

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES. 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.

THE CONTRACTOR SHALL 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.

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

DISTURBED AREAS ARE TO BE RESHAPED AND RESTORED (SEEDING, MULCHING AND FERTILIZER) AT THE DIRECTION OF THE ENGINEER. AN ASSUMED CONSTRUCTION LIMIT AS SHOWN ON THE PLANS WAS USED TO CALCULATE PROJECT RESTORATION QUANTITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

EROSION BALES ARE TO ONLY BE USED FOR REINFORCEMENT OF PROPOSED SILT FENCE LOCATIONS ALONG WETLANDS. ANY OTHER USE OF EROSION BALES IS PROHIBITED.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS, FLOODWAY OR FLOODPLAIN OF ANY WATERWAY.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCIDENTAL TO THE COST OF THEIR RESPECTIVE BID ITEMS.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER

THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL FOR THE PROJECT USING PLAN STANDARD DETAIL DRAWINGS AT THE DIRECTION OF THE ENGINEER. PAYMENT FOR PROJECT TRAFFIC CONTROL WILL BE MADE UNDER THE ITEM TRAFFIC CONTROL (PROJECT) 1133-09-80.

CONTRACTOR SHALL NOT DAMAGE PREVIOUSLY PLACED CURB AND GUTTER OR PAVEMENTS DURING CONSTRUCTION OPERATIONS. REPLACEMENT OF CURB AND GUTTER OR PAVEMENTS WHICH ARE DAMAGED BY OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL PLACE TRACKING PADS AT EGRESS POINTS REQUIRED FOR CONSTRUCTION OPERATIONS.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM "TRAFFIC CONTROL (PROJECT) 1133-09-80".

ALIGNMENT ABBREVIATIONS

NB	USH 41 NORTHBOUND
SB	USH 41 SOUTHBOUND
CD	NORTHBOUND CD ROADWAY
INE	NORTHBOUND TO EASTBOUND RAMP AT STH 172 INTERCHANGE
INW	NORTHBOUND TO WESTBOUND RAMP AT STH 172 INTERCHANGE
IEN	EASTBOUND TO NORTHBOUND RAMP AT STH 172 INTERCHANGE
IWN	WEST BOUND TO NORTHBOUND RAMP AT STH 172 INTERCHANGE
IWS	WESTBOUND TO SOUTHBOUND RAMP AT STH 172 INTERCHANGE
ISW	SOUTHBOUND TO WESTBOUND RAMP AT STH 172 INTERCHANGE
ISE	SOUTHBOUND TO WESTBOUND RAMP AT STH 172 INTERCHANGE
IES	EASTBOUND TO SOUTHBOUND RAMP AT STH 172 INTERCHANGE
HAN	HANSEN ROAD
NOR	NORTH ROAD – WEST FRONTAGE ROAD BETWEEN 172 AND CORMIER
PIL	PILGRIM WAY – EAST FRONTAGE ROAD BETWEEN 172 AND CORMIER
COR	CORMIER ROAD

ORDER OF PLAN SHEETS

TITLE SHEET
GENERAL NOTES
PROJECT OVERVIEW
CONSTRUCTION DETAIL
EROSION CONTROL
PLANTING
ALIGNMNET PLAN
ESTIMATE OF QUANTITIES
MISCELLANEOUS QUANTITIES

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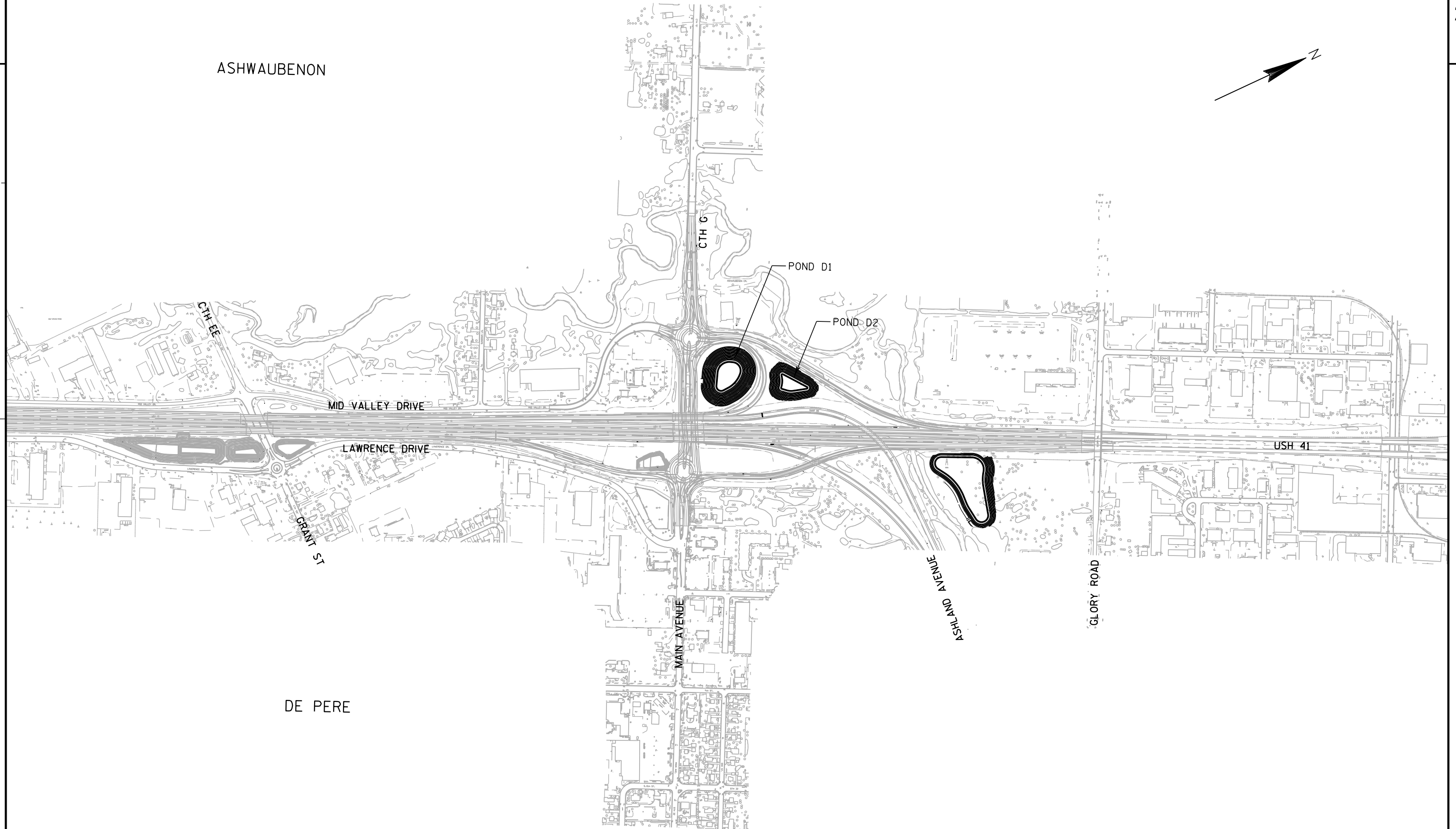
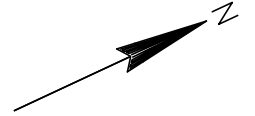
BEGIN PROJECT 1133-09-80

STA 871NB+50
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X= 82829.03

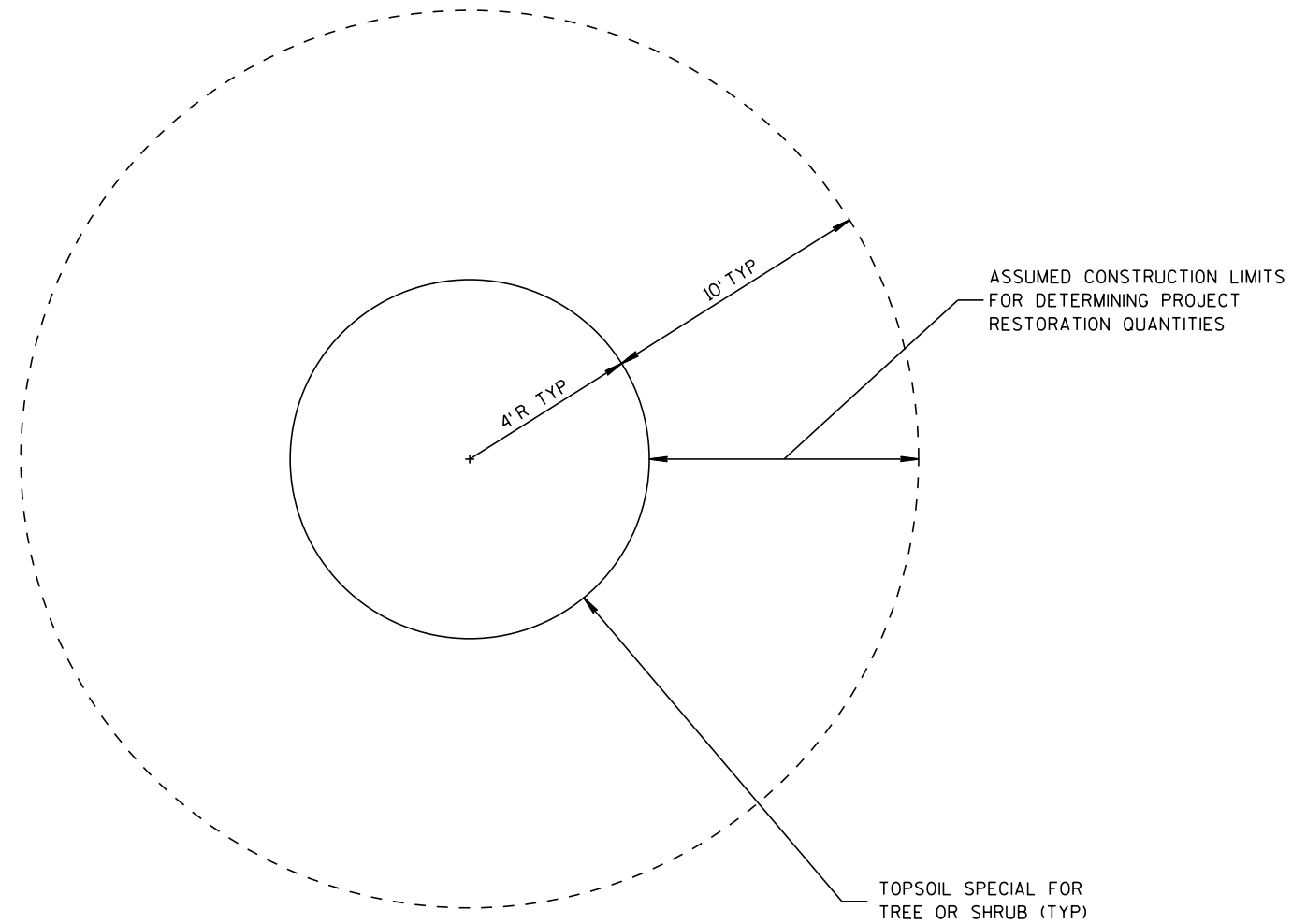
END PROJECT 1133-09-80

STA 914NB+50
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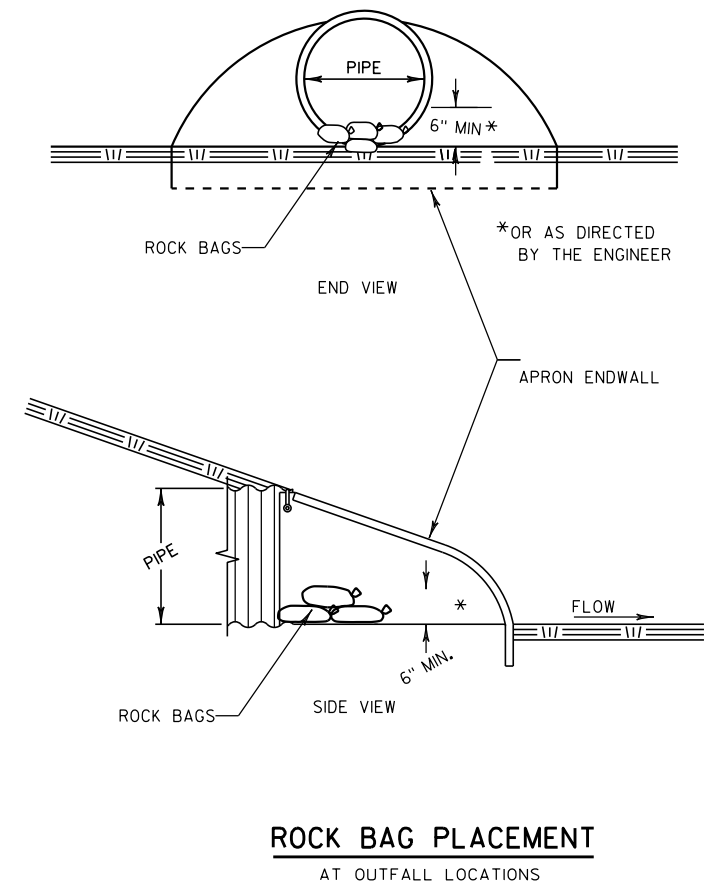
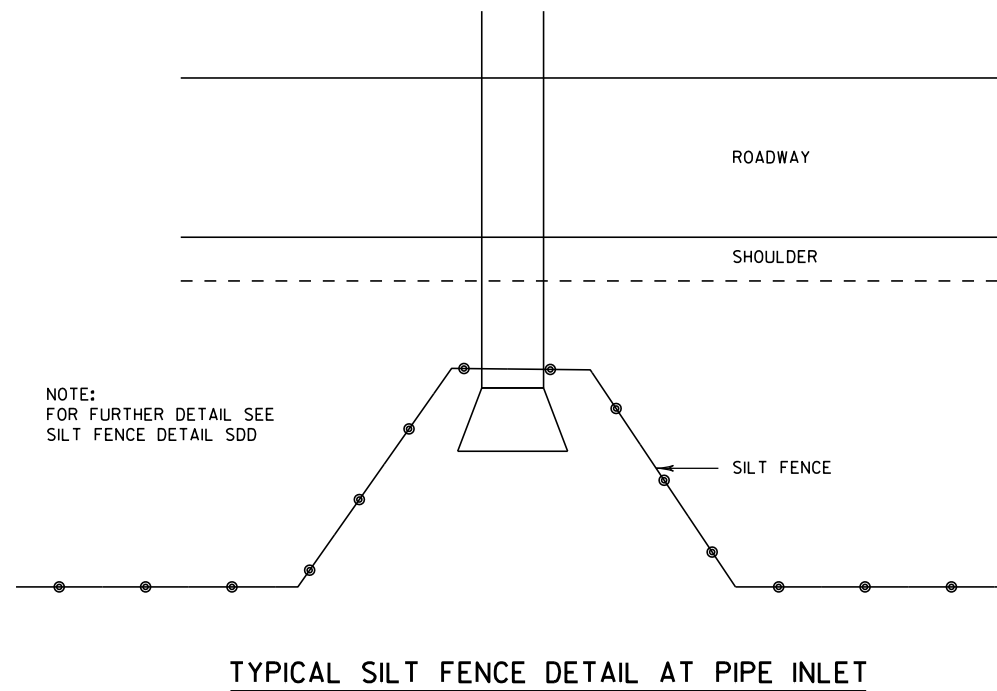
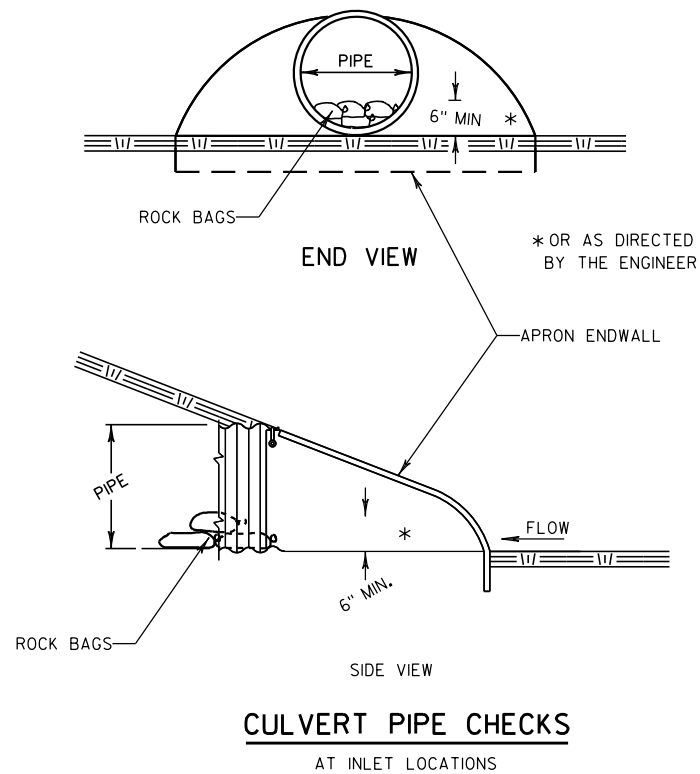
ASHWAUBENON

