

PROJECT ID:
WITH: 1130-59-71

COUNTY:
OUTAGAMIE

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T.	2016	=	62,950
A.A.D.T.	2036	=	70,250
D.H.V.		=	5,770
D.D.		=	53/47
T.		=	11.8%
DESIGN SPEED		=	70 M.P.H.
ESALS		=	N/A

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

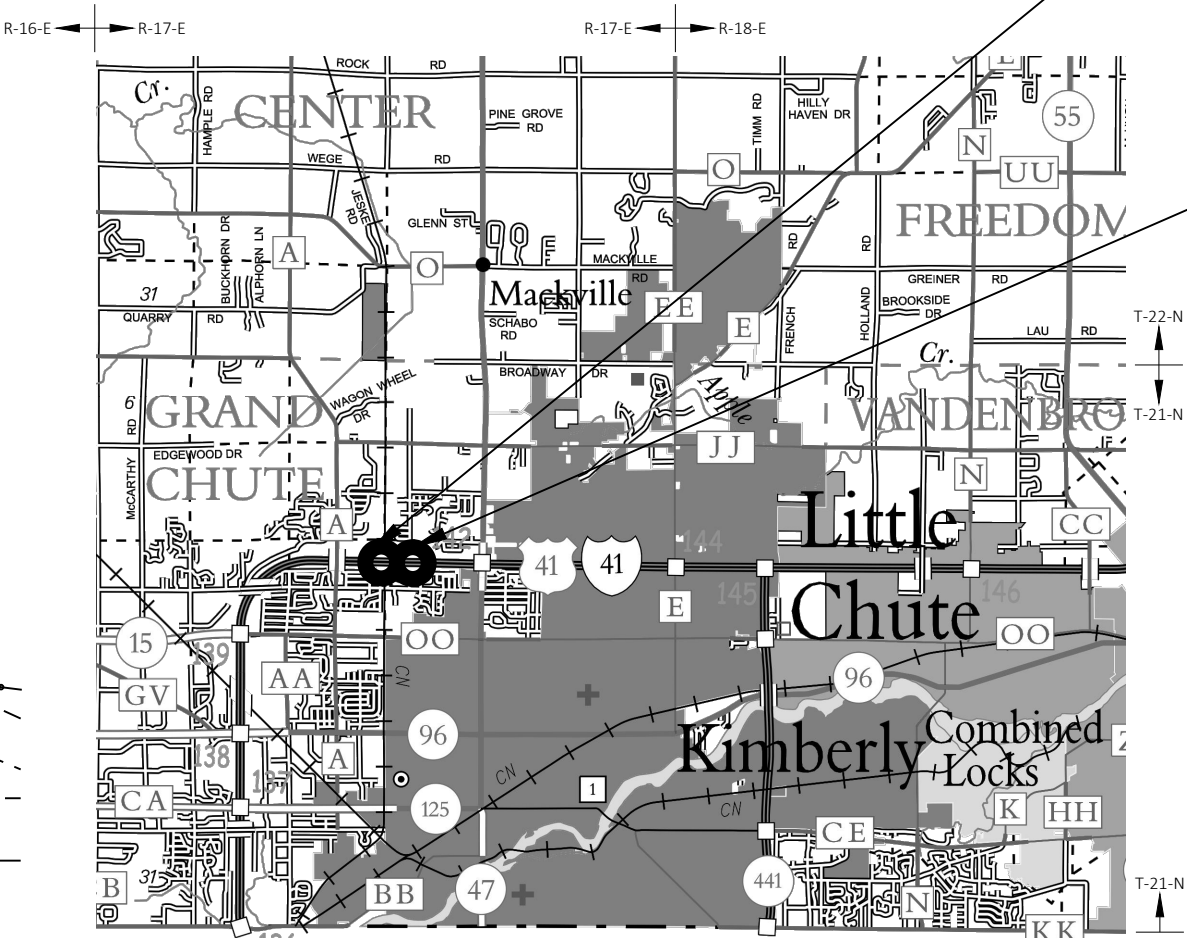
STH 15 - STH 47

GILLETT RD & RxR BRIDGES

IH 41

OUTAGAMIE

STATE PROJECT NUMBER
1130-59-71



Appleton

LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 0 MI

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1130-59-71		

STRUCTURE B-44-20
IH 41 SB STA 23+68 - 25+02
STRUCTURE B-44-21
IH 41 NB STA 23+69 - 25+03

STRUCTURE B-44-28
IH 41 SB STA 37+57 - 38+63
STRUCTURE B-44-29
IH 41 NB STA 37+57 - 38+64

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	SURVEYOR
Designer	KRIS DENEYS AND JILL HILBERT, PE
Project Manager	TIM RANK, PE
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	CHARLES KAROW, PE
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

E

GENERAL NOTES

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

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE 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.

INSTALL EROSION CONTROL ITEMS AS DIRECTED BY THE ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

ALL ELEVATIONS NOTED IN THE PLAN SET SHALL BE FIELD VERIFIED.

OTHER CONTACTS

DNR LIASON
MATT SCHAEVE
2984 SHAWANO AVE
GREEN BAY, WI 54307-0048
(920) 366-1544
MATTHEW.SCHAEVE@WISCONSIN.GOV

TOWN OF GRAND CHUTE
KAREN HEYRMAN
DEPUTY DIRECTOR OF PUBLIC WORKS
1900 W. GRAND CHUTE BOULEVARD
GRAND CHUTE, WI 54913
(920) 832-1581

OUTAGAMIE COUNTY
HIGHWAY DEPARTMENT
DEAN STEINGRABER
HIGHWAY COMMISSIONER
1313 HOLLAND ROAD
APPLETON, WI 54911
PHONE: (920) 832-5673
DEAN.STEINGRABER@OUTAGAMIE.ORG

OUTAGAMIE COUNTY
SURVEYOR
DAVE YURK
320 S. WALNUT STREET
APPLETON, WI 54911
(920) 830-6185
DAVID.YURK@OUTAGAMIE.ORG

UTILITY CONTACTS

ANR Pipeline Co
Lawrence Huber
W3925 Pipeline Ln
Eden, WI 53019
(920) 477-2235
lawrence.huber@transcanada.com

AT&T Wisconsin
Joseph Kassab
First Floor Engineering
205 S Jefferson St
Green Bay, WI 54301
(920) 735-3206
jk572k@att.com

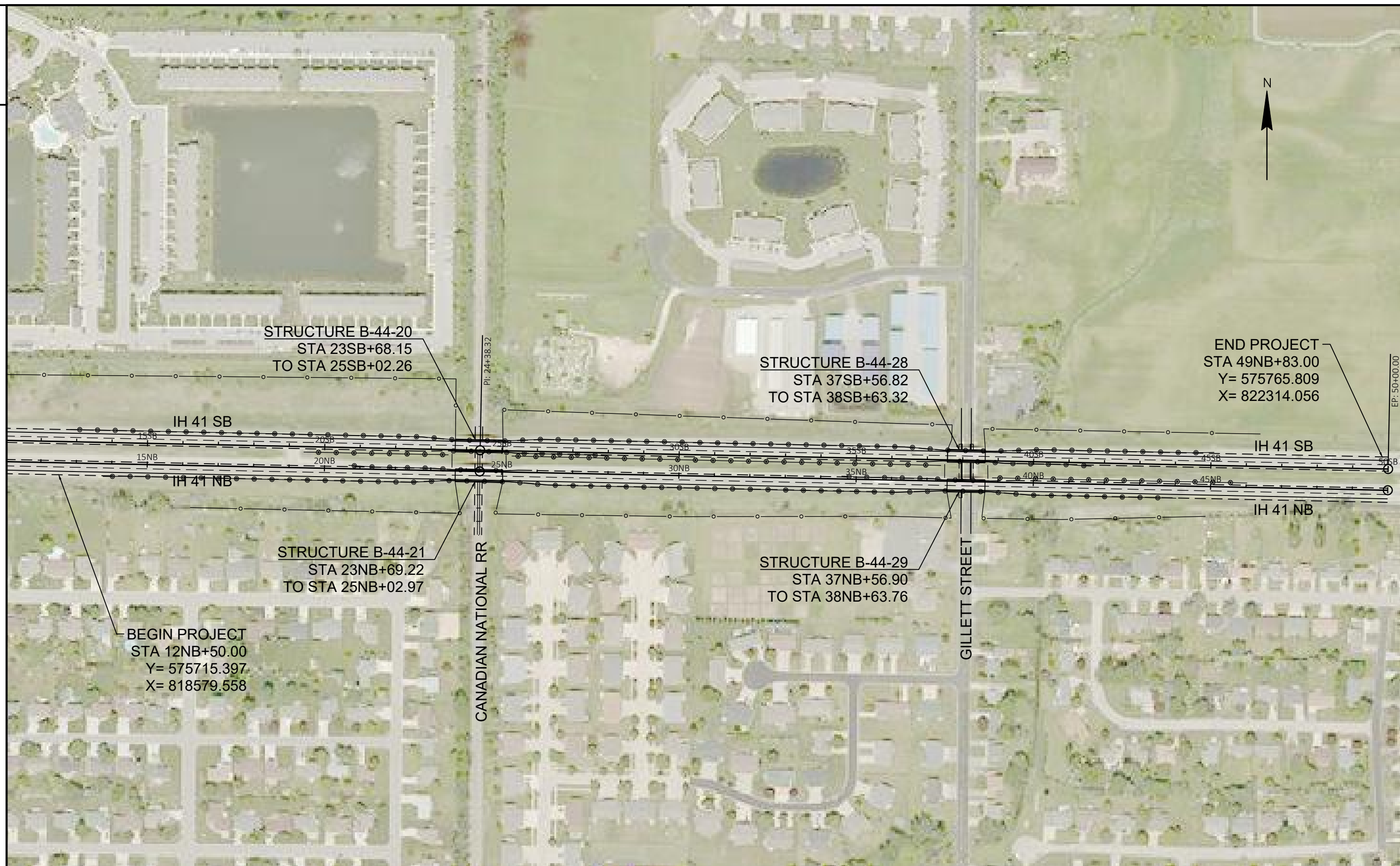
Charter Communications
Vincent Albin
3520 E Destination Dr
Appleton, WI 54915
(920) 831-9249
Vince.Albin@charter.com

