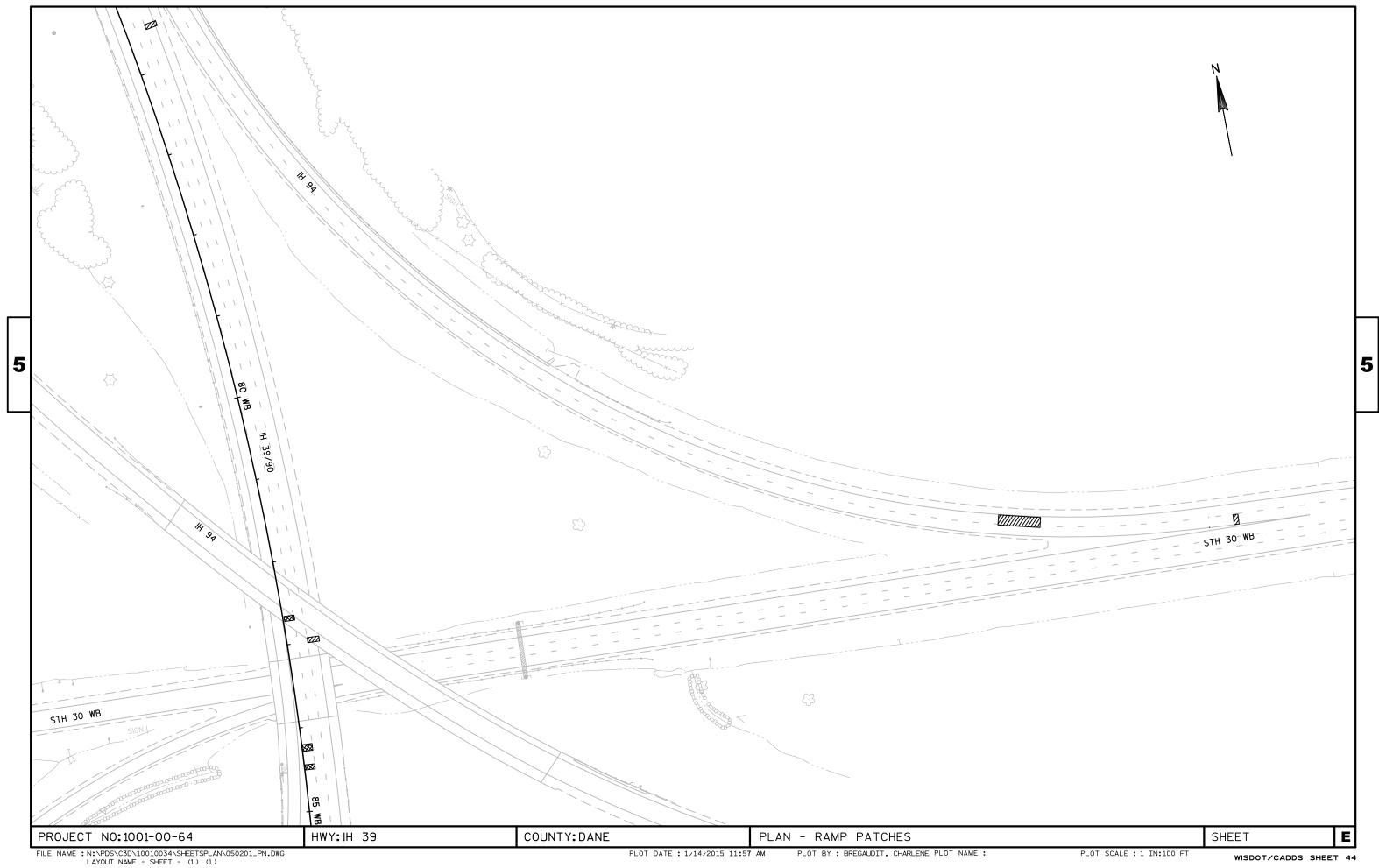


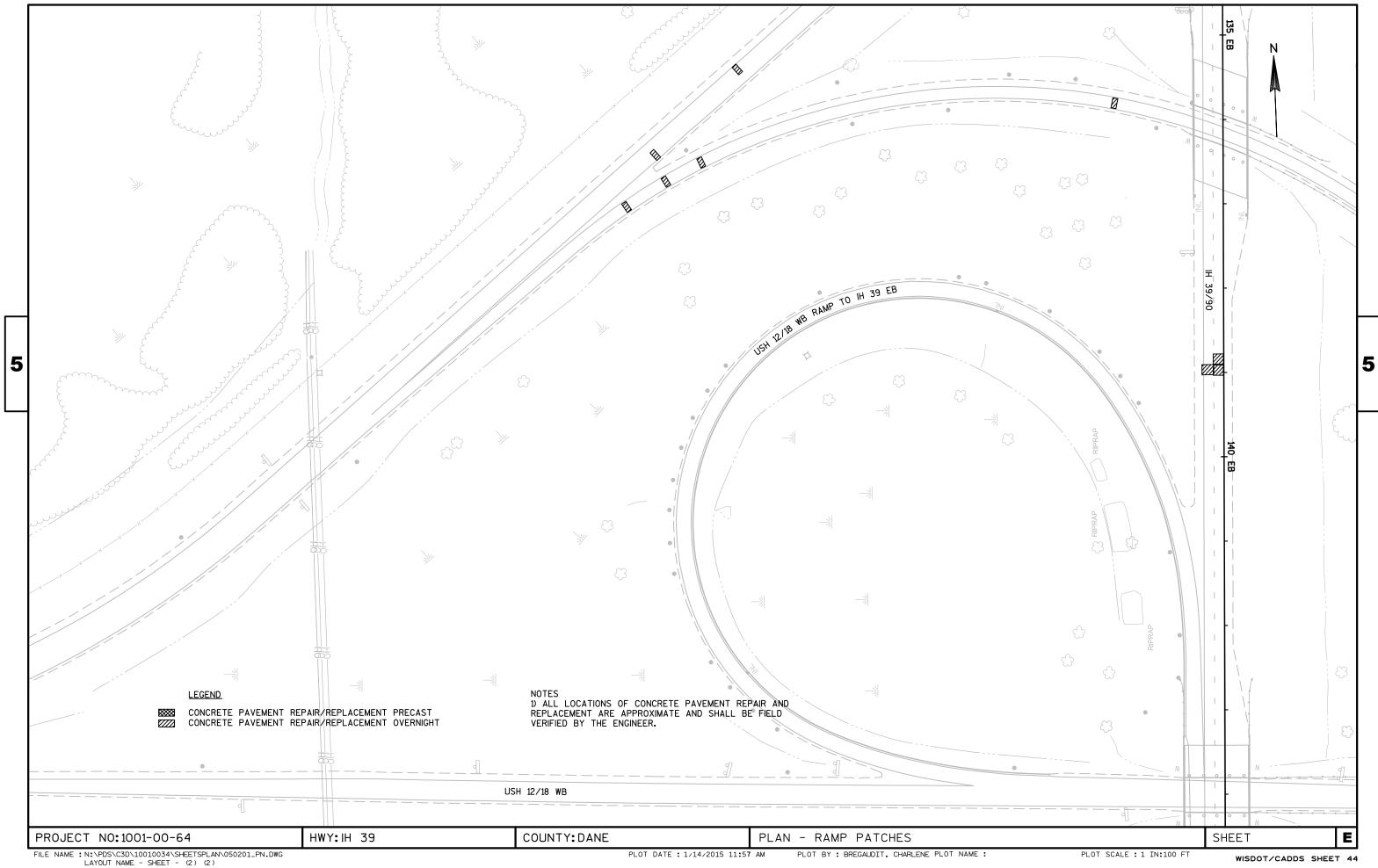


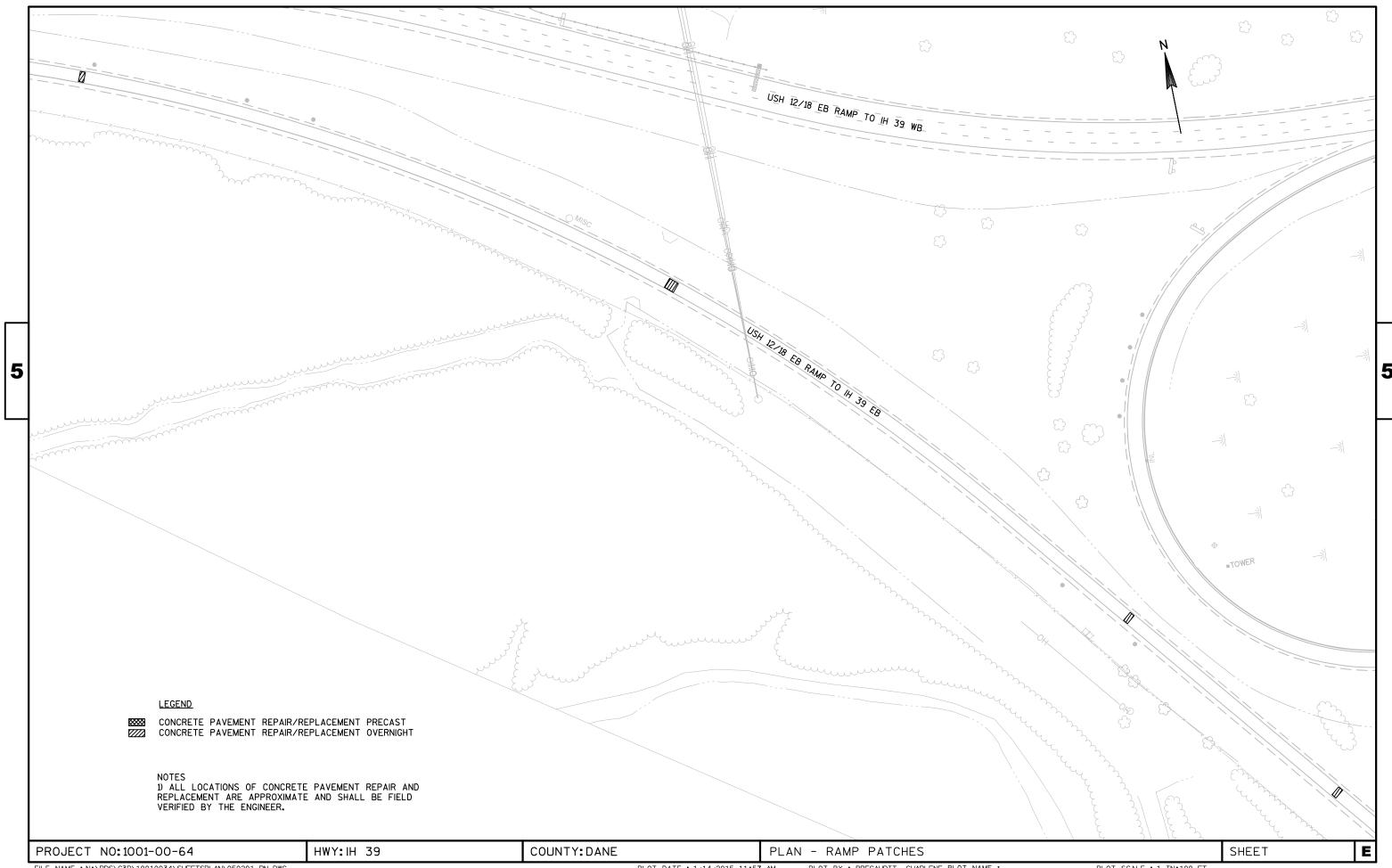


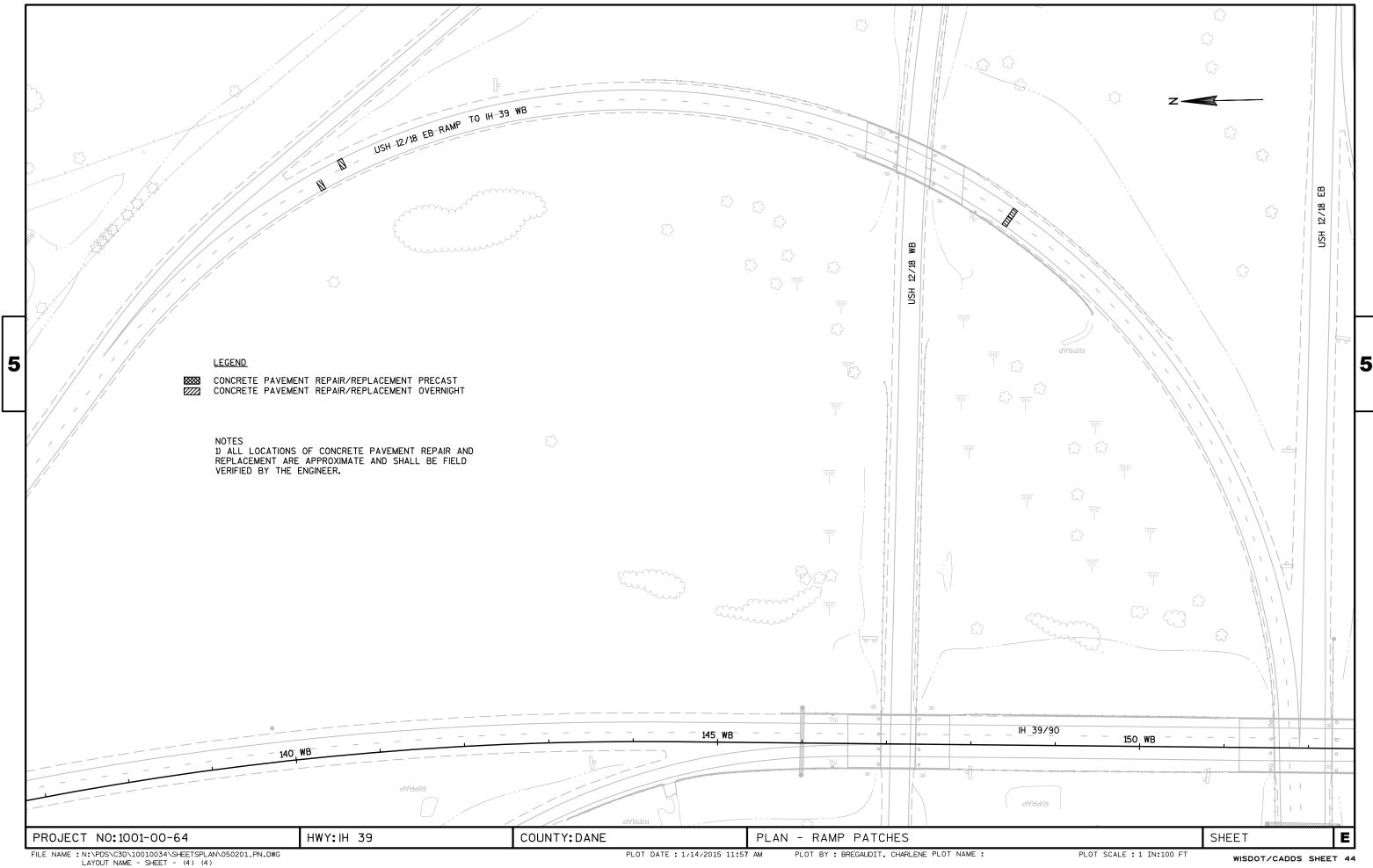


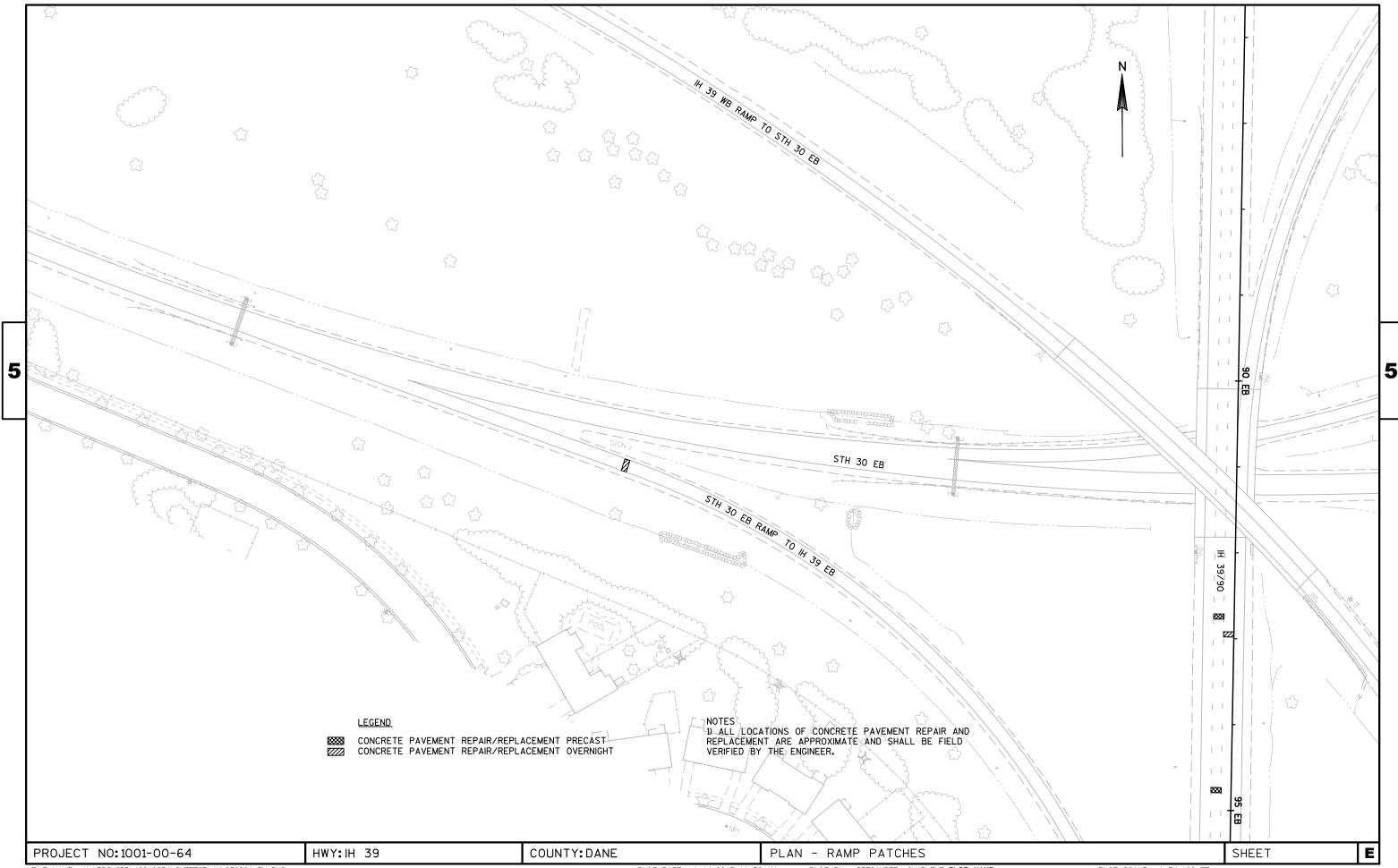












Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C09-11A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-11C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-01A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-01C	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-01D	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D12-04	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-02	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-02	TRAFFIC CONTROL, EXIT RAMP CLOSURE

6





INLET PROTECTION, TYPE A

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

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.



INLET PROTECTION, TYPE C (WITH CURB BOX)

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

/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER 6

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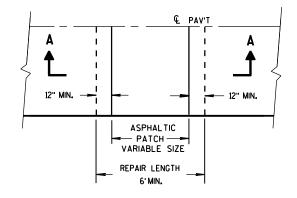
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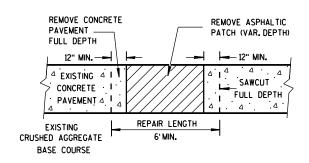
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

1) DOWEL BARS MIGHT NOT EXIST.

