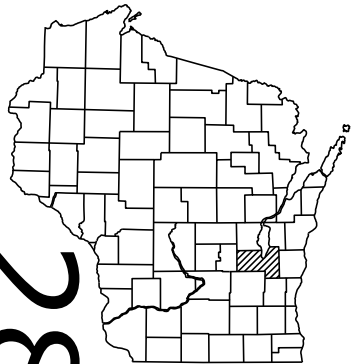


ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	5	Pion
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans

TOTAL SHEETS = 14



28

DESIGN DESIGNATION

A.A.D.T.	=
A.A.D.T.	=
D.H.V.	=
D.D.	=
T.	=
DESIGN SPEED	=
ESALS	=

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

REFERENCE LINE

COMBUSTIBLE FLUIDS

UTILITIES

ELECTRIC	— E —
FIBER OPTIC	— FO —
GAS	— G —
SANITARY SEWER	— SAN —
STORM SEWER	— SS —
TELEPHONE	— T —
WATER	— W —
UTILITY PEDESTAL	⊞
POWER POLE	⊞
TELEPHONE POLE	⊞



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT

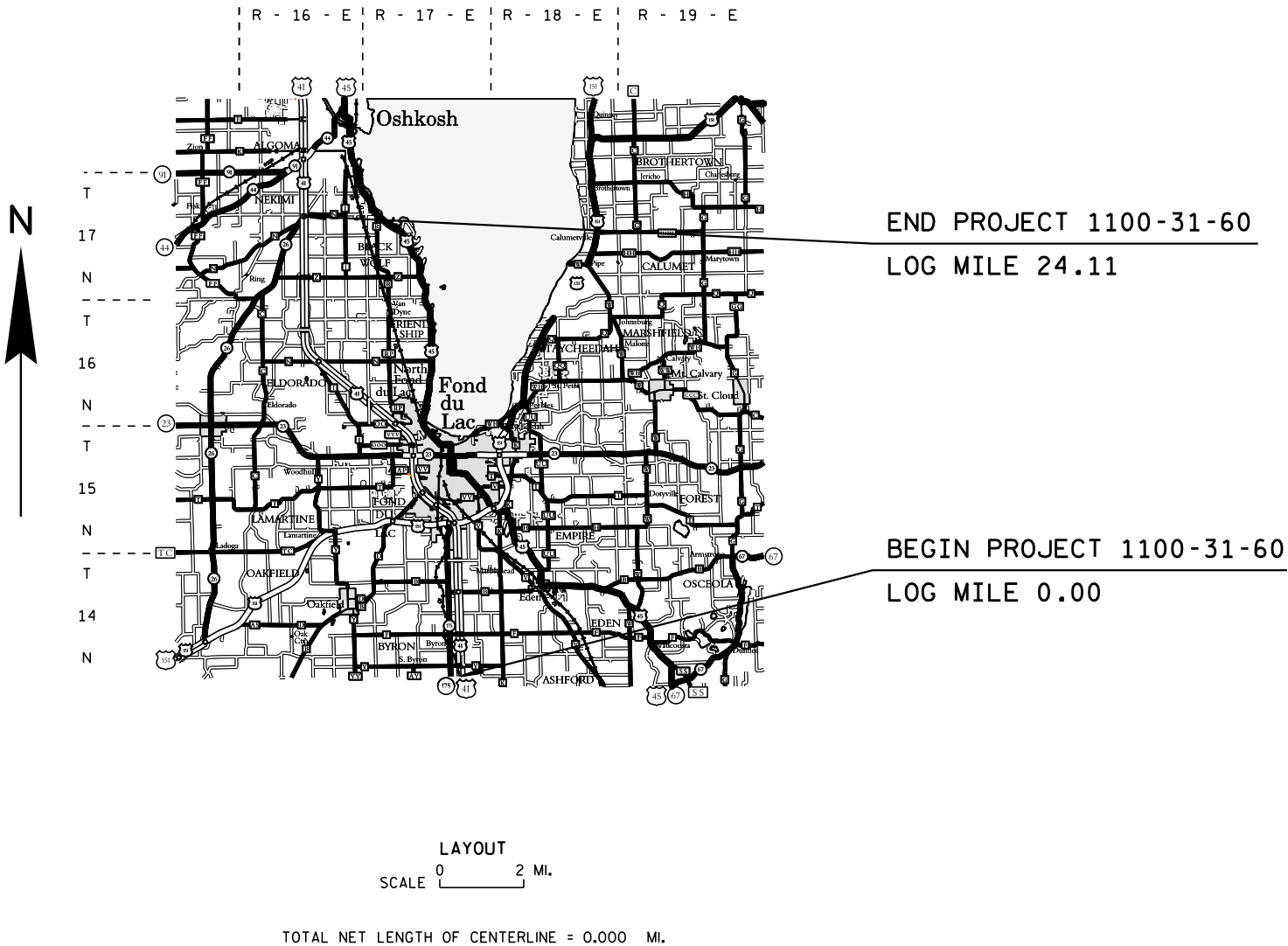
MILWAUKEE - OSHKOSH

SCL - STH 26


IH 41

FOND DU LAC COUNTY

STATE PROJECT NUMBER
1100-31-60



STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1100-31-60	WISC 2016121	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____
