MAD

NOVEMBER 2021

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

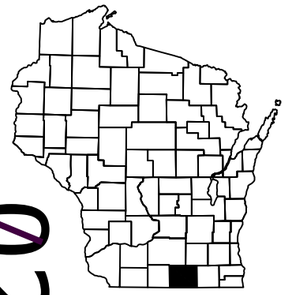
TOTAL SHEETS = 536

PROJECT ID: 1093-01-82

WITH: N/A

COUNTY: ROCK

02



N

DESIGN DESIGNATION 1093-01-01

A.A.D.T.	2022	=	15,650
A.A.D.T.	2042	=	18,700
D.H.V.		=	2,150
D.D.		=	58/42
T.		=	20.6%
DESIGN SPEED		=	70 MPH
ESALS		=	9,000,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'SB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BELOIT - ELKHORN

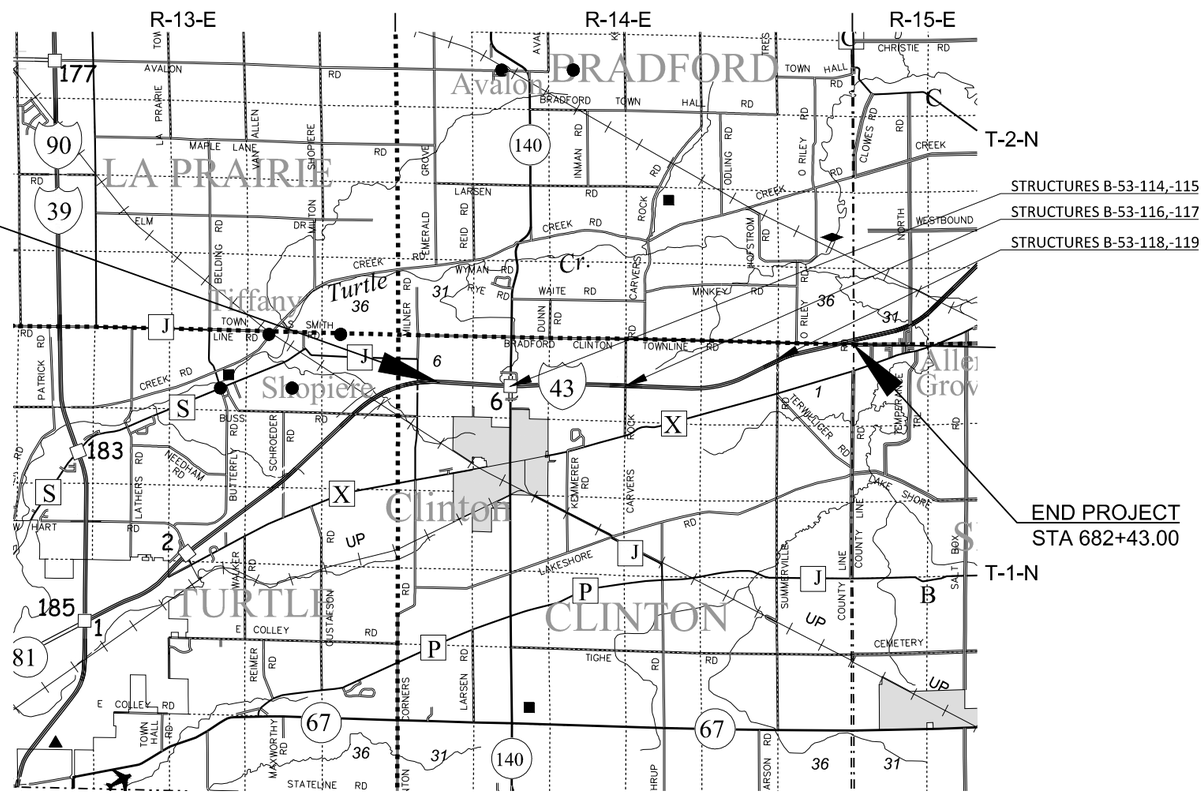
STH 140 TO EAST CO LN; B-53-114 - 119

IH 43

ROCK COUNTY

STATE PROJECT NUMBER
1093-01-82

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1093-01-82	WISC 2022040	1



TOTAL NET LENGTH OF CENTERLINE = 5.595 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

ORIGINAL PLANS PREPARED BY

AECOM

WISCONSIN MICHAEL P. PREBOSKE E-34058 MADISON WI PROFESSIONAL ENGINEER

07/28/2021 (Date) Michael P. Preboske (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AECOM
Designer	AECOM
Project Manager	ADAM KOPP
Regional Examiner	SW REGION
Regional Supervisor	TODD MATHESON

APPROVED FOR THE DEPARTMENT

DATE: Date: 2021.07.27 10:30:54-05'00' (Signature)

E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\010101-TI.DWG PLOT DATE : 7/26/2021 2:19 PM PLOT BY : DEGNER, MARK PLOT NAME :

2

GENERAL NOTES

SALVAGED TOPSOIL, SEEDING, AND FERTILIZER HAVE BEEN COMPUTED BY A DIRECT MEASUREMENT ON THE CROSS SECTIONS PLUS FIVE (5) FEET BEYOND THE TOE OF SLOPE.

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOT OPERATE BEYOND THE SLOPE INTERCEPTS AS SHOWN IN THE PLANS WHEN ADJACENT TO WETLANDS OR ENVIRONMENTALLY SENSITIVE AREAS.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, OR PASSING LANE.

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.

WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.

THE BASE AGGREGATE DENSE (BAD) CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 2.1 TONS/CY FOR 3/4-INCH BAD AND 2.0 TONS/CY FOR 1 1/4-INCH BAD.

SELECT CRUSHED MATERIAL CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 1.9 TONS/CY.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 112 LBS/SY/IN OF DEPTH.

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 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.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
PAVEMENT SIGNING AND MARKING
TRAFFIC CONTROL
DETOUR PLAN
ALIGNMENT DIAGRAM
SOIL BORING SUMMARY

WISDOT

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david.wronski@dot.wi.gov

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WISDNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(SOUTH CENTRAL REGION)
ROCK COUNTY
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laura.bub@wisconsin.gov

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(608) 444-6362 (MOBILE)
NicholasDachniwskyj@AlliantEnergy.com

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JANESVILLE, WI 53546
(608) 209-4821
Thomas.Phillips@charter.com

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ENBRIDGE LIQUID PIPELINES - GAS/PETROLEUM
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(920) 691-6827 (MOBILE)
craig.guttenberg@enbridge.com

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SGarcia@Everstream.net

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LOGANSPORT, IN 46947
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(574) 702-1591 (MOBILE)
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(920) 728-2379 (MOBILE)
tonyh@rock.coop

SCOTT HOLSTEIN
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(262) 949-0490 (MOBILE)
Scott.Holstein@We-Energies.com

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

ABBREVIATIONS

A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
AC	ACRES
ASPH.	ASPHALTIC
B.A.D.	BASE AGGREGATE DENSE
BM	BENCH MARK
C & G	CURB AND GUTTER
℄ OR CL	CENTERLINE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE
C.P.	CULVERT PIPE
C.P.C.S.	CULVERT PIPE CORRUGATED STEEL
C.P.R.C.	CULVERT PIPE REINFORCED CONCRETE
C.P.R.C.H.E.	CULVERT PIPE REINFORCED CONCRETE, HORIZONTAL ELLIPTICAL
C.T.H.	COUNTY TRUNK HIGHWAY
C.M.C.P.	CORRUGATED METAL CULVERT PIPE
CONC.	CONCRETE
COR.	CORNER
CWT.	HUNDREDWEIGHT
D	DEGREE OF CURVE
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
E.	EAST
E.B.S.	EXCAVATION BELOW SUBGRADE
E.S.A.L.	EQUIVALENT SINGLE AXLE LOAD
EL OR ELEV	ELEVATION
ELEC.	ELECTRIC (AL)
EXC.	EXCAVATION
EXIST.	EXISTING
F.L. OR F/L	FLOW LINE
FT.	FOOT
HMA	HOT MIX ASPHALT
INL.	INLET
INV.	INVERT
IP OR I.P.	IRON PIN
L	LENGTH OF CURVE
L.H.F.	LEFT-HAND FORWARD
L.S.	LUMP SUM
LB.	POUND
LN	LANE
LT. OR LT	LEFT
M.L. OR M/L	MATCH LINE
MATL.	MATERIAL
MAX.	MAXIMUM
MH.	MANHOLE
MIN.	MINIMUM
MON.	MONUMENT
MP	ROADWAY MILEAGE
N.	NORTH
N.C.	NORMAL CROWN
NB	NORTHBOUND
NOR. OR NORM.	NORMAL
OBLIT	OBLITERATE
P.	PAGE
P.A.S.P.	PIPE ARCH STRUCTURAL PLATE
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVE
P.I.	POINT OF INTERSECTION
P.L.	PROPERTY LINE

ABBREVIATIONS CONT.

P.T.	POINT OF TANGENCY
PAVT.	PAVEMENT
PROJ.	PROJECT
PT.	POINT
R	RADIUS
R.H.F.	RIGHT-HAND FORWARD
℞ OR R/L	REFERENCE LINE
R/W	RIGHT-OF-WAY
R.C.C.P.	REINFORDCED CONCRETE CULVERT PIPE
RD.	ROAD
REBAR.	REINFORCEMENT BAR
REINF	REINFORCING OR REINFORCEMENT
REM.	REMAINING
REQ'D.	REQUIRED
ROR	RAILROAD
RT OR RT.	RIGHT
S.	SOUTH
S.D.D.	STANDARD DETAIL DRAWINGS
S.E.	SUPERELEVATION
S.F.OR SQ.FT.	SQUARE FEET
S.S.	STORM SEWER
S.S.P.R.C.	STORM SEWER PIPE REINFORCED CONCRETE
S.T.H.	STATE TRUNK HIGHWAYS
S.Y.OR SQ.YD.	SQUARE YARD
SALV.	SALVAGED
SB	SOUTHBOUND
SEC.	SECTION
SHLDR.	SHOULDER
SPECS.	SPECIFICATIONS
STA.	STATION
STD.	STANDARD
T	TANGENT
T. %	TRUCKS (PERCENT OF)
TEL.	TELEPHONE
TEMP.	TEMPORARY
TYP.	TYPICAL
U.S.H.	UNITED STATES HIGHWAY
UG.	UNDERGROUND
V	VOLUME
V.C.	VERTICAL CURVE
W.	WEST
WB	WESTBOUND
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

ALIGNMENT IDENTIFIERS	
--	IH 43 NORTHBOUND
SB	IH 43 SOUTHBOUND
KA	IH 43 SB RAMP TO STH 140
KB	STH 140 RAMP TO IH 43 NB
KC	IH 43 NB RAMP TO STH 140
KD	STH 140 RAMP TO IH 43 SB
X01A	SB CROSSOVER AT STA 389+00
X01B	NB CROSSOVER AT STA 389+00
X02A	SB CROSSOVER AT STA 472+00
X02B	NB CROSSOVER AT STA 472+00
X03A	SB CROSSOVER AT STA 693+00
X03B	NB CROSSOVER AT STA 693+00

PAVEMENT LOCATION		PAVEMENT TYPE	TOTAL PAVEMENT THICKNESS	LAYERS
OVERLAY	LANES & MEDIAN	4 SMA 58-28 H	4.00"	1.75"
	SHOULDER	3 HT 58-28 S		2.25"
	OUTSIDE SHOULDER	4 LT 58-28 S	4.00"	1.75"
		3 HT 58-28 S		2.25"
	RAMPS	4 HT 58-28 H	4.00"	1.75"
		3 HT 58-28 S		2.25"
OVERLAY MAINTENANCE CROSSOVERS	--	4 LT 58-28 S	2.00"	2.00"
VWS INSPECTION SITE	--	4 HT 58-28 H	5.00"	1.75"
		3 HT 58-28 S		3.25"
RECONSTRUCTION	LANES & MEDIAN	4 SMA 58-28 H	7.50"	1.75"
	SHOULDER	3 HT 58-28 S		2.25"
		3 HT 58-28 S		3.50"
	OUTSIDE SHOULDER	4 LT 58-28 S	7.50"	1.75"
		3 HT 58-28 S		2.25"
		3 HT 58-28 S		3.50"
CROSSOVERS	--	3 MT 58-28 S	5.00"	5.00"

N

BEGIN CONSTRUCTION
376+00'SB'

BEGIN PROJECT 1093-01-82
STA. 387+00.00

ALL PROJECT AREA OUTSIDE OF FULL RECONSTRUCTION, STRUCTURES, AND STRUCTURE APPROACHES TO BE MILL AND OVERLAY

400'SB'
400

20'KD'
30'KD'
40'KA'
50'KA'
45'KB'
50'KB'
25'KC'
30'KC'
35'KC'
40'KB'

STRUCTURE B-53-115
STA. 436+15.6'SB' - STA. 437+79.2'SB'

END CONSTRUCTION
35+00'KD'

BEGIN CONSTRUCTION
39+70'KA'

STA. 431+01'SB' - STA. 436+16'SB'
FULL RECONSTRUCTION

STA. 437+79'SB'+ - STA. 442+95'SB'
FULL RECONSTRUCTION

STA. 430+98 - STA. 436+19
FULL RECONSTRUCTION

STA. 437+83 - STA. 443+02
FULL RECONSTRUCTION

END CONSTRUCTION
34+75'KC'

BEGIN CONSTRUCTION
39+00'KB'

STH 140

STRUCTURE B-53-114
STA. 436+19.0 - STA. 437+82.7

ALL PROJECT AREA OUTSIDE OF FULL RECONSTRUCTION, STRUCTURES, AND STRUCTURE APPROACHES TO BE MILL AND OVERLAY

STRUCTURE B-53-117
STA. 516+53.8'SB' - STA. 517+66.8'SB'

CARVERS ROCK RD

STA. 511+33'SB' - STA. 516+54'SB'
FULL RECONSTRUCTION

STA. 517+67'SB' - STA. 522+87'SB'
FULL RECONSTRUCTION

500'SB'
500

STA. 511+35 - STA. 516+54
FULL RECONSTRUCTION

STA. 517+67 - STA. 522+89
FULL RECONSTRUCTION

STRUCTURE B-53-116
STA. 516+53.8 - STA. 517+66.8

VILLAGE OF CLINTON

N

END CONSTRUCTION
700+58'SB'

700'SB'
700

SUMMERVILLE RD

STRUCTURE B-53-119
STA. 626+81.8'SB' - STA. 628+22.6'SB'

STA. 628+23'SB' - STA. 633+50'SB'
FULL RECONSTRUCTION

650'SB'
650

STA. 621+66'SB' - STA. 626+82'SB'
FULL RECONSTRUCTION

ALL PROJECT AREA OUTSIDE OF FULL RECONSTRUCTION, STRUCTURES, AND STRUCTURE APPROACHES TO BE MILL AND OVERLAY

END PROJECT 1093-01-82
STA. 682+43.00

STA. 627+88 - STA. 633+04
FULL RECONSTRUCTION

ALL PROJECT AREA OUTSIDE OF FULL RECONSTRUCTION, STRUCTURES, AND STRUCTURE APPROACHES TO BE MILL AND OVERLAY

600'SB'
600

STA. 621+21 - STA. 626+50
FULL RECONSTRUCTION

STRUCTURE B-53-118
STA. 626+50.0 - STA. 627+88.4

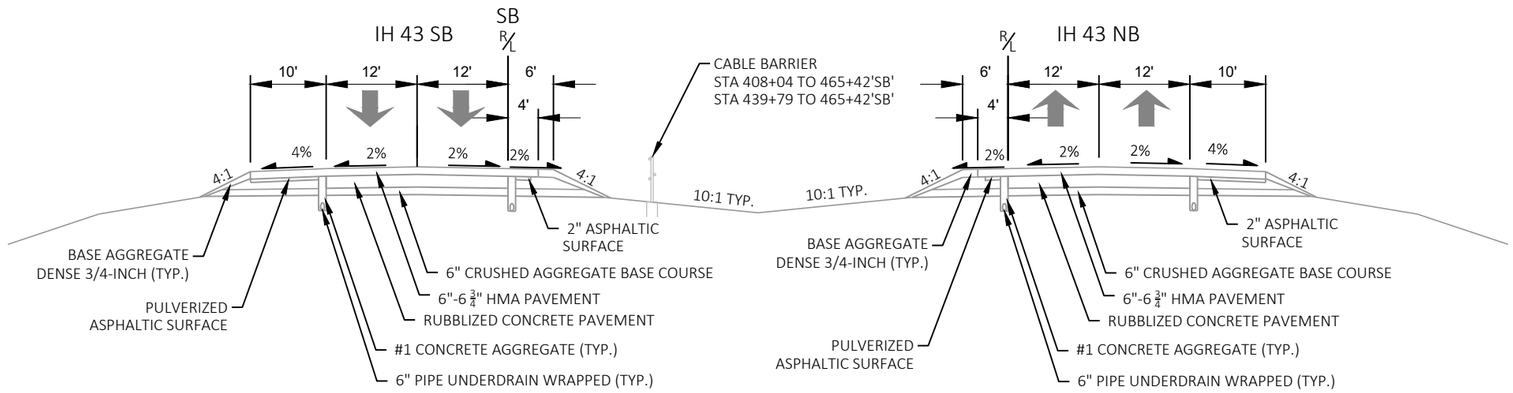
550'SB'
550

ROCK COUNTY

WALWORTH COUNTY

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\020201-PO.DWG
PLOT DATE : 7/1/2021 6:12 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

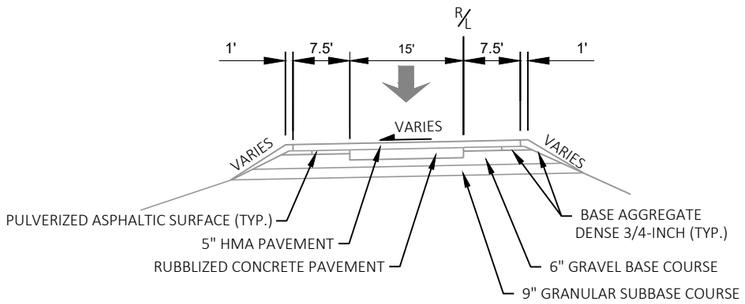


TYPICAL EXISTING SECTION

STA 387+00'SB' TO 431+07'SB'
STA 442+95'SB' TO 511+33'SB'
STA 522+87'SB' TO 621+66'SB'
STA 633+50'SB' TO 682+77'SB'

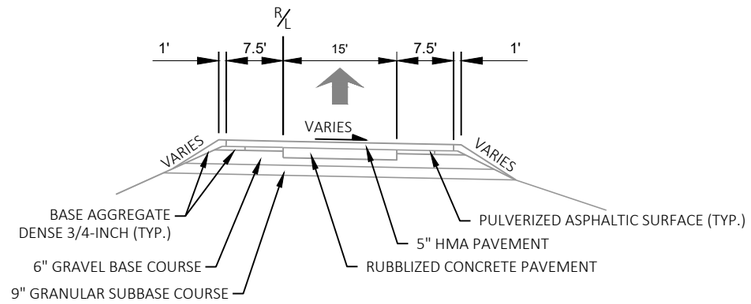
STA 387+00 TO 430+98
STA 443+02 TO 511+35
STA 522+89 TO 621+21
STA 633+04 TO 682+43

IH 43 SB
ENTRANCE/EXIT
AT STH 140



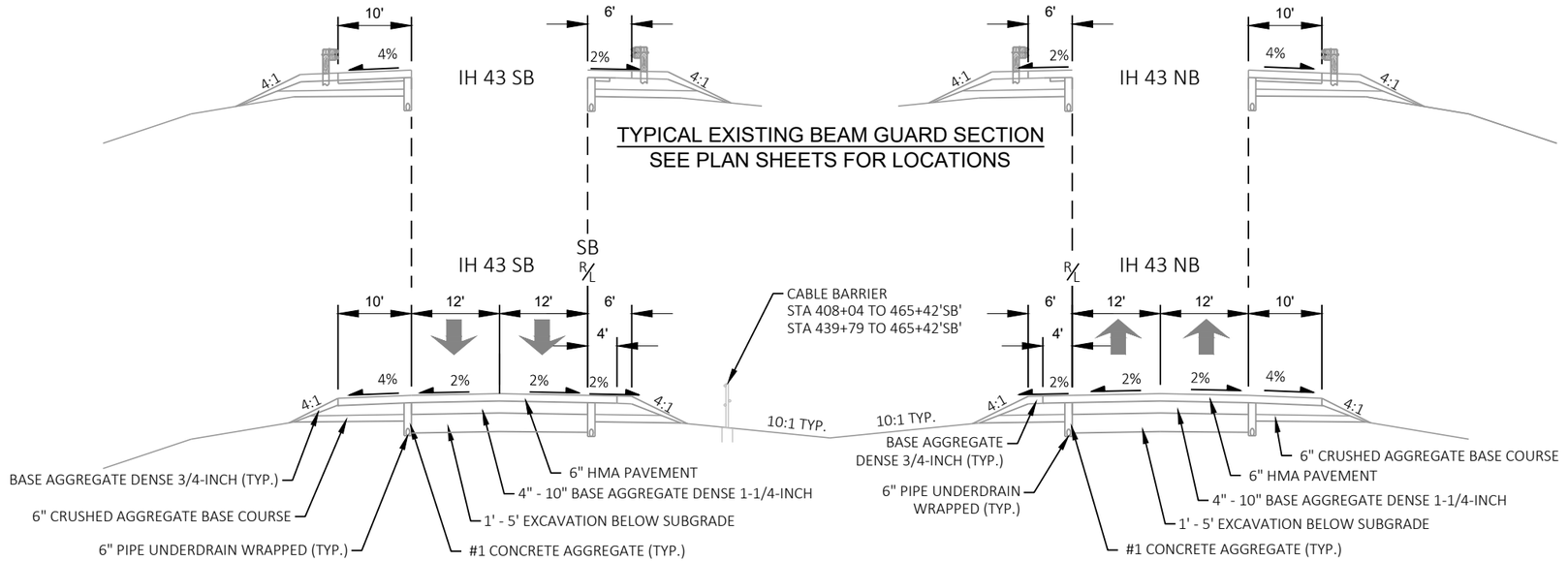
TYPICAL EXISTING RAMP SECTION
STA 39+70'KA' TO 51+00'KA'
STA 22+00'KD' TO 35+00'KD'

IH 43 NB
ENTRANCE/EXIT
AT STH 140



TYPICAL EXISTING RAMP SECTION
STA 39+00'KB' TO 55+00'KB'
STA 23+00'KC' TO 34+75'KC'

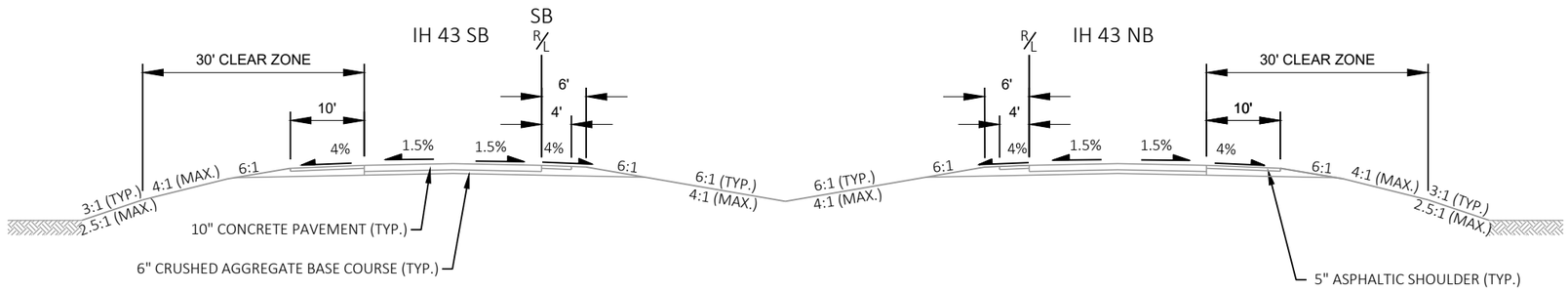
PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 5	E



TYPICAL EXISTING SECTION NEAR BRIDGE APPROACHES

STA 431+07'SB' TO 436+16'SB'
STA 437+80'SB' TO 442+95'SB'
STA 511+33'SB' TO 516+53'SB'
STA 517+67'SB' TO 522+87'SB'
STA 621+66'SB' TO 626+83'SB'
STA 628+22'SB' TO 633+50'SB'

STA 430+98 TO 436+19
STA 437+82 TO 443+02
STA 511+35 TO 516+56
STA 517+69 TO 522+89
STA 621+21 TO 626+51
STA 627+88 TO 633+04

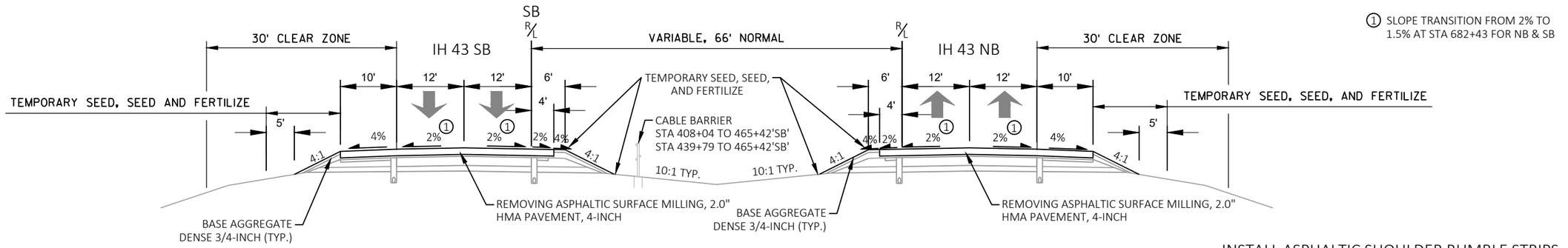


TYPICAL EXISTING SECTION

STA 682+77'SB' TO 704+00'SB'

STA 682+43 TO 701+17

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 6	E

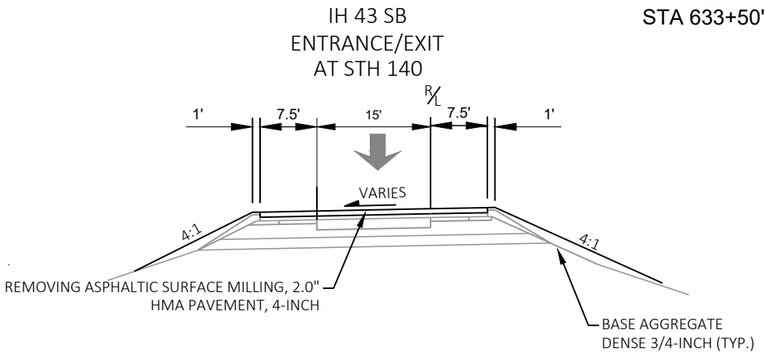


TYPICAL FINISHED MILL/OVERLAY SECTION

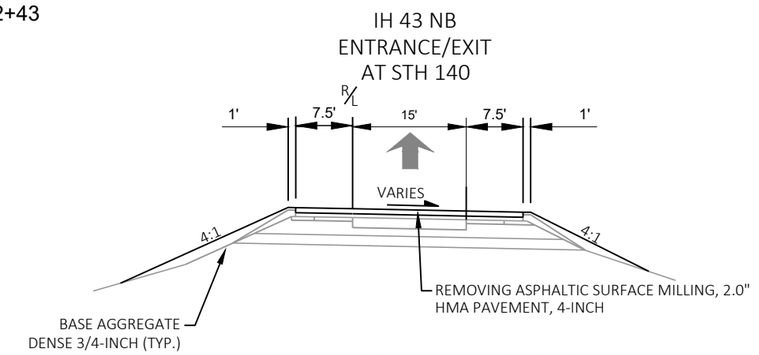
STA 387+00'SB' TO 431+01'SB'
STA 442+95'SB' TO 511+33'SB'
STA 522+87'SB' TO 621+66'SB'
STA 633+50'SB' TO 682+77'SB'

STA 387+00 TO 430+98
STA 443+02 TO 511+35
STA 522+89 TO 621+21
STA 633+04 TO 682+43

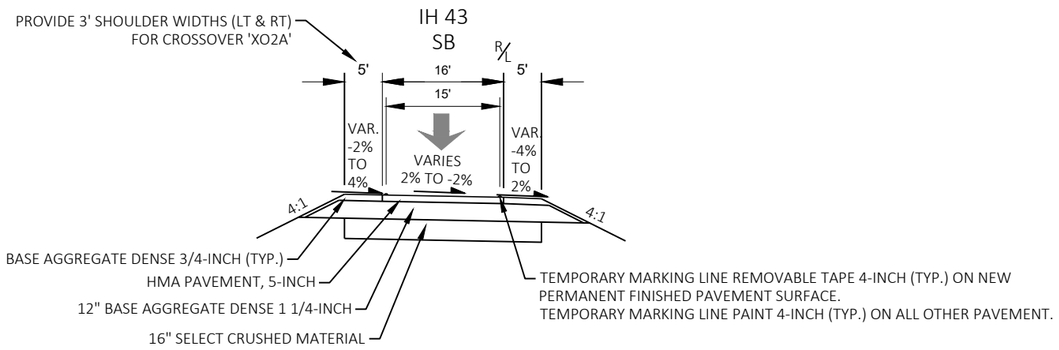
INSTALL ASPHALTIC SHOULDER RUMBLE STRIPS, SEE "SHOULDER RUMBLE STRIPS, MILLING"



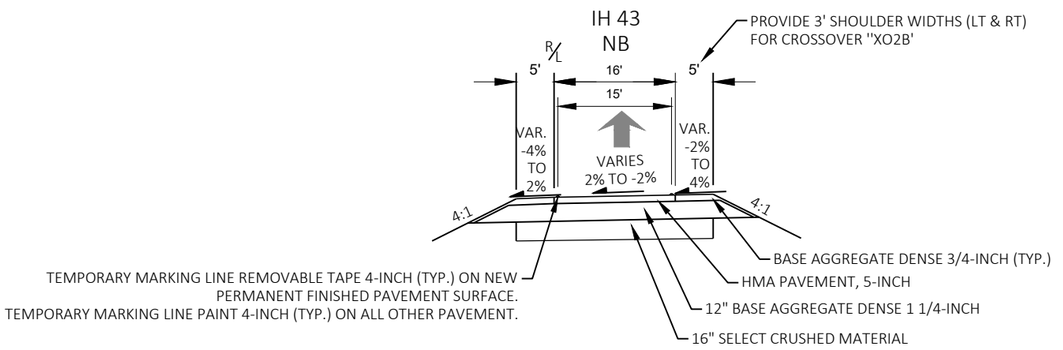
TYPICAL FINISHED RAMP SECTION
STA 39+70'KA' TO 51+00'KA'
STA 22+00'KD' TO 35+00'KD'



TYPICAL FINISHED RAMP SECTION
STA 39+00'KB' TO 55+00'KB'
STA 23+00'KC' TO 34+75'KC'



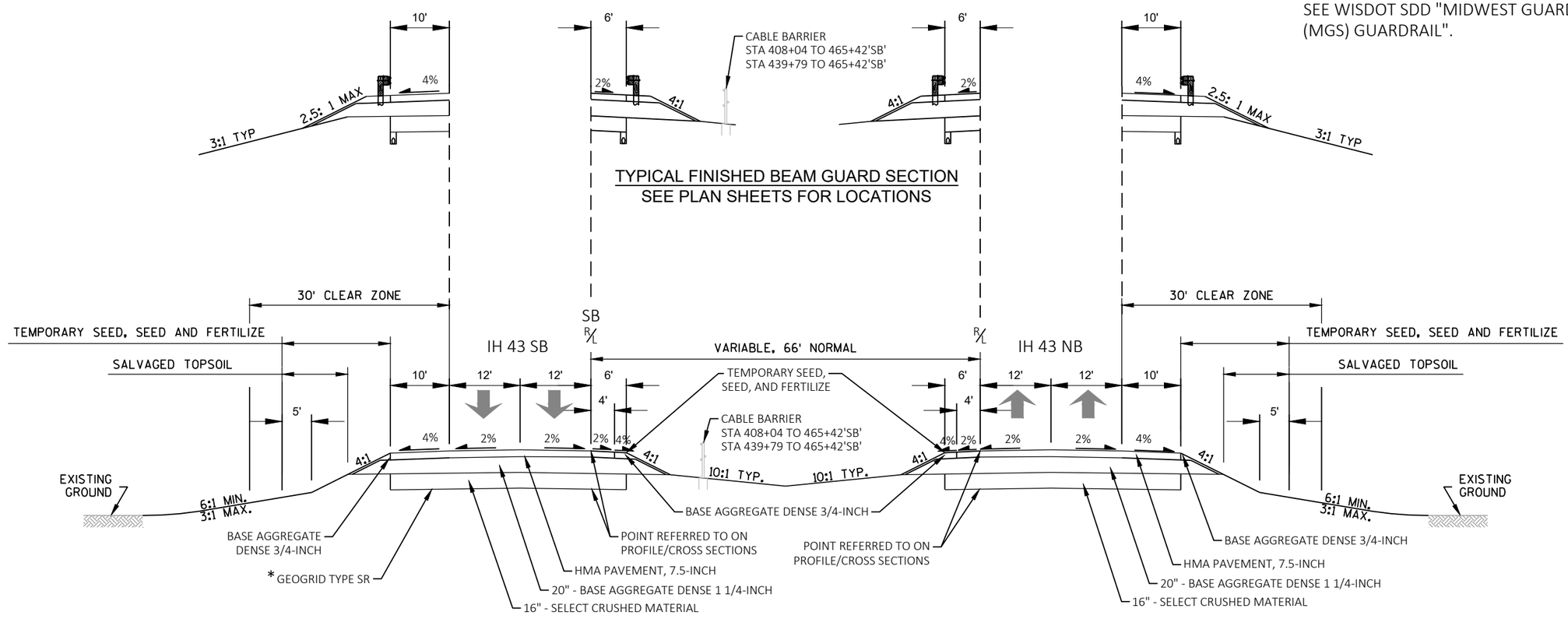
TEMPORARY CROSSOVER SECTION
STA 76+00'XO1A' TO 102+89'XO1A'
STA 476+00'XO2A' TO 483+03'XO2A'
STA 680+00'XO3A' TO 702+00'XO3A'



TEMPORARY CROSSOVER SECTION
STA 76+00'XO1B' TO 99+67'XO1B'
STA 461+00'XO2B' TO 484+05'XO2B'
STA 679+00'XO3B' TO 701+00'XO3B'

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 7	E

SEE WISDOT SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL".



TYPICAL FINISHED BEAM GUARD SECTION
SEE PLAN SHEETS FOR LOCATIONS

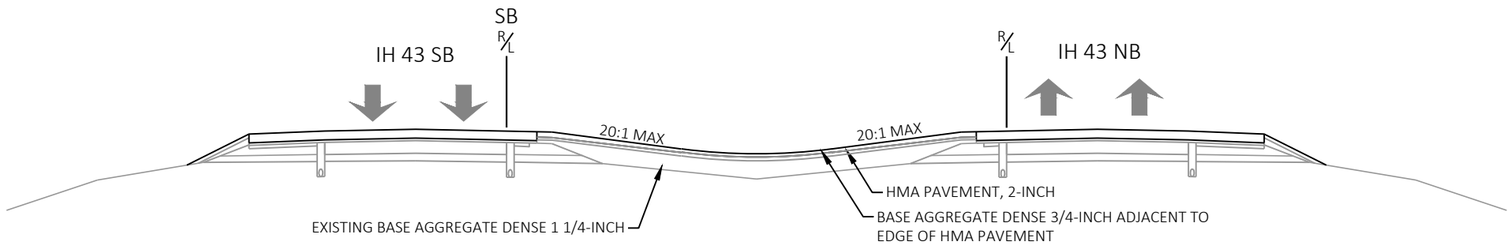
TYPICAL FINISHED RECONSTRUCT SECTION

* GEOGRID TYPE SR LOCATIONS:
STA 431+07'SB' TO 436+16'SB'
STA 437+79'SB' TO 442+95'SB'
STA 621+66'SB' TO 626+82'SB'
STA 628+23'SB' TO 633+50'SB'

STA 431+07'SB' TO 436+16'SB'
STA 437+79'SB' TO 442+95'SB'
STA 511+33'SB' TO 516+54'SB'
STA 517+67'SB' TO 522+87'SB'
STA 621+66'SB' TO 626+82'SB'
STA 628+23'SB' TO 633+50'SB'

STA 430+98 TO 436+19
STA 437+83 TO 443+02
STA 511+35 TO 516+54
STA 517+67 TO 522+89
STA 621+21 TO 626+50
STA 627+88 TO 633+04

INSTALL ASPHALTIC SHOULDER RUMBLE STRIPS, SEE "SHOULDER RUMBLE STRIPS, MILLING"

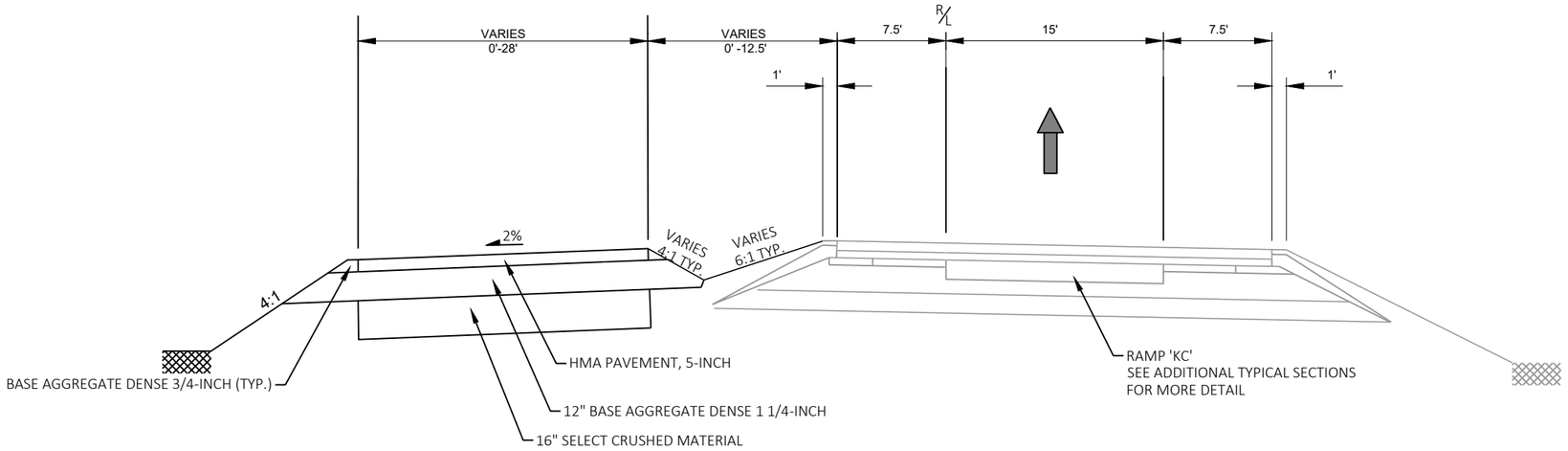


TYPICAL FINISHED MAINTENANCE CROSSOVER SECTION

STA 407+60
STA 465+70
STA 582+15
STA 682+18

SEE WISDOT SDD "MAINTENANCE CROSSOVERS FOR FREEWAYS"

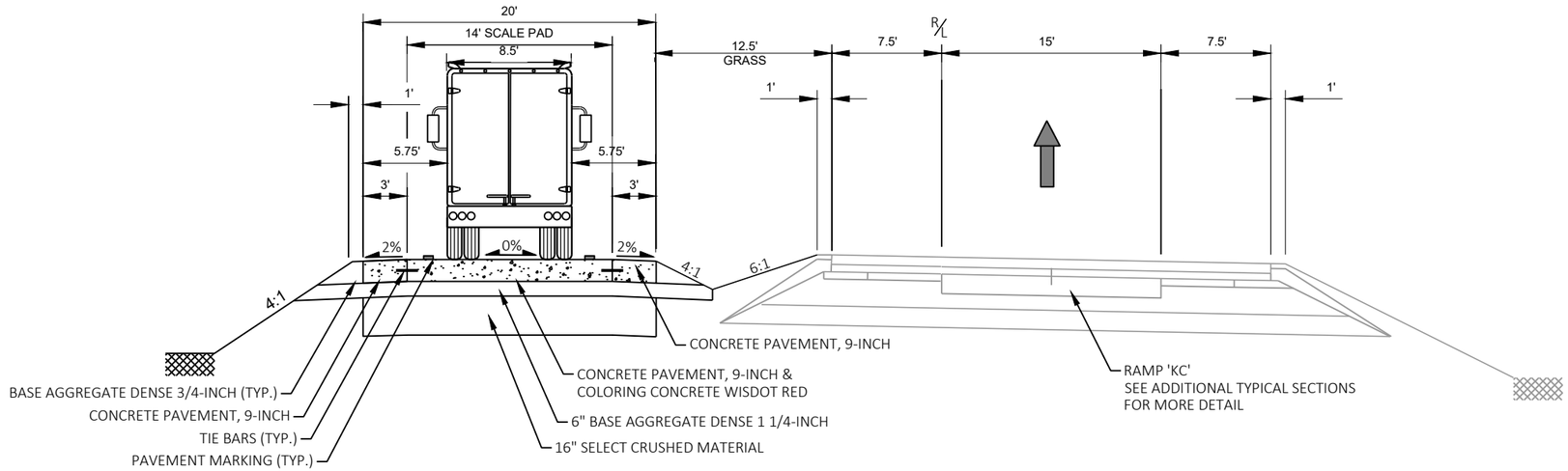
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION

VIRTUAL WEIGH STATION (VWS) INSPECTION SITE

STA 27+75'KC' TO 30+56'KC'
STA 31+56'KC' TO 34+97'KC'



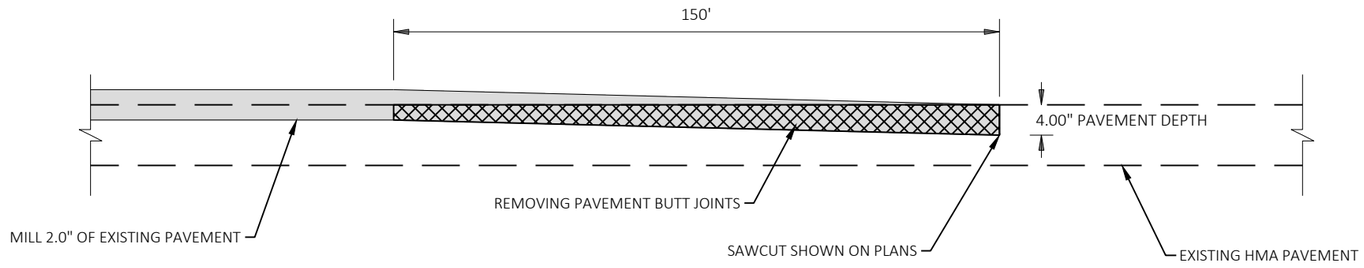
TYPICAL FINISHED SECTION

VIRTUAL WEIGH STATION (VWS) INSPECTION SITE

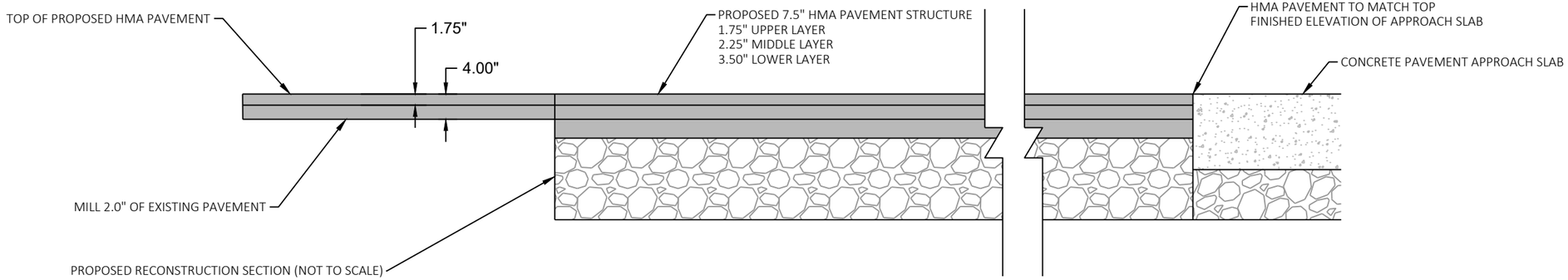
STA 30+56'KC' TO 31+56'KC'

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TYPICAL SECTIONS	SHEET 9	E

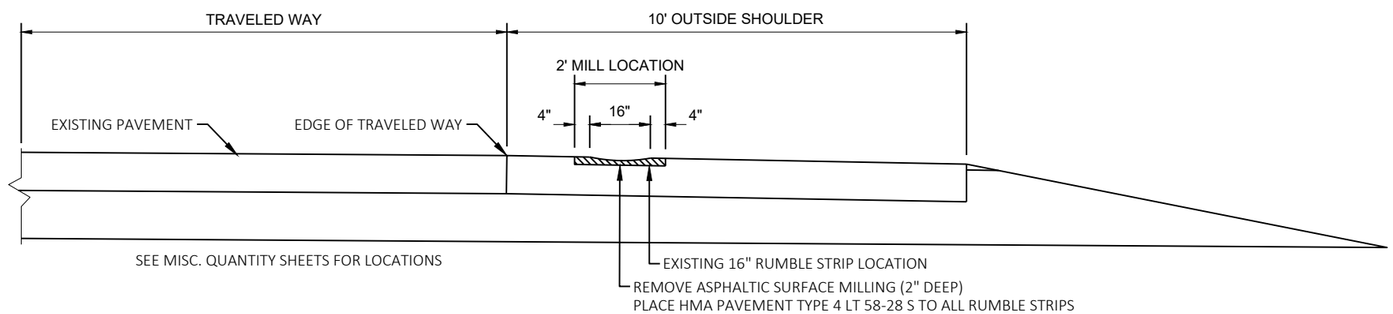
2



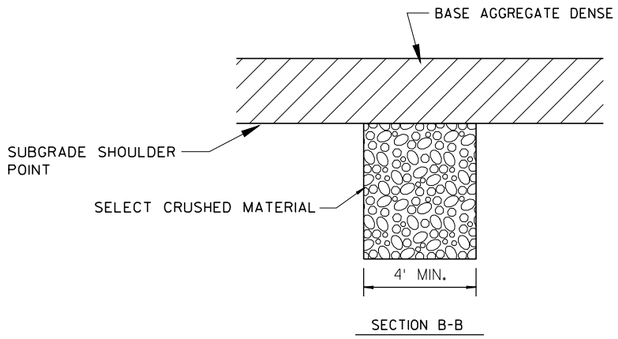
REMOVING ASPHALTIC SURFACE BUTT JOINTS



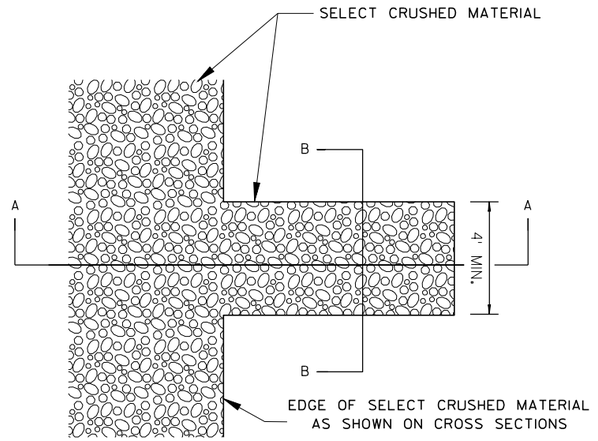
HMA PAVING LAYERS FOR RECONSTRUCT AND MILL & OVERLAY



SECTION VIEW - REMOVING RUMBLE STRIPS - 2' WIDTH



SECTION B-B

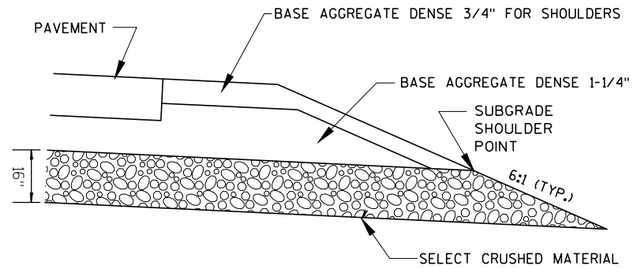


RELIEF TRENCH DETAIL

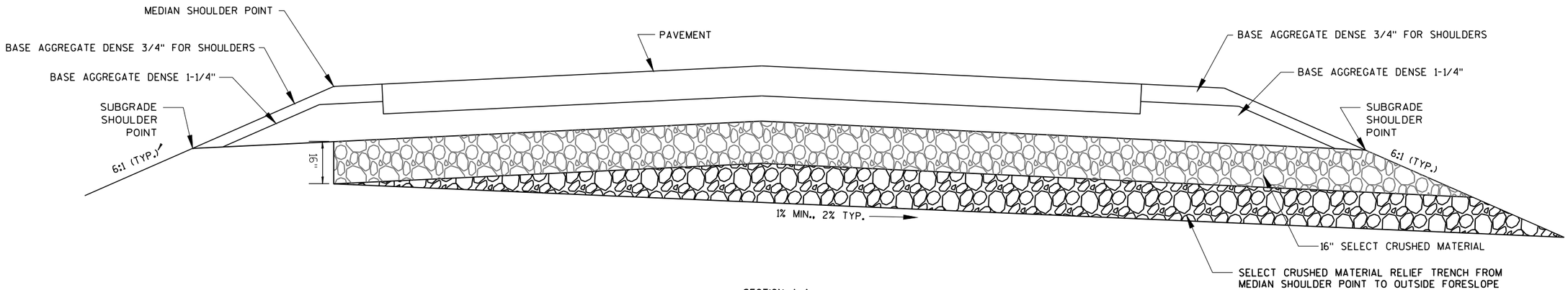
CONSTRUCT DRAINS AT LEAST EVERY 250' AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCH INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL



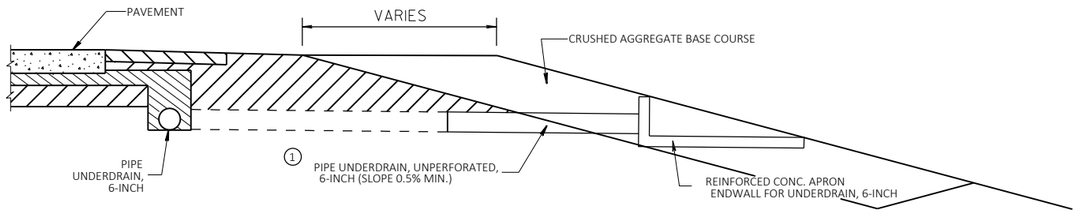
SECTION A-A
SUPERELEVATED TO OUTSIDE SHOULDER



SECTION A-A
NORMAL CROWN
SUPERELEVATED TO MEDIAN SHOULDER

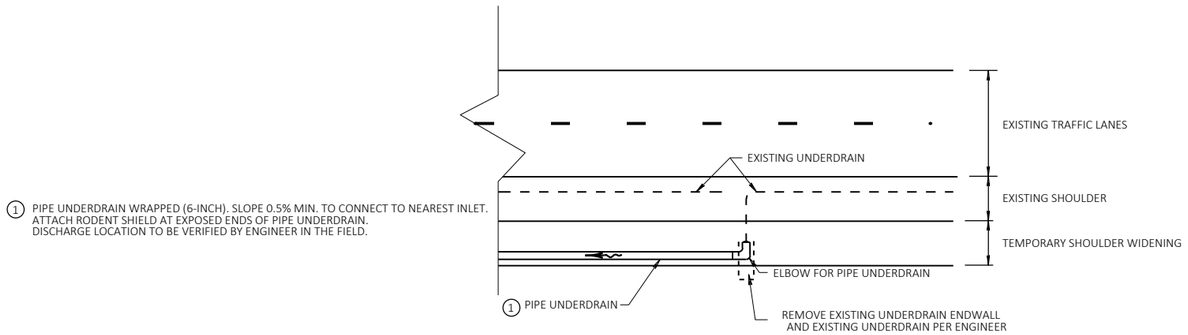
2

(1) THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHLORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE. ALL JOINTS SHALL BE SOLVENT WELDED.



EXTENDING PIPE UNDERDRAIN OUTFALL DETAIL

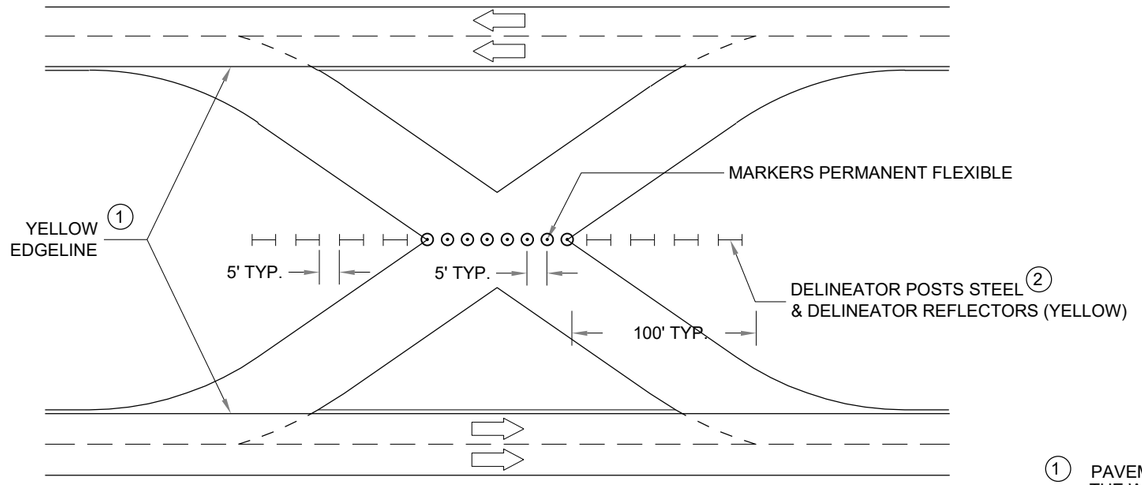
SEE PLANS FOR LOCATIONS



TEMPORARY UNDERDRAIN CONNECTION DETAIL

SEE PLANS FOR LOCATIONS

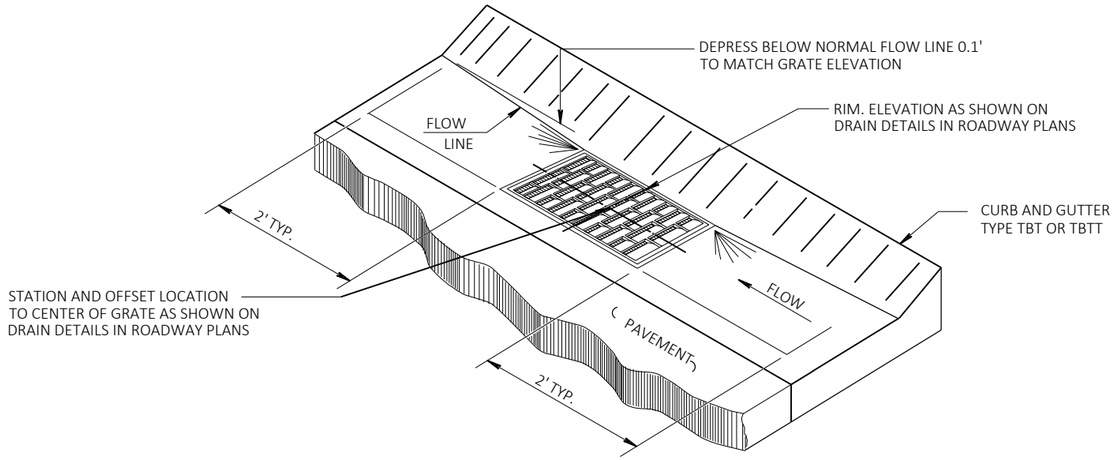
2



PERMANENT CROSSOVER TRAFFIC CONTROL DETAIL

1. PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE WISDOT STANDARD SPECIFICATIONS.
2. INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE WISDOT STANDARD SPECIFICATIONS.

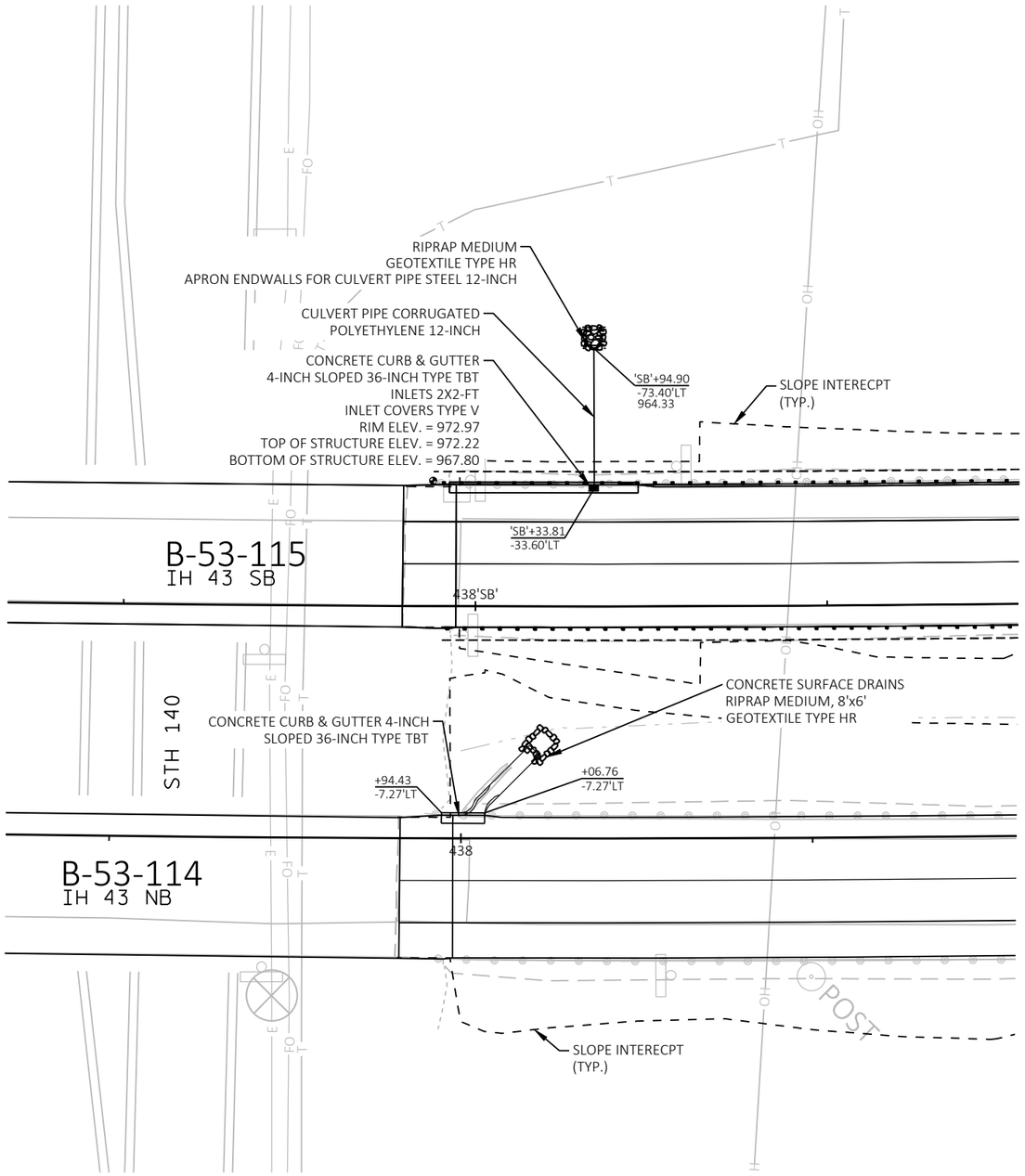
2



INLET STATION/OFFSET AND RIM ELEVATION LOCATION

2

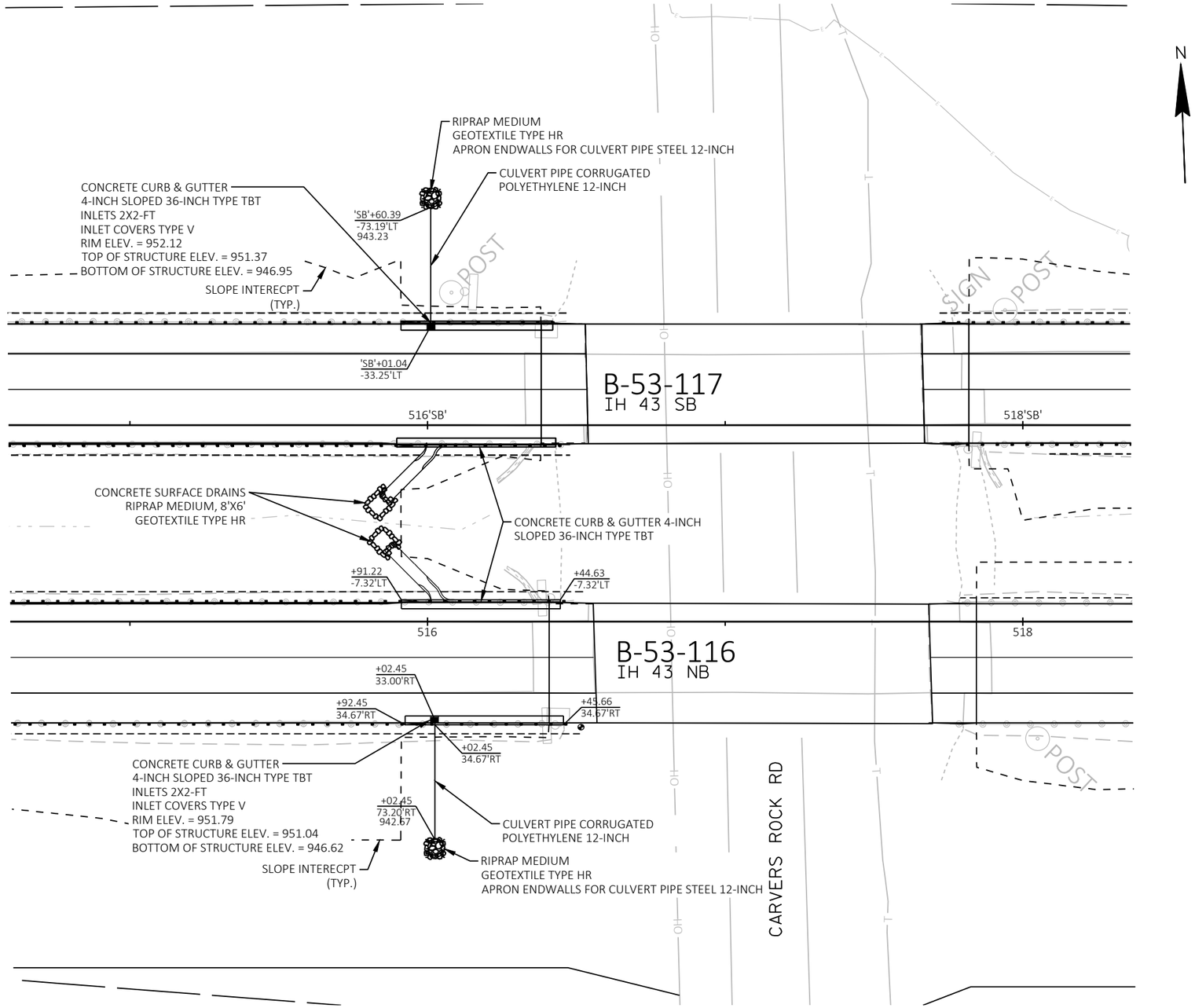
N



NOTE:
FINAL PLACEMENT OF INLET AND SURFACE DRAINS MUST MAINTAIN THE MINIMUM POST SEPARATION DISTANCES SHOWN IN SDDS:
CONCRETE SURFACE DRAINS, DROP INLET TYPE AT STRUCTURE AND
CONCRETE SURFACE DRAINS, FLUME TYPE AT STRUCTURE.

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 15	E

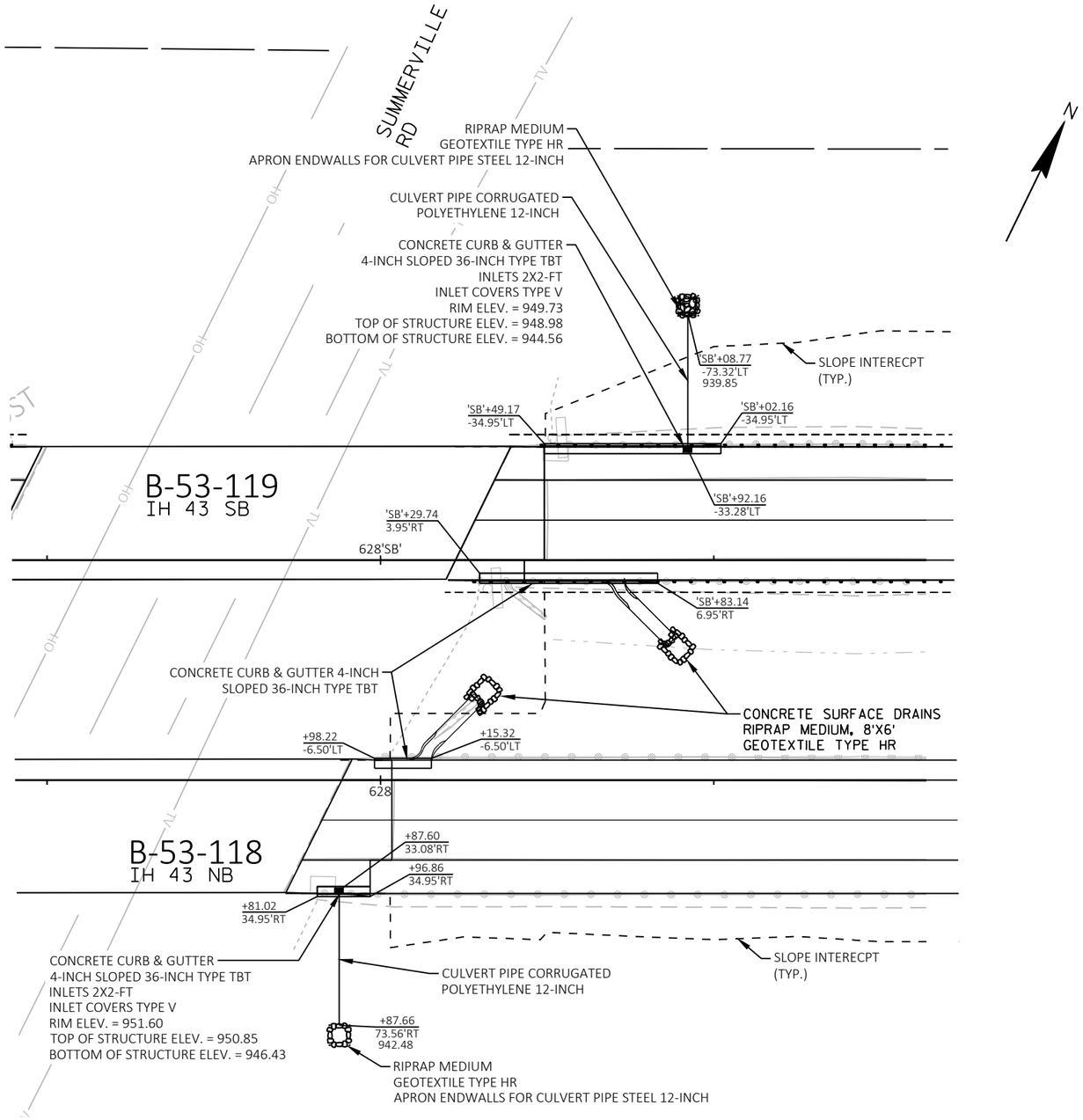
2



NOTE:
FINAL PLACEMENT OF INLET AND SURFACE DRAINS MUST MAINTAIN THE MINIMUM POST SEPARATION DISTANCES SHOWN IN SDDS:
CONCRETE SURFACE DRAINS, DROP INLET TYPE AT STRUCTURE AND
CONCRETE SURFACE DRAINS, FLUME TYPE AT STRUCTURE.

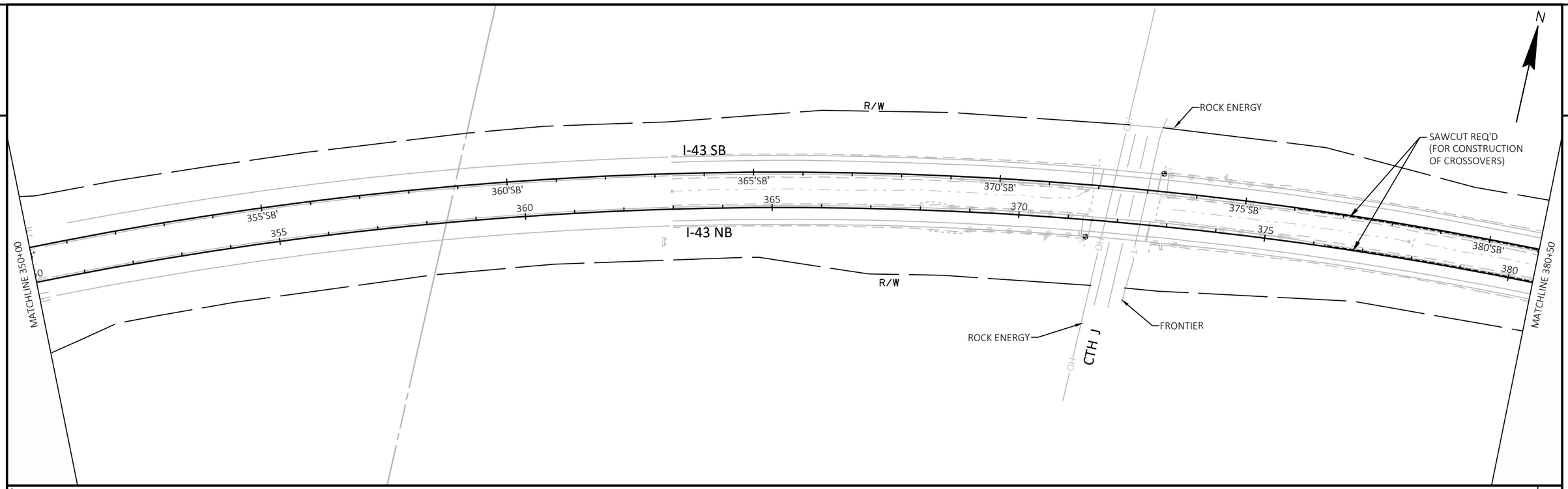
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 16	E

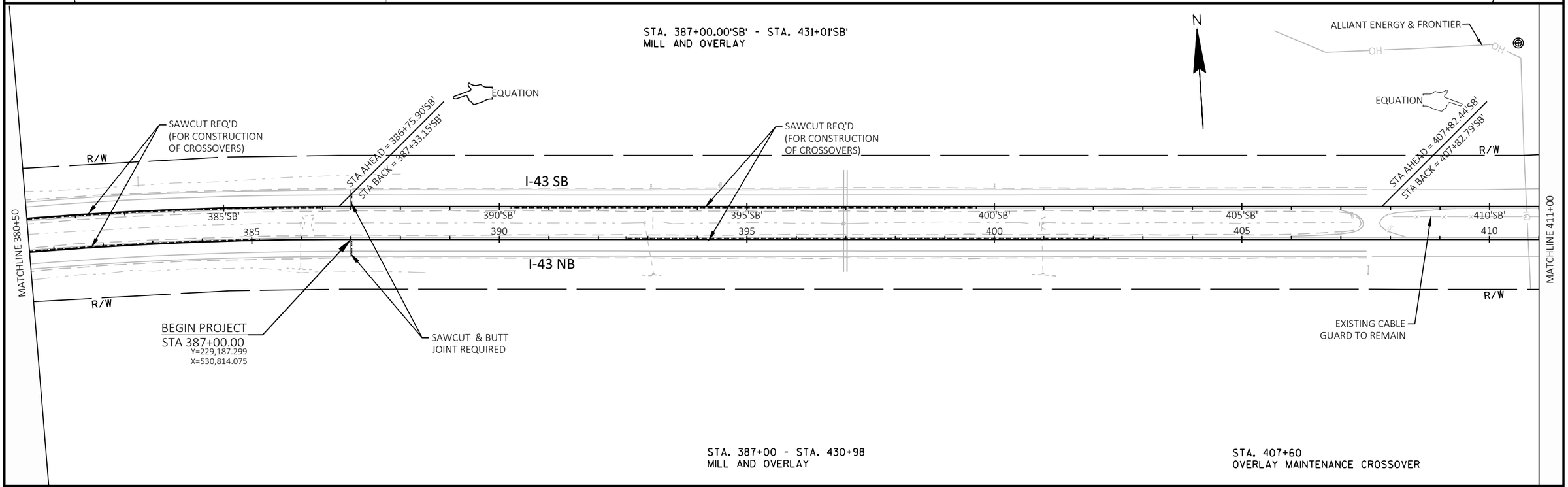
2



NOTE:
FINAL PLACEMENT OF INLET AND SURFACE DRAINS MUST MAINTAIN THE MINIMUM POST SEPARATION DISTANCES SHOWN IN SDDS:
CONCRETE SURFACE DRAINS, DROP INLET TYPE AT STRUCTURE AND
CONCRETE SURFACE DRAINS, FLUME TYPE AT STRUCTURE.

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 17	E





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 18	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\021201-PD.DWG
LAYOUT NAME - 021205
PLOT DATE : 7/30/2021 10:33 AM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

N

STA. 387+00'SB' - STA. 431+01'SB'
MILL AND OVERLAY

STA. 431+01'SB' - STA. 436+16'SB'
FULL RECONSTRUCTION

STA. 22+00'KD' - STA. 35+00'KD'
MILL AND OVERLAY

ALLIANT ENERGY & FRONTIER

EXISTING CABLE GUARD TO REMAIN.

E LITTLE LN

R/W

I-43 SB

I-43 NB

I-43 SB ON RAMP

I-43 SB OFF RAMP

I-43 NB ON RAMP

I-43 NB OFF RAMP

20'KD'

25'KD'

30'KD'

35'KD'

25'KC'

30'KC'

35'KC'

40'KA'

40'KB'

415'SB' 415

420'SB' 420

425'SB' 425

430'SB' 430

435'SB' 435

440'SB' 440

END CONSTRUCTION 35+00'KD'
SAWCUT & BUTT JOINT REQ'D

SAWCUT REQ'D

SLOPE INTERECPT
(TYP.)

VIRTUAL WEIGH STATION
ENFORCEMENT SITE

END CONSTRUCTION
35+03'KC'
SAWCUT & BUTT
JOINT REQ'D

BEGIN CONSTRUCTION 39+00'KB'
SAWCUT & BUTT JOINT REQ'D

BEGIN CONSTRUCTION 39+70'KA'
SAWCUT & BUTT JOINT REQ'D

ALLIANT ENERGY

EVERSTREAM

WE
ENERGIES

WISDOT

ALLIANT ENERGY
& CHARTER

FRONTIER

B-53-115

B-53-114

STH 140

MATCHLINE 411+00

MATCHLINE 441+50

STA. 387+00 - STA. 430+98
MILL AND OVERLAY

STA. 23+00'KC' - STA. 35+03'KC'
MILL AND OVERLAY

STA. 430+98 - STA. 436+19
FULL RECONSTRUCTION

STA. 39+70'KA' - STA. 51+00'KA'
MILL AND OVERLAY

STA. 437+79'SB' - STA. 442+95'SB'
FULL RECONSTRUCTION

STA. 442+95'SB' - STA. 511+33'SB'
MILL AND OVERLAY

N

EQUATION

STA AHEAD = 443+98.38'SB'
STA BACK = 443+91.28'SB'

45'KA'

50'KA'

55'KB'

50'KB'

45'KB'

445'SB' 445

450'SB' 450

455'SB' 455

460'SB' 460

465'SB' 465

470'SB' 470

EXISTING CABLE GUARD TO REMAIN

SAWCUT REQ'D
(FOR CONSTRUCTION/REMOVAL
OF CROSSOVERS)

SAWCUT
REQ'D

MATCHLINE 441+50

MATCHLINE 472+00

STA. 465+70
OVERLAY MAINTENANCE CROSSOVER

STA. 39+00'KB' - STA. 55+00'KB'
MILL AND OVERLAY

STA. 437+83 - STA. 443+02
FULL RECONSTRUCTION

STA. 443+02 - STA. 511+35
MILL AND OVERLAY

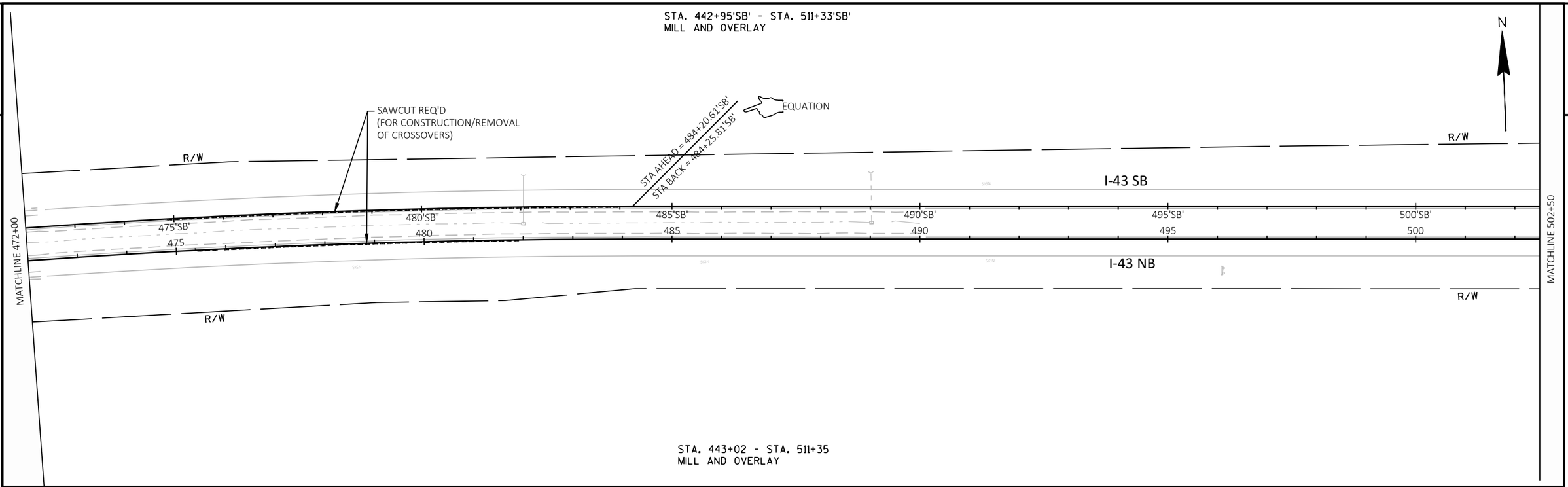
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 19	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\021201-PD.DWG
LAYOUT NAME - 021206

PLOT DATE : 7/30/2021 10:33 AM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

STA. 442+95'SB' - STA. 511+33'SB'
MILL AND OVERLAY



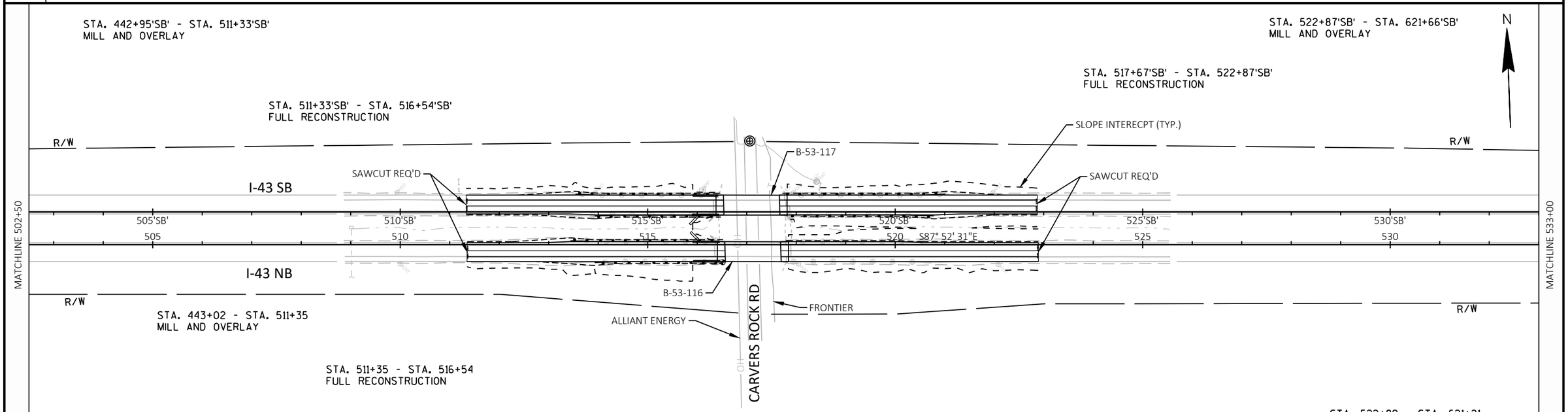
STA. 443+02 - STA. 511+35
MILL AND OVERLAY

STA. 442+95'SB' - STA. 511+33'SB'
MILL AND OVERLAY

STA. 522+87'SB' - STA. 621+66'SB'
MILL AND OVERLAY

STA. 517+67'SB' - STA. 522+87'SB'
FULL RECONSTRUCTION

STA. 511+33'SB' - STA. 516+54'SB'
FULL RECONSTRUCTION



STA. 443+02 - STA. 511+35
MILL AND OVERLAY

STA. 511+35 - STA. 516+54
FULL RECONSTRUCTION

STA. 517+67 - STA. 522+89
FULL RECONSTRUCTION

STA. 522+89 - STA. 621+21
MILL AND OVERLAY

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 20	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\021201-PD.DWG
LAYOUT NAME - 021207
PLOT DATE : 7/30/2021 10:33 AM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

STA. 522+87'SB' - STA. 621+66'SB'
MILL AND OVERLAY

N

R/W

R/W

I-43 SB

MATCHLINE 533+00

535'SB' 540'SB' 545'SB' 550'SB' 555'SB' 560'SB'
535 540 545 550 555 560

MATCHLINE 563+50

I-43 NB

R/W

R/W

STA. 522+89 - STA. 621+21
MILL AND OVERLAY

2

N

STA. 522+87'SB' - STA. 621+66'SB'
MILL AND OVERLAY

R/W

E $\frac{1}{4}$ CORNER, SEC. 3, T1N, R14E

R/W

MATCHLINE 563+50

565'SB' 570'SB' 575'SB' 580'SB' 585'SB' 590'SB'
565 570 575 580 585 590

I-43 SB

I-43 NB

R/W

R/W

MATCHLINE 594+00

STA. 582+15
OVERLAY MAINTENANCE CROSSOVER

STA. 522+89 - STA. 621+21
MILL AND OVERLAY

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 21	E

STA. 522+87'SB' - STA. 621+66'SB'
MILL AND OVERLAY

STA. 621+66'SB' - STA. 626+82'SB'
FULL RECONSTRUCTION

EQUATION
STA AHEAD = 603+55.28'SB'
STA BACK = 603+12.49'SB'

R/W

MATCHLINE 594+00

595'SB'
595
600'SB'
600
605'SB'
605
610'SB'
610
615'SB'
615
620'SB'
620

I-43 SB

I-43 NB

ENBRIDGE

SAWCUT REQ'D

SLOPE INTERECPT
(TYP.)

MATCHLINE 624+50

NGS

STA. 522+89 - STA. 621+21
MILL AND OVERLAY

STA. 621+21 - STA. 626+50
FULL RECONSTRUCTION

STA. 633+50'SB' - STA. 682+43'SB'
MILL AND OVERLAY

STA. 628+23'SB' - STA. 633+50'SB'
FULL RECONSTRUCTION

EQUATION
STA AHEAD = 639+84.69'SB'
STA BACK = 639+82.11'SB'

SUMMERVILLE RD

CHARTER

SLOPE INTERECPT (TYP.)

B-53-119

B-53-118

625'SB'
625
630'SB'
630
635'SB'
635
640'SB'
640
645'SB'
645
650'SB'
650
655'S
65

SAWCUT REQ'D

HMOD

ALLIANT ENERGY

WETLAND BOUNDARY (TYP.)

MATCHLINE 655+00

STA. 627+88 - STA. 633+04
FULL RECONSTRUCTION

STA. 633+04 - STA. 682+43
MILL AND OVERLAY

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 22	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\021201-PD.DWG
LAYOUT NAME - 021209
PLOT DATE : 7/30/2021 10:33 AM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

MATCHLINE 655+00

E B-C TOWN LINE RD

OH

ALLIANT ENERGY

STA. 633+50'SB' - STA. 682+43'SB'
MILL AND OVERLAY

R/W

I-43 SB

660'SB' 665'SB' 670'SB' 675'SB' 680'SB' 685'SB'
660 665 670 675 680 685

I-43 NB

R/W

SAWCUT & BUTT
JOINT REQ'D

STA. 682+18
OVERLAY MAINTENANCE CROSSOVER

STA. 633+04 - STA. 682+43
MILL AND OVERLAY

WETLAND BOUNDARY (TYP.)

HMOD

END PROJECT
STA 682+43.00

MATCHLINE 685+50

2

SAWCUT REQ'D
(FOR CONSTRUCTION/REMOVAL
OF CROSSOVERS)

SAWCUT REQ'D
(FOR CONSTRUCTION/REMOVAL
OF CROSSOVERS)

END CONSTRUCTION
701+65.06'SB'

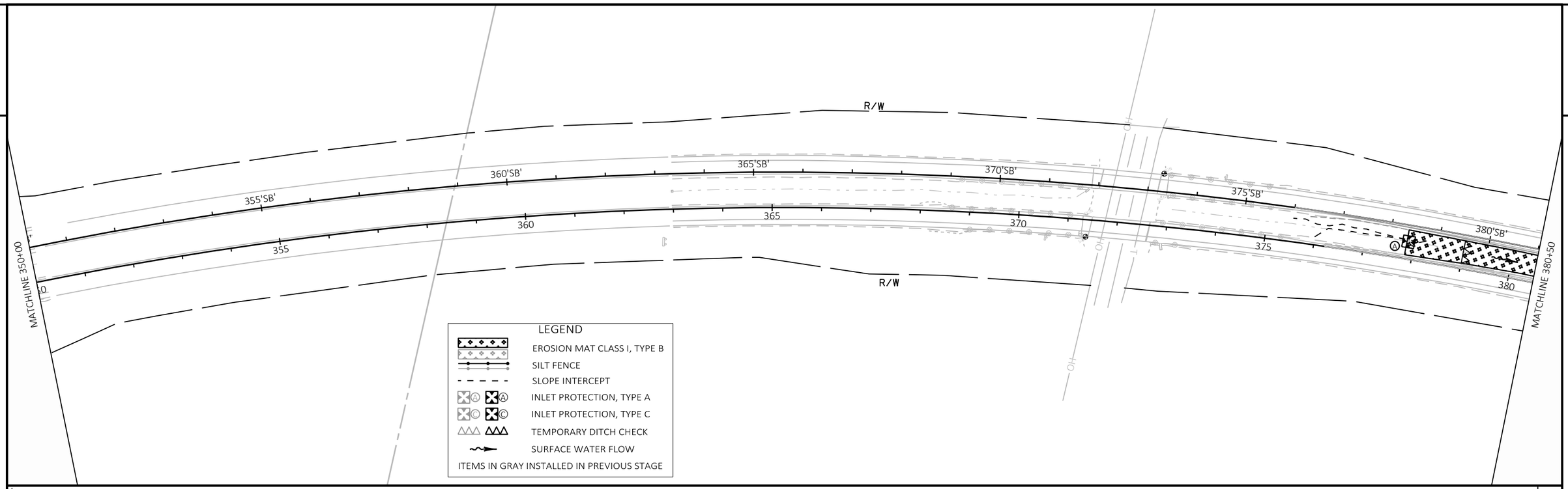
690'SB' 695'SB' 700'SB' 705'SB' 710'SB' 715'SB'
690 695 700 705 710 715

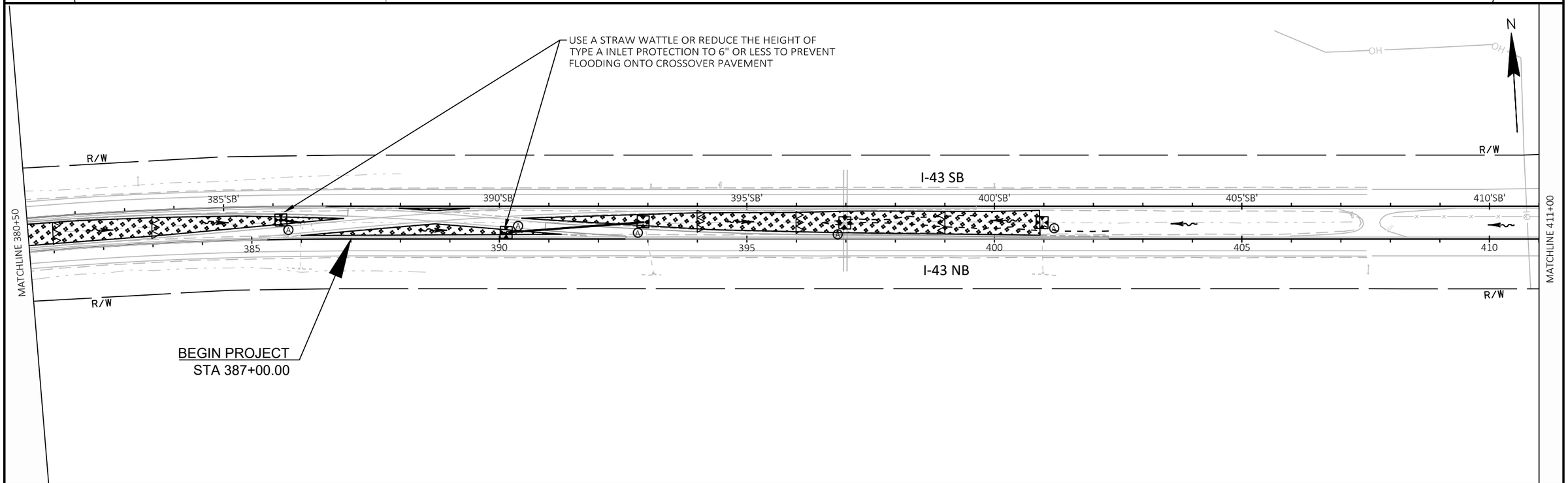
NGS

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 23	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\021201-PD.DWG
LAYOUT NAME - 021210
PLOT DATE : 7/30/2021 10:33 AM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1A	SHEET 24	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1A.DWG
LAYOUT NAME - 01

PLOT DATE : 8/16/2021 8:27 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

N

R/W

I-43 SB

I-43 NB

I-43 SB ON RAMP

I-43 SB OFF RAMP

I-43 NB ON RAMP

I-43 NB OFF RAMP

STH 140

B-53-115

B-53-114

415'SB' 420'SB' 425'SB' 430'SB' 435'SB' 440'SB'

415 420 425 430 435 440

MATCHLINE 411+00

MATCHLINE 441+50

LEGEND

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION, TYPE A

INLET PROTECTION, TYPE C

TEMPORARY DITCH CHECK

SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

2

N

I-43 SB OFF RAMP

R/W

I-43 SB

I-43 NB

I-43 NB ON RAMP

445'SB' 450'SB' 455'SB' 460'SB' 465'SB' 470'SB'

445 450 455 460 465 470

MATCHLINE 441+50

MATCHLINE 472+00

USE A STRAW WATTLE OR REDUCE THE HEIGHT OF TYPE A INLET PROTECTION TO 6" OR LESS TO PREVENT FLOODING ONTO CROSSOVER PAVEMENT

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1A	SHEET 25	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1A.DWG
LAYOUT NAME - 02

PLOT DATE : 8/16/2021 8:27 AM

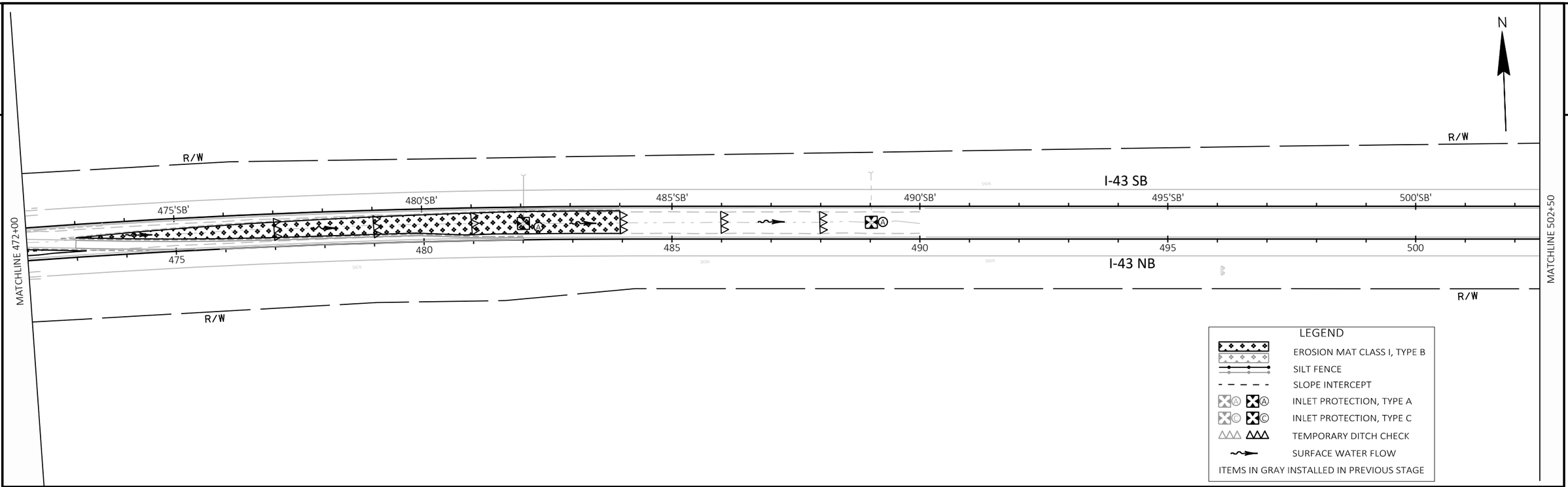
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2



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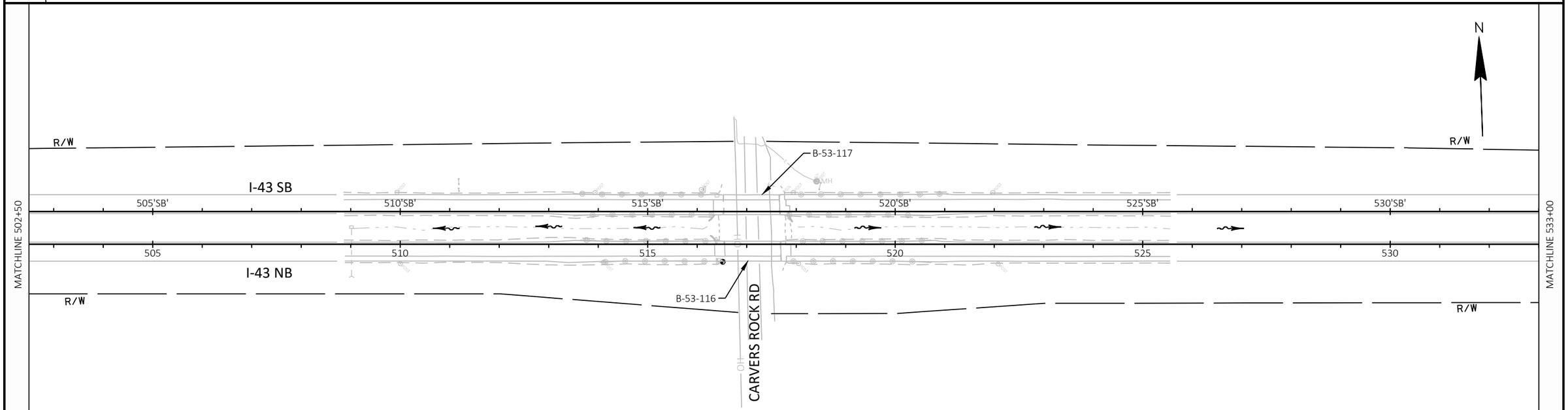


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1A	SHEET 26	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1A.DWG
LAYOUT NAME - 03
PLOT DATE : 8/16/2021 8:27 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

MATCHLINE 594+00

MATCHLINE 624+50

R/W

595'SB'

600'SB'

605'SB'

610'SB'

615'SB'

620'SB'

595

600

605

610

615

620

I-43 SB

I-43 NB

LEGEND

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION, TYPE A

INLET PROTECTION, TYPE C

TEMPORARY DITCH CHECK

SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

N

SUMMERVILLE RD

SLOPE INTERECPT
(TYP.)

B-53-119

B-53-118

625'SB'

630'SB'

635'SB'

640'SB'

645'SB'

650'SB'

625

630

635

640

645

650

MATCHLINE 655+00

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1A	SHEET 27	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1A.DWG
LAYOUT NAME - 05

PLOT DATE : 8/16/2021 8:28 AM

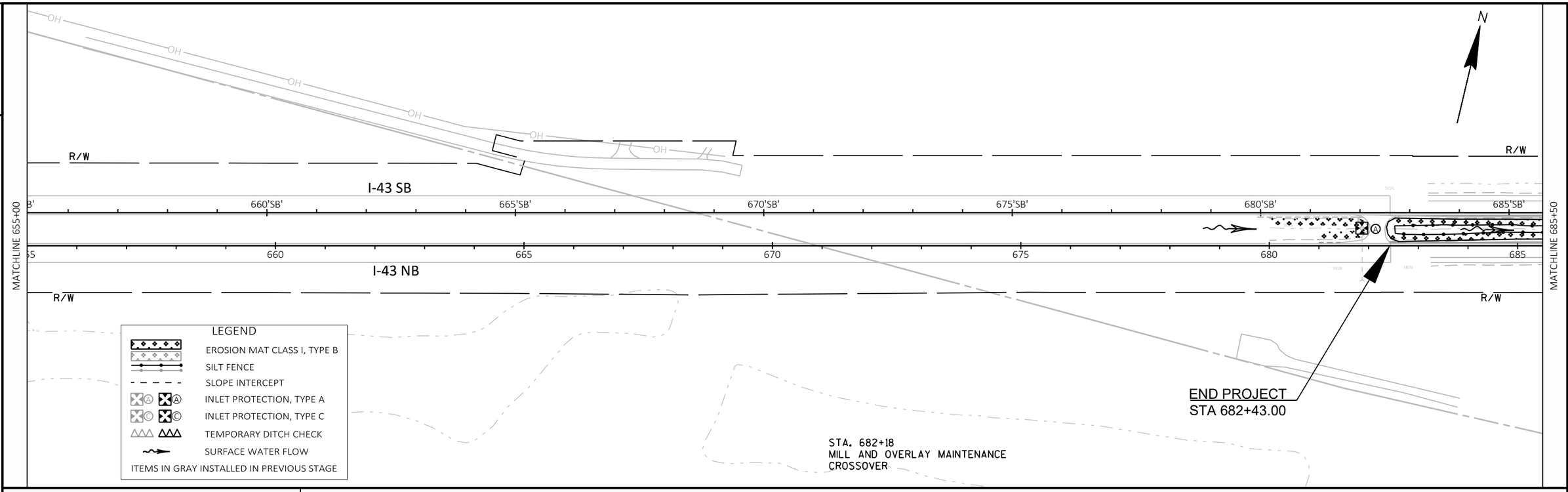
PLOT BY : AECOM
Degner, Mark

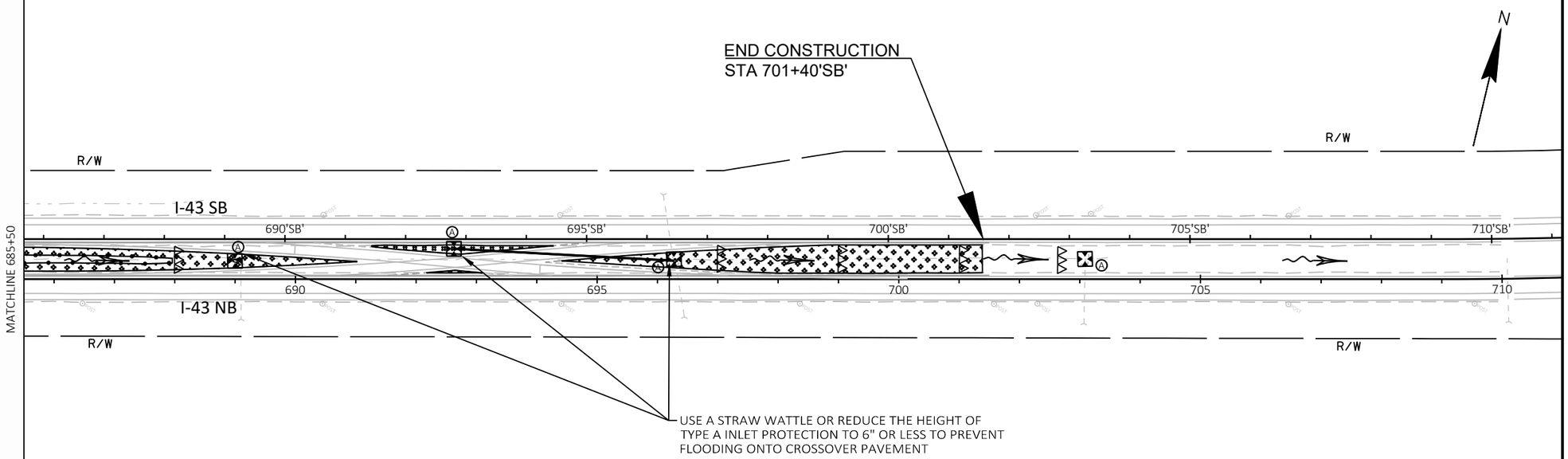
PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1A	SHEET 28	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1A.DWG
LAYOUT NAME - 06

PLOT DATE : 8/16/2021 8:28 AM

PLOT BY : AECOM
Degner, Mark

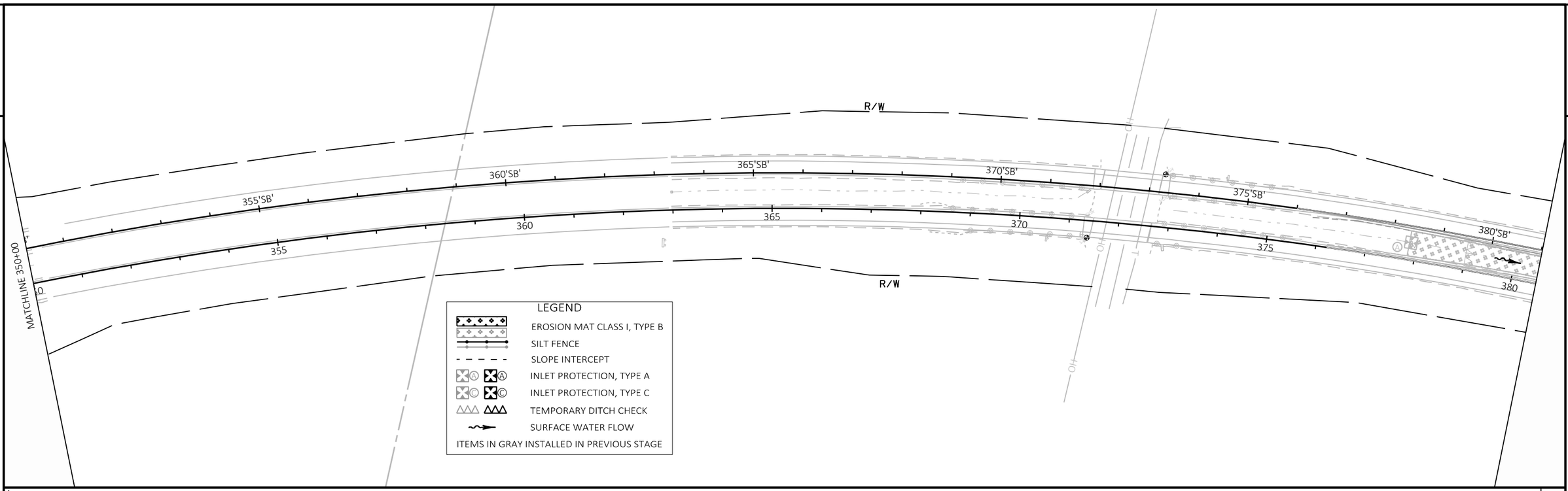
PLOT NAME :

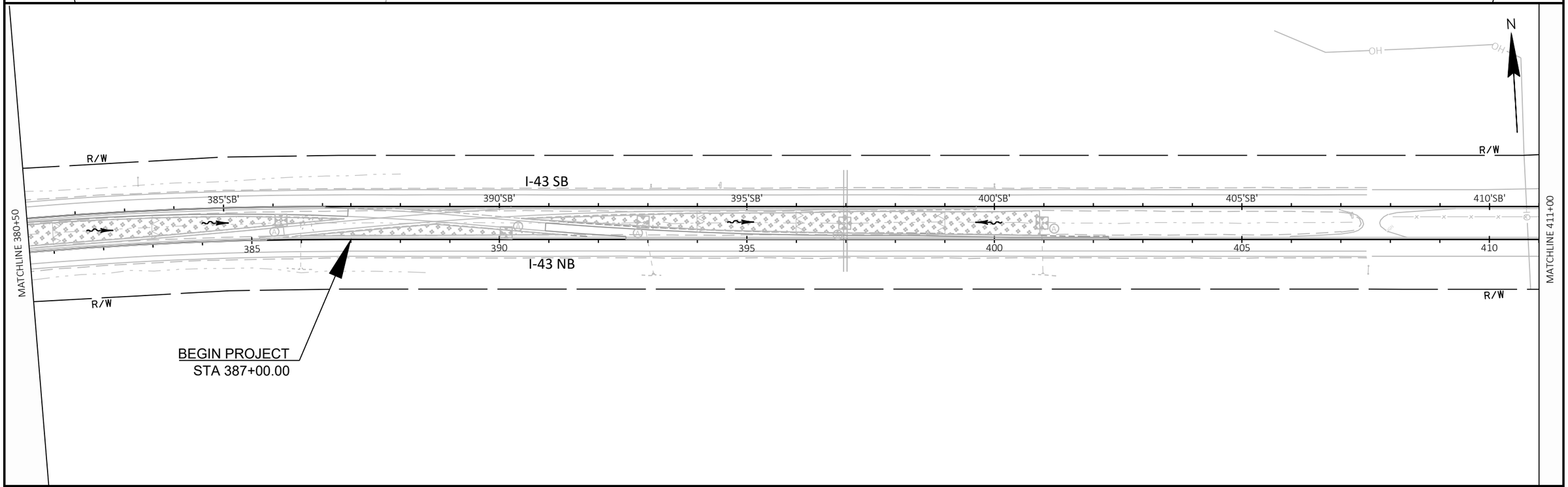
PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1B	SHEET 29	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1B.DWG
LAYOUT NAME - 11

PLOT DATE : 8/16/2021 8:40 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

N

R/W

I-43 SB

I-43 NB

I-43 SB ON RAMP

I-43 SB OFF RAMP

I-43 NB ON RAMP

I-43 NB OFF RAMP

STH 140

B-53-115

B-53-114

SLOPE INTERECPT (TYP.)

415'SB' 420'SB' 425'SB' 430'SB' 435'SB' 440'SB'

415 420 425 430 435 440

MATCHLINE 411+00

MATCHLINE 441+50

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

445'SB' 450'SB' 455'SB' 460'SB' 465'SB' 470'SB'

445 450 455 460 465 470

MATCHLINE 472+00

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1B	SHEET 30	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1B.DWG
LAYOUT NAME - 12

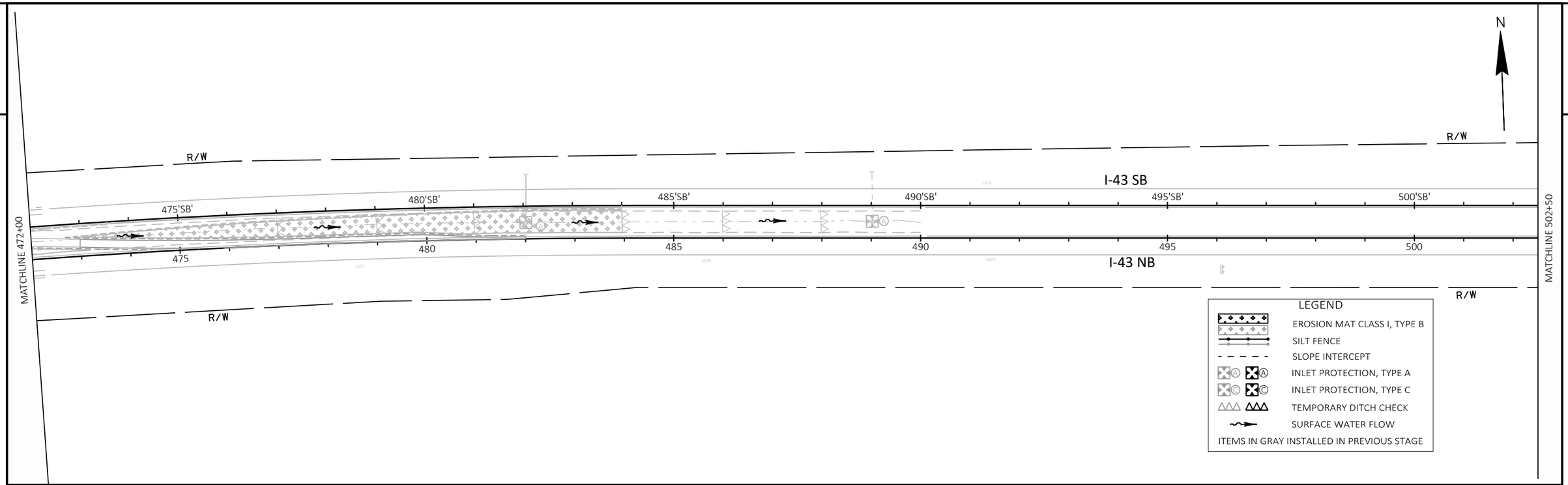
PLOT DATE : 8/16/2021 8:40 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



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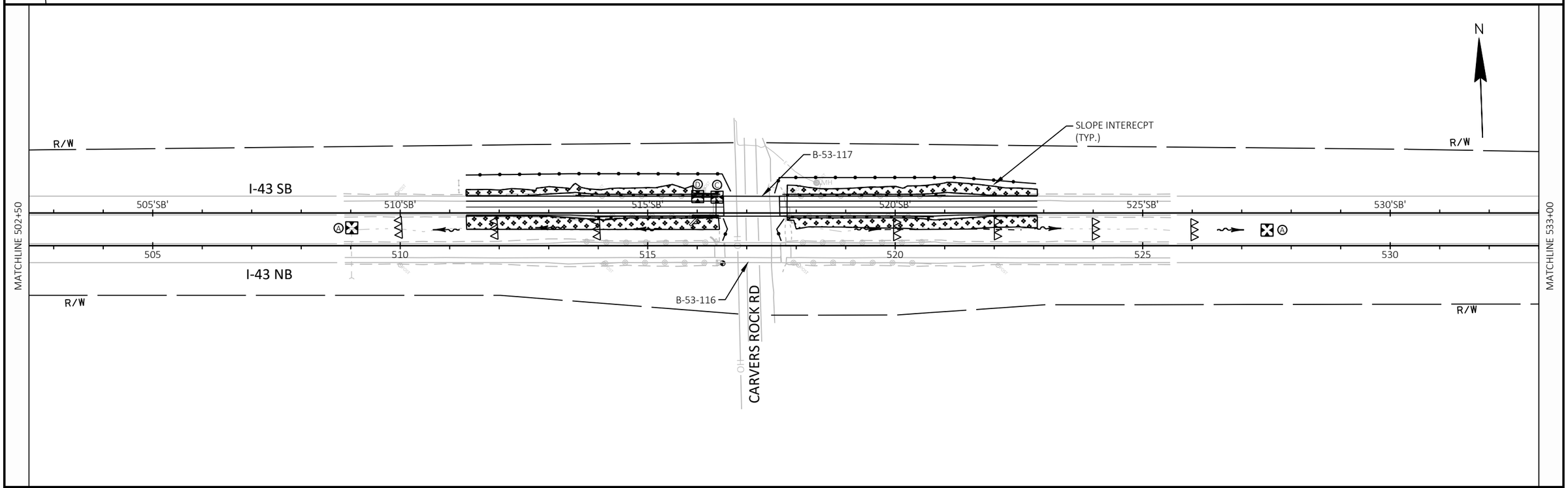
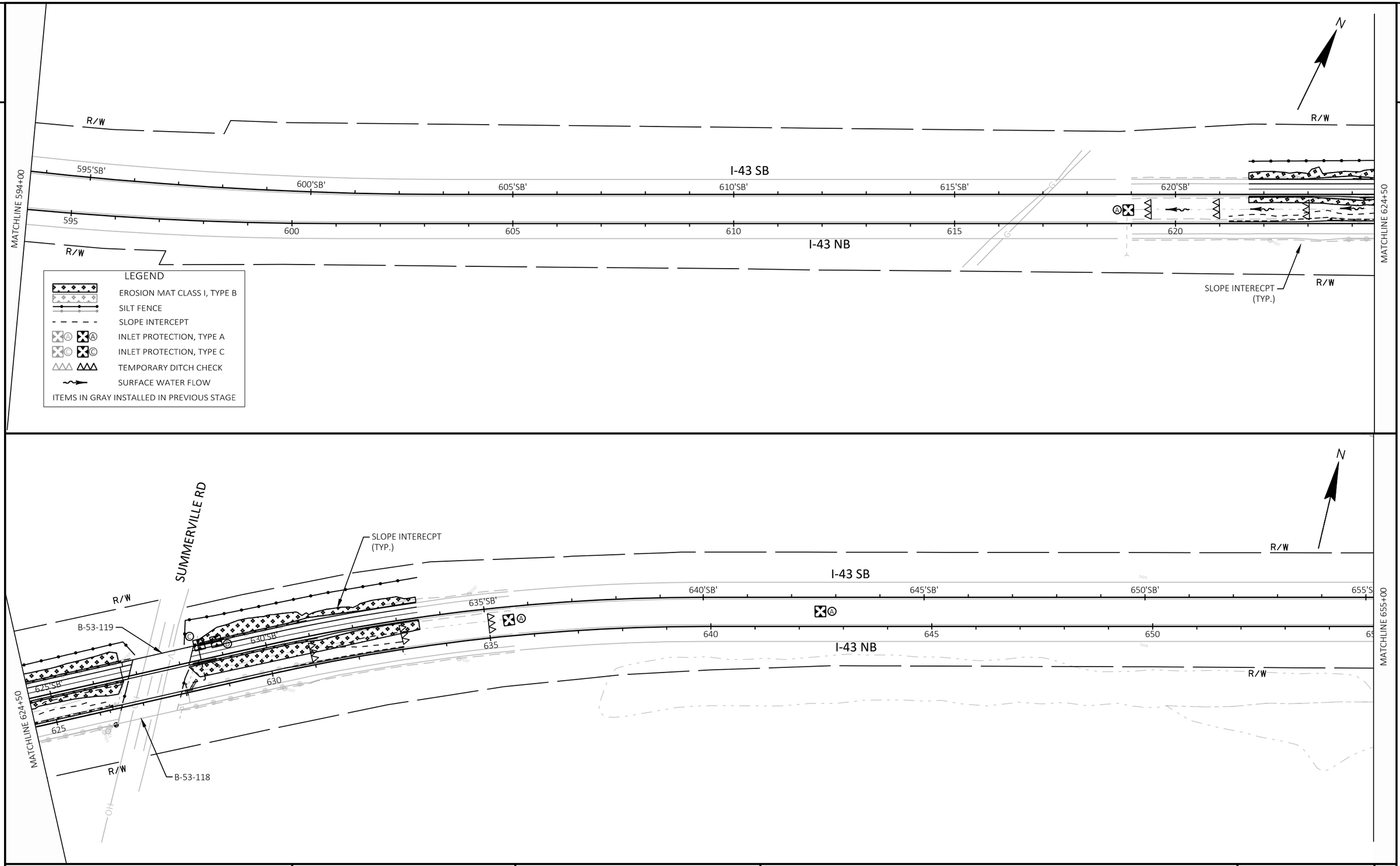


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1B	SHEET 31	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1B.DWG
LAYOUT NAME - 13
PLOT DATE : 8/16/2021 8:40 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2



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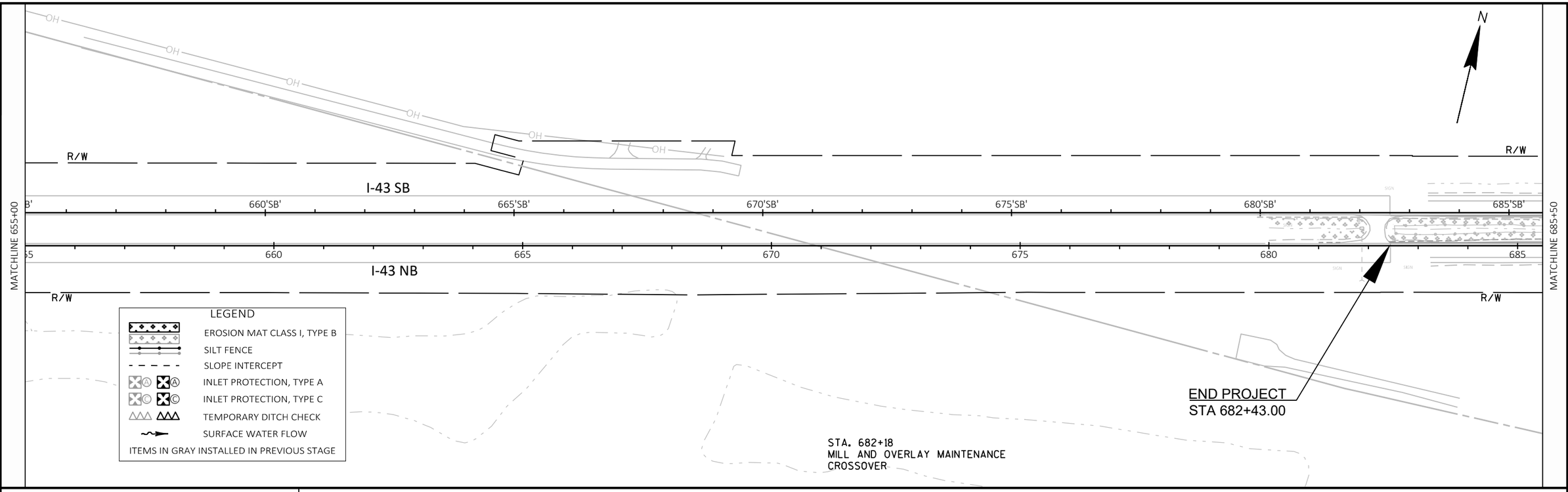
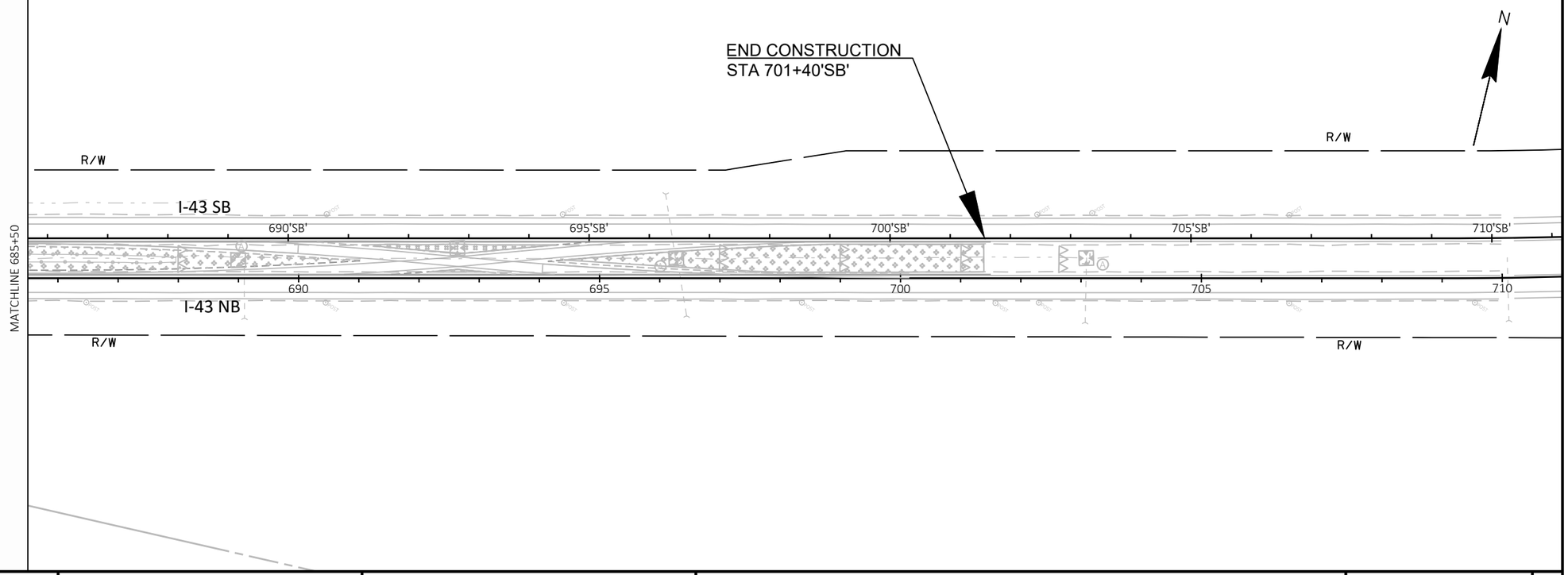
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 1B	SHEET 32	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-1B.DWG
LAYOUT NAME - 15
PLOT DATE : 8/16/2021 8:41 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44


OH
R/W
I-43 SB
660'SB'
665'SB'
670'SB'
675'SB'
680'SB'
685'SB'
660
665
670
675
680
685
I-43 NB
R/W
MATCHLINE 655+00
MATCHLINE 685+50
N
LEGEND
EROSION MAT CLASS I, TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION, TYPE A
INLET PROTECTION, TYPE C
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE
END PROJECT
STA 682+43.00
STA. 682+18
MILL AND OVERLAY MAINTENANCE
CROSSOVER


END CONSTRUCTION
STA 701+40'SB'
N
R/W
I-43 SB
690'SB'
695'SB'
700'SB'
705'SB'
710'SB'
690
695
700
705
710
I-43 NB
MATCHLINE 685+50

2

2

R/W

355'SB'

360'SB'

365'SB'

370'SB'

375'SB'

380'SB'

355

360

365

370

375

380

MATCHLINE 350+00

MATCHLINE 380+50

R/W

LEGEND

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION, TYPE A

INLET PROTECTION, TYPE C

INLET PROTECTION, TYPE D

TEMPORARY DITCH CHECK

SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

N

OH

R/W

I-43 SB

385'SB'

390'SB'

395'SB'

400'SB'

405'SB'

410'SB'

385

390

395

400

405

410

I-43 NB

R/W

MATCHLINE 380+50

MATCHLINE 411+00

BEGIN PROJECT
STA 387+00.00

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2A	SHEET 34	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2A.DWG
LAYOUT NAME - 21

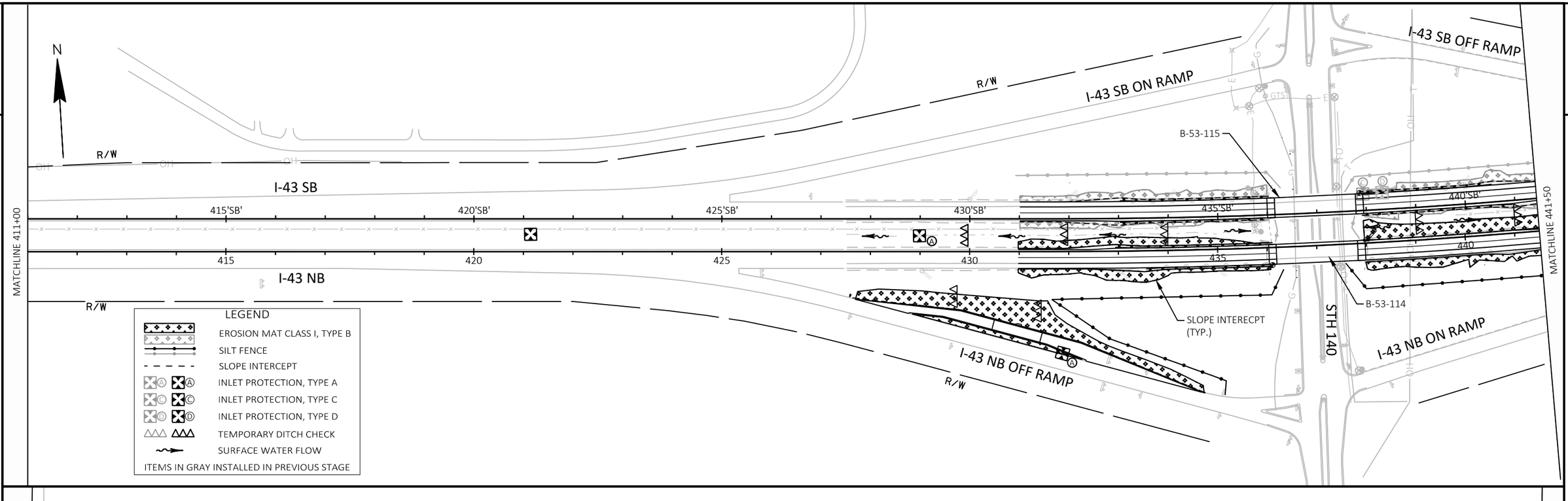
PLOT DATE : 8/16/2021 9:52 AM

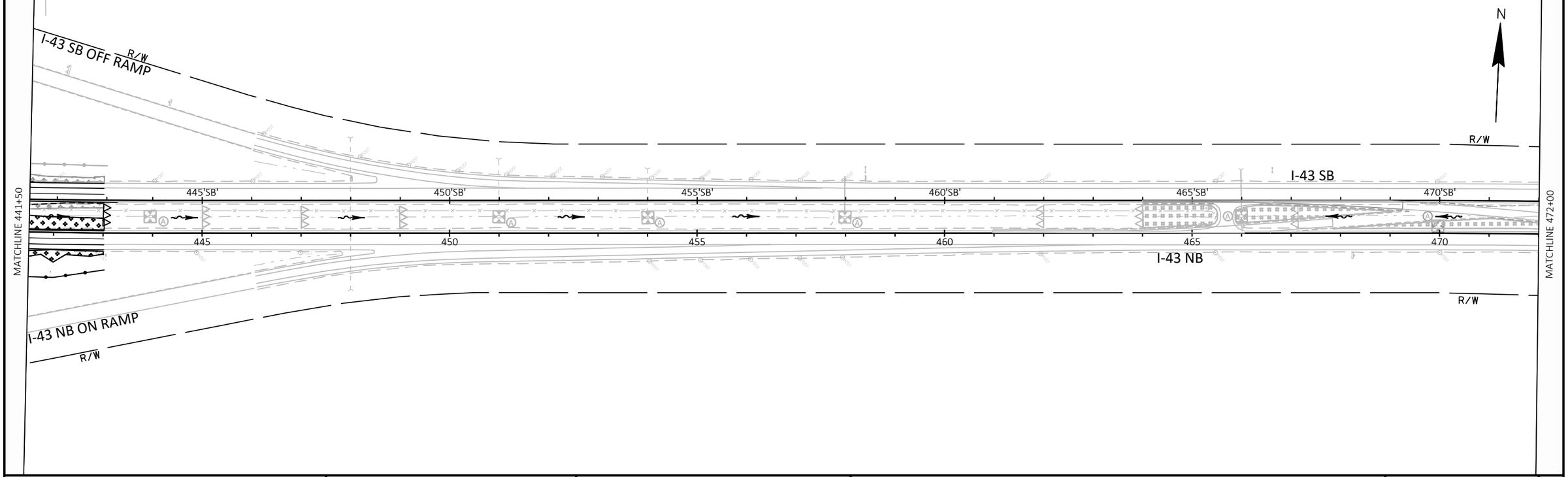
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : ############

WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2A	SHEET 35	E

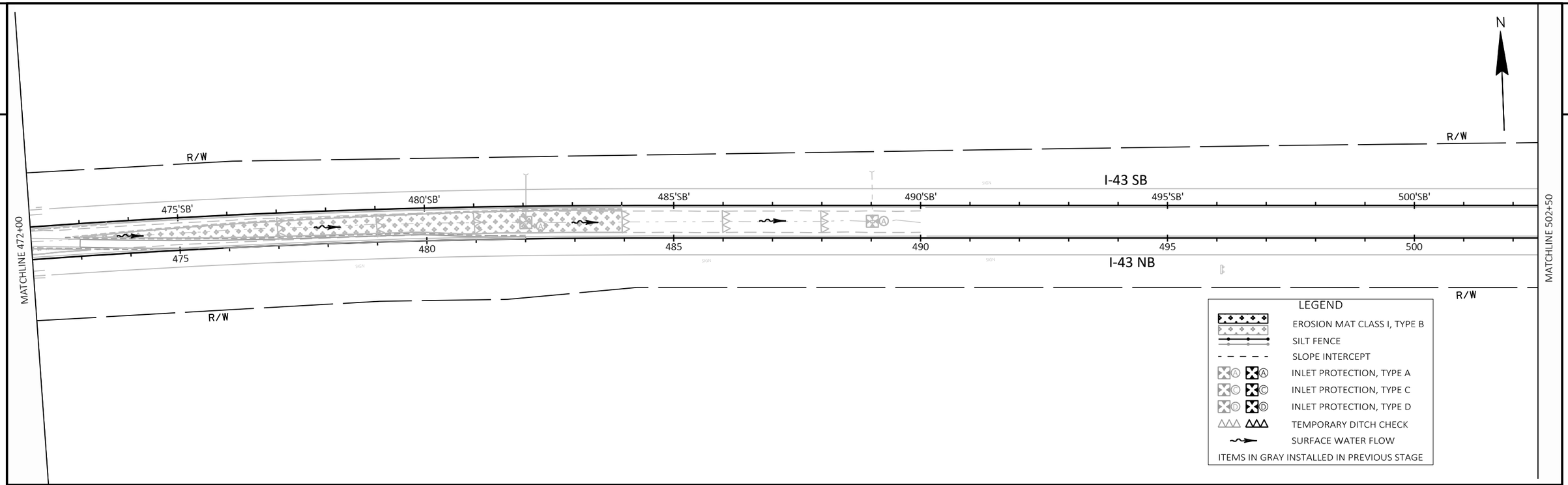
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2A.DWG
LAYOUT NAME - 22

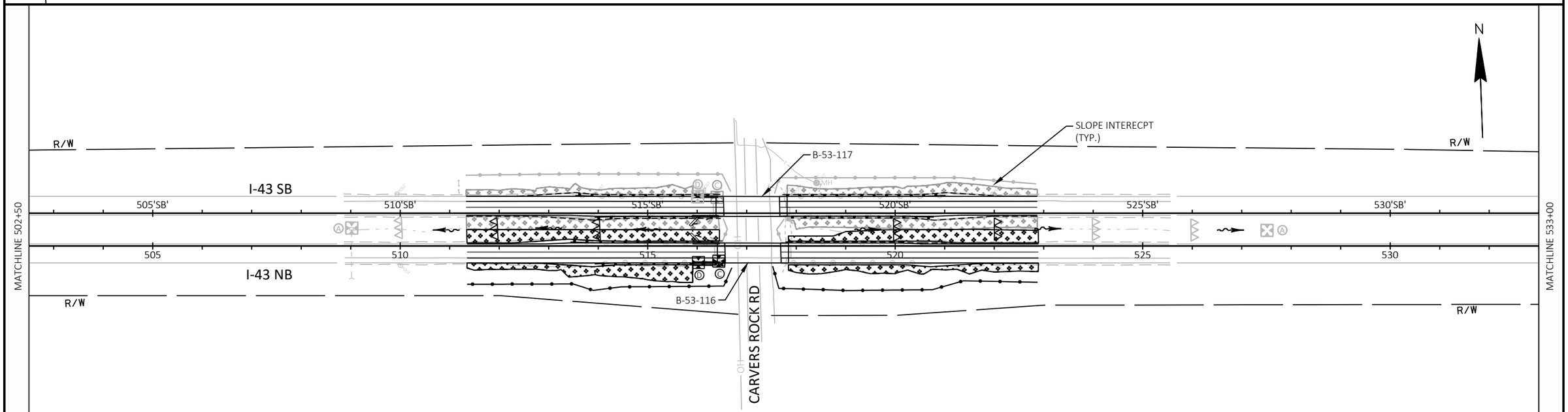
PLOT DATE : 8/16/2021 9:52 AM

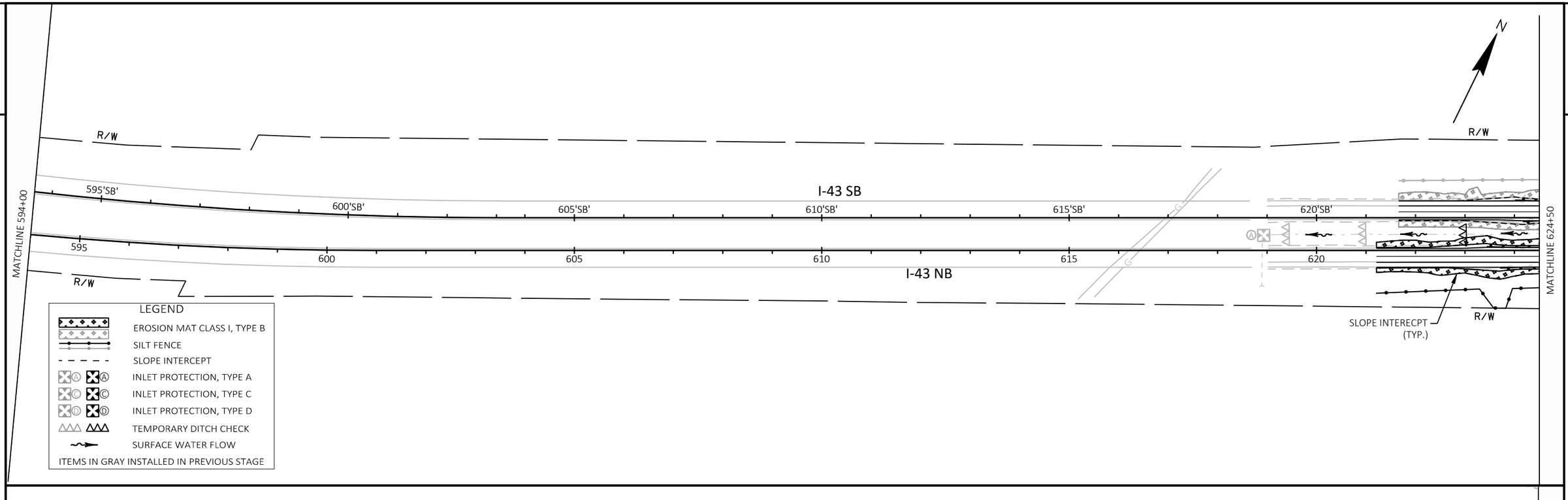
PLOT BY : AECOM
Degner, Mark

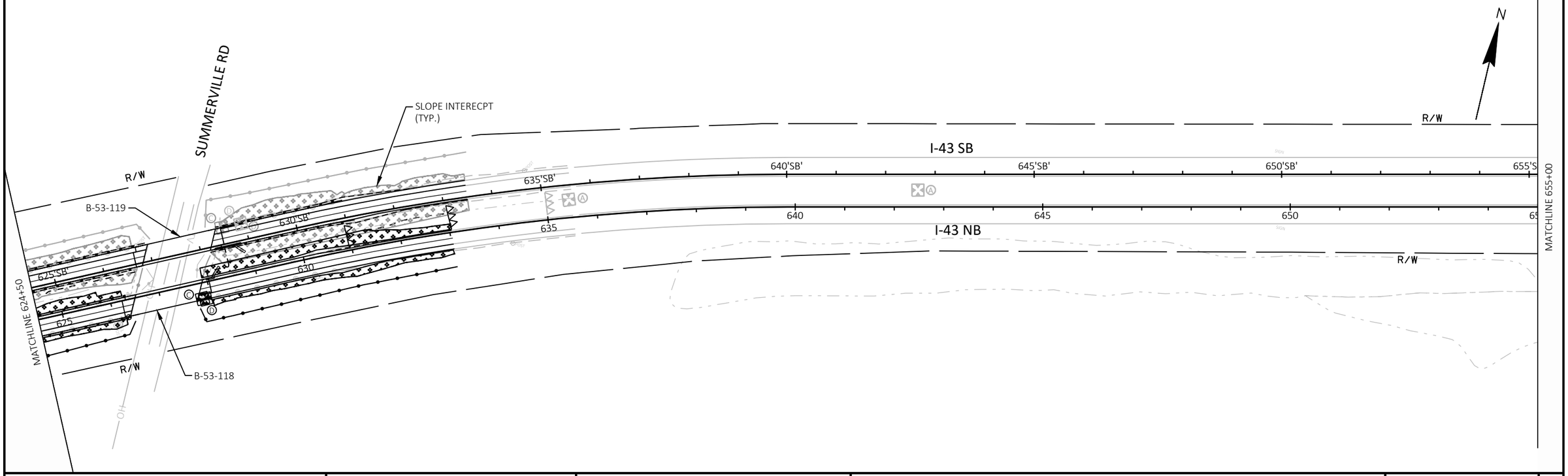
PLOT NAME :

PLOT SCALE : 1 IN:200 FT


N
R/W
R/W
I-43 SB
475'SB'
480'SB'
485'SB'
490'SB'
495'SB'
500'SB'
475
480
485
490
495
500
I-43 NB
R/W
R/W
MATCHLINE 472+00
MATCHLINE 502+50
LEGEND
EROSION MAT CLASS I, TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION, TYPE A
INLET PROTECTION, TYPE C
INLET PROTECTION, TYPE D
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

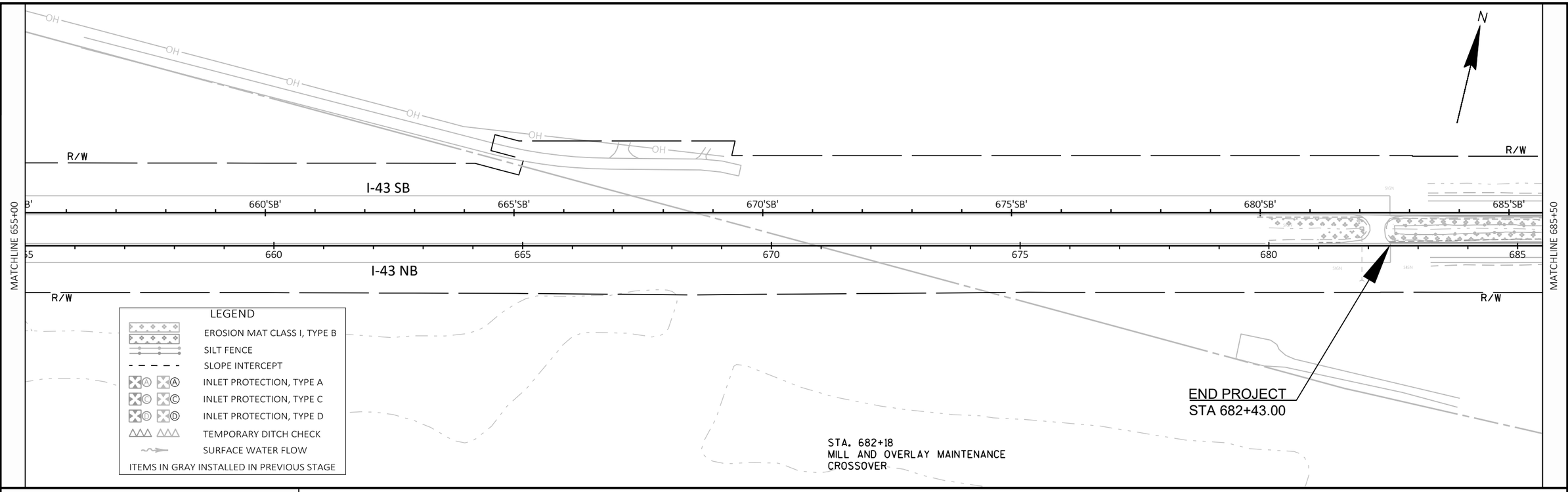

N
R/W
R/W
I-43 SB
505'SB'
510'SB'
515'SB'
520'SB'
525'SB'
530'SB'
505
510
515
520
525
530
I-43 NB
R/W
R/W
SLOPE INTERECPT
(TYP.)
B-53-117
B-53-116
CARVERS ROCK RD
OH
MATCHLINE 502+50
MATCHLINE 533+00

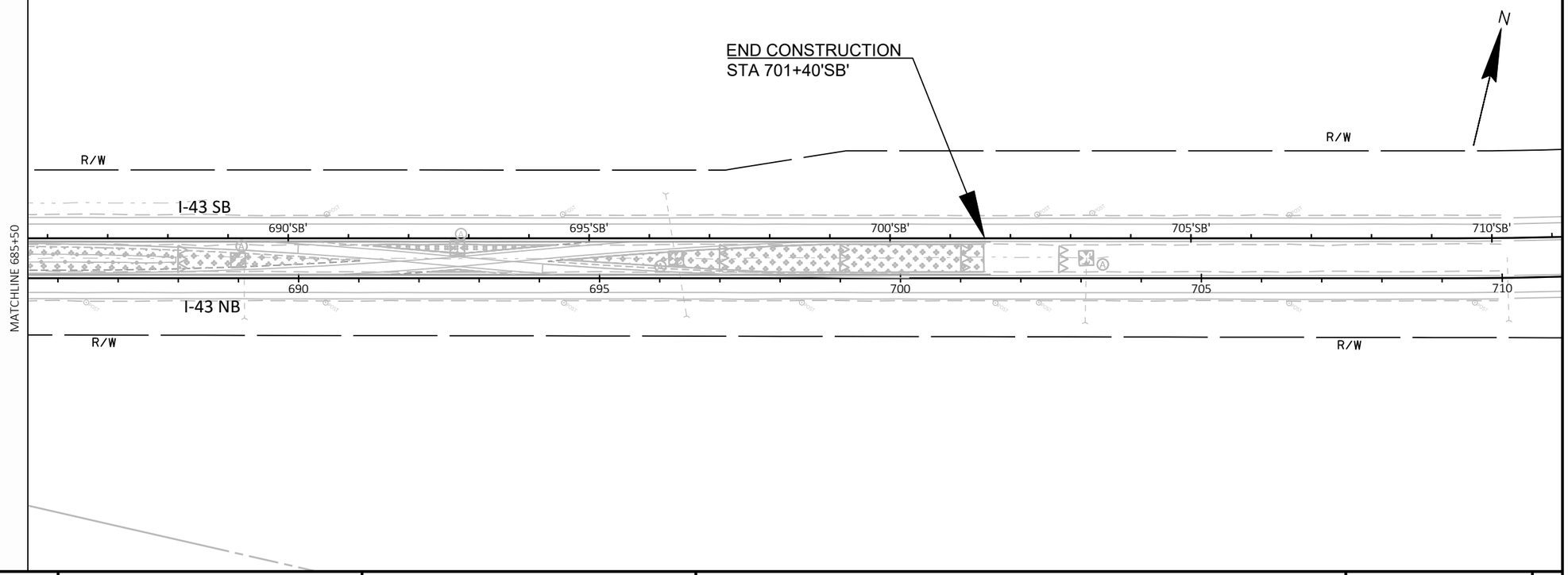




PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2A	SHEET 37	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2A.DWG
LAYOUT NAME - 25
PLOT DATE : 8/16/2021 9:53 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44


OH
R/W
I-43 SB
660'SB'
665'SB'
670'SB'
675'SB'
680'SB'
685'SB'
660
665
670
675
680
685
I-43 NB
R/W
MATCHLINE 655+00
MATCHLINE 685+50
N
LEGEND
EROSION MAT CLASS I, TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION, TYPE A
INLET PROTECTION, TYPE C
INLET PROTECTION, TYPE D
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE
END PROJECT
STA 682+43.00
STA. 682+18
MILL AND OVERLAY MAINTENANCE
CROSSOVER


END CONSTRUCTION
STA 701+40'SB'
N
R/W
I-43 SB
690'SB'
695'SB'
700'SB'
705'SB'
710'SB'
690
695
700
705
710
I-43 NB
MATCHLINE 685+50

2

2

R/W

355'SB'

360'SB'

365'SB'

370'SB'

375'SB'

380'SB'

355

360

365

370

375

380

MATCHLINE 350+00

MATCHLINE 380+50

R/W

LEGEND

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION, TYPE A

INLET PROTECTION, TYPE C

TEMPORARY DITCH CHECK

SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

N

OH

R/W

I-43 SB

385'SB'

390'SB'

395'SB'

400'SB'

405'SB'

410'SB'

385

390

395

400

405

410

I-43 NB

MATCHLINE 380+50

MATCHLINE 411+00

R/W

BEGIN PROJECT
STA 387+00.00

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2B	SHEET 39	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2B.DWG
LAYOUT NAME - 31

PLOT DATE : 8/16/2021 9:37 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : ############

WISDOT/CADDS SHEET 44

2

N

R/W

I-43 SB

415'SB' 420'SB' 425'SB' 430'SB' 435'SB' 440'SB'

415 420 425 430 435 440

I-43 NB

R/W

I-43 SB ON RAMP

I-43 SB OFF RAMP

B-53-115

B-53-114

SLOPE INTERECPT (TYP.)

STH 140

I-43 NB ON RAMP

I-43 NB OFF RAMP

R/W

MATCHLINE 411+00

MATCHLINE 441+50

LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- TEMPORARY DITCH CHECK
- SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

2

N

I-43 SB OFF RAMP

R/W

I-43 SB

445'SB' 450'SB' 455'SB' 460'SB' 465'SB' 470'SB'

445 450 455 460 465 470

I-43 NB

R/W

I-43 NB ON RAMP

R/W

MATCHLINE 441+50

MATCHLINE 472+00

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2B	SHEET 40	E

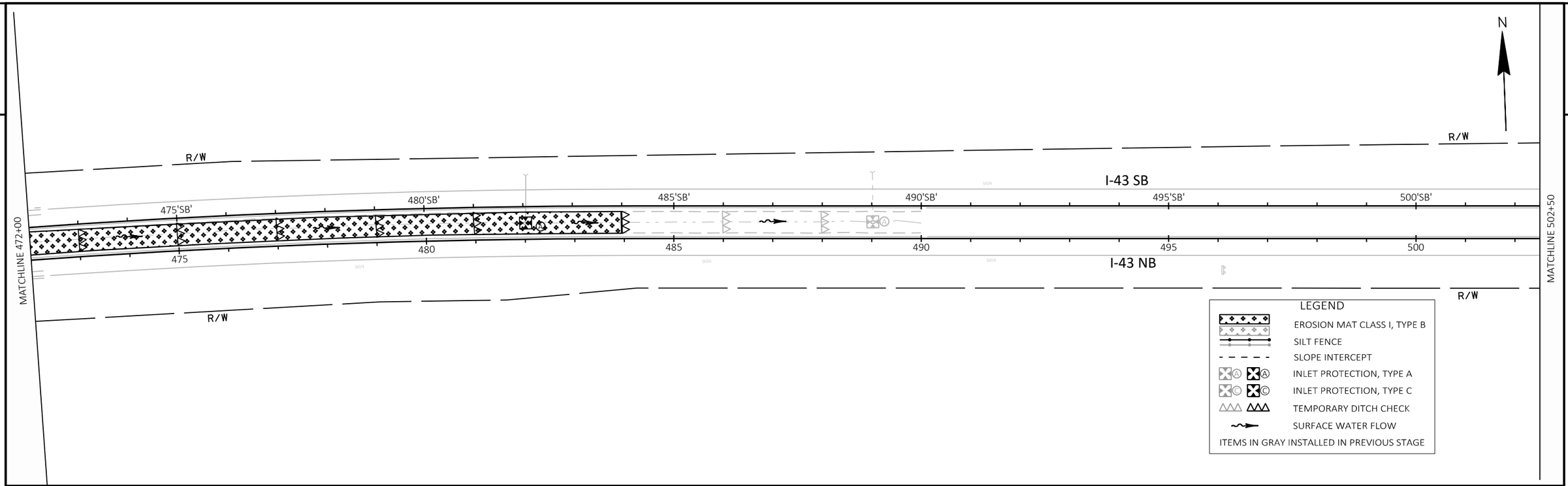
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2B.DWG
LAYOUT NAME - 32

PLOT DATE : 8/16/2021 9:37 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT



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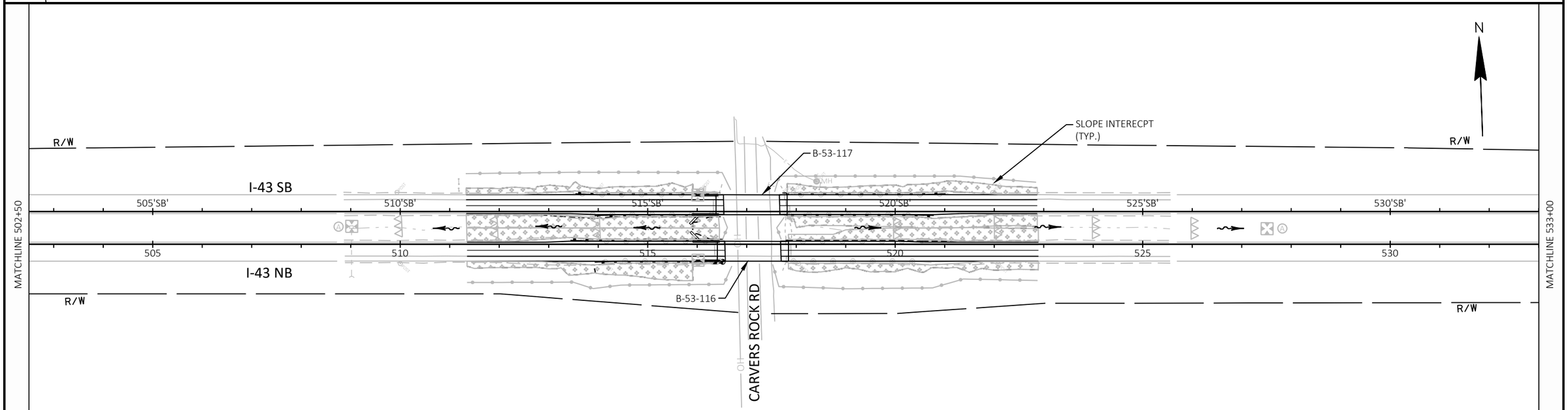

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2B	SHEET 41	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2B.DWG
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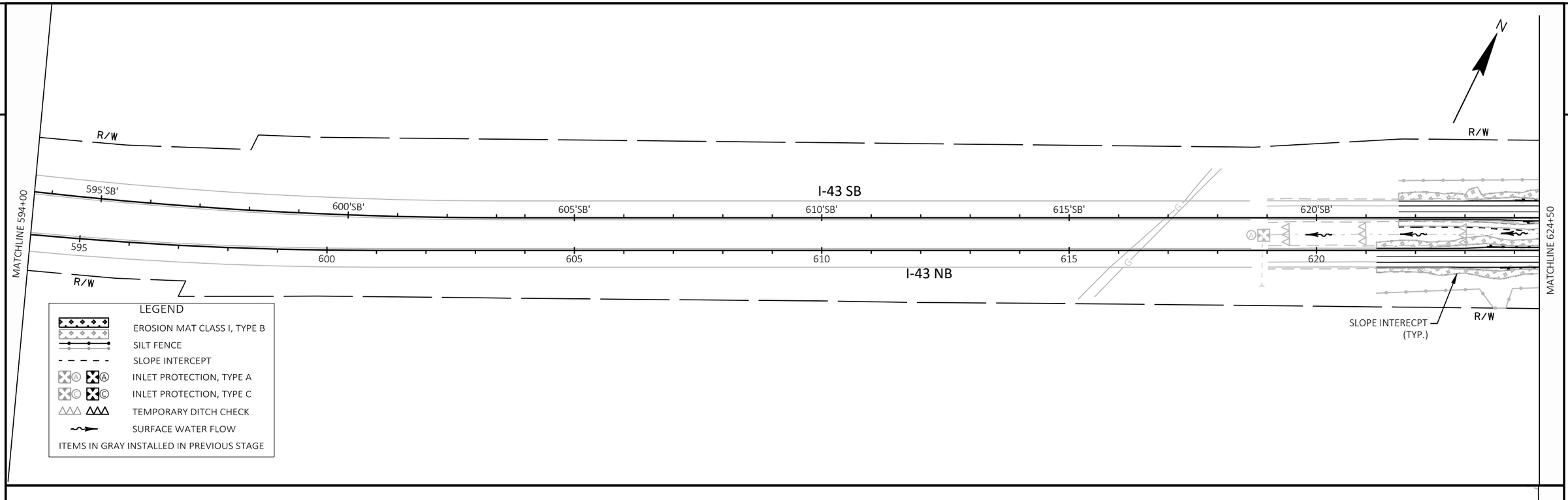
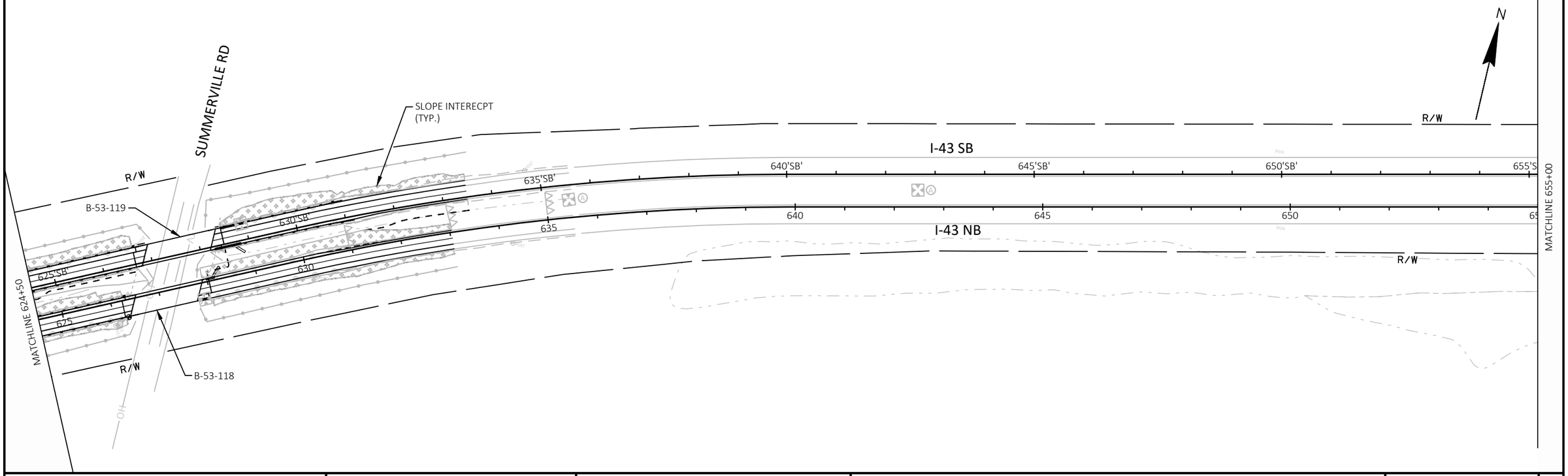
PLOT DATE : 8/16/2021 9:37 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2B	SHEET 42	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\022001-EC-2B.DWG
LAYOUT NAME - 35

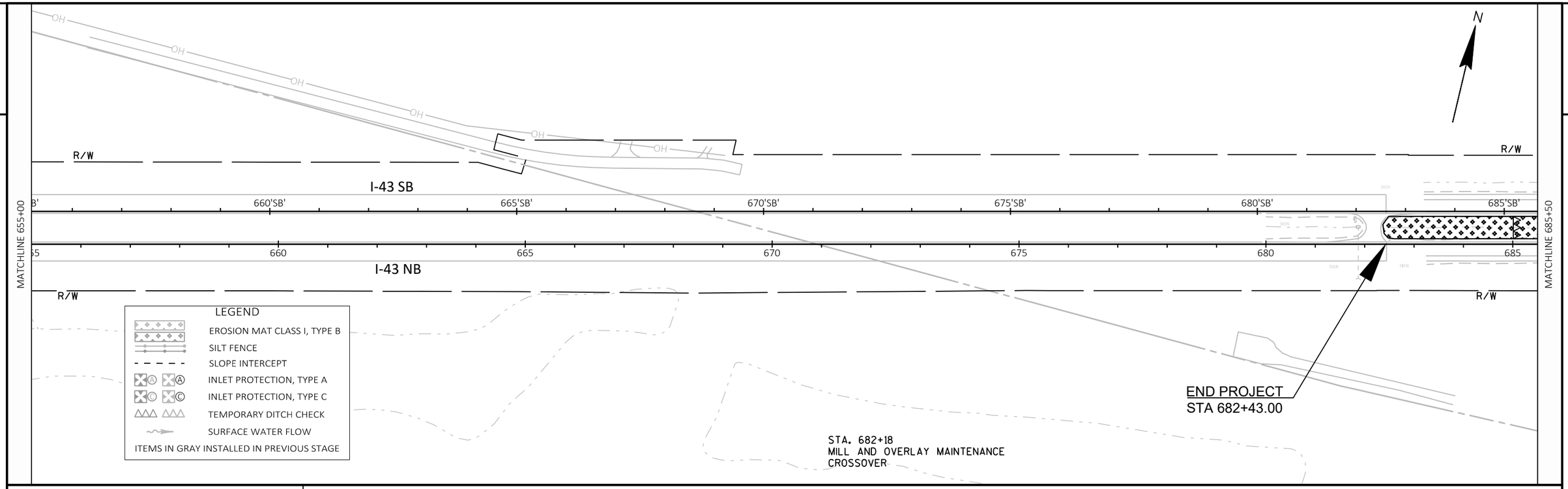
PLOT DATE : 8/16/2021 9:37 AM

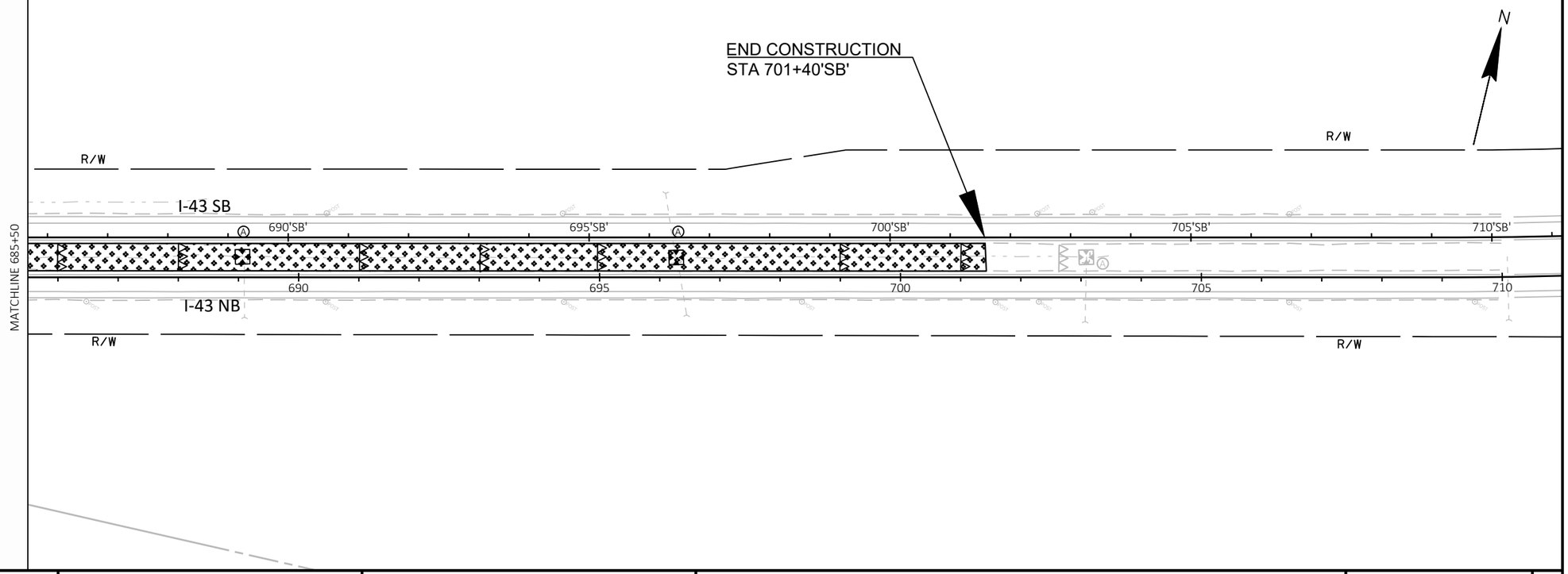
PLOT BY : AECOM
Degner, Mark

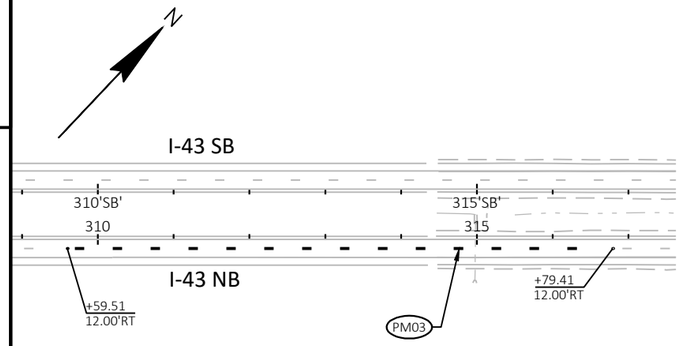
PLOT NAME :

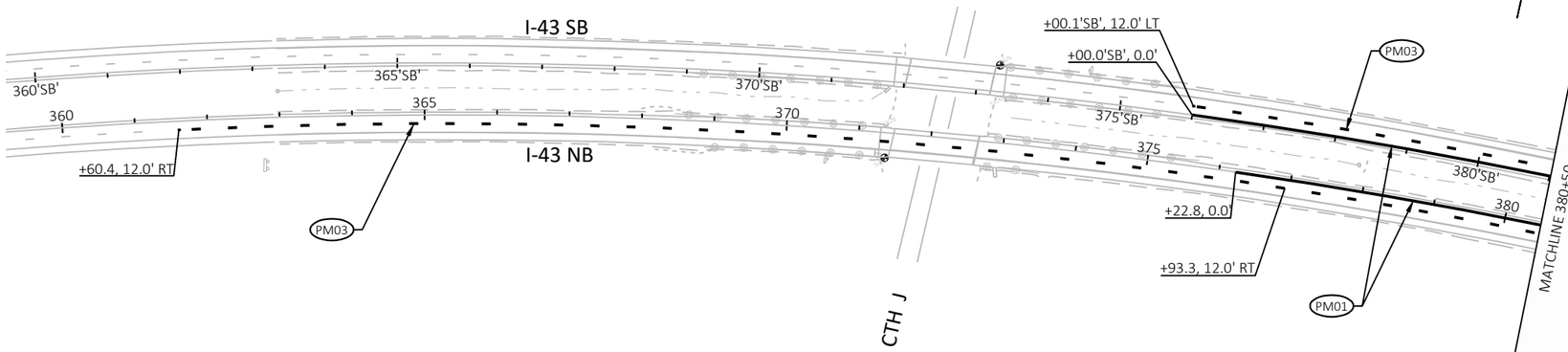
PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44


N
R/W
I-43 SB
660'SB'
665'SB'
670'SB'
675'SB'
680'SB'
685'SB'
660
665
670
675
680
685
I-43 NB
R/W
MATCHLINE 655+00
MATCHLINE 685+50
LEGEND
EROSION MAT CLASS I, TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION, TYPE A
INLET PROTECTION, TYPE C
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE
END PROJECT
STA 682+43.00
STA. 682+18
MILL AND OVERLAY MAINTENANCE
CROSSOVER

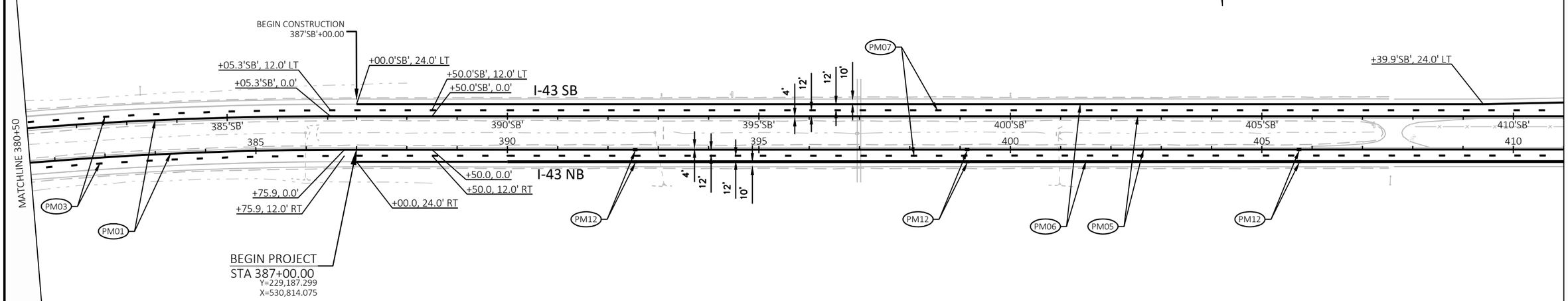

N
END CONSTRUCTION
STA 701+40'SB'
R/W
I-43 SB
690'SB'
695'SB'
700'SB'
705'SB'
710'SB'
690
695
700
705
710
I-43 NB
R/W
MATCHLINE 685+50



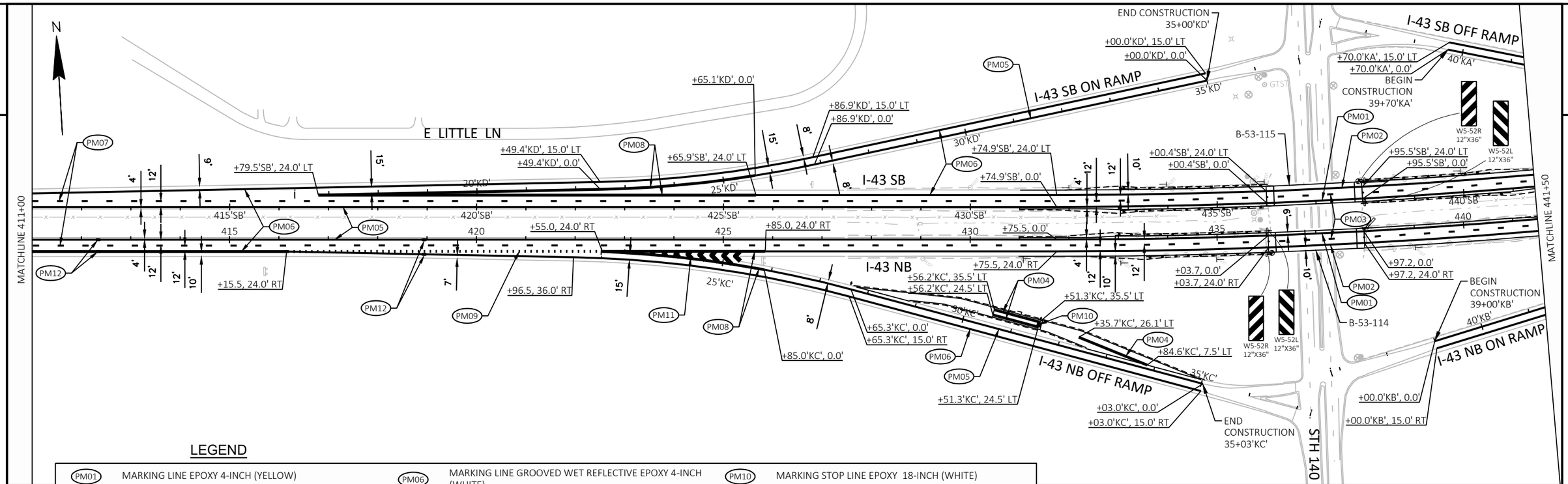


LEGEND

PM01	MARKING LINE EPOXY 4-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	PM10	MARKING STOP LINE EPOXY 18-INCH (WHITE)
PM02	MARKING LINE EPOXY 4-INCH (WHITE)	PM07	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT GAP)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM03	MARKING LINE EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE, 37.5 FT GAP)	PM08	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (SOLID WHITE)	PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
PM04	MARKING LINE EPOXY 8-INCH (WHITE)	PM09	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)			■	SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 44	E



LEGEND

PM01	MARKING LINE EPOXY 4-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	PM10	MARKING STOP LINE EPOXY 18-INCH (WHITE)
PM02	MARKING LINE EPOXY 4-INCH (WHITE)	PM07	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT GAP)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
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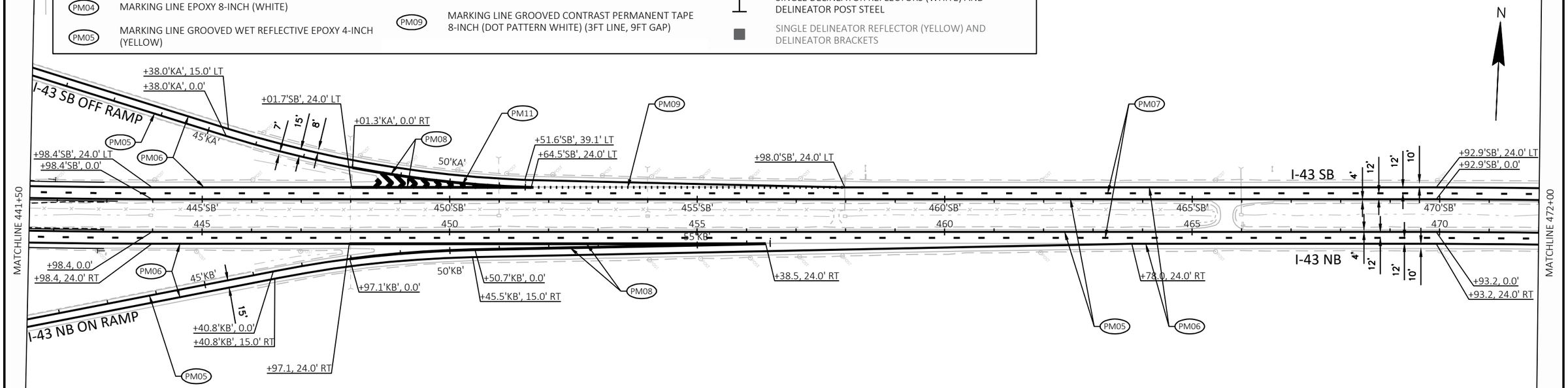
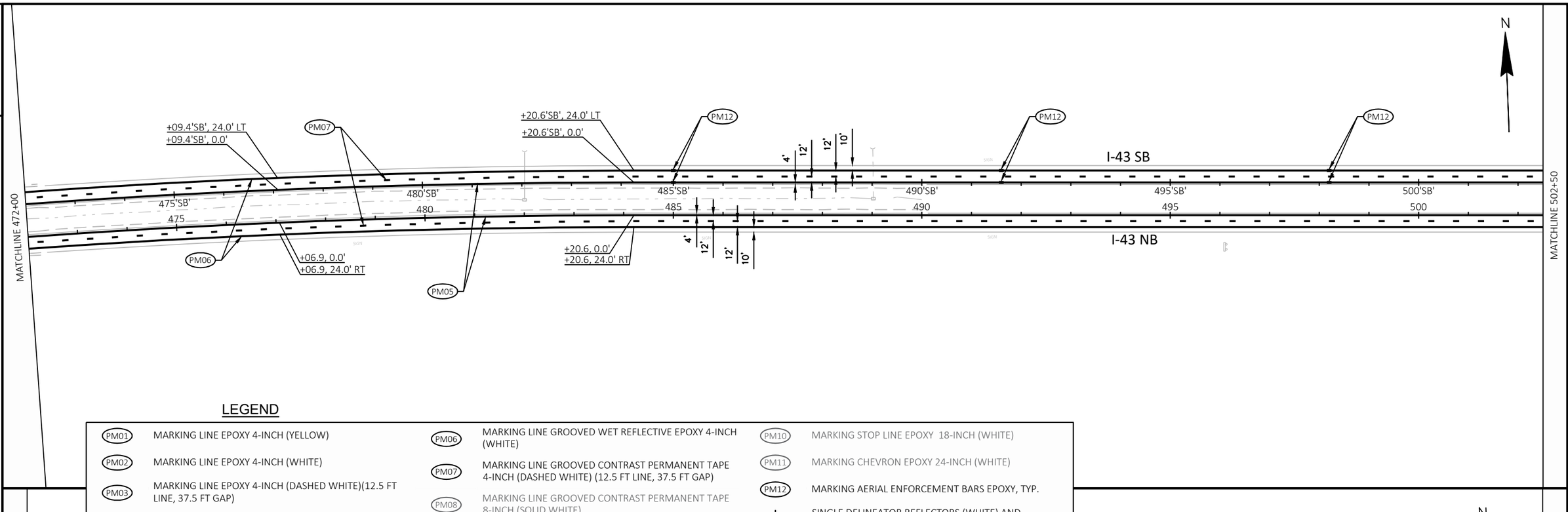
PM04	MARKING LINE EPOXY 8-INCH (WHITE)	PM09	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)			■	SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS

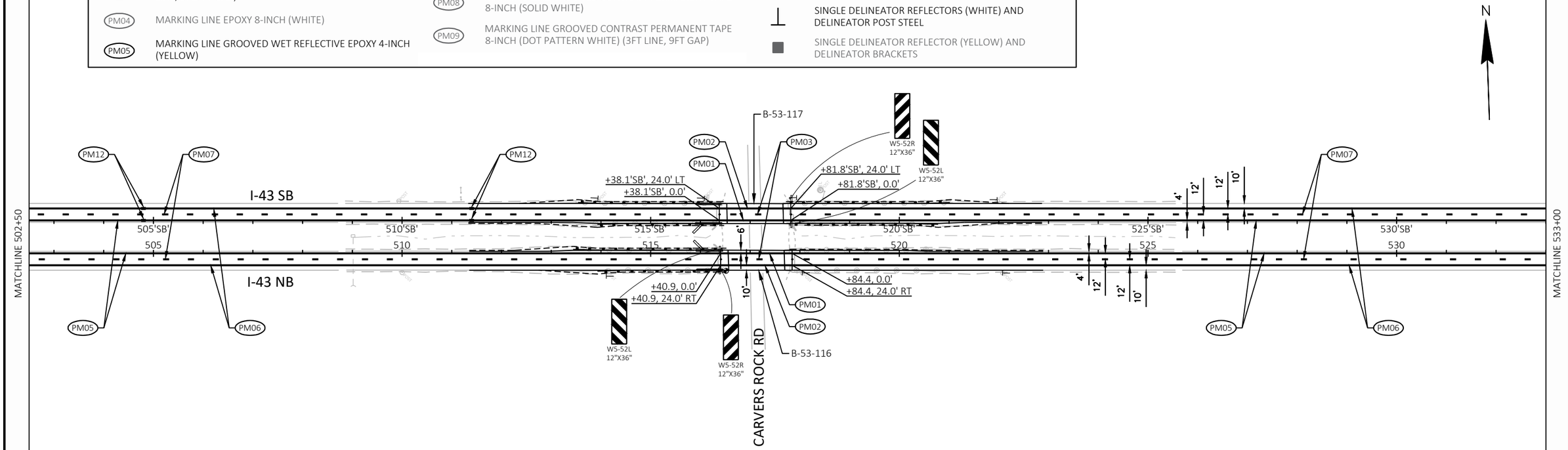


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 45	E



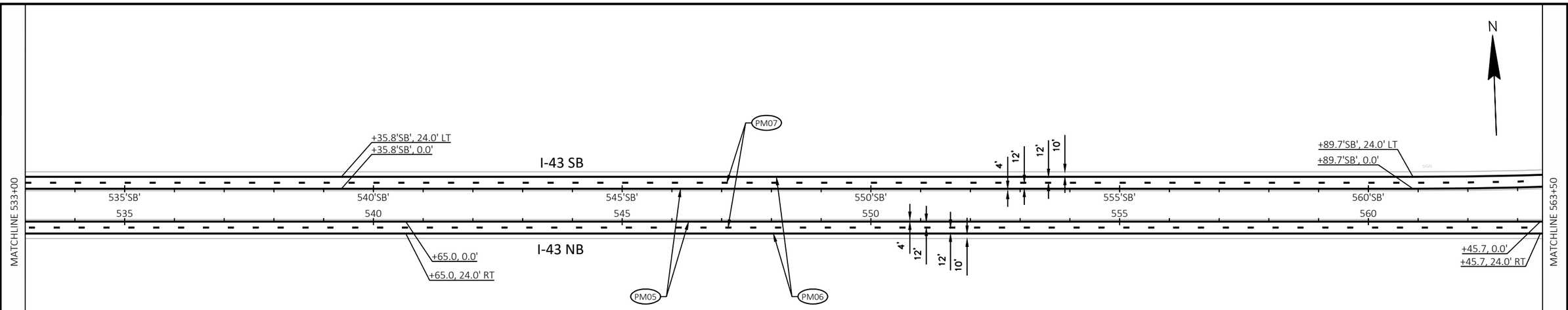
LEGEND

PM01	MARKING LINE EPOXY 4-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	PM10	MARKING STOP LINE EPOXY 18-INCH (WHITE)
PM02	MARKING LINE EPOXY 4-INCH (WHITE)	PM07	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT GAP)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM03	MARKING LINE EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE, 37.5 FT GAP)	PM08	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (SOLID WHITE)	PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
PM04	MARKING LINE EPOXY 8-INCH (WHITE)	PM09	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)			■	SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS



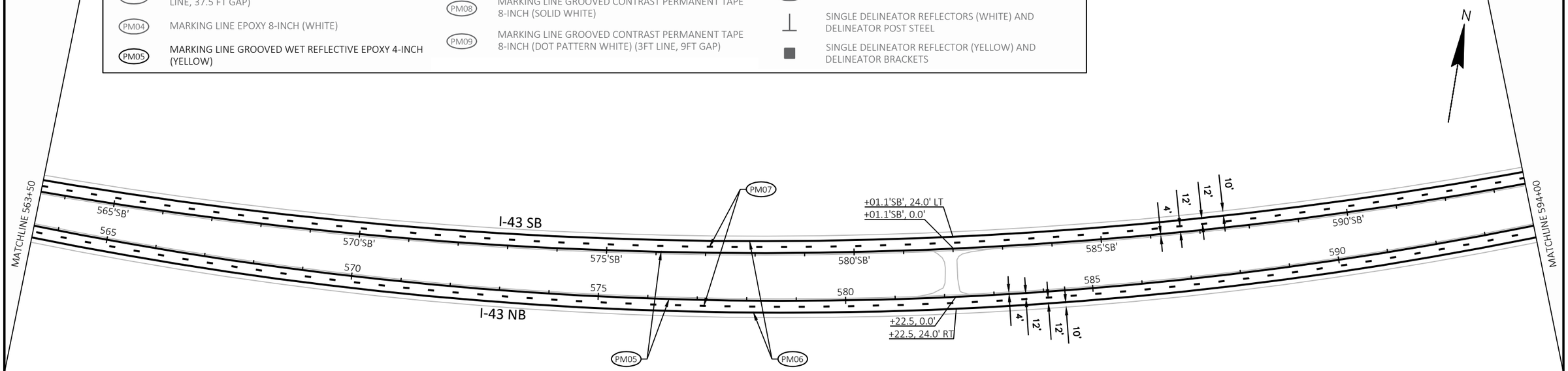
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 46	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\024501-PM.DWG
LAYOUT NAME - 021207
PLOT DATE : 7/21/2021 4:20 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

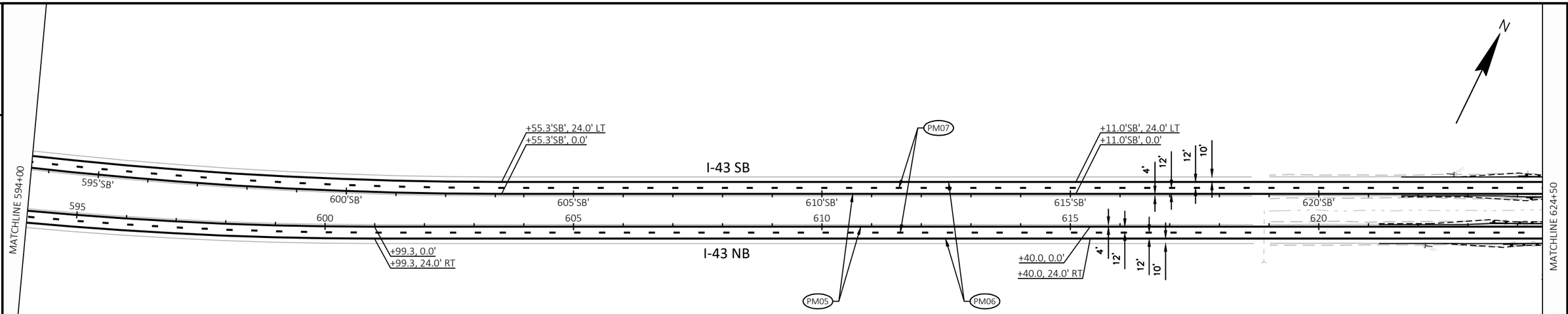


LEGEND

- PM01 MARKING LINE EPOXY 4-INCH (YELLOW)
- PM02 MARKING LINE EPOXY 4-INCH (WHITE)
- PM03 MARKING LINE EPOXY 4-INCH (DASHED WHITE)(12.5 FT LINE, 37.5 FT GAP)
- PM04 MARKING LINE EPOXY 8-INCH (WHITE)
- PM05 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
- PM06 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
- PM07 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE, 37.5 FT GAP)
- PM08 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (SOLID WHITE)
- PM09 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)
- PM10 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- PM11 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- PM12 MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
- ⊥ SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
- ■ SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 47	E



LEGEND

PM01	MARKING LINE EPOXY 4-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	PM10	MARKING STOP LINE EPOXY 18-INCH (WHITE)
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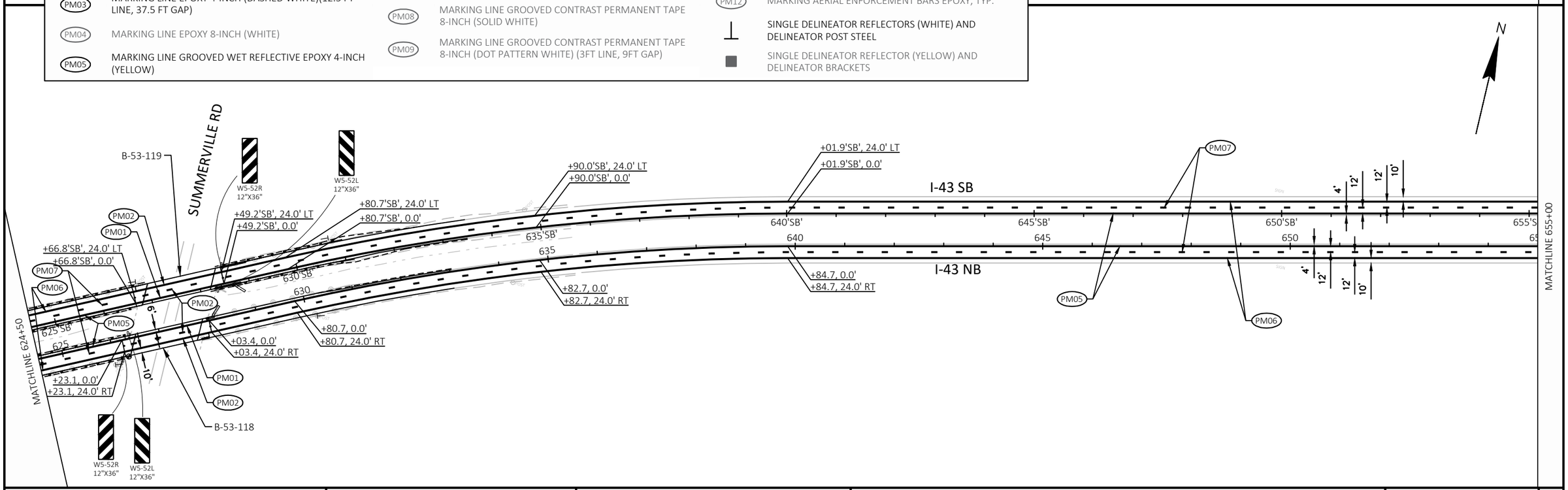
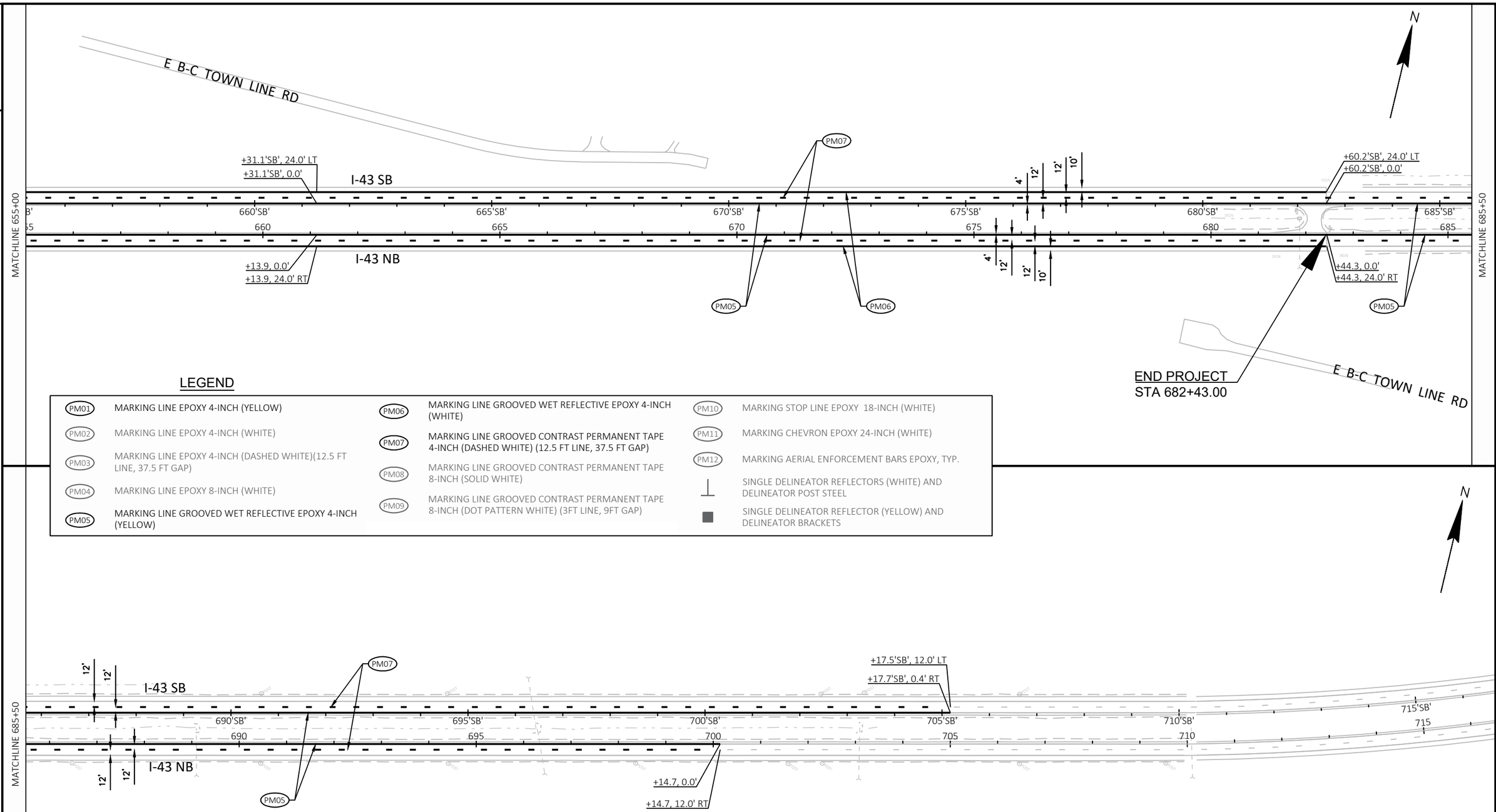
PM04	MARKING LINE EPOXY 8-INCH (WHITE)	PM09	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)			■	SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 48	E



LEGEND

PM01	MARKING LINE EPOXY 4-INCH (YELLOW)
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PM09	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)
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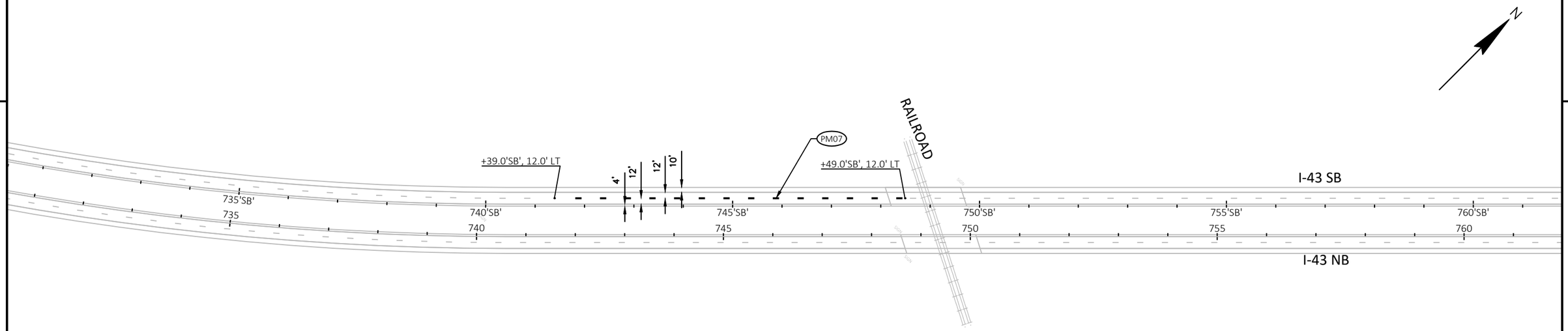
PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
■	SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS

2



LEGEND

PM01	MARKING LINE EPOXY 4-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)	PM10	MARKING STOP LINE EPOXY 18-INCH (WHITE)
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PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)			■	SINGLE DELINEATOR REFLECTOR (YELLOW) AND DELINEATOR BRACKETS

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
4. ALL SHORT TERM LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL ARROW BOARDS AND DEVICES REMOVED BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.
5. ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" AND "DOWNED" SIGNS.
6. MOVE, REMOVE, OR INSTALL ROUTE MARKER SIGNS AS REQUIRED TO MAINTAIN NECESSARY ROUTE GUIDANCE THROUGHOUT CONSTRUCTION.
7. THE LANE CLOSURE SERIES SHALL BE INSTALLED AS A COMPLETE UNIT WHICH INCLUDES ALL ADVANCED WARNING SIGNS, DRUMS, AND ARROW BOARDS.
8. FOR ANY LANE CLOSURES THAT ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS. TRAFFIC CONTROL SIGNS MOUNTED ON PORTABLE SUPPORTS MUST BE MOUNTED AT A MINIMUM OF 5 FEET FROM THE TOP OF PAVEMENT TO THE BOTTOM OF SIGN.
9. ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.
10. CONTRACTOR'S EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE MEDIAN OR CLEAR ZONE OF IH 43 UNLESS PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.
11. THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE MINIMUM 200 FOOT SEPARATION TO EXISTING SIGNS THAT WILL REMAIN IN PLACE AND NOT BE COVERED.
12. WHEN COVERING SIGNS, A BLANK BLACK PANEL IS TO BE USED.

TRAFFIC CONTROL - STAGING SUMMARY

FOR SPECIFIC TRAFFIC CONTROL AND CONSTRUCTION PER STAGE, REFER TO TRAFFIC CONTROL OVERVIEW SHEETS.

TRAFFIC CONTROL INDEX OF SHEETS

TRAFFIC CONTROL GENERAL NOTES, LEGEND
TRAFFIC CONTROL OVERVIEWS
TRAFFIC CONTROL STAGING TYPICAL SECTIONS
TRAFFIC CONTROL STAGING PLAN SHEETS
TRAFFIC CONTROL DETOUR ROUTES

LEGEND: TEMPORARY PAVEMENT MARKINGS (ALL STAGES)

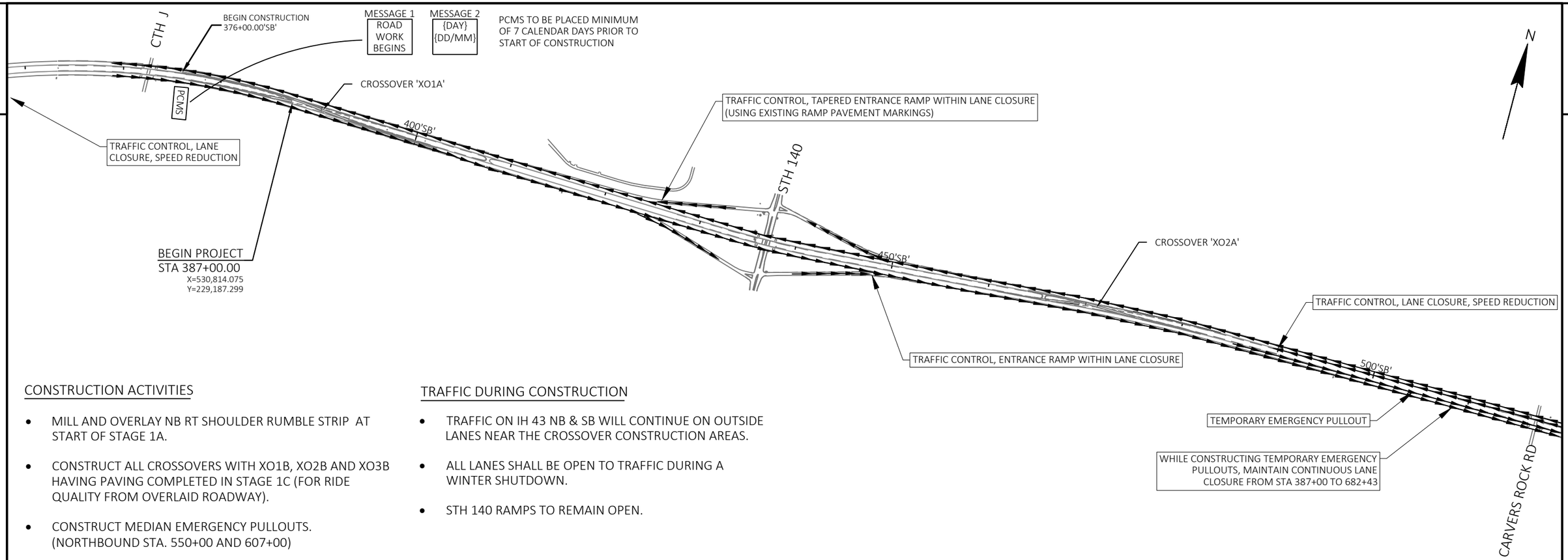
- (PT01) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (PT02) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (PT03) TEMPORARY MARKING LINE PAINT (WHITE LANE DROP, 3FT DASH, 9FT GAP)
- (PT04) TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- (TP05) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (TP06) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (TP07) TEMPORARY MARKING LINE REMOVABLE TAPE (WHITE LANE DROP, 3FT DASH, 9FT GAP)
- (TP08) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
- REMOVING PAVEMENT MARKINGS

FOR PERMANENT PAVEMENT MARKING, SEE PAVEMENT MARKING SHEETS

LEGEND: TRAFFIC CONTROL SYMBOLS (ALL STAGES)

- TRAFFIC CONTROL BARRICADES TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST
- TRAFFIC CONTROL TEMPORARY DELINEATOR (STEEL POST W/ SINGLE DELINEATOR
- TRAFFIC CONTROL FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT (MIN. 5' MOUNTING HEIGHT)
- SIGN ON TEMPORARY SUPPORT (MIN. 5' MOUNTING HEIGHT)
- EXISTING SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK ZONE
- WORK ZONE TEMPORARY PAVEMENT
- TEMPORARY PAVEMENT FROM PREVIOUS STAGES
- DIRECTION OF TRAFFIC
- CC — CRASH CUSHION TEMPORARY
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- FLAGGING OPERATION
- EXISTING SIGN TO BE REMOVED
- EXISTING TYPE I & II SIGNS TO BE COVERED
- FLAGS, 16" X 16" MIN., (ORANGE)

PROJECT NO:1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL GENERAL NOTES & LEGEND	SHEET 51	E

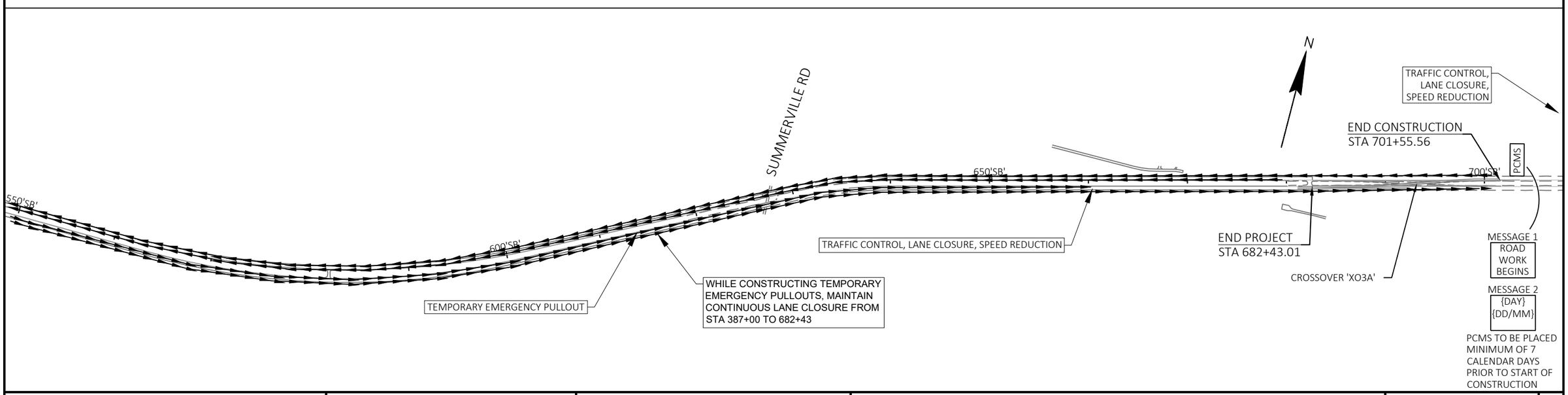


CONSTRUCTION ACTIVITIES

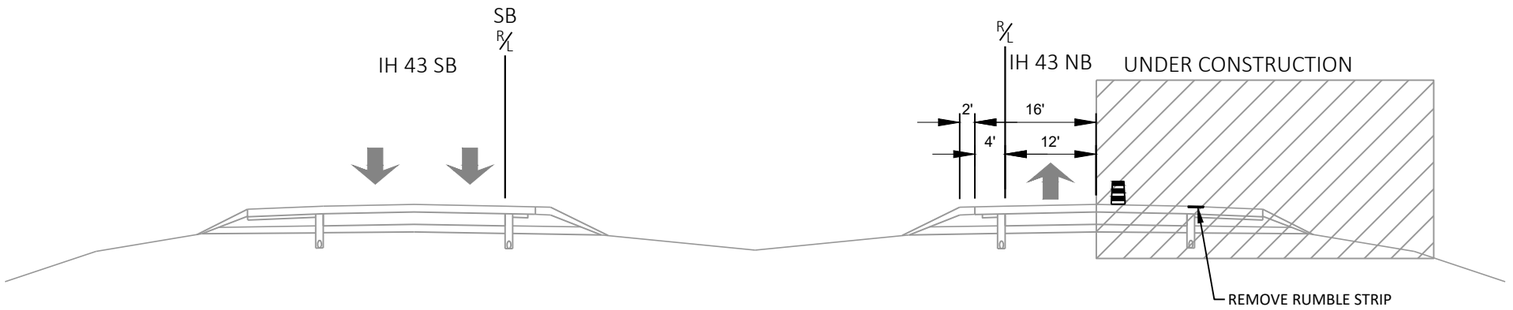
- MILL AND OVERLAY NB RT SHOULDER RUMBLE STRIP AT START OF STAGE 1A.
- CONSTRUCT ALL CROSSOVERS WITH XO1B, XO2B AND XO3B HAVING PAVING COMPLETED IN STAGE 1C (FOR RIDE QUALITY FROM OVERLAID ROADWAY).
- CONSTRUCT MEDIAN EMERGENCY PULLOUTS. (NORTHBOUND STA. 550+00 AND 607+00)

TRAFFIC DURING CONSTRUCTION

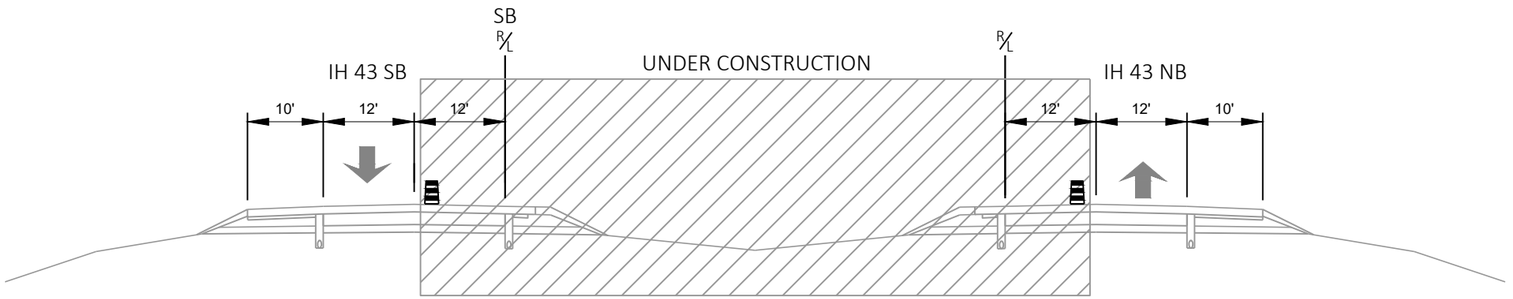
- TRAFFIC ON IH 43 NB & SB WILL CONTINUE ON OUTSIDE LANES NEAR THE CROSSOVER CONSTRUCTION AREAS.
- ALL LANES SHALL BE OPEN TO TRAFFIC DURING A WINTER SHUTDOWN.
- STH 140 RAMPS TO REMAIN OPEN.



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 1A	SHEET 52	E



STAGE 1A (RUMBLE STRIP REMOVAL)
STA 387+00 TO 416+00
STA 425+50 TO 436+15
STA 437+85 TO 448+45
STA 458+50 TO 516+50
STA 517+82 TO 526+32
STA 527+80 TO 695+00

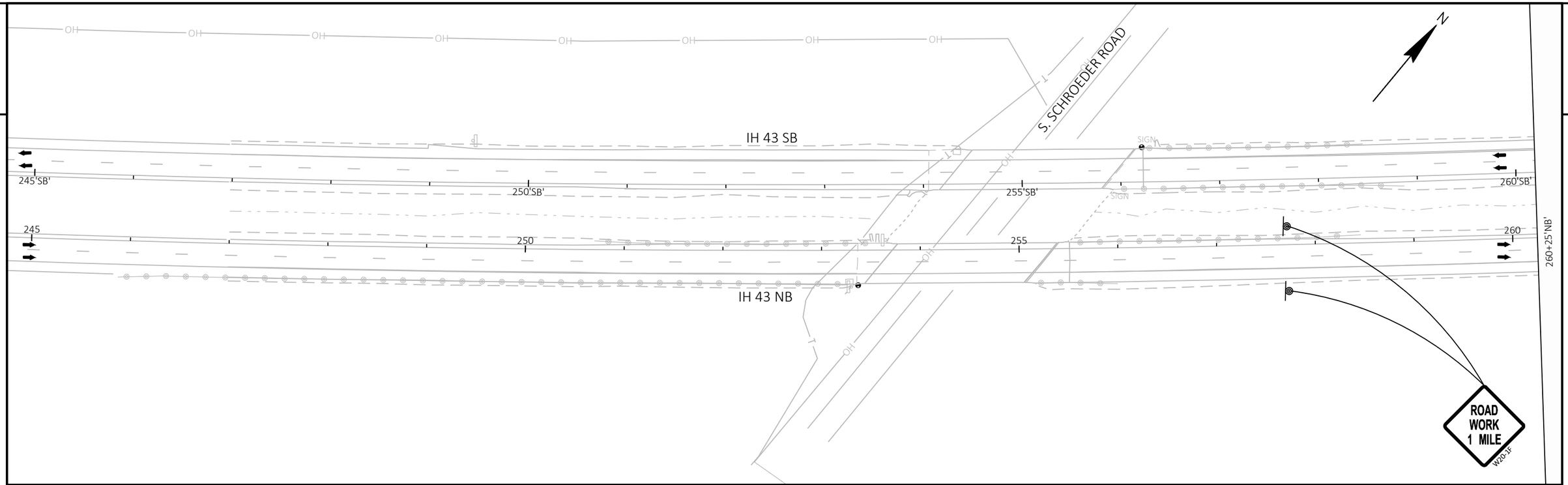


STAGE 1A
STA 376+00 TO 402+00 (CROSSOVERS XO1A & XO1B)
STA 464+00 TO 482+00 (CROSSOVERS XO2A & XO2B)
STA 505+00 LT (EMERGENCY PULLOUT)
STA 607+00 LT (EMERGENCY PULLOUT)
STA 681+00 TO 705+00 (CROSSOVERS XO3A & XO3B)

SEE WISDOT SDD "CONSTRUCT EMERGENCY PULLOUTS" FOR DETAILS.

SEE WISDOT SDD "TRAFFIC CONTROL, LANE CLOSURE" TO CONSTRUCT TEMPORARY EMERGENCY PULLOUTS.

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 1A TYPICAL SECTIONS	SHEET 53	E



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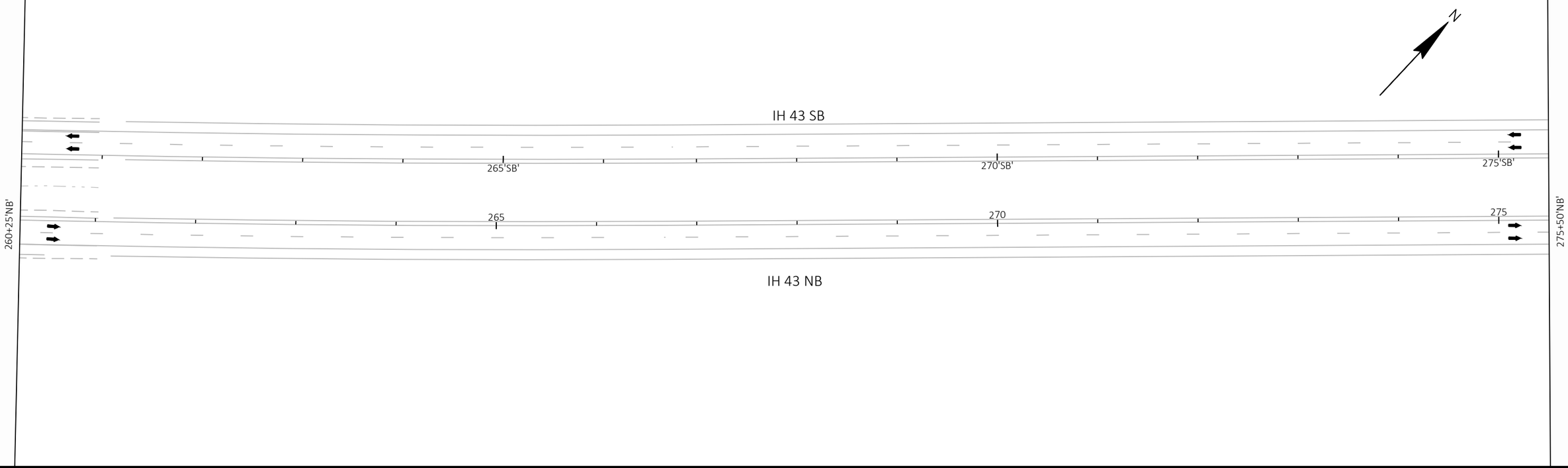
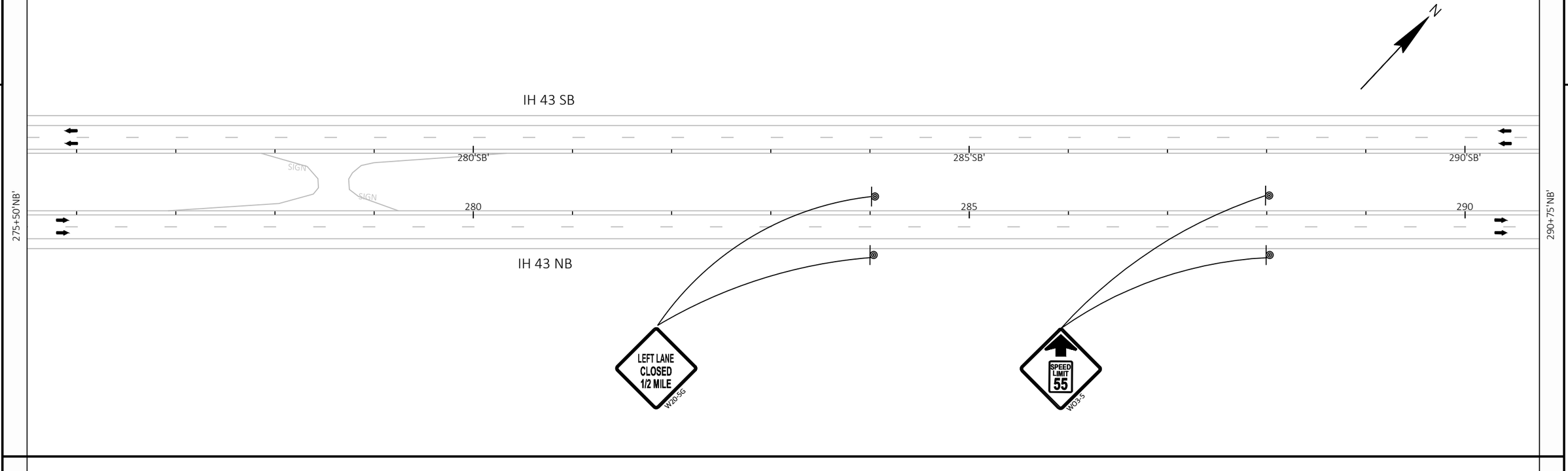
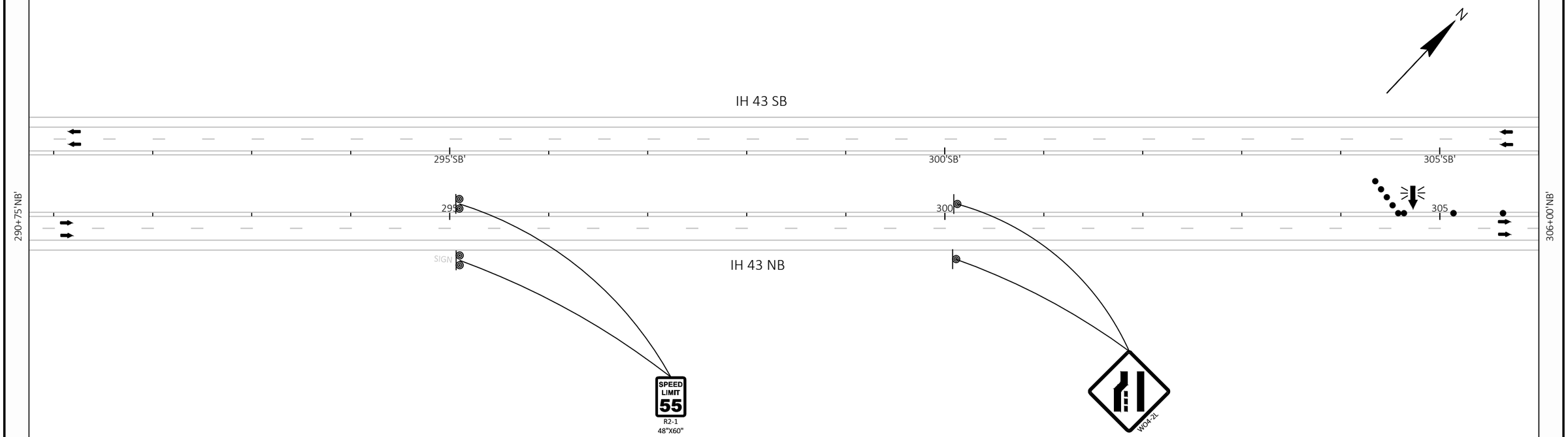


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 54	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021213
PLOT DATE : 7/21/2021 4:32 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



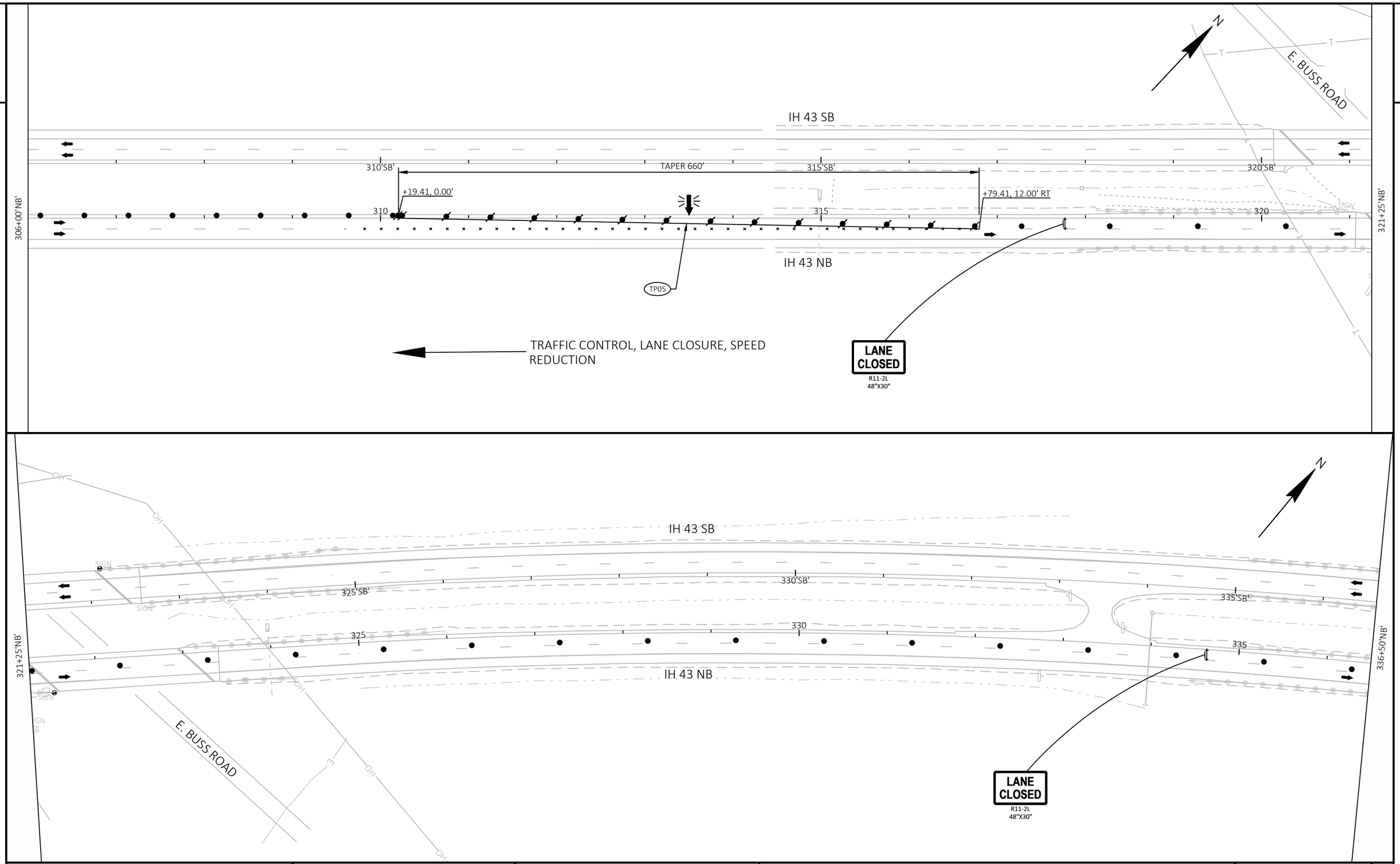


2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 55	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021214

PLOT DATE : 7/21/2021 4:32 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 56	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021215

PLOT DATE : 7/21/2021 4:32 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

IH 43 SB

340'SB'

345'SB'

350'SB'

340

345

350

IH 43 NB

336+50'NB'

351+75'NB'

SIGN

FO

OH

LANE CLOSED
R11-2L
48"X30"

N

2

IH 43 SB

355'SB'

360'SB'

365'SB'

355

360

365

IH 43 NB

351+75'NB'

367+00'NB'

SPEED LIMIT 70
R2-1
48"X60"

LANE CLOSED
R11-2L
48"X30"

EXIT 6
140
Clinton
Avalon
1 MILE

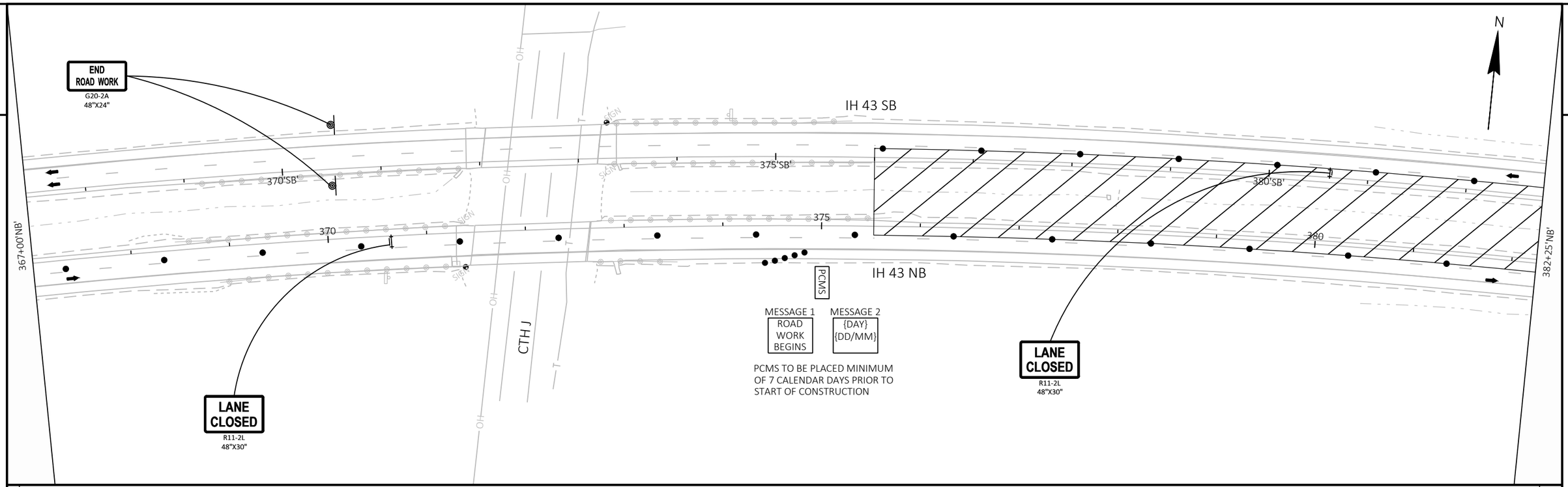
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 57	E

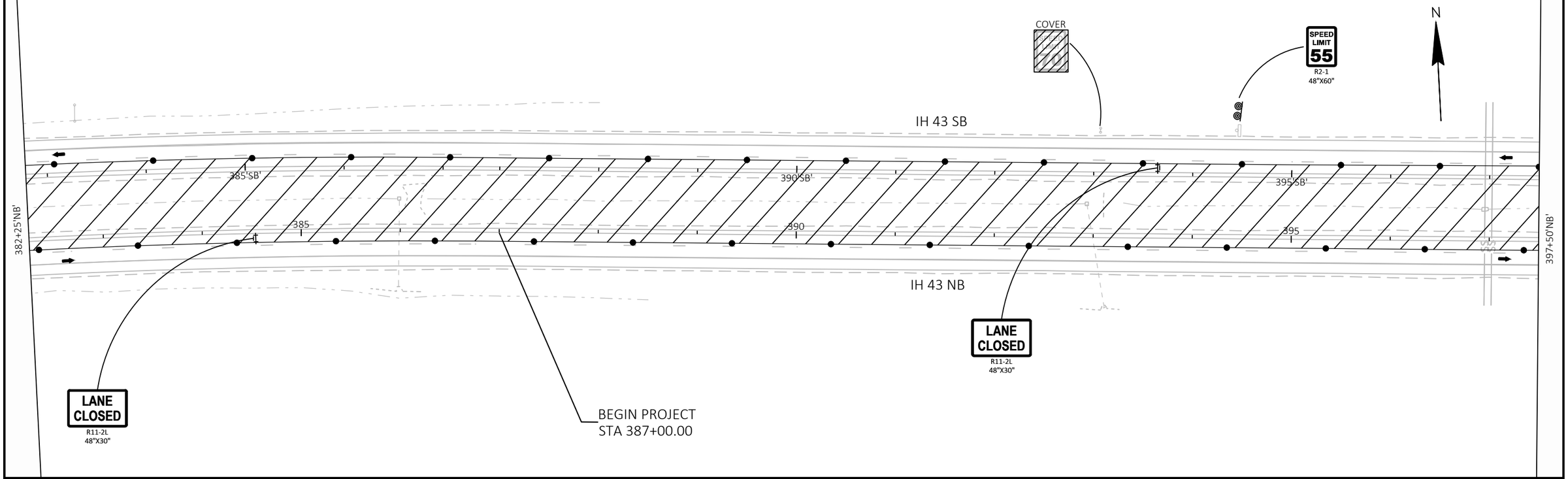
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021216

PLOT DATE : 7/21/2021 4:32 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 58	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021217
PLOT DATE : 7/21/2021 4:32 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

IH 43 SB

+94.64, -26.98' LT

400'SB'

405'SB'

410'SB'

400

405

410

397+50'NB'

412+75'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

OH

N

E LITTLE LANE

YIELD
R1-2
48"X42"

SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE"

W03-2

SB ON-RAMP FROM STH 140

IH 43 SB

415'SB'

420'SB'

425'SB'

415

420

425

412+75'NB'

428+00'NB'

IH 43 NB

NB OFF-RAMP TO STH 140

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

EXIT 6
140
Clinton
Avalon

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 59	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021218

PLOT DATE : 7/21/2021 4:32 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

SB ON-RAMP FROM STH 140

ROAD WORK AHEAD
W20-1A
NEAR BEGINNING OF RAMP

LANE CLOSED
R11-2L
48"X30"

IH 43 SB

STH 140

END ROAD WORK
G20-2A
48"X24"
NEAR END OF RAMP

N

430'SB'
435'SB'
440'SB'
430
435
440

428+00'NB'

443+25'NB'

LANE CLOSED
R11-2L
48"X30"

IH 43 NB

NEAR BEGINNING OF RAMP
ROAD WORK AHEAD
W20-1A

NEAR END OF RAMP
END ROAD WORK
G20-2A
48"X24"

NB OFF-RAMP TO STH 140

NB ON-RAMP FROM STH 140

2

SB OFF-RAMP TO STH 140

LANE CLOSED
R11-2L
48"X30"

N

EXIT 6
140
Clinton
Avalon

IH 43 SB

445'SB'
450'SB'
455'SB'
445
450
455

+71.00, 24.00' RT
+71.92, 32.98' RT
+21.83, 42.21' RT
+22.98, 57.24' RT
PT04
PT02
PT03
+73.01, 38.26' RT
+71.00, 24.00' RT
+04.19, 24.00' RT

443+25'NB'

458+50'NB'

IH 43 NB

NB ON-RAMP FROM STH 140

WO4-5
48"X48"

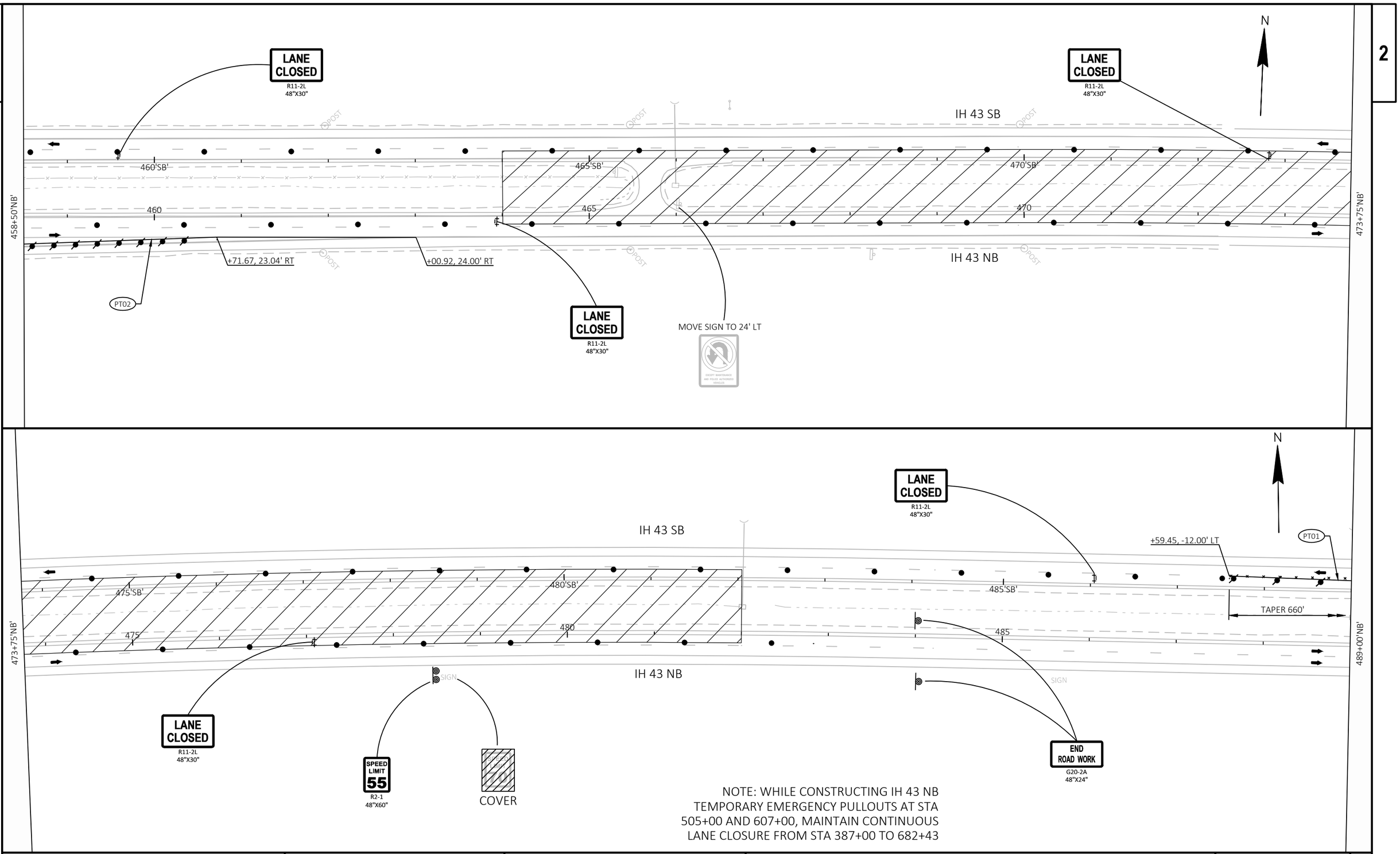
SEE WISDOT SDD "TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 60	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021219

PLOT DATE : 7/21/2021 4:32 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



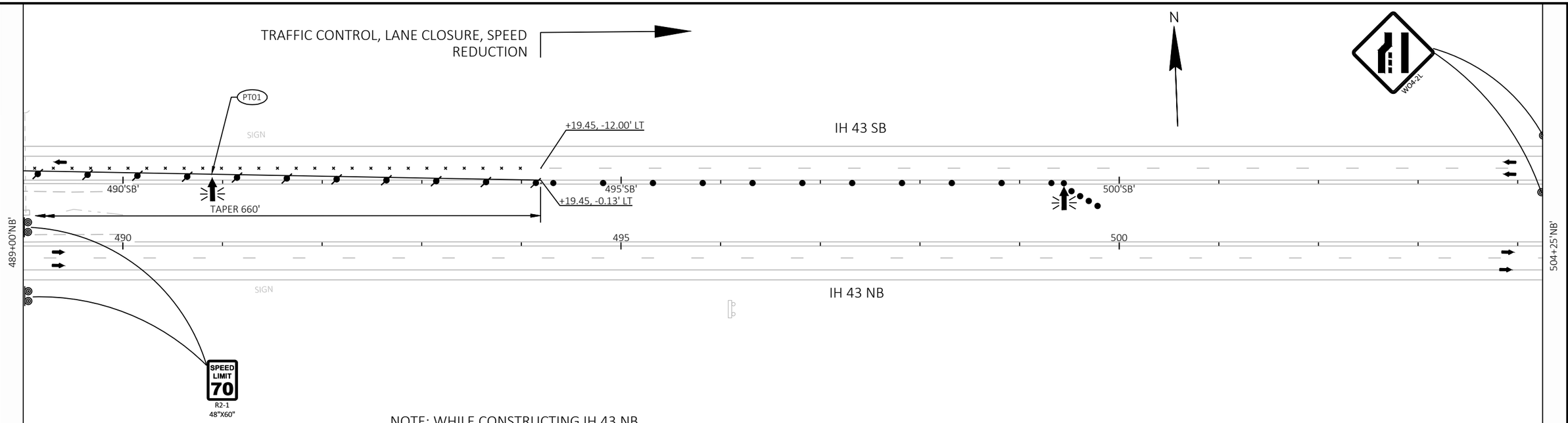
NOTE: WHILE CONSTRUCTING IH 43 NB TEMPORARY EMERGENCY PULLOUTS AT STA 505+00 AND 607+00, MAINTAIN CONTINUOUS LANE CLOSURE FROM STA 387+00 TO 682+43

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 61	E

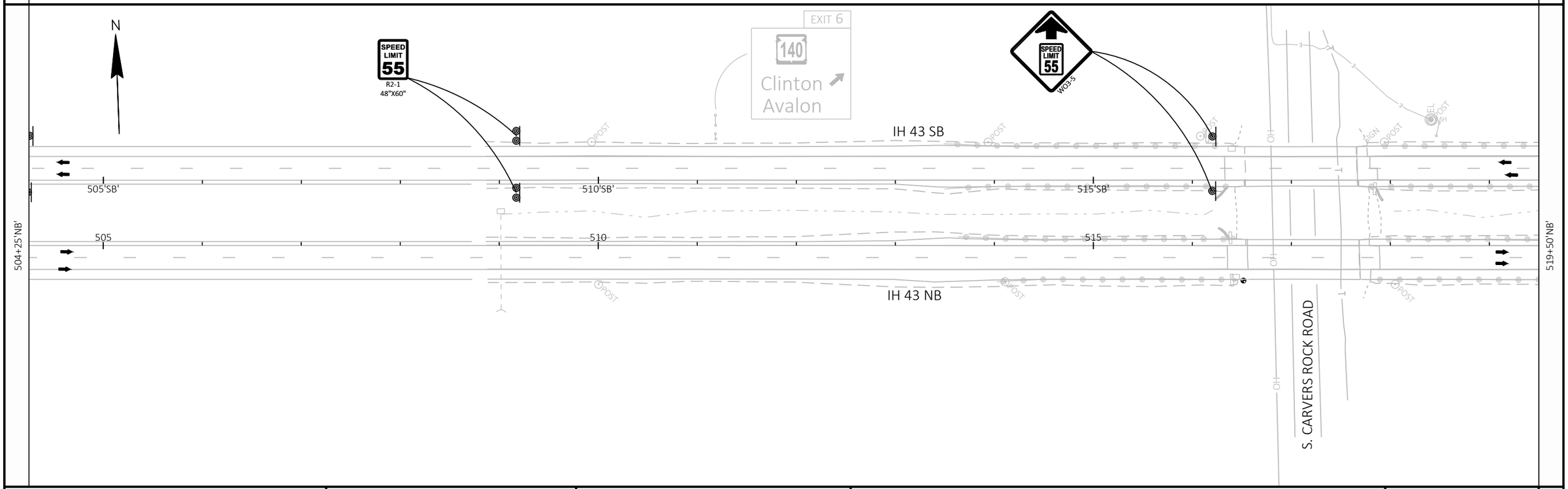
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021220

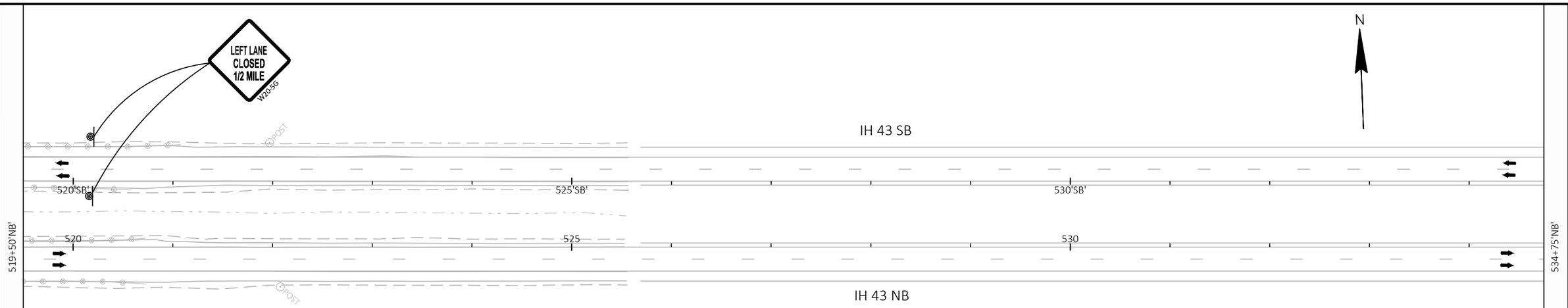
PLOT DATE : 7/21/2021 4:32 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

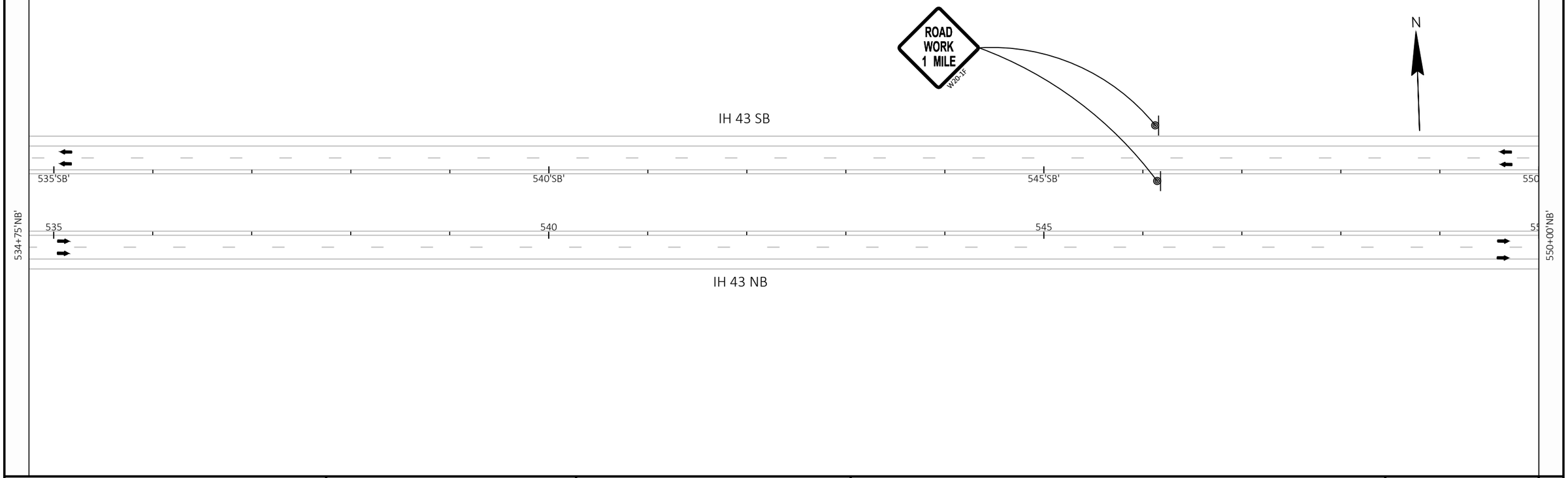


NOTE: WHILE CONSTRUCTING IH 43 NB TEMPORARY EMERGENCY PULLOUTS AT STA 505+00 AND 607+00, MAINTAIN CONTINUOUS LANE CLOSURE FROM STA 387+00 TO 682+43





NOTE: WHILE CONSTRUCTING IH 43 NB
TEMPORARY EMERGENCY PULLOUTS AT STA
505+00 AND 607+00, MAINTAIN CONTINUOUS
LANE CLOSURE FROM STA 387+00 TO 682+43



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 63	E

2

611+00'NB'

626+25'NB'

IH 43 SB

615'SB'

620'SB'

625'SB'

615

620

625

IH 43 NB

NOTE: WHILE CONSTRUCTING IH 43 NB TEMPORARY EMERGENCY PULLOUTS AT STA 505+00 AND 607+00, MAINTAIN CONTINUOUS LANE CLOSURE FROM STA 387+00 TO 682+43

ROAD WORK 1 MILE

W20-1F

626+25'NB'

IH 43 SB

630'SB'

635'SB'

640'SB'

630

635

640

IH 43 NB

641+50'NB'

S. SUMMERVILLE ROAD

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 64	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021225

PLOT DATE : 7/21/2021 4:33 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

641+50'NB'

656+75'NB'

IH 43 SB

SIGN

645'SB'

650'SB'

655'SB'

645

650

655

IH 43 NB

SIGN

LEFT LANE CLOSED 1/2 MILE
W20-5G

SPEED LIMIT 55
W03-5

SPEED LIMIT 55
R2-1
48"X60"

N

OH

OH

OH

OH

OH

NOTE: WHILE CONSTRUCTING IH 43 NB TEMPORARY EMERGENCY PULLOUTS AT STA 505+00 AND 607+00, MAINTAIN CONTINUOUS LANE CLOSURE FROM STA 387+00 TO 682+43

N

IH 43 SB

660'SB'

665'SB'

670'SB'

656+75'NB'

672+00'NB'

660

665

670

TAPER 660'

+80.66, -0.04' LT

+80.66, 12.00' RT

PT01

IH 43 NB

W04-2L

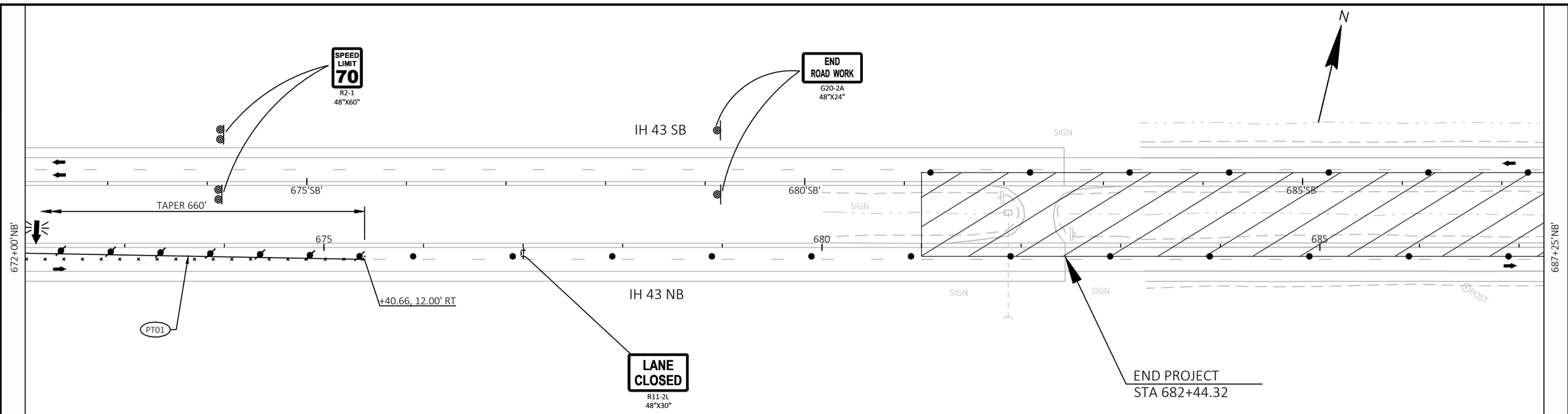
TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

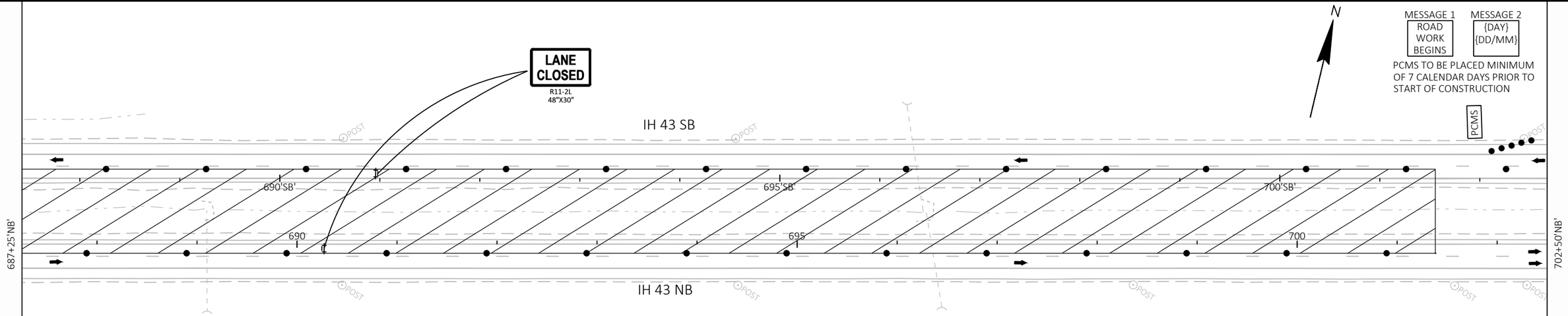
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 65	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021226

PLOT DATE : 7/21/2021 4:33 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

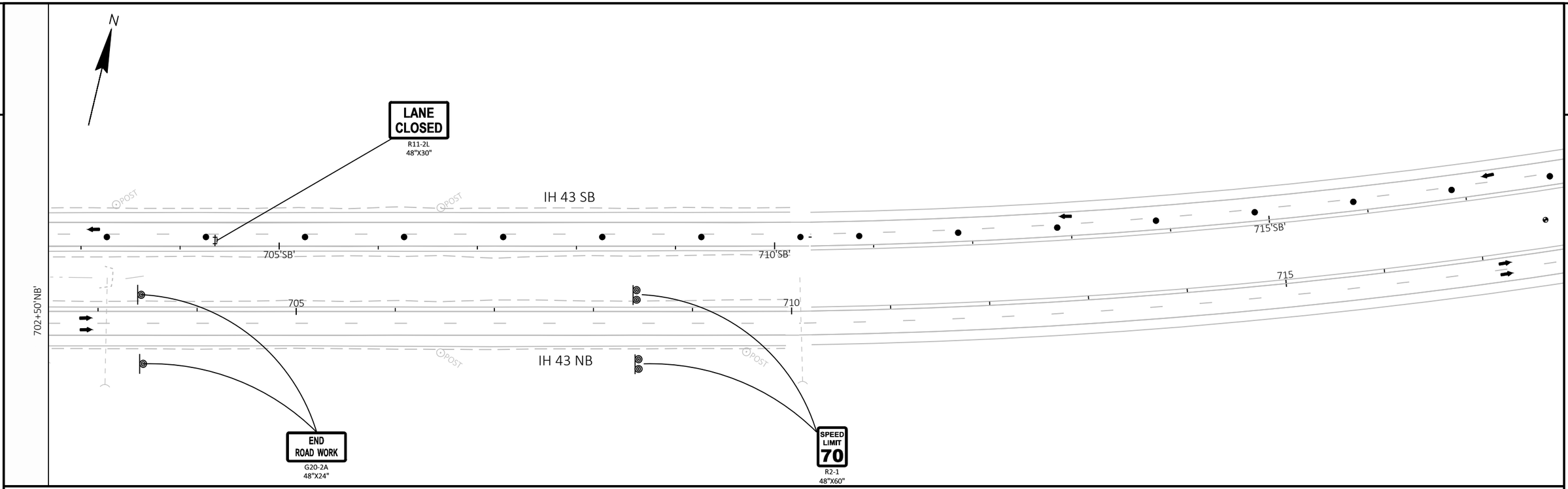


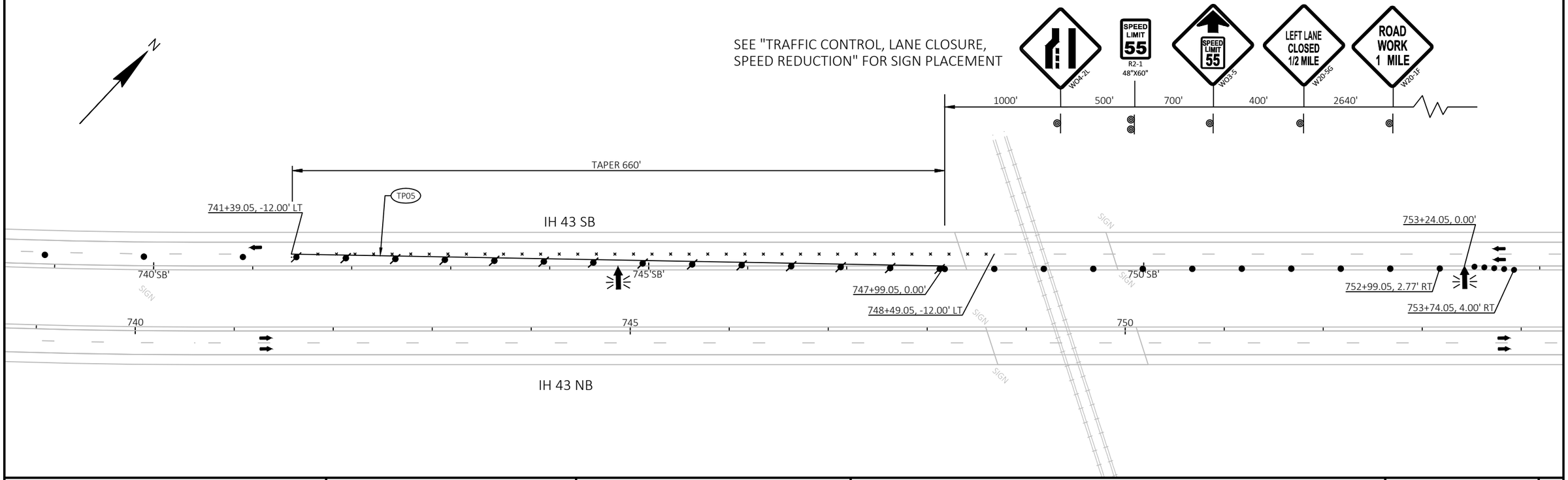


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 66	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021227
PLOT DATE : 7/21/2021 4:33 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

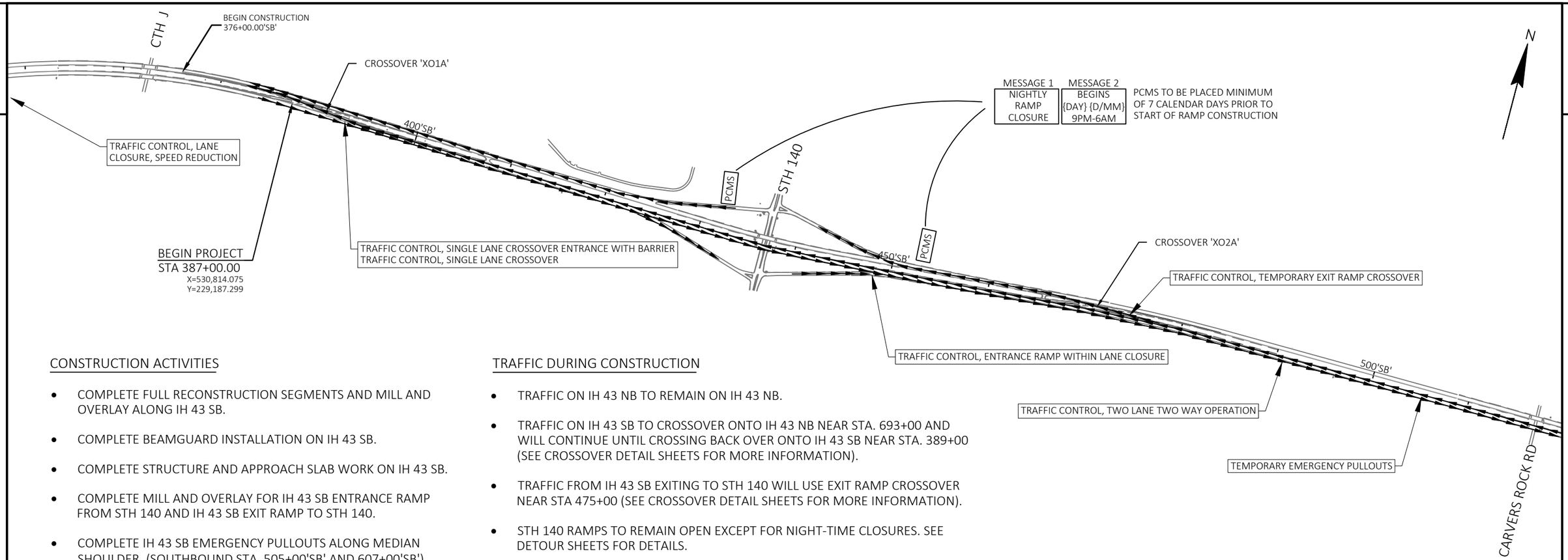
2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1A	SHEET 67	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1A.DWG
LAYOUT NAME - 021228
PLOT DATE : 7/21/2021 4:33 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

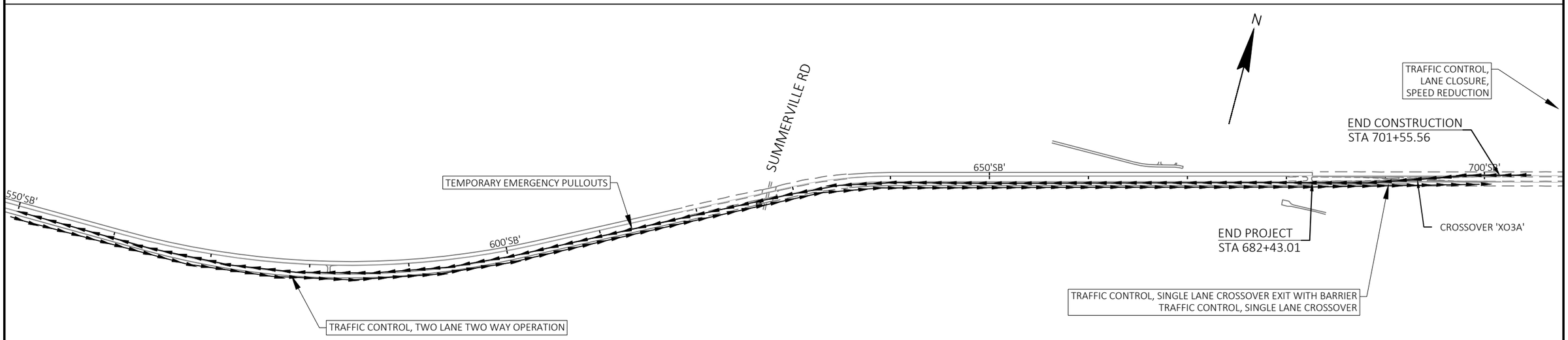


CONSTRUCTION ACTIVITIES

- COMPLETE FULL RECONSTRUCTION SEGMENTS AND MILL AND OVERLAY ALONG IH 43 SB.
- COMPLETE BEAMGUARD INSTALLATION ON IH 43 SB.
- COMPLETE STRUCTURE AND APPROACH SLAB WORK ON IH 43 SB.
- COMPLETE MILL AND OVERLAY FOR IH 43 SB ENTRANCE RAMP FROM STH 140 AND IH 43 SB EXIT RAMP TO STH 140.
- COMPLETE IH 43 SB EMERGENCY PULLOUTS ALONG MEDIAN SHOULDER. (SOUTHBOUND STA. 505+00'SB' AND 607+00'SB')

TRAFFIC DURING CONSTRUCTION

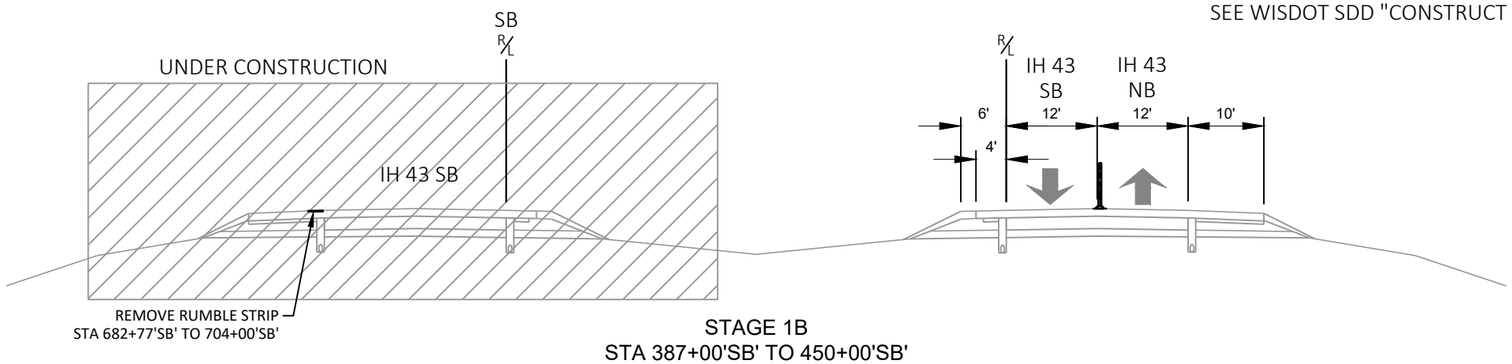
- TRAFFIC ON IH 43 NB TO REMAIN ON IH 43 NB.
- TRAFFIC ON IH 43 SB TO CROSSOVER ONTO IH 43 NB NEAR STA. 693+00 AND WILL CONTINUE UNTIL CROSSING BACK OVER ONTO IH 43 SB NEAR STA. 389+00 (SEE CROSSOVER DETAIL SHEETS FOR MORE INFORMATION).
- TRAFFIC FROM IH 43 SB EXITING TO STH 140 WILL USE EXIT RAMP CROSSOVER NEAR STA 475+00 (SEE CROSSOVER DETAIL SHEETS FOR MORE INFORMATION).
- STH 140 RAMPS TO REMAIN OPEN EXCEPT FOR NIGHT-TIME CLOSURES. SEE DETOUR SHEETS FOR DETAILS.