WE Energies - Electricity & Gas/Petroleum
Nicole Smullen
A299
333W Everett St
Milwaukee, WI 53203
(414) 221-5617
nicole.smullen@wecenergygroup.com



Dial  or (800)242-8511

www.DiggersHotline.com



PROJECT NO: 1130-59-71

HWY: IH 41

COUNTY: OUTAGAMIE

PROJECT OVERVIEW

SHEET

E

FILE NAME : N:\PDS\C3D\11305900\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 020201_po

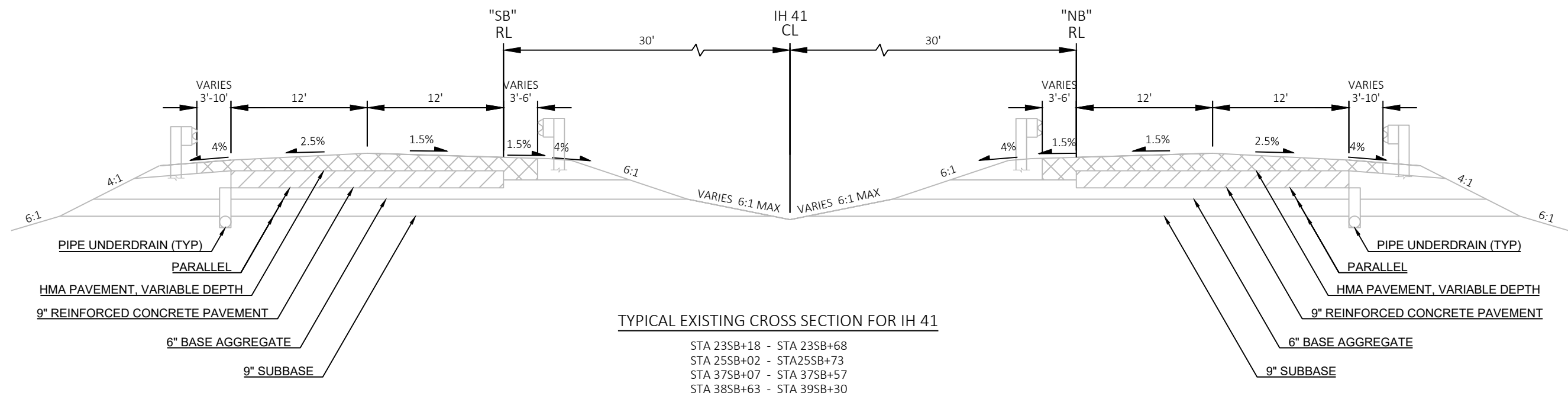
PLOT DATE : 4/4/2019 3:38 PM

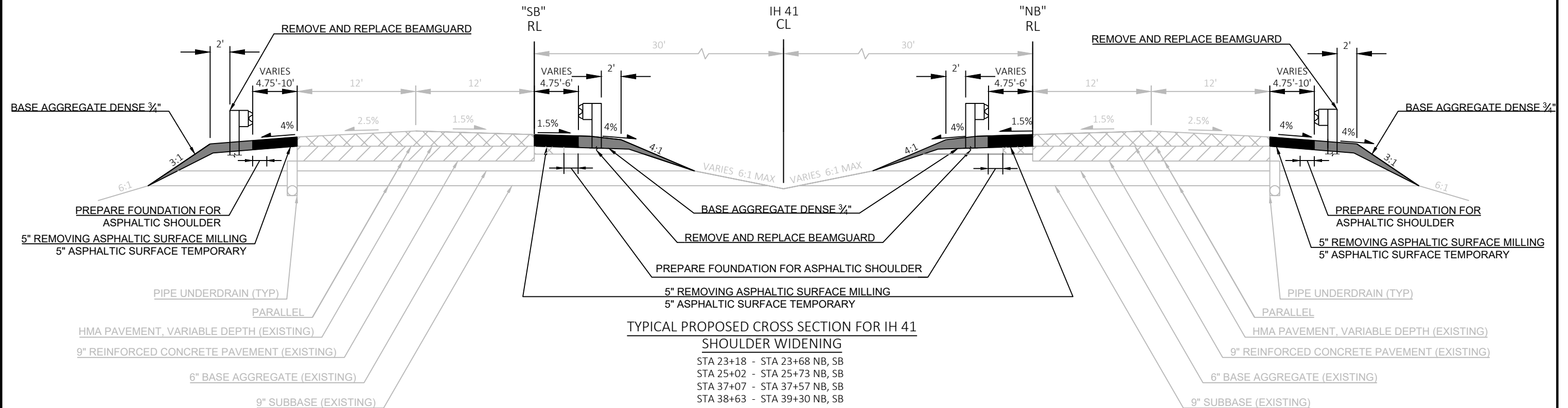
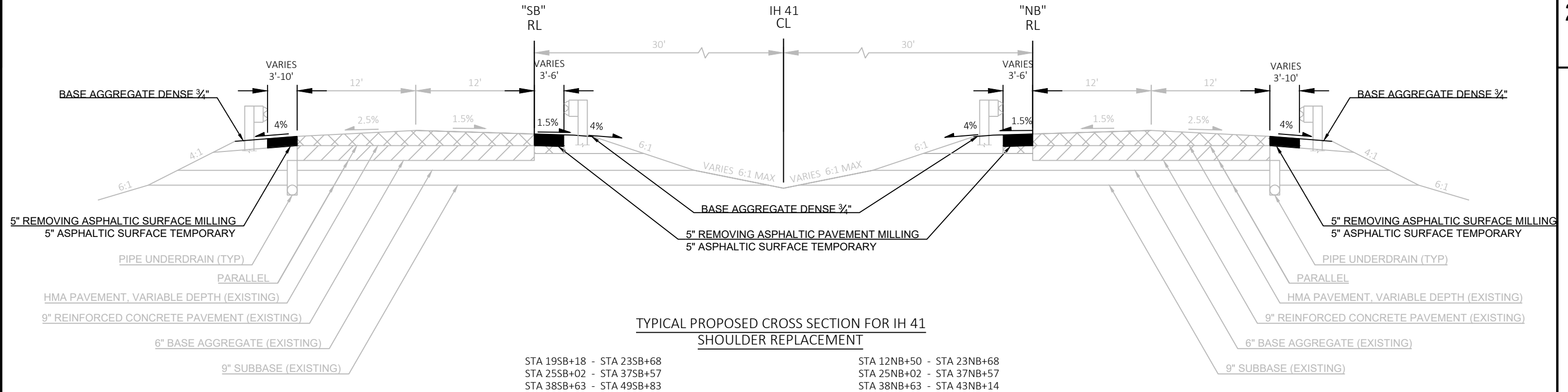
PLOT BY : DENEYS, KRISTOPHER M