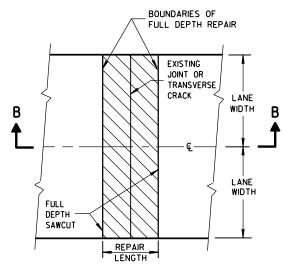


PLAN VIEW

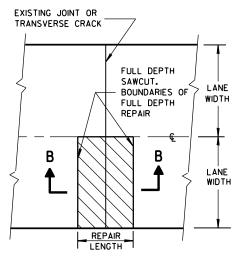


SECTION A-A

HMA PATCH REMOVAL



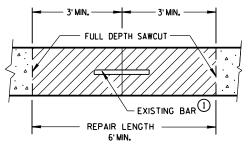
PLAN VIEW (DOUBLE LANE REPAIR)



PLAN VIEW (SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)



SECTION B-B
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR
AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

MAXIMUM TIE BAR PAVEMENT CLEAR COVER SPACING "S" DEPTH PAVEMENT WIDTH "D" 24' OR 26' ≥30' 42" 3"±1/2" 48" 6,6 1/2" 3 1/4"±1" 36" 7, 7 1/2" 3 ¾"±1" 39" 30" 8, 8 1/2" 9,9 1/2" 4 1/4"±1" 33" 27" 10, 10 1/2" 4 3/4"±1" 30" 24" 11, 11 1/2" 5 1/4"±1" 27" 21" 12" 5 ¾"±1" 21" 24"

1/4" RAD.

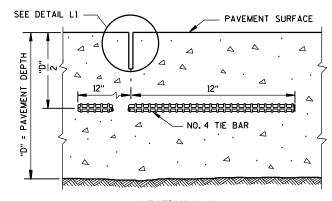
(TOOLED)

PAV'T

PAV'T

L3

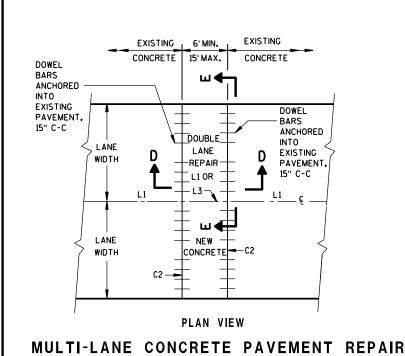
TIE BAR TABLE

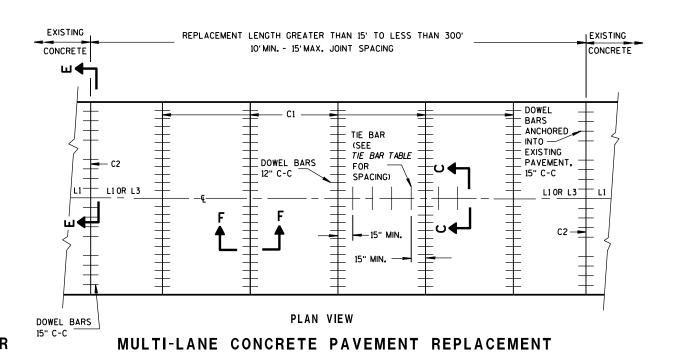


SECTION C-C SAWED LONGITUDINAL JOINT

SEE DETAIL C1 DOWEL BARS @ 12" C-C 12" FROM PAVEMENT EDGE (SEE SIZE TABLE)

SECTION F-F **CONTRACTION JOINT**





GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

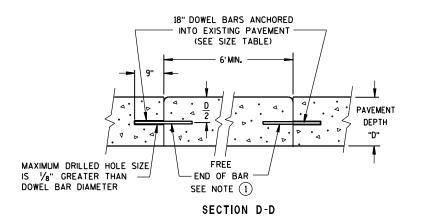
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



(FOR 11'LANE WIDTH REDUCE CENTER SPACE TO 1'-O") 1'-3",1'-3" | 1'-3",1'-3",1'-3", 2'-0",1'-3",1'-3",1'-3" **PAVEMENT** DEPTH 0.0.0 "D" 18" DOWEL BARS (SEE SIZE TABLE)

DRILLED DOWEL BAR CONSTRUCTION JOINT

SECTION E-E

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

AND COME OF ACTION TABLE			
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING	
5 1/2", 6",6 1/2"	NONE	12'	
7",7 1/2"	1"	14'	
8",8 1/2"	1 1/4"	15'	
9",9 1/2"	1 1/4"	15'	
10" & ABOVE	1 1/2"	15'	

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

D D

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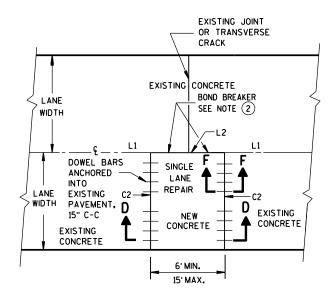
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9-11b 13 Ω Ω

SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



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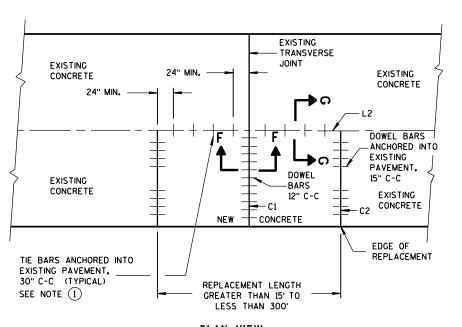
D

D

13

C

PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPAIR



PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPLACEMENT

GENERAL NOTES

- (1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- 2 USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

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CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12-2013
DATE