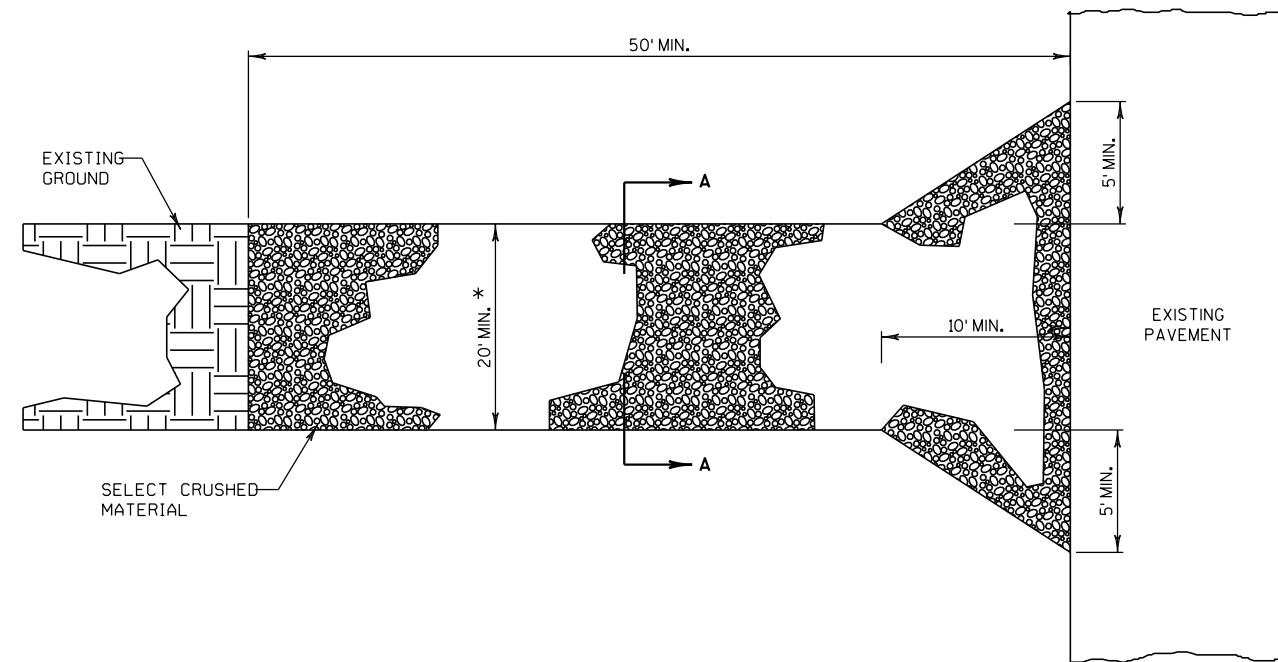


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RESTORATION LIMITS
AT TREE OR SHRUB LOCATIONS

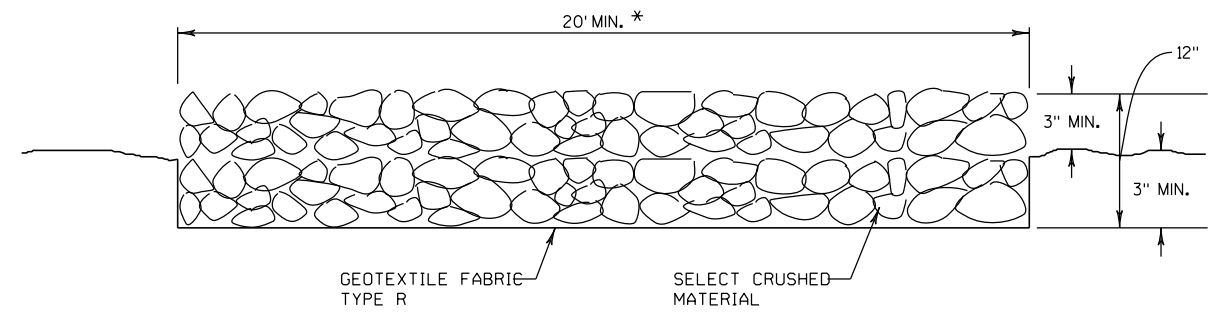




PLAN VIEW

TRACKING PAD

FOR CONSTRUCTION INGRESS AND EGRESS POINTS

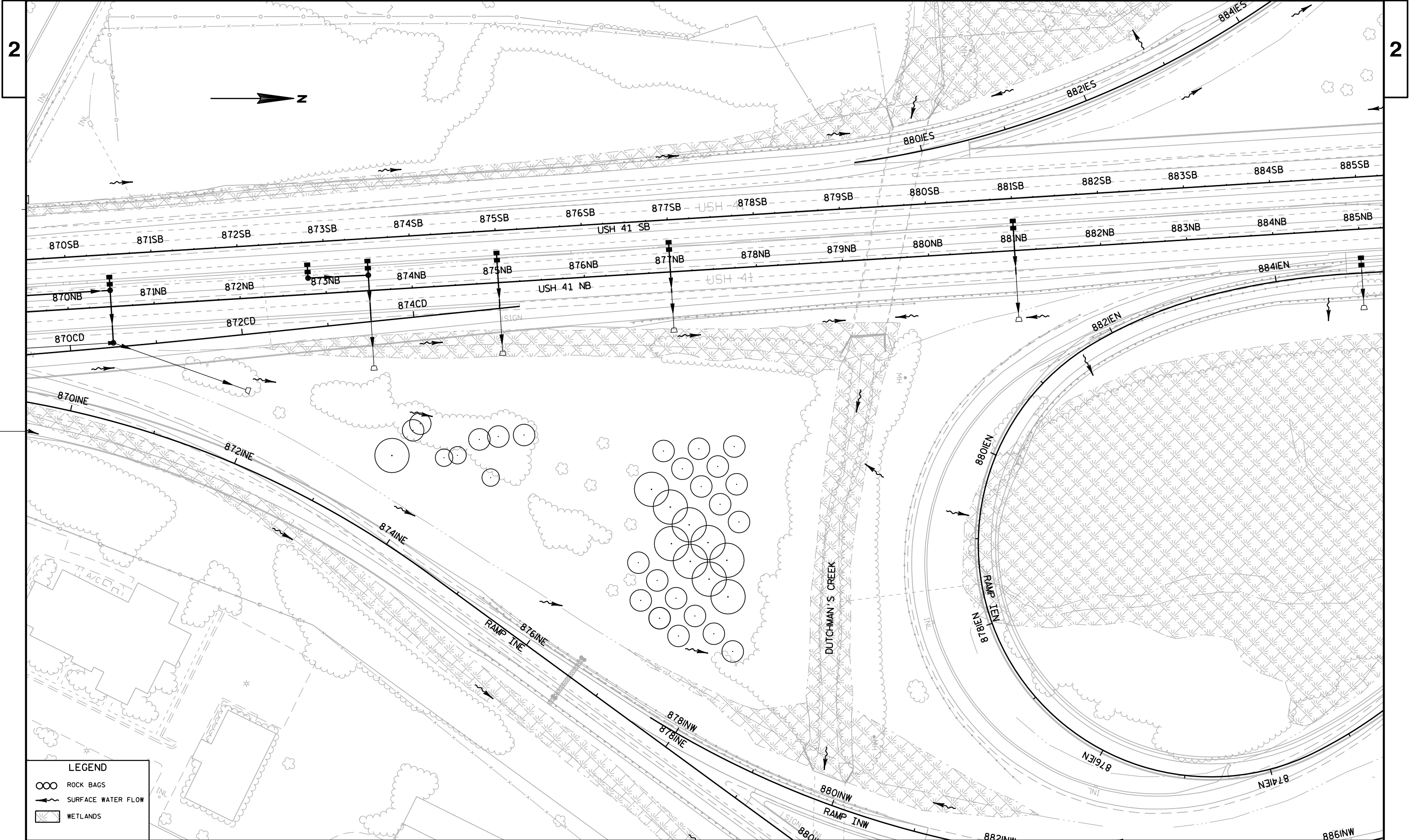


SECTION A-A

NOTE:

1) TRACKING PADS TO BE INSPECTED DAILY.
DEFICIENT AREAS TO BE REPAIRED OR
REPLACED IMMEDIATELY.

* MUST EXTEND FULL WIDTH
OF INGRESS AND EGRESS
OPERATION



2

2



PROJECT NO:1133-09-80

HWY:USH 41

COUNTY: BROWN

EROSION CONTROL

SHEET

E

FILE NAME : S:\us41\US_41-Capacity-Expansion-Projects\BROWN\NE-11330900EB\p1an\1133-09-80\PLRF\Sheet P1an\022001_ec\022002_ec.dgn PLOT DATE : 02-JUL-2015 07:54 PLOT BY : dt+jym PLOT NAME : 022002 ec.i PLOT SCALE : 100:1

PLOT BY : di+jym PLOT NAME : 022002 ec.i PLOT SCALE : 100:1

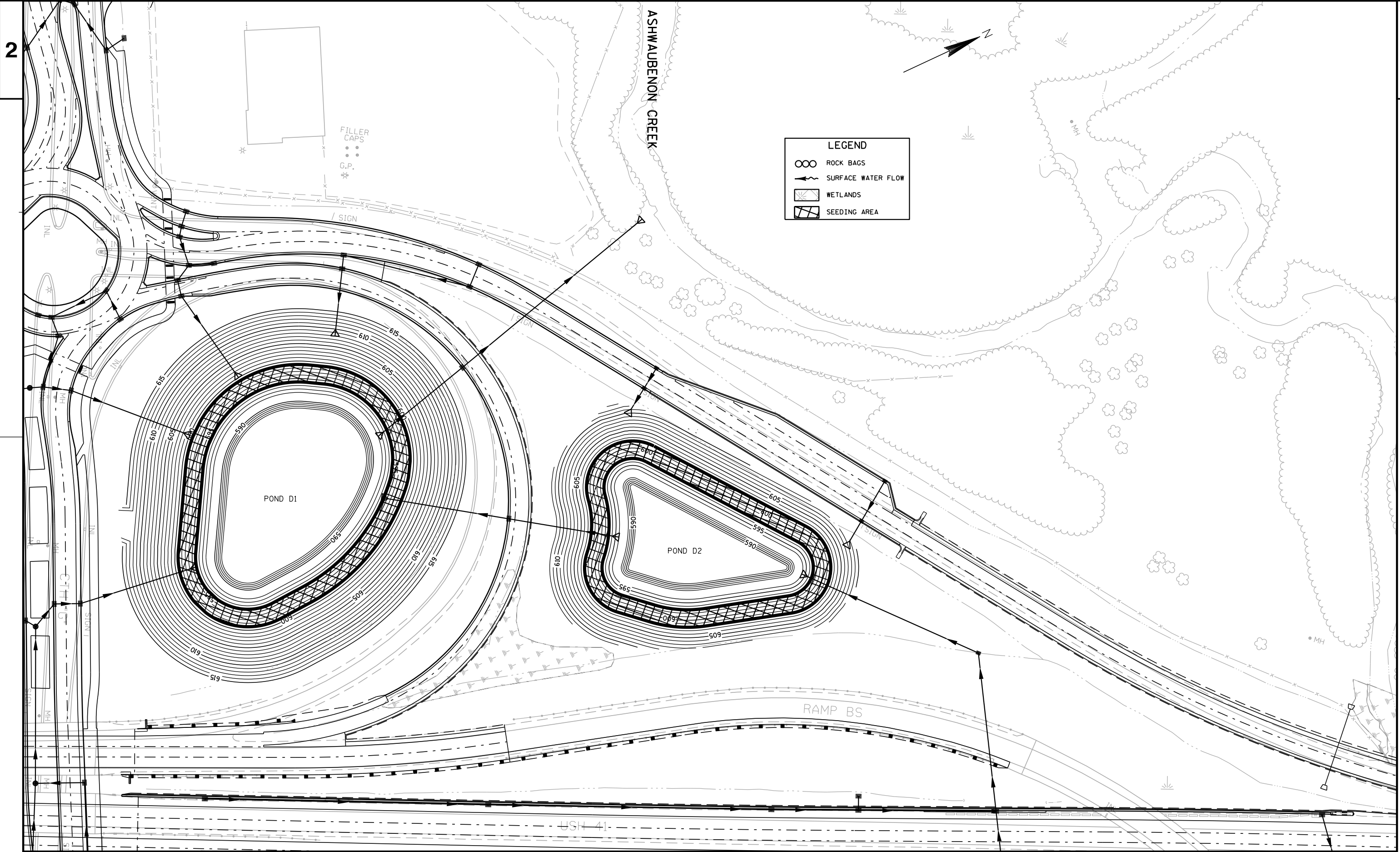
PLOT NAME : 022002 ec.i PLOT SCALE : 100:1

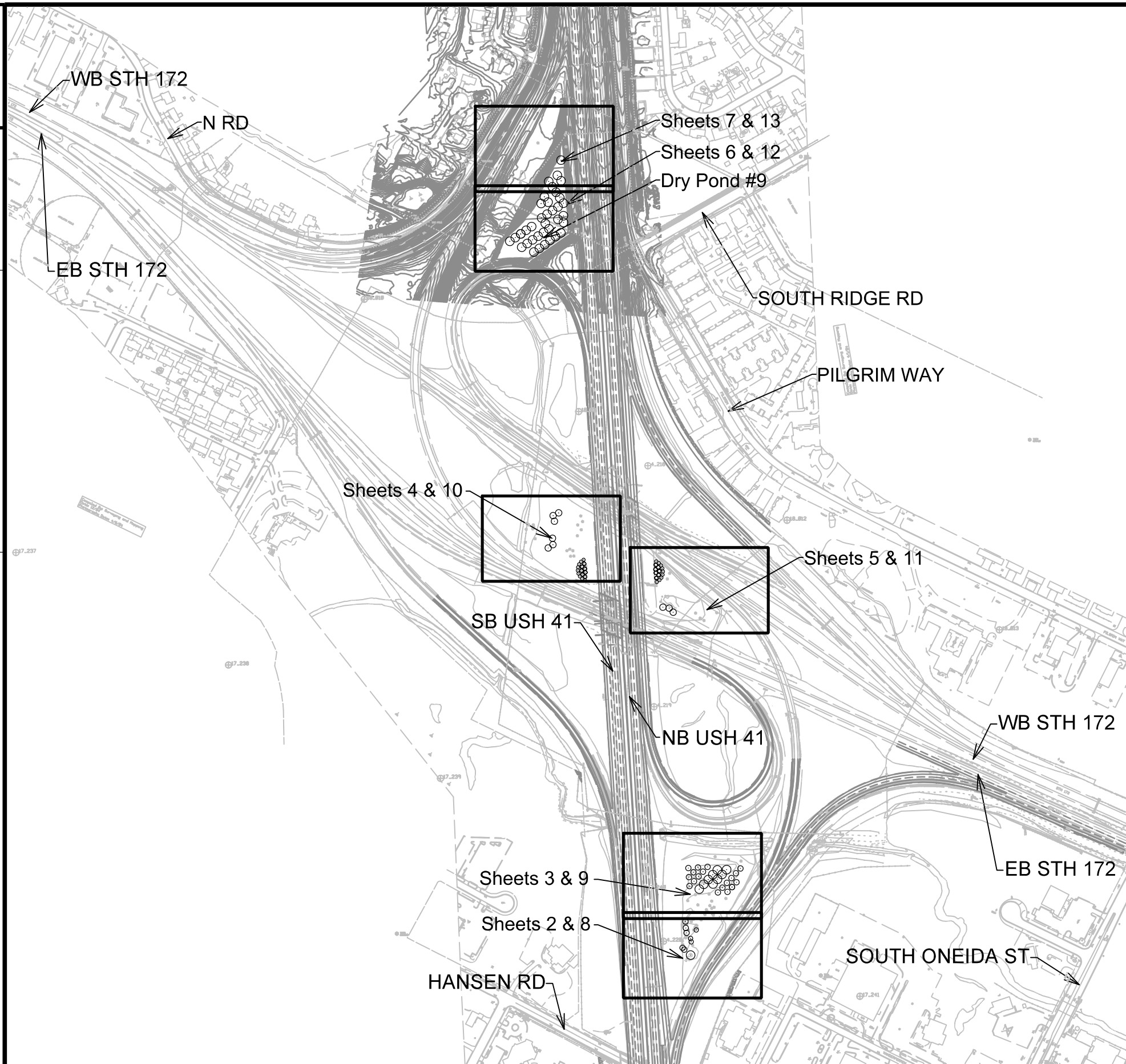
PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

E

WISDOT/CADDS SHEET 42



**NOTES:**

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY CLEARING, GRUBBING, AND/OR PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS.