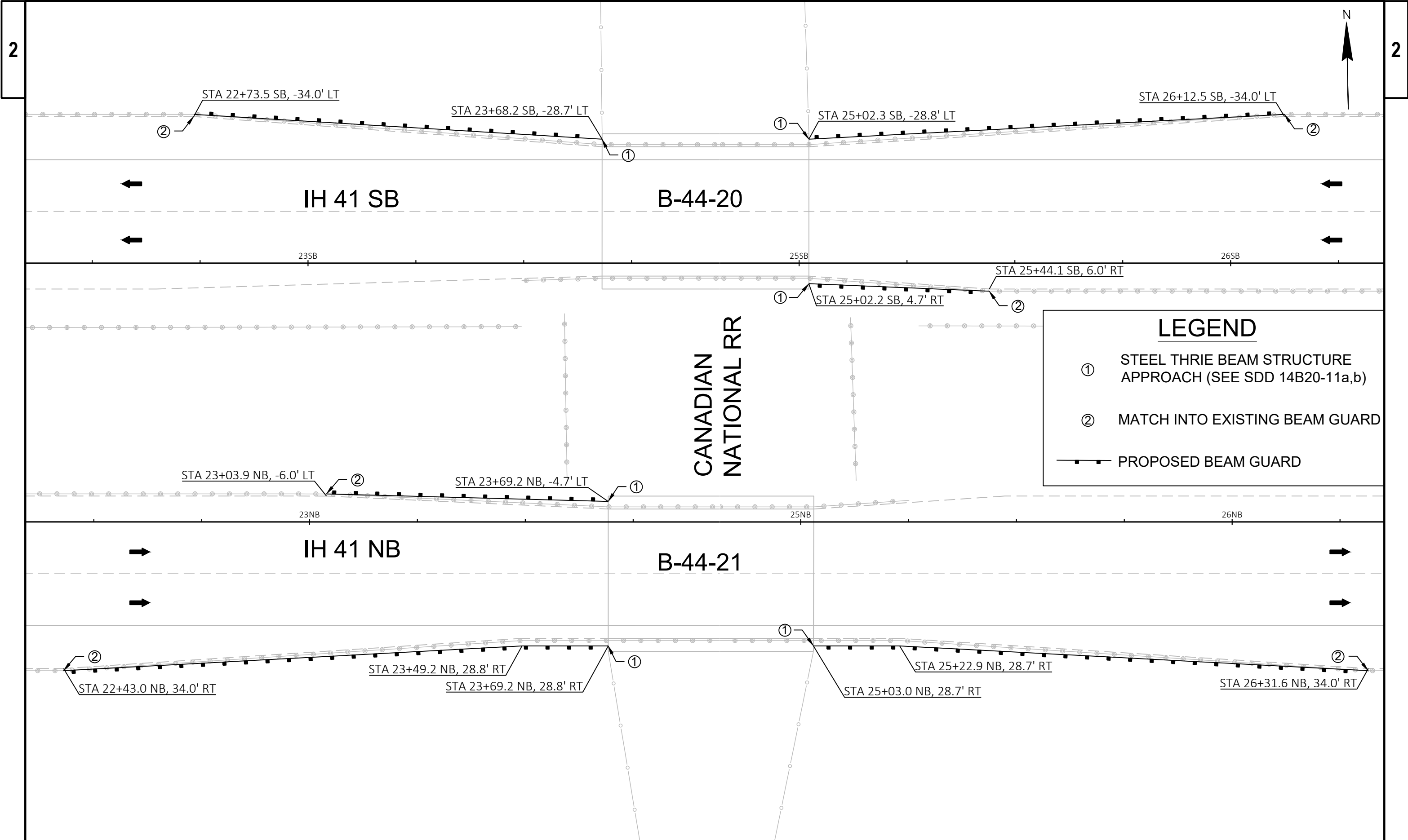
PLOT NAME :