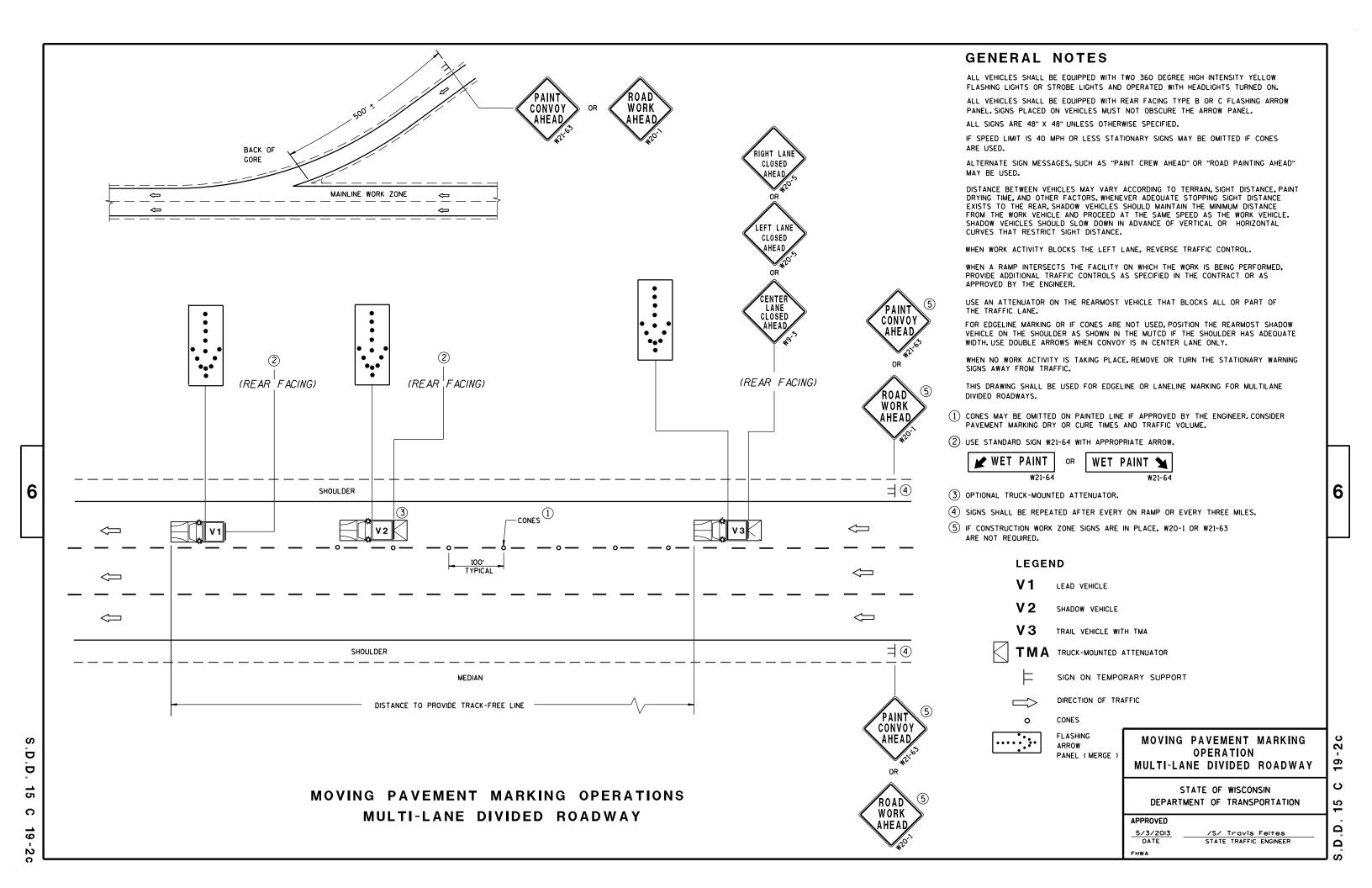
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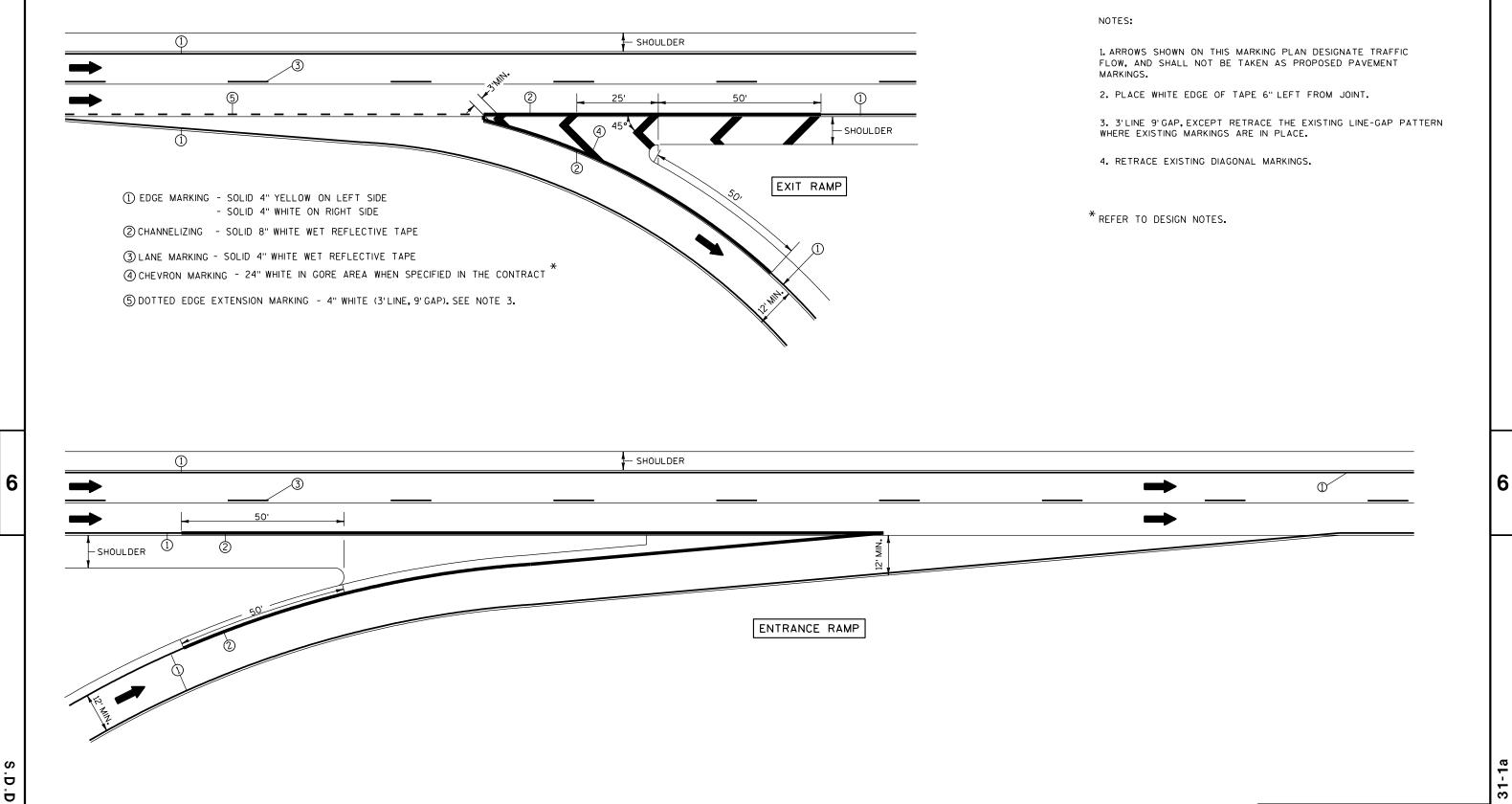
/S/ Deb Bischoff
PAVEMENT POLICY & DESIGN ENGINEER

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S/ Deb Bischoff T POLICY & DESIGN ENGINEER