- 5'-0" MIN. FROM GAS & UG ELECTRIC LINES
- 5'-0" MIN. FROM TELECOM, FIBER OPTIC & COAX LINES
- 10'-0" MIN. FROM SANITARY & WATER LINES
- 40'-0" MIN. FROM CENTER OF ATC OVERHEAD POWER LINES

CONTRACTOR SHALL PLACE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL ONLY FOR THOSE TREES INDICATED TO RECEIVE THIS MATERIAL AT THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL.

IF FIELD ADJUSTMENT OF TREES IS REQUIRED, RELOCATIONS MUST BE REVIEWED AND APPROVED BY FIELD ENGINEER.

RE-MULCHING OF TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLE BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

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

LEGEND

GRUB



LIMITS OF SELECTIVE CLEARING & GRUBBING



---TREE PROTECTION



PLANT SYMBOL
QUANTITY



STATIONING POINT

DECIDUOUS PLANT
MATERIAL LOCATIONEVERGREEN PLANT
MATERIAL LOCATIONTREES REQUIRING
TOPSOIL SPECIAL

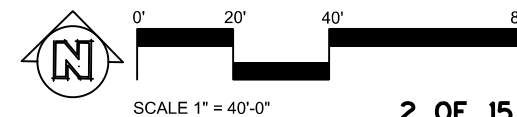
SCALE 1" = 500'-0"

1 OF 15

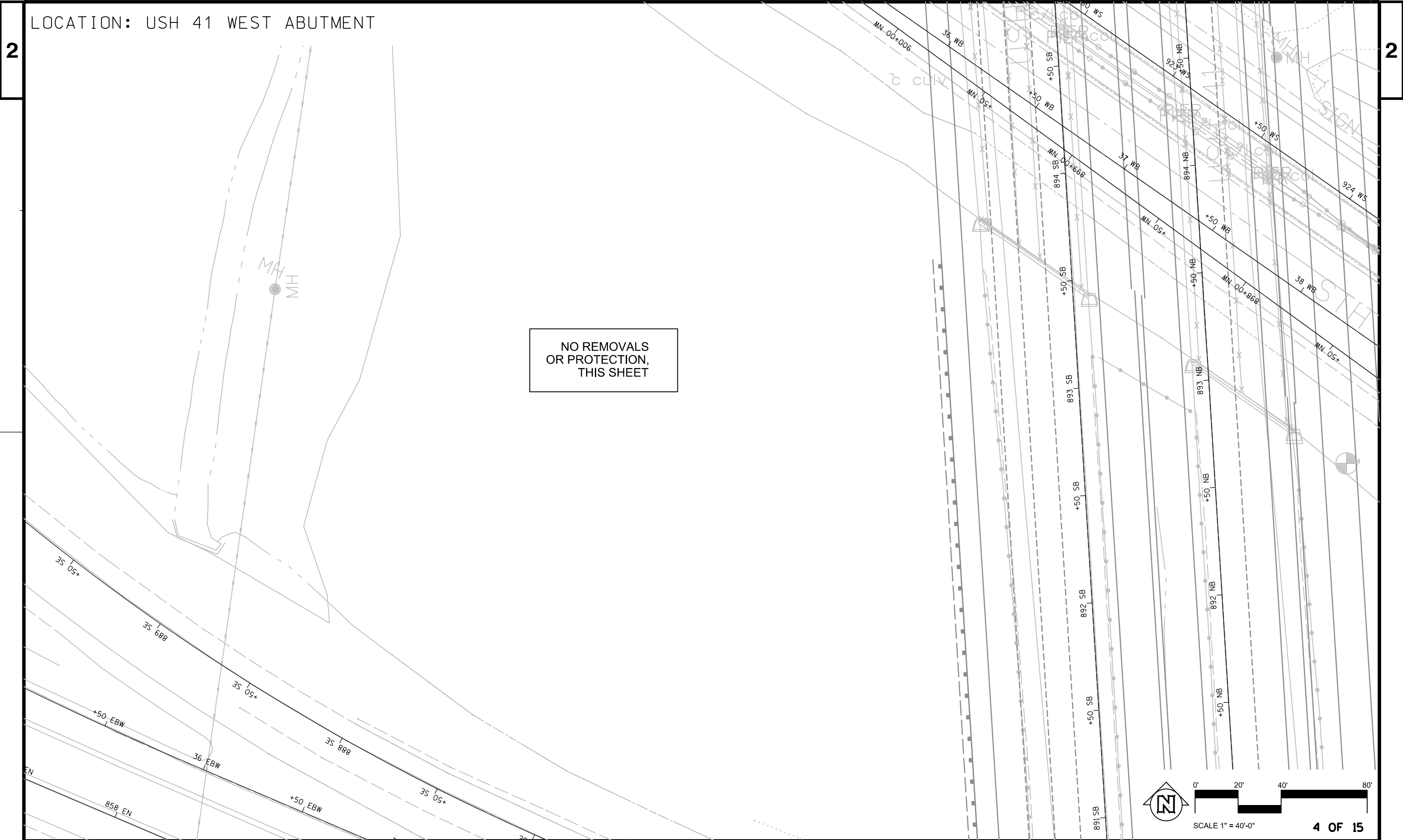
LOCATION: USH 41 (872+00 NB TO 875+50 NB)

- GRUB (1) 12" CAL. COTTONWOOD
- GRUB (1) 9" CAL. COTTONWOOD
- GRUB (1) 24" CAL. COTTONWOOD
- GRUB (3) COTTONWOOD CLUMPS
- GRUB (1) 2" COTTONWOOD; TAKE CARE TO PROTECT EVERGREEN
- GRUB (1) 4" COTTONWOOD
- GRUB (1) 19" COTTONWOOD
- PROTECT EX. REDCEDAR

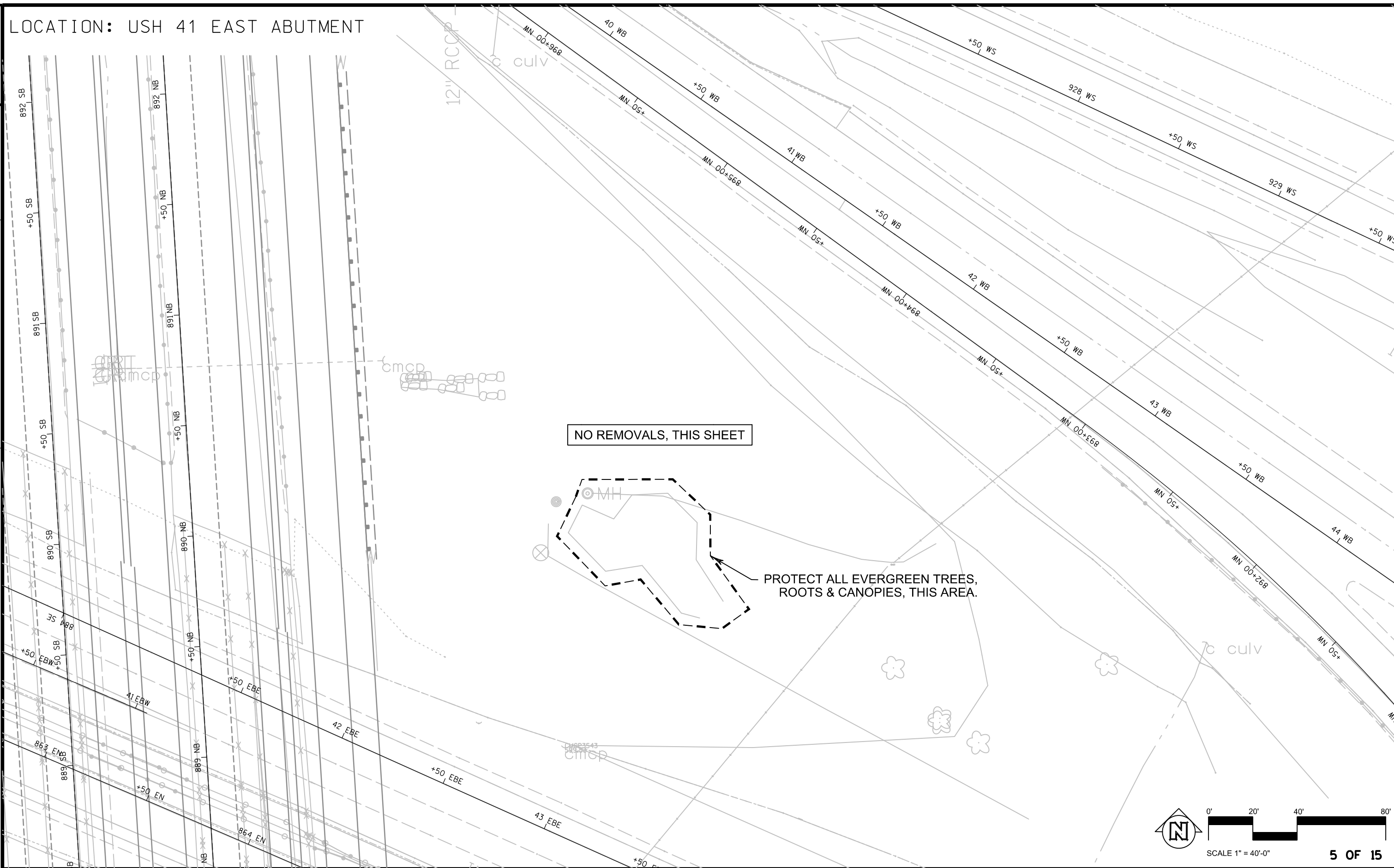
PROTECT EX. EVERGREEN, ASH & MAPLES TREES, THIS AREA. CLEAR & GRUB UNDERSTORY HONEY-SUCKLE & BUCKTHORN, IF PRESENT.