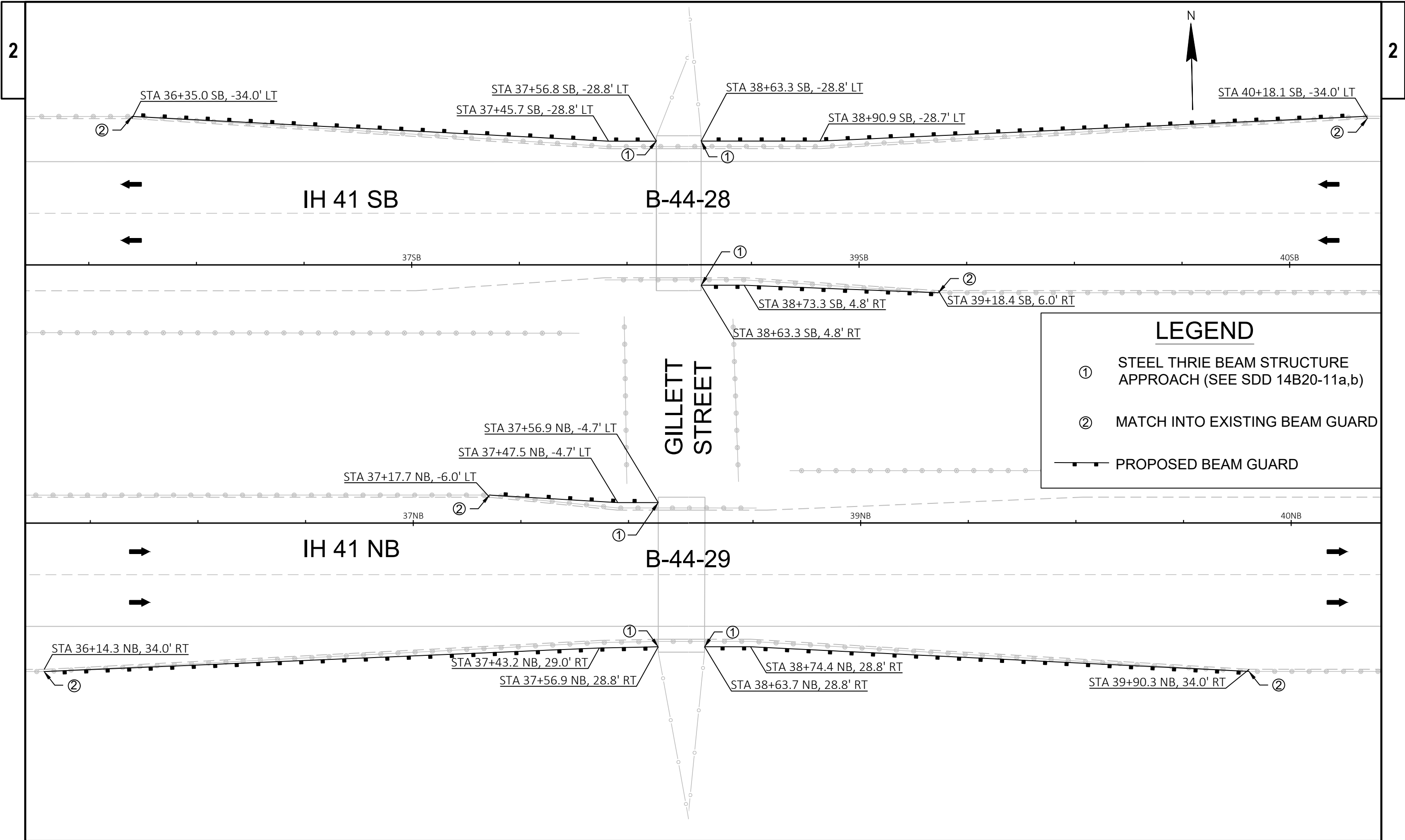
PLOT SCALE : 1 IN:250 FT

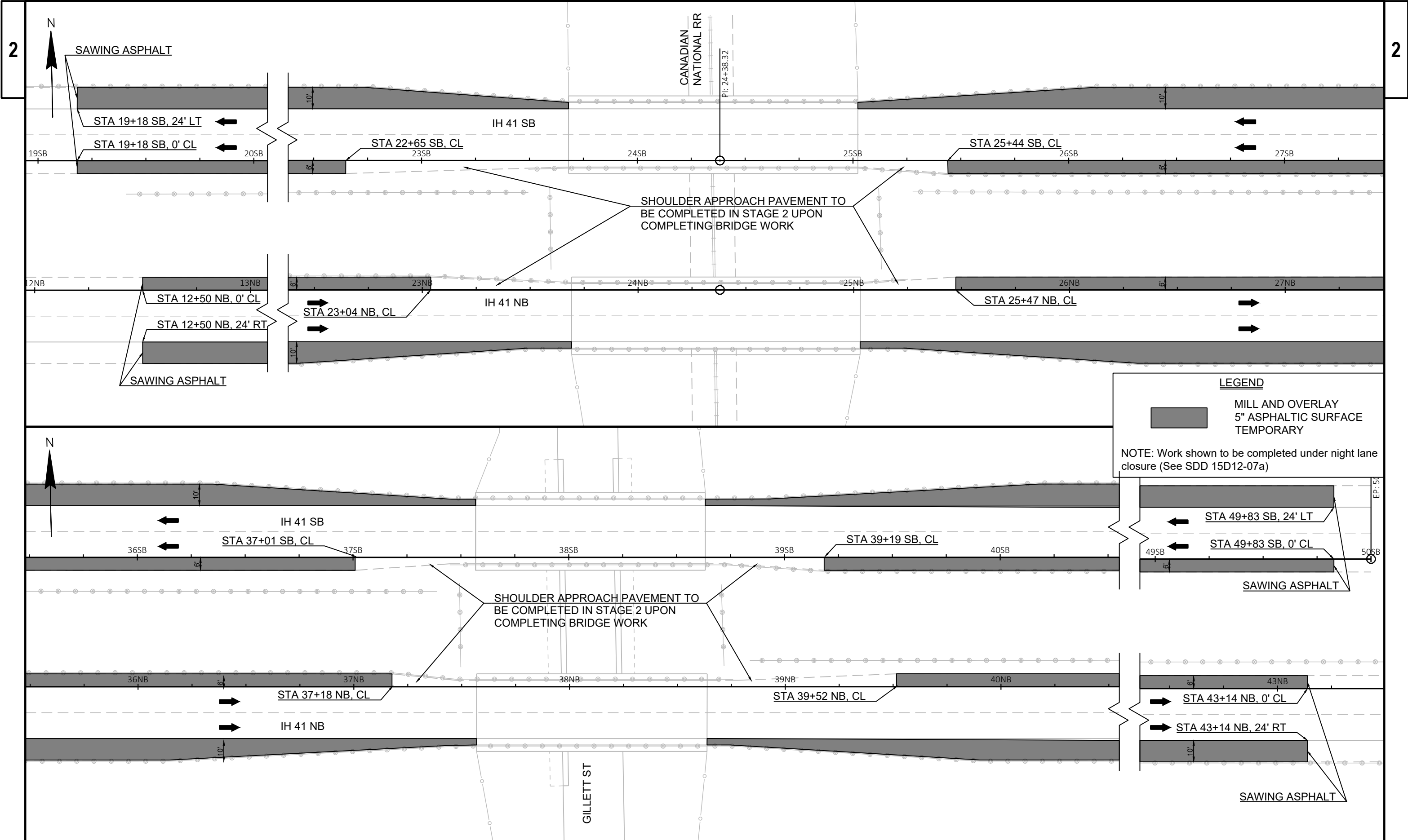
WISDOT/CADDs SHEET 42

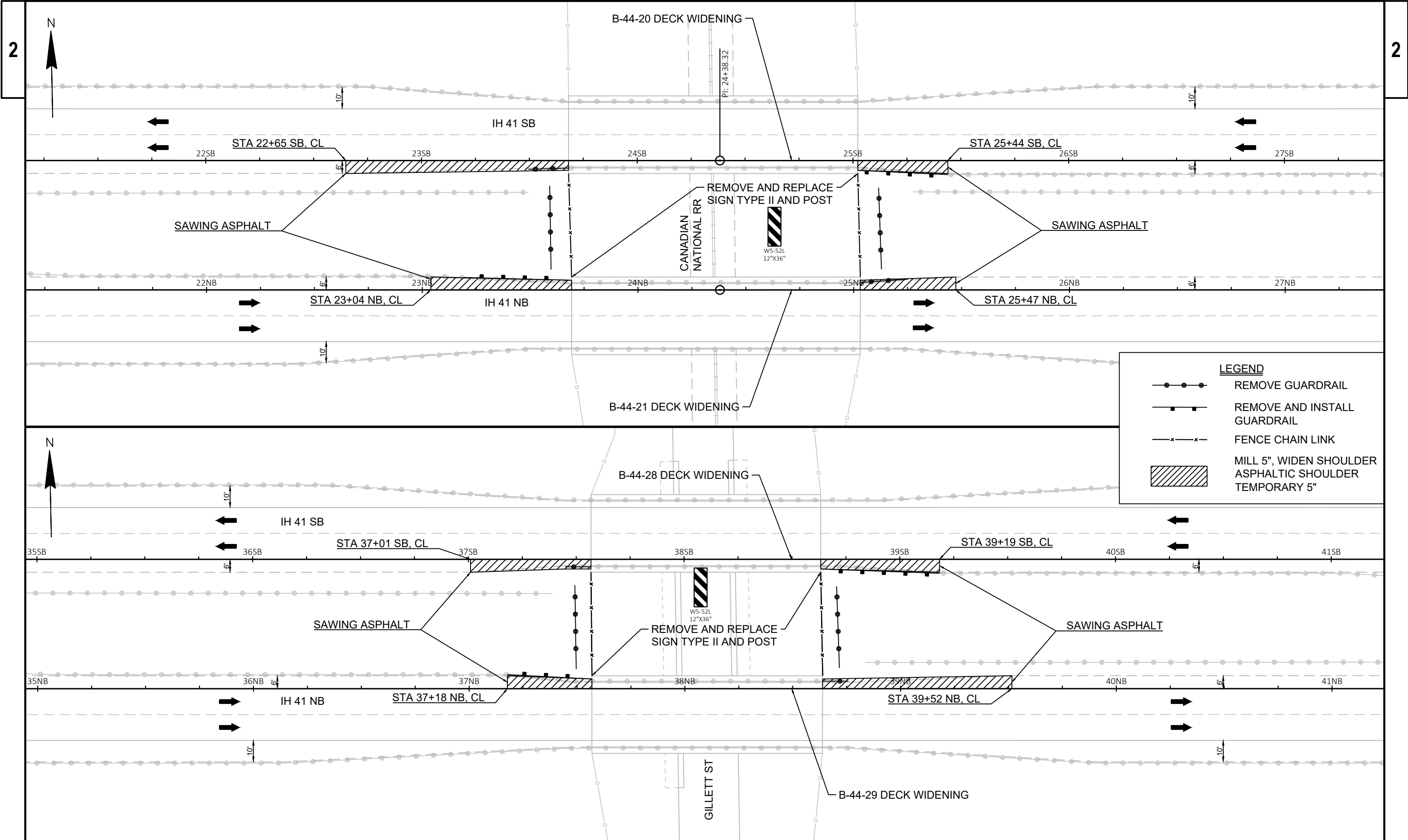


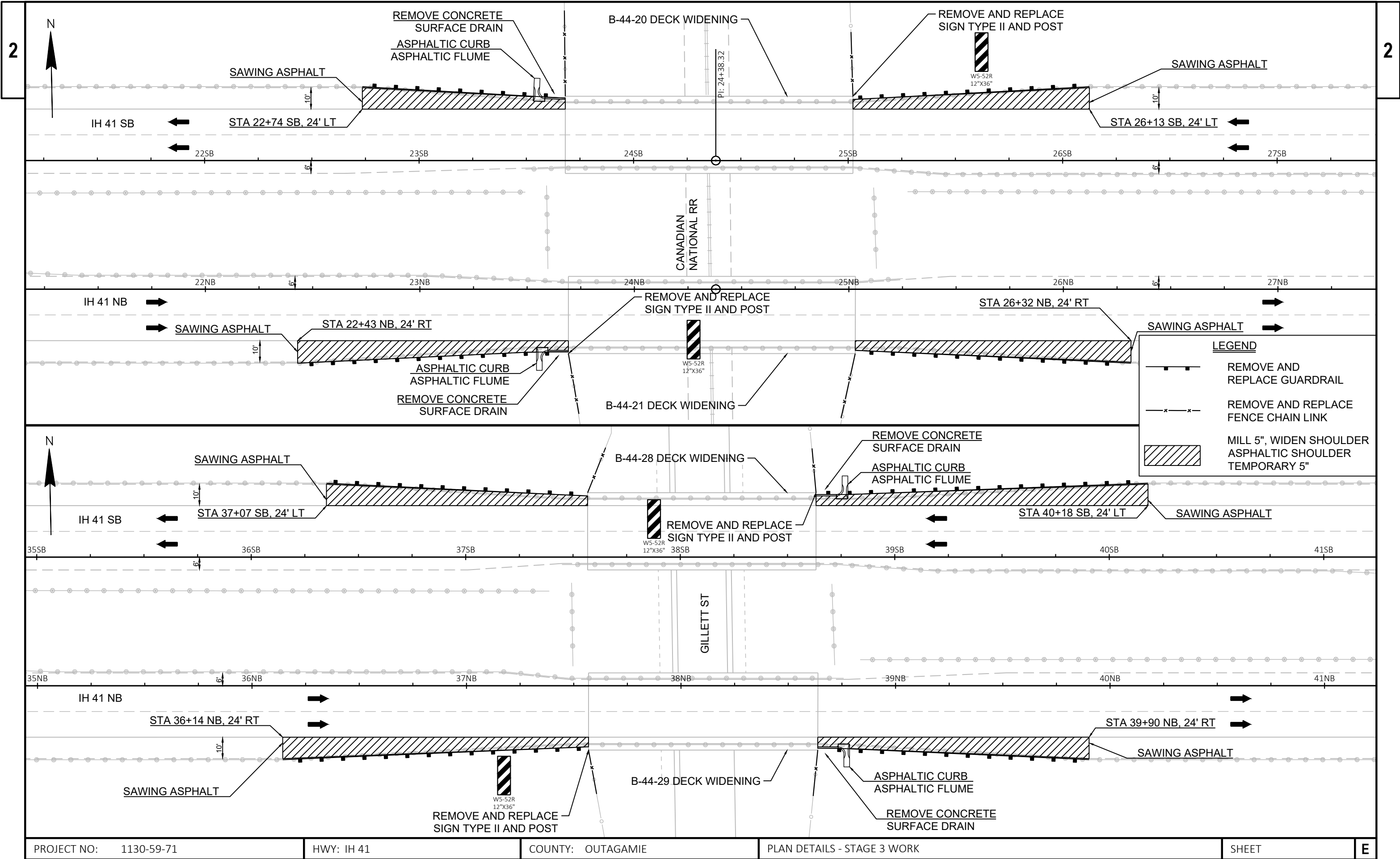


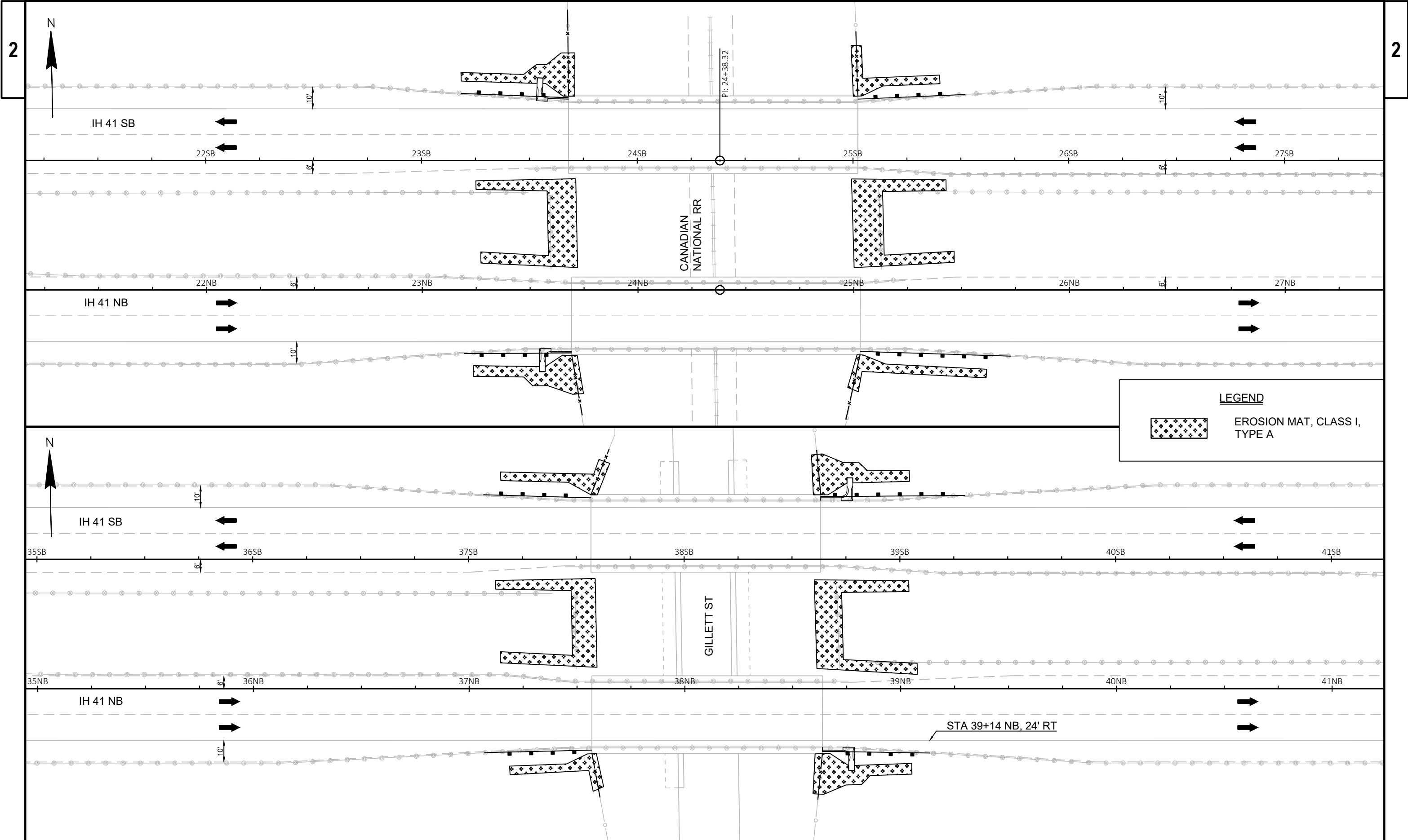


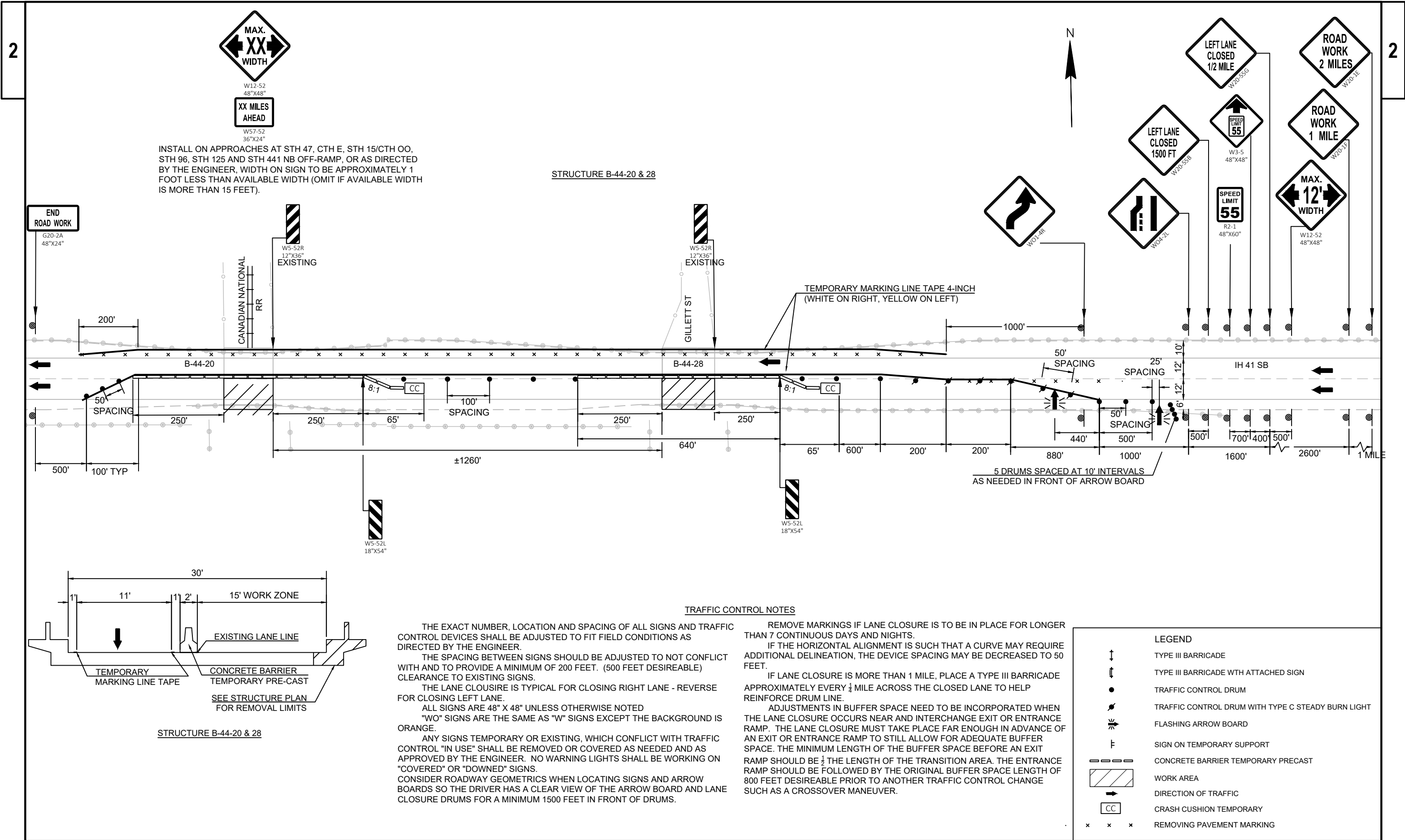


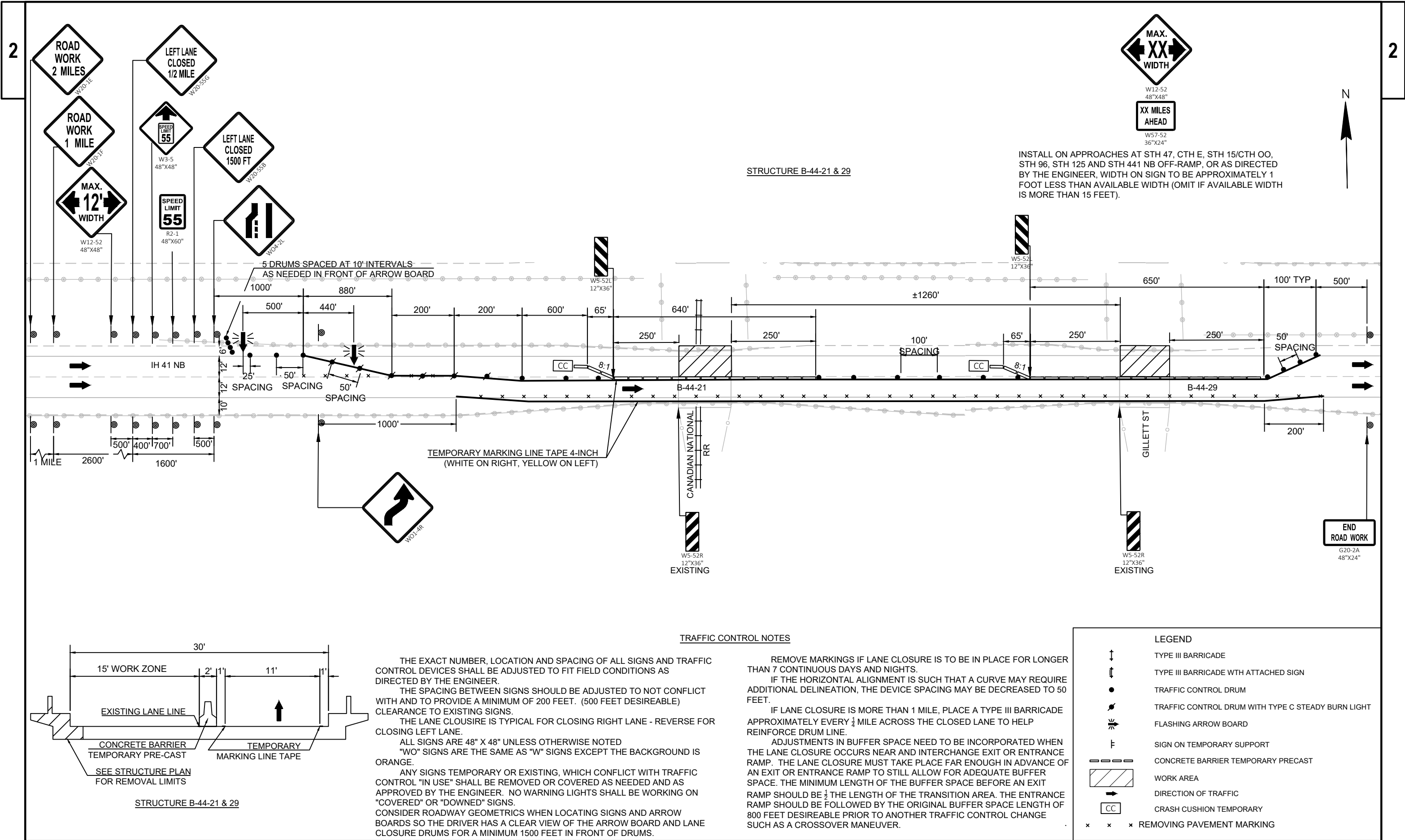












PROJECT NO: 1130-59-71

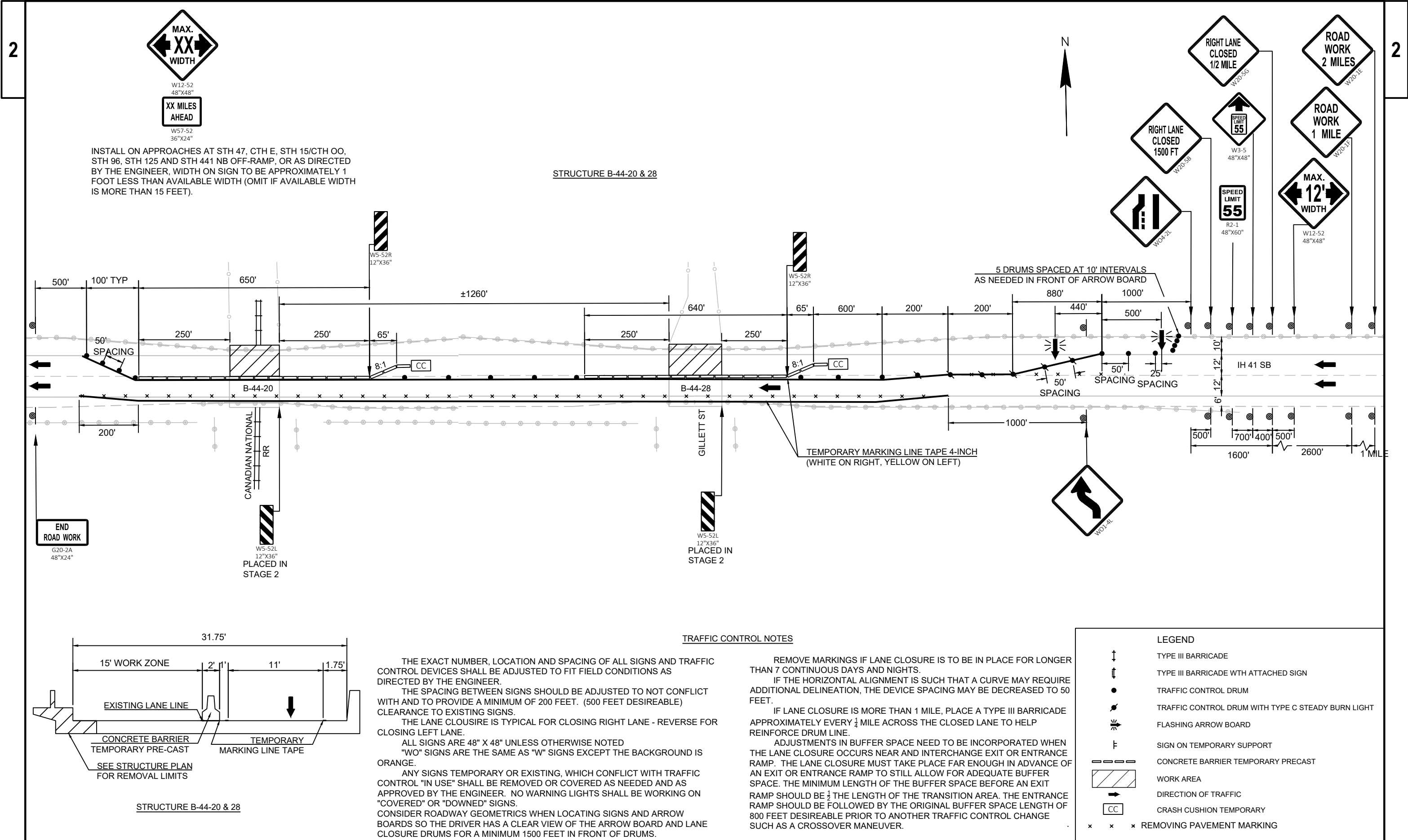
HWY: IH 41

COUNTY: OUTAGAMIE

TRAFFIC CONTROL - STAGE 2

SHEET

E