Designer	M JANKE
Project Manager	P BRAUER
Regional Examiner	_____
Regional Supervisor	R WAGNER
C.O. Examiner	_____
APPROVED FOR THE DEPARTMENT	
DATE: 2-1-2016	 (Signature)

E

GENERAL NOTES


THERE ARE NO UTILITY ADJUSTMENTS NECESSARY TO ACCOMODATE THE WORK UNDER THIS PROJECT.

THE LOCATION OF PAVEMENT MARKINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DNR AREA LIAISON

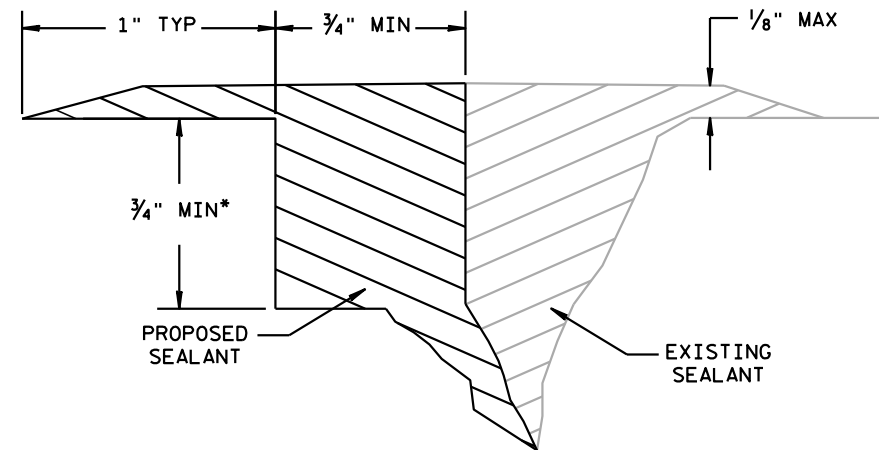
JAY SCHIEFELBEIN
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
920-360-3784
JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV



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



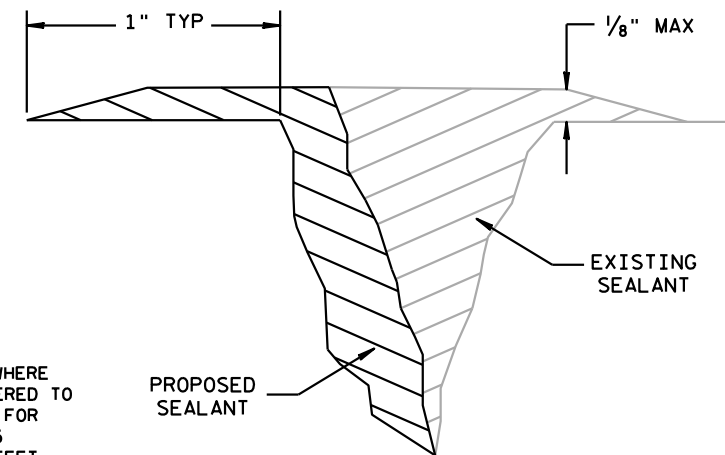
TYPICAL EXISTING CROSS SECTION FOR IH 41



NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS GREATER THAN 5 CONTINUOUS LINEAR FEET

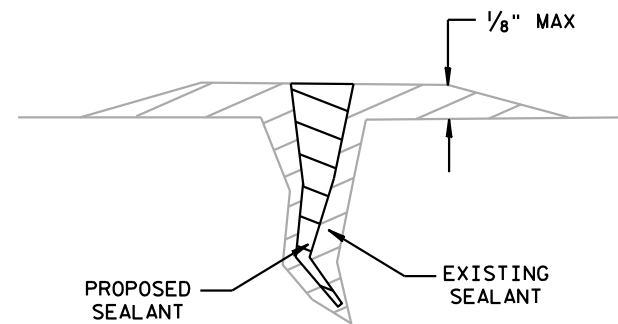
* ROUTED CRACK DEPTH TO WIDTH 1.0:1.0 RATIO