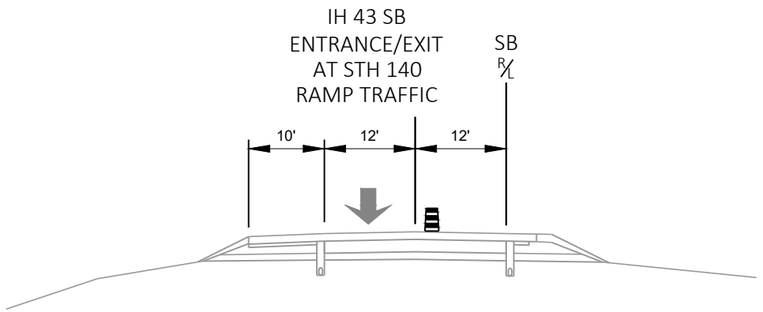
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 1B	SHEET 68	E

CONSTRUCT TEMPORARY EMERGENCY PULLOUTS AT THE FOLLOWING STATIONS:
STA 505+00'SB' RT
STA 607+00'SB' RT

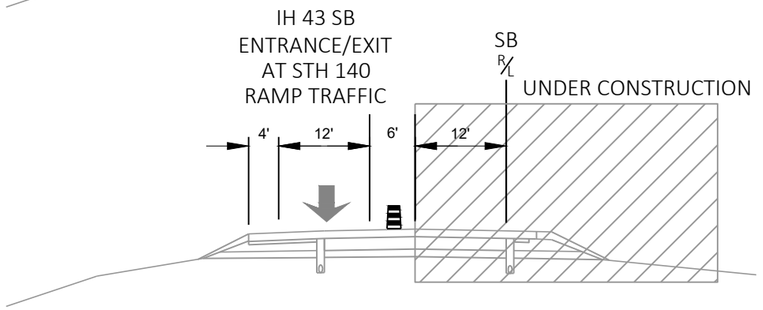
SEE WISDOT SDD "CONSTRUCT EMERGENCY PULLOUT" FOR DETAILS.



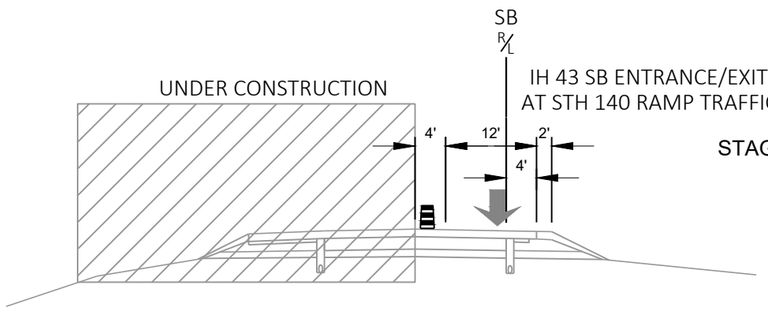
STAGE 1B
STA 387+00'SB' TO 450+00'SB'
STA 470+00'SB' TO 682+77'SB'



STAGE 1B (NO CONSTRUCTION WORK ADJACENT TO RAMPS)
STA 387+00'SB' TO 423+00'SB' (STH 140 TO IH 43 SB RAMP)
STA 450+00'SB' TO 470+00'SB' (IH 43 SB TO STH 140 RAMP)



STAGE 1B (CONSTRUCTION ON MEDIAN LANE & SHOULDER)
STA 387+00'SB' TO 423+00'SB' (STH 140 TO IH 43 SB RAMP)
STA 450+00'SB' TO 470+00'SB' (IH 43 SB TO STH 140 RAMP)

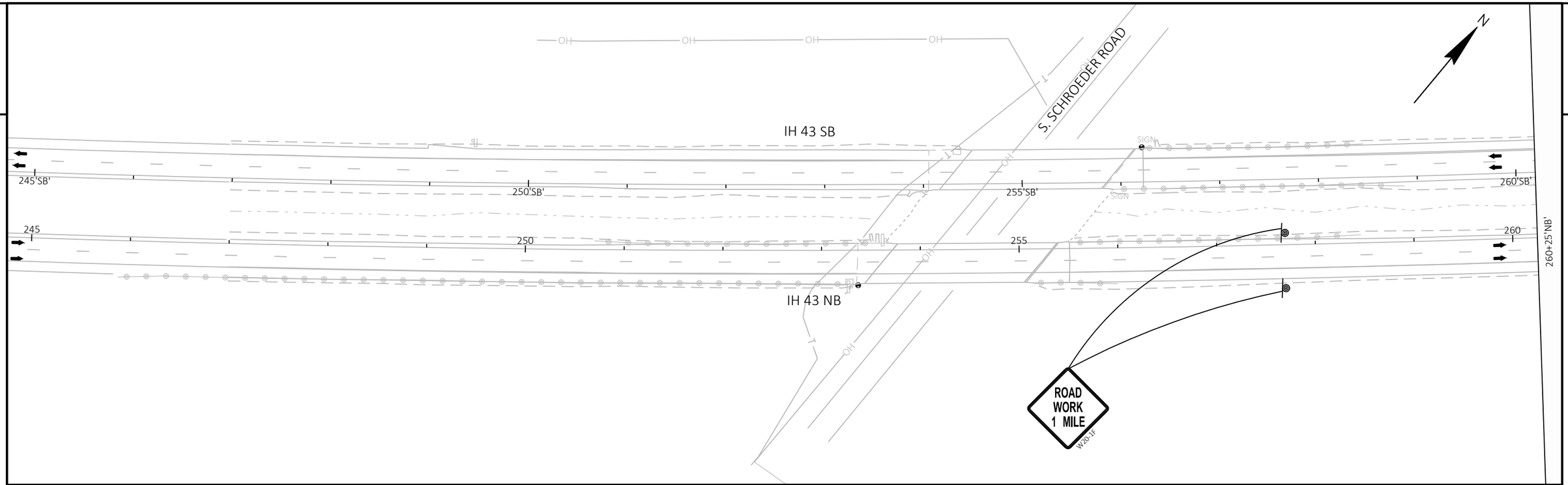


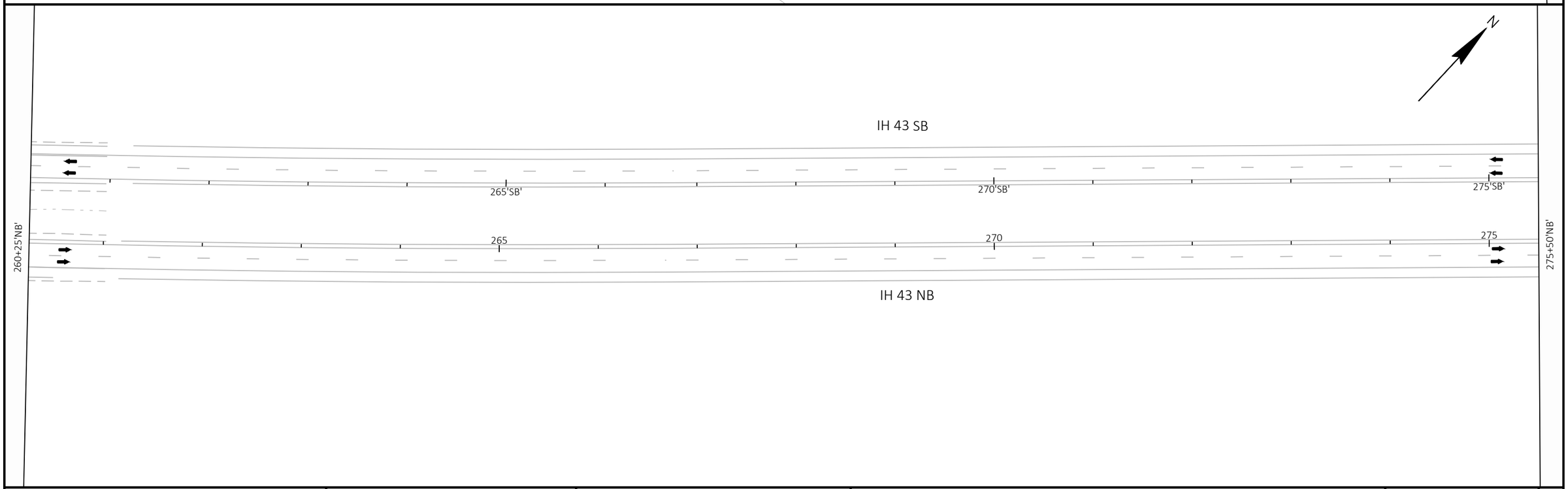
STAGE 1B (CONSTRUCTION ON OUTSIDE LANE, RAMP & SHOULDER)**
STA 387+00'SB' TO 423+00'SB' (STH 140 TO IH 43 SB RAMP)
STA 450+00'SB' TO 470+00'SB' (IH 43 SB TO STH 140 RAMP)

** NIGHT-TIME RAMP
CLOSURES REQUIRED

PROJECT NO:1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B TYPICAL SECTIONS	SHEET	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\020301-TS.DWG PLOT DATE : 8/17/2021 2:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42


IH 43 SB
S. SCHROEDER ROAD
245'SB'
250'SB'
255'SB'
260'SB'
245
250
255
260
IH 43 NB
OH
SIGN
ROAD
WORK
1 MILE
W20-1F
260+25'NB'


IH 43 SB
265'SB'
270'SB'
275'SB'
265
270
275
260+25'NB'
275+50'NB'
IH 43 NB

2

2

275+50'NB'

290+75'NB'

IH 43 SB

280'SB'

285'SB'

290'SB'

280

285

290

SIGN

SIGN

LEFT LANE CLOSED 1/2 MILE

W20-5SG

SPEED LIMIT 55

W03-5

IH 43 NB

290+75'NB'

306+00'NB'

IH 43 SB

295'SB'

300'SB'

305'SB'

295

300

305

SIGN

EMERGENCY PARKING ONLY

SPEED LIMIT 55

R2-1

48"X60"

W04-2L

IH 43 NB

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 71	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021214

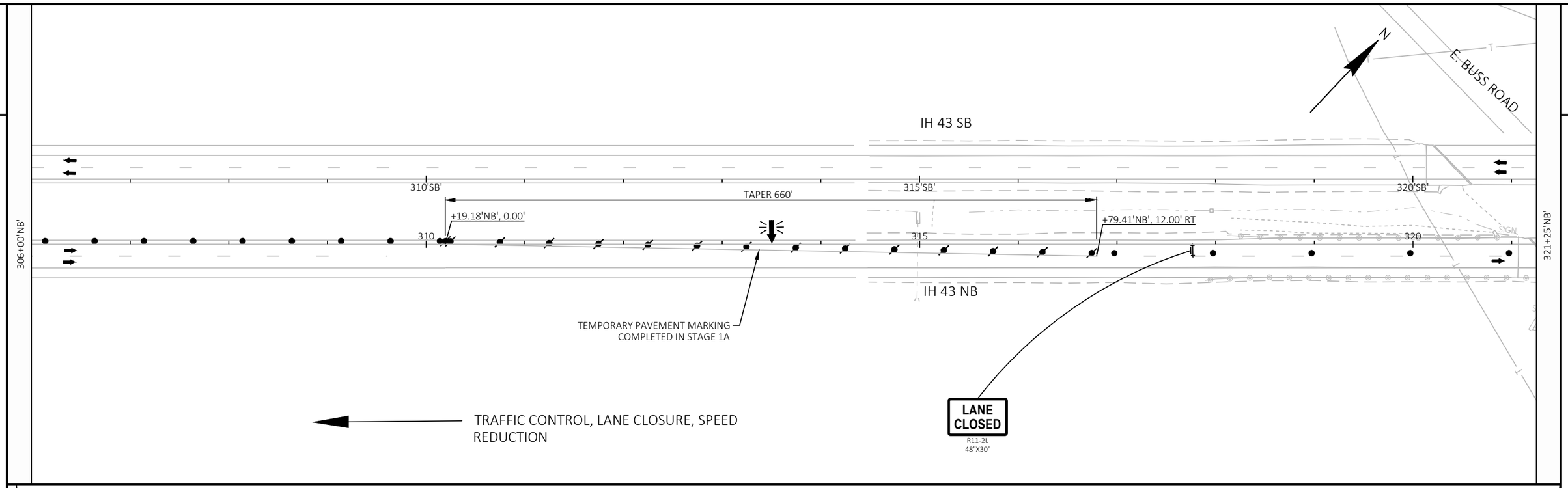
PLOT DATE : 7/26/2021 3:08 PM

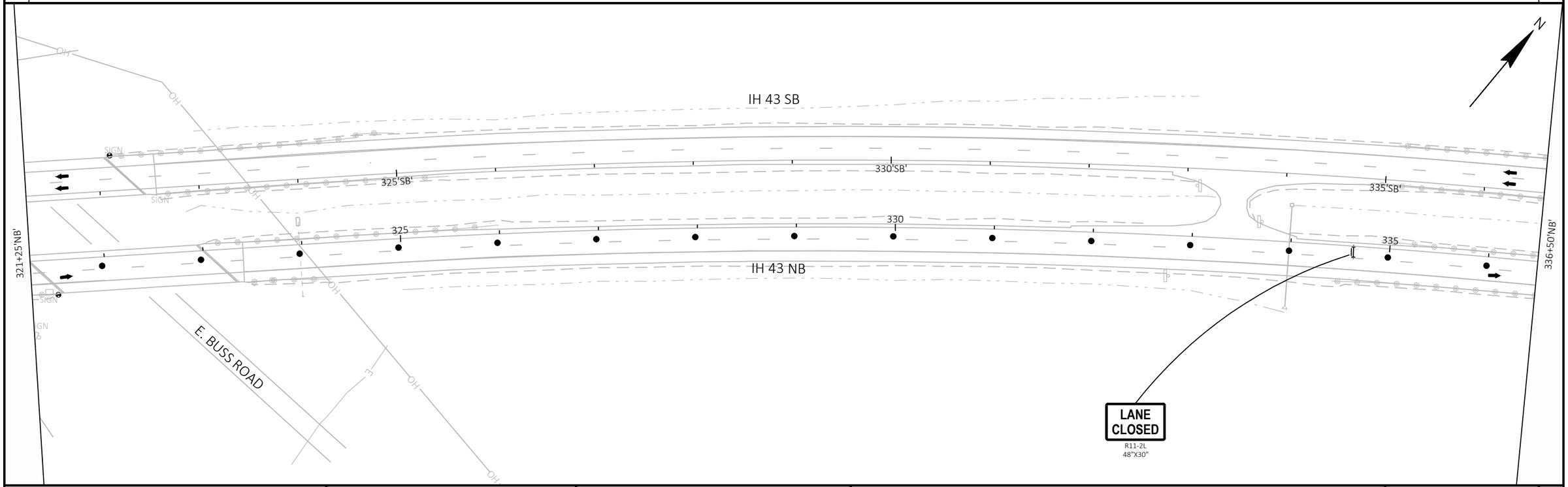
PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 72	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021215
PLOT DATE : 7/26/2021 3:08 PM
PLOT BY : AECOM
Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

IH 43 SB

340'SB'

345'SB'

350'SB'

340

345

350

IH 43 NB

336+50'NB'

351+75'NB'

SIGN

FO

OH

LANE CLOSED
R11-2L
48"X30"

N

SPEED LIMIT 70
R2-1
48"X60"

IH 43 SB

355'SB'

360'SB'

365'SB'

355

360

365

IH 43 NB

351+75'NB'

367+00'NB'

LANE CLOSED
R11-2L
48"X30"

EXIT 6
140
Clinton
Avalon
1 MILE

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 73	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021216

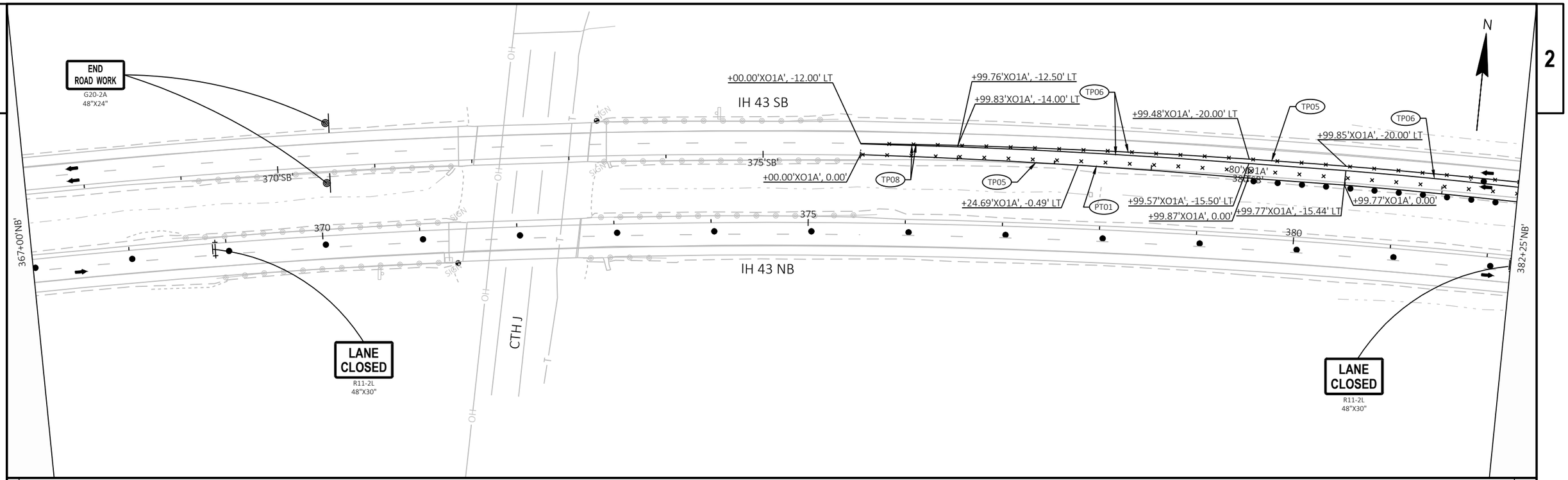
PLOT DATE : 7/26/2021 3:08 PM

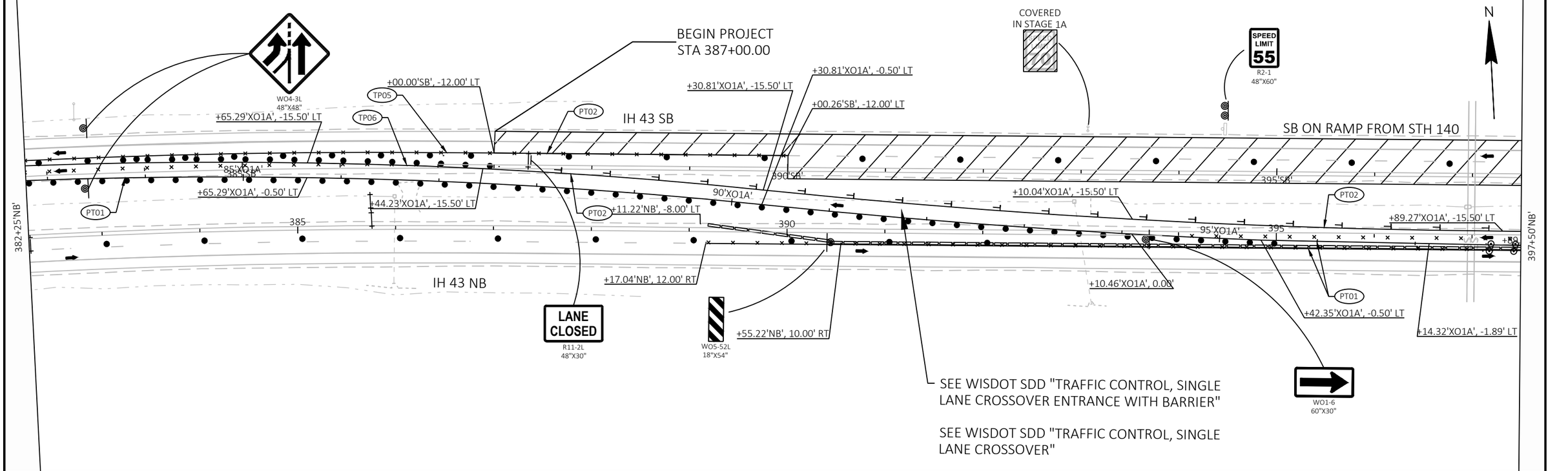
PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 74	E

2

SHIFT RAMP TRAFFIC TO COMPLETE ALL MILLING AND OVERLAY. NIGHT-TIME RAMP CLOSURE REQUIRED FOR RAMP MILL AND OVERLAY.

SB ON RAMP FROM STH 140

IH 43 SB

WO1-4R

N

OH

397+50'NB'

400'SB'

405'SB'

410'SB'

+89.38'XO1A', -15.50' LT

PT02

+86.28'XO1A', -0.21' LT

+89.27'XO1A', -8.00' LT

400

405

410

27'XO1A', 1.35' LT

100'XO1A'

+89.27'XO1A', 3.50' RT

PT01

LANE CLOSED
R11-2L
48"X30"

IH 43 NB

+82.48'NB', 0.13' RT
+82.48'NB', 12.13' RT

+31.22'NB', 10.00' RT

+05.22'NB', 10.00' RT

WO6-1

412+75'NB'

2

N

LANE CLOSED
R11-2L
48"X30"

E LITTLE LANE

SPEED LIMIT 55
R2-1
48"X60"

SHIFT RAMP TRAFFIC TO COMPLETE ALL MILLING AND OVERLAY. NIGHT-TIME RAMP CLOSURE REQUIRED FOR RAMP MILL AND OVERLAY.

SB ON-RAMP FROM STH 140

IH 43 SB

25'KD'

20'KD'

415'SB'

420'SB'

425'SB'

412+75'NB'

PT02

415

420

425

IH 43 NB

+37.64'NB', 0.63' RT
+37.64'NB', 12.13' RT

PT01

DO NOT PASS
R4-1
48"X60"

NB OFF-RAMP TO STH 140

SPEED LIMIT 55
R2-1
48"X60"

DO NOT PASS
R4-1
48"X60"

EXIT 6

140

Clinton

Avalon

WO6-3

NEXT 5 MILES
WO57-51
48"X24"

428+00'NB'

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 75	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021218
PLOT DATE : 7/26/2021 3:09 PM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

30'KD'

NEAR BEGINNING OF RAMP

ROAD WORK AHEAD
W20-1A

IH 43 SB

STH 140

NEAR END OF RAMP

END ROAD WORK
G20-2A
48"X24"

N

2

430'SB'

435'SB'

440'SB'

428+00'NB'

PT02

430

+75.54'NB', 0.00'

435

+87.28'NB', 0.05' RT

PT02

440

443+25'NB'

PT01

+75.54'NB', 11.50' RT

IH 43 NB

+86.97'NB', 12.00' RT

PT01

DO NOT PASS
R4-1
48"X60"

SEE SDD "TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT", "TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT" AND "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER" FOR STH 140 TRAFFIC IF REQUIRED FOR FULL DEPTH DECK REPAIR AND SLOPE PAVING OPERATIONS.

SEE SDD "TRAFFIC CONTROL ON RAMP LANE CLOSURE" AND "TRAFFIC CONTROL OFF RAMP LANE CLOSURE"

NEAR END OF RAMP

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

NEAR BEGINNING OF RAMP

MESSAGE 1	MESSAGE 2
NIGHTLY RAMP CLOSURE	BEGINS {MMM/DD} 9PM-6AM

PCMS TO BE PLACED MINIMUM OF 7 CALENDAR DAYS PRIOR TO START OF RAMP CONSTRUCTION

N

45'KA'

PCMS

SB OFF-RAMP TO STH 140

LANE CLOSED
R11-2L
48"X30"

50'KA'

SHIFT RAMP TRAFFIC TO COMPLETE ALL MILLING AND OVERLAY. NIGHT-TIME RAMP CLOSURE REQUIRED FOR RAMP MILL AND OVERLAY.

EXIT 6

140

Clinton

Avalon

IH 43 SB

445'SB'

450'SB'

455'SB'

443+25'NB'

PT02

8.38'NB', 0.00'

445

450

PT02

455

+95.79'NB', 0.00'

+95.79'NB', 12.00' RT

458+50'NB'

PT01

+98.38'NB', 12.00' RT

IH 43 NB

NB ON-RAMP FROM STH 140

TEMPORARY PAVEMENT MARKING COMPLETED IN STAGE 1A

TEMPORARY PAVEMENT MARKING COMPLETED IN STAGE 1A

W06-3

NEXT 1 MILES
W057-51
48"X24"

SEE WISDOT SDD "TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE"

WO4-5
48"X48"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 76	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021219

PLOT DATE : 7/26/2021 3:09 PM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

SEE WISDOT SDD "TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER"

WO1-6 60"X30"

EXIT

E5-1 48"X48"

ROAD CLOSED

R11-2 48"X30"

N

IH 43 SB

+90.27'XO2A', -14.76' LT

466+53.00, -15.50' LT

+65.57'XO2A', -15.50' LT

PT02

+78.14'XO2A', -15.50' LT

465'XO2A'

465'SB'

460'SB'

470'SB'

470'XO2A'

+00.13'XO2A', -2.99' LT

+00.56'XO2A', -0.50' LT

PT02

PT01

+39.35'XO2A', -0.50' LT

458+50'NB'

460

465

470

473+75'NB'

IH 43 NB

PT01

+71.67'NB', 23.04' RT

TP06

PT02

PT01

+93.21'NB', 11.50' RT

+78.14'XO2A', -0.54' LT

+00.00'NB', 0.00'

TP08

W06-3

NEXT 4 MILES

WO57-51 48"X24"

EXIT 6

140

Clinton

Avalon

SIGN PLATE REQUIRED

N

IH 43 SB

EXIT 50 MPH

WO13-2 48"X60"

475'SB'

480'SB'

485'SB'

474+53.04, -0.50' LT

475+32.43, -15.50' LT

+86.72'XO2A', -15.50' LT

+86.54'XO2A', -2.59' LT

PT02

+86.53'XO2A', -15.50' LT

+02.55'XO2A', -3.50' LT

+20.61'NB', 0.00'

PT02

475'XO2A'

480'XO2A'

485

473+75'NB'

489+00'NB'

TP08

+02.61'XO2A', -0.50' LT

475+96.61, 12.00' RT

PT01

IH 43 NB

+00.00'NB', 12.00' RT

+20.61'NB', 12.00' RT

PT01

SIGN

SIGN

COVERED IN STAGE 1A

SPEED LIMIT 55

SPEED LIMIT 55

R2-1 48"X60"

DO NOT PASS

R4-1 48"X60"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 77	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021220

PLOT DATE : 7/26/2021 3:09 PM PLOT BY : AECOM Arbuckle, Adrian PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

IH 43 SB

SIGN

490'SB'

495'SB'

500'SB'

489+00'NB'

490

495

500

504+25'NB'

PT02

PT02

PT01

PT01

SIGN

IH 43 NB

DO NOT PASS

R4-1

48"X60"

EXIT 6

140

Clinton Avalon

1 MILE

N

IH 43 SB

505'SB'

510'SB'

515'SB'

504+25'NB'

505

510

515

519+50'NB'

PT02

PT02

PT01

PT01

IH 43 NB

W06-3

NEXT 2 MILES

WO57-51

48"X24"

CARVERS ROCK RD

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 78	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021221

PLOT DATE : 7/26/2021 3:09 PM

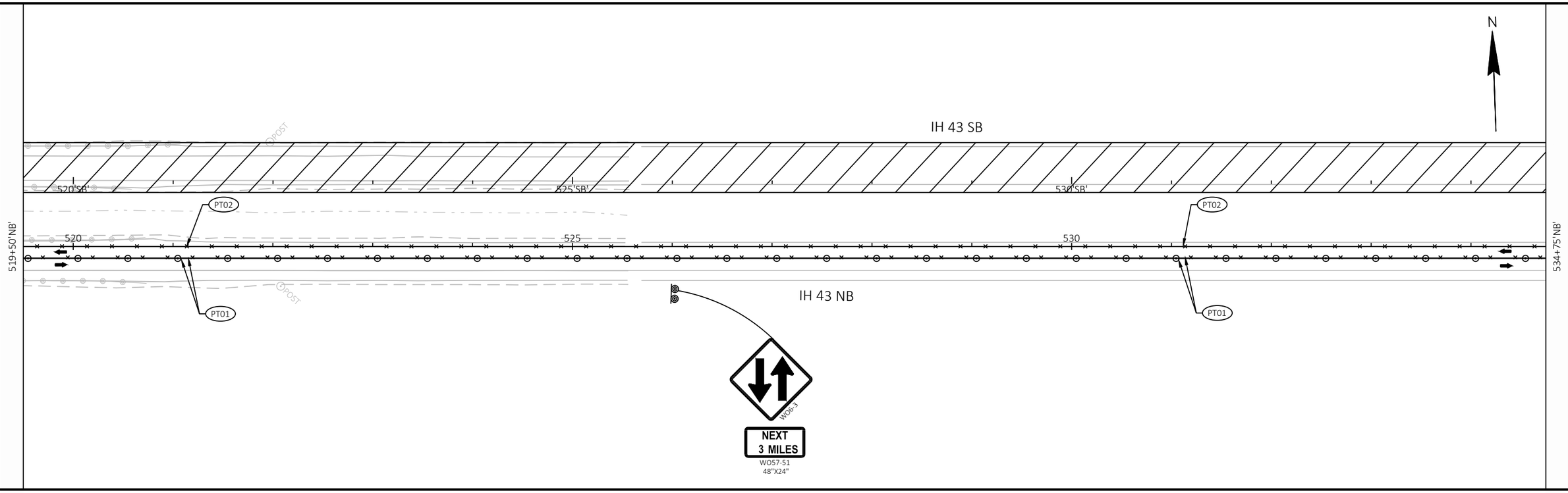
PLOT BY : AECOM
Arbuckle, Adrian

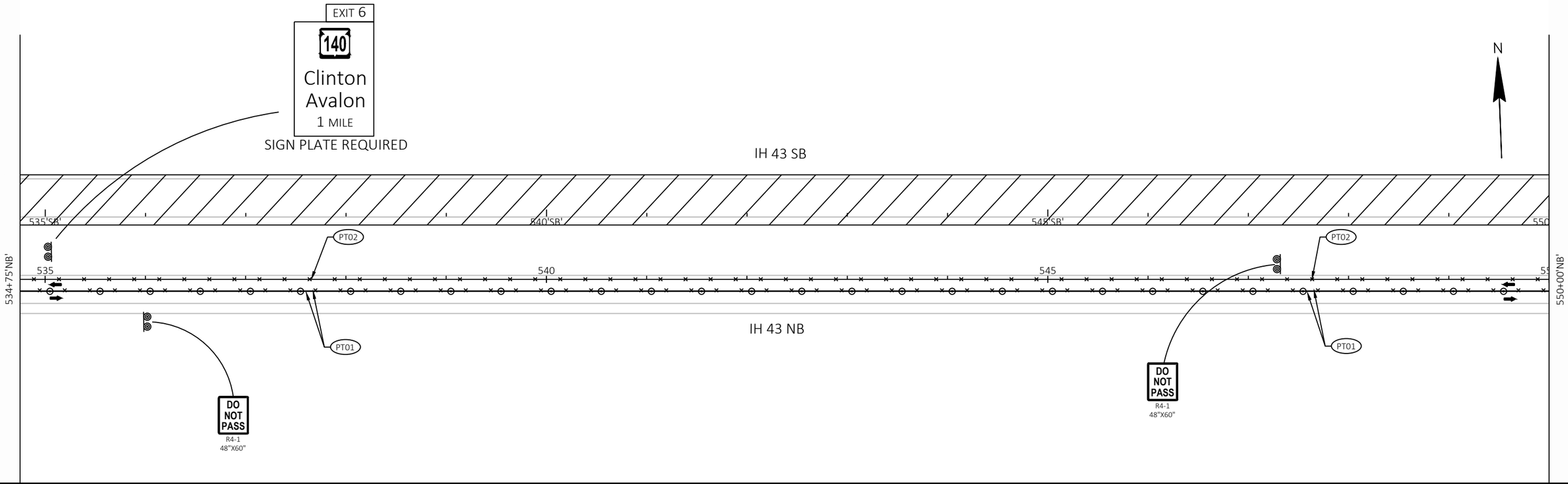
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

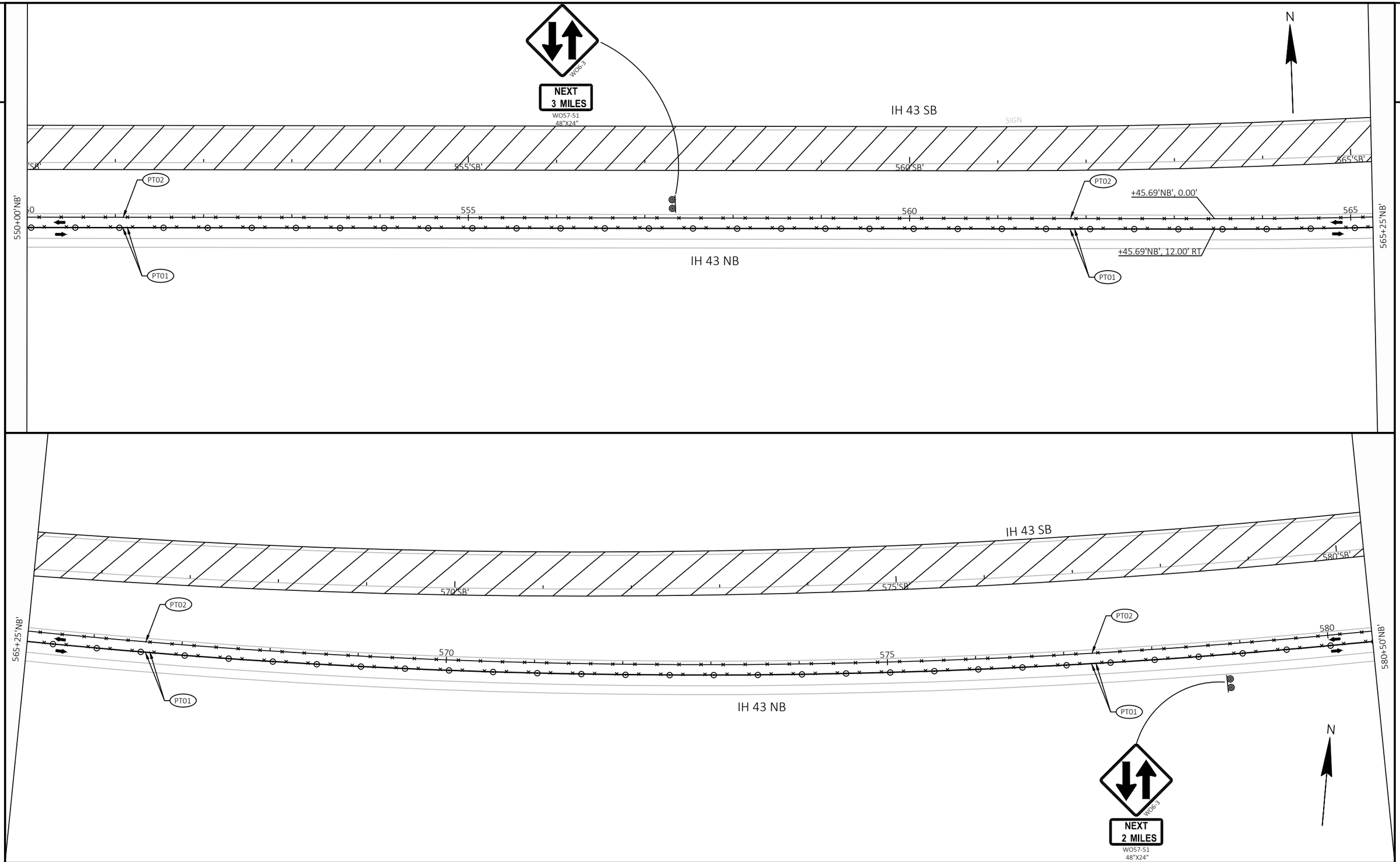
2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 79	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021222
PLOT DATE : 7/26/2021 3:09 PM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 80	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021223
PLOT DATE : 7/26/2021 3:09 PM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

IH 43 SB

585'SB'

590'SB'

595'SB'

580+50'NB'

+22.49'NB', 0.00'

+22.49'NB', 12.00' RT

PT02

PT01

585

590

595

595+75'NB'

SPEED LIMIT 55
R2-1
48"X60"

IH 43 NB

DO NOT PASS
R4-1
48"X60"

N

2

IH 43 SB

NEXT 4 MILES
WO57-51
48"X24"
W06-3

600'SB'

605'SB'

610'SB'

595+75'NB'

+99.29'NB', 0.00'

+99.29'NB', 12.00' RT

600

605

610

611+00'NB'

IH 43 NB

DO NOT PASS
R4-1
48"X60"

N

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 81	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021224

PLOT DATE : 7/26/2021 3:09 PM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

IH 43 SB

615'SB'

620'SB'

625'SB'

611+00'NB'

626+25'NB'

615

620

625

PT02

PT01

IH 43 NB

POST

OH

G

N

630'SB'

635'SB'

640'SB'

626+25'NB'

641+50'NB'

630

635

640

+80.70'NB', 0.00'

+80.70'NB', 12.00' RT

+82.70'NB', 0.00'

+82.70'NB', 12.00' RT

+84.70'NB', 0.00'

+84.70'NB', 12.00' RT

TV

S. SUMMERVILLE ROAD

NEXT
1 MILES
WO57-51
48"X24"

WO63

SPEED
LIMIT
55
R2-1
48"X60"

DO
NOT
PASS
R4-1
48"X60"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 82	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021225

PLOT DATE : 7/26/2021 3:09 PM

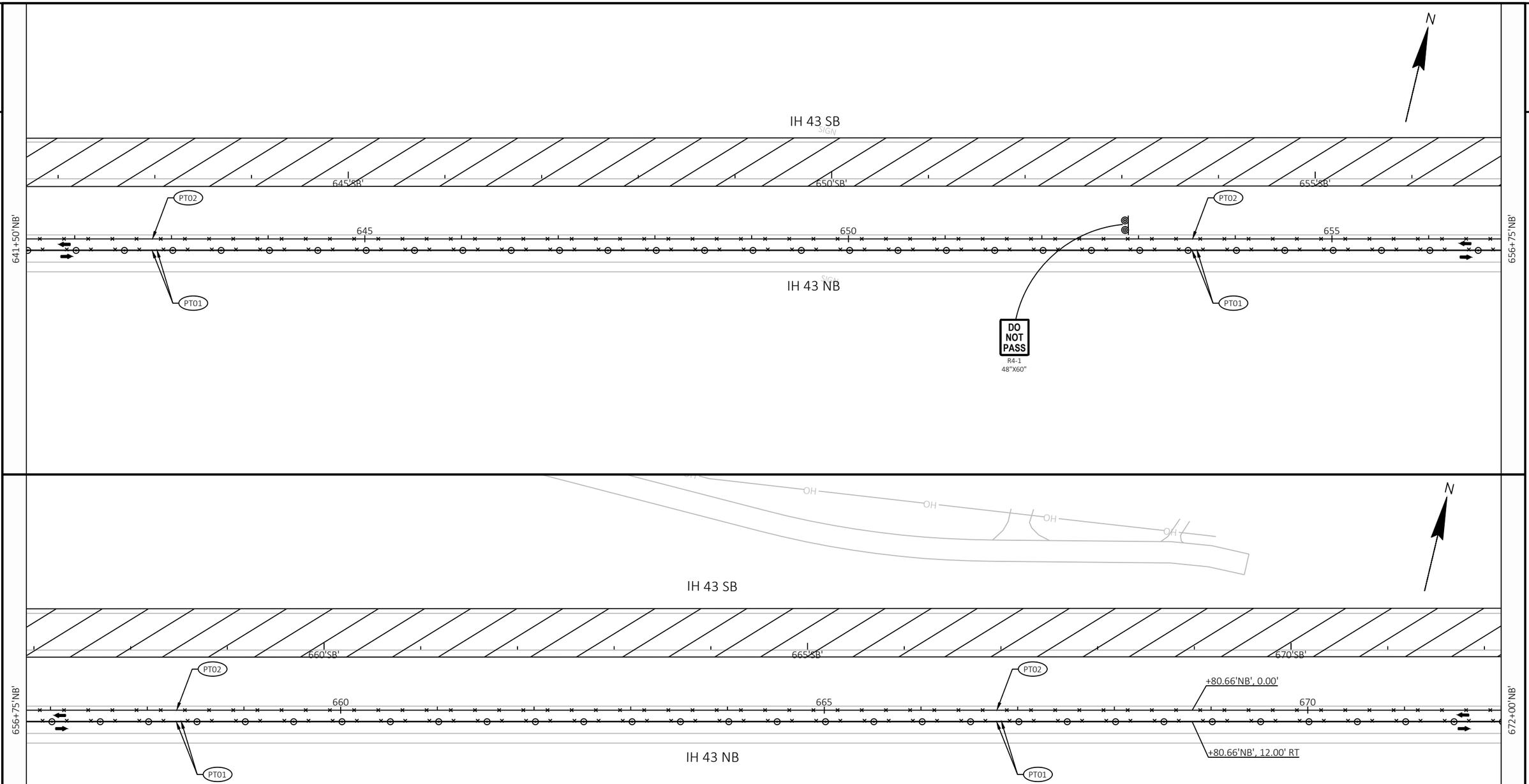
PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 83	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021226

PLOT DATE : 7/26/2021 3:09 PM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

672+00'NB'

687+25'NB'

N

WO6-3

NEXT
5 MILES

WO57-51
48"X24"

675'SB'

680'SB'

685'SB'

675

680

685

680'XO3B'

685'XO3B'

SIGN

+24.85'XO3B', -8.00' LT

+99.85'XO3B', -15.50' LT

+99.85'XO3B', -15.50' LT

+99.85'XO3B', -0.50' LT

+44.32'NB', 11.50' RT

+00.15'NB', 11.50' RT

+26.00'NB', 10.00' RT

+00.00'XO3B', -0.50' LT

+00.00'NB', 10.00' RT

PT01

PT02

TP05

TP06

WO6-1

END PROJECT
STA 682+43.01

687+25'NB'

702+50'NB'

N

ROAD
CLOSED

R11-2
48"X30"

WO1-6
60"X30"

690'SB'

695'SB'

700'SB'

690'XO3B'

695'XO3B'

700'XO3B'

+67.04'XO3B', -0.49' LT

+70.96'XO3B', -15.50' LT

+59.14'XO3B', -15.50' LT

+65.05'XO3B', -15.50' LT

+63.56'XO3B', -0.49' LT

+55.89'XO3B', -0.49' LT

+29.09'XO3B', -15.50' LT

+23.18'XO3B', -15.50' LT

+87.22'XO3B', -15.50' LT

+18.58'XO3B', -15.31' LT

+49.94'XO3B', -14.76' LT

+48.34'XO3B', -0.50' LT

+40.51'XO3B', -12.50' LT

+40.67'XO3B', -0.50' LT

+85.40'XO3B', -15.50' LT

+85.56'XO3B', -0.49' LT

+33.52'XO3B', -0.50' LT

+26.00'NB', 12.00' RT

+71.11'XO3B', -0.49' LT

690

695

700

PT02

PT01

TP05

TP06

SEE WISDOT SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER"

SEE WISDOT SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 84	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021227

PLOT DATE : 7/26/2021 3:09 PM

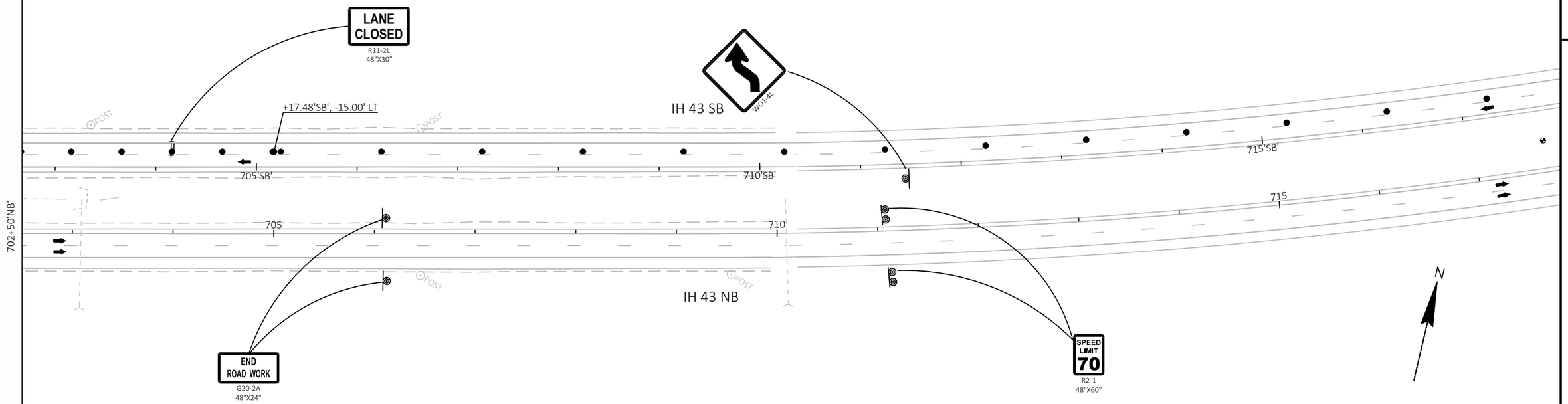
PLOT BY : AECOM
Arbuckle, Adrian

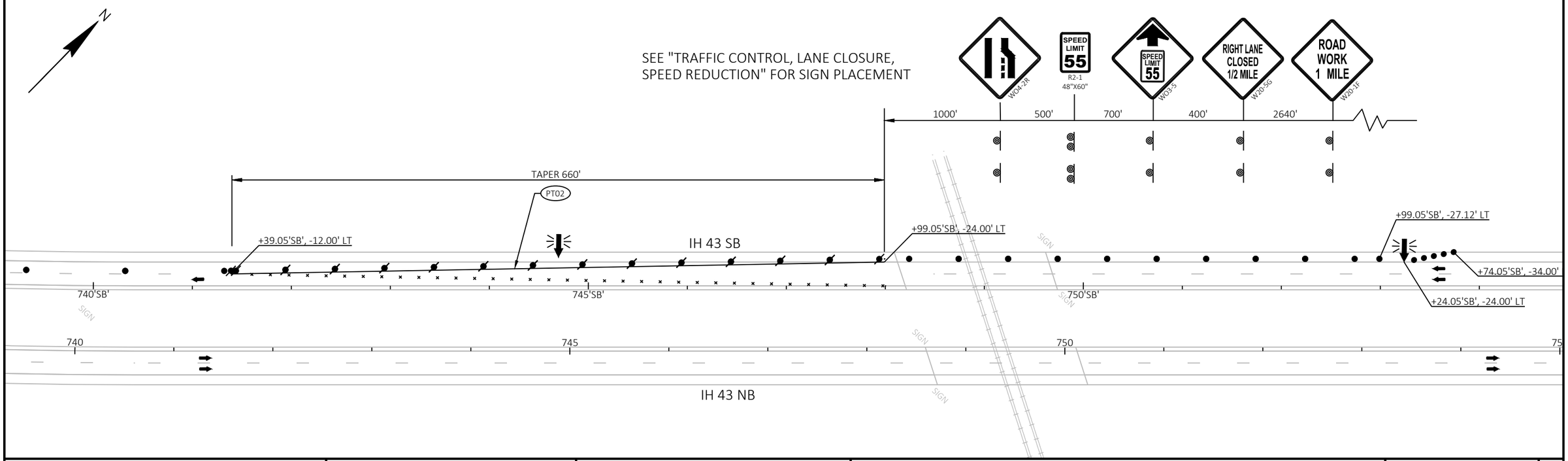
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 85	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021228
PLOT DATE : 7/26/2021 3:09 PM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

MESSAGE 1: NIGHTLY RAMP CLOSURE

MESSAGE 2: BEGINS {MMM-DD} 9PM-6AM

PCMS TO BE PLACED MINIMUM OF 7 CALENDAR DAYS PRIOR TO START OF RAMP CONSTRUCTION

N

ALSO SEE DETOUR PLAN

Avalon
Clinton

GAS FOOD

WRONG WAY

ALTERNATE INTERSTATE 39

ALTERNATE INTERSTATE 43

END ROAD WORK
G20-2A
48"X24"

SOUTH INTERSTATE 43 | NORTH 140 | NORTH INTERSTATE 43

COVER

TO
SOUTH
INTERSTATE 43

MO4-5 24"X12"
MB3-3 24"X12"
M1-1 24"X24"
MO6-1 21"X21"

435

435 SB

NORTH INTERSTATE 43

MO5-1L 21"X21"

PCMS

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED

ROAD WORK AHEAD
W20-1A

RAMP CLOSED
R11-2R
48"X30"

MO4-5 24"X12"
MB3-3 24"X12"
M1-1 24"X24"
MO6-1 21"X21"

Clinton
Milwaukee
Beloit

COVER

MB3-3 24"X12"
M1-1 24"X24"
SOUTH INTERSTATE 43

RAMP CLOSED AHEAD
W20-53A

1,000'

STH 140

500'

500'

MB3-3 24"X12"
M1-1 24"X24"
SOUTH INTERSTATE 43

RAMP CLOSED AHEAD
W20-53A

MO4-5 24"X12"
MB3-3 24"X12"
M1-1 24"X24"
MO5-1R 21"X21"

NORTH INTERSTATE 43

TO
SOUTH
INTERSTATE 43

MO4-5 24"X12"
MB3-3 24"X12"
M1-1 24"X24"
MO6-1 21"X21"

COVER
Beloit

ALTERNATE INTERSTATE 39
SOUTH INTERSTATE 43

COVER

ROAD WORK AHEAD
W20-1A

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED

RAMP CLOSED
R11-2R
48"X30"

R3-2
36"X36"

SOUTH INTERSTATE 43

COVER

SOUTH INTERSTATE 43
ALTERNATE INTERSTATE 39

COVER

R3-1
36"X36"

NORTH INTERSTATE 43 | SOUTH 140 | SOUTH INTERSTATE 43 | ALTERNATE INTERSTATE 39

COVER

440

440 SB

GAS FOOD

END ROAD WORK
G20-2A
48"X24"

Clinton
Avalon

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1B	SHEET 86	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S1B.DWG
LAYOUT NAME - 021229

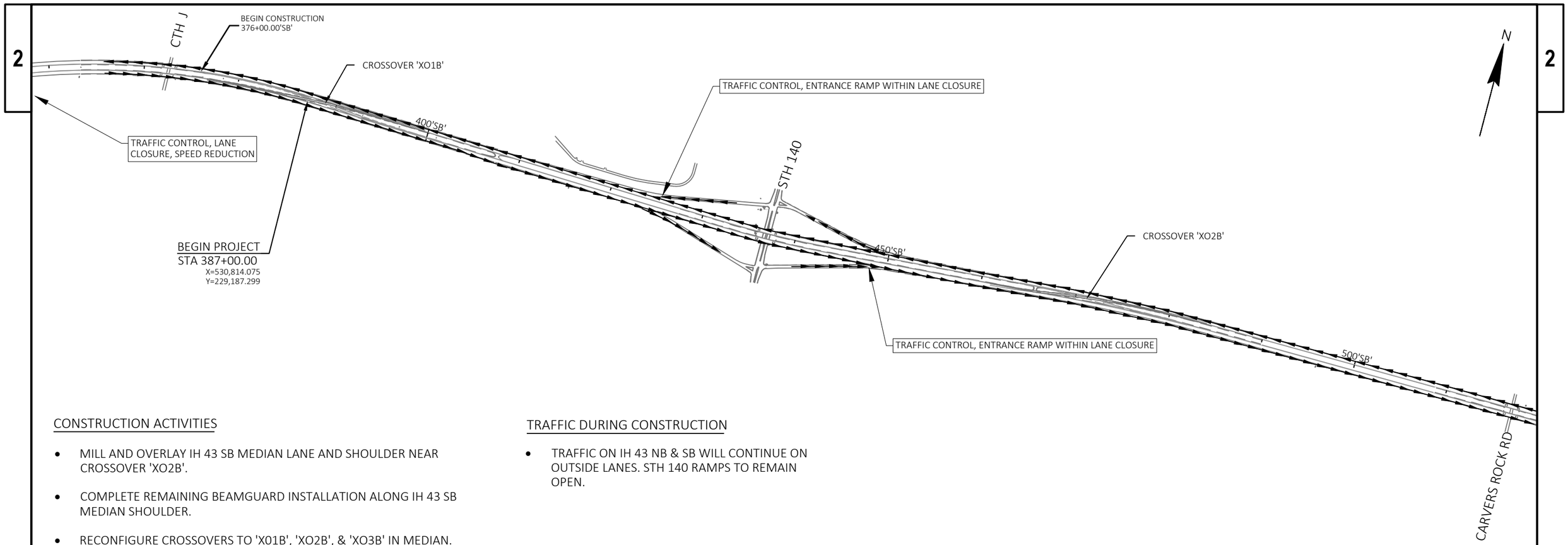
PLOT DATE : 7/26/2021 3:09 PM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

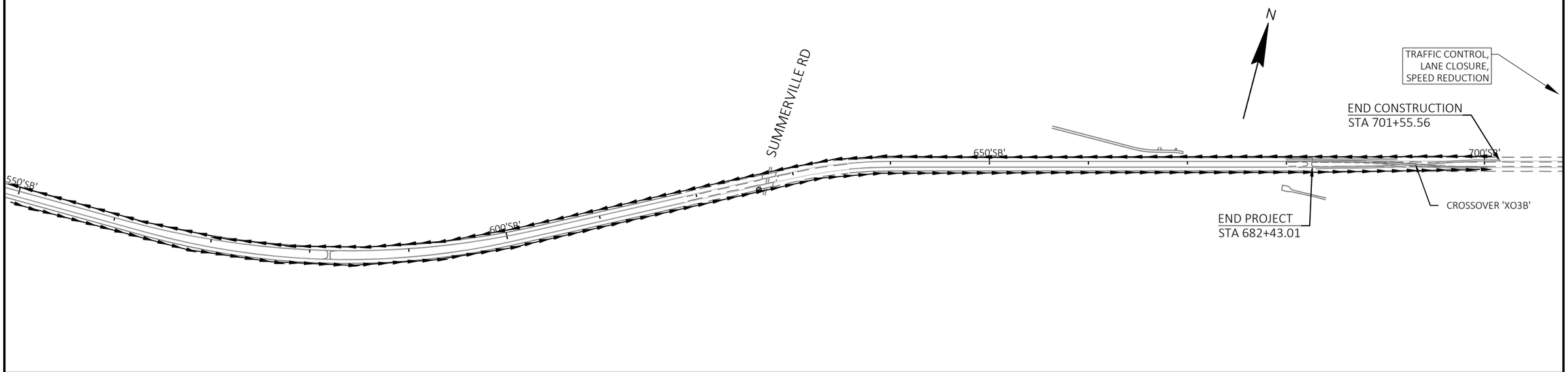


CONSTRUCTION ACTIVITIES

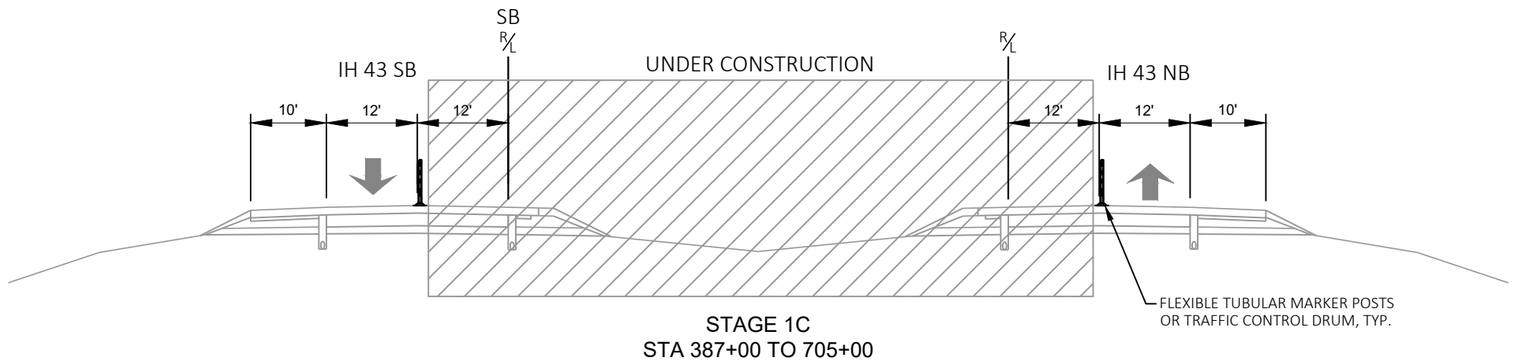
- MILL AND OVERLAY IH 43 SB MEDIAN LANE AND SHOULDER NEAR CROSSOVER 'XO2B'.
- COMPLETE REMAINING BEAMGUARD INSTALLATION ALONG IH 43 SB MEDIAN SHOULDER.
- RECONFIGURE CROSSOVERS TO 'X01B', 'XO2B', & 'XO3B' IN MEDIAN.

TRAFFIC DURING CONSTRUCTION

- TRAFFIC ON IH 43 NB & SB WILL CONTINUE ON OUTSIDE LANES. STH 140 RAMPS TO REMAIN OPEN.

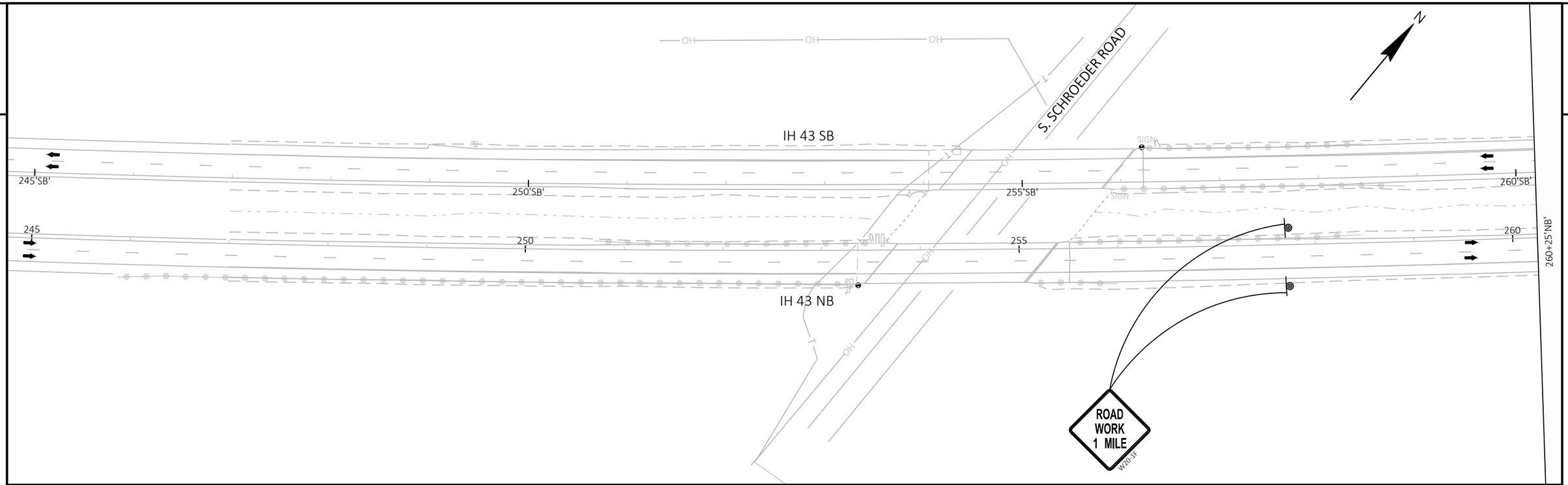


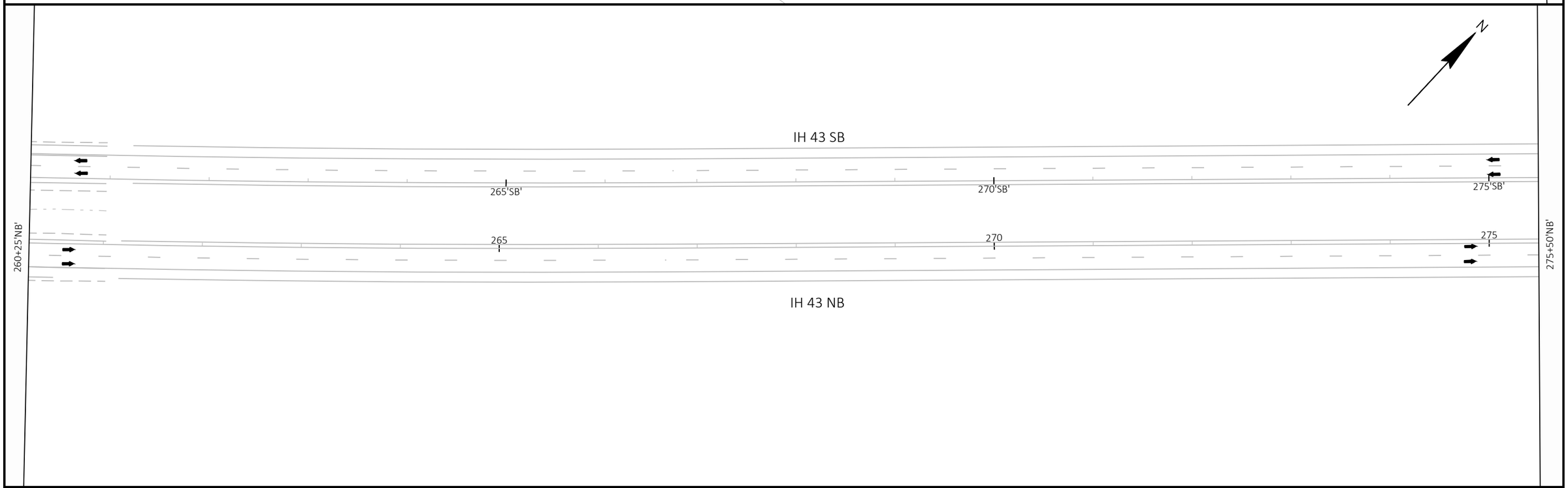
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 1C	SHEET 87	E



STAGE 1C
STA 387+00 TO 705+00

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 1C TYPICAL SECTIONS	SHEET 88	E





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 89	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025109
PLOT DATE : 7/30/2021 3:31 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

275+50'NB'

290+75'NB'

IH 43 SB

280'SB'

285'SB'

290'SB'

SIGN

SIGN

280

285

290

IH 43 NB

LEFT LANE CLOSED 1/2 MILE

W20-5G

SPEED LIMIT 55

W03-5

290+75'NB'

306+00'NB'

IH 43 SB

295'SB'

300'SB'

305'SB'

295

300

305

SIGN

IH 43 NB

SPEED LIMIT 55

R2-1

48"X60"

W04-2L

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 90	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02512

PLOT DATE : 7/30/2021 3:31 PM

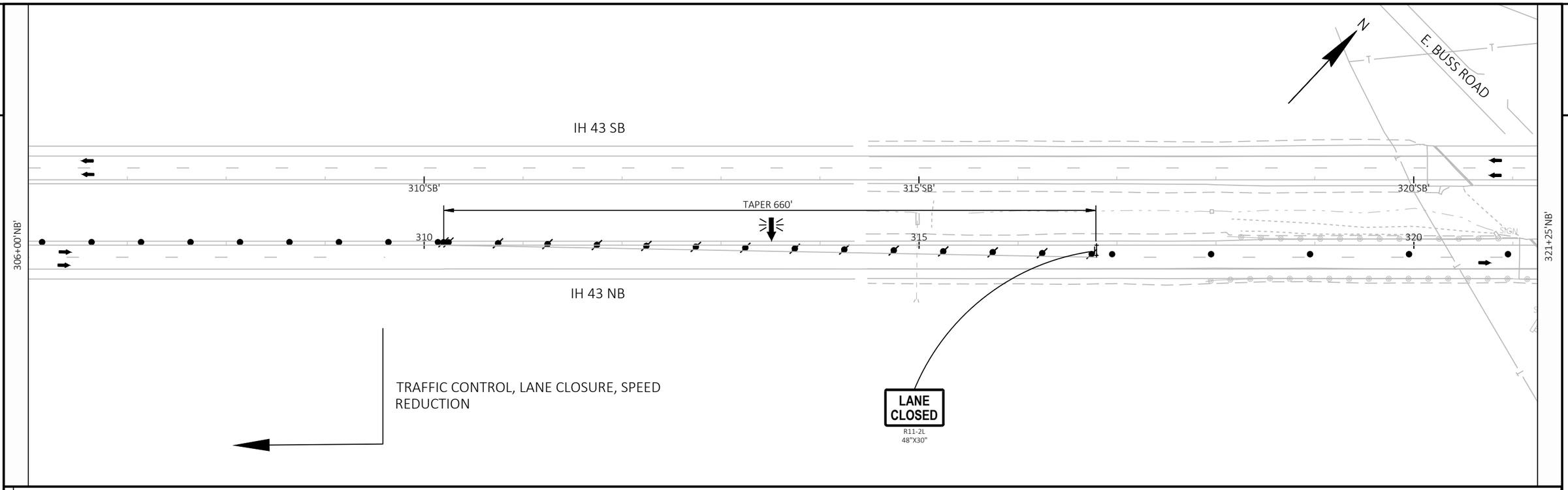
PLOT BY : AECOM
Degner, Mark

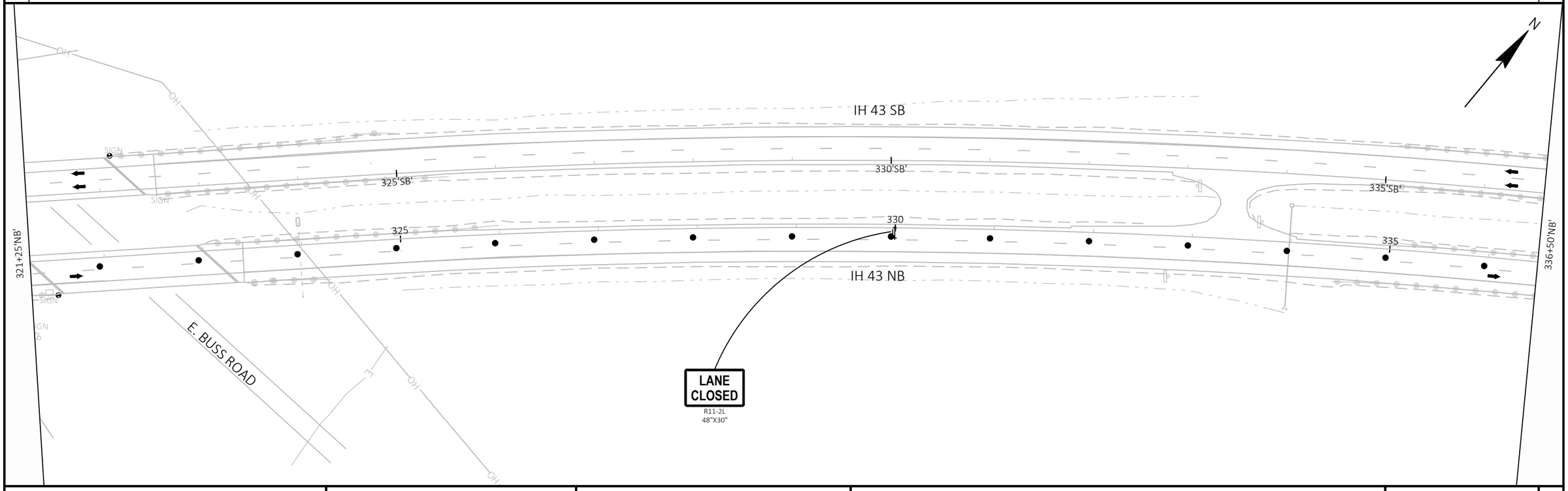
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 91	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02513

PLOT DATE : 7/30/2021 3:31 PM

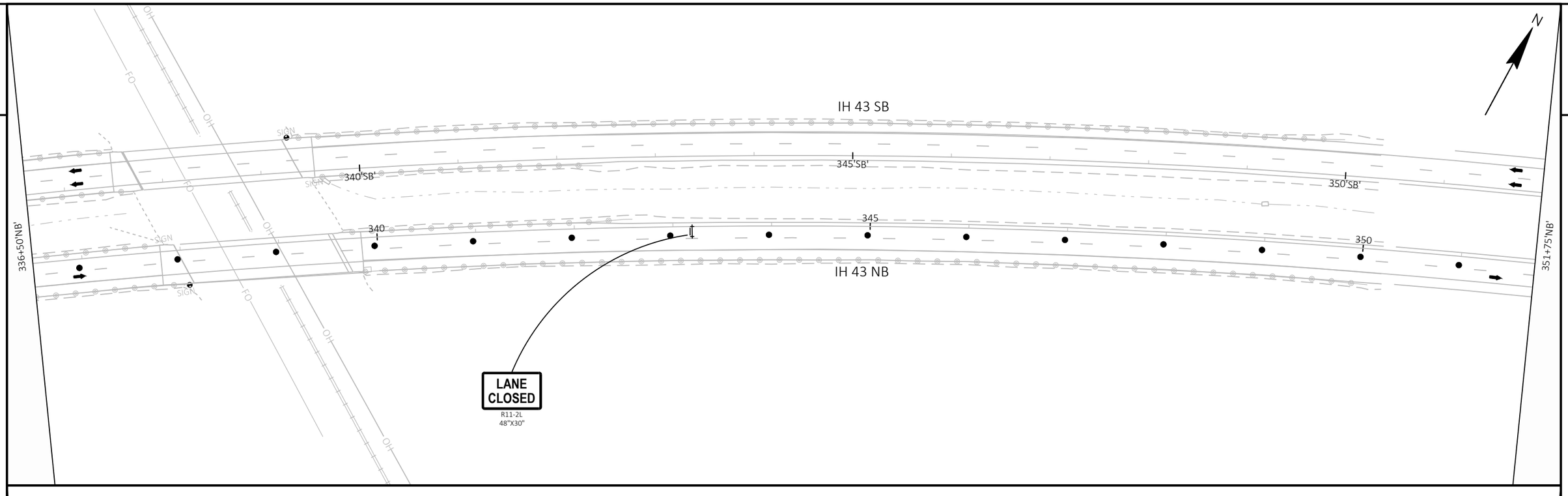
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



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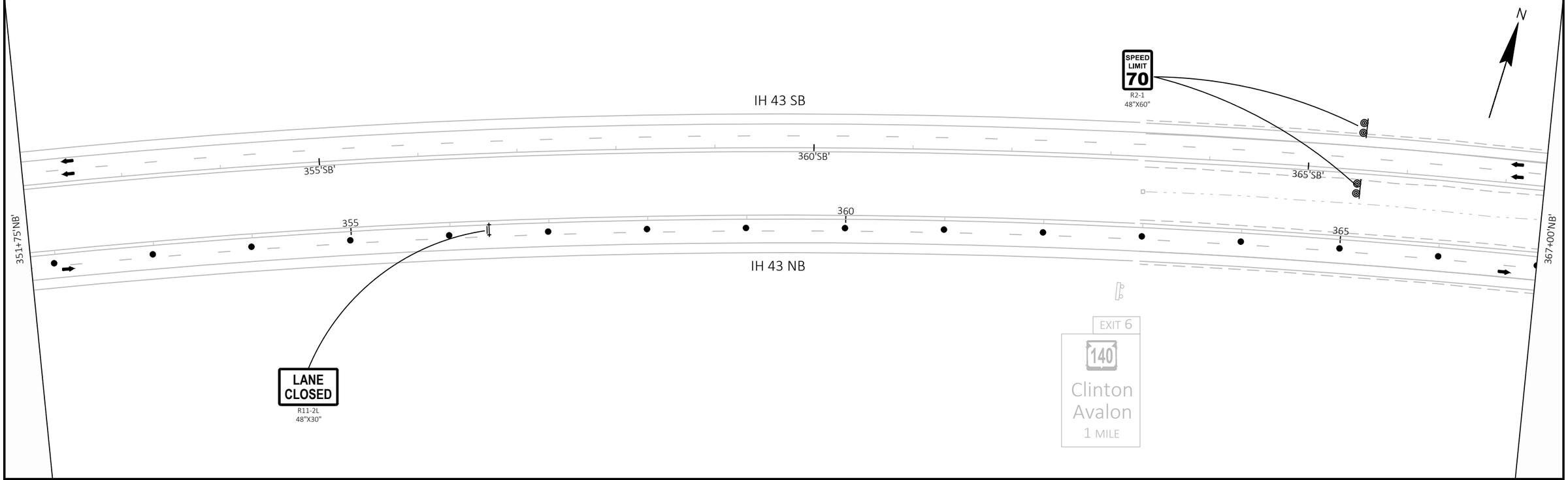
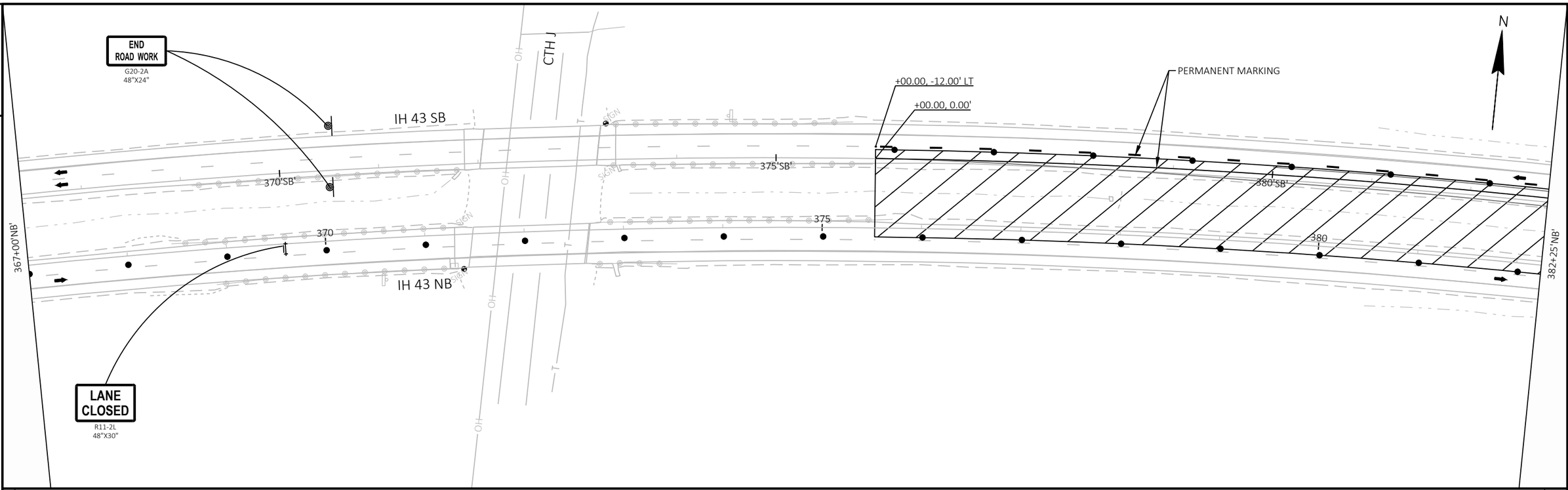
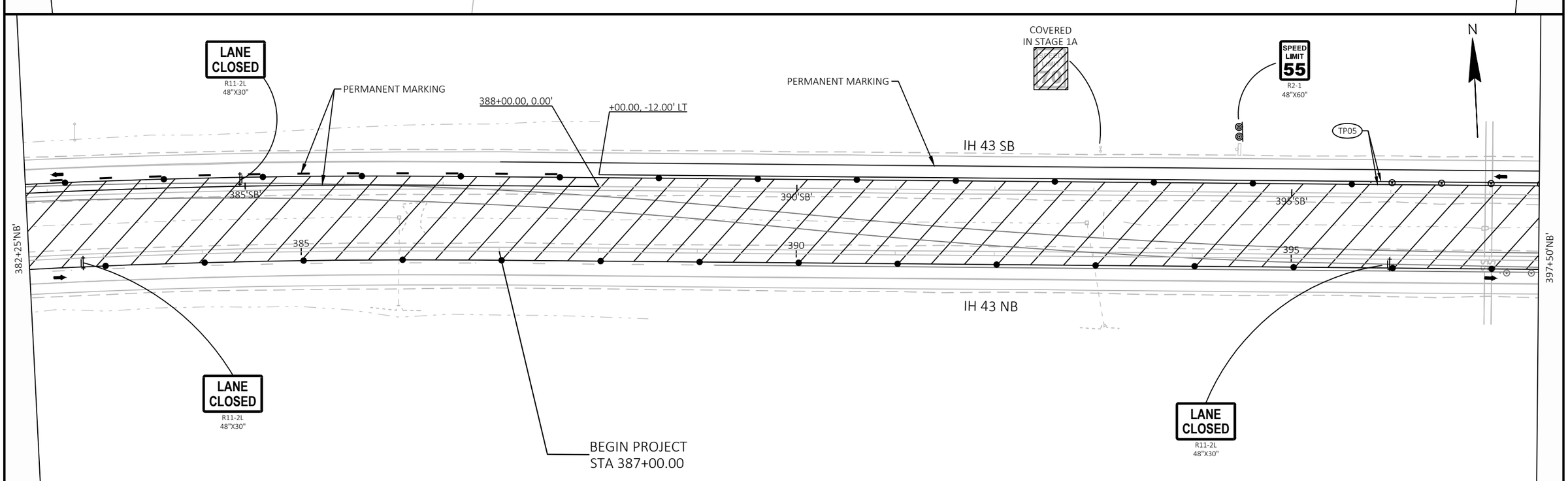


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 92	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02514
PLOT DATE : 7/30/2021 3:31 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

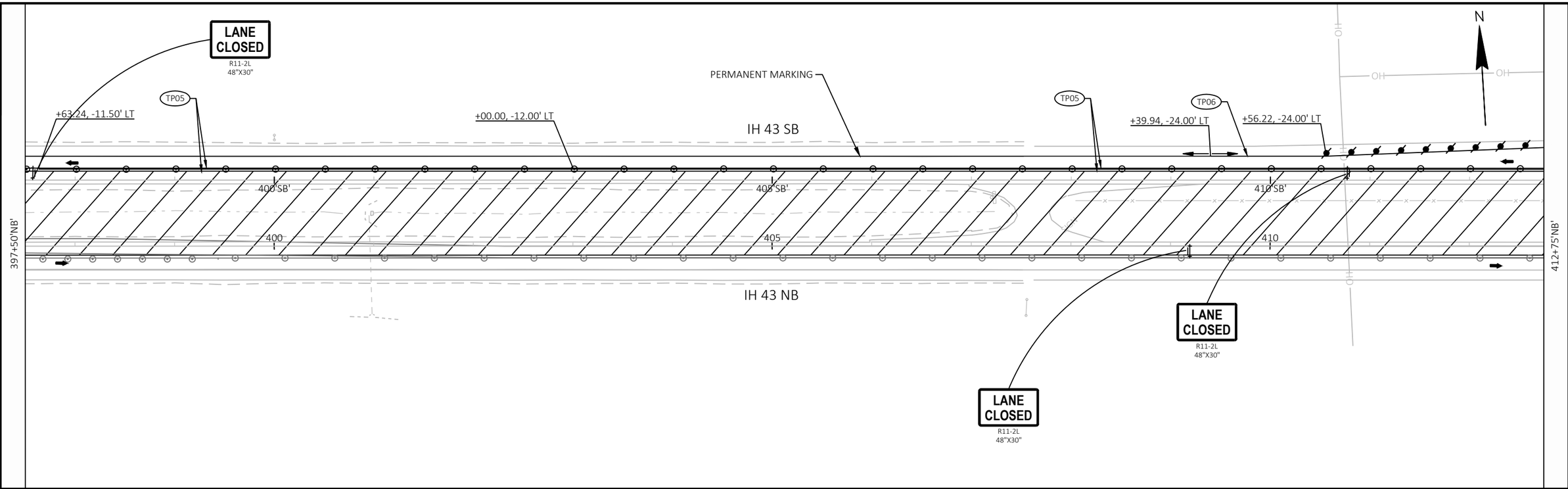




PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 93	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02515
PLOT DATE : 7/30/2021 3:31 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 94	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02516

PLOT DATE : 7/30/2021 3:31 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

428+00'NB'

443+25'NB'

IH 43 SB

IH 43 NB

STH 140

N

TP05

+84.69, -12.00' LT

+74.88, -12.00' LT

+83.08, -12.00' LT

430'SB'

435'SB'

440'SB'

430

435

440

PERMANENT MARKING

WO4-5
48"X48"

ROAD WORK AHEAD
W20-1A

NEAR BEGINNING OF RAMP

NEAR END OF RAMP

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

NB OFF-RAMP TO STH 140

NB ON-RAMP FROM STH 140

443+25'NB'

458+50'NB'

SB OFF-RAMP TO STH 140

+98.38, -12.00' LT

445'SB'

450'SB'

455'SB'

445

450

455

EXIT 6
140
Clinton
Avalon

SEE WISDOT SDD "TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 95	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02517

PLOT DATE : 7/30/2021 3:31 PM

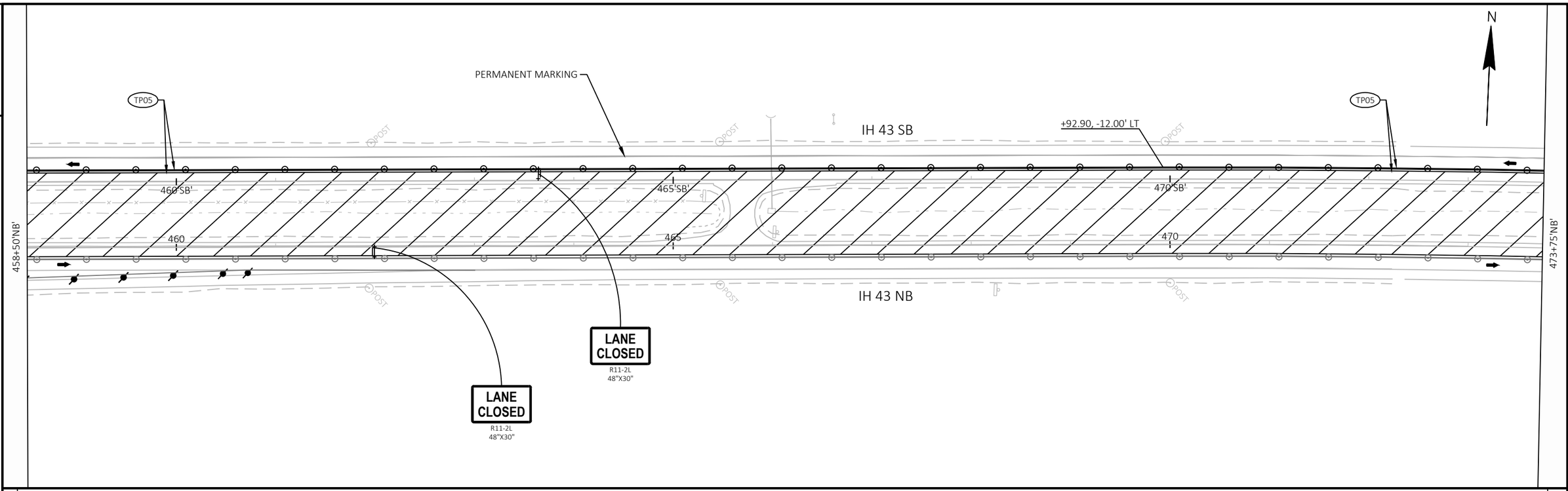
PLOT BY : AECOM
Degner, Mark

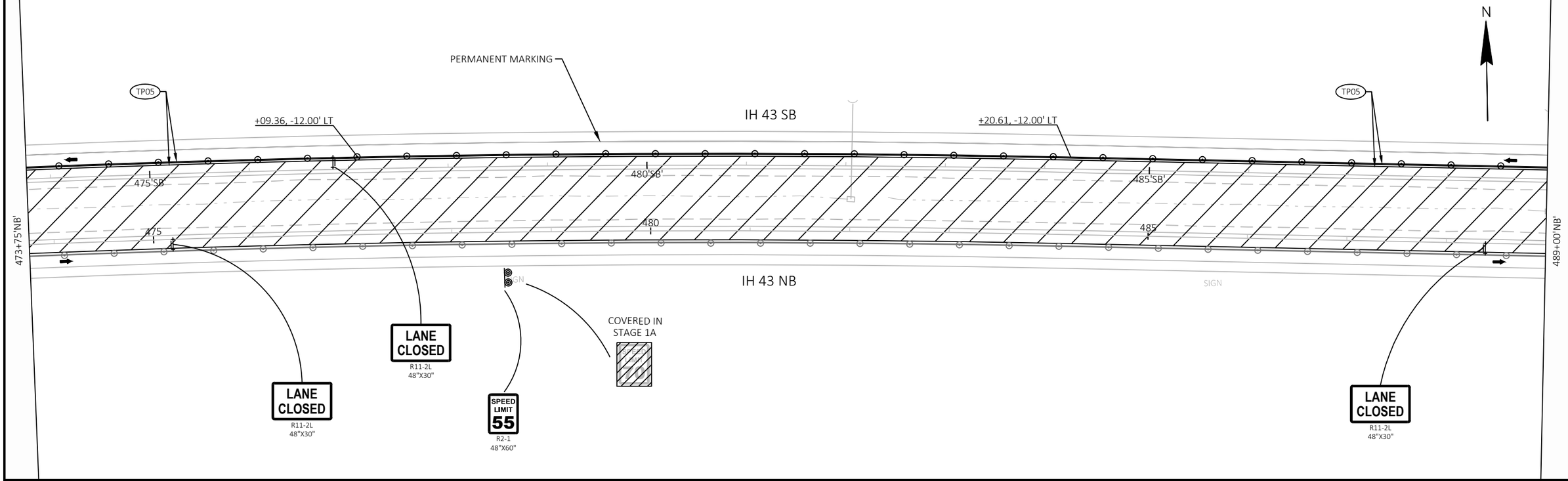
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 96	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 02518

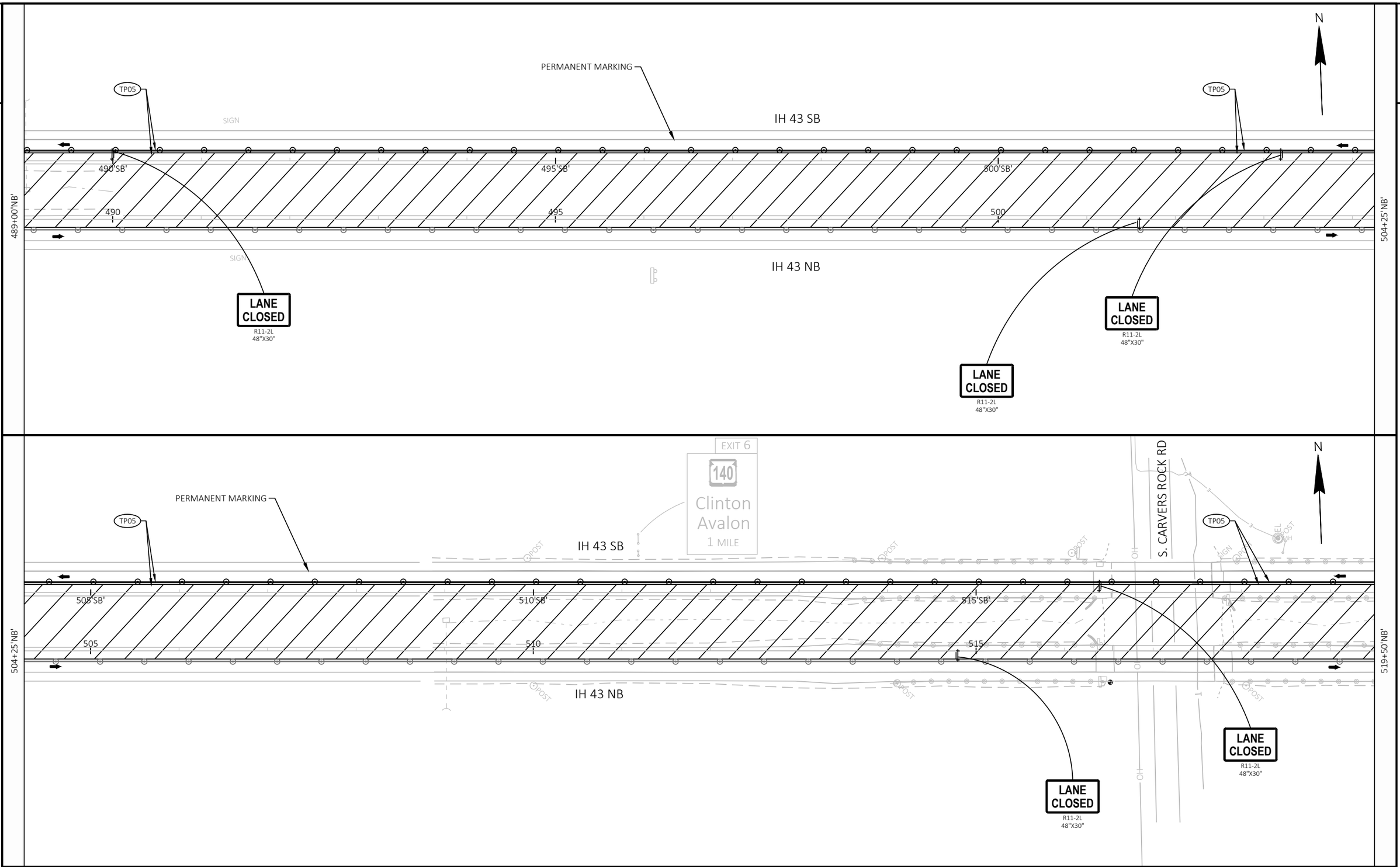
PLOT DATE : 7/30/2021 3:31 PM

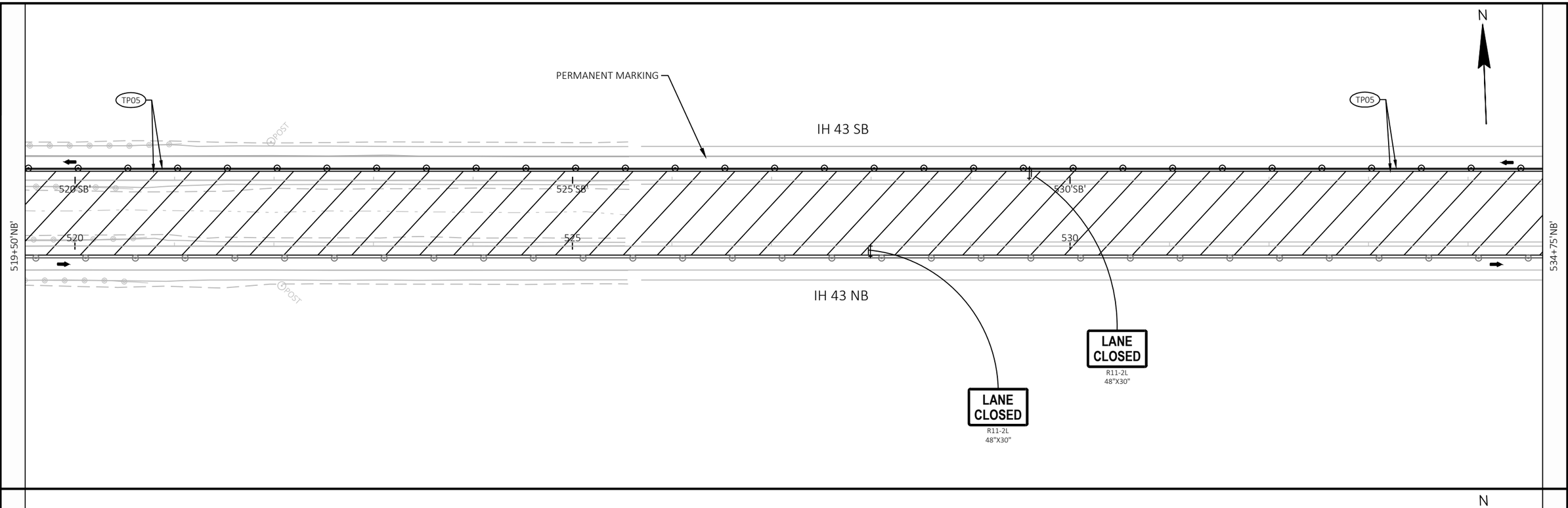
PLOT BY : AECOM
Degner, Mark

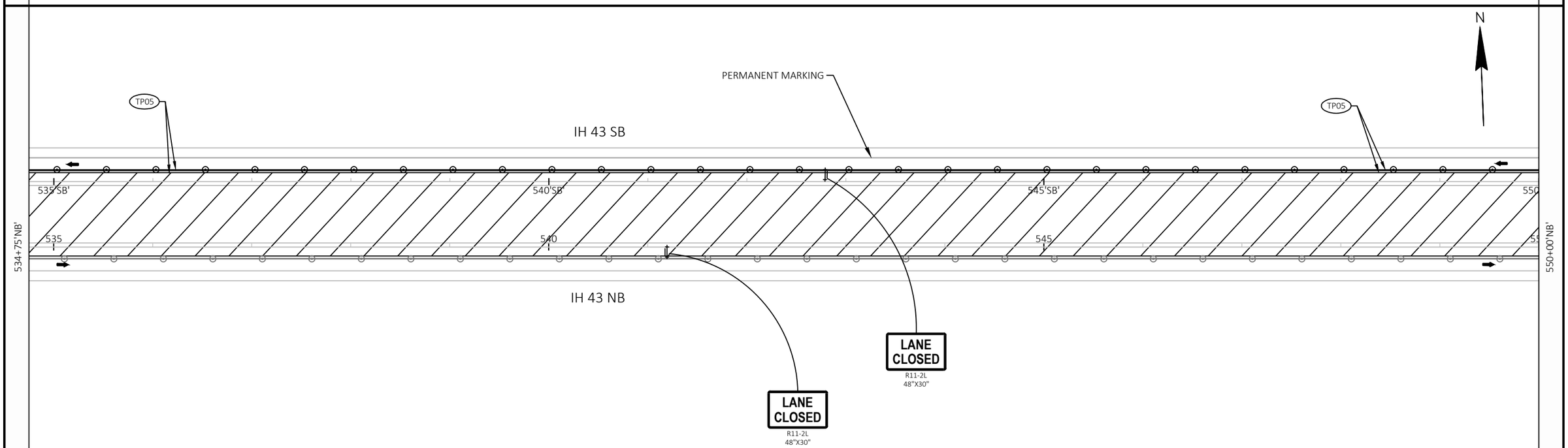
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44


PERMANENT MARKING
TP05
TP05
SIGN
IH 43 SB
490'SB'
495'SB'
500'SB'
489+00'NB'
490
495
500
504+25'NB'
SIGN
IH 43 NB
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
N
EXIT 6
140
Clinton
Avalon
1 MILE
S. CARVERS ROCK RD
PERMANENT MARKING
TP05
TP05
IH 43 SB
505'SB'
510'SB'
515'SB'
504+25'NB'
505
510
515
519+50'NB'
IH 43 NB
POST
OH
SIGN
ELEC MH
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
N





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 98	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025110

PLOT DATE : 7/30/2021 3:31 PM PLOT BY : AECOM Degner, Mark PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

PERMANENT MARKING

TP05

TP05

IH 43 SB

+89.69, -12.00' LT

SIGN

550+00'NB'

555'SB'

560'SB'

565'SB'

555

560

565

565+25'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PERMANENT MARKING

TP05

TP05

IH 43 SB

565+25'NB'

570'SB'

575'SB'

580'SB'

570

575

580

580+50'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

N

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 99	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025111

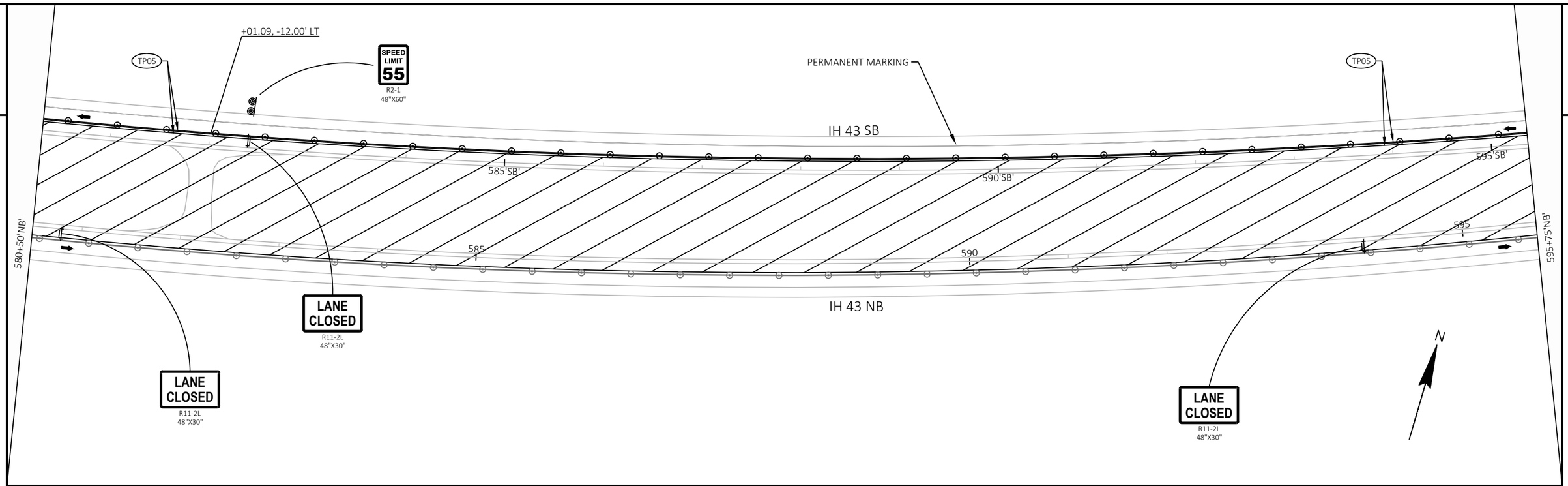
PLOT DATE : 7/30/2021 3:32 PM

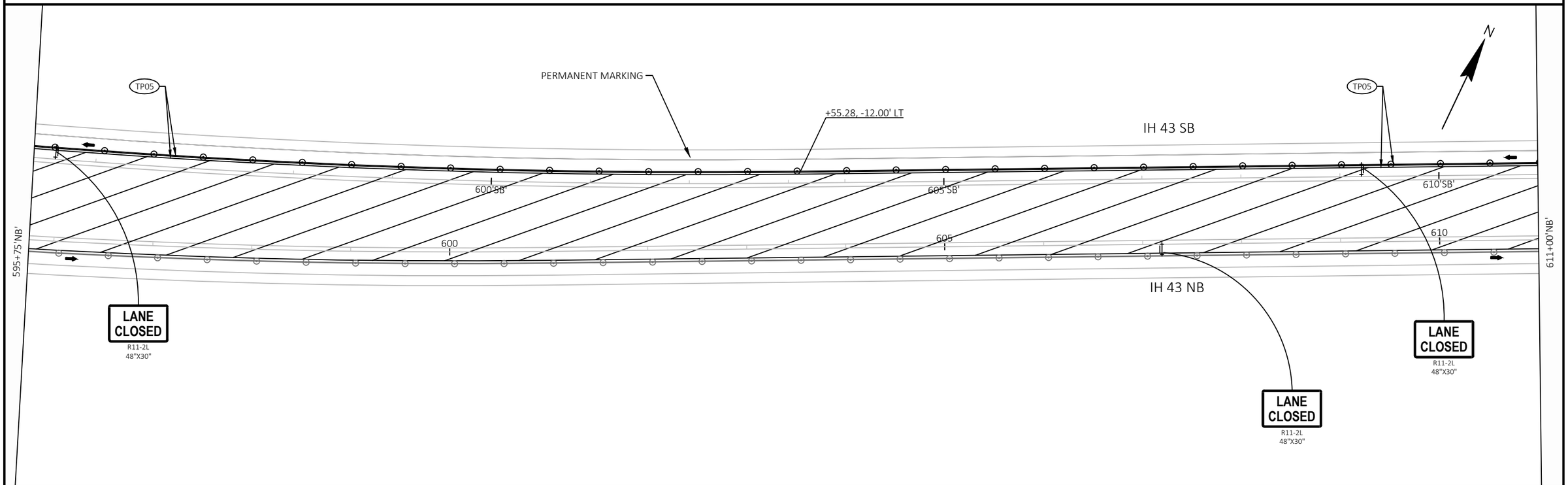
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 100	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025112

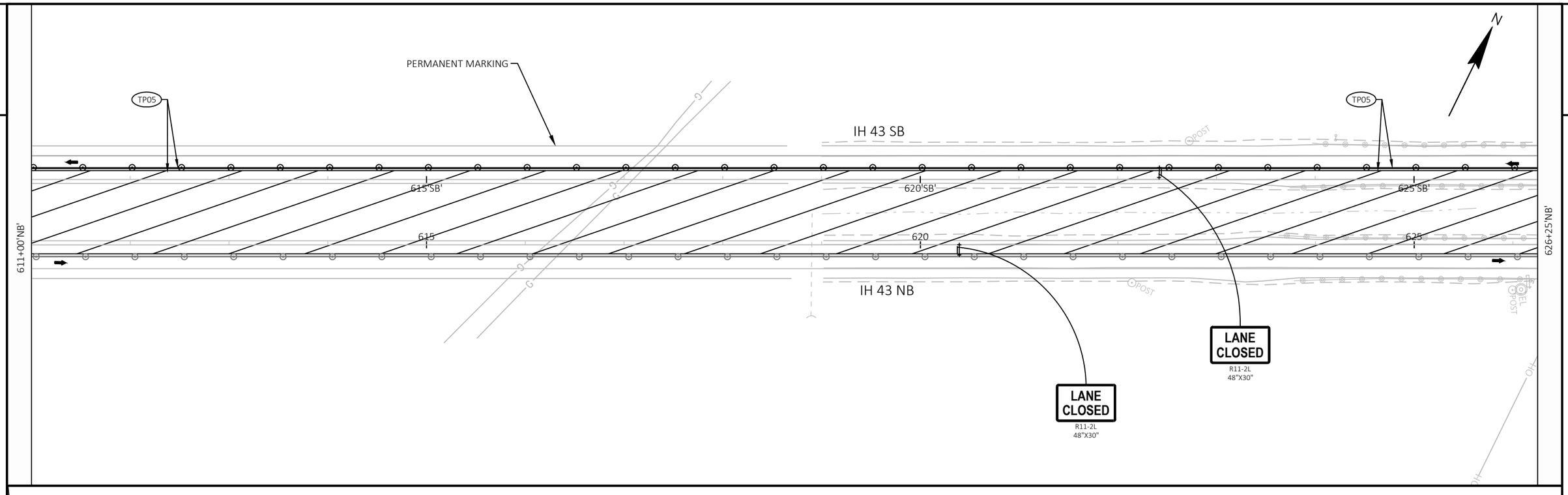
PLOT DATE : 7/30/2021 3:32 PM

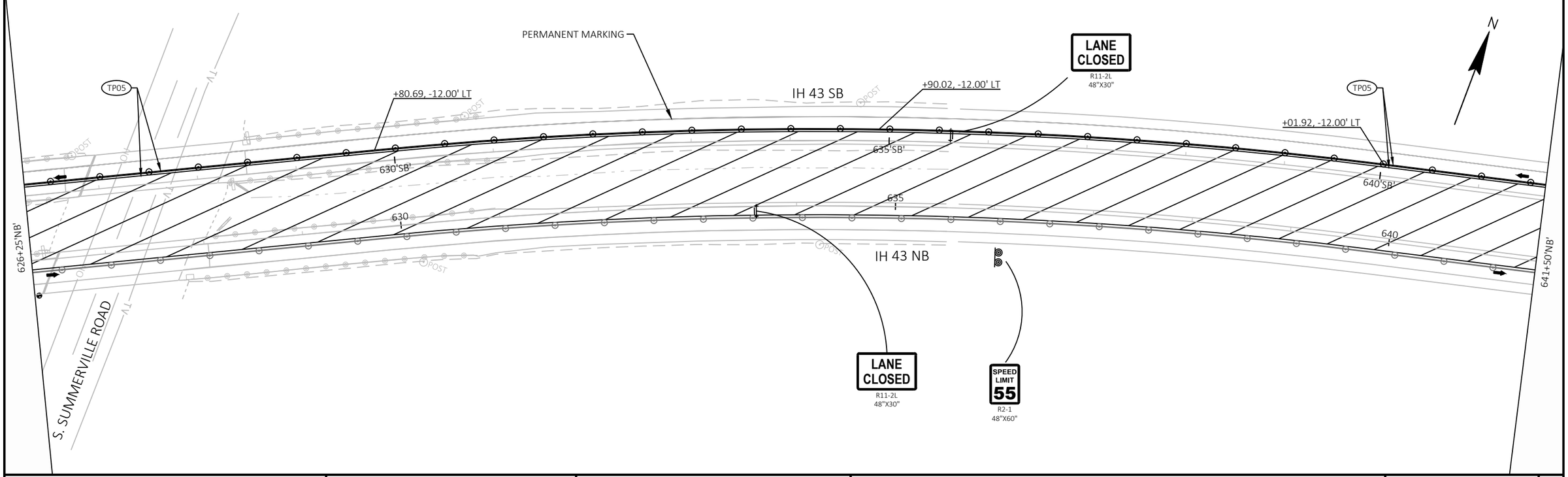
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

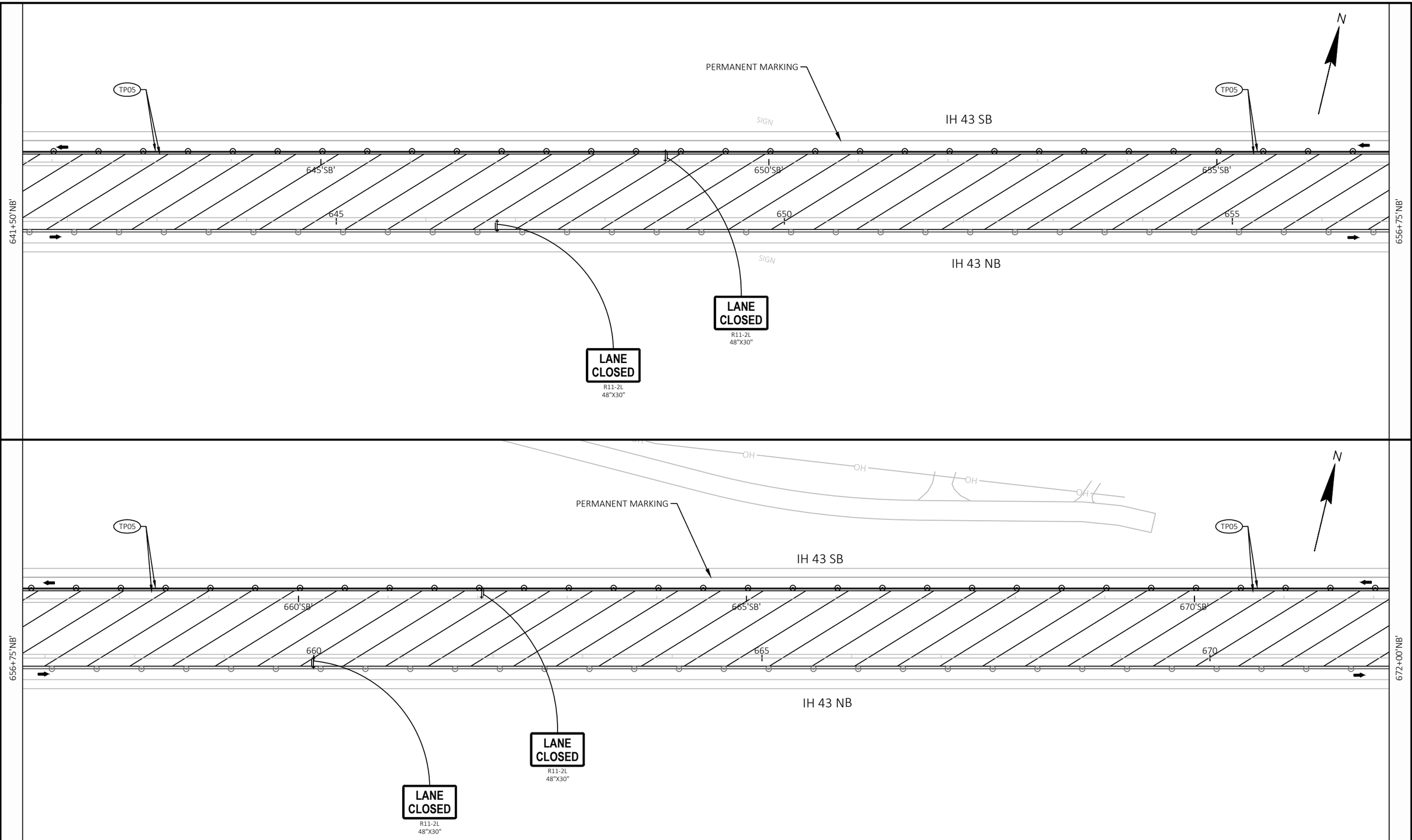




PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 101	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025113
PLOT DATE : 7/30/2021 3:32 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 102	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025114

PLOT DATE : 7/30/2021 3:32 PM

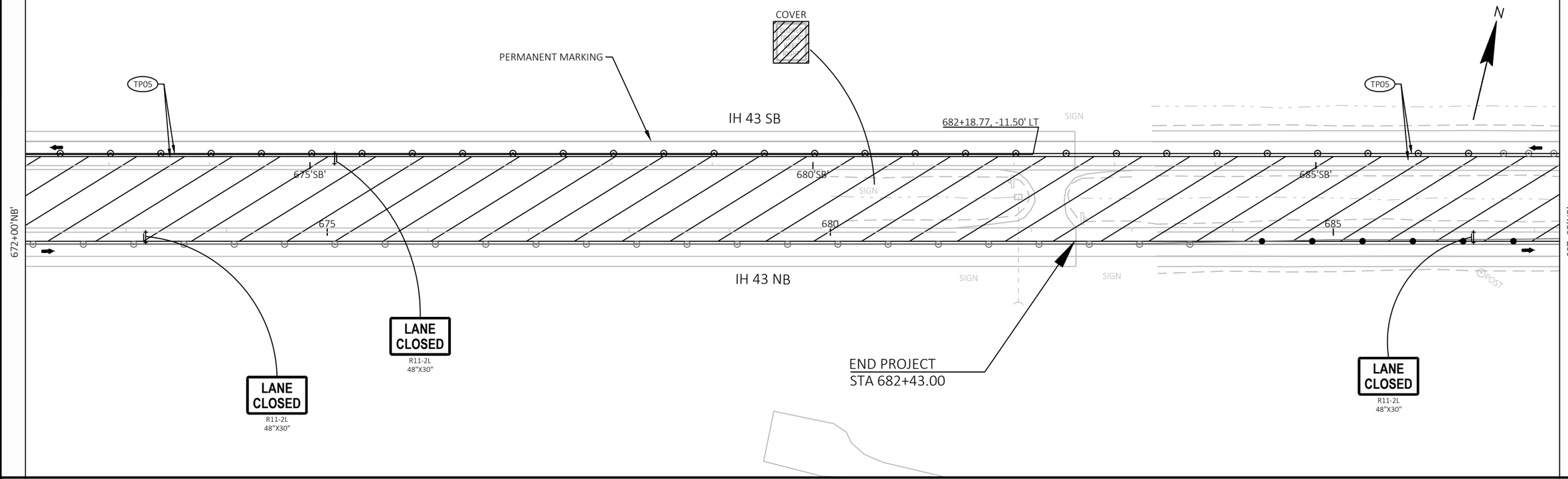
PLOT BY : AECOM
Degner, Mark

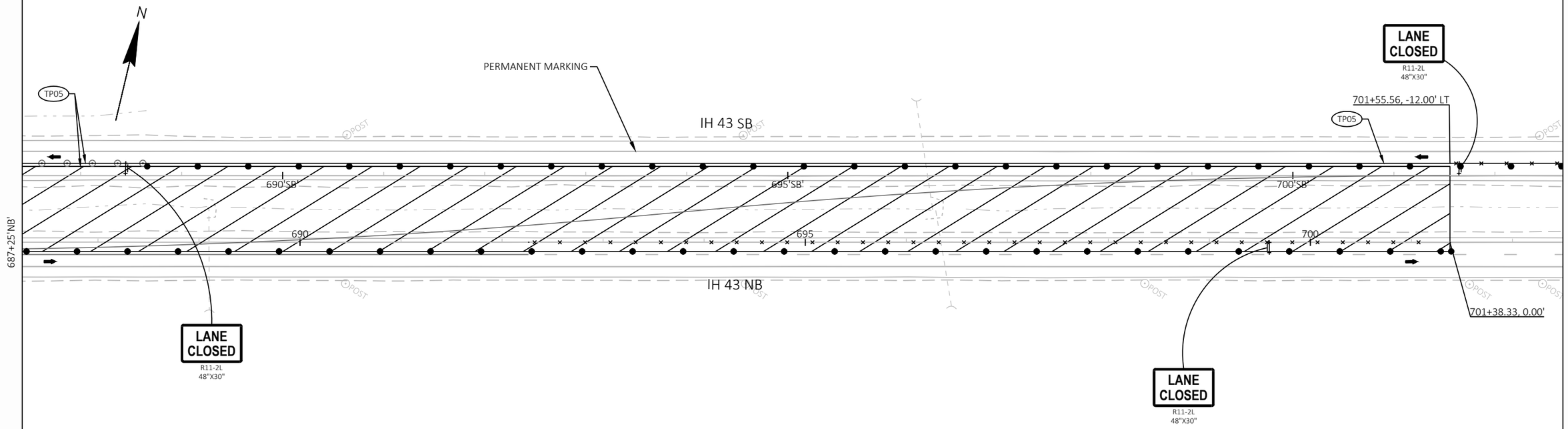
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

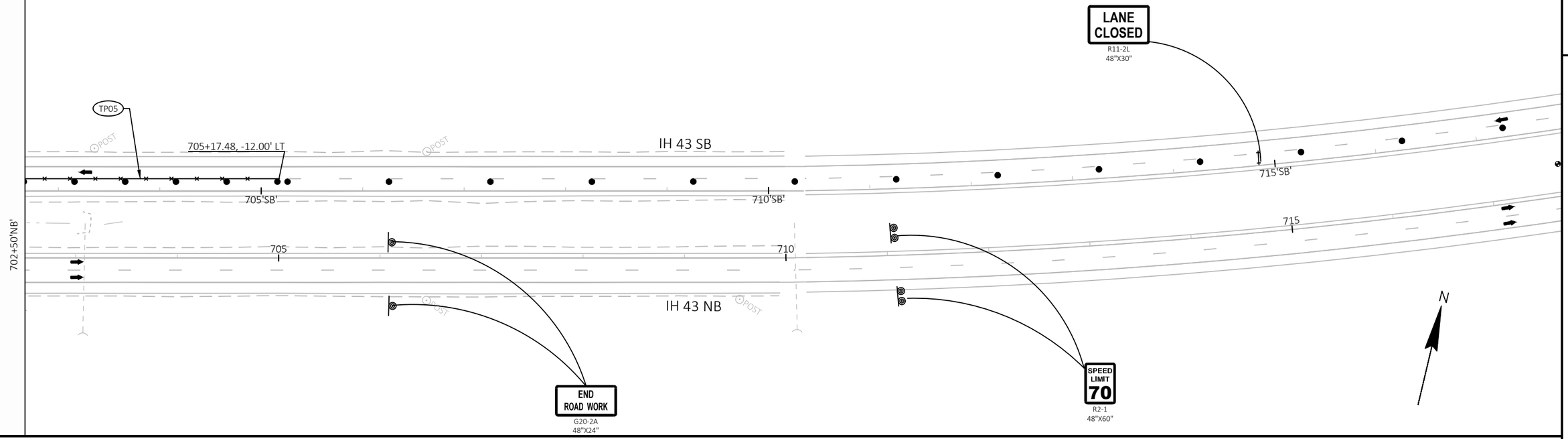




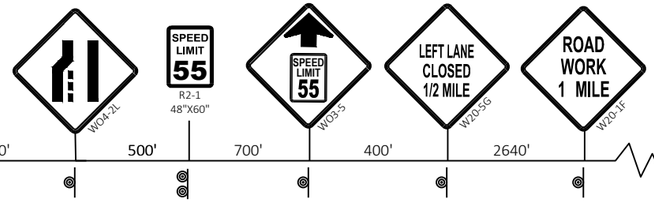
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 103	E

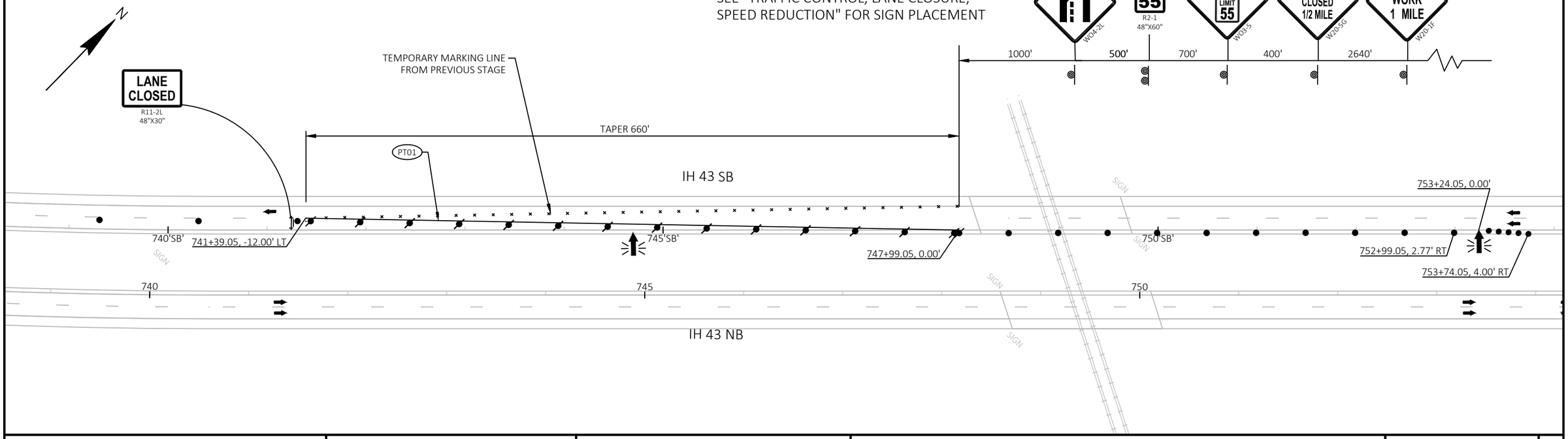
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025115
PLOT DATE : 7/30/2021 3:32 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



SEE "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR SIGN PLACEMENT





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1C	SHEET 104	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S1C.DWG
LAYOUT NAME - 025116

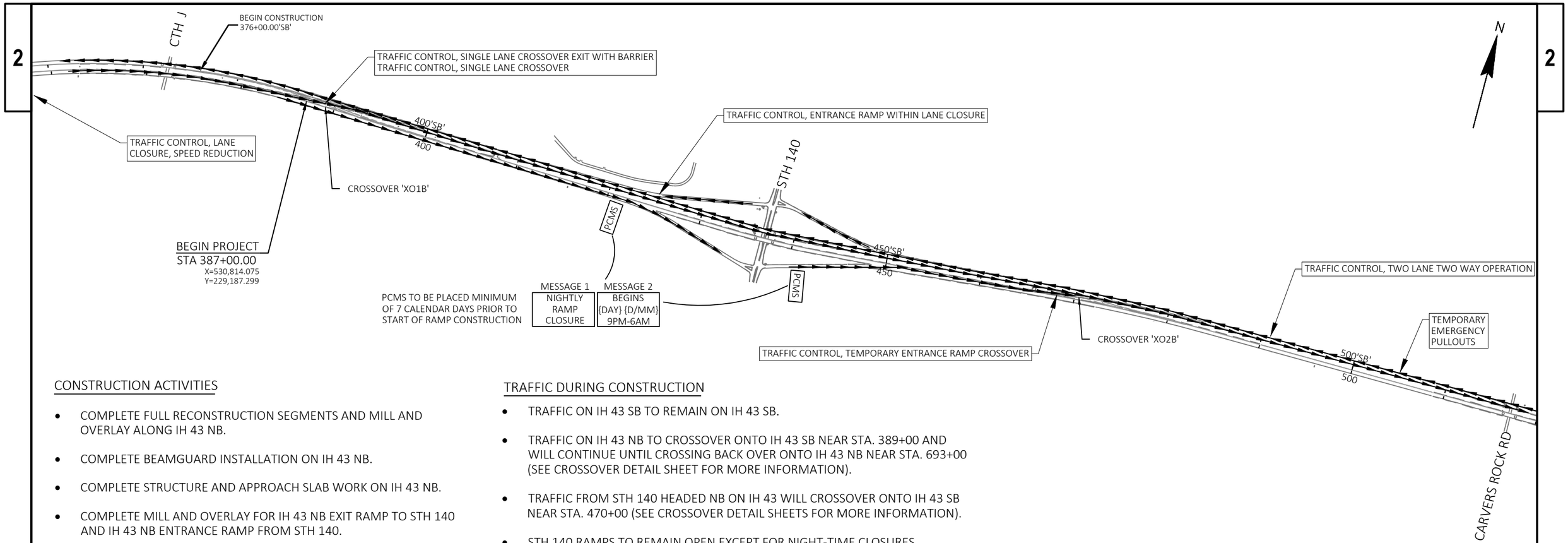
PLOT DATE : 7/30/2021 3:32 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



CONSTRUCTION ACTIVITIES

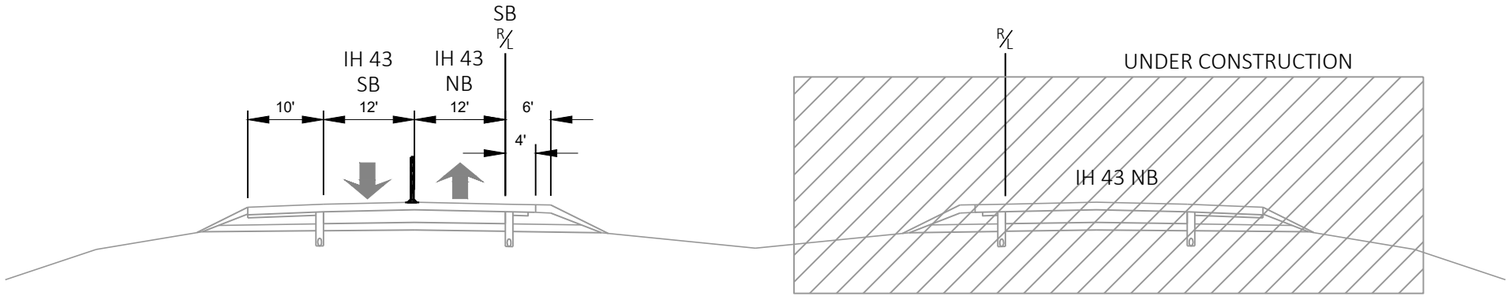
- COMPLETE FULL RECONSTRUCTION SEGMENTS AND MILL AND OVERLAY ALONG IH 43 NB.
- COMPLETE BEAMGUARD INSTALLATION ON IH 43 NB.
- COMPLETE STRUCTURE AND APPROACH SLAB WORK ON IH 43 NB.
- COMPLETE MILL AND OVERLAY FOR IH 43 NB EXIT RAMP TO STH 140 AND IH 43 NB ENTRANCE RAMP FROM STH 140.

TRAFFIC DURING CONSTRUCTION

- TRAFFIC ON IH 43 SB TO REMAIN ON IH 43 SB.
- TRAFFIC ON IH 43 NB TO CROSSOVER ONTO IH 43 SB NEAR STA. 389+00 AND WILL CONTINUE UNTIL CROSSING BACK OVER ONTO IH 43 NB NEAR STA. 693+00 (SEE CROSSOVER DETAIL SHEET FOR MORE INFORMATION).
- TRAFFIC FROM STH 140 HEADED NB ON IH 43 WILL CROSSOVER ONTO IH 43 SB NEAR STA. 470+00 (SEE CROSSOVER DETAIL SHEETS FOR MORE INFORMATION).
- STH 140 RAMPS TO REMAIN OPEN EXCEPT FOR NIGHT-TIME CLOSURES.

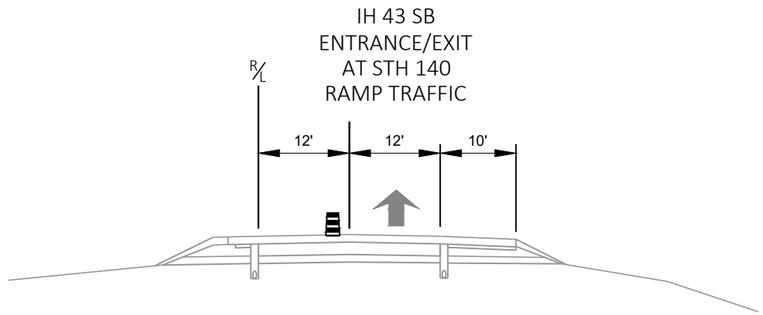
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 2A	SHEET 105	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC_OVERVIEW.DWG
LAYOUT NAME - STAGE 2A
PLOT DATE : 6/24/2021 11:42 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 44

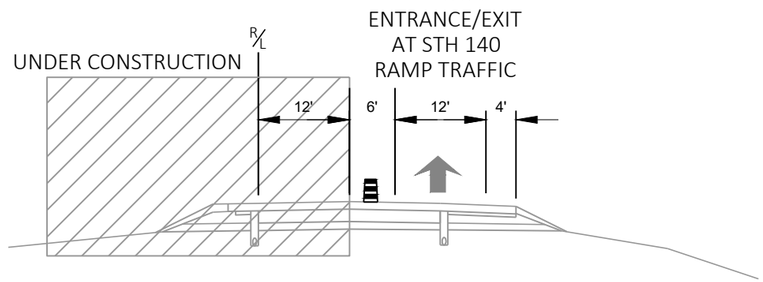


STAGE 2A
STA 423+00 TO 450+00
STA 470+00 TO 682+77

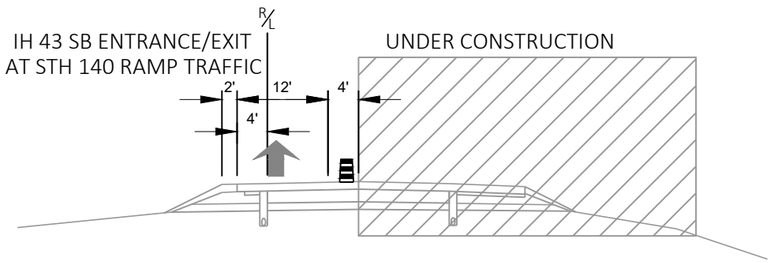
STAGE 2A (NO CONSTRUCTION WORK ADJACENT TO RAMPS)
STA 387+00 TO 423+00 (STH 140 TO IH 43 SB RAMP)
STA 450+00 TO 470+00 (IH 43 SB TO STH 140 RAMP)



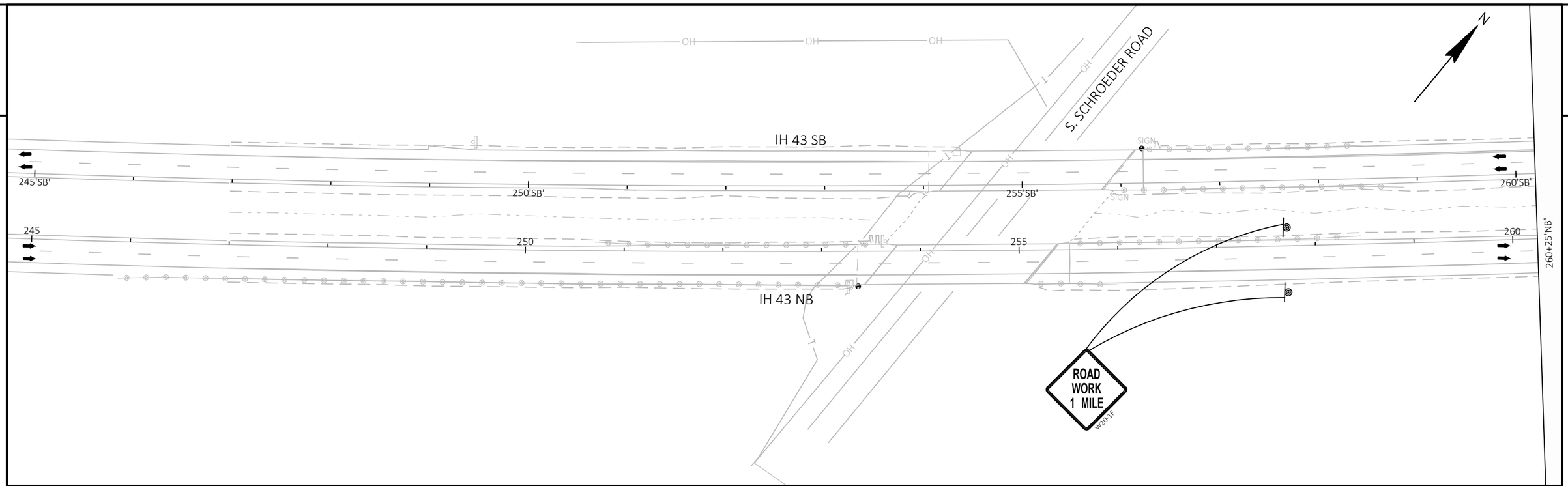
STAGE 2A (CONSTRUCTION ON MEDIAN LANE & SHOULDER)
STA 387+00 TO 423+00 (STH 140 TO IH 43 SB RAMP)
STA 450+00 TO 470+00 (IH 43 SB TO STH 140 RAMP)



STAGE 2A (CONSTRUCTION ON OUTSIDE LANE, RAMP & SHOULDER)**
STA 387+00 TO 423+00 (STH 140 TO IH 43 SB RAMP)
STA 450+00 TO 470+00 (IH 43 SB TO STH 140 RAMP)



** NIGHT-TIME RAMP CLOSURES REQUIRED



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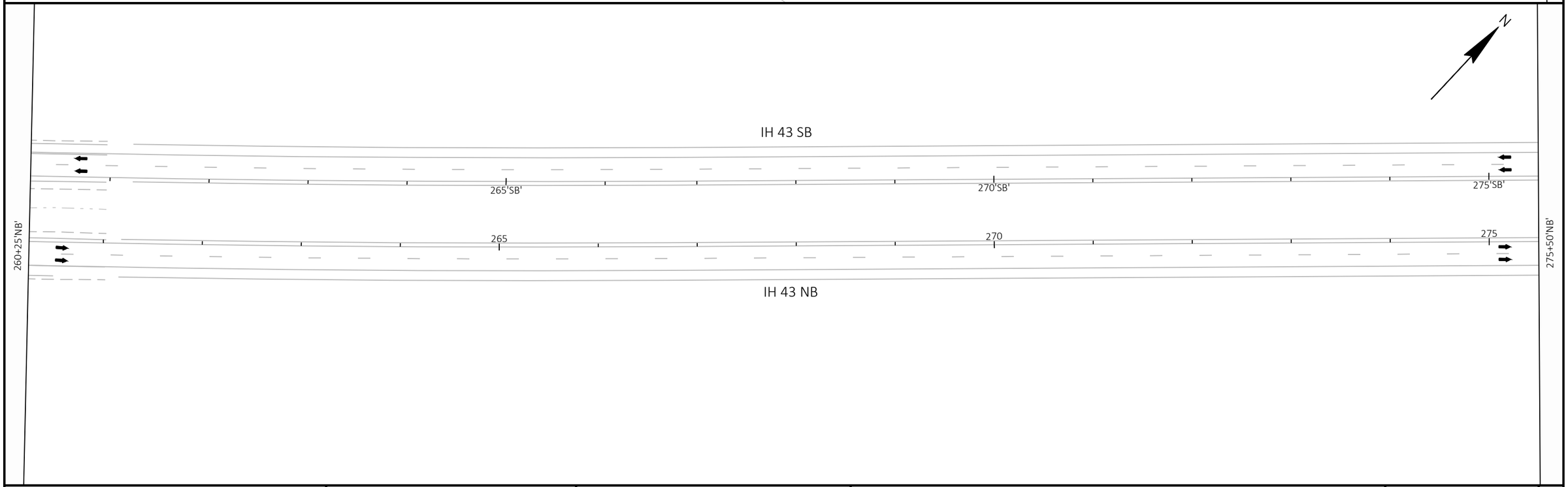


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 107	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021213
PLOT DATE : 7/29/2021 8:47 AM
PLOT BY : AECOM
Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

275+50'NB'

290+75'NB'

IH 43 SB

280'SB'

285'SB'

290'SB'

SIGN

SIGN

280

285

290

IH 43 NB

RIGHT LANE
CLOSED
1/2 MILE
W20-5G

SPEED
LIMIT
55
W03-5

290+75'NB'

306+00'NB'

IH 43 SB

295'SB'

300'SB'

305'SB'

295

300

305

SIGN

IH 43 NB

SPEED
LIMIT
55
R2-1
48"X60"

W04-2R

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 108	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021214

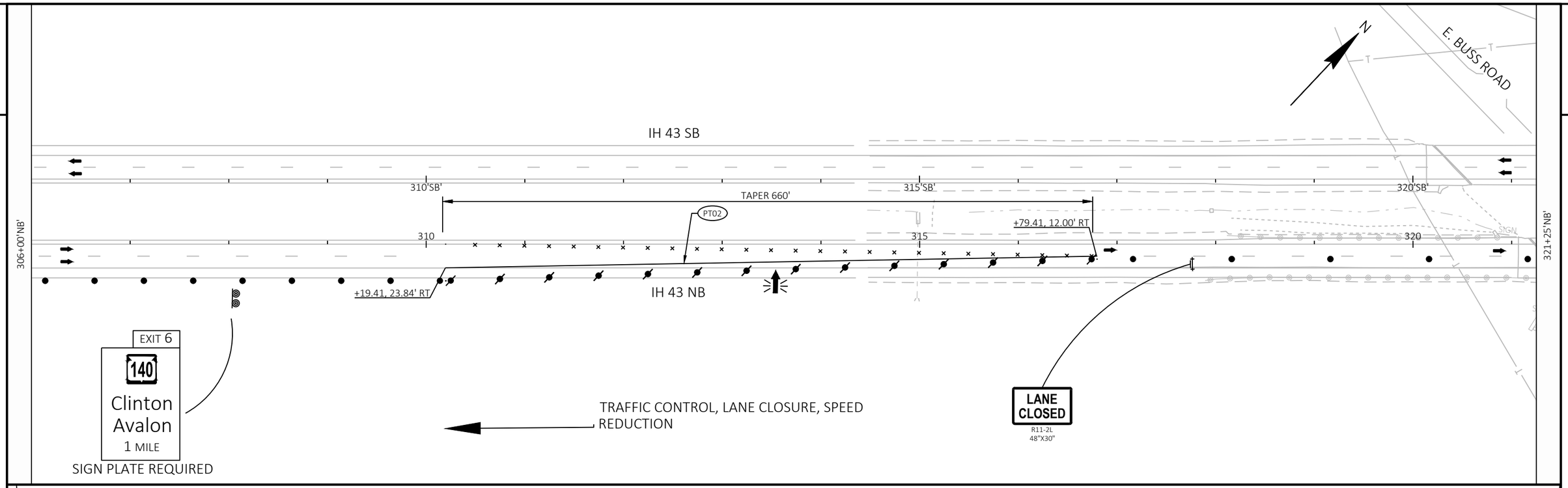
PLOT DATE : 7/29/2021 8:47 AM

PLOT BY : AECOM
Arbuckle, Adrian

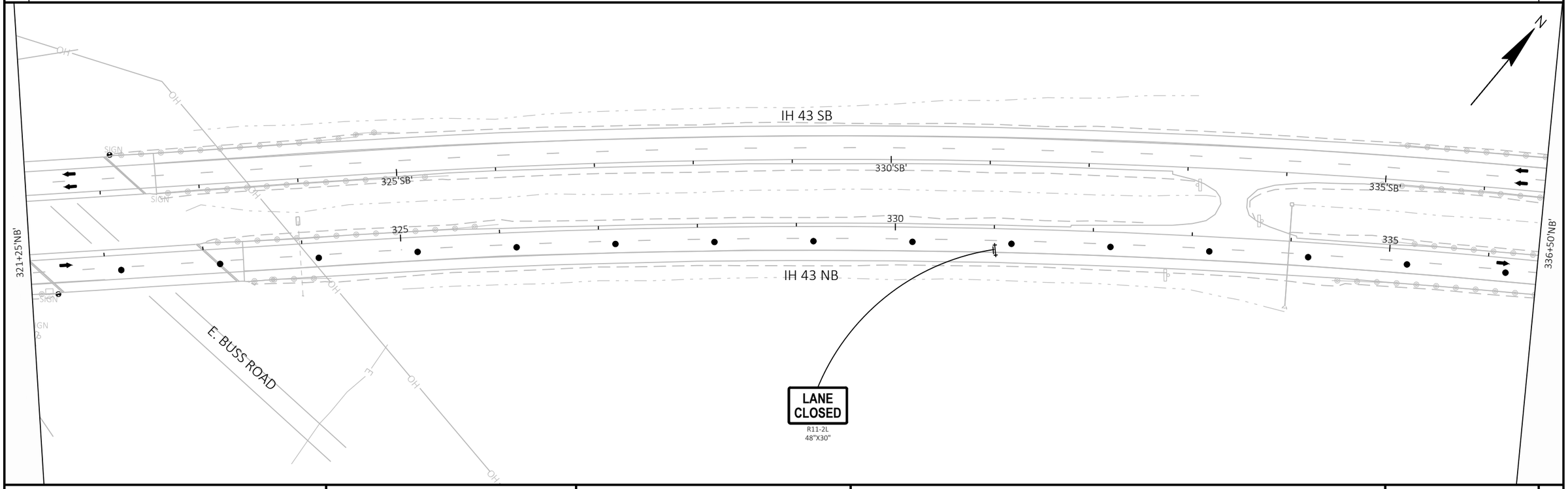
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



2



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 109	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021215
PLOT DATE : 7/29/2021 8:47 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

IH 43 SB

340'SB'

345'SB'

350'SB'

340

345

350

336+50'NB'

351+75'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

MB3-1
36"X18"
NORTH

M1-1
36"X36"
INTERSTATE 43

MB4-20L
36"X36"
USE LEFT LANE

SPEED LIMIT 70
R2-1
48"X60"

IH 43 SB

355'SB'

360'SB'

TAPER 200'

365'SB'

+60.39, 12.00' RT

355

360

365

351+75'NB'

367+00'NB'

IH 43 NB

+60.39, 24.10' RT

TP06

LANE CLOSED
R11-2L
48"X30"

EXIT 6
140
Clinton
Avalon
SIGN PLATE REQUIRED

COVER
140
Clinton
Avalon

SEE WISDOT SDD "TRAFFIC CONTROL, PARELLEL EXIT RAMP WITHIN LANE CLOSURE"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 110	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021216

PLOT DATE : 7/29/2021 8:48 AM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

END ROAD WORK
G20-2A
48"X24"

CTH J

IH 43 SB

WO1-4L

N

370'SB'

375'SB'

380'SB'

367+00'NB'

+10.70, 12.00' RT

370

375

+47.78, 0.00'

TP05

PT01

+47.69'XO1B', 0.50' RT

+22.69'XO1B', 0.50' RT

+22.52'XO1B', 15.50' RT

+22.38'XO1B', 15.50' RT

+22.70'XO1B', 0.50' RT

80'XO1B'

380

382+25'NB'

IH 43 NB

+47.90, 12.00' RT

+32.20, 12.00' RT

+35.02'XO1B', 14.00' RT

NB OFF-RAMP TO STH 140

+99.63, 12.00' RT

PT02

TP06

EXIT
E5-1
48"X48"

2

COVERED
IN STAGE 1A

SPEED LIMIT 55
R2-1
48"X60"

N

SEE WISDOT SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER"
SEE WISDOT SDD "TRAFFIC CONTROL, SINGLE LANE CROSSOVER"

PT01

PT01

+65.27'XO1B', 15.50' RT

+37.50'SB', -10.00' LT

+36.31'XO1B', 0.50' RT

+63.50'SB', -10.00' LT

+37.50'SB', -10.00' LT

TP05

+36.97'SB', -10.97' LT

IH 43 SB

+05.26'SB', 0.00'

+45.12'XO1B', -0.35' LT

+51.83'XO1B', 0.50' RT

+67.36'XO1B', 0.50' RT

+63.17'XO1B', 0.50' RT

90'XO1B'

390'SB'

95'XO1B'

385'SB'

+63.17'XO1B', 15.50' RT

+92.93'XO1B', 0.00'

+00.87'XO1B', 15.50' RT

85'XO1B'

385

390

395

+67.36'XO1B', 15.50' RT

+67.36'XO1B', 15.50' RT

+42.13'XO1B', 12.00' RT

PT02

382+25'NB'

IH 43 NB

+00.00, 12.00' RT

NB OFF-RAMP TO STH 140

397+50'NB'

+67.06, 12.00' RT

TP06

+79.05'XO1B', 15.50' RT

PT02

LANE CLOSED
R11-2L
48"X30"

WO1-6
60"X30"

BEGIN PROJECT
STA 387+00.00

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 111	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021217

PLOT DATE : 7/29/2021 8:48 AM

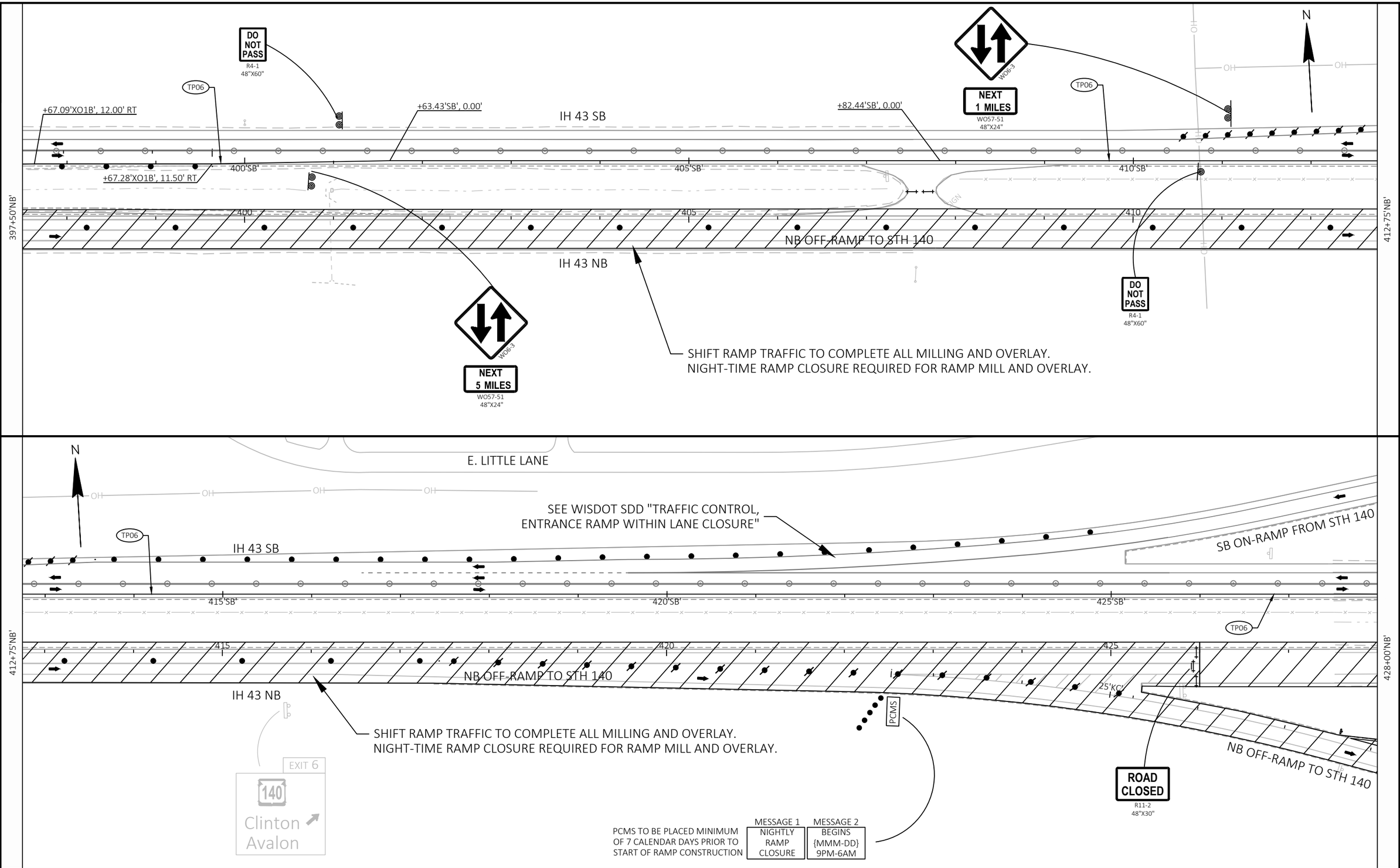
PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 112	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021218
PLOT DATE : 7/29/2021 8:48 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

NEAR BEGINNING OF RAMP

ROAD WORK AHEAD
W20-1A

WO4-5
48"X48"

TP06

IH 43 SB

430 SB'

+74.88'SB', 0.00'

435 SB'

+83.08'SB', 0.00'

440 SB'

END ROAD WORK
G20-2A
48"X24"

NEAR END OF RAMP

STH 140

N

428+00'NB'

430

435

440

443+25'NB'

IH 43 NB

SEE SDD TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

NB OFF-RAMP TO STH 140

30'KB'

NEAR END OF RAMP

END ROAD WORK
G20-2A
48"X24"

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE OPERATION" AND "TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER" FOR STH 140 TRAFFIC IF REQUIRED FOR FULL DEPTH DECK REPAIR AND SLOPE PAVING OPERATIONS.

SEE SDD "TRAFFIC CONTROL ON RAMP LANE CLOSURE" AND "TRAFFIC CONTROL OFF RAMP LANE CLOSURE"

NEAR BEGINNING OF RAMP

ROAD WORK AHEAD
W20-1A

40'KB'

NB ON-RAMP TO STH 140

SB OFF-RAMP TO STH 140

N

EXIT 6

140
Clinton
Avalon

TP06

IH 43 SB

445'SB'

+98.38'SB', 0.00'

450'SB'

455'SB'

+21.28'KB', 0.03' RT

+55.86, 24.09' RT

PT01

+89.89, 5.97' RT

+44.30, 0.00'

+56.42, 11.50' RT

443+25'NB'

445

450

455

458

458+50'NB'

50'KB'

55'KB'

IH 43 NB

+56.74, 37.81' RT

+90.85, 18.37' RT

+67.04, 1.49' RT

+73.57, 13.22' RT

PT02

+20.93'KB', 15.10' RT

NB ON-RAMP FROM STH 140

45'KB'

SHIFT RAMP TRAFFIC TO COMPLETE ALL MILLING AND OVERLAY.
NIGHT-TIME RAMP CLOSURE REQUIRED FOR RAMP MILL AND OVERLAY.

ROAD CLOSED
R11-2
48"X30"

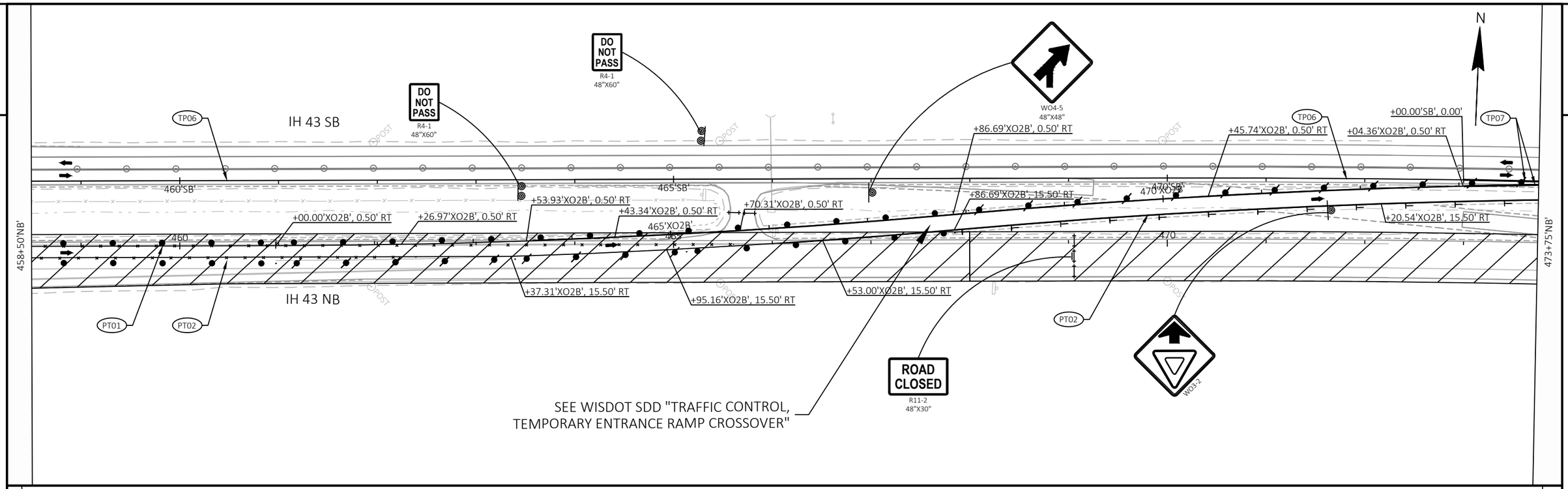
SPEED LIMIT 55
R2-1
48"X60"

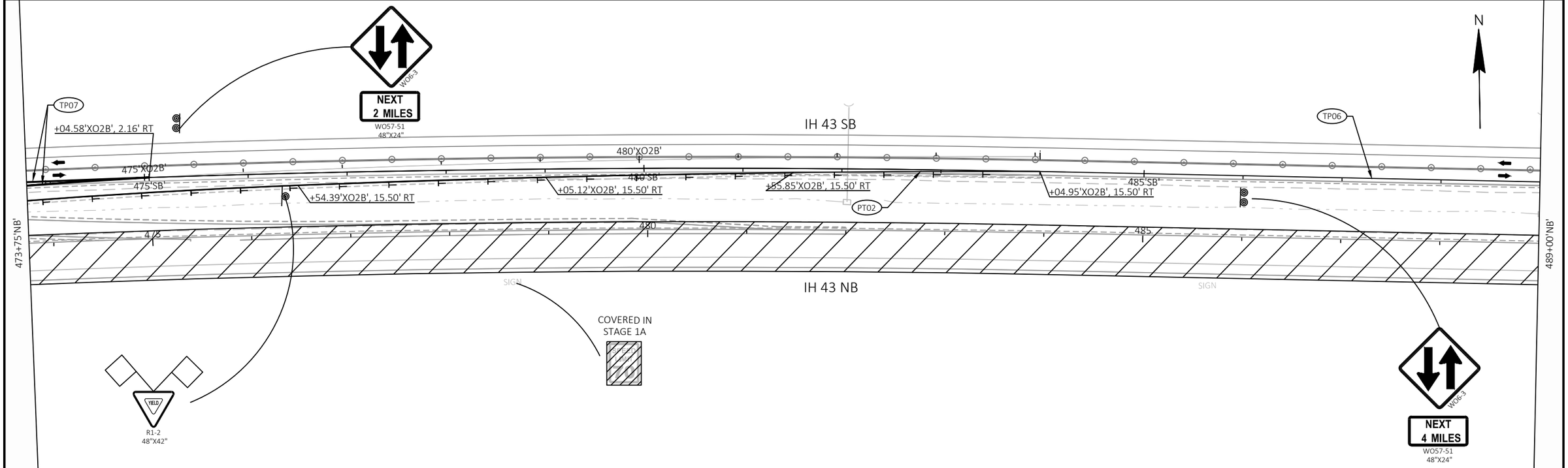
WO6-3

NEXT 4 MILES
WO57-51
48"X24"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 113	E

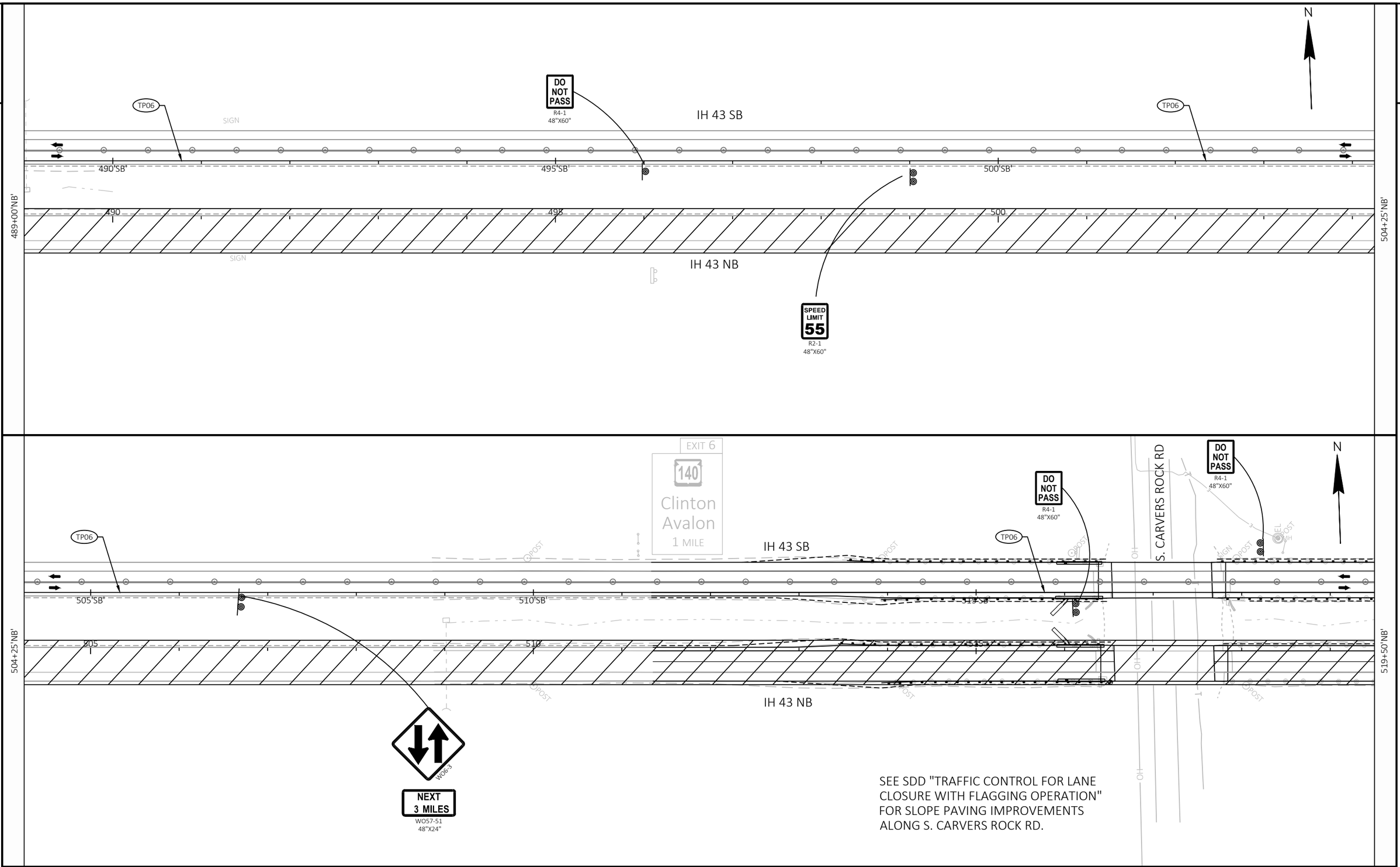
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021219
PLOT DATE : 7/29/2021 8:48 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

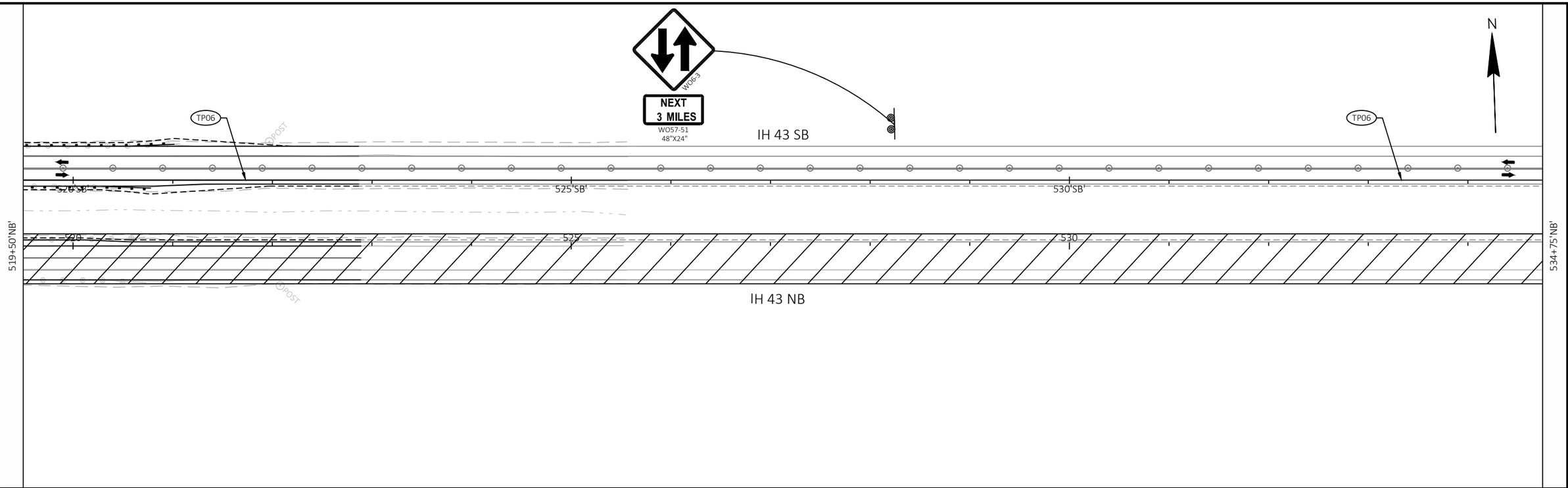


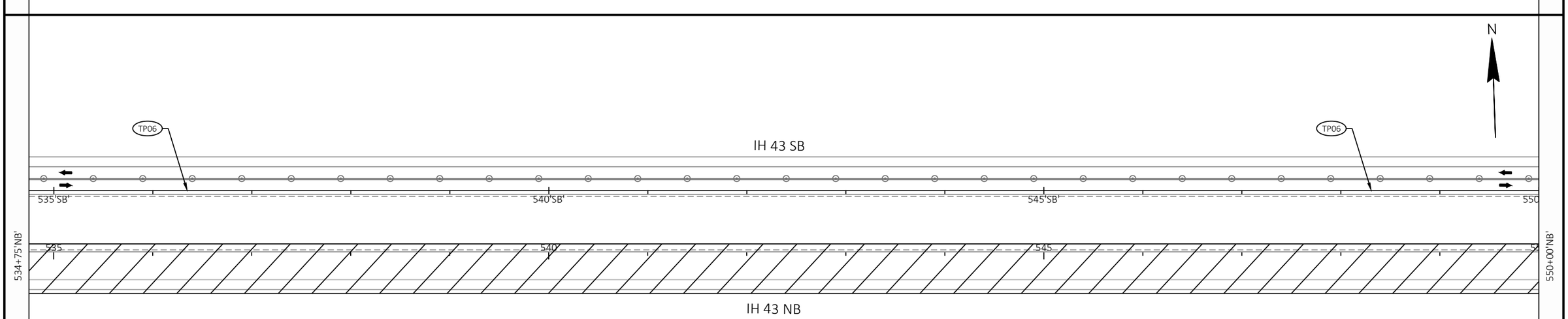


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 114	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021220
PLOT DATE : 7/29/2021 8:48 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


N
DO NOT PASS
R4-1
48"X60"
IH 43 SB
TP06
SIGN
490'SB'
495'SB'
500'SB'
489+00'NB'
504+25'NB'
490
495
500
IH 43 NB
SPEED LIMIT 55
R2-1
48"X60"
EXIT 6
140
Clinton Avalon
1 MILE
S. CARVERS ROCK RD
505'SB'
510'SB'
515'SB'
504+25'NB'
519+50'NB'
505
510
515
POST
OH
IGN
NEXT 3 MILES
WO57-51
48"X24"
WO6-3
SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR SLOPE PAVING IMPROVEMENTS ALONG S. CARVERS ROCK RD.





2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 116	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021222
PLOT DATE : 7/29/2021 8:48 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

TP06

IH 43 SB

SIGN

TP06

'SB'

555'SB'

560'SB'

565'SB'

+89.69'SB', 0.00'

550+00'NB'

555

560

565

565+25'NB'

IH 43 NB

W06-3

NEXT
2 MILES

WO57-51
48"X24"

N

DO
NOT
PASS

R4-1
48"X60"

DO
NOT
PASS

R4-1
48"X60"

TP06

570'SB'

575'SB'

TP06

IH 43 SB

580'SB'

565+25'NB'

570

575

580

580+50'NB'

IH 43 NB

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 117	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021223

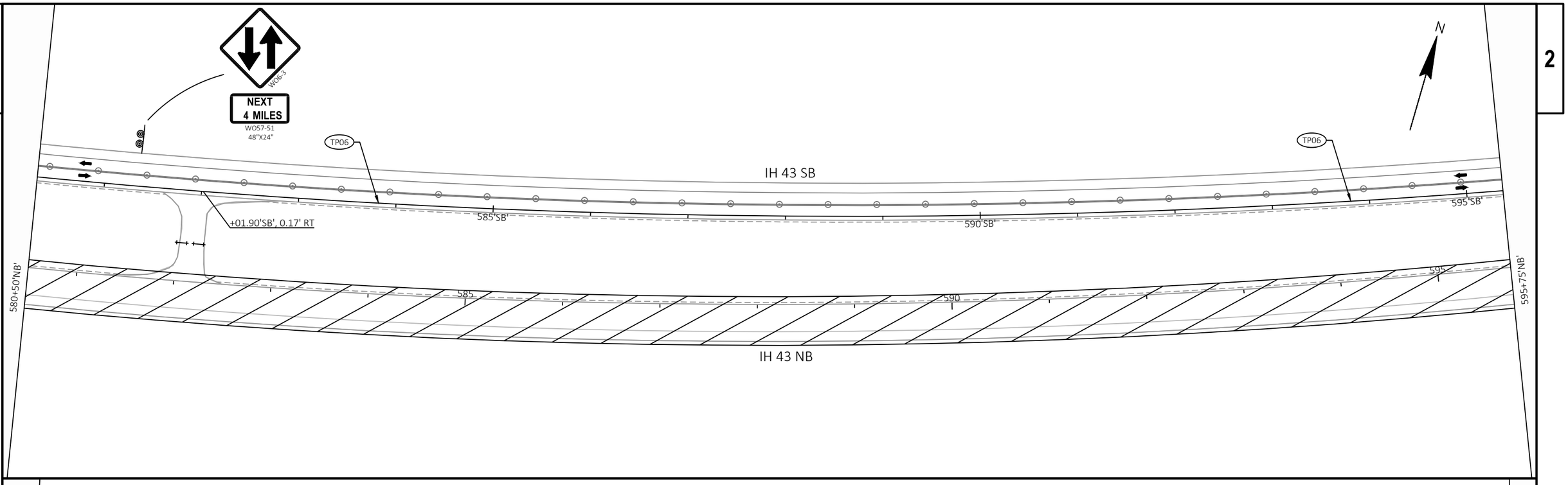
PLOT DATE : 7/29/2021 8:48 AM

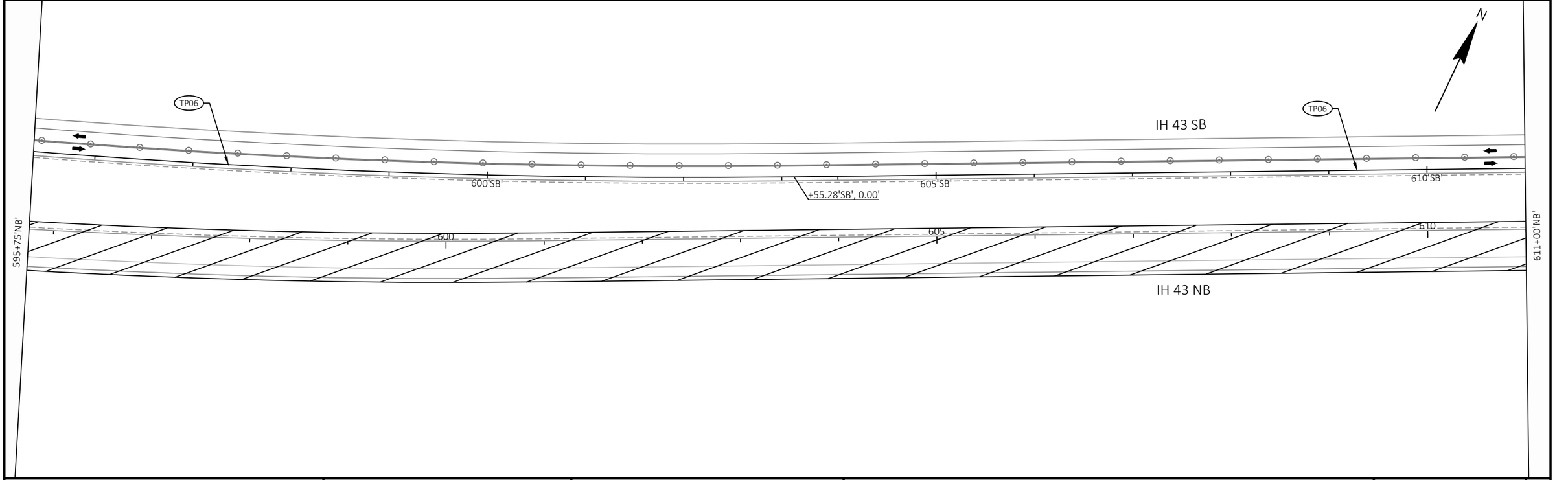
PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 118	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021224
PLOT DATE : 7/29/2021 8:48 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

611+00'NB'

626+25'NB'

IH 43 SB

IH 43 NB

615'SB'

620'SB'

625'SB'

615

620

625

DO NOT PASS
R4-1
48"X60"

DO NOT PASS
R4-1
48"X60"

TP06

TP06

NEXT 1 MILES
WO57-51
48"X24"
W06-3

NEXT 5 MILES
WO57-51
48"X24"
W06-3

TP06

TP06

S. SUMMERVILLE RD

+80.69'SB', 0.00'

+37.86'SB', 0.32' RT

+01.92'SB', 0.00'

630'SB'

635'SB'

640'SB'

630

635

640

626+25'NB'

641+50'NB'

SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR SLOPE PAVING IMPROVEMENTS ALONG S. SUMMERVILLE RD.

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 119	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021225

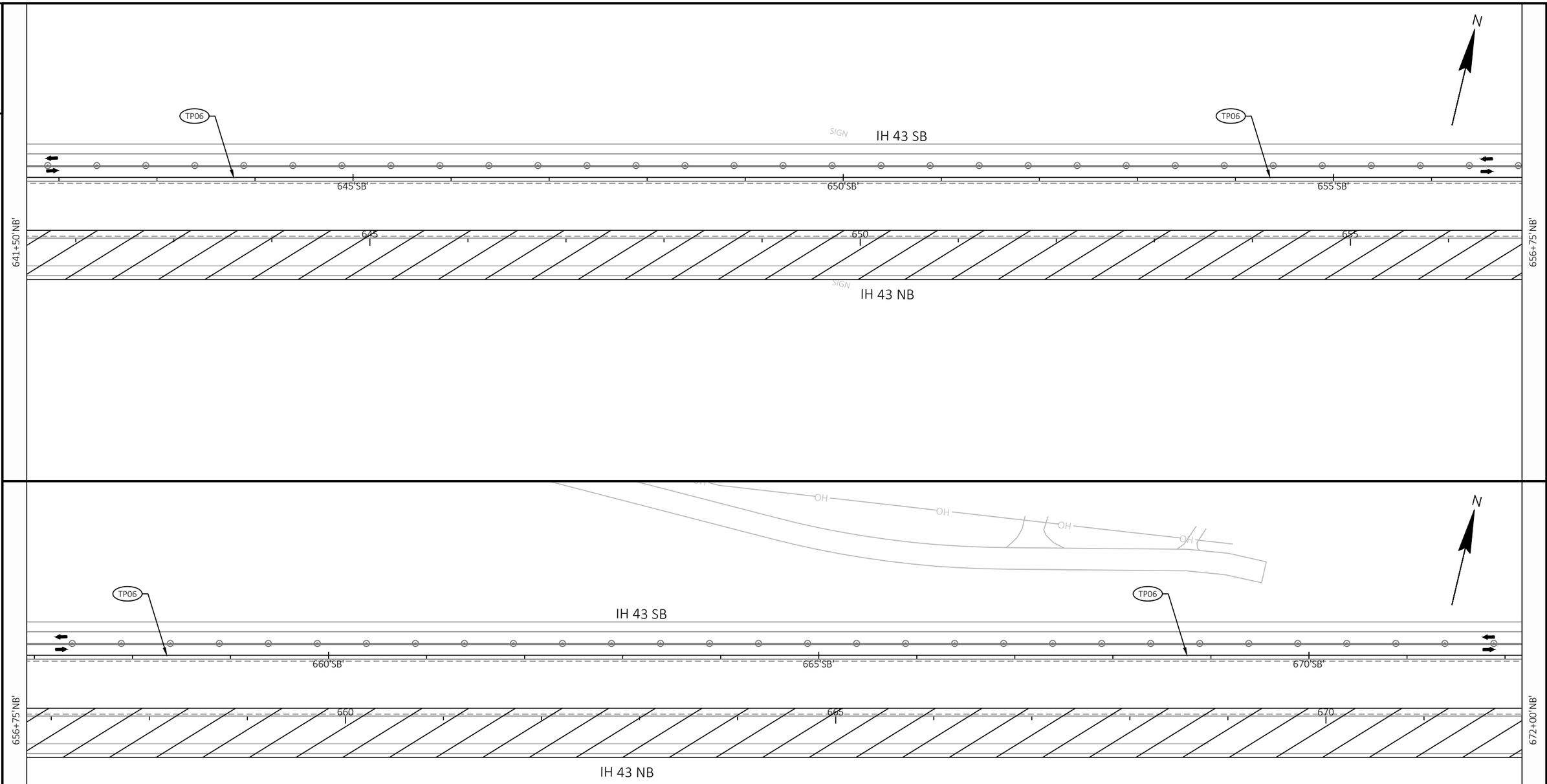
PLOT DATE : 7/29/2021 8:48 AM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2



2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 120	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021226

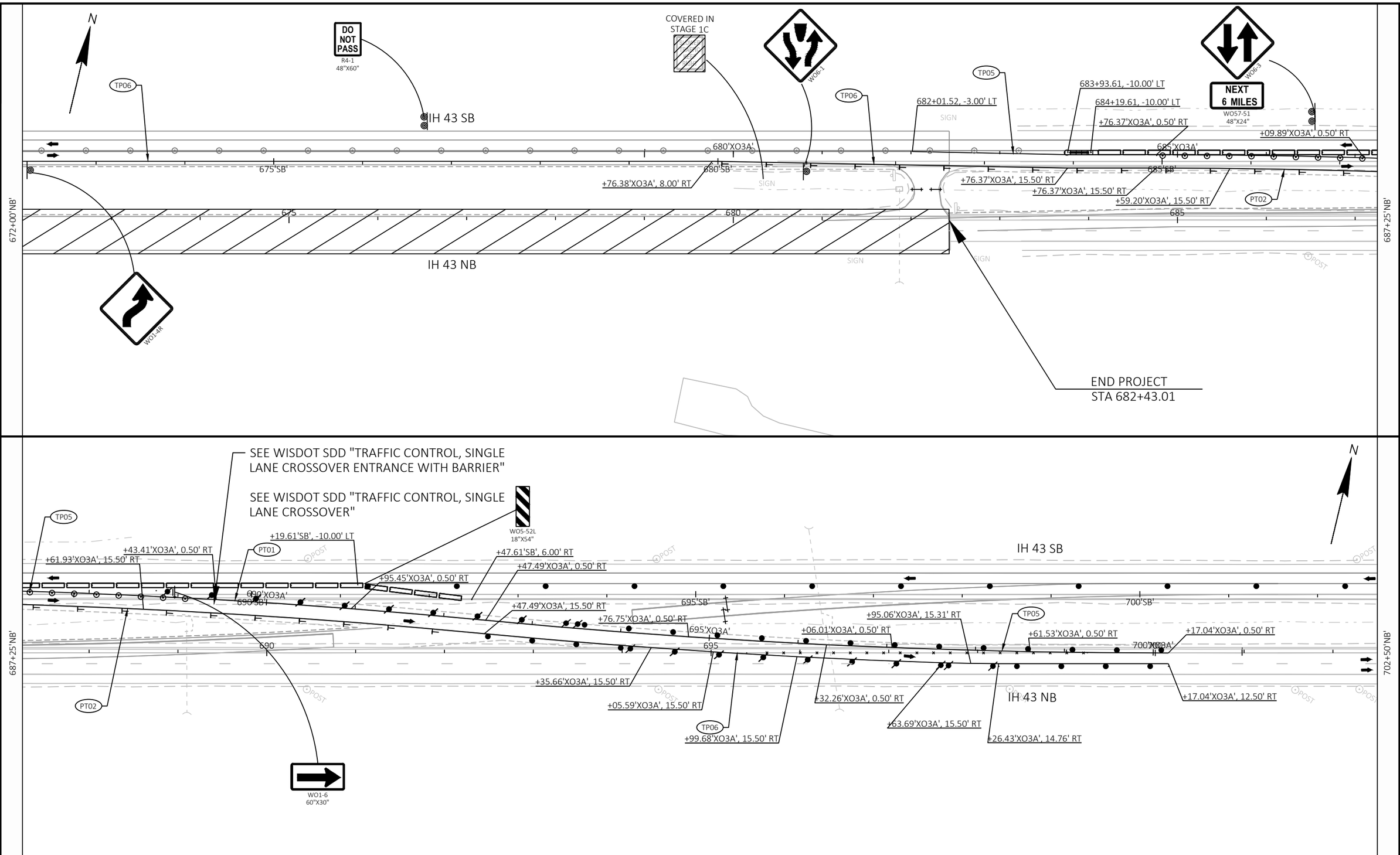
PLOT DATE : 7/29/2021 8:48 AM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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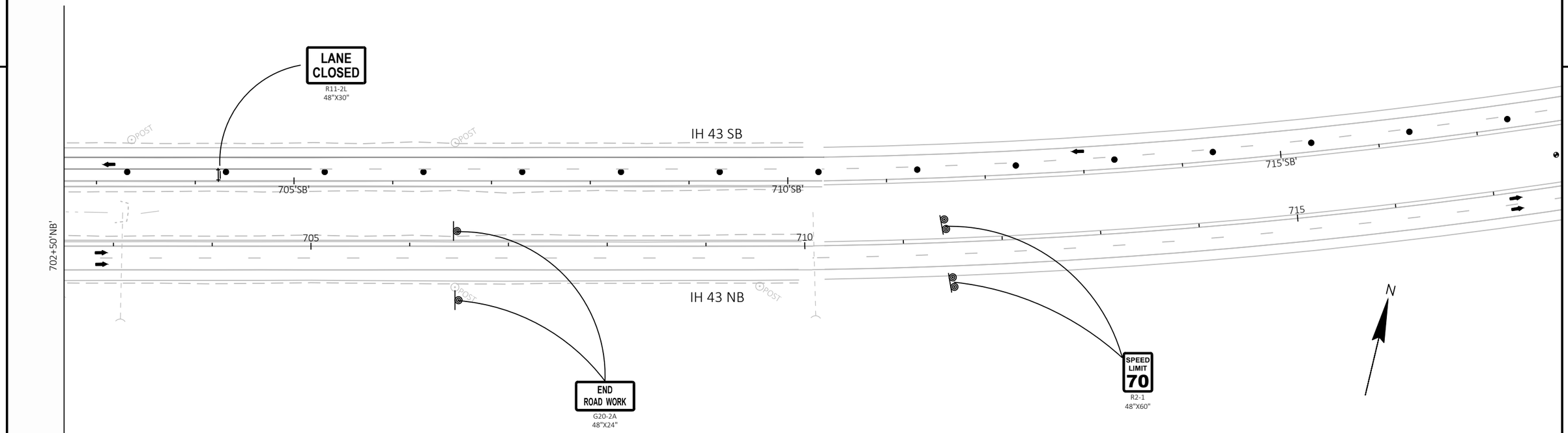
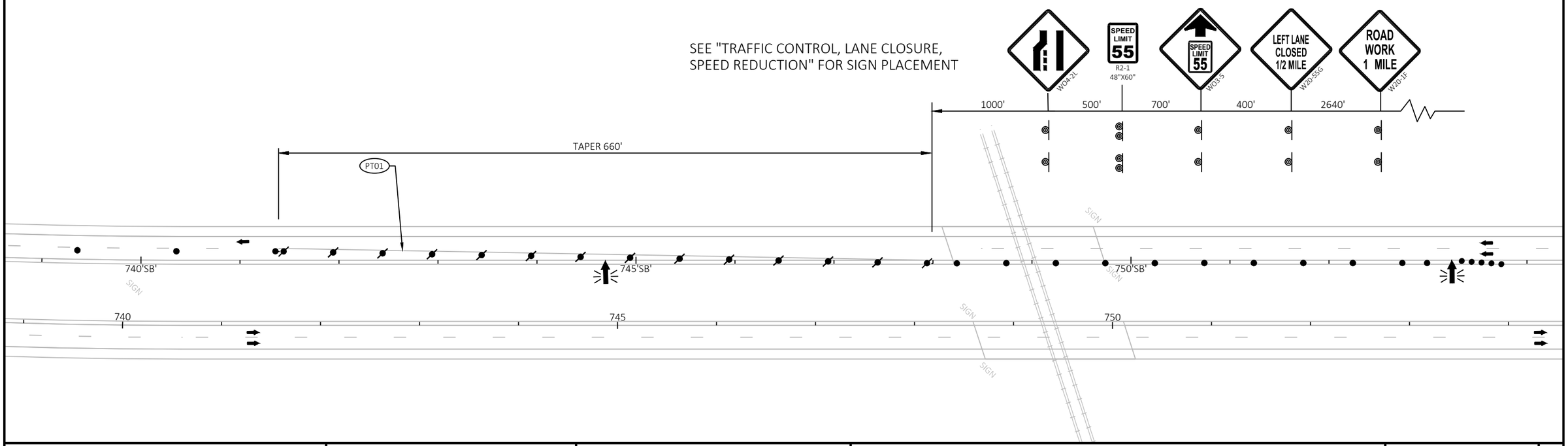
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 121	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021227
PLOT DATE : 7/29/2021 8:48 AM
PLOT BY : AECOM Arbuckle, Adrian
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 122	E

2

2

ALSO SEE DETOUR PLAN

Avalon
Clinton

MOVE
GAS | FOOD

MOVE
WRONG WAY

MOVE
WRONG WAY

ALTERNATE INTERSTATE 39

ALTERNATE INTERSTATE 43

COVER
Milwaukee

COVER
NORTH INTERSTATE 43

SOUTH INTERSTATE 43 | NORTH 140 | NORTH INTERSTATE 43
COVER

END ROAD WORK
G20-2A
48"X24"

COVER
NORTH INTERSTATE 43

RAMP CLOSED
R11-2R
48"X30"

R3-2
36"X36"

RAMP CLOSED
R11-2R
48"X30"

N

TO
NORTH
INTERSTATE 43
MO4-5 24"X12"
MB3-1 24"X12"
M1-1 24"X24"
MO6-1 21"X21"

500'

TO
NORTH
INTERSTATE 43
MO4-5 24"X12"
MB3-1 24"X12"
M1-1 24"X24"
MO5-1R 21"X21"

NORTH INTERSTATE 43
MB3-1 24"X12"
M1-1 24"X24"

RAMP CLOSED AHEAD
W20-53A

STH 140

1,000'

MB3-1 24"X12"
NORTH
M1-1 24"X24"
INTERSTATE 43

RAMP CLOSED AHEAD
W20-53A

R3-1
36"X36"

COVER
NORTH INTERSTATE 43

TO
NORTH
INTERSTATE 43
MO4-5 24"X12"
MB3-1 24"X12"
M1-1 24"X24"
MO6-1 21"X21"

ROAD WORK AHEAD
W20-1A

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED

SOUTH INTERSTATE 43
ALTERNATE INTERSTATE 39

TO
NORTH
INTERSTATE 43
MO4-5 24"X12"
MB3-1 24"X12"
M1-1 24"X24"
MO5-1L 21"X21"

PCMS

1040'

+83.08'SB', 0.00'

TO
NORTH
INTERSTATE 43
MO4-5 24"X12"
MB3-1 24"X12"
M1-1 24"X24"
MO6-1 21"X21"

STH 140

NORTH INTERSTATE 43 | SOUTH 140 | SOUTH INTERSTATE 43 | ALTERNATE INTERSTATE 39
COVER

PCMS TO BE PLACED MINIMUM OF 7 CALENDAR DAYS PRIOR TO START OF RAMP CONSTRUCTION

MESSAGE 1	MESSAGE 2
NIGHTLY RAMP CLOSURE	BEGINS {MMM-DD} 9PM-6AM

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 123	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\025100-TC-S2A.DWG
LAYOUT NAME - 021229

PLOT DATE : 7/29/2021 8:49 AM

PLOT BY : AECOM
Arbuckle, Adrian

PLOT NAME :

PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

N

END
ROAD WORK
G20-2A
48"X24"

STH 140

25'

100'

435'NB'

435'SB'

IH 43 NB

IH 43 SB

LANE
CLOSED
R11-2L
48"X30"

BEGIN
RIGHT
TURN
LANE
R3-20R
24"X36"

SEE WISDOT SDD "TRAFFIC CONTROL,
ADDED LANE CLOSURE WITH LANE SHIFT"

WO1-6
48"X24"

WO1-4L

ROAD
WORK
AHEAD
W20-1A

15'

50'

500'

500'

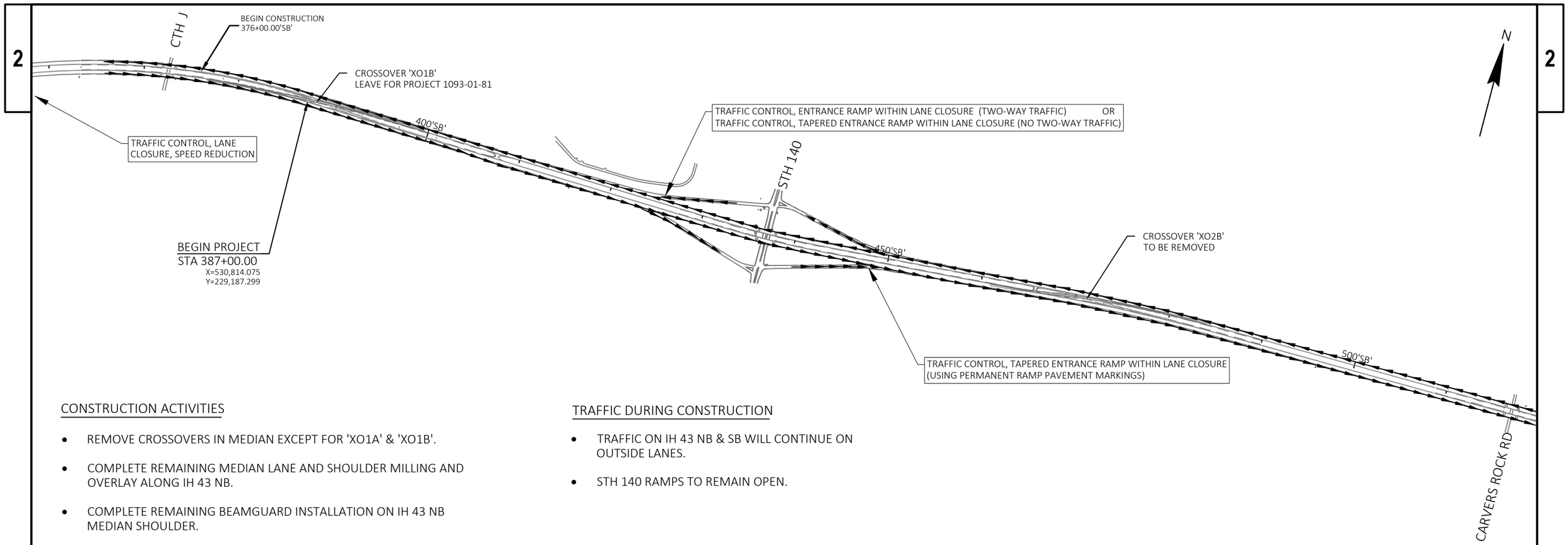
SEE WISDOT SDD "TRAFFIC CONTROL, INTERSECTION
WITHIN SINGLE RIGHT LANE CLOSURE"

E LITTLE LANE

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A - SLOPE PAVING IMPROVEMENTS	SHEET 124	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2A-SLOPEPAVING.DWG
LAYOUT NAME - 021229

PLOT DATE : 7/7/2021 9:18 AM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

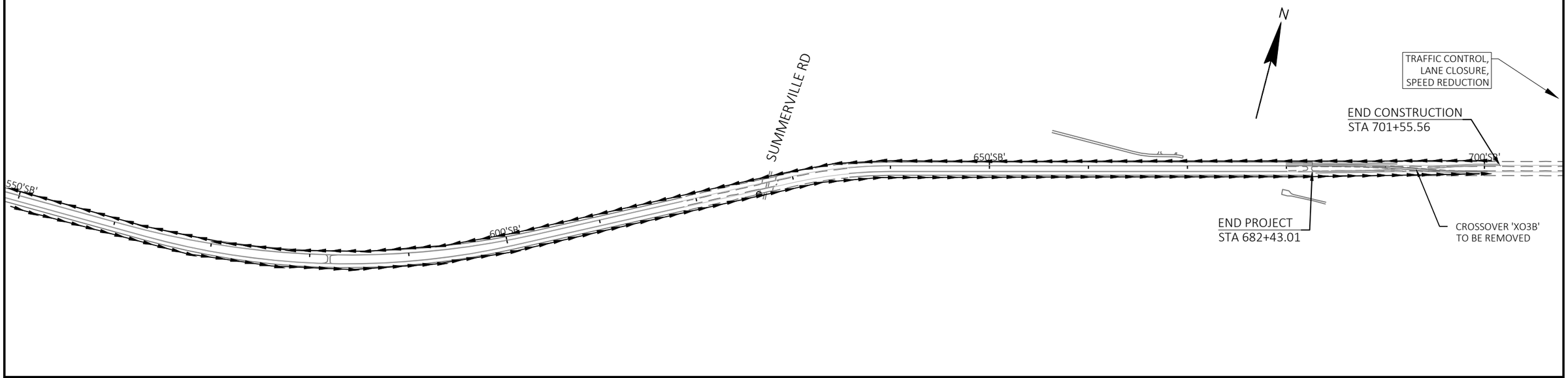


CONSTRUCTION ACTIVITIES

- REMOVE CROSSOVERS IN MEDIAN EXCEPT FOR 'XO1A' & 'XO1B'.
- COMPLETE REMAINING MEDIAN LANE AND SHOULDER MILLING AND OVERLAY ALONG IH 43 NB.
- COMPLETE REMAINING BEAMGUARD INSTALLATION ON IH 43 NB MEDIAN SHOULDER.
- COMPLETE OVERLAY OF MAINTENANCE CROSSOVERS .

TRAFFIC DURING CONSTRUCTION

- TRAFFIC ON IH 43 NB & SB WILL CONTINUE ON OUTSIDE LANES.
- STH 140 RAMPS TO REMAIN OPEN.

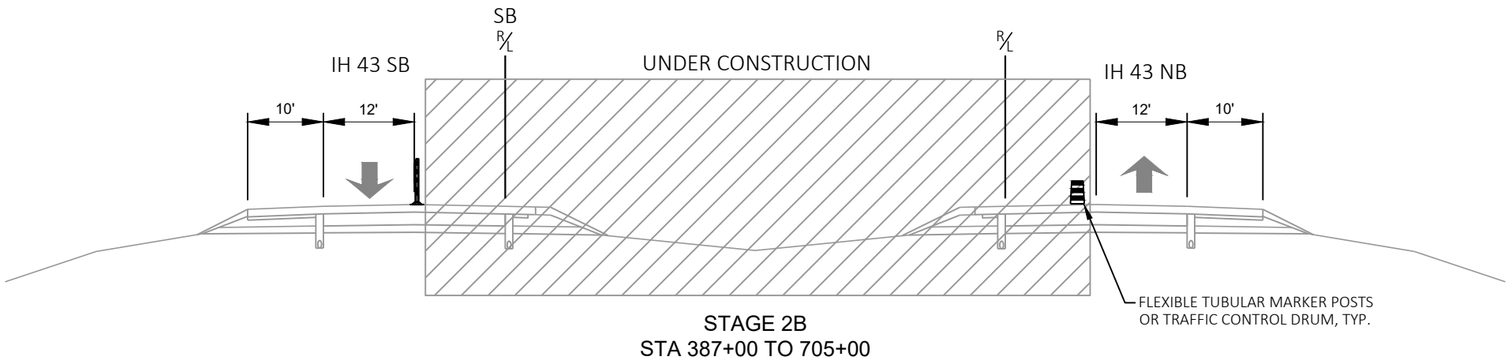


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 2B	SHEET 125	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC_OVERVIEW.DWG
LAYOUT NAME - STAGE 2B

PLOT DATE : 6/24/2021 11:42 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:1000 FT

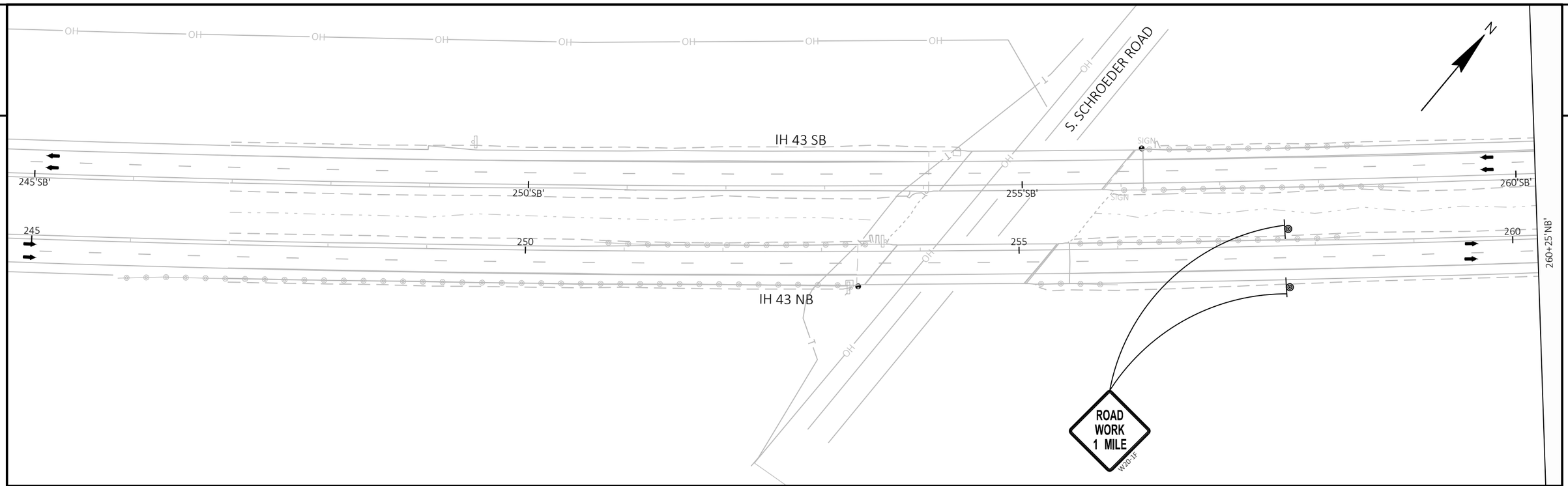
WISDOT/CADDS SHEET 44

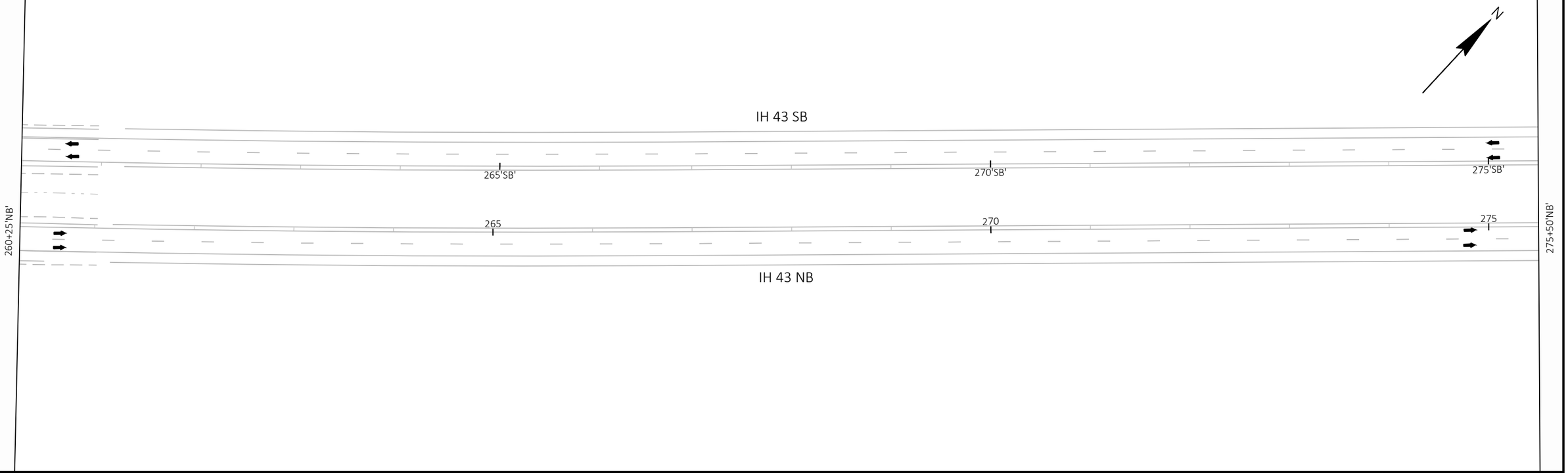


STAGE 2B
STA 387+00 TO 705+00

PROJECT NO:1093-01-82	HWY:IH 43	COUNTY:ROCK	TRAFFIC CONTROL - STAGE 2B TYPICAL SECTIONS	SHEET	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\020301-TS.DWG PLOT DATE : 7/30/2021 2:42 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : WISDOT/CADDS SHEET 42





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 127	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021211
PLOT DATE : 7/12/2021 8:44 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

IH 43 SB

280'SB'

285'SB'

290'SB'

SIGN

SIGN

280

285

290

275+50'NB'

290+75'NB'

IH 43 NB

LEFT LANE CLOSED 1/2 MILE

W20-5G

SPEED LIMIT 55

W03-5

290+75'NB'

306+00'NB'

IH 43 SB

295'SB'

300'SB'

305'SB'

295

300

305

IH 43 NB

SIGN

SPEED LIMIT 55

R2-1

48"X60"

W04-2L

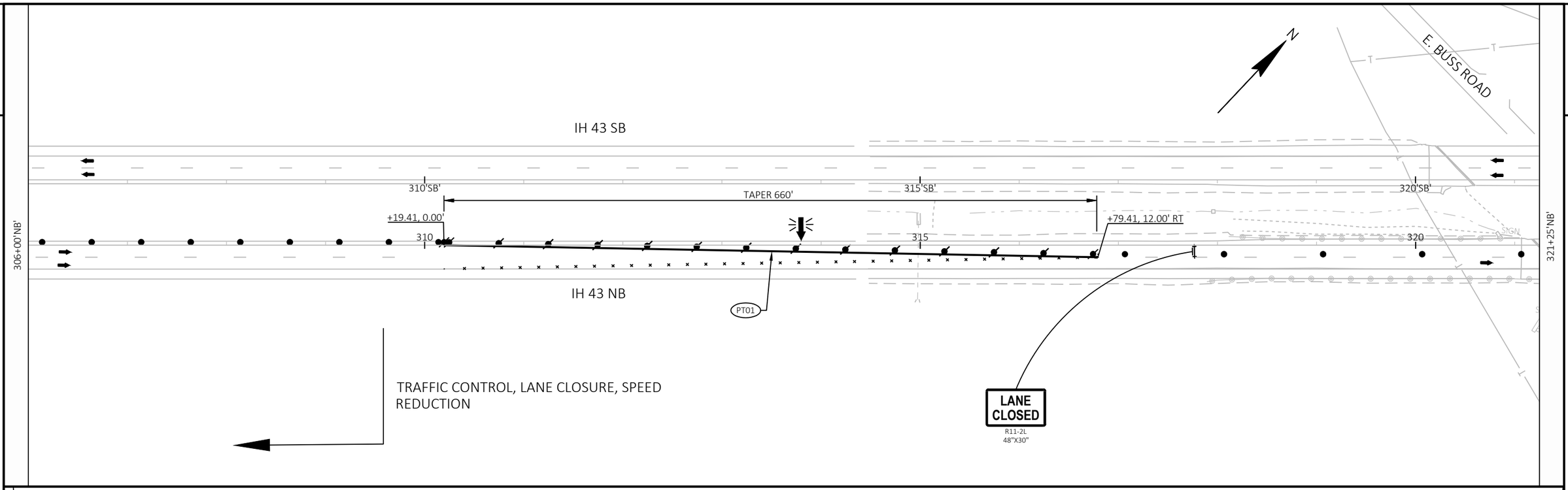
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 128	E

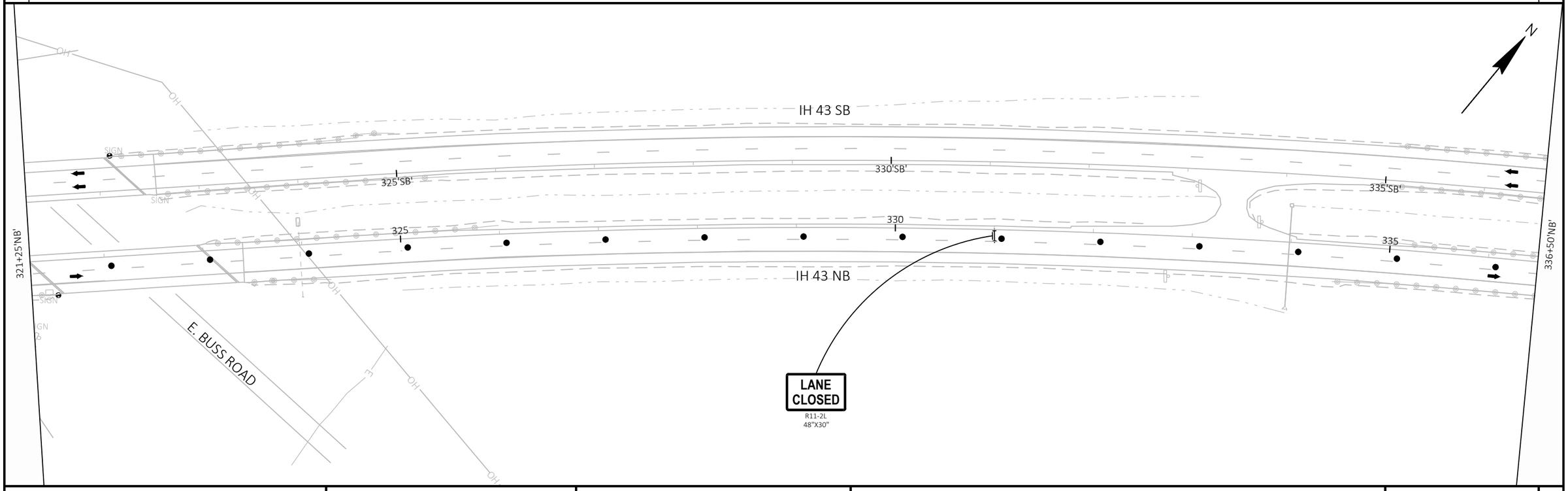
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021212

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 129	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021213

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

IH 43 SB

340'SB'

345'SB'

350'SB'

340

345

350

IH 43 NB

336+50'NB'

351+75'NB'

SIGN

FO

OH

LANE CLOSED
R11-2L
48"X30"

N

SPEED LIMIT 70
R2-1
48"X60"

IH 43 SB

355'SB'

360'SB'

365'SB'

+60.39, 12.00' RT

355

360

365

IH 43 NB

351+75'NB'

367+00'NB'

LANE CLOSED
R11-2L
48"X30"

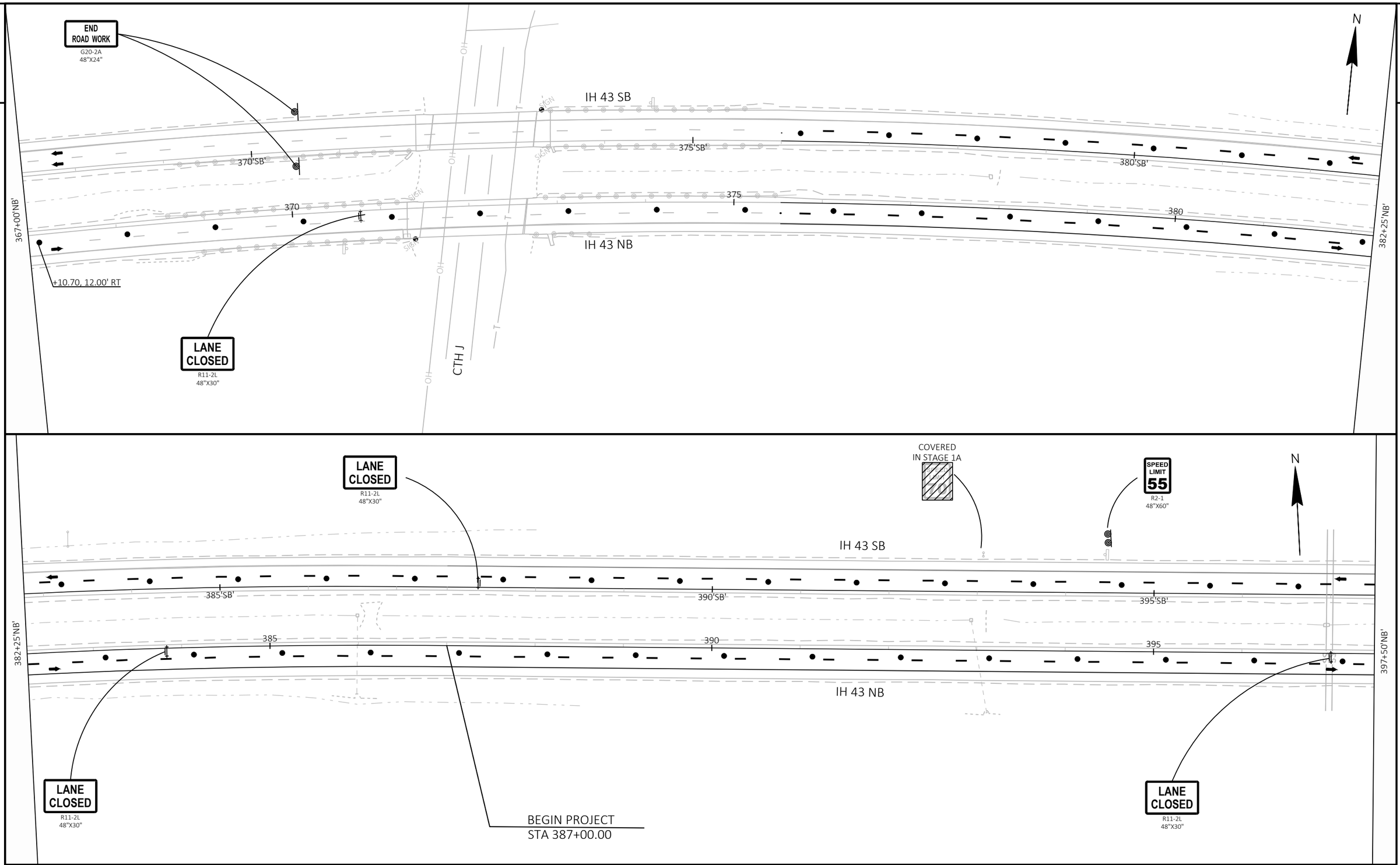
EXIT 6
140
Clinton
Avalon
1 MILE

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 130	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021214

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 131	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021215

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

N

IH 43 SB

400'SB'

405'SB'

410'SB'

397+50'NB'

400

405

410

412+75'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

OH

OH

OH

OH

2

E LITTLE LANE

FOR PAVEMENT MARKING OPERATION AROUND IH 43 SB ENTRANCE RAMP, UTILIZE EXISTING TRAFFIC CONTROL DEVICES IN PLACE
OR
SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE" AND "TRAFFIC CONTROL, LANE CLOSURE"

SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE"

SPEED LIMIT 55
R2-1
48"X60"

SB ON-RAMP FROM STH 140

IH 43 SB

415'SB'

420'SB'

425'SB'

412+75'NB'

415

420

425

428+00'NB'

IH 43 NB

NB OFF-RAMP TO STH 140

N

LANE CLOSED
R11-2L
48"X30"

EXIT 6

140

Clinton

Avalon

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 132	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021216

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

IH 43 SB

IH 43 NB

WO4-5
48"X48"

ROAD WORK AHEAD
W20-1A

AT BEGINNING OF RAMP

STH 140

END ROAD WORK
G20-2A
48"X24"

AT END OF RAMP

LANE CLOSED
R11-2L
48"X30"

AT END OF RAMP

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

AT BEGINNING OF RAMP

N

428+00'NB'

443+25'NB'

430'SB'

430

435'SB'

435

440'SB'

440

LANE CLOSED
R11-2L
48"X30"

SB OFF-RAMP TO STH 140

NB ON-RAMP FROM STH 140

N

EXIT 6

140

Clinton
Avalon

445'SB'

445

450'SB'

450

455'SB'

455

458+50'NB'

W3-2
48"X48"

LANE CLOSED
R11-2L
48"X30"

SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE"

YIELD
R1-2
48"X41"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 133	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021217

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

LANE CLOSED
R11-2L
48"X30"

REMOVE CROSSOVER 'XO2A' AND 'XO2B'

IH 43 SB

460'SB'

465'SB'

470'SB'

460

465

470

458+50'NB'

473+75'NB'

IH 43 NB

MOVE SIGN TO 12' LT

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES

LANE CLOSED
R11-2L
48"X30"

N

LANE CLOSED
R11-2L
48"X30"

IH 43 SB

475'SB'

480'SB'

485'SB'

475

480

485

473+75'NB'

489+00'NB'

IH 43 NB

SIGN

SPEED LIMIT
55
R2-1
48"X60"

COVERED
IN STAGE 1A

N

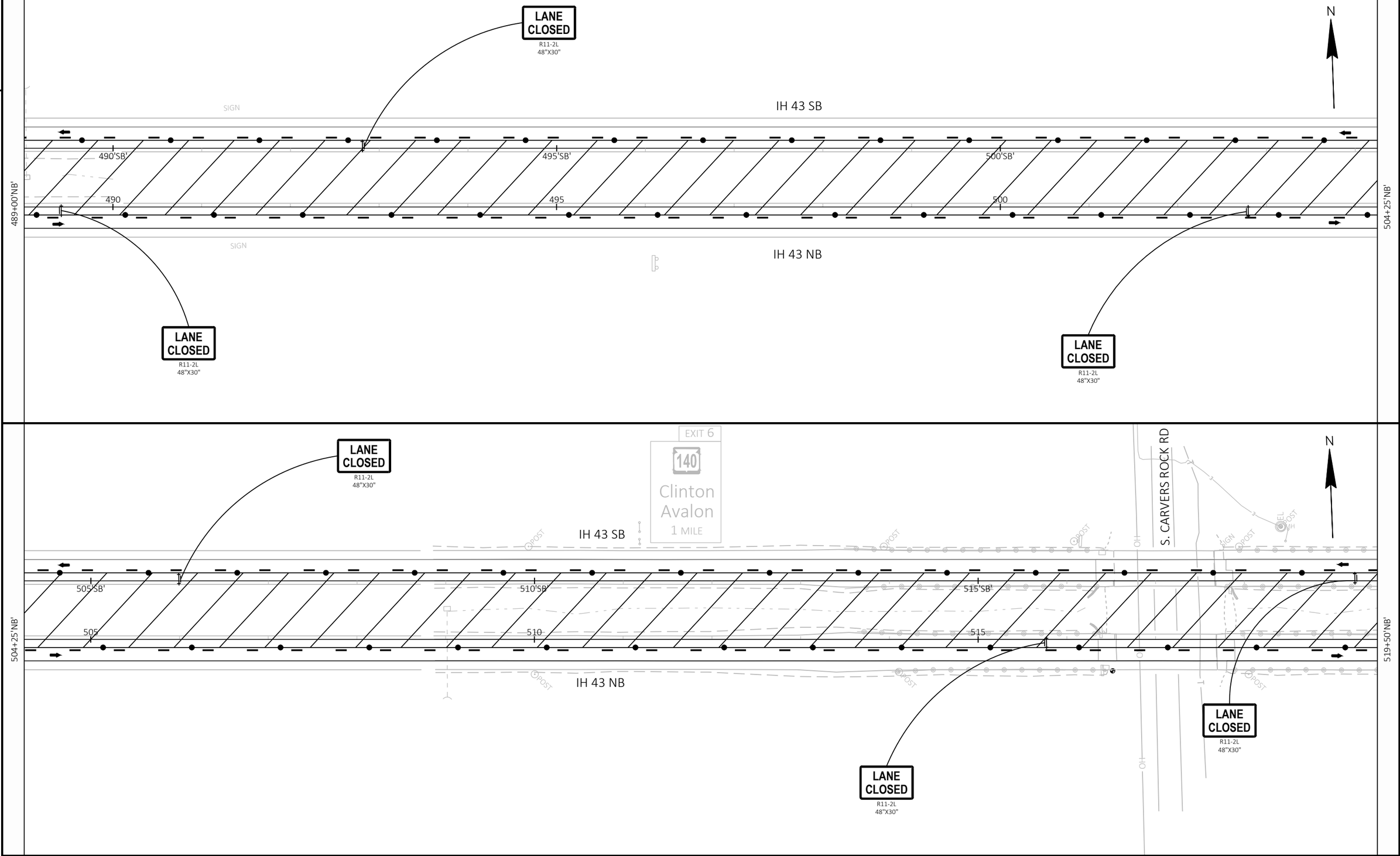
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 134	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021218

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



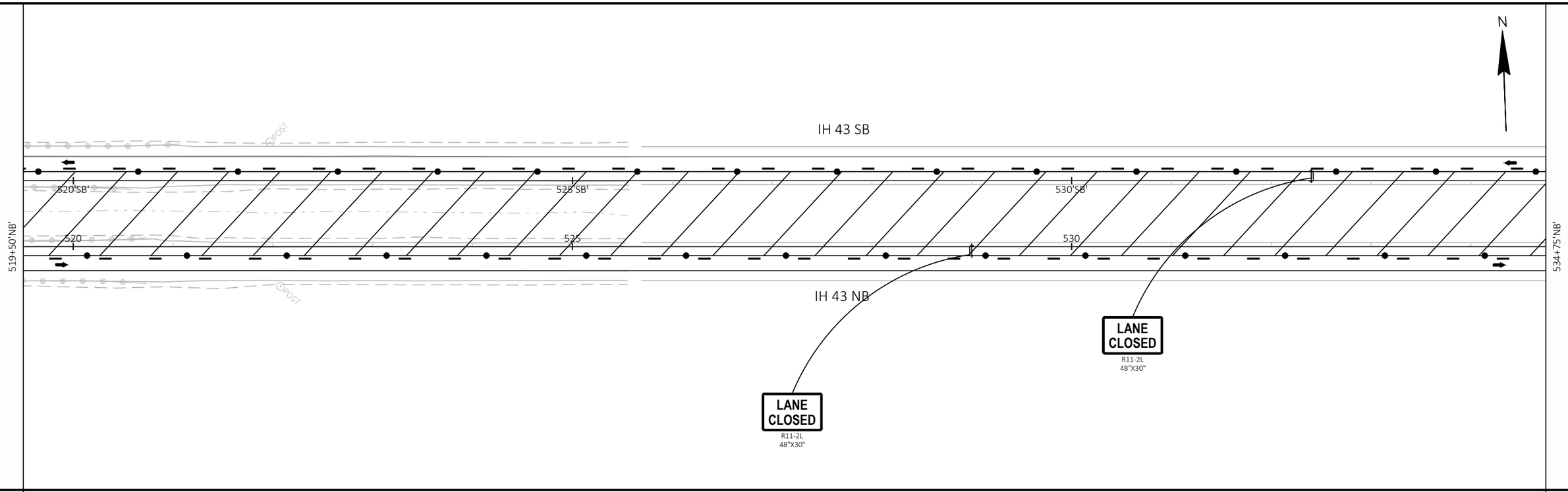
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 135	E

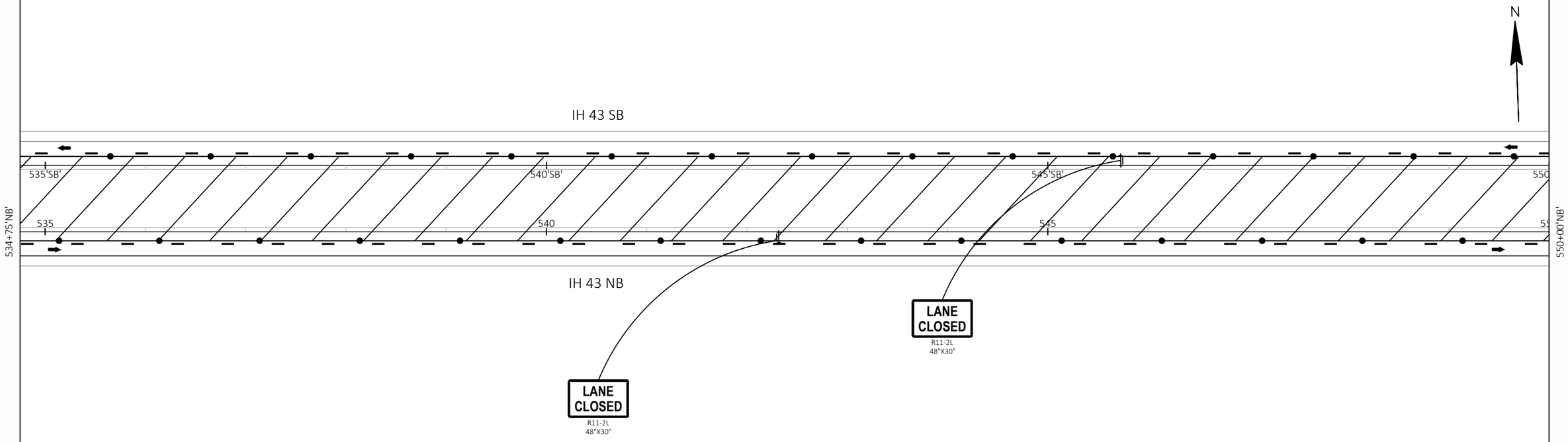
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021219

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 136	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021220

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

IH 43 SB

SIGN

550+00'NB'

555'SB'

560'SB'

568'SB'

555

560

565

565+25'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

565+25'NB'

IH 43 SB

570'SB'

575'SB'

580'SB'

570

575

580

580+50'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

N

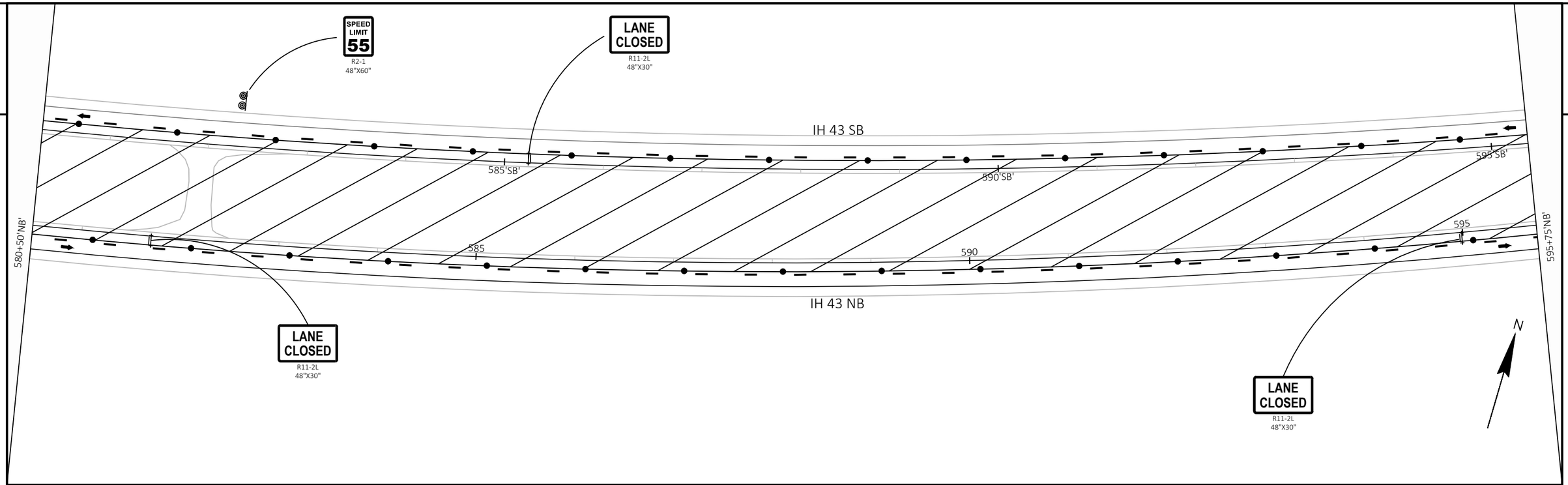
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 137	E

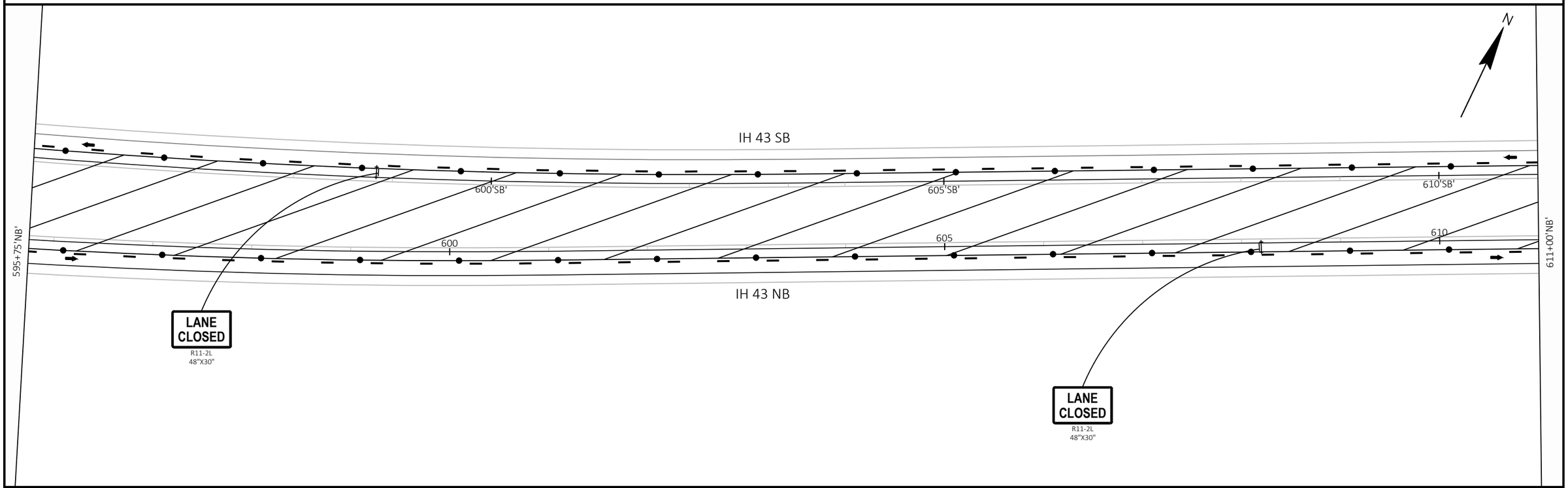
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021221

PLOT DATE : 7/12/2021 8:44 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





2

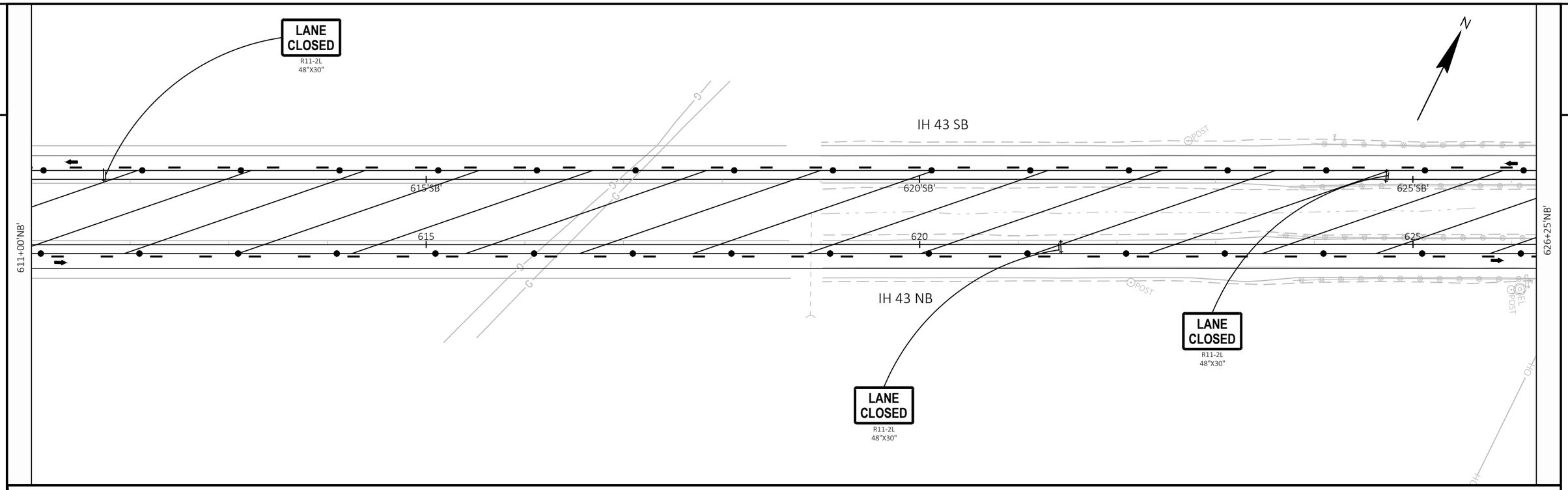
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 138	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021222

PLOT DATE : 7/12/2021 8:45 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 139	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021223
PLOT DATE : 7/12/2021 8:45 PM
PLOT BY : AECOM
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

641+50'NB'

656+75'NB'

IH 43 SB

SIGN

645'SB'

650'SB'

655'SB'

645

650

655

SIGN

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

N

OH

OH

OH

OH

OH

IH 43 SB

660'SB'

665'SB'

670'SB'

656+75'NB'

672+00'NB'

660

665

670

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 140	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021224

PLOT DATE : 7/12/2021 8:45 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

COVERED IN
PREVIOUS STAGE

IH 43 SB

675'SB'

680'SB'

685'SB'

675

680

685

672+00'NB'

687+25'NB'

SIGN

SIGN

SIGN

SIGN

POST

IH 43 NB

LANE
CLOSED
R11-2L
48"X30"

LANE
CLOSED
R11-2L
48"X30"

N

REMOVE CROSSOVER 'XO3A' AND 'XO3B'

IH 43 SB

690'SB'

695'SB'

700'SB'

690

695

700

687+25'NB'

702+50'NB'

POST

IH 43 NB

LANE
CLOSED
R11-2L
48"X30"

LANE
CLOSED
R11-2L
48"X30"

N

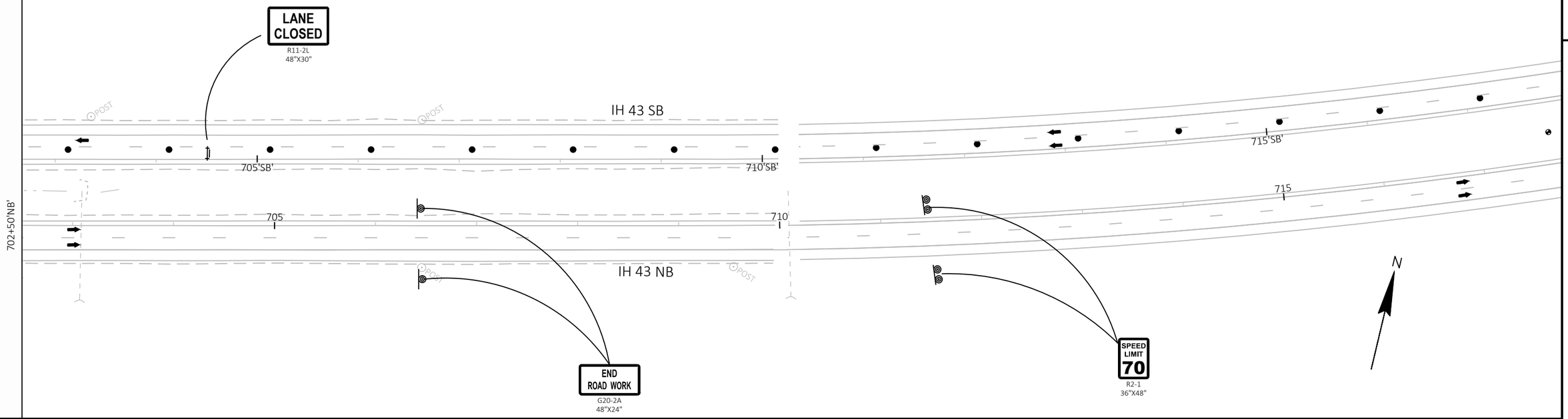
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 141	E

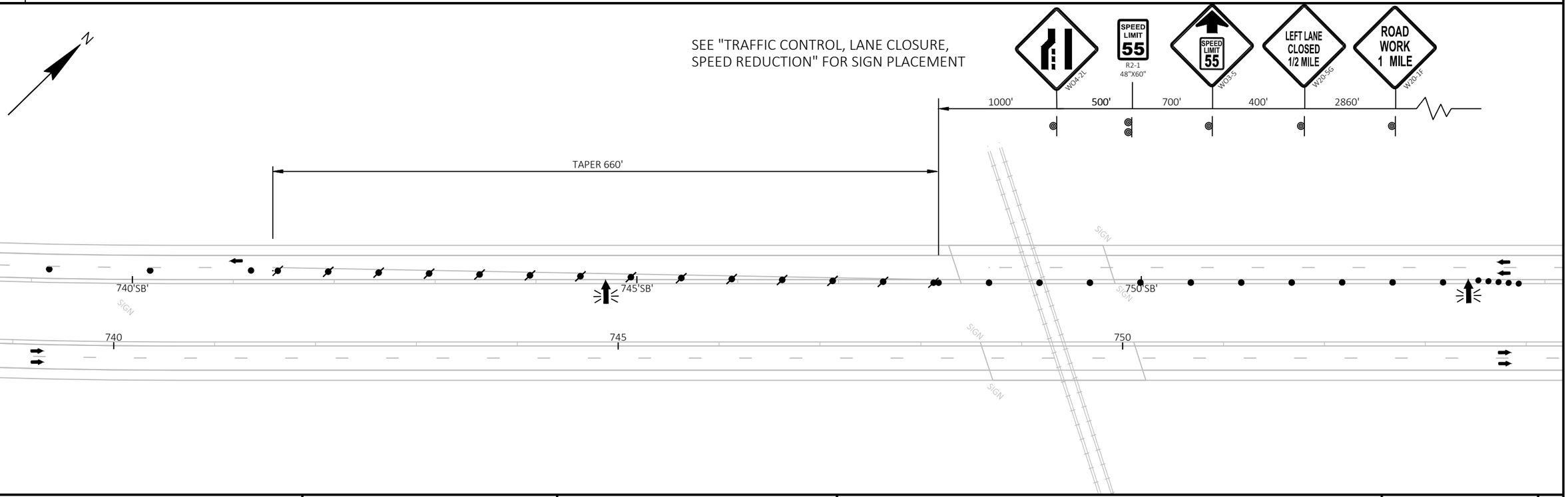
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021225

PLOT DATE : 8/20/2021 1:14 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



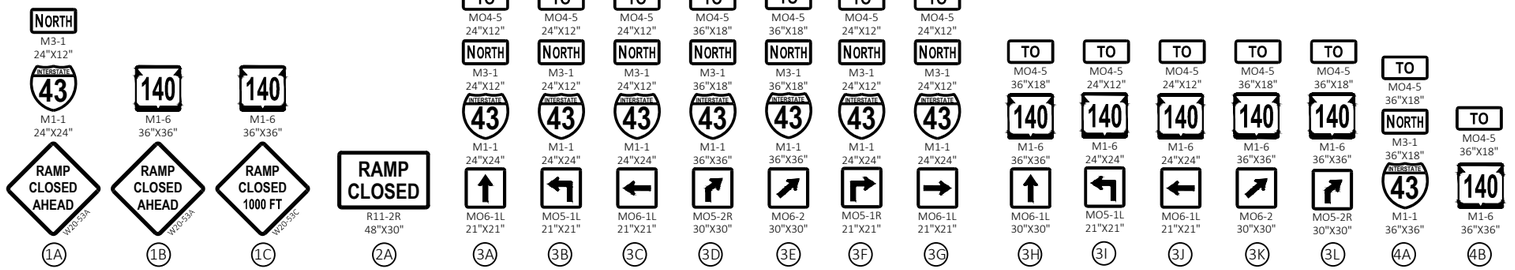


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 142	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\025100-TC-S2B.DWG
LAYOUT NAME - 021226

PLOT DATE : 8/20/2021 1:14 PM PLOT BY : AECOM PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



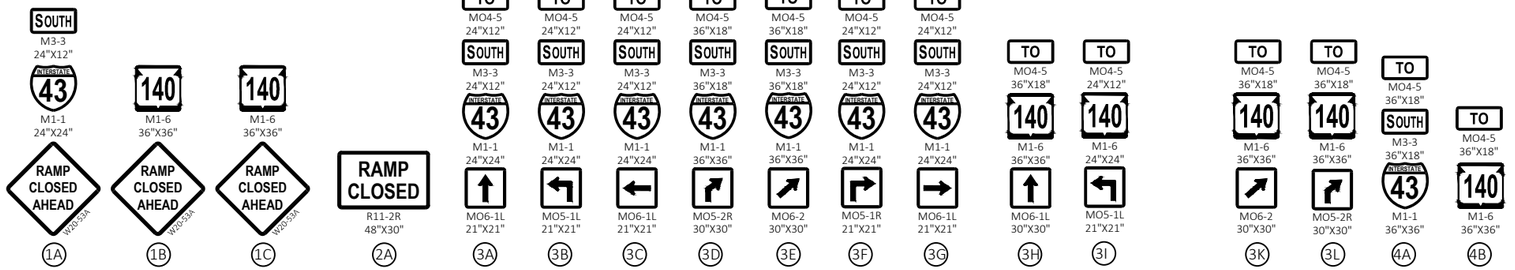
GENERAL NOTES:

1. SEE TRAFFIC CONTROL GENERAL NOTES & LEGEND
2. NIGHT-TIME RAMP CLOSURES FOR ONLY NB ENTRANCE AND/OR NB EXIT RAMP EACH NIGHT.
3. SEE WISDOT SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE."
4. SEE WISDOT SDD "ON RAMP, LANE CLOSURE."
5. SEE WISDOT SDD "OFF RAMP, LANE CLOSURE."

2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	IH 43 DETOUR ROUTE - TEMPORARY NB ENTRANCE & EXIT RAMP CLOSURES	SHEET 143	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\027004_DETOUR.DWG
LAYOUT NAME - 82DetourNB
PLOT DATE : 7/30/2021 10:03 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 44



GENERAL NOTES:

1. SEE TRAFFIC CONTROL GENERAL NOTES & LEGEND
2. NIGHT-TIME RAMP CLOSURES FOR ONLY SB ENTRANCE AND/OR SB EXIT RAMP EACH NIGHT.
3. SEE WISDOT SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE."
4. SEE WISDOT SDD "ON RAMP, LANE CLOSURE."
5. SEE WISDOT SDD "OFF RAMP, LANE CLOSURE."