INSTALL ON APPROACHES AT STH 47, CTH E, STH 15/CTH OO, STH 96, STH 125 AND STH 441 NB OFF-RAMP, OR AS DIRECTED BY THE ENGINEER, WIDTH ON SIGN TO BE APPROXIMATELY 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 15 FEET).

STRUCTURE B-44-20 & 28

TEMPORARY MARKING LINE TAPE 4-INCH (WHITE ON RIGHT, YELLOW ON LEFT)

TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED 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) CLEARANCE TO EXISTING SIGNS.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED

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

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

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

REMOVE MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

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

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY ¼ MILE ACROSS THE CLOSED LANE TO HELP REINFORCE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AND INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ½ THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIREABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

LEGEND

- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⚡ FLASHING ARROW BOARD
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▬ CONCRETE BARRIER TEMPORARY PRECAST
- ▨ WORK AREA
- ➡ DIRECTION OF TRAFFIC
- CC CRASH CUSHION TEMPORARY
- x x x REMOVING PAVEMENT MARKING

PROJECT NO: 1130-59-71

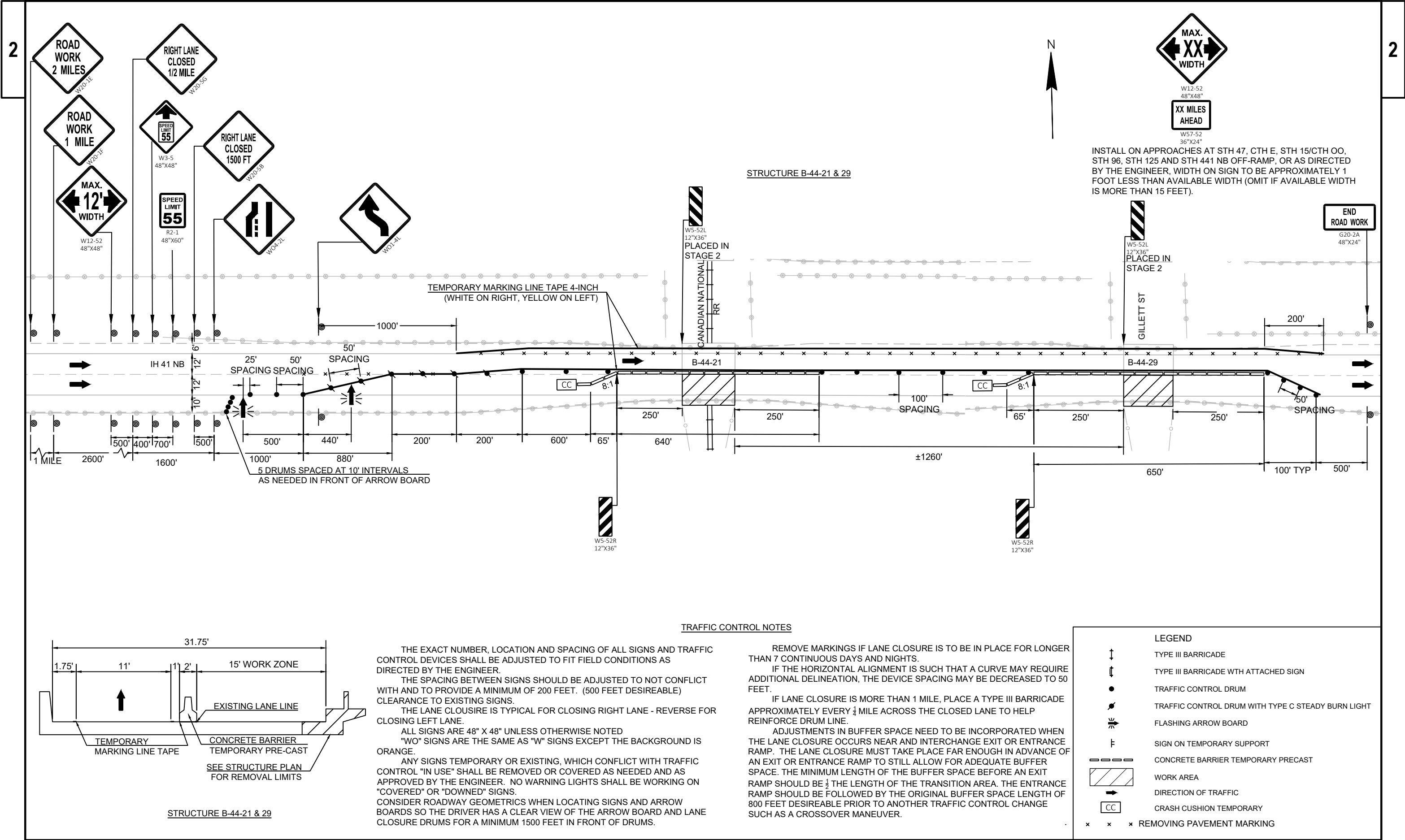
HWY: IH 41

COUNTY: OUTAGAMIE

TRAFFIC CONTROL - STAGE 3

SHEET

E



PROJECT NO: 1130-59-71

HWY: IH 41

COUNTY: OUTAGAMIE

TRAFFIC CONTROL - STAGE 3

SHEET

E



SDD 14b20-a Steel Thrie Beam Structure Approach

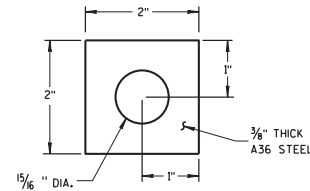
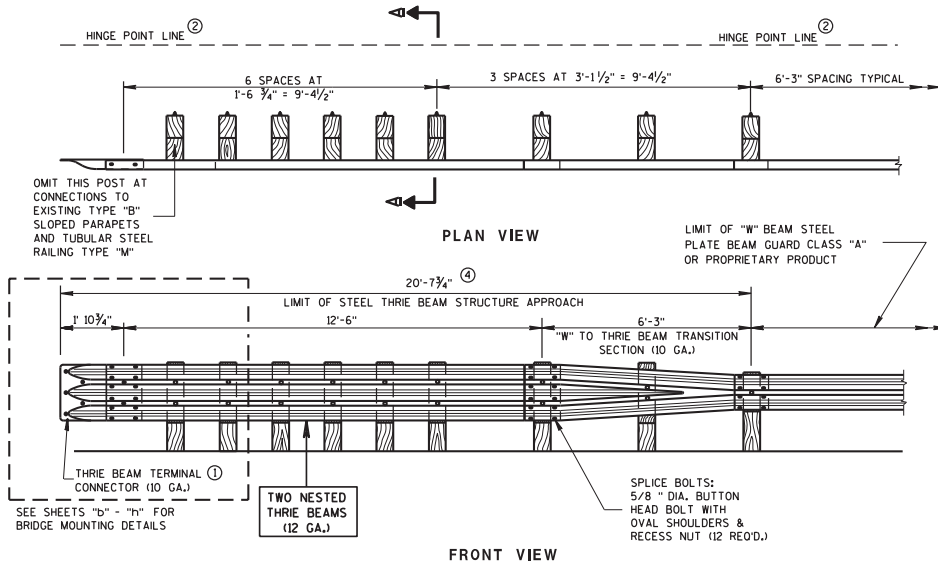