ROUT AND RE-SEAL DETAIL



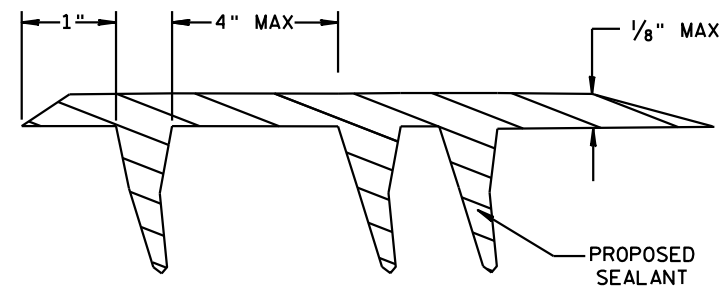
NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS LESS THAN 5 CONTINUOUS LINEAR FEET

CLEAN AND RE-FILL DETAIL



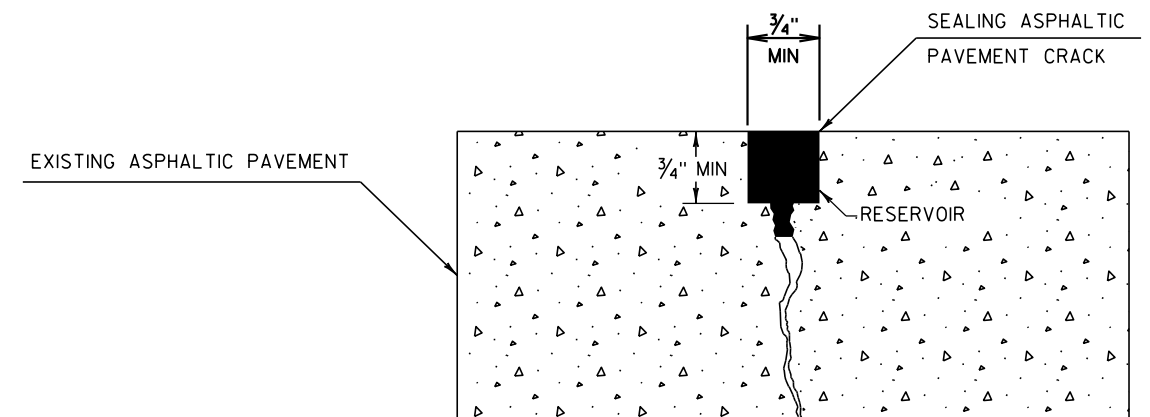
NOTE: FOR COHESION LOSS

CLEAN AND RE-FILL DETAIL

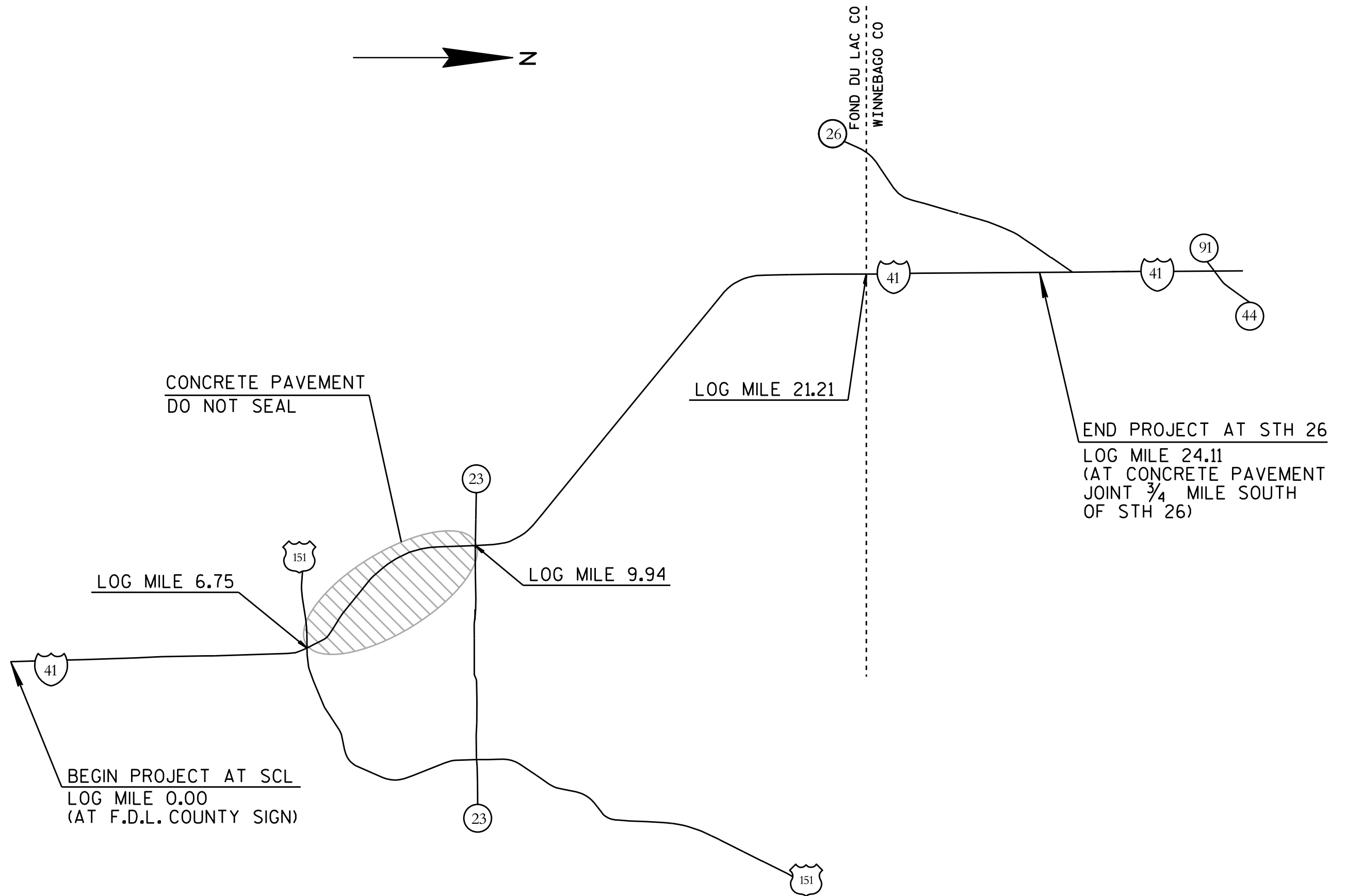


NOTE: FOR EDGE AND FATIGUE CRACKING

CLEAN AND FILL DETAIL



ROUT AND SEAL DETAIL



DATE 22FEB16			E S T I M A T E O F Q U A N T I T I E S		
LINE					1100-31-60
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	619.1000	Mobilization	EACH	1.000	1.000
0020	642.5001	Field Office Type B	EACH	1.000	1.000
0030	643.0100	Traffic Control (project) 01.	1100-31-60	EACH	1.000
0040	643.0300	Traffic Control Drums	DAY	10,350.000	10,350.000
0050	643.0420	Traffic Control Barricades Type III	DAY	804.000	804.000
0060	643.0705	Traffic Control Warning Lights Type A	DAY	1,608.000	1,608.000
0070	643.0715	Traffic Control Warning Lights Type C	DAY	1,500.000	1,500.000
0080	643.0800	Traffic Control Arrow Boards	DAY	100.000	100.000
0090	643.0900	Traffic Control Signs	DAY	550.000	550.000
0100	643.1050	Traffic Control Signs PCMS	DAY	50.000	50.000
0110	646.0106	Pavement Marking Epoxy 4-Inch	LF	442,042.000	442,042.000
0120	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	7,656.000	7,656.000
0130	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0140	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0150	SPV.0125	Special 01. Sealing Asphaltic Pavement Cracks	MI	41.840	41.840