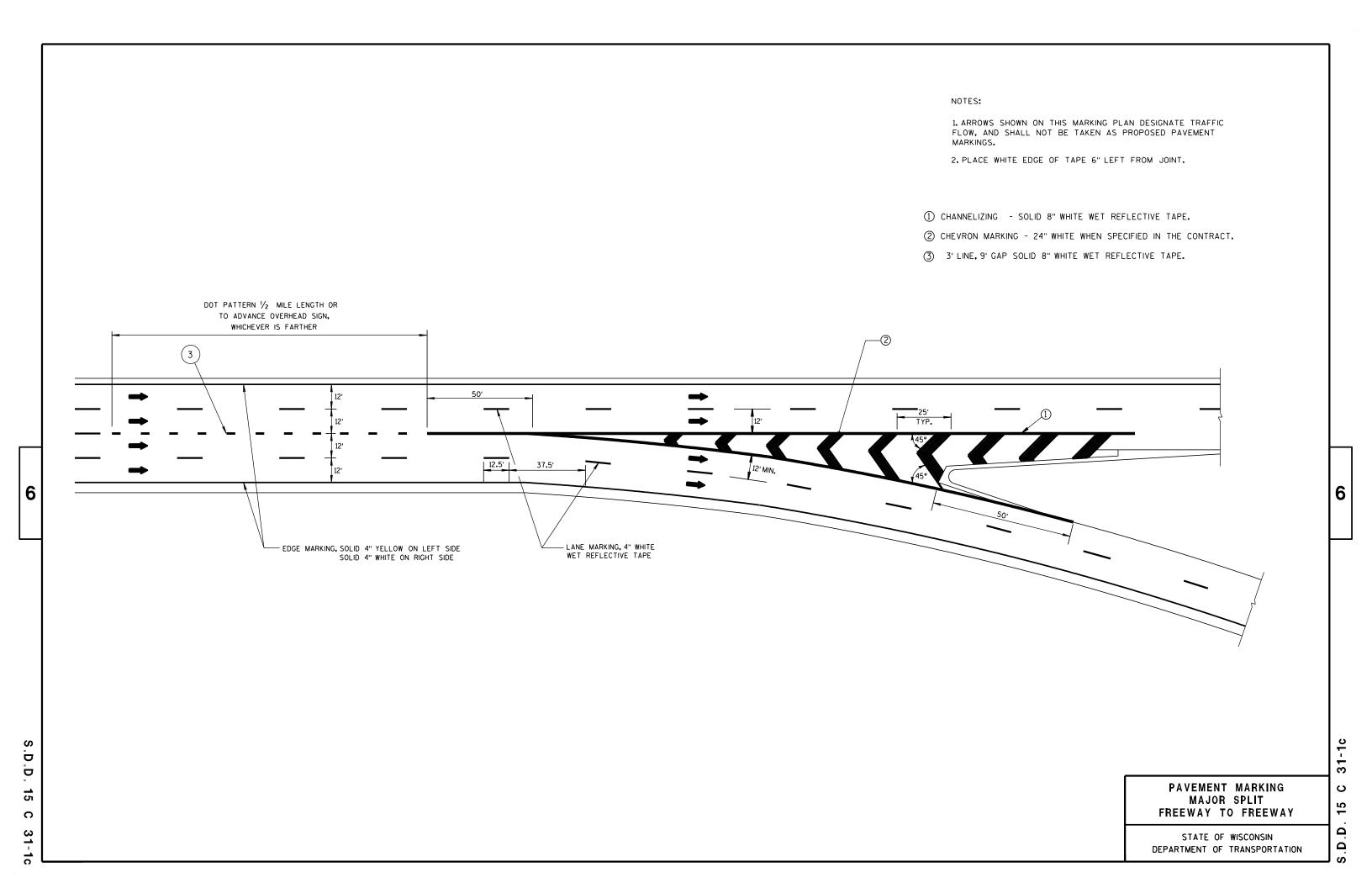


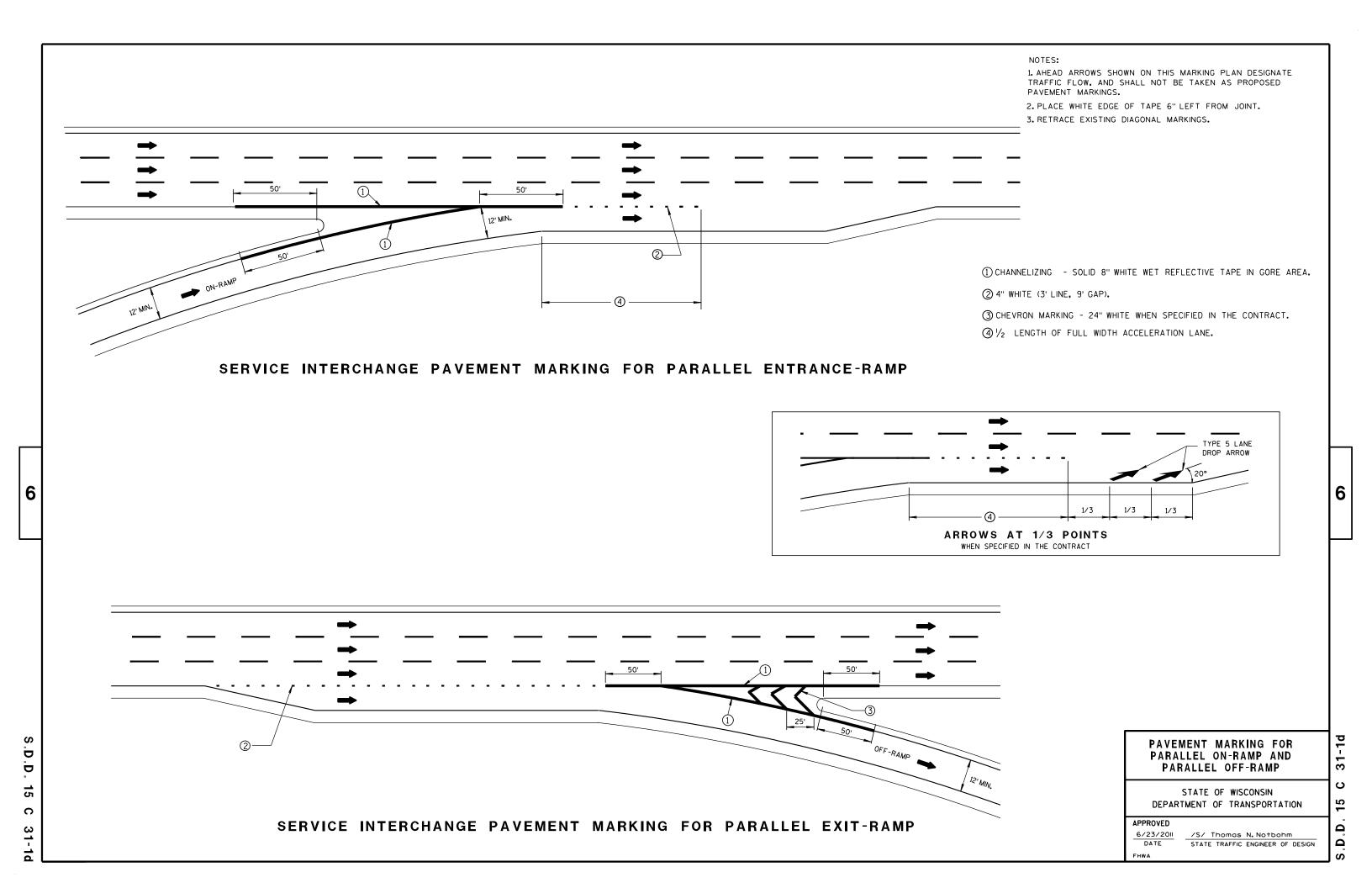
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