2

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	IH 43 DETOUR ROUTE - TEMPORARY SB ENTRANCE & EXIT RAMP CLOSURES	SHEET 144	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\027004_DETOUR.DWG
LAYOUT NAME - 82DetourSB
PLOT DATE : 7/30/2021 10:03 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 44

CURVE 1
PI STA = 357+45.47
N = 229388.930
E = 527495.670
DELTA = 46°43'41"
D = 0°45'00"
T = 3300.42'
L = 6230.86'
R = 7640.00'
PC STA = 324+45.04
N = 227127.499
E = 525091.772
PT STA = 386+75.90
N = 229188.761
E = 530790.018
BK = N46°44'56.8"E
AH = S86°31'22.4"E
SE = 2.9%

CURVE 2
PI STA = 437+87.54
N = 228878.550
E = 535892.240
DELTA = 6°06'51"
D = 0°30'00"
T = 612.00'
L = 1222.84'
R = 11459.16'
PC STA = 431+75.54
N = 228915.707
E = 535281.370
PT STA = 443+98.38
N = 228906.669
E = 536503.593
BK = S86°31'09.3"E
AH = N87°21'59.7"E
SE = 2.0% (1.5% ON BRIDGE)

CURVE 3
PI STA = 477+07.32
N = 229058.700
E = 539809.040
DELTA = 4°45'29"
D = 0°20'00"
T = 714.11'
L = 1427.40'
R = 17188.73'
PC STA = 469+93.21
N = 229025.890
E = 539095.683
PT STA = 484+20.61
N = 229032.226
E = 540522.661
BK = N87°21'59.7"E
AH = S87°52'31.5"E
SE = NC

CURVE 4
PI STA = 582+61.19
N = 228667.410
E = 550356.470
DELTA = 28°09'07"
D = 0°45'00"
T = 1915.49'
L = 3753.60'
R = 7639.44'
PC STA = 563+45.69
N = 228738.422
E = 548442.295
PT STA = 600+99.29
N = 229507.929
E = 552077.701
BK = S87°52'31.5"E
AH = N63°58'21.4"E
SE = 2.9%

CURVE 5
PI STA = 634+84.77
N = 230993.480
E = 555119.840
DELTA = 12°43'03"
D = 1°16'00"
T = 504.07'
L = 1004.00'
R = 4523.35'
PC STA = 629+80.70
N = 230772.292
E = 554666.888
PT STA = 639+84.70
N = 231109.528
E = 555610.373
BK = N63°58'21.4"E
AH = N76°41'24.0"E
SE = 4.5%

CURVE 6
PI STA = 357+74.78'SB'
N = 229457.150
E = 527471.740
DELTA = 46°43'58"
D = 0°45'00"
T = 3300.57'
L = 6231.05'
R = 7639.44'
PC STA = 324+74.22'SB'
N = 227195.633
E = 525067.726
PT STA = 387+05.26'SB'
N = 229256.675
E = 530766.213
BK = N46°44'57.9"E
AH = S86°31'03.9"E
SE = 2.9%

CURVE 7
PI STA = 437+83.66'SB'
N = 228944.640
E = 535892.720
DELTA = 6°07'02"
D = 0°30'10"
T = 608.78'
L = 1216.40'
R = 11393.16'
PC STA = 431+74.88'SB'
N = 228981.633
E = 535285.066
PT STA = 443+98.38'SB'
N = 228972.612
E = 536500.856
BK = S86°30'58.5"E
AH = N87°21'59.4"E
SE = 2.0% (1.5% ON BRIDGE)

CURVE 8
PI STA = 477+09.77'SB'
N = 229124.760
E = 539808.750
DELTA = 4°45'29"
D = 0°19'55"
T = 716.87'
L = 1432.91'
R = 17254.73'
PC STA = 469+92.90'SB'
N = 229091.822
E = 539092.640
PT STA = 484+20.61'SB'
N = 229098.184
E = 540525.124
BK = N87°21'59.4"E
AH = S87°52'31.4"E
SE = NC

CURVE 9
PI STA = 582+44.62'SB'
N = 228733.980
E = 550342.380
DELTA = 28°09'07"
D = 0°40'00"
T = 2154.93'
L = 4222.80'
R = 8594.37'
PC STA = 560+89.69'SB'
N = 228813.869
E = 548188.934
PT STA = 603+55.28'SB'
N = 229679.563
E = 552278.765
BK = S87°52'31.4"E
AH = N63°58'21.5"E
SE = 2.3%

CURVE 10
PI STA = 634+92.12'SB'
N = 231056.010
E = 555097.480
DELTA = 12°43'03"
D = 1°14'54"
T = 511.43'
L = 1018.65'
R = 4589.35'
PC STA = 629+80.69'SB'
N = 230831.595
E = 554637.919
PT STA = 640+01.92'SB'
N = 231173.751
E = 555595.170
BK = N63°58'21.5"E
AH = N76°41'24.0"E
SE = 4.4%

BEGIN CONSTRUCTION
387+00'SB'

CURVE 6

CURVE 1

PT: 387+05.26'SB'

STA AHEAD = 386+75.90'SB'

STA BACK = 387+33.15'SB'

PT: 386+75.90

PI: 407+82.44'SB'

STA AHEAD = 407+82.44'SB'

STA BACK = 407+82.79'SB'

PI: 407+82.44

CONCRETE MONUMENT
N = 229,254.200
E = 538,501.400
NAD 83 (2007)

PC: 431+74.88'SB'

CURVE 7

PT: 443+98.38'SB'

PC: 469+92.90'SB'

CURVE 8

PT: 484+20.61'SB'

STA AHEAD = 484+20.61'SB'

STA BACK = 484+25.81'SB'

TWISTED LIGHTNING ROD
N = 229,119.200
E = 543,813.700
NAD 83 (2007)

0.75" REBAR W/ ALUM. CAP
N = 228,862.600
E = 549,109.900
NAD 83 (2011)

CAST IRON MONUMENT
N = 231,882.500
E = 557,091.300
NAD 83 (2007)

N

END CONSTRUCTION
682+60'SB'

BEGIN PROJECT
STA 387+00.00
N=229,187.299
E=530,814.075

0.5" REBAR
N = 229,4396.600
E = 533, 192.100
NAD 83(2007)

PC: 560+89.69'SB'

PC: 563+45.69

CURVE 2

PC 431+75.54

PT: 443+98.38

PC: 469+93.21

PT: 484+20.61

CURVE 3

I-43 SB

I-43 NB

CURVE 9

CURVE 4

PT: 603+55.28'SB'

STA AHEAD = 603+55.28'SB'

STA BACK = 603+12.49'SB'

PC: 629+80.69'SB'

CURVE 10

PT: 640+01.92'SB'

STA AHEAD = 639+84.69'SB'

STA BACK = 639+99.35'SB'

CURVE 5

PT: 600+99.29

PC: 629+80.70

PT: 639+84.70

END PROJECT
STA 682+43.00
N=232,089.871
E=559,754.289

BP: 16+30.82'KD'

PC: 22+49.38'KD'

PT: 26+86.92'KD'

EP: 36+91.09'KD'

BP: 37+05.71'KA'

PC: 45+38.63'KA'

PT: 51+52.20'KA'

EP: 51+52.70'KA'

CURVE 11

CURVE 14

I-43

STH 140

BP: 22+52.57'KC'

PC: 22+87.13'KC'

PT: 27+65.28'KC'

EP: 37+29.69'KC'

BP: 36+81.15'KB'

PC: 46+40.76'KB'

PT: 50+50.69'KB'

EP: 56+47.40'KB'

CURVE 12

CURVE 13

CURVE 11
PI STA = 24+68.82'KD'
N = 229064.590
E = 534583.479
DELTA = 10°56'50"
D = 2°30'07"
T = 219.44'
L = 437.54'
R = 2290.00'
PC STA = 22+49.38'KD'
N = 229073.695
E = 534364.233
PT STA = 26+86.92'KD'
N = 229097.287
E = 534800.466
BK = S87°37'19.4"E
AH = N81°25'51.0"E
SE = 6.0%

CURVE 12
PI STA = 25+27.08'KC'
N = 228916.560
E = 534631.605
DELTA = 11°57'48"
D = 2°30'07"
T = 239.95'
L = 478.15'
R = 2290.00'
PC STA = 22+87.13'KC'
N = 228943.948
E = 534393.223
PT STA = 27+65.28'KC'
N = 228840.353
E = 534859.132
BK = S83°26'45.3"E
AH = S71°28'57.0"E
SE = 6.0%

CURVE 13
PI STA = 48+46.22'KB'
N = 228886.927
E = 536952.249
DELTA = 9°47'10"
D = 2°23'14"
T = 205.46'
L = 409.92'
R = 2400.00'
PC STA = 46+40.76'KB'
N = 228838.429
E = 536752.594
PT STA = 50+50.69'KB'
N = 228900.784
E = 537157.242
BK = N76°20'48.4"E
AH = N86°07'58.6"E
SE = 6.0%

CURVE 14
PI STA = 48+47.26'KA'
N = 229028.649
E = 536944.036
DELTA = 15°20'17"
D = 2°29'59"
T = 308.63'
L = 613.56'
R = 2292.00'
PC STA = 45+38.63'KA'
N = 229107.064
E = 536645.537
PT STA = 51+52.20'KA'
N = 229031.984
E = 537252.645
BK = S75°16'51.9"E
AH = N89°22'51.5"E
SE = 6.0%

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 145	E

2

NB SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Right Inside Lane	Right Outside Lane	Right Outside Shoulder
388+53.23'	Begin Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
430+22.88'	End Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
431+12.88'	Level Crown	-4.00%	2.00%	0.00%	0.00%
432+02.40'	Reverse Crown	-4.00%	2.00%	2.00%	2.00%
432+06.88'	Begin Full Super	-4.00%	2.10%	2.10%	2.10%
435+00.00'	End Super	-4.00%	2.10%	2.10%	2.10%
436+00.00'	Bridge CrossSlope	-1.50%	1.50%	1.50%	1.50%
438+00.00'	End Bridge	-1.50%	1.50%	1.50%	1.50%
439+00.00'	Resume Super	-4.00%	2.10%	2.10%	2.10%
443+67.05'	End Full Super	-4.00%	2.10%	2.10%	2.10%
443+71.52'	Reverse Crown	-4.00%	2.00%	2.00%	2.00%
444+61.05'	Level Crown	-4.00%	2.00%	0.00%	0.00%
445+51.05'	Begin Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
561+59.69'	End Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
562+49.69'	Level Crown	-4.00%	2.00%	0.00%	0.00%
563+39.69'	Reverse Crown	-4.00%	2.00%	2.00%	2.00%
563+93.69'	Begin Full Super	-4.00%	3.20%	3.20%	3.20%
600+51.29'	End Full Super	-4.00%	3.20%	3.20%	3.20%
601+05.29'	Reverse Crown	-4.00%	2.00%	2.00%	2.00%
601+95.29'	Level Crown	-4.00%	2.00%	0.00%	0.00%
602+85.29'	Begin Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
627+58.70'	End Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
628+48.70'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
629+38.70'	Reverse Crown	2.00%	-2.00%	-2.00%	-4.00%
630+28.70'	Low Shoulder Match	4.00%	-4.00%	-4.00%	-4.00%
630+46.70'	Begin Full Super	4.40%	-4.40%	-4.40%	-4.40%
639+18.70'	End Full Super	4.40%	-4.40%	-4.40%	-4.40%
639+36.70'	Low Shoulder Match	4.00%	-4.00%	-4.00%	-4.00%
640+26.70'	Reverse Crown	2.00%	-2.00%	-2.00%	-4.00%
641+16.70'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
642+06.70'	Begin Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
682+00.00'	Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
682+43.00'	Match Existing	-4.00%	1.50%	-1.50%	-4.00%
705+00.25'	End Alignment	-4.00%	1.50%	-1.50%	-4.00%

SB SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Left Outside Lane	Left Inside Lane	Right Outside Shoulder
386+83.43'	Reverse Crown	2.00%	2.00%	2.00%	-4.00%
387+35.35'	Level Crown	0.00%	0.00%	0.00%	-4.00%
388+25.35'	Begin Normal Crown	-4.00%	-2.00%	-2.00%	-4.00%
430+24.87'	End Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
431+14.87'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
432+04.87'	Begin Full Super	-4.00%	-2.00%	-2.00%	2.00%
432+04.87'	Reverse Crown	-4.00%	-2.00%	-2.00%	2.00%
435+00.00'	End Normal Super	-4.00%	-2.00%	-2.00%	2.00%
436+00.00'	Begin Bridge SE	-1.50%	-1.50%	-1.50%	1.50%
438+00.00'	End Bridge SE	-1.50%	-1.50%	-1.50%	1.50%
439+00.00'	Resume Normal SE	-4.00%	-2.00%	-2.00%	2.00%
443+61.28'	End Full Super	-4.00%	-2.00%	-2.00%	2.00%
443+61.28'	Reverse Crown	-4.00%	-2.00%	-2.00%	2.00%
444+58.38'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
445+48.38'	Begin Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
559+33.69'	End Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
560+23.69'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
561+13.69'	Reverse Crown	-4.00%	-2.00%	-2.00%	2.00%
561+22.69'	Begin Full Super	-4.00%	-2.20%	-2.20%	2.20%
602+79.49'	End Full Super	-4.00%	-2.20%	-2.20%	2.20%
602+88.49'	Reverse Crown	-4.00%	-2.00%	-2.00%	2.00%
604+21.28'	Level Crown	-4.00%	-2.00%	0.00%	0.00%
605+11.28'	Begin Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
627+82.69'	End Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
628+72.69'	Level Crown	0.00%	0.00%	2.00%	-4.00%
629+62.69'	Reverse Crown	2.00%	2.00%	2.00%	-4.00%
630+34.69'	Begin Full Super	3.60%	3.60%	3.60%	-4.00%
639+45.35'	End Full Super	3.60%	3.60%	3.60%	-4.00%
640+02.69'	Reverse Crown	2.00%	2.00%	2.00%	-4.00%
640+92.69'	Level Crown	0.00%	0.00%	2.00%	-4.00%
641+82.69'	Begin Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
642+38.24'	Begin Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%
682+50.00	Normal Crown	-4.00%	-1.50%	1.50%	-4.00%
682+77.00'	Match Existing	-4.00%	-1.50%	1.50%	-4.00%
705+00.23'	End Alignment	-4.00%	-1.50%	1.50%	-4.00%

NOTE:
SUPERELEVATION AND TRANSTION LENGTHS BASED ON AS-BUILTS

2

CURVE #1

PI STA = 77+99.98'XO1A'
N = 229256.671
E = 529861.560
DELTA = 2°59'47"
D = 0°44'58"
T = 199.98'
L = 399.87'
R = 7646.15'
PC STA = 76+00.00'XO1A'
N = 229243.907
E = 529661.987
PT STA = 79+99.87'XO1A'
N = 229258.984
E = 530061.527
BK = N86°20'26"E
AH = N89°20'13"E

CURVE #2

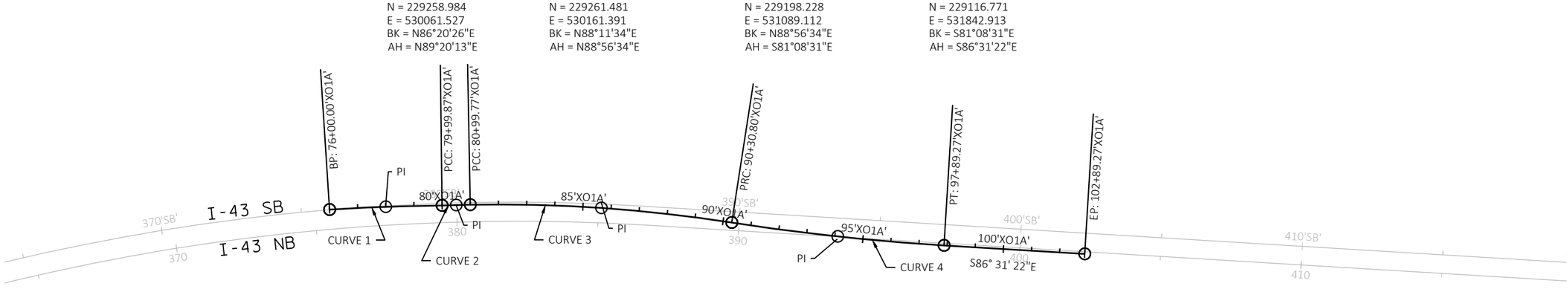
PI STA = 80+49.82'XO1A'
N = 229260.560
E = 530111.451
DELTA = 0°45'00"
D = 0°45'03"
T = 49.95'
L = 99.90'
R = 7631.44'
PC STA = 79+99.87'XO1A'
N = 229258.984
E = 530061.527
PT STA = 80+99.77'XO1A'
N = 229261.481
E = 530161.391
BK = N88°11'34"E
AH = N88°56'34"E

CURVE #3

PI STA = 85+66.45'XO1A'
N = 229270.092
E = 530627.995
DELTA = 9°54'55"
D = 1°03'54"
T = 466.68'
L = 931.04'
R = 5380.00'
PC STA = 80+99.77'XO1A'
N = 229261.481
E = 530161.391
PT STA = 90+30.80'XO1A'
N = 229198.228
E = 531089.112
BK = N88°56'34"E
AH = S81°08'31"E

CURVE #4

PI STA = 94+10.31'XO1A'
N = 229139.788
E = 531464.098
DELTA = 5°22'52"
D = 0°42'34"
T = 379.51'
L = 758.47'
R = 8076.00'
PC STA = 90+30.80'XO1A'
N = 229198.228
E = 531089.112
PT STA = 97+89.27'XO1A'
N = 229116.771
E = 531842.913
BK = S81°08'31"E
AH = S86°31'22"E



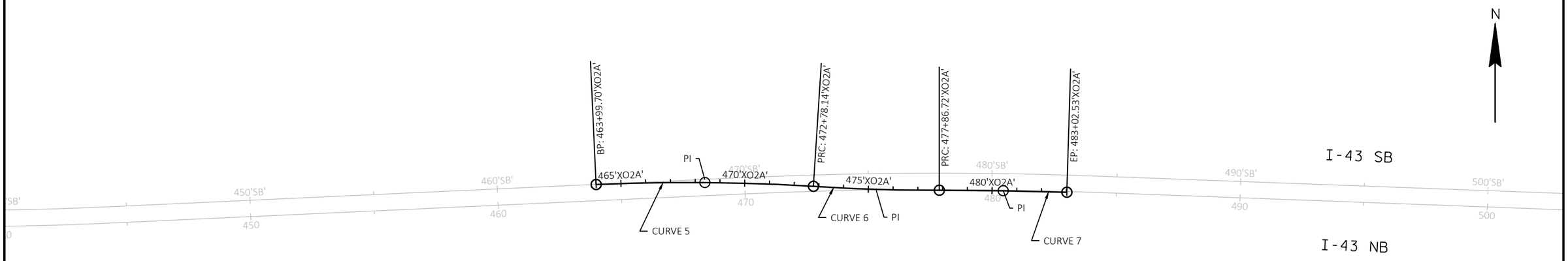
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 147	E

2

CURVE #5
PI STA = 468+39.36'XO2A'
N = 229084.267
E = 538939.254
DELTA = 6°14'40"
D = 0°42'39"
T = 439.66'
L = 878.44'
R = 8060.00'
PC STA = 463+99.70'XO2A'
N = 229064.066
E = 538500.063
PT STA = 472+78.14'XO2A'
N = 229056.576
E = 539378.036
BK = N87°21'59"E
AH = S86°23'20"E

CURVE #6
PI STA = 475+32.52'XO2A'
N = 229040.555
E = 539631.907
DELTA = 3°36'29"
D = 0°42'34"
T = 254.38'
L = 508.58'
R = 8076.00'
PC STA = 472+78.14'XO2A'
N = 229056.576
E = 539378.036
PT STA = 477+86.72'XO2A'
N = 229040.542
E = 539886.283
BK = S86°23'20"E
AH = S89°59'50"E

CURVE #7
PI STA = 480+44.65'XO2A'
N = 229040.529
E = 540144.205
DELTA = 1°43'11"
D = 0°20'00"
T = 257.92'
L = 515.81'
R = 17185.23'
PC STA = 477+86.72'XO2A'
N = 229040.542
E = 539886.283
PT STA = 483+02.53'XO2A'
N = 229032.776
E = 540402.011
BK = S89°59'50"E
AH = S88°16'39"E



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 148	E

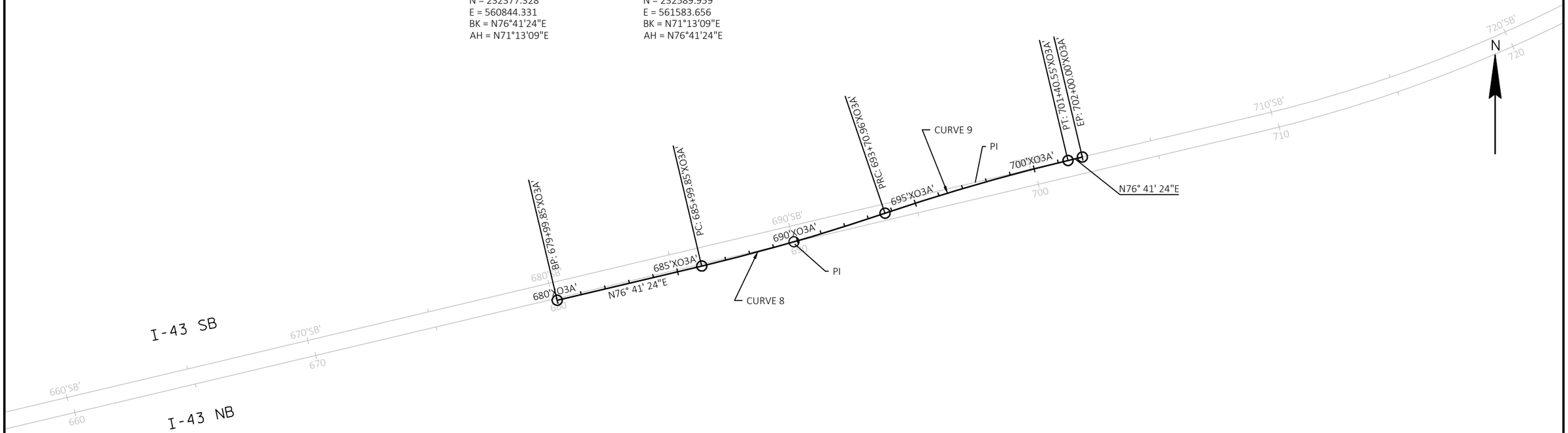
2

CURVE #8

PI STA = 689+85.70'XO3A'
N = 232253.104
E = 560479.024
DELTA = 5°28'15"
D = 0°42'34"
T = 385.85'
L = 771.11'
R = 8076.00'
PC STA = 685+99.85'XO3A'
N = 232164.274
E = 560103.539
PT STA = 693+70.96'XO3A'
N = 232377.328
E = 560844.331
BK = N76°41'24"E
AH = N71°13'09"E

CURVE #9

PI STA = 697+56.05'XO3A'
N = 232501.305
E = 561208.914
DELTA = 5°28'15"
D = 0°42'39"
T = 385.09'
L = 769.59'
R = 8060.00'
PC STA = 693+70.96'XO3A'
N = 232377.328
E = 560844.331
PT STA = 701+40.55'XO3A'
N = 232589.959
E = 561583.656
BK = N71°13'09"E
AH = N76°41'24"E



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 149	E

XO1A CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder
76+00.00'XO1A'	Begin Alignment	2.90%	2.90%	-4.00%
89+76.00'XO1A'	End Slope to Right	2.90%	2.90%	-4.00%
90+84.00'XO1A'	Begin Slope to Left	-4.00%	-2.00%	2.00%
102+89.27'XO1A'	End Alignment	-4.00%	-2.00%	2.00%

XO2A CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder
463+99.70'XO2A'	Begin Alignment	2.00%	2.00%	-4.00%
472+34.00'XO2A'	End Slope to Right	2.00%	2.00%	-4.00%
473+40.00'XO2A'	Begin Slope to Left	-4.00%	-2.00%	2.00%
478+39.72'XO2A'	Begin Normal Crown	-4.00%	-2.00%	-2.00%
478+39.72'XO2A'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%
483+02.53'XO2A'	End Alignment	-4.00%	-2.00%	-4.00%

XO3A CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder
679+99.85'XO3A'	Begin Alignment	-4.00%	-2.00%	2.00%
693+17.96'XO3A'	End Slope to Left	-4.00%	-2.00%	2.00%
694+23.96'XO3A'	Begin Slope to Right	2.00%	2.00%	-4.00%
702+00.00'XO3A'	End Alignment	2.00%	2.00%	-4.00%

2

CURVE #1

PI STA = 77+11.36'XO1B'
N = 229191.208
E = 529825.743
DELTA = 1°40'10"
D = 0°44'58"
T = 111.36'
L = 222.71'
R = 7644.00'
PC STA = 76+00.00'XO1B'
N = 229182.293
E = 529714.738
PT STA = 78+22.71'XO1B'
N = 229196.885
E = 529936.960
BK = N85°24'30"E
AH = N87°04'40"E

CURVE #2

PI STA = 79+22.71'XO1B'
N = 229203.980
E = 530036.707
DELTA = 1°29'58"
D = 0°44'59"
T = 100.00'
L = 199.99'
R = 7642.47'
PC STA = 78+22.71'XO1B'
N = 229196.885
E = 529936.960
PT STA = 80+22.70'XO1B'
N = 229208.463
E = 530136.606
BK = N85°55'53"E
AH = N87°25'50"E

CURVE #3

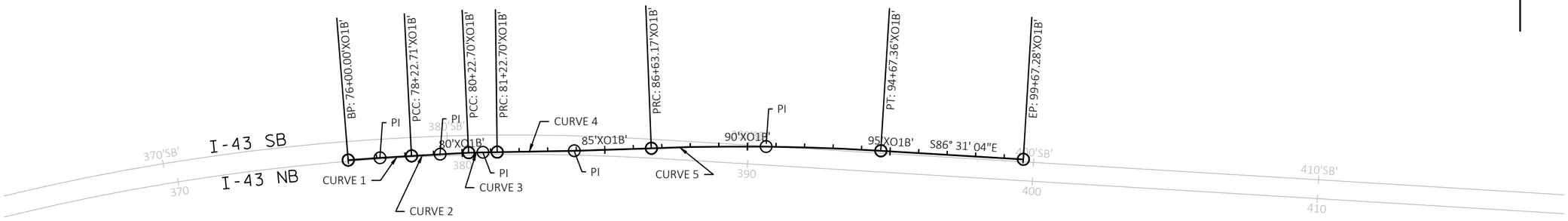
PI STA = 80+72.70'XO1B'
N = 229209.706
E = 530186.592
DELTA = 0°44'57"
D = 0°44'57"
T = 50.00'
L = 100.00'
R = 7648.00'
PC STA = 80+22.70'XO1B'
N = 229208.463
E = 530136.606
PT STA = 81+22.70'XO1B'
N = 229210.295
E = 530236.589
BK = N88°34'34"E
AH = N89°19'31"E

CURVE #4

PI STA = 83+92.95'XO1B'
N = 229213.477
E = 530506.825
DELTA = 1°32'54"
D = 0°17'11"
T = 270.25'
L = 540.48'
R = 20000.00'
PC STA = 81+22.70'XO1B'
N = 229210.295
E = 530236.589
PT STA = 86+63.17'XO1B'
N = 229223.961
E = 530776.877
BK = N89°19'31"E
AH = N87°46'37"E

CURVE #5

PI STA = 90+65.60'XO1B'
N = 229239.571
E = 531179.000
DELTA = 5°42'19"
D = 0°42'34"
T = 402.43'
L = 804.19'
R = 8076.00'
PC STA = 86+63.17'XO1B'
N = 229223.961
E = 530776.877
PT STA = 94+67.36'XO1B'
N = 229215.128
E = 531580.684
BK = N87°46'37"E
AH = S86°31'04"E



N

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 151	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\027203-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2021 11:21 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:400 FT

2

CURVE #6

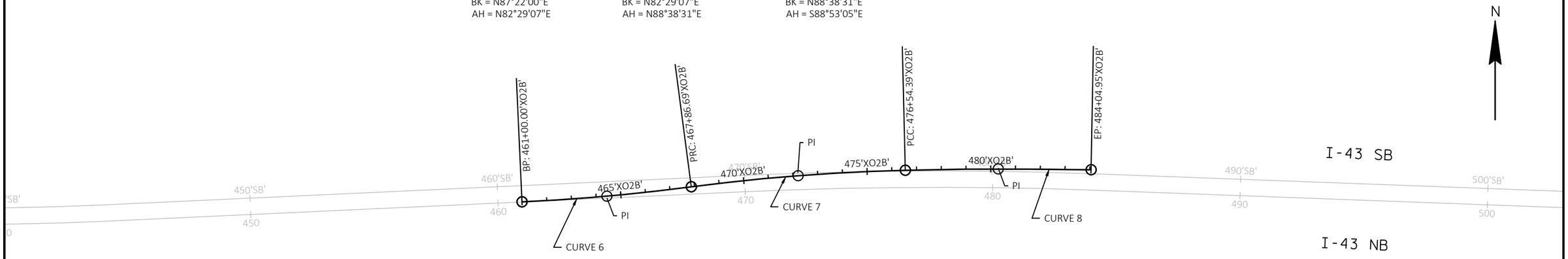
PI STA = 464+43.55'XO2B'
N = 229001.009
E = 538543.845
DELTA = 4°52'53"
D = 0°42'39"
T = 343.55'
L = 686.69'
R = 8060.00'
PC STA = 461+00.00'XO2B'
N = 228985.224
E = 538200.656
PT STA = 467+86.69'XO2B'
N = 229045.940
E = 538884.446
BK = N87°22'00"E
AH = N82°29'07"E

CURVE #7

PI STA = 472+20.96'XO2B'
N = 229102.735
E = 539314.986
DELTA = 6°09'24"
D = 0°42'34"
T = 434.27'
L = 867.70'
R = 8075.00'
PC STA = 467+86.69'XO2B'
N = 229045.940
E = 538884.446
PT STA = 476+54.39'XO2B'
N = 229113.028
E = 539749.133
BK = N82°29'07"E
AH = N88°38'31"E

CURVE #8

PI STA = 480+29.73'XO2B'
N = 229121.924
E = 540124.364
DELTA = 2°28'24"
D = 0°19'46"
T = 375.34'
L = 750.56'
R = 17387.08'
PC STA = 476+54.39'XO2B'
N = 229113.028
E = 539749.133
PT STA = 484+04.95'XO2B'
N = 229114.618
E = 540499.629
BK = N88°38'31"E
AH = S88°53'05"E



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 152	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\027203-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 7/29/2021 11:22 AM
PLOT BY : ARBUCKLE, ADRIAN
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

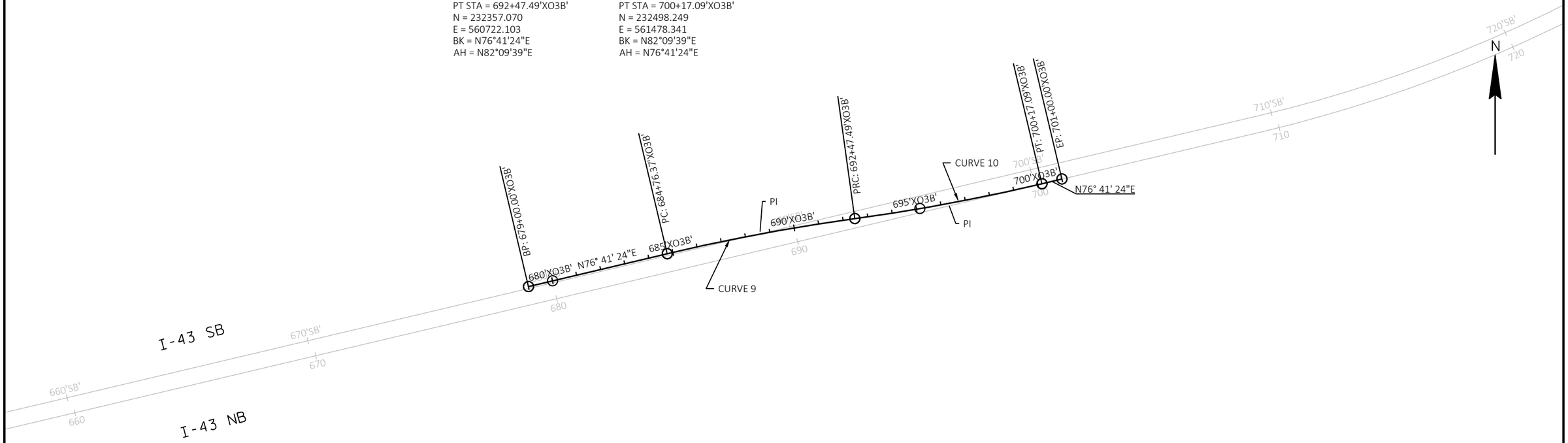
2

CURVE #9

PI STA = 688+62.22'XO3B'
N = 232304.442
E = 560339.854
DELTA = 5°28'15"
D = 0°42'34"
T = 385.85'
L = 771.12'
R = 8076.00'
PC STA = 684+76.37'XO3B'
N = 232215.610
E = 559964.364
PT STA = 692+47.49'XO3B'
N = 232357.070
E = 560722.103
BK = N76°41'24"E
AH = N82°09'39"E

CURVE #10

PI STA = 696+32.58'XO3B'
N = 232409.594
E = 561103.594
DELTA = 5°28'15"
D = 0°42'39"
T = 385.09'
L = 769.60'
R = 8060.00'
PC STA = 692+47.49'XO3B'
N = 232357.070
E = 560722.103
PT STA = 700+17.09'XO3B'
N = 232498.249
E = 561478.341
BK = N82°09'39"E
AH = N76°41'24"E



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 153	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\ADRIAN.ARBUCKLE@AECOM.COM\D0406937\027203-AD.DWG
LAYOUT NAME - 03
PLOT DATE : 7/29/2021 11:22 AM PLOT BY : ARBUCKLE, ADRIAN PLOT NAME : PLOT SCALE : 1 IN:400 FT

XO1B CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Right Outside Lane	Right Outside Shoulder
76+00.00'XO1B'	Begin Alignment	2.90%	-2.90%	-2.90%
82+13.36'XO1B'	Begin Normal Crown	2.00%	-2.90%	-4.00%
85+74.84'XO1B'	End Normal Shoulder	2.00%	-2.00%	-4.00%
99+67.28'XO1B'	End Alignment	2.00%	-2.00%	-4.00%

XO2B CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Right Outside Lane	Right Outside Shoulder
461+00.00'XO2B'	Begin Alignment	-4.00%	2.00%	2.00%
467+33.69'XO2B'	End Full Super	-4.00%	2.00%	2.00%
468+39.69'XO2B'	Begin Full Super	2.00%	-2.00%	-4.00%
484+04.95'XO2B'	End Alignment	2.00%	-2.00%	-4.00%

XO3B CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Right Outside Lane	Right Outside Shoulder
679+00.00'XO3B'	Begin Alignment	2.00%	-2.00%	-4.00%
691+50.00'XO3B'	End Full Super	2.00%	-2.00%	-4.00%
692+56.00'XO3B'	Reverse Crown	-4.00%	2.00%	2.00%
701+00.00'XO3B'	End Alignment	-4.00%	2.00%	2.00%

2

SOIL BORING SUMMARY

STATION	2020 BORING	OFFSET	BIT DEPTH (IN)	BASE DEPTH (IN)	SUBGRADE
434+28.80 'NB'	B-9	1.5' R	9.5	12	SAND, SOME SILT AND GRAVEL
440+32.26 'NB'	B-10	2.5' R	9	16	GRAVELLY SAND, SOME SILT
513+36.90 'NB'	B-11	1.5' R	9	14	GRAVELLY SAND, SOME SILT
521+70.56 'NB'	B-12	1' R	8	12	SAND, SOME SILT AND GRAVEL
625+37.54 'NB'	B-13	1' R	9	14	SAND, SOME SILT AND GRAVEL
632+27.33 'NB'	B-14	1.5' R	9	12	GRAVELLY SAND, SOME SILT
630+12.93 'SB'	B-15	1.5' L	9	12	SAND, SOME SILT AND GRAVEL
626+22.24 'SB'	B-16	1.5' L	9	12	SAND, SOME GRAVEL SILT AND CLAY
519+66.72 'SB'	B-17	1.5' L	8.5	18	SAND, SOME SILT AND GRAVEL
515+50.16 'SB'	B-18	1.5' L	7.5	14	SAND, SOME SILT AND GRAVEL
438+06.96 'SB'	B-19	2 L	10	12	GRAVELLY SAND, SOME SILT
434+64.64 'SB'	B-20	2' L	9	10	GRAVELLY SAND, SOME SILT

Estimate Of Quantities

1093-01-82

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	6.000	6.000
0004	201.0205	Grubbing	STA	6.000	6.000
0006	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-53-114	EACH	1.000	1.000
0008	203.0211.S	Abatement of Asbestos Containing Material (structure) 02. B-53-115	EACH	1.000	1.000
0010	204.0100	Removing Concrete Pavement	SY	653.000	653.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	4,520.000	4,520.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	245,900.000	245,900.000
0016	204.0150	Removing Curb & Gutter	LF	29.000	29.000
0018	204.0165	Removing Guardrail	LF	6,860.000	6,860.000
0020	204.0175	Removing Concrete Slope Paving	SY	61.000	61.000
0022	204.0180	Removing Delineators and Markers	EACH	23.000	23.000
0024	204.0190	Removing Surface Drains	EACH	8.000	8.000
0026	204.0220	Removing Inlets	EACH	8.000	8.000
0028	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	200.000	200.000
0030	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	769.000	769.000
0032	204.9060.S	Removing (item description) 01. Apron Endwalls for Pipe Underdrain	EACH	10.000	10.000
0034	204.9090.S	Removing (item description) 01. Pipe Underdrain	LF	870.000	870.000
0036	205.0100	Excavation Common	CY	61,613.000	61,613.000
0038	205.3000.S	Temporary Emergency Pullouts	EACH	4.000	4.000
0040	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1093-01-82	LS	1.000	1.000
0042	213.0100	Finishing Roadway (project) 01. 1093-01-82	EACH	1.000	1.000
0044	305.0110	Base Aggregate Dense 3/4-Inch	TON	24,607.000	24,607.000
0046	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	58,710.000	58,710.000
0048	312.0110	Select Crushed Material	TON	45,241.000	45,241.000
0050	405.0100	Coloring Concrete WisDOT Red	CY	40.000	40.000
0052	415.0090	Concrete Pavement 9-Inch	SY	559.000	559.000
0054	415.0410	Concrete Pavement Approach Slab	SY	548.000	548.000
0056	415.6000.S	Rout and Seal	LF	24.000	24.000
0058	416.1010	Concrete Surface Drains	CY	19.000	19.000
0060	450.4000	HMA Cold Weather Paving	TON	2,944.000	2,944.000
0062	455.0605	Tack Coat	GAL	32,485.000	32,485.000
0064	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0066	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0068	460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	1.000	1.000
0070	460.0120.S	HMA Pavement Test Strips Density	EACH	1.000	1.000
0072	460.2000	Incentive Density HMA Pavement	DOL	31,730.000	31,730.000
0074	460.2005	Incentive Density PWL HMA Pavement	DOL	20,420.000	20,420.000
0076	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	29,040.000	29,040.000
0078	460.2010	Incentive Air Voids HMA Pavement	DOL	37,290.000	37,290.000
0080	460.5224	HMA Pavement 4 LT 58-28 S	TON	6,749.000	6,749.000
0082	460.6223	HMA Pavement 3 MT 58-28 S	TON	4,429.000	4,429.000
0084	460.7223	HMA Pavement 3 HT 58-28 S	TON	38,798.000	38,798.000
0086	460.7424	HMA Pavement 4 HT 58-28 H	TON	2,554.000	2,554.000
0088	460.8424	HMA Pavement 4 SMA 58-28 H	TON	17,766.000	17,766.000
0090	460.9000.S	Material Transfer Vehicle 01. 1093-01-82	EACH	1.000	1.000
0092	465.0400	Asphaltic Shoulder Rumble Strips	LF	121,022.000	121,022.000
0094	502.3200	Protective Surface Treatment	SY	502.000	502.000
0096	502.3205	Pigmented Surface Sealer Reseal	SY	740.000	740.000
0098	502.3215	Protective Surface Treatment Reseal	SY	3,210.000	3,210.000

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Line	Item	Item Description	Unit	Total	Qty
0100	509.0301	Preparation Decks Type 1	SY	184.000	184.000
0102	509.0302	Preparation Decks Type 2	SY	48.000	48.000
0104	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	1,303.000	1,303.000
0106	509.0505.S	Cleaning Decks to Reapply Concrete Masonry Overlay	SY	502.000	502.000
0108	509.1500	Concrete Surface Repair	SF	864.000	864.000
0110	509.2100.S	Concrete Masonry Deck Repair	CY	21.000	21.000
0112	509.2500	Concrete Masonry Overlay Decks	CY	40.000	40.000
0114	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 01. B-53-117	SY	502.000	502.000
0116	509.9020.S	Epoxy Crack Sealing	LF	80.000	80.000
0118	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	5.000	5.000
0120	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000
0122	530.0112	Culvert Pipe Corrugated Polyethylene 12-Inch	LF	200.000	200.000
0124	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	418.000	418.000
0126	603.8000	Concrete Barrier Temporary Precast Delivered	LF	3,156.000	3,156.000
0128	603.8125	Concrete Barrier Temporary Precast Installed	LF	3,156.000	3,156.000
0130	604.0400	Slope Paving Concrete	SY	61.000	61.000
0132	604.9010.S	Slope Paving Repair Crushed Aggregate	CY	18.000	18.000
0134	606.0200	Riprap Medium	CY	31.000	31.000
0136	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	304.000	304.000
0138	608.0518	Storm Sewer Pipe Reinforced Concrete Class V 18-Inch	LF	1,072.000	1,072.000
0140	611.0430	Reconstructing Inlets	EACH	3.000	3.000
0142	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0144	611.0642	Inlet Covers Type MS	EACH	9.000	9.000
0146	611.0654	Inlet Covers Type V	EACH	5.000	5.000
0148	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0150	611.3220	Inlets 2x2-FT	EACH	5.000	5.000
0152	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000
0154	611.3902	Inlets Median 2 Grate	EACH	3.000	3.000
0156	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	2,163.000	2,163.000
0158	614.0905	Crash Cushions Temporary	EACH	4.000	4.000
0160	614.2300	MGS Guardrail 3	LF	3,437.500	3,437.500
0162	614.2500	MGS Thrie Beam Transition	LF	709.200	709.200
0164	614.2610	MGS Guardrail Terminal EAT	EACH	18.000	18.000
0166	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1093-01-82	EACH	1.000	1.000
0168	619.1000	Mobilization	EACH	1.000	1.000
0170	624.0100	Water	MGAL	1,217.000	1,217.000
0172	625.0500	Salvaged Topsoil	SY	79,673.000	79,673.000
0174	628.1504	Silt Fence	LF	10,690.000	10,690.000
0176	628.1520	Silt Fence Maintenance	LF	10,690.000	10,690.000
0178	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0180	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0182	628.2004	Erosion Mat Class I Type B	SY	79,300.000	79,300.000
0184	628.7005	Inlet Protection Type A	EACH	27.000	27.000
0186	628.7015	Inlet Protection Type C	EACH	6.000	6.000
0188	628.7020	Inlet Protection Type D	EACH	5.000	5.000
0190	628.7504	Temporary Ditch Checks	LF	2,930.000	2,930.000
0192	628.7560	Tracking Pads	EACH	10.000	10.000
0194	629.0210	Fertilizer Type B	CWT	35.000	35.000
0196	630.0130	Seeding Mixture No. 30	LB	987.000	987.000

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Line	Item	Item Description	Unit	Total	Qty
0198	630.0200	Seeding Temporary	LB	420.000	420.000
0200	630.0500	Seed Water	MGAL	1,202.000	1,202.000
0202	633.0100	Delineator Posts Steel	EACH	63.000	63.000
0204	633.0500	Delineator Reflectors	EACH	103.000	103.000
0206	633.1100	Delineators Temporary	EACH	181.000	181.000
0208	633.5200	Markers Culvert End	EACH	7.000	7.000
0210	633.5350	Markers Permanent Flexible	EACH	42.000	42.000
0212	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	12.000	12.000
0214	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000
0216	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0218	637.2230	Signs Type II Reflective F	SF	81.000	81.000
0220	638.2101	Moving Signs Type I	EACH	1.000	1.000
0222	638.2102	Moving Signs Type II	EACH	8.000	8.000
0224	638.2602	Removing Signs Type II	EACH	12.000	12.000
0226	638.3000	Removing Small Sign Supports	EACH	16.000	16.000
0228	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0230	642.5401	Field Office Type D	EACH	1.000	1.000
0232	643.0300	Traffic Control Drums	DAY	115,330.000	115,330.000
0234	643.0420	Traffic Control Barricades Type III	DAY	11,001.000	11,001.000
0236	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	1,883.000	1,883.000
0238	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,883.000	1,883.000
0240	643.0705	Traffic Control Warning Lights Type A	DAY	10,622.000	10,622.000
0242	643.0715	Traffic Control Warning Lights Type C	DAY	23,498.000	23,498.000
0244	643.0800	Traffic Control Arrow Boards	DAY	1,116.000	1,116.000
0246	643.0900	Traffic Control Signs	DAY	25,539.000	25,539.000
0248	643.0910	Traffic Control Covering Signs Type I	EACH	4.000	4.000
0250	643.0920	Traffic Control Covering Signs Type II	EACH	33.000	33.000
0252	643.1000	Traffic Control Signs Fixed Message	SF	116.000	116.000
0254	643.1050	Traffic Control Signs PCMS	DAY	40.000	40.000
0256	643.5000	Traffic Control	EACH	1.000	1.000
0258	645.0120	Geotextile Type HR	SY	66.000	66.000
0260	645.0220	Geogrid Type SR	SY	9,230.000	9,230.000
0262	646.1020	Marking Line Epoxy 4-Inch	LF	5,987.000	5,987.000
0264	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	127,877.000	127,877.000
0266	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	14,337.500	14,337.500
0268	646.3020	Marking Line Epoxy 8-Inch	LF	340.000	340.000
0270	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	5,157.000	5,157.000
0272	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	20.000	20.000
0274	646.5520	Marking Outfall Epoxy	EACH	372.000	372.000
0276	646.6120	Marking Stop Line Epoxy 18-Inch	LF	11.000	11.000
0278	646.7220	Marking Chevron Epoxy 24-Inch	LF	415.000	415.000
0280	646.9000	Marking Removal Line 4-Inch	LF	38,418.000	38,418.000
0282	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	6,424.000	6,424.000
0284	646.9055	Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	LF	989.000	989.000
0286	646.9100	Marking Removal Line 8-Inch	LF	1,110.000	1,110.000
0288	649.0105	Temporary Marking Line Paint 4-Inch	LF	102,797.000	102,797.000
0290	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	106,874.000	106,874.000
0292	649.0205	Temporary Marking Line Paint 8-Inch	LF	933.000	933.000
0294	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	1,820.000	1,820.000

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Line	Item	Item Description	Unit	Total	Qty
0296	650.4000	Construction Staking Storm Sewer	EACH	12.000	12.000
0298	650.4500	Construction Staking Subgrade	LF	6,968.000	6,968.000
0300	650.5000	Construction Staking Base	LF	6,968.000	6,968.000
0302	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	418.000	418.000
0304	650.8000	Construction Staking Resurfacing Reference	LF	52,013.000	52,013.000
0306	650.9910	Construction Staking Supplemental Control (project) 01. 1093-01-82	LS	1.000	1.000
0308	650.9920	Construction Staking Slope Stakes	LF	6,968.000	6,968.000
0310	690.0150	Sawing Asphalt	LF	15,286.000	15,286.000
0312	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	266.000	266.000
0314	740.0440	Incentive IRI Ride	DOL	43,990.000	43,990.000
0316	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0318	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,900.000	4,900.000
0320	SPV.0060	Special 01. Utility Line Opening (ULO)	EACH	2.000	2.000
0322	SPV.0060	Special 02. Covering Storm Sewer Inlets	EACH	2.000	2.000
0324	SPV.0060	Special 03. Salvage and Replace Pipe Underdrain Endwall	EACH	21.000	21.000
0326	SPV.0060	Special 04. Capping Existing Underdrain	EACH	22.000	22.000
0328	SPV.0060	Special 05. Temporary Connect to Existing Inlets	EACH	10.000	10.000
0330	SPV.0060	Special 06. Landmark Reference Monuments Special	EACH	1.000	1.000
0332	SPV.0060	Special 07. Verify Landmark Reference Monuments	EACH	4.000	4.000

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

CLEARING & GRUBBING

CATEGORY	STAGE	ROADWAY	STATION	-	STATION	SIDE	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMENTS
0080	2A	KC	28+50	-	34+50	LT	6	6	VWS INSPECTION SITE
			STAGE 2A SUBTOTAL				6	6	
			PROJECT TOTALS				6	6	

REMOVING PAVEMENT

STAGE	ROADWAY	STATION	-	STATION	204.0100 REMOVING CONCRETE PAVEMENT (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	COMMENTS
1A	NB	387+00	-	416+00	--	640	--	RUMBLE STRIP REMOVAL
		425+50	-	436+15	--	240	--	RUMBLE STRIP REMOVAL
		437+85	-	448+45	--	240	--	RUMBLE STRIP REMOVAL
		458+50	-	516+50	--	1,290	--	RUMBLE STRIP REMOVAL
		517+82	-	526+32	--	190	--	RUMBLE STRIP REMOVAL
		527+80	-	695+00	--	3,720	--	RUMBLE STRIP REMOVAL
		STAGE 1A SUBTOTAL			0	6,320	0	
1B	SB	387+00	-	431+01	--	20,400	--	
		431+01	-	436+16	41	--	--	
		437+80	-	442+95	41	--	--	
		442+95	-	511+33	--	29,300	--	
		511+33	-	516+53	55	--	4	
		517+67	-	522+87	56	--	7	
		522+87	-	621+66	--	41,500	--	
		621+66	-	626+83	56	--	--	
		628+22	-	633+50	57	--	2	
		633+50	-	682+77	--	20,900	--	
	RAMPS	39+70'KA'	-	51+00'KA'	--	3,790	--	SB OFF
		22+00'KD'	-	35+00'KD'	--	4,380	--	SB ON
		STAGE 1B SUBTOTAL			306	120,270	13	
2A	NB	387+00	-	430+98	--	19,000	--	
		430+98	-	436+19	53	--	--	
		437+82	-	443+02	52	--	5	
		443+02	-	511+35	--	29,100	--	
		511+35	-	516+56	56	--	11	
		517+69	-	522+89	73	--	--	
		522+89	-	621+21	--	41,500	--	
		621+21	-	626+51	--	--	--	
		627+88	-	633+04	57	--	--	
		633+04	-	682+43	56	20,800	--	
	RAMPS	39+00'KB'	-	55+00'KB'	--	5,100	--	NB ON
		23+00'KC'	-	34+75'KC'	--	3,810	--	NB OFF
		STAGE 2A SUBTOTAL			347	119,310	16	
		PROJECT TOTALS			653	245,900	29	

REMOVING PAVEMENT BUTT JOINTS AND SAWING ASPHALT

STAGE	ROADWAY	STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	690.0150 SAWING ASPHALT (LF)	COMMENTS
1A	NB	376+23 - 385+16	-	898	Shoulder at Crossovers
	NB	392+56 - 402+31	-	985	Shoulder at Crossovers
	NB	460+97 - 466+58	-	568	Shoulder at Crossovers
	NB	475+38 - 482+00	-	670	Shoulder at Crossovers
	NB	682+45 - 690+76	-	834	Shoulder at Crossovers
	NB	694+25 - 701+50	-	725	Shoulder at Crossovers
	SB	376+00 - 387+06	-	1,115	Shoulder at Crossovers
	SB	390+23 - 399+63	-	948	Shoulder at Crossovers
	SB	464+00 - 468+95	-	504	Shoulder at Crossovers
	SB	474+84 - 484+00	-	925	Shoulder at Crossovers
	SB	682+60 - 689+70	-	707	Shoulder at Crossovers
	SB	695+67 - 701+65	-	601	Shoulder at Crossovers
	STAGE 1A SUBTOTAL		0	9,480	
1B	SB	387+00	630	38	
		682+43	630	38	
	RAMPS	39+70'KA'	500	30	SB OFF
		22+00'KD'	500	30	SB ON
	STAGE 1B SUBTOTAL		2,260	136	
2A	NB	387+00	630	38	
		682+43	630	38	
	RAMPS	39+00'KB'	500	30	NB ON
		35+03'KC'	500	30	NB OFF
	STAGE 2A SUBTOTAL		2,260	136	
2B	NB	460+97 - 466+58	-	568	Shoulder at Crossovers
	NB	475+38 - 482+00	-	670	Shoulder at Crossovers
	NB	682+45 - 690+76	-	834	Shoulder at Crossovers
	NB	694+25 - 701+50	-	725	Shoulder at Crossovers
	SB	464+00 - 468+95	-	504	Shoulder at Crossovers
	SB	474+84 - 484+00	-	925	Shoulder at Crossovers
	SB	682+60 - 689+70	-	707	Shoulder at Crossovers
	SB	695+67 - 701+65	-	601	Shoulder at Crossovers
	STAGE 2B SUBTOTAL		0	5,534	
	PROJECT TOTALS		4,520	15,286	

REMOVING GUARDRAIL

STAGE	ROADWAY	STATION	-	STATION	SIDE	204.0165 REMOVING GUARDRAIL (LF)	COMMENTS
1B	SB	433+10	-	436+09	LT	299	B-53-115
		433+09	-	436+08	RT	299	B-53-115
		437+88	-	440+37	LT	249	B-53-115
		437+90	-	440+75	RT	285	B-53-115
		513+49	-	516+47	LT	298	B-53-117
		513+50	-	516+48	RT	298	B-53-117
		517+72	-	521+07	LT	335	B-53-117
		517+73	-	520+59	RT	286	B-53-117
		623+97	-	626+94	LT	297	B-53-119
		623+74	-	626+72	RT	298	B-53-119
		628+47	-	630+94	LT	247	B-53-119
		628+25	-	631+10	RT	285	B-53-119
		STAGE 1B SUBTOTAL				3,476	
2A	NB	433+25	-	436+11	LT	286	B-53-114
		433+62	-	436+10	RT	248	B-53-114
		437+90	-	440+88	LT	298	B-53-114
		437+91	-	440+88	RT	297	B-53-114
		513+64	-	516+49	LT	285	B-53-116
		514+03	-	516+46	RT	243	B-53-116
		517+74	-	520+72	LT	298	B-53-116
		517+75	-	520+73	RT	298	B-53-116
		623+63	-	626+49	LT	286	B-53-118
		623+78	-	626+26	RT	248	B-53-118
		627+98	-	630+96	LT	298	B-53-118
		627+76	-	630+75	RT	299	B-53-118
		STAGE 2A SUBTOTAL				3,384	
		PROJECT TOTALS				6,860	

REMOVING STORM SEWER

STAGE	ROADWAY	STATION	-	STATION	SIDE	204.0190 REMOVING SURFACE DRAINS EACH	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER 12-INCH LF	204.0245 REMOVING STORM SEWER 18-INCH LF	COMMENTS
1B	SB	435+98	-	-	RT	1	-	-	-	
		437+95	-	-	LT	-	1	40	-	
		516+35	-	-	RT	1	-	-	-	
		516+40	-	-	LT	-	1	40	-	
		517+86	-	-	RT	1	-	-	-	
		528+38	-	-	RT	1	-	-	-	
		528+53	-	-	LT	-	1	40	-	
		STAGE 1B SUBTOTAL				**4**	**3**	**120**	**0**	
2A	NB	436+03	-	-	RT	1	-	-	-	
		438+01	-	-	LT	1	-	-	-	
		516+37	-	-	LT	1	-	-	-	
		516+45	-	-	RT	-	1	40	-	
		527+83	-	-	RT	-	1	40	-	
		528+12	-	-	LT	1	-	-	-	
		STAGE 2A SUBTOTAL				**4**	**2**	**80**	**0**	
2B	NB	465+99	-	469+96	LT	-	1	-	395	Temp Inlet
		689+00	-	689+10	LT	-	1	-	12	Temp Inlet
		692+64	-	696+26	LT	-	1	-	362	Temp Inlet
		STAGE 2B SUBTOTAL				**0**	**3**	**0**	**769**	
		PROJECT TOTALS				**8**	**8**	**200**	**769**	

REMOVING DELINEATORS AND MARKERS

STAGE	ROADWAY	204.0180 EACH	COMMENTS
1B	SB	12	
2A	NB	11	
PROJECT TOTALS		23	

TEMPORARY EMERGENCY PULLOUTS

NOTE: THESE QUANTITIES FOR INFORMATION ONLY

STAGE	STATION	-	STATION	LOCATION	205.3000.S TEMPORARY EMERGENCY PULLOUTS (EACH)	BASE AGGREGATE PAVEMENT 1 1/4-INCH (TON)	SALVAGED TOPSOIL (SY)	SEEDING TEMPORARY (LB)
1A	504+50	-	506+75	NB-LT	1	200	417	2
	606+50	-	608+75	NB-LT	1	200	417	2
1B	504+50	-	506+75	SB-RT	1	200	417	2
	606+50	-	608+75	SB-RT	1	200	417	2
PROJECT TOTALS					4	800	1,668	8

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

UNDERDRAIN ITEMS

STAGE	ROADWAY	STATION	SIDE	204.9060.S REMOVING APRON ENDWALLS FOR PIPE UNDERDRAINS EACH	204.9090.S REMOVING PIPE UNDERDRAIN LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	SPV.0060.03 SALVAGE AND REPLACE PIPE UNDERDRAIN ENDWALL EACH	COMMENTS
1A	NB	387+93	LT	1	-	223	-	CONNECT TO TEMP. INLET
		390+39	LT	1	-	26	-	CONNECT TO TEMP. INLET
		392+86	LT	1	-	15	-	
		395+32	LT	1	-	160	-	
		397+78	LT	-	-	11	1	
		397+83	LT	-	-	11	1	
		466+36	LT	-	-	16	1	
		468+83	LT	-	6	116	1	REINSTALL APRON ENDWALL IN STAGE 2B
		473+78	LT	-	13	379	1	REINSTALL APRON ENDWALL IN STAGE 2B
		476+34	LT	-	-	13	1	
		478+81	LT	-	-	4	1	
	SB	378+29	RT	-	-	13	1	
		384+24	RT	1	-	190	-	
		386+48	RT	1	-	40	-	
		388+58	RT	1	-	247	-	
		391+05	RT	1	-	197	-	
		393+52	RT	1	-	68	-	
		395+99	RT	1	-	97	-	
		398+44	RT	-	-	6	1	
		398+48	RT	-	-	6	1	
		466+55	RT	-	-	8	1	
		469+04	RT	-	-	252	1	
		471+56	RT	-	-	36	1	REINSTALL APRON ENDWALL IN STAGE 2B
		476+52	RT	-	-	13	1	REINSTALL APRON ENDWALL IN STAGE 2B
		479+02	RT	-	-	10	1	
	STAGE 1A SUBTOTAL			**10**	**19**	**2,157**	**15**	
2B	NB	466+36	LT	-	16	-	1	
		468+83	LT	-	116	6	-	REINSTALL APRON ENDWALL IN STAGE 2B
		473+78	LT	-	379	-	-	REINSTALL APRON ENDWALL IN STAGE 2B
		476+34	LT	-	13	-	1	
		478+81	LT	-	8	-	1	
	SB	466+55	RT	-	8	-	1	
		469+04	RT	-	252	-	1	
		471+56	RT	-	36	-	-	REINSTALL APRON ENDWALL IN STAGE 2B
		476+52	RT	-	13	-	-	REINSTALL APRON ENDWALL IN STAGE 2B
		479+02	RT	-	10	-	1	
	STAGE 2B SUBTOTAL			**0**	**851**	**6**	**6**	
	PROJECT TOTALS			**10**	**870**	**2,163**	**21**	

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

EARTHWORK SUMMARY

Category	Division	Stage	Location	205.0100 Excavation Common CY Cut (1)	Salvaged/ Unusable Pavement Material	Available Material (2)	Unexpanded Fill CY	Expanded Fill (3) Factor 1.30	Mass Ordinate +/- (4)
0010	1	1A	Crossover XO1A	2,991	0	2,991	784	1,019	1,972
			Crossover XO1B	2,410	0	2,410	2,195	2,853	-443
			Crossover XO2A	1,786	0	1,786	390	506	1,280
			Crossover XO2B	2,185	0	2,185	836	1,087	1,098
			Crossover XO3A	2,700	0	2,700	250	325	2,375
			Crossover XO3B	2,297	0	2,297	191	249	2,048
	Division 1 Subtotal			14,369	0	14,369	4,646	6,040	8,330
	2	1B	I-43 Southbound	21,220	2,817	18,403	106	137	21,083
			Trench Relief	115	0	115	0	0	115
	Division 2 Subtotal			21,335	2,817	18,518	106	137	21,198
	3	2A	I-43 Northbound	19,889	2,833	17,056	108	141	19,748
			Trench Relief	115	0	115	0	0	115
	Division 3 Subtotal			20,004	2,833	17,171	108	141	19,863
	4	2B	Removing Crossover XO2A	1,340	290	1,050	390	506	833
			Removing Crossover XO2B	1,639	274	1,364	836	1,087	552
			Removing Crossover XO3A	1,269	258	1,011	250	325	944
			Removing Crossover XO3B	1,239	236	1,003	191	249	990
	Division 4 Subtotal			5,486	1,058	4,429	1,667	2,167	3,319
			Category 0010 Total	**61,195**	**6,708**	**54,487**	**6,527**	**8,485**	**52,710**
0080	5	2A	VWS Inspection Site	209	0	209	2,847	3,702	-3,492
	Division 5 Subtotal			209	0	209	2,847	3,702	-3,492
			Category 0080 Total	**209**	**0**	**209**	**2,847**	**3,702**	**-3,492**
			Project Total	**61,404**	**6,708**	**54,696**	**9,375**	**12,187**	**49,217**

1) Cut includes Salvaged/Unusable Pavement material

2) Available Material = Cut - Salvaged/Unusuable Pavement Material

3) Expanded Fill = Unexpanded Fill * Fill Factor

4) Mass Ordinate + or - Quantity Calculated. Plus Quantity indicates an excess of material. Minus indicates a shortage of material.

BASE AGGREGATE & HMA PAVEMENT

CAT	STAGE	ROADWAY	STATION	-	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)	450.4000 HMA COLD WEATHER PAVING (TON)	455.0605 TACK COAT (GAL)	460.6223 HMA PAVEMENT 3 MT 58-28 S (TON)	460.7223 HMA PAVEMENT 3 HT 58-28 S (TON)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	460.7424 HMA PAVEMENT 4 HT 58-28 H (TON)	460.8424 HMA PAVEMENT 4 SMA 58-28 H (TON)	624.0100 WATER (MGAL)	645.0220 GEOGRID TYPE SR (SY)	COMMENTS
0010	1A	NB	387+00	-	695+00	--	--	--	707	442	--	--	707	--	--	0	--	RUMBLE STRIP REMOVAL
		CROSSOVERS	76+00'XO1A'	-	102+89'XO1A'	850	2,680	3,570	881	--	881	--	--	--	--	53	--	
			76+00'XO1B'	-	99+67'XO1B'	760	1,980	2,650	--	--	--	--	--	--	--	41	--	PAVEMENT STAGE 1C
			464+00'XO2A'	-	483+00'XO2A'	660	2,100	2,800	719	--	719	--	--	--	--	41	--	
			461+00'XO2B'	-	484+00'XO2B'	650	1,930	2,580	--	--	--	--	--	--	--	39	--	PAVEMENT STAGE 1C
			680+00'XO3A'	-	700+00'XO3A'	640	2,270	3,020	637	--	637	--	--	--	--	44	--	
			680+00'XO3B'	-	700+00'XO3B'	650	2,550	3,390	--	--	--	--	--	--	--	48	--	PAVEMENT STAGE 1C
			Relief Trenches			--	--	660	--	--	--	--	--	--	--	--	--	
		STAGE 1A SUBTOTAL				**4,210**	**13,510**	**18,670**	**2,944**	**442**	**2,237**	**0**	**707**	**0**	**0**	**266**	**0**	
0010	1B	SB	387+00'SB'	-	431+01'SB'	1,340	--	--	--	2,025	--	2,130	313	--	1,340	20	--	
			431+01'SB'	-	436+16'SB'	160	3,630	2,030	--	262	--	702	54	--	159	57	2,290	
			437+80'SB'	-	442+95'SB'	160	3,630	2,030	--	260	--	699	53	--	159	57	2,290	
			442+95'SB'	-	511+33'SB'	1,590	--	--	--	3,339	--	3,510	642	--	2,080	24	--	
			511+33'SB'	-	516+53'SB'	160	3,660	2,050	--	261	--	700	54	--	159	57	--	
			517+67'SB'	-	522+87'SB'	160	3,660	2,050	--	265	--	710	55	--	161	57	--	
			522+87'SB'	-	621+66'SB'	3,010	--	--	--	4,980	--	5,230	1,070	--	3,000	45	--	
			621+66'SB'	-	626+83'SB'	160	3,630	2,040	--	262	--	702	55	--	159	57	2,300	
			628+22'SB'	-	633+50'SB'	160	3,700	2,090	--	260	--	704	54	--	159	58	2,350	
			633+50'SB'	-	682+77'SB'	1,230	--	--	--	2,487	--	2,610	535	--	1,500	18	--	
			682+77'SB'	-	704+00'SB'	--	--	--	--	34	--	--	54	--	--	--	--	RUMBLE STRIP REMOVAL
			Relief Trenches			--	--	310	--	--	--	--	--	--	--	--	--	
		RAMPS	39+70'KA'	-	51+00'KA'	350	--	--	--	632	--	664	--	516	0	5	--	SB OFF
			22+00'KD'	-	35+00'KD'	400	--	--	--	916	--	962	--	748	0	6	--	SB ON
		STAGE 1B SUBTOTAL				**8,880**	**21,910**	**12,600**	**0**	**15,983**	**0**	**19,323**	**2,939**	**1,264**	**8,876**	**461**	**9,230**	
0010	1C	CROSSOVERS	76+00'XO1B'	-	99+67'XO1B'	270	--	--	--	--	779	--	--	--	--	--	--	
			461+00'XO2B'	-	484+00'XO2B'	300	--	--	--	--	735	--	--	--	--	--	--	
			680+00'XO3B'	-	700+00'XO3B'	230	--	--	--	--	678	--	--	--	--	--	--	
		STAGE 1C SUBTOTAL				**800**	**0**	**0**	**0**	**0**	**2,192**	**0**	**0**	**0**	**0**	**0**	**0**	
0010	2A	NB	387+00	-	430+98	1,340	--	--	--	2,122	--	2,230	392	--	1,340	20	--	
			430+98	-	436+19	160	3,660	2,060	--	265	--	712	55	--	162	57	--	
			437+82	-	443+02	160	3,660	2,050	--	265	--	710	55	--	161	57	--	
			443+02	-	511+35	2,030	--	--	--	3,268	--	3,430	586	--	2,080	30	--	
			511+35	-	516+56	160	3,660	2,060	--	262	--	703	54	--	160	57	--	
			517+69	-	522+89	160	3,660	2,050	--	262	--	704	55	--	159	57	--	
			522+89	-	621+21	3,000	--	--	--	4,986	--	5,230	1,070	--	3,000	45	--	
			621+21	-	626+51	160	3,730	2,090	--	264	--	707	55	--	160	58	--	
			627+88	-	633+04	160	3,630	2,040	--	261	--	699	55	--	158	57	--	
			633+04	-	682+43	1,361	--	--	--	2,501	--	2,630	537	--	1,510	20	--	
			Relief Trenches			--	--	310	--	--	--	--	--	--	--	--	--	
		RAMPS	39+00'KB'	-	55+00'KB'	490	--	--	--	833	--	875	--	681	--	7	--	NB ON
			23+00'KC'	-	34+75'KC'	360	--	--	--	611	--	641	--	499	--	5	--	NB OFF
		STAGE 2A SUBTOTAL				**9,541**	**22,000**	**12,660**	**0**	**15,900**	**0**	**19,271**	**2,914**	**1,180**	**8,890**	**470**	**0**	
0010	2B	NB	461+00	-	483+00	240	--	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO2 REMOVAL
		NB	680+00	-	700+15	280	--	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO3 REMOVAL
		SB	464+00	-	484+00	250	--	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO2 REMOVAL
		SB	679+70	-	701+40	280	--	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO3 REMOVAL
		MAINTENANCE			407+60	16	--	--	--	37	--	--	67	--	--	--	--	
		CROSSOVERS			465+70	16	--	--	--	21	--	--	37	--	--	--	--	
					582+15	16	--	--	--	26	--	--	47	--	--	--	--	
					682+18	16	--	--	--	21	--	--	38	--	--	--	--	
		STAGE 2B SUBTOTAL				**1,114**	**0**	**0**	**0**	**105**	**0**	**0**	**189**	**0**	**0**	**0**	**0**	
		CATEGORY 0010 SUBTOTALS				**24,545**	**57,420**	**43,930**	**2,944**	**32,430**	**4,429**	**38,594**	**6,749**	**2,444**	**17,766**	**1,197**	**9,230**	
0080	2A	INSPECTION SITE				62	1,290	1,311	--	55	--	204	--	110	--	20	--	
		PROJECT TOTALS				**24,607**	**58,710**	**45,241**	**2,944**	**32,485**	**4,429**	**38,798**	**6,749**	**2,554**	**17,766**	**1,217**	**9,230**	

3

CONCRETE PAVEMENT

CATEGORY	STAGE	ROADWAY	STATION	-	STATION	405.0100 COLORING CONCRETE WISDOT RED (CY)	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0410 CONCRETE PAVEMENT APPROACH SLAB (SY)	415.6000.S ROUT AND SEAL (LF)	COMMENTS
0010	1B	SB	436+01	-	436+16	-	28	40	-	B-53-115
			437+80		437+95	-	27	41	-	B-53-115
			516+38	-	516+53	-	25	40	-	B-53-117
			517+67		517+82	-	29	41	-	B-53-117
			626+67	-	626+82	-	35	56	6	B-53-119
			628+22		628+49	-	26	56	6	B-53-119
			STAGE 1B SUBTOTAL			**0**	**170**	**274**	**12**	
0010	2A	NB	436+04	-	436+19	-	27	40	-	B-53-114
			437+82		437+97	-	27	40	-	B-53-114
			516+41	-	516+56	-	26	41	-	B-53-116
			517+69		517+84	-	28	41	-	B-53-116
			626+24	-	626+51	-	29	56	6	B-53-118
			627+88		628+03	-	30	56	6	B-53-118
			STAGE 1B SUBTOTAL			**0**	**167**	**274**	**12**	
			CATEGORY 0010 TOTALS			**0**	**337**	**548**	**24**	
0080		RAMP 'KC'	30+55	-	31+55	40	222	-	-	VWS INSPECTION SITE
			PROJECT TOTALS			**40**	**559**	**548**	**24**	

3

SURFACE DRAIN ITEMS

CAT	STAGE	ROADWAY	STATION	-	STATION	SIDE	416.1010 CONCRETE SURFACE DRAINS CY	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	530.0112 CULVERT PIPE CORRUGATED POLYETHYLENE 12-INCH LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	606.0200 RIPRAP MEDIUM CY	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2X2-FT EACH	633.5200 MARKERS CULVERT END EACH	645.0120 GEOTEXTILE TYPE HR SY	COMMENTS
0010	1B	SB	437+92	-	438+46	LT	-	-	-	54	-	-	-	-	-	
			438+34	-	-	LT	-	1	40	-	3	1	1	1	6	
			515+90	-	516+43	RT	3.8	-	-	53	2	-	-	-	5	
			515+91	-	516+42	LT	-	-	-	51	-	-	-	-	-	
			516+01	-	-	LT	-	1	40	-	3	1	1	1	6	
			628+30	-	628+83	RT	3.8	-	-	53	2	-	-	-	5	
			628+49	-	629+02	LT	-	-	-	53	-	-	-	-	-	
			628+92	-	-	LT	-	1	40	-	3	1	1	1	6	
			STAGE 1B SUBTOTAL				**7.6**	**3**	120	**264**	**13**	**3**	**3**	**3**	**28**	
	2A	NB	437+94	-	438+07	LT	3.8	-	-	13	2	-	-	-	5	
			515+91	-	516+45	LT	3.8	-	-	54	2	-	-	-	5	
			515+92	-	516+46	RT	-	-	-	54	-	-	-	-	-	
			516+03	-	-	RT	-	1	40	-	3	1	1	1	6	
			627+81	-	627+97	RT	-	1	40	16	3	1	1	1	6	
			627+98	-	628+15	LT	3.8	-	-	17	2	-	-	-	5	
			STAGE 2A SUBTOTAL				**11.4**	**2**	80	**154**	**12**	**2**	**2**	**2**	**27**	
			CATEGORY 0010 TOTAL				**19.0**	**5**	200	**418**	**25**	**5**	**5**	**5**	**55**	
0080	2A	VWS INSPECTION SITE					-	-	-	-	6	-	-	2	11	
			PROJECT TOTALS				**19.0**	**5**	200	**418**	**31**	**5**	**5**	**7**	**66**	

PWL MIXTURE USE TABLE

CATEGORY	LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
								MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
0010	NB LANES & MEDIAN	387+00 - 682+43	UPPER LAYER	3 HT 58-28 S	4 SMA 58-28 H	8,890	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB OUTSIDE SHOULDER	387+00 - 682+43	UPPER LAYER	3 HT 58-28 S	4 LT 58-28 S	2,914	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB LANES	387+00 - 682+43	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	9,760	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
	NB SHOULDERS	387+00 - 682+43	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	5,488	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB BRIDGE APPROACHES	430+98-443+02 & 511+33-522+89 & 621+21-633+04	LOWER LAYER	BASE AGGREGATE	3 HT 58-28 S	2,507	3.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB EXIT RAMP	23+00'KC'- 34+75'KC'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	250	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB EXIT RAMP	23+00'KC'- 34+75'KC'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	321	2.25"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB EXIT RAMP SHOULDERS	23+00'KC'- 34+75'KC'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	249	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB EXIT RAMP SHOULDERS	23+00'KC'- 34+75'KC'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	320	2.25"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB ENTRANCE RAMP	39+00'KB' - 55+00'KB'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	341	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB ENTRANCE RAMP	39+00'KB' - 55+00'KB'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	438	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
	NB ENTRANCE RAMP SHOULDERS	39+00'KB' - 55+00'KB'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	340	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB ENTRANCE RAMP SHOULDERS	39+00'KB' - 55+00'KB'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	437	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB LANES & MEDIAN SHOULDER	387+00 - 682+43	UPPER LAYER	3 HT 58-28 S	4 SMA 58-28 H	8,876	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB OUTSIDE SHOULDER	387+00 - 682+43	UPPER LAYER	3 HT 58-28 S	4 LT 58-28 S	2,885	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB LANES	387+00 - 682+43	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	9,740	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
	SB SHOULDERS	387+00 - 682+43	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	5,450	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB BRIDGE APPROACHES	430+98-443+02 511+33-522+89 621+21-633+50	LOWER LAYER	BASE AGGREGATE	3 HT 58-28 S	2,507	3.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB ENTRANCE RAMP	22+00'KD'- 35+00'KD'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	374	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB ENTRANCE RAMP	22+00'KD'- 35+00'KD'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	481	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT
	SB ENTRANCE RAMP SHOULDERS	22+00'KD'- 35+00'KD'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	374	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB ENTRANCE RAMP SHOULDERS	22+00'KD'- 35+00'KD'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	481	2.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP	39+70'KA' - 51+00'KA'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	258	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP	39+70'KA' - 51+00'KA'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	332	2.25"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP SHOULDERS	39+70'KA' - 51+00'KA'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	258	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP SHOULDERS	39+70'KA' - 51+00'KA'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	332	2.25"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	MAINTENANCE CROSSOVERS & RUMBLE STRIP REMOVAL	407+60 & 465+70 & 582+15 & 682+18	UPPER LAYER	EXISTING MILLED SURFACE	4 LT 58-28 S	950	2"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	CROSSOVERS	76+00'XO1A'-102+89'XO1A' 76+00'XO1B'-99+67'XO1B' 464+00'XO2A'-483+00'XO2A' 461+00'XO2B'-484+00'XO2B' 680+00'XO3A'-700+00'XO3A' 680+00'XO3B'-700+00'XO3B	UPPER LAYER	BASE AGGREGATE	3 MT 58-28 S	4,429	5"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
0080	VWS INSPECTION SITE		UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	110	1.75	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	VWS INSPECTION SITE		LOWER LAYER	BASE AGGREGATE	3 HT 58-28 S	204	3.25	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000

3

MATERIAL TRANSFER VEHICLE

	460.9000.S MATERIAL TRANSFER VEHICLE EACH	COMMENTS
PROJECT	1	01. 1093-01-82 CATEGORY 0010
PROJECT TOTALS	**1**	

TEST STRIP ITEMS

CAT	LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS (EACH)	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY (EACH)	460.0115.S HMA PAVEMENT TEST STRIP VOLUMETRICS (EACH)	460.0120.S HMA PAVEMENT TEST STRIP DENSITY (EACH)	COMMENTS
0010	PROJECT	2	--	--	--	ONE PER HMA MIX TYPE
	PROJECT	--	2	--	--	ONE PER MAT OF HMA
	PROJECT	--	--	1	--	
	PROJECT	--	--	--	1	
	TOTAL	**2**	**2**	**1**	**1**	

RUMBLE STRIPS

ROADWAY	STATION	-	STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS (LF)
NB	385+00	-	392+00	LT	700
	403+00	-	436+03	LT	3,303
	437+97	-	516+41	LT	7,844
	517+84	-	626+24	LT	10,840
	628+03	-	702+43	LT	7,440
	387+00	-	390+00	RT	300
	390+00	-	415+18	RT	2,518
	425+35	-	436+03	RT	1,068
	437+97	-	448+47	RT	1,050
	457+78	-	516+41	RT	5,863
	517+84	-	626+24	RT	10,840
	628+03	-	682+43	RT	5,440
	682+43	-	702+43	RT	2,000
SB	387+00	-	415+40	LT	2,840
	425+16	-	436+01	LT	1,085
	437+95	-	448+52	LT	1,057
	458+92	-	516+38	LT	5,746
	517+82	-	626+67	LT	10,885
	628+49	-	682+43	LT	5,394
	682+43	-	709+61	LT	2,718
	376+00	-	391+50	RT	1,550
	399+00	-	436+01	RT	3,701
	437+95	-	516+38	RT	7,843
	517+82	-	626+67	RT	10,885
	628+49	-	682+43	RT	5,394
	682+43	-	709+61	RT	2,718
			PROJECT TOTALS		121,022

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

3

DRAINAGE ITEMS

CATEGORY	STAGE	ROADWAY	STATION	SIDE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0518 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH LF	611.0430 RECONSTRUCTING INLETS EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	SPV.0060.02 COVERING STORM SEWER INLETS EACH	SPV.0060.05 TEMPORARY CONNECT TO EXISTING INLETS EACH	COMMENTS
0010	1A	XO1A	86+15 - 86+59	RT	-	40	-	-	-	2	-	-	1	-	-	10:1 SINGLE SLOPE
		XO1A	86+59	RT	-	-	-	-	-	-	-	-	-	1	1	EXISTING INLET
		XO1A	90+75 - 93+48	LT/RT	-	-	275	-	-	2	-	-	1	-	-	10:1 SINGLE SLOPE
		XO1A	93+48	LT	-	-	-	1	-	-	-	-	-	-	4	EXISTING INLET
		NB	396+95	LT	-	-	-	-	-	-	-	-	-	-	2	EXISTING INLET
		NB	465+99	LT	-	-	-	-	-	-	-	-	-	-	1	EXISTING INLET
		NB	465+99 - 469+97	LT	-	-	395	-	-	1	-	1	-	-	-	FLAT GRATE
		XO3A	689+00 - 689+10	LT	-	12	-	-	-	2	-	-	1	-	-	FLAT GRATE
		XO3A	689+10	LT	-	-	-	-	-	-	-	-	-	1	1	EXISTING INLET
		XO3A	692+67 - 696+26	LT	-	-	362	-	-	1	-	1	-	-	-	FLAT GRATE
		XO3A	696+26	RT	-	-	-	1	-	-	-	-	-	-	1	EXISTING INLET
		STAGE 1A SUBTOTAL			**0**	**52**	**1,032**	**2**	**0**	**8**	**0**	**2**	**3**	**2**	**10**	
0010	2B	XO3A	696+26	RT	-	-	-	1	-	-	-	-	-	-	-	
		STAGE 2A SUBTOTAL			**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
		CATEGORY 0010 TOTALS			**0**	**52**	**1,032**	**3**	**0**	**8**	**0**	**2**	**3**	**2**	**10**	
0080	2A	KC	31+75	LT	1	-	40	-	--	1	--	1	-	-	-	10:1 SINGLE SLOPE
		KC	29+00 - 31+50	LT	1	252	--	-	1	--	1	--	-	-	-	
		CATEGORY 0080 TOTALS			**2**	**252**	**40**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	
		PROJECT TOTALS			**2**	**304**	**1,072**	**3**	**1**	**9**	**1**	**3**	**3**	**2**	**10**	

TRAFFIC CONTROL

CAT	STAGE	ROADWAY	ANTICIPATED DAYS IN SERVICE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED (LF)	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED (LF)	633.1100 DELINEATORS TEMPORARY (EACH)	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 (DAYS)	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS (EACH)	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES (EACH)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 (DAYS)	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 (DAYS)	643.0800 TRAFFIC CONTROL ARROW BOARDS NO.	643.0800 (DAYS)	643.0900 TRAFFIC CONTROL SIGNS NO.	643.0900 (DAYS)	643.0900 (DETOUR) TRAFFIC CONTROL SIGNS NO.	643.0900 (DAYS)	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I (EACH)	643.0910 NO. CYCLES	643.0910 NO. SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II (EACH)	643.0920 NO. CYCLES	643.0920 NO. SIGNS	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	643.1050 (DAYS)
0010	1A	NB	30	-	-	-	246	7380	15	450	-	-	30	900	29	870	4	120	39	1170	-	-	-	-	-	-	-	-	-	-	1	10
		SB	30	-	-	-	219	6570	11	330	-	-	22	660	30	900	4	120	35	1050	-	-	-	-	-	-	-	-	-	-	1	10
		RAMPS	30	-	-	-	58	1740	-	-	-	-	-	-	41	1230	-	-	7	210	-	-	-	-	-	-	-	-	-	-	-	-
	1B	NB	85	1594	1594	-	94	7990	8	680	623	623	18	1530	10	850	2	170	62	5270	9	90	2	1	2	-	-	-	-	-	-	-
		SB	85	-	-	-	155	13175	12	1020	-	-	14	1190	14	1190	2	170	26	2210	14	140	-	-	-	-	-	-	-	-	-	-
		RAMPS	85	-	-	-	20	1700	-	-	-	-	-	-	2	170	-	-	5	425	59	590	-	-	-	-	-	-	-	-	-	-
		CROSSOVERS	85	-	-	107	145	12325	31	2635	-	-	2	170	39	3315	-	-	2	170	-	-	-	-	-	-	-	-	-	-	-	-
		RAMP CLOSURES	10	-	-	-	12	120	6	60	-	-	6	-	-	-	-	-	30	300	16	160	-	-	-	15	3	5	1	10		
	1C	NB	15	-	-	-	140	2100	30	450	-	-	60	900	14	210	2	30	47	705	-	-	-	-	-	-	-	-	-	-	-	-
		SB	15	-	-	-	101	1515	26	390	597	597	52	780	14	210	2	30	30	450	-	-	-	-	-	-	-	-	-	-	-	-
		RAMPS	15	-	-	-	60	900	-	-	-	-	-	-	20	300	-	-	6	90	-	-	-	-	-	-	-	-	-	-	-	-
	2A	NB	100	-	-	-	154	15400	17	1700	37	37	18	1800	30	3000	2	200	29	2900	14	140	-	-	-	-	-	-	-	-	-	-
		SB	100	1562	1562	-	63	6300	20	2000	608	608	2	200	14	1400	2	200	55	5500	9	90	2	1	2	-	-	-	-	-	-	-
		RAMPS	100	-	-	17	121	12100	1	100	-	-	2	200	41	4100	-	-	9	900	59	590	-	-	-	-	-	-	-	-	-	-
		CROSSOVERS	100	-	-	57	80	8000	1	100	18	18	2	200	41	4100	-	-	1	100	-	-	-	-	-	-	-	-	-	-	-	-
		RAMP CLOSURES	10	-	-	-	15	150	6	60	-	-	4	40	-	-	-	-	30	300	16	160	-	-	-	15	3	5	1	10		
	2B	NB	19	-	-	-	401	7619	29	551	-	-	58	1102	14	266	2	38	45	855	-	-	-	-	-	-	-	-	-	-	-	-
		SB	19	-	-	-	375	7125	25	475	-	-	50	950	14	266	2	38	39	741	-	-	-	-	-	-	-	-	-	-	-	-
		RAMPS	19	-	-	-	59	1121	-	-	-	-	-	-	59	1121	-	-	7	133	-	-	-	-	-	-	-	-	-	-	-	-
	CATEGORY 0010 TOTALS			**3,156**	**3,156**	**181**	**113,330**		**11,001**		**1,883**	**1,883**	**10,622**		**23,498**		**1,116**		23,479	1,960			**4**			**30**			**40**			
																			25,439											
0080	2A	INSPECTION	100	-	-	-	20	2000	-	-	-	-	-	-	-	-	-	-	1	100	-	-	-	-	-	-	-	-	-	-	-	-
	CATEGORY 0080 TOTALS			**0**	**0**	**0**	**2,000**		**0**		**0**	**0**	**0**		**0**		**0**		100	0			**0**			**0**			**0**			
																			100											
	PROJECT TOTALS			**3,156**	**3,156**	**181**	**115,330**		**11,001**		**1,883**	**1,883**	**10,622**		**23,498**		**1,116**		**25,539**				**4**			**30**			**40**			

CRASH CUSHIONS

CAT	STAGE	ROADWAY	STATION	OFFSET	614.0905 CRASH CUSHIONS TEMPORARY (EACH)	BACK WIDTH (FT)	SIGN PLATE	CRASH TEST LEVEL	TRAFFIC DIRECTION	CRASH CUSHION SHIELDS
0010	1B	NB	398+05'NB'	10.0' RT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
		NB	685+00'NB'	10.0' RT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
0010	2A	SB	395+37'SB'	10.0' LT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
		SB	683+94'SB'	10.0' LT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
	PROJECT TOTALS				**4**					

MGS GUARDRAIL, TERMINALS & THRIE BEAM TRANSITIONS

ROADWAY	STATION	-	STATION	SIDE	614.2300 MGS GUARDRAIL 3 (LF)	614.2500 MGS THRIE BEAM TRANSITION (LF)	614.2610 MGS GUARDRAIL TERMINAL EAT (EACH)	COMMENTS
NB	430+98	-	436+19	LT	225.0	39.4	1	B-53-114
	430+98	-	436+19	RT	162.5	39.4	1	B-53-114
	511+35	-	516+56	LT	212.5	39.4	1	B-53-116
	511+35	-	516+56	RT	162.5	39.4	1	B-53-116
	621+21	-	626+51	LT	212.5	39.4	1	B-53-118
	621+21	-	626+51	RT	162.5	39.4	1	B-53-118
SB	431+01	-	436+16	LT	212.5	39.4	1	B-53-115
	431+01	-	436+16	RT	212.5	39.4	1	B-53-115
	437+80	-	442+95	LT	162.5	39.4	1	B-53-115
	437+80	-	442+95	RT	212.5	39.4	1	B-53-115
	511+33	-	516+53	LT	200.0	39.4	1	B-53-117
	511+33	-	516+53	RT	137.5	39.4	1	B-53-117
	517+67	-	522+87	LT	237.5	39.4	1	B-53-117
	517+67	-	522+87	RT	212.5	39.4	1	B-53-117
	621+66	-	626+83	LT	200.0	39.4	1	B-53-119
	621+66	-	626+83	RT	150.0	39.4	1	B-53-119
	628+22	-	633+50	LT	162.5	39.4	1	B-53-119
	628+22	-	633+50	RT	200.0	39.4	1	B-53-119
		PROJECT TOTALS			**3,437.5**	**709.2**	**18**	

MAINTENANCE AND REPAIR OF HAUL ROADS

PROJECT ID	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (EACH)
1093-01-82	1
PROJECT TOTALS	1

MOBILIZATION

PROJECT ID	619.1000 MOBILIZATION (EACH)
1093-01-82	1
PROJECT TOTALS	1

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

EROSION CONTROL AND FINISHING

CATEGORY	STAGE	ROADWAY	STATION	-	STATION	625.0500 SALVAGED TOPSOIL (SY)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7020 INLET PROTECTION TYPE D (EACH)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7560 TRACKING PADS (EACH)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO.30 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)	COMMENTS
0010	1A	CROSSOVERS	76+00'XO1A'	-	102+89'XO1A'	8,000	--	--	8,000	6	--	--	180	--	5	150	--	180	
			76+00'XO1B'	-	99+67'XO1B'	0	--	--	0	--	--	--	--	--	--	--	--	--	INCLUDED WITH XO1A
			464+00'XO2A'	-	483+00'XO2A'	6,050	--	--	6,050	5	--	--	240	--	--	--	170	--	
			461+00'XO2B'	-	484+00'XO2B'	0	--	--	0	--	--	--	--	--	--	--	--	--	INCLUDED WITH XO2A
			680+00'XO3A'	-	700+00'XO3A'	5,613	1,100	1,100	5,620	5	--	--	150	--	--	--	160	--	
			680+00'XO3B'	-	700+00'XO3B'	0	--	--	0	--	--	--	--	--	--	--	--	--	INCLUDED WITH XO3A
			STAGE 1A SUBTOTAL			**19,663**	**1,100**	**1,100**	**19,670**	**16**	**0**	**0**	**570**	**0**	**5**	**150**	**330**	**180**	
	1B	SB	431+01	-	436+16	1,250	600	600	1,250	1	--	--	60	--	1	23	0	28	
			437+80	-	442+95	930	610	610	930	2	1	1	150	--	1	17	0	21	
			511+33	-	516+53	2,060	610	610	2,060	1	1	1	120	--	1	37	0	46	
			517+67	-	522+87	2,060	610	610	2,060	1	--	--	160	--	1	37	0	46	
			621+66	-	626+83	1,740	610	610	1,720	1	--	--	120	--	1	32	0	39	
			628+22	-	633+50	2,650	640	640	2,390	2	1	1	120	--	2	48	0	59	
			STAGE 1B SUBTOTAL			**10,690**	**3,680**	**3,680**	**10,410**	**8**	**3**	**3**	**730**	**0**	**7**	**194**	**0**	**239**	
	2A	NB	375+00	-	430+98	--	--	--	--	--	--	--	--	--	--	--	--	--	SEE PREVIOUS STAGES
			430+98	-	436+19	1,470	500	500	1,470	--	--	--	60	--	1	27	0	33	
			437+82	-	443+02	2,310	580	580	2,310	--	--	--	90	--	1	42	0	52	
			443+02	-	511+35	--	--	--	--	--	--	--	--	--	--	--	--	--	SEE PREVIOUS STAGES
			511+35	-	516+56	2,390	560	560	2,390	--	1	1	80	--	2	43	0	54	
			517+69	-	522+89	2,030	570	570	2,030	--	--	--	80	--	1	37	0	46	
			621+21	-	626+51	1,390	580	580	1,390	--	--	--	40	--	1	25	0	31	
			627+88	-	633+04	1,720	550	550	1,720	--	1	1	80	--	1	31	0	38	
			682+00	-	701+40	--	--	--	--	--	--	--	--	--	--	--	--	--	SEE PREVIOUS STAGES
			STAGE 2A SUBTOTAL			**11,310**	**3,340**	**3,340**	**11,310**	**0**	**2**	**2**	**430**	**0**	**7**	**205**	**0**	**254**	
	2B	NB	464+00	-	484+00	9,710	--	--	9,710	1	--	--	240	--	6	180	0	220	
			682+00	-	701+40	9,650	--	--	9,650	2	--	--	320						
			STAGE 2B SUBTOTAL			**19,360**	**0**	**0**	**19,360**	**3**	**0**	**0**	**560**	**0**	**6**	**180**	**0**	**220**	
			SUBTOTAL			61,023	8,120	8,120	60,750	27	5	5	2,290	0	25	729	330	893	
			UNDISTRIBUTED			15,300	2,050	2,050	15,200	0	0	0	600	8	7	190	90	230	
			CATEGORY 0010 TOTALS			**76,323**	**10,170**	**10,170**	**75,950**	**27**	**5**	**5**	**2,890**	**8**	**32**	**919**	**420**	**1,123**	
0080	2A	RAMP	23+00'KC'	-	34+75'KC'	2,650	420	420	2,650	--	1	--	40	--	2	48	0	59	VWS INSPECTION SITE
			SUBTOTAL			2,650	420	420	2,650	0	1	0	40	0	2	48	0	59	
			UNDISTRIBUTED			700	100	100	700	0	0	0	0	2	1	20	0	20	
			CATEGORY 0080 TOTALS			**3,350**	**520**	**520**	**3,350**	**0**	**1**	**0**	**40**	**2**	**3**	**68**	**0**	**79**	
			PROJECT TOTALS			**79,673**	**10,690**	**10,690**	**79,300**	**27**	**6**	**5**	**2,930**	**10**	**35**	**987**	**420**	**1,202**	

NOTE: MEDIAN FINISHING ITEMS ARE CATEGORIZED UNDER THE NB, XO1A, XO2A & XO3A ROADWAYS

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MOBILIZATIONS EROSION CONTROL

PROJECT ID	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
1093-01-82	5	5
PROJECT TOTALS	5	5

SIGNING

CATEGORY	NO.	STAGE	ROADWAY	STATION	OFFSET	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	SIGN SIZE	638.2101 MOVING SIGNS TYPE I EACH	638.2102* MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010	1	1A	NB	466+02	13.6' LT	-	-	-	-	-	-	1	-	-	1	R3-4B "NO U-TURN" - MOVE TO STA 466+02, OFFSET 24' LT
	2	1B	SB	437+97	LT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52L AT STRUCTURE
	3			437+98	RT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52R AT STRUCTURE
	4			517+82	LT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52L AT STRUCTURE
	5			817+82	RT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52R AT STRUCTURE
	6			628+32	RT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52L AT STRUCTURE
	7			628+52	LT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52R AT STRUCTURE
	8	2A	NB	436+01	RT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52L AT STRUCTURE
	9			436+03	LT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52R AT STRUCTURE
	10			516+41	LT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52L AT STRUCTURE
	11			516+43	RT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52R AT STRUCTURE
	12			626+18	RT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52L AT STRUCTURE
	13			626+41	LT	1	-	-	7	18" x 54"	-	-	1	1	-	INSTALL NEW W5-52R AT STRUCTURE
	14	2B	NB	466+02	24' LT	-	1	-	-		-	1	-	1	-	R3-4B "NO U-TURN" - MOVE TO STA 466+02, OFFSET 12' LT
		CATEGORY 0010 SUBTOTAL				**12**	**1**	**0**	**81**		**0**	**2**	**12**	**13**	**1**	
0080	15	2A	KC	33+00	LT	-	-	2	-	--	1	-	-	2	-	GAS & FOOD
	16			33+80	LT	-	-	-	-	--	-	1	-	-	1	WRONG WAY
	17			33+80	RT	-	-	-	-	--	-	1	-	1	-	WRONG WAY - MOUNT WITH GAS & FOOD SIGN
		CATEGORY 0080 SUBTOTAL				**0**	**0**	**2**	**0**		**1**	**2**	**0**	**3**	**1**	
		PROJECT TOTALS				**12**	**1**	**2**	**81**		**1**	**4**	**12**	**16**	**2**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

DELINEATORS

STAGE	ROADWAY	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.0500 DELINEATOR REFLECTORS YELLOW EACH	633.5350 MARKERS PERMANENT FLEXIBLE EACH	COMMENTS
1B	SB	12	12	-	-	
2A	NB	11	11	-	-	
2B	CROSSOVER XO1A / B	40	-	80	42	FOR LEFT-IN-PLACE CONDITION
SUBTOTAL		63	23	80	42	
PROJECT TOTALS		**63**	**103**		**42**	

FIELD OFFICE

PROJECT ID	642.5401 FIELD OFFICE TYPE D (EACH)
1093-01-82	1
PROJECT TOTAL	1

TRAFFIC CONTROL

PROJECT ID	643.5000 TRAFFIC CONTROL (EACH)
1093-01-82	1
PROJECT TOTALS	1

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CAT	STAGE	SIGN CODE	TYPE	SIGN INCHES	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	638.2102* MOVING SIGNS TYPE II EACH	COMMENTS
0010	1B	SIGN PLATE	II	78X90	48.75	--	STH 140 CLINTON AVALON 1 MILE
		SIGN PLATE	II	18X60	7.50	--	EXIT 6
		SIGN PLATE	II	96X78	52.00	--	STH 140 CLINTON AVALON
		SIGN PLATE	II	18X60	7.50	--	EXIT 6
	2A	SIGN PLATE	II	78X90	--	1.00	STH 140 CLINTON AVALON 1 MILE
		SIGN PLATE	II	18X60	--	1.00	EXIT 6
		SIGN PLATE	II	96X78	--	1.00	STH 140 CLINTON AVALON
		SIGN PLATE	II	18X60	--	1.00	EXIT 6
	SUBTOTAL				115.75	4.00	
	PROJECT TOTALS				**116.00**	**4.00**	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	-	STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE (LF)	646.1020 MARKING LINE EPOXY 4-INCH YELLOW (LF)	646.1020 MARKING LINE EPOXY 4-INCH (12.5' SKIP) (LF)	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE (LF)	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW (LF)	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (12.5' SKIPS) (LF)	646.3020 MARKING LINE EPOXY 8-INCH WHITE (LF)	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (3' SKIPS) LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE (LF)	646.5420 MARKING AERIAL ENFORCEMENT BARS EPOXY WHITE (EACH)	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE (LF)	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE (LF)	COMMENTS
0010	NB	309+60	-	316+79	--	--	175.0	--	--	--	--	--	--	--	--	--	Lane Closure
		361+60	-	388+50	--	1,227	675.0	150	--	--	--	--	--	--	--	--	
		388+50	-	436+03	--	--	--	3,783	4,753	1,187.5	--	160	330	10	--	191	
		436+03	-	437+97	194	194	50.0	--	--	--	--	--	--	--	--	--	B-53-114
		437+97	-	516+41	--	--	--	6,263	7,844	1,962.5	--	--	841	--	--	--	
		516+41	-	517+84	143	143	37.5	--	--	--	--	--	--	--	--	--	B-53-116
		517+84	-	626+24	--	--	--	10,840	10,840	2,712.5	--	--	--	--	--	--	
		626+24	-	628+03	179	179	50.0	--	--	--	--	--	--	--	--	--	B-53-118
		628+03	-	682+43	--	--	--	5,440	5,440	--	--	--	--	--	--	--	
		682+43	-	702+44	--	--	--	--	2,001	500.0	--	--	--	--	--	--	
	SB	376+00	-	388+50	--	1,250	312.5	150	--	--	--	--	--	--	--	--	
		388+50	-	436+01	--	--	--	3,125	4,751	1,187.5	--	--	886	--	--	--	
		436+01	-	437+95	194	194	50.0	--	--	--	--	--	--	--	--	--	B-53-115
		437+95	-	516+38	--	--	--	6,853	7,843	1,962.5	--	157	363	10	--	224	
		516+38	-	517+82	144	144	37.5	144	144	--	--	--	--	--	--	--	B-53-117
		517+82	-	626+67	--	--	--	10,885	10,885	2,725.0	--	--	--	--	--	--	
		626+67	-	628+49	182	182	50.0	182	182	--	--	--	--	--	--	--	B-53-119
		628+49	-	682+43	--	--	--	5,394	5,394	1,350.0	--	--	--	--	--	--	
		682+43	-	705+18	--	--	--	--	2,275	575.0	--	--	--	--	--	--	
		741+39	-	748+49	--	--	--	--	--	175.0	--	--	--	--	--	--	Lane Closure
	RAMPS	39+70'KA'	-	51+00'KA'	--	--	--	1,818	831	--	--	--	363	--	--	--	SB OFF
		39+00'KB'	-	55+00'KB'	--	--	--	2,475	897	--	--	--	841	--	--	--	NB ON
		23+00'KC'	-	35+03'KC'	--	--	--	1,884	918	--	--	--	330	--	--	--	NB OFF
		22+00'KD'	-	35+00'KD'	--	--	--	2,558	935	--	--	--	886	--	--	--	SB ON
	CATEGORY 0010 TOTALS				1,036	3,513	1,437.5	61,944	65,933	**14,337.5**	**0**	317	4,840	**20**	**0**	**415**	
						5,987			**127,877**				**5,157**				
0080	INSPECTION SITE				--	--	--	--	--	--	340	--	--	--	11	--	NB OFF
	CATEGORY 0080 TOTALS				0	0	0	0	0	**0**	**340**	0	0	**0**	**11**	**0**	
						0			**0**				**0**				
PROJECT TOTALS						**5,987**			**127,877**	**14,337.5**	**340**		**5,157**	**20**	**11**	**415**	

MARKING OUTFALL EPOXY

ROADWAY	STATION	SIDE	646.5520 (EACH)
NB	402+80	RT	1
	405+30	RT	1
	407+80	RT	1
	408+10	LT	1
	410+50	LT	1
	412+90	LT	1
	415+50	LT	1
	417+90	LT	1
	419+60	RT	1
	420+50	LT	1
	422+20	RT	1
	422+90	LT	1
	425+50	LT	1
	426+30	RT	1
	427+90	LT & RT	2
	430+50	LT & RT	2
	444+00	LT & RT	2
	446+50	LT	1
	447+10	RT	1
	449+00	LT	1
	451+50	LT	1
	452+20	RT	1
	452+25	RT	1
	454+00	LT & RT	2
	454+05	LT & RT	2
	456+50	LT & RT	2
	459+00	LT & RT	2
	461+50	LT & RT	2
	464+00	LT & RT	2
	466+50	LT & RT	2
	469+00	LT & RT	2
	471+50	LT & RT	2
	474+00	LT & RT	2
	476+50	LT & RT	2
	479+00	LT & RT	2
	481+50	LT & RT	2
	484+00	LT & RT	2
	486+50	LT & RT	2
	489+00	LT & RT	2
	491+50	LT & RT	2
	SUBTOTAL		60

ROADWAY	STATION	SIDE	646.5520 (EACH)
NB	494+00	LT & RT	2
	496+50	LT & RT	2
	499+00	LT & RT	2
	499+05	LT & RT	2
	501+50	LT & RT	2
	504+00	LT & RT	2
	506+50	LT & RT	2
	509+00	LT & RT	2
	523+50	LT & RT	2
	526+00	LT & RT	2
	528+50	LT & RT	2
	531+00	LT & RT	2
	533+50	LT & RT	2
	536+00	LT & RT	2
	538+50	LT & RT	2
	541+00	LT & RT	2
	543+50	LT & RT	2
	546+00	LT & RT	2
	548+50	LT & RT	2
	551+00	LT & RT	2
	551+05	LT & RT	2
	553+50	LT & RT	2
	556+00	LT & RT	2
	558+50	LT & RT	2
	561+00	LT	1
	563+50	LT	1
	566+00	LT	1
	568+40	LT	1
	571+00	LT	1
	573+50	LT	1
	576+00	LT	1
	578+50	LT	1
	581+00	LT	1
	583+50	LT	1
	586+00	LT	1
	588+50	LT	1
	591+00	LT	1
	593+50	LT	1
	596+00	LT	1
	598+50	LT	1
	SUBTOTAL		64

ROADWAY	STATION	SIDE	646.5520 (EACH)
NB	601+00	LT	1
	602+20	RT	1
	603+50	LT	1
	604+90	RT	1
	606+00	LT	1
	607+20	RT	1
	609+90	LT & RT	2
	612+20	LT & RT	2
	614+90	LT & RT	2
	617+20	LT & RT	2
	619+90	LT & RT	2
	634+00	RT	1
	636+50	RT	1
	639+00	RT	1
	641+50	LT & RT	2
	644+00	LT & RT	2
	646+40	LT & RT	2
	646+50	LT & RT	2
	649+00	LT & RT	2
	651+50	LT & RT	2
	654+00	LT & RT	2
	656+50	LT & RT	2
	659+00	LT & RT	2
	661+50	LT & RT	2
	664+00	LT & RT	2
	666+50	LT & RT	2
	669+00	LT & RT	2
	671+50	LT & RT	2
	674+00	LT & RT	2
	676+50	LT & RT	2
	679+00	LT & RT	2
	681+90	LT	1
	682+55	RT	1
SB	400+95	LT	1
	403+45	LT	1
	405+90	LT	1
	407+90	RT	1
	410+90	LT	1
	413+10	RT	1
	SUBTOTAL		61

ROADWAY	STATION	SIDE	646.5520 (EACH)
SB	415+05	RT	1
	415+50	LT	1
	418+10	RT	1
	418+10	LT	1
	420+30	LT	1
	420+50	RT	1
	422+50	RT	1
	424+90	RT	1
	427+40	LT & RT	2
	429+90	LT & RT	2
	443+60	LT	1
	444+00	RT	1
	446+20	LT & RT	2
	447+80	LT	1
	449+00	RT	1
	451+50	LT & RT	2
	454+00	LT & RT	2
	454+05	LT & RT	2
	456+50	LT & RT	2
	459+00	LT & RT	2
	461+50	LT & RT	2
	464+00	LT & RT	2
	466+50	LT & RT	2
	469+00	LT & RT	2
	471+50	LT & RT	2
	476+50	LT & RT	2
	479+00	LT & RT	2
	481+50	LT & RT	2
	484+00	LT	1
	486+50	LT & RT	2
	489+00	LT & RT	2
	491+50	LT & RT	2
	494+00	LT & RT	2
	496+50	LT & RT	2
	499+00	LT & RT	2
	499+05	LT & RT	2
	501+50	LT & RT	2
	504+00	LT & RT	2
	506+50	LT & RT	2
	509+00	LT & RT	2
	SUBTOTAL		67

ROADWAY	STATION	SIDE	646.5520 (EACH)
SB	523+50	LT & RT	2
	526+00	LT & RT	2
	528+50	LT & RT	2
	531+00	LT & RT	2
	533+50	LT & RT	2
	536+00	LT & RT	2
	538+50	LT & RT	2
	541+00	LT & RT	2
	543+50	LT & RT	2
	546+00	LT & RT	2
	548+50	LT & RT	2
	551+00	LT & RT	2
	551+05	LT & RT	2
	553+50	LT & RT	2
	556+00	LT & RT	2
	558+50	LT & RT	2
	561+00	LT	1
	563+50	LT	1
	566+00	LT	1
	568+40	LT	1
	571+00	LT	1
	573+50	LT	1
	576+00	LT	1
	578+50	LT	1
	581+00	LT	1
	583+50	LT	1
	586+00	LT	1
	588+50	LT	1
	591+40	LT	1
	591+50	LT	1
	593+50	LT	1
	596+00	LT	1
	598+50	LT	1
	601+00	LT	1
	603+10	LT & RT	2
	606+00	LT & RT	2
	608+50	LT & RT	2
	611+00	LT & RT	2
	613+50	LT & RT	2
	616+00	LT & RT	2
	SUBTOTAL		62

ROADWAY	STATION	SIDE	646.5520 (EACH)
SB	618+50	LT & RT	2
	621+00	LT & RT	2
	636+00	RT	1
	638+50	RT	1
	641+00	LT & RT	2
	643+50	LT & RT	2
	646+80	LT & RT	2
	646+90	LT & RT	2
	649+00	LT & RT	2
	651+50	LT & RT	2
	654+00	LT & RT	2
	656+50	LT & RT	2
	659+00	LT & RT	2
	661+50	LT & RT	2
	664+00	LT & RT	2
	666+50	LT & RT	2
	669+00	LT & RT	2
	671+50	LT & RT	2
	674+00	LT & RT	2
	676+50	LT & RT	2
	679+50	LT & RT	2
RAMPS	41+60'KA'	LT	1
	44+00'KA'	LT	1
	49+00'KA'	LT	1
	40+70'KB'	RT	1
	43+20'KB'	RT	1
	45+60'KB'	RT	1
	48+20'KB'	RT	1
	50+50'KB'	RT	1
	24+80'KC'	RT	1
	29+80'KC'	RT	1
	32+30'KC'	RT	1
	34+70'KC'	RT	1
	22+50'KD'	LT	1
	23+90'KD'	LT	1
	29+00'KD'	LT	1
	31+50'KD'	LT	1
	34+00'KD'	LT	1
	35+70'KD'	LT	1
	SUBTOTAL		58

PROJECT TOTAL **372**

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

TEMPORARY PAVEMENT MARKING

STAGE	ROADWAY	646.9000 MARKING REMOVAL LINE 4-INCH (LF)	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH (LF)	646.9055 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (LF)	646.9100 MARKING REMOVAL LINE 8-INCH (LF)	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE (LF)	SKIP (LF)	YELLOW (LF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE (LF)	SKIP (LF)	YELLOW (LF)	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH WHITE (LF)	649.0250 REMOVABLE TAPE 8-INCH WHITE (LF)	COMMENTS
STAGE 1A	NB	165	180	-	433	-	75	660	-	-	660	-	-	WATER BLAST MARKINGS OUTSIDE PROJECT LIMITS
	SB	165	-	178	-	-	-	660	-	-	660	-	-	
	RAMPS	-	-	-	677	1379	-	-	-	-	-	250	-	
	STAGE 1A SUBTOTAL	**330**	**180**	**178**	**1110**	**1379**	**75**	**1320**	**-**	**-**	**1320**	**250**	**-**	
STAGE 1B	NB	36194	982	246	-	26994	-	57347	-	-	1038	384	-	WATER BLAST MARKINGS OUTSIDE PROJECT LIMITS
	SB	315	3365	474	-	-	-	300	300	-	758	-	100	WATER BLAST MARKINGS OUTSIDE PROJECT LIMITS
	RAMPS	-	-	-	-	-	-	-	-	-	-	-	-	
	CROSSOVERS	-	-	-	-	4407	-	3858	2005	-	1376	299	100	
	STAGE 1B SUBTOTAL	**36509**	**4347**	**720**	**-**	**31401**	**-**	**61505**	**2305**	**-**	**3172**	**683**	**200**	
STAGE 1C	NB	-	-	-	-	-	-	-	-	-	-	-	-	
	SB	-	-	91	-	-	-	-	-	75	60732	-	610	
	RAMPS	-	-	-	-	-	-	-	1560	-		-	610	
	STAGE 1C SUBTOTAL	**-**	**-**	**91**	**-**	**-**	**-**	**-**	**1560**	**75**	**60732**	**-**	**1220**	
STAGE 2A	NB	1579	1897	-	-	-		-	2762	-	-	-	-	WATER BLAST MARKINGS OUTSIDE PROJECT LIMITS
	SB	-	-	-	-	-		468	27108	-	-	-	200	
	RAMPS	-	-	-	-	-		-	-	-	-	-	-	
	CROSSOVERS	-	-	-	-	3821		2903	3791	-	3389	-	200	
	STAGE 2A SUBTOTAL	**1579**	**1897**	**-**	**-**	**3821**	**-**	**3371**	**33661**	**-**	**3389**	**-**	**400**	
STAGE 2B														
	NB	-	-	-	-	-		-	660	-	-	-	-	
	SB	-	-	-	-	-		-	-	-	-	-	-	
	RAMPS	-	-	-	-	-		-	-	-	-	-	-	
	STAGE 2B SUBTOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**660**	**-**	**-**	**-**	**-**	
PROJECT TOTALS		**38,418**	**6,424**	**989**	**1,110**	**36,601**		**66,196**	**38,186**	**75**	**68,613**	**933**	**1,820**	
						102,797			**106,874**					

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

CONSTRUCTION STAKING

CATEGORY	ROADWAY	STATION	-	STATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0060.06 LANDMARK REFERENCE MONUMENTS SPECIAL EACH	SPV.0060.07 VERIFY LANDMARK REFERENCE MONUMENTS EACH	COMMENTS
0010	PROJECT	387+00	-	682+43	-	-	-	-	-	1	-	1	4	STA 570+13.58'SB' - 1/4 CORNER SECTION
	NB	385+58	-	385+99	1	-	-	-	-	-	-	-	-	
		390+16	-	392+93	1	-	-	-	-	-	-	-	-	
		430+98	-	436+19	-	521	521	-	4398	-	521	-	-	
		437+82	-	443+02	-	520	520	12	-	-	520	-	-	
		465+99	-	469+96	1	-	-	-	-	-	-	-	-	
		511+35	-	516+56	1	521	521	106	6833	-	521	-	-	
		517+69	-	522+89	-	520	520	-	-	-	520	-	-	
		621+21	-	626+51	-	530	530	-	9832	-	530	-	-	
		627+88	-	633+04	1	516	516	33	4939	-	516	-	-	
		689+10	-	690+28	1	-	-	-	-	-	-	-	-	
		692+64	-	696+26	1	-	-	-	-	-	-	-	-	
	SB	431+01	-	436+16	-	515	515	-	4401	-	515	-	-	
		437+80	-	442+95	1	515	515	54	-	-	515	-	-	
		511+33	-	516+53	1	520	520	107	6838	-	520	-	-	
		517+67	-	522+87	-	520	520	-	-	-	520	-	-	
		621+66	-	626+83	-	517	517	-	9879	-	517	-	-	
		628+22	-	633+50	1	528	528	106	4893	-	528	-	-	
	CATEGORY 0010 TOTALS				**10**	**6,243**	**6,243**	**418**	**52,013**	**1**	**6,243**	**1**	**4**	
0080	INSPECTION SITE				2	725	725	-	-	-	725	-	-	
	CATEGORY 0080 TOTALS				**2**	**725**	**725**	**0**	**0**	**0**	**725**	**0**	**0**	
	PROJECT TOTALS				**12**	**6,968**	**6,968**	**418**	**52,013**	**1**	**6,968**	**1**	**4**	

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

UTILITY LINE OPENING

STAGE	ROADWAY	STATION	LOCATION	SPV.0060.01 UTILITY LINE OPENING (ULO) EACH	COMMENTS
1B	SB	635+73	LT	1	PRIOR TO BEAM GUARD POST INSTALLATION
	SB	635+73	RT	1	
	PROJECT TOTALS			**2**	

CAPPING EXISTING UNDERDRAIN

STAGE	ROADWAY	STATION	SIDE	SPV.0060.04 CAPPING EXISTING UNDERDRAIN EACH	COMMENTS
1B	SB	431+01	LT & RT	2	
		442+95	LT & RT	2	
		511+33	LT & RT	2	
		522+87	LT & RT	2	
		621+66	LT & RT	2	
		633+04	RT	1	
2A	NB	430+98	LT & RT	2	
		443+02	LT & RT	2	
		511+35	LT & RT	2	
		522+89	LT & RT	2	
		621+21	LT & RT	2	
		633+04	RT	1	
	PROJECT TOTAL			**22**	

*****ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.**

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1010	436+99.06	DISK IN CONCRETE	977.01
1011	437+87.81	DISK IN CONCRETE	975.78

WE ENERGIES
WISDOT
STH 140
WISDOT
FRONTIER
BM 1011
SLOPE INTERECPT (TYP.)
SHOULDER - CONCRETE PAVEMENT 9 INCH
IH 43 SB
IH 43 NB
430'SB'
432'SB'
434'SB'
436'SB'
438'SB'
440'SB'
442'SB'
444'SB'
B-53-115
B-53-114
STA. 430+98, LT CAPPING EXISTING UNDERDRAIN
+82.05 -6.00'LT
+43.56 -4.00'LT
POST #1 +93.58 -8.00'LT
+43.60 -9.67'LT
+93.58 -6.00'LT
+43.60 -6.00'LT
+05.31 34.00'RT
+27.92 34.00'RT
POST #1 +55.46 36.00'RT
+55.46 41.90'RT
+05.31 37.67'RT
STA. 430+98, RT CAPPING EXISTING UNDERDRAIN
WISDOT
BM 1010
CONCRETE PAVEMENT APPROACH SLAB
+06.76 -7.27'LT
SHOULDER - CONCRETE PAVEMENT 9 INCH
ALLIANT ENERGY & CHARTER
EVERSTREAM
STA. 443+02, LT CAPPING EXISTING UNDERDRAIN
STA. 443+02, RT CAPPING EXISTING UNDERDRAIN
STA 443+02.00 END FULL RECONSTRUCTION BEGIN MILL AND OVERLAY
R/W
N

STA. 430+98 - STA. 436+19.0
FULL RECONSTRUCTION

STA. 432+94 - STA. 436+11, LT
286 LF REMOVING GUARDRAIL
225.0 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 433+55 - STA. 436+10, RT
248 LF REMOVING GUARDRAIL
162.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 437+82.7 - STA. 443+02
FULL RECONSTRUCTION

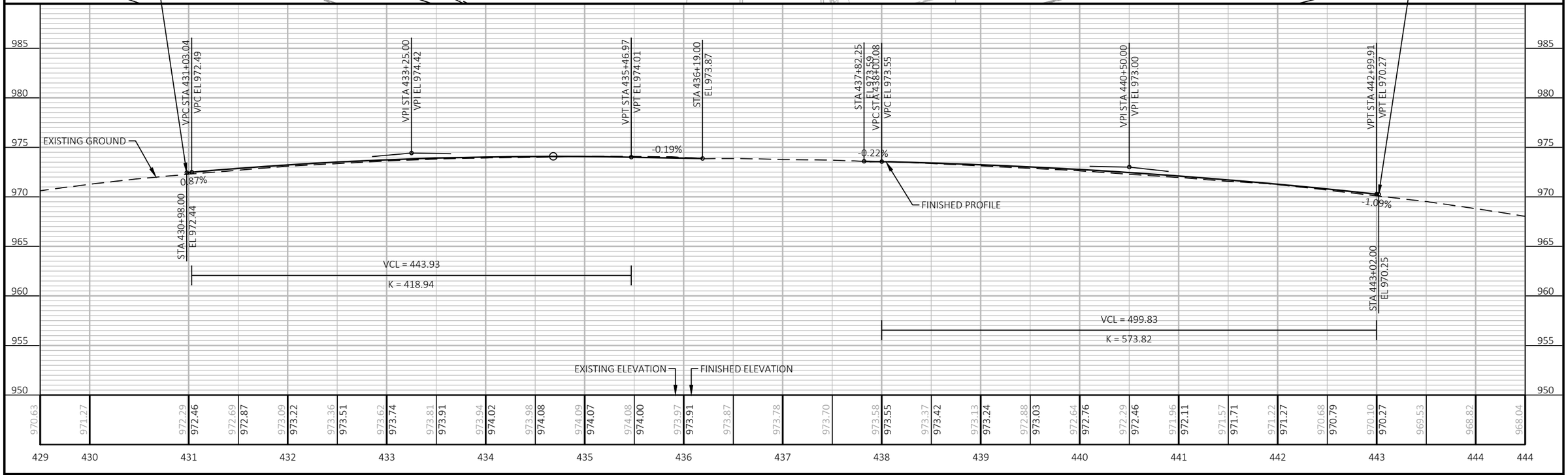
STA. 437+90 - STA. 440+88, LT
298 LF REMOVING GUARDRAIL

STA. 437+91 - STA. 440+88, RT
297 LF REMOVING GUARDRAIL

STA 430+98.00
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

5

5



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: IH 43 NORTHBOUND	SHEET 180	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\050101-PP.DWG
LAYOUT NAME - 050106NB
PLOT DATE : 7/30/2021 1:47 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1009	516+51.55	DISK IN CONCRETE	954.89

N

IH 43 SB

IH 43 NB

B-53-117

B-53-116

SLOPE INTERECPT (TYP.)

510'SB' 512'SB' 514'SB' 516'SB' 518'SB' 520'SB' 522'SB' 524'SB'

510 512 514 516 518 520 522 524

STA. 511+35, LT CAPPING EXISTING UNDERDRAIN

+25.67 -6.00'LT

+44.17 -13.90'LT

POST #1 +44.17 -8.00'LT

+94.18 -10.04'LT

+94.18 -6.37'LT

+91.22 -7.32'LT

+94.17 -4.00'LT

+44.17 -6.00'LT

SHOULDER - CONCRETE PAVEMENT 9 INCH

STA. 522+89, LT CAPPING EXISTING UNDERDRAIN

+74.57 34.00'RT

POST #1 +93.07 36.00'RT

+93.07 41.90'RT

+43.07 34.00'RT

+43.07 37.67'RT

+92.45 34.67'RT

BM 1009

CONCRETE PAVEMENT APPROACH SLAB

SHOULDER - CONCRETE PAVEMENT 9 INCH

STA. 522+89, RT CAPPING EXISTING UNDERDRAIN

R/W

R/W

ALLIANT ENERGY

FRONTIER

CARVERS ROCK RD

STA. 511+35, RT CAPPING EXISTING UNDERDRAIN

STA 511+35.00
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

STA. 511+35 - STA. 516+53.8
FULL RECONSTRUCTION

STA. 513+44 - STA. 516+49, LT
286 LF REMOVING GUARDRAIL
212.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 513+93 - STA. 516+48, RT
243 LF REMOVING GUARDRAIL
162.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 517749 - STA. 520+72, LT
298 LF REMOVING GUARDRAIL

STA. 517+75 - STA. 520+73, RT
298 LF REMOVING GUARDRAIL

STA. 517+66.8 - STA. 522+89
FULL RECONSTRUCTION

STA 522+89.00
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

5

5

965 960 955 950 945 940 935 930

STA 511+35.00 EL 949.93

VPC STA 511+50.00 VPC EL 950.04

VPI STA 512+75.00 VPI EL 950.90

VPT STA 514+00.00 VPT EL 951.43

STA 516+55.89 EL 952.52

STA 517+68.58 EL 952.75

VPC STA 518+25.20 VPC EL 952.87

VPI STA 520+50.00 VPI EL 953.33

VPT STA 522+74.80 VPT EL 952.43

STA 522+89.00 EL 952.37

0.69%

0.43%

0.21%

-0.40%

EXISTING GROUND

FINISHED PROFILE

VCL = 250.00
K = 940.33

VCL = 449.60
K = 739.87

EXISTING ELEVATION

FINISHED ELEVATION

| | | |

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1008	626+29.24	DISK IN CONCRETE	955.25

IH 43 SB

IH 43 NB

620'SB' 622'SB' 624'SB' 626'SB' 628'SB' 630'SB' 632'SB' 634'SB'

620 622 624 626 628 630 632 634

B-53-119

B-53-118

ENERGY

R/W

STA. 621+21, LT
CAPPING EXISTING
UNDERDRAIN

+25.48
-6.00'LT

POST #1 +43.98
-8.00'LT

+93.98
-9.67'LT

+93.98
-6.00'LT

+93.98
-4.00'LT

+43.98
-6.00'LT

+52.34
34.00'RT

POST #1 +70.84
36.00'RT

+70.84
41.90'RT

+20.84
34.00'RT

+20.84
37.67'RT

STA. 621+21, RT
CAPPING EXISTING
UNDERDRAIN

BM 1008

CONCRETE PAVEMENT
APPROACH SLAB

SHOULDER - CONCRETE
PAVEMENT 9 INCH

+15.32
-6.50'LT

+96.86
34.95'RT

SLOPE INTERECPT
(TYP.)

STA. 633+04, LT
CAPPING EXISTING
UNDERDRAIN

STA. 633+04, RT
CAPPING EXISTING
UNDERDRAIN

SUMMERVILLE RD

CHARTER

STA. 623+44 - STA. 626+49, LT
286 LF REMOVING GUARDRAIL
212.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 623+71 - STA. 626+26, RT
248 LF REMOVING GUARDRAIL
162.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 627+98 - STA. 630+75, LT
298 LF REMOVING GUARDRAIL

STA. 627+76 - STA. 630+75, RT
299 LF REMOVING GUARDRAIL

STA. 627+88.4 - STA. 633+04.00
FULL RECONSTRUCTION

STA 621+21.00
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

STA. 621+21.00 - STA. 626+50.0
FULL RECONSTRUCTION

STA 633+04.00
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

5

5

965 960 955 950 945 940 935 930

STA 621+21.00
EL 952.91

VPC STA 621+50.08
VPC EL 953.04

VPI STA 623+50.00
VPI EL 953.90

VPT STA 625+49.92
VPT EL 953.10

STA 626+50.03
EL 952.70

VPC STA 628+00.00
VPC EL 951.98

VPI STA 630+50.01
VPI EL 950.70

VPT STA 633+00.00
VPT EL 946.92

0.43%

-0.40%

-0.51%

-1.51%

EXISTING GROUND

FINISHED PROFILE

STA 627+88.43
EL 952.04

STA 633+04.00
EL 946.85

VCL = 399.84
K = 480.24

VCL = 500.00
K = 499.15

EXISTING ELEVATION

FINISHED ELEVATION

951.88 952.15 952.66 952.87 953.03 953.14 953.23 953.46 953.36 953.52 953.45 953.57 953.48 953.59 953.47 953.49 953.40 953.30 953.27 953.03 953.10 952.88 952.90 952.70 952.70 952.43 952.24 951.92 951.98 951.60 951.70 951.20 951.37 950.80 950.99 950.44 950.56 949.95 950.07 949.32 949.54 948.72 948.96 948.10 948.33 947.47 947.65 946.75 946.92 945.98 945.11 944.21

619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 634

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: IH 43 NORTHBOUND	SHEET 182	E

STA. 433+03'SB' - STA. 436+09'SB', LT
298 LF REMOVING GUARDRAIL
212.5 LF MGS GUARDRAIL 3 REO'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 433+03'SB' - STA. 436+08'SB', RT
299 LF REMOVING GUARDRAIL
212.5 LF MGS GUARDRAIL 3 REO'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 437+90'SB' - STA. 440+88'SB', LT
298 LF REMOVING GUARDRAIL
175.0 LF MGS GUARDRAIL 3 REO'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 437+91'SB' - STA. 440+88'SB', RT
297 LF REMOVING GUARDRAIL
212.5 LF MGS GUARDRAIL 3 REO'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 431+01.00'SB' - STA. 436+15.6'SB'
FULL RECONSTRUCTION

STA. 437+79.2'SB' - STA. 442+95.00'SB'
FULL RECONSTRUCTION

STH 140

WE ENERGIES
WISDOT
CONCRETE PAVEMENT APPROACH SLAB
UTILITY LINE OPENING FOR EXISTING CONDUIT PRIOR TO INSTALLING BEAM GUARD POSTS
WISDOT
FRONTIER
BM 1011

STA. 431+01'SB', LT
CAPPING EXISTING UNDERDRAIN

'SB'+91.16
-34.00'LT
'SB'+02.91
-41.90'LT
POST #1 'SB'+02.91
-36.00'LT
'SB'+53.06
-37.67'LT
'SB'+53.06
-34.00'LT
'SB'+46.34
-35.27'LT
'SB'+06.18
-38.27'LT
'SB'+06.19
-34.60'LT
'SB'+56.35
-41.90'LT
POST #1 'SB'+56.35
-36.00'LT
'SB'+68.10
-34.00'LT

IH 43 SB
430'SB'
432'SB'
434'SB'
436'SB'
438'SB'
440'SB'
442'SB'
444'SB'

STA. 431+01'SB', RT
CAPPING EXISTING UNDERDRAIN

'SB'+74.75
6.00'RT
POST #1 'SB'+02.70
8.00'RT
'SB'+52.71
4.00'RT
'SB'+02.70
6.00'RT
'SB'+02.70
13.90'RT
'SB'+52.67
6.00'RT
'SB'+52.67
9.67'RT
'SB'+95.18
6.00'RT
'SB'+45.15
4.00'RT
'SB'+45.20
6.00'RT
'SB'+45.20
9.67'RT
POST #1 'SB'+95.18
8.00'RT
'SB'+95.18
13.90'RT
'SB'+23.12
6.00'RT

IH 43 NB
430
432
434
436
438
440
442
444

B-53-115
B-53-114

SHOULDER - CONCRETE PAVEMENT 9 INCH
SHOULDER - CONCRETE PAVEMENT 9 INCH
WISDOT

STA. 442+95'SB', LT
CAPPING EXISTING UNDERDRAIN

STA. 442+95'SB', RT
CAPPING EXISTING UNDERDRAIN

STA 431+01.00'SB'
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

BM 1010

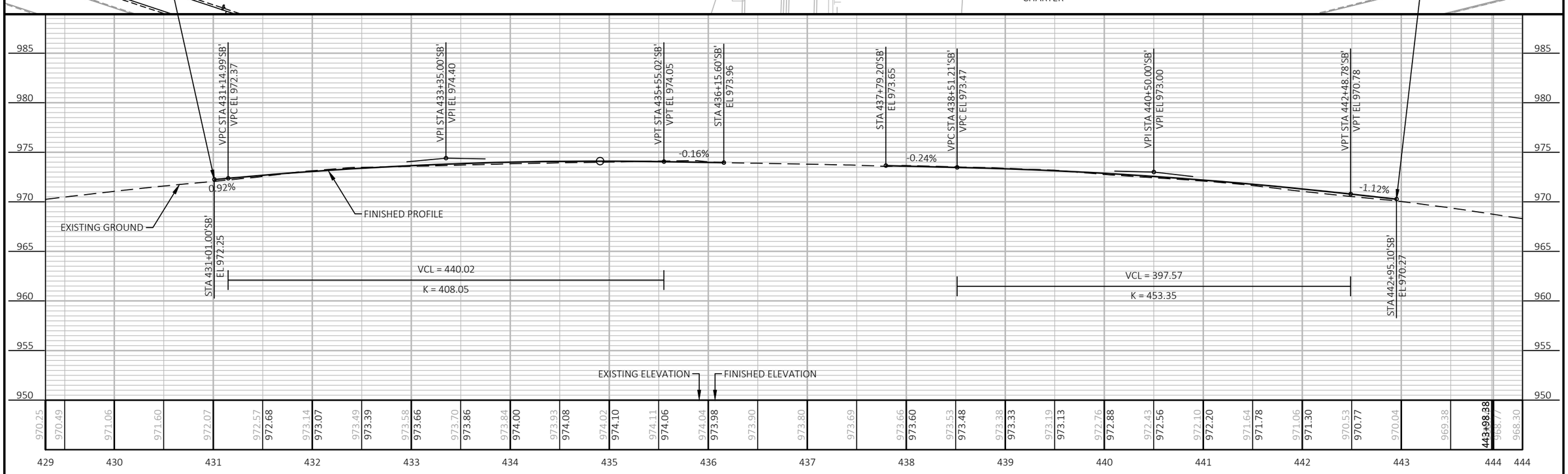
SLOPE INTERECPT (TYP.)

ALLIANT ENERGY & CHARTER

STA 442+95.00'SB'
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1010	436+99.06	DISK IN CONCRETE	977.01
1011	437+87.81	DISK IN CONCRETE	975.78



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: IH 43 SOUTHBOUND	SHEET 183	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOSHUA.OLSON@AECOM.COM\D0406937\050101-PP.DWG
LAYOUT NAME - 050114SB
PLOT DATE : 7/30/2021 1:48 PM
PLOT BY : OLSON, JOSHUA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA. 513+64'SB' - STA. 516+49'SB', LT
285 LF REMOVING GUARDRAIL
200.0 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 514+03'SB' - STA. 516+46'SB', RT
243 LF REMOVING GUARDRAIL
162.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 517+72'SB' - STA. 521+02'SB', LT
336 LF REMOVING GUARDRAIL
237.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 517+73'SB' - STA. 520+78'SB', RT
286 LF REMOVING GUARDRAIL
212.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 511+33.00'SB' - STA. 516+53.8'SB'
FULL RECONSTRUCTION

STA. 517+66.8'SB' - STA. 522+87.00'SB'
FULL RECONSTRUCTION

N

CARVERS ROCK RD

R/W

'SB'+54.20
-41.90'LT

POST #1 'SB'+54.20
-36.00'LT

'SB'+04.16
-37.67'LT

'SB'+04.16
-34.00'LT

'SB'+35.70
-34.00'LT

'SB'+91.04
-34.92'LT

CONCRETE PAVEMENT
APPROACH SLAB

SHOULDER - CONCRETE
PAVEMENT 9 INCH

'SB'+51.76
-37.67'LT

'SB'+51.76
-34.00'LT

'SB'+01.76
-41.90'LT

POST #1 'SB'+01.76
-36.00'LT

'SB'+20.26
-34.00'LT

STA. 522+87'SB', LT
CAPPING EXISTING
UNDERDRAIN

STA. 511+33'SB', LT
CAPPING EXISTING
UNDERDRAIN

510'SB' 512'SB' 514'SB' 516'SB' 518'SB' 520'SB' 522'SB' 524'SB'

'SB'+42.80
4.00'RT

B-53-117

'SB'+31.13
4.00'RT

IH 43 SB

'SB'+74.30
6.00'RT

POST #1 'SB'+92.80
8.00'RT

'SB'+92.80
13.90'RT

'SB'+42.81
6.40'RT

'SB'+42.82
10.07'RT

'SB'+89.66
7.35'RT

SHOULDER - CONCRETE
PAVEMENT 9 INCH

'SB'+28.01
6.00'RT

'SB'+28.01
9.67'RT

POST #1 'SB'+78.01
8.00'RT

'SB'+78.01
13.90'RT

'SB'+96.51
6.00'RT

STA. 522+87'SB', RT
CAPPING EXISTING
UNDERDRAIN

510 512 514 516 518 520 522 524

B-53-116

IH 43 NB

BM 1009

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1009	516+51.55	DISK IN CONCRETE	954.89

SLOPE INTERECPT
(TYP.)

STA. 511+33'SB', RT
CAPPING EXISTING
UNDERDRAIN

STA 522+87.00'SB'
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

R/W

STA 511+33.00'SB'
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

ALLIANT ENERGY

FRONTIER

R/W

5

5

965 960 955 950 945 940 935 930

STA 511+33.00
EL 949.68

VPC STA 513+00.00'SB'
VPC EL 950.87

VPI STA 514+50.00'SB'
VPI EL 951.95

VPT STA 516+00.00'SB'
VPT EL 952.27

STA 516+53.84
EL 952.39

STA 517+66.82
EL 952.63

VPC STA 518+49.98'SB'
VPC EL 952.86

VPI STA 520+50.00'SB'
VPI EL 953.40

VPT STA 522+50.02'SB'
VPT EL 952.30

STA 522+87.00
EL 952.09

FINISHED PROFILE

0.72% 0.21% 0.27% -0.55%

EXISTING GROUND

0.50%

MEDIAN DITCH PROFILE

-0.35%

MEDIAN DITCH PROFILE

STA 511+33.00'SB'
EL 946.20

STA 516+60.00'SB'
EL 948.84

STA 517+66.82'SB'
EL 950.03

STA 522+89.00'SB'
EL 948.20

VCL = 300.00
K = 597.21

VCL = 400.05
K = 486.31

EXISTING ELEVATION

FINISHED ELEVATION

| | | |

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1008	626+29.24	DISK INI CONRETE	955.25

STA. 624+01'SB' - STA. 626+94'SB', LT
297 LF REMOVING GUARDRAIL
200.0 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 624+17'SB' - STA. 626+72'SB', RT
298 LF REMOVING GUARDRAIL
162.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 627+98'SB' - STA. 630+96'SB', LT
298 LF REMOVING GUARDRAIL
162.5 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 627+76'SB' - STA. 630+75'SB', RT
299 LF REMOVING GUARDRAIL
200.0 LF MGS GUARDRAIL 3 REQ'D
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

N

STA. 621+66.00'SB' - STA. 626+81.8'SB'
FULL RECONSTRUCTION

STA. 628+22.6'SB' - STA. 633+50.00'SB'
FULL RECONSTRUCTION

SUMMERVILLE RD

ALLIANT ENERGY

SHOULDER - CONCRETE PAVEMENT 9 INCH

STA. 621+21'SB', LT CAPPING EXISTING UNDERDRAIN

STA. 621+21'SB', LT CAPPING EXISTING UNDERDRAIN

'SB'+82.83 -34.00'LT

'SB'+01.33 -41.90'LT

POST #1 'SB'+01.33 -36.00'LT

'SB'+51.29 -37.67'LT

'SB'+51.29 -34.00'LT

'SB'+00.82 -41.90'LT

POST #1 'SB'+00.82 -36.00'LT

'SB'+51.19 -37.67'LT

'SB'+02.16 -34.95'LT

'SB'+51.19 -34.00'LT

'SB'+52.22 -34.00'LT

STA. 633+04'SB', LT CAPPING EXISTING UNDERDRAIN

IH 43 SB

620'SB' 622'SB' 624'SB' 626'SB' 628'SB' 630'SB' 632'SB' 634'SB'

'SB'+67.02 -4.00'RT

'SB'+17.02 6.00'RT

'SB'+98.52 6.00'RT

'SB'+67.02 6.00'RT

POST #1 'SB'+17.02 8.00'RT

'SB'+17.02 13.90'RT

'SB'+67.02 9.67'RT

'SB'+83.14 6.95'RT

'SB'+67.82 6.00'RT

'SB'+67.82 9.67'RT

'SB'+17.89 6.00'RT

'SB'+67.95 4.00'RT

POST #1 'SB'+17.91 8.00'RT

'SB'+17.89 13.90'RT

'SB'+21.56 6.00'RT

B-53-119

B-53-118

CONCRETE PAVEMENT APPROACH SLAB

IH 43 NB

620 622 624 626 628 630 632 634

STA. 633+04'SB', RT CAPPING EXISTING UNDERDRAIN

BM 1008

STA 621+66.00'SB'
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

SLOPE INTERECPT (TYP.)

STA 633+50.00'SB'
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

CHARTER

R/W

5

5

STA 621+66.00
EL 952.44
VPC STA 621+90.00'SB'
VPC EL 952.49

VPI STA 623+50.00'SB'
VPI EL 952.80

VPT STA 625+10.00'SB'
VPT EL 951.84

STA 626+81.80
EL 950.82

STA 628+22.46
EL 949.94

VPC STA 630+00.00'SB'
VPC EL 948.84

VPI STA 631+75.00'SB'
VPI EL 947.75

VPT STA 633+50.00'SB'
VPT EL 945.19

STA 633+50.00
EL 945.19

0.20%

-0.60%

-0.62%

-0.50%

-0.50%

-1.19%

-1.46%

FINISHED PROFILE

EXISTING GROUND

MEDIAN DITCH PROFILE

STA 628+22.46'SB'
EL 946.64

STA 628+50.00'SB'
EL 946.50

STA 630+00.00'SB'
EL 945.75

STA 633+51.10'SB'
EL 941.56

VCL = 320.01
K = 403.87

VCL = 350.00
K = 415.64

EXISTING ELEVATION

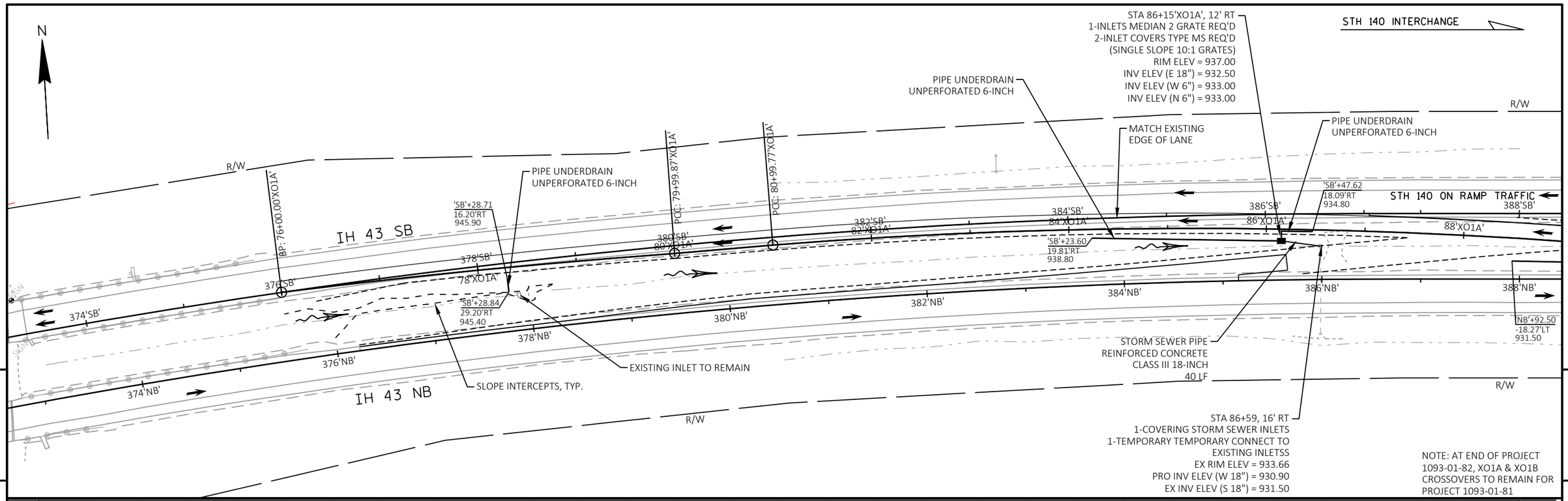
FINISHED ELEVATION

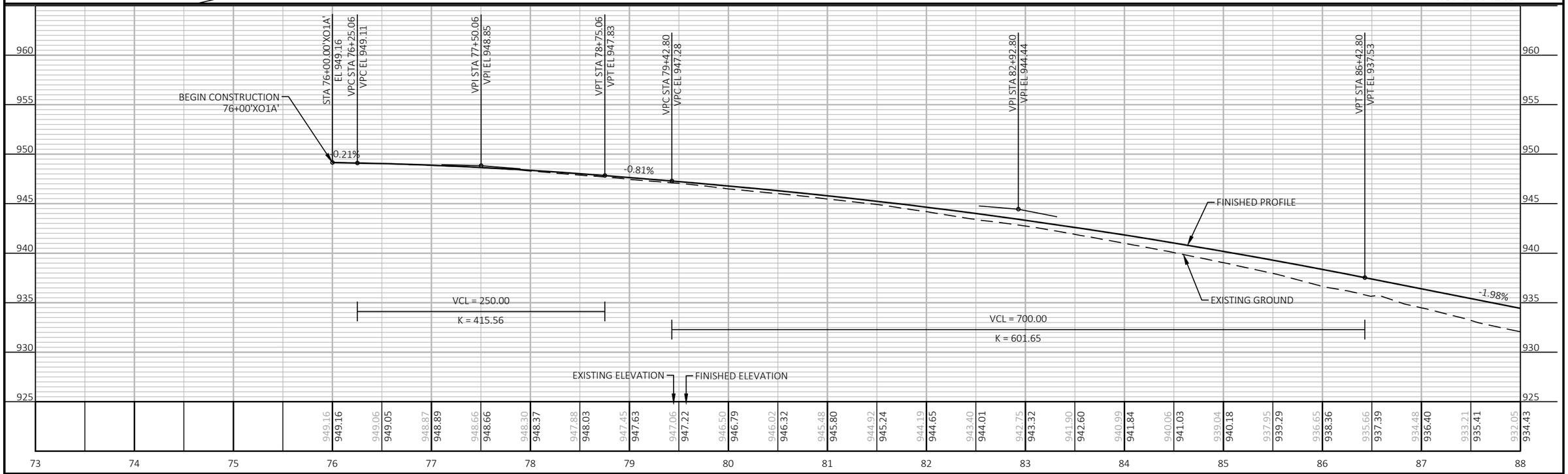
965 960 955 950 945 940 935 930

951.54 951.84 952.02 952.15 952.24 952.34 952.50 952.41 952.56 952.36 952.55 952.33 952.48 952.27 952.35 952.22 952.16 951.98 951.90 951.65 951.61 951.37 951.31 951.13 951.01 950.73 950.87 950.21 949.98 949.77 949.61 949.46 949.23 949.15 948.83 948.84 948.42 948.50 947.99 948.10 947.55 947.63 947.05 947.11 946.33 946.53 945.73 945.89 945.02 945.19 944.28 943.83

619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 634

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: IH 43 SOUTHBOUND	SHEET 185	E





PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO1A'	SHEET 186	E

N

STH 140 INTERCHANGE

STA 396+95, 32' LT
2-TEMPORARY CONNECT TO EXISTING INLETS
EX RIM ELEV = 919.50
(EXISTING GRATE SLOPES TO REMAIN)
EX INV ELEV (N 54") = 912.12
EX INV ELEV (S 54") = 912.22
PRO INV ELEV (W 6") = 917.50
PRO INV ELEV (W 6") = 917.50

PIPE UNDERDRAIN
UNPERFORATED 6-INCH (TYP.)

R/W

'SB'+43.57
14.52'RT
922.35

'SB'+47.87
14.85'RT
922.30

'SB'+98.48
14.62'RT
922.30

'NB'+77.41
-30.61'LT
920.60

'NB'+81.78
-31.00'LT
920.60

PC: 90+30.80'XO1A'

PT: 97+89.27'XO1A'

IH 43 SB

SLOPE INTERCEPTS, TYP.

'SB'+58.25
13.99'RT
930.70

'SB'+05.42
15.23'RT
926.50

'SB'+52.02
17.26'RT
923.00

PIPE UNDERDRAIN
UNPERFORATED 6-INCH

388'SB' 390'SB' 392'SB' 394'SB' 396'SB' 398'SB' 400'SB' 402'SB'

STH 140 ON RAMP TRAFFIC

90'XO1A' 92'XO1A' 94'XO1A' 96'XO1A' 98'XO1A' 100'XO1A' 102'XO1A'

388'NB' 390'NB' 392'NB' 394'NB' 396'NB' 398'NB' 400'NB' 402'NB'

S86° 31' 22"E

'NB'+92.50
-18.27'LT
931.50

'NB'+39.19
-19.81'LT
927.00

'NB'+85.93
-17.72'LT
924.10

'NB'+32.50
-20.89'LT
921.80

'NB'+77.79
-19.94'LT
921.20

'NB'+82.57
-20.00'LT
921.20

'SB'+43.79
20.51'RT
921.36

'SB'+48.30
20.83'RT
921.37

IH 43 NB

EP: 102+89.27'XO1A'

PIPE UNDERDRAIN
UNPERFORATED 6-INCH

STORM SEWER PIPE
REINFORCED CONCRETE
CLASS V 18-INCH
275 LF

STA 93+48'XO1A', 30' LT
1-RECONSTRUCTING INLETS
4-TEMPORARY CONNECT TO EXISTING INLETS
EX RIM ELEV = 922.47
PRO RIM ELEV = 925.00
(SINGLE SLOPE 10:1 GRATE)
EX INV ELEV (S 18") = 917.17
PRO INV ELEV (W 18") = 918.00
PRO INV ELEV (W 6") = 921.00
PRO INV ELEV (N 6") = 921.00
PRO INV ELEV (N 6") = 921.00

MATCH EXISTING EDGE OF LANE

PIPE UNDERDRAIN
UNPERFORATED 6-INCH

PIPE UNDERDRAIN
UNPERFORATED 6-INCH

STA 90+75'XO1A', 10' RT
1-INLETS MEDIAN 2 GRATE REQ'D
2-INLET COVERS TYPE MS REQ'D
(SINGLE SLOPE 10:1 GRATES)
RIM ELEV = 928.50
INV ELEV (E 18") = 924.00
INV ELEV (W 6") = 926.00
INV ELEV (N 6") = 926.00

R/W

R/W

NOTE: AT END OF PROJECT
1093-01-82, XO1A & XO1B
CROSSOVERS TO REMAIN FOR
PROJECT 1093-01-81

5

5

VCL = 400.00
K = 356.72

VPC STA 89+00.00
VPC EL 932.45

VPI STA 91+00.00
VPI EL 928.50

VPT STA 93+00.00
VPT EL 926.79

STA 94+29.92'XO1A'
EL 925.68

FINISHED PROFILE

EXISTING GROUND

END CONSTRUCTION
94+29.92'XO1A'

-0.85%

EXTEND 2% SHOULDER SLOPE
FOR CROSSOVER PAVEMENT

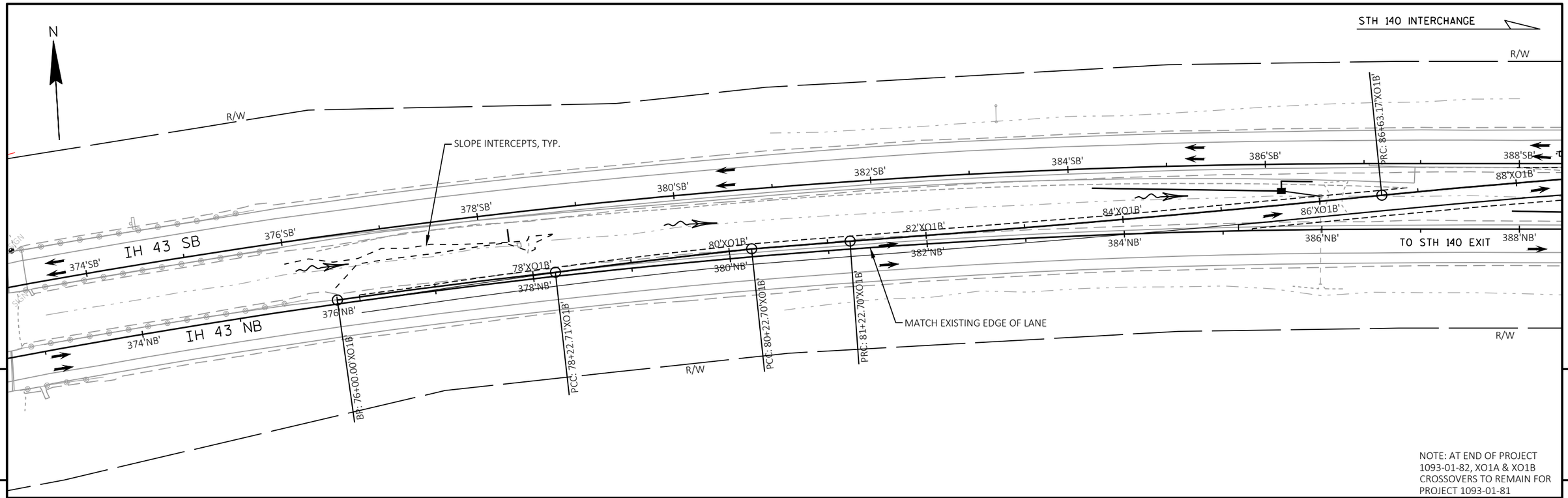
EXISTING ELEVATION

FINISHED ELEVATION

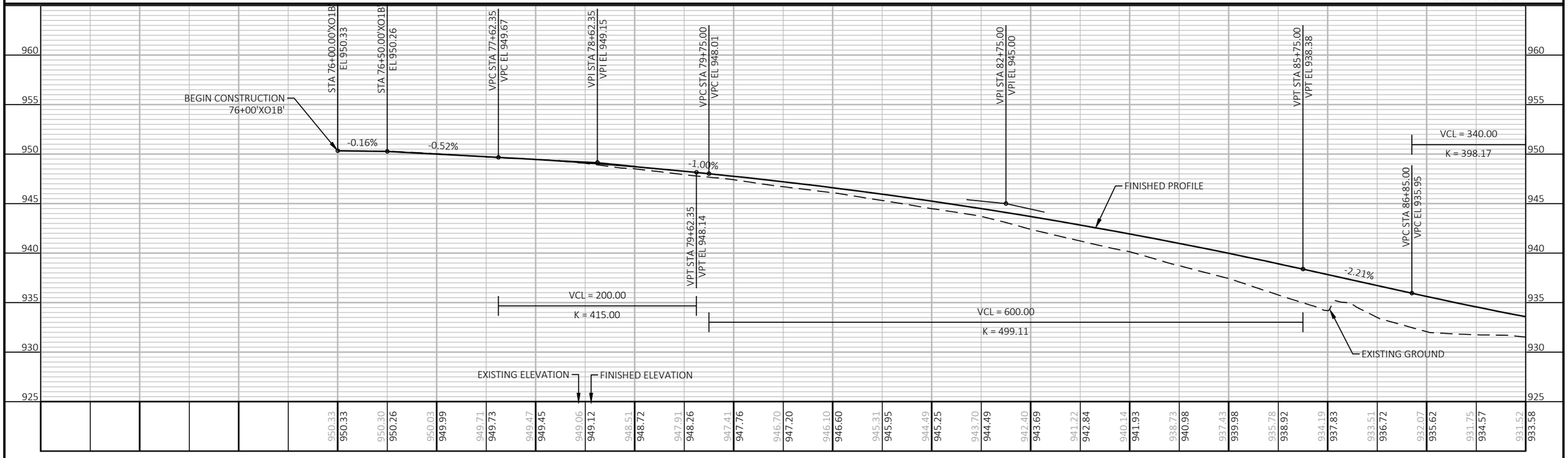
955 950 945 940 935 930 925 920

88	89	90	91	92	93	94	95	96	97	98	99	100	101	102
932.05	934.43	930.97	933.44	929.79	932.45	928.65	931.50	927.81	930.62	927.36	929.80	927.23	929.06	926.96	928.39	926.81	927.79	926.77	927.25	926.63	926.79	926.45	926.37	925.92	925.94	925.50	925.21	924.96	924.71	924.50	924.31	924.17	924.15	924.17	924.22	924.34	924.54	924.75	925.00	925.28	925.72

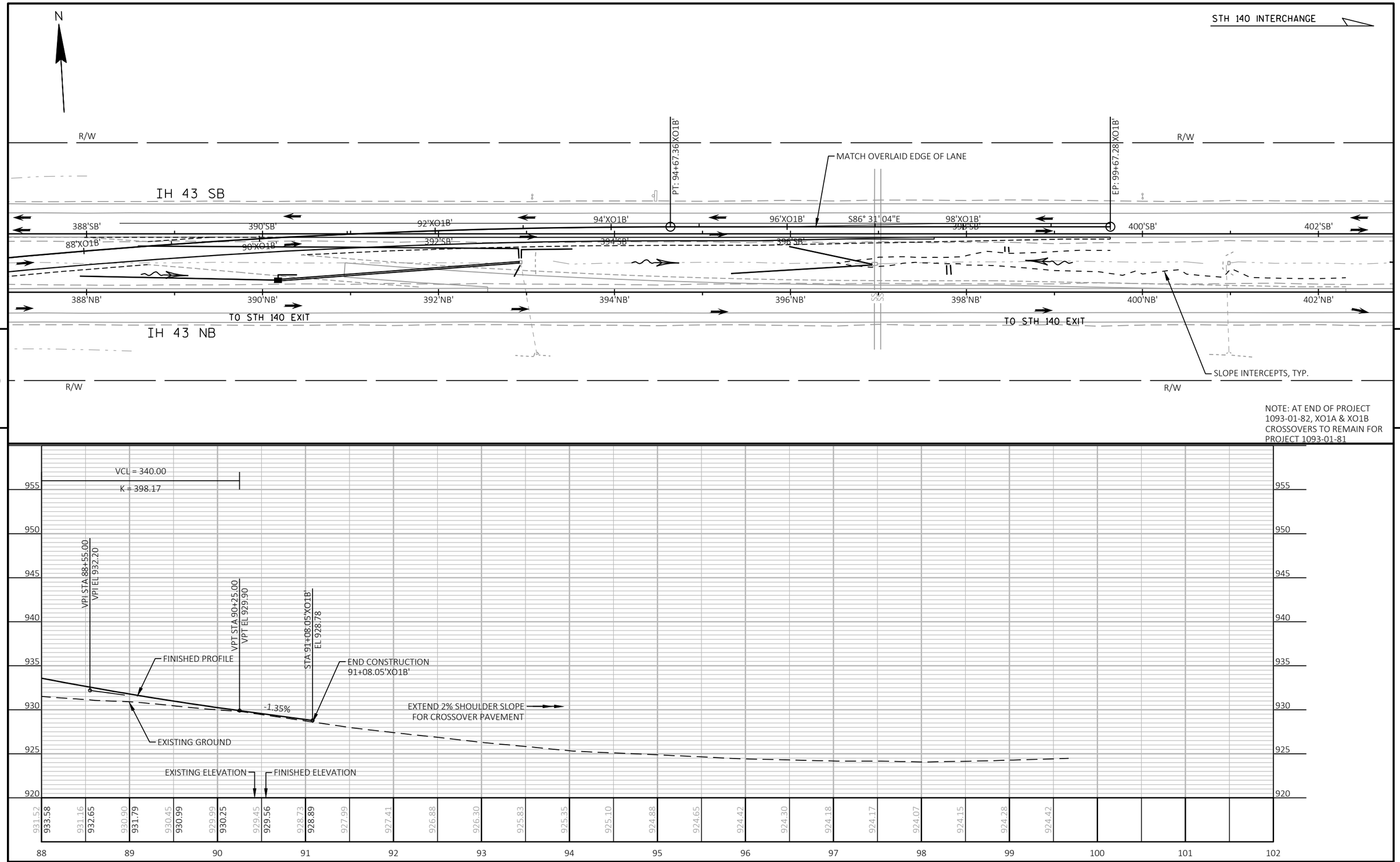
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO1A'	SHEET 187	E



NOTE: AT END OF PROJECT 1093-01-82, XO1A & XO1B CROSSOVERS TO REMAIN FOR PROJECT 1093-01-81



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO1B'	SHEET 188	E



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO1B'	SHEET 189	E

STH 140 INTERCHANGE

N

R/W

BP: 463+99.70'XO2A'

EXISTING CABLE BARRIER TO REMAIN

'NB'+35.80
-37.53'LT
961.10

GAP PAVEMENT FOR CROSSOVER NOT USED IN THIS CONSTRUCTION STAGE (LOCATIONS APPROXIMATE)

'SB'+54.74
20.29'RT
961.40

MATCH OVERLAID EDGE OF LANE

IH 43 SB

'SB'+04.38
20.55'RT
963.10

'SB'+56.07
18.56'RT
964.10

SLOPE INTERCEPTS, TYP.

'NB'+80.87
-24.87'LT
961.90

'SB'+01.65
19.85'RT
961.90

'NB'+33.85
-29.10'LT
963.10

'SB'+51.64
19.10'RT
963.90

TO EXIT

464'SB' 464'XO2A' 466'SB' 466'XO2A' 468'SB' 468'XO2A' 470'SB' 470'XO2A' 472'SB' 472'XO2A' 474'SB' 474'XO2A' 476'SB' 476'XO2A' 478'SB' 478'XO2A'

464'NB' 466'NB' 468'NB' 470'NB' 472'NB' 474'NB' 476'NB' 478'NB'

'NB'+36.20
-21.90'LT
961.30

'NB'+54.66
-37.51'LT
961.30

'NB'+82.70
-16.20'LT
963.00

'NB'+78.24
-10.44'LT
964.00

'NB'+33.53
-20.22'LT
963.30

'SB'+52.23
30.43'RT
963.70

'NB'+81.17
-22.01'LT
962.10

'SB'+02.15
29.89'RT
961.70

PRC: 472+78.14'XO2A'

PRC: 477+86.72'XO2A'

SIGN

IH 43 NB

PIPE UNDERDRAIN UNPERFORATED 6-INCH (TYP.)

STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH 395 LF

STA 465+99, 35.7' LT
1-TEMPORARY CONNECT TO EXISTING INLETS
EX RIM ELEV = 960.68
(EXISTING GRATE SLOPE TO REMAIN)
PRO INV ELEV (N 18") = 958.00
EX INV ELEV (E 18") = 957.68

STA 469+97'XO2A', 18.5' LT
1-INLETS MEDIAN 1 GRATE REQ'D
1-INLET COVERS TYPE MS REQ'D
(FLAT GRATE)
RIM ELEV = 964.00
INV ELEV = 962.00 (S 6")
INV ELEV = 962.00 (E 6")
INV ELEV = 961.00 (W 18")

NOTE: AT END OF PROJECT 1093-01-82, XO2A & XO2B CROSSOVERS TO BE REMOVED AND MEDIAN TO BE RESTORED

5

5

985 980 975 970 965 960 955 950

STA 464+00.00'XO2A' EL 963.15

STA 465+00.00'XO2A' EL 963.87

STA 466+00.00'XO2A' EL 964.52

STA 467+00.00'XO2A' EL 965.12

STA 468+00.00'XO2A' EL 965.78

STA 468+50.00'XO2A' EL 966.06

STA 469+00.00'XO2A' EL 966.23

STA 469+35.00'XO2A' VPC EL 966.37

VPI STA 470+25.00'XO2A' VPI EL 966.71

HP STA 470+38.51'XO2A' HP EL 966.56

VPT STA 471+15.00'XO2A' VPT EL 966.46

VPC STA 471+15.00'XO2A' VPC EL 966.46

LP STA 471+80.71'XO2A' LP EL 966.36

VPI STA 472+05.00'XO2A' VPI EL 966.20

VPC STA 472+95.00'XO2A' VPT EL 966.64

VPC STA 473+25.00'XO2A' VPC EL 966.79

VPI STA 474+50.00'XO2A' VPI EL 967.41

HP STA 474+80.48'XO2A' HP EL 967.18

VPT STA 475+75.00'XO2A' VPT EL 967.03

STA 475+91.00'XO2A' EL 966.99

0.73% 0.64% 0.60% 0.67% 0.55% 0.34% 0.38% 0.28% 0.49% 0.30%

VCL = 180.00
K = 231.58

VCL = 180.00
K = 269.56

VCL = 250.00
K = 315.06

FINISHED PROFILE

EXISTING GROUND

EXISTING ELEVATION

FINISHED ELEVATION

BEGIN CONSTRUCTION 463+99'XO2A'

EXTEND 2% SHOULDER SLOPE FOR CROSSOVER PAVEMENT

963.13 963.15 963.50 963.51 963.86 963.87 964.20 964.20 964.44 964.52 964.75 964.82 964.73 965.12 964.71 965.45 964.63 965.78 964.33 966.06 964.19 966.23 963.95 966.42 963.89 966.54 963.67 966.56 963.39 966.49 963.61 966.38 964.12 966.37 964.56 966.47 965.13 966.67 965.60 966.91 966.40 967.07 966.88 967.16 967.22 967.17 967.11 967.10 966.90 966.72 966.44 966.17 965.83 965.50 965.17 965.00

464'XO2A' 465'XO2A' 466'XO2A' 467'XO2A' 468'XO2A' 469'XO2A' 470'XO2A' 471'XO2A' 472'XO2A' 473'XO2A' 474'XO2A' 475'XO2A' 476'XO2A' 477'XO2A' 478'XO2A' 479'XO2A'

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO2A'	SHEET 190	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\050102-PP.DWG
LAYOUT NAME - 050132-XO2A
PLOT DATE : 7/31/2021 9:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

STH 140 INTERCHANGE

N

R/W

MATCH OVERLAID EDGE OF LANE

474'SB'

'NB'+33.85
-29.10'LT
963.10

'SB'+51.64
19.10'RT
963.90

476'SB'

478'SB'

'NB'+80.87
-24.87'LT
961.90

'SB'+01.65
19.85'RT
961.90

SLOPE INTERCEPTS, TYP.

480'SB'

482'SB'

EP: 483+02.53'XO2A'

484'SB'

486'SB'

488'SB'

IH 43 SB

474'XO2A'

TO EXIT

474'NB'

476'NB'

476'XO2A'

'NB'+33.53
-20.22'LT
963.30

'SB'+52.23
30.43'RT
963.70

478'NB'

478'XO2A'

'NB'+81.17
-22.01'LT
962.10

'SB'+02.15
29.89'RT
961.70

480'XO2A'

480'NB'

482'XO2A'

482'NB'

484'NB'

486'NB'

488'NB'

IH 43 NB

SIGN

NB'+78.24
-10.44'LT
964.00

PIPE UNDERDRAIN
UNPERFORATED 6-INCH
(TYP.)

PRC: 477+86.72'XO2A'

MATCH EXISTING EDGE OF LANE

R/W

5

5

NOTE: AT END OF PROJECT 1093-01-82, XO2A & XO2B CROSSOVERS TO BE REMOVED AND MEDIAN TO BE RESTORED

985
980
975
970
965
960
955
950

VPC STA 473+25.00
VPC EL 966.79

VPI STA 474+50.00
VPI EL 967.41

HP STA 474+80.48'XO2A'
HP EL 967.18

VPT STA 475+75.00
VPT EL 967.03

0.49%

-0.30%

FINISHED PROFILE

EXISTING GROUND

END CONSTRUCTION
475+91'XO2A'

STA 475+91.00'XO2A'
EL 966.99

VCL = 250.00

K = 315.06

EXISTING ELEVATION

FINISHED ELEVATION

473	474	475	476	477	478	479	480	481	482	483	484
965.13	965.60	966.40	966.88	967.22	967.11	966.90	966.72	966.44	966.17	965.83	965.50
966.67	966.91	967.07	967.16	967.17	967.10						

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO2A'	SHEET 191 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\050102-PP.DWG
LAYOUT NAME - 050132-XO2A (2)

PLOT DATE : 7/31/2021 9:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STH 140 INTERCHANGE

N

R/W

EXISTING CABLE BARRIER TO REMAIN

GAP PAVEMENT FOR CROSSOVER NOT USED IN THIS CONSTRUCTION STAGE (LOCATIONS APPROXIMATE)

MATCH EXISTING EDGE OF LANE

BP: 461+00.00'XO2B'

PRC 467+86.69'XO2B'

IH 43 SB

462'SB' 464'SB' 466'SB' 468'SB' 470'SB' 472'SB' 474'SB' 476'XO2B' 476'SB'

462'XO2B' 464'XO2B' 466'XO2B' 468'XO2B' 470'XO2B' 472'XO2B' 474'XO2B'

ON RAMP TRAFFIC

462'NB' 464'NB' 466'NB' 468'NB' 470'NB' 472'NB' 474'NB' 476'NB'

ON RAMP TRAFFIC

SLOPE INTERCEPTS, TYP.

SLOPE INTERCEPTS, TYP.

MATCH EXISTING EDGE OF LANE

IH 43 NB

R/W

5

5

NOTE:
AT END OF PROJECT 1093-01-82, XO2A & XO2B CROSSOVERS TO BE REMOVED AND MEDIAN TO BE RESTORED

985 980 975 970 965 960 955 950

STA 461+00.00'XO2B' EL 960.83

STA 461+50.00'XO2B' EL 961.28

STA 462+00.00'XO2B' EL 961.55

STA 465+00.00'XO2B' EL 963.63

STA 466+00.00'XO2B' EL 964.25

STA 467+00.00'XO2B' EL 964.83

VPC STA 471+86.46'XO2B' VPC EL 967.17

VPI STA 472+60.00'XO2B' VPI EL 967.52

VPT STA 473+33.54'XO2B' VPT EL 967.50

STA 474+54.62'XO2B' EL 967.48

STA 475+00.00'XO2B' EL 967.41

FINISHED PROFILE

0.90% 0.55% 0.69% 0.61% 0.58% 0.48% -0.02% -0.15%

MATCH EXISTING SHOULDER STA 475+00'XO2B'

EXTEND 2% SHOULDER SLOPE FOR CROSSOVER PAVEMENT

EXISTING GROUND

BEGIN CONSTRUCTION STA 461+00'XO2B'

EXISTING ELEVATION

FINISHED ELEVATION

VCL = 147.09

K = 293.82

960.83 960.83 961.28 961.28 961.55 961.55 961.91 961.90 962.23 962.25 962.56 962.59 962.63 962.94 962.72 963.29 962.95 963.63 963.75 963.94 963.27 964.25 962.25 964.54 962.16 964.83 962.09 965.07 962.18 965.31 962.28 965.55 962.69 965.79 963.36 966.03 964.14 966.27 964.67 966.51 965.02 966.75 965.69 966.99 966.28 967.23 966.65 967.40 966.99 967.49 967.30 967.50 967.40 967.49 967.34 967.48 967.24 967.41 967.12 966.98

461'XO2B' 462'XO2B' 463'XO2B' 464'XO2B' 465'XO2B' 466'XO2B' 467'XO2B' 468'XO2B' 469'XO2B' 470'XO2B' 471'XO2B' 472'XO2B' 473'XO2B' 474'XO2B' 475'XO2B' 476'XO2B'

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO2B'	SHEET 192	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\050102-PP.DWG
LAYOUT NAME - 050133-XO2B

PLOT DATE : 7/31/2021 9:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STH 140 INTERCHANGE

N

R/W

PCC: 476+54.39'XO2B'

MATCH EXISTING
EDGE OF LANE

474'SB'
474'XO2B'
ON RAMP TRAFFIC
476'XO2B'
476'SB'
478'XO2B'
478'SB'
480'XO2B'
480'SB'
482'XO2B'
482'SB'
EP: 484+04.95'XO2B'
484'XO2B'
484'SB'
486'SB'
488'SB'

IH 43 SB

476'NB'
474'NB'
478'NB'
480'NB'
482'NB'
484'NB'
486'NB'
488'NB'

SLOPE INTERCEPTS, TYP.

SIGN

IH 43 NB

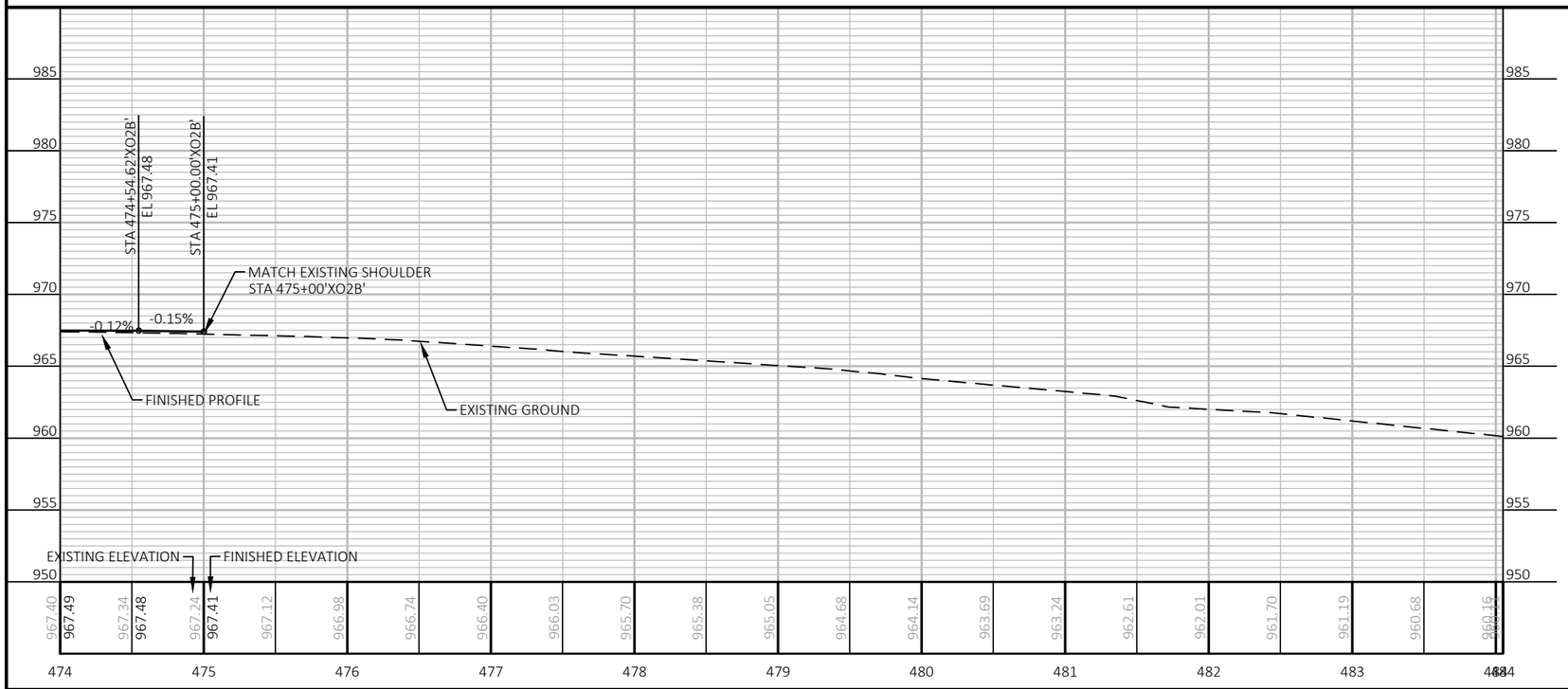
SIGN

R/W

5

5

NOTE:
AT END OF PROJECT 1093-01-82, XO2A &
XO2B CROSSOVERS TO BE REMOVED AND
MEDIAN TO BE RESTORED



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO2B'	SHEET 193	E

N

R/W

R/W

STORM SEWER PIPE
REINFORCED CONCRETE
CLASS III 18-INCH
12 LF

RECONSTRUCT DITCH DIKE AFTER CROSSOVER REMOVAL IN STAGE 2B
SEE WISDOT SDD "INLETS MEDIAN 1 AND 2 GRATE"

IH 43 SB

IH 43 NB

SIGN

POST

680'SB' 682'SB' 684'SB' 686'SB' 688'SB' 690'SB' 692'SB' 694'SB'

BP: 679+99.85'XO3A'

PRC: 693+70.96'XO3A'

680'XO3A' 680'NB'
682'XO3A' 682'NB'
684'NB' 684'XO3A'
686'NB' 686'XO3A'
688'NB' 688'XO3A'
690'XO3A' 690'NB'
692'XO3A' 692'NB'
694'XO3A' 694'NB'

MATCH EXISTING EDGE OF LANE

PC: 685+99.85'XO3A'

STA 689+00'XO3A', 32' LT
1-INLETS MEDIAN 2 GRATE REQ'D
2-INLET COVERS TYPE MS REQ'D
(FLAT GRATES)
RIM ELEV = 902.20
INV ELEV (NE 18") = 899.70

STA 689+10, 33.6' LT
1-TEMPORARY CONNECT TO EXISTING INLETS
1-COVERING STORM SEWER INLETS
EX RIM ELEV = 902.48
EX INV ELEV (S 18") = 899.13
PRO INV ELEV (W 18") = 899.60

NOTE: AT END OF PROJECT
1093-01-82, XO3A & XO3B
CROSSOVERS TO BE
REMOVED AND MEDIAN TO
BE RESTORED

5

5

EXTEND EXISTING 2% SHOULDER
SLOPE FOR CROSSOVER PAVEMENT

STA 689+59.34'XO3A'
EL 905.31

STA 690+00.00'XO3A'
EL 904.81

VCL = 180.12

K = 502.42

-1.25%

-1.35%

-0.99%

FINISHED PROFILE

BEGIN CONSTRUCTION
STA 689+59'XO3A'

EXISTING GROUND

VPC STA 693+34.94'XO3A'
VPC EL 900.29

VPI STA 694+25.00'XO3A'
VPI EL 899.08

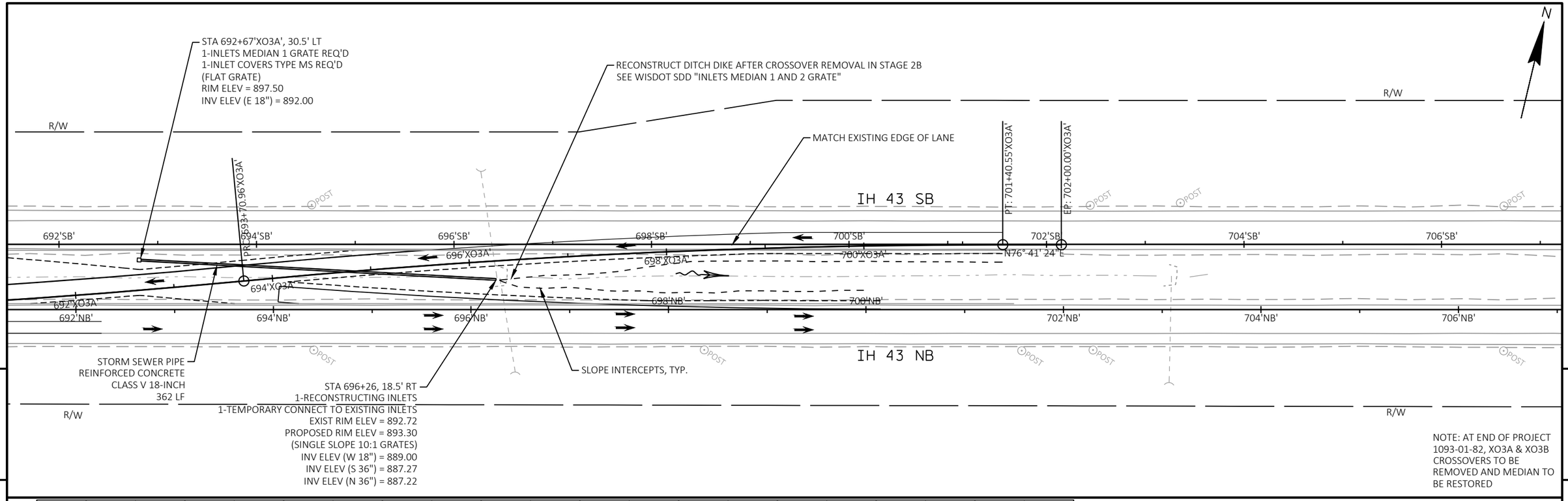
EXISTING ELEVATION

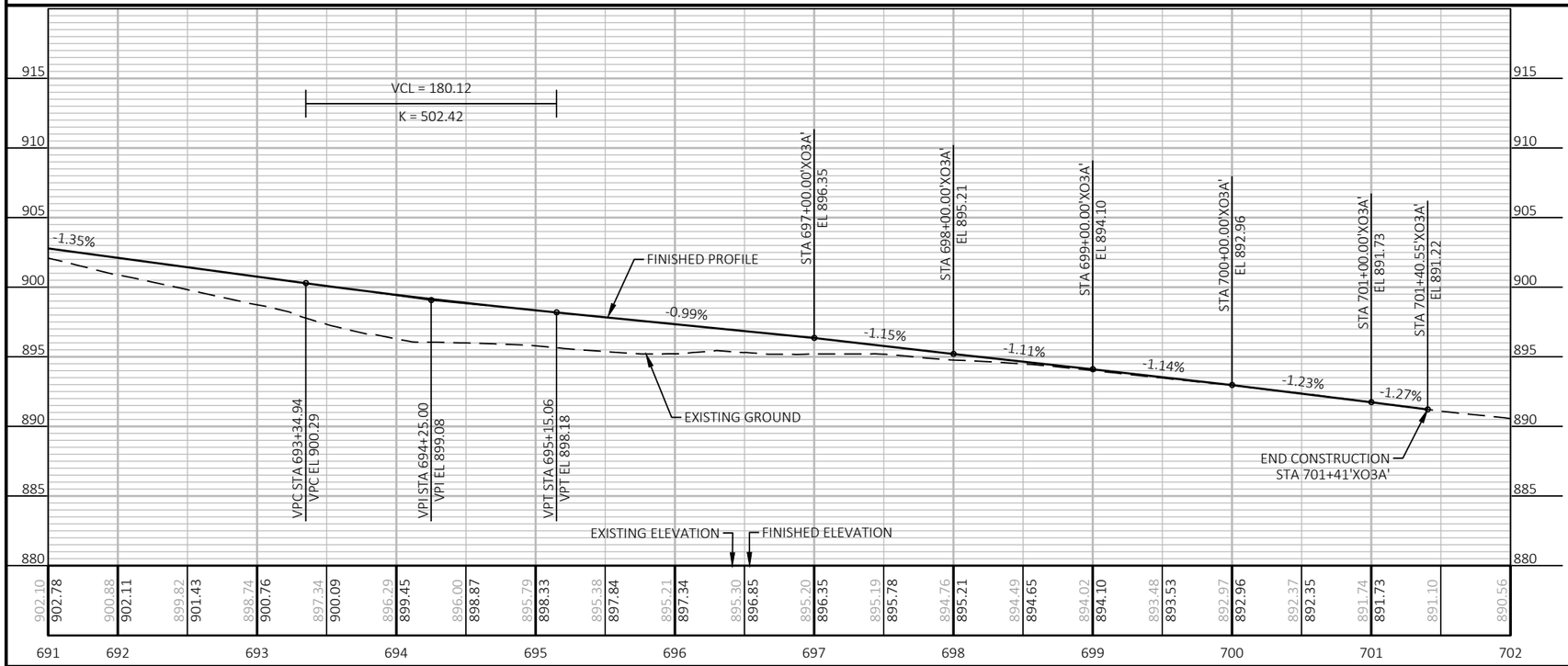
FINISHED ELEVATION

915 910 905 900 895 890 885 880

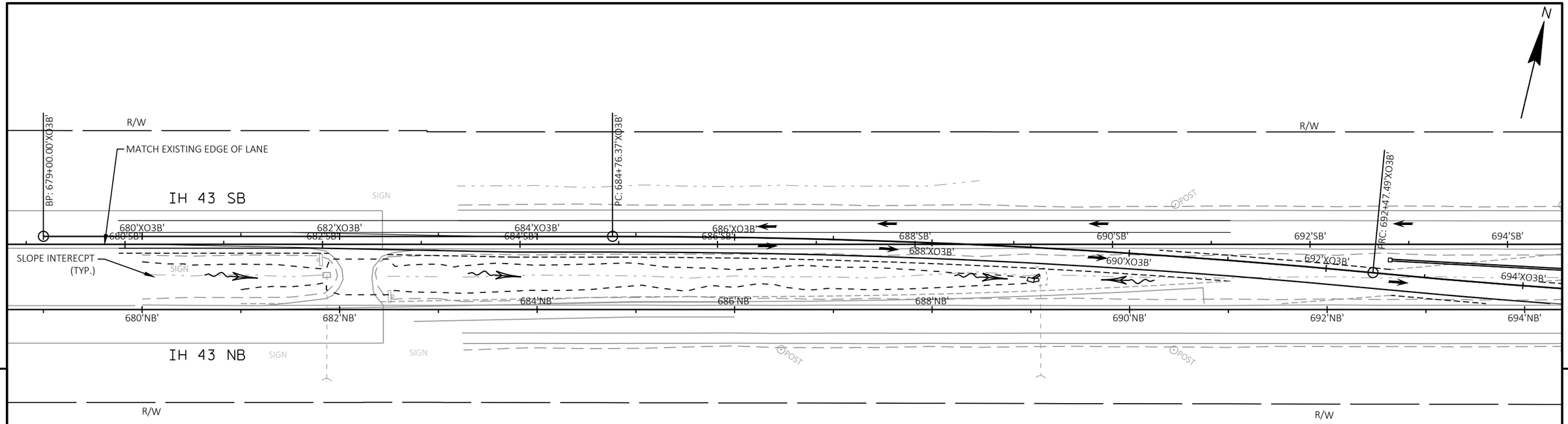
681'XO3B'	682'XO3B'	683'XO3B'	684'XO3B'	685'XO3B'	686'XO3B'	687'XO3B'	688'XO3B'	689'XO3B'	690'XO3B'	691'XO3B'	692'XO3B'	693'XO3B'	694'XO3B'	695'XO3B'
			912.71	912.11	911.49	910.86	910.24	909.63	909.04	908.46	907.83	907.27	906.56	905.97	905.42	904.82	904.81	904.06	904.13	903.26	903.46	902.10	902.78	900.88	902.11	899.82	901.43	898.74	900.76	897.34	900.09	896.29	899.45	896.00	898.87	895.79	898.33

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO3A'	SHEET 194	E

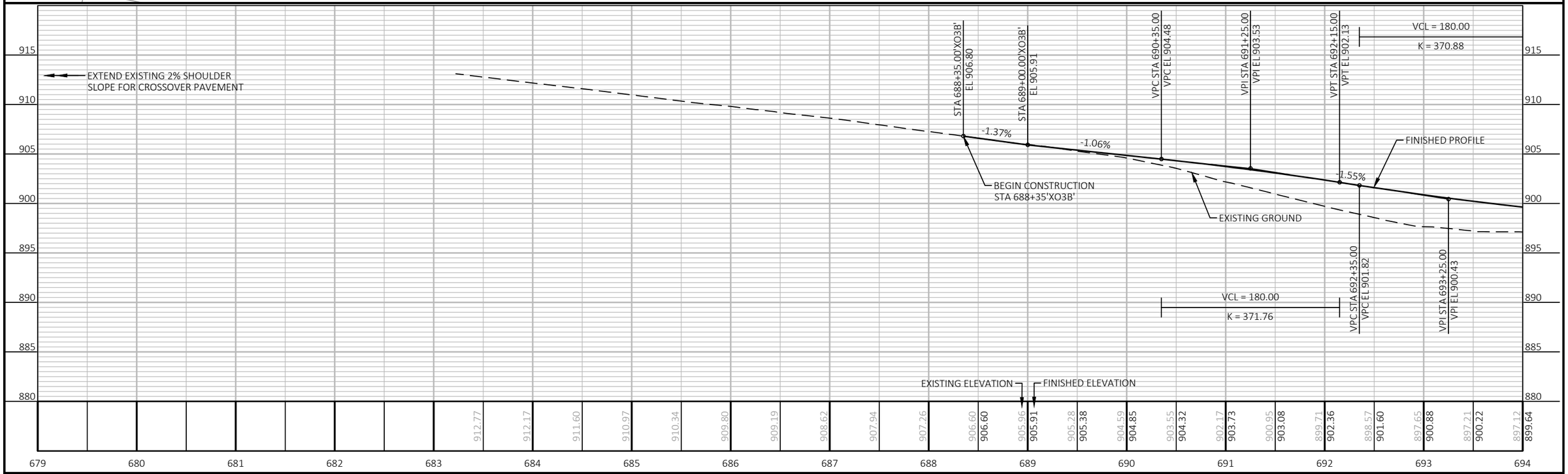




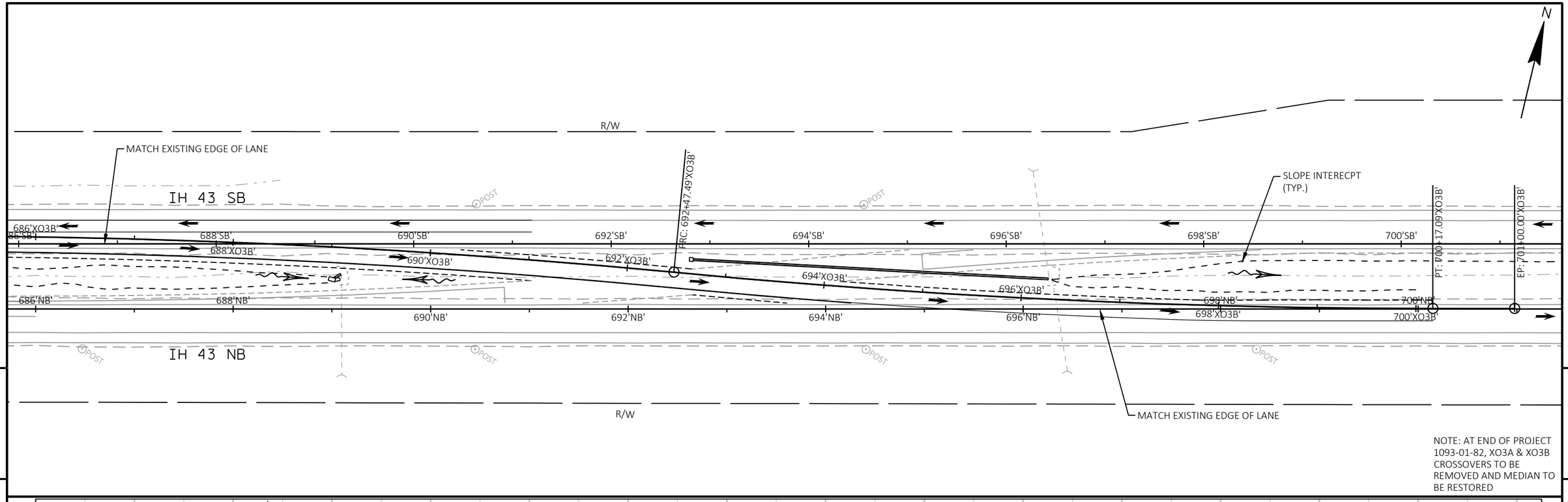
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO3A'	SHEET 195	E



NOTE: AT END OF PROJECT 1093-01-82, XO3A & XO3B CROSSOVERS TO BE REMOVED AND MEDIAN TO BE RESTORED

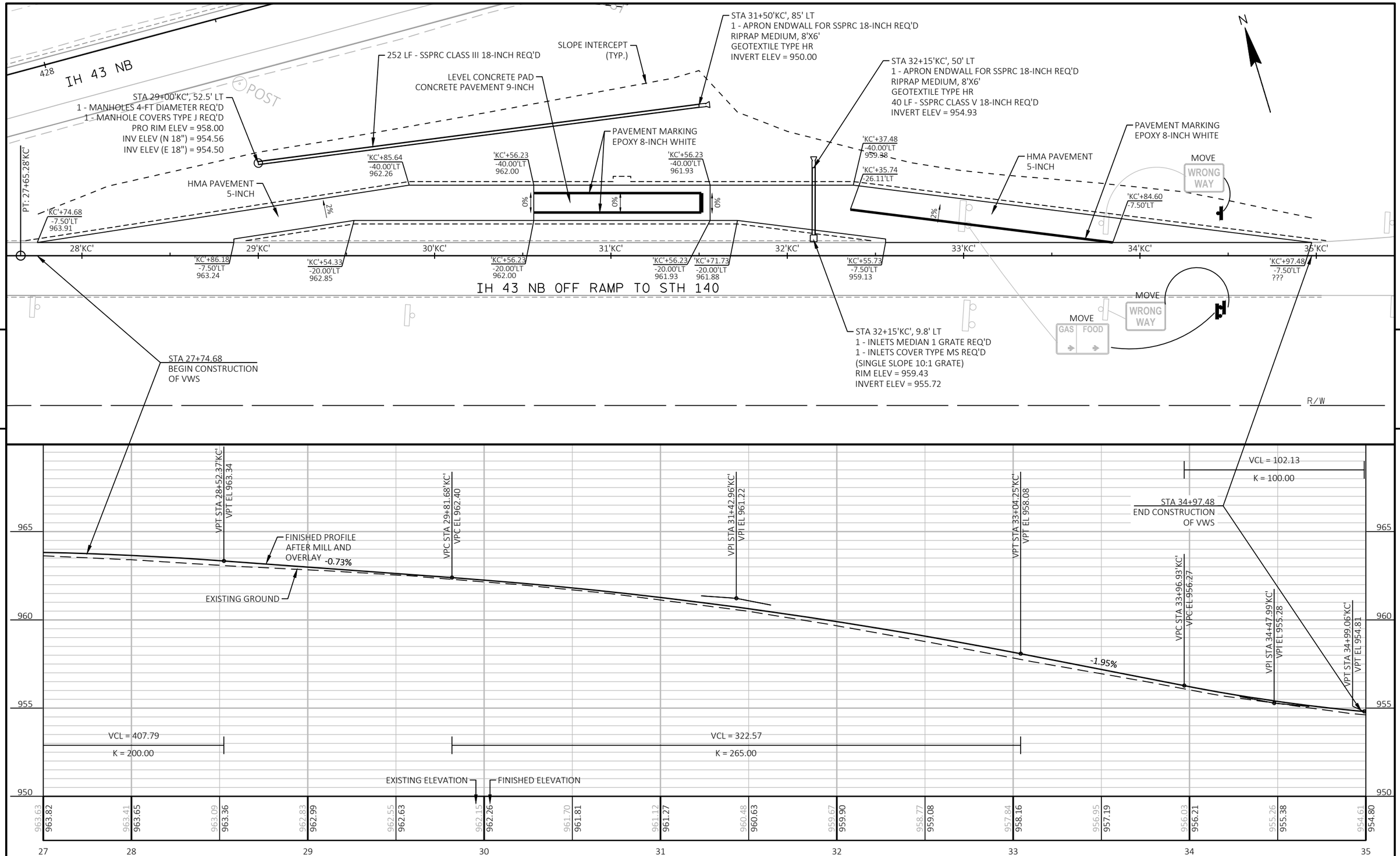


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO3B'	SHEET 196	E



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO3B'	SHEET 197	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\050102-PP.DWG
LAYOUT NAME - 050134-XO3B (2)
PLOT DATE : 7/31/2021 9:56 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: RAMP 'KC' & VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 198	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\050103-PP.DWG
LAYOUT NAME - 050106NB
PLOT DATE : 7/30/2021 4:29 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

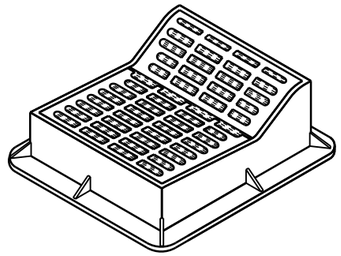
Standard Detail Drawing List

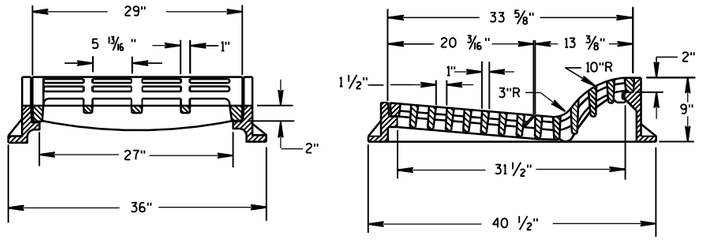
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D03-08A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-08B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A03-06	CONCRETE PAVEMENT SHOULDERS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-12A	RURAL DOWELED CONCRETE PAVEMENT
13C11-12B	RURAL DOWELED CONCRETE PAVEMENT
13C19-03	HMA LONGITUDINAL JOINTS
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-06A	PERMANENT FLEXIBLE DELINEATOR POST
15A04-06B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-06C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-06D	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-08A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C14-04	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D05-04	TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER
15D06-04	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D07-04	TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

6

Standard Detail Drawing List

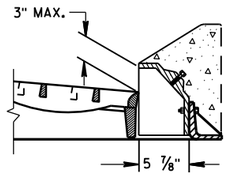
15D08-07	TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER
15D10-04	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER
15D11-07	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-09B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D13-02	TEMPORARY EMERGENCY PULLOUTS
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-02A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-02B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D40-02C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-02D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D43-01	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D50-01A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-01B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

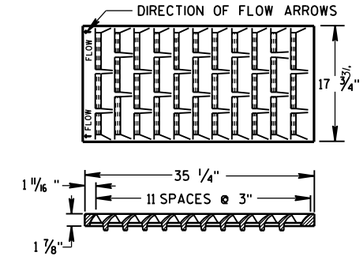
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

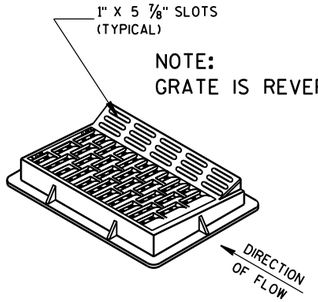
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

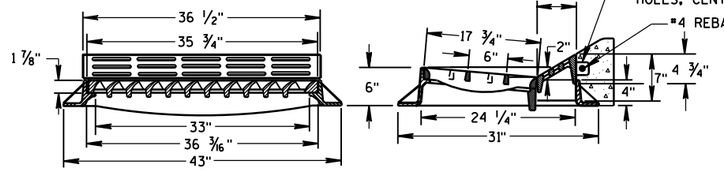
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



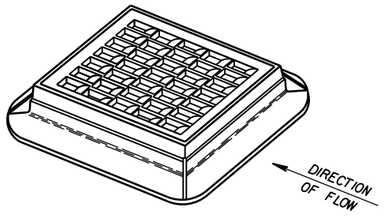


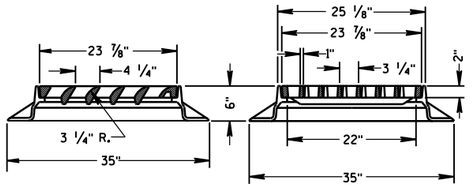


TYPE "HM"

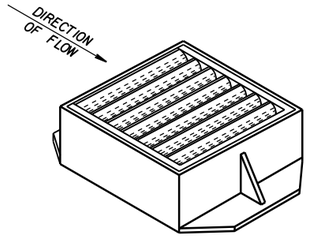
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

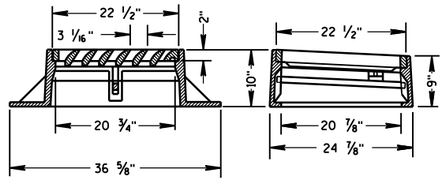
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



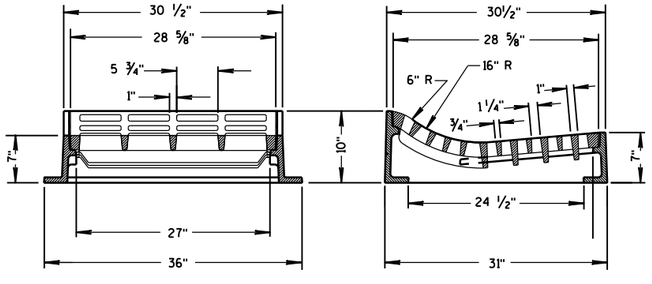


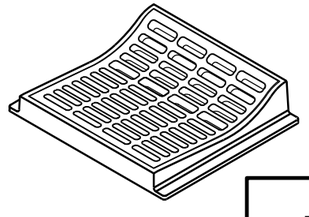
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

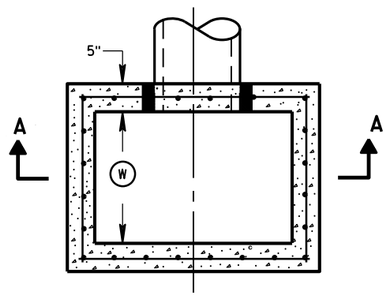
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

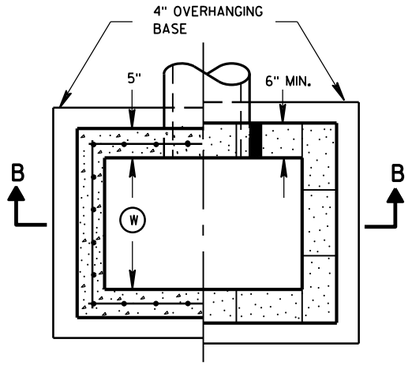
FHWA

6

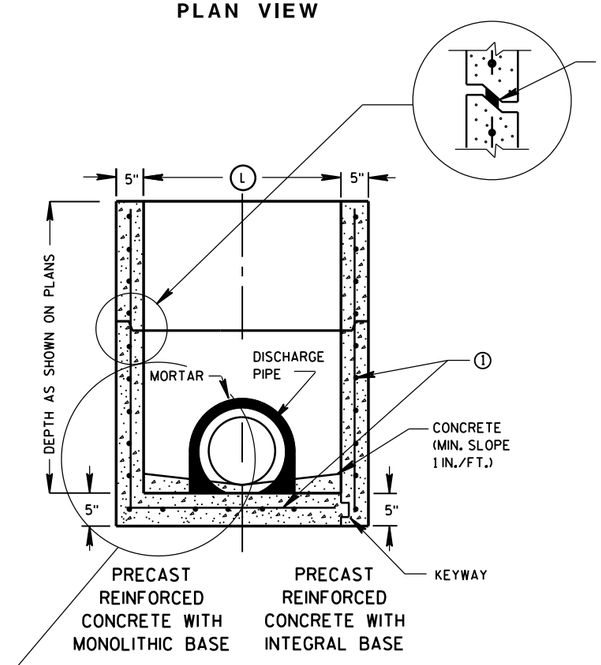
S.D.D. 8 A 5-19c



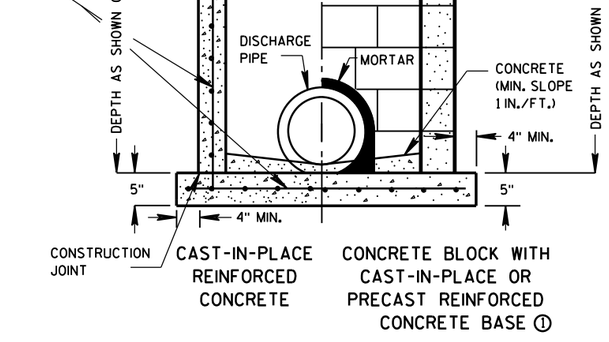
PLAN VIEW



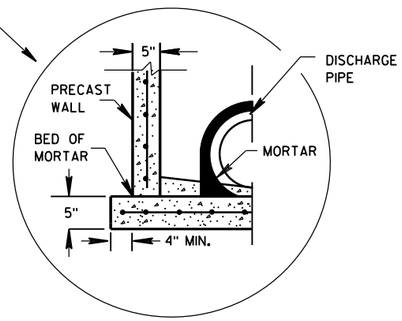
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

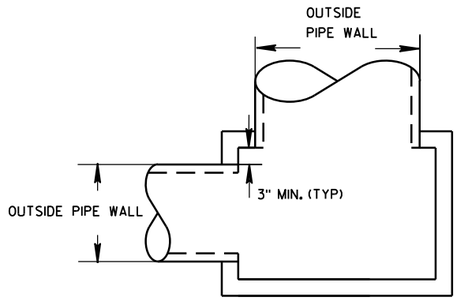
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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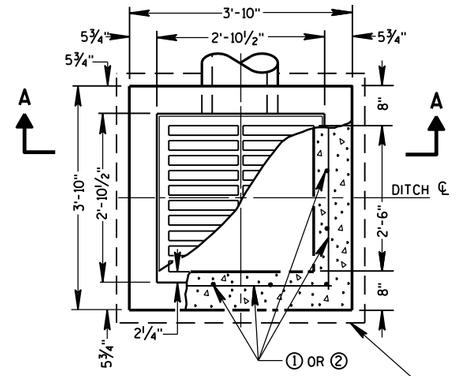
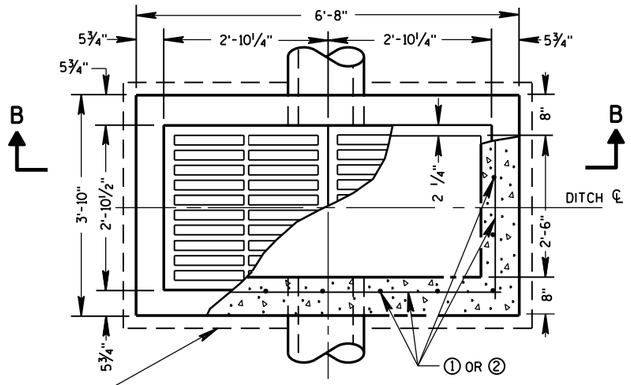
S.D.D. 8 C 7-2

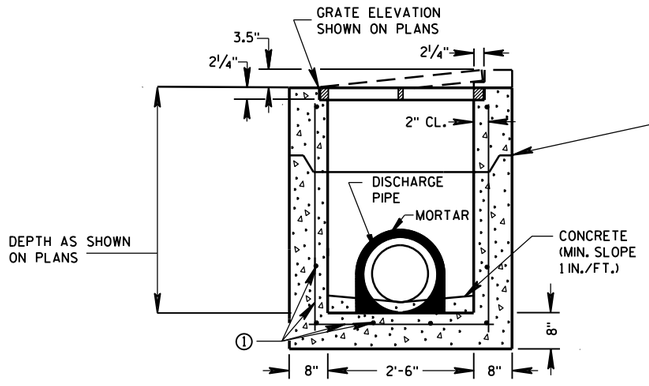


PLAN VIEW

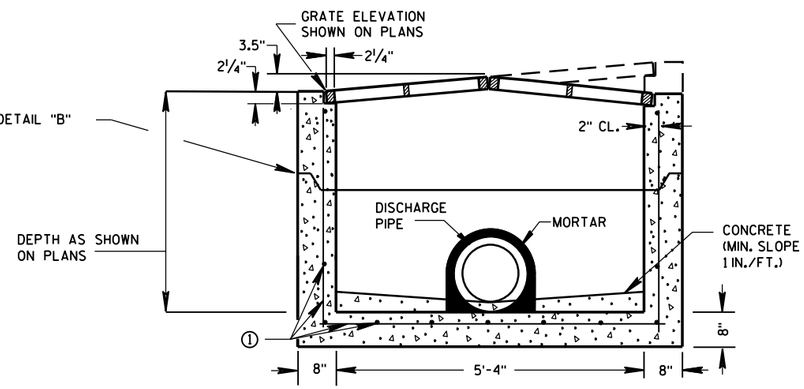


PLAN VIEW

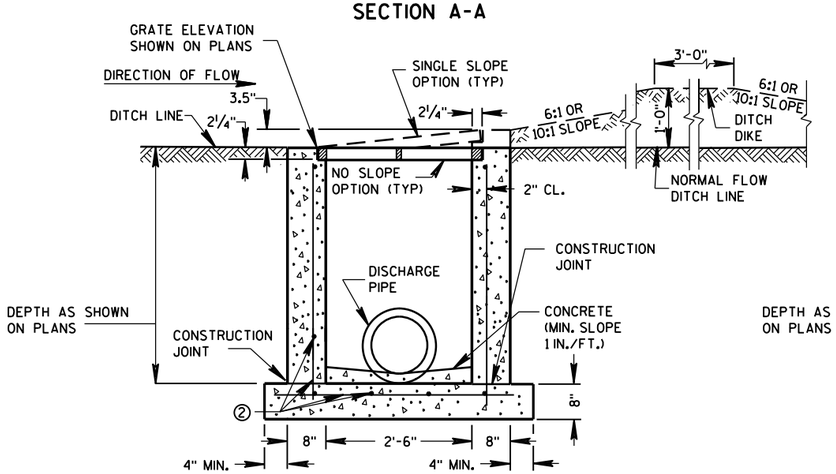
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



PRECAST REINFORCED CONCRETE SECTION A-A

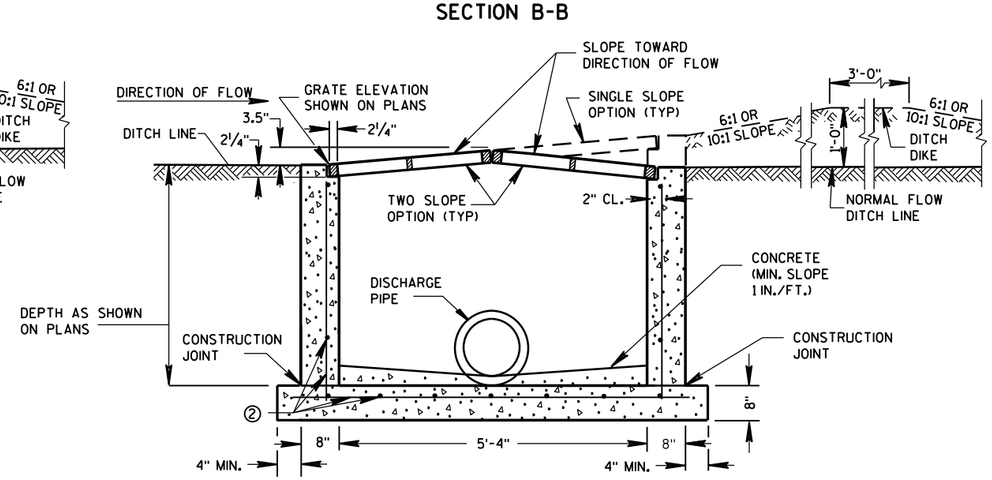


PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A

INLETS MEDIAN 1 GRATE



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

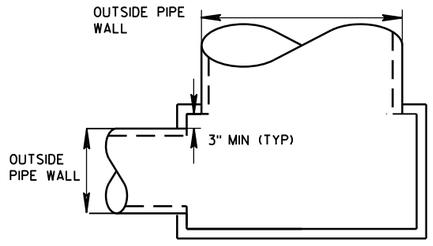
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

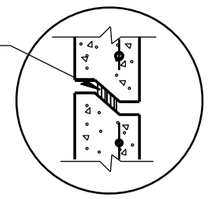
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

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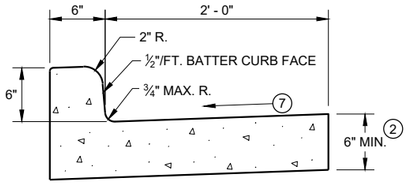
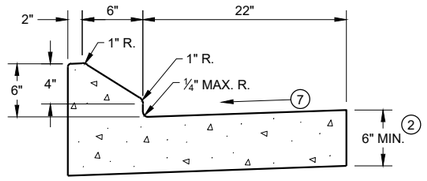
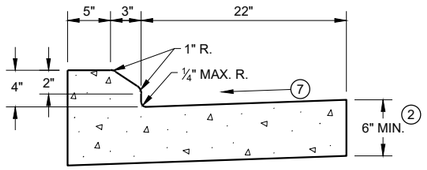


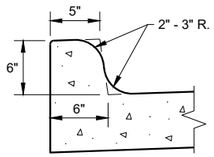
TYPES A (1) & D



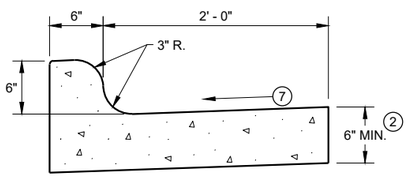
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

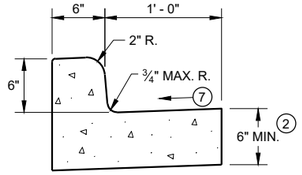


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



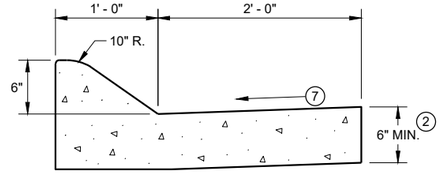
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

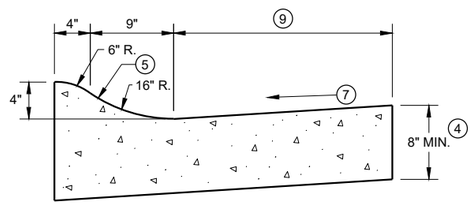
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

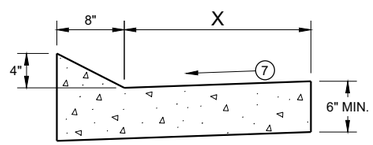
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

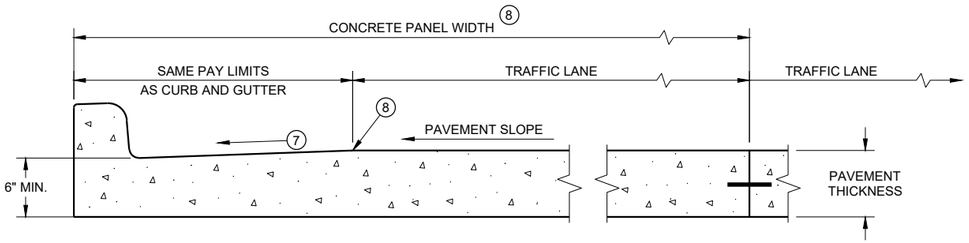


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

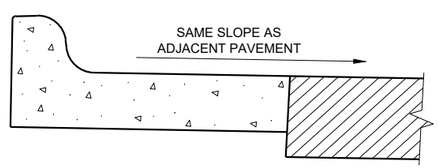
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

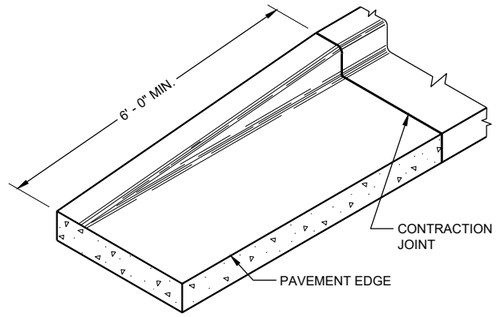
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

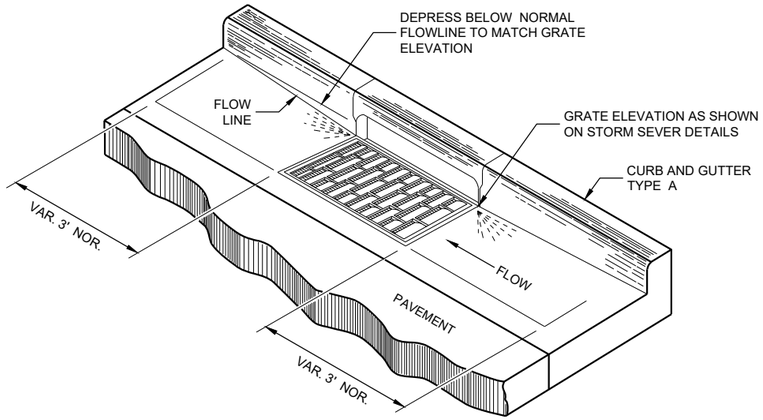
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

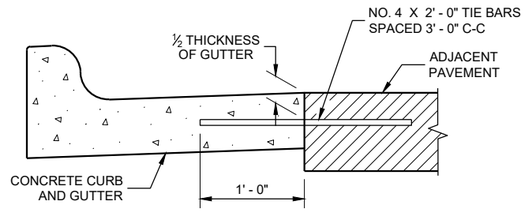
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

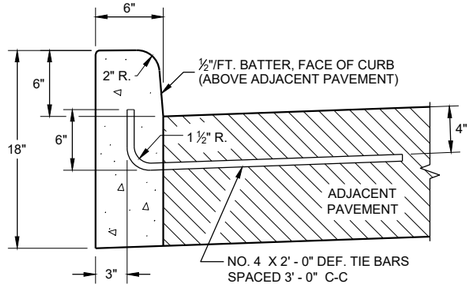
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

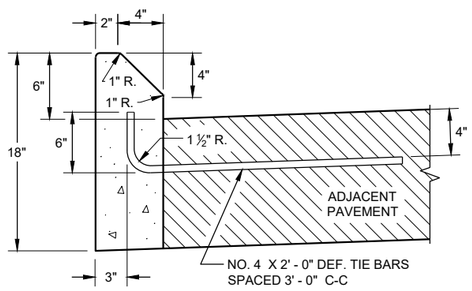
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

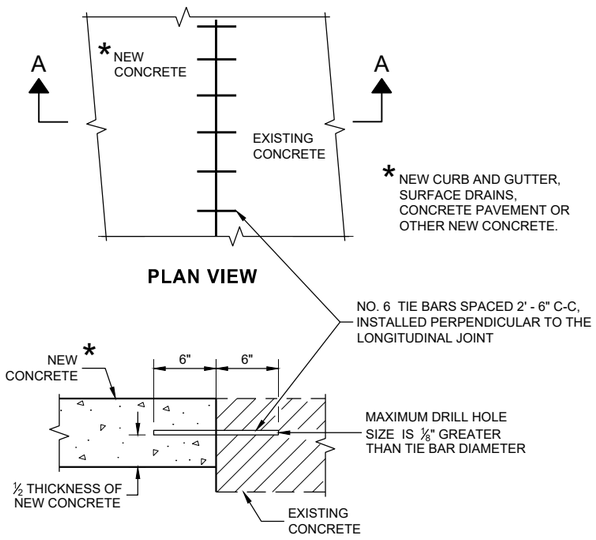


TYPES A (1) & D



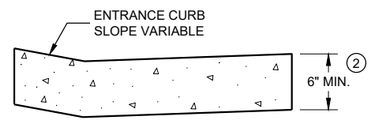
TYPES G (1) & J

CONCRETE CURB



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

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SDD08D01 - 22b

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

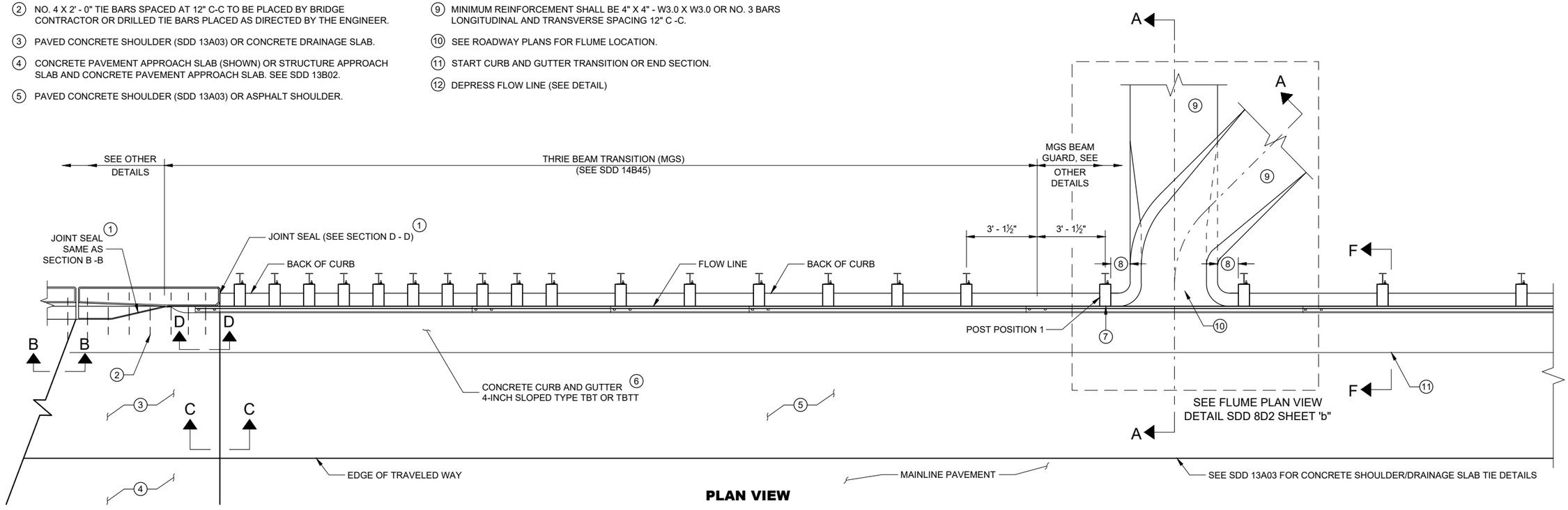
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

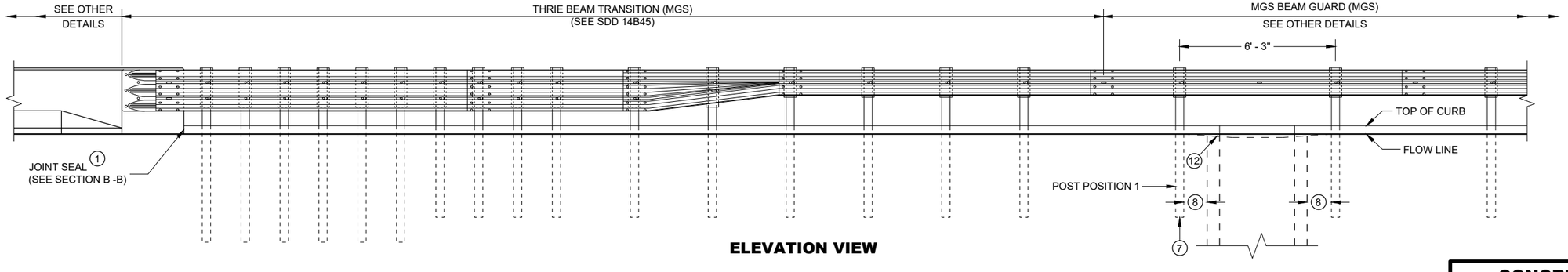
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



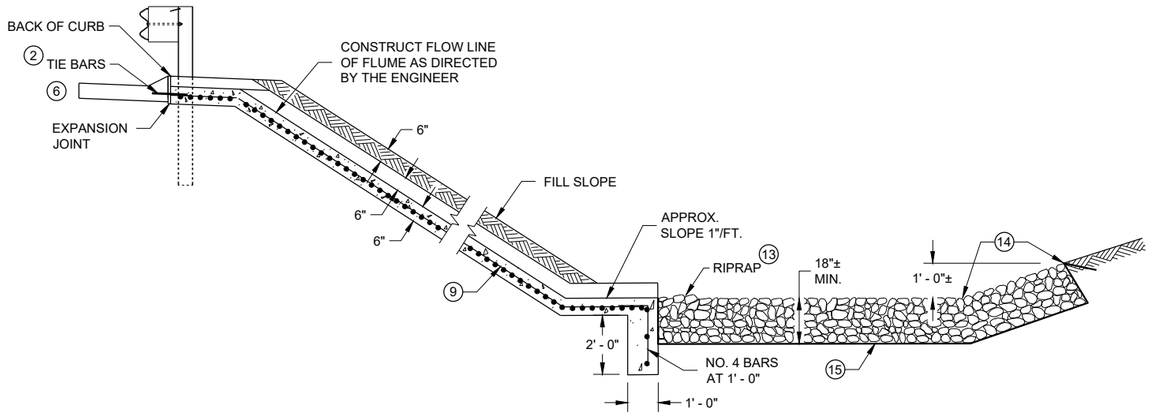
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

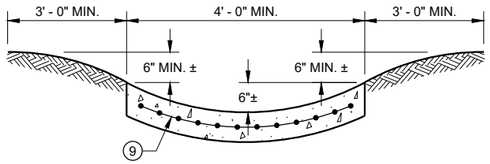
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

SDD 08D02 - 07a



SECTION A - A



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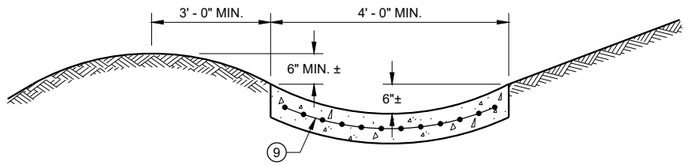

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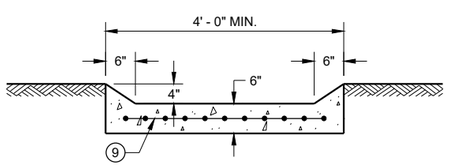
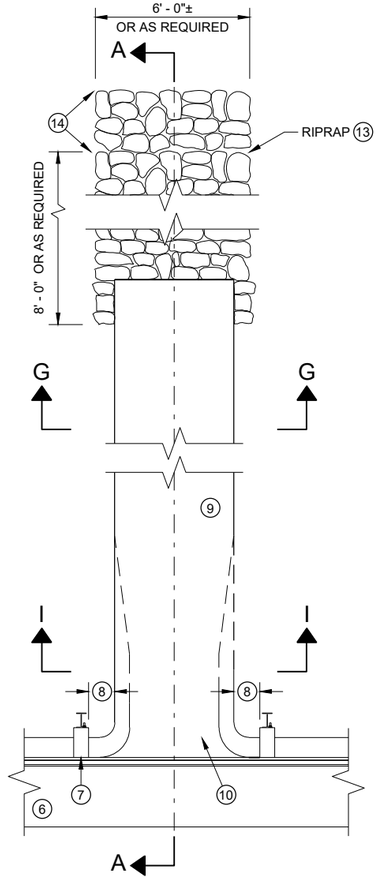
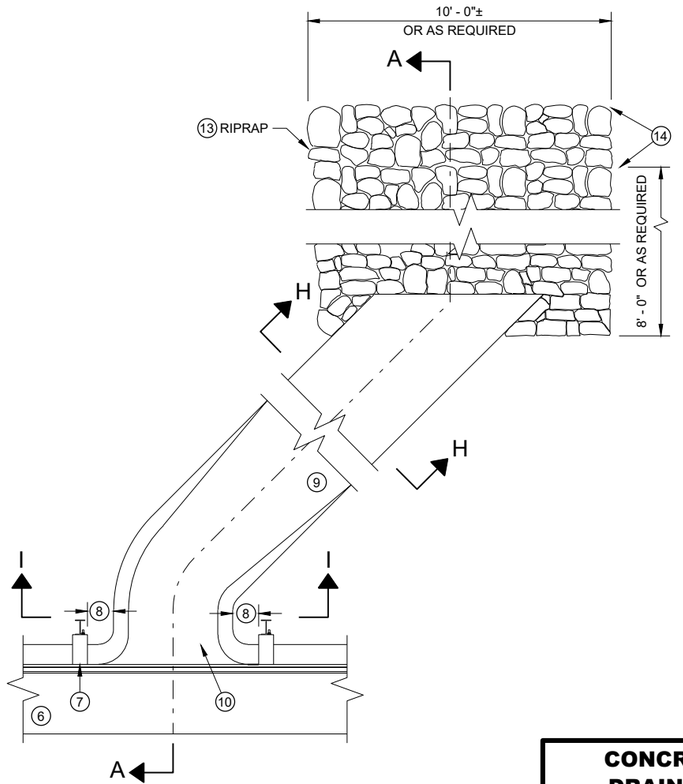


SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

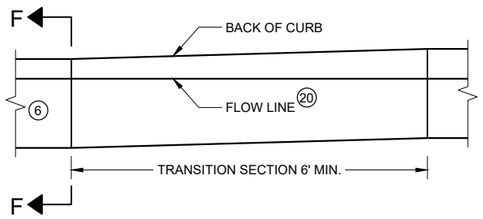
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

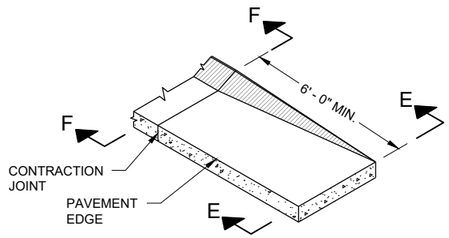
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

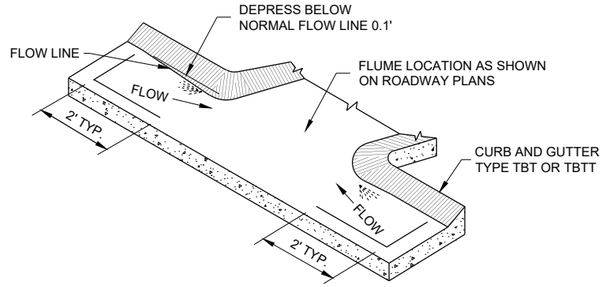
SDD 08D02 - 07b



**CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



**CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT**



**CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT**

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

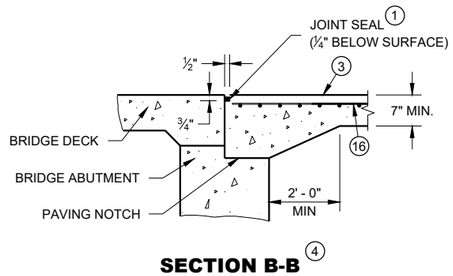
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

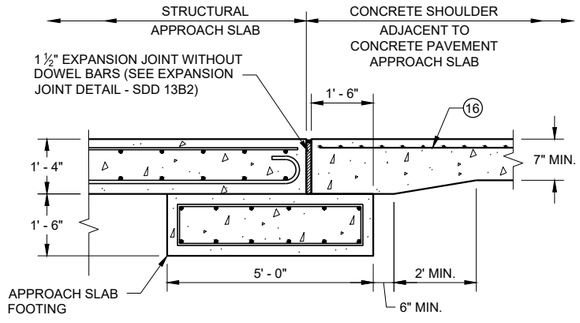
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

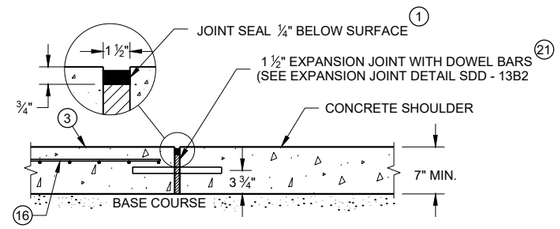
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



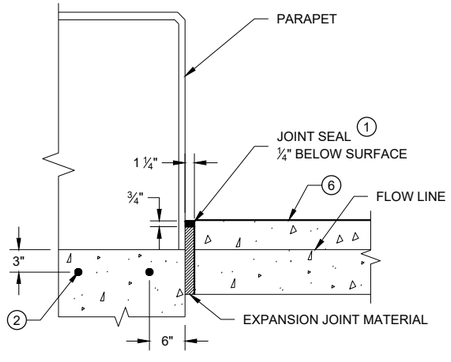
SECTION B-B



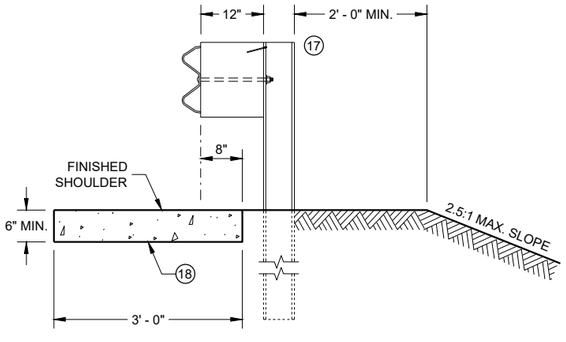
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



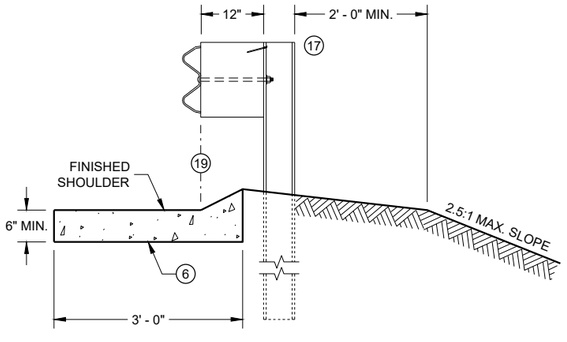
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

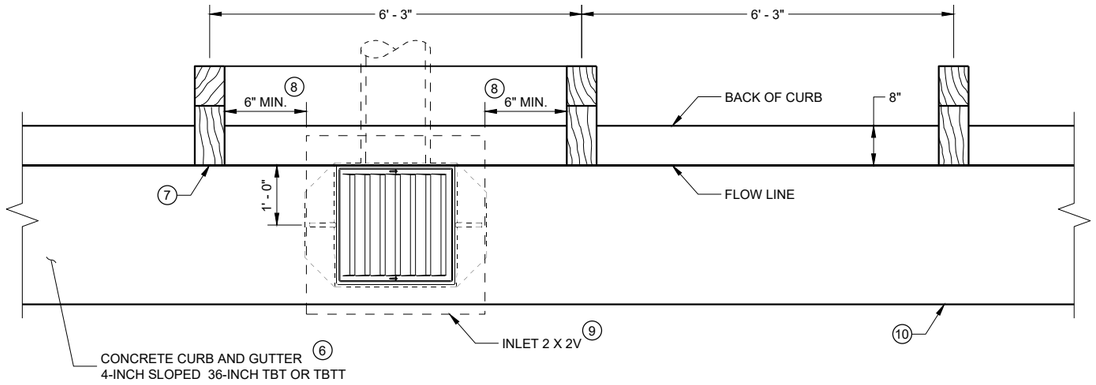
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

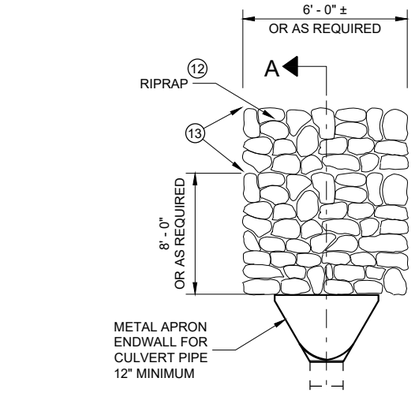
SDD 08D02 - 07c

SDD 08D02 - 07c



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)



GENERAL NOTES

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(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

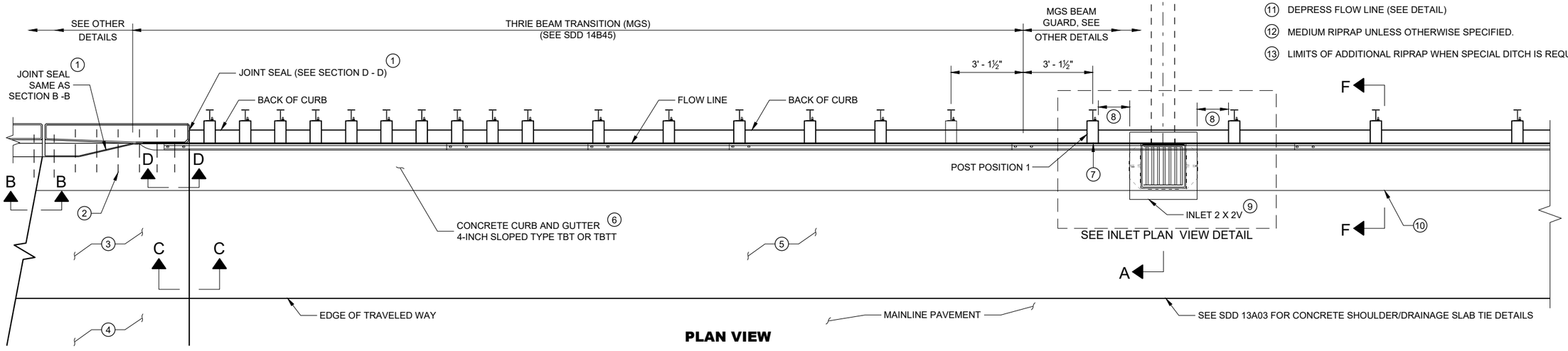
(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

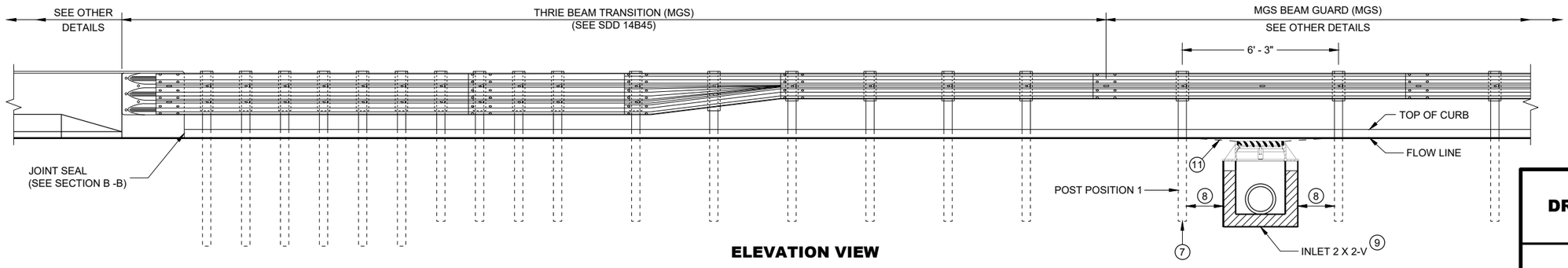
(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

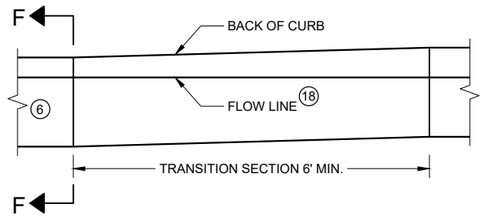
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

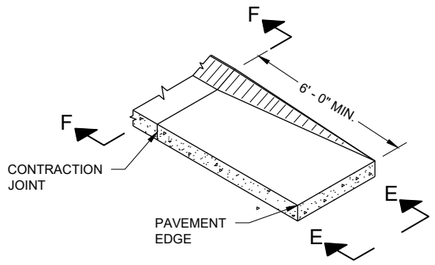
SDD 08D03 - 08a

6

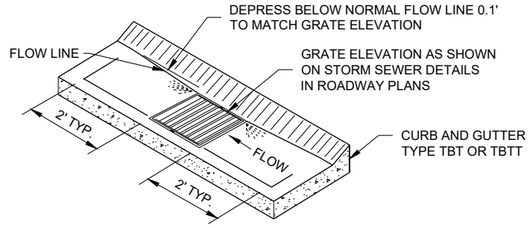
SDD 08D03 - 08a



CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

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.

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(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(14) GEOTEXTILE FABRIC TYPE HR.