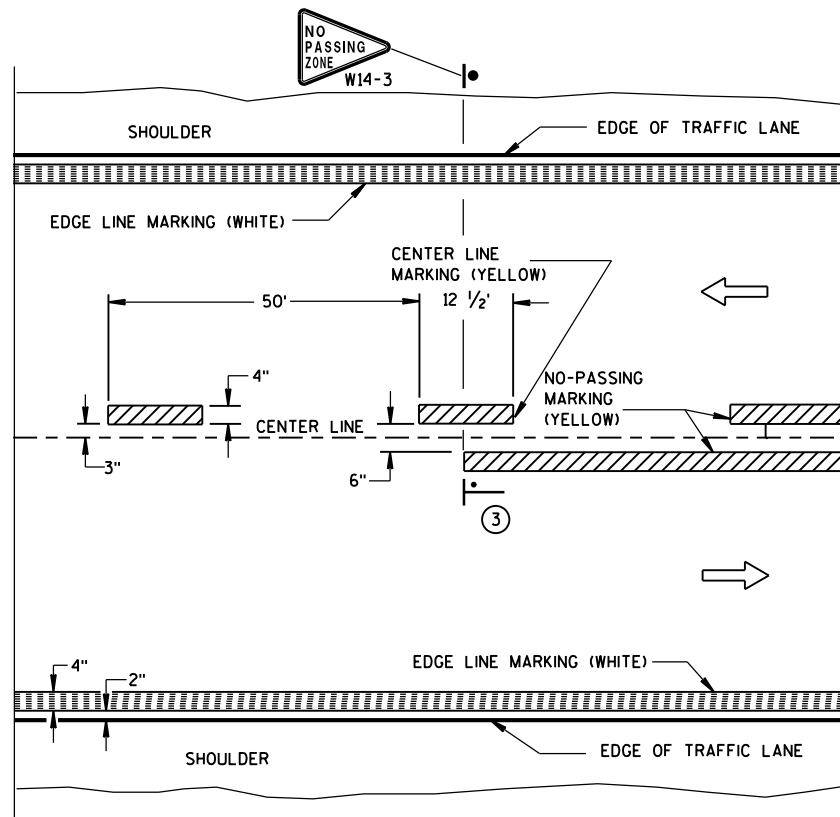
TRAFFIC CONTROL SUMMARY																		
			643.0300		643.042		643.0705		643.0715		643.0800		643.0900		643.1050			
			APPROXIMATE		DRUMS		BARRICADES		WARNING LIGHTS		WARNING LIGHTS		ARROW		SIGNS		SIGNS	
			SERVICE		NO. IN		TYPE III		TYPE A		TYPE C		BOARDS		SIGN		PCMS	
LOCATION	TO	LOCATION	ROADWAY	DAYS	SERVICE	DAYS	SERVICE	DAYS	SERVICE	DAYS	SERVICE	DAYS	SERVICE	DAYS	SERVICE	DAYS	SERVICE	DAYS
F.D.L. SCL	-	CTH B	IH 41 SB	4	250	1000	20	80	40	160	30	120	2	8	11	44	1	4
CTH B	-	CONC. PVMT.	IH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
CONC. PVMT.	-	STH 23	IH 41 SB	3	125	375	12	36	24	72	30	90	2	6	11	33	1	3
STH 23	-	TOWN LINE RD.	IH 41 SB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
TOWN LINE RD.	-	CTH N	IH 41 SB	4	200	800	15	60	30	120	30	120	2	8	11	44	1	4
CTH N	-	F.D.L. NCL	IH 41 SB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
F.D.L. NCL	-	S. OF STH 26	IH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
F.D.L. SCL	-	CTH B	IH 41 NB	4	250	1000	20	80	40	160	30	120	2	8	11	44	1	4
CTH B	-	CONC. PVMT.	IH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
CONC. PVMT.	-	STH 23	IH 41 NB	3	125	375	12	36	24	72	30	90	2	6	11	33	1	3
STH 23	-	TOWN LINE RD.	IH 41 NB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
TOWN LINE RD.	-	CTH N	IH 41 NB	4	200	800	15	60	30	120	30	120	2	8	11	44	1	4
CTH N	-	F.D.L. NCL	IH 41 NB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
F.D.L. NCL	-	S. OF STH 26	IH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
TOTAL					10350		804		1608		1500		100		550		50	

PAVEMENT MARKING							
				646.0106		646.0881.S	
				EPOXY 4-INCH		GROOVED WET	
				EDGE LINE (WHITE)		REFLECTIVE TAPE	
				LF		4-INCH	
LOCATION	TO	LOCATION	ROADWAY	EDGE LINE (WHITE)	EDGE LINE (YELLOW)	LF	COUNTY
F.D.L. SCL	-	CTH B	IH 41 SB	21278	21278		FOND DU LAC
CTH B	-	CONC. PVMT.	IH 41 SB	14414	14414		FOND DU LAC
CONC. PVMT.	-	STH 23	IH 41 SB	7498	7498		FOND DU LAC
STH 23	-	TOWN LINE RD.	IH 41 SB	18374	18374		FOND DU LAC
TOWN LINE RD.	-	CTH N	IH 41 SB	16210	16210		FOND DU LAC
CTH N	-	F.D.L. NCL	IH 41 SB	17424	17424		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	IH 41 SB	15312	15312	3828	WINNEBAGO
F.D.L. SCL	-	CTH B	IH 41 NB	21278	21278		FOND DU LAC
CTH B	-	CONC. PVMT.	IH 41 NB	14414	14414		FOND DU LAC
CONC. PVMT.	-	STH 23	IH 41 NB	7498	7498		FOND DU LAC
STH 23	-	TOWN LINE RD.	IH 41 NB	18374	18374		FOND DU LAC
TOWN LINE RD.	-	CTH N	IH 41 NB	16210	16210		FOND DU LAC
CTH N	-	F.D.L. NCL	IH 41 NB	17424	17424		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	IH 41 NB	15312	15312	3828	WINNEBAGO
SUBTOTAL				221021	221021		
TOTAL				442042		7656	