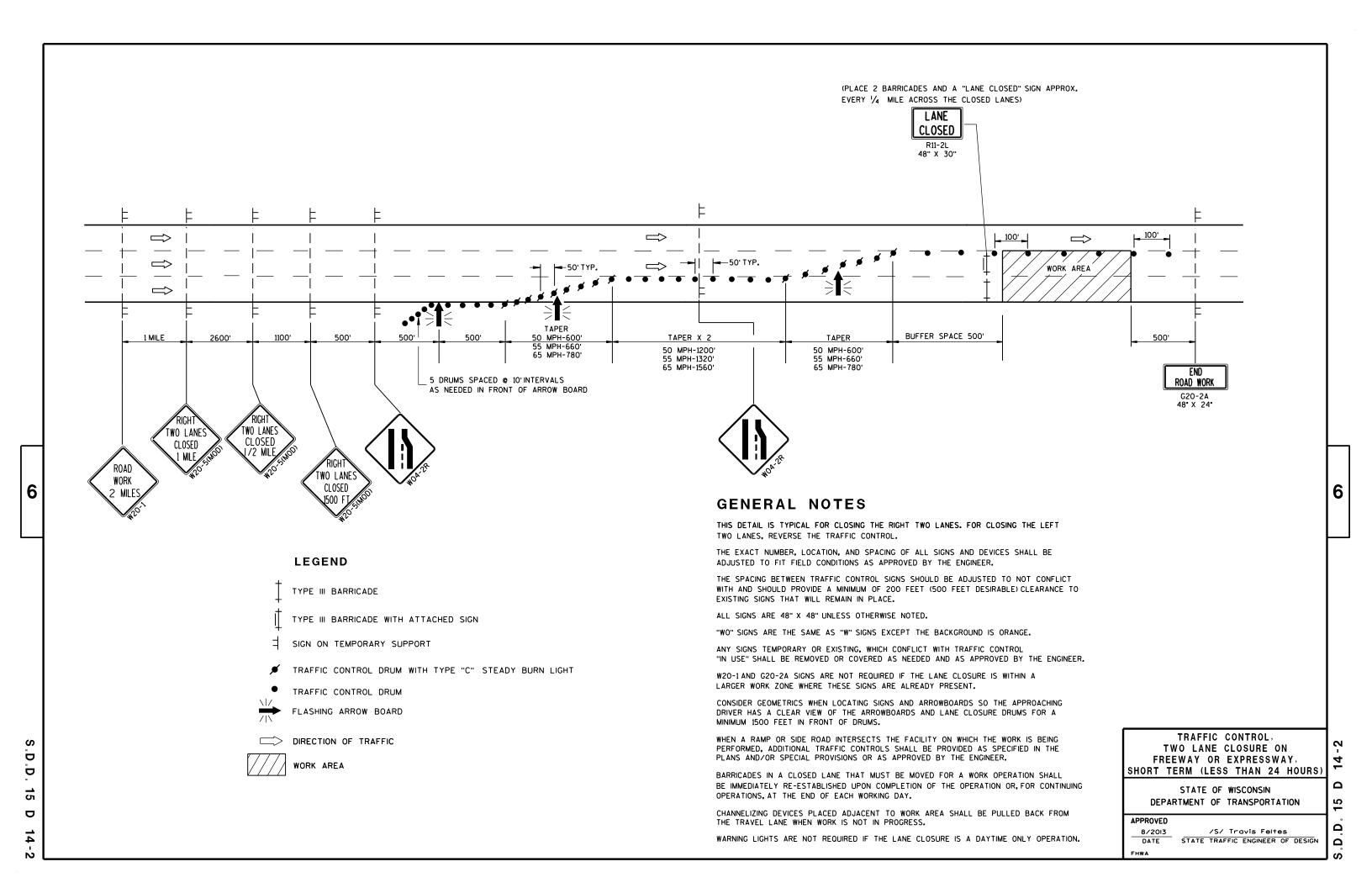
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