(15) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(16) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

(17) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

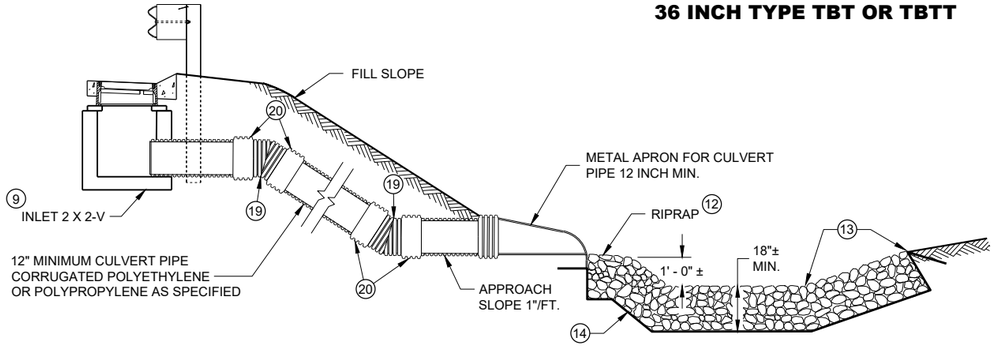
(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

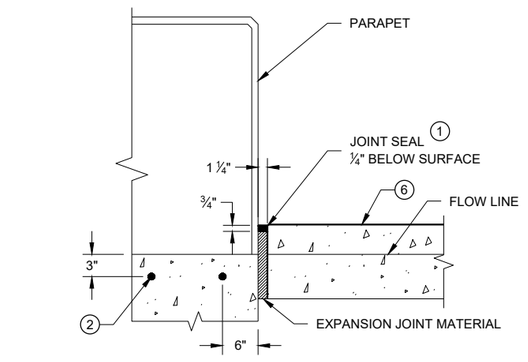
(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

(21) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

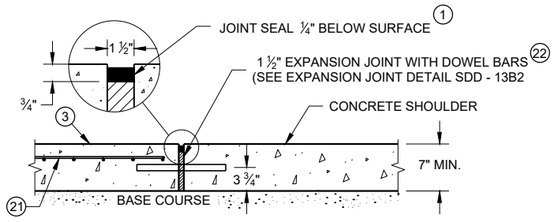
(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



SECTION A - A

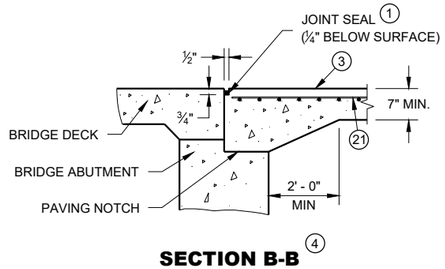


SECTION D - D

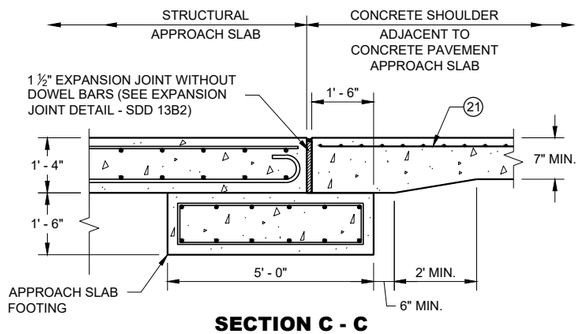


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

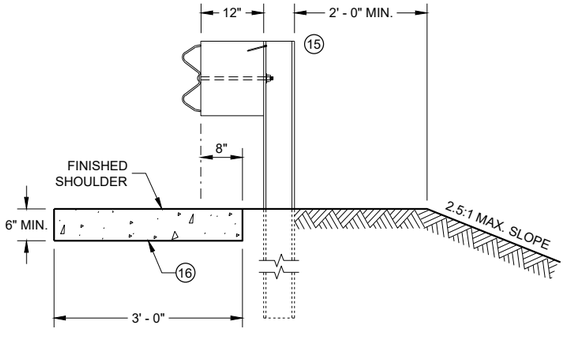


SECTION B-B (4)

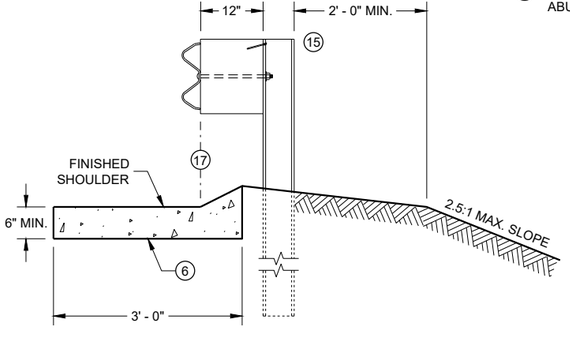


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

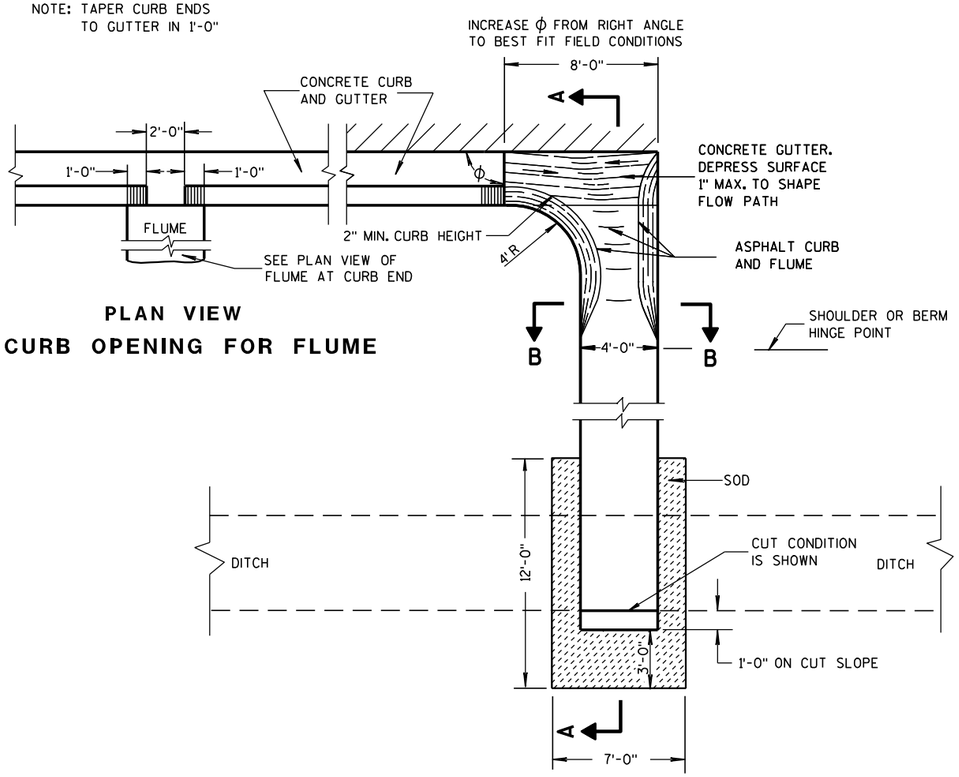
APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D03 - 08b

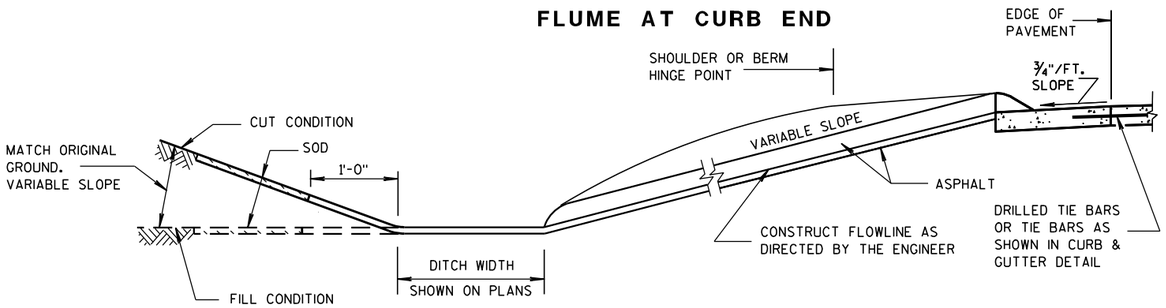
SDD 08D03 - 08b

ASPHALTIC FLUME

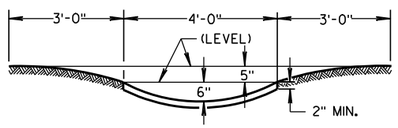


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

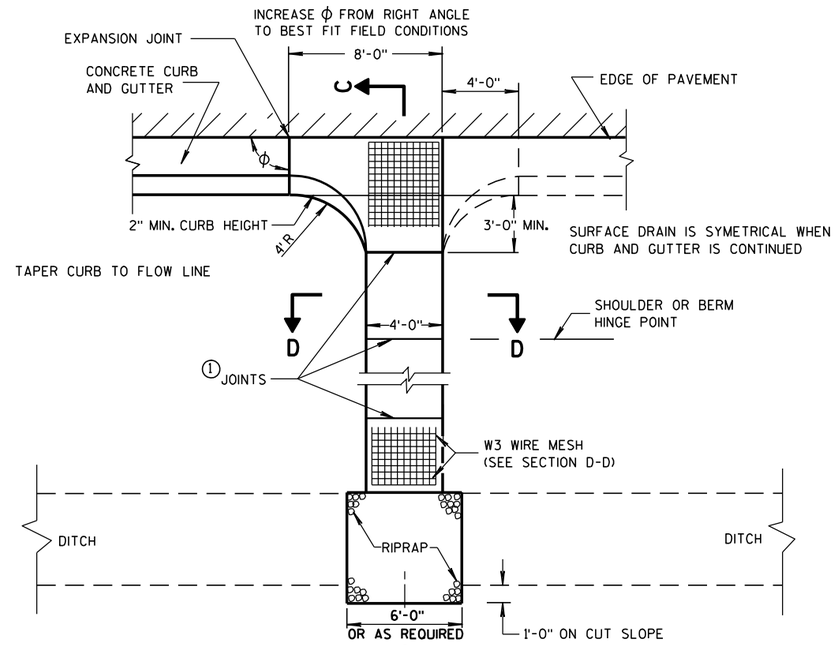
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

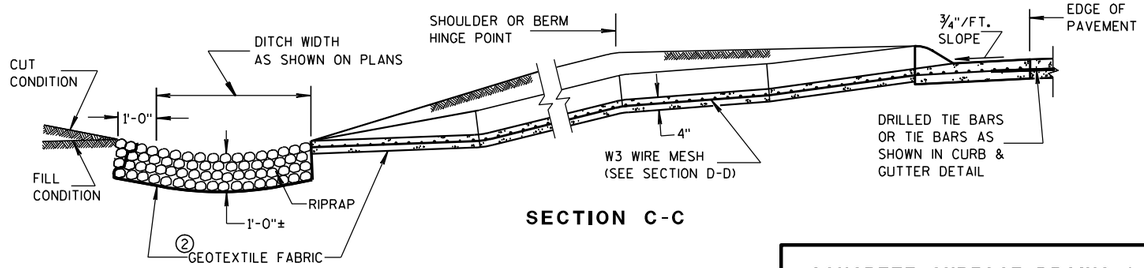
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

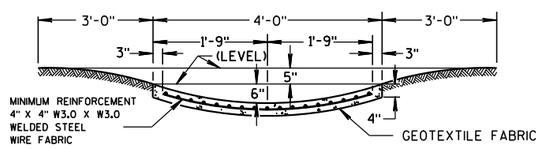
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

S.D.D. 8 D 4-5

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) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

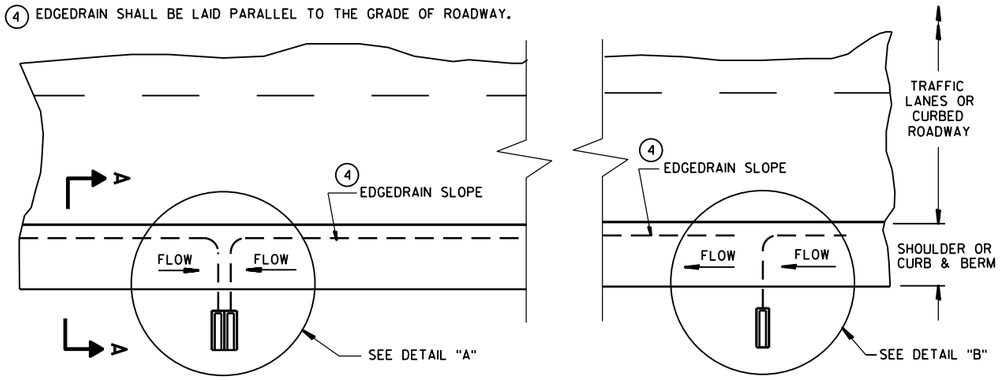
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

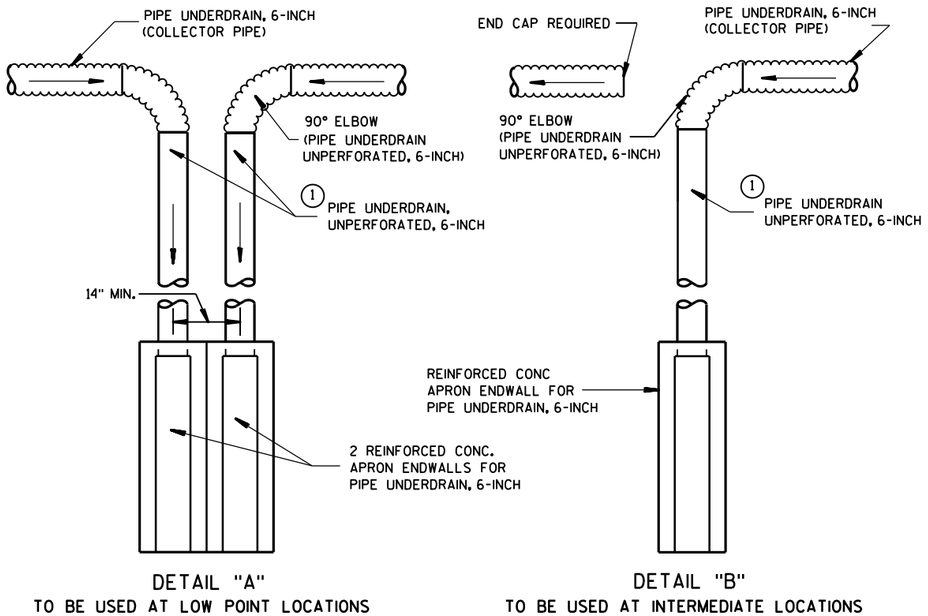
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

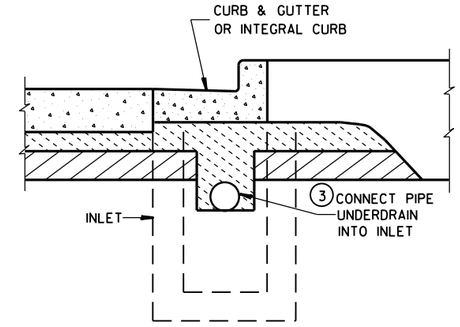
(EDGEDRAIN OUTLETS TO ROADSIDE)(2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

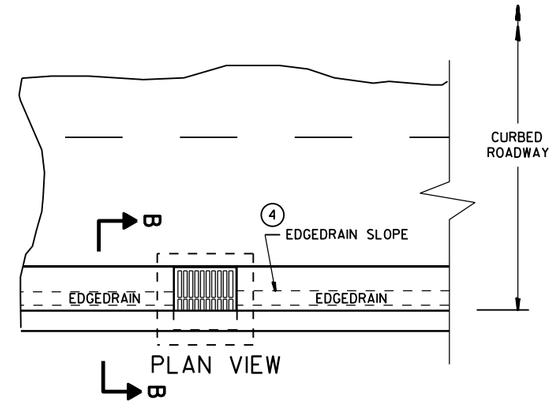
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

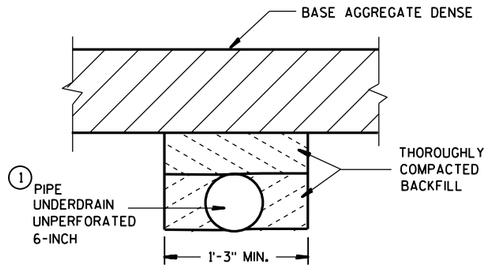
URBAN CROSS SECTION



PLAN VIEW

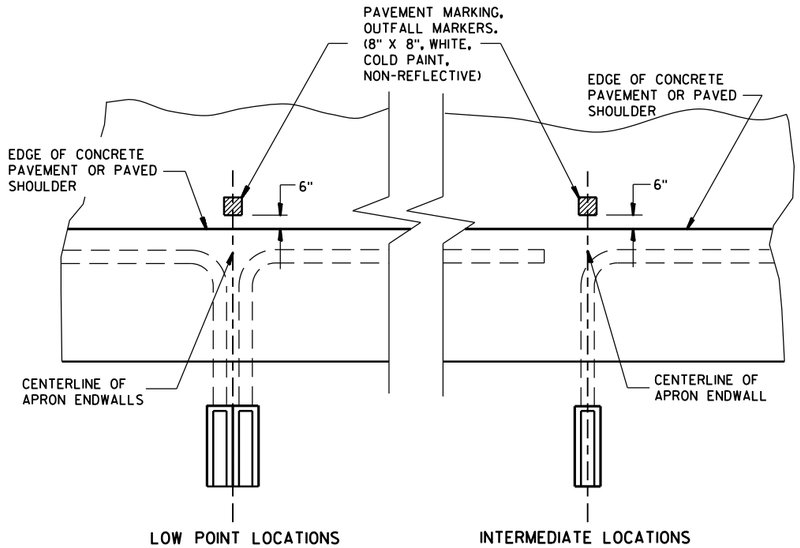
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



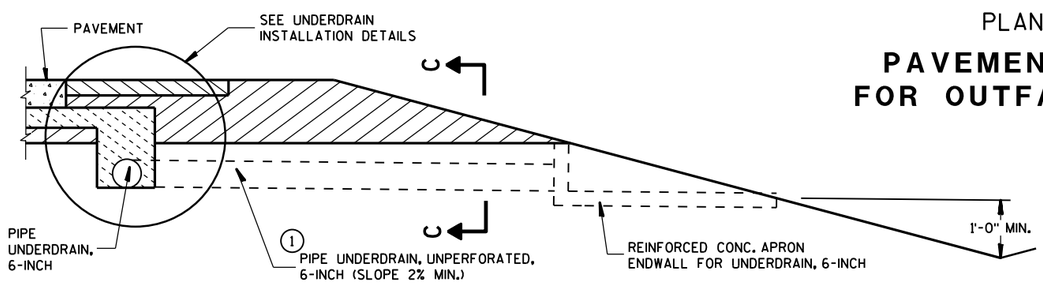
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



SECTION A-A

RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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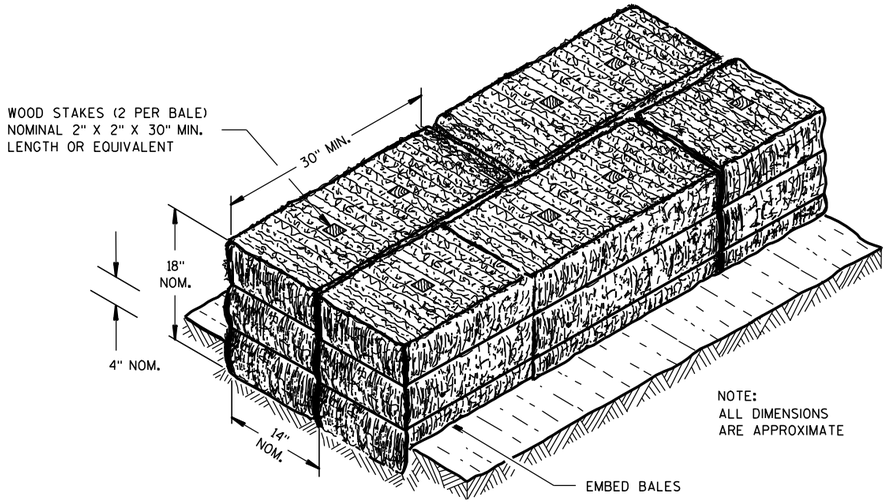
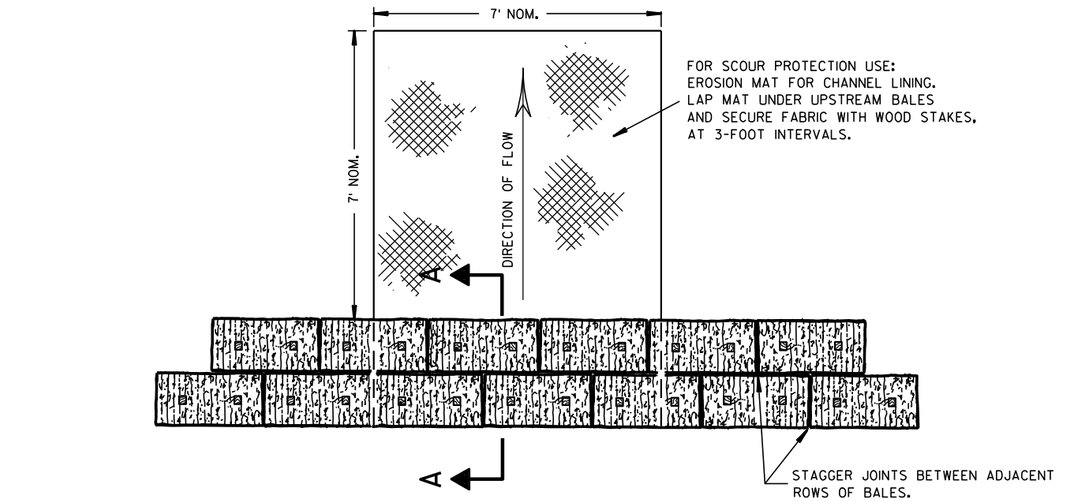
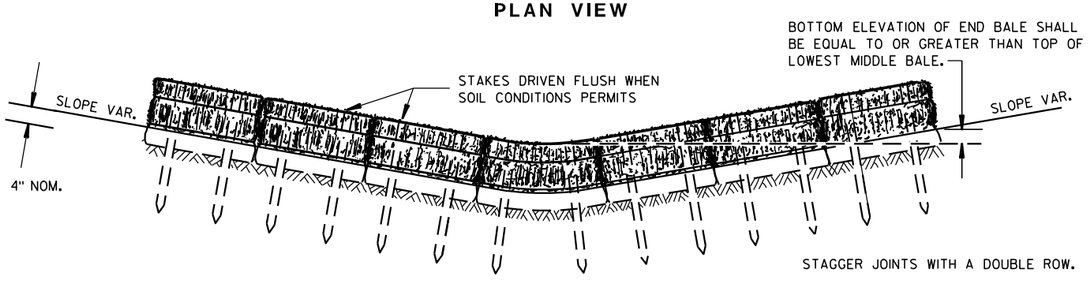
S.D.D. 8 D 15-5a



SECTION A-A



PLAN VIEW



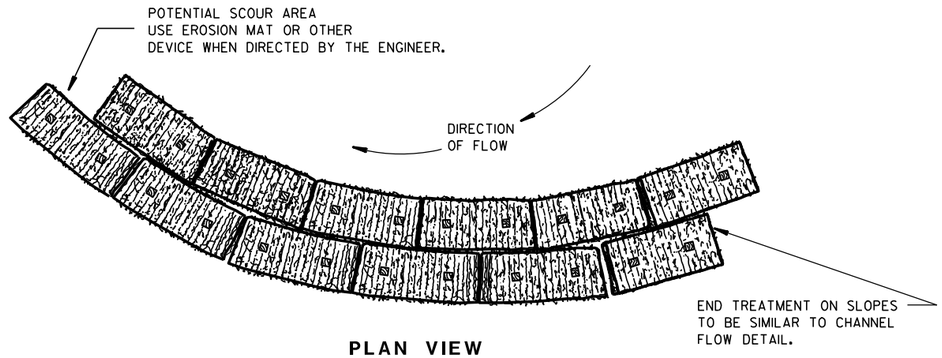
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

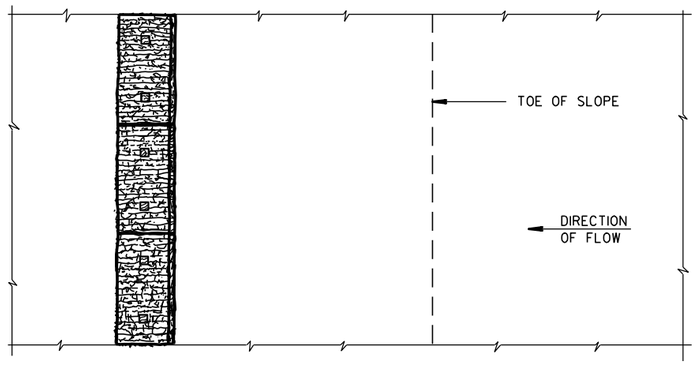
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

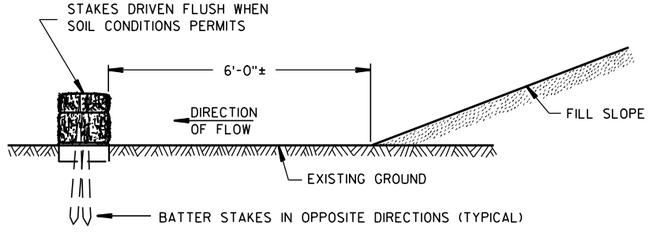


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 8-3

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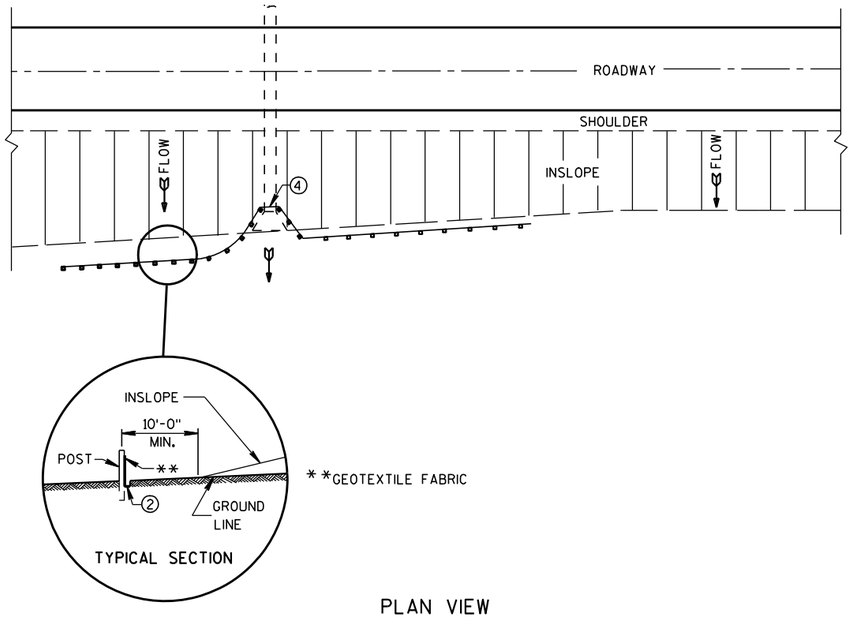
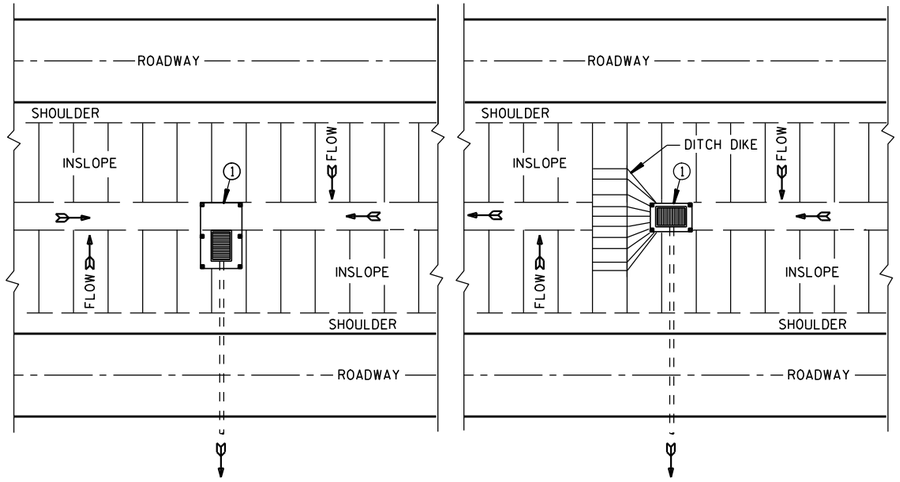
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



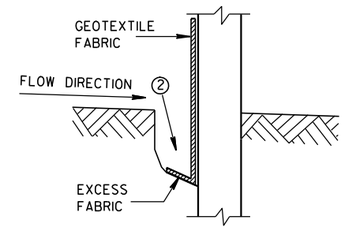
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

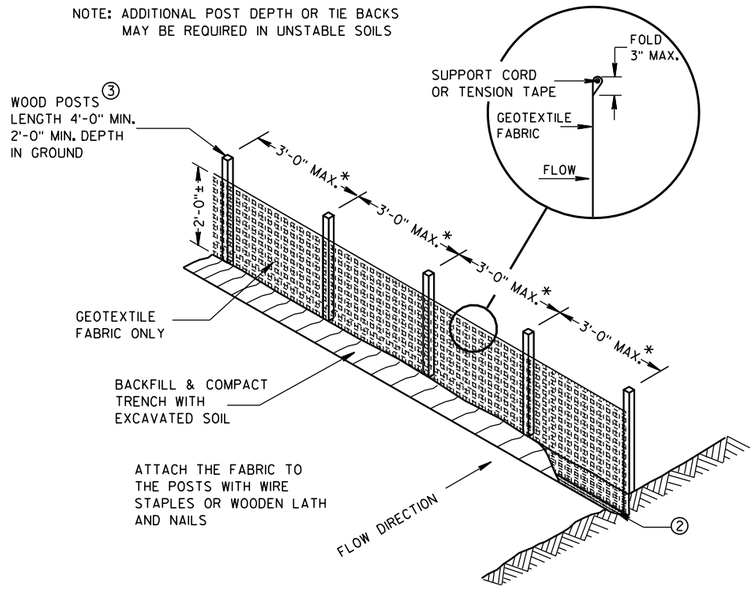
GENERAL NOTES

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

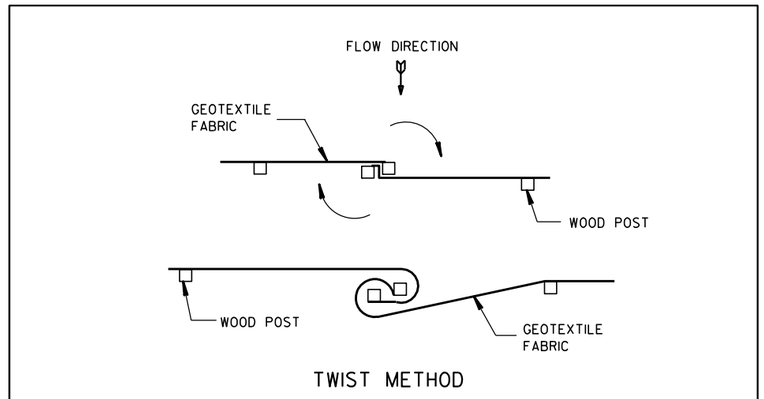
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



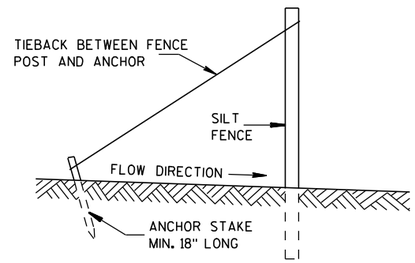
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 9-6

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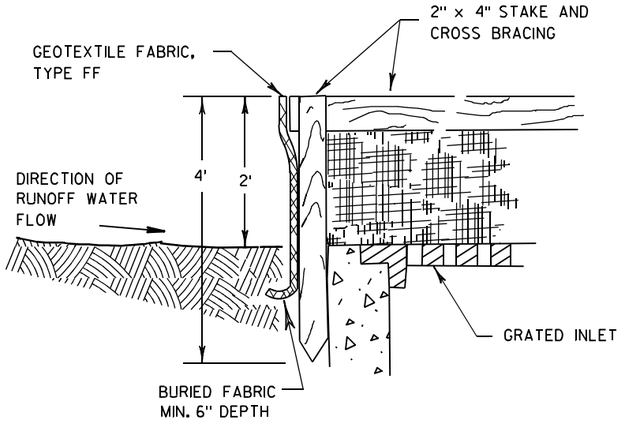
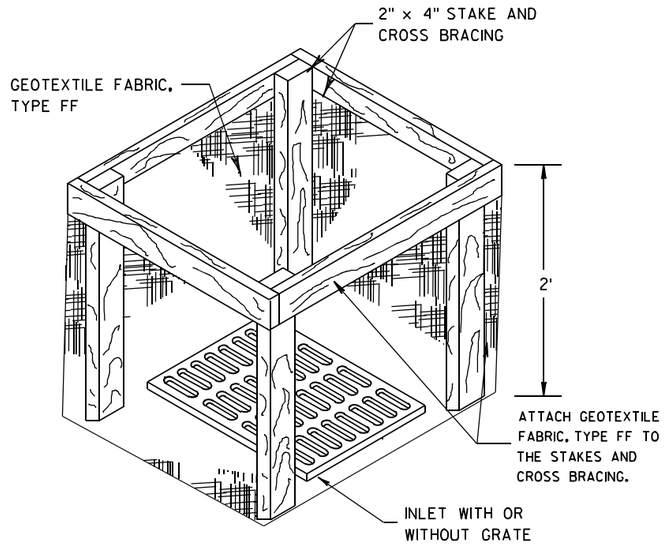
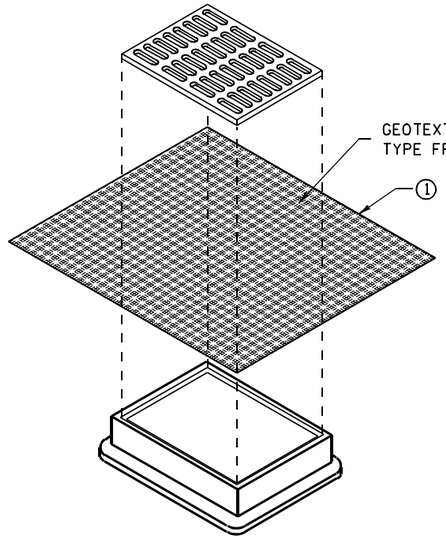
S.D.D. 8 E 9-6



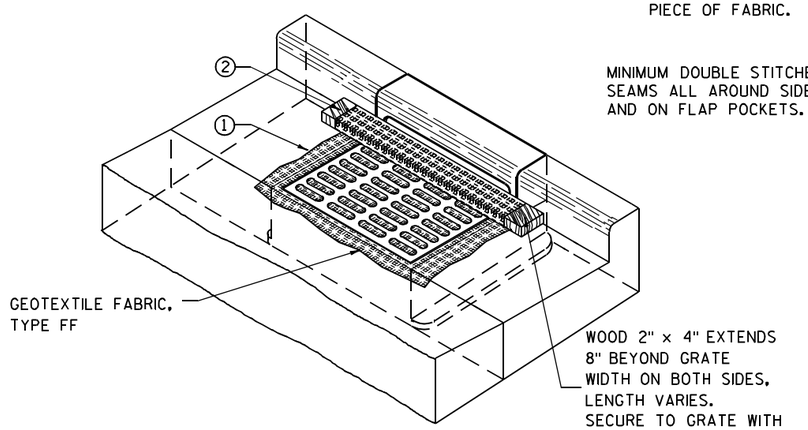


INLET PROTECTION, TYPE A

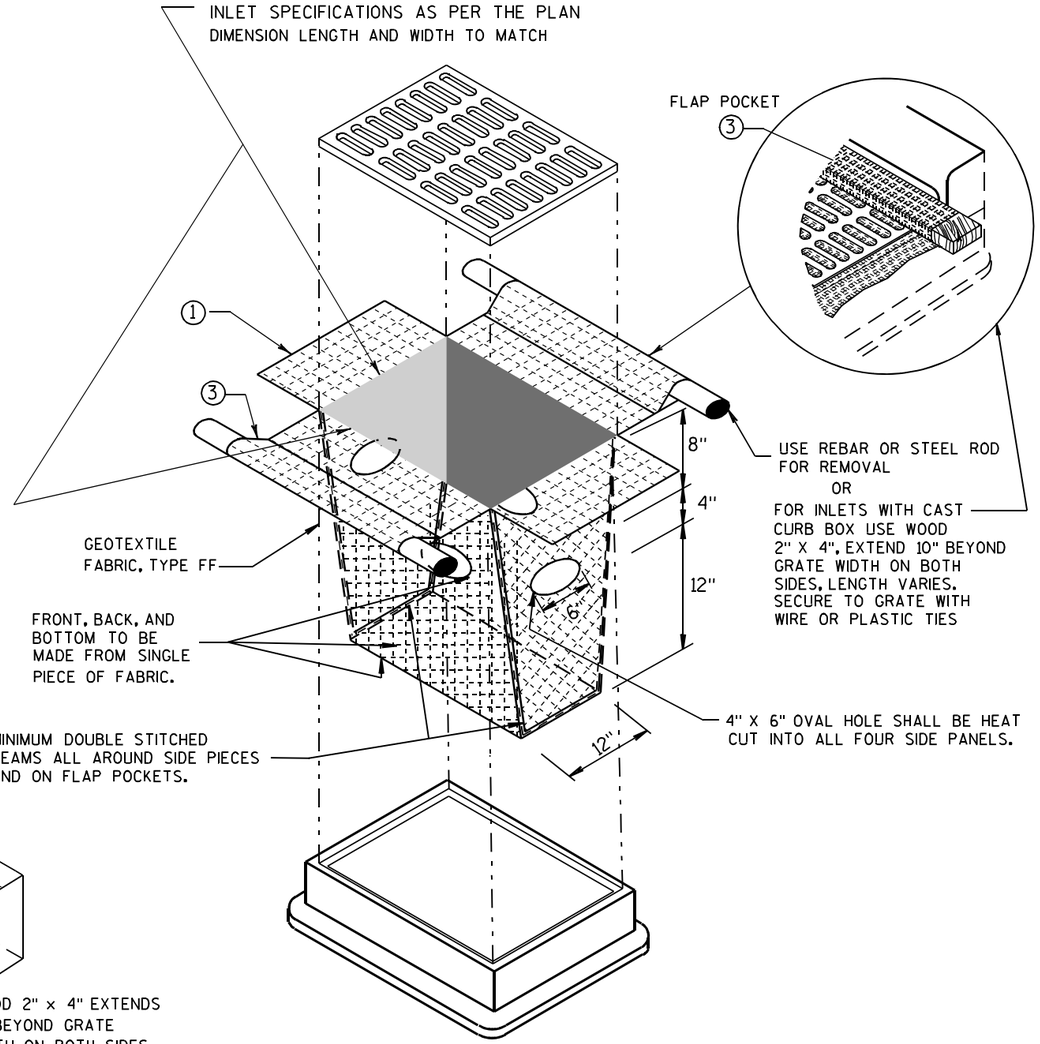


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

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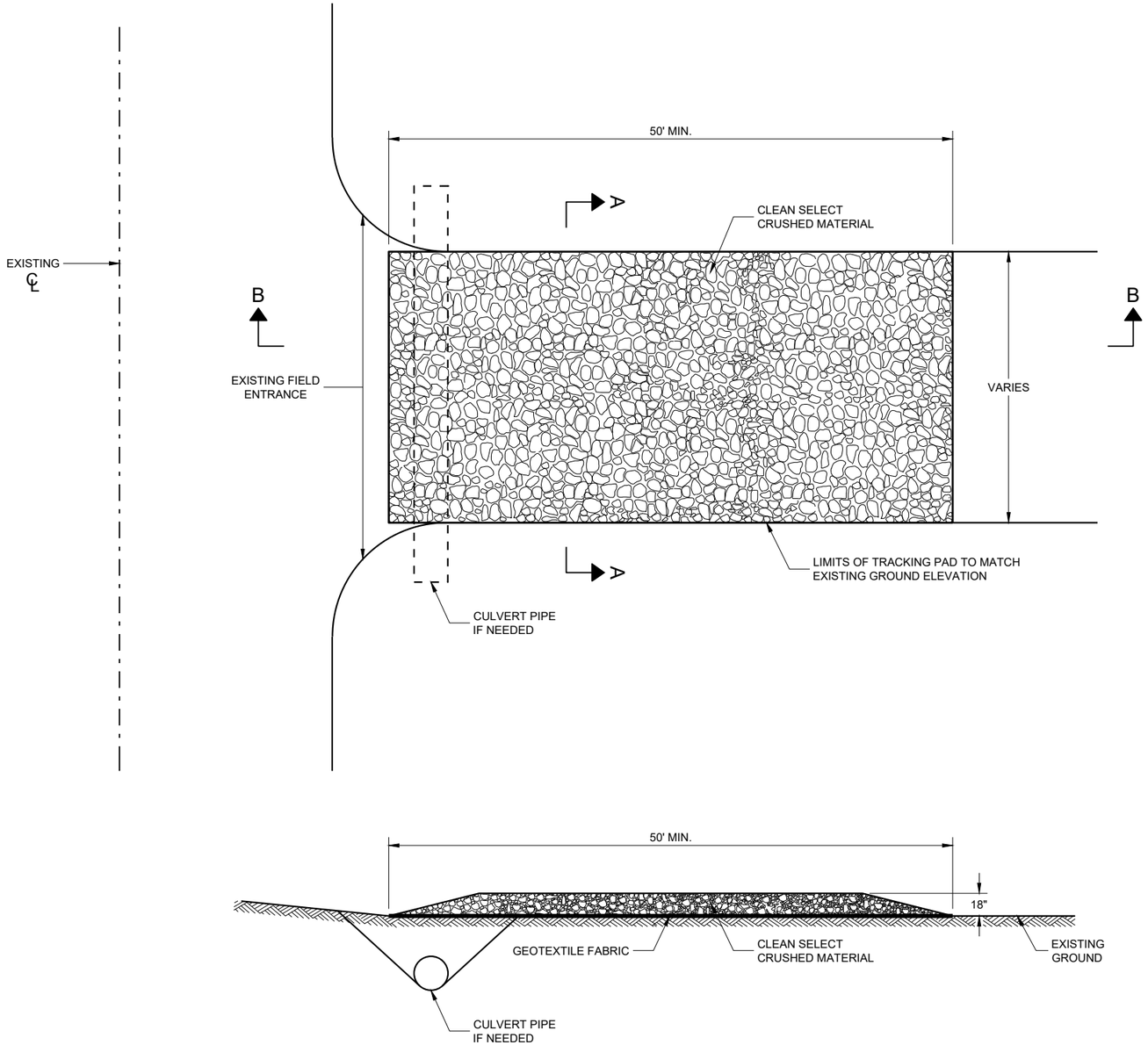
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

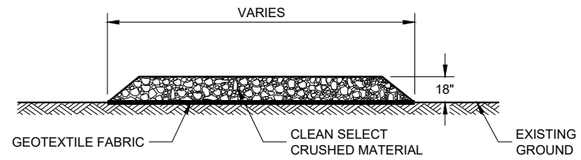
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08E14 - 01

METAL APRON ENDWALLS

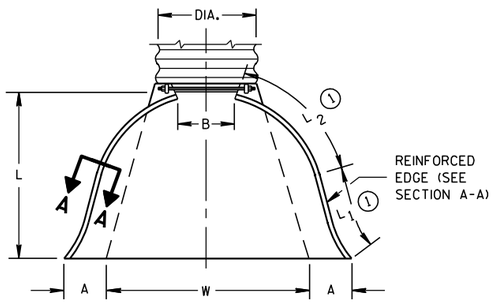
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

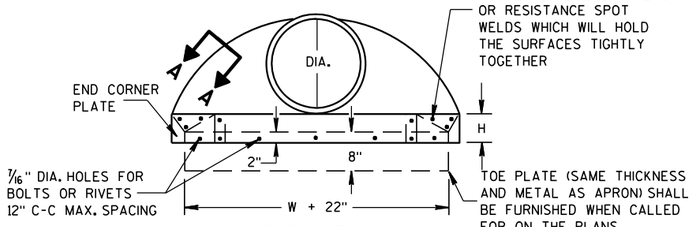
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

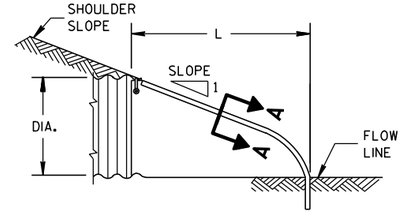
*MINIMUM
**MAXIMUM



PLAN VIEW

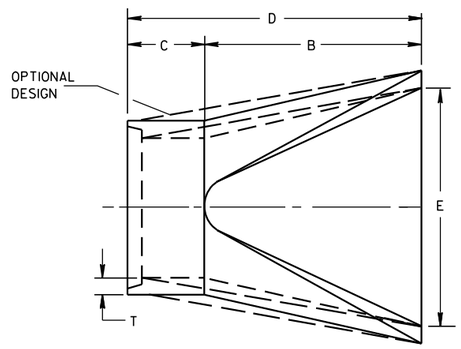


END VIEW

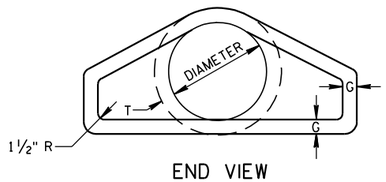


SIDE ELEVATION

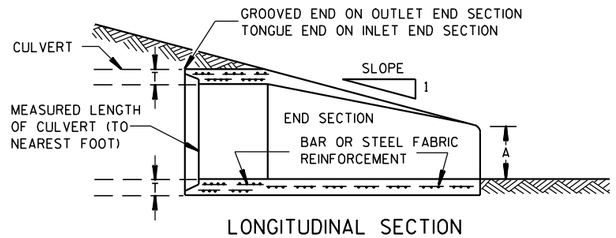
METAL ENDWALLS



PLAN

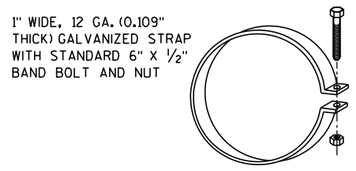


END VIEW



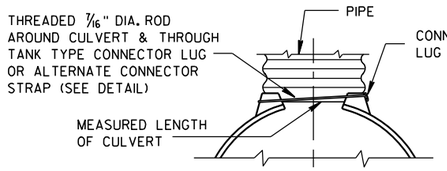
LONGITUDINAL SECTION

CONCRETE ENDWALLS

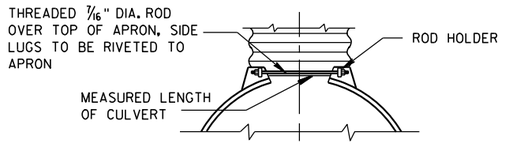


ALTERNATE FOR TYPE 1 CONNECTION

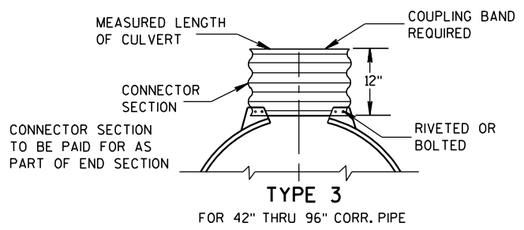
END SECTION CONNECTOR STRAP



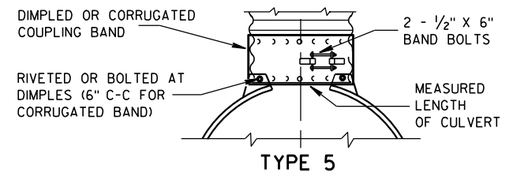
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

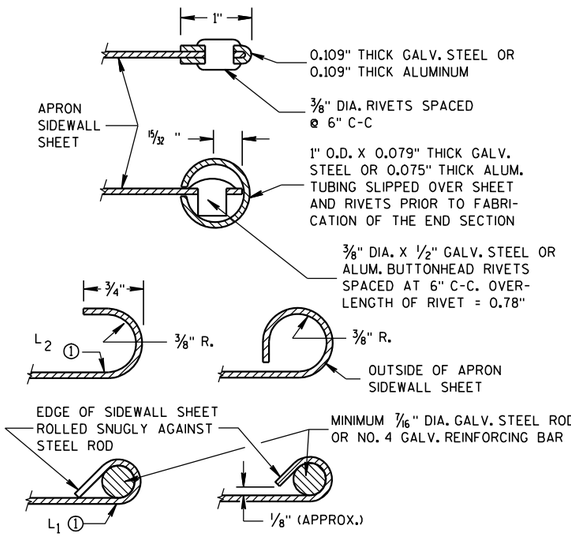
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

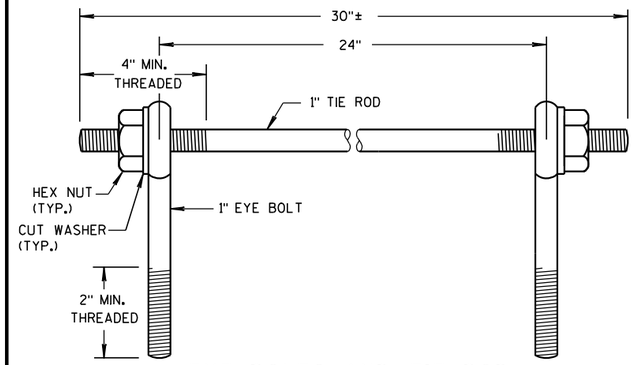
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

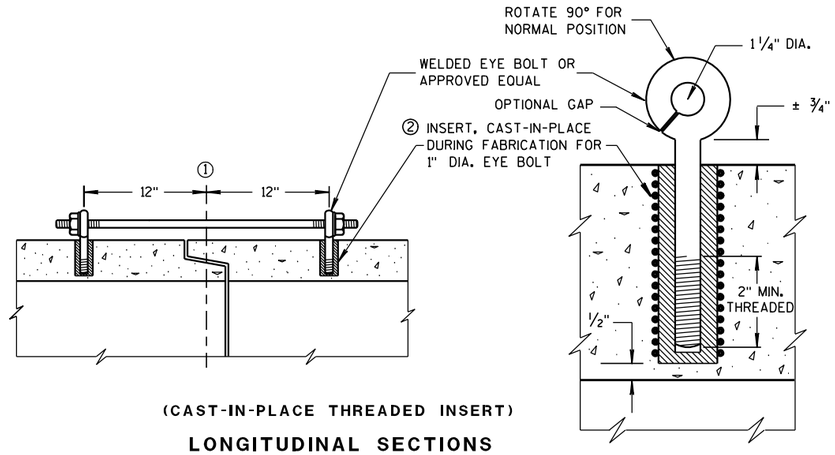
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

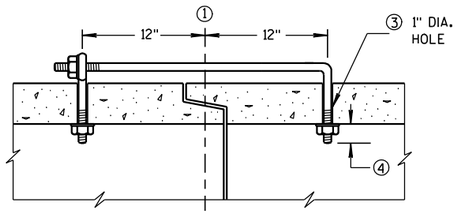
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

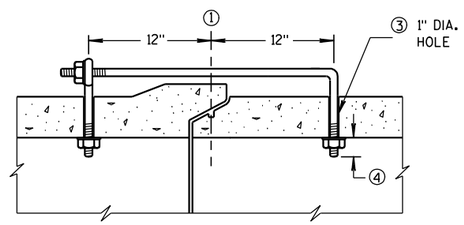
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

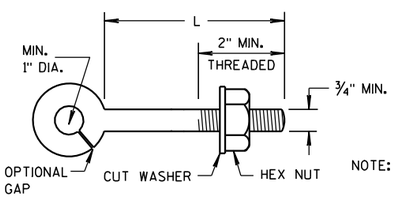


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

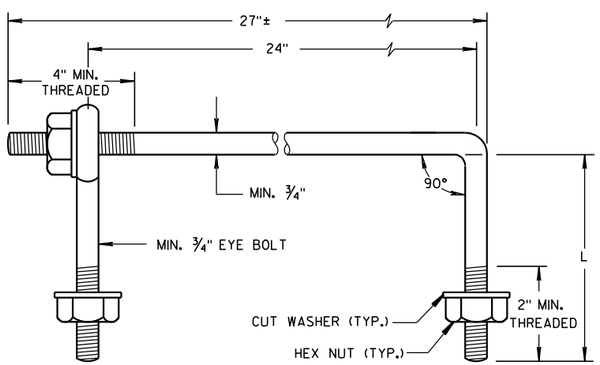
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

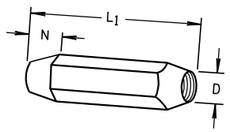
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



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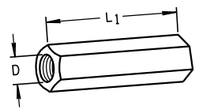
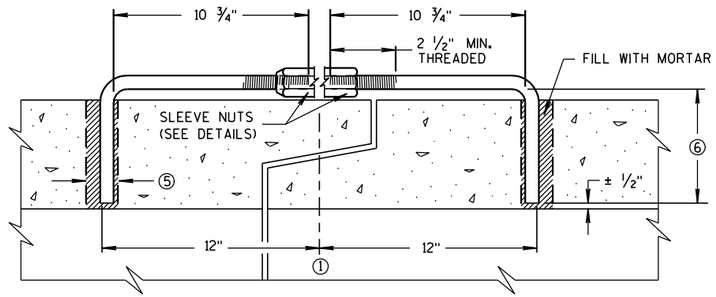


PLAIN

RIGHT AND LEFT THREADS

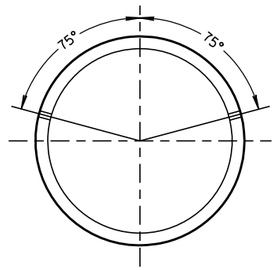
SLEEVE NUTS



LONGITUDINAL SECTION

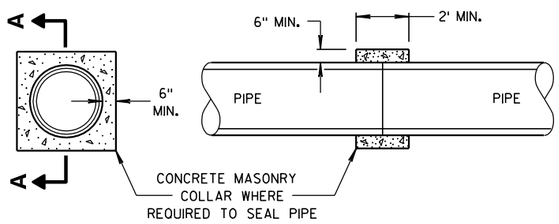
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
218
FHWA

6

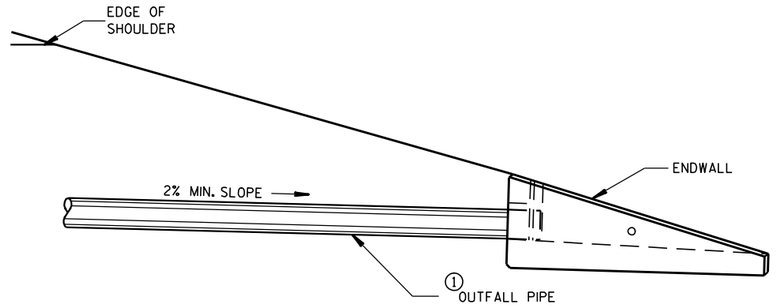
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

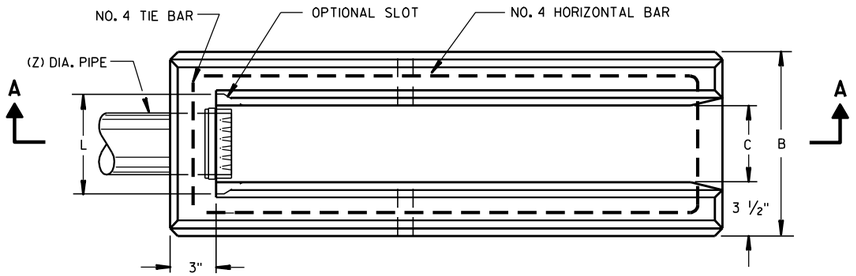
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

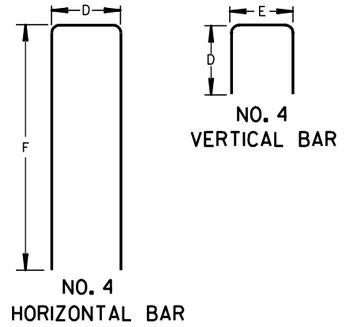
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

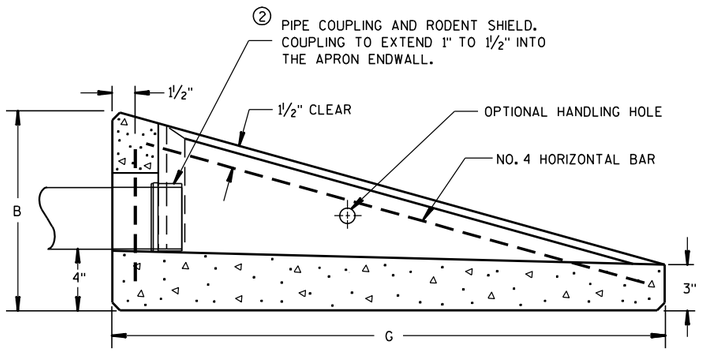
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



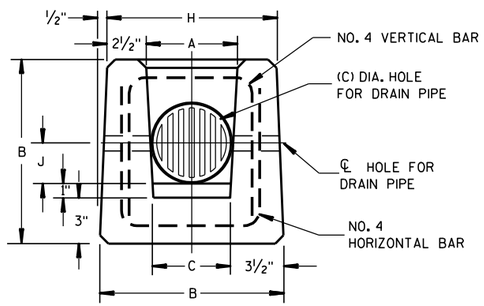
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

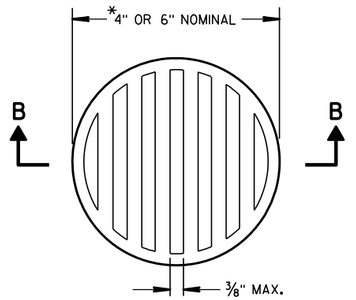


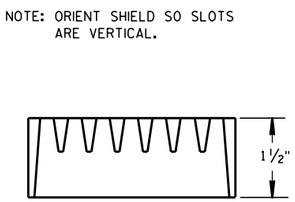
SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN





SECTION B-B

② RODENT SHIELD

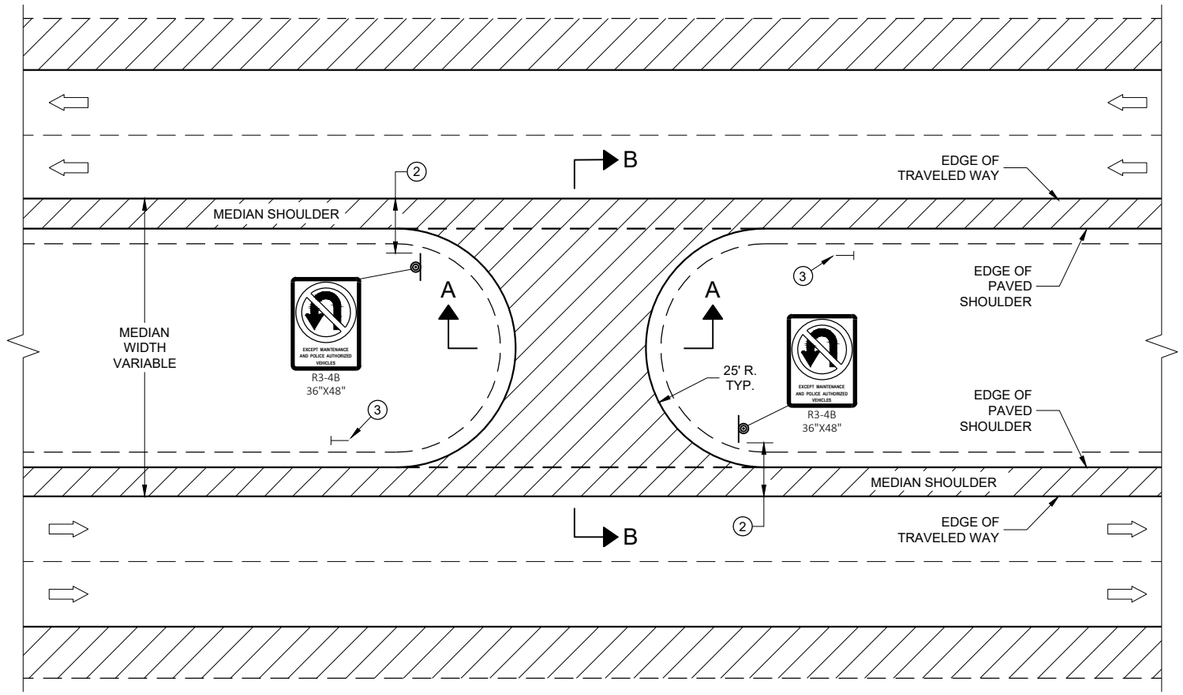
*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

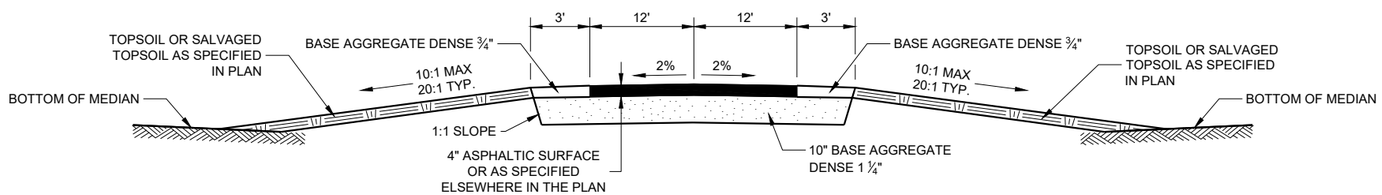
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

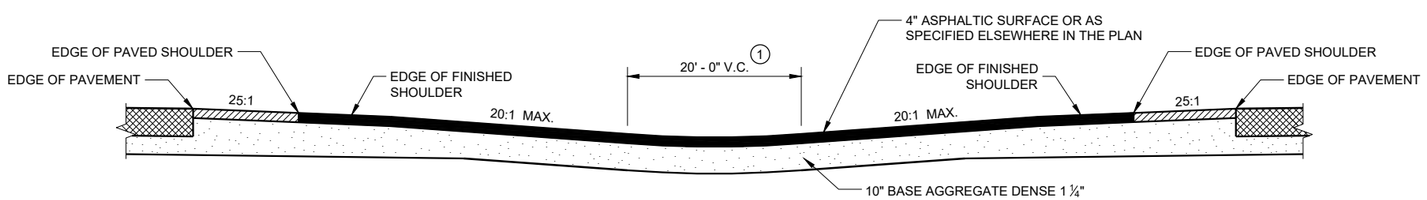
6
S.D.D. 8 F 6-4



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 11A01 - 06

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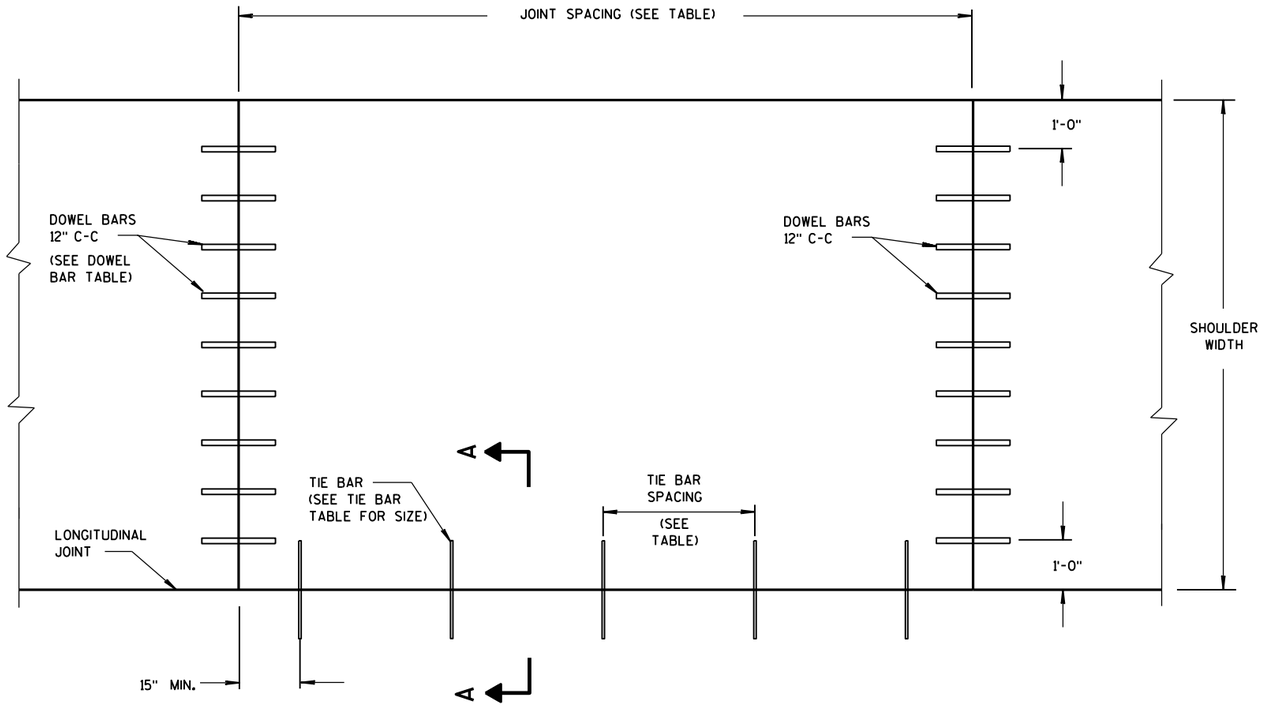
SDD 11A01 - 06



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

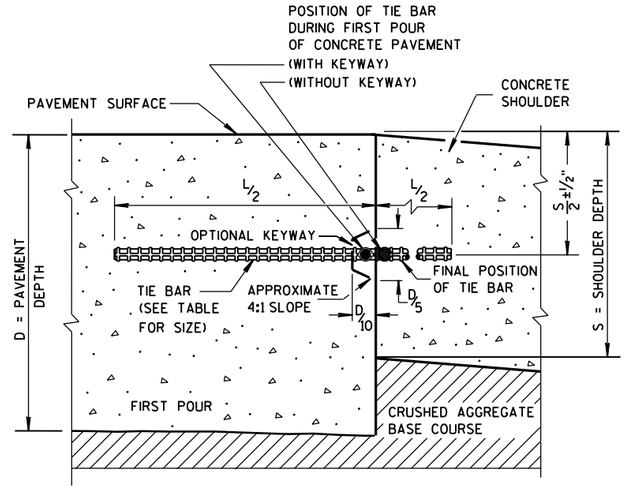
GENERAL NOTES

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.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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S.D.D. 13 A 3-6

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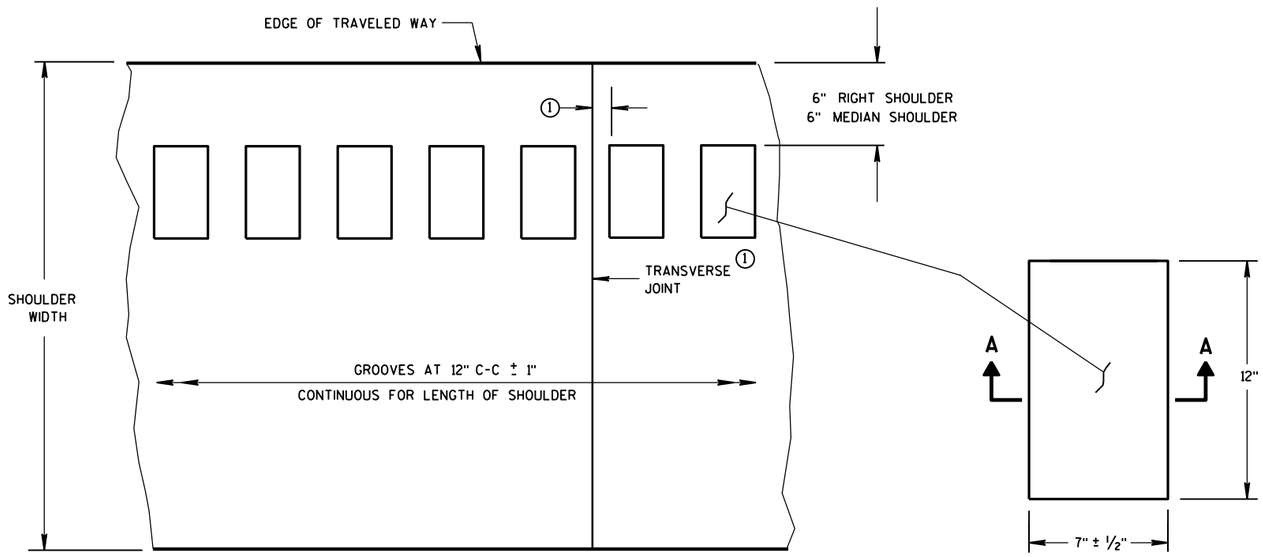
S.D.D. 13 A 3-6



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

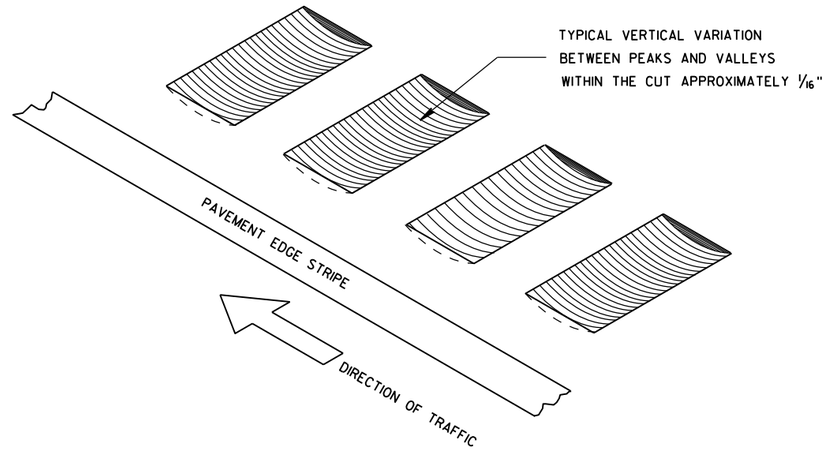
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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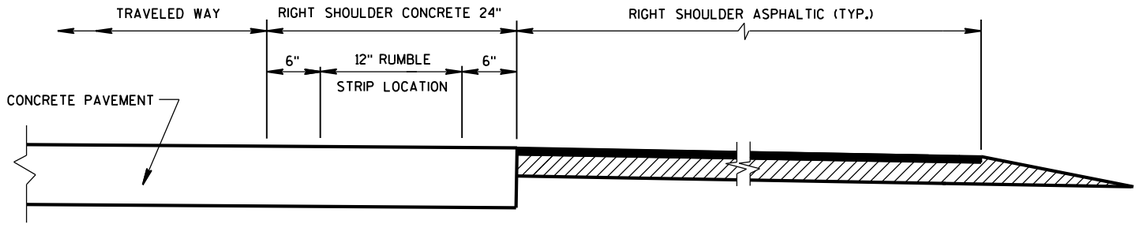
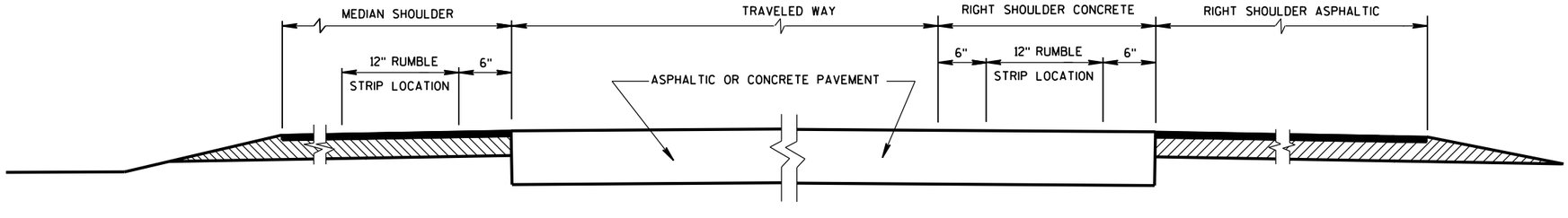


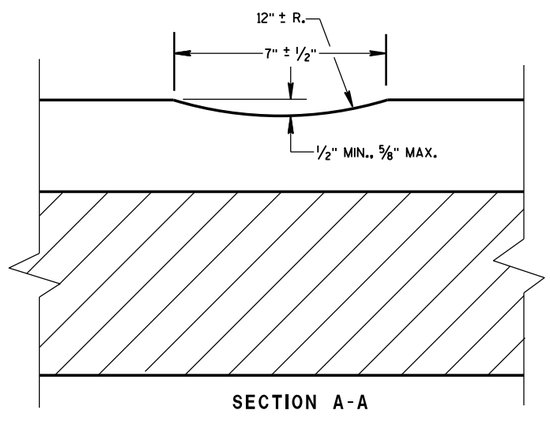
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

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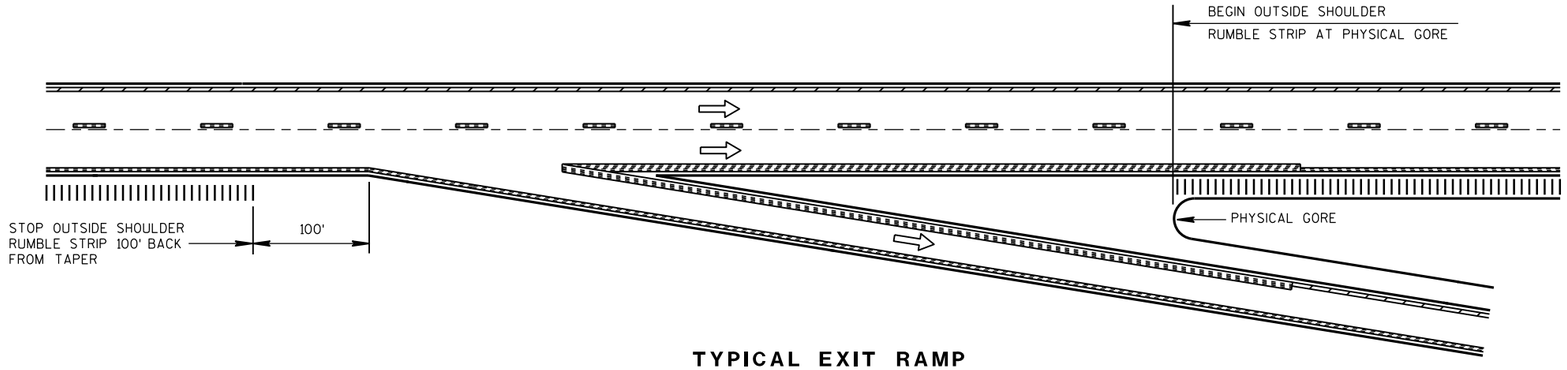
S.D.D. 13 A 5-5a



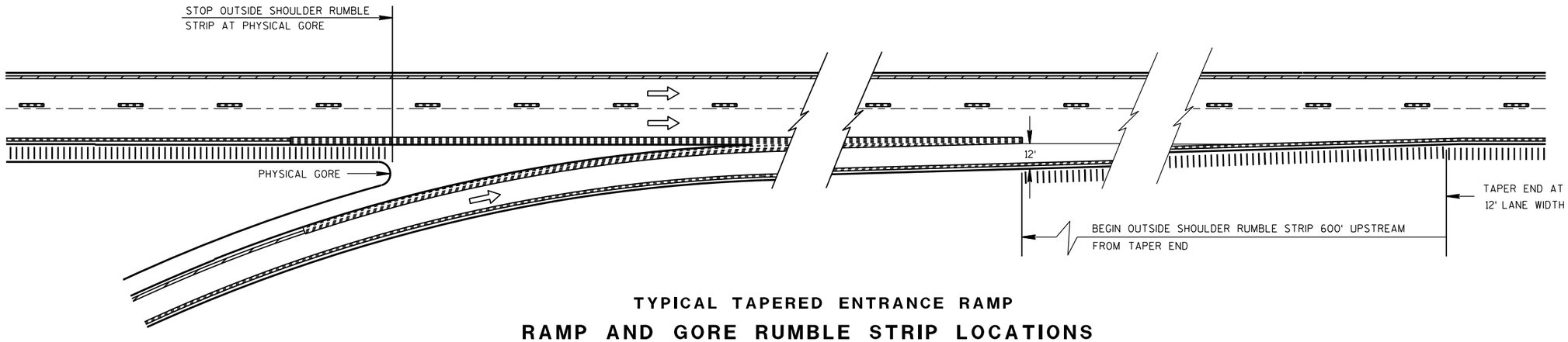
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

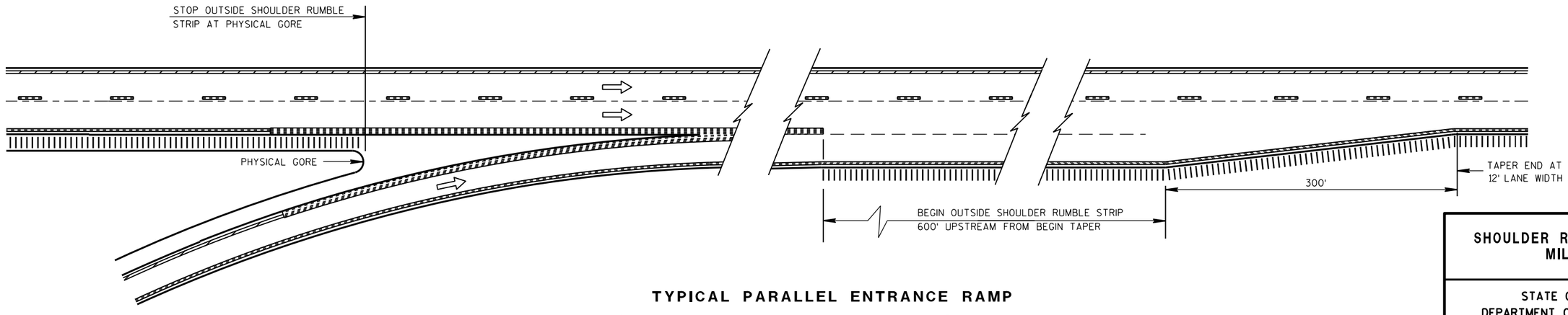
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

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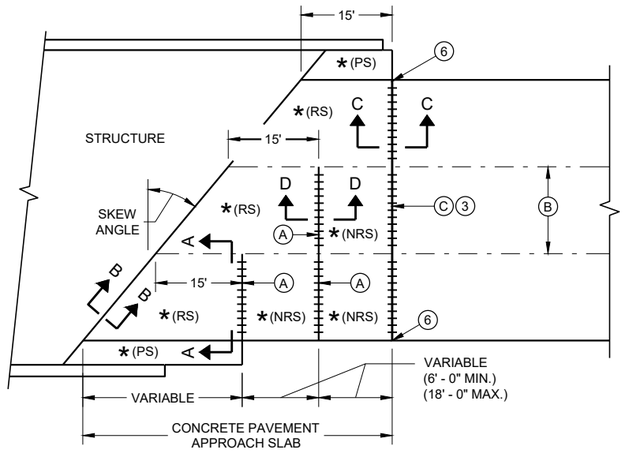
S.D.D. 13 A 5-5b



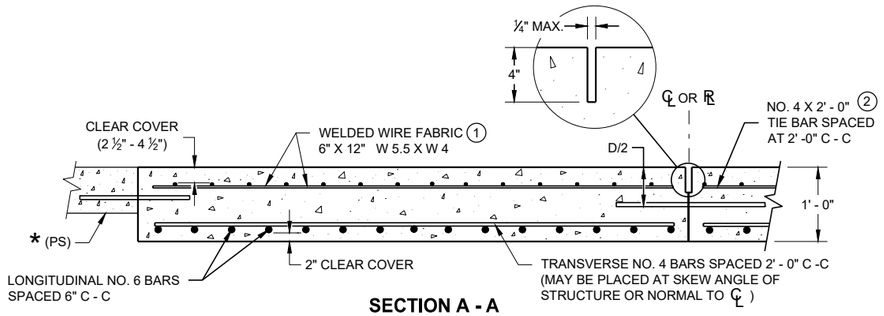
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

* (RS) = REINFORCED CONCRETE SLAB

* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

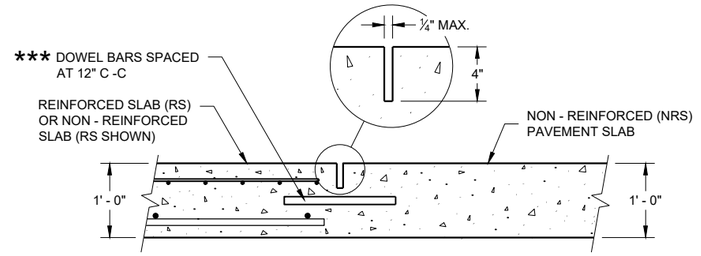
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

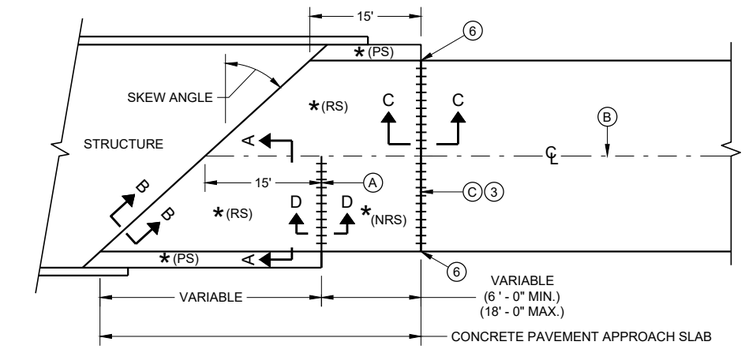
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

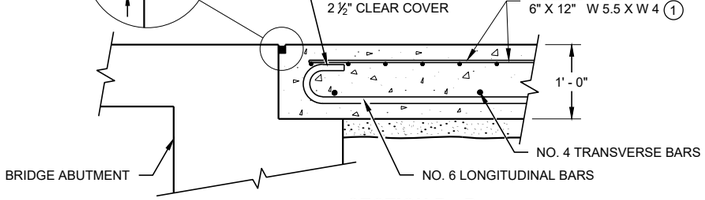
(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



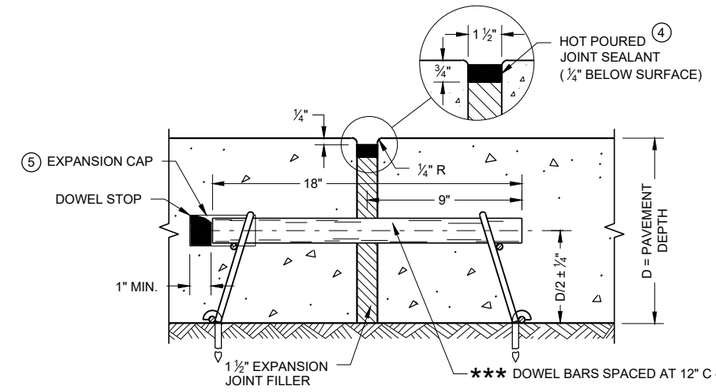
SECTION D - D
CONTRACTION JOINT



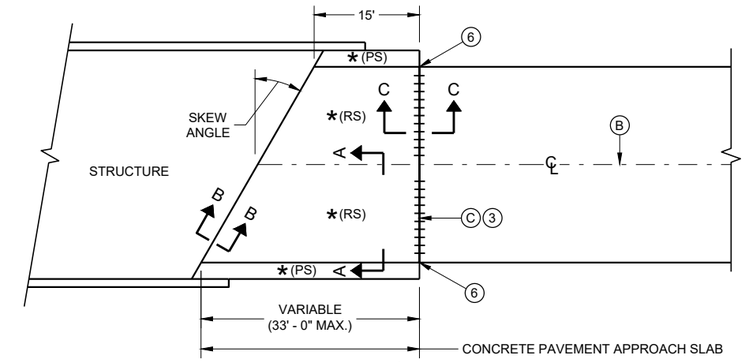
SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

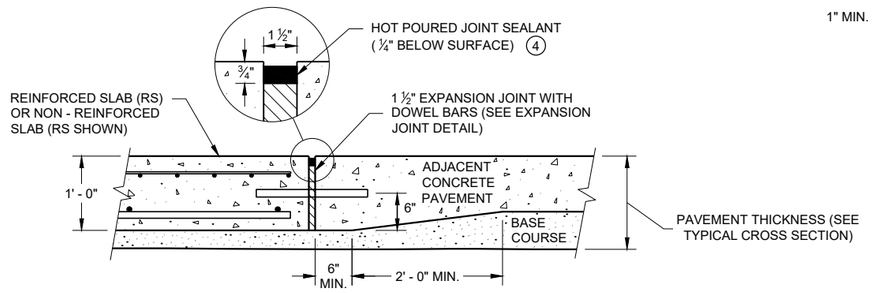


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

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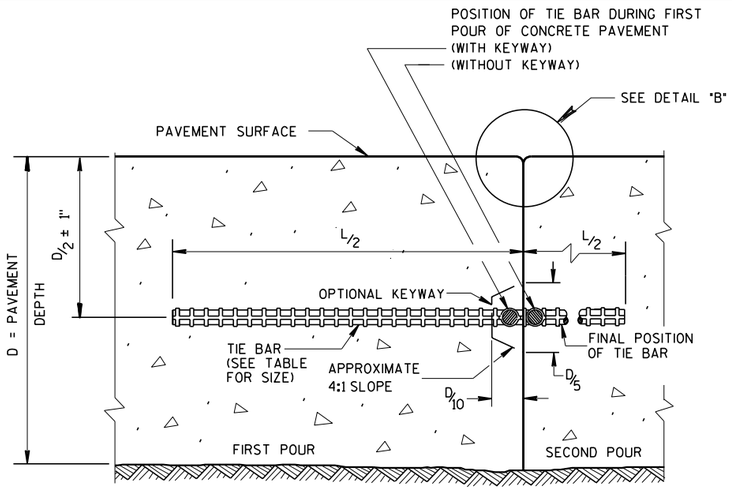
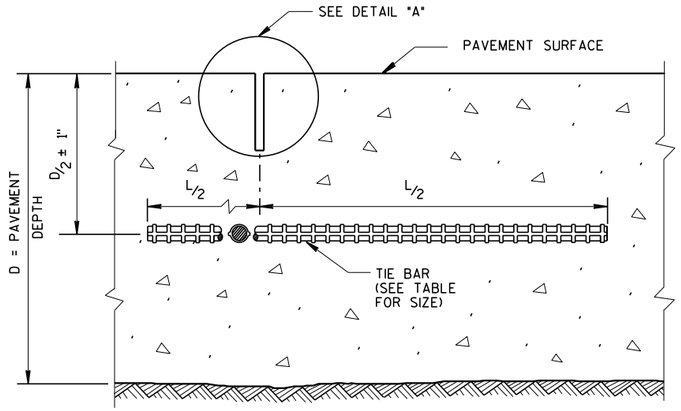
SDD 13B02 - 09a

SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

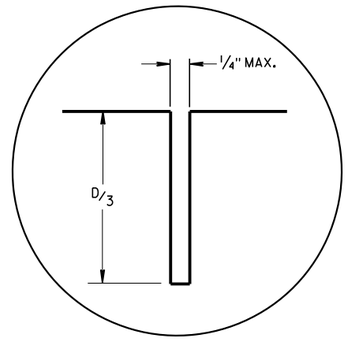
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

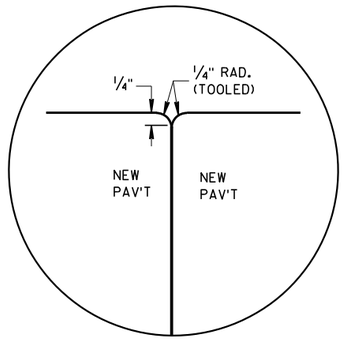
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

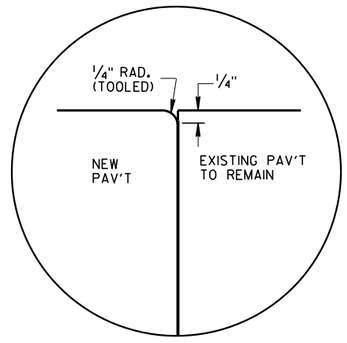
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



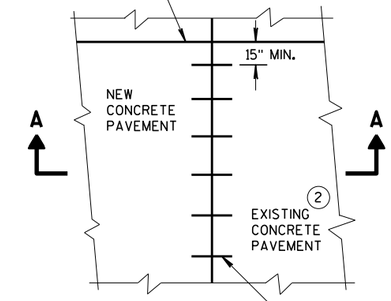
DETAIL "A"



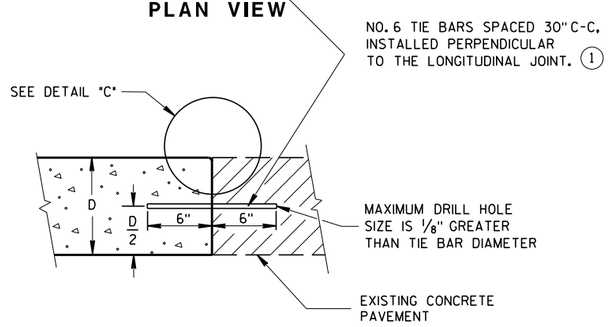
DETAIL "B"



DETAIL "C"



PLAN VIEW



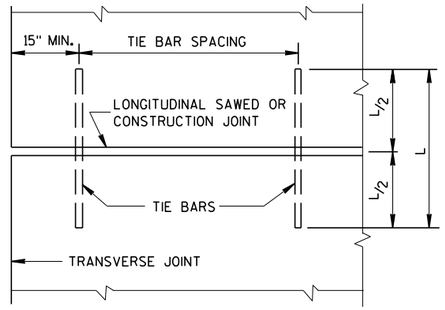
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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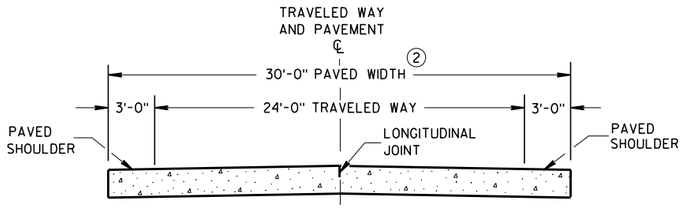
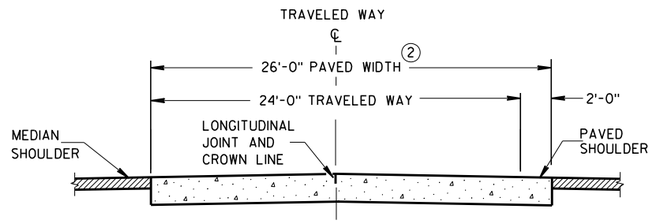
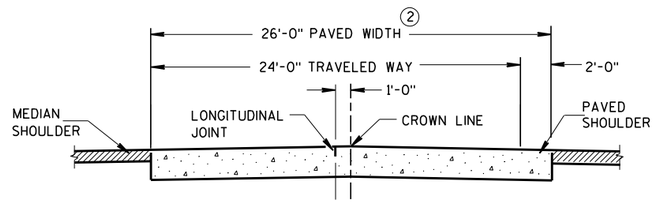
S.D.D. 13 C 1-19



SECTION A-A
TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B-B



ALTERNATIVE SECTION B-B
(1)
DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

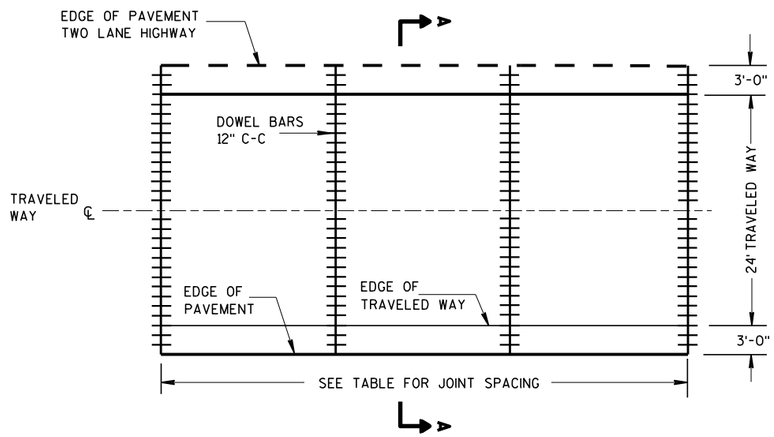
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

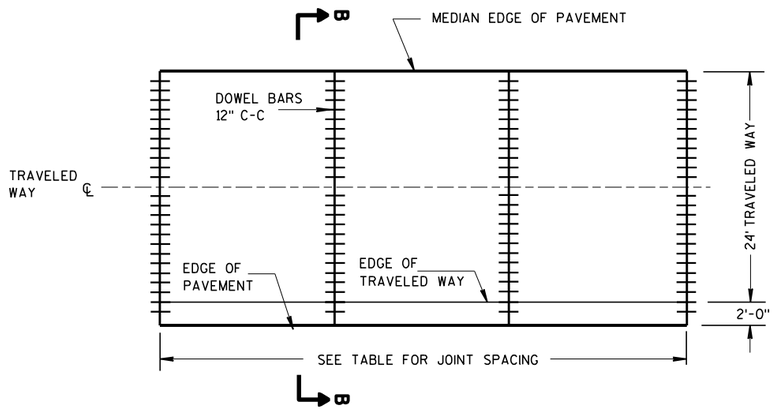
(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 11-12a

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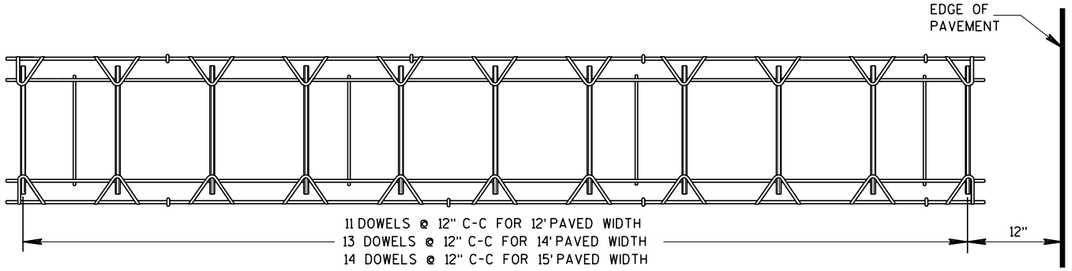
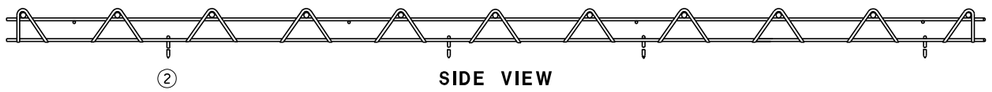
S.D.D. 13 C 11-12a



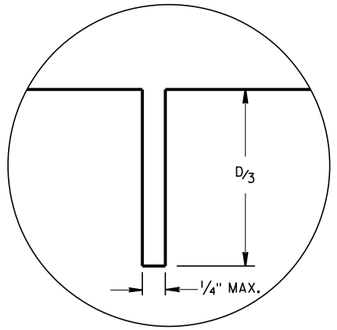
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

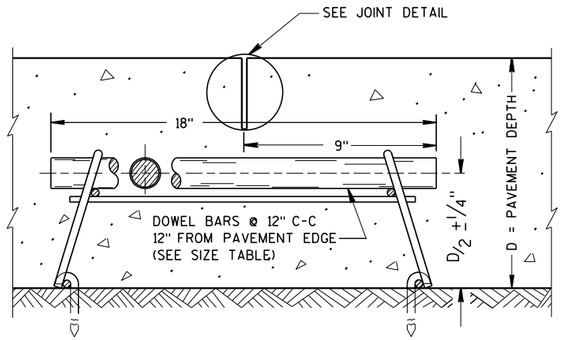
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

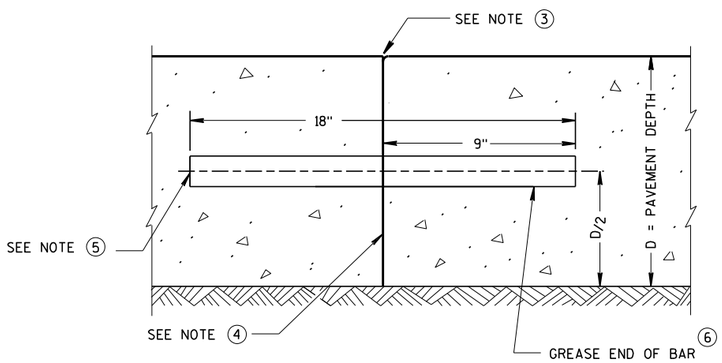
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

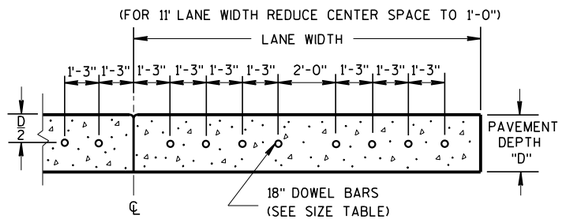
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

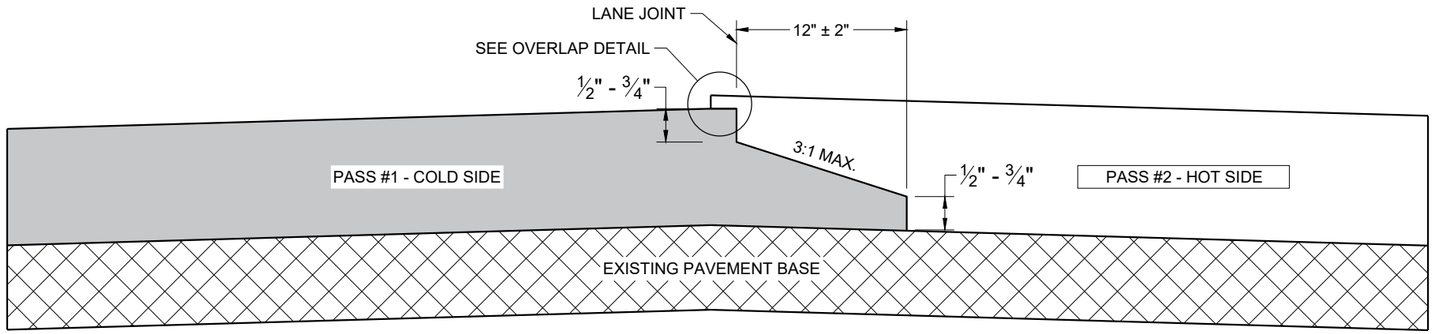
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

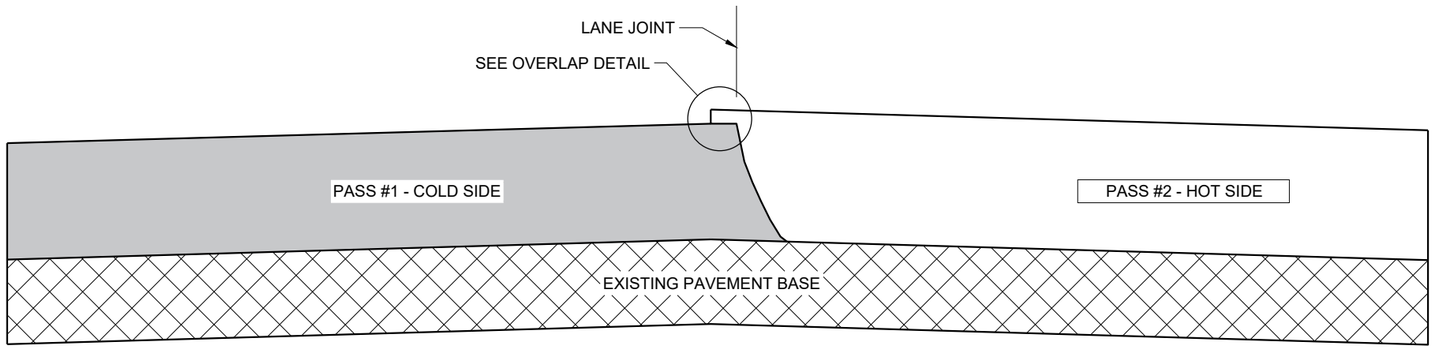
FHWA

6

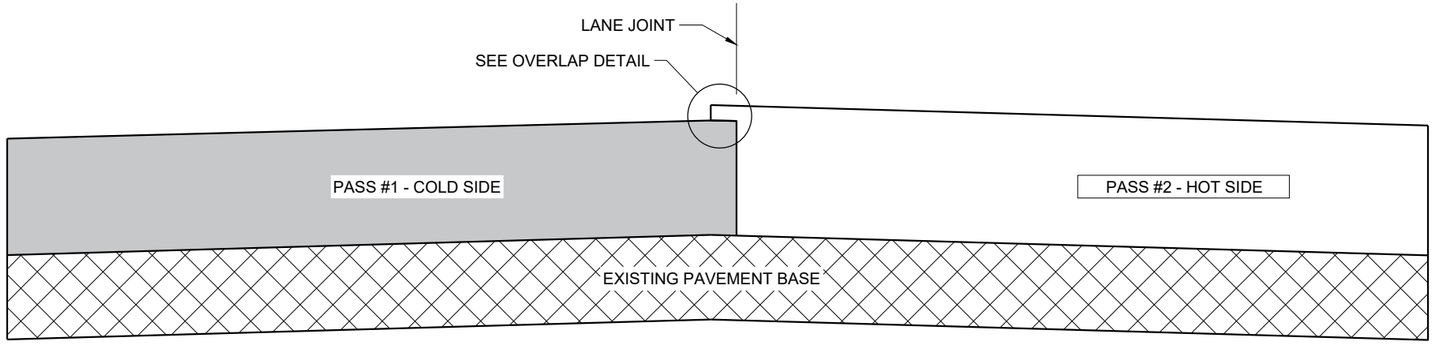
S.D.D. 13 C 11-12b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

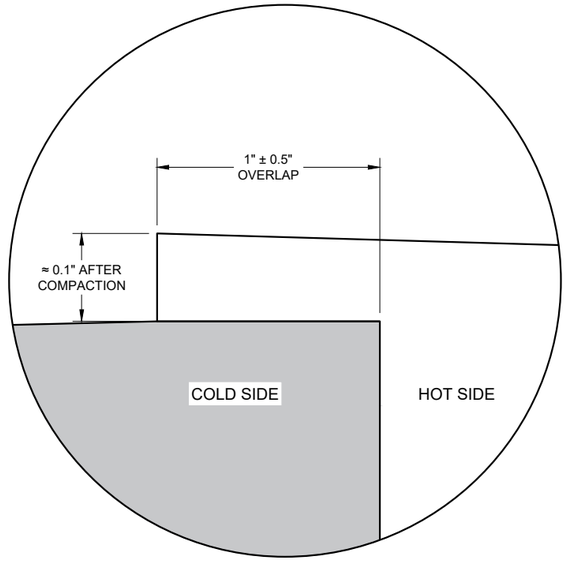
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

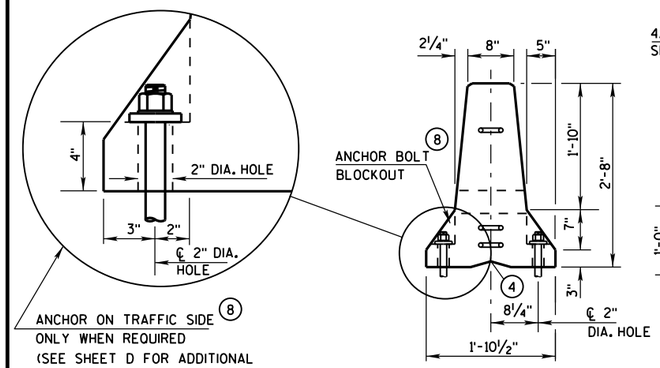
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

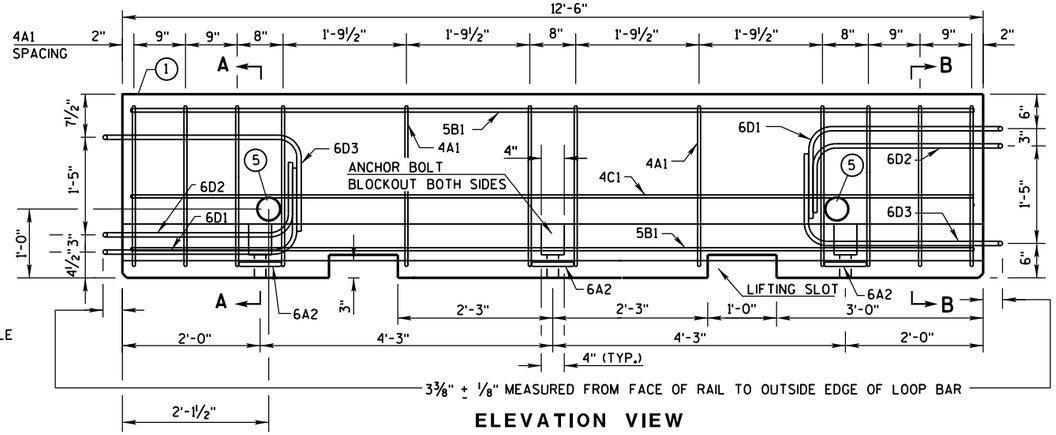
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

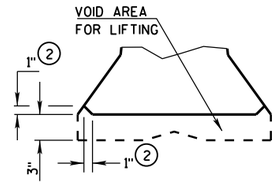
FHWA



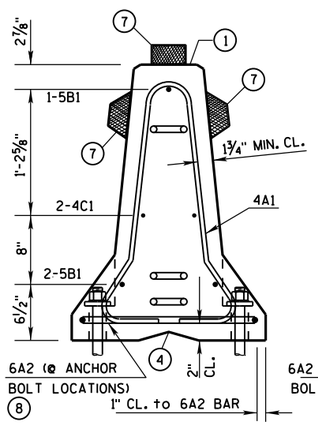
END VIEW



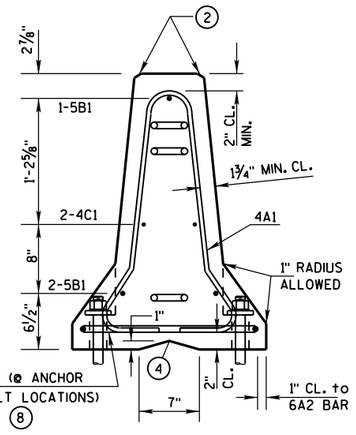
ELEVATION VIEW



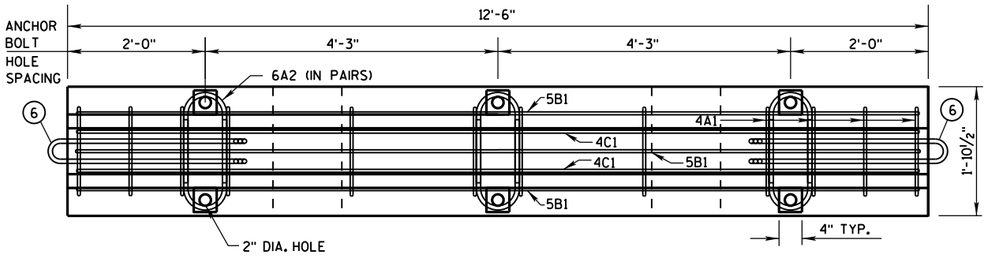
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

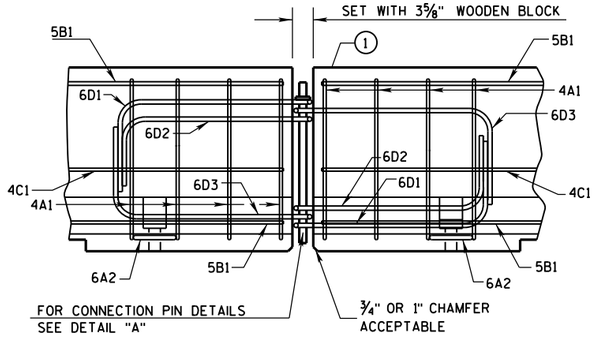


SECTION B-B
(STIRRUP PLACEMENT)

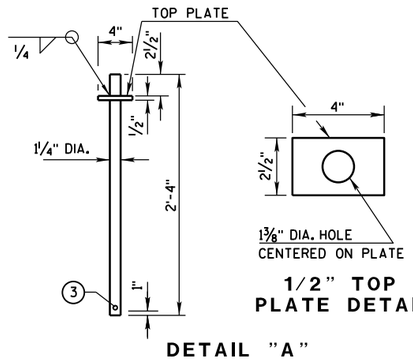


PLAN VIEW

DETAILS OF BARRIER SECTION

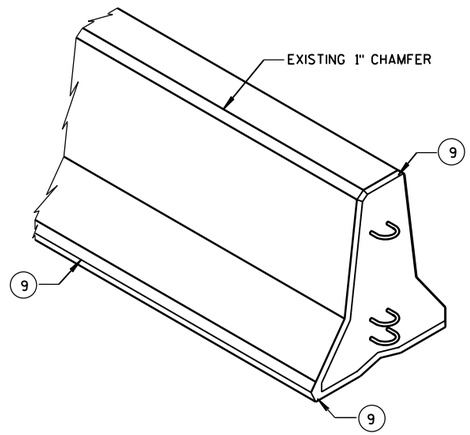


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

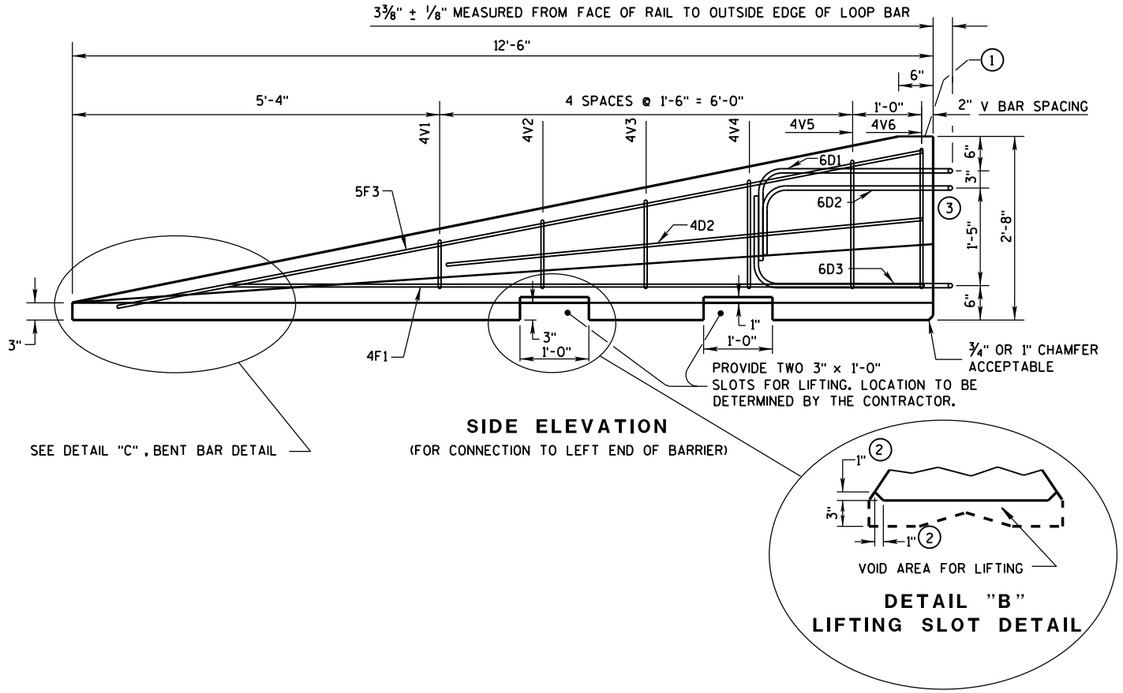
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 229

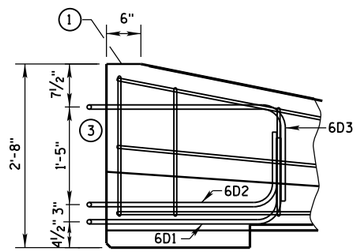
6

S.D.D. 14 B 7-15a

6

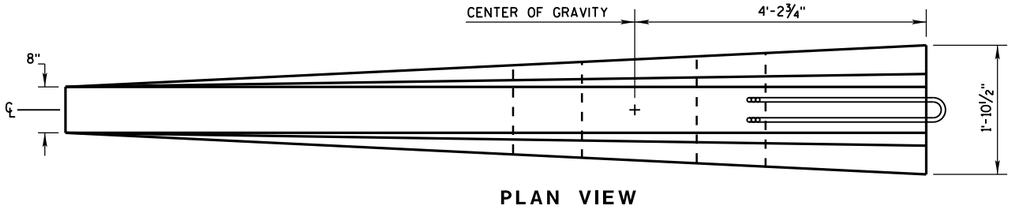
S.D.D. 14 B 7-15a

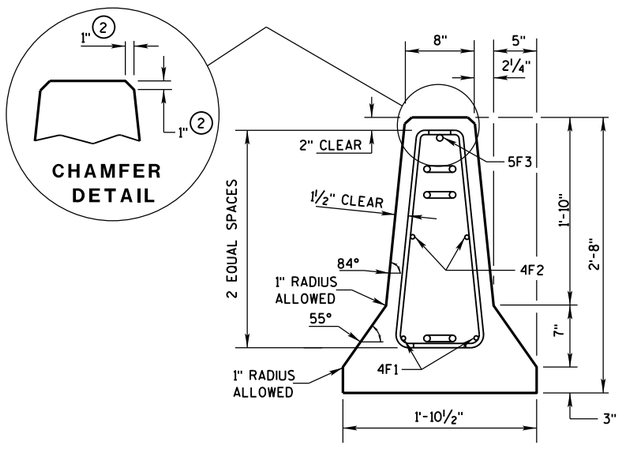


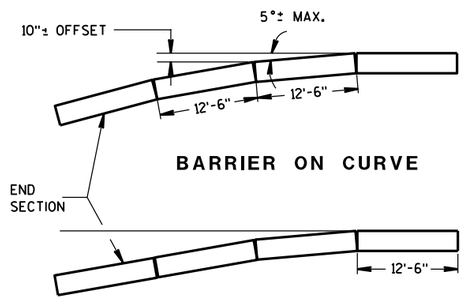


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

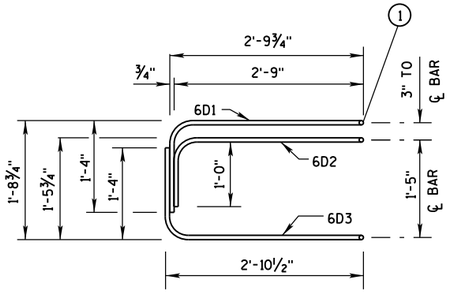
6

S.D.D. 14 B 7-15b

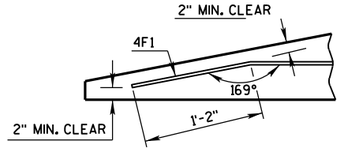
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

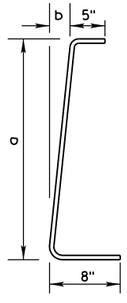
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

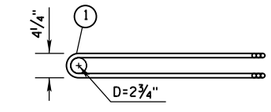
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

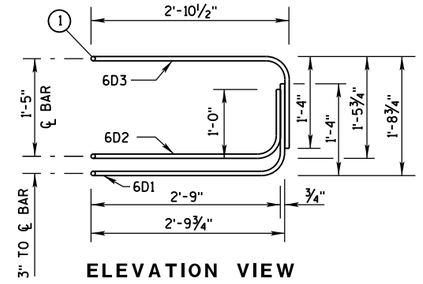
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

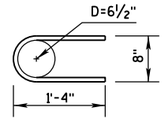
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



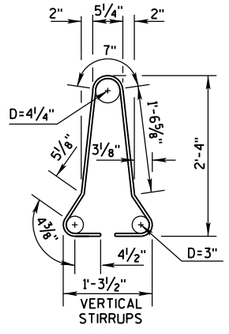
PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



ELEVATION VIEW



6A2



4A1

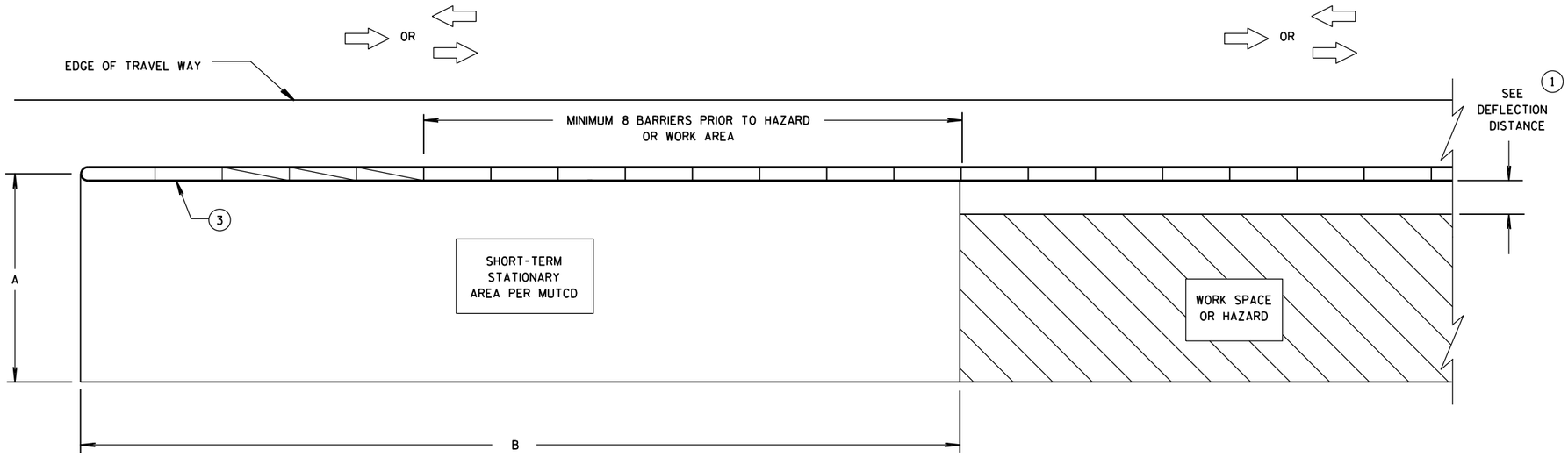
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



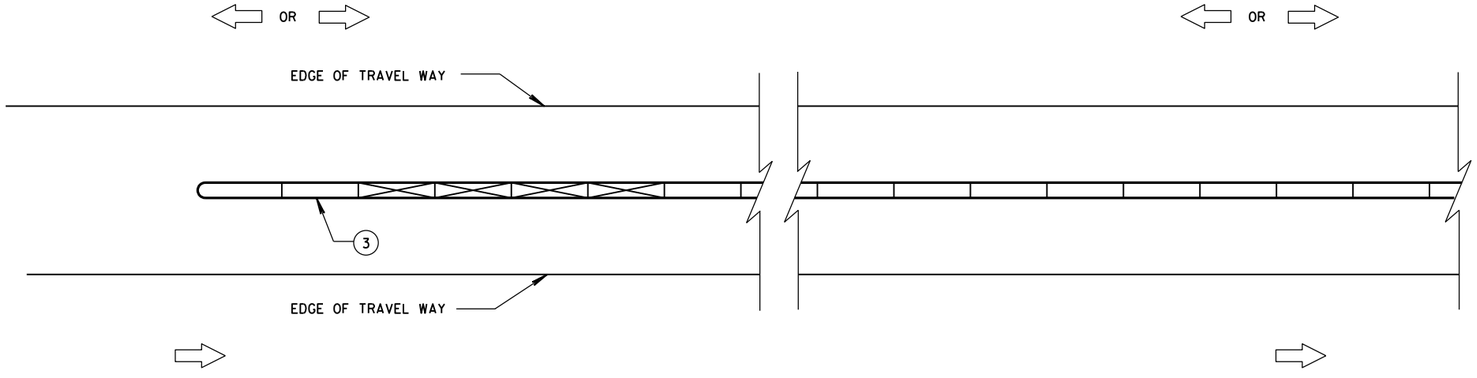
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

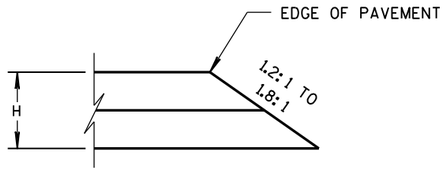
(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

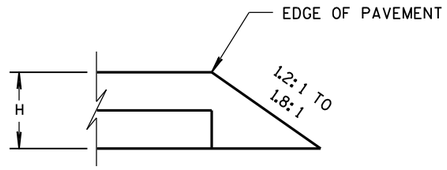
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

S.D.D. 14 B 8-2a



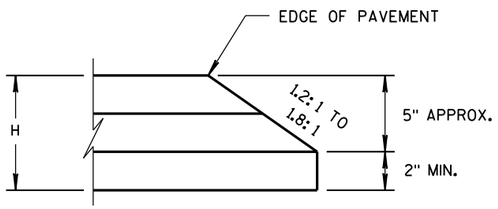
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



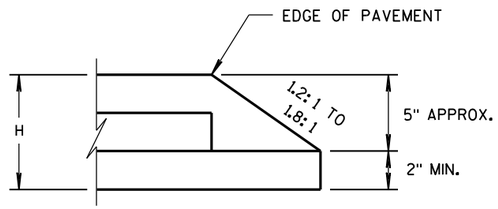
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

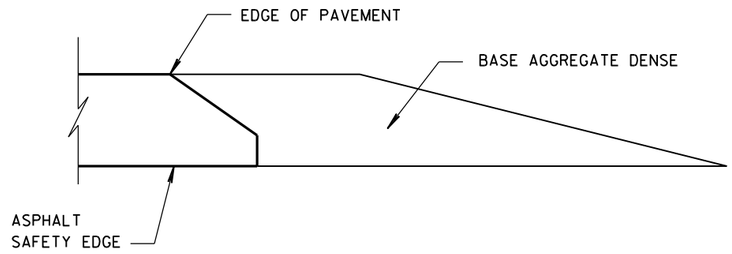
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

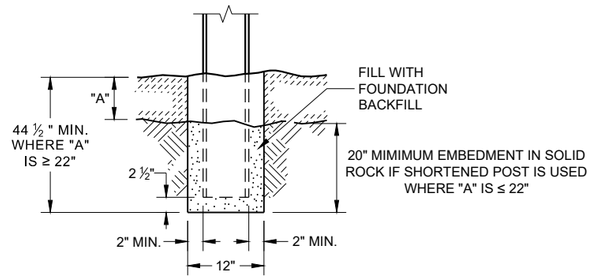
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

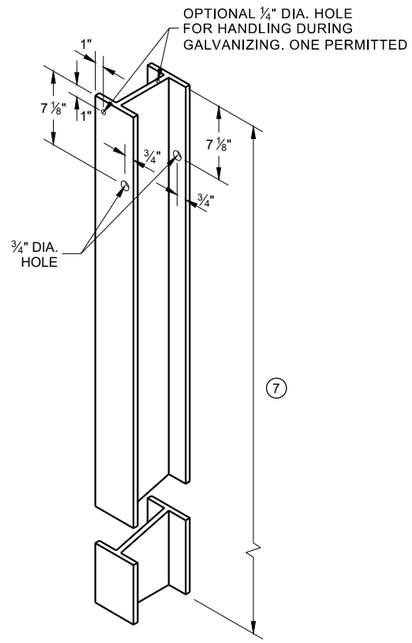
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

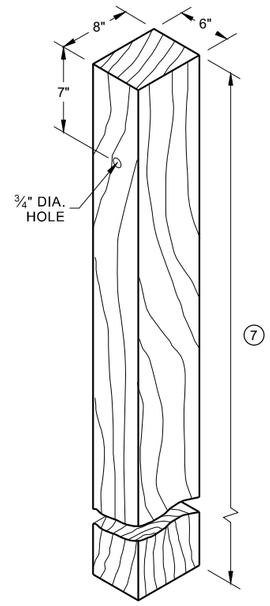
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



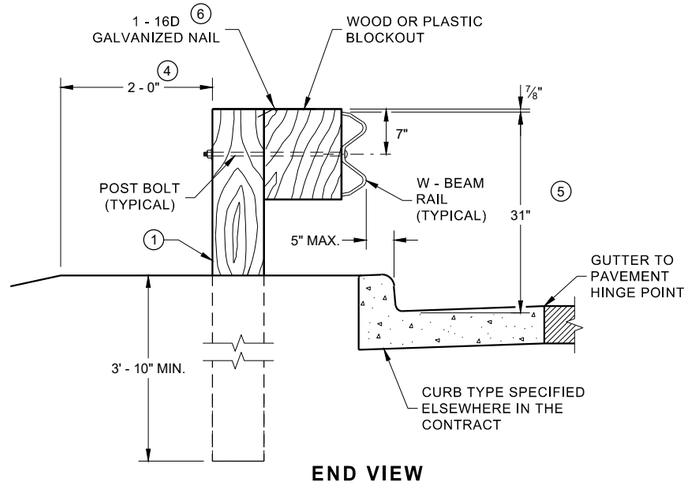
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



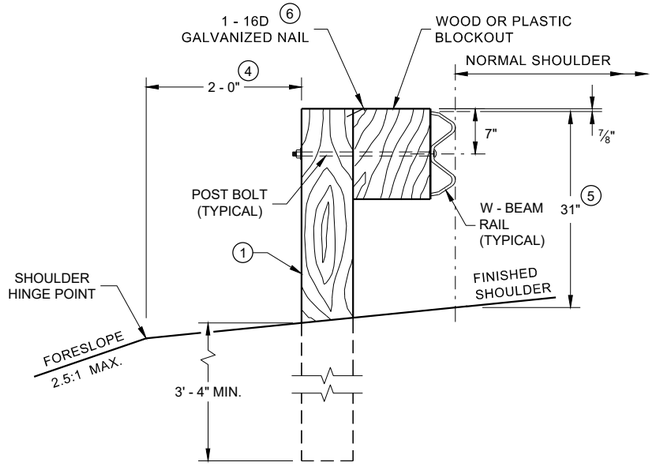
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



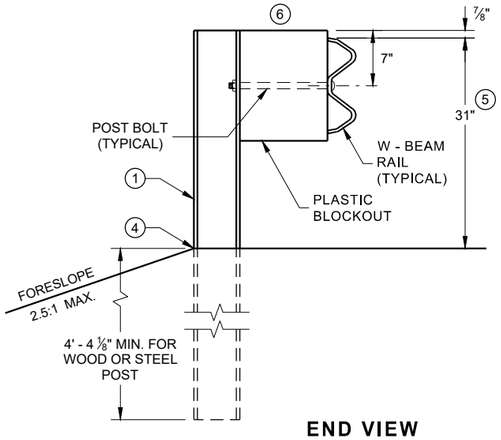
WOOD POST (6" X 8") NOMINAL (1)



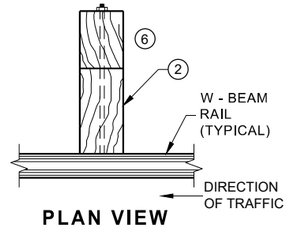
END VIEW
LOCATED ALONG A CURBED ROADWAY



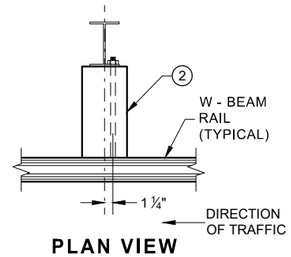
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



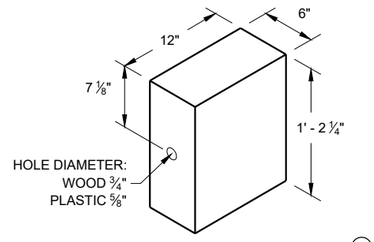
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



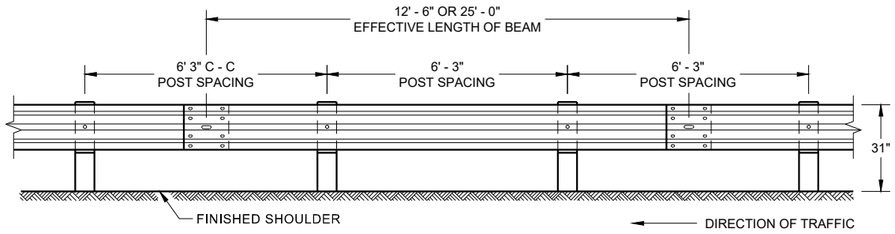
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

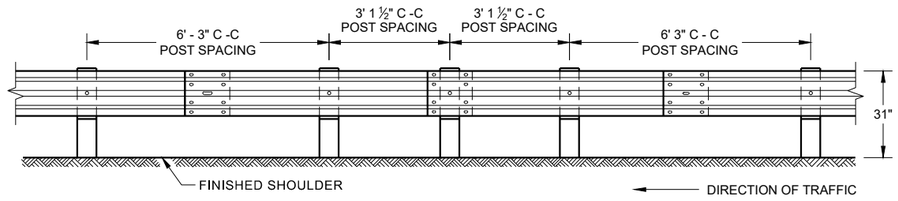
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

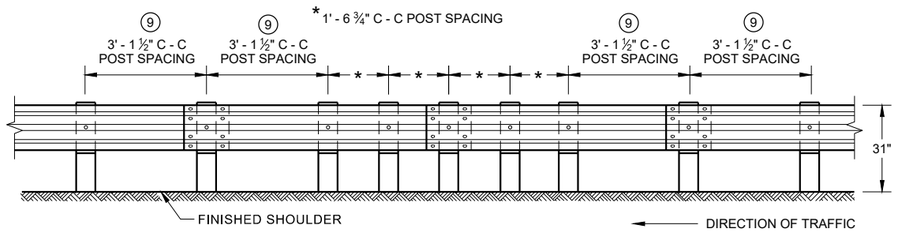
SDD 14B42 - 07a



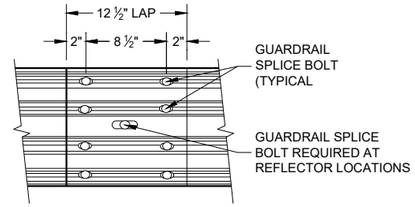
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

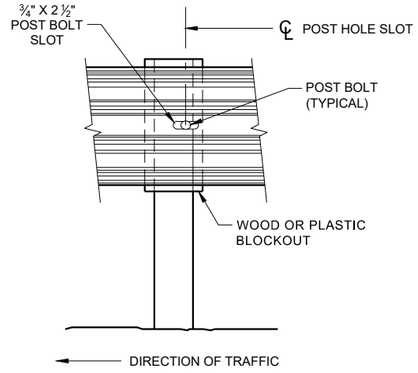
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

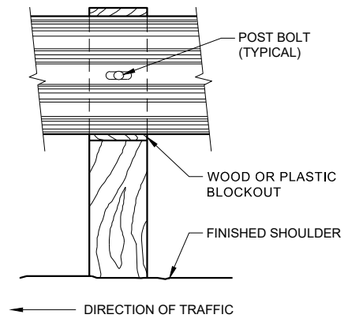
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

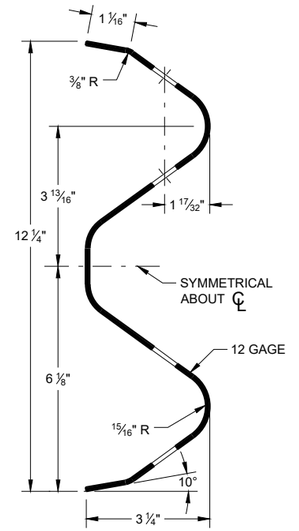
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



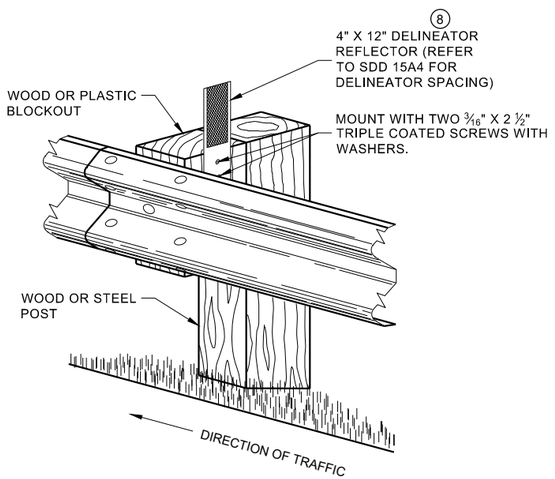
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



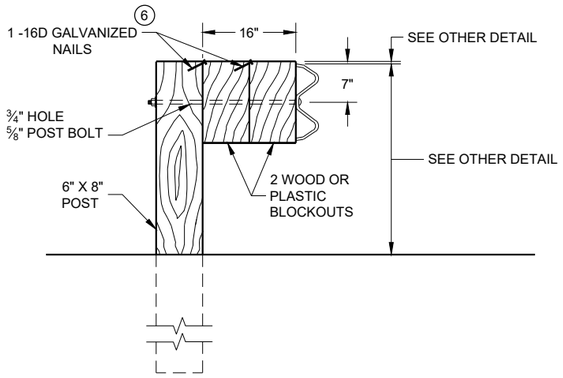
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

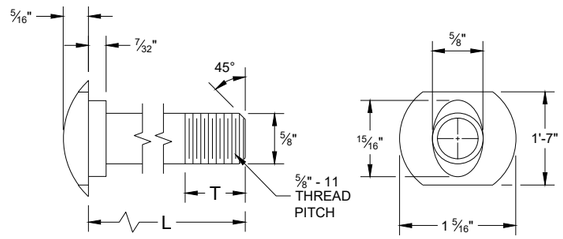


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

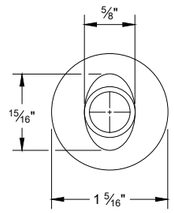
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

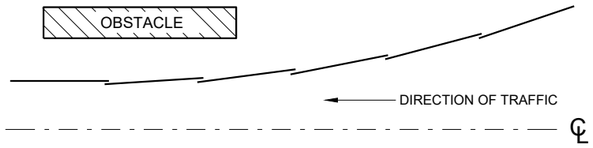


POST BOLT TABLE

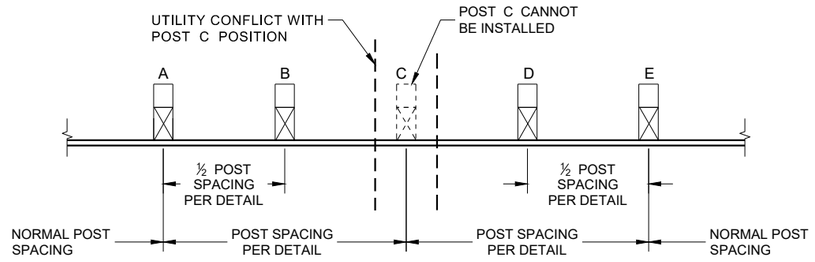
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



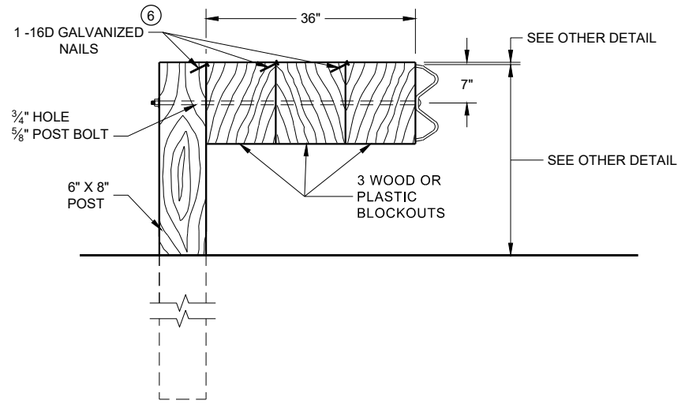
ALTERNATE BOLT HEAD



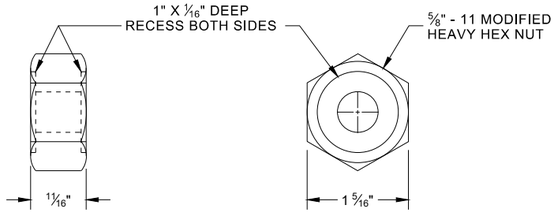
PLAN VIEW
BEAM LAPPING DETAIL



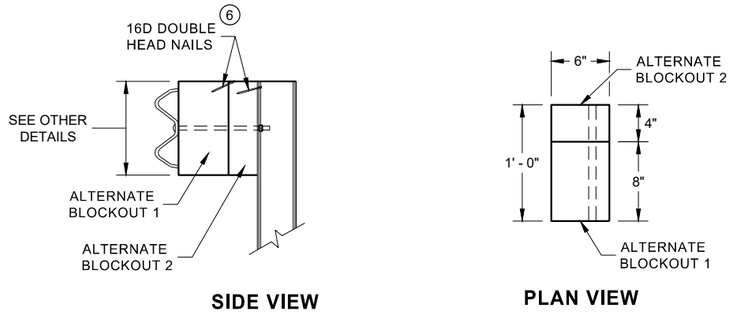
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

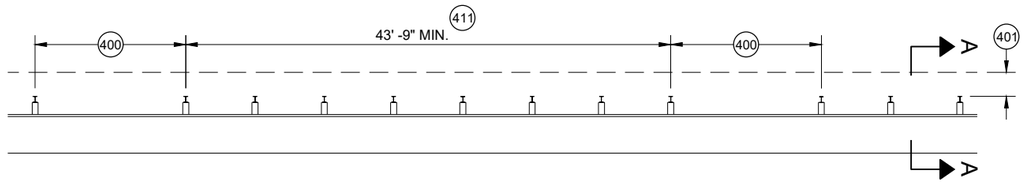
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

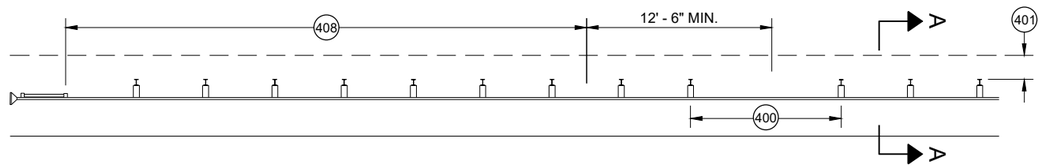
6

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

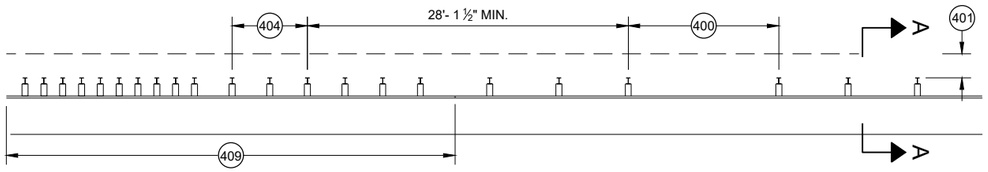
SDD 14B42 - 07c



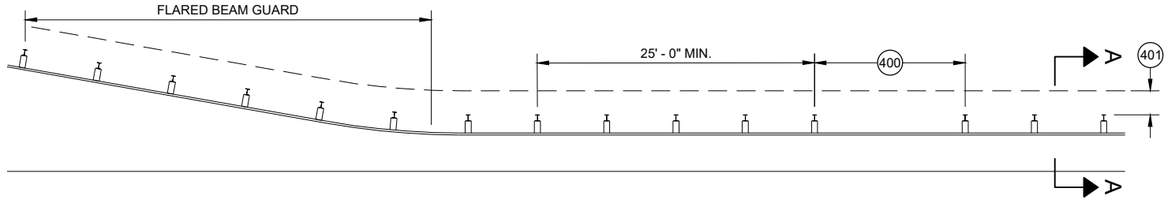
MISSING POST IN MGS GUARDRAIL



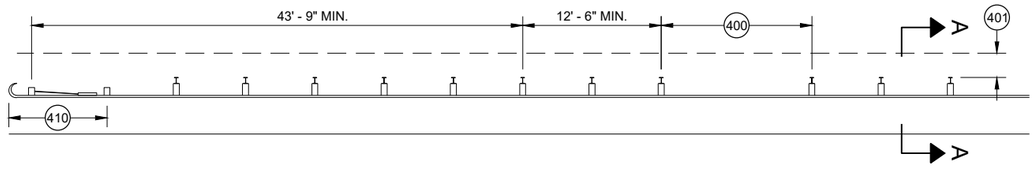
MISSING POST IN MGS GUARDRAIL NEAR EAT



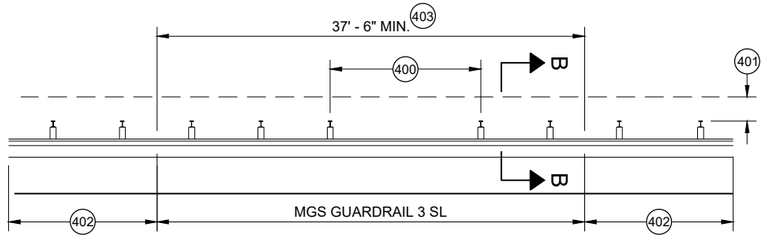
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

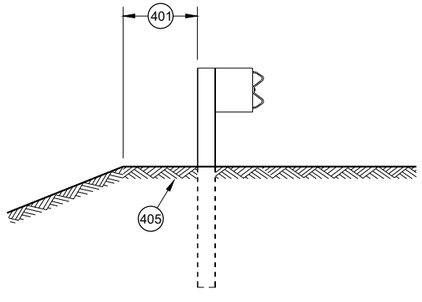


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

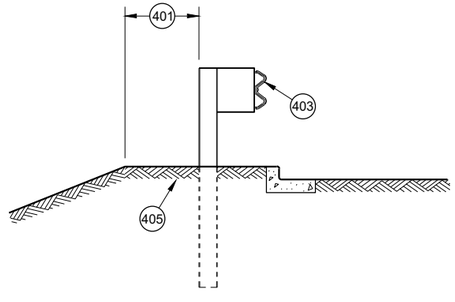


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

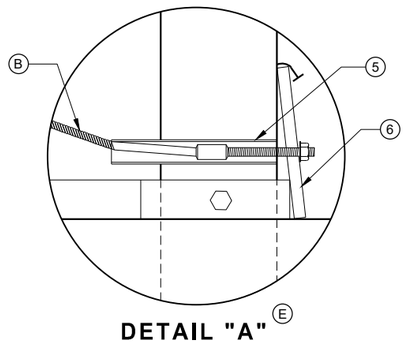
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

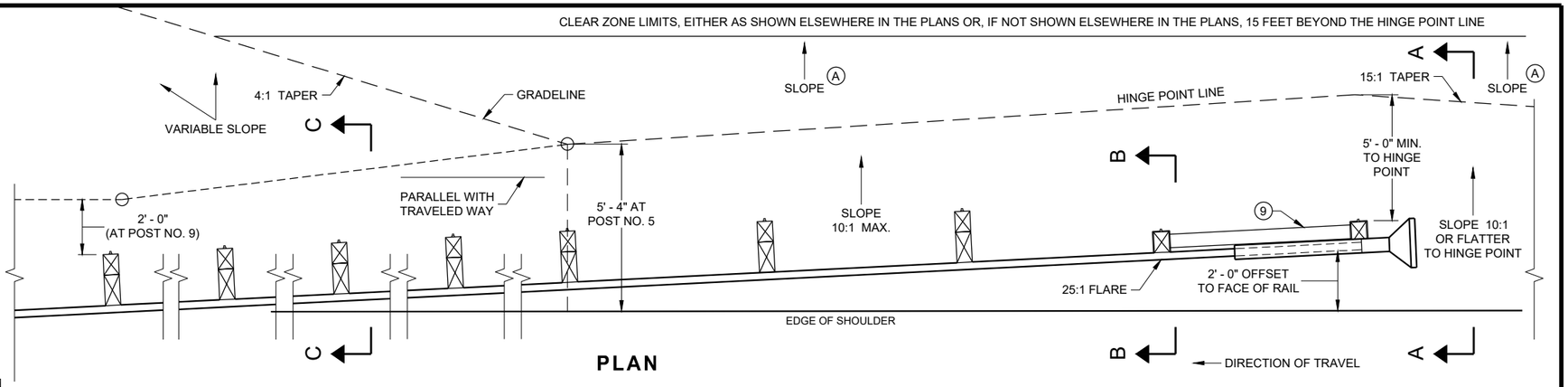
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

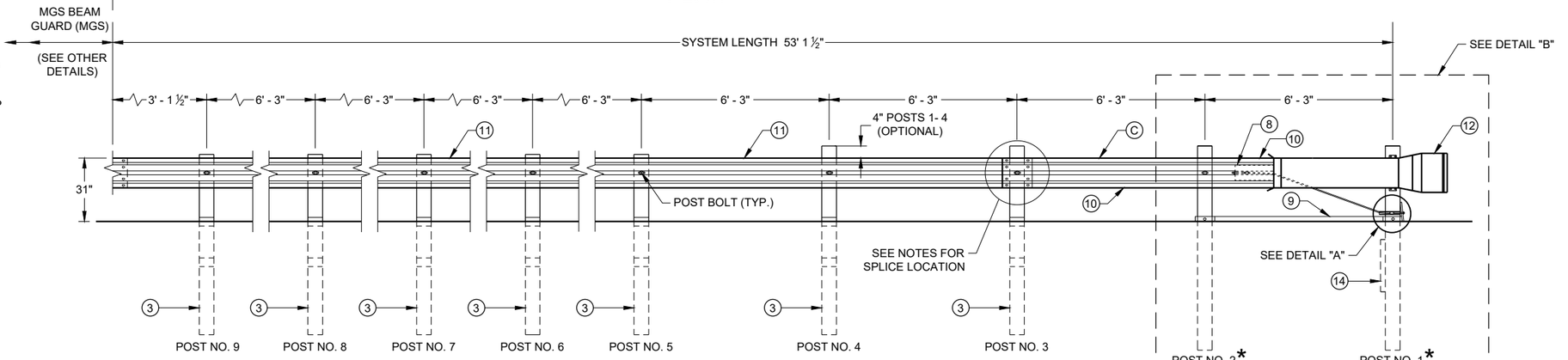
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



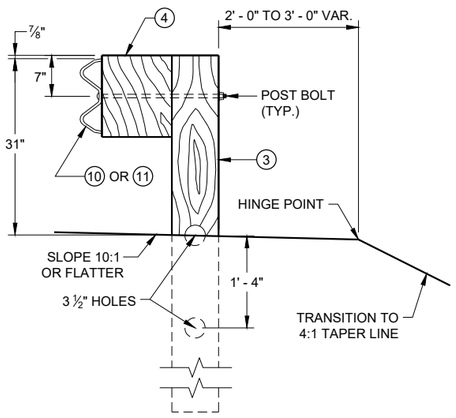
DETAIL "A" (E)



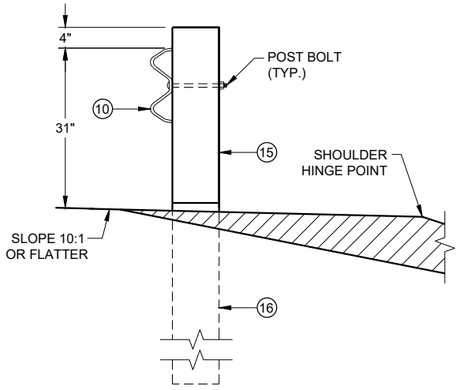
PLAN



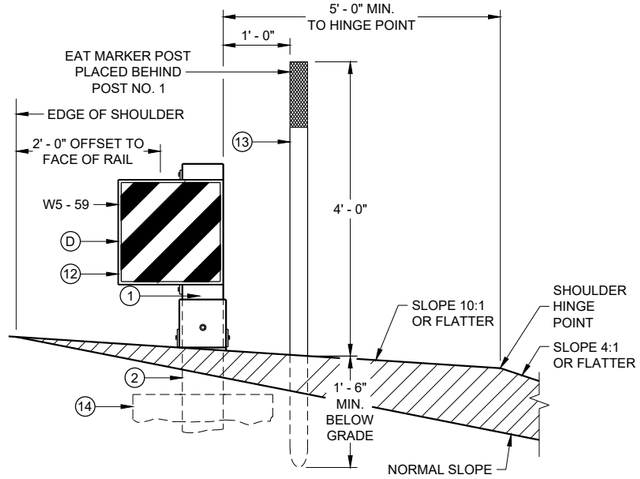
ELEVATION



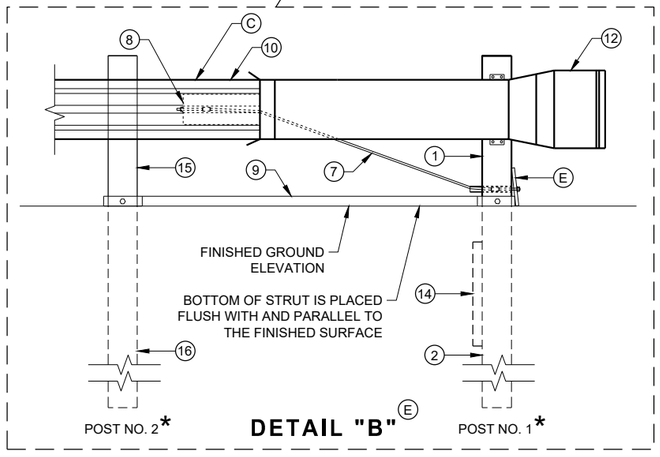
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



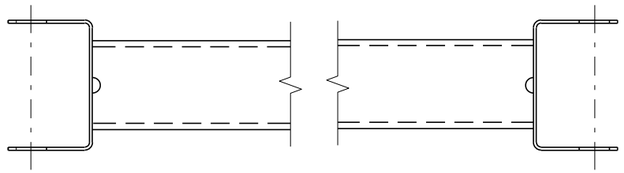
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

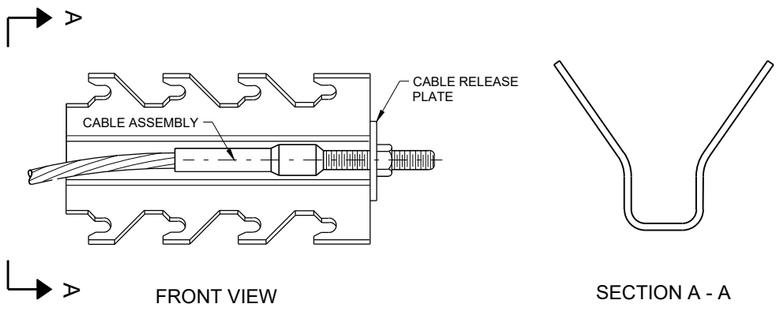
SDD 14B44 - 04a



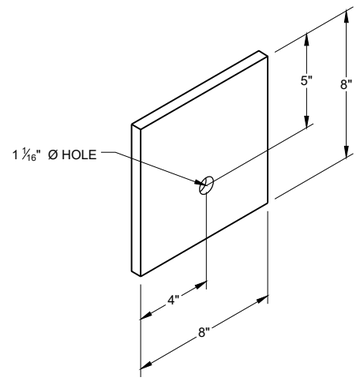
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

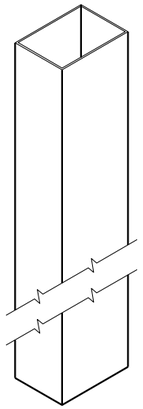
6

SDD 14B44 - 04b

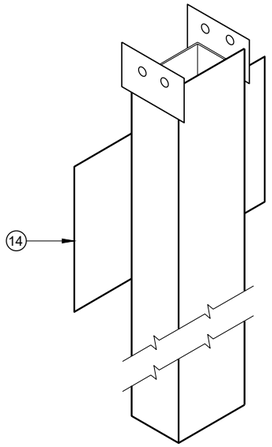
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

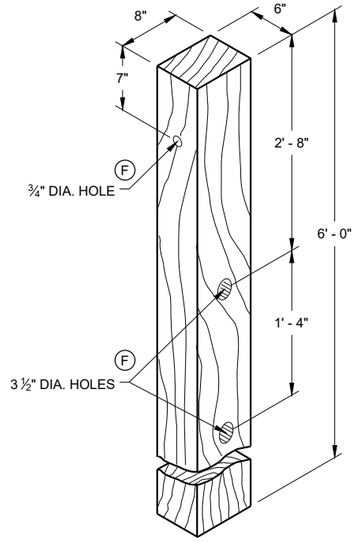
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



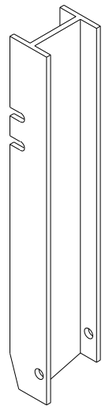
UPPER POST NO. 1 (1) (E)



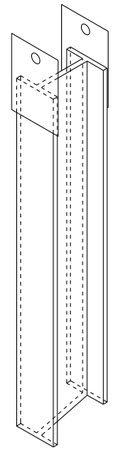
LOWER POST NO. 1 (2) (E)



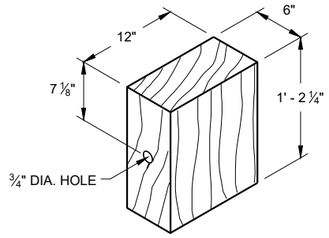
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



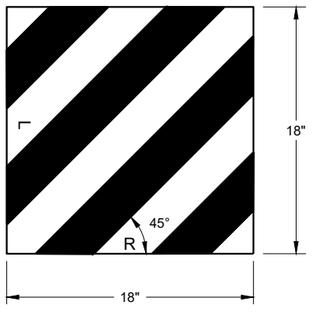
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

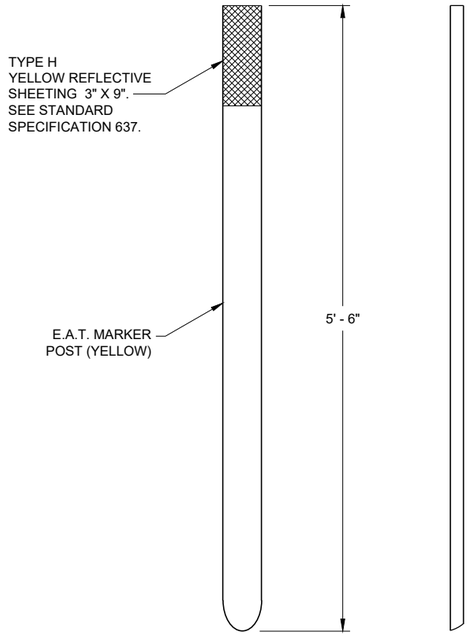


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



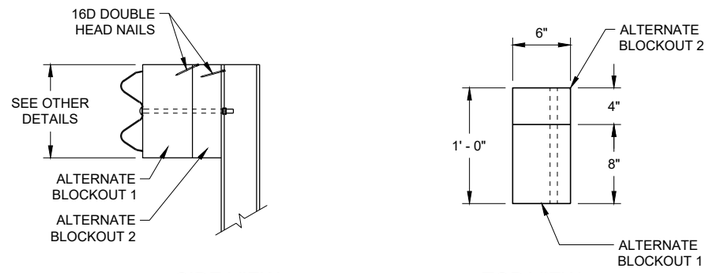
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

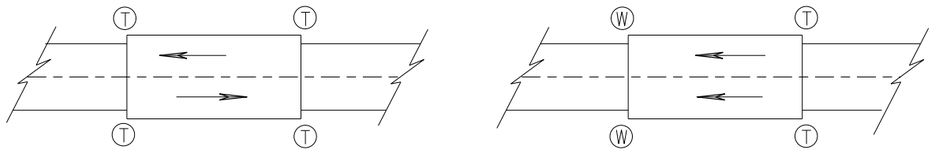
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

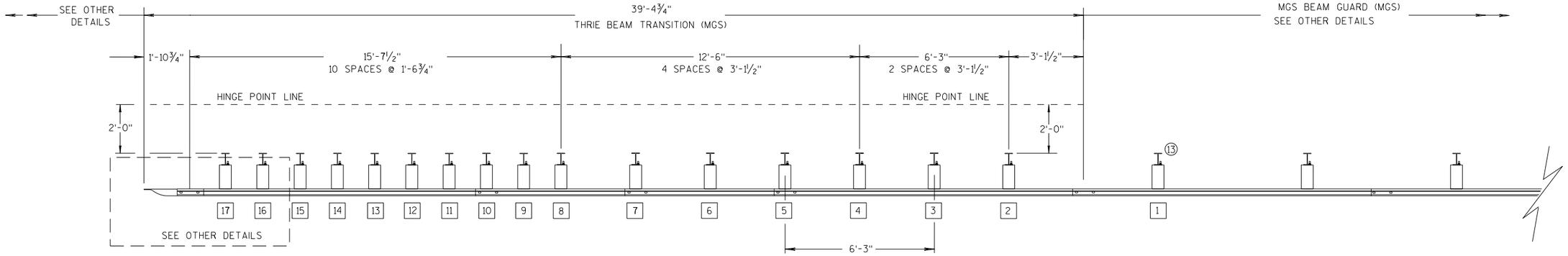
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

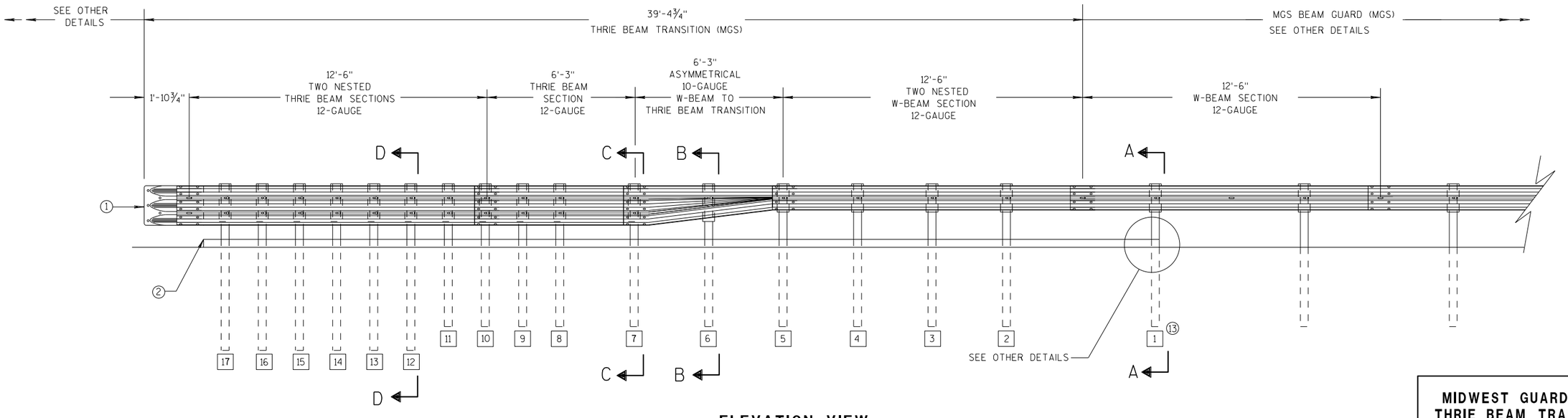
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

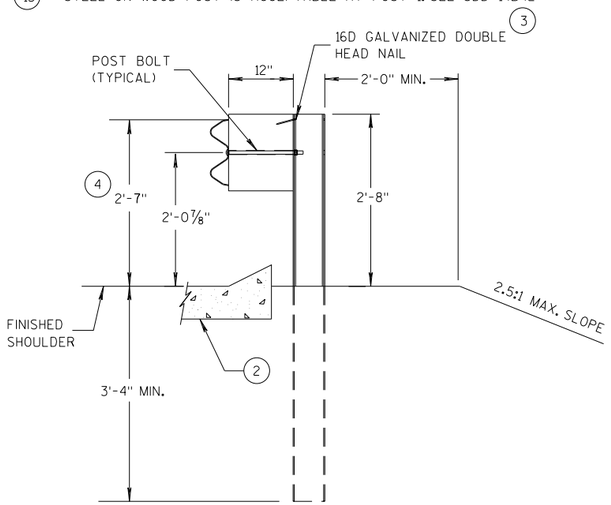
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

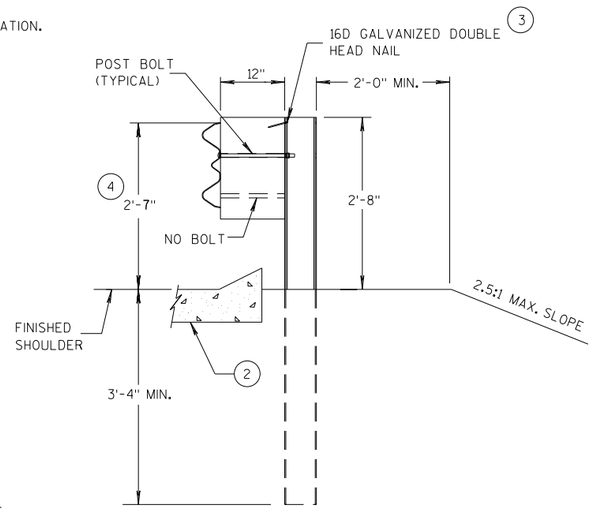
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



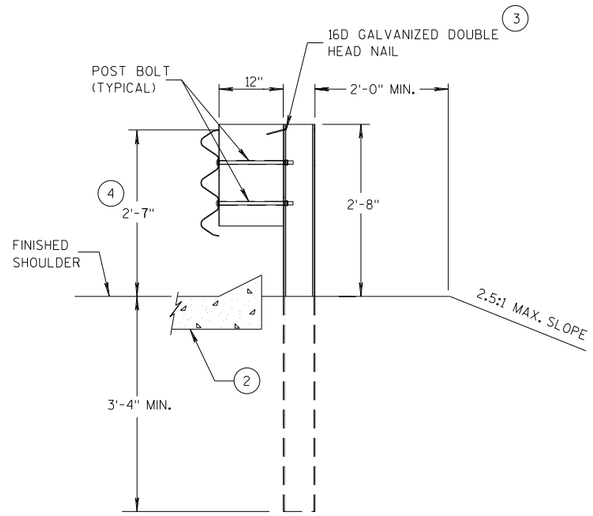
SECTION A-A (13)

POSTS 1-5



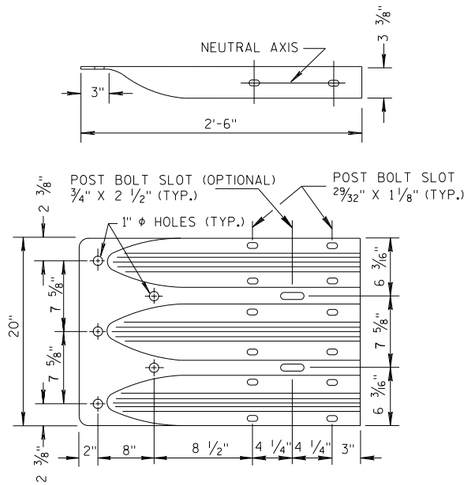
SECTION B-B

POST 6

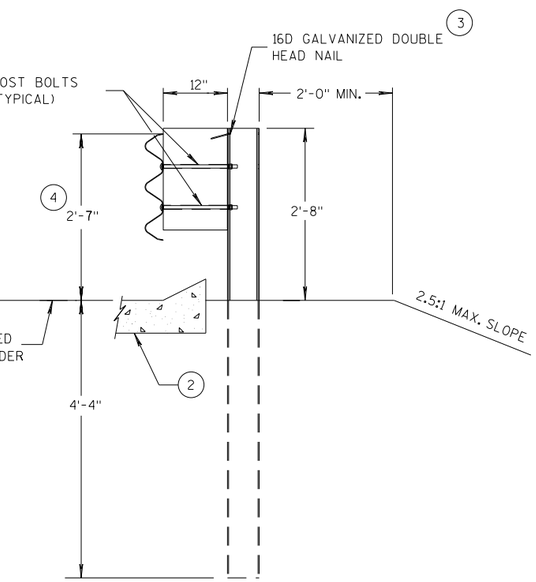


SECTION C-C

POSTS 7-11

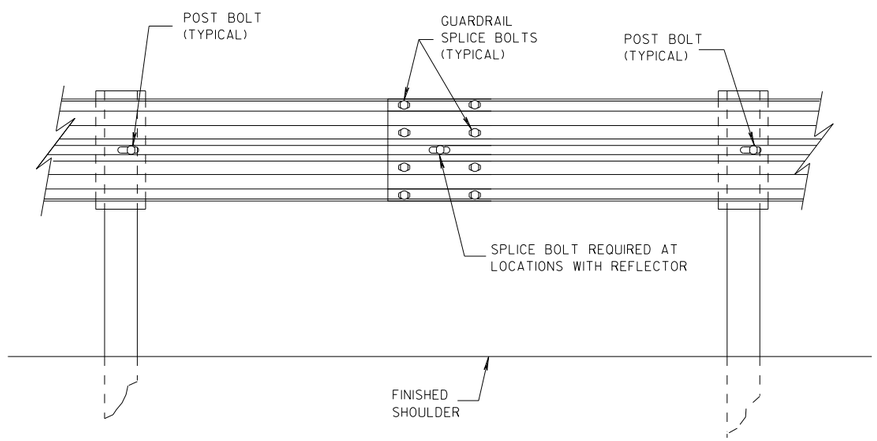


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

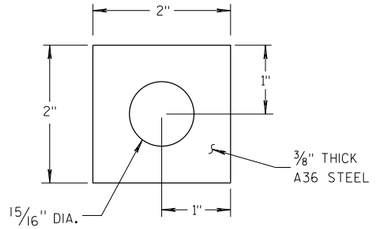
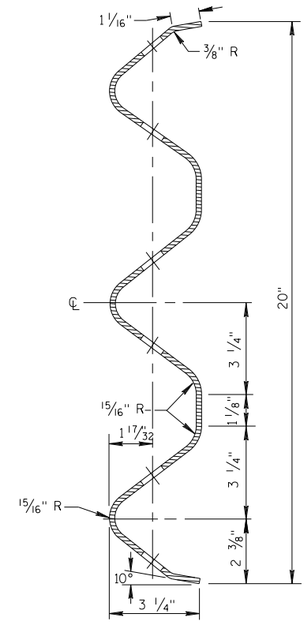


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

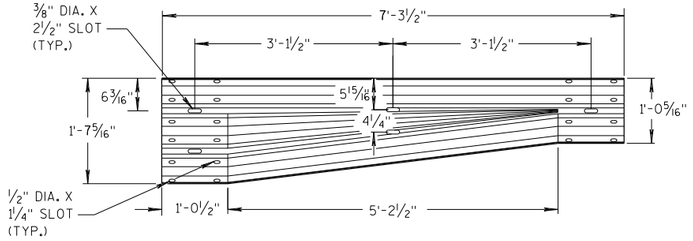
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 242

6

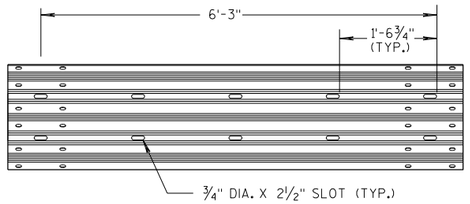
S.D.D. 14 B 45-5b

6

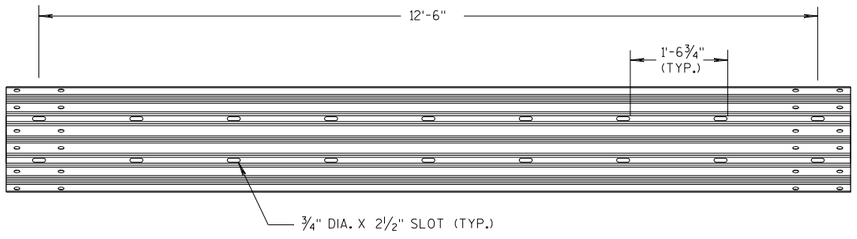
S.D.D. 14 B 45-5b



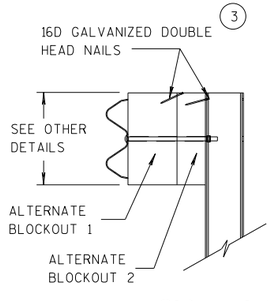
W-BEAM TO THRIE BEAM TRANSITION SECTION



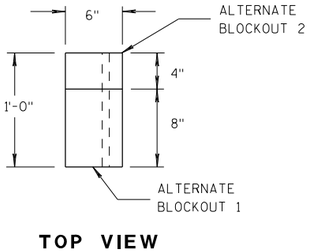
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

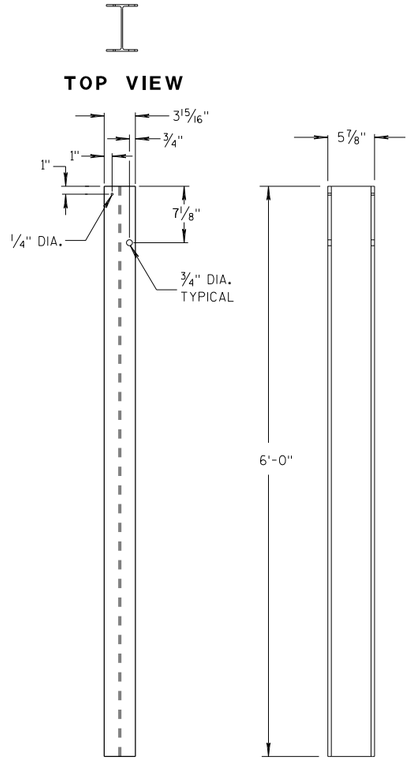


SIDE VIEW



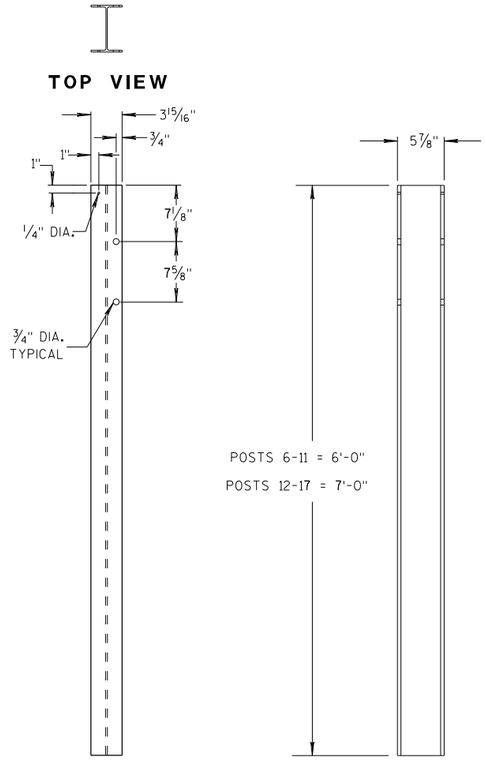
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



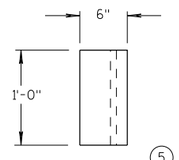
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

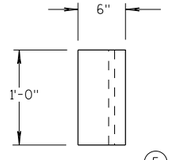


FRONT VIEW SIDE VIEW

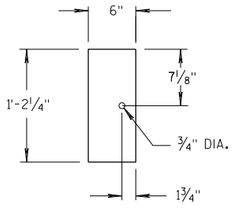
STEEL POSTS 6-17



TOP VIEW (5)

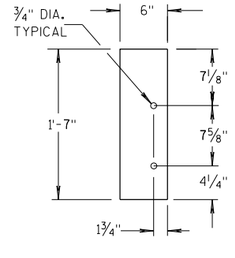


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

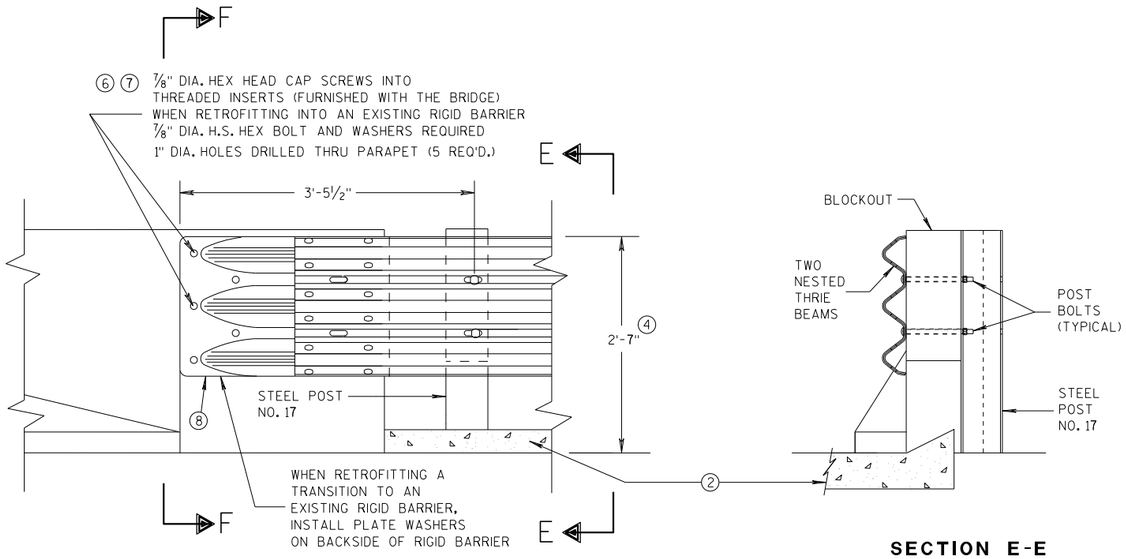
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 243

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

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

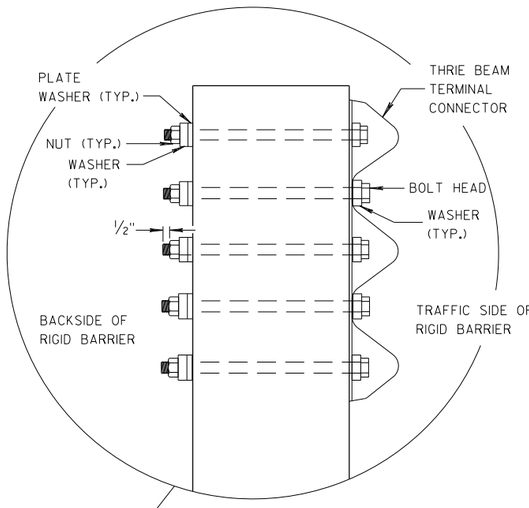
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

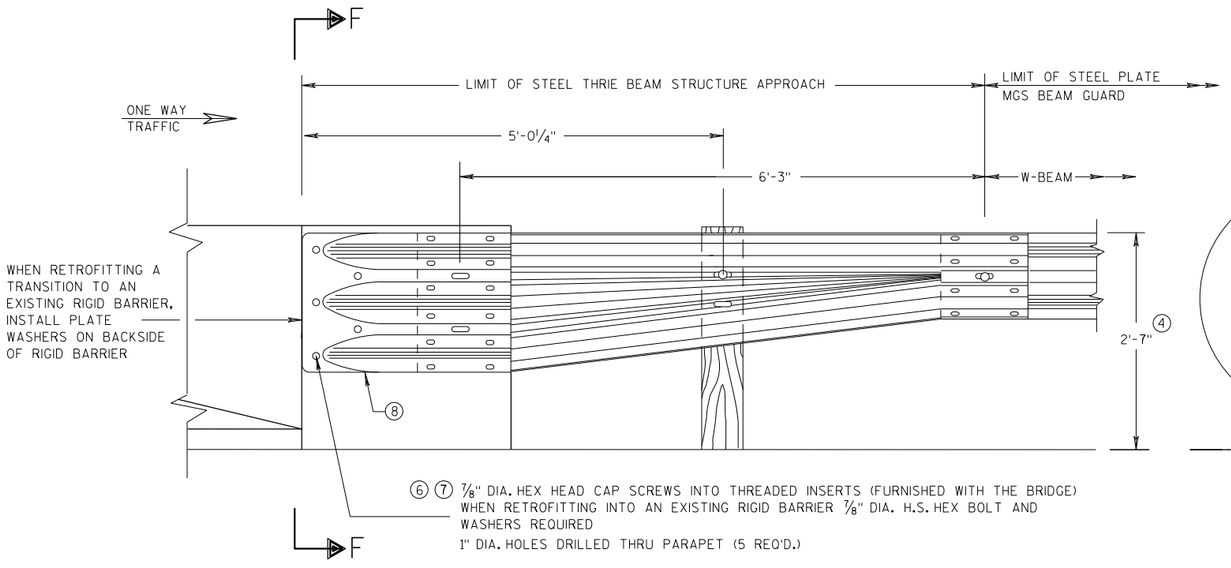
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

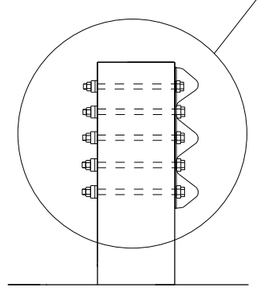
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

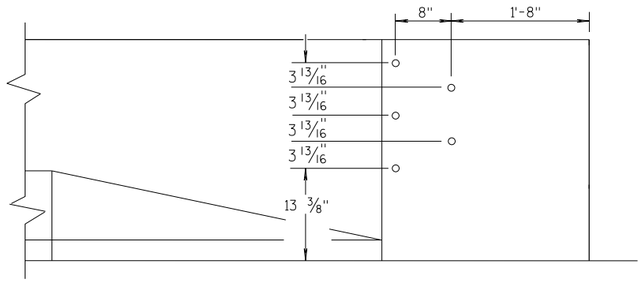




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[UNIT SUPERVIS[NT
FHWA

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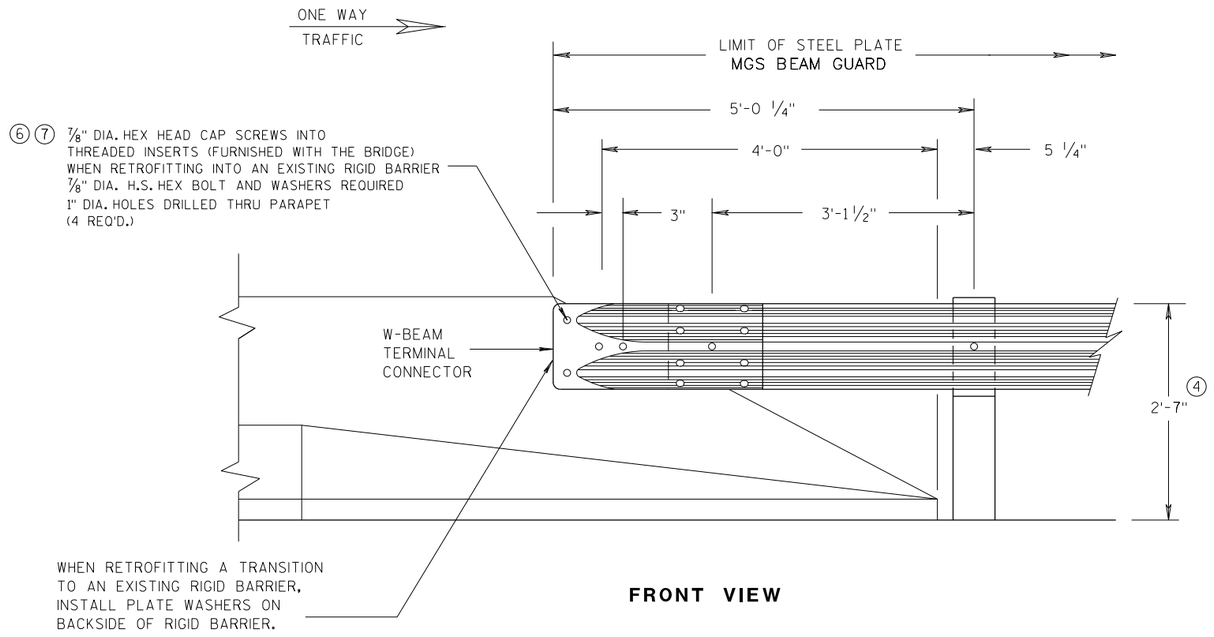
S.D.D. 14 B 45-5d



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

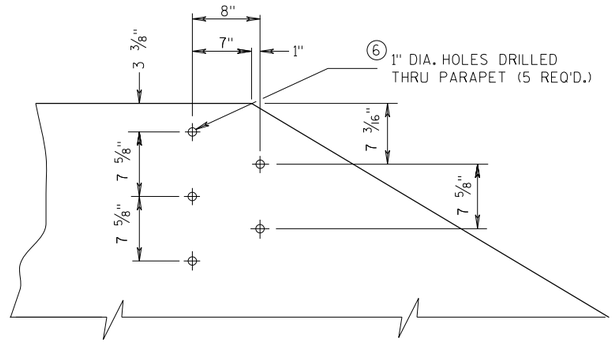
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

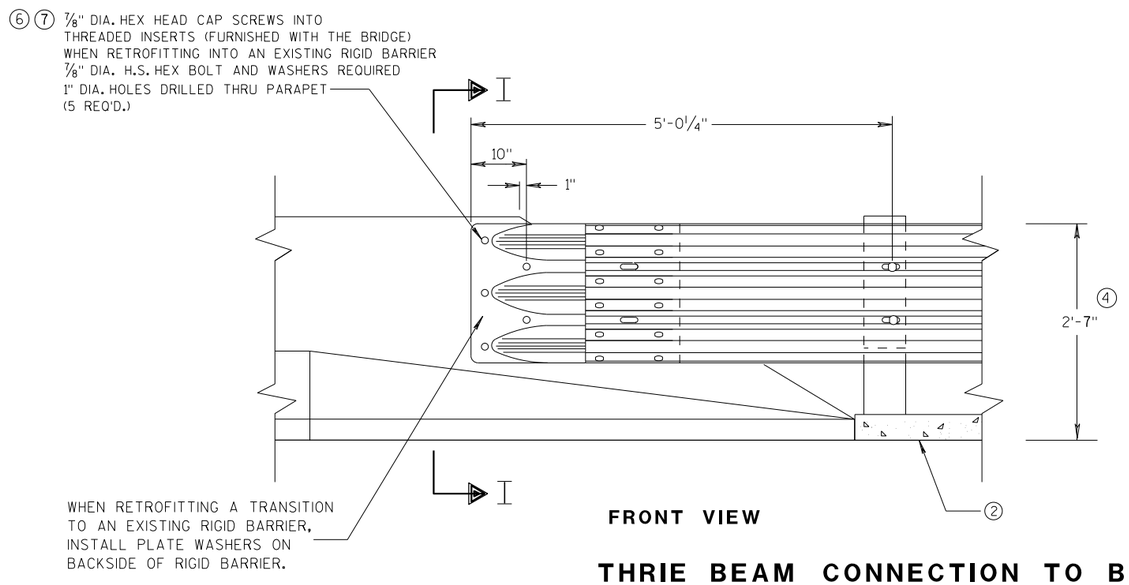
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

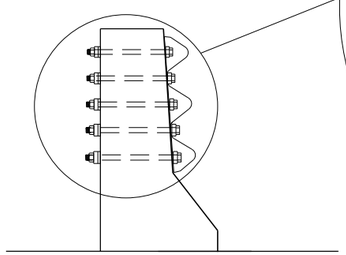
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



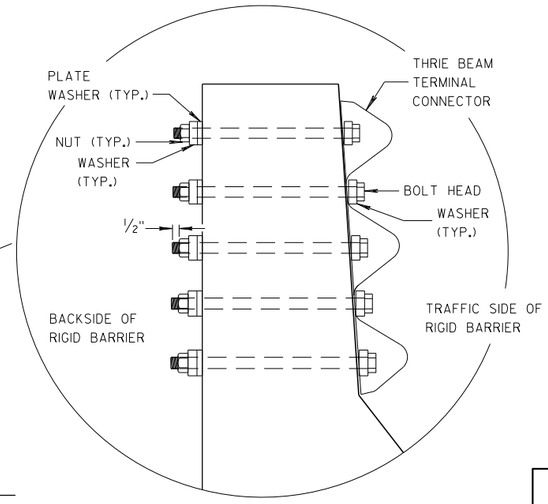
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI
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FHWA

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S.D.D. 14 B 45-5f

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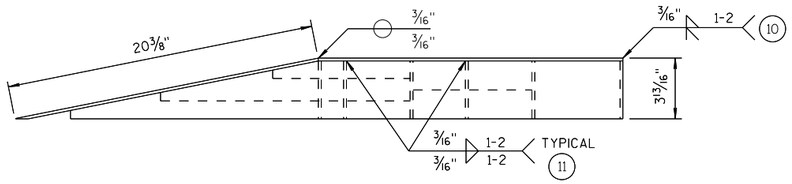
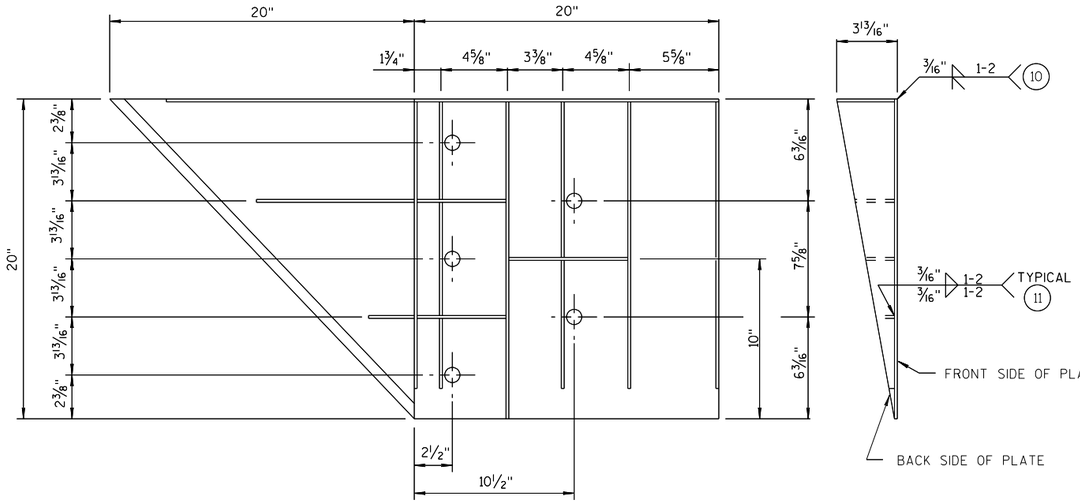
S.D.D. 14 B 45-5f





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

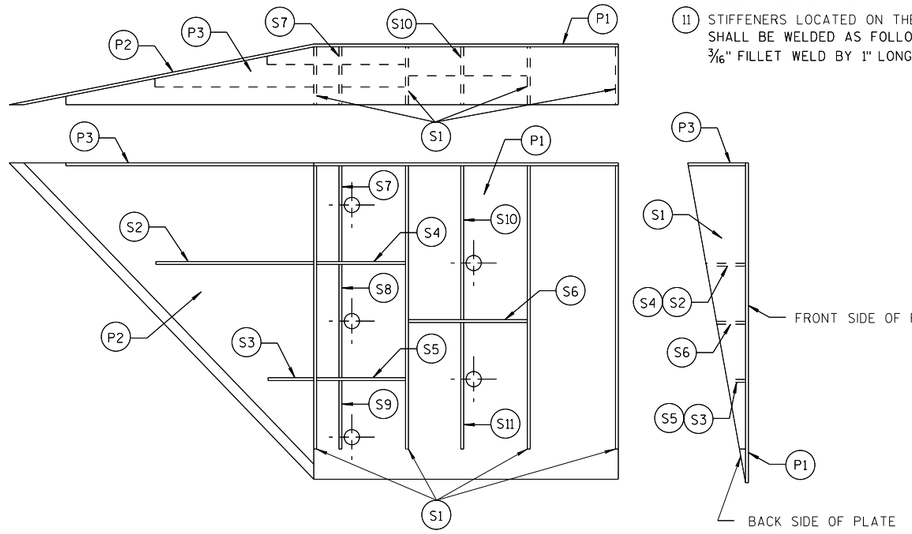


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI

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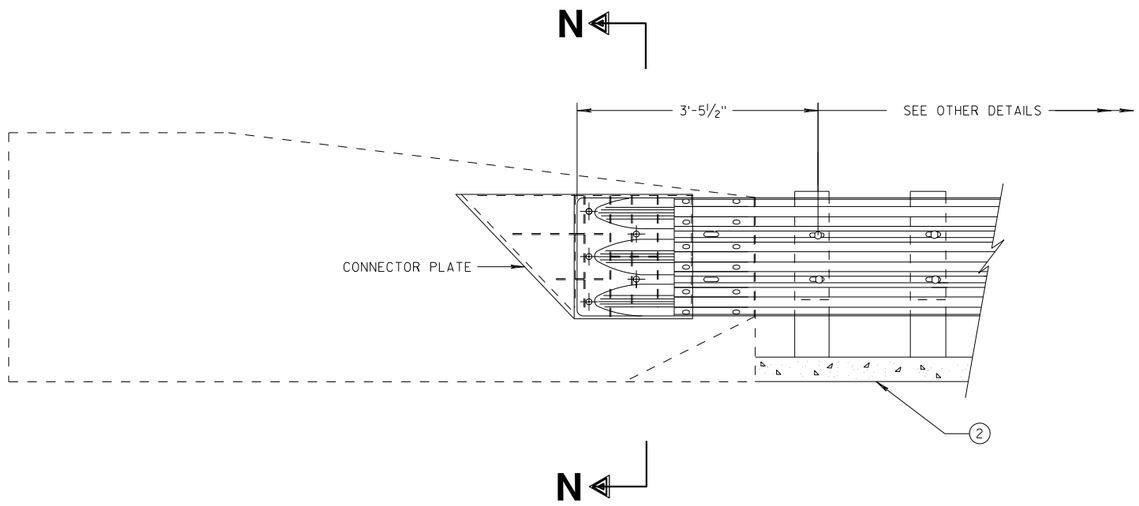
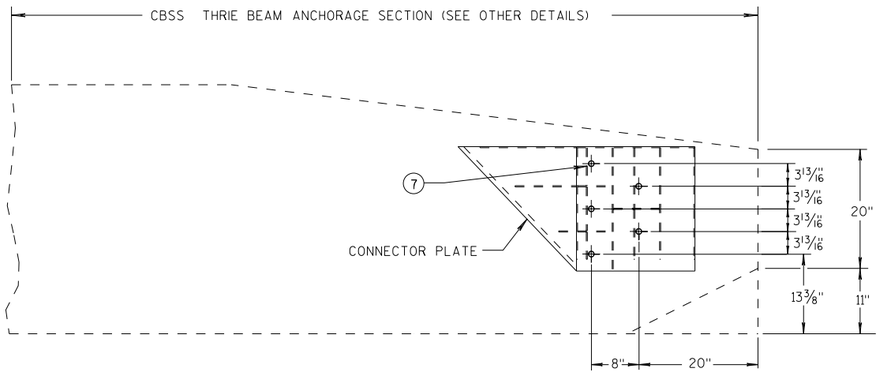
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



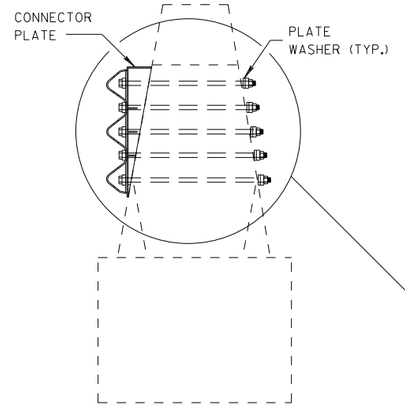
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

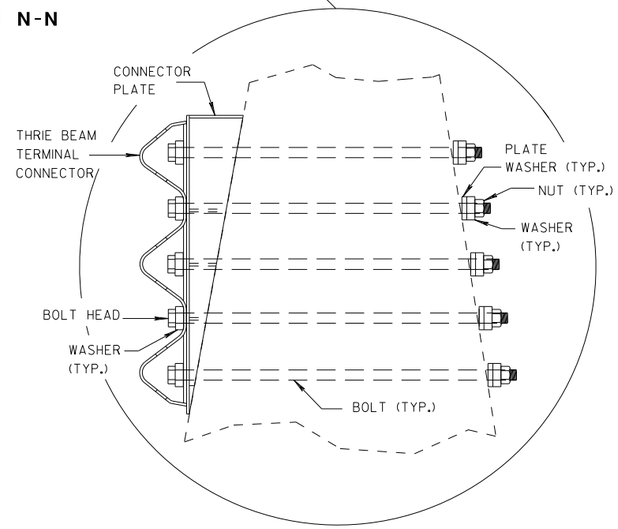
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS
FHWA

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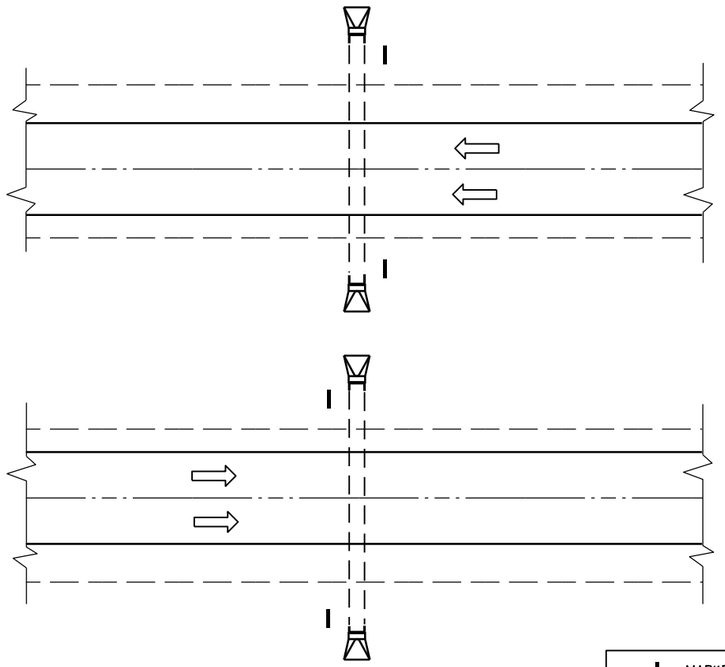
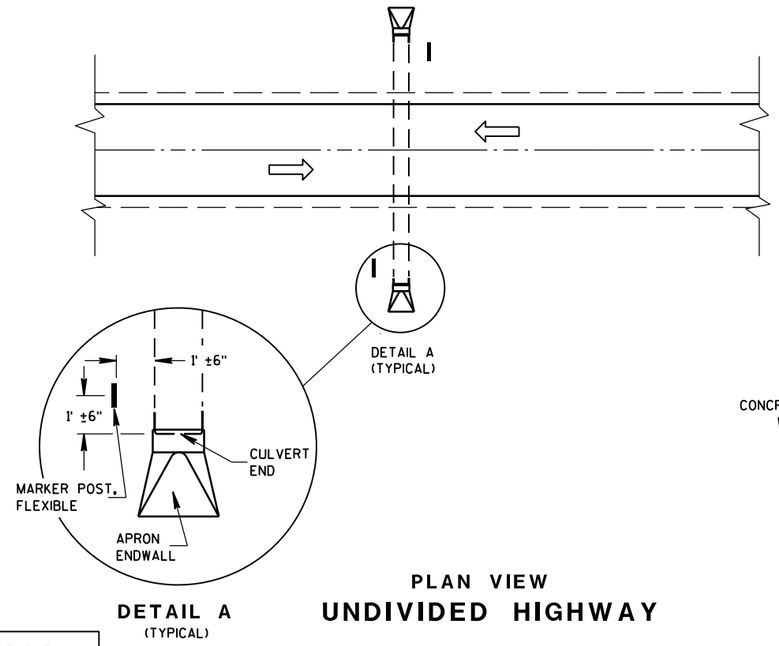


PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

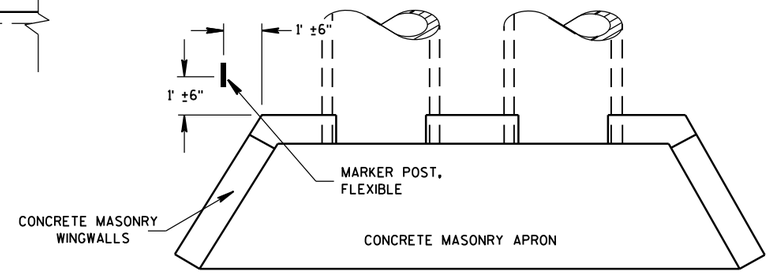
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

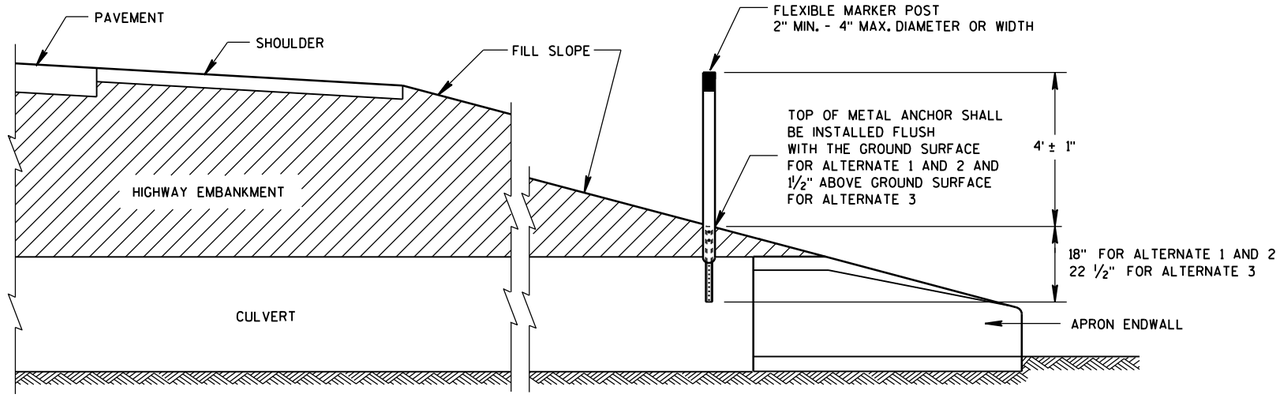
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 A 3-2a

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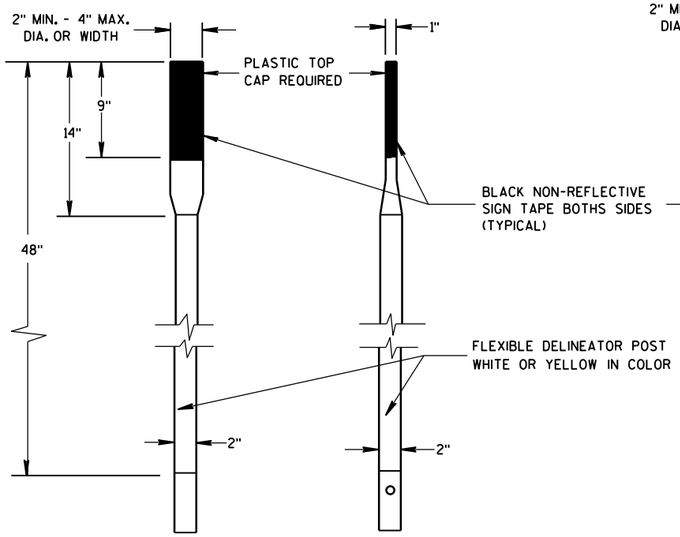
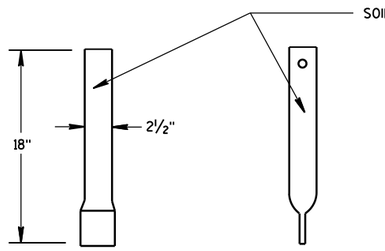
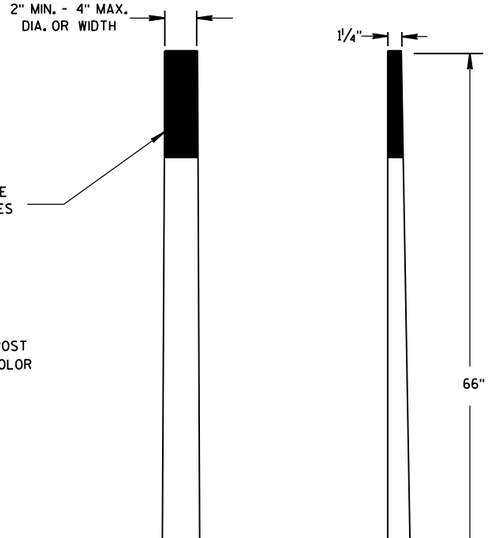
S.D.D. 15 A 3-2a





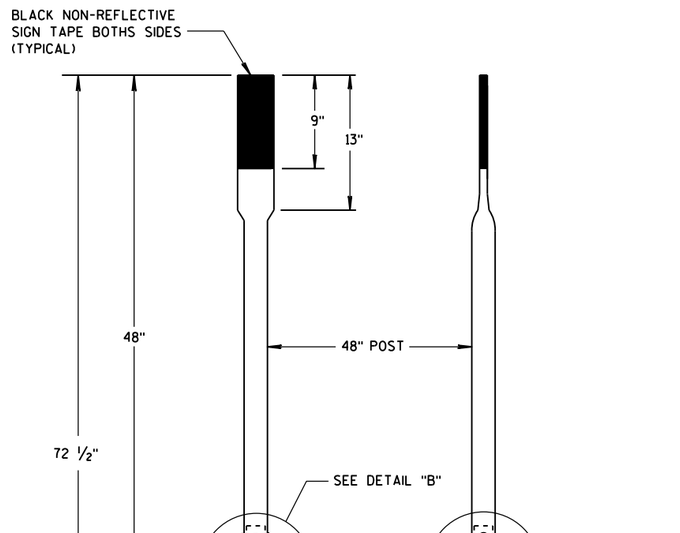
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

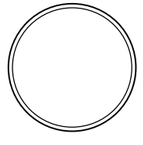
ALTERNATE 2



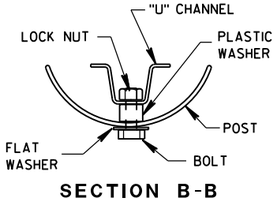
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS



SECTION A-A



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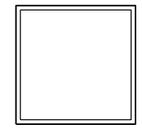
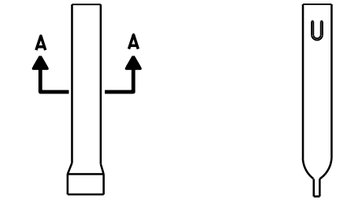
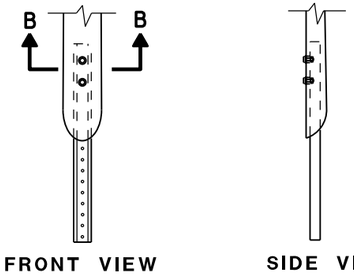


SECTION C-C



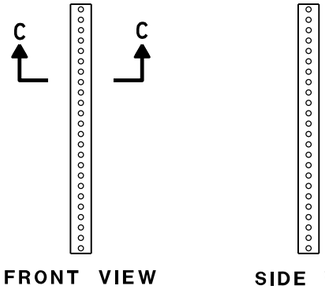
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

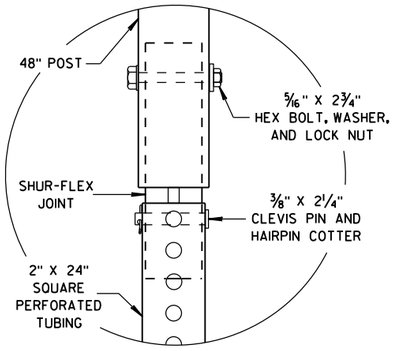
ALTERNATE 2



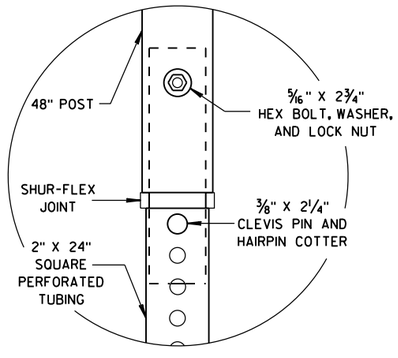
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

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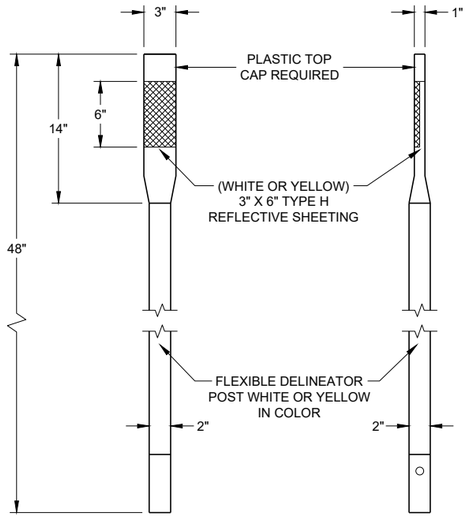
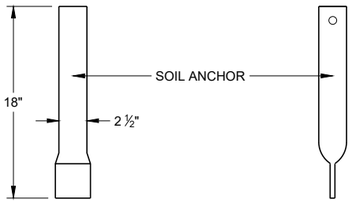
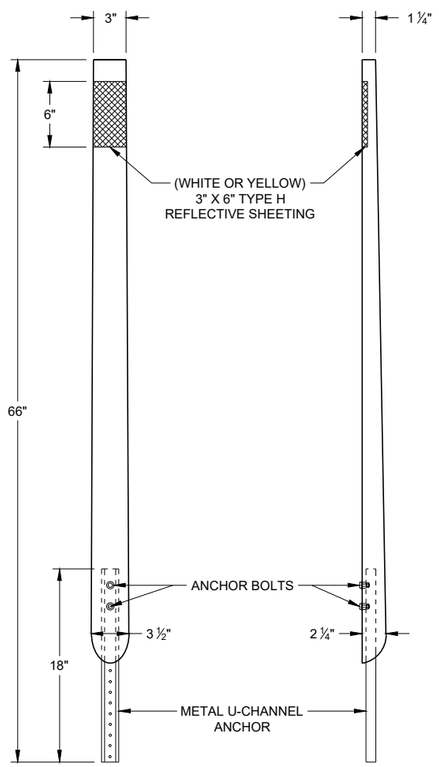




FRONT VIEW SIDE VIEW

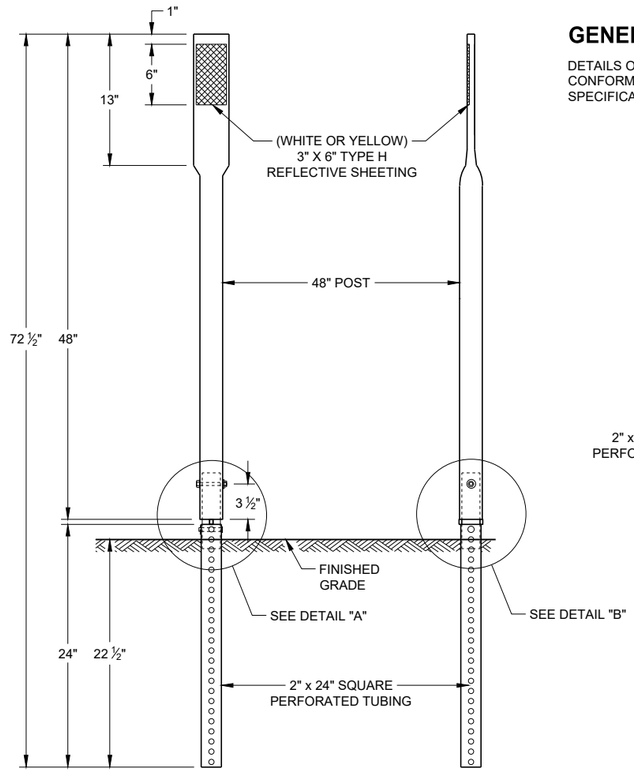
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS



FRONT VIEW SIDE VIEW

ALTERNATE 3

GENERAL NOTES

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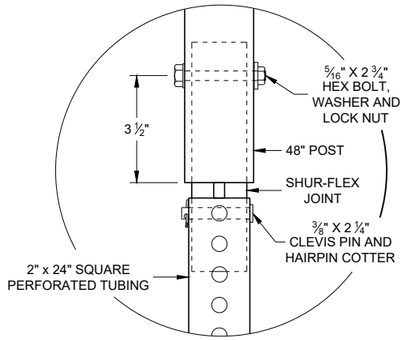
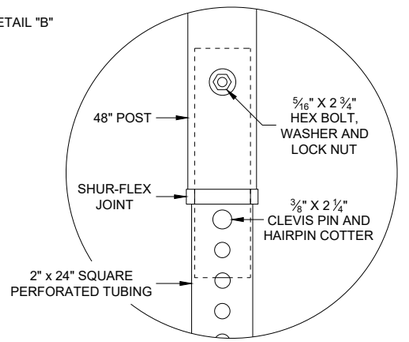
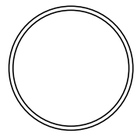


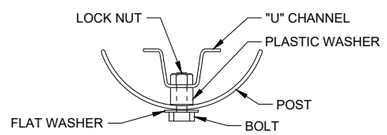
DETAIL A



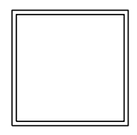
DETAIL B



SECTION A - A



SECTION B - B

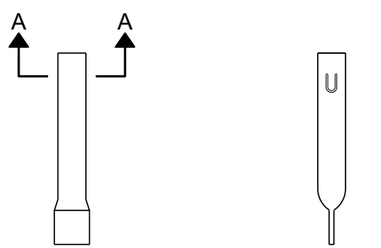


SECTION C - C

REFLECTOR SPACING TABLE

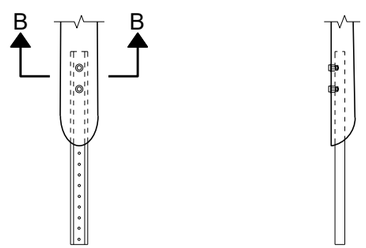
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



FRONT VIEW SIDE VIEW

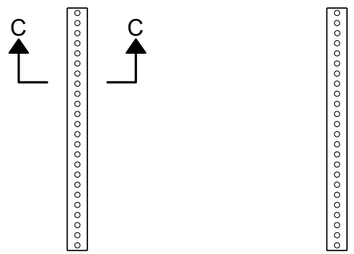
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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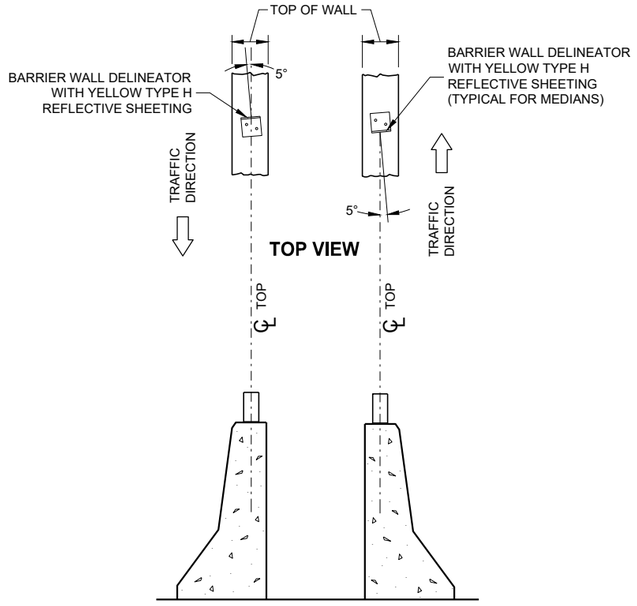
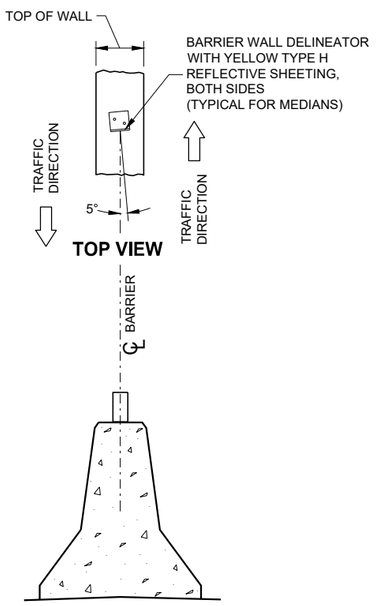
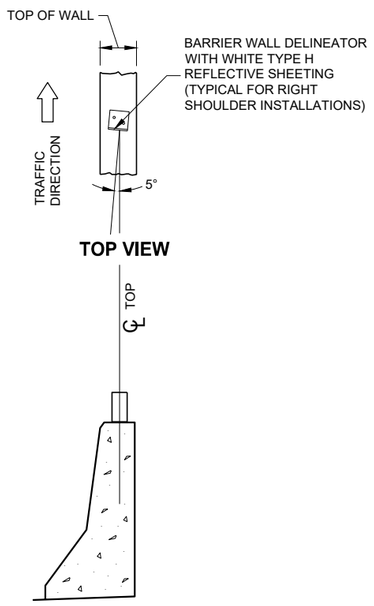


SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

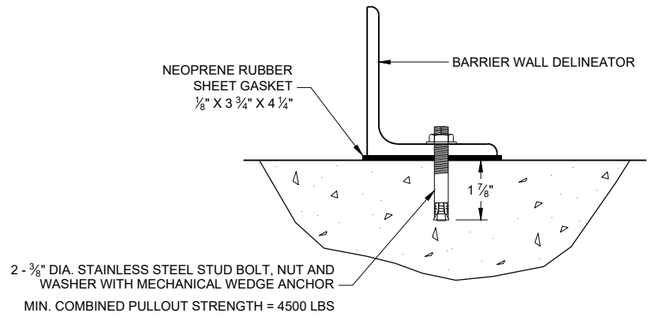


SIDE VIEW
MEDIAN BARRIER

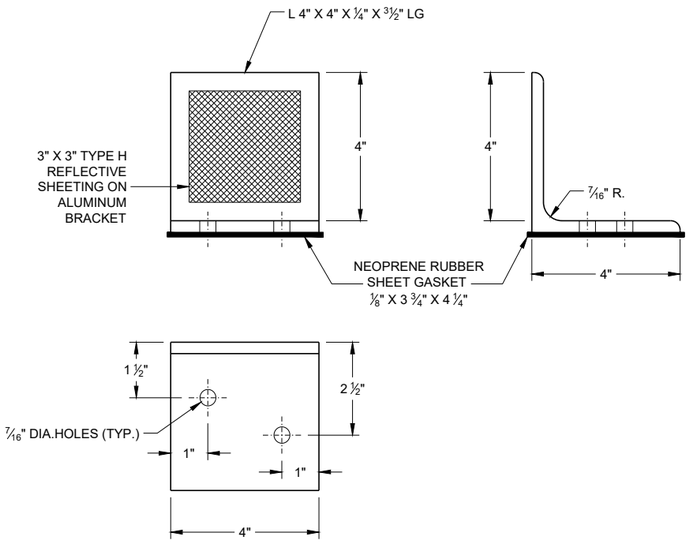


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR MOUNTING DETAIL



BARRIER WALL DELINEATOR

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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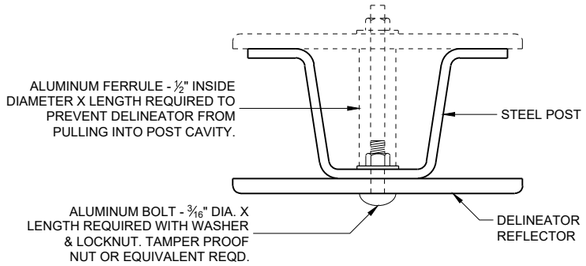
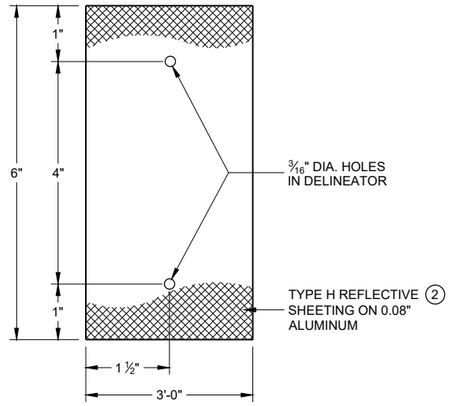
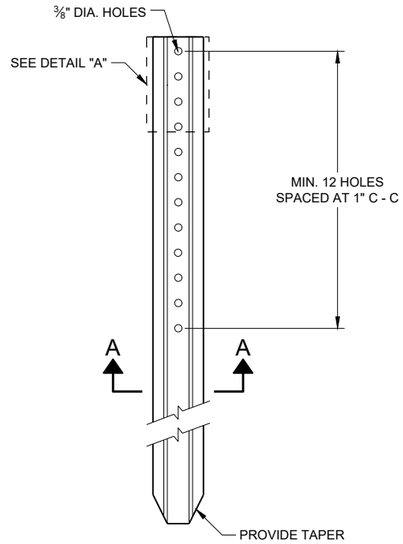


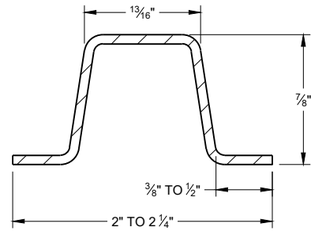
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



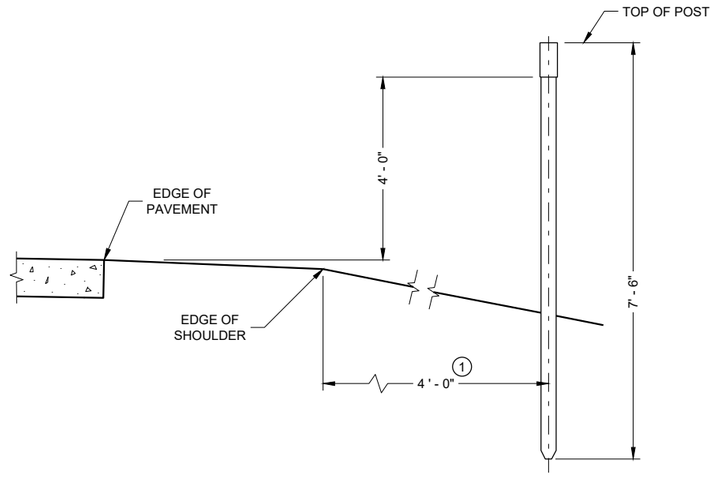
SECTION A - A

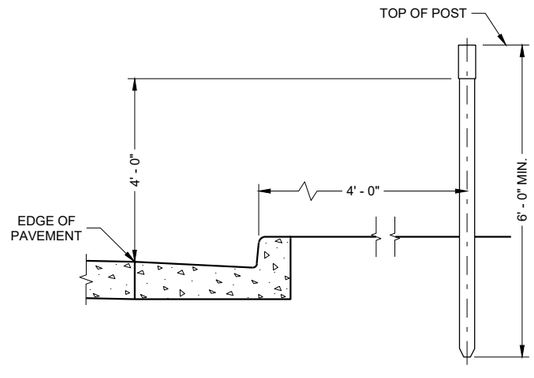
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

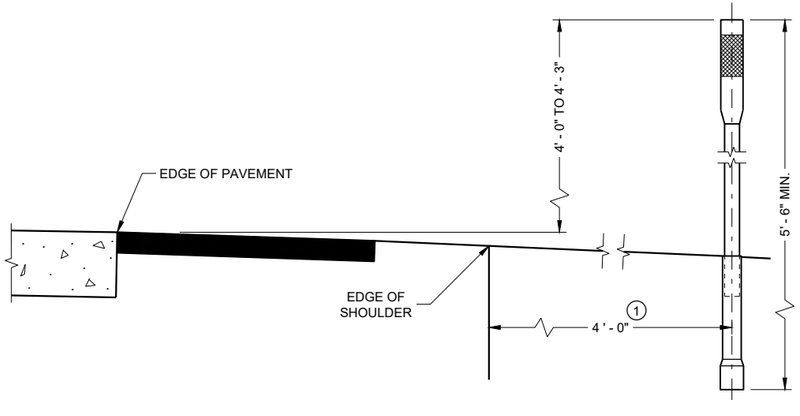
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

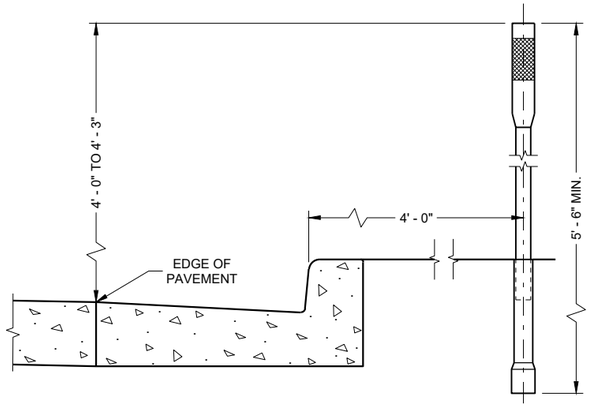
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF TEH STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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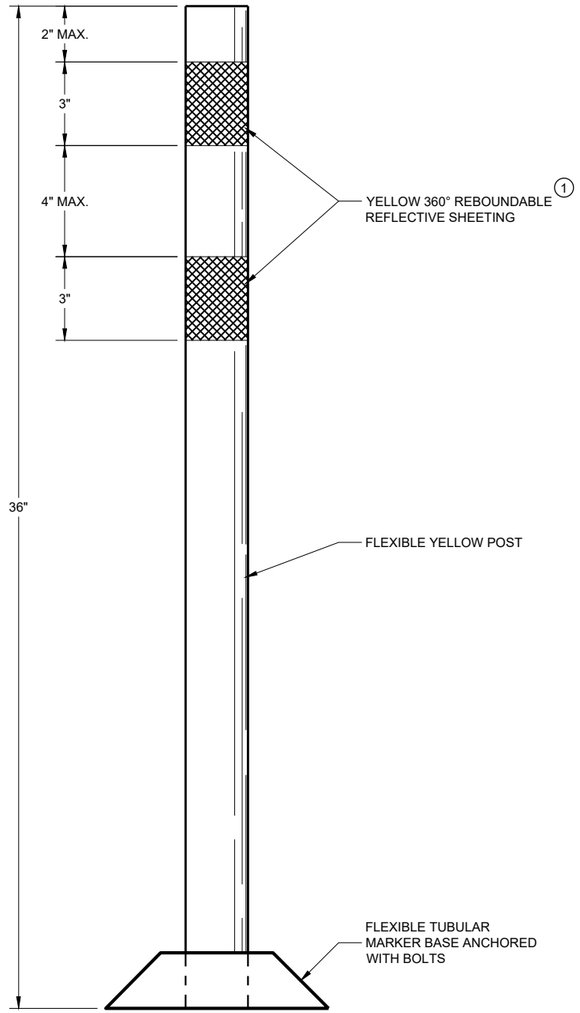

PERMANENT FLEXIBLE TUBULAR MARKER POST

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

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CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

STATE OF WISCONSIN
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APPROVED
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/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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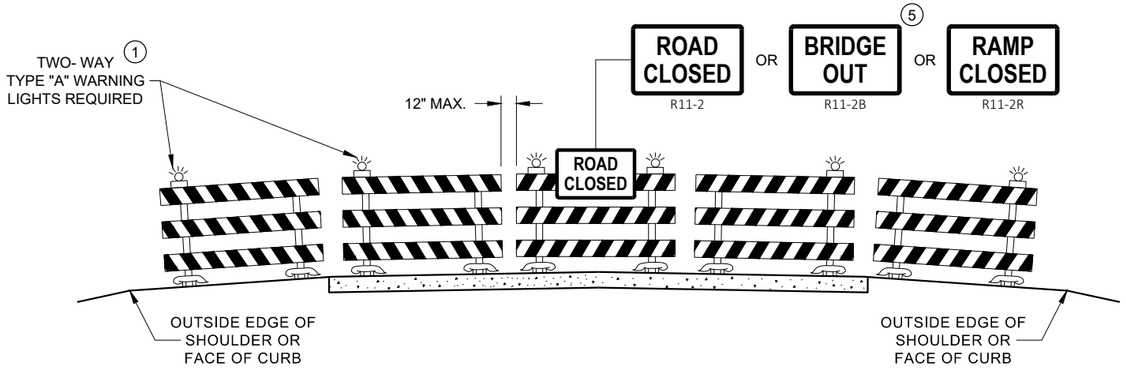
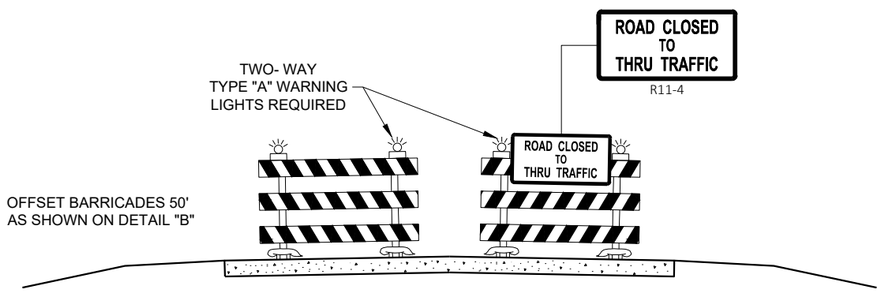


DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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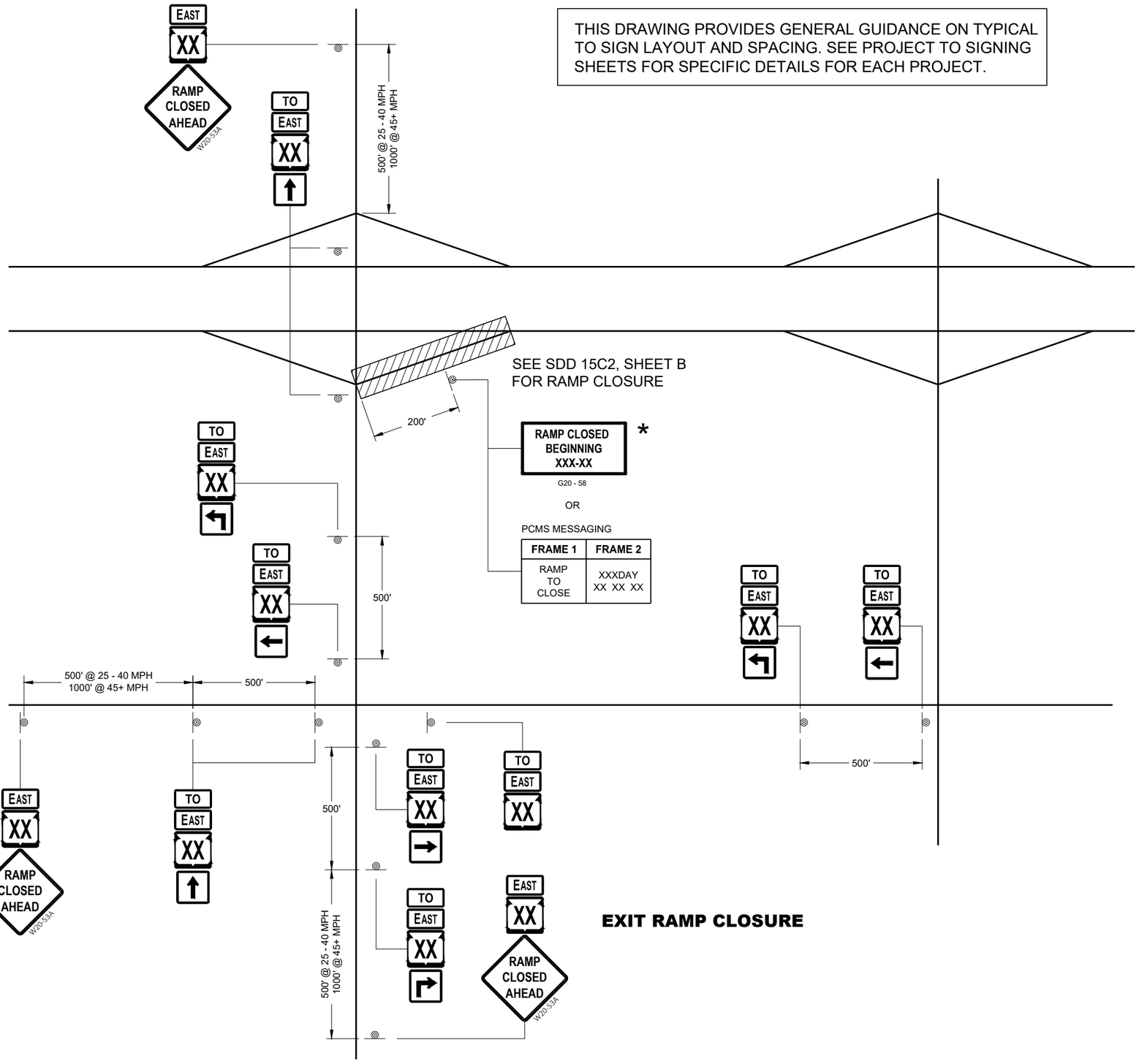
SDD 15C02 - 08b



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

EXIT RAMP CLOSURE

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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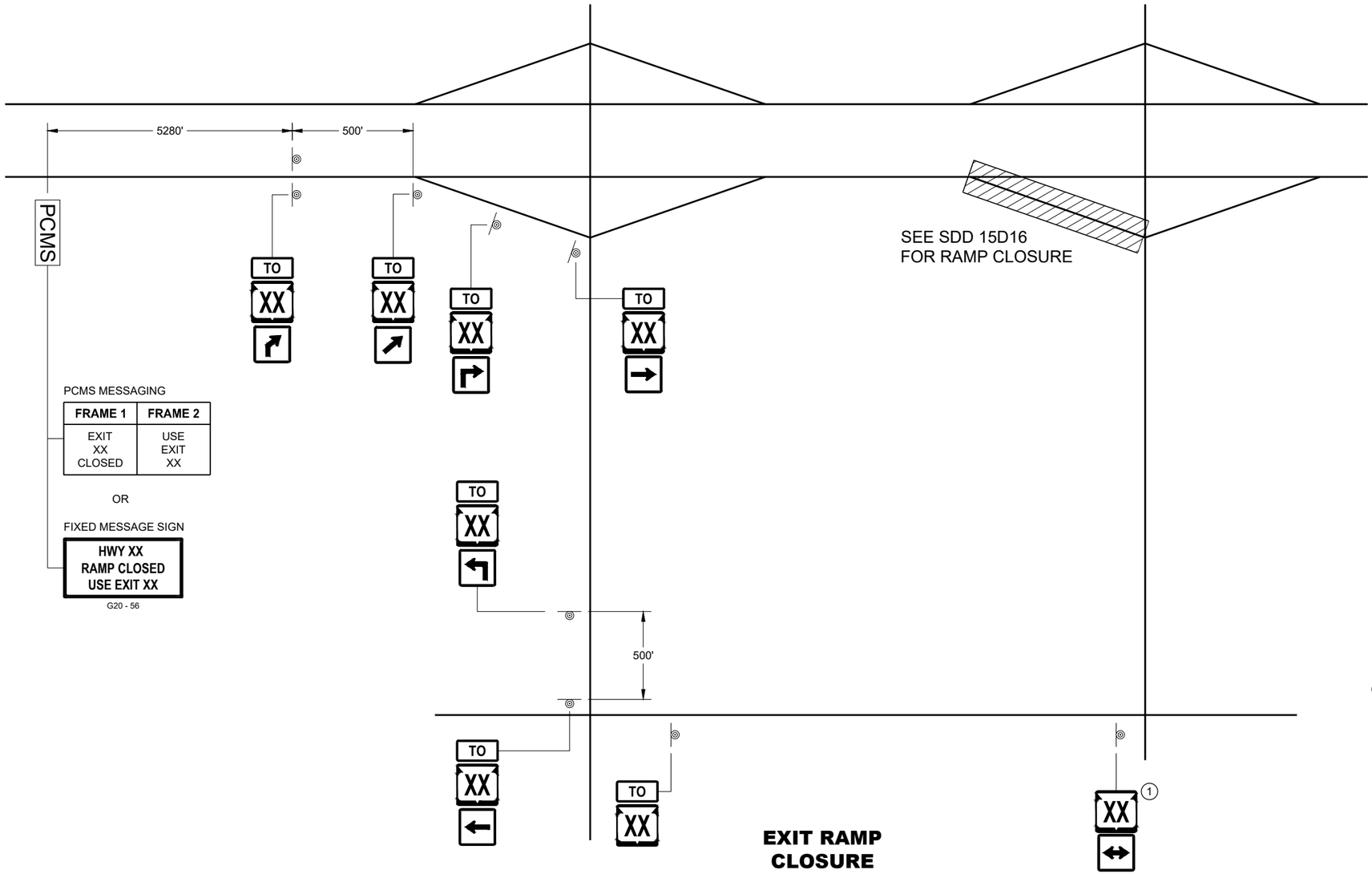
SDD 15C02 - 08d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

EXIT RAMP CLOSURE

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

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GENERAL NOTES

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

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

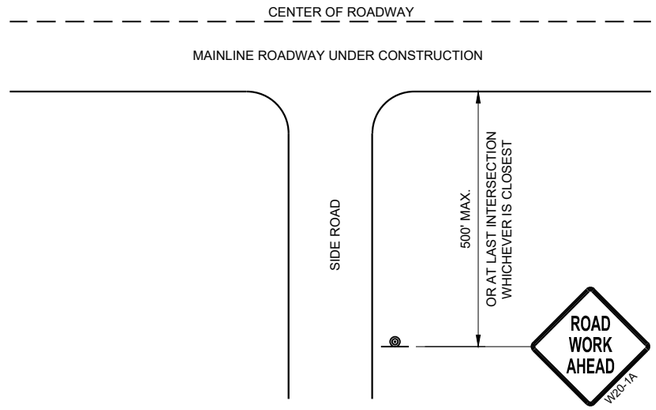
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

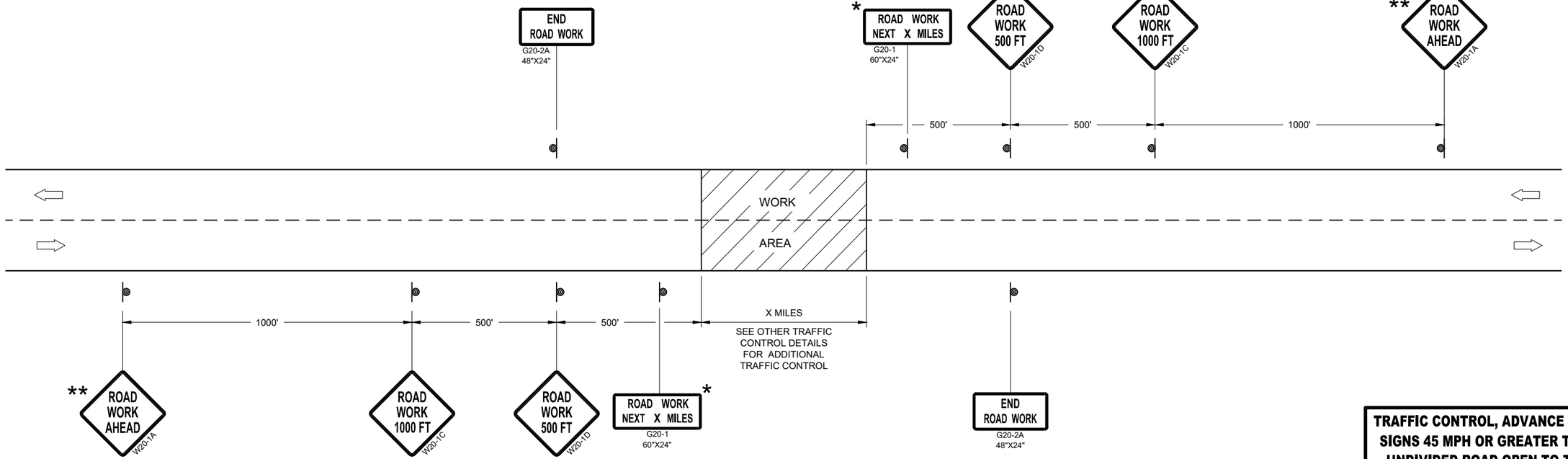
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

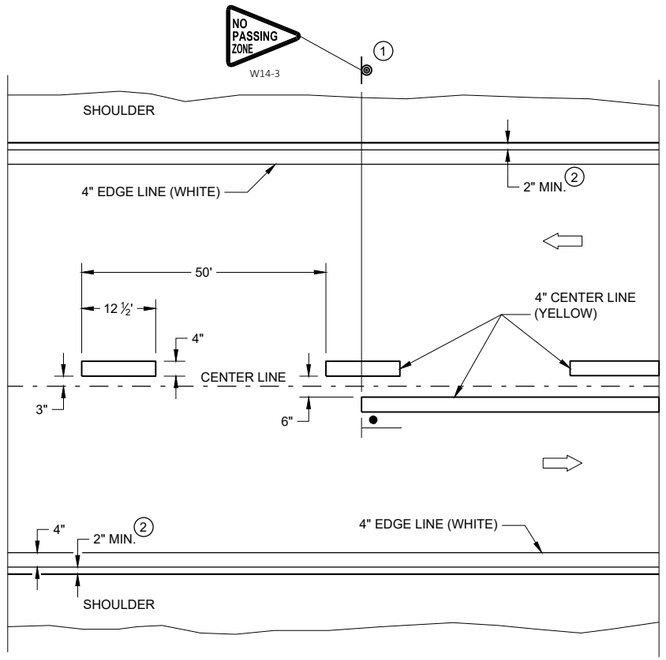
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

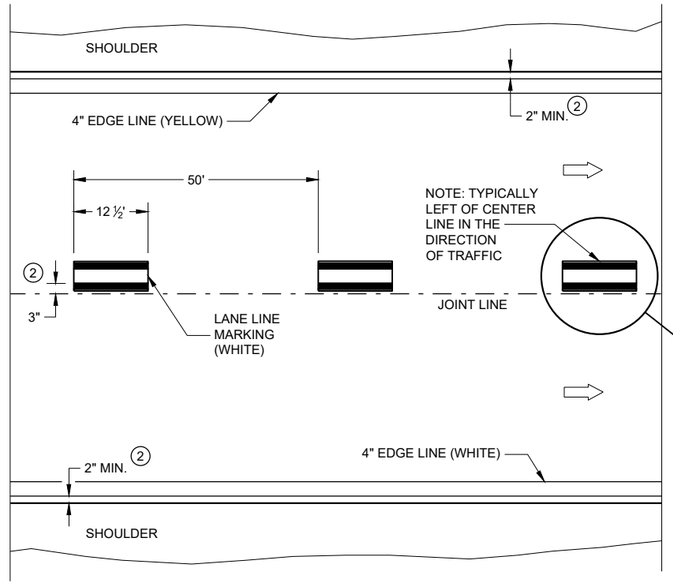
FHWA

6

SDD 15C04 - 05

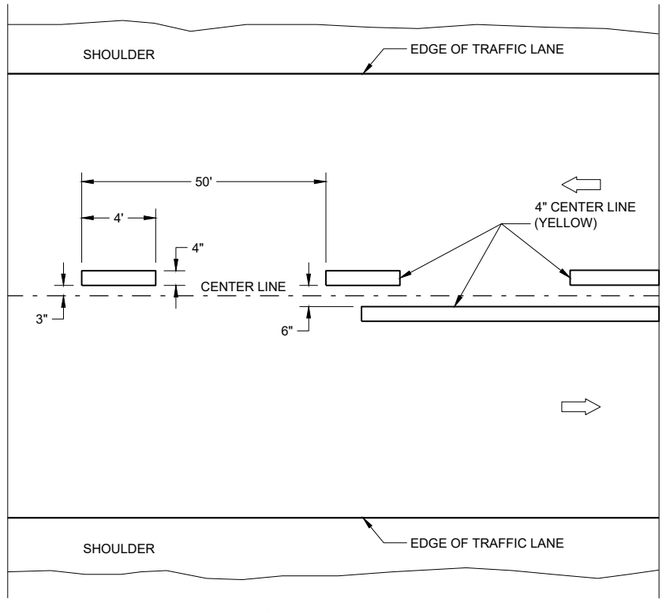


TWO WAY TRAFFIC

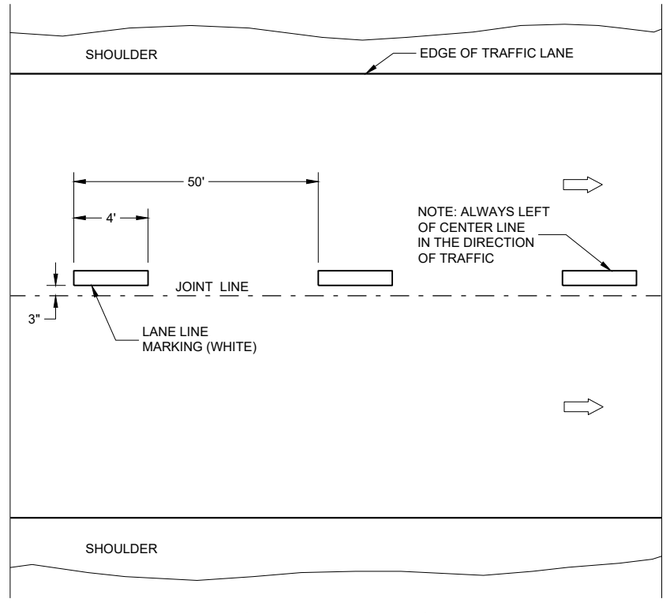


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

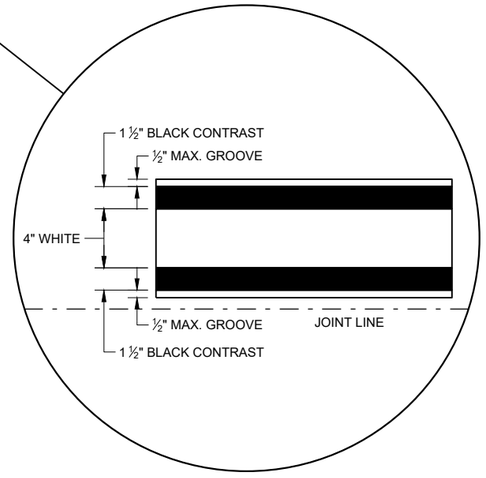
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

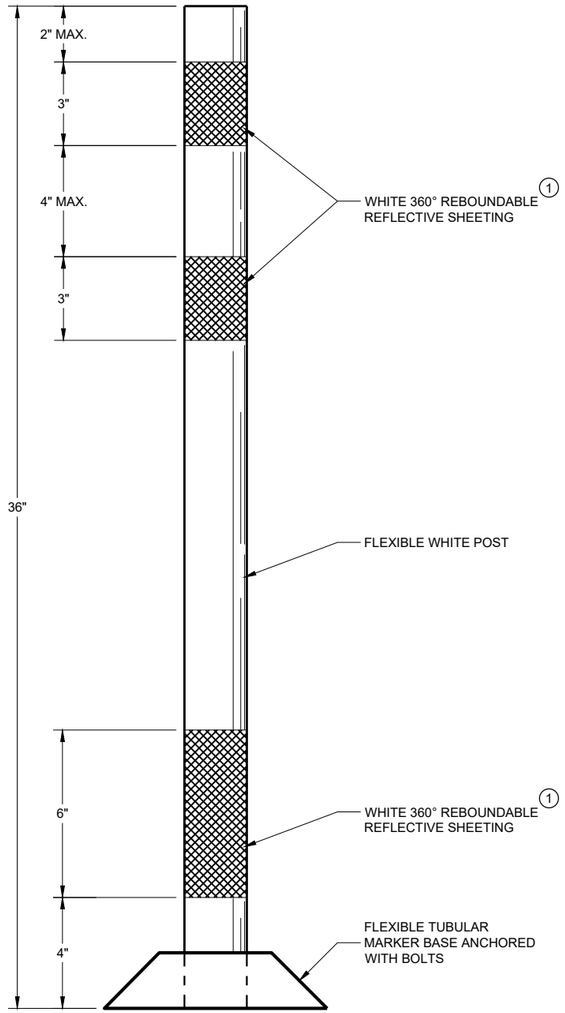
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Matthew Rauch — STATEWIDE SIGNING AND M ENGINEER

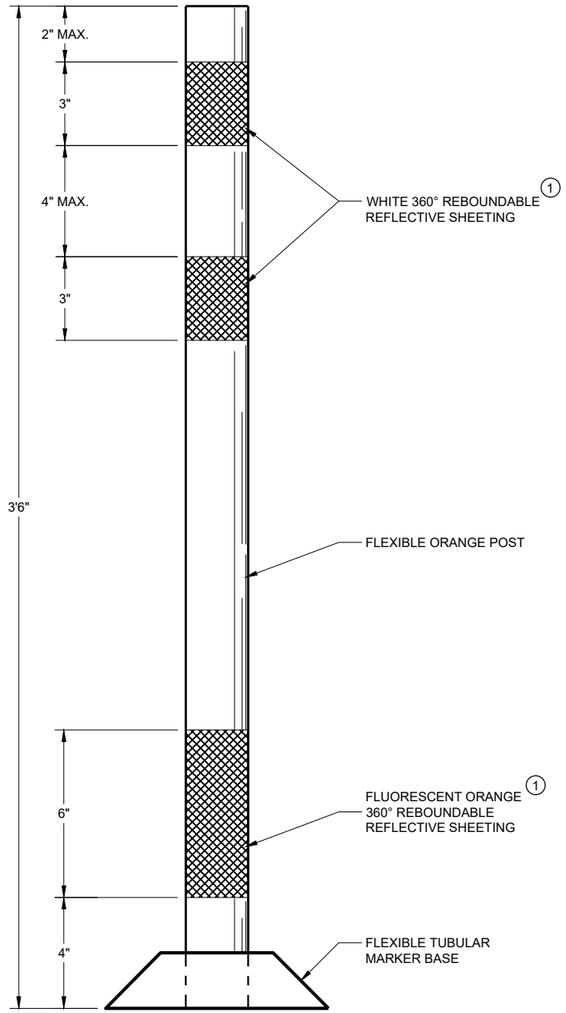
FHWA

SDD 15C08 - 20a

SDD 15C08 - 20a



FLEXIBLE TUBULAR MARKER POST PERMANENT CROSSOVER



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 08a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

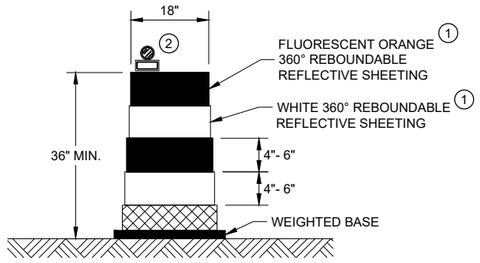
FHWA

6

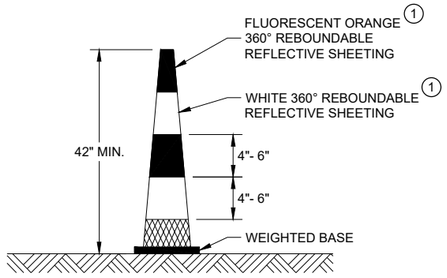
SDD 15C11 - 08a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

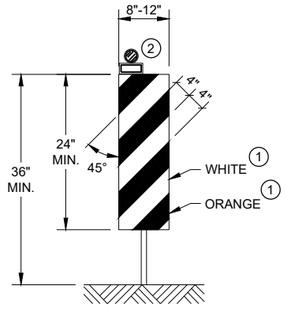


DRUM



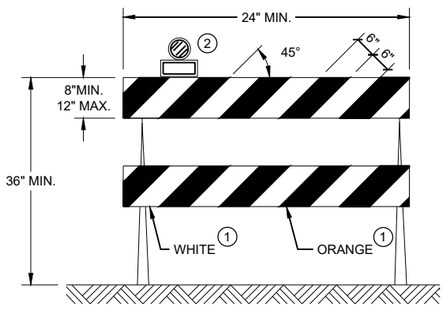
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



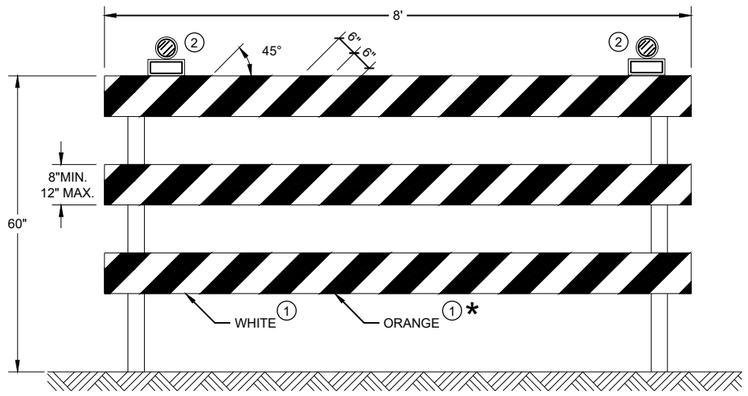
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C11 - 08b

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SDD 15C11 - 08b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

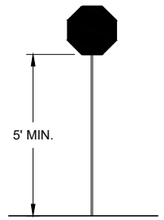
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



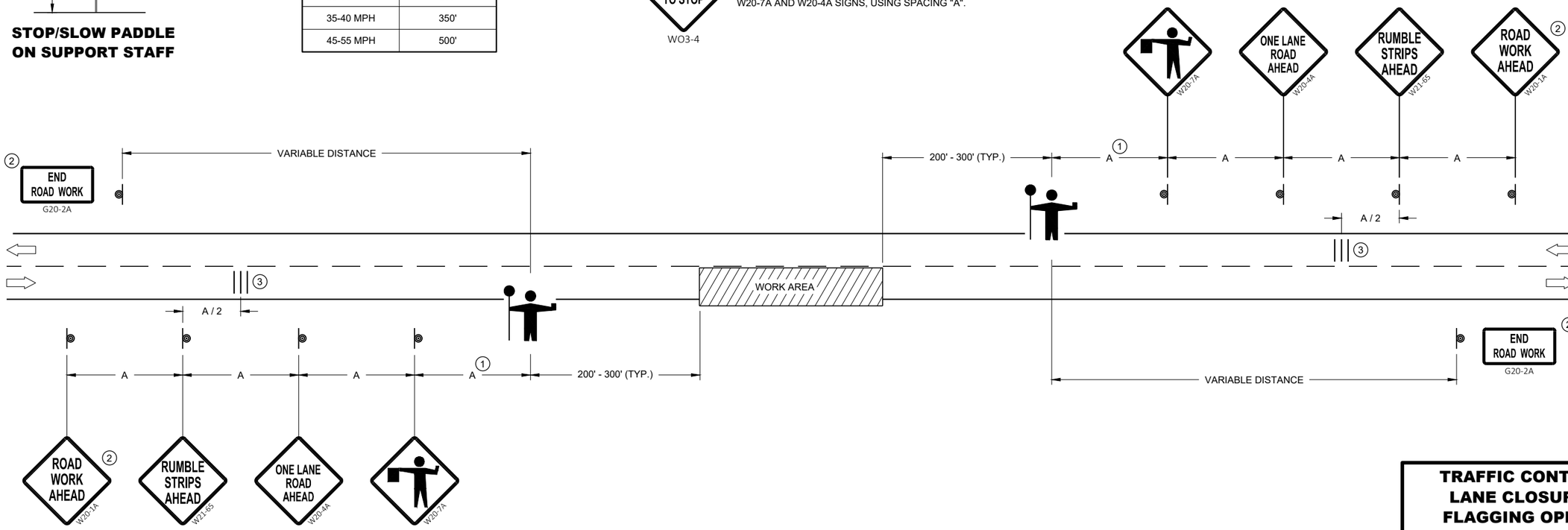
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

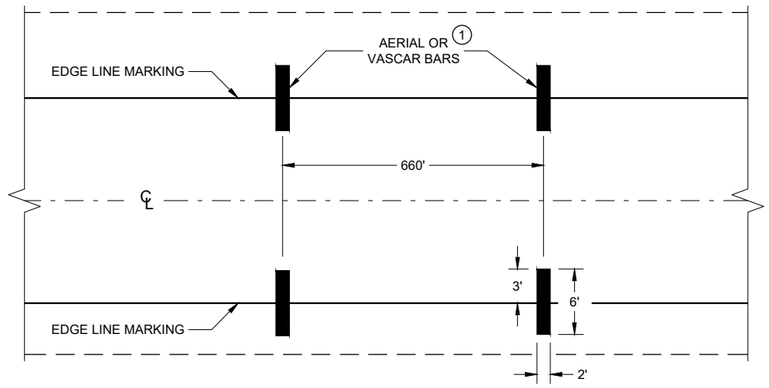
6

SDD 15C12 - 07

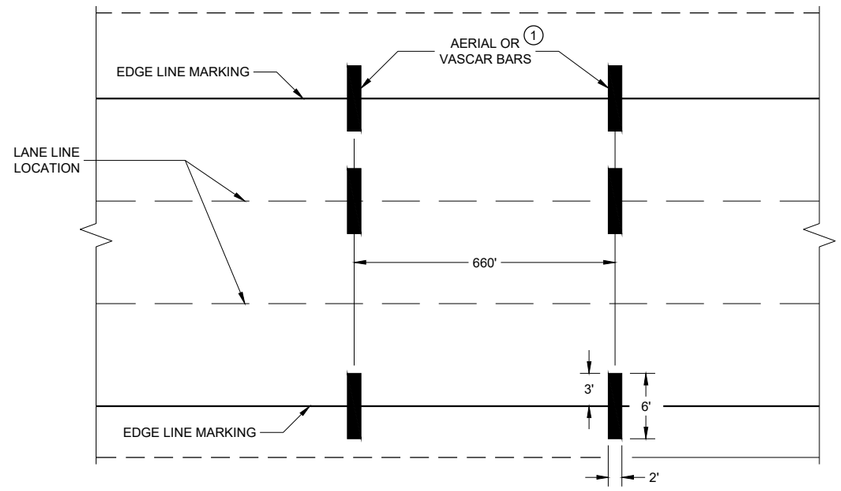
GENERAL NOTES

(1) PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

6

SDD 15C14 - 04

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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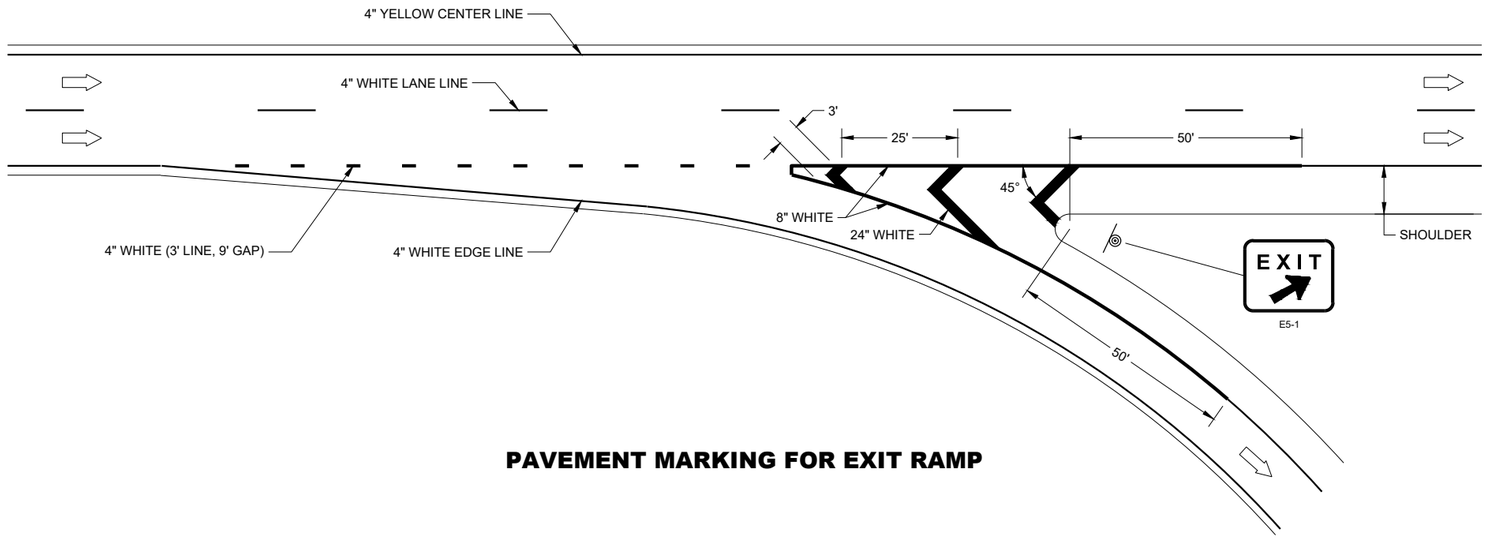
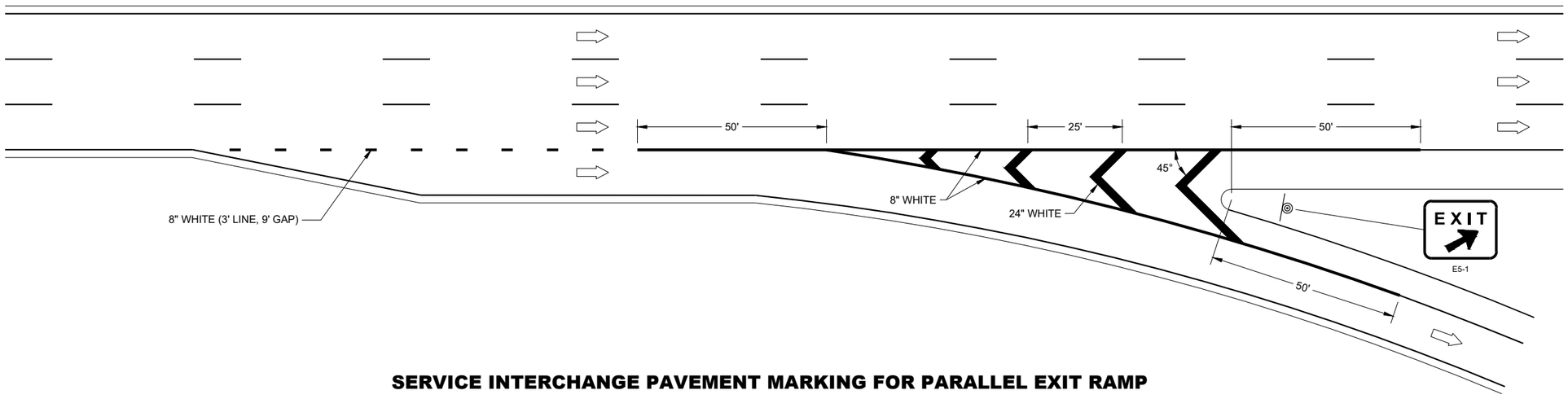
SDD 15C14 - 04



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

6

SDD 15C31 - 04a

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

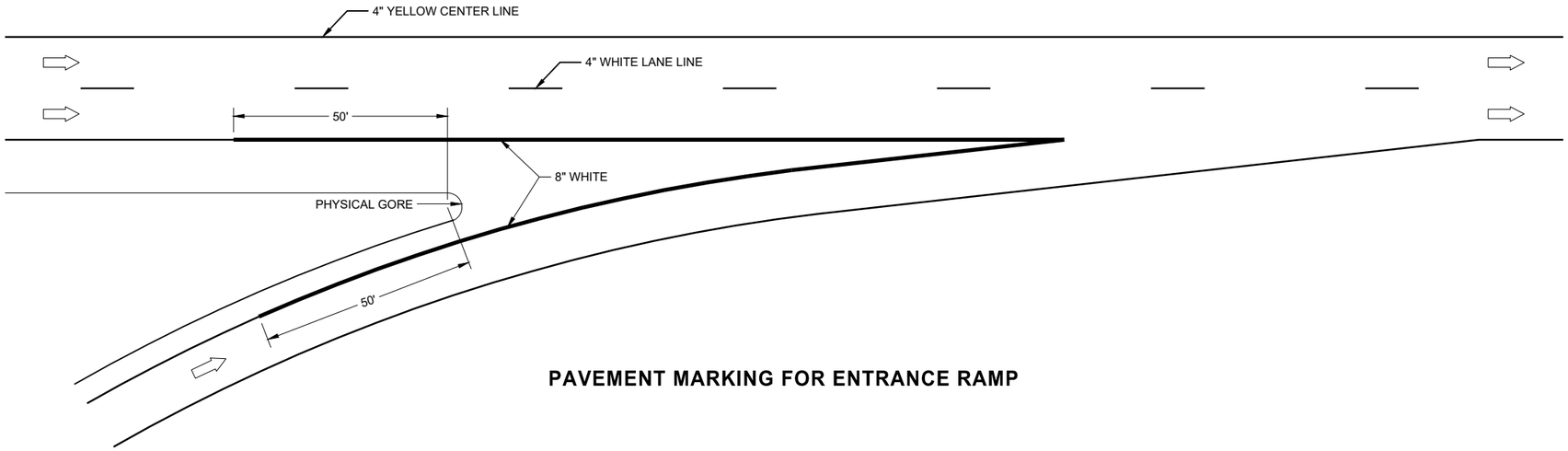
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

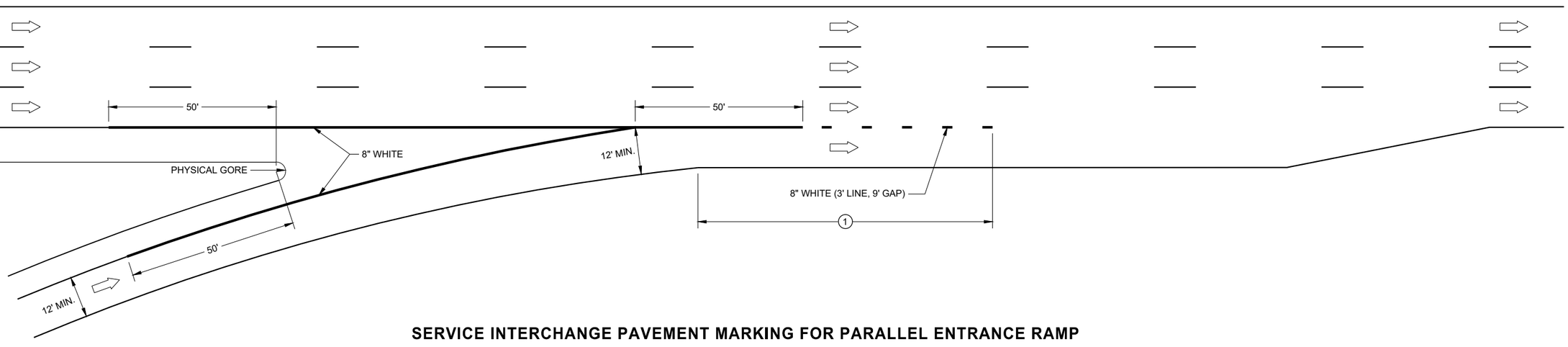
(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL



PAVEMENT MARKING FOR ENTRANCE RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

6

SDD 14C31 - 04c

SDD 14C31 - 04c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
- PORTABLE CRASH CUSHION
- CONCRETE BARRIER TEMPORARY PRECAST
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

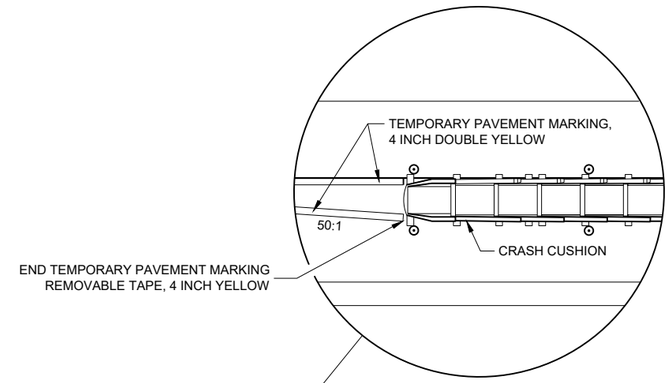
"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

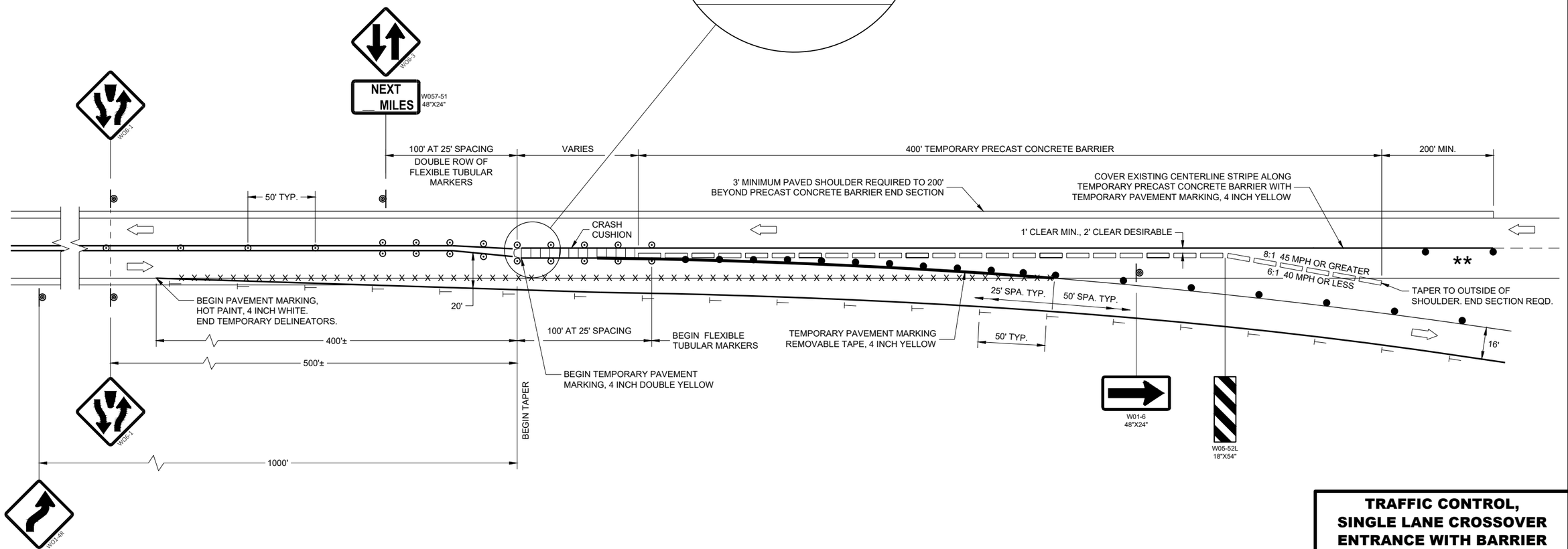
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

** SEE SDD 15D12 FOR LANE CLOSURE DETAILS.





TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2015 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

SDD 15D05 - 04

SDD 15D05 - 04

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

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

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

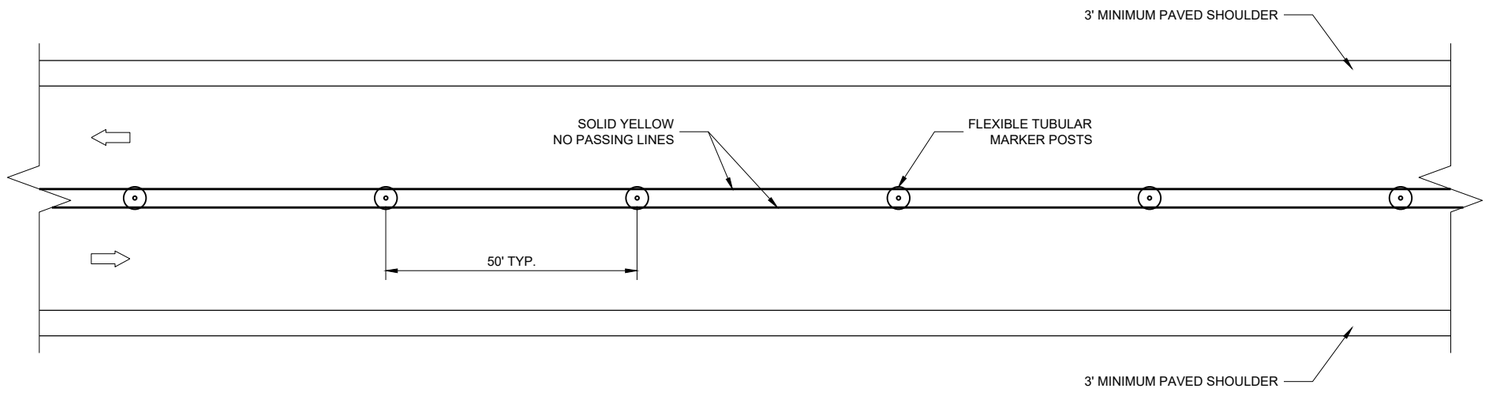
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4 INCH DOUBLE YELLOW.