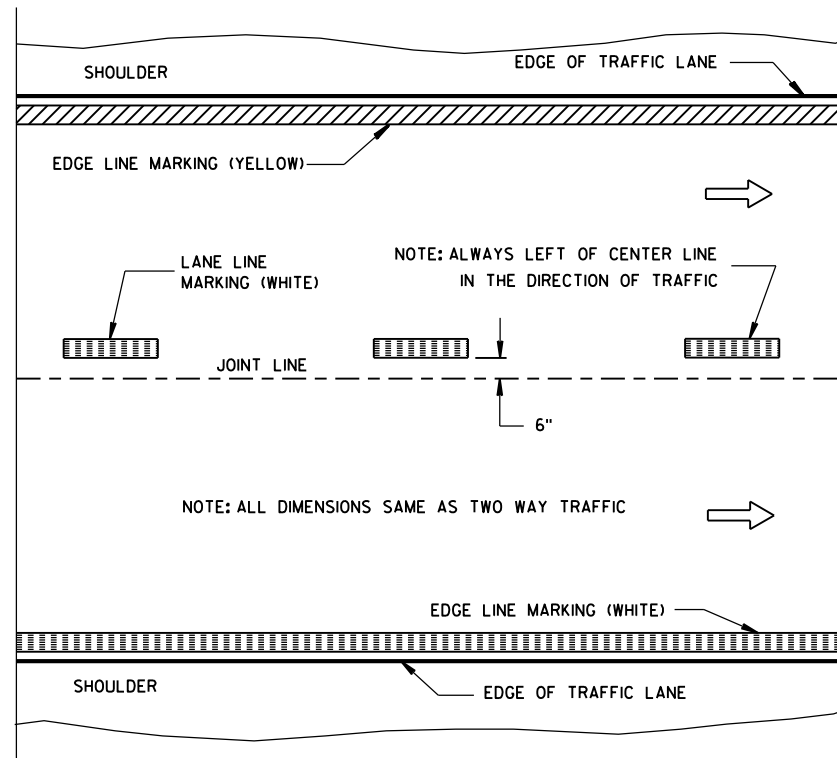
SEALING ASPHALTIC PAVEMENT CRACKS						
LOCATION	TO	LOCATION	ROUTE	SPV.0125.01 MILE	REMARKS	COUNTY
F.D.L. SCL	-	CTH B	USH 41 SB	4.03		FOND DU LAC
CTH B	-	CONC. PVMT.	USH 41 SB	2.73	END AT CONCRETE PVMT	FOND DU LAC
CONC. PVMT.	-	STH 23	USH 41 SB	1.42	START AT CONC PVMT	FOND DU LAC
STH 23	-	TOWN LINE RD.	USH 41 SB	3.48		FOND DU LAC
TOWN LINE RD.	-	CTH N	USH 41 SB	3.07		FOND DU LAC
CTH N	-	F.D.L. NCL	USH 41 SB	3.30		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	USH 41 SB	2.90	END 0.75 MI S. OF STH 26	WINNEBAGO
F.D.L. SCL	-	CTH B	USH 41 NB	4.03		FOND DU LAC
CTH B	-	CONC. PVMT.	USH 41 NB	2.73	END AT CONCRETE PVMT	FOND DU LAC
CONC. PVMT.	-	STH 23	USH 41 NB	1.42	START AT CONC PVMT	FOND DU LAC
STH 23	-	TOWN LINE RD.	USH 41 NB	3.48		FOND DU LAC
TOWN LINE RD.	-	CTH N	USH 41 NB	3.07		FOND DU LAC
CTH N	-	F.D.L. NCL	USH 41 NB	3.30		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	USH 41 NB	2.90	END 0.75 MI S. OF STH 26	WINNEBAGO
TOTAL				41.84		
FOR INFORMATION ONLY BASED ON 2016 DOT FIELD REVIEW						
Fond du Lac SCL to STH 151 is estimated to require 7600 LF of crack sealing per mile						
STH 23 section to STH 26 is estimated to require 14,000 LF of crack sealing per mile						
3.19 miles of concrete pavement on USH 41 (in each direction) removed from total centerline miles						

Standard Detail Drawing List

15C08-16A	PAVEMENT MARKING (MAINLINE)
15C19-03C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-05A	TRAFFIC CONTROL, LANE CLOSURE
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