PLATE WASHER DETAIL

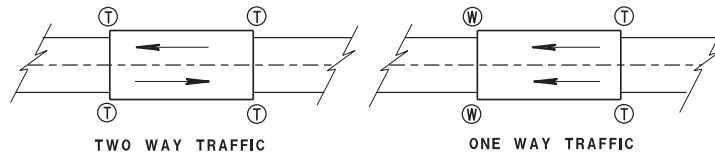
GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 $\frac{1}{2}"$, AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

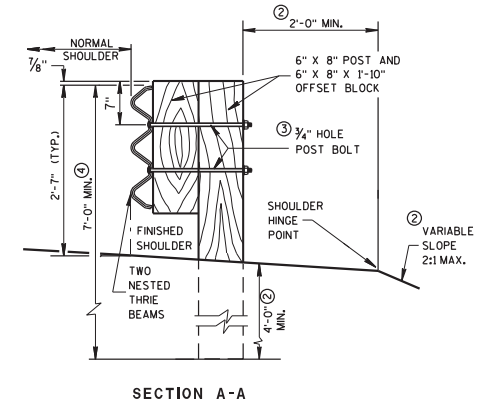
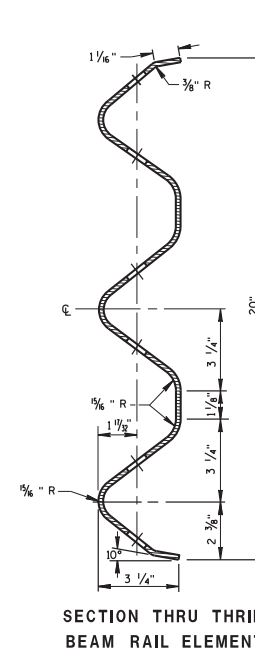
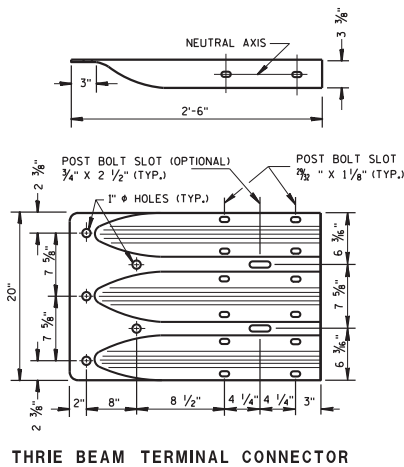
- ① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.
- ② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT, OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.
- ③ POST BOLTS ARE 3/4" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 3/4" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.
- ④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



① THRIE BEAM CONNECTION

② W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE



STEEL THRIE BEAM STRUCTURE APPROACH

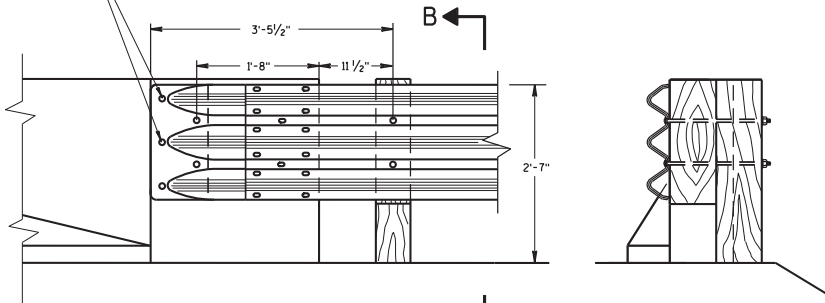
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-2012 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



SDD 14b20-b Steel Thrie Beam Structure Approach, Connection to Square End Parapets

- ① ②
3/8" DIA. HEX HEAD CAP SCREWS INTO
THREADED INSERTS (FURNISHED WITH THE BRIDGE)
WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
3/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)



FRONT VIEW

SECTION B-B

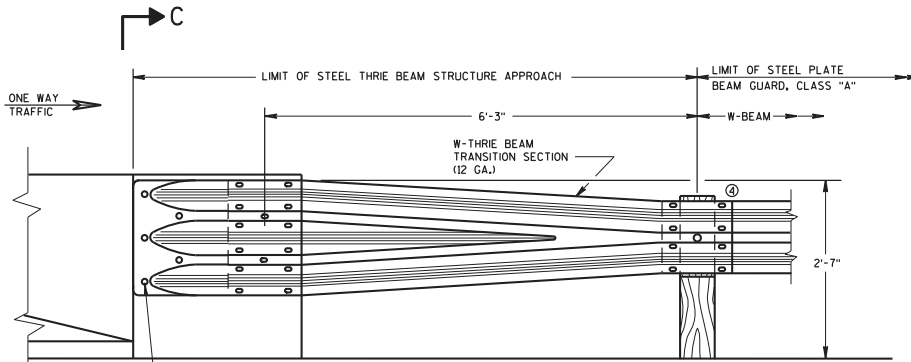
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

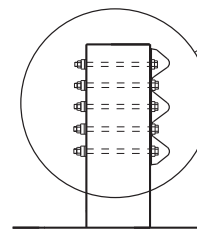
- ① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
- ② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 3/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.
- ③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".
- ④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.
- DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



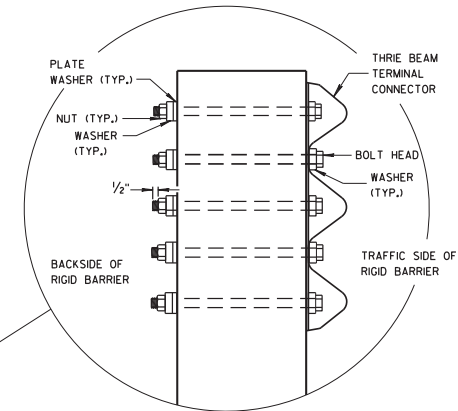
- ① ② 3/8" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE)
WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER 3/8" DIA. H.S. HEX BOLT AND
WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS (USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION C-C



STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



SDD 15d12-a Traffic Control, Lane Closure

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

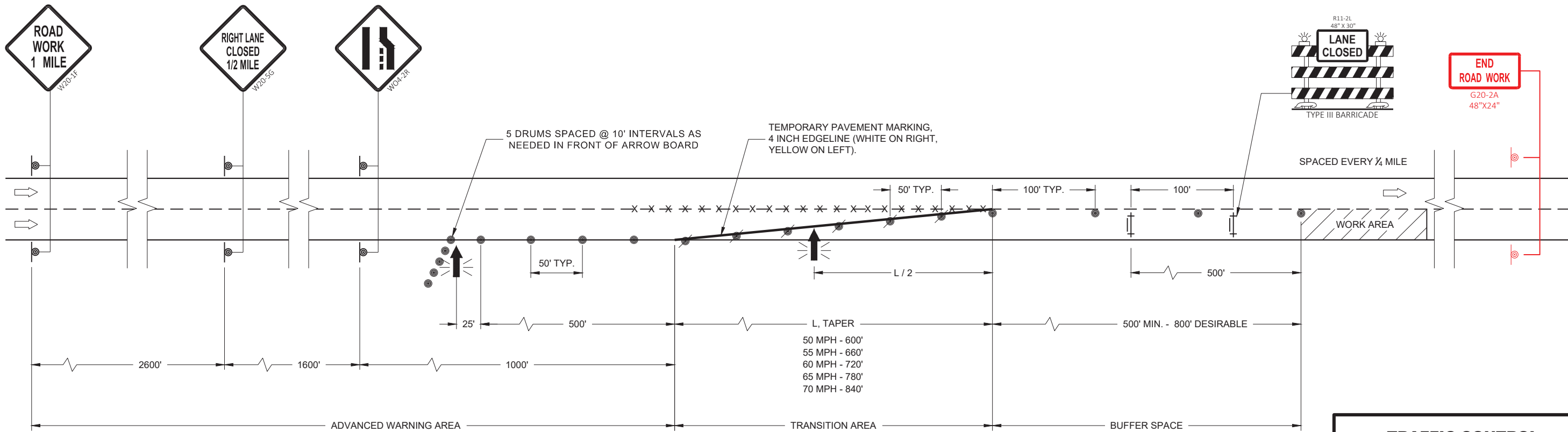
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

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

LEGEND

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



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D12 - 07a

SDD 15D12 - 07a