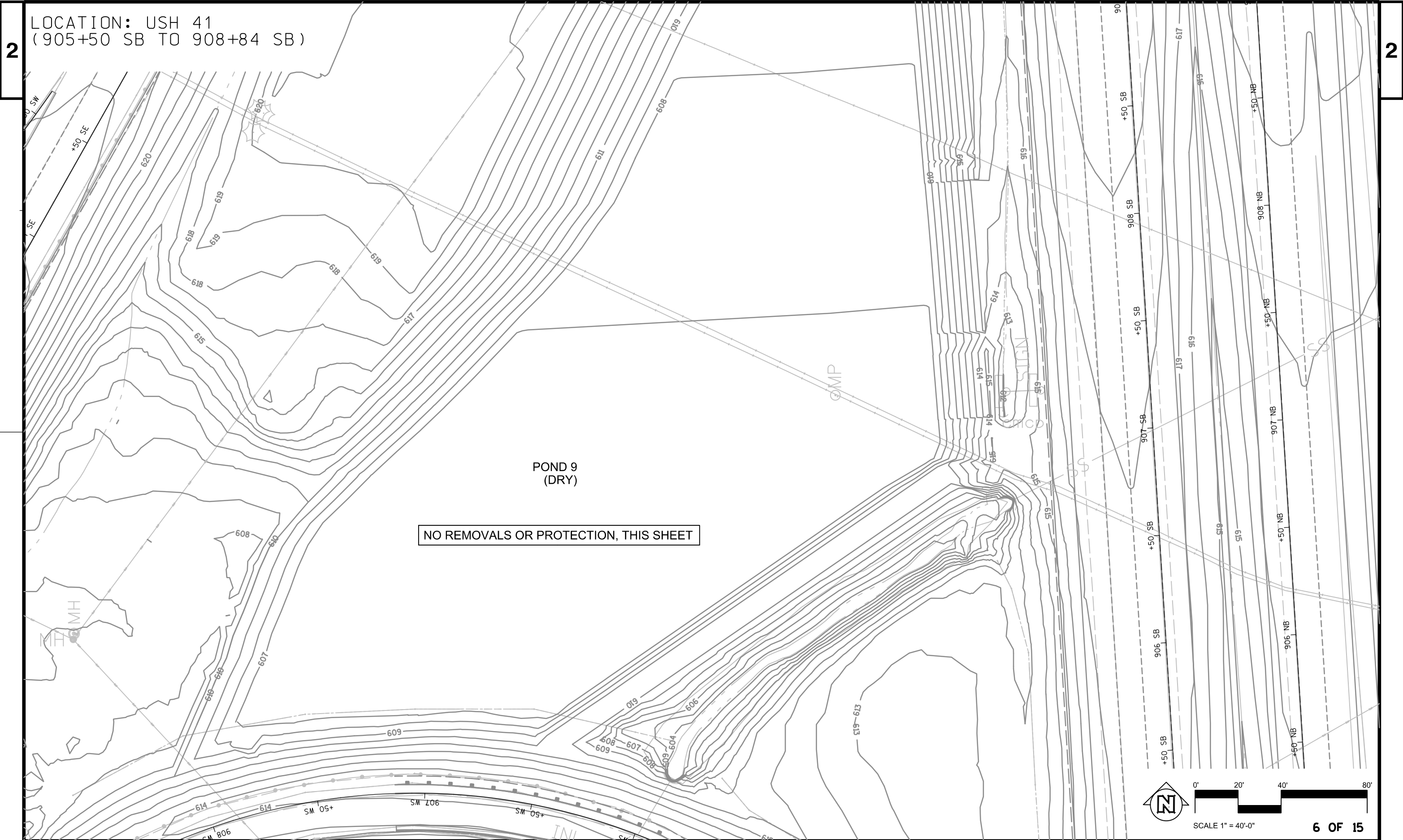


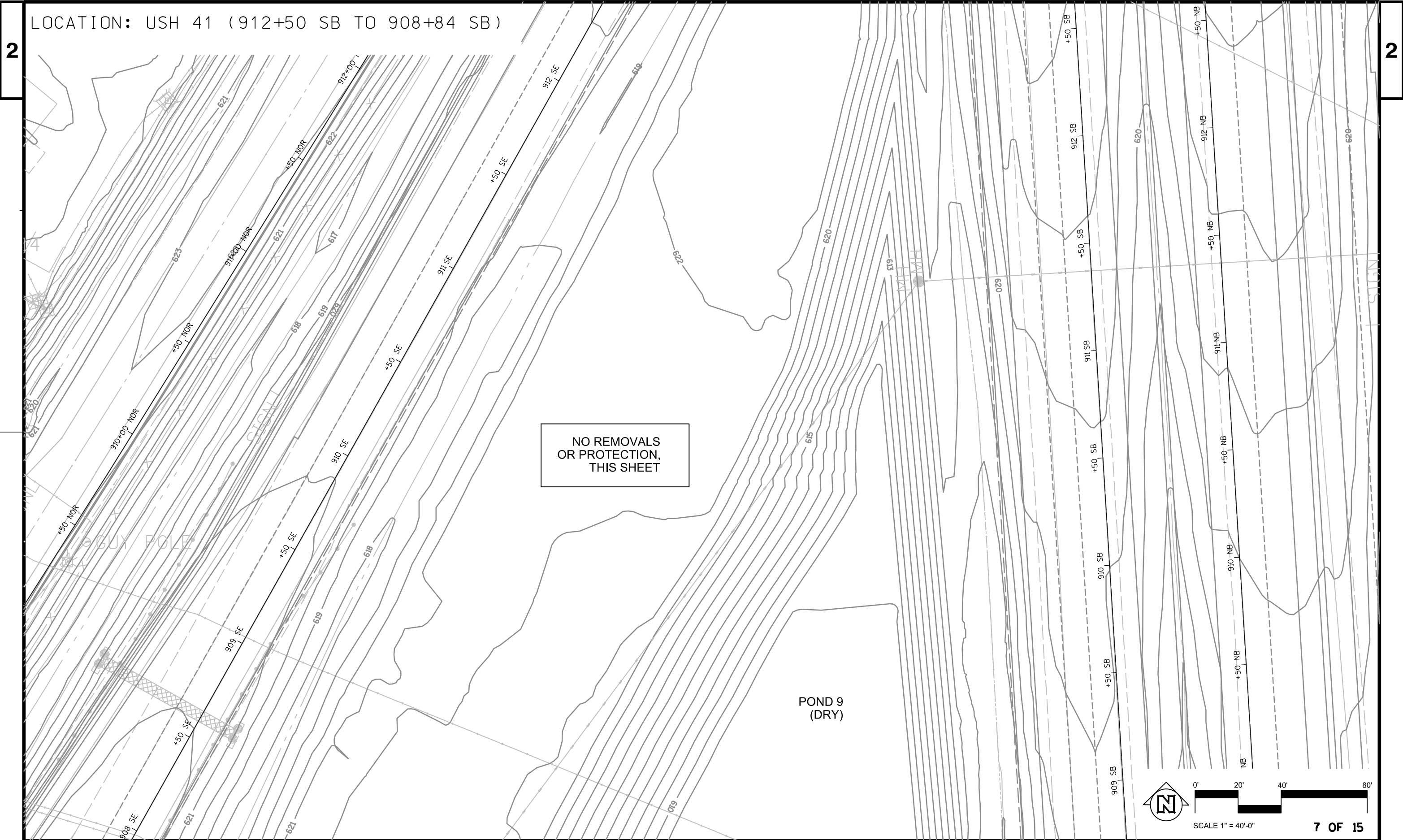


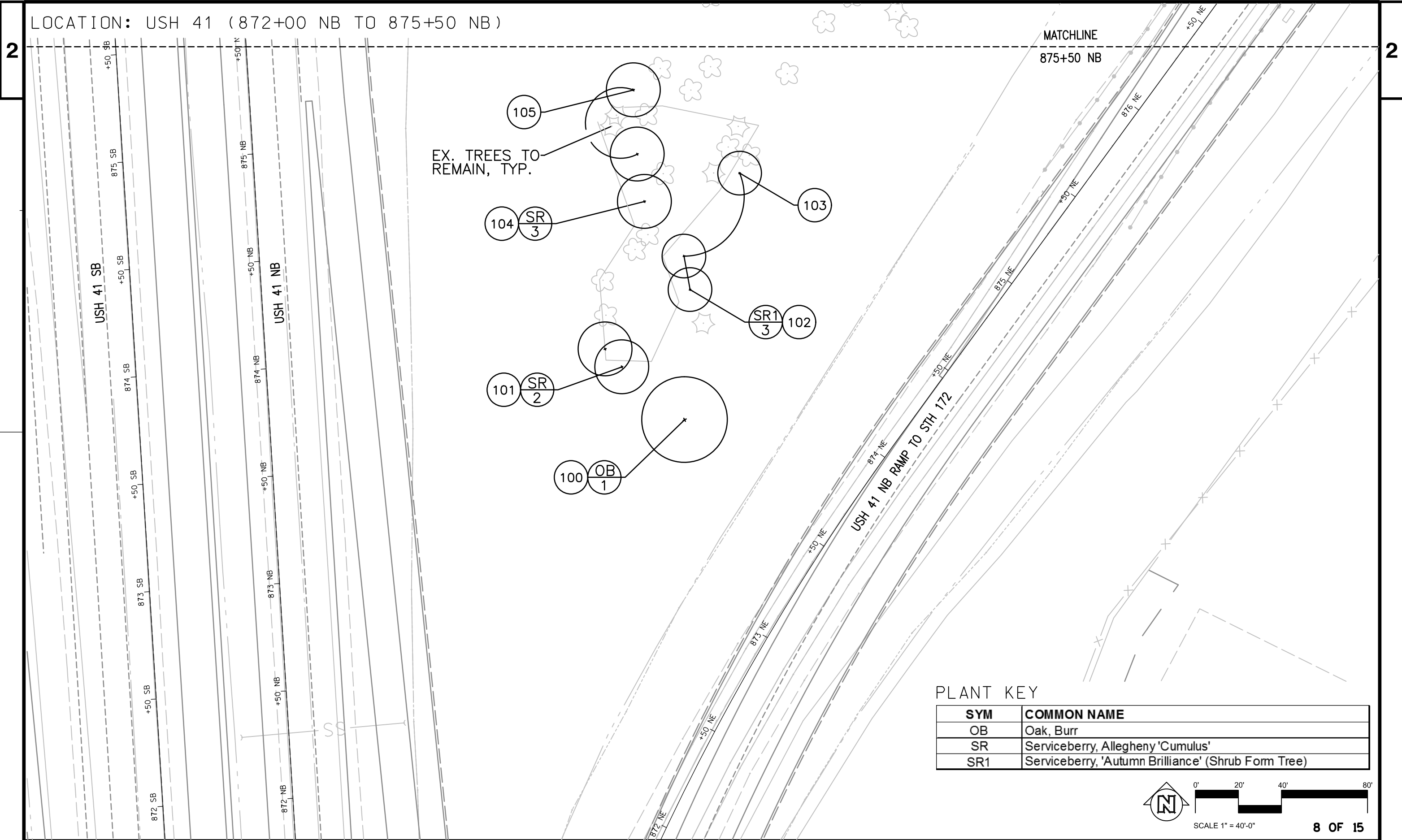


LOCATION: USH 41 EAST ABUTMENT





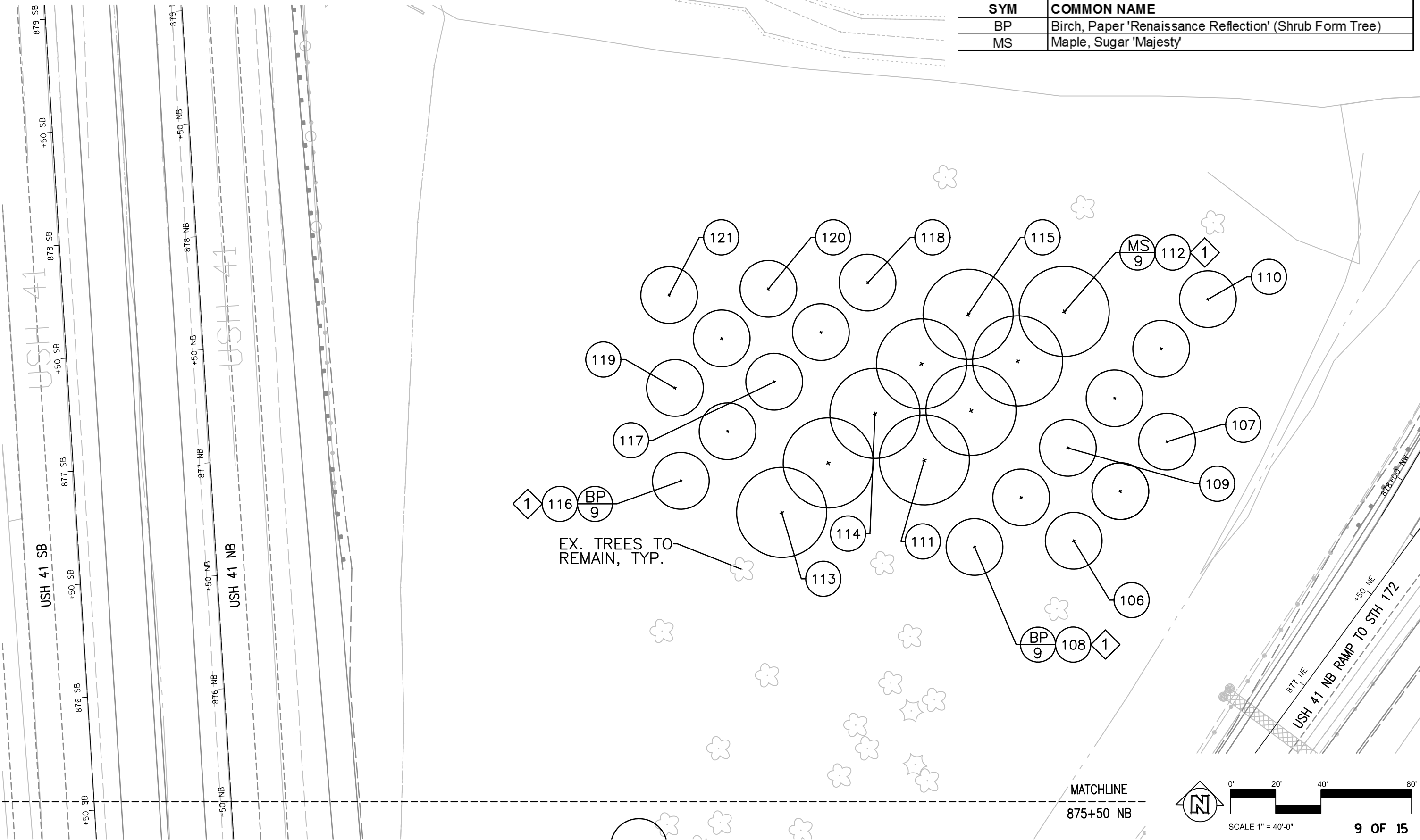




LOCATION: USH 41 (875+50 NB TO 879+00 NB)

PLANT KEY

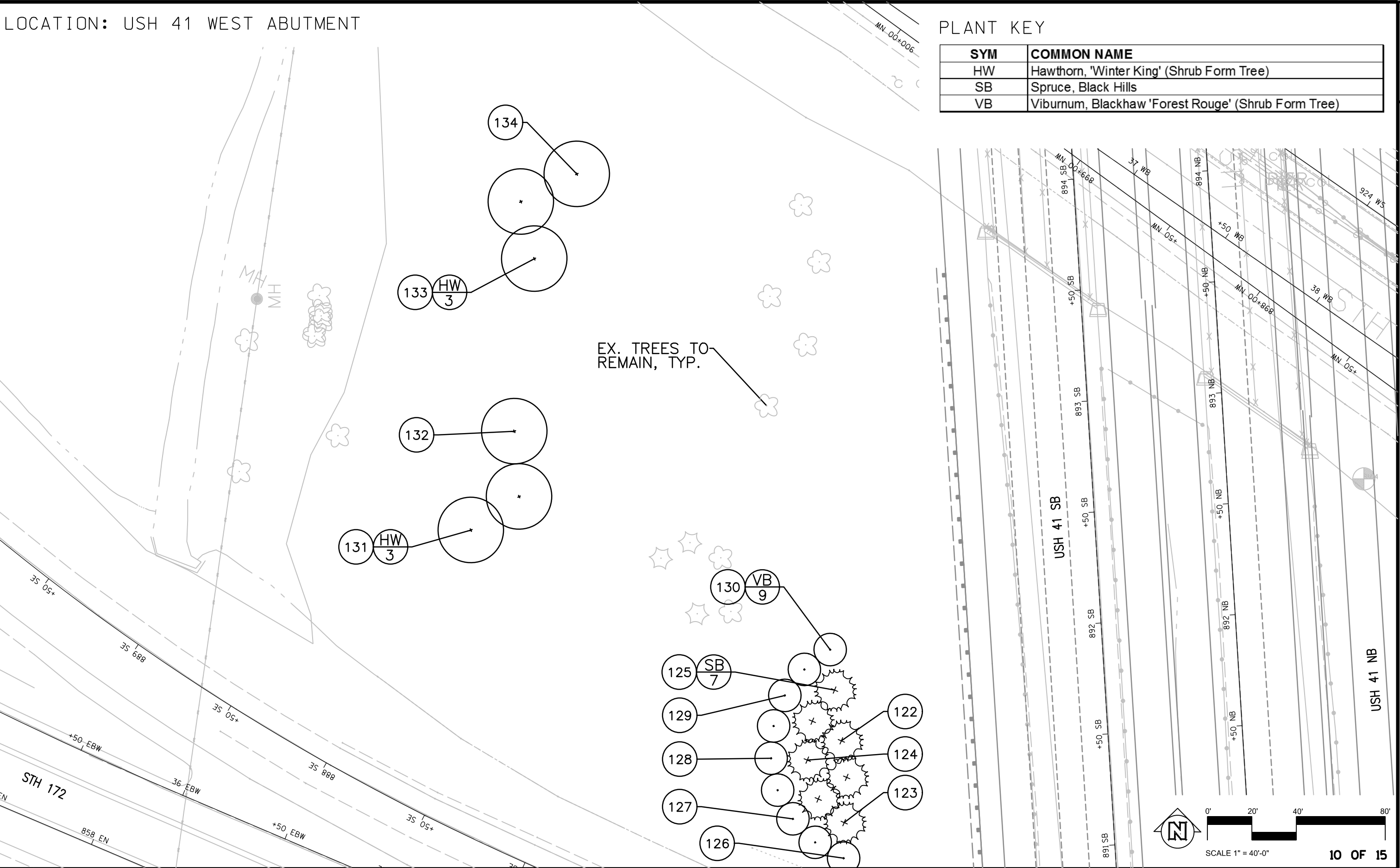
SYM	COMMON NAME
BP	Birch, Paper 'Renaissance Reflection' (Shrub Form Tree)
MS	Maple, Sugar 'Majesty'



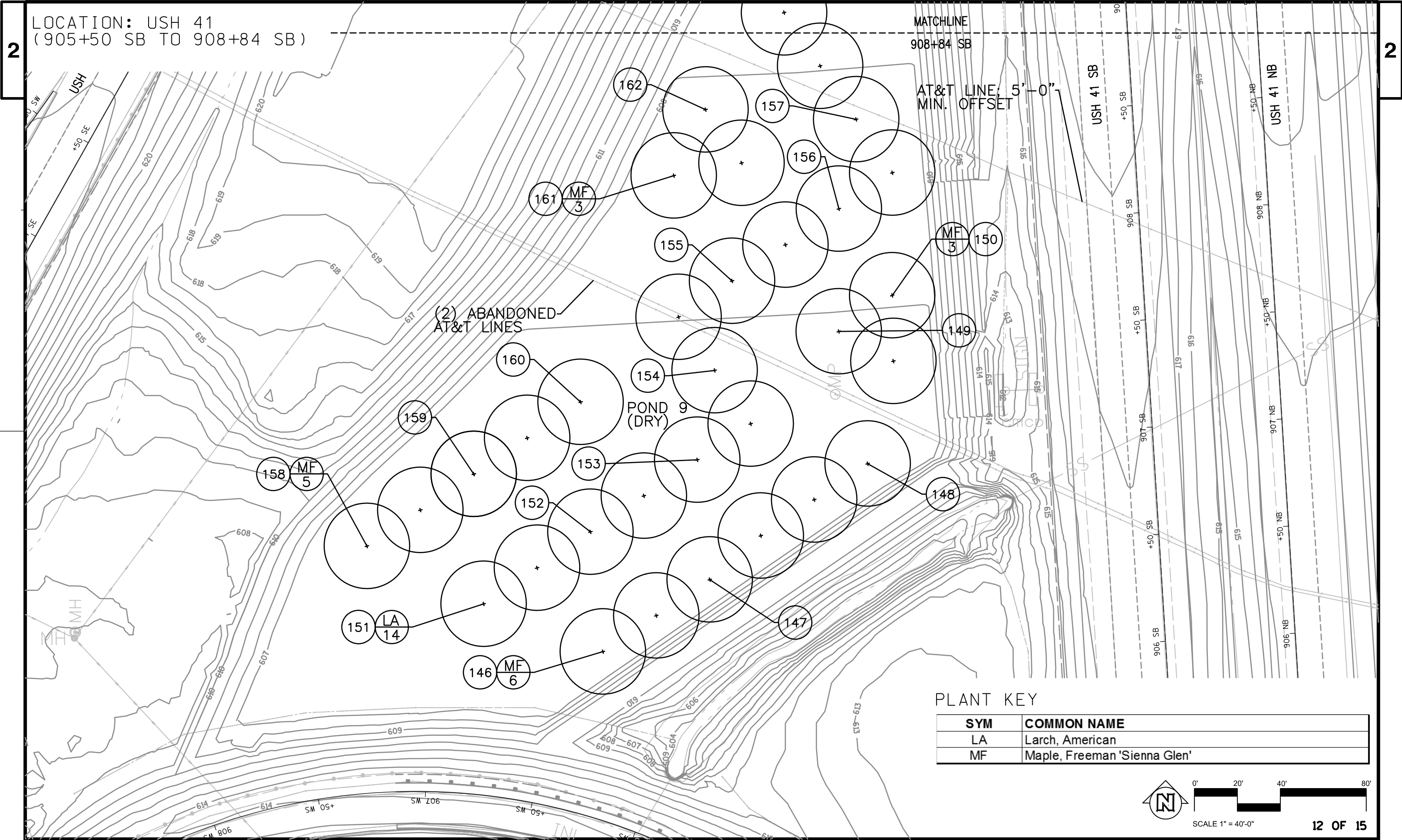
LOCATION: USH 41 WEST ABUTMENT

PLANT KEY

SYM	COMMON NAME
HW	Hawthorn, 'Winter King' (Shrub Form Tree)
SB	Spruce, Black Hills
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)







LOCATION: USH 41
(905+50 SB TO 908+84 SB)

MATCHLINE
908+84 SB

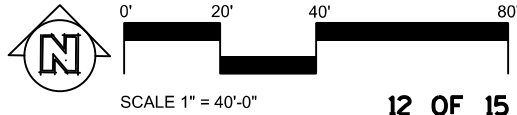
AT&T LINE, 5'-0"
MIN. OFFSET

(2) ABANDONED
AT&T LINES

POND (DRY) 9

PLANT KEY

SYM	COMMON NAME
LA	Larch, American
MF	Maple, Freeman 'Sienna Glen'