(1)

(2)

(1) THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

TRAFFIC CONTROL
TWO LANE TWO WAY
OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
STATE TRAFFIC ENGINEER

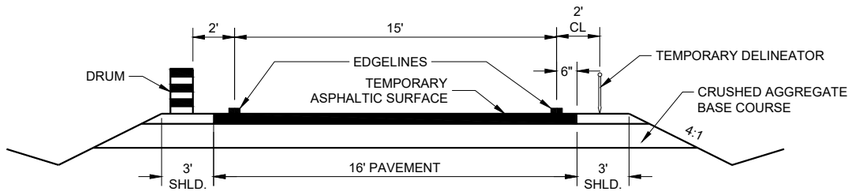
FHWA

6

SDD 15D06 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR - WHITE (STEEL POST WITH SINGLE DELINEATOR)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" X 16" MIN., ORANGE
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS

** ADJUST RAMP SPEED AS NEEDED IN THE FIELD. DISTANCE TO SIGN LOCATION SHALL ALSO BE PLACED ACCORDING TO TABLE.

** TABLE FOR ADVANCE WARNING SIGN DISTANCE (FT)

POSTED SPEED LIMIT (MPH)	DESIRED EXIT RAMP SPEED (MPH)					
	10	20	30	40	50	60
45	350	300	250			
50	425	400	325	225		
55	500	475	400	300		
60	575	550	500	400	300	
65	650	625	575	500	375	100
70	650	625	575	500	375	375

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

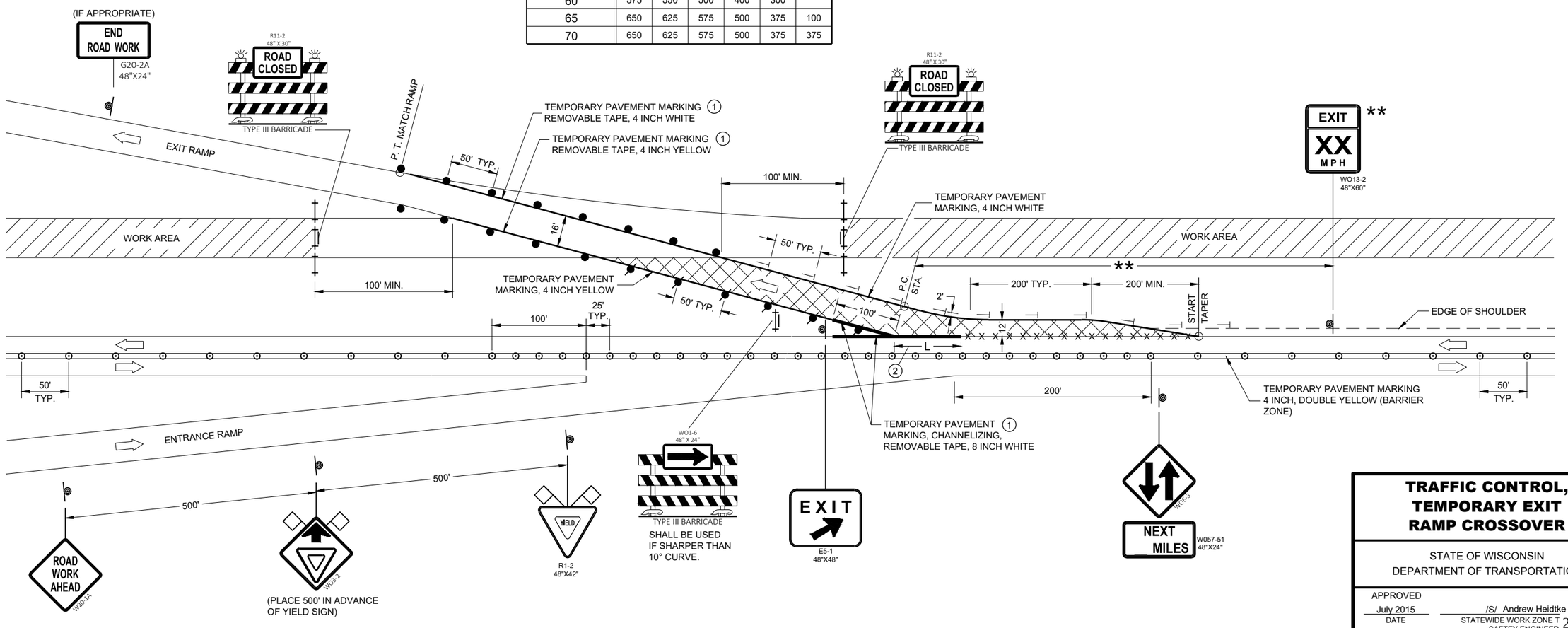
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

(1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER. OTHERWISE TEMPORARY PAVEMENT MARKING MAY BE USED.

(2) LENGTH "L" SHALL BE REQUIRED WHEN TANGENT LENGTH OF EXIT RAMP PARALLEL TO MAINLINE EXCEEDS 300 FEET. LENGTH SHALL BE EQUAL TO THE EXIT RAMP TANGENT LENGTH MINUS 300 FEET OR AS APPROVED BY THE ENGINEER AND SHALL CHANGE TO ACCOMMODATE PAVING GAPS.



TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2015
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFTEY ENGINEER

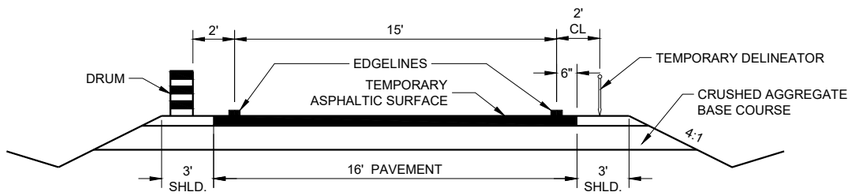
FHWA

SDD 15D07 - 04

SDD 15D07 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR - WHITE (STEEL POST WITH SINGLE DELINEATOR)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" X 16" MIN., ORANGE
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA
- TEMPORARY CROSSOVER ASPHALTIC PAVEMENT



TYPICAL RAMP CROSSOVER ROADWAY DIMENSIONS

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

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

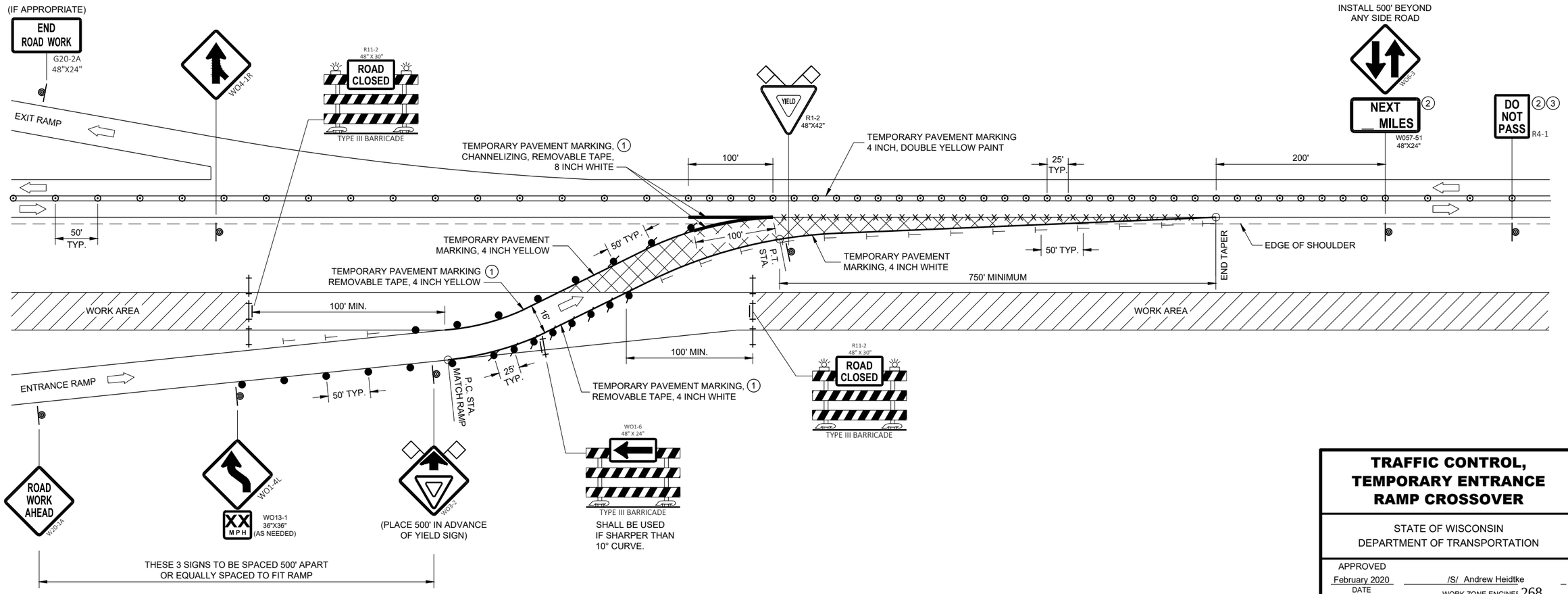
WORK ALONG EDGES OF RAMP SHALL MAINTAIN A 10 FOOT AREA CLEAR OF PHYSICAL OBSTRUCTIONS SUCH AS DROP OFFS FROM PAVEMENT REMOVAL OR BROKEN CONCRETE CHUNKS DURING PAVEMENT REMOVAL. THESE AREAS SHALL BE LEVELED WITH TEMPORARY FILL TO PROTECT THE TRAVELING PUBLIC WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE CROSSOVER.

TRAFFIC CONTROL FOR RAMP CROSSOVERS ARE TYPICAL FOR ALL CONSTRUCTION PHASES.

(1) TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER.

(2) INSTALL THE WO6-3 SIGN WITH THE R4-1 SIGN 1000 FEET BEYOND THE WO6-3 SIGN WITH THE WO57-51 AND ALTERNATE THE SEQUENCE OF THESE SIGNS EVERY 1 MILE.

(3) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D08 - 07

SDD 15D08 - 07

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE RESPECTIVE EDGE LINE MARKING
- PORTABLE CRASH CUSHION
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

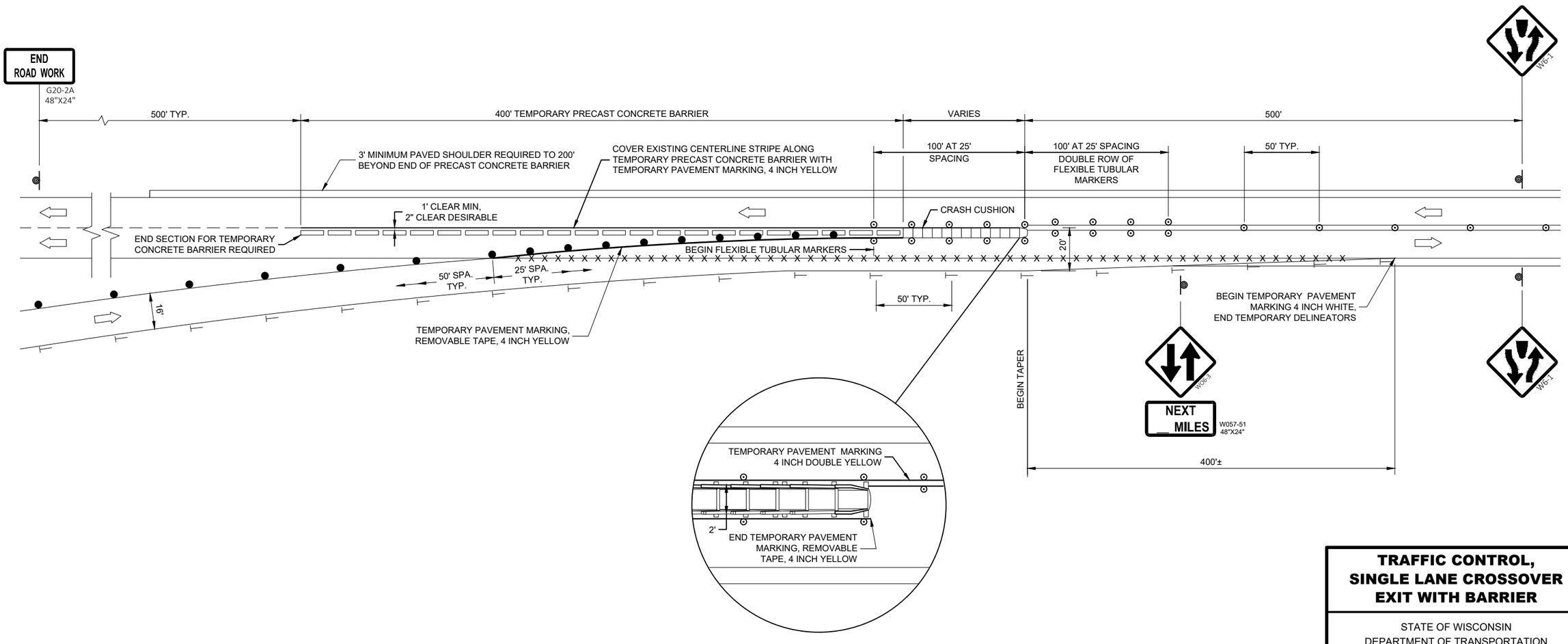
"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USED OF CROSSOVER.



TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2015
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

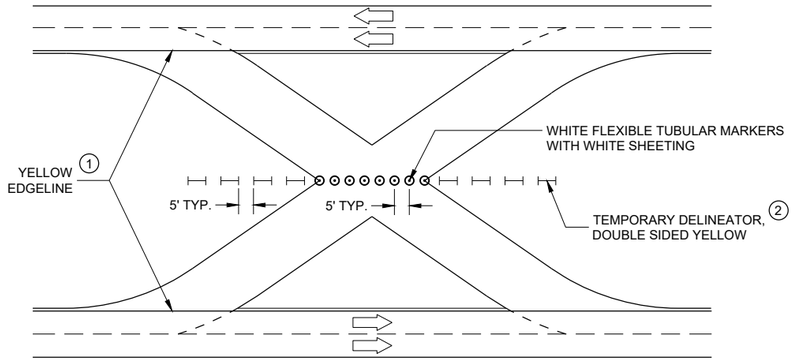
FHWA

SDD 15D10 - 04

SDD 15D10 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

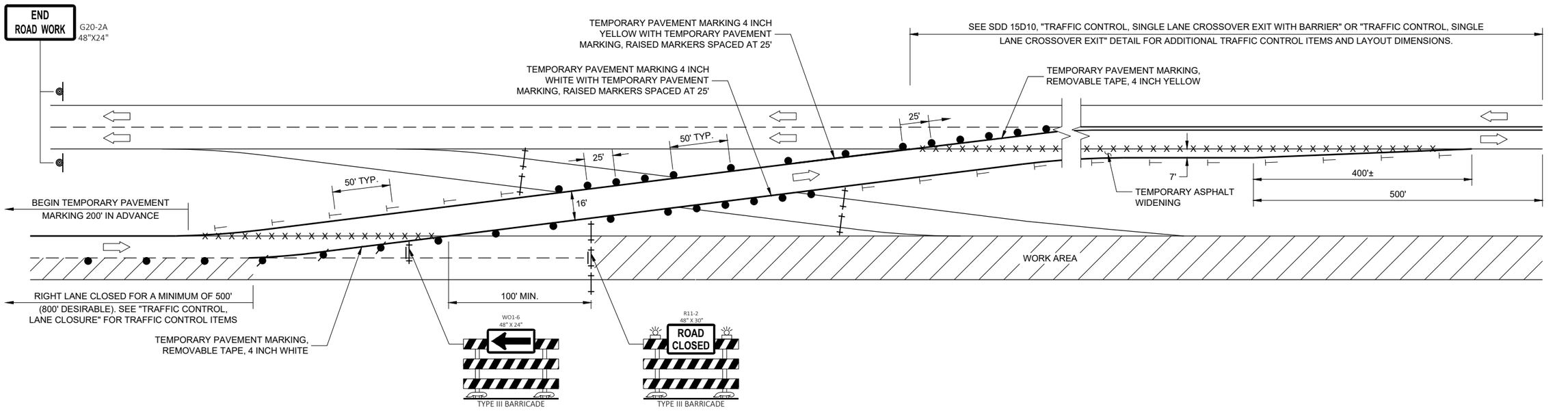
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

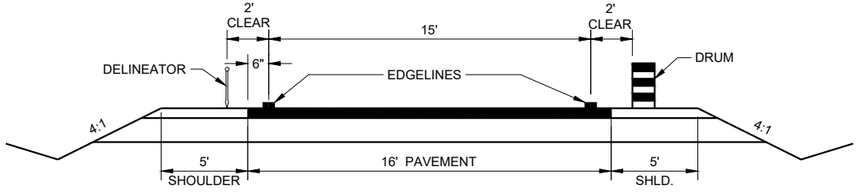
THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USED OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

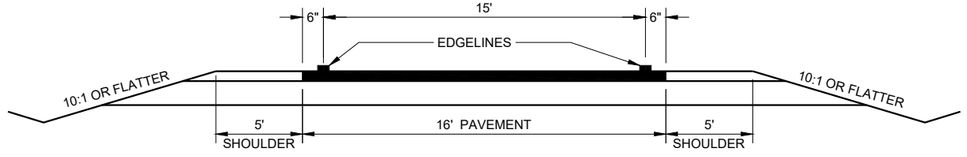
1. FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.
2. FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.





TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D11 - 07

SDD 15D11 - 07

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

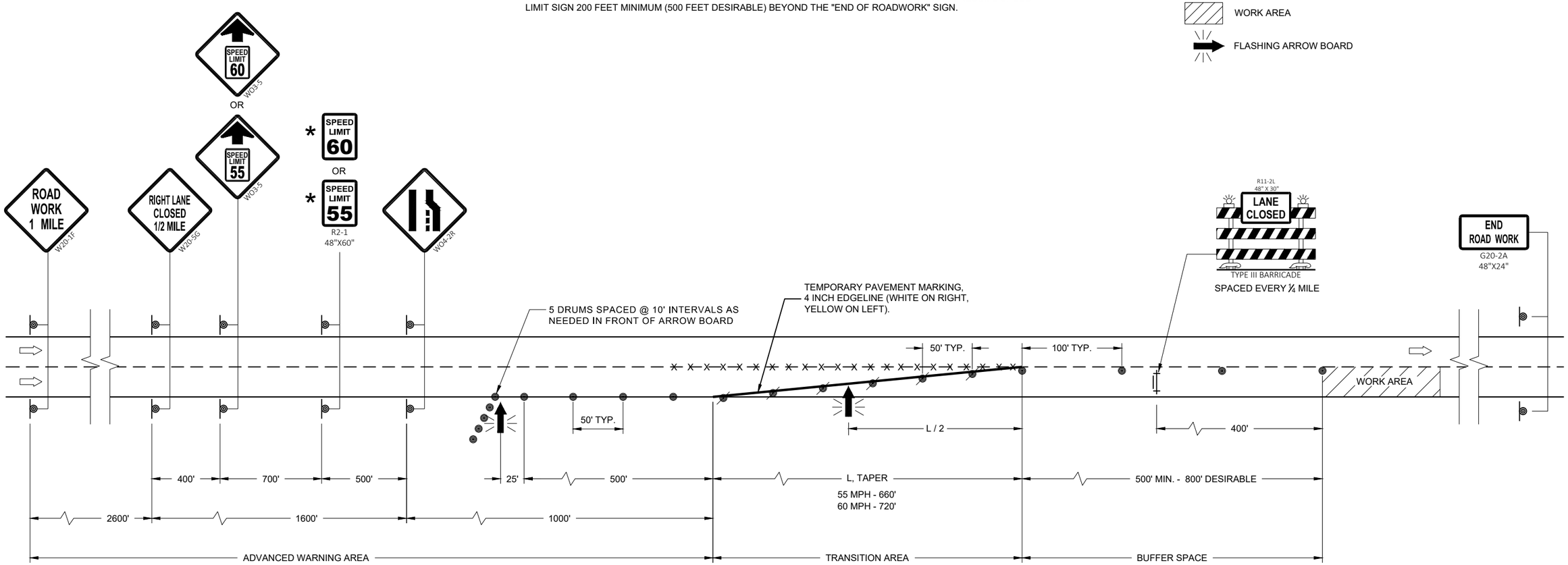
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

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



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

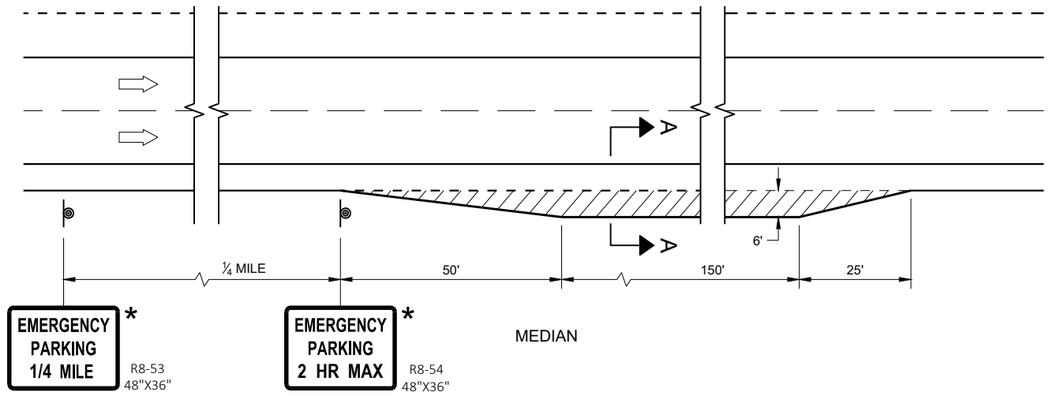
APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

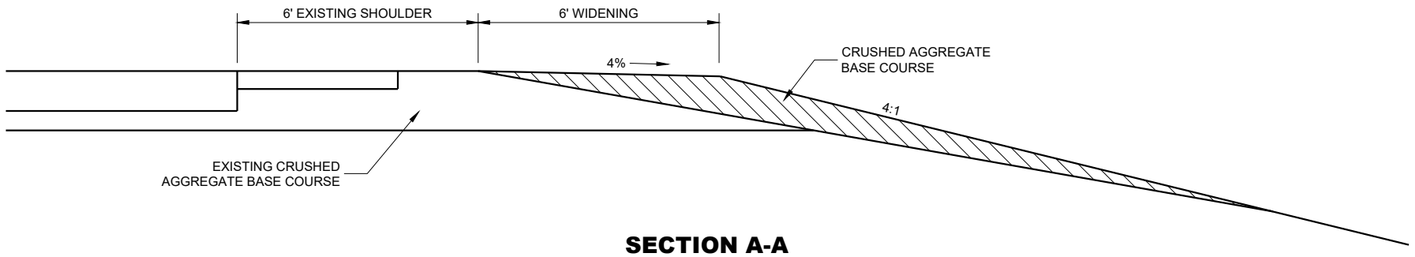
FHWA

SDD 15D12 - 09b

6
SDD 15D12 - 09b



TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIAL AND WORKMANSHIP NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFIC.

* SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

TEMPORARY EMERGENCY PULLOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

SDD 15D13 - 02

6

SDD 15D13 - 02

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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

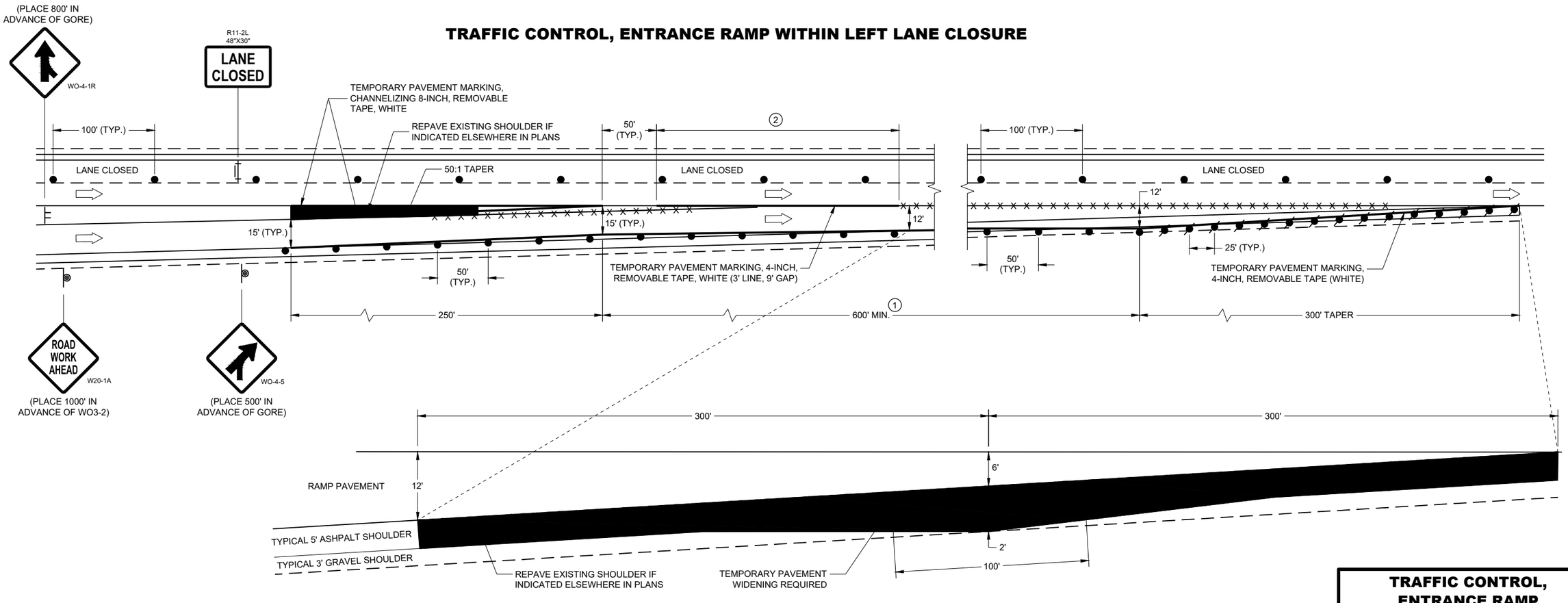
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05b

6

SDD15D15 - 05b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

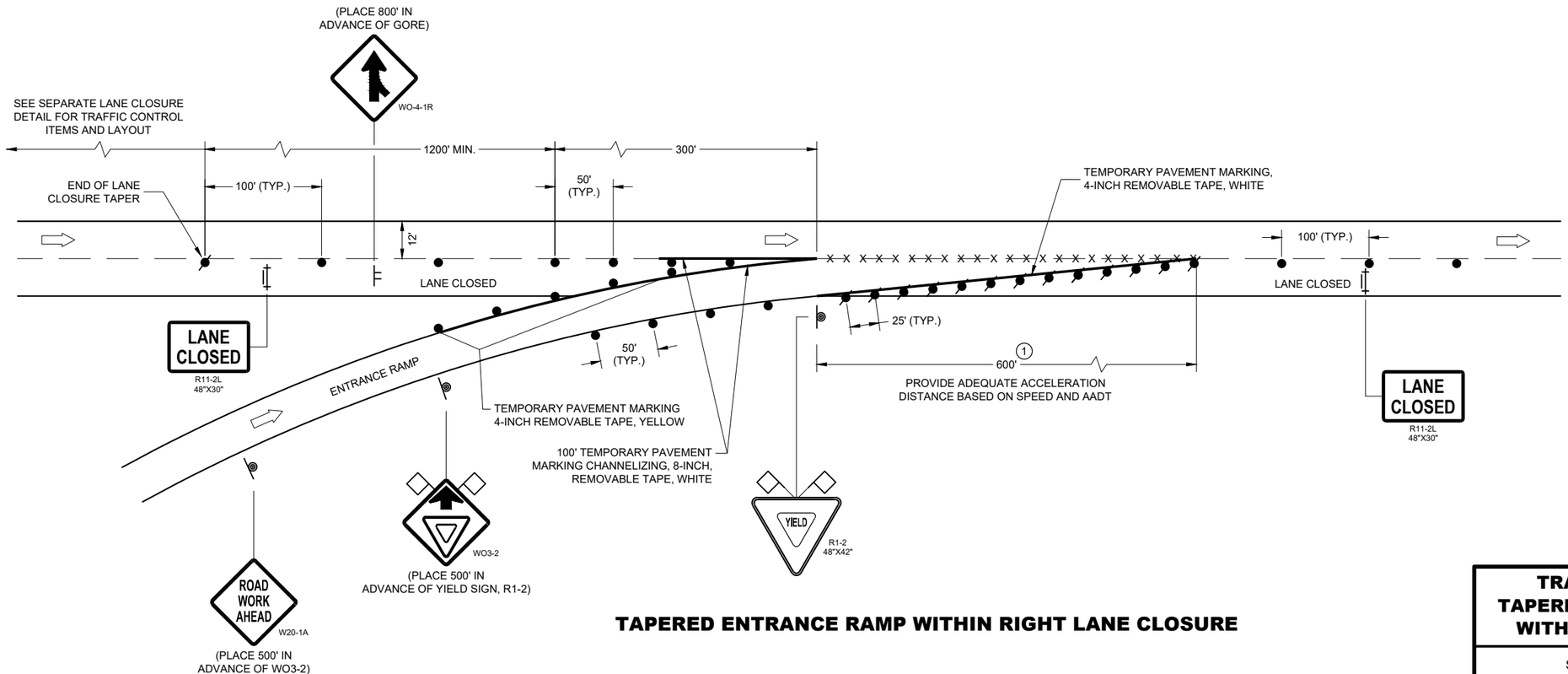
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

6

SDD 15D15 - 05c

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SDD 15D15 - 05c

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

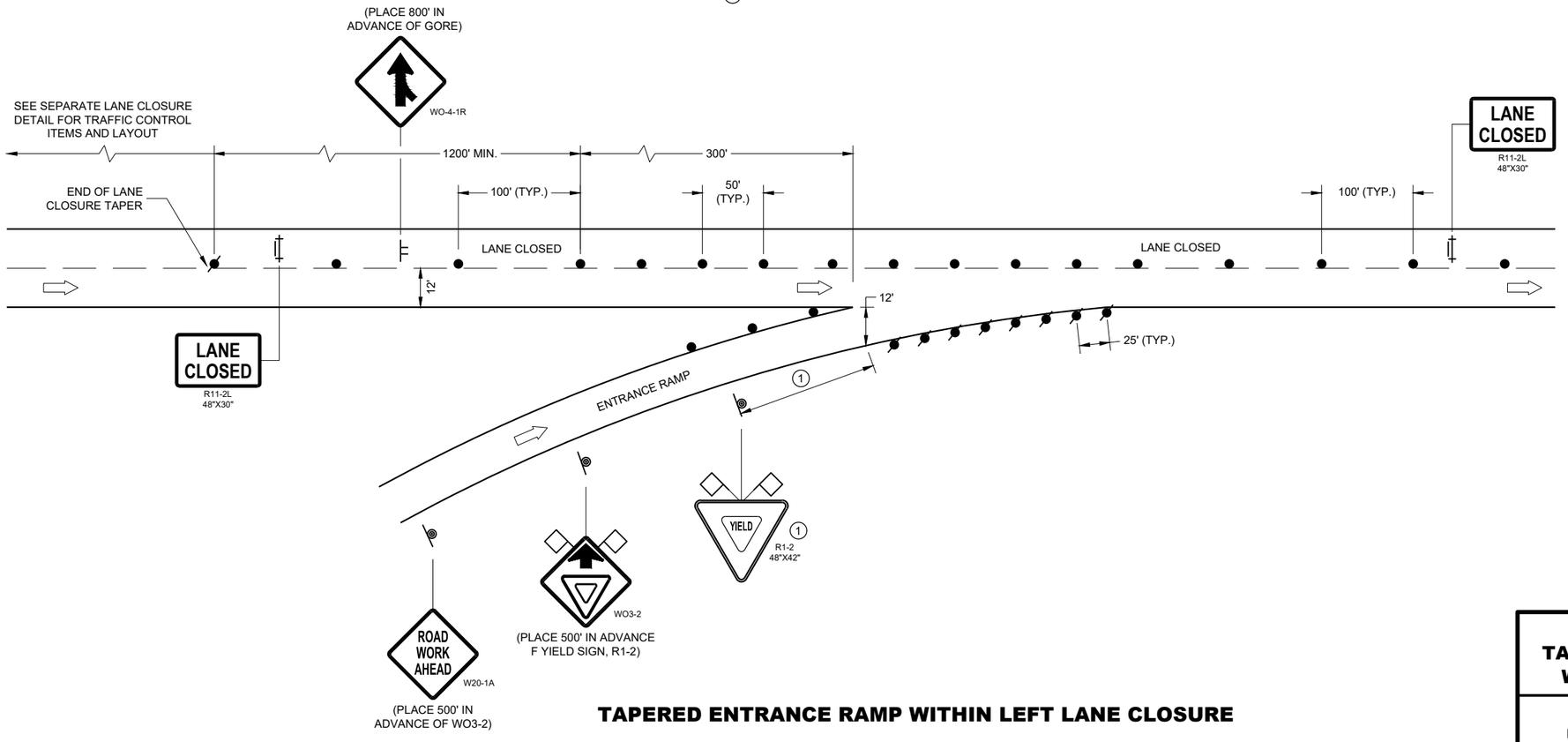
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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.

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

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05d

6

SDD 15D15 - 05d

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

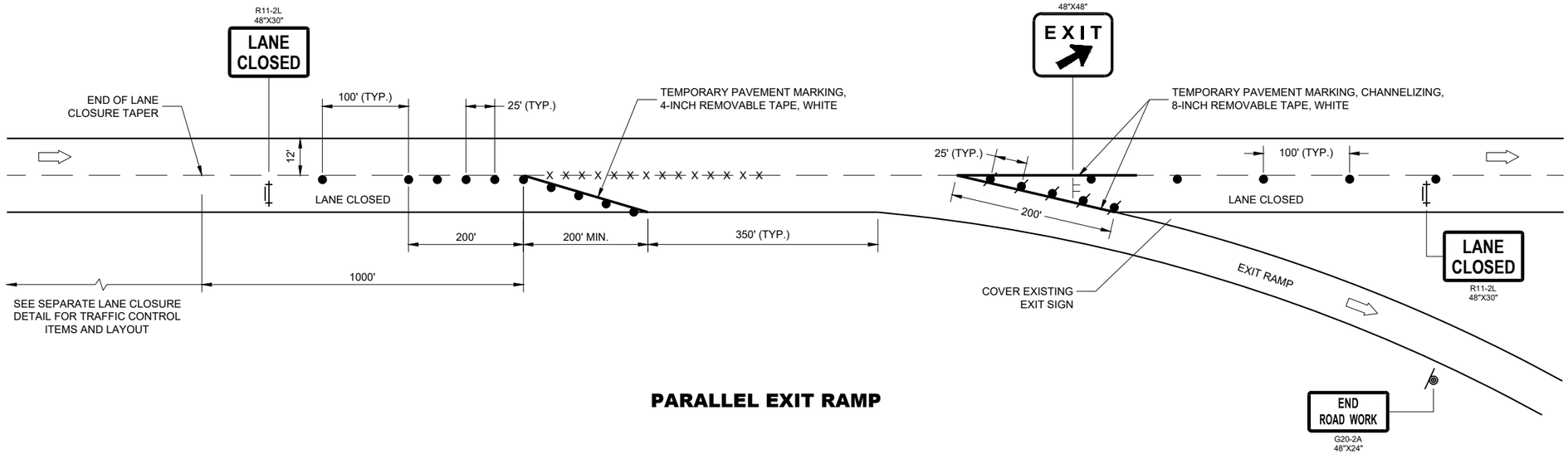
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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

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

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



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05e

6

SDD15D15 - 05e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

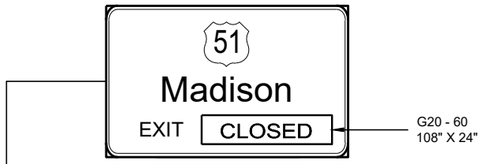
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

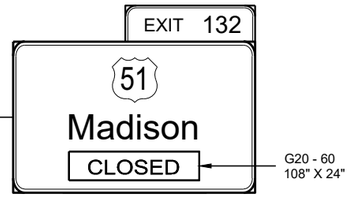
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

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

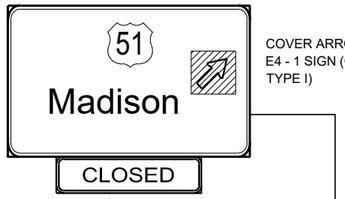
** PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR

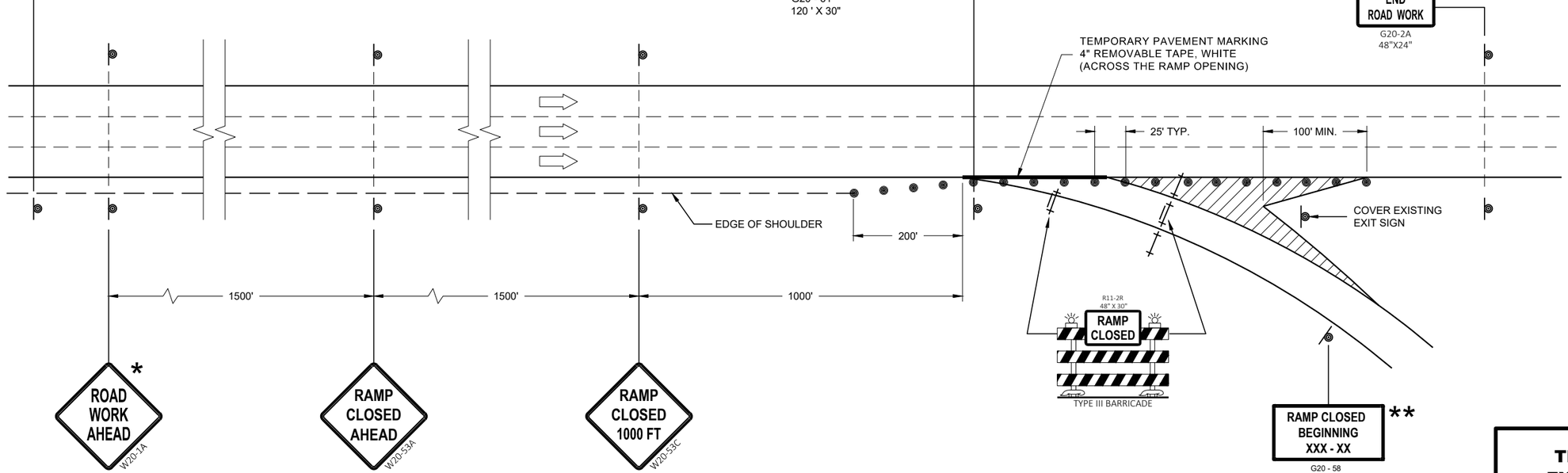


PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



G20 - 61
120 ' X 30"

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)



OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

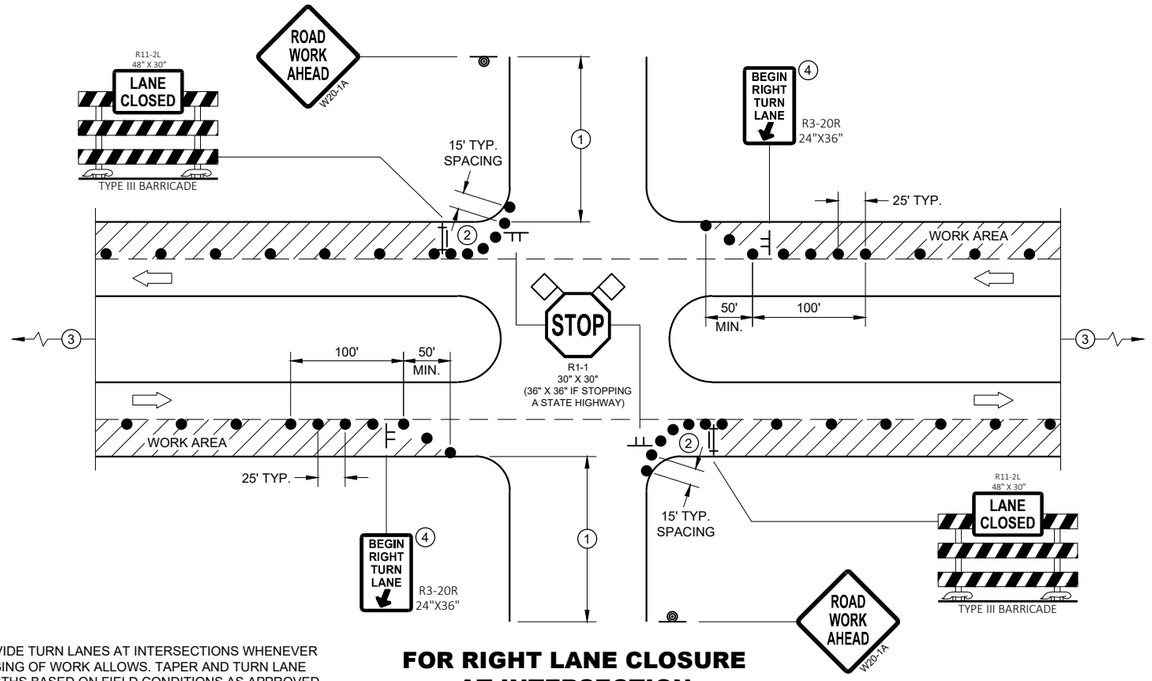
APPROVED
November 2018
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D16 - 04



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

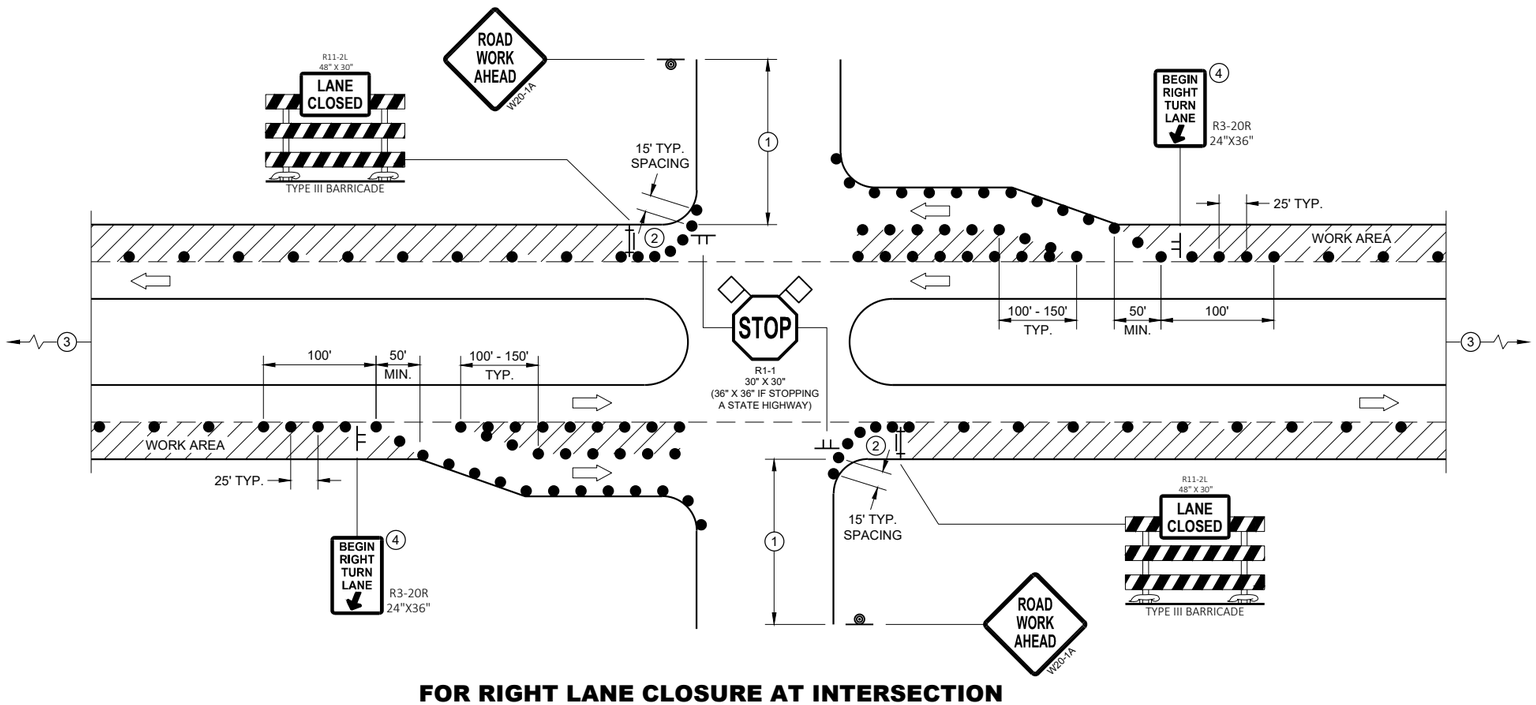
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

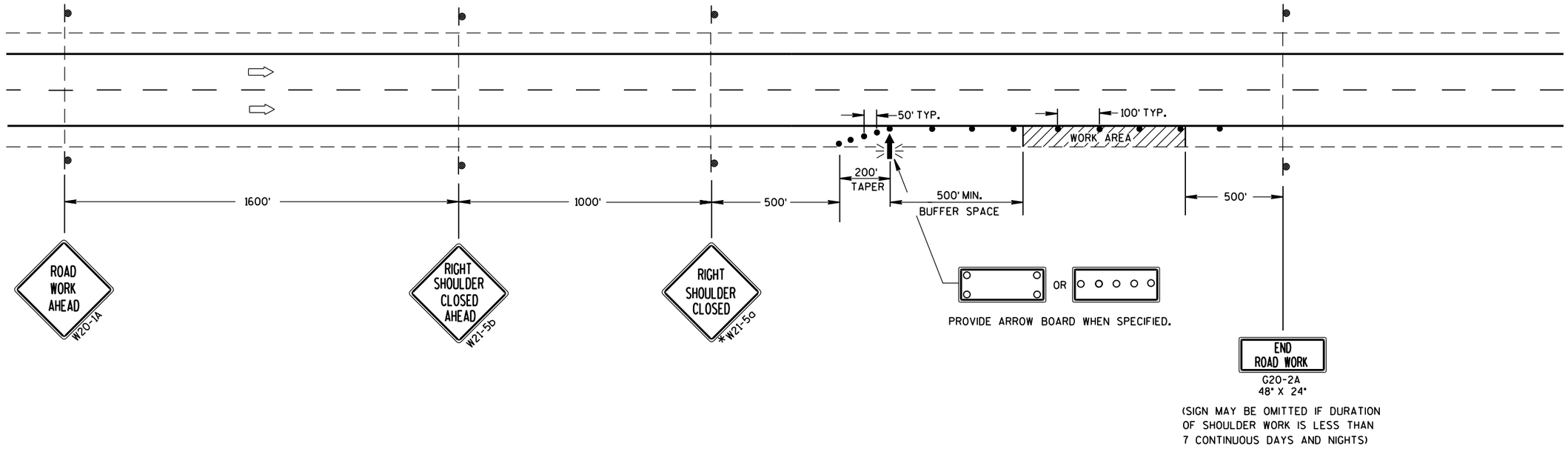
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

6

S.D.D. 15 D 27-3

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

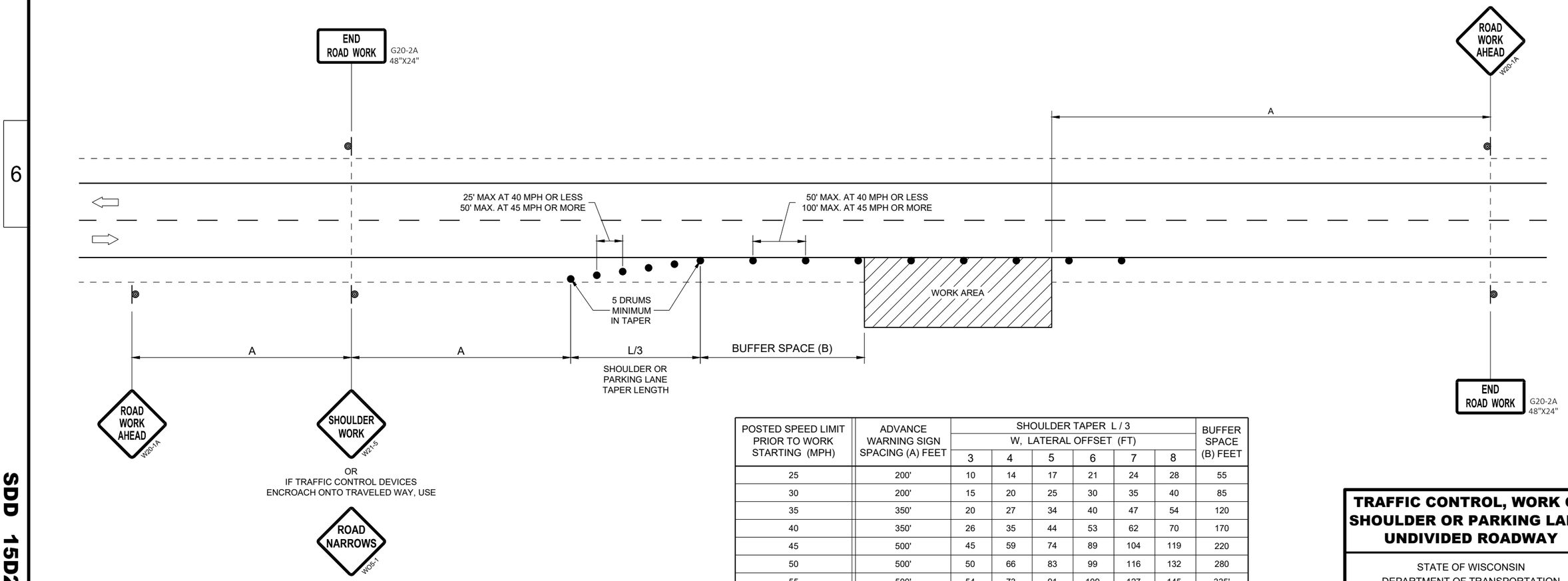
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

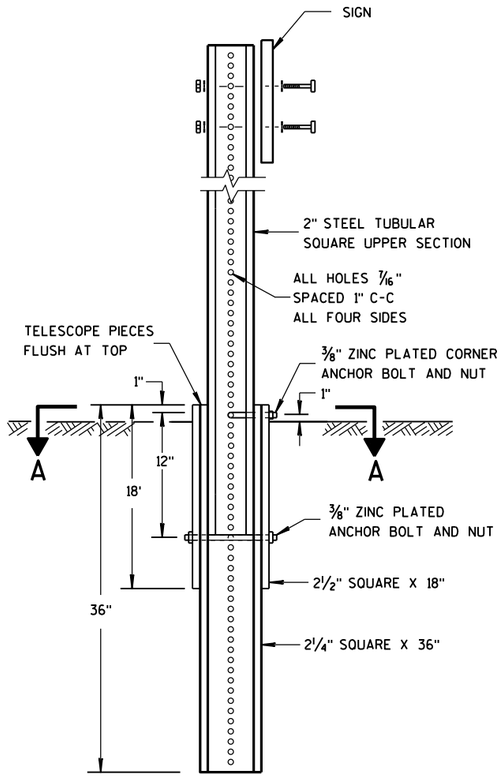
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

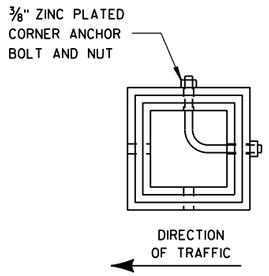
FHWA

6

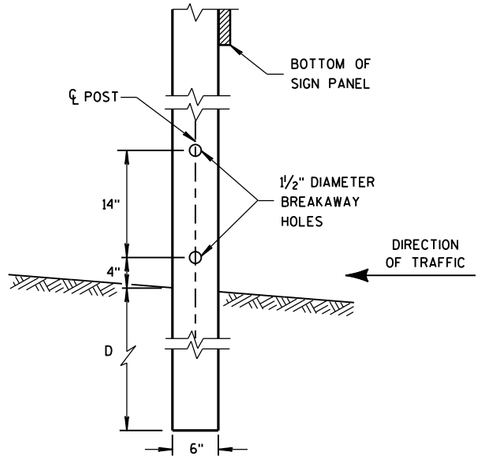
SDD 15D28 - 04



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



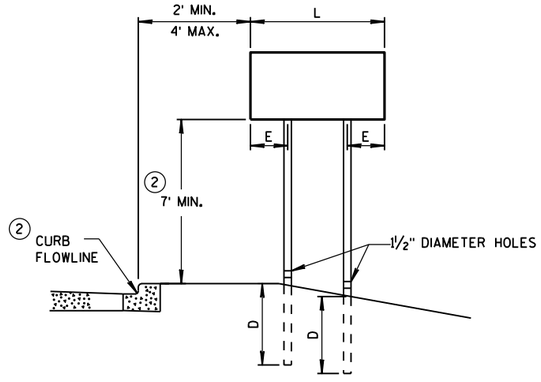
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

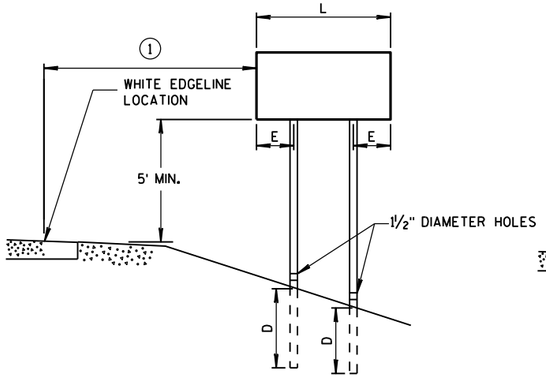
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

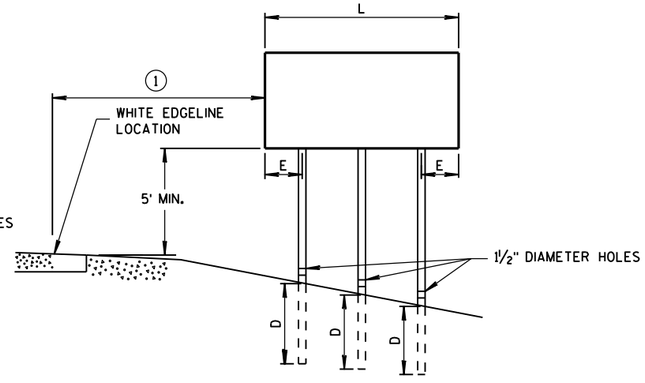
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

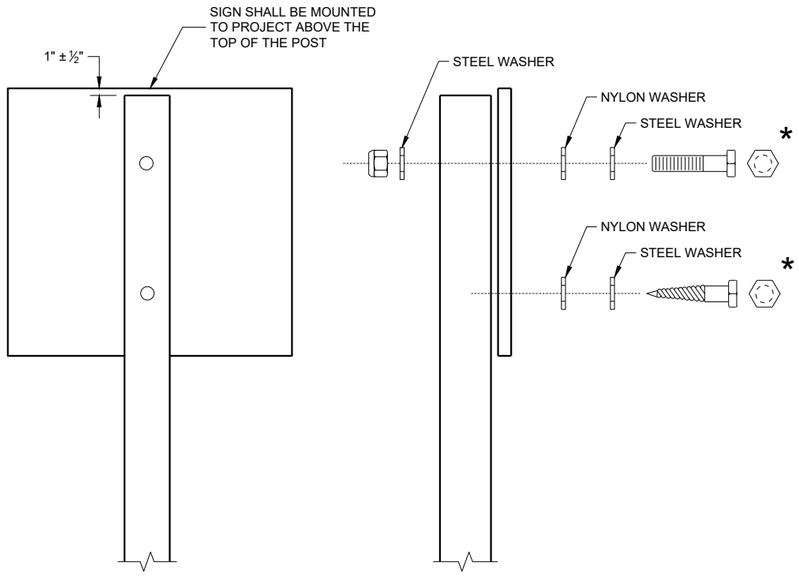
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-2a



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

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SDD 15D38 - 02b

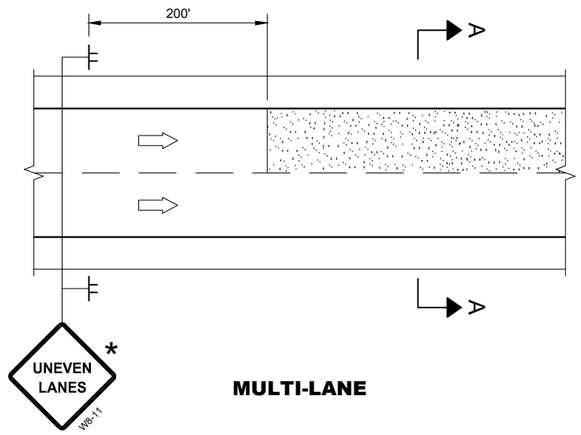
SDD15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

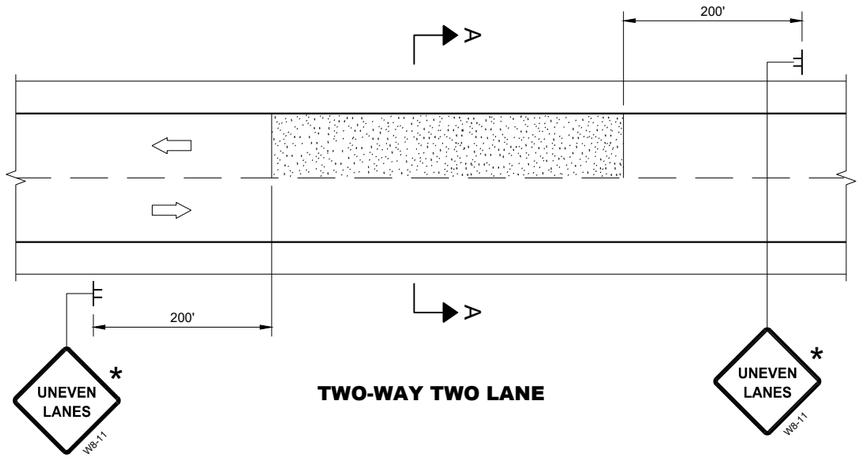
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

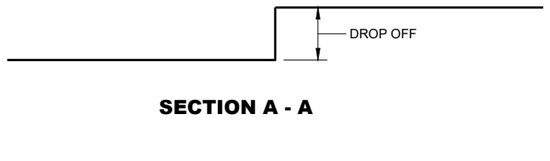
FHWA



MULTI-LANE

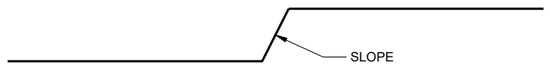


TWO-WAY TWO LANE

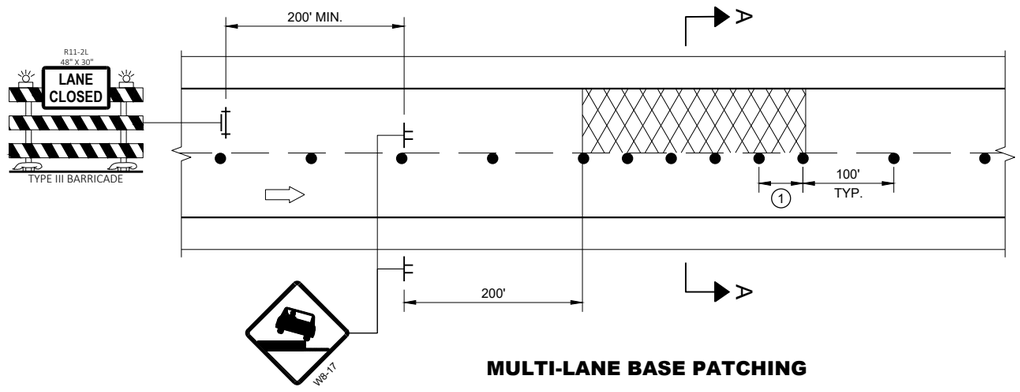


SECTION A - A

OR

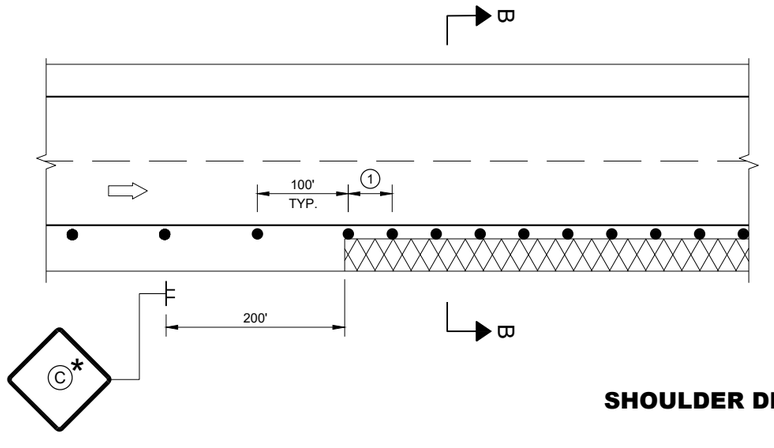


SECTION A - A

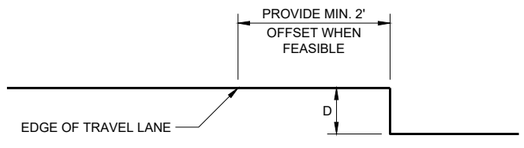


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

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SDD 15D39 - 02

LEGEND

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

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 LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

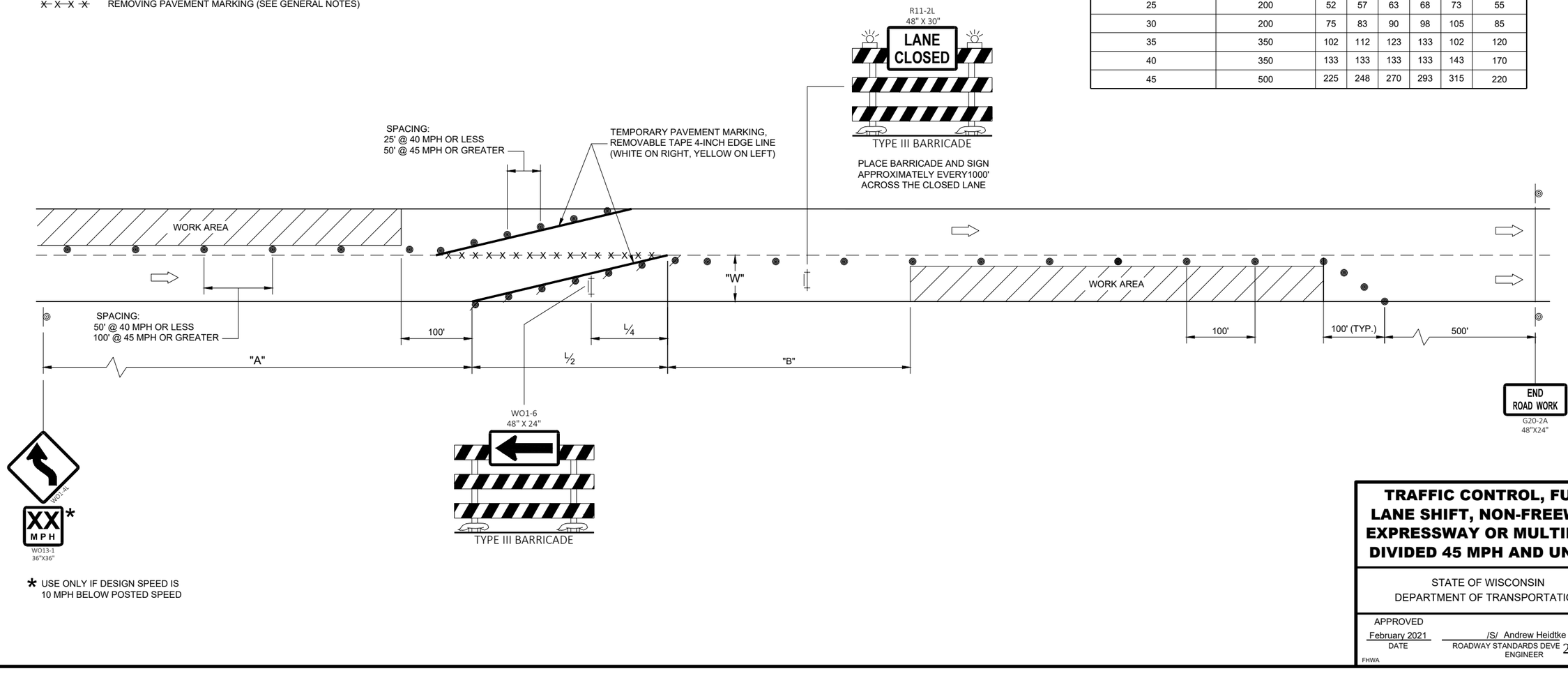
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	102	120
40	350	133	133	133	133	143	170
45	500	225	248	270	293	315	220



TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 15D40 - 02a

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SDD 15D40 - 02a

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE "A" WARNING LIGHT (FLASHING)

DIRECTION OF TRAFFIC

WORK AREA

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

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 LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

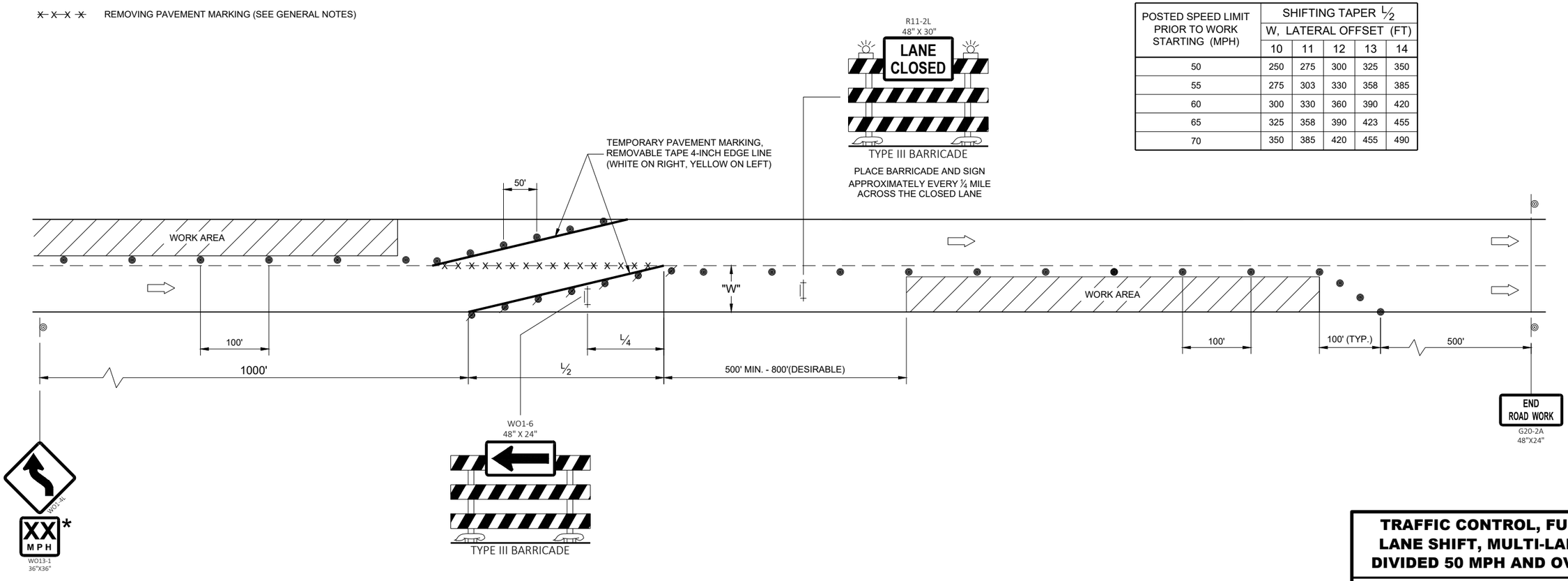
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L ½ W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D40 - 02b

LEGEND

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

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

REMOVE PAVEMENT MARKINGS 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.

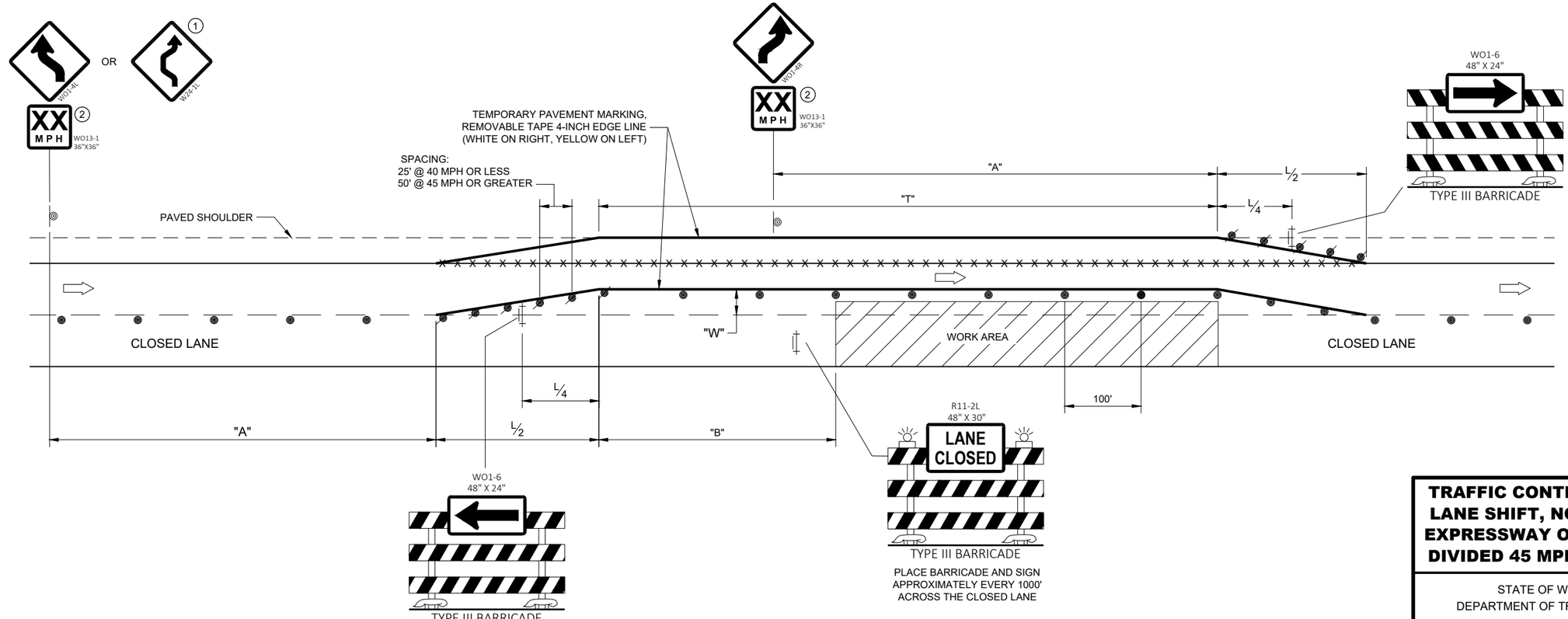
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D40 - 02c

LEGEND

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

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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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.

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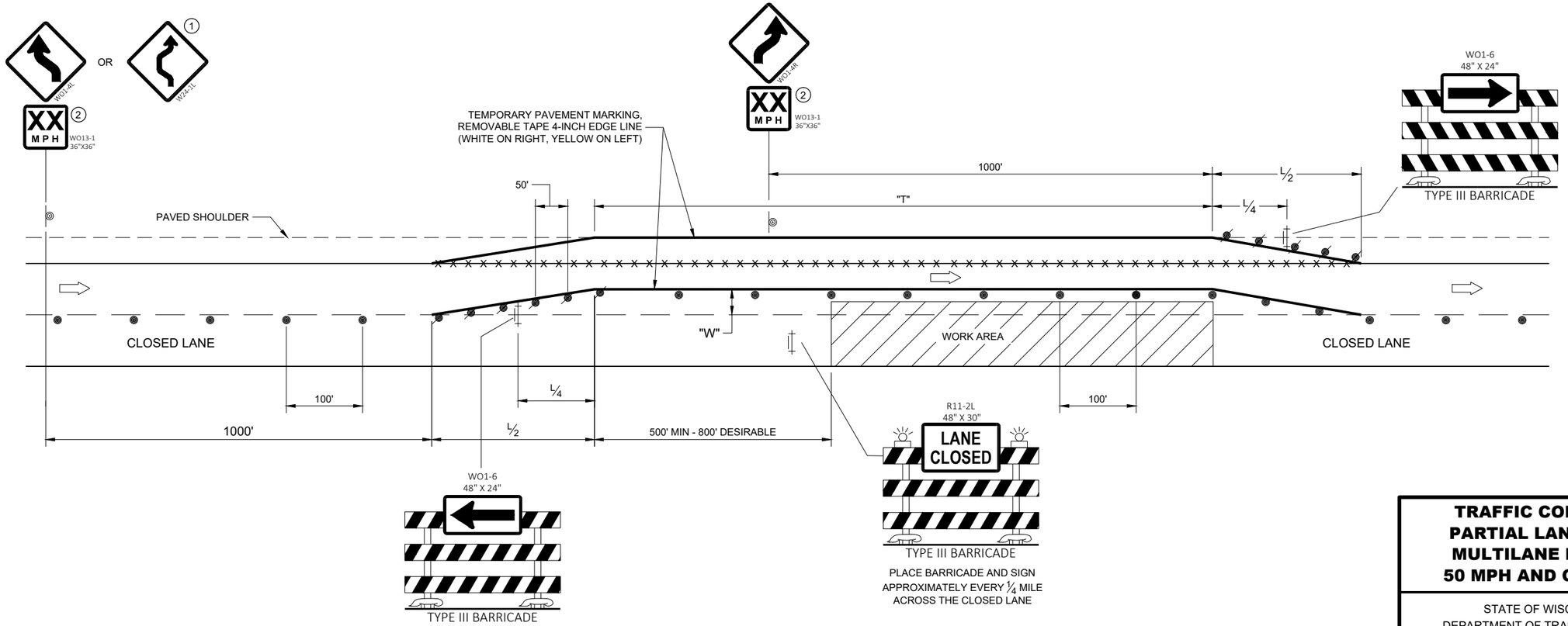
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE

TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVE ENGINEER

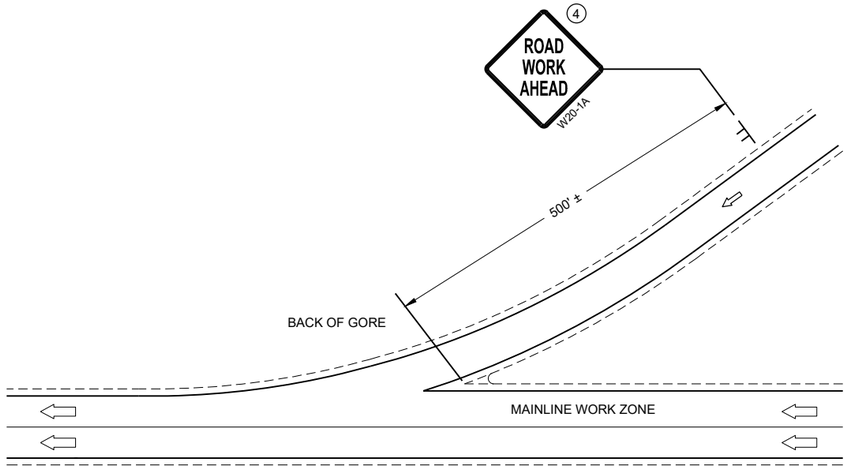
FHWA

SDD 15D40 - 02d

SDD 15D40 - 02d

LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- ● TRAFFIC CONTROL DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

(1) DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.

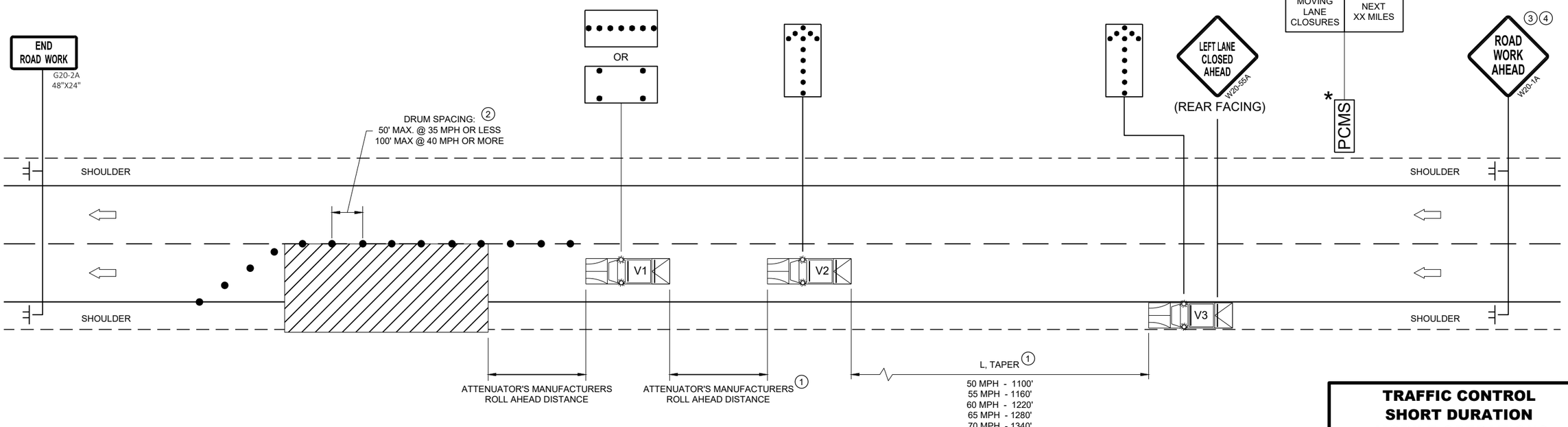
(3) WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.

(4) SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

* PCMS OPTIONAL

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D43 - 01

6

SDD 15D43 - 01

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

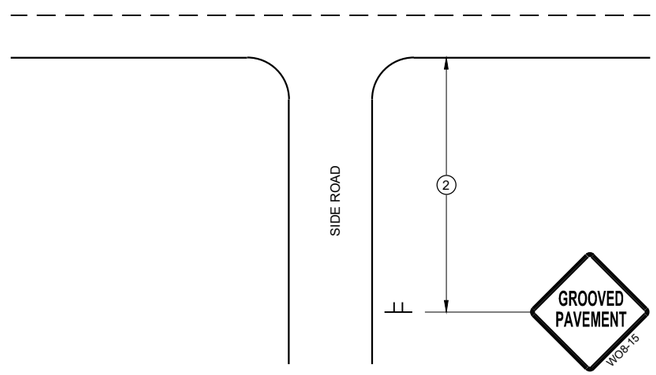
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

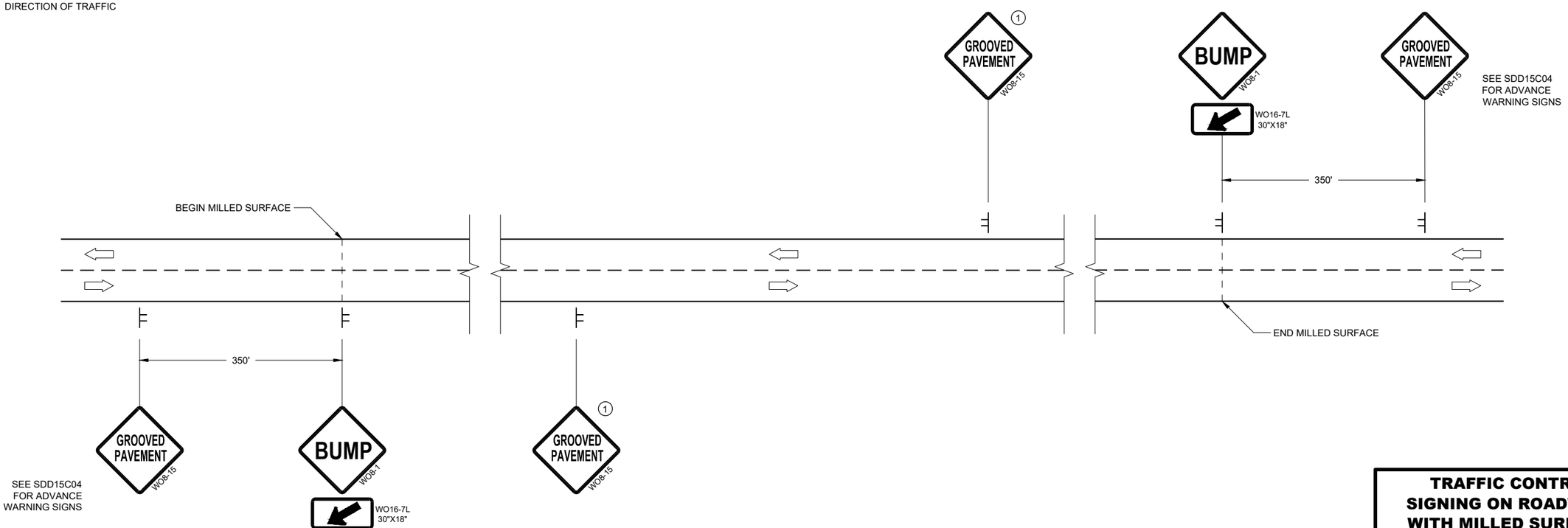
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

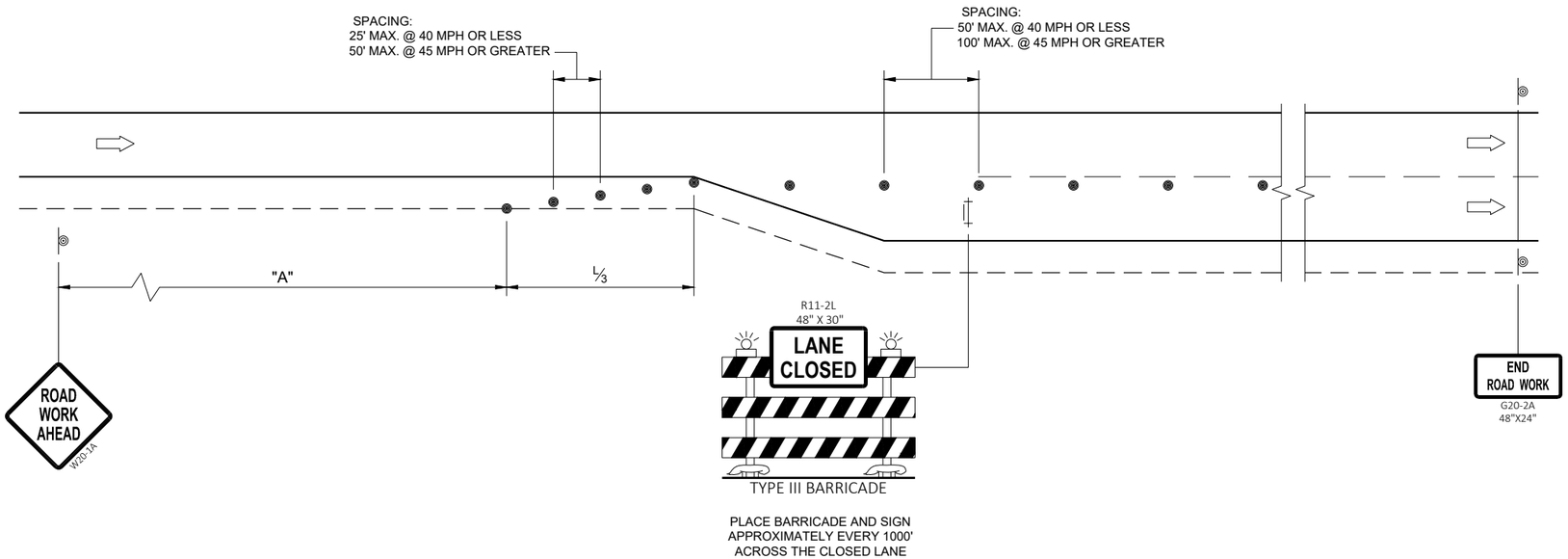
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

ADDED LANE CLOSURE WITHOUT LANE SHIFT

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D50 - 01a

6

SDD 15D50 - 01a

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

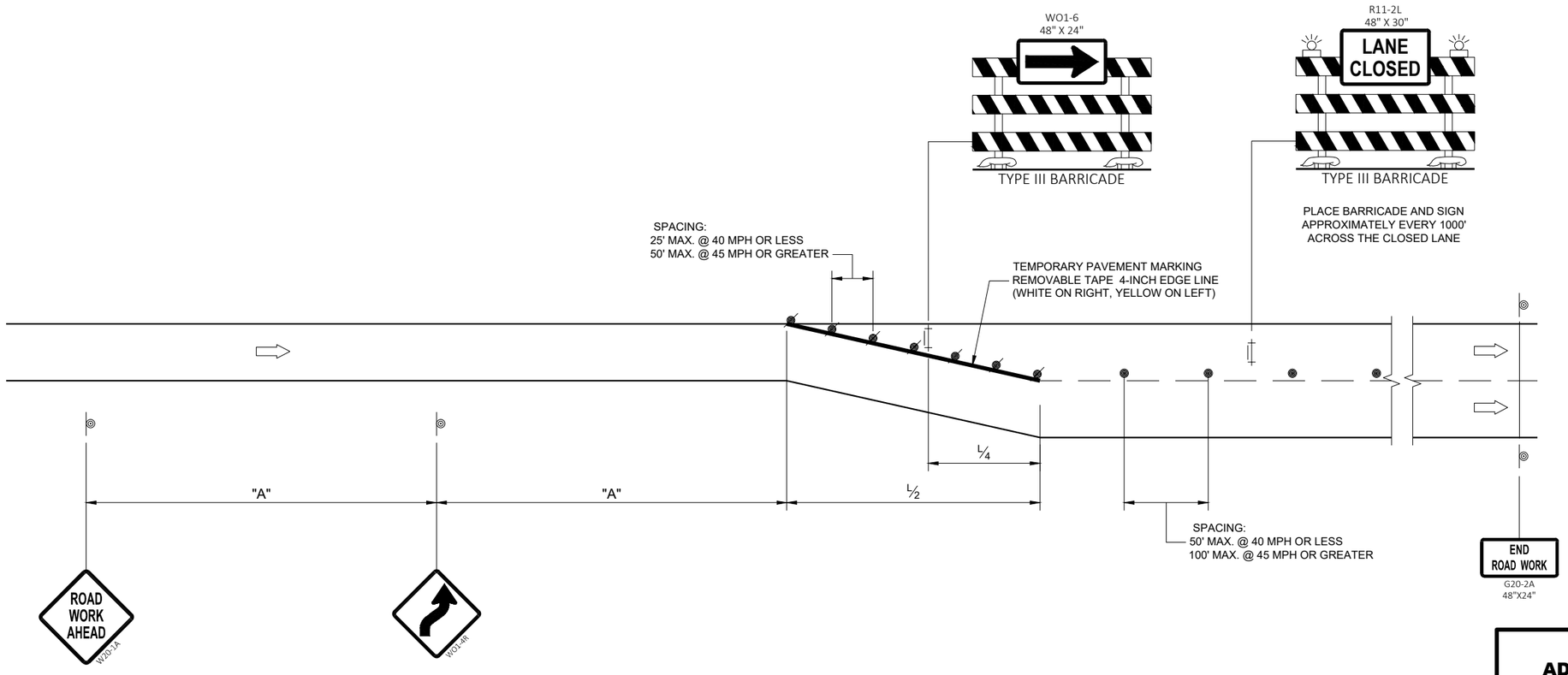
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR FOUR CONTINUOUS DAYS AND NIGHTS.



ADDED LANE CLOSURE WITH LANE SHIFT

February 2021
ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
00-00-00
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

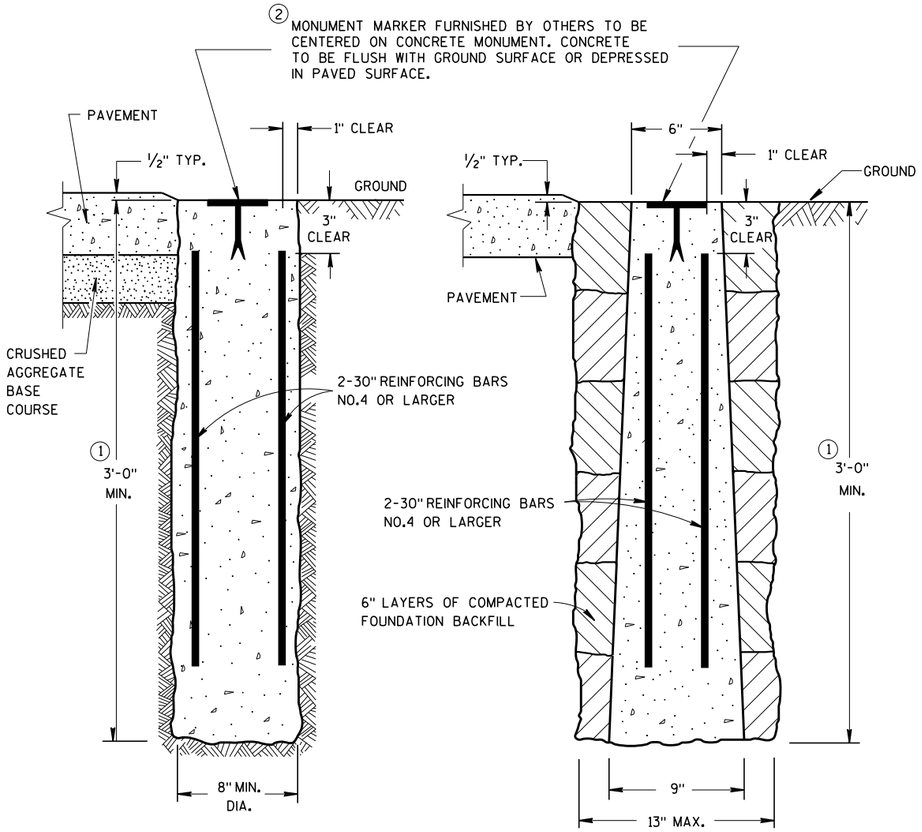
FHWA

6

SDD 15D50 - 01b

6

SDD15D50 - 01b

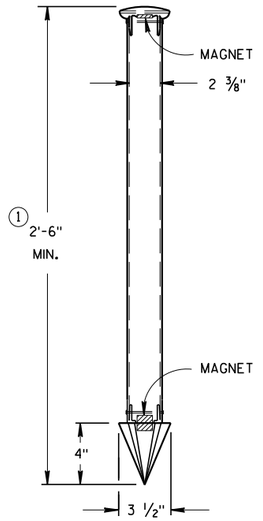


CAST-IN-PLACE

PRECAST

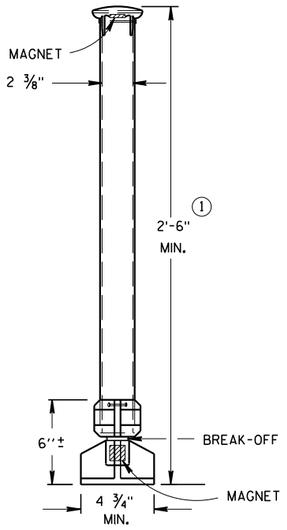
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

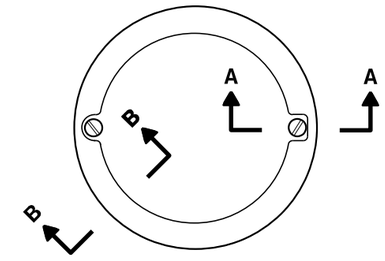
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

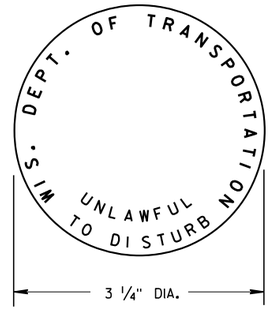
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

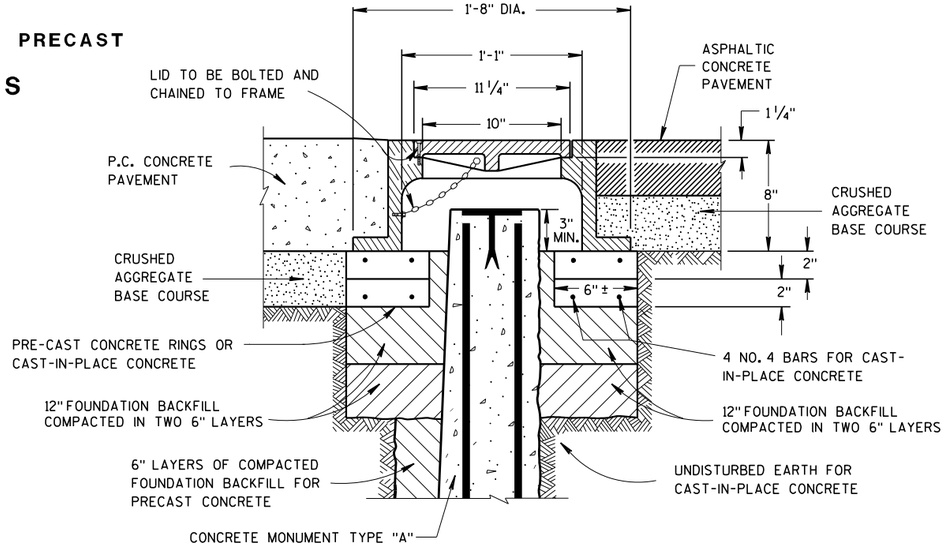


TOP VIEW



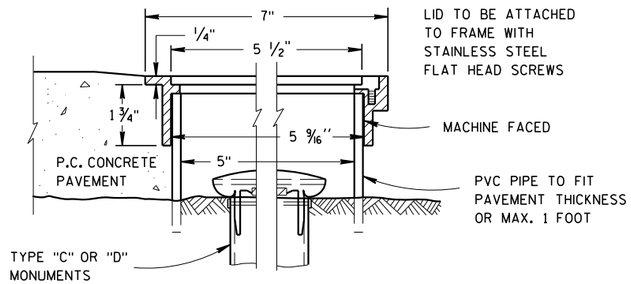
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C", & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

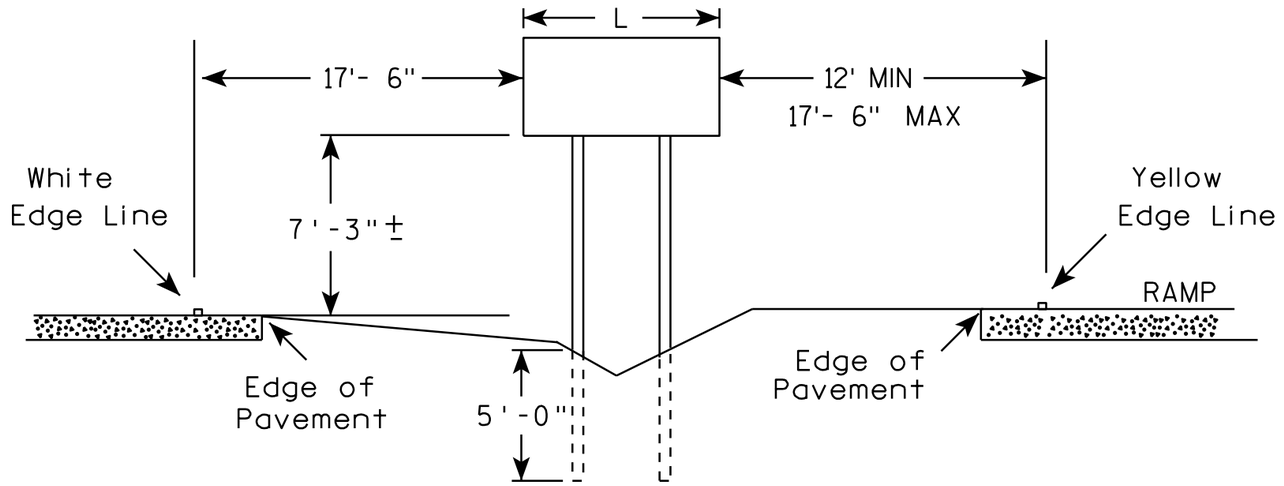
LANDMARK REFERENCE MONUMENTS AND COVERS

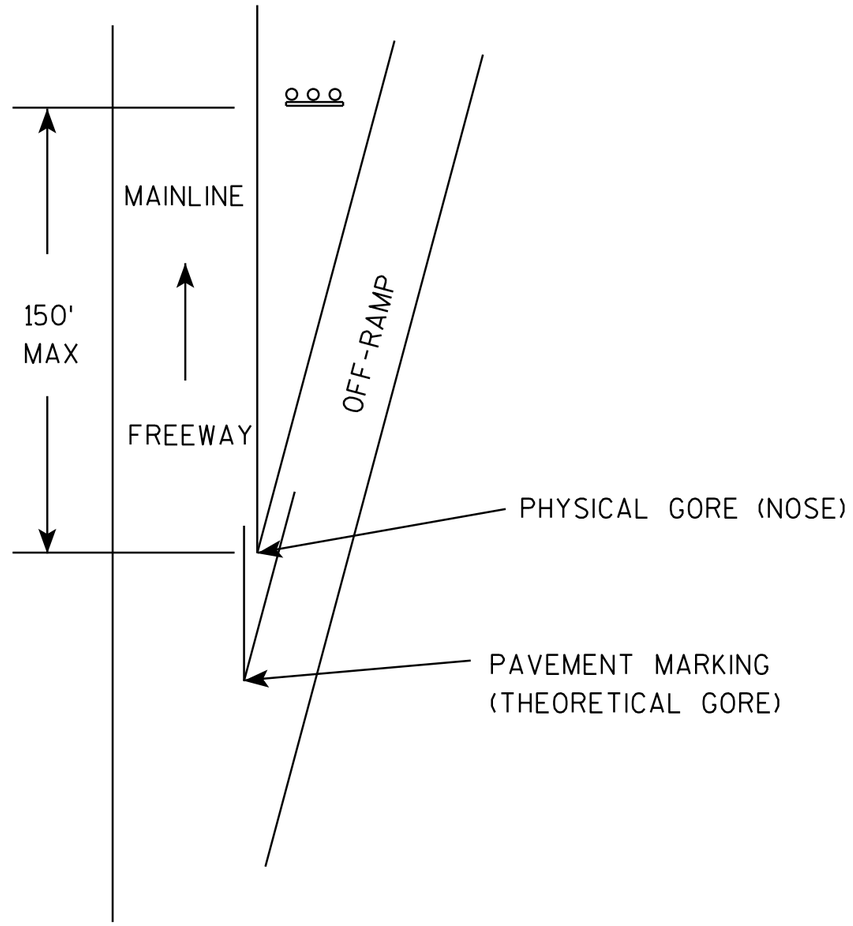
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 16 A 1-7





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

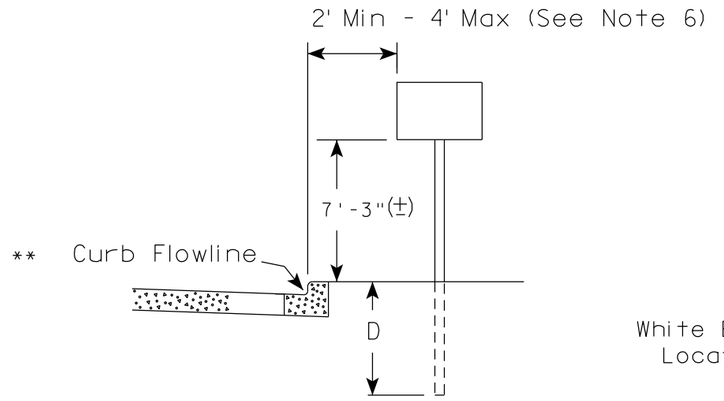
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

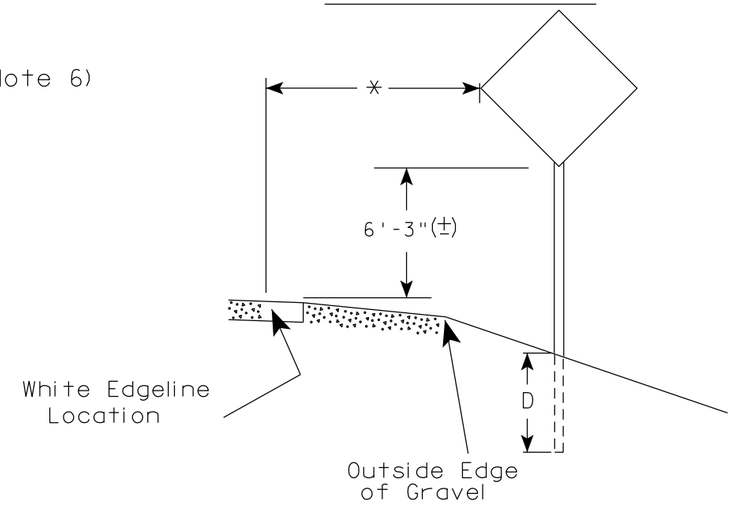
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

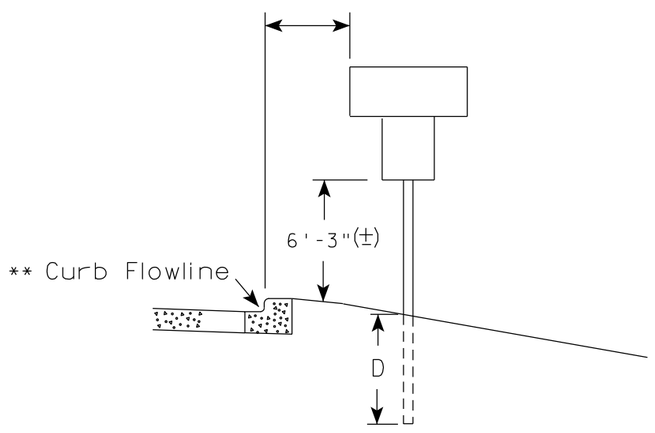
WISDOT/CADDS SHEET 42

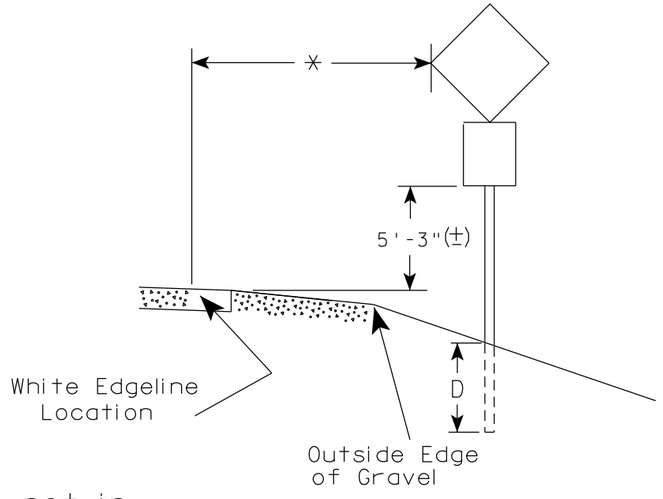
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

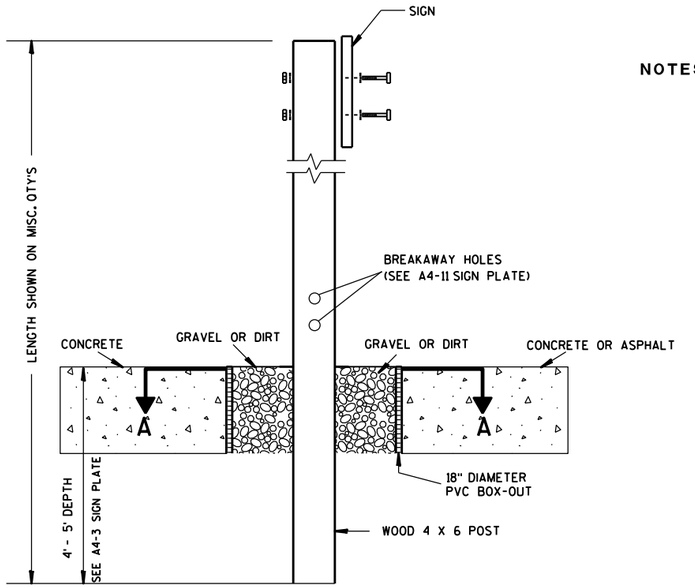
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

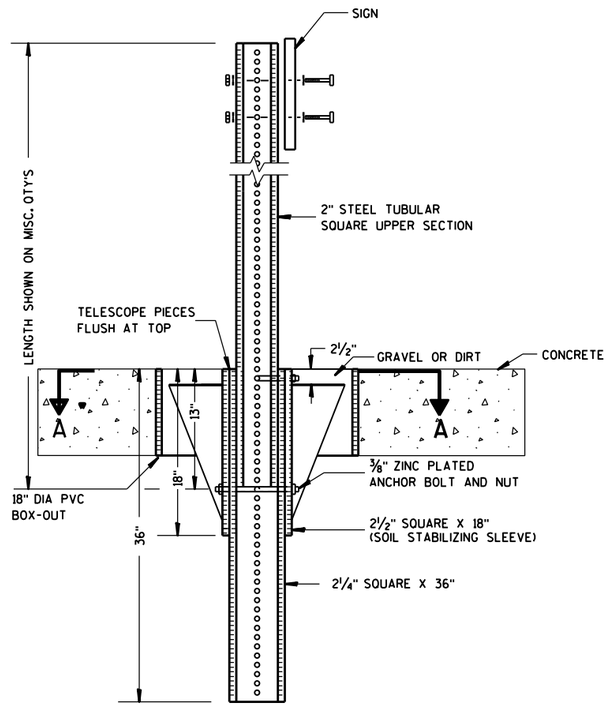
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 294	E



ELEVATION VIEW

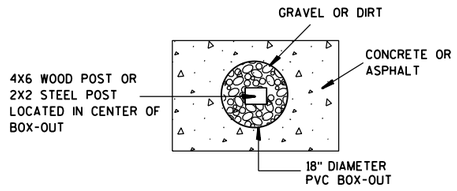
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

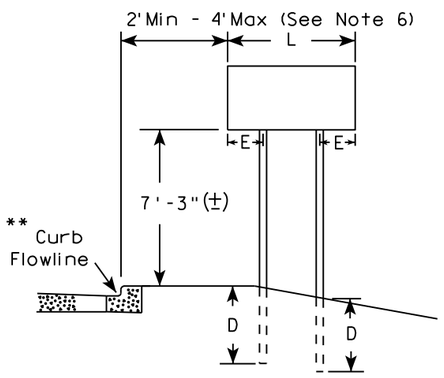
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

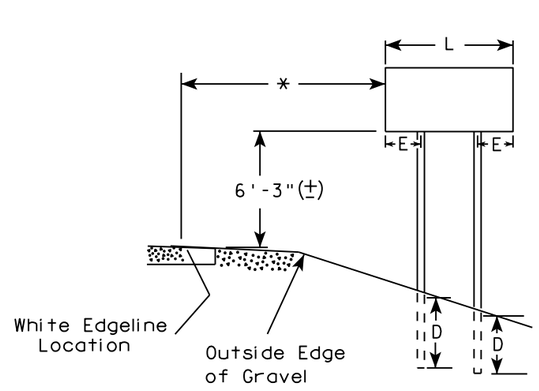
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

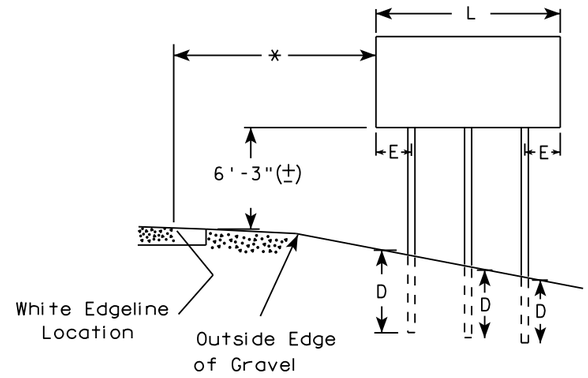
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

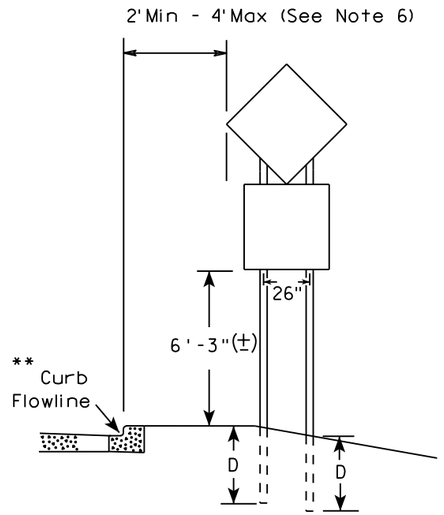
URBAN AREA



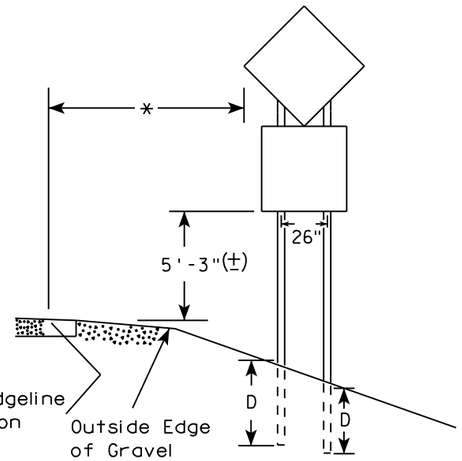
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

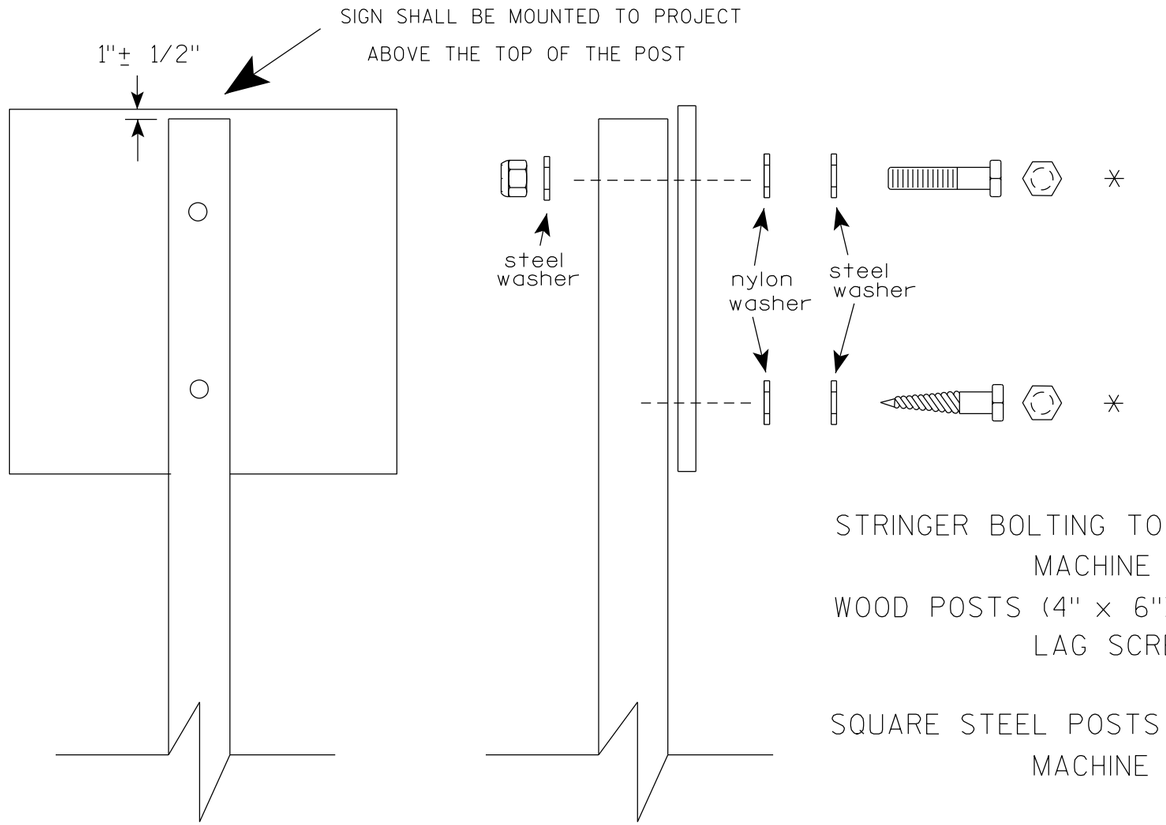
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

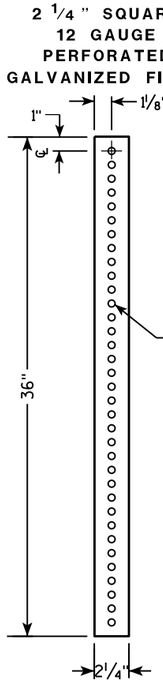
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

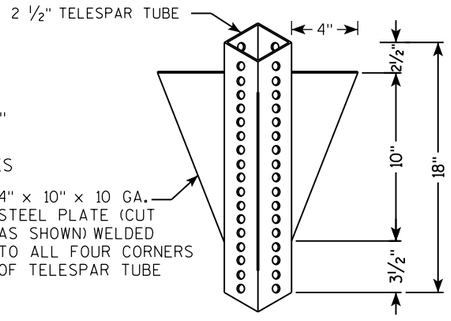
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

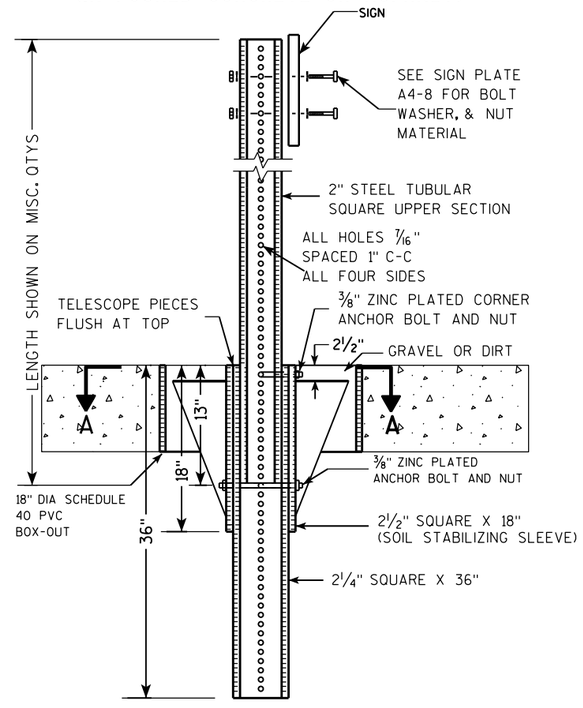
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



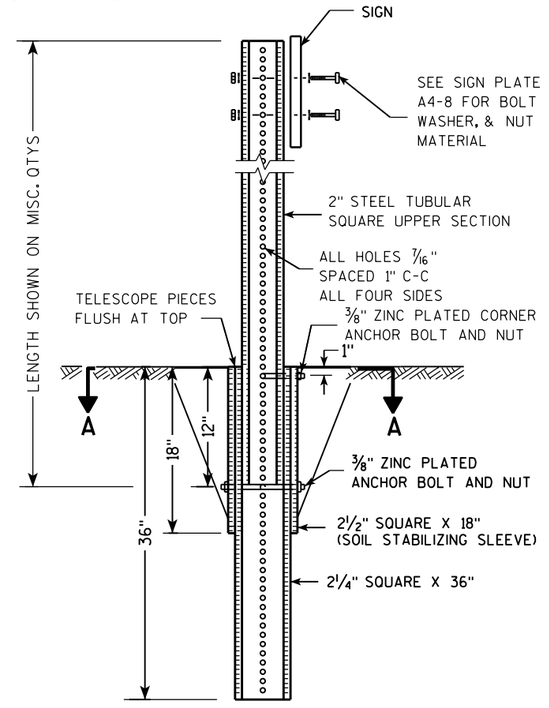
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

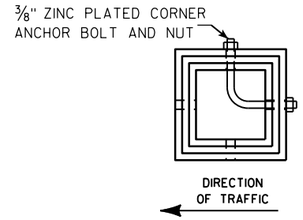


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

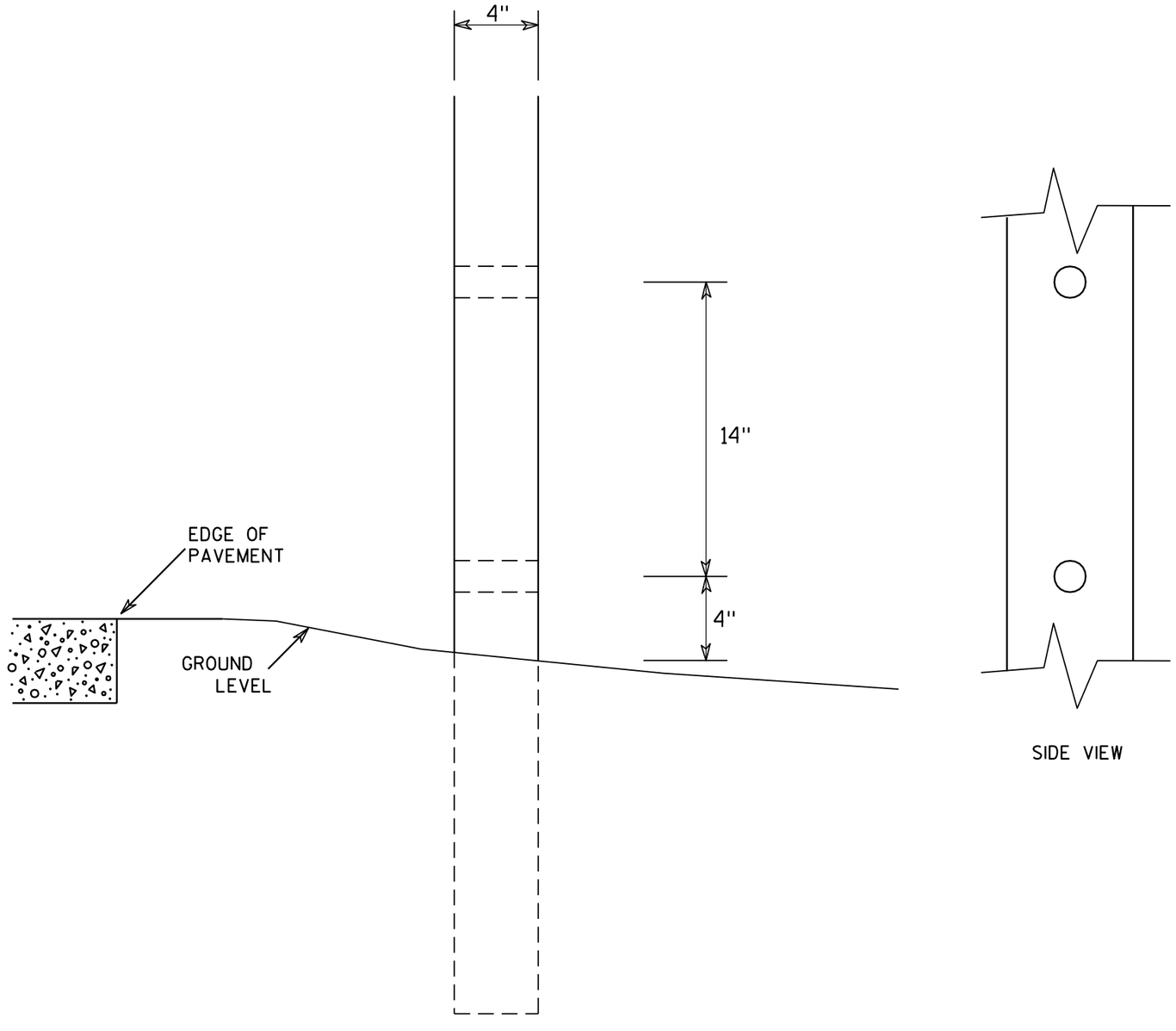
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 298 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

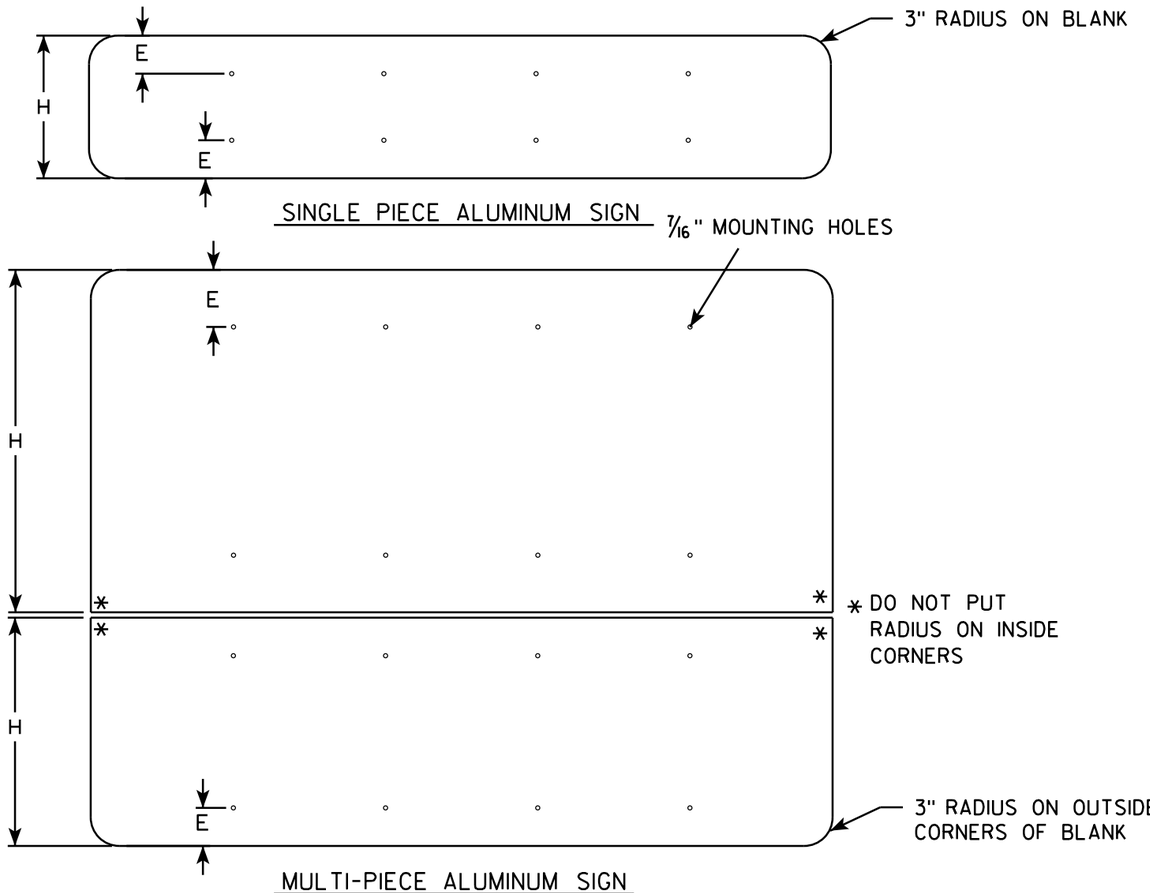
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

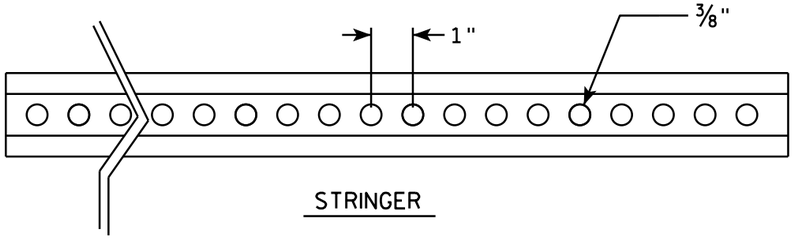
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 299	E



GENERAL NOTES

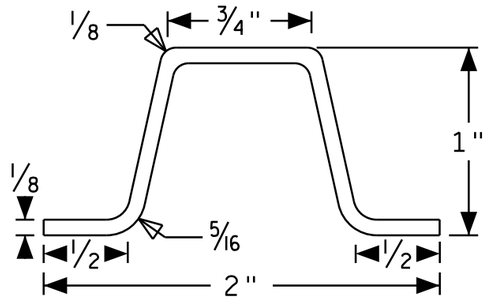
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

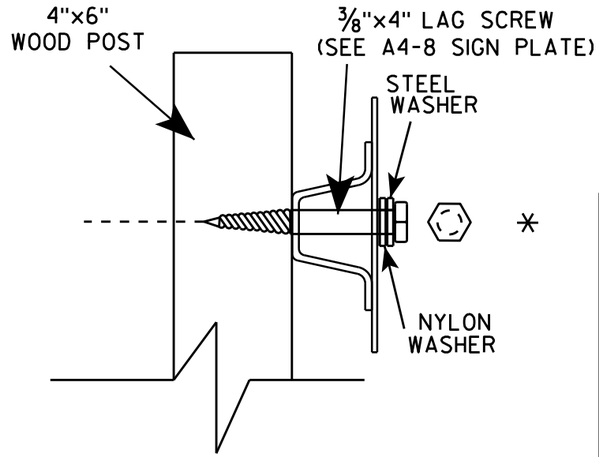


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

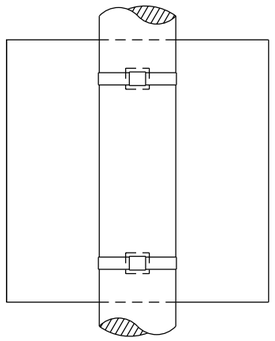
DATE 4/26/16 PLATE NO A4-18.1

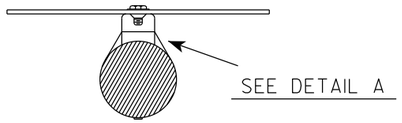
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

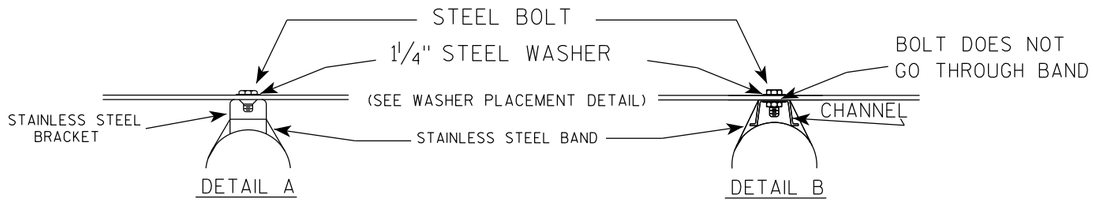
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000

BANDING

SINGLE SIGN



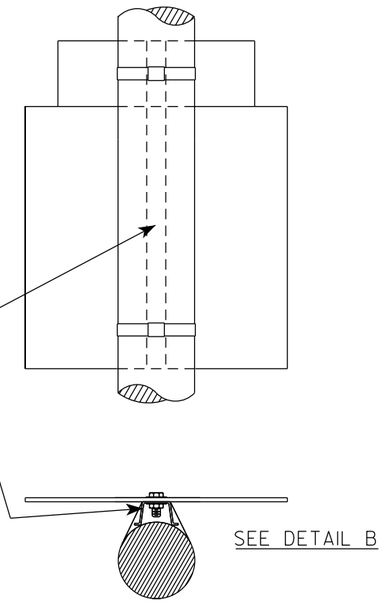




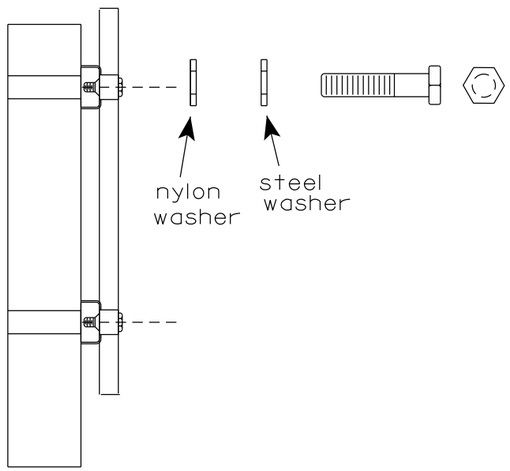
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

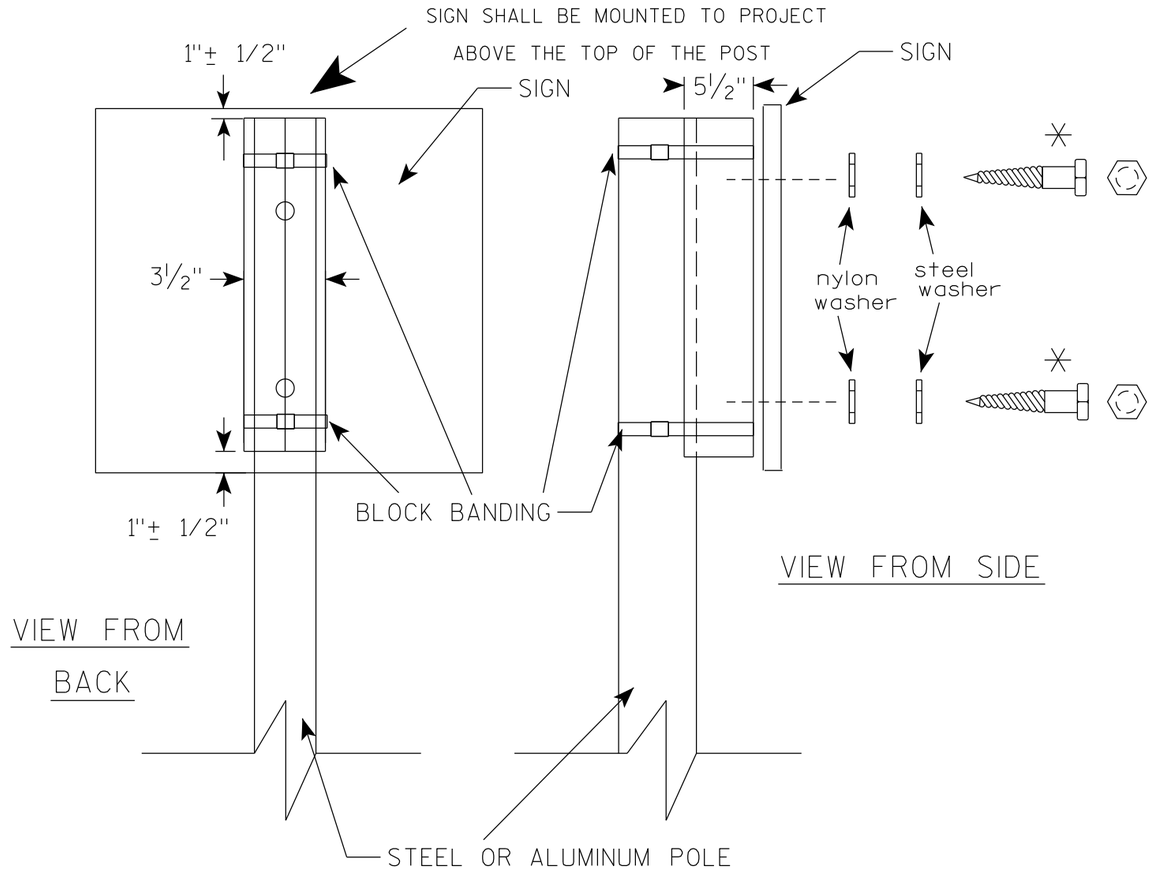
WISCONSIN DEPT OF TRANSPORTATION

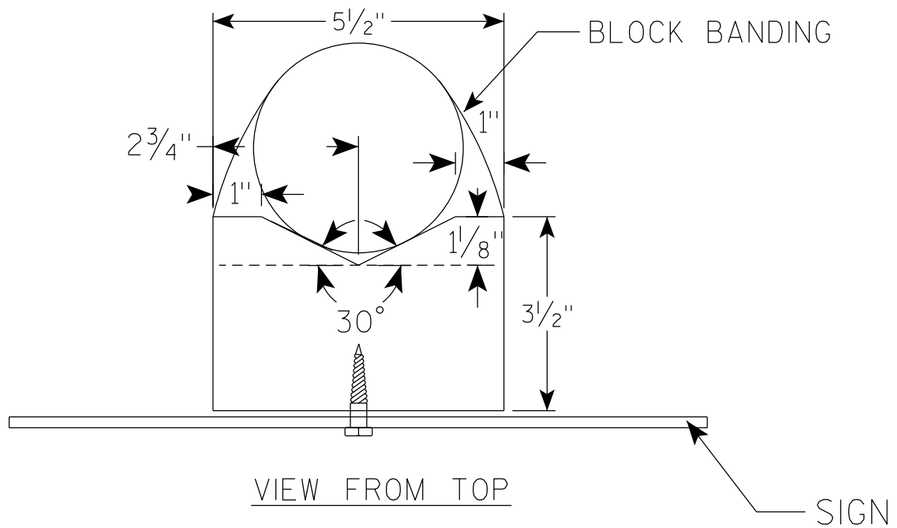
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

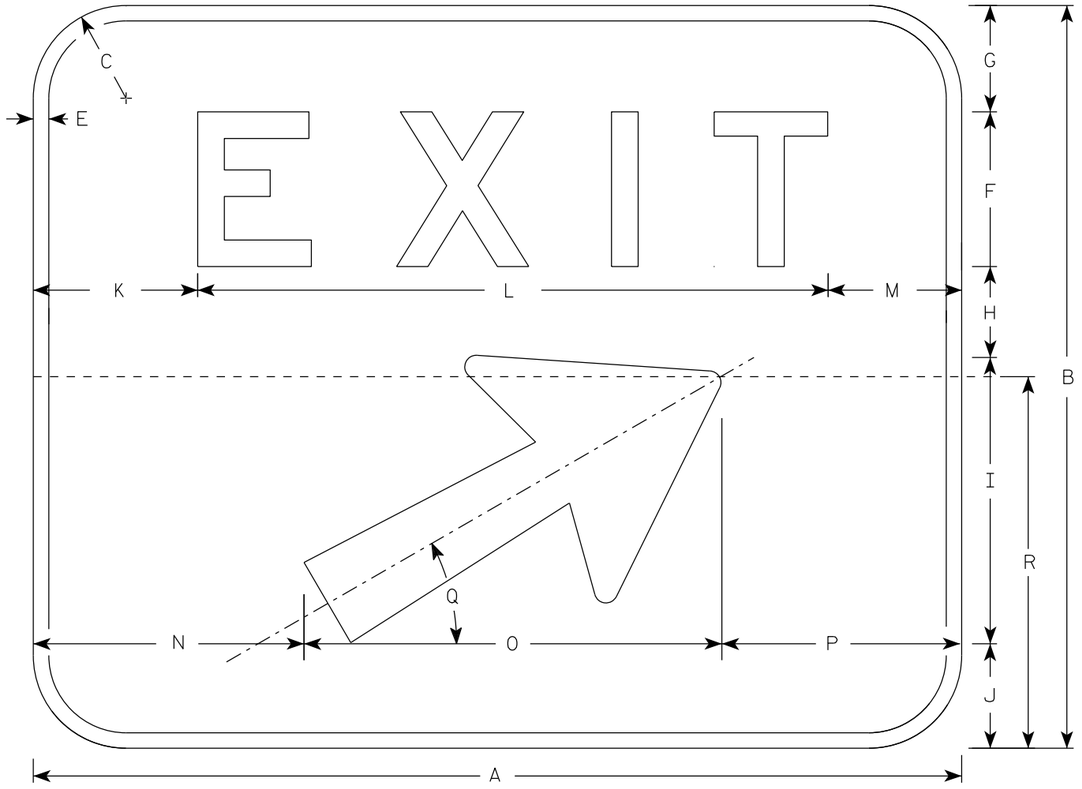
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO: | SHEET NO: 302 | E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. When Base material for this sign is plywood sign shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.
8. Size 3 E5-1 shall only be used in a Work Zone application with a Temporary Sign Support

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	48	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	8 1/2	31 1/8	8 3/8	11 1/2	27	9 1/2	30°	30									16.0
4	60	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	6		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

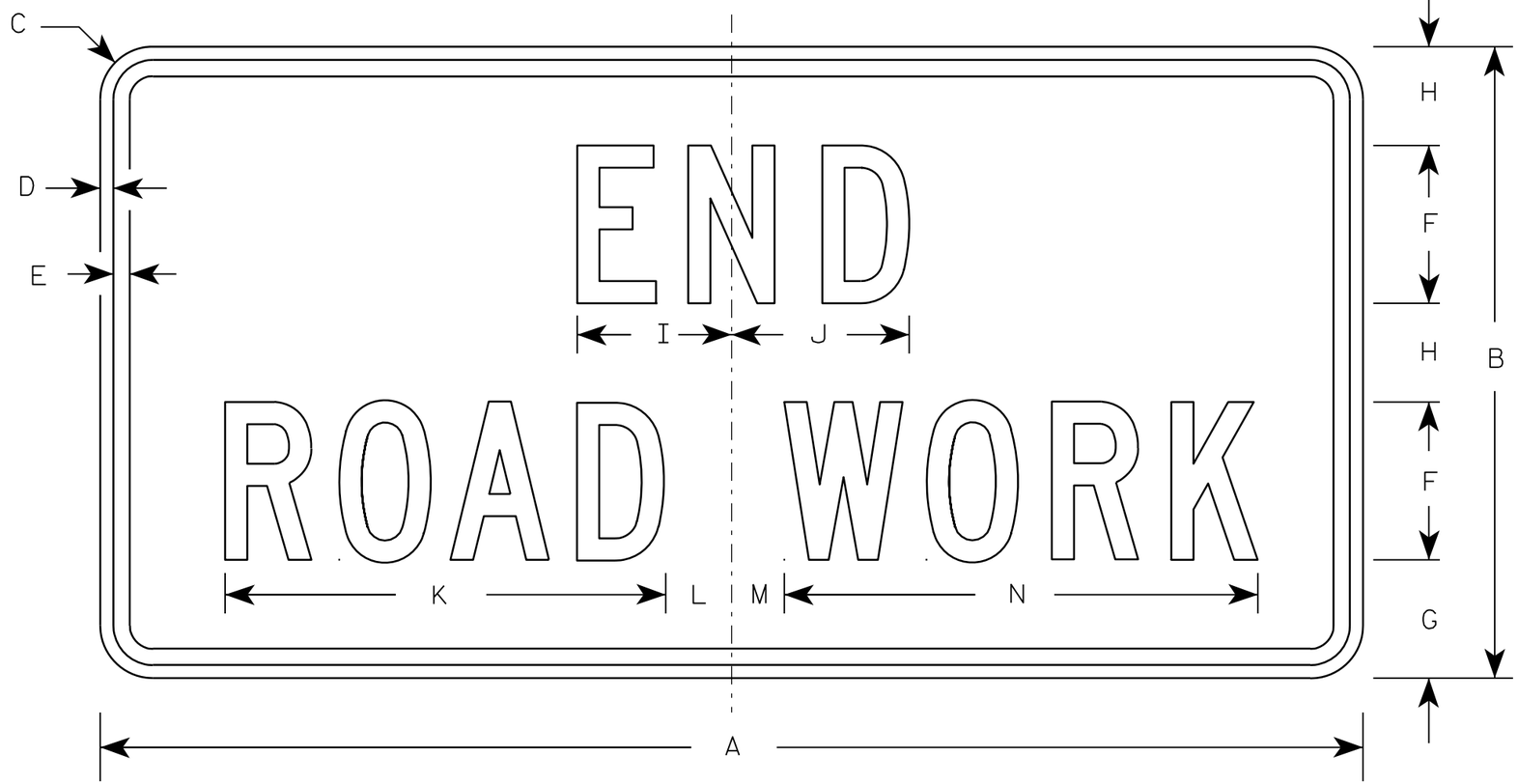
STANDARD SIGN
E5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/26/18 PLATE NO. E5-1.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

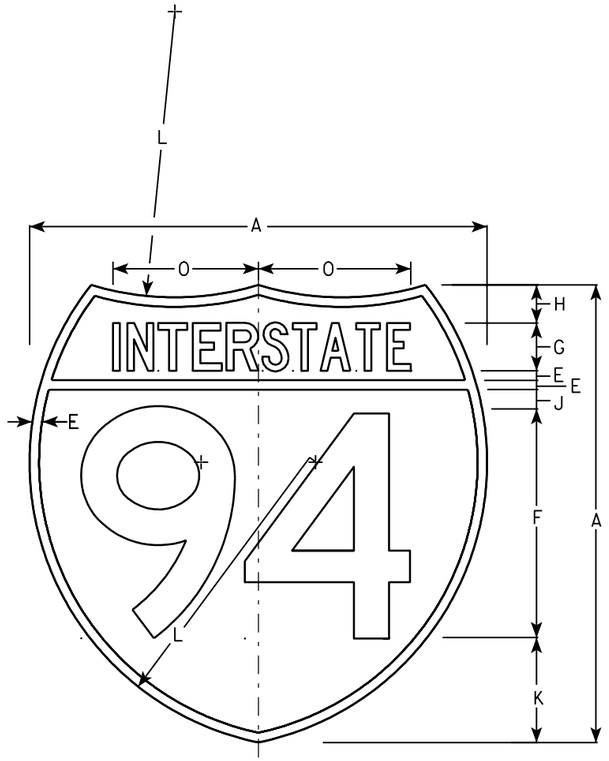
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

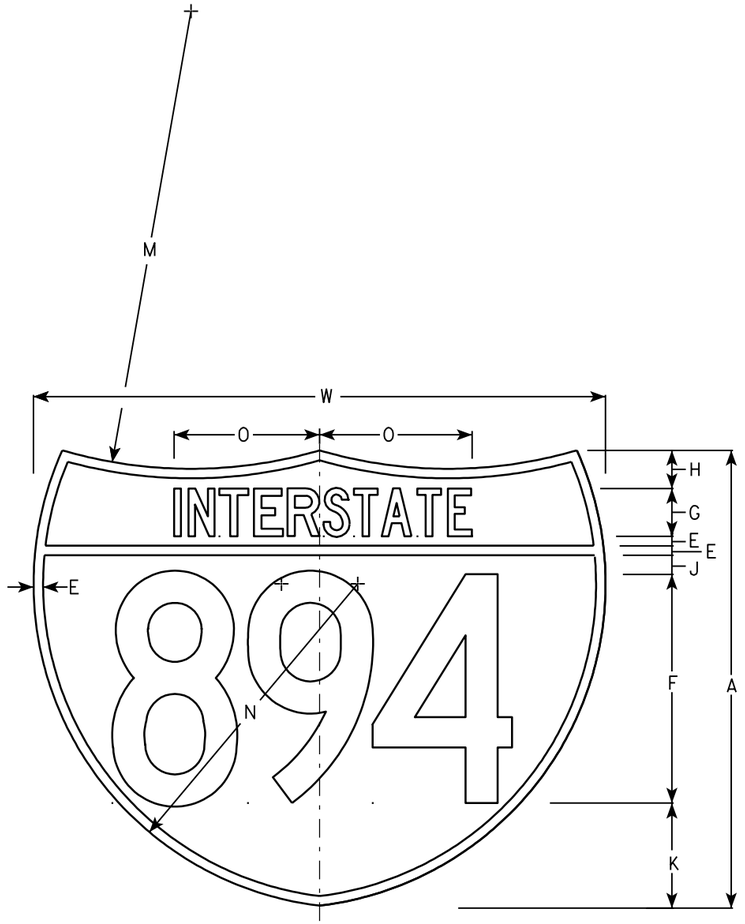
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

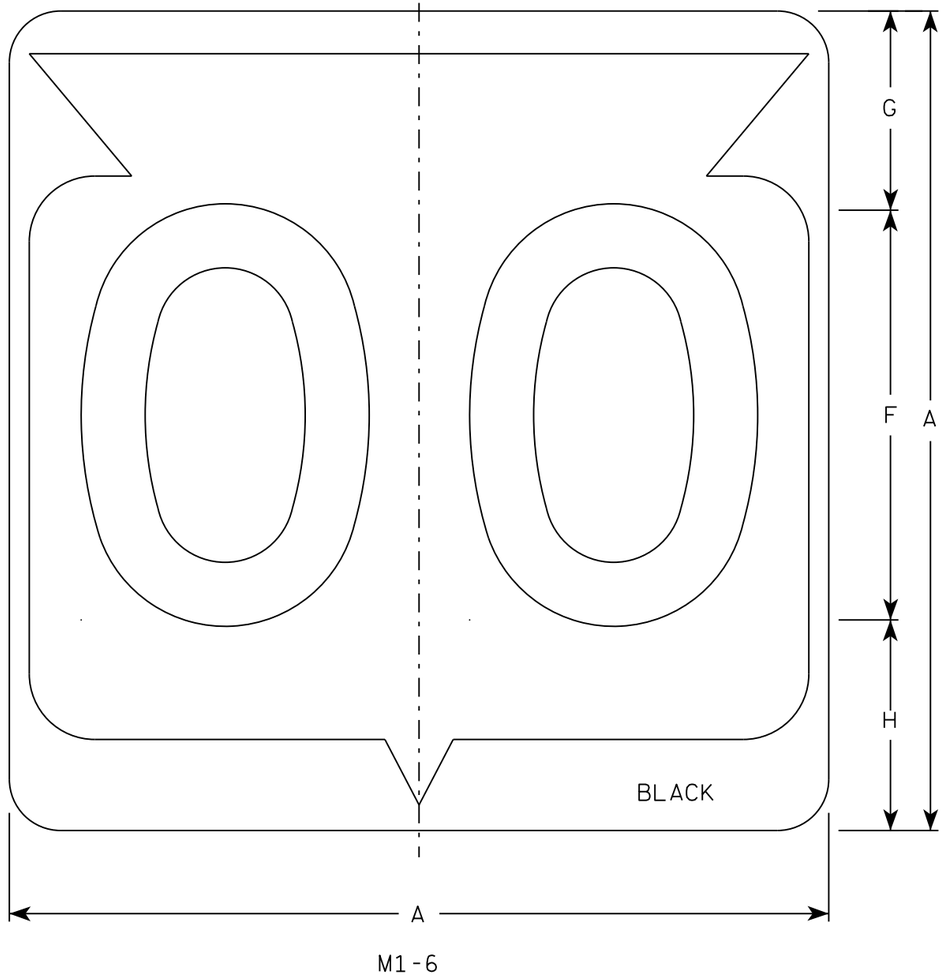
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

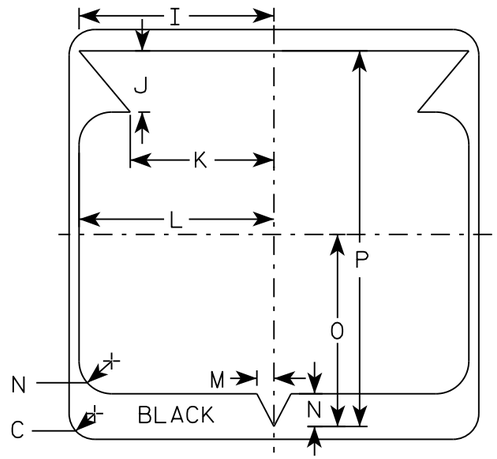
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

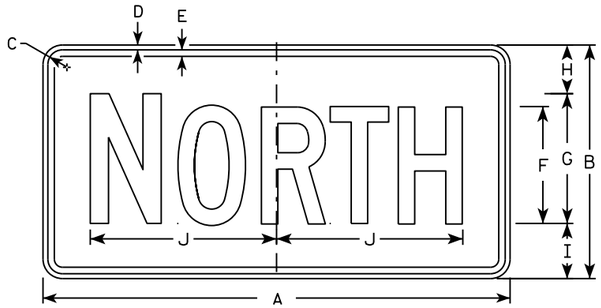
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

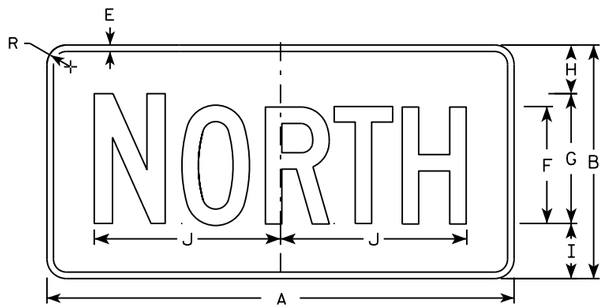
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 306 | E



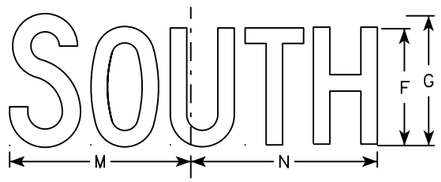
M3-1
MM3-1
MP3-1



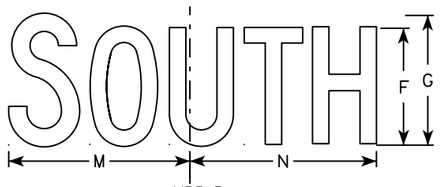
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

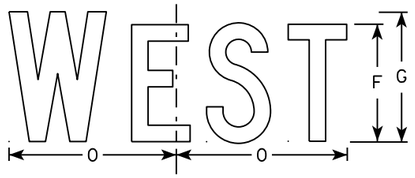
MB3-2
MK3-2
MN3-2



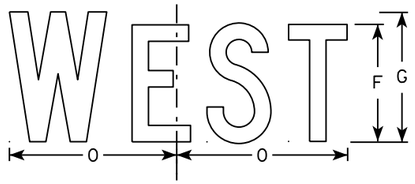
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

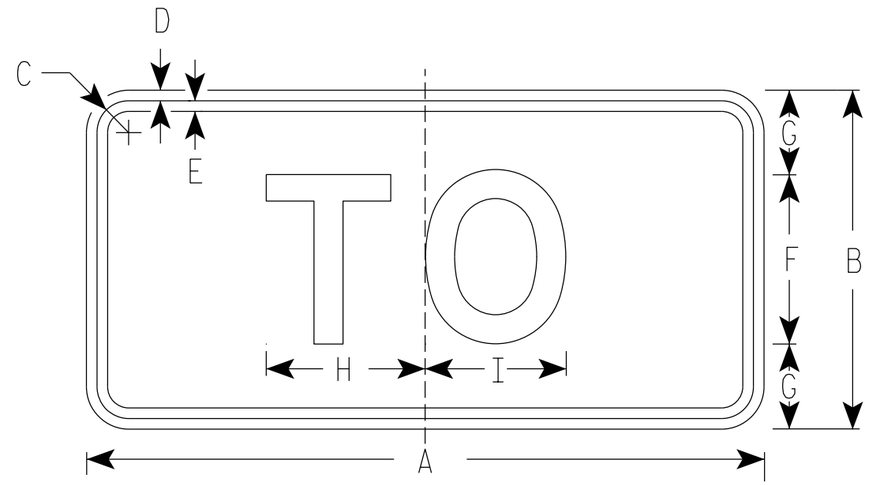
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

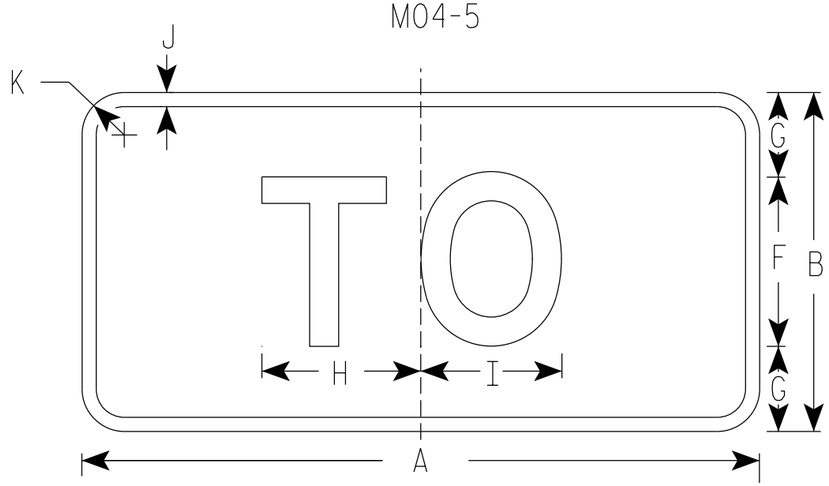
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

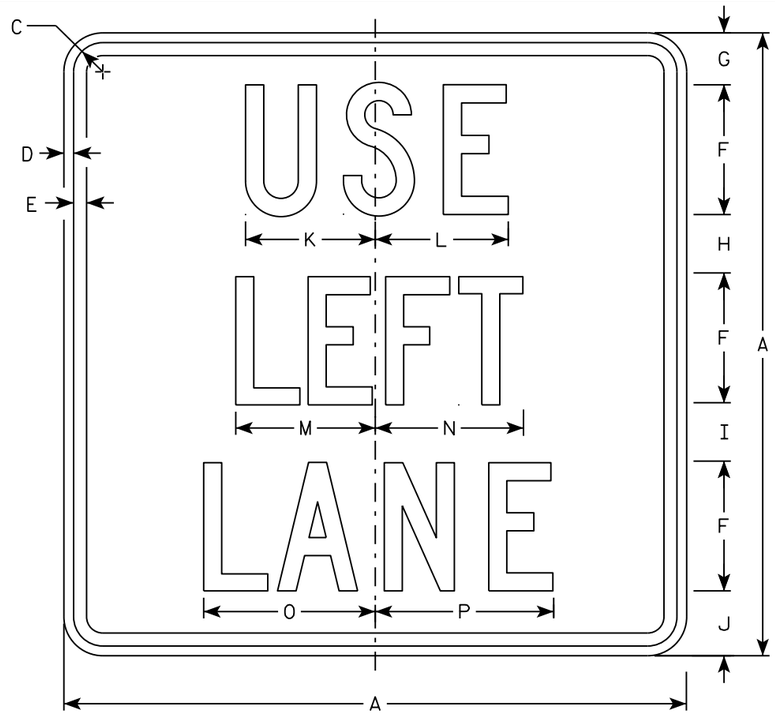
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

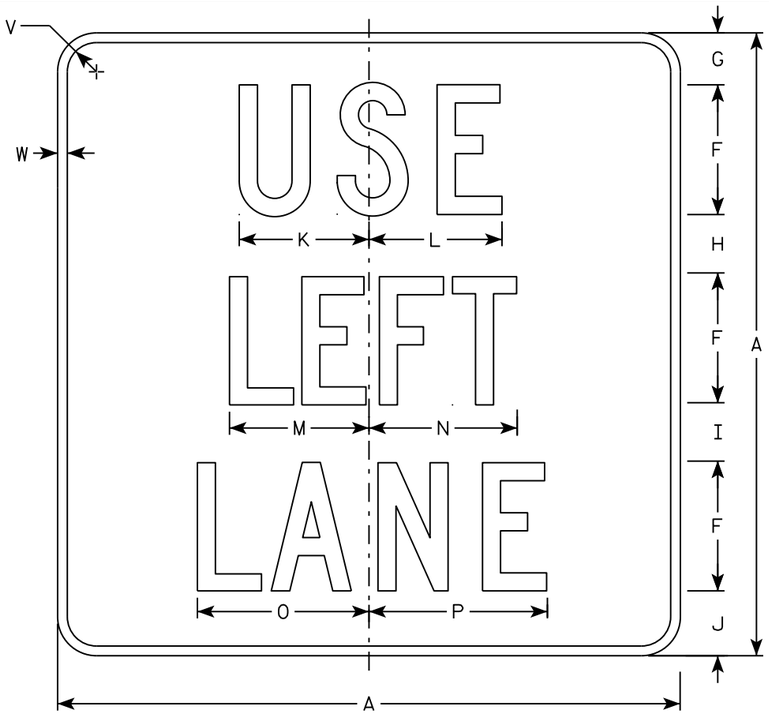
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 308 | E



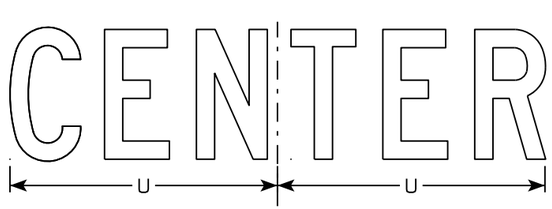
M4-20L



MB4-20L

M4-20L
MM4-20L
M04-20L
MP4-20L

MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
M04-20C
MP4-20C
MR4-20C

M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
M04-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   M04-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	5 3/8	5 3/4	6 5/8	6 7/8			7	7 5/8	10 1/4	1 1/2	1/2				4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8	1 7/8	1/2				9.0
4																											
5																											

STANDARD SIGN
M4-20

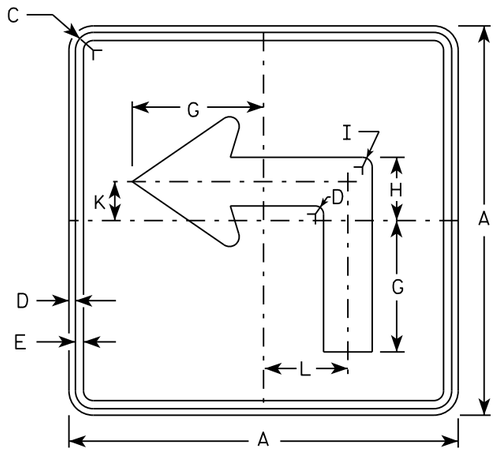
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

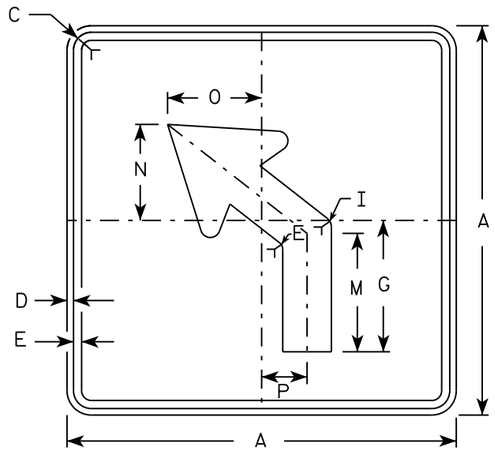
DATE 10/15/15 PLATE NO M4-20.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

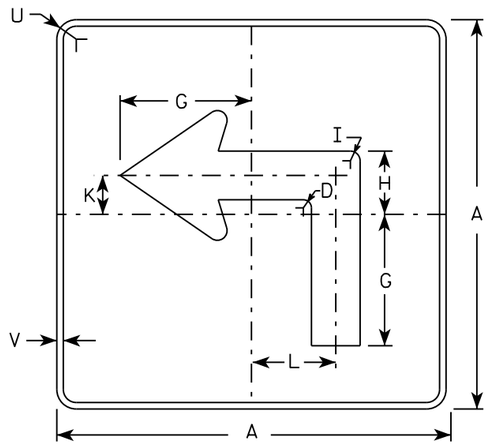
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



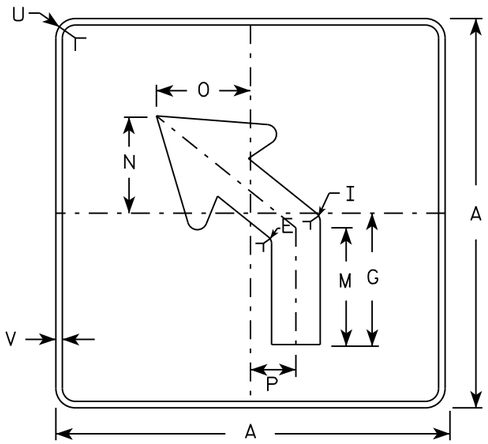
M5-1L
MM5-1L
MO5-1L
MP5-1L



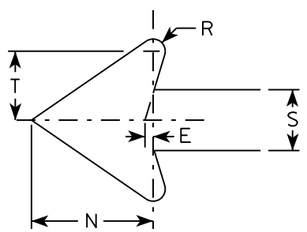
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

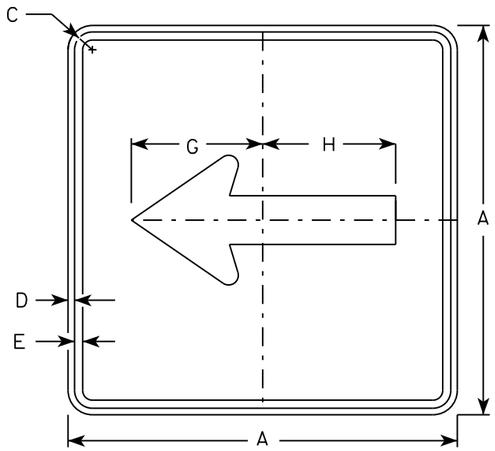
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

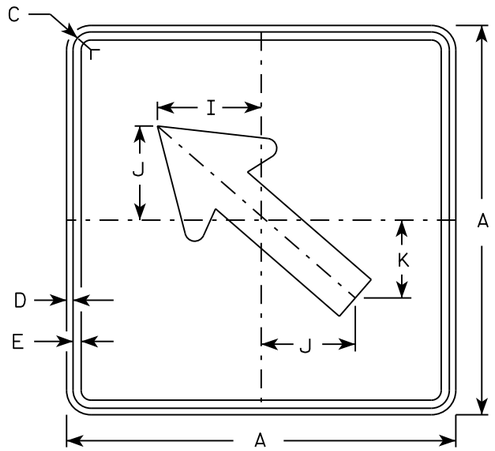
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



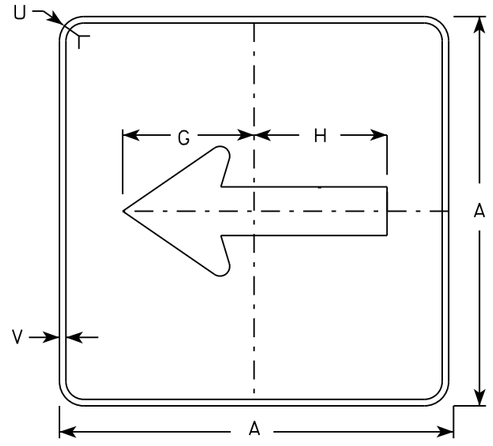
M6-1
MM6-1
MO6-1
MP6-1



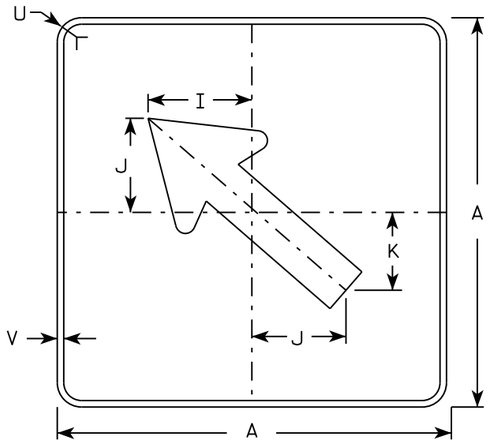
M6-2
MM6-2
MO6-2
MP6-2

NOTES

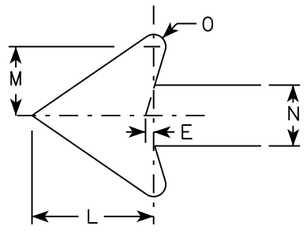
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

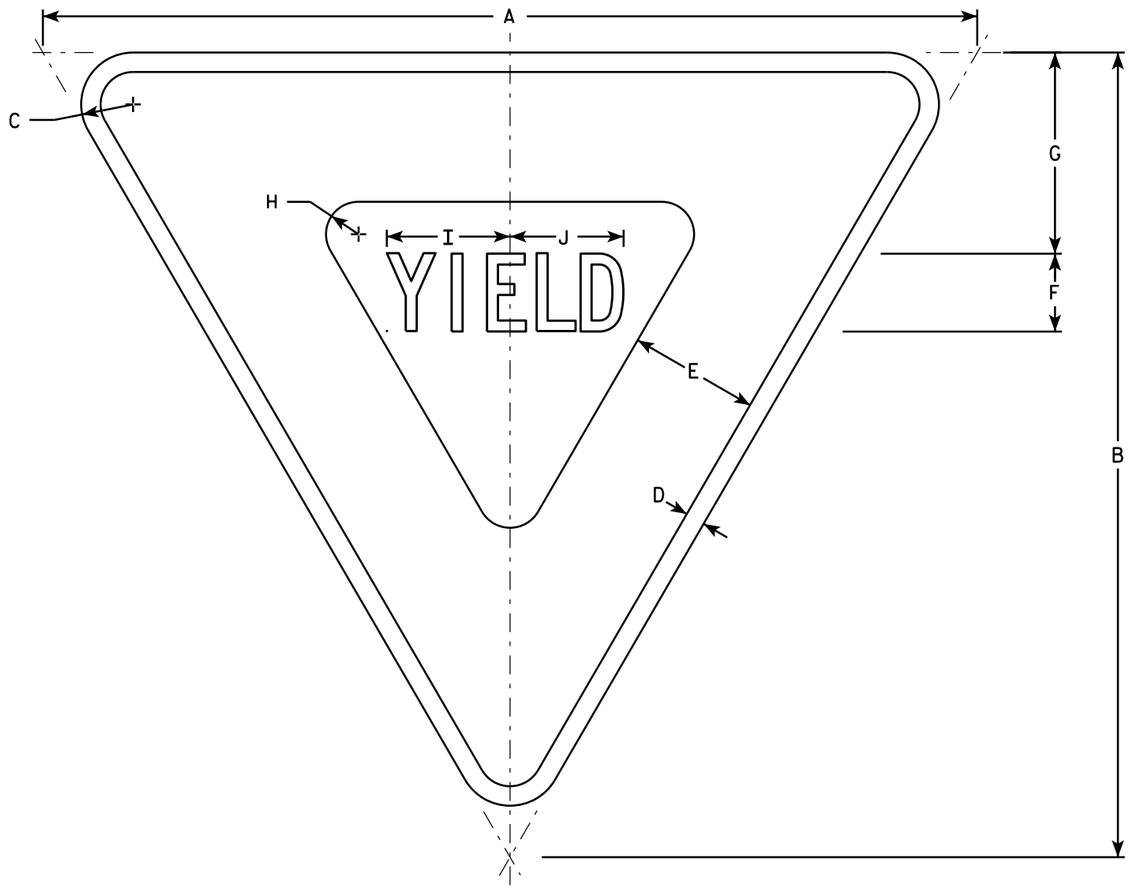
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 311 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

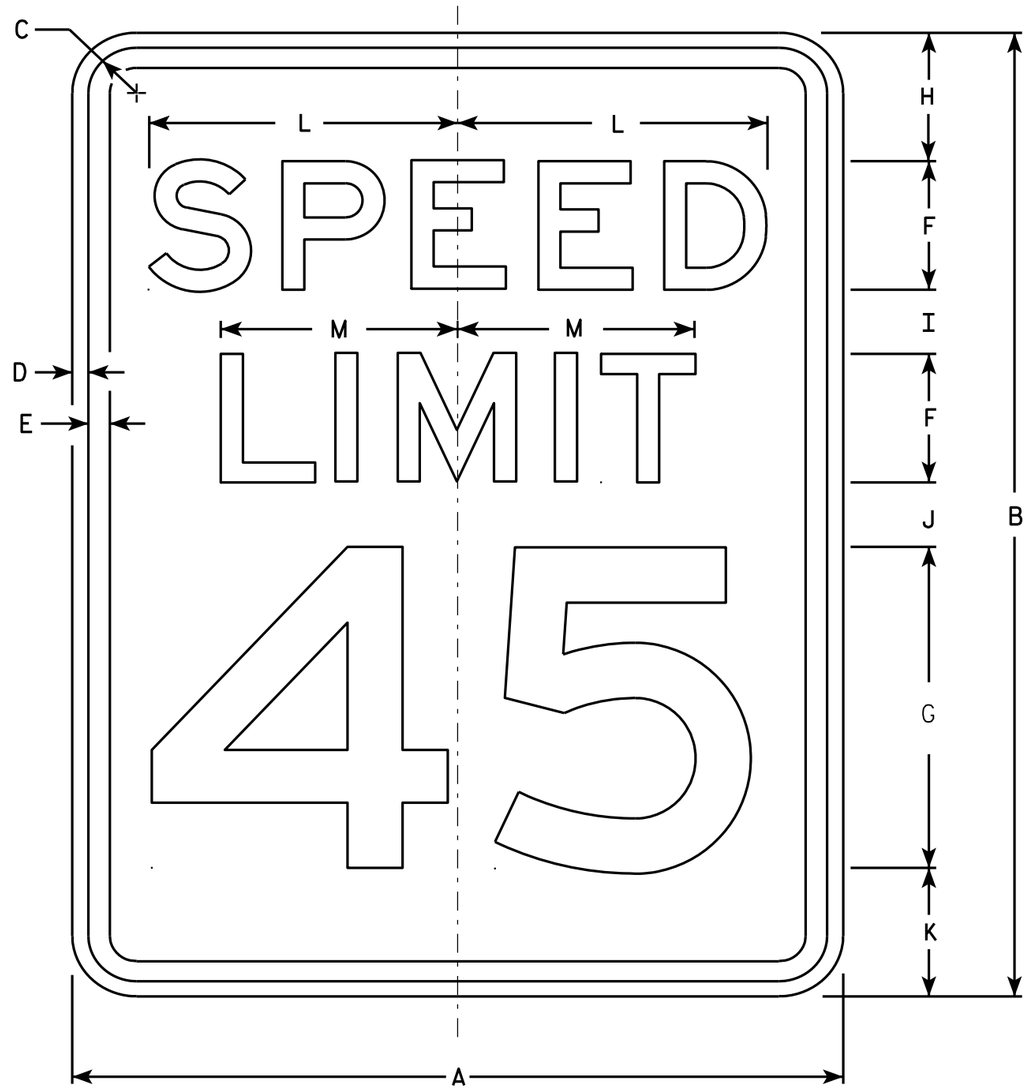
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

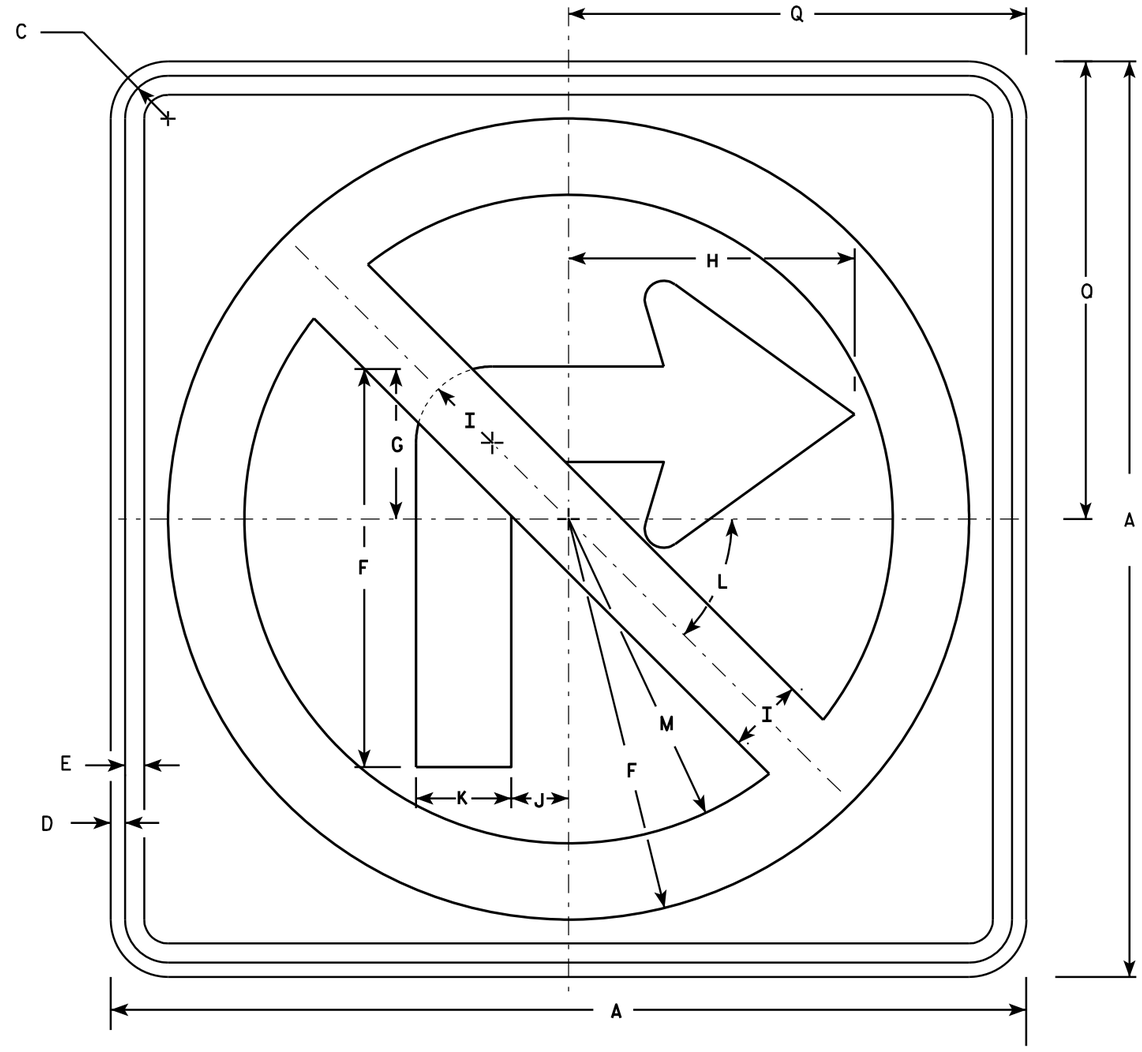
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

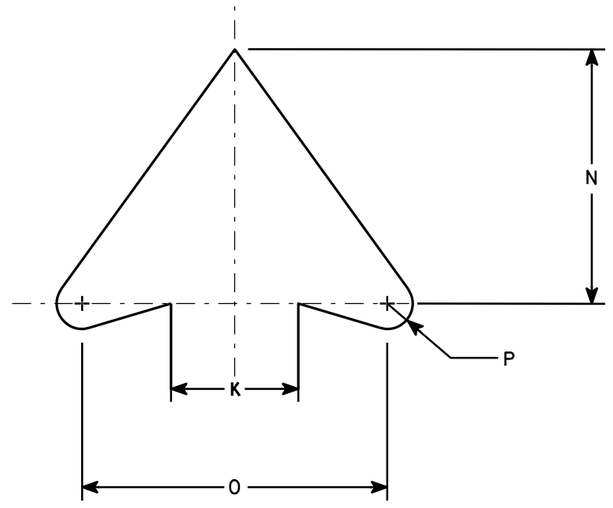
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 313 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

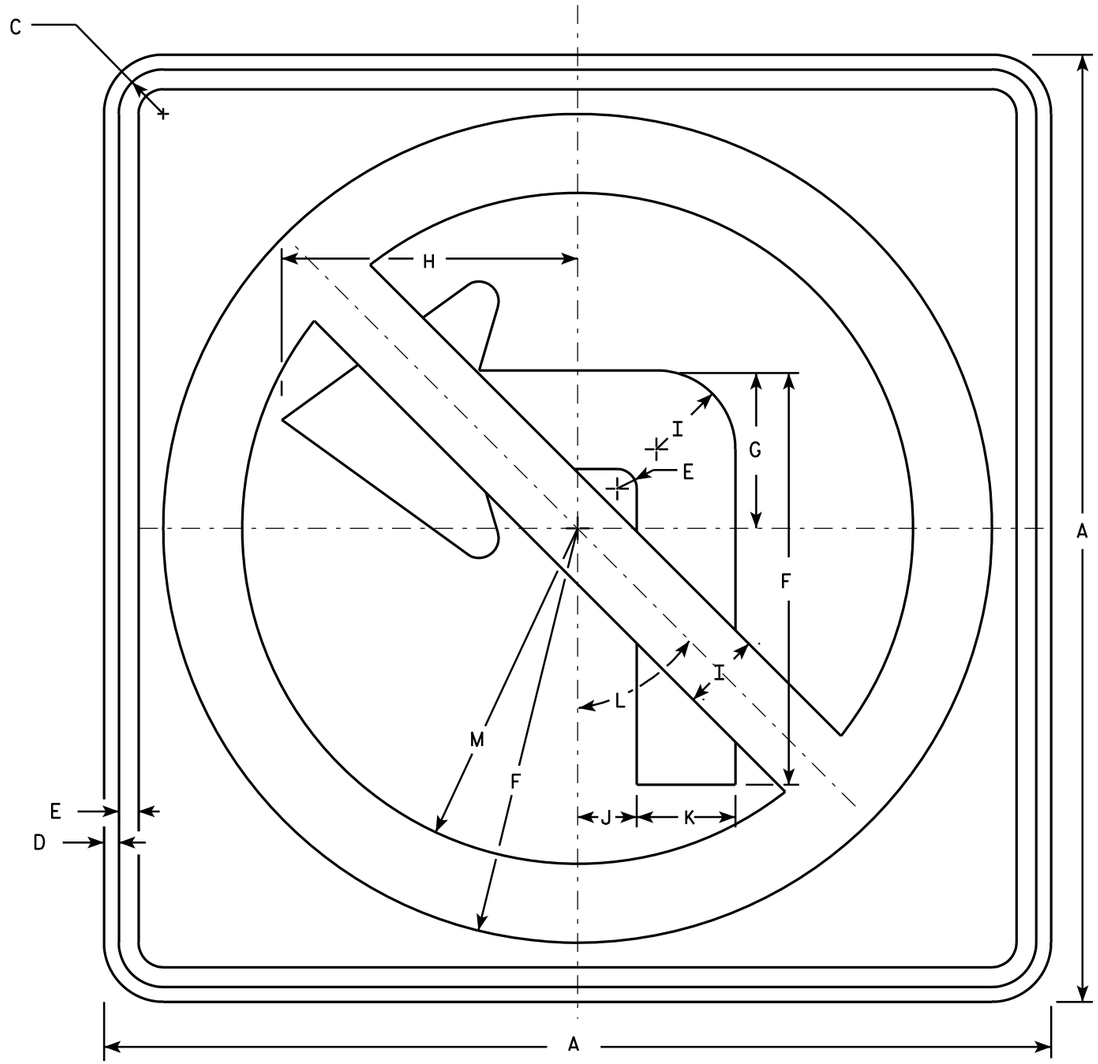
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

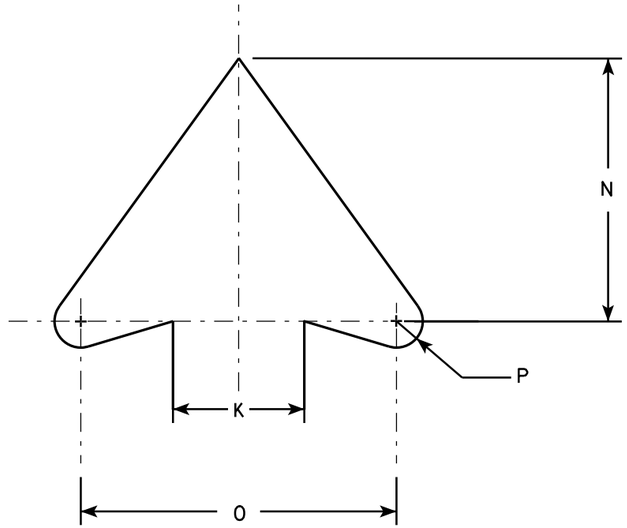
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

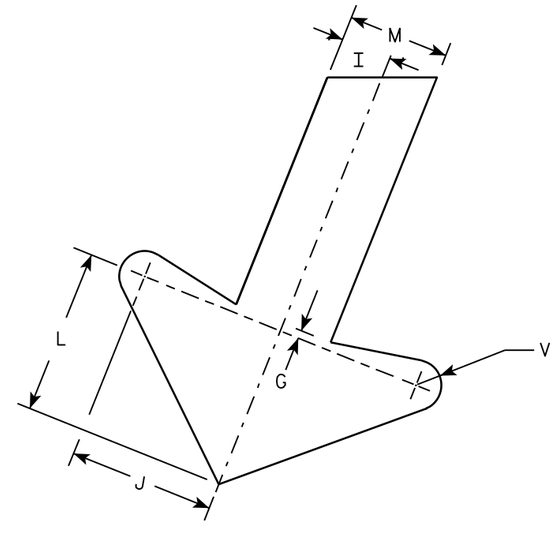
DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E

R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

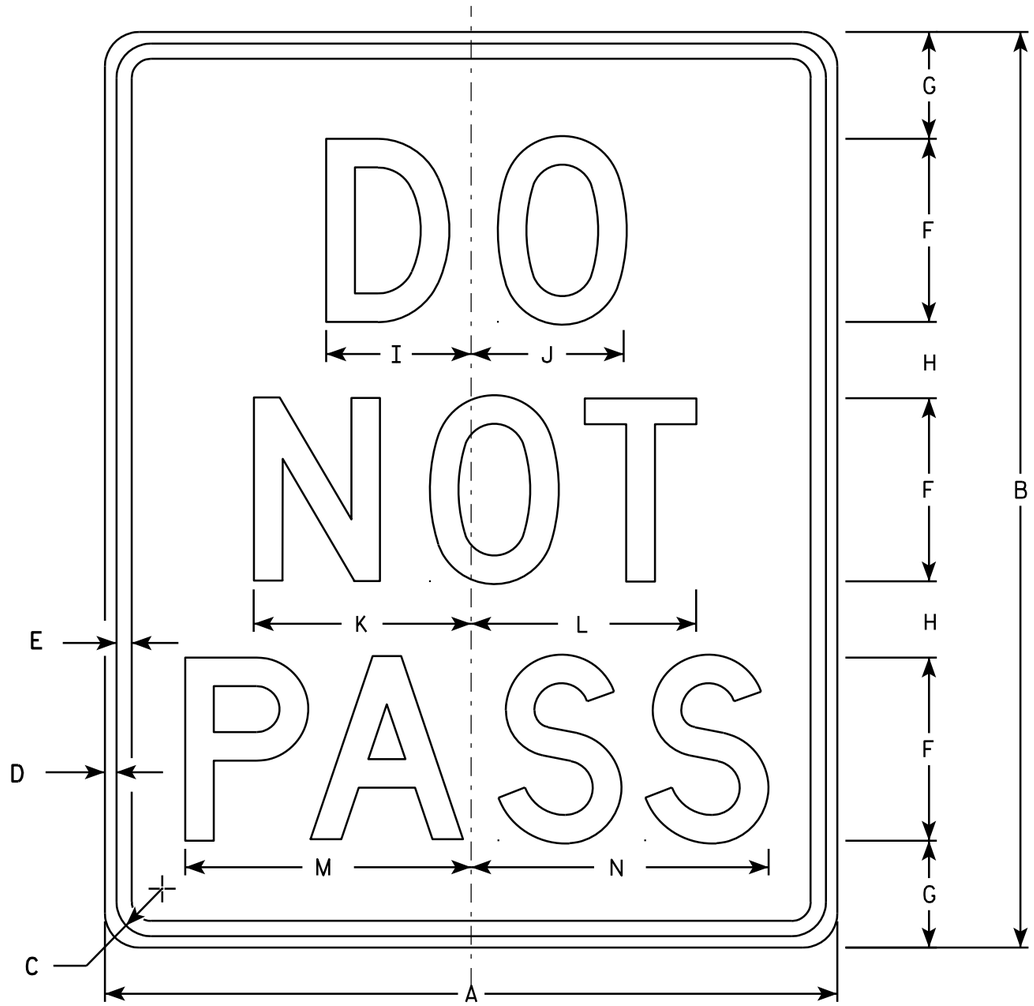
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E



R4-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

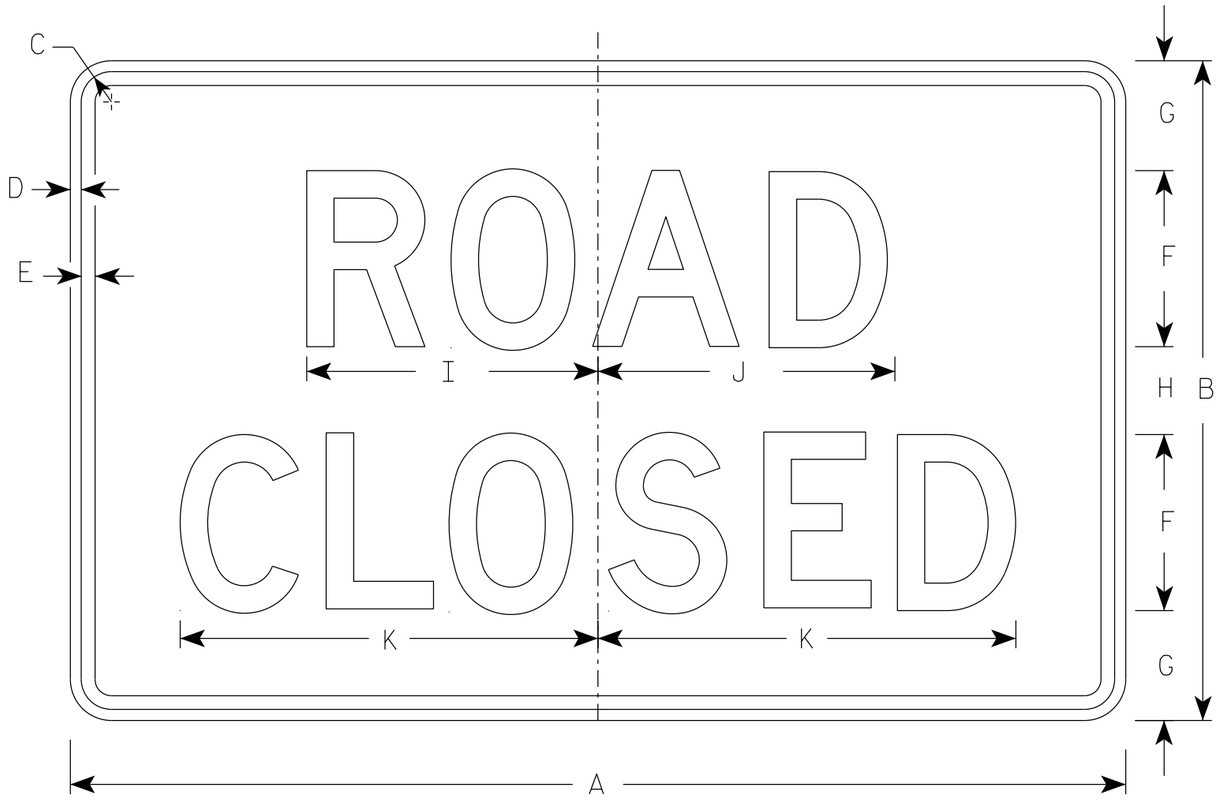
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

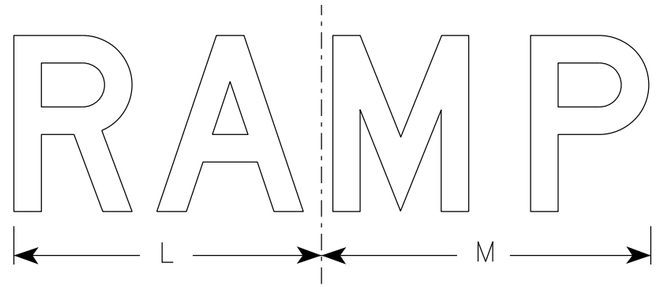
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E



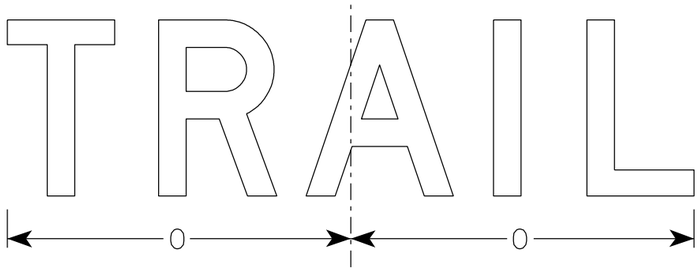
R11-2

NOTES

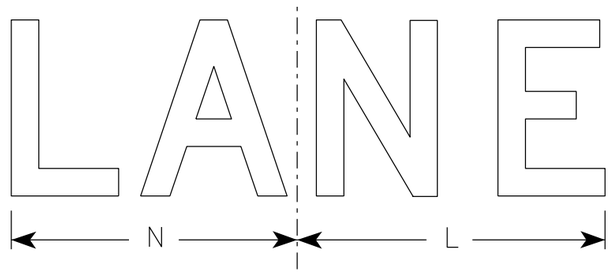
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

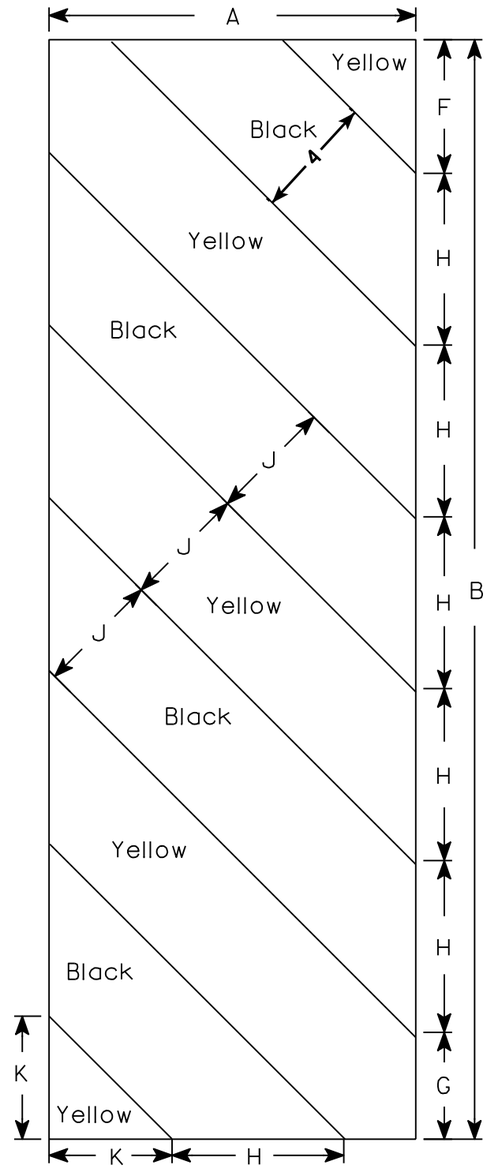
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

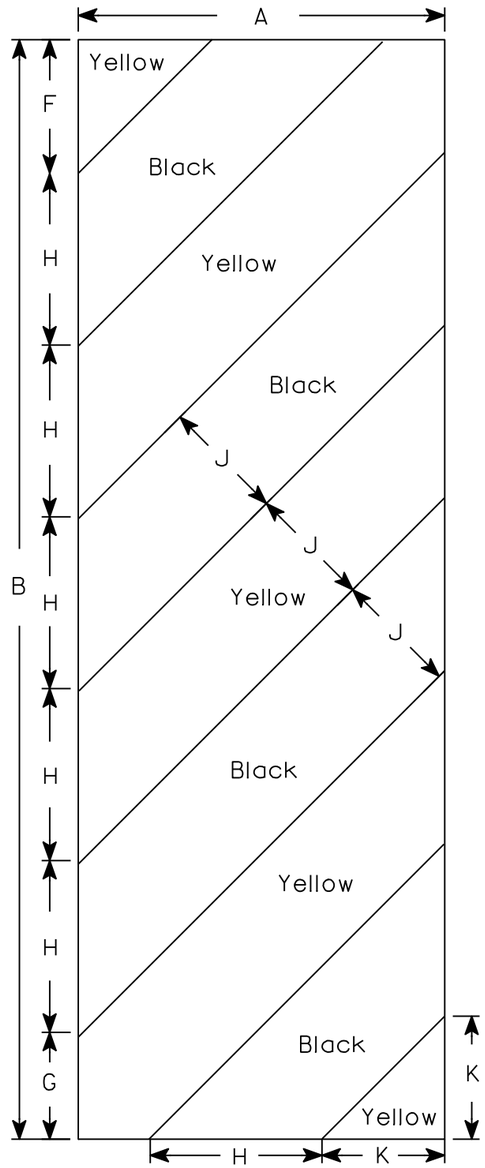
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

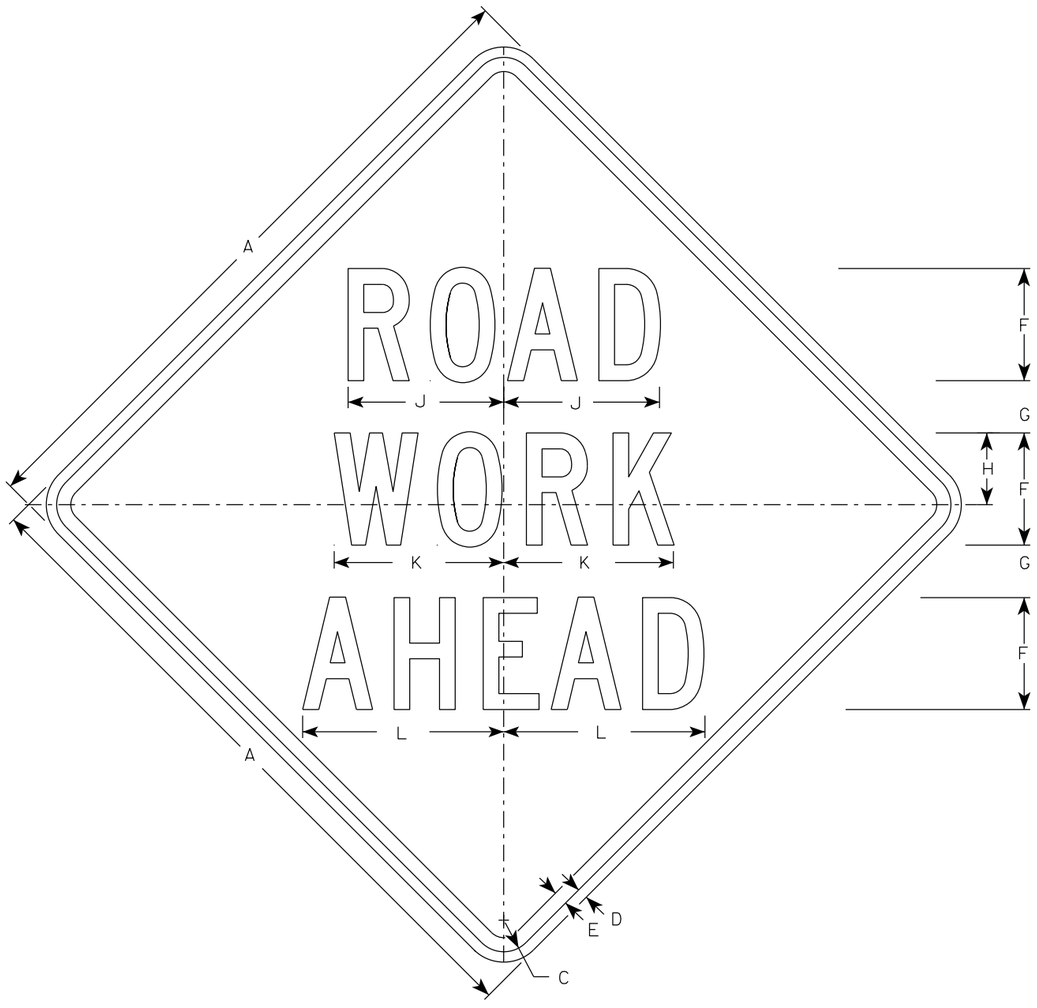
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

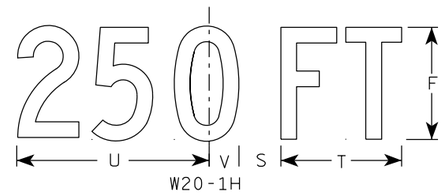
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E

NOTES

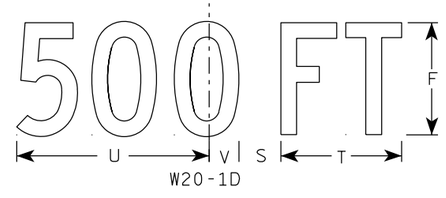
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

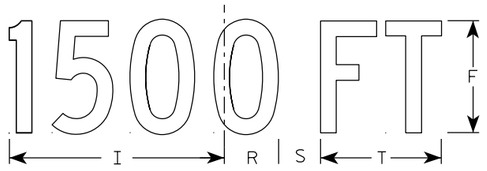


W20-1H

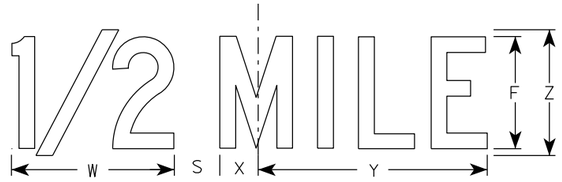


W20-1D

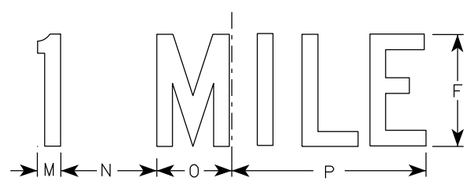
W20-1C



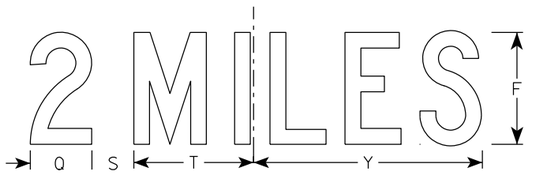
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

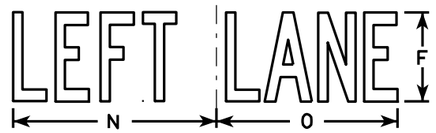
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

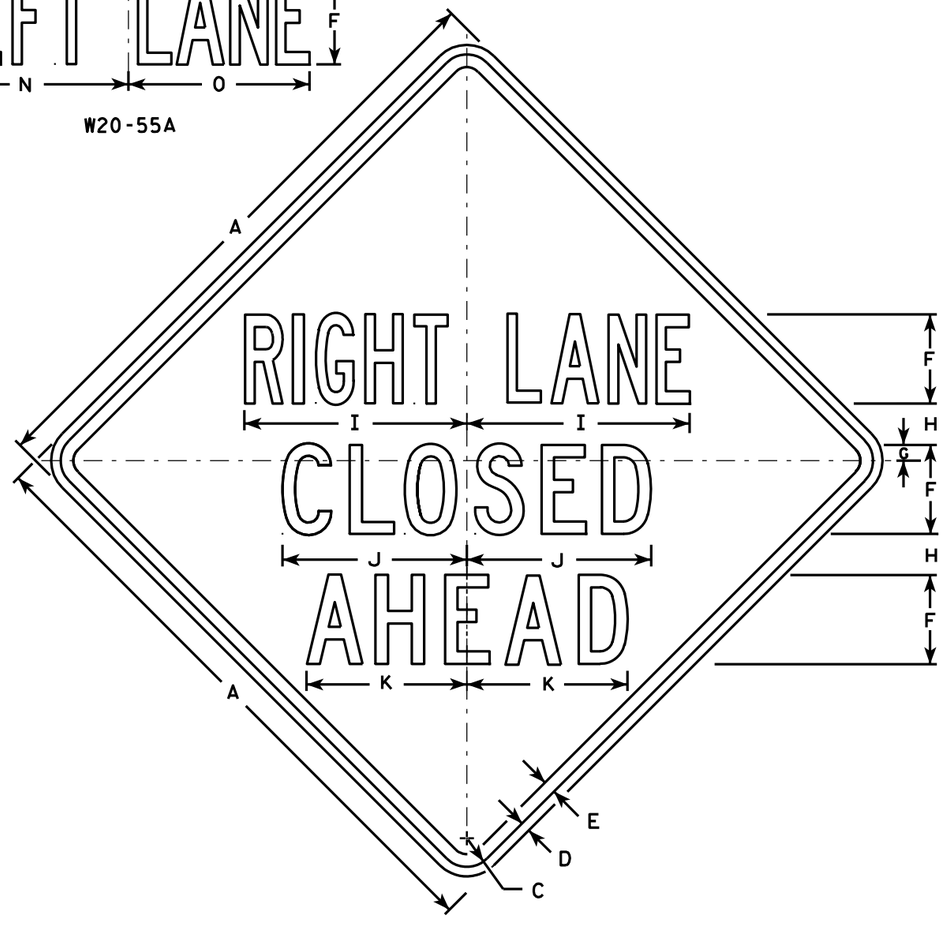
7

7

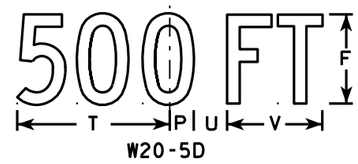
W20-56A



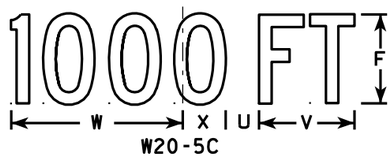
W20-55A



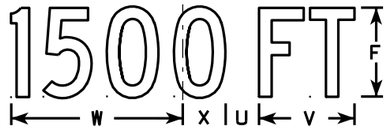
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

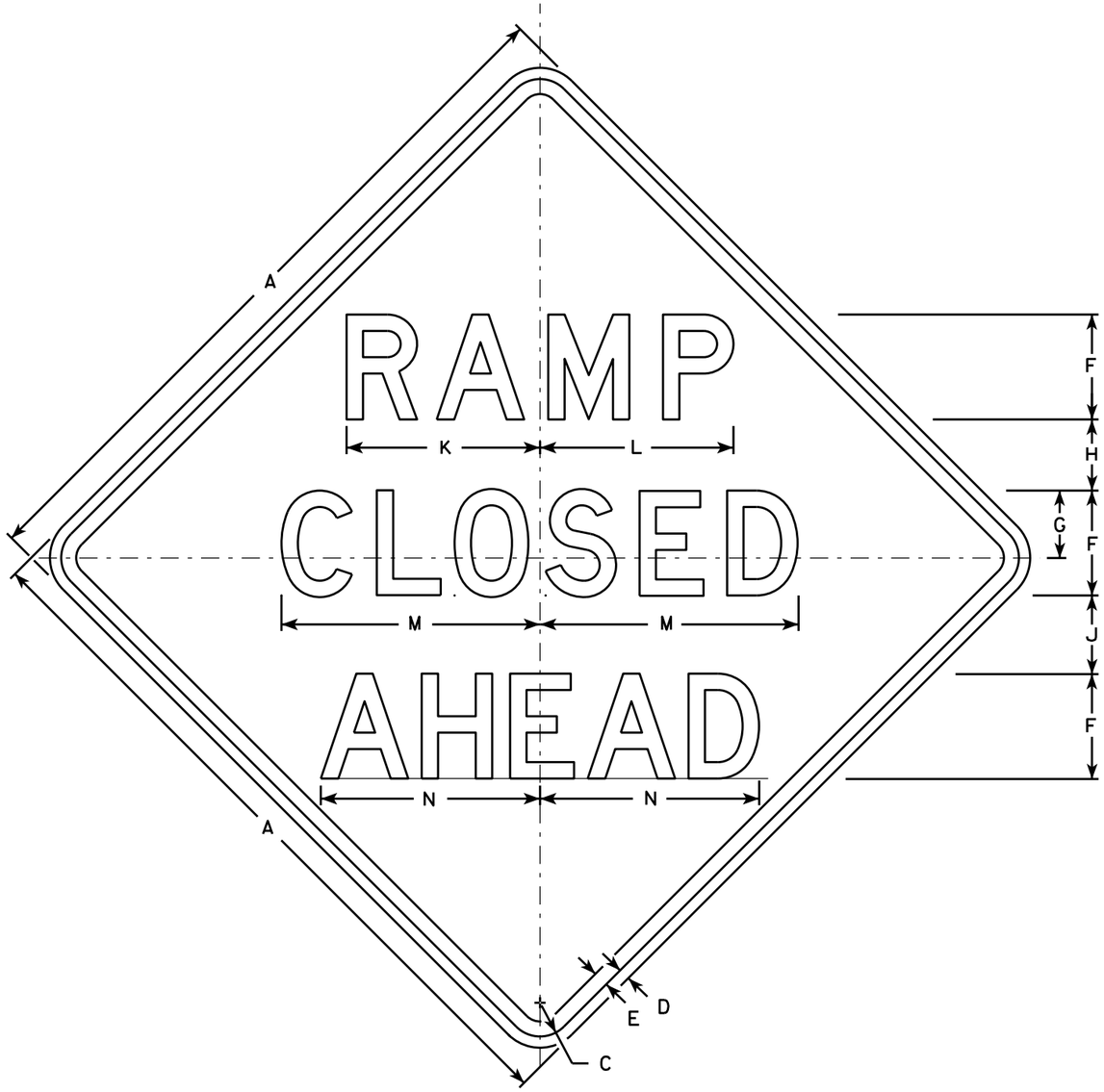
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

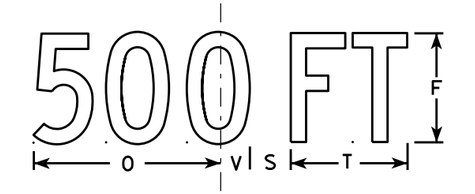
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E

7

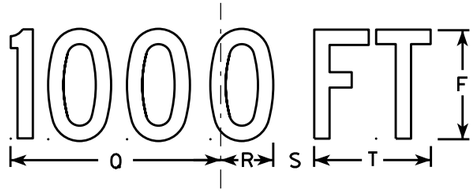
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



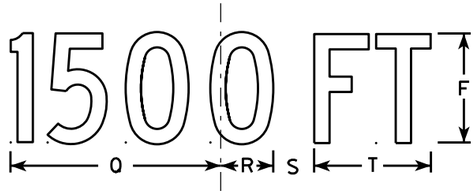
W20-53A



W20-53D



W20-53C



W20-53B

W20-53G

W20-53F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-53A,B,C,D,F,G

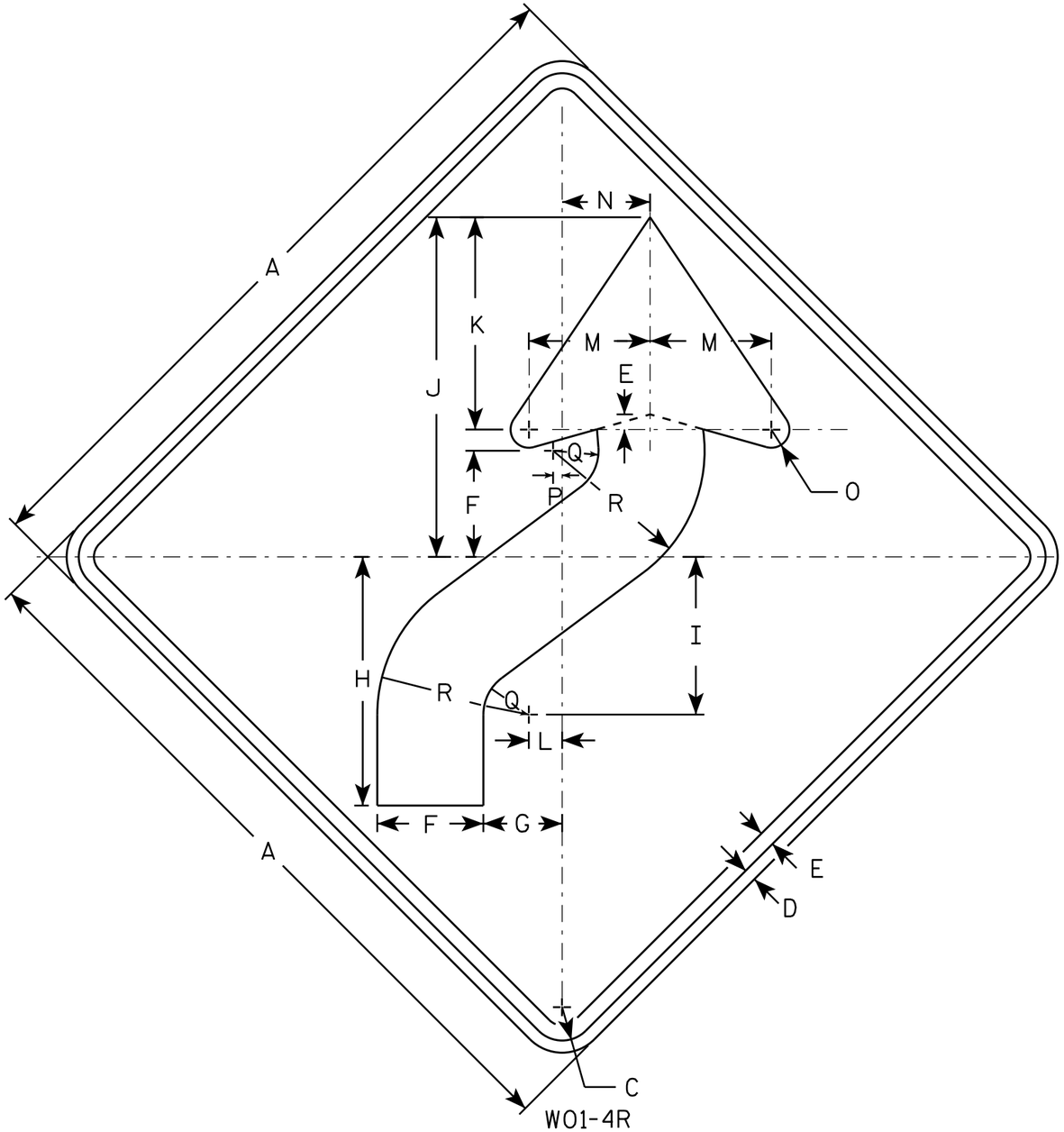
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

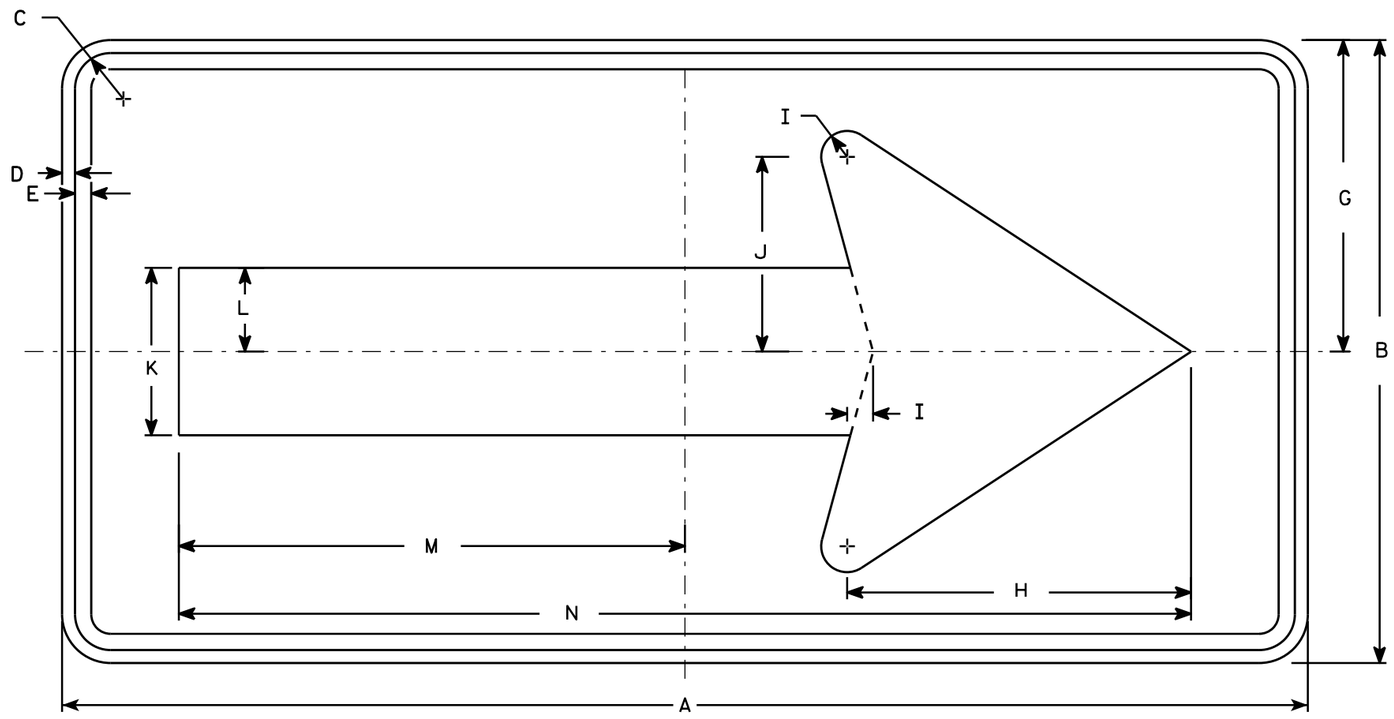
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

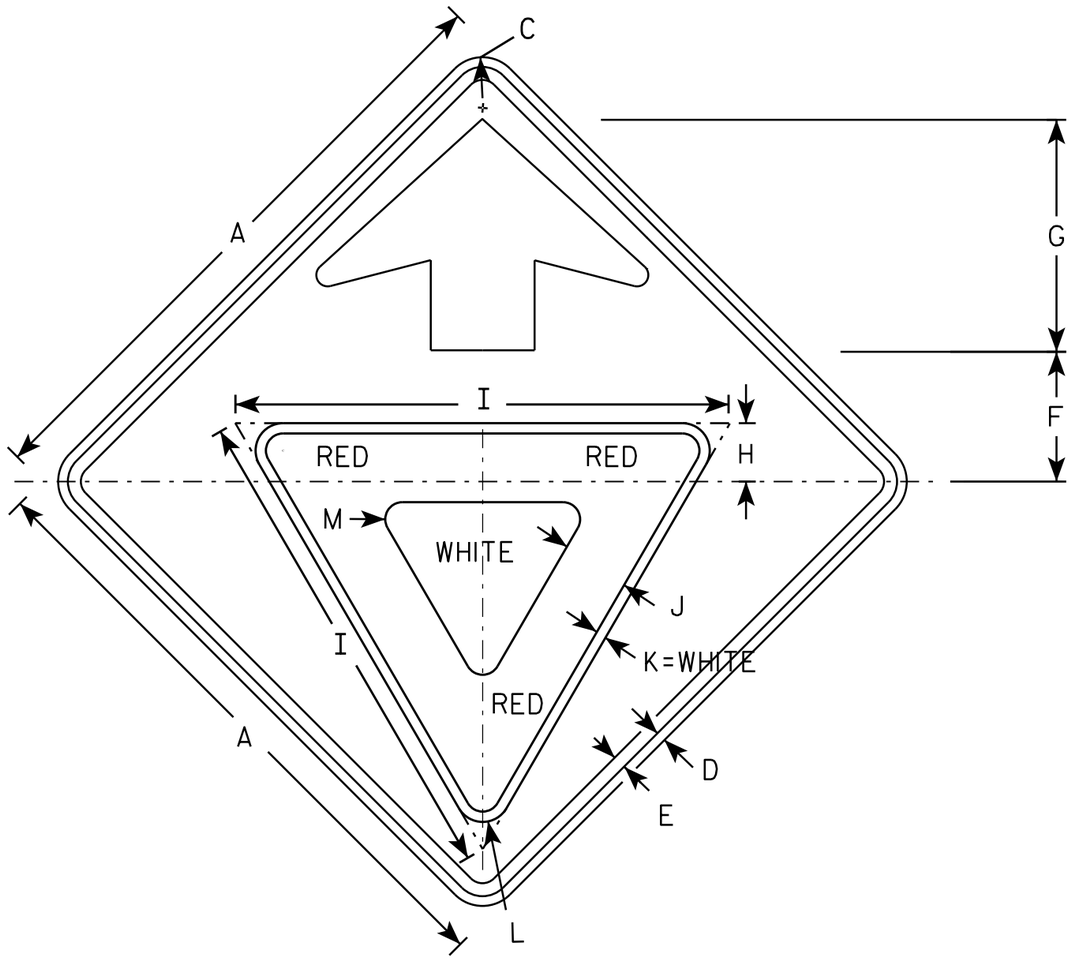
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

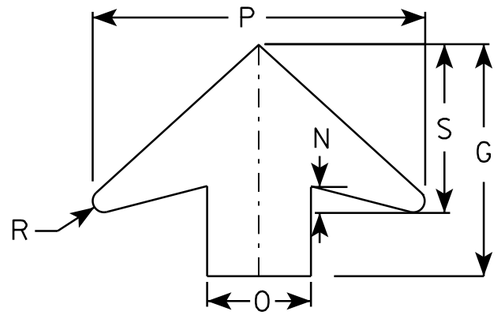
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W03-2

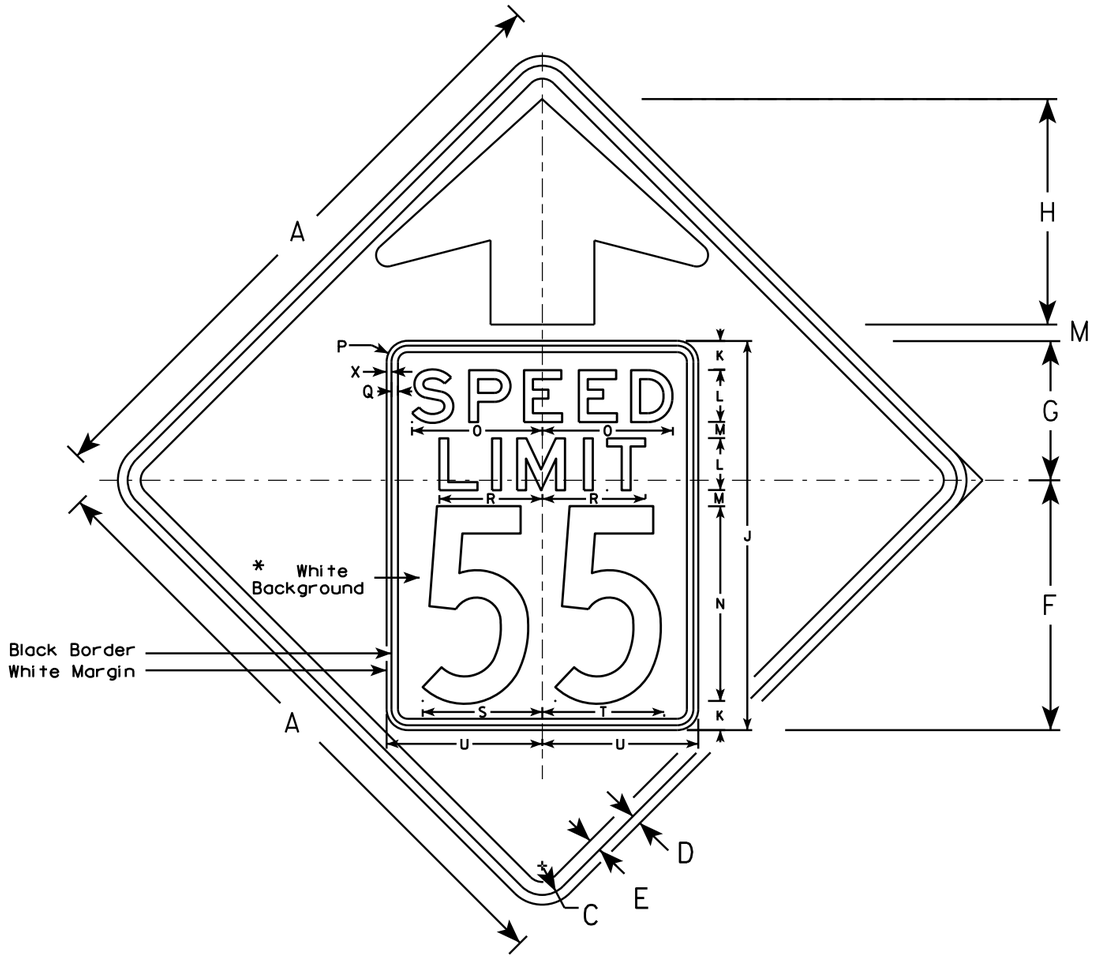
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W03-2.1

PROJECT NO:

SHEET NO: E

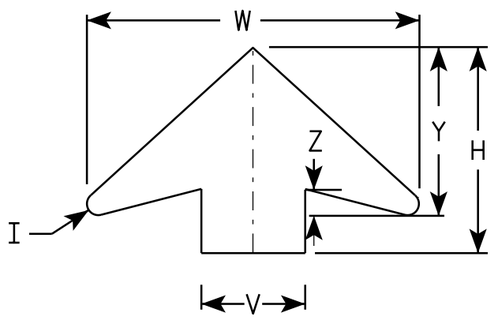


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

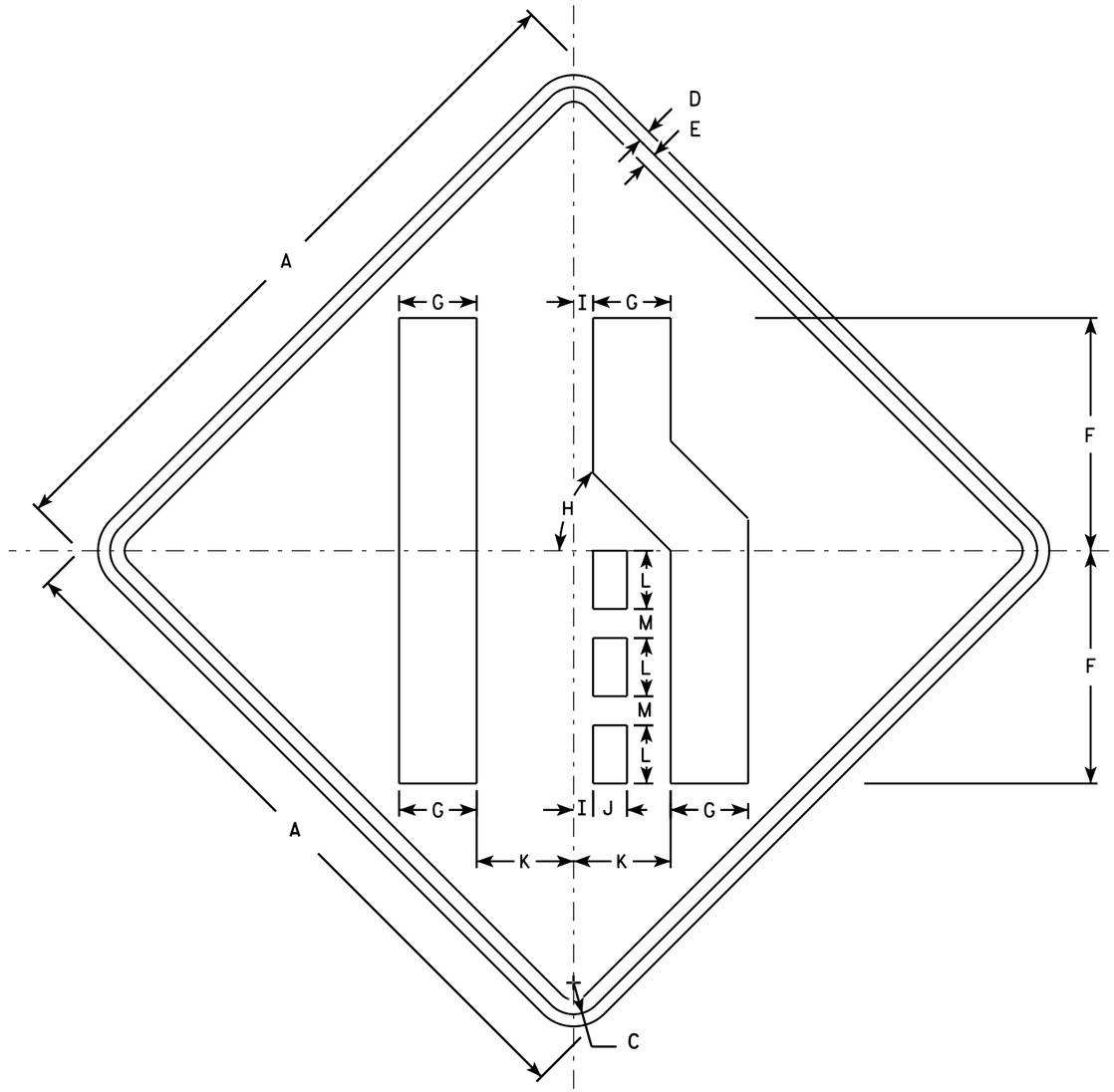
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

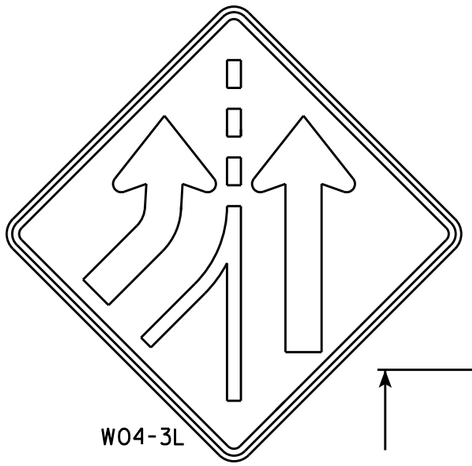
STANDARD SIGN
W04-2

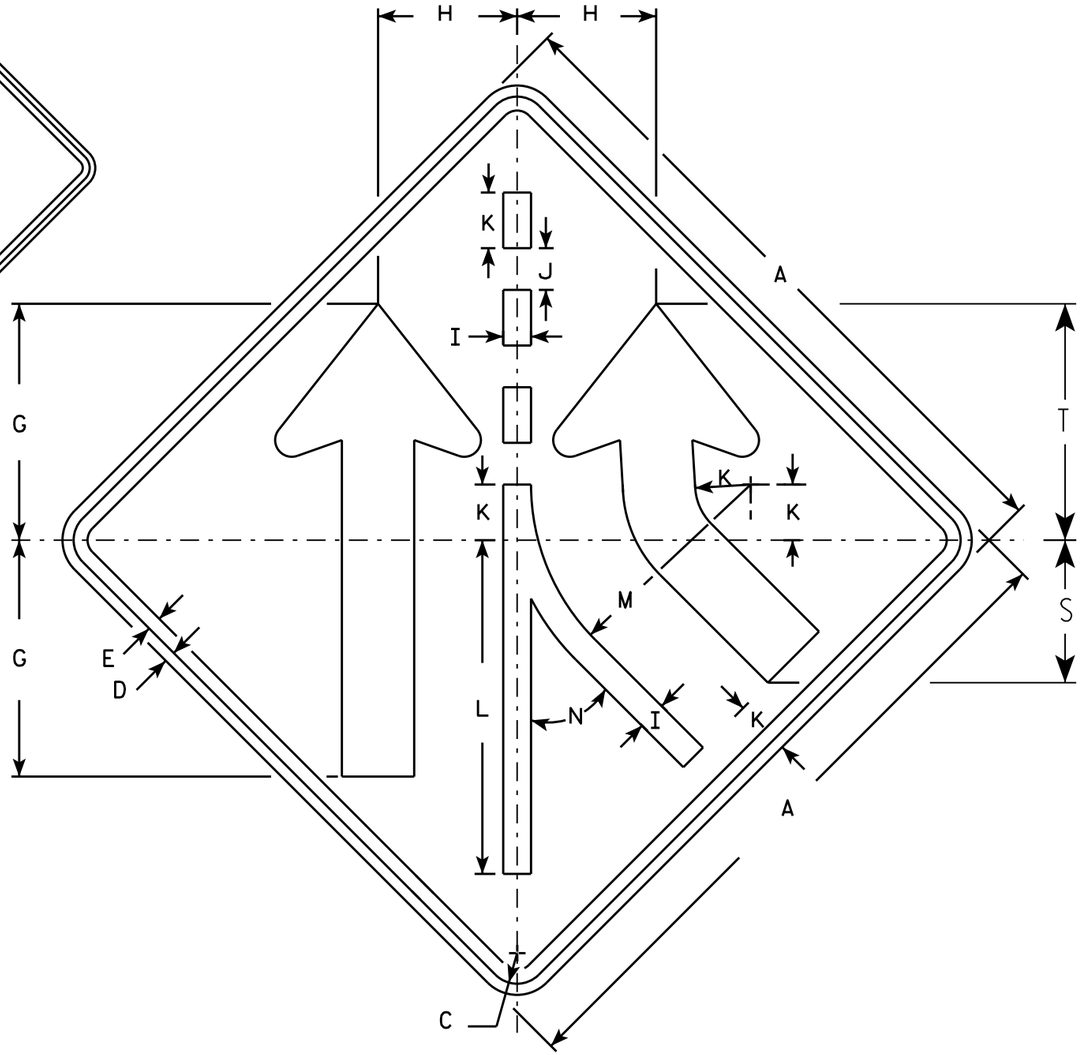
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 327 W04-2.1

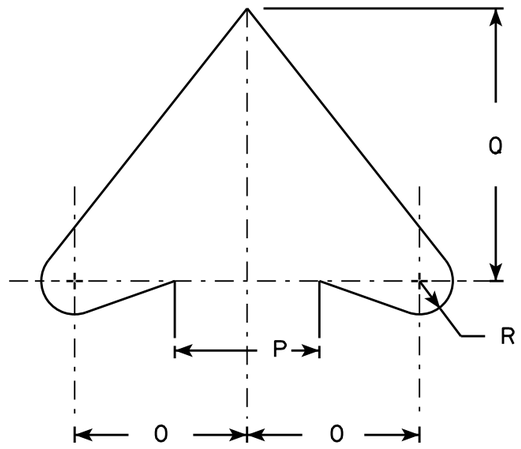
PROJECT NO: | SHEET NO: E





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN

W0433

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLATE W04-3.1

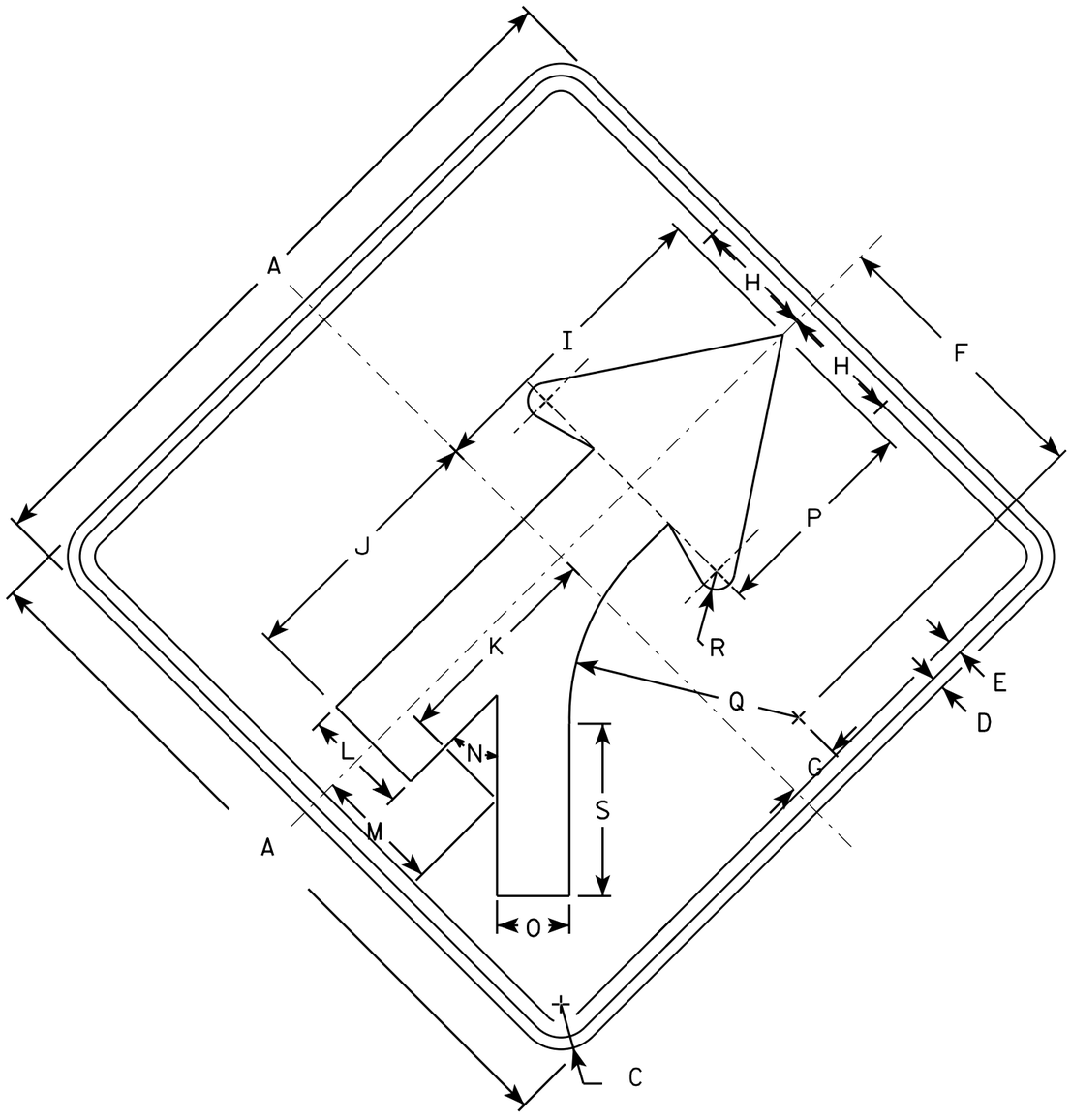
PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W043.DGN PLOT DATE : 20-NOV-2013 11:49 PLOT BY : mscsja 6.810449:1.000000

WISDOT/CADDS SHEET 42

7 7



W04-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

STANDARD SIGN
W04-5

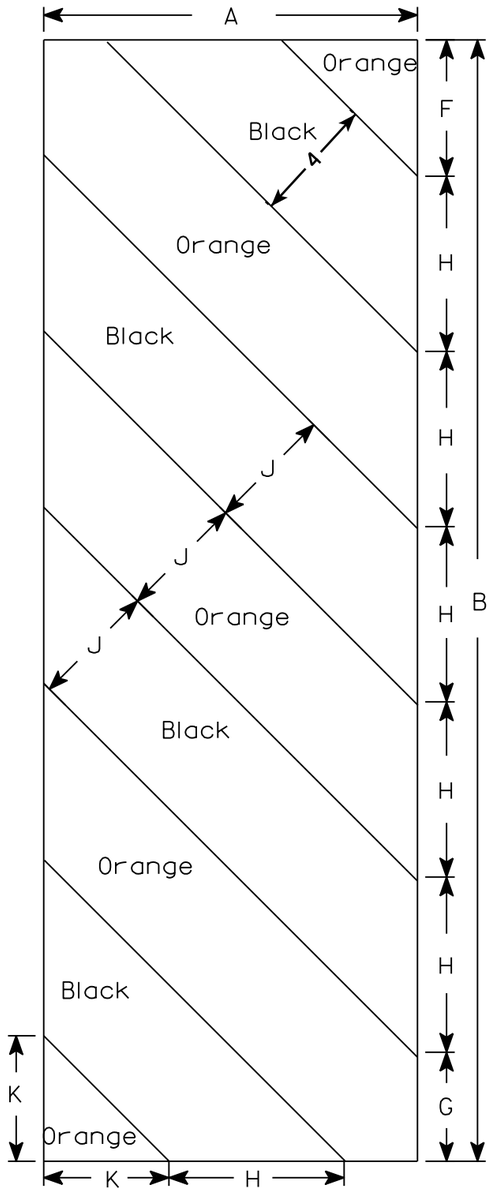
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

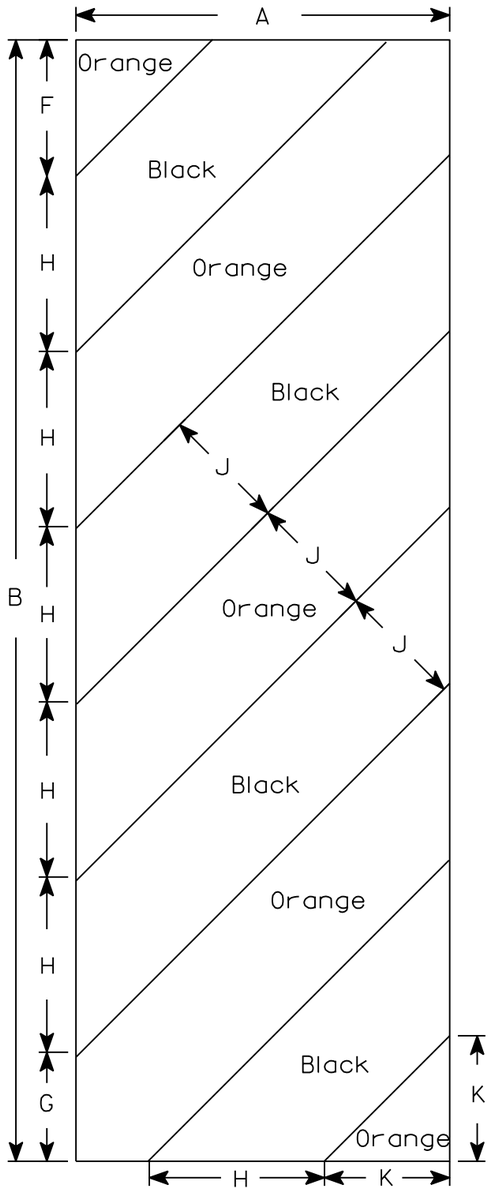
DATE 4/28/16 PLATE NO W04-5.1

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W045.DGN PLOT DATE : 28-APR-2016 13:30 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.080757:1.000000 WISDOT/CADDS SHEET 42



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

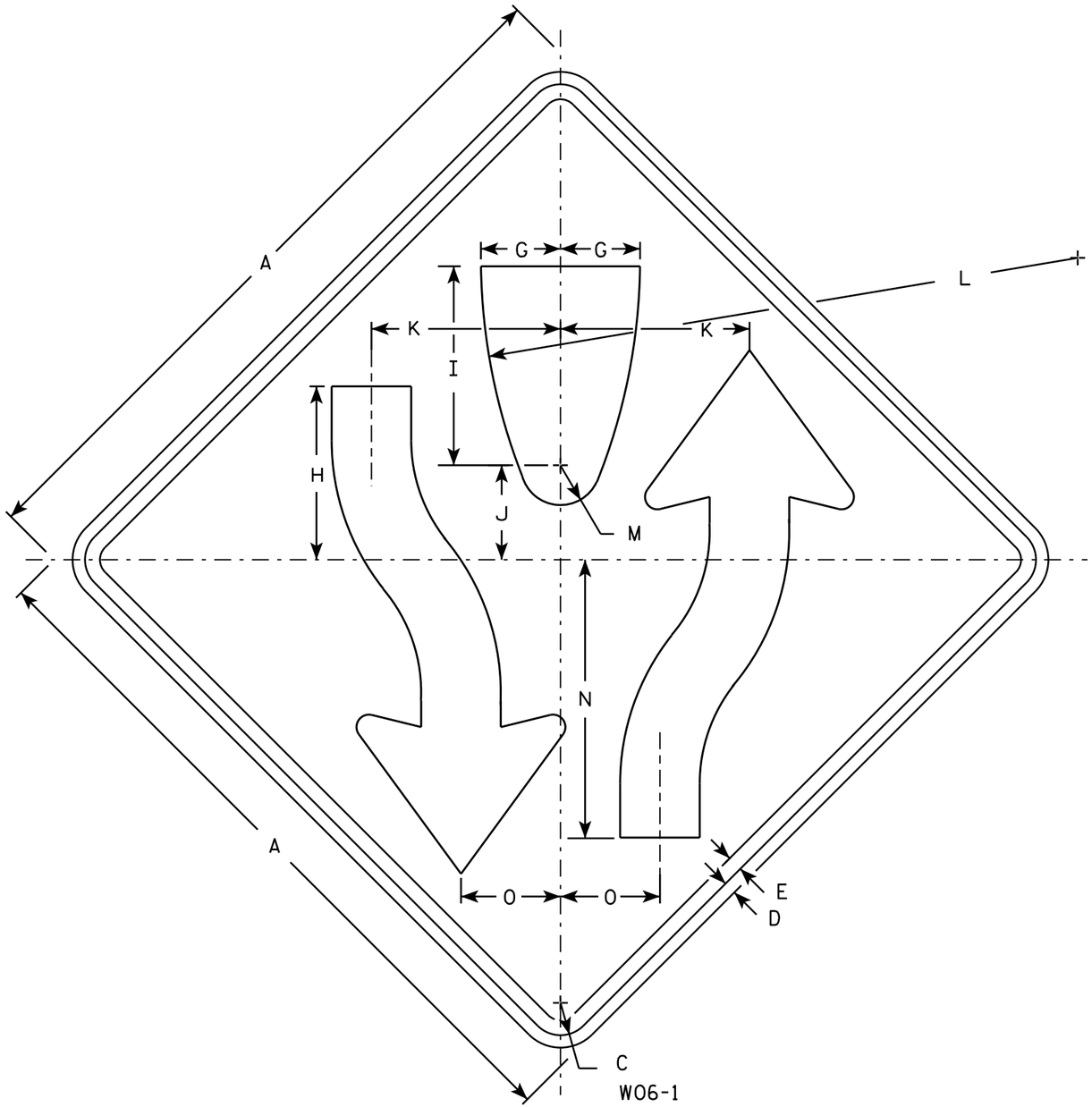
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W05-52.1

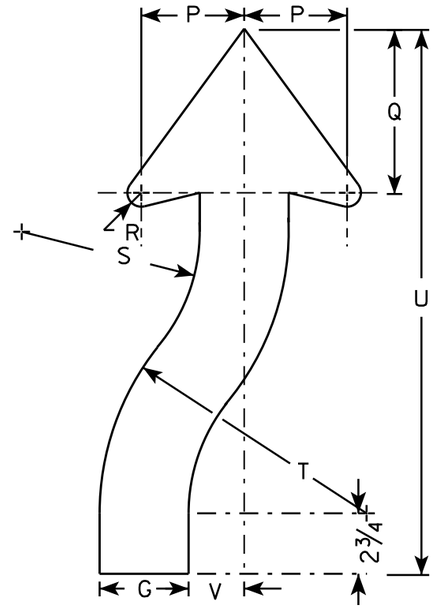
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W06-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W06-2 same as W06-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2S	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
2M	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
3	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W06-1 & W06-2

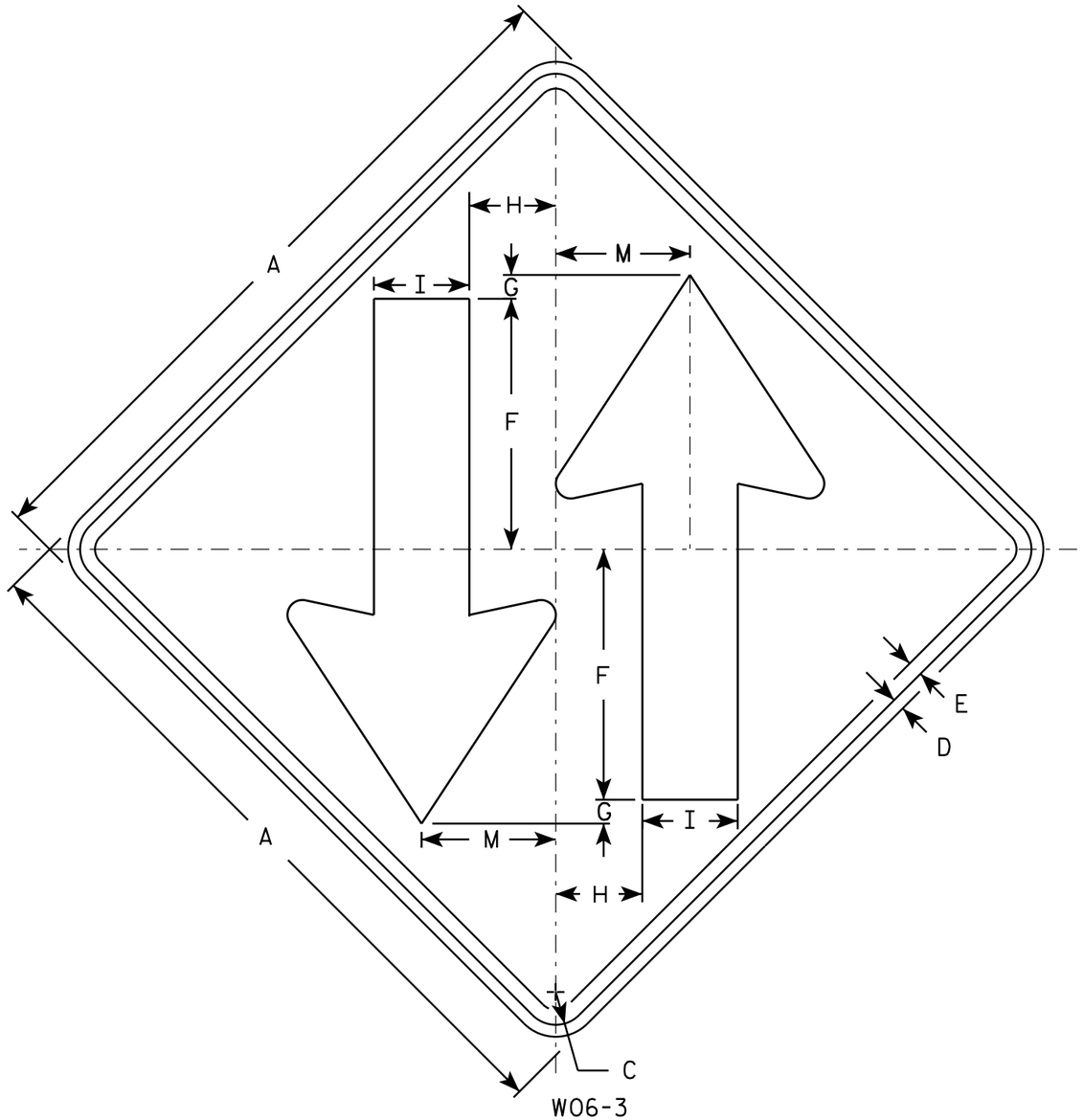
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W06-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

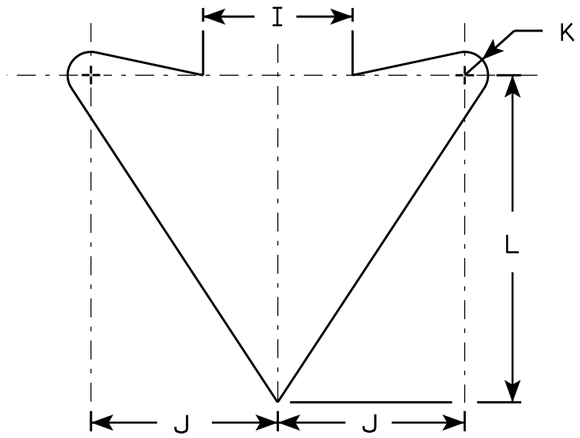
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W061.DGN PLOT DATE : 20-NOV-2013 12:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.810449:1.000000
WISDOT/CADDS SHEET 42



W06-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

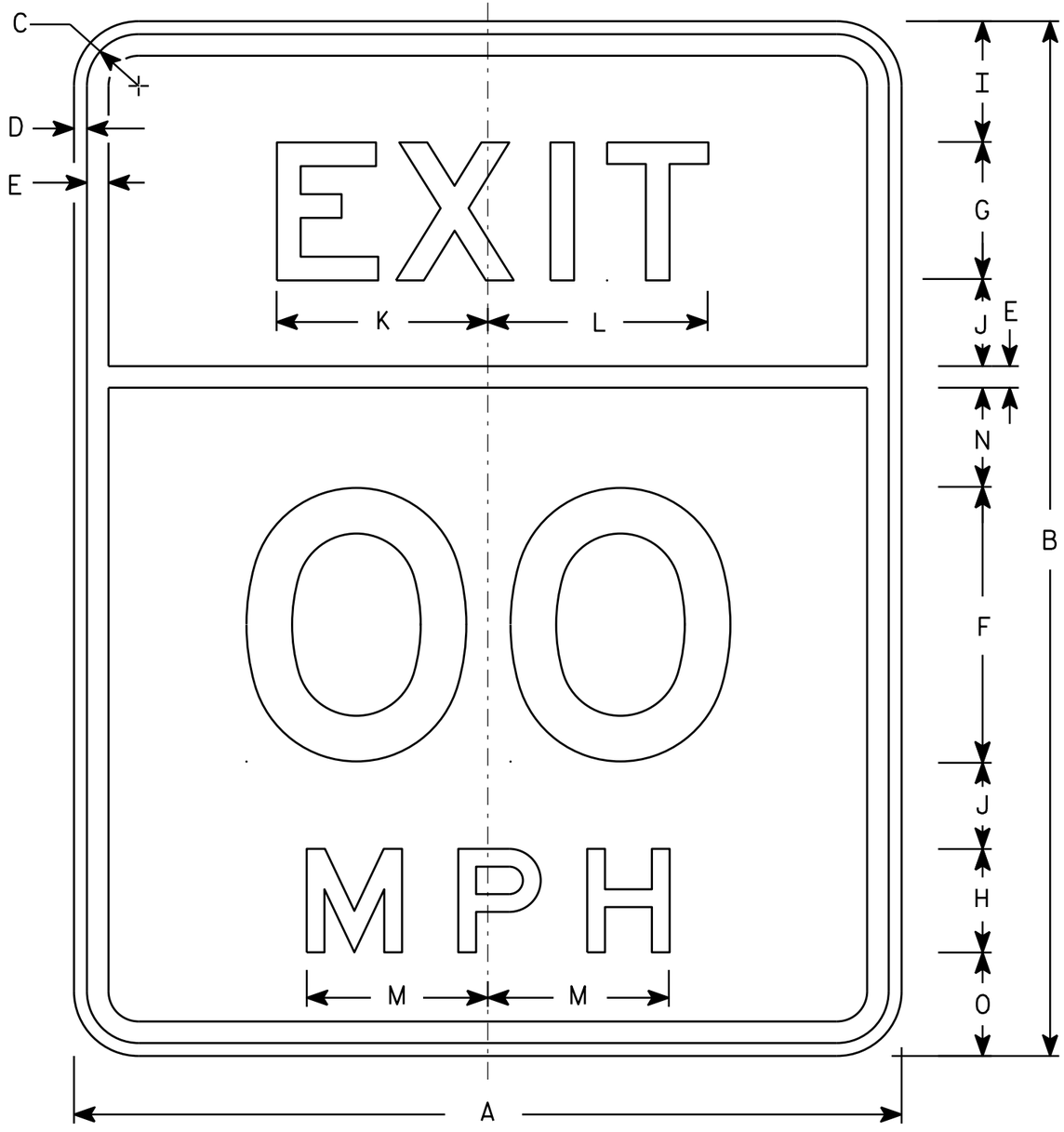
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 332 W06-3.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W013-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
2M	24	30	1 1/2	3/8	5/8	8	4	3	3 1/2	2 1/2	6 1/8	6 3/8	5 1/4	2 7/8	3												5.0
3	36	48	2 1/4	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
4	36	48	2 1/4	5/8	7/8	12	6	4	6	4	9 1/4	9 1/2	7 1/8	5 1/8	6												12.0
5	48	60	2 1/4	3/4	1	16	8	6	7	5	12 1/4	12 3/4	10 5/8	5 3/4	6												20.0

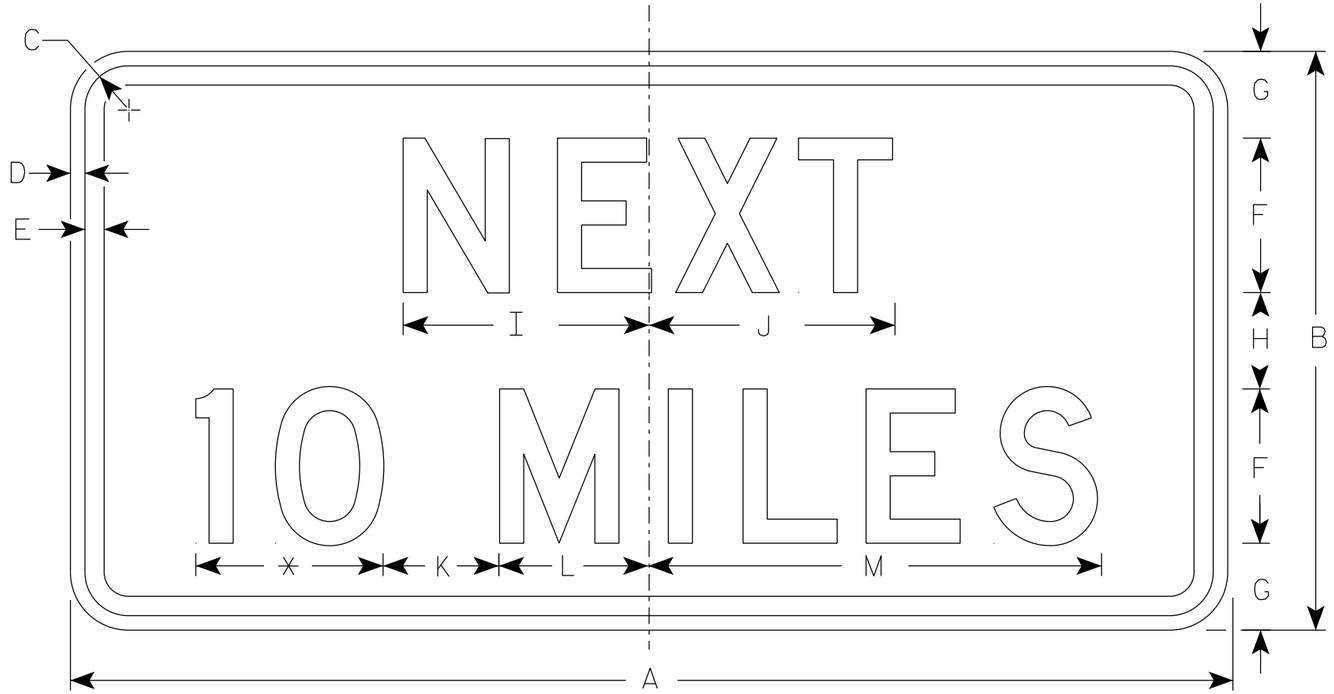
STANDARD SIGN
W013-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/14 PLATE W013-2.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

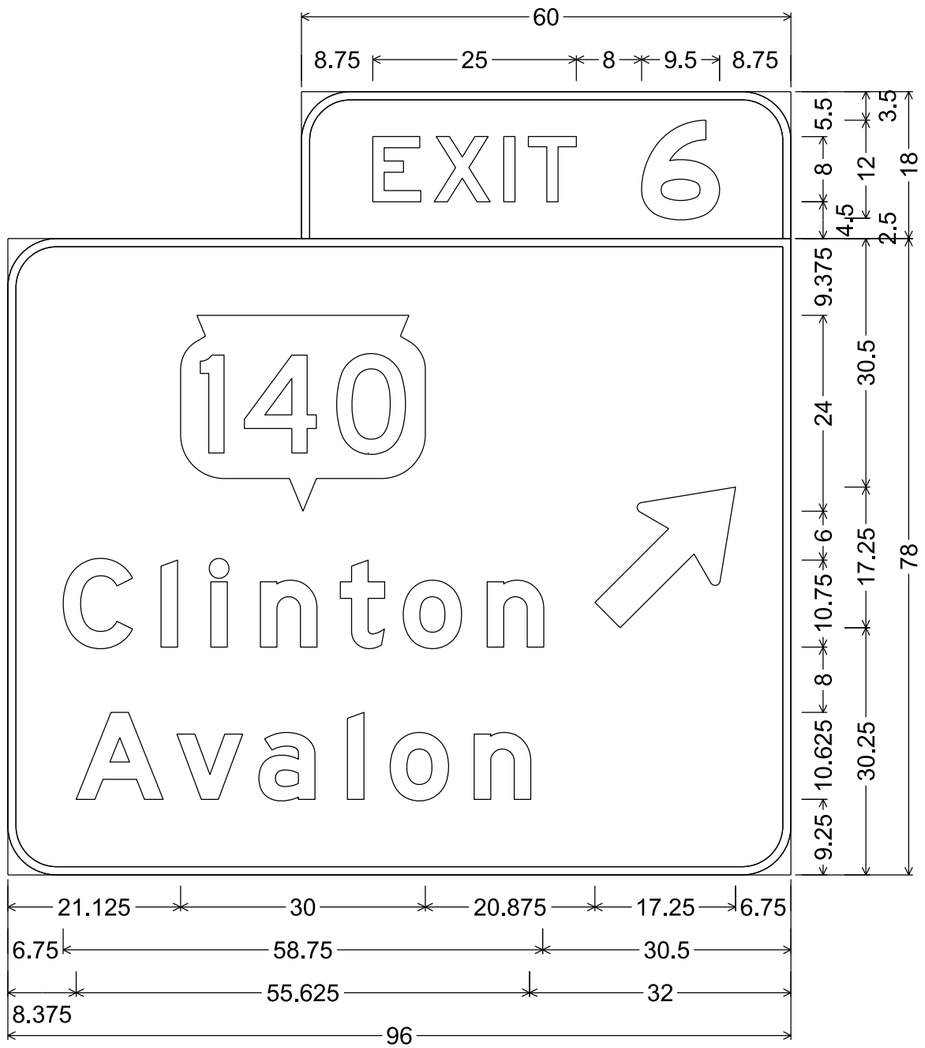
DATE 5/1/19 PLATE NO. W057-51.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E

NOTES

1. Fixed Message Type II Signs - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted

6.000" Radius, 1.000" Border,
"EXIT", E; "6", E Mod; "Clinton", E Mod;
"Avalon", E Mod; "1", E; "MILE", E

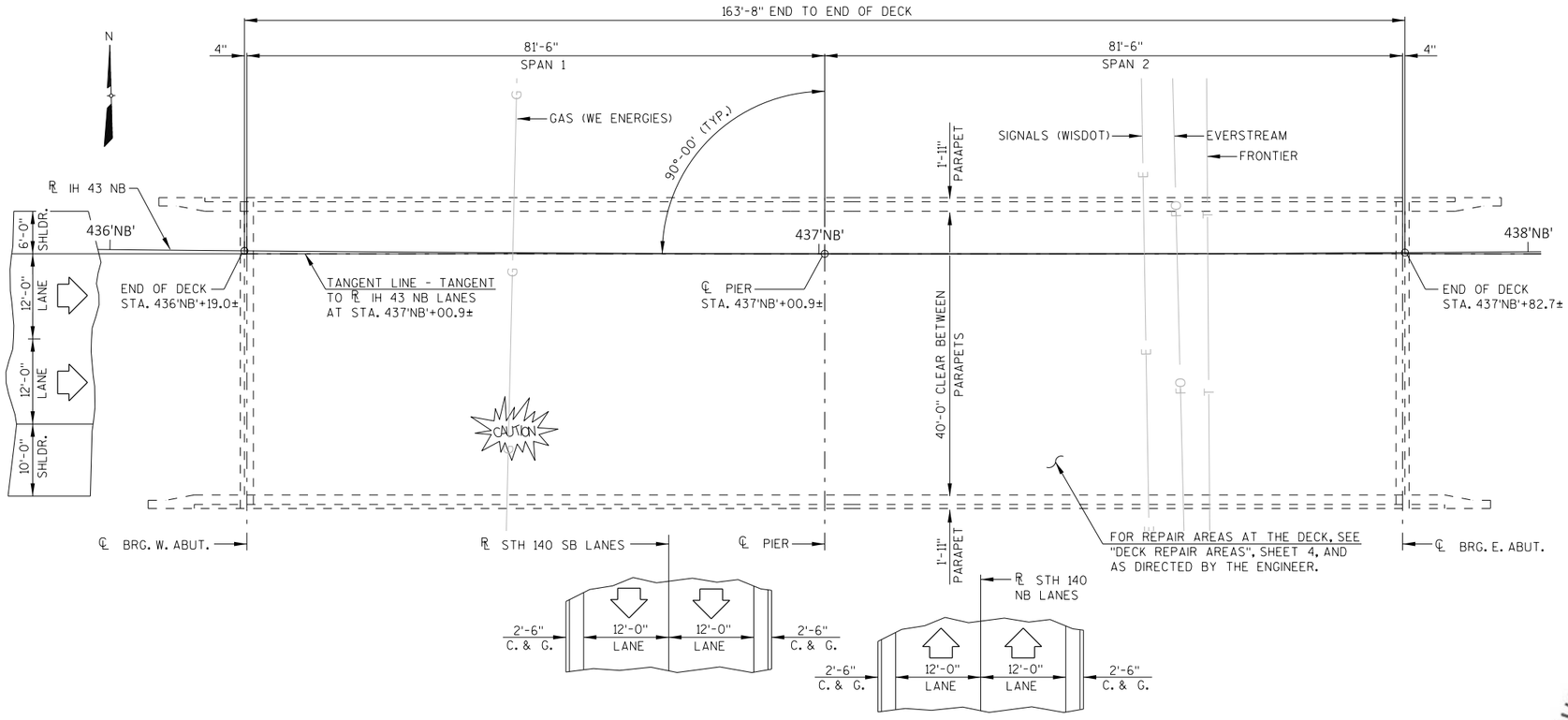


6.000" Radius, 1.000" Border,
"EXIT", E; "6", E Mod; "Clinton", E Mod; "Avalon", E Mod

7

7

STATE PROJECT NUMBER
1093-01-82



PLAN - B-53-114

(2 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-23
(TAKEN FROM HSI, 7/24/2013)
OPERATIONAL RATING: HS-37
(TAKEN FROM HSI, 7/24/2013)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 7/24/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI

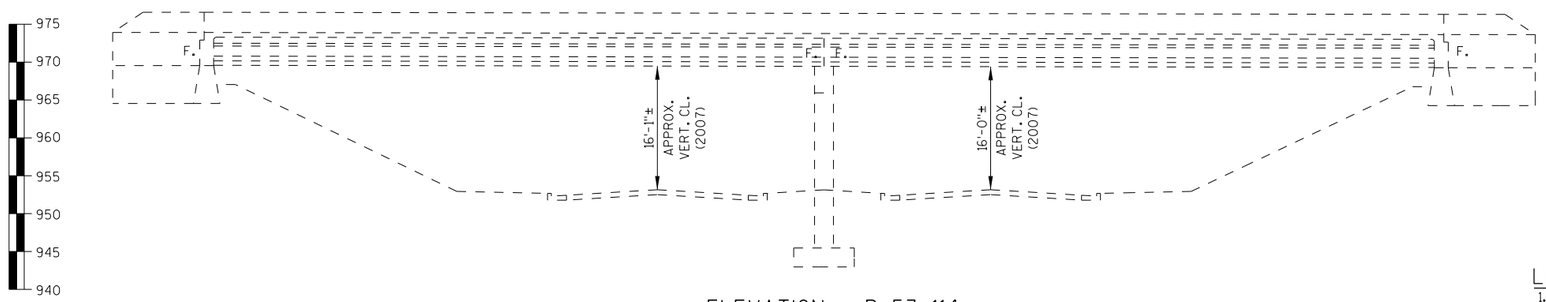
TRAFFIC DATA

STH 140

A.D.T. (2016) = 4400
A.D.T. (2036) = 5280
DESIGN SPEED = 50 M.P.H.