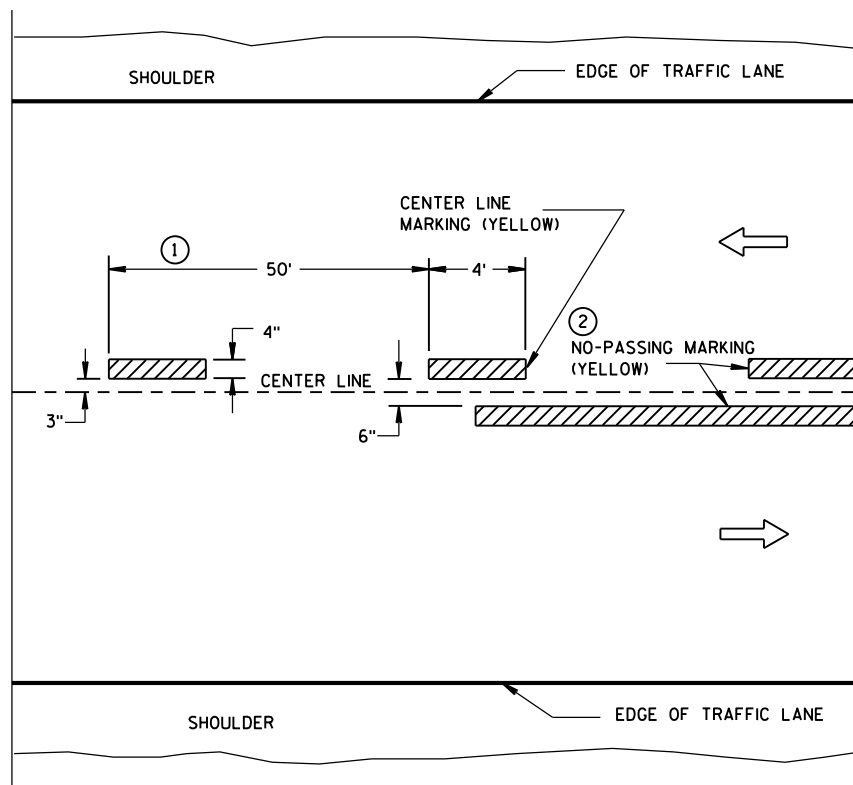


TWO WAY TRAFFIC

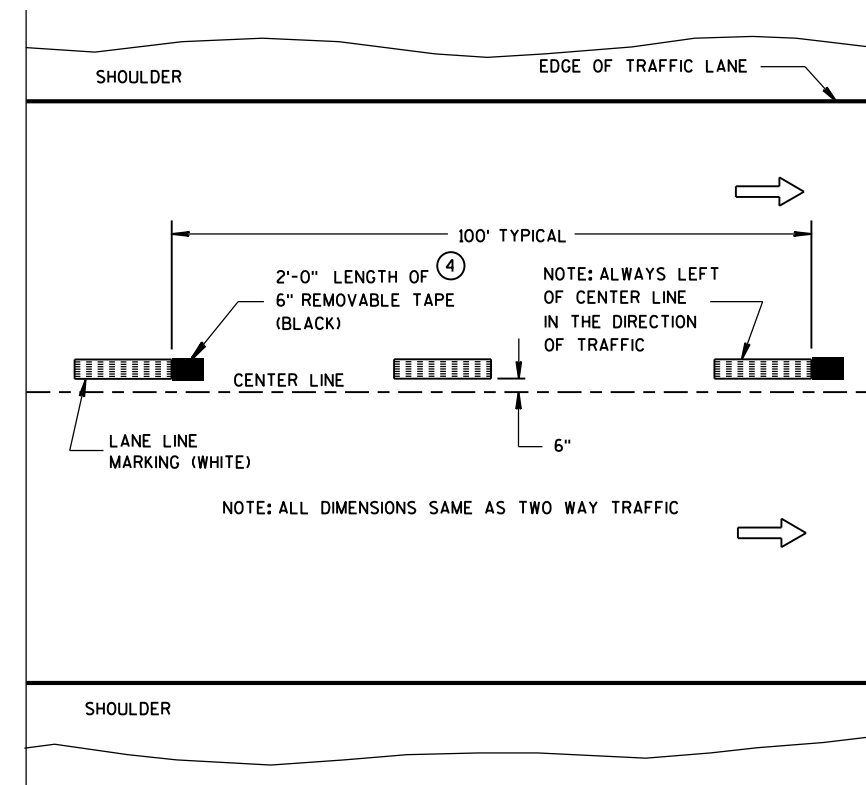


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

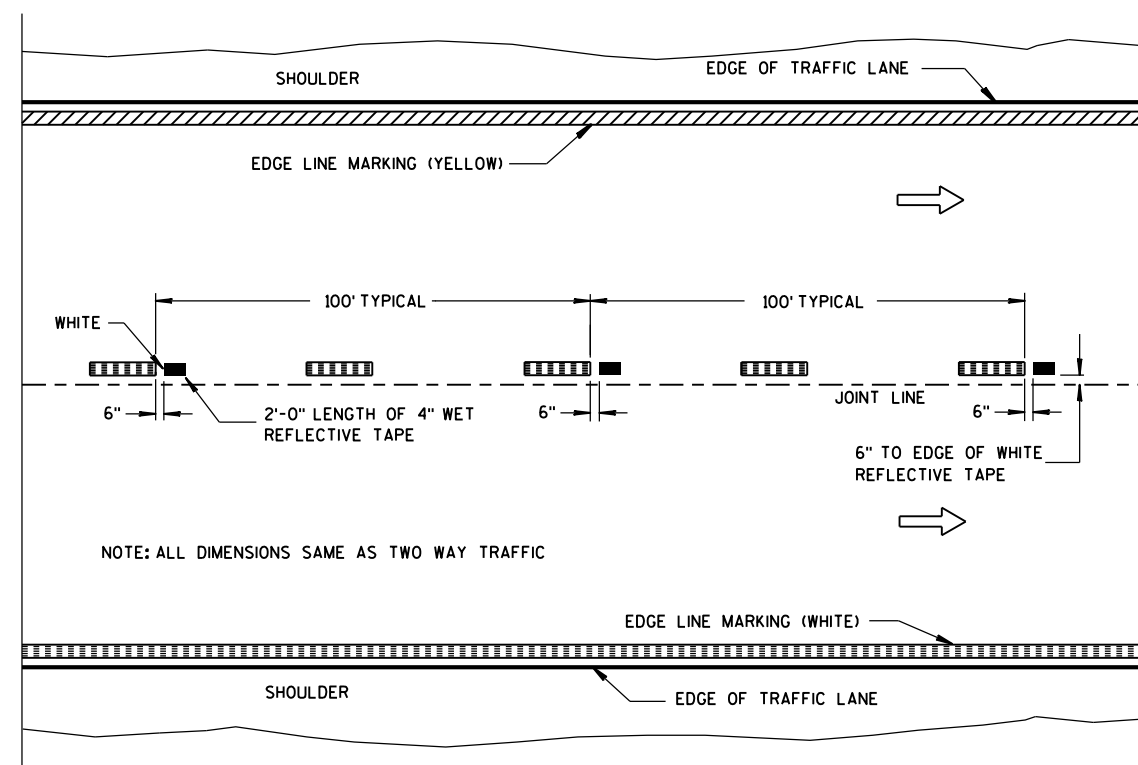
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

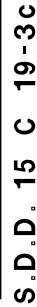
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013
DATE
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER



APPROVED	