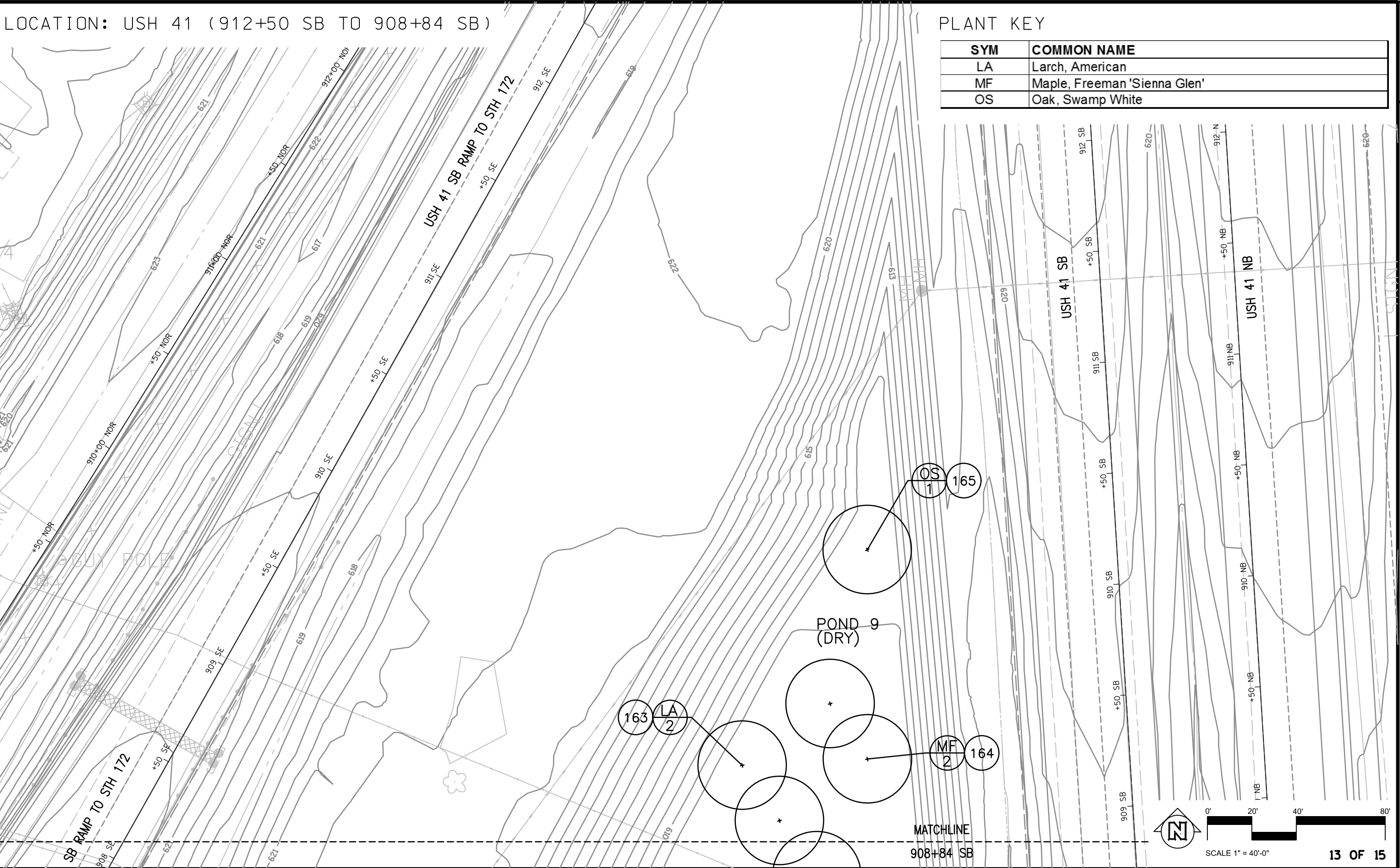


12 OF 15

LOCATION: USH 41 (912+50 SB TO 908+84 SB)

PLANT KEY

SYM	COMMON NAME
LA	Larch, American
MF	Maple, Freeman 'Sienna Glen'
OS	Oak, Swamp White

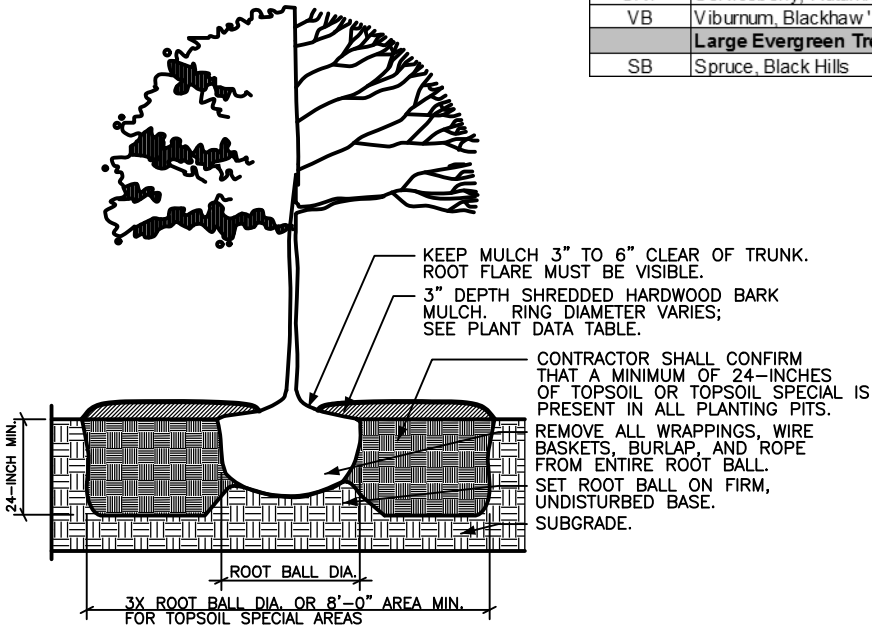


PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Plant Bed Detail
							Ball/Pot		Root Spread	Plant Hole						
							Diameter	Depth		Diameter	Depth					
	Large Deciduous Trees															
LA	Larch, American	Larix laricina	1T	30-50' Ht.	6' Ht.	B&B	30"	18"	-----	54"	18"	See SPV	6	Yes	60"	-----
MF	Maple, Freeman 'Sienna Glen'	Acer x freemanii 'Sienna Glen'	1T	50' Ht.	2.5" Cal.	B&B	28"	16"	-----	52"	16"	See SPV	6	Yes	60"	-----
MS	Maple, Sugar 'Majesty'	Acer saccharium 'Flax Mill'	1T	60-80' Ht.	3" Cal.	B&B	30"	18"	-----	54"	18"	See SPV	6	Yes	60"	-----
OB	Oak, Burr	Quercus macrocarpa	1T	70-80' Ht.	2" Cal.	B&B	24"	14"	-----	48"	14"	See SPV	6	Yes	60"	-----
OS	Oak, Swamp White	Quercus bicolor	1T	50-60' Ht.	2" Cal.	B&B	24"	14"	-----	48"	14"	See SPV	6	Yes	60"	-----
	Medium Deciduous Trees															
BP	Birch, Paper 'Renaissance Reflection' (Shrub Form Tree)	Betula papyrifera 'Renci' (Shrub Form Tree)	3T	40-60' Ht.	6' Ht.	B&B	18"	12"	-----	42"	12"	See SPV	4	Yes	54"	-----
	Small Deciduous Trees															
HW	Hawthorn, 'Winter King' (Shrub Form Tree)	Crataegus viridis 'Winter King' (Shrub Form Tree)	3T	20-25' Ht.	6' Ht.	B&B	18"	12"	-----	42"	12"	See SPV	4	Yes	54"	-----
SR	Serviceberry, Allegheny 'Cumulus'	Amelanchier x laevis 'Cumulus'	3T	25-30' Ht.	2" Cal.	B&B	18"	12"	-----	42"	12"	See SPV	4	Yes	54"	-----
SR1	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)	Amelanchier x grandiflora 'Autumn Brilliance' (Shrub Form Tree)	3T	20-25' Ht.	6' Ht.	B&B	18"	12"	-----	42"	12"	See SPV	4	Yes	54"	-----
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	Viburnum prunifolium 'McKRouge' (Shrub Form Tree)	4T	12-15' Ht.	6' Ht.	B&B	18"	12"	-----	42"	12"	See SPV	4	Yes	54"	-----
	Large Evergreen Trees															
SB	Spruce, Black Hills	Picea glauca var. densata	4E	40' Ht.	8' Ht.	B&B	22"	13"	-----	46"	13"	See SPV	4	No	58"	-----

PLANT QUANTITIES TABLE

Symbol	Common Name	Scientific Name	Size When Planted	Root Zone Mode							
					Sheet 8	Sheet 9	Sheet 10	Sheet 11	Sheet 12	Sheet 13	Totals
	Large Deciduous Trees										
LA	Larch, American	Larix laricina	6' Ht.	B&B					14	2	16
MF	Maple, Freeman 'Sienna Glen'	Acer x freemanii 'Sienna Glen'	2.5" Cal.	B&B					17	2	19
MS	Maple, Sugar 'Majesty'	Acer saccharum 'Flax Mill'	2" Cal.	B&B		9					9
OB	Oak, Burr	Quercus macrocarpa	2" Cal.	B&B	1						1
OS	Oak, Swamp White	Quercus bicolor	2" Cal.	B&B						1	1
	Medium Deciduous Trees										
BP	Birch, Paper 'Renaissance Reflection' (Shrub Form Tree)	Betula papyrifera 'Renci' (Shrub Form Tree)	6' Ht.	B&B		18					18
	Small Deciduous Trees										
HW	Hawthorn, 'Winter King' (Shrub Form Tree)	Crataegus viridis 'Winter King' (Shrub Form Tree)	6' Ht.	B&B			6	3			9
SR	Serviceberry, Allegheny 'Cumulus'	Amelanchier x laevis 'Cumulus'	2" Cal.	B&B	5						5
SR1	Serviceberry, 'Autumn Brilliance' (Shrub Form Tree)	Amelanchier x grandiflora 'Autumn Brilliance' (Shrub Form Tree)	6' Ht.	B&B	3						3
VB	Viburnum, Blackhaw 'Forest Rouge' (Shrub Form Tree)	Viburnum prunifolium 'McK'Rouge' (Shrub Form Tree)	6' Ht.	B&B			9	9			18
	Large Evergreen Trees										
SB	Spruce, Black Hills	Picea glauca var. densata	8' Ht.	B&B			7	7			14



1 TREE PLANTING DETAIL
DETAIL
NOT TO SCALE

SHEET 8		
POINT	STATION	OFFSET
100	873 + 64.31 'NB'	192.60
101	873 + 90.64 'NB'	164.99
102	874 + 24.51 'NB'	198.87
103	874 + 77.08 'NB'	225.24
104	874 + 66.71 'NB'	180.26
105	875 + 18.79 'NB'	178.34

SHEET 9		
POINT	STATION	OFFSET
106	876 + 41.91 'NB'	378.34
107	876 + 83.06 'NB'	422.18
108	876 + 41.88 'NB'	334.47
109	876 + 83.02 'NB'	378.31
110	877 + 44.74 'NB'	444.08
111	876 + 81.59 'NB'	314.78
112	877 + 43.22 'NB'	380.45
113	876 + 62.36 'NB'	250.46
114	877 + 3.46 'NB'	294.25
115	877 + 44.56 'NB'	338.05
116	876 + 79.07 'NB'	206.89
117	877 + 20.22 'NB'	250.74
118	877 + 61.36 'NB'	294.58
119	877 + 20.19 'NB'	206.86
120	877 + 61.33 'NB'	250.70
121	877 + 61.30 'NB'	206.83

SHEET 10		
POINT	STATION	OFFSET
122	891+54.36 'SB'	-119.88
123	891 + 17.58 'SB'	-120.90
124	891 + 46.68 'SB'	-135.75
125	891 + 77.33 'SB'	-121.53
126	891 + 1.59 'SB'	-122.14
127	891 + 20.66 'SB'	-143.82
128	891 + 48.47 'SB'	-151.92
129	891 + 76.29 'SB'	-144.00
130	891 + 95.59 'SB'	-122.37
131	892 + 59.28 'SB'	-280.36
132	893 + 2.43 'SB'	-258.06
133	893 + 79.32 'SB'	-244.29
134	894 + 16.18 'SB'	-222.84

SHEET 11		
POINT	STATION	OFFSET
135	889 + 31.11 'NB'	209.94
136	889 + 57.06 'NB'	164.70
137	890 + 73.58 'NB'	144.04
138	890 + 92.22 'NB'	166.24
139	891 + 19.80 'NB'	174.97
140	891 + 47.84 'NB'	167.71
141	891 + 67.54 'NB'	146.60
142	890 + 91.85 'NB'	143.75
143	891 + 22.07 'NB'	158.86
144	891 + 51.60 'NB'	144.89
145	891 + 14.86 'NB'	142.78

SHEET 12		
POINT	STATION	OFFSET
146	906 + 11.45 'SB'	-261.73
147	906 + 41.86 'SB'	-210.00
148	906 + 91.18 'SB'	-133.27
149	907 + 53.48 'SB'	-142.86
150	907 + 68.69 'SB'	-117.00
151	906 + 37.08 'SB'	-315.77
152	906 + 67.48 'SB'	-264.05
153	906 + 97.89 'SB'	-212.32
154	907 + 38.95 'SB'	-201.68
155	907 + 80.03 'SB'	-191.00
156	908 + 10.50 'SB'	-139.28
157	908 + 51.56 'SB'	-128.64
158	906 + 67.32 'SB'	-368.31
159	906 + 97.73 'SB'	-316.59
160	907 + 28.14 'SB'	-264.87
161	908 + 30.69 'SB'	-215.03
162	908 + 60.46 'SB'	-198.38

SHEET 13		
POINT	STATION	OFFSET
163	909 + 29.15 'SB'	-174.26
164	909 + 28.50 'SB'	-117.86
165	910 + 22.45 'SB'	-112.07

LOCATION: WIS 172 (END OF NOISE WALL NWA)

PLANT DATA TABLE

Symbol	Common Name	Scientific Name	Type	Average Mature	Size When	Root Zone	Minimum Size					Brace Or	Fertilizer	Rodent	Mulch Ring	Plant Bed Detail
				Height	Planted	Mode	Ball/Pot		Root	Plant Hole		Guy	Units	Protection	Required	
							Diameter	Depth	Spread	Diameter	Depth		Required	Required		
	Large Evergreen Trees															
JH	Juniper, Hillii	Juniperus virginiana "Hillii"	4E	20' Ht	6' Ht	B&B	20"	12"	-----	44"	12"	See SPV	3	No	58"	-----

PLANT QUANTITIES TABLE

Symbol	Common Name	Scientific Name	Size When Planted	Root Zone Mode		
					Sheet	Totals
	Large Evergreen Trees					
JH	Juniper, Hillii	Juniperus virginiana "Hillii"	6' Ht.	B&B	3	3

NOTES:

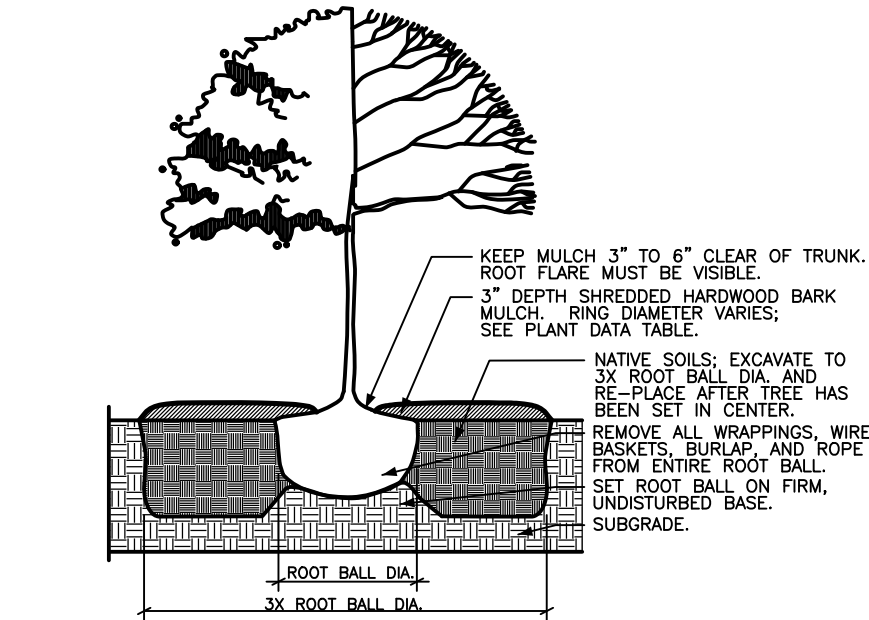
EXACT LOCATIONS OF THE TREES ON THIS SHEET WILL BE DETERMINED BY THE ENGINEER. CONTRACTOR SHALL STAKE LOCATIONS OF TREES FOR ENGINEER TO APPROVE BEFORE PLANTING. KEEP GENERAL CONFIGURATION AND SPACING OF TREES AS INDICATED IN THE PLANS FOR THE INITIAL STAKING; FIELD ADJUST ONLY AS DIRECTED BY THE ENGINEER. MINIMUM SPACING BETWEEN PLANTS IS AS FOLLOWS:
- JH: 5'-0" CENTER-TO-CENTER MIN.