IH 43 NB

A.D.T. (2019) = 9400
A.D.T. (2039) = 11,280
DESIGN SPEED = 70 M.P.H.



ELEVATION - B-53-114

(NORMAL TO STH 140)

8/13/2021

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261

CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/16/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-114

IH 43 NB OVER STH 140

COUNTY	TOWN/~~CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	TAW	MSK

GENERAL PLAN

SHEET 1 OF 4
336

8

8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\vplotdrvn.plt
PEN TABLE: f:\bms\aecom.ds16.na\vcs_user\dms99237\ME_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\CS.pdf_work.dir\23800\428578.401.genplan.b-53-114.dgn
PLOT DATE: 5/4/2021 PLOT TIME: 7:49:44 PM

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvn.plt
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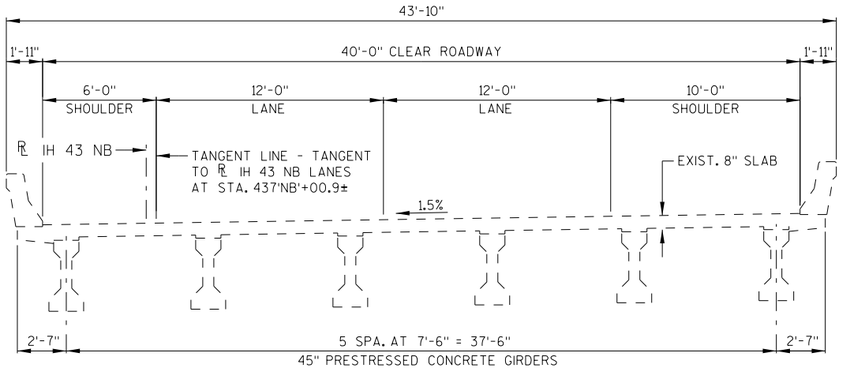
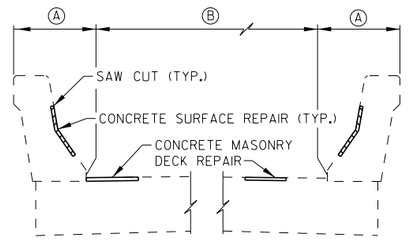
FILE NAME: \\aecompw15ics01\ICS_pdf_work_dir\31655\428578.1\02_genplan2_b-53-114.dgn
PLOT DATE: 7/6/2021 PLOT TIME: 3:27:22 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND

Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS

Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
203.0211.S.01	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-53-114	EACH	1
204.0175	REMOVING CONCRETE SLOPE PAVING	SY	25
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	155
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	728
509.0301	PREPARATION DECKS TYPE 1	SY	25
509.0302	PREPARATION DECKS TYPE 2	SY	7
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	190
509.1500	CONCRETE SURFACE REPAIR	SF	99
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	3
509.9020.S	EPOXY CRACK SEALING	LF	12
604.0400	SLOPE PAVING CONCRETE	SY	25

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"REMOVING CONCRETE SLOPE PAVING" AND "SLOPE PAVING CONCRETE" AREAS SHOWN IN THE QUANTITIES TABLE ARE FOR REPAIR OF THE CONCRETE SLOPE PAVING. QUANTITIES ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-114

DRAWN BY MES | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

SHEET 2 OF 4
337

8

8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvn.plt
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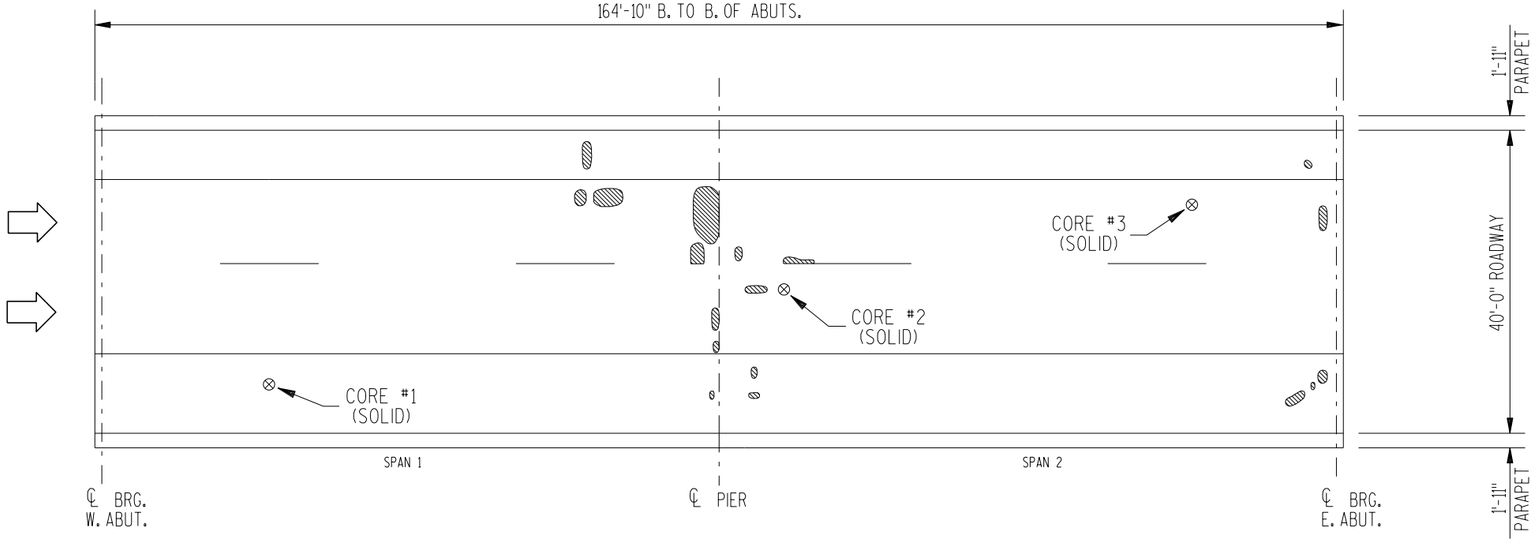
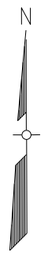
FILE NAME: \\aecompw15ucs001\UCS_pdf_work_dir\185201\428578.6\03_IR_b-53-1114.dgn
PLOT DATE: 3/16/2021
PLOT TIME: 9:49:55 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-82





PLAN

DECK INSPECTION RESULTS

FIELD OBSERVATIONS SUMMARY		S.N. B-53-114	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	6548	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	63	1.0
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
CONCRETE PATCH	ft^2	0	0

LEGEND
DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH
SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-114

DRAWN BY MES | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

SHEET 3 OF 4
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8

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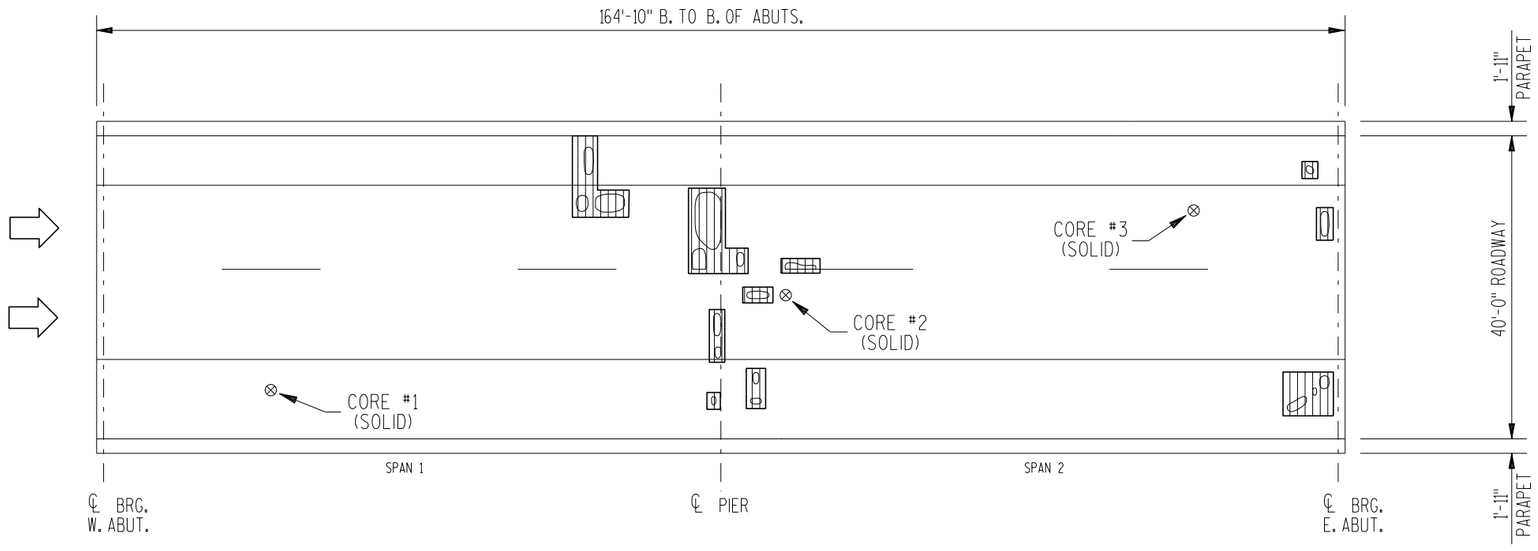

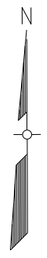

PLAN

PROPOSED REHAB AREAS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 5/18/18 & 6/4/18

REHAB AREA SUMMARY		S.N. B-53-114	
ITEM	UNIT	QUANT.	%
TOTAL AREA	yd^2	727.6	
SHADE/DEBRIS	yd^2	0	
PREPARATION, DECKS, TYPE 1	yd^2	24.3	3.3
PREPARATION, DECKS, TYPE 2	yd^2	6.1	0.8
FULL DEPTH DECK REPAIR	yd^2	0	0

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-114

DRAWN BY MES | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
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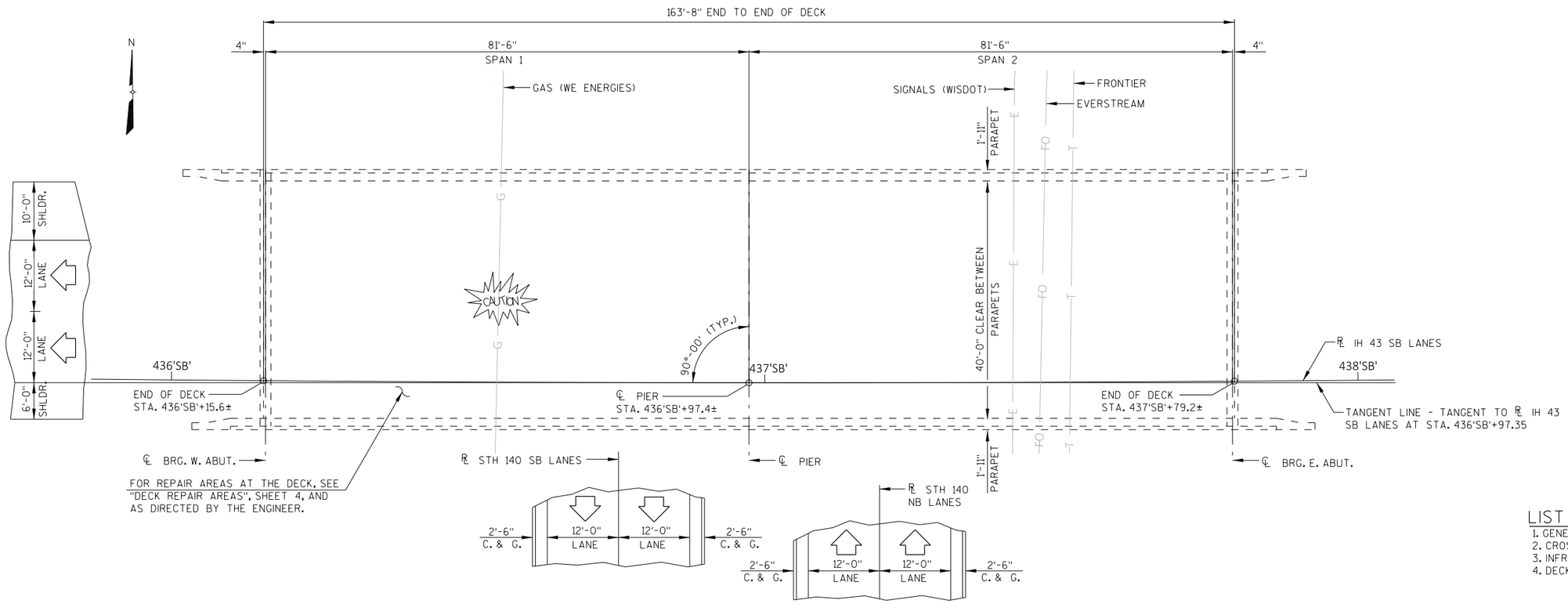
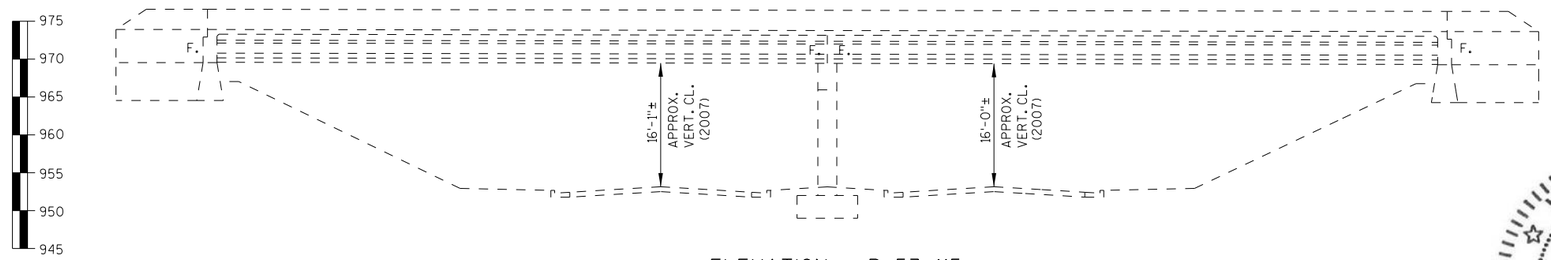


PLAN - B-53-115

(2 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-115

(NORMAL TO STH 140)

STATE PROJECT NUMBER

1093-01-82

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
(TAKEN FROM HSI, 8/15/2013)
OPERATIONAL RATING: HS-35
(TAKEN FROM HSI, 8/15/2013)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 8/15/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ——— f'c = 3,500 PSI

TRAFFIC DATA

STH 140

A.D.T. (2016) = 4400
A.D.T. (2036) = 5280
DESIGN SPEED = 50 M.P.H.

IH 43 SB

A.D.T. (2019) = 9400
A.D.T. (2039) = 11,280
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/16/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER
8/13/2021

STRUCTURE B-53-115

IH 43 SB OVER STH 140

COUNTY	TOWN/~~CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

SHEET 1 OF 4
340

8

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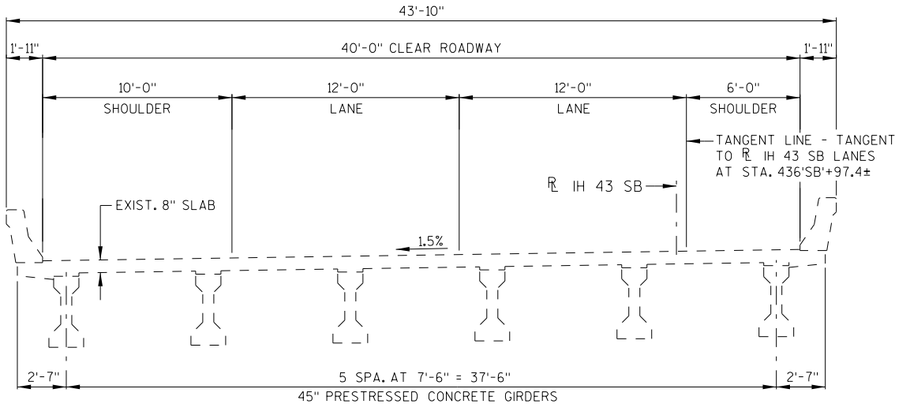
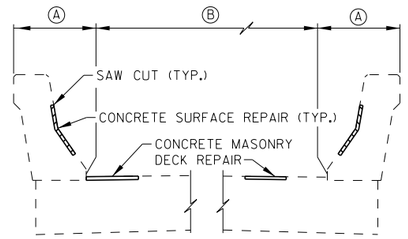


CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

NUMBER	BID ITEM	UNIT	TOTALS
203.0211.S.02	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-53-115	EACH	1
204.0175	REMOVING CONCRETE SLOPE PAVING	SY	36
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	160
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	730
509.0301	PREPARATION DECKS TYPE 1	SY	34
509.0302	PREPARATION DECKS TYPE 2	SY	4
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	227
509.1500	CONCRETE SURFACE REPAIR	SF	120
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	4
509.9020.S	EPOXY CRACK SEALING	LF	11
604.0400	SLOPE PAVING CONCRETE	SY	36

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"REMOVING CONCRETE SLOPE PAVING" AND "SLOPE PAVING CONCRETE" AREAS SHOWN IN THE QUANTITIES TABLE ARE FOR REPAIR OF THE CONCRETE SLOPE PAVING. QUANTITIES ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-115

DRAWN BY MES | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

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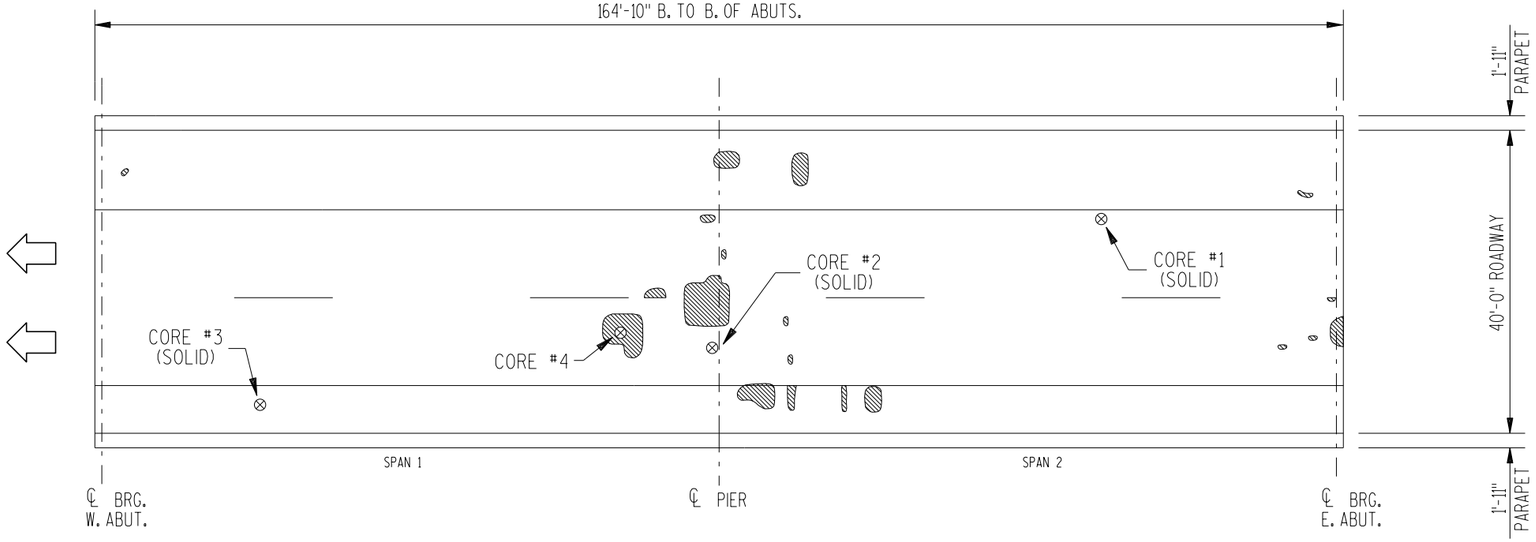
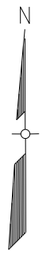
STATE PROJECT NUMBER
1093-01-82





PLAN

DECK INSPECTION RESULTS

FIELD OBSERVATIONS SUMMARY		S.N. B-53-115	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	6548	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	112	1.7
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
CONCRETE PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, CONCRETE PATCH, SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/4/18

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-115

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

SHEET 3 OF 4
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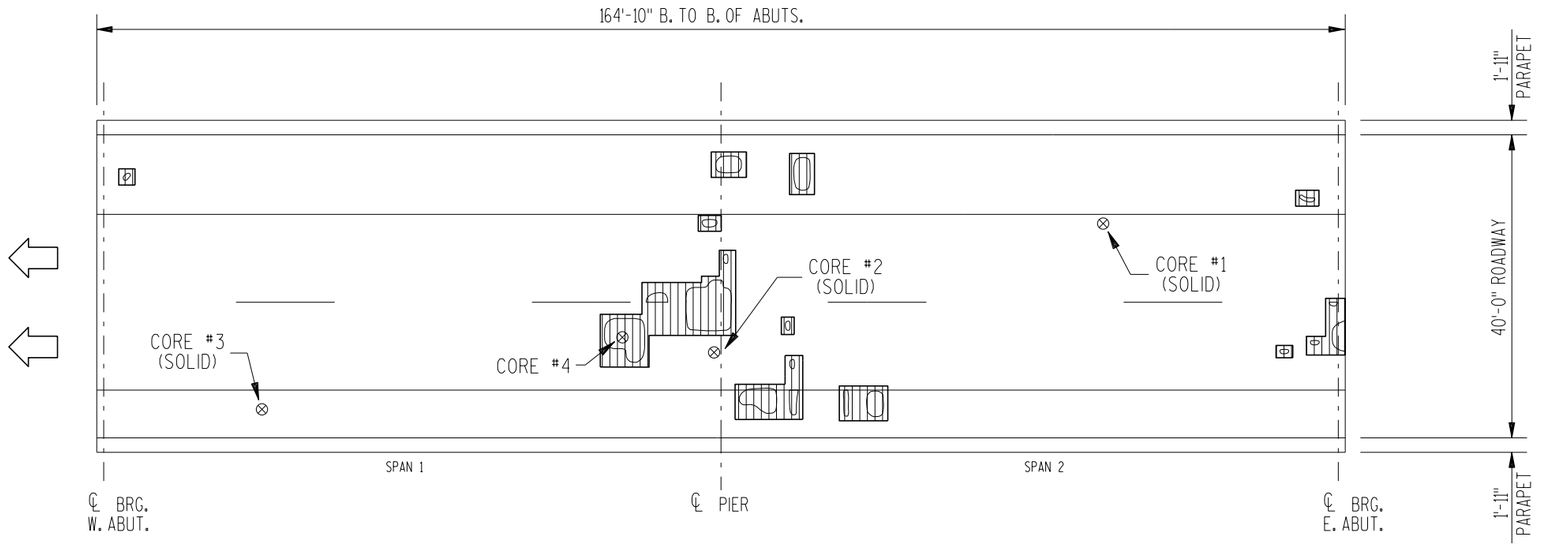
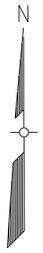
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-82





PLAN

PROPOSED REHAB AREAS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/4/18

REHAB AREA SUMMARY		S.N. B-53-115	
ITEM	UNIT	QUANT.	%
TOTAL AREA	yd^2	727.6	
SHADE/DEBRIS	yd^2	0	
PREPARATION, DECKS, TYPE 1	yd^2	33.7	4.6
PREPARATION, DECKS, TYPE 2	yd^2	3.4	0.5
FULL DEPTH DECK REPAIR	yd^2	0	0

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-115

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
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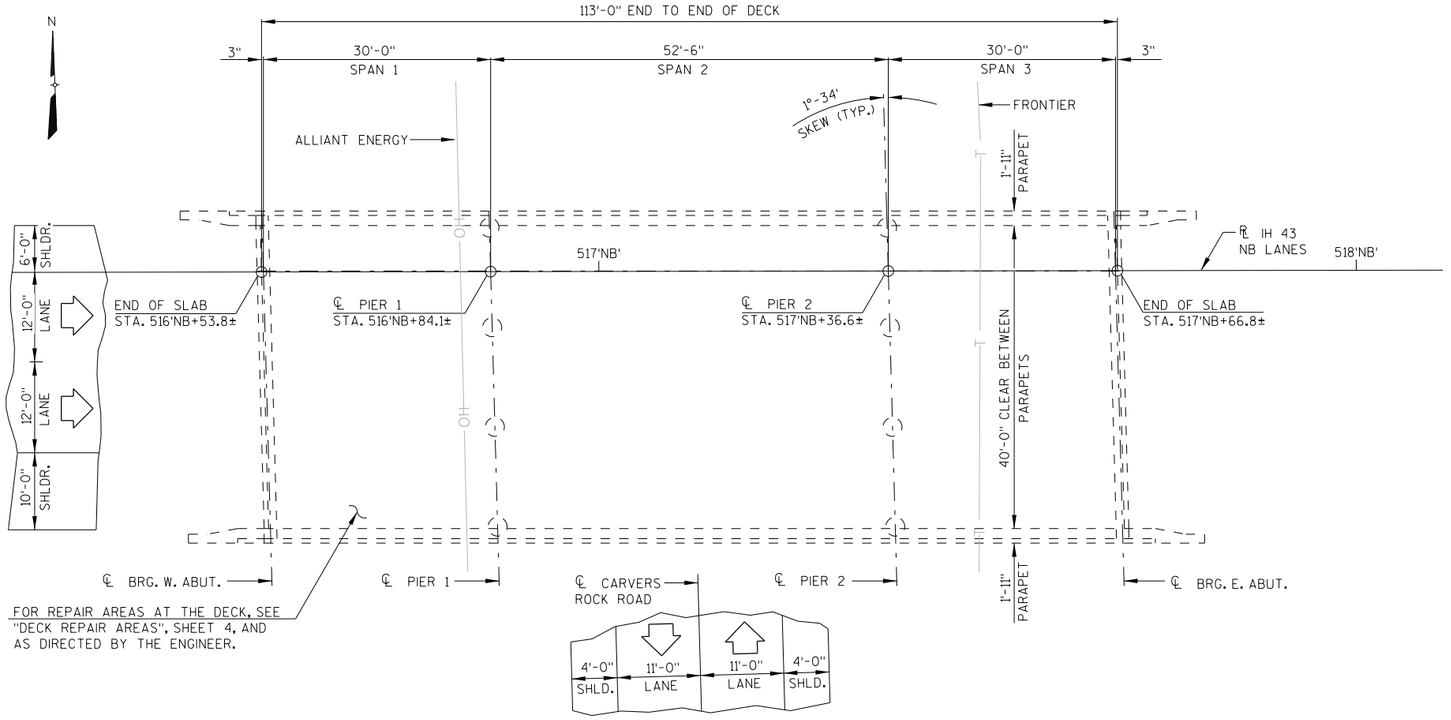
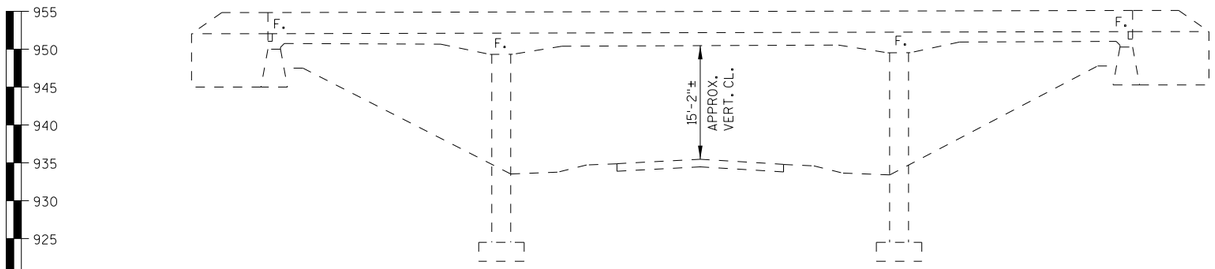


PLAN - B-53-116

(3 SPAN REINFORCED CONCRETE HAUNCHED SLAB)



ELEVATION - B-53-116

(NORMAL TO CARVERS ROCK ROAD)

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-18
(TAKEN FROM HSI, 6/25/2013)
OPERATIONAL RATING: HS-31
(TAKEN FROM HSI, 6/25/2013)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 6/25/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI

TRAFFIC DATA

CARVERS ROCK ROAD

A.D.T. (2012) = 176
A.D.T. (2032) = 220
DESIGN SPEED = 60 M.P.H.

IH 43 NB

A.D.T. (2023) = 9400
A.D.T. (2043) = 11,280
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STATE PROJECT NUMBER

1093-01-82

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261

CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

8/13/2021

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/16/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-116

IH 43 NB OVER CARVERS ROCK ROAD

COUNTY	TOWN ~~/CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	MES	MSK

GENERAL PLAN

SHEET 1 OF 4
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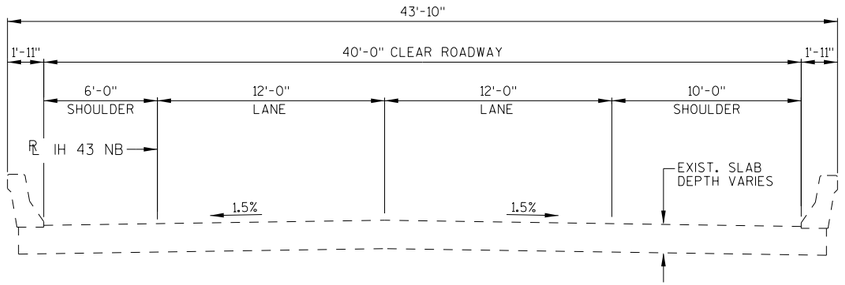
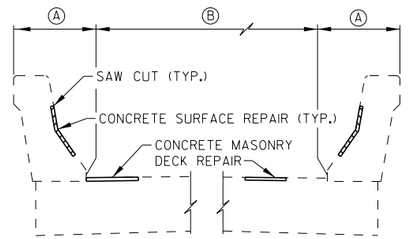


CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	92
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	502
509.0301	PREPARATION DECKS TYPE 1	SY	7
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	82
509.1500	CONCRETE SURFACE REPAIR	SF	55
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1
509.9020.S	EPOXY CRACK SEALING	LF	9
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	2

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS FOR REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-116

DRAWN BY MES | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

SHEET 2 OF 4
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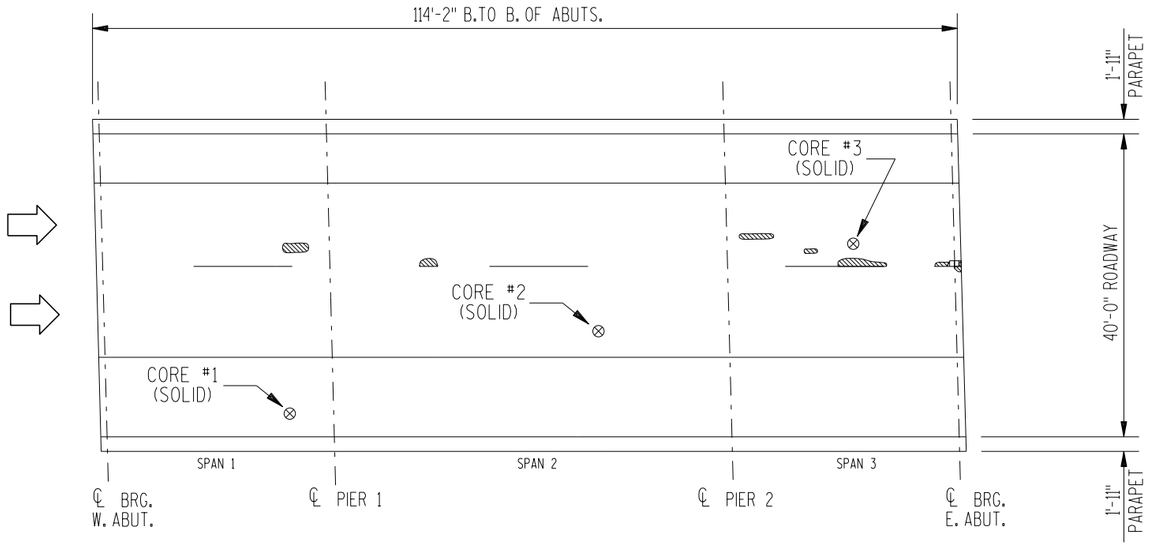
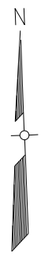
STATE PROJECT NUMBER
1093-01-82





PLAN

DECK INSPECTION RESULTS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

FIELD OBSERVATIONS SUMMARY		S.N. B-53-116	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	4568	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	17	0.4
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
CONCRETE PATCH	ft^2	1	<0.1

LEGEND
DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH
SHADE/DEBRIS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-116

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

SHEET 3 OF 4
346

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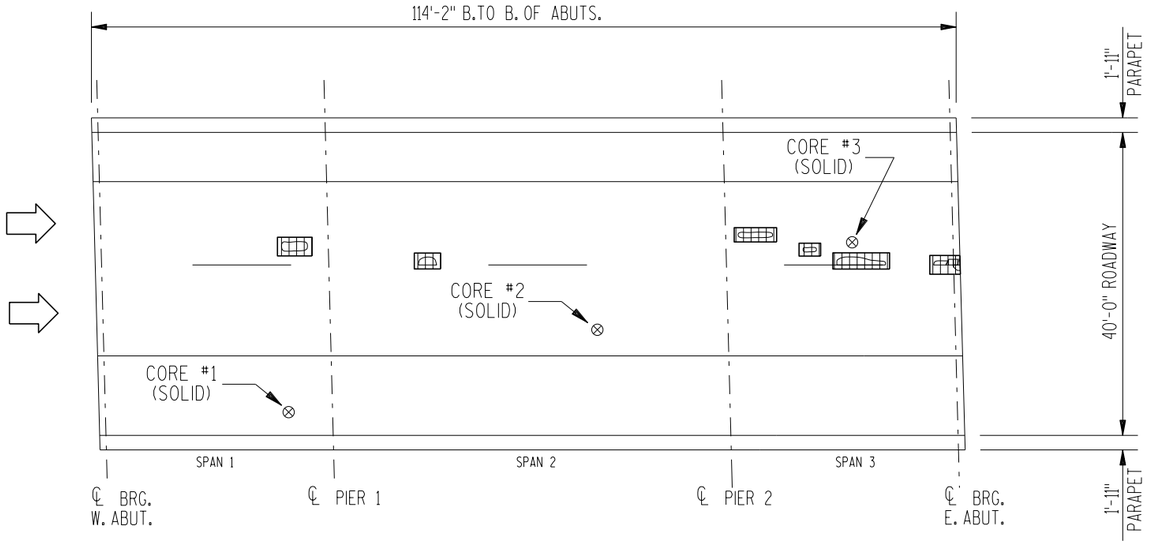
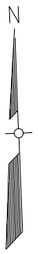
STATE PROJECT NUMBER
1093-01-82





PLAN

PROPOSED REHAB AREAS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

REHAB AREA SUMMARY		S.N. B-53-116	
ITEM	UNIT	QUANT.	%
TOTAL AREA	yd^2	507.6	
SHADE/DEBRIS	yd^2	0	
PREPARATION, DECKS, TYPE 1	yd^2	6.7	1.3
PREPARATION, DECKS, TYPE 2	yd^2	0.7	0.1
FULL DEPTH DECK REPAIR	yd^2	0	0

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-116

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
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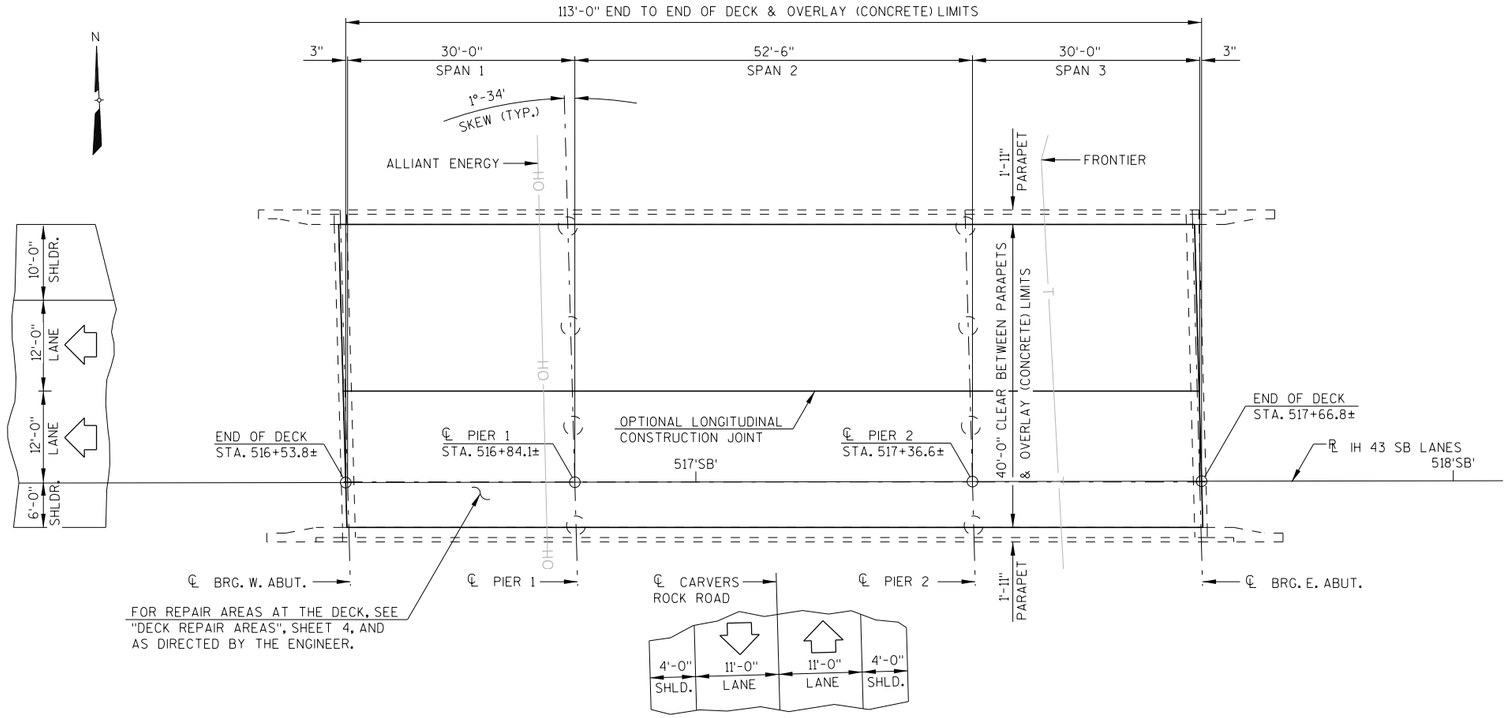
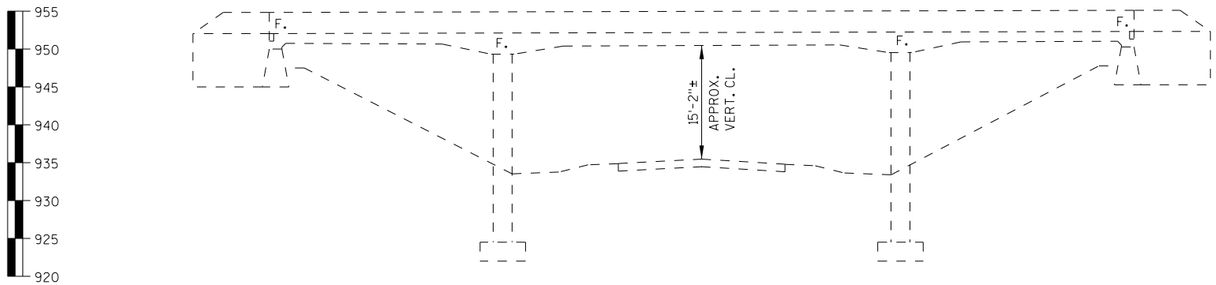


PLAN - B-53-117

(3 SPAN REINFORCED CONCRETE HAUNCHED SLAB)



ELEVATION - B-53-117

(NORMAL TO CARVERS ROCK ROAD)

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
1009	516'SB'+51.55, 35.46' RT.	DISK ON B-53-116	954.89

STATE PROJECT NUMBER

1093-01-82

DESIGN DATA

LIVELOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-18
OPERATIONAL RATING: HS-30
MAX STANDARD PERMIT VEHICLE: 250 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
OVERLAY —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER —— f'c = 3,500 PSI

TRAFFIC DATA

CARVERS ROCK ROAD
A.D.T. (2012) = 176
A.D.T. (2032) = 220
DESIGN SPEED = 60 M.P.H.

IH 43 SB
A.D.T. (2019) = 9400
A.D.T. (2039) = 11,280
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. QUANTITIES & GENERAL NOTES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

8/13/2021

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/16/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-117

IH 43 SB OVER CARVERS ROCK ROAD

COUNTY	TOWN/~~CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	MES	MSK

GENERAL PLAN

SHEET 1 OF 4
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GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

PIGMENTED SURFACE SEALER RESEAL SHALL BE APPLIED TO THE TOP AND INSIDE FACES OF EXISTING PARAPETS.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONEY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS (2¾") IS BASED ON THE PROPOSED CROSS SLOPE PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

ALL CONCRETE REMOVAL NOT COVERED WITH CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

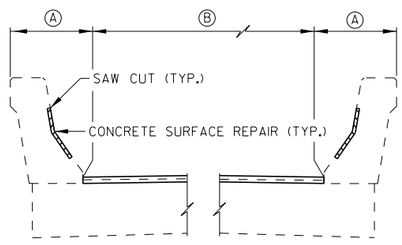
PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS GIVEN IN THE PLANS. IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS FOR REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3200	PROTECTIVE SURFACE TREATMENT	SY	502
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	100
509.0301	PREPARATION DECKS TYPE 1	SY	9
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	502
509.1500	CONCRETE SURFACE REPAIR	SF	240
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	40
509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-53-117	SY	502
509.9020.S	EPOXY CRACK SEALING	LF	13
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	2

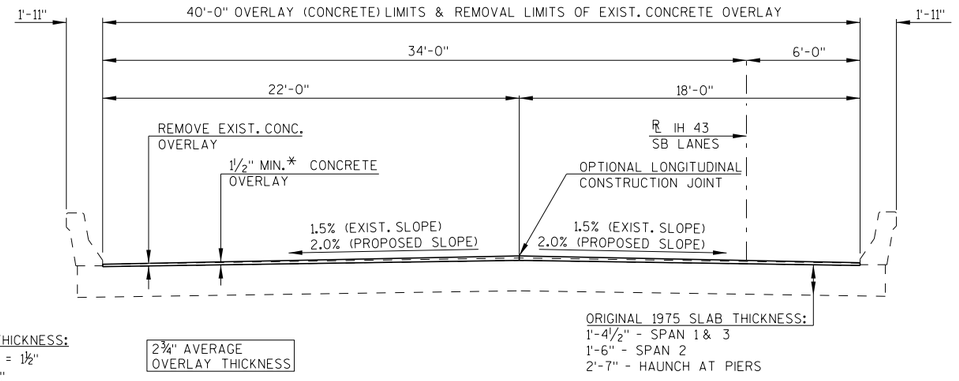


LEGEND

Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS

Ⓑ "PROTECTIVE SURFACE TREATMENT" LIMITS

SURFACE PROTECTION DETAIL



*OVERLAY THICKNESS:
NORTH EDGE = 1½"
CROWN = 2⅞"
SOUTH EDGE = 1¾"

CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)
NOTE: EXISTING 1½" CONCRETE OVERLAY TO BE REMOVED PER BID ITEM "REMOVING CONCRETE MASONRY DECK OVERLAY B-53-117".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-117

DRAWN BY MES | PLANS CK'D. MSK

QUANTITIES & GENERAL NOTES

SHEET 2 OF 4
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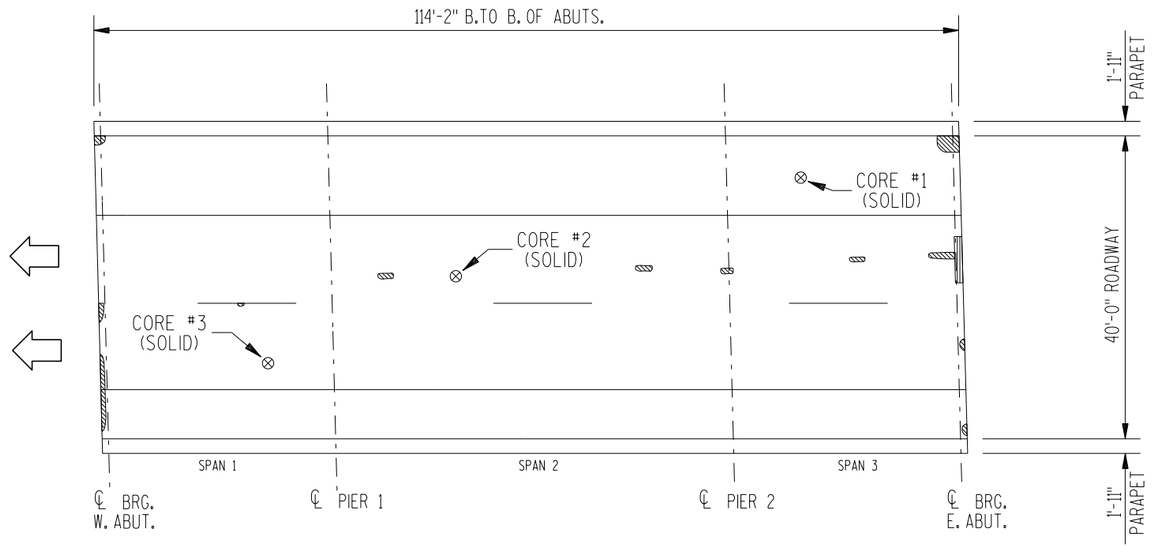
STATE PROJECT NUMBER
1093-01-82

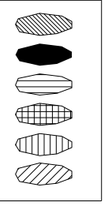


PLAN

DECK INSPECTION RESULTS

FIELD OBSERVATIONS SUMMARY		S.N. B-53-117	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	4568	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	24	0.5
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
CONCRETE PATCH	ft^2	6	0.1

LEGEND



SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-117

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

SHEET 3 OF 4
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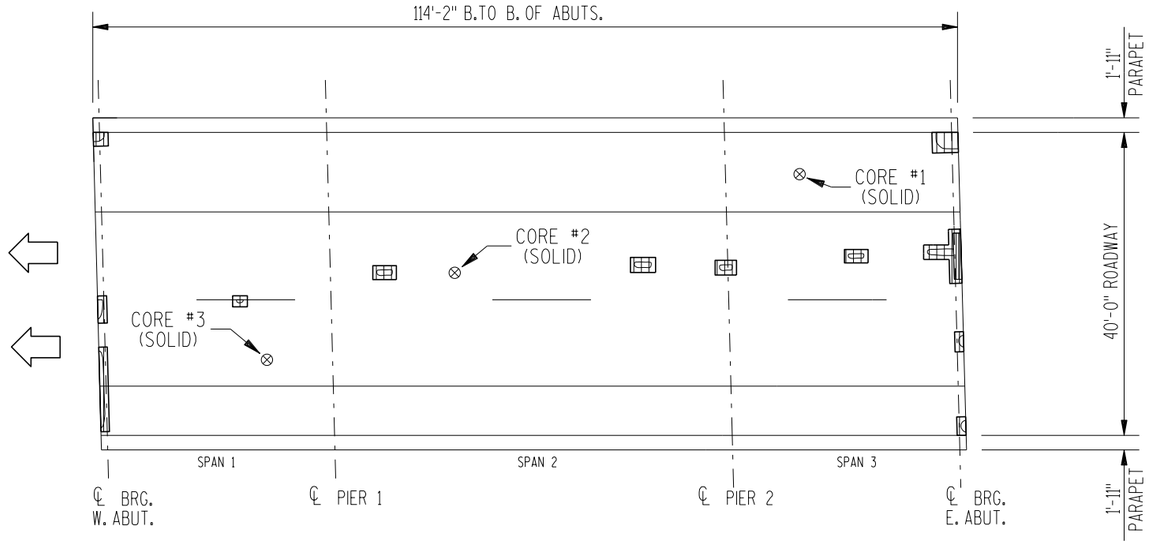
STATE PROJECT NUMBER
1093-01-82



PLAN

PROPOSED REHAB AREAS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

REHAB AREA SUMMARY		S.N. B-53-117	
ITEM	UNIT	QUANT.	%
TOTAL AREA	yd^2	507.6	
SHADE/DEBRIS	yd^2	0	
PREPARATION, DECKS, TYPE 1	yd^2	8.9	1.8
PREPARATION, DECKS, TYPE 2	yd^2	0.9	0.2
FULL DEPTH DECK REPAIR	yd^2	0	0

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-117

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
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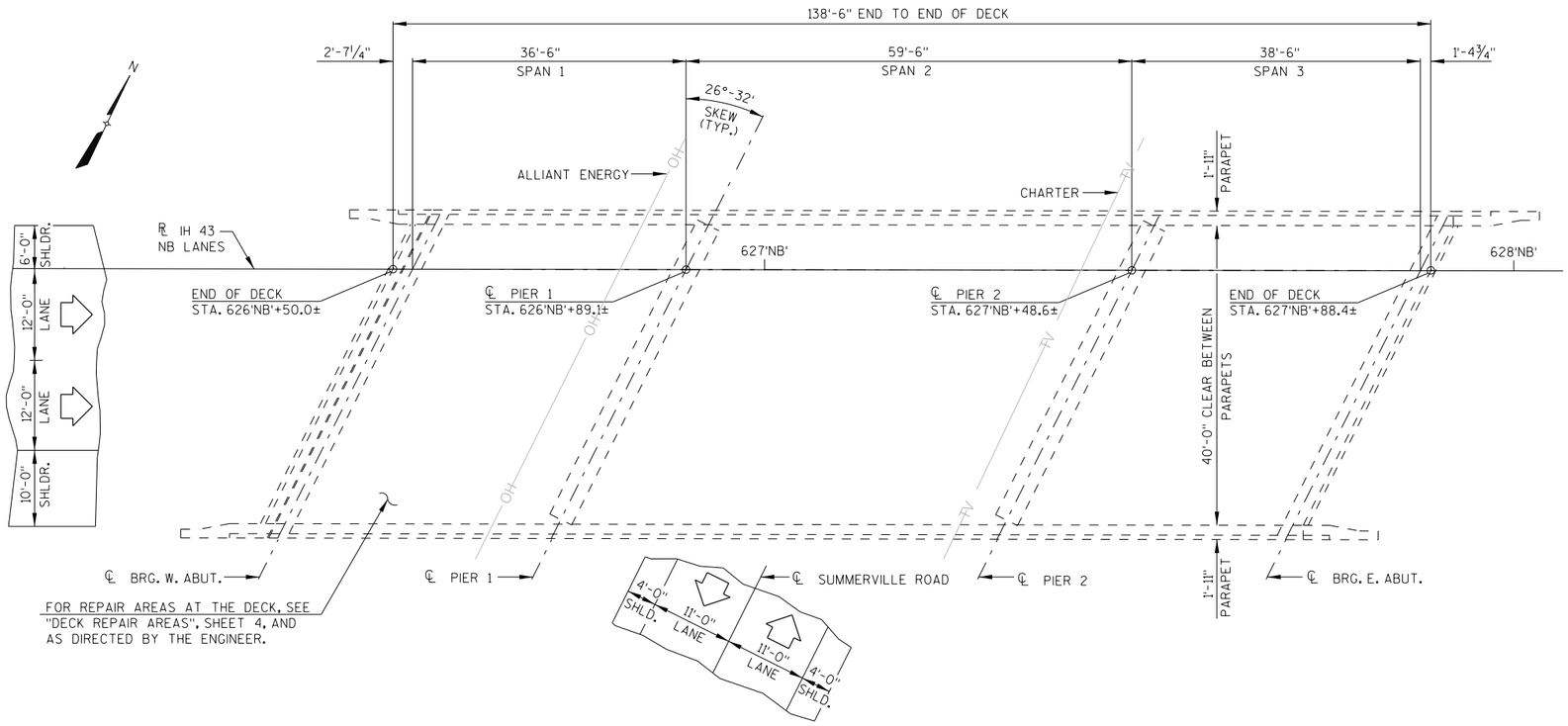
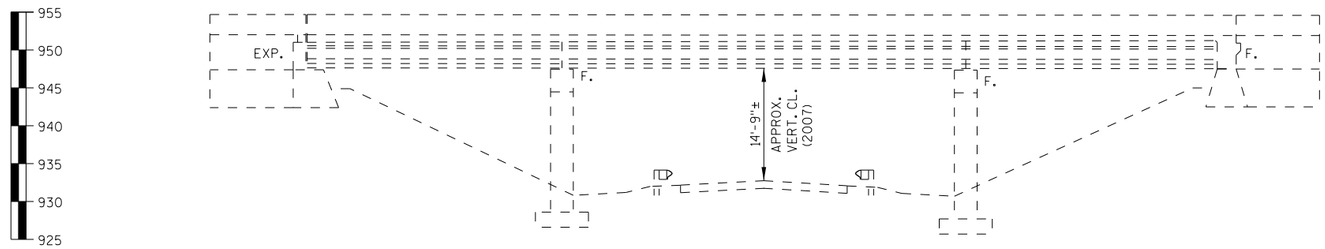


PLAN - B-53-118

(3 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-118

(NORMAL TO SUMMERVILLE ROAD)

STATE PROJECT NUMBER

1093-01-82

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-19
(TAKEN FROM HSI, 8/19/2013)
OPERATIONAL RATING: HS-36
(TAKEN FROM HSI, 8/19/2013)
MAX STANDARD PERMIT VEHICLE: 230 KIPS
(TAKEN FROM HSI, 8/19/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER —— f'c = 3,500 PSI

TRAFFIC DATA

SUMMERVILLE ROAD

A.D.T. (2012) = 147
A.D.T. (2032) = 165
DESIGN SPEED = 60 M.P.H.

IH 43 NB

A.D.T. (2019) = 9400
A.D.T. (2039) = 11,280
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261

CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

8/13/2021

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/16/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-118

IH 43 NB OVER SUMMERVILLE ROAD

COUNTY	TOWN ~~/CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	MES	MSK

GENERAL PLAN

SHEET 1 OF 4
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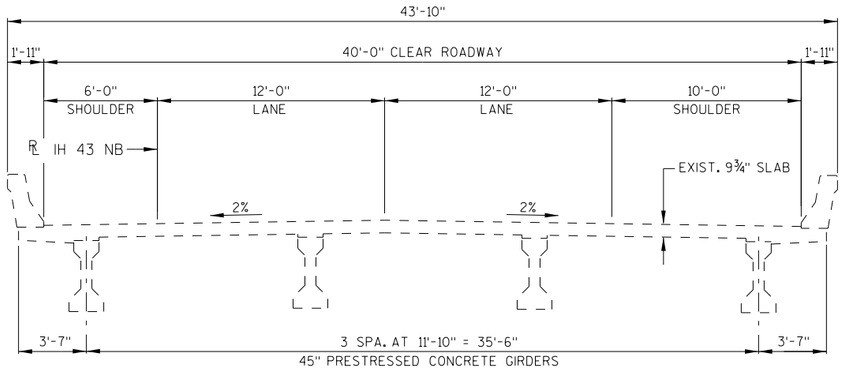
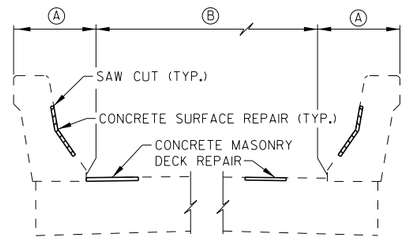
STATE PROJECT NUMBER
1093-01-82



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	113
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	620
509.0301	PREPARATION DECKS TYPE 1	SY	53
509.0302	PREPARATION DECKS TYPE 2	SY	21
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	366
509.1500	CONCRETE SURFACE REPAIR	SF	120
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	7
509.9020.S	EPOXY CRACK SEALING	LF	12
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	10

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS FOR REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-118

DRAWN BY MES | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

SHEET 2 OF 4
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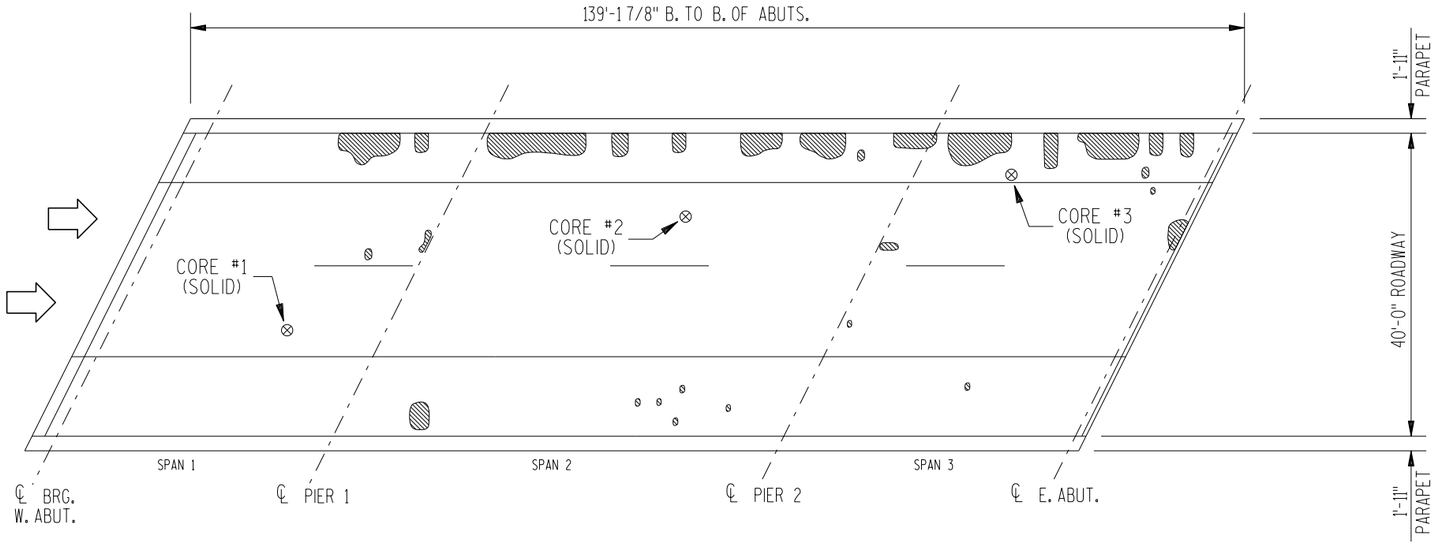
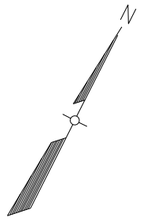
STATE PROJECT NUMBER
1093-01-82



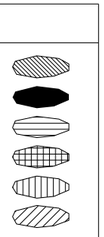


PLAN

DECK INSPECTION RESULTS

FIELD OBSERVATIONS SUMMARY		S.N. B-53-118	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft²	5540	
SHADE/DEBRIS	ft²	0	
DELAMINATION	ft²	212	3.8
SPALL	ft²	0	0
DEBOND	ft²	0	0
ASPHALT PATCH	ft²	0	0
CONCRETE PATCH	ft²	0	0

LEGEND



SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-118

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

SHEET 3 OF 4
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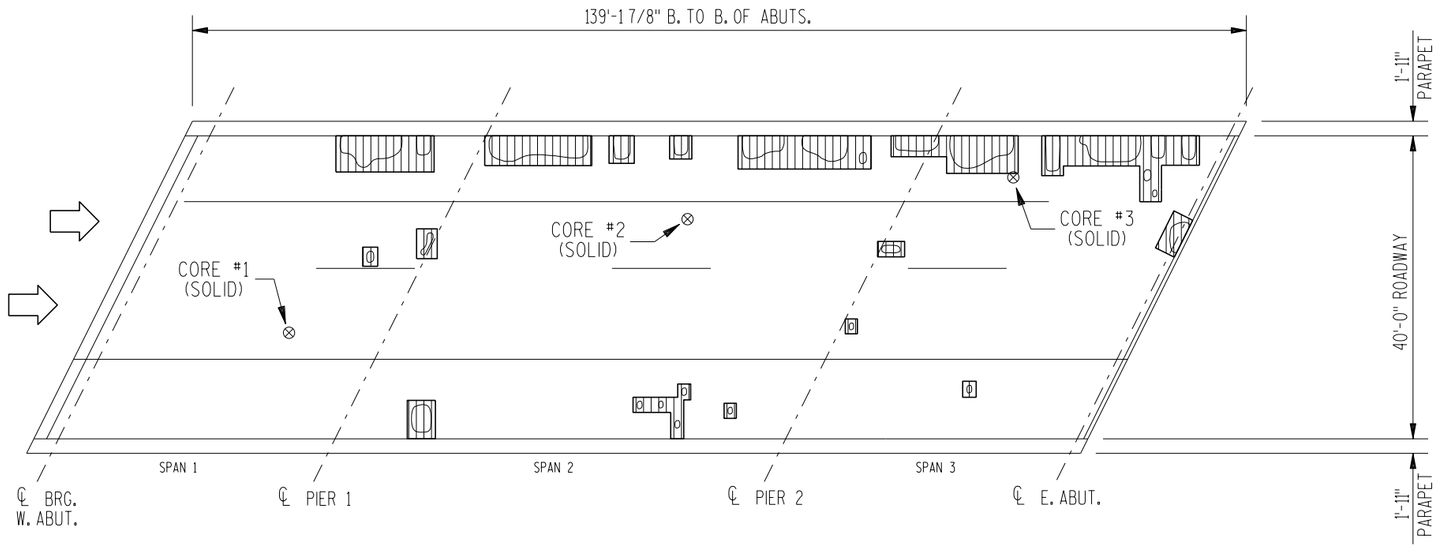
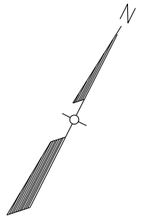
STATE PROJECT NUMBER
1093-01-82





PLAN

PROPOSED REHAB AREAS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY

INFRARED INSPECTION DATES: 5/18/18 & 6/4/18

REHAB AREA SUMMARY		S.N. B-53-118	
ITEM	UNIT	QUANT.	%
TOTAL AREA	yd^2	615.6	
SHADE/DEBRIS	yd^2	0	
PREPARATION, DECKS, TYPE 1	yd^2	52.5	8.5
PREPARATION, DECKS, TYPE 2	yd^2	21.0	3.4
FULL DEPTH DECK REPAIR	yd^2	0	0

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-118

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
355

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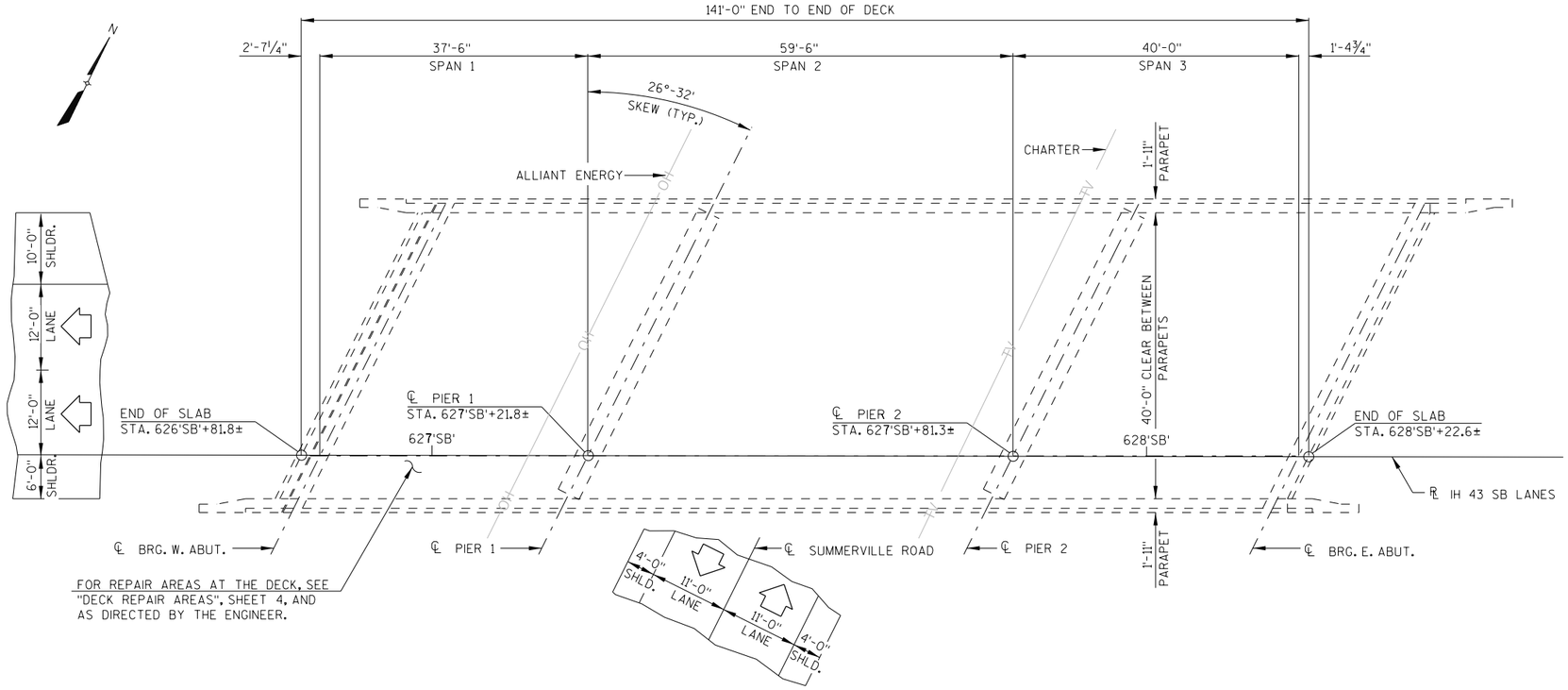
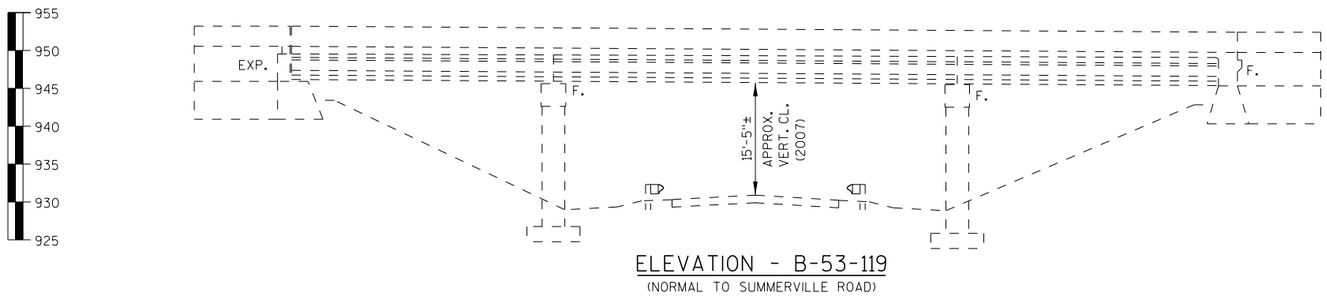
STATE PROJECT NUMBER
1093-01-82



PLAN - B-53-119

(3 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-119

(NORMAL TO SUMMERVILLE ROAD)

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-24
(TAKEN FROM HSI, 8/21/2013)
OPERATIONAL RATING: HS-32
(TAKEN FROM HSI, 8/21/2013)
MAX STANDARD PERMIT VEHICLE: 240 KIPS
(TAKEN FROM HSI, 8/21/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI

TRAFFIC DATA

SUMMERVILLE ROAD

A.D.T. (2012) = 147
A.D.T. (2032) = 165
DESIGN SPEED = 60 M.P.H.

IH 43 SB

A.D.T. (2019) = 9400
A.D.T. (2039) = 11,280
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

8/13/2021

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 08/16/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-119

IH 43 SB OVER SUMMERVILLE ROAD

COUNTY	TOWN/~~CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

SHEET 1 OF 4
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8

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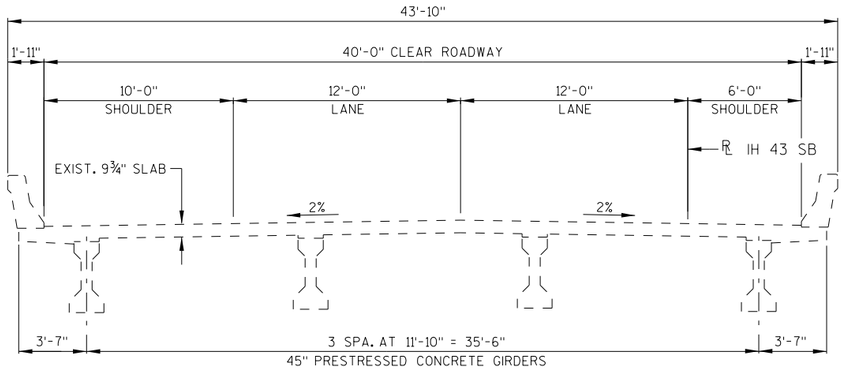
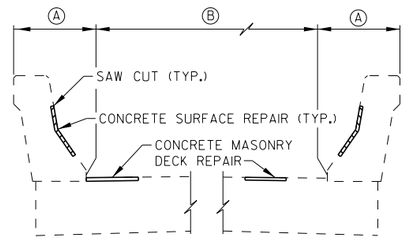
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND

Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS

Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	120
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	630
509.0301	PREPARATION DECKS TYPE 1	SY	56
509.0302	PREPARATION DECKS TYPE 2	SY	14
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	438
509.1500	CONCRETE SURFACE REPAIR	SF	230
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	6
509.9020.S	EPOXY CRACK SEALING	LF	23
604.9010.S	SLOPE PAVING CRUSHED AGGREGATE	CY	4

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS FOR REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-119

DRAWN BY MES | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

SHEET 2 OF 4
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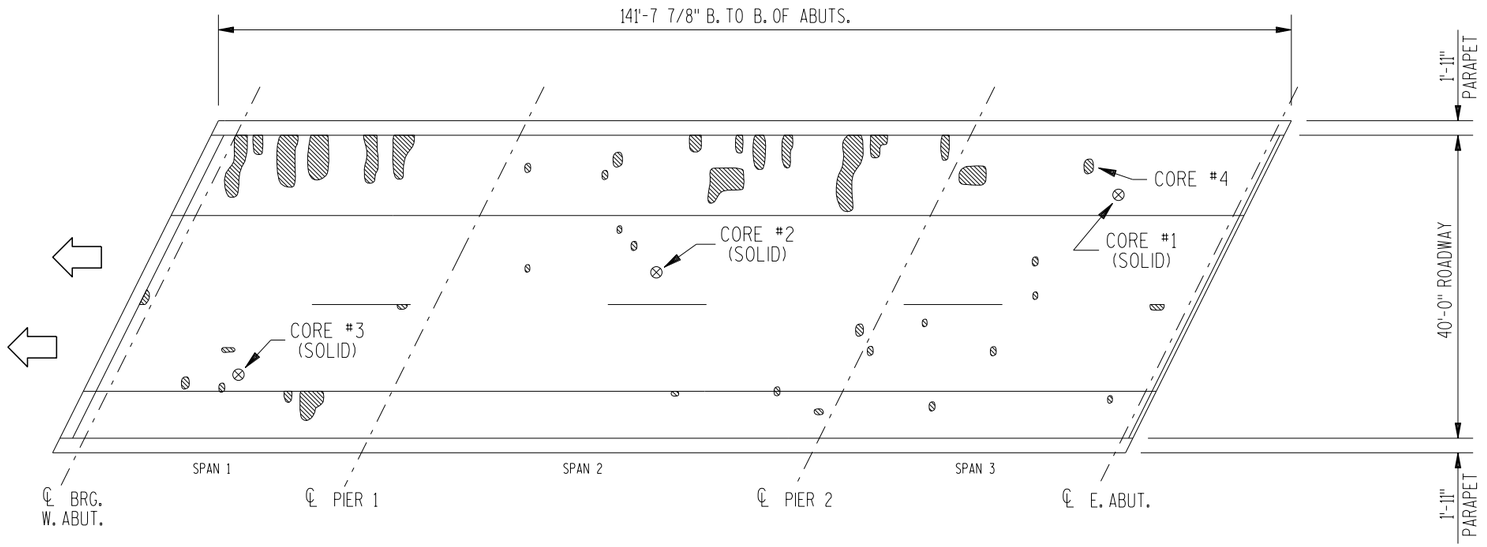
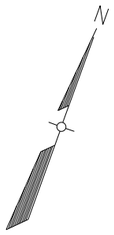
STATE PROJECT NUMBER
1093-01-82





PLAN

DECK INSPECTION RESULTS

FIELD OBSERVATIONS SUMMARY		S.N. B-53-119	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	5640	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	169	3.0
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
CONCRETE PATCH	ft^2	0	0

LEGEND
- DELAMINATION
- SPALL
- DEBOND
- ASPHALT PATCH
- CONCRETE PATCH
- SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/4/18

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-119

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

SHEET 3 OF 4
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8

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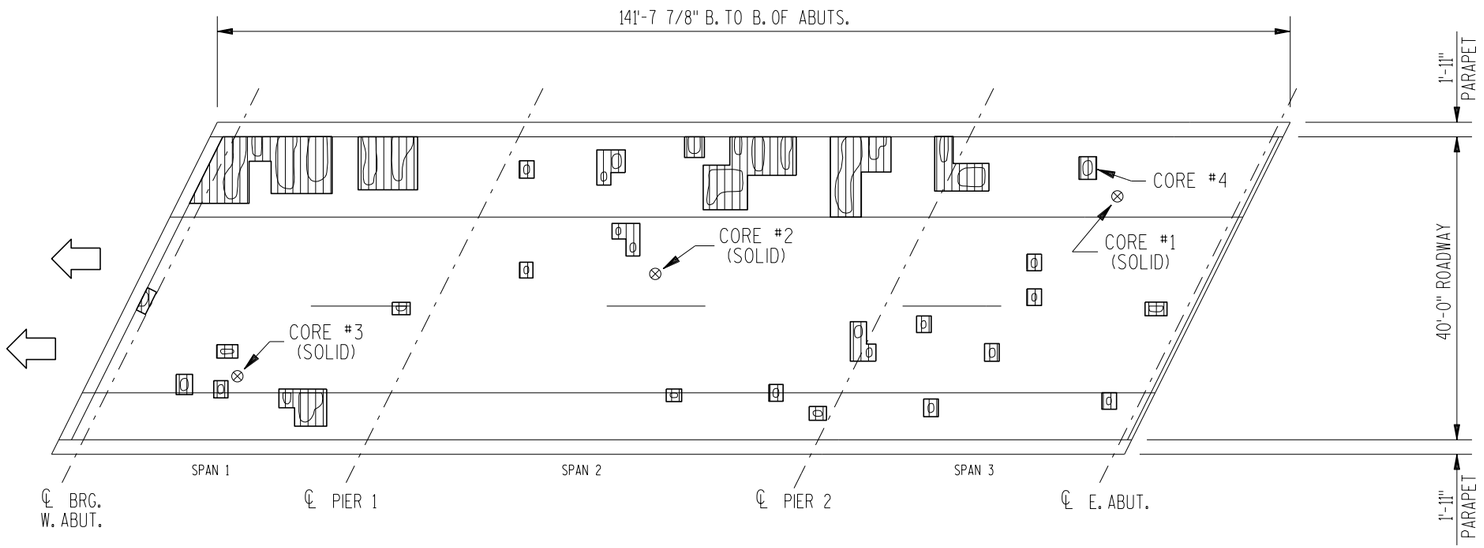
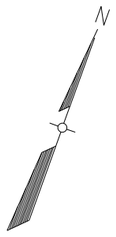
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-82





PLAN

PROPOSED REHAB AREAS

REHAB AREA SUMMARY		S.N. B-53-119	
ITEM	UNIT	QUANT.	%
TOTAL AREA	yd^2	626.7	
SHADE/DEBRIS	yd^2	0	
PREPARATION, DECKS, TYPE 1	yd^2	55.7	8.9
PREPARATION, DECKS, TYPE 2	yd^2	13.9	2.2
FULL DEPTH DECK REPAIR	yd^2	0	0

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/4/18

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-119

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
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STAGE 1A - CROSSOVER XO1A

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
76+00.00		25.26	0.69	-	0	0	0	0	0
76+50.00	50	30.50	0.46	-	56	1	56	1	56
77+00.00	50	27.53	-	-	54	0	110	1	109
77+50.00	50	26.35	0.80	-	50	1	160	2	158
78+00.00	50	25.67	4.69	-	48	5	208	7	201
78+50.00	50	31.20	0.53	-	53	5	261	12	249
79+00.00	50	30.38	3.00	-	57	3	318	15	303
79+50.00	50	32.64	3.90	-	58	6	376	22	355
80+00.00	50	33.58	3.62	-	61	7	438	29	409
80+50.00	50	34.00	4.06	-	63	7	500	36	465
81+00.00	50	33.66	3.91	-	63	7	563	43	520
81+50.00	50	34.29	2.54	-	63	6	626	49	577
82+00.00	50	32.69	3.02	-	62	5	688	54	634
82+50.00	50	31.53	5.96	-	59	8	747	62	685
83+00.00	50	33.03	6.44	-	60	11	807	74	733
83+50.00	50	33.21	6.98	-	61	12	868	86	782
84+00.00	50	34.04	6.52	-	62	13	931	99	832
84+50.00	50	35.01	5.24	-	64	11	995	110	885
85+00.00	50	35.90	4.05	-	66	9	1060	118	942
85+50.00	50	36.37	4.66	-	67	8	1127	126	1001
86+00.00	50	36.48	4.25	-	67	8	1195	135	1060
86+15.44	15	36.92	3.95	-	21	2	1216	137	1079
86+50.00	35	38.81	1.87	-	48	4	1264	141	1123
86+55.17	5	40.60	1.21	-	8	0	1272	141	1131
87+00.00	45	39.15	5.57	-	66	6	1338	147	1191
87+50.00	50	38.33	8.36	-	72	13	1410	160	1250
88+00.00	50	28.46	18.30	-	62	25	1471	184	1287
88+50.00	50	29.41	19.74	-	54	35	1525	219	1306
89+00.00	50	25.12	19.51	-	50	36	1575	256	1320
89+50.00	50	13.11	20.12	-	35	37	1611	293	1318
90+00.00	50	7.09	16.54	-	19	34	1630	326	1303
90+50.00	50	6.43	8.94	-	13	24	1642	350	1292
90+75.00	25	9.59	5.48	-	7	7	1650	357	1293

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO1A CONTINUED

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
91+00.00	25	12.77	3.54	-	10	4	1660	361	1299
91+50.00	50	16.94	2.90	-	28	6	1687	367	1321
92+00.00	50	18.77	7.66	-	33	10	1720	377	1344
92+50.00	50	28.75	10.87	-	44	17	1764	394	1371
93+00.00	50	29.15	16.20	-	54	25	1818	419	1399
93+50.00	50	33.38	22.77	-	58	36	1876	455	1421
94+00.00	50	35.96	18.55	-	64	38	1940	493	1447
94+50.00	50	40.08	21.97	-	70	38	2011	531	1480
95+00.00	50	39.23	20.06	-	73	39	2084	570	1514
95+50.00	50	37.41	18.71	-	71	36	2155	606	1549
96+00.00	50	35.46	18.82	-	67	35	2222	640	1582
96+50.00	50	32.55	19.76	-	63	36	2285	676	1609
97+00.00	50	31.19	15.24	-	59	32	2344	708	1636
97+50.00	50	30.66	8.17	-	57	22	2402	730	1672
98+00.00	50	30.95	12.61	-	57	19	2459	749	1709
98+50.00	50	33.53	7.08	-	60	18	2518	768	1751
99+00.00	50	33.03	2.97	-	62	9	2580	777	1803
99+50.00	50	31.23	1.35	-	60	4	2640	781	1859
100+00.00	50	30.30	0.81	-	57	2	2697	783	1914
100+50.00	50	32.15	0.05	-	58	1	2754	784	1971
101+00.00	50	31.54	0.05	-	59	0	2813	784	2030
101+50.00	50	26.95	-	-	54	0	2868	784	2084
102+00.00	50	24.41	-	-	48	0	2915	784	2131
102+50.00	50	22.71	-	-	44	0	2959	784	2175
102+89.27	39	22.36	0.05	-	33	0	2991	784	2208
Column totals					2991	784			

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO1B

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
76+00.00		26.59	-	-	0	0	0	0	0
76+50.00	50	27.19	15.21	-	50	28	50	28	22
77+00.00	50	25.11	17.01	-	48	30	99	58	41
77+50.00	50	24.84	21.49	-	46	36	145	94	51
78+00.00	50	24.40	5.93	-	46	25	191	119	72
78+50.00	50	24.27	46.17	-	45	48	236	167	68
79+00.00	50	26.12	53.25	-	47	92	282	259	23
79+50.00	50	27.37	57.36	-	50	102	332	362	-30
80+00.00	50	29.92	62.50	-	53	111	385	473	-88
80+50.00	50	29.25	63.08	-	55	116	440	589	-149
81+00.00	50	29.90	58.21	-	55	112	494	701	-207
81+50.00	50	29.16	54.46	-	55	104	549	806	-256
82+00.00	50	28.77	59.13	-	54	105	603	911	-308
82+50.00	50	30.81	59.23	-	55	110	658	1020	-362
83+00.00	50	30.24	61.02	-	57	111	714	1132	-417
83+50.00	50	31.66	56.78	-	57	109	772	1241	-469
84+00.00	50	35.06	47.74	-	62	97	834	1338	-504
84+50.00	50	35.47	43.00	-	65	84	899	1422	-523
85+00.00	50	36.79	40.68	-	67	77	966	1499	-533
85+50.00	50	37.22	41.15	-	69	76	1034	1575	-541
86+00.00	50	16.32	37.29	-	50	73	1084	1648	-564
86+50.00	50	14.03	25.56	-	28	58	1112	1706	-594
87+00.00	50	5.72	16.17	-	18	39	1130	1744	-614
87+50.00	50	4.31	13.99	-	9	28	1140	1772	-633

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO1B CONTINUED

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
88+00.00	50	8.64	12.54	-	12	25	1152	1797	-645
88+50.00	50	16.44	20.96	-	23	31	1175	1828	-653
89+00.00	50	29.61	0.02	-	43	19	1217	1847	-630
89+50.00	50	31.21	0.12	-	56	0	1274	1847	-574
90+00.00	50	27.37	0.04	-	54	0	1328	1848	-520
90+50.00	50	31.65	0.01	-	55	0	1383	1848	-465
91+00.00	50	37.33	12.46	-	64	12	1447	1859	-413
91+50.00	50	37.45	7.98	-	69	19	1516	1878	-362
92+00.00	50	35.79	9.19	-	68	16	1584	1894	-310
92+50.00	50	33.61	11.81	-	64	19	1648	1913	-266
93+00.00	50	33.38	13.44	-	62	23	1710	1937	-227
93+50.00	50	29.90	15.82	-	59	27	1768	1964	-195
94+00.00	50	30.36	15.77	-	56	29	1824	1993	-169
94+50.00	50	29.53	18.28	-	55	32	1880	2025	-145
95+00.00	50	28.98	20.69	-	54	36	1934	2061	-127
95+50.00	50	30.77	19.39	-	55	37	1989	2098	-109
96+00.00	50	29.34	17.51	-	56	34	2045	2132	-87
96+50.00	50	28.78	10.31	-	54	26	2099	2158	-59
97+00.00	50	26.19	4.98	-	51	14	2150	2172	-22
97+50.00	50	25.58	3.20	-	48	8	2197	2180	18
98+00.00	50	25.34	2.53	-	47	5	2245	2185	60
98+50.00	50	26.31	1.27	-	48	4	2292	2188	104
99+00.00	50	26.76	1.04	-	49	2	2342	2190	151
99+50.00	50	27.88	2.29	-	51	3	2392	2194	199
99+67.28	17	27.64	1.70	-	18	1	2410	2195	215
Column totals					2410	2195			

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO2A

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
464+00.00		20.67	0.02	-	0	0	0	0	0
464+50.00	50	21.62	-	-	40	0	40	0	40
465+00.00	50	21.58	-	-	40	0	80	0	80
465+50.00	50	38.83	-	-	56	0	136	0	136
466+00.00	50	38.61	-	-	72	0	208	0	208
466+50.00	50	23.46	7.57	-	57	7	265	7	258
467+00.00	50	24.88	6.91	-	45	13	310	20	289
467+50.00	50	26.63	9.50	-	48	15	358	36	322
468+00.00	50	30.05	8.03	-	52	16	410	52	358
468+50.00	50	32.64	0.05	-	58	7	468	59	409
469+00.00	50	33.37	-	-	61	0	529	59	470
469+50.00	50	23.39	-	-	53	0	582	59	522
470+00.00	50	23.87	5.29	-	44	5	626	64	561
470+50.00	50	26.21	13.86	-	46	18	672	82	590
471+00.00	50	28.26	12.60	-	50	25	722	107	616
471+50.00	50	3.56	16.36	-	29	27	752	133	619
472+00.00	50	5.15	9.99	-	8	24	760	158	602
472+50.00	50	7.63	7.24	-	12	16	772	174	598
473+00.00	50	14.32	2.93	-	20	9	792	183	609
473+50.00	50	20.55	0.85	-	32	4	824	187	638
474+00.00	50	24.13	7.73	-	41	8	866	195	671
474+50.00	50	27.86	13.67	-	48	20	914	214	700
475+00.00	50	26.98	16.17	-	51	28	965	242	723
475+50.00	50	32.97	15.70	-	56	30	1020	271	749
476+00.00	50	37.19	9.01	-	65	23	1085	294	791
476+50.00	50	35.54	7.29	-	67	15	1152	309	843
477+00.00	50	33.91	7.26	-	64	13	1217	323	894
477+50.00	50	33.48	6.99	-	62	13	1279	336	943
478+00.00	50	33.68	6.31	-	62	12	1341	348	993
478+50.00	50	34.10	6.44	-	63	12	1404	360	1044
479+00.00	50	34.34	4.00	-	63	10	1467	370	1098
479+50.00	50	33.35	5.76	-	63	9	1530	379	1151
480+00.00	50	33.68	1.89	-	62	7	1592	386	1206
480+50.00	50	29.45	0.59	-	58	2	1651	388	1262
481+00.00	50	24.89	0.34	-	50	1	1701	389	1312
481+50.00	50	22.40	-	-	44	0	1745	390	1355
482+00.00	50	22.40	-	-	41	0	1786	390	1397
			Column totals		1786	390			

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO2B

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
461+00.00		20.94	0.10	-	0	0	0	0	0
461+50.00	50	20.83	0.04	-	39	0	39	0	39
462+00.00	50	21.23	0.03	-	39	0	78	0	77
462+50.00	50	21.24	-	-	39	0	117	0	117
463+00.00	50	21.13	0.02	-	39	0	156	0	156
463+50.00	50	20.95	0.05	-	39	0	195	0	195
464+00.00	50	21.91	1.36	-	40	1	235	2	233
464+50.00	50	24.87	4.10	-	43	5	278	7	271
465+00.00	50	31.10	3.18	-	52	7	330	13	317
465+50.00	50	46.04	-	-	71	3	401	16	385
466+00.00	50	44.68	1.02	-	84	1	485	17	468
466+50.00	50	32.15	19.28	-	71	19	556	36	520
467+00.00	50	27.76	20.30	-	55	37	612	73	539
467+50.00	50	19.65	20.34	-	44	38	656	110	545
468+00.00	50	13.21	20.10	-	30	37	686	148	538
468+50.00	50	13.45	14.57	-	25	32	711	180	531
469+00.00	50	8.15	8.99	-	20	22	731	202	529
469+50.00	50	8.42	9.36	-	15	17	746	219	528
470+00.00	50	8.59	7.97	-	16	16	762	235	527
470+50.00	50	2.70	12.87	-	10	19	772	254	518
471+00.00	50	-	24.00	-	3	34	775	288	487
471+50.00	50	11.16	1.82	-	10	24	785	312	473
472+00.00	50	17.33	0.87	-	26	2	812	315	497
472+50.00	50	24.34	0.19	-	39	1	850	316	535
473+00.00	50	21.32	0.37	-	42	1	893	316	576
473+50.00	50	23.43	1.64	-	41	2	934	318	616
474+00.00	50	27.76	2.67	-	47	4	981	322	659
474+50.00	50	29.53	15.26	-	53	17	1034	339	696
475+00.00	50	30.49	17.62	-	56	30	1090	369	721
475+50.00	50	31.92	14.16	-	58	29	1148	398	749
476+00.00	50	30.97	14.85	-	58	27	1206	425	781
476+50.00	50	32.79	15.88	-	59	28	1265	454	811
477+00.00	50	31.45	14.28	-	59	28	1325	482	843
477+50.00	50	33.76	12.14	-	60	24	1385	506	879
478+00.00	50	32.75	13.58	-	62	24	1446	530	917
478+50.00	50	34.09	12.14	-	62	24	1508	554	955
479+00.00	50	33.67	14.73	-	63	25	1571	579	993
479+50.00	50	32.40	15.78	-	61	28	1632	607	1025
480+00.00	50	32.47	13.97	-	60	28	1692	634	1058
480+50.00	50	33.55	12.89	-	61	25	1753	659	1094
481+00.00	50	35.69	12.73	-	64	24	1818	683	1135
481+50.00	50	34.82	13.94	-	65	25	1883	708	1175
482+00.00	50	31.17	16.95	-	61	29	1944	736	1208
482+50.00	50	31.80	10.28	-	58	25	2002	761	1241
483+00.00	50	31.88	14.03	-	59	23	2061	784	1277
483+50.00	50	31.78	13.62	-	59	26	2120	810	1311
484+00.00	50	31.82	12.57	-	59	24	2179	834	1345
484+04.75	5	31.84	12.72	-	6	2	2185	836	1349
				Column totals	2185	836			

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO3A

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
681+00.00		32.30	-	-	0	0	0	0	0
681+50.00	50	39.50	-	-	73	0	73	0	73
682+00.00	50	64.33	-	-	96	0	169	0	169
682+50.00	50	39.45	-	-	96	0	265	0	265
683+00.00	50	30.10	-	-	64	0	330	0	330
683+50.00	50	30.55	-	-	56	0	386	0	386
684+00.00	50	31.90	0.05	-	58	0	444	0	444
684+50.00	50	33.22	-	-	60	0	504	0	504
685+00.00	50	38.39	-	-	66	0	570	0	570
685+50.00	50	33.62	1.36	-	67	1	637	1	636
686+00.00	50	40.16	0.23	-	68	1	705	3	703
686+50.00	50	39.01	0.09	-	73	0	779	3	776
687+00.00	50	34.20	0.75	-	68	1	846	4	843
687+50.00	50	35.75	0.05	-	65	1	911	5	907
688+00.00	50	36.57	0.52	-	67	1	978	5	973
688+50.00	50	40.47	1.32	-	71	2	1050	7	1043
689+00.00	50	43.88	1.30	-	78	2	1128	9	1118
689+50.00	50	43.85	3.68	-	81	5	1209	14	1195
690+00.00	50	48.41	5.06	-	85	8	1294	22	1272
690+50.00	50	46.97	4.51	-	88	9	1383	31	1352
691+00.00	50	43.12	9.05	-	83	13	1466	43	1423
691+50.00	50	27.30	11.74	-	65	19	1531	63	1469
692+00.00	50	21.46	3.10	-	45	14	1576	76	1500
692+50.00	50	28.42	4.12	-	46	7	1623	83	1539
692+67.10	17	61.19	3.53	-	28	2	1651	86	1565
693+00.00	33	44.36	2.90	-	64	4	1715	89	1626
693+50.00	50	22.73	4.40	-	62	7	1777	96	1681
694+00.00	50	21.40	3.72	-	41	8	1818	104	1714
694+50.00	50	30.75	2.56	-	48	6	1866	110	1757
695+00.00	50	36.17	15.28	-	62	17	1928	126	1802
695+50.00	50	39.83	16.92	-	70	30	1999	156	1843
696+00.00	50	38.42	21.04	-	72	35	2071	191	1880
696+27.20	27	40.06	17.92	-	40	20	2111	211	1900
696+50.00	23	41.37	5.80	-	34	10	2145	221	1925
697+00.00	50	36.05	7.82	-	72	13	2217	233	1984
697+50.00	50	33.62	4.97	-	65	12	2281	245	2036
698+00.00	50	30.98	0.35	-	60	5	2341	250	2091
698+50.00	50	30.06	-	-	57	0	2398	250	2147
699+00.00	50	27.81	-	-	54	0	2451	250	2201
699+50.00	50	27.10	-	-	51	0	2502	250	2252
700+00.00	50	28.54	-	-	52	0	2554	250	2303
700+50.00	50	28.15	-	-	52	0	2606	250	2356
701+00.00	50	28.03	-	-	52	0	2658	250	2408
701+40.50	41	28.24	-	-	42	0	2700	250	2450
			Column totals		2700	250			

Note 1: Mass Ordinate = Cut - Fill

STAGE 1A - CROSSOVER XO3B

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
680+00.00		23.20	-	-	0	0	0	0	0
680+50.00	50	24.79	-	-	46	0	46	0	46
681+00.00	50	23.92	-	-	45	0	91	0	91
681+50.00	50	26.73	-	-	47	0	138	0	138
682+00.00	50	26.25	-	-	49	0	187	0	187
682+50.00	50	25.35	-	-	48	0	235	0	235
683+00.00	50	34.82	-	-	56	0	290	0	290
683+50.00	50	33.32	-	-	63	0	354	0	354
684+00.00	50	34.82	0.94	-	63	1	417	1	416
684+50.00	50	32.53	0.84	-	62	2	479	3	476
685+00.00	50	35.08	0.06	-	63	1	542	3	538
685+50.00	50	36.71	-	-	66	0	608	3	605
686+00.00	50	39.14	-	-	70	0	678	3	675
686+50.00	50	38.37	-	-	72	0	750	3	747
687+00.00	50	38.15	0.63	-	71	1	821	4	817
687+50.00	50	40.85	0.49	-	73	1	894	5	889
688+00.00	50	44.36	1.57	-	79	2	973	7	966
688+50.00	50	43.91	5.45	-	82	7	1055	13	1041
689+00.00	50	41.58	8.87	-	79	13	1134	27	1107
689+50.00	50	50.09	7.50	-	85	15	1219	42	1177
690+00.00	50	47.99	8.80	-	91	15	1310	57	1253
690+50.00	50	28.55	1.70	-	71	10	1380	67	1314
691+00.00	50	19.56	4.38	-	45	6	1425	72	1353
691+50.00	50	7.62	9.92	-	25	13	1450	86	1365
692+00.00	50	9.19	8.55	-	16	17	1466	103	1363
692+50.00	50	20.86	5.47	-	28	13	1494	116	1378
693+00.00	50	11.37	2.70	-	30	8	1523	123	1400
693+50.00	50	20.18	1.02	-	29	3	1553	127	1426
694+00.00	50	40.84	-	-	57	1	1609	128	1482
694+50.00	50	44.23	-	-	79	0	1688	128	1560
695+00.00	50	42.63	9.18	-	80	9	1768	136	1632
695+50.00	50	39.08	9.03	-	76	17	1844	153	1691
696+00.00	50	34.01	11.44	-	68	19	1912	172	1740
696+50.00	50	32.50	2.49	-	62	13	1973	185	1788
697+00.00	50	29.46	1.84	-	57	4	2031	189	1842
697+50.00	50	25.29	0.44	-	51	2	2081	191	1890
698+00.00	50	24.38	-	-	46	0	2127	191	1936
698+50.00	50	22.27	-	-	43	0	2170	191	1979
699+00.00	50	23.12	-	-	42	0	2212	191	2021
699+50.00	50	22.38	-	-	42	0	2255	191	2063
700+00.00	50	23.06	-	-	42	0	2297	191	2105
				Column totals	2297	191			

Note 1: Mass Ordinate = Cut - Fill

STAGE 1B - I-43 SOUTHBOUND

STATION	Distance	AREA (SF)			Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	EBS	Cut	Fill	Cut 1.00	Fill 1.00	
431+01.00		157.93	0.06	-	0	0	0	0	0
432+00.00	99	175.51	0.22	-	644	1	644	1	643
433+00.00	100	175.08	0.25	-	649	1	1293	2	1291
433+02.91	3	174.70	0.31	-	19	0	1312	2	1310
433+27.99	25	168.24	-	-	159	0	1471	2	1469
433+53.06	25	164.38	0.02	-	154	0	1625	2	1623
434+00.00	47	159.97	1.95	-	282	2	1907	4	1904
435+00.00	100	168.52	-	-	608	4	2516	7	2508
436+00.00	100	179.12	3.83	-	644	7	3159	14	3145
436+15.60	16	119.24	-	-	86	1	3246	15	3230
437+79.20		116.33	-	-	0	0	3246	15	3230
438+00.00	21	162.54	1.66	-	107	1	3353	16	3337
439+00.00	100	169.06	0.14	-	614	3	3967	19	3948
440+00.00	100	163.10	0.25	-	615	1	4582	20	4562
440+06.19	6	163.54	0.05	-	37	0	4620	20	4599
440+31.22	25	165.71	0.08	-	153	0	4772	20	4752
440+45.20	14	166.67	1.26	-	86	0	4858	21	4838
440+56.35	11	167.17	3.56	-	69	1	4927	22	4906
440+70.19	14	167.12	2.10	-	86	1	5013	23	4990
440+95.18	25	169.04	0.91	-	156	1	5168	24	5144
441+00.00	5	168.53	0.80	-	30	0	5199	25	5174
442+00.00	100	148.48	3.19	-	587	7	5786	32	5754
442+95.00	95	155.50	0.50	-	535	6	6320	38	6282
511+33.00		167.96	-	-	0	0	6320	38	6282
512+00.00	67	173.35	0.01	-	423	0	6744	38	6705
513+00.00	100	185.36	1.76	-	664	3	7408	42	7366
513+54.20	54	196.46	1.13	-	383	3	7791	45	7747
513+79.18	25	194.86	0.08	-	181	1	7972	45	7927
513+92.80	14	193.53	0.04	-	98	0	8070	45	8025
514+00.00	7	193.06	0.02	-	52	0	8122	45	8077
514+04.16	4	192.70	0.01	-	30	0	8152	45	8106
514+17.84	14	193.14	0.16	-	98	0	8249	45	8204
514+42.81	25	194.44	0.63	-	179	0	8429	46	8383
515+00.00	57	193.62	0.74	-	411	1	8840	47	8793
516+00.00	100	157.86	1.44	-	651	4	9490	51	9439
516+53.84		118.13	-	-	0	0	9490	51	9439
517+66.82	113	116.13	-	-	490	0	9981	51	9930
518+00.00	33	192.81	1.16	-	190	1	10170	52	10119
519+00.00	100	175.70	0.43	-	682	3	10853	55	10798
520+00.00	100	175.93	1.27	-	651	3	11504	58	11446

Note 1: Mass Ordinate = Cut - Fill

STAGE 1B - I-43 SOUTHBOUND CONTINUED

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
520+31.13	31	180.39	1.41	-	205	2	11709	59	11650
520+54.88	24	181.48	2.54	-	159	2	11869	61	11807
520+56.13	1	181.71	2.66	-	8	0	11877	61	11816
520+79.88	24	185.06	5.21	-	161	3	12038	65	11974
520+81.13	1	185.26	5.41	-	9	0	12047	65	11982
521+00.00	19	187.52	8.65	-	130	5	12177	70	12107
521+04.88	5	187.24	9.59	-	34	2	12211	72	12139
522+00.00	95	168.39	3.37	-	626	23	12837	94	12743
522+87.00	87	159.08	0.22	-	528	6	13365	100	13265
621+66.00		156.72	0.41	-	0	0	13365	100	13265
622+00.00	34	156.60	0.96	-	197	1	13562	101	13461
623+00.00	100	164.67	-	-	595	2	14157	103	14054
624+00.00	100	178.96	0.20	-	636	0	14794	103	14690
624+01.33	1	179.09	0.20	-	9	0	14802	103	14699
624+17.02	16	180.27	0.22	-	104	0	14907	103	14804
624+26.31	9	182.12	0.03	-	62	0	14969	103	14866
624+42.02	16	184.44	-	-	107	0	15076	103	14972
624+51.29	9	185.28	-	-	63	0	15139	103	15036
624+67.02	16	183.14	-	-	107	0	15247	103	15143
625+00.00	33	179.05	-	-	221	0	15468	103	15364
626+00.00	100	184.16	-	-	673	0	16140	103	16037
626+81.80		119.82	-	-	0	0	16140	103	16037
628+22.60	141	87.60	-	-	541	0	16681	103	16578
629+00.00	77	202.28	-	-	415	0	17097	103	16993
630+00.00	100	185.59	-	-	718	0	17815	103	17712
630+54.23	54	175.06	-	-	362	0	18177	103	18074
630+67.82	14	174.31	-	-	88	0	18265	103	18162
630+79.06	11	174.59	-	-	73	0	18338	103	18234
630+92.86	14	175.31	-	-	89	0	18427	103	18324
631+00.00	7	177.17	0.30	-	47	0	18474	103	18370
631+03.87	4	178.92	0.38	-	25	0	18499	103	18396
631+17.91	14	180.73	0.17	-	94	0	18593	104	18489
632+00.00	82	171.87	0.20	-	536	1	19129	104	19025
633+00.00	182	165.38	-	-	1164	1	19757	104	19653
633+50.00	150	163.32	0.20	-	927	1	20056	105	19951
				Column totals	21220	106			

Note 1: Mass Ordinate = Cut - Fill

STAGE 2A - I-43 NORTHBOUND

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
430+98.00		156.84	0.03	-	0	0	0	0	0
431+00.00	2	156.74	0.05	-	12	0	12	0	12
432+00.00	100	158.25	0.42	-	583	1	595	1	594
432+93.58	94	171.91	6.58	-	572	12	1167	13	1154
433+00.00	6	172.32	6.80	-	41	2	1208	15	1193
433+18.59	19	173.57	8.04	-	119	5	1327	20	1307
433+43.60	25	176.09	10.08	-	162	8	1489	28	1461
433+55.46	12	173.43	12.85	-	77	5	1566	33	1533
433+80.38	25	168.56	6.76	-	158	9	1724	42	1681
434+00.00	20	165.86	1.59	-	121	3	1845	45	1800
434+05.31	5	165.67	0.51	-	33	0	1878	45	1832
435+00.00	95	175.44	0.01	-	598	1	2476	46	2430
436+00.00	100	170.45	-	-	641	0	3116	46	3070
436+19.00	19	119.17	-	-	102	0	3218	46	3172
437+82.70		191.08	-	-	0	0	3218	46	3172
438+00.00	17	226.96	-	-	134	0	3352	46	3306
439+00.00	100	189.79	-	-	772	0	4124	46	4078
440+00.00	100	182.36	-	-	689	0	4813	46	4767
441+00.00	100	175.79	-	-	663	0	5476	46	5430
442+00.00	100	175.26	-	-	650	0	6126	46	6080
443+00.00	100	157.68	1.52	-	617	3	6743	49	6694
443+02.00	2	157.11	1.40	-	12	0	6755	49	6705
511+35.00		156.93	1.11	-	0	0	6755	49	6705
512+00.00	65	165.00	0.28	-	387	2	7142	51	7091
513+00.00	100	172.41	0.47	-	625	1	7767	52	7715
513+44.17	44	184.20	3.07	-	292	3	8059	55	8004
513+69.20	25	184.61	1.21	-	171	2	8230	57	8172
513+93.07	24	185.67	0.08	-	164	1	8393	58	8336
513+94.18	1	186.34	0.05	-	8	0	8401	58	8343
514+00.00	6	188.83	-	-	40	0	8441	58	8384
514+18.07	18	194.05	-	-	128	0	8570	58	8512
514+43.07	25	197.77	-	-	181	0	8751	58	8693
515+00.00	57	204.80	-	-	424	0	9175	58	9118
516+00.00	100	158.69	1.25	-	673	2	9848	60	9788
516+53.80	54	109.82	-	-	268	1	10116	61	10055
517+66.80		118.83	-	-	0	0	10116	61	10055
518+00.00	33	190.42	-	-	190	0	10306	61	10245

Note 1: Mass Ordinate = Cut - Fill

STAGE 2A - I-43 NORTHBOUND CONTINUED

STATION	Distance	AREA (SF)			Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate Note 1
		Cut	Fill	EBS	Cut	Fill	Cut 1.00	Fill 1.00	
519+00.00	100	182.17	-	-	690	0	10996	61	10935
520+00.00	100	179.72	1.14	-	670	2	11666	63	11603
520+21.32	21	181.48	0.03	-	143	0	11809	64	11745
520+46.32	25	182.93	-	-	169	0	11978	64	11914
520+71.32	25	181.60	-	-	169	0	12146	64	12082
521+00.00	29	176.18	0.10	-	190	0	12336	64	12272
522+00.00	100	164.88	0.90	-	632	2	12968	66	12902
522+89.00	89	158.67	2.69	-	533	6	13501	72	13429
621+21.00		154.76	-	-	0	0	13501	72	13429
622+00.00	79	156.78	0.53	-	456	1	13957	73	13884
623+00.00	100	176.76	0.64	-	618	2	14575	75	14500
623+43.98	44	184.82	3.87	-	295	4	14869	78	14791
623+68.98	25	182.07	4.40	-	170	4	15039	82	14957
623+70.84	2	181.79	4.58	-	13	0	15052	83	14969
623+93.98	23	178.90	1.60	-	155	3	15206	85	15121
623+95.84	2	178.74	1.46	-	12	0	15218	85	15133
624+00.00	4	178.44	1.31	-	27	0	15246	85	15160
624+20.84	21	176.16	0.36	-	137	1	15383	86	15297
625+00.00	79	172.80	1.86	-	512	3	15894	89	15805
626+00.00	100	181.83	-	-	657	3	16551	93	16458
626+50.00	50	119.00	-	-	279	0	16830	93	16737
627+88.40		119.42	-	-	0	0	16830	93	16737
628+00.00	12	119.69	-	-	51	0	16881	93	16788
629+00.00	100	170.17	0.34	-	537	1	17418	93	17324
629+78.89	79	170.91	0.20	-	498	1	17916	94	17822
630+00.00	21	175.24	0.12	-	135	0	18051	94	17957
630+03.87	4	175.42	0.12	-	25	0	18076	94	17982
630+22.22	18	176.73	0.64	-	120	0	18196	95	18101
630+28.83	7	177.26	0.90	-	43	0	18239	95	18145
630+47.39	19	178.33	0.03	-	122	0	18362	95	18267
630+72.57	25	174.01	4.98	-	164	2	18526	97	18428
631+00.00	27	166.66	2.65	-	173	4	18699	101	18598
632+00.00	100	153.39	0.53	-	593	6	19292	107	19184
633+00.00	100	156.70	0.02	-	574	1	19866	108	19758
633+04.00	4	156.45	0.03	-	23	0	19889	108	19781
				Column totals	19889	108			

Note 1: Mass Ordinate = Cut - Fill

STAGE 2A - VWS INSPECTION SITE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
27+74.69		5.46	1.95	-	0	0	0	0	0
28+00.00	25	11.63	4.21	-	11	4	11	4	7
28+50.00	50	18.11	35.70	-	28	37	38	41	-2
29+00.00	50	7.59	102.84	-	24	128	62	169	-107
29+50.00	50	-	163.22	-	7	246	69	416	-346
29+54.33	4	-	170.19	-	0	27	69	442	-373
29+85.64	31	0.02	198.57	-	0	214	69	656	-587
30+00.00	14	0.04	205.85	-	0	108	69	764	-694
30+50.00	50	-	242.19	-	0	415	69	1178	-1109
30+56.23	6	-	243.58	-	0	56	69	1235	-1165
31+00.00	44	-	257.64	-	0	406	69	1641	-1571
31+50.00	50	-	221.11	-	0	443	69	2084	-2015
31+56.22	6	-	218.79	-	0	51	69	2135	-2065
31+71.73	16	-	204.06	-	0	121	69	2256	-2187
32+00.00	28	-	137.14	-	0	179	69	2435	-2365
32+15.00	15	0.02	108.41	-	0	68	69	2503	-2434
32+37.48	22	2.61	80.09	-	1	78	70	2581	-2511
32+50.00	13	6.32	62.52	-	2	33	73	2615	-2542
33+00.00	50	18.16	30.20	-	23	86	95	2700	-2605
33+50.00	50	17.75	29.88	-	33	56	128	2756	-2628
34+00.00	50	20.13	20.74	-	35	47	163	2803	-2639
34+50.00	50	12.73	12.72	-	30	31	194	2834	-2640
34+97.48	47	4.45	2.55	-	15	13	209	2847	-2638
				Column totals	209	2847			

Notes: 1 - MASS ORDINATE = CUT - FILL

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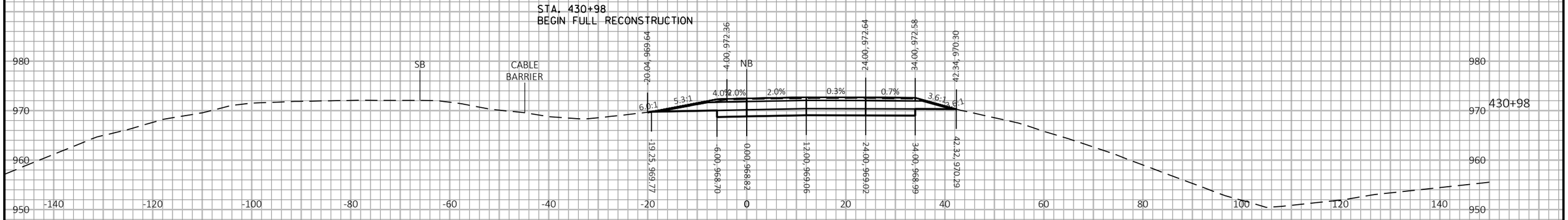
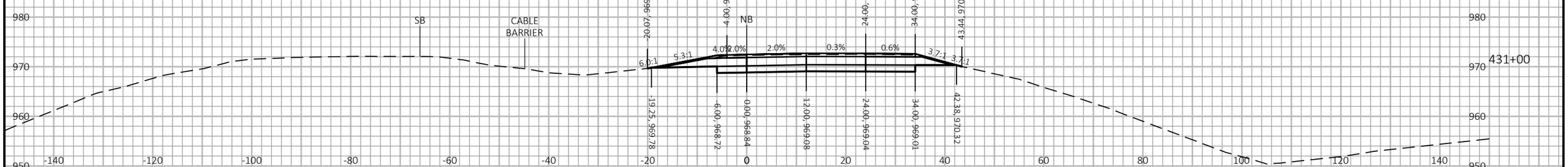
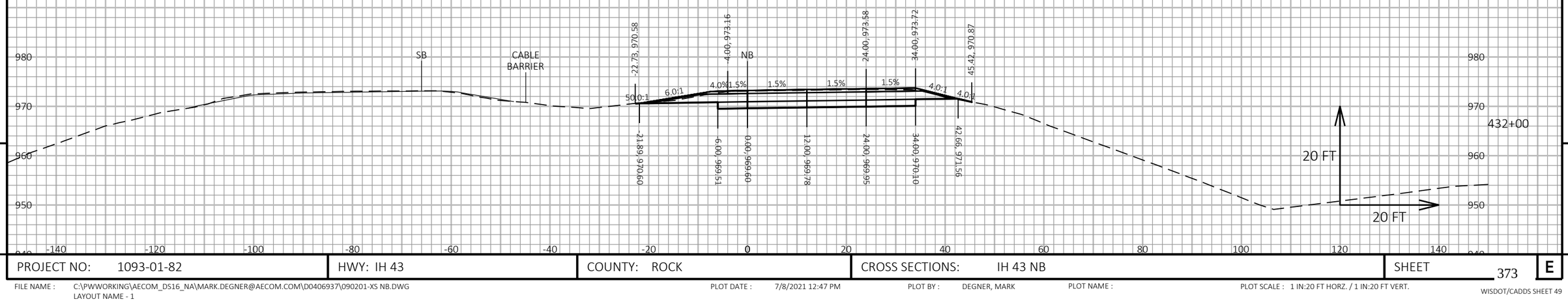
Note 1: Mass Ordinate = Cut - Fill

STA. 430+98
BEGIN FULL RECONSTRUCTION







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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 373	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 1

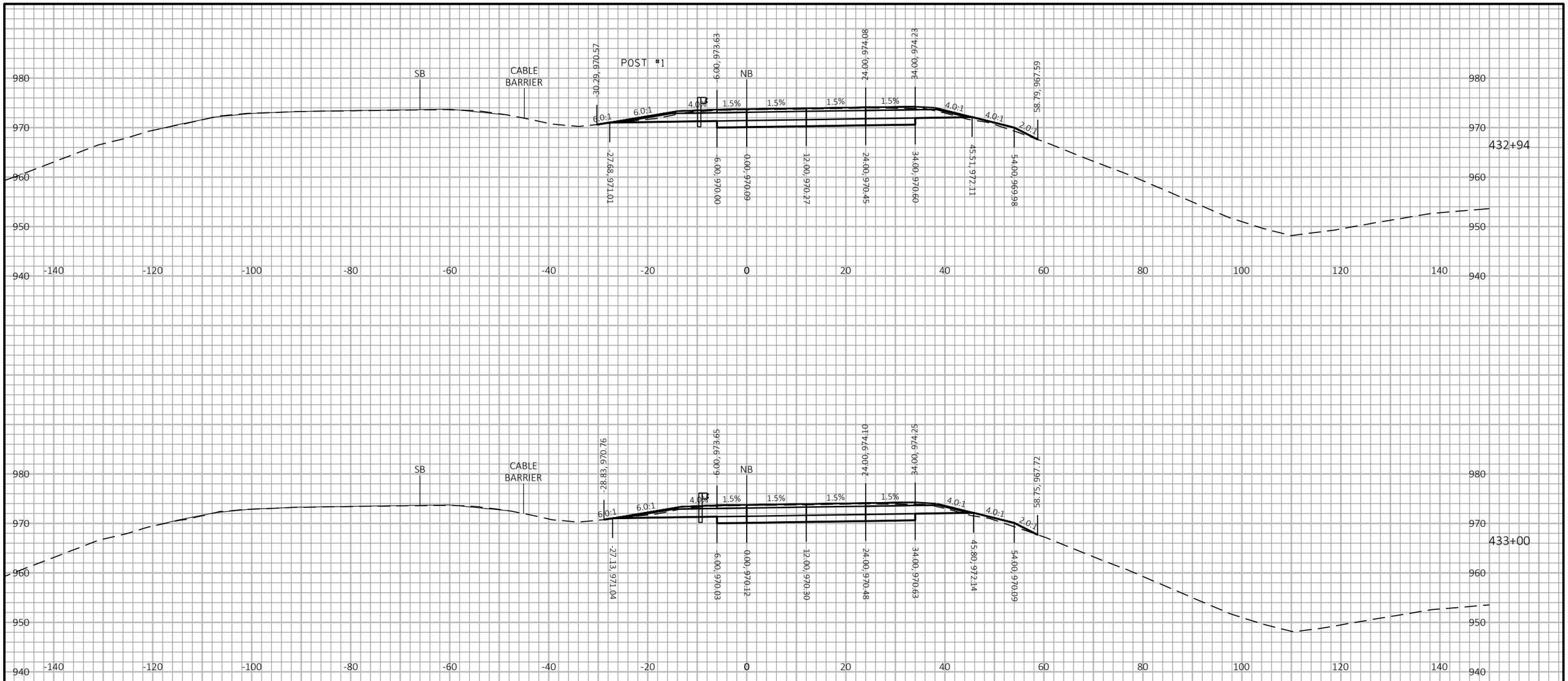
PLOT DATE : 7/8/2021 12:47 PM

PLOT BY : DEGNER, MARK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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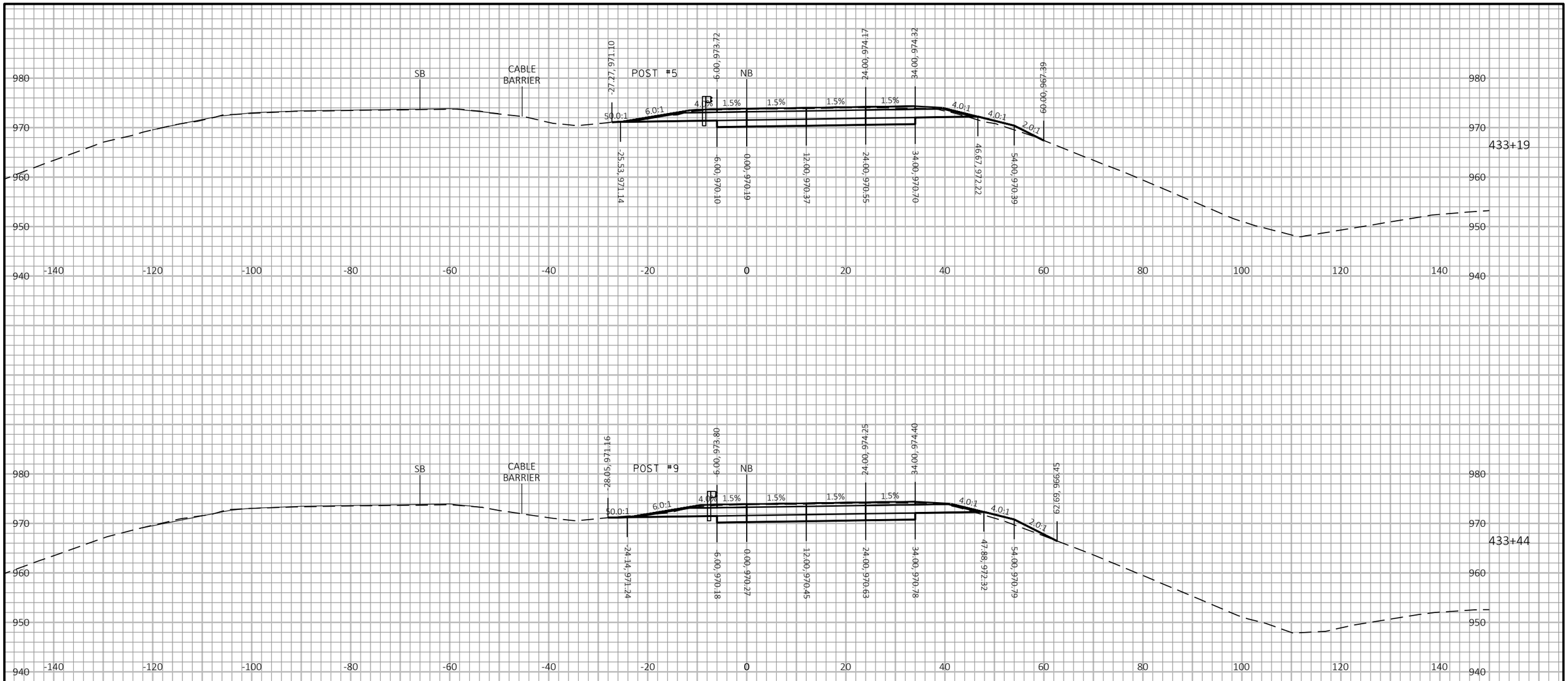
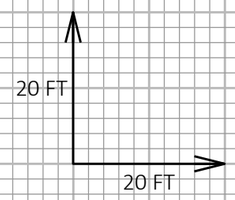
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 374	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 2

PLOT DATE : 7/8/2021 12:47 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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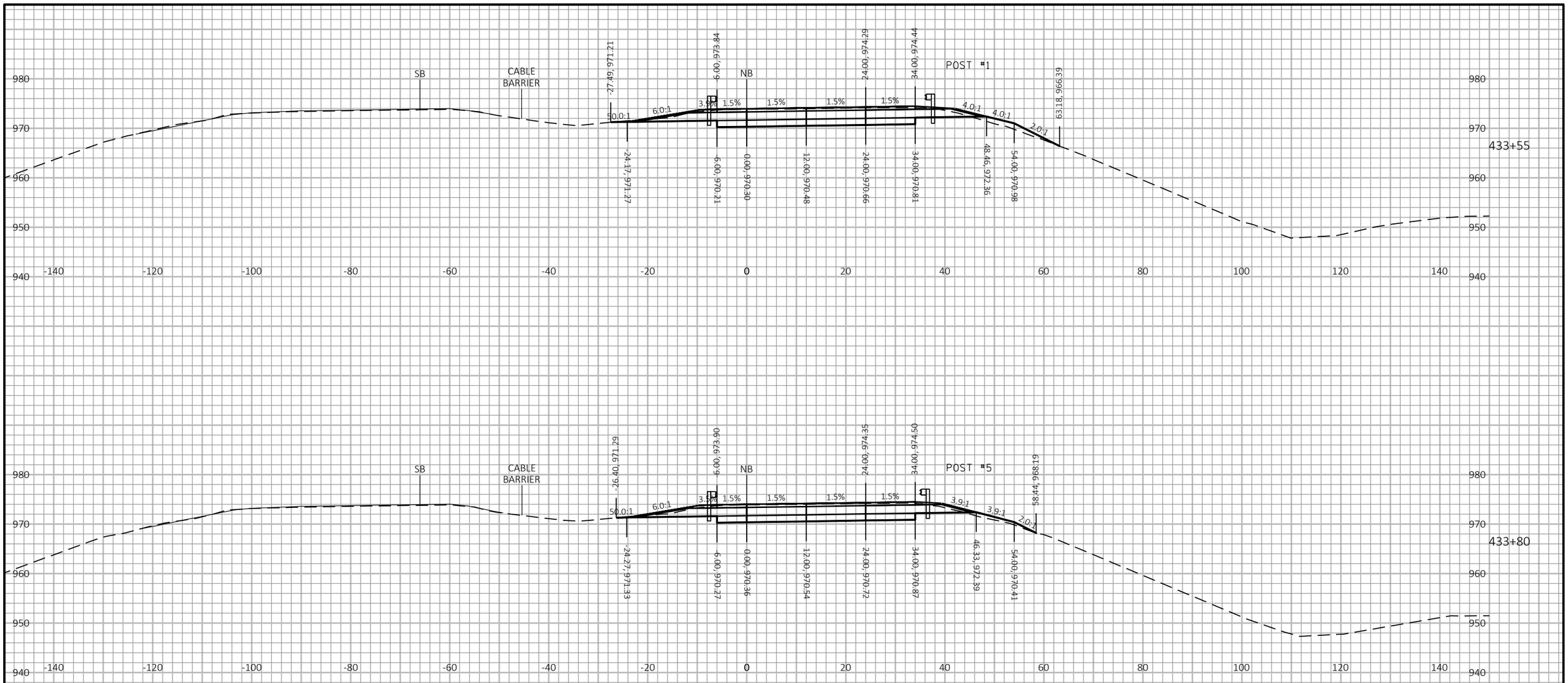
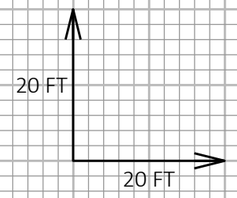
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 375	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 3

PLOT DATE : 7/8/2021 12:47 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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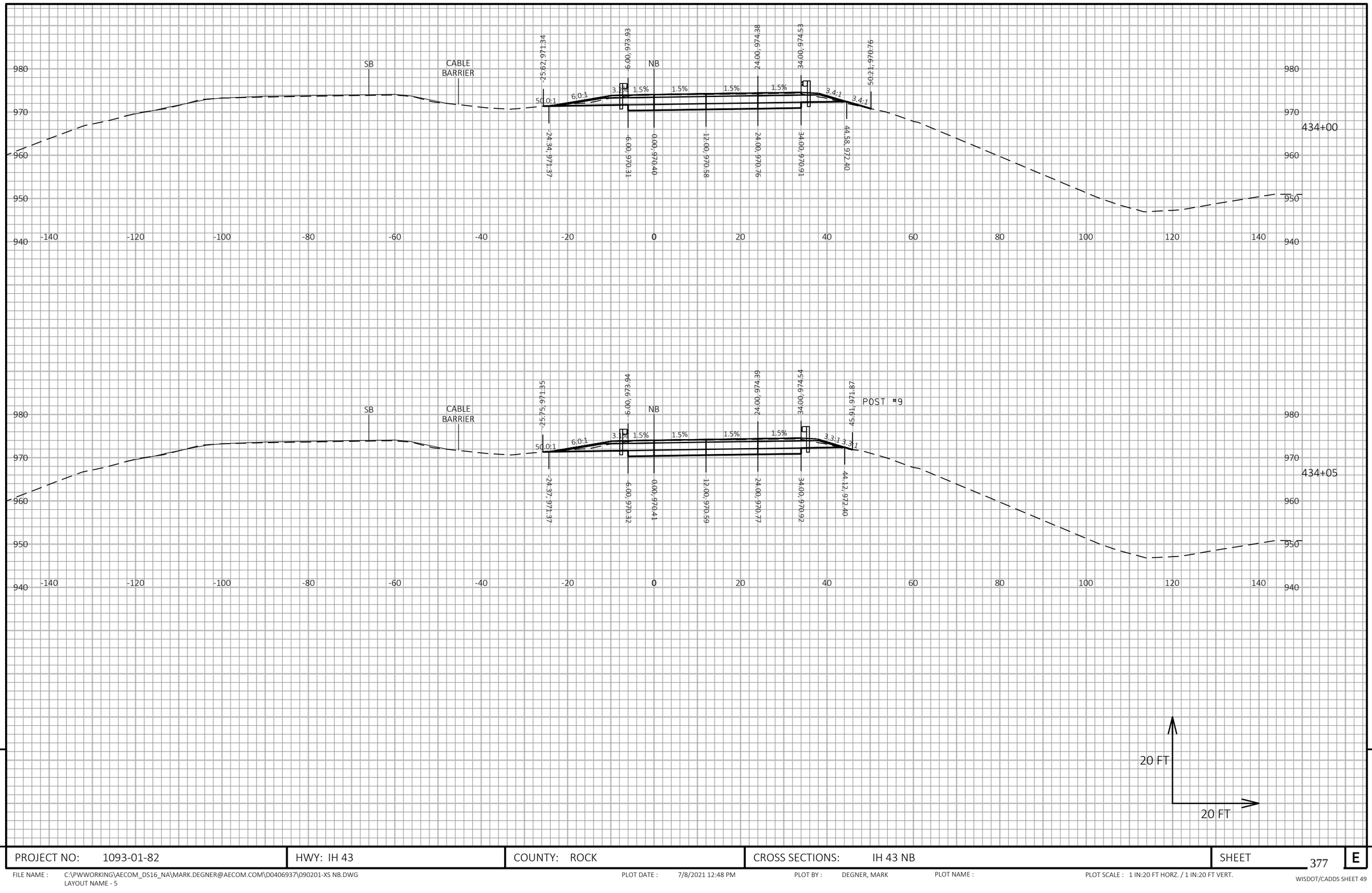
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 376	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 4

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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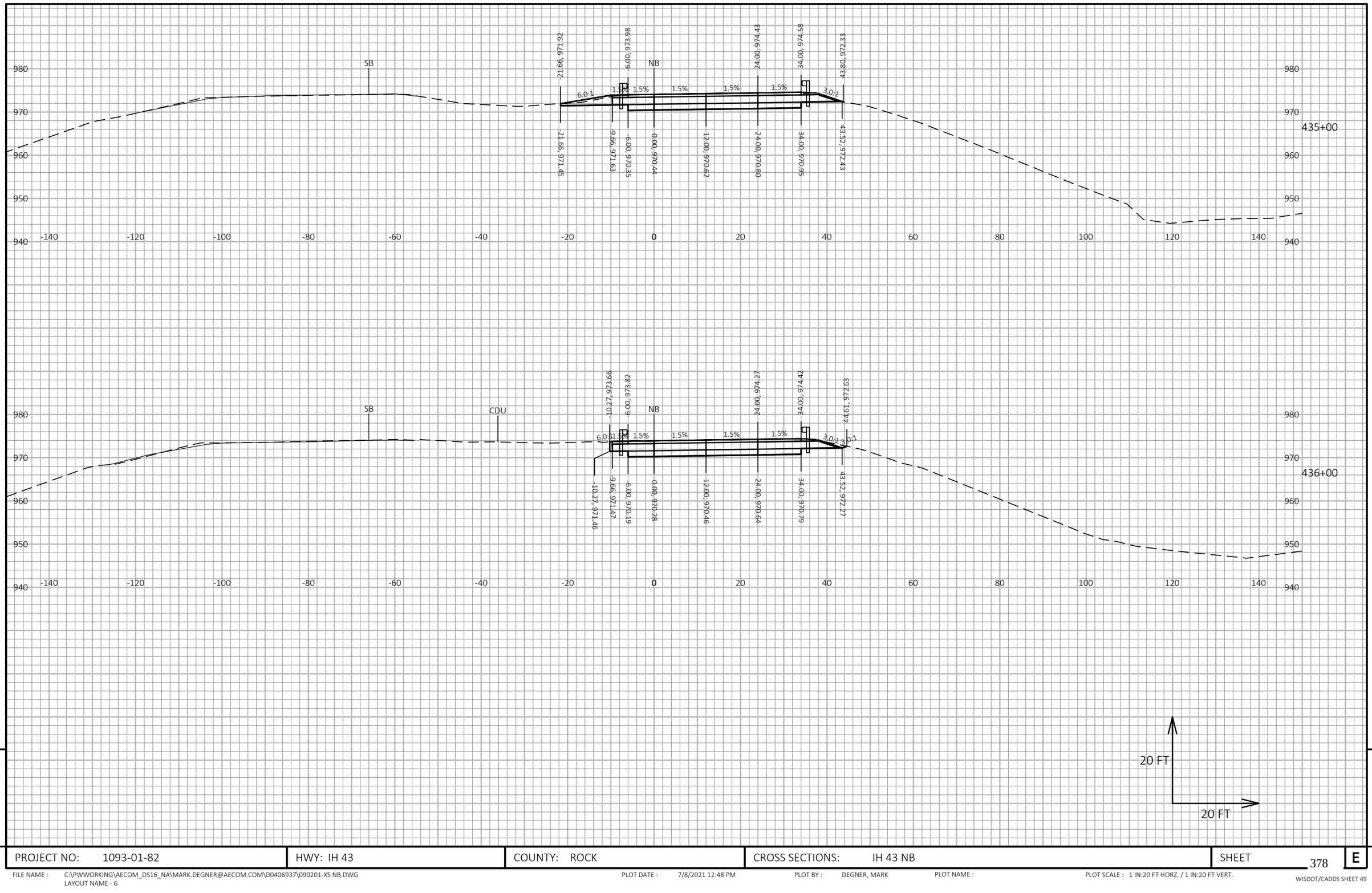
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 377	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 5

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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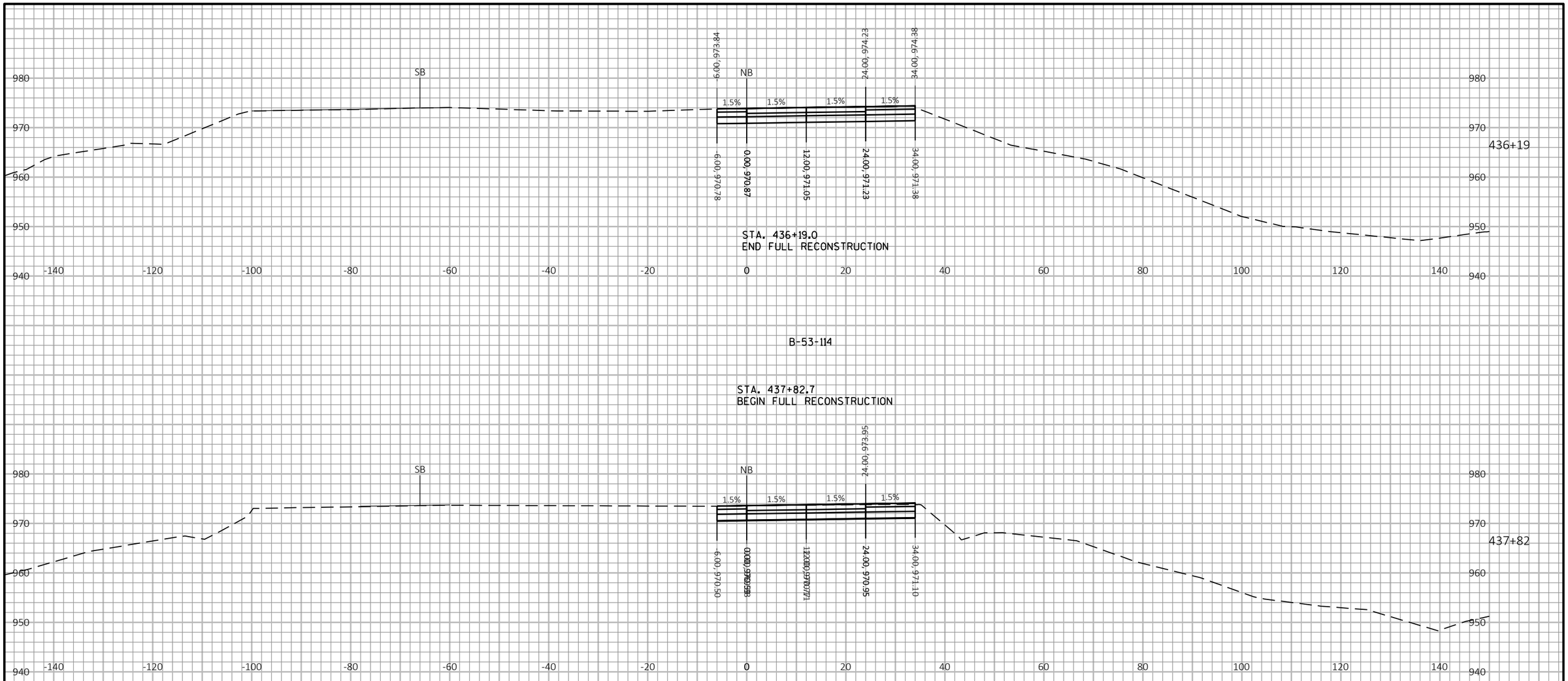
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 378	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 6

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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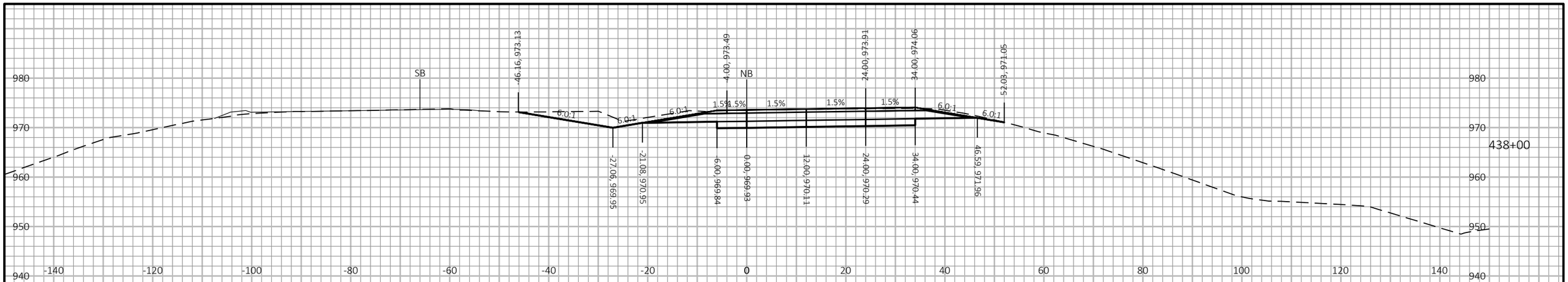
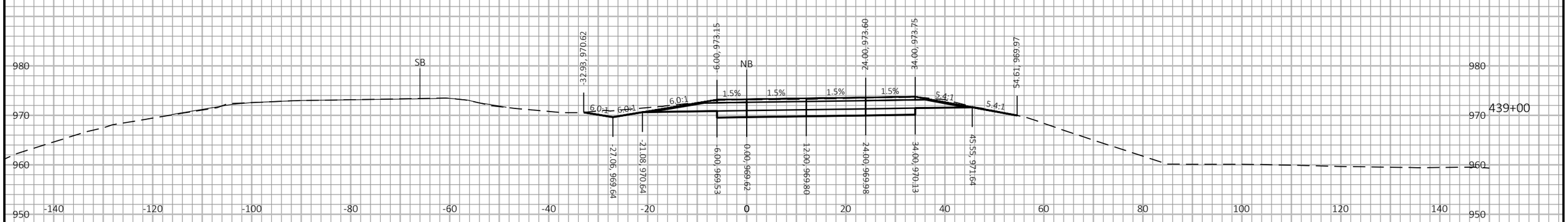
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 379	E

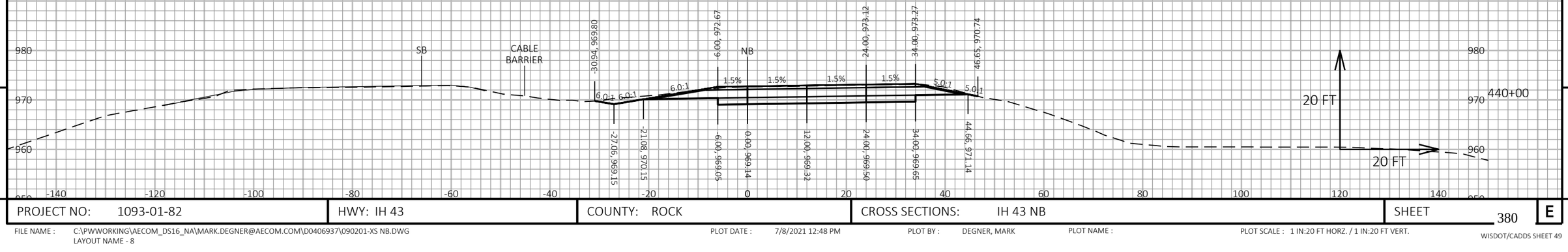
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 7

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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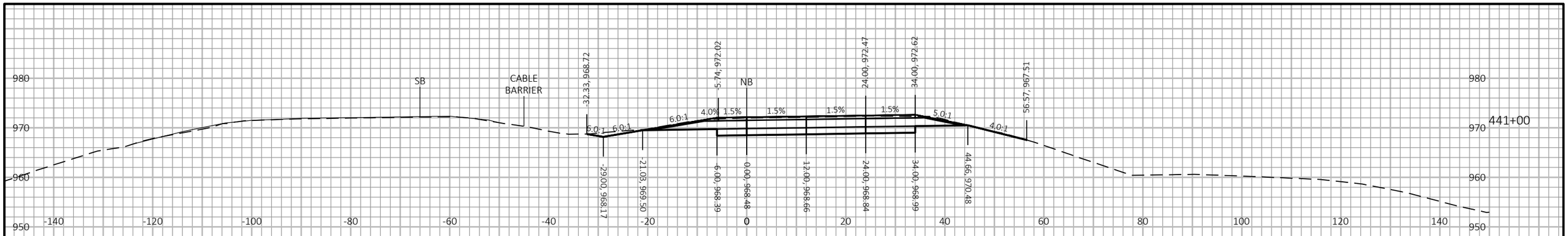
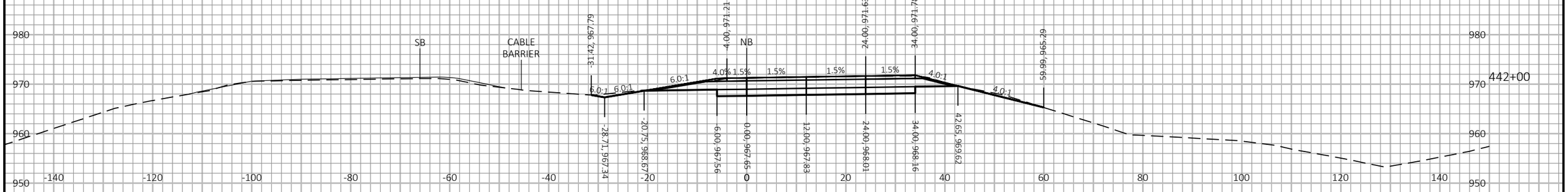
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 380	E

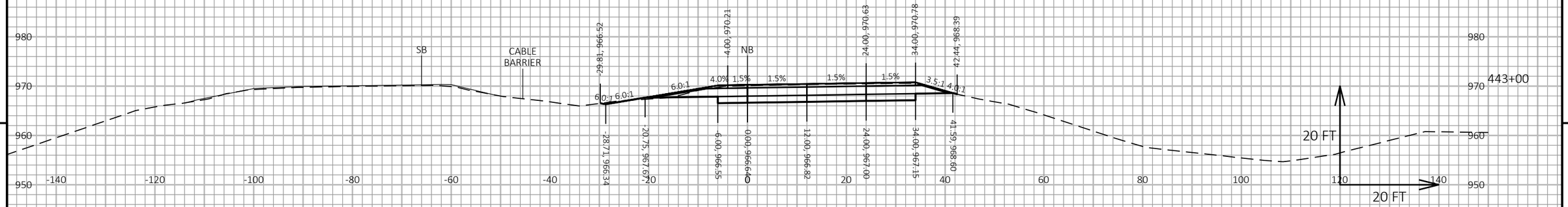
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 8

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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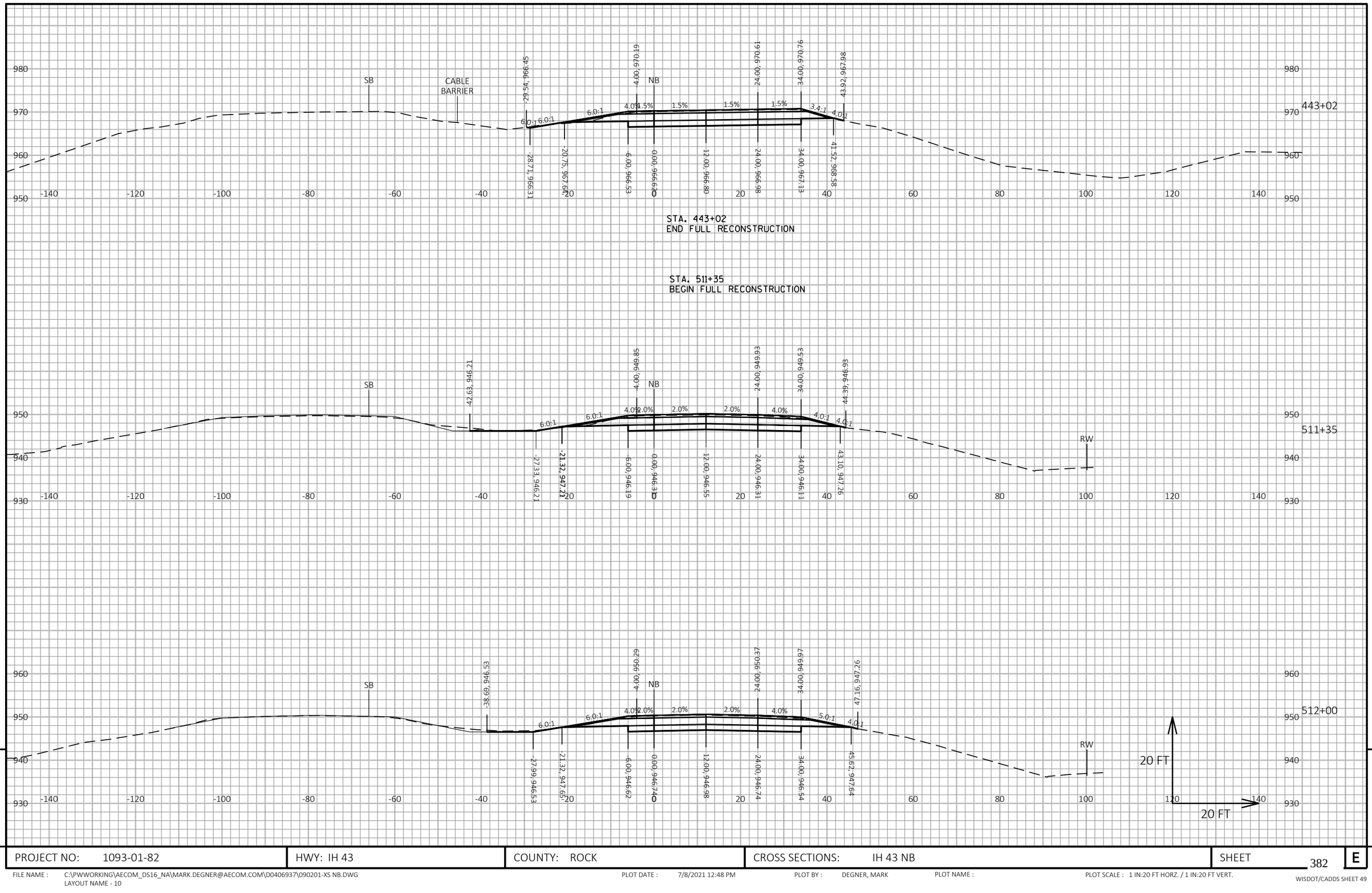
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 381	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 9

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

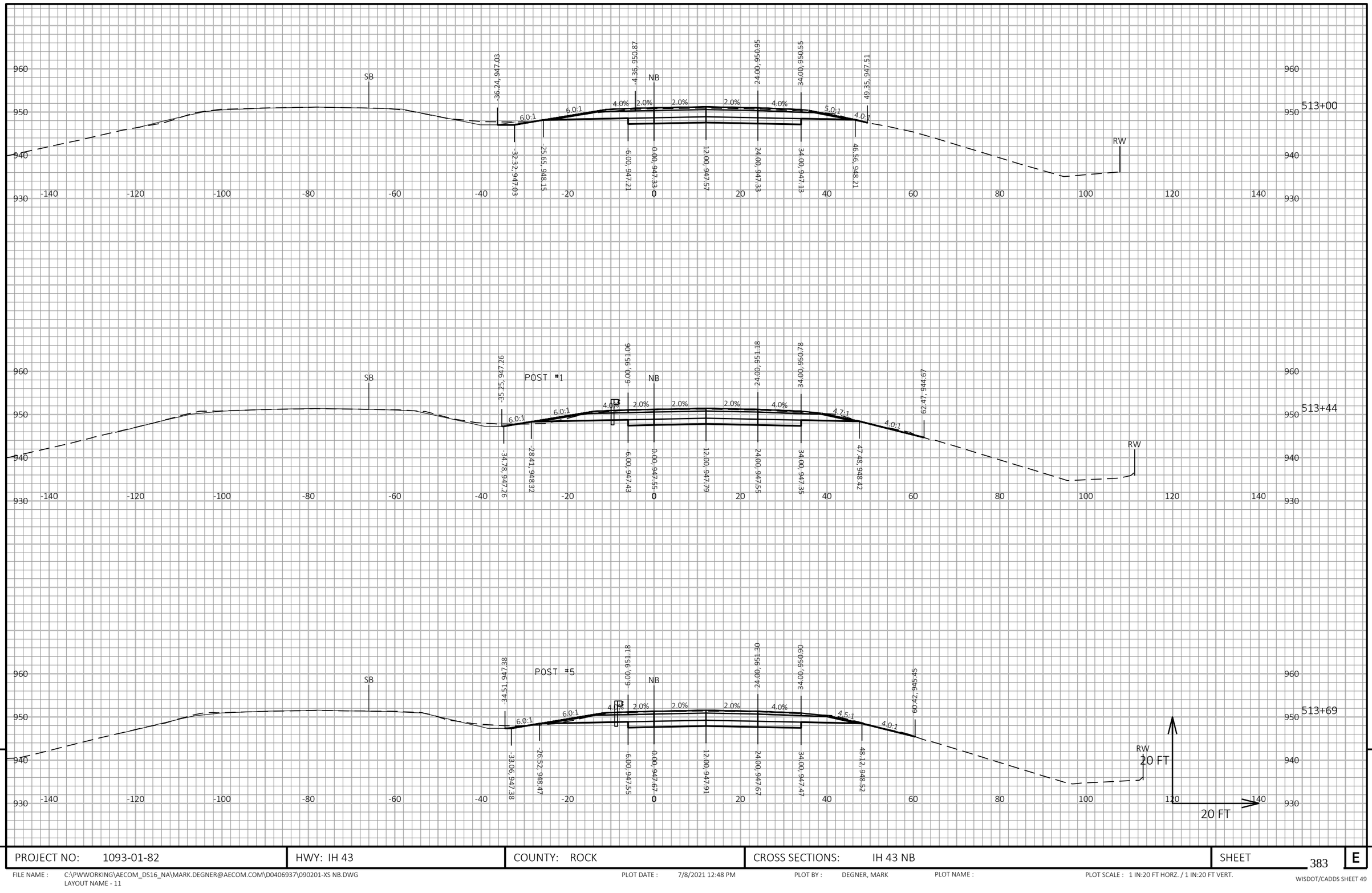


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 382	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 10

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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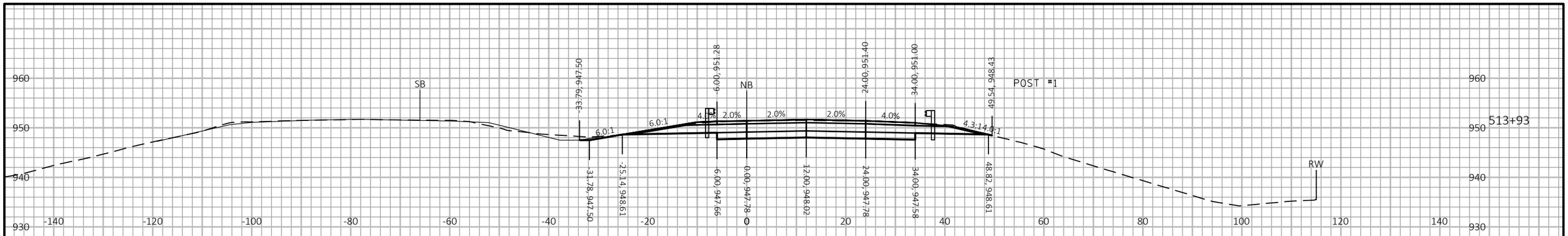
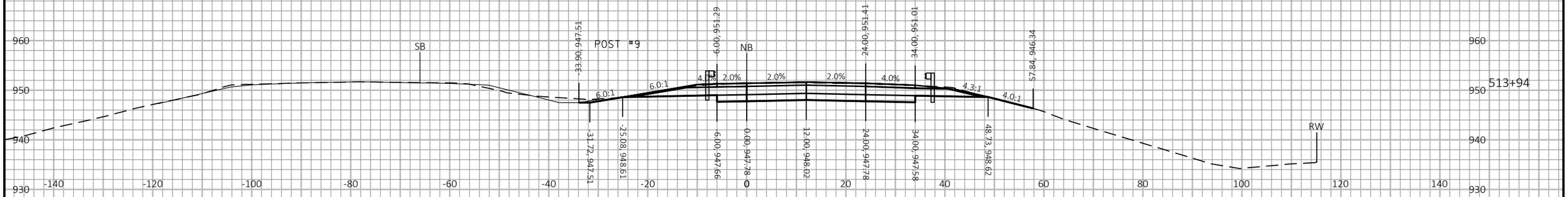
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 383	E

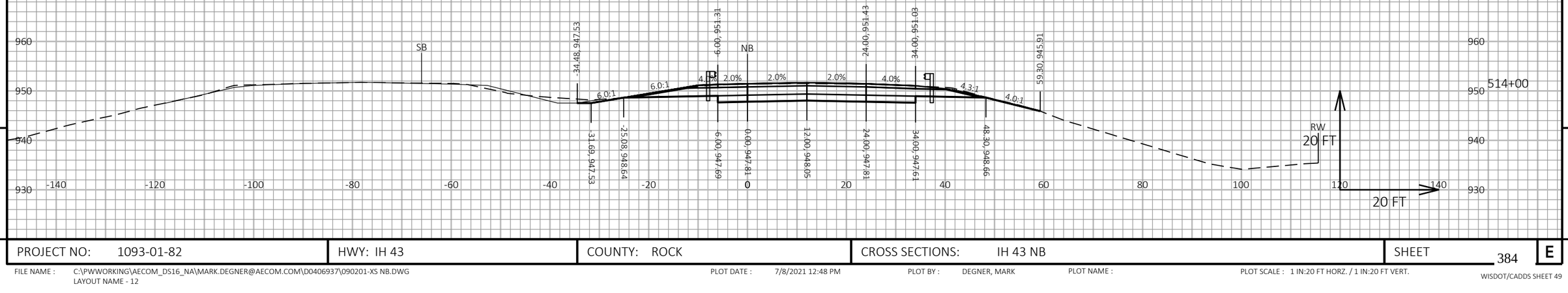
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 11

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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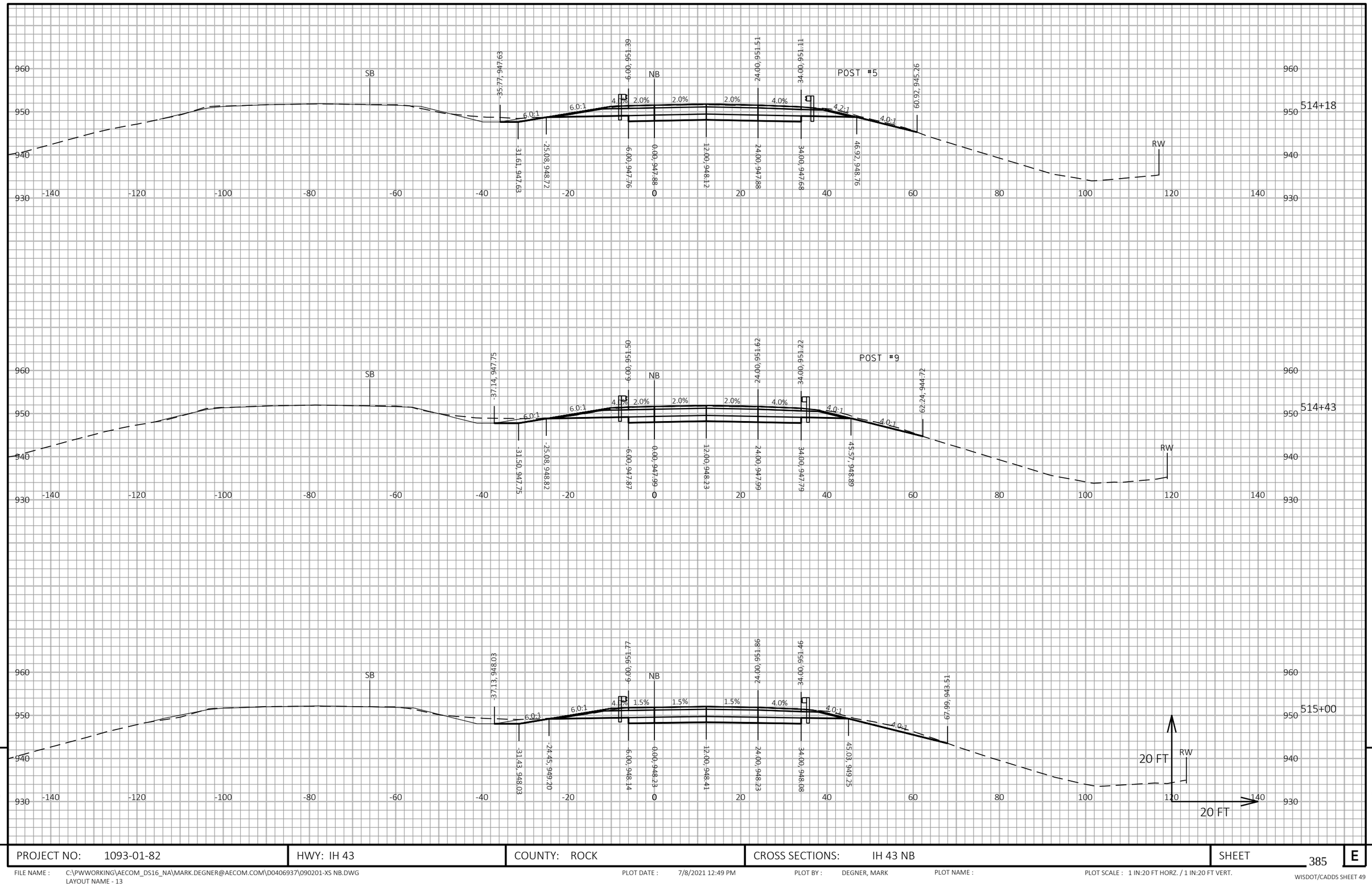
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 384	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 12

PLOT DATE : 7/8/2021 12:48 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

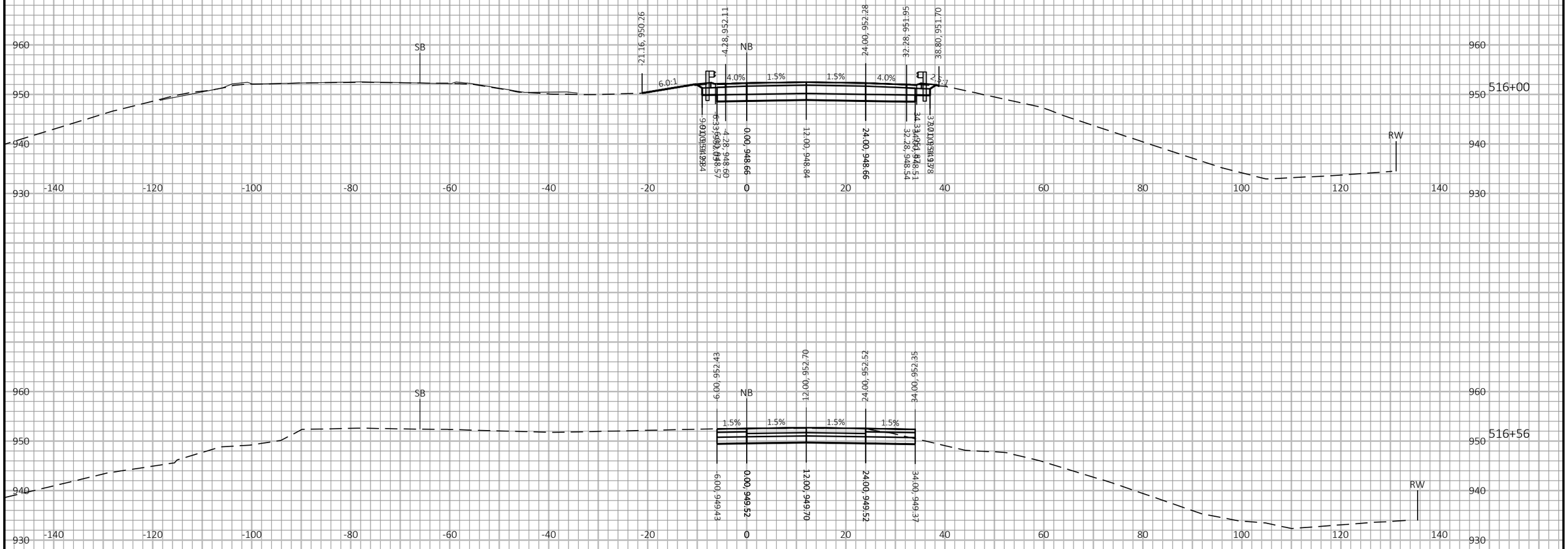
9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 385	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 13

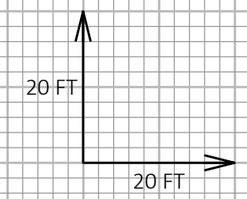
PLOT DATE : 7/8/2021 12:49 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



STA. 516+56
END FULL RECONSTRUCTION

B-53-116



9

9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 386	E

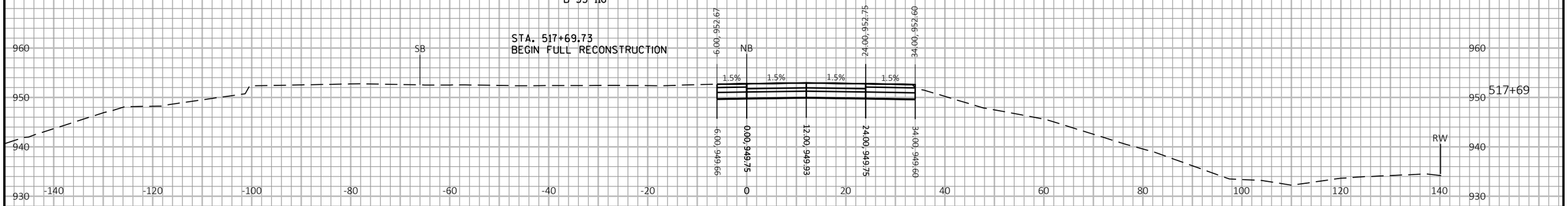
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090201-XS NB.DWG
LAYOUT NAME - 14

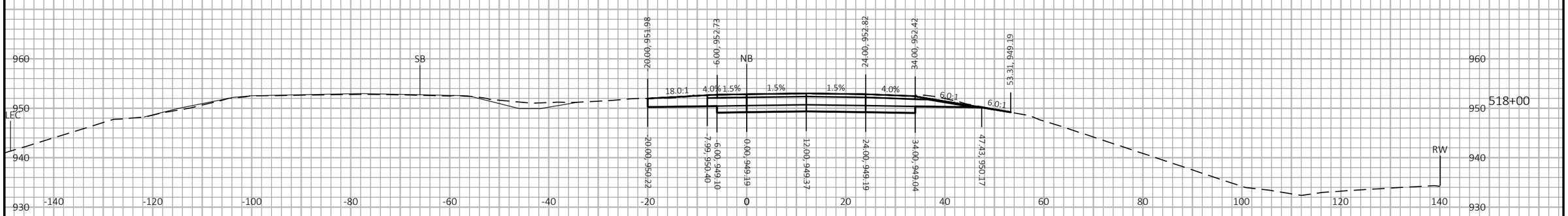
PLOT DATE : 7/8/2021 12:49 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

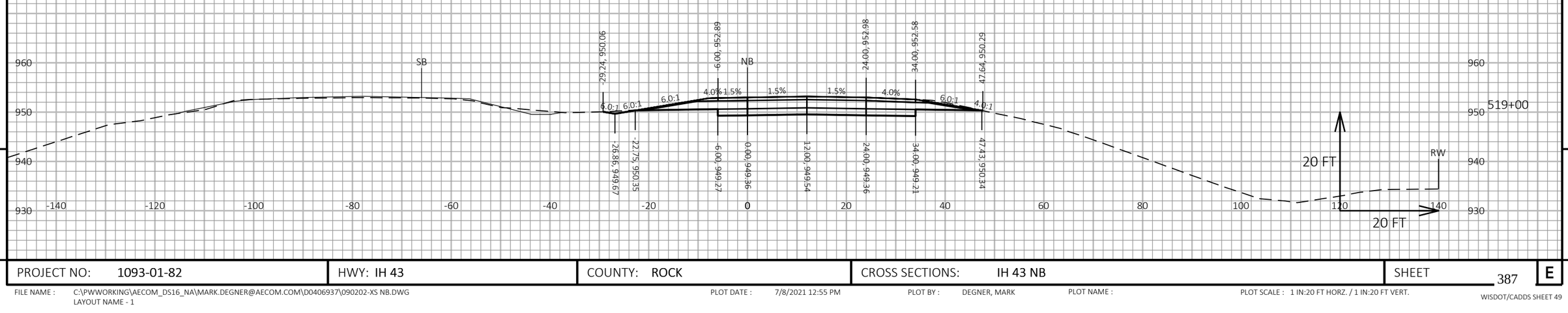
WISDOT/CADDS SHEET 49

B-53-116

STA. 517+69.73
BEGIN FULL RECONSTRUCTION







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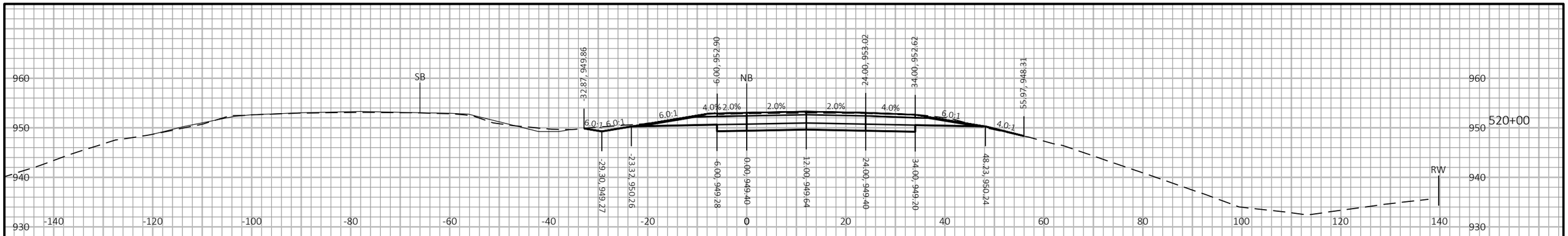
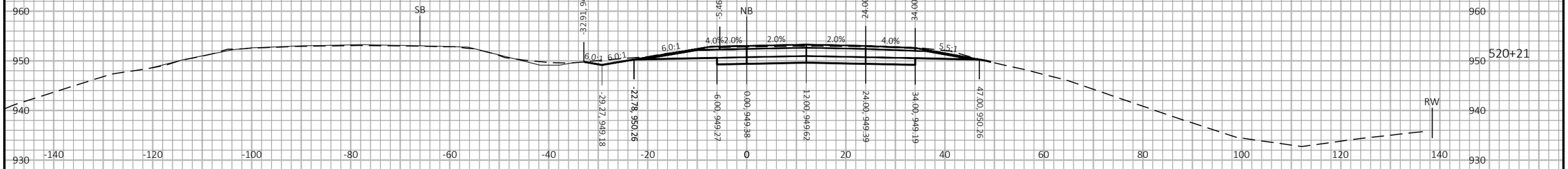
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 387	E

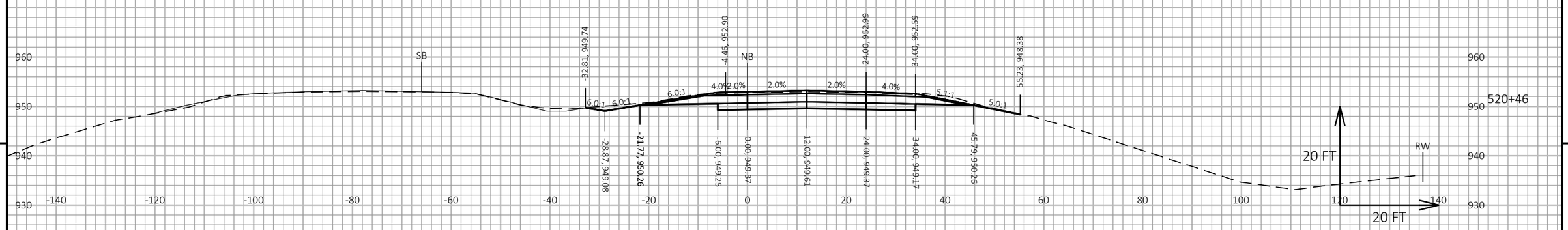
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 1

PLOT DATE : 7/8/2021 12:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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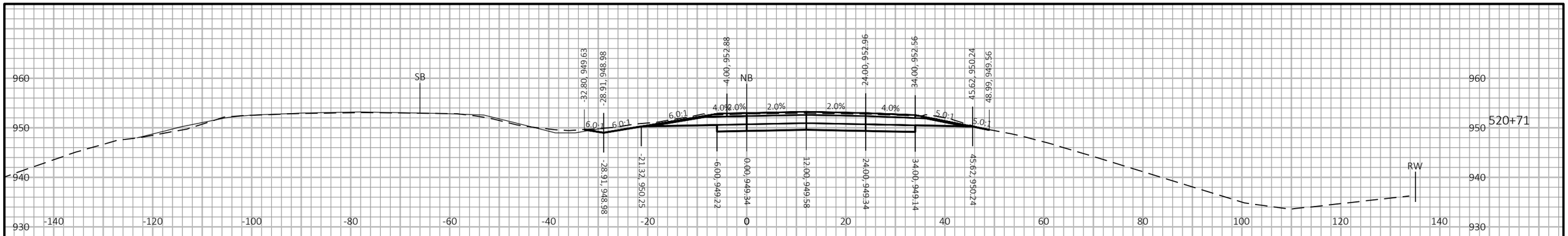
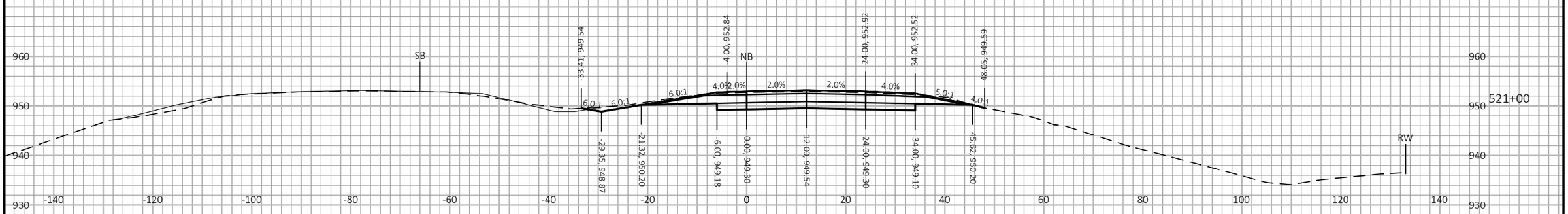
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 388	E

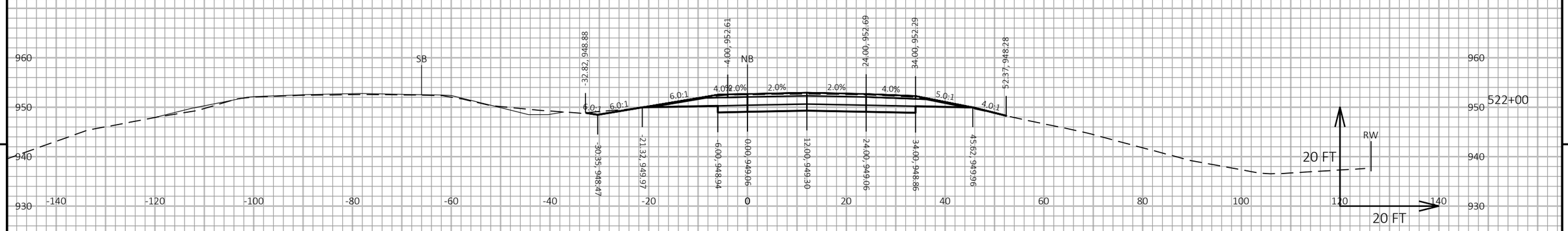
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 2

PLOT DATE : 7/8/2021 12:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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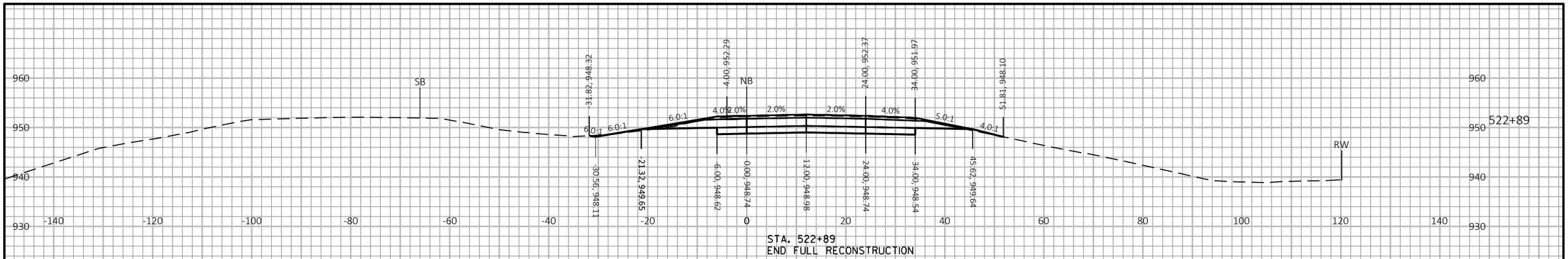
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 389	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 3

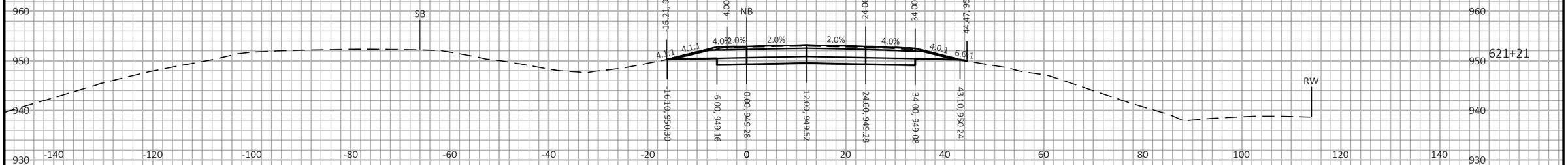
PLOT DATE : 7/8/2021 12:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

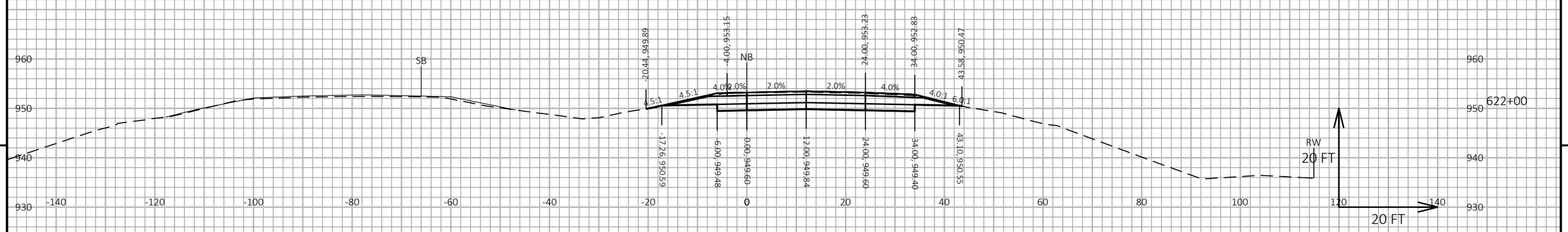
WISDOT/CADDS SHEET 49



STA. 522+89
END FULL RECONSTRUCTION

STA. 621+21
BEGIN FULL RECONSTRUCTION





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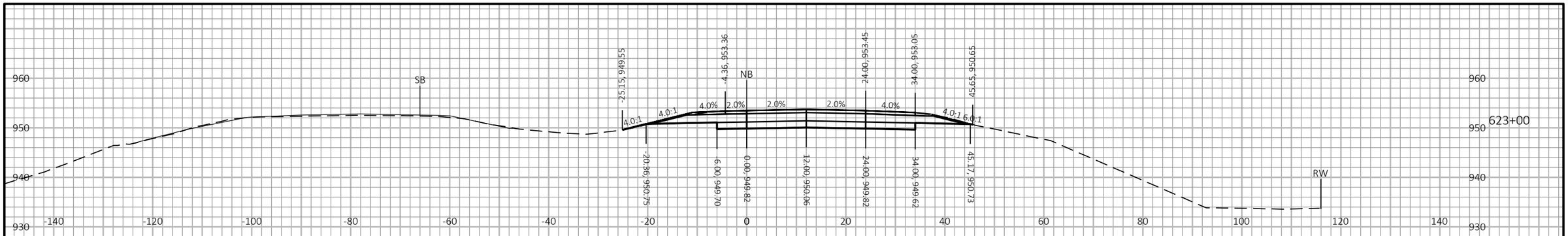
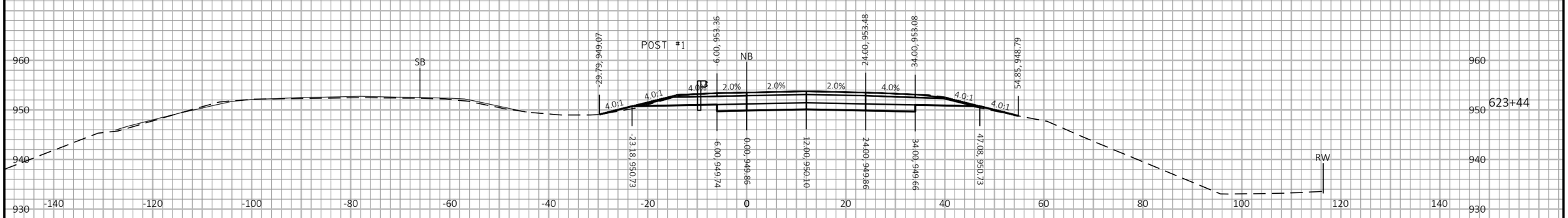
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 390	E

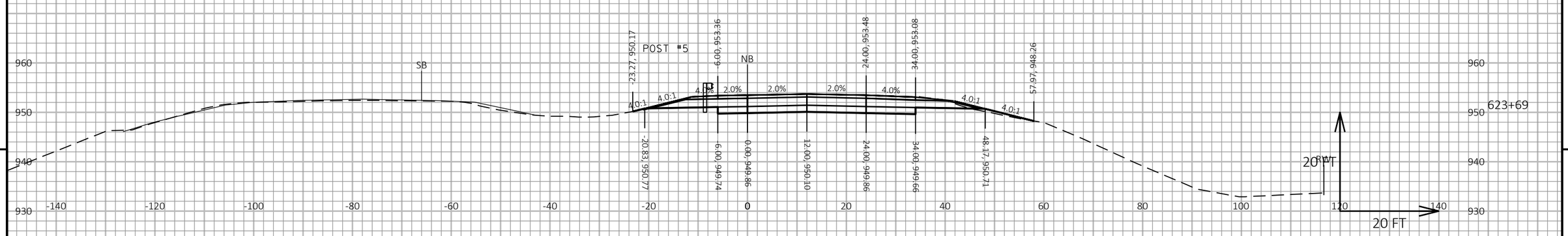
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 4

PLOT DATE : 7/8/2021 12:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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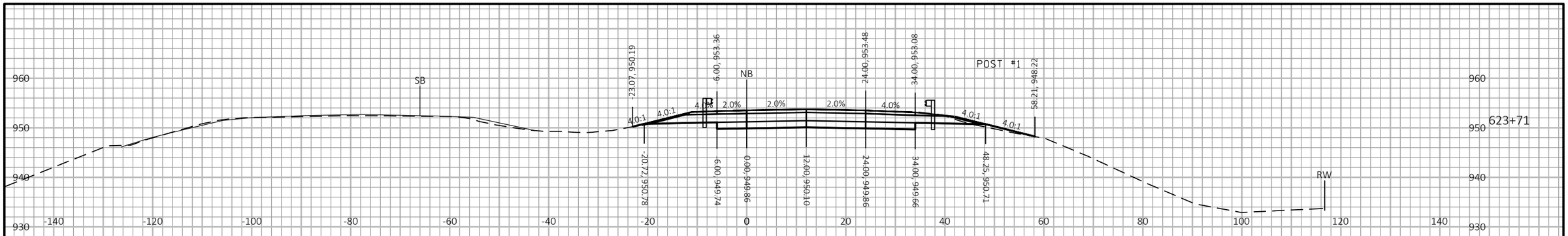
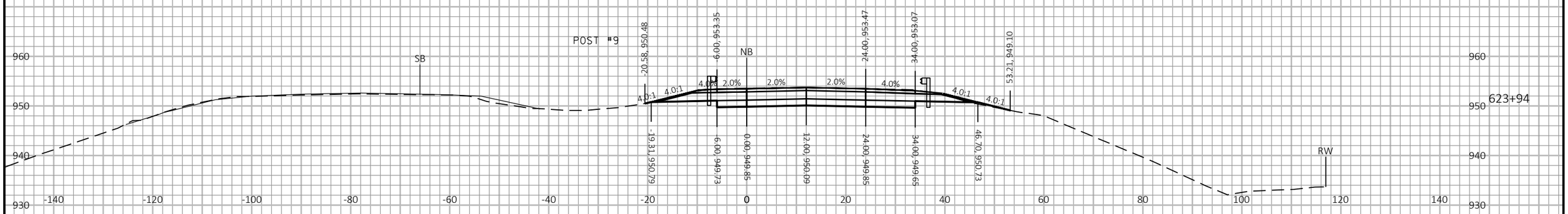
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 391	E

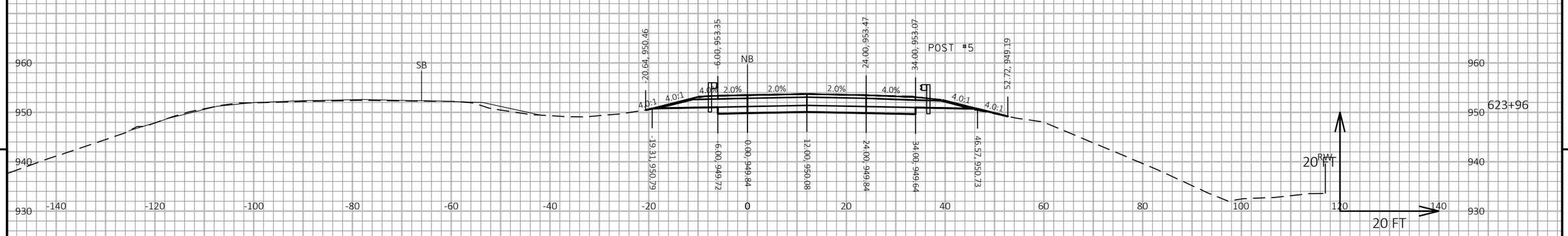
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 5

PLOT DATE : 7/8/2021 12:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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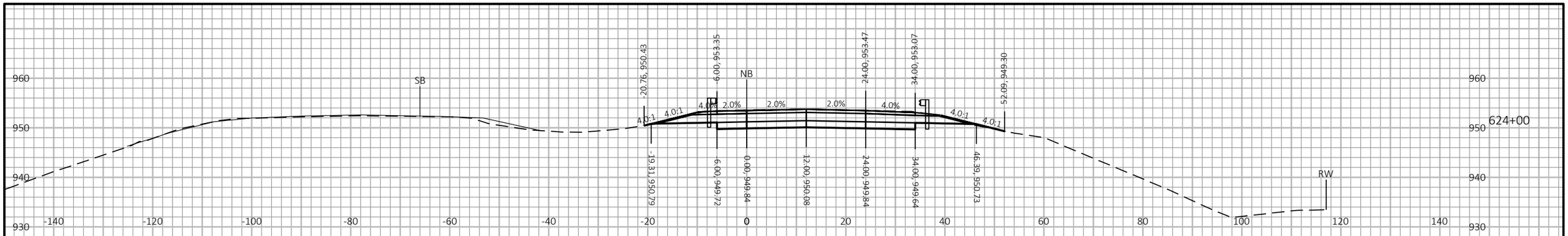
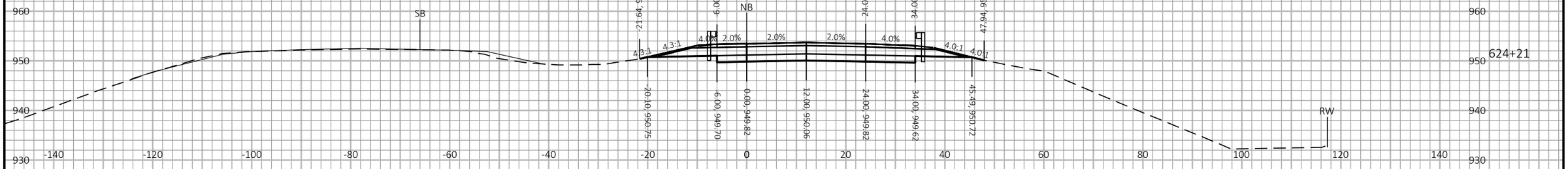
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 392	E

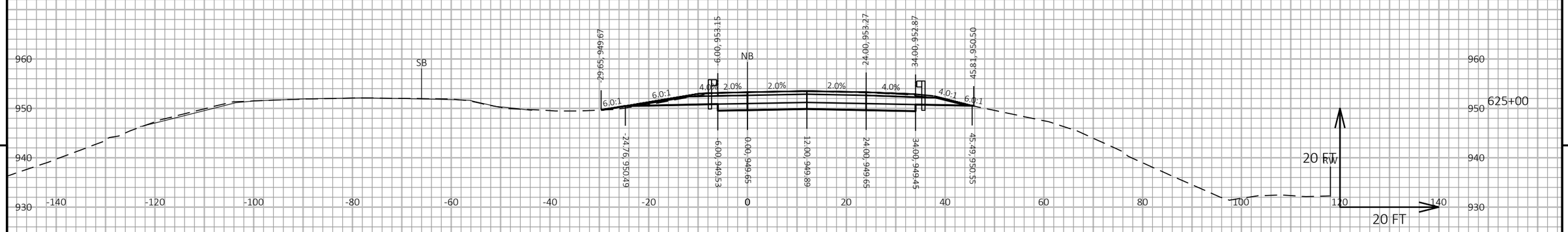
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 6

PLOT DATE : 7/8/2021 12:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





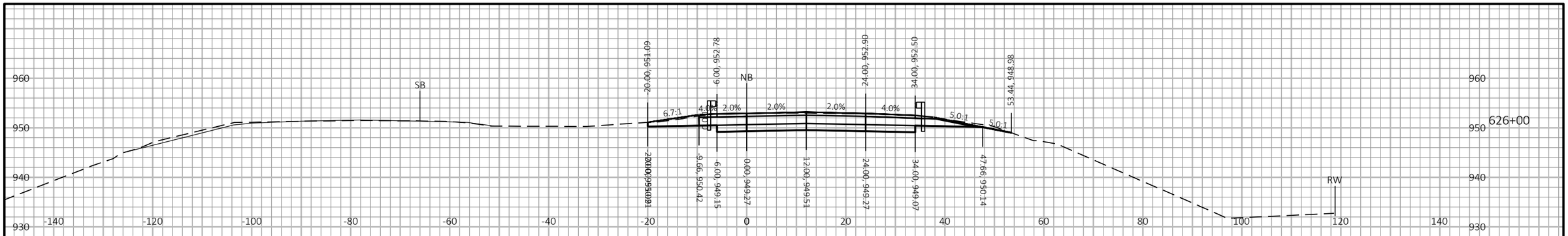


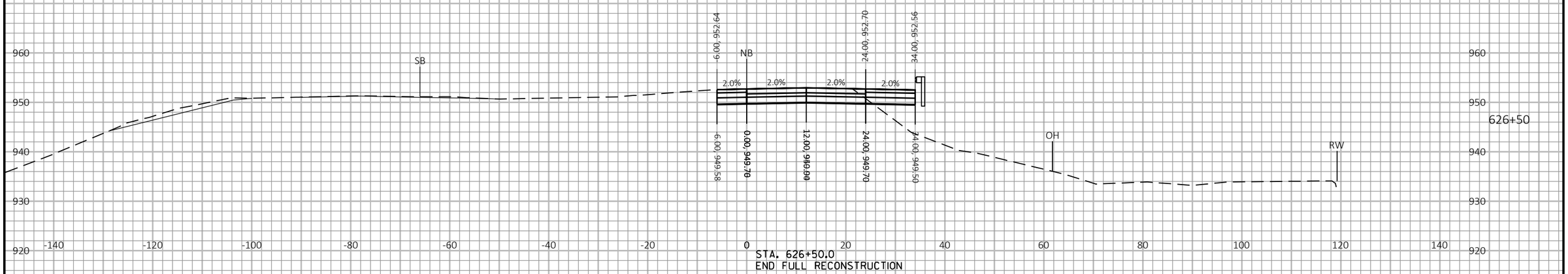
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 393	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 7

PLOT DATE : 7/8/2021 12:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

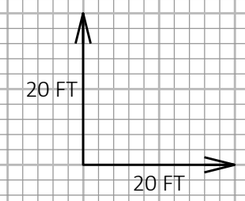
WISDOT/CADDS SHEET 49





STA. 626+50.0
END FULL RECONSTRUCTION

B-53-118



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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 394	E

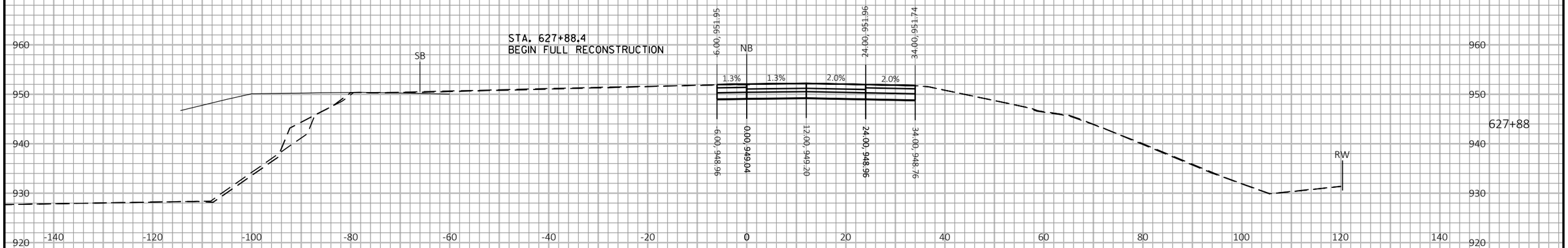
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090202-XS NB.DWG
LAYOUT NAME - 8

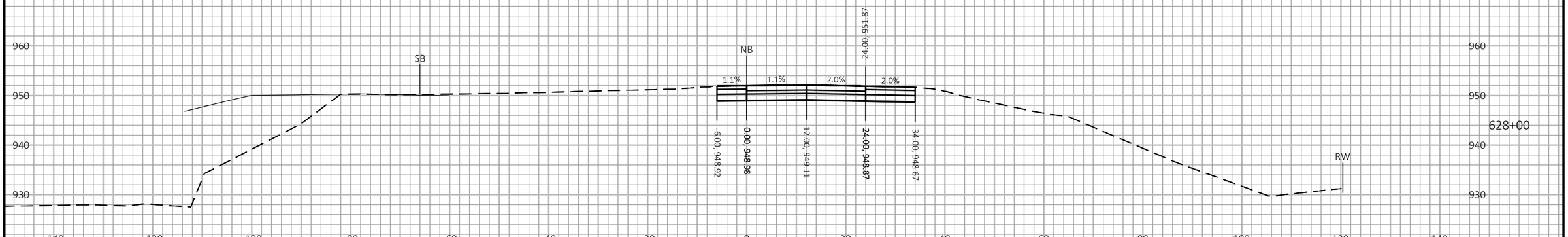
PLOT DATE : 7/8/2021 12:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

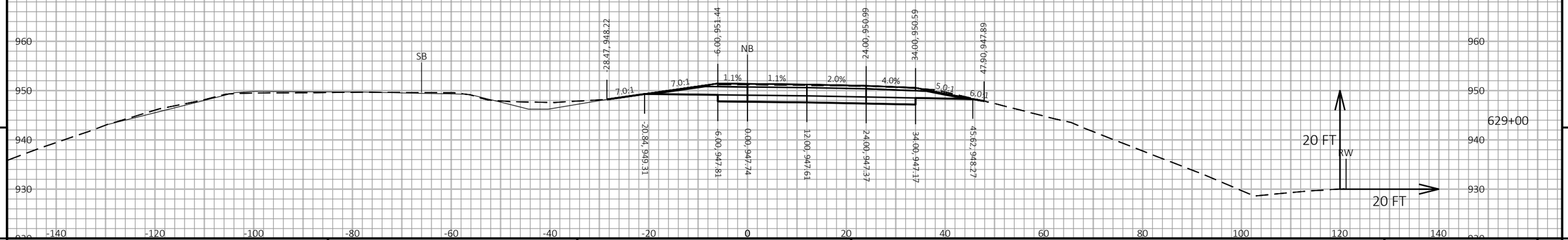
WISDOT/CADDS SHEET 49

B-53-118

STA. 627+88.4
BEGIN FULL RECONSTRUCTION







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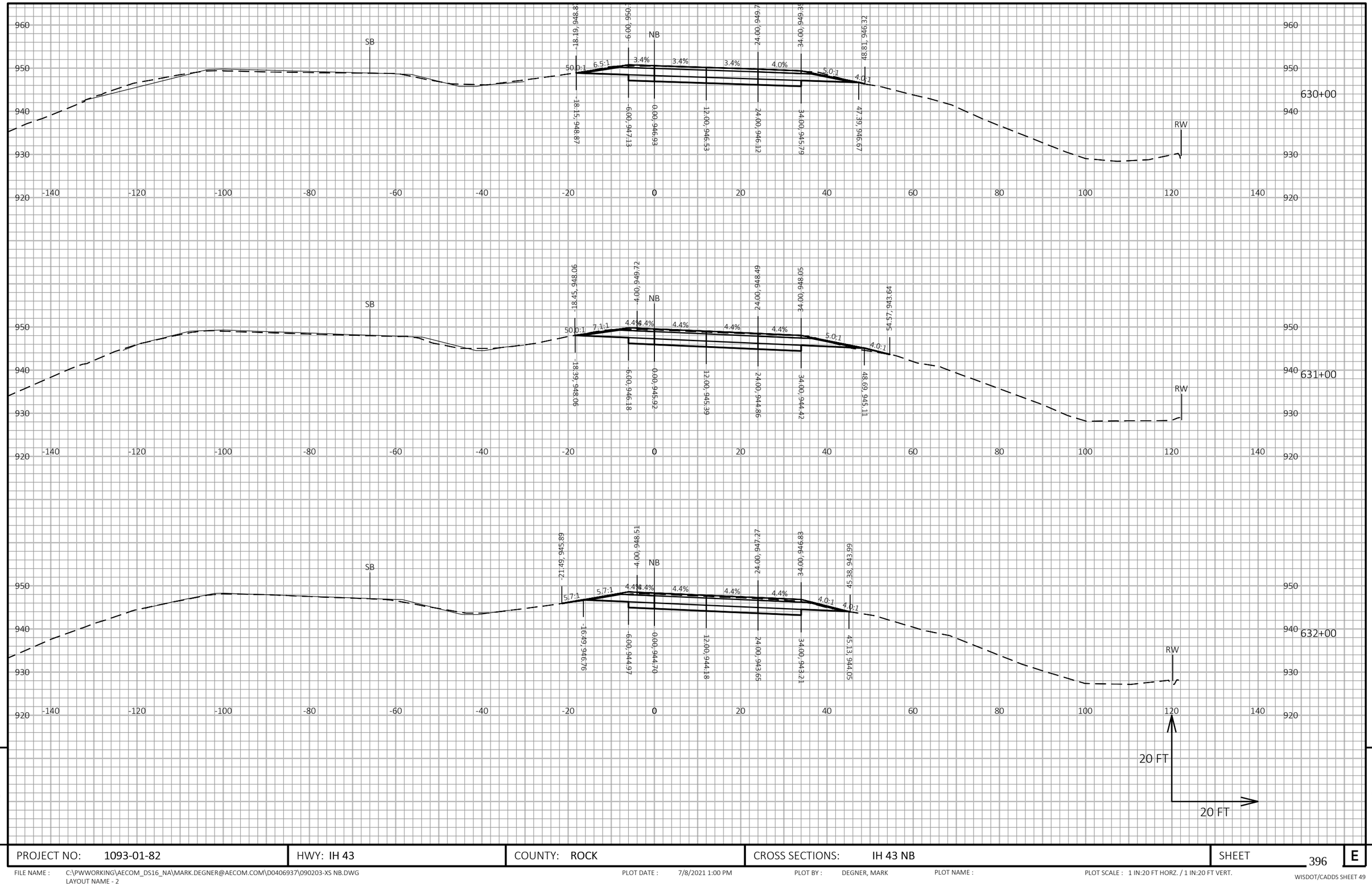
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 395	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090203-XS NB.DWG
LAYOUT NAME - 1

PLOT DATE : 7/8/2021 1:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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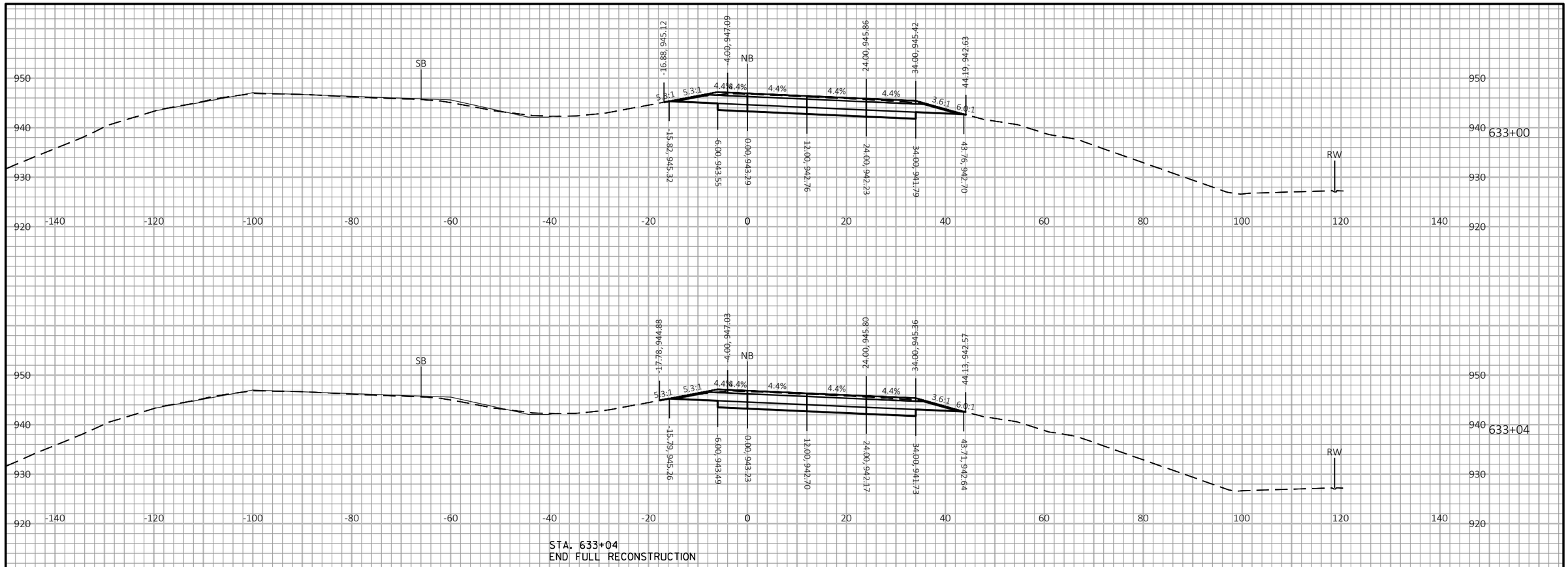
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 396	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090203-XS NB.DWG
LAYOUT NAME - 2

PLOT DATE : 7/8/2021 1:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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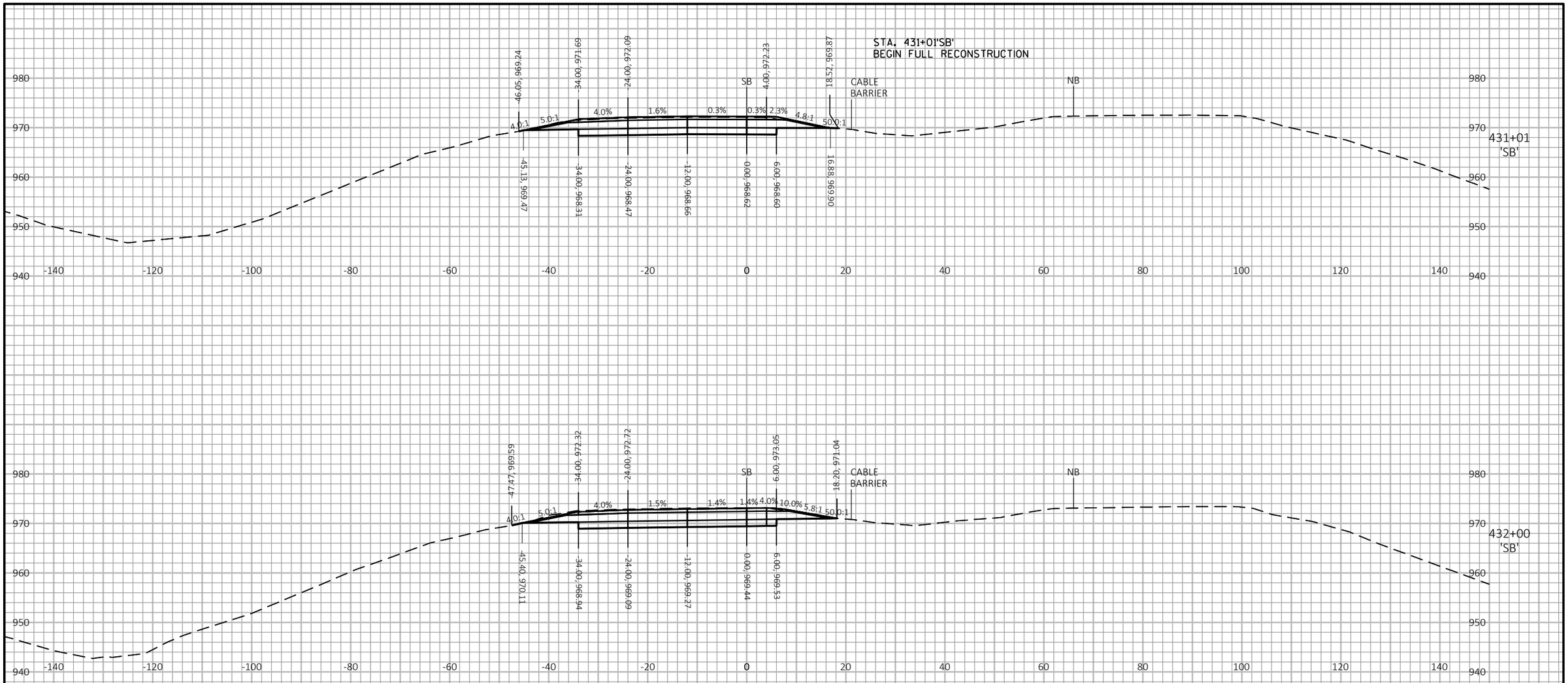
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 397	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090203-XS NB.DWG
LAYOUT NAME - 3

PLOT DATE : 7/8/2021 1:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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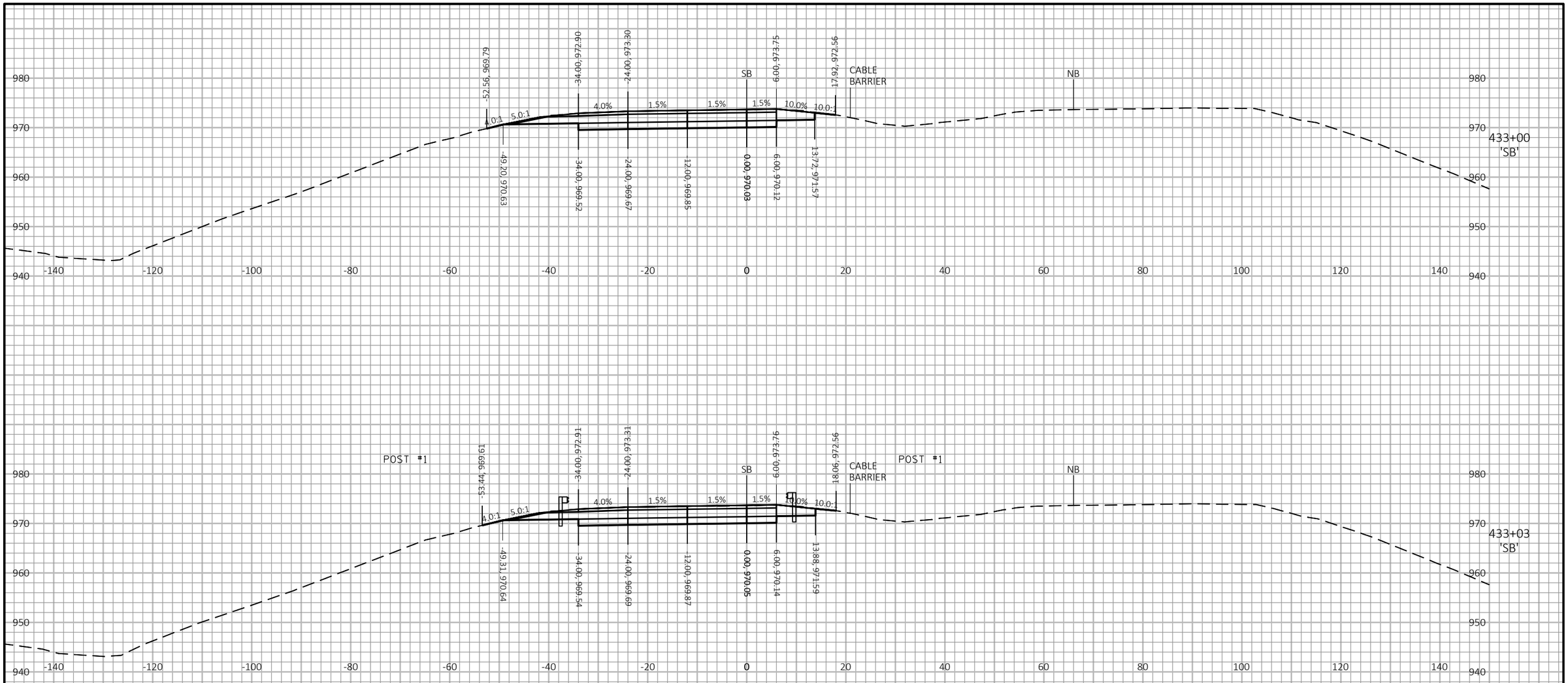
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 398	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 1

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

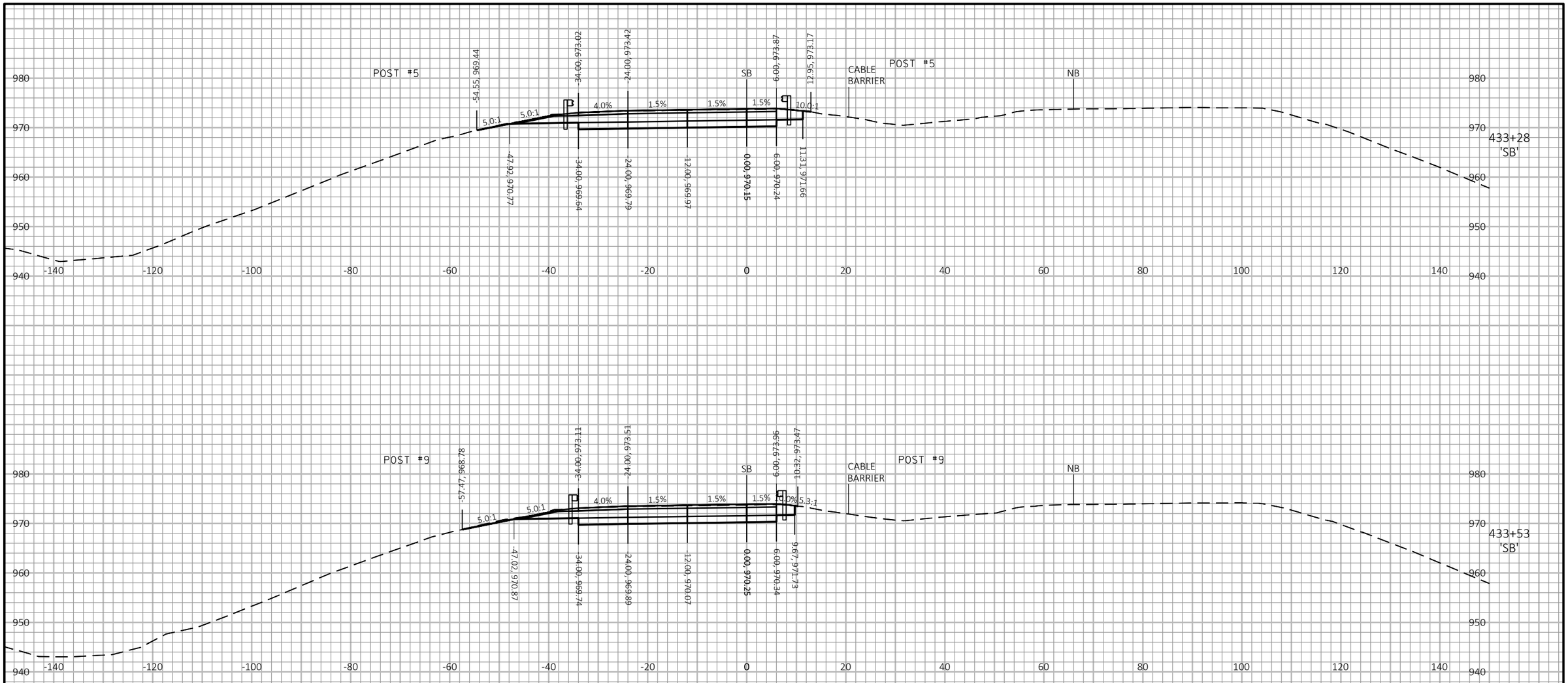


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 399 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 2

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



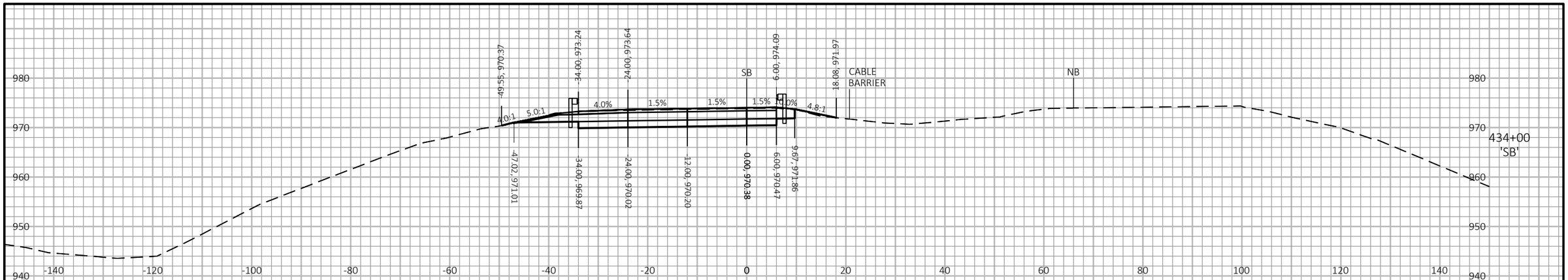
9 9

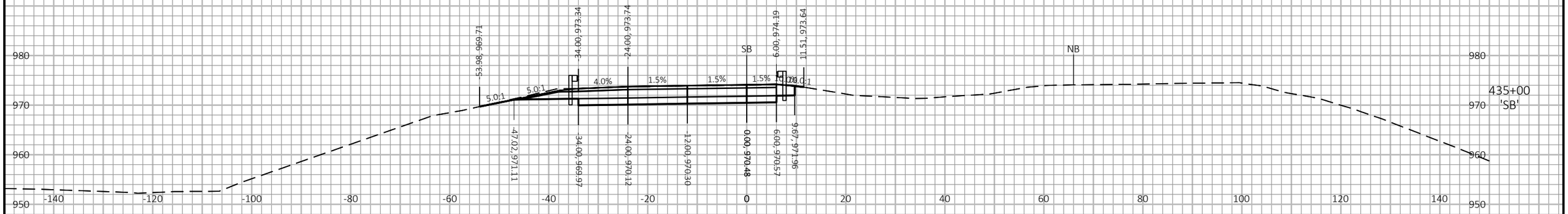
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 400	E

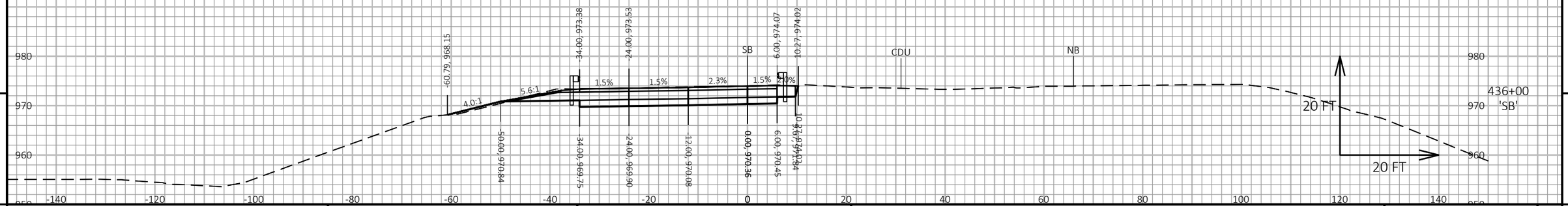
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 3