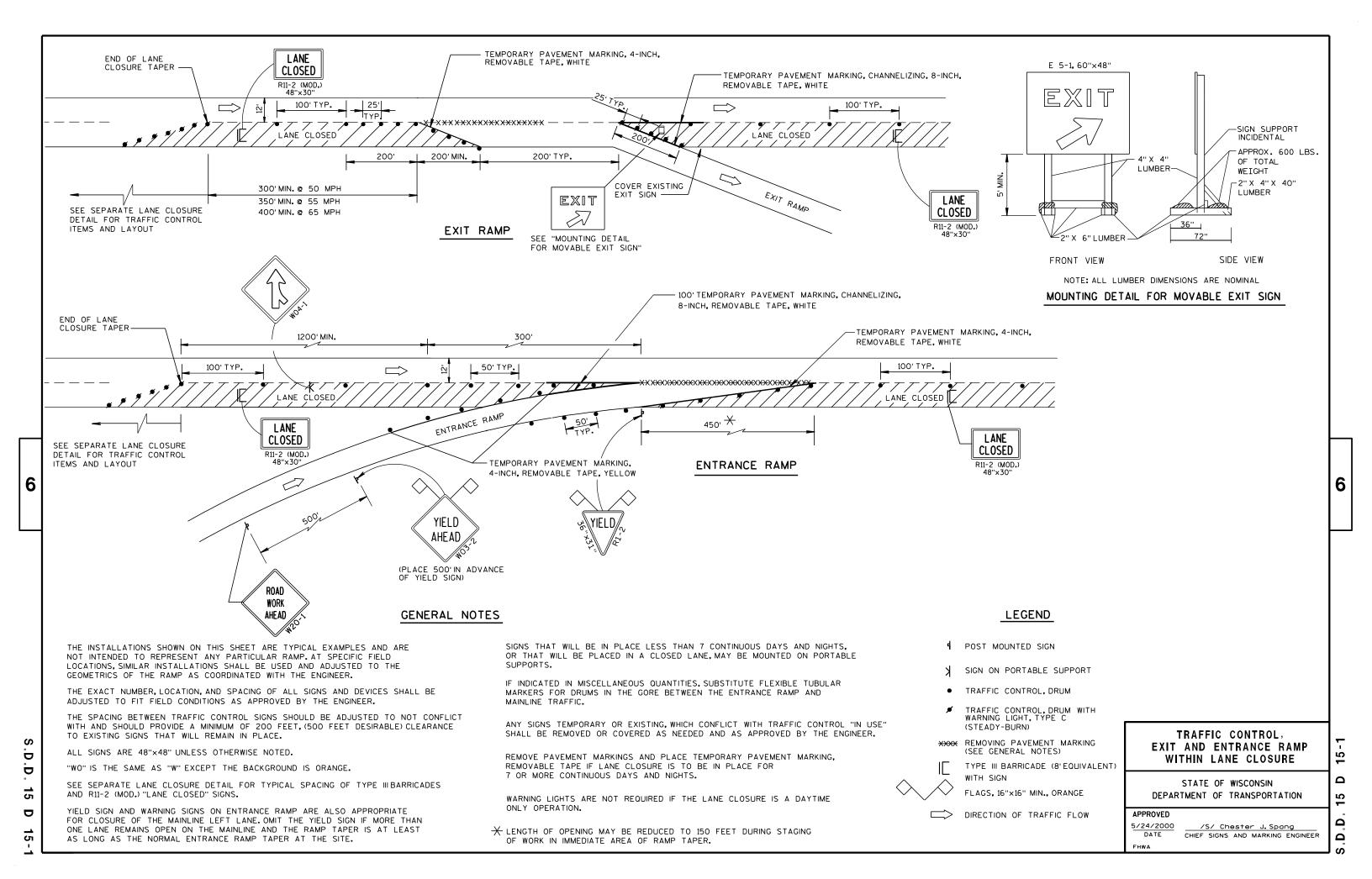
PAVEMENT MARKING (RAMPS AND GORES)





GENERAL NOTES LEGEND THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. 4 OR MORE DAYS AND NIGHTS. TYPE III BARRICADE WITH ATTACHED SIGN THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING OPERATION. SIGN ON PERMENENT SUPPORT SIGNS. IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING DELINEATION. THE DEVICE SPACING MAY BE DECREASED TO 50 FEET. LEFT LANE. TRAFFIC CONTROL DRUM ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST FLASHING ARROW BOARD "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE. 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. ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" TYPE "A" WARNING LIGHT (FLASHING) THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS. * X -X REMOVING PAVEMENT MARKING CROSSOVER MANEUVER. CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS * THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL. DIRECTION OF TRAFFIC 1500 FEET IN FRONT OF DRUMS. ** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS. ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN. ĹĬŇĬŤ 55 R2-1 48"×60" (BLACK 6 6 ROAD RIGHT LANE WORK CLOSED CLOSED I MILE 1500 F XX м.Р.н 36"×36" IF NEEDED. USE ONLY TYPE III BARRICADE IF DESIGN SPEED IS TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE SPACED EVERY 1/4 MILE. 10 MPH BELOW 4-INCH EDGELINE (WHITE ON RIGHT, YELLOW ON LEFT) POSTED SPEED. 100' \Rightarrow \Rightarrow WORK AREA 50' TYP. 500' | 500' 350' 500' MIN. - 800' DESIRABLE 575 MIN. MIN. TAPER 500 55 MPH - 660' 2600' 1600' 1000' S TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION D 5 DRUMS SPACED @ 10' INTERVALS AS 2 NEEDED IN FRONT OF ARROW BOARD D Δ STATE OF WISCONSIN 15 ADVANCED WARNING AREA TRANSITION AREA BUFFER SPACE DEPARTMENT OF TRANSPORTATION O APPROVED Δ 3-2014 /S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN Ω N





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

16

GENERAL NOTES

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

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

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

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

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

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

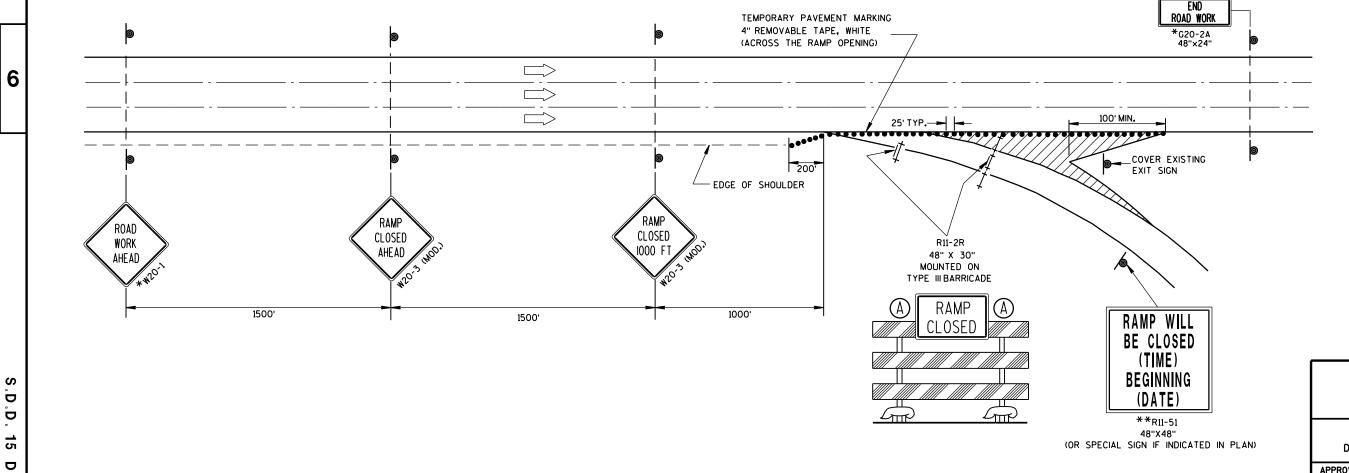
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF 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 THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

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

** PLACE "RAMP WILL BE CLOSED" SIGN 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED 8/2013

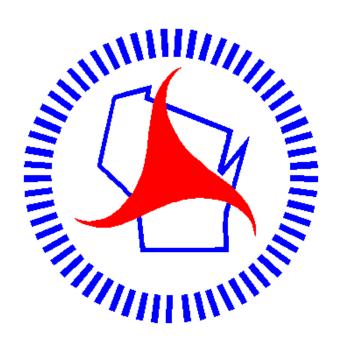
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STATE TRAFFIC ENGINEER OF DESIGN
FHWA

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Notes



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