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS.
-- 5'-0" MIN. FROM ELECTRIC LINES

RE-MULCHING OF TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLE BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

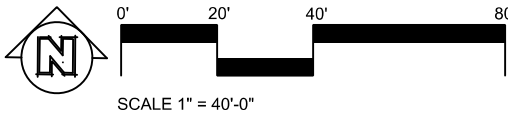
PLANS PREPARED BY KEN SAIKI DESIGN, MADISON, WI.(608) 251-3600.



1 TREE PLANTING DETAIL
DETAIL
NOT TO SCALE

LEGEND

- EVERGREEN PLANT MATERIAL LOCATION
- PLANT SYMBOL
- QUANTITY



LOCATION: LOMBARDI AVE AND PARK PLACE (END OF NOISE WALL NWE)

NOTES:

EXACT LOCATIONS OF THE TREES ON THIS SHEET WILL BE DETERMINED BY THE ENGINEER. CONTRACTOR SHALL STAKE LOCATIONS OF TREES FOR ENGINEER TO APPROVE BEFORE PLANTING. KEEP GENERAL CONFIGURATION AND SPACING OF TREES AS INDICATED IN THE PLANS FOR THE INITIAL STAKING; FIELD ADJUST ONLY AS DIRECTED BY THE ENGINEER. MIN. SPACING BETWEEN PLANTS IS AS FOLLOWS:
- AT: 6'-6" CENTER-TO-CENTER, MIN.
- JH: 5'-0" CENTER-TO-CENTER, MIN.
- SB: 15'-0" CENTER-TO-CENTER MIN.

CONTRACTOR WILL BE FULLY RESPONSIBLE FOR REPAIRING ANY AND ALL AREAS IN INFIELDS, OUTFIELDS, AND RIGHT-OF-WAYS DISTURBED BY PLANTING OPERATIONS WITH WISDOT APPROVED SEED MIX AND APPROPRIATE EROSION CONTROL MATERIAL AND/OR MULCH ACCORDING TO SECTION 630 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURES CONSTRUCTION, CURRENT EDITION AND/OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS AND ACCOMMODATE UTILITY OFFSET REQUIREMENTS.

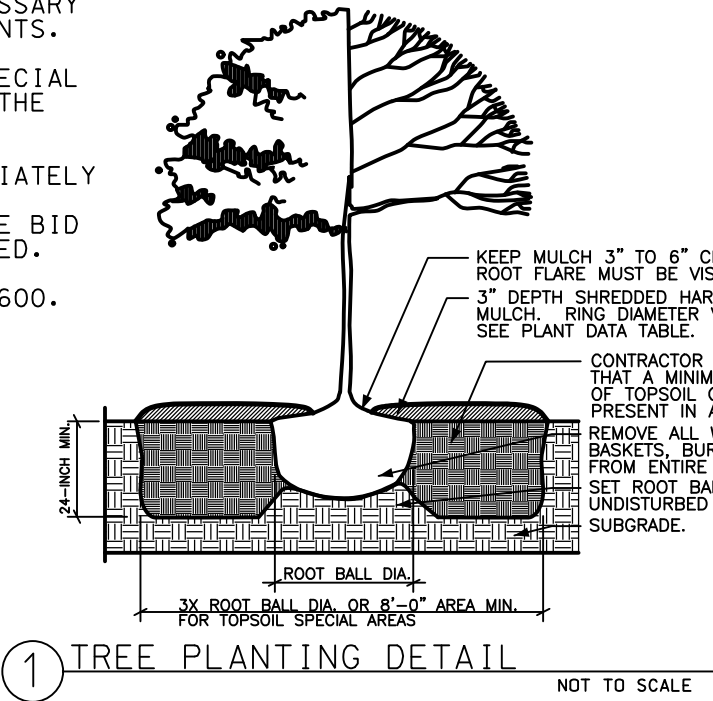
CONTRACTOR SHALL PLACE A MINIMUM OF 24-INCHES OF TOPSOIL SPECIAL ONLY FOR THOSE TREES INDICATED TO RECEIVE THIS MATERIAL AT THE WIDTHS INDICATED IN THE TREE PLANTING DETAIL.

RE-MULCHING OF TREE RINGS IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE TWO-YEAR PROVING PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLE BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING WILL NOT BE GRANTED.

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

LEGEND

- EVERGREEN PLANT MATERIAL LOCATION
- PLANT SYMBOL
- QUANTITY
- TREES REQUIRING TOPSOIL SPECIAL



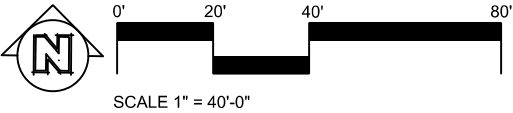
NOT TO SCALE

PLANT DATA TABLE

PLANT DATA TABLE																
Symbol	Common Name	Scientific Name	Type	Average Mature Height	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Plant Bed Detail
							Ball/Pot		Root Spread	Plant Hole						
							Diameter	Depth		Diameter	Depth					
	Large Evergreen Trees															
AT	Arborvitae, American 'Techny'	Thuja occidentalis 'Techny'	4E	10-15' Ht.	5' Ht.	B&B	20"	12"	-----	44"	12"	See SPV	3	No	58"	-----
JH	Juniper, Hillii	Juniperus virginiana 'Hillii'	4E	20' Ht.	6' Ht.	B&B	20"	12"	-----	44"	12"	See SPV	3	No	58"	-----
SB	Spruce, Black Hills	Picea glauca var. densata	4E	40' Ht.	8' Ht.	B&B	22"	13"	-----	46"	13"	See SPV	4	No	58"	-----

PLANT QUANTITIES TABLE

PLANT QUANTITIES TABLE						
Symbol	Common Name	Scientific Name	Size When Planted	Root Zone Mode		
					Sheet	Totals
	Large Evergreen Trees					
AT	Arborvitae, American 'Techny'	Thuja occidentalis 'Techny'	5' Ht.	B&B	3	3
JH	Juniper, Hillii	Juniperus virginiana 'Hillii'	6' Ht.	B&B	4	4
SB	Spruce, Black Hills	Picea glauca var. densata	8' Ht.	B&B	3	3



USH 41 SB - SB LINE

P.T. = 843+86.15 SB
Y = 551,379.75
X = 82,940.09
P.C. = 975+52.59 SB
Y = 564,520.84
X = 82,123.38

USH 41 NB - NB LINE

P.T. = 843+86.15 NB
Y = 551,383.51
X = 83,000.47
P.C. = 975+52.59 NB
Y = 564,524.59
X = 82,183.77

RAMP OWA - OWA LINE

P.T. = 846+60.71 OWA
Y = 551,651.06
X = 82,858.69
CURVE = OWA-3
P.I. = 851+68.35 OWA
Y = 551,158.62
X = 82,867.64
DELTA = 4° 34' 00" (LT)
D = 0° 42' 51"
T = 319.94'
L = 639.54'
R = 8,024.00'
P.C. = 848+48.40 OWA
P.T. = 854+87.95 OWA

RAMP NE - INE LINE

P.I. = 866+73.03 INE
Y = 553,670.23
X = 82,926.99
CURVE = 172NE-1
P.I. = 871+26.63 INE
Y = 554,123.75
X = 82,934.99
DELTA = 35° 11' 29" (RT)
D = 5° 05' 51"
T = 356.46'
L = 690.37'
R = 1,124.00'
P.C. = 867+70.17 INE
P.T. = 874+60.53 INE
CURVE = 172NE-2
P.I. = 884+20.17 INE
Y = 555,185.77
X = 83,712.31
DELTA = 52° 40' 49" (RT)
D = 8° 11' 49"
T = 346.08'
L = 642.69'
R = 699.00'
P.C. = 880+74.10 INE
P.C.C. = 887+16.79 INE
Y = 555,192.52
X = 84,058.32

RAMP NW - INW LINE

P.C. = 877+65.38 INW
Y = 554,667.41
X = 83,311.89
CURVE = 172NW-1
P.I. = 881+00.82 INW
Y = 554,952.42
X = 83,488.77
DELTA = 33° 04' 02" (LT)
D = 5° 04' 14"
T = 335.44'
L = 652.16'
R = 1,130.00'
P.C. = 877+65.38 INW
P.T. = 884+17.54 INW
Y = 555,287.79
X = 83,481.49

RAMP ES - IES LINE

P.C. = 879+20.95 IES
Y = 554,904.46
X = 82,667.93
CURVE = 172ES-1
P.I. = 883+24.31 IES
Y = 555,304.12
X = 82,613.47
DELTA = 39° 46' 32" (LT)
D = 5° 08' 19"
T = 403.36'
L = 774.05'
R = 1,115.00'
P.C. = 879+20.95 IES
P.T. = 886+95.00 IES
P.I. = 893+30.00 IES
Y = 556,005.14
X = 81,847.47

RAMP EN - EN LINE

P.T. = 873+45.34 EN
Y = 555,437.96
X = 83,352.73
CURVE = 172EN-3
P.I. = 946+30.34 EN
Y = 548,911.06
X = 86,588.61
DELTA = 175° 45' 18" (RT)
D = 21° 13' 14"
T = 7,285.01'
L = 828.23'
R = 270.00'
P.C. = 873+45.34 EN
P.T. = 881+73.56 EN
CURVE = 172EN-4
P.I. = 882+51.78 EN
Y = 555,247.84
X = 82,838.63
DELTA = 16° 56' 56" (RT)
D = 10° 54' 49"
T = 78.22'
L = 155.30'
R = 525.00'
P.C. = 881+73.56 EN
P.T. = 883+28.86 EN
Y = 555,323.85
X = 82,820.14

MATCH LINE STA. 852+00 SB, NB & CD

HANSEN ROAD - HAN LINE

P.I. = 392+77.97 HAN
Y = 554,149.73
X = 82,210.34
P.I. = 396+86.38 HAN
Y = 553,957.17
X = 82,570.50
P.I. = 397+15.00 HAN
Y = 553,943.99
X = 82,595.91
P.I. = 402+15.00 HAN
Y = 553,715.59
X = 83,040.69
P.I. = 406+42.34 HAN
Y = 553,523.22
X = 83,422.28

NORTHBOUND CD ROADWAY - CD LINE

P.T. = 843+86.15 CD
Y = 551,386.70
X = 83,051.87
CURVE = CD-4
P.I. = 869+60.45 CD
Y = 553,956.04
X = 82,892.19
DELTA = 2° 17' 26" (LT)
D = 0° 30' 58"
T = 221.91'
L = 443.76'
R = 11,100.00'
P.C. = 867+38.54 CD
P.T. = 871+82.30 CD
P.I. = 875+23.34 CD
Y = 554,516.06
X = 82,834.84

USH 41 SB - SB LINE

P.T. = 843+86.15 SB
Y = 551,379.75
X = 82,940.09
P.C. = 975+52.59 SB
Y = 564,520.84
X = 82,123.38

USH 41 NB - NB LINE

P.T. = 843+86.15 NB
Y = 551,383.51
X = 83,000.47
P.C. = 975+52.59 NB
Y = 564,524.59
X = 82,183.77

RAMP ES - IES LINE

P.C. = 879+20.95 IES
Y = 554,904.46
X = 82,667.93
CURVE = 172ES-1
P.I. = 883+24.31 IES
Y = 555,304.12
X = 82,613.47
DELTA = 39° 46' 32" (LT)
D = 5° 08' 19"
T = 403.36'
L = 774.05'
R = 1,115.00'
P.C. = 879+20.95 IES
P.T. = 886+95.00 IES
P.I. = 888+70.00 IES
Y = 555,694.58
X = 82,186.81

RAMP WS - IWS LINE

P.C. = 901+43.63 IWS
Y = 557,123.60
X = 82,542.04
CURVE = 172WS-1
P.I. = 902+11.48 IWS
Y = 557,190.48
X = 82,530.58
DELTA = 8° 58' 15" (LT)
D = 6° 37' 26"
T = 135.43'
R = 865.00'
P.C. = 901+43.63 IWS
P.C.C. = 902+79.06 IWS
P.C.C. = 902+79.06 IWS

CURVE = 172WS-2
P.I. = 903+56.73 IWS
Y = 557,328.33
X = 82,483.94
DELTA = 16° 49' 55" (LT)
D = 10° 54' 49"
T = 77.67'
L = 154.23'
R = 525.00'
P.C.C. = 902+79.06 IWS
P.C.C. = 904+33.29 IWS
CURVE = 172WS-3
P.I. = 914+79.81 IWS
Y = 558,243.31
X = 81,830.76
DELTA = 149° 21' 10" (LT)
D = 19° 58' 49"
T = 1,046.52'
L = 747.50'
R = 286.76'
P.C.C. = 904+33.29 IWS
P.C.C. = 911+80.79 IWS

CURVE = 172WS-4
P.I. = 913+08.57 IWS
Y = 557,073.25
X = 82,930.56
DELTA = 28° 40' 16" (LT)
D = 11° 27' 33"
T = 127.78'
L = 250.20'
R = 500.00'
P.C.C. = 911+80.79 IWS
P.C.C. = 914+30.99 IWS
CURVE = 172WS-5
P.I. = 915+76.02 IWS
Y = 556,845.88
X = 82,081.32
DELTA = 21° 34' 40" (LT)
D = 7° 31' 42"
T = 145.03'
L = 286.62'
R = 761.06'
P.C.C. = 914+30.99 IWS
P.T. = 917+17.61 IWS

CURVE = 172WS-6
P.I. = 930+27.74 IWS
Y = 556,013.83
X = 83,275.12
DELTA = 4° 35' 52" (LT)
D = 0° 53' 03"
T = 260.13'
L = 519.98'
R = 6,480.00'
P.C. = 927+67.61 IWS
P.T. = 932+87.59 IWS
P.I. = 933+13.57 IWS
Y = 555,831.94
X = 83,495.97

RAMP SW - ISW LINE

P.C. = 903+70.00 ISW
Y = 557,585.42
X = 81,741.79
CURVE = 172SW-1
P.I. = 905+70.79 ISW
Y = 557,672.97
X = 81,922.48
DELTA = 29° 24' 49" (LT)
D = 7° 29' 23"
T = 200.79'
L = 392.72'
R = 765.00'
P.C. = 903+70.00 ISW
P.T. = 907+62.72 ISW
P.T. = 907+62.72 ISW
Y = 557,837.99
X = 82,036.89

NORTH ROAD - NOR LINE

CURVE = NOR-1
P.I. = 906+86.23 NOR
Y = 557,772.06
X = 81,904.41
DELTA = 26° 24' 29" (LT)
D = 8° 15' 21"
T = 162.83'
L = 319.87'
R = 694.00'
P.C. = 905+23.40 NOR
P.T. = 908+43.27 NOR
P.I. = 909+77.68 NOR
Y = 558,022.90
X = 82,063.88
P.C. = 912+97.21 NOR
Y = 558,294.20
X = 82,232.69

CONSTRUCTION LIMITS
STA. 904+65.00 ISW
Y = 557,632.04
X = 81,824.49

CONSTRUCTION LIMITS
STA. 905+26.40 NOR
Y = 557,687.84
X = 81,765.05

PC 905+23.40 NOR

PT 908+19.18 NOR

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+50.00 ISE
Y = 557,639.86
X = 81,955.19

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
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PT 907+62.72

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N 29°22'40" E

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Y = 557,456.48
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X = 82,374.60

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PT 907+62.72

N 32°26'45" E

N 29°22'40" E

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Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
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Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

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STA. 905+25.00 IWS
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X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
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X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

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X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

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PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
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PT 907+62.72

PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CONSTRUCTION LIMITS
STA. 905+25.00 IWS
Y = 557,456.48
X = 82,374.60

PT 907+62.72

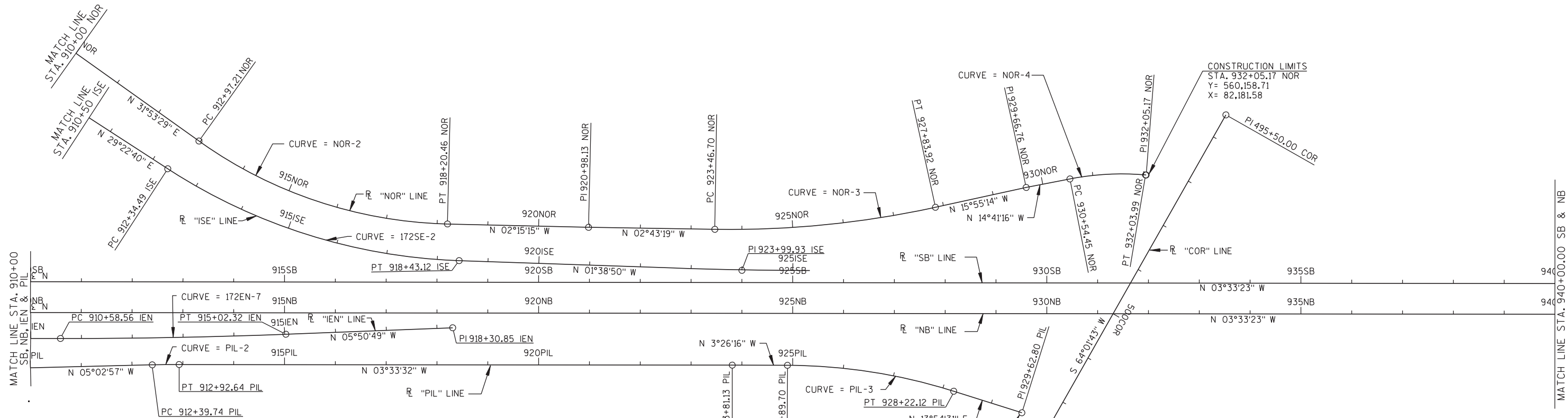
PI 909+77.68 NOR

PT 907+62.72

N 32°26'45" E

N 29°22'40" E

CON



NORTH ROAD - NOR LINE	
P.I. = 909+77.68 NOR	P.I. = 929+66.76 NOR
Y = 558,022.90	Y = 559,924.65
X = 82,063.88	X = 82,221.00
CURVE = NOR-2	
P.I. = 915+66.86 NOR	P.I. = 931+29.71 NOR
Y = 558,523.14	Y = 560,082.28
X = 82,375.15	X = 82,179.69
DELTA = 34° 08' 44" (LT)	DELTA = 16° 06' 19" (RT)
D = 6° 31' 33"	D = 10° 46' 12"
T = 269.65'	T = 75.27'
L = 523.25'	L = 149.54'
R = 878.00'	R = 532.00'
P.C. = 912+97.21 NOR	P.C. = 930+54.45 NOR
P.T. = 918+20.46 NOR	P.T. = 932+03.99 NOR
P.I. = 920+98.13 NOR	P.I. 932+05.17 NOR
Y = 559,070.04	Y = 560,158.71
X = 82,353.62	X = 82,181.58
CURVE = NOR-3	
P.I. = 925+66.28 NOR	
Y = 559,537.67	
X = 82,331.39	
DELTA = 13° 11' 55" (LT)	
D = 3° 01' 07"	
T = 219.58'	
L = 437.22'	
R = 1,898.00'	
P.C. = 923+46.70 NOR	
P.T. = 927+83.92 NOR	

USH 41 NB - NB LINE	
P.T. = 843+86.15 NB	
Y = 551,383.51	
X = 83,000.47	
P.C. = 975+52.59 NB	
Y = 564,524.59	
X = 82,183.77	

RAMP SE - ISE LINE	
P.I. = 905+50.00 ISE	
Y = 557,639.86	
X = 81,955.19	
CURVE = 172SE-2	
P.I. = 915+46.46 ISE	
Y = 558,508.18	
X = 82,444.02	
DELTA = 31° 01' 30" (LT)	
D = 5° 05' 51"	
T = 311.98'	
L = 608.63'	
R = 1,124.00'	
P.C. = 912+34.49 ISE	
P.T. = 918+43.12 ISE	
P.I. = 923+99.93 ISE	
Y = 559,376.61	
X = 81,419.05	

PILGRIM WAY - PIL LINE	
P.T. = 907+76.86 PIL	
Y = 557,769.19	
X = 82,718.49	
CURVE = PIL-2	
P.I. = 912+66.19 PIL	
Y = 558,256.62	
X = 82,675.42	
DELTA = 1° 29' 25" (RT)	
D = 2° 49' 01"	
T = 26.45'	
L = 52.90'	
R = 2,034.00'	
P.C. = 912+39.74 PIL	
P.T. = 912+92.64 PIL	
P.I. = 923+81.13 PIL	
Y = 559,369.41	
X = 82,606.21	
CURVE = PIL-3	
P.I. = 926+57.19 PIL	
Y = 559,644.97	
X = 82,589.66	
DELTA = 17° 20' 47" (RT)	
D = 5° 13' 06"	
T = 167.49'	
L = 332.42'	
R = 1,098.00'	
P.C. = 924+89.70 PIL	
P.T. = 928+22.12 PIL	
P.I. = 929+62.80 PIL	
Y = 559,944.10	
X = 82,663.73	

CORMIER ROAD - COR LINE	
P.I. = 495+50.00 COR	
Y = 560,307.87	
X = 82,053.52	
CURVE = 172EN-7	
P.I. = 912+80.47 IEN	
Y = 558,268.15	
X = 82,623.70	
DELTA = 2° 17' 26" (LT)	
D = 0° 30' 58"	
T = 221.91'	
L = 443.76'	
R = 11,100.00'	
P.C. = 910+58.56 IEN	
P.T. = 915+02.32 IEN	
P.I. = 918+30.85 IEN	
Y = 558,815.73	
X = 82,567.62	

RAMP EN - IEN LINE	
P.T. = 884+81.51 IEN	
Y = 555,474.58	
X = 82,797.31	
CURVE = 172EN-7	
P.I. = 912+80.47 IEN	
Y = 558,268.15	
X = 82,623.70	
DELTA = 2° 17' 26" (LT)	
D = 0° 30' 58"	
T = 221.91'	
L = 443.76'	
R = 11,100.00'	
P.C. = 910+58.56 IEN	
P.T. = 915+02.32 IEN	
P.I. = 918+30.85 IEN	
Y = 558,815.73	
X = 82,567.62	

USH 41 SB - SB LINE	
P.T. = 843+86.15 SB	
Y = 551,379.75	
X = 82,940.09	
P.C. = 975+52.59 SB	
Y = 564,520.84	
X = 82,123.38	

DATE 30NOV15		E S T I M A T E O F Q U A N T I T I E S			
LINE					1133-09-80
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0105	Clearing	STA	5.000	5.000
0020	201.0205	Grubbing	STA	5.000	5.000
0030	213.0100	Finishing Roadway (project) 001.	EACH	1.000	1.000
		1133-09-80			
0040	618.0100	Maintenance And Repair of Haul Roads	EACH	1.000	1.000
		(project) 001. 1133-09-80			
0050	619.1000	Mobilization	EACH	1.000	1.000
0060	624.0100	Water	MGAL	689.000	689.000
0070	627.0200	Mulching	SY	17,553.000	17,553.000
0080	628.1504	Silt Fence	LF	1,250.000	1,250.000
0090	628.1520	Silt Fence Maintenance	LF	1,250.000	1,250.000
0100	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0110	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0120	628.2002	Erosion Mat Class I Type A	SY	1,050.000	1,050.000
0130	628.2023	Erosion Mat Class II Type B	SY	625.000	625.000
0140	628.7504	Temporary Ditch Checks	LF	250.000	250.000
0150	628.7555	Culvert Pipe Checks	EACH	3.000	3.000
0160	628.7560	Tracking Pads	EACH	3.000	3.000
0170	628.7570	Rock Bags	EACH	25.000	25.000
0180	629.0210	Fertilizer Type B	CWT	13.000	13.000
0190	630.0120	Seeding Mixture No. 20	LB	475.000	475.000
0200	632.0101	Trees (species) (size) (root) 001.	EACH	16.000	16.000
		Larch, American, B&B, 6 - Foot Ht.			
0210	632.0101	Trees (species) (size) (root) 002.	EACH	19.000	19.000
		Maple, Freeman 'Sienna Glen', B&B, 2.5			
		- Inch Cal.			
0220	632.0101	Trees (species) (size) (root) 003.	EACH	9.000	9.000
		Maple, Sugar 'Majesty', B&B, 2 - Inch			
		Cal.			
0230	632.0101	Trees (species) (size) (root) 004. Oak,	EACH	1.000	1.000
		Burr, B&B, 2 - Inch Cal.			
0240	632.0101	Trees (species) (size) (root) 005. Oak,	EACH	1.000	1.000
		Swamp White, B&B, 2 - Inch Cal.			
0250	632.0101	Trees (species) (size) (root) 006.	EACH	18.000	18.000
		Birch,Paper'Renaissance Reflection'			
		(Shrub Form Tree), B&B, 6 - Foot Ht.			
0260	632.0101	Trees (species) (size) (root) 007.	EACH	9.000	9.000
		Hawthorn, 'Winter King' (Shrub			
		FormTree), B&B, 6 - Foot Ht.			
0270	632.0101	Trees (species) (size) (root) 008.	EACH	5.000	5.000
		Serviceberry, Allegheny 'Cumulus' B&B,			
		2 - Inch Cal.			
0280	632.0101	Trees (species) (size) (root) 009.	EACH	3.000	3.000
		Serviceberry, 'Autumn Brilliance'			
		(Shrub Form Tree), B&B, 6 - Foot Ht.			
0290	632.0101	Trees (species) (size) (root) 010.	EACH	18.000	18.000
		Viburnum, Blackhaw 'Forest Rouge'			
		(Shrub Form Tree), B&B, 6 - Foot Ht.			
0300	632.0101	Trees (species) (size) (root) 011.	EACH	17.000	17.000
		Spruce, Black Hills, B&B, 8 - Foot Ht.			
0310	632.0101	Trees (species) (size) (root) 012.	EACH	3.000	3.000
		Arborvitae, American 'Techny', B&B, 5 -			
		Foot Ht.			
0320	632.0101	Trees (species) (size) (root) 013.	EACH	7.000	7.000
		Juniper, Hillii B&B, 6 - Foot Ht.			
0330	632.9101	Landscape Planting Surveillance and	EACH	26.000	26.000
		Care Cycles			

DATE 30NOV15			E S T I M A T E O F Q U A N T I T I E S		
LINE			1133-09-80		
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0340	643.0100	Traffic Control (project) 001.	EACH	1.000	1.000
0350	SPV.0035	Special 001. Topsoil Special	CY	138.000	138.000
0360	SPV.0085	Special 001. Tall Prairie Seed	LB	17.000	17.000
0370	SPV.0105	Special 001. Survey Project 1133-09-80	LS	1.000	1.000

*CLEARING AND GRUBBING <table><tr><th colspan="4"></th><th>201.0105</th><th>201.0205</th></tr><tr><th colspan="4"></th><th>CLEARING</th><th>GRUBBING</th></tr><tr><th>CATERGORY</th><th>STATION</th><th>TO</th><th>STATION</th><th>LOCATION</th><th>STA</th><th>STA</th></tr><tr><td>1000</td><td>873NB+00</td><td>-</td><td>878NB+00</td><td>RT</td><td>5</td><td>5</td></tr><tr><td colspan="5">TOTALS</td><td>5</td><td>5</td></tr></table> *SEE PLANTING PLAN FOR CLEARING & GRUBBING DETAILS											201.0105	201.0205					CLEARING	GRUBBING	CATERGORY	STATION	TO	STATION	LOCATION	STA	STA	1000	873NB+00	-	878NB+00	RT	5	5	TOTALS					5	5	FINISHING ROADWAY (Project) 1133-09-80 <table><tr><th colspan="3"></th><th>213.0100.001</th></tr><tr><th colspan="3"></th><th>FINSHING ROADWAY</th></tr><tr><th colspan="3"></th><th>(Project) 1133-09-80</th></tr><tr><th>CATERGORY</th><th colspan="2">LOCATION</th><th>EACH</th></tr><tr><td>1000</td><td colspan="2">PROJECT 1133-09-80</td><td>1</td></tr><tr><td colspan="2">TOTALS</td><td colspan="2">1</td></tr></table>										213.0100.001				FINSHING ROADWAY				(Project) 1133-09-80	CATERGORY	LOCATION		EACH	1000	PROJECT 1133-09-80		1	TOTALS		1		MAINTENANCE AND REPAIR OF HAUL ROADS <table><tr><th colspan="3"></th><th>618.0100.001</th></tr><tr><th colspan="3"></th><th>MAINTENANCE AND REPAIR OF HAUL ROADS</th></tr><tr><th colspan="3"></th><th>(PROJECT) 1133-09-80</th></tr><tr><th>CATERGORY</th><th colspan="2">LOCATION</th><th>EACH</th></tr><tr><td>1000</td><td colspan="2">PROJECT 1133-09-80</td><td>1</td></tr><tr><td colspan="2">TOTALS</td><td colspan="2">1</td></tr></table>										618.0100.001				MAINTENANCE AND REPAIR OF HAUL ROADS				(PROJECT) 1133-09-80	CATERGORY	LOCATION		EACH	1000	PROJECT 1133-09-80		1	TOTALS		1					
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RESTORATION <table><tr><th colspan="2"></th><th>624.0100</th><th>627.0200</th><th>629.0210</th><th>630.0120</th></tr><tr><th colspan="2"></th><th>WATER</th><th>MULCHING</th><th>FERTILIZER</th><th>SEEDING MIXTURE</th></tr><tr><th colspan="2"></th><th>MGAL</th><th>SY</th><th>TYPE B</th><th>NO. 20</th></tr><tr><th>CATERGORY</th><th>LOCATION</th><th>MGAL</th><th>SY</th><th>CWT</th><th>LB</th></tr><tr><td>1000</td><td>LANDSCAPE ACCESS RESTORATION</td><td>218</td><td>6945</td><td>5</td><td>188</td></tr><tr><td></td><td>TREE RESTORATION</td><td>223</td><td>7097</td><td>5</td><td>192</td></tr><tr><td></td><td>POND D1</td><td>58</td><td>-</td><td>-</td><td>-</td></tr><tr><td></td><td>POND D2</td><td>52</td><td>-</td><td>-</td><td>-</td></tr><tr><td></td><td>UNDISTRIBUTED</td><td>138</td><td>3511</td><td>3</td><td>95</td></tr><tr><td colspan="2">TOTALS</td><td>689</td><td>17553</td><td>13</td><td>475</td></tr></table>								624.0100	627.0200	629.0210	630.0120			WATER	MULCHING	FERTILIZER	SEEDING MIXTURE			MGAL	SY	TYPE B	NO. 20	CATERGORY	LOCATION	MGAL	SY	CWT	LB	1000	LANDSCAPE ACCESS RESTORATION	218	6945	5	188		TREE RESTORATION	223	7097	5	192		POND D1	58	-	-	-		POND D2	52	-	-	-		UNDISTRIBUTED	138	3511	3	95	TOTALS		689	17553	13	475	TRACKING PADS <table><tr><th colspan="2"></th><th>628.7560</th></tr><tr><th colspan="2"></th><th>TRACKING PADS</th></tr><tr><th>CATERGORY</th><th>LOCATION</th><th>EACH</th></tr><tr><td>1000</td><td>PROJECT 1133-09-80</td><td>2</td></tr><tr><td></td><td>UNDISTRIBUTED</td><td>1</td></tr><tr><td colspan="2">TOTALS</td><td>3</td></tr></table>							628.7560			TRACKING PADS	CATERGORY	LOCATION	EACH	1000	PROJECT 1133-09-80	2		UNDISTRIBUTED	1	TOTALS		3																	
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TREES

		632.0101.001 LARCH, AMERICAN B&B, 6-FOOT HT.	632.0101.002 MAPLE, FREEMAN 'SIENNA GLEN' B&B, 2.5-INCH CAL.	632.0101.003 MAPLE, SUGAR 'MAJESTY' B&B, 2-INCH CAL.	632.0101.004 OAK, BURR B&B, 2-INCH CAL.	632.0101.005 OAK, SWAMP WHITE B&B, 2-INCH CAL.	632.0101.006 BIRCH, PAPER 'RENAISSANCE REFLECTION' (SHRUB FORM TREE) B&B, 6-FOOT HT.	632.0101.007 HAWTHORN 'WINTER KING' (SHRUB FORM TREE) B&B, 6-FOOT HT.	632.0101.008 SERVICEBERRY, ALLEGHENY 'CUMULUS' B&B, 2-INCH CAL.	632.0101.009 SERVICEBERRY 'AUTUMN BRILLIANCE' (SHRUB FORM TREE) B&B, 6-FOOT HT.
CATEGORY	LOCATION	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
1400	PROJECT 1133-09-80	16	19	9	1	1	18	9	5	3
TOTALS		16	19	9	1	1	18	9	5	3

TREES (CONT.)

		632.0101.010 VIBURNUM, BLACKHAW 'FOREST ROUGE' (SHRUB FORM TREE) B&B, 6-FOOT HT.	632.0101.011 SPRUCE, BLACK HILLS B&B, 8-FOOT HT.	632.0101.012 ARBORVITAE, AMERICAN 'TECHNY' B&B, 5-FOOT HT.	632.0101.013 JUNIPER, HILLII B&B, 6-FOOT HT.
CATEGORY	LOCATION	EACH	EACH	EACH	EACH
1400	PROJECT 1133-09-80	18	17	3	7
TOTALS		18	17	3	7

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

		632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES
CATEGORY	LOCATION	EACH
1400	PROJECT 1133-09-80	26
TOTALS		26

TRAFFIC CONTROL

		643.0100.001 TRAFFIC CONTROL (Project) 1133-09-80
CATERGORY	LOCATION	EACH
1000	PROJECT 1133-09-80	1
TOTALS		1

TOPSOIL SPECIAL

			SPV.0035.001 TOPSOIL SPECIAL
CATEGORY	ROADWAY	LOCATION	CY
1400	US 41 / WIS 172	PROJECT 1133-09-80	138
TOTALS			138

TALL PRAIRIE SEED

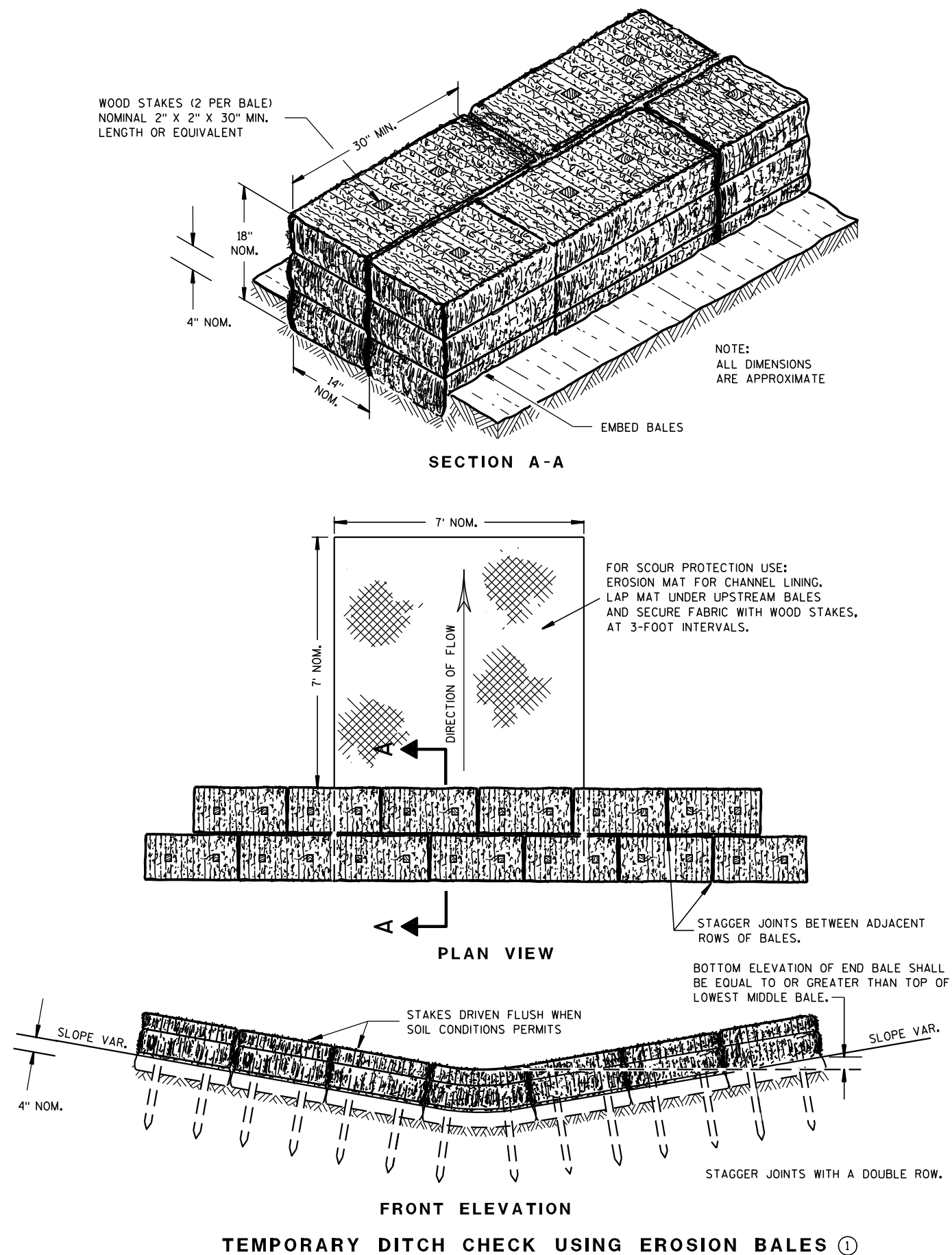
		SPV.0085.001 TALL PRAIRIE SEED
CATERGORY	LOCATION	LB
1000	POND D1	7
	POND D2	6
	UNDISTRIBUTED	4
TOTALS		17

SURVEY PROJECT 1133-09-80

		SPV.0105.001 SURVEY PROJECT 1133-09-80
CATERGORY	LOCATION	LS
1000	PROJECT 1133-09-80	1
TOTALS		1

Standard Detail Drawing List

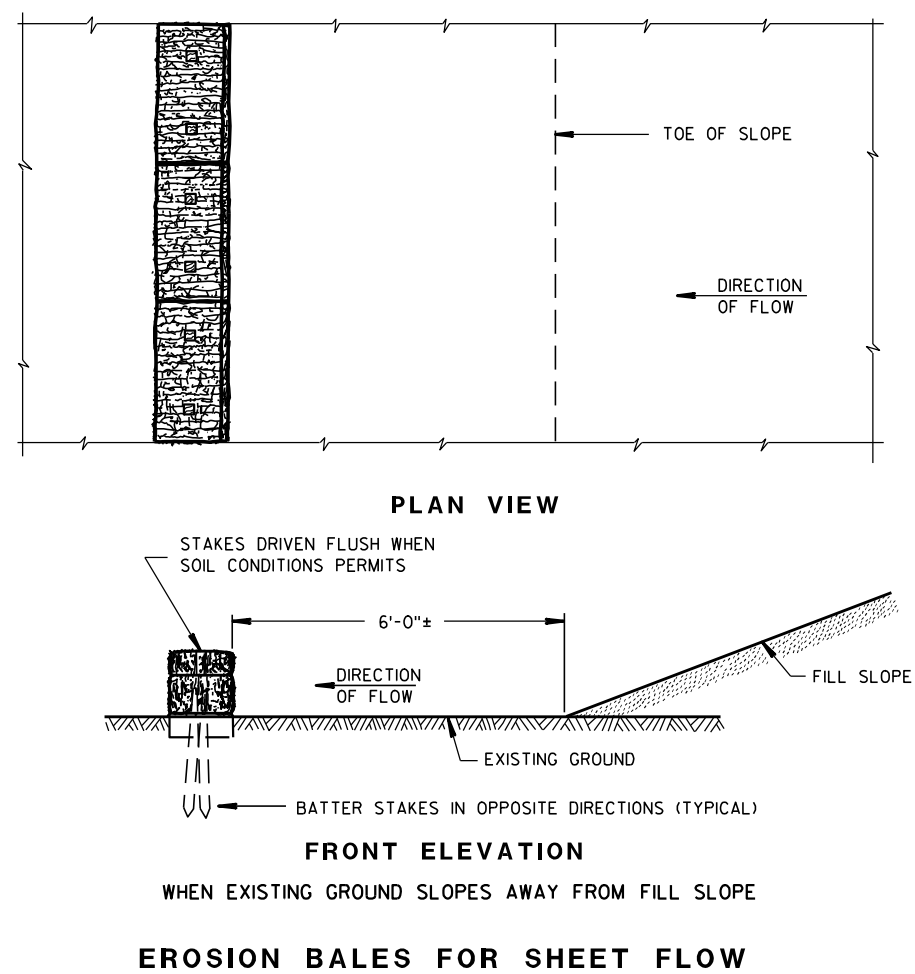
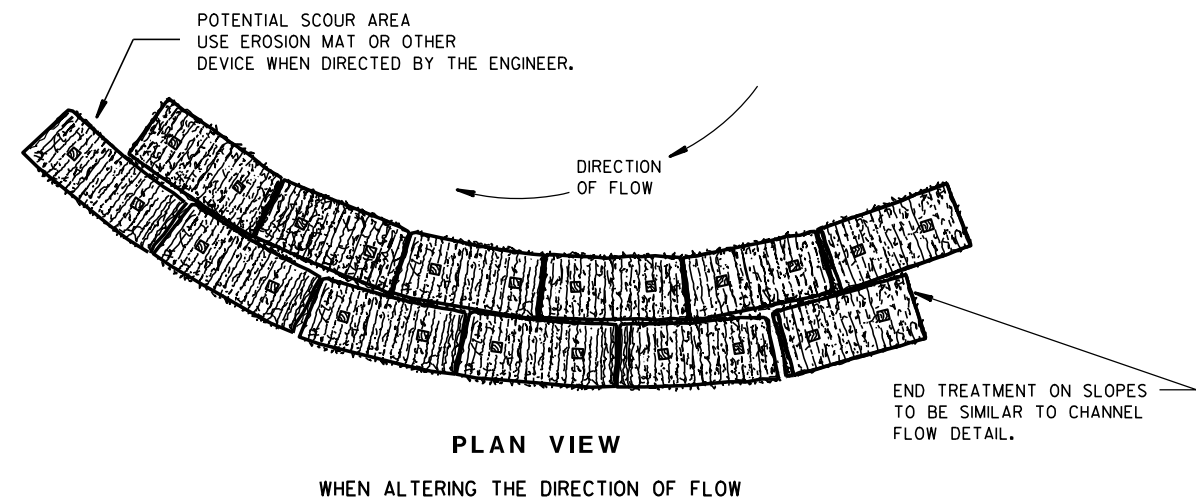
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-02	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH



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.

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

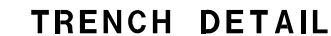
APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

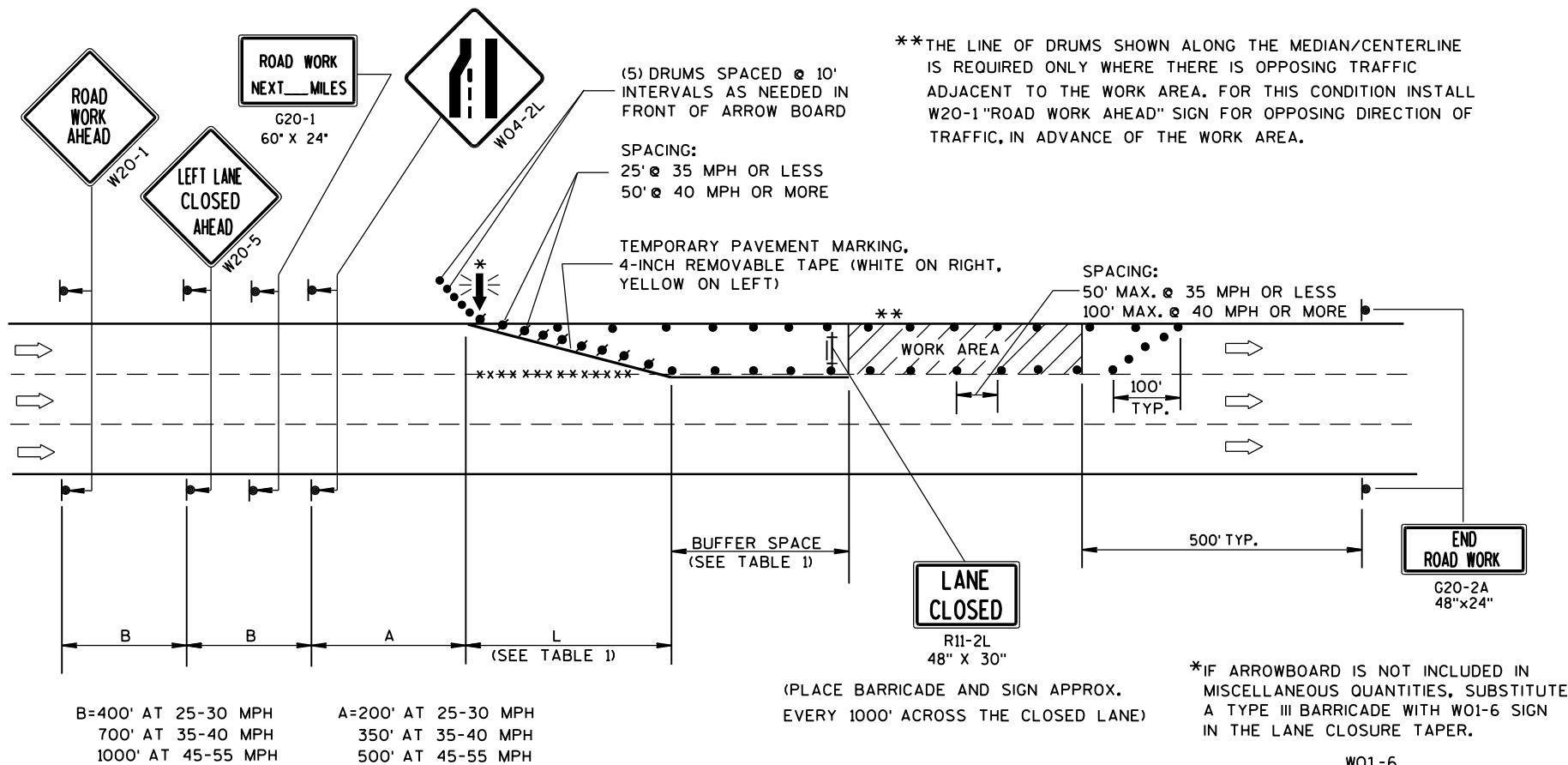
FHWA



- 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 1½" X 1½" 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.



SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED <u>4-29-05</u> DATE	<u>/S/ Beth Cannestra</u> CHIEF ROADWAY DEVELOPMENT ENGINEER



GENERAL NOTES

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

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

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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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 DISTRICT TRAFFIC UNIT.

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

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

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

BARRICADES IN A CLOSED LANE 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.

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

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

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.

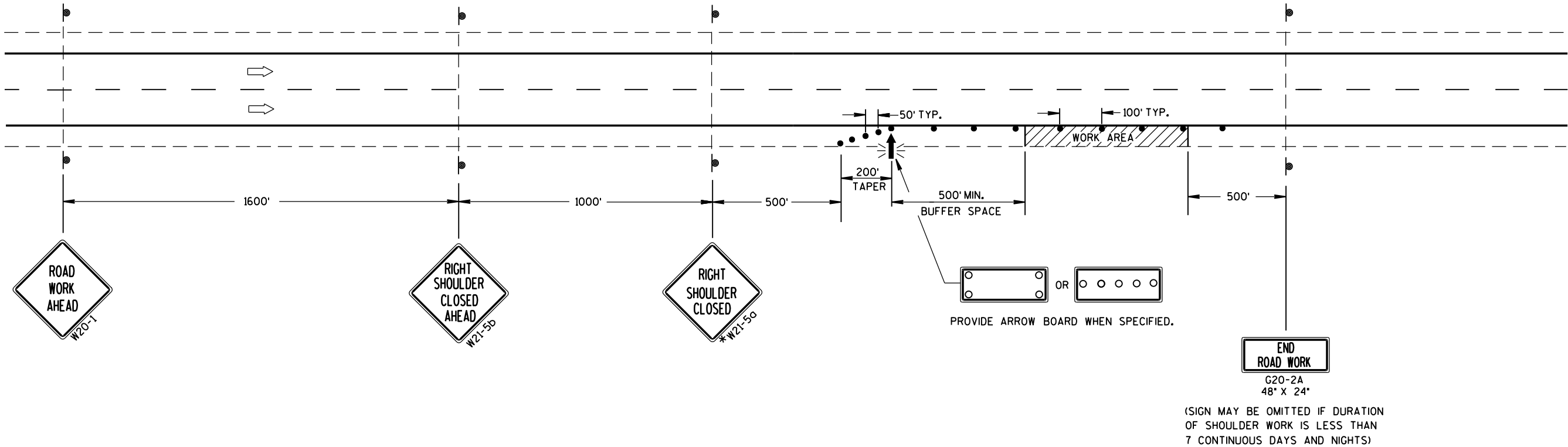
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

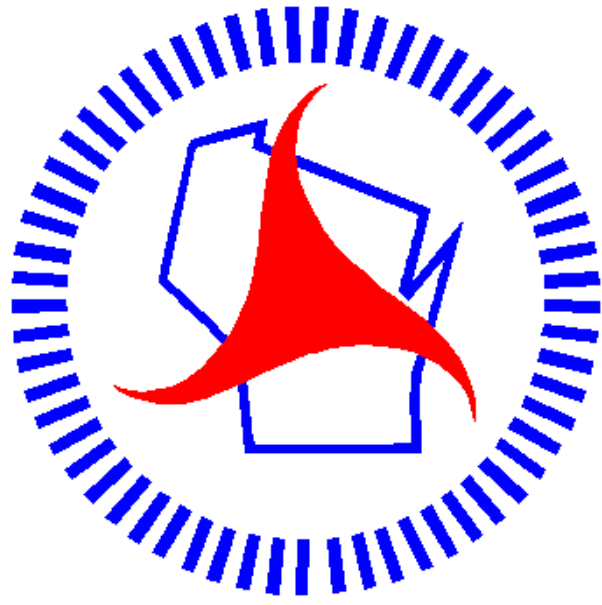


TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltz
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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