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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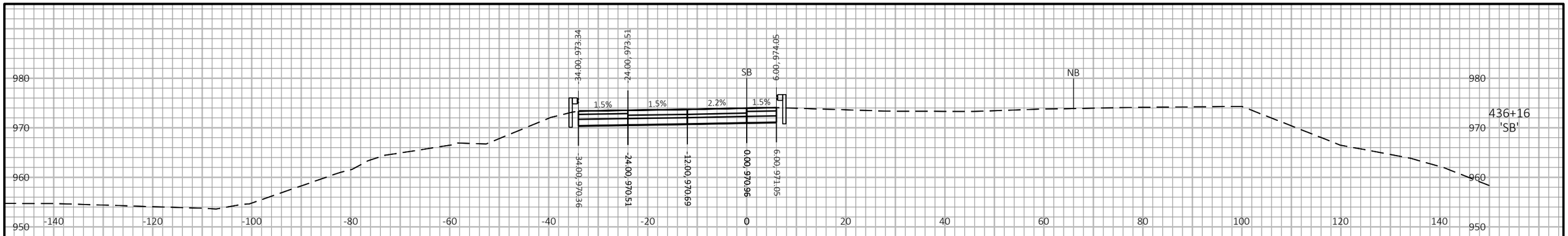
9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 401	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 4

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

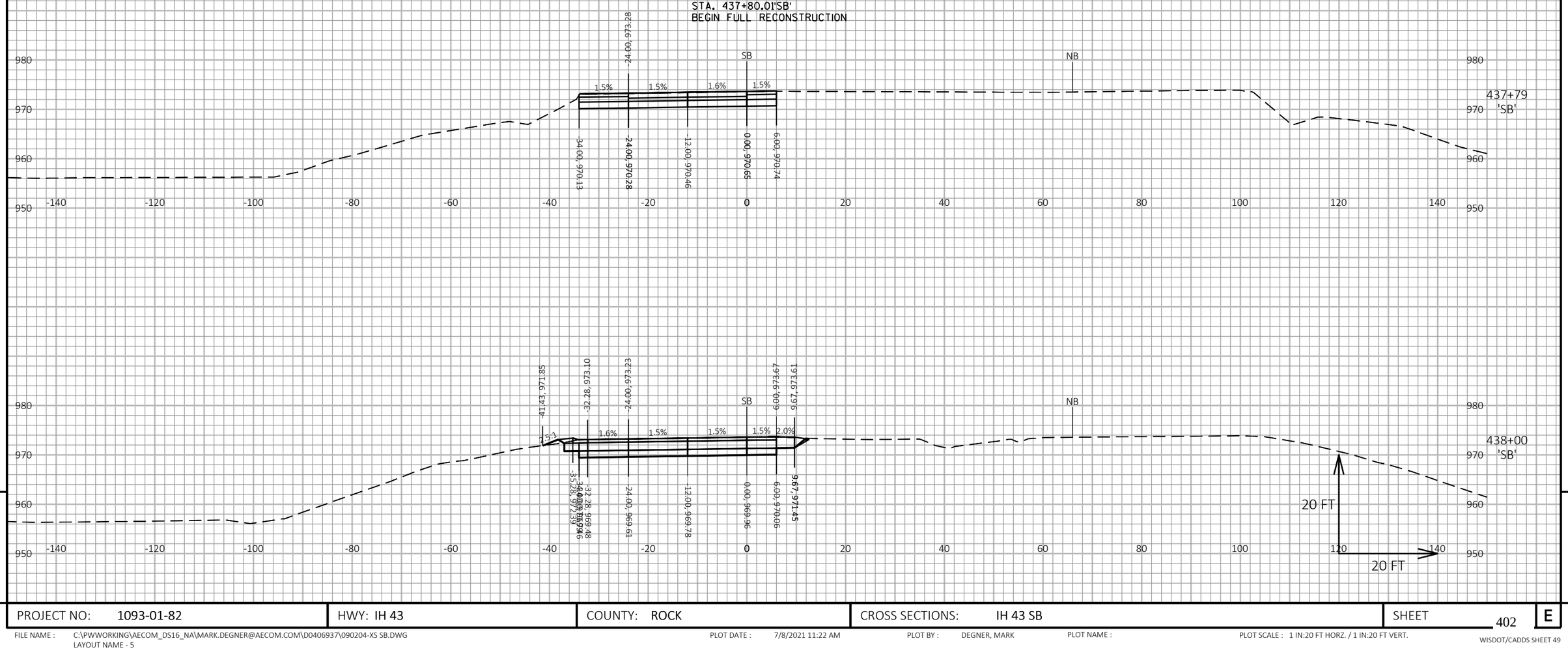
WISDOT/CADDS SHEET 49



STA. 436+15.15'SB'
END FULL RECONSTRUCTION

B-53-115

STA. 437+80.01'SB'
BEGIN FULL RECONSTRUCTION

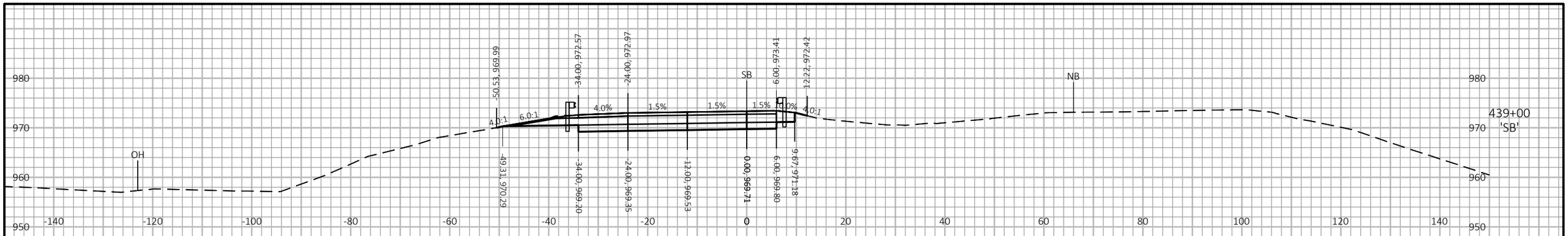


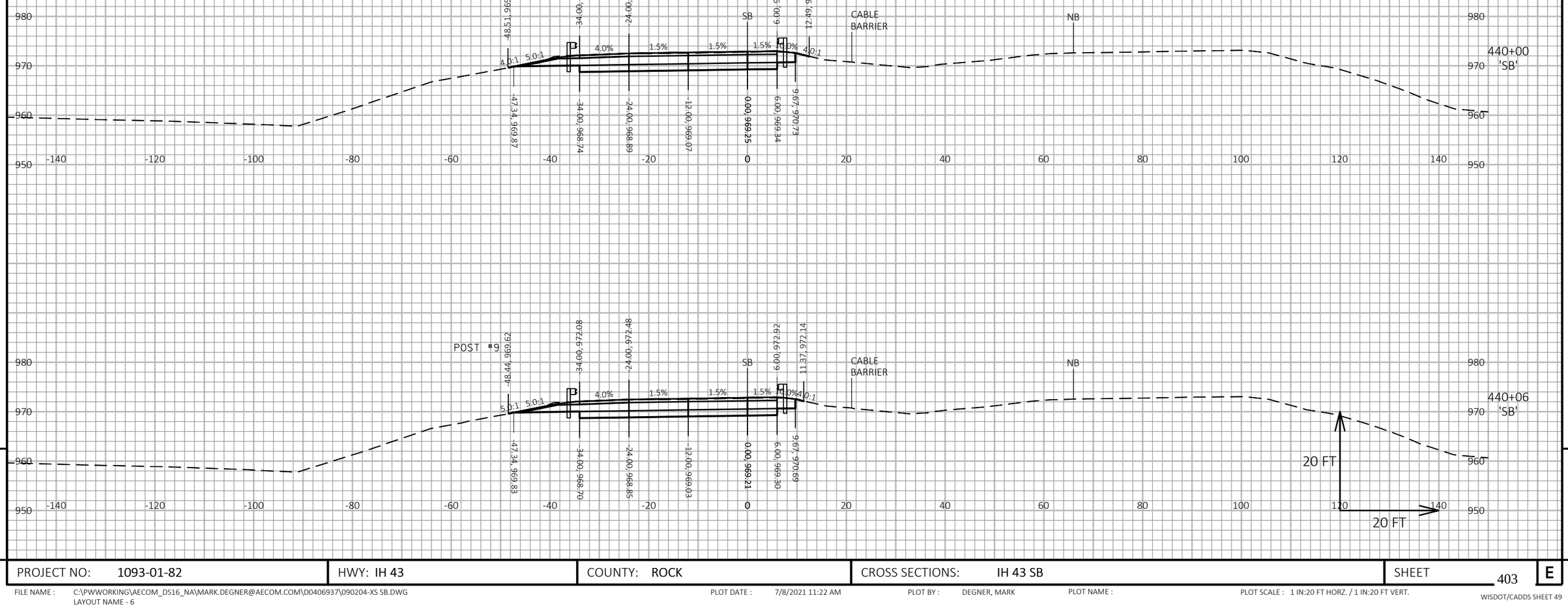
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 402	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 5

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



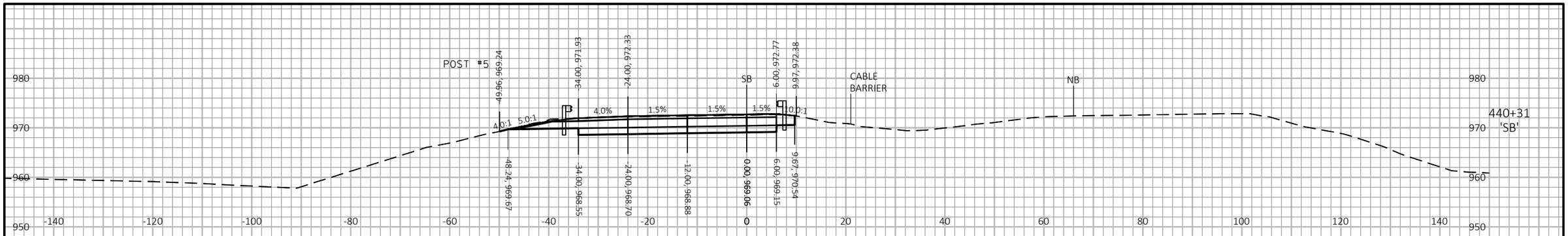


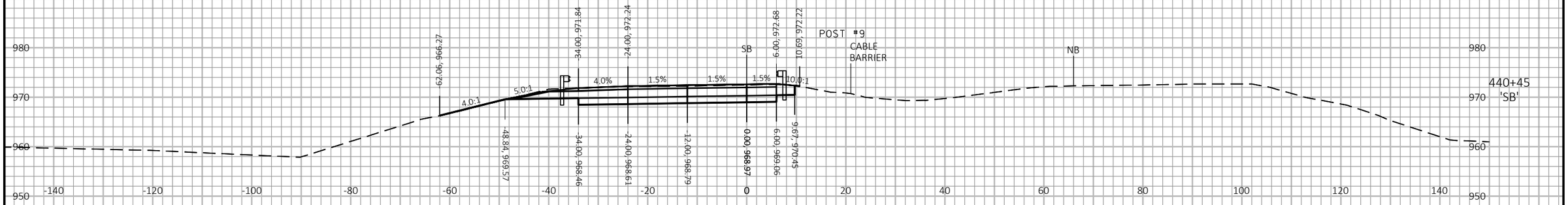
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 403 E

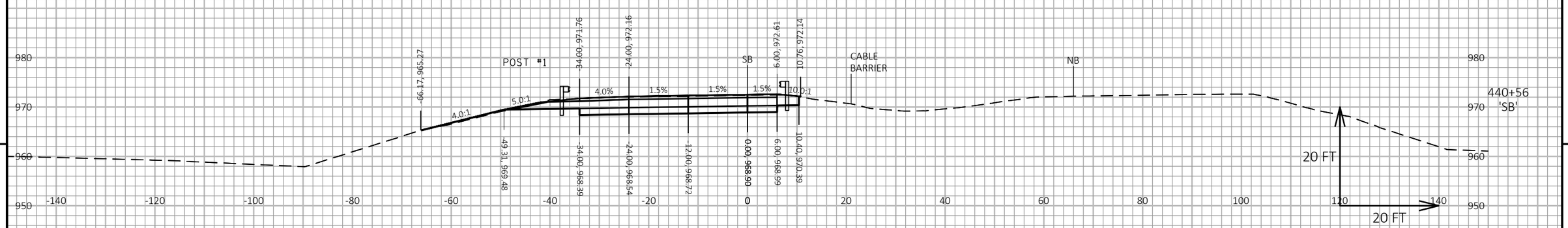
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 6

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







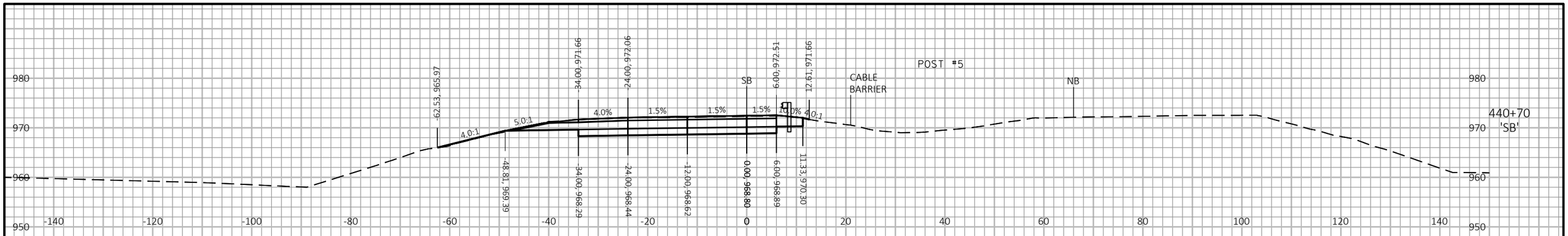
9 9

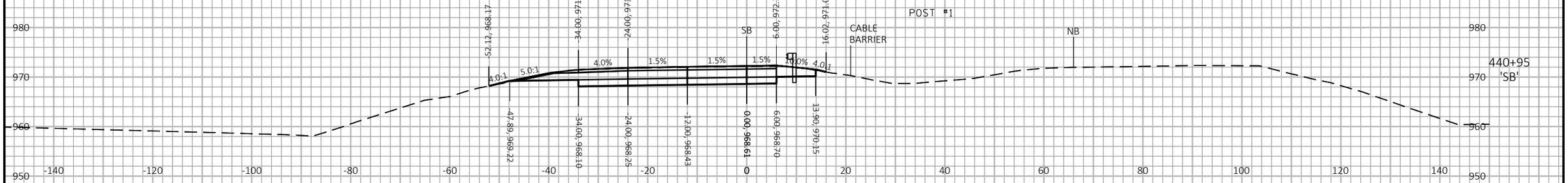
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 404	E

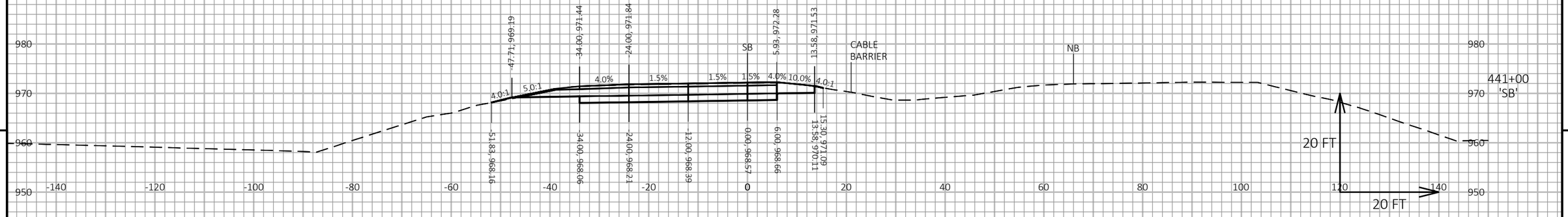
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 7

PLOT DATE : 7/8/2021 11:22 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

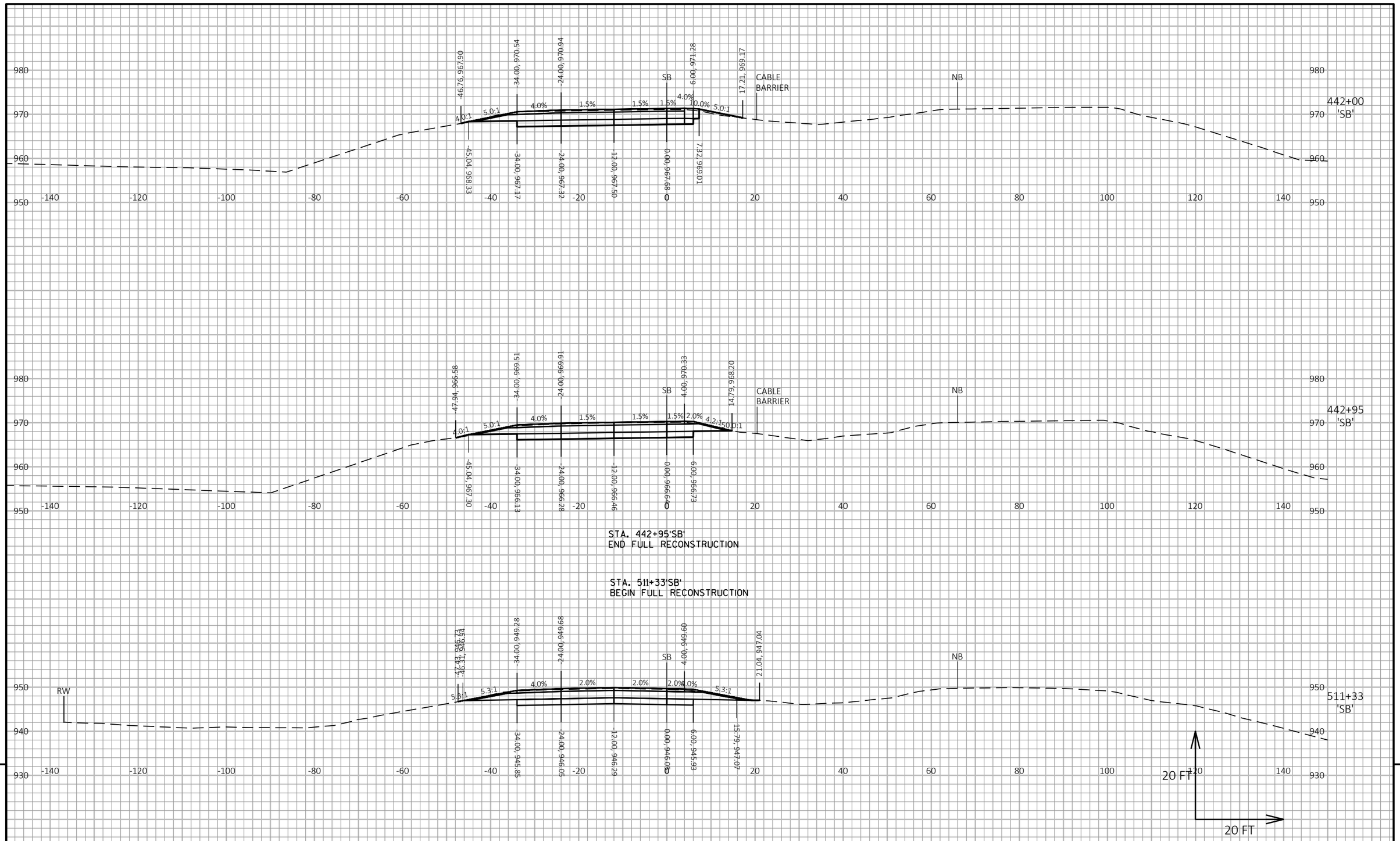
9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 405	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 8

PLOT DATE : 7/8/2021 11:23 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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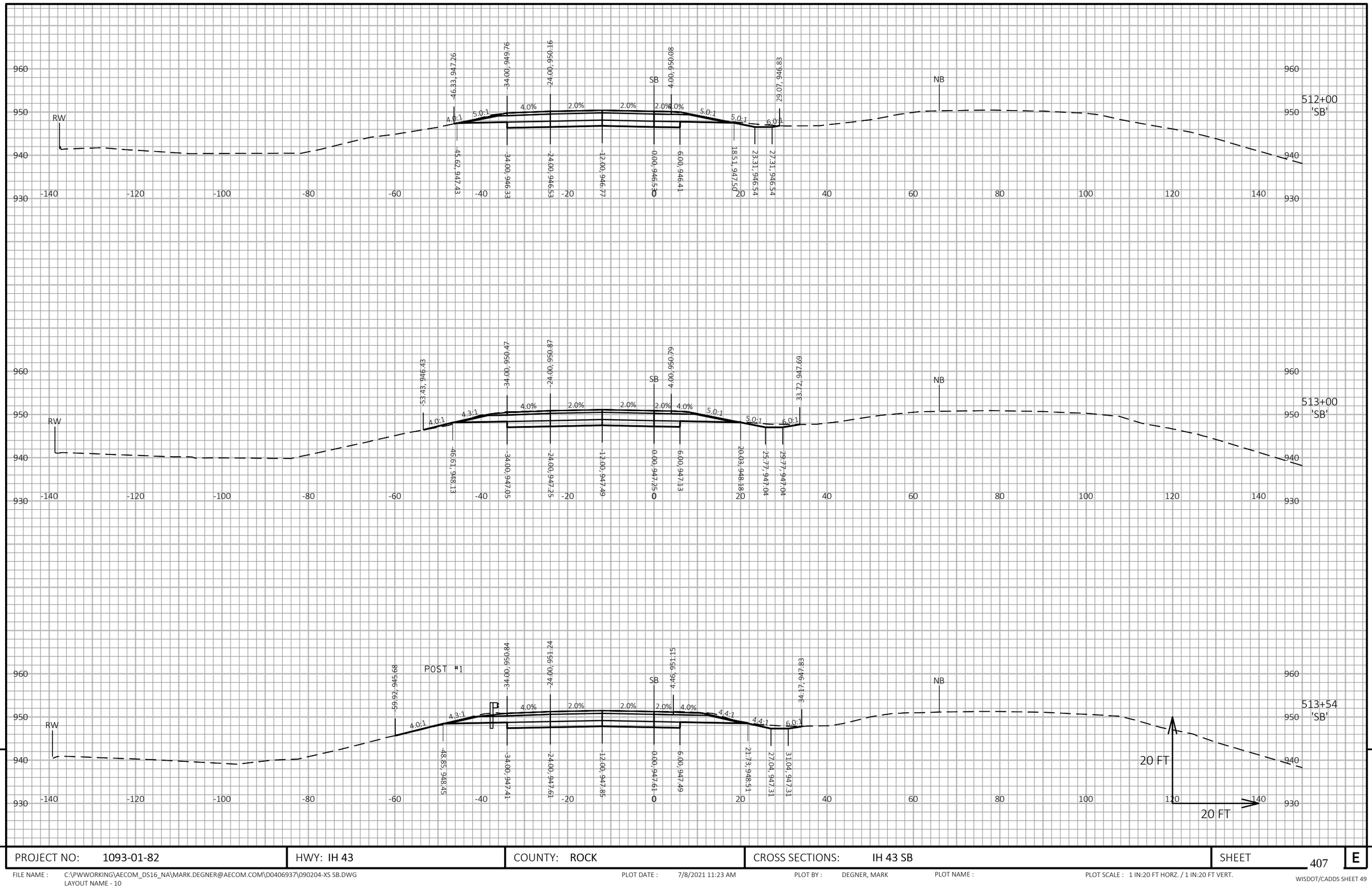
9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 406	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 9

PLOT DATE : 7/30/2021 9:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

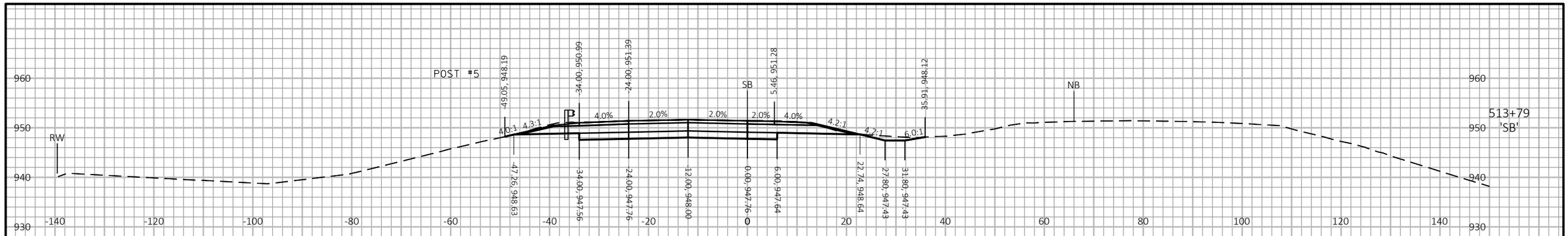


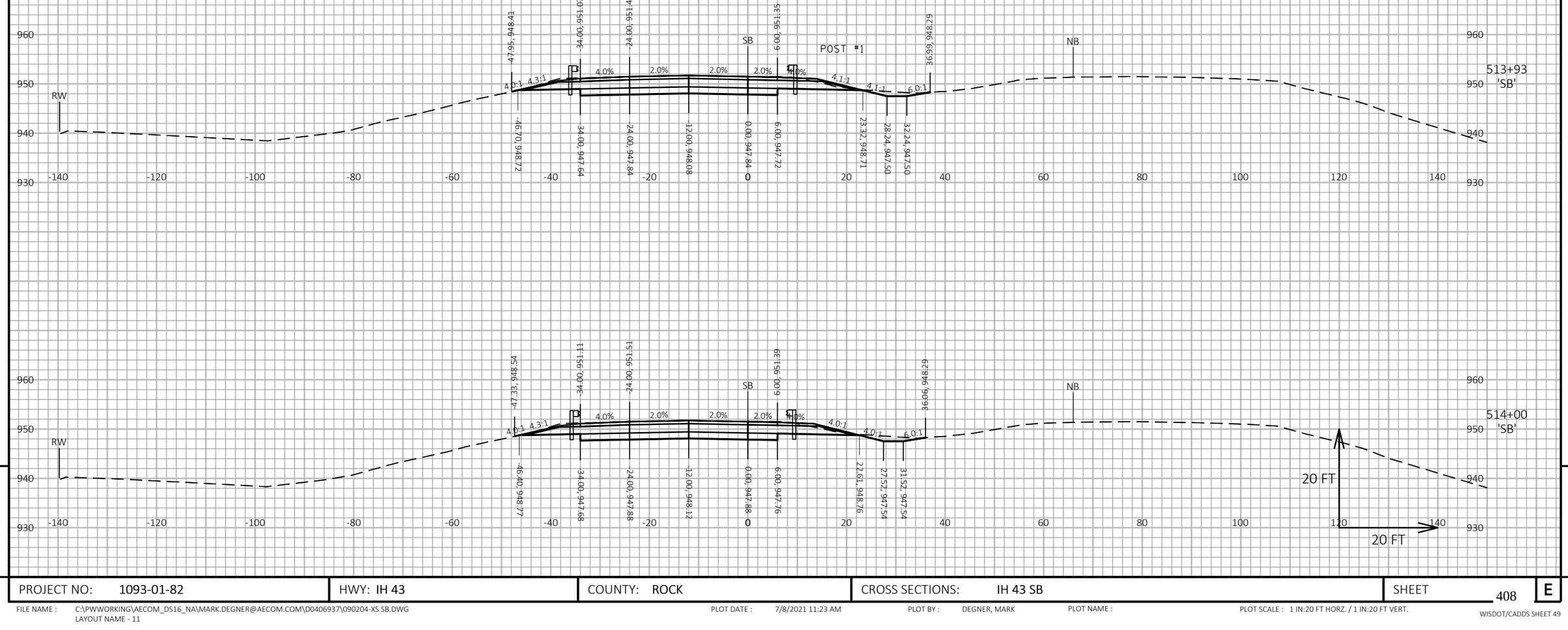
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 407	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 10

PLOT DATE : 7/8/2021 11:23 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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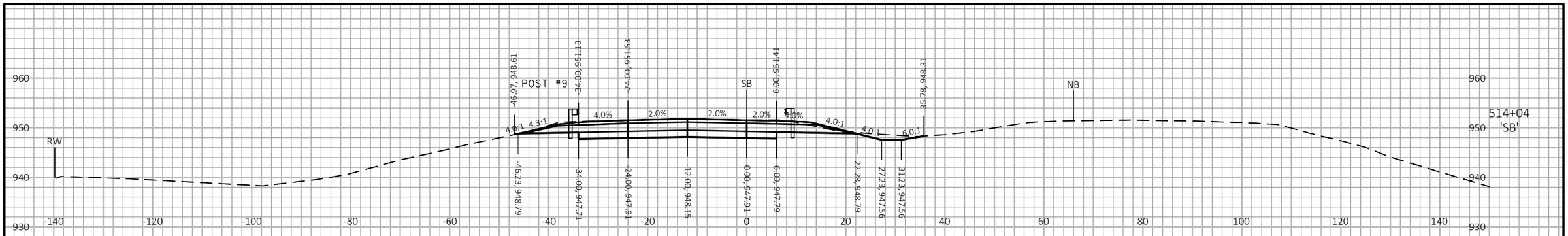
9

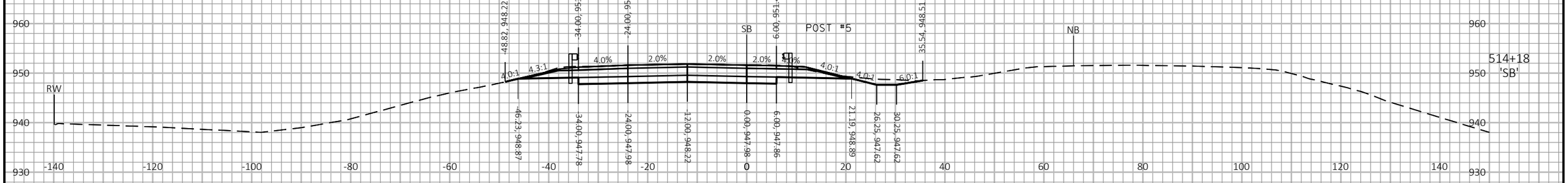
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 408	E

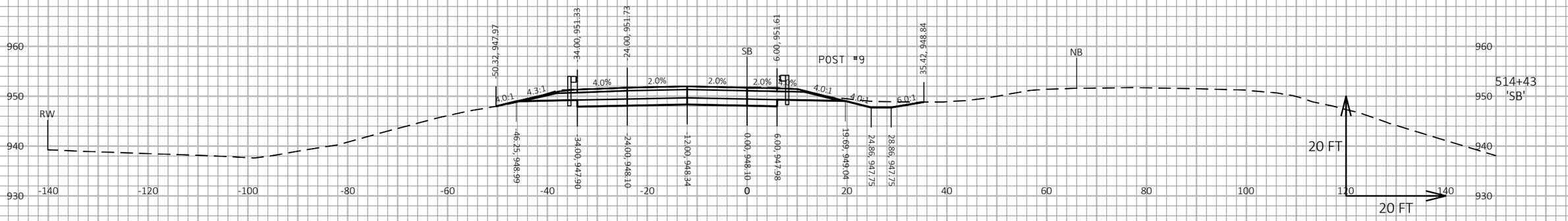
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 11

PLOT DATE : 7/8/2021 11:23 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



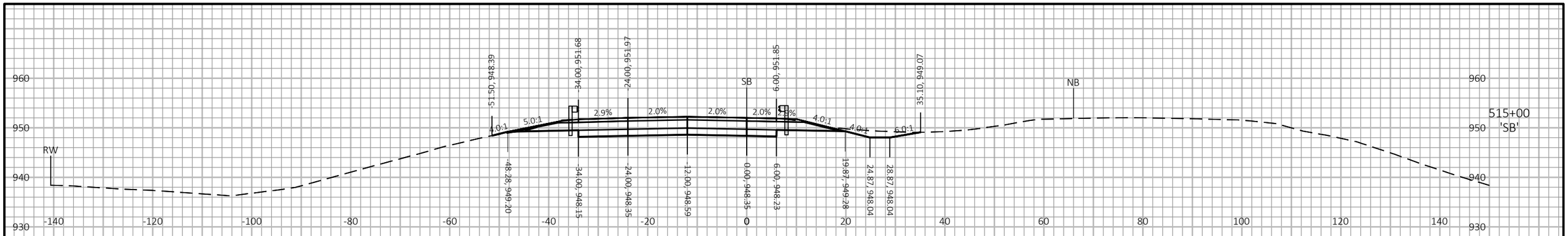


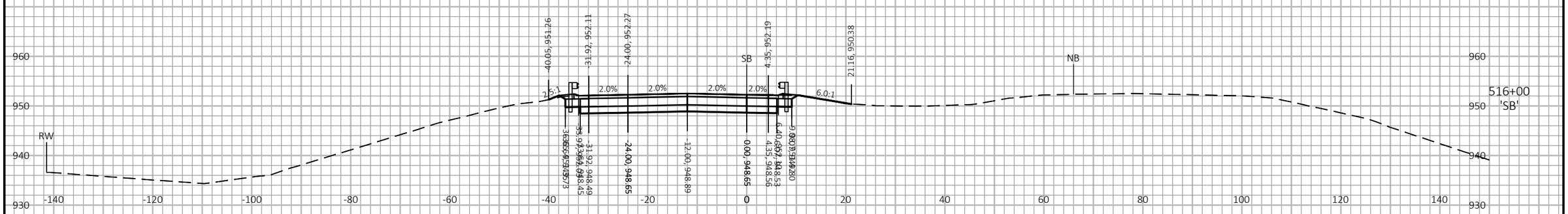


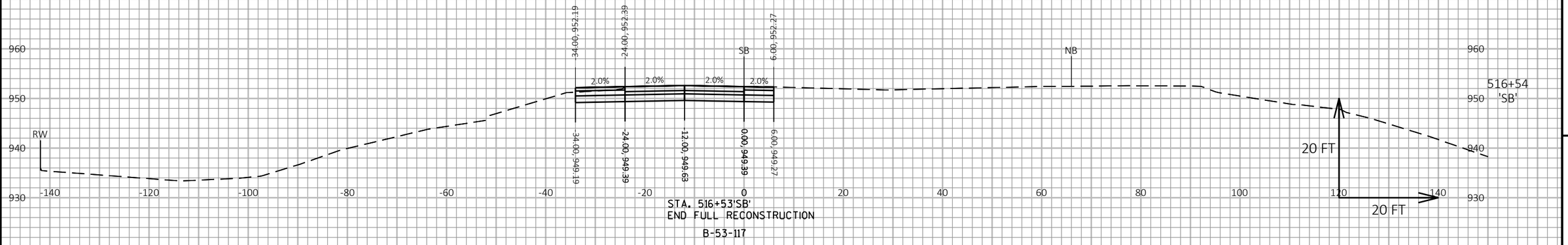
9

9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 409	E







STA. 516+53'SB'
END FULL RECONSTRUCTION

B-53-117

9 9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 410	E

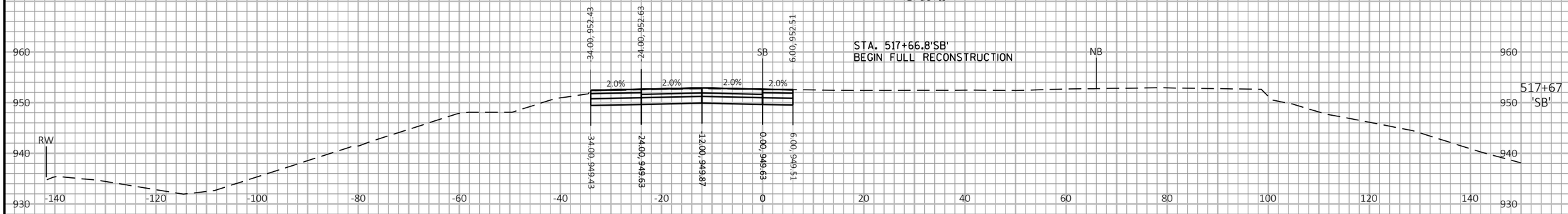
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090204-XS SB.DWG
LAYOUT NAME - 13

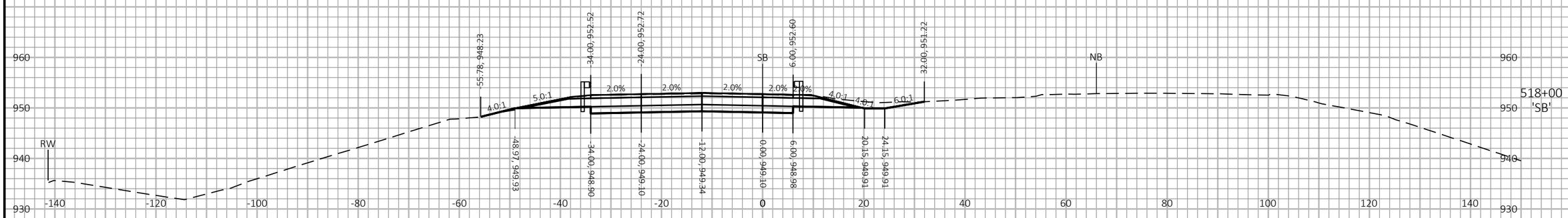
PLOT DATE : 7/8/2021 11:23 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

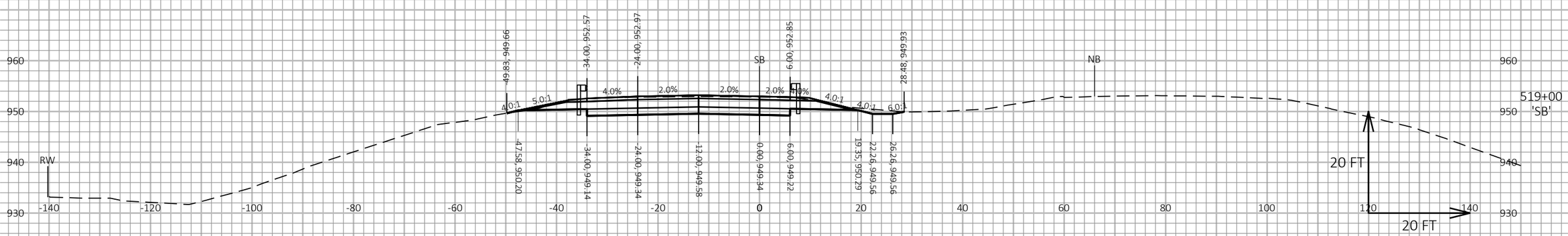
WISDOT/CADDS SHEET 49

B-53-117

STA. 517+66.8'SB'
BEGIN FULL RECONSTRUCTION







9

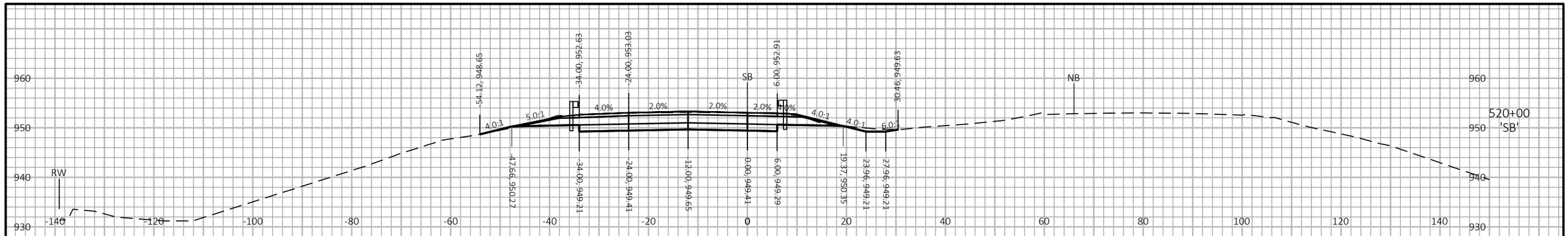
9

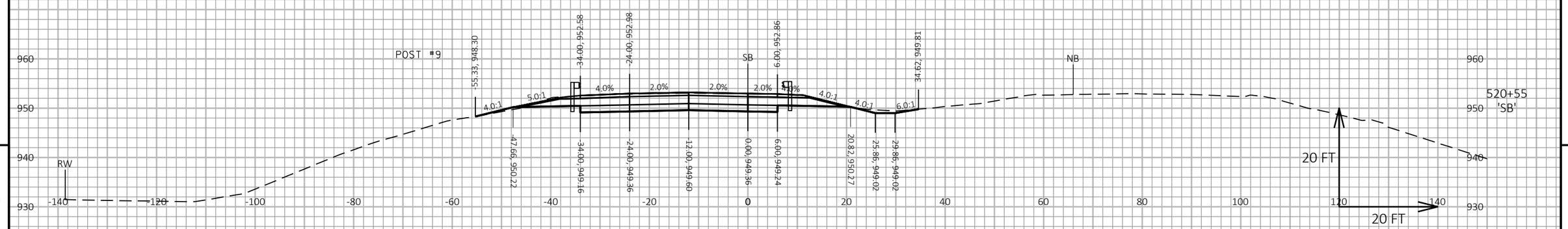
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 411	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 1

PLOT DATE : 7/8/2021 11:47 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



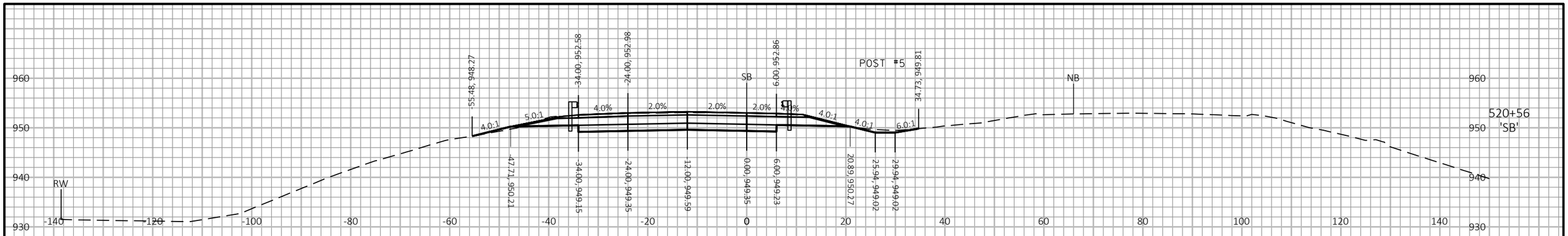


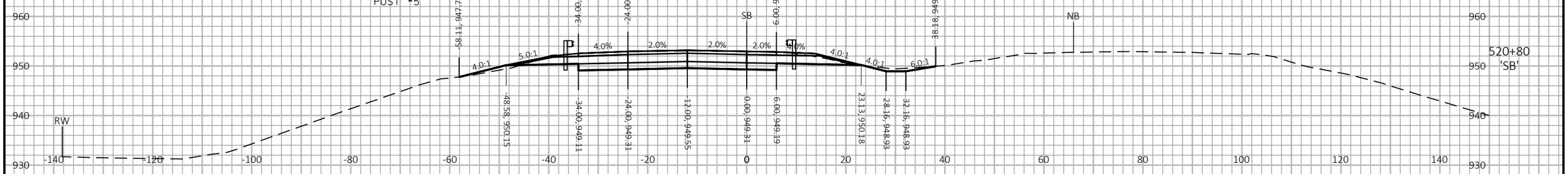
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 412 E

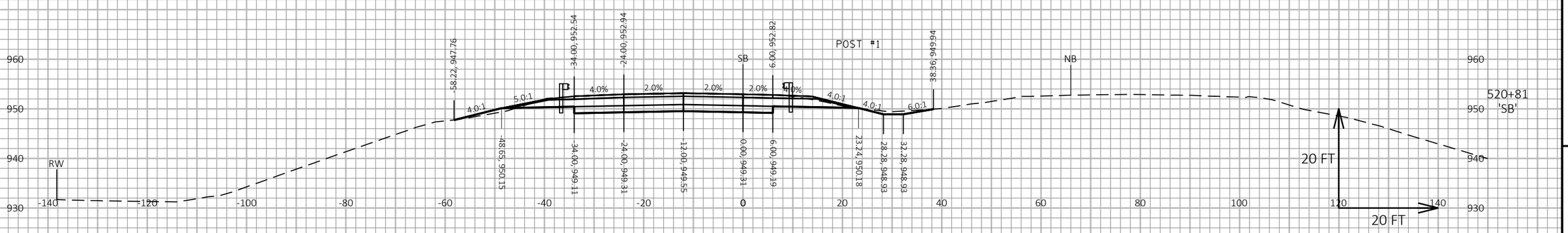
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 2

PLOT DATE : 7/8/2021 11:47 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

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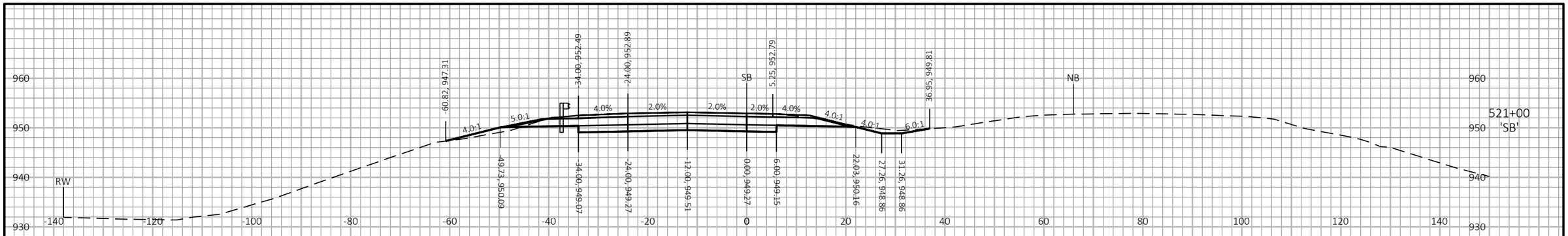
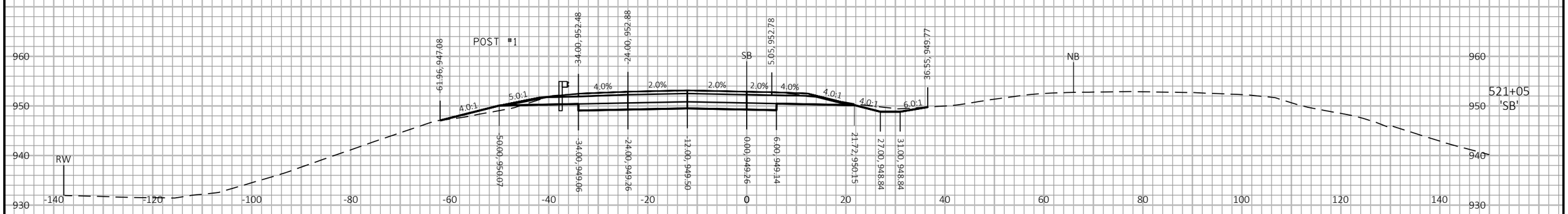
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 413	E

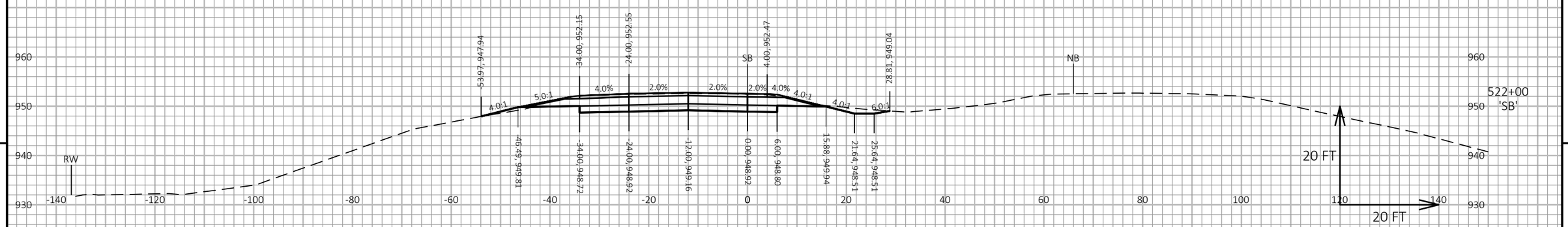
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 3

PLOT DATE : 7/8/2021 11:47 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 414	E

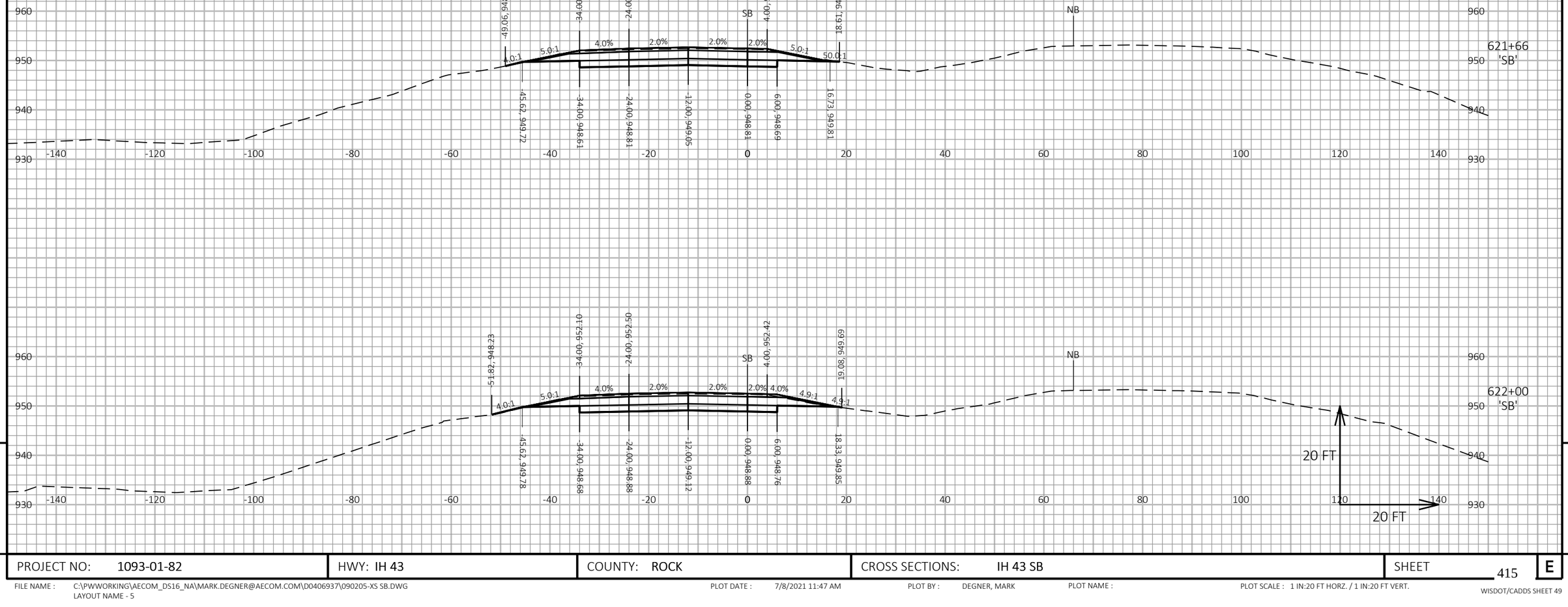
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 4

PLOT DATE : 7/8/2021 11:47 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

STA. 522+87'SB'
END FULL RECONSTRUCTION

STA. 621+67'SB'
BEGIN FULL RECONSTRUCTION

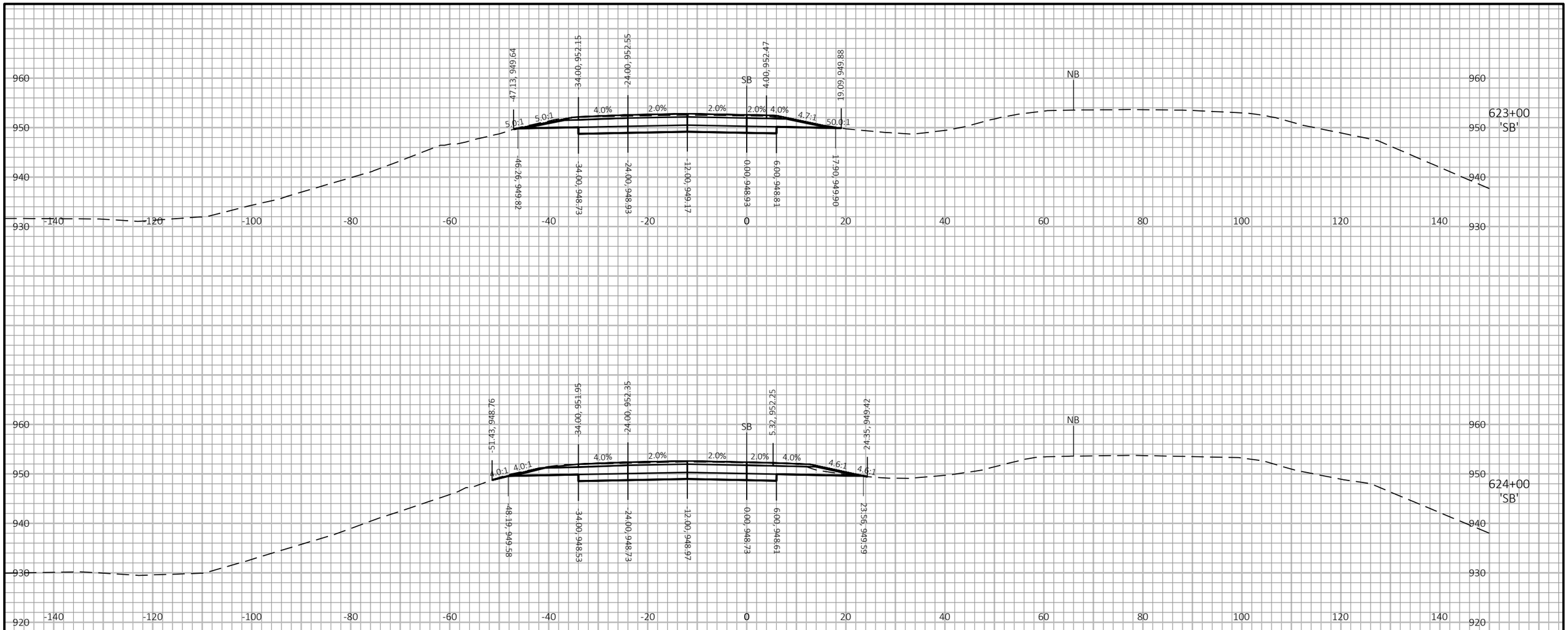


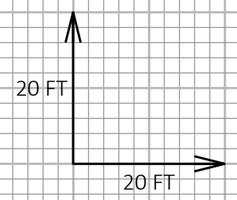
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 415	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 5

PLOT DATE : 7/8/2021 11:47 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

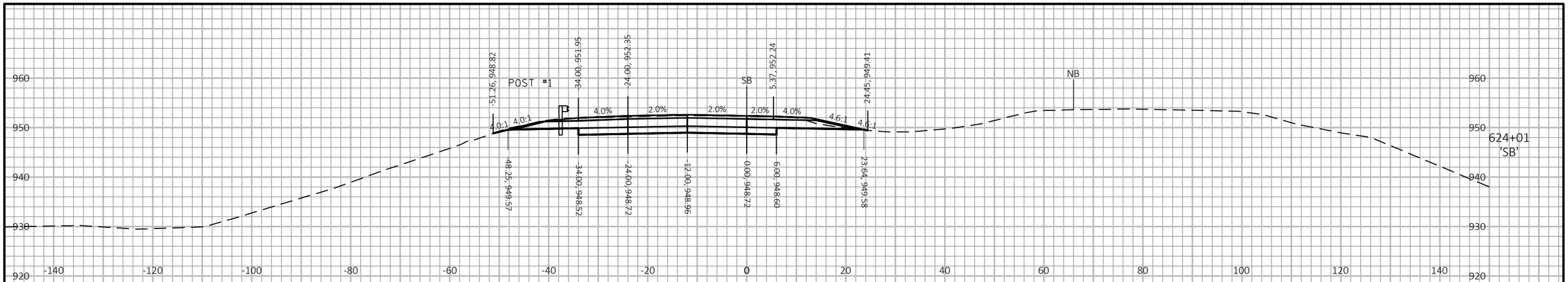
9

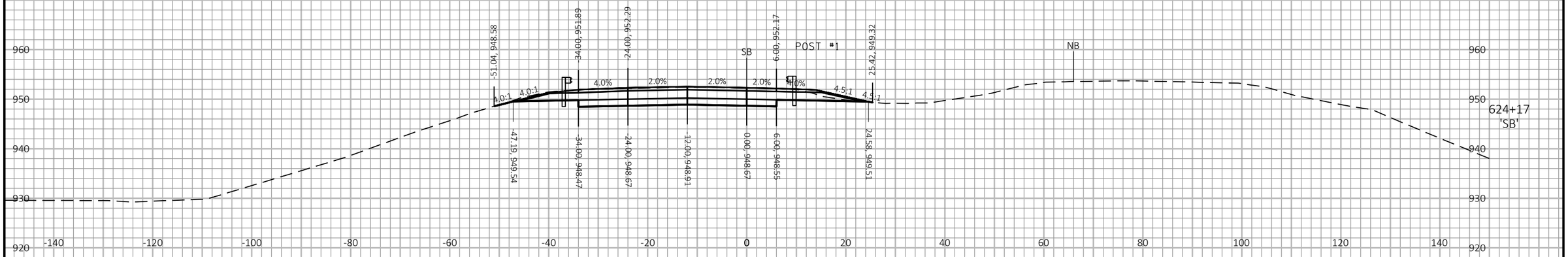
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 416	E

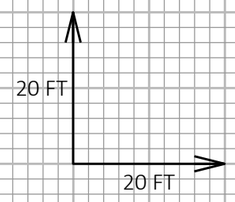
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 6

PLOT DATE : 7/8/2021 11:47 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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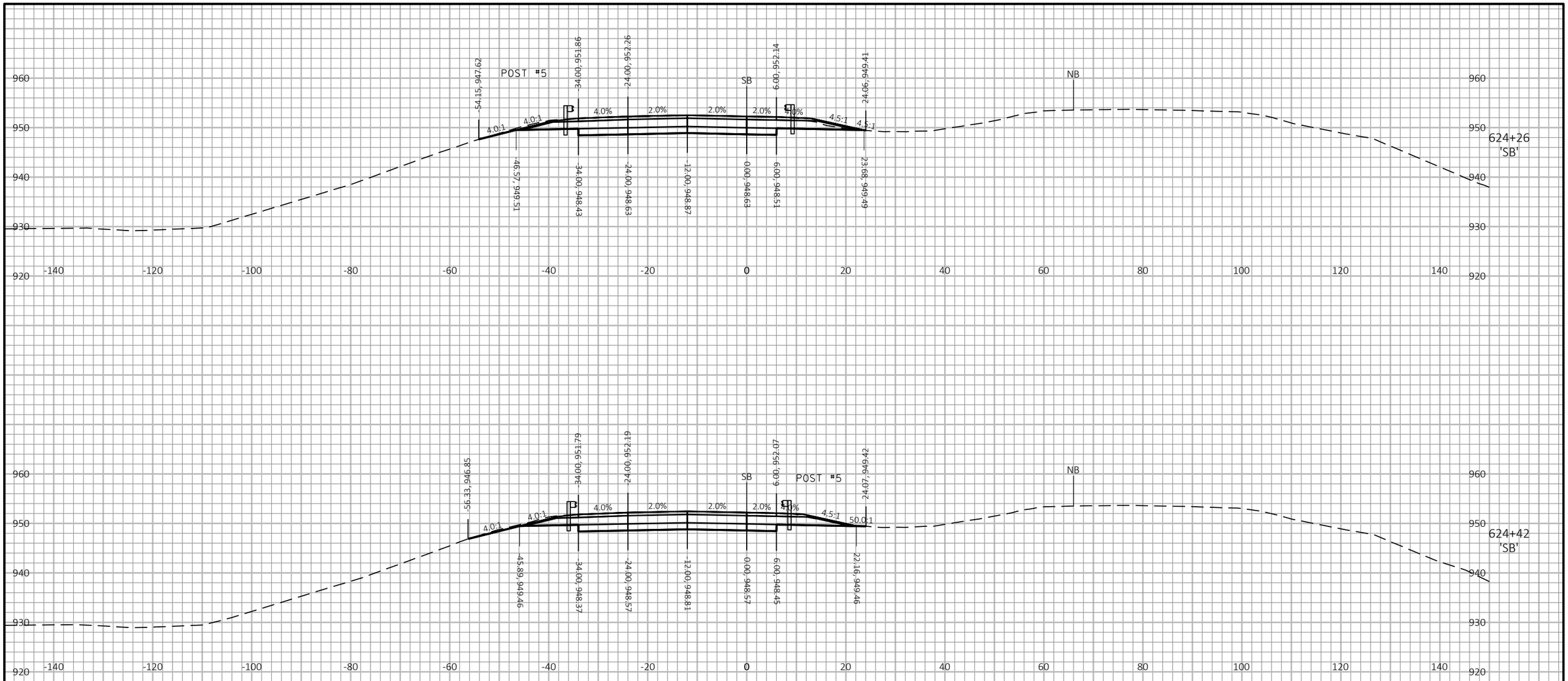
9

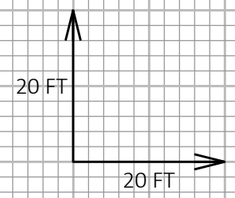
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 417	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 7

PLOT DATE : 7/8/2021 11:48 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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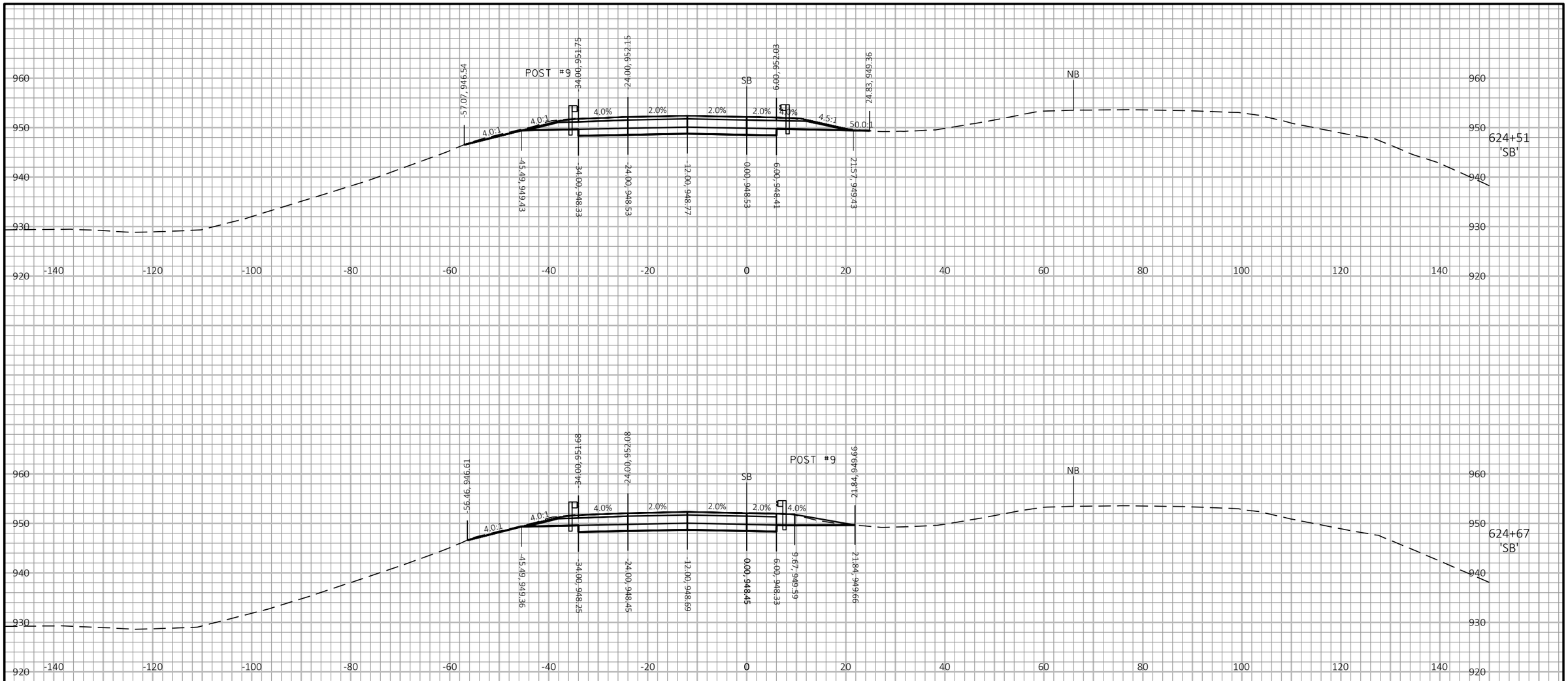
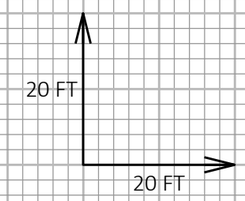
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 418	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 8

PLOT DATE : 7/8/2021 11:48 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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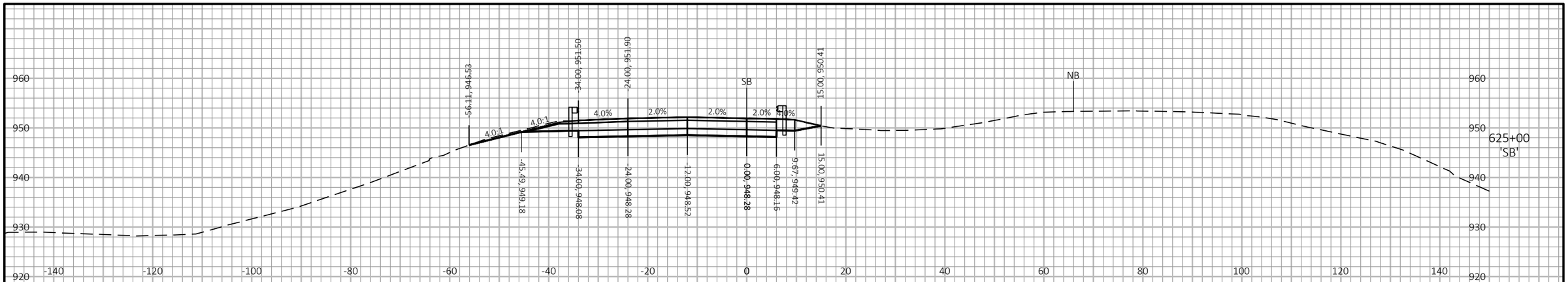
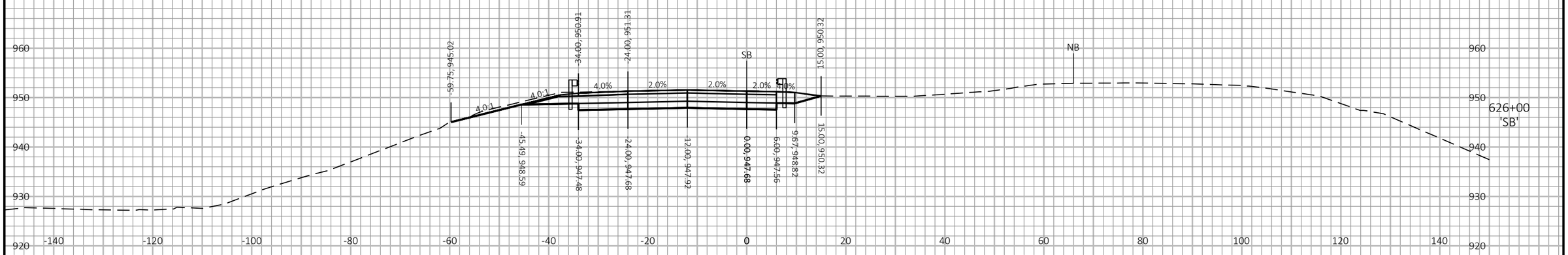
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 419	E

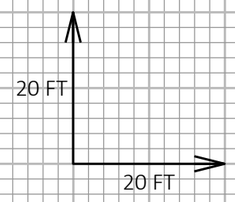
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 9

PLOT DATE : 7/8/2021 11:48 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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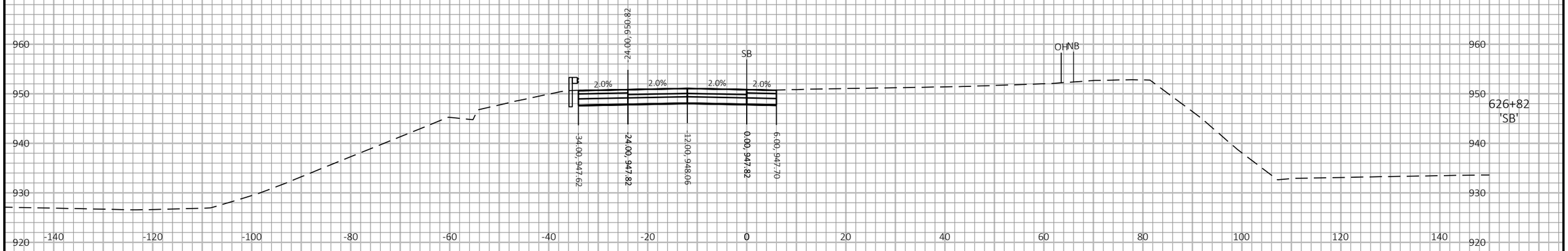
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 420	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 10

PLOT DATE : 7/8/2021 11:48 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



STA. 626+81.80'SB'
END FULL RECONSTRUCTION

B-53-119

20 FT
20 FT

9

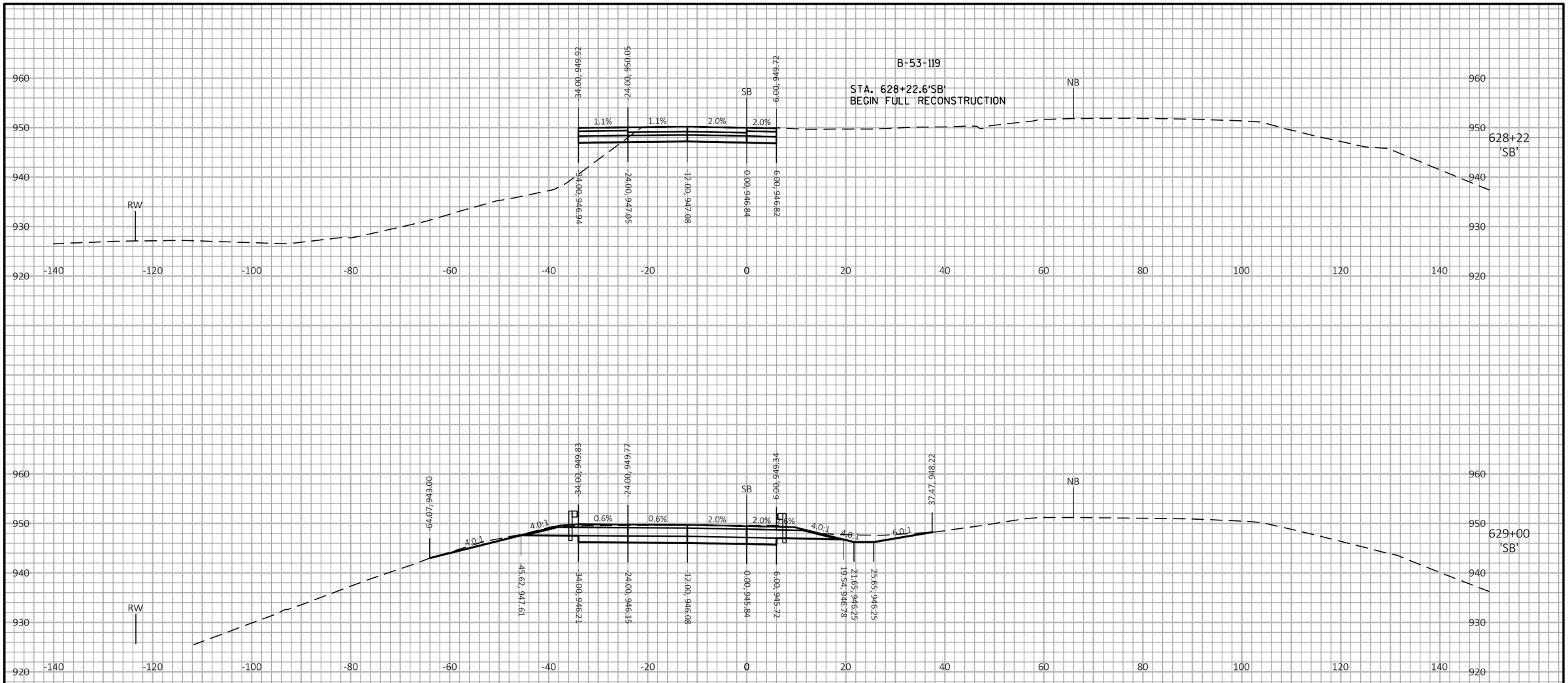
9

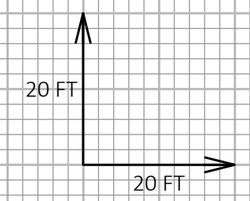
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 421	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090205-XS SB.DWG
LAYOUT NAME - 11

PLOT DATE : 7/8/2021 11:48 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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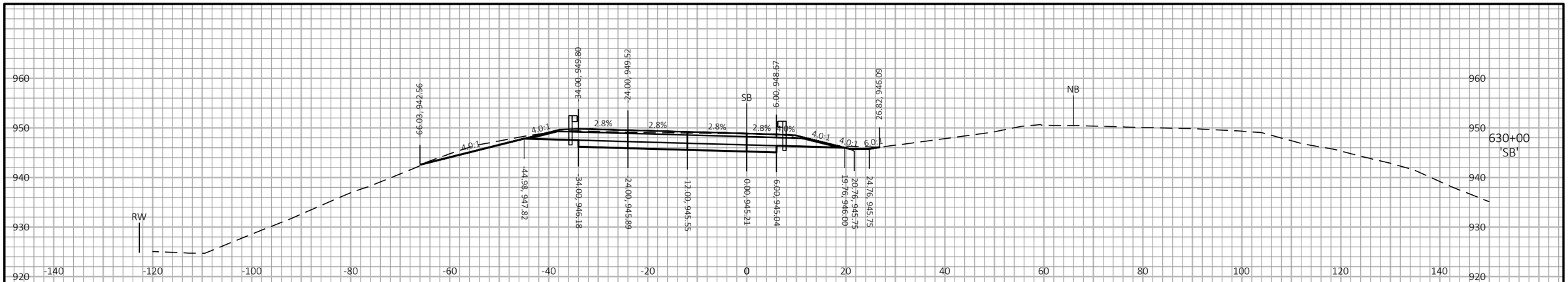
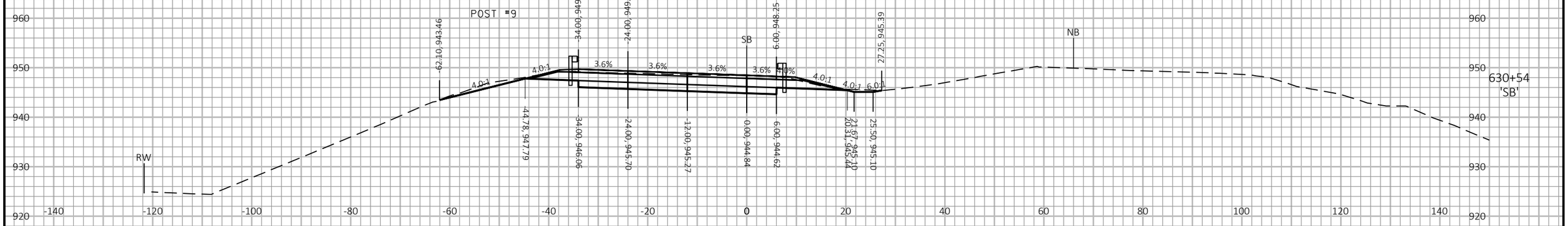
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 422	E

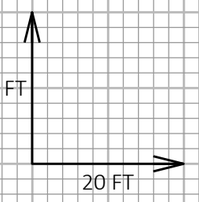
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090206-XS SB.DWG
LAYOUT NAME - 1

PLOT DATE : 7/8/2021 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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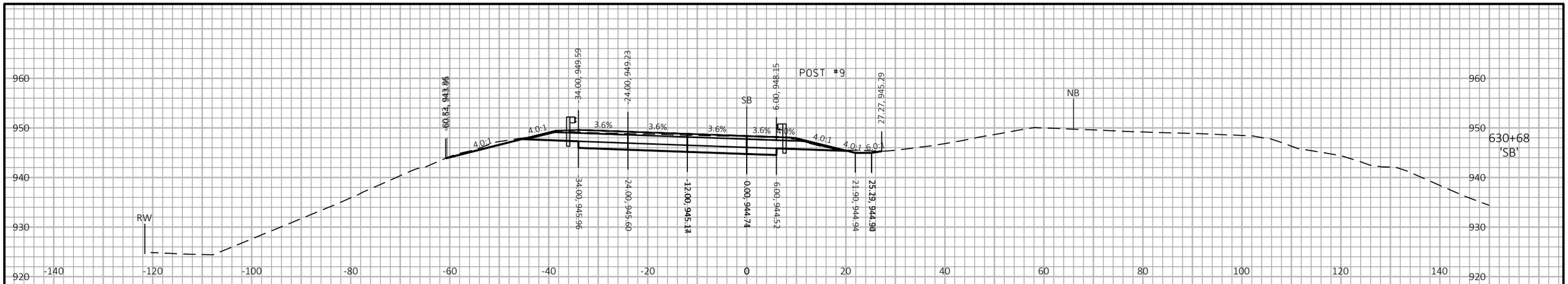
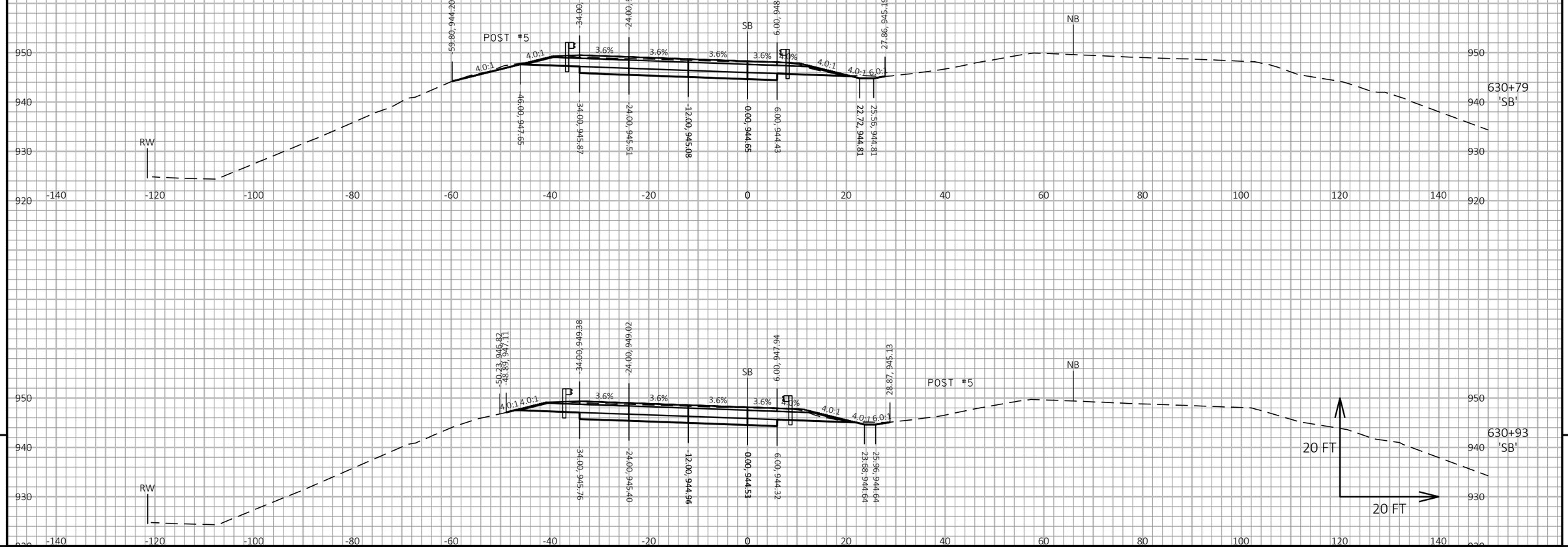
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 423	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090206-XS SB.DWG
LAYOUT NAME - 2

PLOT DATE : 7/8/2021 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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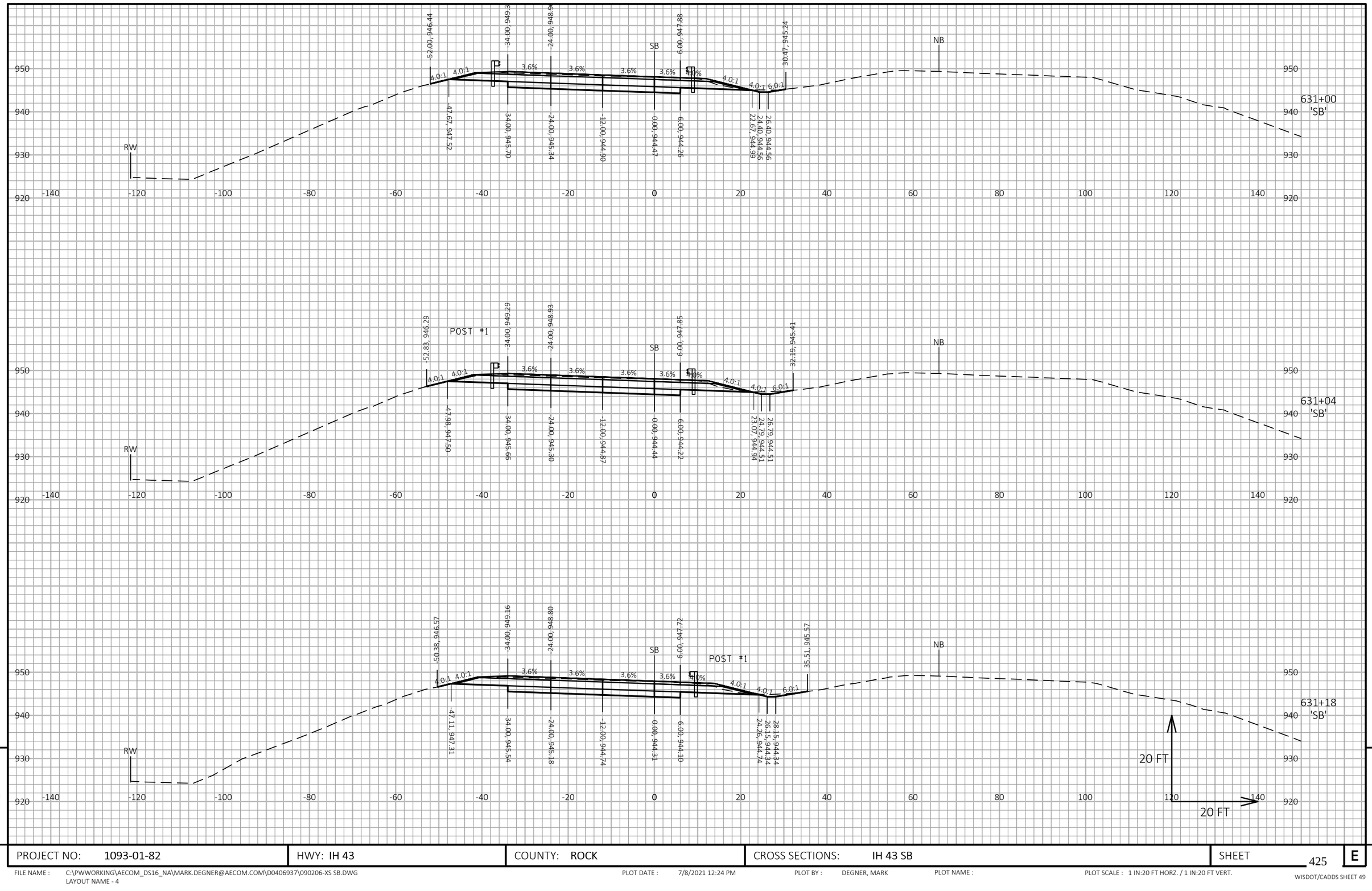
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 424	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090206-XS SB.DWG
LAYOUT NAME - 3

PLOT DATE : 7/8/2021 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

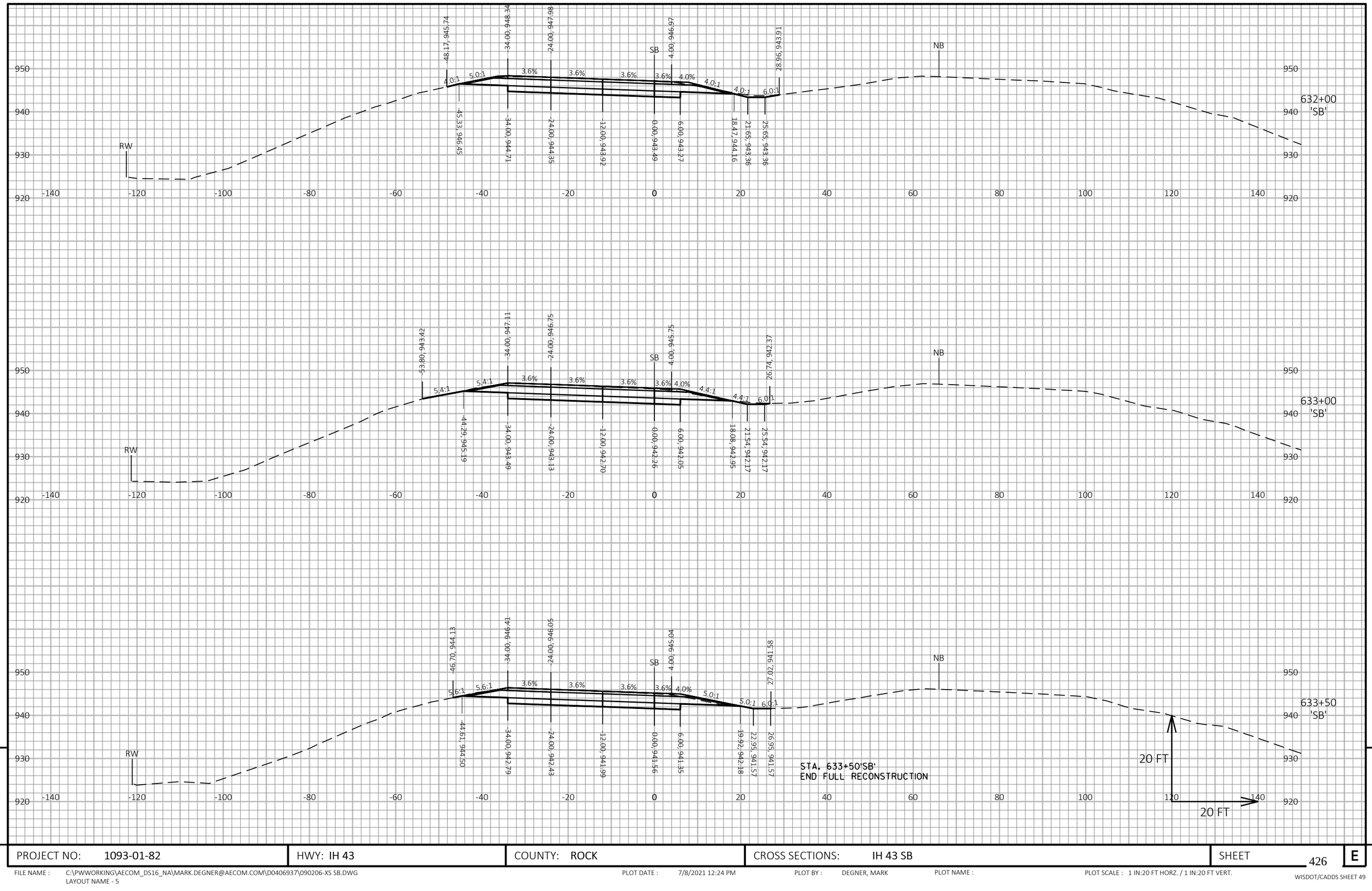


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 425 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090206-XS SB.DWG
LAYOUT NAME - 4

PLOT DATE : 7/8/2021 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

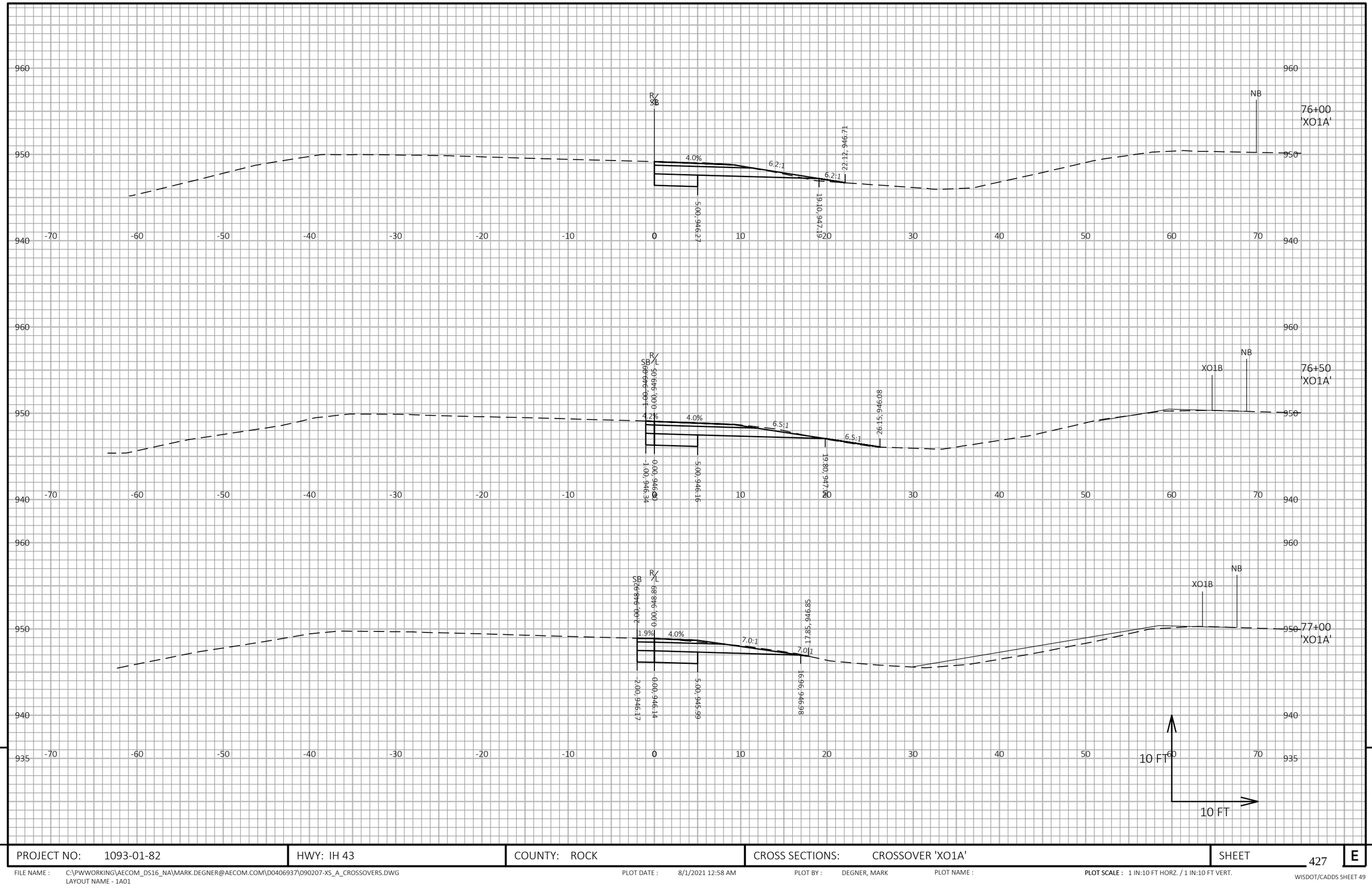


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 426	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090206-XS SB.DWG
LAYOUT NAME - 5

PLOT DATE : 7/8/2021 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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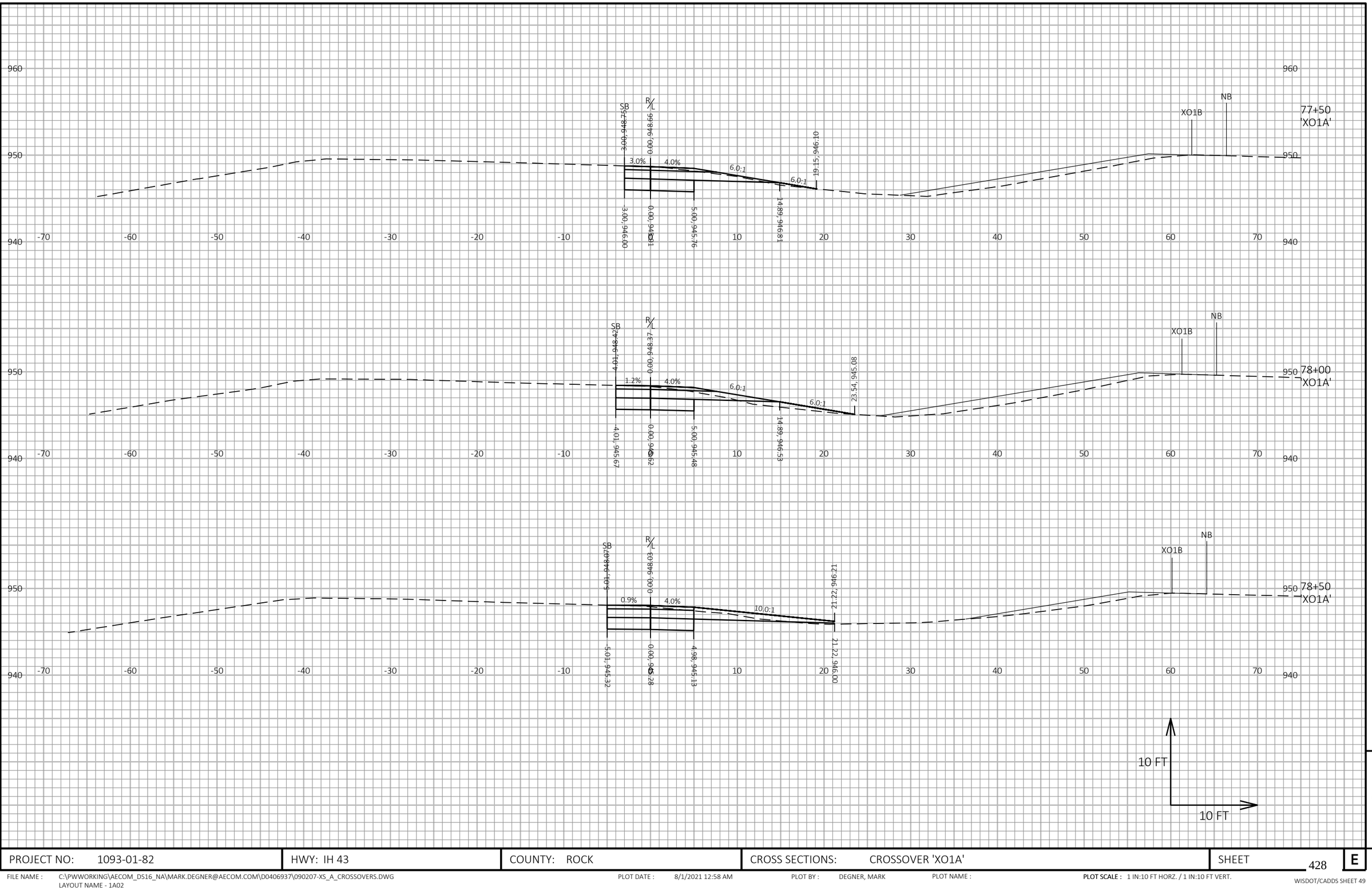
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 427	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A01

PLOT DATE : 8/1/2021 12:58 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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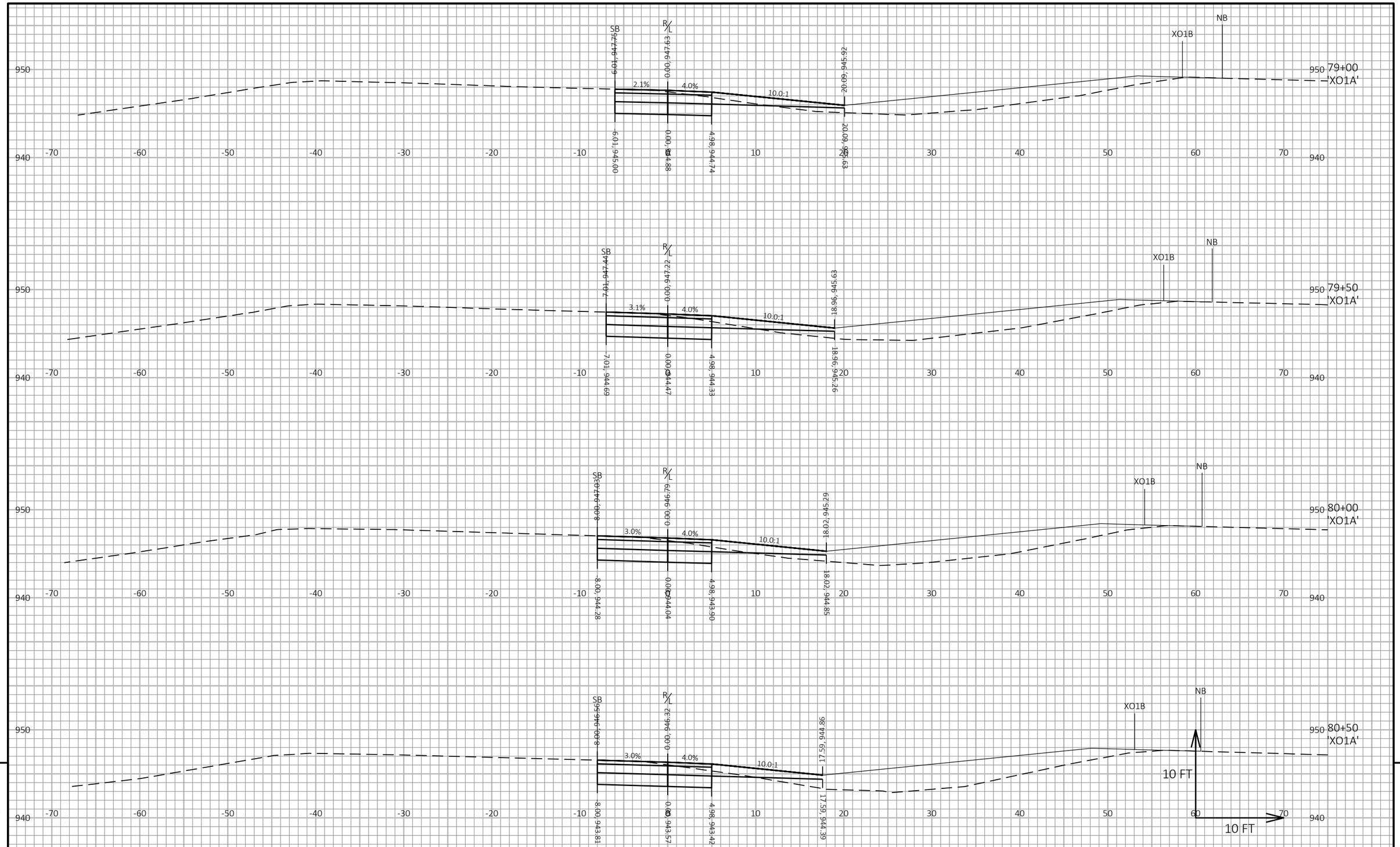
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 428	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A02

PLOT DATE : 8/1/2021 12:58 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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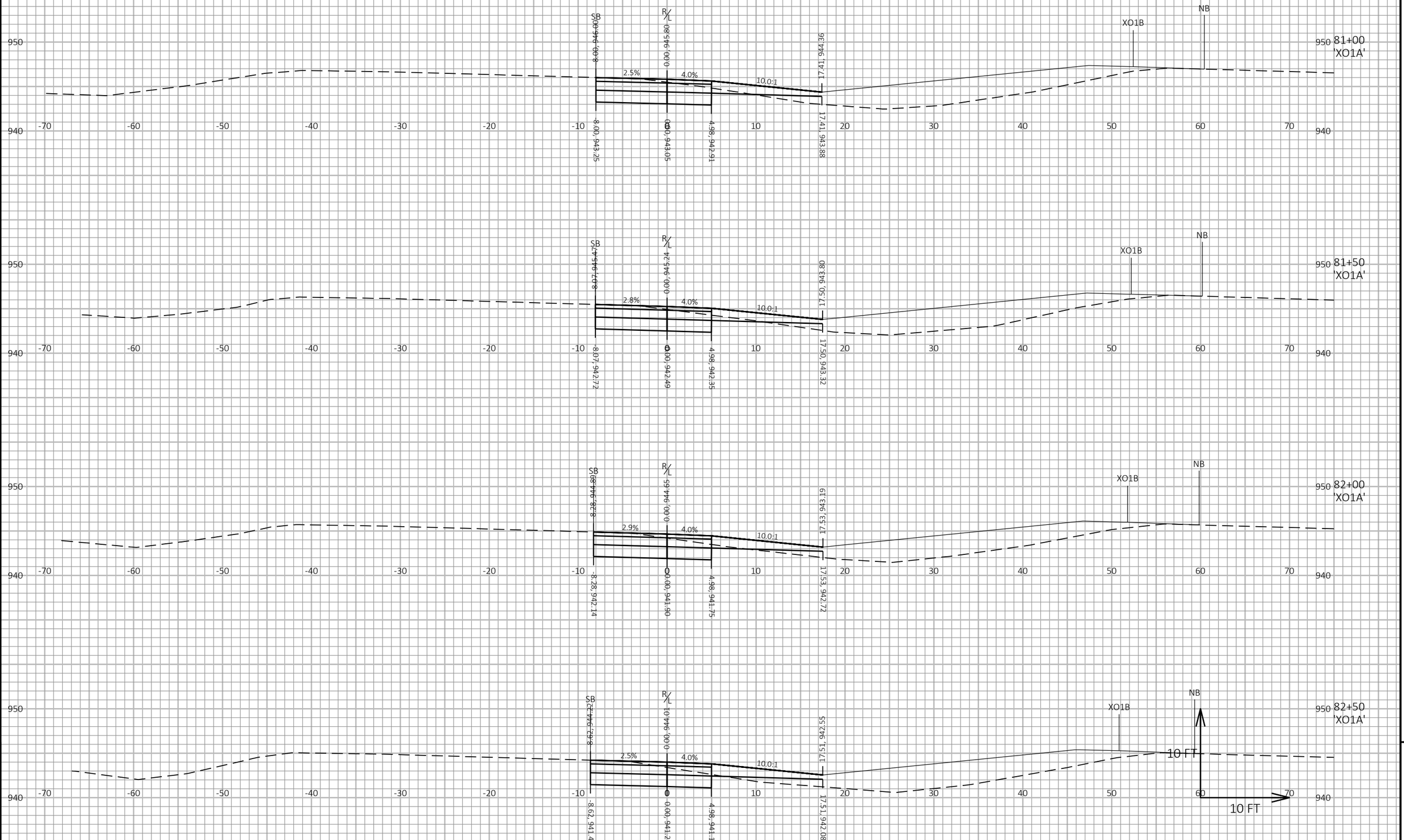
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 429	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A03

PLOT DATE : 8/1/2021 12:58 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

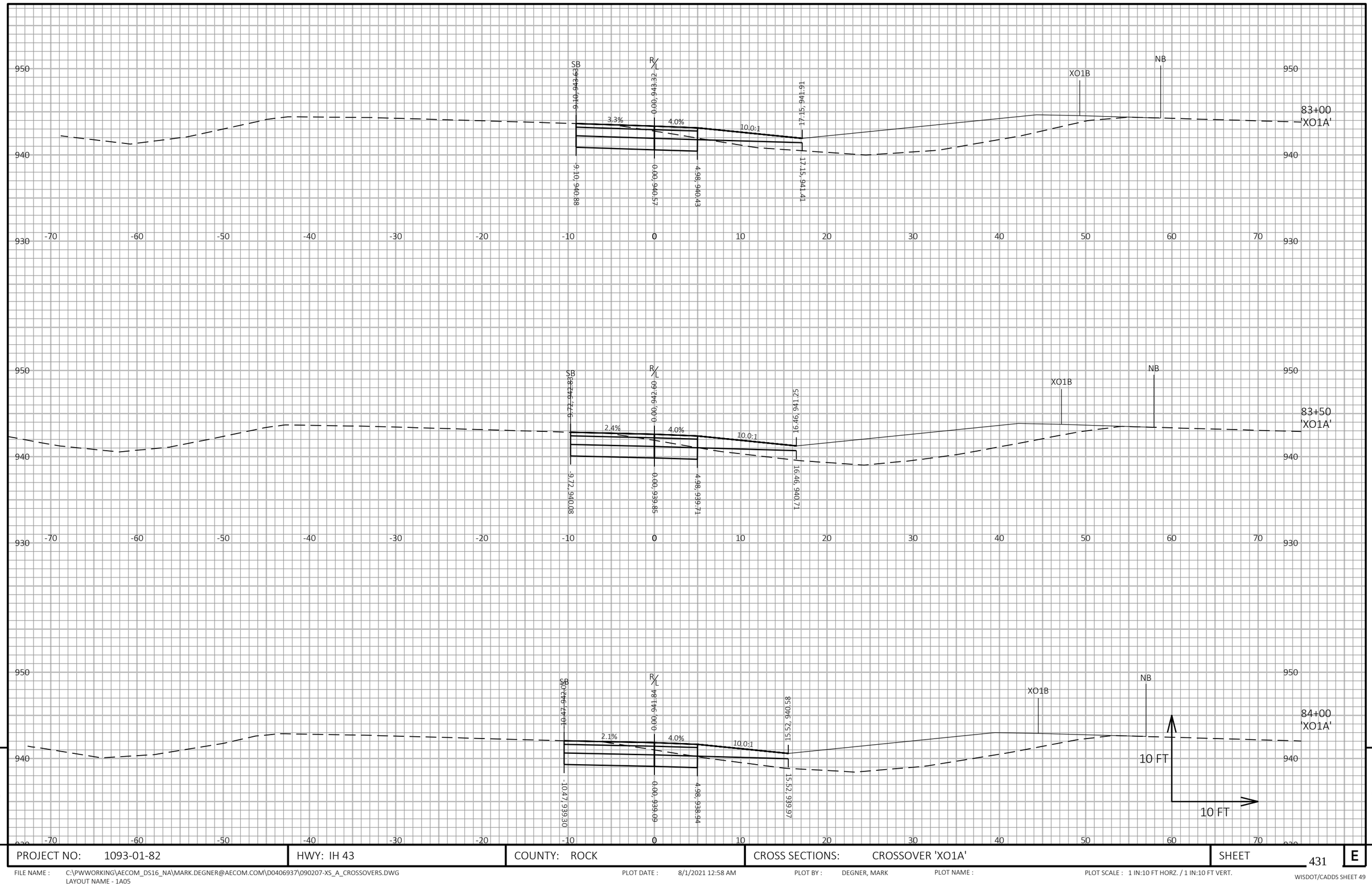


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 430 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A04

PLOT DATE : 8/1/2021 12:58 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

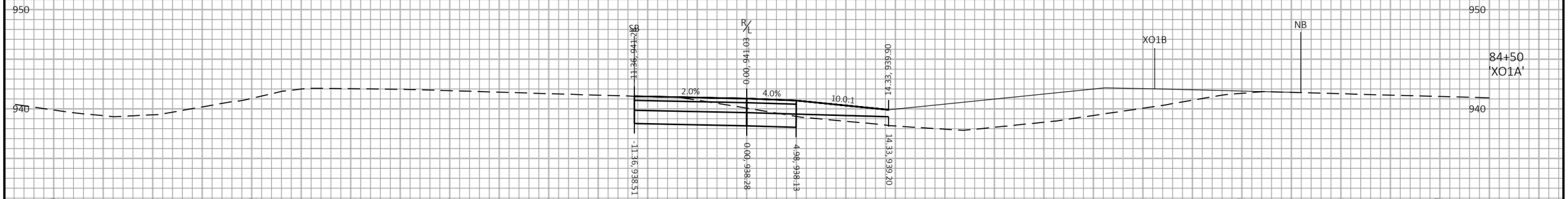


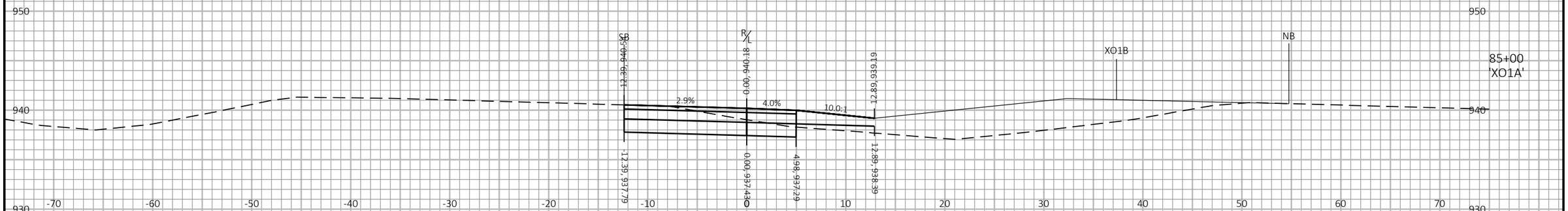
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 431	E

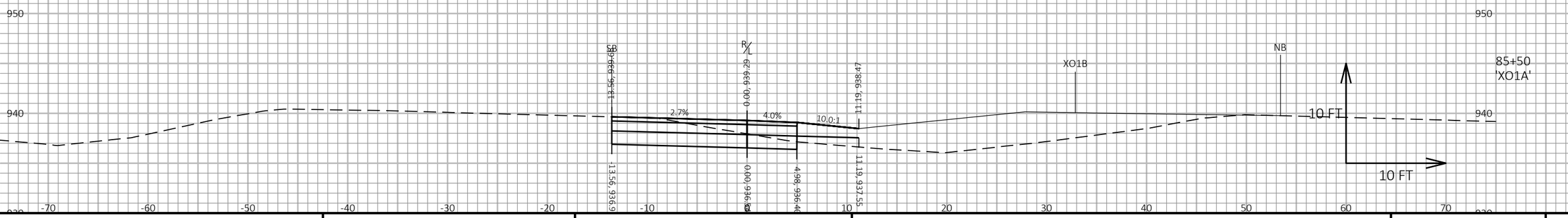
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A05

PLOT DATE : 8/1/2021 12:58 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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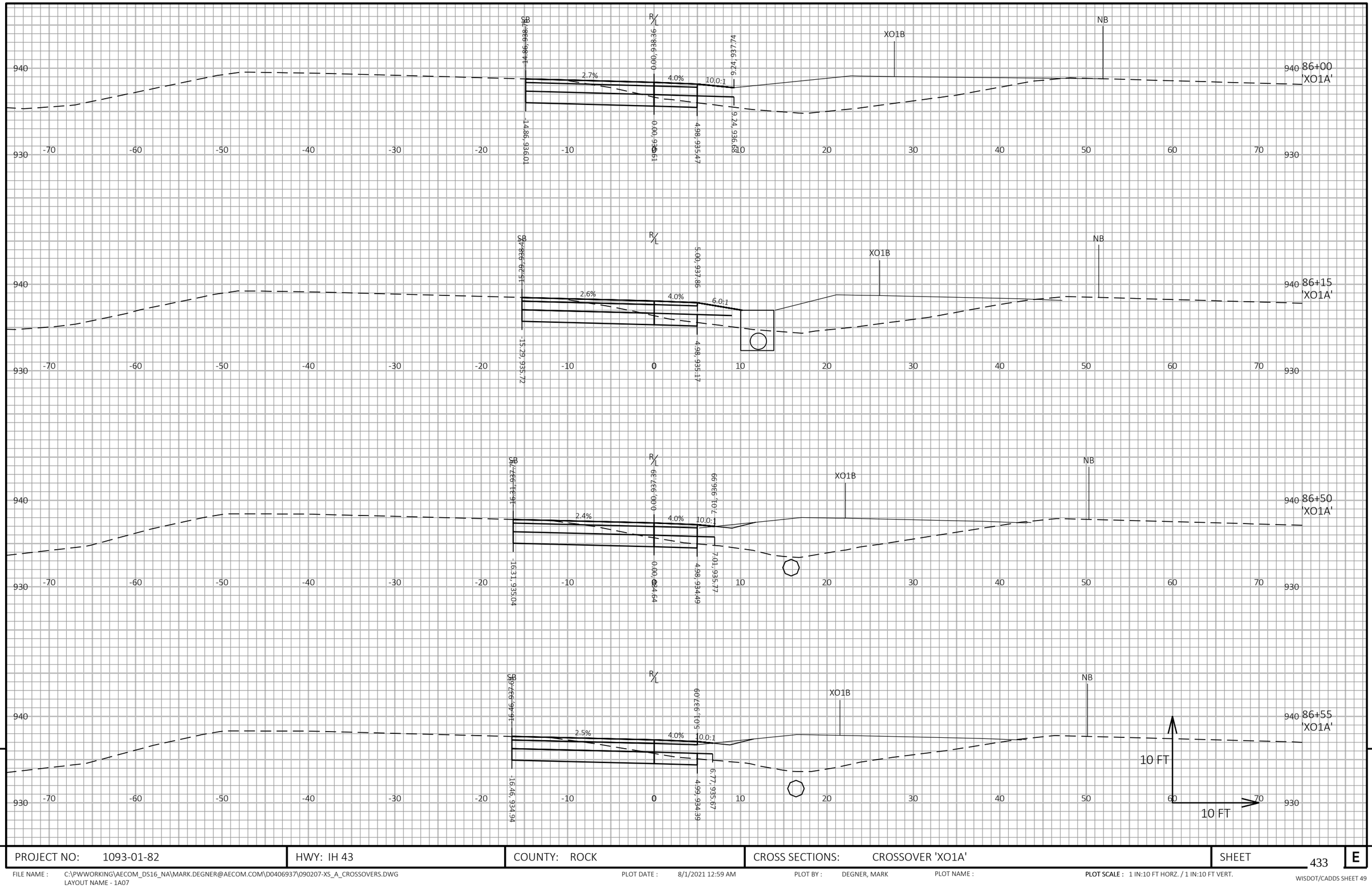
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 432	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A06

PLOT DATE : 8/1/2021 12:59 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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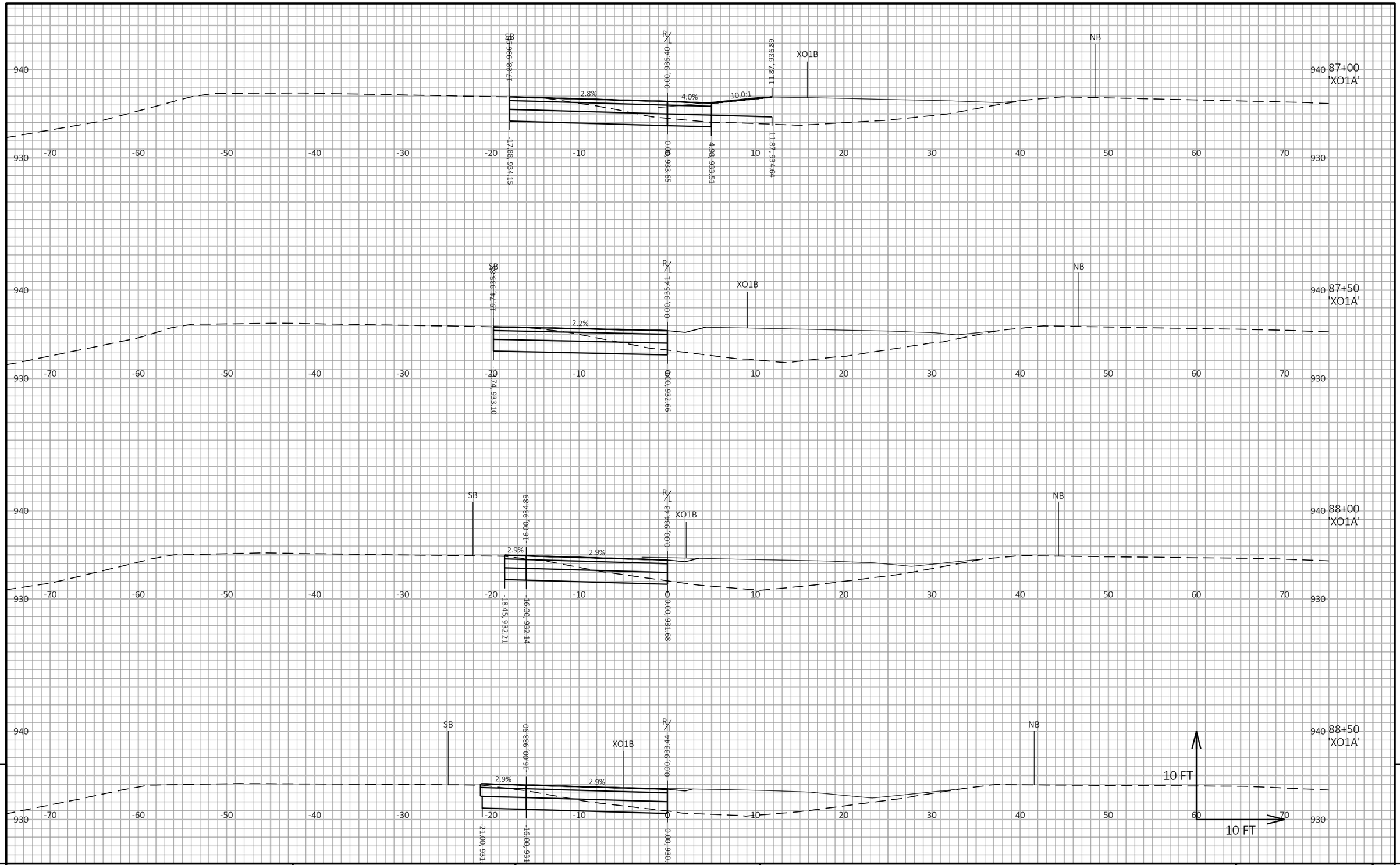
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 433	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A07

PLOT DATE : 8/1/2021 12:59 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

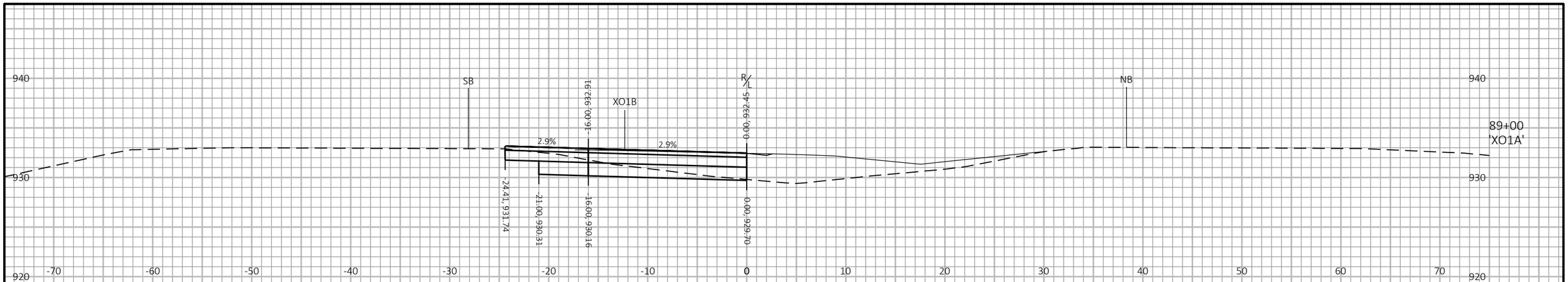


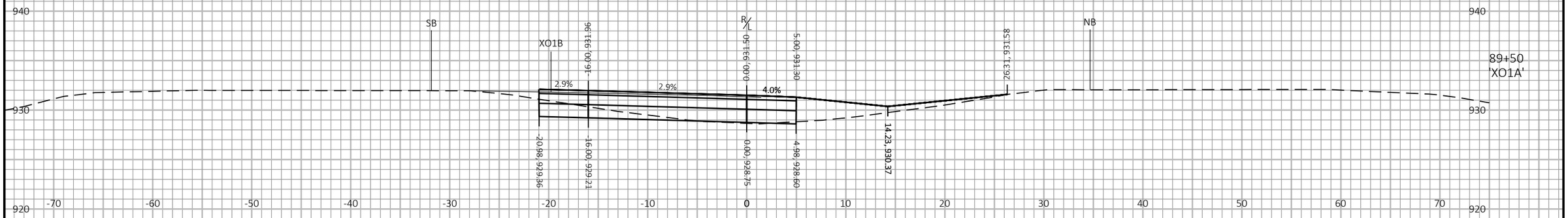
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 434	E

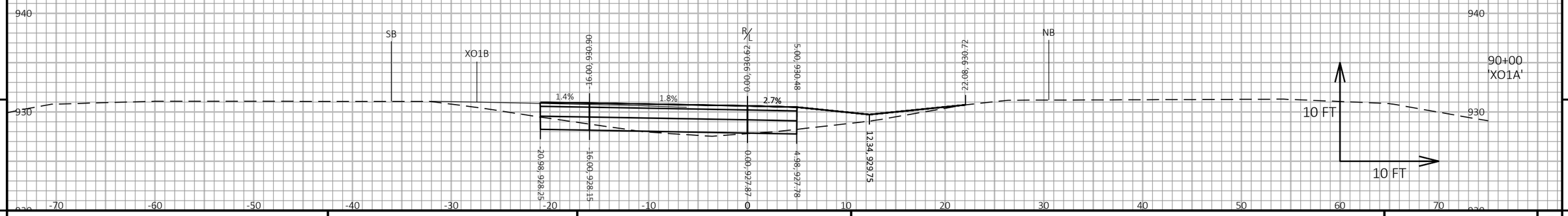
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A08

PLOT DATE : 8/1/2021 12:59 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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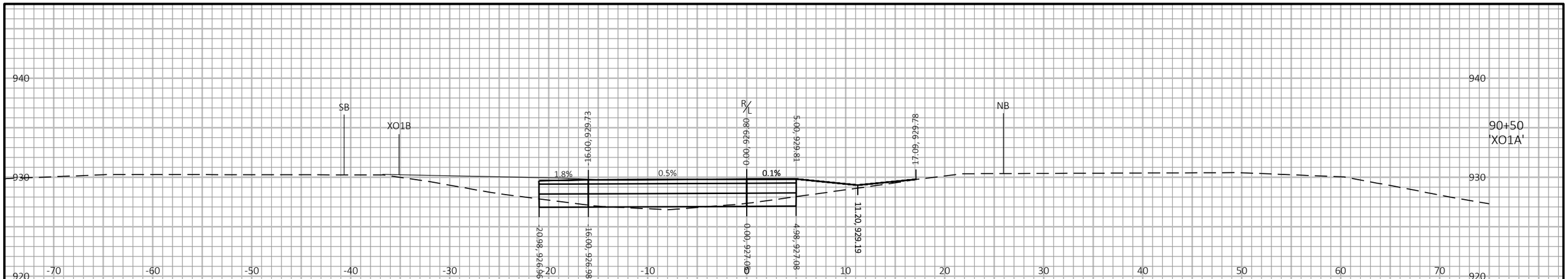
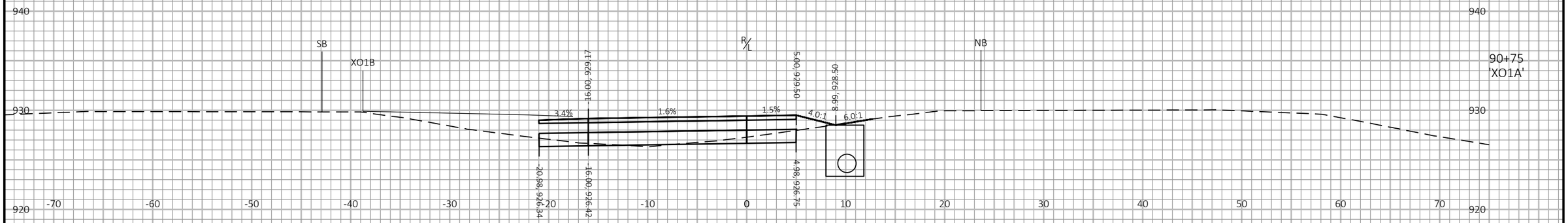
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 435	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A09

PLOT DATE : 8/1/2021 12:59 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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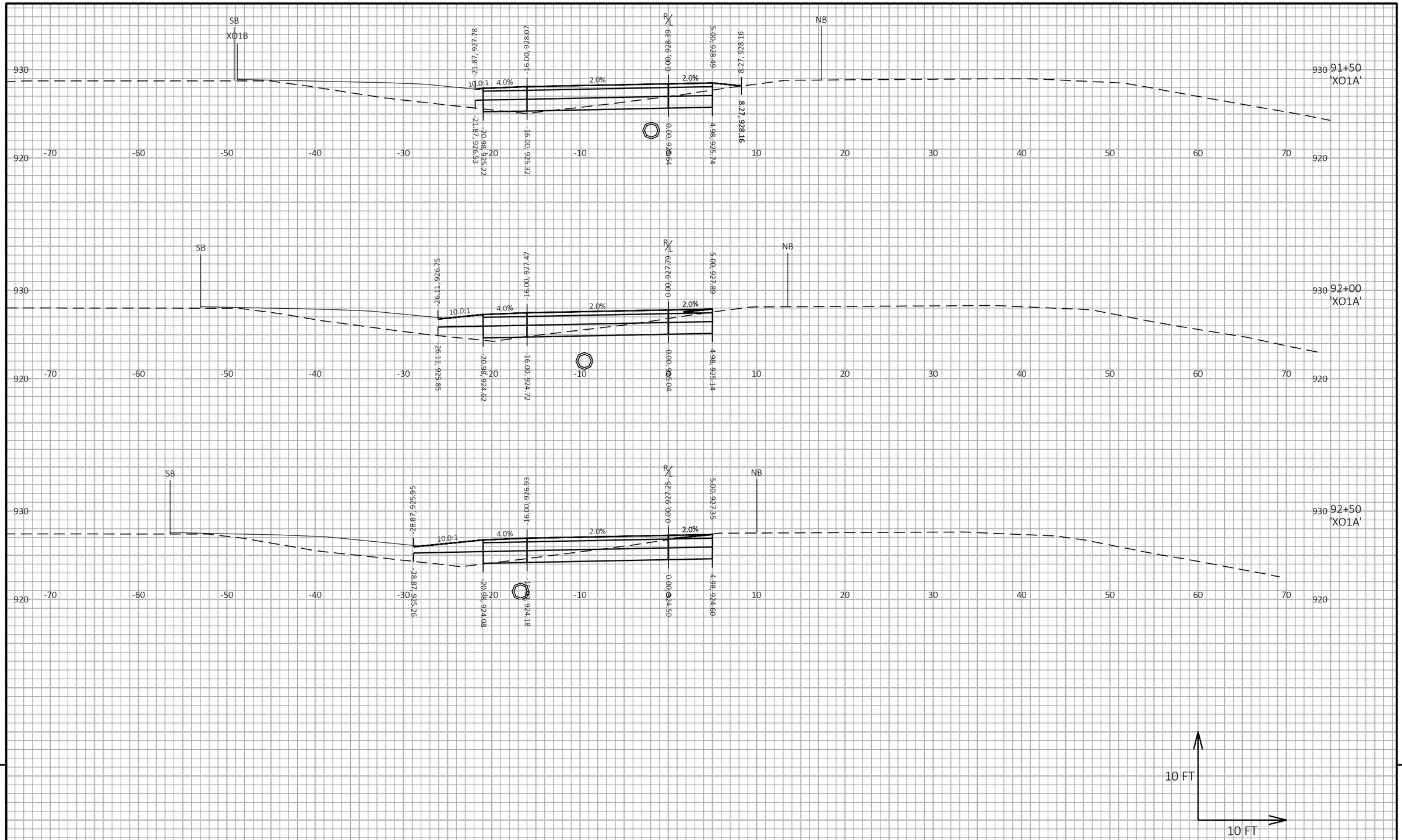
9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 436	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A10

PLOT DATE : 8/1/2021 12:59 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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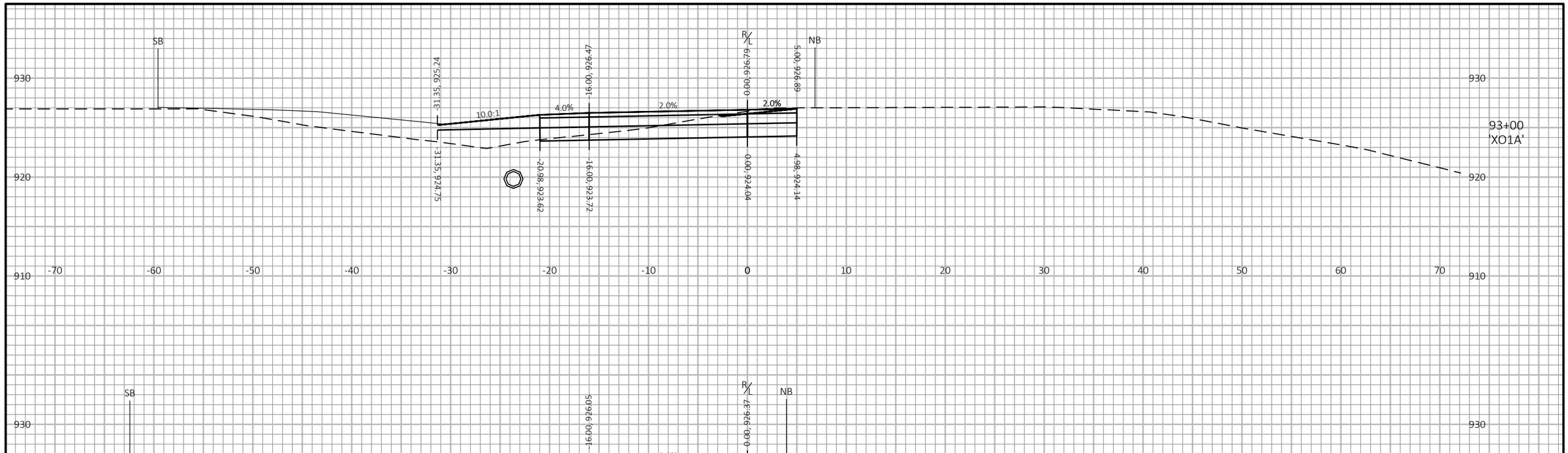
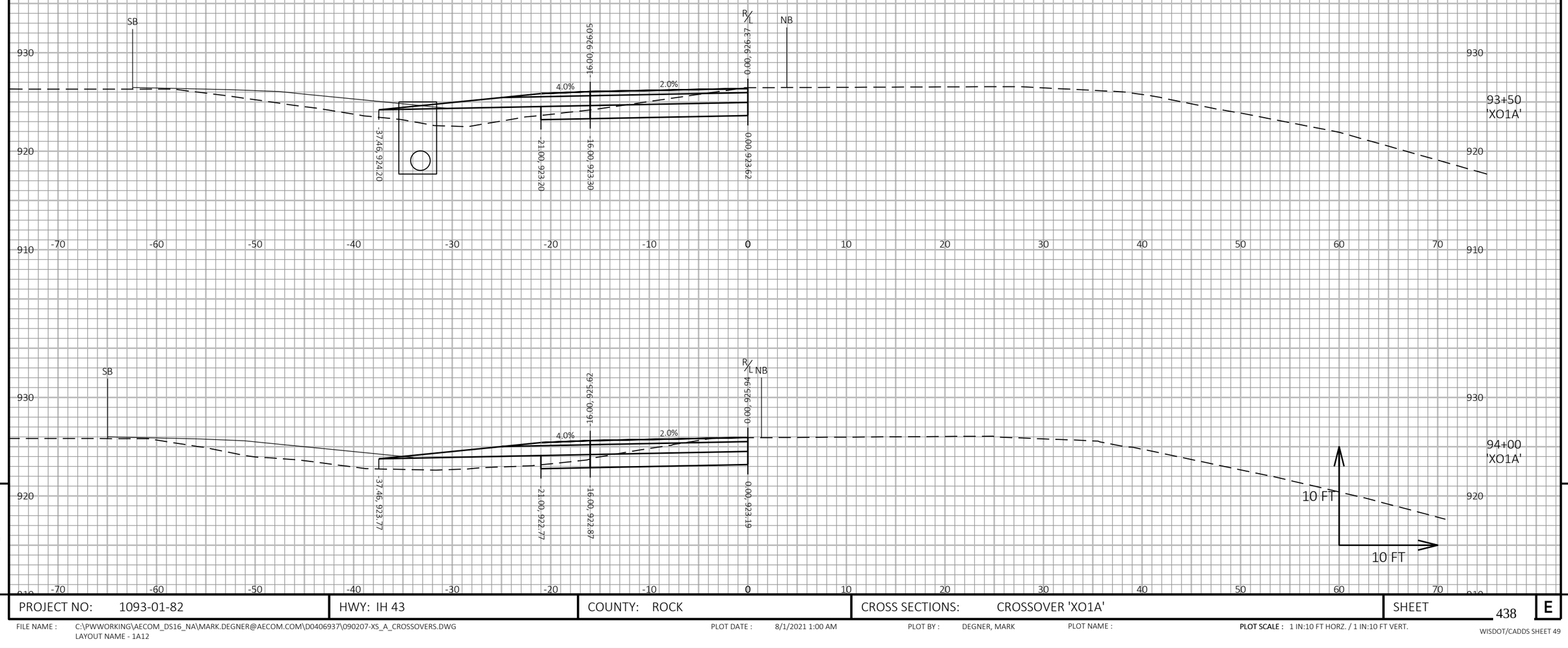
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 437	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A11

PLOT DATE : 8/1/2021 12:59 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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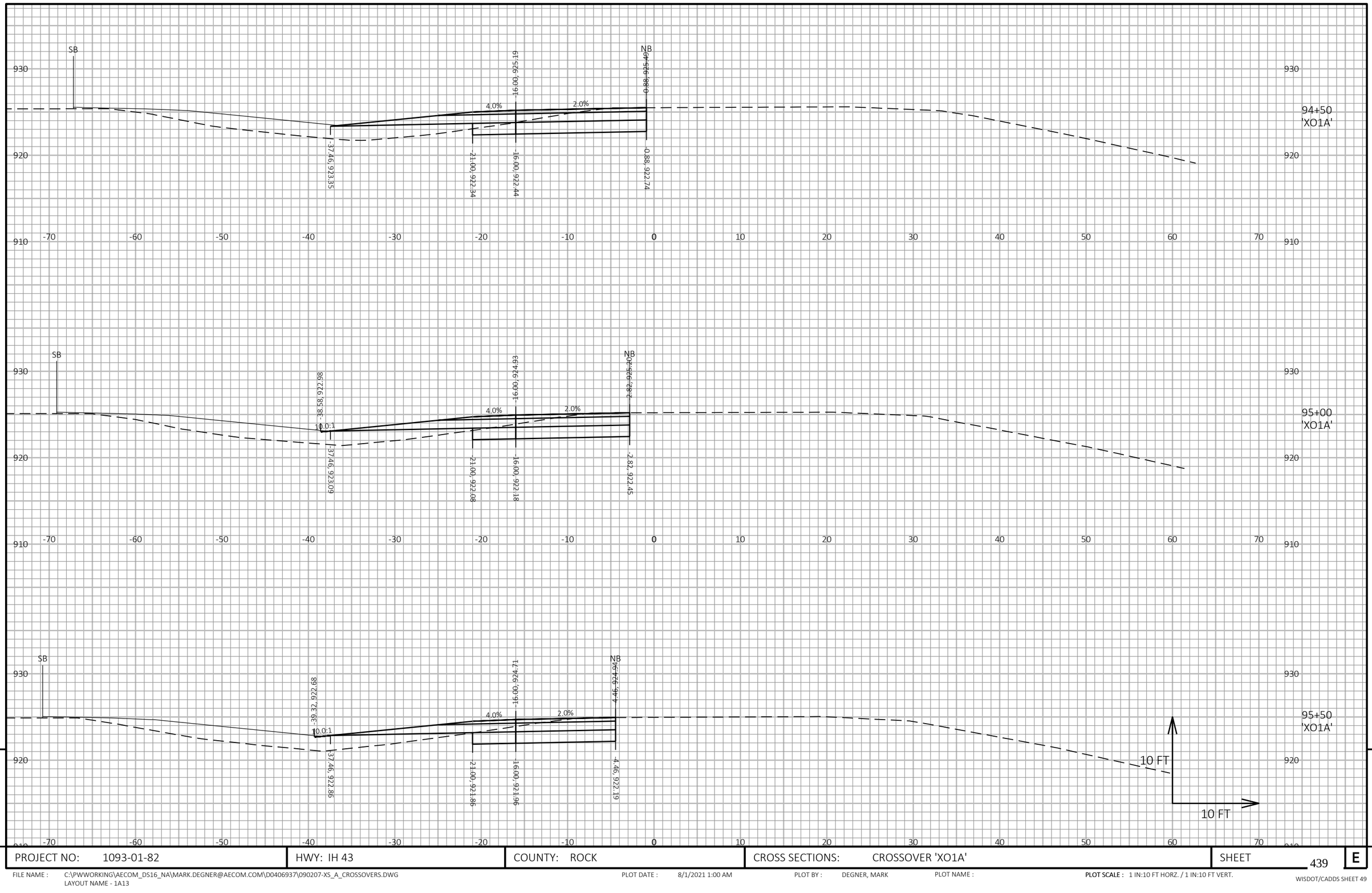
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 438	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A12

PLOT DATE : 8/1/2021 1:00 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 439	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A13

PLOT DATE : 8/1/2021 1:00 AM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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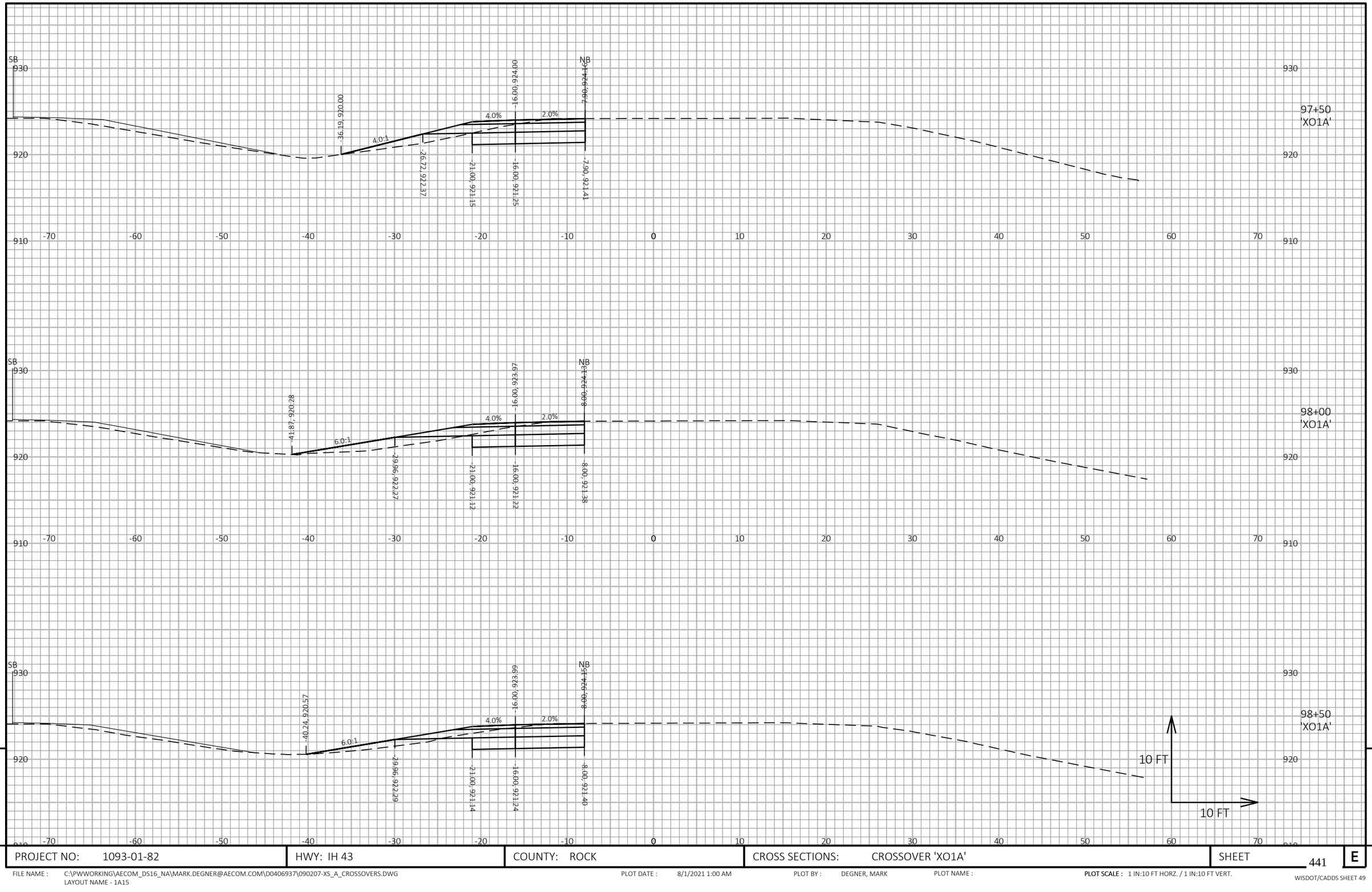
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 440	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A14

PLOT DATE : 8/1/2021 1:00 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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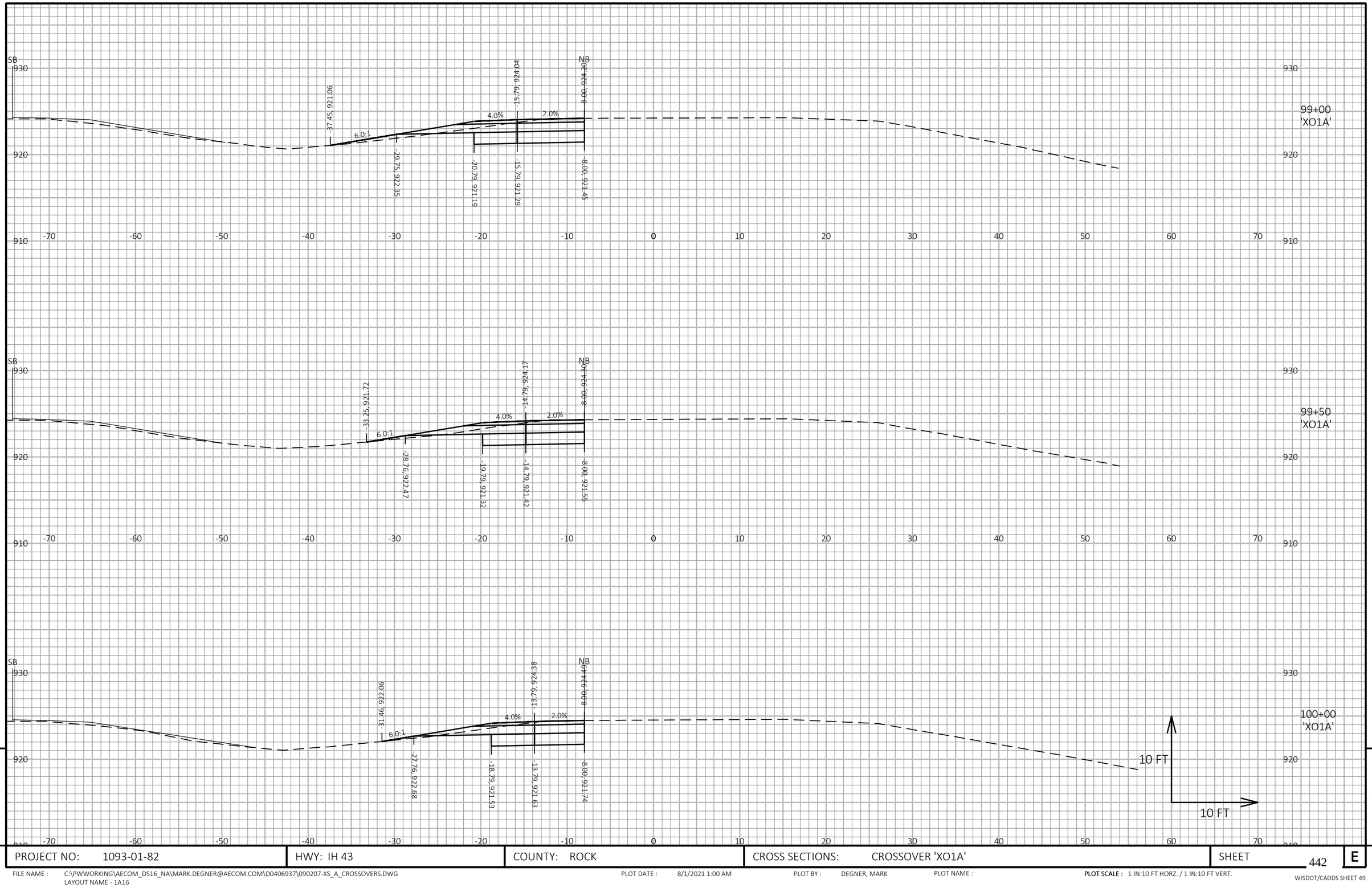
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 441	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A15

PLOT DATE : 8/1/2021 1:00 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

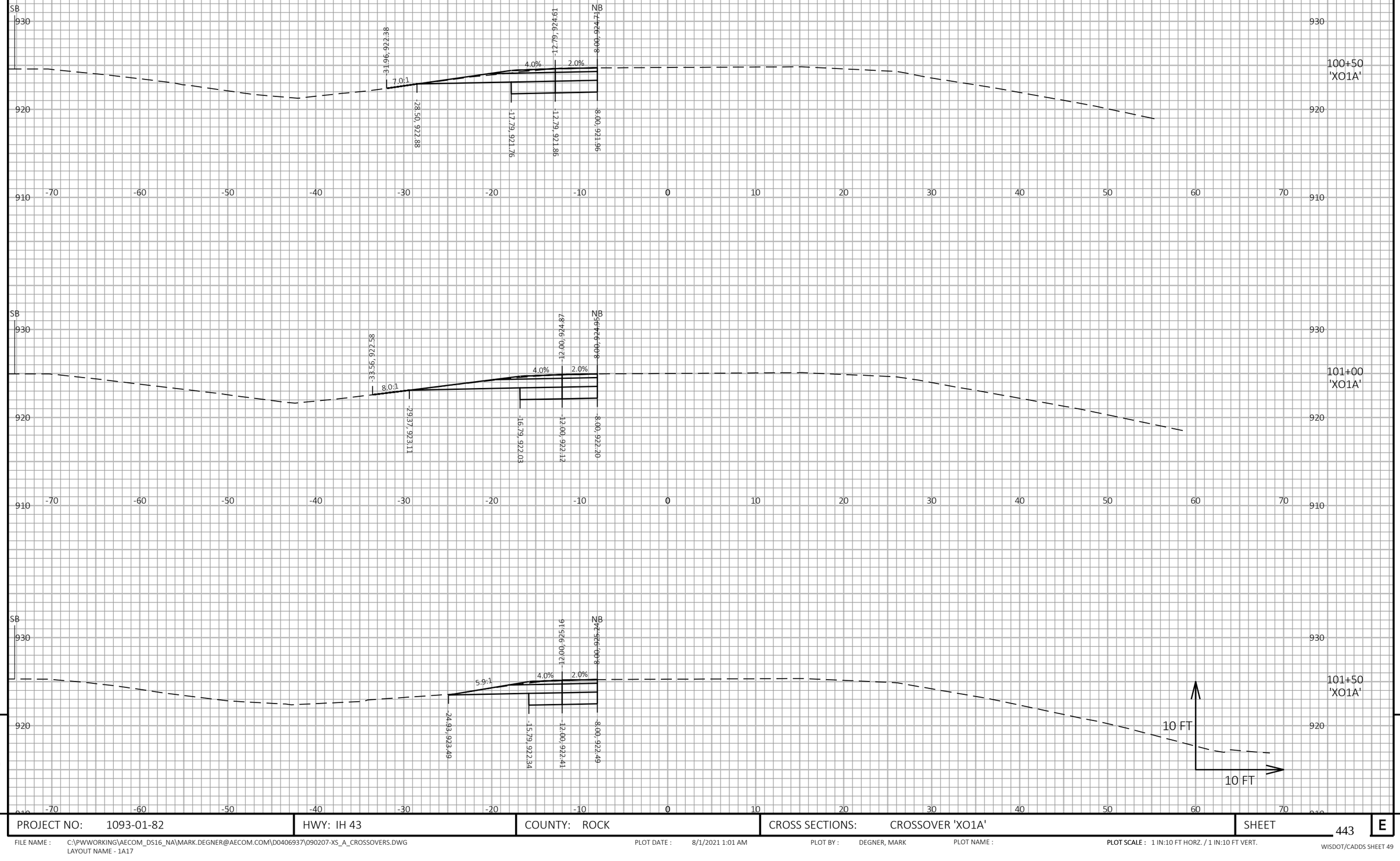


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 442	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A16

PLOT DATE : 8/1/2021 1:00 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 443	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A17

PLOT DATE : 8/1/2021 1:01 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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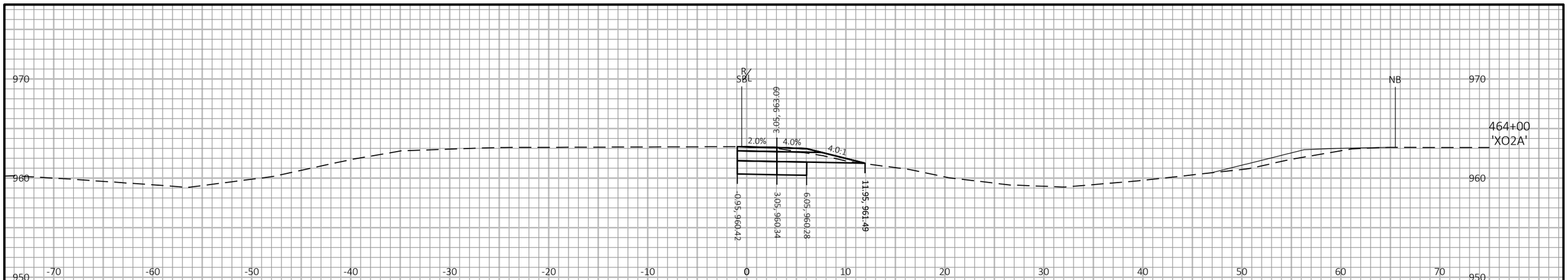
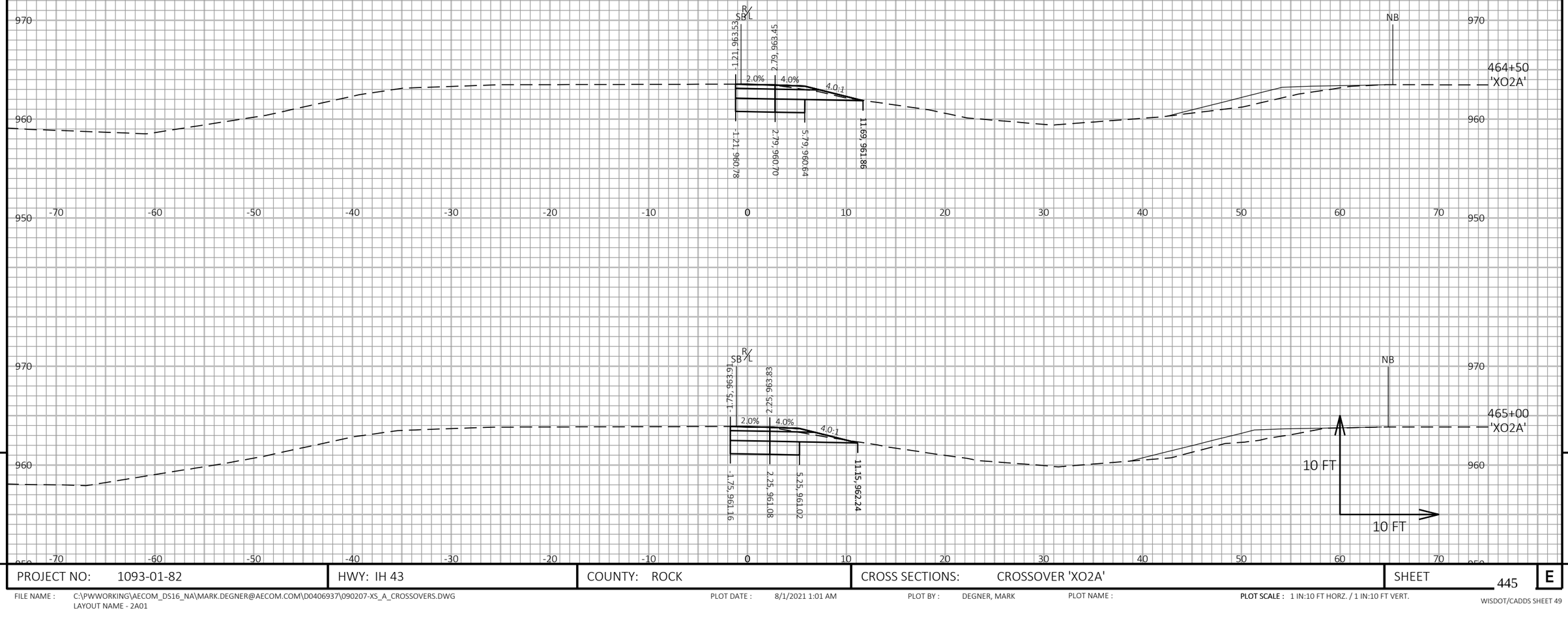
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1A'	SHEET 444	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 1A18

PLOT DATE : 8/1/2021 1:01 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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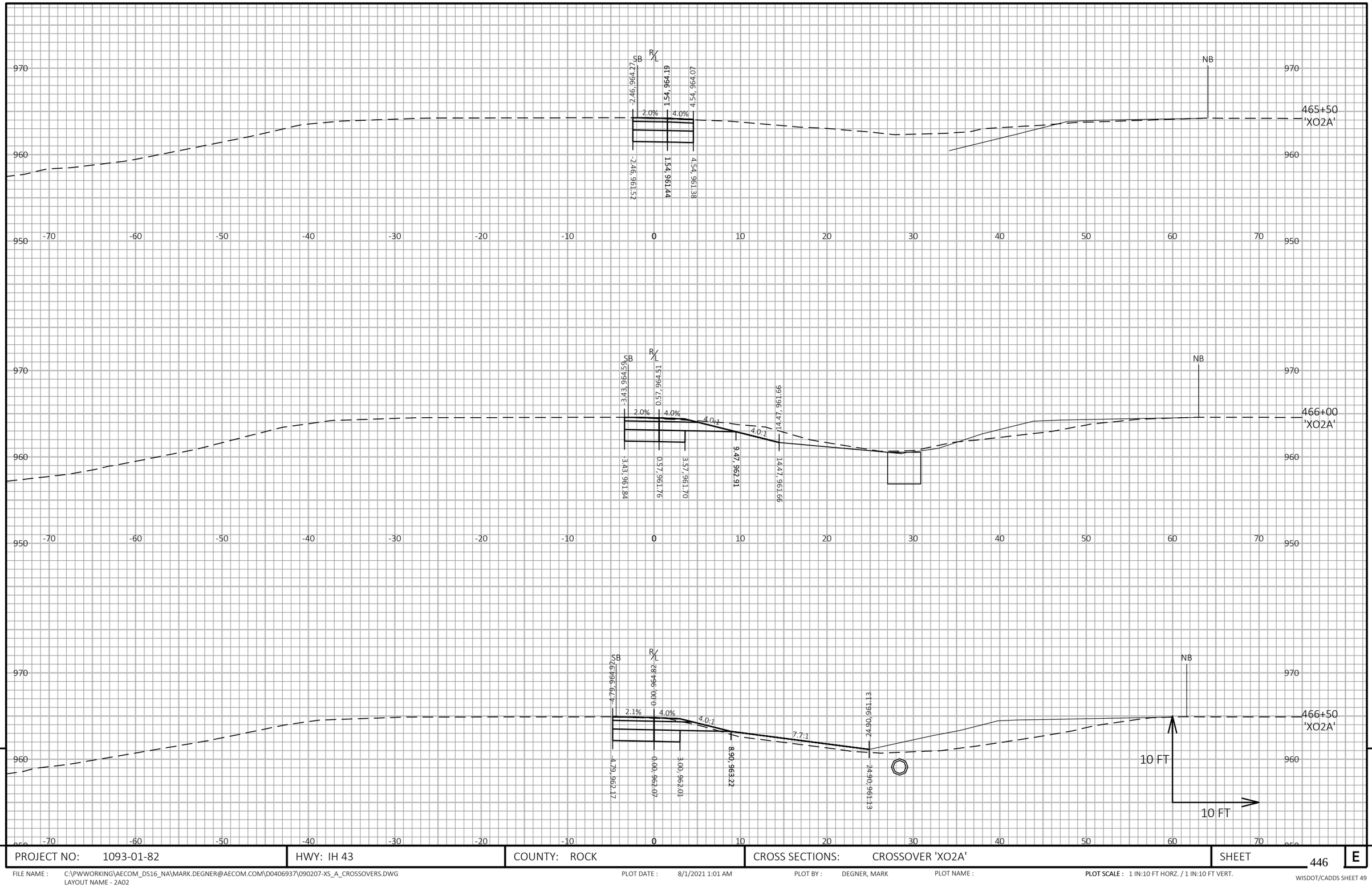
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 445	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A01

PLOT DATE : 8/1/2021 1:01 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

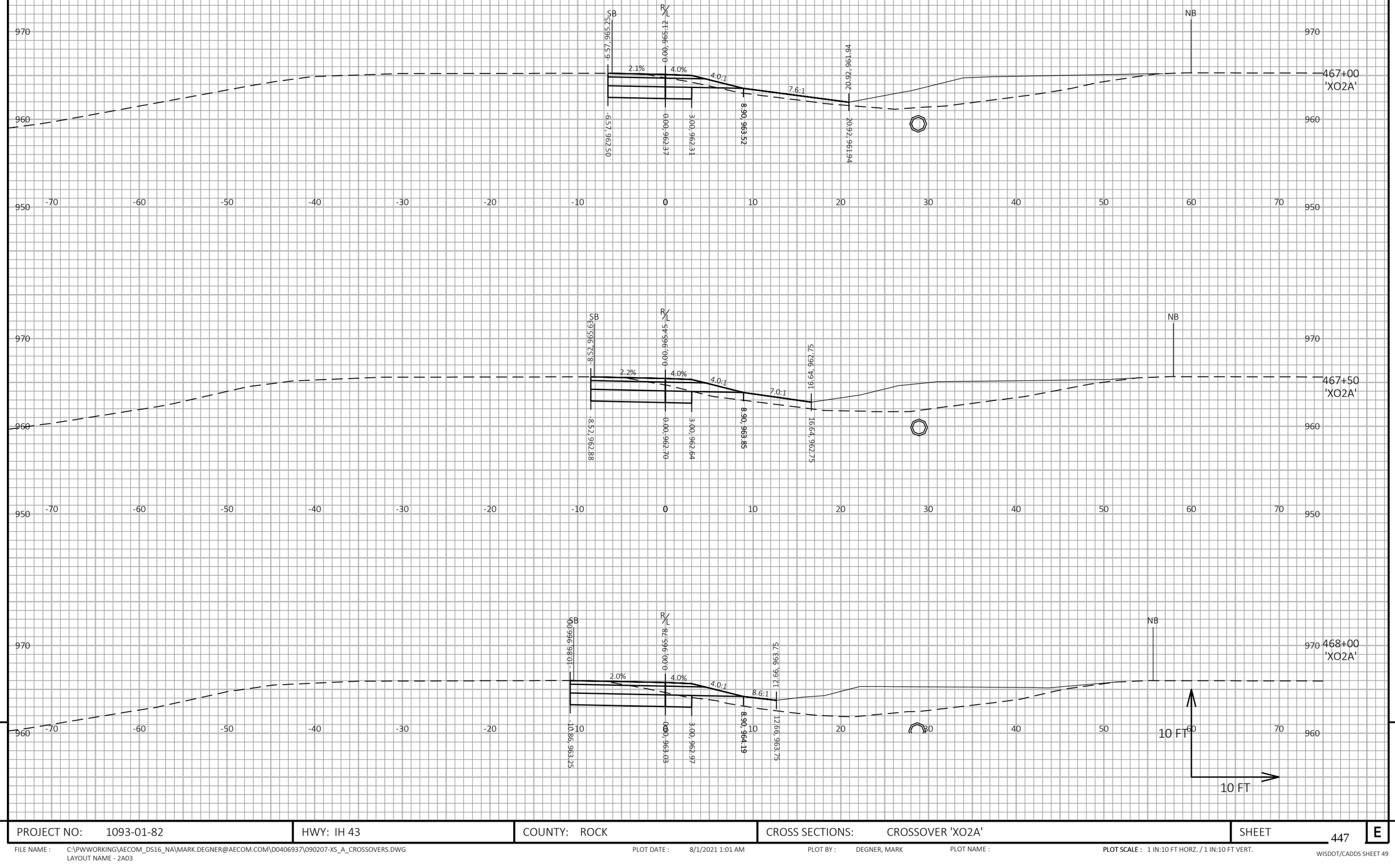


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 446	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A02

PLOT DATE : 8/1/2021 1:01 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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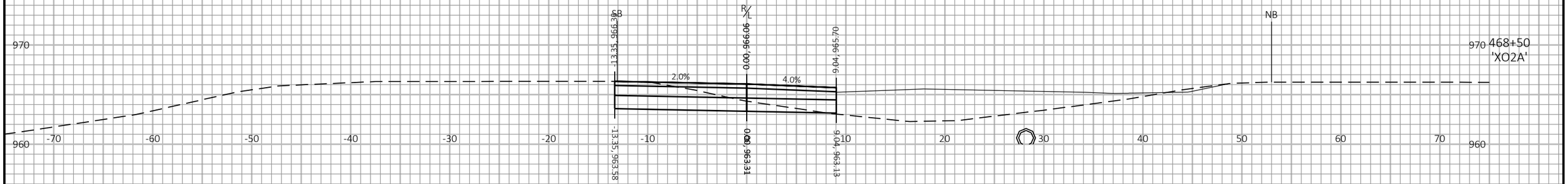
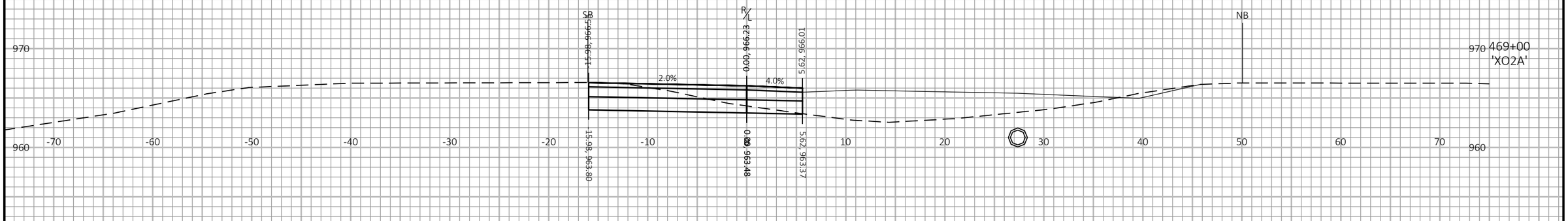
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 447	E

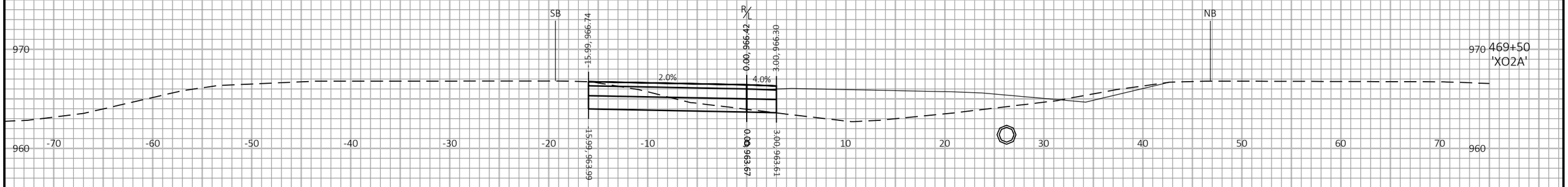
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A03

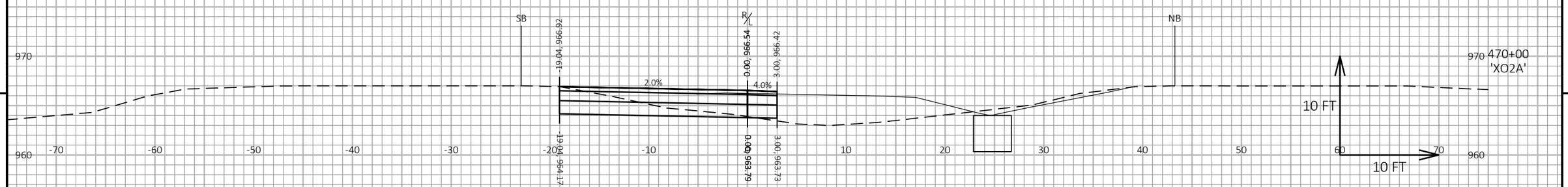
PLOT DATE : 8/1/2021 1:01 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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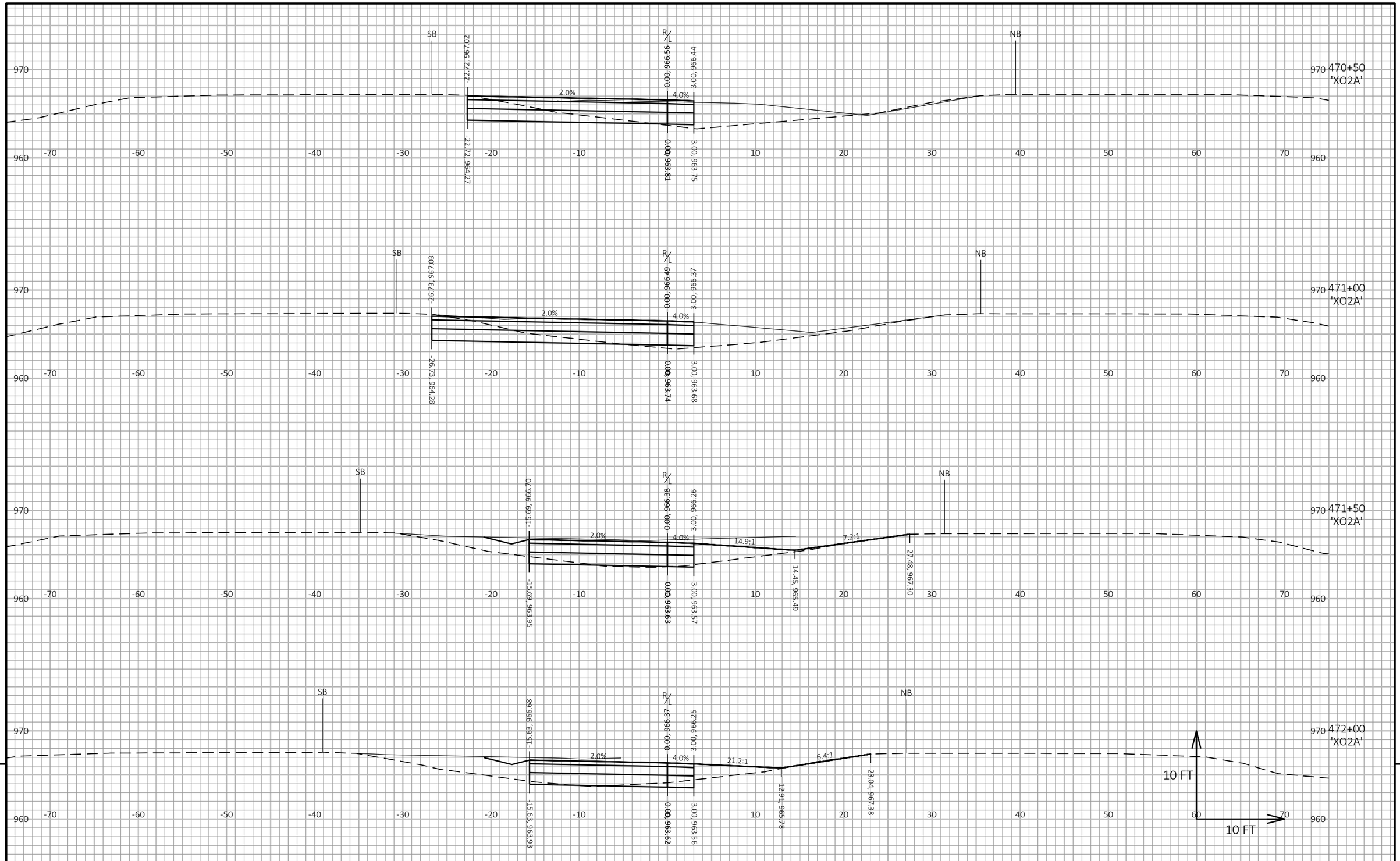
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 448	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A04

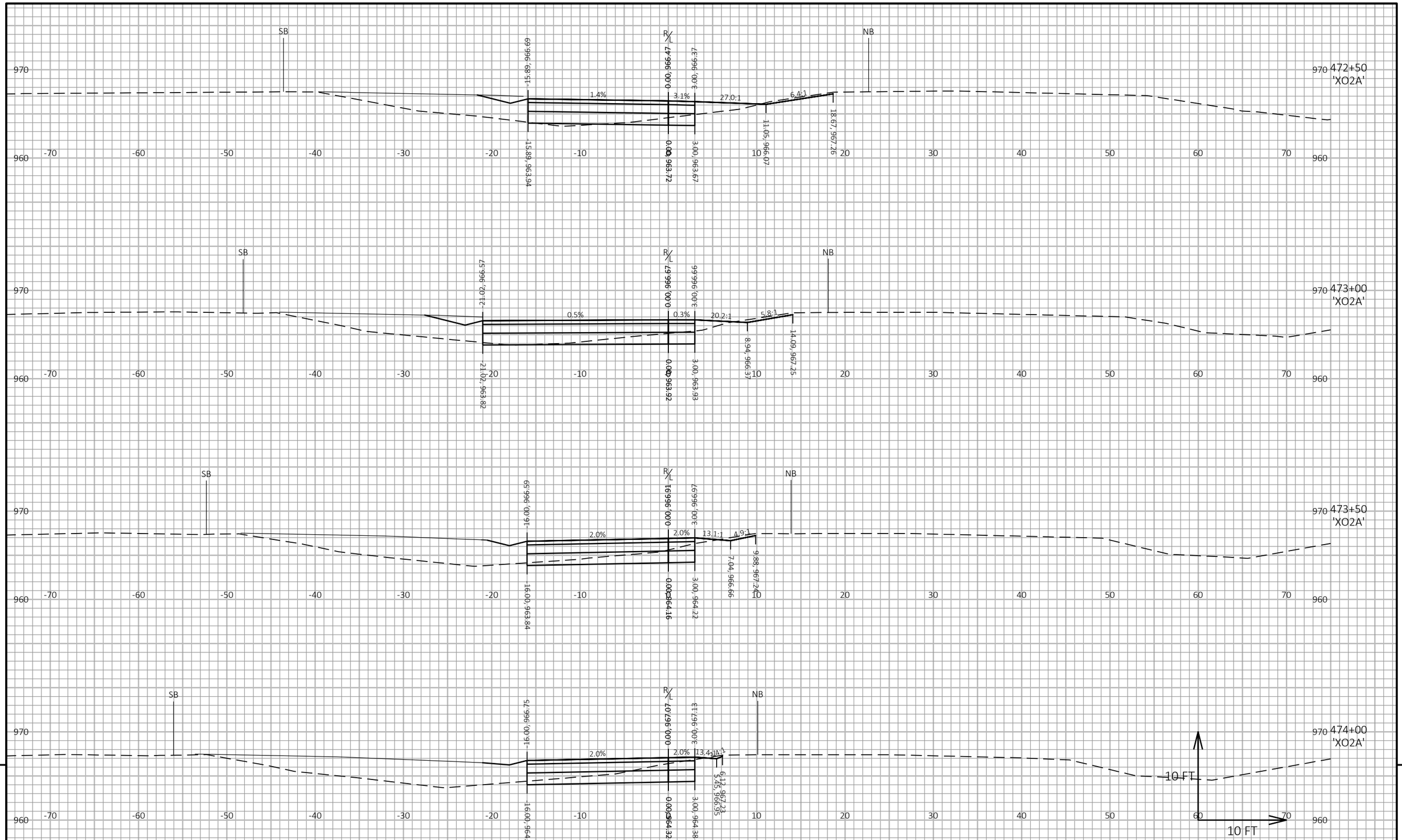
PLOT DATE : 8/1/2021 1:02 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 449 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A05
PLOT DATE : 8/1/2021 1:02 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 450	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A06

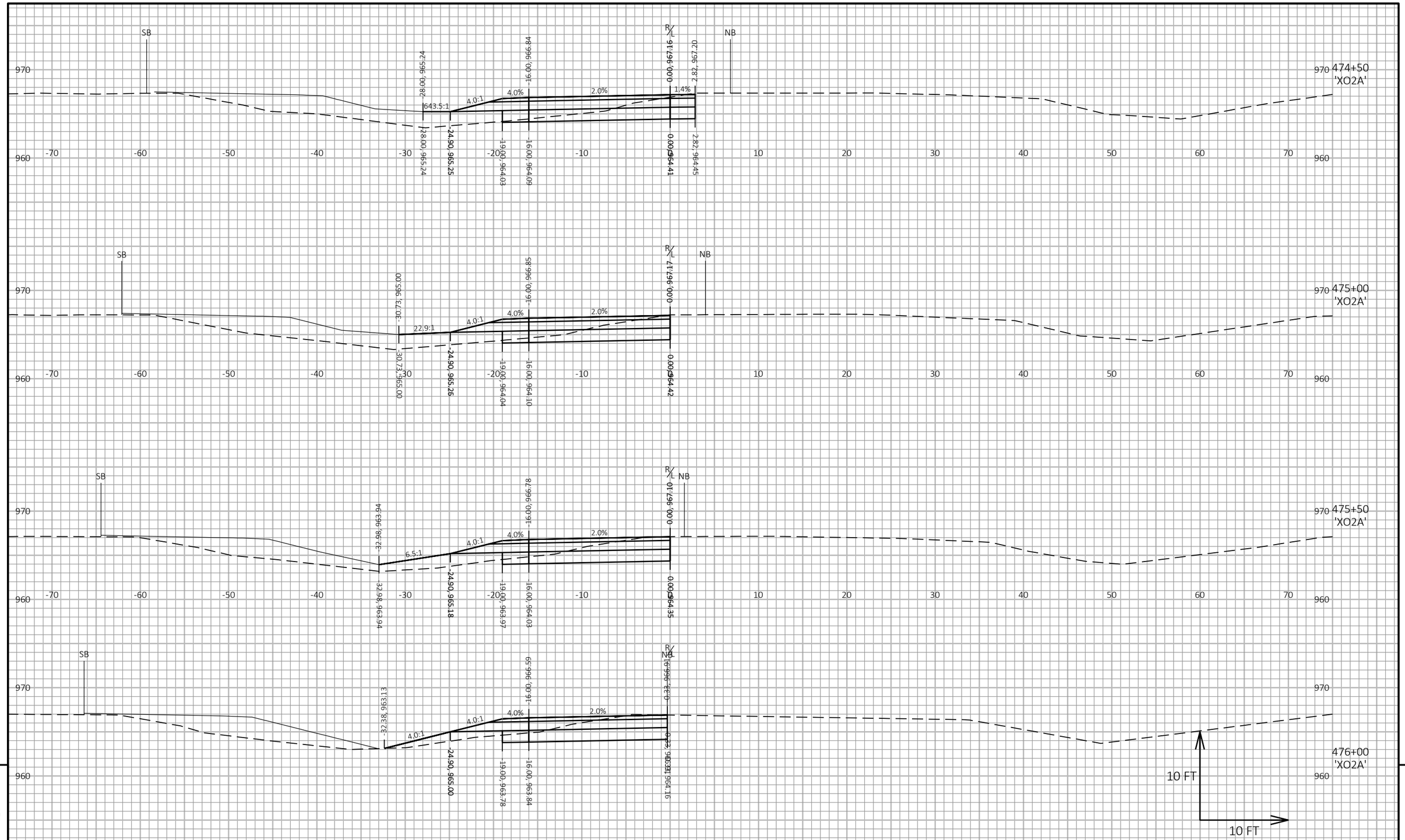
PLOT DATE : 8/1/2021 1:02 AM

PLOT BY : DEGNER, MARK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

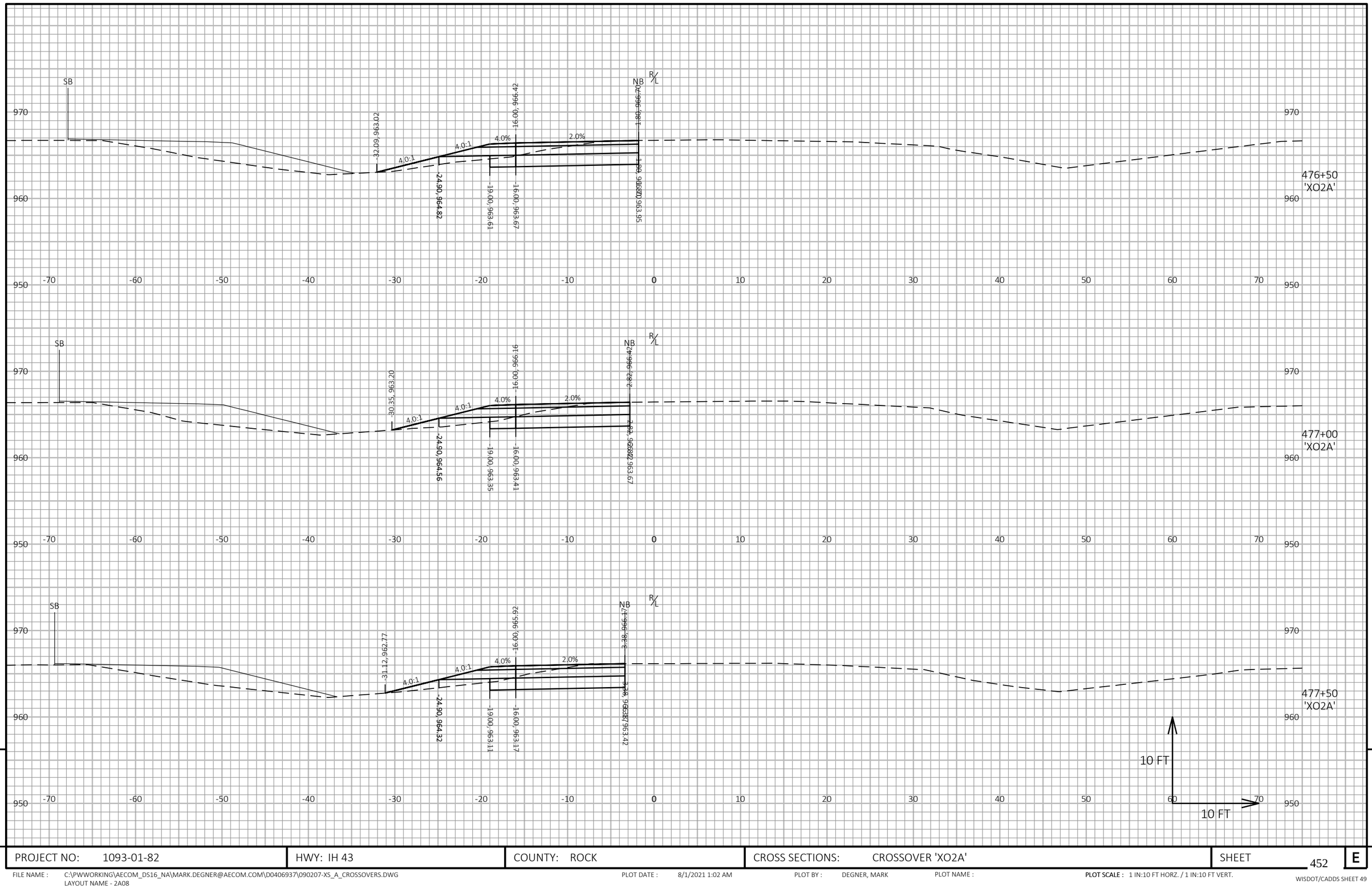


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 451 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A07

PLOT DATE : 8/1/2021 1:02 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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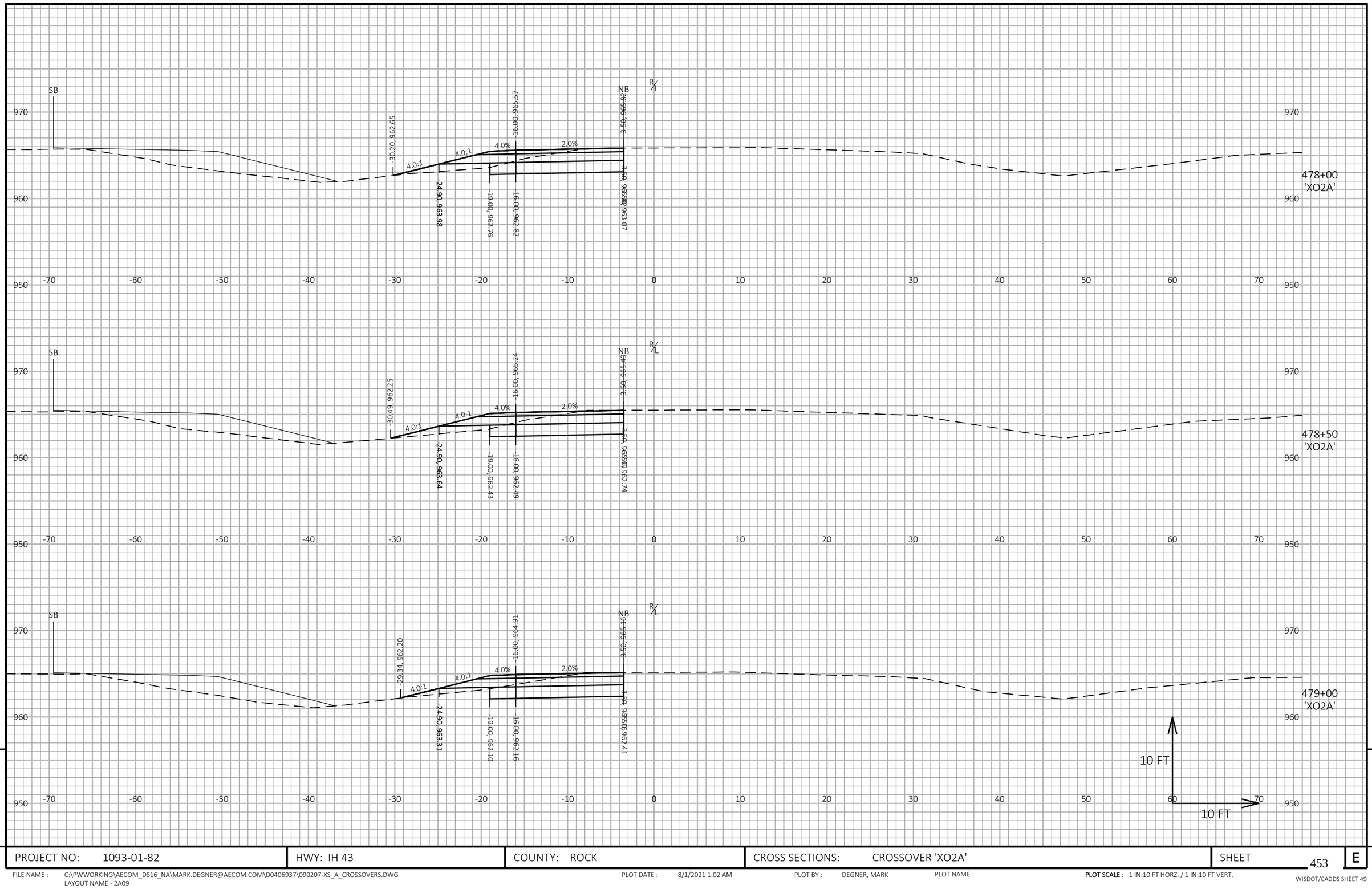
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 452	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A08

PLOT DATE : 8/1/2021 1:02 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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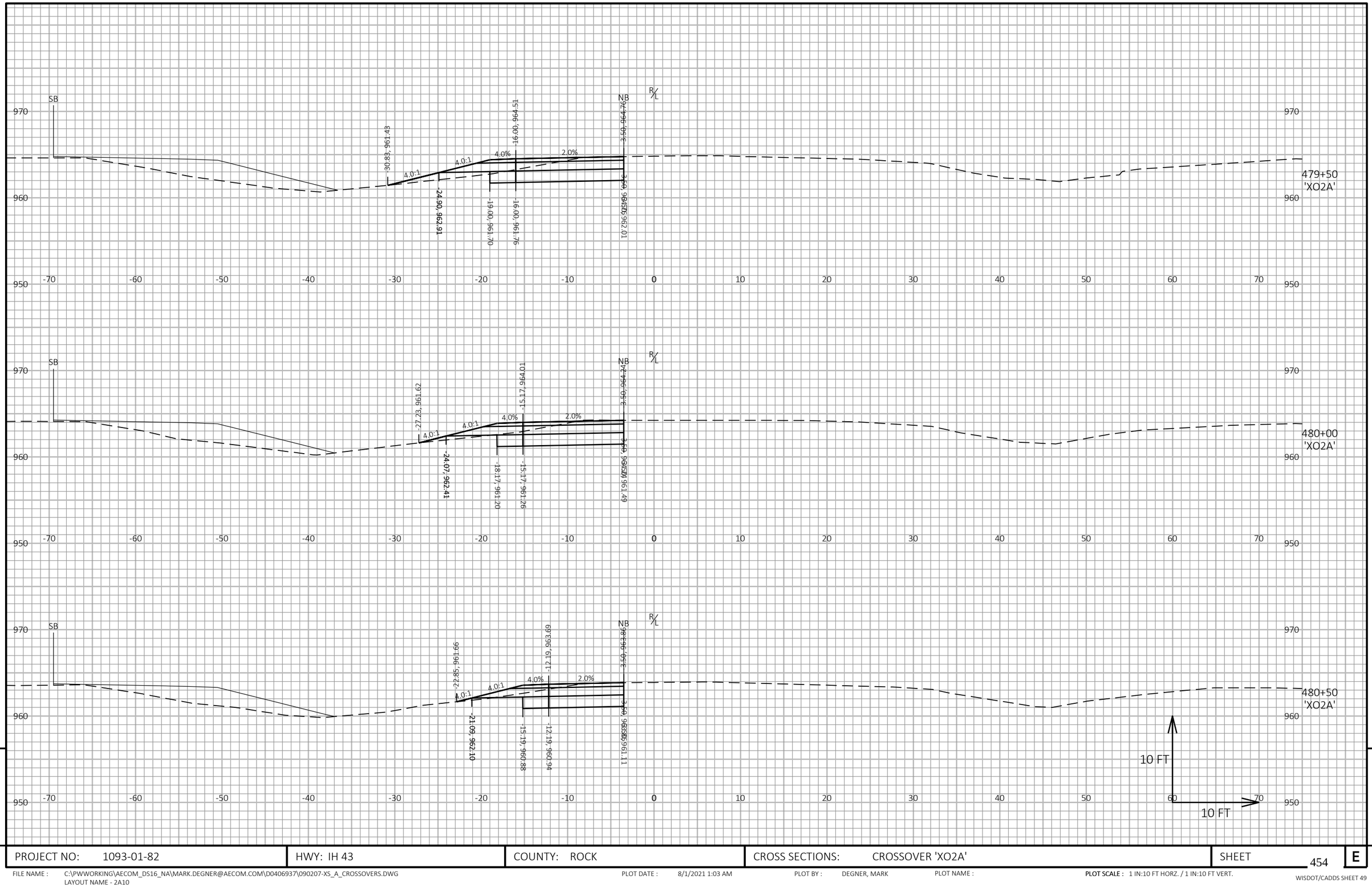
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 453	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A09

PLOT DATE : 8/1/2021 1:02 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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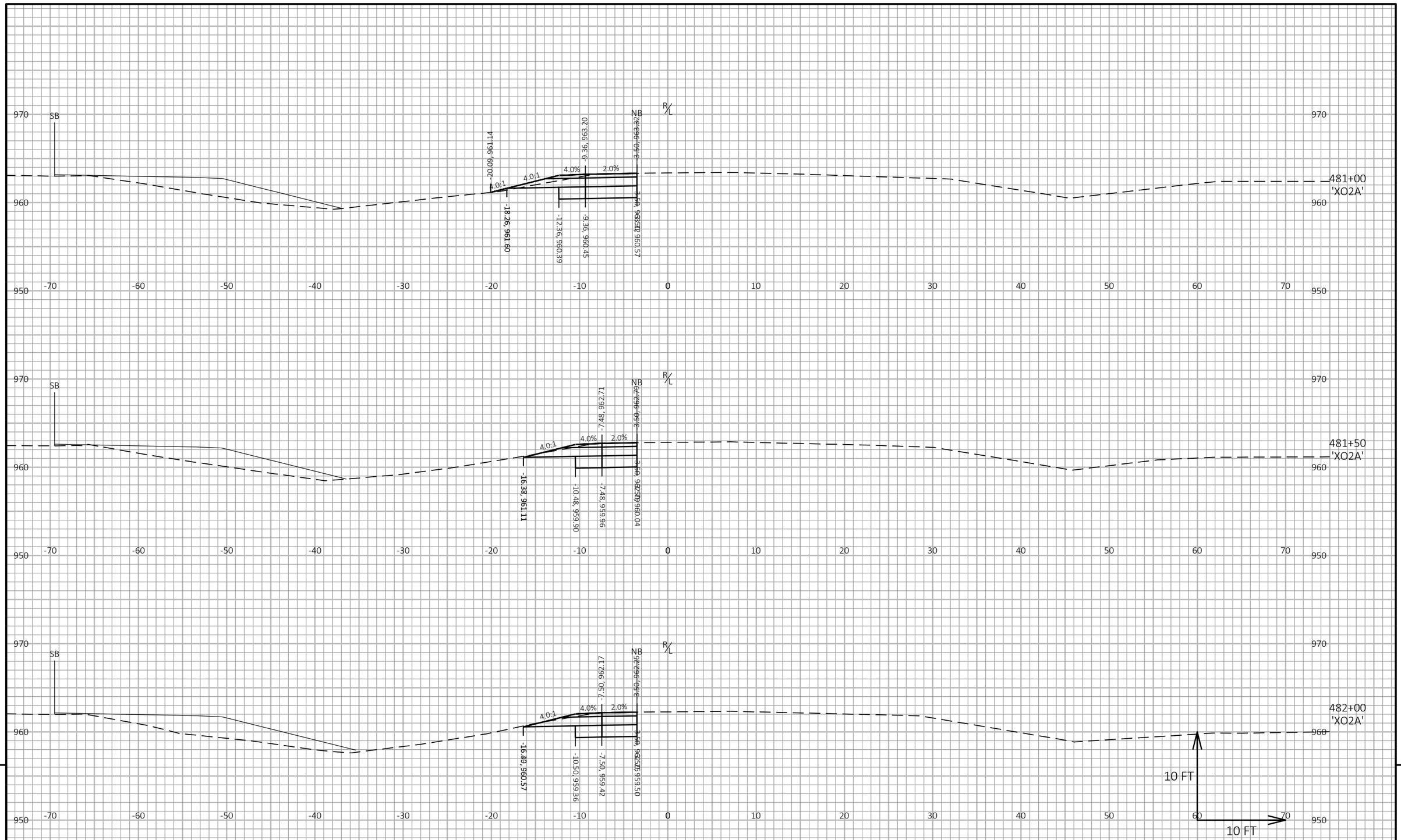
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 454	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A10

PLOT DATE : 8/1/2021 1:03 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

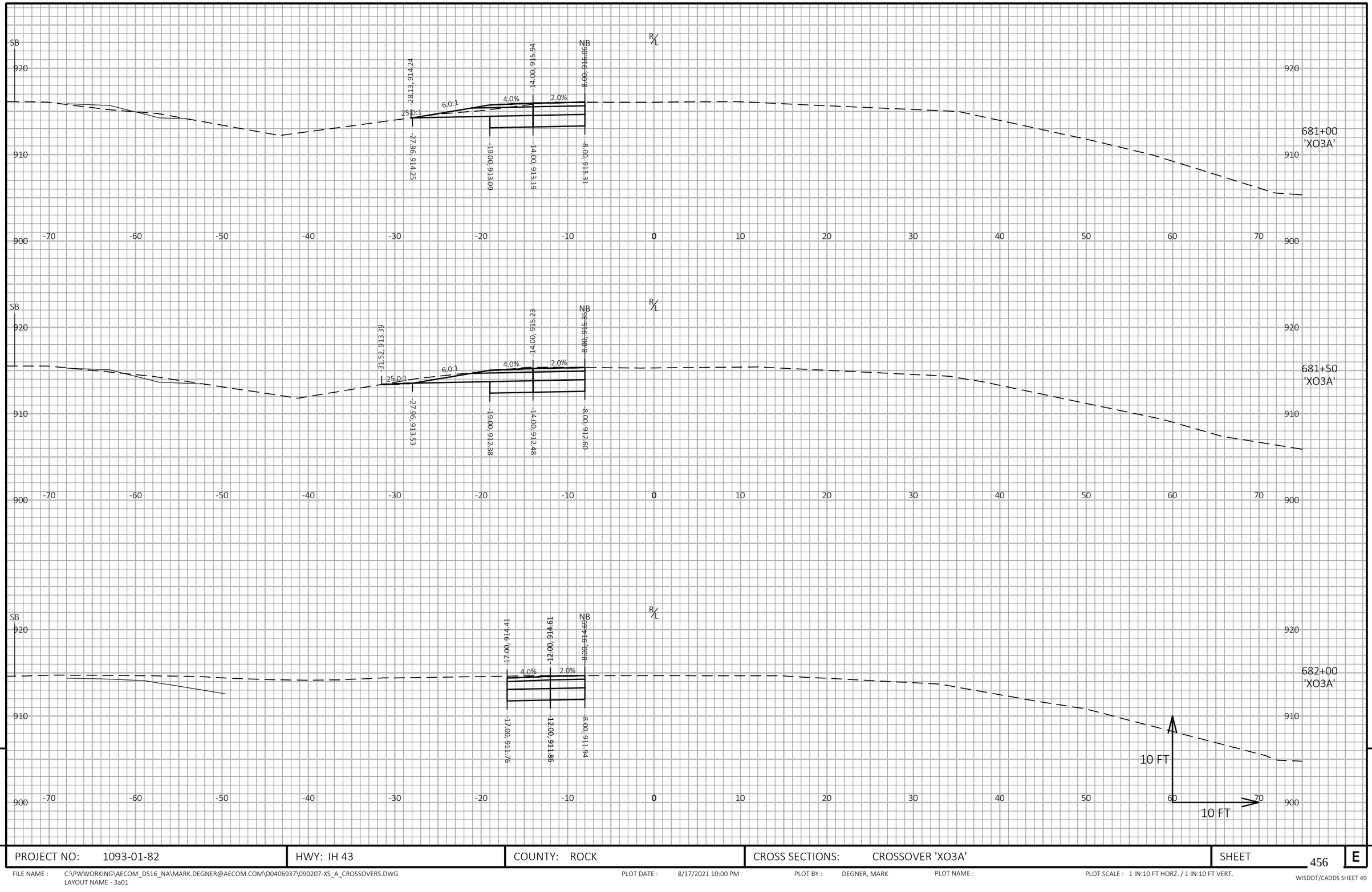


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2A'	SHEET 455	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 2A11

PLOT DATE : 8/1/2021 1:03 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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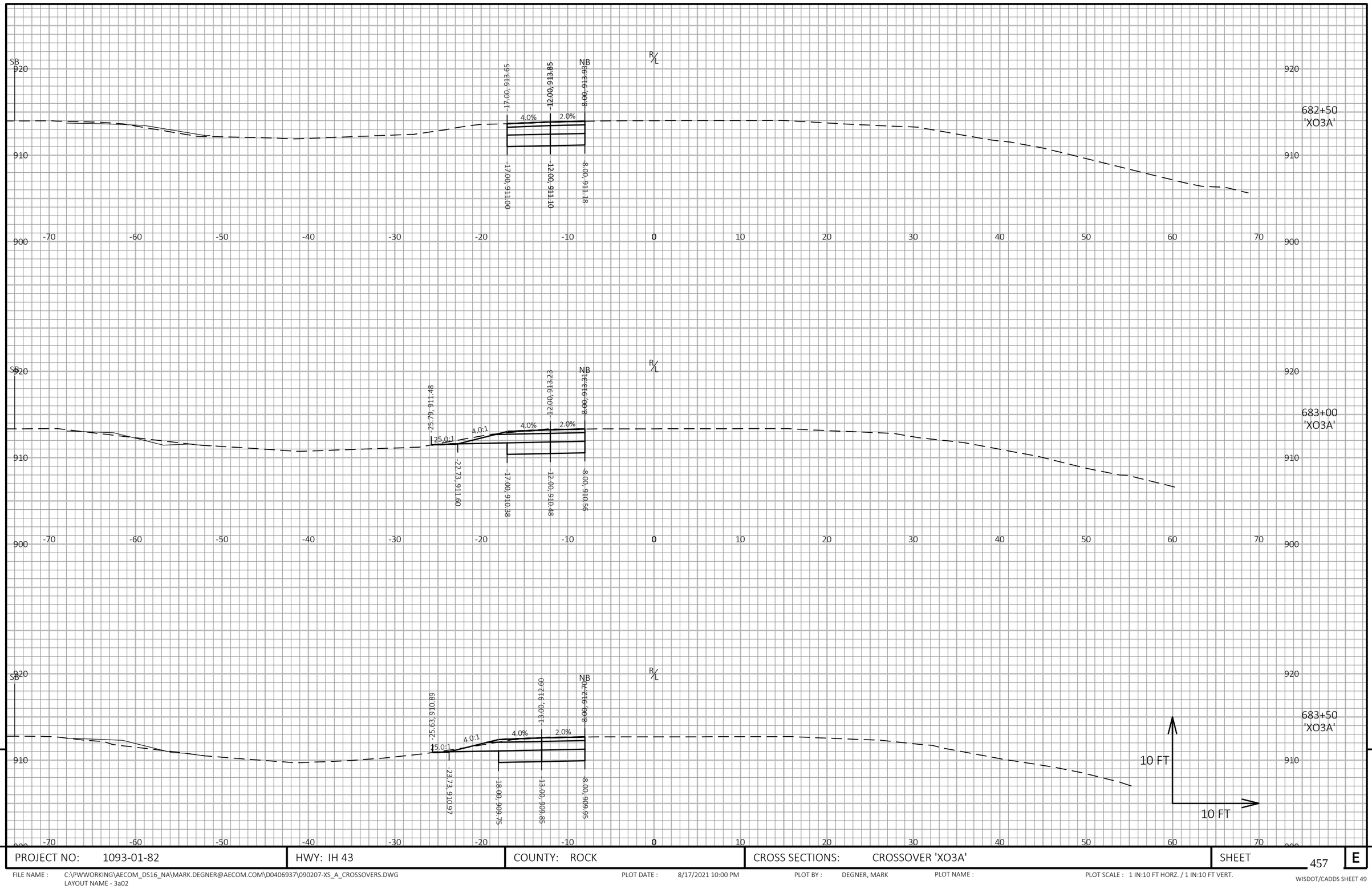
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 456	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a01

PLOT DATE : 8/17/2021 10:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

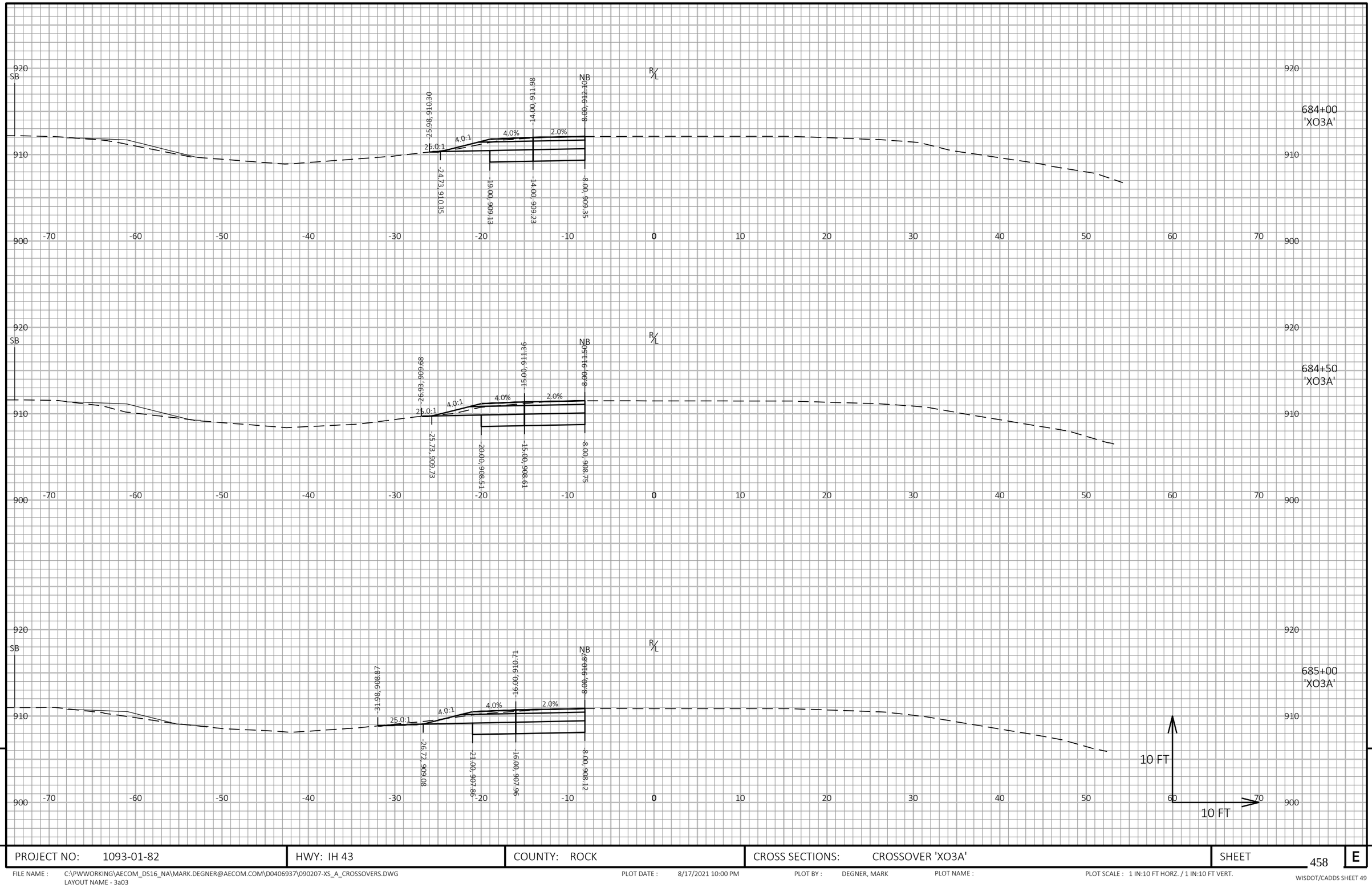


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 457	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a02

PLOT DATE : 8/17/2021 10:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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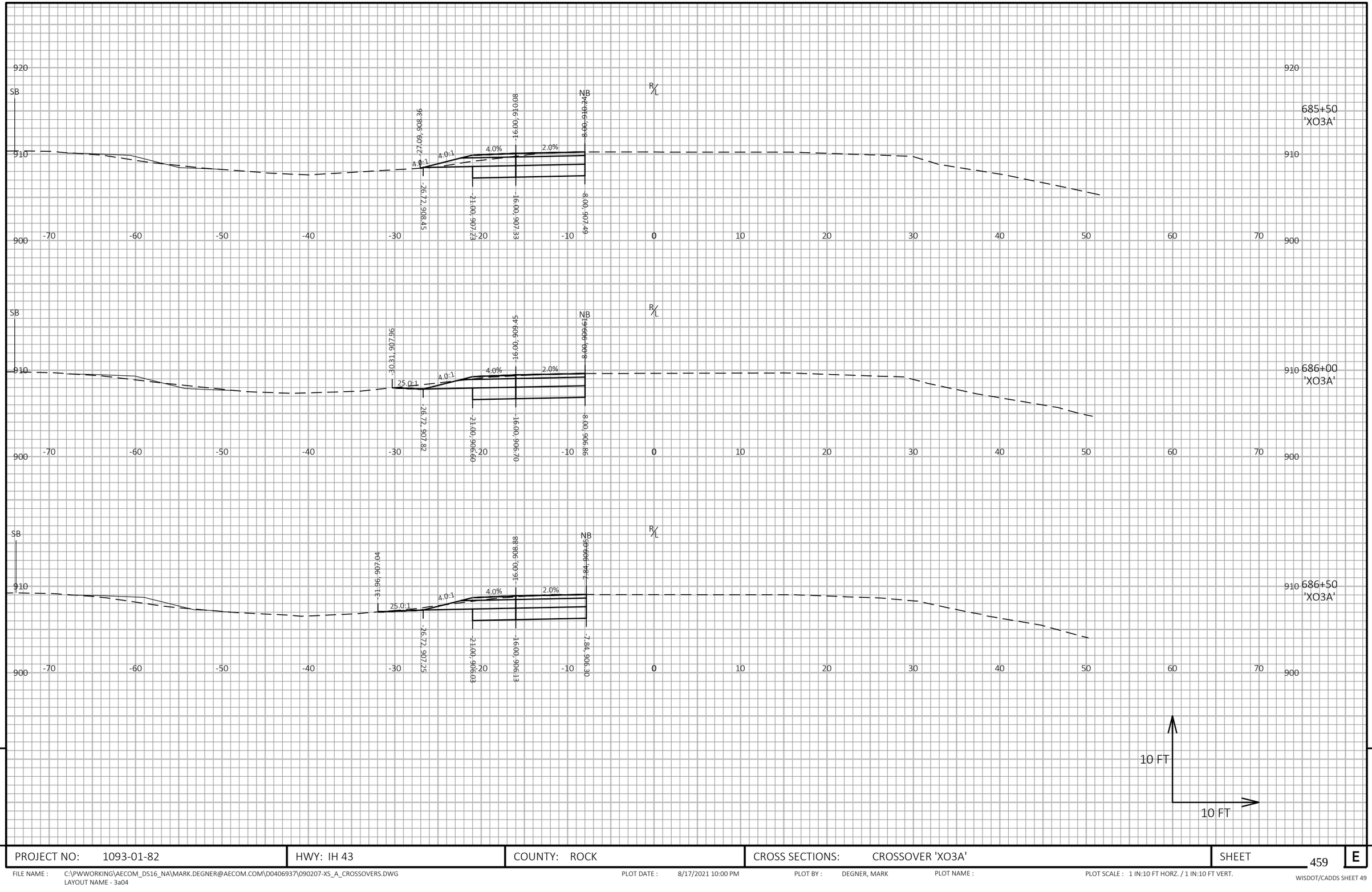
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 458	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a03

PLOT DATE : 8/17/2021 10:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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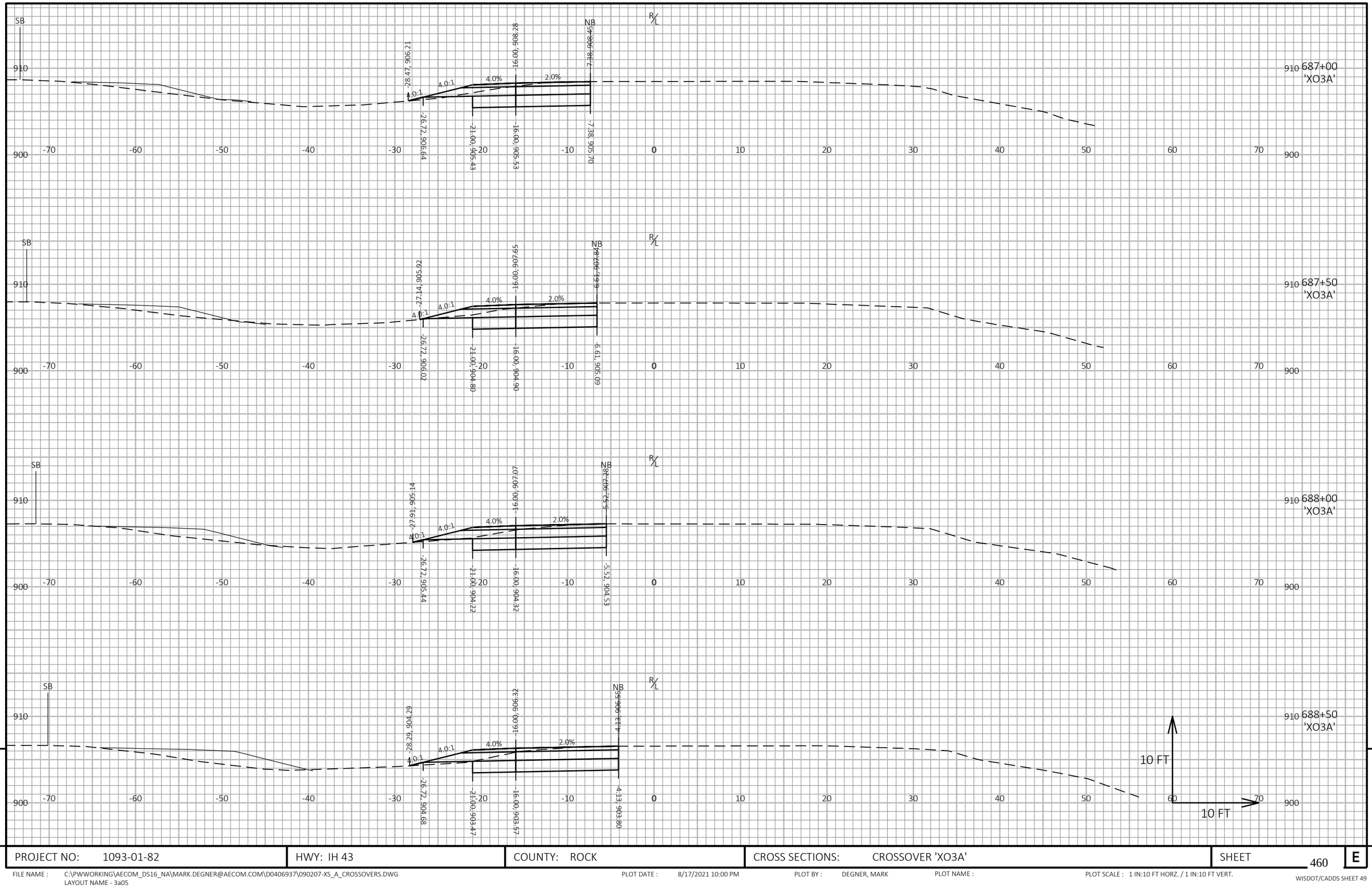
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 459	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a04

PLOT DATE : 8/17/2021 10:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

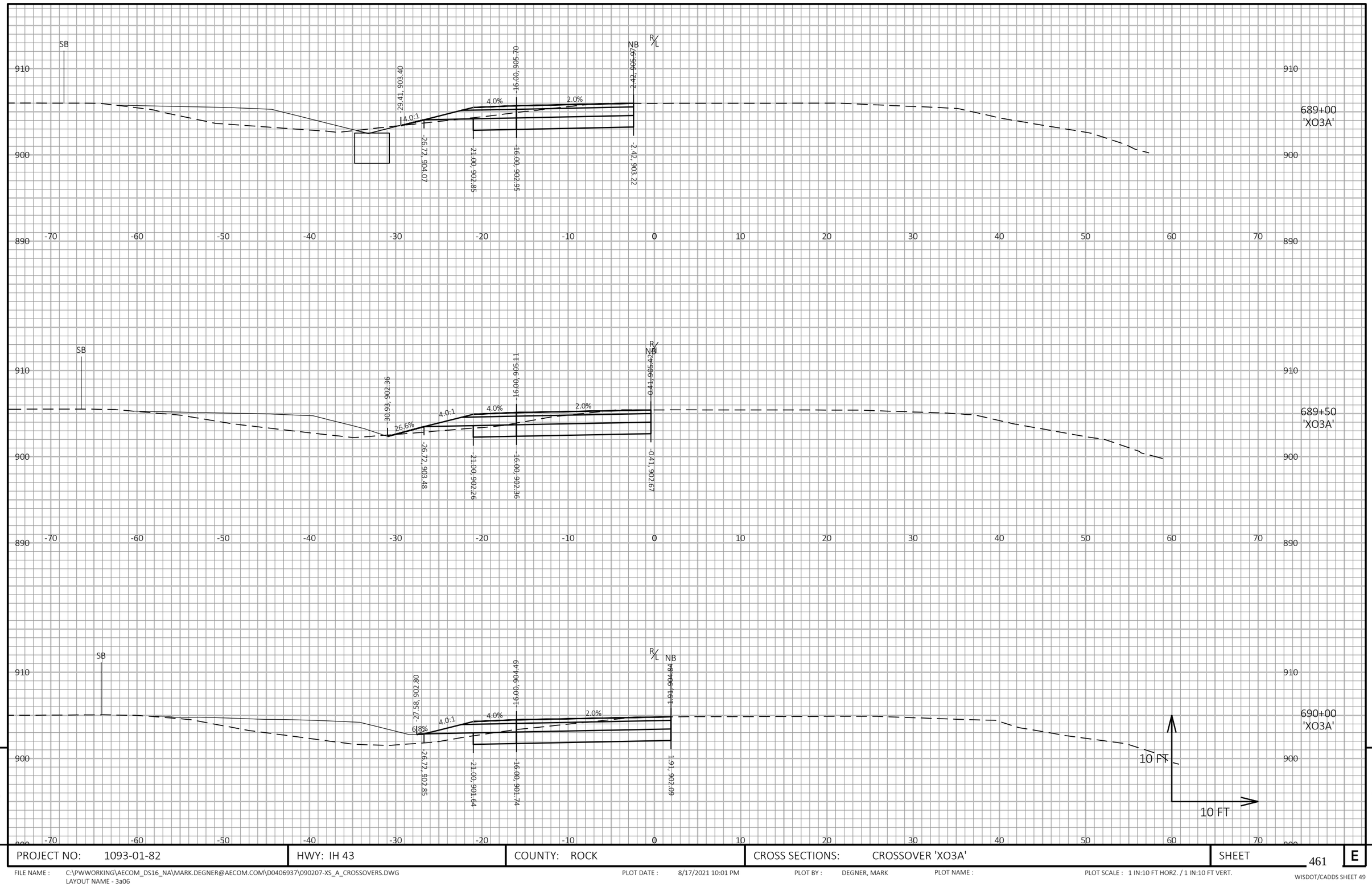


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 460 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a05

PLOT DATE : 8/17/2021 10:00 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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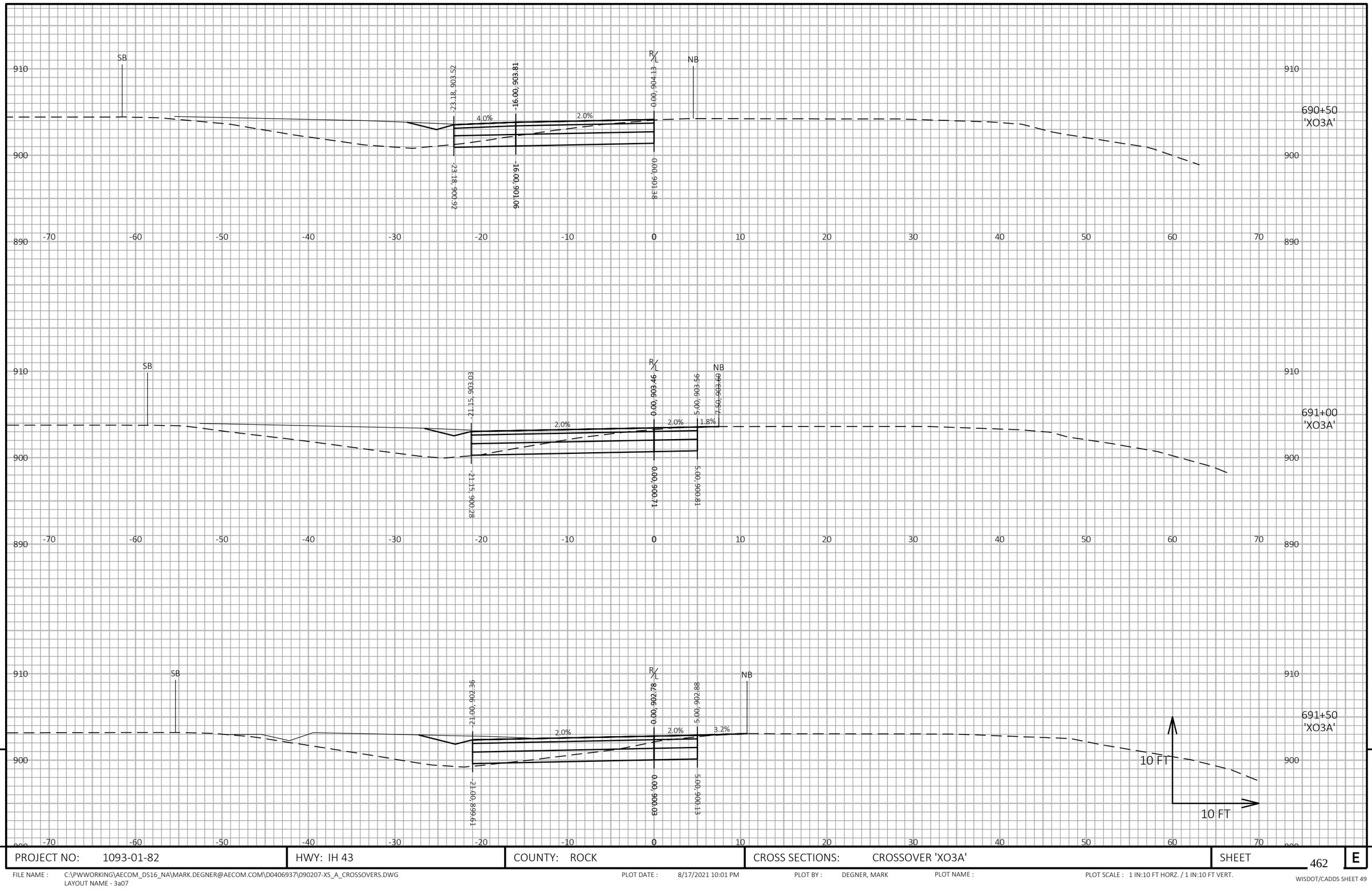
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 461	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a06

PLOT DATE : 8/17/2021 10:01 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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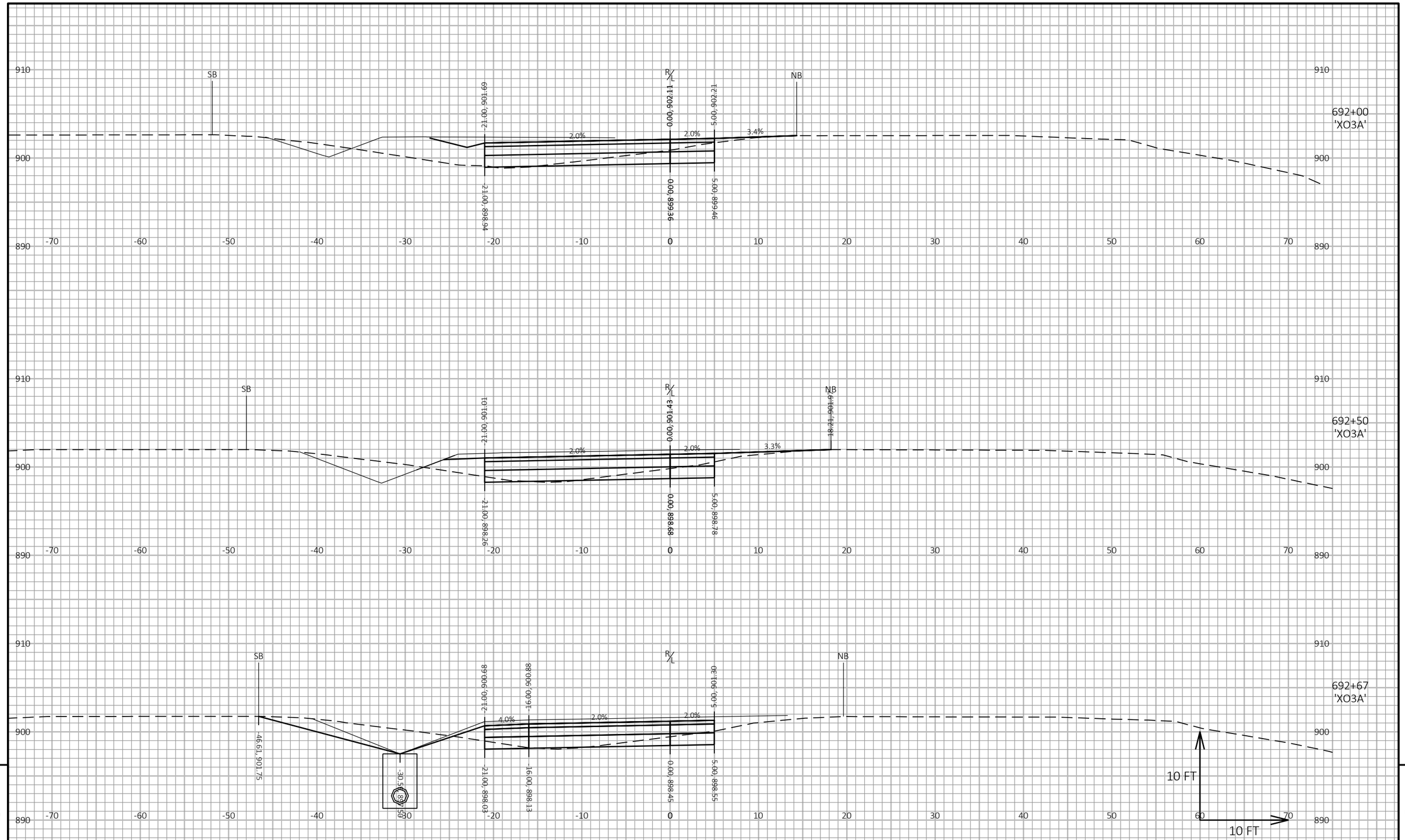
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 462	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a07

PLOT DATE : 8/17/2021 10:01 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

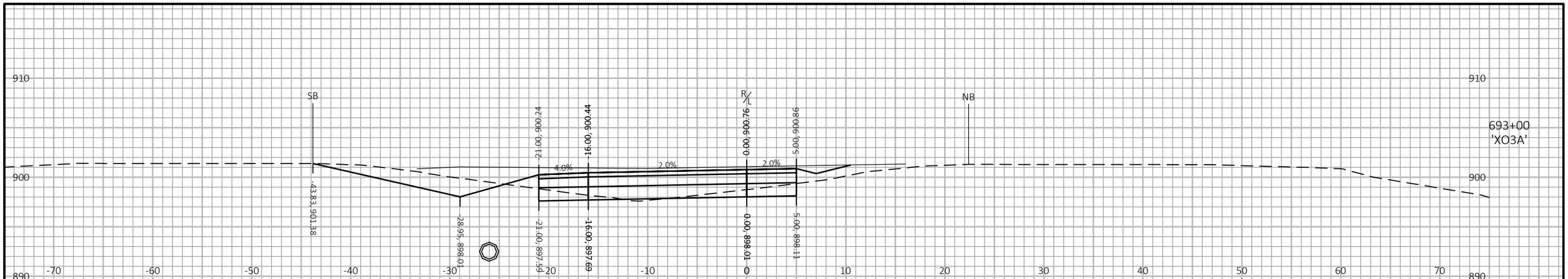


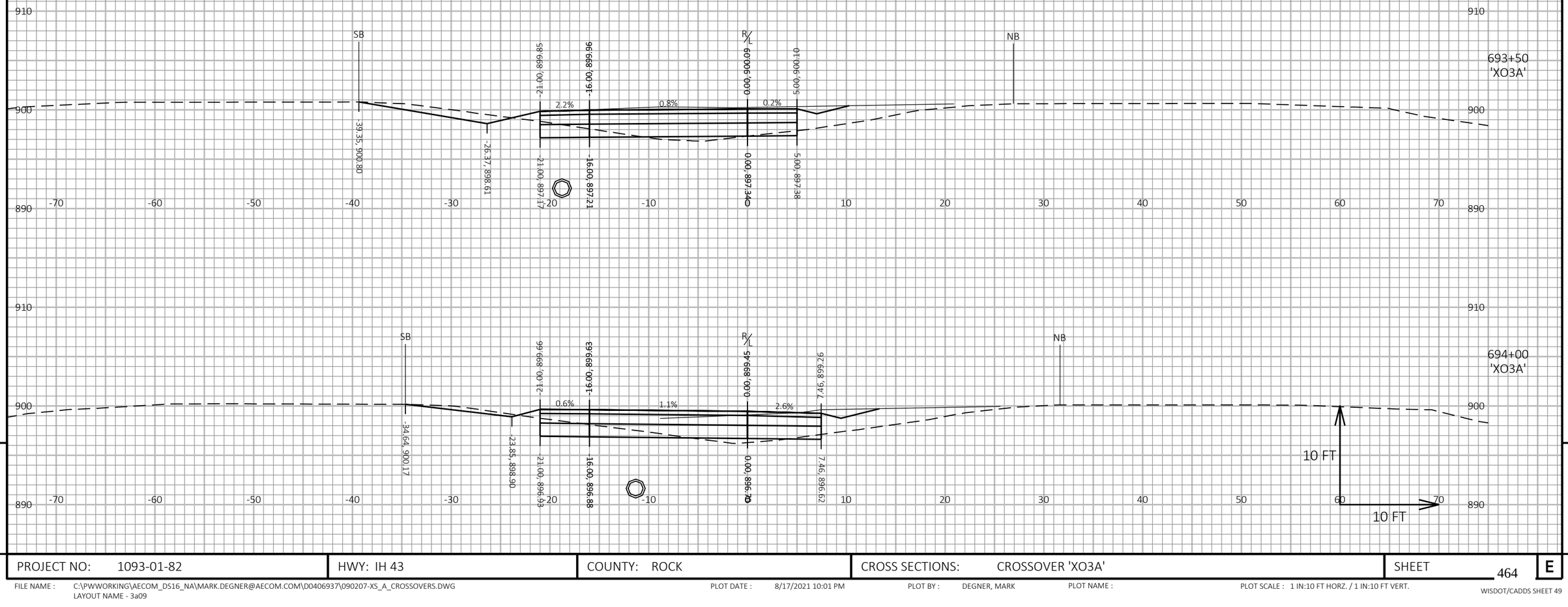
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 463	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a08

PLOT DATE : 8/17/2021 10:01 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



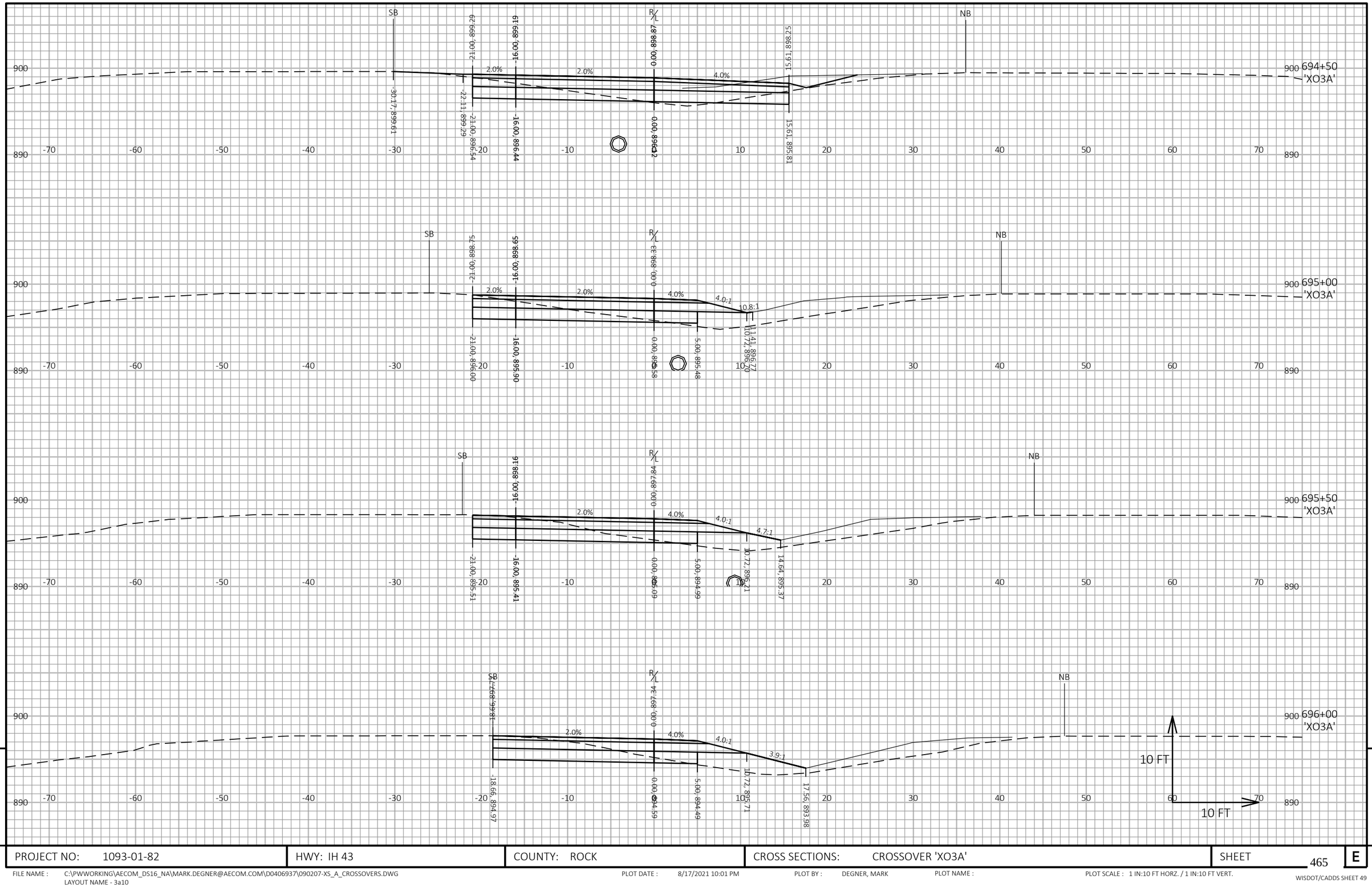


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 464 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a09

PLOT DATE : 8/17/2021 10:01 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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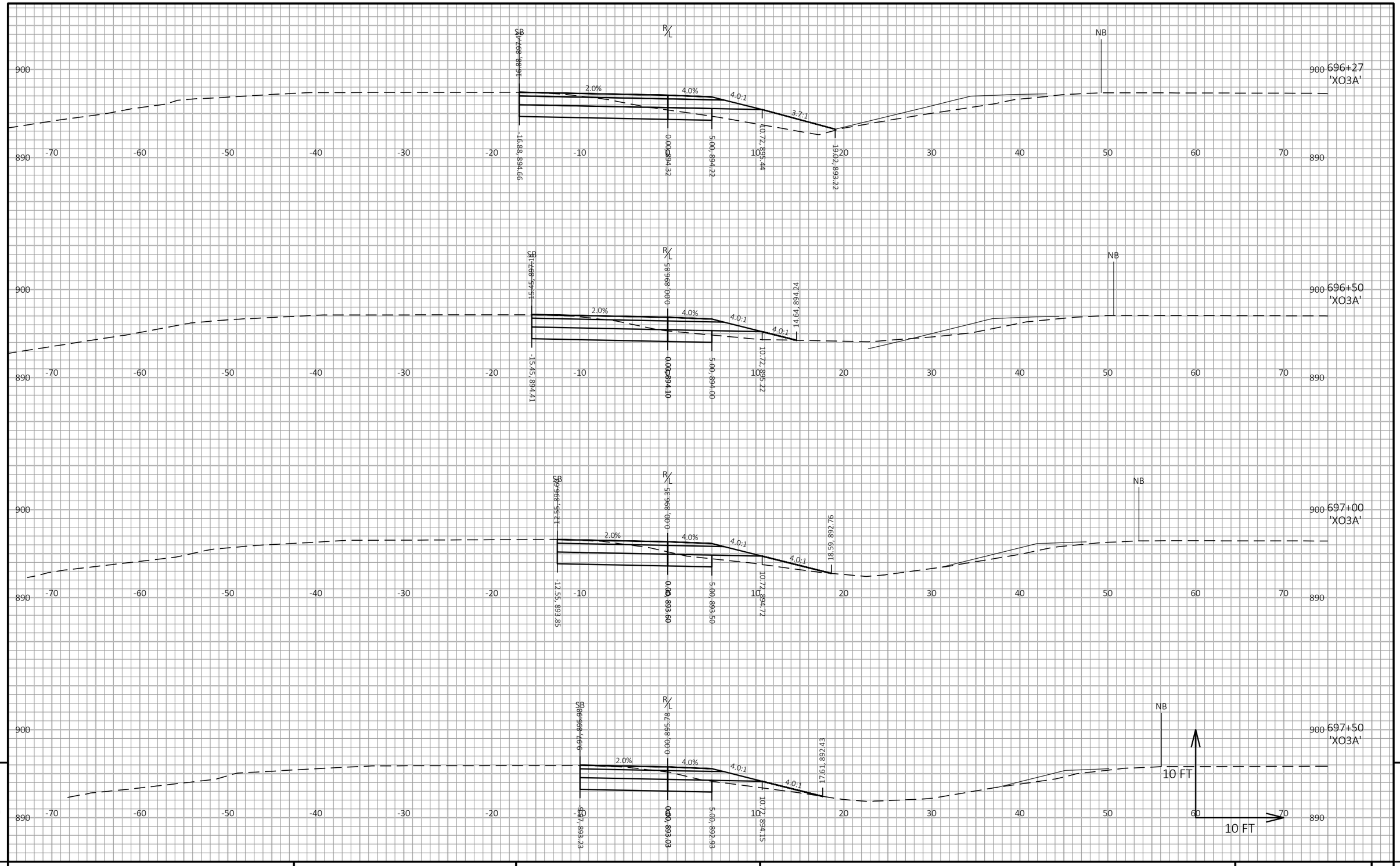
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 465	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a10

PLOT DATE : 8/17/2021 10:01 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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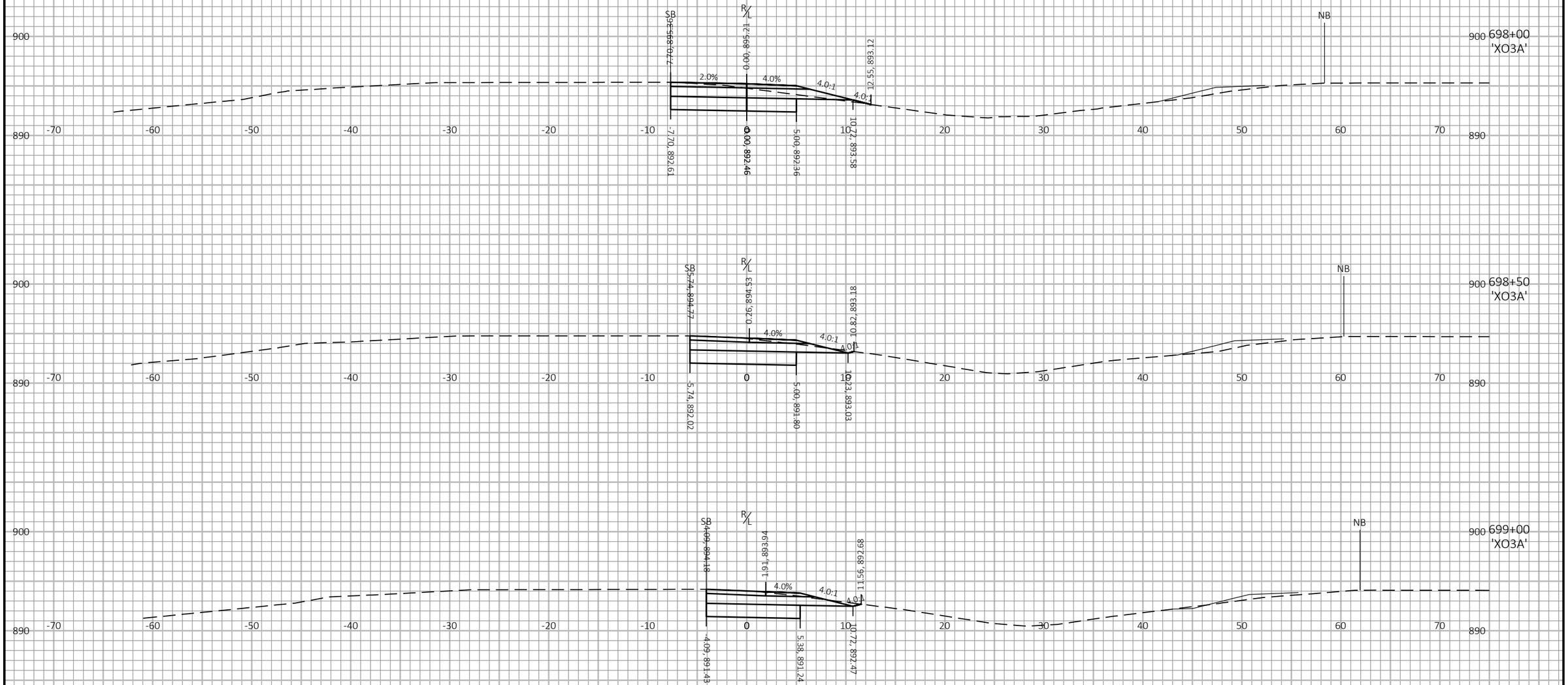
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 466	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a11

PLOT DATE : 8/17/2021 10:02 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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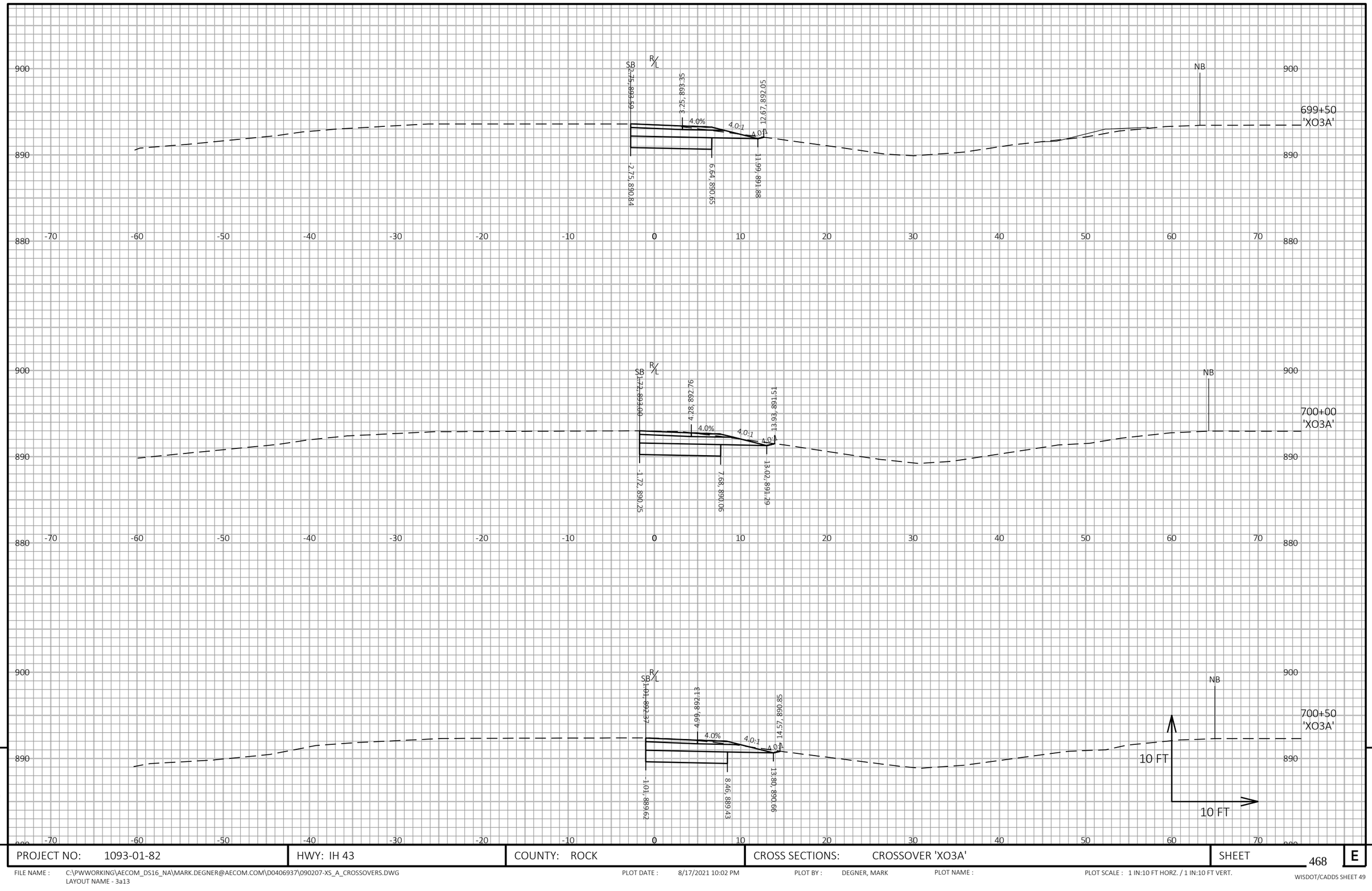
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 467	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a12