Sept. 2015	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE TRAFFIC
	SAFETY ENGINEER
FHWA	

LEGEND

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

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

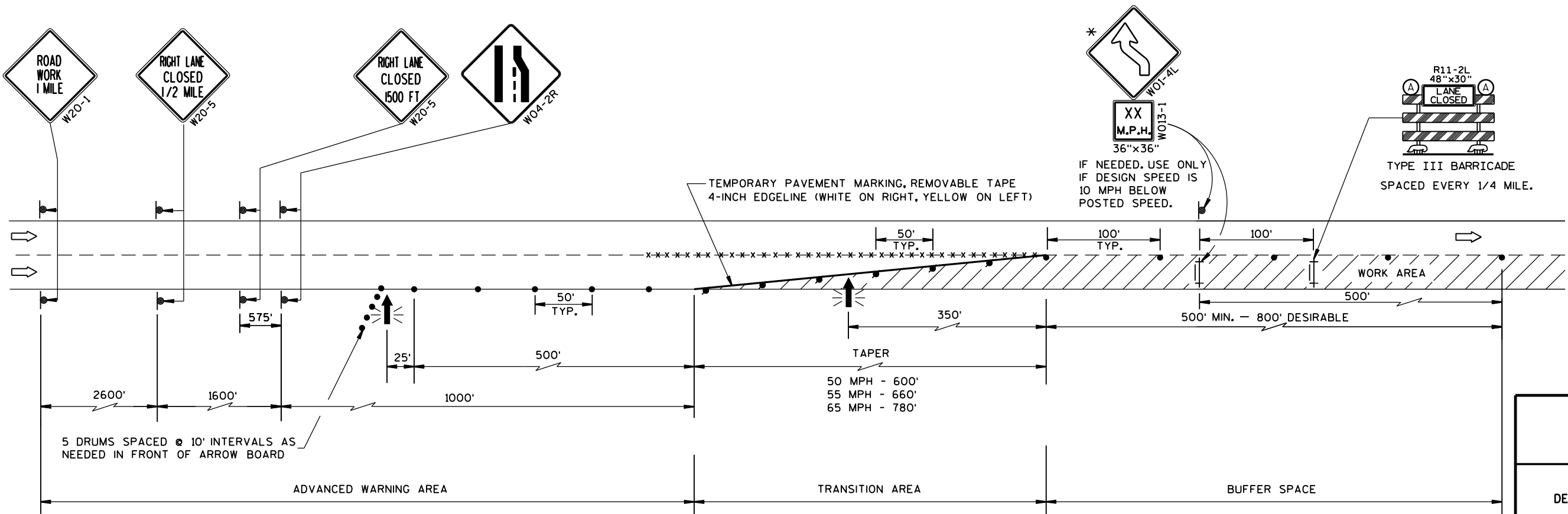
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015 DATE	/S/ Travis Fettes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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