PLOT DATE : 8/17/2021 10:02 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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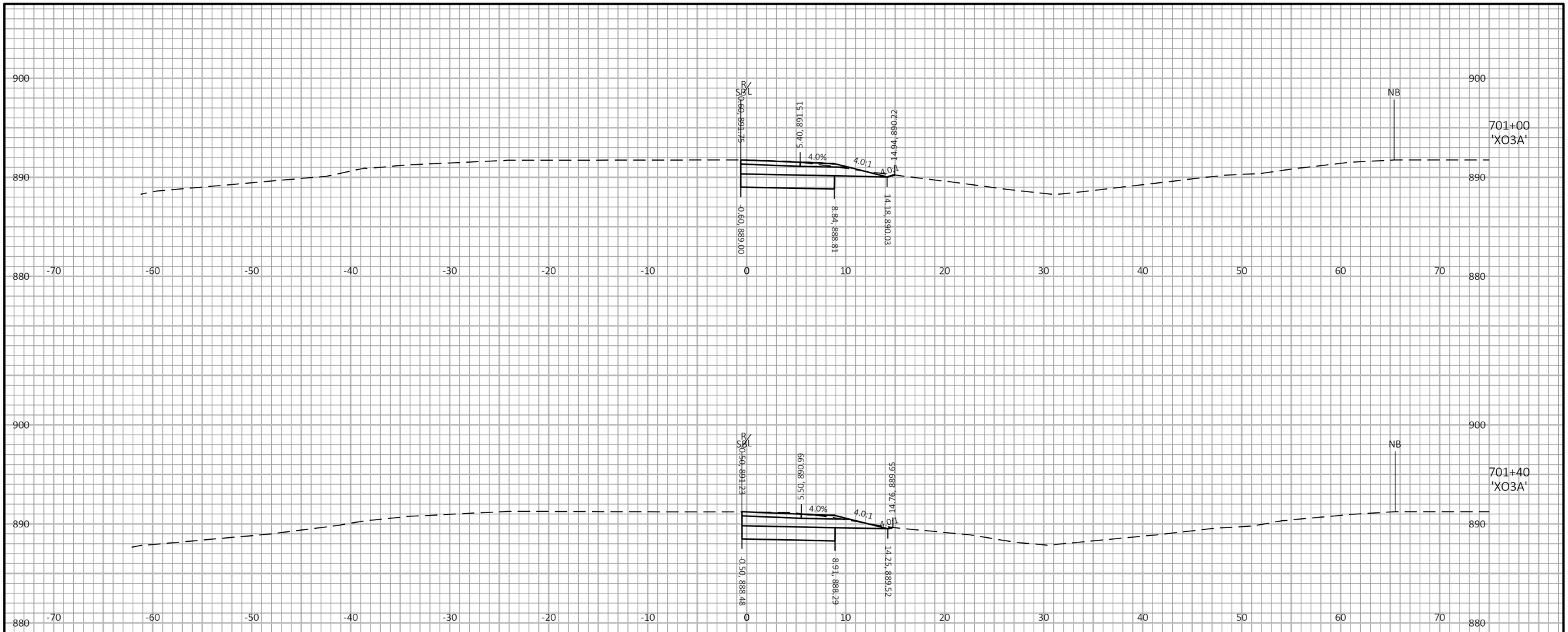
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 468	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a13
PLOT DATE : 8/17/2021 10:02 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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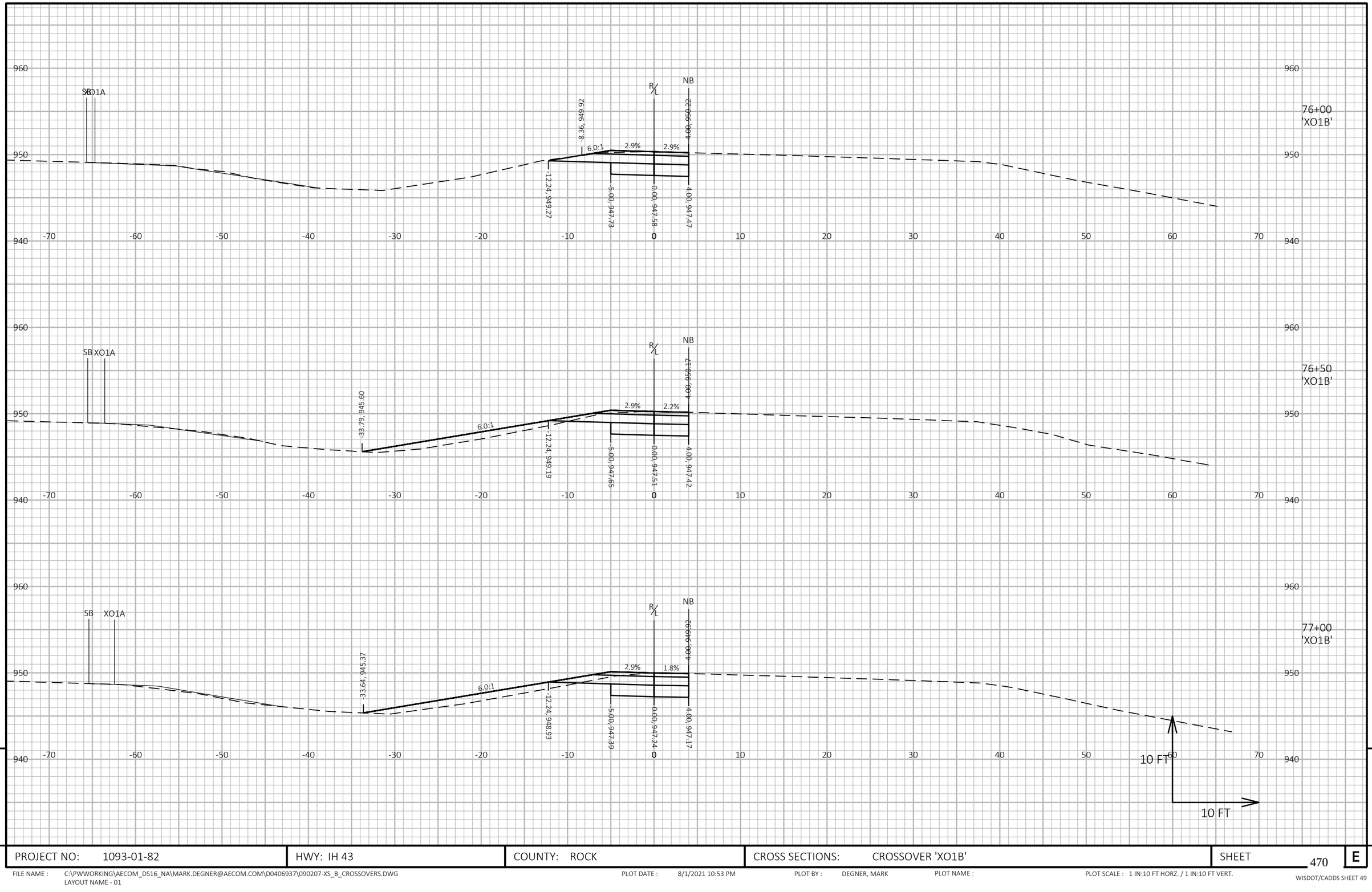
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3A'	SHEET 469	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_A_CROSSOVERS.DWG
LAYOUT NAME - 3a14

PLOT DATE : 8/17/2021 10:02 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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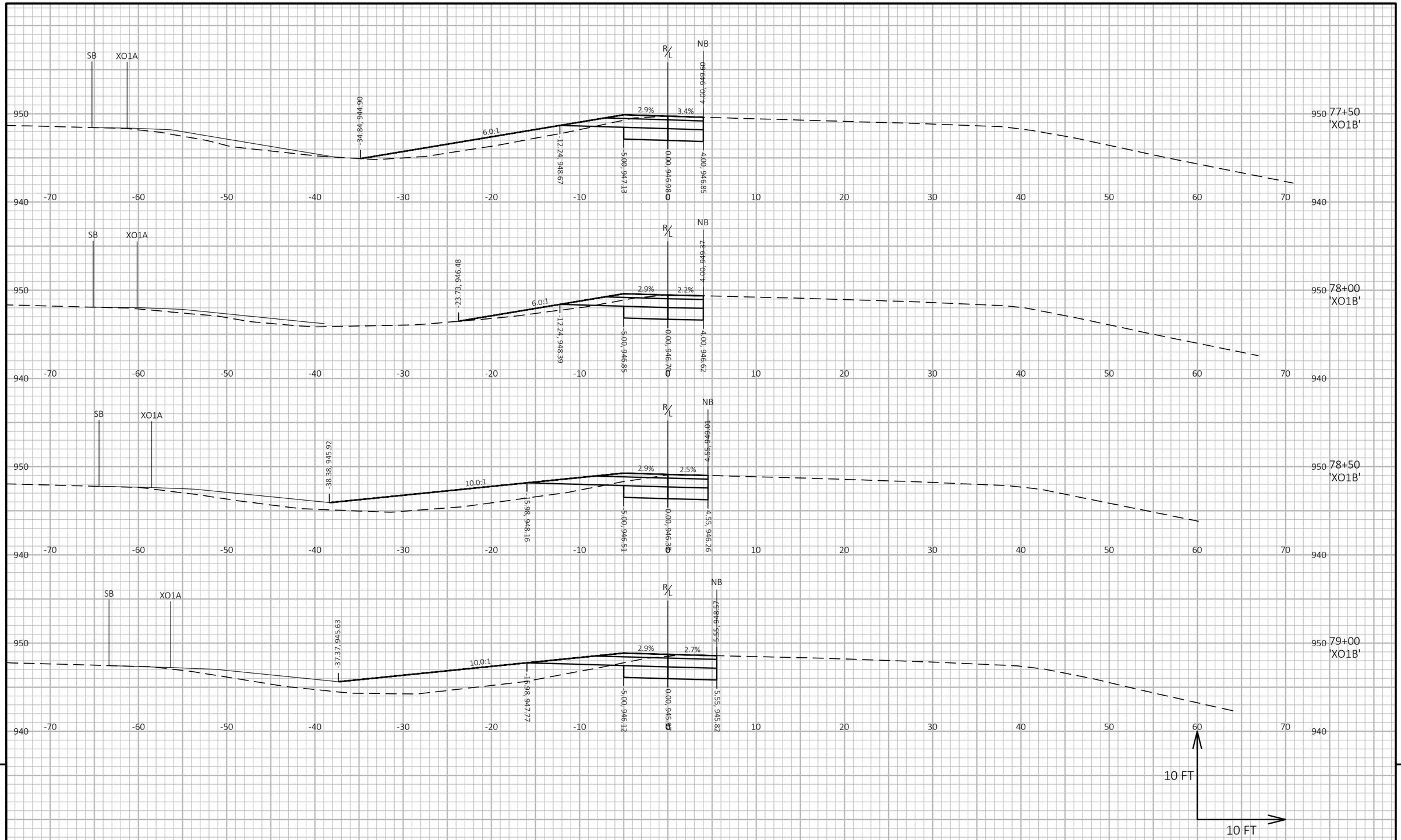
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 470	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 01

PLOT DATE : 8/1/2021 10:53 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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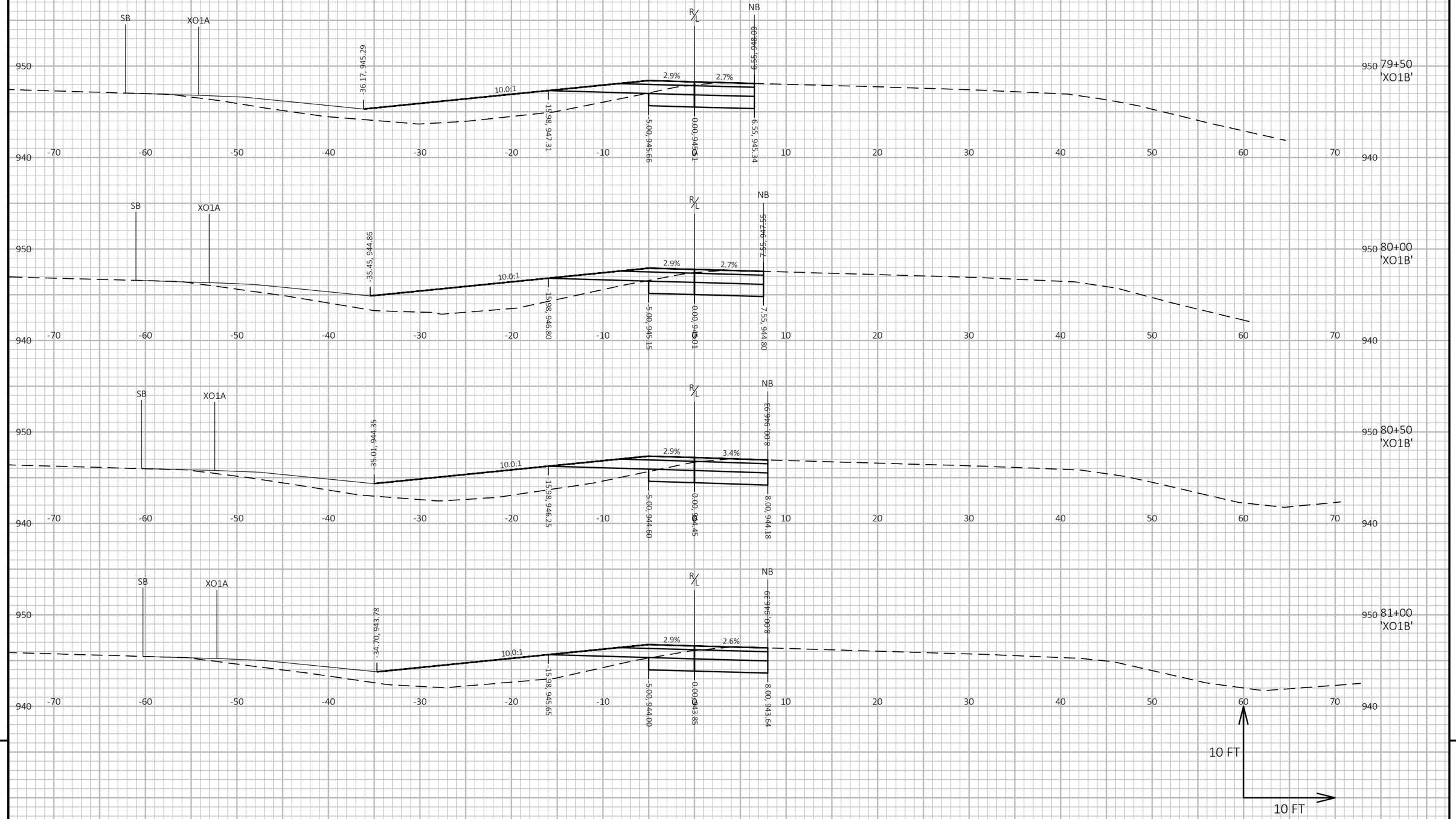
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 471	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 02

PLOT DATE : 8/1/2021 10:53 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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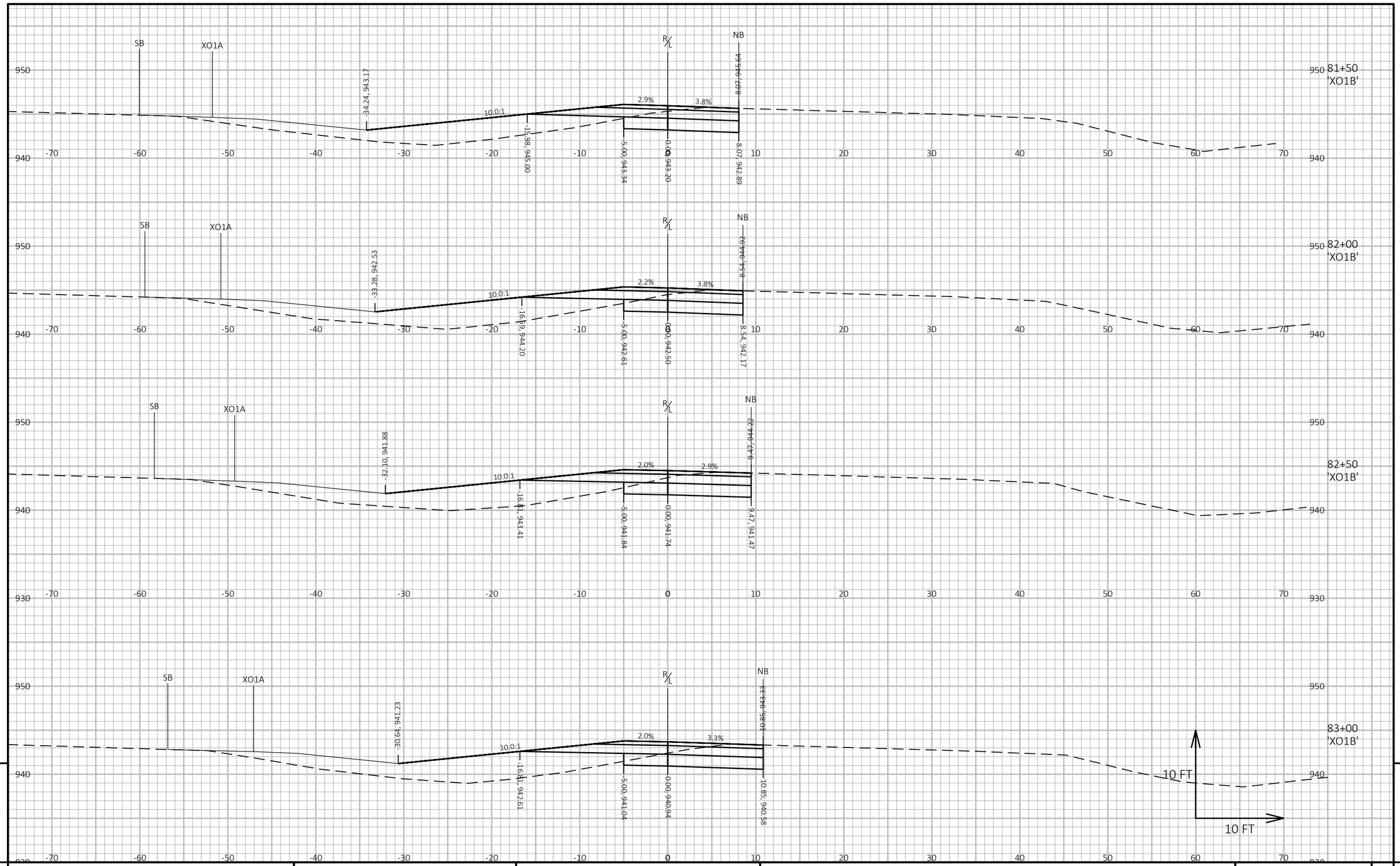
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 472	E



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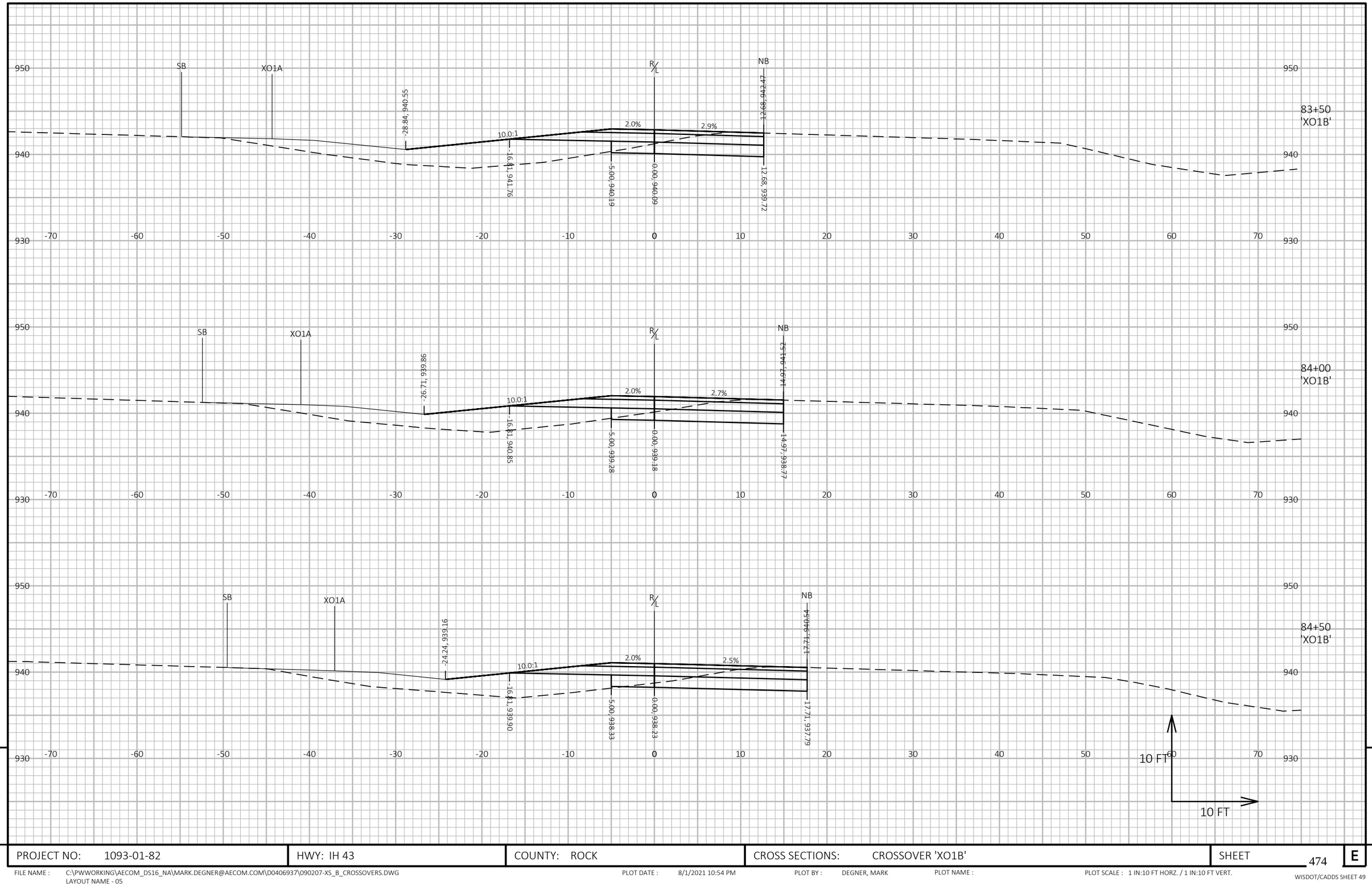
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 473	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 04

PLOT DATE : 8/1/2021 10:54 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

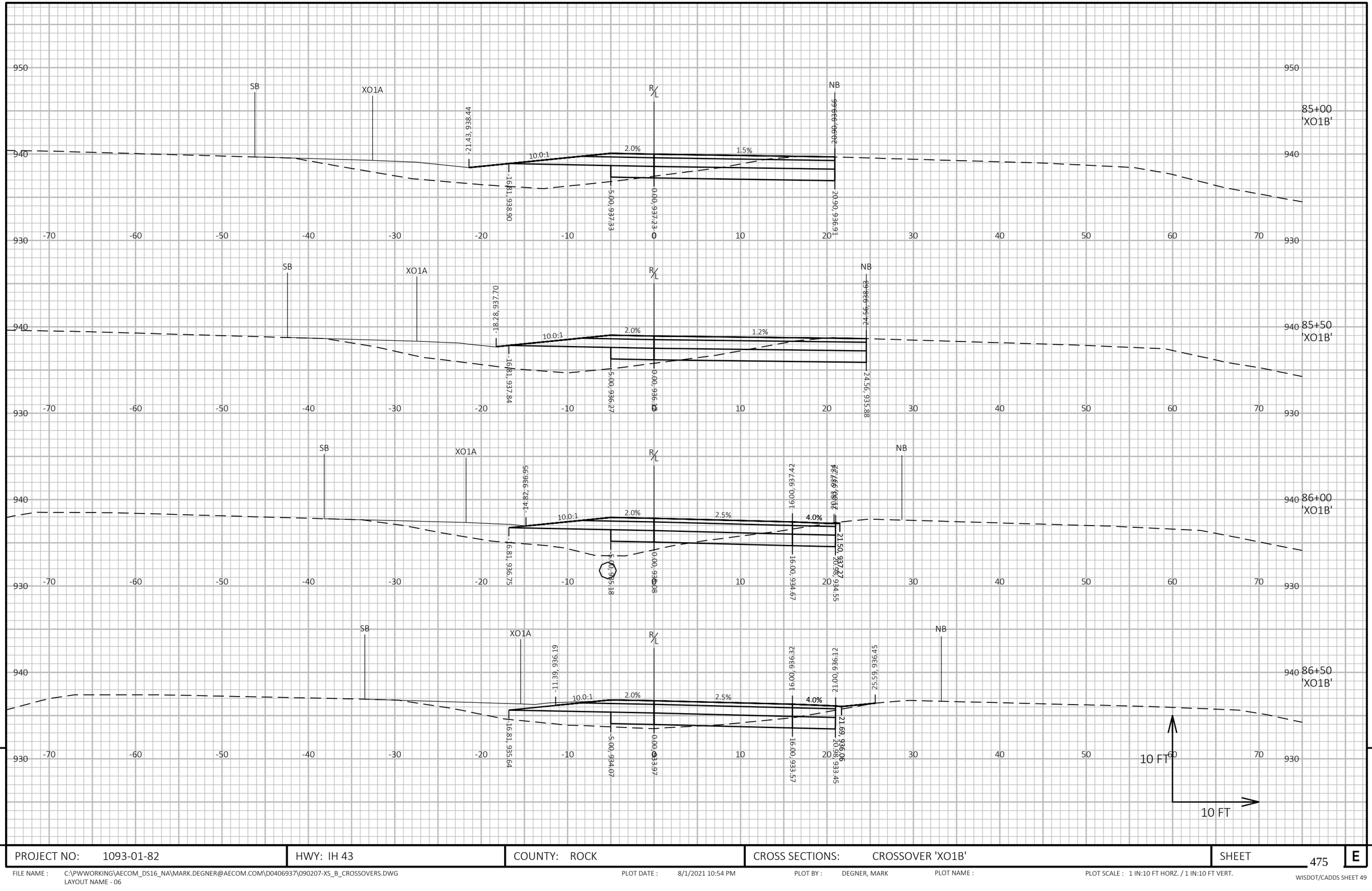


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 474 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 05

PLOT DATE : 8/1/2021 10:54 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 475	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 06

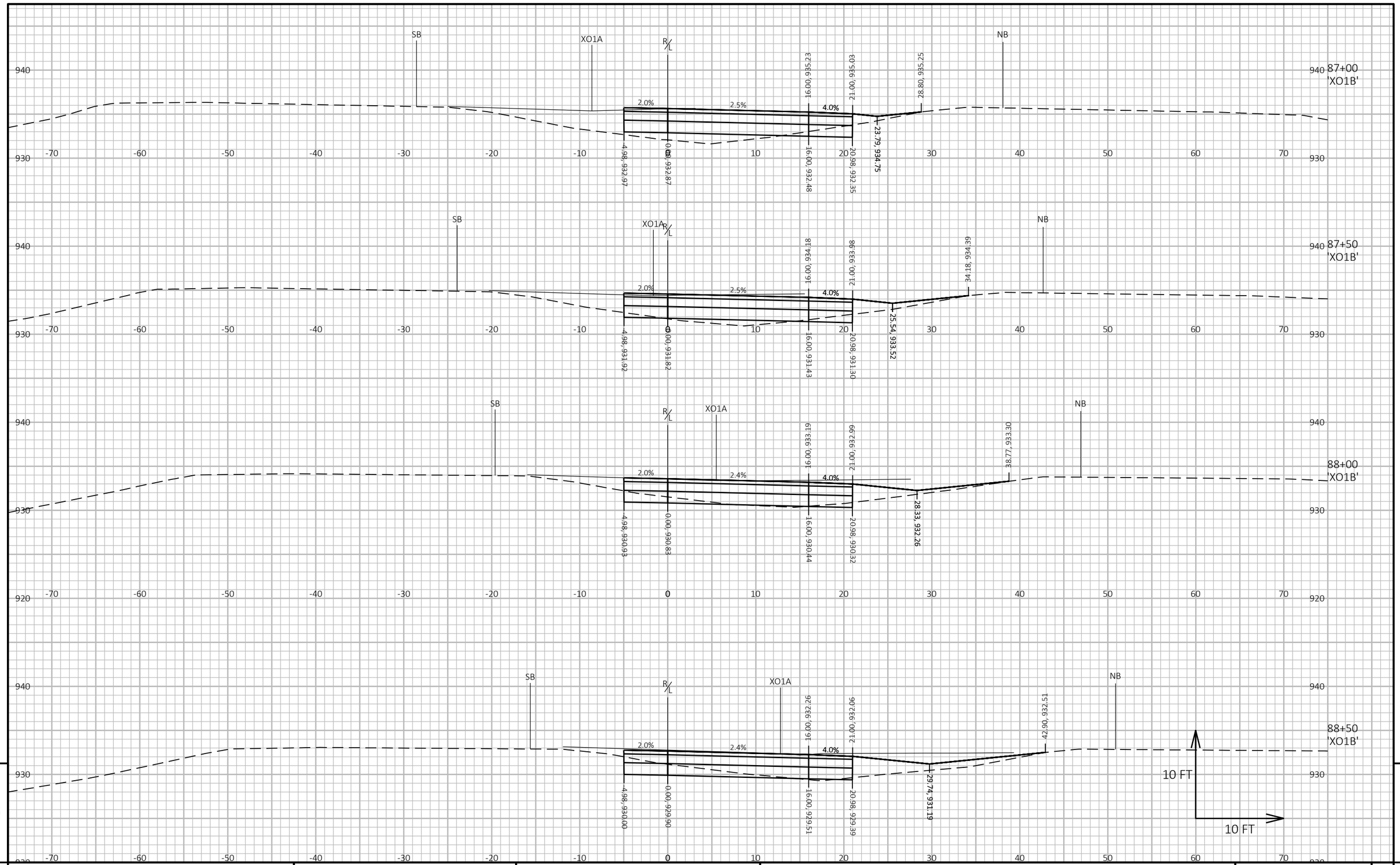
PLOT DATE : 8/1/2021 10:54 PM

PLOT BY : DEGNER, MARK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

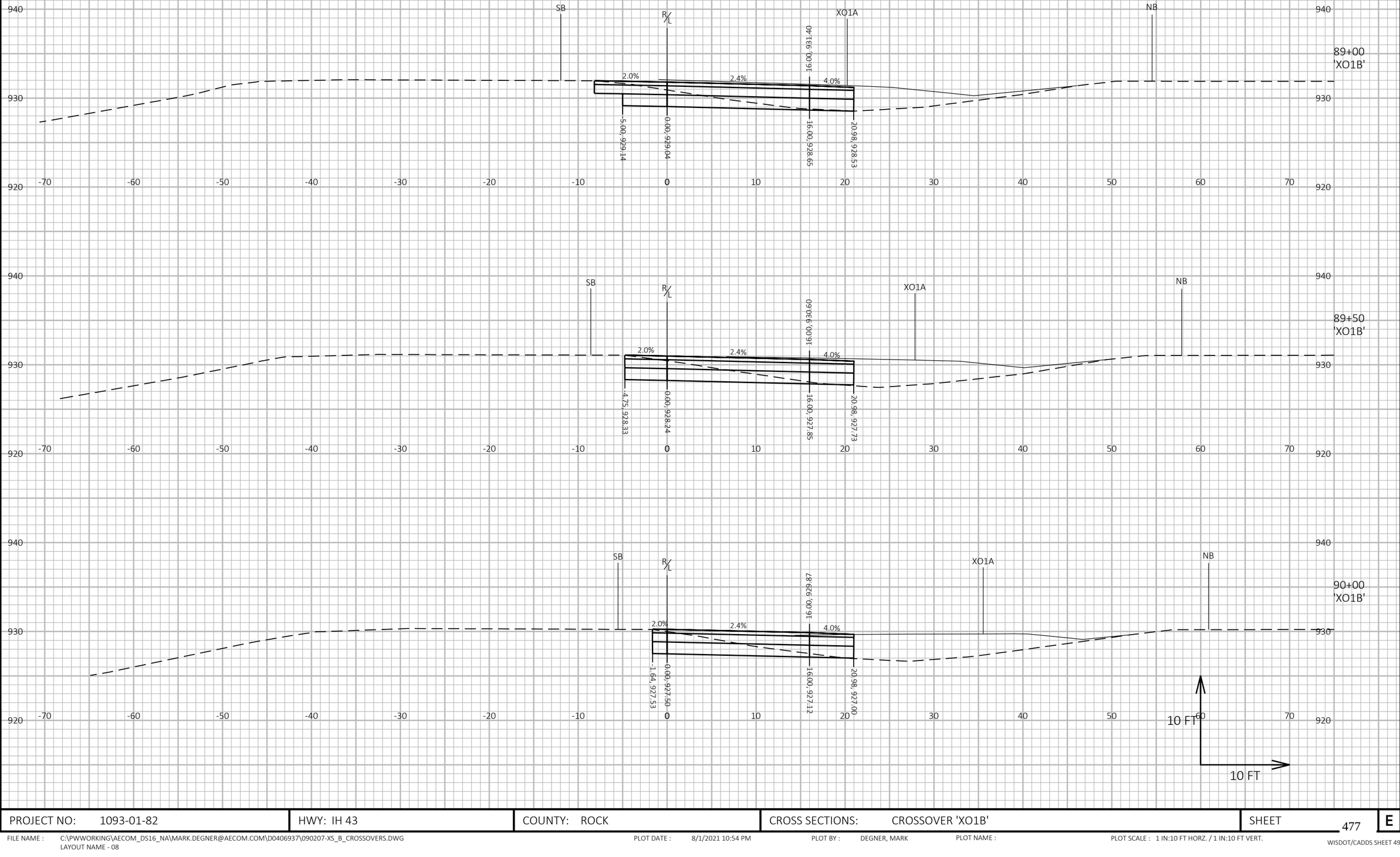


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 476	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 07

PLOT DATE : 8/1/2021 10:54 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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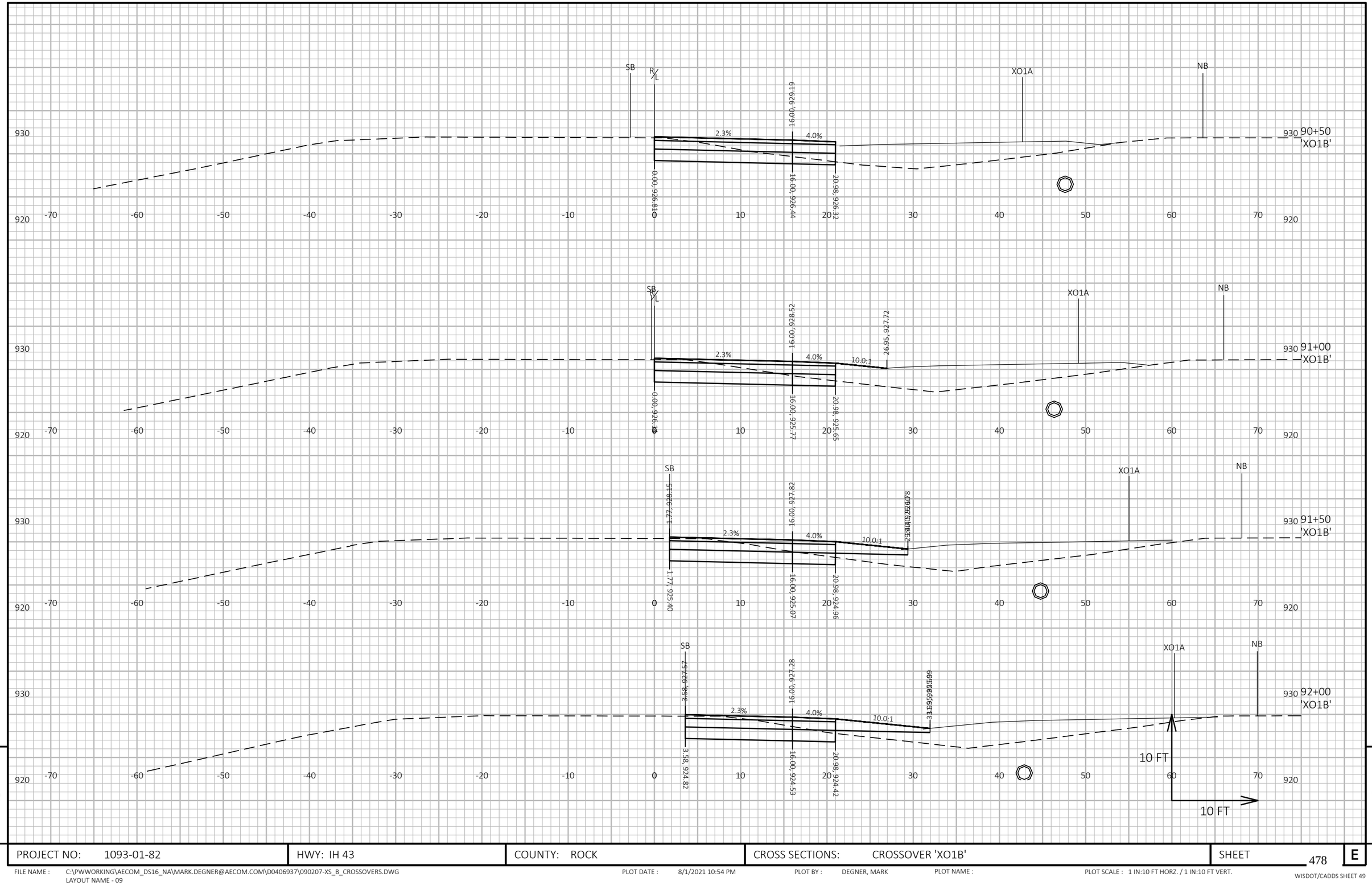
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 477	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 08

PLOT DATE : 8/1/2021 10:54 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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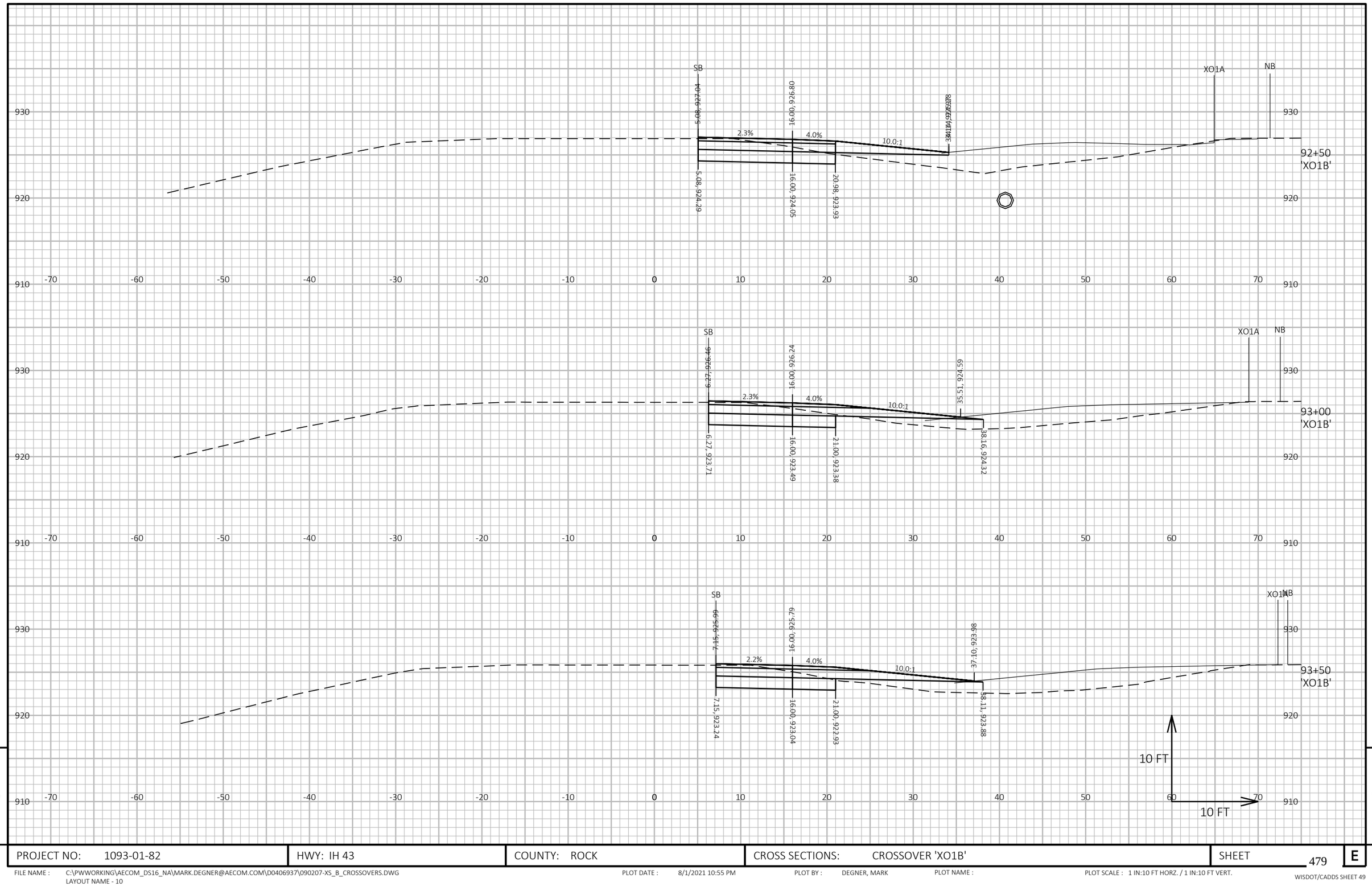
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 478	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 09

PLOT DATE : 8/1/2021 10:54 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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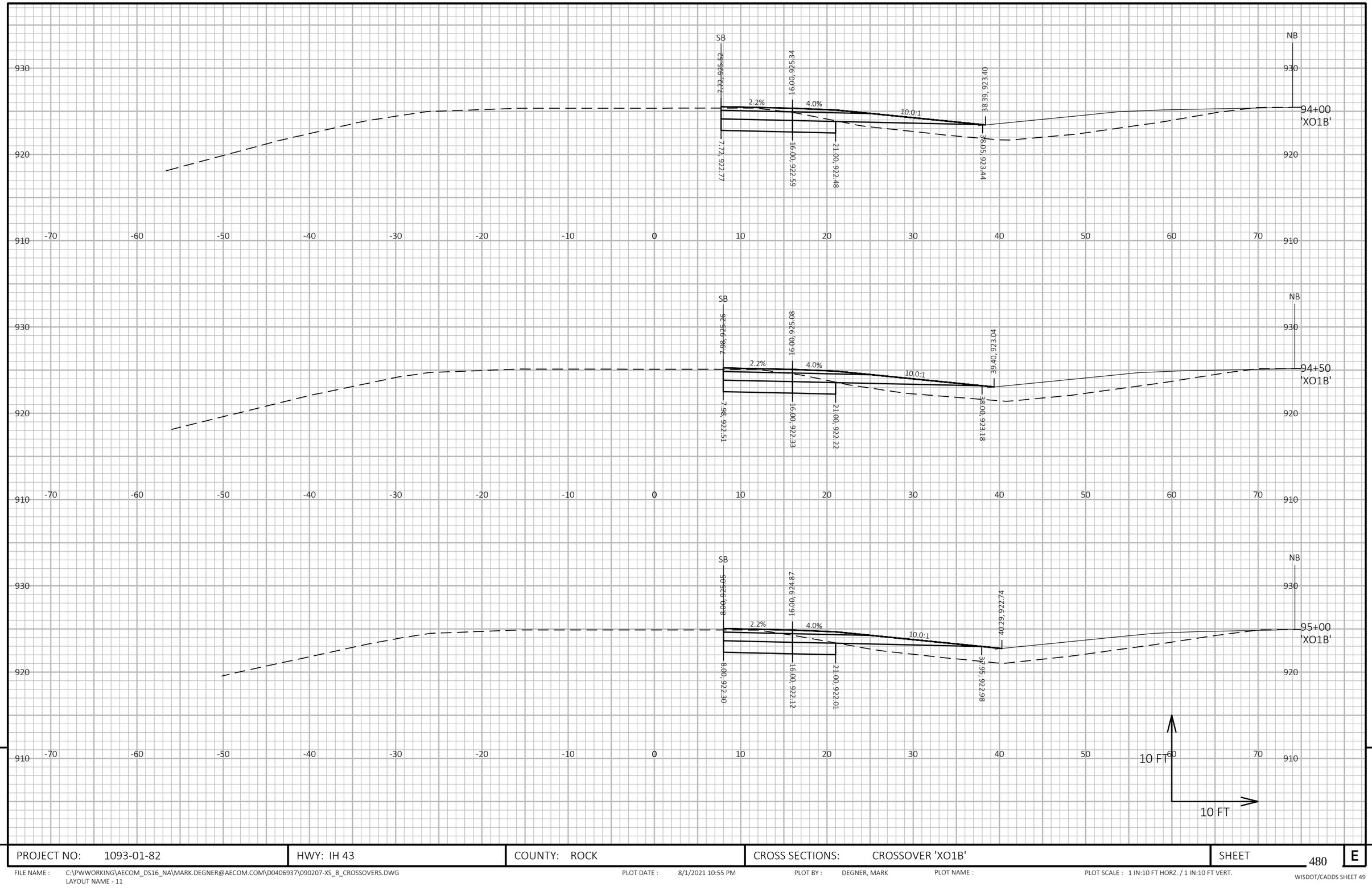
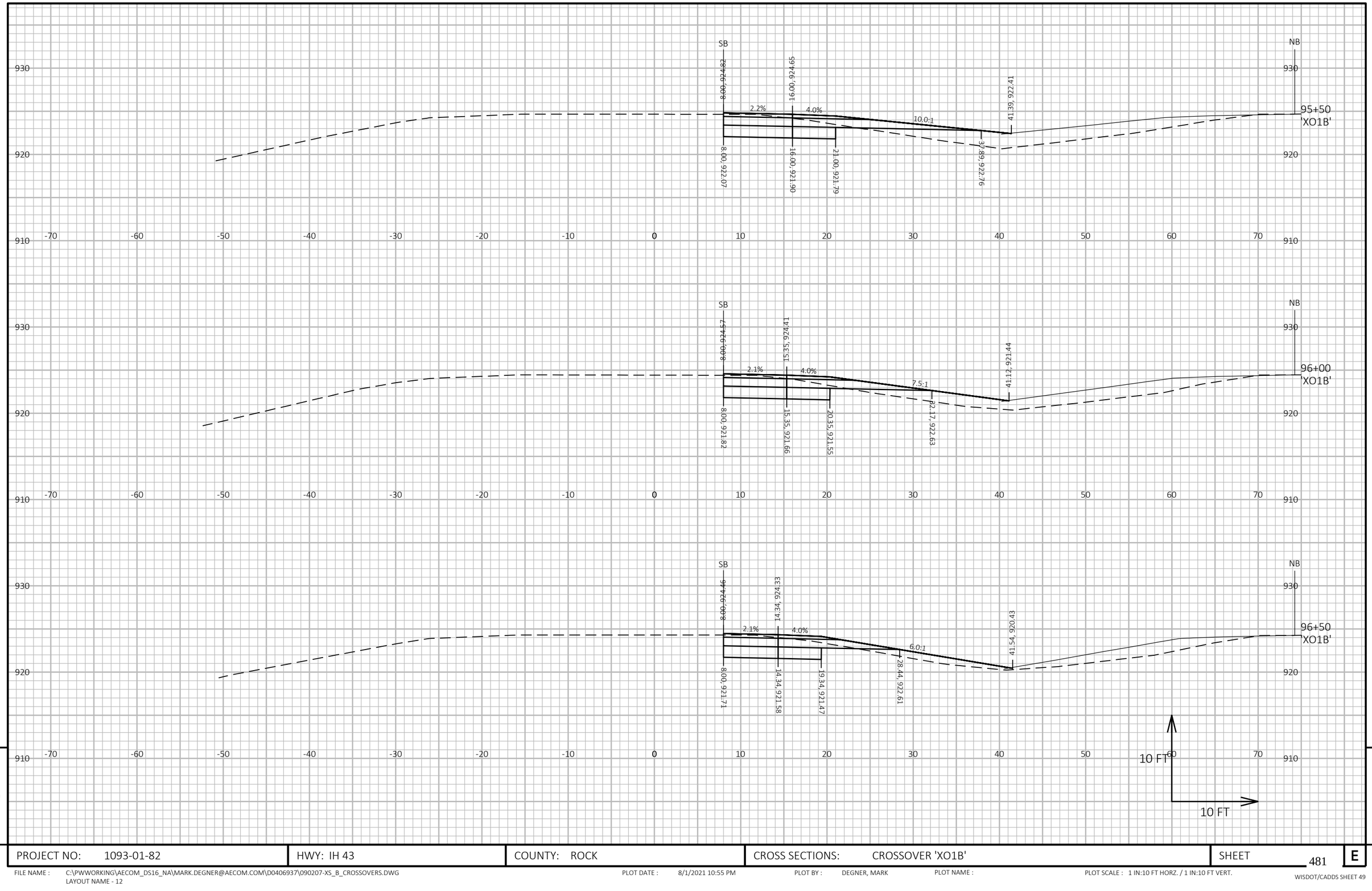
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 479	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 10
PLOT DATE : 8/1/2021 10:55 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 480	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 11
PLOT DATE : 8/1/2021 10:55 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

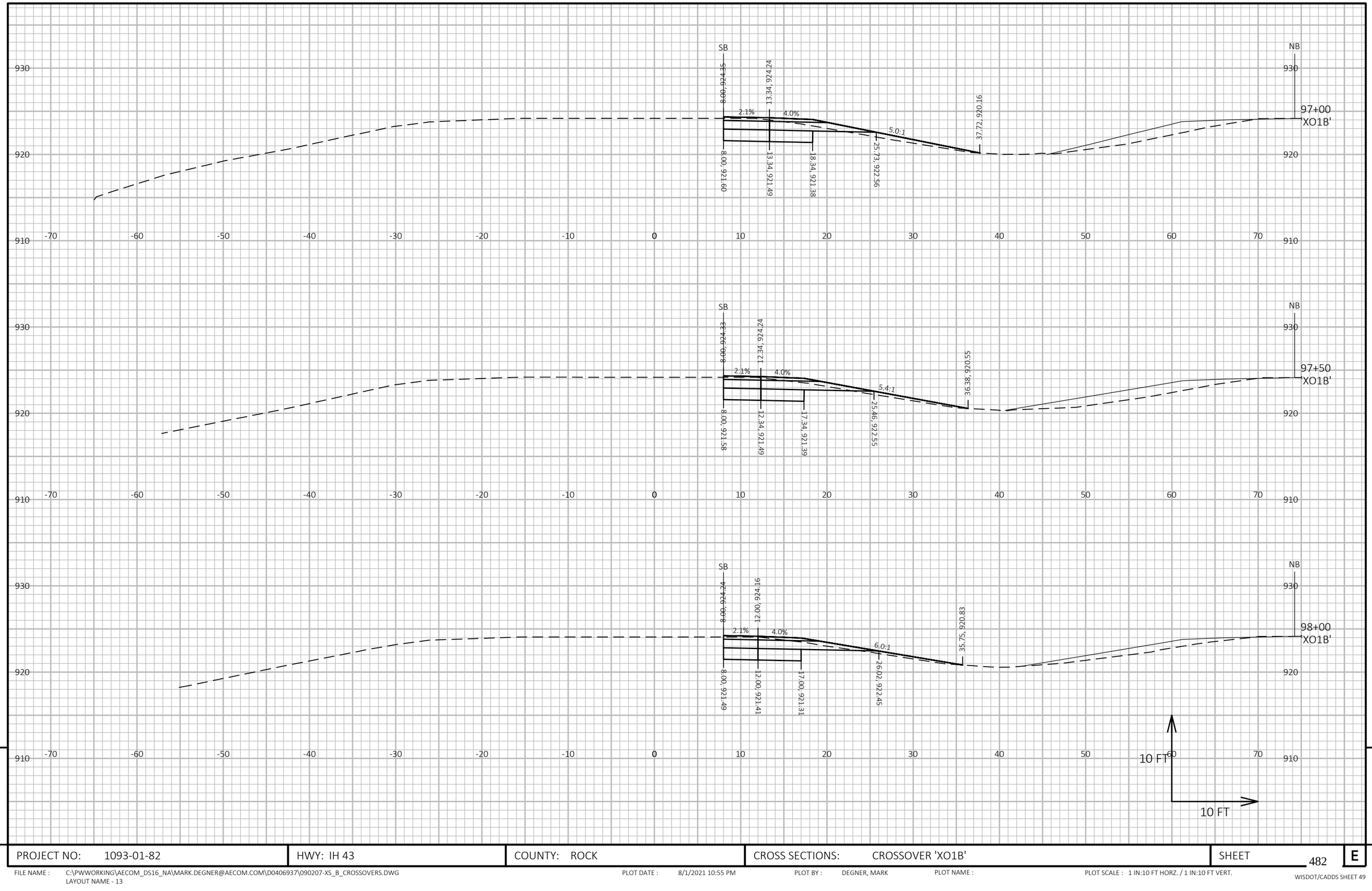


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 481	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 12

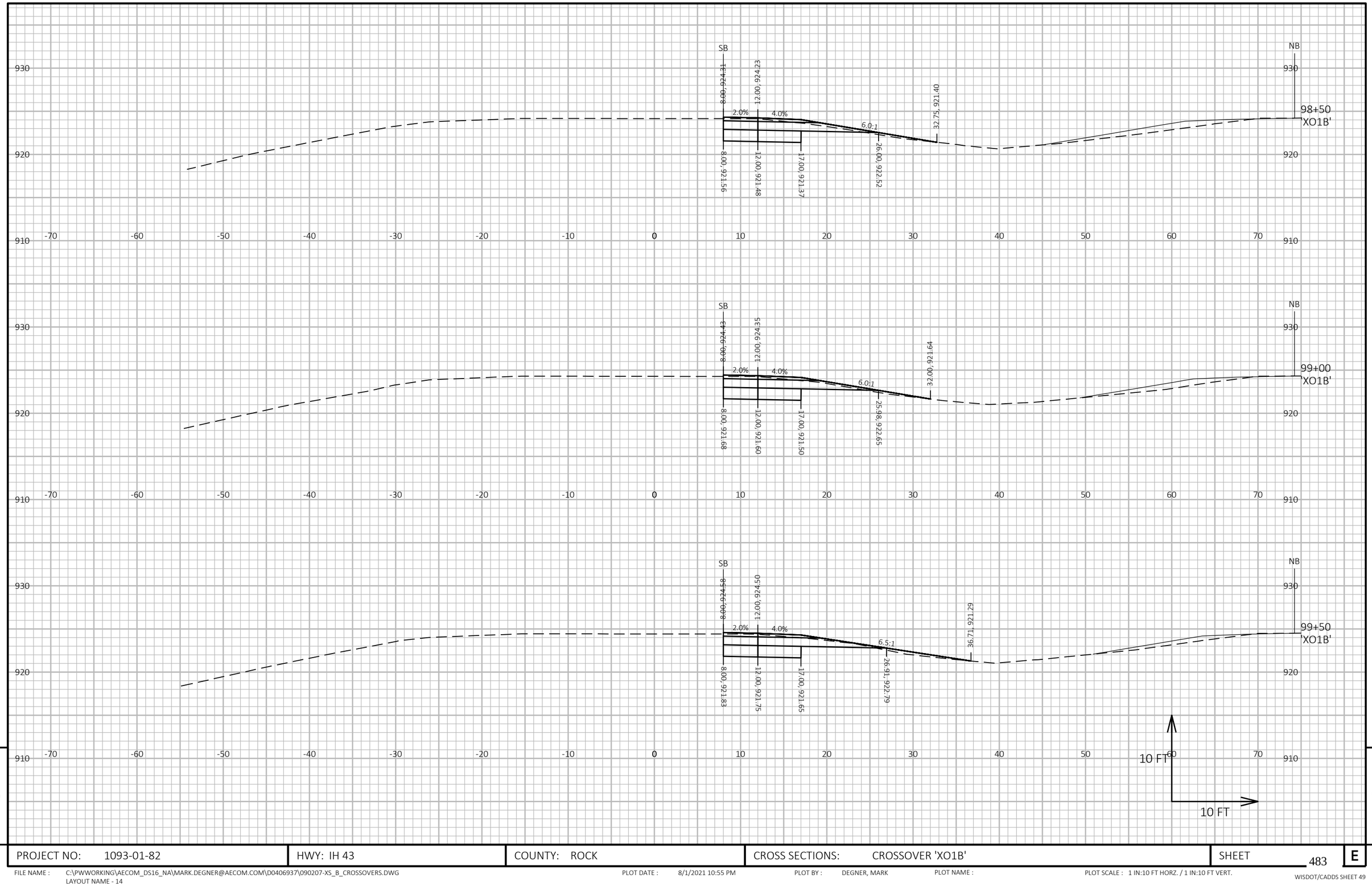
PLOT DATE : 8/1/2021 10:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 482	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 13
PLOT DATE : 8/1/2021 10:55 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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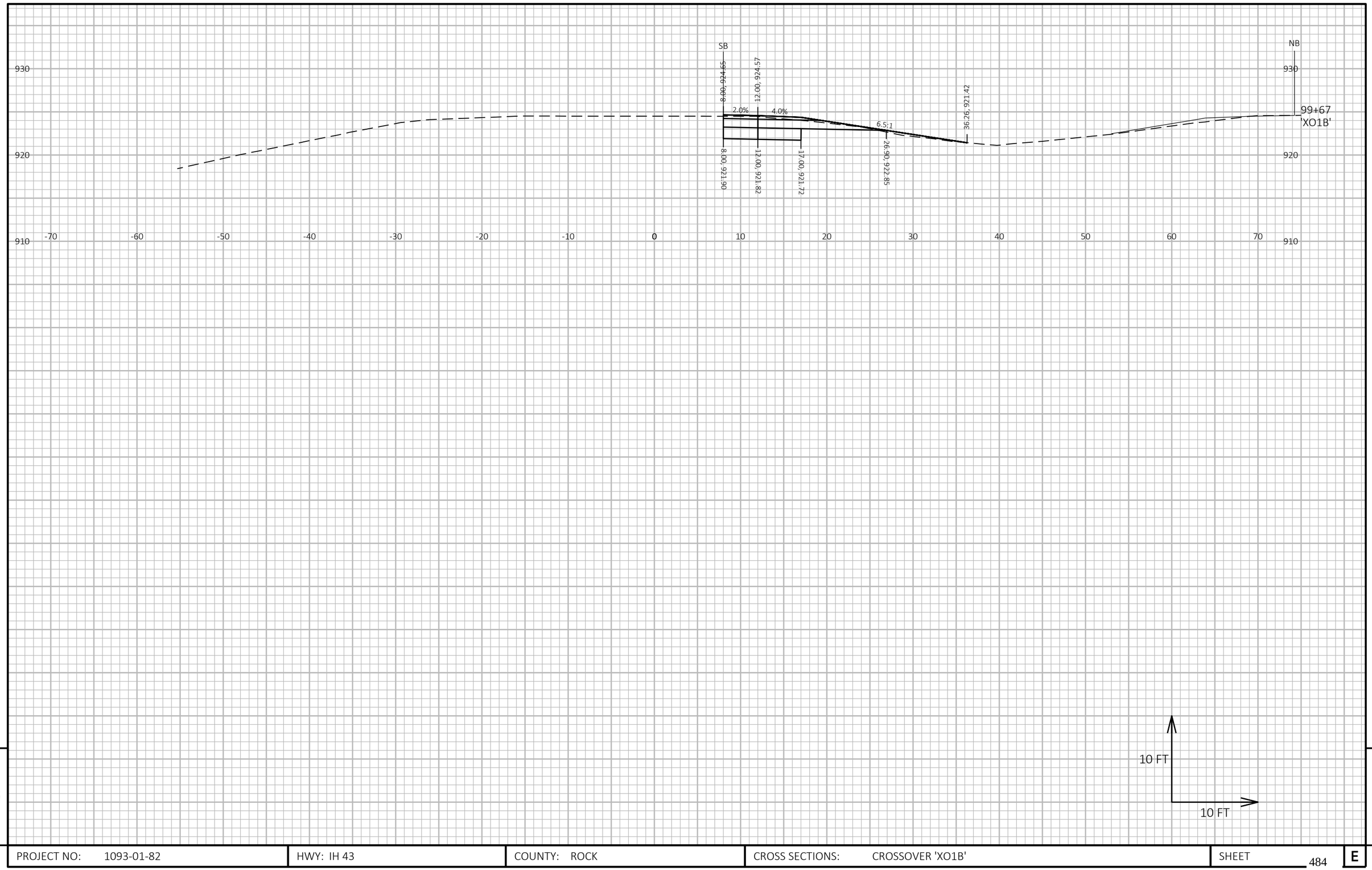
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 483	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 14

PLOT DATE : 8/1/2021 10:55 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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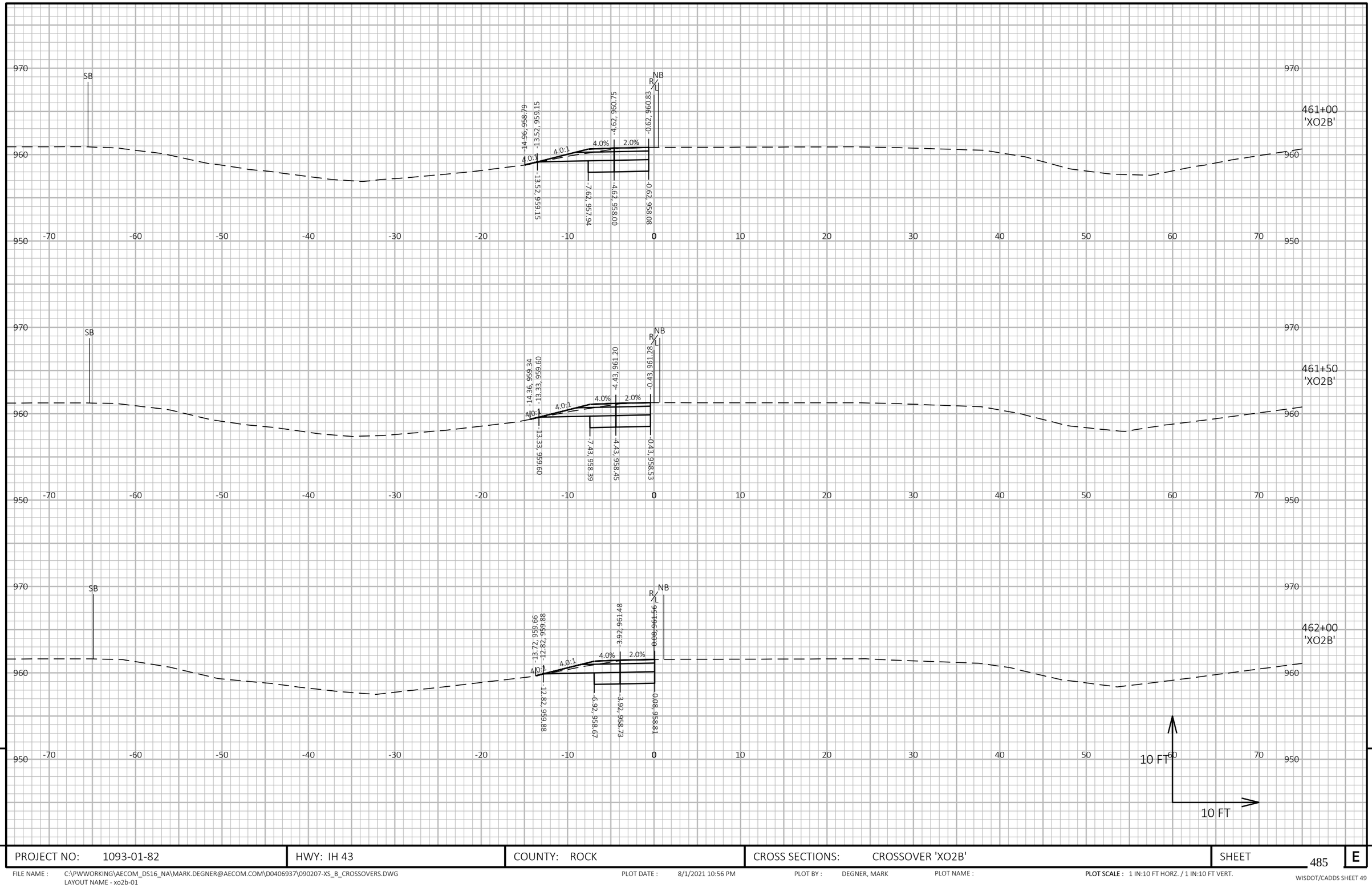
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO1B'	SHEET 484	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - 15

PLOT DATE : 8/1/2021 10:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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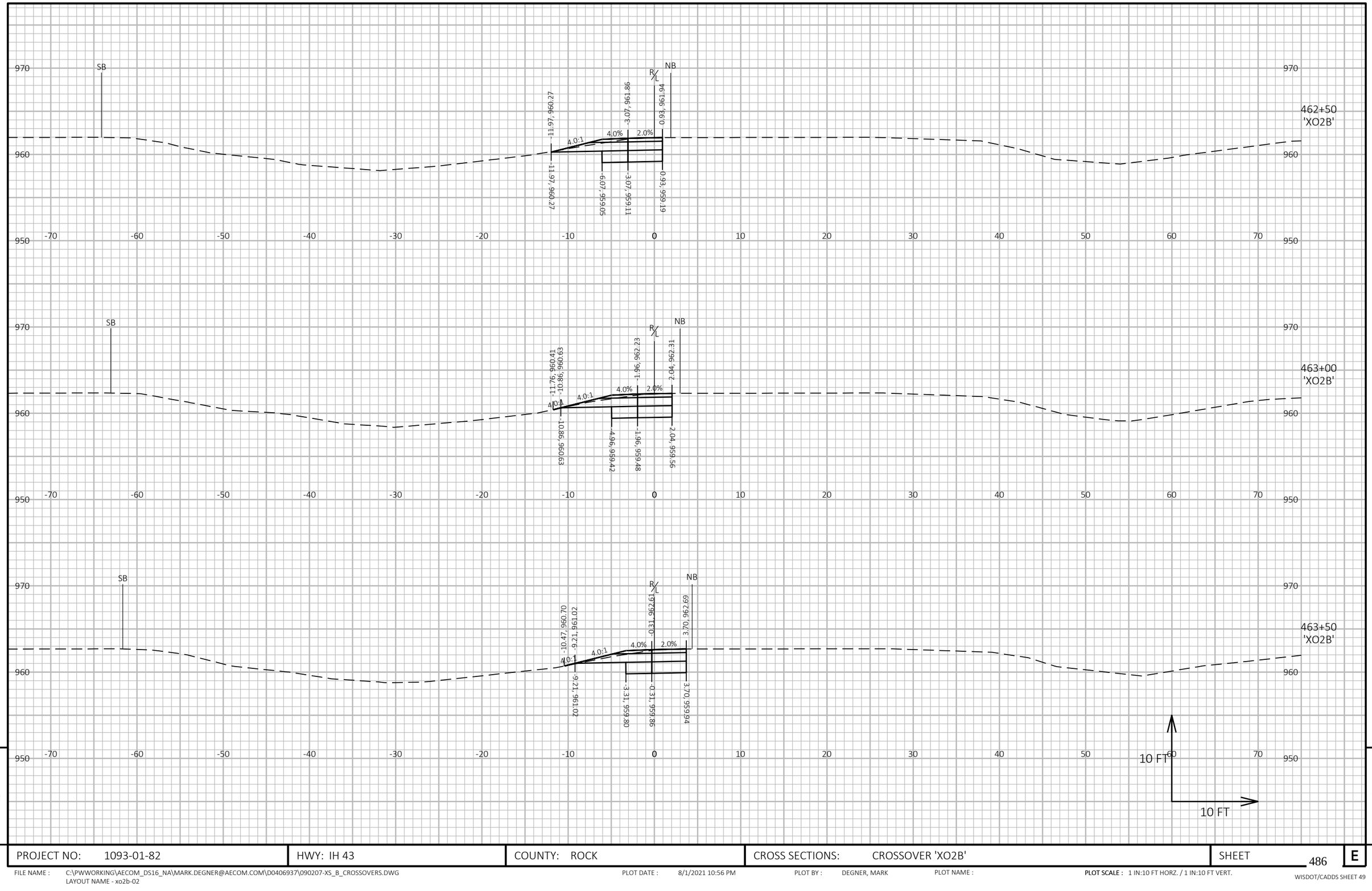
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 485	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-01

PLOT DATE : 8/1/2021 10:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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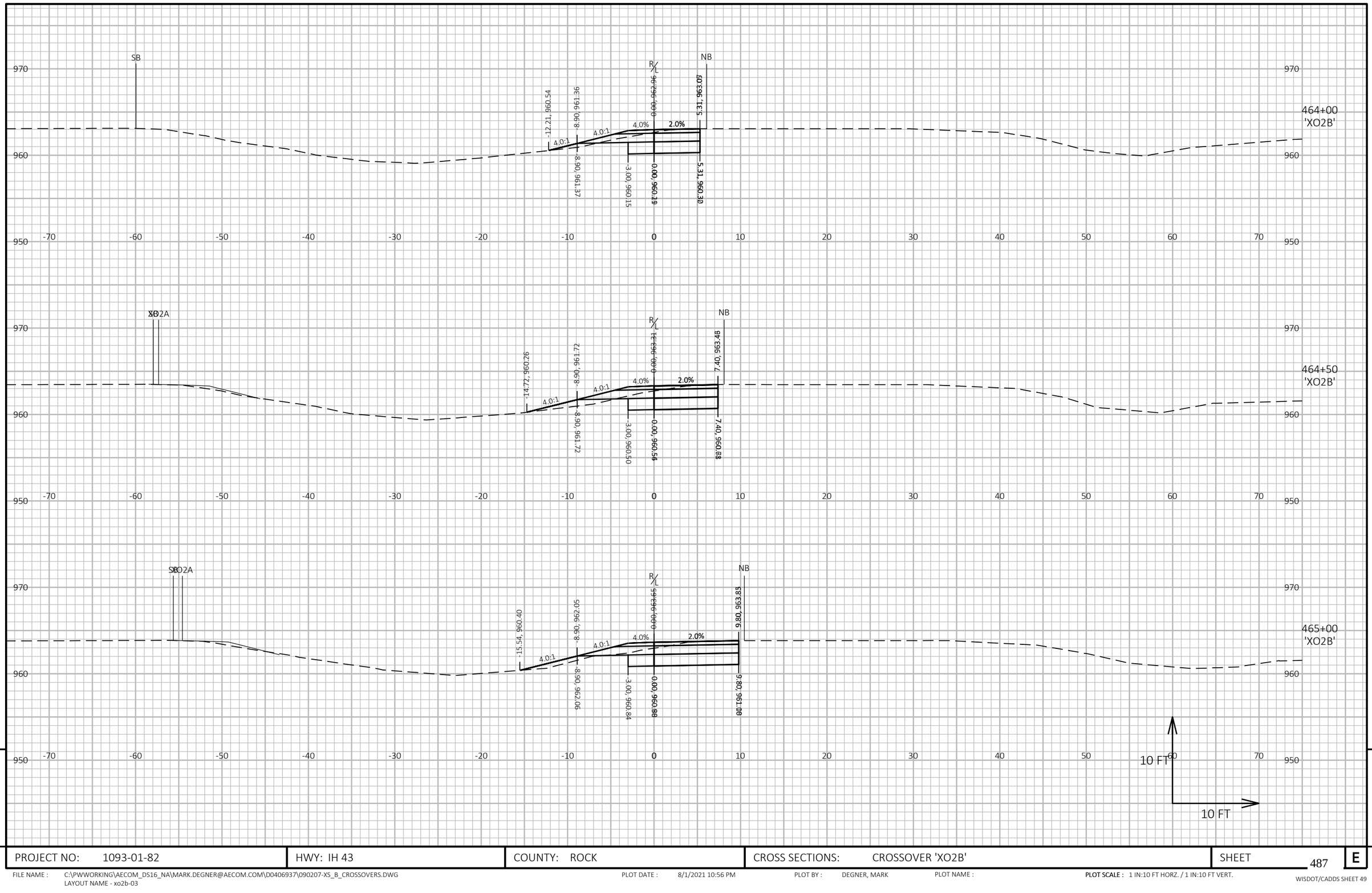
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 486	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-02

PLOT DATE : 8/1/2021 10:56 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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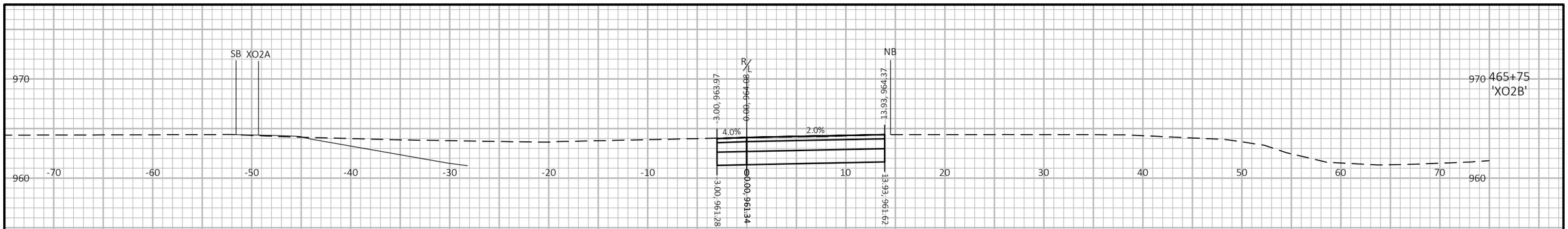
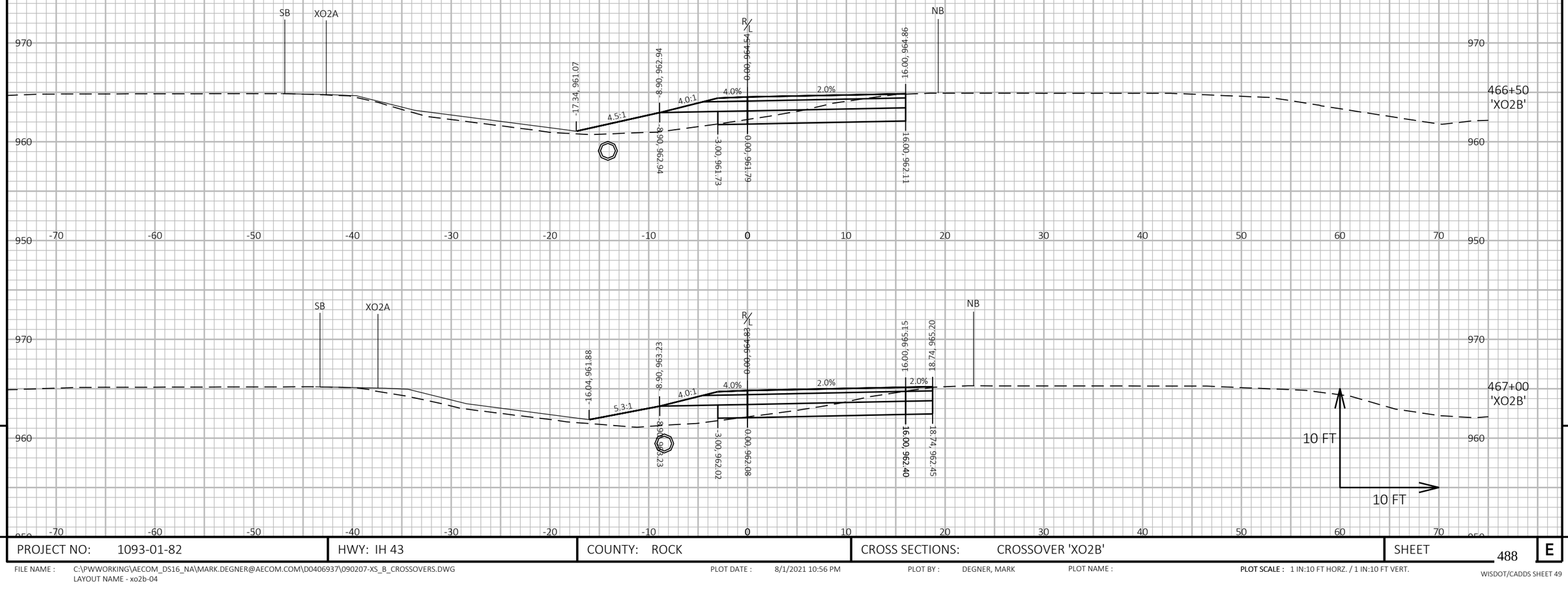
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 487	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-03
PLOT DATE : 8/1/2021 10:56 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49





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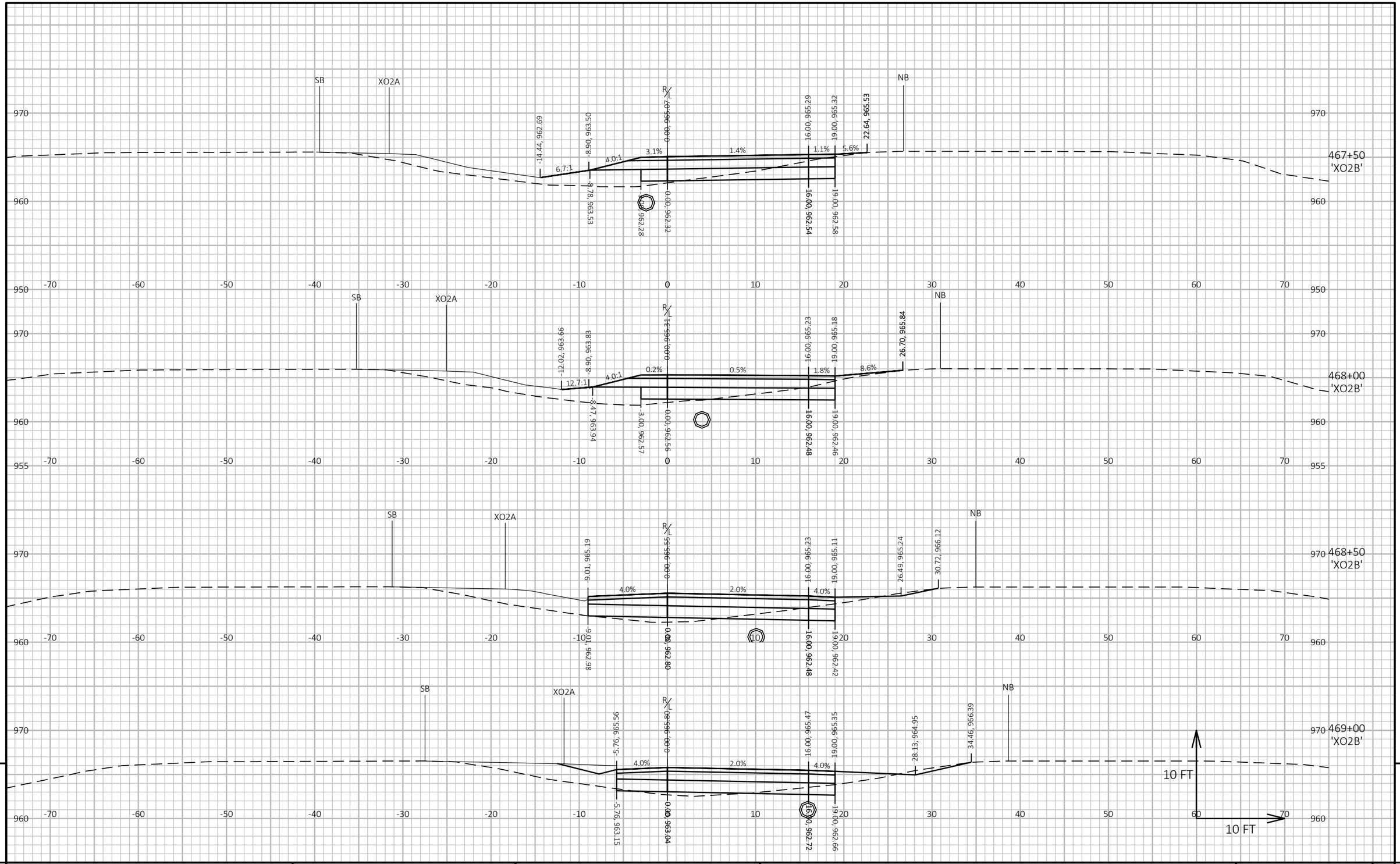
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 488	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-04

PLOT DATE : 8/1/2021 10:56 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

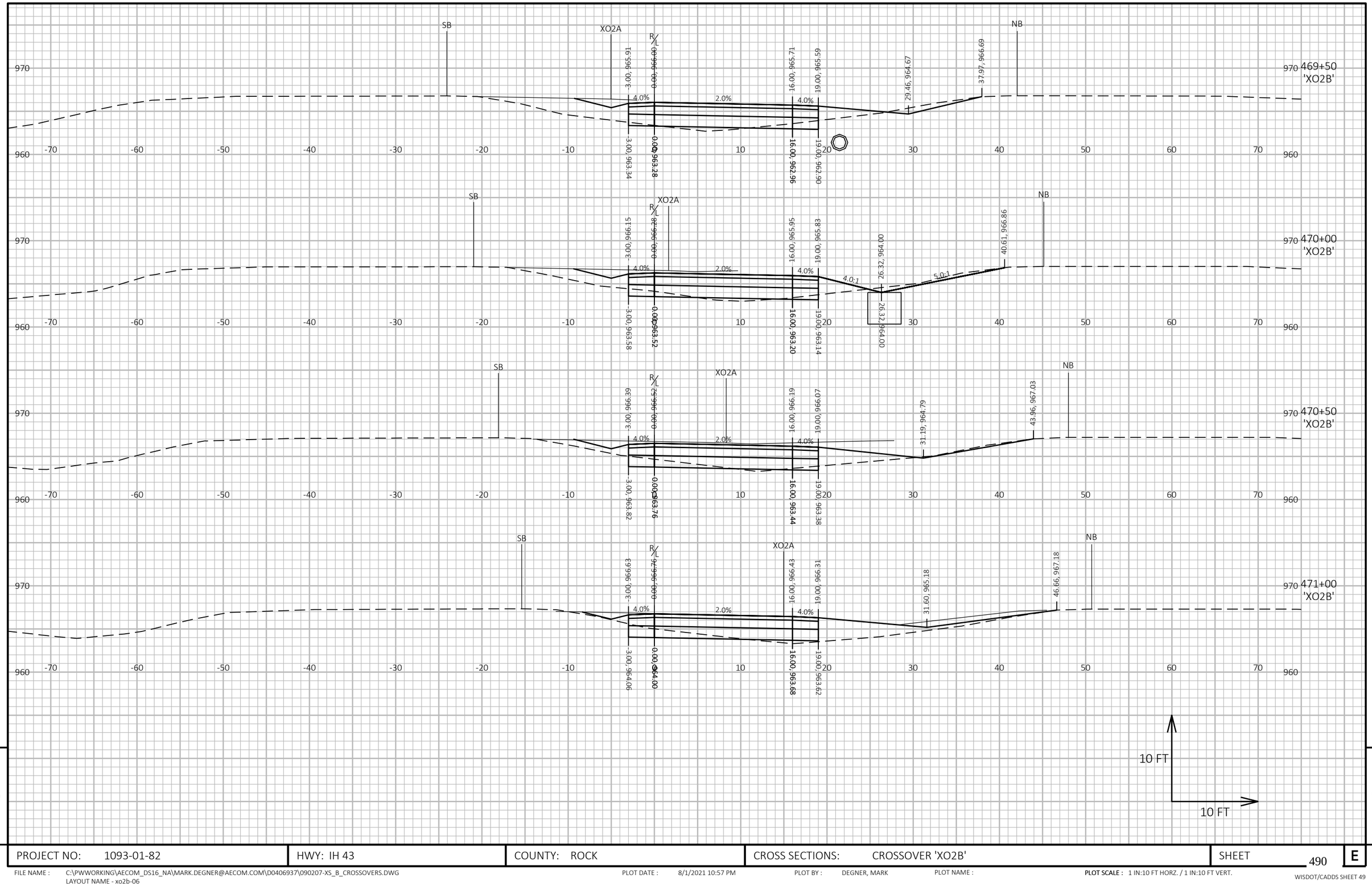


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 489	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-05

PLOT DATE : 8/1/2021 10:56 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

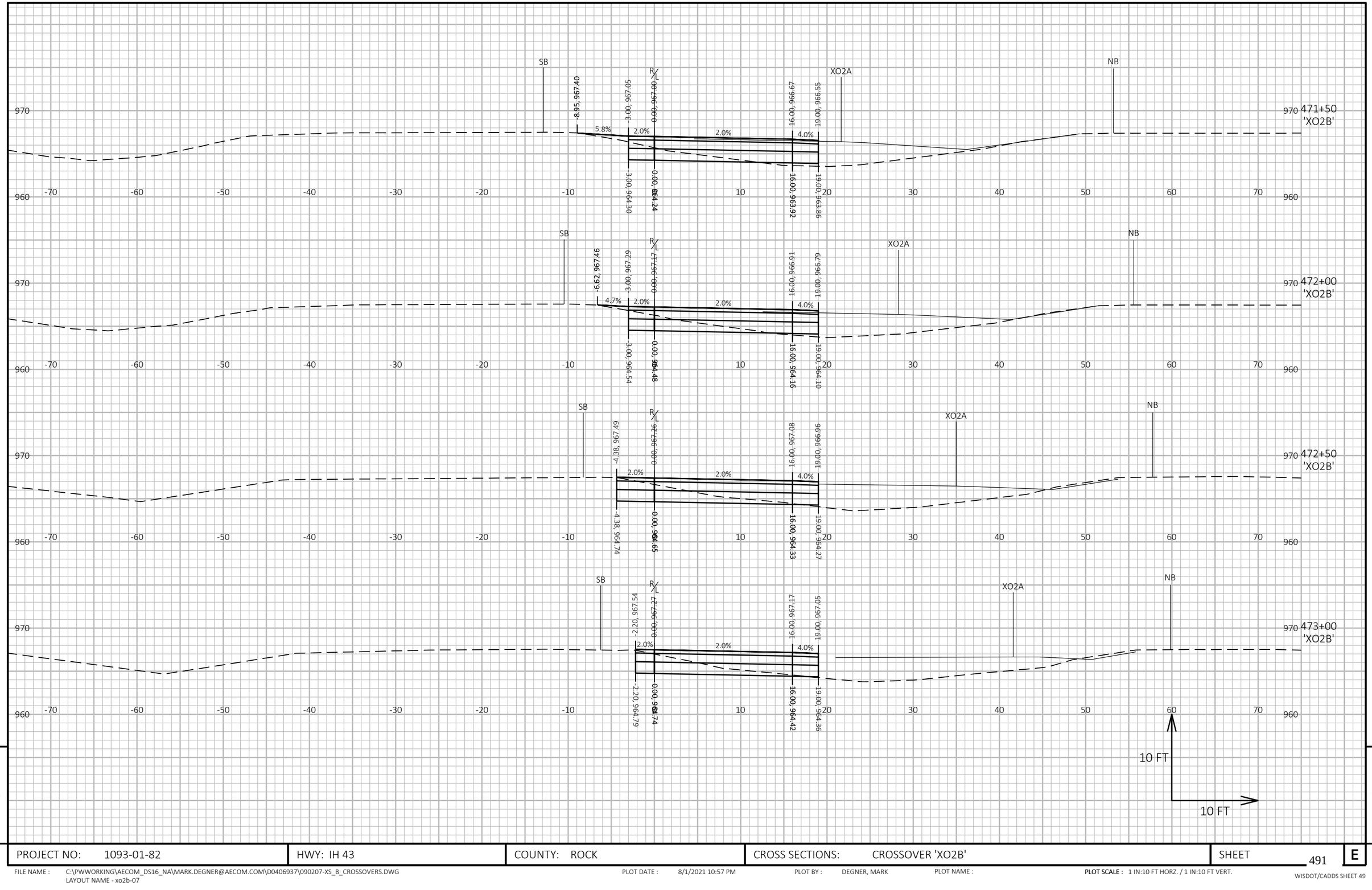


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 490 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-06

PLOT DATE : 8/1/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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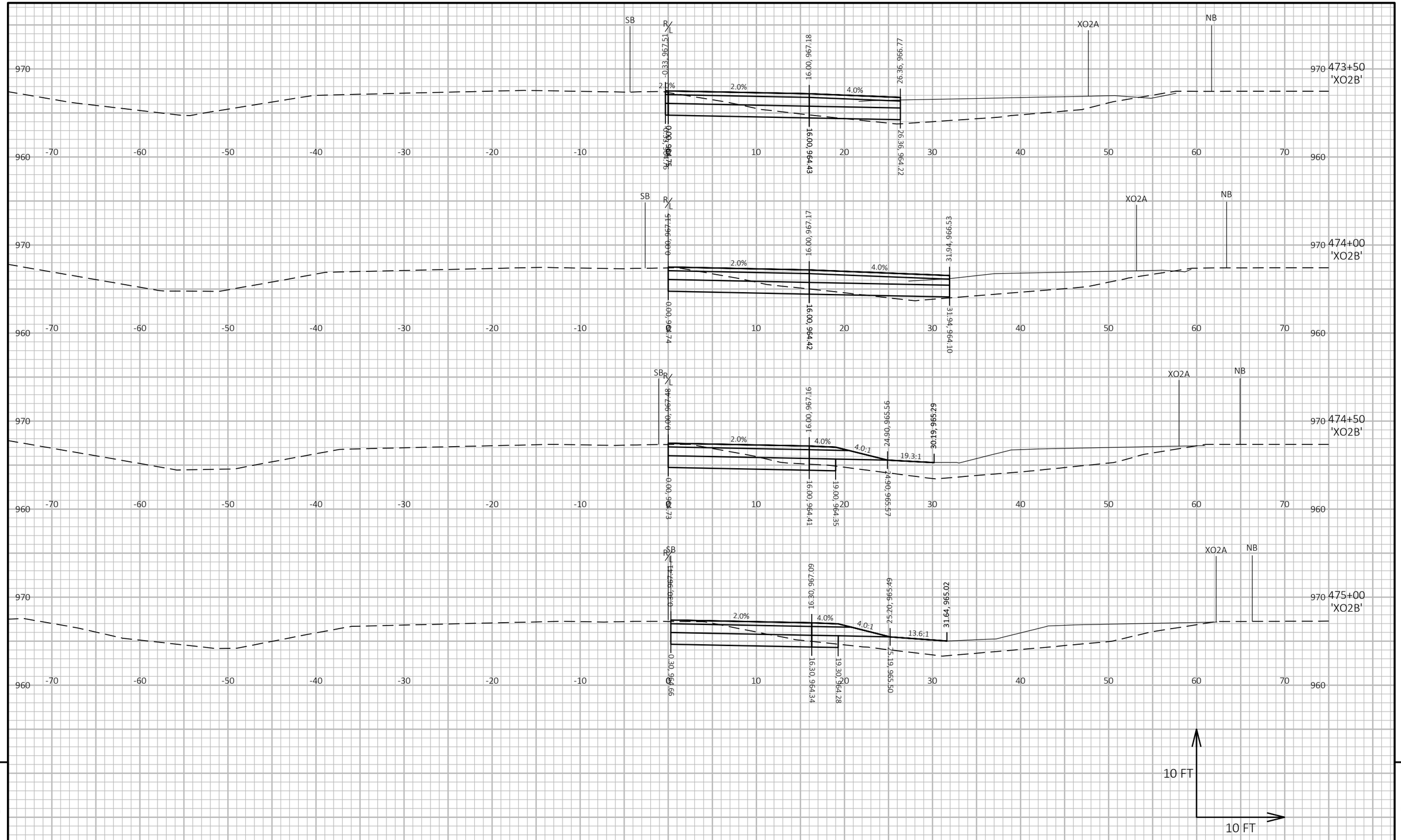
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 491	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-07

PLOT DATE : 8/1/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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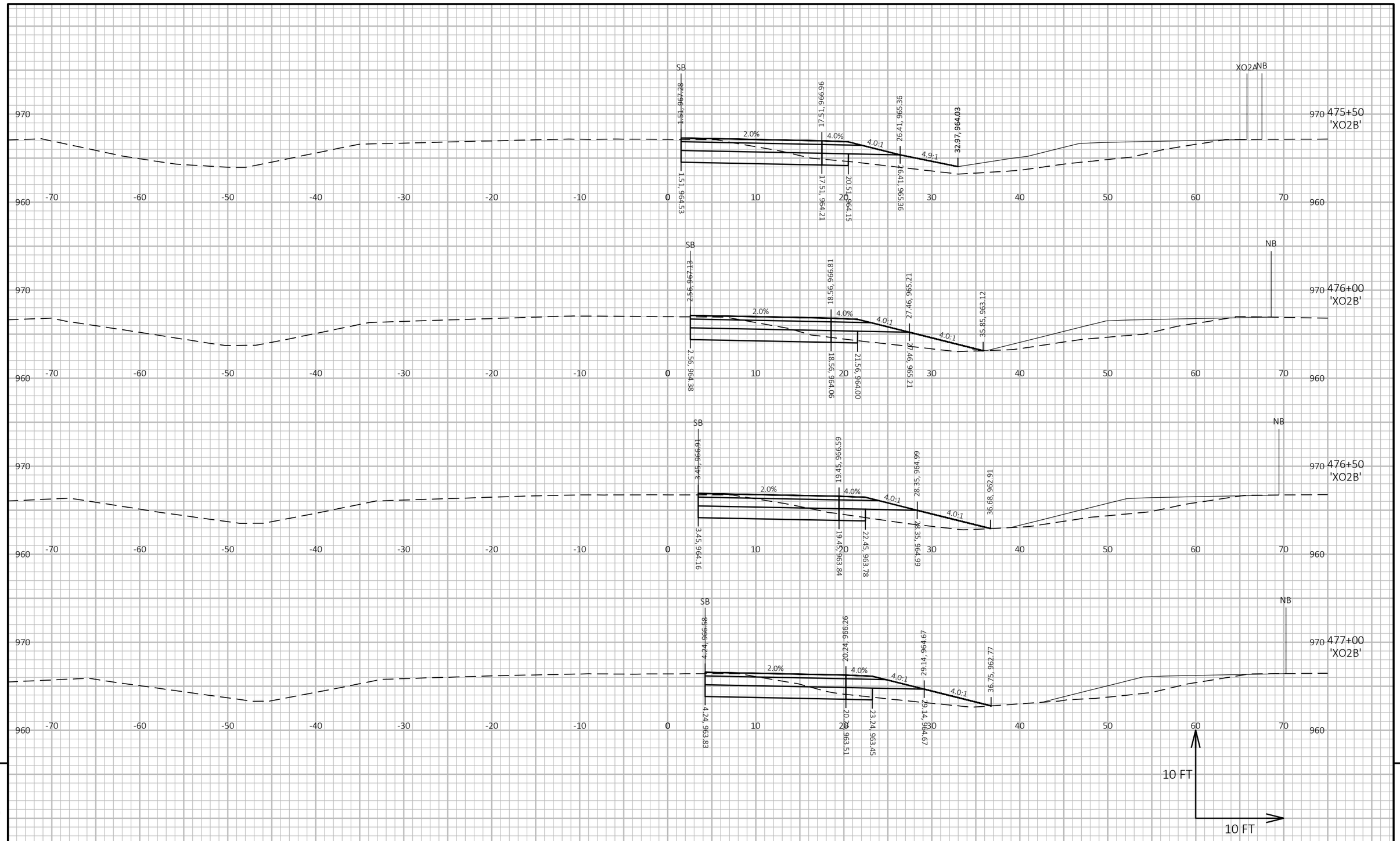
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 492	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-08

PLOT DATE : 8/1/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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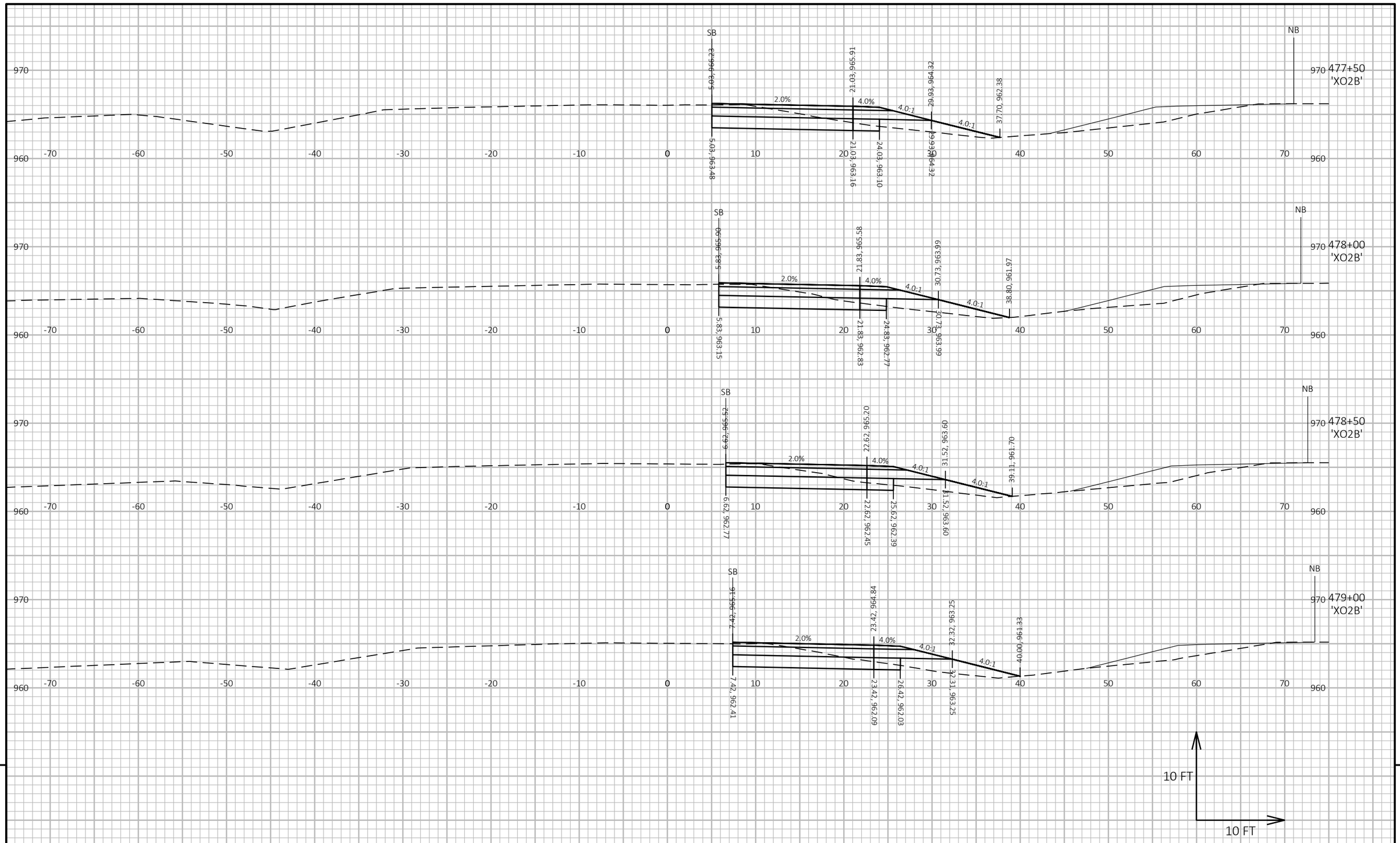
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 493	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-09

PLOT DATE : 8/1/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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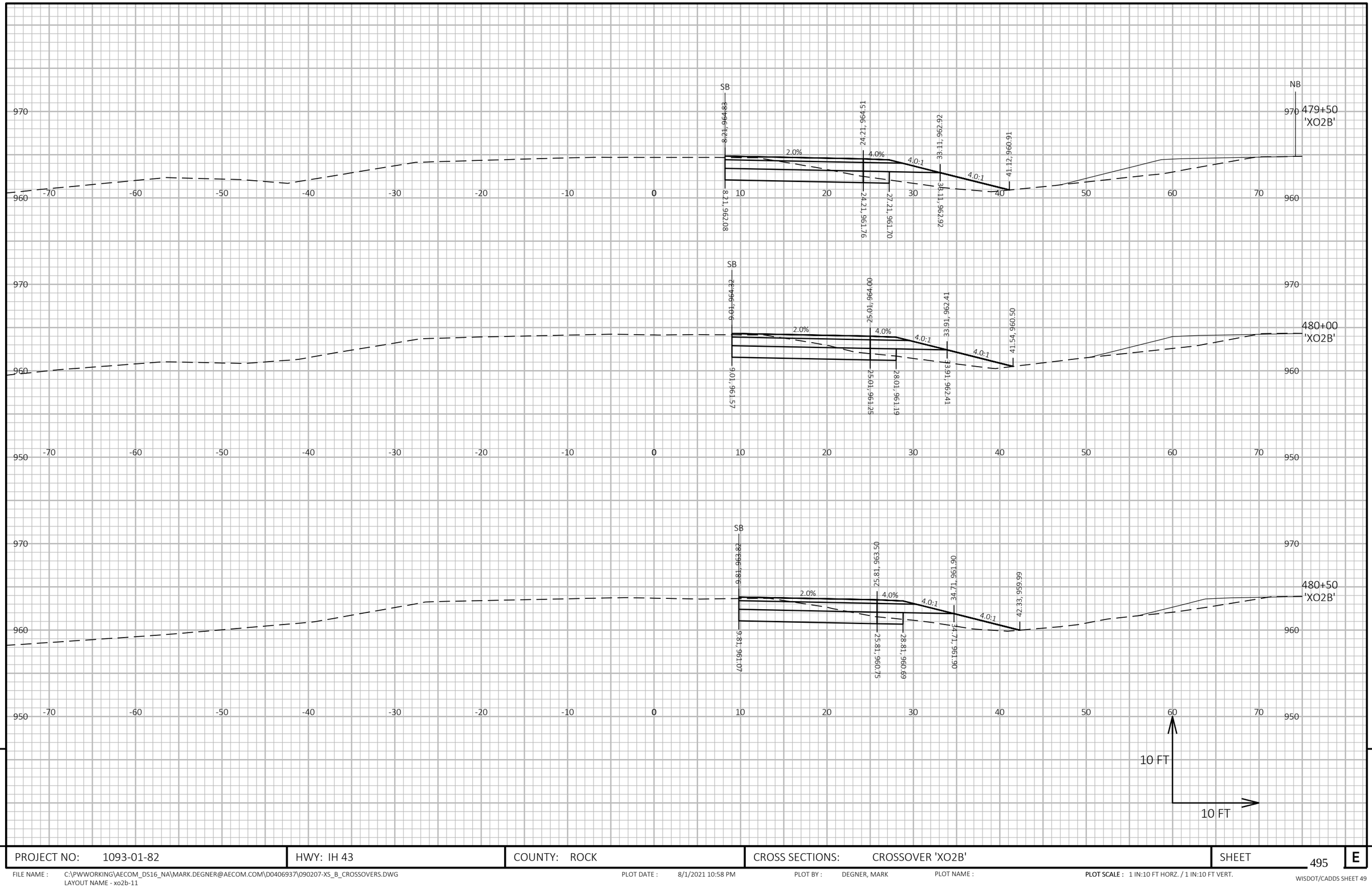
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 494	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-10

PLOT DATE : 8/1/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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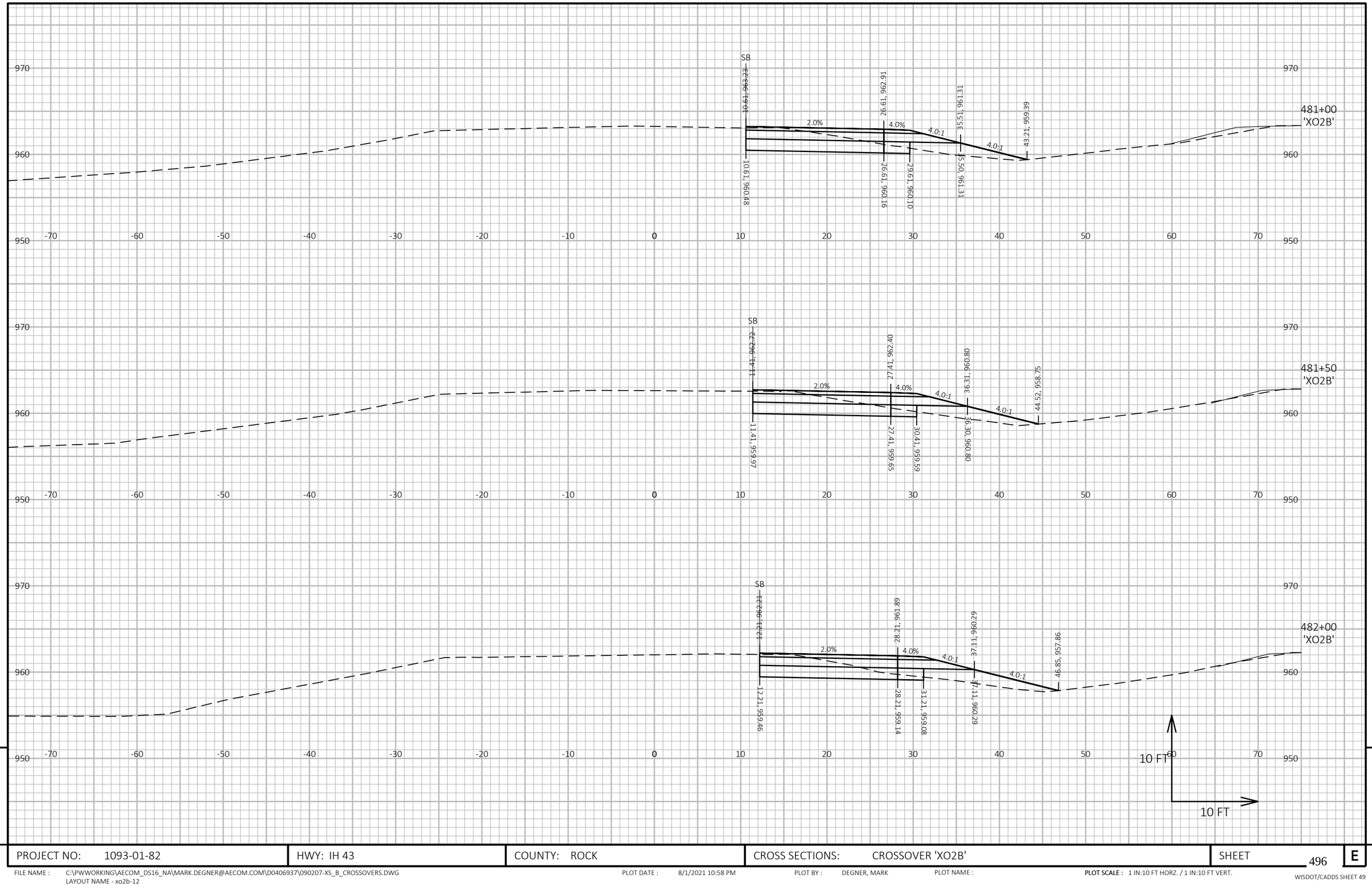
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 495	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-11

PLOT DATE : 8/1/2021 10:58 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 496	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-12

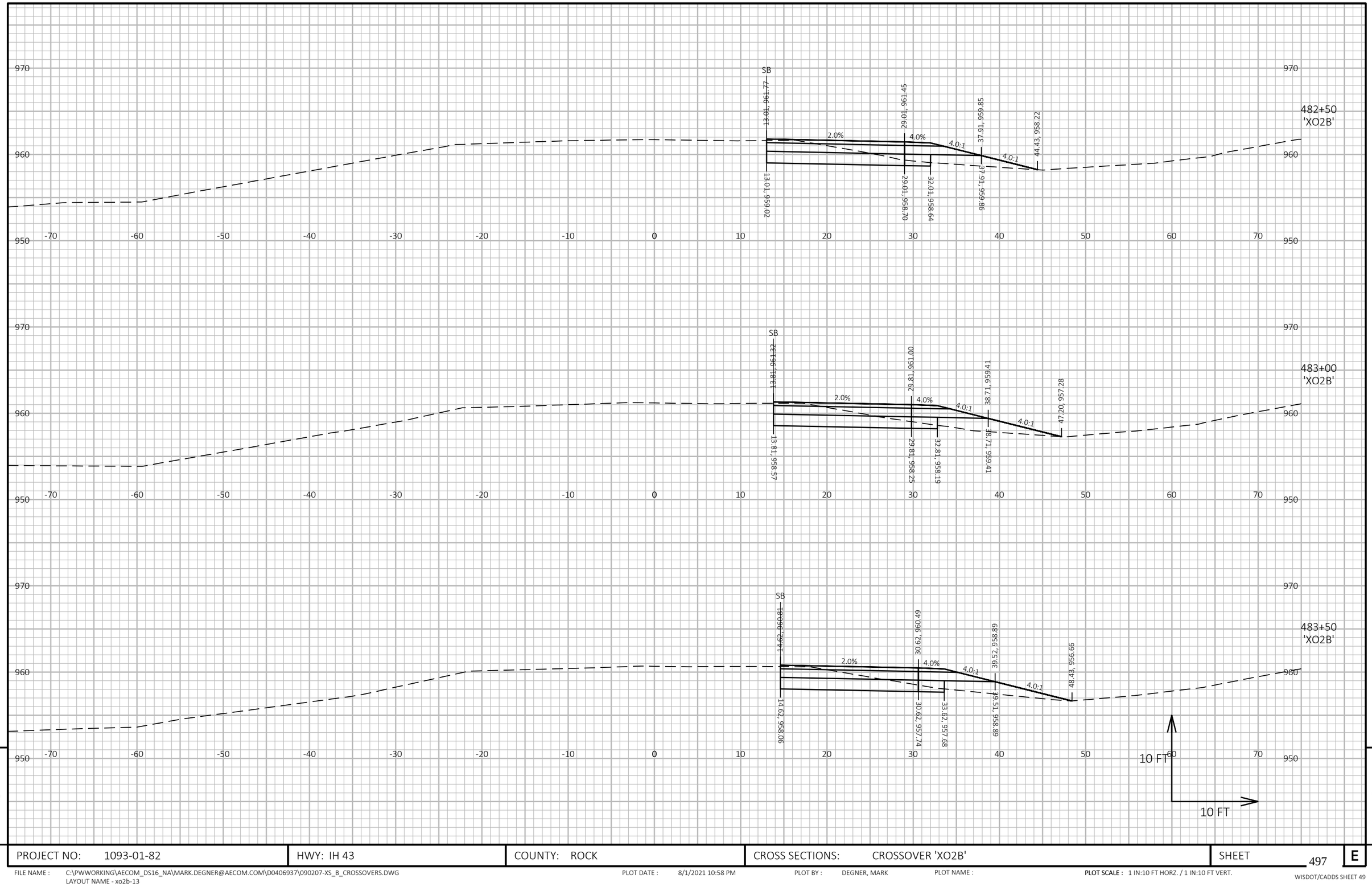
PLOT DATE : 8/1/2021 10:58 PM

PLOT BY : DEGNER, MARK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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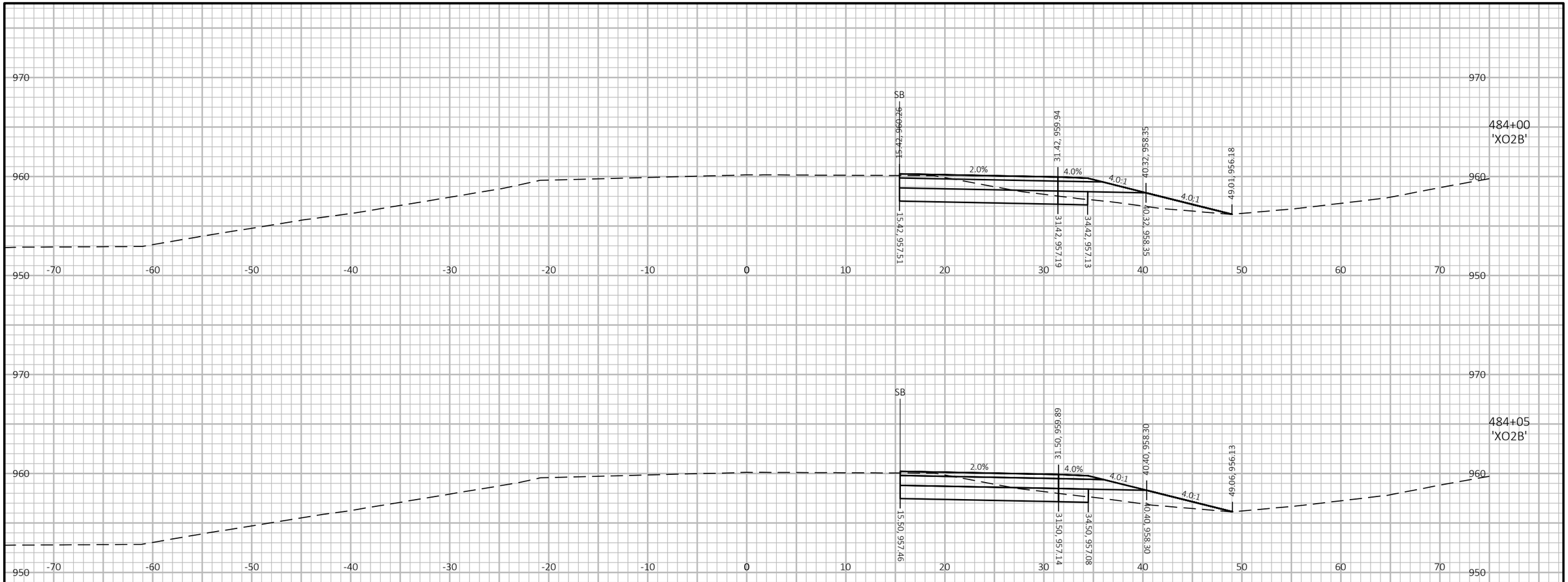
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 497	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-13

PLOT DATE : 8/1/2021 10:58 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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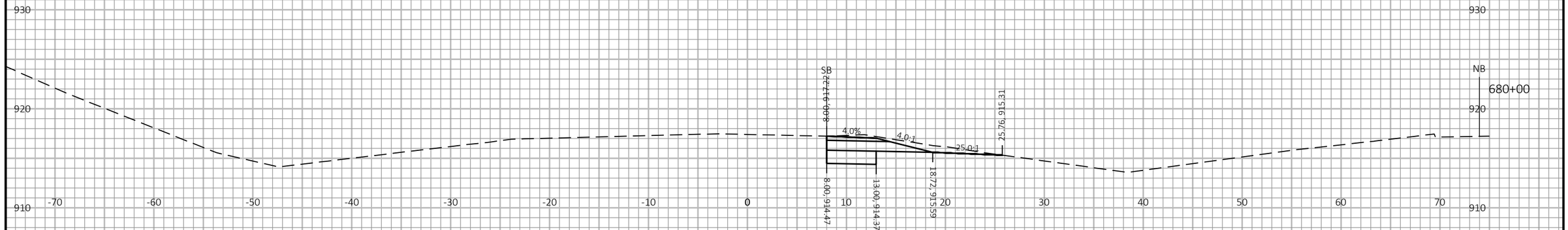
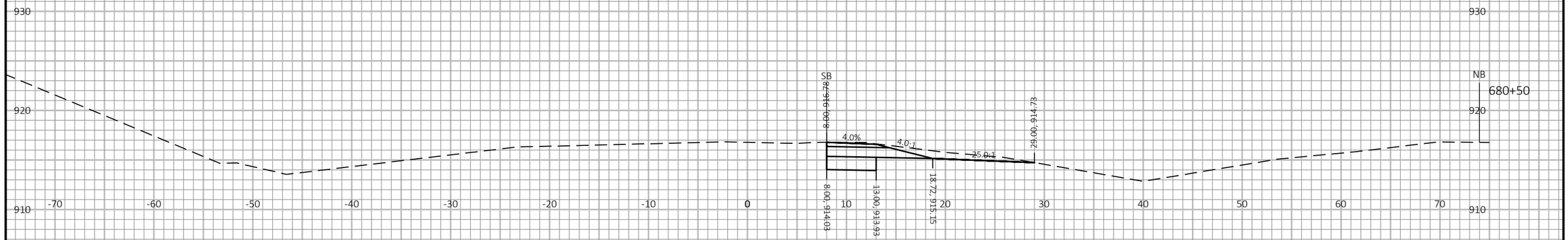
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO2B'	SHEET 498	E

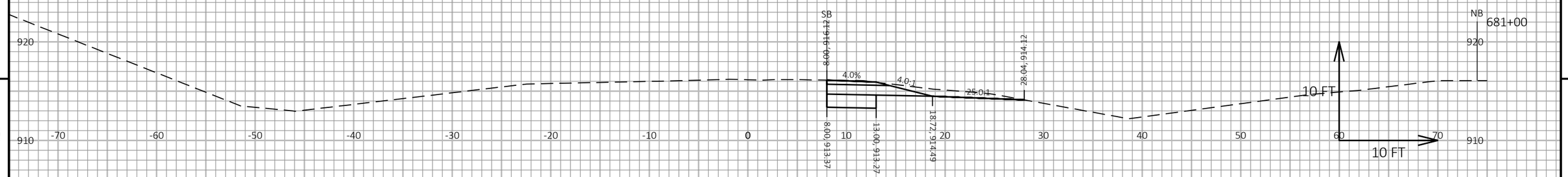
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - xo2b-14

PLOT DATE : 8/1/2021 10:58 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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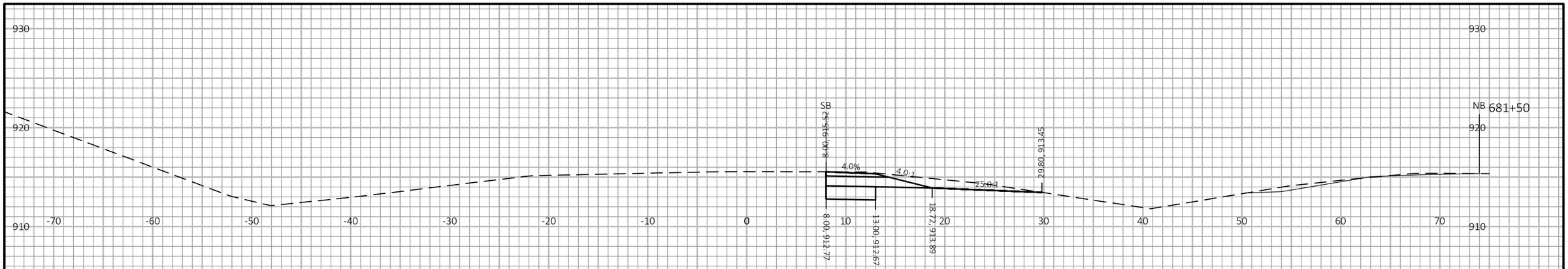
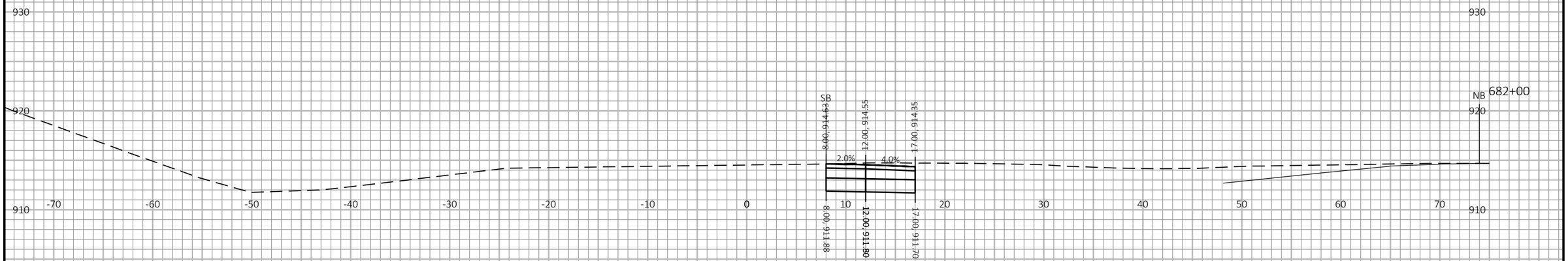
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 499	E

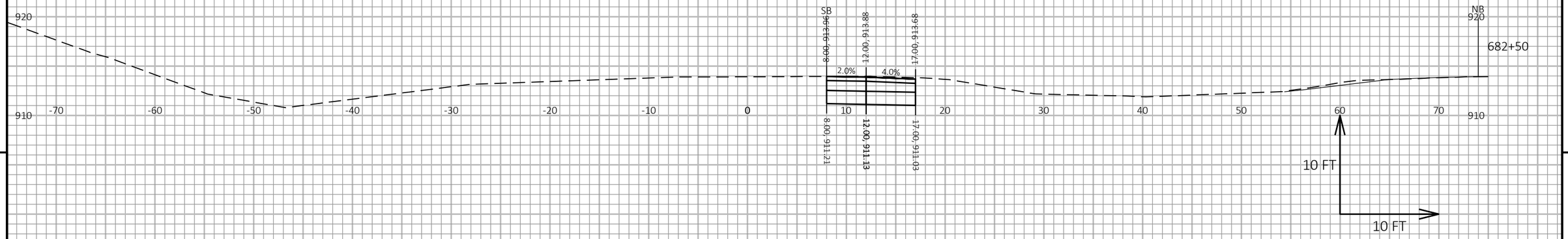
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-01

PLOT DATE : 8/20/2021 3:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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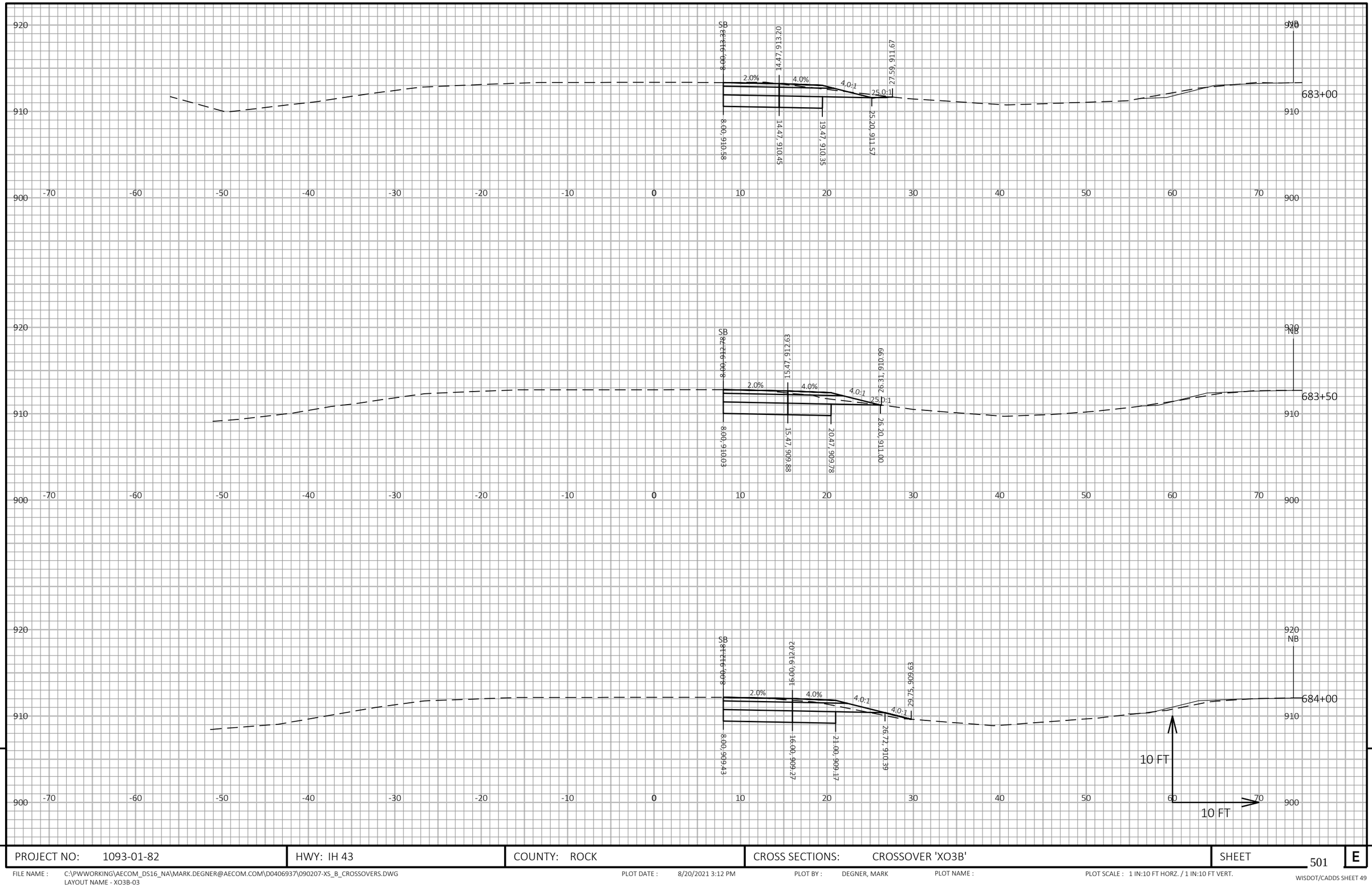
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 500	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-02

PLOT DATE : 8/20/2021 3:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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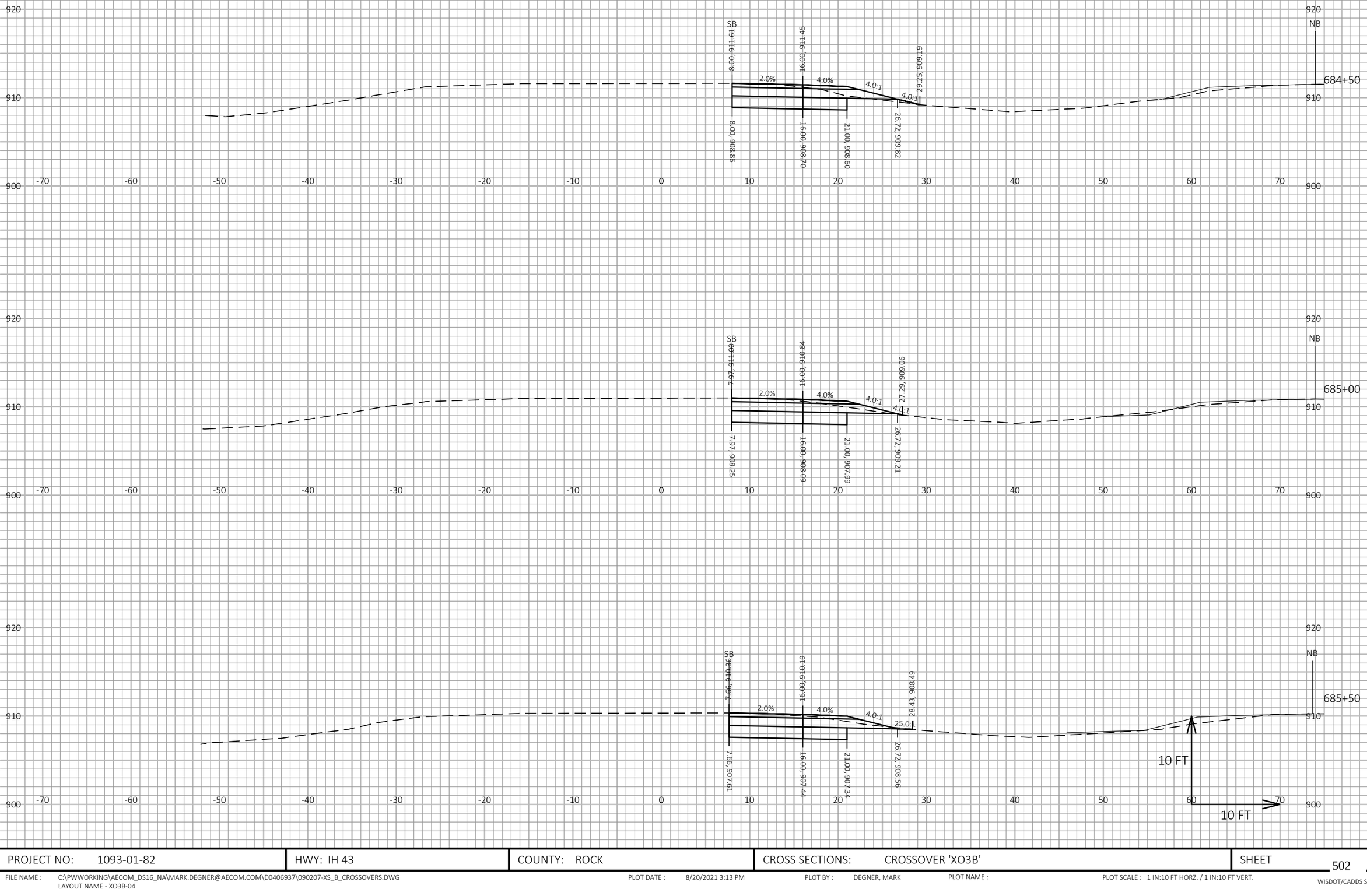
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 501	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-03

PLOT DATE : 8/20/2021 3:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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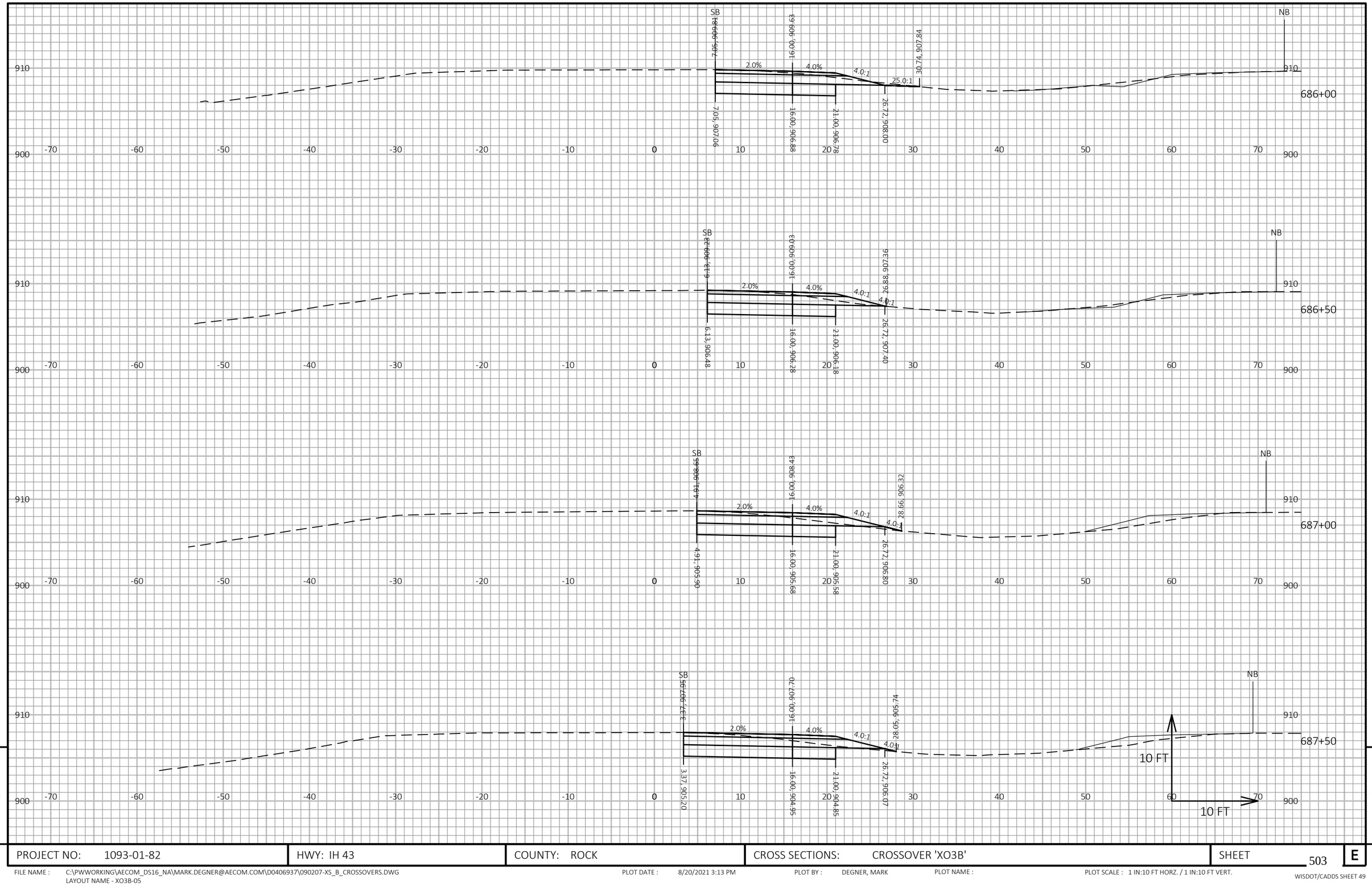
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 502	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-04

PLOT DATE : 8/20/2021 3:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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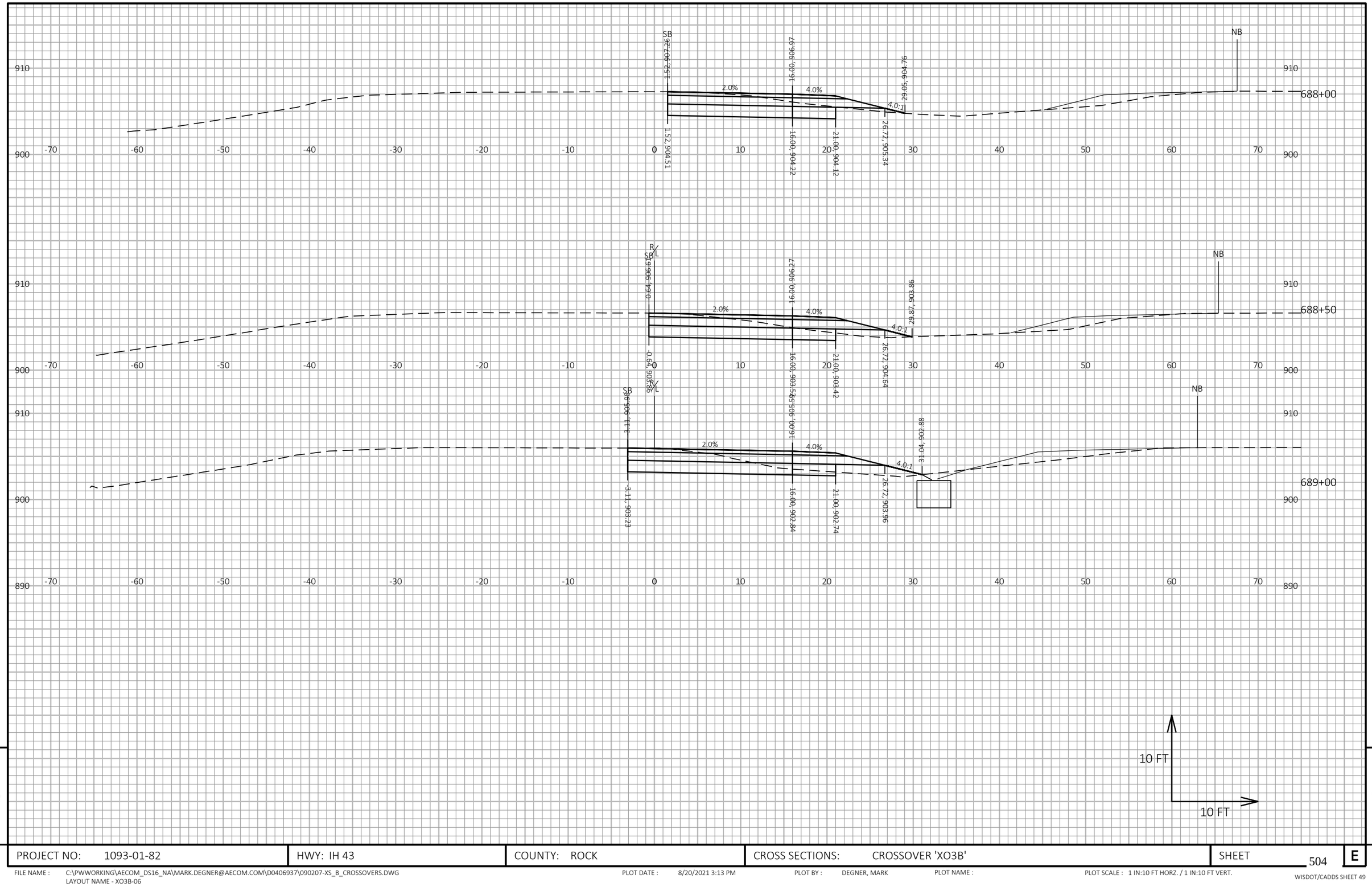
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 503	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-05

PLOT DATE : 8/20/2021 3:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

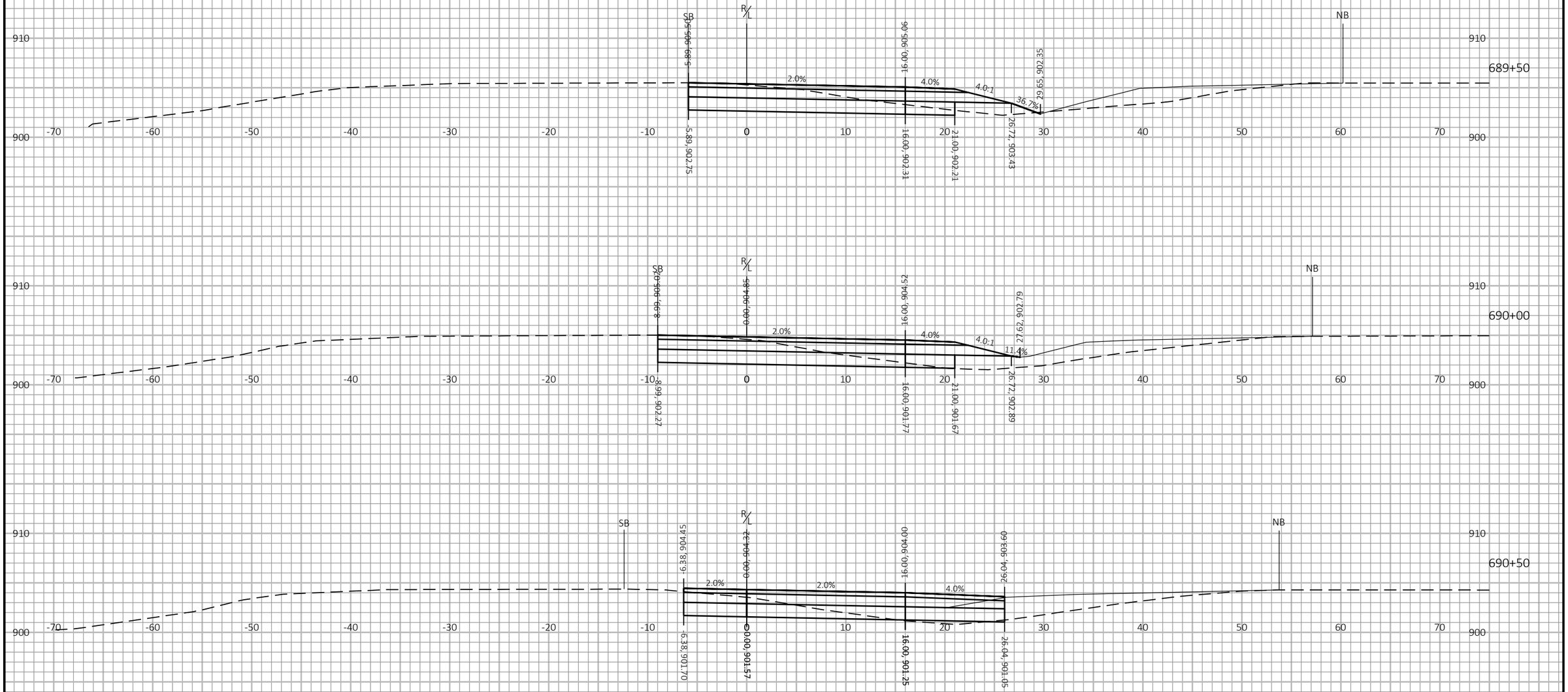


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 504	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-06

PLOT DATE : 8/20/2021 3:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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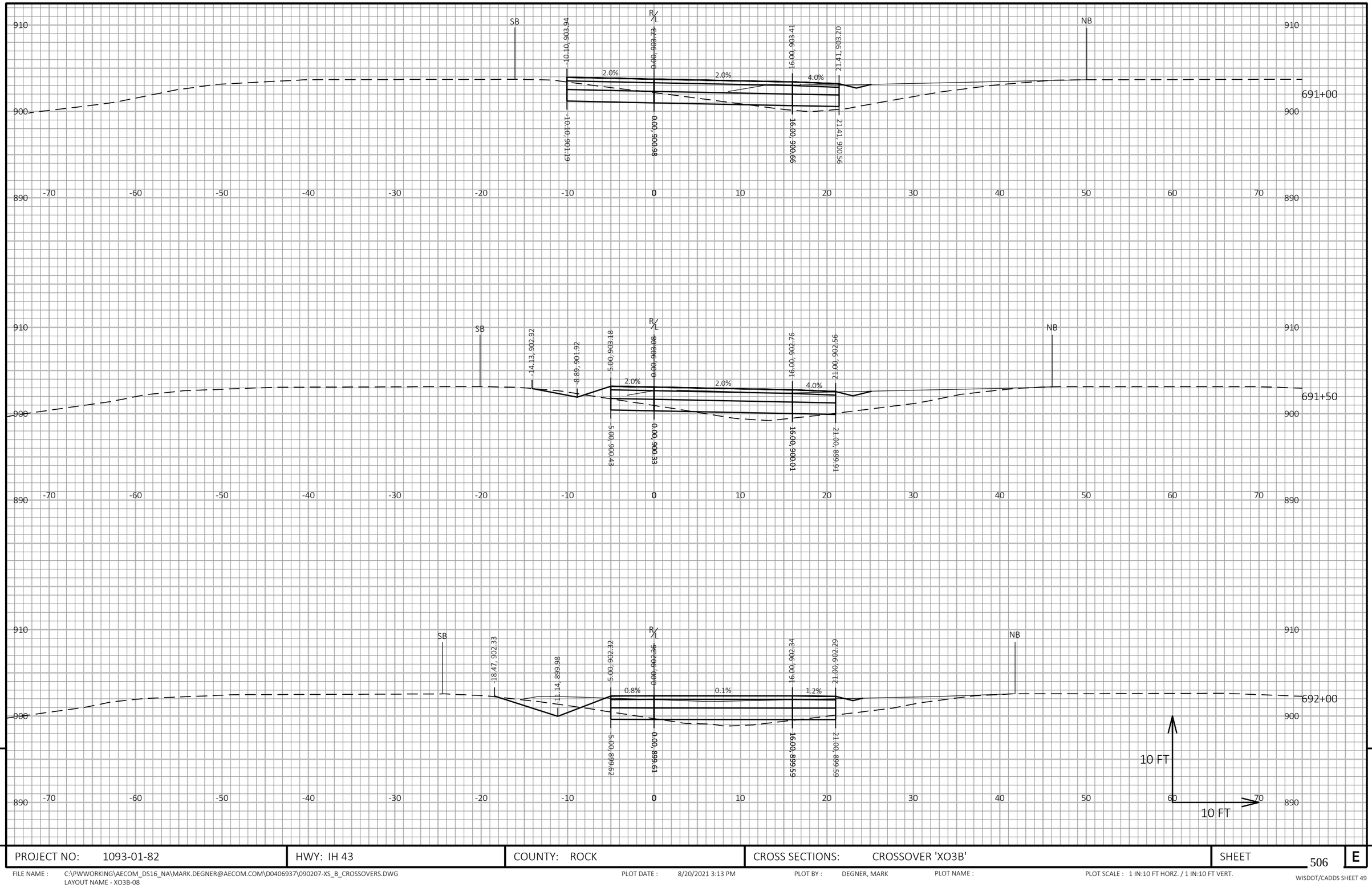
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 505	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-07

PLOT DATE : 8/20/2021 3:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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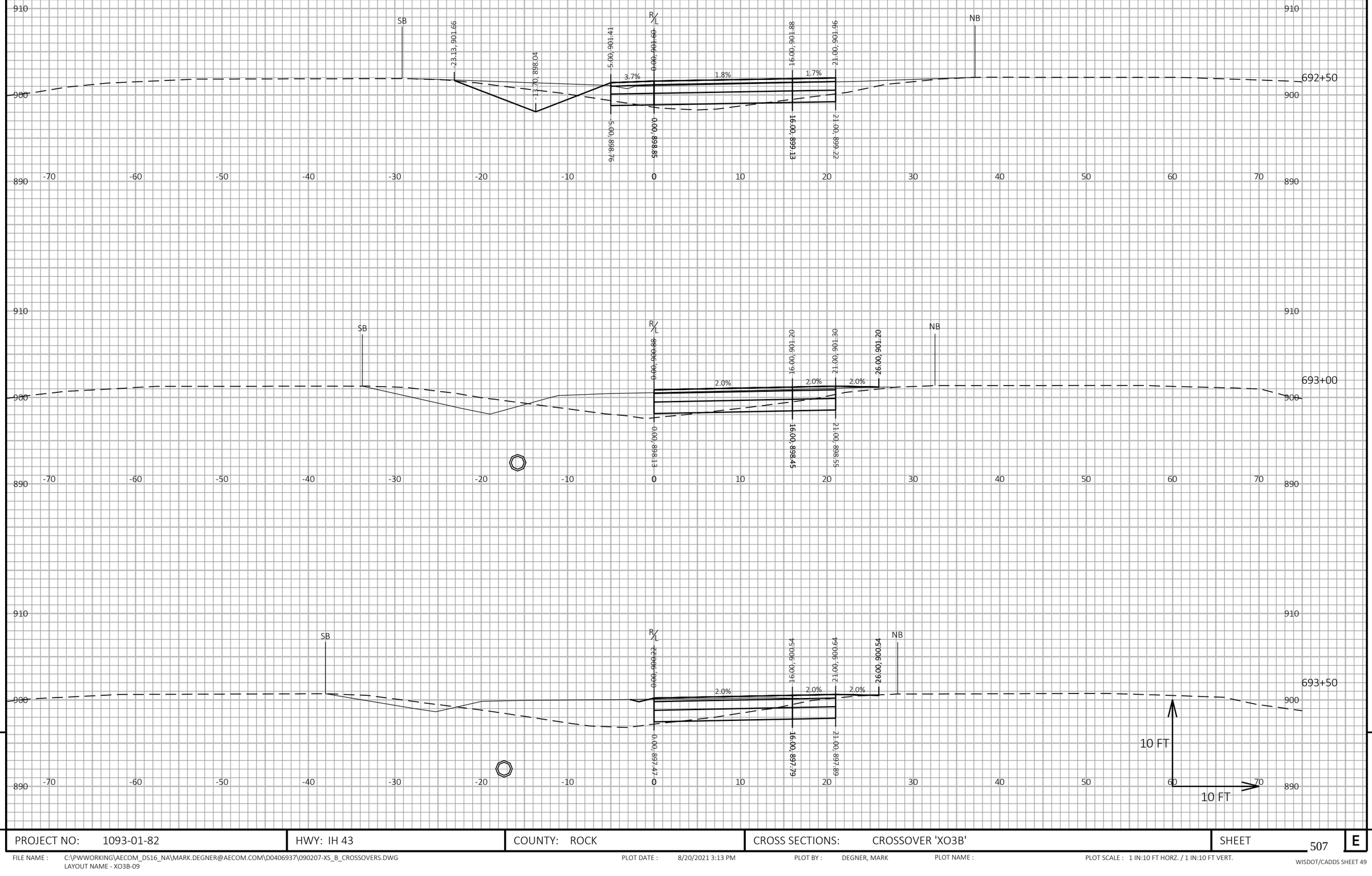
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 506	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-08

PLOT DATE : 8/20/2021 3:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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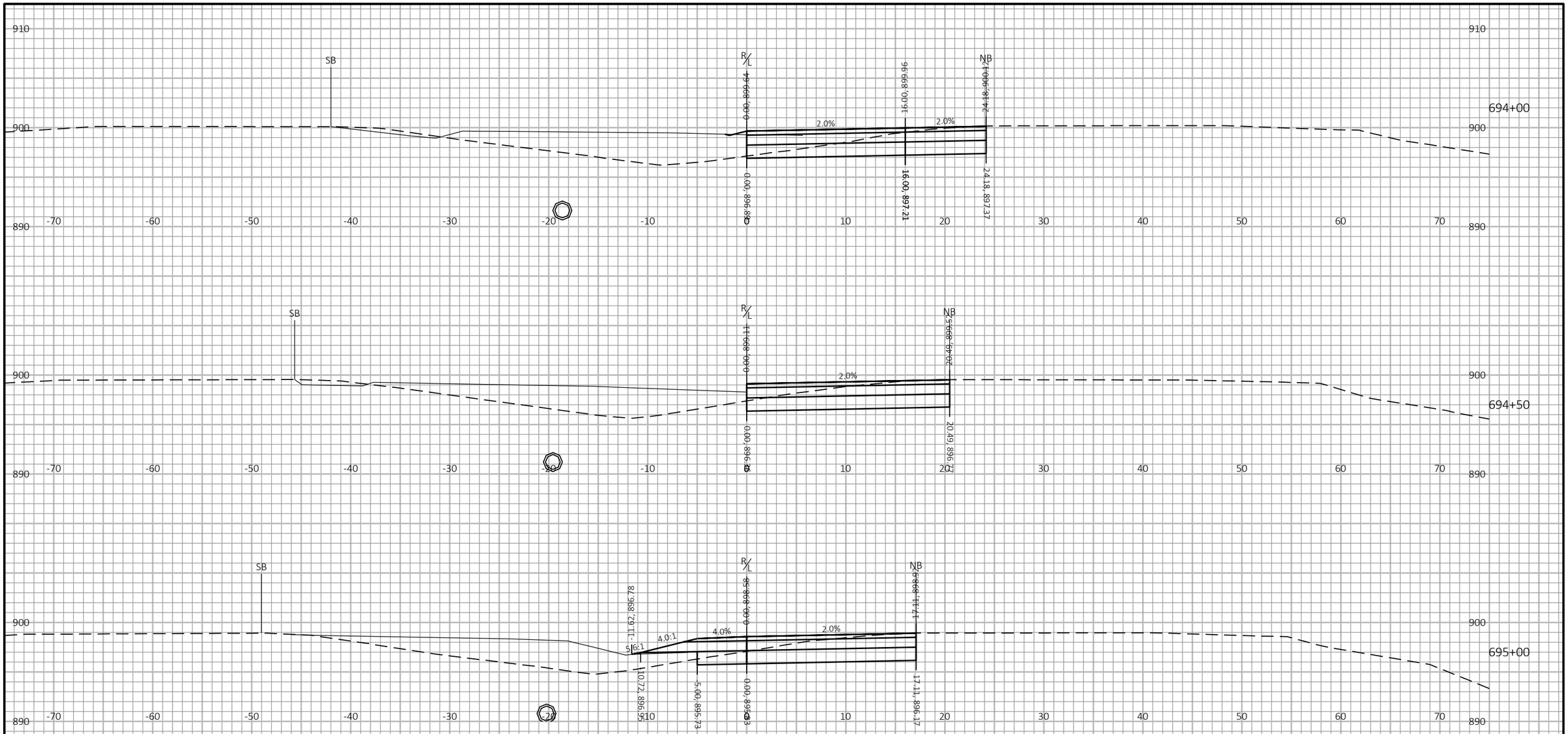
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 507	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-09

PLOT DATE : 8/20/2021 3:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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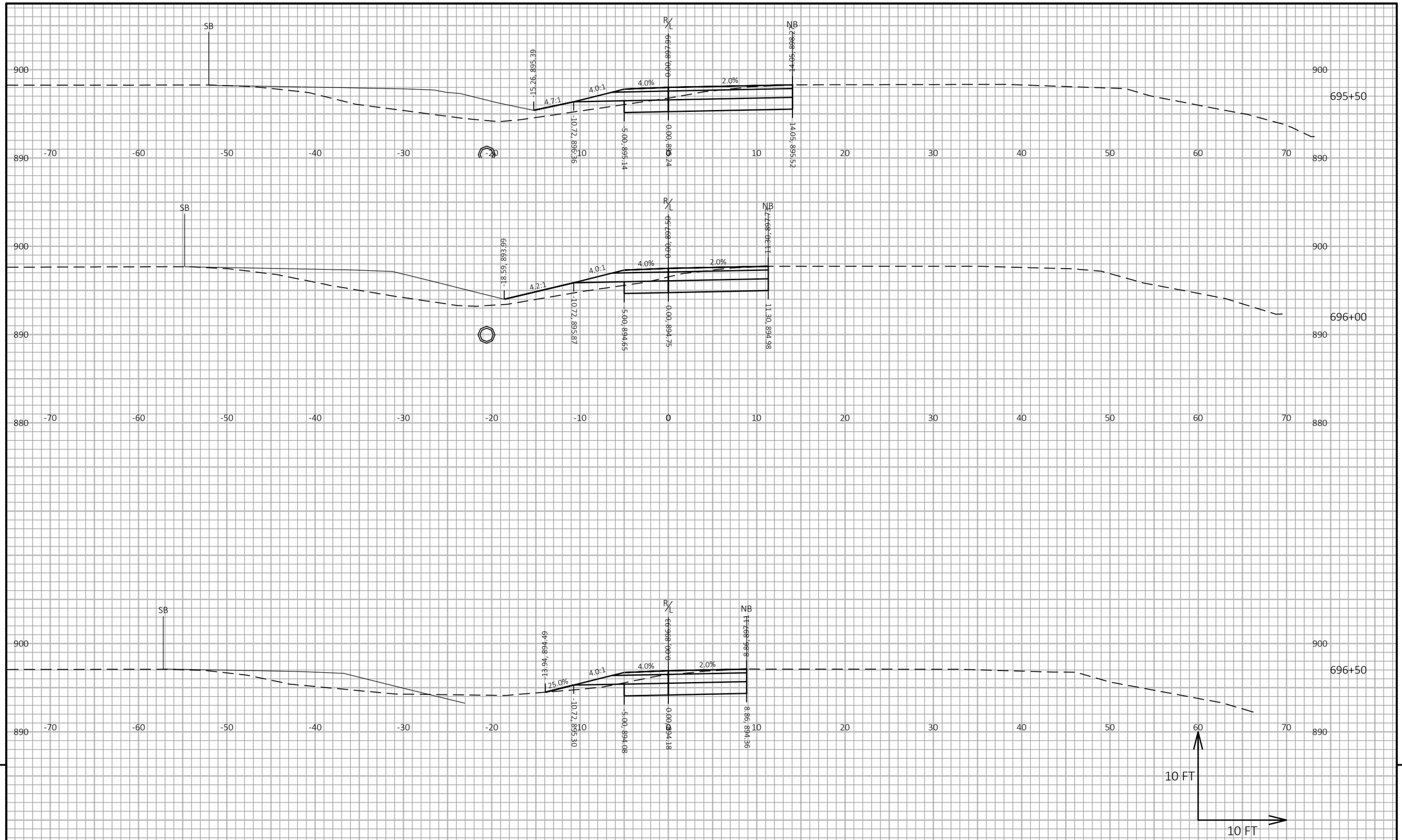
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 508	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-10

PLOT DATE : 8/20/2021 3:14 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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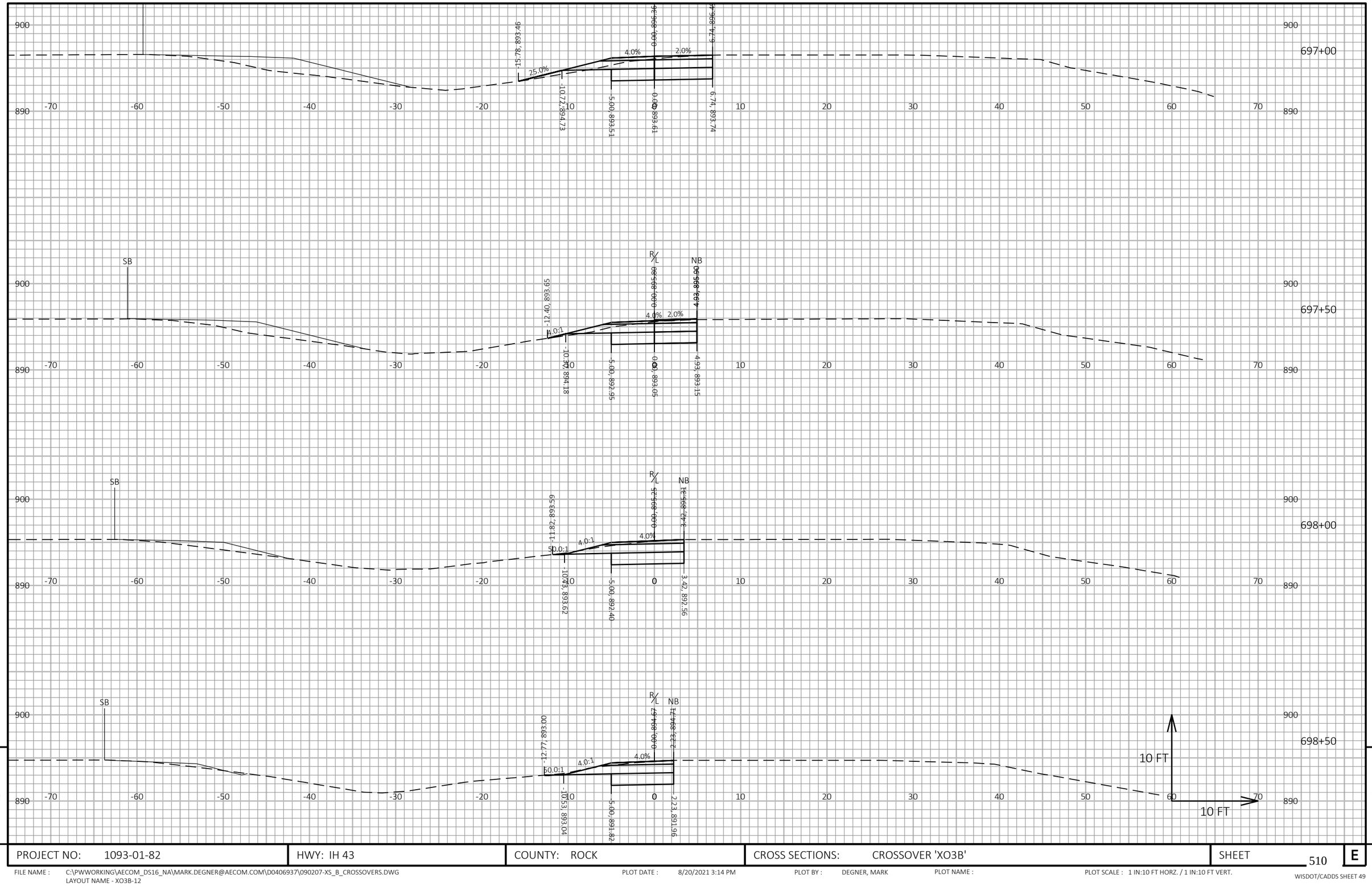
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 509	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-11

PLOT DATE : 8/20/2021 3:14 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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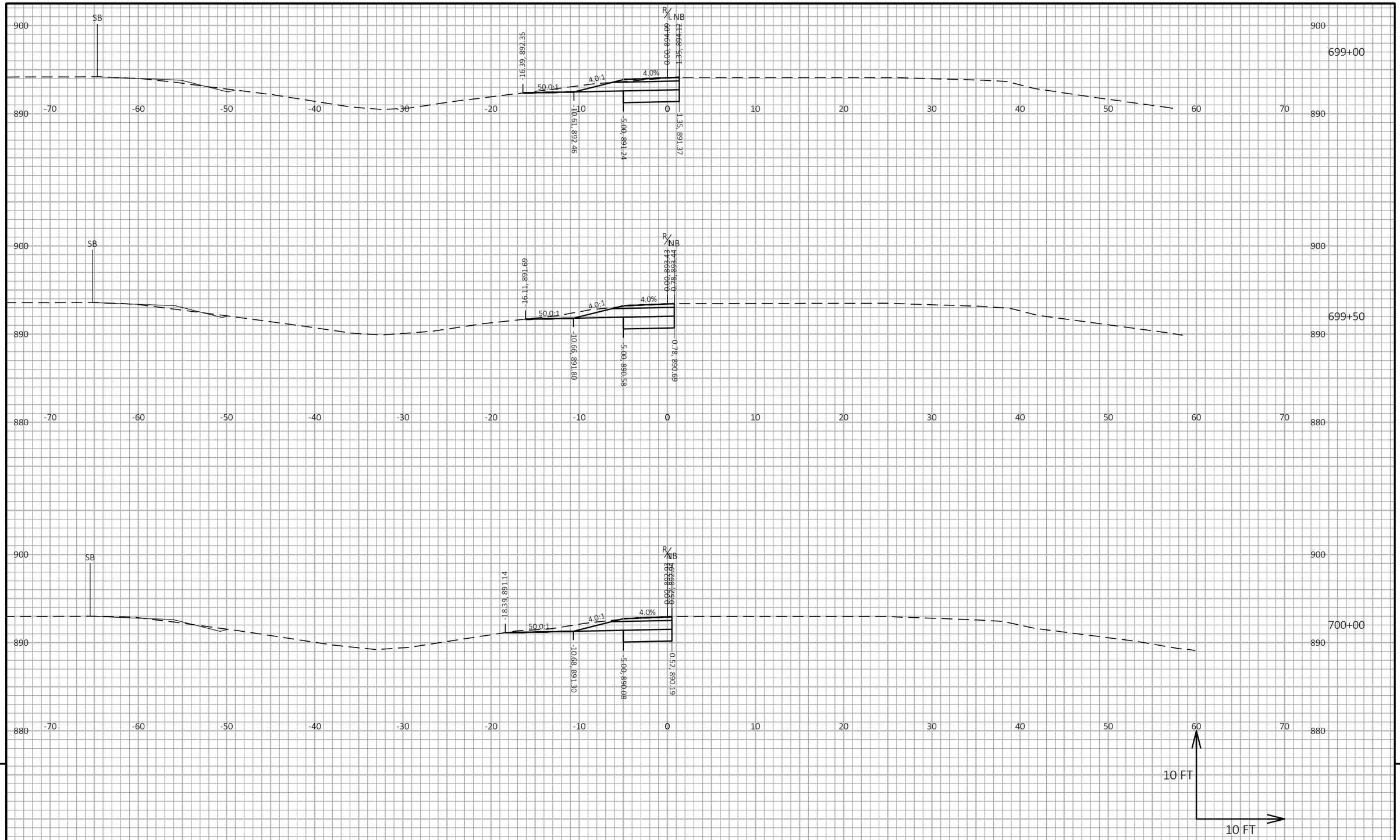
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 510	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-12

PLOT DATE : 8/20/2021 3:14 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

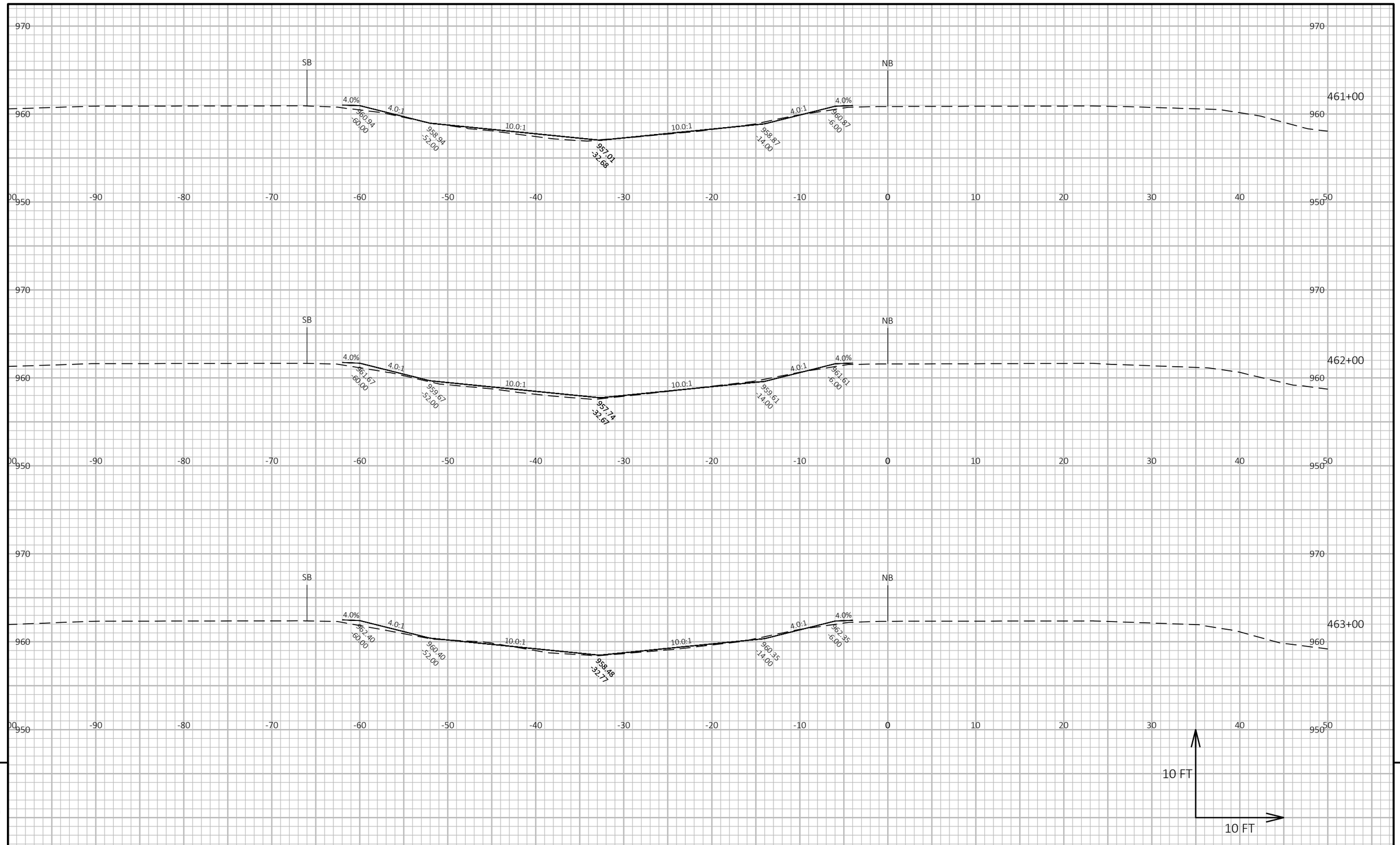


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO3B'	SHEET 511	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406937\090207-XS_B_CROSSOVERS.DWG
LAYOUT NAME - XO3B-13

PLOT DATE : 8/20/2021 3:14 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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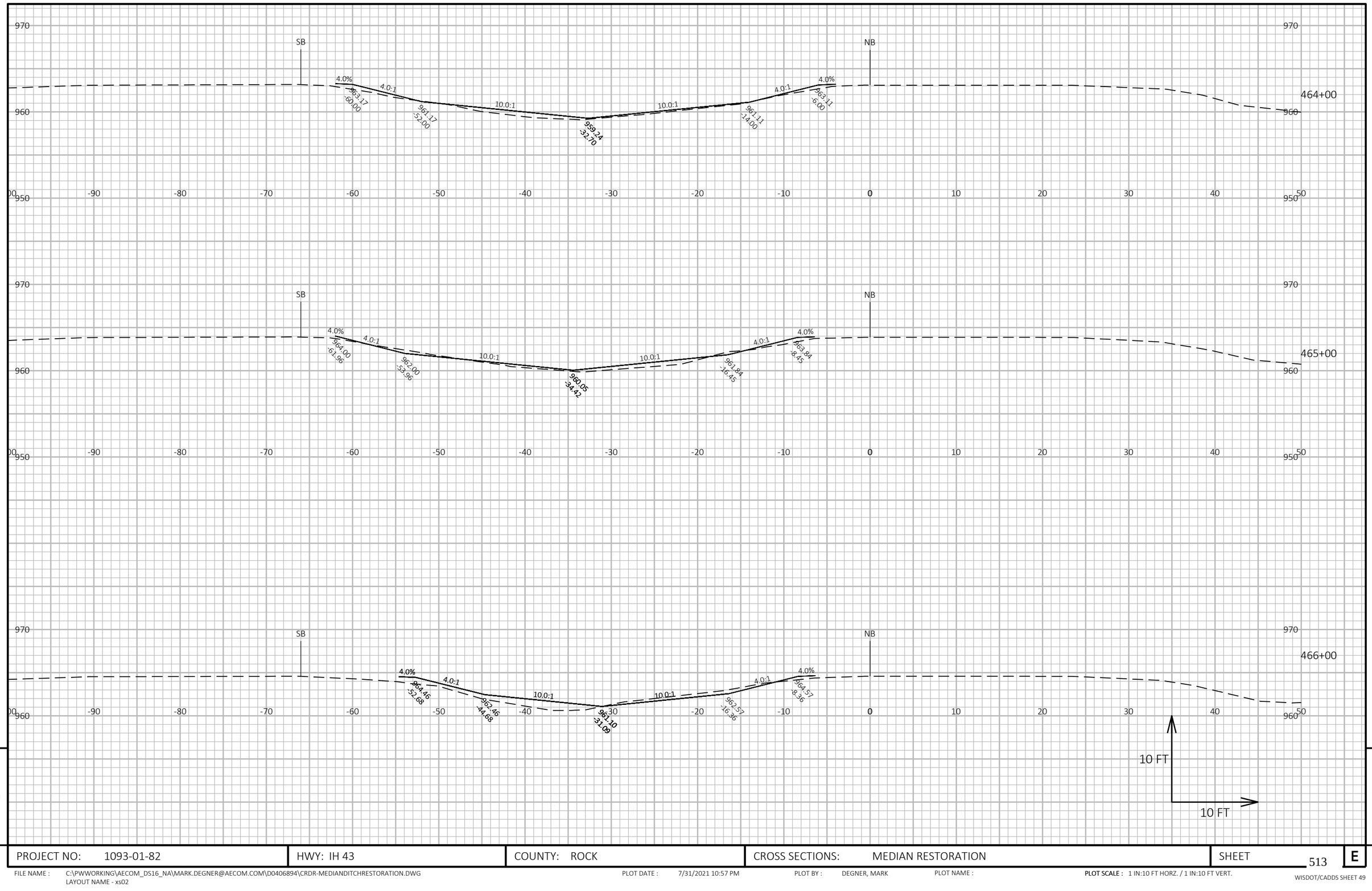
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 512	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs01

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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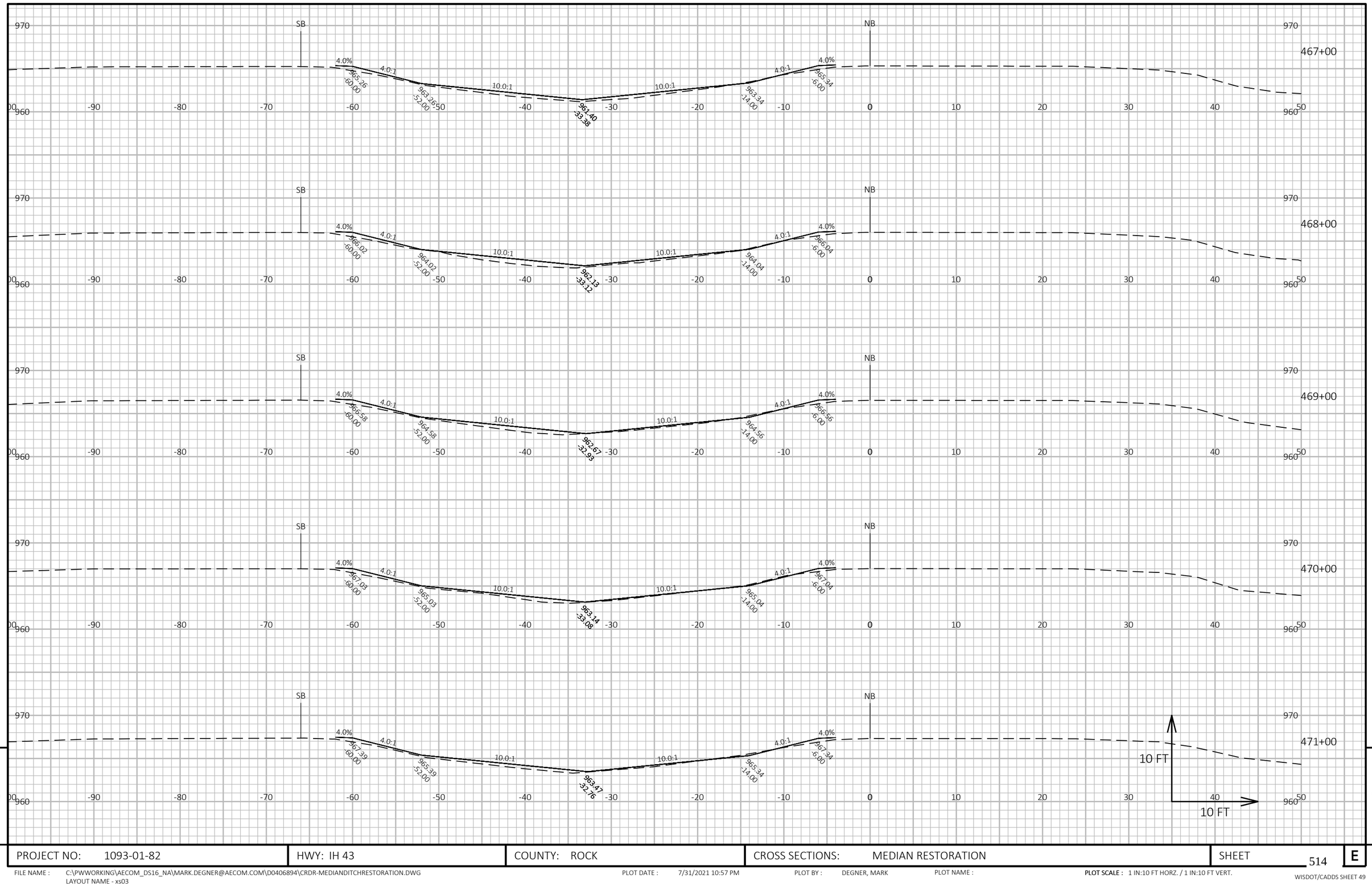
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 513	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs02

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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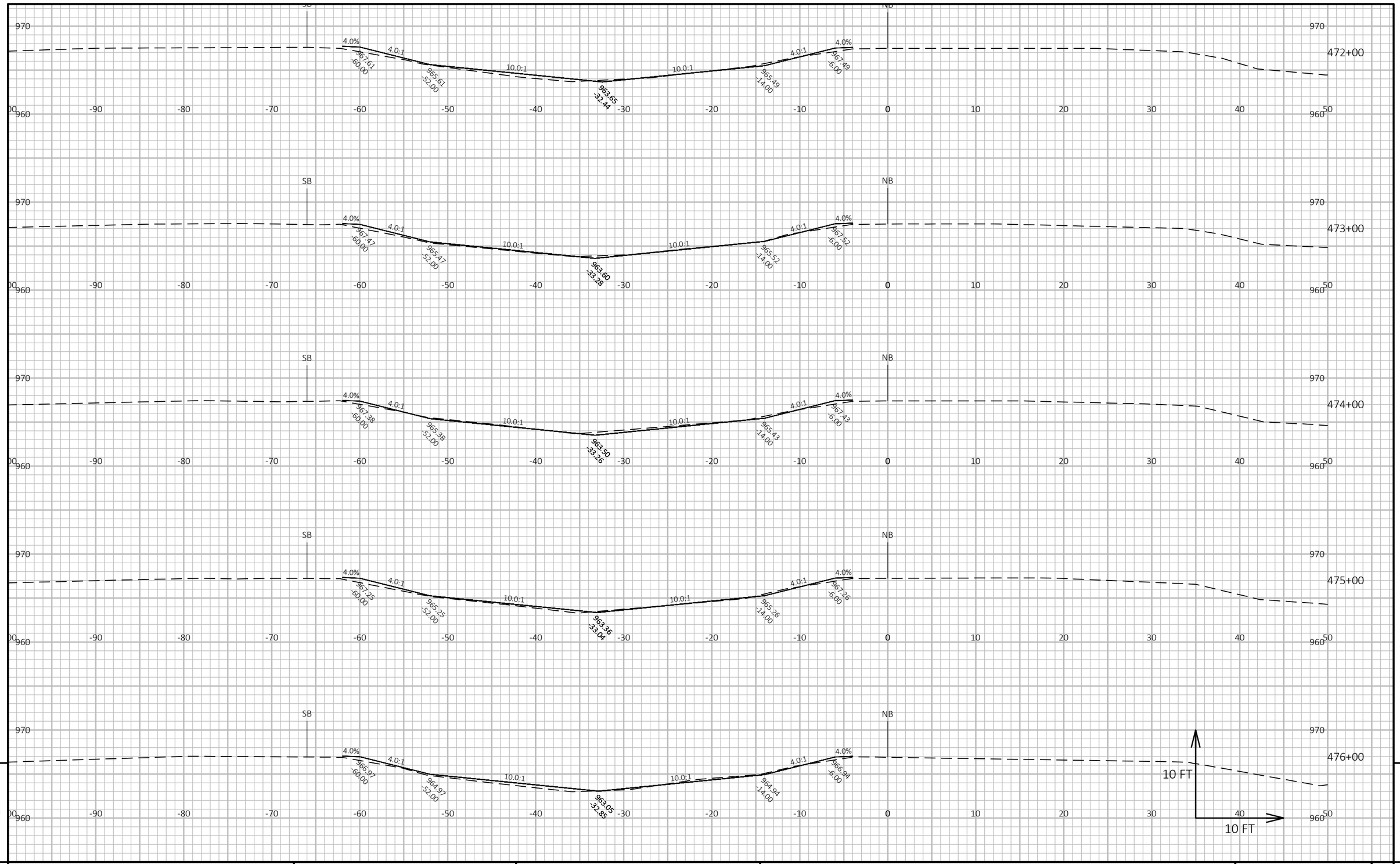
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 514	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs03

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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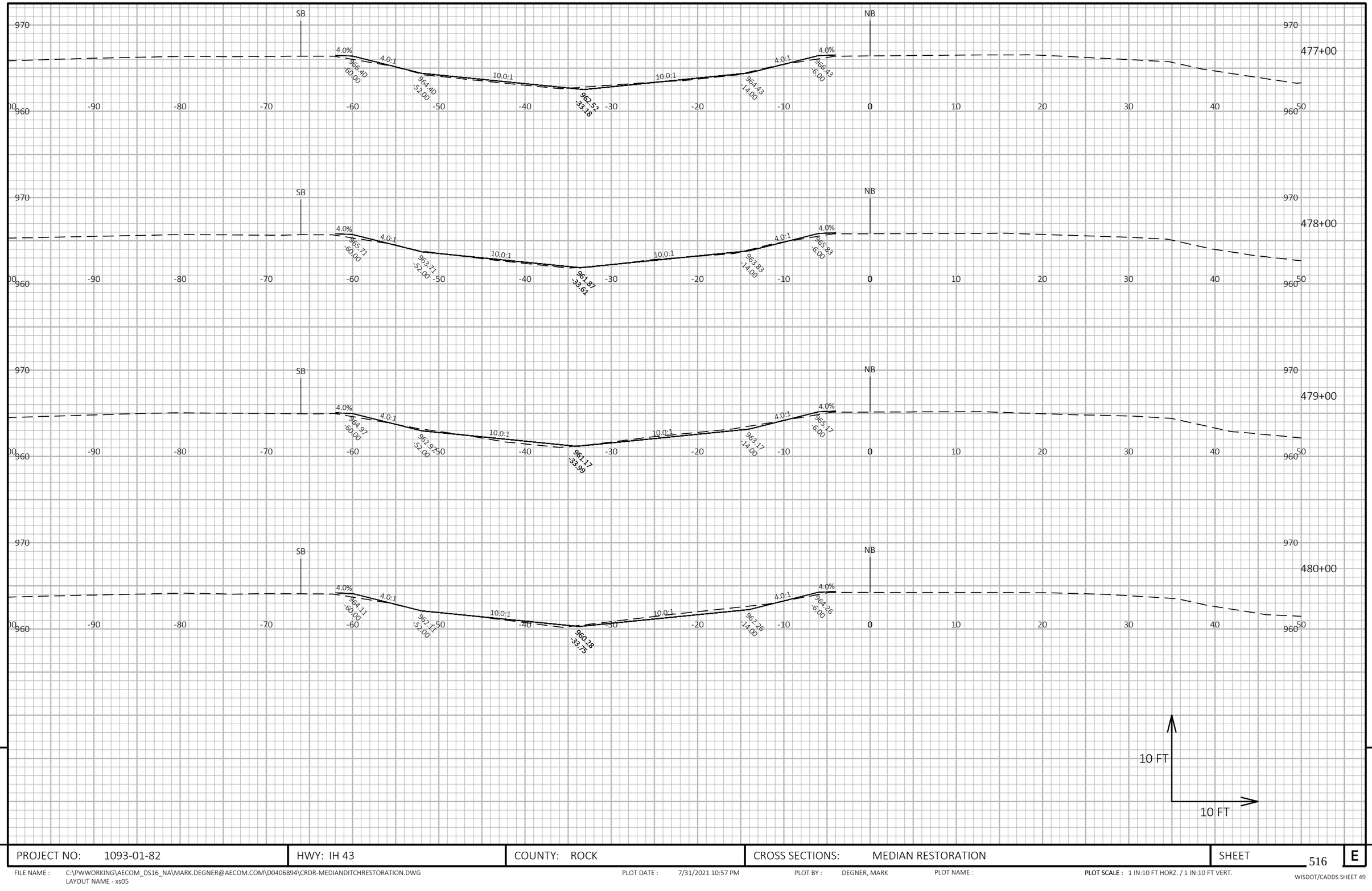
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 515	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs04

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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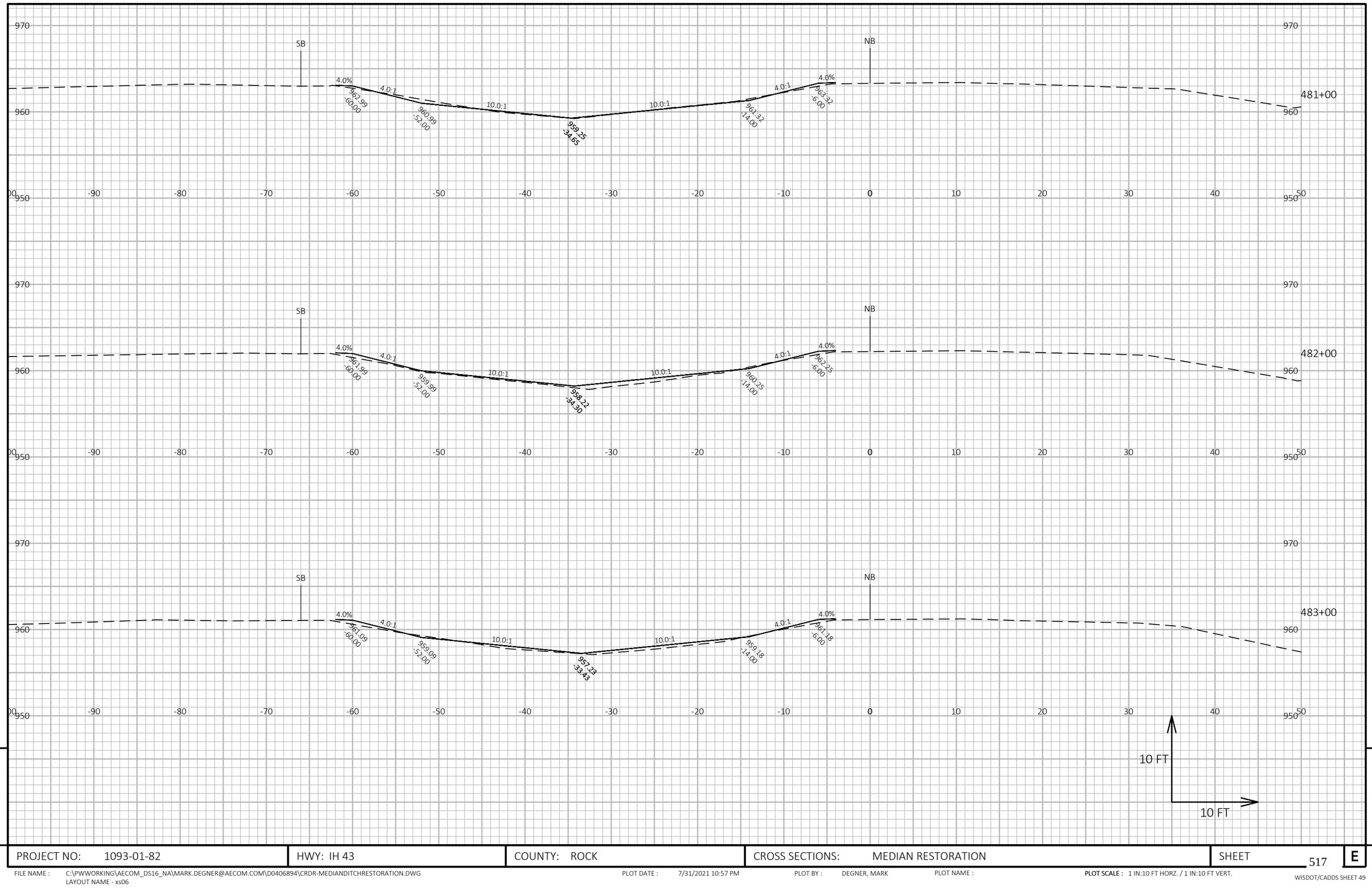
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 516	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs05

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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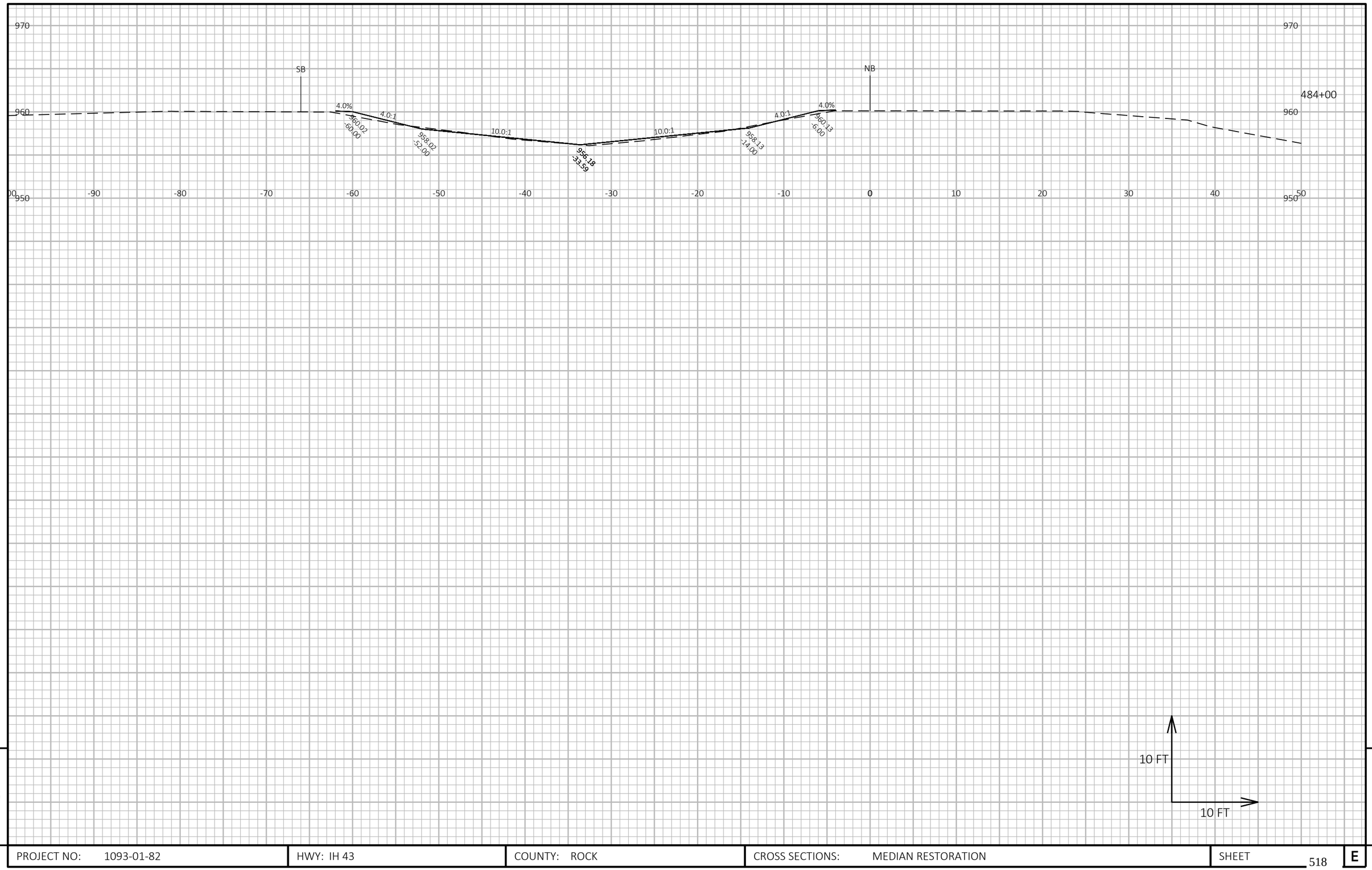
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 517	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs06

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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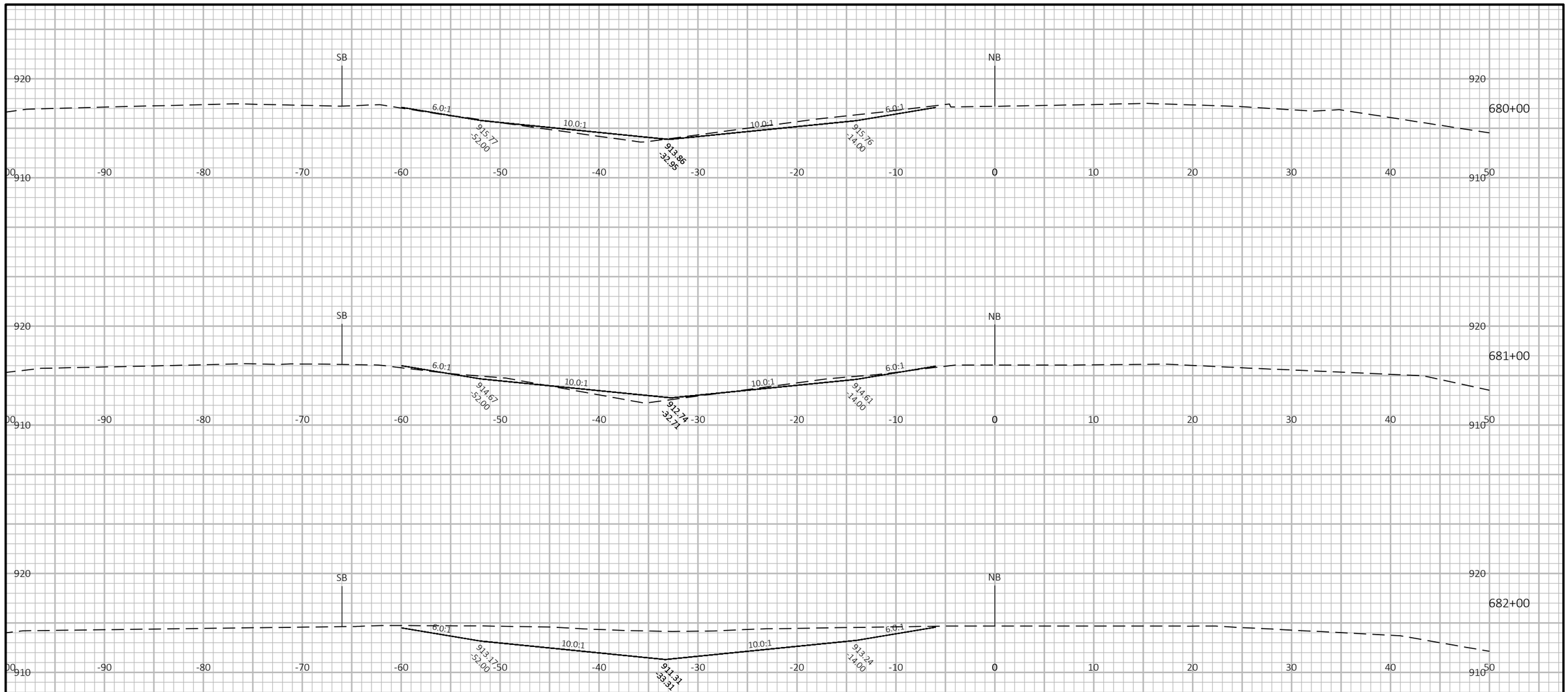
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 518	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs07

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



10 FT

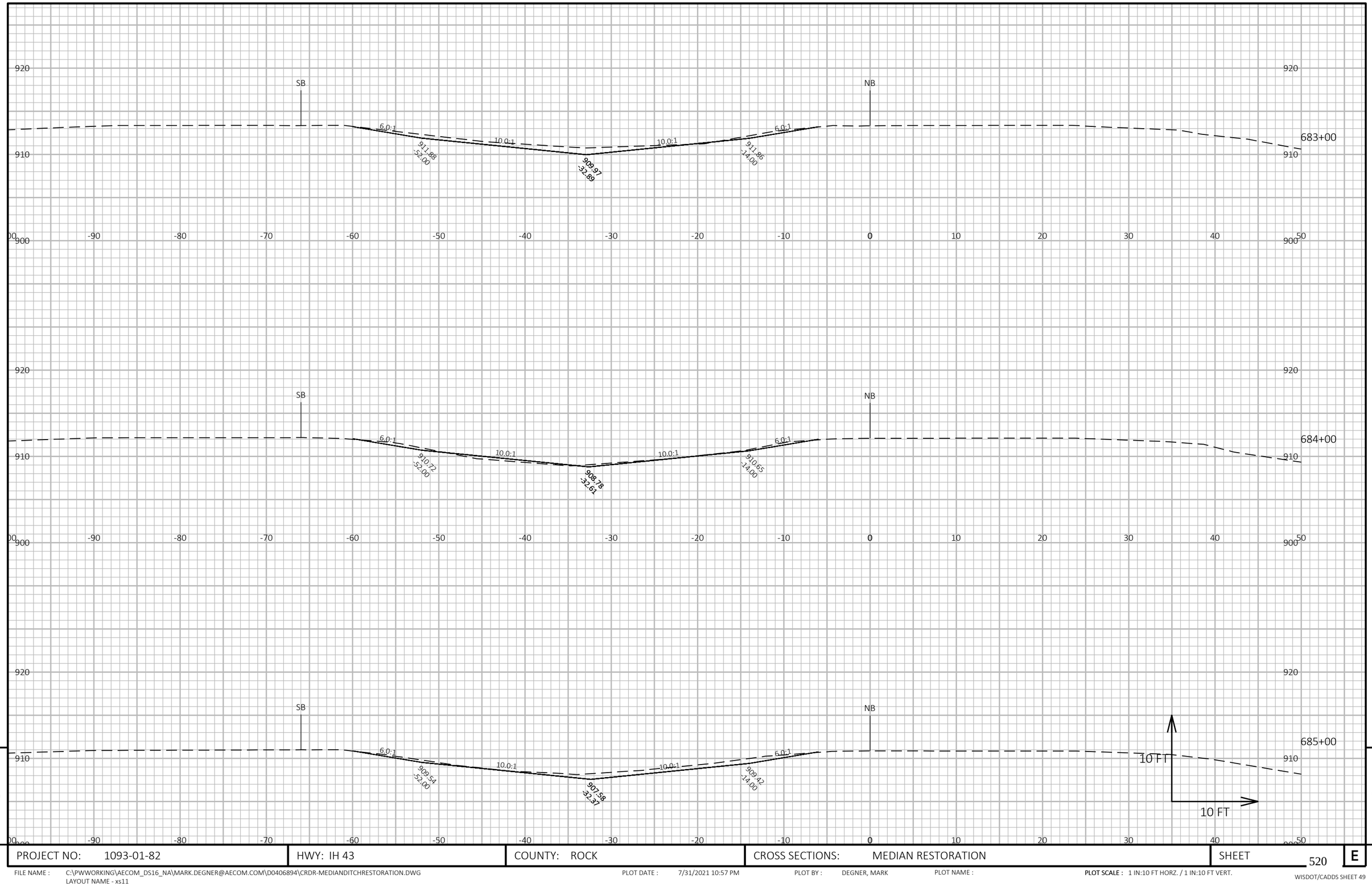
10 FT

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 519	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs10

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

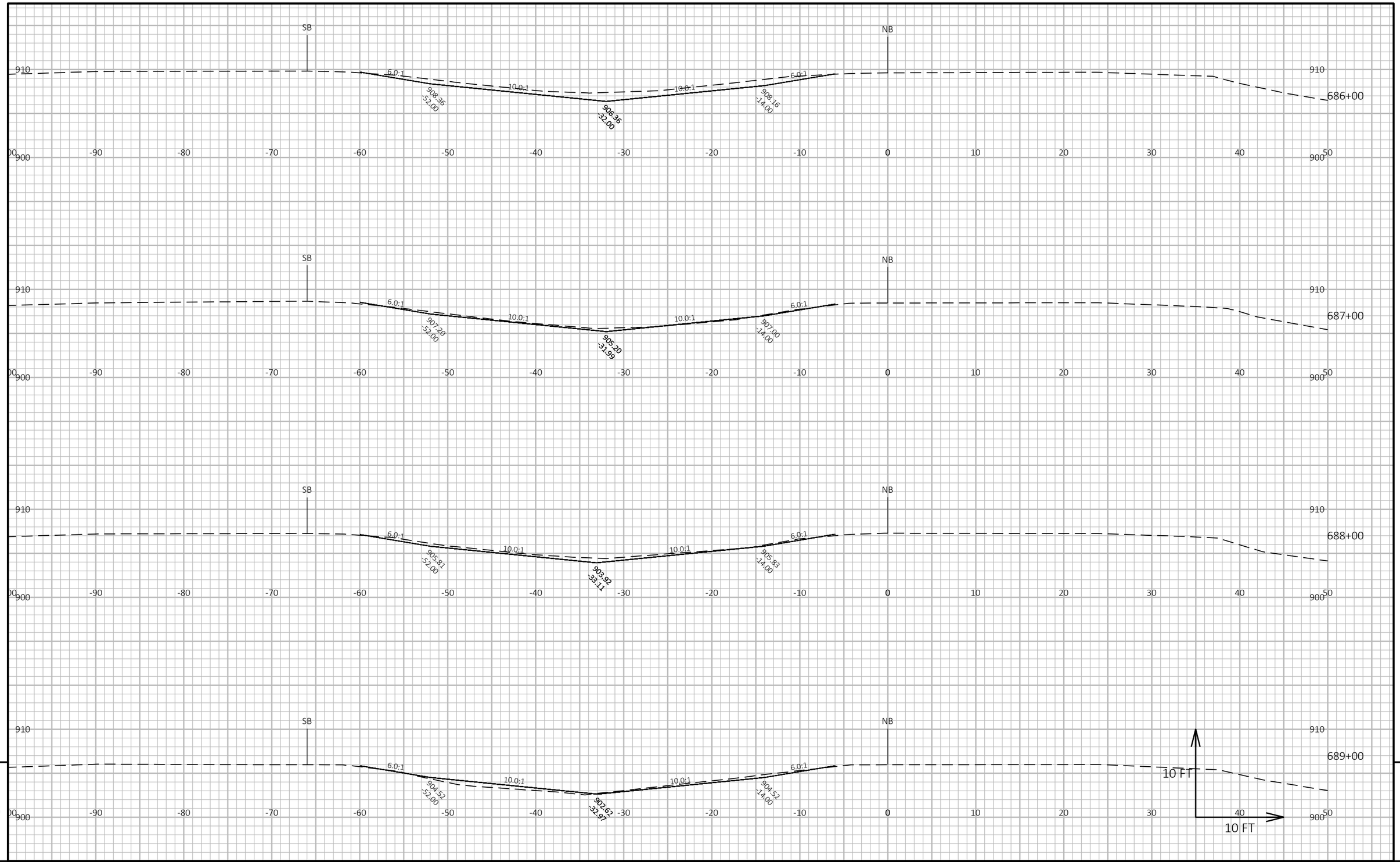


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 520 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs11

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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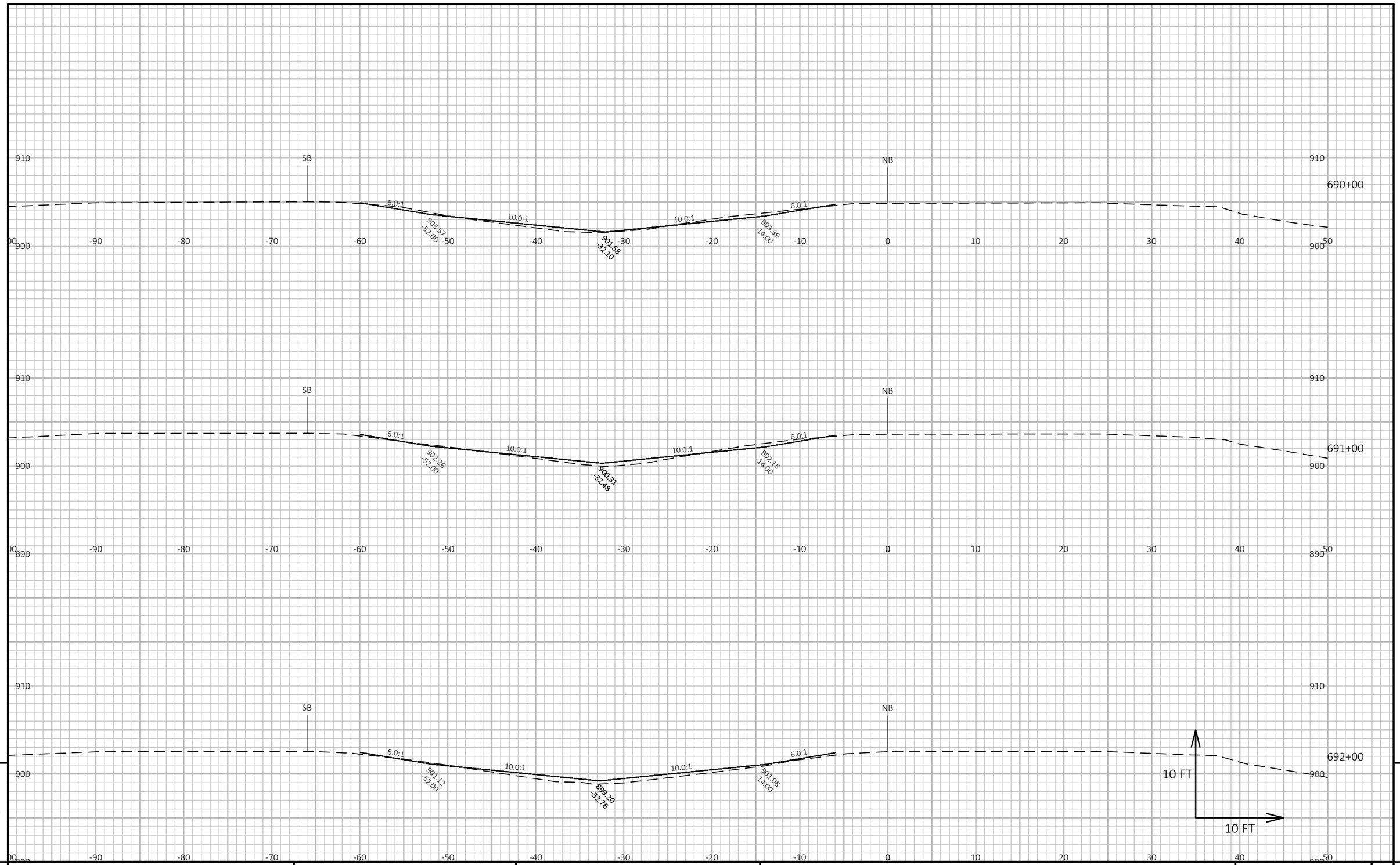
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 521	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs12

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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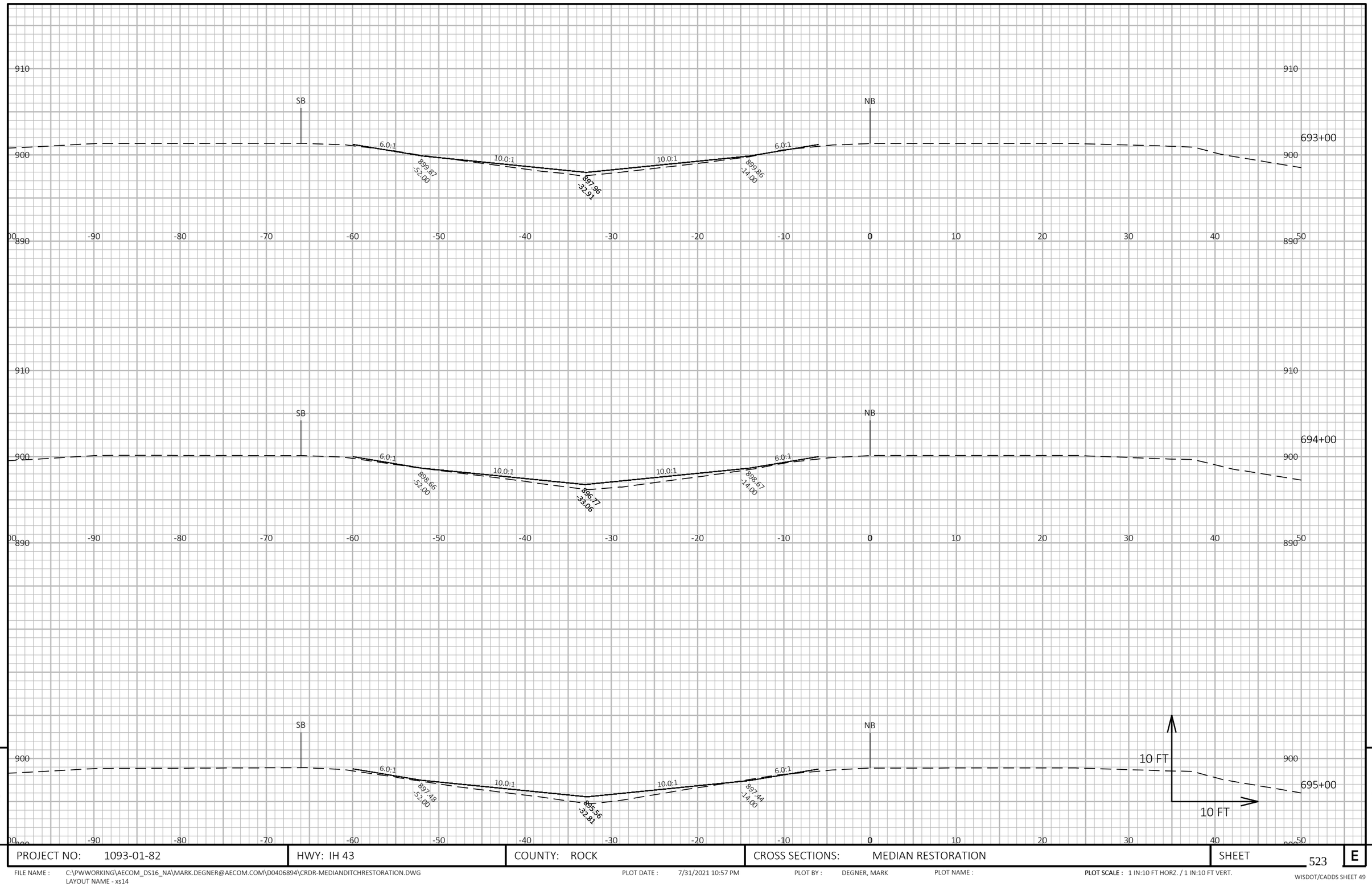
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 522	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs13

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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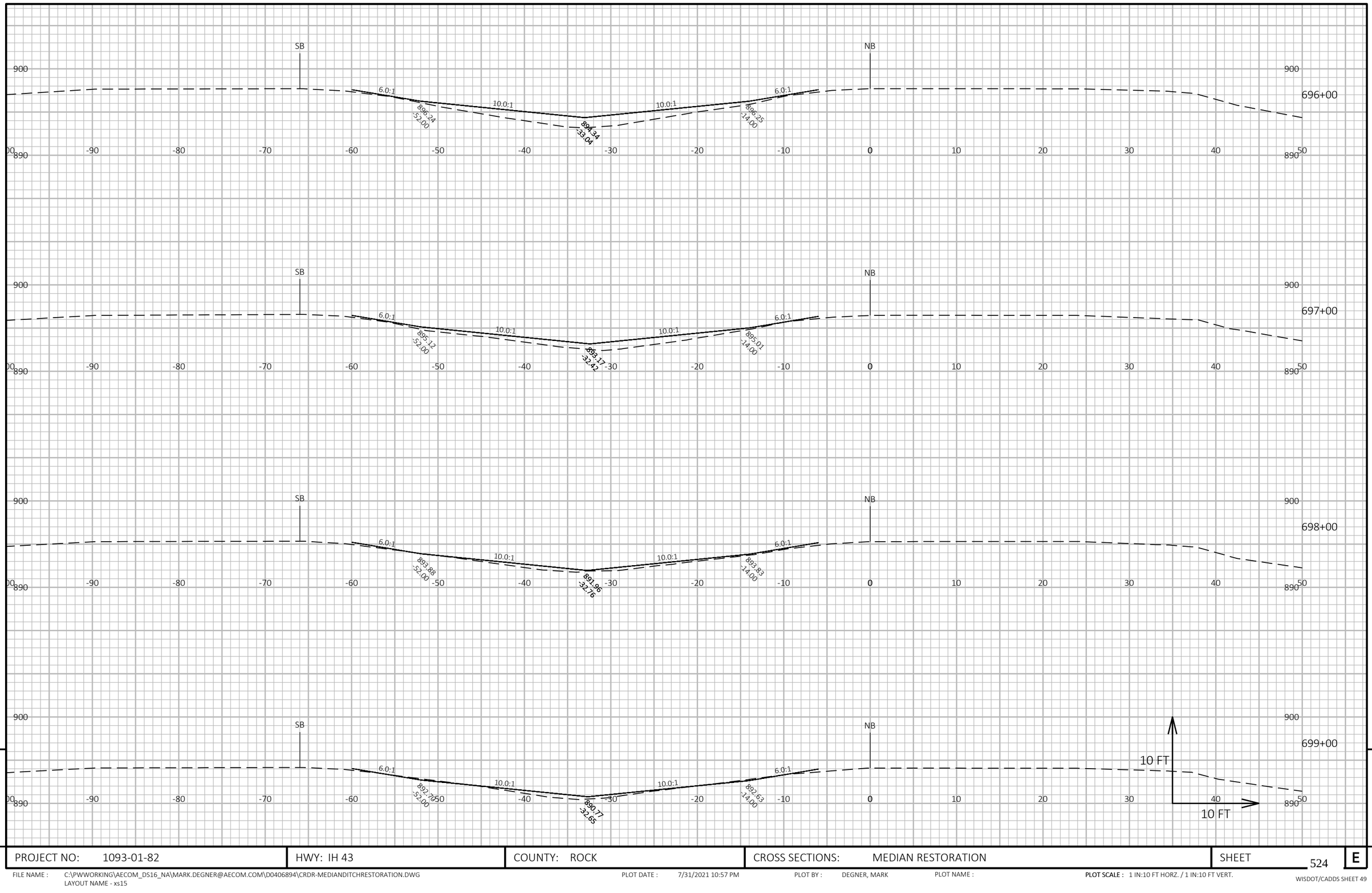
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 523	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs14

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 524	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs15

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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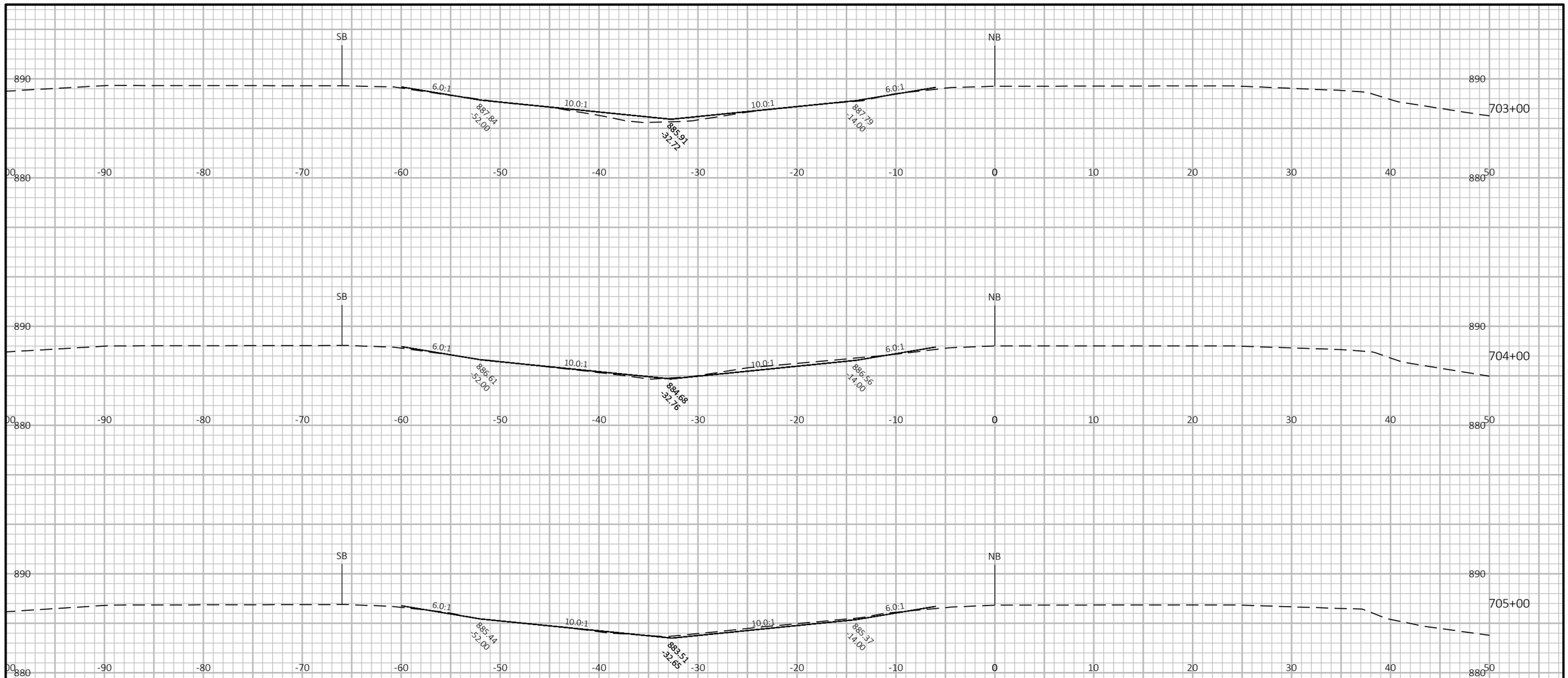
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 525	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs16

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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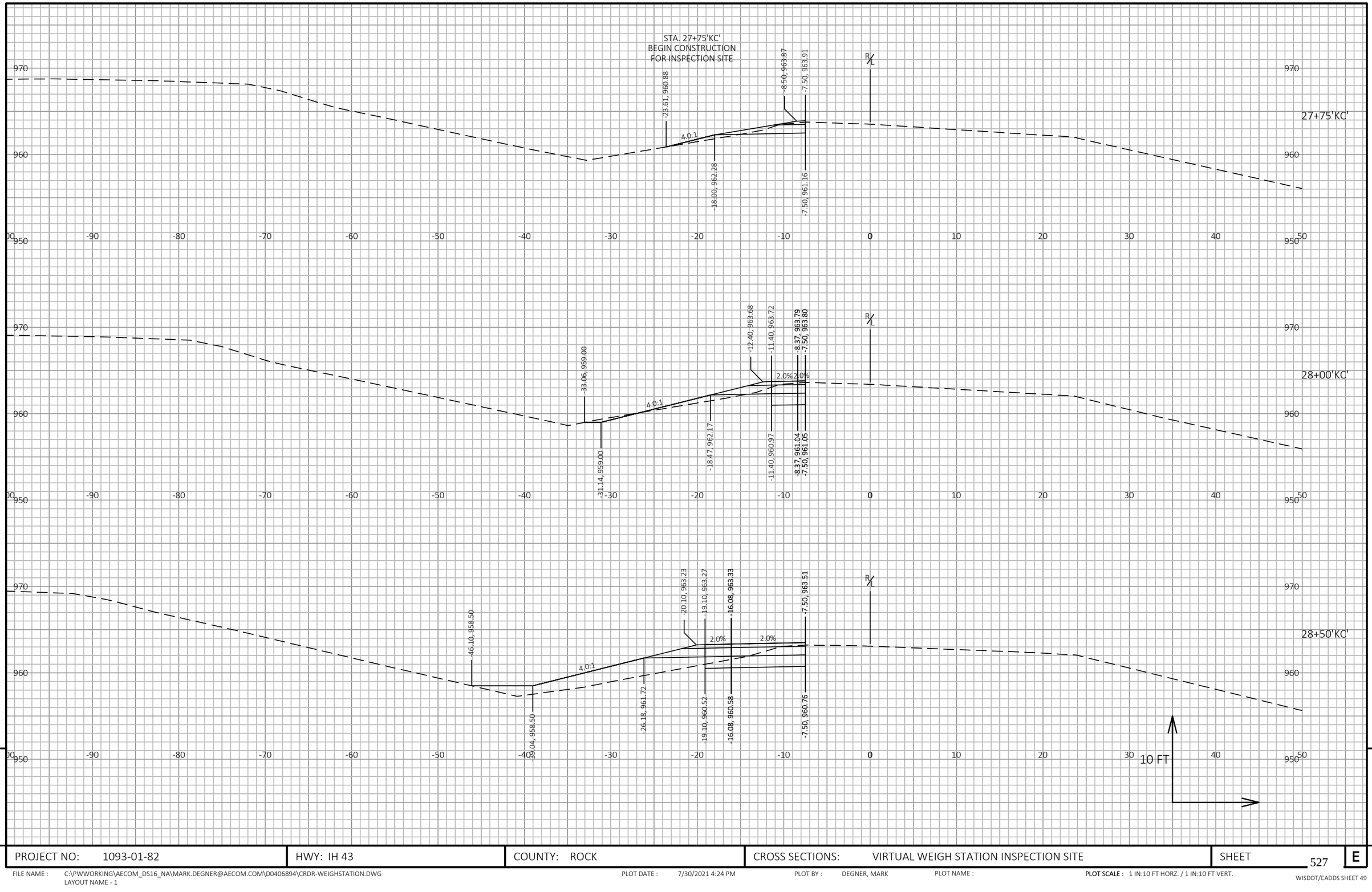
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 526	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - xs17

PLOT DATE : 7/31/2021 10:57 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

STA. 27+75'KC'
BEGIN CONSTRUCTION
FOR INSPECTION SITE

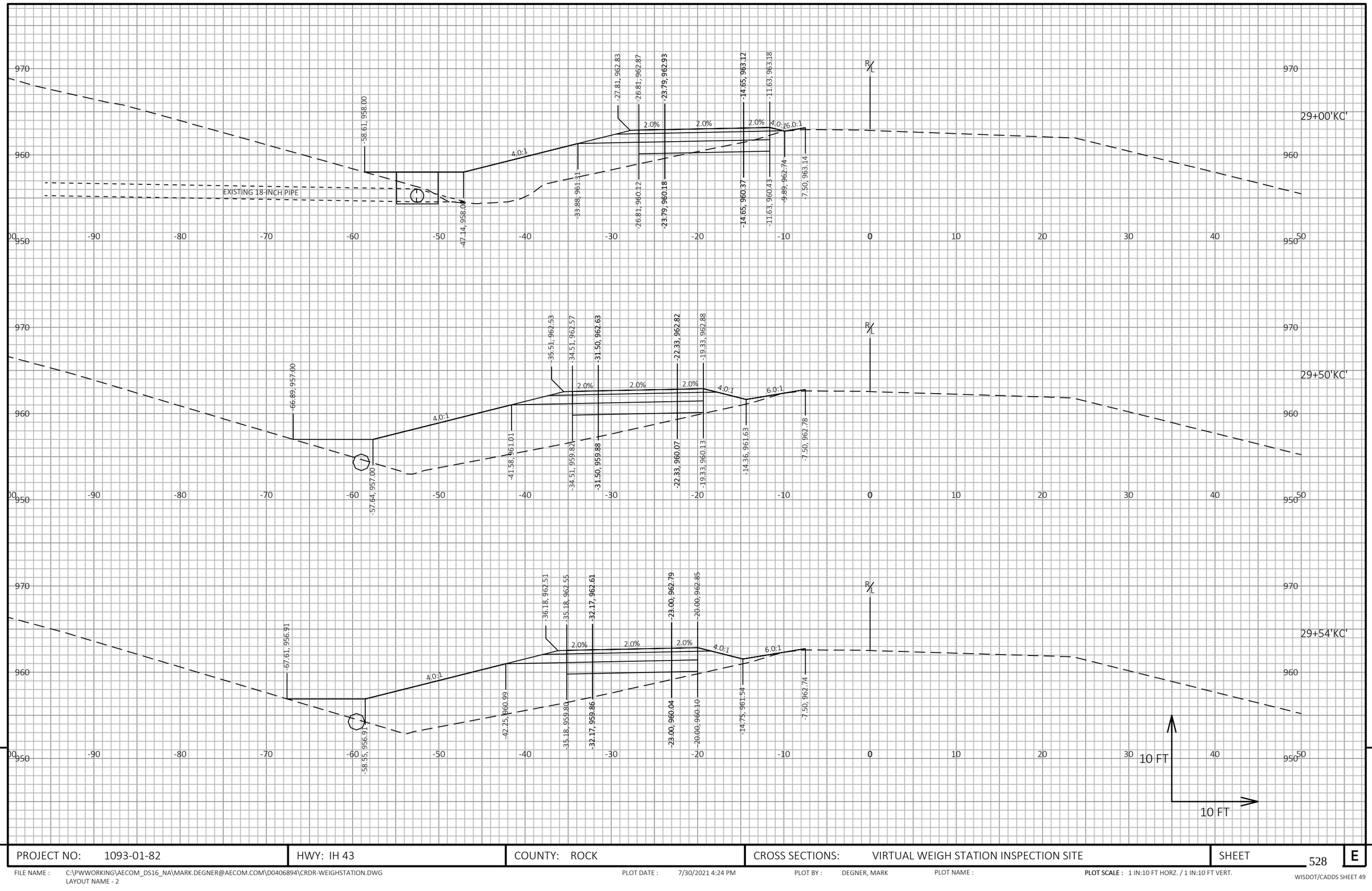


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 527	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 1

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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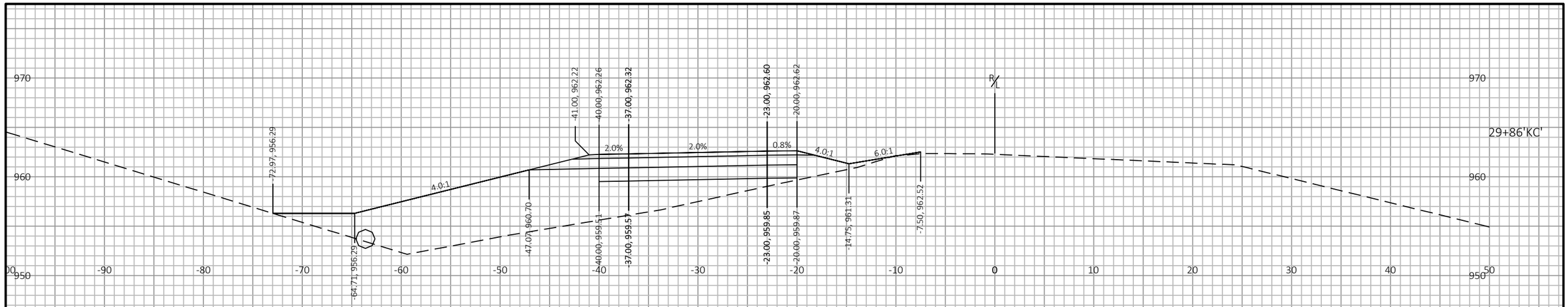
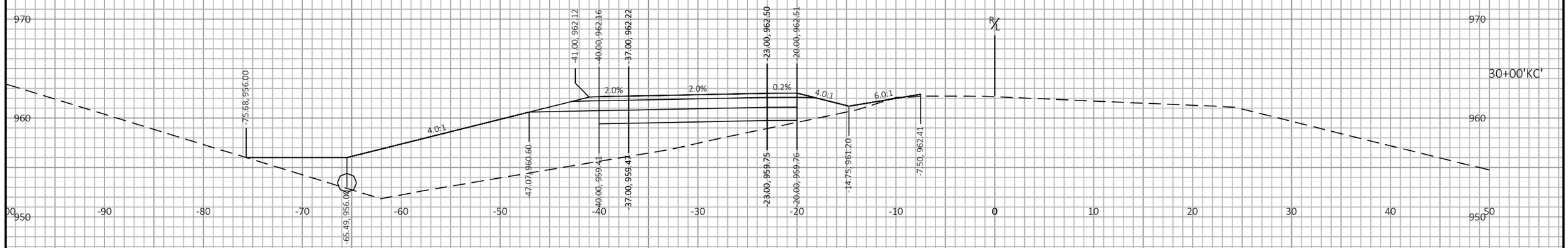
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 528	E

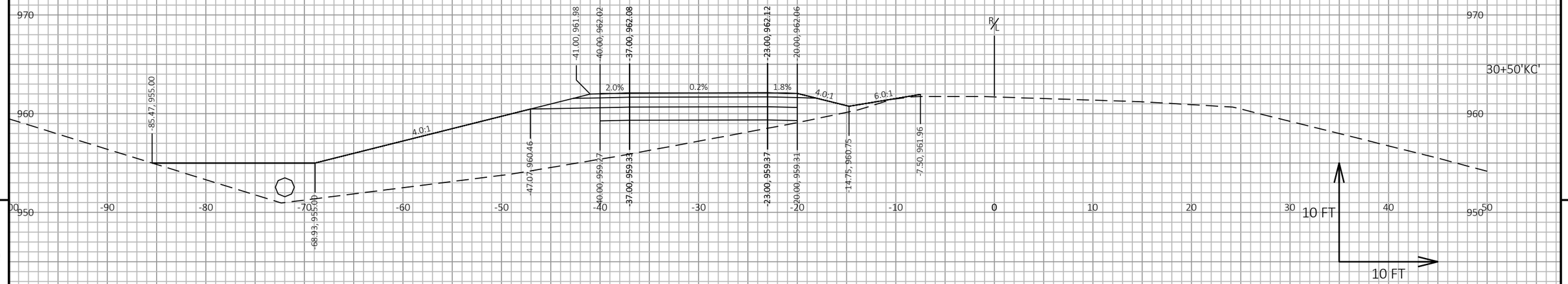
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 2

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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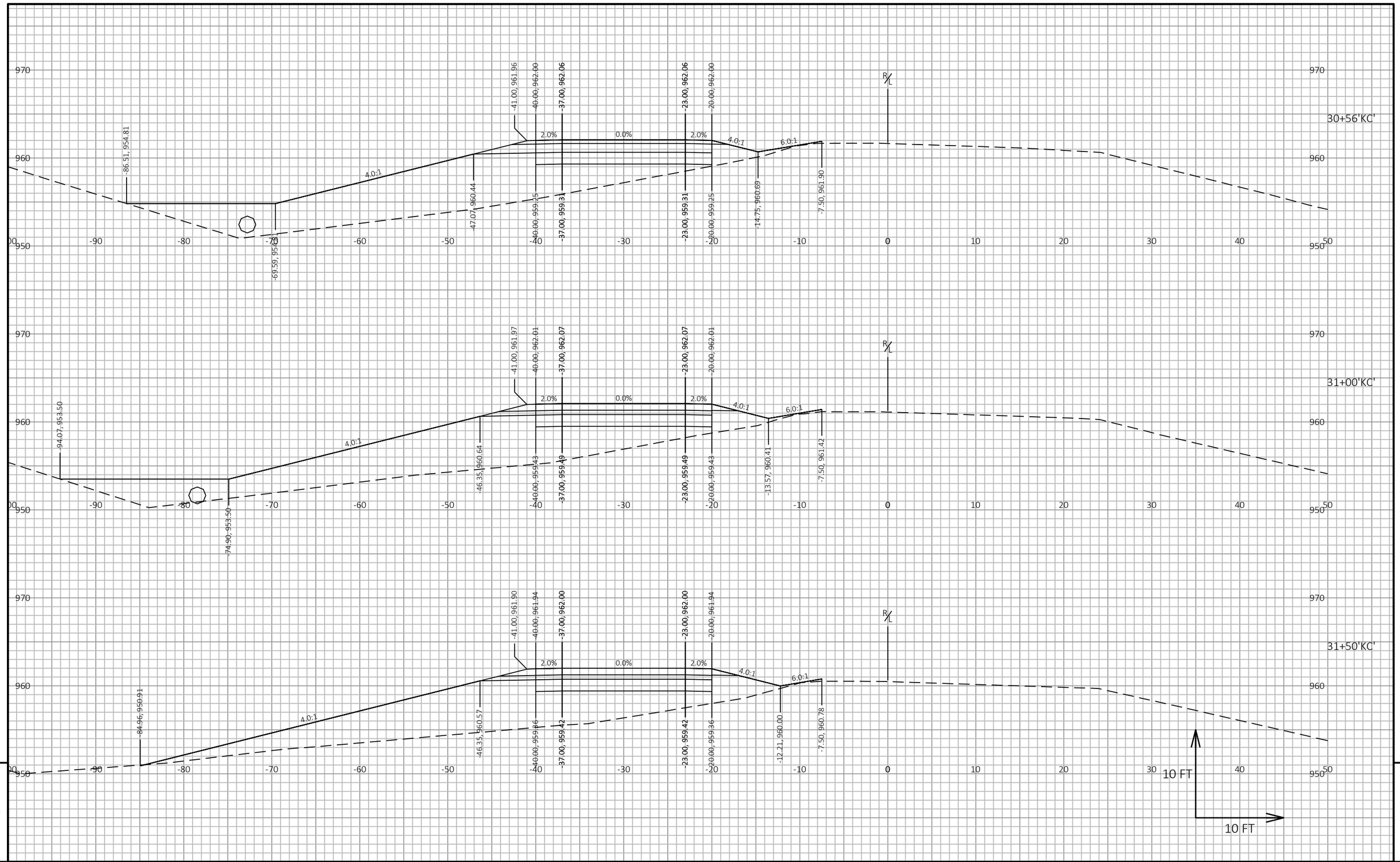
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 529	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 3

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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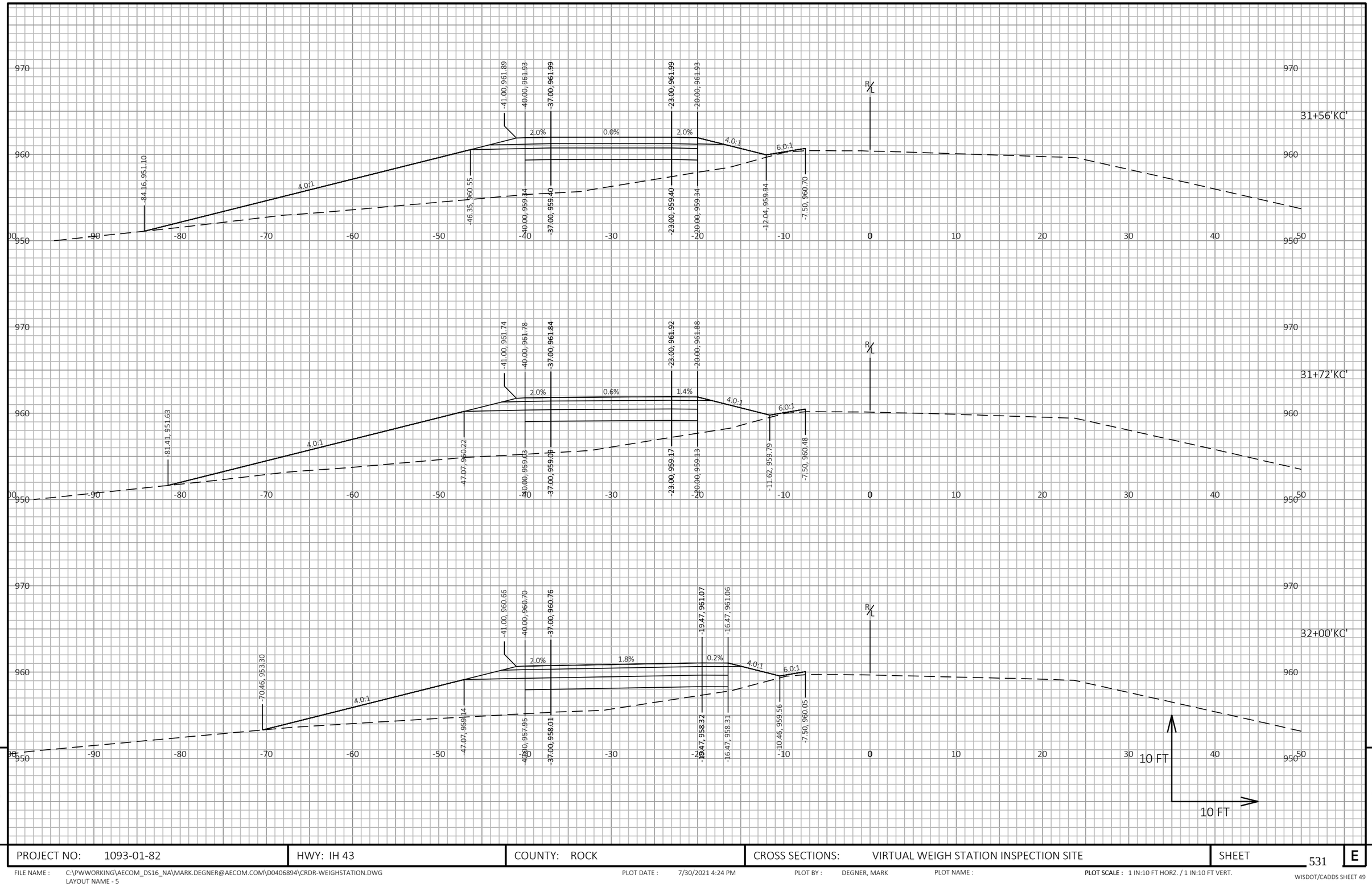
9

PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 530	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 4

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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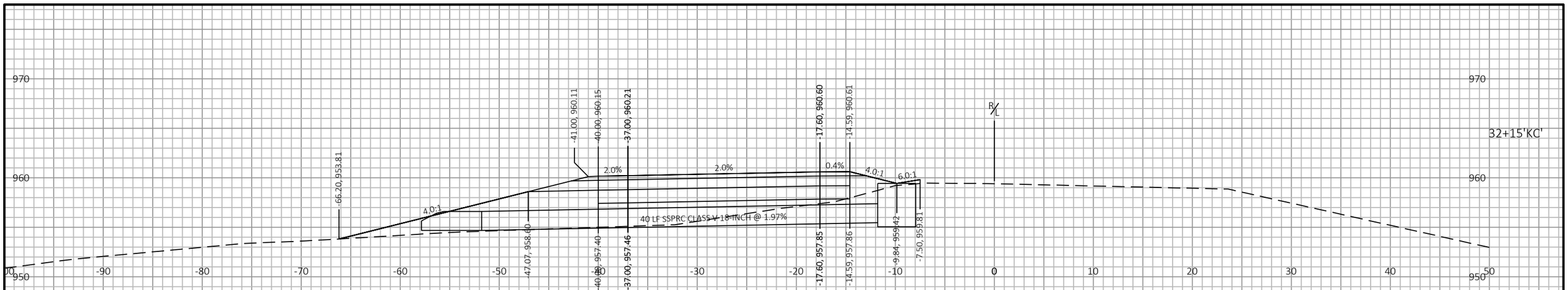
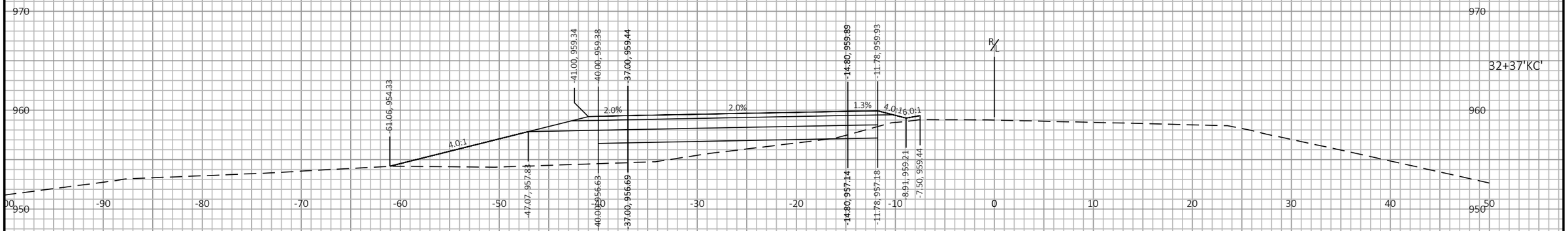
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 531	E

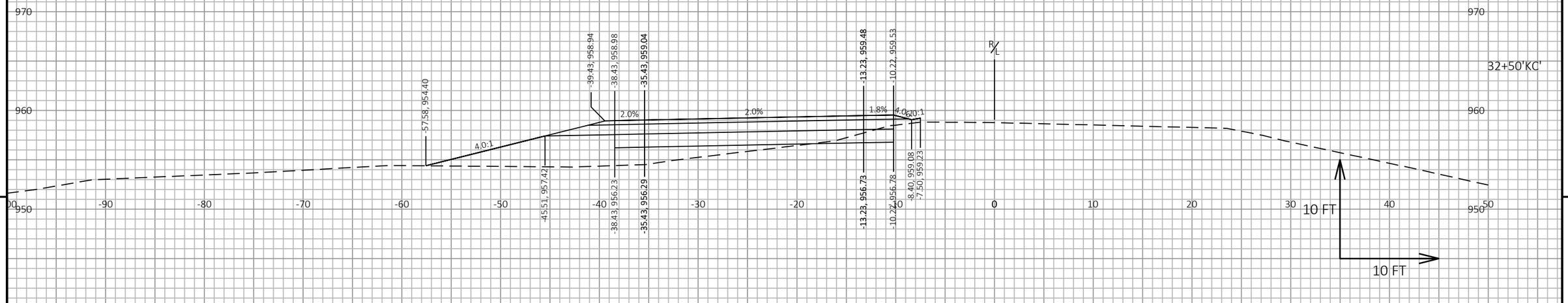
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 5

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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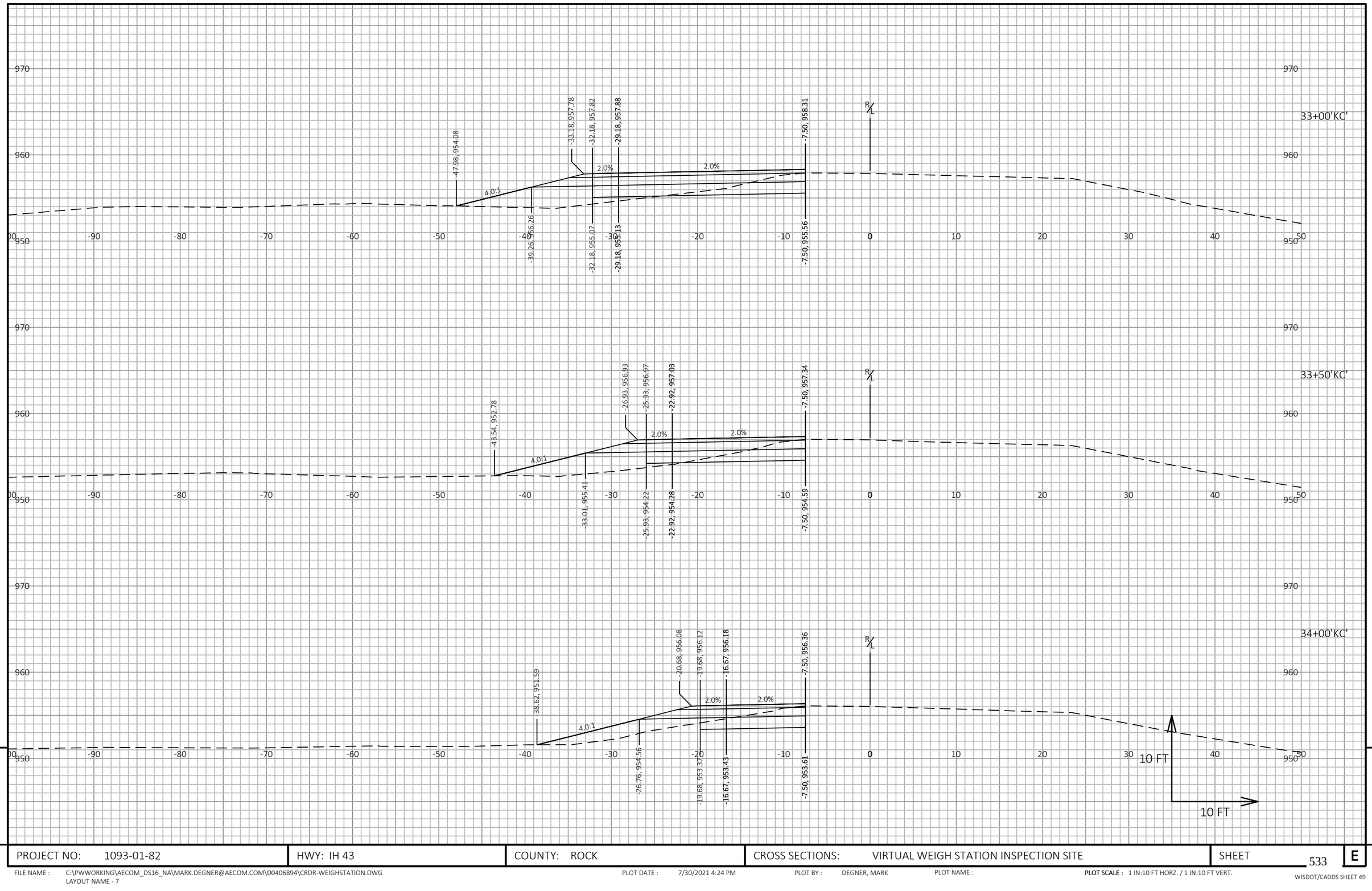
PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 532	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 6

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

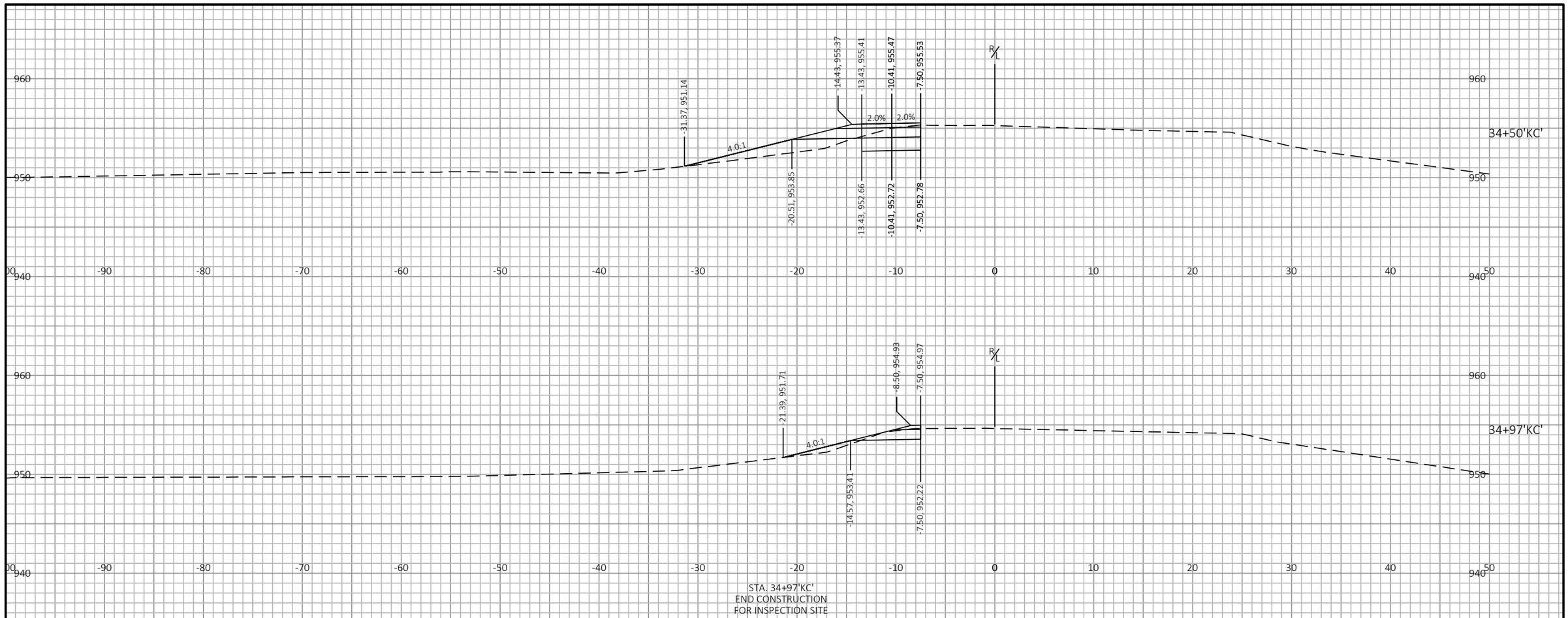


PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 533	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 7

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: VIRTUAL WEIGH STATION INSPECTION SITE	SHEET 534 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-WEIGHSTATION.DWG
LAYOUT NAME - 8

PLOT DATE : 7/30/2021 4:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov