GRE

DECEMBER 2022

PROJECT ID: 1210-09-71

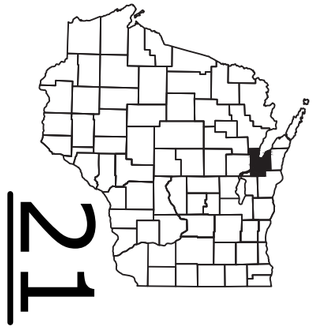
WITH: 1210-11-71

COUNTY: BROWN

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 = 526



N

DESIGN DESIGNATION

A.A.D.T.	2023	=	58030
A.A.D.T.	2043	=	69720
D.H.V.		=	
D.D.		=	
T.		=	9.5%
DESIGN SPEED		=	60 MPH/70 MPH
ESALS		=	13,000,000

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'EB')
- 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

IH 41 - IH 43

IH 41 - IH 43

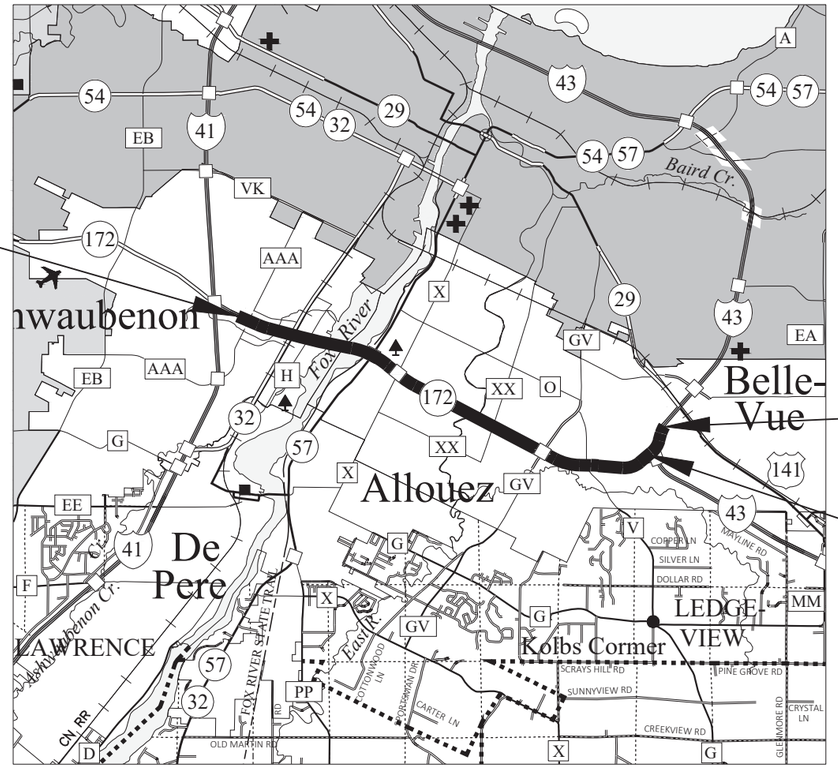
STH 172

BROWN COUNTY

STATE PROJECT NUMBER
1210-09-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1210-09-71	WISC 2023102	1

BEGIN PROJECT
STA 1302+00.00 'EB'
Y=555,184.822
X=84,367.750



END PROJECT
STA 455+26.67 'EB'
Y=547,508.246
X=114,042.042

STA BACK = 1618+10.59'EB'
STA AHEAD = 435+00.00'EB'

T - 23 - N
T - 22 - N

R - 20 - E | R - 21 - E

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 5.309 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BROWN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

OES
An Oneida ESC Group Company

WISCONSIN
CHAD R. EVEN
E-40861
GREENVILLE
WISCONSIN
PROFESSIONAL ENGINEER

DATE: 7/19/22 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	OES/WISDOT
Designer	OES
Project Manager	E. GWIDT
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	A. FULCER

APPROVED FOR THE DEPARTMENT

DATE: 7/20/2022 (Signature)

E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 7/14/2022 11:34 PM

PLOT BY : CHAD EVEN

PLOT NAME :

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES 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.

PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CULVERTS SHALL BE REPLACED AT THE SAME ELEVATIONS. CONTRACTOR SHALL VERIFY DEPTH OF CULVERTS PRIOR TO REMOVING CULVERT ENDWALLS.

TEMPORARY STORAGE OF ANY EQUIPMENT OR EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS. FLOODWAY OF FLOODPLAIN OF ANY WETLANDS, UNLESS APPROVED BY THE ENGINEER.

PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. EROSION CONTROL FEATURES ARE SHOWN IN APPROXIMATE LOCATIONS WITH EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.

DO NOT USE FERTILIZER WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

PLACE TOPSOIL OR SALVAGED TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, FERTILIZE, AND EMAT ALL AREAS WTIHIN 5 DAYS AFTER PLACEMENT OF TOPSOIL OR SALVAGED TOPSOIL. RESTORATION ITEMS ARE INCIDENTAL TO OTHER ITEMS WITHIN THIS CONTRACT.

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

WDNR LIASION
JIM DOPERALSKI JR.
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 412-0165
JAMES.DOPERALSKI@WISCONSIN.GOV

BROWN COUNTY HIGHWAY COMMISSIONER
PAUL FONTECCHIO
BROWN COUNTY HIGHWAY DEPT.
2198 GLENDALE AVE.
GREEN BAY, WI 54303
(920) 492-4925
BC_HIGHWAY@CO.BROWN.WI.US

DESIGN CONSULTANT
CHAD EVEN, PE
ONEIDA ENGINEERING SOLUTIONS, LLC
2555 PACKERLAND DRIVE
GREEN BAY, WI 54313
(920) 884-3975
CEVEN@OESLLC.COM

NE REGION SURVEY COORDINATOR
CORMAC MCINNIS, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920)492-5638
CORMAC.MCINNIS@DOT.WI.GOV

NE REGION DESIGN PROJECT MANAGER
ERIC GWIDT, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54303
(920) 366-8896
ERIC.GWIDT@DOT.WI.GOV

WISCONSIN DEPARTMENT OF TRANSPORTATION - COMMUNICATION LINE
JOHN MITTELSTADT (PRIMARY CONTACT)
STE. 300
433 W. ST. PAUL AVE.
MILWAUKEE, WI 53203-3007
(608) 205-7859
JOHN.MITTELSTADT@DOT.WI.GOV

WISCONSIN DOT RWIS PROGRAM - COMMUNICATION TOWER
MIKE ADAMS (PRIMARY CONTACT)
P.O. BOX 7986
MADISON, WI 53707-7986
(608) 266-5004
MICHAEL.ADAMS@DOT.WI.GOV

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
PAVEMENT MARKING
TRAFFIC CONTROL

UTILITIES CONTACTS

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

DOUGLAS MARTIN (PRIMARY CONTACT)
ASHWAUBENON WATER AND SEWER UTILITY - SEWER
2155 HOLMGREN WAY
ASHWAUBENON, WI 54304-4605
(920) 492-2335
DMARTIN@ASHWAUBENON.COM

CHRIS DAILEY (PRIMARY CONTACT)
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
P.O. BOX 47
WAUKESHA, WI 53187
(262) 506-6884
CDAILEY@ATCLLC.COM

ROB REINHART (PRIMARY CONTACT
GREEN BAY METRO SEWERAGE DISTRICT / NEW WATER
2231 NORTH QUINCY ST
GREEN BAY, WI 54302-1248
(920) 438-1035
(921) RREINHART@NEWWATER.US

VINCENT ALBIN (PRIMARY CONTACT)
SPECTRUM - COMMUNICATION LINE
3520 E DESTINATION DR
APPLETON, WI 54915
(920) 831-9249
VINCE.ALBIN@CHARTER.COM

MIKE MAHLOCH (PRIMARY CONTACT)
VILLAGE OF ALLOUEZ DEPARTMENT OF PUBLIC WORKS - WATER
1900 LIBAL ST
GREEN BAY, WI 54301
(920) 621-8745
MIKE.MAHLOCH@VILLAGEOFALLOUEZ.COM

CASEY SCHWANDT (PRIMARY CONTACT)
WEST SHORE PIPE LINE COMPANY - GAS/PETROLEUM
2119 NORTH QUINCY STREET
GREEN BAY, WI 54302
(920) 432-3223
CSCHWANDT@BUCKEYE.COM

JIM EIDEN (PRIMARY CONTACT)
WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
2850 S. ASHLAND AVE
GREEN BAY, WI 54304
(920) 617-5231
JAMES.EIDEN@WISCONSINPUBLICSERVICE.COM

DOUGLAS MARTIN (PRIMARY CONTACT)
ASHWAUBENON WATER AND SEWER UTILITY - WATER
2155 HOLMGREN WAY
ASHWAUBENON, WI 54304-4605
(920) 492-2335
DMARTIN@ASHWAUBENON.COM

VICTORIA KASSAB (PRIMARY CONTACT)
AT&T WISCONSIN - COMMUNICATION LINE
205 S JEFFERSON ST
GREEN BAY, WI 54301
(920) 401-7512
VK352K@ATT.COM

JASON BUSSE (PRIMARY CONTACT)
LEVEL 3 COMMUNICATIONS LLC (CENTURYLINK) - COMMUNICATION LINE
3235 INTERTECH DRIVE SUITE 600
BROOKFIELD, WI 53045
(414) 224-6713
JASON.BUSSE@LUMEN.COM

JEFF SHAW (PRIMARY CONTACT)
TDS METROCOM LLC - COMMUNICATION LINE
525 JUNCTION ROAD
MADISON, WI 53717
(715) 748-6970
JEFF.SHAW@TDSTELECOM.COM

ERIC WOODKE (PRIMARY CONTACT)
VILLAGE OF BELLEVUE - SEWER
2828 ALLOUEZ AVE
BELLEVUE, WI 54311
(920) 593-5518
EWOODKE@VILLAGEOFBELLEVUE.ORG

LORI KETTER (PRIMARY CONTACT)
WINDSTREAM KDL, LLC / PAETEC COMMUNICATIONS - COMMUNICATION LINE
314 N DANZ AVE
GREEN BAY, WI 54302-3526
(920) 410-6902
LORI.KETTER@WINDSTREAM.COM

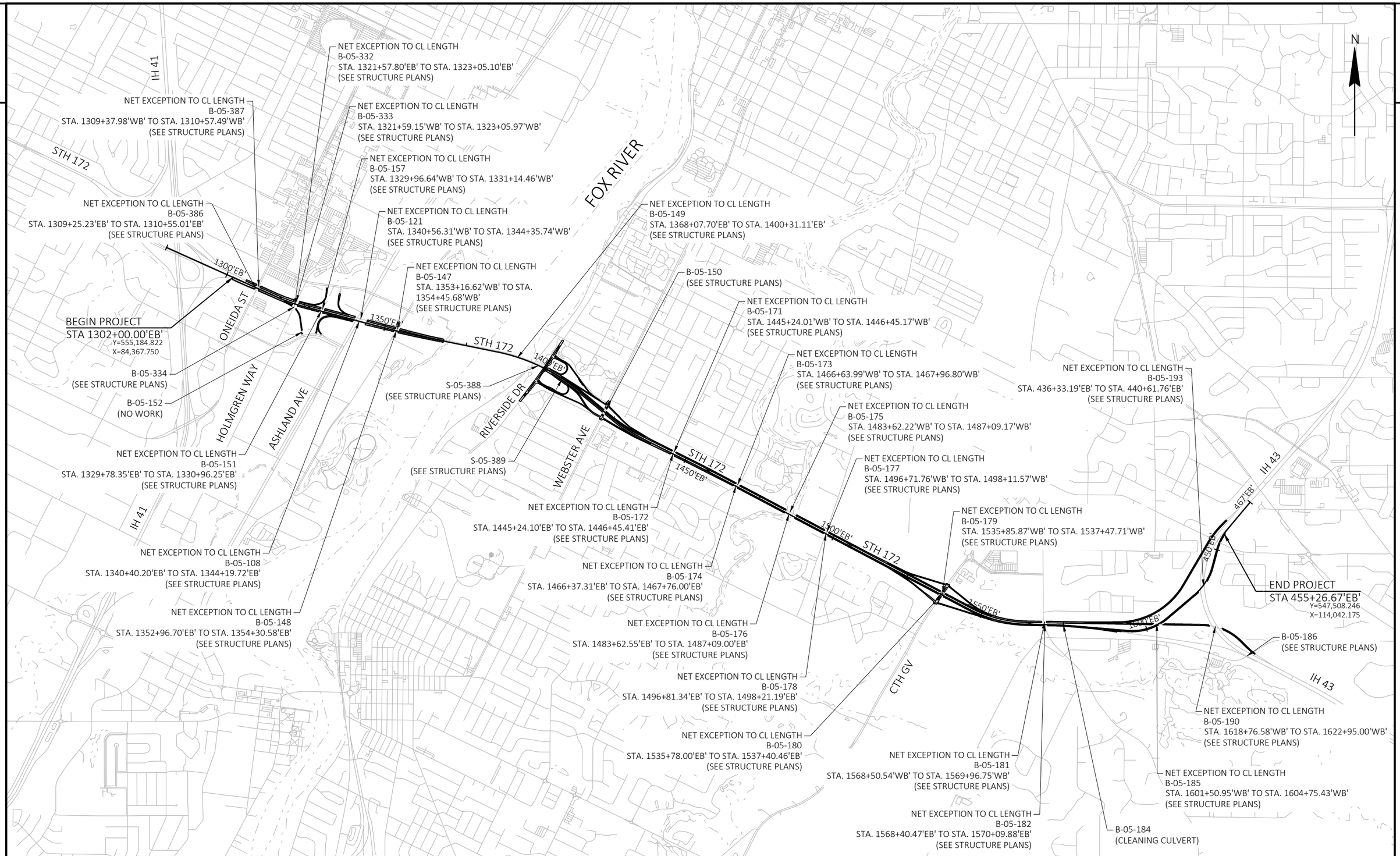
DAN BECKER (PRIMARY CONTACT)
BROWN COUNTY TECHNOLOGY SERVICES - COMMUNICATION LINE
413 S. MADISON STREET
GREEN BAY, WI 54301
(920) 301-7902
DBECKER@MCEWI.COM

RICK VINCENT (PRIMARY CONTACT)
NET LEC LLC / NORTHEAST TELEPHONE COMPANY - COMMUNICATION LINE
450 SECURITY BLVD
P.O. BOX 19079
GREEN BAY, WI 54307-9079
(920) 617-7316
RICK.VINCENT@NSIGHT.COM

BOB HODOROWICZ (PRIMARY CONTACT)
US SIGNAL COMPANY LLC - COMMUNICATION LINE
1806 HAGEMANN DRIVE
BATAVIA, IL 60510
(616) 233-7144
RHODOROWICZ@TKNS.NET

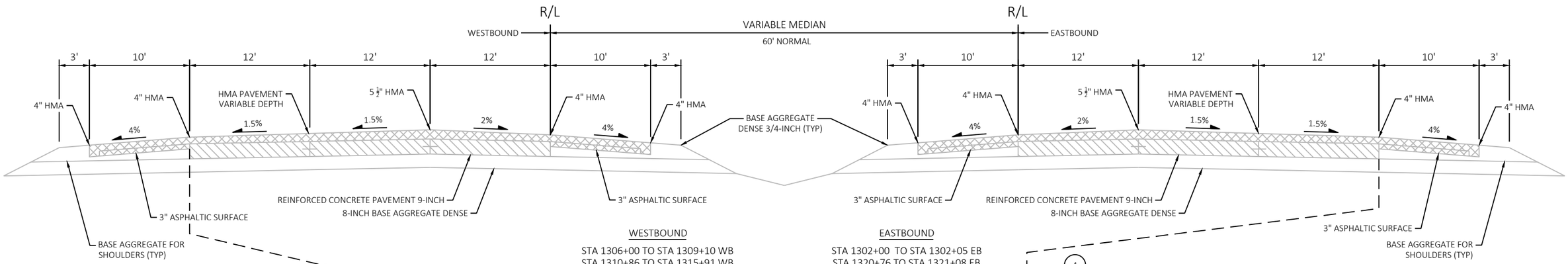
ERIC WOODKE (PRIMARY CONTACT)
VILLAGE OF BELLEVUE - WATER
2828 ALLOUEZ AVE
BELLEVUE, WI 54311
(920) 593-5518
EWOODKE@VILLAGEOFBELLEVUE.ORG

RYAN VOSKUIL (PRIMARY CONTACT)
WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
2850 S ASHLAND AVE, P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 617-5150
RYAN.VOSKUIL@WISCONSINPUBLICSERVICE.COM



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 7/20/2022 4:12 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42



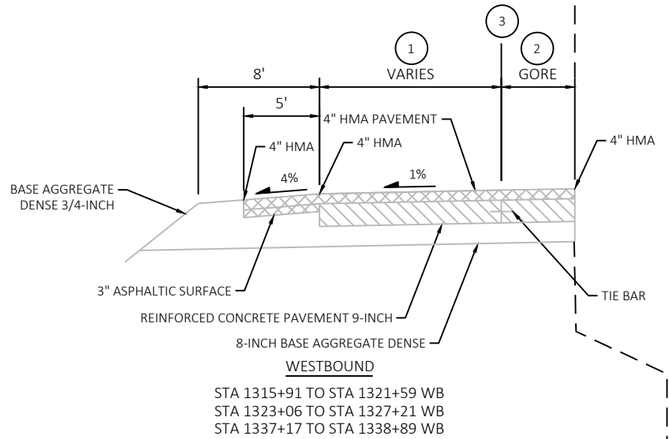
WESTBOUND

STA 1306+00 TO STA 1309+10 WB
STA 1310+86 TO STA 1315+91 WB
STA 1327+21 TO STA 1329+97 WB
STA 1331+14 TO STA 1337+17 WB

EASTBOUND

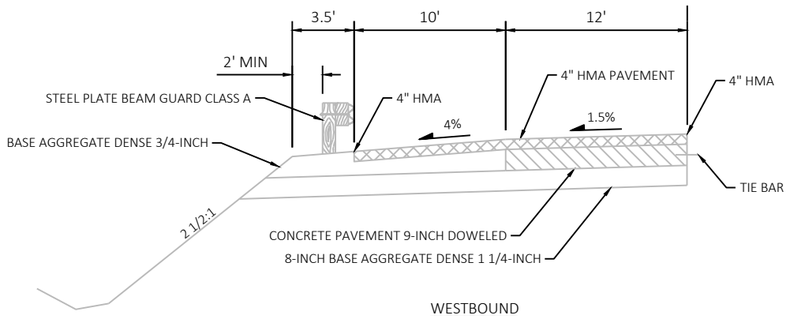
STA 1302+00 TO STA 1302+05 EB
STA 1320+76 TO STA 1321+08 EB
STA 1323+47 TO STA 1329+78 EB
STA 1330+96 TO STA 1333+81 EB

EXISTING TYPICAL SECTION STH 172



WESTBOUND

STA 1315+91 TO STA 1321+59 WB
STA 1323+06 TO STA 1327+21 WB
STA 1337+17 TO STA 1338+89 WB

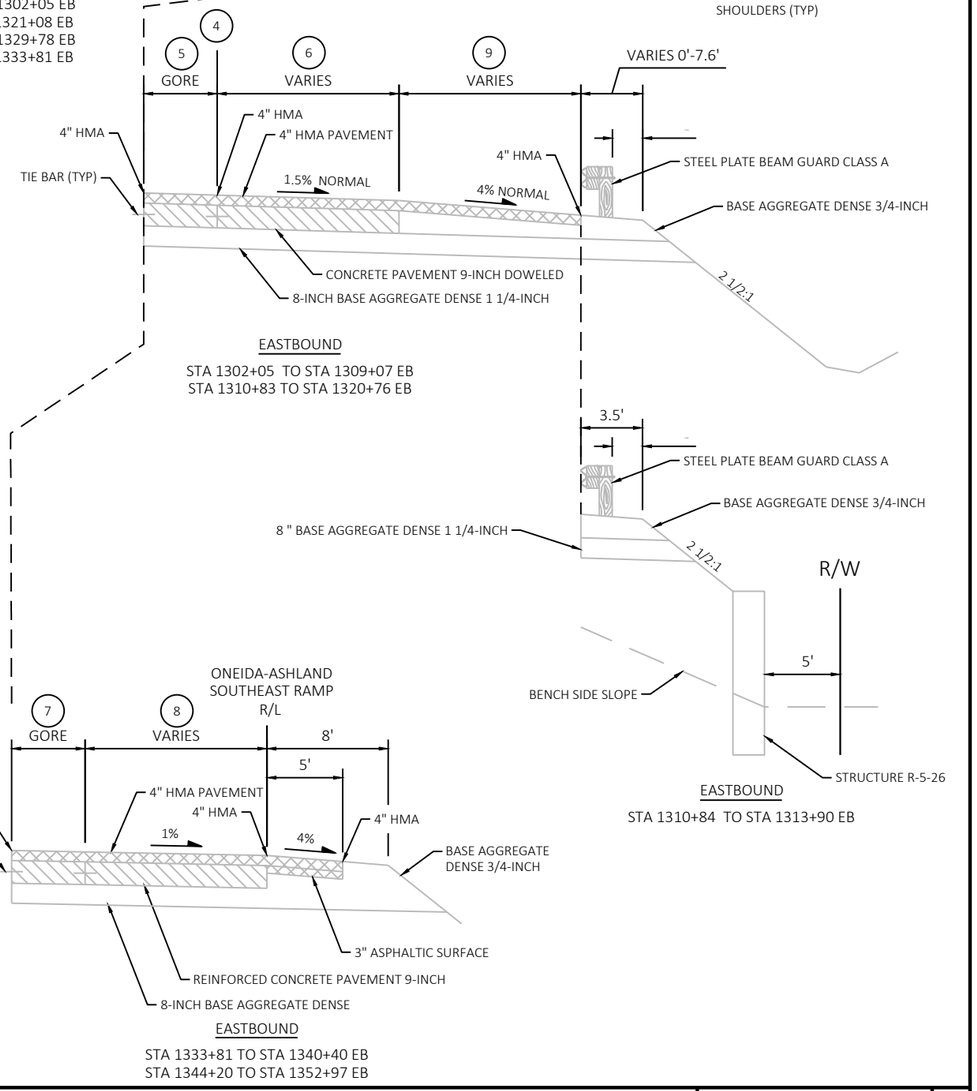


WESTBOUND

STA 1338+89 TO STA 1340+56 WB
STA 1344+36 TO STA 1353+17 WB

NOTES

1	ONEIDA ASHLAND NORTHWEST RAMP	
	VARIES 0'-12'	STA 1315+91 TO 1321+59 WB
	VARIES 12'-15'	STA 1323+06 TO 1327+21 WB
	ONEIDA ASHLAND NORTHEAST RAMP	
	VARIES 15'-12'	STA 1337+17 TO 1338+89 WB
2	ONEIDA ASHLAND NORTHWEST RAMP	
	0'	STA 1315+91 TO 1321+59 WB
	VARIES 3'-18'	STA 1323+06 TO 1327+21 WB
	ONEIDA ASHLAND NORTHEAST RAMP	
	VARIES 23'-0'	STA 1337+17 TO 1338+45 WB
3	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND NORTHWEST RAMP ONEIDA-ASHLAND NORTHEAST RAMP	
4	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND SOUTHWEST RAMP STA 1318+44 TO 1320+66 EB	
5	VARIES 21'-0'	STA 1302+05 TO 1304+72 EB
	0'	STA 1304+72 TO 1309+07 EB
	0'	STA 1310+83 TO 1318+44 EB
	ONEIDA ASHLAND SOUTHWEST RAMP	
	VARIES 0'-18'	STA 1318+44 TO 1320+66 EB
6	VARIES 18'-12'	STA 1304+72 TO 1309+07 EB
	12'	STA 1310+83 TO 1318+44 EB
	ONEIDA ASHLAND SOUTHWEST RAMP	
	VARIES 12'-15'	STA 1318+44 TO 1319+28 EB
	15'	STA 1319+28 TO 1320+66 EB
7	VARIES 20'-0'	STA 1333+81 TO 1339+50 EB
	0'	STA 1344+20 TO 1352+97 EB
8	24'	STA 1333+81 TO 1339+50 EB
	14'-0'	STA 1344+07 TO 1352+34 EB
9	8'	STA 1302+05 TO 1304+72 EB
	8'-10'	STA 1304+72 TO 1307+72 EB
	10'	STA 1307+72 TO 1309+07 EB
	10'-8'	STA 1310+83 TO 1318+44 EB
		STA 1318+44 TO 1320+66 EB

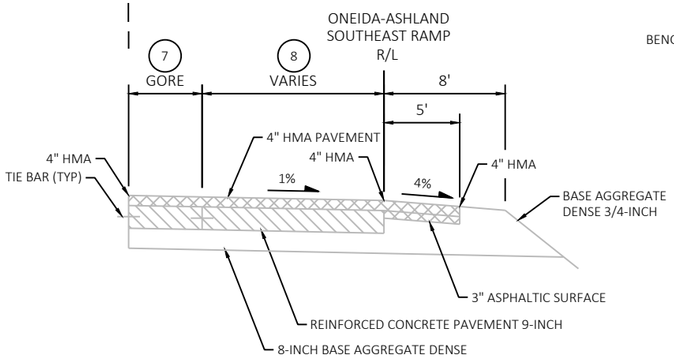


EASTBOUND

STA 1302+05 TO STA 1309+07 EB
STA 1310+83 TO STA 1320+76 EB

EASTBOUND

STA 1310+84 TO STA 1313+90 EB

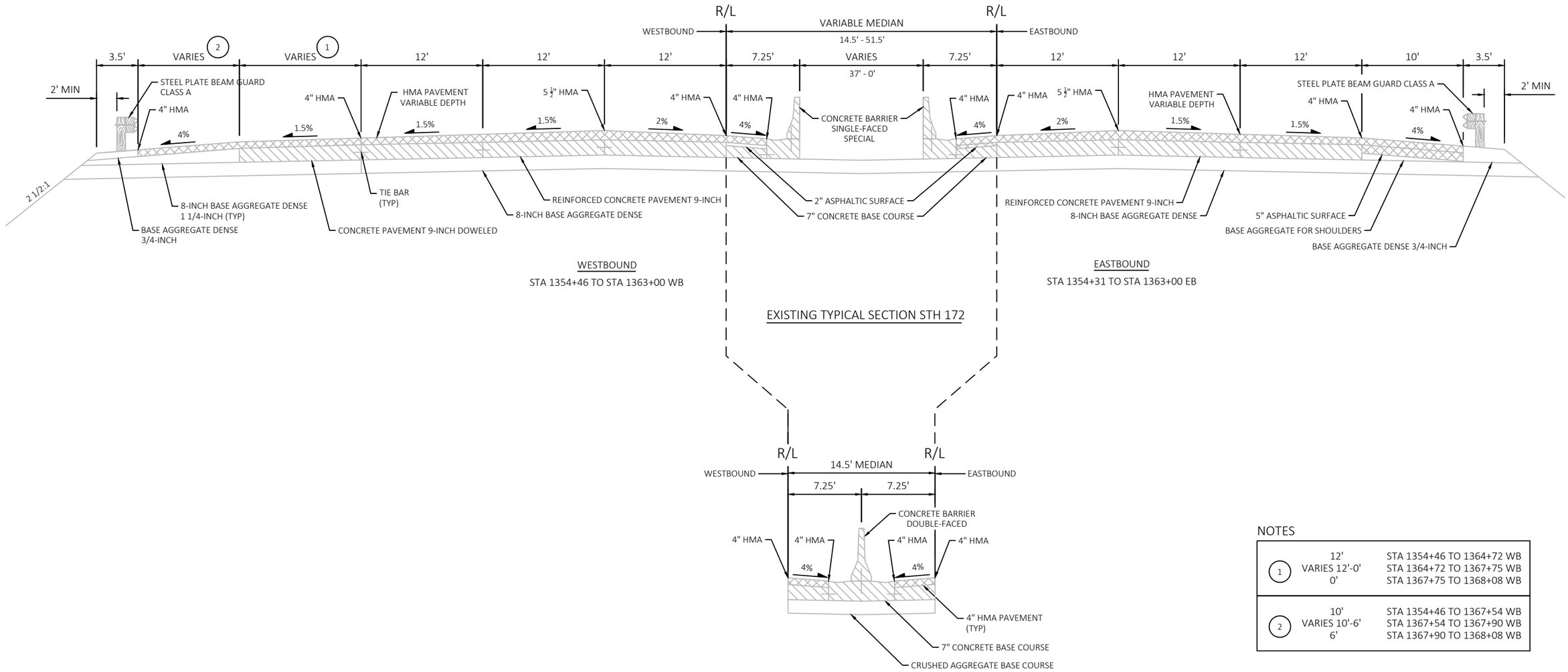


EASTBOUND

STA 1333+81 TO STA 1340+40 EB
STA 1344+20 TO STA 1352+97 EB

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 4	E

2



WESTBOUND

STA 1354+46 TO STA 1363+00 WB

EASTBOUND

STA 1354+31 TO STA 1363+00 EB

EXISTING TYPICAL SECTION STH 172

WESTBOUND

STA 1363+00 TO STA 1368+08 WB

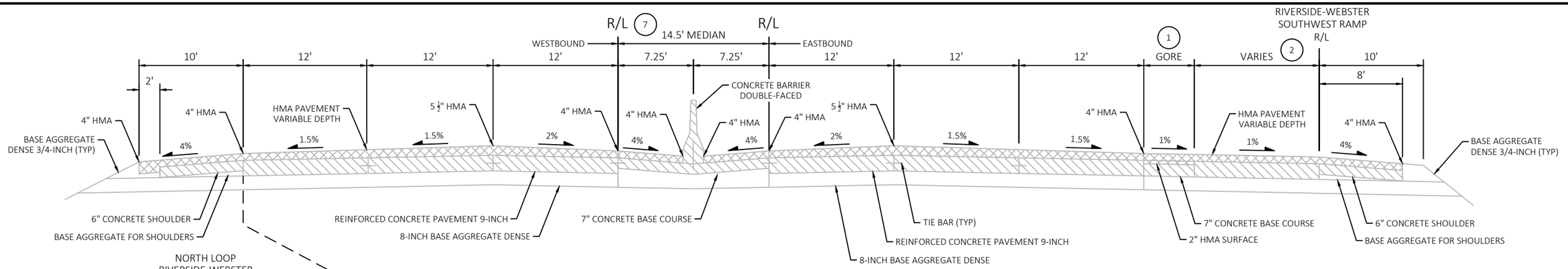
EASTBOUND

STA 1363+00 TO STA 1368+08 EB

EXISTING TYPICAL SECTION STH 172

NOTES

1	12' VARIES 12'-0' 0'	STA 1354+46 TO 1364+72 WB STA 1364+72 TO 1367+75 WB STA 1367+75 TO 1368+08 WB
2	10' VARIES 10'-6' 6'	STA 1354+46 TO 1367+54 WB STA 1367+54 TO 1367+90 WB STA 1367+90 TO 1368+08 WB



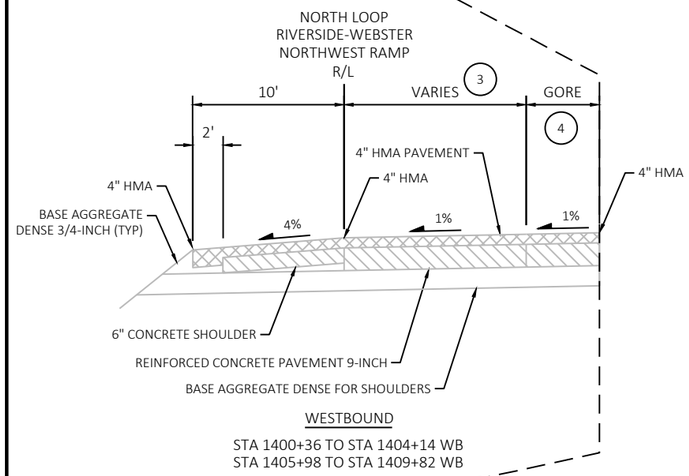
WESTBOUND

STA 1404+14 TO STA 1405+98 WB

EASTBOUND

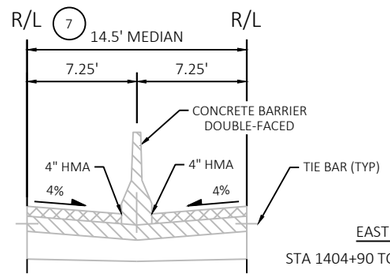
STA 1400+30 TO STA 1404+90 EB

EXISTING TYPICAL SECTION STH 172



WESTBOUND

STA 1400+36 TO STA 1404+14 WB
STA 1405+98 TO STA 1409+82 WB



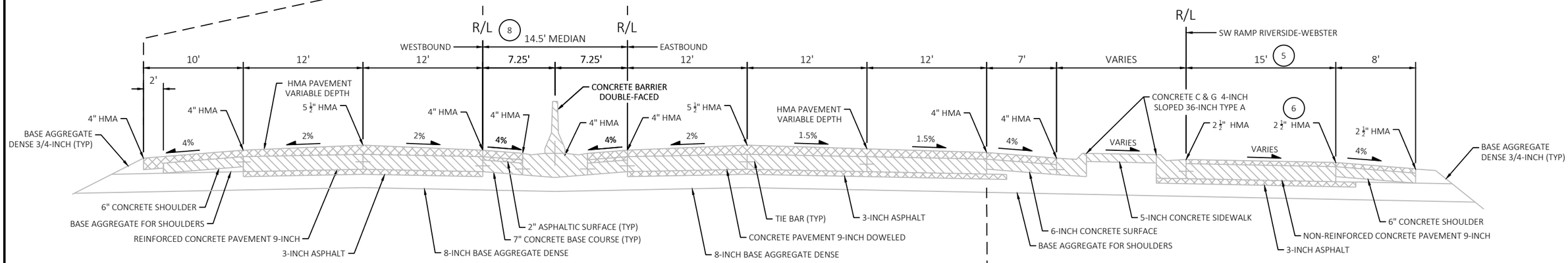
EASTBOUND

STA 1404+90 TO STA 1405+93 EB

NOTES

1	0'	STA 1400+31 TO 1401+81 EB
	VARIES 0'-17'	STA 1401+81 TO 1404+90 EB
2	VARIES 9.5'-15'	STA 1400+31 TO 1401+82 EB
	15'	STA 1401+83 TO 1402+63 EB
	VARIES 15' TO 26.5'	STA 1402+63 TO 1404+90 EB
3	VARIES 12'-15'	STA 1400+36 TO 1404+14 WB
	VARIES 0'-15'	STA 1404+76 TO 1405+98 WB
	15'	STA 1405+98 TO 1405+82 WB
4	VARIES 0'-14.6'	STA 1400+36 TO 1404+14 WB
	VARIES 0'-19.8'	STA 1405+98 TO 1405+82 WB

5	VARIES 26.5'-27'	STA 1404+90 TO 1405+00 EB
	27'	STA 1405+00 TO 1407+53 EB
	15'	STA 1407+86 TO 1411+75 EB
6	PAVEMENT OVERLAY ENDS STA 1408+51 EB	
7	MEDIAN	STA 1401+60 TO 1404+90 EB
	AS SHOWN	STA 1401+65 TO 1404+95 WB
8	MEDIAN	STA 1404+90 TO 1412+22 EB
	AS SHOWN	STA 1404+95 TO 1412+29 WB



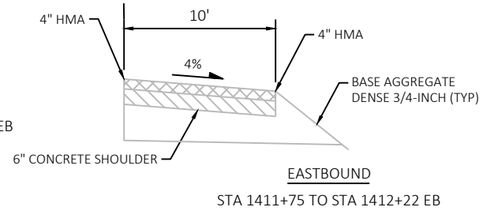
WESTBOUND

STA 1409+82 TO STA 1412+22 WB

EASTBOUND

STA 1404+90 TO STA 1411+75 EB

EXISTING TYPICAL SECTION STH 172



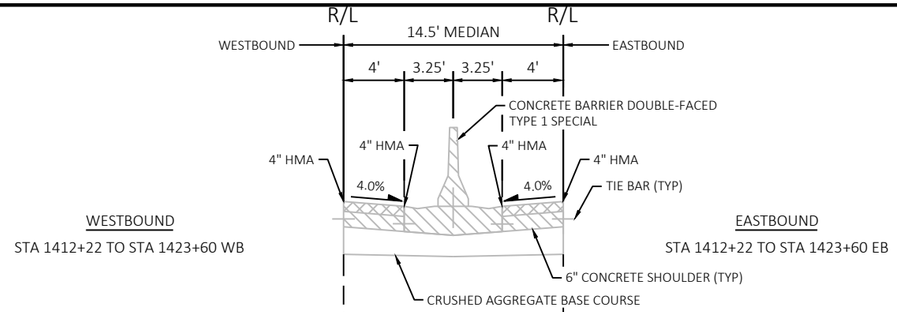
EASTBOUND

STA 1411+75 TO STA 1412+22 EB

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 6 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts

PLOT DATE : 7/20/2022 6:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1IN:10 FT

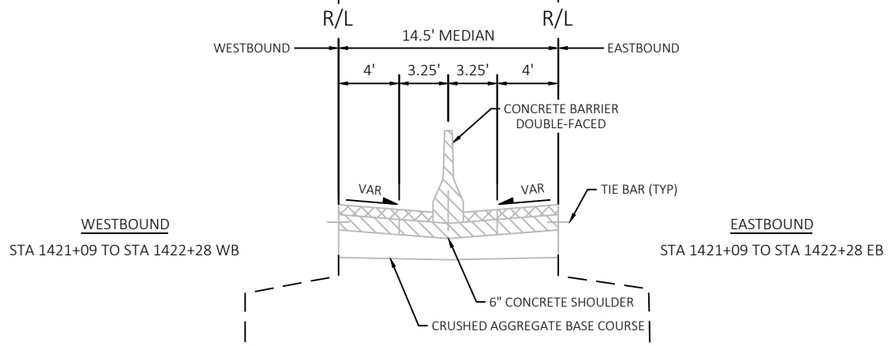


WESTBOUND

STA 1412+22 TO STA 1423+60 WB

EASTBOUND

STA 1412+22 TO STA 1423+60 EB

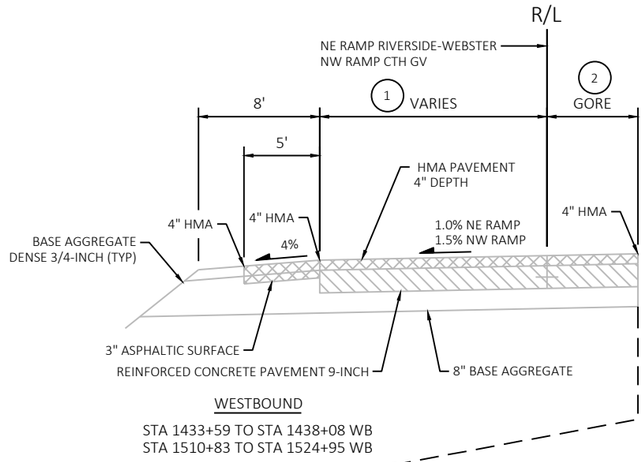


WESTBOUND

STA 1421+09 TO STA 1422+28 WB

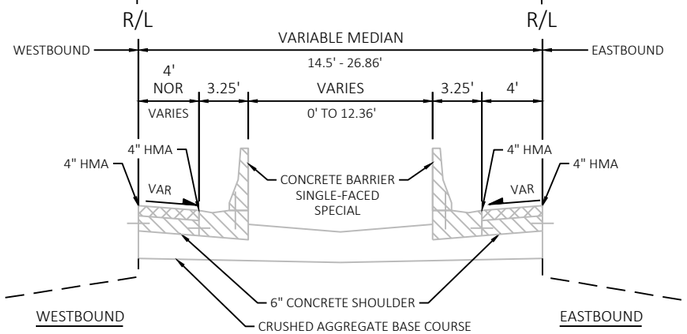
EASTBOUND

STA 1421+09 TO STA 1422+28 EB



WESTBOUND

STA 1433+59 TO STA 1438+08 WB
STA 1510+83 TO STA 1524+95 WB

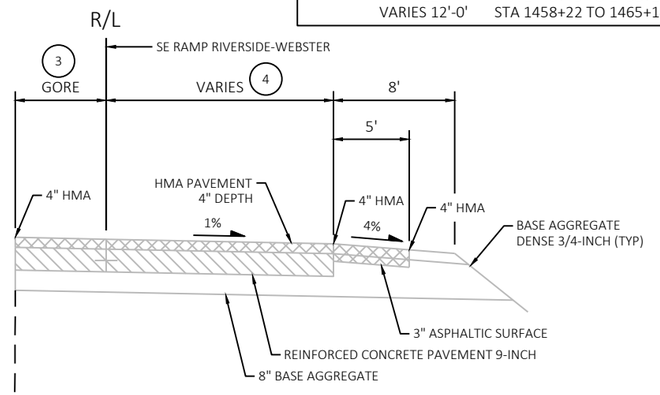


WESTBOUND

STA 1423+60 TO STA 1430+00 WB

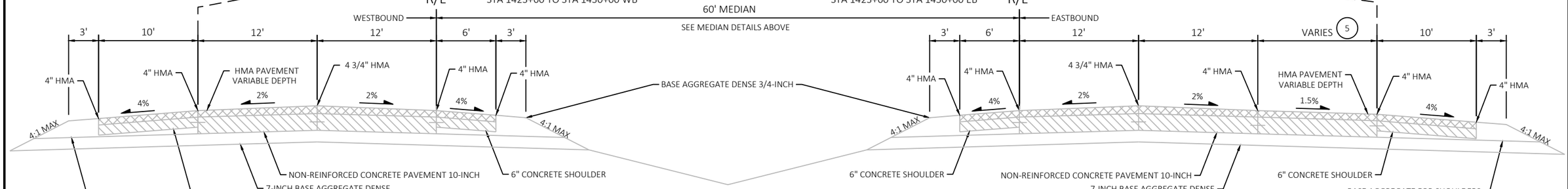
EASTBOUND

STA 1423+60 TO STA 1430+00 EB



EASTBOUND

STA 1423+85 TO STA 1445+24 EB



WESTBOUND

STA 1430+00 TO STA 1433+59 WB
STA 1438+08 TO STA 1445+24 WB
STA 1446+45 TO STA 1466+64 WB
STA 1467+97 TO STA 1483+62 WB
STA 1487+09 TO STA 1496+72 WB
STA 1498+12 TO STA 1510+83 WB
STA 1524+95 TO STA 1535+85 WB
STA 1537+47 TO STA 1543+59 WB

EASTBOUND

STA 1430+06 TO STA 1432+85 EB
STA 1446+45 TO STA 1465+14 EB

NOTES

1	RIVERSIDE WEBSTER NE RAMP	
	15'	STA 1433+59 TO 1436+19 WB
	VARIES 15'-0'	STA 1436+19 TO 1438+08 WB
	CTH GV NW RAMP	
	VARIES 0'-15'	STA 1510+83 TO 1518+40 WB
	15'	STA 1518+40 TO 1524+95 WB
2	RIVERSIDE WEBSTER NE RAMP	
	VARIES 19.9'-0'	STA 1433+59 TO 1436+19 WB
		STA 1439+19 TO 1438+08 WB
	CTH GV NW RAMP	
	VARIES 0'-20'	STA 1518+40 TO 1524+95 WB
3	RIVERSIDE WEBSTER SE RAMP	
	VARIES 20.3'-0'	STA 1432+85 TO 1438+52 EB
	0'	STA 1438+52 TO 1445+24 EB
4	SE RAMP RIVERSIDE WEBSTER	
	VARIES 15'	STA 1432+85 TO 1438+52 EB
	15'-1.2'	STA 1438+52 TO 1445+24 EB
5	12'	STA 1430+06 TO 1432+85 EB
	12'	STA 1432+85 TO 1445+24 EB
	12'	STA 1446+45 TO 1458+22 EB
	VARIES 12'-0'	STA 1458+22 TO 1465+14EB

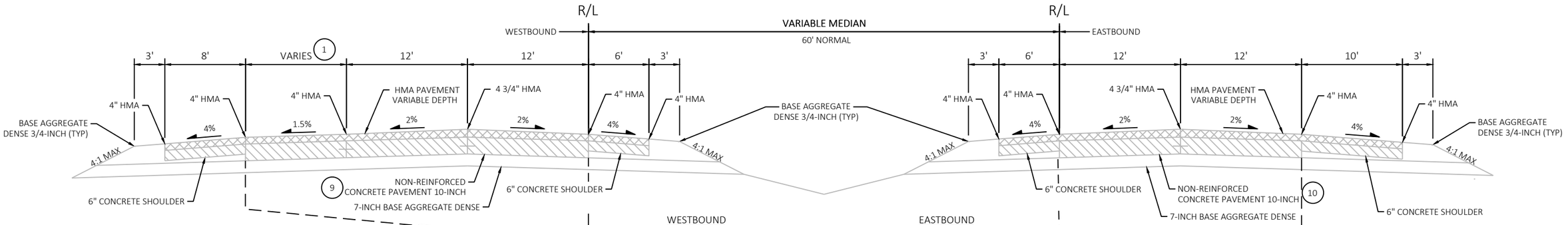
EXISTING TYPICAL SECTION STH 172

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts

PLOT DATE : 7/20/2022 6:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1IN:10 FT

WISDOT/CADDS SHEET 42

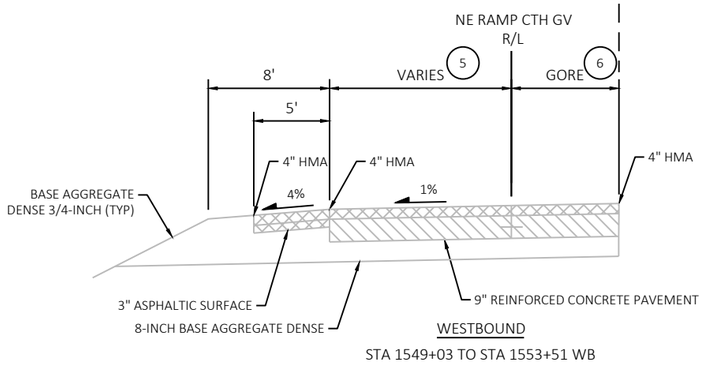


WESTBOUND

STA 1543+59 TO STA 1549+03 WB
STA 1553+51 TO STA 1568+51 WB
STA 1569+97 TO STA 1580+64 WB

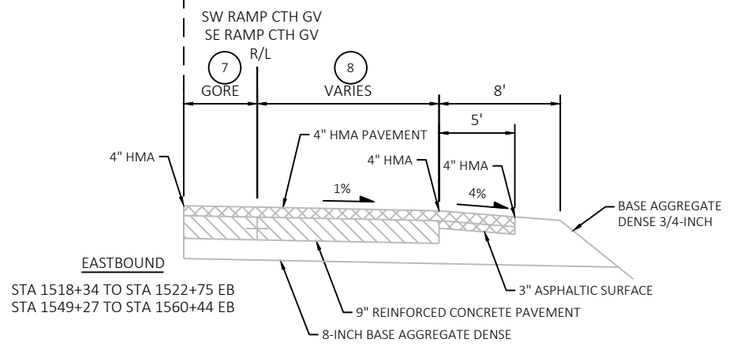
EASTBOUND

STA 1465+14 TO STA 1466+37 EB
STA 1467+76 TO STA 1483+62 EB
STA 1487+09 TO STA 1496+81 EB
STA 1498+21 TO STA 1518+34 EB
STA 1522+75 TO STA 1535+78 EB
STA 1537+40 TO STA 1549+27 EB
STA 1560+44 TO STA 1568+64 EB
STA 1570+10 TO STA 1584+20 EB



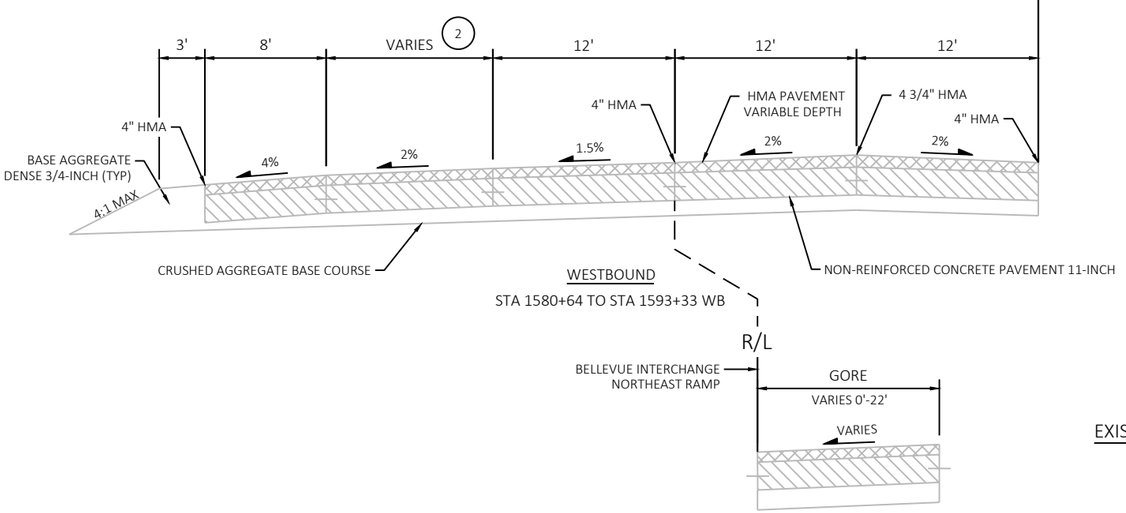
WESTBOUND

STA 1549+03 TO STA 1553+51 WB



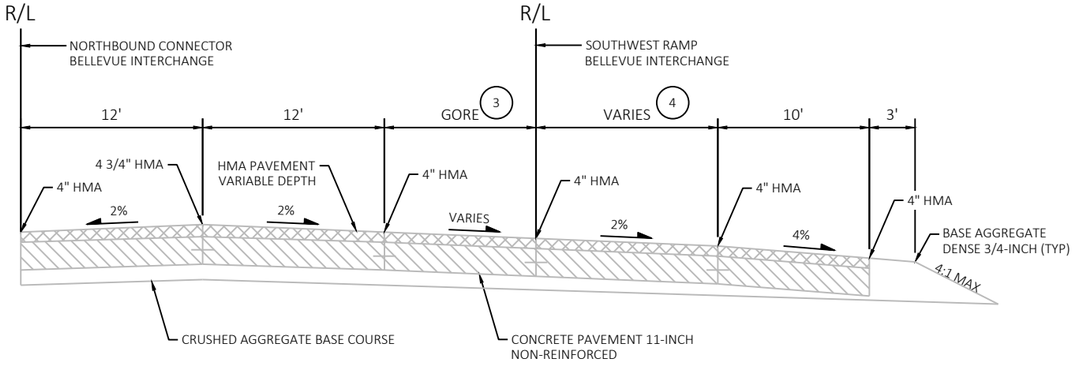
EASTBOUND

STA 1518+34 TO STA 1522+75 EB
STA 1549+27 TO STA 1560+44 EB



WESTBOUND

STA 1580+64 TO STA 1593+33 WB



NORTHBOUND CONNECTOR

STA 1584+20 TO STA 1590+85 EB

EXISTING TYPICAL SECTION STH 172

NOTES

1	VARIES 0'-12' 12' 12'	STA 1543+58 TO 1549+69 WB STA 1549+69 TO 1568+51 WB STA 1569+96 TO 1580+64 WB
2	VARIES 0'-12'	STA 1580+64 TO 1586+64 WB
3	0' VARIES 0'-22.2'	STA 1584+20 TO 1586+90 EB STA 1586+90 TO 1590+85 EB

4	CTH GV NORTHWEST RAMP	
	VARIES 0'-15' 15'	STA 1584+20 TO 1586+90 EB STA 1586+90 TO 1590+85 EB
5	CTH GV NORTHWEST RAMP	
	15' VARIES 15'-0'	STA 1549+03 TO 1551+41 WB STA 1551+41 TO 1553+51 WB

6	CTH GV NORTHWEST RAMP	
	VARIES 19.2'-0' 0'	STA 1549+03 TO 1551+41 WB STA 1551+41 TO 1553+51 WB
7	CTH GV SOUTHWEST RAMP	
	VARIES 0'-20.2' 0'	STA 1518+34 TO 1520+22 EB STA 1520+22 TO 1522+75 EB
	CTH GV SOUTHEAST RAMP	
	VARIES 0'-17.2' 0'	STA 1549+27 TO 1553+20 EB STA 1553+20 TO 1560+44 EB

8	CTH GV SOUTHEAST RAMP	
	15' VARIES 15'-0'	STA 1549+27 TO 1553+20 EB STA 1553+20 TO 1560+44 EB
9	11" NON-REINFORCED CONCRETE PAVEMENT STA 1569+97 TO 1580+64 WB	
10	11" NON-REINFORCED CONCRETE PAVEMENT STA 1570+09 TO 1584+20 EB	

NOTES

1. RIVERSIDE-WEBSTER NORTHEAST & SOUTHEAST RAMPS CROSS SLOPE ARE 1.5%

2.
ONEIDA-ASHLAND SOUTHEAST RAMP
30'-24' STA 1332+06 TO 1333+49
24' STA 1333+49 TO 1336+50
RIVERSIDE-WEBSTER SOUTHEAST RAMP
24' STA 1422+73 TO 1427+86
VARIES 24'-15' STA 1427+86 TO 1431+68
ALL OTHER RAMPS
15'

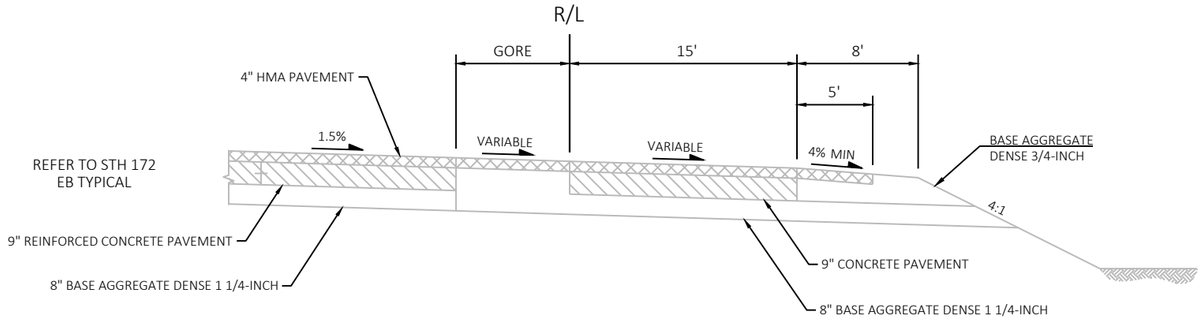
3.
ONEIDA-ASHLAND SOUTHEAST RAMP
30' STA 1324+40 TO 1332+18
ALL OTHER RAMPS
15'

4. REFERENCE LINE LOCATION FOR:
ONEIDA-ASHLAND NORTHEAST RAMP
ONEIDA-ASHLAND NORTHWEST RAMP
ONEIDA-ASHLAND SOUTHWEST RAMP
RIVERSIDE-WEBSTER SOUTHEAST RAMP
RIVERSIDE-WEBSTER NORTHEAST RAMP

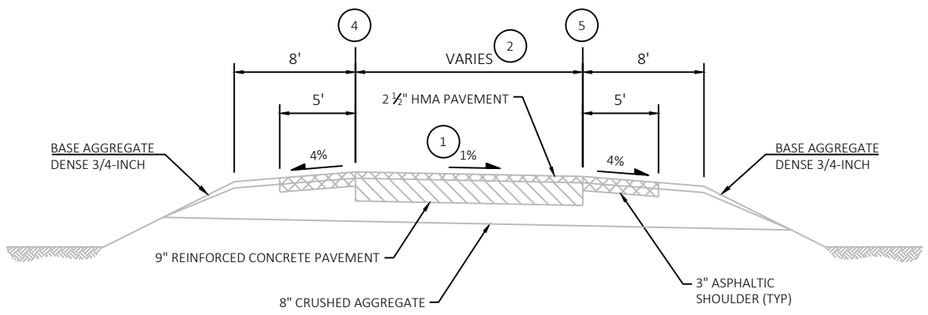
5. REFERENCE LINE LOCATION FOR:
ONEIDA-ASHLAND SOUTHEAST RAMP
RIVERSIDE-WEBSTER NORTHWEST RAMP

6. REFERENCE LINE LOCATION FOR:
ONEIDA-ASHLAND NORTHEAST RAMP
ONEIDA-ASHLAND NORTHWEST RAMP
ONEIDA-ASHLAND SOUTHWEST RAMP
RIVERSIDE-WEBSTER NORTH LOOP
RIVERSIDE-WEBSTER SOUTH LOOP

7. REFERENCE LINE LOCATION FOR:
ONEIDA-ASHLAND SOUTHEAST RAMP



EXISTING TYPICAL SECTION
AIRPORT INTERCHANGE
(USH 41 NB TO STH 172 EB)
SOUTHEAST RAMP
STA 1301+69 TO 1304+72



EXISTING TYPICAL SECTION

ONEIDA-ASHLAND RAMPS

NORTHEAST RAMP
STA 1328+85 TO 1332+59
STA 1336+50 TO 1339+00

NORTHWEST RAMP
(LOOKING DOWNSTATION)
STA 1326+20 TO 1328+70
STA 1333+48 TO 1335+00

SOUTHEAST RAMP
STA 1332+06 TO 1335+00

SOUTHWEST RAMP
STA 1320+67 TO 1321+56
STA 1325+06 TO 1329+92
STA 1330+75 TO 1331+41

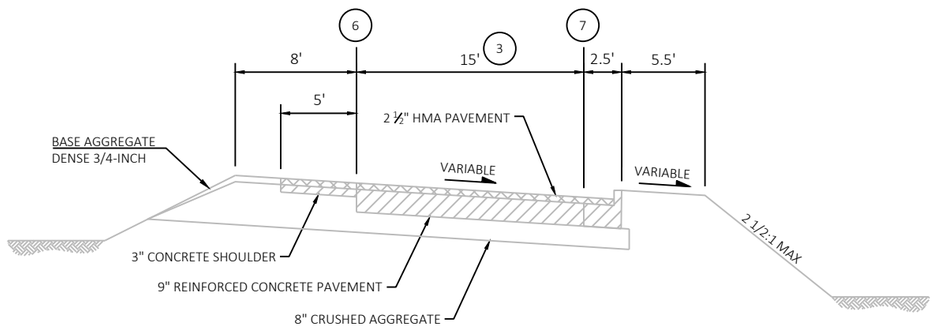
SOUTHEAST RAMP "A" LINE
STA 1325+54 TO 1328+71

RIVERSIDE-WEBSTER RAMPS

SOUTHEAST RAMP
STA 1422+73 TO 1436+02

NORTHEAST RAMP
STA 1431+09 TO 1435+94

NORTHWEST RAMP
STA 1405+09 TO 1416+51



EXISTING TYPICAL SECTION

ONEIDA-ASHLAND RAMPS

NORTHEAST RAMP
STA 1332+59 TO 1336+50

NORTHWEST RAMP
(LOOKING DOWNSTATION)
STA 1328+70 TO 1333+48

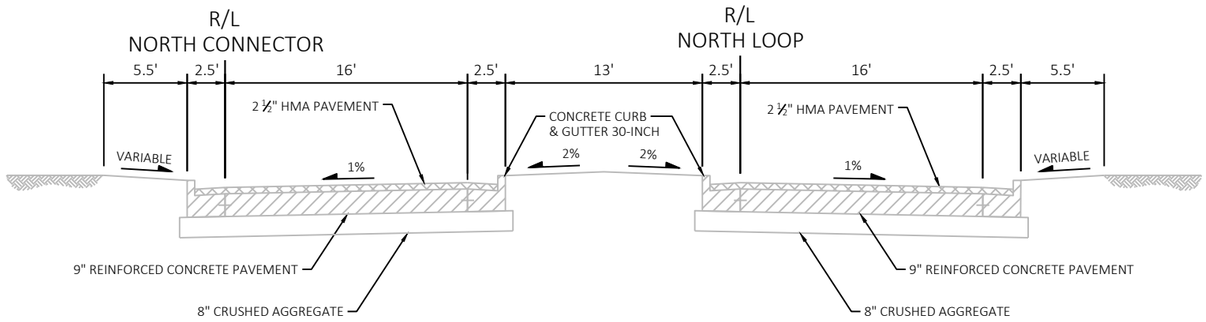
SOUTHEAST RAMP
STA 1324+40 TO 1332+06

RIVERSIDE-WEBSTER RAMPS

NORTH LOOP
STA 1402+74 TO 1410+27

SOUTH LOOP
(LOOKING DOWNSTATION)
STA 1407+07 TO 1413+07

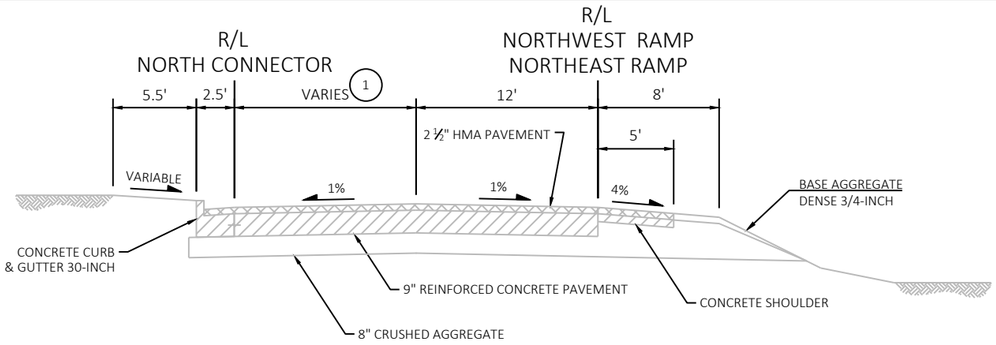
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 9	E



EXISTING TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE

NORTH CONNECTOR
STA 1339+40 TO 1402+71

NORTH LOOP
STA 1399+40 TO 1402+74

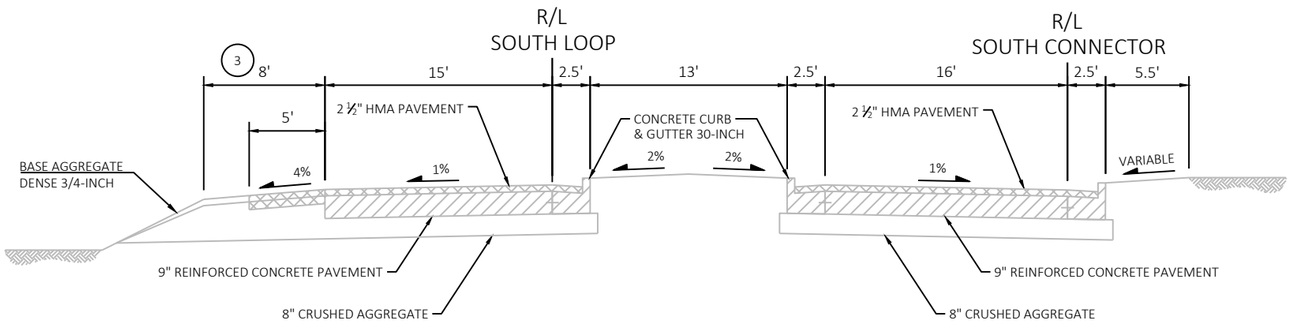


EXISTING TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE 2

NORTH CONNECTOR
STA 1416+51 TO 1420+16

NORTHWEST RAMP
STA 1416+51 TO 1420+16

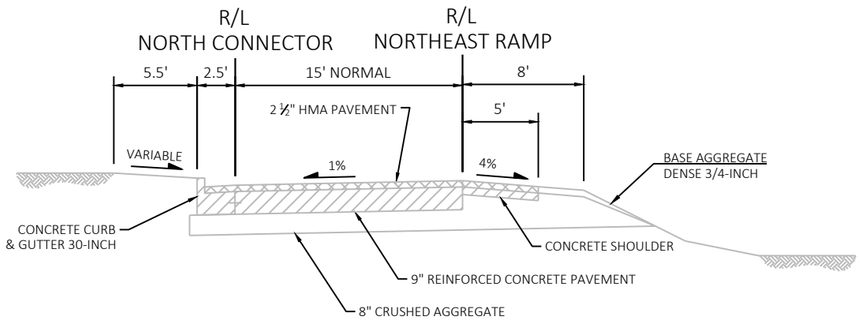
NORTHEAST RAMP
STA 1421+89 TO 1427+21



EXISTING TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE

SOUTH LOOP
STA 1400+08 TO 1407+07

SOUTH CONNECTOR
STA 1400+08 TO 1402+55



EXISTING TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE

NORTH CONNECTOR
STA 1402+71 TO 1416+51

NORTHEAST RAMP
STA 1427+21 TO 1431+09

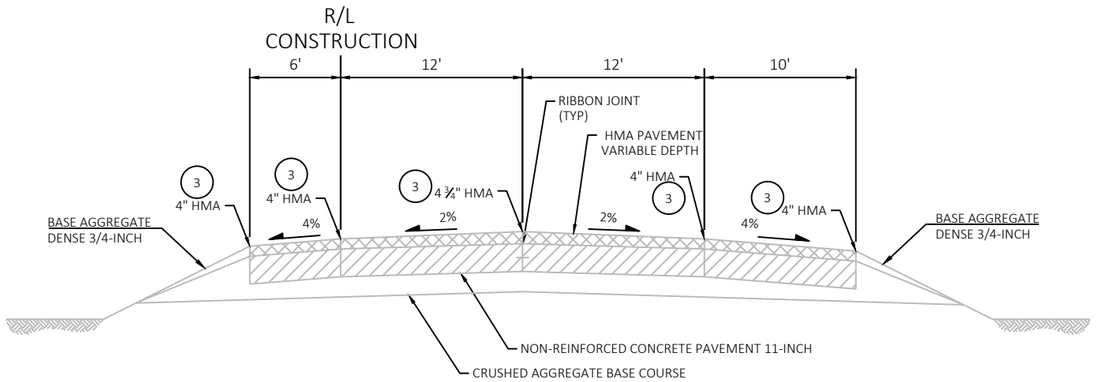
NOTES

1	RIVERSIDE-WEBSTER NORTHEAST RAMP VARIES 12'-0' STA 1426+23 TO 1427+21 ALL OTHER RAMPS 12'
2	NORTH CONNECTOR AND NORTHWEST RAMP ARE ADJACENT
3	PAVE ENTIRE 8' SHOULDER FROM STA 1400+08 TO STA 1403+32

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 10	E

NOTES

1	CTH GV SOUTHWEST RAMP	
	15'	STA 1520+22 TO 1531+95
	VARIES 15'-36'	STA 1531+95 TO 1533+31
	36'	STA 1533+31 TO 1536+10
	ALL OTHER RAMPS	
	15'	
2	0'	STA 408+59 TO 410+27
	VARIES 0'-9'	STA 410+27 TO 414+19
3	BELLEVUE INTERCHANGE NORTHBOUND CONNECTOR B-5-193 UNDERPASS STA 1602+14 TO 1605+61 REFER TO CONSTRUCTION DETAILS SCHEDULE OF OVERLAYS DEPTHS FOR PAVEMENT THICKNESS	

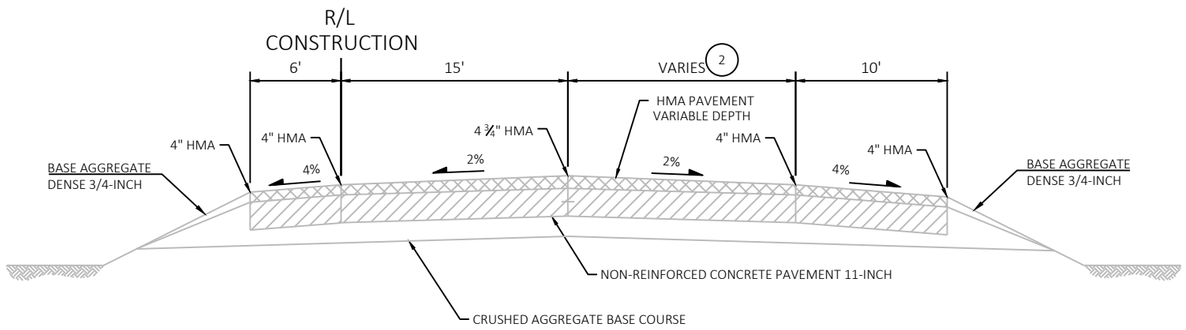


EXISTING TYPICAL SECTION
STH 172 & IH 43 INTERCHANGE

NORTHBOUND CONNECTOR
STA 1590+85 TO 1617+80
STA 434+69 TO 436+34
STA 440+58 TO 455+12

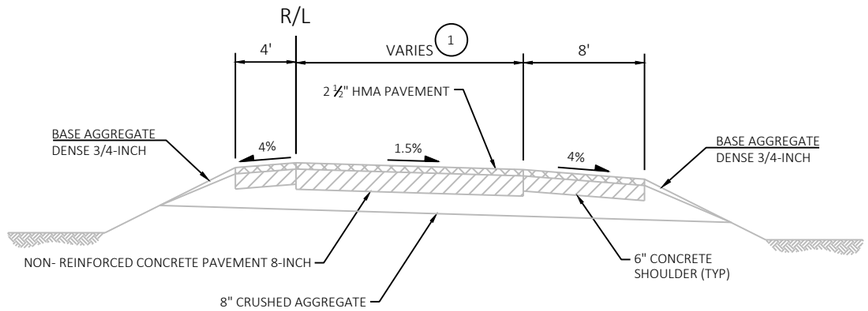
WESTBOUND CONNECTOR
STA 1593+33 TO 1601+47 (LOOKING DOWNSTATION)
STA 1604+77 TO 1616+72 (LOOKING DOWNSTATION)
STA 414+19 TO 422+82
STA 422+82 TO 429+05

NORTHWEST RAMP
STA 1593+34 TO 1629+53 (LOOKING DOWNSTATION)
STA 449+91 TO 457+59 (LOOKING DOWNSTATION)



EXISTING TYPICAL SECTION
STH 172 & IH 43 INTERCHANGE

WESTBOUND CONNECTOR
STA 408+59 TO 414+19



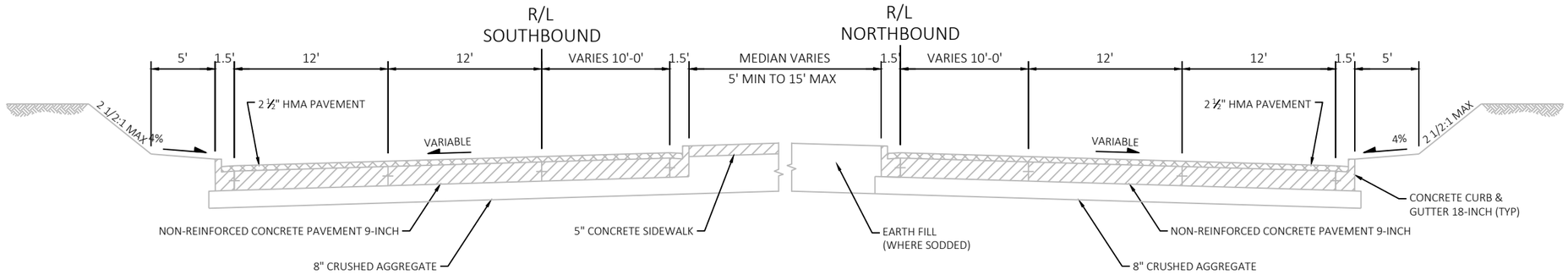
EXISTING TYPICAL SECTION
CTH GV RAMPS

NORTHWEST RAMP
(LOOKING DOWNSTATION)
STA 1520+92 TO 1536+68

NORTHEAST RAMP
STA 1537+24 TO 1551+16

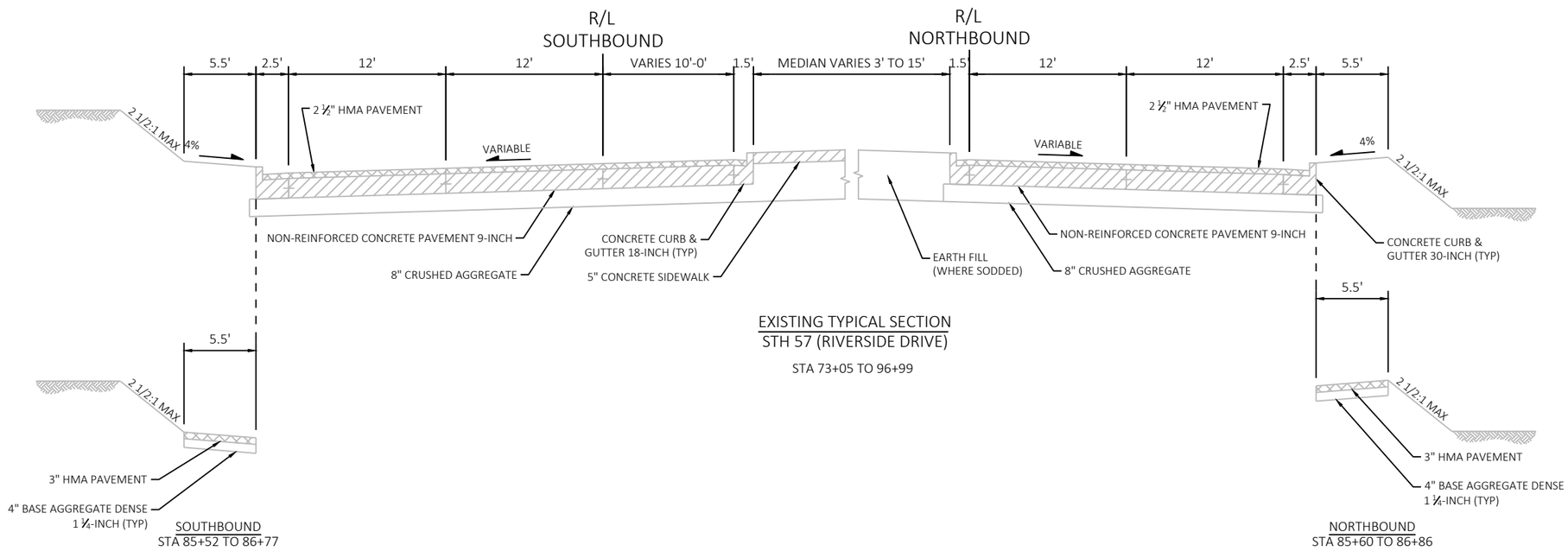
SOUTHEAST RAMP
STA 1520+22 TO 1536+10

SOUTHEAST RAMP
STA 1536+48 TO 1553+20



EXISTING TYPICAL SECTION
CTH X (WEBSTER AVENUE)

STA 106+11 TO 107+80
STA 109+83 TO 112+39

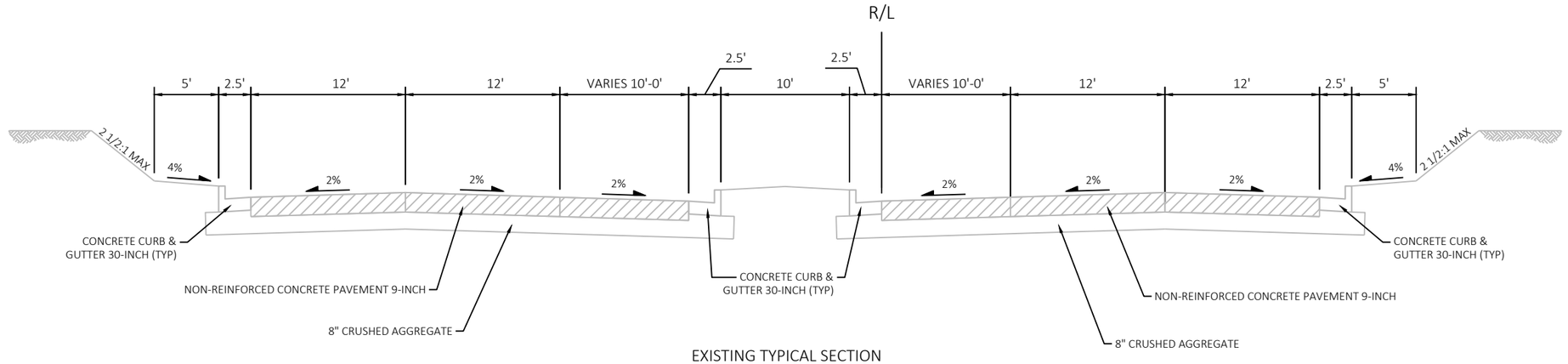


EXISTING TYPICAL SECTION
STH 57 (RIVERSIDE DRIVE)

STA 73+05 TO 96+99

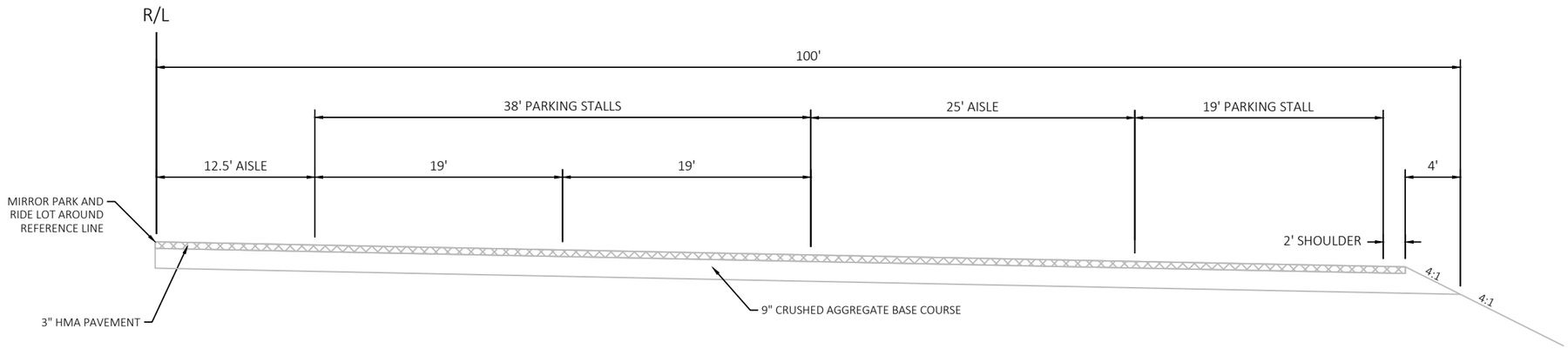
SOUTHBOUND
STA 85+52 TO 86+77

NORTHBOUND
STA 85+60 TO 86+86



EXISTING TYPICAL SECTION
CTH GV (MONROE ROAD)

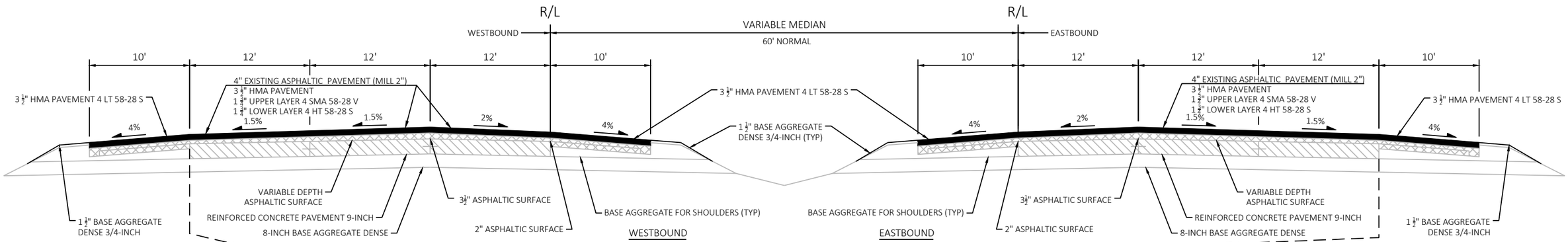
STA 19+87 TO 28+48



EXISTING 1/2 TYPICAL SECTION
WISDOT PARK AND RIDE LOT 05-05
(HOFFMAN ROAD)

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020310-ts
PLOT DATE : 7/20/2022 6:53 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



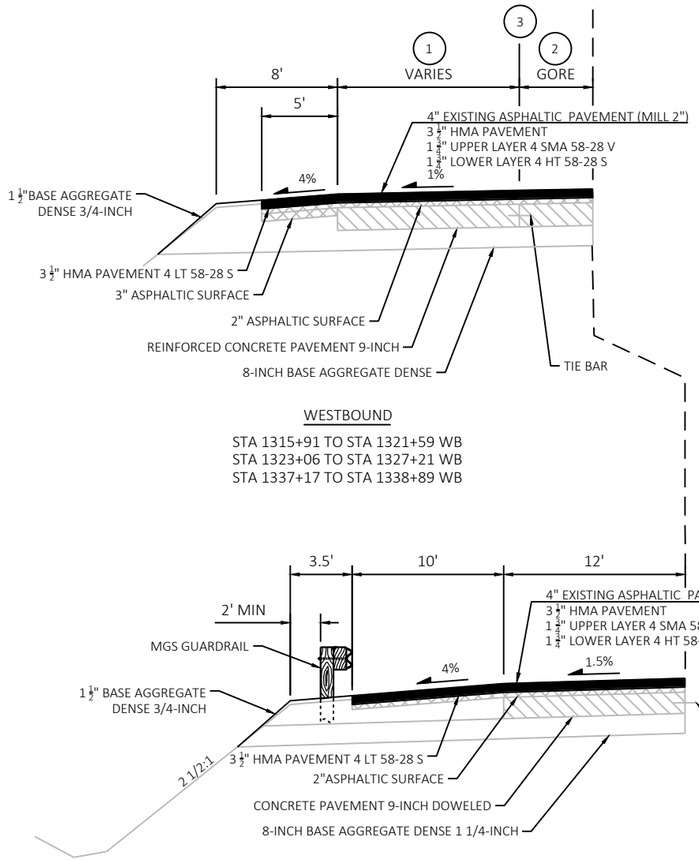
WESTBOUND

STA 1306+00 TO STA 1309+10 WB
STA 1310+86 TO STA 1315+91 WB
STA 1327+21 TO STA 1329+97 WB
STA 1331+14 TO STA 1337+17 WB

EASTBOUND

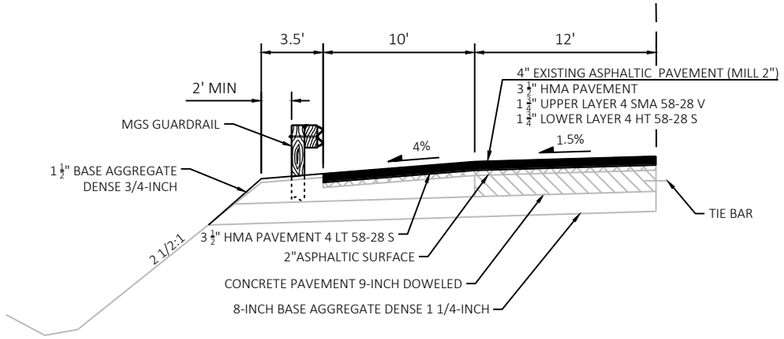
STA 1302+00 TO STA 1302+05 EB
STA 1320+76 TO STA 1321+08 EB
STA 1323+47 TO STA 1329+78 EB
STA 1330+96 TO STA 1333+81 EB

FINISHED TYPICAL SECTION STH 172



WESTBOUND

STA 1315+91 TO STA 1321+59 WB
STA 1323+06 TO STA 1327+21 WB
STA 1337+17 TO STA 1338+89 WB

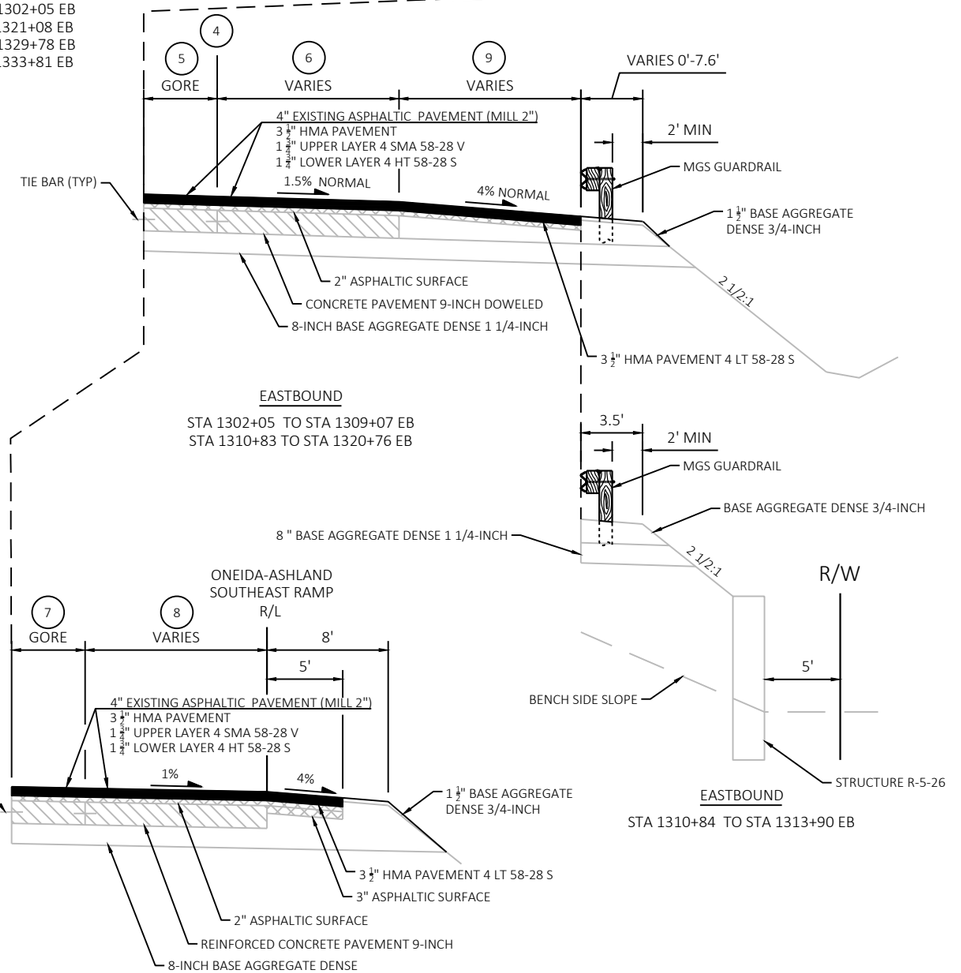


WESTBOUND

STA 1338+89 TO STA 1340+56 WB
STA 1344+36 TO STA 1353+17 WB

NOTES

1	ONEIDA ASHLAND NORTHWEST RAMP	
	VARIES 0'-12'	STA 1315+91 TO 1321+59 WB
	VARIES 12'-15'	STA 1323+06 TO 1327+21 WB
	ONEIDA ASHLAND NORTHEAST RAMP	
	VARIES 15'-12'	STA 1337+17 TO 1338+89 WB
2	ONEIDA ASHLAND NORTHWEST RAMP	
	0'	STA 1315+91 TO 1321+59 WB
	VARIES 3'-18'	STA 1323+06 TO 1327+21 WB
	ONEIDA ASHLAND NORTHEAST RAMP	
	VARIES 23'-0'	STA 1337+17 TO 1338+45 WB
3	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND NORTHWEST RAMP ONEIDA-ASHLAND NORTHEAST RAMP	
4	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND SOUTHWEST RAMP STA 1318+44 TO 1320+66 EB	
5	VARIES 21'-0'	STA 1302+05 TO 1304+72 EB
	0'	STA 1304+72 TO 1309+07 EB
	0'	STA 1310+83 TO 1318+44 EB
	ONEIDA ASHLAND SOUTHWEST RAMP	
	VARIES 0'-18'	STA 1318+44 TO 1320+66 EB
6	VARIES 18'-12'	STA 1304+72 TO 1309+07 EB
	12'	STA 1310+83 TO 1318+44 EB
	ONEIDA ASHLAND SOUTHWEST RAMP	
	VARIES 12'-15'	STA 1318+44 TO 1319+28 EB
	15'	STA 1319+28 TO 1320+66 EB
7	VARIES 20'-0'	STA 1333+81 TO 1339+50 EB
	0'	STA 1344+20 TO 1352+97 EB
8	24'	STA 1333+81 TO 1339+50 EB
	14'-0'	STA 1344+07 TO 1352+34 EB
9	8'	STA 1302+05 TO 1304+72 EB
	8'-10'	STA 1304+72 TO 1307+72 EB
	10'	STA 1307+72 TO 1309+07 EB
	10'-8'	STA 1310+83 TO 1318+44 EB
		STA 1318+44 TO 1320+66 EB



EASTBOUND

STA 1302+05 TO STA 1309+07 EB
STA 1310+83 TO STA 1320+76 EB

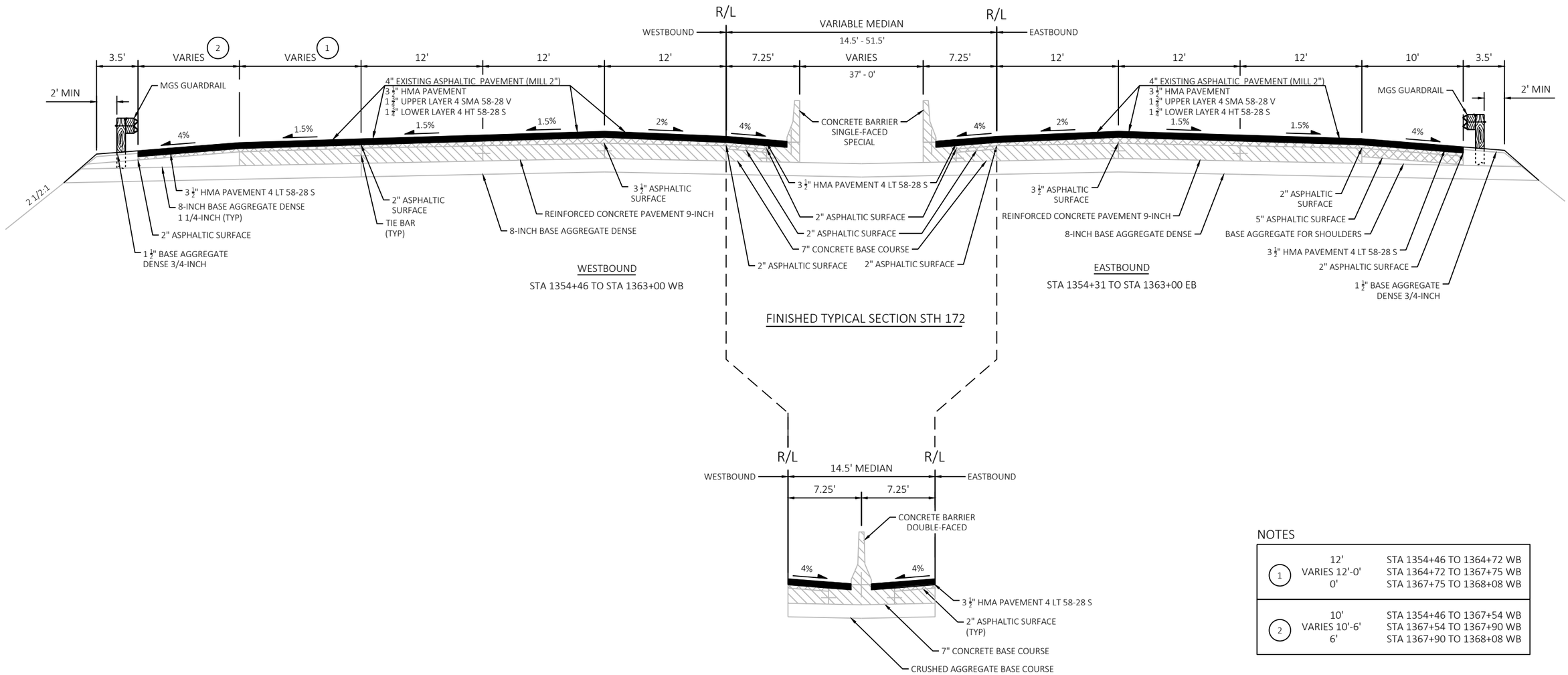
EASTBOUND

STA 1310+84 TO STA 1313+90 EB

EASTBOUND

STA 1333+81 TO STA 1340+40 EB
STA 1344+20 TO STA 1352+97 EB

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 14	E

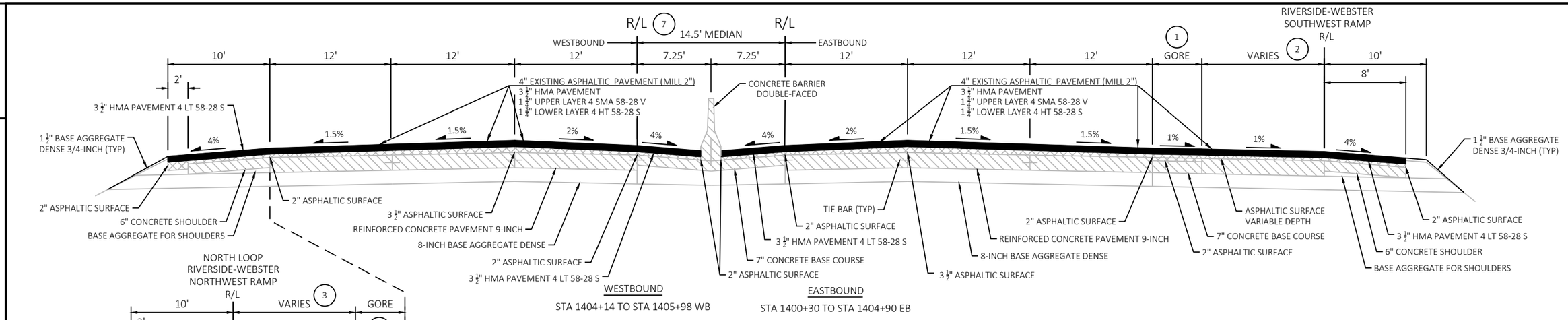


NOTES

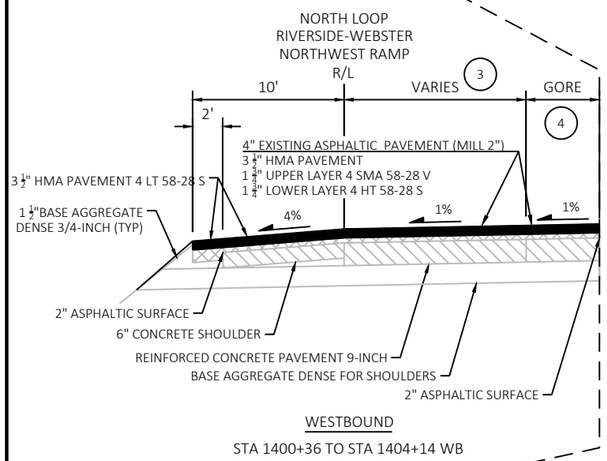
1	12' VARIES 12'-0' 0'	STA 1354+46 TO 1364+72 WB STA 1364+72 TO 1367+75 WB STA 1367+75 TO 1368+08 WB
2	10' VARIES 10'-6' 6'	STA 1354+46 TO 1367+54 WB STA 1367+54 TO 1367+90 WB STA 1367+90 TO 1368+08 WB

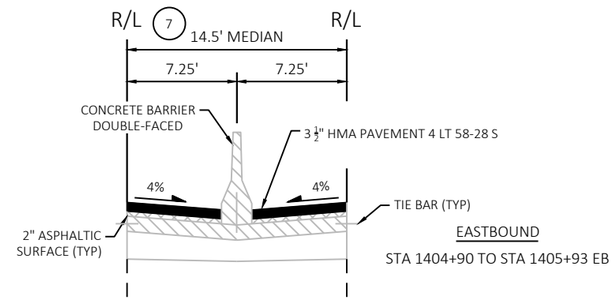
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 15	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020312-ts
PLOT DATE : 7/20/2022 6:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1IN:10 FT



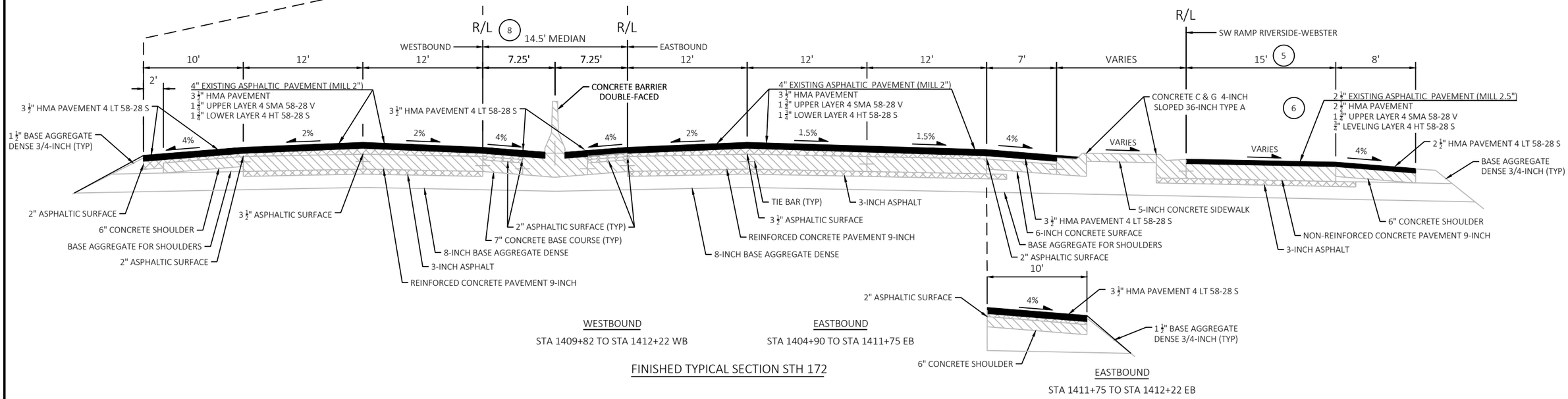
FINISHED TYPICAL SECTION STH 172





NOTES

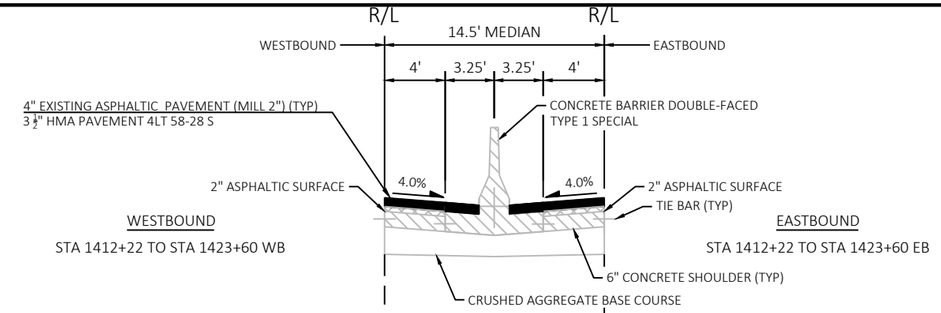
1	0' VARIES 0'-17'	STA 1400+31 TO 1401+81 EB STA 1401+81 TO 1404+90 EB
2	VARIES 9.5'-15' 15' VARIES 15' TO 26.5'	STA 1400+31 TO 1401+82 EB STA 1401+83 TO 1402+63 EB STA 1402+63 TO 1404+90 EB
3	VARIES 12'-15' VARIES 0'-15' 15'	STA 1400+36 TO 1404+14 WB STA 1404+76 TO 1405+98 WB STA 1405+98 TO 1405+82 WB
4	VARIES 0'-14.6' VARIES 0'-19.8'	STA 1400+36 TO 1404+14 WB STA 1405+98 TO 1405+82 WB
5	VARIES 26.5'-27' 27' 15'	STA 1404+90 TO 1405+00 EB STA 1405+00 TO 1407+53 EB STA 1407+86 TO 1411+75 EB
6	PAVEMENT OVERLAY ENDS STA 1408+51 EB	
7	MEDIAN AS SHOWN	STA 1401+60 TO 1404+90 EB STA 1401+65 TO 1404+95 WB
8	MEDIAN AS SHOWN	STA 1404+90 TO 1412+22 EB STA 1404+95 TO 1412+29 WB

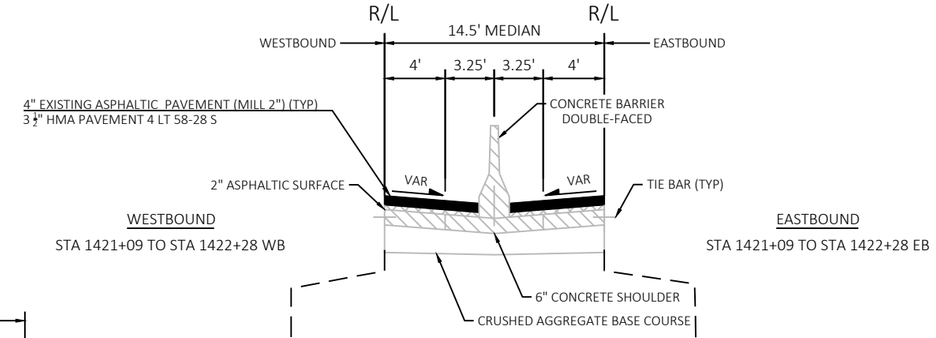


FINISHED TYPICAL SECTION STH 172

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 16	E

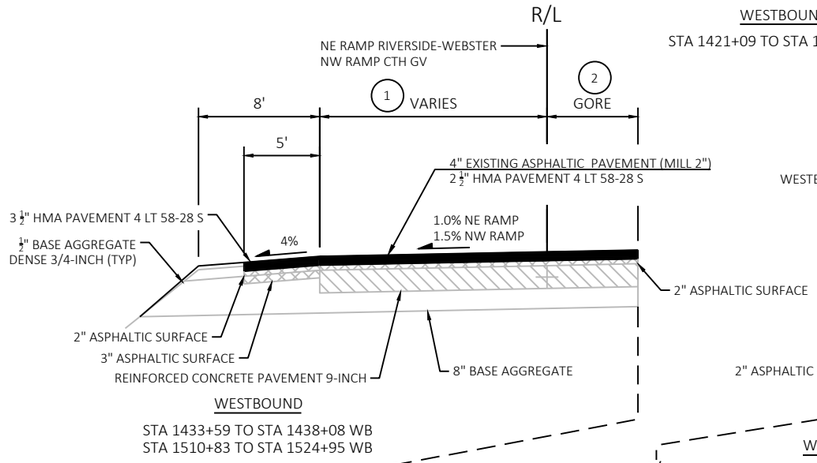
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020313-ts
PLOT DATE : 7/20/2022 6:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1IN:10 FT

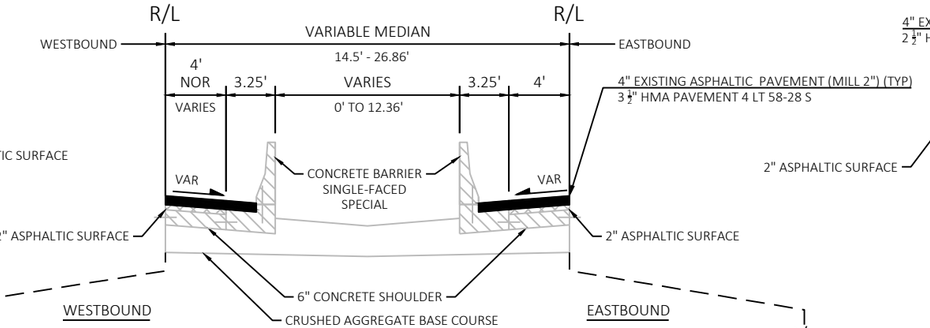


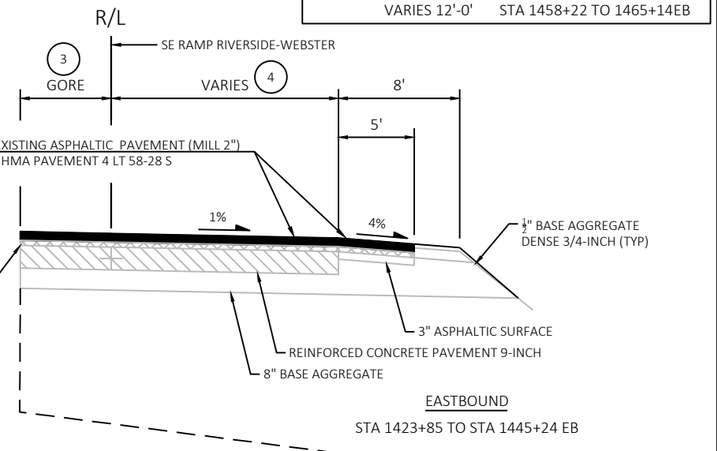


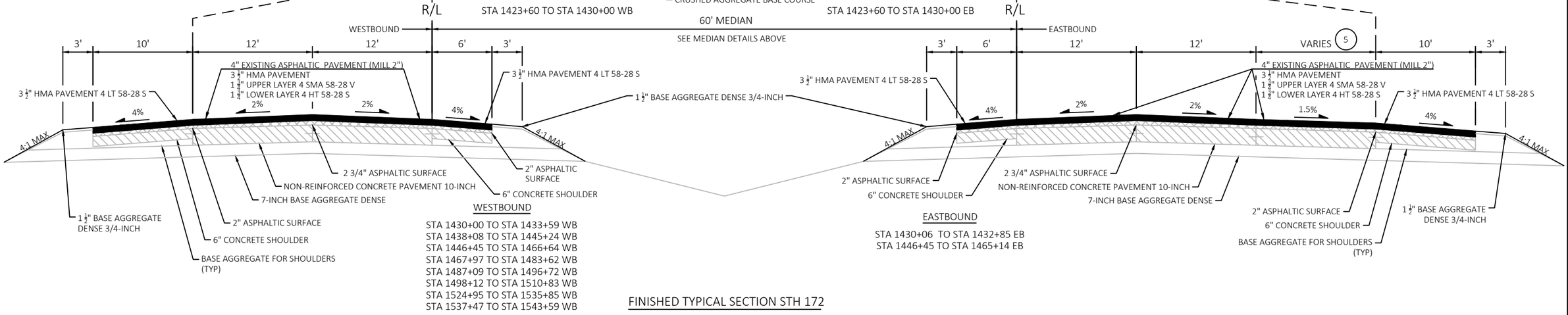
NOTES

1	RIVERSIDE WEBSTER NE RAMP	
	15'	STA 1433+59 TO 1436+19 WB
	VARIES 15'-0'	STA 1436+19 TO 1438+08 WB
	CTH GV NW RAMP	
	VARIES 0'-15'	STA 1510+83 TO 1518+40 WB
	15'	STA 1518+40 TO 1524+95 WB
2	RIVERSIDE WEBSTER NE RAMP	
	VARIES 19.9'-0'	STA 1433+59 TO 1436+19 WB
		STA 1439+19 TO 1438+08 WB
	CTH GV NW RAMP	
	VARIES 0'-20'	STA 1518+40 TO 1524+95 WB
3	RIVERSIDE WEBSTER SE RAMP	
	VARIES 20.3'-0'	STA 1432+85 TO 1438+52 EB
	0'	STA 1438+52 TO 1445+24 EB
4	SE RAMP RIVERSIDE WEBSTER	
	VARIES 15'	STA 1432+85 TO 1438+52 EB
	15'-1.2'	STA 1438+52 TO 1445+24 EB
5	12'	STA 1430+06 TO 1432+85 EB
	12'	STA 1432+85 TO 1445+24 EB
	12'	STA 1446+45 TO 1458+22 EB
	VARIES 12'-0'	STA 1458+22 TO 1465+14EB



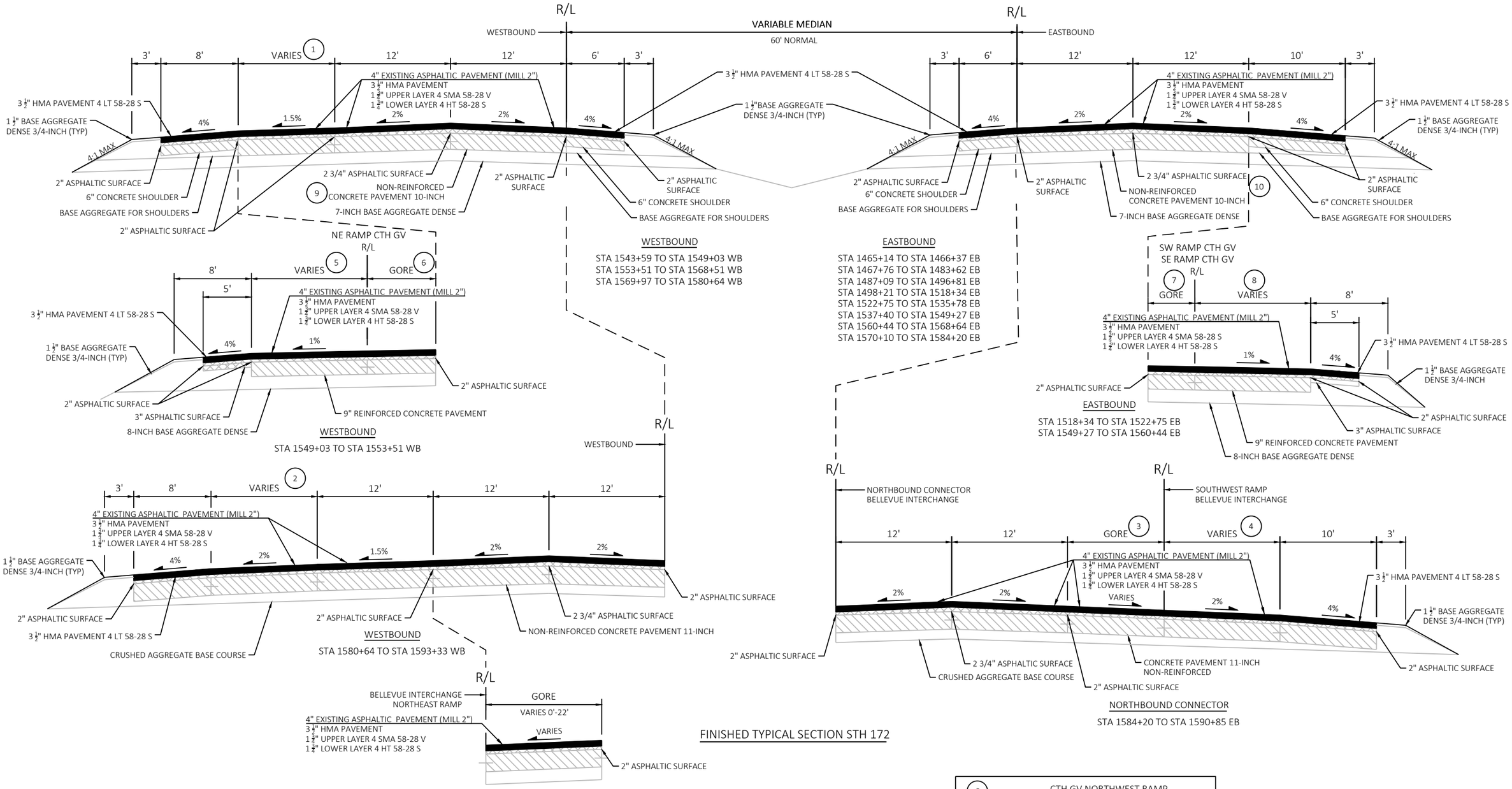






FINISHED TYPICAL SECTION STH 172

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 17	E



FINISHED TYPICAL SECTION STH 172

NOTES

1	VARIES 0'-12' 12' 12'	STA 1543+58 TO 1549+69 WB STA 1549+69 TO 1568+51 WB STA 1569+96 TO 1580+64 WB
2	VARIES 0'-12'	STA 1580+64 TO 1586+64 WB
3	0' VARIES 0'-22.2'	STA 1584+20 TO 1586+90 EB STA 1586+90 TO 1590+85 EB

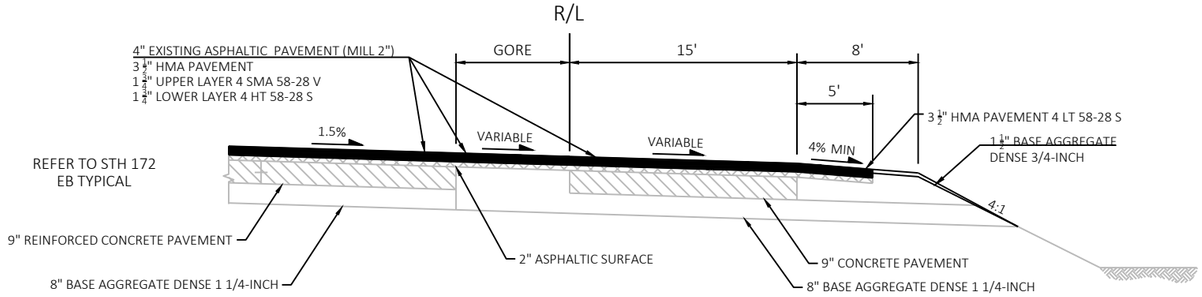
4	CTH GV NORTHWEST RAMP	
	VARIES 0'-15' 15'	STA 1584+20 TO 1586+90 EB STA 1586+90 TO 1590+85 EB
5	CTH GV NORTHWEST RAMP	
	15' VARIES 15'-0'	STA 1549+03 TO 1551+41 WB STA 1551+41 TO 1553+51 WB

6	CTH GV NORTHWEST RAMP	
	VARIES 19.2'-0' 0'	STA 1549+03 TO 1551+41 WB STA 1551+41 TO 1553+51 WB
7	CTH GV SOUTHWEST RAMP	
	VARIES 0'-20.2' 0'	STA 1518+34 TO 1520+22 EB STA 1520+22 TO 1522+75 EB
	CTH GV SOUTHEAST RAMP	
	VARIES 0'-17.2' 0'	STA 1549+27 TO 1553+20 EB STA 1553+20 TO 1560+44 EB

8	CTH GV SOUTHEAST RAMP	
	15' VARIES 15'-0'	STA 1549+27 TO 1553+20 EB STA 1553+20 TO 1560+44 EB
9	11" NON-REINFORCED CONCRETE PAVEMENT STA 1569+97 TO 1580+64 WB	
10	11" NON-REINFORCED CONCRETE PAVEMENT STA 1570+09 TO 1584+20 EB	

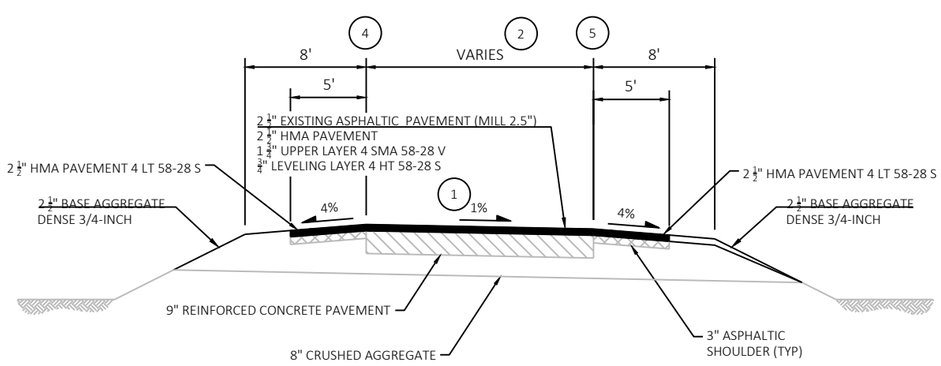
NOTES

1	RIVERSIDE-WEBSTER NORTHEAST & SOUTHEAST RAMPS CROSS SLOPE ARE 1.5%
2	ONEIDA-ASHLAND SOUTHEAST RAMP 30'-24' STA 1332+06 TO 1333+49 24' STA 1333+49 TO 1336+50 RIVERSIDE-WEBSTER SOUTHEAST RAMP 24' STA 1422+73 TO 1427+86 VARIES 24'-15' STA 1427+86 TO 1431+68 ALL OTHER RAMPS 15'
3	ONEIDA-ASHLAND SOUTHEAST RAMP 30' STA 1324+40 TO 1332+18 ALL OTHER RAMPS 15'
4	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND NORTHEAST RAMP ONEIDA-ASHLAND NORTHWEST RAMP ONEIDA-ASHLAND SOUTHWEST RAMP RIVERSIDE-WEBSTER SOUTHEAST RAMP RIVERSIDE-WEBSTER NORTHEAST RAMP
5	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND SOUTHEAST RAMP RIVERSIDE-WEBSTER NORTHWEST RAMP
6	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND NORTHEAST RAMP ONEIDA-ASHLAND NORTHWEST RAMP ONEIDA-ASHLAND SOUTHWEST RAMP RIVERSIDE-WEBSTER NORTH LOOP RIVERSIDE-WEBSTER SOUTH LOOP
7	REFERENCE LINE LOCATION FOR: ONEIDA-ASHLAND SOUTHEAST RAMP



FINISHED TYPICAL SECTION
AIRPORT INTERCHANGE
(IH 41 NB TO STH 172 EB)

SOUTHEAST RAMP
STA 1301+69 TO 1304+72 EB



FINISHED TYPICAL SECTION

ONEIDA-ASHLAND RAMPS

NORTHEAST RAMP
(172 WB TO PILGRIM WAY)
STA 1328+85 TO 1332+59 WY
STA 1336+50 TO 1339+00 WY

NORTHWEST RAMP
(LOOKING DOWNSTATION)
STA 1326+20 TO 1328+70 YW
STA 1333+48 TO 1335+00 YW

SOUTHEAST RAMP
STA 1332+06 TO 1335+00 HE

SOUTHWEST RAMP
STA 1320+67 TO 1321+56 EH
STA 1325+06 TO 1329+92 EH
STA 1330+75 TO 1331+41 EH

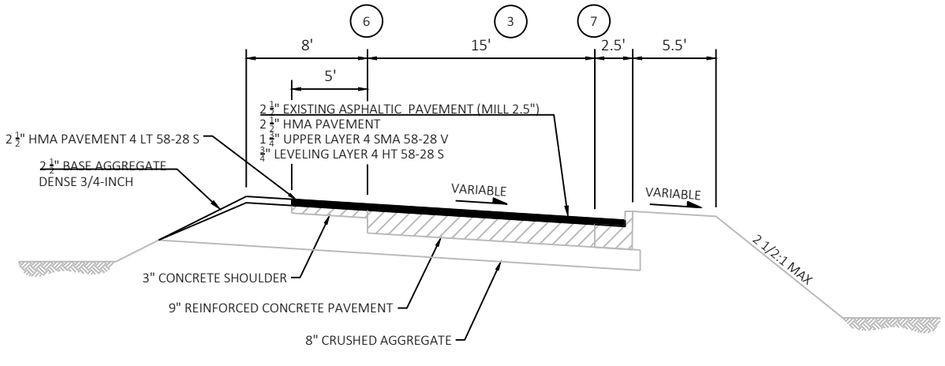
SOUTHEAST RAMP "A" LINE
STA 1325+54 TO 1328+71 HE

RIVERSIDE-WEBSTER RAMPS

SOUTHEAST RAMP
STA 1422+73 TO 1436+02 WE

NORTHEAST RAMP
STA 1431+09 TO 1435+94 WBW

NORTHWEST RAMP
STA 1405+09 TO 1416+51 WWB



FINISHED TYPICAL SECTION

ONEIDA-ASHLAND RAMPS

NORTHEAST RAMP
STA 1332+59 TO 1336+50 WY

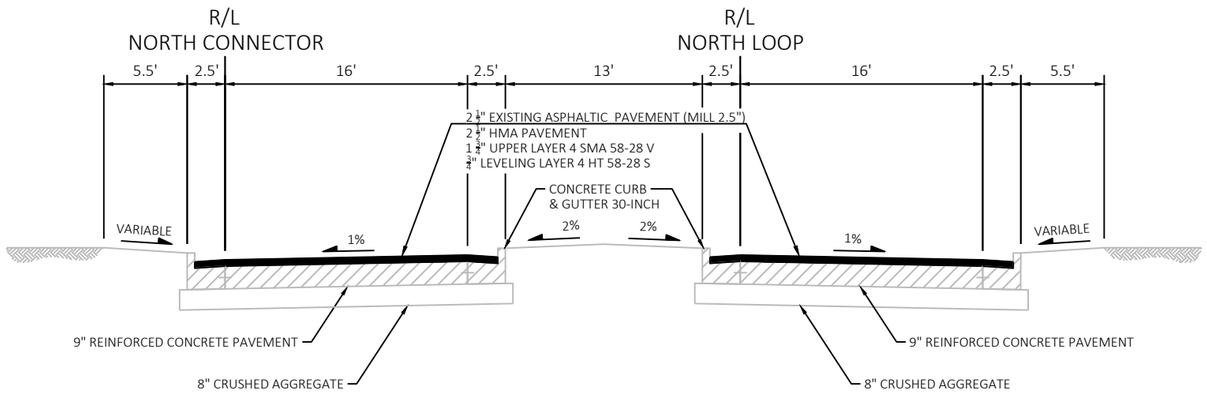
NORTHWEST RAMP
(LOOKING DOWNSTATION)
STA 1328+70 TO 1333+48 YW

SOUTHEAST RAMP
STA 1324+40 TO 1332+06 HE

RIVERSIDE-WEBSTER RAMPS

NORTH LOOP
STA 1402+74 TO 1410+27 RWB

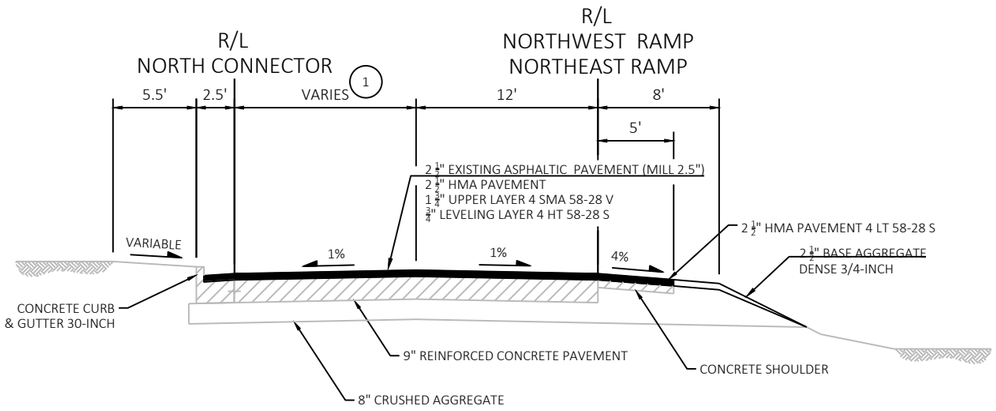
SOUTH LOOP
(LOOKING DOWNSTATION)
STA 1407+07 TO 1413+07 ER



FINISHED TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE

NORTH CONNECTOR
STA 1339+40 TO 1402+71 WR

NORTH LOOP
STA 1399+40 TO 1402+74 RWB

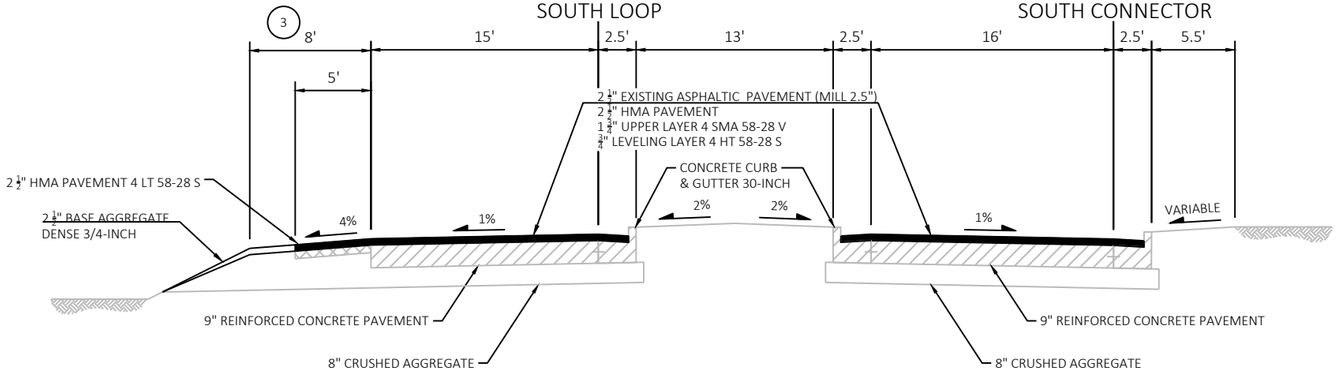


FINISHED TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE 2

NORTH CONNECTOR
STA 1416+51 TO 1420+16 WR

NORTHWEST RAMP
STA 1416+51 TO 1420+16 WWB

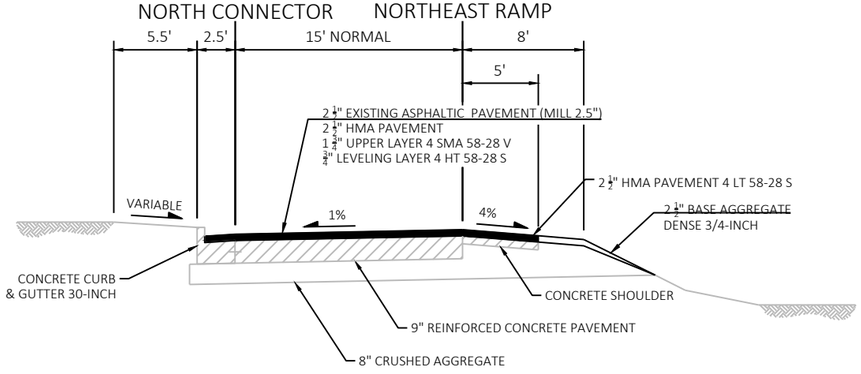
NORTHEAST RAMP
STA 1421+89 TO 1427+21 WBW



FINISHED TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE

SOUTH LOOP
STA 1400+08 TO 1407+07 ER

SOUTH CONNECTOR
STA 1400+08 TO 1402+55 RW



FINISHED TYPICAL SECTION
RIVERSIDE- WEBSTER INTERCHANGE

NORTH CONNECTOR
STA 1402+71 TO 1416+51 WR

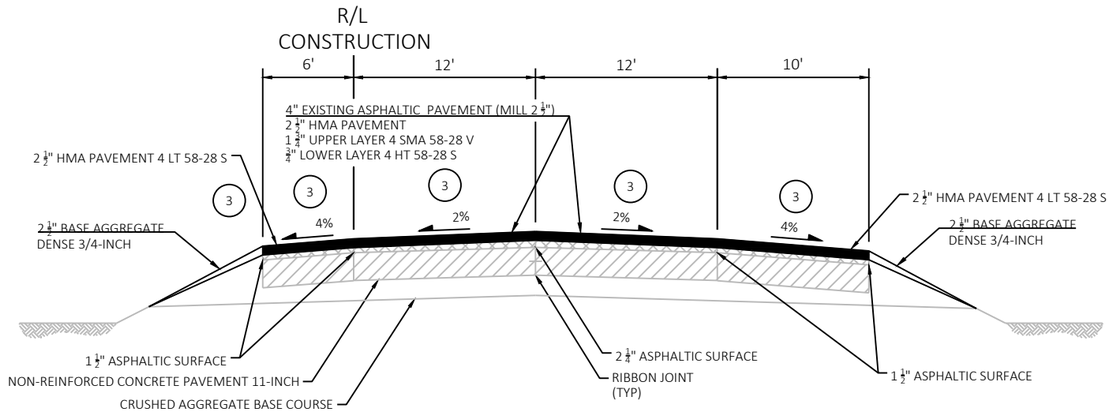
NORTHEAST RAMP
STA 1427+21 TO 1431+09 WBW

NOTES

1	RIVERSIDE-WEBSTER NORTHEAST RAMP VARIES 12'-0' STA 1426+23 TO 1427+21 ALL OTHER RAMPS 12'
2	NORTH CONNECTOR AND NORTHWEST RAMP ARE ADJACENT
3	PAVE ENTIRE 8' SHOULDER FROM STA 1400+08 TO STA 1403+32

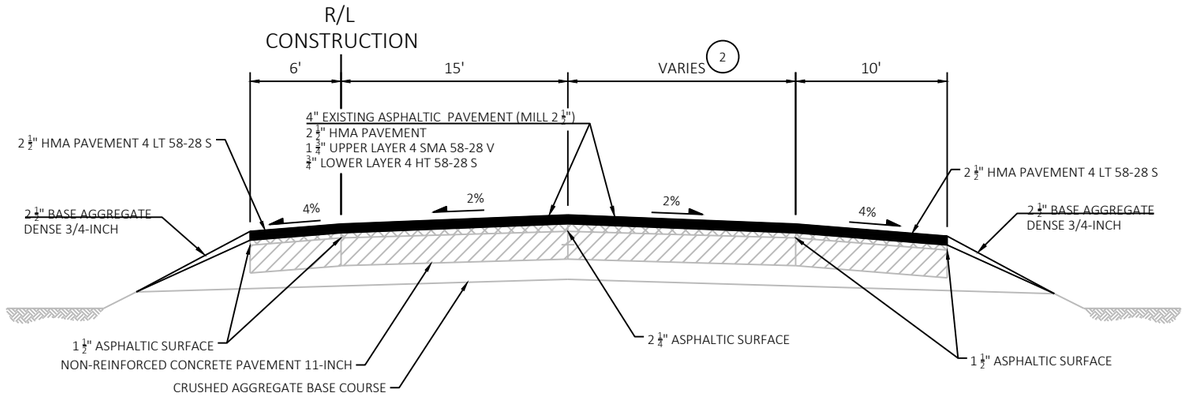
NOTES

1	CTH GV SOUTHWEST RAMP	
	15'	STA 1520+22 TO 1531+95
	VARIES 15'-36'	STA 1531+95 TO 1533+31
	36'	STA 1533+31 TO 1536+10
	ALL OTHER RAMPS	
	15'	
2	0'	STA 408+59 TO 410+27
	VARIES 0'-9'	STA 410+27 TO 414+19
3	BELLEVUE INTERCHANGE NORTHBOUND CONNECTOR B-5-193 UNDERPASS STA 1602+14 TO 1605+61 REFER TO CONSTRUCTION DETAILS SCHEDULE OF OVERLAYS DEPTHS FOR PAVEMENT THICKNESS	



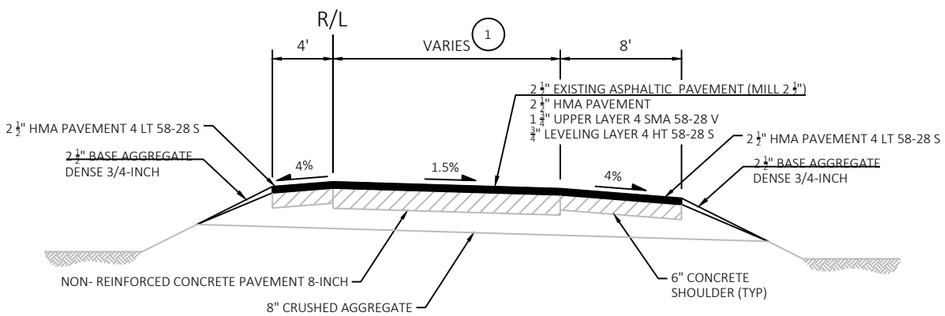
FINISHED TYPICAL SECTION
STH 172 & IH 43 INTERCHANGE

NORTHBOUND CONNECTOR (STH 172 EB TO IH 43 NB)	WESTBOUND CONNECTOR (STH 172 WB)	NORTHWEST RAMP (IH 43 NB TO STH 172 WB)
STA 1590+85 TO 1617+80 EB	STA 1593+33 TO 1601+47 WB (LOOKING DOWNSTATION)	STA 1593+34 TO 1629+53 SW (LOOKING DOWNSTATION)
STA 434+69 TO 436+34 EB	STA 1604+77 TO 1616+72 WB (LOOKING DOWNSTATION)	STA 1629+53 TO 1638+43 SW (LOOKING DOWNSTATION)
STA 440+58 TO 455+46 EB	STA 1616+72 TO 1622+95 WB (LOOKING DOWNSTATION)	
	STA 1622+95 TO 1631+58 WB (LOOKING DOWNSTATION)	



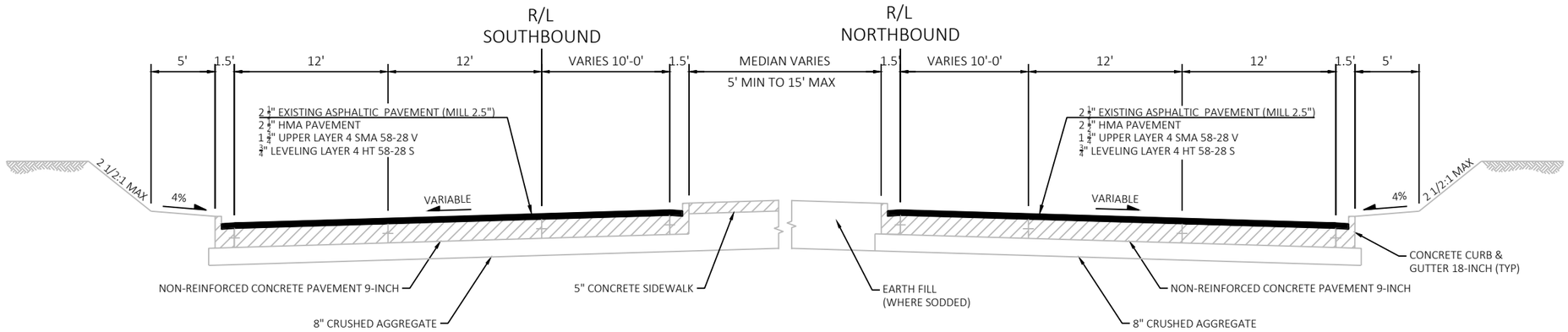
FINISHED TYPICAL SECTION
STH 172 & IH 43 INTERCHANGE

WESTBOUND CONNECTOR
(STH 172 WB)
STA 1631+58 TO 1635+02 WB



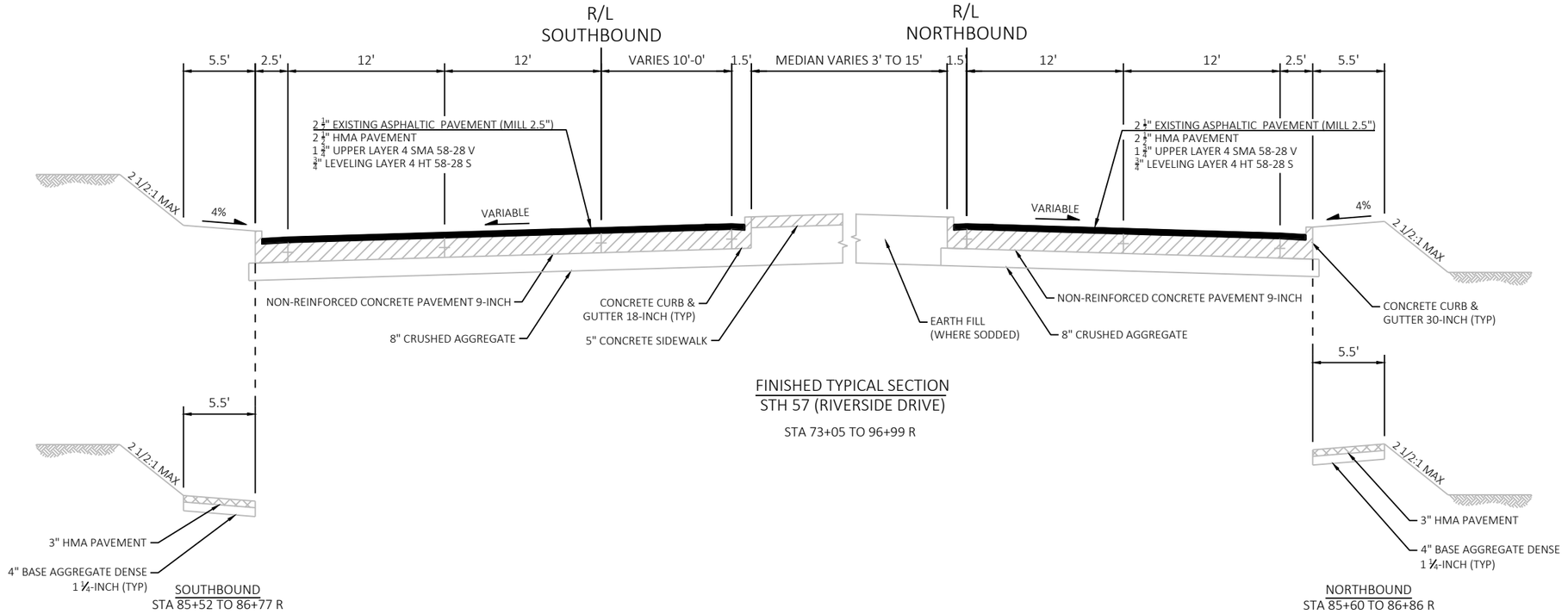
FINISHED TYPICAL SECTION
CTH GV RAMPS

NORTHWEST RAMP (LOOKING DOWNSTATION) (CTH GV TO STH 172 WB)	NORTHEAST RAMP (STH 172 WB TO CTH GV)
STA 1520+92 TO 1536+68 GVW	STA 1537+24 TO 1551+16 WGV
SOUTHWEST RAMP (STH 172 EB TO CTH GV)	**SOUTHEAST RAMP (CTH GV TO STH 172 EB)**
STA 1520+22 TO 1536+10 EGV	STA 1536+48 TO 1553+20 GVE



FINISHED TYPICAL SECTION
CTH X (WEBSTER AVENUE)

STA 106+11 TO 107+80 W
STA 109+83 TO 112+39 W



FINISHED TYPICAL SECTION
STH 57 (RIVERSIDE DRIVE)

STA 73+05 TO 96+99 R

SOUTHBOUND
STA 85+52 TO 86+77 R

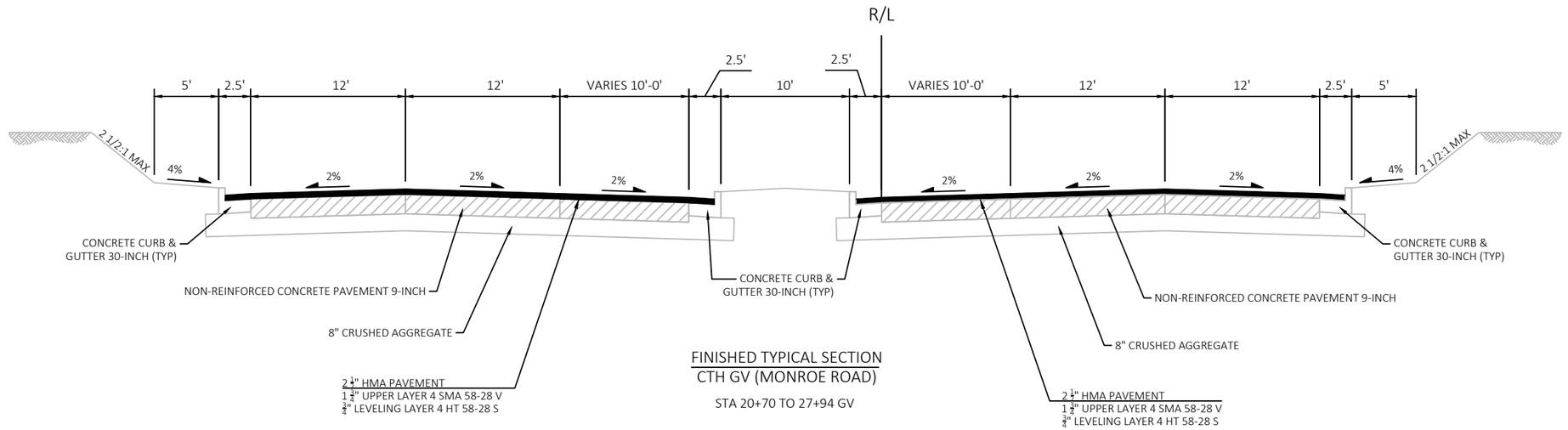
NORTHBOUND
STA 85+60 TO 86+86 R

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 22	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020319-ts

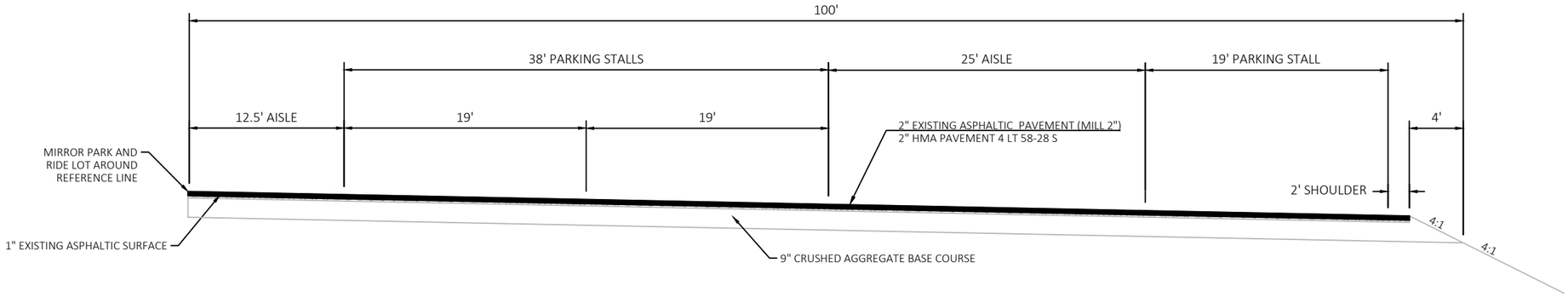
PLOT DATE : 7/20/2022 6:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1IN:10 FT

2



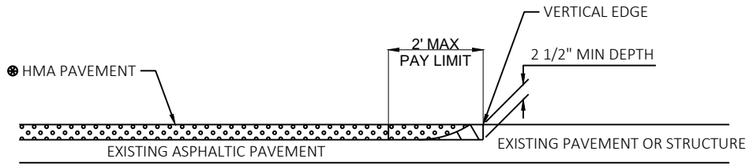
FINISHED TYPICAL SECTION
CTH GV (MONROE ROAD)

STA 20+70 TO 27+94 GV



FINISHED 1/2 TYPICAL SECTION
WISDOT PARK AND RIDE LOT 05-05
(HOFFMAN ROAD)

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 23	E



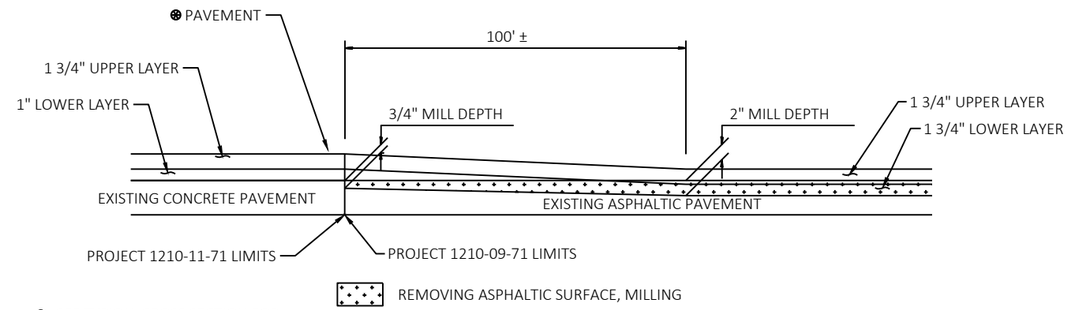
HMA PAVEMENT SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

VANDERPERREN WAY RAMP TERMINALS
PILGRIM WAY RAMP TERMINALS
IH 43 RAMPS AT MATCH POINTS
RIVERSIDE DRIVE RAMP TERMINALS
WEBSTER AVENUE RAMP TERMINALS
RIVERSIDE DRIVE MAINLINE
WEBSTER AVENUE MAINLINE

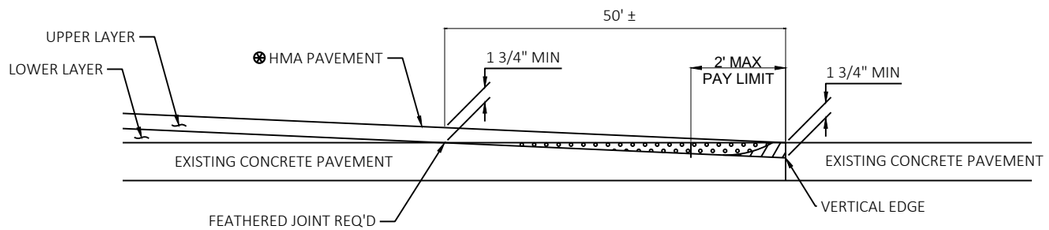


REMOVING ASPHALTIC SURFACE, MILLING

PAVEMENT SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

PROJECT TRANSITION DETAIL

STA 1302+00 EB
STA 1305+95 WB



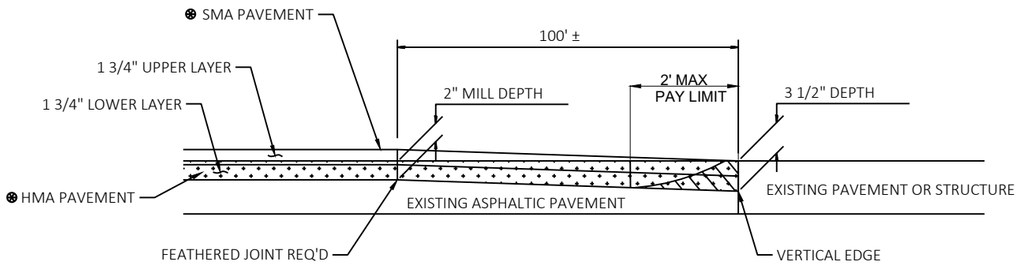
SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

ASPHALTIC WEDGING (OPTIONAL IF PAVED ON SAME DAY)

REMOVING CONCRETE PAVEMENT, BUTT JOINTS

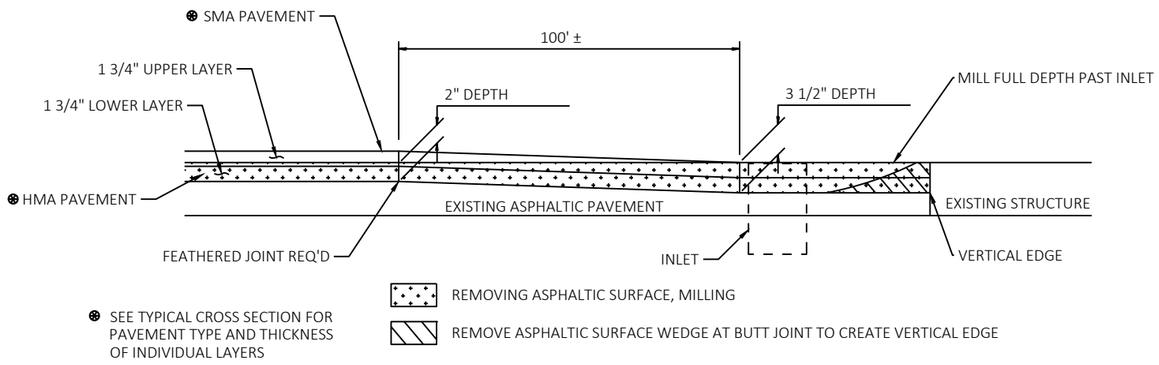
BUTT JOINT DETAIL FOR CONCRETE PAVEMENTS (PROFILE CHANGE)

CTH GV



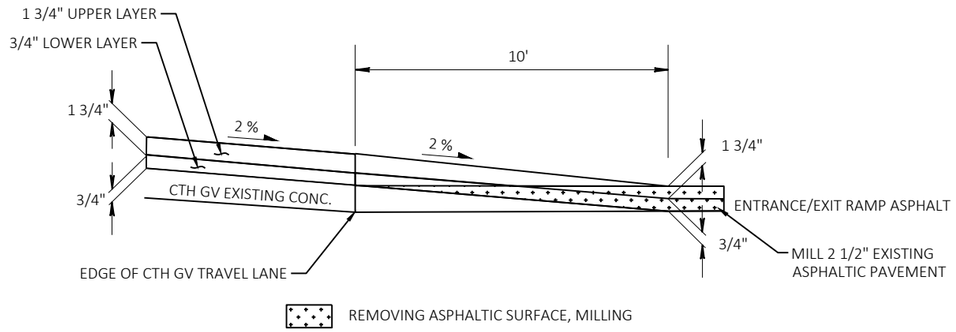
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE WITHOUT INLET)

VARIOUS MAINLINE LOCATIONS



BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE WITH INLET)

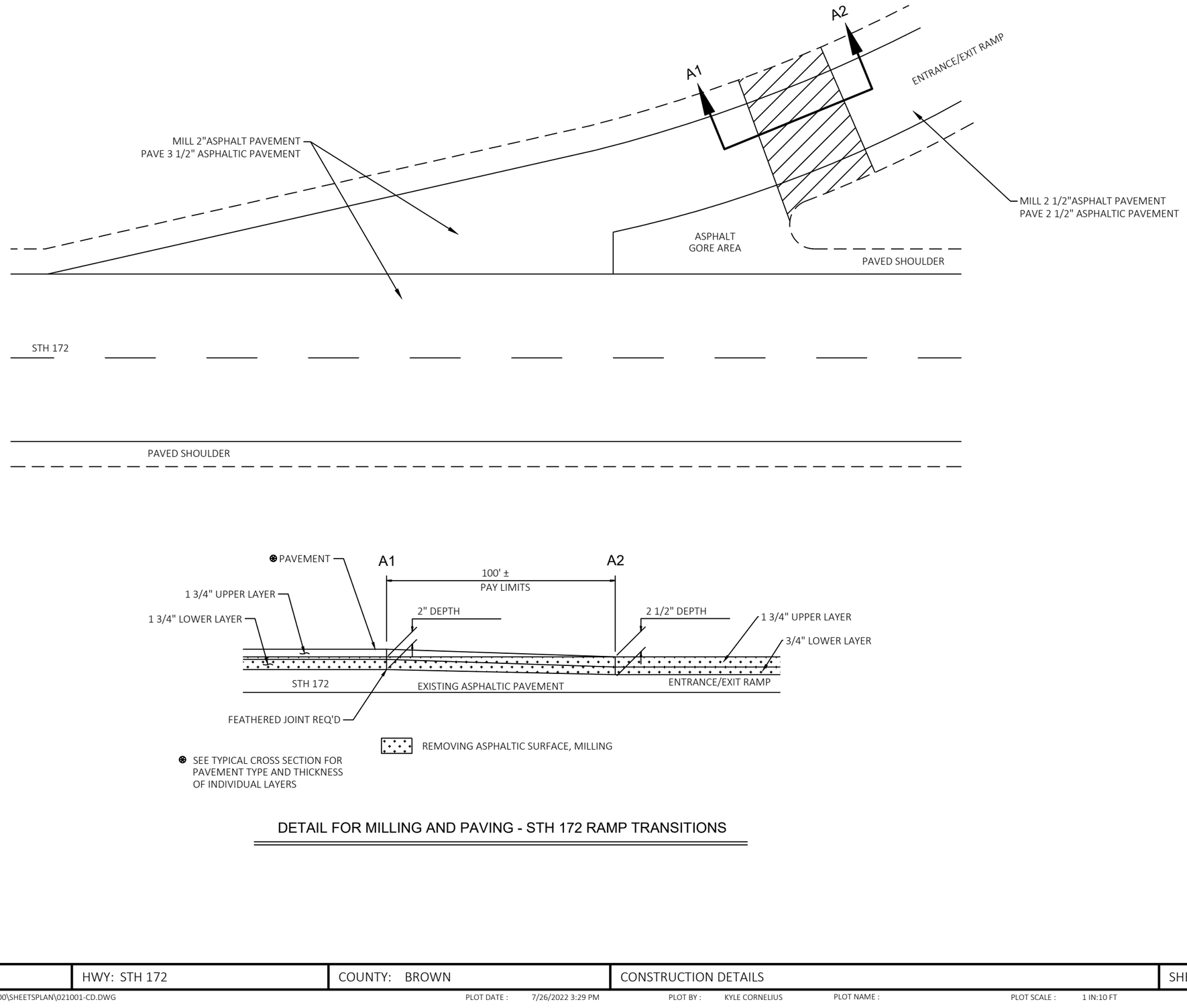
VARIOUS BRIDGE LOCATIONS



CTH GV RAMP TRANSITION

CTH GV RAMP TERMINALS

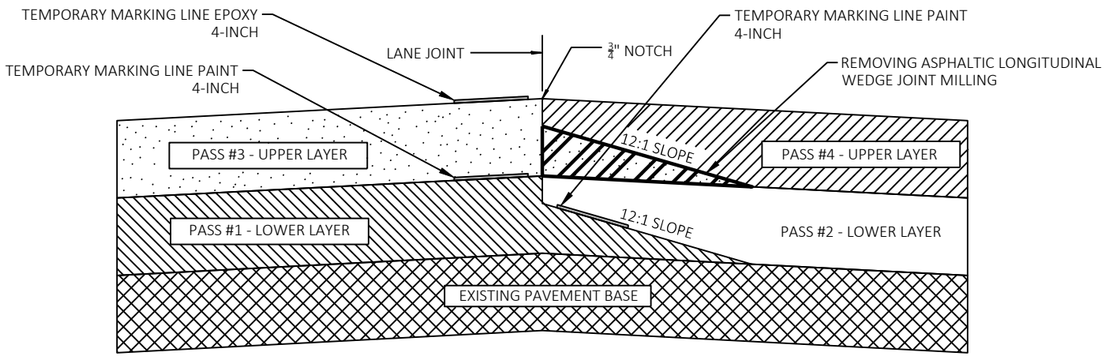
2



DETAIL FOR MILLING AND PAVING - STH 172 RAMP TRANSITIONS

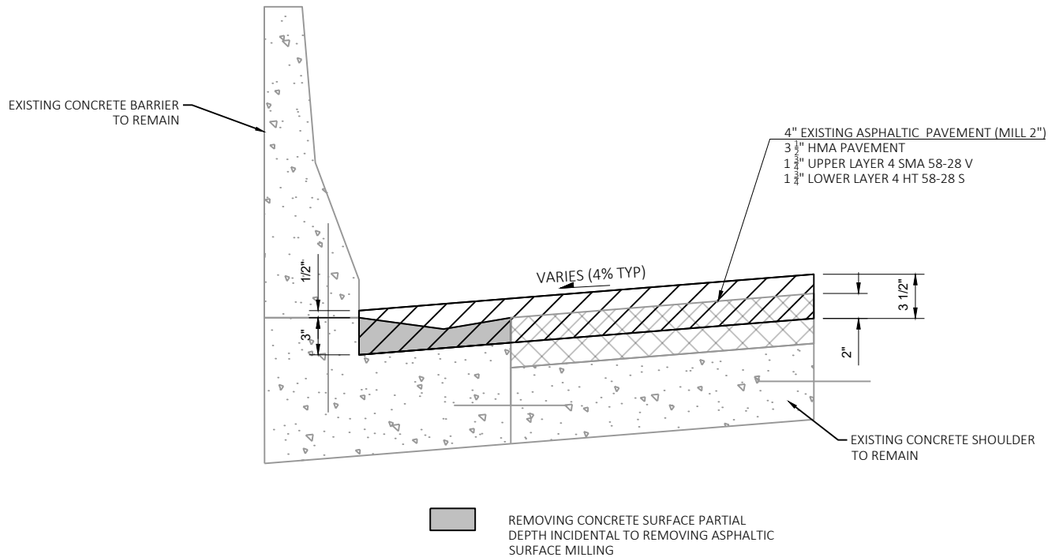
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 26	E

2

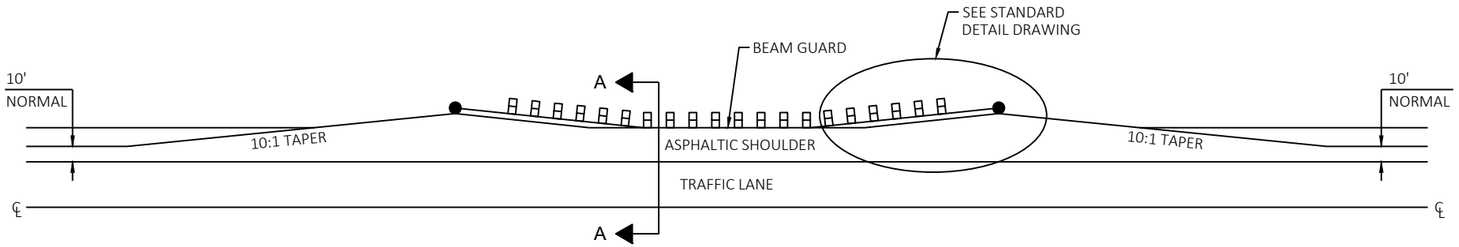


(LOWER AND UPPER LAYERS)

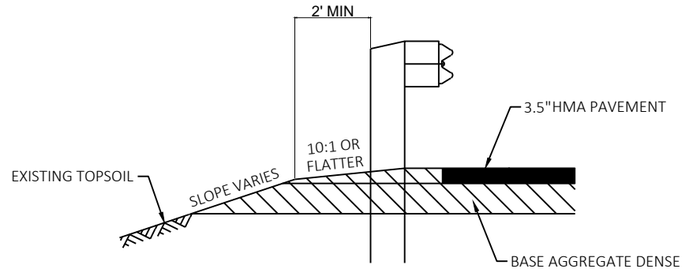
TYPICAL PAVEMENT CROSS SECTIONS OF
TAPERED AND NOTCHED LONGITUDINAL JOINTS



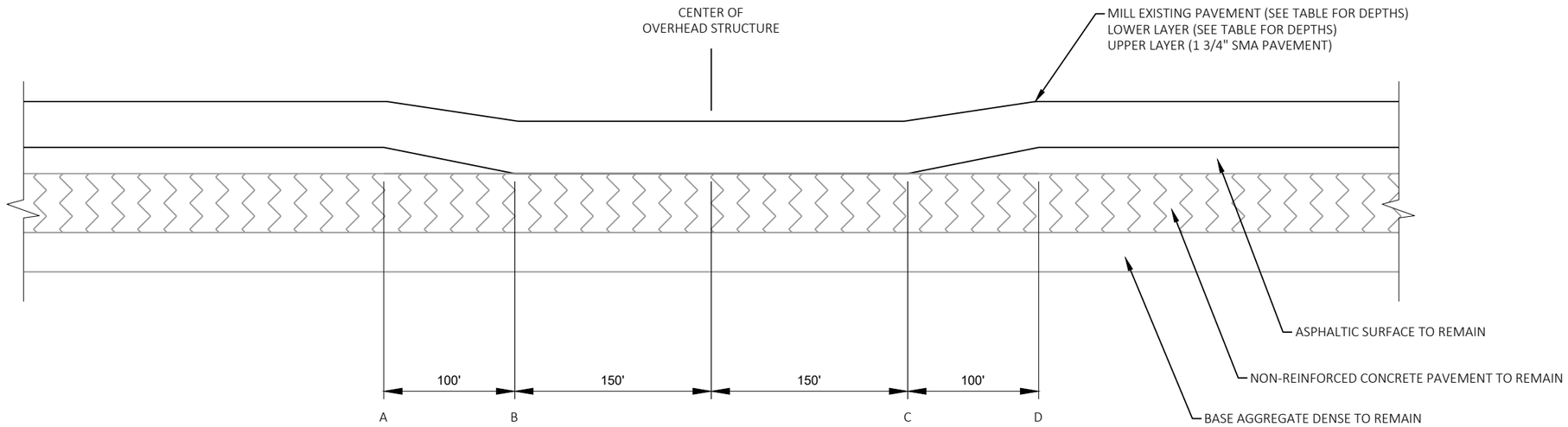
CONCRETE BARRIER SURFACE MILLING



253 DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



SECTION A-A



SPECIAL MILLING AND PAVING UNDER BRIDGES

STH 172 EB UNDER WEBSTER AVENUE
STH 172 EB UNDER IH 43 NB TO STH 172 WB RAMP

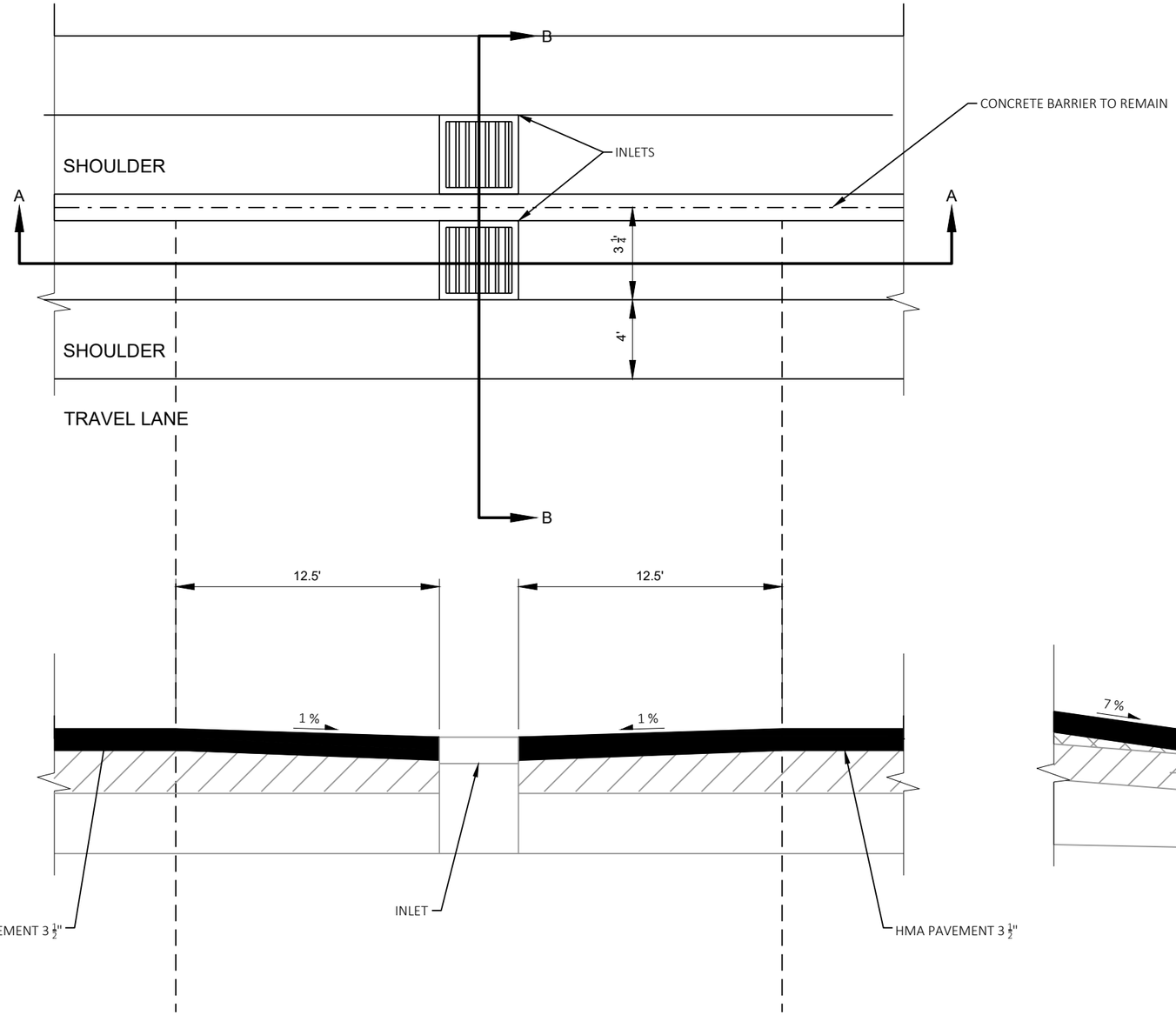
NOTE:
MUST MAINTAIN VERTICAL CLEARANCE AT B-05-150.
VERTICAL CLEARANCE TO INCREASE TO 16.01' AT B-05-185.

MILLING AND PAVEMENT DEPTHS

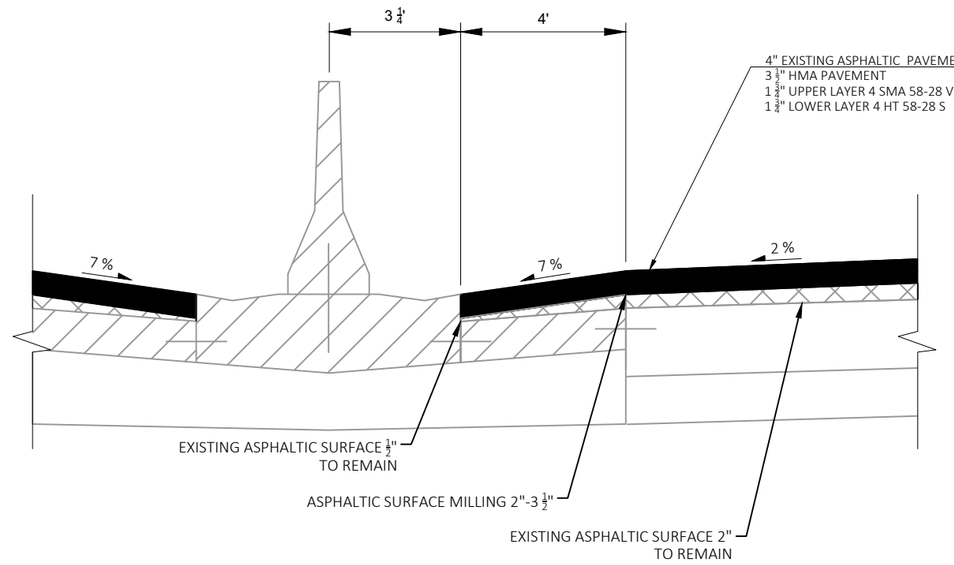
	MILLING DEPTHS				PAVING DEPTHS (LOWER LAYER)			
BRIDGE	A	B	C	D	A	B	C	D
B-05-150	2"	4"	4"	2"	1 3/4"	2 1/4"	2 1/4"	1 3/4"
B-05-185	2 1/2"	3"	3"	2 1/2"	3/4"	3/4"	3/4"	3/4"

EXISTING VERTICAL BRIDGE CLEARANCE DATA					
ROADWAY	BRIDGE	OVERPASS	CLEARANCE	APPROXIMATE ASPHALT DEPTHS EB	WB
STH 172 EB	B-05-150	WEBSTER AVENUE	15.86	4"	4"
STH 172 EB	B-05-185	IH 43 TO STH 172 WB RAMP	15.97	4"	4"

2



SECTION A-A

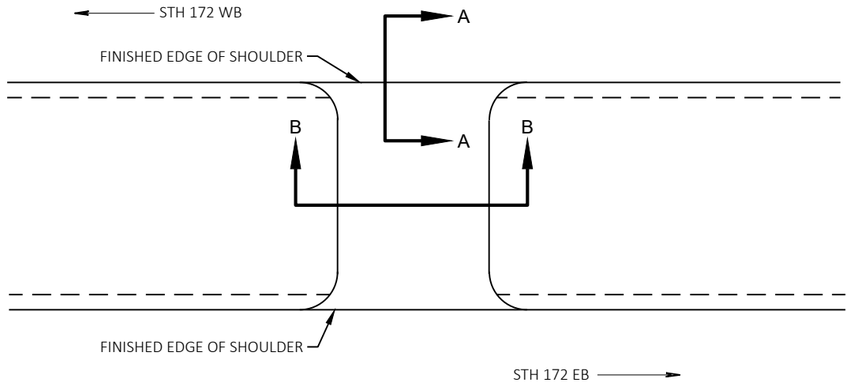


SECTION B-B

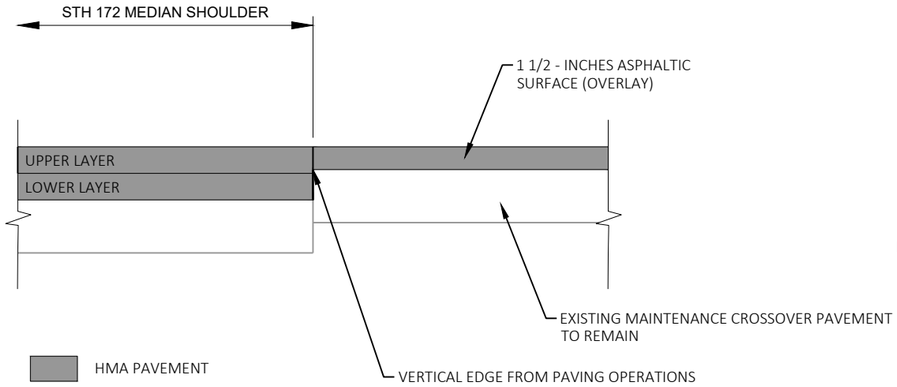
MEDIAN INLET PAVEMENT TRANSITION

STA 1357+50 WB & EB
STA 1360+50 WB & EB
STA 1364+50 WB & EB
STA 1405+54 WB
STA 1409+75 WB
STA 1412+99 WB & EB
STA 1415+99 WB & EB
STA 1418+99 WB & EB
STA 1422+29 WB & EB

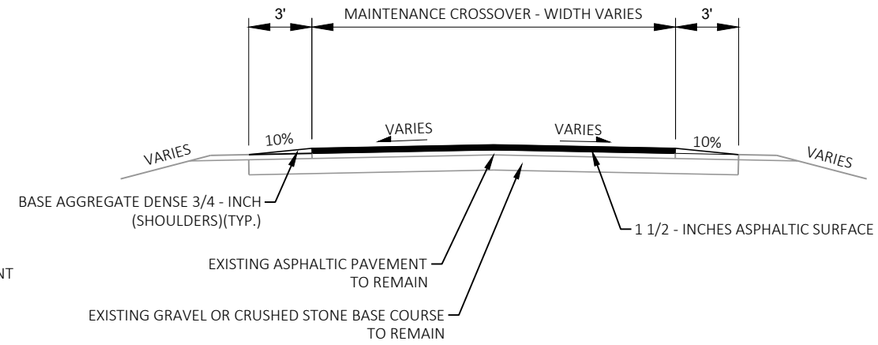
2



PLAN VIEW



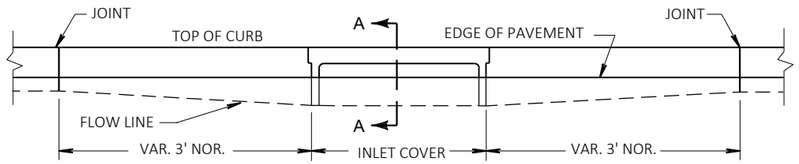
SECTION A-A



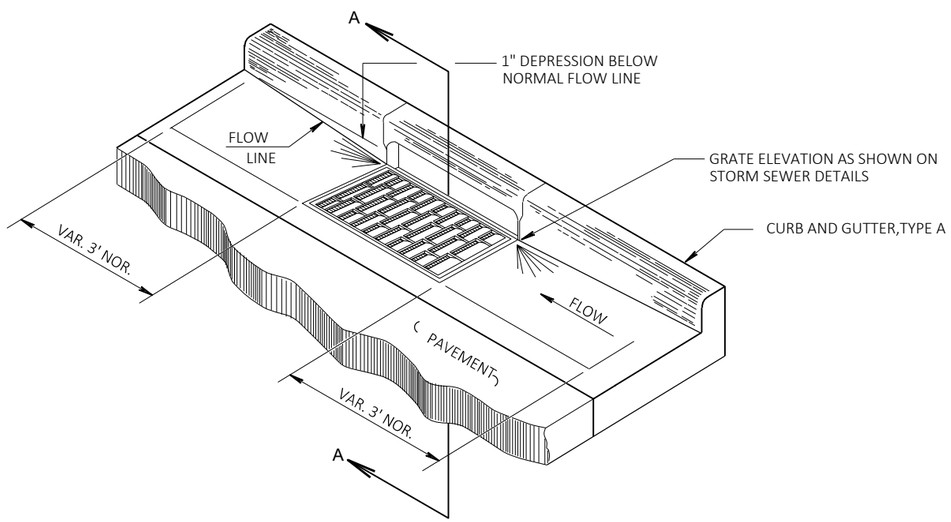
SECTION B-B

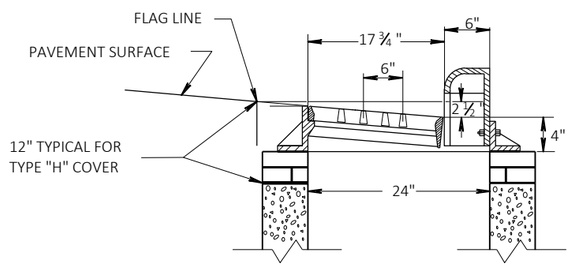
HMA OVERLAY AT MAINTENANCE CROSSOVER

STH 172 STA 1317+58 EB
STH 172 STA 1326+54 EB
STH 172 STA 1349+18 EB
STH 172 STA 1457+46 EB
STH 172 STA 1505+42 EB
STH 172 STA 1564+87 EB



ELEVATION

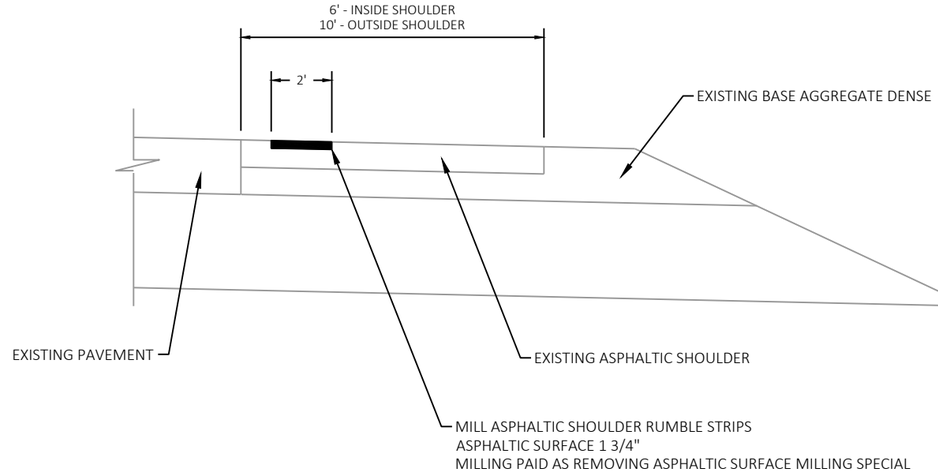




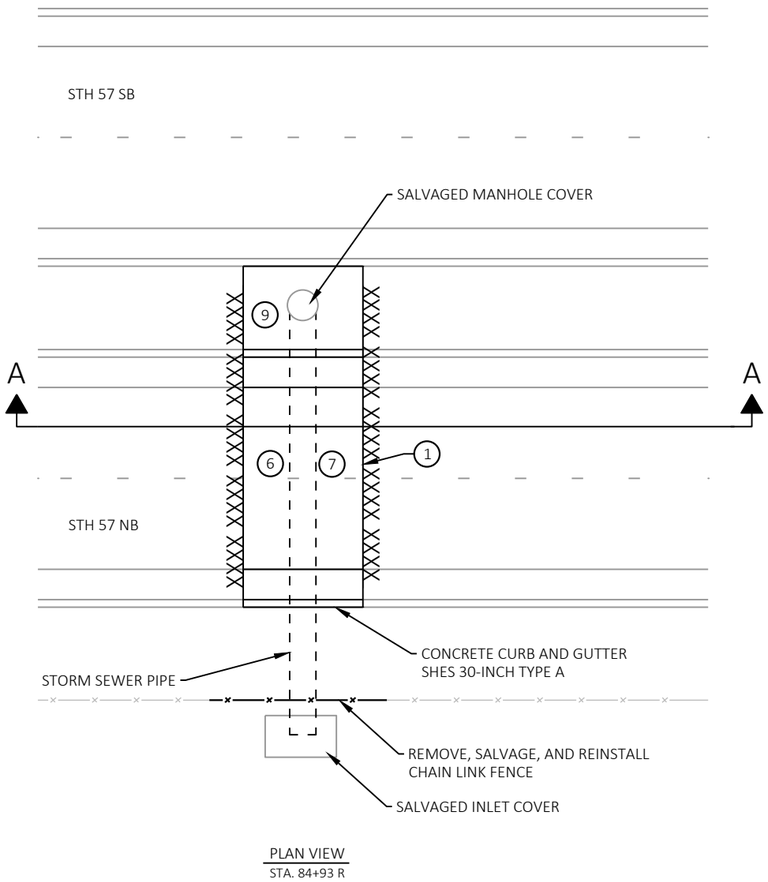
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)



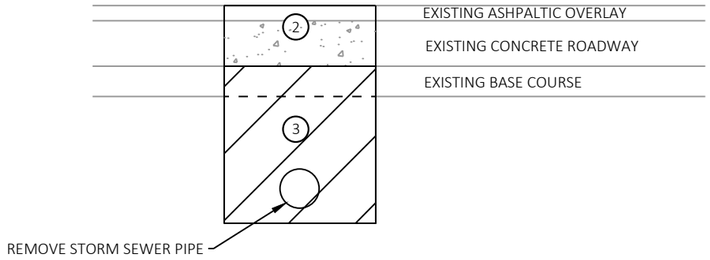
MILL ASPHALTIC SURFACE MILLING SPECIAL



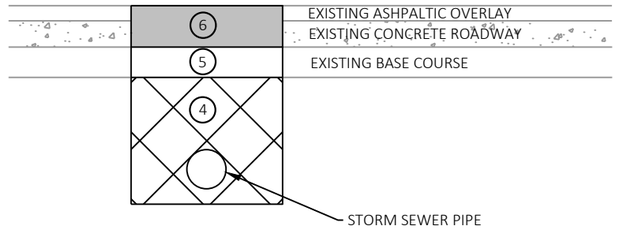
PLAN VIEW
STA. 84+93 R

LEGEND

1. SAWING CONCRETE (PAID SEPARATELY)
2. REMOVING CONCRETE PAVEMENT (PAID SEPARATELY)
3. EXCAVATION FOR STORM SEWER (INCIDENTAL TO PIPE)
4. PIPE BACKFILL (INCIDENTAL TO PIPE)
5. 8" BASE AGGREGATE DENSE 1 1/4 INCH
6. ASPHALTIC SURFACE
7. CONCRETE BASE SHES 11 1/2-INCH
8. ASPHALTIC SURFACE
9. CONCRETE SIDEWALK 5-INCH

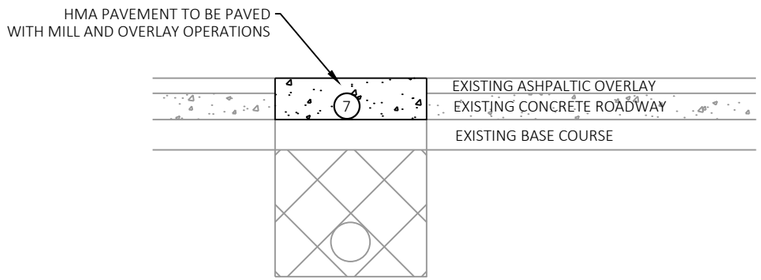


SECTION A-A
(REMOVALS)



SECTION A-A
(TEMPORARY ROADWAY)

NOTE:
REFER TO SECTION 608
FOR PIPE INSTALLATION



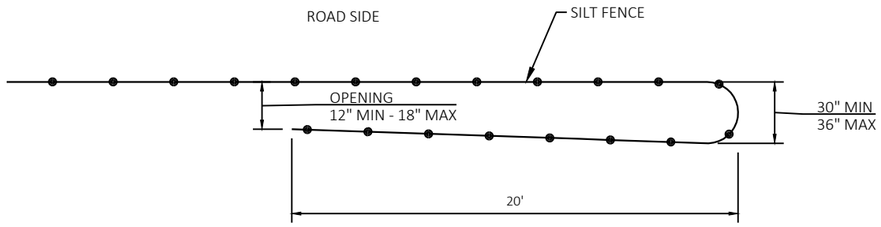
SECTION A-A
(PERMANENT ROADWAY)

STORM SEWER PIPE REPLACEMENT

STA 84+93 R

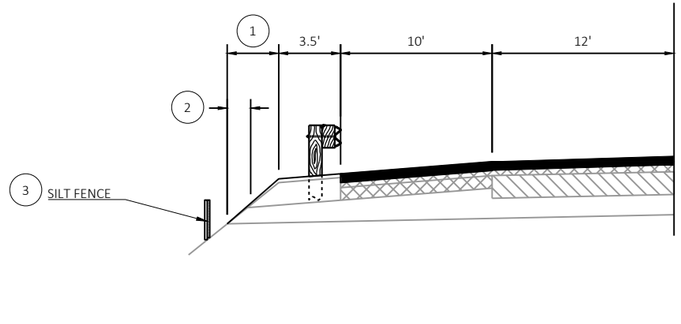
NOTES:

SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.



PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND



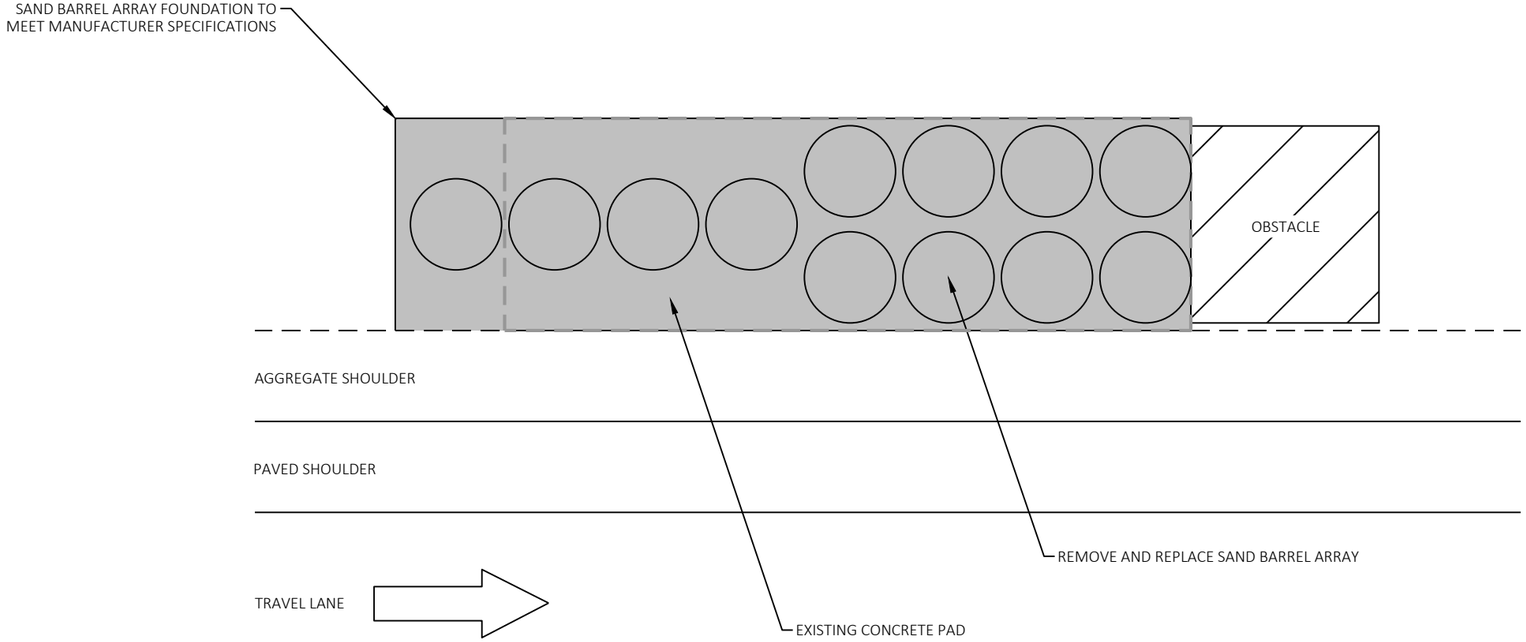
TYPICAL EROSION CONTROL SECTION

STH 172 - GUARDRAIL SECTIONS

NOTES

1	SEED & FERTILIZER
2	SALVAGED TOPSOIL & EROSION MAT CLASS I TYPE A
3	PLACE SILT FENCE WITHIN 3-FEET OF SLOPE INTERCEPT

2



NOTES:

FOUNDATION PAD INCIDENTAL TO SAND BARREL ARRAY

CONTRACTOR MAY REMOVE EXISTING CONCRETE PAD TO MEET SPECIFICATIONS

SAND BARREL ARRAY REMOVE AND REPLACE

STH 172 WB/CTH GV RAMP
STA 1551+15.77

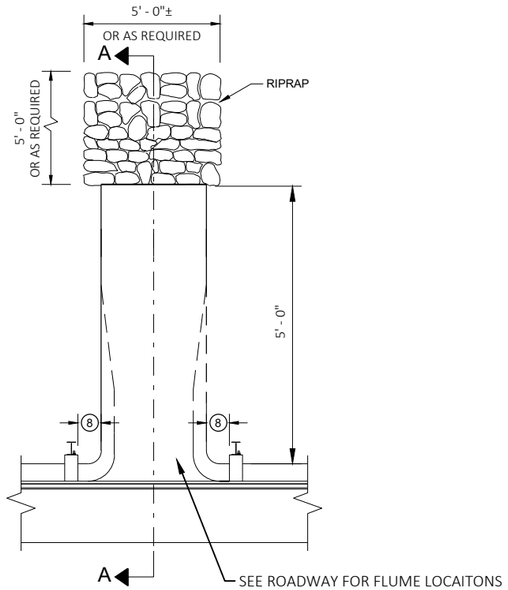
STH 172 EB/IH 43 SB RAMP
1587+14.90

STH 172 EB
1587+14.90

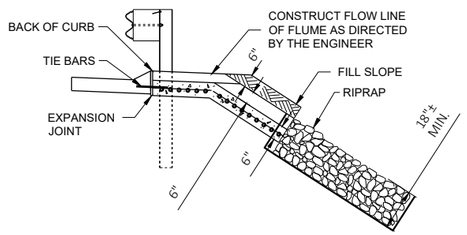
2

FLUMES AT STRUCTURES SHALL BE CONSTRUCTED ACCORDING TO STANDARD DETAIL DRAWING 8D02 - CONCRETE SURFACE DRAINS, FLUME TYPE AT STRUCTURES EXCEPT AS NOTED IN CONSTRUCTION DETAIL.

MAX LENGTH OF FLUME SHALL BE 5' UNLESS ENGINEER STATES OTHERWISE.



PLAN VIEW
PERPENDICULAR FLUME

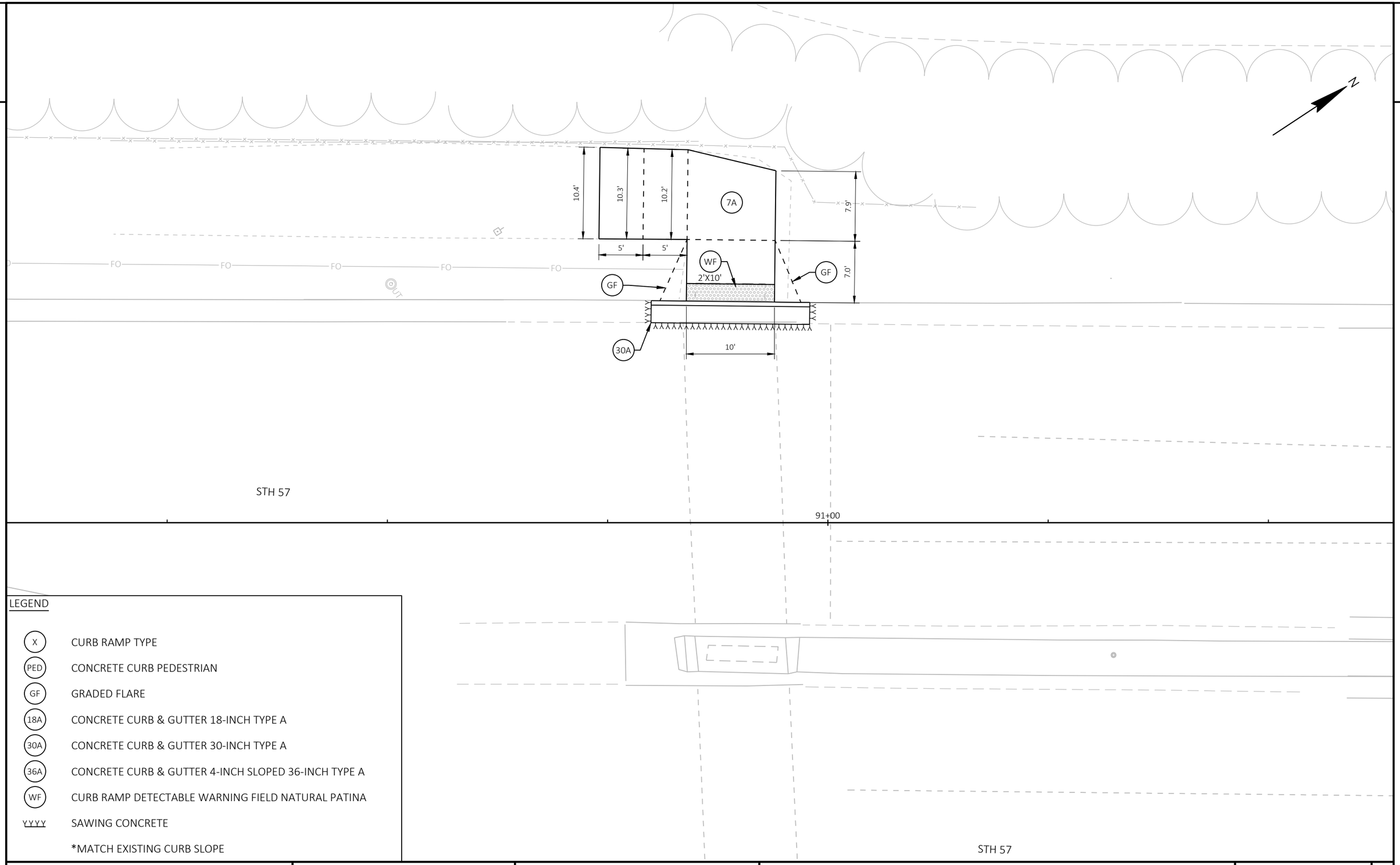


SECTION A - A

CONCRETE SURFACE DRAIN FLUMES AT STRUCTURES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 35	E

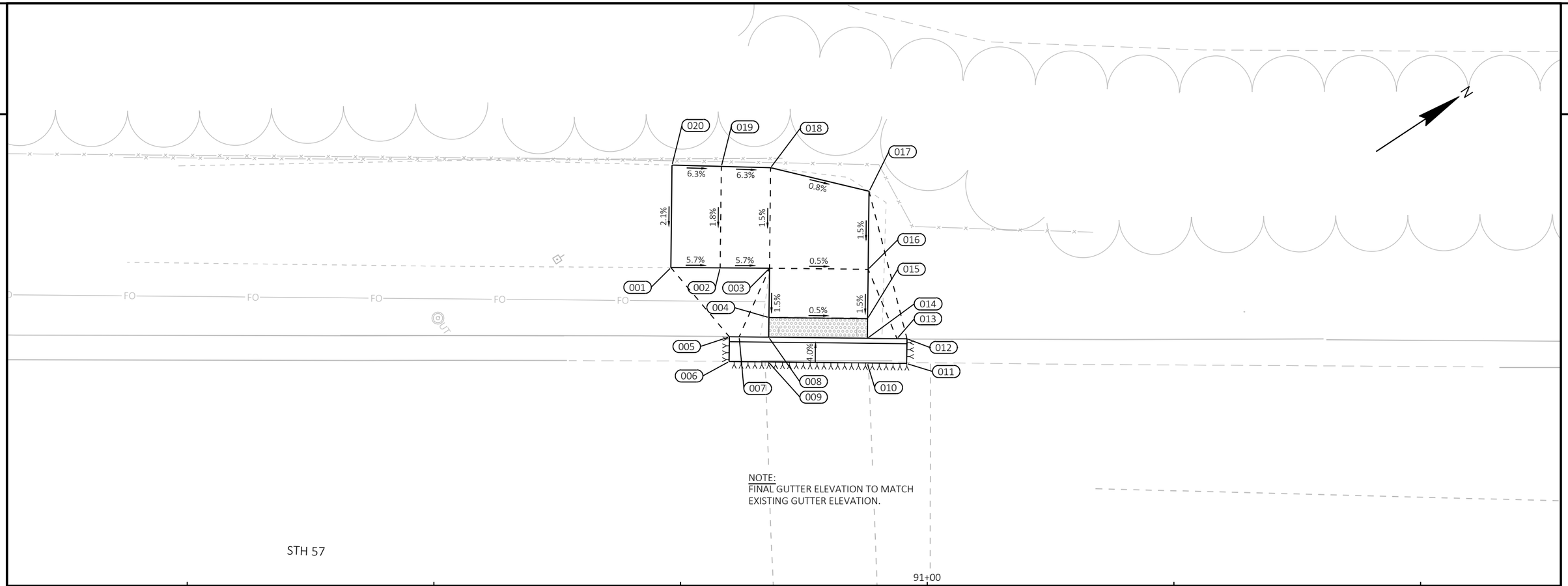
2



LEGEND

(X)	CURB RAMP TYPE
(PED)	CONCRETE CURB PEDESTRIAN
(GF)	GRADED FLARE
(18A)	CONCRETE CURB & GUTTER 18-INCH TYPE A
(30A)	CONCRETE CURB & GUTTER 30-INCH TYPE A
(36A)	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
(WF)	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - STH 57 / TRAIL	SHEET 36 E



Riverside-Trail-W						Riverside-Trail-W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
001	90+74.02	32.21' LT	604.49	552868.90	93920.59	011	90+97.93	22.49' LT	603.83	552883.47	93941.89
002	90+79.02	32.18' LT	604.21	552873.05	93923.38	012	90+97.96	24.99' LT	604.04	552884.88	93939.82
003	90+84.02	32.15' LT	603.92	552877.21	93926.16	013	90+96.94	25.01' LT	604.05	552884.04	93939.25
004	90+83.97	27.15' LT	603.85	552874.40	93930.30	014	90+93.94	25.04' LT	603.77	552881.55	93937.57
005	90+79.96	25.20' LT	604.13	552869.98	93929.72	015	90+93.97	27.04' LT	603.80	552882.68	93935.91
006	90+79.93	22.70' LT	603.92	552868.58	93931.79	016	90+94.02	32.04' LT	603.88	552885.48	93931.77
007	90+80.94	25.19' LT	604.13	552870.80	93930.27	017	90+94.11	39.94' LT	603.99	552889.92	93925.23
008	90+83.94	25.15' LT	603.82	552873.28	93931.95	018	90+84.14	42.33' LT	604.08	552882.92	93917.73
009	90+83.92	22.65' LT	603.90	552871.88	93934.02	019	90+79.14	42.46' LT	604.39	552878.83	93914.86
010	90+93.92	22.54' LT	603.85	552880.15	93939.63	020	90+74.14	42.60' LT	604.71	552874.73	93911.99

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - STH 57 / TRAIL	SHEET 37	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - 023102

PLOT DATE : 7/20/2022 5:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

STH 57

RIVERSIDE DR/STH 172WB RAMP

WEBSTER AVE/RIVERSIDE DR RAMP

WEBSTER AVE/RIVERSIDE DR RAMP

R110'

R33'

10.0'

WF
2'X10'

PED

SN2

2.9'

5.7'

6

PED

5.7'

3'

1.3'

WF
2'X10'

10.0'

30A*
REVERSE SLOPE

OUT

OUT

OUT

GF

10.0'

WF
2'X10'

6.0'

6.6'

1

5.0'

11.1'

11.0'

11.1'

5.0'

10.1'

30A

N

LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
SN2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS	SHEET 38	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - 023103

PLOT DATE : 7/20/2022 5:23 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

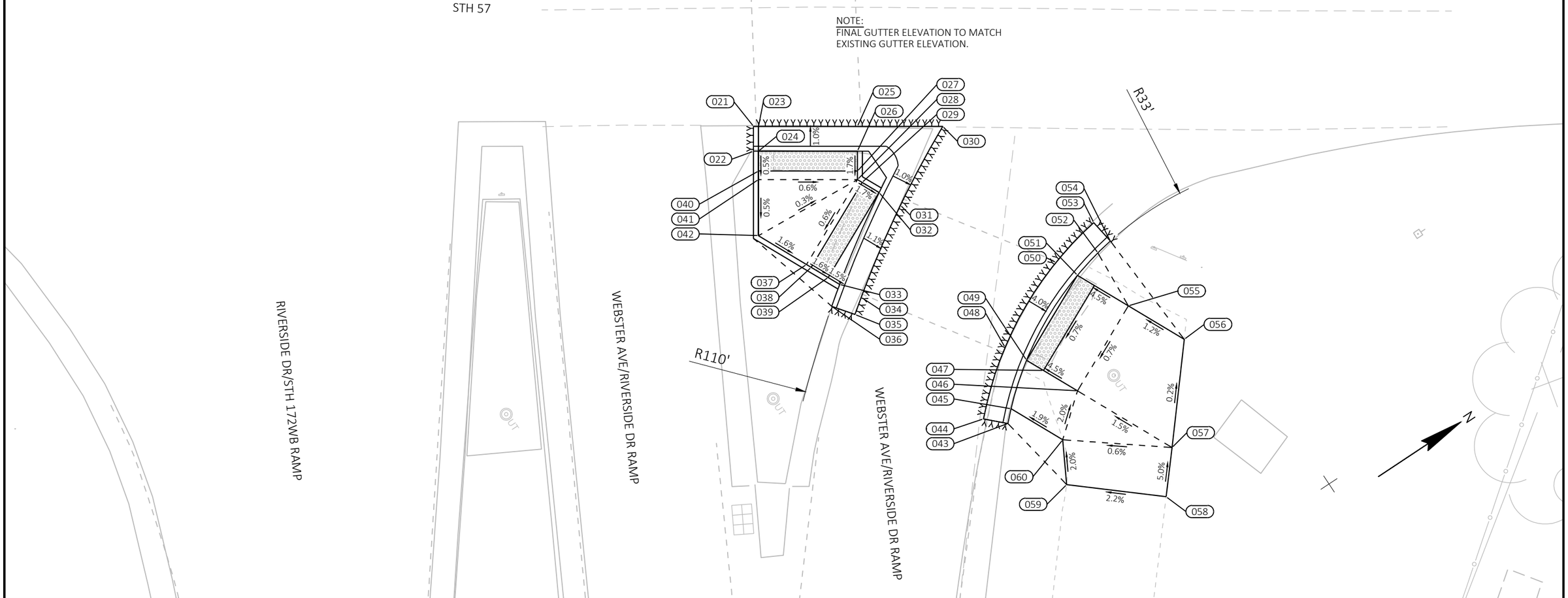
WISDOT/CADDS SHEET 42

2

Riverside-Island						Riverside-Island					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
021	90+86.40	54.52' RT	603.96	552831.36	93999.75	032	90+99.09	61.19' RT	603.86	552838.25	94012.31
022	90+86.40	57.02' RT	604.27	552829.98	94001.83	033	90+95.10	70.46' RT	603.78	552829.81	94017.84
023	90+86.90	54.52' RT	603.96	552831.77	94000.02	034	90+97.28	71.77' RT	603.76	552830.91	94020.14
024	90+86.90	57.02' RT	603.98	552830.39	94002.11	035	90+96.65	73.51' RT	603.75	552829.43	94021.24
025	90+96.90	54.52' RT	603.93	552840.11	94005.54	036	90+94.30	72.67' RT	604.06	552827.92	94019.24
026	90+96.90	57.02' RT	603.95	552838.73	94007.63	037	90+91.76	68.46' RT	603.85	552828.13	94014.33
027	90+96.90	59.02' RT	603.92	552837.63	94009.30	038	90+92.23	68.74' RT	603.84	552828.37	94014.82
028	90+96.90	59.88' RT	603.90	552837.15	94010.01	039	90+93.95	69.77' RT	603.80	552829.23	94016.63
029	90+97.37	60.16' RT	603.89	552837.39	94010.51	040	90+86.90	59.02' RT	603.97	552829.29	94003.78
030	91+05.51	54.52' RT	603.90	552847.29	94010.29	041	90+86.90	59.88' RT	603.96	552828.82	94004.49
031	91+01.24	62.48' RT	603.84	552839.34	94014.58	042	90+86.90	65.55' RT	603.94	552825.69	94009.22

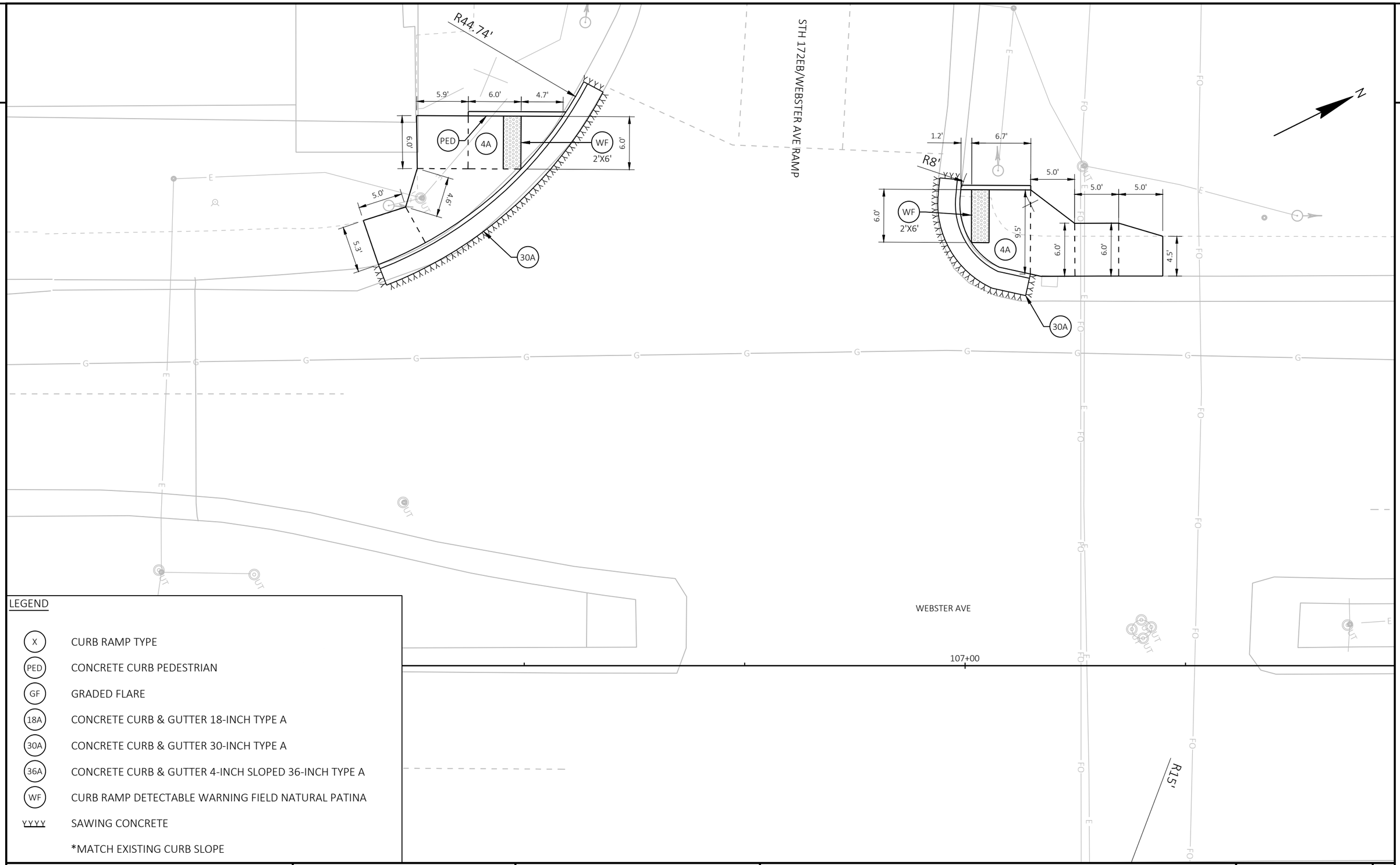
Riverside-WB-Off-NE						Riverside-WB-Off-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
043	91+12.10	84.51' RT	603.83	552836.23	94038.94	054	91+22.44	66.09' RT	603.98	552855.02	94029.29
044	91+09.64	84.05' RT	603.62	552834.44	94037.20	055	91+24.27	72.63' RT	603.92	552852.94	94035.75
045	91+12.41	83.02' RT	603.84	552837.32	94037.87	056	91+29.91	76.01' RT	604.00	552855.77	94041.68
046	91+19.13	81.21' RT	603.86	552843.92	94040.07	057	91+28.67	86.93' RT	604.02	552848.72	94050.11
047	91+15.70	79.15' RT	603.68	552842.19	94036.46	058	91+28.09	91.90' RT	604.27	552845.49	94053.92
048	91+11.82	76.83' RT	603.67	552840.24	94032.38	059	91+18.03	90.68' RT	604.05	552837.78	94047.35
049	91+13.98	78.13' RT	603.58	552841.33	94034.65	060	91+17.64	86.15' RT	603.96	552839.95	94043.36
050	91+16.96	68.25' RT	603.73	552849.26	94028.07						
051	91+19.12	69.55' RT	603.65	552850.35	94030.34						
052	91+21.18	67.29' RT	603.96	552853.32	94029.59						
053	91+20.77	64.23' RT	603.76	552854.65	94026.81						

2



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - STH 57 / WEBSTER RAMP	SHEET 39	E

2



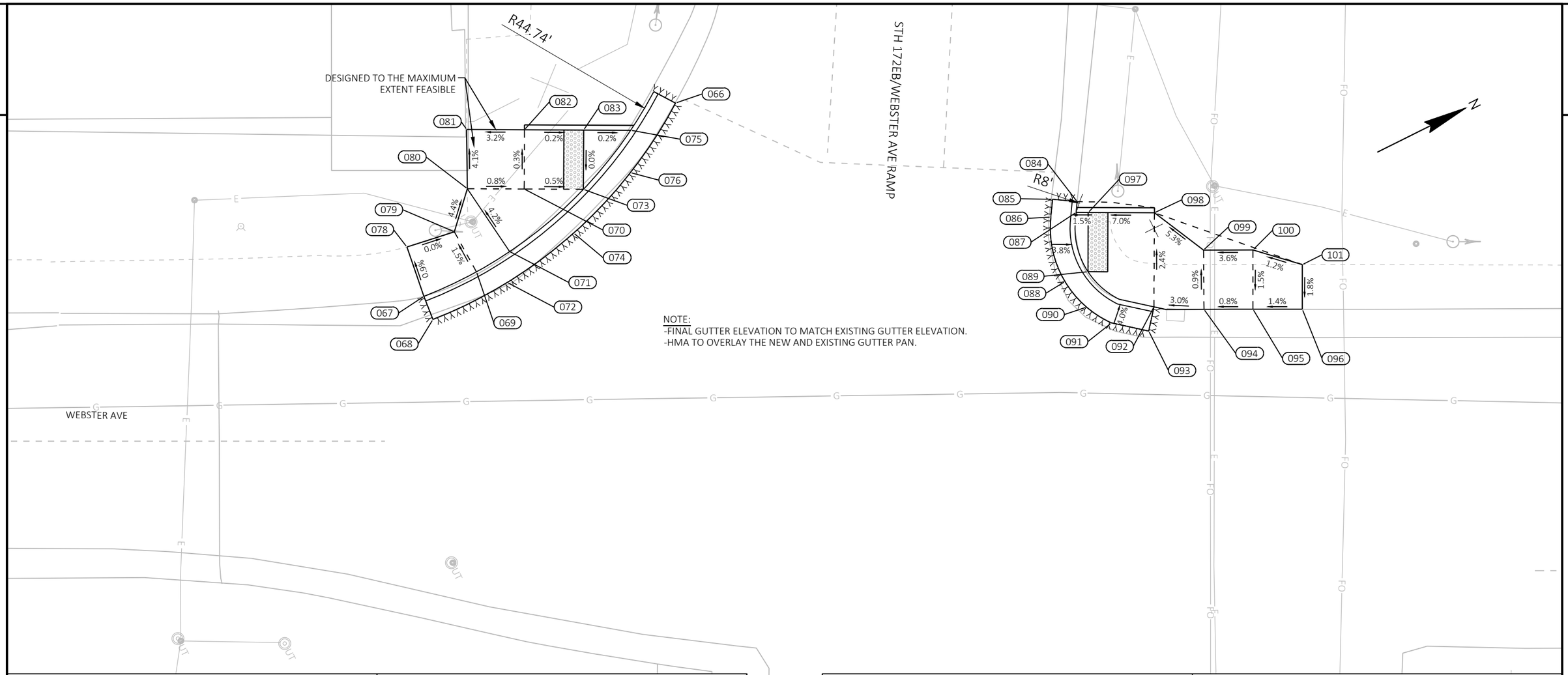
LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WEBSTER / EB STH 172 OFF-RAMP	SHEET 40 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 023105

PLOT DATE : 7/20/2022 5:28 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT



Webster-EB-Off-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
066	106+58.96	65.06' LT	652.55	550991.84	95337.95
067	106+33.47	45.49' LT	652.85	550960.30	95344.05
068	106+34.38	43.16' LT	652.45	550960.07	95346.54
069	106+38.79	47.97' LT	652.87	550966.17	95344.20
070	106+43.62	56.36' LT	652.55	550974.24	95338.86
071	106+42.13	50.04' LT	652.92	550970.08	95343.84
072	106+41.90	46.89' LT	652.48	550968.46	95346.56
073	106+49.62	56.33' LT	652.52	550979.59	95341.58
074	106+48.64	51.90' LT	652.58	550976.73	95345.10
075	106+54.40	62.30' LT	652.51	550986.54	95338.37
076	106+54.38	58.02' LT	652.62	550984.61	95342.20
078	106+31.75	50.49' LT	652.80	550960.99	95338.80

Webster-EB-Off-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
079	106+36.56	52.02' LT	652.80	550965.98	95339.58
080	106+37.87	56.39' LT	652.60	550969.11	95336.26
081	106+37.80	62.39' LT	652.35	550971.73	95330.87
082	106+43.66	62.36' LT	652.54	550976.95	95333.51
083	106+49.66	62.33' LT	652.52	550982.31	95336.23

Webster-EB-Off-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
084	106+99.62	55.08' LT	653.28	551023.75	95365.06
085	106+97.13	55.33' LT	653.07	551021.64	95363.73
086	106+96.96	53.51' LT	653.09	551020.66	95365.28
087	106+99.52	53.99' LT	653.00	551023.17	95365.99
088	106+98.39	46.99' LT	653.18	551019.02	95371.75
089	107+00.71	47.99' LT	653.12	551021.55	95371.90
090	107+00.56	44.41' LT	653.29	551019.82	95375.03
091	107+03.09	42.80' LT	653.39	551021.36	95377.60
092	107+07.39	44.43' LT	653.72	551025.93	95378.07
093	107+06.86	41.98' LT	653.51	551024.36	95380.02
094	107+12.46	44.18' LT	653.88	551030.35	95380.55
095	107+17.41	44.20' LT	653.91	551034.79	95382.76

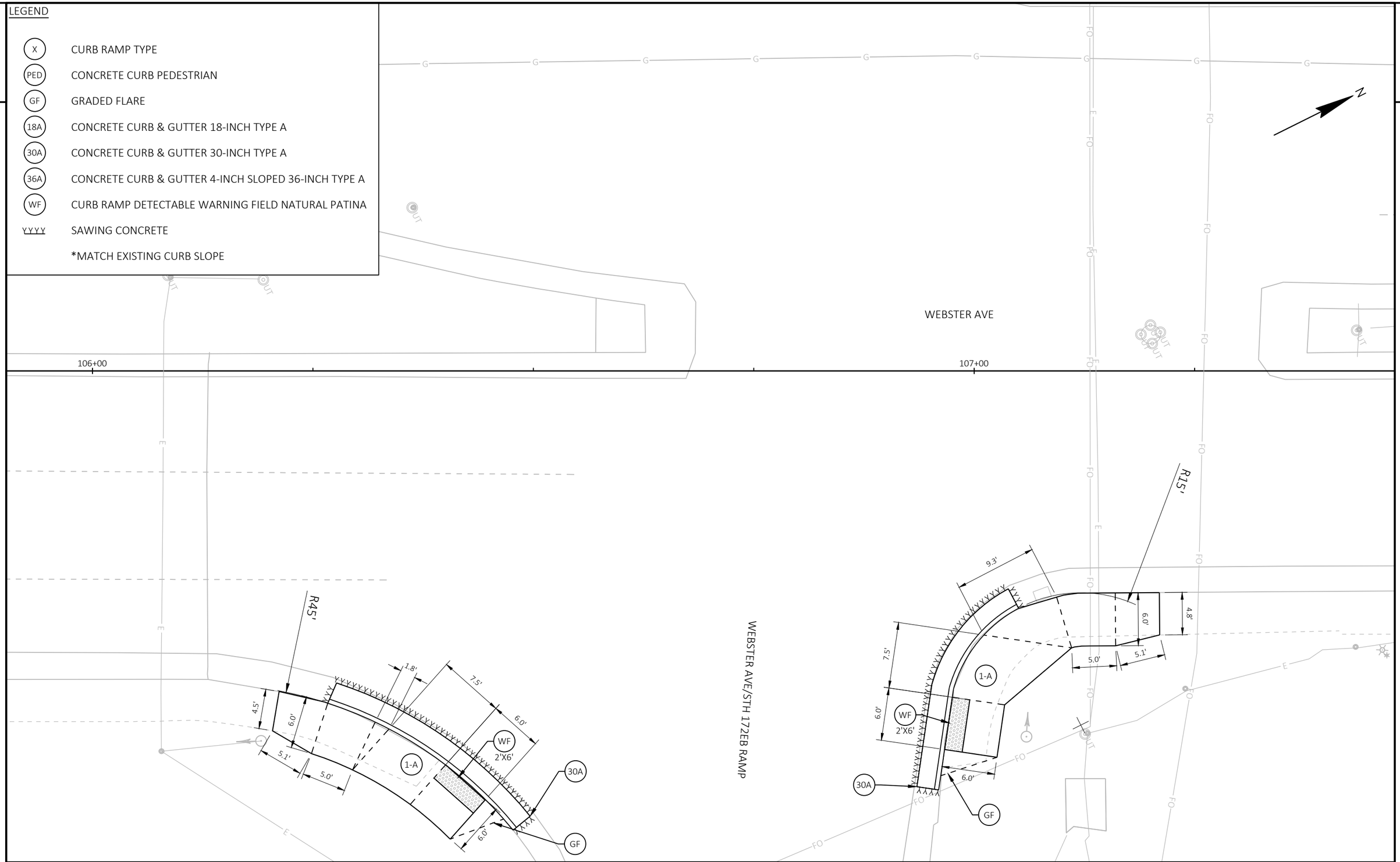
Webster-EB-Off-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
096	107+22.41	44.19' LT	653.98	551039.26	95385.00
097	107+00.74	53.99' LT	653.02	551024.26	95366.54
098	107+07.44	53.95' LT	653.49	551030.24	95369.57
099	107+12.42	50.18' LT	653.82	551033.01	95375.17
100	107+17.42	50.20' LT	654.00	551037.48	95377.40
101	107+22.42	48.70' LT	654.07	551041.28	95380.97

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WBSTER / EB STH 172 OFF-RAMP	SHEET 41 E

2

LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WEBSTER / EB STH 172 ON-RAMP	SHEET 42	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - 023107

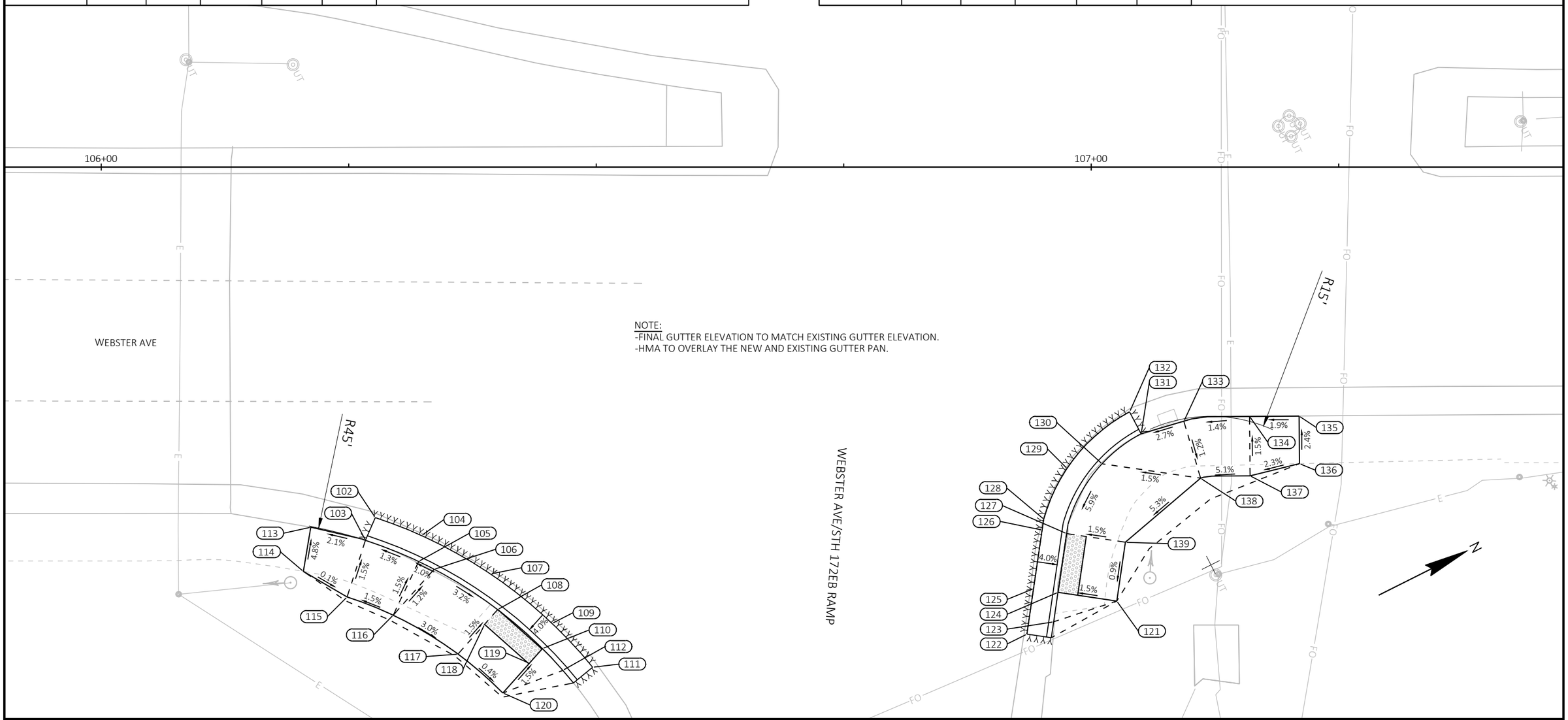
PLOT DATE : 7/20/2022 5:36 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

Webster-EB-On-SE						Webster-EB-On-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
102	106+27.69	35.40' RT	652.27	550918.94	95413.80	112	106+46.63	50.82' RT	652.58	550928.98	95436.07
103	106+26.69	37.70' RT	652.47	550917.01	95415.41	113	106+21.18	36.37' RT	652.35	550912.68	95411.75
104	106+32.36	37.21' RT	652.33	550922.30	95417.51	114	106+20.42	40.82' RT	652.57	550910.01	95415.40
105	106+32.06	39.83' RT	652.55	550920.87	95419.72	115	106+24.84	43.40' RT	652.56	550912.81	95419.68
106	106+33.63	40.61' RT	652.57	550921.92	95421.12	116	106+29.50	45.25' RT	652.64	550916.14	95423.42
107	106+39.32	41.09' RT	652.40	550926.79	95424.09	117	106+36.04	49.18' RT	652.41	550920.24	95429.86
108	106+40.05	44.68' RT	652.32	550925.84	95427.63	118	106+38.72	46.18' RT	652.35	550923.98	95428.37
109	106+45.55	46.08' RT	652.38	550930.13	95431.35	119	106+43.24	50.12' RT	652.33	550926.26	95433.92
110	106+44.57	48.62' RT	652.30	550928.12	95433.18	120	106+40.58	53.10' RT	652.39	550922.54	95435.40
111	106+49.64	50.51' RT	652.36	550931.81	95437.13						

Webster-EB-On-NE						Webster-EB-On-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
121	107+02.59	43.82' RT	653.05	550982.15	95454.84	131	107+05.05	26.93' RT	653.58	550991.91	95440.83
122	106+93.50	47.17' RT	653.01	550972.53	95453.77	132	107+03.88	24.72' RT	653.37	550991.85	95438.33
123	106+96.21	45.92' RT	653.23	550975.51	95453.86	133	107+09.36	25.66' RT	653.70	550996.33	95441.63
124	106+96.65	42.95' RT	652.96	550977.23	95451.40	134	107+16.00	25.18' RT	653.80	551002.49	95444.17
125	106+94.18	42.59' RT	653.04	550975.18	95449.97	135	107+21.00	25.14' RT	653.89	551006.98	95446.37
126	106+95.05	36.65' RT	653.09	550978.62	95445.05	136	107+21.04	29.95' RT	654.00	551004.86	95450.69
127	106+97.52	37.01' RT	653.01	550980.67	95446.49	137	107+16.05	31.18' RT	653.89	550999.84	95449.56
128	106+95.21	35.55' RT	653.11	550979.25	95444.15	138	107+11.05	31.42' RT	653.63	550995.27	95447.54
129	106+97.57	30.45' RT	653.22	550983.64	95440.64	139	107+03.46	37.88' RT	653.10	550985.59	95449.92
130	107+01.10	29.96' RT	653.48	550987.03	95441.78						

2

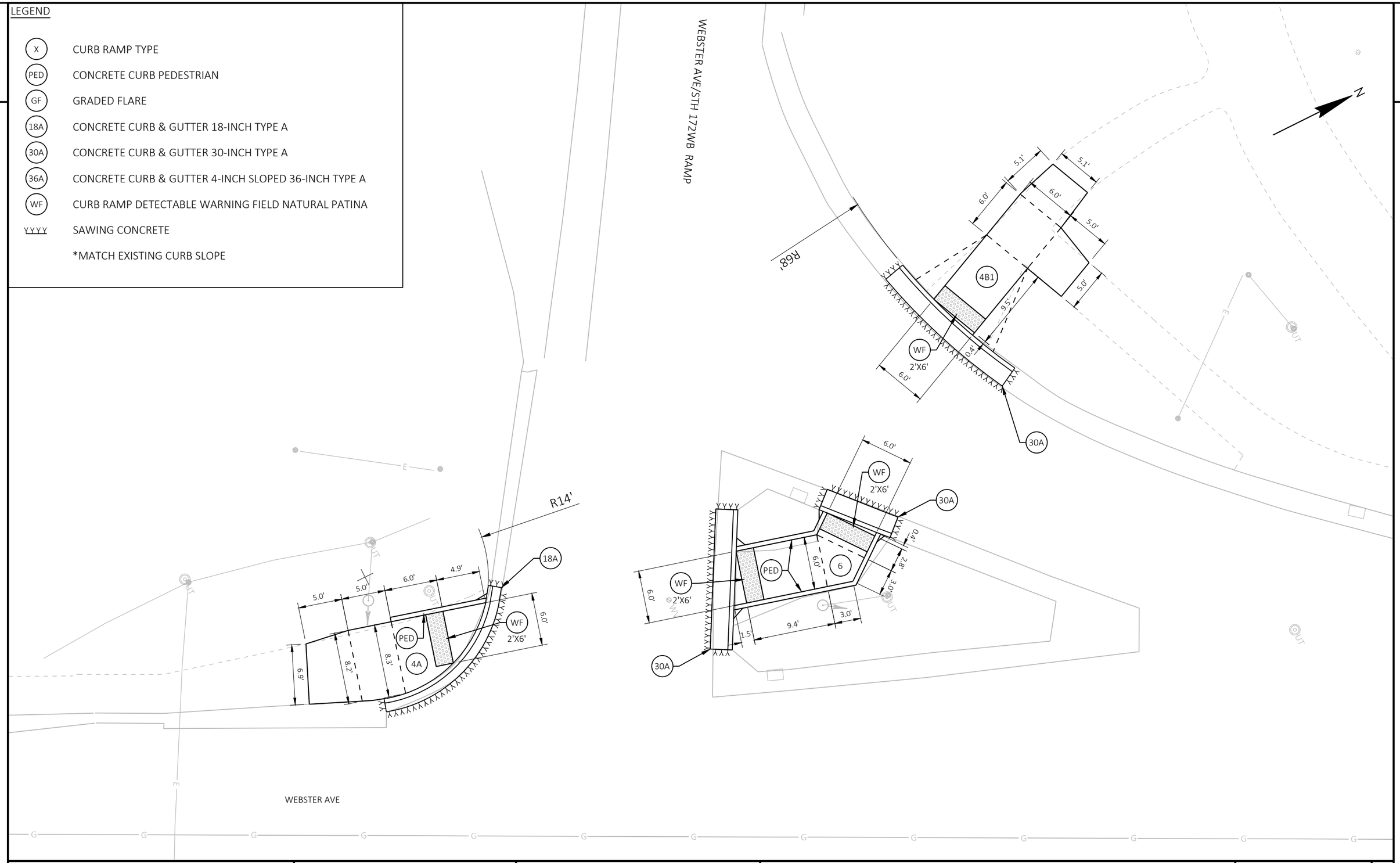


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WEBSTER / EB STH 172 ON-RAMP	SHEET 43	E

2

LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMPS DETAILS - WEBSTER / WB STH 172 ON-RAMP	SHEET 44	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 023109

PLOT DATE : 7/20/2022 5:40 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

Webster-WB-On-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
160	111+23.92	95.31' LT	660.06	551421.20	95518.93
161	111+22.01	93.69' LT	659.64	551418.77	95519.51
162	111+27.45	91.43' LT	659.78	551422.63	95523.98
163	111+26.21	89.14' LT	659.87	551420.50	95525.47
164	111+31.86	87.34' LT	659.87	551424.74	95529.61
165	111+29.89	85.73' LT	659.95	551422.26	95530.16
166	111+36.67	83.61' LT	660.71	551427.38	95535.10
167	111+35.24	81.56' LT	660.29	551425.18	95536.28
168	111+25.38	93.63' LT	660.15	551421.76	95521.08
169	111+28.73	92.97' LT	659.92	551424.46	95523.16
170	111+33.47	98.73' LT	660.45	551431.28	95520.13
171	111+37.28	103.37' LT	660.54	551436.76	95517.70
172	111+41.00	106.78' LT	660.60	551441.62	95516.31
173	111+44.93	103.54' LT	660.69	551443.69	95520.97
174	111+41.91	99.55' LT	660.63	551439.20	95523.18
175	111+45.11	95.57' LT	660.92	551440.28	95528.17
176	111+41.96	91.74' LT	660.82	551435.75	95530.19
177	111+38.10	94.92' LT	660.54	551433.72	95525.62
178	111+33.36	89.16' LT	660.01	551426.90	95528.65
179	111+34.19	85.45' LT	660.54	551425.98	95532.34

Webster-WB-PorkChop					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	111+02.68	67.59' LT	659.97	551389.82	95534.21
401	111+02.50	62.90' LT	660.11	551387.55	95538.33
402	111+02.25	56.72' LT	660.29	551384.57	95543.74
403	111+02.05	51.68' LT	660.43	551382.13	95548.16
404	111+05.18	67.49' LT	660.31	551392.01	95535.42
405	111+05.00	62.80' LT	660.07	551389.74	95539.53
406	111+04.75	56.62' LT	660.25	551386.76	95544.95
407	111+04.55	51.58' LT	660.90	551384.32	95549.37
408	111+06.19	56.92' LT	660.25	551388.18	95545.33
409	111+06.96	63.20' LT	660.09	551391.67	95540.05
410	111+08.15	57.32' LT	660.25	551390.11	95545.85
411	111+14.16	64.67' LT	660.14	551398.77	95541.96
412	111+15.36	58.79' LT	660.23	551397.21	95547.76
413	111+18.27	59.38' LT	660.28	551400.08	95548.53
414	111+19.56	62.06' LT	660.23	551402.43	95546.72
415	111+15.36	67.14' LT	660.01	551400.95	95540.28
416	111+20.76	64.53' LT	660.17	551404.61	95545.04
417	111+20.95	64.93' LT	660.17	551404.96	95544.77
418	111+15.35	69.84' LT	660.03	551402.15	95537.87
419	111+14.43	67.51' LT	660.46	551400.28	95539.54
420	111+16.28	69.47' LT	660.05	551402.81	95538.62
421	111+21.87	67.25' LT	660.21	551406.83	95543.10
422	111+23.39	66.68' LT	660.27	551407.92	95544.29
423	111+22.50	64.33' LT	660.73	551406.08	95545.99

WEBSTER AVE/STH 172WB RAMP

NOTE:
FINAL GUTTER ELEVATION TO MATCH
EXISTING GUTTER ELEVATION.

R68'

R14'

WEBSTER AVE

Webster-WB-On-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
140	110+56.49	45.47' LT	659.81	551338.61	95533.33
141	110+62.51	45.77' LT	659.95	551344.12	95535.75
142	110+67.43	46.64' LT	660.08	551348.92	95537.18
143	110+64.99	46.05' LT	660.04	551346.46	95536.61
144	110+65.46	44.58' LT	659.58	551346.23	95538.14
145	110+65.24	44.57' LT	659.58	551346.03	95538.05
146	110+72.86	50.10' LT	659.73	551355.31	95536.52
147	110+73.61	48.73' LT	659.72	551355.37	95538.08
148	110+70.90	49.70' LT	659.84	551353.38	95535.99
149	110+69.81	46.02' LT	659.65	551350.76	95538.80

Webster-WB-On-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	110+76.84	58.91' LT	660.08	551362.82	95530.42
151	110+78.32	58.67' LT	659.62	551364.04	95531.30
152	110+76.52	56.95' LT	659.60	551361.66	95532.02
153	110+77.97	56.60' LT	659.64	551362.80	95532.99
154	110+76.43	52.44' LT	659.69	551359.56	95536.02
155	110+56.10	52.26' LT	659.98	551341.29	95527.08
156	110+60.89	53.80' LT	660.07	551346.27	95527.84
157	110+65.79	54.79' LT	659.98	551351.09	95529.15
158	110+69.71	55.58' LT	659.78	551354.95	95530.20
159	110+71.67	55.98' LT	659.68	551356.88	95530.73

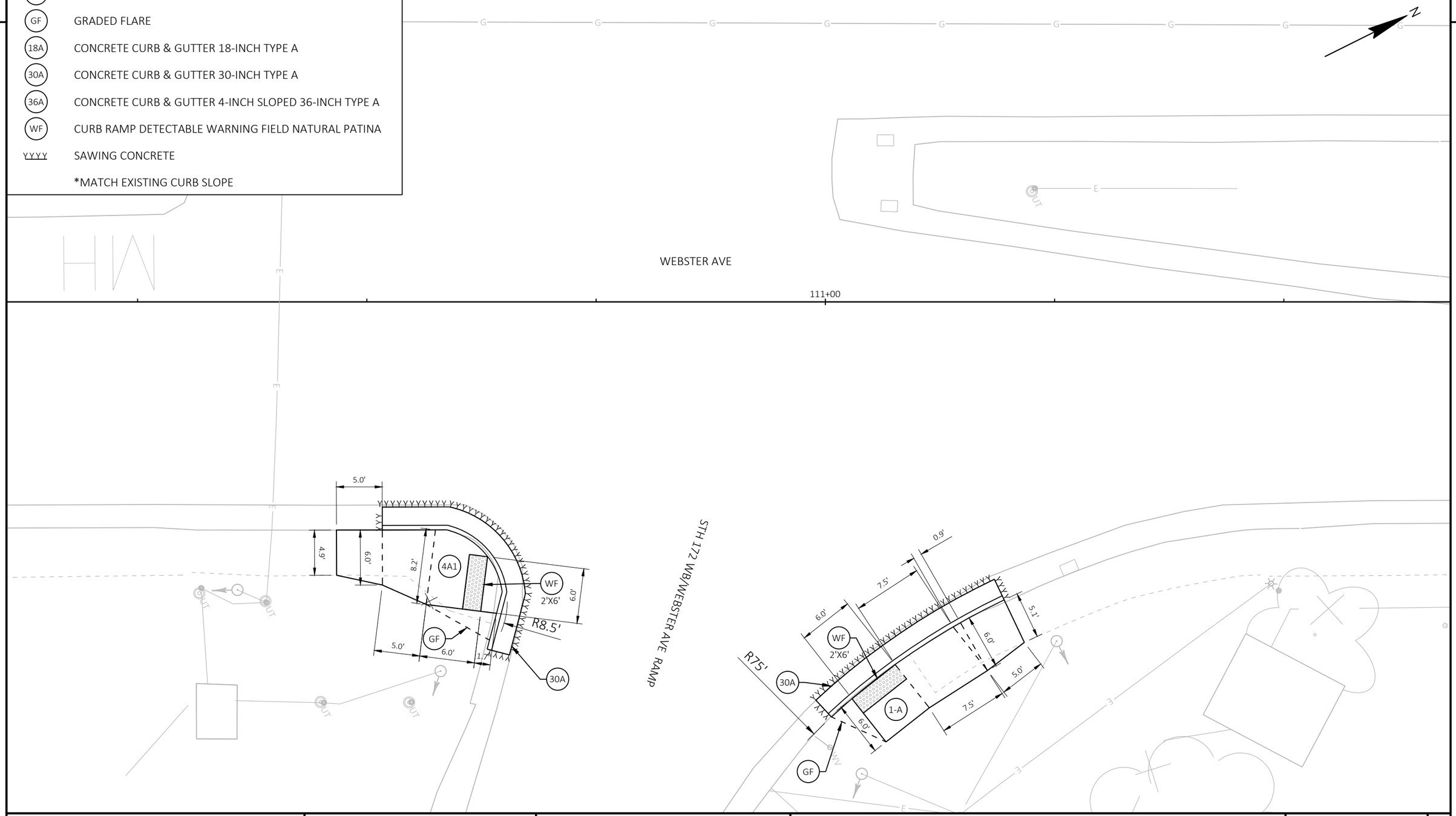
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WEBSTER / WB STH 172 ON-RAMP	SHEET 45	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - 023110
PLOT DATE : 7/20/2022 5:44 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WEBSTER / WB STH 172 OFF-RAMP	SHEET 46 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - 023111

PLOT DATE : 7/20/2022 5:47 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

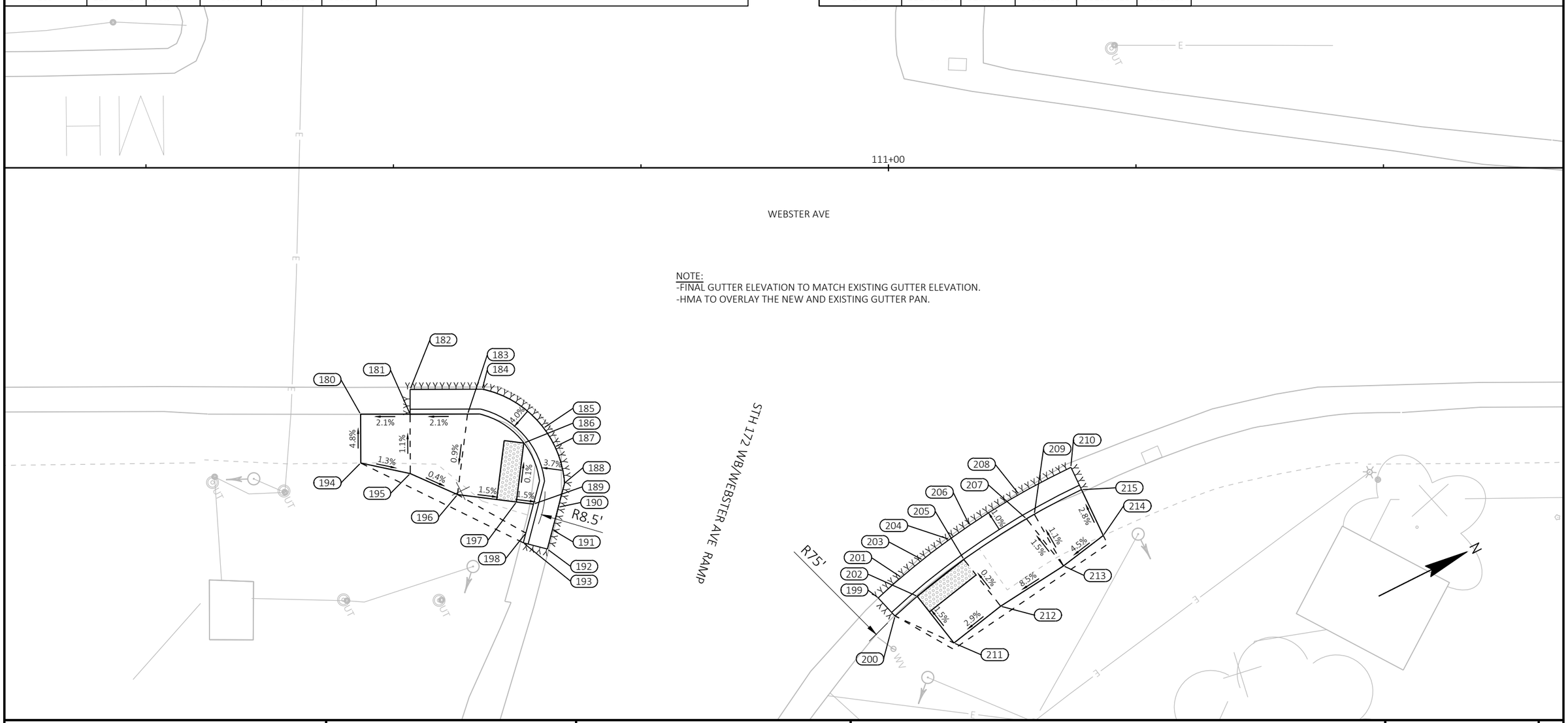
Webster-WB-Off-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
180	110+46.68	24.87' RT	659.60	551298.36	95591.85
181	110+51.68	24.86' RT	659.70	551302.84	95594.08
182	110+51.68	22.36' RT	659.49	551303.95	95591.84
183	110+57.48	24.85' RT	659.82	551308.03	95596.66
184	110+58.96	22.35' RT	659.63	551310.48	95595.09
185	110+65.15	26.26' RT	659.73	551314.26	95601.35
186	110+63.17	27.77' RT	659.65	551311.81	95601.82
187	110+66.30	28.17' RT	659.73	551314.43	95603.57
188	110+67.27	31.83' RT	659.72	551313.66	95607.29
189	110+64.14	33.94' RT	659.64	551309.92	95607.77

Webster-WB-Off-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
190	110+66.64	34.26' RT	659.72	551312.01	95609.17
191	110+66.05	36.52' RT	659.71	551310.47	95610.94
192	110+65.54	38.48' RT	659.66	551309.14	95612.46
193	110+63.12	37.85' RT	659.88	551307.26	95610.81
194	110+46.69	29.80' RT	659.84	551296.17	95596.26
195	110+51.69	30.86' RT	659.77	551300.16	95599.45
196	110+56.47	32.98' RT	659.75	551303.48	95603.48
197	110+62.42	33.73' RT	659.66	551308.47	95606.81
198	110+63.38	36.87' RT	659.90	551307.92	95610.05

Webster-WB-Off-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
199	110+98.96	43.40' RT	660.19	551336.82	95631.81
200	111+00.66	45.24' RT	660.52	551337.52	95634.21
201	111+01.28	41.34' RT	660.32	551339.82	95631.00
202	111+02.90	43.24' RT	660.34	551340.42	95633.43
203	111+03.44	39.57' RT	660.44	551342.55	95630.39
204	111+06.15	37.50' RT	660.58	551345.89	95629.75
205	111+07.62	39.53' RT	660.60	551346.30	95632.22
206	111+08.19	36.08' RT	660.66	551348.36	95629.39
207	111+13.93	35.42' RT	661.16	551353.78	95631.37
208	111+13.20	32.96' RT	660.85	551354.23	95628.85

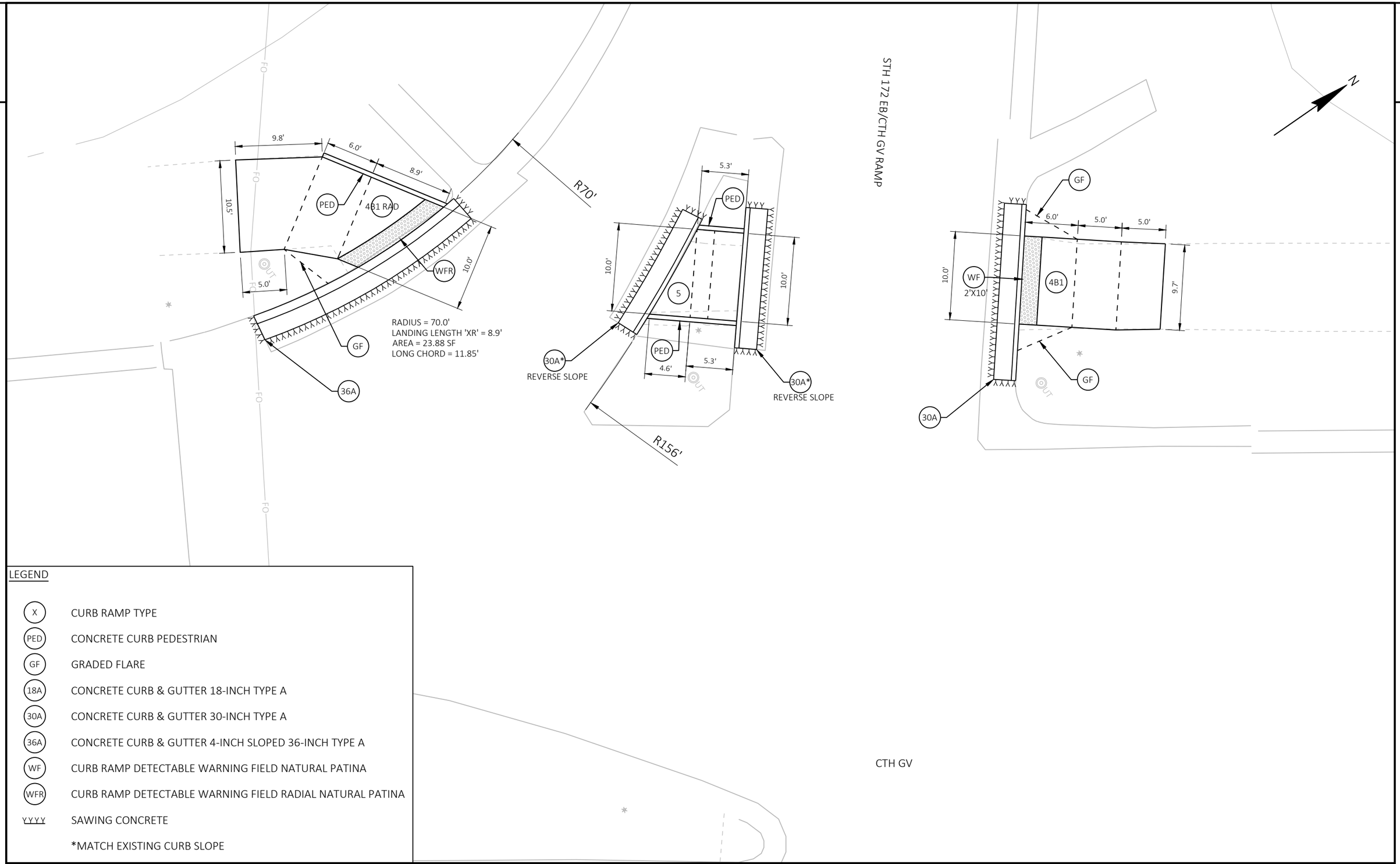
Webster-WB-Off-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
209	111+14.73	34.96' RT	661.19	551354.70	95631.32
210	111+18.42	30.23' RT	661.01	551360.13	95628.74
211	111+06.62	47.95' RT	660.43	551341.64	95639.31
212	111+11.33	44.24' RT	660.61	551347.51	95638.09
213	111+17.68	40.18' RT	661.25	551355.01	95637.31
214	111+21.69	37.12' RT	661.48	551359.97	95636.36
215	111+19.50	32.49' RT	661.34	551360.07	95631.24

2



NOTE:
-FINAL GUTTER ELEVATION TO MATCH EXISTING GUTTER ELEVATION.
-HMA TO OVERLAY THE NEW AND EXISTING GUTTER PAN.

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - WEBSTER / WB STH 172 OFF-RAMP	SHEET 47	E

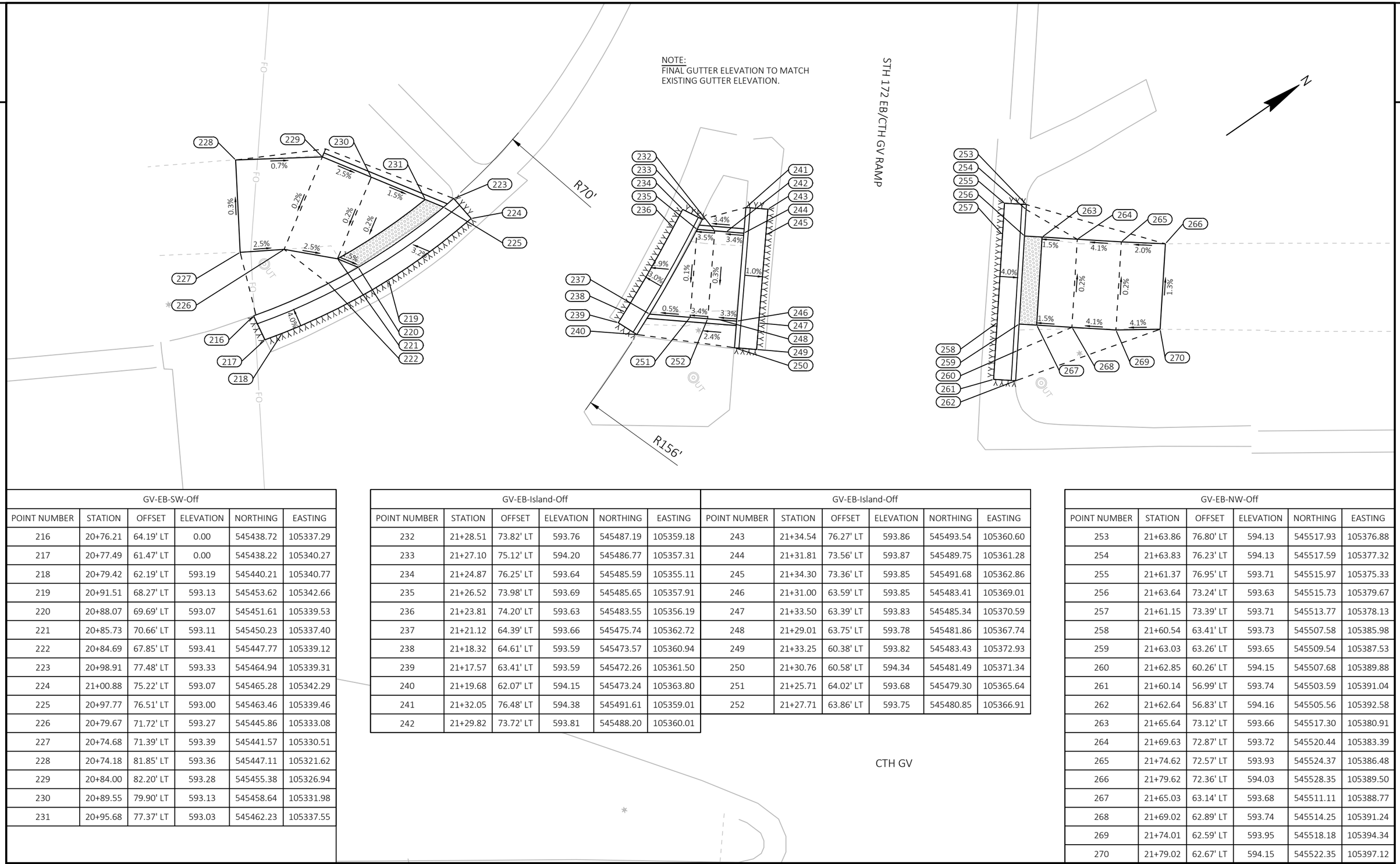


LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - CTH GV / EB STH 172 OFF-RAMP	SHEET 48	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 023113
PLOT DATE : 7/20/2022 5:51 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



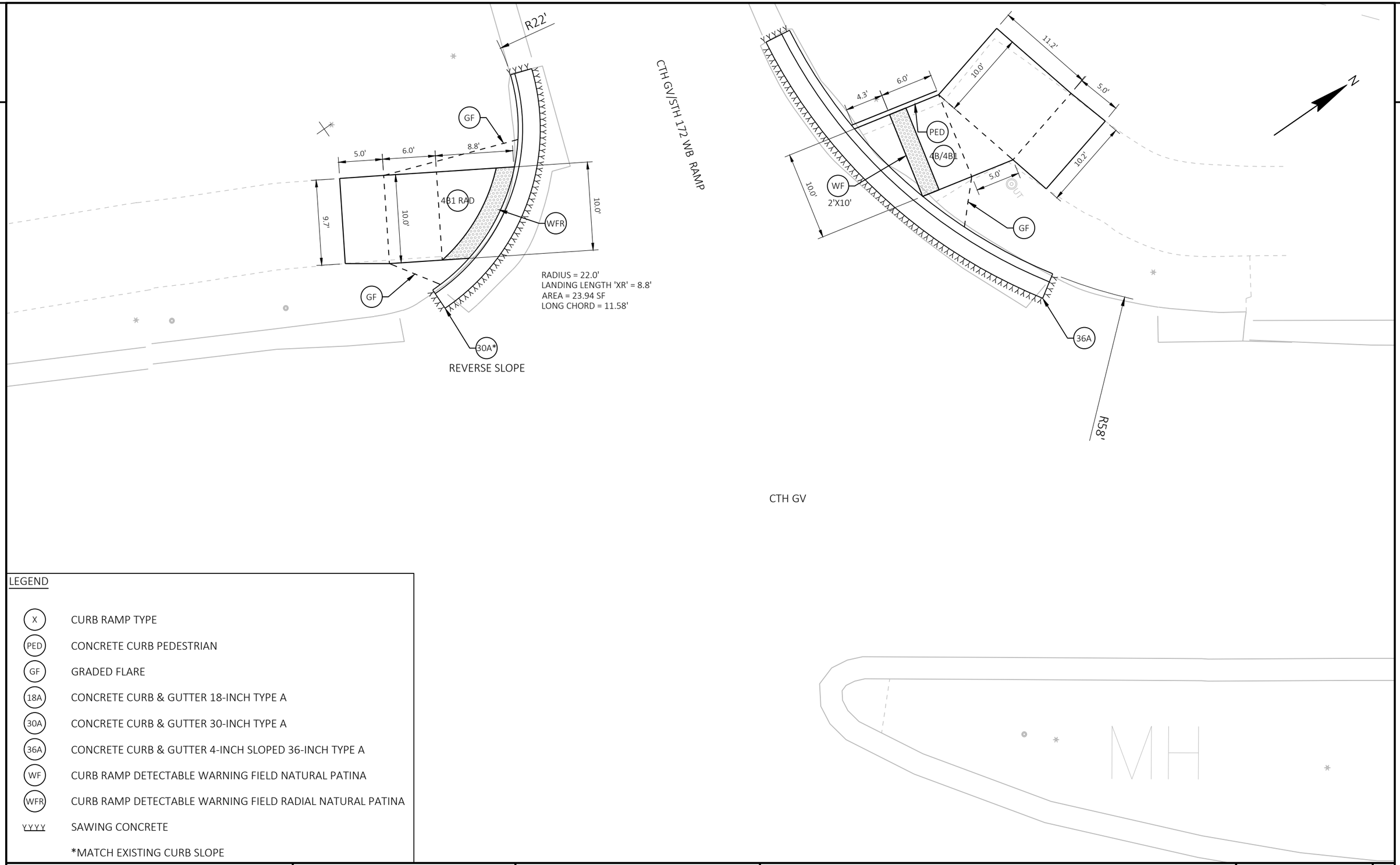
GV-EB-SW-Off					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
216	20+76.21	64.19' LT	0.00	545438.72	105337.29
217	20+77.49	61.47' LT	0.00	545438.22	105340.27
218	20+79.42	62.19' LT	593.19	545440.21	105340.77
219	20+91.51	68.27' LT	593.13	545453.62	105342.66
220	20+88.07	69.69' LT	593.07	545451.61	105339.53
221	20+85.73	70.66' LT	593.11	545450.23	105337.40
222	20+84.69	67.85' LT	593.41	545447.77	105339.12
223	20+98.91	77.48' LT	593.33	545464.94	105339.31
224	21+00.88	75.22' LT	593.07	545465.28	105342.29
225	20+97.77	76.51' LT	593.00	545463.46	105339.46
226	20+79.67	71.72' LT	593.27	545445.86	105333.08
227	20+74.68	71.39' LT	593.39	545441.57	105330.51
228	20+74.18	81.85' LT	593.36	545447.11	105321.62
229	20+84.00	82.20' LT	593.28	545455.38	105326.94
230	20+89.55	79.90' LT	593.13	545458.64	105331.98
231	20+95.68	77.37' LT	593.03	545462.23	105337.55

GV-EB-Island-Off					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
232	21+28.51	73.82' LT	593.76	545487.19	105359.18
233	21+27.10	75.12' LT	594.20	545486.77	105357.31
234	21+24.87	76.25' LT	593.64	545485.59	105355.11
235	21+26.52	73.98' LT	593.69	545485.65	105357.91
236	21+23.81	74.20' LT	593.63	545483.55	105356.19
237	21+21.12	64.39' LT	593.66	545475.74	105362.72
238	21+18.32	64.61' LT	593.59	545473.57	105360.94
239	21+17.57	63.41' LT	593.59	545472.26	105361.50
240	21+19.68	62.07' LT	594.15	545473.24	105363.80
241	21+32.05	76.48' LT	594.38	545491.61	105359.01
242	21+29.82	73.72' LT	593.81	545488.20	105360.01

GV-EB-Island-Off					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
243	21+34.54	76.27' LT	593.86	545493.54	105360.60
244	21+31.81	73.56' LT	593.87	545489.75	105361.28
245	21+34.30	73.36' LT	593.85	545491.68	105362.86
246	21+31.00	63.59' LT	593.85	545483.41	105369.01
247	21+33.50	63.39' LT	593.83	545485.34	105370.59
248	21+29.01	63.75' LT	593.78	545481.86	105367.74
249	21+33.25	60.38' LT	593.82	545483.43	105372.93
250	21+30.76	60.58' LT	594.34	545481.49	105371.34
251	21+25.71	64.02' LT	593.68	545479.30	105365.64
252	21+27.71	63.86' LT	593.75	545480.85	105366.91

GV-EB-NW-Off					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
253	21+63.86	76.80' LT	594.13	545517.93	105376.88
254	21+63.83	76.23' LT	594.13	545517.59	105377.32
255	21+61.37	76.95' LT	593.71	545515.97	105375.33
256	21+63.64	73.24' LT	593.63	545515.73	105379.67
257	21+61.15	73.39' LT	593.71	545513.77	105378.13
258	21+60.54	63.41' LT	593.73	545507.58	105385.98
259	21+63.03	63.26' LT	593.65	545509.54	105387.53
260	21+62.85	60.26' LT	594.15	545507.68	105389.88
261	21+60.14	56.99' LT	593.74	545503.59	105391.04
262	21+62.64	56.83' LT	594.16	545505.56	105392.58
263	21+65.64	73.12' LT	593.66	545517.30	105380.91
264	21+69.63	72.87' LT	593.72	545520.44	105383.39
265	21+74.62	72.57' LT	593.93	545524.37	105386.48
266	21+79.62	72.36' LT	594.03	545528.35	105389.50
267	21+65.03	63.14' LT	593.68	545511.11	105388.77
268	21+69.02	62.89' LT	593.74	545514.25	105391.24
269	21+74.01	62.59' LT	593.95	545518.18	105394.34
270	21+79.02	62.67' LT	594.15	545522.35	105397.12

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - CTH GV / EB STH 172 OFF-RAMP	SHEET 49	E

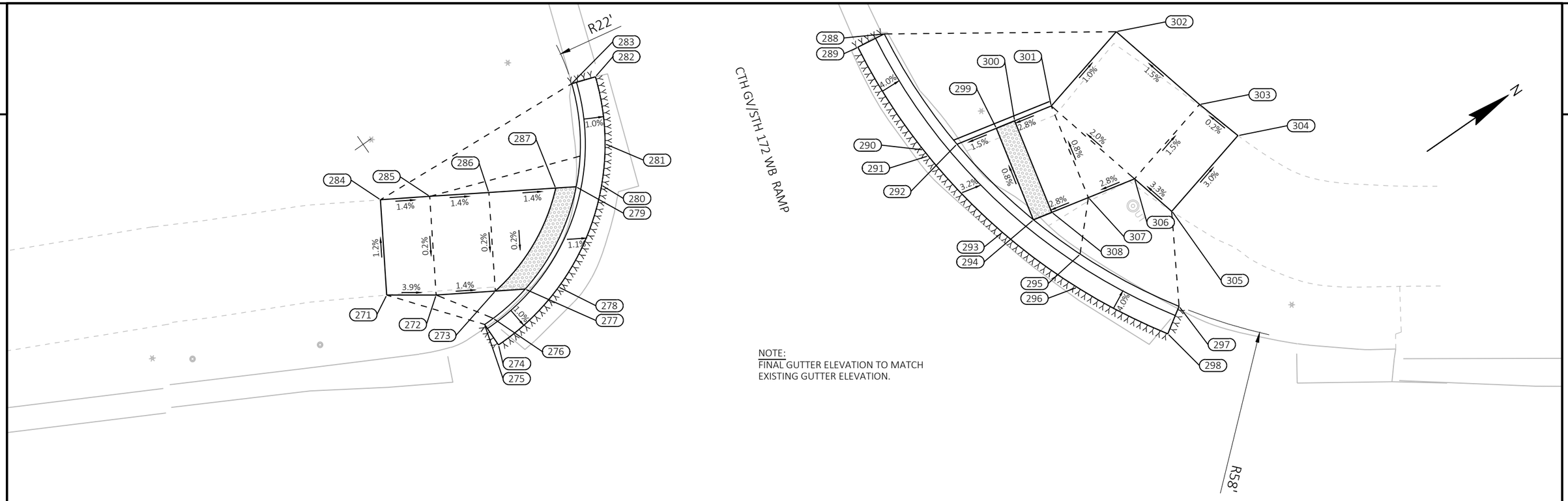


LEGEND

X	CURB RAMP TYPE
PED	CONCRETE CURB PEDESTRIAN
GF	GRADED FLARE
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA
YYYY	SAWING CONCRETE
	*MATCH EXISTING CURB SLOPE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - CTH GV / WB STH 172 ON-RAMP	SHEET 50	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 023115
PLOT DATE : 7/20/2022 5:56 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



GV-WB-SW-On						GV-WB-SW-On					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
271	27+00.11	70.01' LT	596.08	545954.76	105687.99	282	27+21.24	92.11' LT	595.64	545984.71	105681.87
272	27+05.12	70.02' LT	595.88	545958.88	105690.84	283	27+18.84	91.41' LT	596.16	545982.34	105681.07
273	27+11.10	70.41' LT	595.80	545964.02	105693.92	284	26+99.47	79.65' LT	595.97	545959.73	105679.70
274	27+11.42	64.96' LT	595.77	545961.18	105698.59	285	27+04.46	80.00' LT	595.90	545964.03	105682.26
275	27+10.02	67.03' LT	596.29	545961.21	105696.09	286	27+10.45	80.39' LT	595.81	545969.17	105685.35
276	27+10.89	67.65' LT	596.28	545962.27	105696.07	287	27+17.21	80.84' LT	595.72	545974.98	105688.84
277	27+14.12	70.61' LT	595.75	545966.61	105695.48						
278	27+17.49	70.83' LT	595.72	545969.51	105697.22						
279	27+19.29	80.97' LT	595.69	545976.77	105689.91						
280	27+21.84	81.14' LT	595.66	545978.96	105691.23						
281	27+22.21	85.33' LT	595.64	545981.65	105687.99						

GV-WB-NW-On						GV-WB-NW-On					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
288	27+50.50	96.45' LT	595.72	546011.23	105694.97	299	27+61.84	86.90' LT	595.53	546015.12	105709.29
289	27+47.82	95.10' LT	595.46	546008.26	105694.56	300	27+63.70	87.65' LT	595.59	546017.07	105709.72
290	27+54.45	84.71' LT	595.52	546007.79	105706.87	301	27+67.40	89.15' LT	595.70	546020.97	105710.60
291	27+54.93	84.10' LT	595.53	546007.84	105707.65	302	27+73.99	96.68' LT	595.60	546030.67	105708.17
292	27+57.85	85.28' LT	595.47	546010.91	105708.34	303	27+82.42	89.31' LT	595.77	546033.39	105719.03
293	27+62.46	76.36' LT	595.67	546009.61	105718.30	304	27+86.31	86.16' LT	595.78	546034.80	105723.84
294	27+65.60	77.63' LT	595.61	546012.92	105719.04	305	27+79.62	78.51' LT	596.09	546024.94	105726.31
295	27+70.33	74.15' LT	596.03	546014.82	105724.59	306	27+75.83	81.78' LT	595.92	546023.69	105721.47
296	27+70.02	70.78' LT	595.79	546012.66	105727.19	307	27+71.16	79.89' LT	595.78	546018.77	105720.36
297	27+80.34	68.86' LT	596.27	546020.04	105734.65	308	27+67.45	78.38' LT	595.67	546014.87	105719.48
298	27+79.21	66.09' LT	596.02	546017.53	105736.29						

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - CTH GV / WB STH 172 ON-RAMP	SHEET 51	E

2

Eastbound off ramp

STH 172

Asphalt over Concrete

SIGNAL/FIBER INTERCONNECT

REMOVE PULLBOX

CB1

10' Trail

PB1

PB2

PB3

2"

1"

22+00

23+00

24+00

27+00

29+00

Concrete

Concrete Sidewalk

OVERLAP "A"

OVERLAP "C"

REMOVE PULLBOX

190' TO NEAR RIGHT SIGNAL

350' TO NEAR RIGHT SIGNAL

CTH GV (Monroe Road)

35 mph Posted Speed Limit

PB7

REMOVE PULLBOX

SPLICE CONDUIT ACROSS PULLBOX

PLACE PULLBOX INLINE WITH EXISTING CONDUITS

PB6

REMOVE PULLBOX

SPLICE CONDUIT ACROSS PULLBOX

PLACE PULLBOX INLINE WITH EXISTING CONDUITS

STH 172 EB on ramp

STH 172 Westbound on ramp

CB2

PB4

PB5

REMOVE PULLBOX

REMOVE PULLBOX

Concrete Shoulder

Asphalt over Concrete

Concrete Shoulder

STH 172

Westbound off ramp

NOTE:

RAMP LOOP 12" PULL BOXES ARE UNDER ASPHALT OVERLAY

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 42"
- PULL BOX 24" X 36"
- SIGNAL STANDARD, PEDESTAL MOUNT
- SIGNAL POLE, MAST-ARM, TRANSFORMER MOUNT
- LUMINAIRE (250W, UNLESS OTHERWISE NOTED)
- CONTROL CABINET BASE
- CONDUIT
- LOOP DETECTOR (IN 1" CONDUIT) (XX) XT
- SIGNAL HEAD NUMBER / MOUNTING CONFIGURATION XX R Y G
- PEDESTRIAN HEAD
- RAMP GATE CONTROLLER/SOLAR PANEL
- RAMP GATE

TRAFFIC CONTROL SIGNAL

STH 172 EB/WB & CTH GV (Monroe Rd)
VILLAGE OF BELLEVUE
BROWN COUNTY

SIGNAL NO. S05-0486 & S05-2017

Controller Type: Cobalt TS2

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTORL SIGNALS S05-0486 & S05-2017	SHEET 52	E

FILE NAME : F:\D3_TRAFFI\S05-2017 (172 EB & GV)\S05-0486 & 2017 FUTURE.DWG
LAYOUT NAME - S05-0486 & S05-2017 FUTURE

PLOT DATE : 7/27/2022 1:01 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STH 172 WB

1302'WB' 1304'WB' 1306'WB' 1308'WB' 1310'WB' 1312'WB' 1314'WB'

1 2 3 7 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 7

2 8 ONEIDA ST

1302'EB' 1304'EB' STH 172 EB 1306'EB' 1308'EB' 1310'EB' 1312'EB' 1314'EB'

5 3 IH 41 NB/STH172 EB RAMP 4 1 3 7 1 6 2

MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH

MATCH LINE 1315+74

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

NOTE:
*REMOVE AND REPLACE DELINEATORS WITHIN PROJECT LIMITS
*LANE LINE SKIPS LINE UP ACROSS ALL LANES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 53	E

2

N

PILGRIM WAY TO STH 172 WB RAMP

MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH

MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH

STH 172 WB

1316'WB' 1318'WB' 1320'WB' 1322'WB' 1324'WB' 1326'WB' 1328'WB' 1330'WB'

HOLMGREN WAY

1316'EB' 1318'EB' 1320'EB' 1322'EB' 1324'EB' 1326'EB' 1328'EB' 1330'EB'

STH 172 EB

MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH

MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH

DUTCHMAN'S CREEK

STH 172 EB/VANDERPERREN WAY RAMP

MATCH LINE 1315+74

MATCH LINE 1330+49

LEGEND

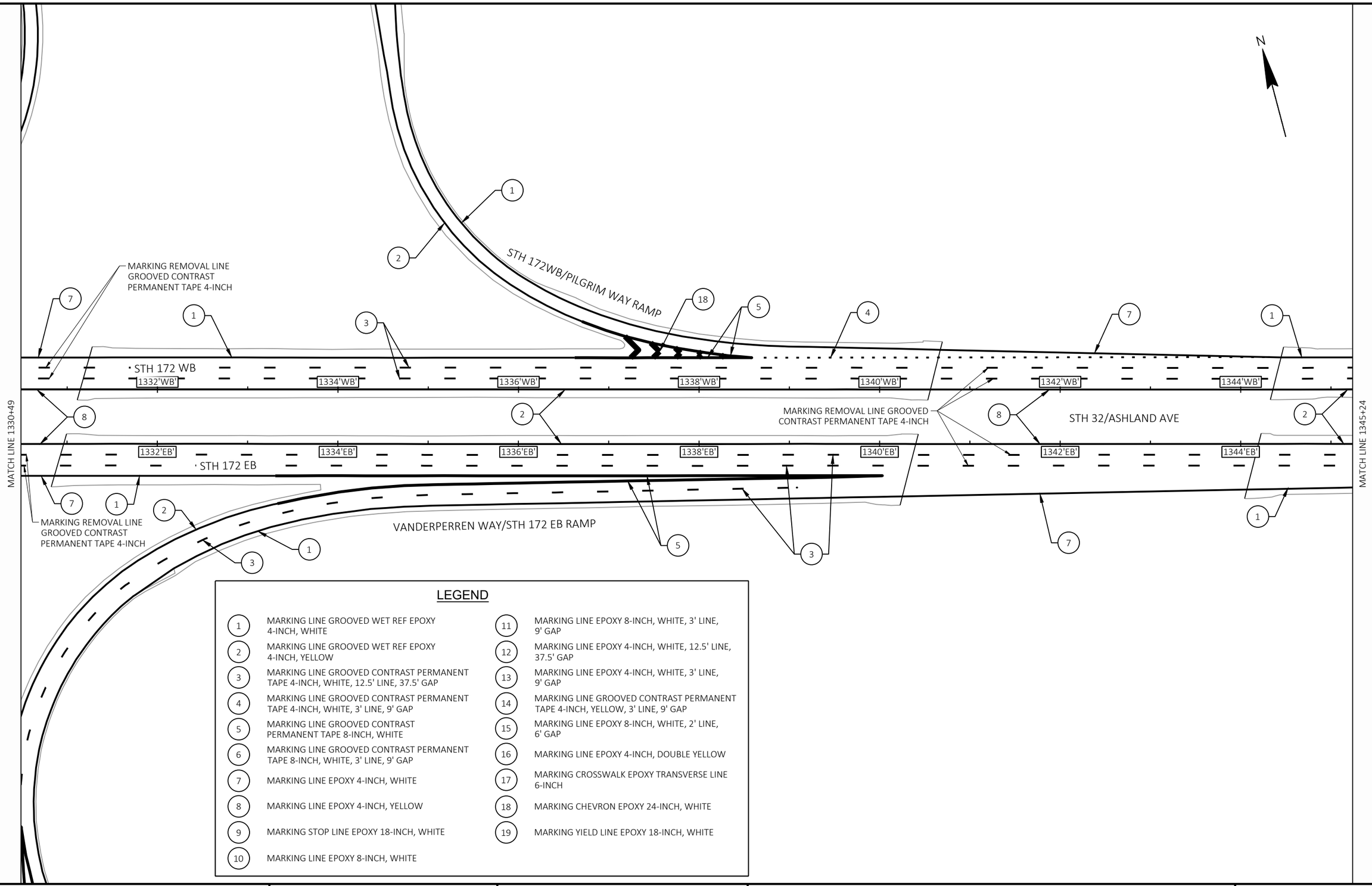
1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 54	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm

PLOT DATE : 7/20/2022 4:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 55 E

2

N

MATCH LINE 1345+24

STH 172 WB

1346'WB' 1348'WB' 1350'WB' 1352'WB' 1354'WB' 1356'WB' 1358'WB' 136

1 2 3 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 7 1 2

8 BROADWAY AVE

1346'EB' 1348'EB' 1350'EB' 1352'EB' 1354'EB' 1356'EB' 1358'EB' 136

STH 172 EB

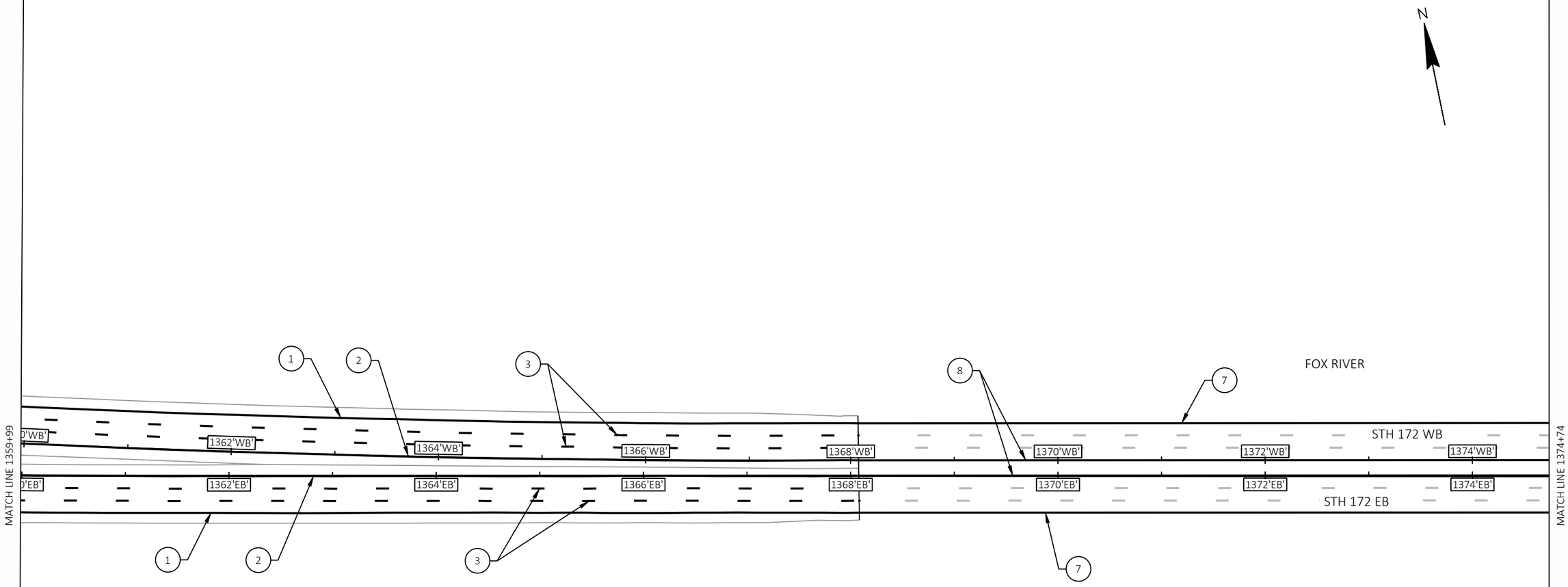
1 2 3 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 7 1 2

MATCH LINE 1359+99

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

2

2

N

MATCH LINE 1374+74

MATCH LINE 1389+49

STH 172 WB

1376'WB' 1378'WB' 1380'WB' 1382'WB' 1384'WB' 1386'WB' 1388'WB'

1376'EB' 1378'EB' 1380'EB' 1382'EB' 1384'EB' 1386'EB' 1388'EB'

STH 172 EB

FOX RIVER

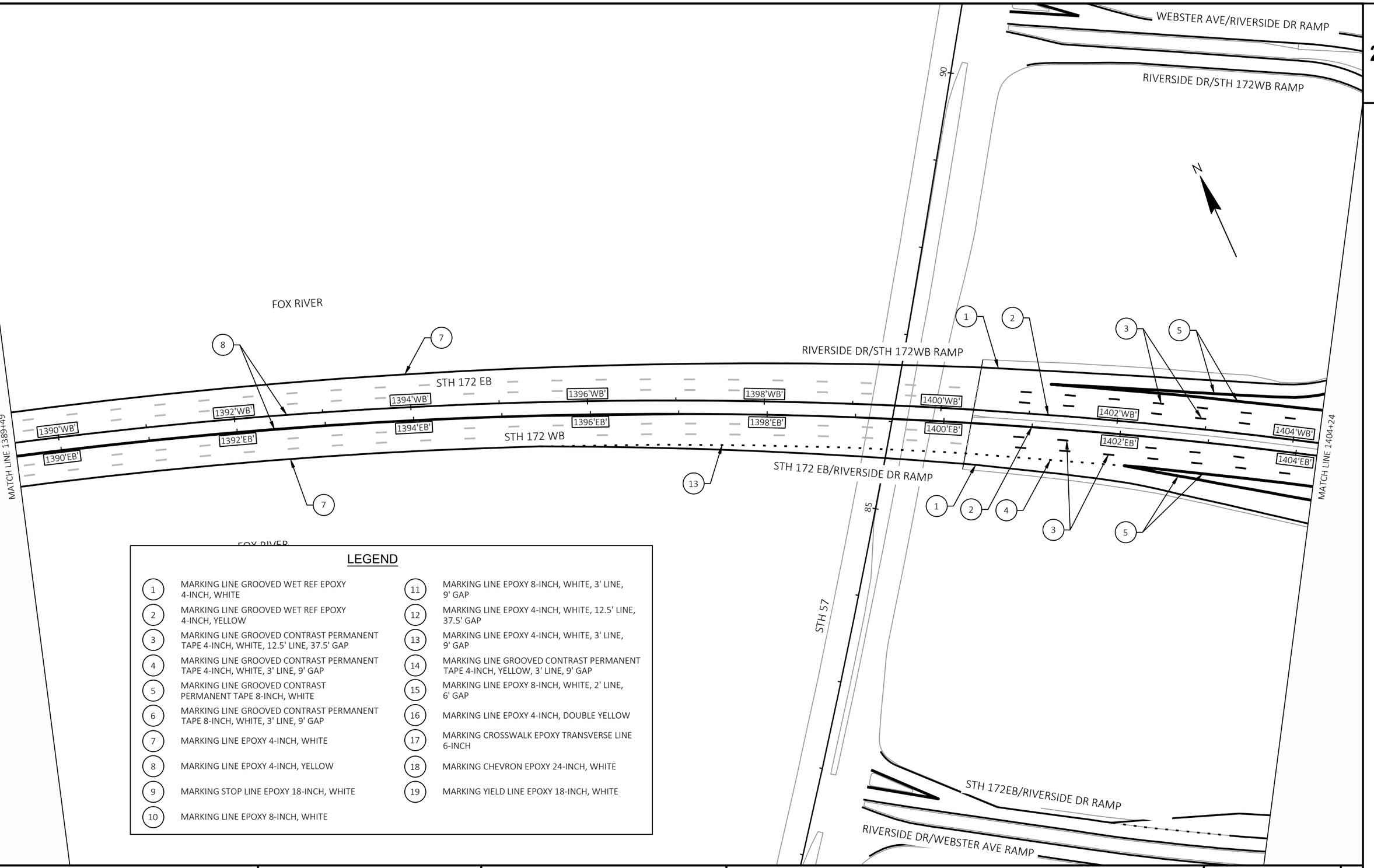
8 7 7

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 58	E

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 59	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024507-pm
PLOT DATE : 7/20/2022 4:18 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

WEBSTER AVE/RIVERSIDE DR RAMP

WEBSTER AVE/STH 172 WB RAMP

STH 172 WB

STH 172 EB

MATCH LINE 1404+24

MATCH LINE 1418+99

1406'WB' 1408'WB' 1410'WB' 1412'WB' 1414'WB' 1416'WB' 1418'WB'

1406'EB' 1408'EB' 1410'EB' 1412'EB' 1414'EB' 1416'EB' 1418'EB'

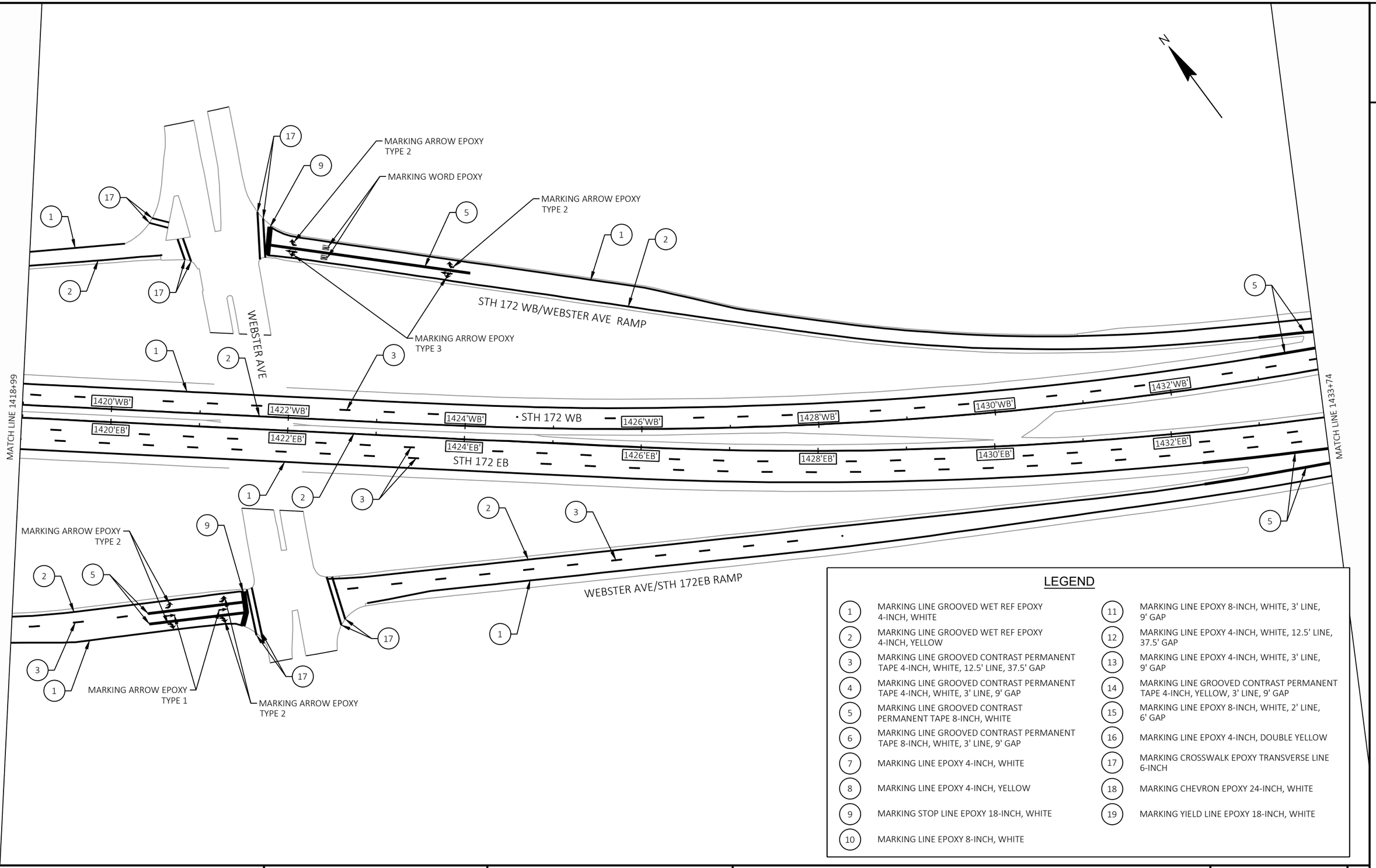
LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7. MARKING LINE EPOXY 4-INCH, WHITE
8. MARKING LINE EPOXY 4-INCH, YELLOW
9. MARKING STOP LINE EPOXY 18-INCH, WHITE
10. MARKING LINE EPOXY 8-INCH, WHITE
11. MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12. MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13. MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15. MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18. MARKING CHEVRON EPOXY 24-INCH, WHITE
19. MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 60	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024508-pm
PLOT DATE : 7/20/2022 4:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 61	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024509-pm
PLOT DATE : 7/20/2022 4:18 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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N

MARKING REMOVAL LINE
GROOVED CONTRAST
PERMANENT TAPE 4-INCH

1436'WB' 1438'WB' 1440'WB' STH 172 WB 1442'WB' 1444'WB' 1446'WB' 1448'WB'

8 LIBAL ST

MATCH LINE 1433+74

1434'EB' 1436'EB' 1438'EB' 1440'EB' STH 172 EB 1442'EB' 1444'EB' 1446'EB' 1448'EB'

MATCH LINE 1448+49

MARKING REMOVAL LINE
GROOVED CONTRAST
PERMANENT TAPE 4-INCH

MARKING ARROW EPOXY
TYPE 5

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 62	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024510-pm

PLOT DATE : 7/20/2022 4:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 1448+49

MATCH LINE 1463+24

STH 172 WB

1450'WB' 1452'WB' 1454'WB' 1456'WB' 1458'WB' 1460'WB' 1462'WB'

STH 172 EB

1450'EB' 1452'EB' 1454'EB' 1456'EB' 1458'EB' 1460'EB' 1462'EB'

MARKING ARROW EPOXY
TYPE 5

1 2 3

1 2 3

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

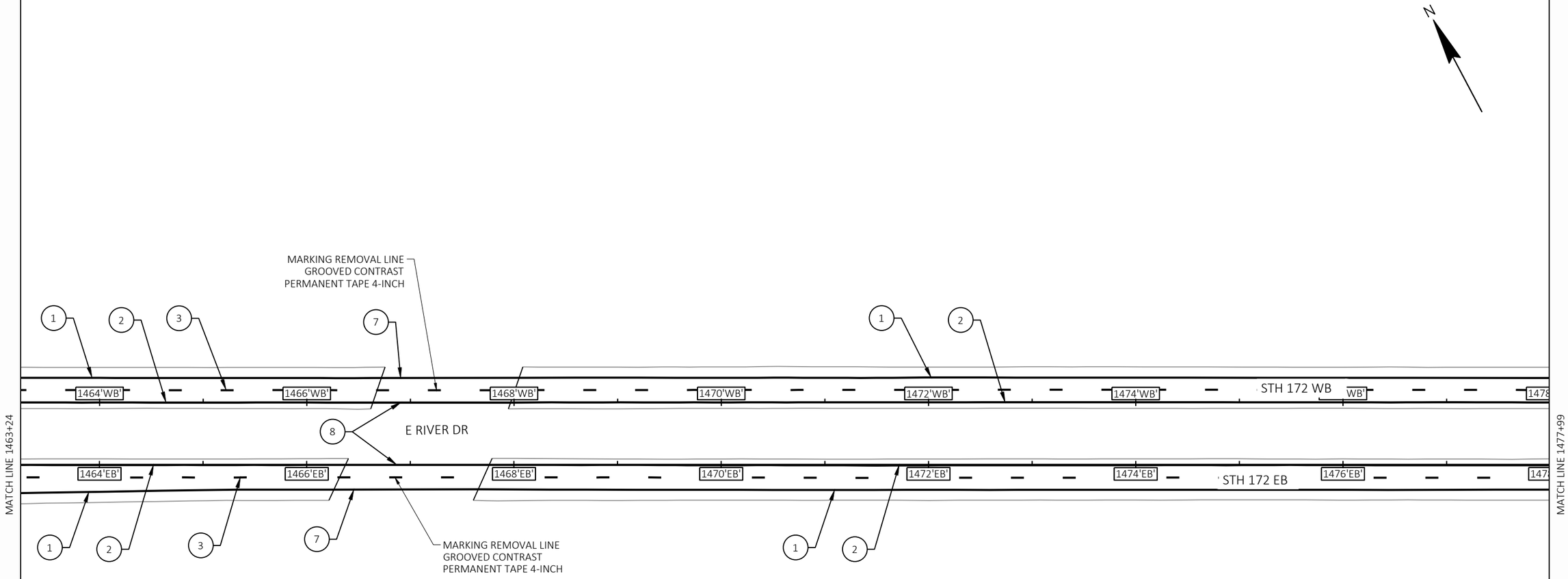
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 63	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024511-pm

PLOT DATE : 7/20/2022 4:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

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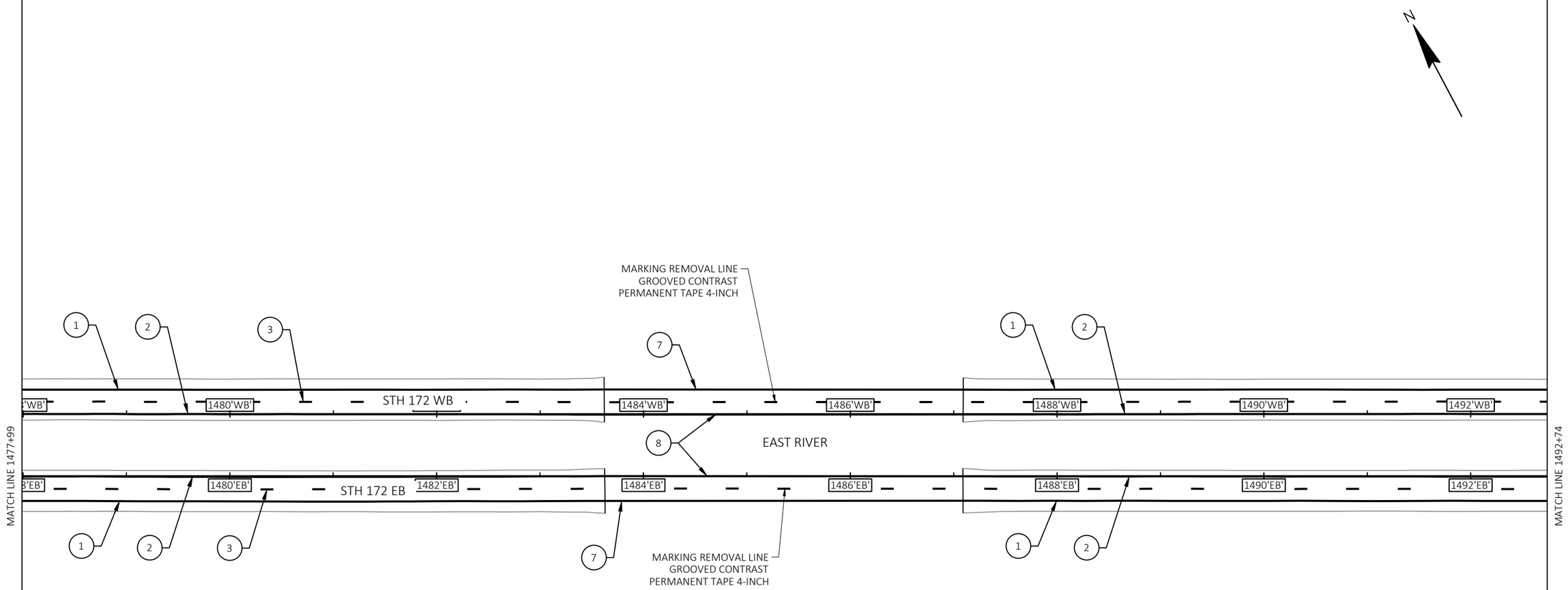
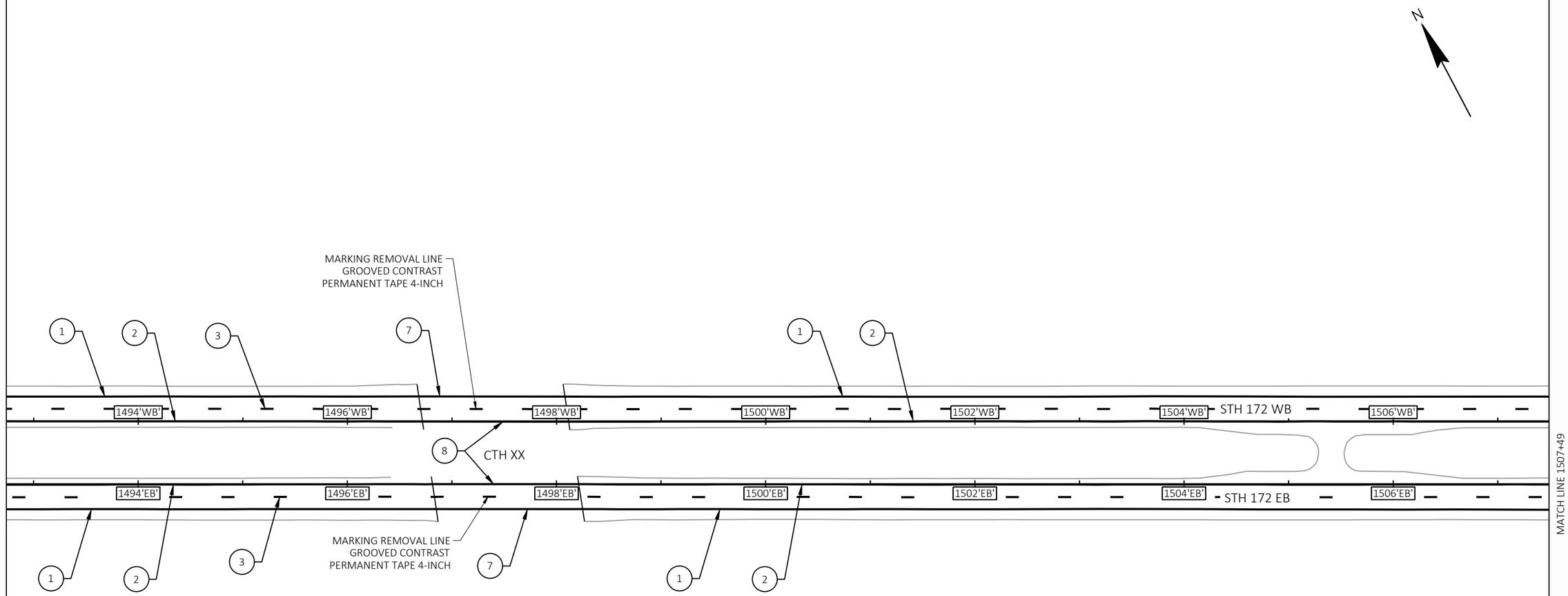


EAST RIVER

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

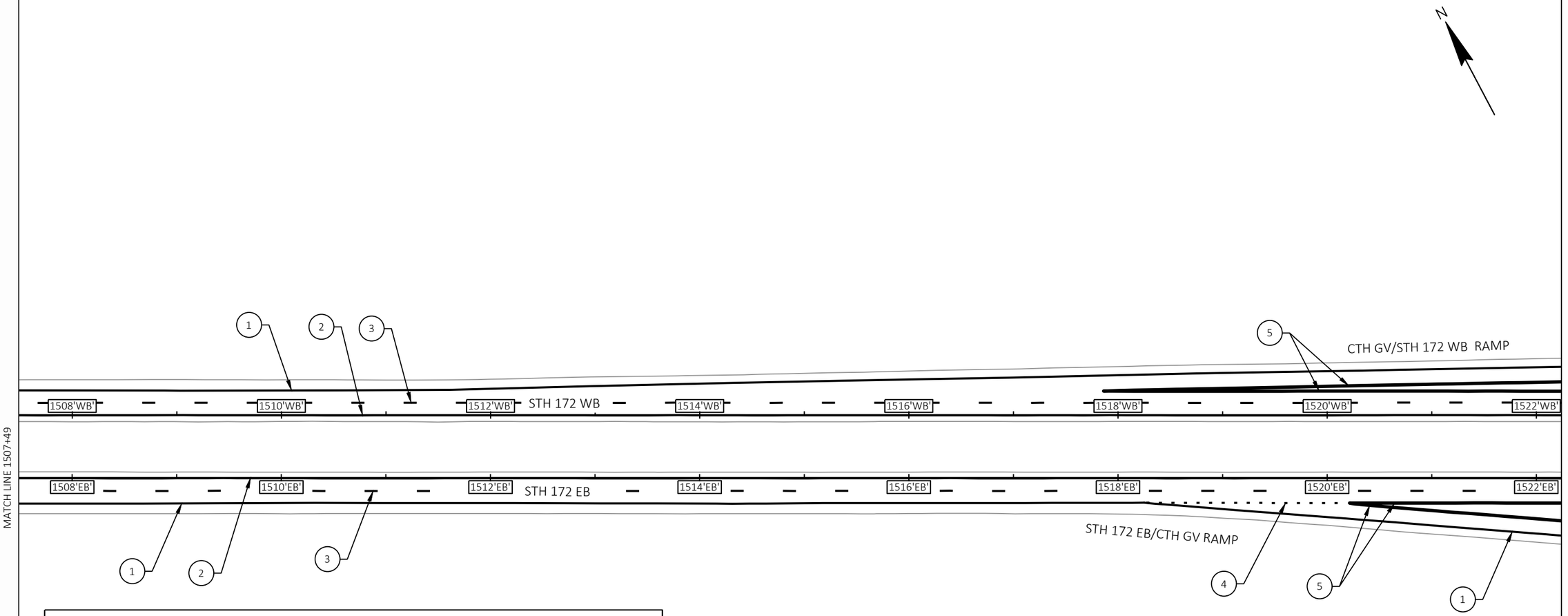
2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

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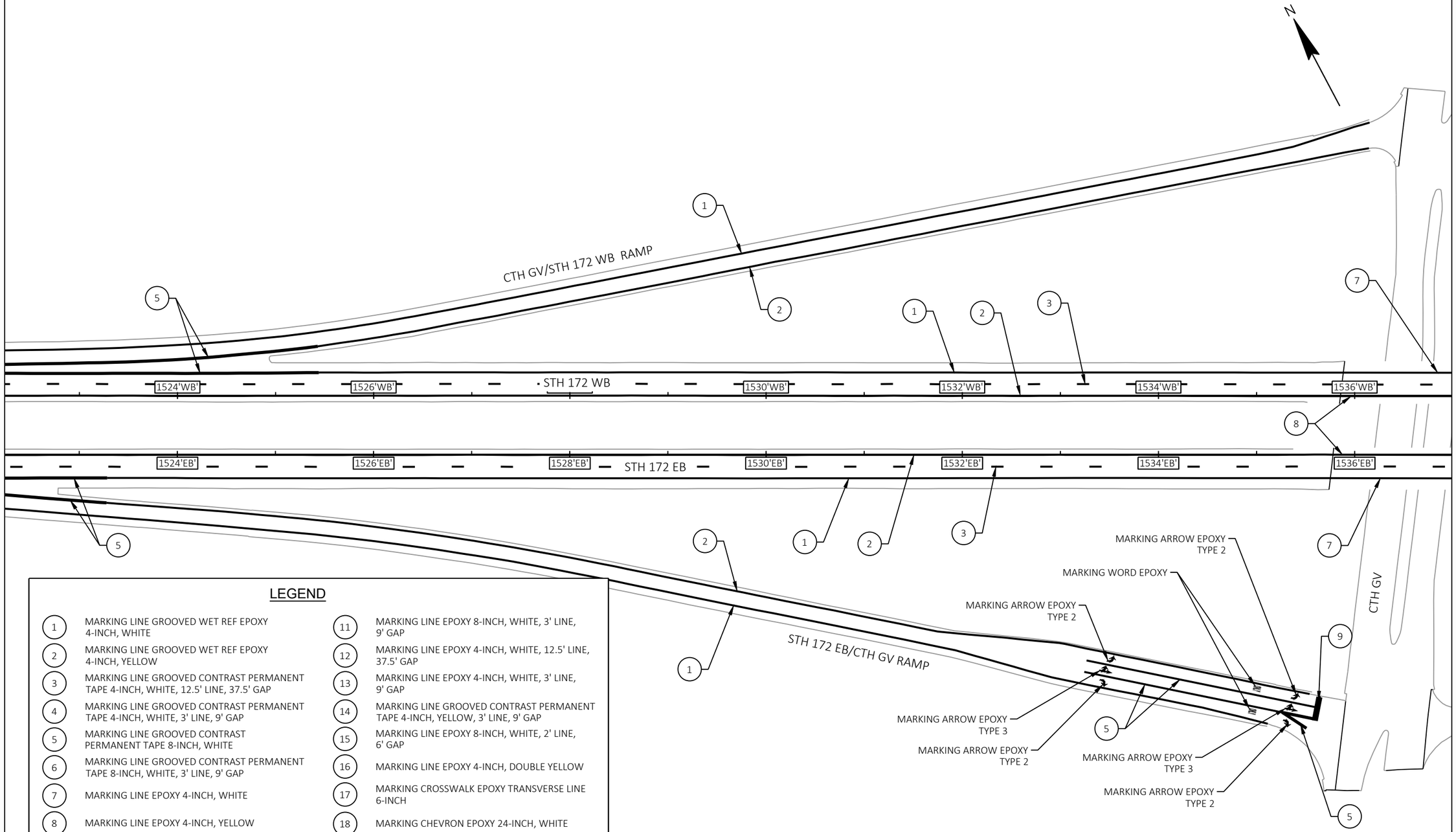


LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 68	E

2

N

STH 172 WB/CTH GV RAMP

STH 172 WB

1538'WB' 1540'WB' 1542'WB' 1544'WB' 1546'WB' 1548'WB' 1550'WB'

STH 172 EB

1538'EB' 1540'EB' 1542'EB' 1544'EB' 1546'EB' 1548'EB' 1550'EB'

CTH GV/STH 172 EB RAMP

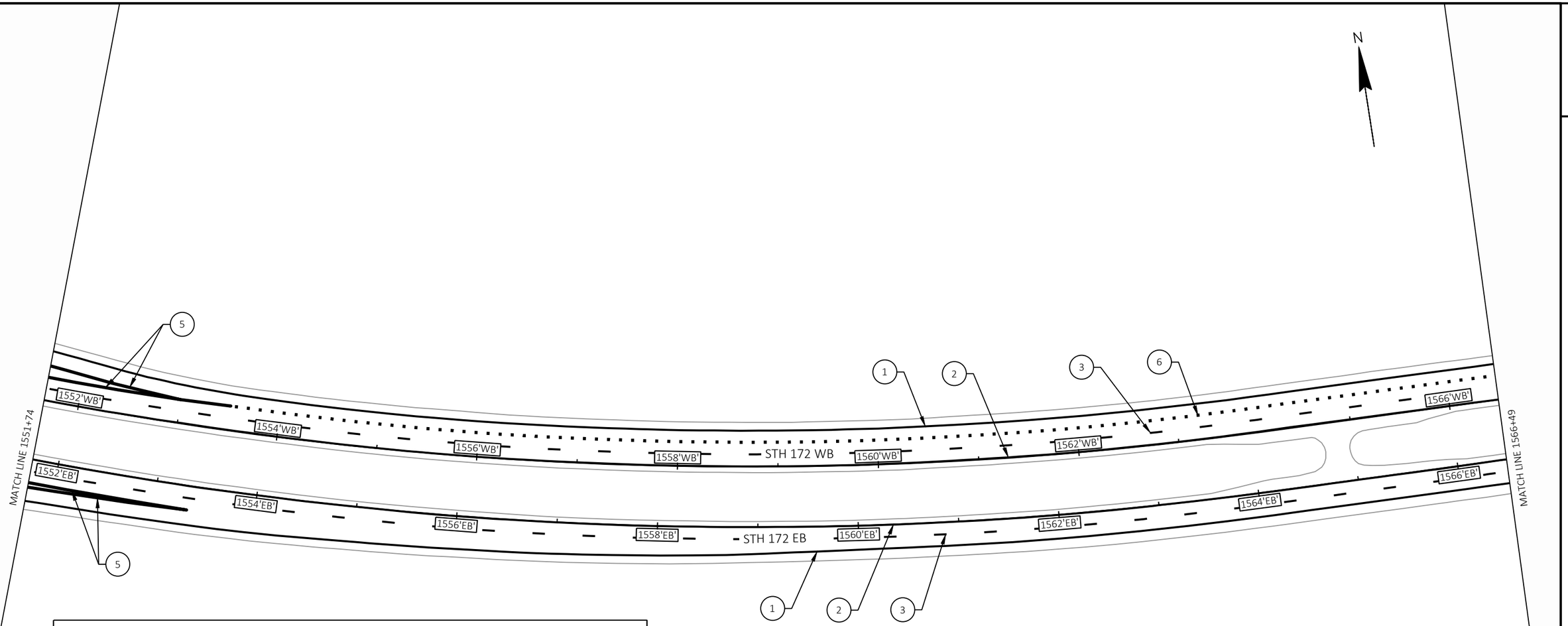
MATCH LINE 1536+99

MATCH LINE 1551+74

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 70	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024518-pm

PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 1566+49

MATCH LINE 1581+24

STH 172 WB

1568'WB' 1570'WB' 1572'WB' 1574'WB' 1576'WB' 1578'WB' 1580'WB'

MARKING REMOVAL LINE
GROOVED CONTRAST
PERMANENT TAPE 4-INCH

CTH V

STH 172 EB

1568'EB' 1570'EB' 1572'EB' 1574'EB' 1576'EB' 1578'EB' 1580'EB'

MARKING REMOVAL LINE
GROOVED CONTRAST
PERMANENT TAPE 4-INCH

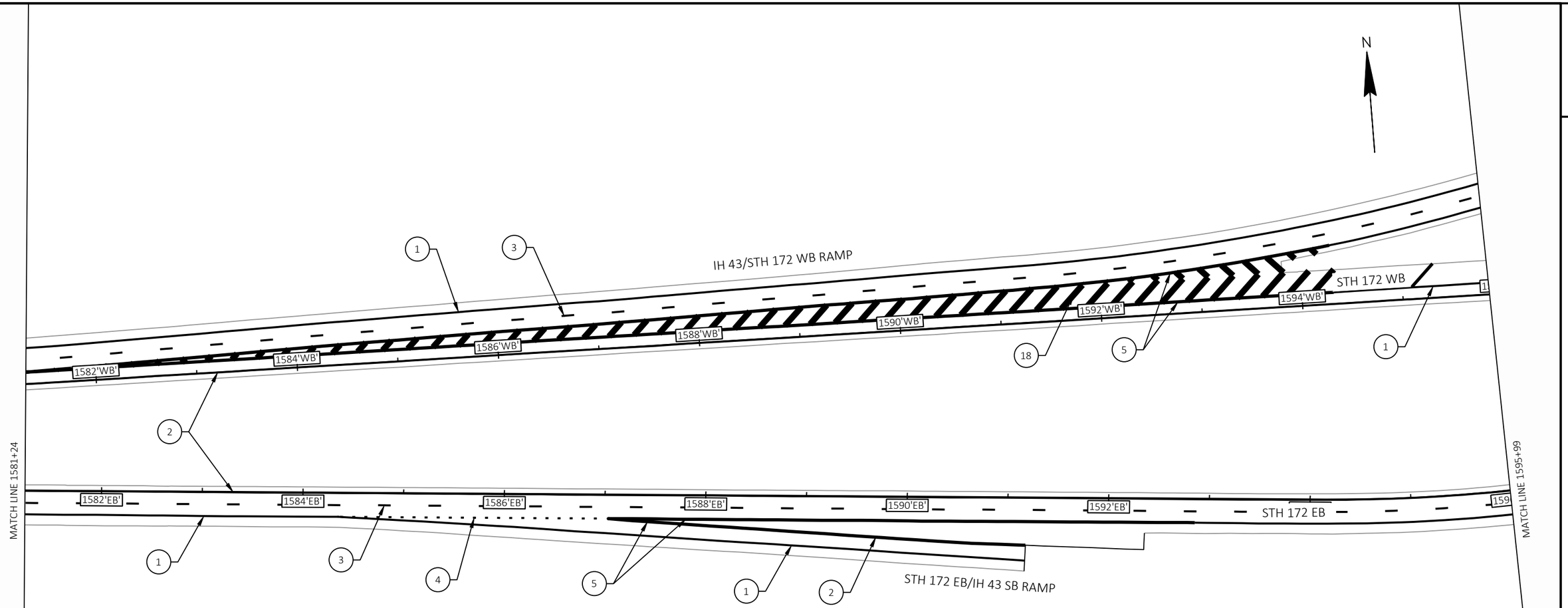
LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 71	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024519-pm
PLOT DATE : 7/20/2022 4:19 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 72	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024520-pm
PLOT DATE : 7/20/2022 4:19 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

IH 43 SB/STH 172 WB RAMP

STH 172 WB

STH 172 EB/IH 43 NB RAMP

IH 43 NB/STH 172 WB RAMP

MATCH LINE 1595+99

MATCH LINE 1610+99.02

1596'WB

1598'WB

1600'WB

1602'WB

1604'WB

1606'WB

1608'WB

1610'WB

1598'EB

1600'EB

1602'EB

1604'EB

1606'EB

1608'EB

1610'EB

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 73	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024521-pm

PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

IH 43 SB/STH 172 WB RAMP

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

N

MATCH LINE 1610+99.02

1612'EB'

1614'EB'

STH 172 EB/IH 43 NB RAMP

1616'EB'

1618'EB'

436'EB'

438'EB'

440'EB'

442'EB'

MATCH LINE 442+43.92

MARKING REMOVAL LINE
GROOVED CONTRAST
PERMANENT TAPE 4-INCH

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 74	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024522-pm

PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

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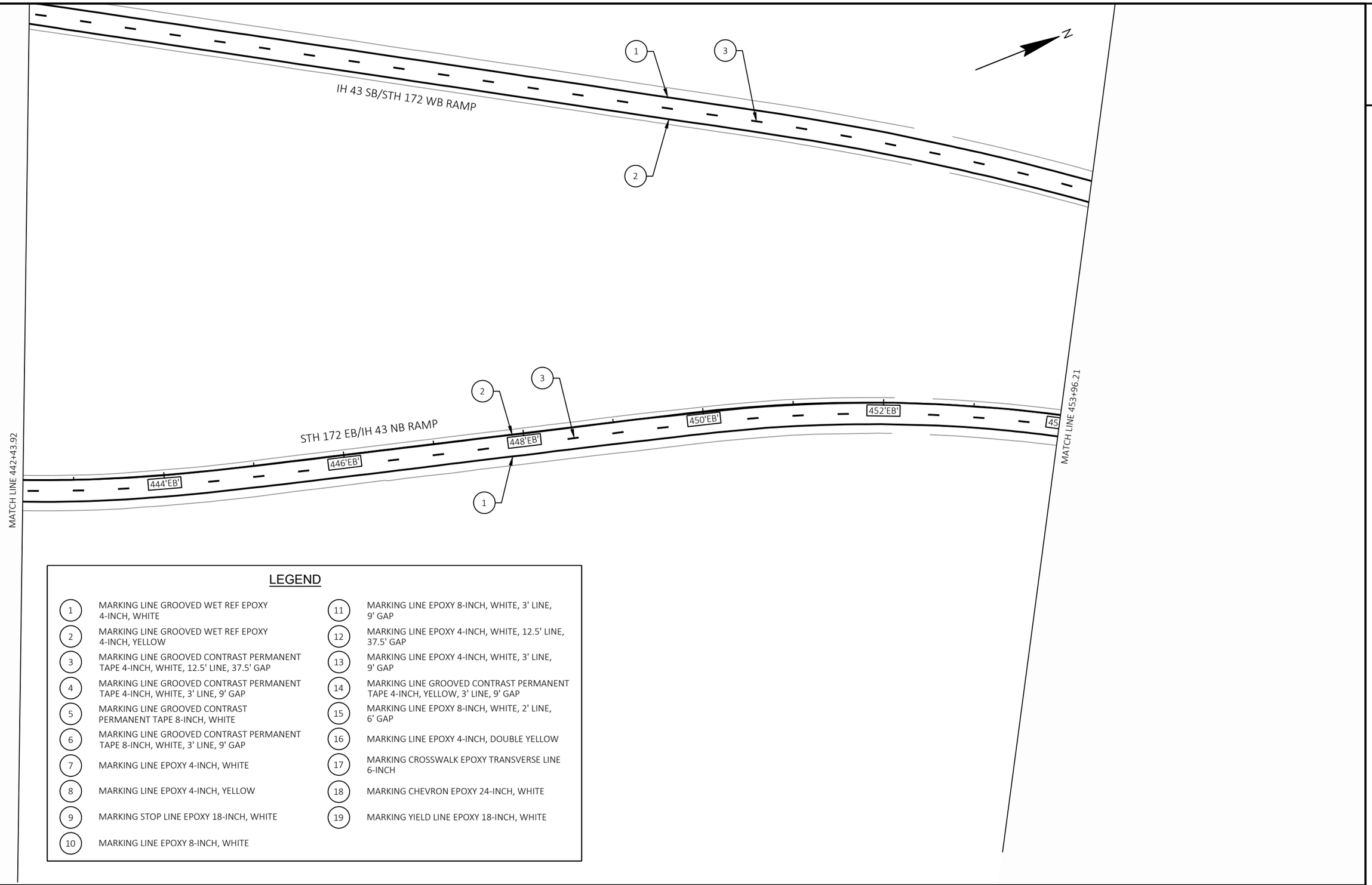

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

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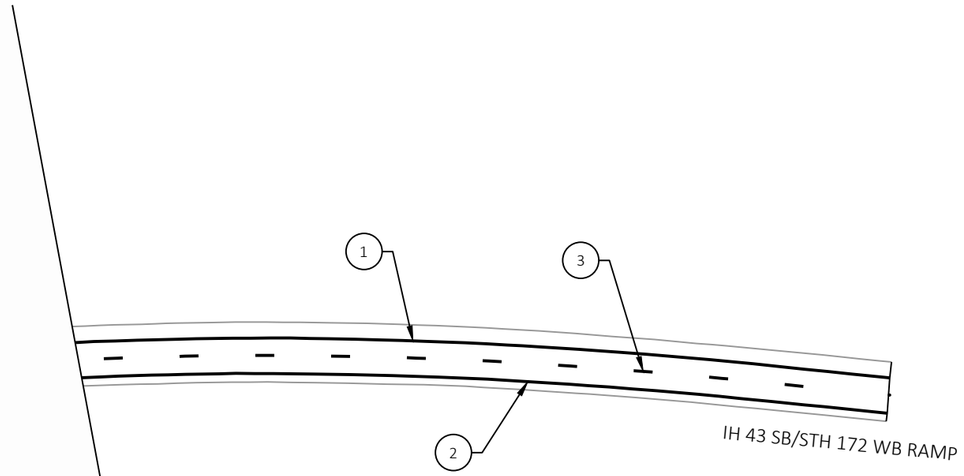

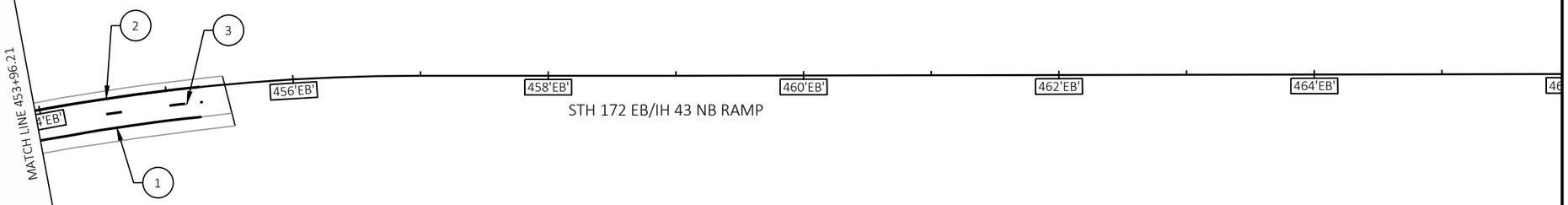

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

2

2

N

STH 172 EB/IH 43 NB RAMP

1610'EB'

1608'EB'

6'EB'

1606'WB'

1608'WB'

1610'WB'

1612'WB'

1614'WB'

1616'WB'

1618'WB'

1620'WB'

STH 172 WB

1

2

5

7

8

10

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
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13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - IH 43 NB TO STH 172 WB RAMP	SHEET 77	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024532-pm

PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

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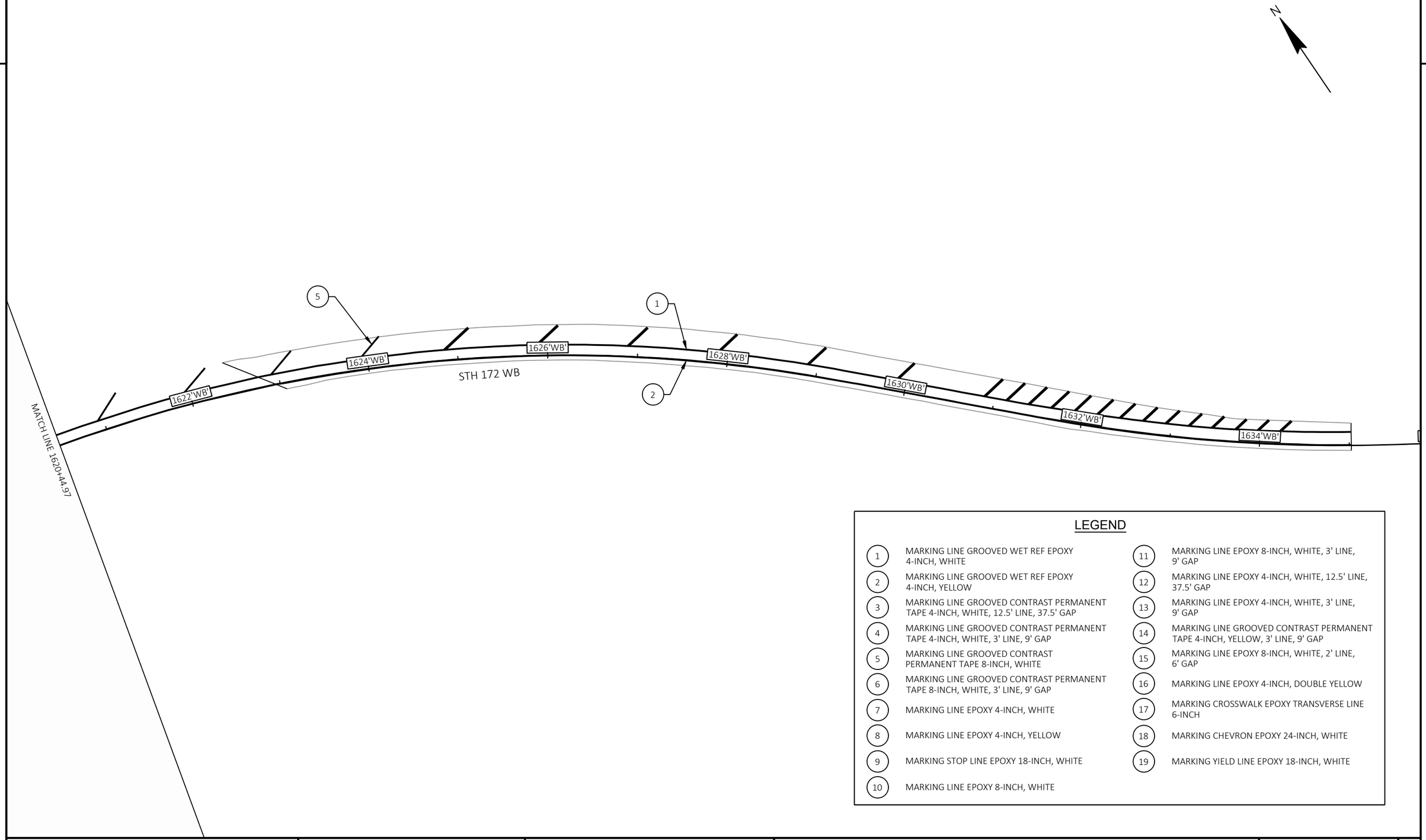


LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

HOLMGREN WAY

2

1320'EB'

1322'EB'

1324'EB'

1326'EB'

STH 172 EB

1328'EB'

1330'EB'

1332'EB'

1334'EB'

STH 172 EB

2

STH 172 EB/VANDERPERREN WAY RAMP

DUTCHMAN'S CREEK

VANDERPERREN WAY/STH 172 EB RAMP

3

2

1

N

2

1

5

2

5

1

VANDERPERREN WAY

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - VAN DER PERREN WAY RAMPS	SHEET 79	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024526-pm

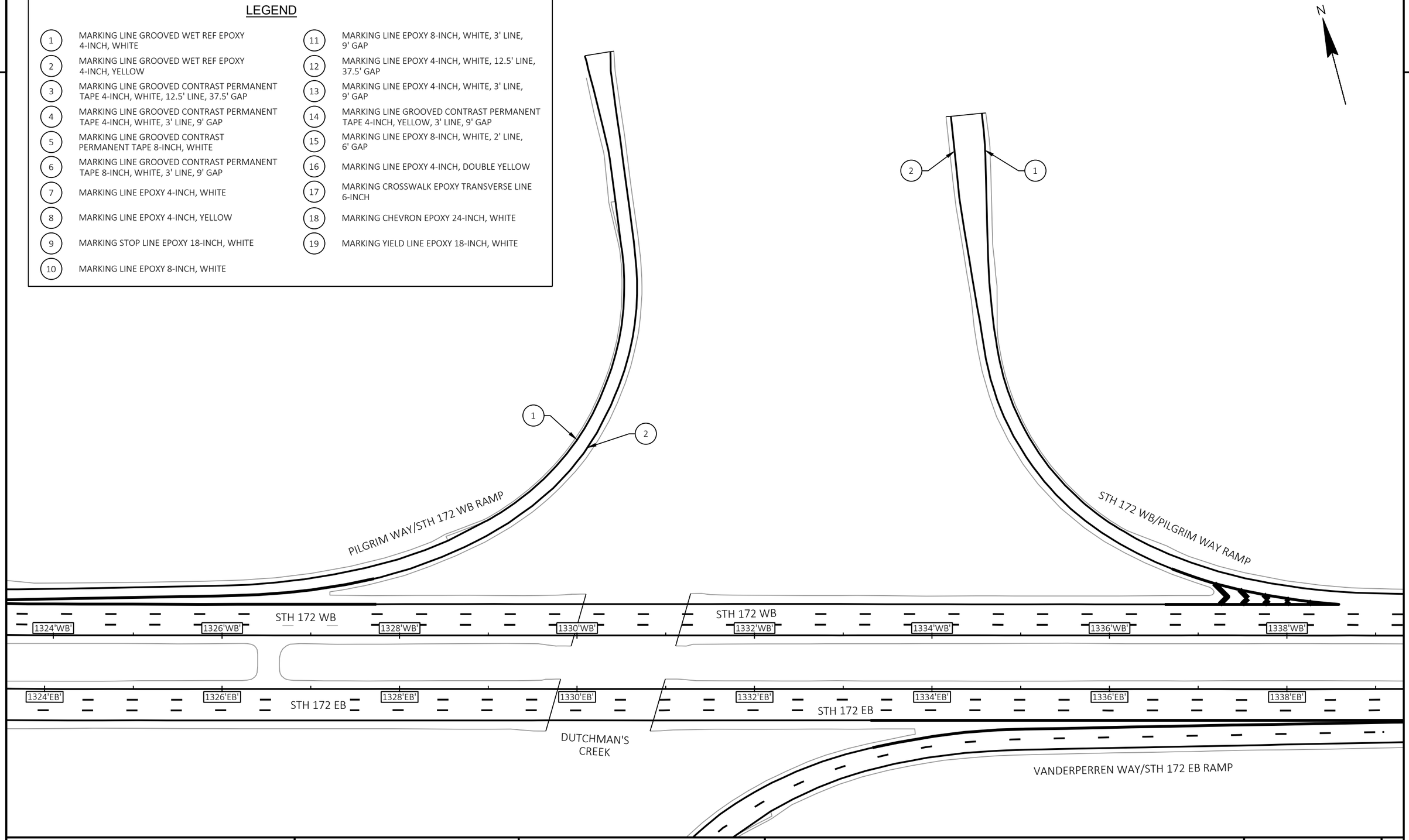
PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

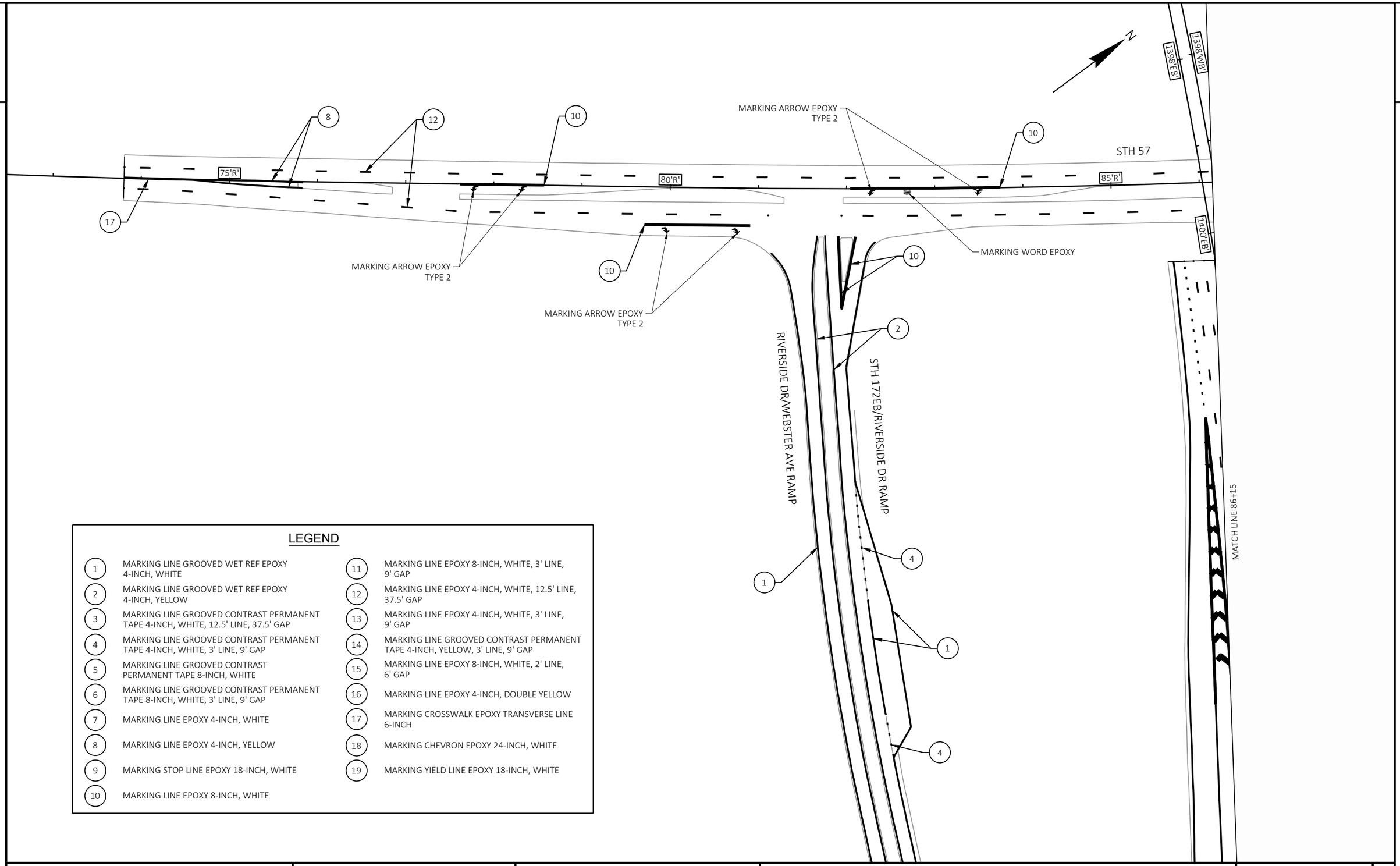
2

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE
11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
18	MARKING CHEVRON EPOXY 24-INCH, WHITE
19	MARKING YIELD LINE EPOXY 18-INCH, WHITE



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - PILGRIM WAY RAMPS	SHEET 80	E



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - RIVERSIDE DRIVE	SHEET 81	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024528-pm
PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

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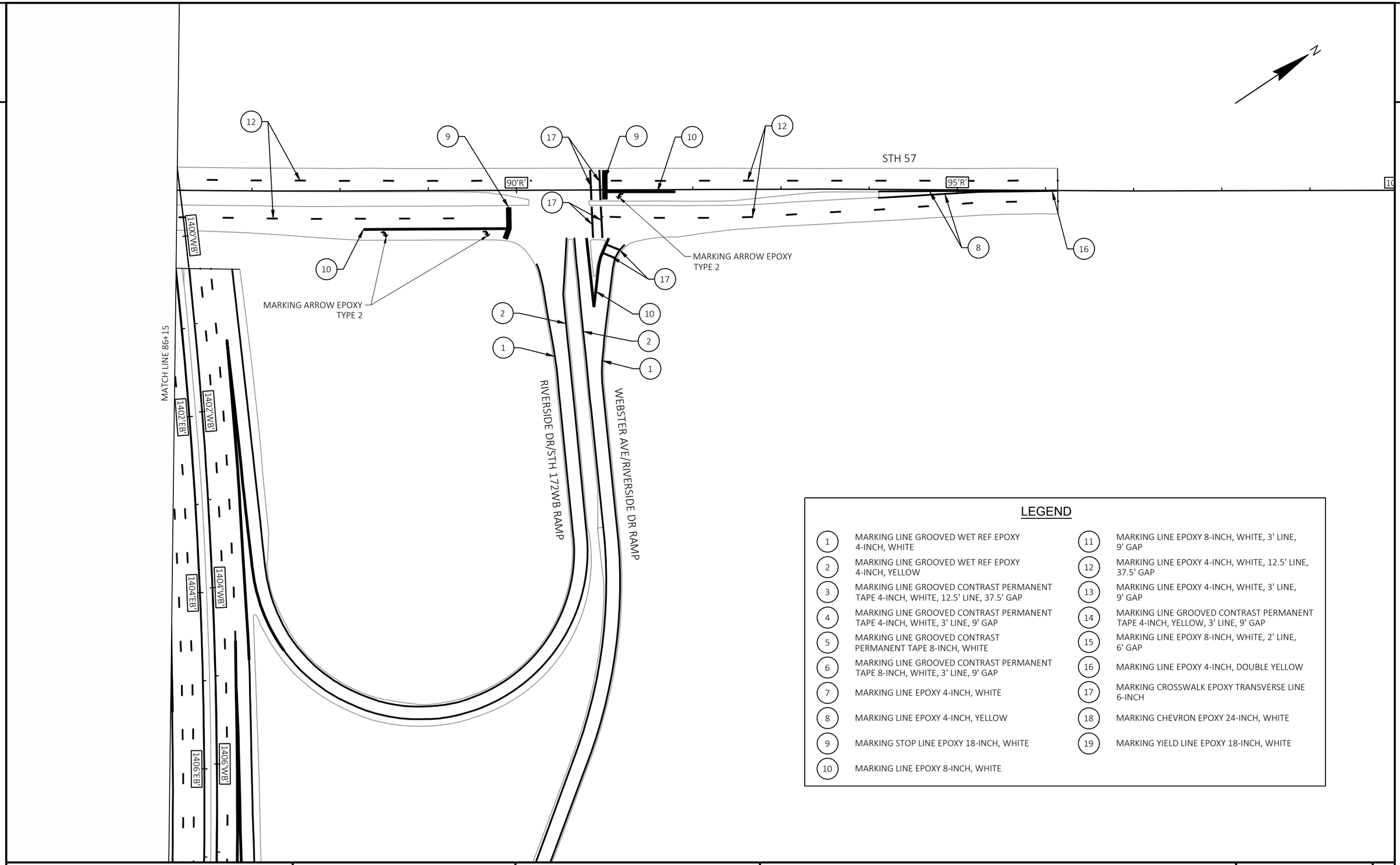


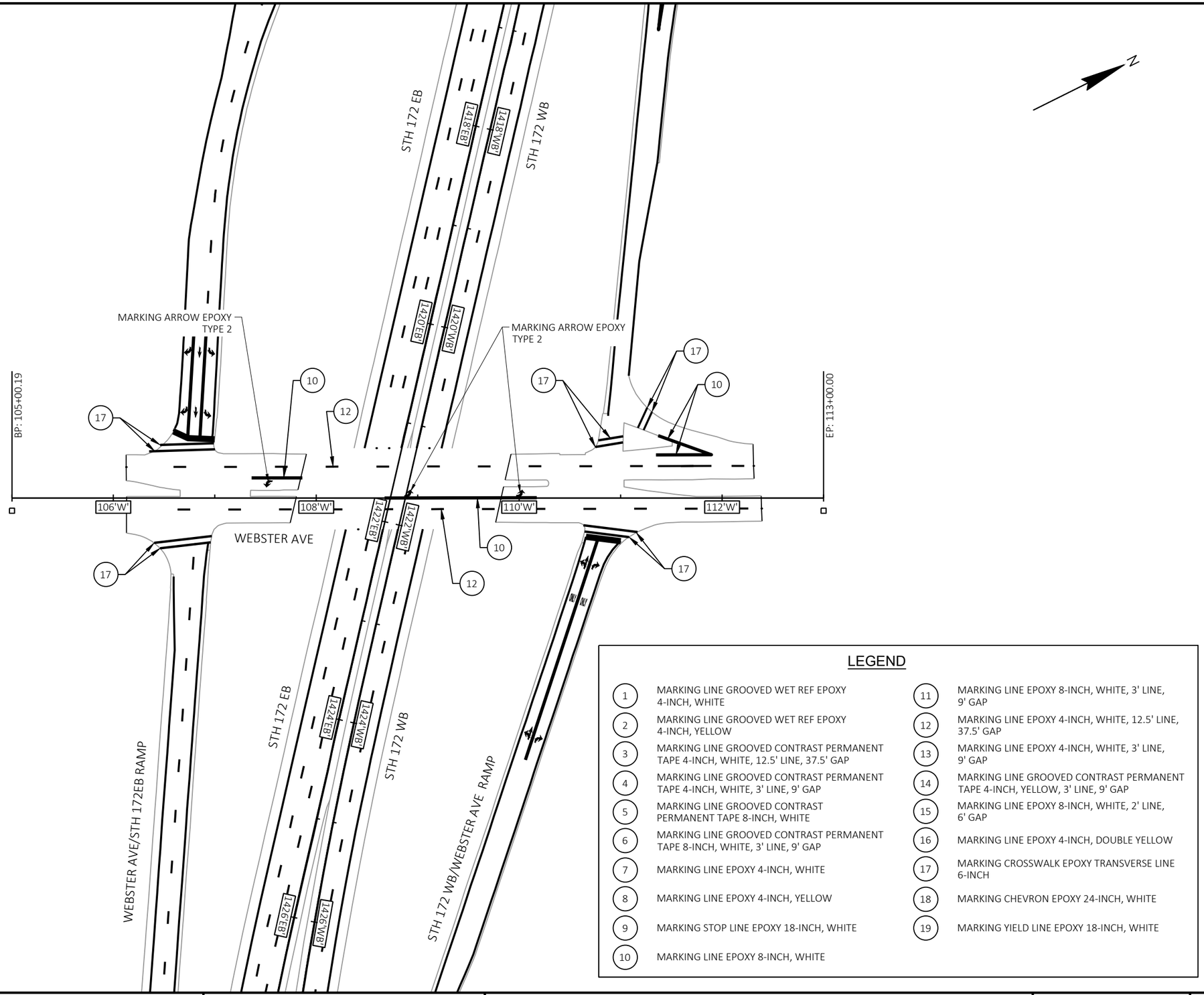
LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - RIVERSIDE DRIVE	SHEET 82	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024529-pm
PLOT DATE : 7/20/2022 4:19 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



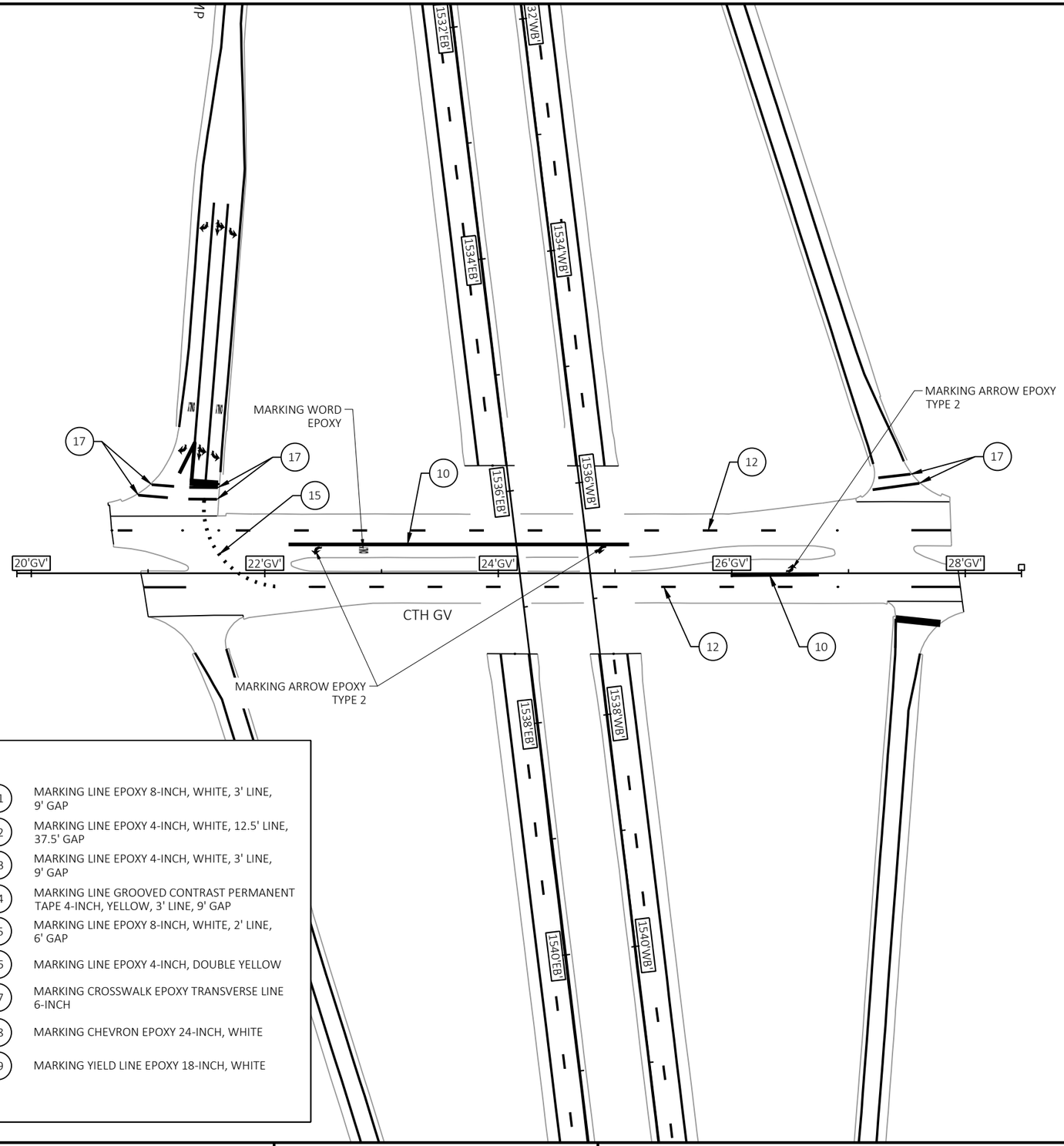
LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	13	MARKING LINE EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - WEBSTER AVENUE	SHEET 83	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024530-pm
PLOT DATE : 7/20/2022 4:19 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	11	MARKING LINE EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	12	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
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4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	14	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, YELLOW, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	15	MARKING LINE EPOXY 8-INCH, WHITE, 2' LINE, 6' GAP
6	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE, 3' LINE, 9' GAP	16	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
7	MARKING LINE EPOXY 4-INCH, WHITE	17	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
8	MARKING LINE EPOXY 4-INCH, YELLOW	18	MARKING CHEVRON EPOXY 24-INCH, WHITE
9	MARKING STOP LINE EPOXY 18-INCH, WHITE	19	MARKING YIELD LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 8-INCH, WHITE		

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - CTH GV	SHEET 84	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024502-PM.DWG
LAYOUT NAME - 024531-pm
PLOT DATE : 7/20/2022 4:19 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

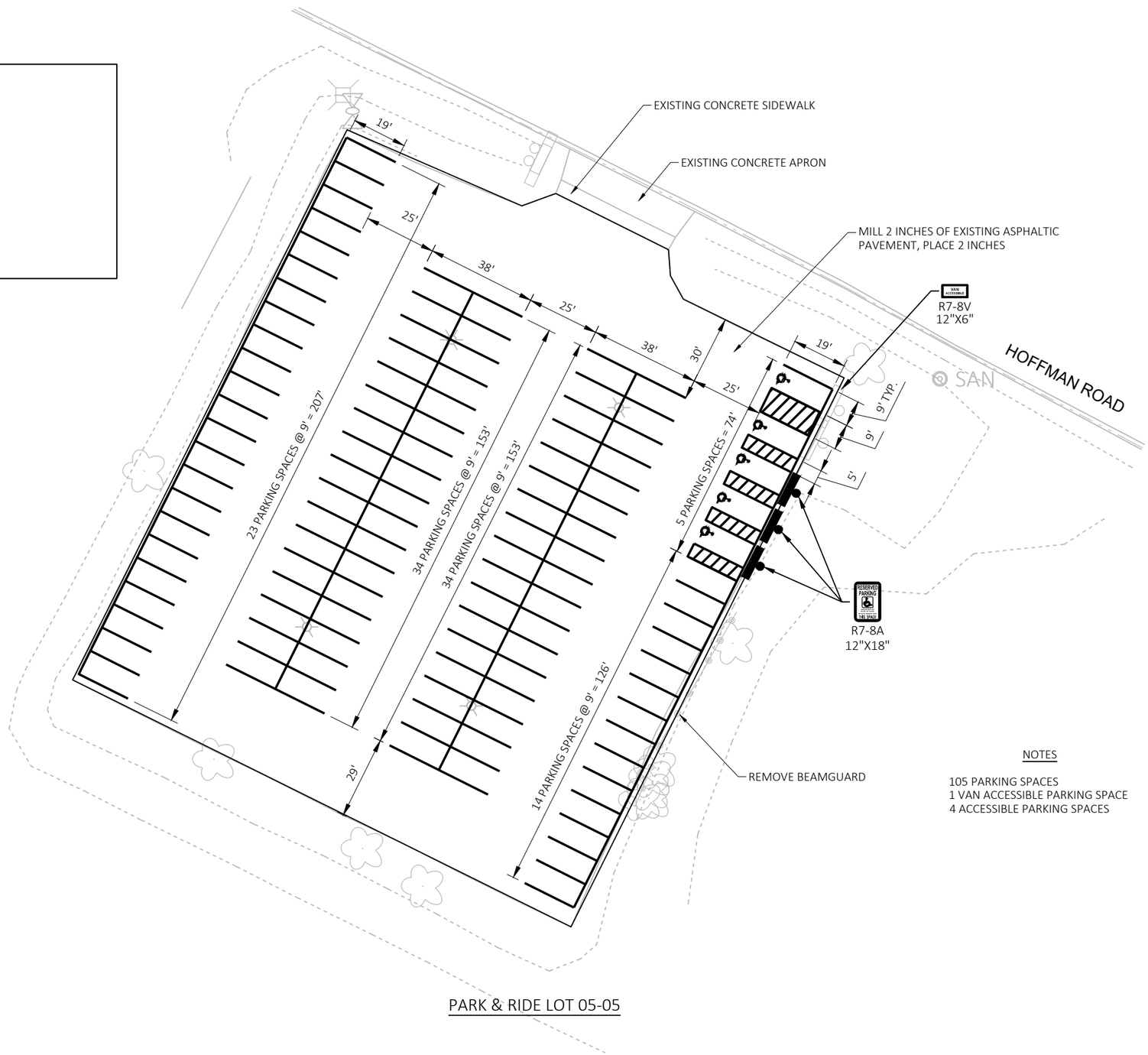
2

LEGEND

MARKING PARKING STALL EPOXY

MARKING SYMBOL EPOXY

SIGN ON PERMANENT SUPPORT



NOTES

105 PARKING SPACES
1 VAN ACCESSIBLE PARKING SPACE
4 ACCESSIBLE PARKING SPACES

PARK & RIDE LOT 05-05

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS - PARK & RIDE	SHEET 85	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\024503-PM.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 7/20/2022 4:19 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

TRAFFIC CONTROL ASSUMED STAGES

STAGE 1A WORK
- BASE PATCHING INSIDE AND CENTER LANES ALONG STH 172 EB AND WB
- BASE PATCHING INSIDE LANES ALONG 2 LANE RAMPS (STH 172 EB TO IH 43 NB AND IH 43 SB TO STH 172 WB)
- BASE PATCHING ALONG IH 43 NB TO STH 172 WB RAMP

STAGE 1A TRAFFIC
- STH 172 NIGHTTIME LANE CLOSURES
- USE DOUBLE LANE CLOSURE FOR BASE PATCHING MIDDLE LANE
- STH 172 EB TO IH 43 NB RAMP AND IH 43 SB TO STH 172 WB RAMP ONE LANE OPEN TO TRAFFIC
- IH 43 NB TO STH 172 WB RAMP CLOSED TO TRAFFIC
- ALL OTHER RAMPS OPEN TO TRAFFIC
- STH 57 (RIVERSIDE DRIVE) OPEN TO TRAFFIC
- WEBSTER AVENUE OPEN TO TRAFFIC
- CTH GV OPEN TO TRAFFIC

STAGE 1B WORK
- BASE PATCHING OUTSIDE LANES ALONG STH 172 EB AND WB
- BASE PATCHING OUTSIDE LANES ALONG 2 LANE RAMPS (STH 172 EB TO IH 43 NB AND IH 43 SB TO STH 172 WB)
- BASE PATCHING RAMPS AT SERVICE INTERCHANGE RAMPS
- CONCRETE REPAIR ON CTH GV
- CURB RAMPS ON STH 57, WEBSTER AVENUE, AND CTH GV

STAGE 1B TRAFFIC
- STH 172 NIGHTTIME LANE CLOSURES
- STH 172 EB TO IH 43 NB RAMP AND IH 43 SB TO STH 172 WB RAMP ONE LANE OPEN TO TRAFFIC
- STH 57 (RIVERSIDE DRIVE) OPEN TO TRAFFIC
- WEBSTER AVENUE ONE LANE OPEN TO TRAFFIC
- CTH GV CLOSED TO TRAFFIC

STAGE 2A WORK
- MILL RUMBLE STRIPS AND PAVE
- WINGWALL REPAIR IN OUTSIDE LANE
- OTHER STRUCTURE REPAIRS IN OUTSIDE LANE
- SIGN STRUCTURE
- OUTSIDE SHOULDER GUARDRAIL

STAGE 2A TRAFFIC
- STH 172 SHIFTED TO INSIDE SHOULDER
- STH 172 NIGHTTIME LANE CLOSURES
- USE DOUBLE LANE CLOSURE FOR MIDDLE LANE
- ALL RAMPS OPEN TO TRAFFIC
- STH 57 (RIVERSIDE DRIVE) OPEN TO TRAFFIC
- WEBSTER AVENUE OPEN TO TRAFFIC
- CTH GV OPEN TO TRAFFIC

STAGE 2B WORK
- MILL RUMBLE STRIPS AND PAVE
- WINGWALL REPAIR IN INSIDE LANE
- OTHER STRUCTURE REPAIRS IN INSIDE AND MIDDLE LANE
- INSIDE SHOULDER GUARDRAIL

STAGE 2B TRAFFIC
- STH 172 SHIFTED TO OUTSIDE SHOULDER
- STH 172 NIGHTTIME LANE CLOSURES
- USE DOUBLE LANE CLOSURE FOR MIDDLE LANE
- ALL RAMPS OPEN TO TRAFFIC
- STH 57 (RIVERSIDE DRIVE) OPEN TO TRAFFIC
- WEBSTER AVENUE OPEN TO TRAFFIC
- CTH GV OPEN TO TRAFFIC

STAGE 3A WORK
- MILL AND PAVE INSIDE AND CENTER LANES ALONG STH 172 EB AND WB
- MILL AND PAVE INSIDE LANES ALONG 2 LANE RAMPS (STH 172 EB TO IH 43 NB AND IH 43 SB TO STH 172 WB)
- MILL AND PAVE ALONG IH 43 NB TO STH 172 WB RAMP
- GUARDRAIL ALONG INSIDE SHOULDERS

STAGE 3A TRAFFIC
- STH 172 NIGHTTIME LANE CLOSURES
- STH 172 EB TO IH 43 NB RAMP AND IH 43 SB TO STH 172 WB RAMP ONE LANE OPEN TO TRAFFIC
- IH 43 NB TO STH 172 WB RAMP CLOSED TO TRAFFIC
- ALL OTHER RAMPS OPEN TO TRAFFIC
- STH 57 (RIVERSIDE DRIVE) OPEN TO TRAFFIC
- WEBSTER AVENUE OPEN TO TRAFFIC
- CTH GV OPEN TO TRAFFIC

STAGE 3B WORK
- MILL AND PAVE OUTSIDE LANES ALONG STH 172 EB AND WB
- MILL AND PAVE OUTSIDE LANES ALONG 2 LANE RAMPS (STH 172 EB TO IH 43 NB AND IH 43 SB TO STH 172 WB)
- MILL AND PAVE RAMPS AT SERVICE INTERCHANGE RAMPS
- GUARDRAIL ALONG OUTSIDE SHOULDERS

STAGE 3B TRAFFIC
- STH 172 NIGHTTIME LANE CLOSURES
- STH 172 EB TO IH 43 NB RAMP AND IH 43 SB TO STH 172 WB RAMP ONE LANE OPEN TO TRAFFIC
- STH 57 (RIVERSIDE DRIVE) CLOSED TO TRAFFIC FOR MILLING AND PAVING OPERATIONS
- WEBSTER AVENUE CLOSED TO TRAFFIC FOR MILLING AND PAVING OPERATIONS
- CTH GV CLOSED TO TRAFFIC FOR PAVING OPERATIONS

TRAFFIC CONTROL GENERAL NOTES

ALL TRAFFIC CONTROL SIGNING, PLACEMENT OF TRAFFIC CONTROL DEVICES, LANE CLOSURES, AND STAGING CHANGES SHALL BE COORDINATED WITH THE CONCURRENT PROJECT 1210-11-70.

SEE THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC CONTROL AND CONSTRUCTION STAGING REQUIREMENTS.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED BY WISDOT NORTHEAST TRAFFIC SECTION.

SEE THE STANDARD DETAIL DRAWINGS FOR ADVANCED SIGNING AND TRAFFIC DEVICE LAYOUT FOR LANE CLOSURES, RAMP CLOSURES, AND SIDE ROAD CLOSURES.

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

ALL DRUMS IN TAPERS SHALL HAVE A TRAFFIC CONTROL WARNING LIGHTS TYPE C, STEADY BURN.

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.

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

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

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

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

REDUCED SPEED AHEAD, AND ALL SPEED LIMIT SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

SPACE TRAFFIC CONTROL CONE 42-INCH AT HALF SPACING THAT WOULD BE REQUIRED WHEN USING TRAFFIC CONTROL DRUMS.

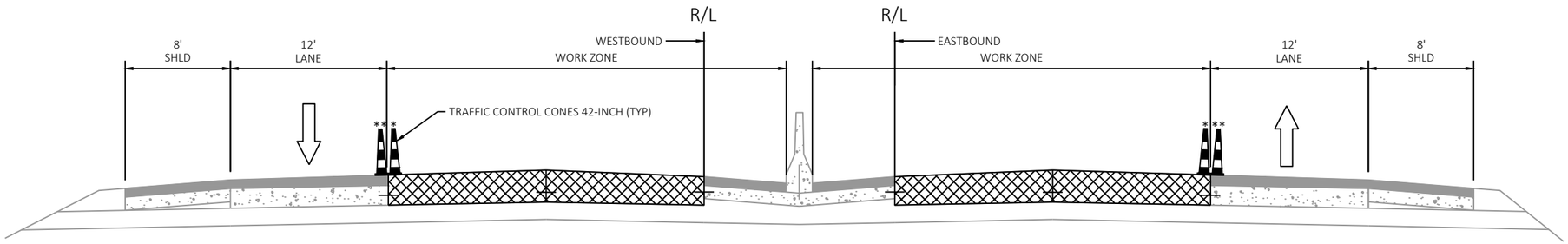
IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY ½ MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

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 OF 1500 FEET IN FRONT OF THE DRUMS.

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

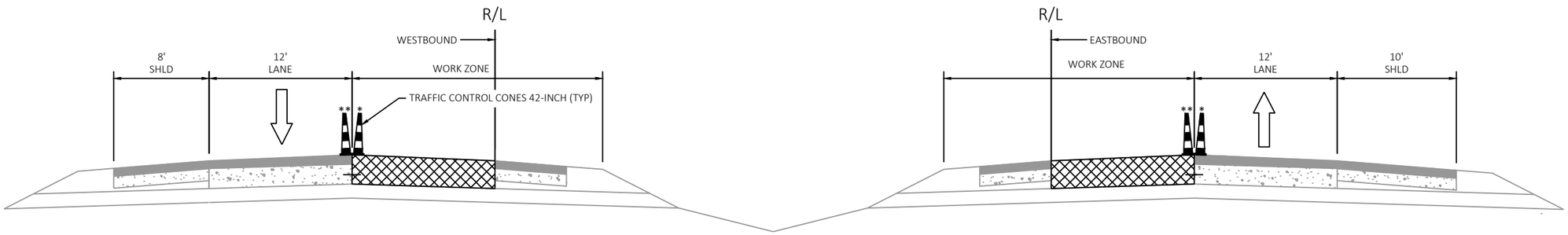
TRAFFIC CONTROL DEVICES NOT IN USE SHALL LAID DOWN OR REMOVED, TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

2



CONSTRUCTION STAGE 1A TYPICAL SECTION

STA 1302+00'EB' TO 1456+62'EB' (STH 172 ALIGNMENT)



NOTES:

1. TRAFFIC CONTROL DRUMS AND CONES SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

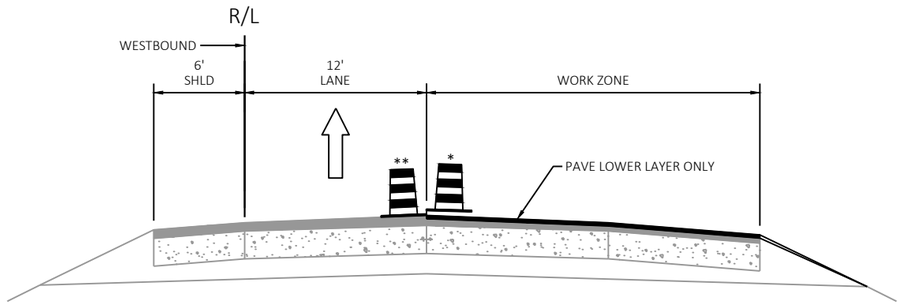
* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 1A TYPICAL SECTION

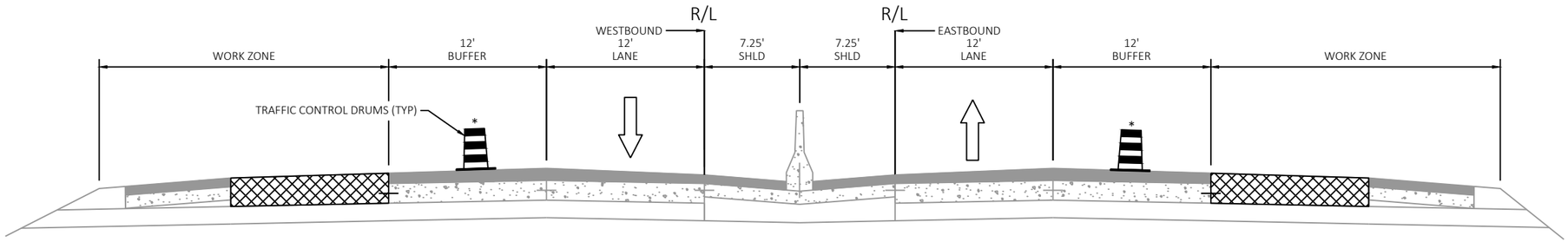
STA 1456+62'EB' TO 455+27'EB' (STH 172 ALIGNMENT)

2



CONSTRUCTION STAGE 1A TYPICAL SECTION

STA 1581+31'WB' TO 1635+02'WB' (LOOKING DOWNSTATION)
WB STH 172 OVER IH 43 RAMP



CONSTRUCTION STAGE 1B TYPICAL SECTION

STA 1302+00'EB' TO 1456+62'EB' (STH 172 ALIGNMENT)

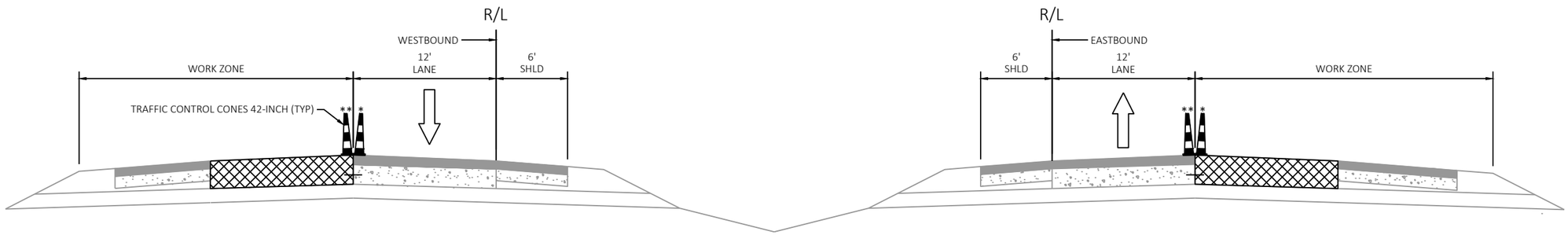
NOTES:
1. TRAFFIC CONTROL DRUMS AND CONES SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

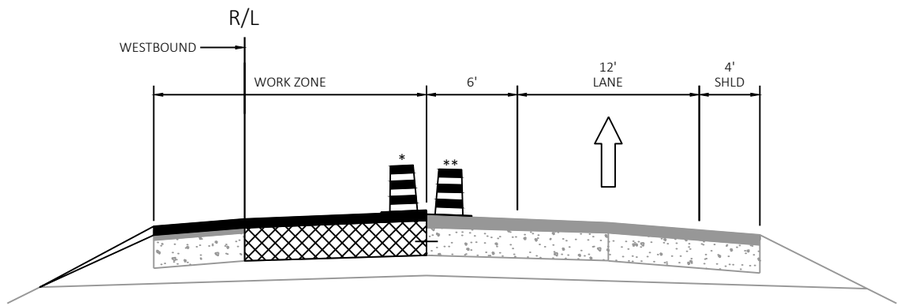
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 88	E

2



CONSTRUCTION STAGE 1B TYPICAL SECTION

STA 1456+62'EB' TO 455+27'EB' (STH 172 ALIGNMENT)



NOTES:

1. TRAFFIC CONTROL DRUMS AND CONES SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

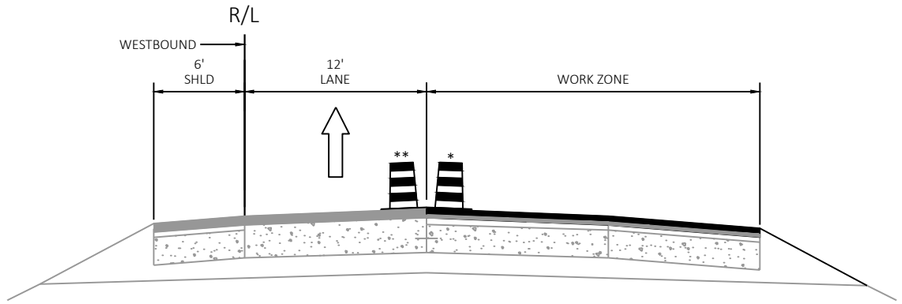
CONSTRUCTION STAGE 1B TYPICAL SECTION

STA 1581+31'WB' TO 1635+02'WB' (LOOKING DOWNSTATION)
WB STH 172 OVER IH 43 RAMP

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 89	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 03-10ft
PLOT DATE : 7/20/2022 4:25 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



CONSTRUCTION STAGE 1C TYPICAL SECTION

STA 1581+31'WB' TO 1635+02'WB' (LOOKING DOWNSTATION)
WB STH 172 OVER IH 43 RAMP

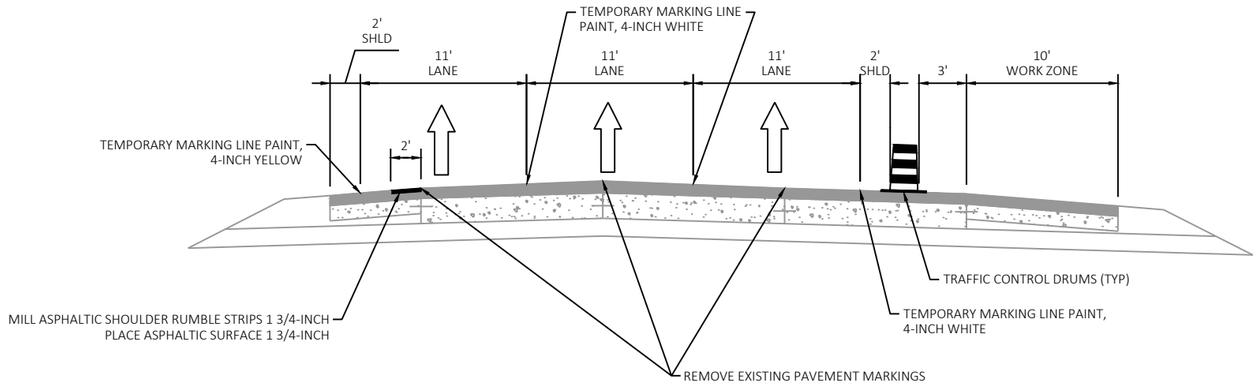
NOTES:
1. TRAFFIC CONTROL DRUMS AND CONES SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 90	E

2

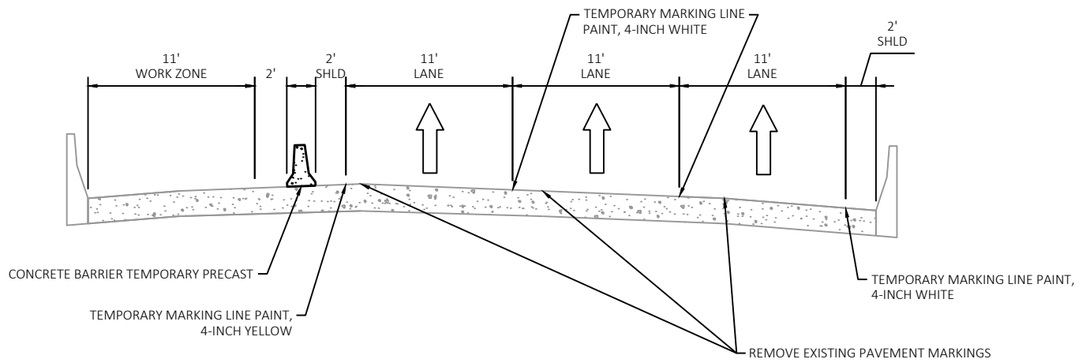


CONSTRUCTION STAGE 2A TYPICAL SECTION

LOOKING EASTBOUND - OUTSIDE SHOULDER CLOSED

NOTE:

FLIP TYPICAL SECTIONS FOR WESTBOUND SHOULDER CLOSURES.



CONSTRUCTION STAGE 2A TYPICAL SECTION

LOOKING EASTBOUND - OUTSIDE SHOULDER CLOSED

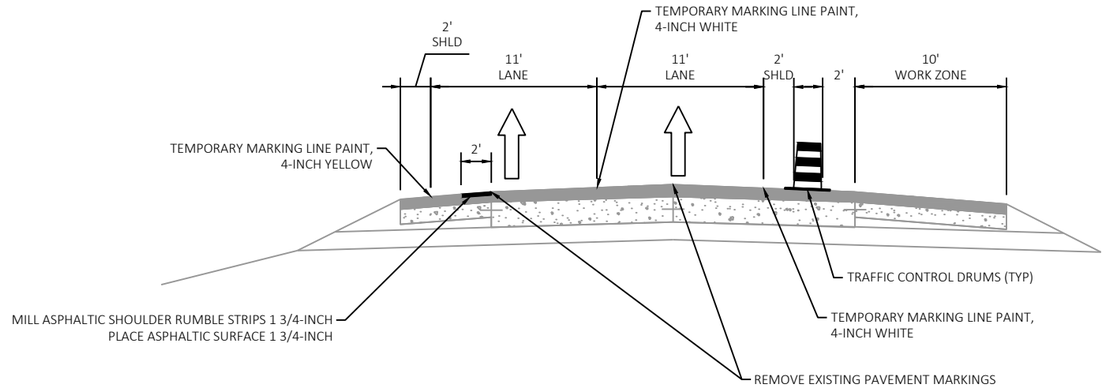
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 91	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 05-10ft

PLOT DATE : 7/20/2022 4:25 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

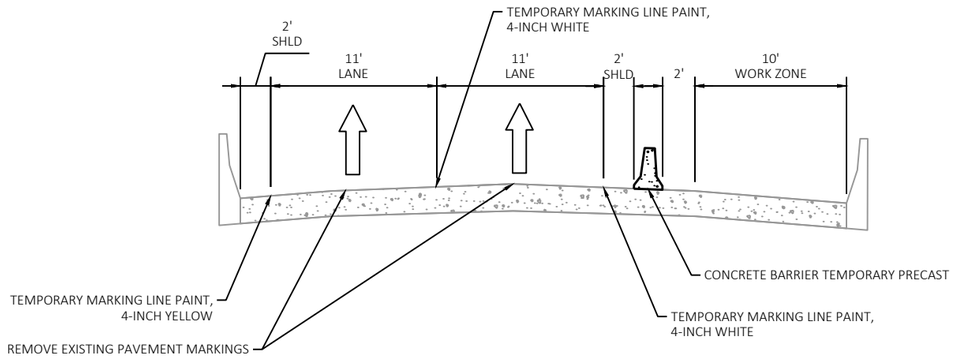


CONSTRUCTION STAGE 2A TYPICAL SECTION

LOOKING EASTBOUND - OUTSIDE SHOULDER CLOSED

NOTE:

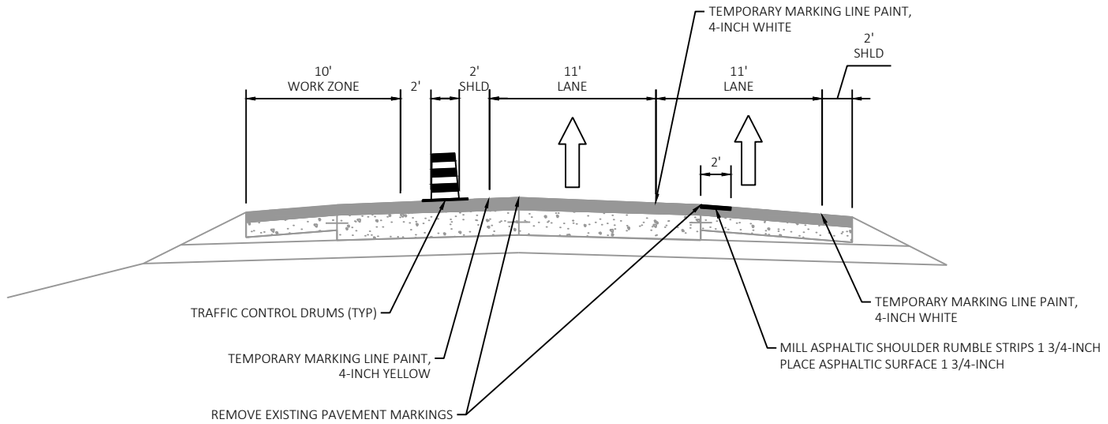
FLIP TYPICAL SECTIONS FOR WESTBOUND SHOULDER CLOSURES.



CONSTRUCTION STAGE 2A TYPICAL SECTION

LOOKING EASTBOUND - OUTSIDE SHOULDER CLOSED

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 92	E

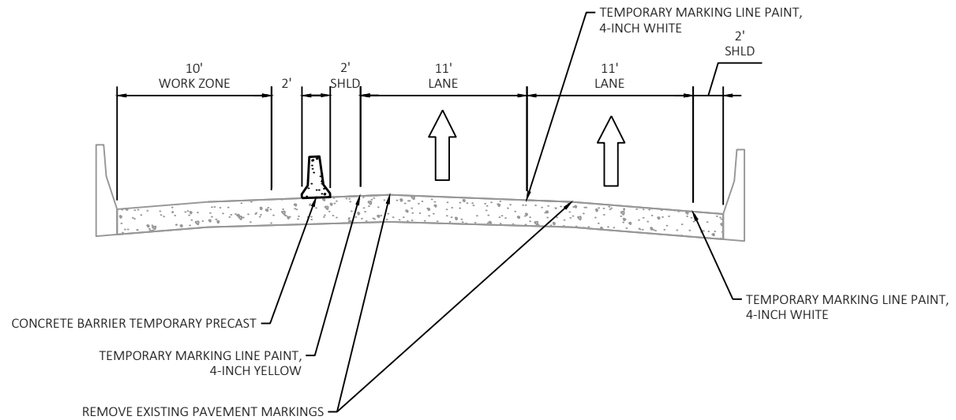


CONSTRUCTION STAGE 2B TYPICAL SECTION

LOOKING EASTBOUND - INSIDE SHOULDER CLOSED

NOTE:

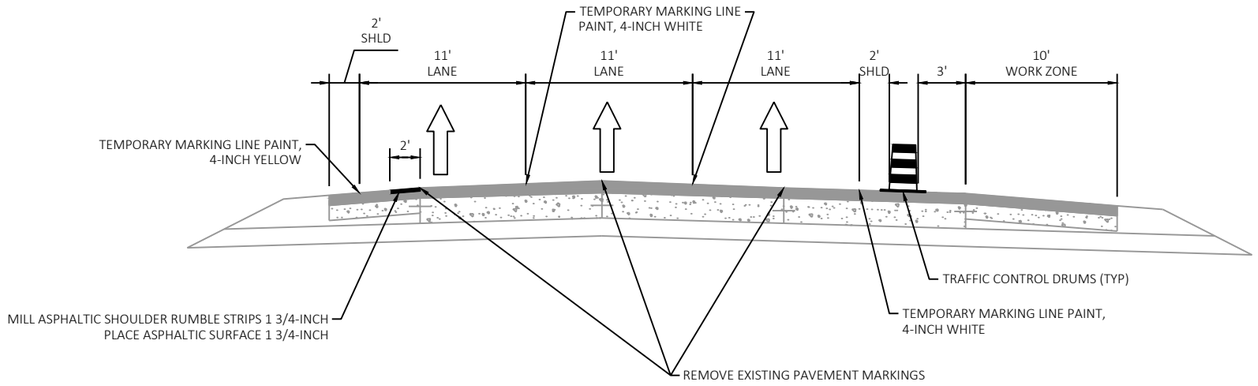
FLIP TYPICAL SECTIONS FOR WESTBOUND SHOULDER CLOSURES.



CONSTRUCTION STAGE 2B TYPICAL SECTION

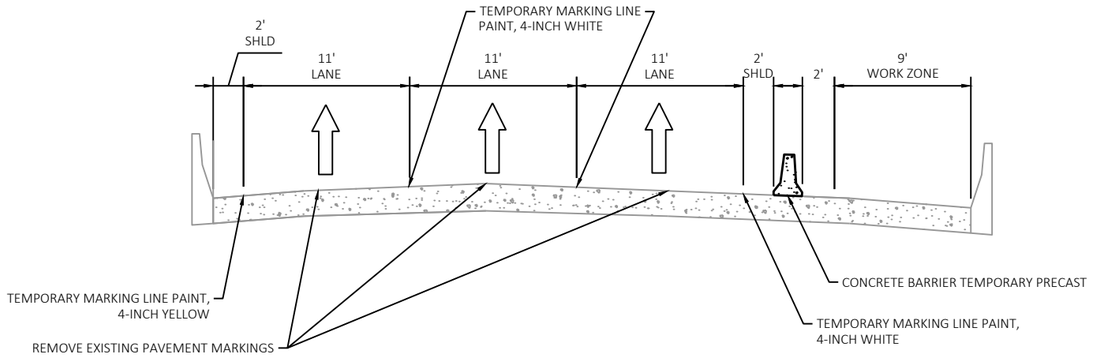
LOOKING EASTBOUND - INSIDE SHOULDER CLOSED

2



CONSTRUCTION STAGE 2B TYPICAL SECTION

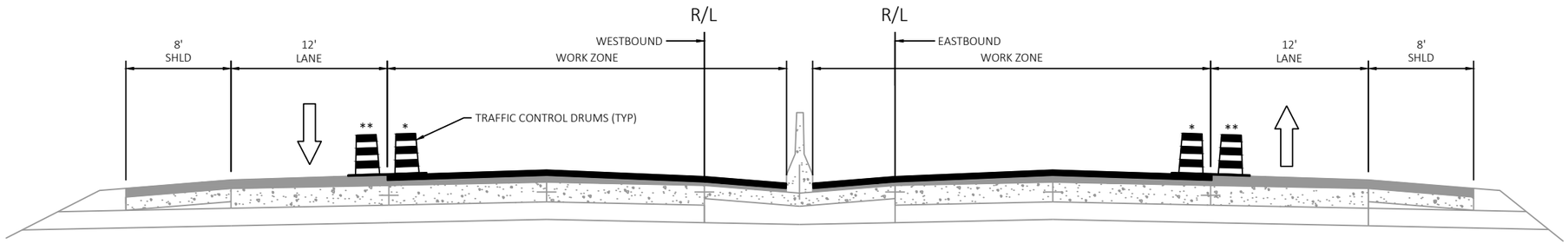
LOOKING WESTBOUND - INSIDE SHOULDER CLOSED



CONSTRUCTION STAGE 2B TYPICAL SECTION

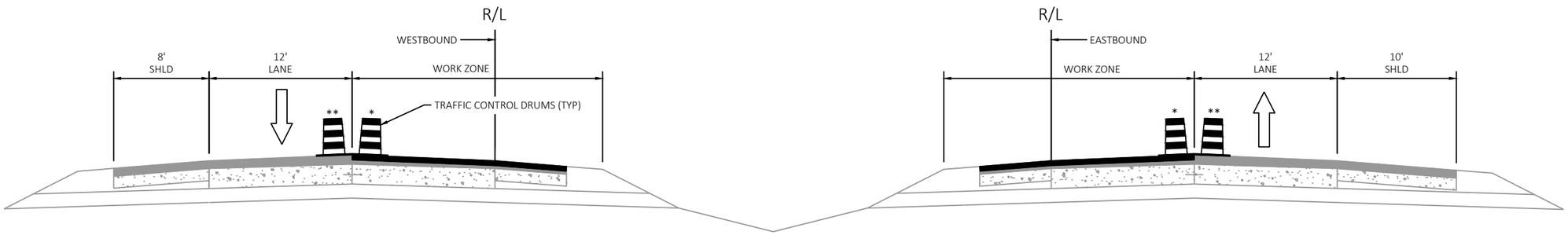
LOOKING WESTBOUND - INSIDE SHOULDER CLOSED

2



CONSTRUCTION STAGE 3A TYPICAL SECTION

STA 1302+00'EB' TO 1456+62'EB' (STH 172 ALIGNMENT)



NOTES:

1. TRAFFIC CONTROL DRUMS AND CONES SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

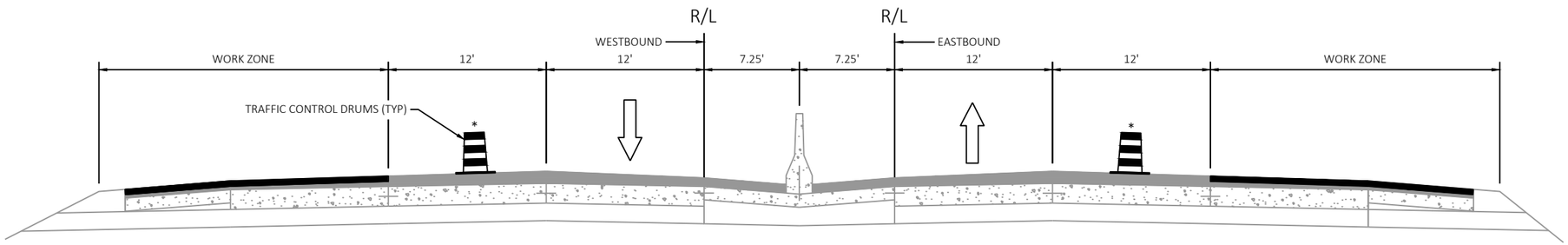
* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 3A TYPICAL SECTION

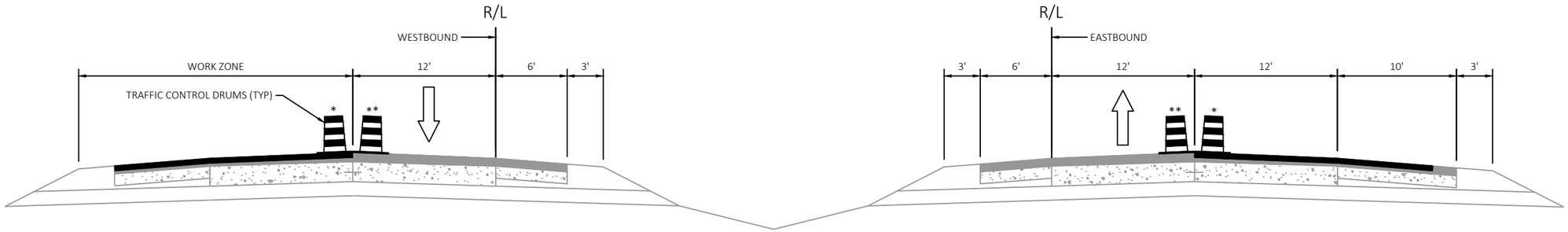
STA 1456+62'EB' TO 455+27'EB' (STH 172 ALIGNMENT)

2



CONSTRUCTION STAGE 3B TYPICAL SECTION

STA 1302+00'EB' TO 1456+62'EB' (STH 172 ALIGNMENT)



NOTES:

1. TRAFFIC CONTROL DRUMS AND CONES SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 3B TYPICAL SECTION

STA 1456+62'EB' TO 455+27'EB' (STH 172 ALIGNMENT)

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 96	E

2

2

PILGRIM WAY

CTH YY

CTH AAA

ONEIDA ST

HOLMGREN WAY

HOLMGREN WAY

N

COORDINATE LANE CLOSURES
WITH PROJECT 1210-11-71

BEGIN PROJECT
STA 1302+00.00 'EB'
Y=555,184.822
X=84,367.750

BEGIN CONSTRUCTION
STA 1305+94.72 'WB'

STH 172 WB

1298'INW'
1298'WB'
1300'INW'
1300'WB'
1302'INW'
1302'WB'
1304'WB'
1306'WB'
1308'WB'
1310'WB'
1312'WB'
1314'WB'
1316'WB'
1318'WB'
1320'WB'
1322'WB'
1324'WB'
1326'WB'
1328'WB'

1298'EB'
1300'EB'
1302'EB'
1304'EB'
1306'EB'
1308'EB'
1310'EB'
1312'EB'
1314'EB'
1316'EB'
1318'EB'
1320'EB'
1322'EB'
1324'EB'
1326'EB'

1300'INE'
1298'INE'

IH 41 NB/STH172 EB RAMP

BEGIN CONSTRUCTION
STA 1302+02.23 'EB'

STH 172 EB

STH 172 EB/VANDERPERREN WAY RAMP

1322'EH'
1324'EH'
1326'EH'
1328'EH'
1330'EH'
2122'H
2120'H

MATCH LINE 1328+00

LEGEND

- 1210-09-71 NIGHTTIME LANE/RAMP CLOSURES
- 1210-11-71 LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 97	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 7/20/2022 4:45 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

MATCH LINE 1328+00

MATCH LINE 1358+00

PILGRIM WAY

PILGRIM WAY TO STH 172 WB RAMP

DUTCHMAN'S CREEK

STH 32/ASHLAND AVE

BROADWAY AVE

STH 172WB/PILGRIM WAY RAMP

STH 172 WB

STH 172 EB

VANDERPERREN WAY/STH 172 EB RAMP

VANDERPERREN WAY

CTH YY

CTH HH

2334'Y'
2332'Y'
2330'Y'
1336'YW'
1334'YW'
1332'YW'
1330'YW'
1330'WY'
1332'WY'
1334'WY'
1336'WY'
1338'WY'
1330'WB'
1332'WB'
1334'WB'
1336'WB'
1338'WB'
1340'WB'
1342'WB'
1344'WB'
1346'WB'
1348'WB'
1350'WB'
1352'WB'
1354'WB'
1356'WB'
1330'EB'
1332'EB'
1334'EB'
1336'EB'
1338'EB'
1340'EB'
1342'EB'
1344'EB'
1346'EB'
1348'EB'
1350'EB'
1352'EB'
1354'EB'
1356'EB'
1334'HE'
1332'HE'
1330'HE'
1328'HE'
1326'HE'
2124'H'
2126'H'
2128'H'
2130'H'
2132'H'

N

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

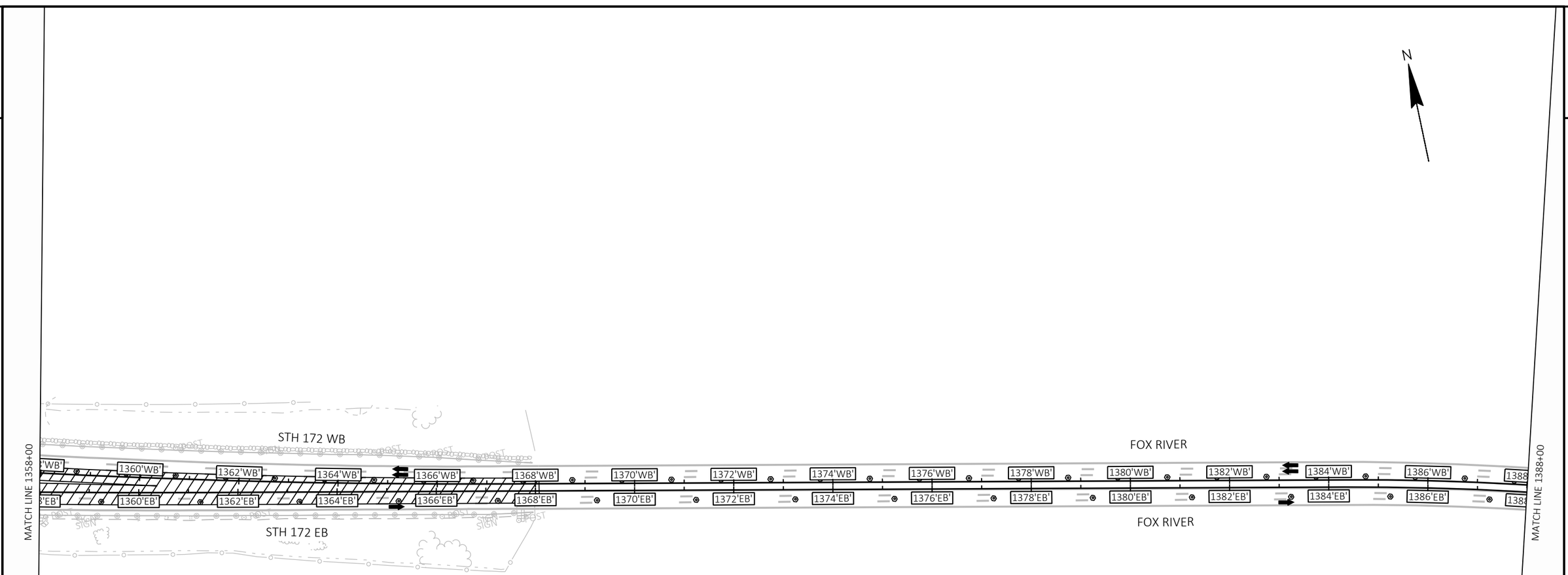
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 98	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025102-tc

PLOT DATE : 7/20/2022 4:46 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 99	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025103-tc
PLOT DATE : 7/20/2022 4:48 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

N

FOX RIVER

FOX RIVER

STH 172 WB

STH 172 EB

RIVERSIDE DR/STH 172WB RAMP

WEBSTER AVE/STH 172 WB RAMP

WEBSTER AVE/RIVERSIDE DR RAMP

STH 172EB/WEBSTER AVE RAMP

STH 172 EB/RIVERSIDE DR RAMP

RIVERSIDE DR/WEBSTER AVE RAMP

STH 57

MATCH LINE 1388+00

MATCH LINE 1418+00

94'R'
92'R'
90'R'
88'R'
86'R'
84'R'
82'R'
80'R'
78'R'
76'R'

1390'WB' 1392'WB' 1394'WB' 1396'WB' 1398'WB'
1390'EB' 1392'EB' 1394'EB' 1396'EB' 1398'EB'

1400'WR' 1402'WR' 1404'WR' 1406'WR' 1408'WR' 1410'WR' 1412'WR' 1414'WR' 1416'WR'
1400'RWB' 1402'RWB' 1404'RWB' 1406'RWB' 1408'RWB' 1410'RWB'

1400'WB' 1402'WB' 1404'WB' 1406'WB' 1408'WB' 1410'WB' 1412'WB' 1414'WB' 1416'WB'
1406'WWB' 1408'WWB' 1410'WWB' 1412'WWB' 1414'WWB' 1416'WWB'
1400'EB' 1402'EB' 1404'EB' 1406'EB' 1408'EB' 1410'EB' 1412'EB' 1414'EB' 1416'EB'
1410'EW' 1412'EW' 1414'EW' 1416'EW'

1412'ER' 1410'ER'

1400'ER' 1402'ER' 1404'ER' 1406'ER' 1408'ER' 1410'RW' 1412'RW' 1414'RW' 1416'RW'
1400'RW' 1402'RW' 1404'RW' 1406'RW' 1408'RW'

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 100	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025104-tc

PLOT DATE : 7/20/2022 4:49 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

WEBSTER AVE/
STH 172 WB RAMP

STH 172 WB/WEBSTER AVE RAMP

STH 172 WB

STH 172 EB

LIBAL ST

MATCH LINE 1418+00

MATCH LINE 1448+00

WEBSTER AVE/STH 172EB RAMP

STH 172EB/
WEBSTER AVE RAMP

WEBSTER AVE

1420'WR' 1420'WWB' 1422'WBW' 1424'WBW' 1426'WBW' 1428'WBW' 1430'WBW' 1432'WBW'

1420'WB' 1420'EB' 1422'WB' 1422'EB' 1424'WB' 1424'EB' 1426'WB' 1426'EB' 1428'WB' 1428'EB' 1430'WB' 1430'EB' 1432'WB' 1432'EB' 1434'EB' 1434'WE' 1436'WB' 1436'EB' 1438'WB' 1438'EB' 1440'WB' 1440'EB' 1442'WB' 1442'EB' 1444'WB' 1444'EB' 1446'WB' 1446'EB'

1420'EW' 1420'RW' 1422'RW' 1422'WE' 1424'WE' 1426'WE' 1428'WE' 1430'WE' 1432'WE'

112'WB' 110'WB' 108'WB' 106'WB' 104'WB'

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

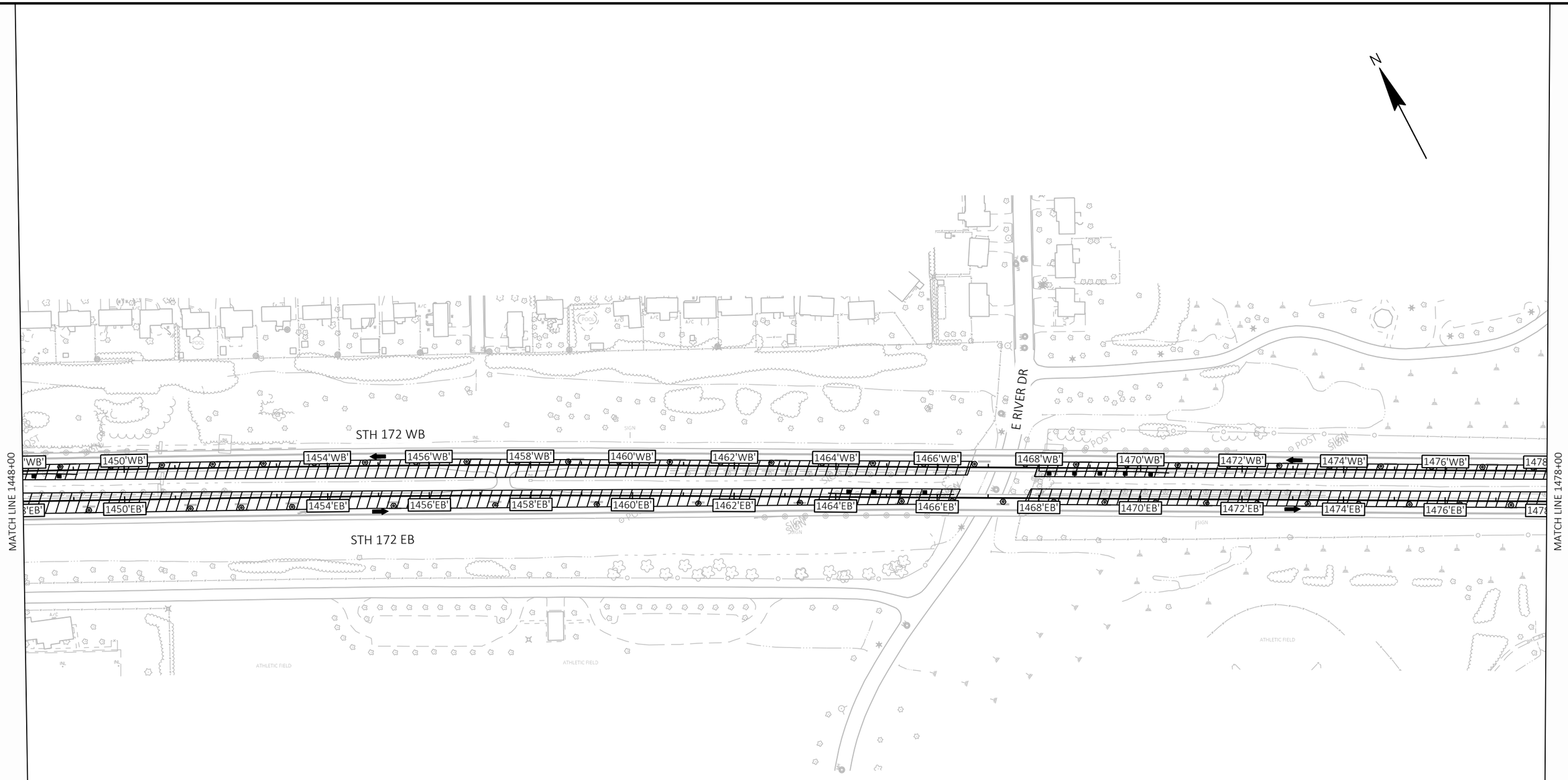
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 101	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025105-tc

PLOT DATE : 7/20/2022 4:50 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 102	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 7/20/2022 4:51 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

EAST RIVER

STH 172 WB

CTH XX

1480'WB' 1482'WB' 1484'WB' 1486'WB' 1488'WB' 1490'WB' 1492'WB' 1494'WB' 1496'WB' 1498'WB' 1500'WB' 1502'WB' 1504'WB' 1506'WB'

1480'EB' 1482'EB' 1484'EB' 1486'EB' 1488'EB' 1490'EB' 1492'EB' 1494'EB' 1496'EB' 1498'EB' 1500'EB' 1502'EB' 1504'EB' 1506'EB'

STH 172 EB

EAST RIVER

MATCH LINE 1478+00

MATCH LINE 1508+00

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

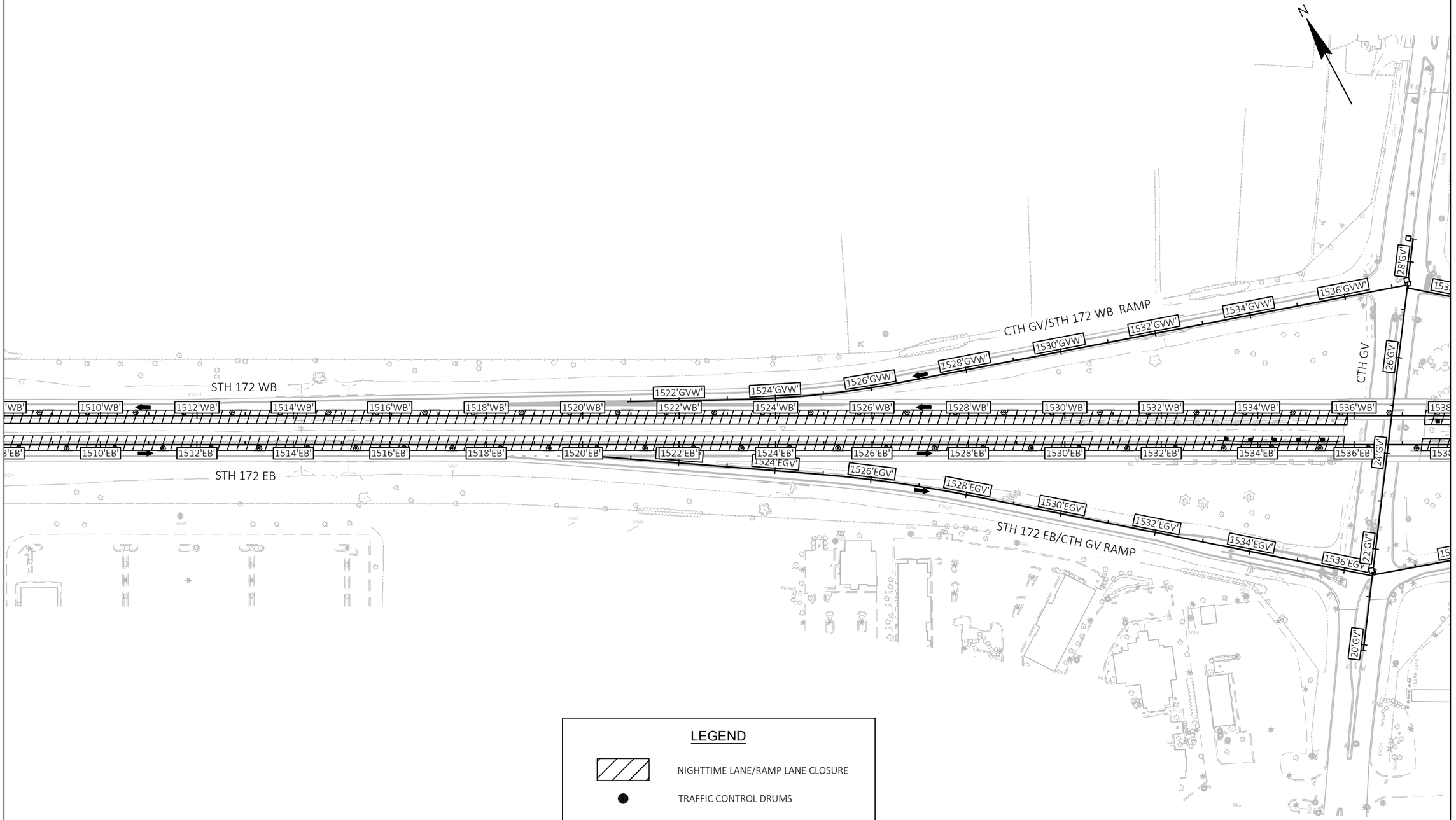
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 103	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025107-tc

PLOT DATE : 7/20/2022 4:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 104	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025108-tc

PLOT DATE : 7/20/2022 4:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

MATCH LINE 1538+00

MATCH LINE 1568+00

STH 172 WB/CTH GV RAMP

STH 172 WB

STH 172 EB

CTH GV/STH 172 EB RAMP

1538'GVE' 1540'GVE' 1542'GVE' 1544'GVE' 1546'GVE' 1548'GVE' 1550'EB' 1552'EB' 1554'EB' 1556'EB' 1558'EB' 1560'EB' 1562'EB' 1564'EB' 1566'EB'

1538'WB' 1540'WB' 1542'WB' 1544'WB' 1546'WB' 1548'WB' 1550'WB' 1552'WB' 1554'WB' 1556'WB' 1558'WB' 1560'WB' 1562'WB' 1566'WB'

1538'EB' 1540'EB' 1542'EB' 1544'EB' 1546'EB' 1548'EB'

1538'WGV' 1540'WGV' 1542'WGV' 1544'WGV' 1546'WGV' 1548'WGV' 1550'WGV'

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 105	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025109-tc

PLOT DATE : 7/20/2022 4:54 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH V

STH 172 WB

IH 43/STH 172 WB RAMP

STH 172 EB

MATCH LINE 1568+00

1570'WB' 1572'WB' 1574'WB' 1576'WB' 1578'WB' 1580'WB' 1582'WB' 1584'WB' 1586'WB' 1588'SW' 1588'WB' 1590'SW' 1590'WB' 1592'SW' 1592'WB' 1594'SW' 1594'WB' 1596'SW' 1596'WB'

1570'EB' 1572'EB' 1574'EB' 1576'EB' 1578'EB' 1580'EB' 1582'EB' 1584'EB' 1586'EB' 1588'EB' 1590'EB' 1592'EB' 1594'EB' 1594'ES' 1596'EB' 1596'ES'

SEE TRAFFIC CONTROL STAGE 1A & 1C - WB STH 172 OVER IH 43 RAMP SHEETS FOR MORE DETAILS

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 106	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025110-tc

PLOT DATE : 7/20/2022 4:54 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

IH 43/STH 172 WB RAMP

STH 172 EB

STH 172 WB

IH 43 SB

IH 43 NB

STH 172 EB/IH 43 SB RAMP

ALLOUEZ AVE

SEE STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

SEE TRAFFIC CONTROL STAGE 1A & 1C -
WB STH 172 OVER IH 43 RAMP SHEETS
FOR MORE DETAILS

LEGEND

- NIGHTTIME LANE/RAMP LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

N

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A & 3A	SHEET 107	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025101- TC 200 SCALE.DWG
LAYOUT NAME - 025127O-tc

PLOT DATE : 7/20/2022 4:55 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

2

2

COORDINATE LANE CLOSURES
WITH PROJECT 1210-11-71

BEGIN CONSTRUCTION
STA 1305+94.72 'WB'

ONEIDA ST

HOLMGREN WAY

STH 172 WB

1298'INW'
1298'WB'
1300'INW'
1300'WB'
1302'INW'
1302'WB'
1304'WB'
1306'WB'
1308'WB'
1310'WB'
1312'WB'
1314'WB'
1316'WB'
1318'WB'
1320'WB'
1322'WB'
1324'WB'
1326'WB'

1298'EB'
1300'EB'
1302'EB'
1304'EB'
1306'EB'
1308'EB'
1310'EB'
1312'EB'
1314'EB'
1316'EB'
1318'EB'
1320'EB'
1322'EB'
1324'EB'
1326'EB'

1300'INE'
1298'INE'

IH 41 NB/STH172 EB RAMP

STH 172 EB

STH 172 EB/VANDERPERREN WAY RAMP

1322'EH'
1324'EH'
1326'EH'
1328'EH'
1330'EH'
2122'H'
2120'H'

MATCH LINE 1328+00

BEGIN PROJECT
STA 1302+00.00 'EB'
Y=555,184.822
X=84,367.750

BEGIN CONSTRUCTION
STA 1302+02.23 'EB'

STANDARD DETAIL DRAWING 15D8
TRAFFIC CONTROL, TEMPORARY
ENTRANCE RAMP CROSSOVER

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D15-E
TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
*USED WHEN RAMP IS OPEN

LEGEND

- 1210-09-71 NIGHTTIME LANE/RAMP CLOSURES
- 1210-11-71 LANE CLOSURE
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 108	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 7/20/2022 4:43 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

PILGRIM WAY

PILGRIM WAY TO STH 172 WB RAMP

DUTCHMAN'S CREEK

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STH 32/ASHLAND AVE

STH 172WB/PILGRIM WAY RAMP

STH 172 WB

BROADWAY AVE

STH 172 EB

VANDERPERREN WAY/STH 172 EB RAMP

STANDARD DETAIL DRAWING 15D15-C
TRAFFIC CONTROL, TAPERED ENTRANCE RAMP
WITHIN RIGHT LANE CLOSURE
- USED WHEN RAMP IS OPEN
- AN ADDITIONAL SHIFT WILL BE NEEDED IF
TWO RIGHT LANES ARE CLOSED

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

VANDERPERREN WAY

CTH YY

CTH HH

MATCH LINE 1328+00

MATCH LINE 1358+00

N

LEGEND

- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 109	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025102-tc

PLOT DATE : 7/20/2022 4:44 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 172 WB

STH 172 EB

FOX RIVER

FOX RIVER

1360'WB' 1362'WB' 1364'WB' 1366'WB' 1368'WB' 1370'WB' 1372'WB' 1374'WB' 1376'WB' 1378'WB' 1380'WB' 1382'WB' 1384'WB' 1386'WB'

1360'EB' 1362'EB' 1364'EB' 1366'EB' 1368'EB' 1370'EB' 1372'EB' 1374'EB' 1376'EB' 1378'EB' 1380'EB' 1382'EB' 1384'EB' 1386'EB'

MATCH LINE 1358+00

MATCH LINE 1388+00

LEGEND

- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 110	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025103-tc

PLOT DATE : 7/20/2022 4:46 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

FOX RIVER

STH 172 WB

STH 172 EB

FOX RIVER

STH 57

RIVERSIDE DR/STH 172WB RAMP

WEBSTER AVE/RIVERSIDE DR RAMP

WEBSTER AVE/STH 172 WB RAMP

STH 172EB/WEBSTER AVE RAMP

STH 172 EB/RIVERSIDE DR RAMP

RIVERSIDE DR/WEBSTER AVE RAMP

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D15-E
TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
*USED WITH RAMP OPEN

MATCH LINE 1388+00

MATCH LINE 1418+00

94'R'
92'R'
90'R'
88'R'
86'R'
84'R'
82'R'
80'R'
78'R'
76'R'

1400'WR' 1402'WR' 1404'WR' 1406'WR' 1408'WR' 1410'WR' 1412'WR' 1414'WR' 1416'WR'
1400'RWB' 1402'RWB' 1404'RWB' 1406'RWB' 1408'RWB' 1410'RWB'
1400'WB' 1402'WB' 1404'WB' 1406'WWB' 1408'WWB' 1410'WWB' 1412'WWB' 1414'WWB' 1416'WWB'
1406'WB' 1408'WB' 1410'WB' 1412'WB' 1414'WB' 1416'WB'
1390'WB' 1392'WB' 1394'WB' 1396'WB' 1398'WB'
1400'EB' 1402'EB' 1404'EB' 1406'EB' 1408'EB' 1410'EB' 1412'EB' 1414'EB' 1416'EB'
1390'EB' 1392'EB' 1394'EB' 1396'EB' 1398'EB'
1410'EW' 1412'EW' 1414'EW' 1416'EW'
1412'ER' 1410'ER'
1400'ER' 1402'ER' 1404'ER' 1406'ER' 1408'ER'
1400'RW' 1402'RW' 1404'RW' 1406'RW' 1408'RW' 1410'RW' 1412'RW' 1414'RW' 1416'RW'

LEGEND

- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 111	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025104-tc

PLOT DATE : 7/20/2022 4:47 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 1418+00

MATCH LINE 1448+00

WEBSTER AVE/
STH 172 WB RAMP

STH 172 WB

STH 172 EB

STH 172EB/
WEBSTER AVE RAMP

STH 172 WB/WEBSTER AVE RAMP

WEBSTER AVE/STH 172EB RAMP

WEBSTER AVE

LIBAL ST

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D15-E
TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN
LANE CLOSURE
*USE IF RAMP IS OPEN

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D15-C
TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN
RIGHT LANE CLOSURE
*USED WHEN RAMP IS OPEN
*AN ADDITIONAL SHIFT WILL BE NEEDED IF TWO
RIGHT LANES ARE CLOSED

LEGEND

- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 112	E

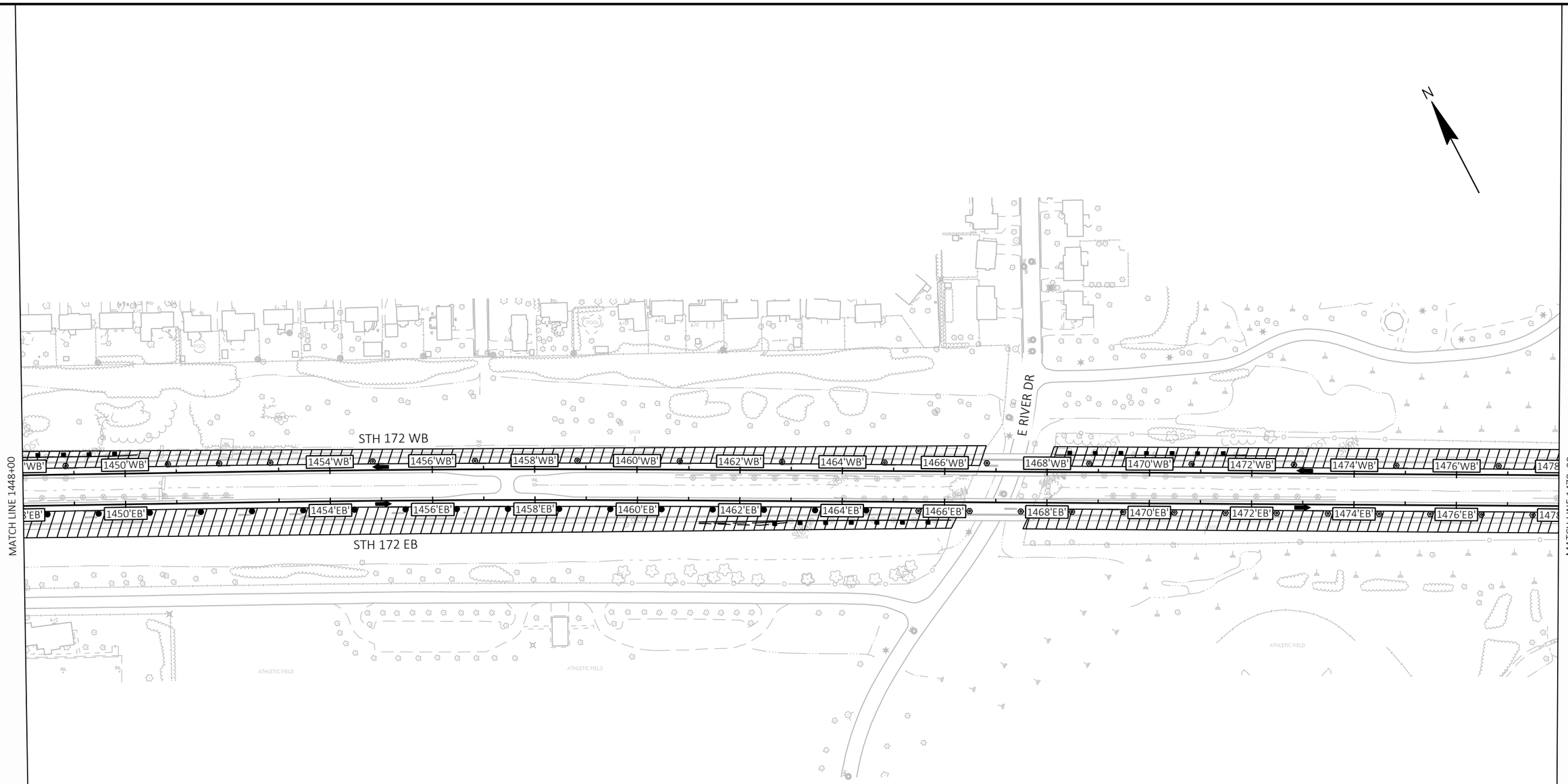
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025105-tc

PLOT DATE : 7/20/2022 4:48 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2



LEGEND

- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 113	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 7/20/2022 4:49 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

EAST RIVER

STH 172 WB

CTH XX

MATCH LINE 1478+00

'WB 1480'WB 1482'WB 1484'WB 1486'WB 1488'WB 1490'WB 1492'WB 1494'WB 1496'WB 1498'WB 1500'WB 1502'WB 1504'WB 1506'WB 1508

'EB 1480'EB 1482'EB 1484'EB 1486'EB 1488'EB 1490'EB 1492'EB 1494'EB 1496'EB 1498'EB 1500'EB 1502'EB 1504'EB 1506'EB 1508

STH 172 EB

EAST RIVER

MATCH LINE 1508+00

LEGEND

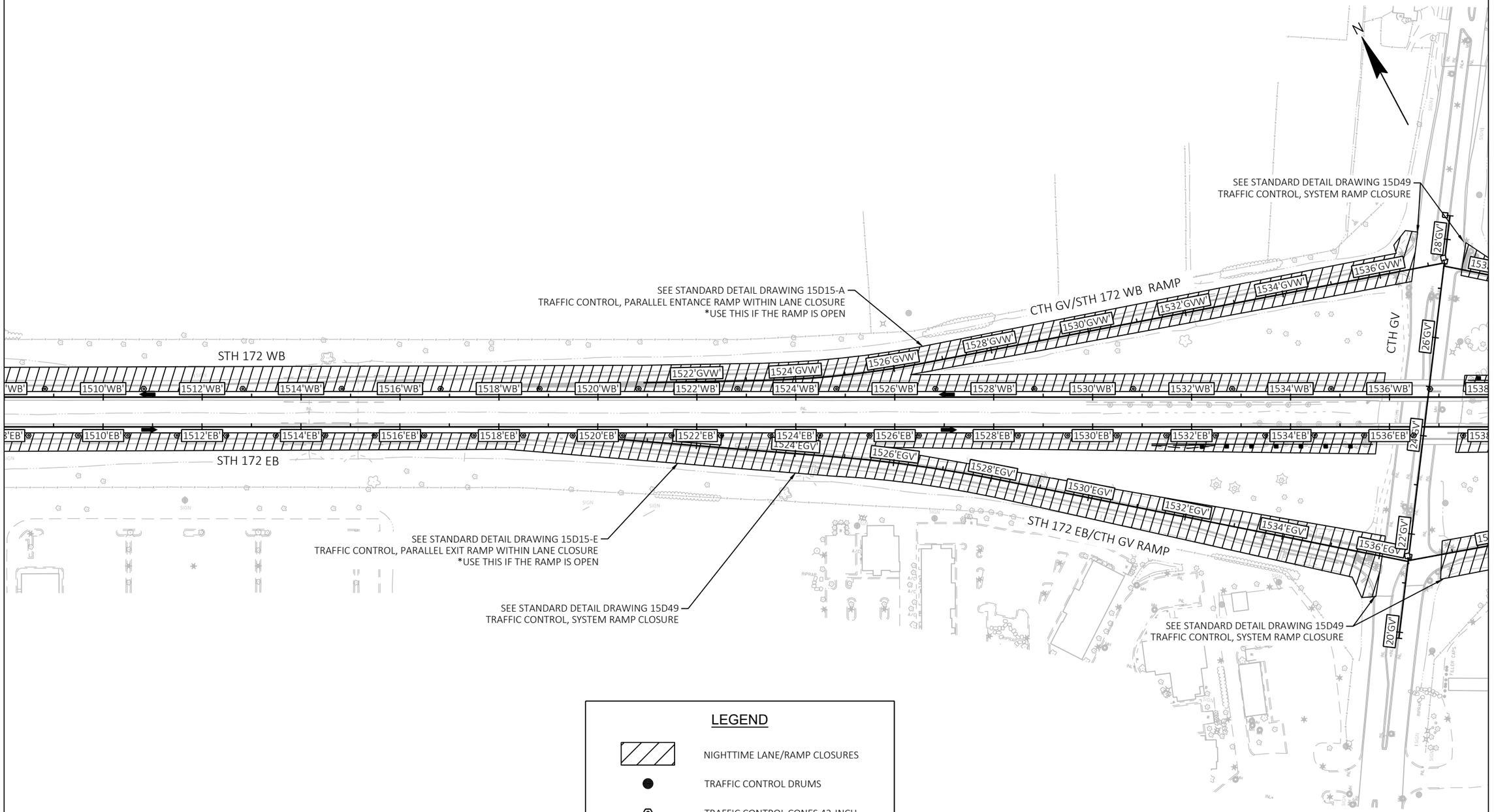
- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 114	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025107-tc

PLOT DATE : 7/20/2022 4:50 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 115	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025108-tc

PLOT DATE : 7/20/2022 4:51 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

MATCH LINE 1538+00

MATCH LINE 1568+00

STH 172 WB/CTH GV RAMP

STH 172 WB

STH 172 EB

CTH GV/STH 172 EB RAMP

STANDARD DETAIL DRAWING 15D15-E
TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
*USED WHEN RAMP IS OPEN

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STANDARD DETAIL DRAWING 15D15-C
TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
*USED WHEN RAMP IS OPEN
*AN ADDITIONAL SHIFT WILL BE NEEDED IF TWO RIGHT LANES ARE CLOSED

LEGEND

- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 116	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025109-tc

PLOT DATE : 7/20/2022 4:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

STANDARD DETAIL DRAWING 15D15-C
TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN
RIGHT LANE CLOSURE
*MAY HAVE TO ADD AN ADDITIONAL SHIFT FOR
TWO RIGHT LANES CLOSED

STANDARD DETAIL DRAWING 15D14
TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY
OR EXPRESSWAY, SHORT TERM (LESS THAN 24 HOURS)
*ADD SPEED REDUCTION SIGNS IF REQUIRED

IH 43/STH 172 WB RAMP

STH 172 WB

CTH V

MATCH LINE 1568+00

1570'WB' 1572'WB' 1574'WB' 1576'WB' 1578'WB' 1580'WB' 1582'WB' 1584'WB' 1586'WB' 1588'SW' 1588'WB' 1590'SW' 1590'WB' 1592'SW' 1592'WB' 1594'SW' 1594'WB' 1596'SW' 1596'WB'

SEE TRAFFIC CONTROL STAGE 1B -
WB STH 172 OVER IH 43 RAMP
SHEETS FOR MORE DETAILS

END CONSTRUCTION
STA 1591+18.82 STH 172 EB
IH 43 SB RAMP

STH 172 EB

1570'EB' 1572'EB' 1574'EB' 1576'EB' 1578'EB' 1580'EB' 1582'EB' 1584'EB' 1586'EB' 1588'EB' 1590'EB' 1592'EB' 1594'EB' 1594'ES' 1596'EB' 1596'ES'

STANDARD DETAIL DRAWING 15D15-E
TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
*USED WHEN RAMP IS OPEN

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

LEGEND

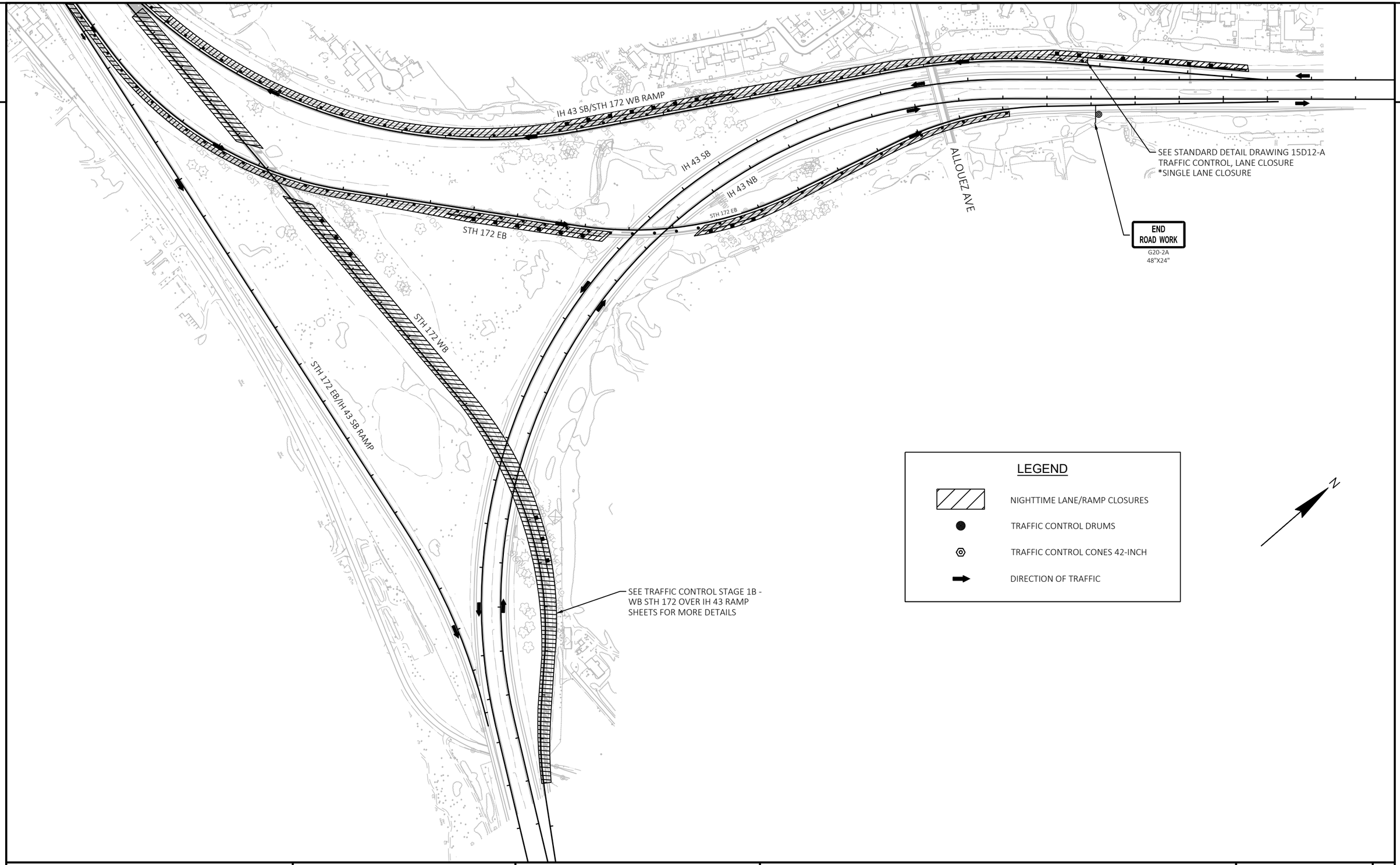
- NIGHTTIME LANE/RAMP CLOSURES
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 117	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025110-tc

PLOT DATE : 7/20/2022 4:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



2

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B & 3B	SHEET 118	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025100- TC 200 SCALE.DWG
LAYOUT NAME - 025127O-tc

PLOT DATE : 7/20/2022 4:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:400 FT

2

2

STH 57

BIKE PATH

70'R'

72'R'

74'R'

76'R'

78'R'

80'R'

82'R'

84'R'

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

RIVERSIDE DR/
WEBSTER AVE RAMP

STH 172EB/
RIVERSIDE DR RAMP

MATCH LINE 85+00

STH 172 EB

STH 172 WB

STH 57

86'R'

88'R'

90'R'

92'R'

94'R'

96'R'

98'R'

100'R'

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

RIVERSIDE DR/
STH 172WB RAMP

WEBSTER AVE/
RIVERSIDE DR RAMP

MATCH LINE 85+00

LEGEND

- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

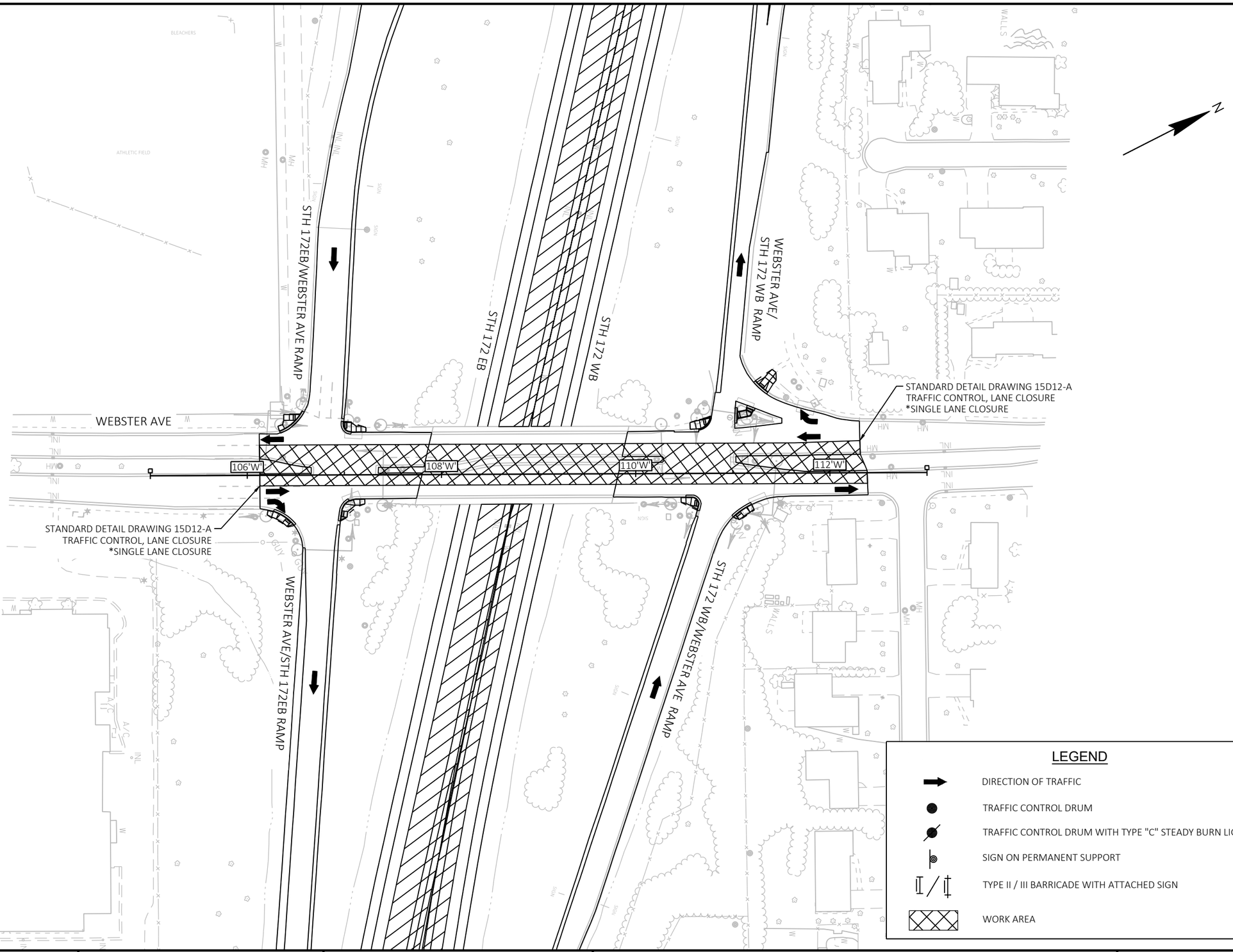
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A SIDE ROADS - STH 57	SHEET 119	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025103-TC-SIDEROADS-1A.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 4:46 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A SIDE ROADS - WEBSTER AVE	SHEET 120	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025103-TC-SIDEROADS-1A.DWG
LAYOUT NAME - 02
PLOT DATE : 7/20/2022 4:47 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

STH 172 EB/CTH GV RAMP

CTH GV/STH 172 WB RAMP

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

CTH GV

20'GV'

22'GV'

24'GV'

26'GV'

28'GV'

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

CTH GV/STH 172 EB RAMP

STH 172 EB

STH 172 WB

STH 172 WB/CTH GV RAMP

RIPRAP

FILLER CAPS

CANOPY

LEGEND

- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1A SIDE ROADS - CTH GV	SHEET 121	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025103-TC-SIDEROADS-1A.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 4:48 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

STH 57

70'R' 72'R' 74'R' 76'R' 78'R' 80'R' 82'R' 84'R'

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

MATCH LINE 85+00

RIVERSIDE DR/
WEBSTER AVE RAMP

STH 172EB/
RIVERSIDE DR RAMP

BIKE PATH

SIDEWALK CLOSED AHEAD FOR
ASSISTANCE CONSIDER
YELLOW CAB: (920) 435-1111
AGING & DISABILITY RESOURCE
CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST
INTERSECTION PRIOR TO CLOSURE

STH 172 EB

STH 172 WB

SIDEWALK
CLOSED
R9-9
24"X12"

STANDARD DETAIL DRAWING
TRAFFIC CONTROL, PEDESTRIAN
ACCOMODATION

STH 57

86'R' 88'R' 90'R' 92'R' 94'R' 96'R' 98'R' 100'R'

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

MATCH LINE 85+00

RIVERSIDE DR/
STH 172WB RAMP

WEBSTER AVE/
RIVERSIDE DR RAMP

SIDEWALK
CLOSED
R9-9
24"X12"

STANDARD DETAIL DRAWING 15D49
TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

SIDEWALK CLOSED AHEAD FOR
ASSISTANCE CONSIDER
YELLOW CAB: (920) 435-1111
AGING & DISABILITY RESOURCE
CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST
INTERSECTION PRIOR TO CLOSURE

LEGEND

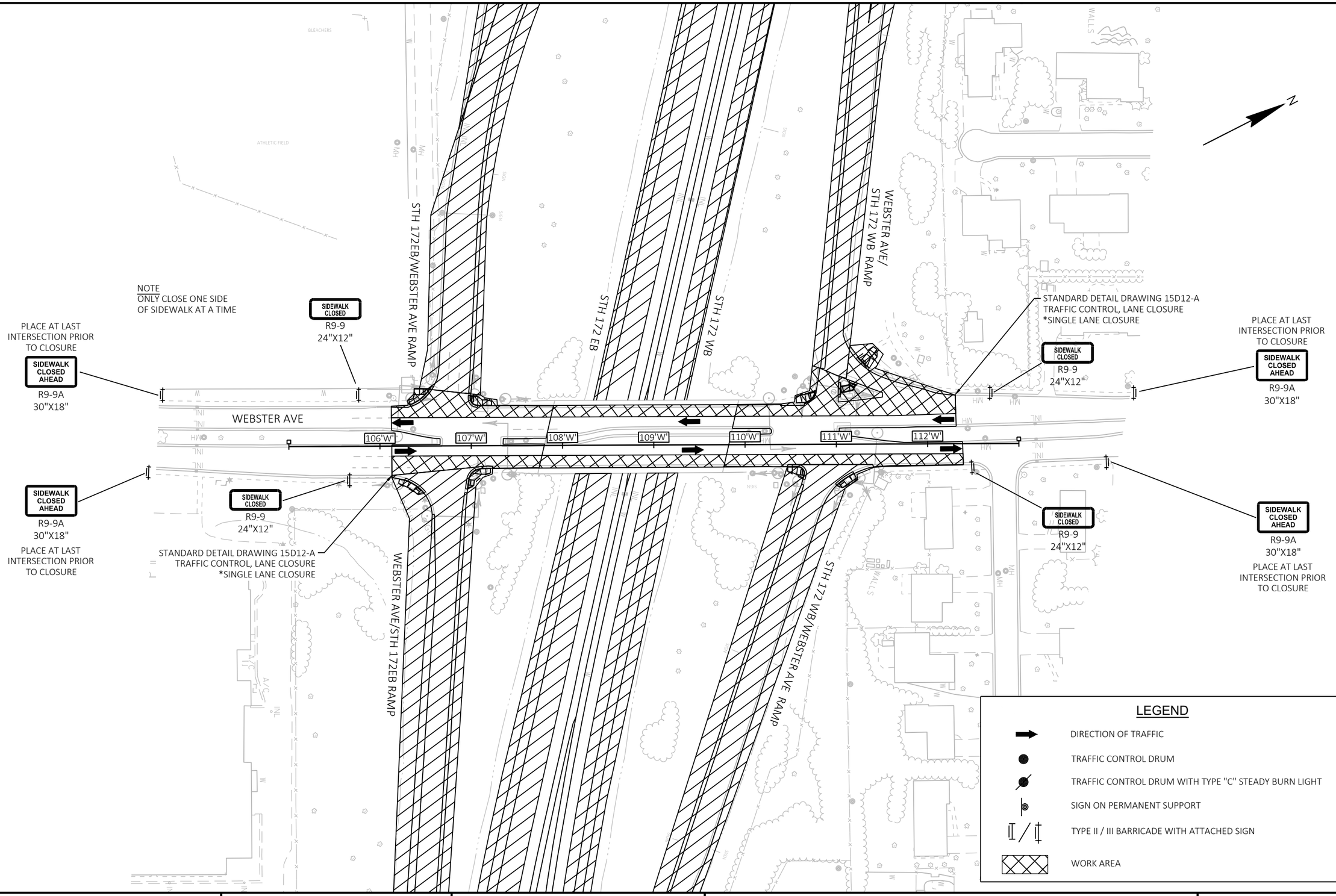
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B SIDE ROADS - STH 57	SHEET 122	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC-SIDEROADS-1B.DWG
LAYOUT NAME - 04

PLOT DATE : 7/28/2022 3:50 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B SIDE ROADS - WEBSTER AVE	SHEET 123	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025103-TC-SIDEROADS-1B.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 4:57 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

SIDEWALK CLOSED AHEAD FOR ASSISTANCE CONSIDER YELLOW CAB: (920) 435-1111 AGING & DISABILITY RESOURCE CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

SIDEWALK CLOSED
R9-9
24"X12"

STH 172 EB/CTH GV RAMP

CTH GV

CTH GV/STH 172 WB RAMP

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD FOR ASSISTANCE CONSIDER YELLOW CAB: (920) 435-1111 AGING & DISABILITY RESOURCE CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

20'GV' 21'GV' 22'GV' 23'GV' 24'GV' 25'GV' 26'GV' 27'GV' 28'GV'

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

STANDARD DETAIL DRAWING 15D12-A
TRAFFIC CONTROL, LANE CLOSURE
*SINGLE LANE CLOSURE

CTH GV/STH 172 EB RAMP

STH 172 EB

STH 172 WB

STH 172 WB/CTH GV RAMP

LEGEND

- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STAGE 1B SIDE ROADS - CTH GV	SHEET 124	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC-SIDEROADS-1B.DWG
LAYOUT NAME - 06

PLOT DATE : 7/28/2022 3:43 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

1400'WR' 1402'WR' 1406'WR' 1408'WR' 1410'WR' 1412'WR' 1414'WR'

1400'RWB' 1402'RWB' 1404'RWB' 1406'RWB' 1408'RWB' 1410'RWB'

RIVERSIDE DR/STH 172WB RAMP

PC: 1402+73.65'RWB'

PT: 1408+78.68'RWB'

PC: 1405+74.28'RWB'

BP: 1405+98.42'WWB'

WEBSTER AVE/RIVERSIDE DR RAMP

PC: 1413+61.19'WR'

WEBSTER AVE/STH 172 WB RAMP

1406'WWB' 1408'WWB' 1410'WWB' 1412'WWB' 1414'WWB'

1400'WB' 1402'WB' 1404'WB' 1406'WB' 1408'WB' 1410'WB' 1412'WB' 1414'WB'

1400'EB' 1402'EB' 1404'EB' 1406'EB' 1408'EB' 1410'EB' 1412'EB' 1414'EB'

1410'EW' 1412'EW' 1414'EW'

BP: 1408+45.66'EW'

STA AHEAD = 1412+22.47'WB'
STA BACK = 1412+29.55'WB'
PT: 1412+22.47'WB'

PT: 1412+22.47'EB'

PCC: 1410+42.26'EW'

PT: 1413+02.26'EW'

SEE STANDARD DETAIL DRAWING 15D12
TRAFFIC CONTROL, LANE CLOSURE
BASIC TRAFFIC QUEUE WARNING SYSTEM

MATCH LINE 1415+00

LANES NARROW
WO5-1 (MODIFIED)
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

EACH LANE
W12-52P
42"X36"

WO4-2R

STH 172EB/WEBSTER AVE RAMP

STH 172 EB/RIVERSIDE DR RAMP

1408'ER' 1410'ER' 1412'ER'

PT: 1406+80.64'ER'

PC: 1408+07.05'ER'

PC: 1402+53.41'ER'

1400'ER' 1402'ER' 1404'ER' 1406'ER'

1402'RW' 1404'RW' 1406'RW' 1408'RW' 1410'RW' 1412'RW' 1414'RW'

PC: 1413+99.40'RW'

STH 172EB/RIVERSIDE DR RAMP

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 125	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025109-tc

PLOT DATE : 7/20/2022 4:43 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 1415+00

MATCH LINE 1430+00

EP: 113+00.00'W'

PT: 1417+24.23'WR

BP: 1421+49.78'WBW'

PC: 1428+05.63'WBW'

PC: 1423+58.95'WB

PC: 1425+62.87'EB

WEBSTER AVE/STH 172WB RAMP

STH 172 WB/WEBSTER AVE RAMP

WEBSTER AVE

STH 172 WB

STH 172 EB

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

+02.57'EB'
35.41' RT

50'

100'

PC: 1416+16.76'EW'

PC: 1418+89.39'RW'

PT: 1419+86.76'EW'

PT: 1415+68.91'RW'

PT: 1419+86.68'RW'

PC: 1422+25.11'WE'

BP: 105+00.19'W'

STH 172EB/WEBSTER AVE RAMP

WEBSTER AVE/STH 172EB RAMP

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 126	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025110-tc

PLOT DATE : 7/20/2022 4:44 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 1430+00

MATCH LINE 1445+25

STH 172 WB

1432'WBW'

PT: 1432+68.38'WBW'

WO1-4BL
48"X48"

WO4-6R
48"X48"

WO1-6
48" X 24"
TYPE III BARRICADE

WO1-4CR
48"X48"

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

1432'WB'

1436'WB'

1438'WB'

1440'WB'

1442'WB'

1444'WB'

STA AHEAD = 1434+07.42'WB'
STA BACK = 1433+98.93'WB'

PT: 1434+07.42'WB'

PT: 1436+02.85'EB'

+54.28'EB'
0.00'

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

50'

100'

50'

11'

1432'EB'

1434'EB'

1436'EB'

1438'EB'

1440'EB'

1442'EB'

1444'EB'

1432'WE'

1434'WE'

1436'WE'

CC

+99.05'EB'
34.00' RT

+24.05'EB'
32.01' RT

+72.54'EB'
33.93' RT

PC: 1430+63.24'WE'

PT: 1434+13.20'WE'

STAY
IN
LANE
R4-9
24"X30"

TEMPORARY MARKING LINE PAINT,
8-INCH WHITE

WO1-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE
CLOSED
TYPE III BARRICADE

CBTP

WO5-52R
18"X54"

WO1-4L
48"X48"

MH

POOL

A/C

INL

W

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 127	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025111-tc
PLOT DATE : 7/20/2022 4:45 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

N LIBAL ST

STH 172 WB

PC: 1452+77.23'WB'

1446'WB' 1448'WB' 1450'WB' 1454'WB' 1456'WB' 1458'WB' 1460

MATCH LINE 1445+25

MATCH LINE 1460+00

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

+34.28'EB'
0.00'

1446'EB' 1448'EB' 1450'EB' 1454'EB' 1456'EB' 1458'EB' 1460

11' 11' 11'

50'

100'

STH 172 EB

PC: 1452+77.23'EB'

+73.07'EB'
32.14' RT
CBTP

WORK AREA

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 128	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025112-tc

PLOT DATE : 7/20/2022 4:46 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 1460+00

MATCH LINE 1475+00

STA AHEAD = 1460+37.63'WB'
STA BACK = 1460+38.96'WB'

PT: 1460+37.63'WB'

PT: 1460+37.63'EB'

E RIVER DR

STH 172 WB

STH 172 EB

100'

1462'WB' 1464'WB' 1466'WB' 1468'WB' 1470'WB' 1472'WB' 1474'WB'

1462'EB' 1464'EB' 1466'EB' 1468'EB' 1470'EB' 1472'EB' 1474'EB'

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 129	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025113-tc

PLOT DATE : 7/20/2022 4:47 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

EAST RIVER

STH 172 WB

STH 172 EB

EAST RIVER

BIKE PATH

SIGN

INL

1476'WB' 1478'WB' 1480'WB' 1482'WB' 1484'WB' 1486'WB' 1488'WB' 1490

1476'EB' 1478'EB' 1480'EB' 1482'EB' 1484'EB' 1486'EB' 1488'EB' 1490

MATCH LINE 1475+00

MATCH LINE 1490+00

+96.37'EB'
0.00' LT

100'

50'

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

LANES NARROW
W05-1 (MODIFIED)
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

EACH LANE
W12-52P
42"X36"

W01-4RL
48"X48"

STAY IN LANE
R4-9
24"X30"

WO1-6
48" X 24"

TYPE III BARRICADE

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 130	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025114-tc

PLOT DATE : 7/20/2022 4:48 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH XX

STANDARD DETAIL DRAWING 15D41
TRAFFIC CONTROL, MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

STH 172 WB

MATCH LINE 1490+00

MATCH LINE 1505+00

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

11'

11'

100'

1492'WB' 1494'WB' 1496'WB' 1498'WB' 1500'WB' 1502'WB' 1504'WB'

1492'EB' 1494'EB' 1496'EB' 1498'EB' 1500'EB' 1502'EB' 1504'EB'

CC

+63.04'EB'
23.47' RT

+88.04'EB'
21.47' RT

+89.84'EB'
23.48' RT
CBTP

WORK AREA

+27.29'EB'
21.43' RT
CBTP

+76.34'EB'
0.00'

50'

100'

STH 172 EB

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

WO5-52R
18"X54"

WO1-4BR
48"X48"

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 131	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025115-tc

PLOT DATE : 7/20/2022 4:48 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 172 WB

1506'WB' 1508'WB' 1510'WB' 1512'WB' 1514'WB' 1516'WB' 1518'WB' 1520

MATCH LINE 1505+00

MATCH LINE 1520+00

1506'EB' 1508'EB' 1510'EB' 1512'EB' 1514'EB' 1516'EB' 1518'EB' 1520

STH 172 EB

100'

LANES NARROW
W05-1 (MODIFIED)
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

EACH LANE
W12-52P
42"X36"

W01-4BL
48"X48"

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 132	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025116-tc

PLOT DATE : 7/20/2022 4:49 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

BP: 1520+92.18'GVW'

PC: 1523+31.51'GVW'

PT: 1526+57.16'GVW'

CTH GV/STH 172 WB RAMP

1522'GVW'

1524'GVW'

1526'GVW'

1528'GVW'

1530'GVW'

1532'GVW'

1534'GVW'

STH 172 WB

STANDARD DETAIL DRAWINGS 15D41
TRAFFIC CONTROL, MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

1'WB' 1522'WB' 1524'WB' 1526'WB' 1528'WB' 1530'WB' 1532'WB' 1534'WB'

MATCH LINE 1520+00

MATCH LINE 1535+00

INL

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

+68.60'EB'
0.00' RT

11'

50'

11'

100'

1'EB' 1522'EB' 1524'EB' 1526'EB' 1528'EB' 1530'EB' 1532'EB' 1534'EB'

1522'EGV'

1524'EGV'

1526'EGV'

1528'EGV'

1530'EGV'

1532'EGV'

1534'EGV'

STH 172 EB

WORK AREA

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

+83.83'EB'
23.42' RT

+08.83'EB'
21.42' RT

+07.08'EB'
23.40' RT

CBTP

WO5-52R
18"X54"

WO1-48R
48"X48"

BP: 1520+22.31'EGV'

STAY
IN
LANE
R4-9
24"X30"

WO1-6
48" X 24"

TYPE III BARRICADE

PC: 1524+77.35'EGV'

PT: 1528+13.82'EGV'

STH 172 EB/CTH GV RAMP

RIPRAP

MH

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 133	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025117-tc

PLOT DATE : 7/20/2022 4:50 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

1536'GVW'

CTH GV

28'GV'

BP: 1536+98.13'WGV'

1538'WGV'

1540'WGV'

1542'WGV'

STH 172 WB/CTH GV RAMP

1544'WGV'

PC: 1545+42.69'WGV'

1546'WGV'

1548'WGV'

PCC: 1549+13.16'WGV'

BERM

RIPRAP

MH

SIGN

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

STH 172 WB

1536'WB'

1538'WB'

1540'WB'

1542'WB'

1544'WB'

1546'WB'

1548'WB'

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

PC: 1546+22.99'WB'

PC: 1546+23.00'EB'

+00.88'EB'
0.00' RT

MATCH LINE 1535+00

MATCH LINE 1550+00

1536'EB'

1538'EB'

1540'EB'

1542'EB'

1544'EB'

1546'EB'

1548'EB'

24'GV'

WORK AREA

12'

12'

50'

100'

+40.83'EB'
21.53' RT
CBTP

STH 172 EB

1548'GVE'

1546'GVE'

1544'GVE'

1542'GVE'

CTH GV/STH 172 EB RAMP

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

CTH GV

22'GV'

1538'GVE'

1536'EGV'

BP: 1536+09.14'GVE'

20'GV'

INL

A/C

LER CAPS

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 134	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025118-tc

PLOT DATE : 7/20/2022 4:51 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

BERM

WALLS

SIGN

QUAR

STA AHEAD = 1564+10.72'WB'
STA BACK = 1563+82.64'WB'

50'

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

STH 172 WB

12'

12'

12'

1552'WB'

1554'WB'

1556'WB'

1558'WB'

1560'WB'

1562'WB'

PT: 1564+10.72'WB'

PT: 1564+10.72'EB'

1564'EB'

+19.50'WB'
0.00' RT

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

INL

POST

MATCH LINE 1550+00

MATCH LINE 1565+00

1552'EB'

1554'EB'

1556'EB'

1558'EB'

1560'EB'

1562'EB'

STH 172 EB

SIGN

SIGN

SIGN

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 135	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025119-tc

PLOT DATE : 7/20/2022 4:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

STANDARD DETAIL DRAWING 15D41
TRAFFIC CONTROL, MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

WO1-6
48" X 24"
TYPE III BARRICADE

WO5-52R
18"X54"

CTH V

+79.78'WB'
-33.42' LT

+04.78'WB'
-35.39' LT

+63.20'WB'
-35.33' LT
CBTP

+73.26'WB'
-33.83' LT
CBTP

WORK AREA

100'

50'

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

STH 172 WB

1566'WB'
1568'WB'
1570'WB'
1572'WB'
1574'WB'
1576'WB'
1578'WB'
1580'W

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

MATCH LINE 1565+00

1566'EB'
1568'EB'
1570'EB'
1572'EB'
1574'EB'
1576'EB'
1578'EB'
1580

STH 172 EB

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

CTH V

WO1-4BR
48"X48"

PC: 1572+01.58'EB'

PT: 1577+21.65'EB'

MATCH LINE 1580+00

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 136	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025120-tc

PLOT DATE : 7/20/2022 4:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

STAY IN LANE
R4-9
24"X30"

50'

+14.19'WB'
0.00'

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

IH 43/STH 172 WB RAMP

STH 172 WB

STH 172 EB

STH 172 EB/IH 43 SB RAMP

PC: 1591+34.87'SW'

BP: 1588+62.64'ES'

PC: 1594+15.64'EB'

W01-4BL
48"X48"

W01-4L
48"X48"

1582'WB'
1584'WB'
1586'WB'
1588'SW'
1588'WB'
1590'SW'
1590'WB'
1592'SW'
1592'WB'
1594'SW'
1594'WB'

1582'EB'
1584'EB'
1586'EB'
1588'EB'
1590'EB'
1590'ES'
1592'EB'
1592'ES'
1594'EB'
1594'ES'

END CONSTRUCTION
STA 1591+18.82 STH 172 EB
IH 43 SB RAMP

MATCH LINE 1580+00

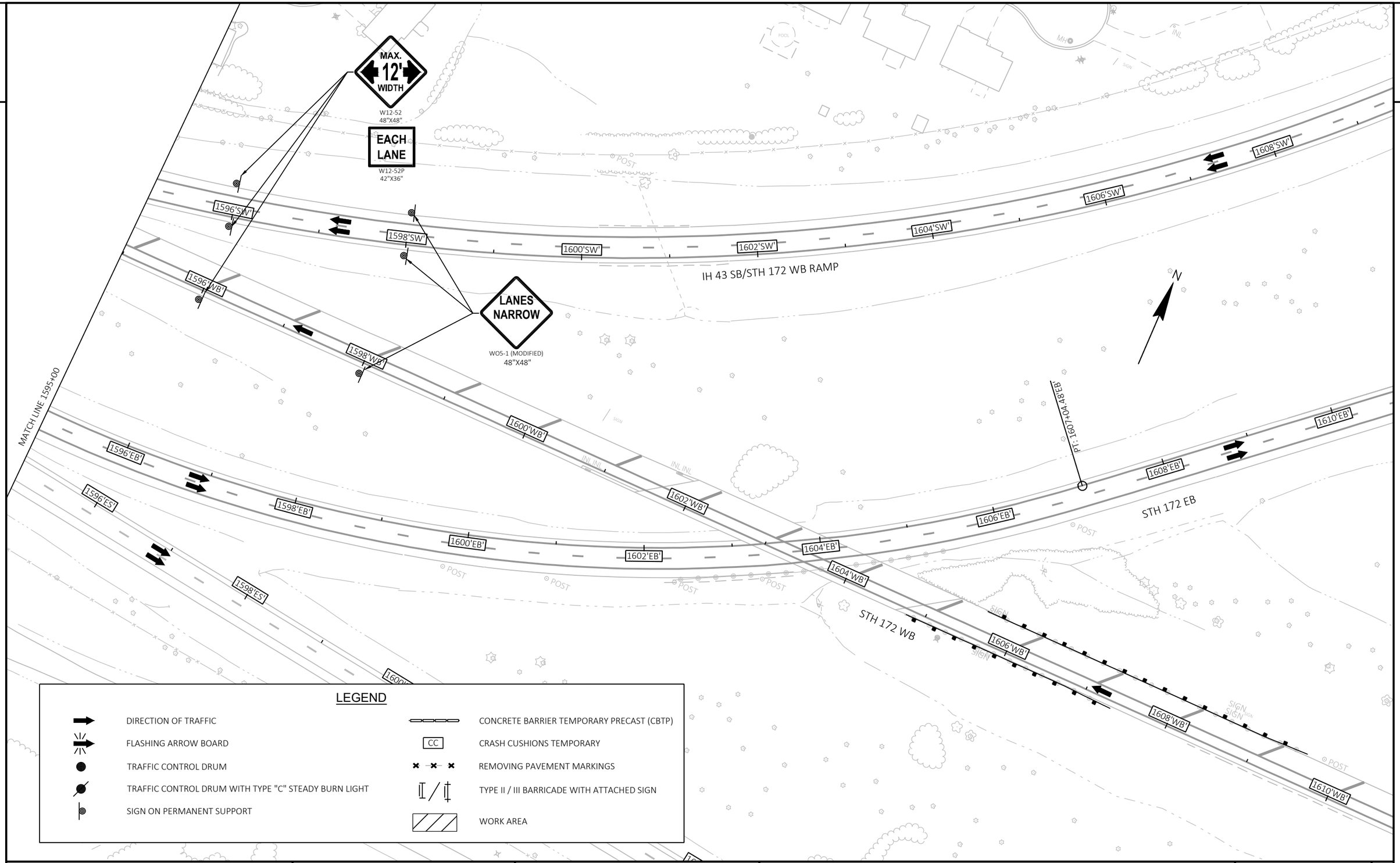
MATCH LINE 1595+00

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 137	E

2



LEGEND

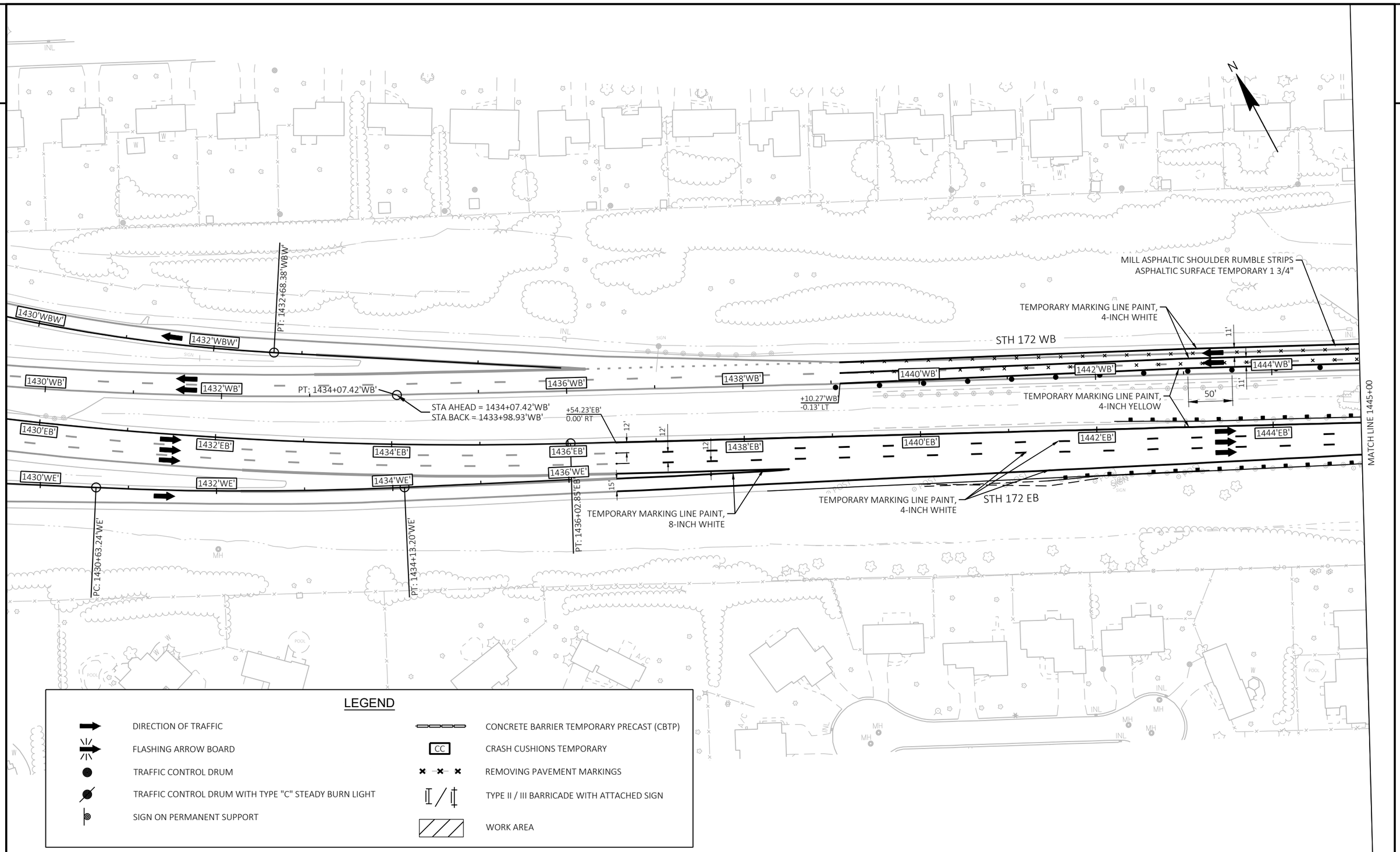
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2A	SHEET 138	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES.DWG
LAYOUT NAME - 025122-tc
PLOT DATE : 7/20/2022 4:55 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2



LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 139	E

2

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

STANDARD DETAIL DRAWING 15D41
TRAFFIC CONTROL, MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

WO1-6
48" X 24"

TYPE III BARRICADE

STAY IN LANE
R4-9
24"X30"

LIBAL ST

STH 172 WB

STH 172 EB

PC: 1452+77.23'WB'

PC: 1452+77.23'EB'

MATCH LINE 1445+00

MATCH LINE 1460+00

1446'WB' 1448'WB' 1450'WB' 1454'WB' 1456'WB' 1458'WB' 1460

1446'EB' 1448'EB' 1450'EB' 1454'EB' 1456'EB' 1458'EB' 1460

WORK AREA

+23.96'WB'
-4.36' LT
CBTP

+08.79'WB'
-3.37' LT

+69.43'WB'
-3.53' LT
CBTP

+83.79'WB'
-5.30' LT

+35.74'EB'
0.03' RT

+32.48'WB'
0.00'

100'

50'

12'

WO1-48L
48"X48"

WO5-52L
18"X54"

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 140	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025112-tc

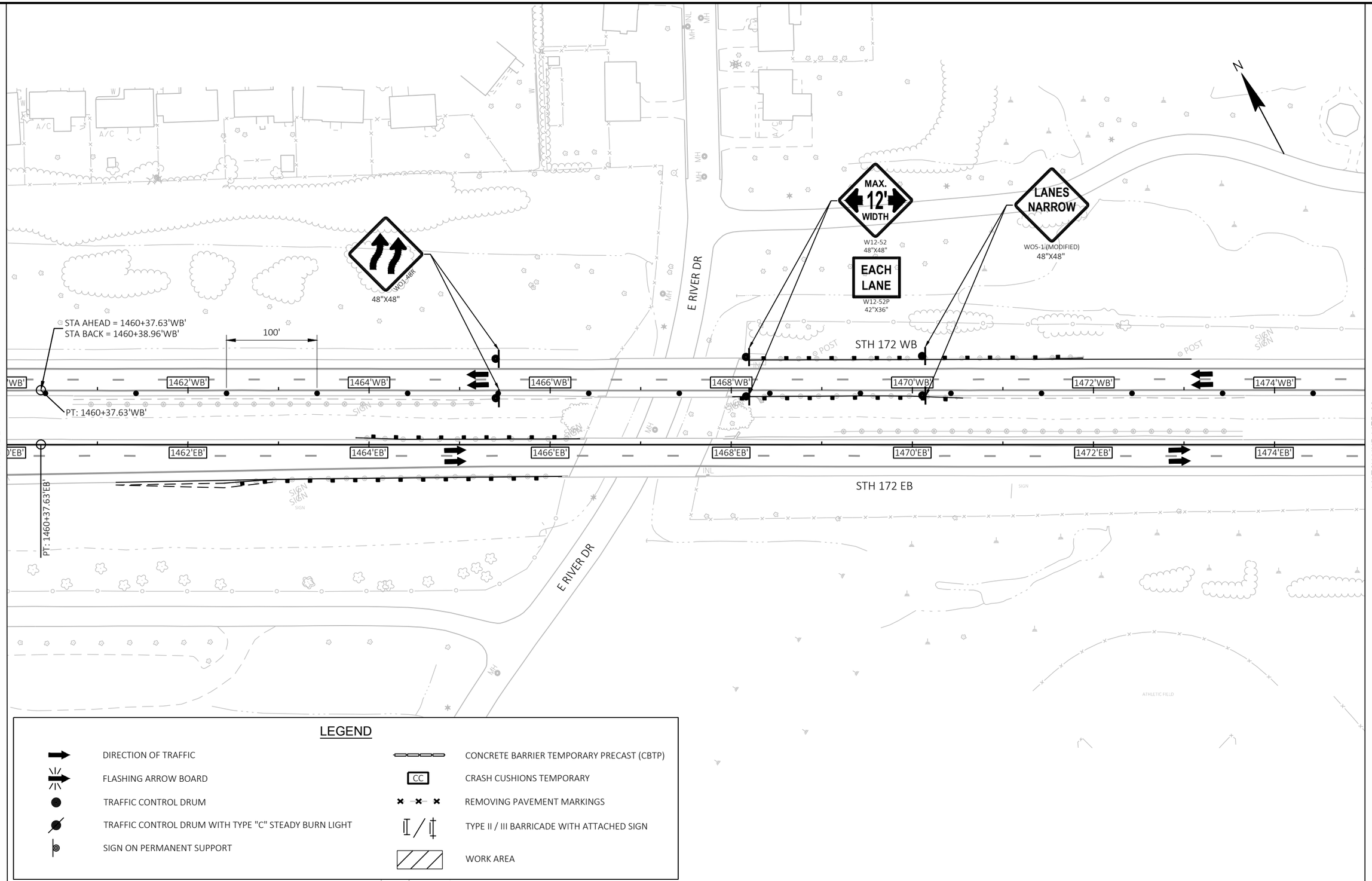
PLOT DATE : 7/20/2022 5:29 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 1460+00

MATCH LINE 1475+00



LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY (CC)
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

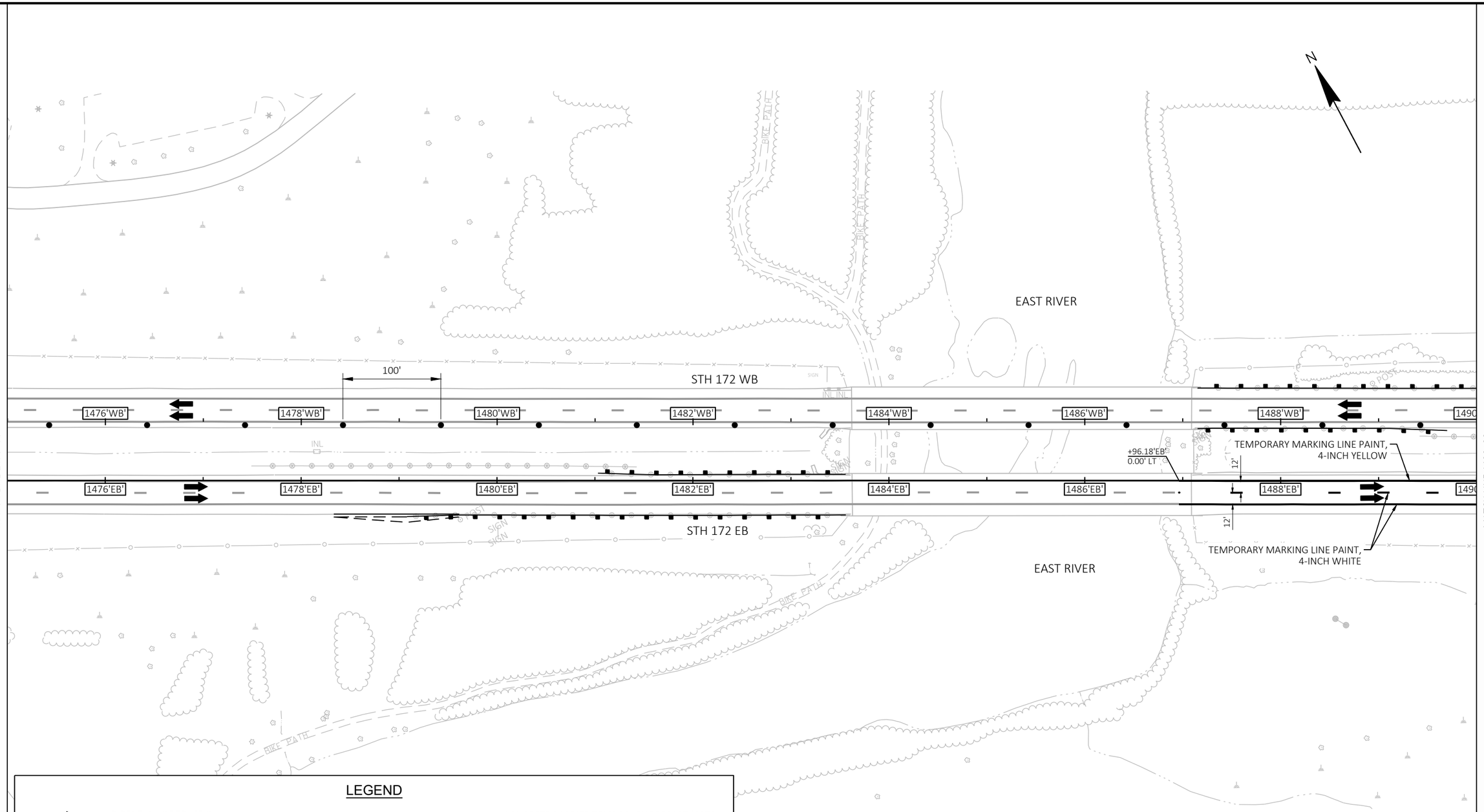
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 141	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025113-tc

PLOT DATE : 7/20/2022 5:30 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



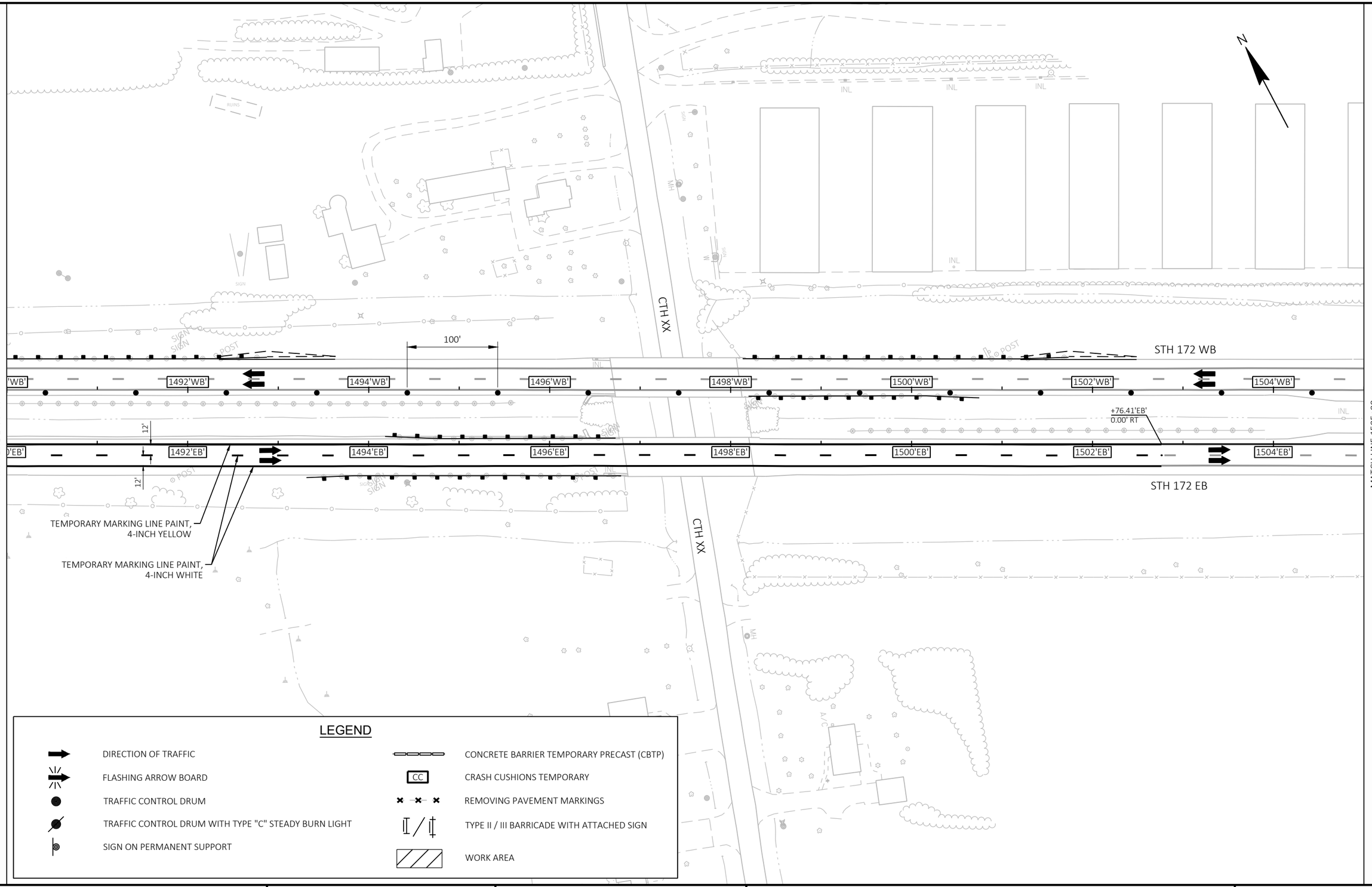
LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 142	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025114-tc
PLOT DATE : 7/20/2022 5:31 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 143	E

2

2

MATCH LINE 1505+00

MATCH LINE 1520+00

N

100'

STH 172 WB

1506'WB' 1508'WB' 1510'WB' 1512'WB' 1514'WB' 1516'WB' 1518'WB' 1520

1506'EB' 1508'EB' 1510'EB' 1512'EB' 1514'EB' 1516'EB' 1518'EB' 1520

STH 172 EB

MH

SIGN

INL

LANES NARROW

W05-1 (MODIFIED)
48"X48"

MAX. 12' WIDTH

W12-52
48"X48"

EACH LANE

W12-52P
42"X36"

W01-4BR

48"X48"

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 144	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025116-tc

PLOT DATE : 7/20/2022 5:32 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH GV/STH 172 WB RAMP

BP: 1520+92.18'GVW'

PC: 1523+31.51'GVW'

PT: 1526+57.16'GVW'

1522'GVW'

1524'GVW'

1526'GVW'

1528'GVW'

1530'GVW'

1532'GVW'

1534'GVW'

1522'WB'

1524'WB'

1526'WB'

1528'WB'

1530'WB'

1532'WB'

1534'WB'

STH 172 WB

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

WO5-52L
18"X54"

11'

+59.99'WB'
0.00'

50'

100'

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

+56.32'EB'
3.43' RT

+39.33'EB'
5.45' RT

CBTP

+14.34'EB'
3.44' RT

CC

100'

100'

+68.61'EB'
0.00'

50'

INL

MATCH LINE 1520+00

MATCH LINE 1535+00

1522'EB'

1524'EB'

1526'EB'

1528'EB'

1530'EB'

1532'EB'

1534'EB'

1522'EGV'

1524'EGV'

1526'EGV'

1528'EGV'

1530'EGV'

1532'EGV'

1534'EGV'

STH 172 EB

STANDARD DETAIL DRAWING 15D41
TRAFFIC CONTROL, MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

WO1-4BL
48"X48"

STH 172 EB/CTH GV RAMP

BP: 1520+22.31'EGV'

PC: 1524+77.35'EGV'

PT: 1528+13.82'EGV'

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

STAY
IN
LANE
R4-9
24"X30"

STH 172 EB/CTH GV RAMP

RIPRAP

MH

INL

SIGN

W

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY (CC)
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

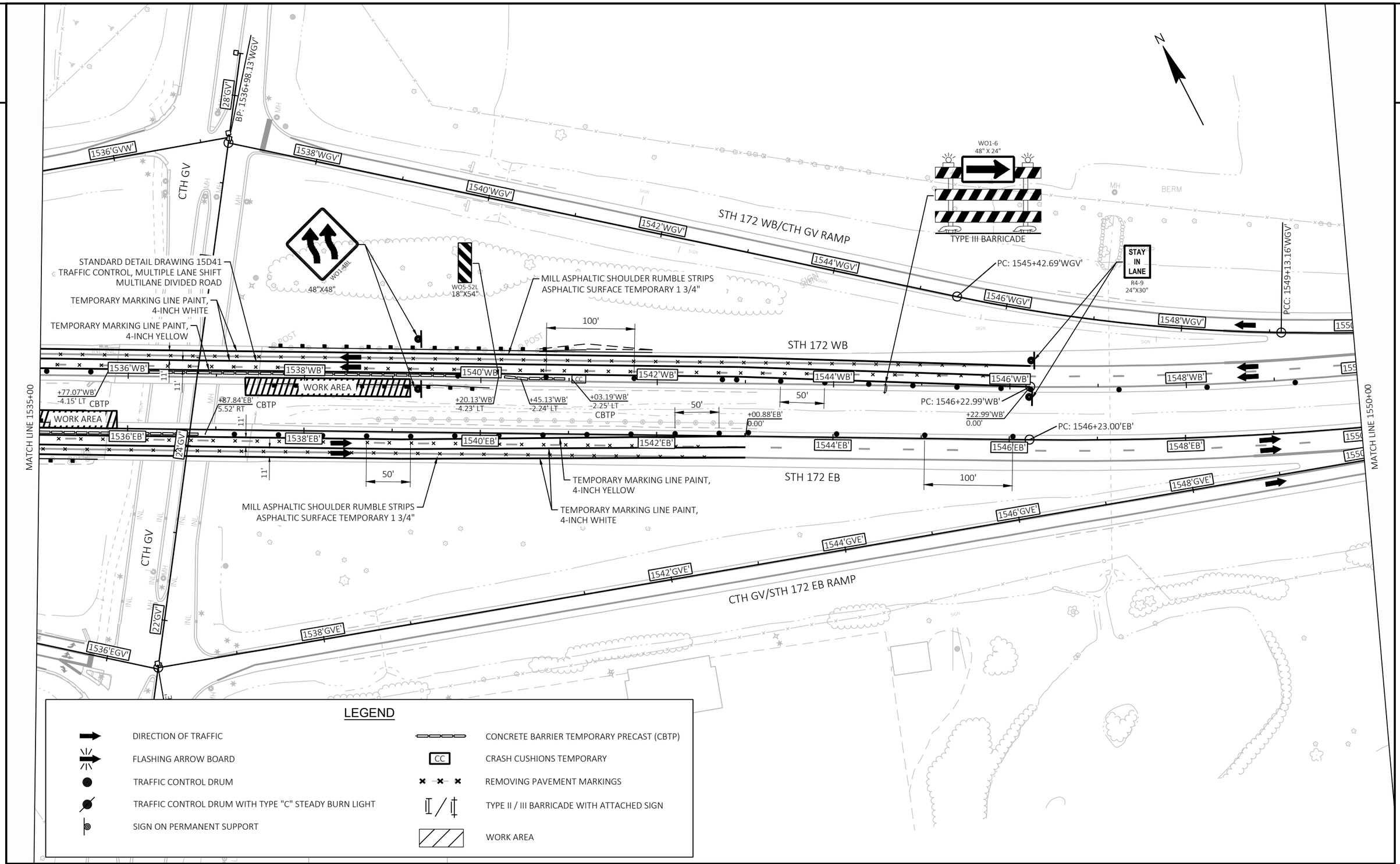
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 145	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025117-tc

PLOT DATE : 7/20/2022 5:33 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 146	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025118-tc
PLOT DATE : 7/20/2022 5:34 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

WALLS

BERM

WO1-4BR
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

EACH LANE
W12-52P
42"X36"

LANES NARROW
WO5-1 (MODIFIED)
48"X48"

100'

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

STA AHEAD = 1564+10.72'WB'
STA BACK = 1563+82.64'WB'

PT: 1564+10.72'WB'
PT: 1564+10.72'EB'

+10.72'WB'
0.00'

MATCH LINE 1550+00

MATCH LINE 1565+00

STH 172 WB

STH 172 EB

1552'WB'
1554'WB'
1556'WB'
1558'WB'
1560'WB'
1562'WB'
1564'EB'

1552'EB'
1554'EB'
1556'EB'
1558'EB'
1560'EB'
1562'EB'

INL

POST

SIGN

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 147	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025119-tc

PLOT DATE : 7/20/2022 5:35 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

WO1-4CL
48"X48"

STANDARD DETAIL DRAWING 15D41
TRAFFIC CONTROL, MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

MILL ASPHALTIC SHOULDER RUMBLE STRIPS
ASPHALTIC SURFACE TEMPORARY 1 3/4"

WO1-6
48" X 24"

TYPE III BARRICADE

STH 172 WB

CTH V

1566'WB' 1568'WB' 1570'WB' 1572'WB' 1574'WB' 1576'WB' 1578'WB' 1580'WB'

11' 11' 11'

50' 100' 50'

+72.49'WB'
-5.74' LT
CBTP

WORK AREA

+54.68'WB'
-3.62' LT

+29.68'WB'
-5.63' LT

+18.71'WB'
-3.60' LT
CBTP

1566'EB' 1568'EB' 1570'EB' 1572'EB' 1574'EB' 1576'EB' 1578'EB' 1580'EB'

STH 172 EB

CTH V

WO5-52R
18"X54"

PC: 1572+01.58'EB'

PT: 1577+21.65'EB'

MATCH LINE 1565+00

MATCH LINE 1580+00

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY (CC)
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 148	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025120-tc

PLOT DATE : 7/20/2022 5:36 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 1580+00

MATCH LINE 1595+00

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

IH 43/STH 172 WB RAMP

STH 172 WB

STH 172 EB

STH 172 EB/IH 43 SB RAMP

1582'WB'

1584'WB'

1586'WB'

1588'SW'

1588'WB'

1590'SW'

1590'WB'

1592'SW'

1592'WB'

1594'SW'

1594'WB'

50'

100'

PC: 1591+34.87'SW'

+32.26'WB'
0.05' RT

STAY IN LANE
R4-9
24"X30"

W01-4BR
48"X48"

W01-4R
48"X48"

BP: 1588+62.64'ES'

PC: 1594+15.64'EB'

1582'EB'

1584'EB'

1586'EB'

1588'EB'

1590'EB'

1590'ES'

1592'EB'

1592'ES'

1594'EB'

1594'ES'

END CONSTRUCTION
STA 1591+18.82 STH 172 EB
IH 43 SB RAMP

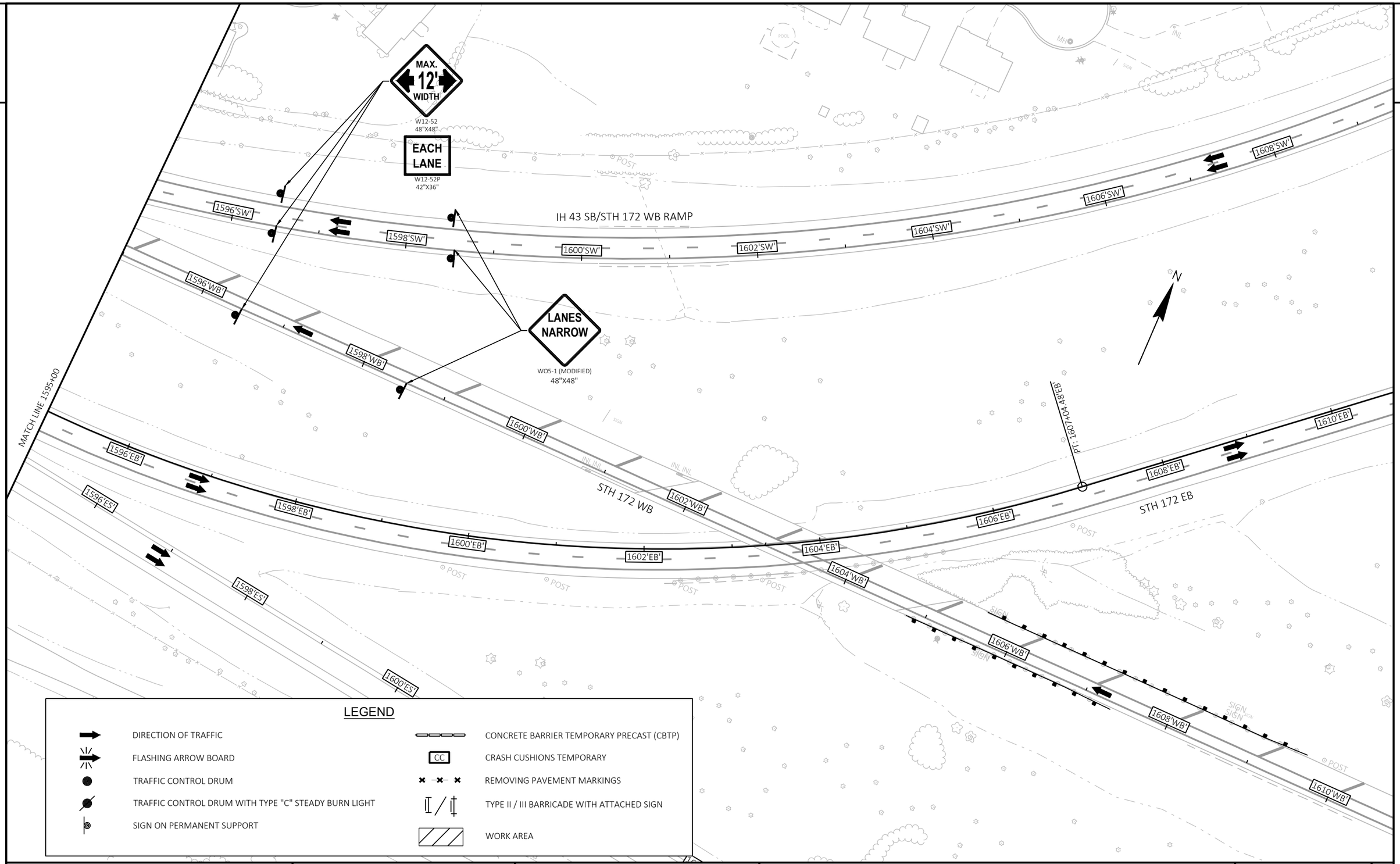
N

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY (CC)
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 149	E

2



LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY (CC)
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2B	SHEET 150	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025102-TC_BRIDGES-2B.DWG
LAYOUT NAME - 025122-tc
PLOT DATE : 7/20/2022 5:38 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

1430'WBW'
1432'WBW'
PT: 1432+68.38 'WBW'
1430'WB'
1432'WB'
PT: 1434+07.42'WB'
STA AHEAD = 1434+07.42'WB'
STA BACK = 1433+98.93'WB'
1436'WB'
1438'WB'
1440'WB'
1442'WB'
1444'WB'
TEMPORARY MARKING LINE PAINT, 4-INCH WHITE
STH 172 WB
TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW
MATCH LINE 1445+00
1430'EB'
1432'EB'
1434'EB'
1436'EB'
1438'EB'
1440'EB'
1442'EB'
1444'EB'
1430'WE'
1432'WE'
1434'WE'
1436'WE'
PC: 1430+63.24'WE'
PT: 1434+13.20'WE'
PT: 1436+02.85'EB'
STH 172 EB

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 151	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC_BRIDGES.DWG
LAYOUT NAME - 025111-tc
PLOT DATE : 7/20/2022 5:01 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 1445+00

MATCH LINE 1460+00

LIBAL ST

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

PC: 1452+77.23'WB'

STH 172 WB

1446'WB' 1448'WB' 1450'WB' 1454'WB' 1456'WB' 1458'WB'

CBTP

1446'EB' 1448'EB' 1450'EB' 1454'EB' 1456'EB' 1458'EB'

PC: 1452+77.23'EB'

STH 172 EB

LIBAL ST

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CC — CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 152	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC_BRIDGES.DWG
LAYOUT NAME - 025112-tc

PLOT DATE : 7/20/2022 5:02 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

CTH GV/STH 172 WB RAMP

BP: 1520+92.18'GVW'

PC: 1523+31.51'GVW'

PT: 1526+57.16'GVW'

1522'GVW'

1524'GVW'

1526'GVW'

1528'GVW'

1530'GVW'

1532'GVW'

1534'GVW'

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

STH 172 WB

1520'WB'

1522'WB'

1524'WB'

1526'WB'

1528'WB'

1530'WB'

1532'WB'

1534'WB'

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

MATCHLINE 1535+00

MATCHLINE 1535+00

1520'EB'

1522'EB'

1524'EB'

1526'EB'

1528'EB'

1530'EB'

1532'EB'

1534'EB'

STH 172 EB

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

STH 172 EB/CTH GV RAMP

BP: 1520+22.31'EGV'

PC: 1524+77.35'EGV'

PT: 1528+13.82'EGV'

1522'EGV'

1524'EGV'

1526'EGV'

1528'EGV'

1530'EGV'

1532'EGV'

1534'EGV'

48"X48"

STH 172 EB/CTH GV RAMP

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 153	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC_BRIDGES.DWG
LAYOUT NAME - 025117-tc

PLOT DATE : 7/20/2022 5:03 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

1536'GVW'

CTH GV

28'GV'

BP: 1536+98.13'WGV'

1538'WGV'

1540'WGV'

1542'WGV'

STH 172 WB/CTH GV RAMP

1544'WGV'

PC: 1545+42.69'WGV'

1546'WGV'

1548'WGV'

PCC: 1549+13.16'WGV'

BERM

RIPRAP

26'GV'

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

STH 172 WB

1536'WB'

1538'WB'

1540'WB'

1542'WB'

1544'WB'

1546'WB'

1548'WB'

WORK AREA

PC: 1546+22.99'WB'

CBTP

PC: 1546+23.00'EB'

MATCH LINE 1535+00

MATCH LINE 1550+00

WORK AREA

1536'EB'

24'GV'

1538'EB'

1540'EB'

1542'EB'

1544'EB'

1546'EB'

1548'EB'

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

STH 172 EB

1548'GVE'

1546'GVE'

1544'GVE'

1542'GVE'

CTH GV/STH 172 EB RAMP

CTH GV

22'GV'

1538'GVE'

1536'EGV'

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 154	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC_BRIDGES.DWG
LAYOUT NAME - 025118-tc
PLOT DATE : 7/20/2022 5:04 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

BERM

WALLS

SIGN

QUAR

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

STA AHEAD = 1564+10.72'WB'
STA BACK = 1563+82.64'WB'

PT: 1564+10.72'WB'
PT: 1564+10.72'EB'

STH 172 WB

'WGV'

0'WB'

1552'WB'

1554'WB'

1556'WB'

1558'WB'

1560'WB'

1562'WB'

1564'EB'

MATCH LINE 1550+00

'EB'

'GVE'

1552'EB'

1552 GVE

1554'EB'

1556'EB'

1558'EB'

1560'EB'

1562'EB'

INL

POST

MATCH LINE 1565+00

STH 172 EB

SIGN

SIGN

SIGN

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 155 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC_BRIDGES.DWG
LAYOUT NAME - 025119-tc

PLOT DATE : 7/20/2022 5:04 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH V

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

STH 172 WB

1566'WB' 1568'WB' 1570'WB' 1572'WB' 1574'WB' 1576'WB' 1578'WB' 1580'W

MATCH LINE 1565+00

1566'EB' 1568'EB' 1570'EB' 1572'EB' 1574'EB' 1576'EB' 1578'EB' 1580

PC: 1572+01.58'EB'

PT: 1577+21.65'EB'

STH 172 EB

MATCH LINE 1580+00

RIPRAP

WALLS

WALLS

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 156	E

2

2

MATCH LINE 1580+00

MATCH LINE 1595+00

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

IH 43/STH 172 WB RAMP

STH 172 WB

STH 172 EB

STH 172 EB/IH 43 SB RAMP

PC: 1591+34.87'SW'

BP: 1588+62.64'ES'

PC: 1594+15.64'EB'

1582'WB'
1584'WB'
1586'WB'
1588'SW'
1588'WB'
1590'SW'
1590'WB'
1592'SW'
1592'WB'
1594'SW'
1594'WB'

1582'EB'
1584'EB'
1586'EB'
1588'EB'
1590'EB'
1590'ES'
1592'EB'
1592'ES'
1594'EB'
1594'ES'

END CONSTRUCTION
STA 1591+18.82 STH 172 EB
IH 43 SB RAMP

N

WALLS ST

FOOTBRIDGE

POOL

SEPTIC

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 2C	SHEET 157	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC_BRIDGES.DWG
LAYOUT NAME - 025121-tc

PLOT DATE : 7/20/2022 5:06 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 172 WB

SEE TRAFFIC CONTROL - STAGE 1A & 3A SHEETS FOR MORE DETAIL

1570'WB' 1572'WB' 1574'WB' 1576'WB' 1578'WB' 1580'WB' 1582'WB' 1584'WB'

100' TYP.

STANDARD DETAIL DRAWING 15D27 TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STH 172 EB

MATCH LINE 1585+00

RIPRAP

SEPTIC

WALLS

A/C

LEGEND

	DIRECTION OF TRAFFIC		CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
	FLASHING ARROW BOARD	CC	CRASH CUSHIONS TEMPORARY
	TRAFFIC CONTROL DRUM		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL CONES 42-INCH		TYPE II / III BARRICADE WITH ATTACHED SIGN
	SIGN ON PERMANENT SUPPORT		WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1A & 1C - WB STH 172 OVER IH 43 RAMP	SHEET 158	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/20/2022 5:17 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 1585+00

MATCH LINE 1600+00

N

SEE TRAFFIC CONTROL - STAGE 1A & 3A SHEETS FOR MORE DETAIL

IH 43/STH 172 WB RAMP

1586'WB' 1588'WB' 1590'WB' 1592'WB' 1594'WB' 1596'WB' 1598'WB' 1600

100' TYP.

STH 172 WB

STH 172 EB

STH 172 EB/IH 43 SB RAMP

LEGEND

- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
- CRASH CUSHIONS TEMPORARY (CC)
- REMOVING PAVEMENT MARKINGS
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1A & 1C - WB STH 172 OVER IH 43 RAMP	SHEET 159	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/20/2022 5:17 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

IH 43/STH 172 WB RAMP

STH 172 EB

POST

MATCH LINE 1600+00

MATCH LINE 1615+00

'WB'

1602'WB'

1604'WB'

1606'WB'

1608'WB'

1610'WB'

1612'WB'

1614'WB'

STH 172 WB

100' TYP.

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL CONES 42-INCH	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1A & 1C - WB STH 172 OVER IH 43 RAMP	SHEET 160 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 5:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

STH 172 WB

IH 43 NB

IH 43 SB

MATCH LINE 1615+00

MATCH LINE 1629+00

100' TYP.

1616'WB'
1618'WB'
1620'WB'
1622'WB'
1624'WB'
1626'WB'
1628'WB'

430'NB'
430'SB'
428'NB'
428'SB'
426'NB'
426'SB'
424'NB'
424'SB'
422'NB'
422'SB'
420'NB'
420'SB'
418'NB'
418'SB'

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL CONES 42-INCH	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1A & 1C - WB STH 172 OVER IH 43 RAMP	SHEET 161	E

2

2

N

MATCH LINE 1629+00

1630'WB'

100' TYP.

1632'WB'

1634'WB'

STANDARD DETAIL DRAWING 15D27 TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

1636'WB'

1638'WB'

1639'WB'

STH 172 WB

404'NB'

406'NB'

408'NB'

410'NB'

412'NB'

414'NB'

416'NB'

IH 43 NB

404'SB'

406'SB'

408'SB'

410'SB'

412'SB'

414'SB'

416'SB'

IH 43 SB

LEGEND

➡	DIRECTION OF TRAFFIC	▭▭▭▭	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
⚡➡	FLASHING ARROW BOARD	CC	CRASH CUSHIONS TEMPORARY
●	TRAFFIC CONTROL DRUM	✖ ✖ ✖	REMOVING PAVEMENT MARKINGS
⬡	TRAFFIC CONTROL CONES 42-INCH	▯ / ▯	TYPE II / III BARRICADE WITH ATTACHED SIGN
◉	SIGN ON PERMANENT SUPPORT	▨	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1A & 1C - WB STH 172 OVER IH 43 RAMP	SHEET 162	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 5:20 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SEE TRAFFIC CONTROL - STAGE 1B & 3B SHEETS FOR MORE DETAIL

IH 43/STH 172 WB RAMP

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

1586'WB' 1588'WB' 1590'WB' 1592'WB' 1594'WB' 1596'WB' 1598'WB' 1600

STH 172 WB

100' TYP.

50' TYP.

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

STANDARD DETAIL DRAWING 15D40-b
TRAFFIC CONTROL, FULL LANE SHIFT
MULTILANE DIVIDED 50 MPH AND OVER

STH 172 EB

STH 172 EB/IH 43 SB RAMP

MATCH LINE 1600+00

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL CONES 42-INCH	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1B - WB STH 172 OVER IH 43 RAMP	SHEET 163	E

2

2

N

IH 43/STH 172 WB RAMP

STH 172 EB

POST

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

100' TYP.

SIGN

INL INL

'WB' 1602'WB' 1604'WB' 1606'WB' 1608'WB' 1610'WB' 1612'WB' 1614'WB'

STH 172 WB

MATCH LINE 1600+00

MATCH LINE 1615+00

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL CONES 42-INCH	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1B - WB STH 172 OVER IH 43 RAMP	SHEET 164	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/20/2022 5:01 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

TEMPORARY MARKING LINE PAINT, 4-INCH WHITE

TEMPORARY MARKING LINE PAINT, 4-INCH YELLOW

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

100' TYP.

STH 172 WB

IH 43 NB

IH 43 SB

1616'WB'
1618'WB'
1620'WB'
1622'WB'
1624'WB'
1626'WB'
1628'WB'
1630'

430'NB'
428'NB'
426'NB'
424'NB'
422'NB'
420'NB'
418'NB'

430'SB'
428'SB'
426'SB'
424'SB'
422'SB'
420'SB'
418'SB'

MATCH LINE 1615+00

MATCH LINE 1630+00

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL CONES 42-INCH	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1B - WB STH 172 OVER IH 43 RAMP	SHEET 165	E

2

N

W01-4R

WO1-6
48" X 24"

TYPE III BARRICADE

TEMPORARY MARKING LINE PAINT,
4-INCH WHITE

TEMPORARY MARKING LINE PAINT,
4-INCH YELLOW

STANDARD DETAIL DRAWING 15D40-b
TRAFFIC CONTROL, FULL LANE SHIFT
MULTILANE DIVIDED 50 MPH AND OVER

50' TYP.

100' TYP.

MATCH LINE 1630+00

STH 172 WB

IH 43 NB

IH 43 SB

KLONDIKE RD

1632'WB'
1634'WB'
1636'WB'
1638'WB'
1639'WB'

402'NB'
404'NB'
406'NB'
408'NB'
410'NB'
412'NB'
414'NB'
416'NB'

402'SB'
404'SB'
406'SB'
408'SB'
410'SB'
412'SB'
414'SB'
416'SB'

LEGEND

DIRECTION OF TRAFFIC	CONCRETE BARRIER TEMPORARY PRECAST (CBTP)
FLASHING ARROW BOARD	CC — CRASH CUSHIONS TEMPORARY
TRAFFIC CONTROL DRUM	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL CONES 42-INCH	TYPE II / III BARRICADE WITH ATTACHED SIGN
SIGN ON PERMANENT SUPPORT	WORK AREA

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL STAGE 1B - WB STH 172 OVER IH 43 RAMP	SHEET 166	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/20/2022 5:02 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

1210-09-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0004	203.0220	Removing Structure (structure) 10. B-05-171	EACH	1.000	1.000
0006	203.0220	Removing Structure (structure) 11. B-05-172	EACH	1.000	1.000
0008	203.0220	Removing Structure (structure) 12. B-05-178	EACH	1.000	1.000
0010	203.0220	Removing Structure (structure) 13. B-05-179	EACH	1.000	1.000
0012	203.0220	Removing Structure (structure) 14. B-05-180	EACH	1.000	1.000
0014	203.0220	Removing Structure (structure) 15. B-05-181	EACH	1.000	1.000
0016	204.0100	Removing Concrete Pavement	SY	786.000	786.000
0018	204.0105	Removing Concrete Pavement Butt Joints	SY	837.000	837.000
0022	204.0110	Removing Asphaltic Surface	SY	281.000	281.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	818.000	818.000
0026	204.0120	Removing Asphaltic Surface Milling	SY	338,110.000	338,110.000
0028	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	54,963.000	54,963.000
0030	204.0150	Removing Curb & Gutter	LF	1,005.000	1,005.000
0032	204.0155	Removing Concrete Sidewalk	SY	3,163.000	3,163.000
0034	204.0165	Removing Guardrail	LF	27,130.000	27,130.000
0036	204.0180	Removing Delineators and Markers	EACH	429.000	429.000
0038	204.0190	Removing Surface Drains	EACH	8.000	8.000
0040	204.0220	Removing Inlets	EACH	21.000	21.000
0042	204.0245	Removing Storm Sewer (size) 01. 24-Inch	LF	72.000	72.000
0044	204.0246	Removing Ancillary Structure (structure) 10. S-05-188	EACH	1.000	1.000
0046	204.0246	Removing Ancillary Structure (structure) 11. S-05-189	EACH	1.000	1.000
0048	204.0270	Abandoning Culvert Pipes	EACH	21.000	21.000
0050	204.9060.S	Removing (item description) 01. Sand Barrel Arrays	EACH	3.000	3.000
0052	204.9180.S	Removing (item description) 01. Removing Asphaltic Surface Milling Special	SY	3,053.000	3,053.000
0056	206.1001	Excavation for Structures Bridges (structure) 10. B-05-171	EACH	1.000	1.000
0058	206.1001	Excavation for Structures Bridges (structure) 11. B-05-172	EACH	1.000	1.000
0060	206.1001	Excavation for Structures Bridges (structure) 12. B-05-178	EACH	1.000	1.000
0062	206.1001	Excavation for Structures Bridges (structure) 13. B-05-179	EACH	1.000	1.000
0064	206.1001	Excavation for Structures Bridges (structure) 14. B-05-180	EACH	1.000	1.000
0066	206.1001	Excavation for Structures Bridges (structure) 15. B-05-181	EACH	1.000	1.000
0068	210.1500	Backfill Structure Type A	TON	225.000	225.000
0070	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1210-09-71	EACH	1.000	1.000
0076	213.0100	Finishing Roadway (project) 01. 1210-09-71	EACH	1.000	1.000
0080	305.0110	Base Aggregate Dense 3/4-Inch	TON	6,895.000	6,895.000
0082	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	295.000	295.000
0086	320.0125	Concrete Base 6-Inch	SY	83.000	83.000
0090	390.0303	Base Patching Concrete	SY	442.000	442.000
0092	390.0403	Base Patching Concrete Shes	SY	7,360.000	7,360.000
0102	416.0610	Drilled Tie Bars	EACH	3,298.000	3,298.000
0104	416.0620	Drilled Dowel Bars	EACH	9,708.000	9,708.000
0106	416.1010	Concrete Surface Drains	CY	11.200	11.200
0108	455.0605	Tack Coat	GAL	45,390.000	45,390.000
0110	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0112	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0114	460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	1.000	1.000
0116	460.0120.S	HMA Pavement Test Strips Density	EACH	1.000	1.000
0118	460.2000	Incentive Density HMA Pavement	DOL	32,560.000	32,560.000
0120	460.2005	Incentive Density PWL HMA Pavement	DOL	17,640.000	17,640.000

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Line	Item	Item Description	Unit	Total	Qty
0122	460.2010	Incentive Air Voids HMA Pavement	DOL	17,640.000	17,640.000
0126	460.5224	HMA Pavement 4 LT 58-28 S	TON	29,323.000	29,323.000
0130	460.7224	HMA Pavement 4 HT 58-28 S	TON	17,641.000	17,641.000
0132	460.8624	HMA Pavement 4 SMA 58-28 V	TON	21,557.000	21,557.000
0134	460.9000.S	Material Transfer Vehicle	EACH	0.600	0.600
0136	465.0105	Asphaltic Surface	TON	2,818.000	2,818.000
0138	465.0110	Asphaltic Surface Patching	TON	250.000	250.000
0140	465.0400	Asphaltic Shoulder Rumble Strips	LF	109,890.000	109,890.000
0142	502.0100	Concrete Masonry Bridges	CY	99.000	99.000
0144	502.3205	Pigmented Surface Sealer Reseal	SY	4,898.000	4,898.000
0146	502.3210	Pigmented Surface Sealer	SY	45.000	45.000
0148	502.4205	Adhesive Anchors No. 5 Bar	EACH	54.000	54.000
0150	502.4206	Adhesive Anchors No. 6 Bar	EACH	63.000	63.000
0152	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	11,310.000	11,310.000
0154	509.0301	Preparation Decks Type 1	SY	29.000	29.000
0156	509.0302	Preparation Decks Type 2	SY	11.000	11.000
0158	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	280.000	280.000
0160	509.1500	Concrete Surface Repair	SF	342.000	342.000
0162	509.2100.S	Concrete Masonry Deck Repair	CY	6.000	6.000
0164	511.1200	Temporary Shoring (structure) 10. B-05-171	SF	230.000	230.000
0166	511.1200	Temporary Shoring (structure) 11. B-05-172	SF	230.000	230.000
0168	511.1200	Temporary Shoring (structure) 12. B-05-178	SF	460.000	460.000
0170	511.1200	Temporary Shoring (structure) 13. B-05-179	SF	230.000	230.000
0172	511.1200	Temporary Shoring (structure) 14. B-05-180	SF	460.000	460.000
0174	511.1200	Temporary Shoring (structure) 15. B-05-181	SF	460.000	460.000
0176	516.0500	Rubberized Membrane Waterproofing	SY	18.000	18.000
0178	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 01. B-05-150	EACH	1.000	1.000
0180	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 02. B-05-185	EACH	1.000	1.000
0182	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 03. B-05-190	EACH	1.000	1.000
0184	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 04. B-05-193	EACH	1.000	1.000
0186	517.4001.S	Containment and Collection of Waste Materials (structure) 01. B-05-150	EACH	1.000	1.000
0188	517.4001.S	Containment and Collection of Waste Materials (structure) 02. B-05-185	EACH	1.000	1.000
0190	517.4001.S	Containment and Collection of Waste Materials (structure) 03. B-05-190	EACH	1.000	1.000
0192	517.4001.S	Containment and Collection of Waste Materials (structure) 04. B-05-193	EACH	1.000	1.000
0194	517.6001.S	Portable Decontamination Facility	EACH	4.000	4.000
0196	520.8700	Cleaning Culvert Pipes	EACH	3.000	3.000
0198	520.9700.S	Culvert Pipe Liners (size) 01. 18-Inch	LF	59.000	59.000
0200	520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH	1.000	1.000
0206	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0208	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0212	524.0130	Culvert Pipe Salvaged 30-Inch	LF	8.000	8.000
0214	524.0136	Culvert Pipe Salvaged 36-Inch	LF	16.000	16.000
0216	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	2.000	2.000
0218	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	2.000	2.000
0220	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000
0222	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	43.000	43.000
0224	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	3,400.000	3,400.000
0226	531.1160	Steel Reinforcement HS Coated Ancillary Structures Type NS	LB	5,760.000	5,760.000
0228	531.2036	Drilling Shaft 36-Inch	LF	106.000	106.000

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Line	Item	Item Description	Unit	Total	Qty
0230	531.6020	Foundation Two-Shaft Type FC-II (structure) 11. S-05-389	EACH	1.000	1.000
0232	532.6010	Truss Cantilever 4-Chord Type I (structure) 10. S-05-388	EACH	1.000	1.000
0234	532.6020	Truss Cantilever 4-Chord Type II (structure) 11. S-05-389	EACH	1.000	1.000
0236	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	20.000	20.000
0238	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	338.000	338.000
0242	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	69.000	69.000
0248	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	561.000	561.000
0250	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	697.000	697.000
0252	601.0600	Concrete Curb Pedestrian	LF	127.000	127.000
0256	602.0410	Concrete Sidewalk 5-Inch	SF	3,413.000	3,413.000
0258	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	260.000	260.000
0260	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	66.000	66.000
0262	603.8000	Concrete Barrier Temporary Precast Delivered	LF	3,175.000	3,175.000
0264	603.8125	Concrete Barrier Temporary Precast Installed	LF	3,925.000	3,925.000
0266	604.9015.S	Reseal Crushed Aggregate Slope Paving	SY	3,270.000	3,270.000
0268	606.0200	Riprap Medium	CY	28.000	28.000
0270	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	72.000	72.000
0276	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0278	611.8115	Adjusting Inlet Covers	EACH	10.000	10.000
0280	611.9705	Salvaged Manhole Covers	EACH	1.000	1.000
0282	611.9710	Salvaged Inlet Covers	EACH	1.000	1.000
0284	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	225.000	225.000
0286	614.0010	Barrier System Grading Shaping Finishing	EACH	70.000	70.000
0288	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	9.000	9.000
0290	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	6.000	6.000
0292	614.0230	Steel Thrie Beam	LF	1,026.000	1,026.000
0294	614.0700	Sand Barrels Arrays	EACH	3.000	3.000
0296	614.0905	Crash Cushions Temporary	EACH	8.000	8.000
0298	614.2300	MGS Guardrail 3	LF	25,264.000	25,264.000
0300	614.2500	MGS Thrie Beam Transition	LF	2,208.900	2,208.900
0302	614.2610	MGS Guardrail Terminal EAT	EACH	49.000	49.000
0304	614.2620	MGS Guardrail Terminal Type 2	EACH	14.000	14.000
0306	616.0404	Fence Chain Link Salvaged 4-FT	LF	25.000	25.000
0308	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1210-09-71	EACH	1.000	1.000
0312	619.1000	Mobilization	EACH	0.750	0.750
0314	620.0300	Concrete Median Sloped Nose	SF	26.000	26.000
0316	624.0100	Water	MGAL	31.000	31.000
0320	628.1504	Silt Fence	LF	1,910.000	1,910.000
0322	628.1520	Silt Fence Maintenance	LF	1,910.000	1,910.000
0324	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0326	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0334	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0338	628.7555	Culvert Pipe Checks	EACH	31.000	31.000
0348	633.0100	Delineator Posts Steel	EACH	426.000	426.000
0350	633.0500	Delineator Reflectors	EACH	426.000	426.000
0352	633.1000	Delineators Barrier Wall	EACH	56.000	56.000
0354	633.5200	Markers Culvert End	EACH	10.000	10.000
0356	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	5.000	5.000
0358	637.1210	Signs Type I Reflective H	SF	417.000	417.000

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Line	Item	Item Description	Unit	Total	Qty
0360	637.2210	Signs Type II Reflective H	SF	8.000	8.000
0364	638.2601	Removing Signs Type I	EACH	1.000	1.000
0366	638.2602	Removing Signs Type II	EACH	2.000	2.000
0368	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0370	643.0300	Traffic Control Drums	DAY	176,455.000	176,455.000
0372	643.0410	Traffic Control Barricades Type II	DAY	1,045.000	1,045.000
0374	643.0420	Traffic Control Barricades Type III	DAY	39,030.000	39,030.000
0376	643.0705	Traffic Control Warning Lights Type A	DAY	78,060.000	78,060.000
0378	643.0715	Traffic Control Warning Lights Type C	DAY	37,175.000	37,175.000
0380	643.0800	Traffic Control Arrow Boards	DAY	1,080.000	1,080.000
0382	643.0900	Traffic Control Signs	DAY	41,025.000	41,025.000
0386	643.1000	Traffic Control Signs Fixed Message	SF	40.000	40.000
0388	643.1050	Traffic Control Signs PCMS	DAY	432.000	432.000
0390	643.1070	Traffic Control Cones 42-Inch	DAY	166,720.000	166,720.000
0392	643.1205.S	Basic Traffic Queue Warning System	DAY	1,230.000	1,230.000
0394	643.3105	Temporary Marking Line Paint 4-Inch	LF	198,690.000	198,690.000
0396	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	114,970.000	114,970.000
0400	643.3205	Temporary Marking Line Paint 8-Inch	LF	18,390.000	18,390.000
0402	643.3220	Temporary Marking Line Epoxy 8-Inch	LF	17,165.000	17,165.000
0404	643.5000	Traffic Control	EACH	0.600	0.600
0406	645.0120	Geotextile Type HR	SY	140.000	140.000
0408	646.1020	Marking Line Epoxy 4-Inch	LF	24,810.000	24,810.000
0410	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	155,755.000	155,755.000
0412	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	17,275.000	17,275.000
0414	646.3020	Marking Line Epoxy 8-Inch	LF	2,005.000	2,005.000
0416	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	19,490.000	19,490.000
0418	646.5020	Marking Arrow Epoxy	EACH	31.000	31.000
0420	646.5120	Marking Word Epoxy	EACH	6.000	6.000
0422	646.5220	Marking Symbol Epoxy	EACH	6.000	6.000
0424	646.6120	Marking Stop Line Epoxy 18-Inch	LF	210.000	210.000
0426	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	7.000	7.000
0428	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	10,710.000	10,710.000
0430	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	19,490.000	19,490.000
0432	646.7220	Marking Chevron Epoxy 24-Inch	LF	1,375.000	1,375.000
0434	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	365.000	365.000
0436	646.8220	Marking Island Nose Epoxy	EACH	19.000	19.000
0438	646.8320	Marking Parking Stall Epoxy	LF	3,230.000	3,230.000
0440	646.9000	Marking Removal Line 4-Inch	LF	26,545.000	26,545.000
0442	646.9055	Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	LF	1,610.000	1,610.000
0444	646.9100	Marking Removal Line 8-Inch	LF	425.000	425.000
0446	646.9155	Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	LF	460.000	460.000
0448	650.6501	Construction Staking Structure Layout (structure) 01. B-05-171	EACH	1.000	1.000
0450	650.6501	Construction Staking Structure Layout (structure) 02. B-05-172	EACH	1.000	1.000
0452	650.6501	Construction Staking Structure Layout (structure) 03. B-05-178	EACH	1.000	1.000
0454	650.6501	Construction Staking Structure Layout (structure) 04. B-05-179	EACH	1.000	1.000
0456	650.6501	Construction Staking Structure Layout (structure) 05. B-05-180	EACH	1.000	1.000
0458	650.6501	Construction Staking Structure Layout (structure) 06. B-05-181	EACH	1.000	1.000
0460	650.8000	Construction Staking Resurfacing Reference	LF	82,035.000	82,035.000
0462	650.8501	Construction Staking Electrical Installations (project) 01. 1210-09-71	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0466	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0468	650.9500	Construction Staking Sidewalk (project) 01. 1210-09-71	EACH	1.000	1.000
0472	650.9911	Construction Staking Supplemental Control (project) 01. 1210-09-71	EACH	1.000	1.000
0476	652.0210	Conduit Rigid Nonmetallic Schedule 40 1-Inch	LF	160.000	160.000
0478	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	175.000	175.000
0480	652.0605	Conduit Special 2-Inch	LF	30.000	30.000
0482	652.0615	Conduit Special 3-Inch	LF	50.000	50.000
0484	652.0800	Conduit Loop Detector	LF	950.000	950.000
0486	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	4.000	4.000
0490	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0492	653.0905	Removing Pull Boxes	EACH	8.000	8.000
0502	655.0700	Loop Detector Lead In Cable	LF	1,935.000	1,935.000
0504	655.0800	Loop Detector Wire	LF	3,882.000	3,882.000
0508	690.0150	Sawing Asphalt	LF	732.000	732.000
0510	690.0250	Sawing Concrete	LF	22,251.000	22,251.000
0512	715.0502	Incentive Strength Concrete Structures	DOL	594.000	594.000
0516	740.0440	Incentive IRI Ride	DOL	41,639.000	41,639.000
0518	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. Station 1421+80 EB	EACH	1.000	1.000
0520	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. Station 1445+24 EB	EACH	1.000	1.000
0522	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 03. Station 1445+24 WB	EACH	1.000	1.000
0524	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 04. Station 1496+81 EB	EACH	1.000	1.000
0526	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 05. Station 1535+85 WB	EACH	1.000	1.000
0528	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 06. Station 1535+78 EB	EACH	1.000	1.000
0530	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 07. Station 1568+50 WB	EACH	1.000	1.000
0532	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 08. Station 1601+51 WB	EACH	1.000	1.000
0534	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 09. Station 1618+76 WB	EACH	1.000	1.000
0536	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 10. Station 436+33 EB	EACH	1.000	1.000
0538	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
0540	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	5,760.000	5,760.000
0542	SPV.0060	Special 01. Grading, Shaping, and Finishing Culvert Pipe and Apron Endwalls	EACH	7.000	7.000
0544	SPV.0060	Special 02. Grading, Shaping, and Finishing Curb and Gutter Replacement	EACH	8.000	8.000
0546	SPV.0060	Special 03. Grading, Shaping and Finishing Wing Walls	EACH	9.000	9.000
0548	SPV.0060	Special 04. Grading, Shaping and Finishing Curb Ramps	EACH	14.000	14.000
0552	SPV.0060	Special 06. Remove Traffic Signal STH 172 & CTH GV	EACH	1.000	1.000
0554	SPV.0060	Special 07. Pulling and Reconnecting Electrical Wiring	EACH	1.000	1.000
0556	SPV.0060	Special 10. Cleaning Concrete Box Culvert B-05-184	EACH	1.000	1.000
0560	SPV.0090	Special 02. Concrete Curb and Gutter SHES 30-Inch Type A	LF	152.000	152.000
0562	SPV.0090	Special 03. Concrete Joint and Crack Cleaning and Repair	LF	7,525.000	7,525.000
0564	SPV.0090	Special 10. Bridge Deck Crack Sealing	LF	5,600.000	5,600.000
0566	SPV.0090	Special 11. Joint Sealing	LF	3,128.000	3,128.000
0568	SPV.0180	Special 01. Concrete Base SHES 9-Inch	SY	418.000	418.000
0570	SPV.0180	Special 02. Concrete Base SHES 11 1/2-Inch	SY	55.000	55.000

PAVEMENT REMOVAL

CATEGORY	STATION	TO	STATION	LOCATION	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.9180.S REMOVING ASPHALTIC SURFACE MILLING SPECIAL SY
0010	1306+00 WB	-	1309+10 WB	STH 172 WB	--	25	2,060	--
0010	1310+86 WB	-	1321+59 WB	STH 172 WB	--	29	7,010	--
0010	1323+06 WB	-	1329+97 WB	STH 172 WB	--	30	4,940	--
0010	1331+15 WB	-	1340+56 WB	STH 172 WB	--	28	6,170	--
0010	1344+36 WB	-	1353+17 WB	STH 172 WB	--	27	5,370	--
0010	1354+46 WB	-	1368+08 WB	STH 172 WB	--	25	8,320	--
0010	1400+37 WB	-	1445+24 WB	STH 172 WB	--	24	23,900	136
0010	1446+45 WB	-	1466+64 WB	STH 172 WB	--	19	9,430	264
0010	1467+97 WB	-	1483+62 WB	STH 172 WB	--	19	6,940	--
0010	1487+09 WB	-	1496+72 WB	STH 172 WB	--	19	4,240	--
0010	1498+12 WB	-	1535+86 WB	STH 172 WB	--	20	19,000	162
0010	1537+48 WB	-	1568+51 WB	STH 172 WB	--	22	17,600	513
0010	1569+97 WB	-	1601+51 WB	STH 172 WB	--	29	19,500	502
0010	1604+76 WB	-	1618+77 WB	STH 172 WB	--	30	6,140	--
0010	1622+95 WB	-	1635+02 WB	STH 172 WB	--	24	5,280	--
0010	1302+04 EB	-	1309+35 EB	STH 172 EB	--	36	5,630	--
0010	1310+55 EB	-	1321+58 EB	STH 172 EB	--	37	7,550	--
0010	1323+05 EB	-	1329+78 EB	STH 172 EB	--	27	4,120	--
0010	1330+96 EB	-	1340+40 EB	STH 172 EB	--	32	7,560	--
0010	1344+20 EB	-	1352+97 EB	STH 172 EB	--	30	4,620	--
0010	1354+31 EB	-	1368+08 EB	STH 172 EB	--	25	8,540	--
0010	1400+31 EB	-	1445+24 EB	STH 172 EB	--	26	15,400	193
0010	1446+45 EB	-	1466+38 EB	STH 172 EB	--	22	11,200	131
0010	1467+76 EB	-	1483+63 EB	STH 172 EB	--	19	7,040	--
0010	1487+09 EB	-	1496+81 EB	STH 172 EB	--	19	4,540	219
0010	1498+21 EB	-	1535+78 EB	STH 172 EB	--	19	18,300	683
0010	1537+40 EB	-	1568+64 EB	STH 172 EB	--	19	15,700	250
0010	1570+10 EB	-	436+33 EB	STH 172 EB	--	28	23,100	--
0010	440+62 EB	-	455+27 EB	IH 43 NB	--	26	6,550	--
0010	1327+86 YW	-	1335+22 YW	PILGRIM WAY TO 172WB RAMP	--	--	2,160	--
0010	1331+49 WY	-	1333+97 WY	172WB TO PILGRIM WAY	--	--	2,110	--
0010	1323+06 EH	-	1329+92 EH	172EB TO VANDERPERREN	--	16	1,930	--
0010	1330+75 EH	-	1331+41 EH	172EB TO VANDERPERREN	--	23	360	--
0010	1329+19 HE	-	1333+85 HE	VANDERPERREN WAY TO 172EB	--	12	4,080	--
0010	73+80 R	-	96+14 R	RIVERSIDE	--	23	15,200	--
0010	81+75 ER	-	85+63 ER	172EB TO RIVERSIDE	--	--	3,390	--
0010	1400+06 RW	-	1421+75 RW	RIVERSIDE TO WEBSTER RAMP	--	--	5,640	--
0010	1422+31 WE	-	1432+77 WE	WEBSTER TO 172 EB RAMP	--	--	3,850	--
0010	1408+45 EW	-	1416+70 EW	172EB TO WEBSTER RAMP	--	--	2,880	--
0010	1405+32 WB	-	1408+20 WB	RIVERSIDE TO 172WB	--	--	710	--
0010	1407+67 WR	-	1415+25 WR	WEBSTER TO RIVERSIDE RAMP	--	--	2,110	--
0010	1421+88 WBW	-	1433+66 WBW	172WB TO WEBSTER RAMP	--	--	3,390	--
0010	20+70	-	27+94	CTH GV	837	--	--	--
0010	1522+79 EGV	-	1535+36 EGV	172EB TO GV RAMP	--	--	--	--
0010	1524+95 GVW	-	1536+36 GVW	GV TO 172WB RAMP	--	--	--	--
0010	1536+73 GVE	-	1549+22 GVE	GV TO 172EB RAMP	--	--	--	--
0010	1537+66 WGV	-	1548+98 WGV	172WB TO GV RAMP	--	--	--	--
0010	1593+81 SW	-	1638+43 SW	43SB TO 172WB RAMP	--	9	--	--
0010		-		PARK & RIDE	--	--	4,550	--
				TOTALS:	837	818	338,110	3,053

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	O/S	LOCATION	204.0150* LF
0010	90+73 R	-	91+06 R	LT	RIVERSIDE DRIVE	33
0010	1399+52 WR	-	1399+85 WR	LT	WEBSTER TO RIVERSIDE	38
0010	1421+65 RW	-	1421+94 RW	RT	RIVERSIDE TO WEBSTER	41
0010	1421+75 EW	-	1421+91 EW	LT	STH 172 EB TO WEBSTER	26
0010	106+13 W	-	106+49 W	RT	WEBSTER AVE	40
0010	1422+15 WE	-	1422+18 WE	LT	WEBSTER TO STH 172 EB RAMP	35
0010	1420+80 WWB	-	1421+08 WWB	RT	WEBSTER TO STH 172 WB RAMP	33
0010	1420+45 WR	-	1420+70 WR	LT	WEBSTER TO RIVERSIDE	41
0010	1421+77 WBW	-	1421+97 WBW	RT	STH 172 WB TO WEBSTER	25
0010	110+98 W	-	111+33 W	RT	WEBSTER AVE	41
0010	1535+80 EGV	-	1536+05 EGV	RT	STH 172 EB TO CTH GV RAMP	33
0010	1535+73 EGV	-	1536+08 EGV	LT	STH 172 EB TO CTH GV RAMP	34
0010	1536+34 GVW	-	1536+60 GVW	RT	CTH GV TO STH 172 WB	32
0010	1536+40 GVW	-	1536+76 GVW	LT	CTH GV TO STH 172 WB	40
					TOTAL:	492

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155* SF
0010	1398+85 WR	-	1400+00 WR	WEBSTER DR TO RIVERSIDE DRIVE	710
0010	1421+33 EW	-	1422+33 EW	STH 172 EB TO WEBSTER RAMP	250
0010	1422+33 WE	-	1423+33 WE	WEBSTER DR TO STH 172 EB RAMP	230
0010	1420+30 WWB	-	1421+12 WWB	WEBSTER DR TO 172 WB RAMP	320
0010	1421+63 WBW	-	1422+01 WBW	STH 172 WB TO WEBSTER DR	310
0010	1535+60 EGV	-	1536+11 EGV	STH 172 EB TO CTH GV	490
0010	1536+32 GVW	-	1536+81 GVW	CTH GV TO STH 172 WB	560
				TOTALS:	2,870

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PREPARE FOUNDATION FOR ASPHALTIC PAVING 1210-09-71

CATEGORY	LOCATION	211.0101.01 EACH
0010	PROJECT 1210-09-71	1
	TOTAL:	1

FINISHING ROADWAY 1210-09-71

CATEGORY	LOCATION	213.0100.01 EACH
0010	PROJECT 1210-09-71	1
	TOTAL:	1

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	O/S	ROADWAY	204.0165 LF
0010	1306+82 WB	-	1309+04 WB	LT	STH 172 WB	220
0010	1306+80 WB	-	1309+01 WB	RT	STH 172 WB	220
0010	1306+54 EB	-	1309+00 EB	LT	STH 172 EB	250
0010	1306+53 EB	-	1308+95 EB	RT	STH 172 EB	240
0010	1310+96 WB	-	1313+42 WB	LT	STH 172 WB	250
0010	1310+93 WB	-	1313+41 WB	RT	STH 172 WB	250
0010	1310+89 EB	-	1321+33 EB	RT	STH 172 EB	1,060
0010	1318+68 WB	-	1321+45 WB	RT	STH 172 WB	280
0010	1304+01 EB	-	1321+51 EB	LT	STH 172 EB	280
0010	1323+24 WB	-	1325+80 WB	LT	STH 172 WB	250
0010	1323+13 WB	-	1325+43 WB	RT	STH 172 WB	230
0010	1323+15 EB	-	1325+42 EB	LT	STH 172 EB	230
0010	1323+15 EH	-	1326+55 EH	LT	STH 172 EB TO VANDERPERREN RAMP	350
0010	1327+06 WB	-	1329+86 WB	RT	STH 172 WB	280
0010	1327+06 EB	-	1329+74 EB	LT	STH 172 EB	270
0010	1327+08 EB	-	1329+55 EB	RT	STH 172 EB	250
0010	1331+36 WB	-	1333+83 WB	LT	STH 172 WB	250
0010	1331+18 WB	-	1333+67 WB	RT	STH 172 WB	250
0010	1332+88 WY	-	1336+47 WY	RT	STH 172 WB TO PILGRIM WAY RAMP	360
0010	1332+64 EB	-	1340+15 EB	RT	STH 172 EB	760
0010	1337+29 WB	-	1340+61 WB	LT	STH 172 WB	330
0010	1337+89 EB	-	1340+33 EB	LT	STH 172 EB	200
0010	1344+58 WB	-	1353+25 WB	LT	STH 172 WB	870
0010	1344+40 WB	-	1346+92 WB	RT	STH 172 WB	250
0010	1344+11 EB	-	1352+73 EB	RT	STH 172 EB	860
0010	1350+44 EB	-	1352+95 EB	LT	STH 172 EB	250
0010	1354+21 EB	-	1367+93 EB	RT	STH 172 EB	1,370
0010	1354+74 WB	-	1367+92 WB	LT	STH 172 WB	1,320
0010	1400+67 WB	-	1403+13 WB	LT	STH 172 WB	250
0010	1400+38 EB	-	1406+46 EB	RT	STH 172 EB	610
0010	1436+78 WB	-	1438+58 WB	LT	STH 172 WB	180
0010	1441+43 EB	-	1445+16 EB	RT	STH 172 EB	370
0010	1442+72 EB	-	1445+17 EB	LT	STH 172 EB	250
0010	1446+55 WB	-	1450+26 WB	LT	STH 172 WB	370
0010	1446+53 WB	-	1449+02 WB	RT	STH 172 WB	250
0010	1462+40 EB	-	1466+15 EB	RT	STH 172 EB	380
0010	1463+87 EB	-	1466+34 EB	LT	STH 172 EB	250
0010	1468+15 WB	-	1471+89 WB	LT	STH 172 WB	370
0010	1467+99 WB	-	1470+49 WB	RT	STH 172 WB	250
0010	1479+06 EB	-	1483+58 EB	RT	STH 172 EB	450
0010	1481+07 EB	-	1483+60 EB	LT	STH 172 EB	250
0010	1487+14 WB	-	1492+88 WB	LT	STH 172 WB	570
0010	1487+14 WB	-	1489+63 WB	RT	STH 172 WB	250
0010	1493+30 EB	-	1496+80 EB	RT	STH 172 EB	350
0010	1494+24 EB	-	1496+74 EB	LT	STH 172 EB	250
0010	1498+19 WB	-	1500+69 WB	RT	STH 172 WB	250
0010	1498+14 WB	-	1501+76 WB	LT	STH 172 WB	360
0010	1531+94 EB	-	1535+67 EB	RT	STH 172 EB	370
0010	1533+23 EB	-	1535+71 EB	LT	STH 172 EB	250
0010	1537+52 WB	-	1540+00 WB	RT	STH 172 WB	250

REMOVING GUARDRAIL (CONTINUED)

CATEGORY	STATION	TO	STATION	O/S	ROADWAY	204.0165 LF
0010	1537+60 WB	-	1541+18 WB	LT	STH 172 WB	360
0010	1566+03 EB	-	1568+53 EB	LT	STH 172 EB	250
0010	1566+15 EB	-	1568+62 EB	RT	STH 172 EB	250
0010	1570+25 EB	-	1574+98 EB	RT	STH 172 EB	470
0010	1570+04 WB	-	1572+56 WB	RT	STH 172 WB	250
0010	1569+93 WB	-	1576+05 WB	LT	STH 172 WB	610
0010	1602+34 EB	-	1605+53 EB	RT	STH 172 EB	330
0010	1612+56 EB	-	1618+11 EB	RT	STH 172 EB/ IH 43 NB RAMP	560
0010	435+00 EB	-	435+76 EB	RT	STH 172 EB/ IH 43 NB RAMP	76
0010	1612+57 EB	-	1618+11 EB	LT	STH 172 EB/ IH 49 NB RAMP	550
0010	435+00 EB	-	436+19 EB	LT	STH 172 EB/ IH 43 NB RAMP	120
0010	440+34 EB	-	443+30 EB	RT	STH 172 EB	310
0010	440+88 EB	-	443+49 EB	LT	STH 172 EB	260
0010	457+04 SB	-	465+17 SB	LT	IH 43 SB	810
0010	1604+79 WB	-	1607+24 WB	RT	IH 43 NB/ STH 172 WB RAMP	250
0010	1605+63 WB	-	1609+58 WB	LT	IH 43 NB/ STH 172 WB RAMP	400
0010	1614+13 SW	-	1621+42 SW	LT	IH 43 SB/STH 172 WB	730
0010	1614+20 SW	-	1620+60 SW	RT	IH 43 SB/STH 172 WB	640
0010	1622+57 WB	-	1625+73 WB	LT	STH 172 WB	320
0010	1623+26 WB	-	1627+25 WB	RT	STH 172 WB	400
					PARK AND RIDE	76
					TOTAL:	27,130

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
0010	1302+04 EB	-	1368+08 EB	RT	STH 172 EB	26
0010	1305+95 WB	-	1368+08 WB	LT	STH 172 WB	25
0010	1319+00 EH	-	1330+00 EH	RT/LT	172 EB TO VAN DER PERREN WAY RAMP	14
0010	1327+00 YW	-	1336+00 YW	RT/LT	PILGRIM WAY TO 172 WB RAMP	15
0010	1326+00 HE	-	1333+00 HE	RT/LT	VAN DER PERREN WAY TO 172 EB RAMP	19
0010	1330+00 WY	-	1338+00 WY	RT/LT	172 WB TO PILGRIM WAY RAMP	15
0010	1354+30 EB		1368+08 EB	LT	STH 172 CENTERLINE BARRIER	22
0010	1405+32 RWB	-	1409+00 RWB	LT	RIVERSIDE TO 172 WB RAMP	6
0010	1408+00 ER	-	1412+00 ER	RT	172 EB TO RIVERSIDE RAMP	6
0010	1410+00 EW	-	1422+00 EW	LT	172 EB TO WEBSTER RAMP	11
0010	1410+00 WWB	-	1420+00 WWB	LT	WEBSTER TO 172 WB RAMP	15
0010	1422+00 WE	-	1436+00 WE	RT/LT	WEBSTER TO 172 EB RAMP	13
0010	1400+50 EB	-	1430+30 EB	LT	STH 172 CENTERLINE BARRIER	34
0010	1435+00 EB	-	459+00 EB	RT	STH 172 EB	77
0010	1435+00 WB	-	1635+00 WB	LT	STH 172 WB	51
0010	1520+25 EGV	-	1536+50 EGV	RT	172 EB TO GV RAMP	11
0010	1520+95 GVW	-	1537+30 GVW	LT	GV TO 172 WB RAMP	12
0010	1536+10 GVE	-	1553+20 GVE	RT	GV TO 172 EB RAMP	15
0010	1537+00 WGV	-	1551+15 WGV	LT	172 WB TO GV RAMP	10
0010	1588+63 ES	-	1591+18 ES	RT	172 EB TO 43 SB RAMP	3
0010	1586+64 SW	-	1636+00 SW	LT	43 SB TO 172 WB RAMP	30
					TOTALS:	429

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REMOVAL ITEMS FOR CONCRETE SURFACE DRAINS

CATEGORY	STA	TO	STA	O/S	LOCATION	204.0100* REMOVING CONCRETE PAVEMENT SY	204.0110* REMOVING ASPHALTIC SURFACE SY	204.0150* REMOVING CURB & GUTTER LF	204.0190 REMOVING SURFACE DRAIN EACH	204.0220 REMOVING INLETS EACH	204.0270 ABANDONING CULVERT PIPE EACH	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010	1308+87 EB	-	1308+97 EB	RT	STH 172 EB	-	-	20	-	1	1	30	24
0010	1308+90 EB	-	1309+00 EB	LT	STH 172 EB	-	20	15	-	1	1	54	3
0010	1323+15 EB	-	1323+63 EB	LT	STH 172 WB	-	24	-	-	-	-	57	-
0010	1323+24 WB	-	1323+72 WB	LT	STH 172 WB	-	24	-	-	-	-	57	-
0010	1329+38 WB	-	1329+86 WB	RT	STH 172 WB	-	23	5	-	1	1	54	3
0010	1329+07 EB	-	1329+55 EB	RT	STH 172 EB	-	20	12	-	1	1	54	3
0010	1329+07 EB	-	1329+55 EB	LT	STH 172 EB	-	20	15	-	1	1	54	3
0010	1339+67 EB	-	1340+15 EB	RT	STH 172 EB	-	20	15	1	1	1	54	3
0010	1339+87 EB	-	1340+35 EB	LT	STH 172 EB	-	20	15	-	1	1	54	3
0010	1340+13 WB	-	1340+61 WB	LT	STH 172 WB	-	20	15	-	2	2	54	3
0010	1354+74 WB	-	1355+22 WB	LT	STH 172 WB	-	20	15	-	2	2	54	3
0010	1367+45 EB	-	1467+93 EB	RT	STH 172 EB	-	20	12	-	1	1	54	3
0010	1446+45 EB	-	1446+63 EB	RT	STH 172 EB	20	-	6	-	1	1	-	38
0010	1446+45 WB	-	1445+93 WB	LT	STH 172 WB	6	-	26	1	-	-	-	54
0010	1446+45 WB	-	1445+63 WB	RT	STH 172 WB	12	-	17	-	1	1	-	54
0010	1468+01 WB	-	1468+49 WB	RT	STH 172 WB	8	-	26	1	-	-	-	54
0010	1468+15 WB	-	1468+63 WB	LT	STH 172 WB	10	-	17	-	1	1	-	54
0010	1483+08 EB	-	1483+56 EB	LT	STH 172 EB	8	-	26	1	-	-	-	54
0010	1483+10 EB	-	1483+58 EB	RT	STH 172 EB	10	-	15	-	1	1	-	54
0010	1496+25 EB	-	1496+73 EB	LT	STH 172 EB	18	-	26	1	-	-	-	60
0010	1496+32 EB	-	1496+80 EB	RT	STH 172 EB	26	-	15	-	1	1	-	68
0010	1535+19 EB	-	1535+67 EB	RT	STH 172 EB	25	-	15	-	1	1	-	68
0010	1535+23 EB	-	1535+71 EB	LT	STH 172 EB	20	-	26	1	-	-	-	60
0010	1535+52 WB	-	1535+70 WB	RT	STH 172 WB	8	-	12	1	-	-	-	30
0010	1568+05 EB	-	1568+53 EB	LT	STH 172 EB	8	-	26	1	-	-	-	54
0010	1568+12 WB	-	1568+30 WB	LT	STH 172 WB	16	-	6	-	1	1	-	34
0010	1568+14 EB	-	1568+62 EB	RT	STH 172 EB	9	-	15	-	1	1	-	54
0010	1623+26 WB	-	1623+72 WB	RT	STH 172 WB	8	-	20	-	1	1	-	53
						212	231	433	8	21	21	630	894

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALT PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.7224 HMA PAVEMENT 4 HT 58-28 S TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	465.0105* ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON
0010	1306+00 WB	-	1309+10 WB	WESTBOUND	310	250	167	124	124	--	--
0010	1310+86 WB	-	1321+59 WB	WESTBOUND	1,073	840	546	432	432	--	--
0010	1323+06 WB	-	1329+97 WB	WESTBOUND	691	590	441	277	277	--	--
0010	1331+15 WB	-	1338+89 WB	WESTBOUND	774	600	388	312	312	--	--
0010	1338+89 WB	-	1340+57 WB	WESTBOUND	168	140	50	90	90	--	--
0010	1344+36 WB	-	1353+17 WB	WESTBOUND	881	640	373	354	354	--	--
0010	1354+46 WB	-	1368+08 WB	WESTBOUND	1,362	1,000	577	548	548	--	--
0010	1400+37 WB	-	1445+24 WB	WESTBOUND	4,487	2,860	2,384	1,204	1,204	124	--
0010	1446+45 WB	-	1466+64 WB	WESTBOUND	2,019	1,100	760	542	542	239	--
0010	1467+97 WB	-	1483+62 WB	WESTBOUND	1,565	830	556	420	420	--	--
0010	1487+09 WB	-	1496+72 WB	WESTBOUND	963	510	336	258	258	--	--
0010	1498+12 WB	-	1535+86 WB	WESTBOUND	3,774	2,270	1,774	1,013	1,013	147	--
0010	1537+48 WB	-	1568+51 WB	WESTBOUND	3,103	2,050	1,780	833	833	464	--
0010	1569+97 WB	-	1593+83 WB	WESTBOUND	2,386	1,860	1,191	960	960	455	--
0010	1593+83 WB	-	1601+52 WB	WESTBOUND	769	420	27	159	318	--	--
0010	1604+76 WB	-	1618+77 WB	WESTBOUND	1,401	740	319	188	376	--	--
0010	1622+95 WB	-	1635+02 WB	WESTBOUND	1,207	630	273	162	324	--	--
0010	1302+04 EB	-	1309+35 EB	EASTBOUND	731	680	545	294	294	--	--
0010	1310+55 EB	-	1321+58 EB	EASTBOUND	1,103	910	631	444	444	--	--
0010	1323+05 EB	-	1329+78 EB	EASTBOUND	673	490	288	271	271	--	--
0010	1330+96 EB	-	1340+40 EB	EASTBOUND	944	910	761	380	380	--	--
0010	1344+20 EB	-	1352+97 EB	EASTBOUND	877	550	224	353	353	--	--
0010	1354+31 EB	-	1368+08 EB	EASTBOUND	1,377	1,030	611	554	554	--	--
0010	1400+31 EB	-	1445+24 EB	EASTBOUND	4,493	1,830	658	1,206	1,206	175	--
0010	1446+45 EB	-	1466+38 EB	EASTBOUND	1,993	1,320	1,151	535	535	119	--
0010	1467+76 EB	-	1483+63 EB	EASTBOUND	1,587	850	566	426	426	--	--
0010	1487+09 EB	-	1496+81 EB	EASTBOUND	972	520	348	261	261	196	--
0010	1498+21 EB	-	1535+78 EB	EASTBOUND	3,757	2,110	1,529	1,008	1,008	592	--
0010	1537+40 EB	-	1568+64 EB	EASTBOUND	3,124	1,850	1,429	838	838	197	--
0010	1570+10 EB	-	1590+58 EB	EASTBOUND	2,048	1,220	954	550	550	--	--
0010	1590+58 EB	-	436+34 EB	172 EB TO IH 43 NB RAMP	2,886	1,550	1,360	166	332	--	--
0010	440+62 EB	-	455+27 EB	173 EB TO IH 43 NB RAMP	1,465	790	352	197	393	--	--
0010	1327+86 YW	-	1335+22 YW	PILGRIM WAY TO 172WB RAMP	--	260	134	53	123	--	--
0010	1331+49 WY	-	1333+97 WY	172WB TO PILGRIM WAY	--	250	245	18	42	--	--
0010	1323+06 EH	-	1329+92 EH	172EB TO VANDERPERREN	--	230	114	49	115	--	--
0010	1330+75 EH	-	1331+41 EH	172EB TO VANDERPERREN	--	40	36	5	11	--	--
0010	1329+19 HE	-	1333+85 HE	VANDERPERREN WAY TO 172EB	--	490	474	33	78	--	--
0010	73+80 R	-	96+14 R	RIVERSIDE	--	1,830	--	657	1,534	--	--
0010	81+75 ER	-	85+63 ER	172EB TO RIVERSIDE	--	410	394	28	65	--	--
0010	1400+06 RW	-	1421+75 RW	RIVERSIDE TO WEBSTER RAMP	--	680	291	156	364	--	--
0010	1422+31 WE	-	1432+77 WE	WEBSTER TO 172 EB RAMP	--	460	303	75	175	--	--
0010	1408+45 EW	-	1416+70 EW	172EB TO WEBSTER RAMP	--	350	217	59	138	--	--
0010	1402+74 WB	-	1408+20 WB	RIVERSIDE TO 172WB	--	190	98	39	92	--	--
0010	1401+36 WR	-	1415+25 WR	WEBSTER TO RIVERSIDE RAMP	--	420	172	100	233	--	--
0010	1421+88 WBW	-	1433+66 WBW	172WB TO WEBSTER RAMP	--	410	205	85	198	--	--
0010	20+70	-	27+94	CTH GV	--	730	--	262	611	--	--
0010	1522+79 EGV	-	1535+36 EGV	172EB TO GV RAMP	--	510	315	90	211	--	--
0010	1524+95 GVW	-	1536+36 GVW	GV TO 172WB RAMP	--	410	221	82	191	--	--
0010	1536+73 GVE	-	1549+22 GVE	GV TO 172EB RAMP	--	450	244	90	209	--	--
0010	1537+66 WGV	-	1548+98 WGV	172WB TO GV RAMP	--	410	215	81	190	--	--
0010	1593+81 SW	-	1638+43 SW	43SB TO 172WB RAMP	--	2,370	1767	321	748	--	--
0010				PARK & RIDE- HOFFMAN RD	--	550	530	--	--	--	--
	PROJECT 1210-09-71				--		--			--	250
	* ADDITIONAL QUANTITIES SHOWN ELSEWHERE			TOTALS	54,963	45,390	29,323	17,641	21,557	2,706	250

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HMA MIXTURE USE TABLE

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12' DRIVING LANE	1302+04 EB - 455+27 EB	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 V	8,384	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE	1306+00 WB - 1635+02 WB	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 V	7,844	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE	1302+04 EB - 455+27 EB	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	7,482	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE	1306+00 WB - 1635+02 WB	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	7,875	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
10' SHOULDER	1302+04 EB - 455+27 EB	UPPER/LOWER LAYER	MILLED EXISING HMA SURFACE	4 LT 58-28 S	11,407	3.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
10' SHOULDER	1306+00 WB - 1635+02 WB	UPPER/LOWER LAYER	MILLED EXISING HMA SURFACE	4 LT 58-28 S	11,942	3.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
15' DRIVING LANE RAMP	1302+04 EB - 455+27 EB RAMP LOCATIONS	UPPER LAYER	4 HT 58-28 S	4 SMA 58-28 V	5,329	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
15' DRIVING LANE RAMP	1302+04 EB - 455+27 EB RAMP LOCATIONS	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 HT 58-28 S	2,284	0.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
10' SHOULDER RAMP	1302+04 EB - 455+27 EB RAMP LOCATIONS	UPPER/LOWER LAYER	MILLED EXISING HMA SURFACE	4 LT 58-28 S	5,445	3.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARIOUS	PARKING LOT	UPPER LAYER	MILLED EXISING HMA SURFACE	4 LT 58-28 S	530	2.00"	QMP AS PER SS 460	ACCEPTANCE TESTING BY THE DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE

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ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	ROADWAY	465.0400 LF	COMMENTS
0010	1302+04 EB	-	1309+35 EB	STH 172 EB	1,460	
0010	1310+55 EB	-	1321+58 EB	STH 172 EB	2,210	
0010	1323+05 EB	-	1329+78 EB	STH 172 EB	1,350	
0010	1330+96 EB	-	1340+40 EB	STH 172 EB	1,890	
0010	1344+20 EB	-	1352+97 EB	STH 172 EB	1,750	
0010	1354+31 EB	-	1368+08 EB	STH 172 EB	2,750	
0010	1400+31 EB	-	1422+08 EB	STH 172 EB	4,350	
0010	1422+08 EB	-	1445+24 EB	STH 172 EB	4,630	
0010	1446+45 EB	-	1466+38 EB	STH 172 EB	3,990	
0010	1467+76 EB	-	1483+63 EB	STH 172 EB	3,170	
0010	1487+09 EB	-	1496+81 EB	STH 172 EB	1,940	
0010	1498+21 EB	-	1535+78 EB	STH 172 EB	7,510	
0010	1537+40 EB	-	1568+64 EB	STH 172 EB	6,250	
0010	1570+10 EB	-	436+33 EB	STH 172 EB	9,730	STATION EQUATION 1618+10.59 EB =435+00.00 EB
0010	440+62 EB	-	455+27 EB	STH 172 EB	2,930	
0010	1622+95 WB	-	1635+02 WB	STH 172 WB	2,410	
0010	1604+75 WB	-	1618+77 WB	STH 172 WB	2,800	
0010	1569+97 WB	-	1601+51 WB	STH 172 WB	6,310	
0010	1537+48 WB	-	1568+51 WB	STH 172 WB	6,210	
0010	1498+12 WB	-	1535+86 WB	STH 172 WB	7,550	
0010	1487+09 WB	-	1496+72 WB	STH 172 WB	1,930	
0010	1467+97 WB	-	1483+62 WB	STH 172 WB	3,130	
0010	1446+45 WB	-	1466+64 WB	STH 172 WB	4,040	
0010	1400+37 WB	-	1445+24 WB	STH 172 WB	8,970	
0010	1354+46 WB	-	1368+08 WB	STH 172 WB	2,720	
0010	1344+36 WB	-	1353+17 WB	STH 172 WB	1,760	
0010	1331+14 WB	-	1340+56 WB	STH 172 WB	1,880	
0010	1323+06 WB	-	1329+97 WB	STH 172 WB	1,380	
0010	1310+57 WB	-	1321+59 WB	STH 172 WB	2,200	
0010	1305+95 WB	-	1309+38 WB	STH 172 WB	690	
				TOTALS:	109,890	

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110* BASE AGGREGATE DENSE 3/4-INCH TON
0010	1306+00 WB	--	1309+10 WB	STH 172 WB	25
0010	1310+86 WB	--	1321+59 WB	STH 172 WB	80
0010	1323+06 WB	--	1329+97 WB	STH 172 WB	50
0010	1331+15 WB	--	1340+56 WB	STH 172 WB	70
0010	1344+36 WB	--	1353+17 WB	STH 172 WB	65
0010	1354+46 WB	--	1368+08 WB	STH 172 WB	65
0010	1400+37 WB	--	1430+27 WB	STH 172 WB	145
0010	1430+27 WB	--	1445+24 WB	STH 172 WB	110
0010	1446+45 WB	--	1466+64 WB	STH 172 WB	145
0010	1467+97 WB	--	1483+62 WB	STH 172 WB	115
0010	1487+09 WB	--	1496+72 WB	STH 172 WB	70
0010	1498+12 WB	--	1535+86 WB	STH 172 WB	275
0010	1537+48 WB	--	1568+51 WB	STH 172 WB	225
0010	1569+97 WB	--	1601+51 WB	STH 172 WB	230
0010	1604+76 WB	--	1618+77 WB	STH 172 WB	100
0010	1622+95 WB	--	1635+02 WB	STH 172 WB	90
0010	1302+04 EB	--	1309+35 EB	STH 172 EB	55
0010	1310+55 EB	--	1321+58 EB	STH 172 EB	80
0010	1323+05 EB	--	1329+78 EB	STH 172 EB	50
0010	1330+96 EB	--	1340+40 EB	STH 172 EB	70
0010	1344+20 EB	--	1352+97 EB	STH 172 EB	65
0010	1354+31 EB	--	1368+08 EB	STH 172 EB	65
0010	1400+31 EB	--	1430+30 EB	STH 172 EB	145
0010	1430+30 EB	--	1445+24 EB	STH 172 EB	110
0010	1446+45 EB	--	1466+38 EB	STH 172 EB	145
0010	1467+76 EB	--	1483+63 EB	STH 172 EB	115
0010	1487+09 EB	--	1496+81 EB	STH 172 EB	70
0010	1498+21 EB	--	1535+78 EB	STH 172 EB	275
0010	1537+40 EB	--	1568+64 EB	STH 172 EB	230
0010	1570+10 EB	--	1618+11 EB	STH 172 EB	350
0010	435+00 EB	--	436+33 EB	STH 172 EB	10
0010	440+62 EB	--	455+27 EB	IH 43	105
0010	1327+86 YW	--	1335+22 YW	PILGRIM WAY TO 172WB RAMP	55
0010	1331+49 WY	--	1333+97 WY	172WB TO PILGRIM WAY	20
0010	1323+06 EH	--	1329+92 EH	172EB TO VANDERPERREN	50
0010	1330+75 EH	--	1331+41 EH	172EB TO VANDERPERREN	5
0010	1329+19 HE	--	1333+85 HE	VANDERPERREN WAY TO 172EB	35
0010	81+75 ER	--	85+63 ER	172EB TO RIVERSIDE	20
0010	1408+12 RW	--	1416+62 RW	RIVERSIDE TO WEBSTER RAMP	40
0010	1422+70 WE	--	1432+77 WE	WEBSTER TO 172 EB RAMP	75
0010	1411+56 EW	--	1416+70 EW	172EB TO WEBSTER RAMP	35
0010	1416+70 EW	--	1421+75 EW	172EB TO WEBSTER RAMP	25
0010	1405+32 RWB	--	1408+20 RWB	RIVERSIDE TO 172WB	15
0010	1407+67 WR	--	1415+25 WR	WEBSTER TO RIVERSIDE RAMP	35
0010	1421+88 WBW	--	1433+66 WBW	172WB TO WEBSTER RAMP	70
0010	1522+79 EGV	--	1535+36 EGV	172EB TO GV RAMP	90
0010	1524+95 GVW	--	1536+36 GVW	GV TO 172WB RAMP	85
0010	1536+73 GVE	--	1549+22 GVE	GV TO 172EB RAMP	90
0010	1537+66 WGV	--	1548+98 WGV	172WB TO GV RAMP	85
0010	1593+81 SW	--	1638+43 SW	43SB TO 172WB RAMP	325
0010	1420+42 WWB	--	1421+08 WWB	WEBSTER TO 172 WB RAMP	--
0010	90+73 R	--	91+06 R	RIVERSIDE	--
0010	106+13 W	--	106+49 W	WEBSTER	--
				ADDITIONAL SHOULDER MATERIAL	1,240
				TOTAL:	6,195

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ROADWAY ITEMS FOR CONCRETE SURFACE DRAINS

CATEGORY	STA	TO	STA	O/S	LOCATION	320.0125 CONCRETE BASE 6-INCH SY	416.0610* DRILLED TIE BARS EACH	416.1010 CONCRETE SURFACE DRAIN CY	465.0105* ASPHALTIC SURFACE TON	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT LF	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
0010	1308+87 EB	-	1308+97 EB	RT	STH 172 EB	-	19	0.4	-	-	48	1	5
0010	1308+90 EB	-	1309+00 EB	LT	STH 172 EB	-	-	0.4	4	48	-	1	5
0010	1323+15 EB	-	1323+63 EB	LT	STH 172 WB	-	-	0.4	4	48	-	1	5
0010	1323+24 WB	-	1323+72 WB	LT	STH 172 WB	-	-	0.4	4	48	-	1	5
0010	1329+38 WB	-	1329+86 WB	RT	STH 172 WB	-	-	0.4	4	48	-	1	5
0010	1329+07 EB	-	1329+55 EB	RT	STH 172 EB	-	-	0.4	4	48	-	1	5
0010	1329+07 EB	-	1329+55 EB	LT	STH 172 EB	-	-	0.4	4	48	-	1	5
0010	1339+67 EB	-	1340+15 EB	RT	STH 172 EB	-	-	0.4	4	48	-	1	5
0010	1339+87 EB	-	1340+35 EB	LT	STH 172 EB	-	-	0.4	4	48	-	1	5
0010	1340+13 WB	-	1340+61 WB	LT	STH 172 WB	-	-	0.4	4	48	-	1	5
0010	1354+74 WB	-	1355+22 WB	LT	STH 172 WB	-	-	0.4	4	48	-	1	5
0010	1367+45 EB	-	1467+93 EB	RT	STH 172 EB	-	-	0.4	4	48	-	1	5
0010	1446+45 EB	-	1446+63 EB	RT	STH 172 EB	20	15	0.4	2	15	15	1	5
0010	1446+45 WB	-	1445+93 WB	LT	STH 172 WB	-	19	0.4	-	-	48	1	5
0010	1446+45 WB	-	1445+63 WB	RT	STH 172 WB	12	15	0.4	-	-	48	1	5
0010	1468+01 WB	-	1468+49 WB	RT	STH 172 WB	-	19	0.4	2	-	48	1	5
0010	1468+15 WB	-	1468+63 WB	LT	STH 172 WB	-	19	0.4	2	-	48	1	5
0010	1483+08 EB	-	1483+56 EB	LT	STH 172 EB	-	19	0.4	2	-	48	1	5
0010	1483+10 EB	-	1483+58 EB	RT	STH 172 EB	-	19	0.4	2	-	48	1	5
0010	1496+25 EB	-	1496+73 EB	LT	STH 172 EB	7	19	0.4	2	-	48	1	5
0010	1496+32 EB	-	1496+80 EB	RT	STH 172 EB	15	19	0.4	2	-	48	1	5
0010	1535+19 EB	-	1535+67 EB	RT	STH 172 EB	-	19	0.4	2	-	48	1	5
0010	1535+23 EB	-	1535+71 EB	LT	STH 172 EB	7	19	0.4	2	-	48	1	5
0010	1535+52 WB	-	1535+70 WB	RT	STH 172 WB	8	15	0.4	3	18	-	1	5
0010	1568+05 EB	-	1568+53 EB	LT	STH 172 EB	-	19	0.4	-	-	48	1	5
0010	1568+12 WB	-	1568+30 WB	LT	STH 172 WB	14	15	0.4	2	-	10	1	5
0010	1568+14 EB	-	1568+62 EB	RT	STH 172 EB	-	19	0.4	-	-	48	1	5
0010	1623+26 WB	-	1623+72 WB	RT	STH 172 WB	-	19	0.4	-	-	48	1	5
						83	307	11.2	67	561	697	28	140

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER REPLACEMENT ITEMS

INLET STATION	LOCATION	INLET ELEV.	DISCHARGE ELEV.	SLOPE FT/FT	204.0100* REMOVING CONCRETE PAVEMENT SY	204.0110* REMOVING ASPHALTIC SURFACE SY	204.0245 REMOVING STORM SEWER 24-INCH LF	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0105* ASPHALTIC SURFACE TON	602.0410* CONCRETE SIDEWALK 5-INCH SF	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	611.9705 SALVAGED MANHOLE COVERS EACH	611.9710 SALVAGED INLET COVERS EACH	616.0404 FENCE CHAIN LINK SALVAGED 4-FT LF	690.0250* SAWING CONCRETE LF	SPV.0090.02* CONCRETE CURB AND GUTTER SHES 30-INCH TYPE A LF	SPV.0180.02 CONCRETE BASE SHES 11 1/2-INCH SY	SPV.0060.02* GRADING, SHAPING AND FINISHING CURB & GUTTER REPLACEMENT EACH	** SALVAGED TOPSOIL SY	** EROSION MAT CLASS I TYPE A SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO 30 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL
84+93 R	STH 57	599.0	598.0	0.014	145	50	72	200	45	300	72	1	1	25	85	40	55	1	110	110	0.1	2	3	6
TOTALS:					145	50	72	200	45	300	72	1	1	25	85	40	55	1	110	110	0.1	2	3	6

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO GRADING, SHAPING AND FINISHING CURB & GUTTER REPLACEMENT

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CULVERTS

INLET STATION	LOCATION	203.0100 REMOVING SMALL CULVERT PIPES EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	520.8700 CLEANING CULVERT PIPES EACH	520.9700.S REINFORCED CONCRETE CULVERT PIPE LINERS 0.8% SLOPE 18-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERFICATION EACH	524.0130 CULVERT PIPES SALVAGED 30-INCH LF	524.0136 CULVERT PIPES SALVAGED 36-INCH LF	524.0624 APRON ENDWALLS FOR CULVERT PIPES SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPES SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPES SALVAGED 36-INCH EACH
1514+16 EB	172 EB	--	--	--	--	--	--	8	--	--	2	--
1515+15 EB	172 EB	--	--	--	--	--	--	--	--	1	--	--
1524+21 EGV	172 EB TO GV	1	1	--	1	--	--	--	--	--	--	--
1534+66 EGV	172 EB TO GV	1	--	1	1	--	--	--	--	--	--	--
1532+16 GVW	GV TO 172 WB	--	--	--	--	--	--	--	--	1	--	--
1538+64 GVE	GV TO 172 EB	--	--	--	--	59	1	--	--	--	--	--
1582+15 EB	172 EB	--	--	--	1	--	--	--	--	--	--	--
446+65 EB	172 EB	--	--	--	--	--	--	--	16	--	--	1
	UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--
	TOTALS:	2	1	1	3	59	1	8	16	2	2	1

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO GRADING, SHAPING AND FINISHING CULVERT PIPE AND APRON ENDWALLS

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CULVERTS (CONTINUED)

INLET STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	633.5200 MARKERS CULVERT END EACH	SPV.0060.01 GRADING, SHAPING AND FINISHING CULVERT PIPE AND APRON ENDWALLS EACH	** SALVAGED TOPSOIL SY	** EROSION MAT CLASS I TYPE A SY	** SEEDING MIXTURE NO 30 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL	REMARKS
1514+16 EB	172 EB	3	--	2	100	100	1	1	6	SALVAGE AND RESET EW AND 1ST SECTION OF PIPE (RT) SALAVAGE AND RESET ENDWALL (LT) 30"
1515+15 EB	172 EB	3	--	1	50	50	1	1	3	SALVAGE AND RESET EW (RT) 24"
1524+21 EGV	172 EB TO GV	--	--	1	50	50	1	1	3	REMOVE AND REPLACE EW, CLEAN PIPE (RT) 18"
1534+66 EGV	172 EB TO GV	3	--	1	50	50	1	1	3	REMOVE AND REPLACE EW, CLEAN PIPE (LT) 24"
1532+16 GVW	GV TO 172 WB	3	--	1	50	50	1	1	3	SALVAGE AND RESET EW (LT) 24"
1538+64 GVE	GV TO 172 EB	3	--	--	--	--	--	--	--	18" LINER
1582+15 EB	172 EB	3	--	--	--	--	--	--	--	CLEAN PIPE
446+65 EB	172 EB	3	--	1	100	100	1	1	6	SALVAGE AND RESET LAST 2 SECTIONS OF PIPE AND EW (RT) 36"
	UNDISTRIBUTED	10	10	--	--	--	--	--	--	
	TOTALS:	31	10	7	400	400	6	6	22	

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO GRADING, SHAPING AND FINISHING CULVERT PIPE AND APRON ENDWALLS

CURB RAMP ITEMS

CATEGORY	STA	TO	STA	O/S	LOCATION	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	416.0610* DRILLED TIE BARS EACH	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410* CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	690.0250* SAWING CONCRETE LF
0010	90+73 R	-	91+06 R	LT	RIVERSIDE	8	6	--	18	--	--	260	12	--	--	1	23
0010	1398+85 WR	-	1400+00 WR	LT	WEBSTER TO RIVERSIDE	13	18	--	53	--	24	370	48	--	26	3	73
0010	1421+65 RW	-	1421+94 RW	RT	RIVERSIDE TO WEBSTER	6	11	--	32	--	11	180	12	--	--	1	39
0010	1421+75 EW	-	1421+91 EW	LT	STH 172 EB TO WEBSTER	5	5	--	16	--	8	160	12	--	--	1	24
0010	106+13 W	-	106+49 W	RT	WEBSTER AVE	5	9	--	26	--	--	150	--	--	--	--	32
0010	1422+15 WE	-	1422+18 WE	LT	WEBSTER TO STH 172 EB RAMP	6	8	--	24	--	--	190	24	--	--	2	31
0010	1420+42 WWB	-	1421+08 WWB	RT	WEBSTER TO STH 172 WB RAMP	4	7	20	--	--	11	150	12	--	--	1	24
0010	1420+42 WWB	-	1421+08 WWB	LT	WEBSTER TO STH 172 WB RAMP	9	14	--	43	--	33	250	36	--	--	3	58
0010	1421+58 WBW	-	1421+97 WBW	RT	STH 172 WB TO WEBSTER	4	8	--	24	--	--	120	12	--	--	1	33
0010	1421+58 WBW	-	1421+97 WBW	LT	STH 172 WB TO WEBSTER	4	8	--	23	--	--	110	12	--	--	1	29
0010	1535+80 EGV	-	1536+05 EGV	RT	STH 172 EB TO CTH GV RAMP	11	19	--	31	27	30	280	40	30	--	3	74
0010	1535+73 EGV	-	1536+08 EGV	LT	STH 172 EB TO CTH GV RAMP	5	7	--	20	--	--	160	20	--	--	1	25
0010	1536+34 GVW	-	1536+60 GVW	RT	CTH GV TO STH 172 WB	8	9	--	28	--	--	270	20	--	--	1	36
0010	1536+40 GVW	-	1536+76 GVW	LT	CTH GV TO STH 172 WB	7	14	--	--	42	10	170	--	36	--	1	50
					TOTALS:	95	142	20	338	69	127	2,820	260	66	26	20	551

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CTH GV LOOP DETECTOR ITEMS

LOCATION	STA	TO	STA	O/S	204.0100* REMOVING CONCRETE PAVEMENT SY	204.0155* REMOVING CONCRETE SIDEWALK SF	SPV.0180.01* CONCRETE BASE SHES 9-INCH SY	602.0410* CONCRETE SIDEWALK 5-INCH SF	SPV.0090.02* CONCRETE CURB & GUTTER SHES 30-INCH TYPE A LF	690.0250* SAWING CONCRETE LF	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) EACH	SPV.0060.02* GRADING, SHAPING AND FINISHING CURB & GUTTER REPLACEMENT EACH	** SALVAGED TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO.30 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL	** EROSION MAT CLASS I TYPE A SY
EB 172 TO CTH GV RAMP	1535+63 EGV	-	1536+02 EGV	-	113	-	113	-	-	130	-	-	-	-	-	-	-	-	-	-
CTH GV	22+47 GV	-	22+85 GV	LT	40	-	40	-	-	95	30	36	-	-	-	-	-	-	-	-
CTH GV	23+29 GV	-	23+38 GV	RT	17	-	16	-	6	58	2	40	-	1	1	0.001	0.25	0.25	0.03	1
CTH GV	24+29 GV	-	24+38 GV	LT	18	48	16	48	6	75	2	40	-	1	1	0.001	0.25	0.25	0.03	1
CTH GV	24+88 GV	-	24+97 GV	RT	18	48	16	48	6	60	2	40	-	1	1	0.001	0.25	0.25	0.03	1
CTH GV	25+85 GV	-	25+98 GV	LT	33	68	31	68	6	95	2	40	-	1	1	0.001	0.25	0.25	0.03	1
CTH GV	26+46 GV	-	26+92 GV	LT	54	25	49	25	8	130	19	16	-	-	-	-	-	-	-	-
WB 172 TO CTH GV RAMP	1537+27 WGV	-	1537+70 WGV	LT	136	-	136	-	-	150	-	-	-	-	-	-	-	-	-	-
	PROJECT				-	-	-	-	-	-	-	-	1.0	-	-	-	-	-	-	-
				TOTALS:	**427**	**189**	**416**	**189**	**32**	**793**	**57**	**212**	**1.0**	**4**	**4**	**0.004**	**1.00**	**1.00**	**0.12**	**4**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO GRADING, SHAPING AND FINISHING CURB & GUTTER REPLACEMENT

3

CONCRETE BARRIER TEMPORARY PRECAST

LOCATION	STATION	-	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	** BACK WIDTH FT	** OBJECT MARKING PATTERN	** CRASH TEST LEVEL	** TRAFFIC DIRECTION	** TRAFFIC LOCATION	** CRASH CUSHION SHEILDS
STAGE 2A												
STH 172 EB	1442+73 EB	-	1446+73 EB	380	380	--	--	--	--	--	--	--
STH 172 EB	1442+73 EB			--	--	1	4	OM-3R	TL-3	UNIDIRECTIONAL	L	TEMPORARY CONCRETE BARRIER
STH 172 EB	1492+90 EB	-	1498+27 EB	520	520	--	--	--	--	--	--	--
STH 172 EB	1492+90 EB			--	--	1	4	OM-3R	TL-3	UNIDIRECTIONAL	L	TEMPORARY CONCRETE BARRIER
STH 172 EB	1531+07 EB	-	1537+41 EB	545	545	--	--	--	--	--	--	--
STH 172 EB	1531+07 EB			--	--	1	4	OM-3R	TL-3	UNIDIRECTIONAL	L	TEMPORARY CONCRETE BARRIER
STH 172 WB	1565+73 WB	-	1570+63 WB	735	735	--	--	--	--	--	--	--
STH 172 WB	1570+63 WB			--	--	1	4	OM-3R	TL-3	UNIDIRECTIONAL	L	TEMPORARY CONCRETE BARRIER
STAGE 2A SUBTOTALS				2180	2180	4						
STAGE 2B												
STH 172 EB	1532+56 EB	-	1536+71 EB	0	370	--	--	--	--	--	--	--
STH 172 EB	1532+56 EB			--	--	1	4	OM-3L	TL-3	UNIDIRECTIONAL	R	TEMPORARY CONCRETE BARRIER
STH 172 WB	1445+24 WB	-	1449+69 WB	425	425	--	--	--	--	--	--	--
STH 172 WB	1449+69 WB			--	--	1	4	OM-3L	TL-3	UNIDIRECTIONAL	R	TEMPORARY CONCRETE BARRIER
STH 172 WB	1535+00 WB	-	1541+03 WB	570	570	--	--	--	--	--	--	--
STH 172 WB	1541+03 WB			--	--	1	4	OM-3L	TL-3	UNIDIRECTIONAL	R	TEMPORARY CONCRETE BARRIER
STH 172 WB	1568+72 WB	-	1573+19 WB	0	380	--	--	--	--	--	--	--
STH 172 WB	1573+19 WB			--	--	1	4	OM-3L	TL-3	UNIDIRECTIONAL	R	TEMPORARY CONCRETE BARRIER
STAGE 2B SUBTOTALS				995	1,745	4						
			TOTALS	**3,175**	**3,925**	**8**						

** FOR INFORMATION ONLY

3

3

ADJUSTING ITEMS

LOCATION	STA	TO	STA	O/S	204.0100* REMOVING CONCRETE PAVEMENT SY	204.0150* REMOVING CONCRETE CURB & GUTTER LF	204.0155* REMOVING CONCRETE SIDEWALK SF	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	653.0900 ADJUSTING PULL BOXES EACH
I43 SB TO 172 WB	1593+40 SW	-	1593+40 SW	RT	-	-	-	-	-	-	1	-
172 EB TO I43 SB	1590+97 ES	-	1590+97 ES	RT/LT	-	-	-	-	-	-	1	-
WEBSTER AVE	106+40 W	-	106+40 W	LT	-	-	-	-	-	-	-	1
CTH GV	21+99 GV	-	22+09 GV	RT	-	10	-	4	-	-	1	-
CTH GV	22+10 GV	-	22+20 GV	LT	2	10	-	4	4	1	1	-
CTH GV	22+40 GV	-	22+50 GV	LT	-	20	52	8	-	-	2	-
CTH GV	23+10 GV	-	23+20 GV	RT/LT	-	40	52	16	-	-	4	-
			TOTALS:		**2**	**80**	**104**	**32**	**4**	**1**	**10**	**1**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ADJUSTING ITEMS (CONTINUED)

LOCATION	STA	TO	STA	O/S	SPV.0180.01* CONCRETE BASE SHES 9-INCH SY	602.0410* CONCRETE SIDEWALK 5-INCH SF	SPV.0090.02* CONCRETE CURB & GUTTER SHES 30-INCH TYPE A LF	690.0250* SAWING CONCRETE LF	SPV.0060.02* GRADING, SHAPING AND FINISHING CURB & GUTTER REPLACEMENT EACH	** SALVAGED TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO.30 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL	** EROSION MAT CLASS I TYPE A SY
I43 SB TO 172 WB	1593+40 SW	-	1593+40 SW	RT	-	-	-	-	-	-	-	-	-	-	-
172 EB TO I43 SB	1590+97 ES	-	1590+97 ES	RT/LT	-	-	-	-	-	-	-	-	-	-	-
WEBSTER AVE	106+40 W	-	106+40 W	LT	-	-	-	-	-	-	-	-	-	-	-
CTH GV	21+99 GV	-	22+09 GV	RT	-	-	10	15	1	3	0.002	0.05	0.1	0.1	3
CTH GV	22+10 GV	-	22+20 GV	LT	2	-	10	40	1	3	0.002	0.05	0.1	0.1	3
CTH GV	22+40 GV	-	22+50 GV	LT	-	52	20	30	-	-	-	-	-	-	-
CTH GV	23+10 GV	-	23+20 GV	RT/LT	-	52	40	60	1	6	0.004	0.1	0.2	0.1	6
			TOTALS:		**2**	**104**	**80**	**145**	**3**	**12**	**0.008**	**0.2**	**0.4**	**0.3**	**12**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO GRADING, SHAPING AND FINISHING CURB & GUTTER REPLACEMENT

BASE PATCHING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	390.0403 BASE PATCHING CONCRETE SHES SY	390.0303 BASE PATCHING SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	690.0250* SAWING CONCRETE LF	SPV.0090.03 CONCRETE JOINT CRACK CLEANING AND REPAIR LF
0010	1302+04 EB	-	1309+35 EB	STH 172 EB	65	--	40	65	180	--
0010	1310+55 EB	-	1321+58 EB	STH 172 EB	180	--	180	130	375	--
0010	1323+05 EB	-	1329+78 EB	STH 172 EB	20	--	--	30	65	--
0010	1330+96 EB	-	1340+40 EB	STH 172 EB	60	--	--	110	230	--
0010	1344+20 EB	-	1352+97 EB	STH 172 EB	130	--	60	200	450	--
0010	1354+31 EB	-	1368+08 EB	STH 172 EB	15	--	--	30	60	--
0010	1400+31 EB	-	1422+08 EB	STH 172 EB	25	--	--	65	120	--
0010	1422+08 EB	-	1445+24 EB	STH 172 EB	130	--	20	320	625	--
0010	1446+45 EB	-	1466+38 EB	STH 172 EB	120	--	20	255	520	--
0010	1467+76 EB	-	1483+63 EB	STH 172 EB	40	--	--	100	185	--
0010	1487+09 EB	-	1496+81 EB	STH 172 EB	45	--	--	110	210	--
0010	1498+21 EB	-	1535+78 EB	STH 172 EB	110	--	--	320	600	--
0010	1537+40 EB	-	1568+64 EB	STH 172 EB	90	--	--	225	425	--
0010	1570+10 EB	-	436+33 EB	STH 172 EB	125	--	20	290	565	--
0010	440+62 EB	-	455+27 EB	STH 172 EB	125	--	80	80	255	--
0010	1622+95 EB	-	1635+02 EB	IH 43 NB TO STH 172 WB	104	136	40	590	1,145	--
0010	1604+75 EB	-	1618+77 EB	IH 43 NB TO STH 172 WB	--	235	25	415	800	--
0010	1569+97 EB	-	1601+51 EB	IH 43 NB TO STH 172 WB	321	19	85	720	1,425	--
0010	1594+32 EB	-	1594+22 EB	IH 43 SB TO STH 172 WB	--	13	--	32	48	--
0010	1537+48 EB	-	1568+51 EB	STH 172 WB	125	--	80	175	400	--
0010	1498+12 EB	-	1535+86 EB	STH 172 WB	30	--	--	50	100	--
0010	1487+09 EB	-	1496+72 EB	STH 172 WB	10	--	--	15	30	--
0010	1467+97 EB	-	1483+62 EB	STH 172 WB	10	--	--	15	30	--
0010	1446+45 EB	-	1466+64 EB	STH 172 WB	25	--	--	65	120	--
0010	1400+37 EB	-	1445+24 EB	STH 172 WB	50	--	--	110	210	--
0010	1354+46 EB	-	1368+08 EB	STH 172 WB	20	--	--	30	65	--
0010	1344+36 EB	-	1353+17 EB	STH 172 WB	30	--	--	65	120	--
0010	1331+14 EB	-	1340+56 EB	STH 172 WB	35	--	20	50	105	--
0010	1323+06 EB	-	1329+97 EB	STH 172 WB	40	--	--	85	145	--
0010	1310+57 EB	-	1321+59 EB	STH 172 WB	330	--	60	525	1,095	--
0010	1305+95 EB	-	1309+38 EB	STH 172 WB	65	--	--	130	255	--
0010	1323+06 EB	-	1329+92 EB	172 EB TO VANDERPERREN	10	--	--	15	30	--
0010	1330+75 EB	-	1331+41 EB	172 EB TO VANDERPERREN	20	--	--	15	30	--
0010	1324+23 EB	-	1333+85 EB	VANDERPERREN WAY TO 172EB	35	--	--	45	90	--
0010	073+80 EB	-	096+14 EB	RIVERSIDE	--	--	--	--	--	--
0010	1408+45 EB	-	1416+70 EB	172 EB TO WEBSTER RAMP	700	--	700	380	1,090	--
0010	1400+08 EB	-	1412+11 EB	172 EB TO RIVERSIDE RAMP	10	--	--	15	35	--
0010	1400+06 EB	-	1421+75 EB	RIVERSIDE TO WEBSTER RAMP	--	--	--	--	--	--
0010	1422+31 EB	-	1432+77 EB	WEBSTER TO 172 EB RAMP	30	--	--	55	95	--
0010	1522+79 EB	-	1535+36 EB	172 EB TO GV RAMP	300	--	130	150	415	--
0010	020+70 EB	-	027+94 EB	CTH GV	1,040	--	210	560	--	7,525
0010	1536+73 EB	-	1549+22 EB	GV TO 172EB RAMP	500	--	140	450	1,135	--
0010	1593+81 EB	-	1638+43 EB	STH 172 EB	--	--	--	--	--	--
0010	1537+66 EB	-	1548+98 EB	172 WB TO GV RAMP	450	--	140	350	950	--
0010	1524+95 EB	-	1536+36 EB	GV TO 172WB RAMP	400	--	140	465	1,110	--
0010	1421+88 EB	-	1433+66 EB	172WB TO WEBSTER RAMP	100	--	60	120	305	--
0010	1409+88 EB	-	1420+69 EB	WEBSTER TO 172 WB RAMP	250	--	80	335	685	--
0010	1407+67 EB	-	1415+25 EB	WB WEBSTER TO RIVERSIDE RAMP	100	--	40	40	120	--
0010	1405+32 EB	-	1408+20 EB	RIVERSIDE TO 172WB	100	--	40	40	105	--
0010	1330+59 EB	-	1337+13 EB	172EB TO PILGRIM WAY	70	--	--	90	175	--
0010	1327+22 EB	-	1335+21 EB	PILGRIM WAY TO 172EB	100	--	100	105	290	--
				UNDISTRIBUTED	670	40	250	860	1,760	--
				TOTALS:	7,360	442	2,760	9,492	19,378	7,525

*ADDITIONAL QUANTIES ELSEWHERE

WATER

CATEGORY	LOCATION	624.0100 WATER MGAL
0010	PROJECT 1210-09-71	31
	TOTAL:	31

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS EACH
PROJECT 1210-09-71	1
TOTAL:	1

MATERIAL TRANSFER VEHICLE

CATEGORY	LOCATION	460.9000.S EACH
0010	PROJECT 1210-09-71	0.6
	TOTAL:	0.6

MGS GUARDRAIL

STATION	TO	STATION	O/S	ROADWAY	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	305.0110* BASE AGGREGATE DENSE 3/4 INCH TON	** EXCAVATION COMMON CY	** BORROW CY	** TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO. 30 LB	** EROSION MAT CLASS I TYPE A SY
1306+82 WB	-	1309+04 WB	LT	STH 172 WB	1	--	--	216	6.3	--	1	10	--	--	120	--	--	--
1306+80 WB	-	1309+01 WB	RT	STH 172 WB	1	--	--	215	6.3	--	1	10	--	--	120	--	--	--
1306+46 EB	-	1309+00 EB	LT	STH 172 EB	1	--	--	165	39.4	1	--	10	--	--	140	--	--	--
1306+46 EB	-	1308+97 EB	RT	STH 172 EB	1	--	--	162	39.4	1	--	10	--	--	140	--	--	--
1310+96 WB	-	1313+42 WB	LT	STH 172 WB	1	--	--	157	39.4	1	--	10	--	--	140	--	--	--
1310+93 WB	-	1313+41 WB	RT	STH 172 WB	1	--	--	159	39.4	1	--	10	--	--	140	--	--	--
1310+89 EB	-	1321+40 EB	RT	STH 172 EB	1	--	--	1,051	45.7	--	--	10	--	--	580	--	--	--
1318+68 WB	-	1321+45 WB	RT	STH 172 WB	1	1	188	--	39.4	--	--	10	--	--	150	--	--	--
1318+71 EB	-	1321+51 EB	LT	STH 172 EB	1	1	191	--	39.4	--	--	10	--	--	160	--	--	--
1323+22 WB	-	1325+88 WB	LT	STH 172 WB	1	--	--	266	39.4	1	--	10	--	--	150	--	--	--
1323+13 WB	-	1325+43 WB	RT	STH 172 WB	1	1	141	--	39.4	--	--	10	--	--	130	--	--	--
1323+15 EB	-	1325+42 EB	LT	STH 172 EB	1	1	138	--	39.4	--	--	10	--	--	130	--	--	--
1323+15 EH	-	1326+55 EH	LT	TH 172 EB TO VANDERPERREN RAM	1	--	--	340	6.3	--	1	10	--	--	190	--	--	--
1327+06 WB	-	1329+86 WB	RT	STH 172 WB	1	1	191	--	39.4	--	--	10	--	--	160	--	--	--
1327+06 EB	-	1329+74 EB	LT	STH 172 EB	1	1	179	--	39.4	--	--	10	--	--	150	--	--	--
1327+08 EB	-	1329+55 EB	RT	STH 172 EB	1	--	--	247	39.4	1	--	10	--	--	140	--	--	--
1331+36 WB	-	1333+83 WB	LT	STH 172 WB	1	--	--	247	39.4	1	--	10	--	--	140	--	--	--
1331+18 WB	-	1333+82 WB	RT	STH 172 WB	1	--	--	264	39.4	1	--	10	--	--	150	--	--	--
1332+88 WY	-	1336+47 WY	RT	STH 172 WB TO PILGRIM WAY RAMP	1	--	--	359	--	1	1	10	--	--	200	--	--	--
1332+64 EB	-	1340+15 EB	RT	STH 172 EB	1	--	--	751	39.4	1	--	10	--	--	420	--	--	--
1337+29 WB	-	1340+61 WB	LT	STH 172 WB	1	--	--	332	6.3	--	1	10	--	--	180	--	--	--
1337+83 EB	-	1340+35 EB	LT	STH 172 EB	1	--	--	252	39.4	1	--	10	--	--	140	--	--	--
1344+58 WB	-	1353+25 WB	LT	STH 172 WB	1	--	--	867	45.7	--	--	10	--	--	480	--	--	--
1344+40 WB	-	1346+92 WB	RT	STH 172 WB	1	--	--	252	39.4	1	--	10	--	--	140	--	--	--
1344+11 EB	-	1352+73 EB	RT	STH 172 EB	1	--	--	862	45.7	--	--	10	--	--	480	--	--	--
1350+28 EB	-	1352+93 EB	LT	STH 172 EB	1	--	--	265	39.4	1	--	10	--	--	150	--	--	--
1354+21 EB	-	1367+93 EB	RT	STH 172 EB	1	--	--	1,372	45.7	--	--	10	--	--	760	--	--	--
1354+74 WB	-	1367+92 WB	LT	STH 172 WB	1	--	--	1,318	45.7	--	--	10	--	--	730	--	--	--
1400+67 WB	-	1403+13 WB	LT	STH 172 WB	1	--	--	246	39.4	1	--	10	--	--	140	--	--	--
1400+38 EB	-	1406+46 EB	RT	STH 172 EB	1	--	--	608	6.3	--	1	10	--	--	340	--	--	--
1436+78 WB		1438+59 WB	LT	STH 172 WB	1	--	--	181	--	1	1	10	--	--	100	--	--	--
1441+43 EB	-	1445+16 EB	RT	STH 172 EB	1	--	--	373	39.4	1	--	10	1	172	210	--	--	--
1442+20 EB	-	1445+16 EB	LT	STH 172 EB	1	--	--	296	39.4	1	--	10	--	--	160	--	--	--
1446+55 WB	-	1450+26 WB	LT	STH 172 WB	1	--	--	371	39.4	1	--	10	--	--	210	--	--	--
1446+53 WB	-	1449+08 WB	RT	STH 172 WB	1	--	--	255	39.4	1	--	10	--	--	140	--	--	--
1462+40 EB	-	1466+15 EB	RT	STH 172 EB	1	--	--	375	39.4	1	--	10	1	418	210	--	--	--
1463+87 EB	-	1466+34 EB	LT	STH 172 EB	1	--	--	247	39.4	1	--	10	--	--	140	--	--	--
1468+15 WB	-	1471+89 WB	LT	STH 172 WB	1	--	--	374	39.4	1	--	10	1	61	210	--	--	--
1468+01 WB	-	1470+56 WB	RT	STH 172 WB	1	--	--	255	39.4	1	--	10	--	--	140	--	--	--
1479+06 EB	-	1483+58 EB	RT	STH 172 EB	1	--	--	452	39.4	1	--	10	1	23	250	--	--	--
1481+03 EB	-	1483+56 EB	LT	STH 172 EB	1	--	--	253	39.4	1	--	10	--	--	140	--	--	--
1487+14 WB	-	1492+88 WB	LT	STH 172 WB	1	--	--	574	39.4	1	--	10	--	33	320	--	--	--
1487+15 WB	-	1489+70 WB	RT	STH 172 WB	1	--	--	255	39.4	1	--	10	--	--	140	--	--	--
1493+30 EB	-	1496+80 EB	RT	STH 172 EB	1	--	--	350	39.4	1	--	10	--	--	190	--	--	--
1494+18 EB	-	1496+73 EB	LT	STH 172 EB	1	--	--	255	39.4	1	--	10	--	--	140	--	--	--

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO BARRIER SYSTEM GRADING, SHAPING AND FINISHING

MGS GUARDRAIL (CONTINUED)

STATION	TO	STATION	O/S	ROADWAY	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	305.0110* BASE AGGREGATE DENSE 3/4 INCH TON	** EXCAVATION COMMON CY	** BORROW CY	** TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO. 30 LB	** EROSION MAT CLASS I TYPE A SY
1498+20 WB	-	1500+75 WB	RT	STH 172 WB	1	--	--	255	39.4	1	--	10	--	--	280	--	--	--
1498+14 WB	-	1501+76 WB	LT	STH 172 WB	1	--	--	362	39.4	1	--	10	--	58	400	--	--	--
1531+94 EB	-	1535+67 EB	RT	STH 172 EB	1	--	--	373	39.4	1	--	10	--	37	410	--	--	--
1533+16 EB	-	1535+71 EB	LT	STH 172 EB	1	--	--	255	39.4	1	--	10	--	--	280	--	--	--
1537+55 WB	-	1540+10 WB	RT	STH 172 WB	1	--	--	255	39.4	1	--	10	--	--	280	--	--	--
1537+60 WB	-	1541+18 WB	LT	STH 172 WB	1	--	--	358	39.4	1	--	10	1	39	400	--	--	--
1565+98 EB	-	1568+53 EB	LT	STH 172 EB	1	--	--	255	39.4	1	--	10	--	--	280	--	--	--
1566+15 EB	-	1568+62 EB	RT	STH 172 EB	1	--	--	247	39.4	1	--	10	1	28	270	--	--	--
1570+25 EB	-	1574+98 EB	RT	STH 172 EB	1	--	--	473	6.3	--	1	10	--	--	530	--	--	--
1570+05 WB	-	1572+60 WB	RT	STH 172 WB	1	--	--	255	39.4	1	--	10	--	--	280	--	--	--
1569+93 WB	-	1576+05 WB	LT	STH 172 WB	1	--	--	612	39.4	1	--	10	1	12	680	--	--	--
1602+34 EB	-	1605+53 EB	RT	STH 172 EB	1	--	--	319	--	1	1	10	--	--	350	--	--	--
1612+56 EB	-	1618+11 EB	RT	STH 172 EB/ IH 43 NB RAMP	1	--	--	555	--	1	--	10	1	14	620	--	--	--
435+00 EB	-	435+76 EB	RT	STH 172 EB/ IH 43 NB RAMP	1	--	--	76	39.4	--	--	10	--	--	80	--	--	--
1612+57 EB	-	1618+11 EB	LT	STH 172 EB/ IH 43 NB RAMP	1	--	--	554	--	1	--	10	1	11	620	--	--	--
435+00 EB	-	436+19 EB	LT	STH 172 EB/ IH 43 NB RAMP	1	--	--	119	39.4	--	--	10	--	--	130	--	--	--
440+34 EB	-	443+30 EB	RT	STH 172 EB	1	--	--	296	6.3	--	1	10	--	--	330	--	--	--
440+88 EB	-	443+49 EB	LT	STH 172 EB	1	--	--	261	6.3	--	1	10	--	--	290	--	--	--
1614+13 ES	-	1621+42 ES	LT	IH 43 SB/STH 172 WB	1	--	--	729	--	1	1	10	--	--	810	--	--	--
1614+20 ES	-	1620+60 ES	RT	IH 43 SB/STH 172 WB	1	--	--	640	--	1	1	10	--	--	710	--	--	--
1636+64 ES	-	1644+77 ES	LT	IH 43 SB/STH 172 WB	1	--	--	813	--	1	1	10	--	--	900	--	--	--
1604+79 WB	-	1607+34 WB	RT	IH 43 NB/ STH 172 WB RAMP	1	--	--	255	39.4	1	--	10	--	--	280	--	--	--
1605+63 WB	-	1609+58 WB	LT	IH 43 NB/ STH 172 WB RAMP	1	--	--	395	39.4	1	--	10	--	--	440	--	--	--
1622+57 WB	-	1625+73 WB	LT	STH 172 WB	1	--	--	316	39.4	1	--	10	--	--	350	--	--	--
1623+26 WB	-	1627+25 WB	RT	STH 172 WB	1	--	--	399	39.4	1	--	10	--	--	440	--	--	--
VARIOUS LOCATIONS				UNDISTRIBUTED	--	--	--	--	--	--	--	--	--	--	--	10	500	2,500
				TOTALS:	70	6	1,026	25,264	2,208.9	49	14	700	9	906	20,330	10	500	2,500

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO BARRIER SYSTEM GRADING, SHAPING AND FINISHING

SAND BARREL ARRAYS

LOCATION	STATION	OFFSET	204.9060.S.01 REMOVING SAND BARREL ARRAYS EACH	614.0700 SAND BARREL ARRAYS EACH	** BACK WIDTH FT	** OBJECT MARKING PATTERN	** CRASH TEST LEVEL	** TRAFFIC DIRECTION	** TRAFFIC LOCATION	** CRASH CUSHION SHEILDS
STH 172 WB TO CTH GV RAMP	1551+15 WGV	LT	1	1	4	OM-3R	TL-3	UNIDIRECTIONAL	L	OVERHEAD SIGN STRUCTURE BASE
STH 172 EB	1587+14 EB	LT	1	1	4	OM-3L	TL-3	UNIDIRECTIONAL	R	OVERHEAD SIGN STRUCTURE BASE
STH 172 EB	1587+14 EB	RT	1	1	4	OM-3R	TL-3	UNIDIRECTIONAL	L	OVERHEAD SIGN STRUCTURE BASE
		TOTAL:	3	**3**						

** FOR INFORMATION ONLY

LANDSCAPING

STATION	TO	STATION	O/S	ALIGNMENT	SPV.0060.03 GRADING, SHAPING, AND FINISHING WING WALLS EACH	SPV.0060.04 GRADING, SHAPING, AND FINISHING CURB RAMPS EACH	** SALVAGED TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO.30 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL	REMARKS
		1406+00 EB	RT	STH 172	1	--	44	0.0	0.8	1.2	1.0	SIGN REMOVAL
1445+00 EB	-	1445+50 EB	RT	STH 172	1	--	44	0.0	0.8	1.2	1.0	WINGWALL REPAIR
1446+50 WB	-	1447+80 WB	RT	STH 172	1	--	53	0.0	1.0	1.4	1.2	WINGWALL REPAIR
1495+00 EB		1497+00 EB	RT	STH 172	1	--	80	0.1	1.4	2.2	1.8	WINGWALL REPAIR
1533+10 EB	-	1535+75 EB	RT	STH 172	1	--	67	0.0	1.2	1.8	1.5	WINGWALL REPAIR
1534+40 EB	-	1535+75 EB	LT	STH 172	1	--	60	0.0	1.1	1.6	1.3	WINGWALL REPAIR
1537+50 WB	-	1539+20 WB	RT	STH 172	1	--	53	0.0	1.0	1.4	1.2	WINGWALL REPAIR
1566+75 WB	-	1568+75 WB	LT	STH 172	1	--	227	0.1	4.1	6.1	5.1	WINGWALL REPAIR
1570+00 WB	-	1571+30 WB	RT	STH 172	1	--	56	0.0	1.0	1.5	1.2	WINGWALL REPAIR
90+73 R	-	91+06 R	LT	RIVERSIDE	--	1	53	0.0	1.0	1.4	1.2	CURB RAMP
1398+85 WR	-	1400+00 WR	LT	WEBSTER TO RIVERSIDE	--	1	30	0.0	0.5	0.8	0.7	CURB RAMP
1421+65 RW	-	1421+94 RW	RT	RIVERSIDE TO WEBSTER	--	1	33	0.0	0.6	0.9	0.7	CURB RAMP
1421+75 EW	-	1421+91 EW	LT	STH 172 EB TO WEBSTER	--	1	33	0.0	0.6	0.9	0.7	CURB RAMP
106+13 W	-	106+49 W	RT	WEBSTER AVE	--	1	27	0.0	0.5	0.7	0.6	CURB RAMP
1422+15 WE	-	1422+18 WE	LT	WEBSTER TO STH 172 EB RAMP	--	1	57	0.0	1.0	1.5	1.3	CURB RAMP
1420+42 WWB	-	1421+08 WWB	RT	WEBSTER TO STH 172 WB RAMP	--	1	28	0.0	0.5	0.8	0.6	CURB RAMP
1420+42 WWB	-	1421+08 WWB	LT	WEBSTER TO STH 172 WB RAMP	--	1	78	0.0	1.4	2.1	1.7	CURB RAMP
1421+58 WBW	-	1421+97 WBW	RT	STH 172 WB TO WEBSTER	--	1	44	0.0	0.8	1.2	1.0	CURB RAMP
1421+58 WBW	-	1421+97 WBW	LT	STH 172 WB TO WEBSTER	--	1	33	0.0	0.6	0.9	0.7	CURB RAMP
1535+80 EGV	-	1536+05 EGV	RT	STH 172 EB TO CTH GV RAMP	--	1	22	0.0	0.4	0.6	0.5	CURB RAMP
1535+73 EGV	-	1536+08 EGV	LT	STH 172 EB TO CTH GV RAMP	--	1	56	0.0	1.0	1.5	1.2	CURB RAMP
1536+34 GVW	-	1536+60 GVW	RT	CTH GV TO STH 172 WB	--	1	33	0.0	0.6	0.9	0.7	CURB RAMP
1536+40 GVW	-	1536+76 GVW	LT	CTH GV TO STH 172 WB	--	1	61	0.0	1.1	1.7	1.4	CURB RAMP
				UNDISTRIBUTED	--	--	132	0	2	4	3	
				CATEGORY 0010 PROJECT TOTALS:	**9**	**14**	**1,405**	**0.2**	**25.0**	**38.3**	**31.3**	

** FOR INFORMATION ONLY, ITEMS INCIDENTAL TO GRADING, SHAPING AND FINISHING WING WALLS AND CURB RAMPS

EROSION CONTROL

STA	TO	STA	OFFSET	ALLIGNMENT	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7015 INLET PROTECTION TYPE C EACH	628.2002* EROSION MAT CLASS I TYPE A SY
		1398+70 EB	RT	STH 172	30	30	--	44
		1406+00 EB	RT	STH 172	30	30	--	44
1445+00 EB	-	1445+50 EB	RT	STH 172	40	40	--	44
1446+50 WB	-	1447+80 WB	RT	STH 172	100	100	--	53
1495+00 EB	-	1497+00 EB	RT	STH 172	200	200	--	80
1533+10 EB	-	1535+75 EB	RT	STH 172	280	280	1	67
1534+40 EB	-	1535+75 EB	LT	STH 172	130	130	--	60
1537+50 WB	-	1539+20 WB	RT	STH 172	160	160	--	53
1566+75 WB	-	1568+75 WB	LT	STH 172	170	170	1	227
1570+00 WB	-	1571+30 WB	RT	STH 172	140	140	--	56
				UNDISTRIBUTED	630	630	--	75
				TOTALS:	**1,910**	**1,910**	**2**	**803**

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOBILIZATIONS EROSION CONTROL

LOCATION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 EMERGENCY MOBILIZATION EROSION CONTROL EACH
PROJECT (1210-09-71)	2	2
TOTAL:	2	2

DELINEATORS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGN	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH	633.1000 DELINEATORS BARRIER WALL EACH
0010	1301+95 EB	-	1309+00 EB	RT	41 NB TO 172 EB RAMP	6	6	-
0010	1311+00 EB	-	1368+08 EB	RT	STH 172, EB	10	10	-
0010	1305+95 WB	-	1368+08 WB	RT	STH 172, WB	12	12	-
0010	1319+00 EH	-	1330+00 EH	RT	172 EB TO VAN DER PERREN WAY RAMP	8	8	-
0010	1327+00 YW	-	1336+00 YW	RT	PILGRIM WAY TO 172 WB RAMP	9	9	-
0010	1326+00 HE	-	1333+00 HE	RT	VAN DER PERREN WAY TO 172 EB RAMP	14	14	-
0010	1330+00 WY	-	1338+00 WY	RT	172 WB TO PILGRIM WAY RAMP	6	6	-
0010	1354+30 EB		1368+08 EB	LT/RT	STH 172 CENTERLINE BARRIER	-	-	22
0010	1405+32 RWB	-	1410+00 RWB	RT	RIVERSIDE TO 172 WB RAMP	7	7	-
0010	1408+00 ER	-	1413+00 ER	RT	172 EB TO RIVERSIDE RAMP	5	5	-
0010	1408+50 EW	-	1421+00 EW	RT	172 EB TO WEBSTER RAMP	16	16	-
0010	1405+50 WWB	-	1415+00 WWB	RT	WEBSTER TO 172 WB RAMP	11	11	-
0010	1423+00 WE	-	1441+00 WE	RT	WEBSTER TO 172 EB RAMP	19	19	-
0010	1422+00 WBW	-	1439+00 WBW	RT	172 WB TO WEBSTER RAMP	17	17	-
0010	1400+50 EB	-	1430+30 EB	LT/RT	STH 172 CENTERLINE BARRIER	-	-	34
0010	1400+00 EB	-	1584+30 EB	RT	STH 172, EB	34	34	-
0010	1400+00 WB	-	1580+00 WB	RT	STH 172, WB	34	34	-
0010	1518+00 EGV	-	1535+35 EGV	RT	172 EB TO GV RAMP	17	17	-
0010	1515+80 GVW	-	1536+32 GVW	RT	GV TO 172 WB RAMP	20	20	-
0010	1537+00 GVE	-	1560+00 GVE	RT	GV TO 172 EB RAMP	23	23	-
0010	1538+00 WGV	-	1555+50 WGV	RT	172 WB TO GV RAMP	18	18	-
0010	1584+30 ES	-	1591+18 ES	RT	172 EB TO 43 SB RAMP	7	7	-
0010	1580+00 SW	-	1636+00 SW	RT	43 SB TO 172 WB RAMP	58	58	-
0010	1594+00 EB	-	1635+00 EB	RT	43 NB TO 172 WB RAMP	34	34	-
0010	1592+00 EB	-	455+25 EB	RT	172 EB TO 43 NB RAMP	41	41	-
					TOTALS:	426	426	56

PERMANENT SIGNS

CATEGORY	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN DIMENSIONS W IN.	X	H IN.	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.1210 SIGNS TYPE I REFLECTIVE H SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	REMARKS
0010	1398+15 EB	CL	E6-51	WEBSTER AVE AHEAD	120	X	132	--	--	--	110.00	--	--	S-05-389
0010	1398+15 EB	CL	E6-51	RIVERSIDE DRIVE AHEAD	132	X	138	--	--	--	126.50	--	--	S-05-389
0010	1406+00 EB	CL	E6-1	WEBSTER AVE/RIVERSIDE DR	228	X	114	--	--	--	180.50	--	--	S-05-388
0010	1406+00 EB	108' RT						1	--	3	0.00	--	--	REMOVE EXISTING SIGN S-05-18
0010	0000	PARK AND RIDE	R7-8A	ADA RESERVED PARKING	12	X	18	--	--	--	--	1.50	1	
0010	0000	PARK AND RIDE	R7-8A	ADA RESERVED PARKING	12	X	18	--	--	--	--	1.50	1	
0010	0000	PARK AND RIDE	R7-8A	ADA RESERVED PARKING	12	X	18	--	--	--	--	1.50	1	
0010	0000	PARK AND RIDE	R7-8A	ADA RESERVED PARKING	12	X	18	--	--	--	--	1.50	1	
0010	0000	PARK AND RIDE	R7-8A	ADA RESERVED PARKING	12	X	18	--	2	2	--	1.50	--	
0010	0000	PARK AND RIDE	R7-8V	VAN ACCESSIBLE	12	X	6	--	--	--	--	0.50	1	
							TOTALS:	1	2	5	417.00	8.00	5	

PAVEMENT MARKING ITEMS

CATEGORY	ALIGNMENT	STATION	TO	STATION	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 FT LINE 50 FT SKIP WHITE LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 3 FT LINE 9 FT SKIP YELLOW LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 12.5 FT LINE 50 FT SKIP WHITE LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 3 FT LINE 9 FT SKIP YELLOW LF	646.9055 * MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH LF	646.3555 MARKING LINE GROOVED CONTRAST PREMANENT TAPE 8-INCH LINE WHITE EACH	646.3555 MARKING LINE GROOVED CONTRAST PREMANENT TAPE 8-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH LINE WHITE EACH	646.6468 COLD WEATHER MARKING EPOXY 8-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.9155 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH LF
0010	172 EB	1301+96 EB	-	1318+72 EB	1,675	1,550	815	70	-	365	70	-	75	185	115	185	115	35
0010	172 EB TO VANDERPERREN	1318+72 EH	-	1331+41 EH	1,155	1,120	-	-	-	-	-	-	-	760	-	760	-	-
0010	172 EB	1318+72 EB	-	1340+03 EB	915	1,865	855	-	-	465	-	-	125	-	-	-	-	-
0010	VANDERPERREN TO 172 EB	1325+05 HE	-	1340+03 HE	1,705	895	215	-	-	100	-	-	-	1,855	-	1,855	-	-
0010	172 EB	1340+03 EB	-	1368+08 EB	2,290	2,290	1,120	-	-	550	-	-	275	-	-	-	-	-
0010	172 EB	1368+08 EB	-	1400+28 EB			-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1400+28 EB	-	1438+50 EB	2,880	3,820	1,530	20	-	750	20	-	-	-	-	-	-	-
0010	172 EB	1402+08 EB	-	1407+75 EB	560	240	-	-	-	-	-	-	-	650	-	650	-	-
0010	172 EB TO RIVERSIDE	1412+85 ER	-	1400+08 ER	1,365	1,155	-	20	-	-	20	-	-	-	-	-	-	-
0010	172 EB TO WEBSTER	1407+75 EW	-	1417+48 EW	850	980	135	-	-	75	-	-	-	250	-	250	-	-
0010	RIVERSIDE TO WEBSTER	1400+10 RW	-	1417+42 RW	1,725	1,735	-	25	-	-	25	-	-	-	-	-	-	-
0010	172 EB TO WEBSTER	1417+48 EW	-	1421+75 EW	430	425	65	-	-	65	-	-	-	220	-	220	-	-
0010	WEBSTER TO 172 EB	1422+30 WE	-	1438+50 WE	1,580	990	115	-	-	50	-	-	-	1,245	-	1,245	-	-
0010	172 EB	1438+50 EB	-	1520+21 EB	7,425	7,425	1,995	20	-	990	20	-	125	-	-	-	-	-
0010	172 EB TO CTH GV	1520+21 EGV	-	1535+80 EGV	1,515	1,245	-	-	-	-	-	-	-	1,125	-	1,125	-	-
0010	172 EB	1520+21 EB	-	1553+33 EB	2,385	3,150	665	-	-	350	-	-	-	-	-	-	-	-
0010	CTH GV TO 172 EB	1536+73 GVE	-	1553+33 GVE	1,660	1,195	-	-	-	-	-	-	-	920	-	920	-	-
0010	172 EB	1553+33 EB	-	1587+03 EB	3,230	3,225	675	25	-	340	25	-	40	-	-	-	-	-
0010	172 EB	1587+03 EB	-	1592+86 EB	415	580	115	-	-	50	-	-	-	995	-	995	-	-
0010	172 EB	1592+86 EB	-	455+27 EB	4,155	4,125	915	-	-	465	-	-	115	-	-	-	-	-
0010	172 WB	1635+02 WB	-	1594+32 WB	3,335	3,325	-	-	-	-	-	-	-	1,225	-	1,225	-	-
0010	I-43 SB TO 172 WB	1638+43 SW	-	1594+11 SW	4,395	4,410	885	-	-	1,100	-	-	-	-	-	-	-	-
0010	172 WB	1594+32 WB	-	1581+31 WB	1,300	1,300	260	-	-	140	-	-	-	2,600	-	2,600	-	-
0010	172 WB	1581+31 WB	-	1553+50 WB	2,595	2,605	790	-	-	415	-	-	-	50	485	50	485	-
0010	172WB TO CTH GV	1552+98 WGV	-	1337+35 WGV	1,580	1,110	-	-	-	-	-	-	-	905	-	905	-	-
0010	172 WB	1553+50 WB	-	1517+86 WB	2,135	3,400	715	-	-	375	-	-	-	-	-	-	-	-
0010	CTH GV TO 172 WB	1536+36 GVW	-	1517+86 GVW	1,850	1,090	-	-	-	-	-	-	-	1,515	-	1,515	-	-
0010	172 WB	1517+86 WB	-	1436+22 WB	7,425	7,425	1,630	25	-	1,925	25	-	165	-	-	-	-	-
0010	172 WB TO WEBSTER	1436+22 WBW	-	1421+88 WBW	1,435	1,125	-	-	-	-	-	-	-	845	-	845	-	-
0010	172 WB	1436+22 WB	-	1400+37 WB	2,350	3,585	800	-	-	440	-	-	-	1,830	-	1,830	-	-
0010	WEBSTER TO RIVERSIDE	1420+68 WR	-	1416+86 WR	340	385	-	-	-	-	-	-	-	-	-	-	-	-
0010	WEBSTER TO WB 172	1416+86 WWB	-	1405+98 WWB	990	1,705	-	-	-	-	-	-	-	425	-	425	-	-
0010	WEBSTER TO RIVERSIDE	1416+86 WR	-	1399+40 WR	1,740	1,670	-	-	15	-	-	15		-	-	-	-	-
0010	RIVERSIDE TO WB 172	1399+40 RWB	-	1409+19 RWB	1,125	835	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1400+37 WB	-	1368+07 WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1368+07 WB	-	1338+58 WB	2,435	2,440	1,180	280	-	600	280	-	275	-	-	-	-	155
0010	172 WB TO PILGRIM WAY	1338+58 WY	-	1330+59 WY	780	605	-	-	-	-	-	-	-	390	-	390	-	-
0010	172 WB	1338+58 WB	-	1323+12 WB	770	1,425	610	-	-	275	-	-	25	-	-	-	-	25
0010	PILGRIM WAY TO 172 WB	1335+21 YW	-	1323+12 YW	1,170	750	-	-	-	-	-	-	-	900	-	900	-	-
0010	172 WB	1323+12 WB	-	1305+95 WB	1,445	1,445	690	-	-	325	-	-	90	-	-	-	-	245
0010	RIVERSIDE	73+80 R	-	96+14 R	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	WEBSTER	106+13 W	-	112+38 W	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	GV	20+70	-	27+94	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	PARK N RIDE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CATEGORY 0010 SUBTOTALS:					77,110	78,645	16,775	485	15	10,210	485	15	1,310	18,890	600	18,890	600	460
					155,755		17,275			10,710				19,490		19,490		

*ADDITIONAL QUANTITIES ELSEWHERE

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	MISCELLANEOUS QUANTITIES	SHEET NO: 188	E

PAVEMENT MARKING ITEMS (CONTINUED)

CATEGORY	ALIGNMENT	STATION	TO	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 DOUBLE YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH 12.5 FT LINE 50 FT SKIP WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH 3 FT LINE 9 FT SKIP WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH LINE WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH 2 FT LINE 6 FT SKIP WHITE LF	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.7220 MARKING CHEVERON EPOXY 24-INCH WHITE LF	646.7420 CROSSWALK EPOXY TRANSVERSE 6-INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH WHITE EACH	646.5120 MARKING WORD EPOXY WHITE EACH	646.5020 MARKING EPOXY ARROW EPOXY TYPE 1 WHITE EACH	646.5020 MARKING EPOXY ARROW EPOXY TYPE 2 WHITE EACH	646.5020 MARKING EPOXY ARROW EPOXY TYPE 3 WHITE EACH	646.5220 MARKING SYMBOL EPOXY WHITE EACH	646.8320 MARKING PARKING STALL EPOXY WHITE LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH
0010	172 EB	1301+96 EB	-	1318+72 EB	120	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB TO VANDERPERREN	1318+72 EH	-	1331+41 EH	150	150	-	-	-	-	-	-	140	-	-	-	-	-	-	-	-	-
0010	172 EB	1318+72 EB	-	1340+03 EB	265	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	VANDERPERREN TO 172 EB	1325+05 HE	-	1340+03 HE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1340+03 EB	-	1368+08 EB	515	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1368+08 EB	-	1400+28 EB	3,205	3,225	-	-	50	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1400+28 EB	-	1438+50 EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1402+08 EB	-	1407+75 EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB TO RIVERSIDE	1412+85 ER	-	1400+08 ER	-	-	-	-	-	165	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB TO WEBSTER	1407+75 EW	-	1417+48 EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	RIVERSIDE TO WEBSTER	1400+10 RW	-	1417+42 RW	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-
0010	172 EB TO WEBSTER	14175+48 EW	-	1421+75 EW	-	-	-	-	-	-	-	40	-	-	-	-	2	4	-	-	-	-
0010	WEBSTER TO 172 EB	1422+30 WE	-	1438+50 WE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1438+50 EB	-	1520+21 EB	745	745	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB TO CTH GV	1520+21 EGV	-	1535+80 EGV	-	-	-	-	-	-	-	25	-	-	-	2	-	4	2	-	-	-
0010	172 EB	1520+21 EB	-	1553+33 EB	160	160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	CTH GV TO 172 EB	1536+73 GVE	-	1553+33 GVE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1553+33 EB	-	1587+03 EB	145	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1587+03 EB	-	1592+86 EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 EB	1592+86 EB	-	455+27 EB	420	430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1635+02 WB	-	1594+32 WB	740	745	-	-	-	235	-	-	-	-	-	-	-	-	-	-	-	-
0010	I-43 SB TO 172 WB	1638+43 SW	-	1594+11 SW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1594+32 WB	-	1581+31 WB	-	-	-	-	-	-	-	-	1,145	-	-	-	-	-	-	-	-	-
0010	172 WB	1581+31 WB	-	1553+50 WB	145	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172WB TO CTH GV	1552+98 WGV	-	1337+35 WGV	-	-	-	-	-	-	-	40	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1553+50 WB	-	1517+86 WB	160	160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	CTH GV TO 172 WB	1536+36 GVW	-	1517+86 GVW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1517+86 WB	-	1436+22 WB	740	740	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB TO WEBSTER	1436+22 WBW	-	1421+88 WBW	-	-	-	-	-	-	-	35	-	-	-	2	-	2	2	-	-	-
0010	172 WB	1436+22 WB	-	1400+37 WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	WEBSTER TO RIVERSIDE	1420+68 WR	-	1416+86 WR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	WEBSTER TO WB 172	1416+86 WWB	-	1405+98 WWB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	WEBSTER TO RIVERSIDE	1416+86 WR	-	1399+40 WR	-	-	-	-	-	160	-	-	-	-	-	-	-	-	-	-	-	-
0010	RIVERSIDE TO WB 172	1399+40 RWB	-	1409+19 RWB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1400+37 WB	-	1368+07 WB	3,245	3,230	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1368+07 WB	-	1338+58 WB	505	510	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB TO PILGRIM WAY	1338+58 WY	-	1330+59 WY	-	-	-	-	-	-	-	-	90	-	-	-	-	-	-	-	-	-
0010	172 WB	1338+58 WB	-	1323+12 WB	120	120	-	-	-	25	-	-	-	-	-	-	-	-	-	-	-	-
0010	PILGRIM WAY TO 172 WB	1335+21 YW	-	1323+12 YW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	172 WB	1323+12 WB	-	1305+95 WB	265	265	-	-	-	85	-	-	-	-	-	-	-	-	-	-	-	-
0010	RIVERSIDE	73+80 R	-	96+14 R	-	480	335	390	-	630	-	70	-	0	-	1	-	9	-	-	-	12
0010	WEBSTER	106+13 W	-	112+38 W	-	-	-	100	-	310	-	-	-	0	-	-	-	3	-	-	-	7
0010	GV	20+70	-	27+94	-	-	-	140	-	365	30	-	-	365	-	1	-	3	-	-	-	-
0010	PARK N RIDE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	3,230	-
	CATEGORY 0010 SUBTOTALS:				11,645	12,150	335	630	50	1,975	30	210	1,375	365	7	6	2	25	4	6	3,230	19
							24,810			2,005								31				

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TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE/BRIDGE	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9055 * MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH 12.5 FT LINE 50 FT SKIP WHITE LF	643.3105 YELLOW LF	643.3105 WHITE LF	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH WHITE LF	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH 12.5 FT LINE 50 FT SKIP WHITE LF	643.3120 YELLOW LF	643.3120 WHITE LF	643.3220 TEMPORARY MARKING LINE EPOXY 8-INCH WHITE LF	REMARKS
0010	STAGE 1B	610	--	--	4,290	4,280	--	--	-	--	--	--	IH 43 NB TO STH 173 WB
0010	STAGE 2A	--	--	--	--	--	--	--	--	--	--	--	STH 172 EB/WB
0010	STAGE 2A/ EB B-05-172	3,885	65	370	5,050	1,580	--	780	--	--	--	--	STA 1436+54 - STA 1452+34 EB
0010	STAGE 2A/ EB B-05-176	3,725	40	--	3,375	1,580	--	--	--	--	--	--	STA 1486+96 - STA 1502+76 EB
0010	STAGE 2A/ EB B-05-180	4,540	40	55	4,065	2,030	--	--	--	--	--	--	STA 1522+69 - STA 1543+00 EB
0010	STAGE 2A/ WB B-05-181	5,550	75	--	6,795	2,265	--	--	--	--	--	--	STA 1558+18 - STA 1581+14 WB
0010	STAGE 2B	--	--	--	--	--	--	--	--	--	--	--	STH 172 EB/WB
0010	STAGE 2B/ WB B-05-171	4,295	40	--	3,845	1,925	--	--	--	--	--	--	STA 1439+10 - STA 1458+32 WB
0010	STAGE 2B/ EB B-05-180	--	--	--	4,065	2,030	--	--	--	--	--	--	STA 1522+69 - STA 1543+00 EB
0010	STAGE 2B/ WB B-05-179	3,940	40	--	3,525	1,765	--	--	--	--	--	--	STA 1528+60 - STA 1546+23 WB
0010	STAGE 2B/ WB B-05-181	--	--	--	5,165	1,720	--	--	--	--	--	--	STA 1563+82 - STA 1581+32 WB
0010	STAGE 2B/ EB B-05-172	--	--	--	2,295	1,580	--	390	--	--	--	--	STA 1436+54 - STA 1452+34 EB
0010	STAGE 2B/ EB B-05-176	--	--	--	1,980	1,580	--	--	--	--	--	--	STA 1486+96 - STA 1502+76 EB
0010	STAGE 3C	--	--	--	--	--	--	--	--	--	--	--	STH 172 EB/WB
0010	STAGE 2B/ WB B-05-171	--	--	--	2,410	1,925	--	--	--	--	--	--	STA 1439+10 - STA 1458+32 WB
0010	STAGE 2B/ EB B-05-180	--	--	--	2,390	1,905	--	55	--	--	--	--	STA 1522+69 - STA 1543+00 EB
0010	STAGE 2B/ WB B-05-179	--	--	--	2,215	1,765	--	--	--	--	--	--	STA 1528+60 - STA 1546+23 WB
0010	STAGE 2B/ WB B-05-181	--	--	--	2,560	1,765	--	--	--	--	--	--	STA 1563+82 - STA 1581+32 WB
0010	STAGE 3A	--	--	--	49,560	--	3,775	17,165	49,560	--	3,775	17,165	STH 172 EB/WB
0010	STAGE 3B	--	--	--	--	55,220	6,415	--	--	55,220	6,415	--	STH 172 EB/WB
TOTALS:		26,545	300	425	103,585	84,915	10,190	18,390	49,560	55,220	10,190	17,165	
							198,690				114,970		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL SUMMARY

	DURATION CALENDAR DAYS*	643.0300 TRAFFIC CONTROL DRUMS		643.1070 TRAFFIC CONTROL CONES 42-INCH		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS SIGNS		643.1205.S TRAFFIC CONTROL BASIC TRAFFIC QUEUE WARNING SYSTEMS	
		EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
Stage 1A																					
STH 172 WB ADVANCED SIGNING	30	155	4,650	660	19,800	--	--	60	1,800	120	3,600	--	--	3	90	41	1,230	1	7	1	30
STH 172 WB UNEVEN LANES	30	--	--	--	--	--	--	--	--		--	--	--	--	--	12	360	--	--	--	--
STH 172 EB ADVANCED SIGNING	30	140	4,200	590	17,700	--	--	93	2,790	186	5,580	--	--	3	90	59	1,770	1	7	1	30
STH 172 EB UNEVEN LANES	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	360	--	--	--	--
IH 43 SB/STH 172 WB RAMP	30	70	2,100	--	--	--	--	7	210	14	420	--	--	3	90	21	630	1	7	1	30
IH 43 NB/ STH 172 WB	30	60	1,800	--	--	--	--	7	210	14	420	--	--	--	--	16	480	1	7	1	30
PILGRAM WAY/STH 172 WB RAMP	30	10	300	--	--	--	--	5	150	10	300	--	--	--	--	1	30	1	3	--	--
STH 172 WB/ PILGRAM WAY RAMP	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
VANDERPERREN WAY/STH 172 EB RAMP	30	10	300	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
STH 172 EB/ VANDERPERREN WAY	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
RIVERSIDE DR/STH 172 WB RAMP	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
STH 172 EB/ RIVERSIDE RD RAMP	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
WEBSTER AVE/STH 172 EB RAMP	30	10	300	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
STH 172 EB/ WEBSTER AVE RAMP	30	20	600	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
WEBSTER AVE/ RIVERSIDE DR RAMP	30	10	300	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
WEBSTER AVE/ STH 172 WB RAMP	30	10	300	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
STH 172 WB/ WEBSTER AVE RAMP	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
STH 172 WB/ CTH GV RAMP	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
CTH GV/STH 172 WB RAMP	30	10	300	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
STH 172 EB/ CTH GV RAMP	30	40	1,200	--	--	--	--	--	--	--	--	20	600	--	--	1	30	1	3	--	--
CTH GV/STH 172 EB RAMP	30	10	300	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	3	--	--
IH 41 SB/STH 172 EB RAMP	30	50	1,500	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	7	1	30
IH 41 NB/STH 172 EB RAMP	30	50	1,500	--	--	--	--	--	--	--	--	--	--	--	--	1	30	1	7	1	30
RIVERSIDE DR	30	200	6,000	--	--	5	150	6	180	12	360	60	1,800	--	--	10	300	1	7	--	--
WEBSTER AVE	30	70	2,100	--	--	8	240	6	180	12	360	20	600	--	--	17	510	1	7	--	--
CTH GV	30	90	2,700	--	--	6	180	6	180	12	360	25	750	--	--	11	330	1	7	--	--
SUB-TOTALS STAGE 1A			37,650		37,500		570		5,700		11,400		7,350		270		6,480		108		180
Stage 1B																					
STH 172 WB ADVANCED SIGNING	25	155	3,875	340	8,500	--	--	60	1,500	120	3,000	--	--	2	50	32	800	1	7	1	25
STH 172 WB UNEVEN SURFACE	25	--	--	--	--	--	--	--	--		--	--	--	--	--	12	300	--	--	--	--
STH 172 EB ADVANCED SIGNING	25	140	3,500	300	7,500	--	--	93	2,325	186	4,650	--	--	2	50	59	1,475	1	7	1	25
STH 172 EB UNEVEN LANES	25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	300	--	--	--	--
IH 43 SB/STH 172 WB RAMP	25	70	1,750	--	--	--	--	7	175	14	350	--	--	2	50	12	300	1	7	1	25
IH 43 NB/ STH 172 WB	25	60	1,500	--	--	--	--	7	175	14	350	--	--	--	--	16	400	1	7	1	25
PILGRAM WAY/STH 172 WB RAMP	25	10	250	--	--	--	--	5	125	10	250	--	--	--	--	4	100	1	3	--	--
STH 172 WB/ PILGRAM WAY RAMP	25	40	1,000	--	--	--	--	8	200	16	400	20	500	--	--	1	25	1	3	--	--
VANDERPERREN WAY/STH 172 EB RAMP	25	10	250	--	--	--	--	12	300	24	600	--	--	--	--	4	100	1	3	--	--
STH 172 EB/ VANDERPERREN WAY	25	40	1,000	--	--	--	--	8	200	16	400	20	500	--	--	19	475	1	3	--	--
RIVERSIDE DR/STH 172 WB RAMP	25	40	1,000	--	--	--	--	8	200	16	400	20	500	--	--	4	100	1	3	--	--
STH 172 EB/ RIVERSIDE RD RAMP	25	40	1,000	--	--	--	--	8	200	16	400	20	500	--	--	4	100	1	3	--	--
WEBSTER AVE/STH 172 EB RAMP	25	10	250	--	--	--	--	--	--	--	--	--	--	--	--	1	25	1	3	--	--
STH 172 EB/ WEBSTER AVE RAMP	25	20	500	--	--	--	--	4	100	8	200	--	--	--	--	4	100	1	3	--	--
WEBSTER AVE/ RIVERSIDE DR RAMP	25	10	250	--	--	--	--	4	100	8	200	--	--	--	--	4	100	1	3	--	--
WEBSTER AVE/ STH 172 WB RAMP	25	10	250	--	--	--	--	4	100	8	200	--	--	--	--	4	100	1	3	--	--
STH 172 WB/ WEBSTER AVE RAMP	25	40	1,000	--	--	--	--	4	100	8	200	20	500	--	--	1	25	1	3	--	--
STH 172 WB/ CTH GV RAMP	25	40	1,000	--	--	--	--	8	200	16	400	20	500	--	--	1	25	1	3	--	--
CTH GV/STH 172 WB RAMP	25	10	250	--	--	--	--	4	100	8	200	--	--	--	--	1	25	1	3	--	--
STH 172 EB/ CTH GV RAMP	25	40	1,000	--	--	--	--	8	200	16	400	20	500	--	--	19	475	1	3	--	--
CTH GV/STH 172 EB RAMP	25	10	250	--	--	--	--	4	100	8	200	--	--	--	--	1	25	1	3	--	--
IH 41 SB/STH 172 EB RAMP	25	50	1,250	--	--	--	--	4	100	8	200	--	--	--	--	1	25	1	7	1	25
IH 41 NB/STH 172 EB RAMP	25	50	1,250	--	--	--	--	4	100	8	200	--	--	--	--	1	25	1	7	1	25
RIVERSIDE DR	25	200	5,000	--	--	5	125	6	150	12	300	60	1,500	--	--	10	250	1	7	--	--
WEBSTER AVE	25	70	1,750	--	--	8	200	6	150	12	300	20	500	--	--	17	425	1	7	--	--
CTH GV	25	90	2,250	--	--	6	150	6	150	12	300	25	625	--	--	11	275	1	7	--	--
SUB-TOTALS STAGE 1B			31,375		16,000		475		7,050		14,100		6,125		150		6,375		108		150

*FOR INFORMATION ONLY

**TRAFFIC CONTROL QUANTITIES ARE CATEGORY 0010

TRAFFIC CONTROL SUMMARY (CONTINUED)

	DURATION CALENDAR DAYS*	643.0300 TRAFFIC CONTROL DRUMS		643.1070 TRAFFIC CONTROL CONES 42-INCH		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS SIGNS		643.1205.S TRAFFIC CONTROL BASIC TRAFFIC QUEUE WARNING SYSTEMS	
		EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
Stage 2A																					
STH 172 WB ADVANCED SIGNING	30	25	750	--	--	--	--	3	90	6	180	25	750	--	--	12	360	--	--	--	--
STH 172 EB ADVANCED SIGNING	30	200	6,000	--	--	--	--	2	60	4	120	50	1,500	2	60	47	1,410	1	7	1	30
IH 43 SB/STH 172 WB RAMP	30	--	--	--	--	--	--	1	30	2	60	30	900	--	--	8	240	1	7	1	30
IH 43 NB/ STH 172 WB	30	--	--	--	--	--	--	1	30	2	60	30	900	--	--	7	210	1	7	1	30
SUB-TOTALS STAGE 2A			6,750		--		--		210		420		4,050		60		2,220		21		90
Stage 2B																					
STH 172 WB ADVANCED SIGNING	30	175	5,250	--	--	--	--	3	90	6	180	25	750	--	--	12	360	--	--	--	--
STH 172 EB ADVANCED SIGNING	30	35	1,050	--	--	--	--	2	60	4	120	50	1,500	2	60	47	1,410	1	7	1	30
IH 43 SB/STH 172 WB RAMP	30	20	600	--	--	--	--	1	30	2	60	30	900	--	--	8	240	1	7	1	30
IH 43 NB/ STH 172 WB	30	20	600	--	--	--	--	1	30	2	60	30	900	--	--	8	240	1	7	1	30
CTH GV	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
WEBSTER AVE	30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB-TOTALS STAGE 2B			7,500		--		--		210		420		4,050		60		2,250		21		90
Stage 3A																					
STH 172 WB ADVANCED SIGNING	60	155	9,300	340	20,400	--	--	60	3,600	120	7,200	20	1,200	3	180	41	2,460	1	7	1	60
STH 172 WB UNEVEN LANES	60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	720	--	--	--	--
STH 172 EB ADVANCED SIGNING	60	155	9,300	301	18,060	--	--	93	5,580	186	11,160	20	1,200	3	180	59	3,540	1	7	1	60
STH 172 EB UNEVEN LANES	60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	720	--	--	--	--
IH 43 SB/STH 172 WB RAMP	60	70	4,200	--	--	--	--	7	420	14	840	20	1,200	3	180	21	1,260	1	7	1	60
IH 43 NB/ STH 172 WB	60	55	3,300	--	--	--	--	7	420	14	840	20	1,200	--	--	16	960	1	7	1	60
PILGRAM WAY/STH 172 WB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 WB/ PILGRAM WAY RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
VANDERPERREN WAY/STH 172 EB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 EB/ VANDERPERREN WAY	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
RIVERSIDE DR/STH 172 WB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 EB/ RIVERSIDE RD RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
WEBSTER AVE/STH 172 EB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 EB/ WEBSTER AVE RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
WEBSTER AVE/ RIVERSIDE DR RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
WEBSTER AVE/ STH 172 WB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 WB/ WEBSTER AVE RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 WB/ CTH GV RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
CTH GV/STH 172 WB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 EB/ CTH GV RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
CTH GV/STH 172 EB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
IH 41 SB/STH 172 EB RAMP	60	40	2,400	--	--	--	--	--	--	--	--	20	1,200	--	--	1	60	1	7	1	60
IH 41 NB/STH 172 EB RAMP	60	40	2,400	--	--	--	--	--	--	--	--	20	1,200	--	--	1	60	1	7	1	60
SUB-TOTALS STAGE 3A			39,900		38,460		--		10,020		20,040		7,200		540		10,680		87		360

*FOR INFORMATION ONLY

**TRAFFIC CONTROL QUANTITIES ARE CATEGORY 0010

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TRAFFIC CONTROL SUMMARY (CONTINUED)

	DURATION CALENDAR DAYS*	643.0300 TRAFFIC CONTROL DRUMS		643.1070 TRAFFIC CONTROL CONES 42-INCH		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS SIGNS		643.1205.S TRAFFIC CONTROL BASIC TRAFFIC QUEUE WARNING SYSTEMS	
		EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
Stage 3B																					
STH 172 WB ADVANCED SIGNING	60	155	9,300	660	39,600	--	--	60	3,600	120	7,200	--	--	--	--	32	1,920	1	7	1	60
STH 172 WB UNEVEN SURFACE	60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	720	--	--	--	--
STH 172 EB ADVANCED SIGNING	60	155	9,300	586	35,160	--	--	93	5,580	186	11,160	--	--	--	--	59	3,540	1	7	1	60
STH 172 EB UNEVEN LANES	60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	720	--	--	--	--
IH 43 SB/STH 172 WB RAMP	60	66	3,960	--	--	--	--	7	420	14	840	--	--	--	--	12	720	1	7	1	60
IH 43 NB/ STH 172 WB	60	56	3,360	--	--	--	--	7	420	14	840	--	--	--	--	16	960	1	7	1	60
PILGRAM WAY/STH 172 WB RAMP	60	10	600	--	--	--	--	5	300	10	600	--	--	--	--	4	240	1	3	--	--
STH 172 WB/ PILGRAM WAY RAMP	60	38	2,280	--	--	--	--	8	480	16	960	20	1,200	--	--	1	60	1	3	--	--
VANDERPERREN WAY/STH 172 EB RAMP	60	10	600	--	--	--	--	12	720	24	1,440	--	--	--	--	4	240	1	3	--	--
STH 172 EB/ VANDERPERREN WAY	60	38	2,280	--	--	--	--	8	480	16	960	20	1,200	--	--	19	1,140	1	3	--	--
RIVERSIDE DR/STH 172 WB RAMP	60	38	2,280	--	--	--	--	8	480	16	960	20	1,200	--	--	4	240	1	3	--	--
STH 172 EB/ RIVERSIDE RD RAMP	60	38	2,280	--	--	--	--	8	480	16	960	20	1,200	--	--	4	240	1	3	--	--
WEBSTER AVE/STH 172 EB RAMP	60	10	600	--	--	--	--	--	--	--	--	--	--	--	--	1	60	1	3	--	--
STH 172 EB/ WEBSTER AVE RAMP	60	20	1,200	--	--	--	--	4	240	8	480	--	--	--	--	4	240	1	3	--	--
WEBSTER AVE/ RIVERSIDE DR RAMP	60	10	600	--	--	--	--	4	240	8	480	--	--	--	--	4	240	1	3	--	--
WEBSTER AVE/ STH 172 WB RAMP	60	10	600	--	--	--	--	4	240	8	480	--	--	--	--	4	240	1	3	--	--
STH 172 WB/ WEBSTER AVE RAMP	60	38	2,280	--	--	--	--	4	240	8	480	20	1,200	--	--	1	60	1	3	--	--
STH 172 WB/ CTH GV RAMP	60	38	2,280	--	--	--	--	8	480	16	960	20	1,200	--	--	1	60	1	3	--	--
CTH GV/STH 172 WB RAMP	60	10	600	--	--	--	--	4	240	8	480	--	--	--	--	1	60	1	3	--	--
STH 172 EB/ CTH GV RAMP	60	38	2,280	--	--	--	--	8	480	16	960	20	1,200	--	--	19	1,140	1	3	--	--
CTH GV/STH 172 EB RAMP	60	10	600	--	--	--	--	4	240	8	480	--	--	--	--	1	60	1	3	--	--
IH 41 SB/STH 172 EB RAMP	60	50	3,000	--	--	--	--	4	240	8	480	--	--	--	--	1	60	1	7	1	60
IH 41 NB/STH 172 EB RAMP	60	50	3,000	--	--	--	--	4	240	8	480	--	--	--	--	1	60	1	7	1	60
SUB-TOTALS STAGE 3B			53,280		74,760		--		15,840		31,680		8,400		--		13,020		87		360
TOTALS:			176,455		166,720		1,045		39,030		78,060		37,175		1,080		41,025		432		1,230

*FOR INFORMATION ONLY

**TRAFFIC CONTROL QUANTITIES ARE CATEGORY 0010

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	STAGE	LOCATION	SIGN CODE	HEIGHT INCH	WIDTH INCH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	1	RIVERSIDE	--	48	30	10
0010	1	RIVERSIDE	--	48	30	10
0010	1	CTH GV	--	48	30	10
0010	1	CTH GV	--	48	30	10
					TOTALS:	**40**

3

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 RESURFACING REFERENCE LF	650.9911 SUPPLEMENTAL CONTROL EACH
0010	1305+94 WB	-	1635+02 WB	172 WB	29678	--
0010	1301+96 EB	-	1617+80 EB	172 EB	28360	--
0010	435+00 EB	-	455+27 EB	173 EB TO IH 43 NB RAMP	2027	--
0010	1327+21 YW	-	1335+22 YW	PILGRIM WAY TO 172WB RAMP	801	--
0010	1337+12 WY	-	1330+59 WY	172WB TO PILGRIM WAY	653	--
0010	1321+07 EH	-	1331+41 EH	172EB TO VANDERPERREN	1034	--
0010	1329+19 HE	-	1333+85 HE	VANDERPERREN WAY TO 172EB	466	--
0010	073+80 R	-	096+14 R	RIVERSIDE	2234	--
0010	1405+62 ER	-	1400+08 ER	172EB TO RIVERSIDE	554	--
0010	1400+06 RW	-	1421+75 RW	RIVERSIDE TO WEBSTER RAMP	2169	--
0010	1422+31 WE	-	1432+77 WE	WEBSTER TO 172 EB RAMP	1046	--
0010	1408+45 EW	-	1416+70 EW	172EB TO WEBSTER RAMP	825	--
0010	1405+32 RWB	-	1408+20 RWB	RIVERSIDE TO 172WB	288	--
0010	1407+67 WR	-	1415+25 WR	WEBSTER TO RIVERSIDE RAMP	758	--
0010	1421+88 WBW	-	1433+66 WBW	172WB TO WEBSTER RAMP	1178	--
0010	20+70	-	27+94	CTH GV	724	--
0010	1522+79 EGV	-	1535+36 EGV	172EB TO GV RAMP	1257	--
0010	1524+95 GVW	-	1536+36 GVW	GV TO 172WB RAMP	1141	--
0010	1536+73 GVE	-	1549+22 GVE	GV TO 172EB RAMP	1249	--
0010	1537+66 WGV	-	1548+98 WGV	172WB TO GV RAMP	1132	--
0010	1593+81 SW	-	1638+43 SW	43SB TO 172WB RAMP	4462	--
			PROJECT 1210-09-71		--	1
				TOTALS:	82,035	1

SAW CUTTING

CATEGORY	STATION	ROADWAY	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010	073+80 R	RIVERSIDE DRIVE	52	--
0010	096+25 R	RIVERSIDE DRIVE	50	--
0010	106+13 W	WEBSTER AVE	--	62
0010	107+80 W	WEBSTER AVE	--	62
0010	109+80 W	WEBSTER AVE	--	64
0010	112+33 W	WEBSTER AVE	--	34
0010	112+39 W	WEBSTER AVE	--	24
0010	20+69	CTH GV	--	38
0010	20+98	CTH GV	--	40
0010	27+87	CTH GV	--	42
0010	27+96	CTH GV	--	39
		TOTALS:	102	405

*ADDITIONAL QUANITIES ELSEWHERE

RECONNECTING WIRING

CATEGORY	STA	TO	STA	O/S	ROADWAY	SPV.0060.07 PULLING AND RECONNECTING ELECTRICAL WIRING EACH
0010	1404+50 EB	-	1407+05 EB	RT	STH 172	1
						1

CONSTRUCTION STAKING STRUCTURE LAYOUT

LOCATION	650.6501.02 CONSTRUCTION STAKING STRUCTURE LAYOUT B-05-171 EACH	650.6501.03 CONSTRUCTION STAKING STRUCTURE LAYOUT B-05-172 EACH	650.6501.04 CONSTRUCTION STAKING STRUCTURE LAYOUT B-05-178 EACH	650.6501.05 CONSTRUCTION STAKING STRUCTURE LAYOUT B-05-179 EACH	650.6501.06 CONSTRUCTION STAKING STRUCTURE LAYOUT B-05-180 EACH	650.6501.07 CONSTRUCTION STAKING STRUCTURE LAYOUT B-05-181 EACH
PROJECT 1210-09-71	1	1	1	1	1	1
TOTAL:	1	1	1	1	1	1

CONDUIT RIGID NONMETALLIC SCHEDULE 40

LOCATION S-05-0486 & S-05-2017 (STH 172 & CTH GV)			650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS	652.0210 1-INCH	652.0225 2-INCH	652.0605 2-INCH SPECIAL	652.0615 3-INCH SPECIAL
FROM	TO		EACH	LF	LF	LF	LF
PB1	PB2		--	--	155	30	--
PB2	PB3		--	160	--	--	--
PB4	PB5		--	--	--	--	50
PB6	SPLICE		--	--	5	--	--
PB6	SPLICE		--	--	5	--	--
PB7	SPLICE		--	--	5	--	--
PB7	SPLICE		--	--	5	--	--
		PROJECT:	1				
		TOTALS:	**1**	**160**	**175**	**30**	**50**

PULL BOXES

LOCATION	NON-CONDUCTIVE 653.0154 36x42-INCH EACH
S-05-0486 & S-05-2017 (STH 172 & CTH GV)	4
TOTALS:	**4**

REMOVING PULL BOXES

LOCATION	653.0905 EACH
S-05-0486 & S-05-2017 (STH 172 & CTH GV)	8
TOTALS:	**8**

LOOP DETECTORS

LOCATION	LOOP NO.	# OF TURNS	652.0800 CONDUIT LF	655.0700 LEAD IN CABLE LF	655.0800 WIRE LF
S-05-0486 (STH 172 WB & CTH GV)	11	3	92	98	284
	42	3	122	88	374
	43	3	112	88	344
	61	5	72	398	368
	62	5	72	238	368
S-05-2017 (STH 172 EB & CTH GV)					
	21	5	92	423	468
	22	5	92	263	468
	42	4	112	103	456
	43	4	92	103	376
	51	4	92	133	376
		TOTALS:	**950**	**1,935**	**3,882**

TRAFFIC SIGNALS

LOCATION	SPV.0060.06 REMOVE TRAFFIC SIGNAL (STH 172 & CTH GV) EACH
S-05-0486 & S-05-2017 (STH 172 & CTH GV)	1
TOTALS:	**1**

5

IWN R/L

PT: 1302+71.46'WB'

STH 172 WB R/L

1302

1302'WB'

STH 172 WB

1304'WB'

1306'WB'

1308'WB'

1310'WB'

1312'WB'

S65° 47' 59"E

1314'WB'

1316

STH 172 EB

1302'EB'

STH 172 EB R/L

1304

1304'EB'

1306'EB'

1308'EB'

1310'EB'

1312'EB'

S65° 47' 59"E

1314'EB'

1316

INE R/L

PCC: 1302+16.73

BEGIN PROJECT
STA 1302+00.00 'EB'
Y=555,184.822
X=84,367.750

IH 41 NB/STH172 EB RAMP

ONEIDA ST

MATCH LINE 1316+00

BUTT JOINT REQUIRED
MATCH PROJECT 1210-11-71
SEE CONSTRUCTION DETAIL

BEGIN CONSTRUCTION
STA 1302+02.23 'EB'

STA 1306+82'WB' RT TO 1309+04'WB' RT
REMOVE AND REPLACE GUARDRAIL

STA 1306+80'WB' LT TO 1309+01'WB' LT
REMOVE AND REPLACE GUARDRAIL

BUTT JOINT REQUIRED
MATCH PROJECT 1210-11-71
SEE CONSTRUCTION DETAIL

BEGIN CONSTRUCTION
STA 1305+94.72

STA 1306+54'EB' LT TO 1309+00'EB' LT
REMOVE AND REPLACE GUARDRAIL

STA 1306+53'EB' RT TO 1308+95'EB' RT
REMOVE AND REPLACE GUARDRAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-387
SEE STRUCTURE PLANS

B-5-386
SEE STRUCTURE PLANS

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STA 1310+93'WB' LT TO 1313+41'WB' LT
REMOVE AND REPLACE GUARDRAIL

STA 1310+93'WB' RT TO 1313+42'WB' RT
REMOVE AND REPLACE GUARDRAIL

STA 1310+89'EB' RT TO 1321+33'EB' RT
REMOVE AND REPLACE GUARDRAIL

LEGEND

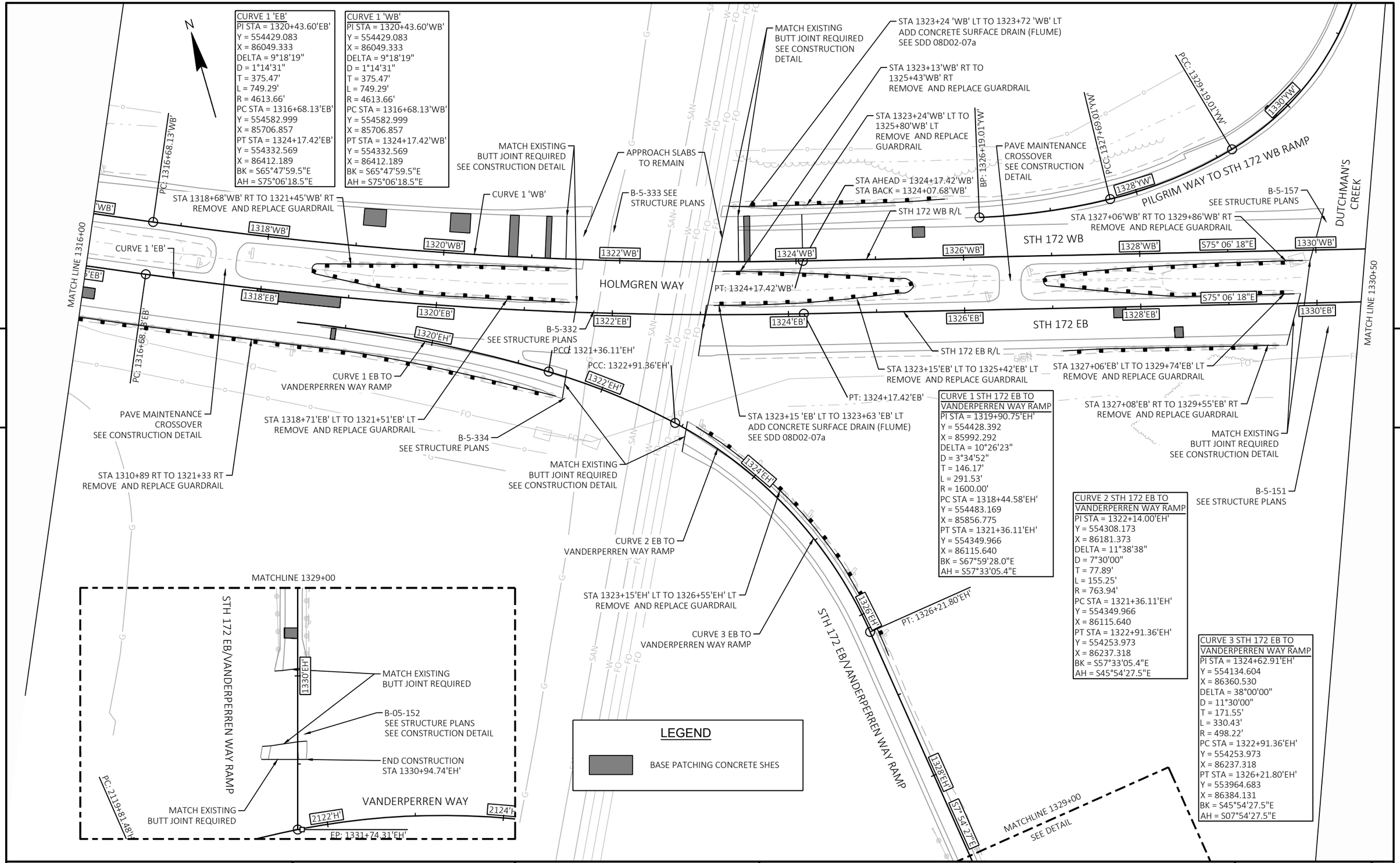
BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 196	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 7/22/2022 10:34 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

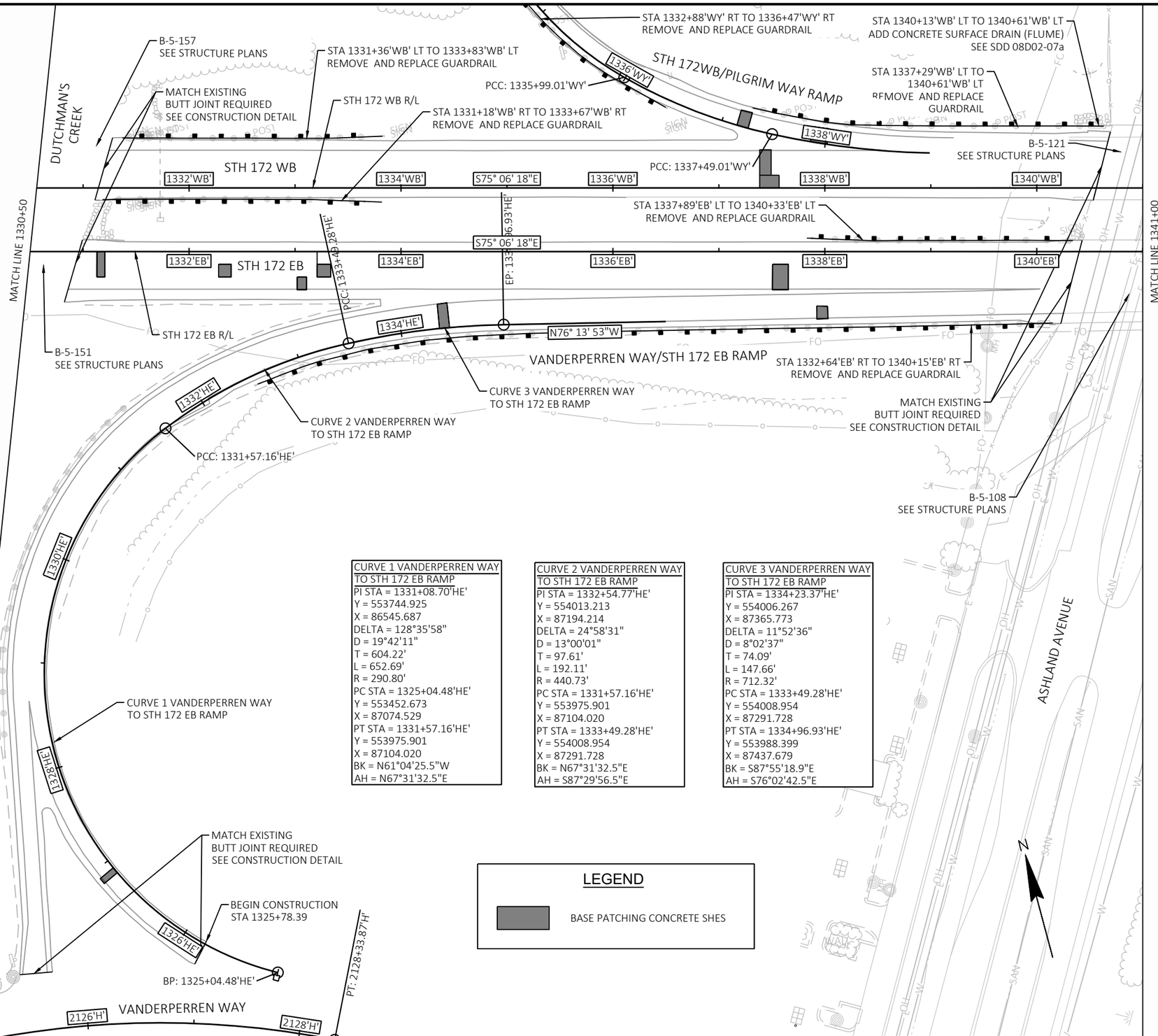
WISDOT/CADDS SHEET 44



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 197	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn
PLOT DATE : 7/22/2022 10:36 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

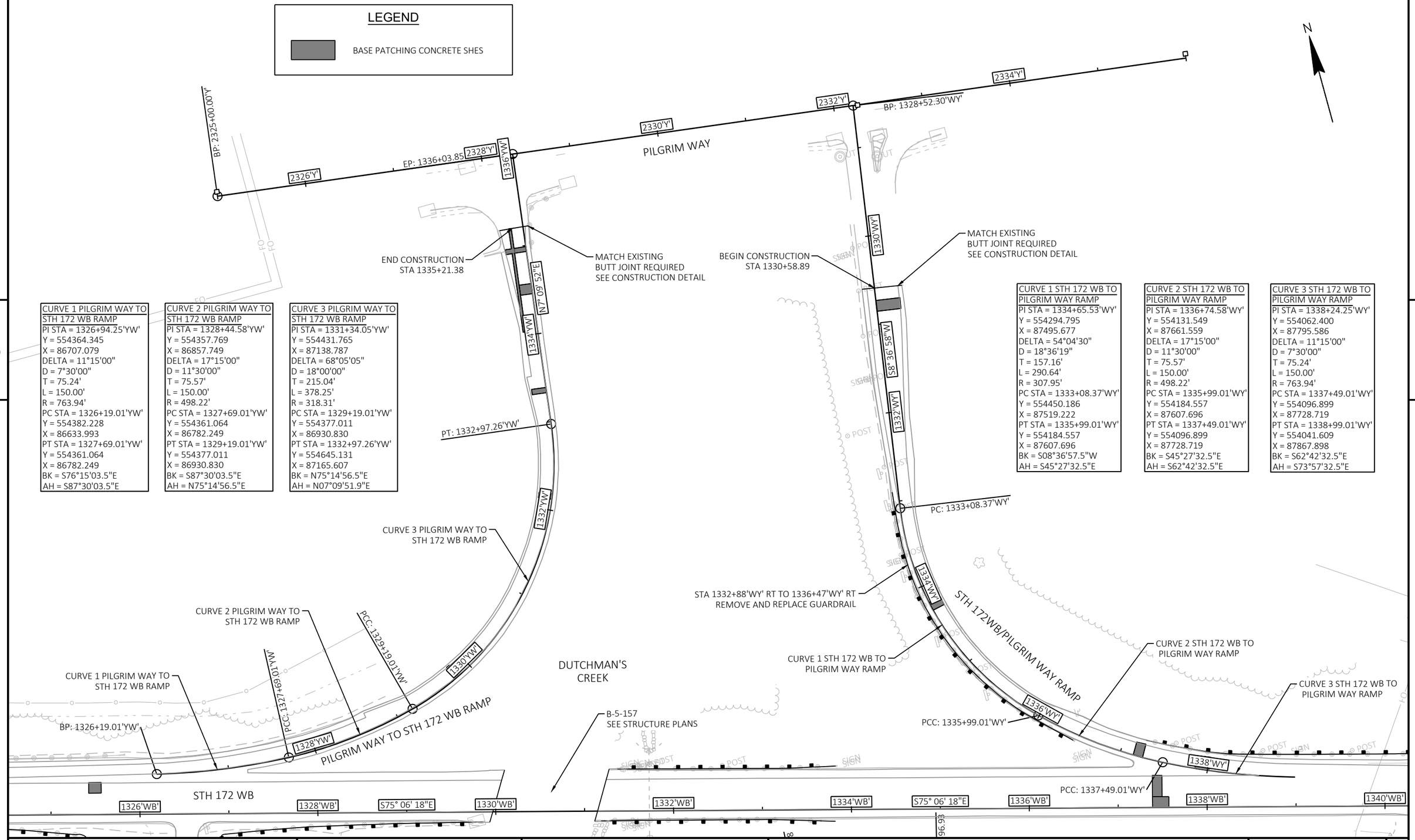
WISDOT/CADDS SHEET 44



CURVE 1 VANDERPERREN WAY TO STH 172 EB RAMP
PI STA = 1331+08.70'HE'
Y = 553744.925
X = 86545.687
DELTA = 128°35'58"
D = 19°42'11"
T = 604.22'
L = 652.69'
R = 290.80'
PC STA = 1325+04.48'HE'
Y = 553452.673
X = 87074.529
PT STA = 1331+57.16'HE'
Y = 553975.901
X = 87104.020
BK = N61°04'25.5"W
AH = N67°31'32.5"E

CURVE 2 VANDERPERREN WAY TO STH 172 EB RAMP
PI STA = 1332+54.77'HE'
Y = 554013.213
X = 87194.214
DELTA = 24°58'31"
D = 13°00'01"
T = 97.61'
L = 192.11'
R = 440.73'
PC STA = 1331+57.16'HE'
Y = 553975.901
X = 87104.020
PT STA = 1333+49.28'HE'
Y = 554008.954
X = 87291.728
BK = N67°31'32.5"E
AH = S87°29'56.5"E

CURVE 3 VANDERPERREN WAY TO STH 172 EB RAMP
PI STA = 1334+23.37'HE'
Y = 554006.267
X = 87365.773
DELTA = 11°52'36"
D = 8°02'37"
T = 74.09'
L = 147.66'
R = 712.32'
PC STA = 1333+49.28'HE'
Y = 554008.954
X = 87291.728
PT STA = 1334+96.93'HE'
Y = 553988.399
X = 87437.679
BK = S87°55'18.9"E
AH = S76°02'42.5"E



CURVE 1 PILGRIM WAY TO STH 172 WB RAMP
PI STA = 1326+94.25'YW'
Y = 554364.345
X = 86707.079
DELTA = 11°15'00"
D = 7°30'00"
T = 75.24'
L = 150.00'
R = 763.94'
PC STA = 1326+19.01'YW'
Y = 554382.228
X = 86633.993
PT STA = 1327+69.01'YW'
Y = 554361.064
X = 86782.249
BK = S76°15'03.5"E
AH = S87°30'03.5"E

CURVE 2 PILGRIM WAY TO STH 172 WB RAMP
PI STA = 1328+44.58'YW'
Y = 554357.769
X = 86857.749
DELTA = 17°15'00"
D = 11°30'00"
T = 75.57'
L = 150.00'
R = 498.22'
PC STA = 1327+69.01'YW'
Y = 554361.064
X = 86782.249
PT STA = 1329+19.01'YW'
Y = 554377.011
X = 86930.830
BK = S87°30'03.5"E
AH = N75°14'56.5"E

CURVE 3 PILGRIM WAY TO STH 172 WB RAMP
PI STA = 1331+34.05'YW'
Y = 554431.765
X = 87138.787
DELTA = 68°05'05"
D = 18°00'00"
T = 215.04'
L = 378.25'
R = 318.31'
PC STA = 1329+19.01'YW'
Y = 554377.011
X = 86930.830
PT STA = 1332+97.26'YW'
Y = 554645.131
X = 87165.607
BK = N75°14'56.5"E
AH = N07°09'51.9"E

CURVE 1 STH 172 WB TO PILGRIM WAY RAMP
PI STA = 1334+65.53'WY'
Y = 554294.795
X = 87495.677
DELTA = 54°04'30"
D = 18°36'19"
T = 157.16'
L = 290.64'
R = 307.95'
PC STA = 1333+08.37'WY'
Y = 554450.186
X = 87519.222
PT STA = 1335+99.01'WY'
Y = 554184.557
X = 87607.696
BK = S08°36'57.5"W
AH = S45°27'32.5"E

CURVE 2 STH 172 WB TO PILGRIM WAY RAMP
PI STA = 1336+74.58'WY'
Y = 554131.549
X = 87661.559
DELTA = 17°15'00"
D = 11°30'00"
T = 75.57'
L = 150.00'
R = 498.22'
PC STA = 1335+99.01'WY'
Y = 554184.557
X = 87607.696
PT STA = 1337+49.01'WY'
Y = 554096.899
X = 87728.719
BK = S45°27'32.5"E
AH = S62°42'32.5"E

CURVE 3 STH 172 WB TO PILGRIM WAY RAMP
PI STA = 1338+24.25'WY'
Y = 554062.400
X = 87795.586
DELTA = 11°15'00"
D = 7°30'00"
T = 75.24'
L = 150.00'
R = 763.94'
PC STA = 1337+49.01'WY'
Y = 554096.899
X = 87728.719
PT STA = 1338+99.01'WY'
Y = 554041.609
X = 87867.898
BK = S62°42'32.5"E
AH = S73°57'32.5"E

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 199	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 7/22/2022 10:40 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

MATCH LINE 1341+00

MATCH LINE 1356+00

STH 32/ASHLAND AVE

BROADWAY AVE

CANADIAN NATIONAL

N

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-121
SEE STRUCTURE PLANS

STA 1344+58'WB' LT TO 1353+25'WB' LT
REMOVE AND REPLACE GUARDRAIL

STH 172 WB R/L

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STA 1354+74'WB' LT TO 1367+92'WB' LT
REMOVE AND REPLACE GUARDRAIL

B-5-147
SEE STRUCTURE PLANS

1342'WB' 1344'WB' 1346'WB' 1348'WB' S75° 06' 18"E 1350'WB' 1352'WB' 1354'WB'

STH 172 WB

STA 1344+40'WB' RT TO 1346+92'WB' RT
REMOVE AND REPLACE GUARDRAIL

1342'EB' 1344'EB' 1346'EB' 1348'EB' 1350'EB' 1352'EB' 1354'EB'

STH 172 EB

STH 172 EB R/L

PC: 1348+05.78'EB'

STA 1350+44'EB' LT TO 1352+95'EB' LT
REMOVE AND REPLACE GUARDRAIL

B-5-108
SEE STRUCTURE PLANS

STA 1344+11'EB' RT TO 1352+73'EB' RT
REMOVE AND REPLACE GUARDRAIL

PAVE MAINTENANCE CROSSOVER
SEE CONSTRUCTION DETAIL

B-5-148
SEE STRUCTURE PLANS

STA 1354+21'EB' RT TO 1367+93'EB' RT
REMOVE AND REPLACE GUARDRAIL

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 200	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 7/22/2022 10:41 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CURVE 2 'WB'
PI STA = 1362+53.78'WB'
Y = 553403.984
X = 90134.950
DELTA = 3°25'47"
D = 0°20'38"
T = 498.66'
L = 997.02'
R = 16655.92'
PC STA = 1357+55.12'WB'
Y = 553532.610
X = 89653.166
PT STA = 1367+54.20'WB'
Y = 553304.411
X = 90623.566
BK = S75°03'07.1"E
AH = S78°28'54.0"E

N

FOX RIVER

CURVE 2 'WB'

STA 1354+74'WB' LT TO 1367+92'WB' LT
REMOVE AND REPLACE GUARDRAIL

STA AHEAD = 1367+54.20'WB'
STA BACK = 1367+52.14'WB'

STH 172 WB R/L

PT: 1367+54.20'WB'

B-5-149
SEE STRUCTURE PLANS

PC: 1357+55.12'WB'

1358'WB' 1360'WB' 1362'WB' 1364'WB' 1366'WB' 1368'WB' S78° 25' 43"E 1370'WB'

STH 172 WB

1358'EB' 1360'EB' 1362'EB' 1364'EB' 1366'EB' 1368'EB' S78° 25' 43"E 1370'EB'

PT: 1361+35.12'EB'

STH 172 EB

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STH 172 EB R/L

CURVE 2 'EB'

STA 1354+21'EB' RT TO 1367+93'EB' RT
REMOVE AND REPLACE GUARDRAIL

MATCH LINE 1356+00

MATCH LINE 1371+00

CURVE 2 'EB'
PI STA = 1354+70.64'EB'
Y = 553547.752
X = 89362.815
DELTA = 3°19'24"
D = 0°15'00"
T = 664.86'
L = 1329.35'
R = 22918.31'
PC STA = 1348+05.78'EB'
Y = 553718.652
X = 88720.295
PT STA = 1361+35.12'EB'
Y = 553414.387
X = 90014.161
BK = S75°06'18.5"E
AH = S78°25'42.6"E

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 201	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 7/22/2022 10:42 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

MATCH LINE 1371+00

FOX RIVER

STH 172 WB R/L

B-5-149
SEE STRUCTURE PLANS

PC: 1384+31.35'WB'

1372'WB' 1374'WB' 1376'WB' 1378'WB' S78° 25' 43"E 1380'WB' 1382'WB' 1384'WB' 1386

STH 172 WB

S78° 25' 43"E

STH 172 EB

1372'EB' 1374'EB' 1376'EB' 1378'EB' 1380'EB' 1382'EB' 1384'EB' 1386

STH 172 EB R/L

PC: 1384+31.36'EB'

FO FO FO FO FO FO FO FO FO FO FO

MATCH LINE 1386+00

5

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 202	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 7/22/2022 10:43 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

5

CURVE 3 'WB'
PI STA = 1398+58.94'WB'
Y = 552681.630
X = 93665.201
DELTA = 27°58'55"
D = 1°00'00"
T = 1427.59'
L = 2798.19'
R = 5729.58'
PC STA = 1384+31.35'WB'
Y = 552967.990
X = 92266.631
PT STA = 1412+22.47'WB'
Y = 551772.547
X = 94765.913
BK = S78°25'42.6"E
AH = S50°26'47.6"E

FOX RIVER

CURVE 3 'WB'

1388'WB' 1390'WB' 1392'WB' 1394'WB' 1396'WB' 1398'WB' 1400'WB'

1388'EB' 1390'EB' 1392'EB' 1394'EB' 1396'EB' 1398'EB' 1400'EB'

CURVE 3 'EB'

MATCH LINE 1386+00

B-5-149
SEE STRUCTURE PLANS

STH 172 EB R/L

STH 172 EB

STH 172 WB

STH 172 WB R/L

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

BP: 1398+82.65'RWB'

REMOVE EXISTING SIGN
STRUCTURE S-05-19.
CONSTRUCT S-05-0388
(SEE STRUCTURE PLANS)

MATCH LINE 1401+00

STH 57/RIVERSIDE DRIVE

BP: 1399+54.93'ER'

1400'ER'

S57° 33' 38"E

1400'RW'

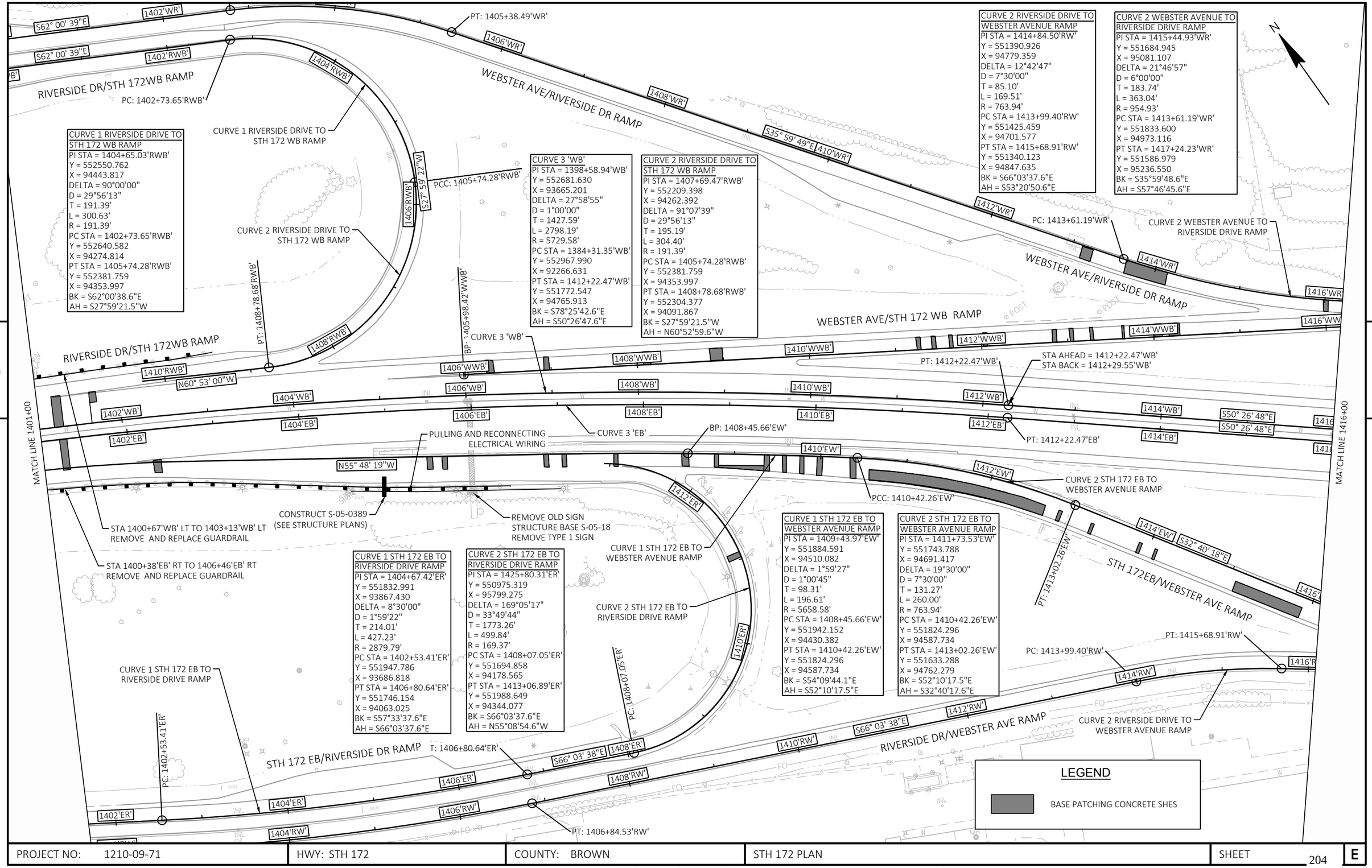
S57° 33' 38"E

CURVE 3 'EB'
PI STA = 1398+55.33'EB'
Y = 552668.150
X = 93658.753
DELTA = 27°58'55"
D = 1°00'09"
T = 1423.97'
L = 2791.11'
R = 5715.08'
PC STA = 1384+31.36'EB'
Y = 552953.785
X = 92263.722
PT STA = 1412+22.47'EB'
Y = 551761.367
X = 94756.680
BK = S78°25'42.6"E
AH = S50°26'47.6"E

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 203	E



CURVE 1 RIVERSIDE DRIVE TO STH 172 WB RAMP
PI STA = 1404+65.03'RWB'
Y = 552550.762
X = 94443.817
DELTA = 90°00'00"
D = 29°56'13"
T = 191.39'
L = 300.63'
R = 191.39'
PC STA = 1402+73.65'RWB'
Y = 552640.582
X = 94274.814
PT STA = 1405+74.28'RWB'
Y = 552381.759
X = 94353.997
BK = S62°00'38.6"E
AH = S27°59'21.5"W

CURVE 3 'WB'
PI STA = 1398+58.94'WB'
Y = 552681.630
X = 93665.201
DELTA = 27°58'55"
D = 1°00'00"
T = 1427.59'
L = 2798.19'
R = 5729.58'
PC STA = 1384+31.35'WB'
Y = 552967.990
X = 92266.631
PT STA = 1412+22.47'WB'
Y = 551772.547
X = 94765.913
BK = S78°25'42.6"E
AH = S50°26'47.6"E

CURVE 2 RIVERSIDE DRIVE TO STH 172 WB RAMP
PI STA = 1407+69.47'RWB'
Y = 552209.398
X = 94262.392
DELTA = 91°07'39"
D = 29°56'13"
T = 195.19'
L = 304.40'
R = 191.39'
PC STA = 1405+74.28'RWB'
Y = 552381.759
X = 94353.997
PT STA = 1408+78.68'RWB'
Y = 552304.377
X = 94091.867
BK = S27°59'21.5"W
AH = N60°52'59.6"W

CURVE 2 RIVERSIDE DRIVE TO WEBSTER AVENUE RAMP
PI STA = 1414+84.50'RW'
Y = 551390.926
X = 94779.359
DELTA = 12°42'47"
D = 7°30'00"
T = 85.10'
L = 169.51'
R = 763.94'
PC STA = 1413+99.40'RW'
Y = 551425.459
X = 94701.577
PT STA = 1415+68.91'RW'
Y = 551340.123
X = 94847.635
BK = S66°03'37.6"E
AH = S53°20'50.6"E

CURVE 2 WEBSTER AVENUE TO RIVERSIDE DRIVE RAMP
PI STA = 1415+44.93'WR'
Y = 551684.945
X = 95081.107
DELTA = 21°46'57"
D = 6°00'00"
T = 183.74'
L = 363.04'
R = 954.93'
PC STA = 1413+61.19'WR'
Y = 551833.600
X = 94973.116
PT STA = 1417+24.23'WR'
Y = 551586.979
X = 95236.550
BK = S35°59'48.6"E
AH = S57°46'45.6"E

CURVE 1 STH 172 EB TO RIVERSIDE DRIVE RAMP
PI STA = 1404+67.42'ER'
Y = 551832.991
X = 93867.430
DELTA = 8°30'00"
D = 1°59'22"
T = 214.01'
L = 427.23'
R = 2879.79'
PC STA = 1402+53.41'ER'
Y = 551947.786
X = 93686.818
PT STA = 1406+80.64'ER'
Y = 551746.154
X = 94063.025
BK = S57°33'37.6"E
AH = S66°03'37.6"E

CURVE 2 STH 172 EB TO RIVERSIDE DRIVE RAMP
PI STA = 1425+80.31'ER'
Y = 550975.319
X = 95799.275
DELTA = 169°05'17"
D = 33°49'44"
T = 1773.26'
L = 499.84'
R = 169.37'
PC STA = 1408+07.05'ER'
Y = 551694.858
X = 94178.565
PT STA = 1413+06.89'ER'
Y = 551988.649
X = 94344.077
BK = S66°03'37.6"E
AH = N55°08'54.6"W

CURVE 1 STH 172 EB TO WEBSTER AVENUE RAMP
PI STA = 1409+43.97'EW'
Y = 551884.591
X = 94510.082
DELTA = 1°59'27"
D = 1°00'45"
T = 98.31'
L = 196.61'
R = 5658.58'
PC STA = 1408+45.66'EW'
Y = 551942.152
X = 94430.382
PT STA = 1410+42.26'EW'
Y = 551824.296
X = 94587.734
BK = S54°09'44.1"E
AH = S52°10'17.5"E

CURVE 2 STH 172 EB TO WEBSTER AVENUE RAMP
PI STA = 1411+73.53'EW'
Y = 551743.788
X = 94691.417
DELTA = 19°30'00"
D = 7°30'00"
T = 131.27'
L = 260.00'
R = 763.94'
PC STA = 1410+42.26'EW'
Y = 551824.296
X = 94587.734
PT STA = 1413+02.26'EW'
Y = 551633.288
X = 94762.279
BK = S52°10'17.5"E
AH = S32°40'17.6"E

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 204	E

5

MATCH LINE 1416+00

EP: 113+00.00'W'

PT: 1417+24.23'WR'

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

1421'WW'

BP: 1421+49.78'WBW'

1418'WR'

S57° 46' 46"E

1420'WR'

1420'WWB'

1418'WWB'

WEBSTER AVE/STH 172WB RAMP

1422'WBW'

STH 172 WB/WEBSTER AVE RAMP

1424'WBW'

1426'WBW'

1428'WBW'

PC: 1428+05.63'WBW'

1430'WBW'

CURVE 1 STH 172 WB TO
WEBSTER AVENUE RAMP

CURVE 4 'WB'
PI STA = 1428+81.18'WB'
Y = 550716.282
X = 96044.833
DELTA = 12°59'59"
D = 1°15'00"
T = 522.23'
L = 1039.98'
R = 4583.66'
PC STA = 1423+58.95'WB'
Y = 551048.838
X = 95642.176
PT STA = 1434+07.42'WB'
Y = 550482.826
X = 96511.976
BK = S50°26'47.6"E
AH = S63°26'46.6"E

CURVE 1 STH 172 WB TO
WEBSTER AVENUE RAMP
PI STA = 1430+38.14'WBW'
Y = 550711.142
X = 96212.689
DELTA = 13°52'58"
D = 3°00'00"
T = 232.52'
L = 462.75'
R = 1909.86'
PC STA = 1428+05.63'WBW'
Y = 550875.555
X = 96048.275
PT STA = 1432+68.38'WBW'
Y = 550590.980
X = 96411.749
BK = S45°00'00.6"E
AH = S58°52'58.1"E

N

WEBSTER AVE

1101'W

STH 172 WB R/L

PC: 1423+58.95'WB'

CURVE 4 'WB'

PC: 1425+62.87'EB'

EXISTING CONCRETE BARRIER

STH 172 WB

1418'WB'

1420'WB'

1422'WB'

1424'WB'

1426'WB'

1428'WB'

1430'WB'

1418'EB'

1420'EB'

1422'EB'

1424'EB'

1426'EB'

1428'EB'

1430'EB'

STH 172 EB

1101'W

STH 172 EB R/L

CURVE 4 'EB'

1430'WE'

1428'WE'

1426'WE'

1424'WE'

1422'EW'

1422'WE'

1420'EW'

1420'RW'

1422'RW'

1418'EW'

1418'RW'

S60° 25' 19"E

S53° 20' 51"E

PC: 1416+16.76'EW'

PT: 1419+86.76'EW'

CURVE 3 RIVERSIDE DRIVE TO
WEBSTER AVENUE RAMP

CURVE 3 STH 172 EB TO
WEBSTER AVENUE RAMP

PC: 1418+89.39'RW'

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-150
SEE STRUCTURE PLANS

BP: 1421+92.25'WE'

PT: 1419+86.68'RW'

1101'W

BP: 105+00.19'W'

WEBSTER AVE/STH 172EB RAMP

PC: 1430+63.24'WE'

MATCH LINE 1431+00

CURVE 3 STH 172 EB TO
WEBSTER AVENUE RAMP
PI STA = 1418+05.46'EW'
Y = 551209.708
X = 95033.916
DELTA = 27°45'01"
D = 7°30'00"
T = 188.71'
L = 370.00'
R = 763.94'
PC STA = 1416+16.76'EW'
Y = 551368.556
X = 94932.049
PT STA = 1419+86.76'EW'
Y = 551116.561
X = 95198.030
BK = S32°40'17.6"E
AH = S60°25'18.6"E

CURVE 3 RIVSERSIDE DRIVE TO
WEBSTER AVENUE RAMP
PI STA = 1419+38.09'RW'
Y = 551119.731
X = 95143.824
DELTA = 7°04'28"
D = 7°16'18"
T = 48.71'
L = 97.29'
R = 787.94'
PC STA = 1418+89.39'RW'
Y = 551148.807
X = 95104.748
PT STA = 1419+86.68'RW'
Y = 551095.689
X = 95186.183
BK = S53°20'50.6"E
AH = S60°25'18.6"E

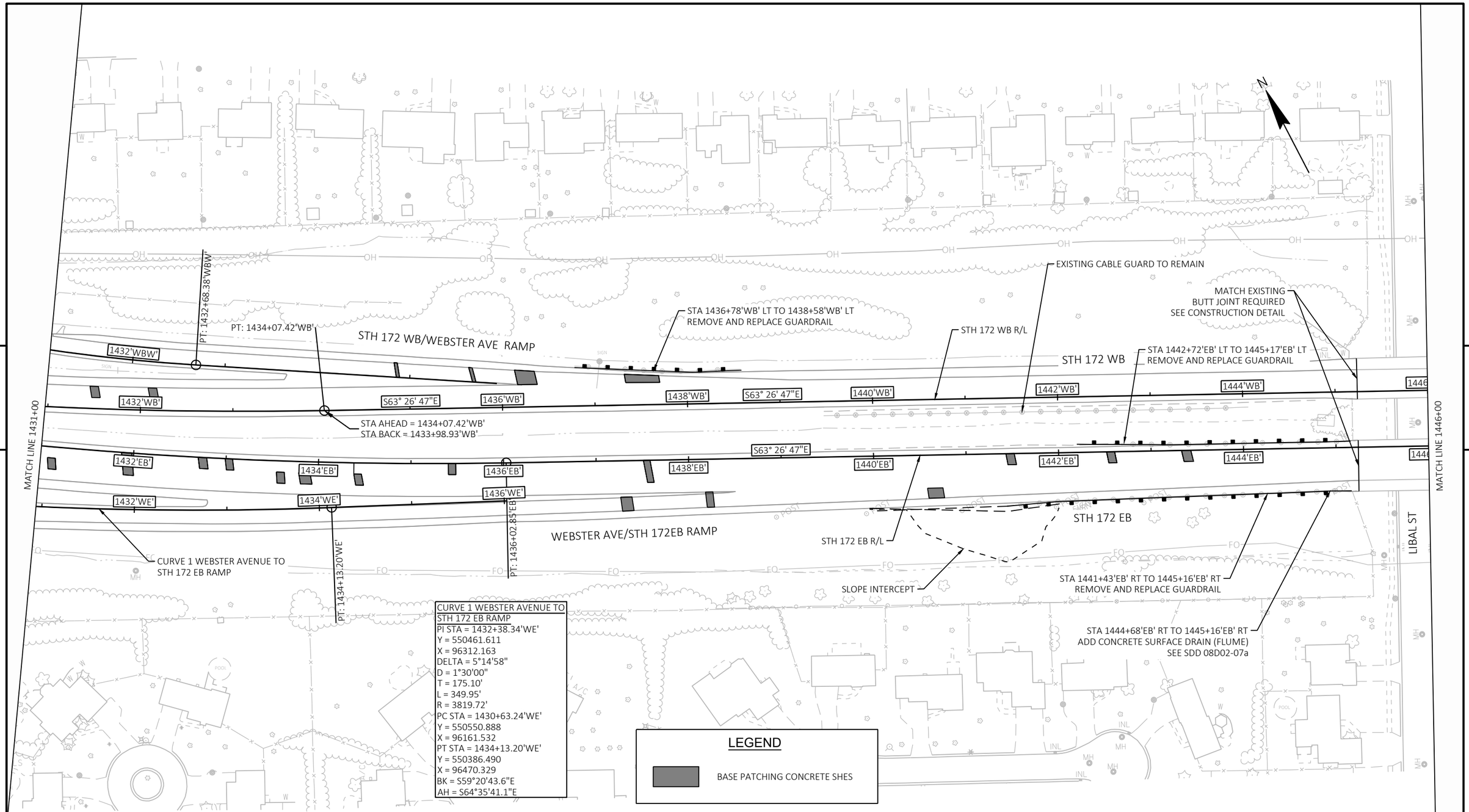
CURVE 4 'EB'
PI STA = 1430+85.10'EB'
Y = 550575.245
X = 96192.830
DELTA = 12°59'59"
D = 1°15'00"
T = 522.23'
L = 1039.98'
R = 4583.66'
PC STA = 1425+62.87'EB'
Y = 550907.801
X = 95790.173
PT STA = 1436+02.85'EB'
Y = 550341.789
X = 96659.973
BK = S50°26'47.6"E
AH = S63°26'46.6"E

LEGEND

BASE PATCHING CONCRETE SHES

5

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 205	E



5

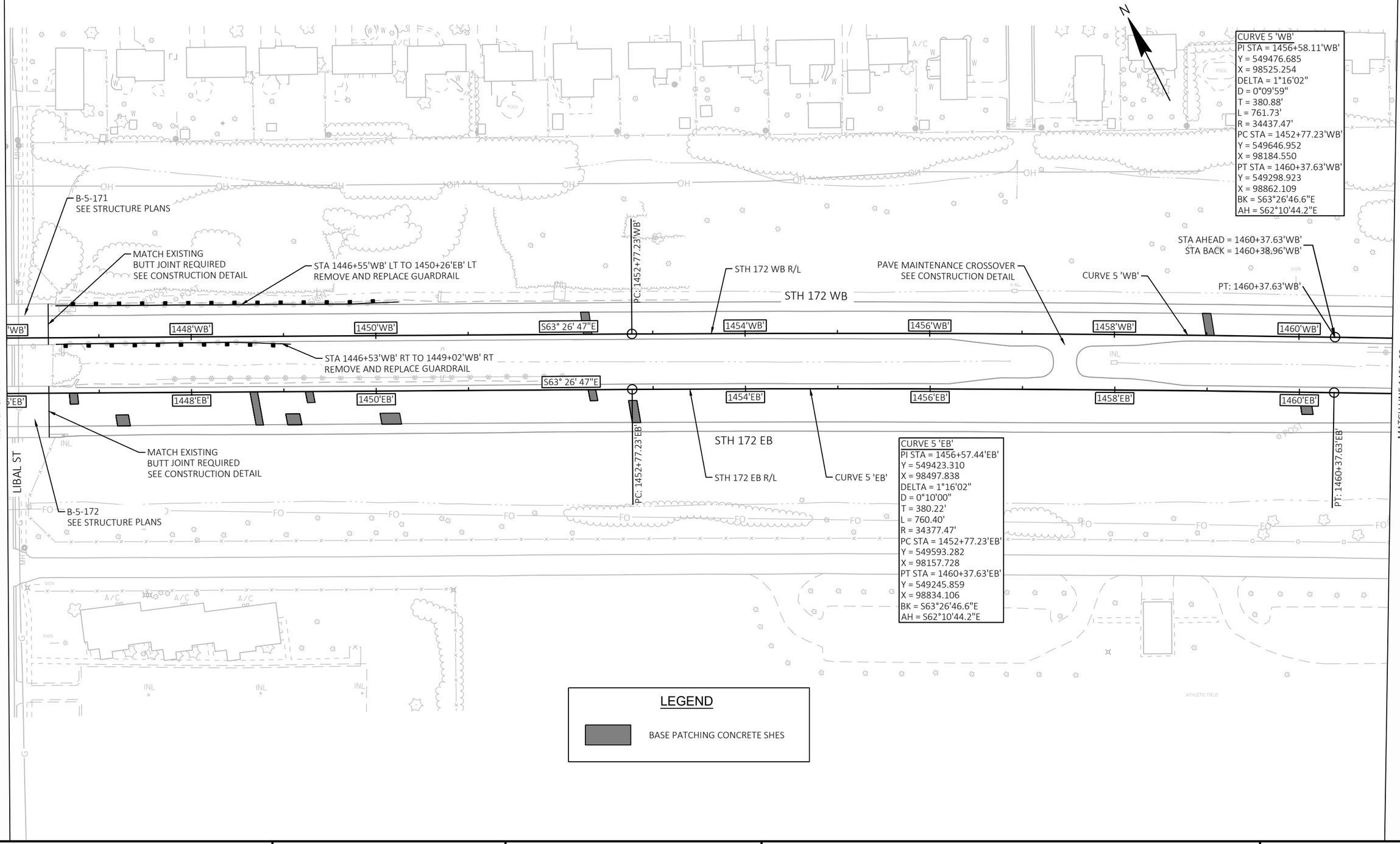
5

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 206	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn

PLOT DATE : 7/22/2022 10:46 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 207	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 7/22/2022 10:47 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

MATCH LINE 1461+00

MATCH LINE 1476+00

5

N

E RIVER DR

B-5-173
SEE STRUCTURE PLANS

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STA 1468+15'WB' LT TO 1471+89'WB' LT
REMOVE AND REPLACE GUARDRAIL

STH 172 WB R/L

STA 1463+87'EB' LT TO 1466+34'EB' LT
REMOVE AND REPLACE GUARDRAIL

1462'WB' | S62° 10' 44"E | 1464'WB' | 1466'WB' | 1468'WB' | 1470'WB' | S62° 10' 44"E | 1472'WB' | STH 172 WB | 1474'WB' | 1476

S62° 10' 44"E | 1462'EB' | 1464'EB' | 1466'EB' | 1468'EB' | 1470'EB' | S62° 10' 44"E | 1472'EB' | STH 172 EB | 1474'EB' | 1476

STA 1467+99'WB' RT TO 1470+49'WB' RT
REMOVE AND REPLACE GUARDRAIL

STH 172 EB R/L

STA 1462+40'EB' RT TO 1466+15'EB' RT
REMOVE AND REPLACE GUARDRAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-174
SEE STRUCTURE PLANS

SLOPE INTERCEPT

E RIVER DR

ATHLETIC FIELD

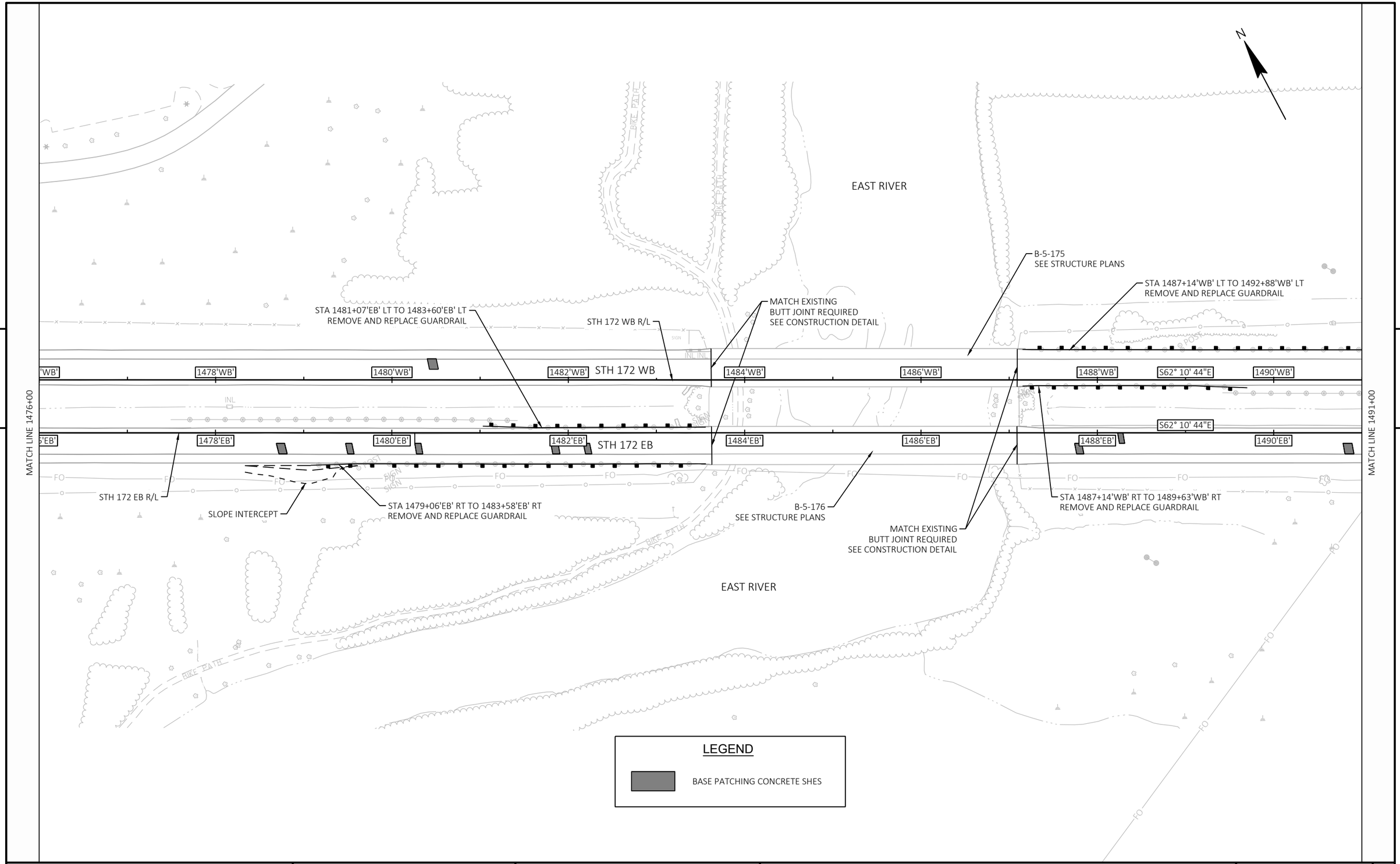
LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 208	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050214-pn

PLOT DATE : 7/22/2022 10:48 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

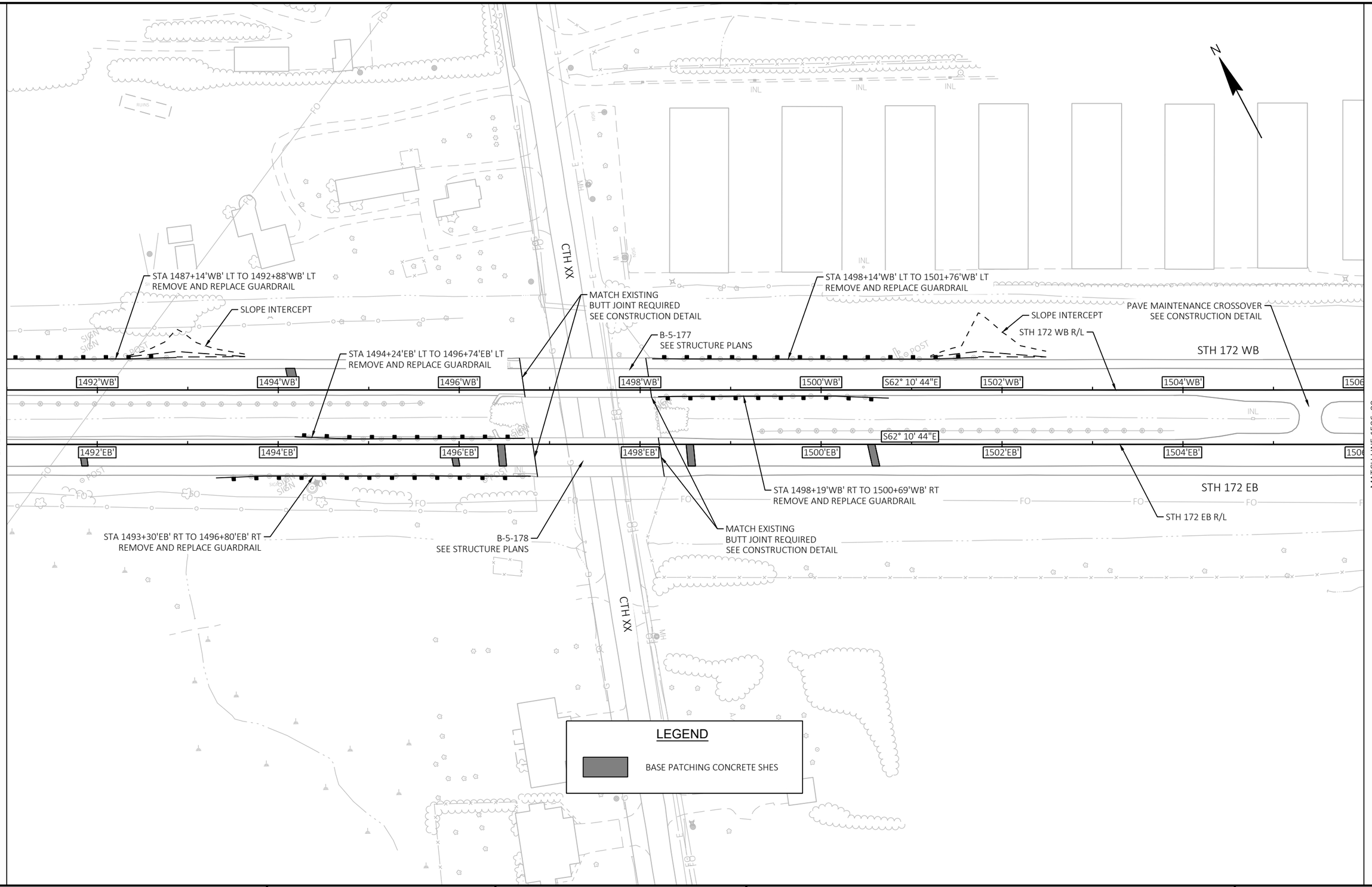


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 209	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050215-pn

PLOT DATE : 7/22/2022 10:49 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

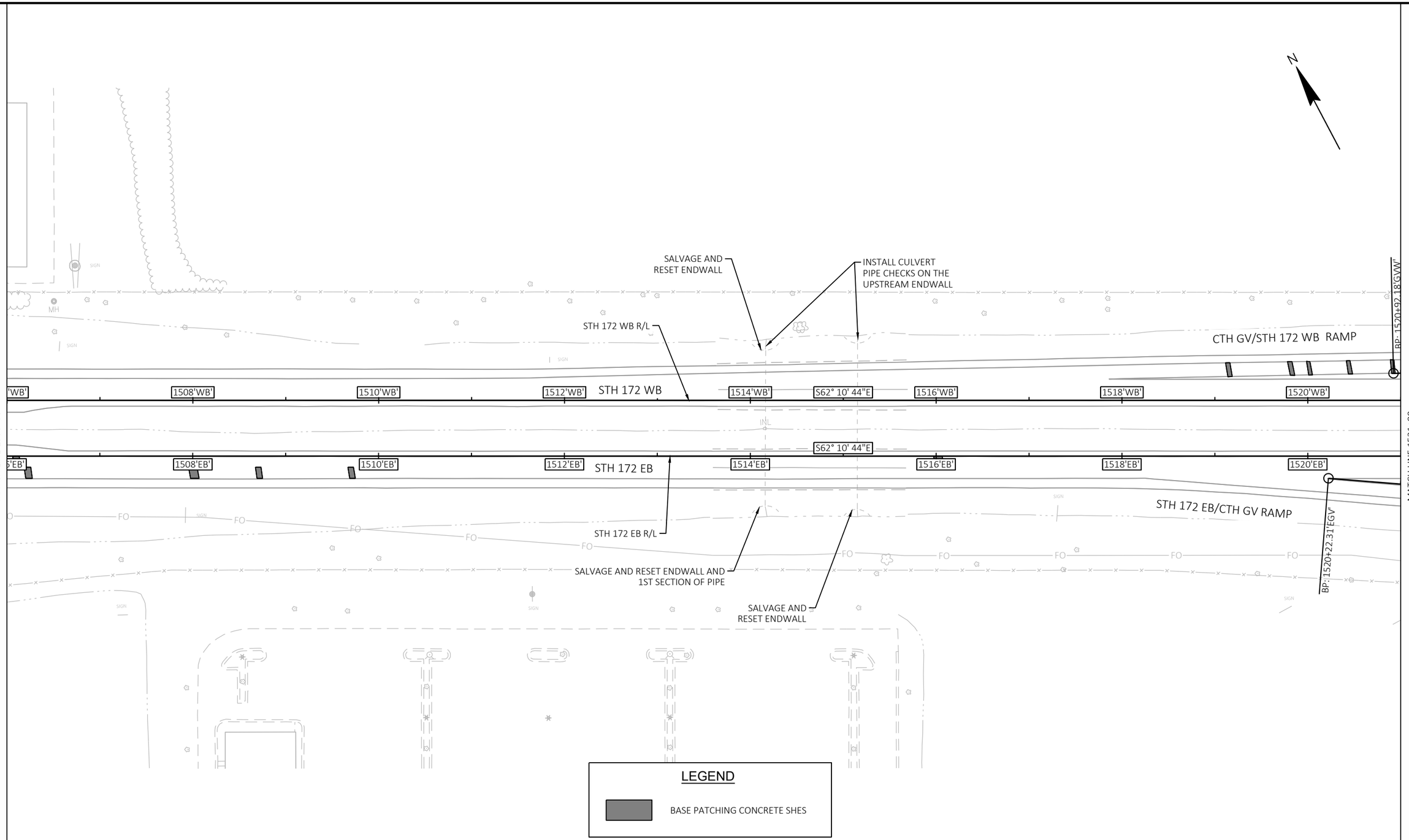


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 210	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050216-pn

PLOT DATE : 7/22/2022 10:50 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 211	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050217-pn
PLOT DATE : 7/22/2022 10:51 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CURVE 1 CTH GV TO
STH 172 WB RAMP
PI STA = 1524+94.73'GVW'
Y = 546318.061
X = 104590.018
DELTA = 9°46'11"
D = 3°00'00"
T = 163.22'
L = 325.66'
R = 1909.86'
PC STA = 1523+31.51'GVW'
Y = 546391.363
X = 104444.179
PT STA = 1526+57.16'GVW'
Y = 546270.569
X = 104746.181
BK = S63°18'53.2"E
AH = S73°05'04.2"E

PC: 1523+31.51'GVW'
PT: 1526+57.16'GVW'
CURVE 1 CTH GV TO
STH 172 WB RAMP
S63° 18' 53"E
1524'GVW'
1526'GVW'
1528'GVW'
1530'GVW'
S73° 05' 04"E
1534'GVW'
1536'GVW'
CTH GV/STH 172 WB RAMP
SALVAGE AND
RESET ENDWALL
INSTALL CULVERT PIPE CHECKS
ON UPSTREAM ENDWALL
STH 172 WB R/L
STA 1533+23'EB' LT TO 1535+71'EB' LT
REMOVE AND REPLACE GUARDRAIL
MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
1522'WB'
1524'WB'
1526'WB'
1528'WB'
S62° 10' 44"E
1530'WB'
STH 172 WB
1532'WB'
1534'WB'
1536'WB'
INL
MATCH LINE 1521+00
MATCH LINE 1536+00
S62° 10' 44"E
1522'EB'
1524'EB'
1526'EB'
1528'EB'
1530'EB'
STH 172 EB
1532'EB'
1534'EB'
1536'EB'
1522'EGV'
S57° 36' 44"E
1524'EGV'
1526'EGV'
1528'EGV'
1530'EGV'
S50° 52' 58"E
1532'EGV'
1534'EGV'
1536'EGV'
STH 172 EB R/L
SLOPE INTERCEPT
STA 1531+94'EB' RT TO 1535+67'EB' RT
REMOVE AND REPLACE GUARDRAIL
MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
INSTALL CULVERT PIPE CHECKS
ON UPSTREAM ENDWALL
REMOVE AND REPLACE ENDWALL
CLEAN CULVERT PIPE
PC: 1524+77.35'EGV'
CURVE 1 STH 172 EB TO
CTH GV RAMP
PT: 1528+13.82'EGV'
STH 172 EB/CTH GV RAMP
REMOVE AND REPLACE ENDWALL
CLEAN CULVERT PIPE
CTH GV
RIPRAP

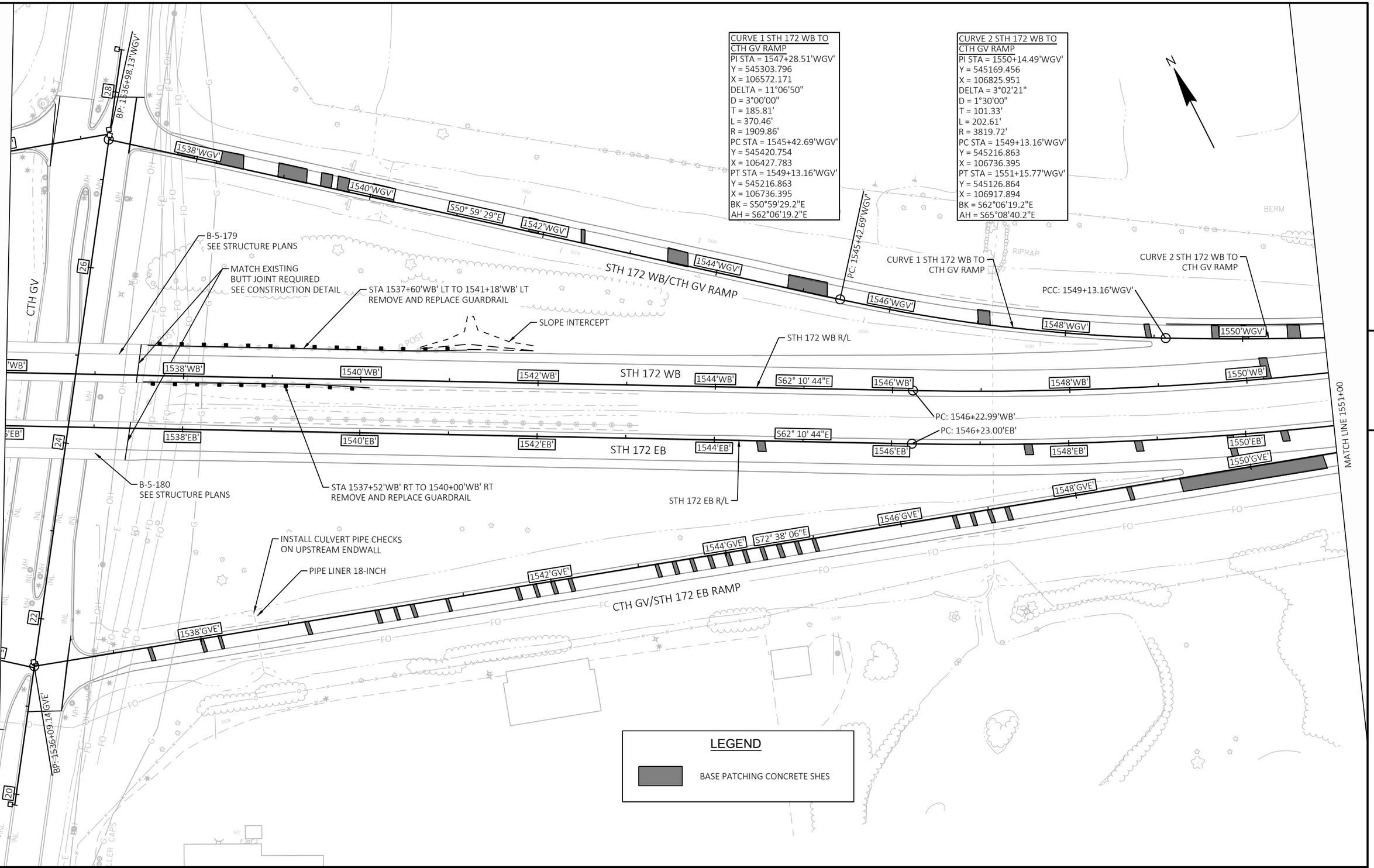
CURVE 1 STH 172 EB TO
CTH GV RAMP
PI STA = 1526+45.78'EGV'
Y = 546097.554
X = 104642.297
DELTA = 6°43'46"
D = 2°00'00"
T = 168.43'
L = 336.47'
R = 2864.79'
PC STA = 1524+77.35'EGV'
Y = 546187.772
X = 104500.068
PT STA = 1528+13.82'EGV'
Y = 545991.290
X = 104772.975
BK = S57°36'44.2"E
AH = S50°52'58.2"E

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 212	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050218-pn
PLOT DATE : 7/22/2022 10:52 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 213	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050219-pn

PLOT DATE : 7/22/2022 10:52 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

5

CURVE 6 'WB'
PI STA = 1555+19.24'WB'
Y = 544873.747
X = 107247.731
DELTA = 26°48'57"
D = 1°31'26"
T = 896.24'
L = 1759.64'
R = 3759.72'
PC STA = 1546+22.99'WB'
Y = 545292.033
X = 106455.087
PT STA = 1564+10.72'WB'
Y = 544858.024
X = 108143.833
BK = S62°10'44.2"E
AH = S88°59'41.2"E

REMOVE AND REPLACE SAND BARREL ARRAY
SEE CONSTRUCTION DETAIL

CURVE 6 'WB'

STH 172 WB R/L

STA AHEAD = 1564+10.72'WB'
STA BACK = 1563+82.64'WB'

PT: 1564+10.72'WB'

PT: 1564+10.72'EB'

MATCH LINE 1551+00

MATCH LINE 1566+00

1552'WB'
1554'WB'
1556'WB'
1558'WB'
1560'WB'
1562'WB'

STH 172 WB

1552'EB'
1552'GVE'
1554'EB'
1556'EB'
1558'EB'
1560'EB'
1562'EB'
1564'EB'

STH 172 EB

CURVE 6 'EB'

STH 172 EB R/L

CURVE 6 'EB'
PI STA = 1555+33.54'EB'
Y = 544814.007
X = 107232.377
DELTA = 26°48'57"
D = 1°30'00"
T = 910.54'
L = 1787.72'
R = 3819.72'
PC STA = 1546+23.00'EB'
Y = 545238.968
X = 106427.085
PT STA = 1564+10.72'EB'
Y = 544798.033
X = 108142.780
BK = S62°10'44.2"E
AH = S88°59'41.2"E

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 214	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050220-pn

PLOT DATE : 7/22/2022 10:53 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

5

5

MATCH LINE 1566+00

MATCH LINE 1581+00

N

CTH V

B-5-181
SEE STRUCTURE PLANS

B-05-184
CLEANING BOX CULVERT

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STA 1569+93'WB' LT TO 1576+05'WB' LT
REMOVE AND REPLACE GUARDRAIL

STH 172 WB R/L

STH 172 WB

STA 1570+14'WB' RT TO 1572+56'WB' RT
REMOVE AND REPLACE GUARDRAIL

'WB' S88° 59' 41"E 1568'WB' 1570'WB' 1572'WB' 1574'WB' S88° 59' 41"E 1576'WB' 1578'WB' S88° 59' 41"E 1580'WB'

'EB' S88° 59' 41"E 1568'EB' 1570'EB' 1572'EB' 1574'EB' 1576'EB' 1578'EB' S85° 05' 39"E 1580'EB'

CURVE 7 'EB'

STH 172 EB

STA 1566+15'EB' RT TO 1568+62'EB' RT
REMOVE AND REPLACE GUARDRAIL

STA 1566+03'EB' LT TO 1568+53'EB' LT
REMOVE AND REPLACE GUARDRAIL

SLOPE INTERCEPT

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-182
SEE STRUCTURE PLANS

PC: 1572+01.58'EB'

STA 1570+25'EB' RT TO 1574+98'EB' RT
REMOVE AND REPLACE GUARDRAIL

PT: 1577+21.65'EB'

STH 172 EB R/L

CURVE 7 'EB'
PI STA = 1574+61.71'EB'
Y = 544779.595
X = 109193.615
DELTA = 3°54'02"
D = 0°45'00"
T = 260.13'
L = 520.07'
R = 7639.44'
PC STA = 1572+01.58'EB'
Y = 544784.158
X = 108933.522
PT STA = 1577+21.65'EB'
Y = 544757.349
X = 109452.796
BK = S88°59'41.2"E
AH = S85°05'39.4"E

RIPRAP

WALLS

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 215	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050221-pn

PLOT DATE : 7/22/2022 10:54 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

5

5

MATCH LINE 1581+00

MATCH LINE 1596+00

IH 43/STH 172 WB RAMP R/L

IH 43/STH 172 WB RAMP

PC: 1591+34.87'SW'

ADJUSTING
INLET COVERS

1594'SW'

1592'SW'

1590'SW'

1588'SW'

N89° 51' 34"E

STH 172 WB

1594'WB'

S88° 59' 41"E

1592'WB'

1590'WB'

1588'WB'

1586'WB'

1584'WB'

1582'WB'

STH 172 WB R/L

INSTALL CULVERT PIPE CHECKS
ON UPSTREAM ENDWALL

BP: 1588+62.64'ES'

ADJUSTING
INLET COVERS

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STH 172 EB R/L

PC: 1594+15.64'EB'

S85° 05' 39"E

1582'EB'

1584'EB'

1586'EB'

1588'EB'

1590'EB'

1590'ES'

1592'EB'

STH 172 EB

1594'EB'

1592'ES'

1594'ES'

REMOVE AND REPLACE SAND BARREL ARRAY
SEE CONSTRUCTION DETAIL

CLEANING CULVERT PIPE

STH 172 EB/IH 43 SB RAMP

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

END CONSTRUCTION
STA 1591+18.82 STH 172 EB
IH 43 SB RAMP

STH 172 EB/IH 43 SB RAMP R/L

LEGEND

BASE PATCHING CONCRETE SHES

BASE PATCHING

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 216	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050222-pn

PLOT DATE : 7/22/2022 10:55 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

5

MATCH LINE 1596+00

MATCH LINE 1611+00

IH 43 SB/STH 172 WB RAMP R/L

CURVE 1 IH 43 TO STH 172 WB RAMP

IH 43 SB/STH 172 WB RAMP

1596'SW'

1598'SW'

1600'SW'

1602'SW'

1604'SW'

1606'SW'

1608'SW'

1596'WB'

1598'WB'

1600'WB'

1602'WB'

1604'WB'

1606'WB'

1608'WB'

1610'WB'

CURVE 1 IH 43 TO
STH 172 WB RAMP
PI STA = 1604+44.84'SW'
Y = 544846.866
X = 112178.028
DELTA = 59°30'12"
D = 2°30'00"
T = 1309.98'
L = 2380.13'
R = 2291.83'
PC STA = 1591+34.87'SW'
Y = 544843.651
X = 110868.054
PT STA = 1615+15.00'SW'
Y = 545977.249
X = 112840.054
BK = N89°51'33.7"E
AH = N30°21'21.7"E

PT: 1607+04.48'EB

N49° 47' 46"E

STH 172 EB/IH 43 NB RAMP

1610'EB'

1608'EB'

1606'EB'

1604'EB'

1602'EB'

1600'EB'

1598'EB'

1596'EB'

STH 172 EB R/L

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-185
SEE STRUCTURE PLANS

CURVE 8 'EB'

CURVE 8 'EB'
PI STA = 1600+95.55'EB'
Y = 544554.341
X = 111818.002
DELTA = 45°06'35"
D = 3°30'00"
T = 679.91'
L = 1288.85'
R = 1637.02'
PC STA = 1594+15.64'EB'
Y = 544612.485
X = 111140.581
PT STA = 1607+04.48'EB'
Y = 544993.231
X = 112337.287
BK = S85°05'39.4"E
AH = N49°47'45.9"E

STA 1602+34'EB' RT TO 1605+53'EB' RT
REMOVE ANDREPLACE GUARDRAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

S88° 59' 41"E

STA 1605+63'WB' LT TO 1609+58'WB' LT
REMOVE AND REPLACE GUARDRAIL

STH 172 WB R/L

STA 1604+79'WB' RT TO 1607+24'WB' RT
REMOVE AND REPLACE GUARDRAIL

STH 172 EB/IH 43 SB RAMP

IH 43 NB/STH 172 WB RAMP

1596'ES'

1598'ES'

1600'ES'

1602'ES'

1604'ES'

LEGEND

BASE PATCHING CONCRETE SHES

BASE PATCHING

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 217	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050223-pn

PLOT DATE : 7/22/2022 10:56 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

5

5

STA 1614+13'SW' LT TO 1621+42'SW' LT
REMOVE AND REPLACE GUARDRAIL

PC: 1615+15.00SW'

1610'SW'

1612'SW'

1614'SW'

1616'SW'

1618'SW'

1620'SW'

IH 43 SB/STH 172 WB RAMP

STA 1614+20'SW' RT TO 1620+60'SW' RT
REMOVE AND REPLACE GUARDRAIL

IH 43 SB

442'SB'

IH 43 NB

442'NB'

MATCH LINE 1611+00

SLOPE INTERCEPT

STA 1612+57'EB' LT TO 1618+11'EB' LT
REMOVE AND REPLACE GUARDRAIL

N49° 47' 46"E

1612'EB'

1614'EB'

STH 172 EB/IH 43 NB RAMP

1616'EB'

PC: 1617+79.67'EB'

STA 435+00'EB' LT TO 436+19'EB' LT
REMOVE AND REPLACE GUARDRAIL

N49° 47' 46"E

1618'EB'

436'EB'

438'SB'

438'EB'

438'NB'

440'SB'

440'NB'

440'EB'

442'EB'

STH 172 EB R/L

MATCH LINE 442+89

SLOPE INTERCEPT

STA 1612+56'EB' RT TO 1618+11'EB' RT
REMOVE AND REPLACE GUARDRAIL

STA AHEAD = 435+00.00'EB'
STA BACK = 1618+10.59'EB'

STA 435+00'EB' RT TO 435+76'EB' RT
REMOVE AND REPLACE GUARDRAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

B-5-193
SEE STRUCTURE PLANS

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STA 440+88'EB' LT TO 443+49'EB' LT
REMOVE AND REPLACE GUARDRAIL

STA 440+34'EB' RT TO 443+30'EB' RT
REMOVE AND REPLACE GUARDRAIL

436'SB'

436'NB'

434'SB'

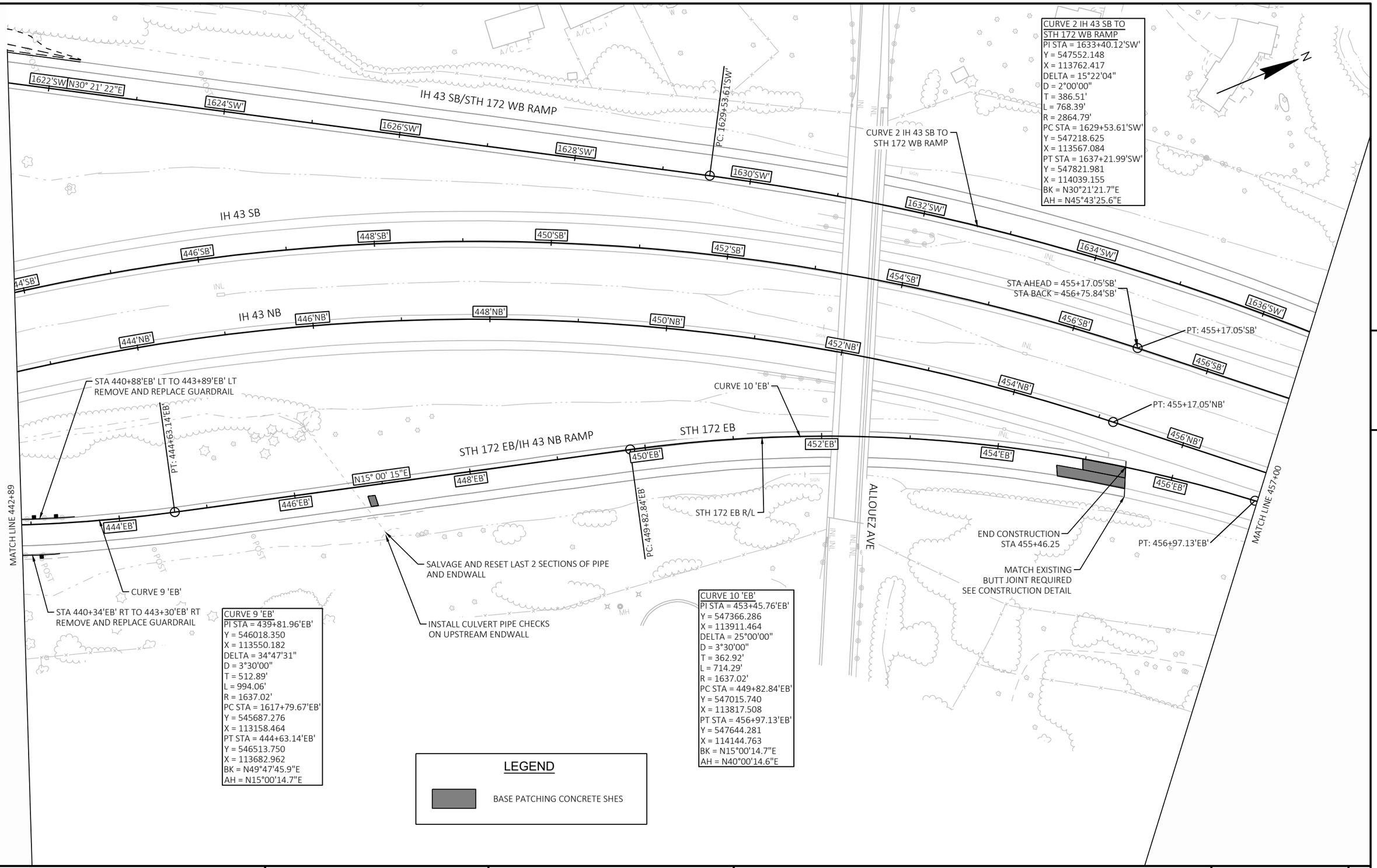
434'NB'

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 218	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050224-pn
PLOT DATE : 7/22/2022 10:57 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

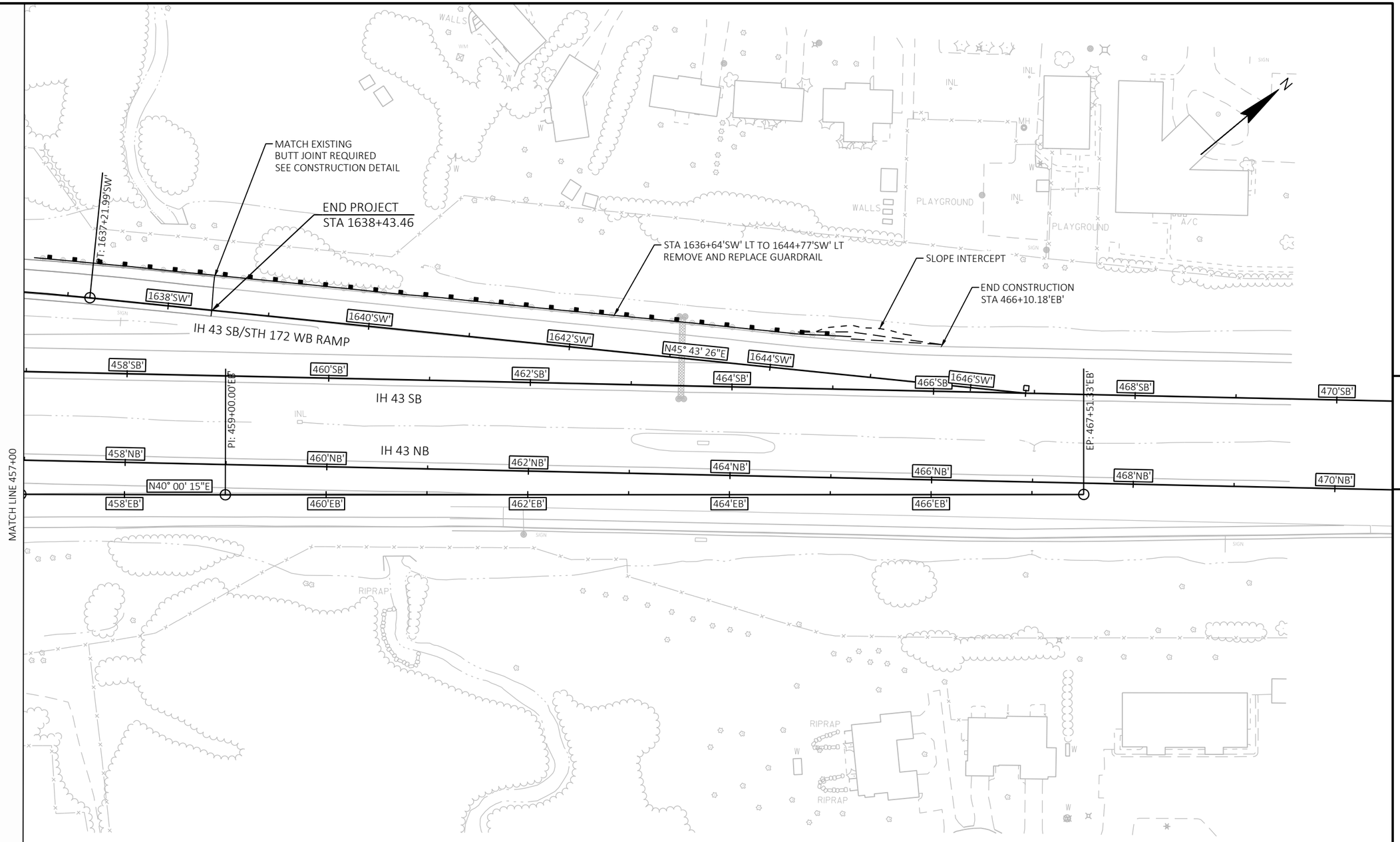


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 219	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050225-pn

PLOT DATE : 7/22/2022 10:58 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

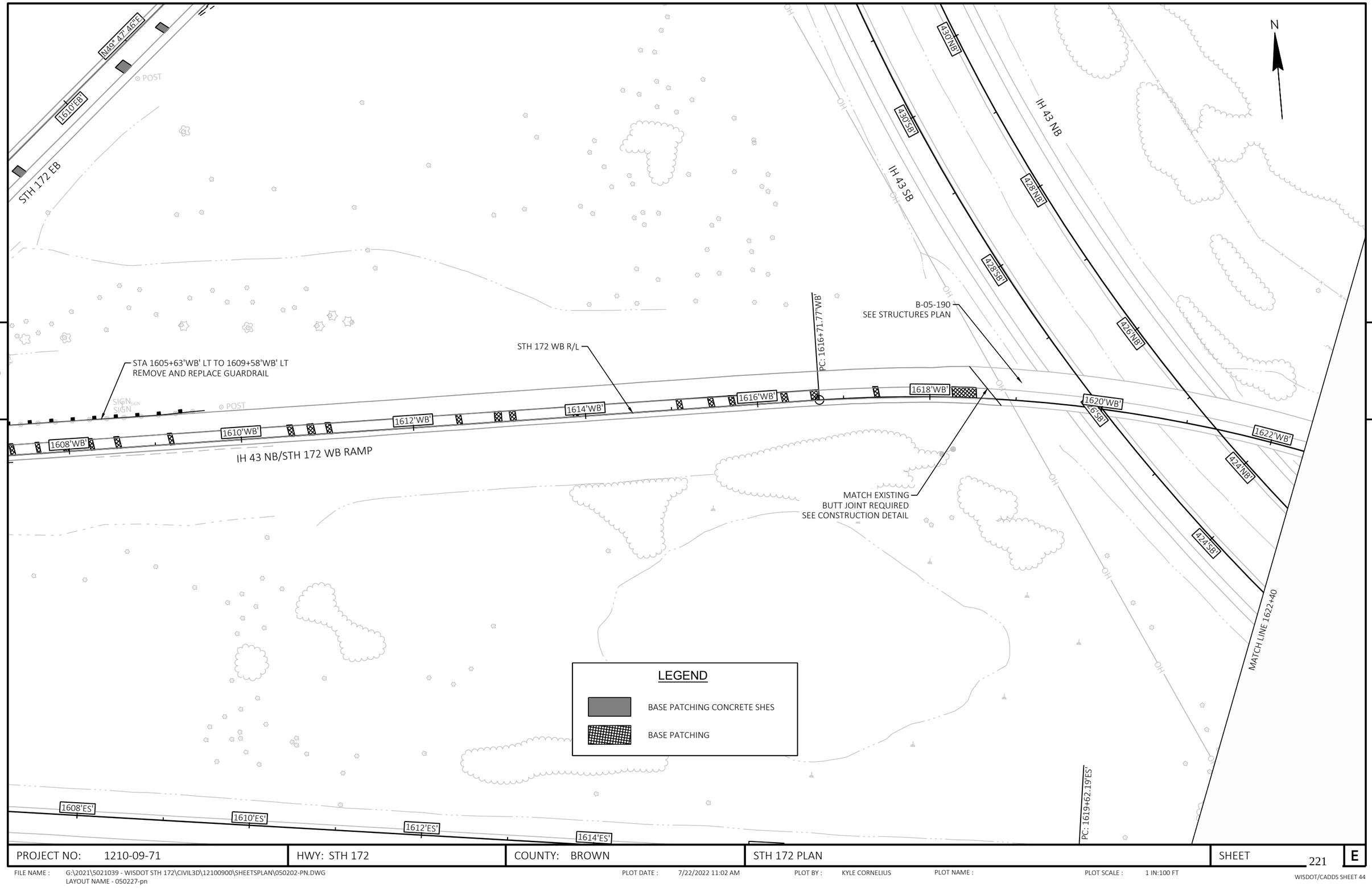
WISDOT/CADDS SHEET 44



LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 220	E



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 221	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050227-pn

PLOT DATE : 7/22/2022 11:02 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CURVE 1 IH 43 NB TO
STH 172 WB RAMP
PI STA = 1623+29.06'WB'
Y = 544754.195
X = 114061.260
DELTA = 43°45'08"
D = 3°30'00"
T = 657.29'
L = 1250.06'
R = 1637.02'
PC STA = 1616+71.77'WB'
Y = 544765.726
X = 113404.075
PT STA = 1629+21.84'WB'
Y = 544291.394
X = 114527.995
BK = S88°59'41.2"E
AH = S45°14'33.1"E

CURVE 2 IH 43 NB TO
STH 172 WB RAMP
PI STA = 1633+54.03'WB'
Y = 543987.081
X = 114834.896
DELTA = 12°25'14"
D = 3°10'00"
T = 196.89'
L = 392.23'
R = 1809.34'
PC STA = 1631+57.15'WB'
Y = 544125.709
X = 114695.089
PT STA = 1635+49.38'WB'
Y = 543881.767
X = 115001.248
BK = S45°14'33.1"E
AH = S57°39'47.1"E

CURVE 1 IH 43 NB TO
STH 172 WB RAMP

STA 1622+57'WB' LT TO 1625+73'WB' LT
REMOVE AND REPLACE GUARDRAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STA 1623+26'WB' RT TO 1627+25'WB' RT
REMOVE AND REPLACE GUARDRAIL

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

CURVE 2 IH 43 NB TO
STH 172 WB RAMP

END CONSTRUCTION
STA 1635+02.42

PT: 1635+49.38'WB'

PT: 1629+21.84'WB'

PC: 1631+57.15'WB'

PC: 413+81.58'NB'

PC: 413+81.58'SB'

PT: 1628+74.48'ES'

PCC: 1623+17.12'ES'

S45° 14' 33.06"E
235.312

S57° 3
4

MATCH LINE 1622+40

IH 43 NB/STH 172 WB RAMP

IH 43 NB

IH 43 SB

1622'ES'
1624'ES'
1626'ES'
1628'ES'

1624'WB'
1626'WB'
1628'WB'
1630'WB'
1632'WB'
1634'WB'
1636'WB'

422'NB'
420'NB'
418'NB'
416'NB'
414'NB'
412'NB'
410'NB'

422'SB'
420'SB'
418'SB'
416'SB'
414'SB'
412'SB'
410'SB'

LEGEND

BASE PATCHING CONCRETE SHES

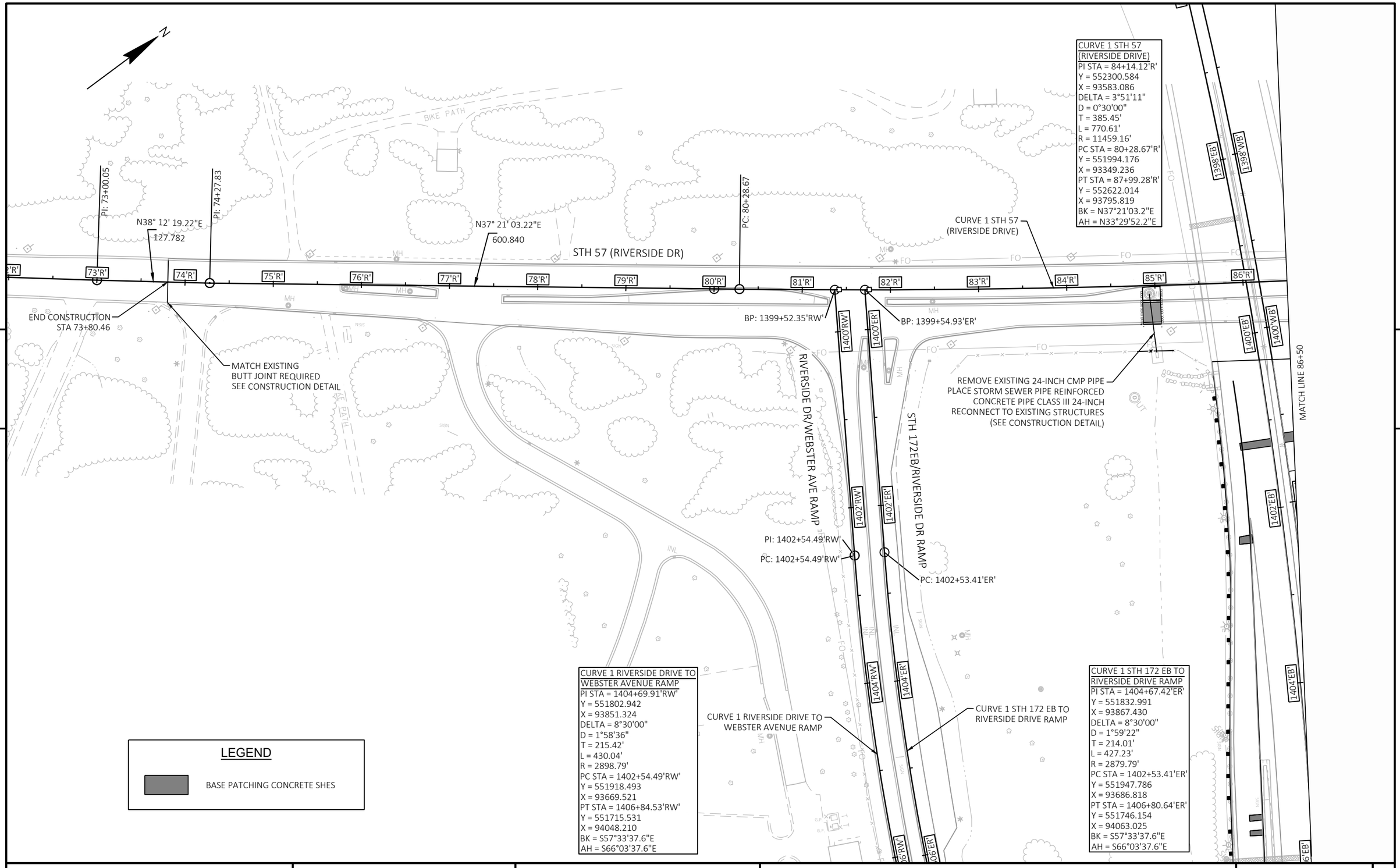
BASE PATCHING

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN	SHEET 222	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050228-pn

PLOT DATE : 7/22/2022 11:03 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN - RIVERSIDE DRIVE	SHEET 223	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050229-pn

PLOT DATE : 10/5/2022 11:31 AM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 86+50

PT: 87+99.28

SEE CURB RAMP DETAILS

PI: 93+50.45

STH 57 (RIVERSIDE DR)

N34° 04' 15.25"E
348.550

PI: 96+99.00

87'R' 88'R' 89'R' 90'R' 91'R' 92'R' 93'R' 94'R' 95'R' 96'R' 97'R' 98'R' 99'R' 100'R' 101'R'

BP: 1398+82.65'RWB'

BP: 1398+85.93'WR'

N33° 29' 52.25"E
551.170

SEE CURB RAMP DETAILS

MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

N33° 33' 33.30"E
780.062

1400'RWB'

1400'WR'

RIVERSIDE DR/STH 172WB RAMP

WEBSTER AVE/RIVERSIDE DR RAMP

1402'WB'

1410'RWB'

1402'RWB'

1402'WR'

PC: 1402+73.65'RWB'

PC: 1402+78.35'WR'

PT: 1408+78.68'RWB'

1404'WB'

CURVE 1 RIVERSIDE DRIVE TO
STH 172 WB RAMP

CURVE 2 RIVERSIDE DRIVE TO
STH 172 WB RAMP

1408'RWB'

1404'RWB'

1404'WR'

1406'RWB'

CURVE 1 WEBSTER AVENUE TO
RIVERSIDE DRIVE RAMP

BP: 1405+98.42'WWB'

CURVE 2 RIVERSIDE DRIVE TO STH 172 WB RAMP
PI STA = 1407+69.47'RWB'
Y = 552209.398
X = 94262.392
DELTA = 91°07'39"
D = 29°56'13"
T = 195.19'
L = 304.40'
R = 191.39'
PC STA = 1405+74.28'RWB'
Y = 552381.759
X = 94353.997
PT STA = 1408+78.68'RWB'
Y = 552304.377
X = 94091.867
BK = S27°59'21.5"W
AH = N60°52'59.6"W

CURVE 1 RIVERSIDE DRIVE TO STH 172 WB RAMP
PI STA = 1404+65.03'RWB'
Y = 552550.762
X = 94443.817
DELTA = 90°00'00"
D = 29°56'13"
T = 191.39'
L = 300.63'
R = 191.39'
PC STA = 1402+73.65'RWB'
Y = 552640.582
X = 94274.814
PT STA = 1405+74.28'RWB'
Y = 552381.759
X = 94353.997
BK = S62°00'38.6"E
AH = S27°59'21.5"W

CURVE 1 WEBSTER AVENUE TO RIVERSIDE DRIVE RAMP
PI STA = 1404+10.70'WR'
Y = 552606.285
X = 94411.792
DELTA = 26°00'50"
D = 10°00'00"
T = 132.35'
L = 260.14'
R = 572.96'
PC STA = 1402+78.35'WR'
Y = 552668.398
X = 94294.922
PT STA = 1405+38.49'WR'
Y = 552499.207
X = 94489.580
BK = S62°00'38.6"E
AH = S35°59'48.6"E

LEGEND

BASE PATCHING CONCRETE SHES

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN - RIVERSIDE DRIVE	SHEET 224	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050230-pn

PLOT DATE : 7/22/2022 11:05 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

CURVE 3 RIVERSIDE DRIVE TO WEBSTER AVENUE RAMP
PI STA = 1419+38.09'RW'
Y = 551119.731
X = 95143.824
DELTA = 7°04'28"
D = 7°16'18"
T = 48.71'
L = 97.29'
R = 787.94'
PC STA = 1418+89.39'RW'
Y = 551148.807
X = 95104.748
PT STA = 1419+86.68'RW'
Y = 551095.689
X = 95186.183
BK = S53°20'50.6"E
AH = S60°25'18.6"E

STH 172EB/WEBSTER AVE RAMP
1418'RW'
1418'WB'
PC: 1418+89.39'RW'
CURVE 3 RIVERSIDE DRIVE TO WEBSTER AVENUE RAMP
1420'RW'
1420'WB'
PT: 1419+86.76'WB'
PT: 1419+86.68'RW'
SEE CURB RAMP DETAILS
BP: 105+00.19'W'
1422'RW'
1422'WE'
1422'WB'
106'W'
108'W'
BP: 1421+92.25'WE'
MATCH EXISTING BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
MATCH EXISTING BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
WEBSTER AVE/STH 172EB RAMP
1424'WE'
1426'WE'

STH 172 EB
1418'EB'
1418'WB'
1136.482'
S50° 26' 47.61"E
1420'EB'
1420'WB'
1422'EB'
1422'WB'
PC: 1423+58.95'WB'
1424'EB'
1424'WB'
PC: 1425+62.87'EB'
1426'EB'
1426'WB'

STH 172 WB
WEBSTER AVE/STH 172WB RAMP
1418'WWB'
1418'WR'
PT: 1417+24.23'WR'
1420'WWB'
1420'WR'
SEE CURB RAMP DETAILS
WEBSTER AVE
BP: 1421+49.78'WBW'
110'W'
112'W'
EP: 113+00.00'W'
1422'WBW'
SEE CURB RAMP DETAILS
MATCH EXISTING BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
MATCH EXISTING BUTT JOINT REQUIRED SEE CONSTRUCTION DETAIL
STH 172 WB/WEBSTER AVE RAMP
1424'WBW'
1426'WBW'

N

LEGEND
BASE PATCHING CONCRETE SHES

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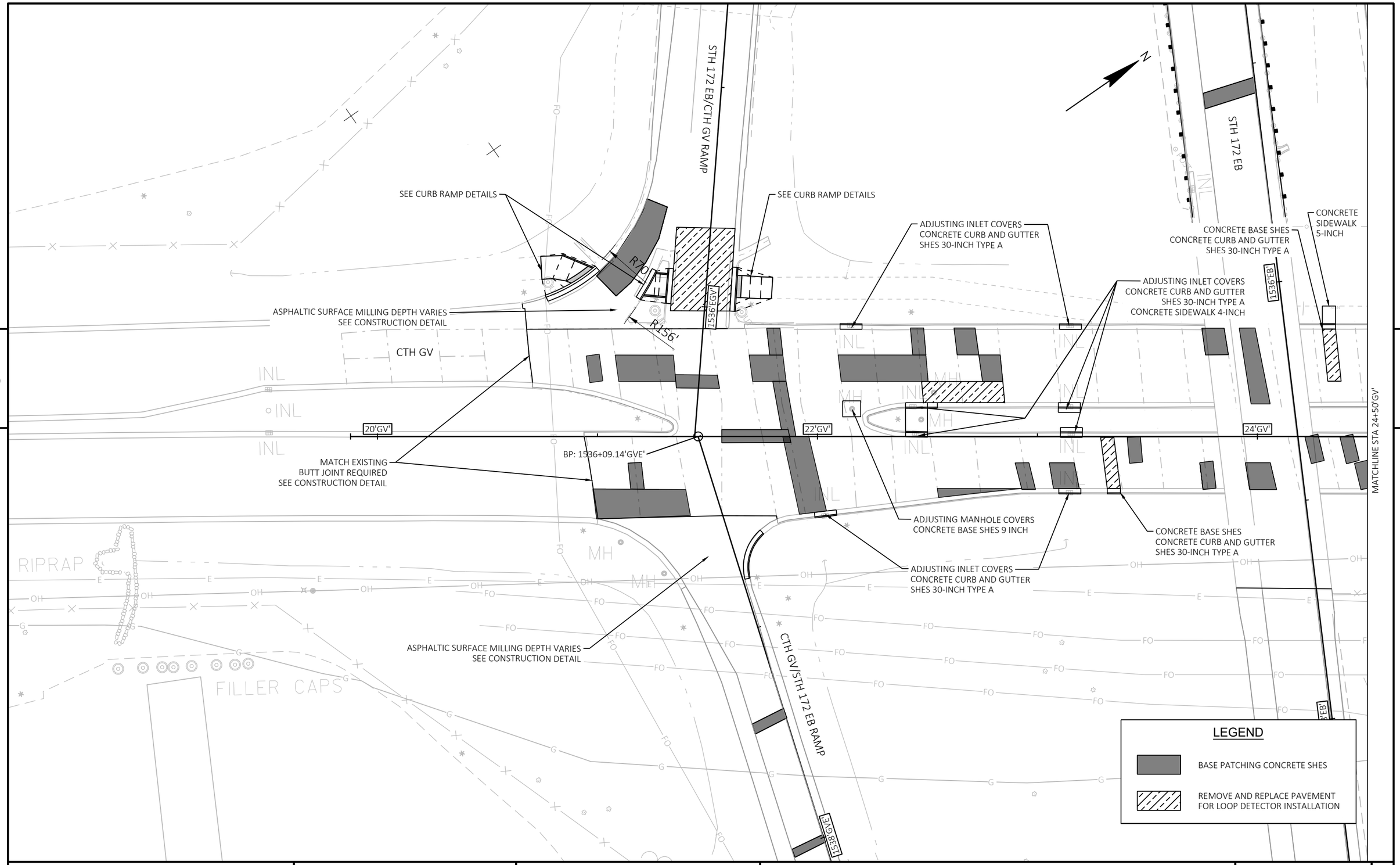
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN - WEBSTER AVENUE	SHEET 225	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050231-pn
PLOT DATE : 7/22/2022 11:06 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

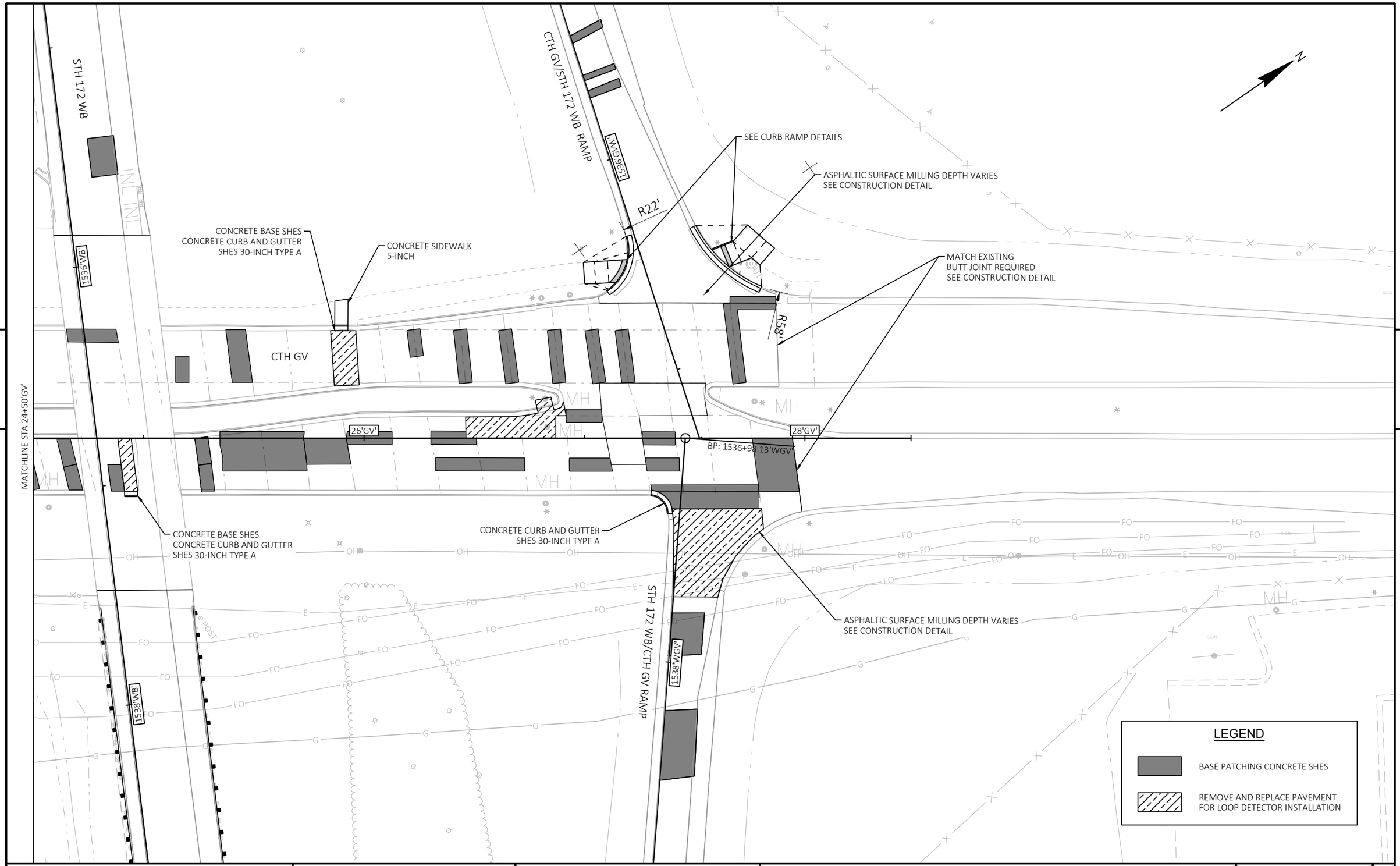


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN - CTH GV	SHEET 226	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050232-pn

PLOT DATE : 7/22/2022 11:06 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	STH 172 PLAN - CTH GV	SHEET 227	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 050233-pn

PLOT DATE : 7/22/2022 11:23 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

Standard Detail Drawing List

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
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09F11-04	LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-07A	CONCRETE BASE
13C15-07B	CONCRETE BASE
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-04A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04H	STEEL THRIE BEAM BULLNOSE TERMINAL
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)

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Standard Detail Drawing List

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)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	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)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-03A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-07A	FLEXIBLE DELINEATOR POST
15A04-07B	BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING
15A04-07C	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-07D	CHANNELIZING DEVICES, PERMANENT FLEXIBLE TUBULAR MARKER POST
15A04-07E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-06C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-07B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-07C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-04B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-04D	PAVEMENT MARKING SERVICE INTERCHANGE LANE DROP AND LANE REDUCTION MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D08-08	TRAFFIC CONTROL, TEMPORARY ENTRANCE RAMP CROSSOVER
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D12-10B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-10D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D14-04	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-06A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-05	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D22-05	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
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

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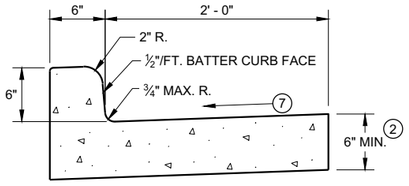
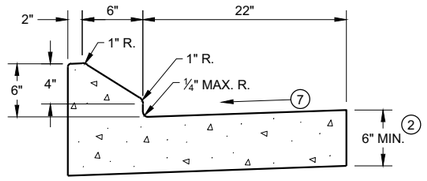
Standard Detail Drawing List

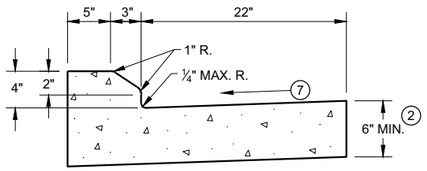
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-04A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-04B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D40-04C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-04D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D41-02	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
15D47-02B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER
15D49-01	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE



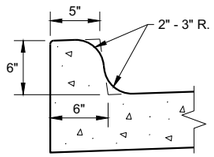
TYPES A (1) & D



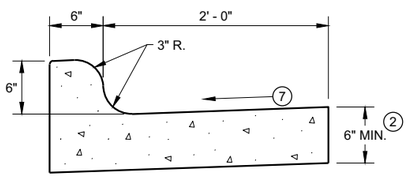
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

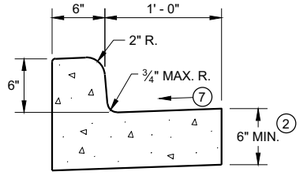


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



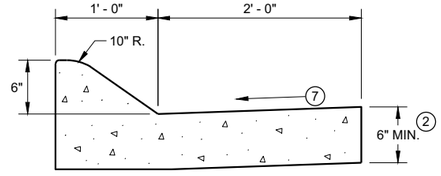
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

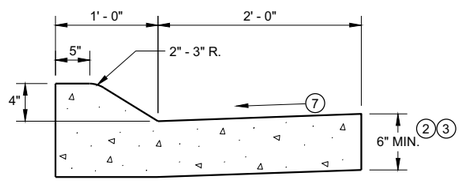


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

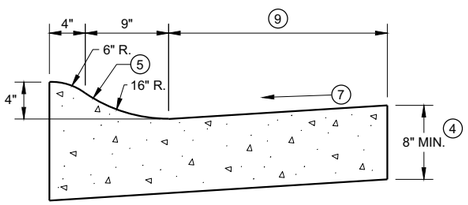


6" SLOPED CURB TYPES A (1) & D



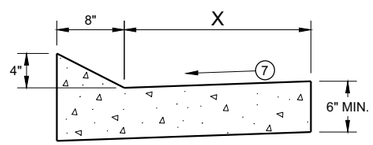
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

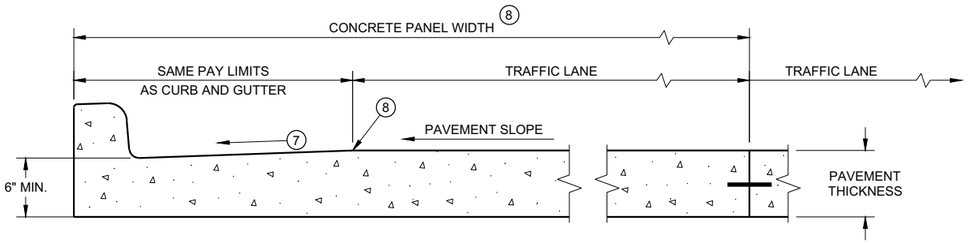


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

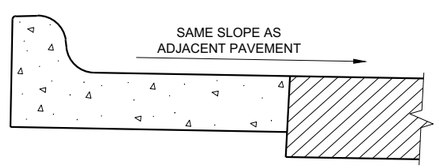
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

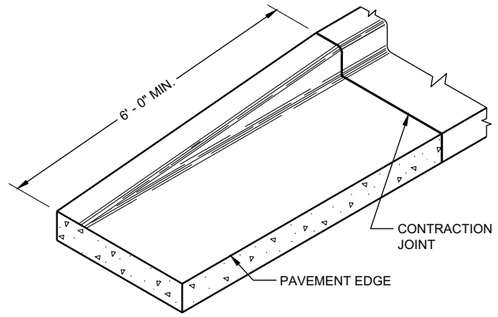
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

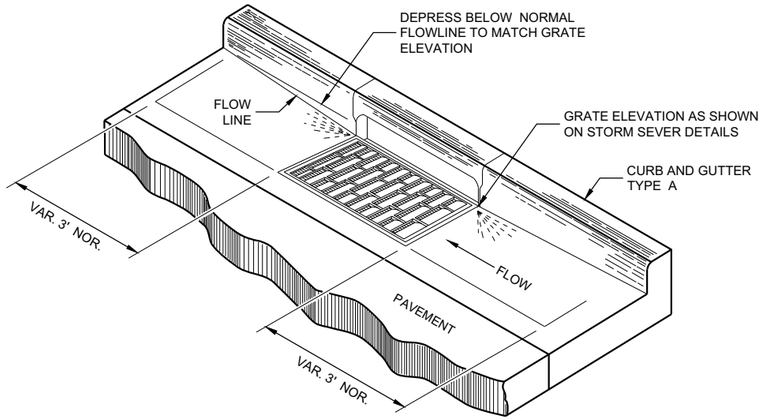
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



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.

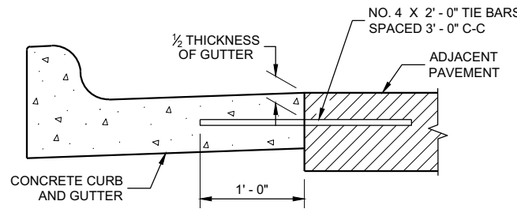
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

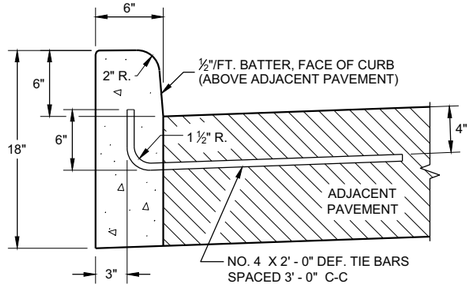
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

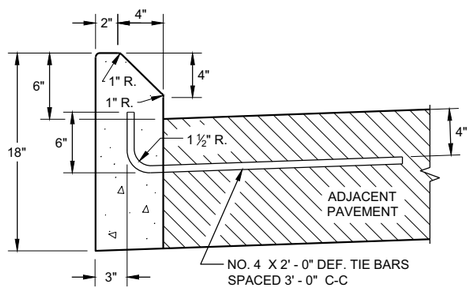
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

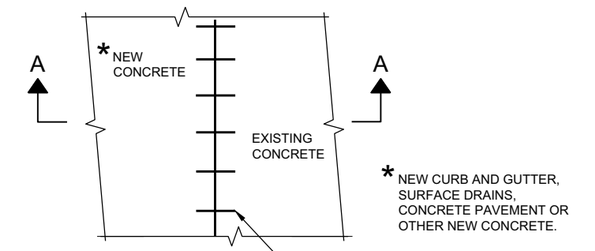


TYPES A (1) & D

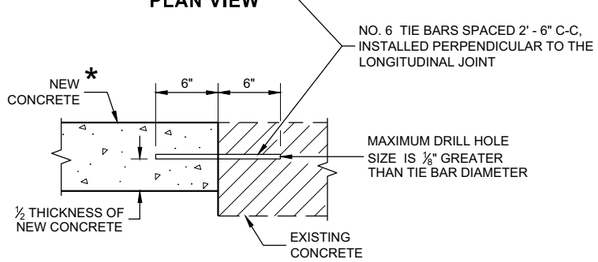


TYPES G (1) & J

CONCRETE CURB

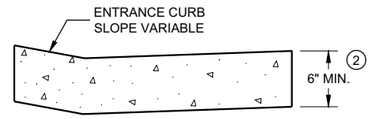


PLAN VIEW



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

FHWA

6

SDD 08D01 - 22b

6

SDD 08D01 - 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)

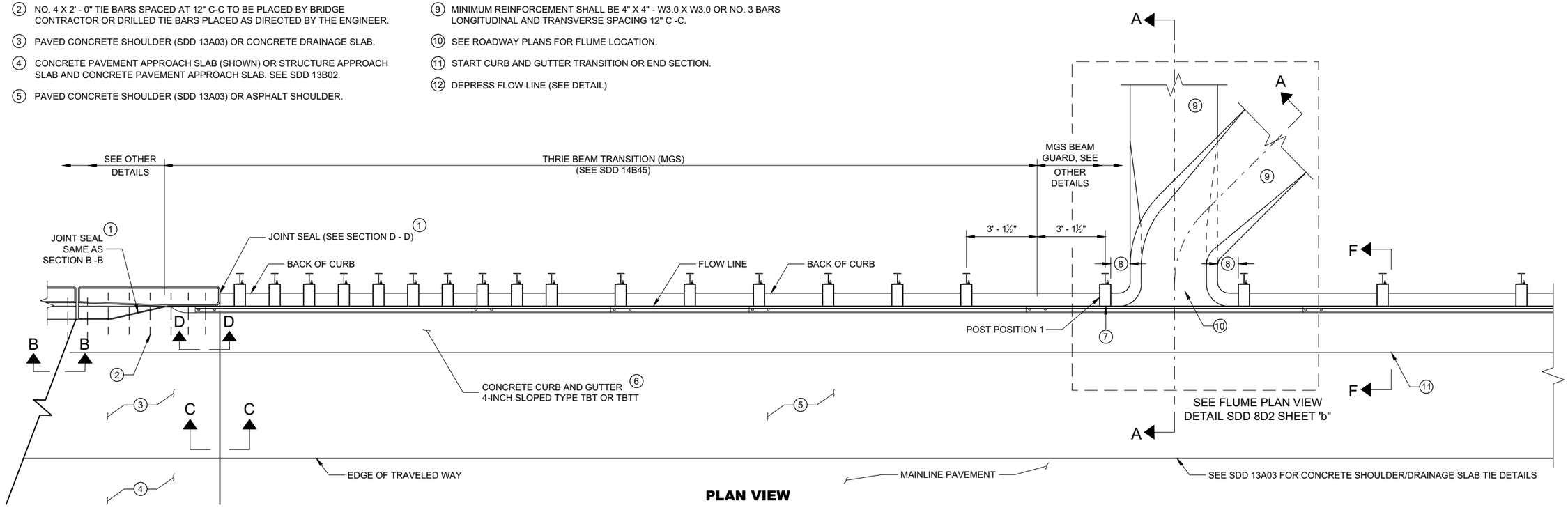
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

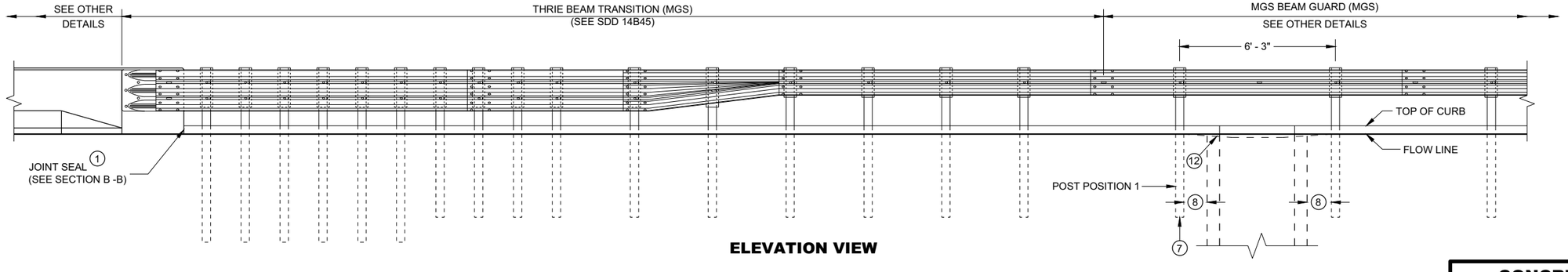
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



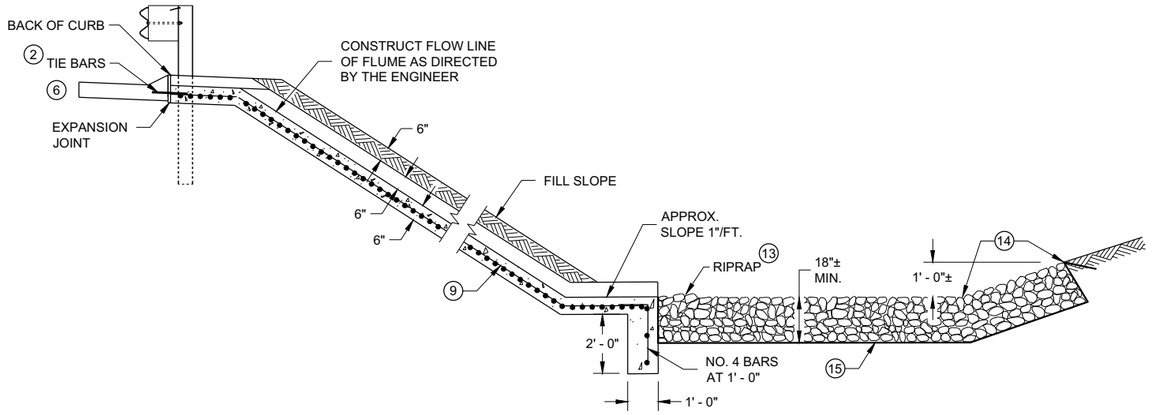
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

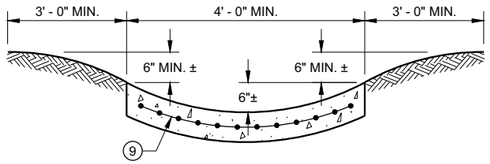
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

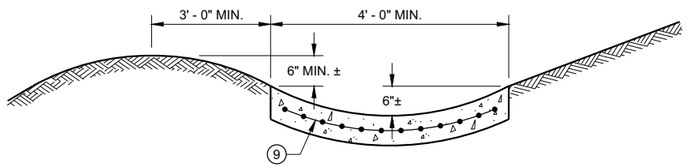
SDD 08D02 - 07a



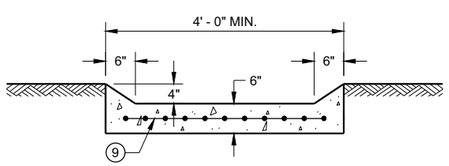
SECTION A - A



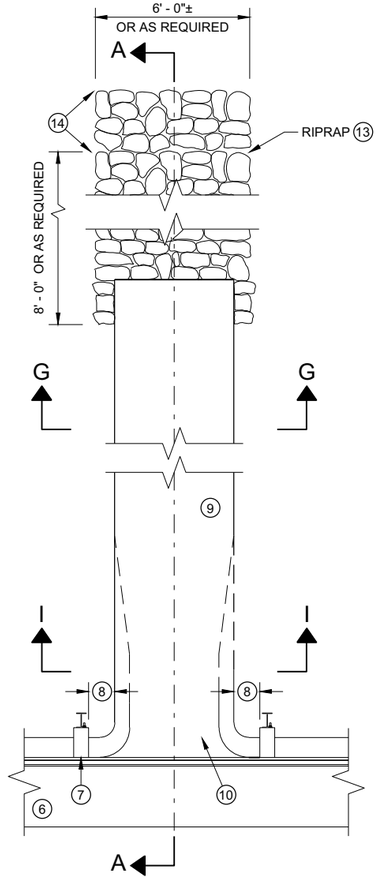
SECTION G - G



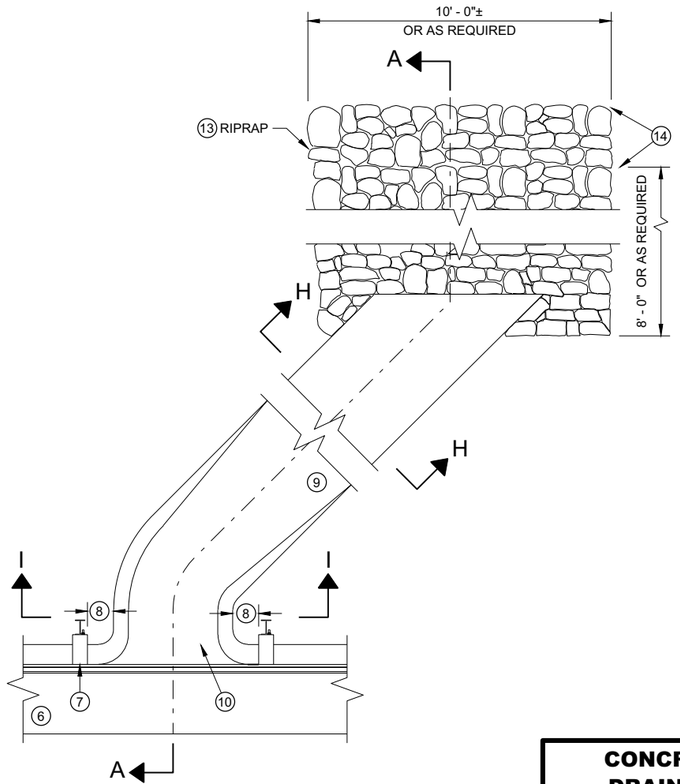
SECTION H - H



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.

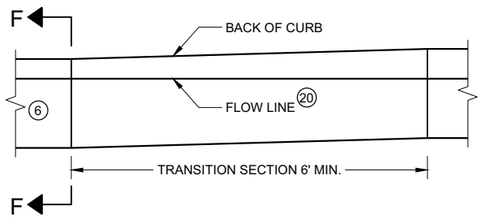
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH 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

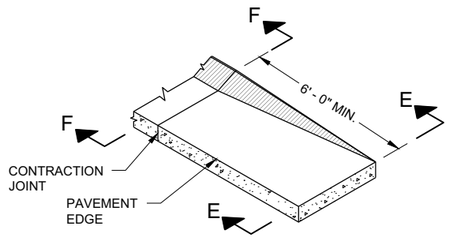
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

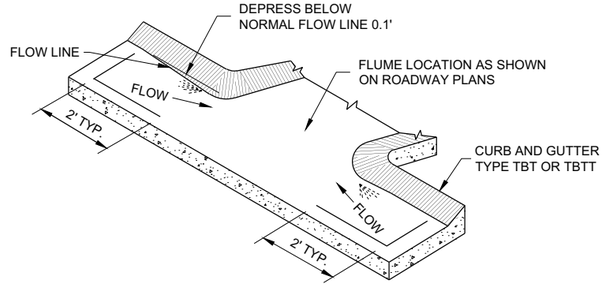
SDD 08D02 - 07b
SDD 08D02 - 07b



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.

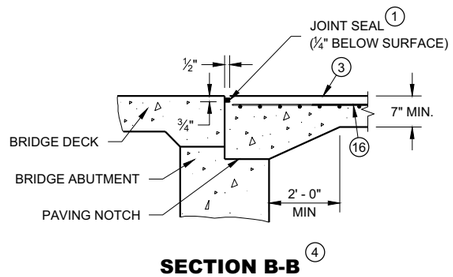
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

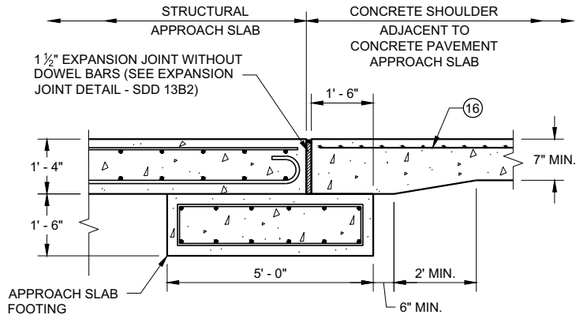
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

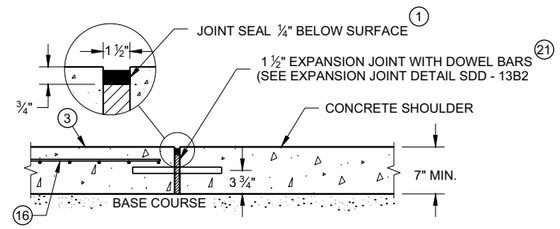
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



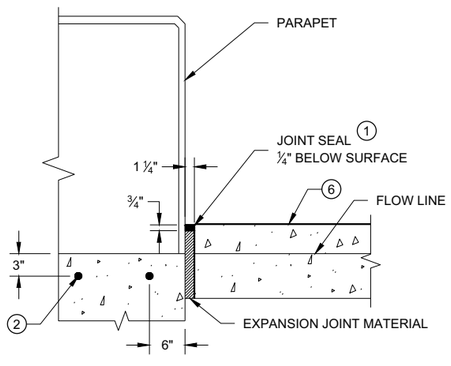
SECTION B-B



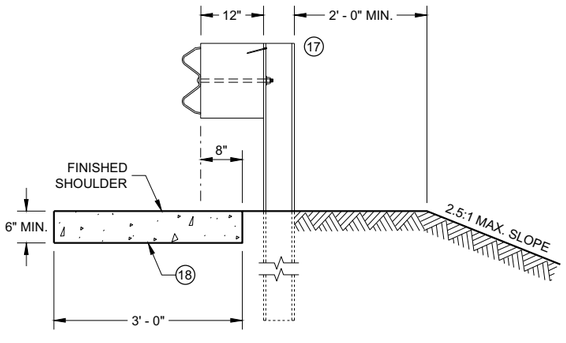
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



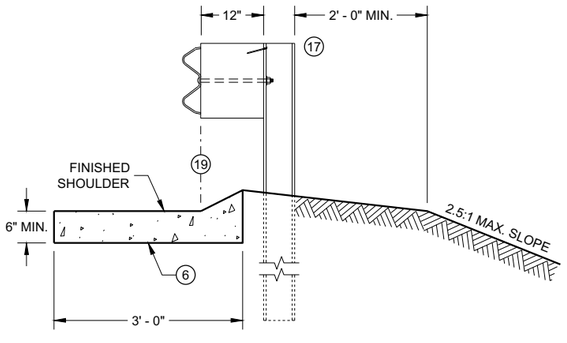
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



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

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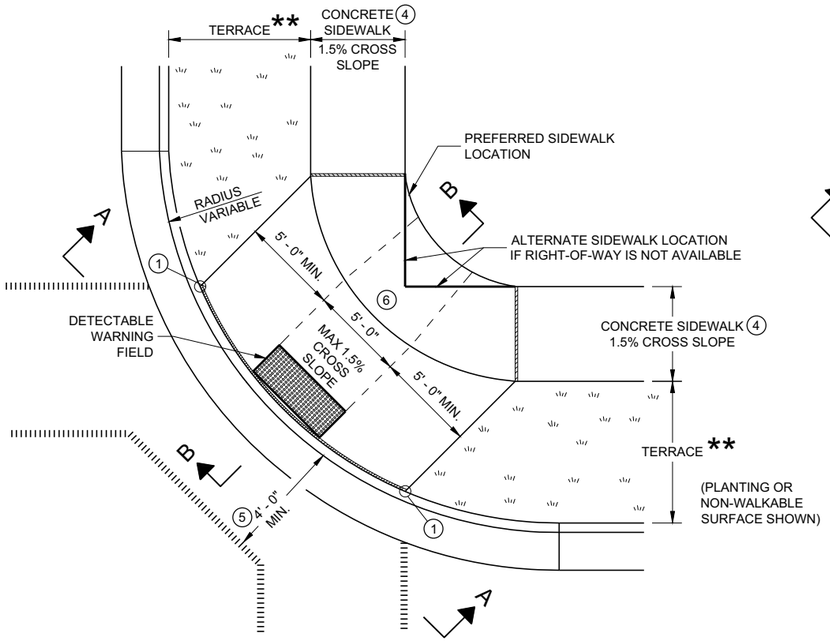
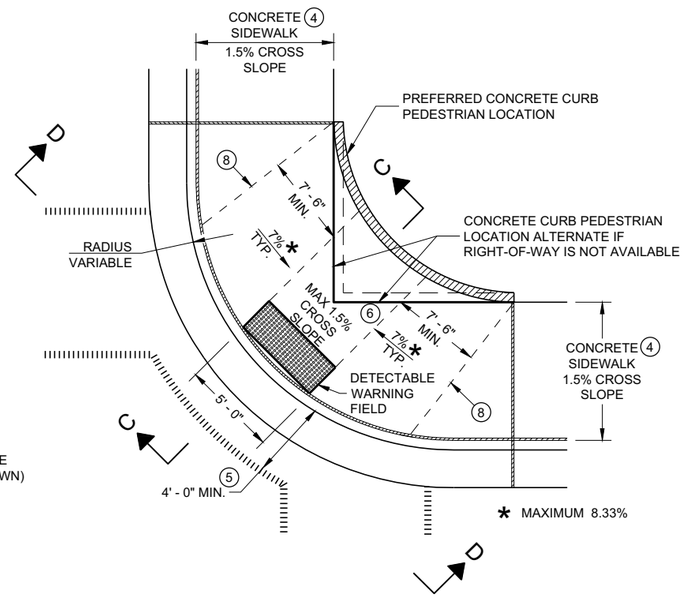


PLAN VIEW

CURB RAMP TYPE 1

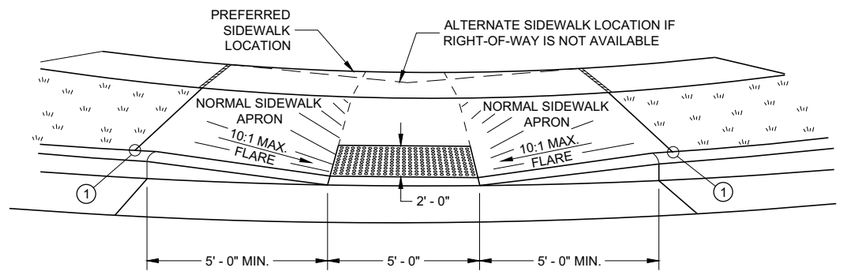
(CENTER OF CORNER RADIUS)



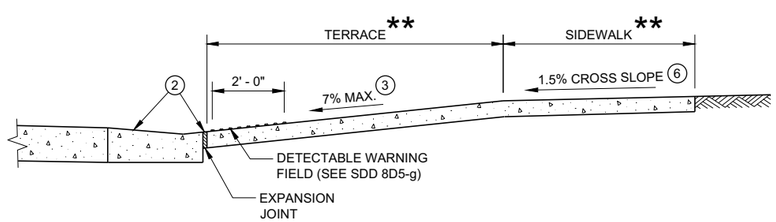
PLAN VIEW

CURB RAMP TYPE 1 - A

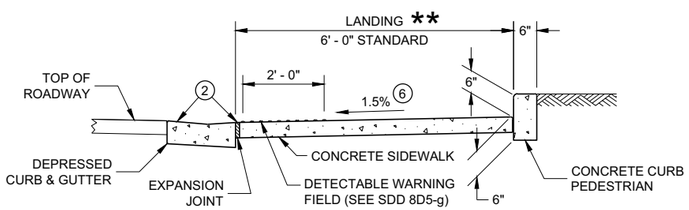
(NO TERRACE)



VIEW A - A FOR TYPE 1

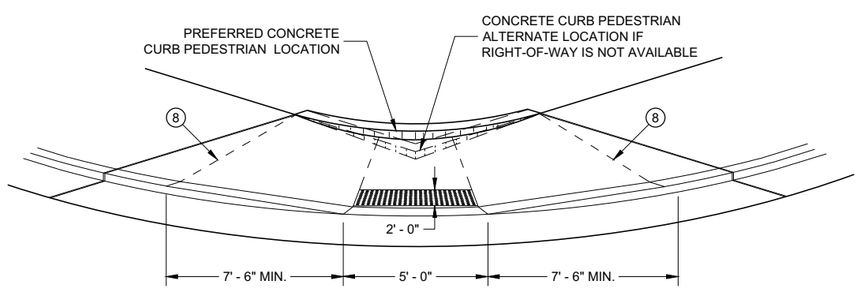


SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

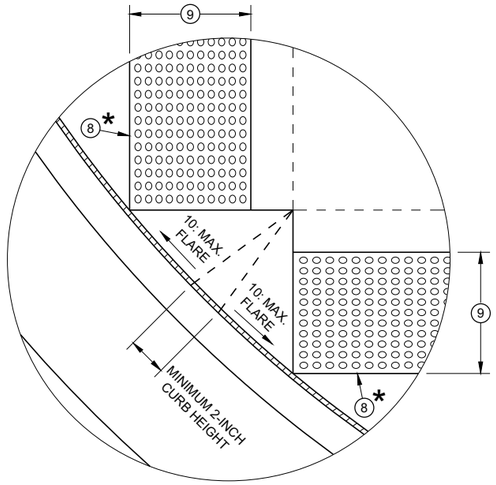
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

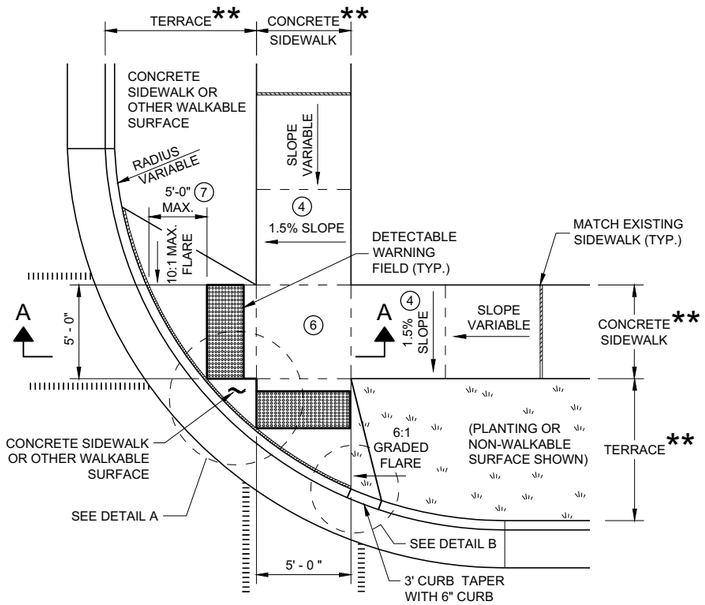
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

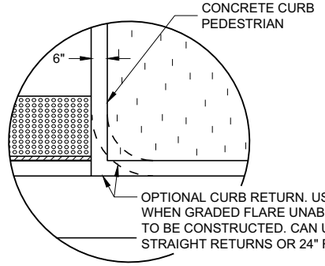
SDD 08D05 - 20a



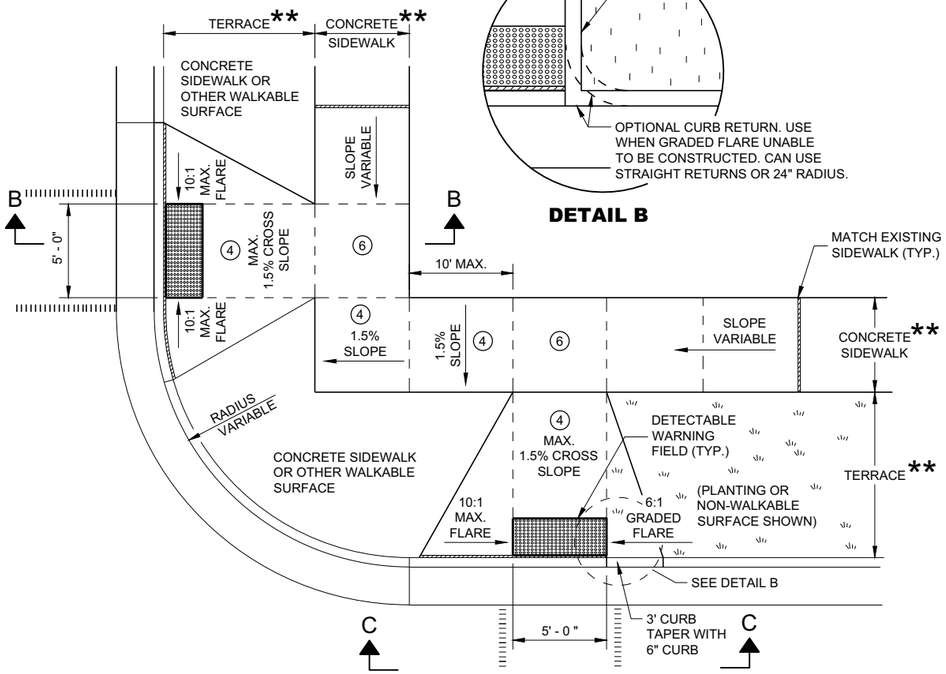
DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

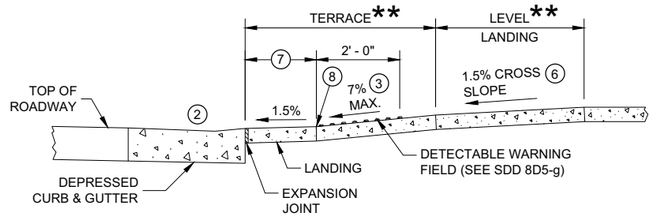
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

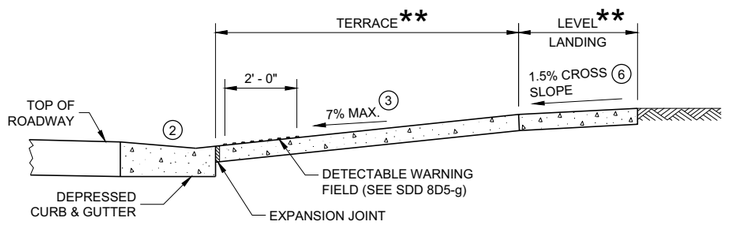
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

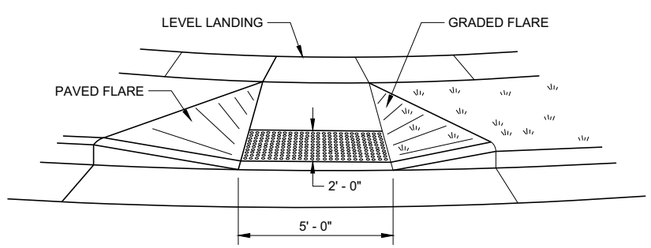
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



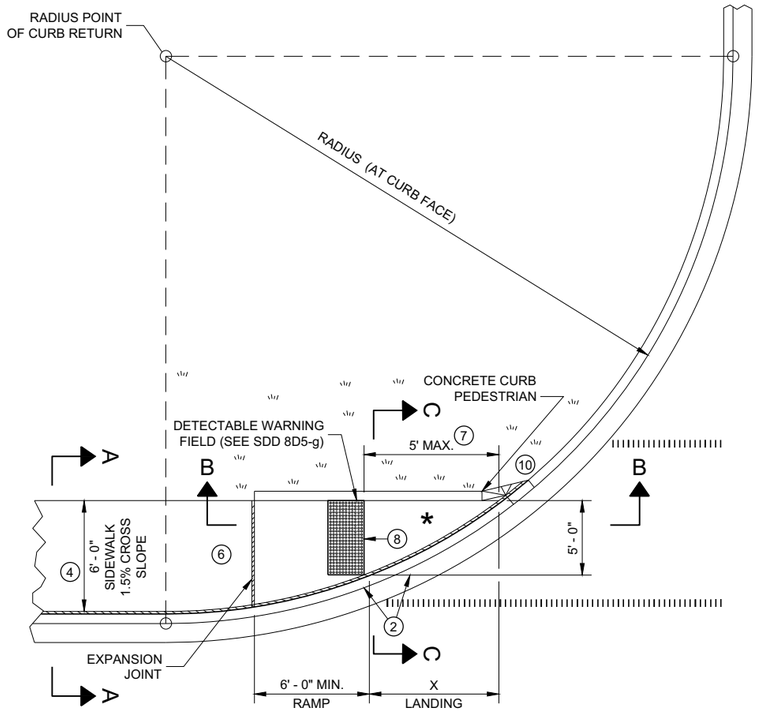
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

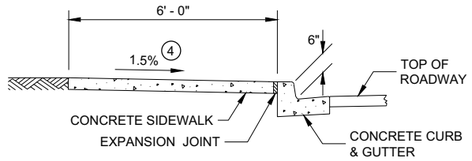


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

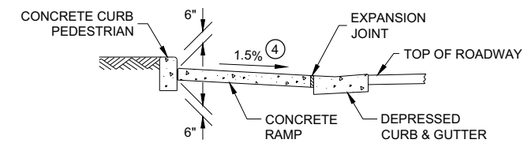
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

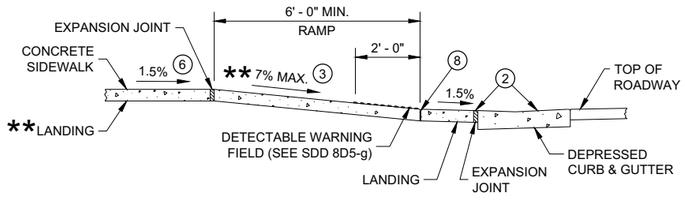
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



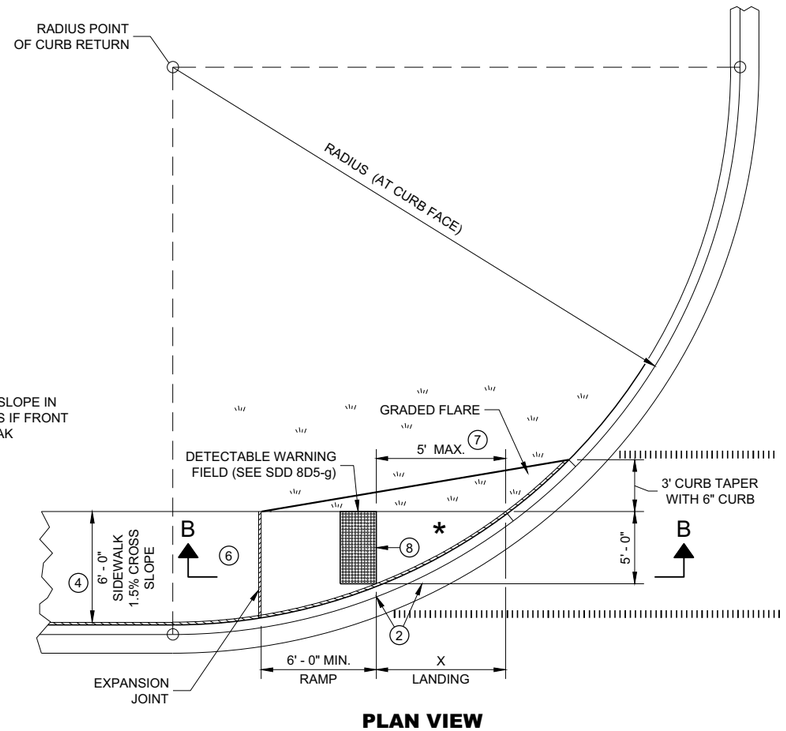
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

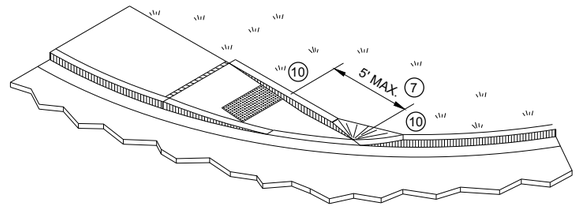
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

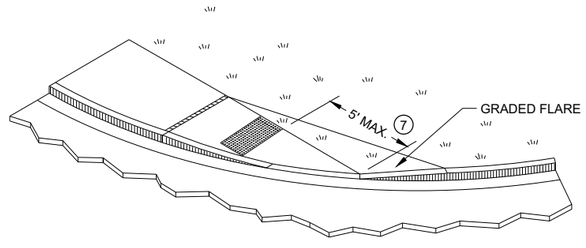


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



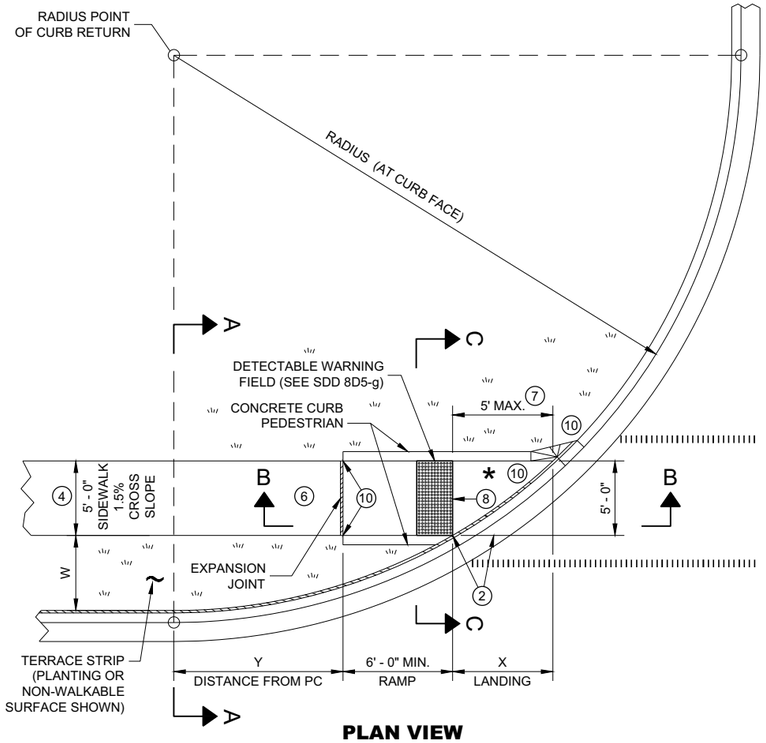
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

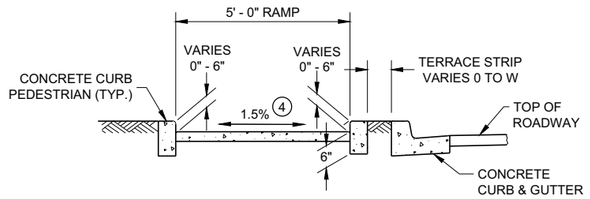


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

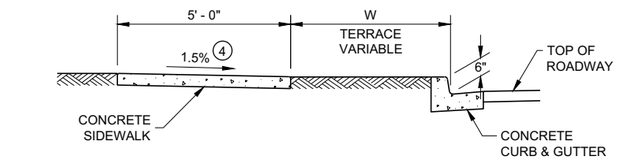
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

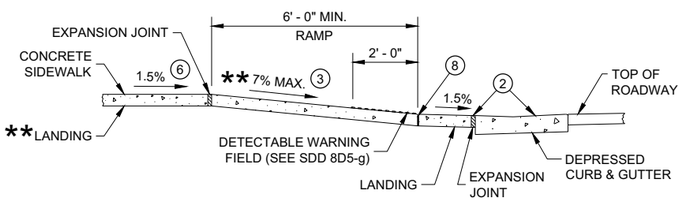
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

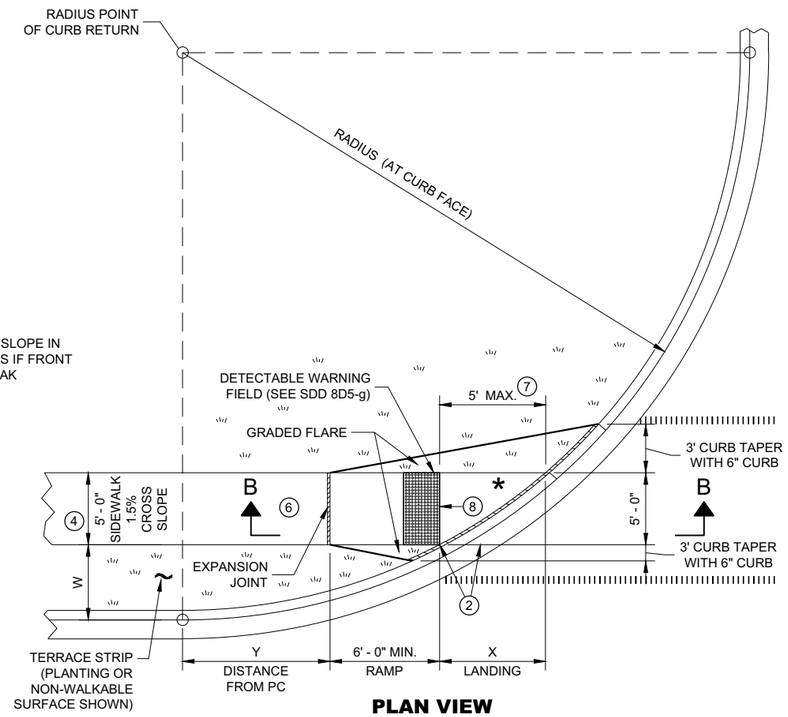


SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

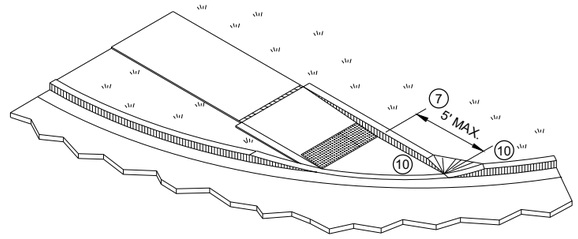
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



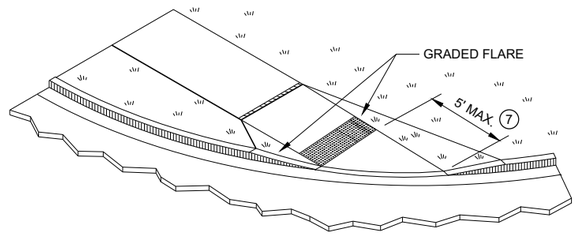
PLAN VIEW

CURB RAMP TYPE 4B1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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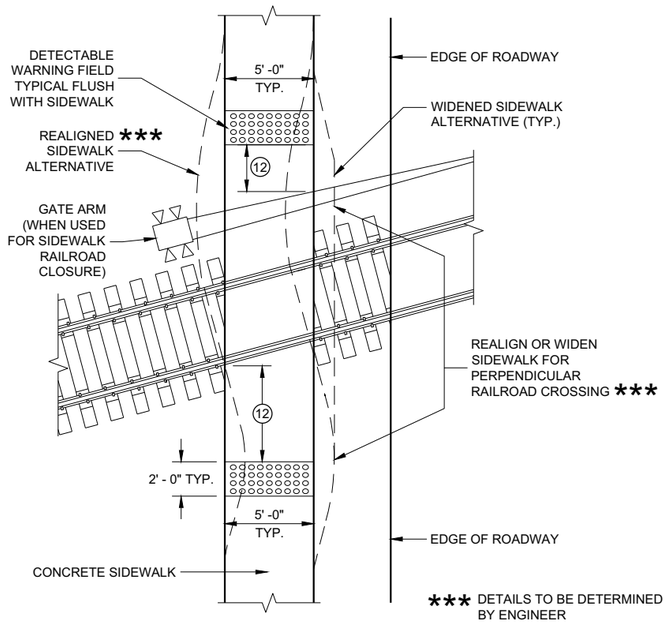
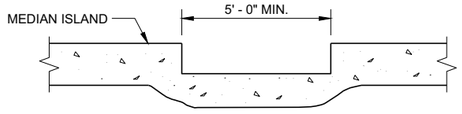
SDD 08D05 - 20d

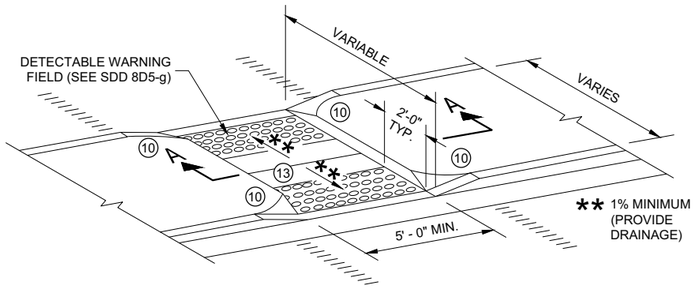


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

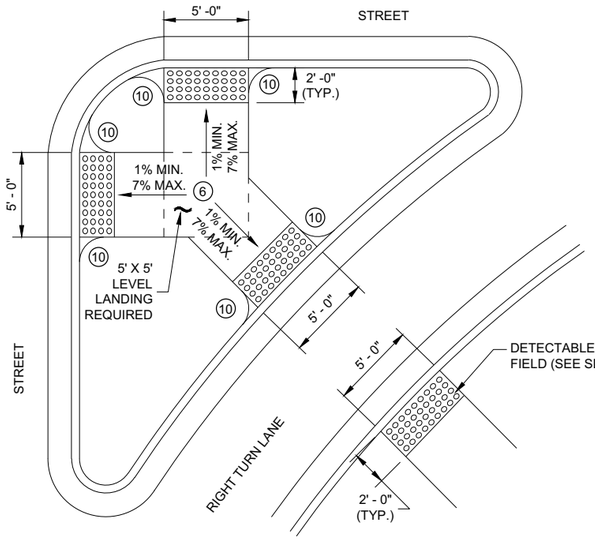
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

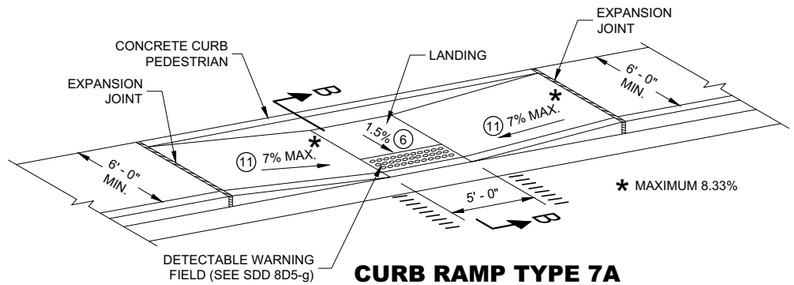
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

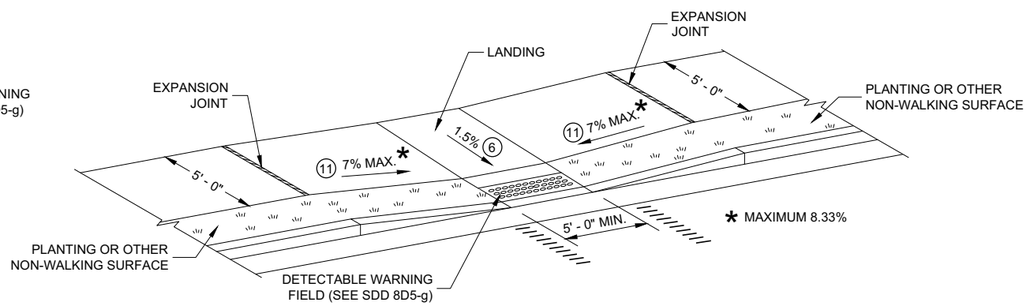
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

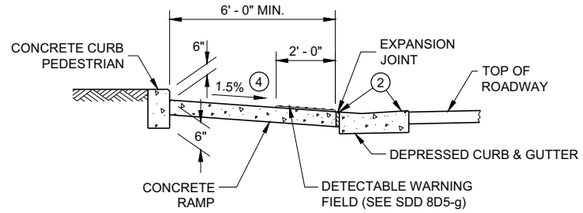
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

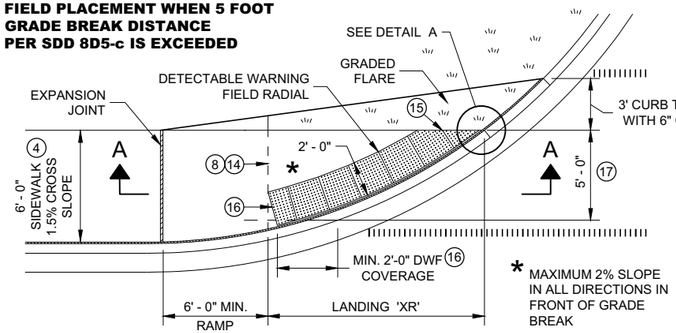
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

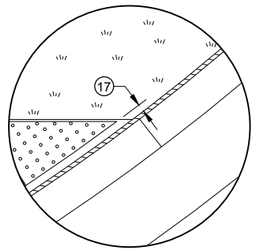
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



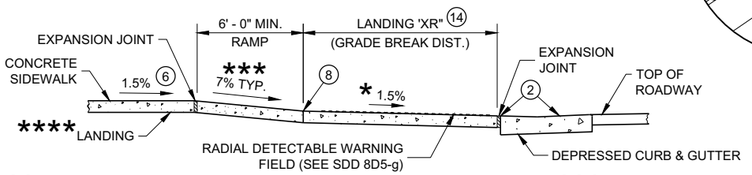
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

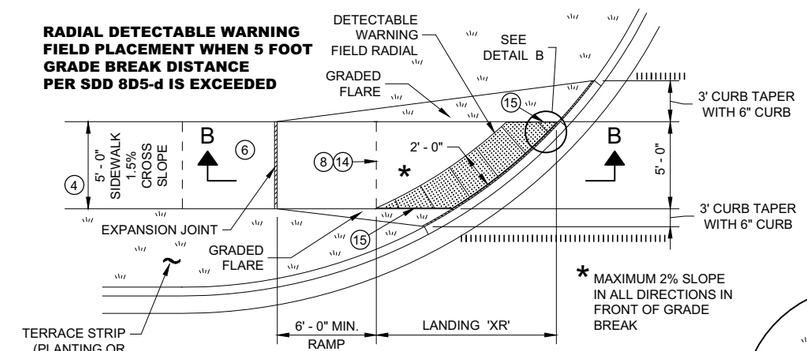


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

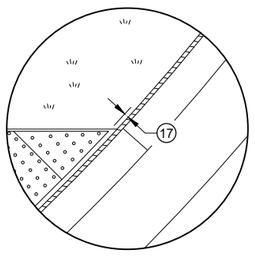
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



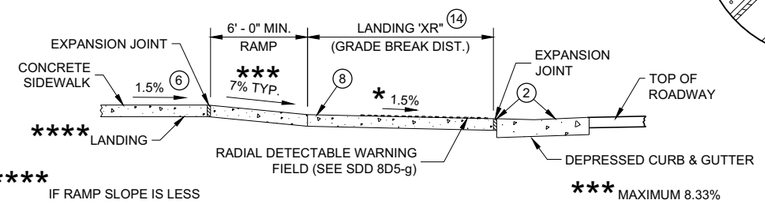
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

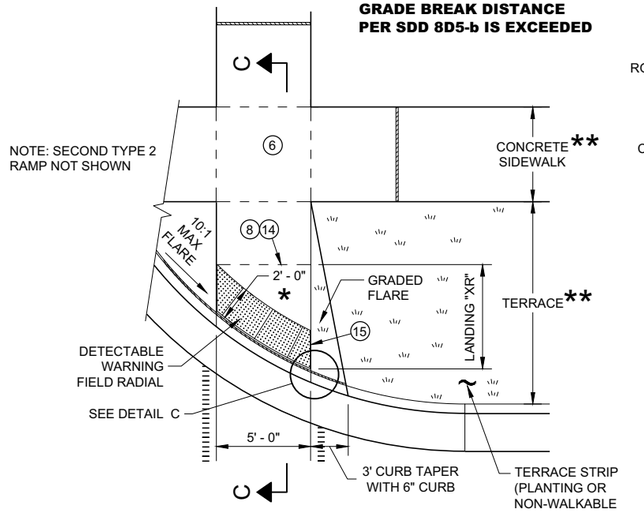
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

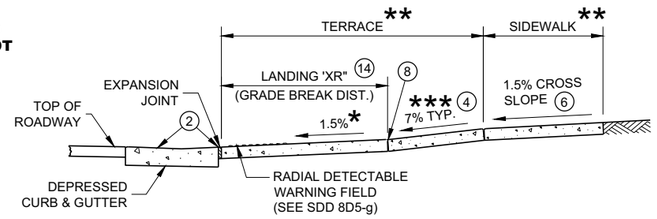


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

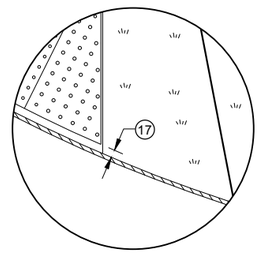


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

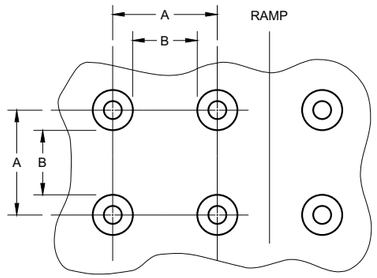
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

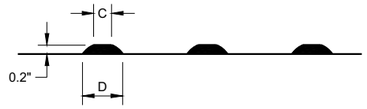
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

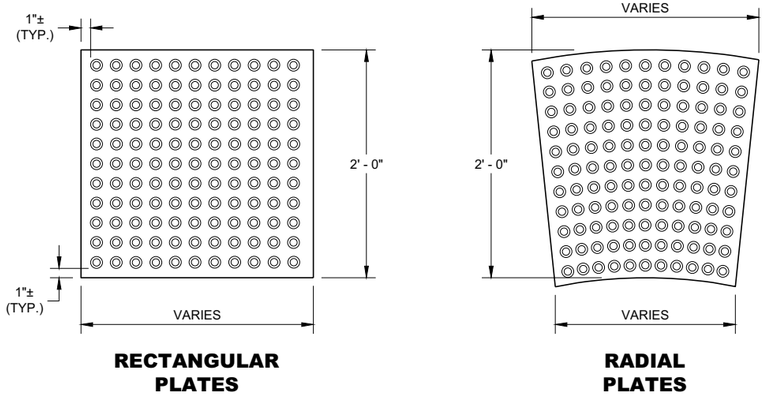


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

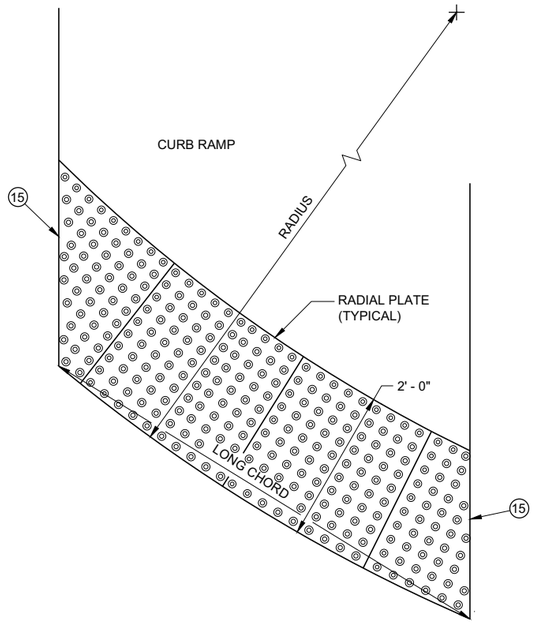
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

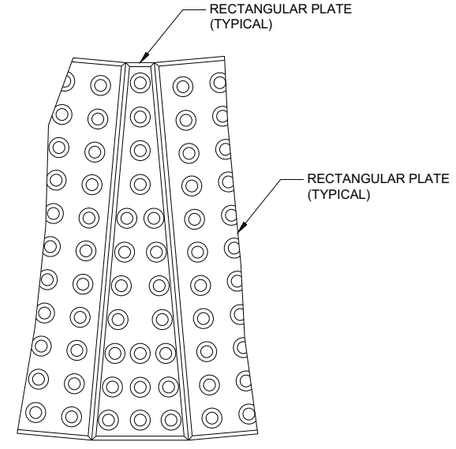
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

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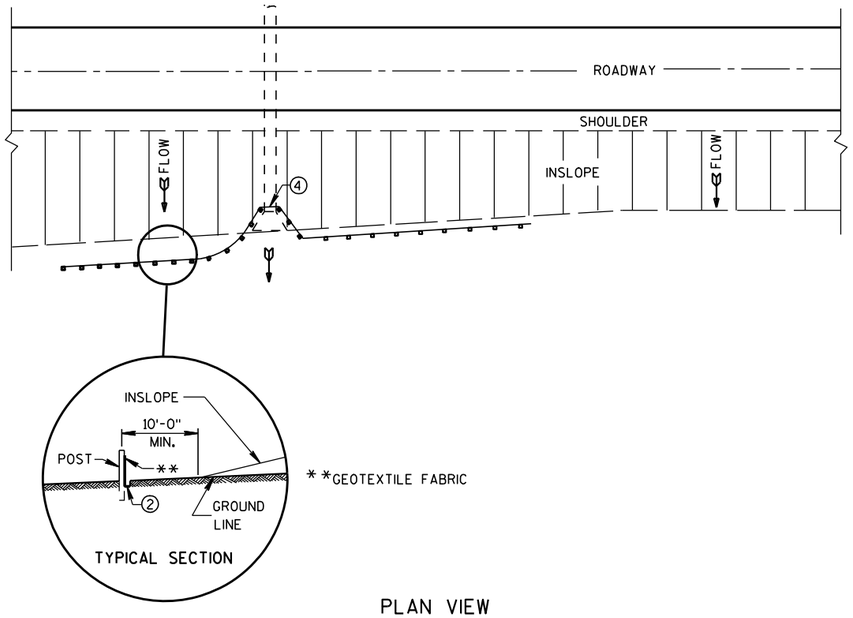
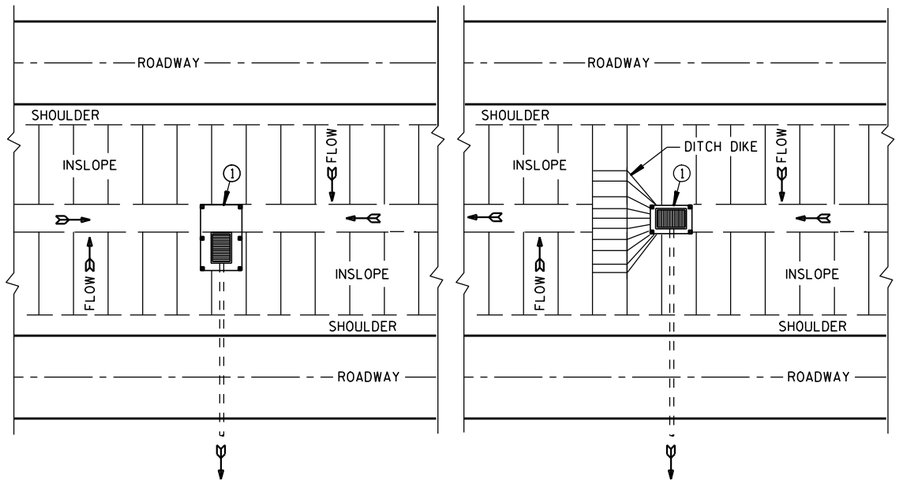
SDD 08D05 - 20g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



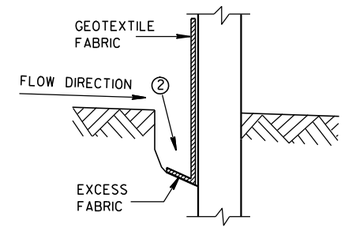
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

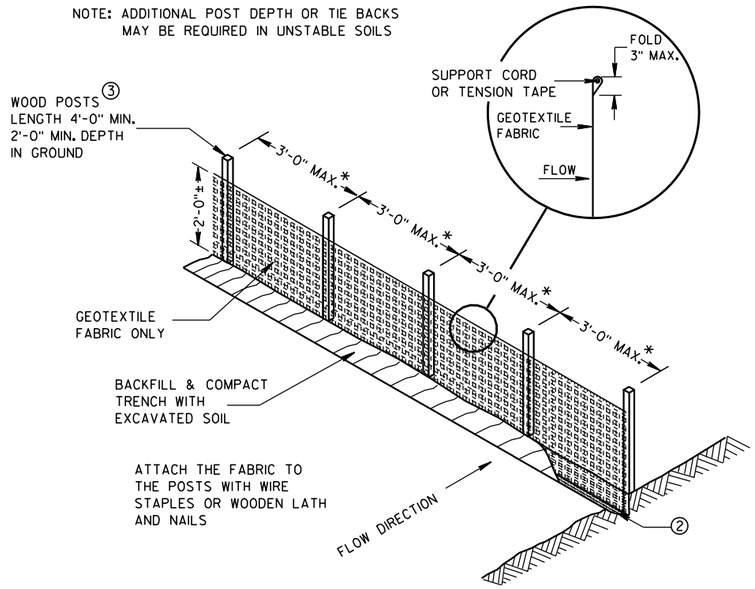
GENERAL NOTES

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

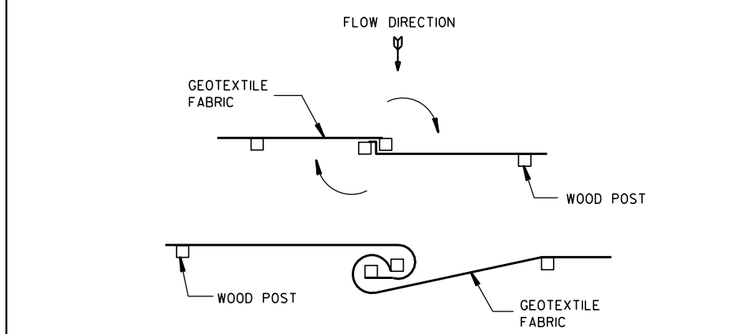
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



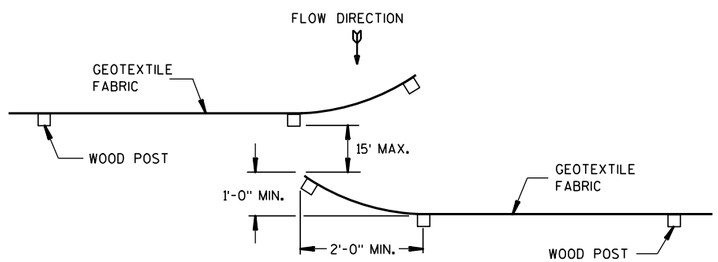
TRENCH DETAIL



SILT FENCE

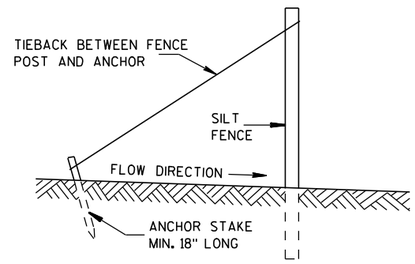


TWIST METHOD



HOOK METHOD

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

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S.D.D. 8 E 9-6

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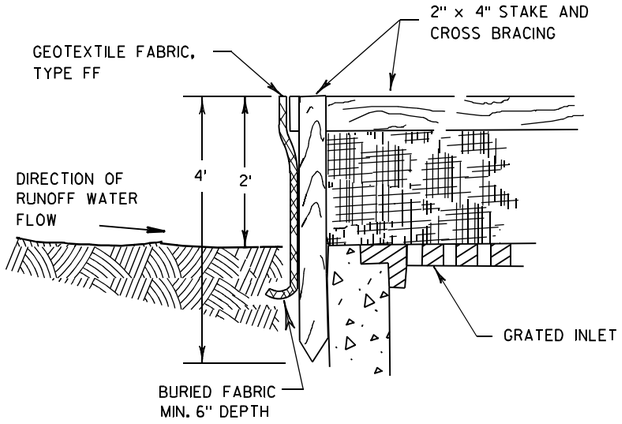
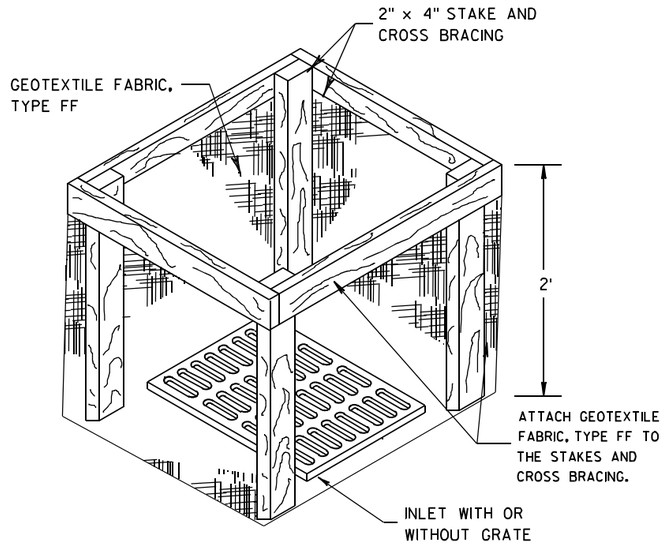
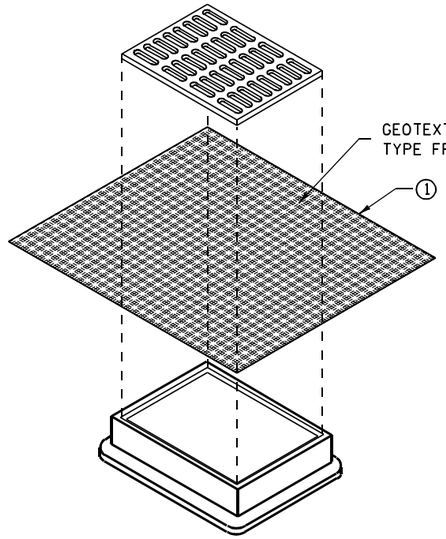
S.D.D. 8 E 9-6



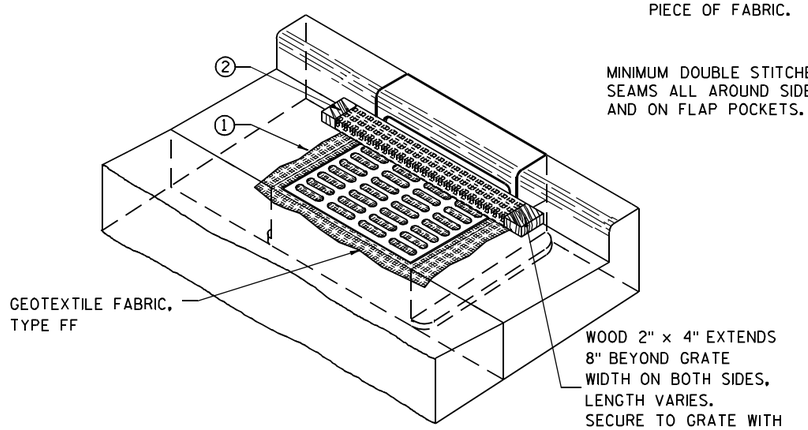


INLET PROTECTION, TYPE A

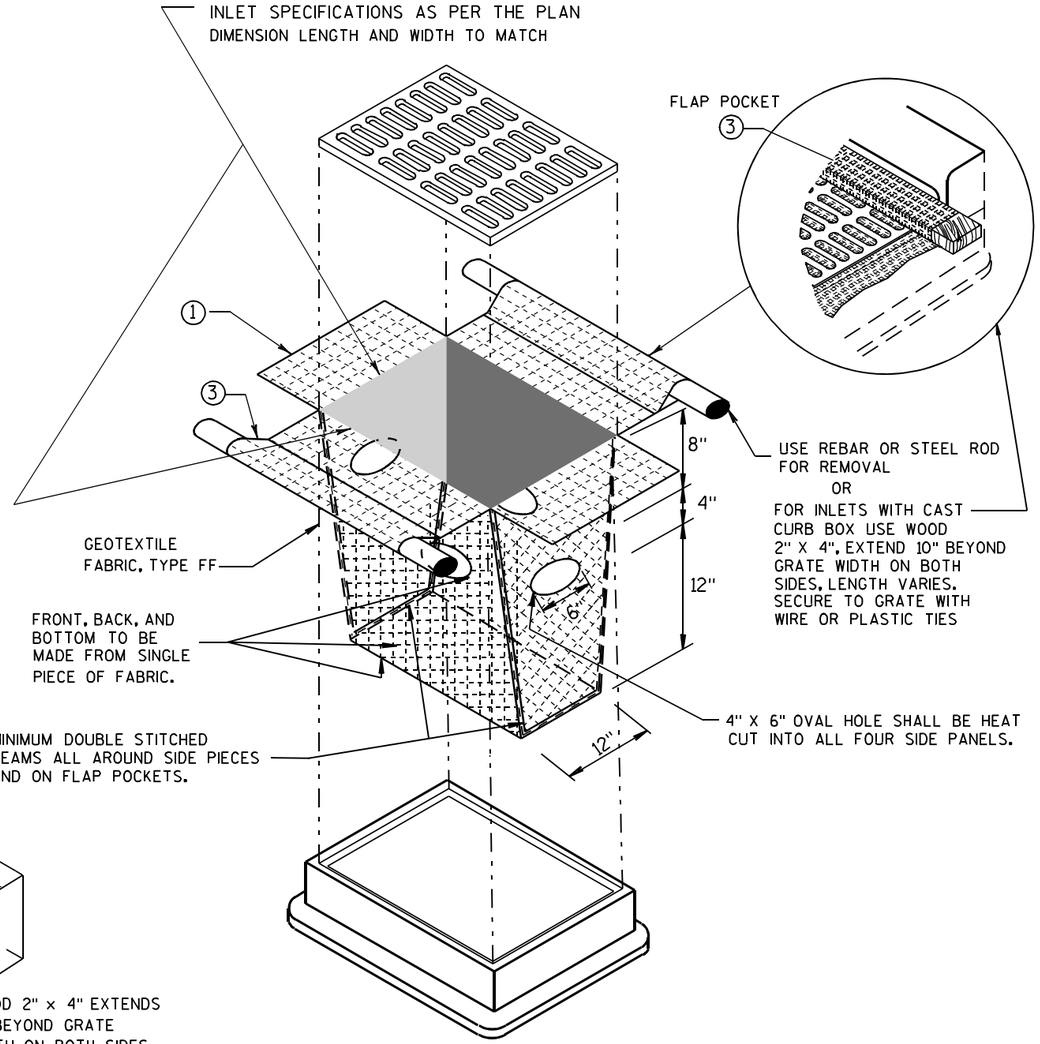


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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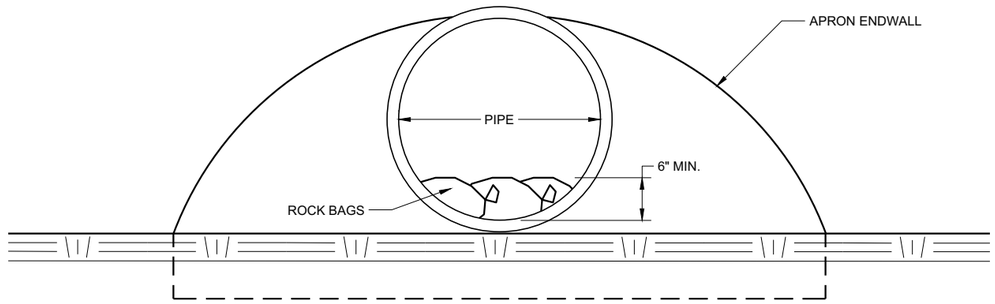
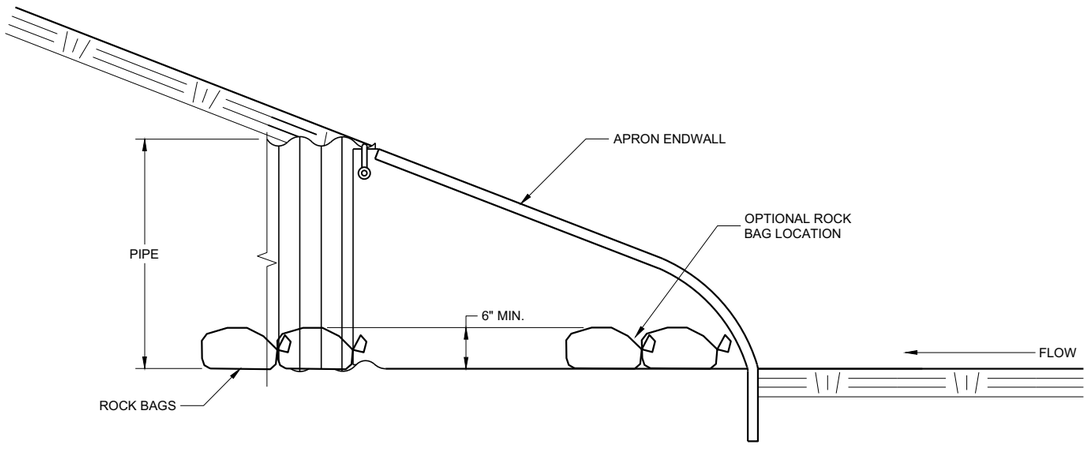
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

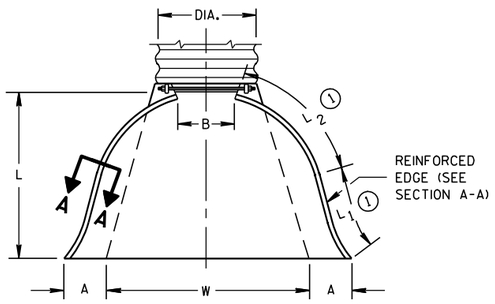
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 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

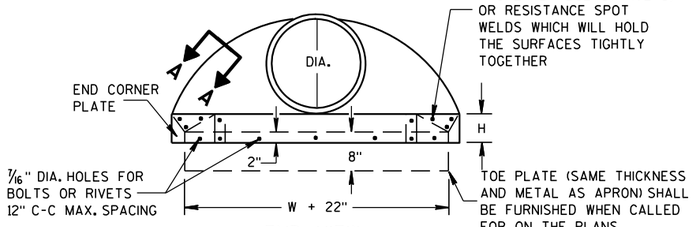
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
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

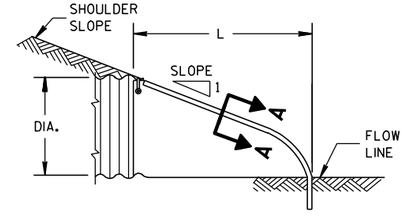
* MINIMUM
** MAXIMUM



PLAN VIEW

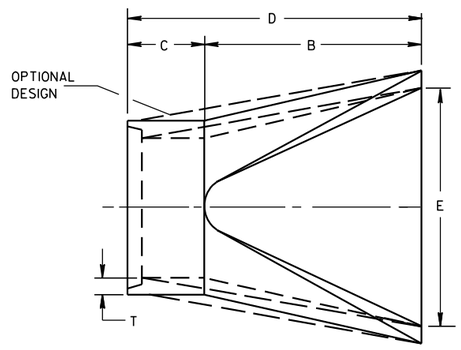


END VIEW

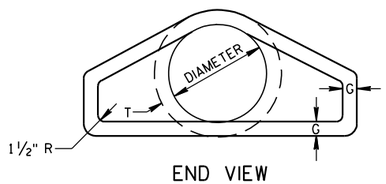


SIDE ELEVATION

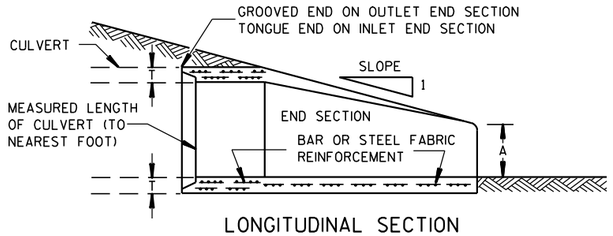
METAL ENDWALLS



PLAN

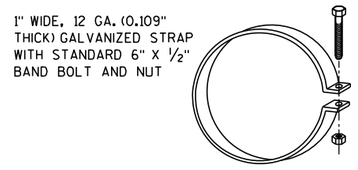


END VIEW



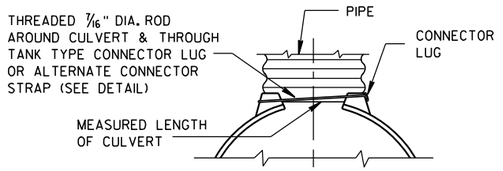
LONGITUDINAL SECTION

CONCRETE ENDWALLS

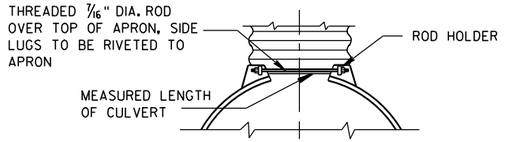


ALTERNATE FOR TYPE 1 CONNECTION

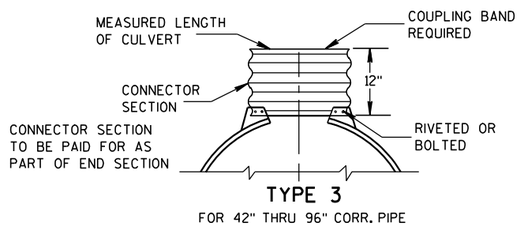
END SECTION CONNECTOR STRAP



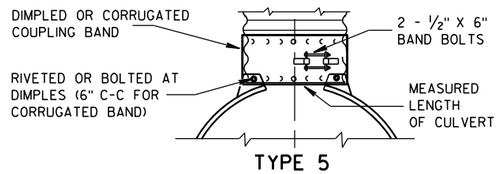
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

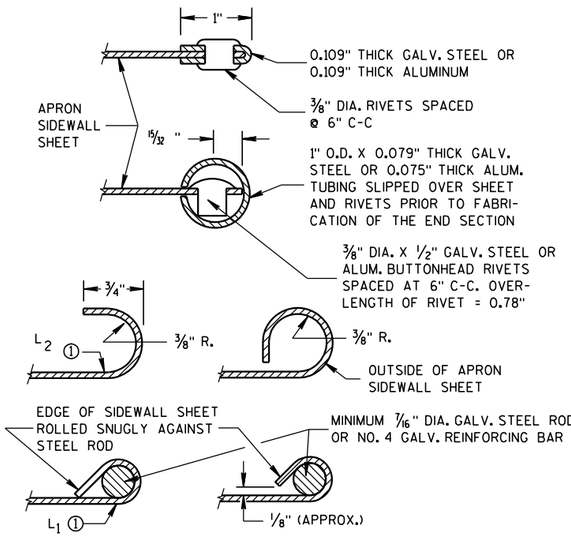
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

246

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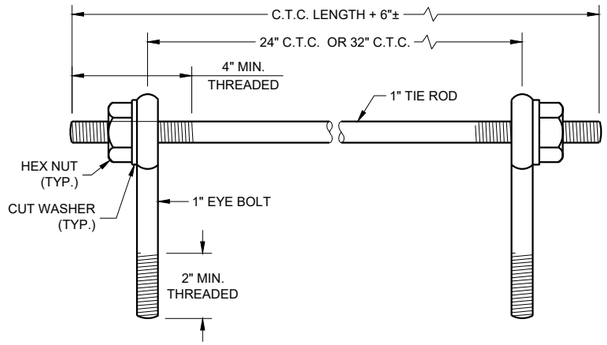
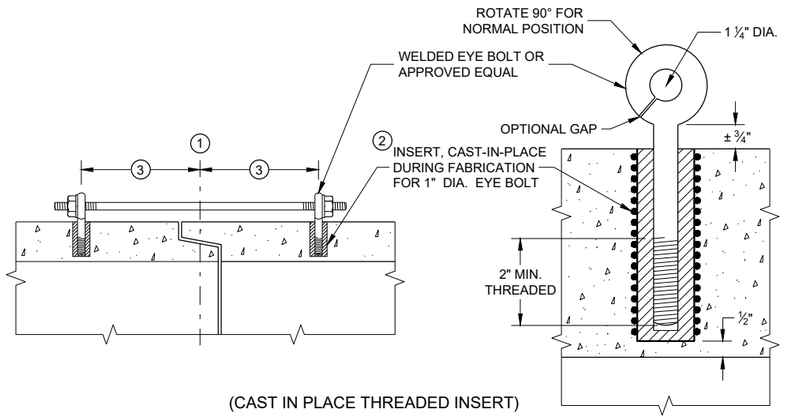
S.D.D. 8 F 1-11



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) CENTER LINE 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.

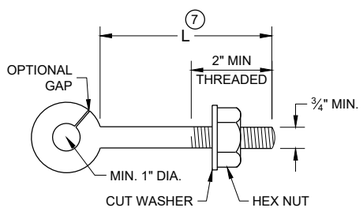
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

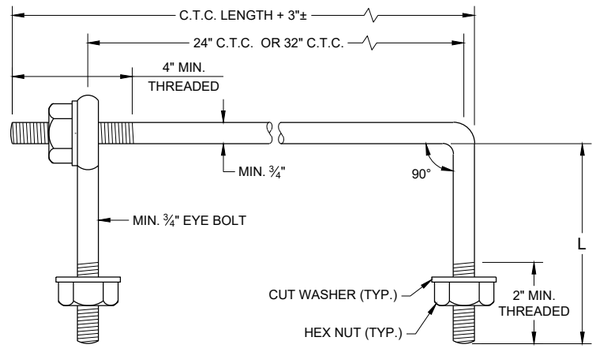
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

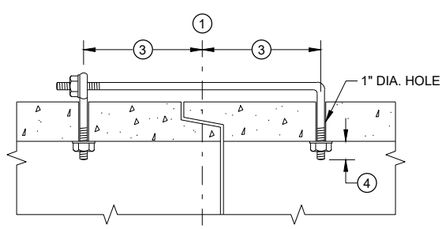


EYE BOLT (7)

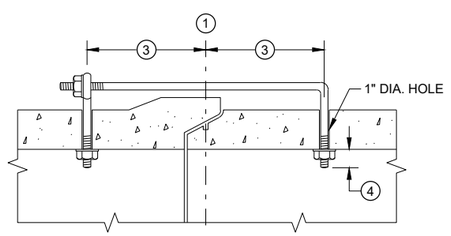
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

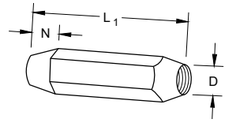
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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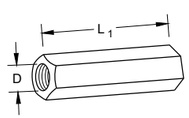
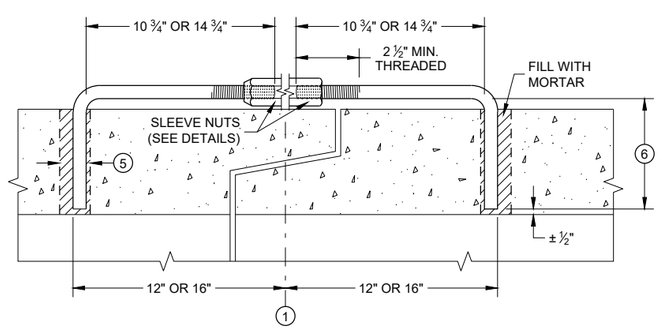


PLAIN

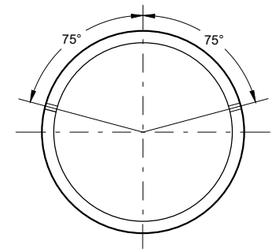
RIGHT AND LEFT THREADS

SLEEVE NUTS



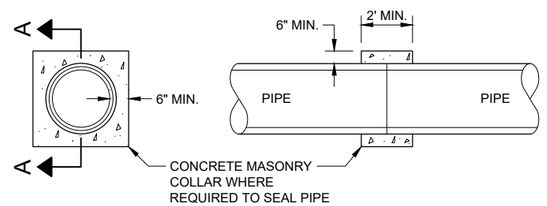
LONGITUDINAL SECTION

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

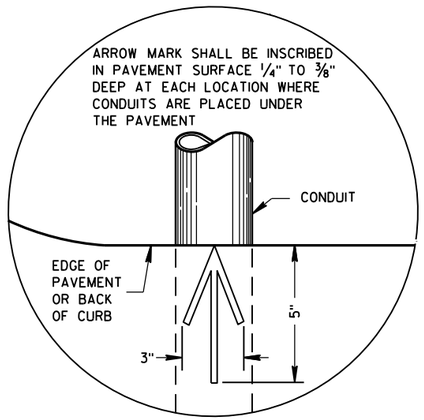
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

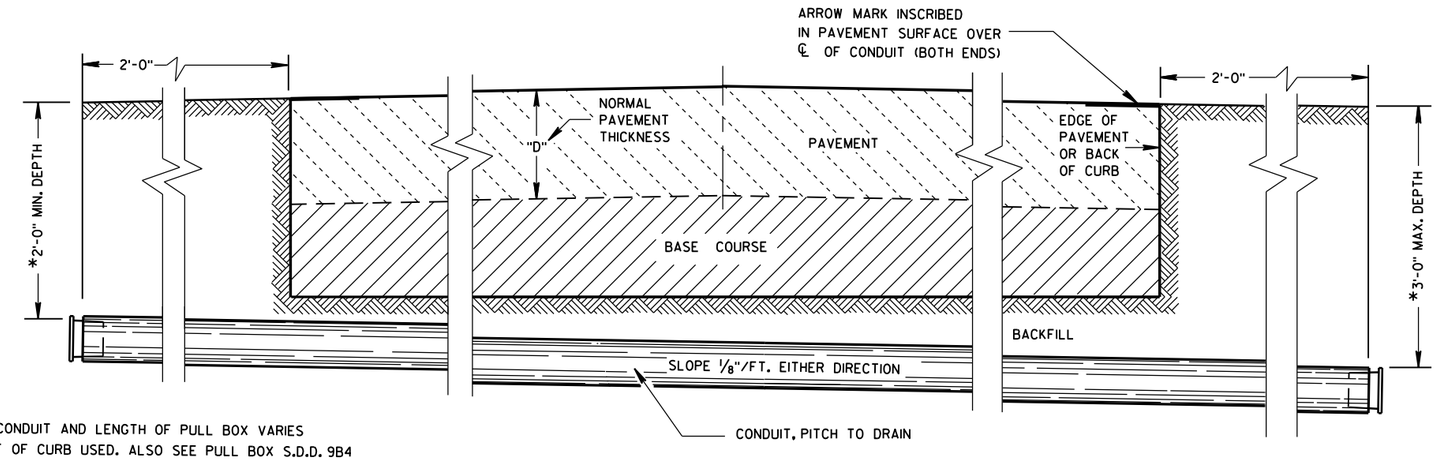
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

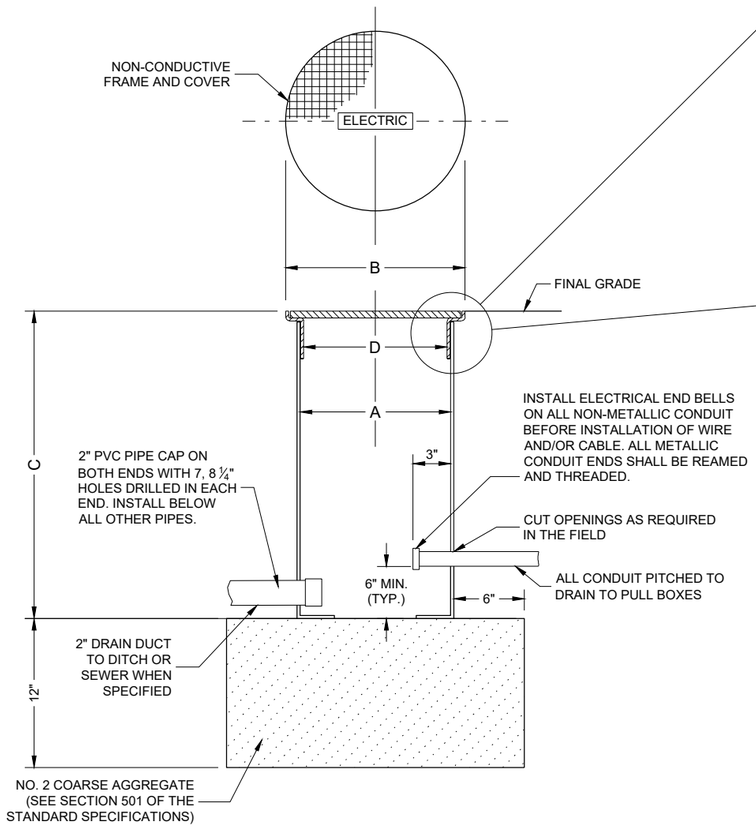
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

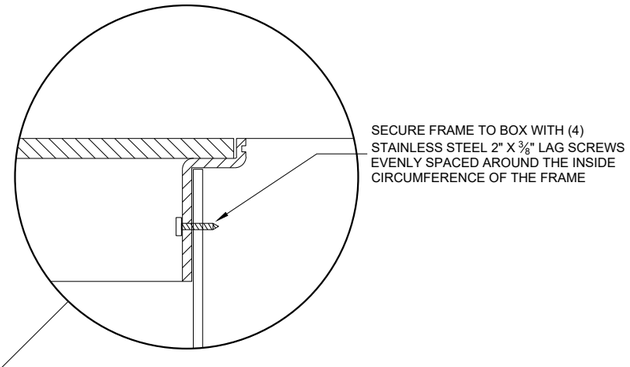
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

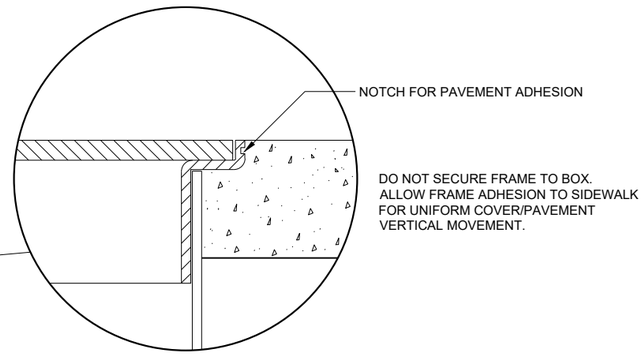
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



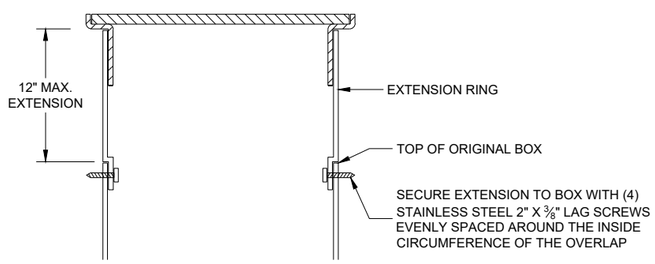
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

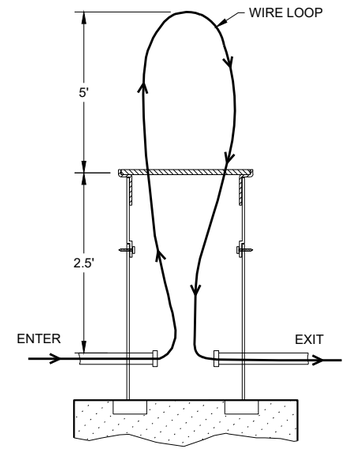
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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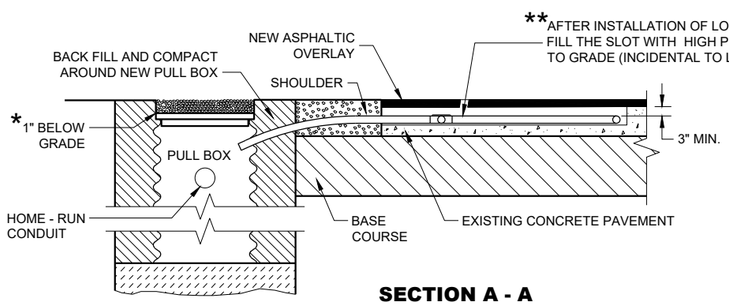
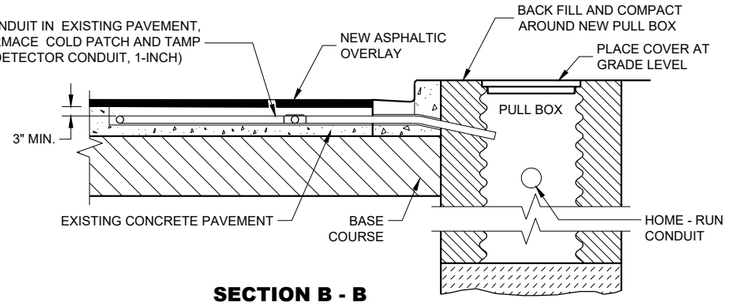
SDD 09B16 - 02



SECTION A - A
NO CURB AND GUTTER

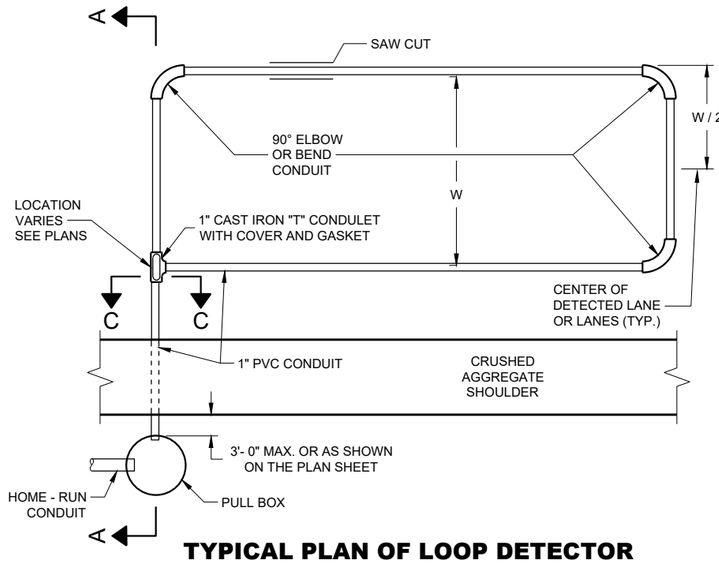
LOOP DETECTOR INSTALLATION DETAIL



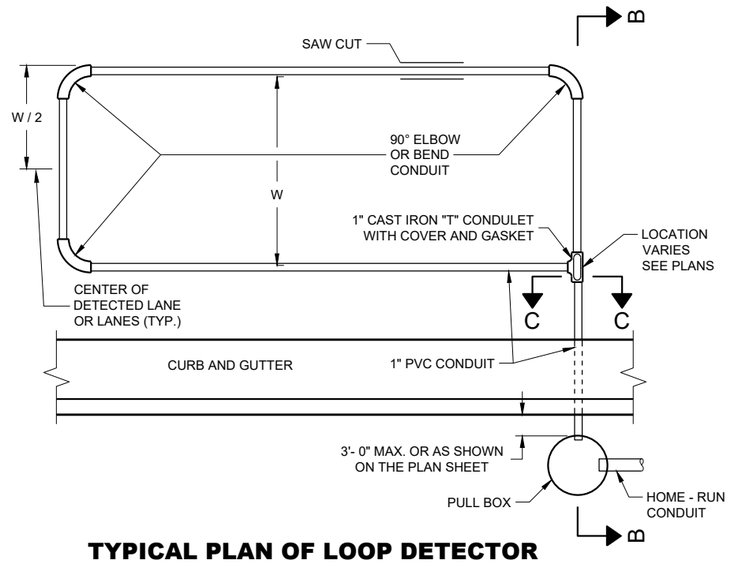
SECTION B - B
CURB AND GUTTER

LOOP DETECTOR INSTALLATION DETAIL

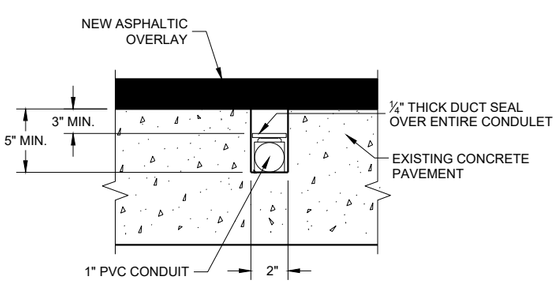
* RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

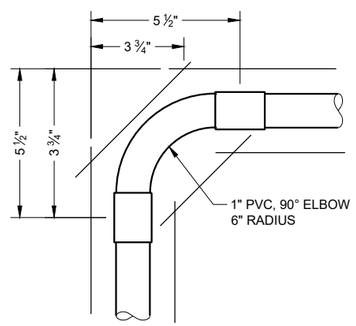


TYPICAL PLAN OF LOOP DETECTOR



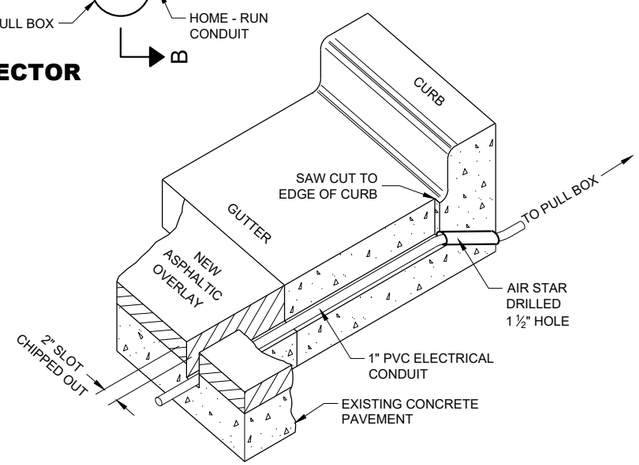
SIDE VIEW
SECTION C - C

LOOP DETECTOR SLOT DETAIL



TOP VIEW

CORNER SAW SLOT DETAIL



ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY ½ INCH.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.

LOOP DETECTOR INSTALLED IN EXISTING CONCRETE PAVEMENT WITH NEW ASPHALTIC OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 250
FHWA

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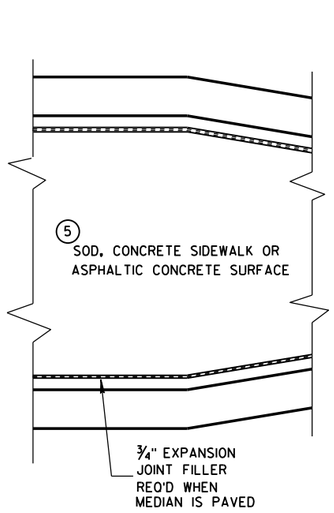
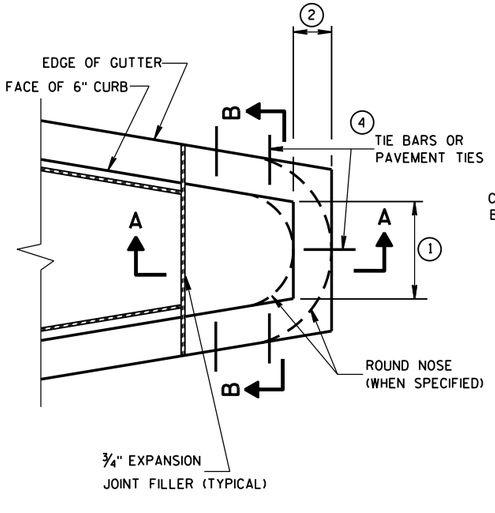
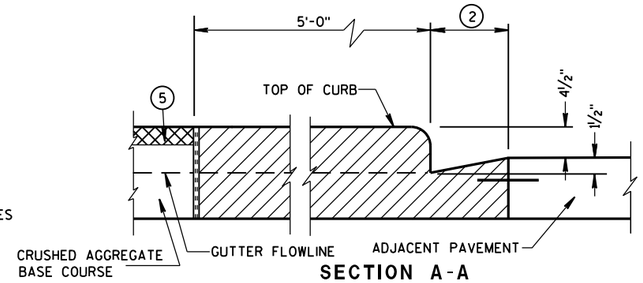
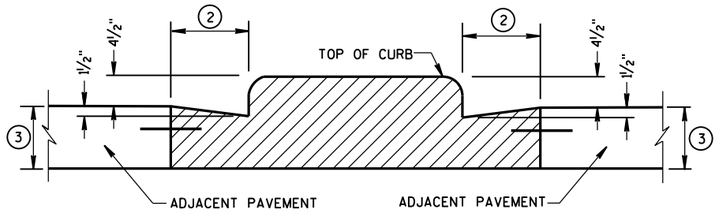
SDD 09F11 - 04







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE 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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

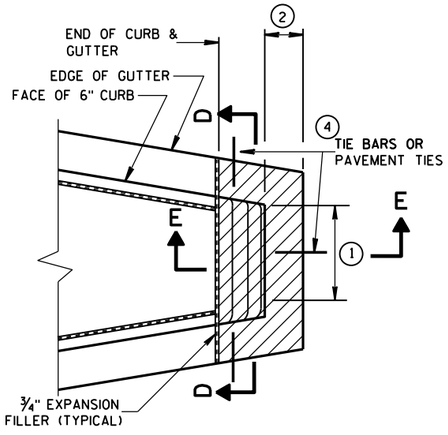
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

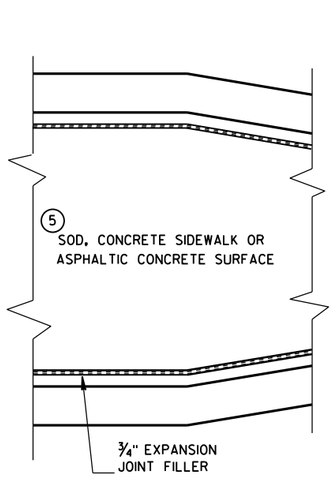
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

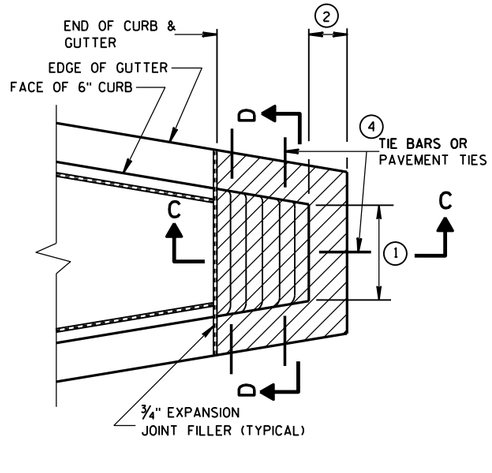
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

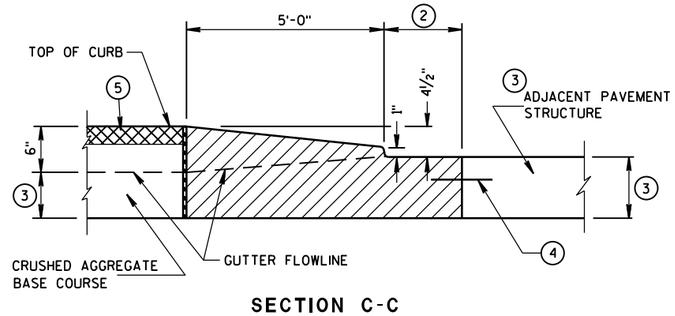
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



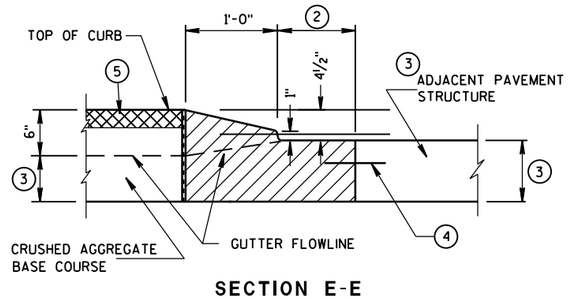




CONCRETE MEDIAN SLOPED NOSE TYPE 1

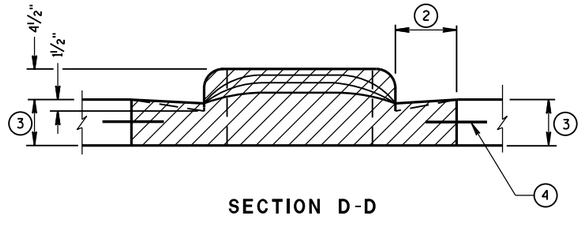


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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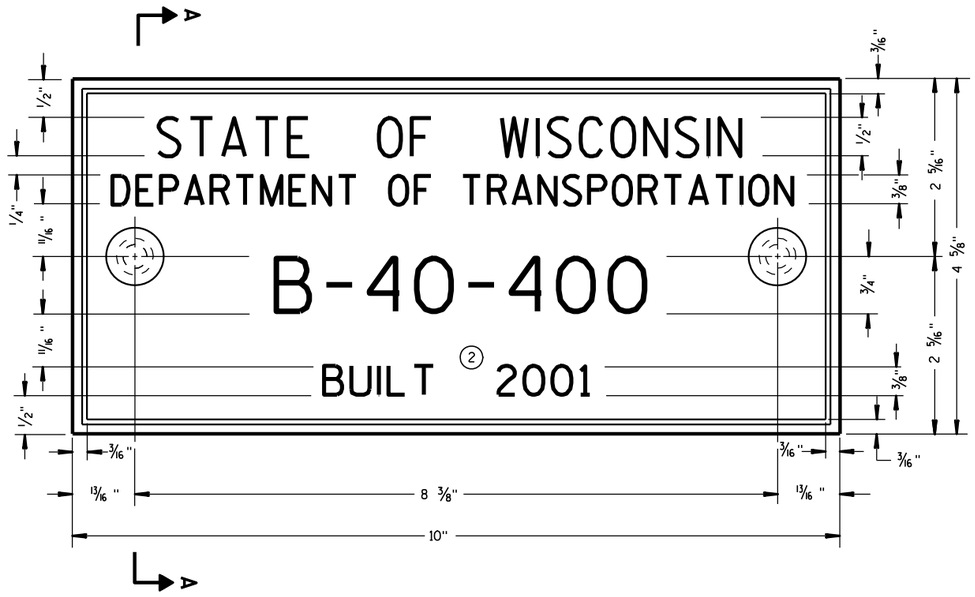
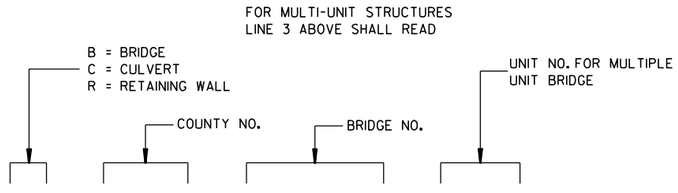
S.D.D. 11 B 2-2



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

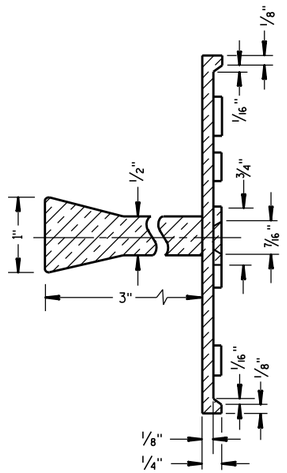
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

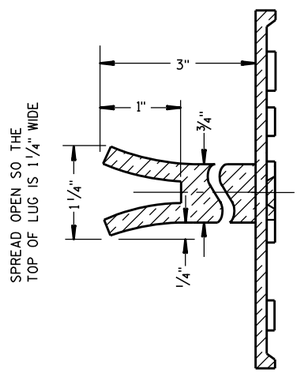
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

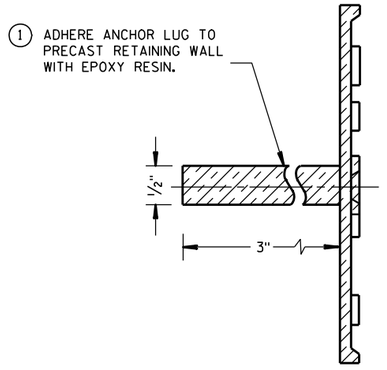
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 — DATE

/S/ Scot Beck — CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 12 A 3-10

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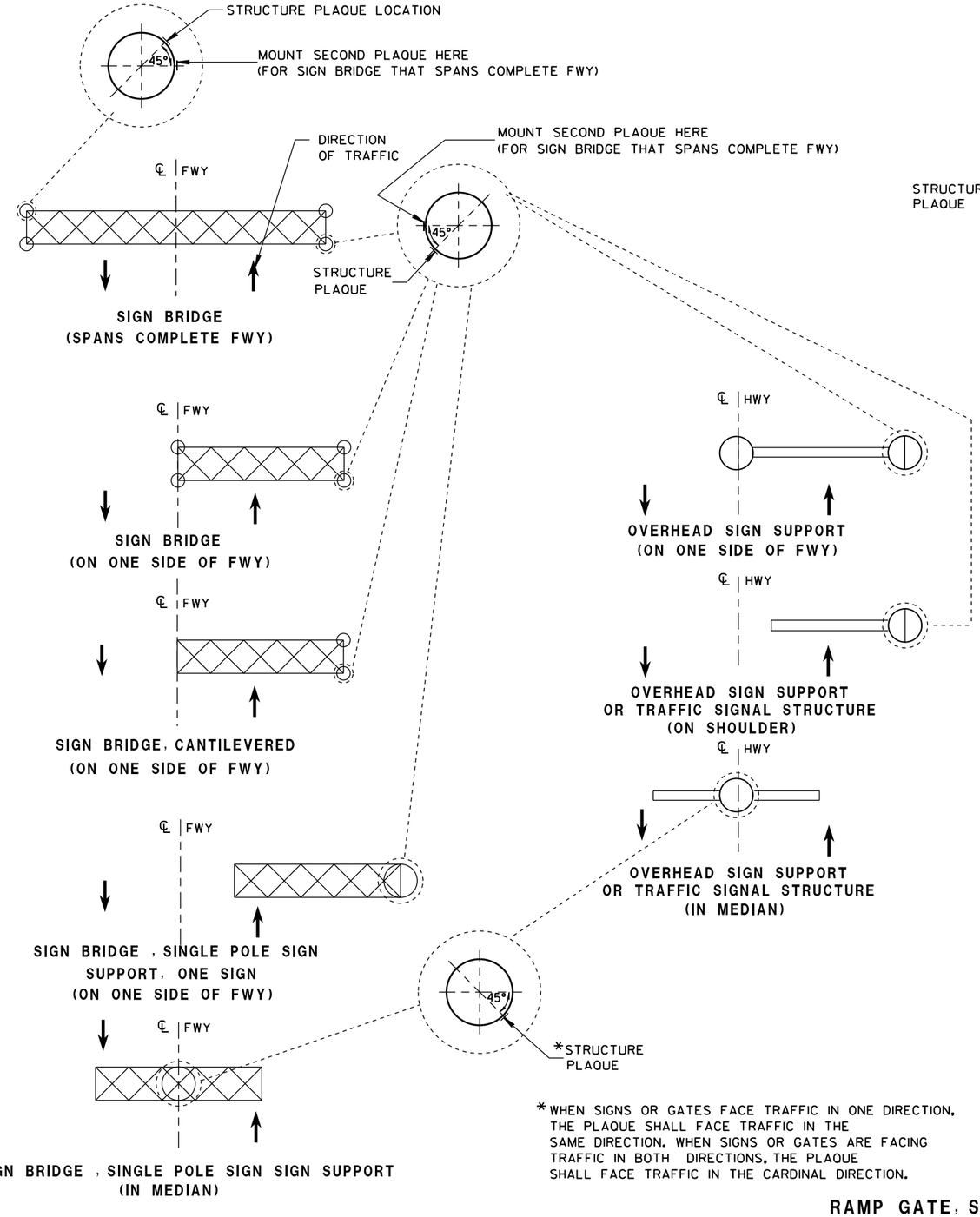
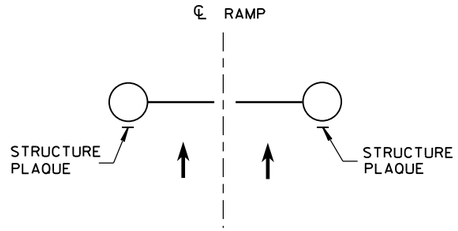
S.D.D. 12 A 3-10

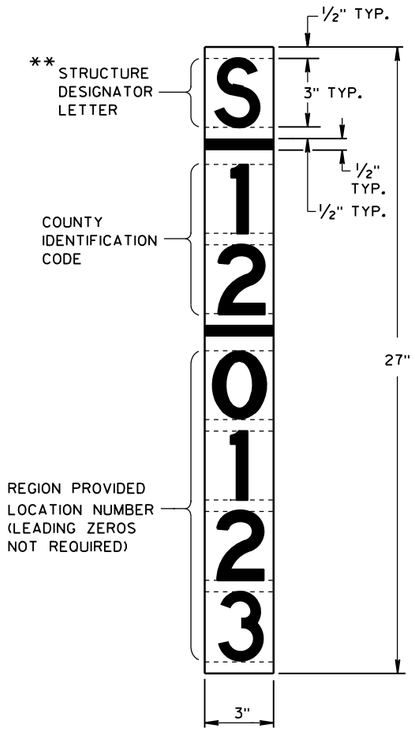


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

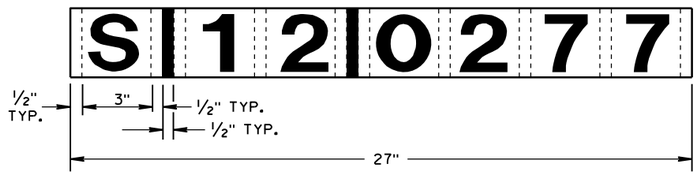
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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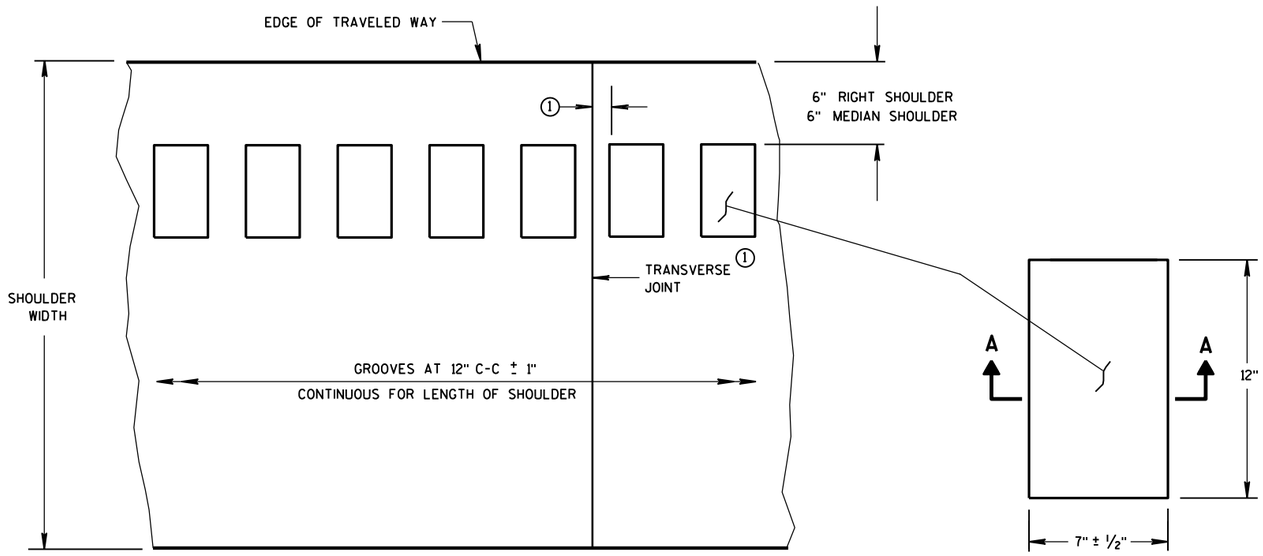
S.D.D. 12 A 4-3



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

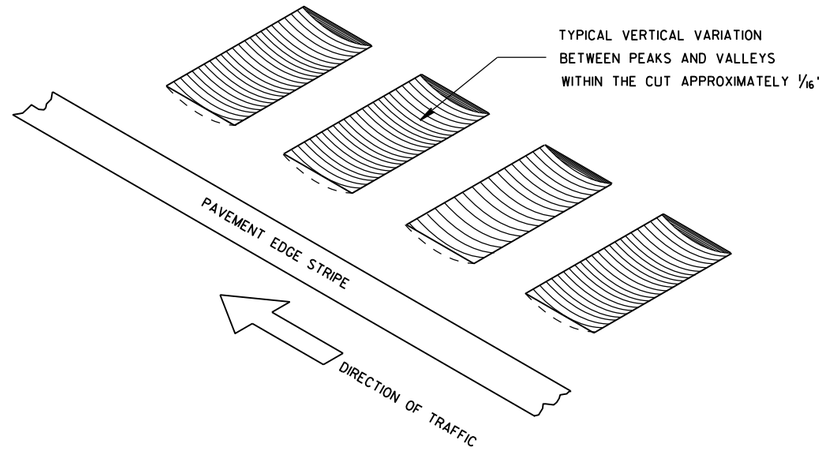
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

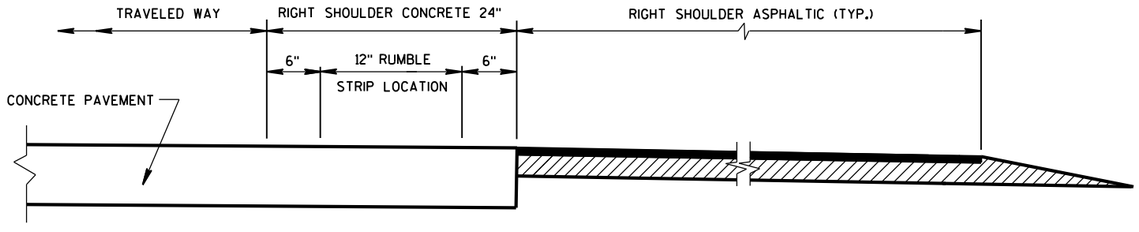
RUMBLE STRIPS ON EXPRESSWAYS

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.

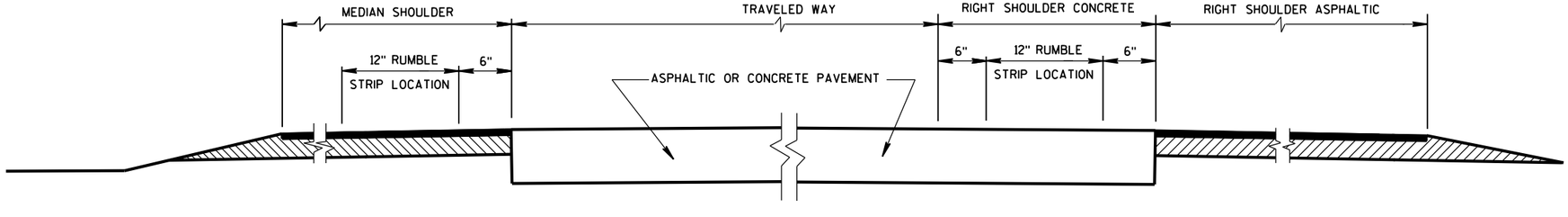
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



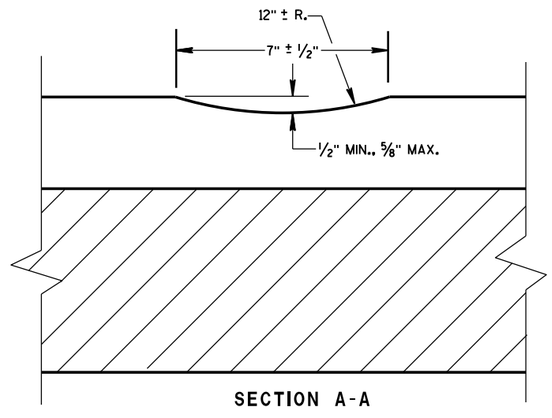
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



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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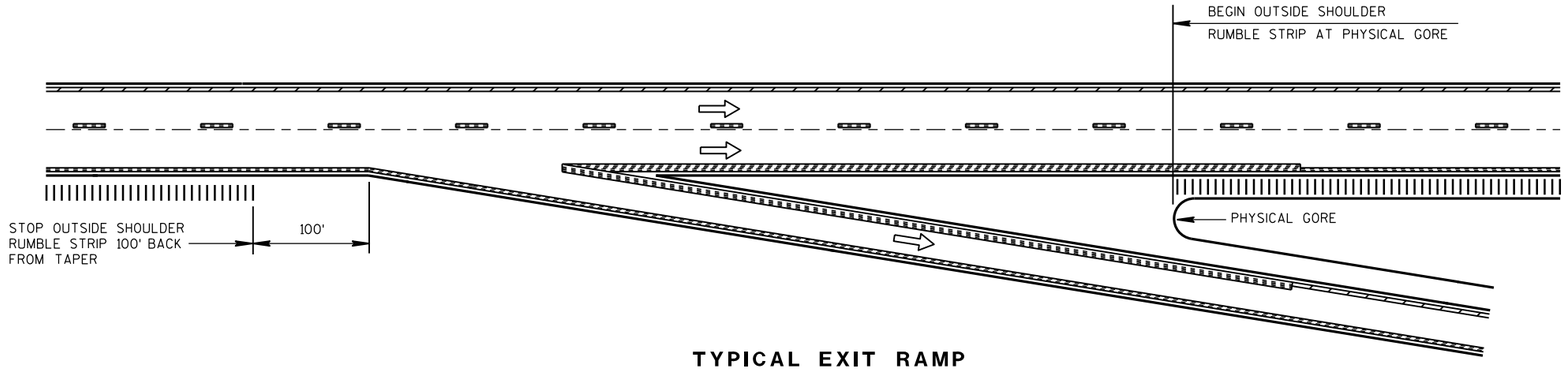
S.D.D. 13 A 5-5a



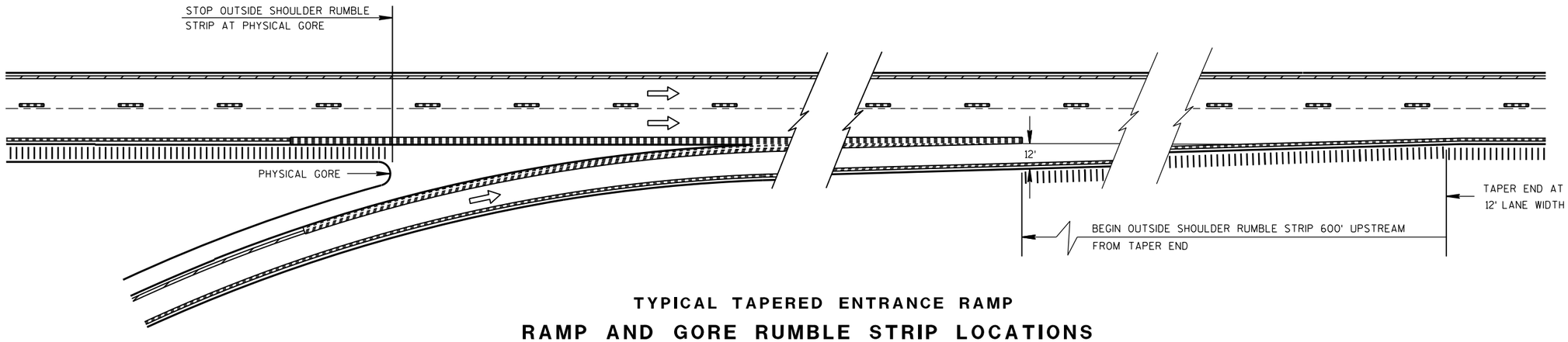
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

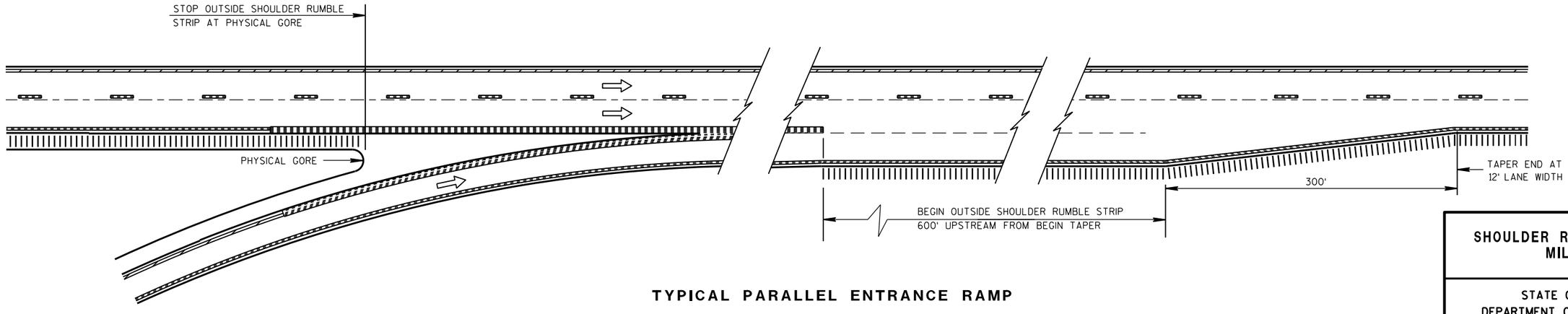
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

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

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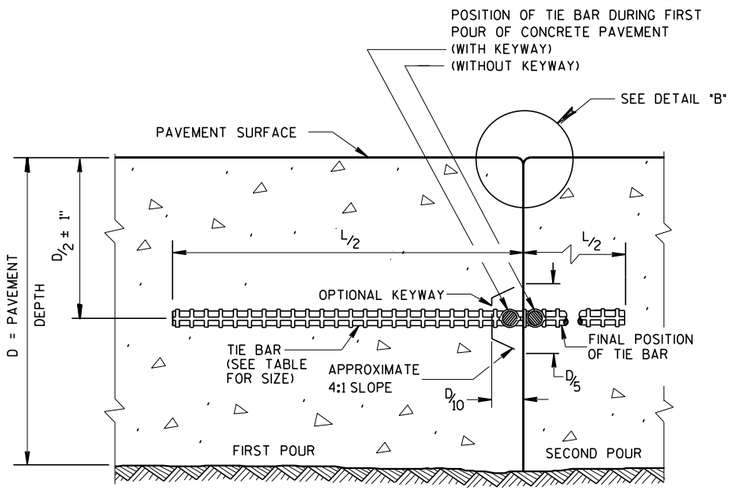
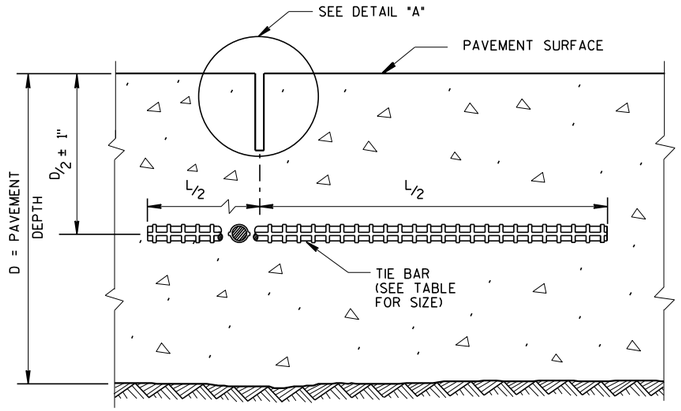
S.D.D. 13 A 5-5b



CONSTRUCTION JOINT



SAWED JOINT

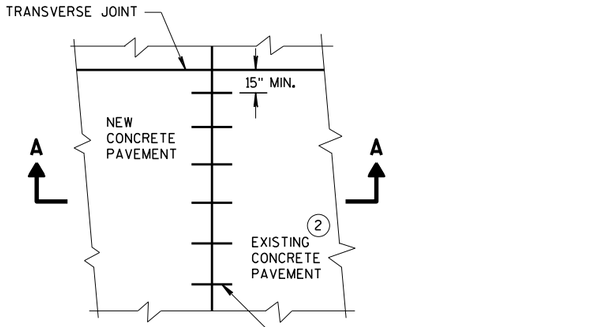
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

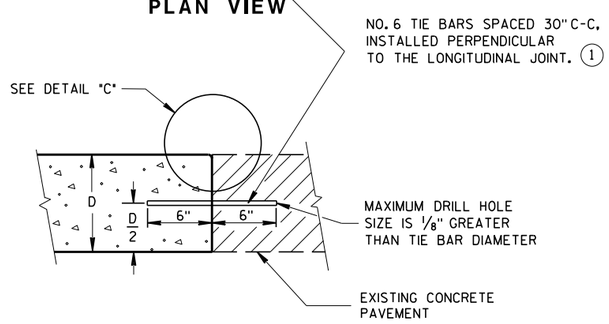
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

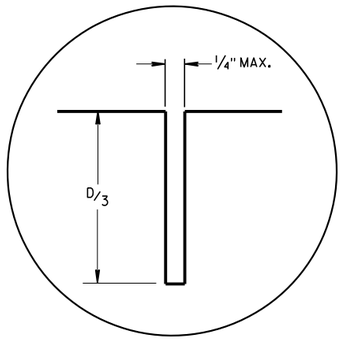


PLAN VIEW

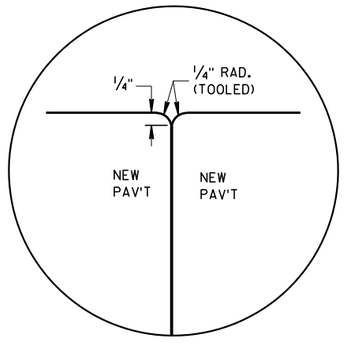


SECTION A-A

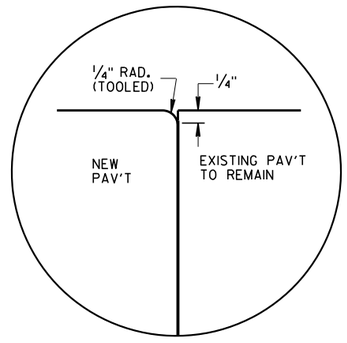
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



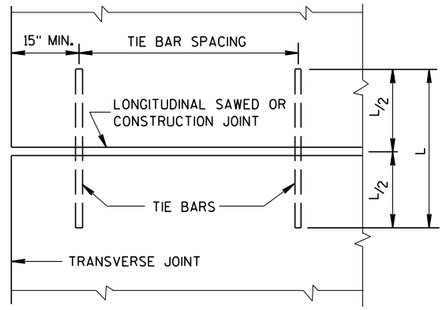
DETAIL "C"

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 P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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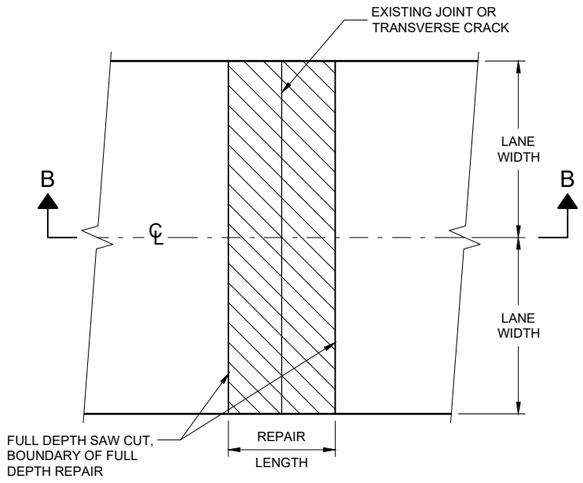
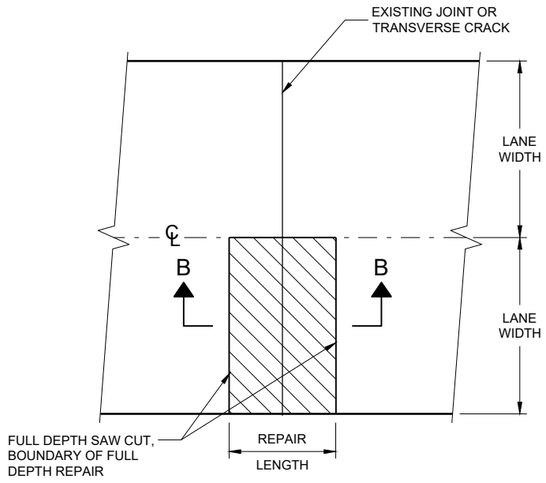
S.D.D. 13 C 1-19

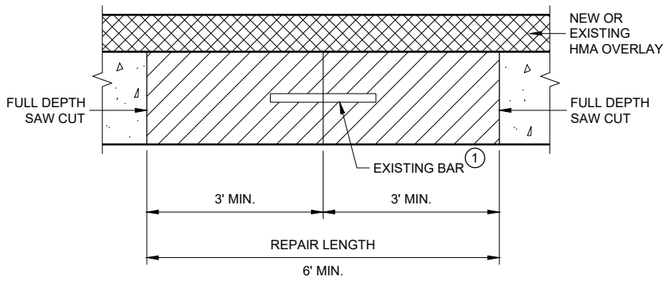


PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL

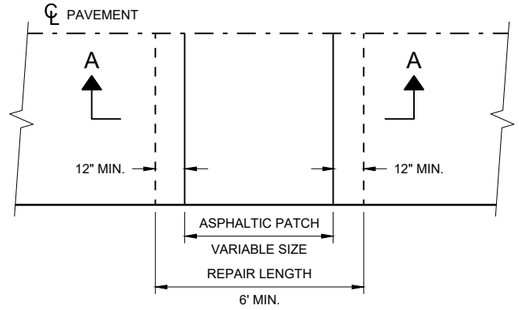
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

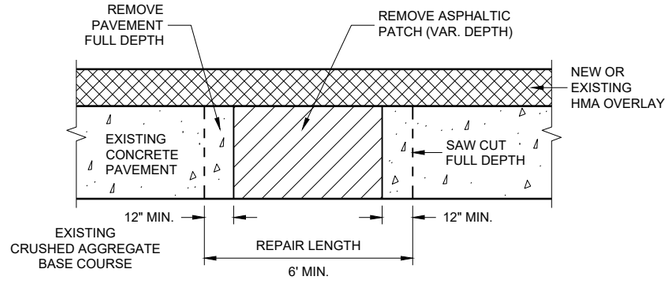
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

(1) DOWEL BARS MAY NOT BE PRESENT.



PLAN VIEW



SECTION A - A

HMA PATCH REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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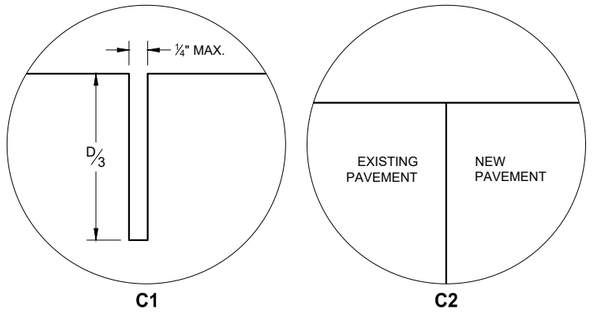
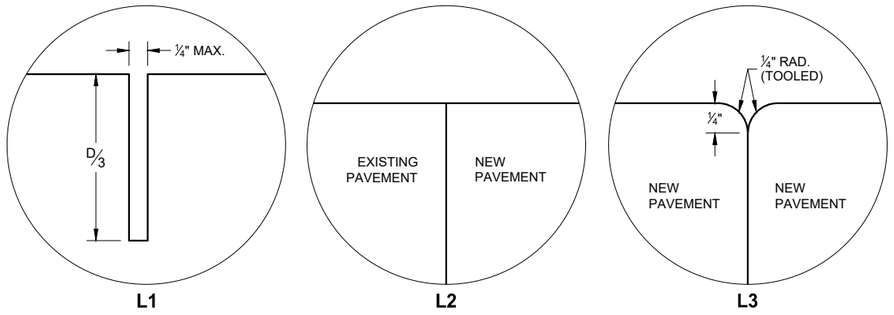
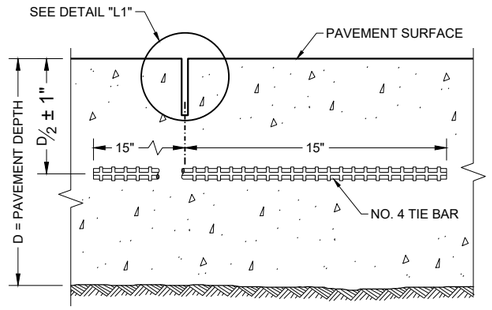
SDD 13C14 - 07a



TRANSVERSE JOINTS

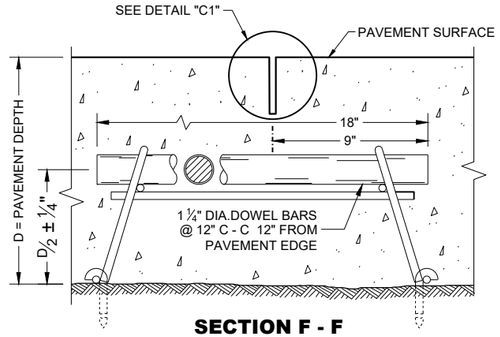


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

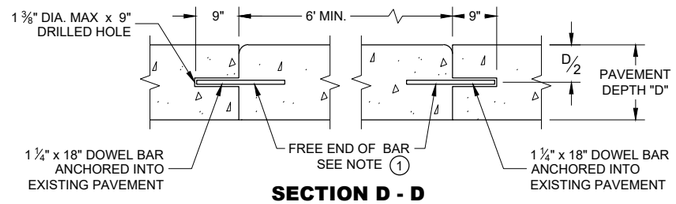
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

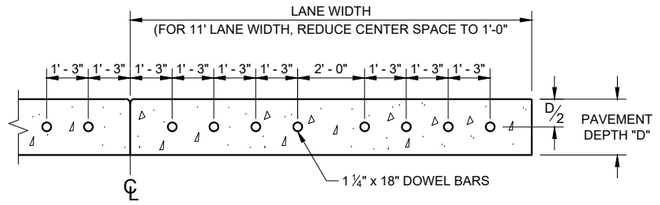
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

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

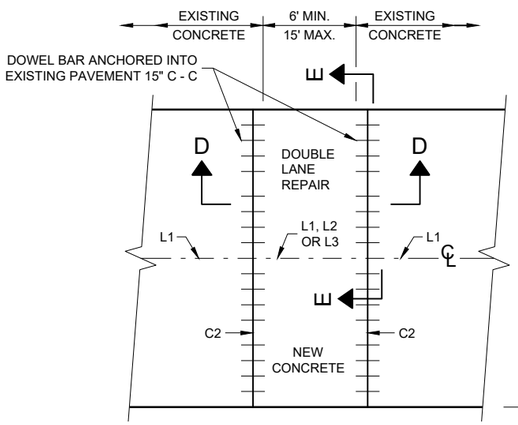


SECTION D - D



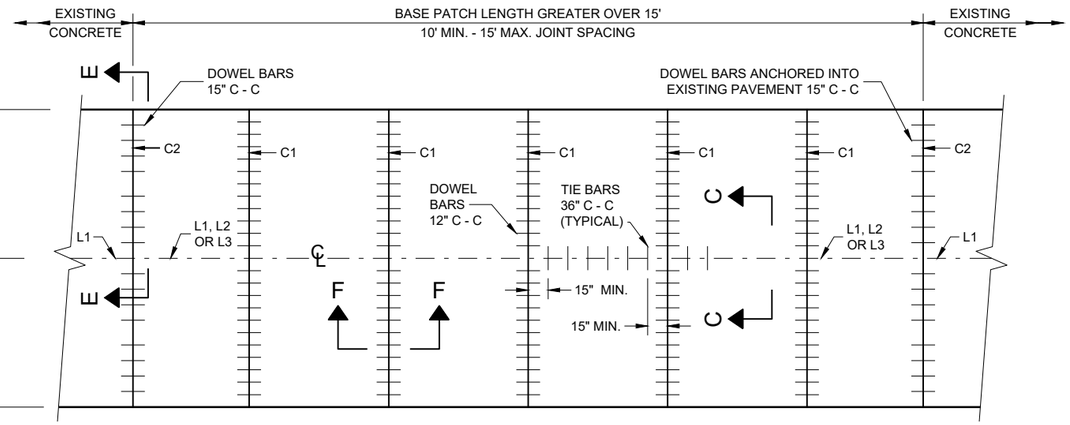
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 258

SDD 13C14 - 07b

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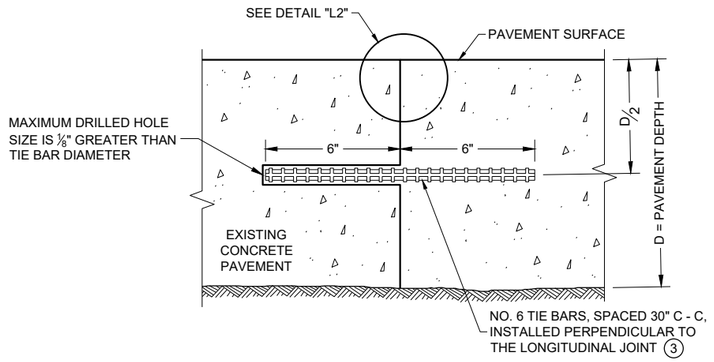
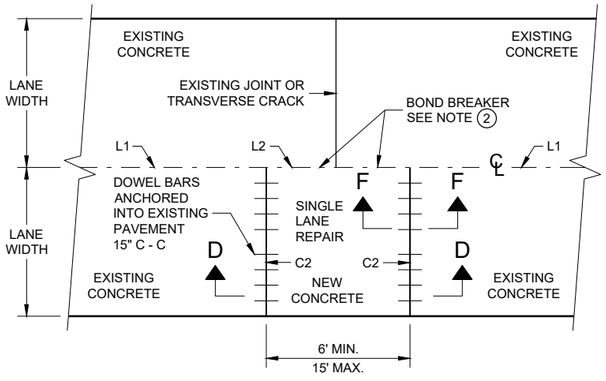


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

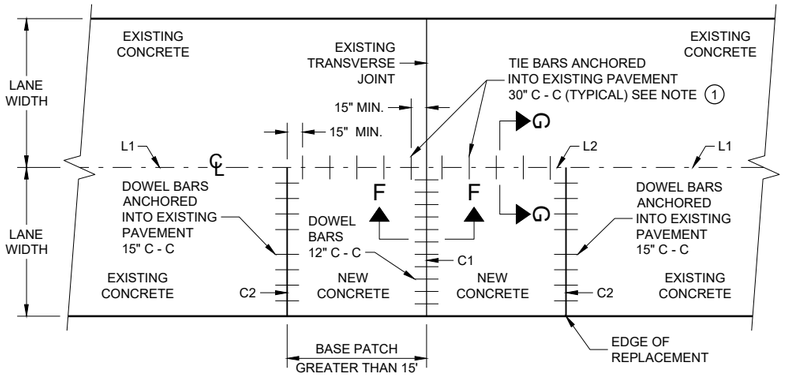
GENERAL NOTES

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



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

SDD 13C14 - 07c

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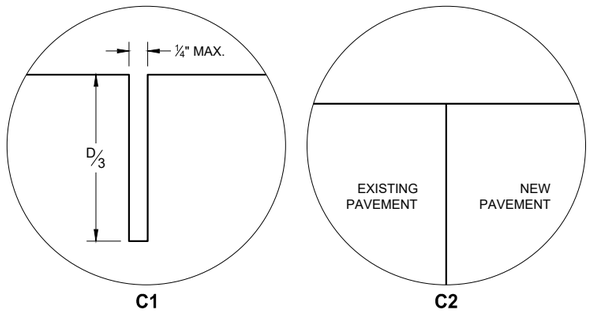
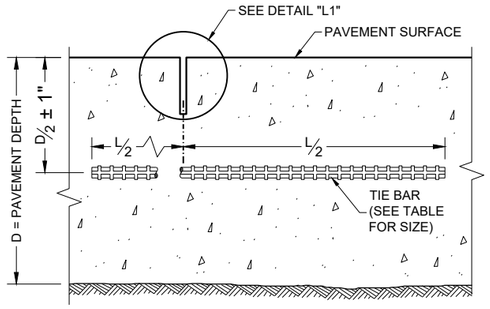
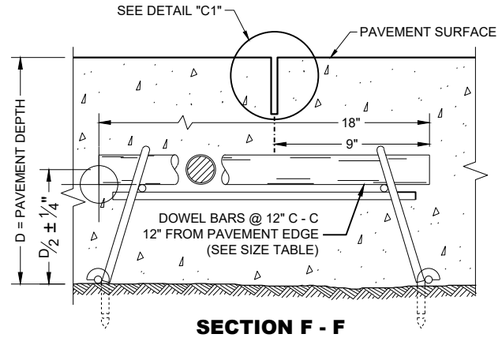
SDD 13C14 - 07c



TRANSVERSE JOINTS



SECTION C - C
SAWED JOINT



SECTION F - F
CONTRACTION JOINT

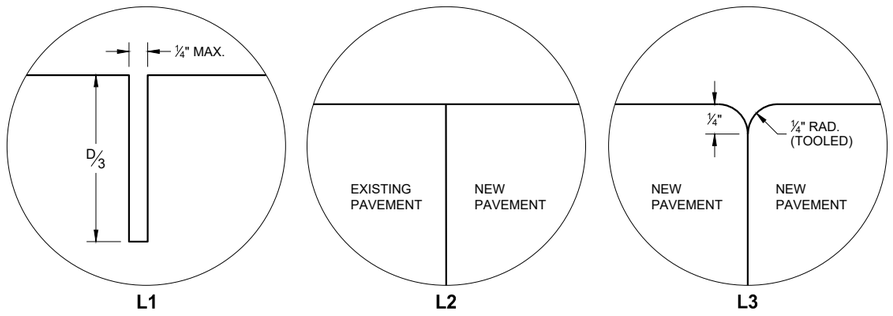
GENERAL NOTES

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

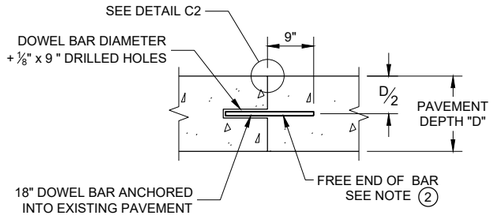
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

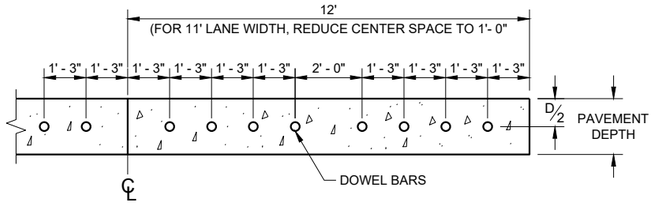
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



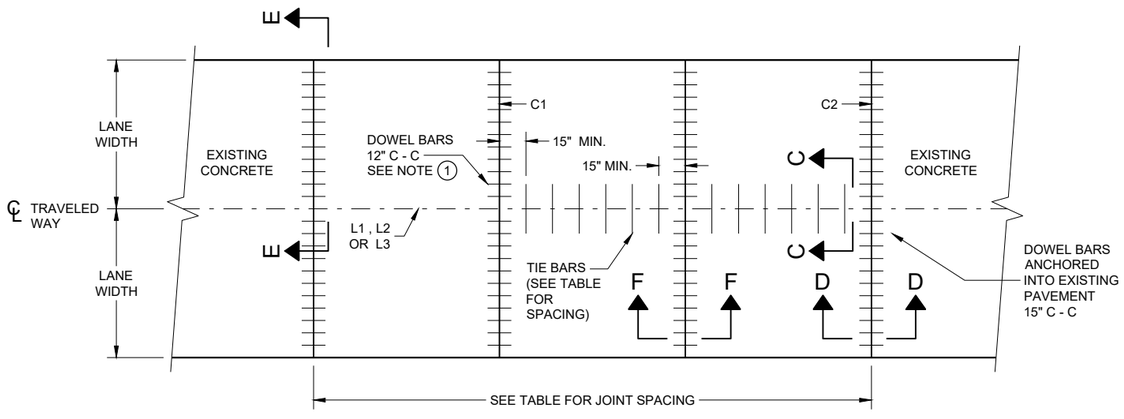
LONGITUDINAL JOINTS



SECTION D - D



SECTION E - E
SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

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" MINIMUM 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" & ABOVE	1 ¼"	15'

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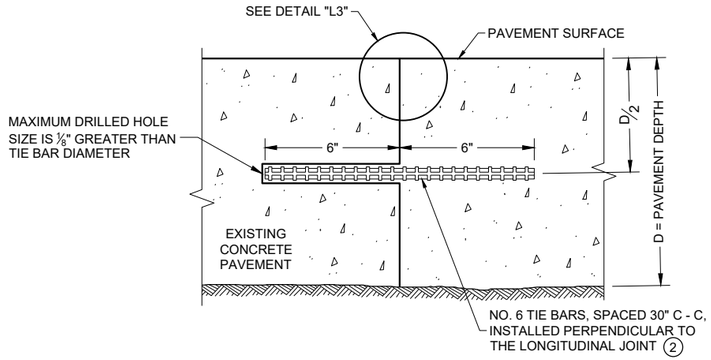
SDD 13C15 - 07a

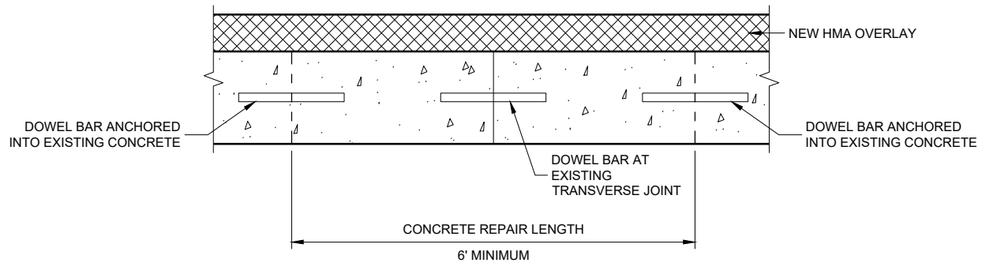
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

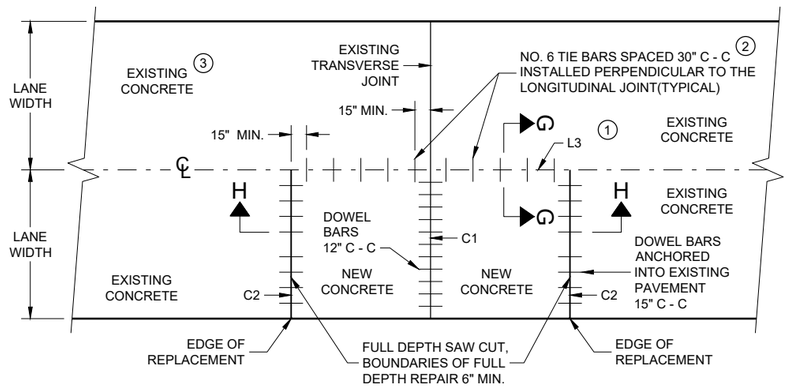


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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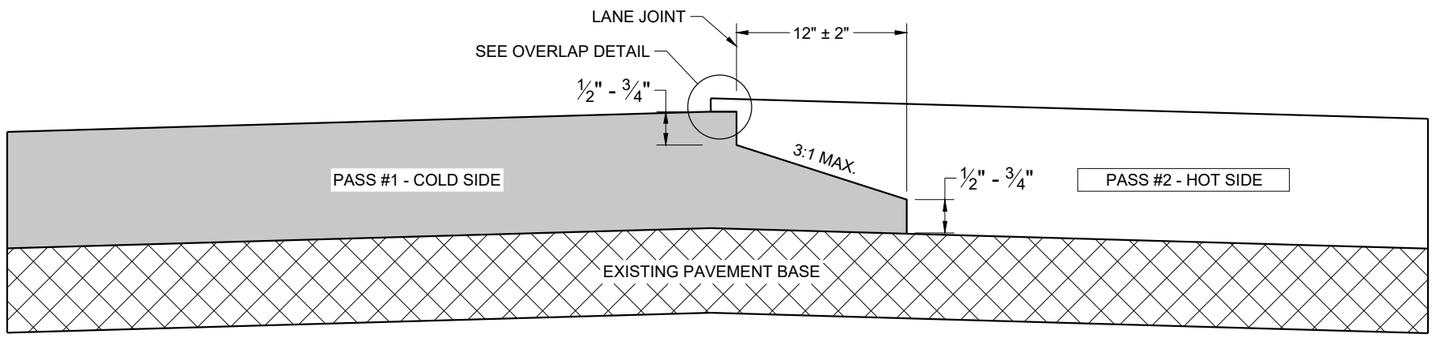
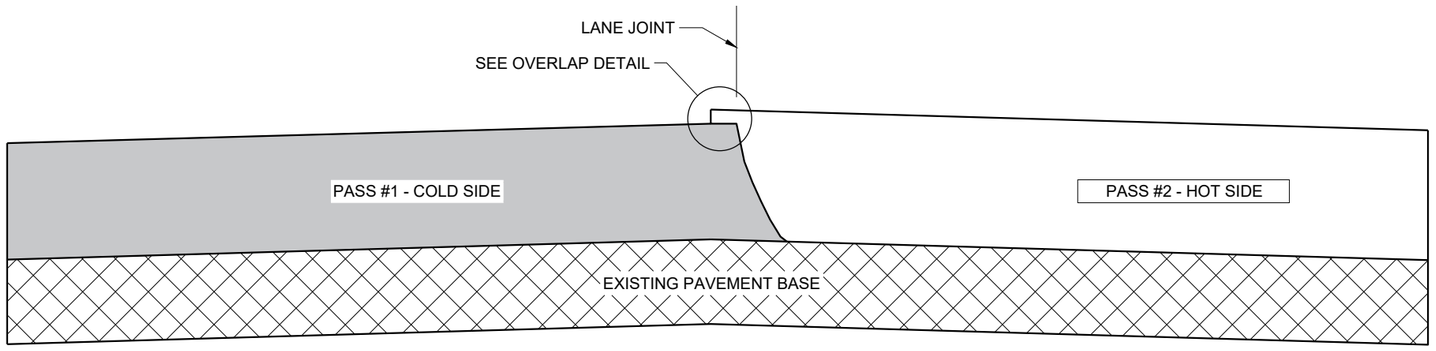
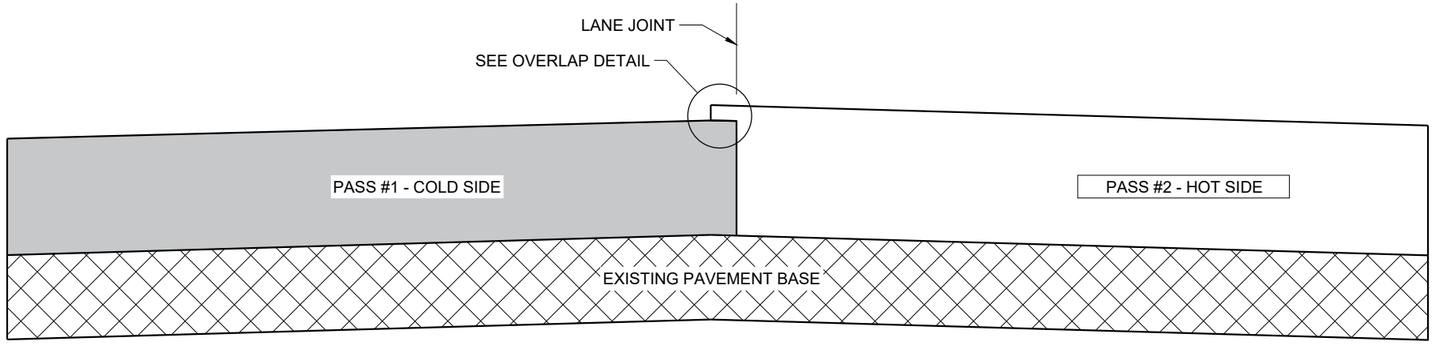
SDD 13C15 - 07b
SDD 13C15 - 07b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

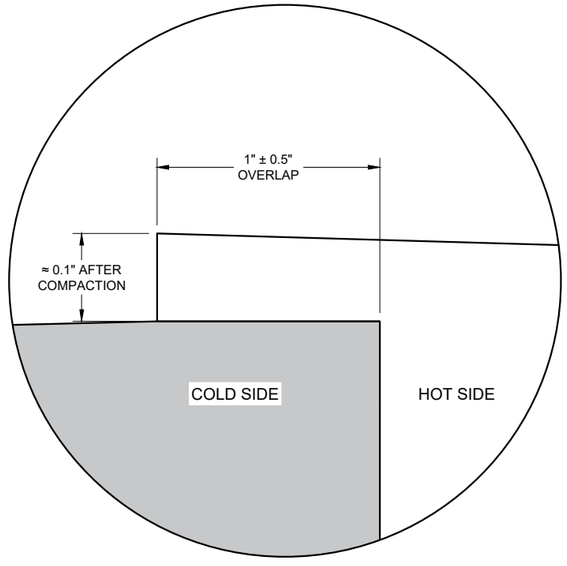
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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SDD 13C19 - 03

SDD 13C19 - 03

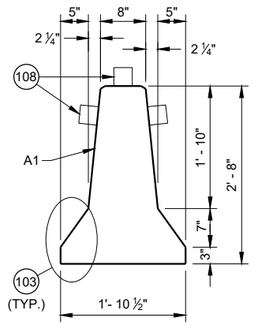
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

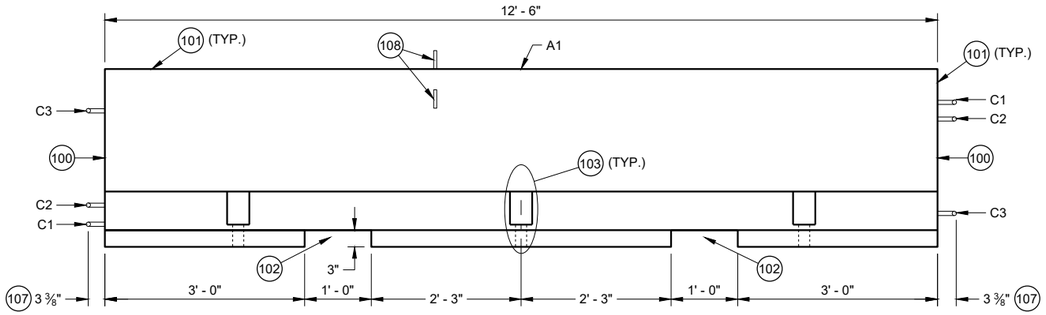
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

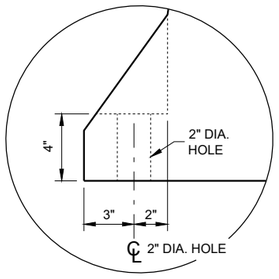
(104) 1 ¼" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

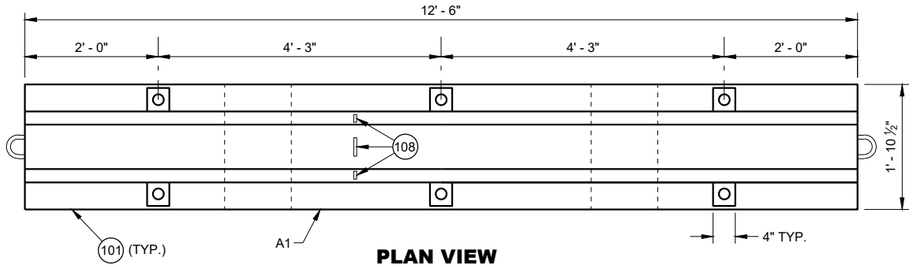
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TO MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

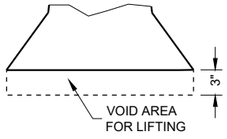


ANCHOR BLOCK DETAIL

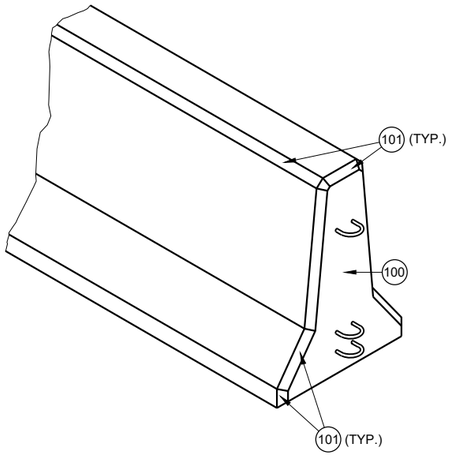


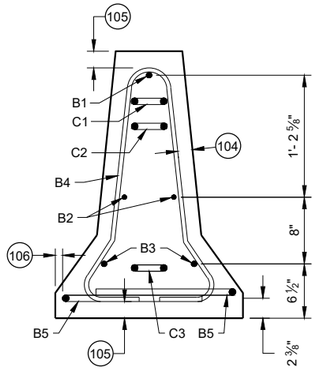
PLAN VIEW

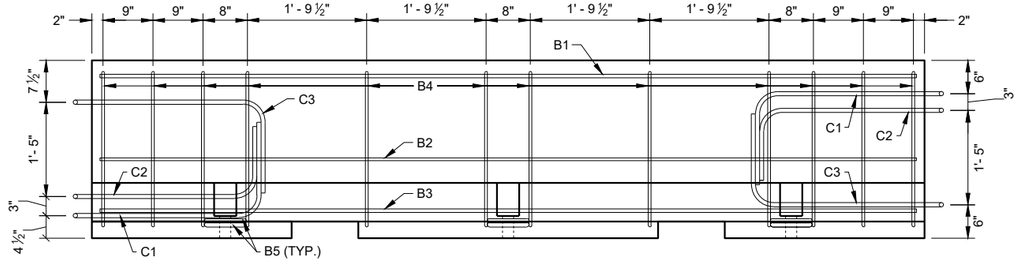
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD14B07 - 16a

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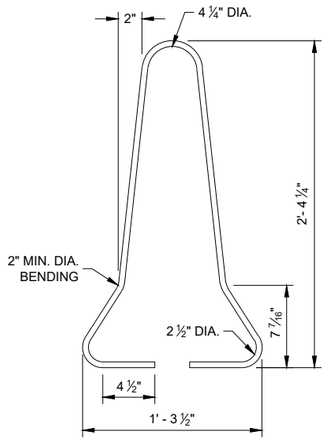
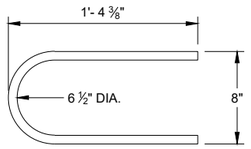
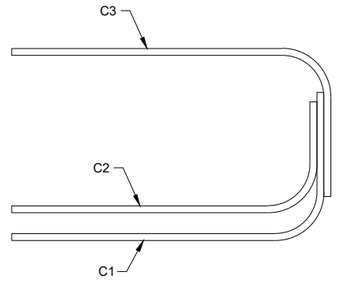
SDD14B07 - 16a



B4 BAR DETAIL

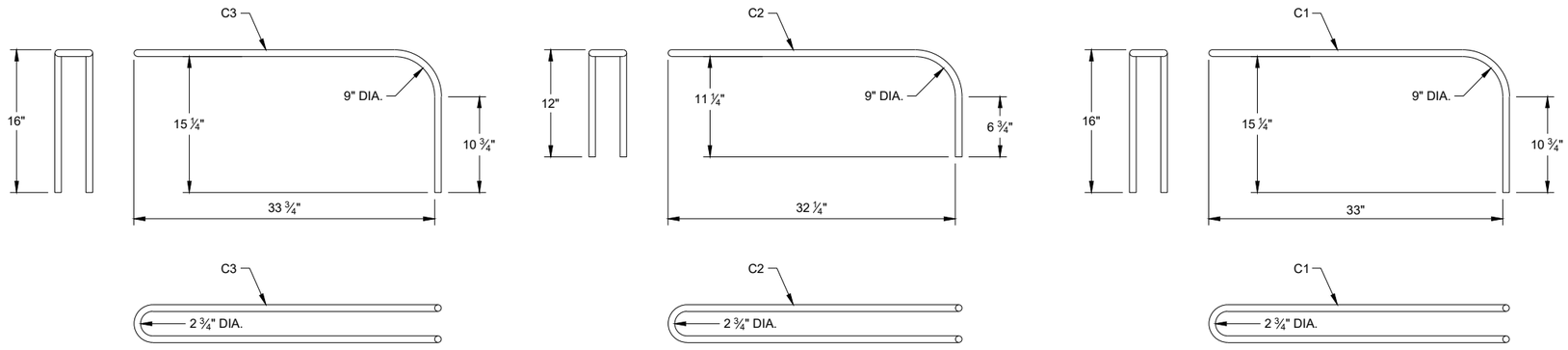


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



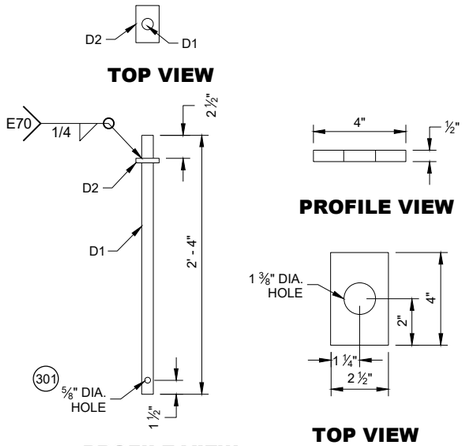
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

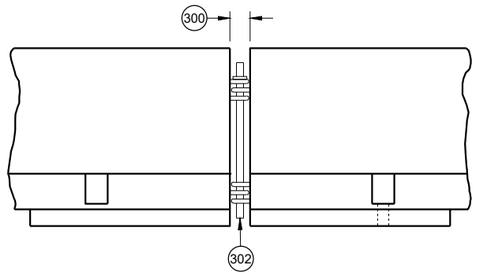
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07 - 16b



CONNECTOR PIN ASSEMBLY



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

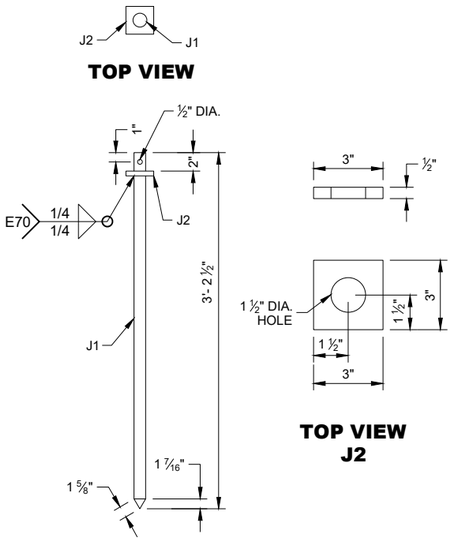
303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

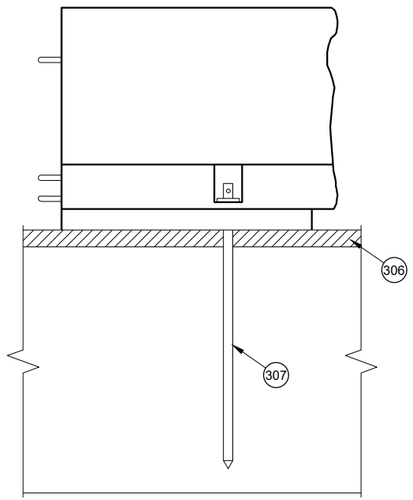
306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY



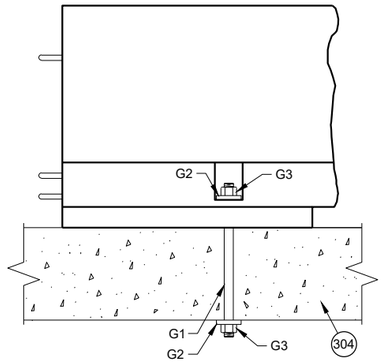
PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY



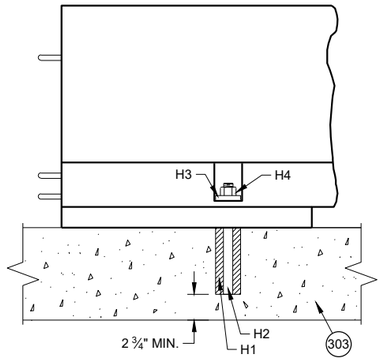
SIDE VIEW

ASPHALT ANCHOR INSTALLATION



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION 305



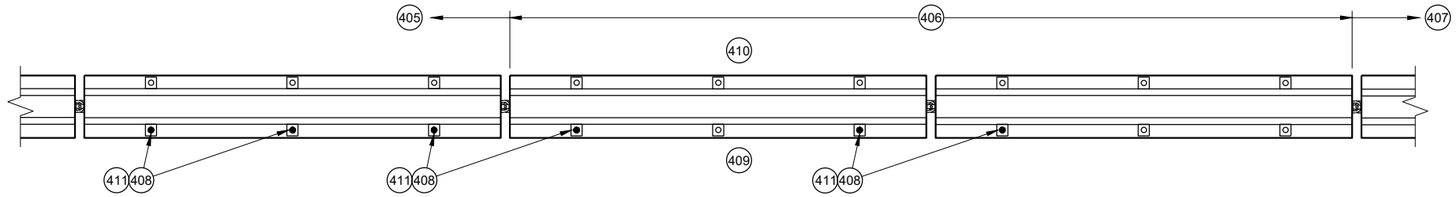
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION 305

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

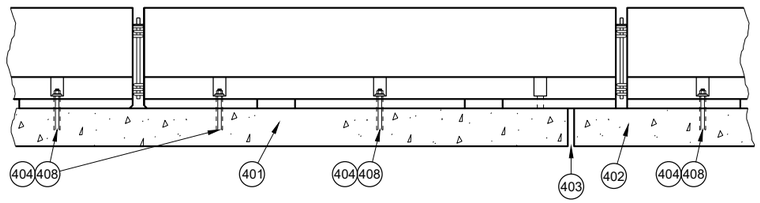
6

SDD 14B07 - 16c



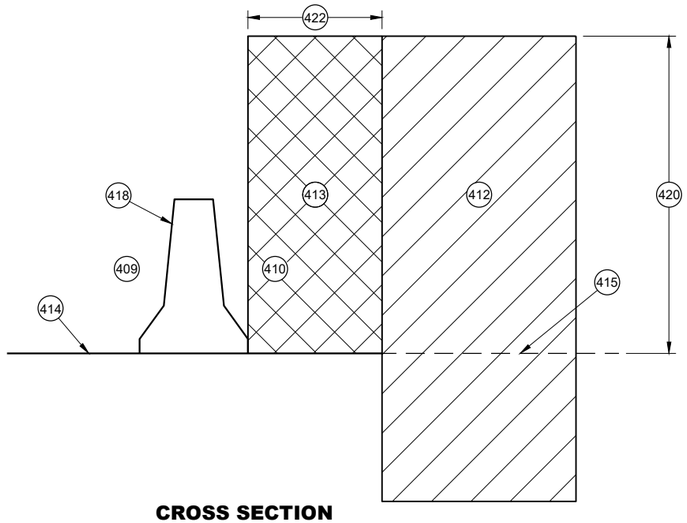
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



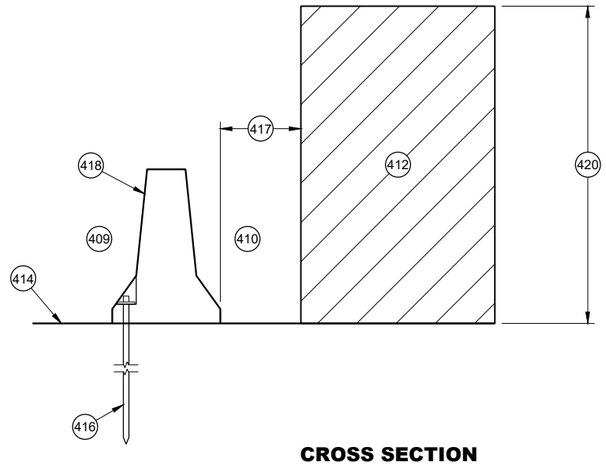
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



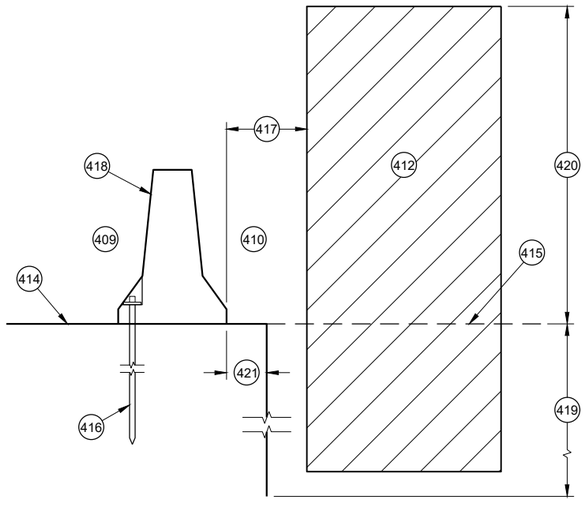
CROSS SECTION

FREE STANDING BARRIER



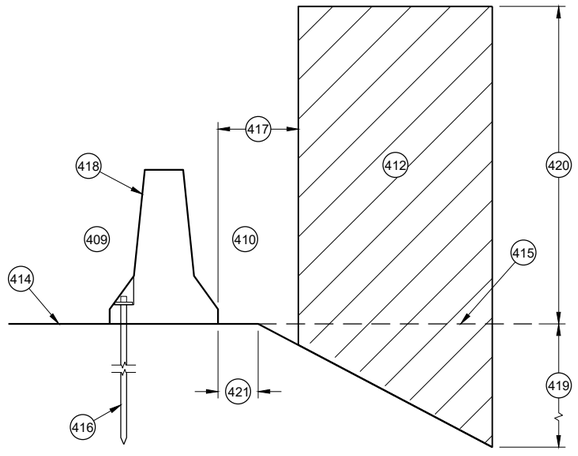
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07 - 16d

GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

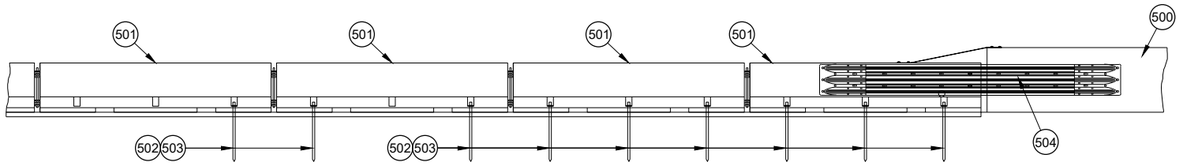
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

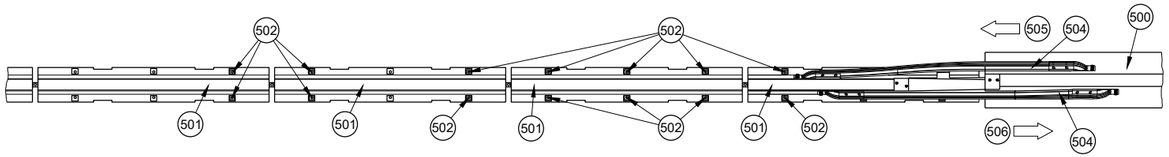
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

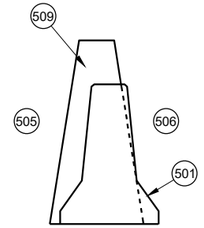
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



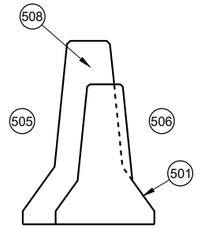
PROFILE VIEW



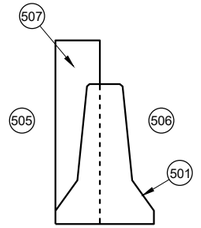
PLAN VIEW
TRANSITION TO RIGID BARRIER



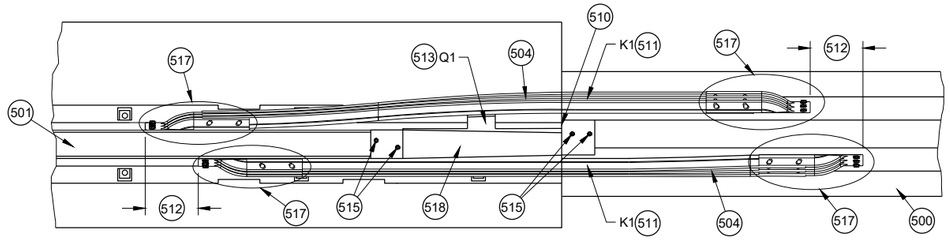
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



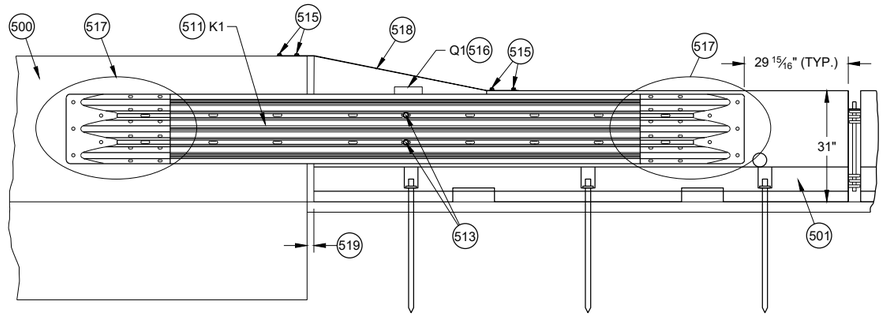
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



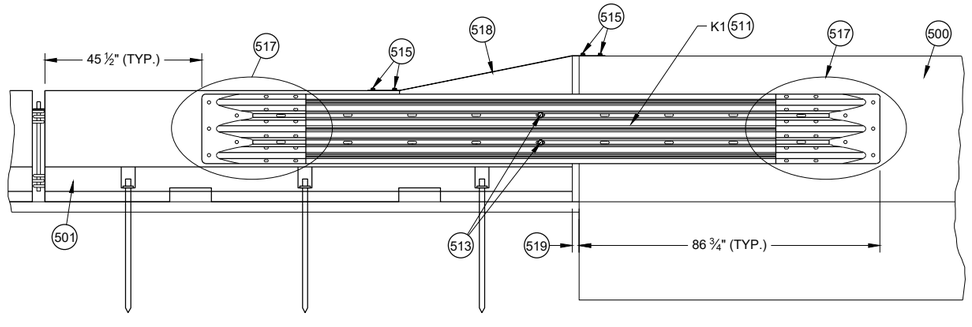
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



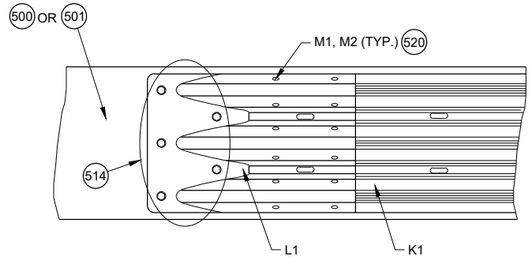
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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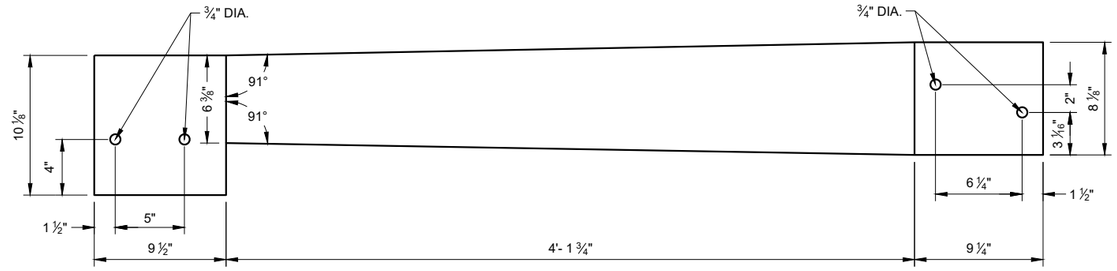
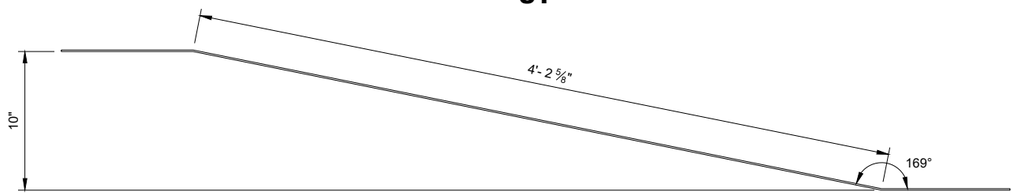
SDD 14B07 - 16e



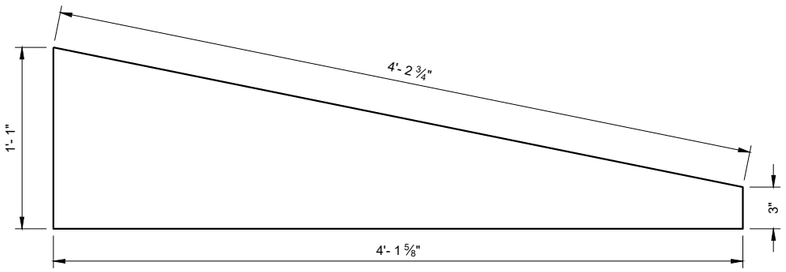
TOP VIEW

S1



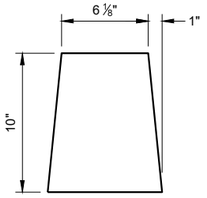
ELEVATION VIEW

S1

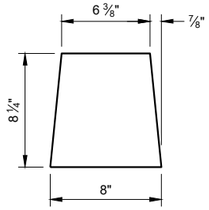


SIDE VIEW

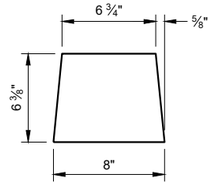
S3



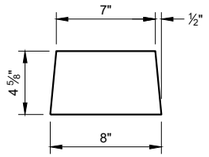
S2



S4



S5



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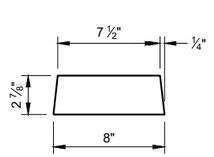
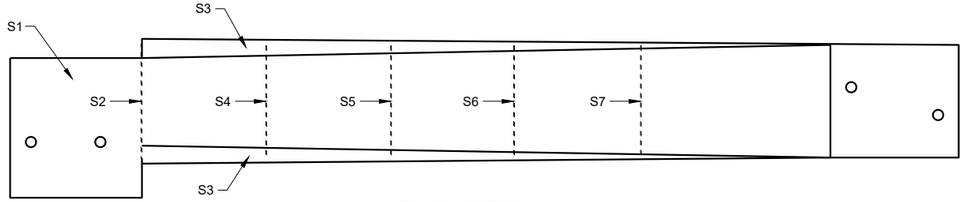
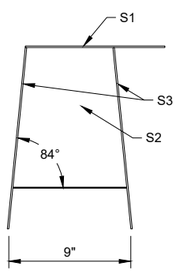


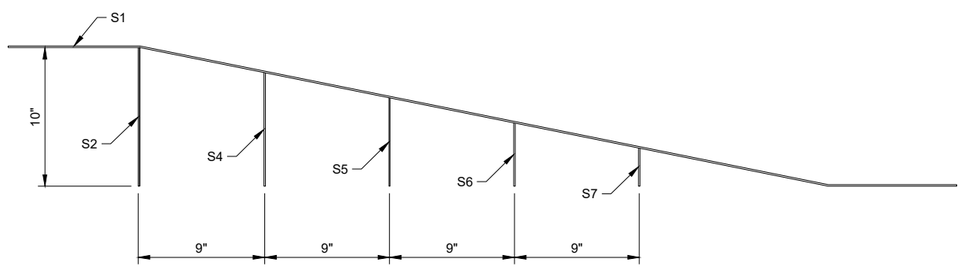
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 268

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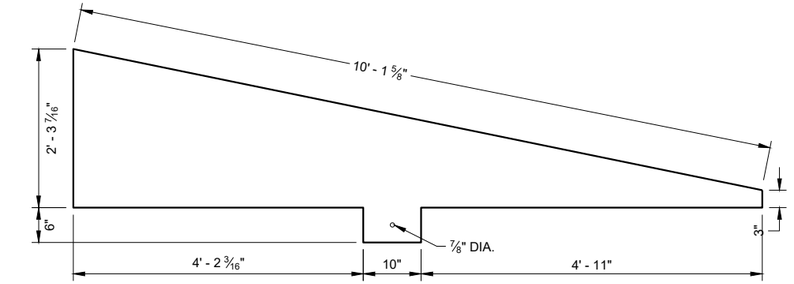
SDD 14B07 - 16f

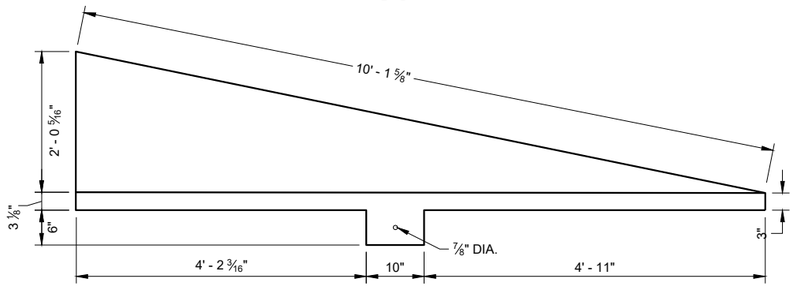
6

SDD 14B07 - 16f



SIDE VIEW
T4

END VIEW



SIDE VIEW
T3

END VIEW

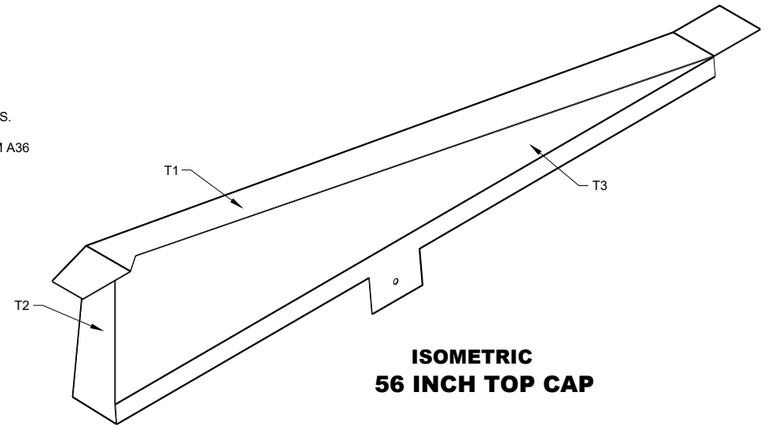
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

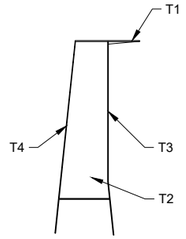
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

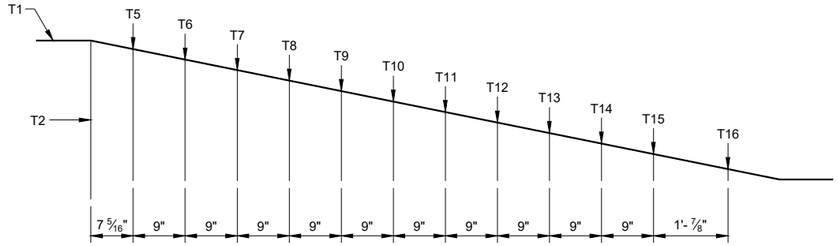
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



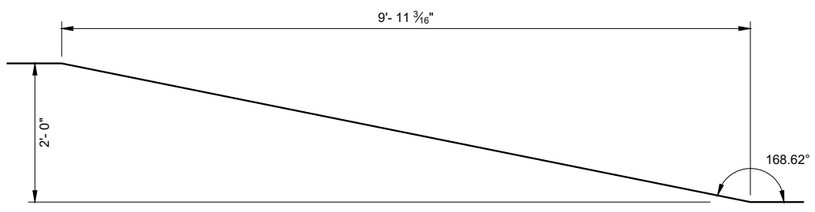
ISOMETRIC
56 INCH TOP CAP



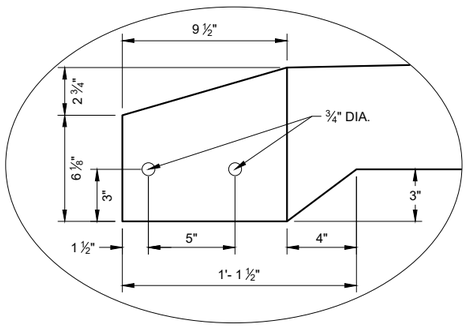
END VIEW
56 INCH TOP CAP



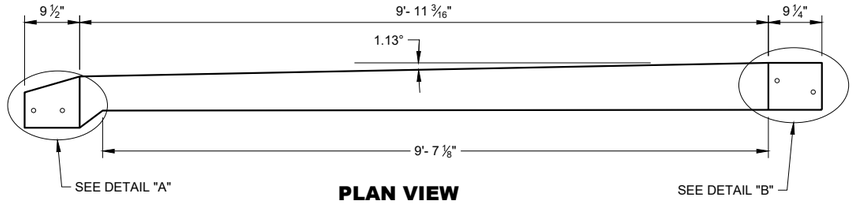
SIDE VIEW (700)
56 INCH TOP CAP



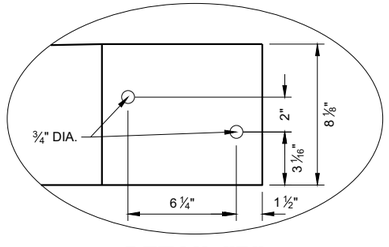
SIDE VIEW
TOP PLATE T1



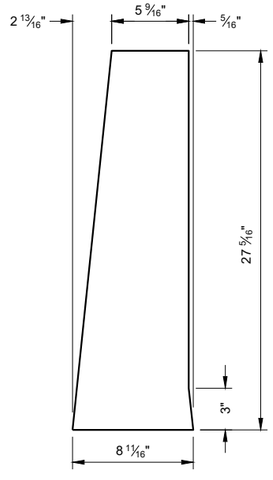
DETAIL "A"



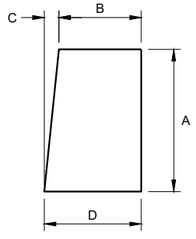
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

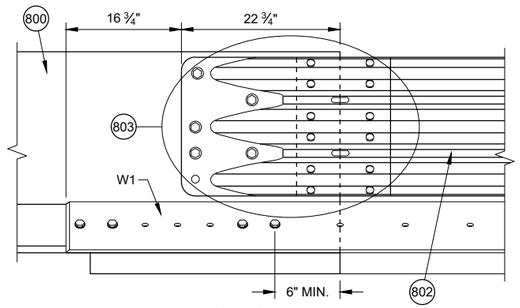
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

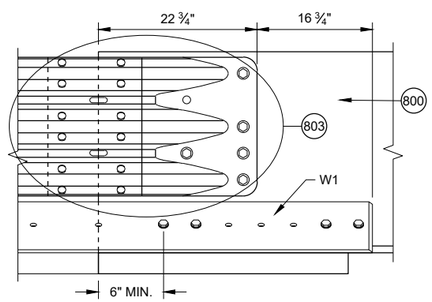
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

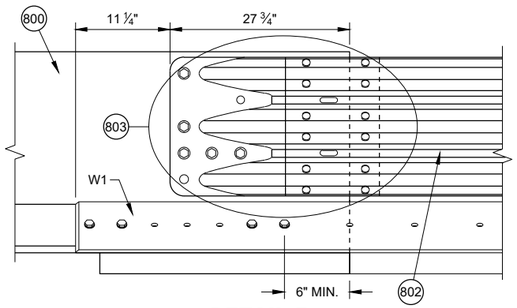
SDD 14B07 - 16g



DETAIL D



DETAIL E



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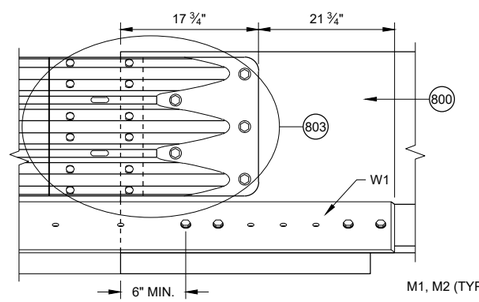
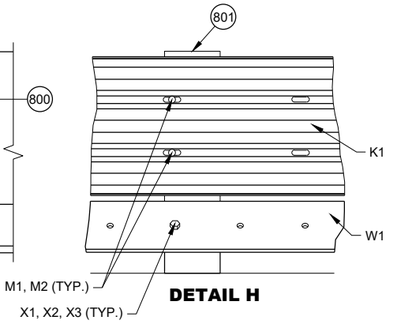
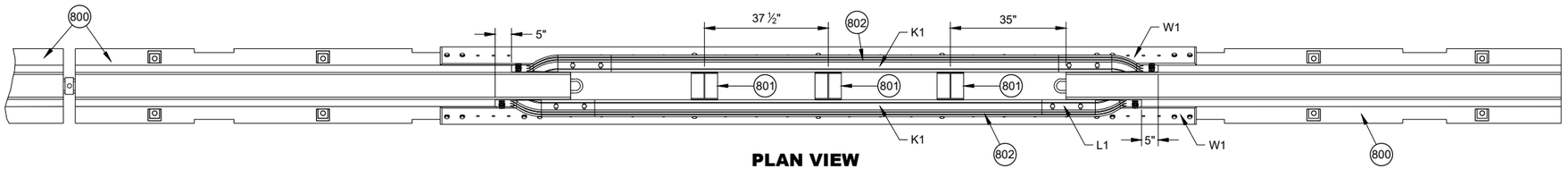


DETAIL G



DETAIL H



PLAN VIEW

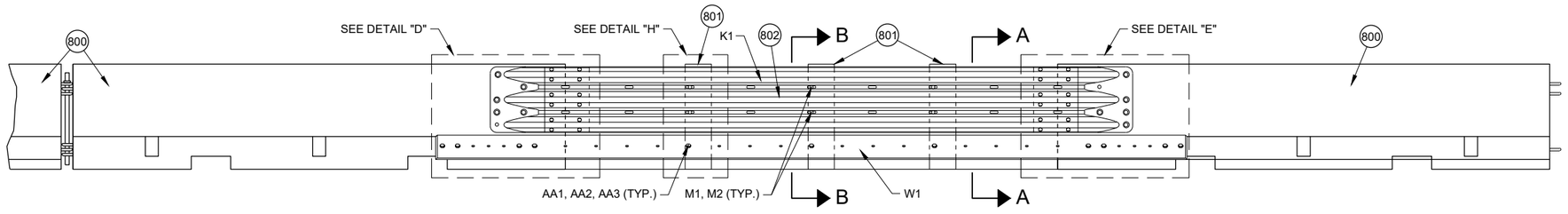
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

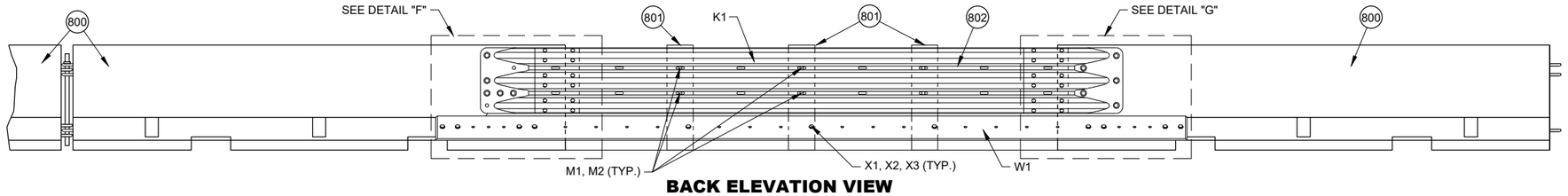
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



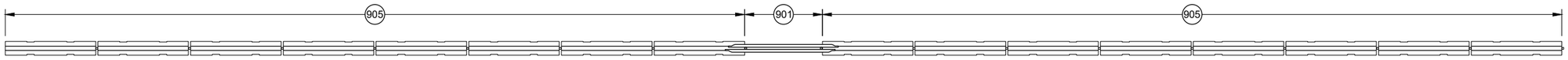
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

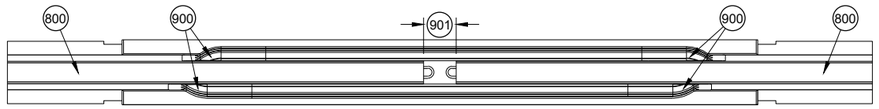
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07 - 16h



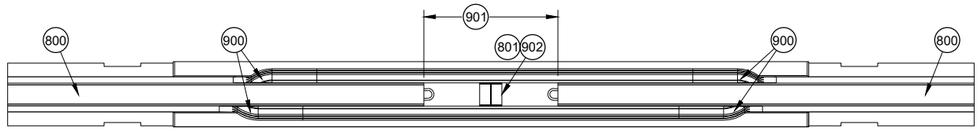
PLAN VIEW
GAP WITHIN SPACING



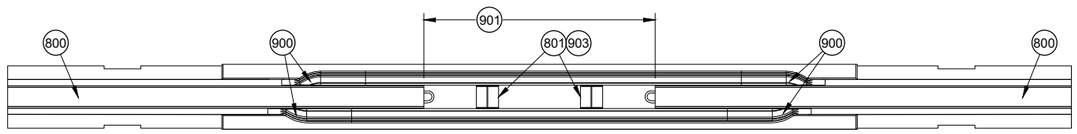
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

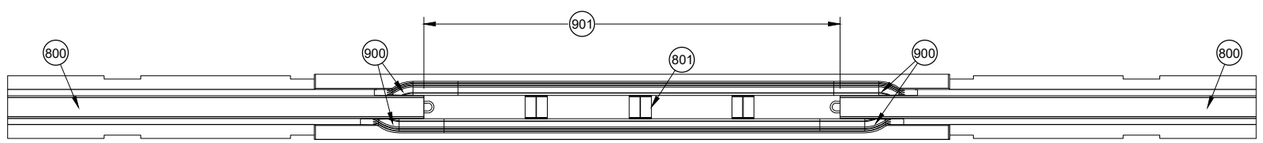
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)



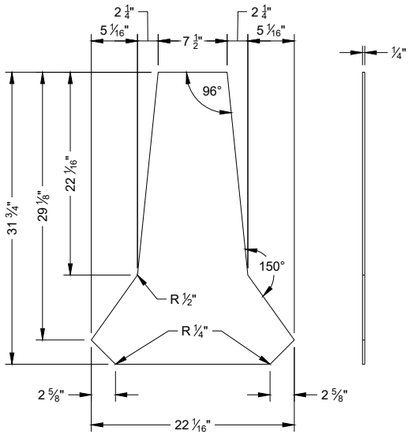
PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

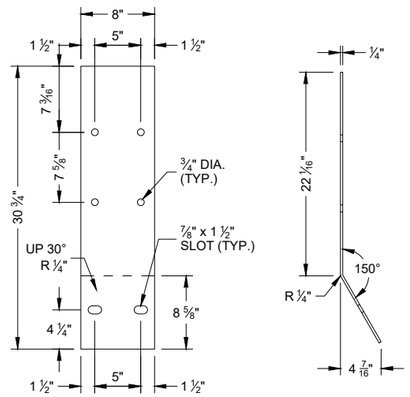
6

SDD 14B07 - 16i



PROFILE VIEW **SIDE VIEW**

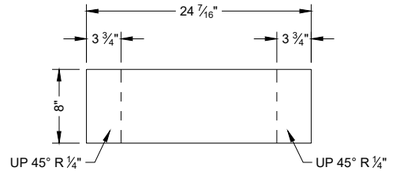
STIFFENER ASSEMBLY CENTER PANEL U1



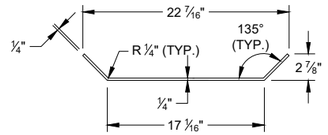
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

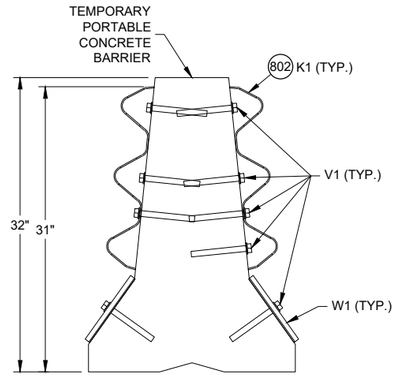


FLAT PATTERN

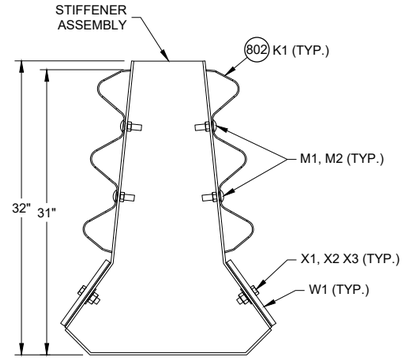


PROFILE VIEW

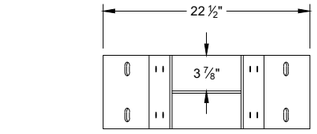
STIFFENER ASSEMBLY BOTTOM PANEL U3



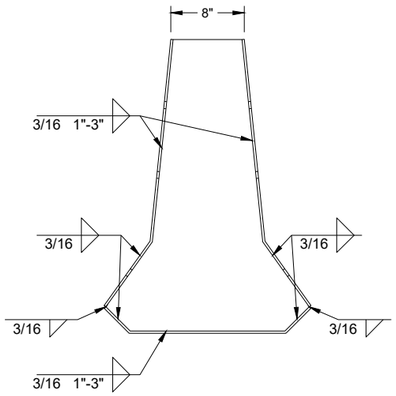
SECTION A - A



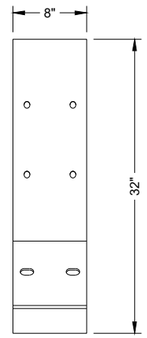
SECTION B - B



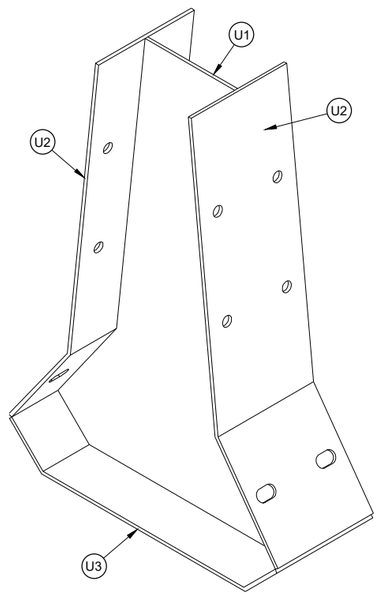
PLAN VIEW



PROFILE VIEW

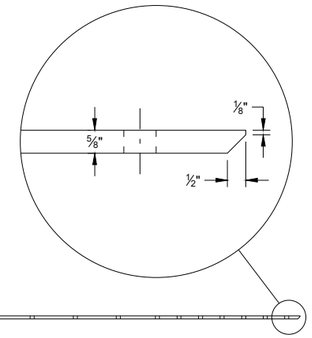


SIDE VIEW

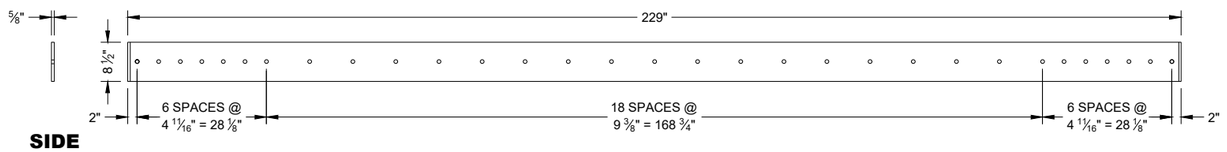


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

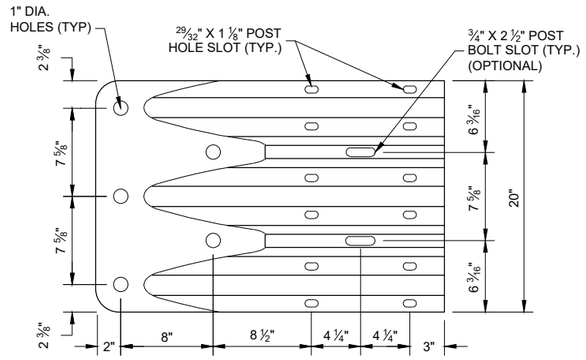
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

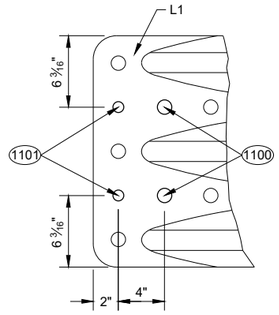
SDD 14B07 - 16j

6



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

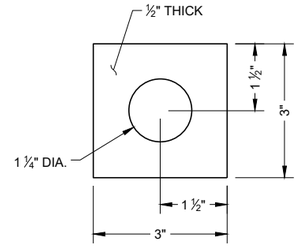


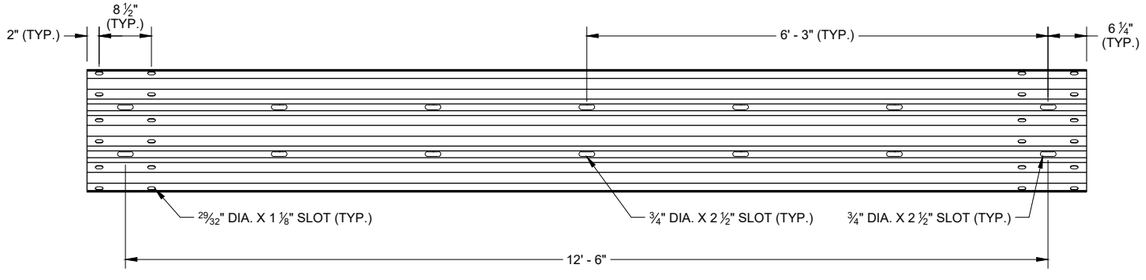
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

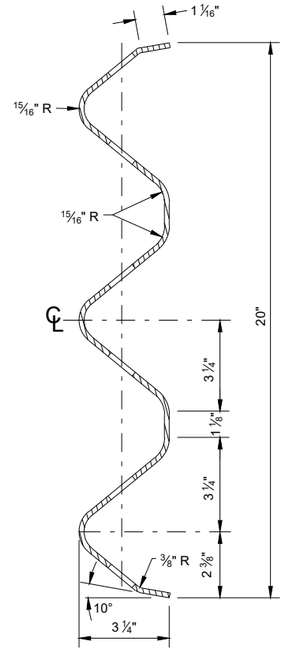
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



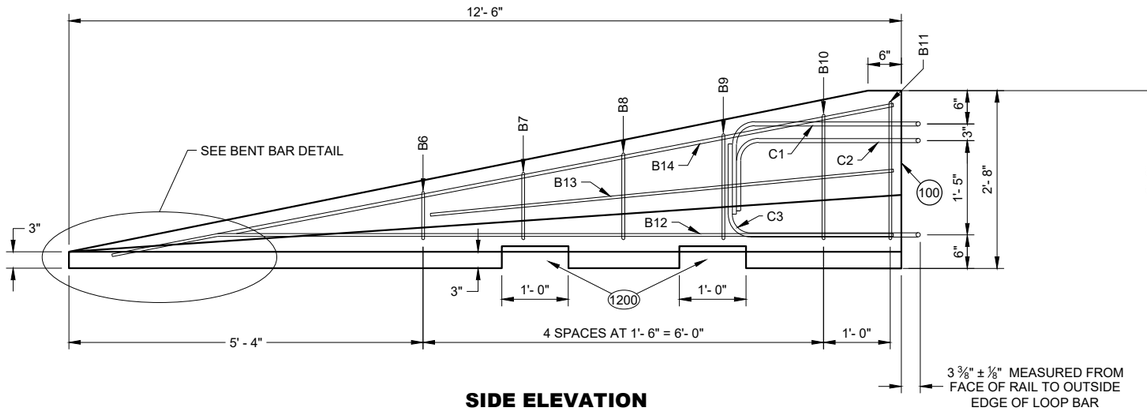
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

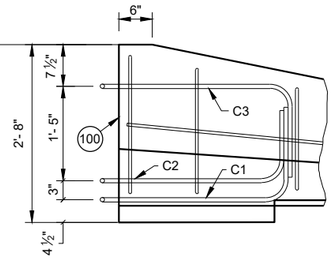
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07 - 16k



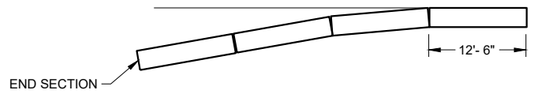
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

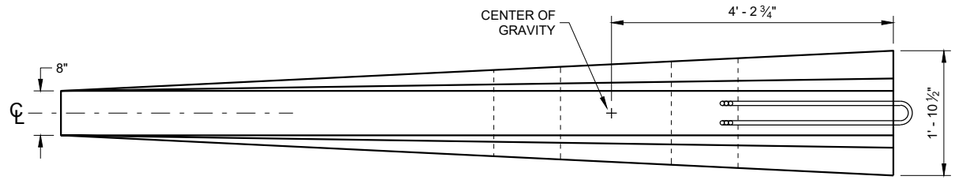
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

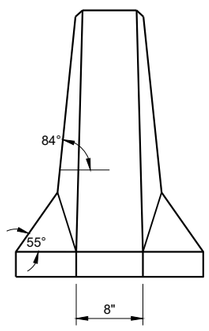


FLARE AT BARRIER END

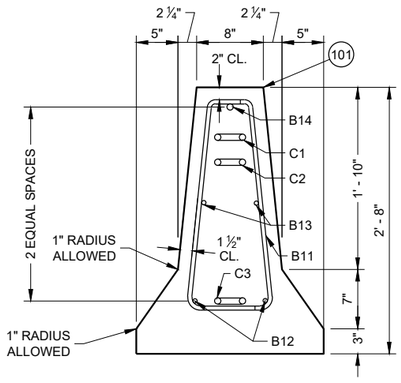
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



PLAN VIEW

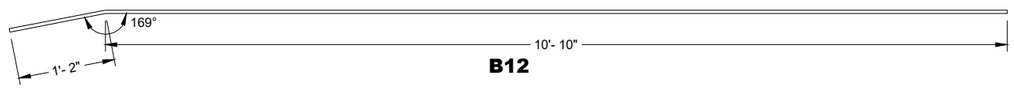


FRONT ELEVATION

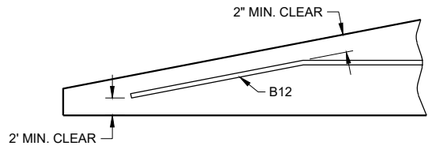


END SECTION

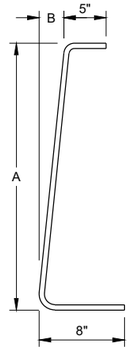
DETAILS OF BARRIER TAPER SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS

2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. STRENGTH OF 1,800 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

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SDD14B07 - 16m

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD14B07 - 16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

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SDD 14B07 - 16n

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

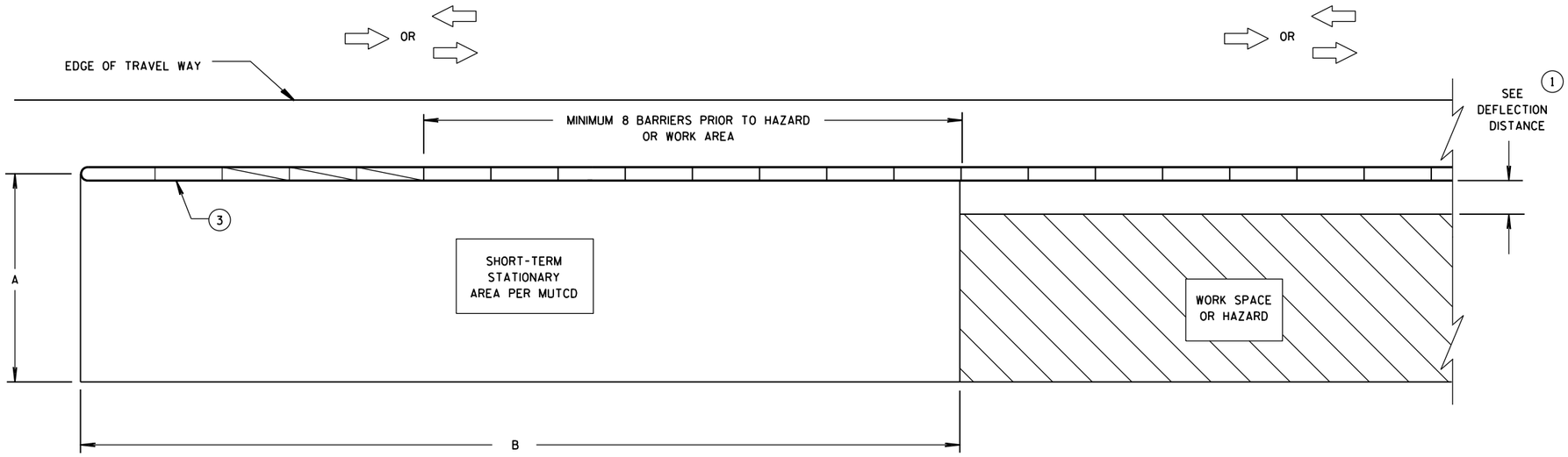
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B07 - 16n



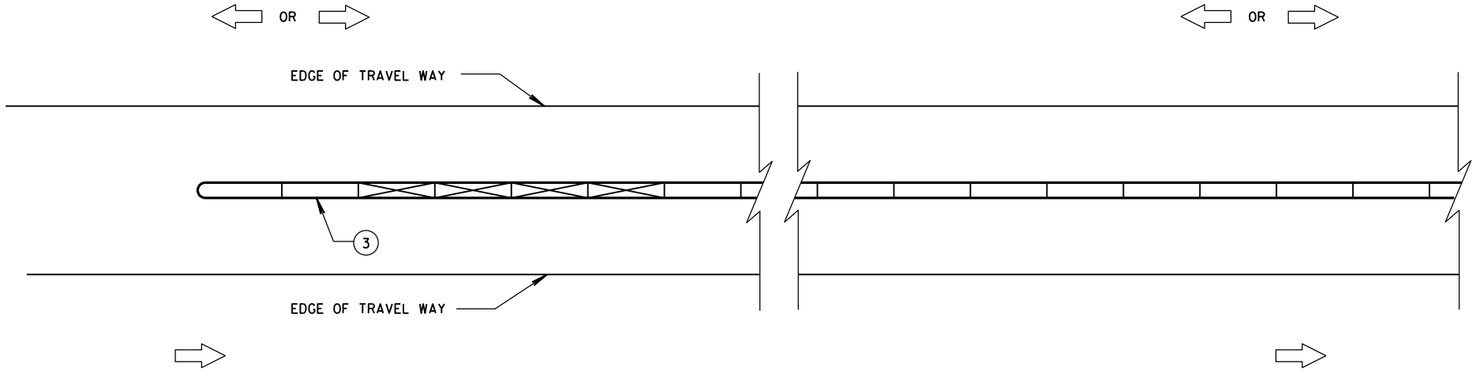
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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 TRANSPOI

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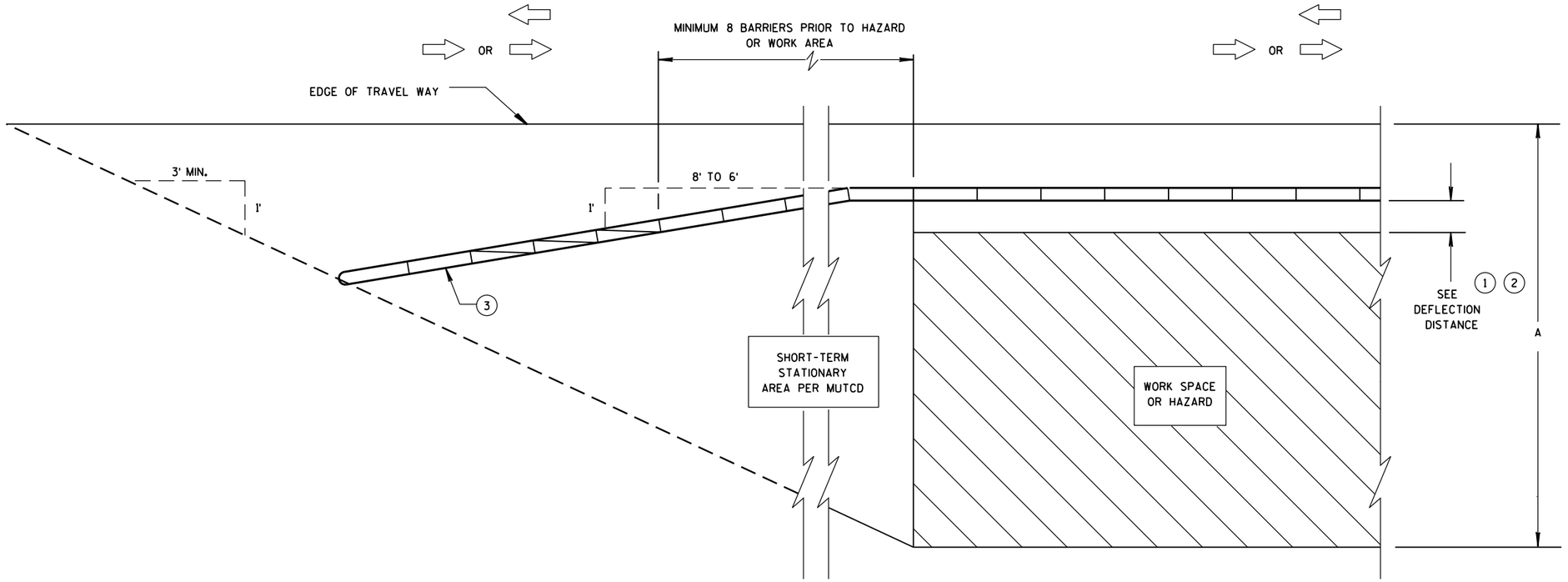
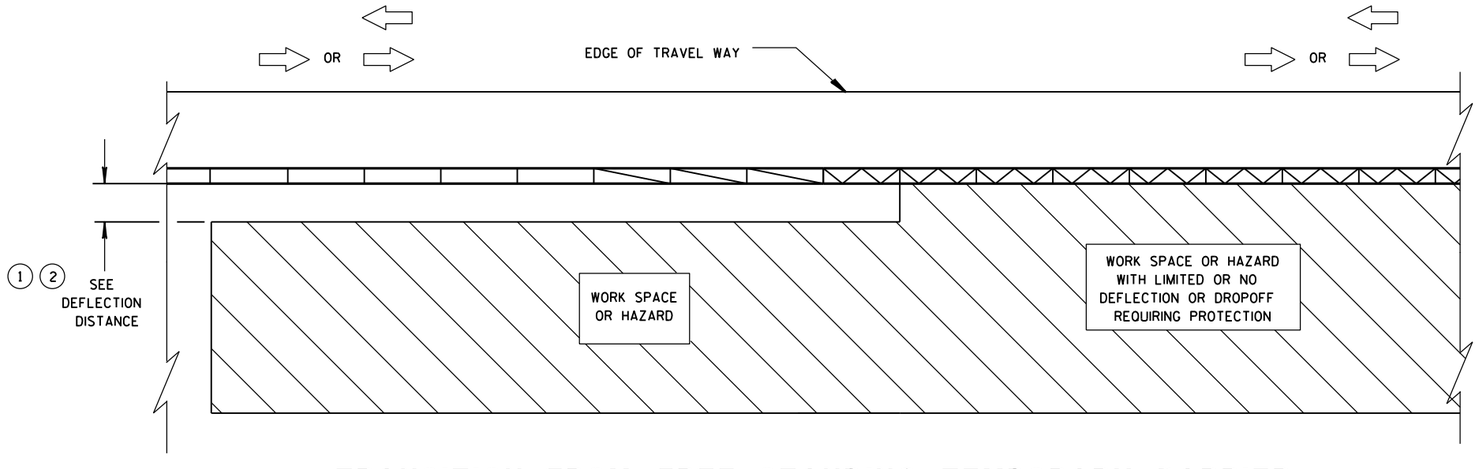
S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED 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

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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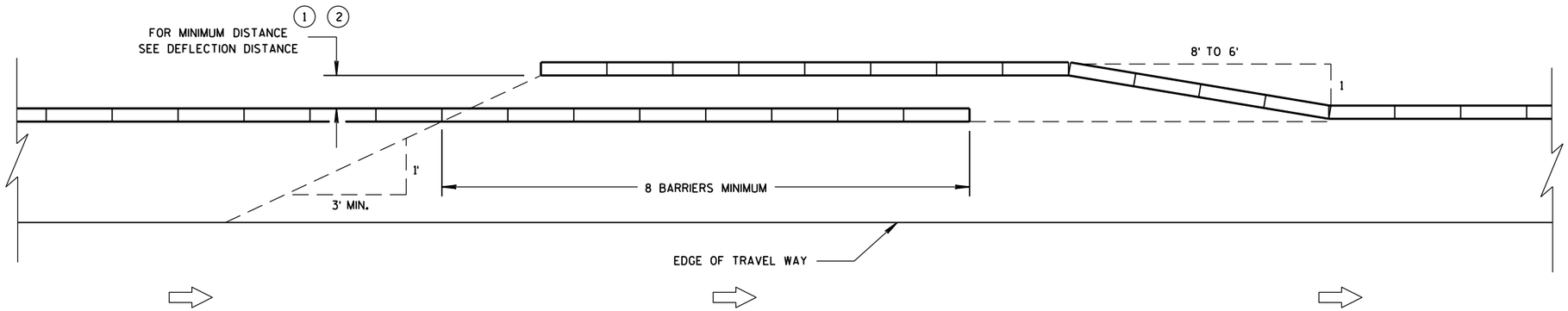
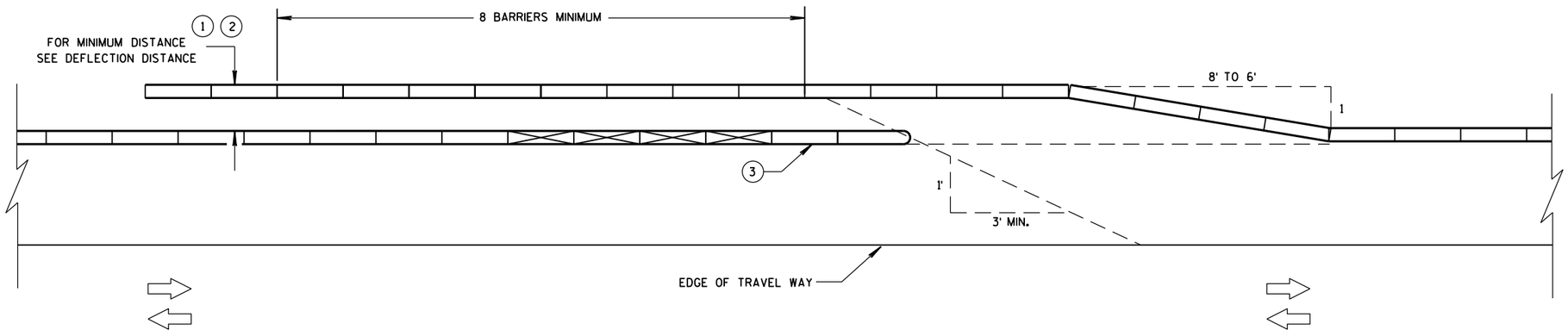
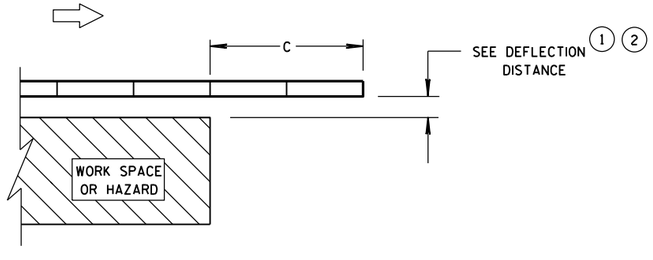
S.D.D. 14 B 8-2b



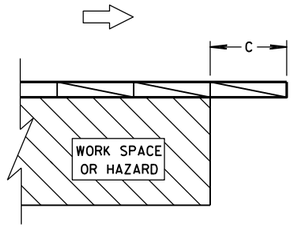
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

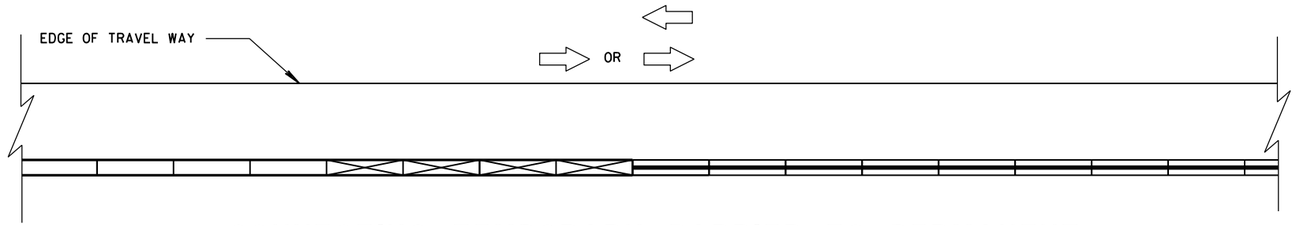
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

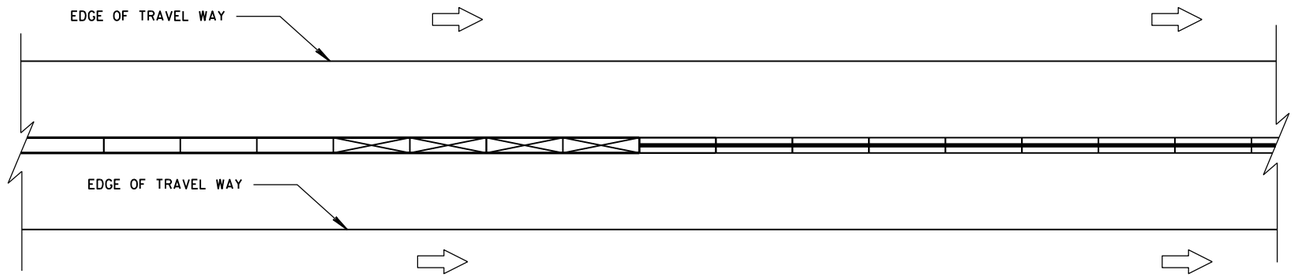
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 14 B 8-2c



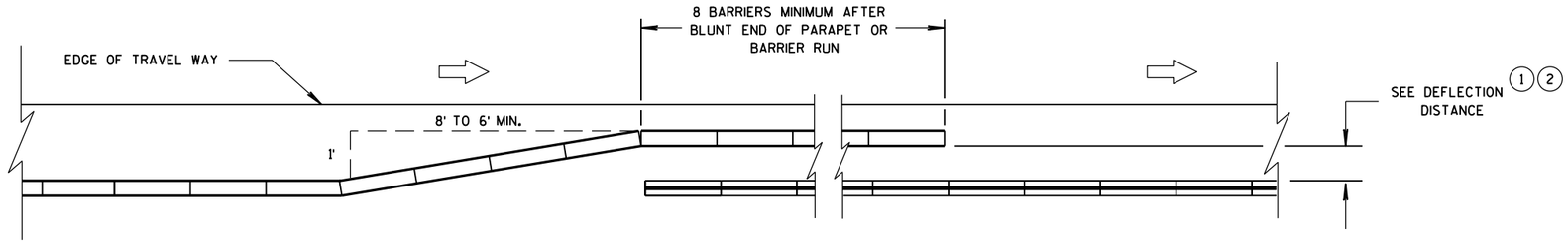
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



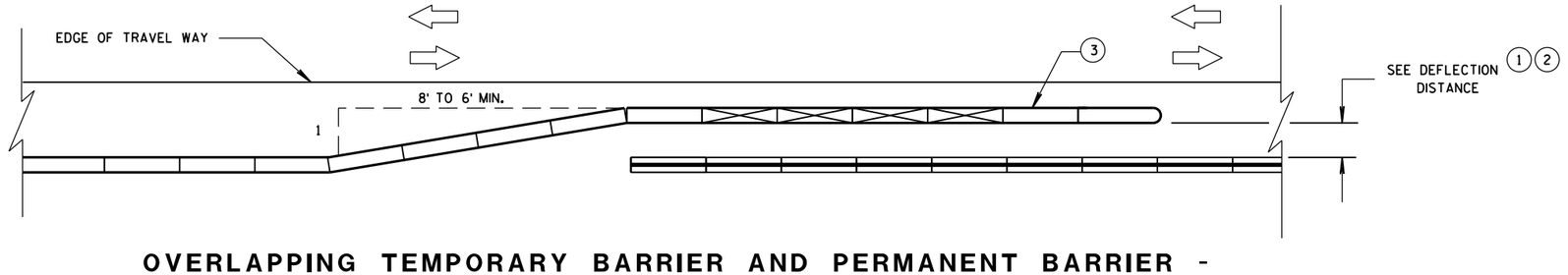
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

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



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

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

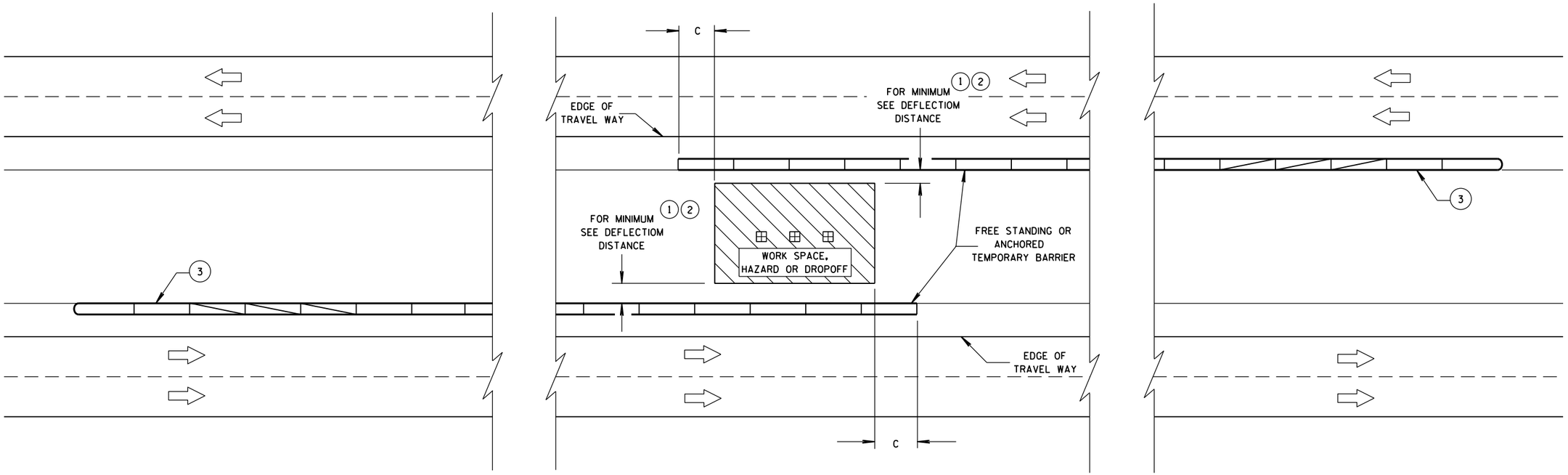
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

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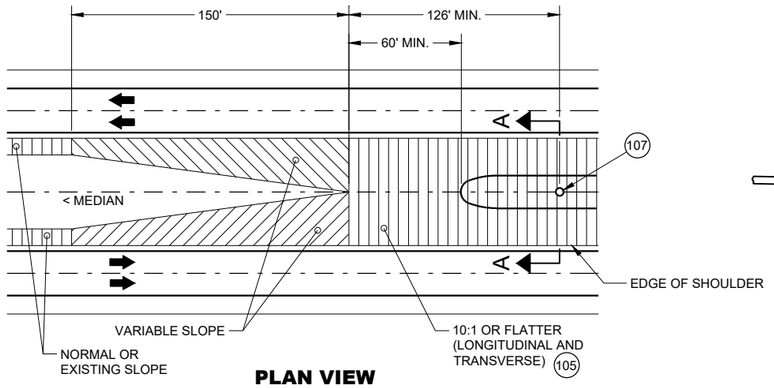
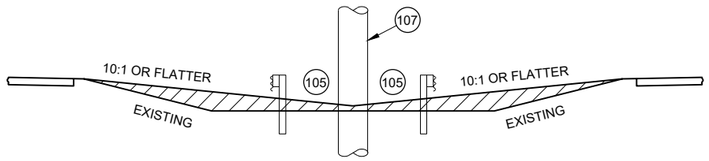
S.D.D. 14 B 8-2e



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

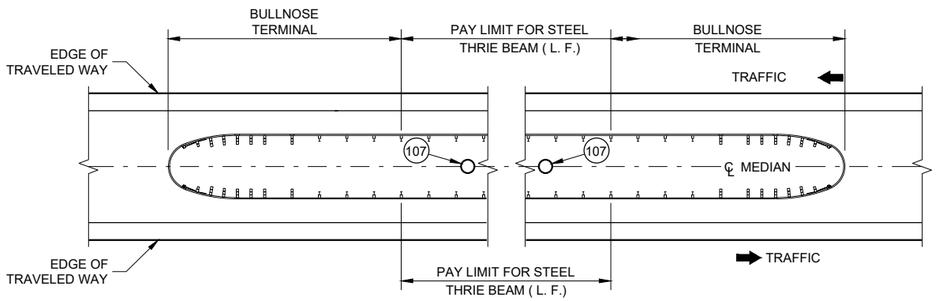
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

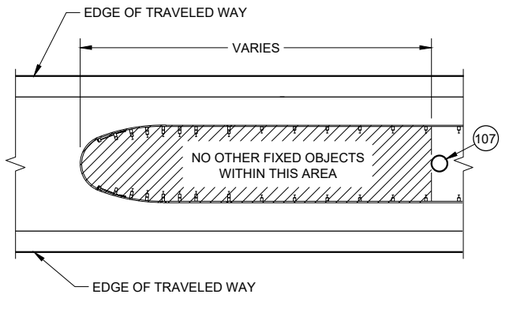
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

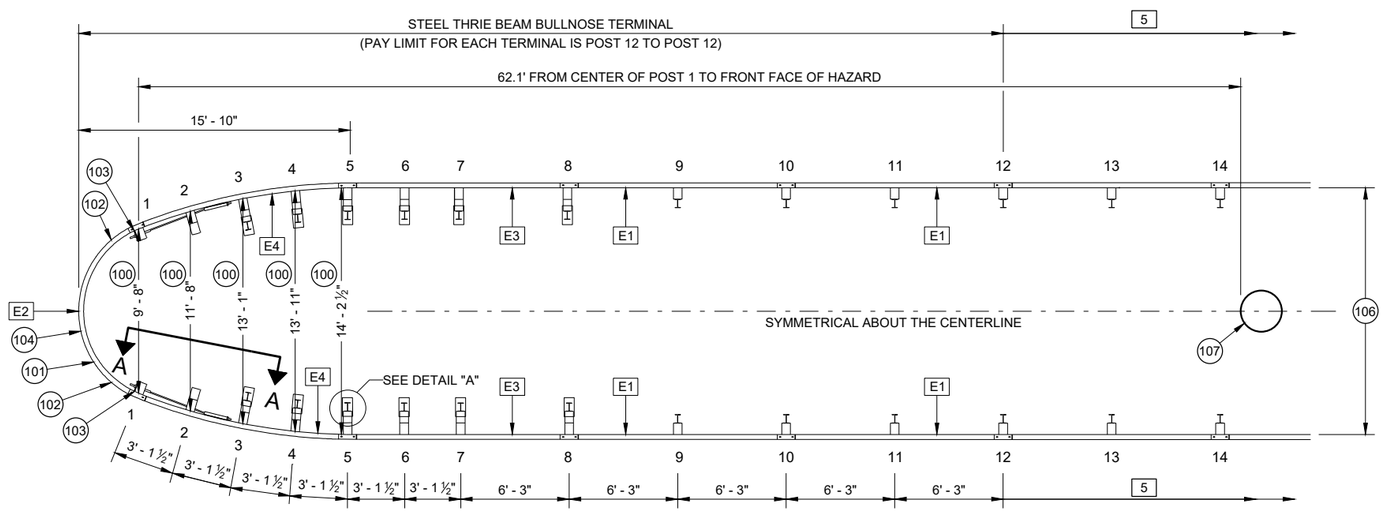
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



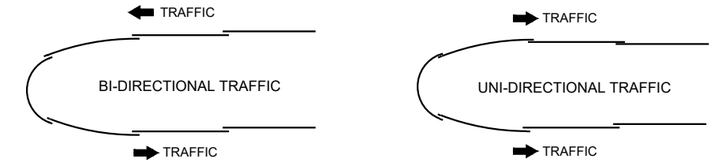
MEDIAN HAZARD PROTECTION PAY LIMITS



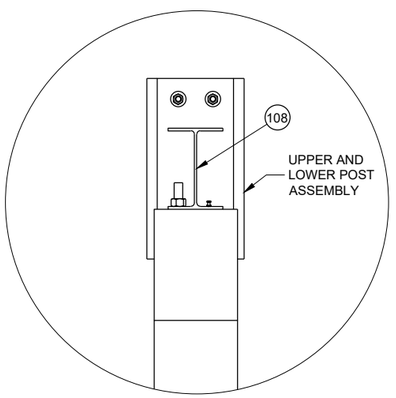
HAZARD FREE AREA
INSIDE BULLNOSE



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL



DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B26 - 04a

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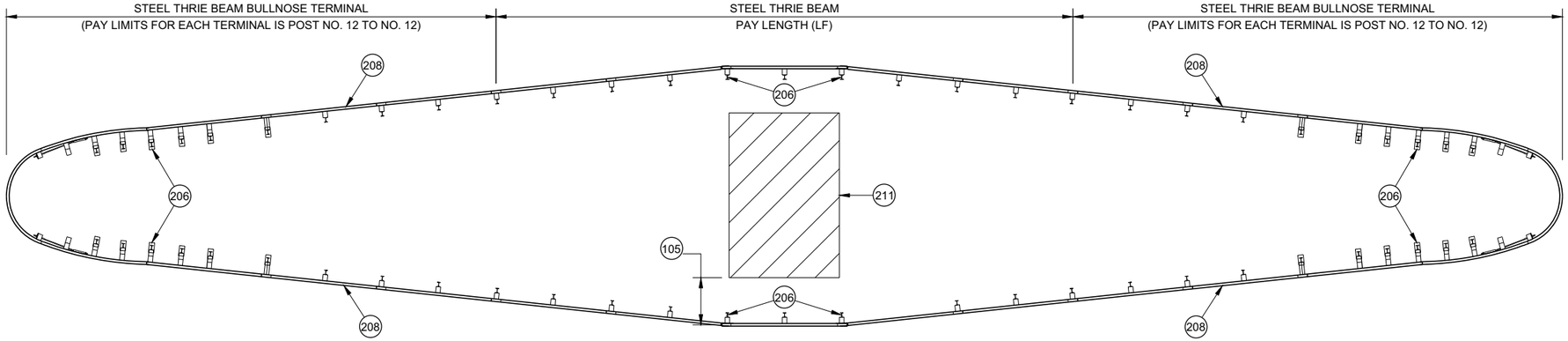
SDD 14B26 - 04a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

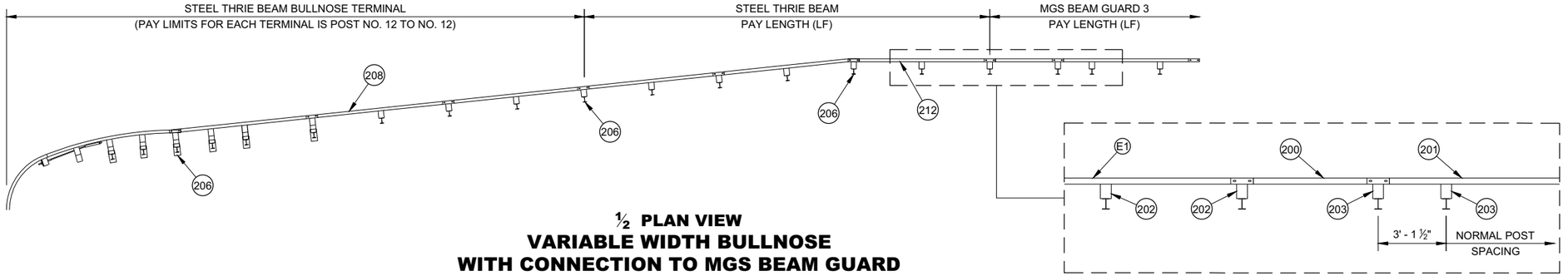
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

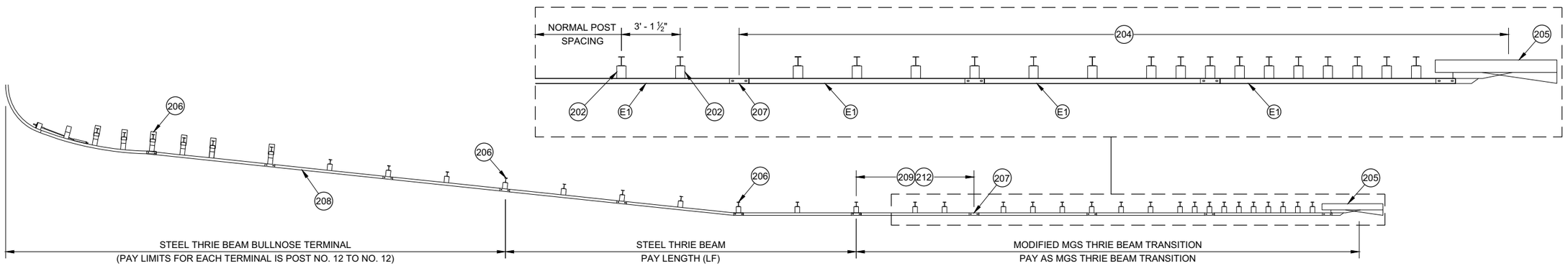
211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW

VARIABLE WIDTH BULLNOSE WITH CONNECTION TO MGS BEAM GUARD



½ PLAN VIEW

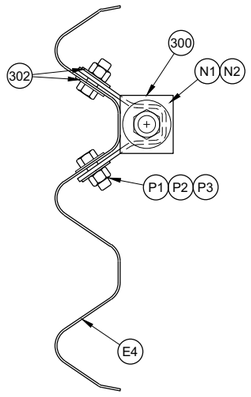
VARIABLE WIDTH BULLNOSE WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

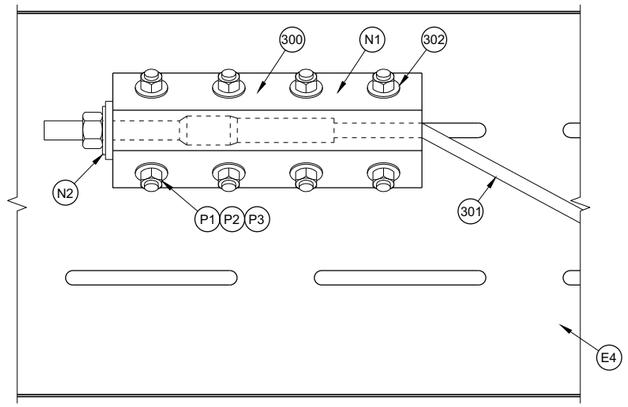
6

SDD 14B26 - 04b

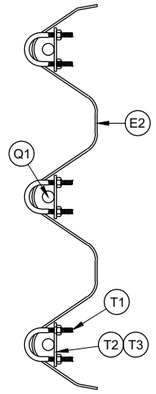


PROFILE VIEW

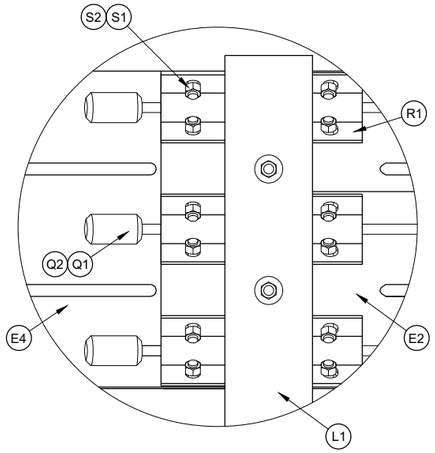
CABLE ANCHOR ASSEMBLY CONNECTION



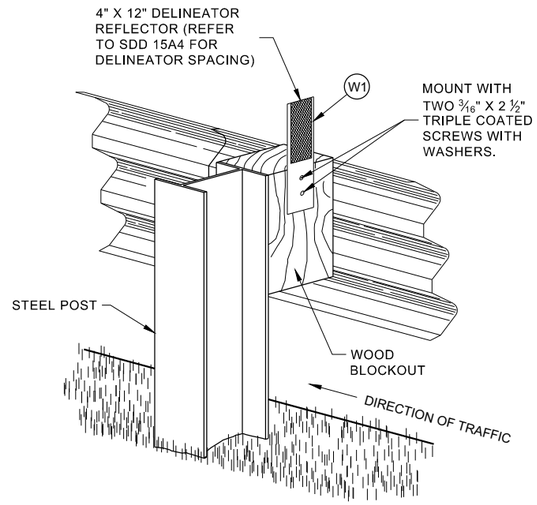
CABLE ANCHOR ASSEMBLY



NOSE CABLE RETAINING CLIP

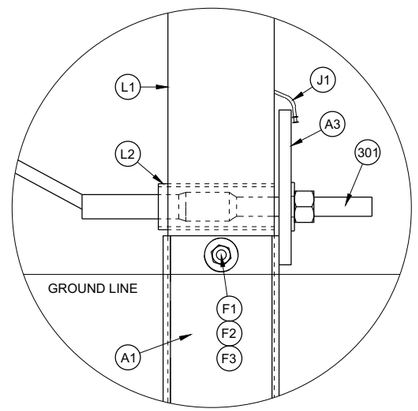


DETAIL "A"

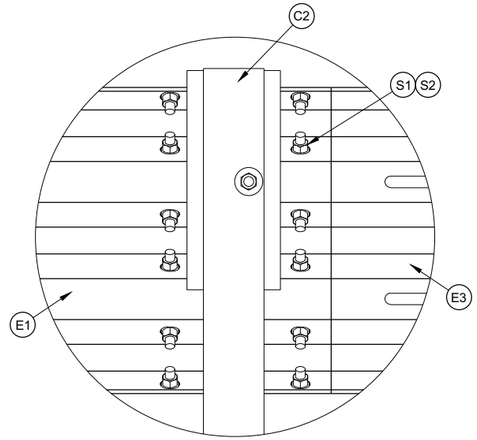


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

CROSS SECTION A - A



DETAIL "B"



DETAIL "C" THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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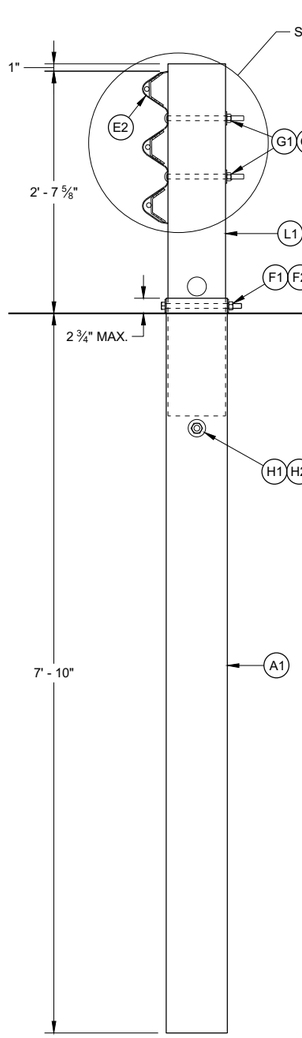
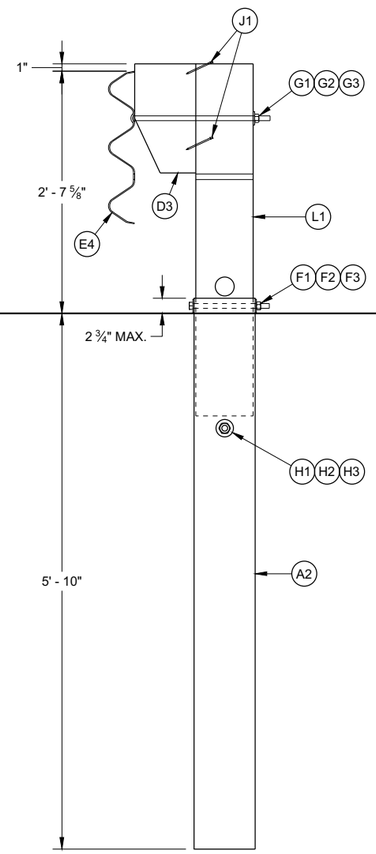
SDD 14B26 - 04c

SDD 14B26 - 04c

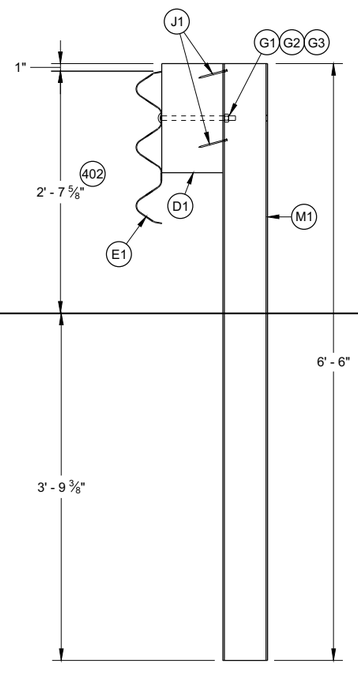


POST NO. 1



POST NO. 2

POST NOS. 3-8



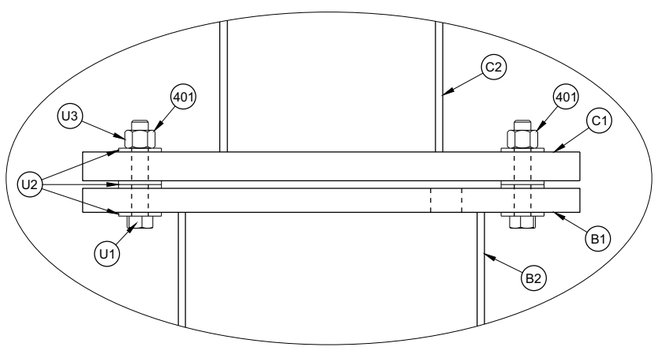
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

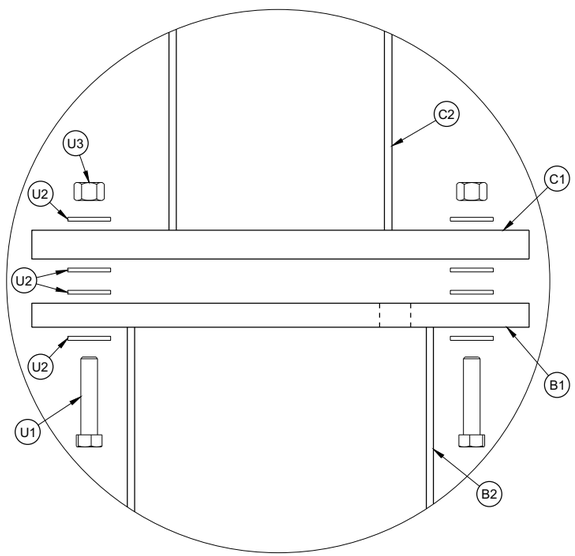
400 RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

401 TORQUE BOLD BETWEEN 60-75 FT-LB

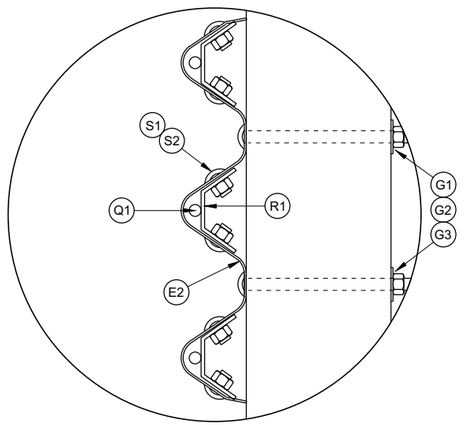
402 HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



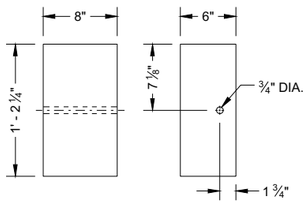
DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

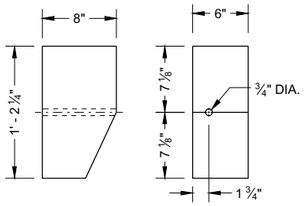
6

SDD 14B26 - 04d



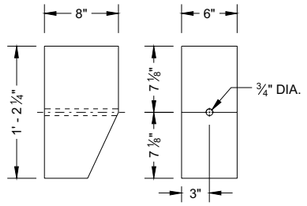
ELEVATION PROFILE

BLOCKOUT (D1)



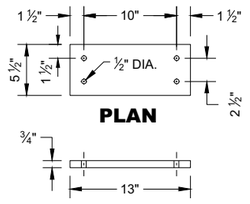
ELEVATION PROFILE

BLOCKOUT (D2)



ELEVATION PROFILE

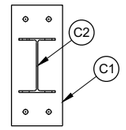
BLOCKOUT (D3)



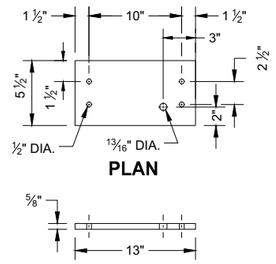
PLAN

PROFILE

UPPER SHEAR PLATE (C1)



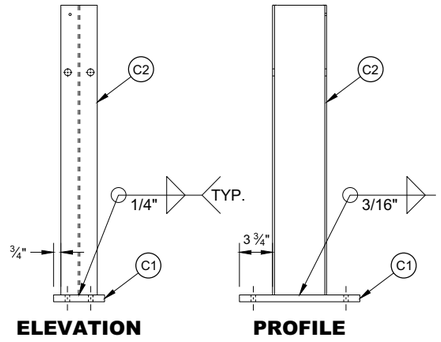
PLAN



PLAN

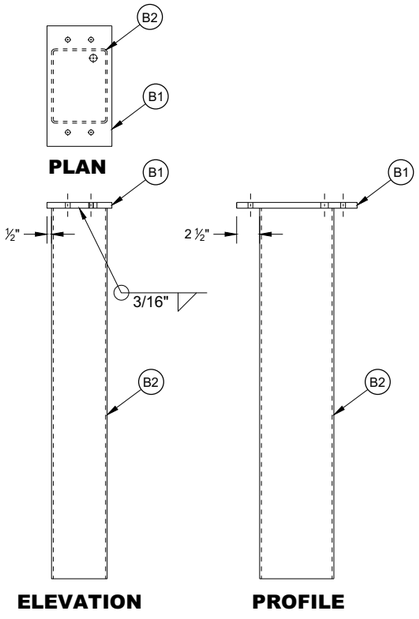
PROFILE

LOWER SHEAR PLATE (B1)



ELEVATION PROFILE

UPPER POST ASSEMBLY



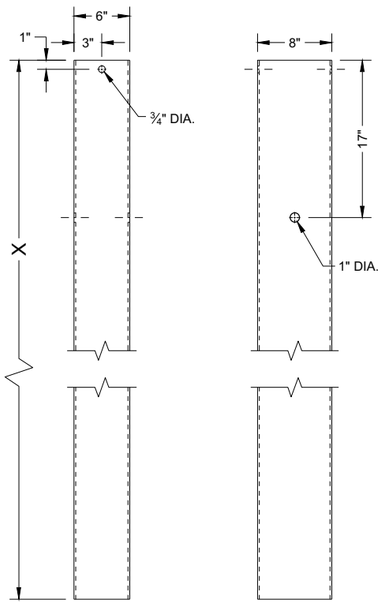
PLAN

ELEVATION PROFILE

LOWER POST ASSEMBLY

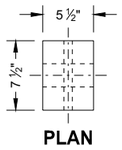
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 6"

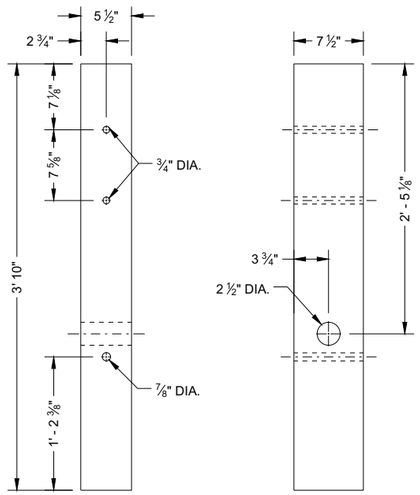


ELEVATION PROFILE

FOUNDATION TUBE

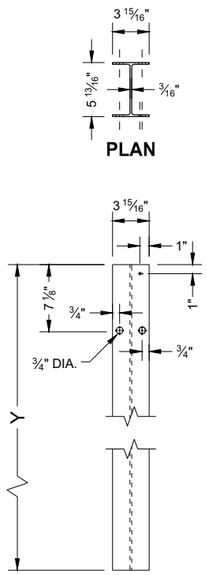


PLAN



ELEVATION PROFILE

BCT POST (L1)



PLAN

ELEVATION

POST

PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 8 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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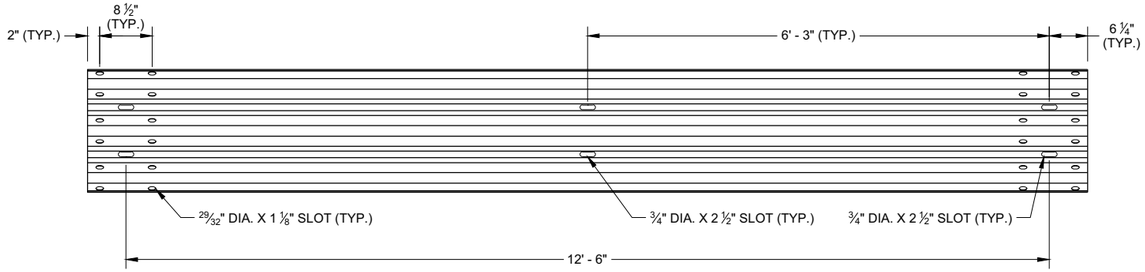
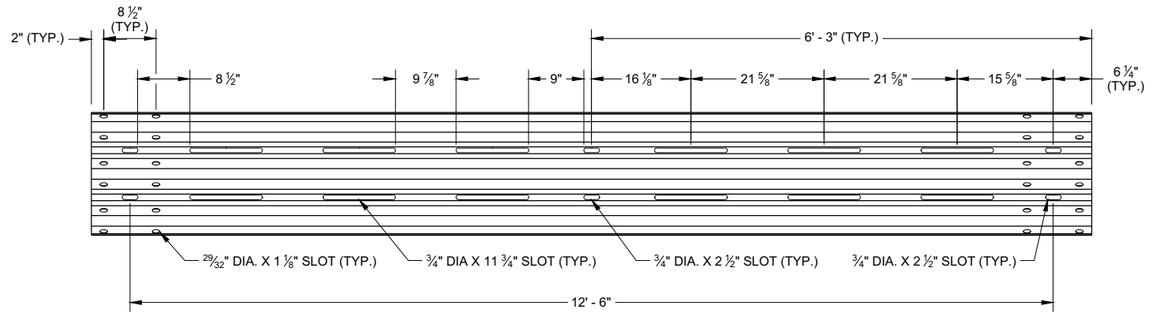
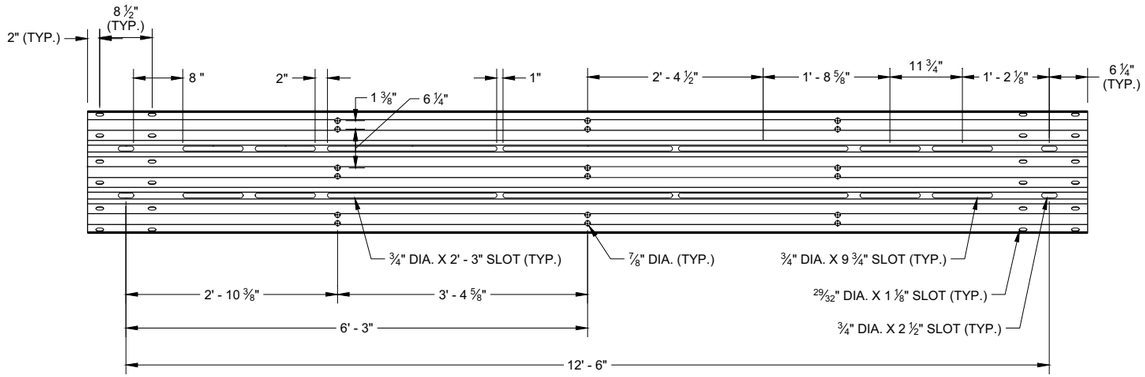


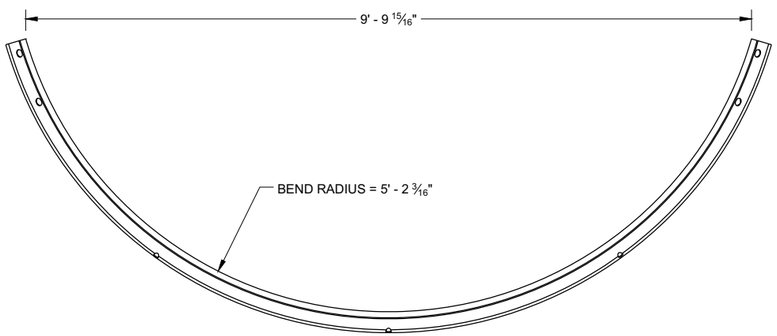
SLOTTED THRIE BEAM RAIL E1



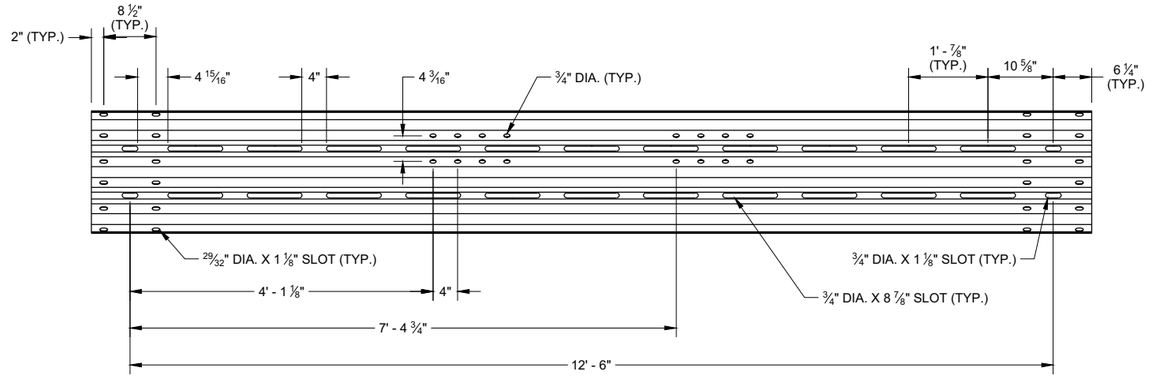
SLOTTED THRIE BEAM RAIL E3



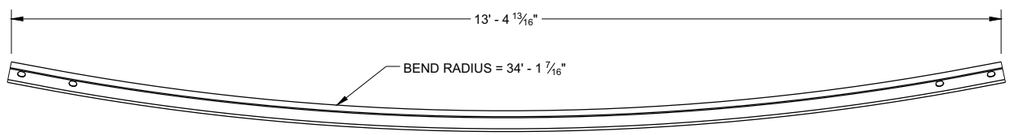
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4



PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

6

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STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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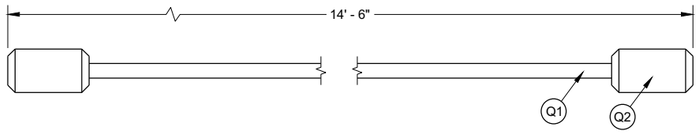
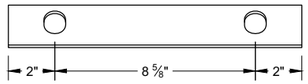
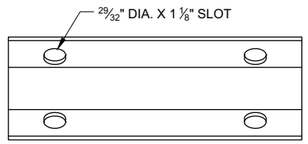


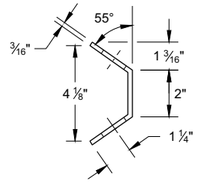
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

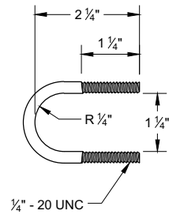


ELEVATION VIEW

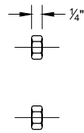


PROFILE VIEW

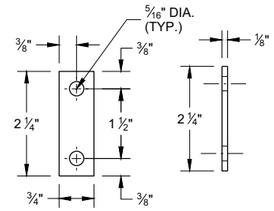
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

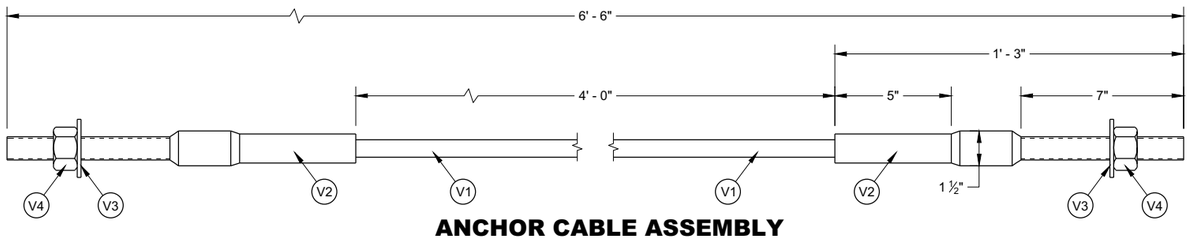


U - BOLT NUT (T3)

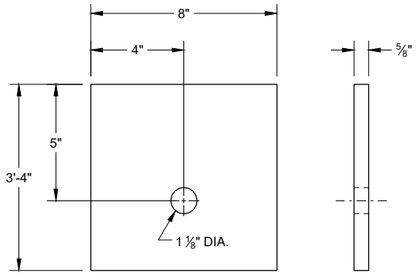


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

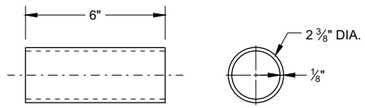


ANCHOR CABLE ASSEMBLY



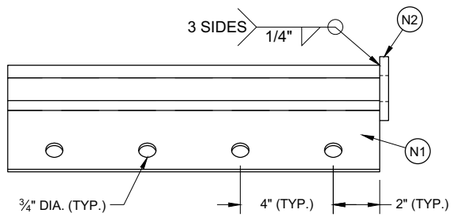
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

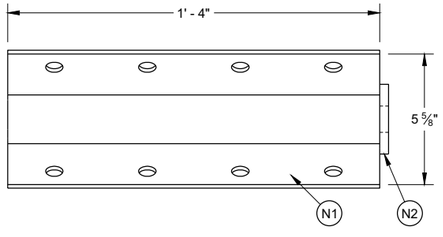


ELEVATION VIEW **PROFILE VIEW**

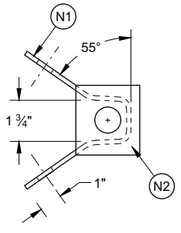
BCT POST SLEEVE (L2)



PLAN VIEW

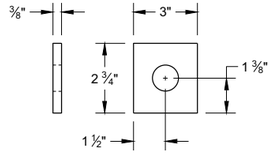


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B26 - 04g

BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

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SDD 14B26 - 04h

SDD 14B26 - 04h

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE 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.

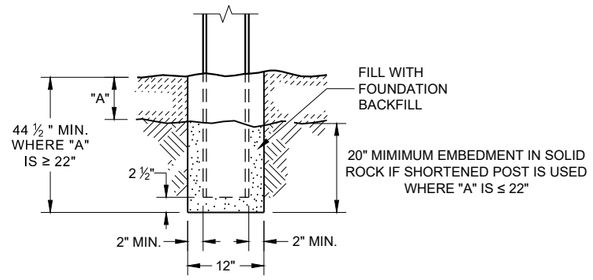
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

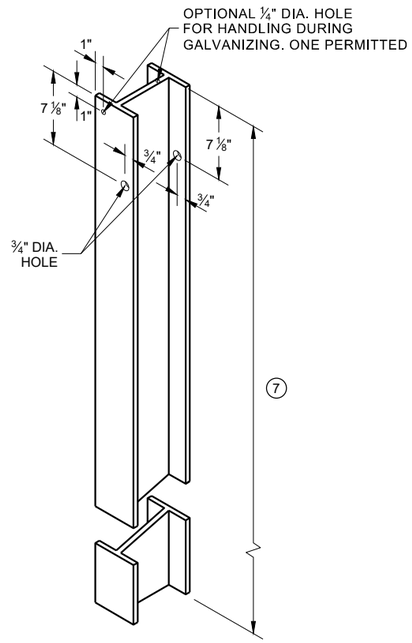
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

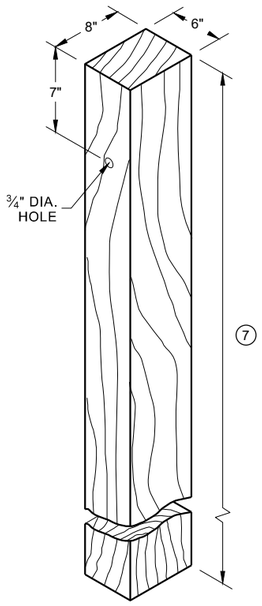
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



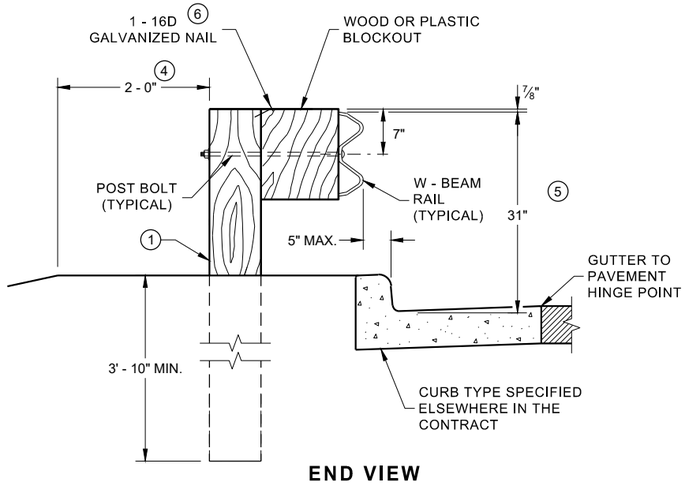
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



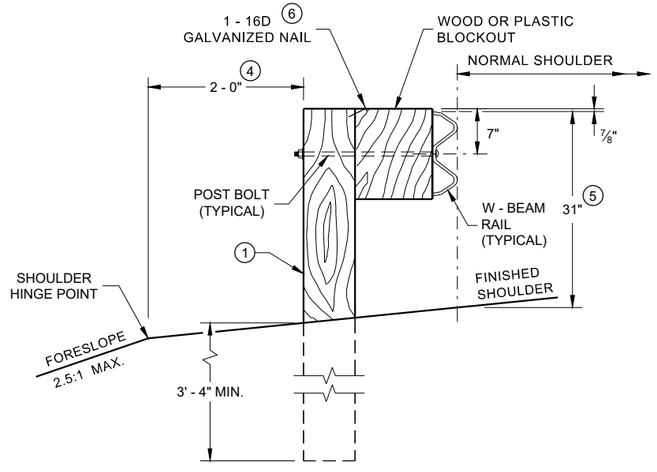
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



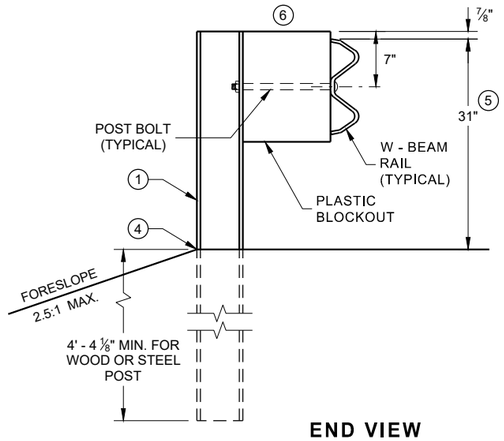
WOOD POST (6" X 8") NOMINAL (1)



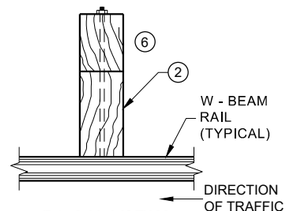
END VIEW
LOCATED ALONG A CURBED ROADWAY



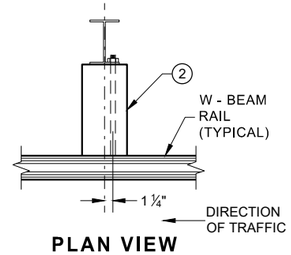
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



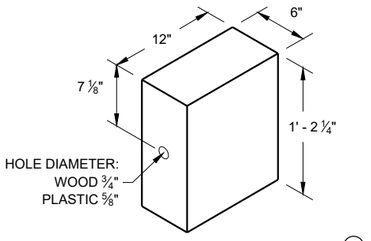
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

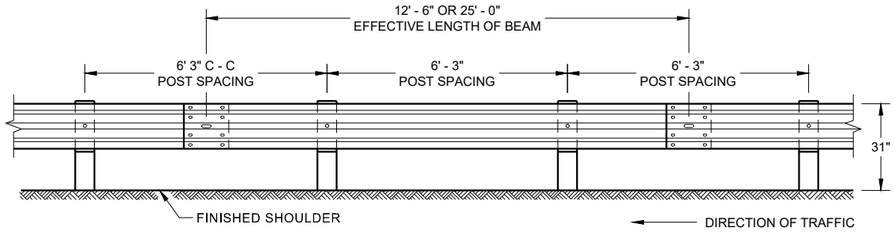
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

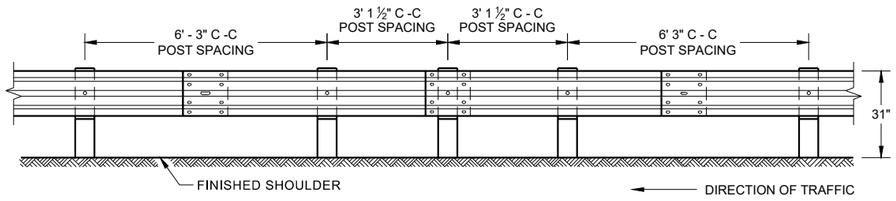
SDD 14B42 - 07a

6

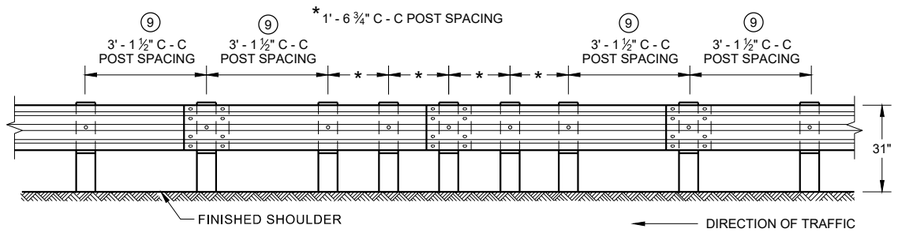
SDD 14B42 - 07a



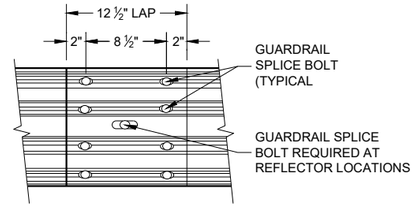
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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

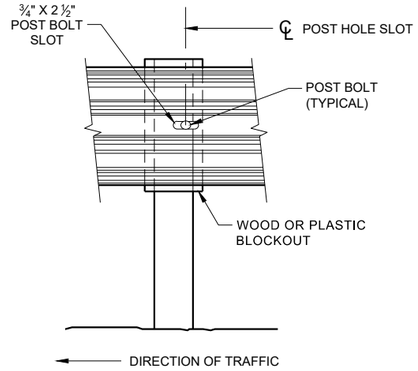
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

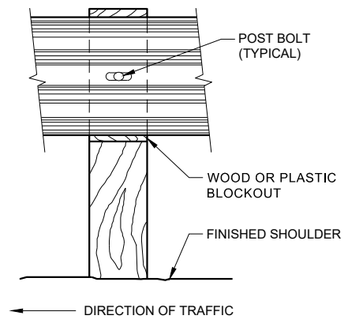
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

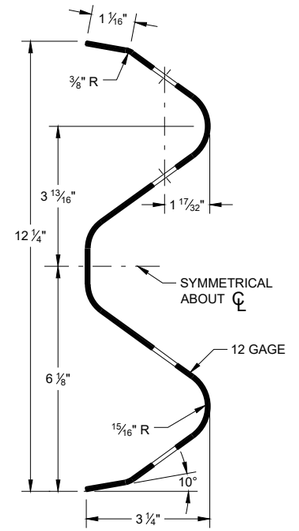
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



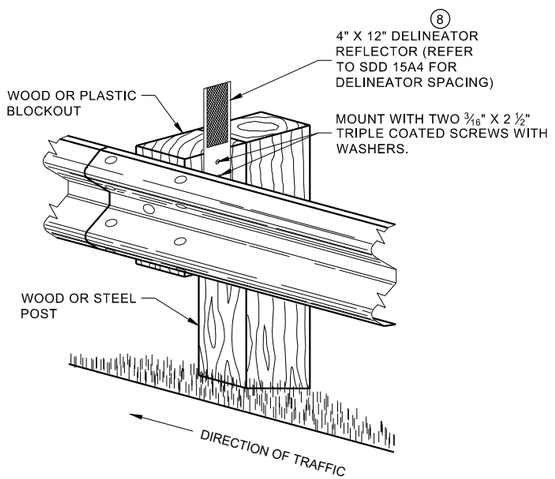
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



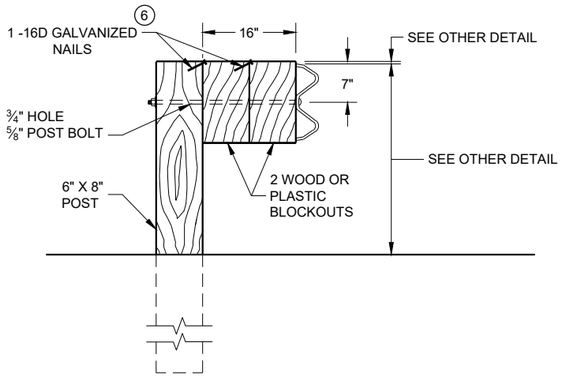
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

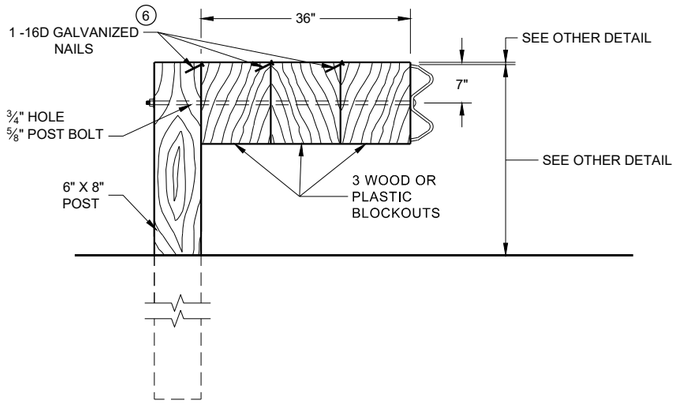
6

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.



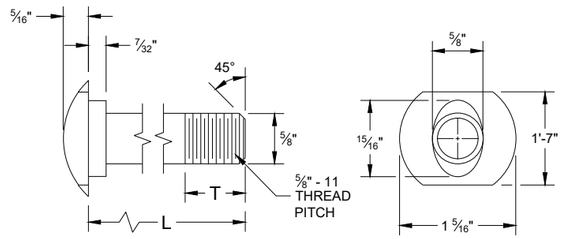
DETAIL FOR 36" BLOCKOUT DEPTH

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.

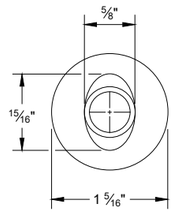
NOTE:

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.

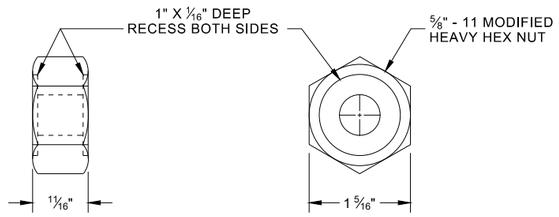


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

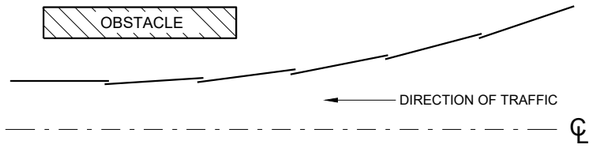


ALTERNATE BOLT HEAD

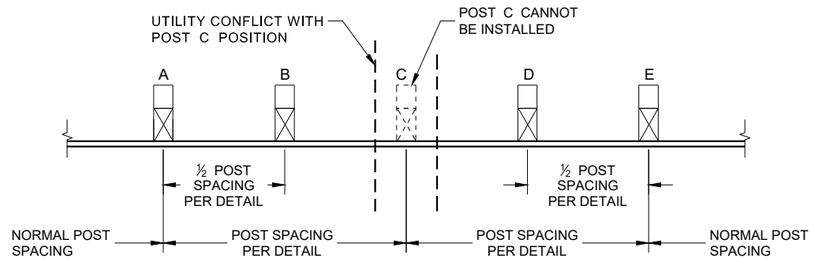


POST BOLT, SPLICE BOLT AND RECESS NUT

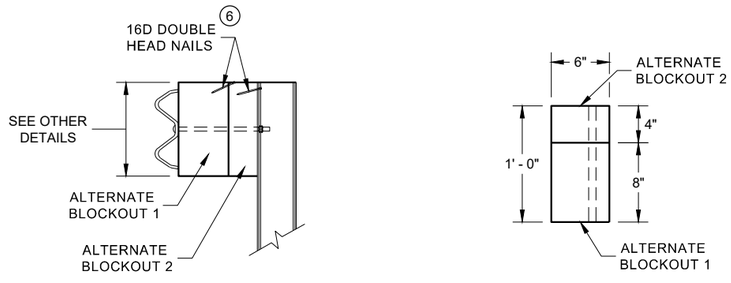
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW

PLAN VIEW

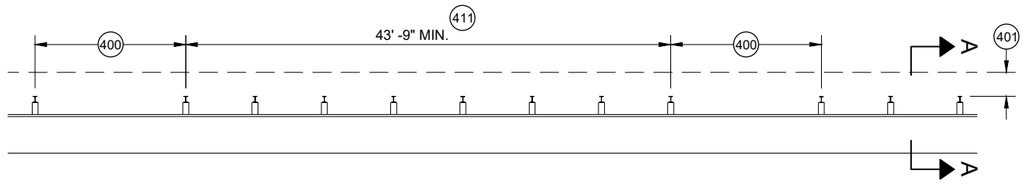
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

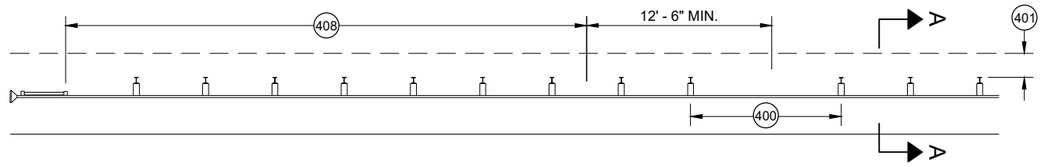
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

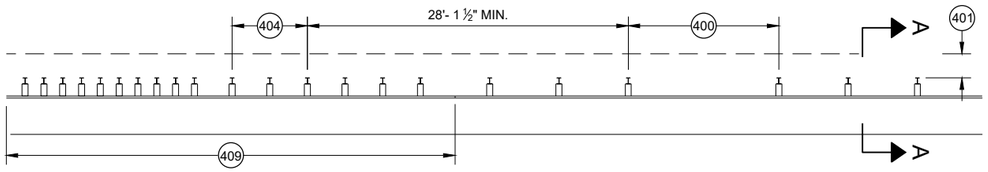
SDD 14B42 - 07c



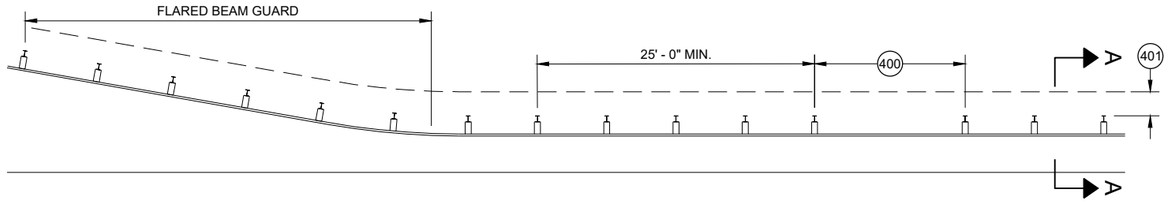
MISSING POST IN MGS GUARDRAIL



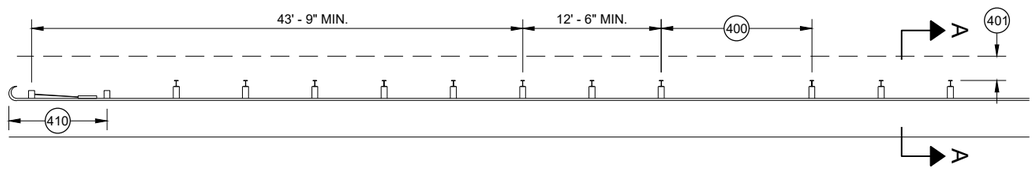
MISSING POST IN MGS GUARDRAIL NEAR EAT



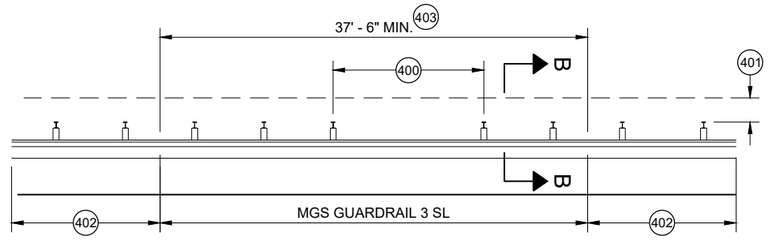
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

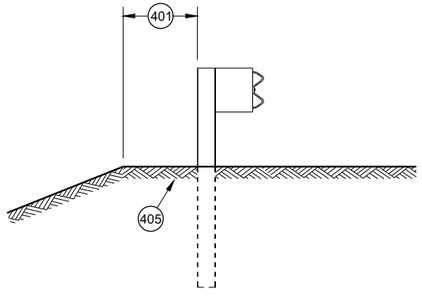


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

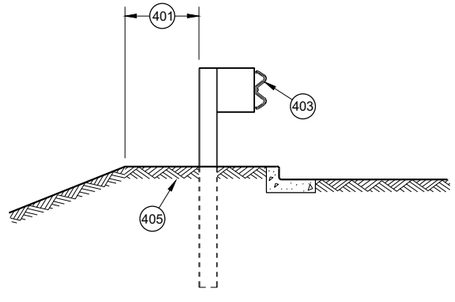


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

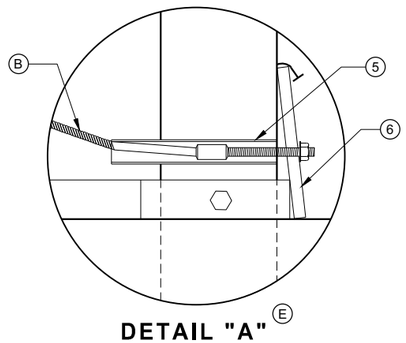
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

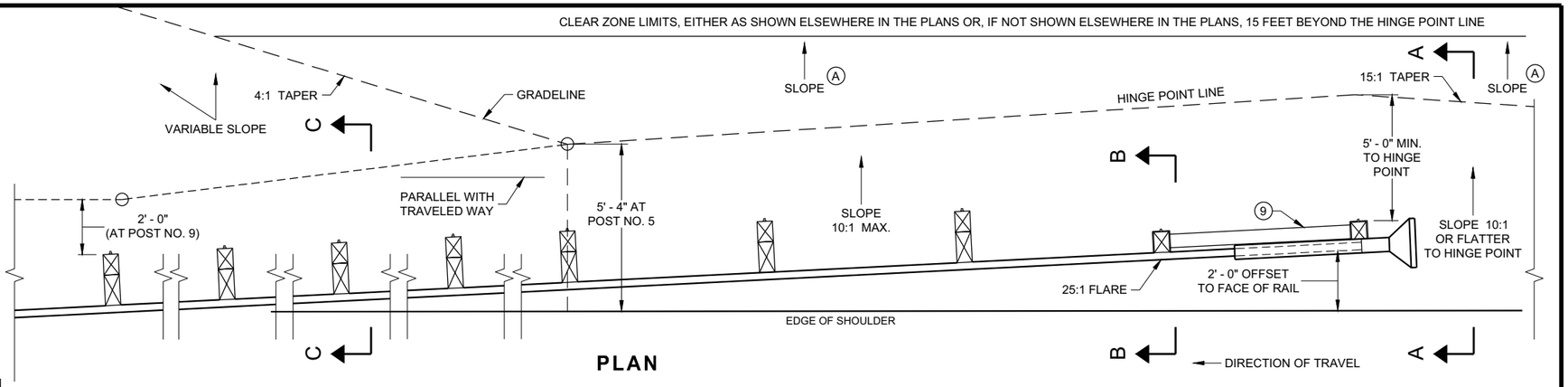
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

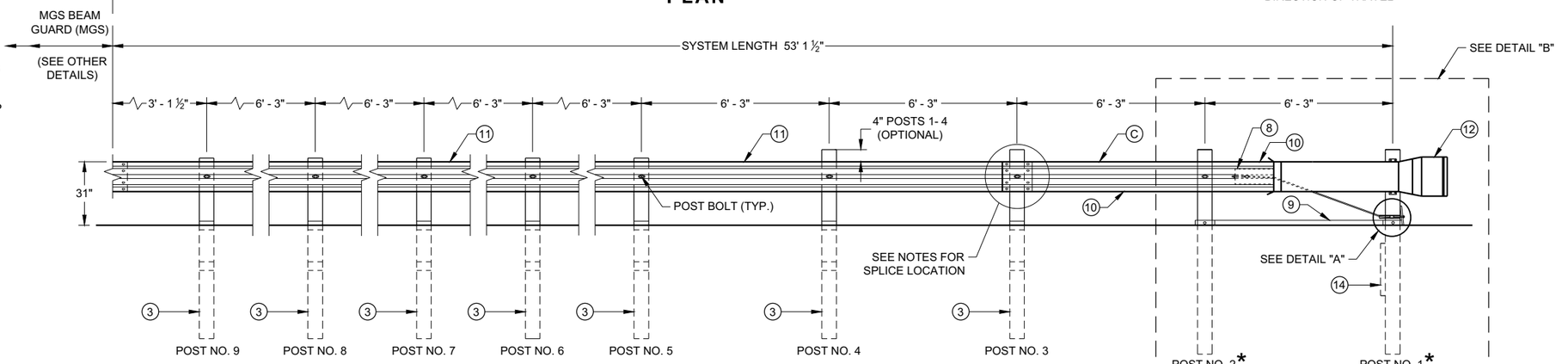
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

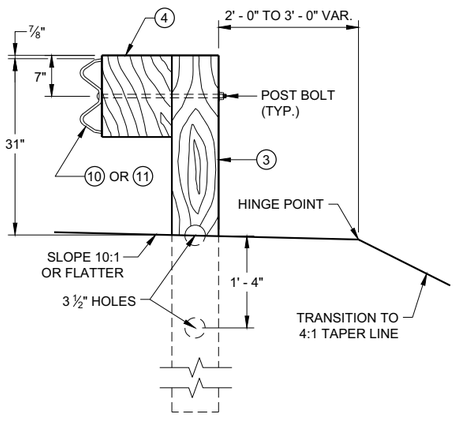
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



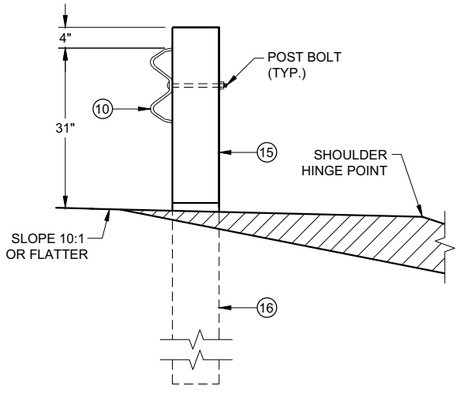
DETAIL "A" (E)



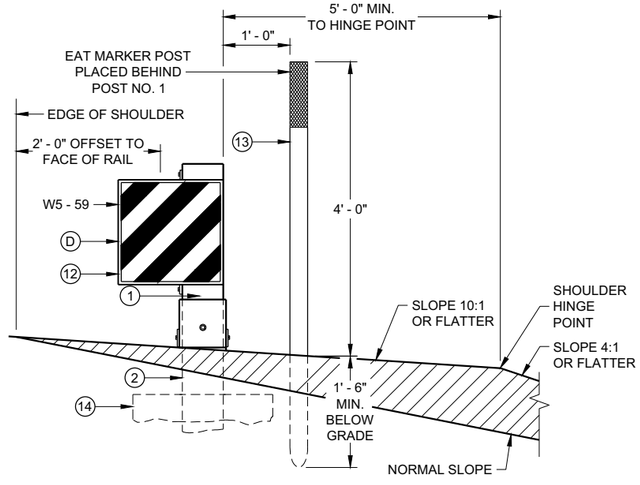




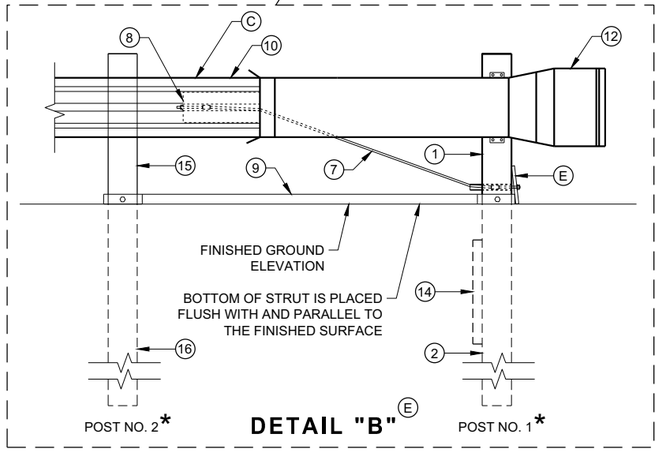
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



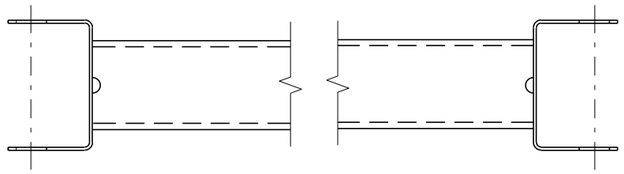
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

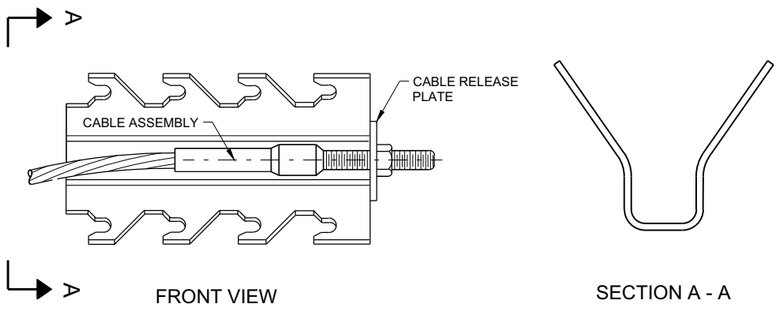
SDD 14B44 - 04a



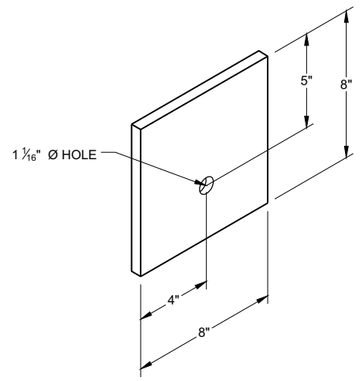
GENERIC GROUND STRUT (9) (E)

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

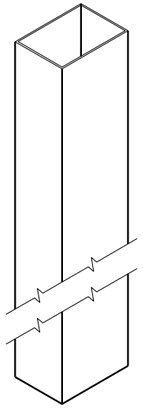
6

SDD 14B44 - 04b

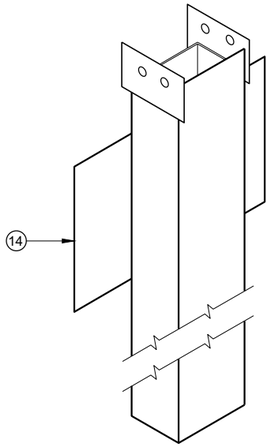
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

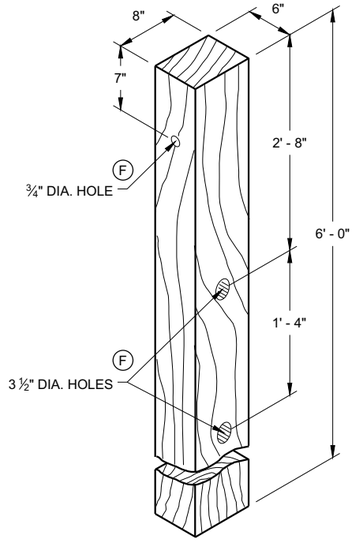
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



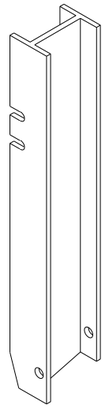
UPPER POST NO. 1 (1) (E)



LOWER POST NO. 1 (2) (E)



WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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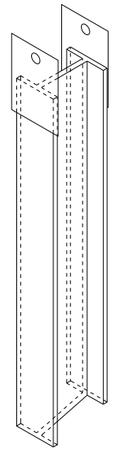
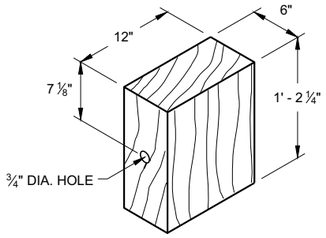
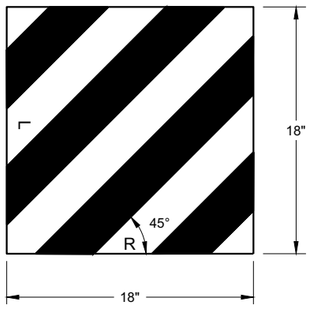


LOWER POST NO. 2 (16) (E)

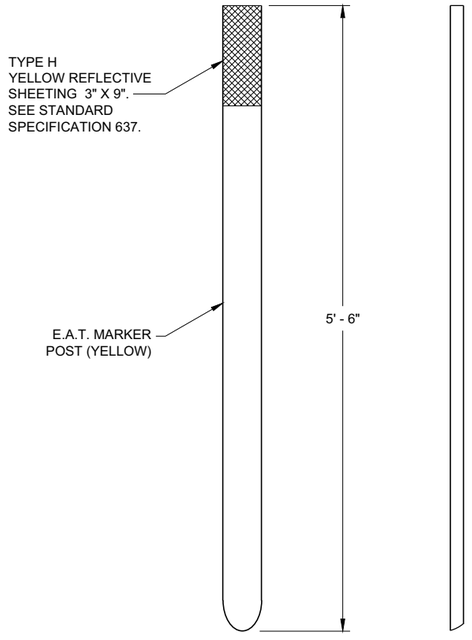


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



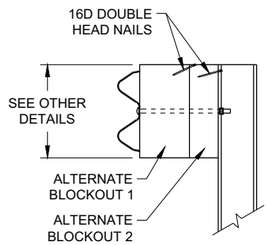
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

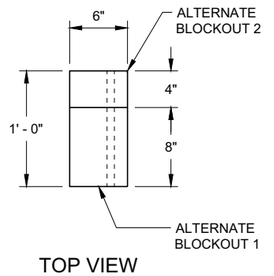


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

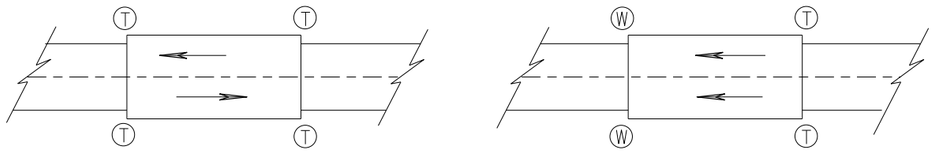
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

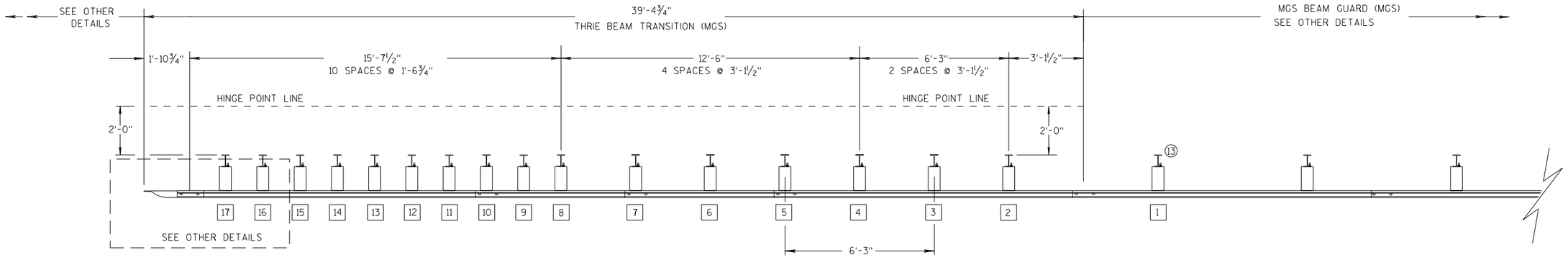
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

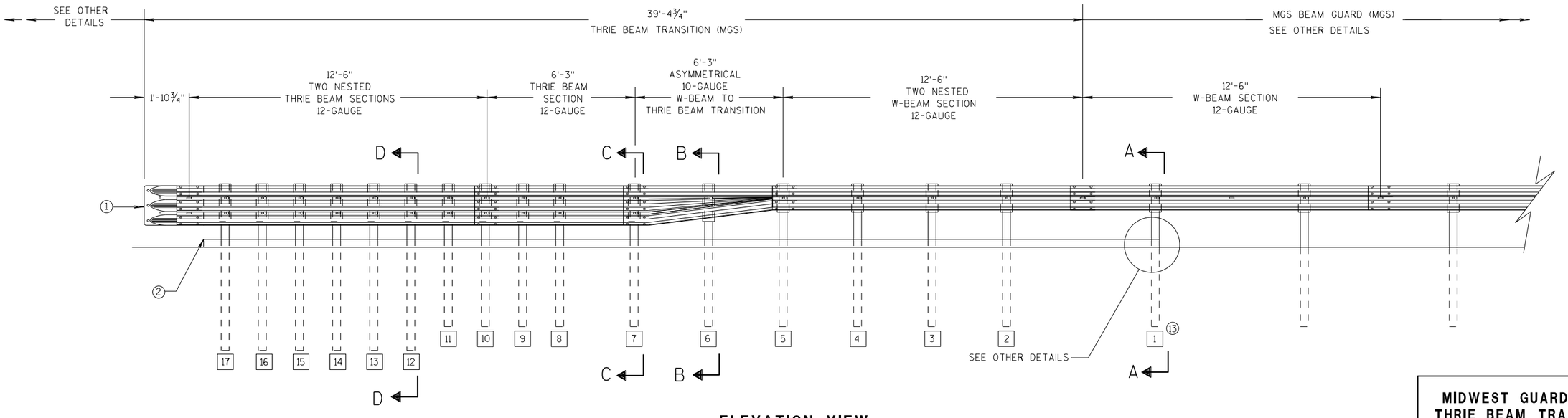
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

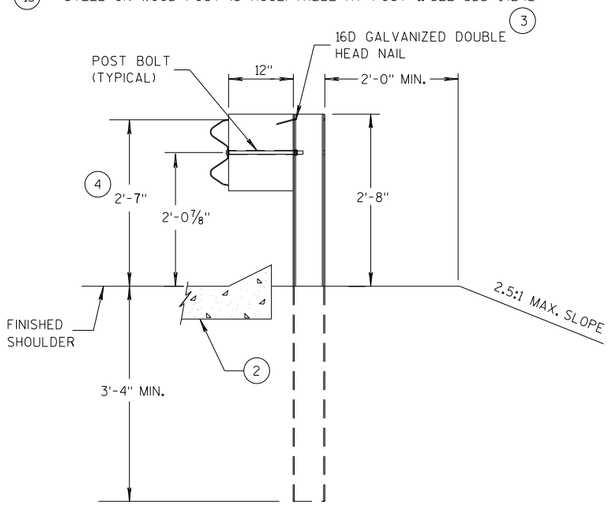
GENERAL NOTES

(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.

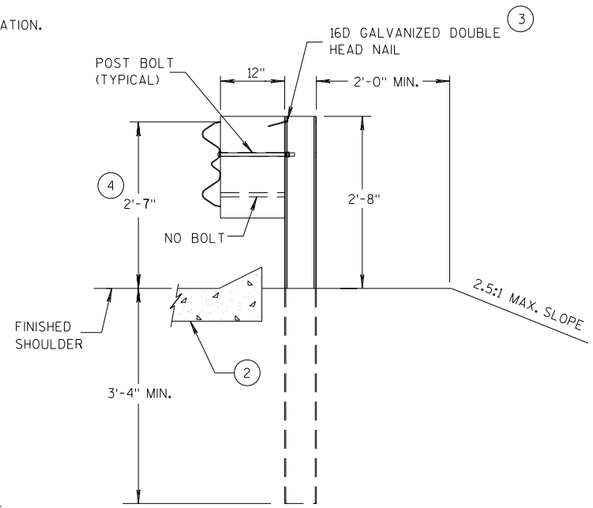
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



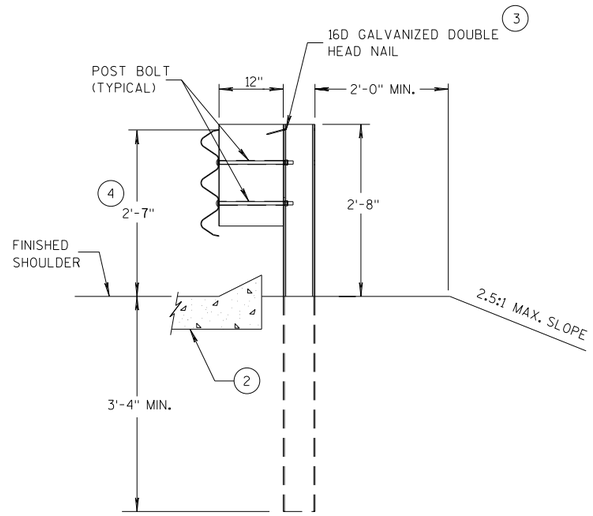
SECTION A-A (13)

POSTS 1-5



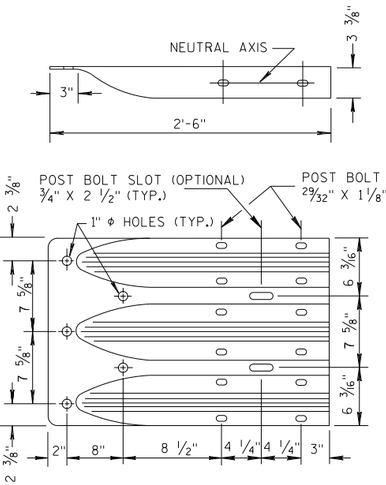
SECTION B-B

POST 6

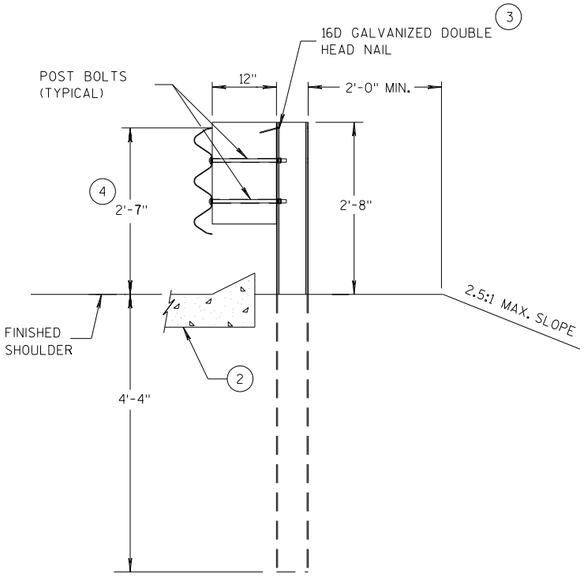


SECTION C-C

POSTS 7-11

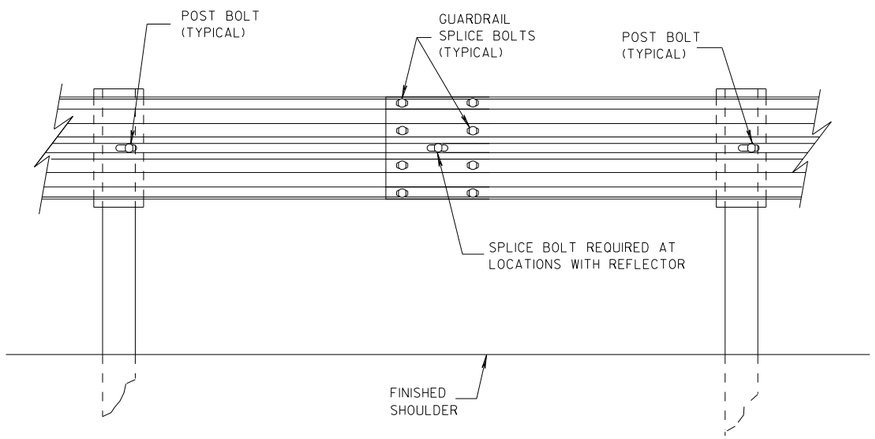


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

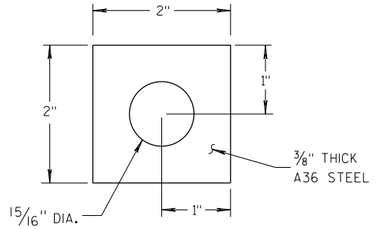
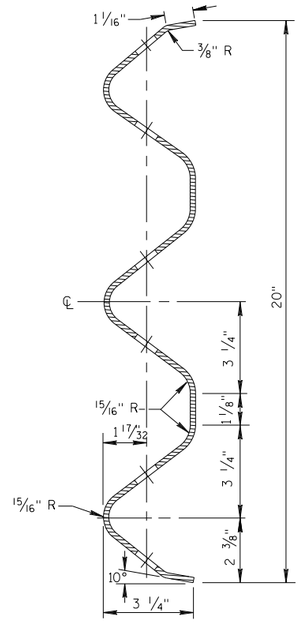


PLATE WASHER DETAIL



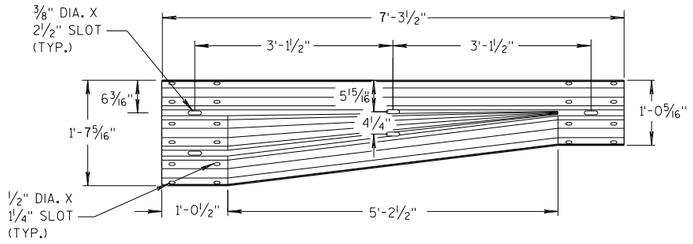
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

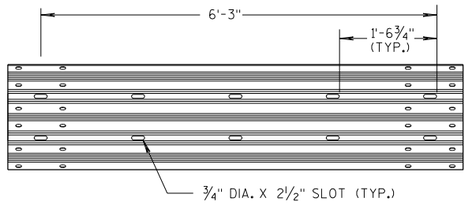
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

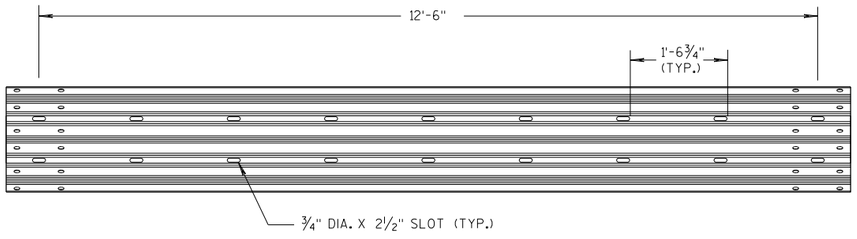
S.D.D. 14 B 45-5b



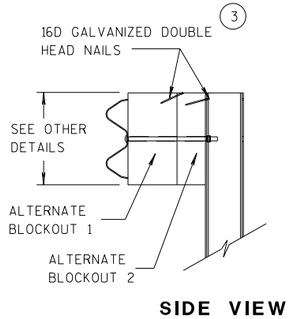
W-BEAM TO THRIE BEAM TRANSITION SECTION



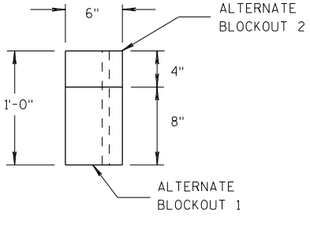
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

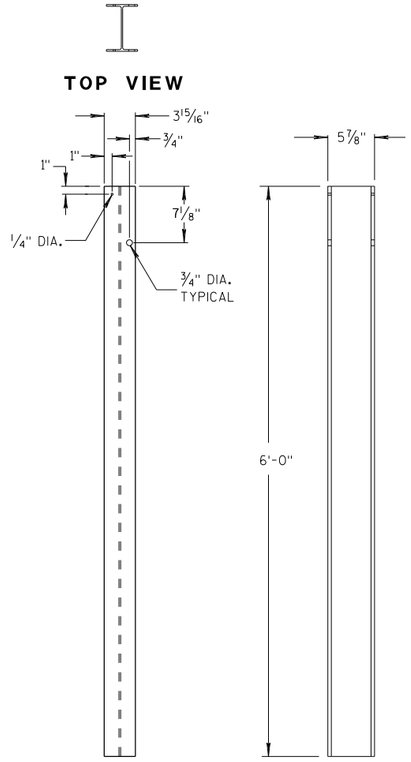


SIDE VIEW



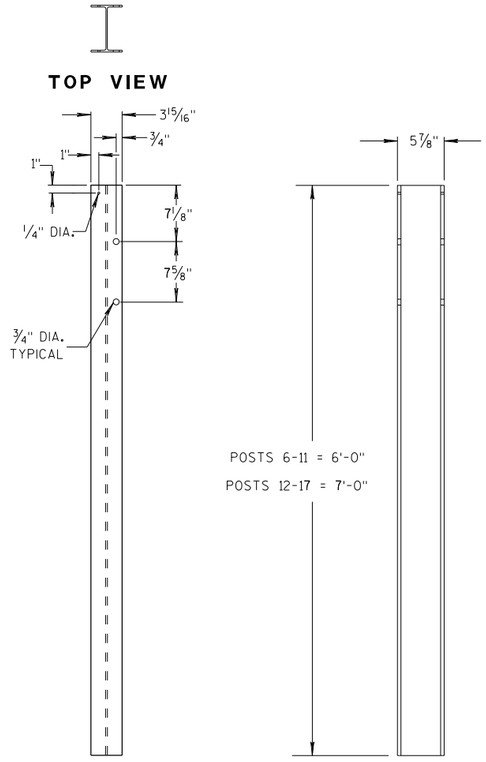
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



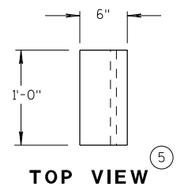
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

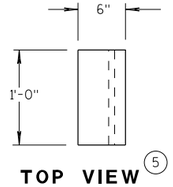


FRONT VIEW SIDE VIEW

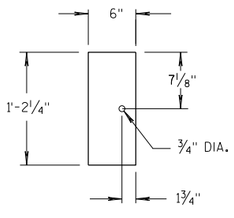
STEEL POSTS 6-17



TOP VIEW (5)

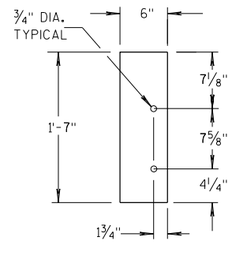


TOP VIEW (5)



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.

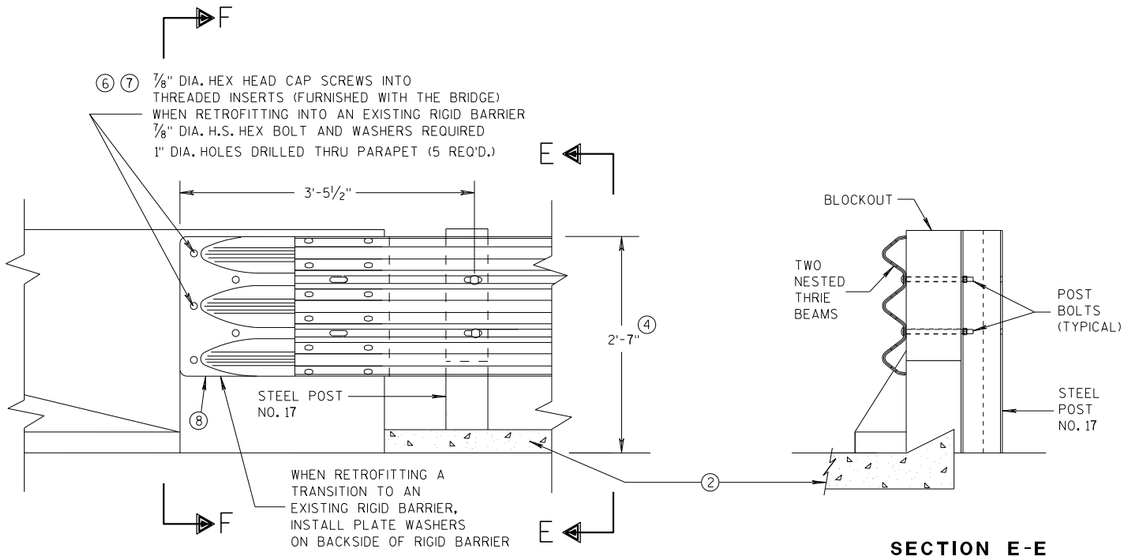
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(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 299

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.

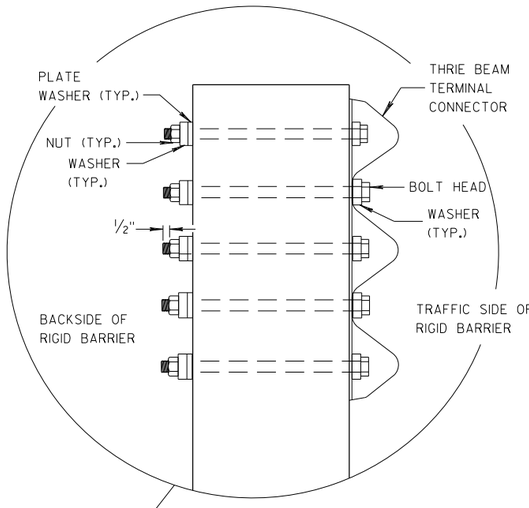
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

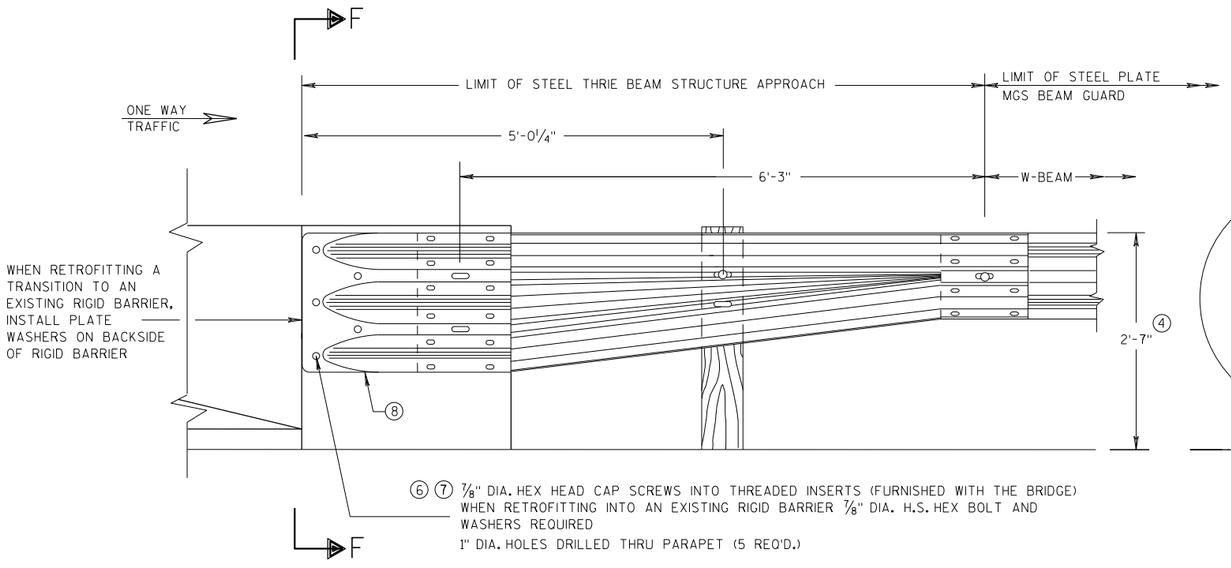
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

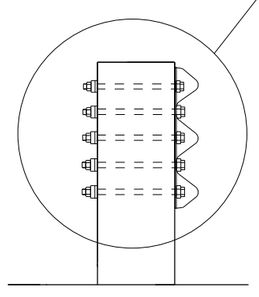
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

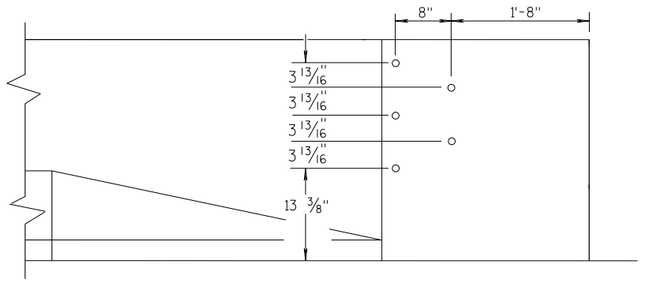




FRONT VIEW



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
FHWA

6

S.D.D. 14 B 45-5d

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.

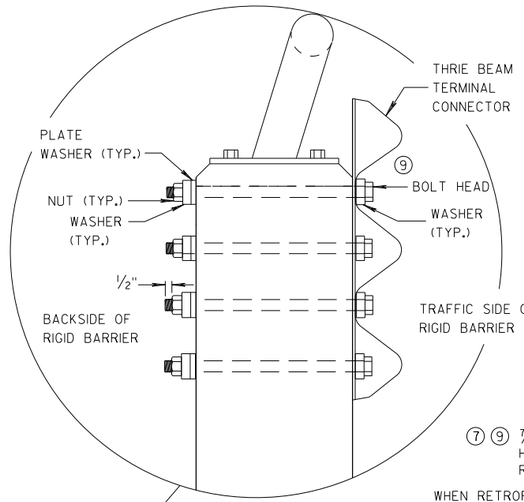
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

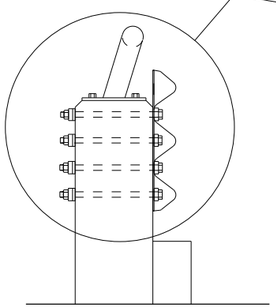
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

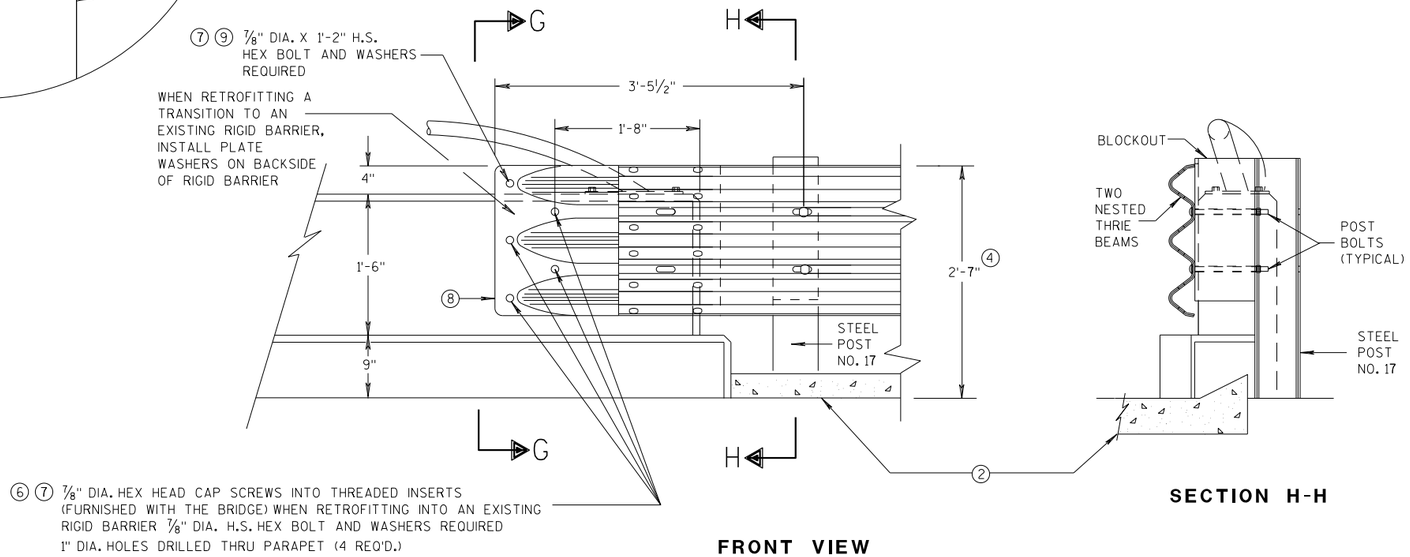
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





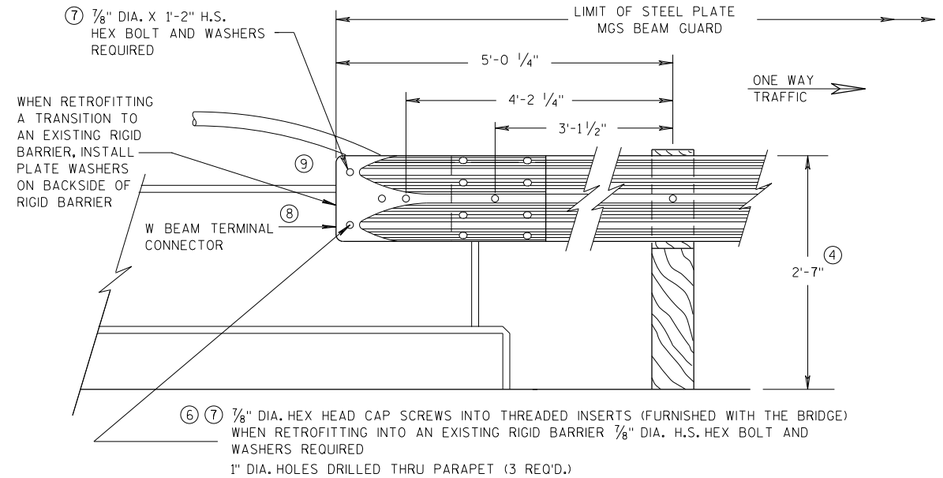
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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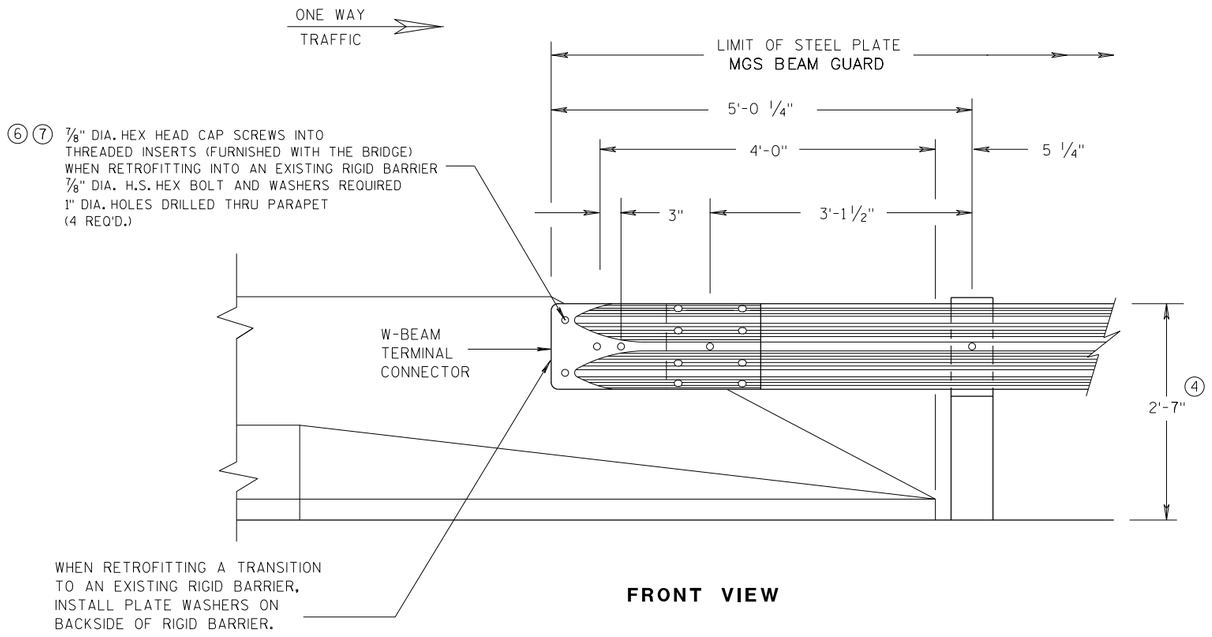


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

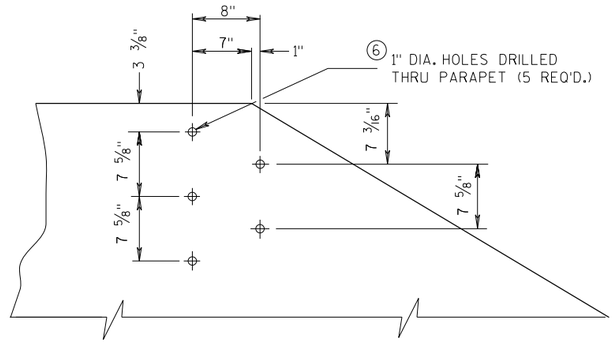
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

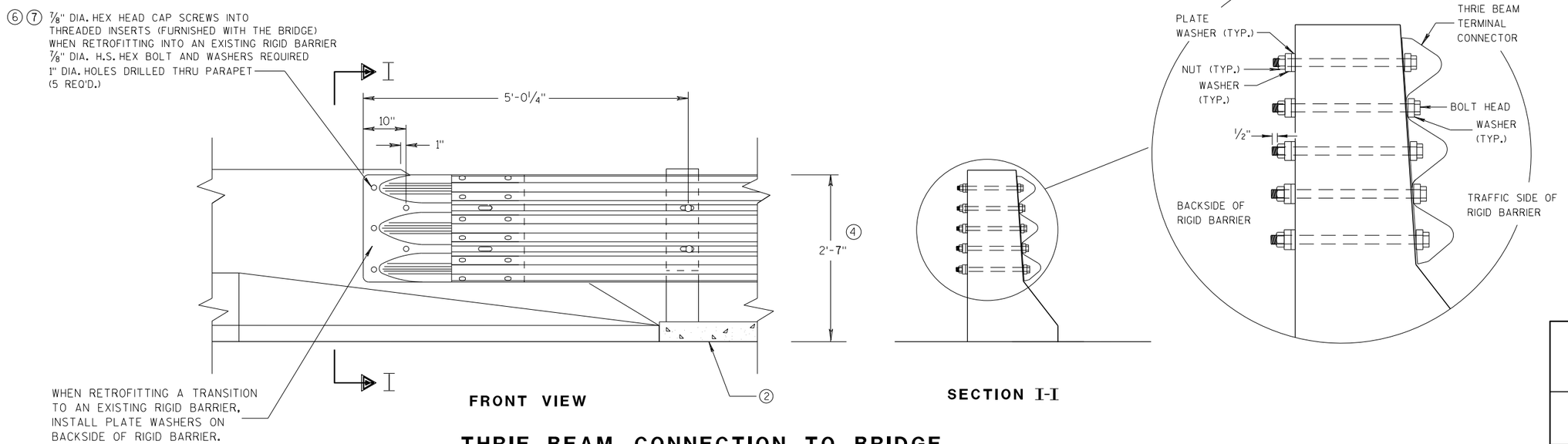
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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)

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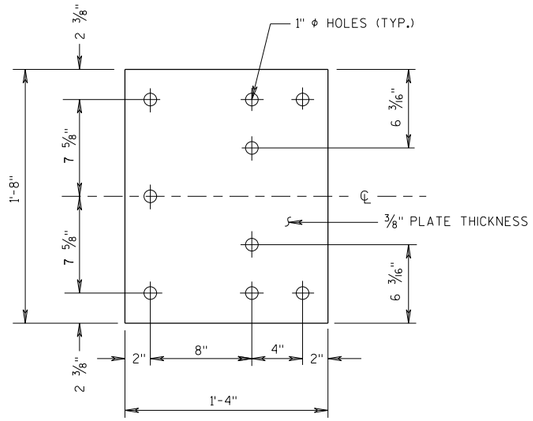
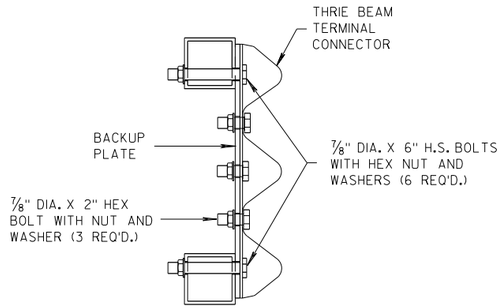
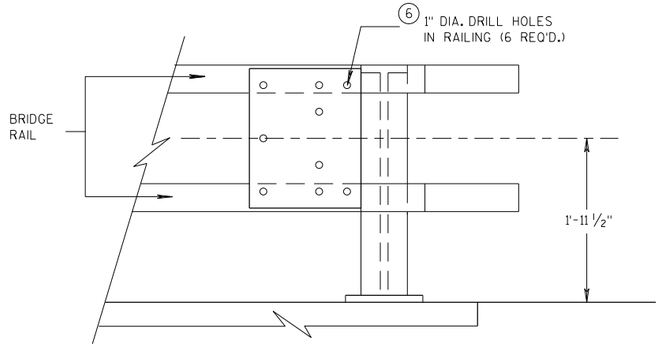


BACK-UP PLATE DETAIL



SECTION J-J

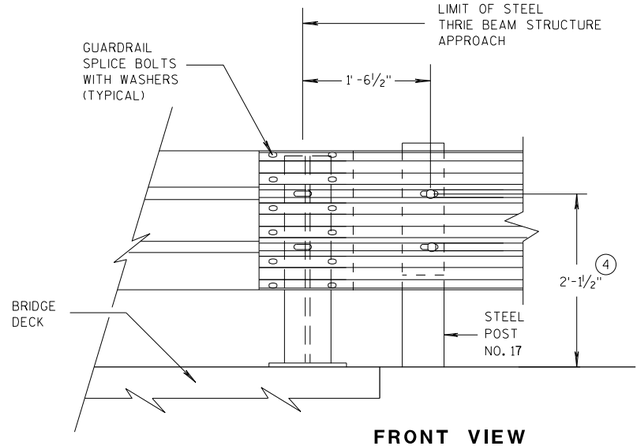


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

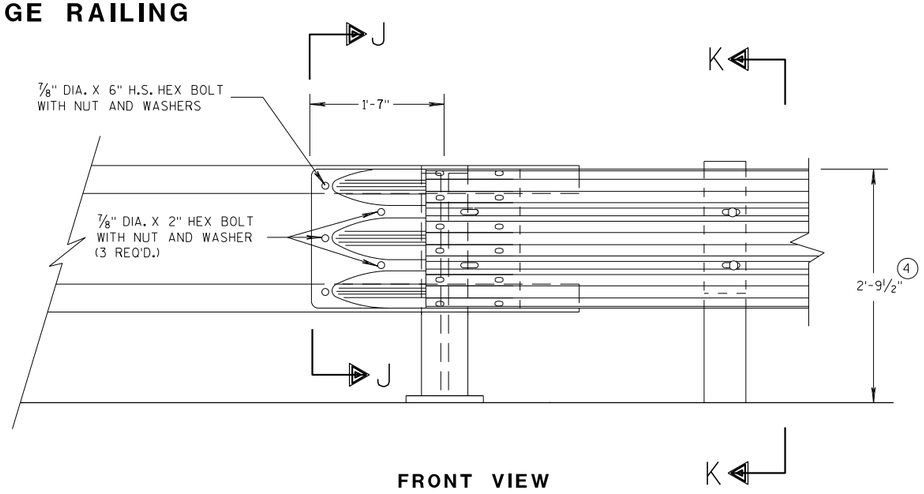
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

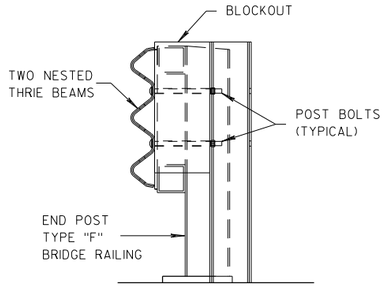


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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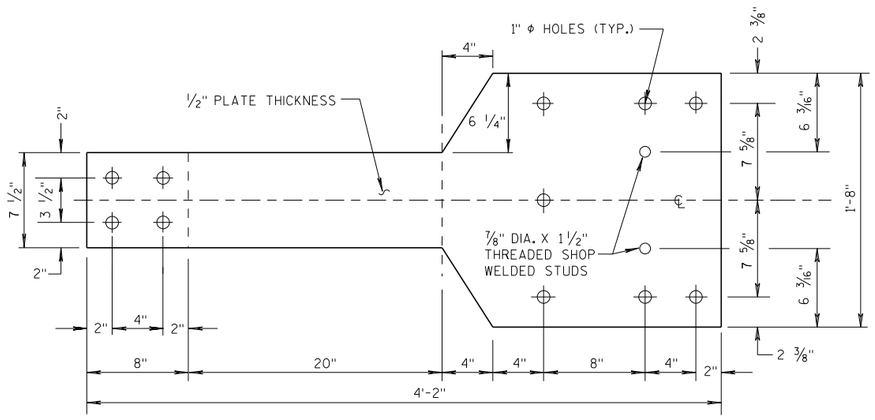
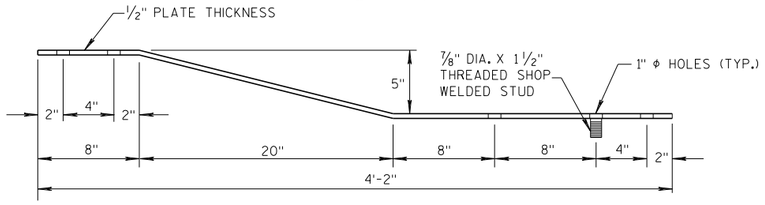
GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

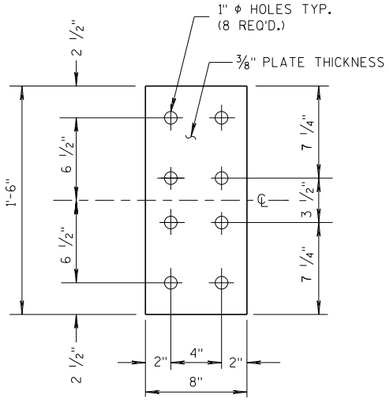


FRONT VIEW



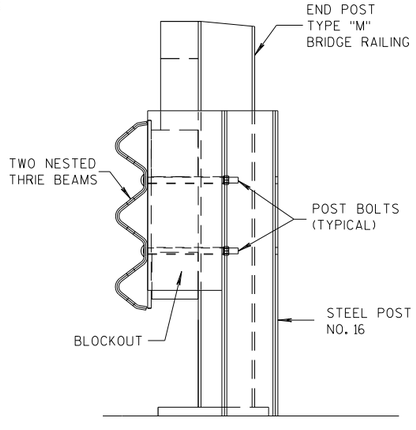
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

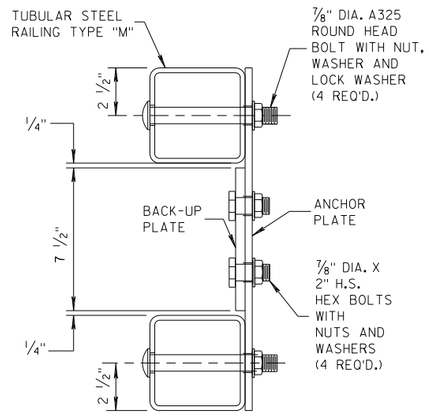


FRONT VIEW

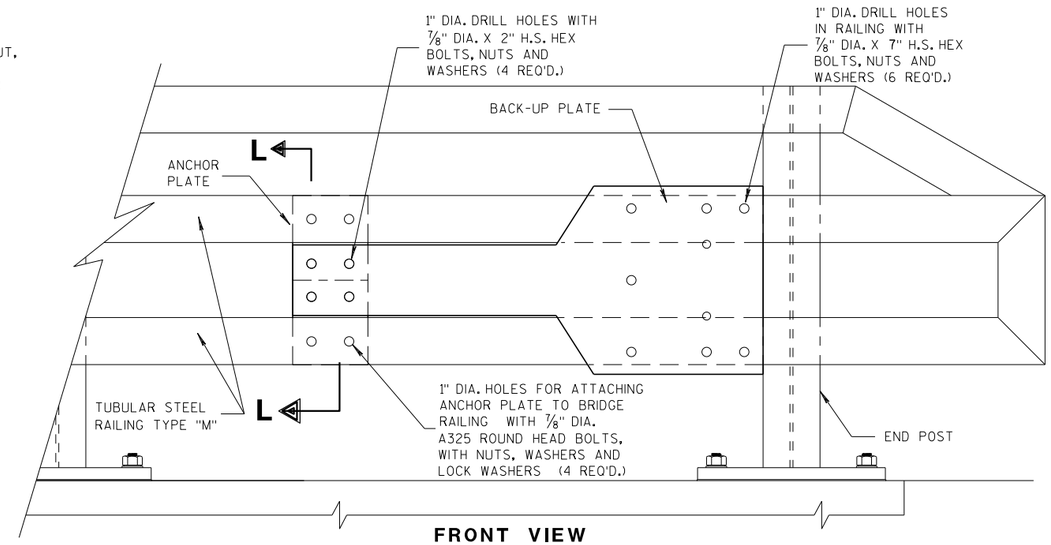
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

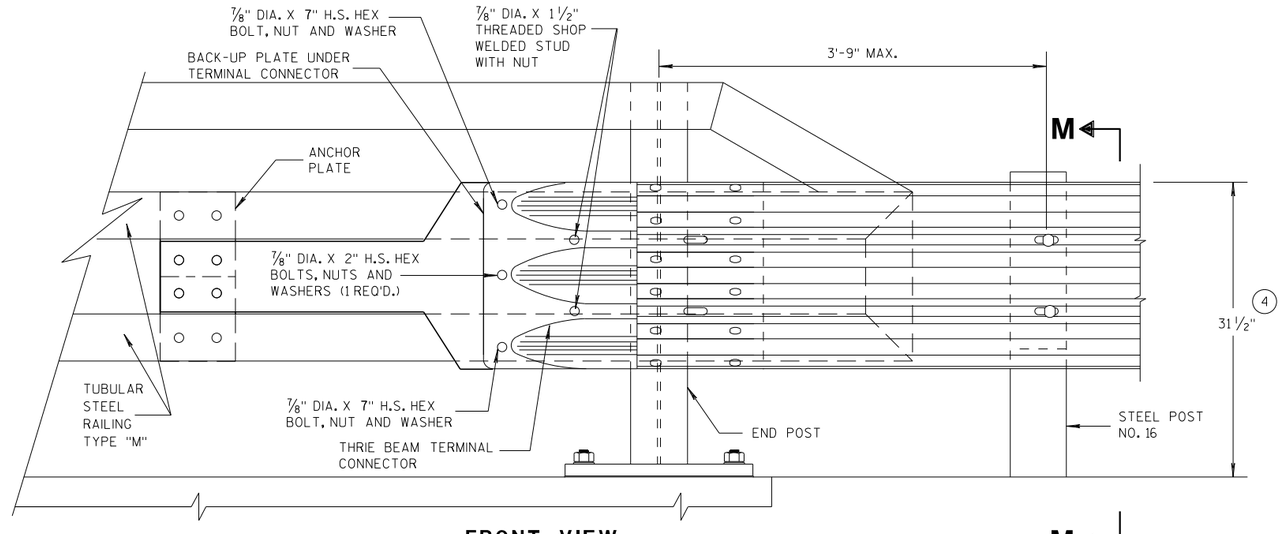


SECTION L-L

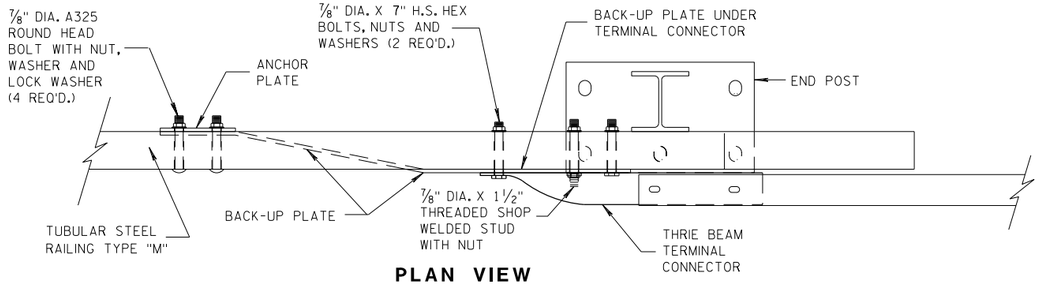


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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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.

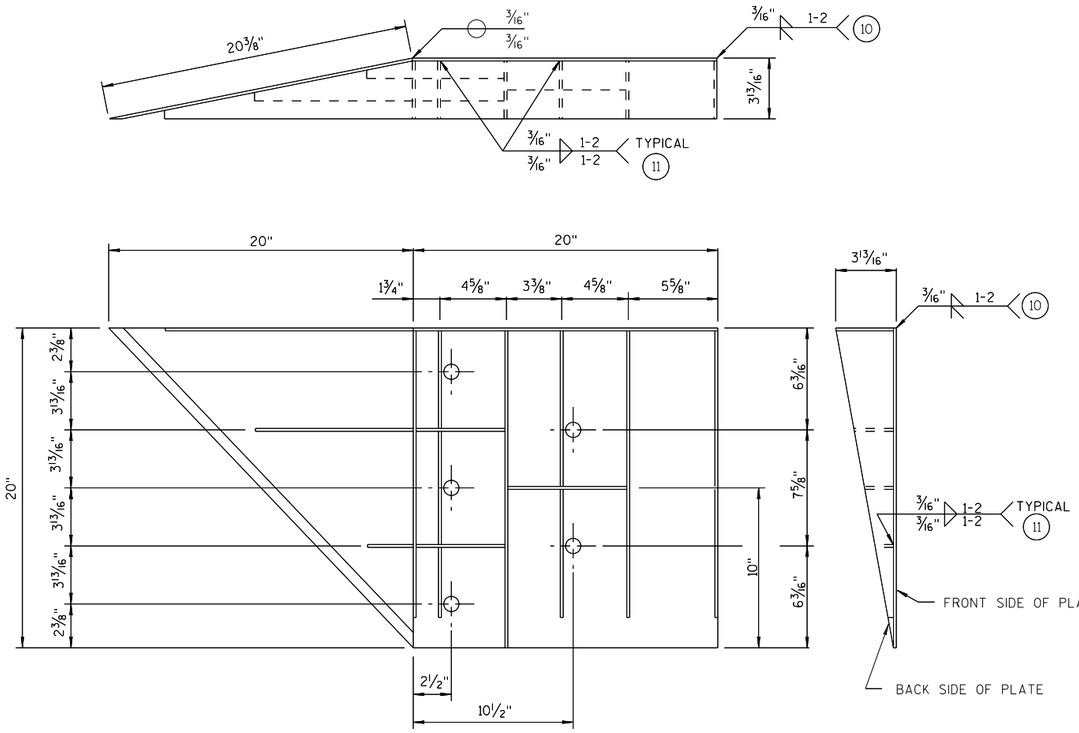
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

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".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

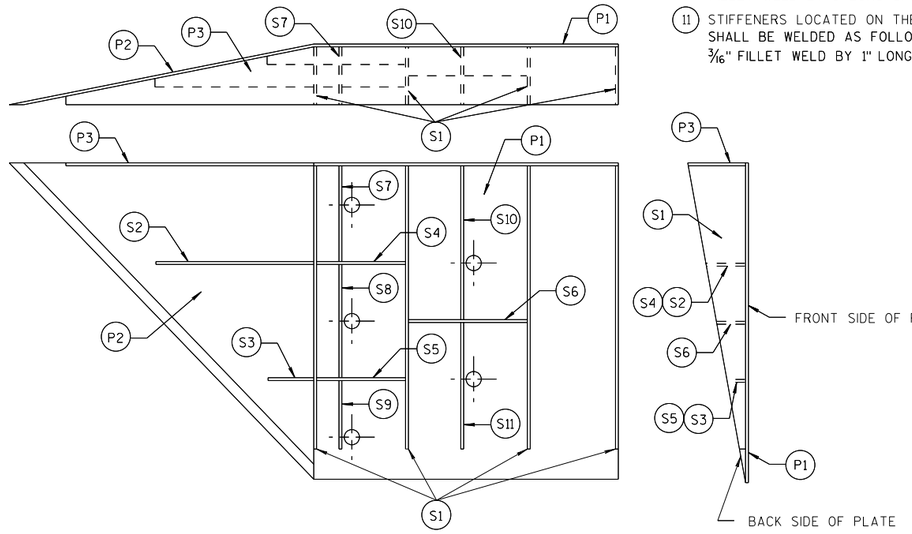


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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
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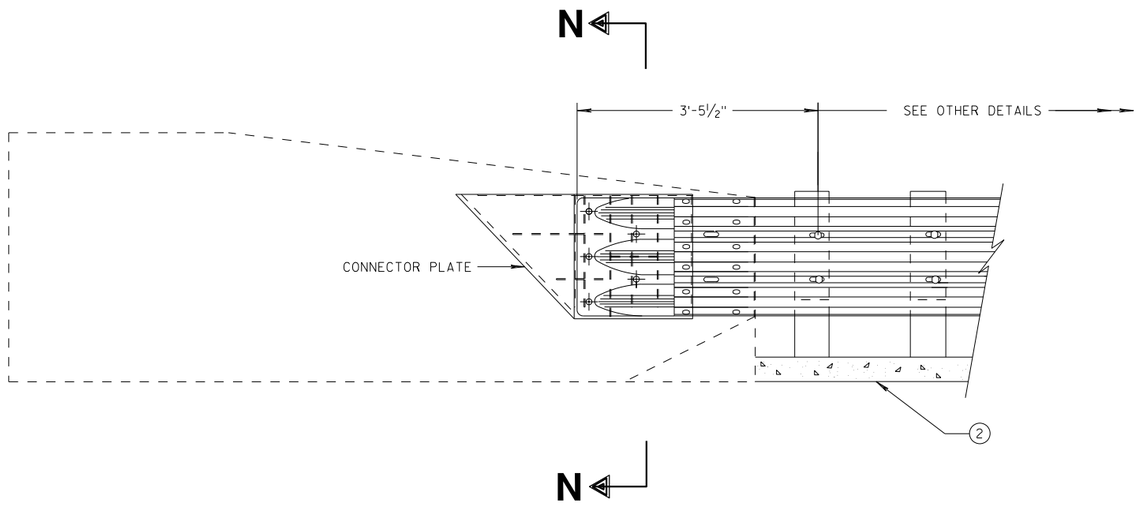
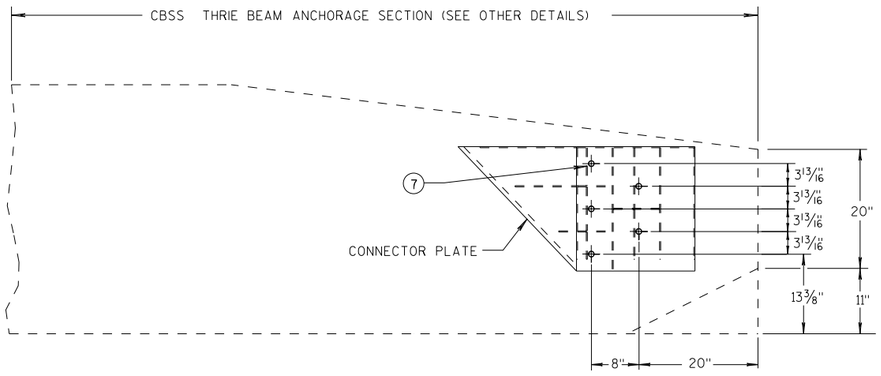


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



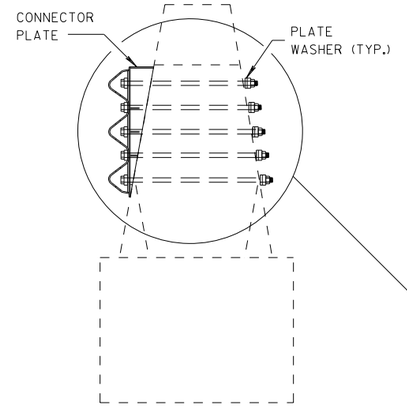
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

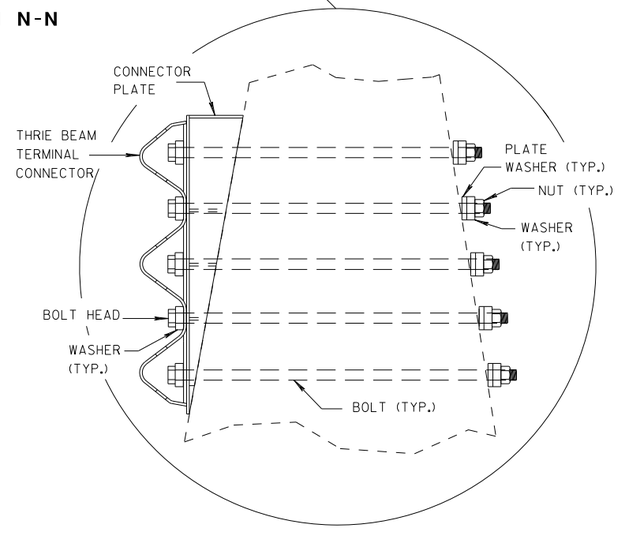
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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
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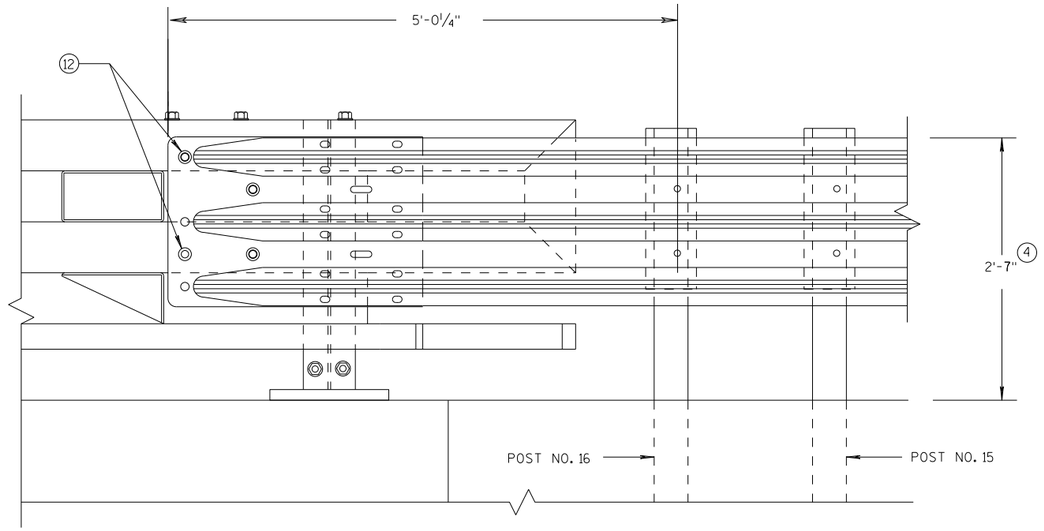
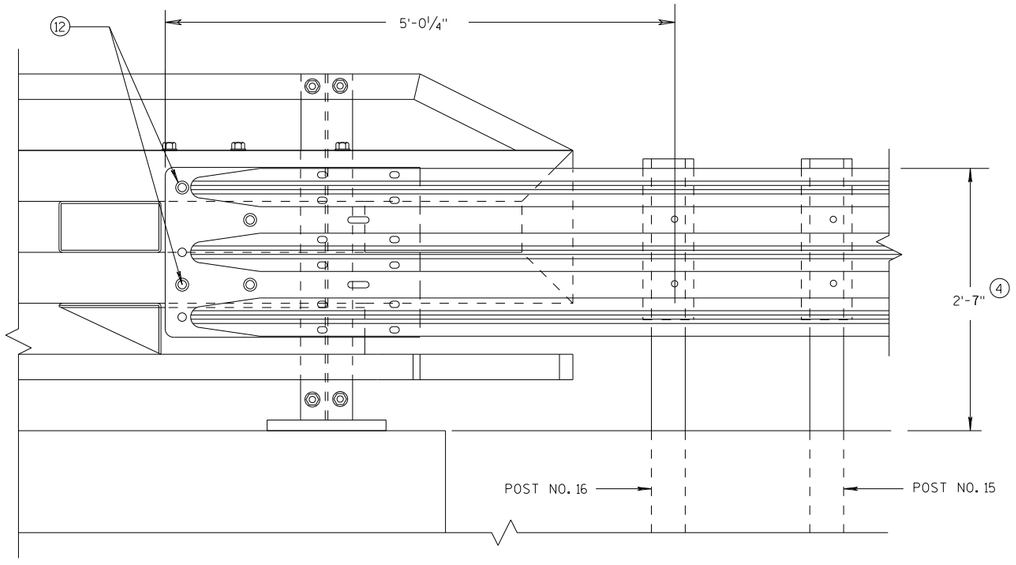


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) 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. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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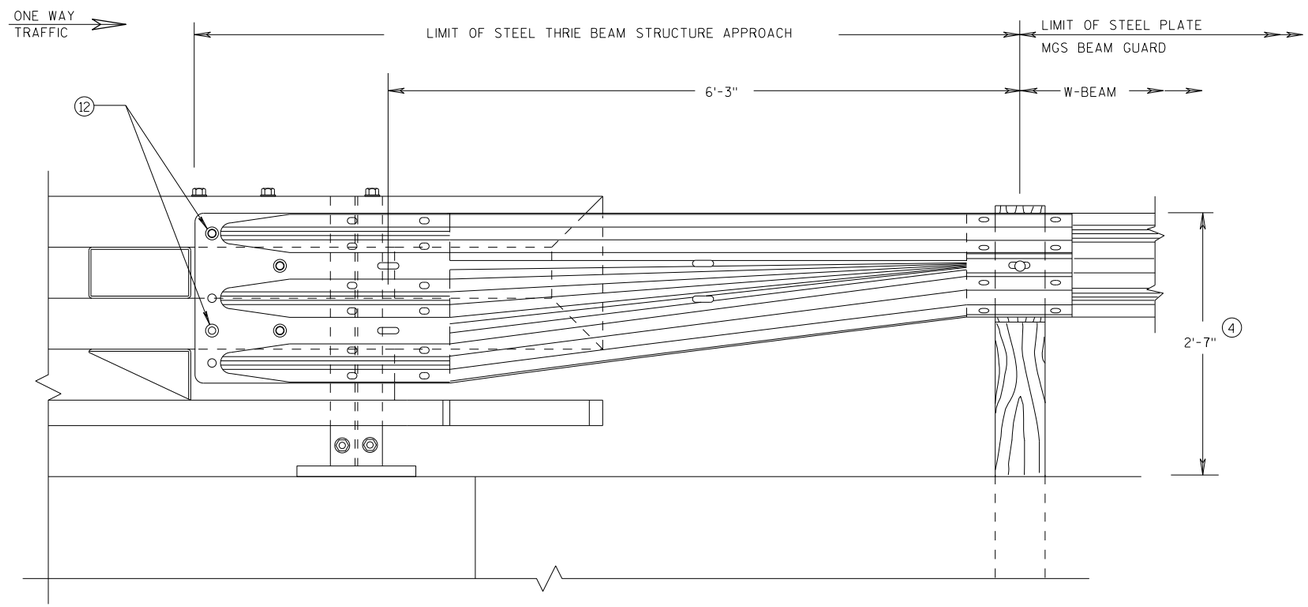


FRONT VIEW

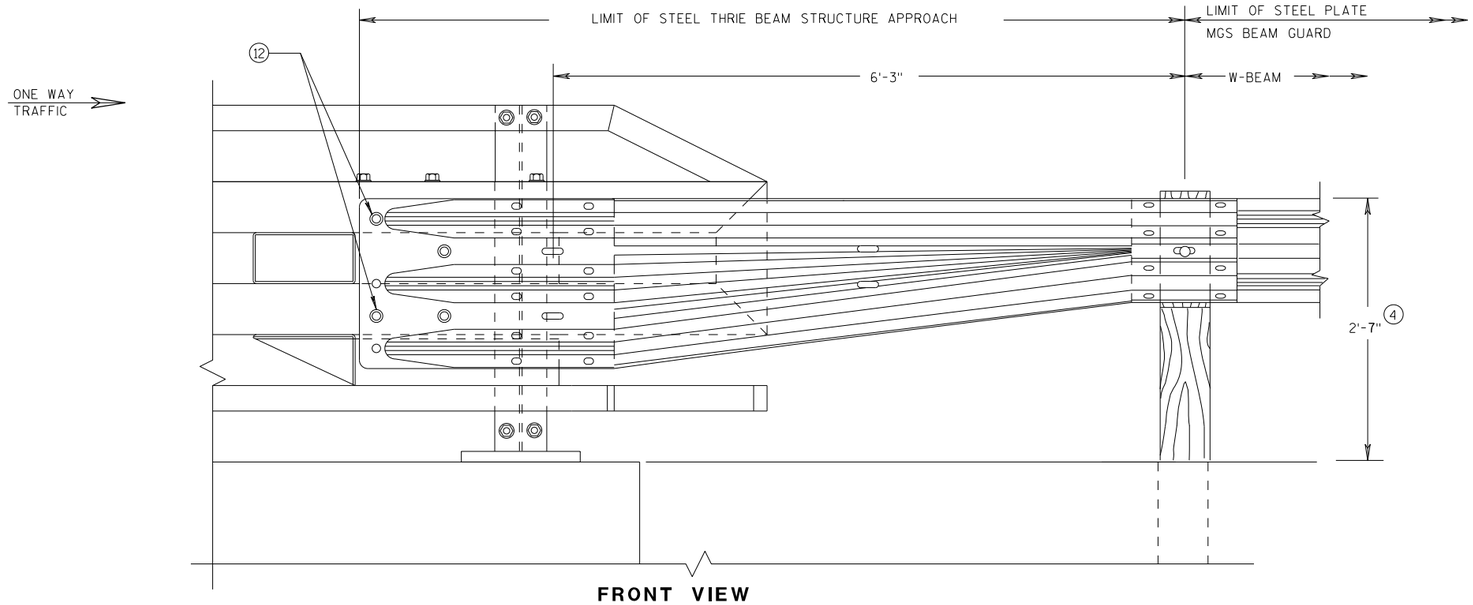
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) 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. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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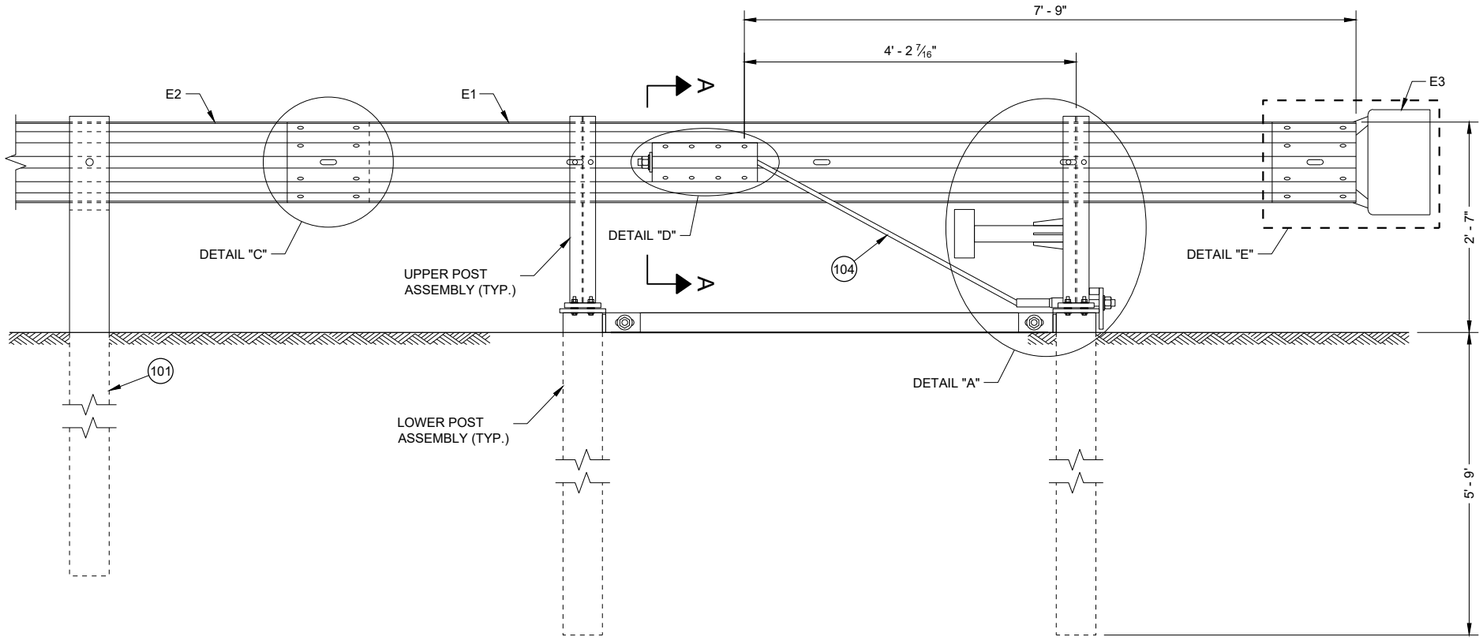
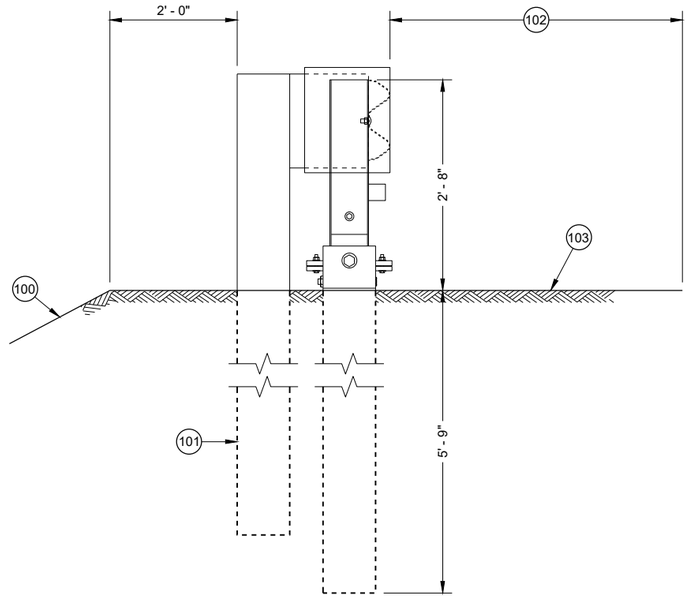
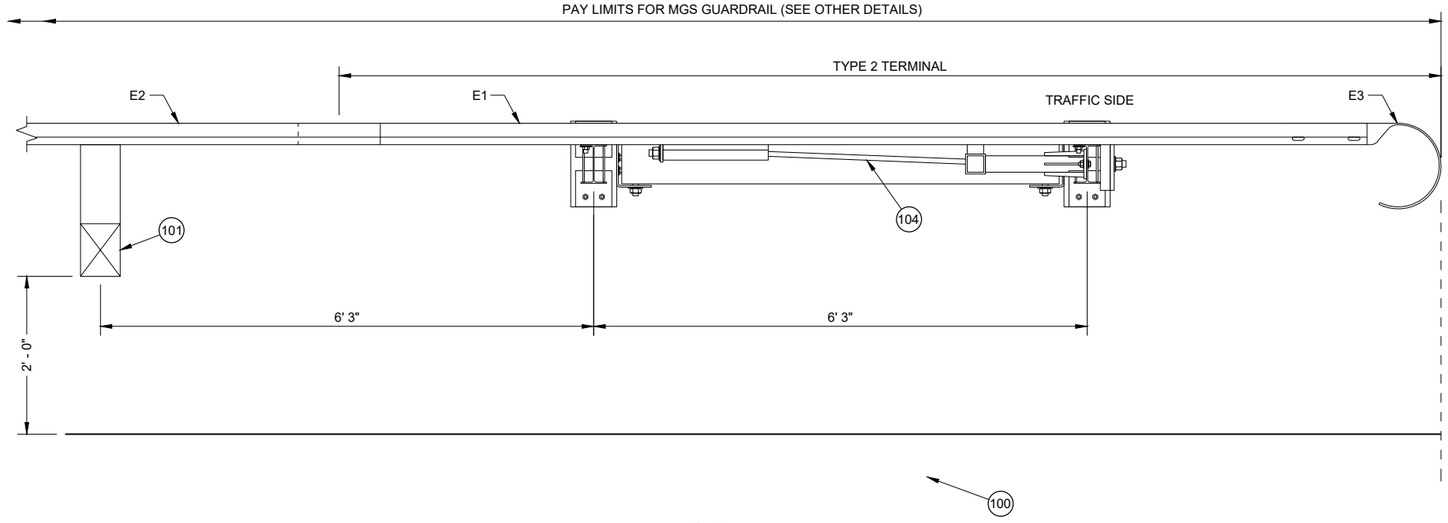
S.D.D. 14 B 45-5L



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

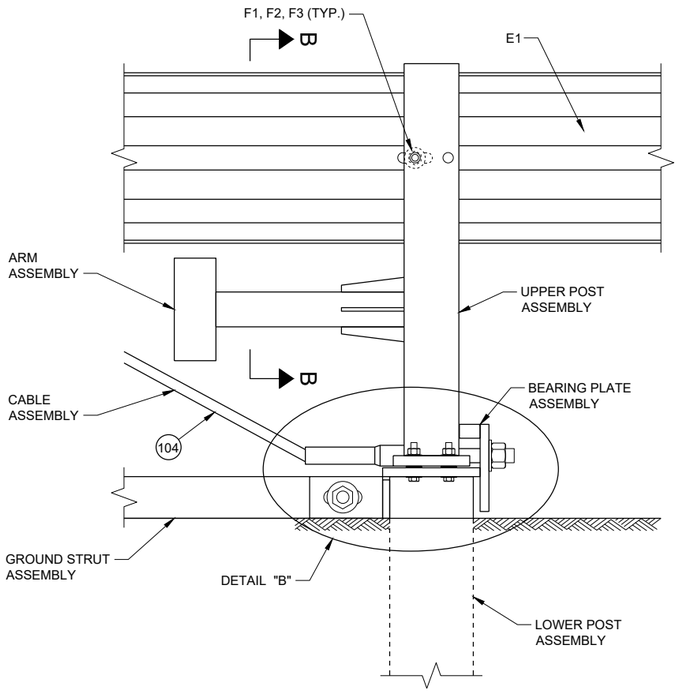
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

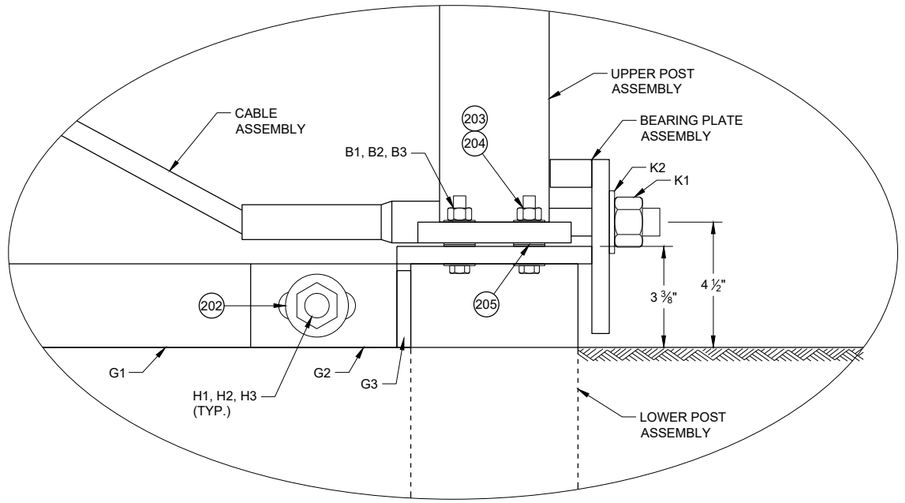
6

SDD 14B47 - 03a

SDD 14B47 - 03a



DETAIL "A"



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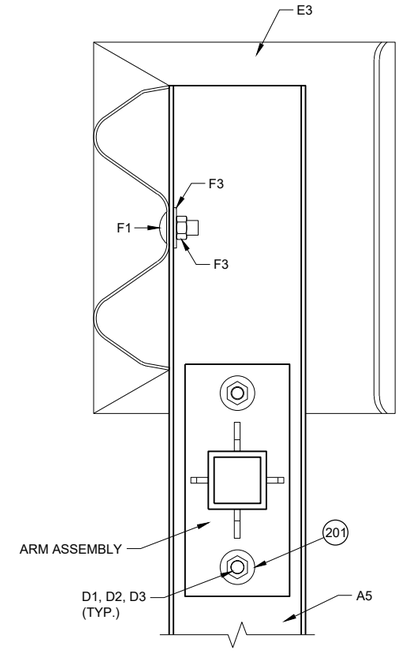
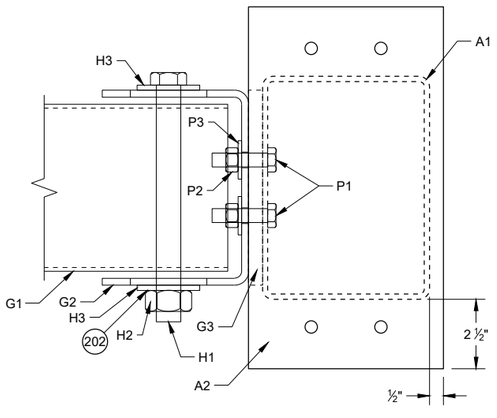
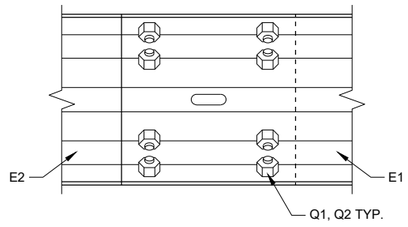


SECTION B - B

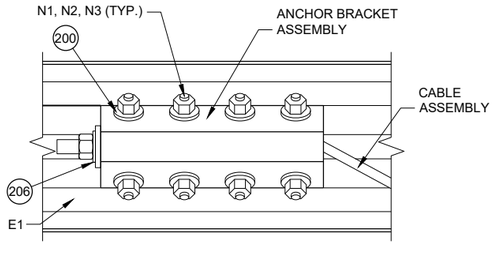


TOP VIEW

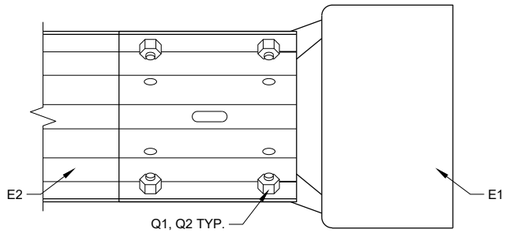
GROUND STRUT CONNECTION DETAIL



DETAIL "C"



DETAIL "D"



DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

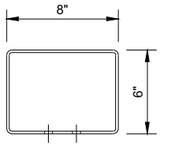
206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

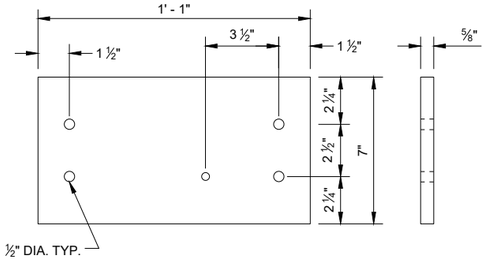
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

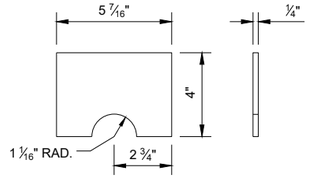
SDD 14B47 - 03b



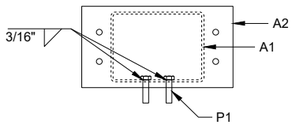
TOP VIEW



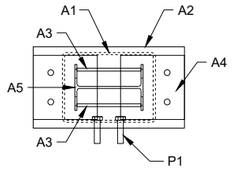
LOWER PLATE (A2)

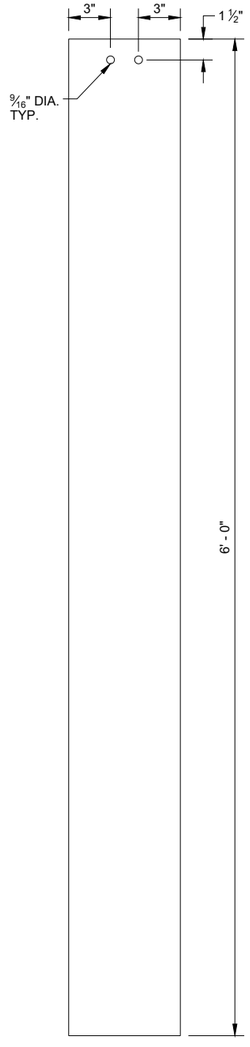


POST GUSSET (A3)



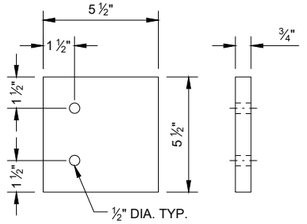
PLAN VIEW



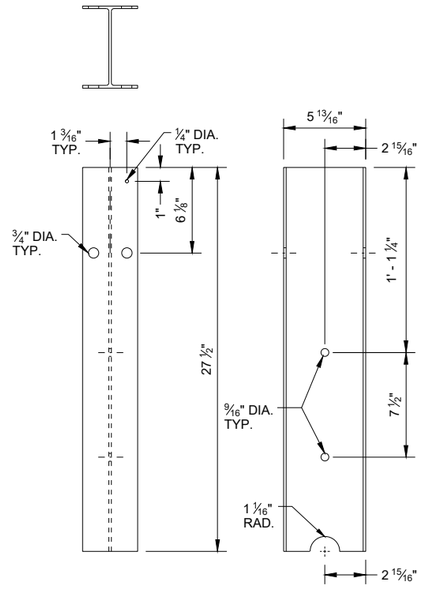


SIDE VIEW

FOUNDATION TUBE (A1)

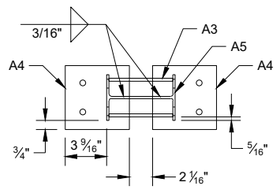


UPPER PLATE (A4)

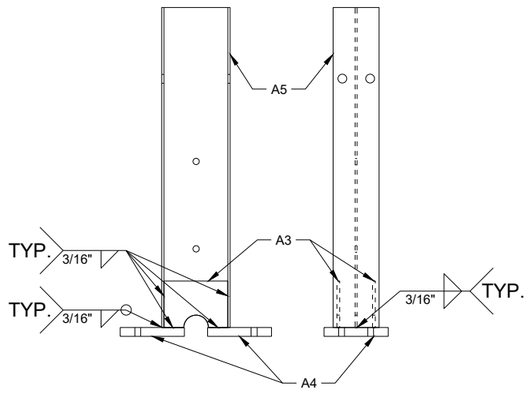


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

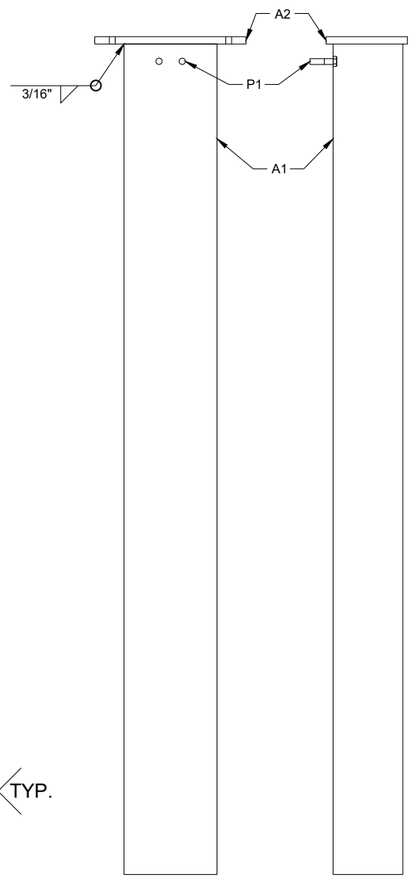


PLAN VIEW



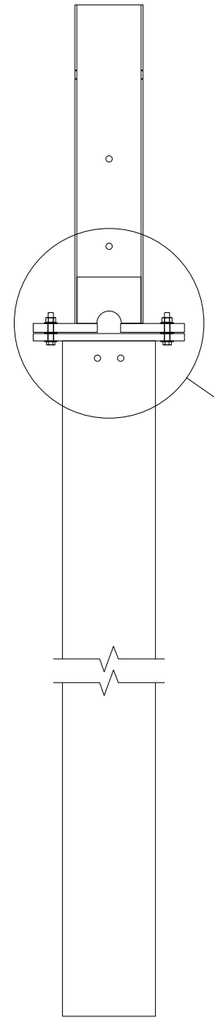
SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY

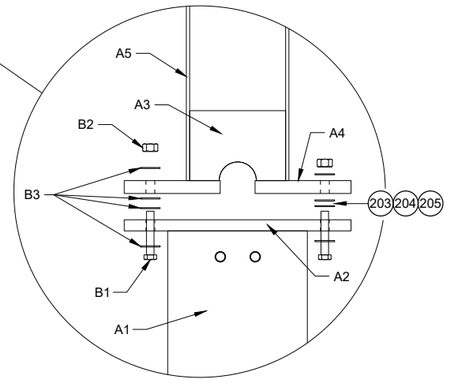


FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY



ASSEMBLED POST



POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

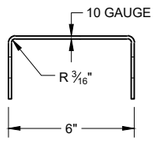
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

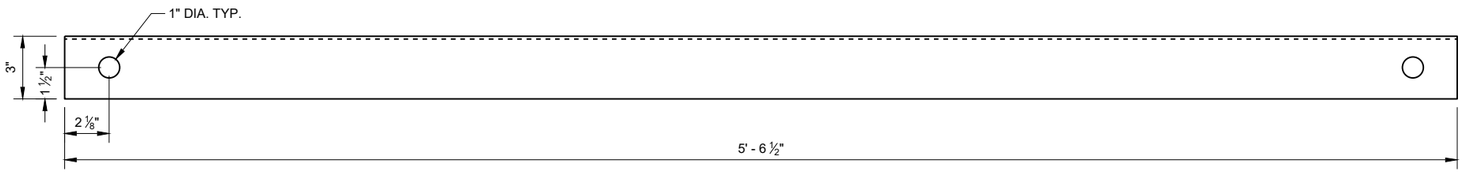
SDD14B47 - 03c

6

SDD14B47 - 03c

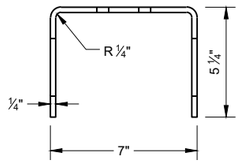


SIDE VIEW

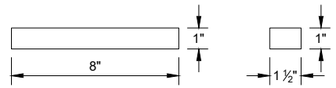


FRONT VIEW

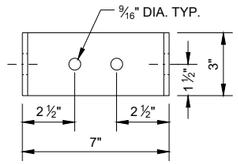
GROUND STRUT CHANNEL (G1)



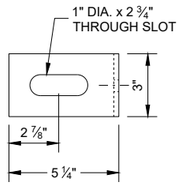
TOP VIEW



BEARING PLATE FLANGE (L2)

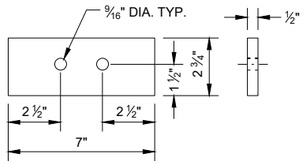


FRONT VIEW

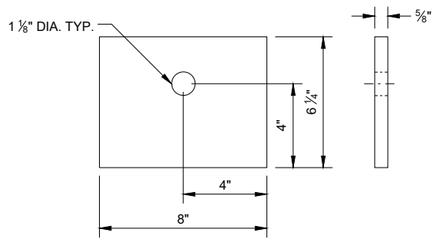


SIDE VIEW

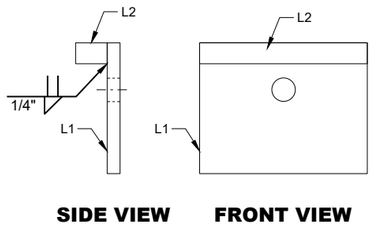
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)

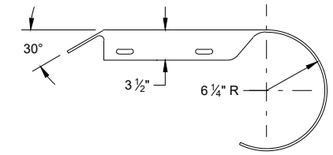


BEARING PLATE (L1)

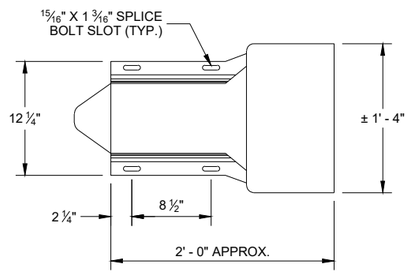


SIDE VIEW FRONT VIEW

BEARING PLATE ASSEMBLY

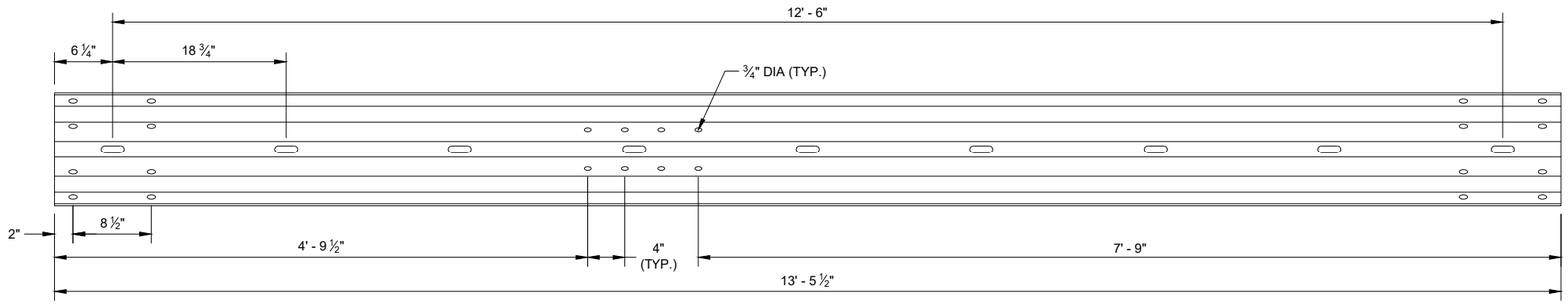


PLAN VIEW

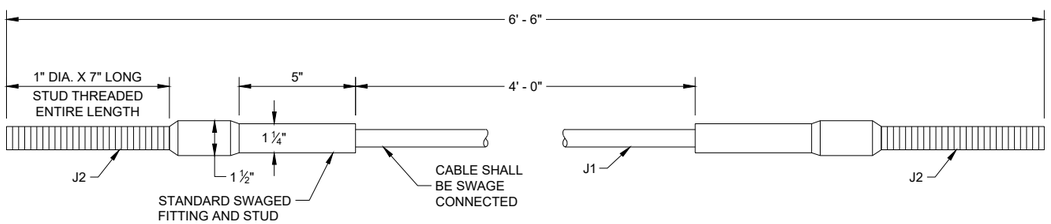


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



CABLE ASSEMBLY

6

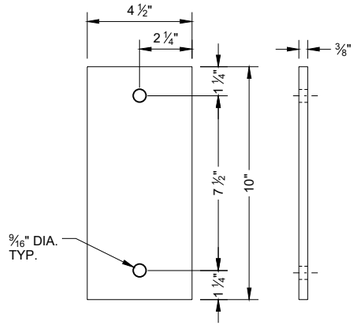
6

SDD 14B47 - 03d

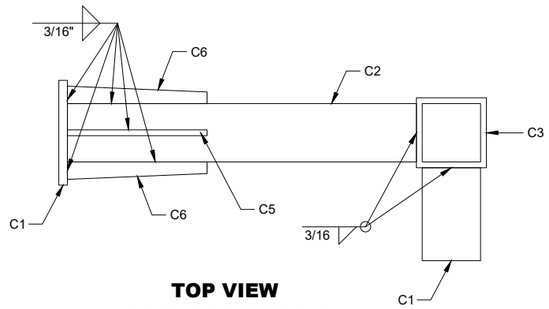
SDD 14B47 - 03d

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

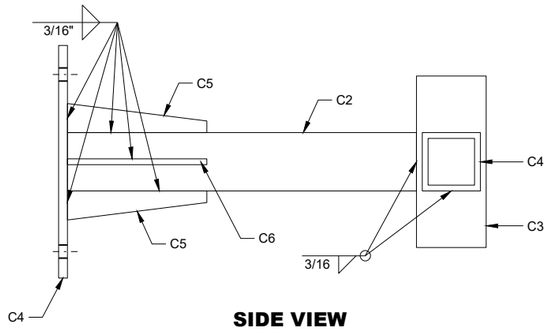
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



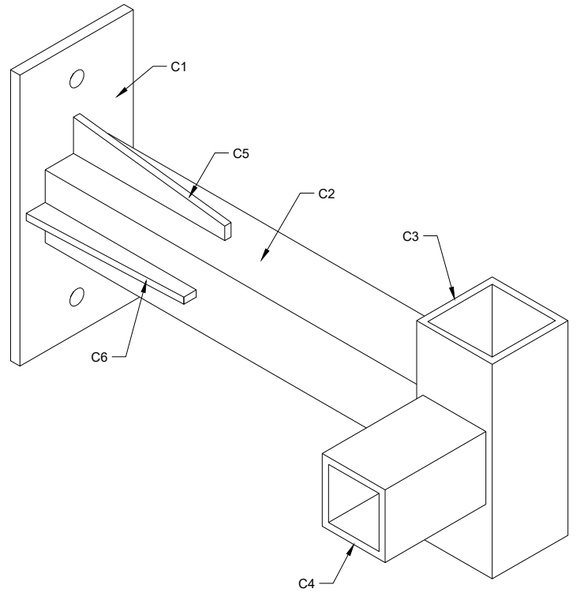
ARM PLATE (C1)



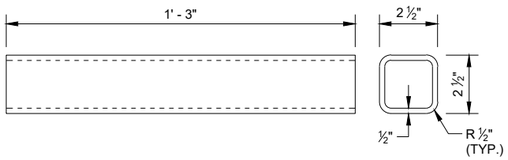
TOP VIEW
ARM ASSEMBLY



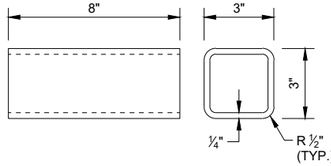
SIDE VIEW
ARM ASSEMBLY



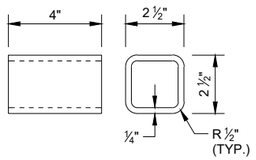
ISOMETRIC VIEW
ARM ASSEMBLY



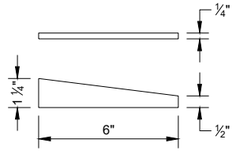
ARM TUBE 1 (C2)



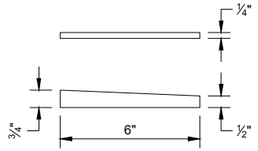
ARM TUBE 2 (C3)



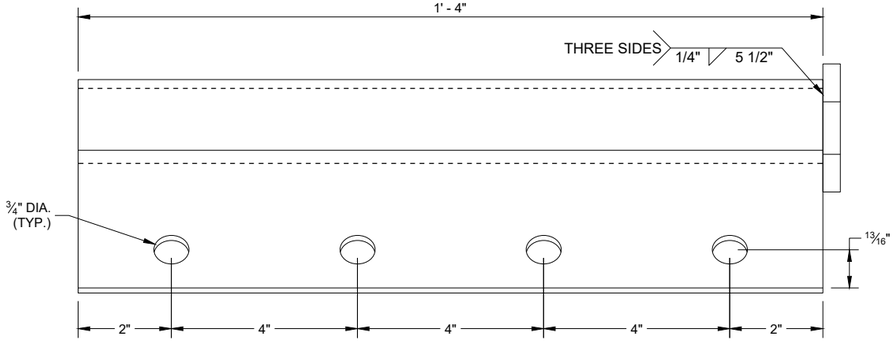
ARM TUBE 3 (C4)

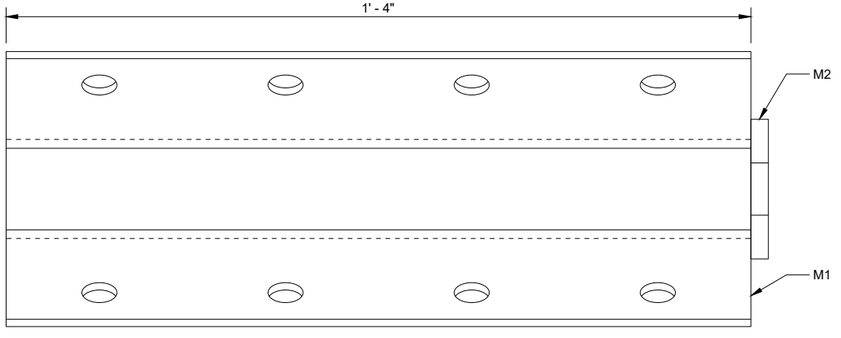


ARM GUSSET PLATE 1 (C5)

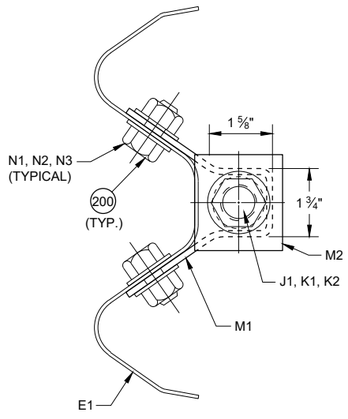


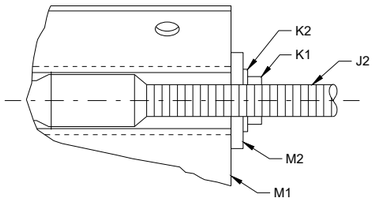
ARM GUSSET PLATE 2 (C6)



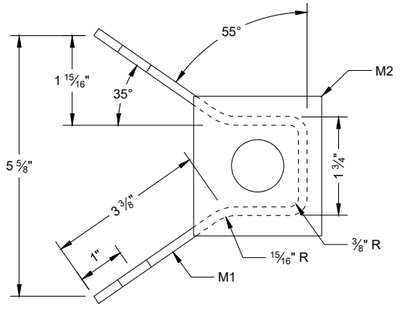


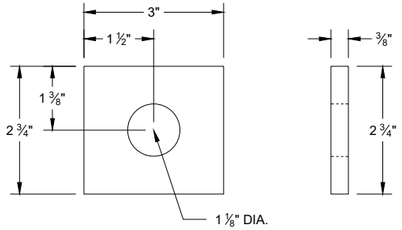
ANCHOR BRACKET (M1, M2)





SECTION A - A





ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B47 - 03e

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

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SDD 14B47 - 03f

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B47 - 03f

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	**3/4" DIA.**
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
P2	FOUNDATION TUBE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDENED WASHER ONLY)	1/2" DIA.
P3	FOUNDATION TUBE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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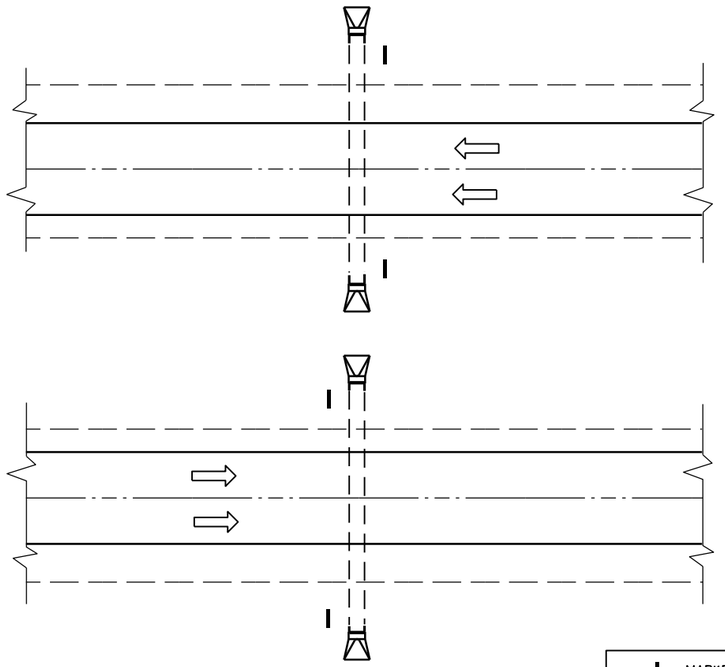
SDD 14B47 - 03g

SDD 14B47 - 03g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

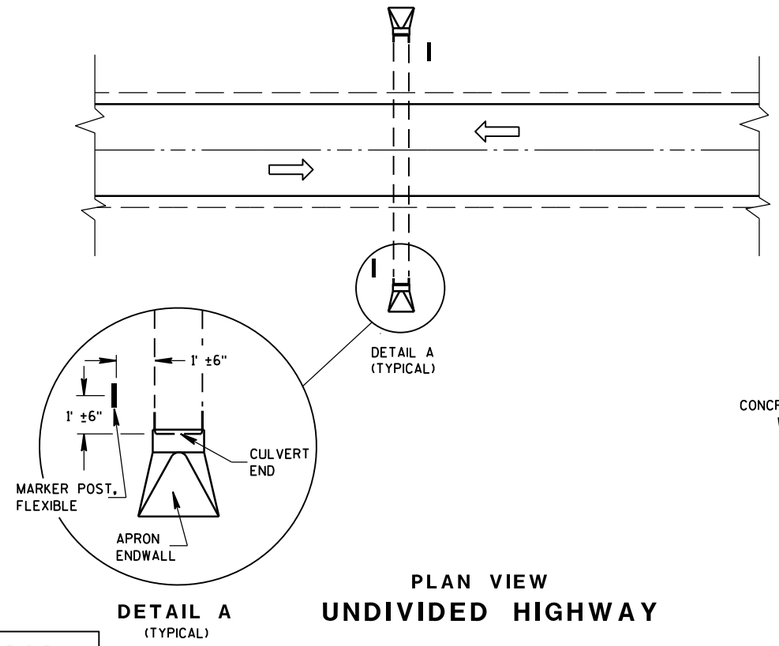
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER
FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

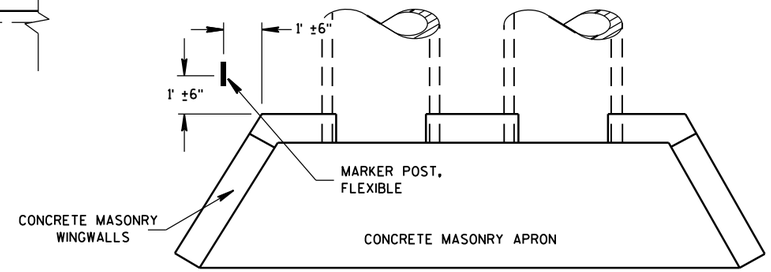
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

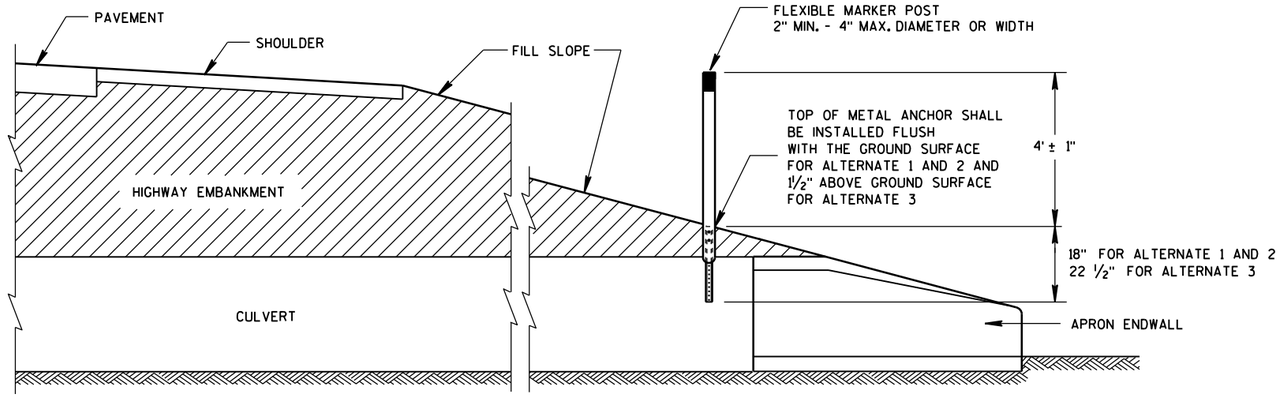
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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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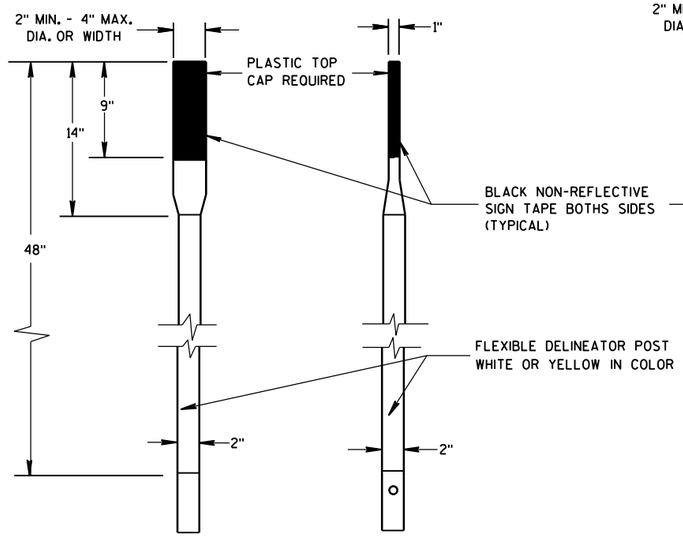
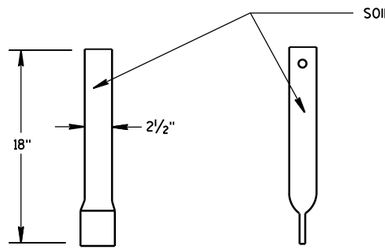
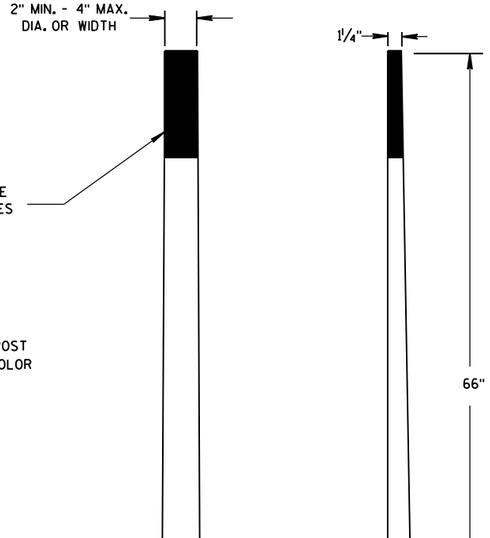
S.D.D. 15 A 3-2a





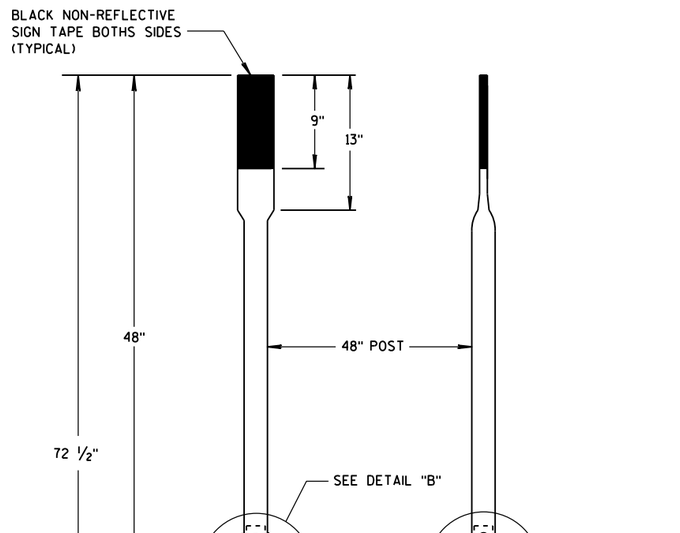
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

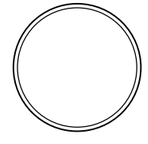
ALTERNATE 2



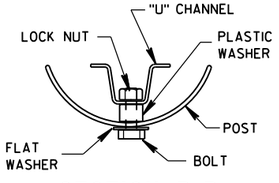
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS



SECTION A-A



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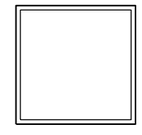
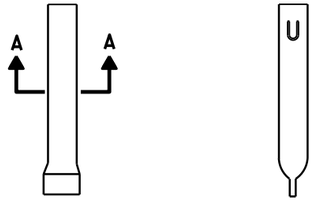
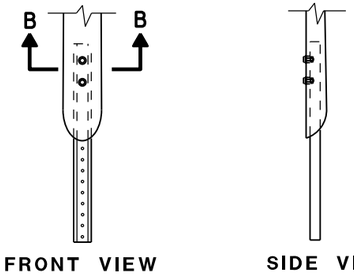


SECTION C-C



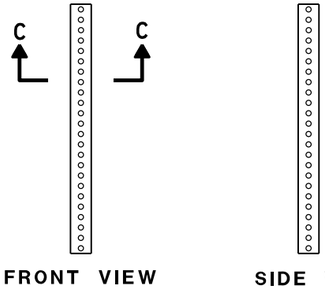
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

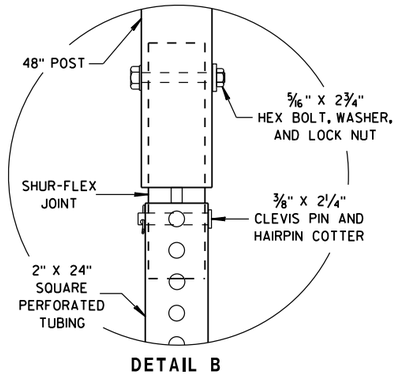
ALTERNATE 2



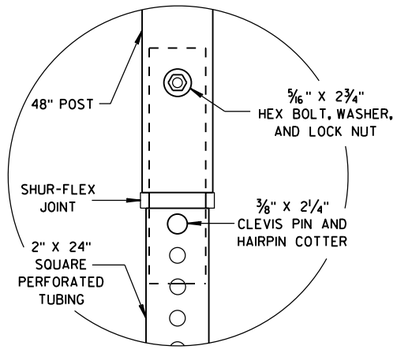
FRONT VIEW SIDE VIEW

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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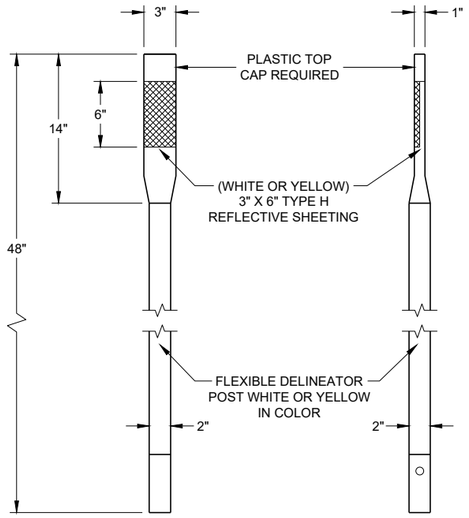
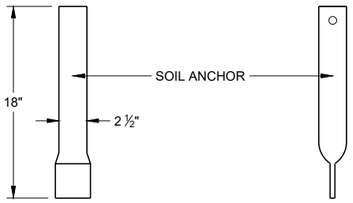
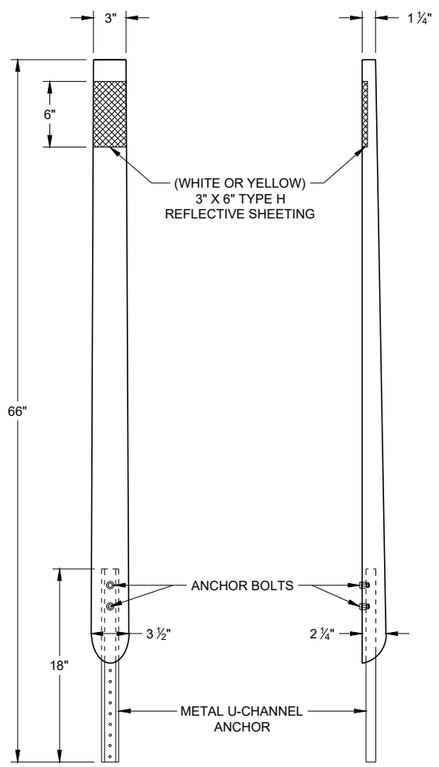
S.D.D. 15 A 3-2b





FRONT VIEW SIDE VIEW

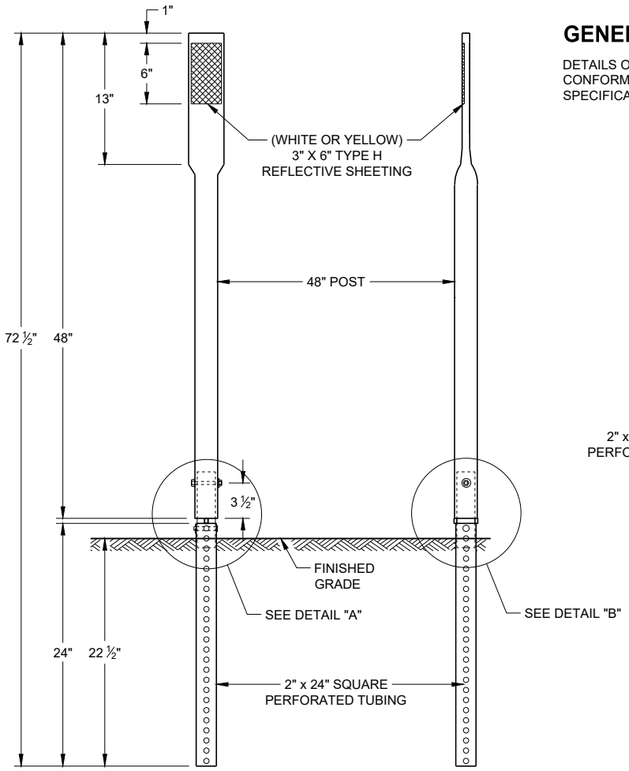
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

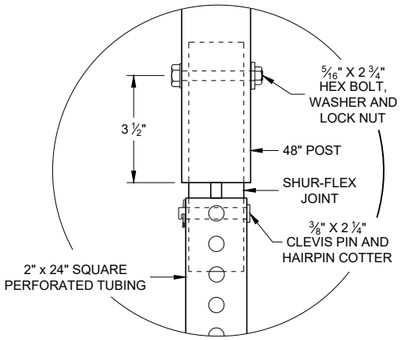


FRONT VIEW SIDE VIEW

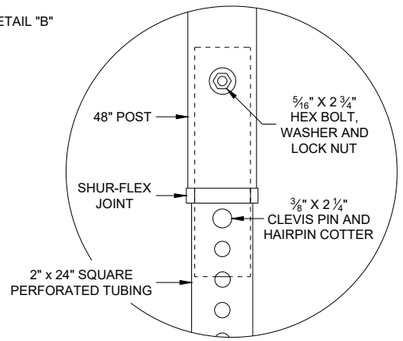
ALTERNATE 3

GENERAL NOTES

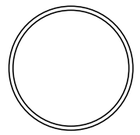
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



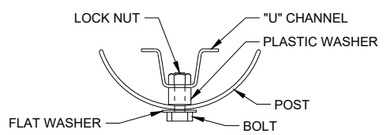
DETAIL A



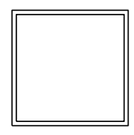
DETAIL B



SECTION A - A



SECTION B - B

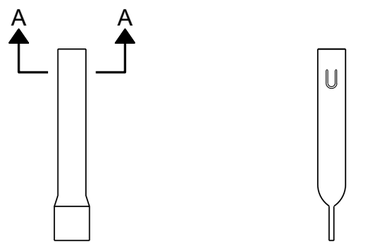


SECTION C - C

REFLECTOR SPACING TABLE

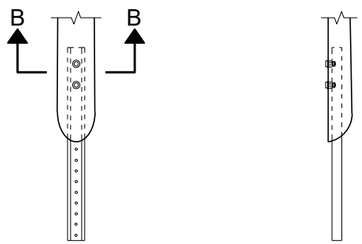
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



FRONT VIEW SIDE VIEW

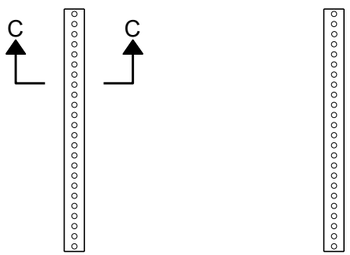
ALTERNATE 1



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

APPROVED
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

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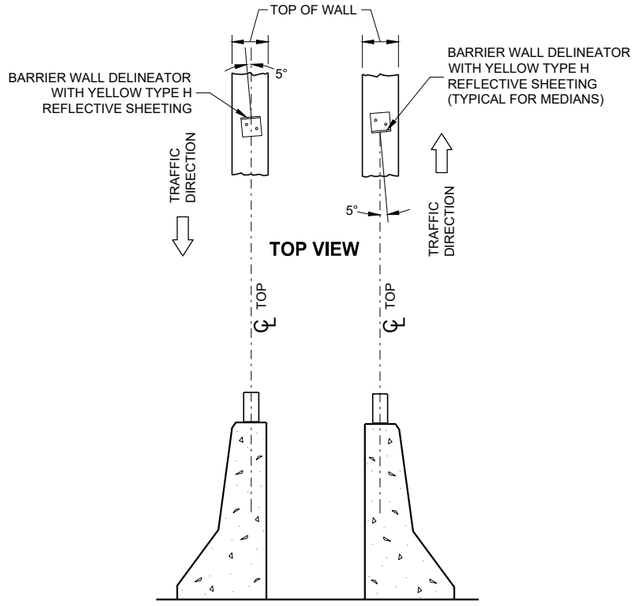
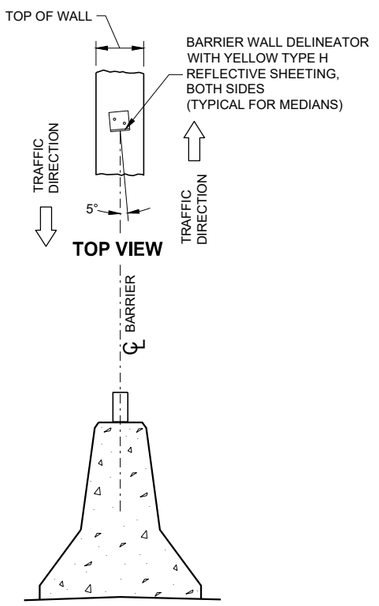
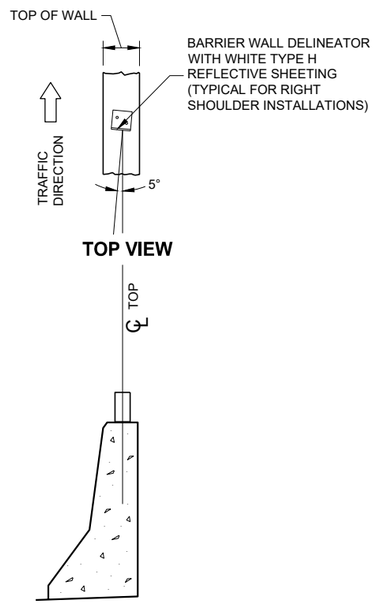


SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

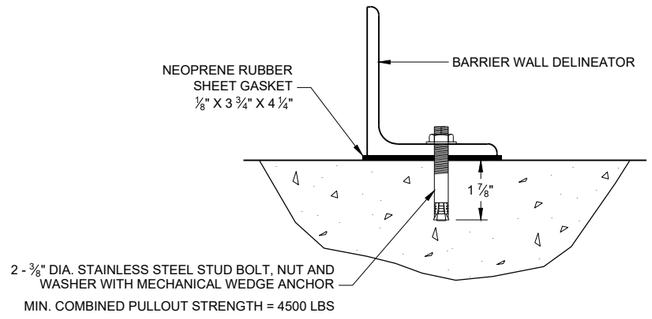


SIDE VIEW
MEDIAN BARRIER

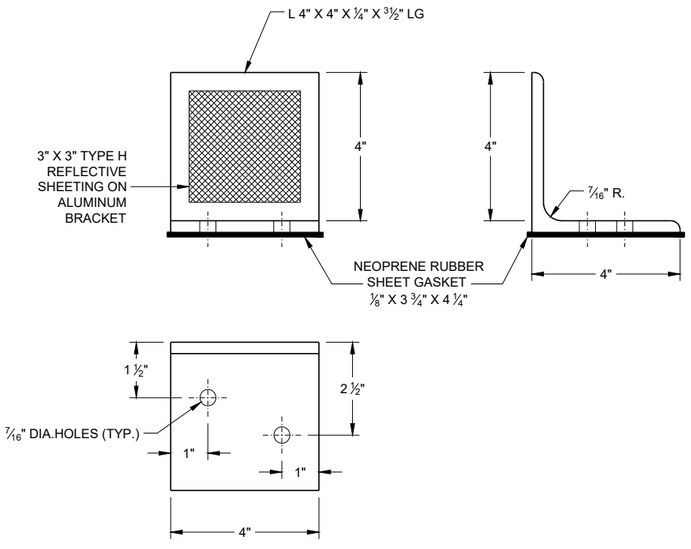


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

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
November 2021 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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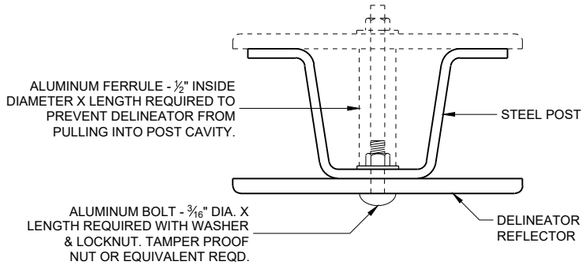
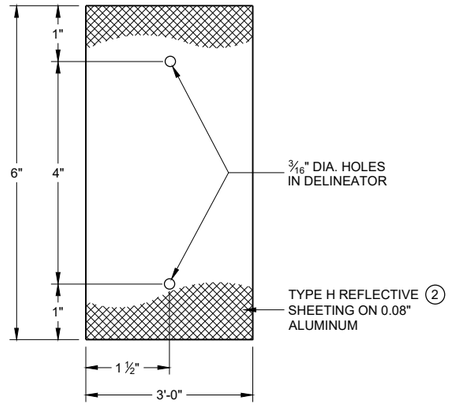
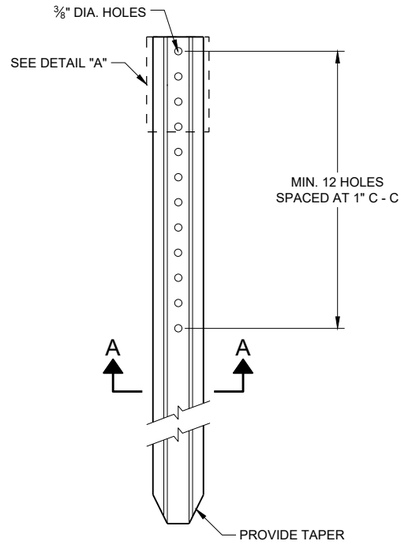


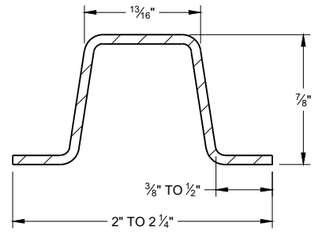
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



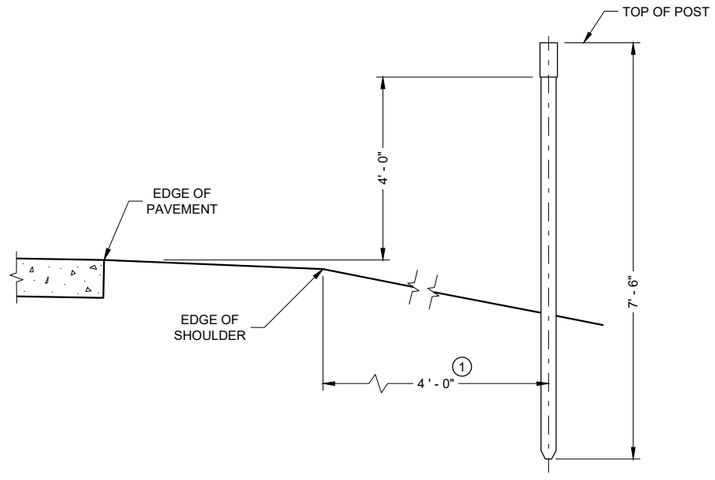
SECTION A - A

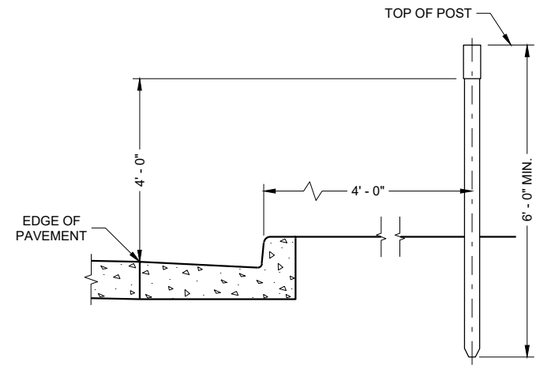
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

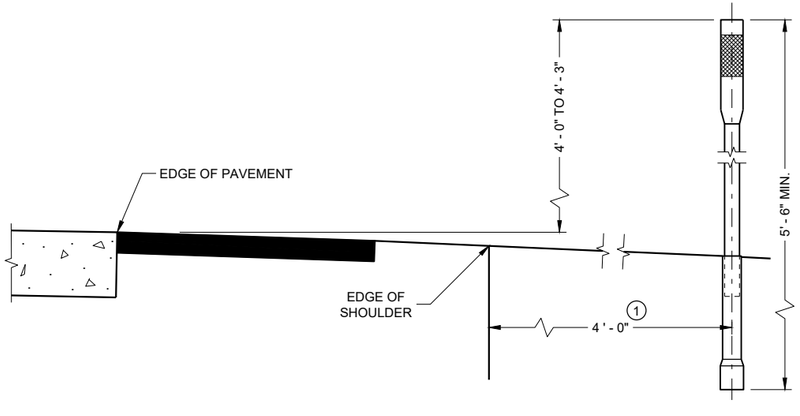
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

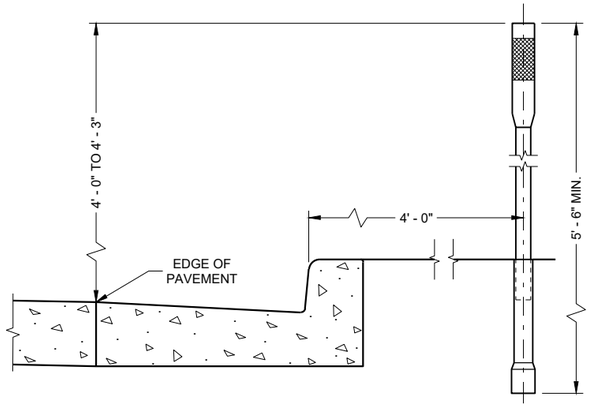
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15A04 - 07c

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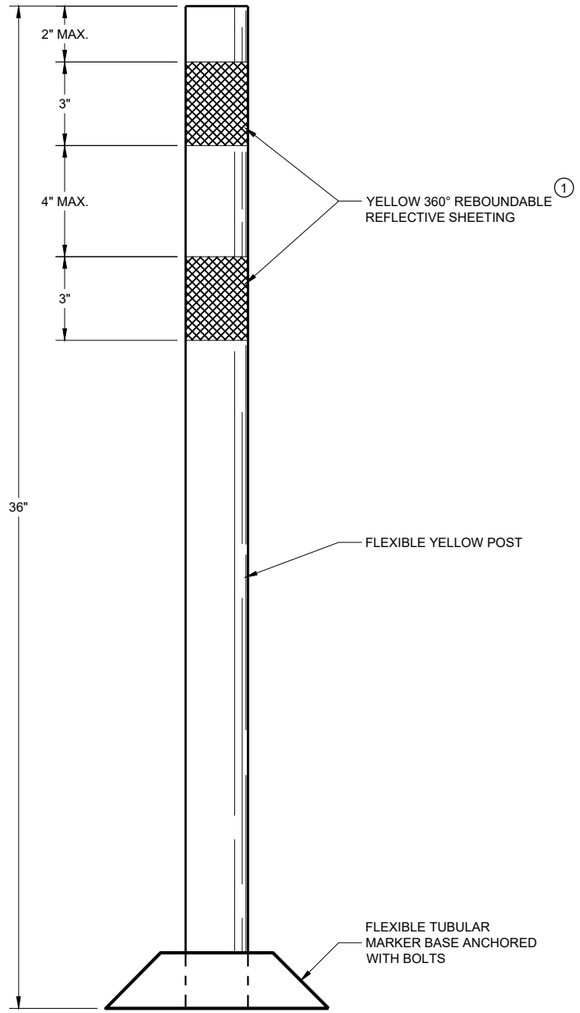

PERMANENT FLEXIBLE TUBULAR MARKER POST

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
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR
ENGINEER

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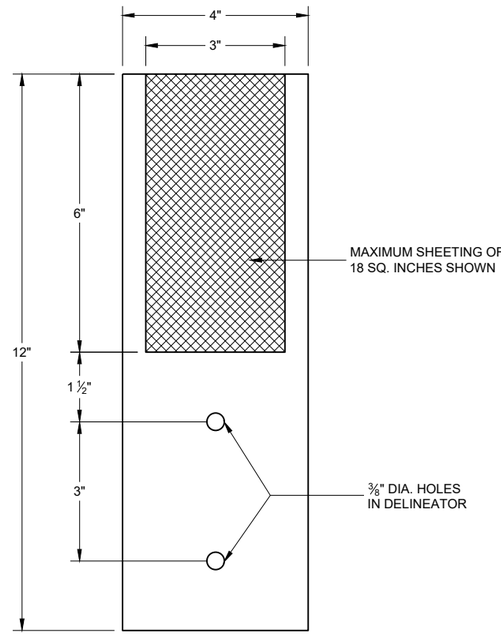

4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

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SDD15A04 - 07e

DELINEATOR
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2021
DATE

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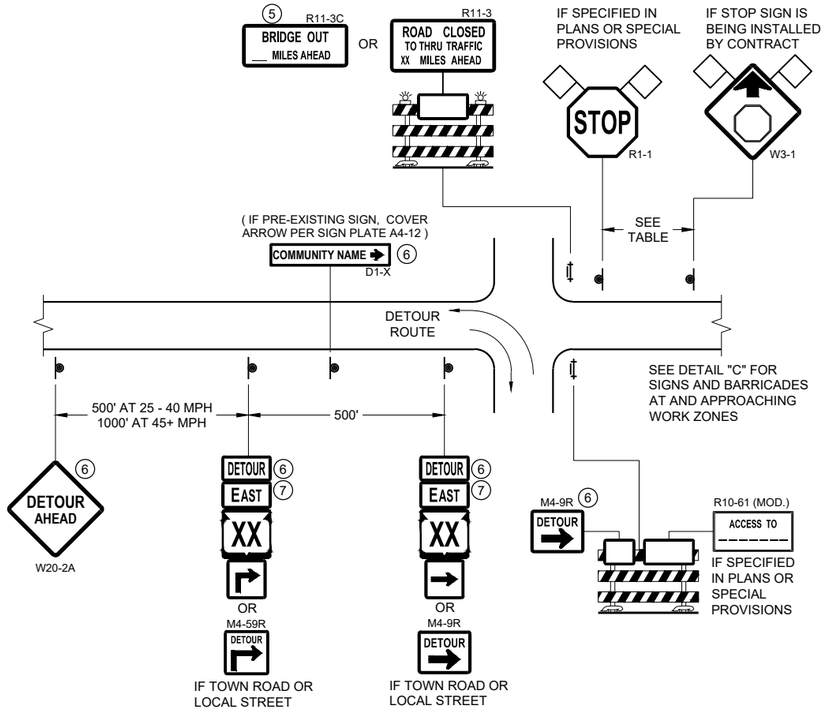
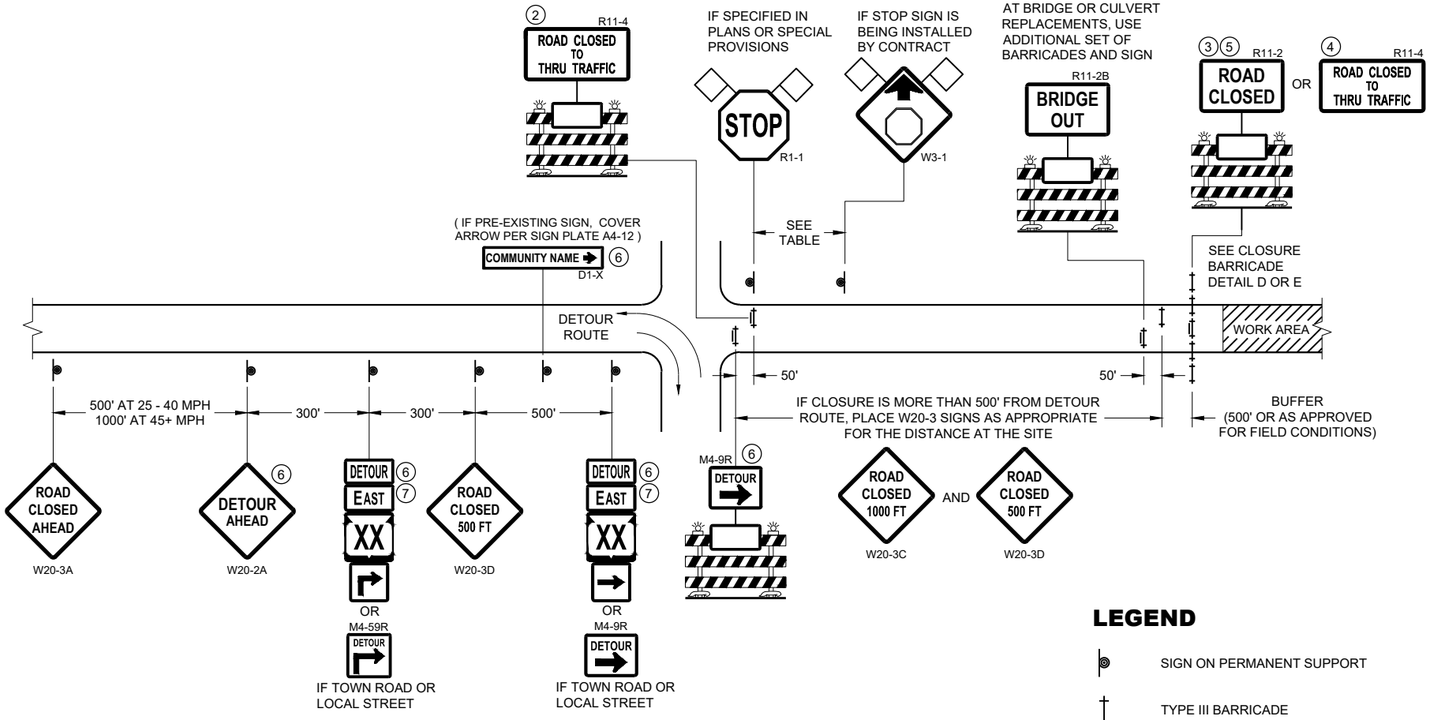
STATE SIGNING AND MAR ENGINEER

FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



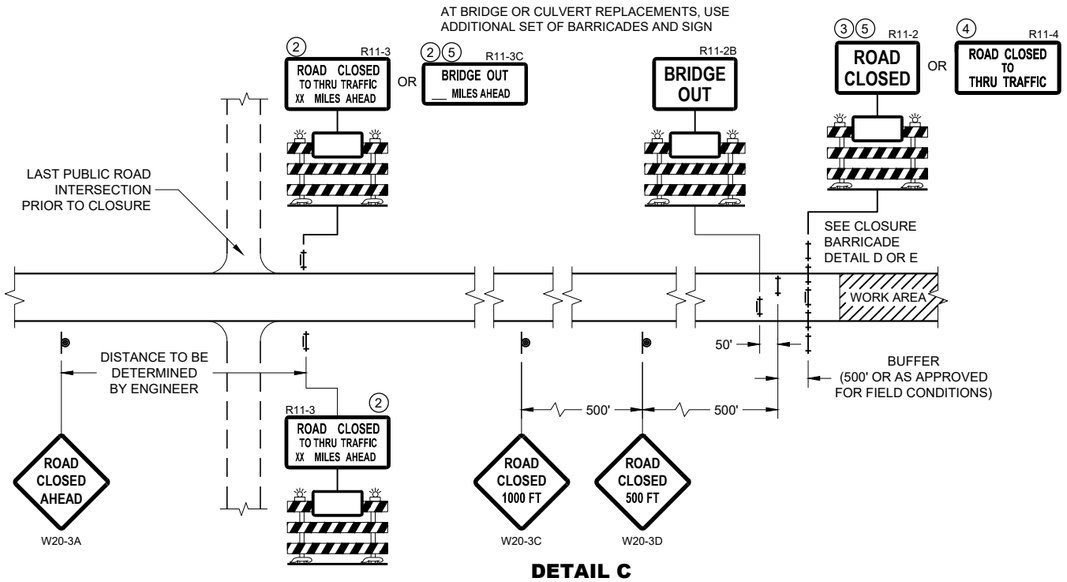
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08a

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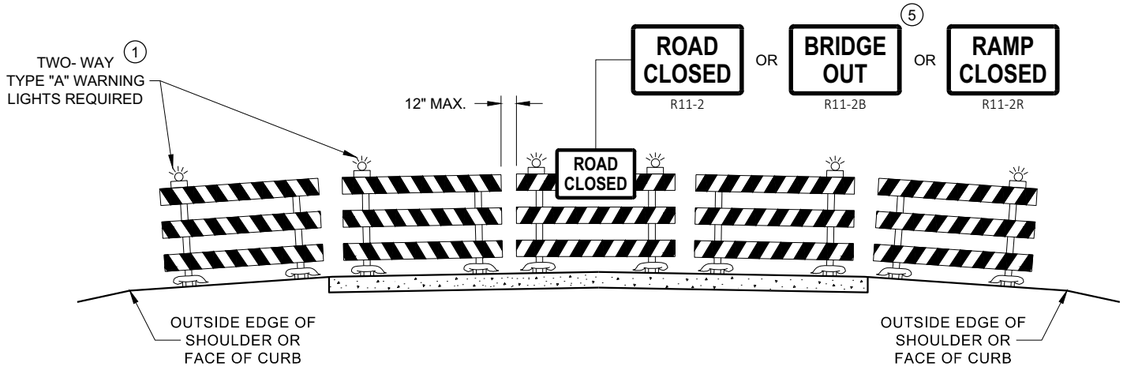
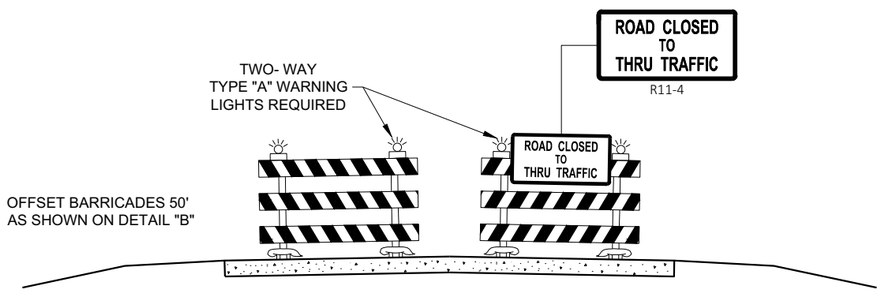
SDD 15C02 - 08a



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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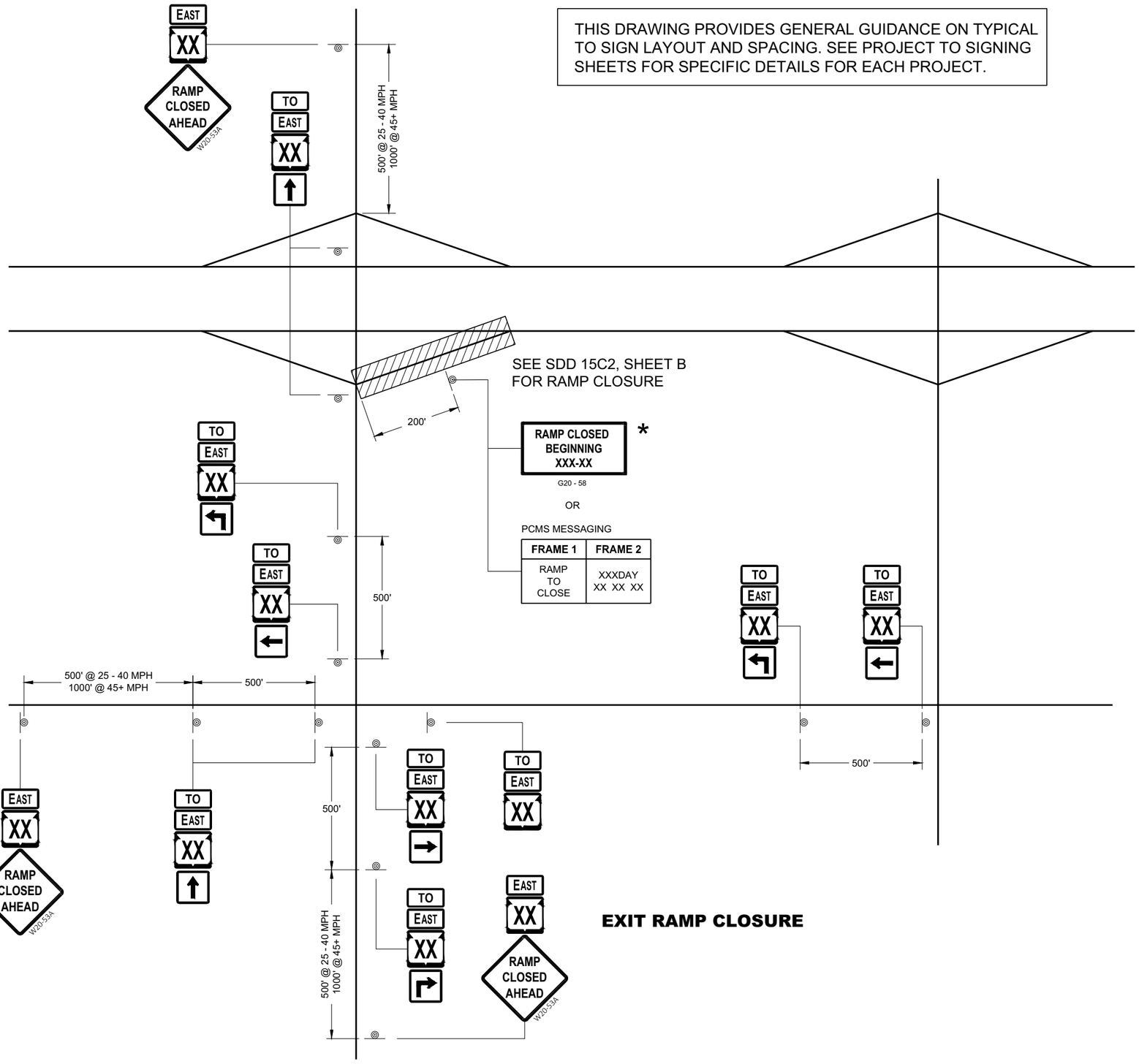

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

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
FHWA

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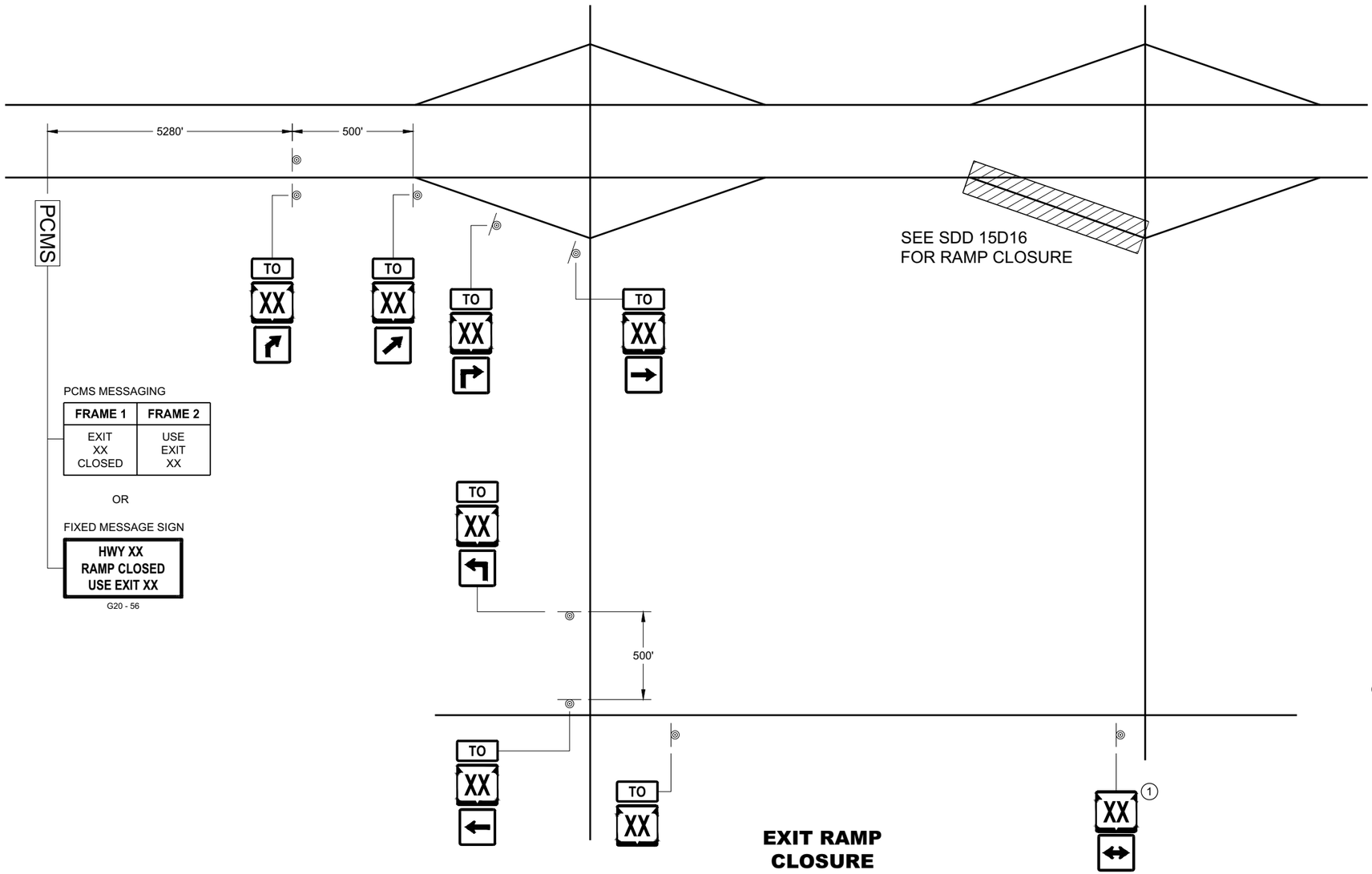
SDD 15C02 - 08d

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.

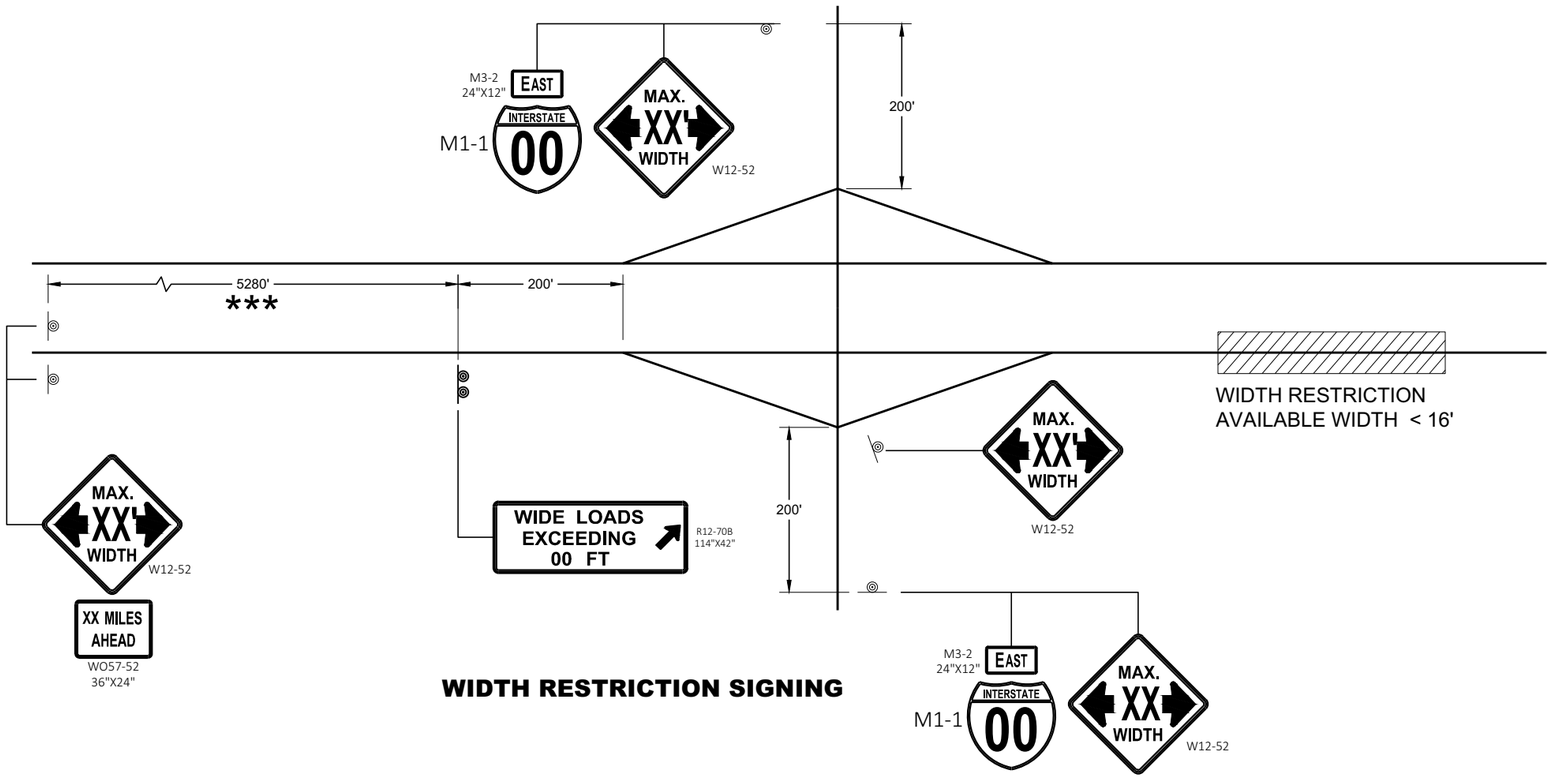
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA

SDD 15C02 - 08e

SDD 15C02 - 08e



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 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.

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

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

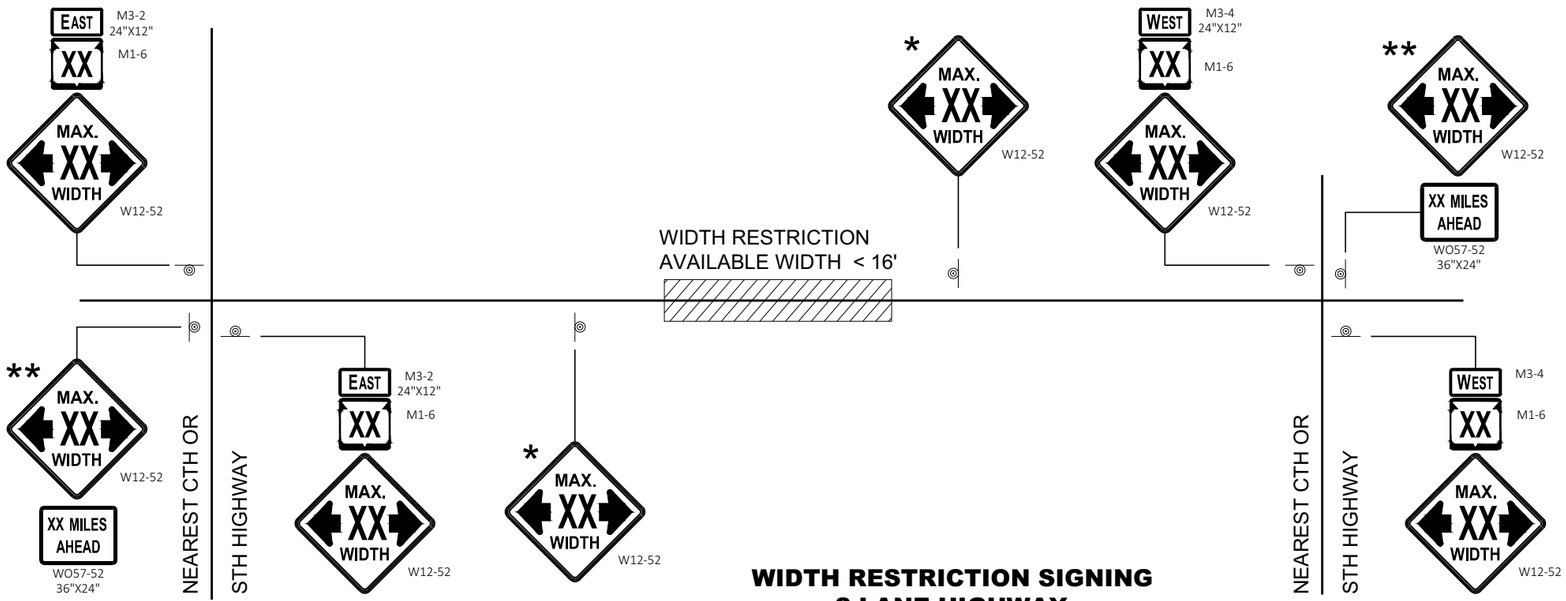
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

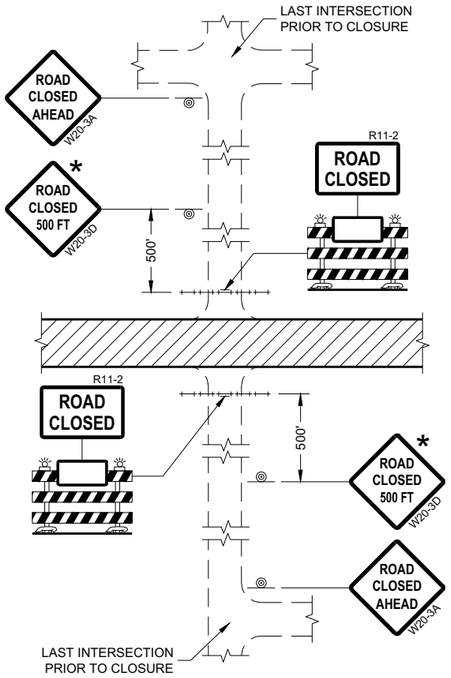
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

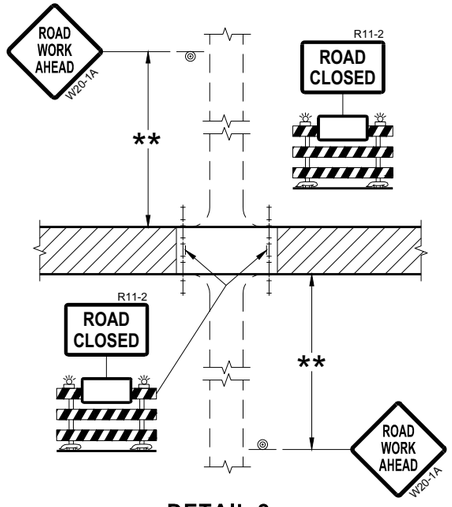
FHWA

6

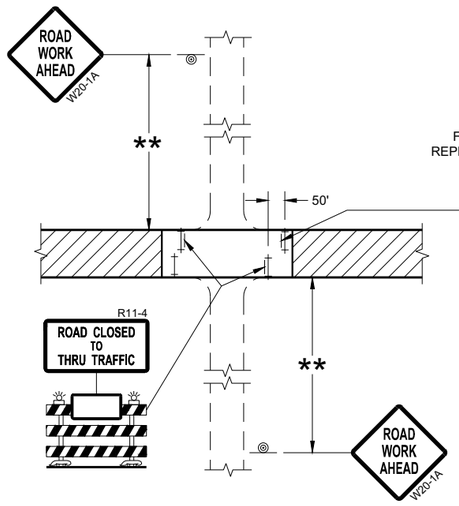
SDD 15C02 - 08f



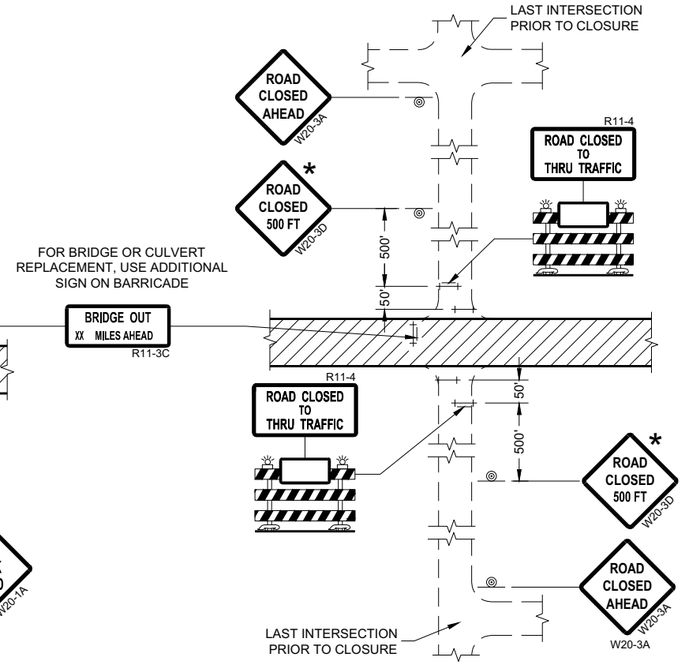
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

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 (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

BARRICADES 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.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

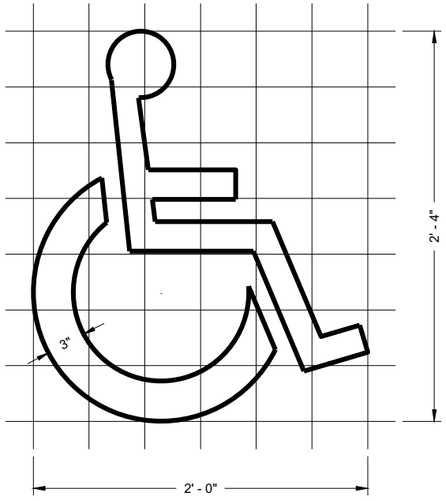
SDD 15C03 - 05

6

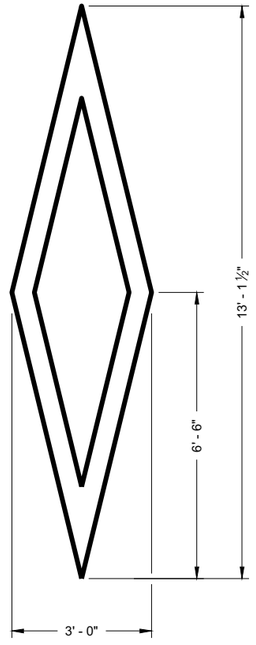
SDD 15C03 - 05

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

PAVEMENT MARKING SYMBOLS

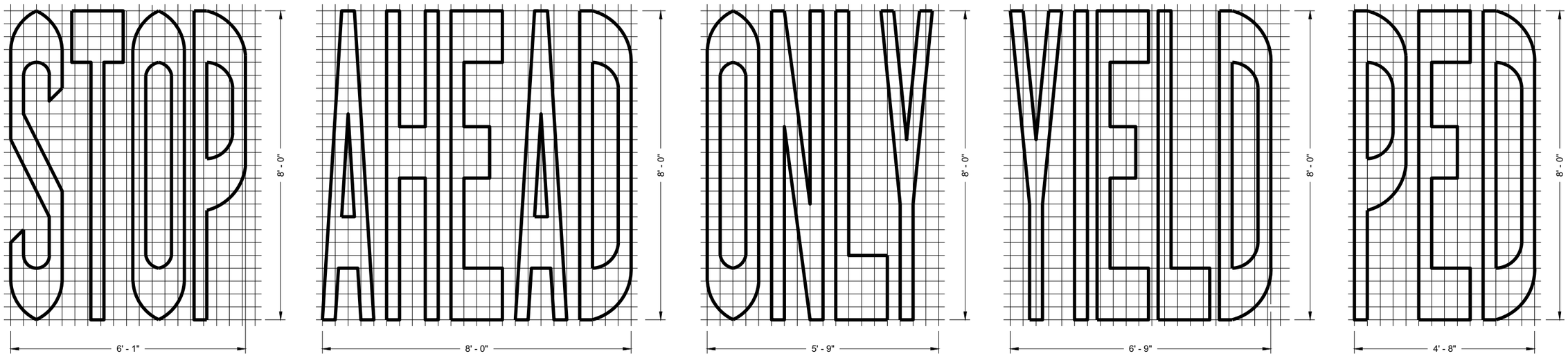
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

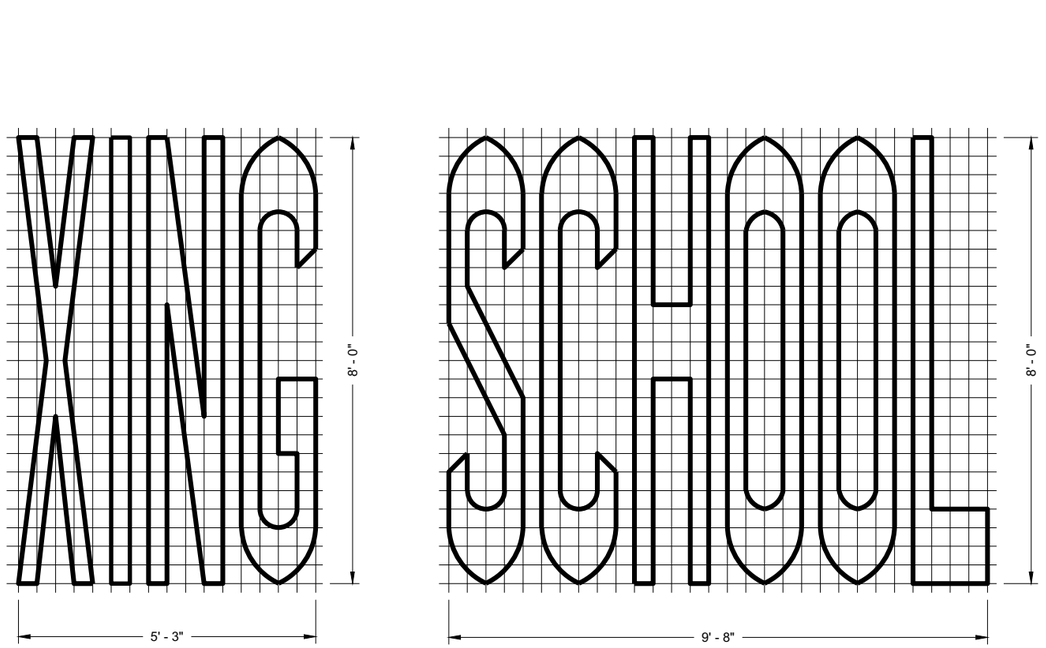
APPROVED

November 2019
DATE

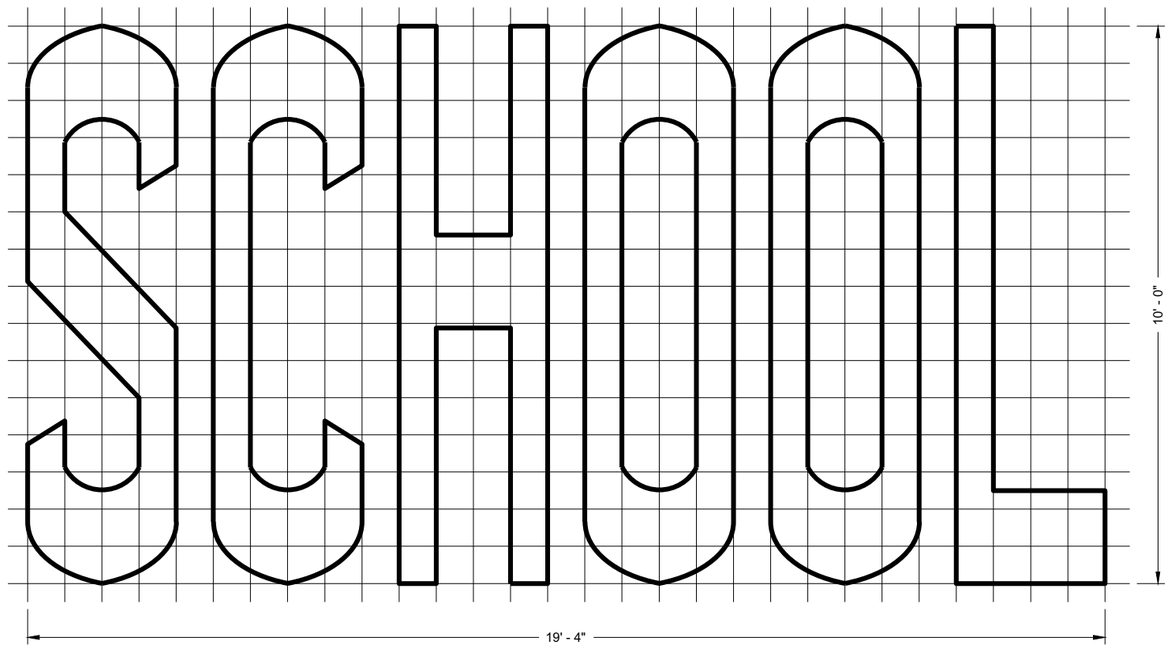
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA





SINGLE LANE



TWO - LANE

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

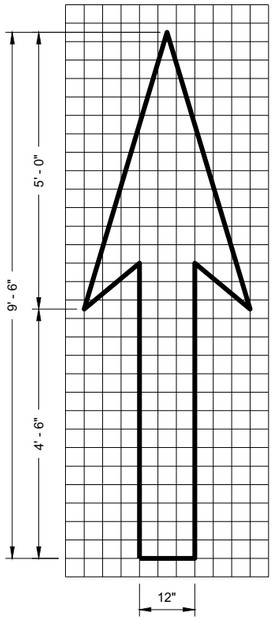
6

SDD 15C07 - 15b

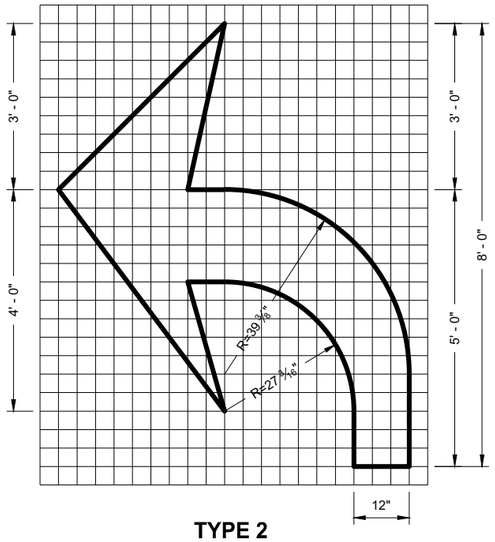
SDD 15C07 - 15b

GENERAL NOTES

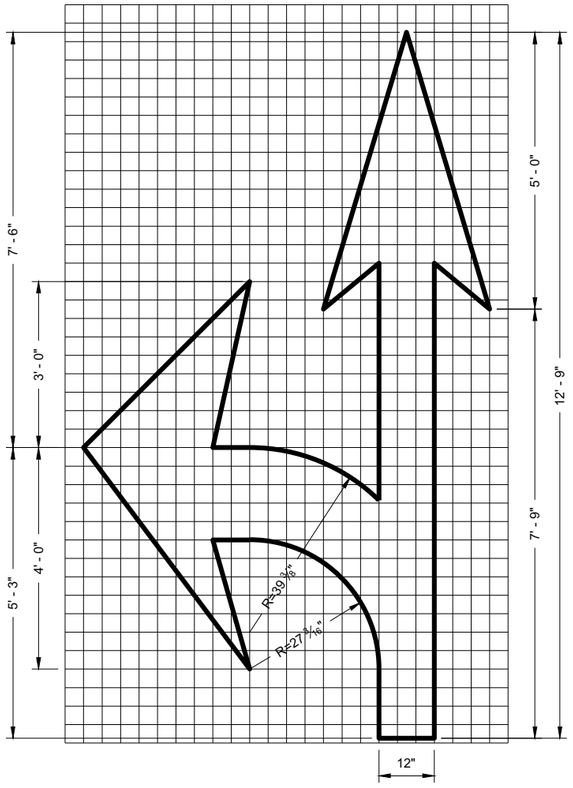
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



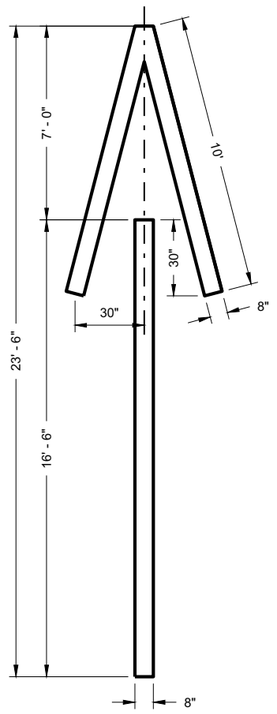
TYPE 1



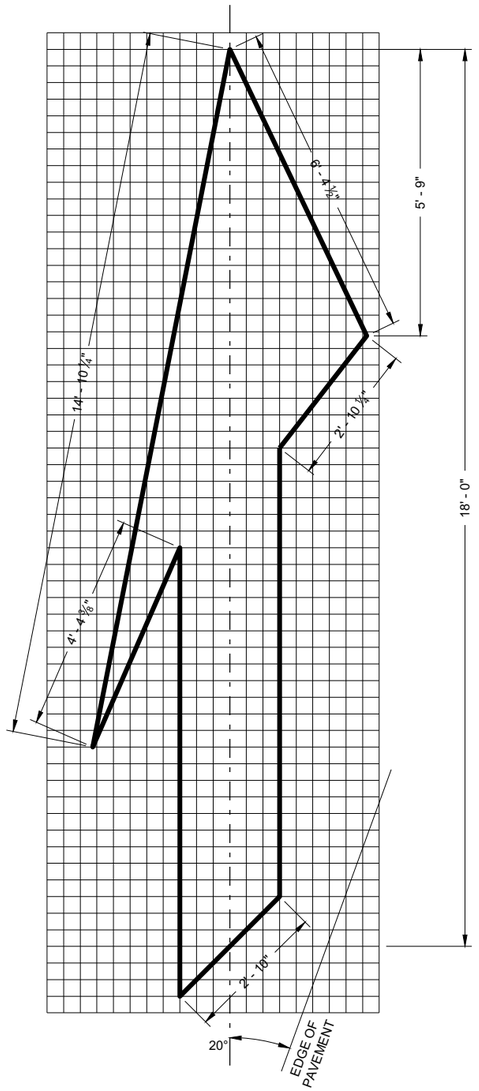
TYPE 2



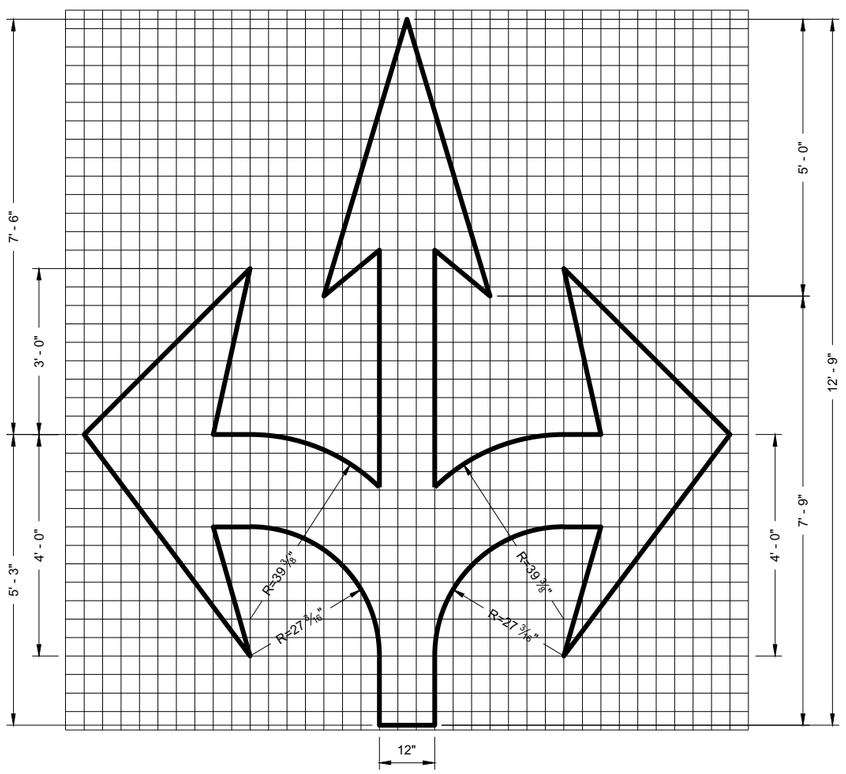
TYPE 3



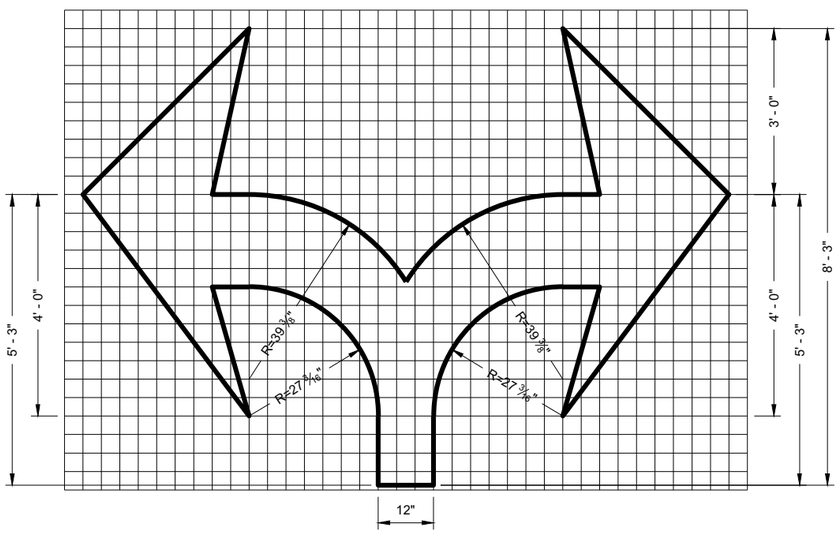
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

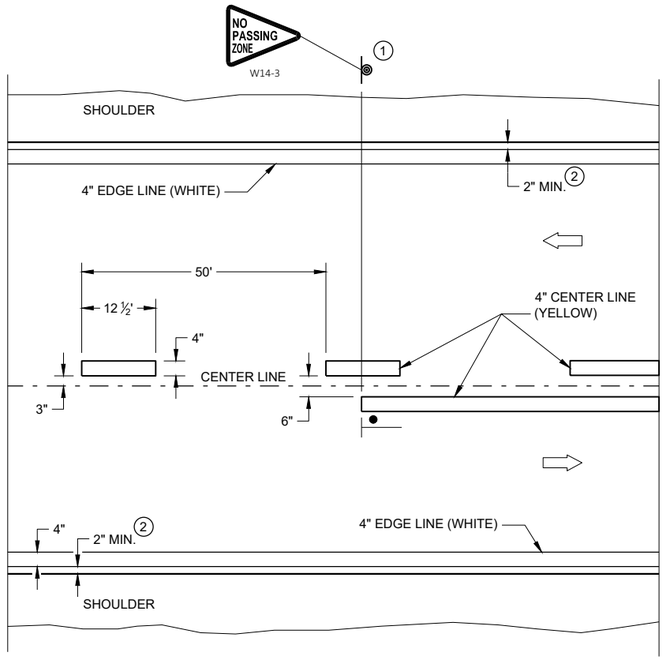
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

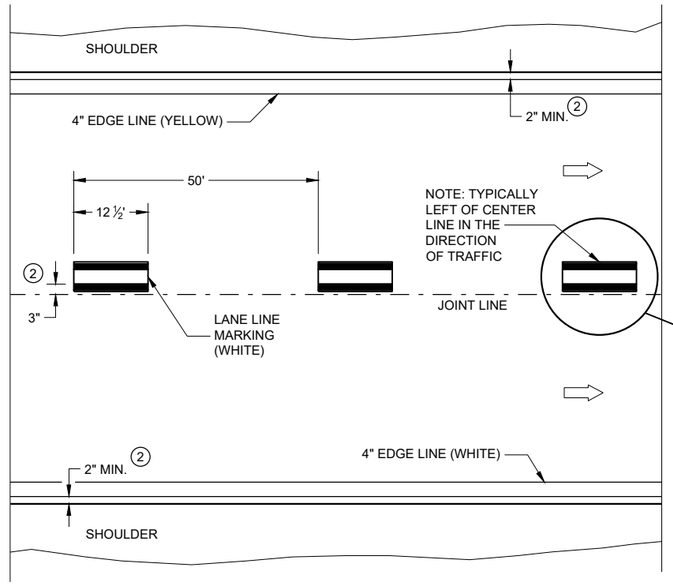
"T" MARKING

SIGN ON PERMANENT SUPPORT

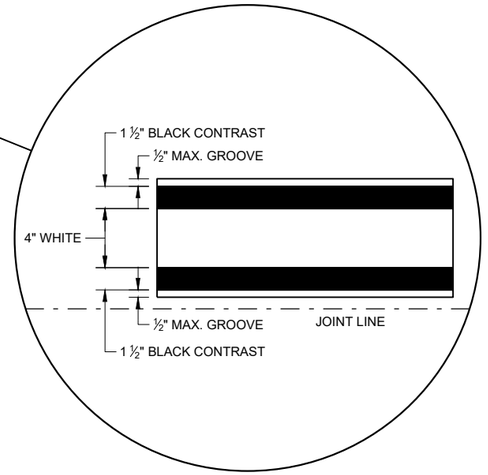
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

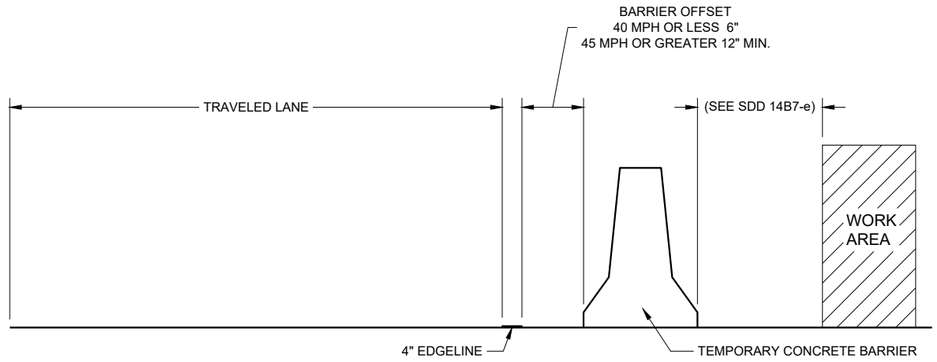
FHWA

6

SDD 15C08 - 21a

6

SDD 15C08 - 21a



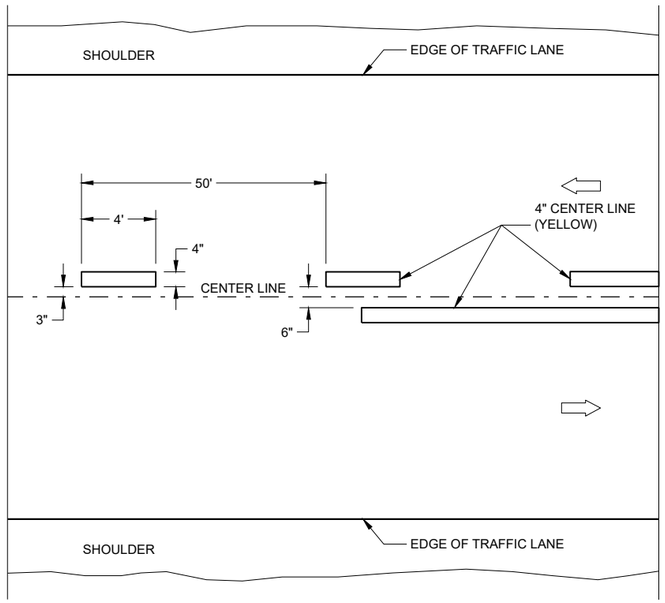
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

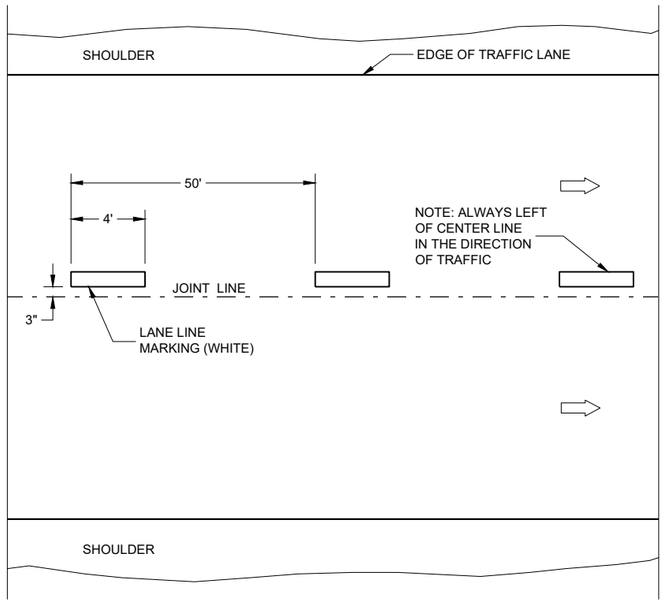
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

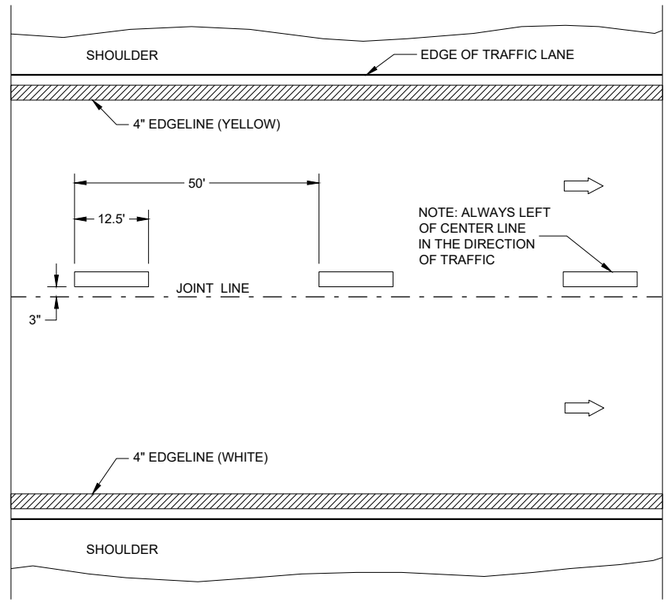
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

6

SDD 15C08 - 21b

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

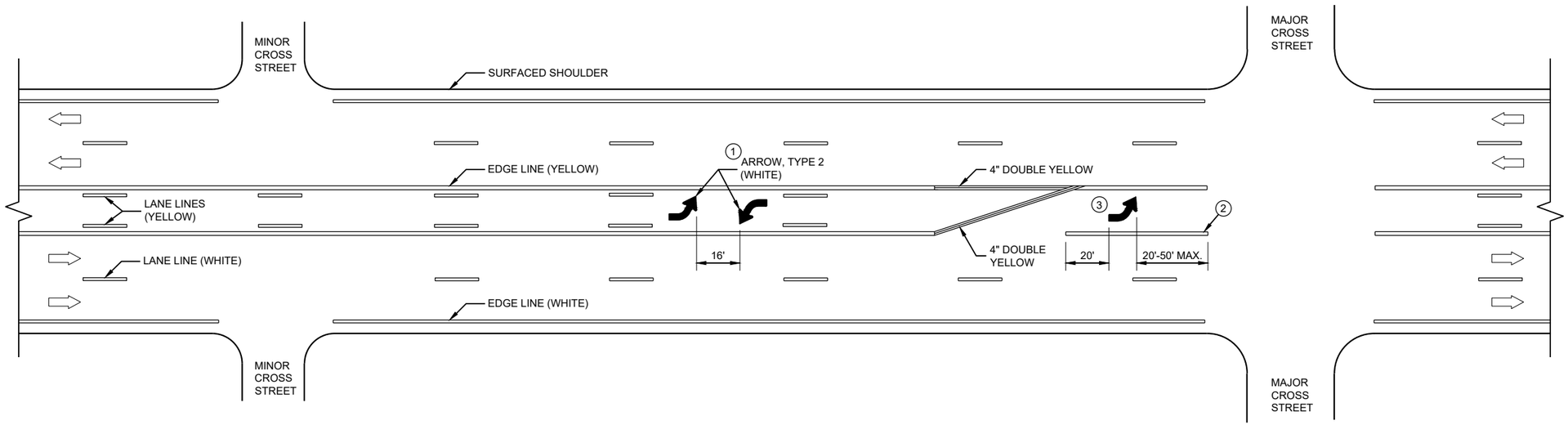
6

SDD 15C08 - 21b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

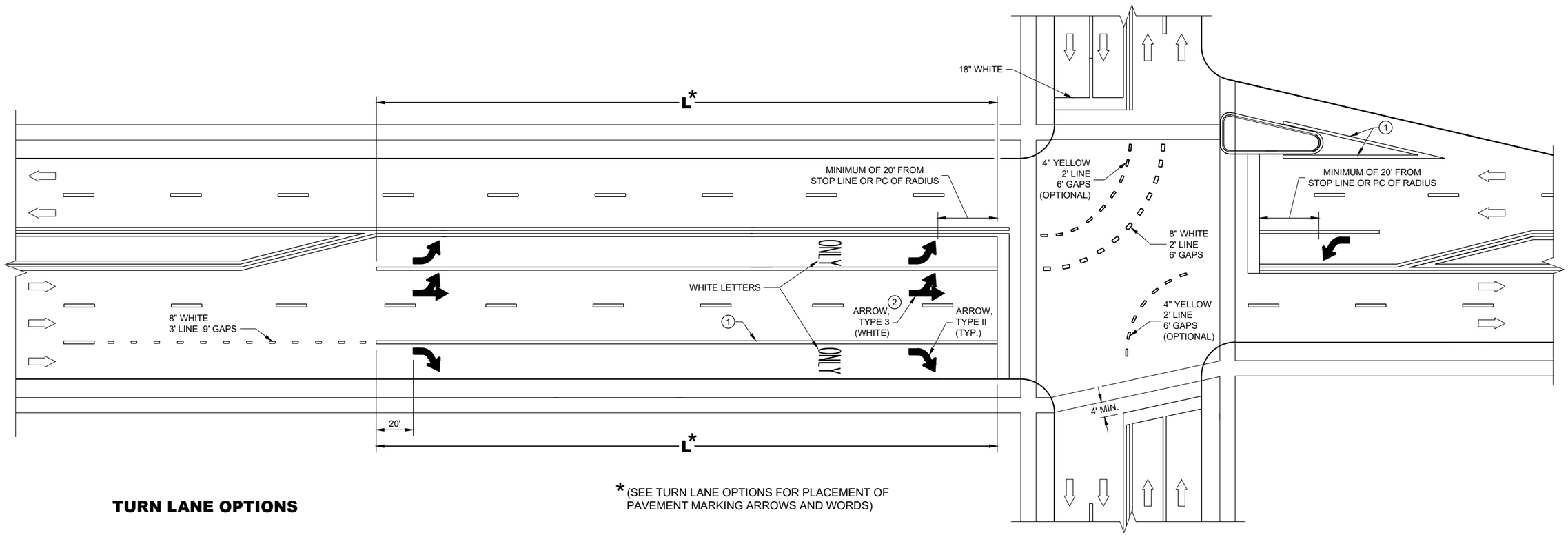
SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

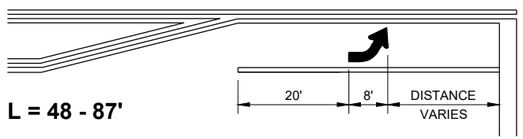
SDD 15C08 - 21c



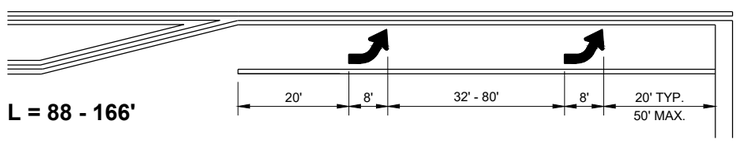
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

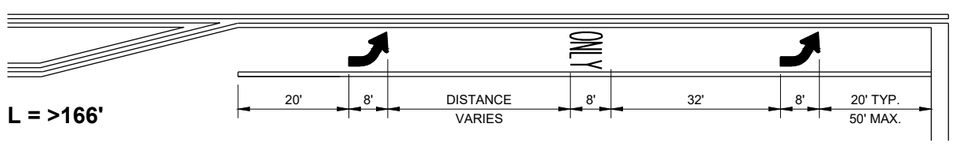
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

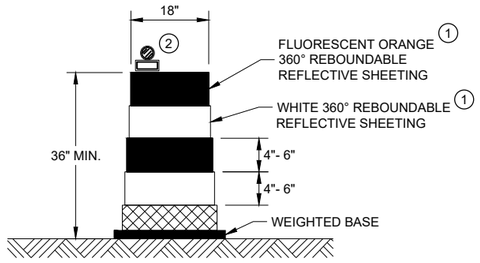
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08 - 21d

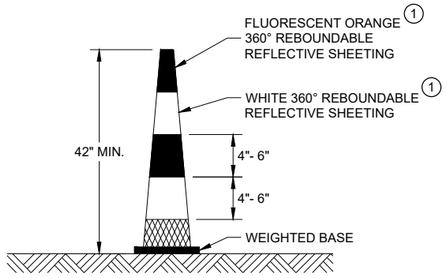
6
SDD 15C08 - 21d

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.

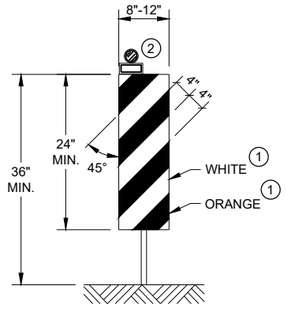


DRUM



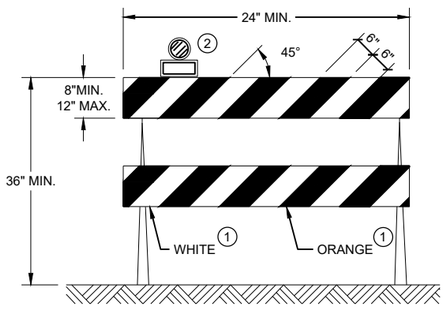
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



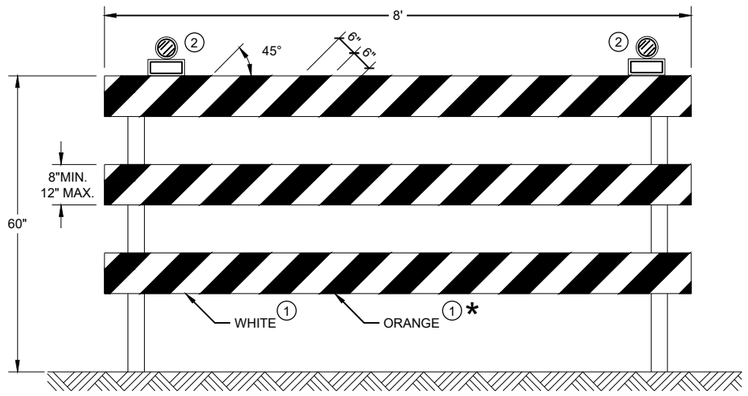
VERTICAL PANEL

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
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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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.

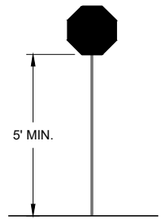
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM 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.



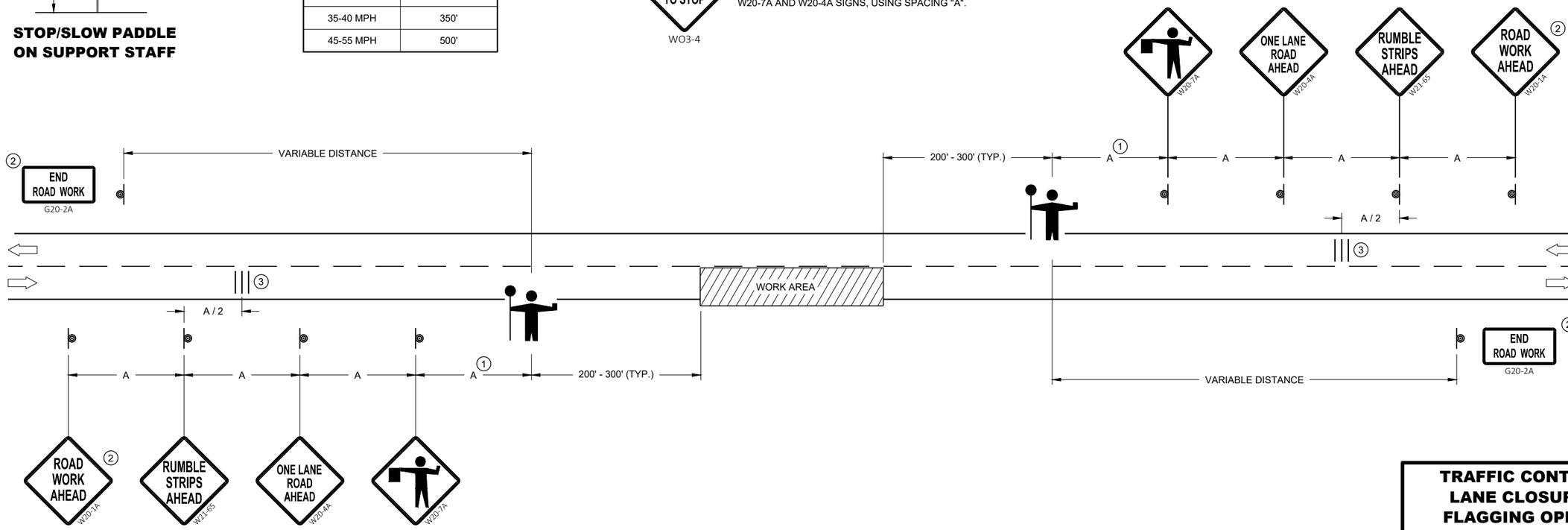
STOP/SLOW PADDLE ON SUPPORT STAFF

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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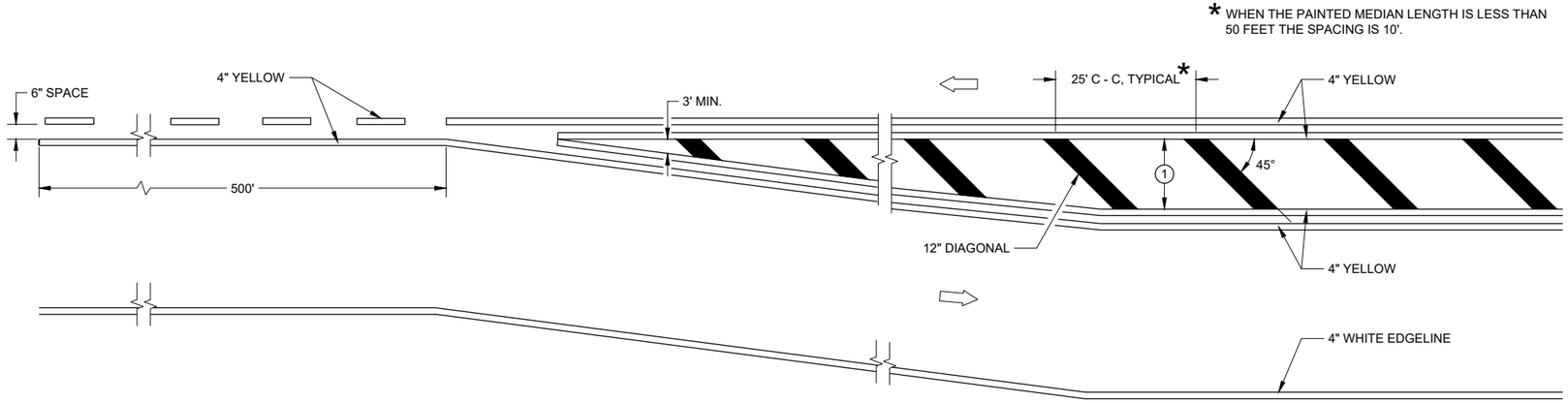
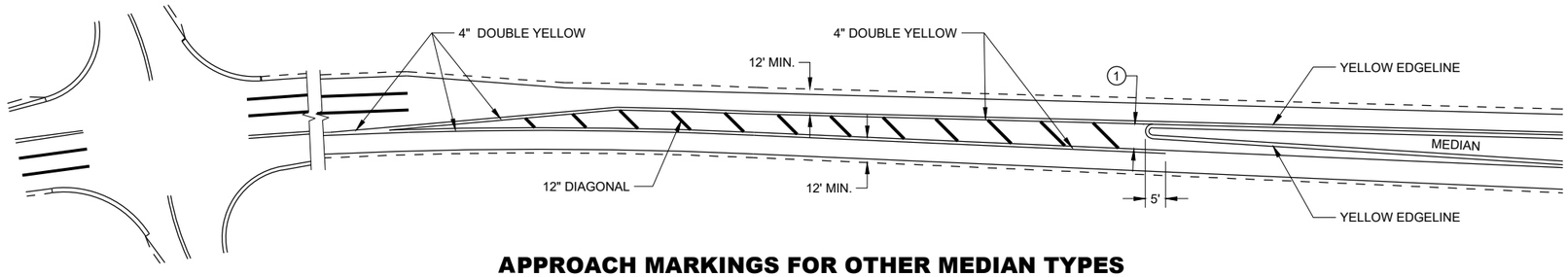
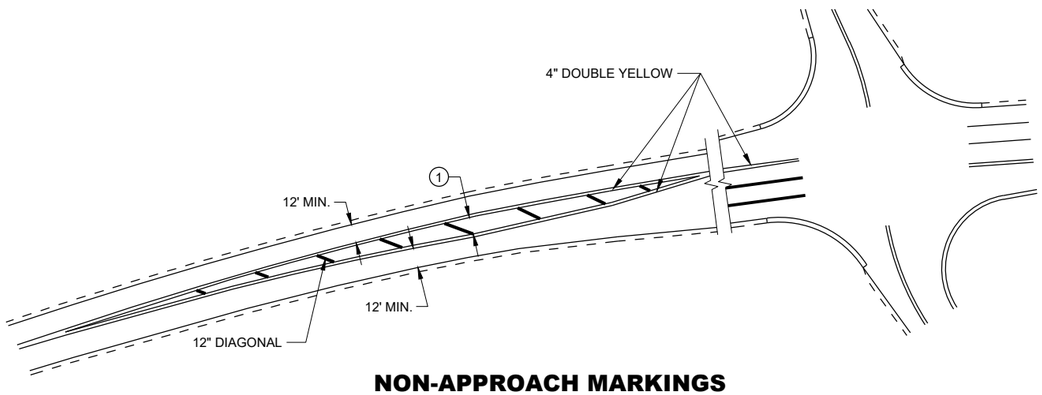


MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER
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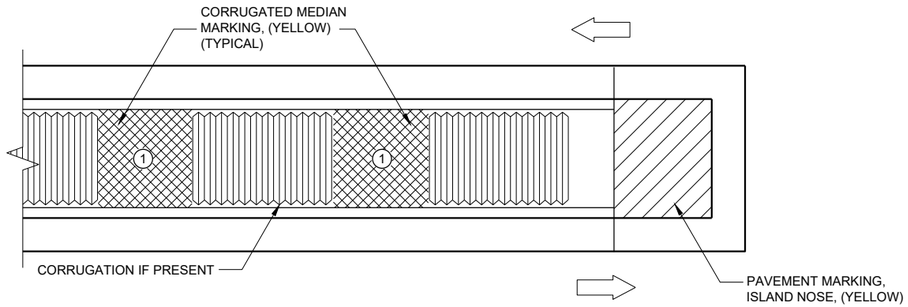
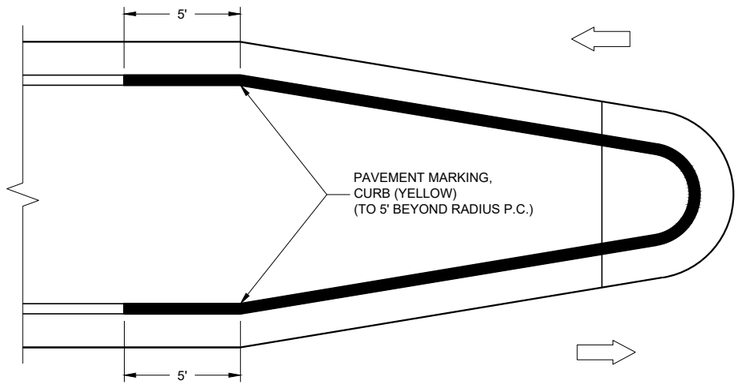
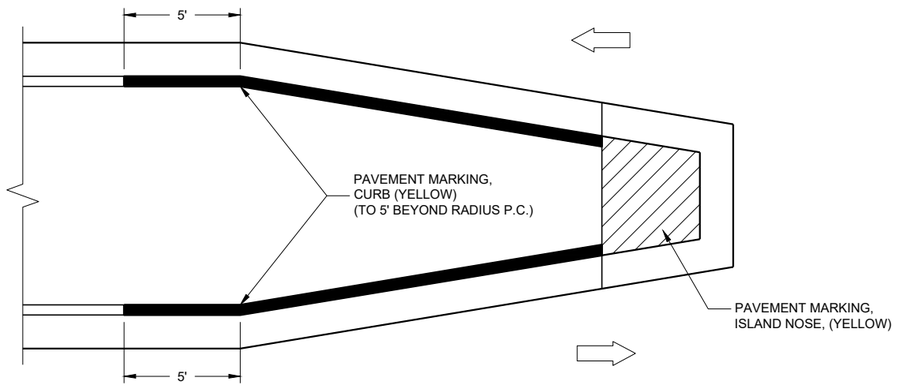


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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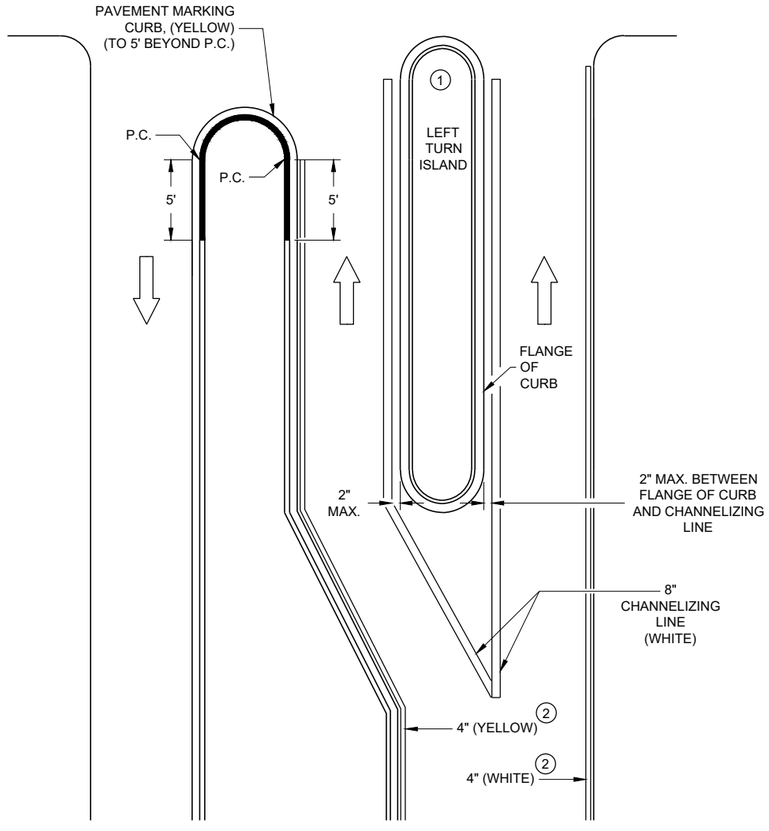
REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

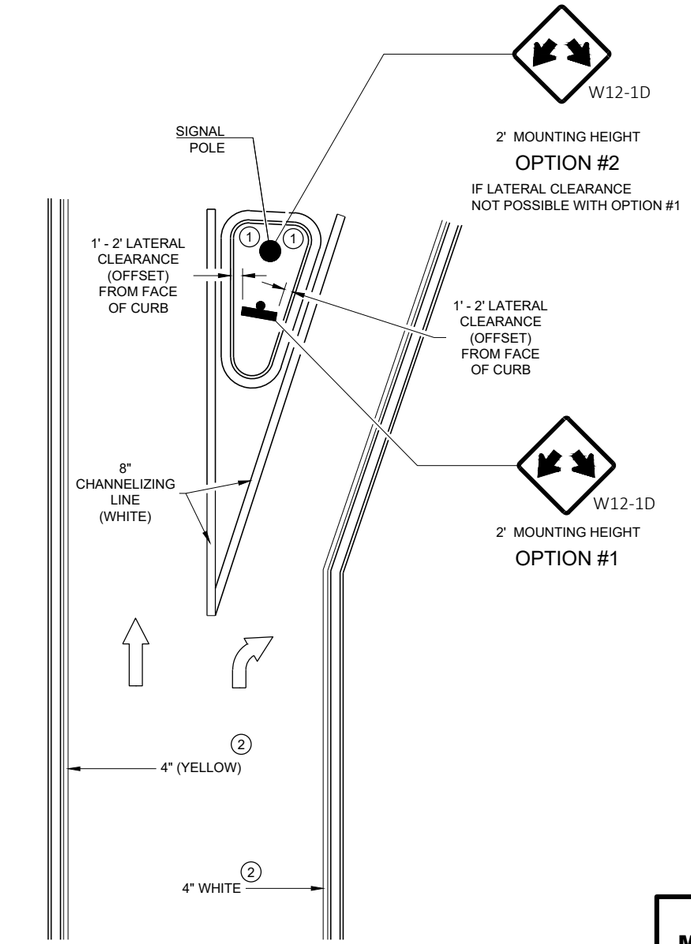
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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 OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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.

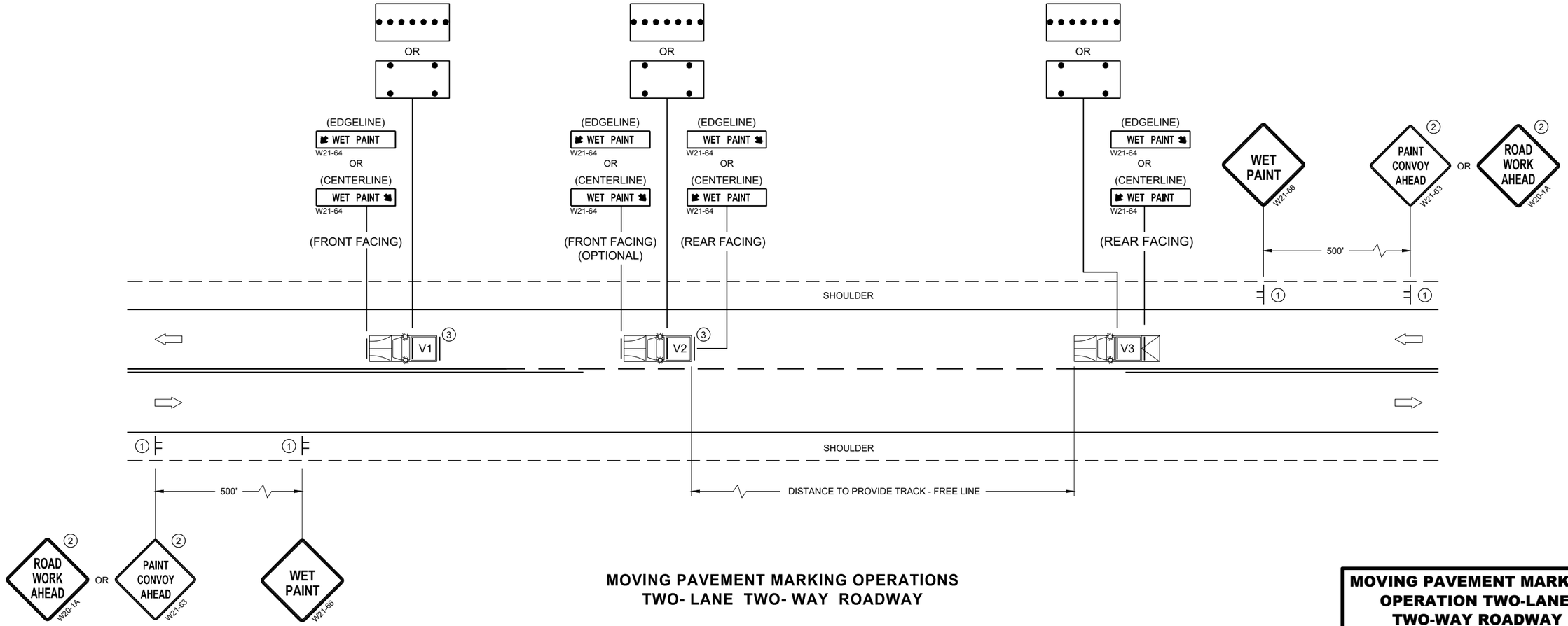
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2022
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/S/ Andrew Heidtke
WORK ZONE ENGINEER

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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT 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.

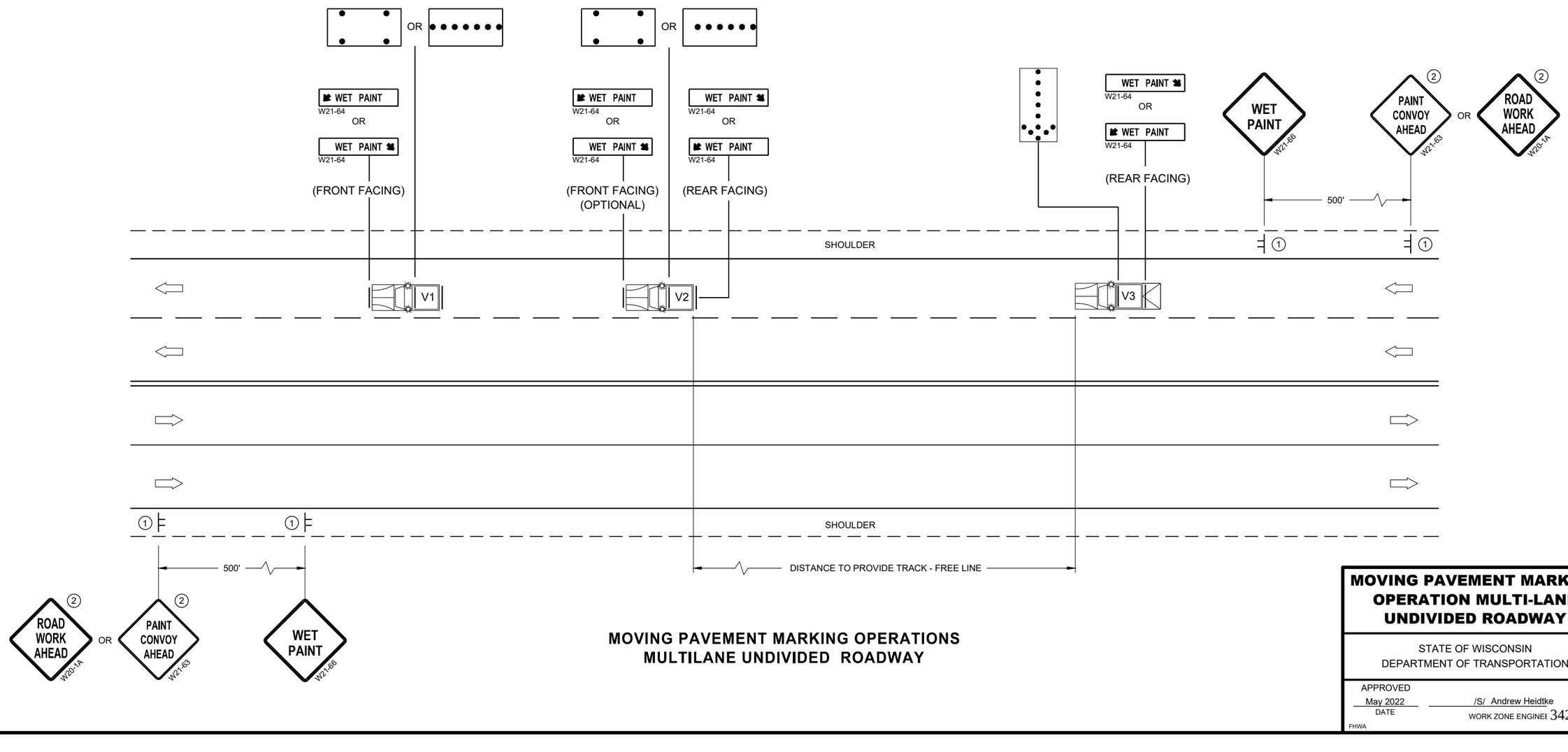
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE

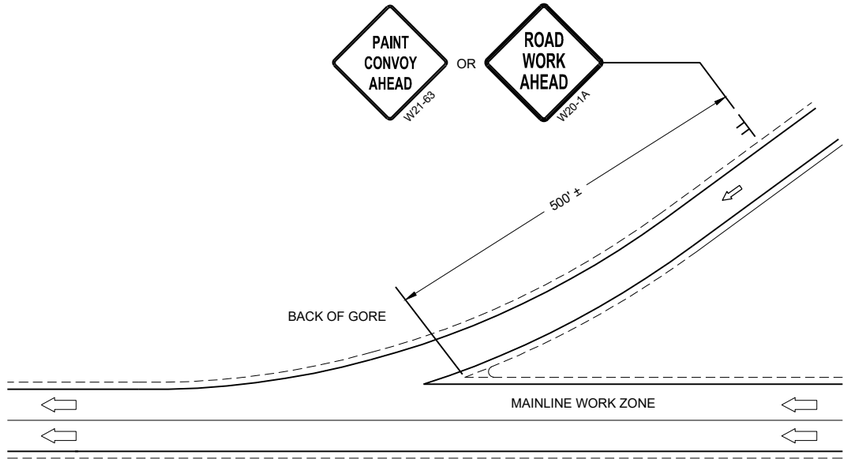
TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)



GENERAL NOTES

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.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT 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 AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

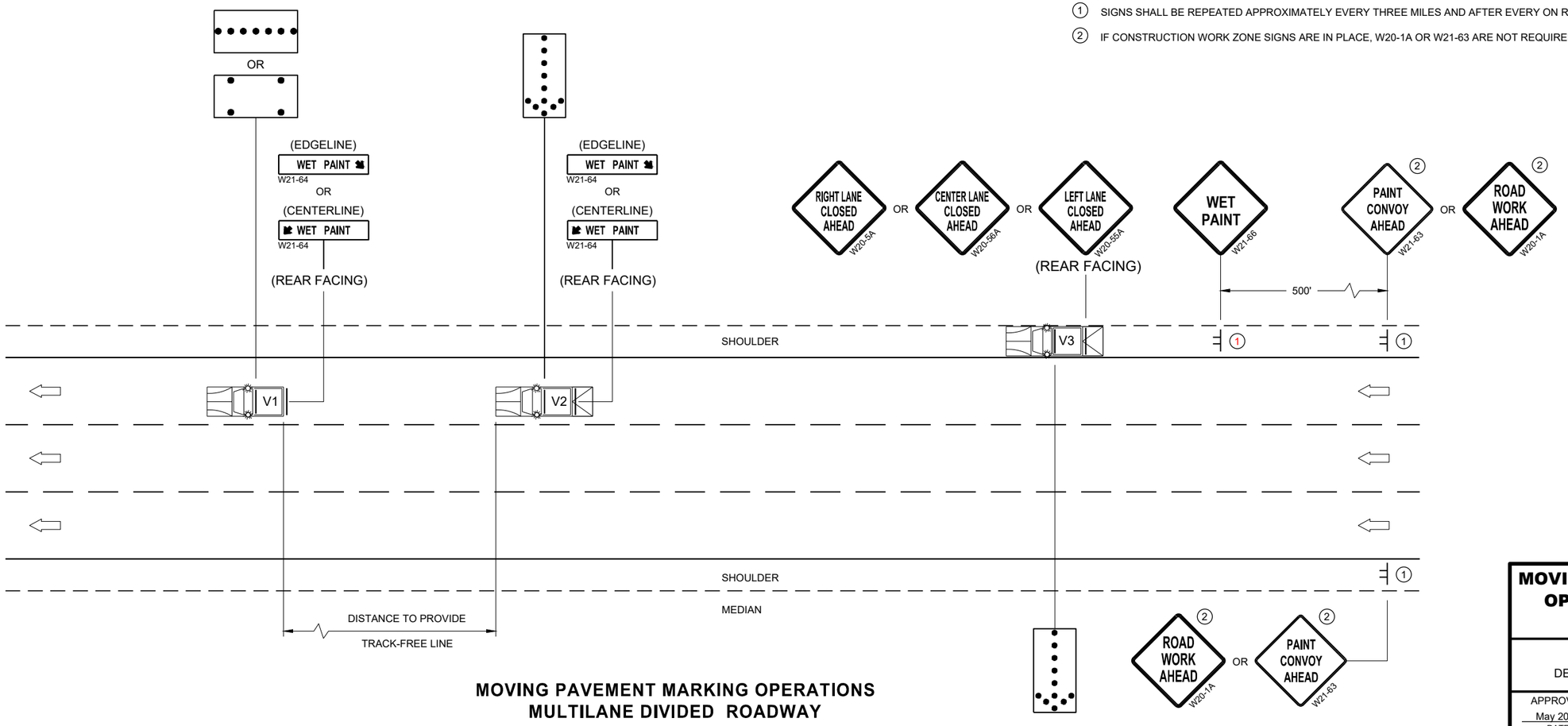
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
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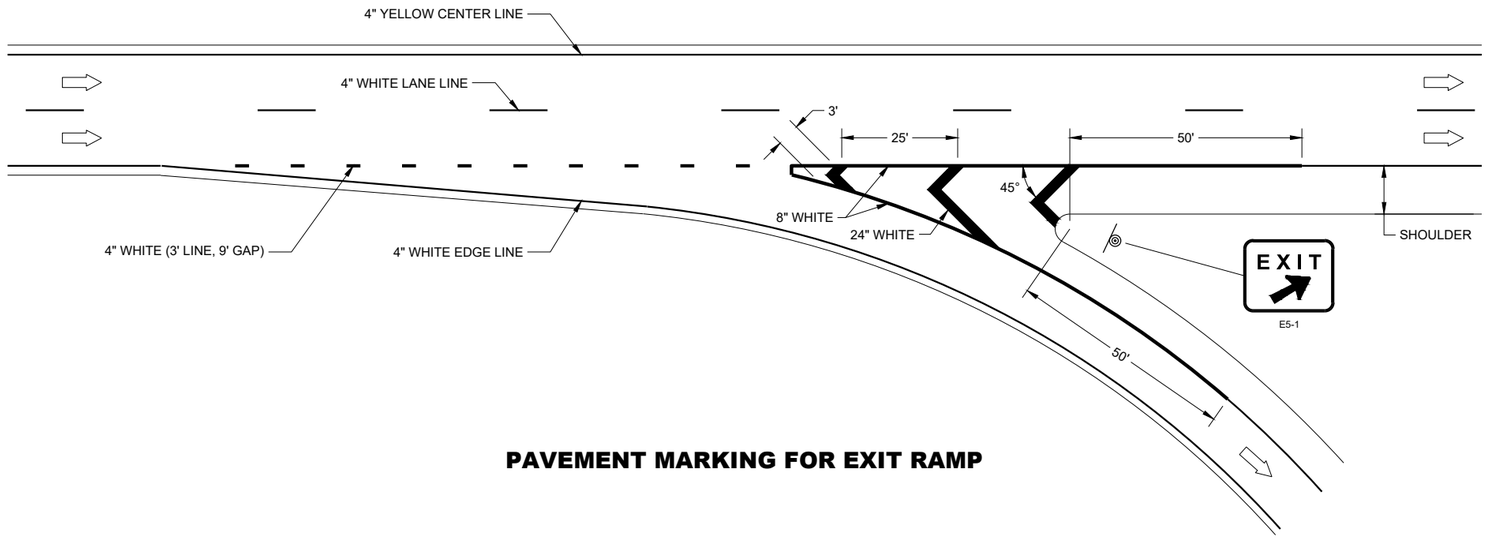
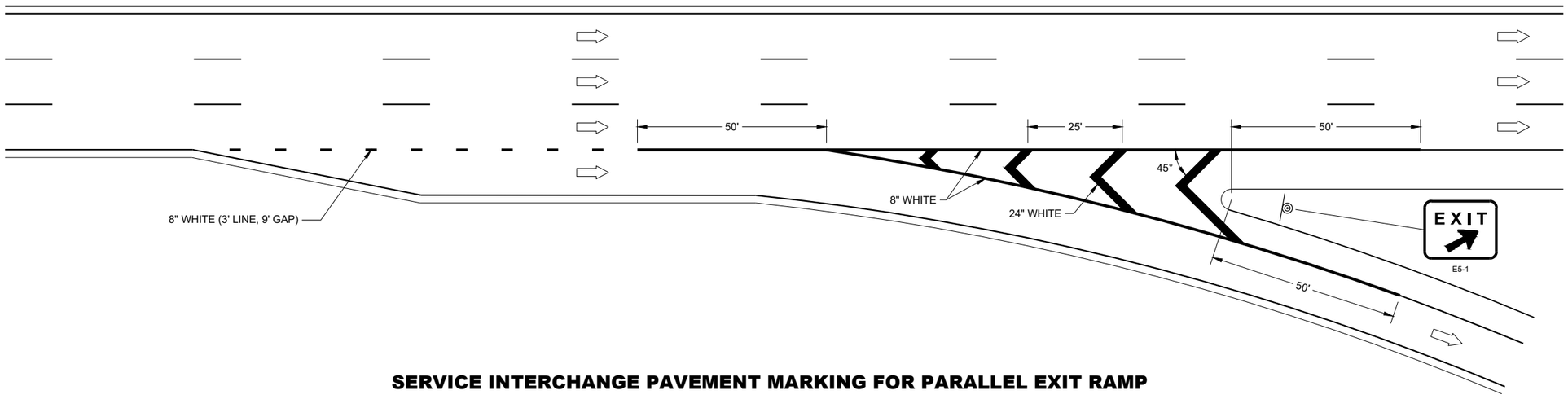


PAVEMENT MARKING FOR EXIT RAMP



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

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PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15C31 - 04a

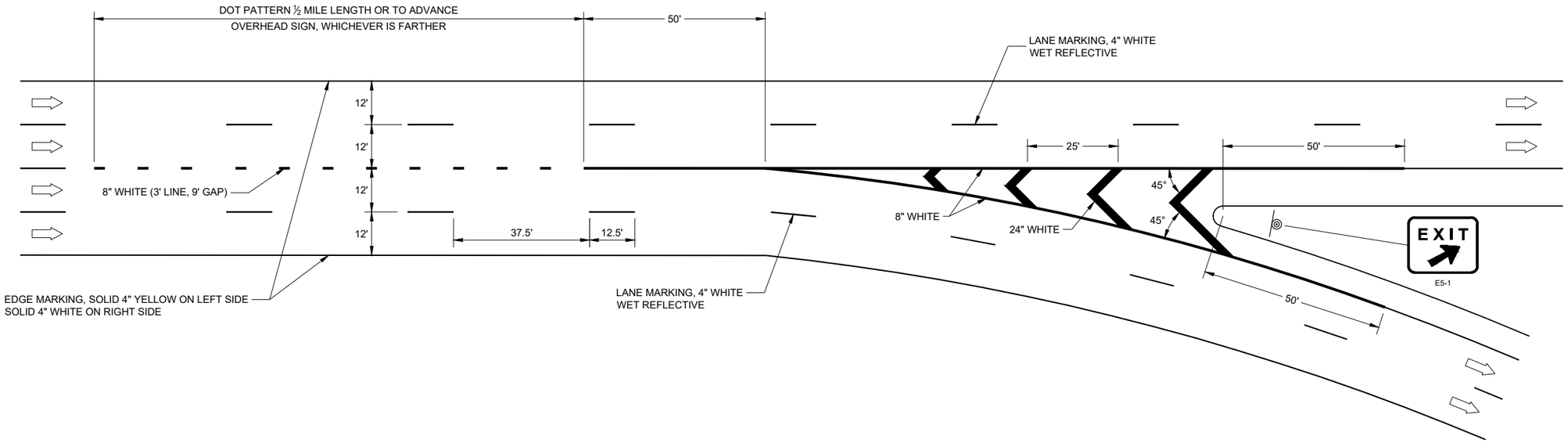
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15C31 - 04b

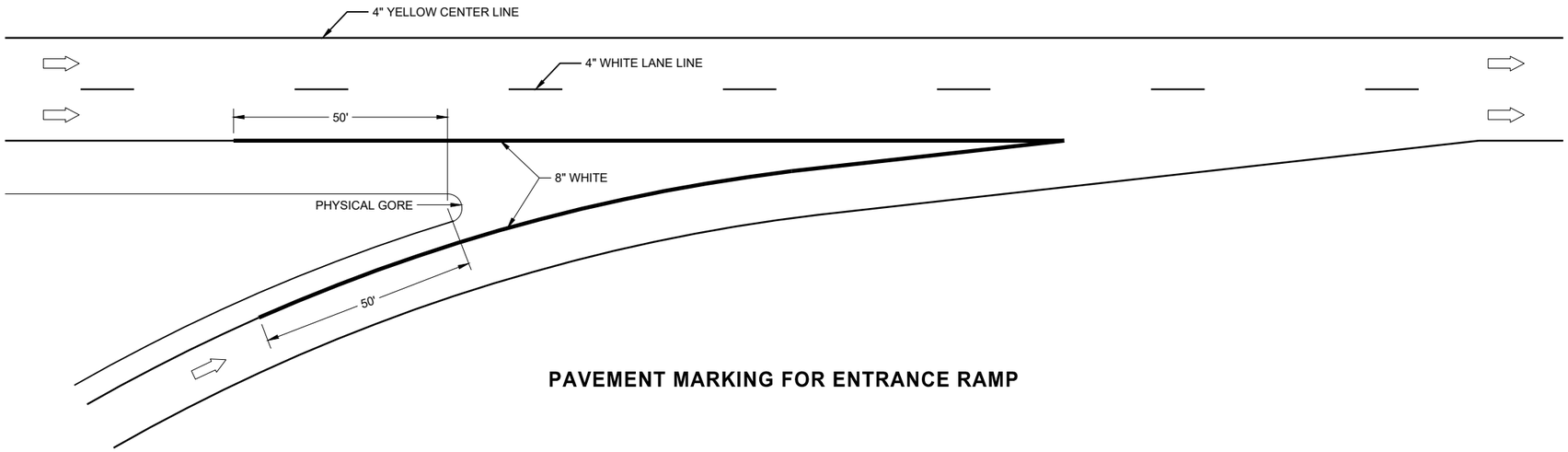
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

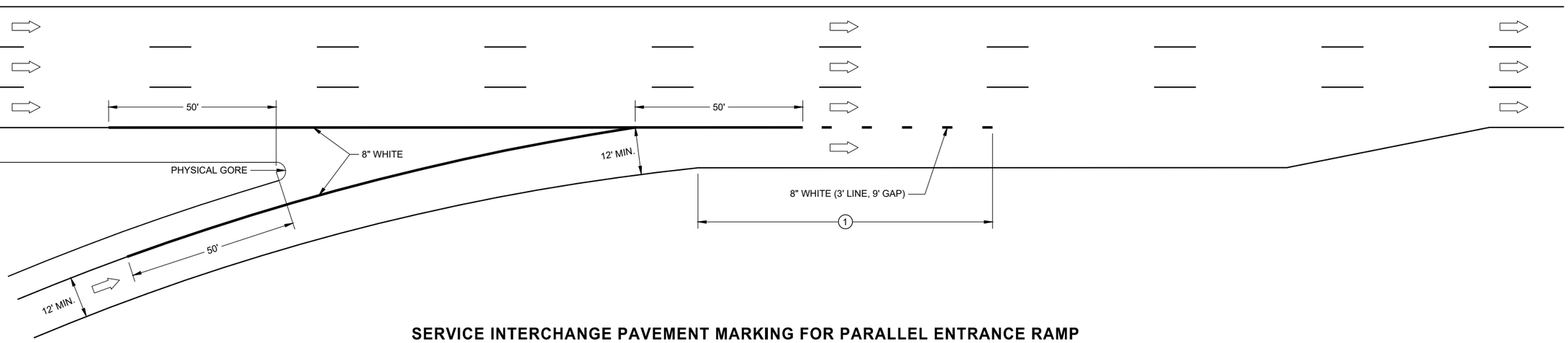
(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL



PAVEMENT MARKING FOR ENTRANCE RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

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SDD 14C31 - 04c

SDD 14C31 - 04c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

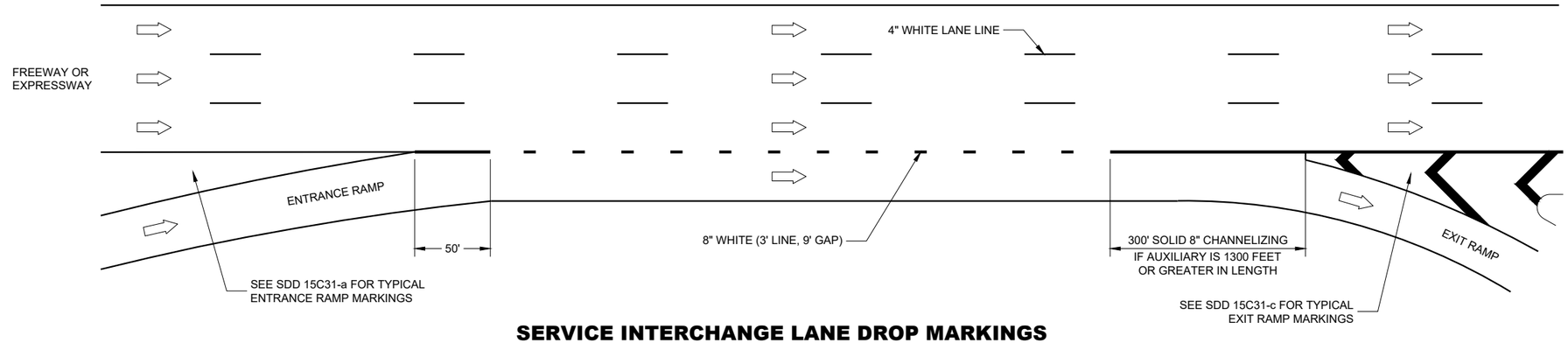
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

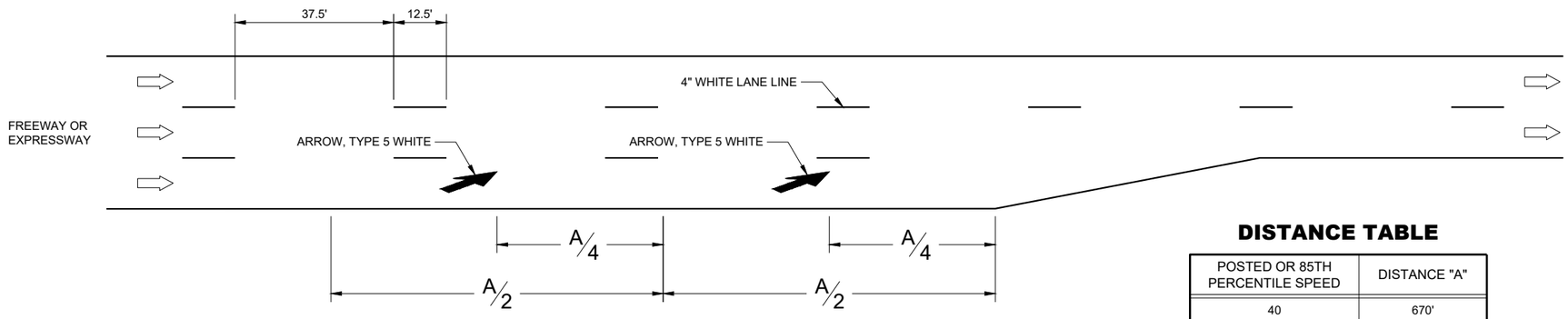
DIRECTION OF TRAVEL

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE MARKING AND SIG ENGINEER
FHWA

6

SDD 15C31 - 04d

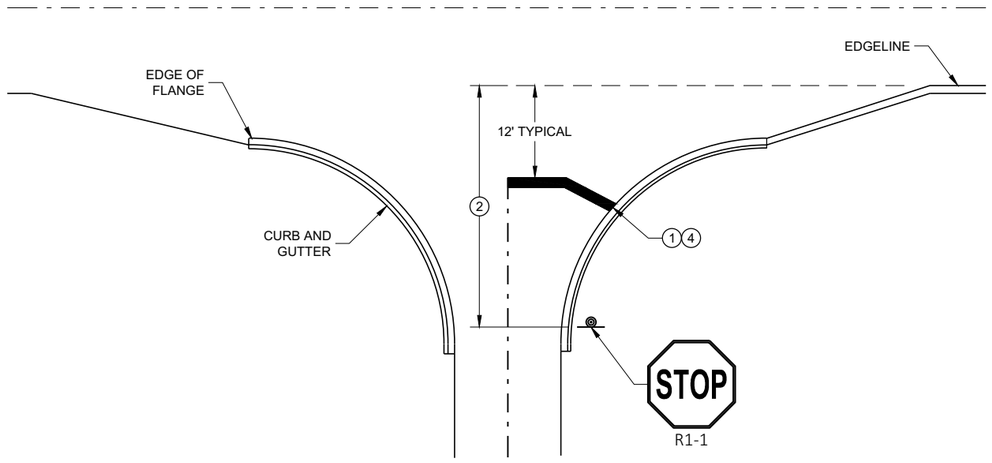
6

SDD 15C31 - 04d

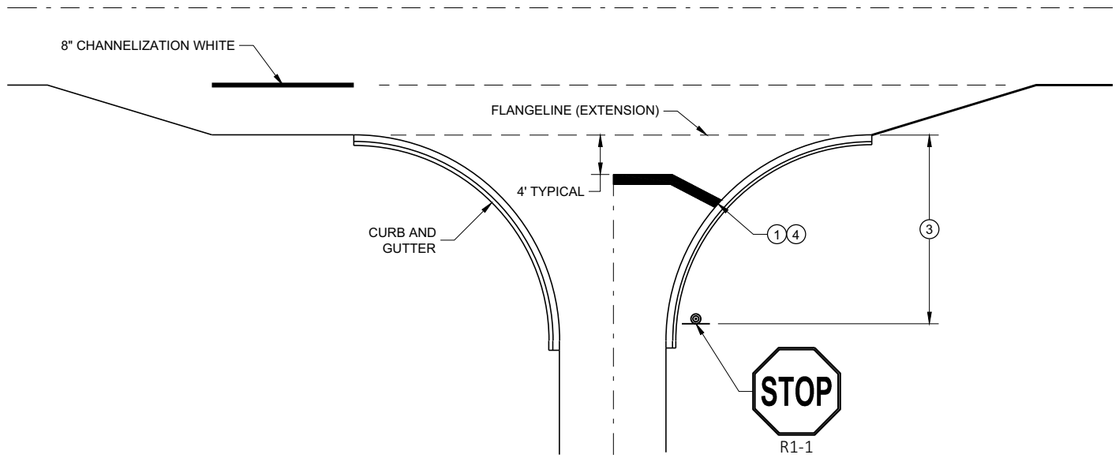
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

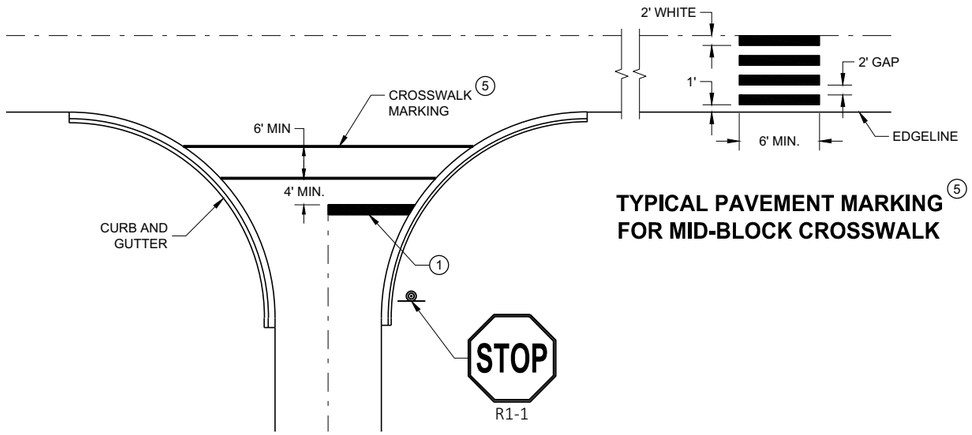
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

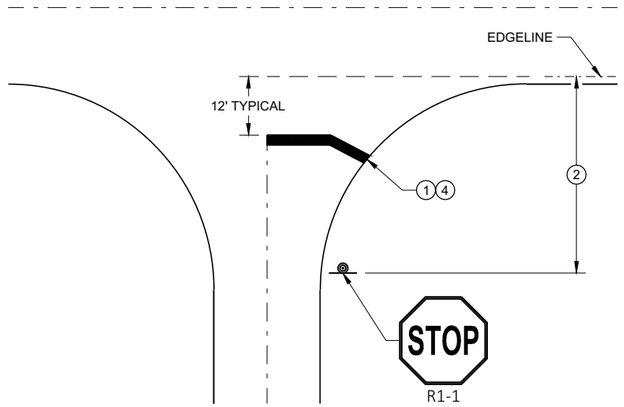


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

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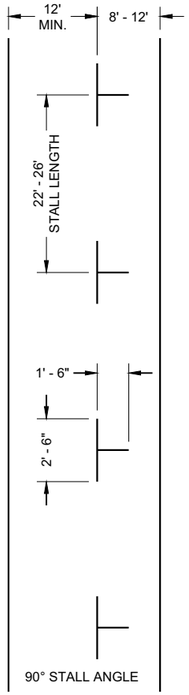
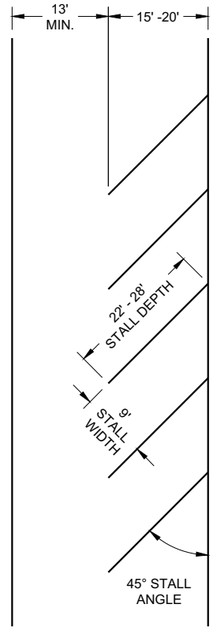
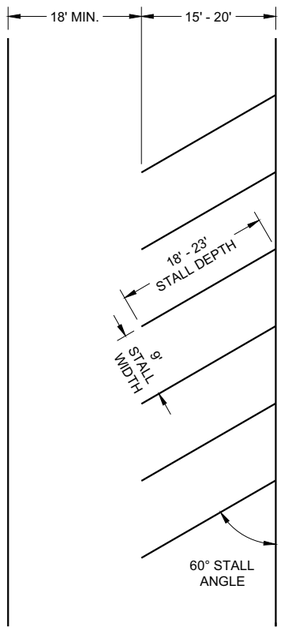
SDD 15C33 - 04



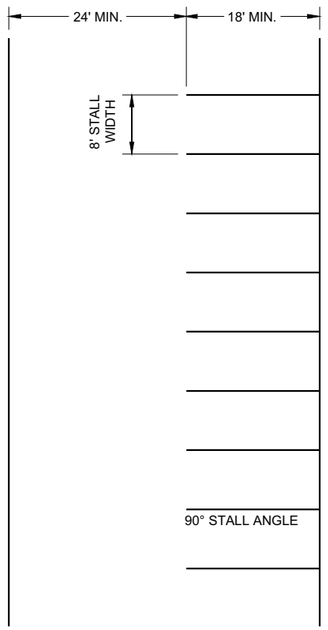
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

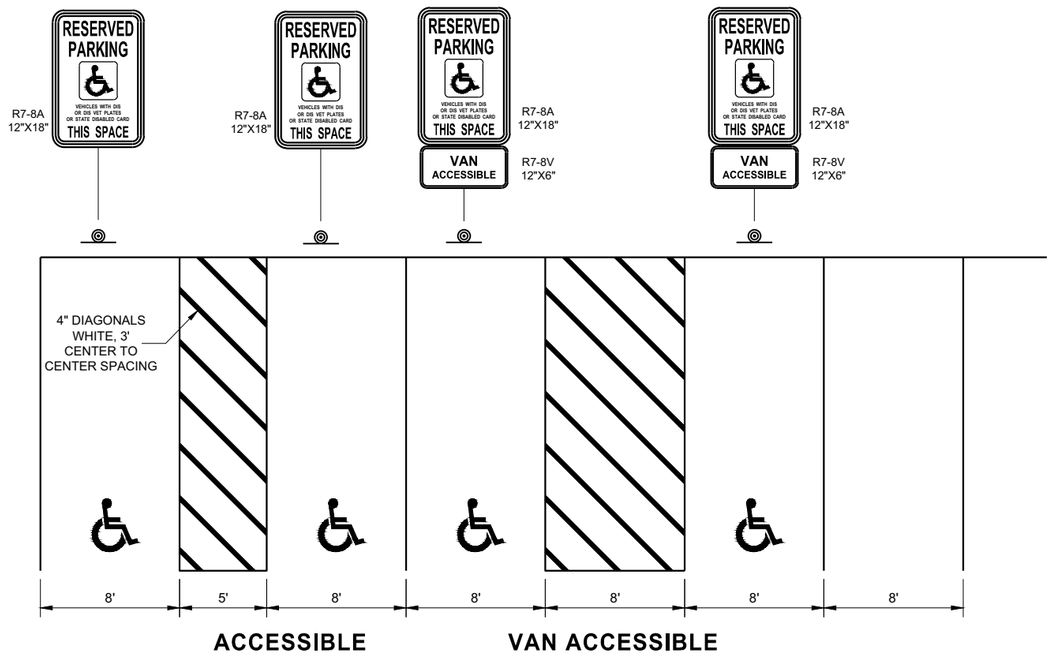
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

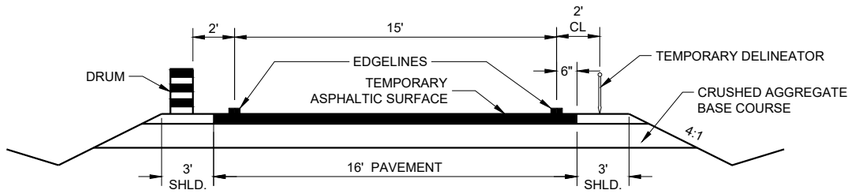
FHWA

SDD 15C36 - 01

SDD 15C36 - 01

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.

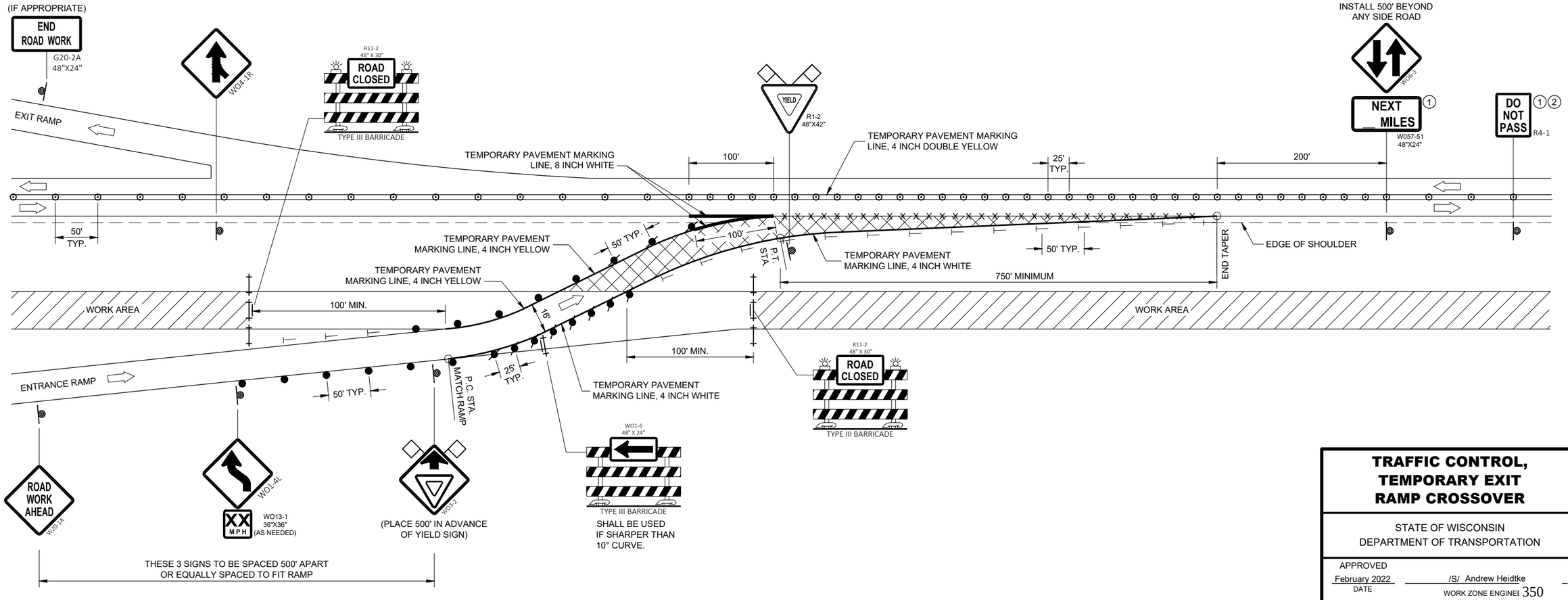
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

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) 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.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TRAFFIC CONTROL, TEMPORARY EXIT RAMP CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15D08 - 08

GENERAL NOTES

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

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

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

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

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

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

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

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

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

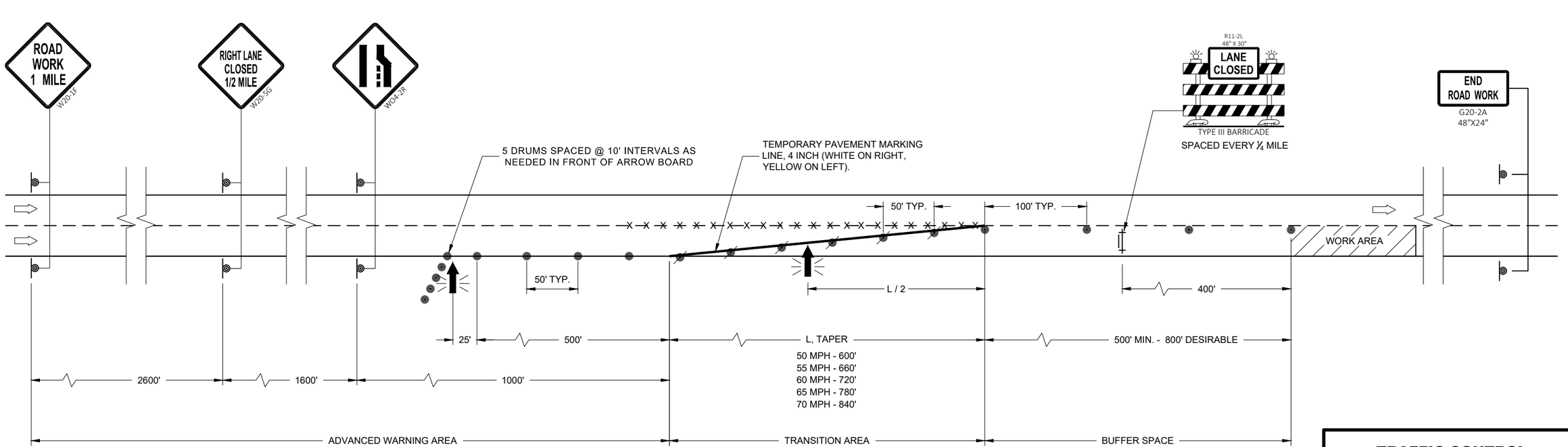
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

- 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 10a

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SDD 15D12 - 10a

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

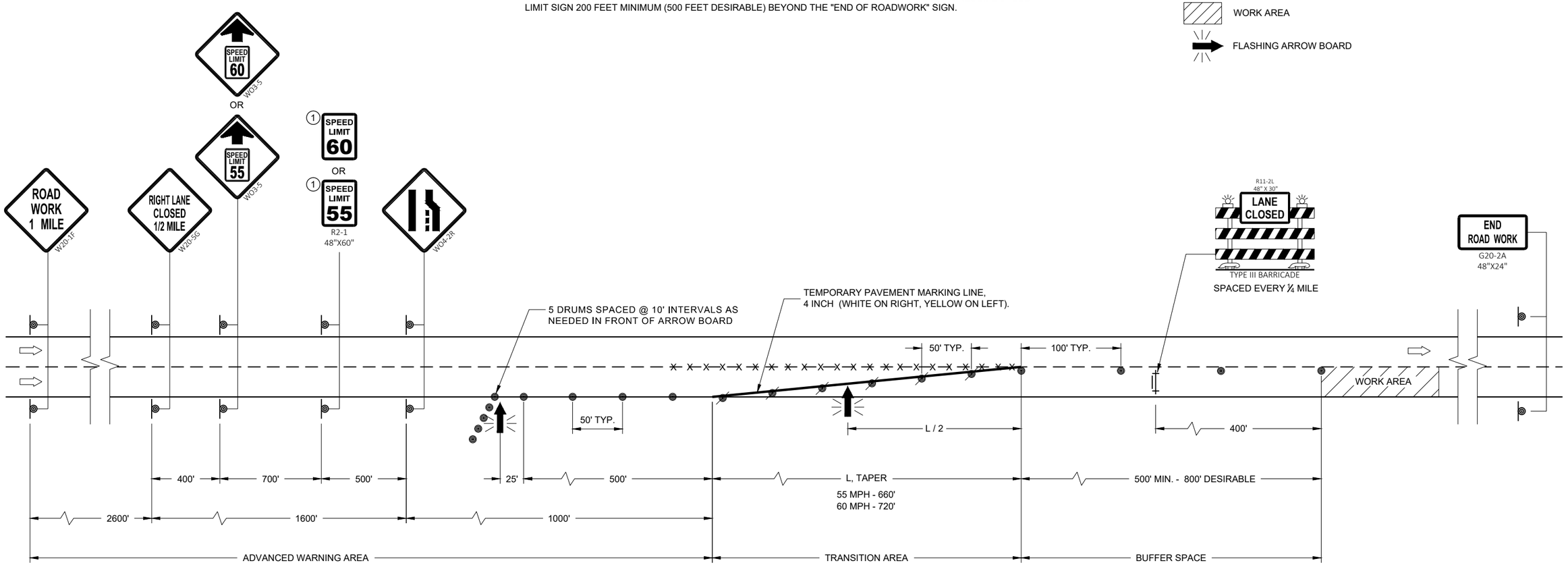
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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.

(1) 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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 10b

6

SDD 15D12 - 10b

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
- (S) PORTABLE TRAFFIC SENSOR (PTS)
- FBS FLASHING BEACON SIGN

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, INCLUDING FBS 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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED SIGNS.

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

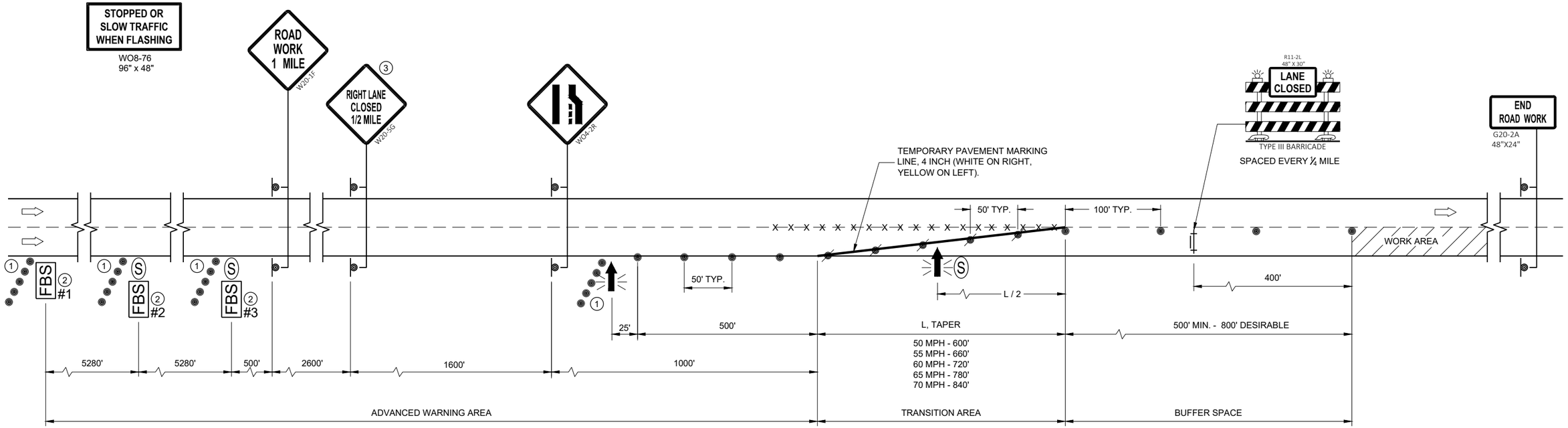
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

① 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

② IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.

③ IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. 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 (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022 — DATE
/S/ Erin Schwark — WORK ZONE ENGINEER
FHWA

353

6

SDD 15D12 - 10d

6

SDD 15D12 - 10d

LEGEND

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

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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 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

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

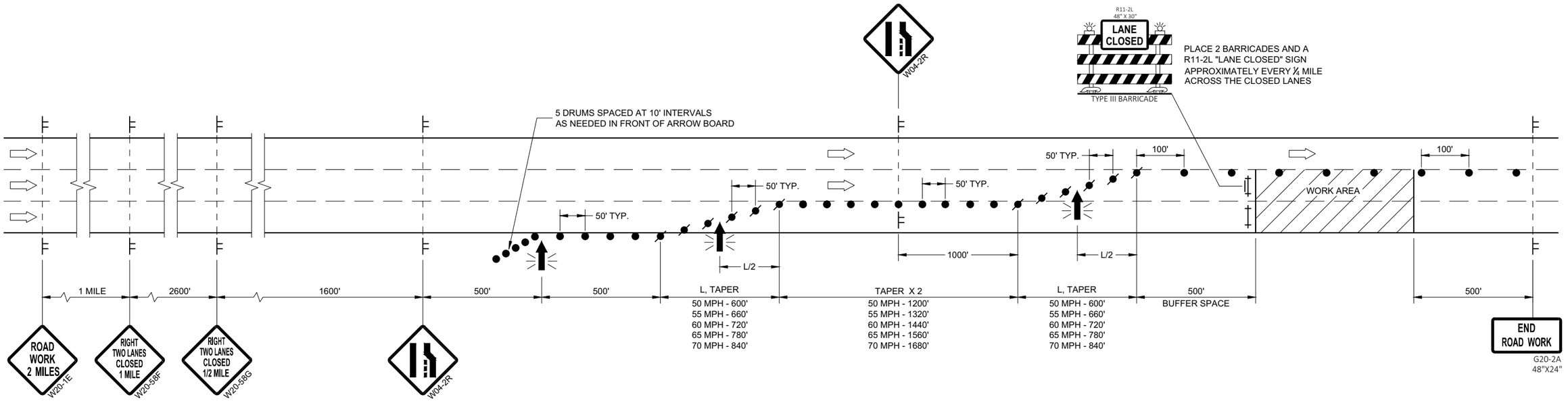
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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.

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM (LESS THAN 24 HOURS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D14 - 04

SDD 15D14 - 04

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. 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.

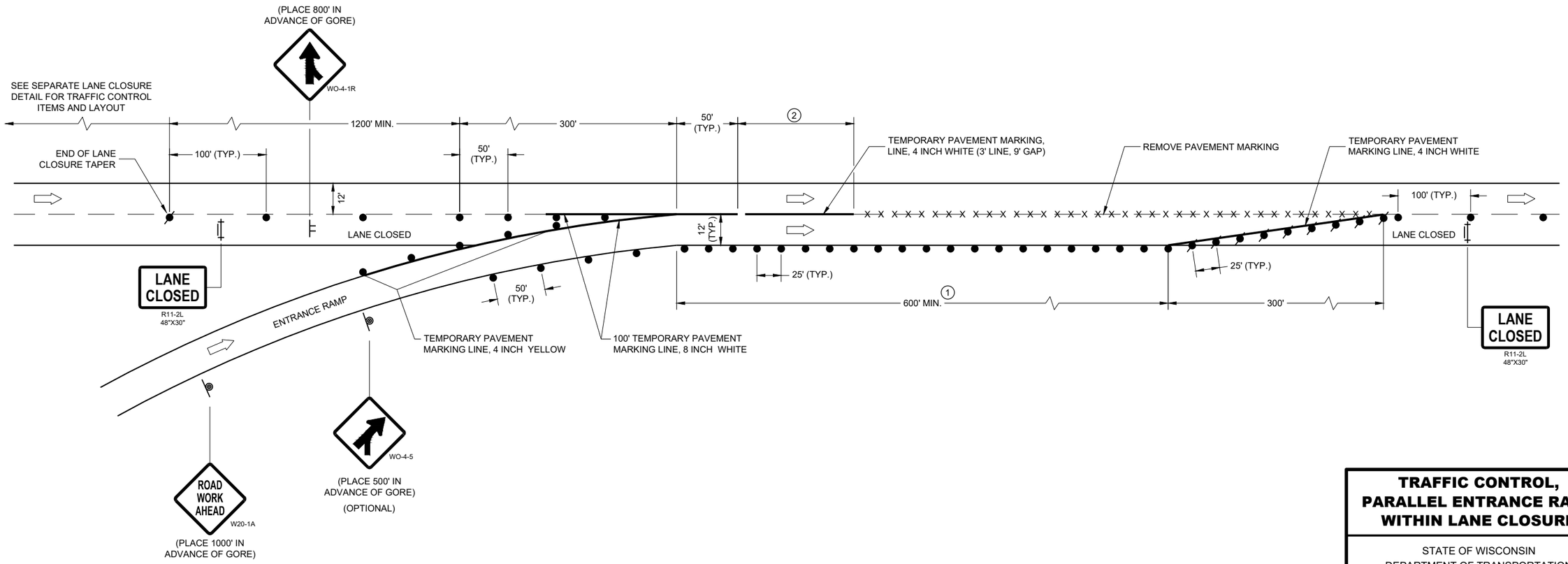
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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 ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06a

6

SDD 15D15 - 06a

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.

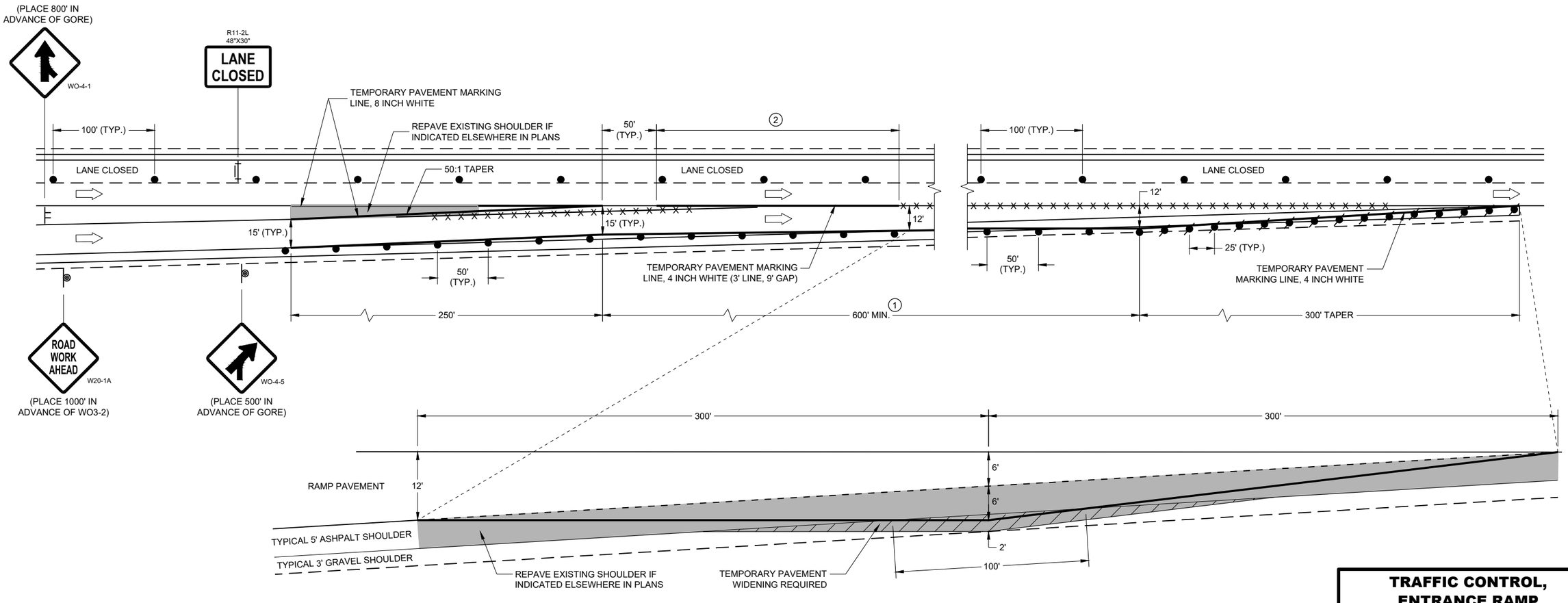
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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 PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 06b

6

SDD15D15 - 06b

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.

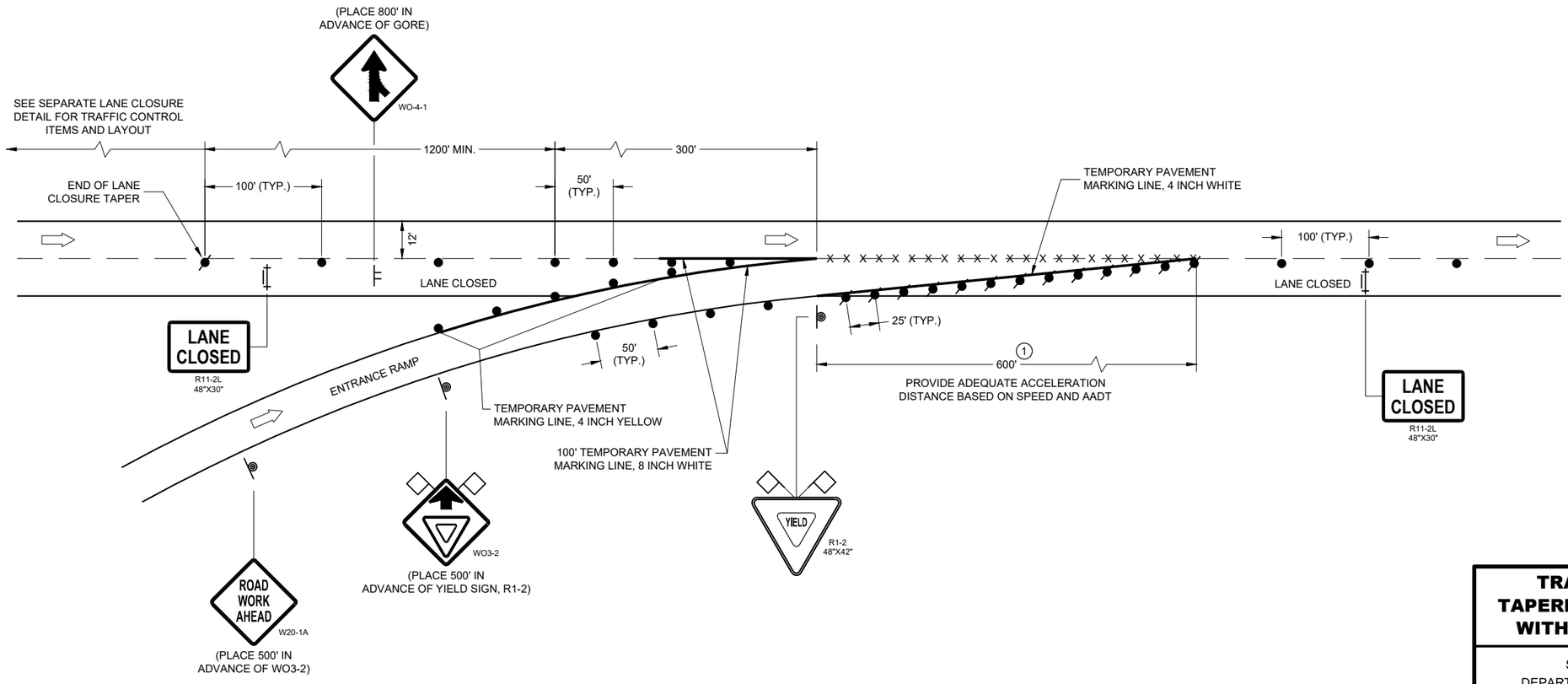
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 LINES 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.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06c

6

SDD 15D15 - 06c

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.

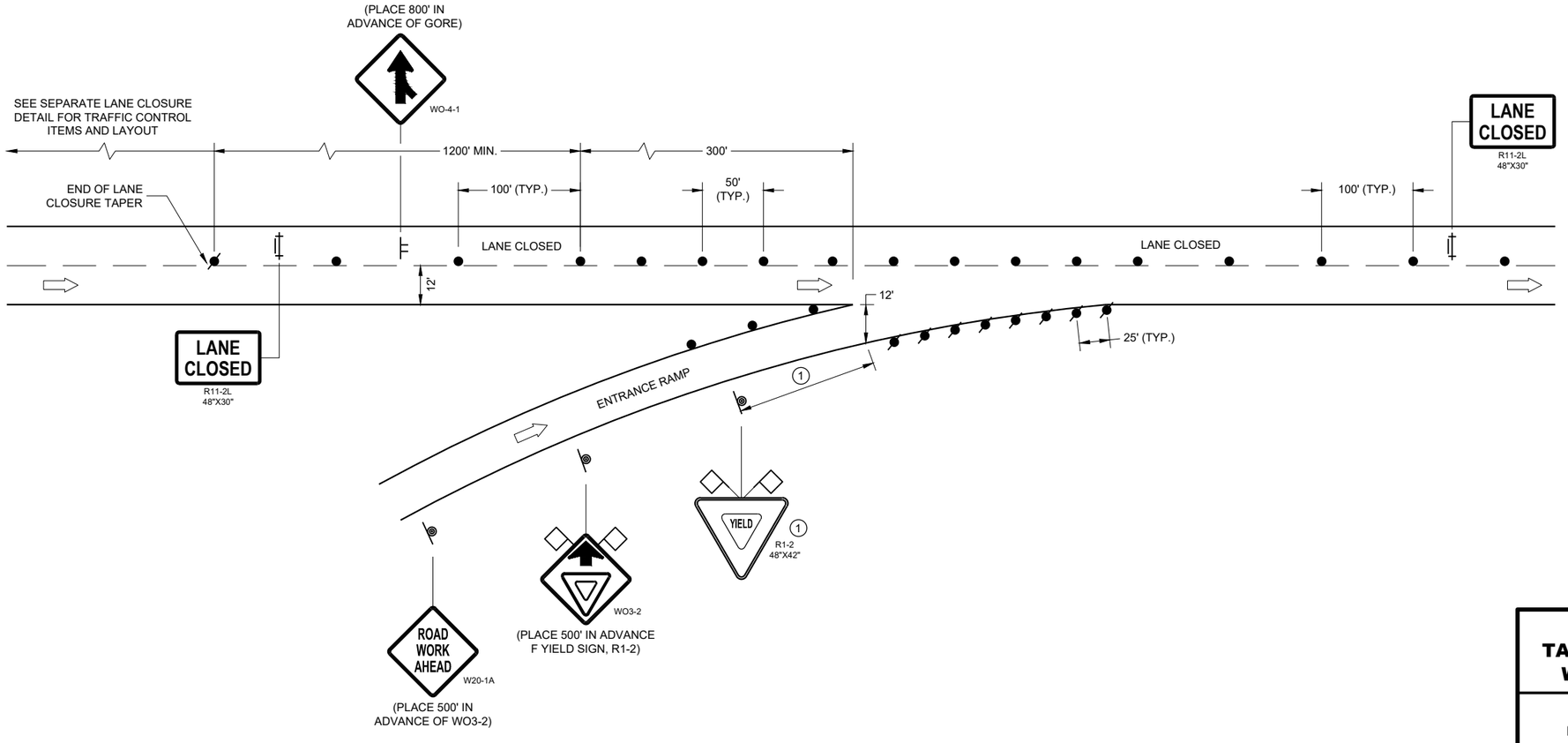
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.

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.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D15 - 06d

SDD15D15 - 06d

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.

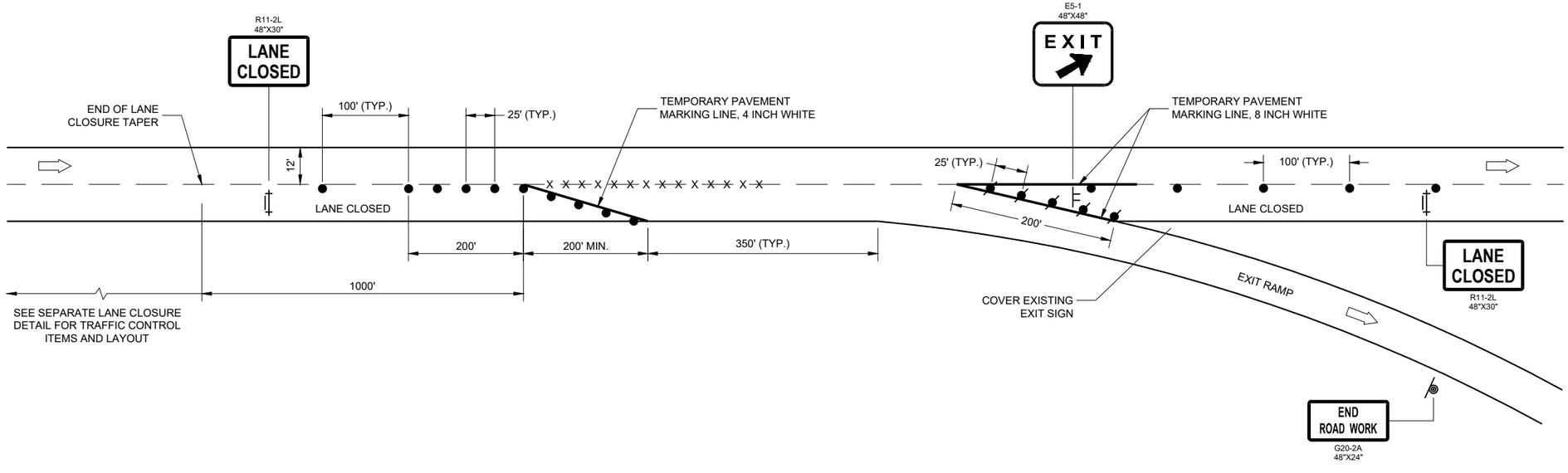
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 LINES 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.



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SDD 15D15 - 06e

SDD15D15 - 06e

**TRAFFIC CONTROL,
PARALLEL EXIT RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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.

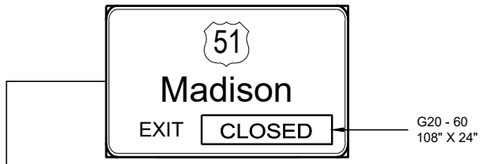
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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.

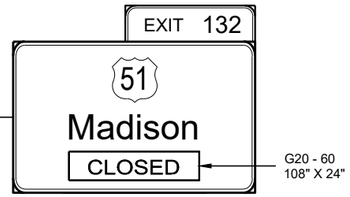
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(1) 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.

(2) 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

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"

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
February 2022
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 15D16 - 05

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)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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

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

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

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

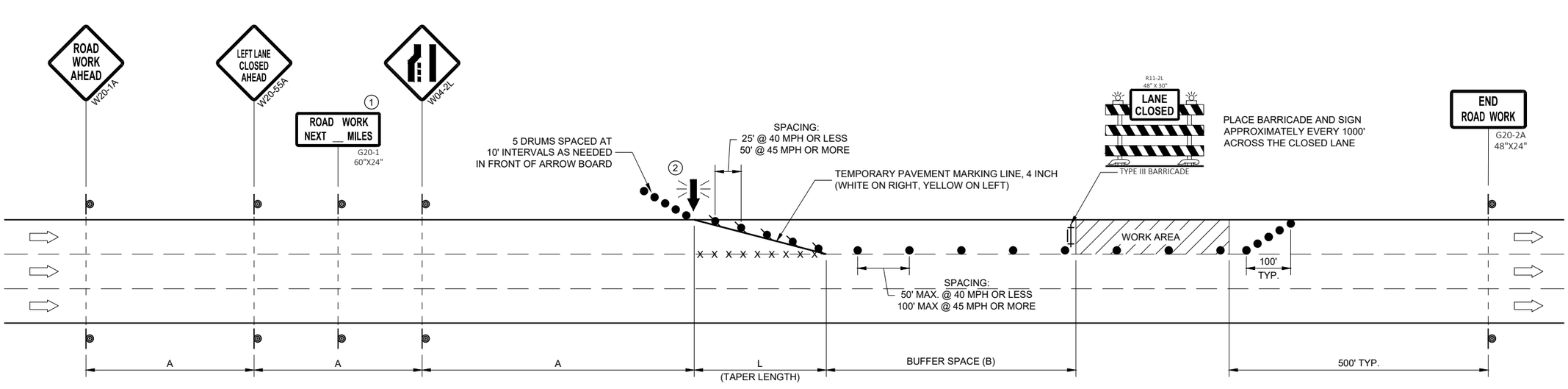
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD15D20 - 06a

LEGEND

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

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45 MPH, USE SDD 15D14.

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

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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.

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

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

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

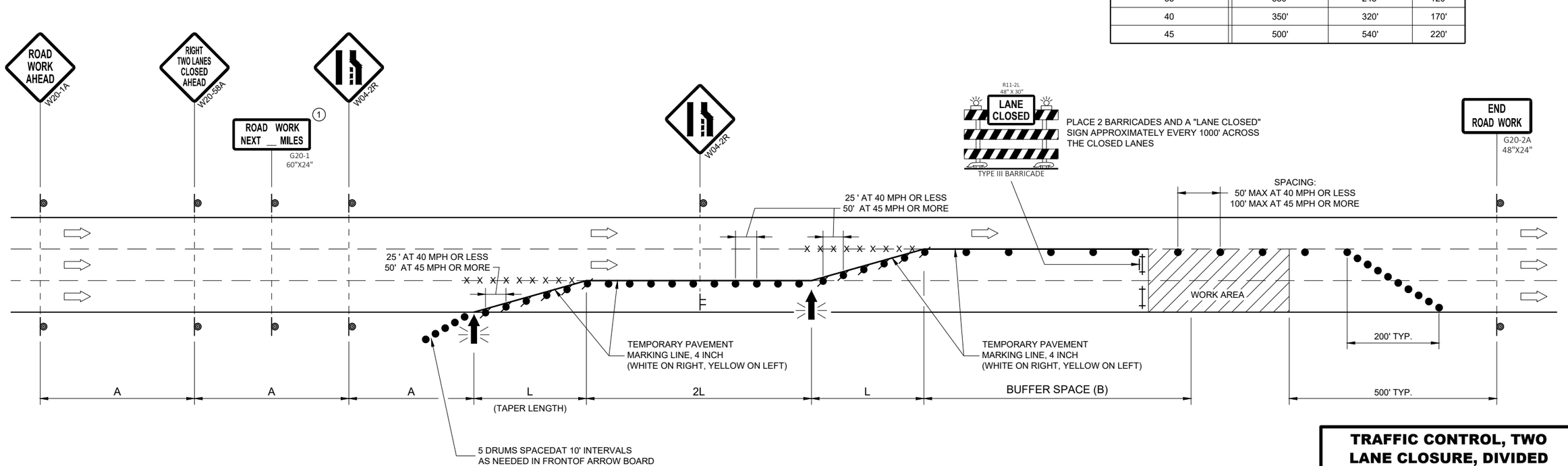
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'



TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D22 - 05

6

SDD 15D22 - 05

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.

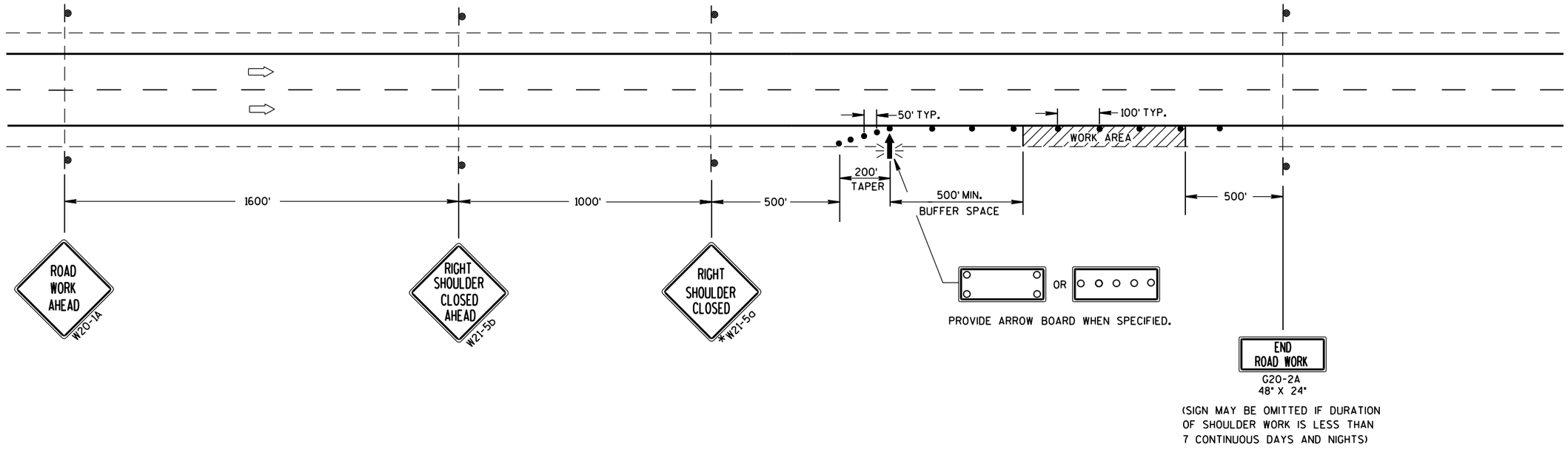
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

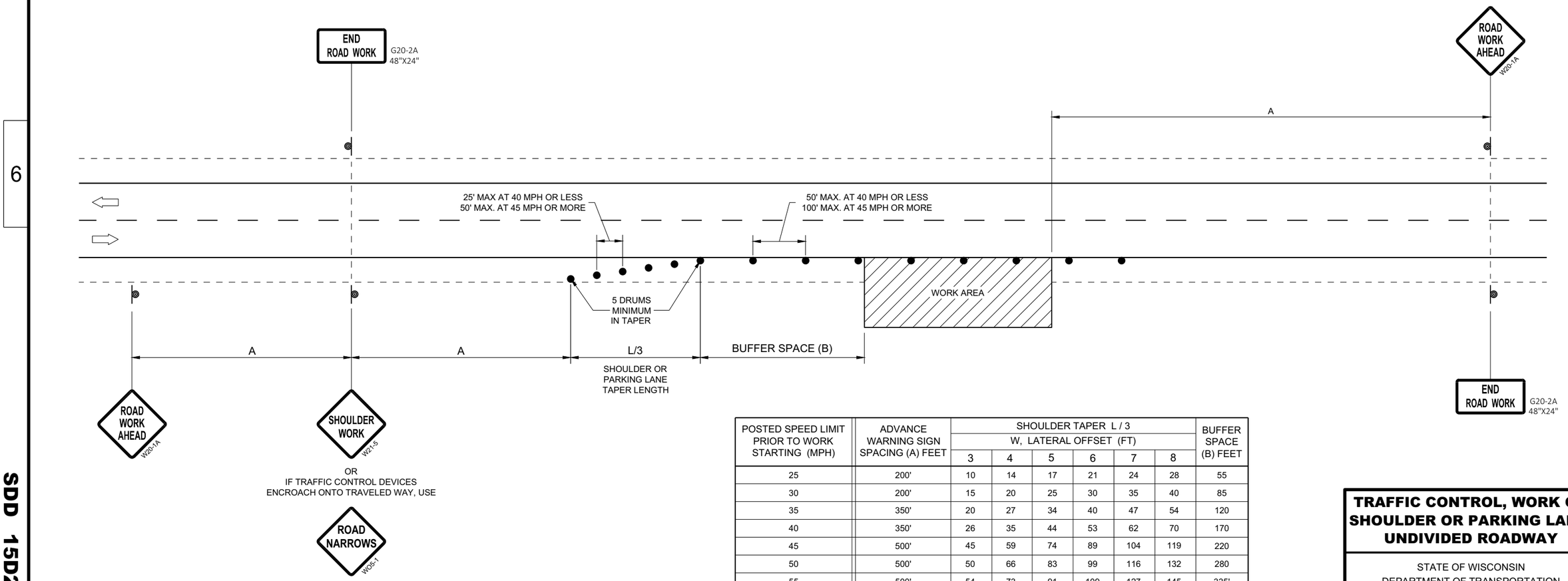
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

GENERAL NOTES

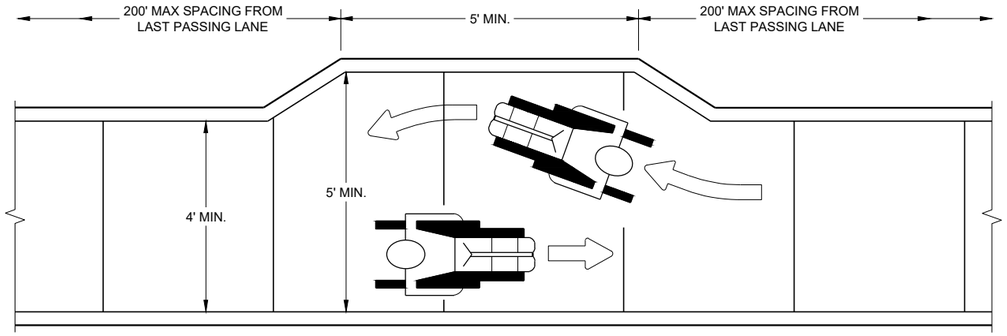
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

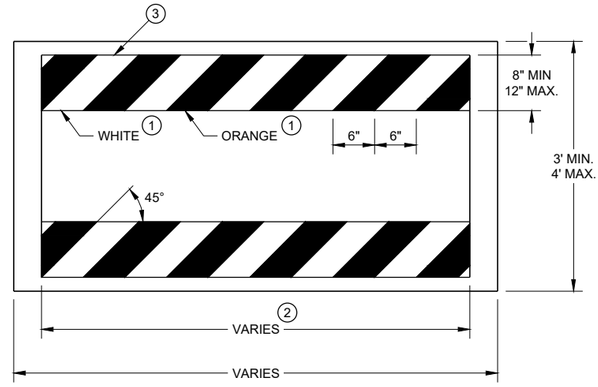
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

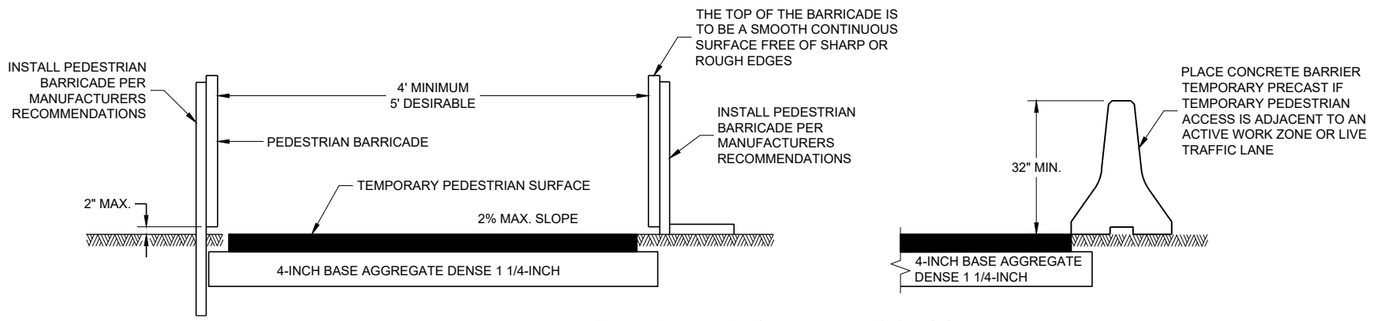
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

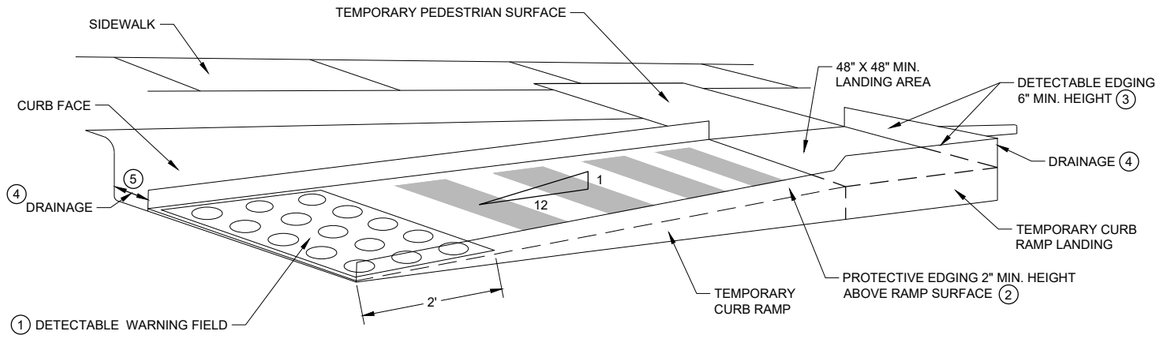


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

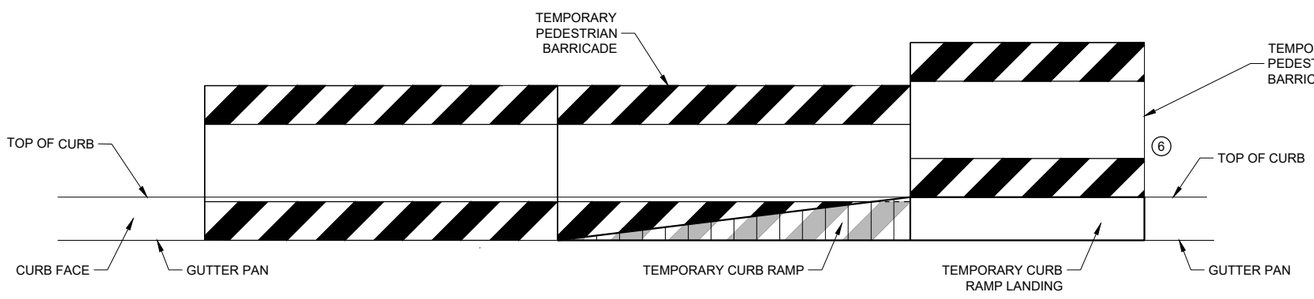
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

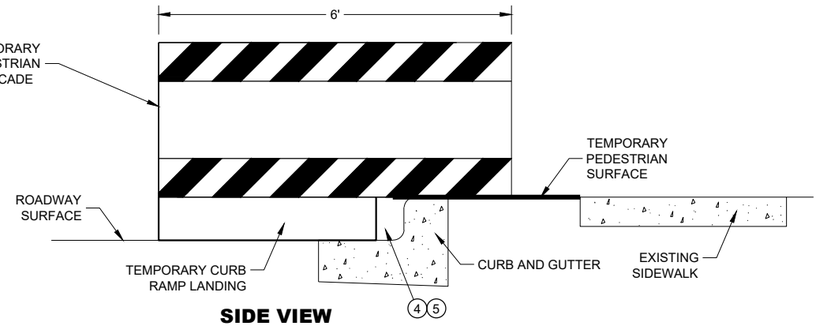
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07b

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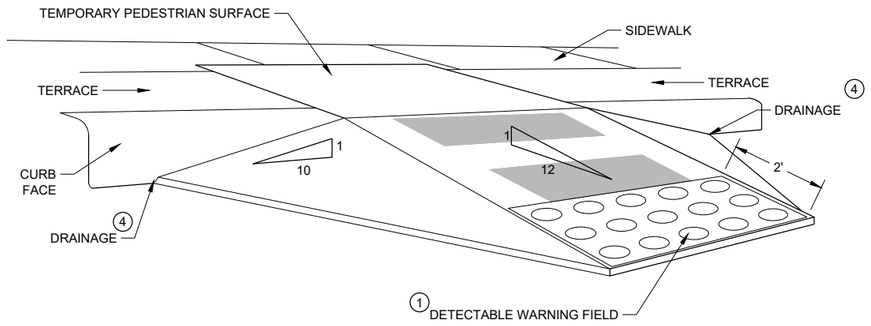
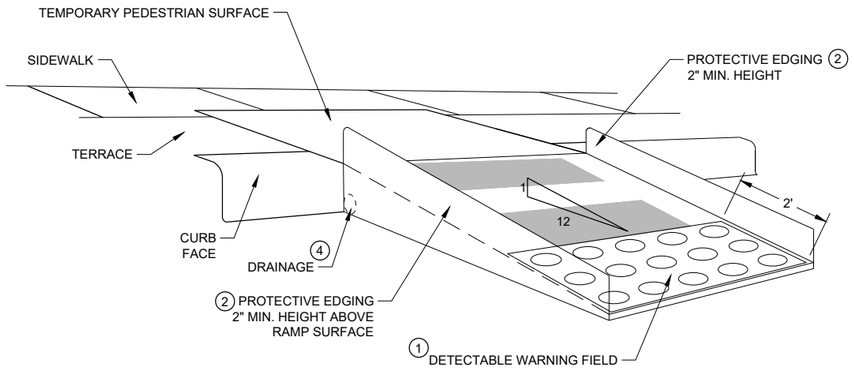
SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

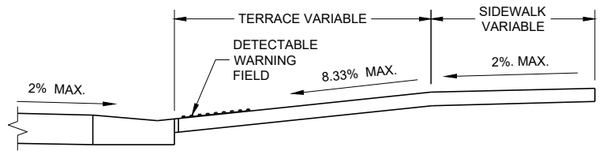
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

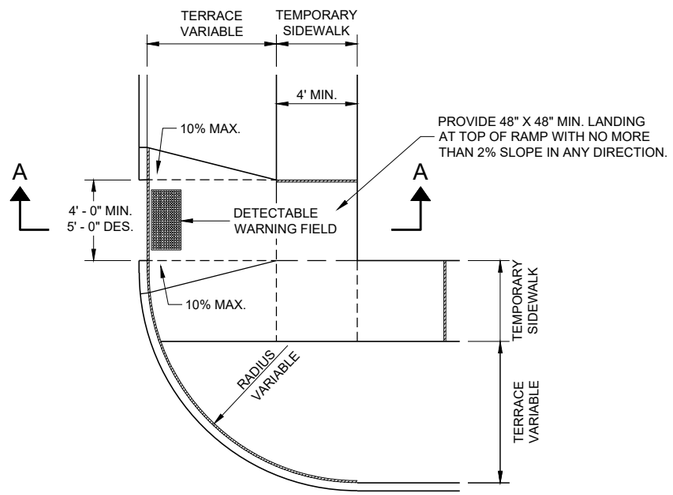
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

6

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SDD 15D30 - 07d

SDD 15D30 - 07d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

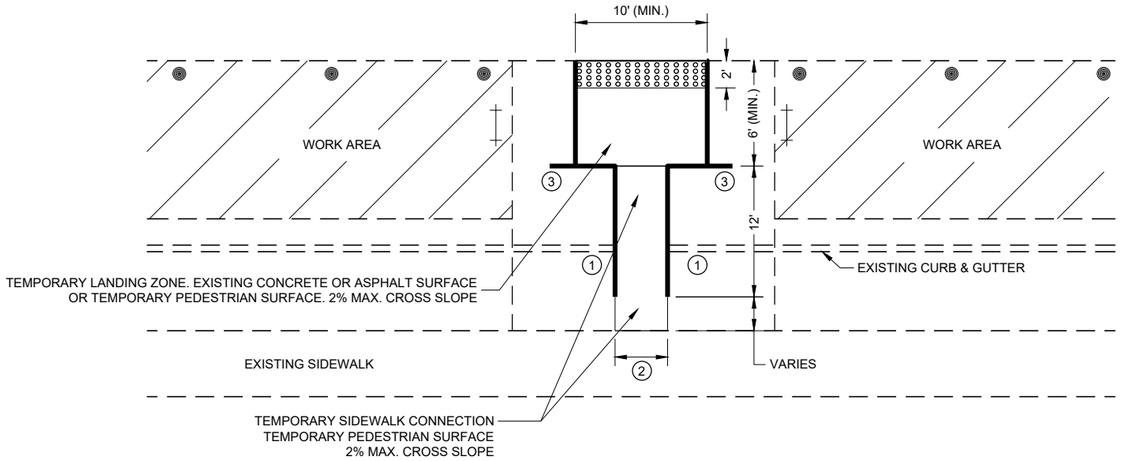
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

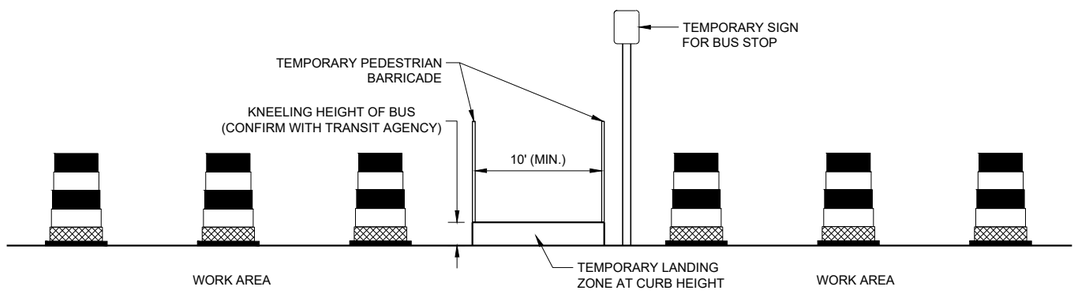
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

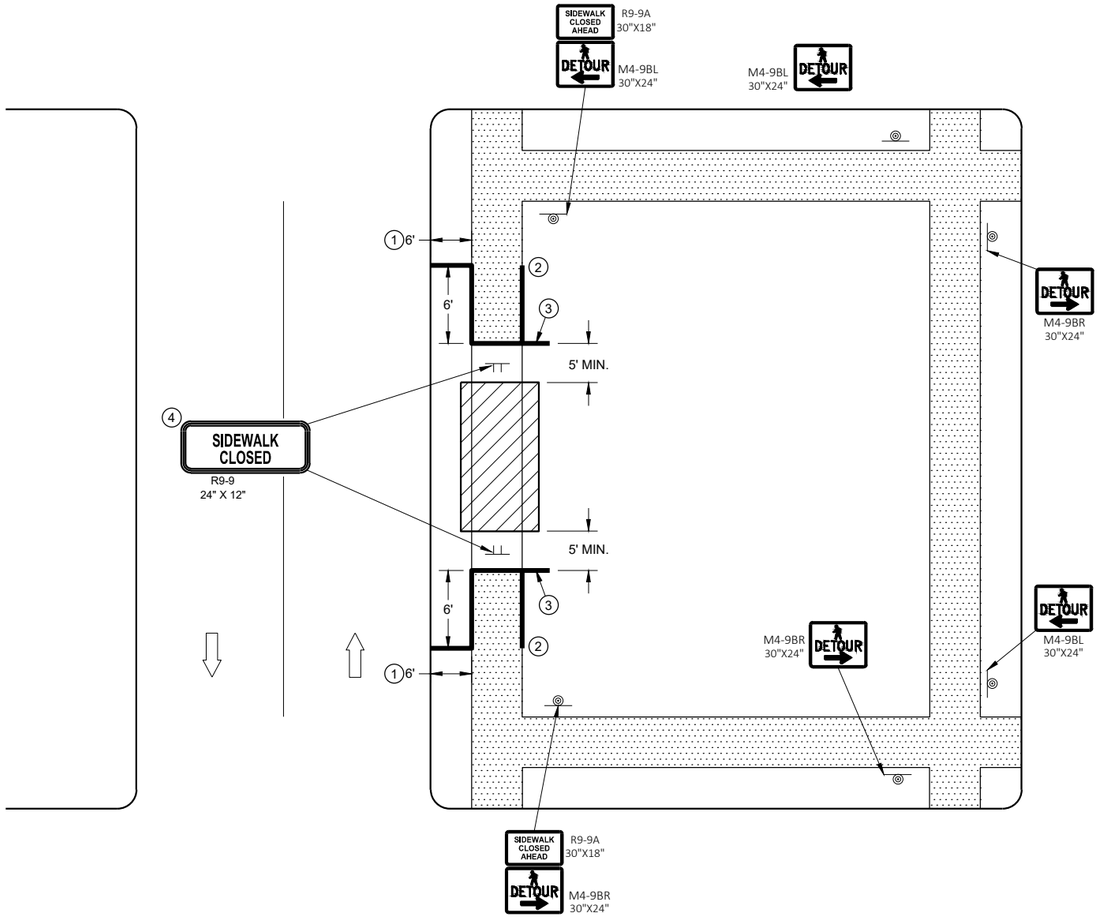
SDD 15D30 - 07e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

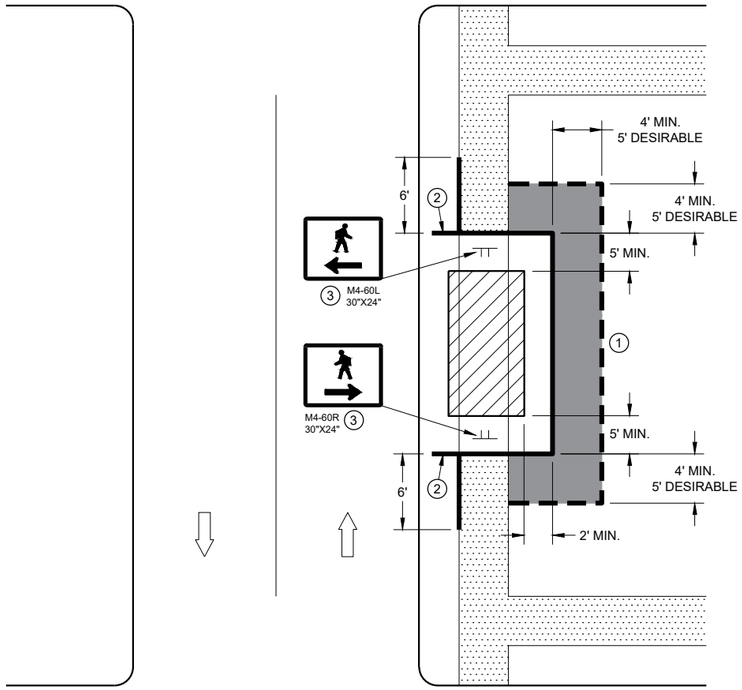
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

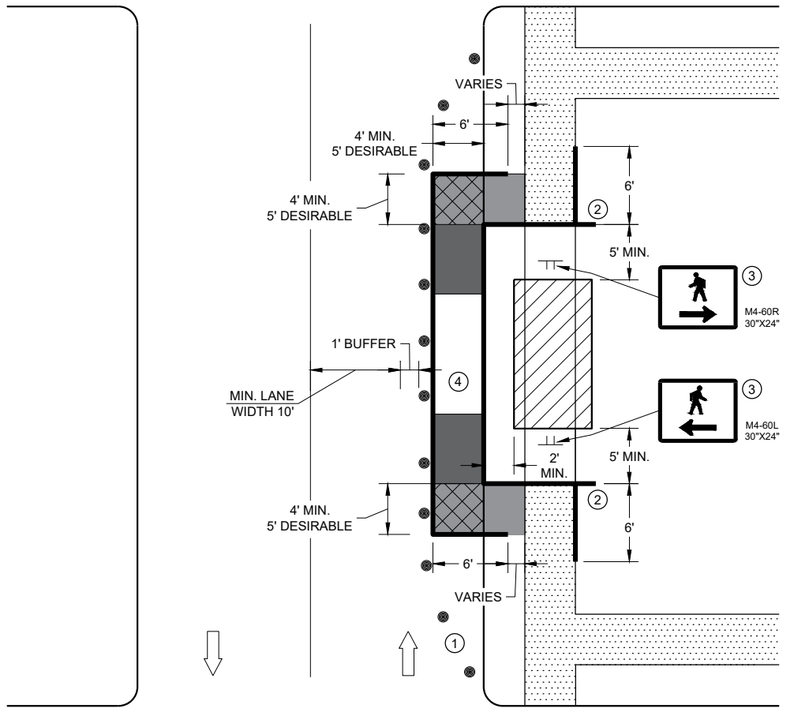
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DIVERSION, SINGLE SIDE

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

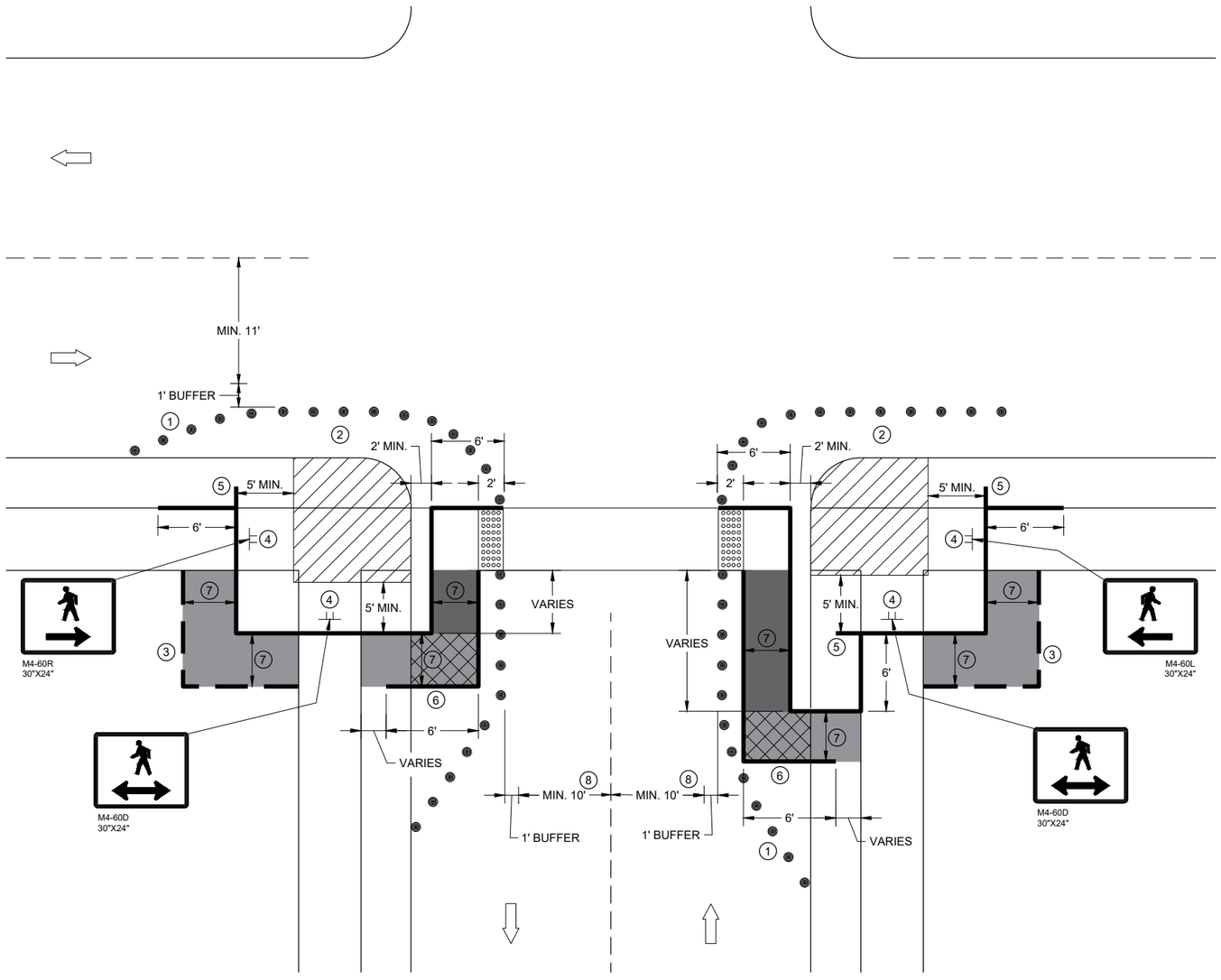
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.

6

SDD 15D30 - 07h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

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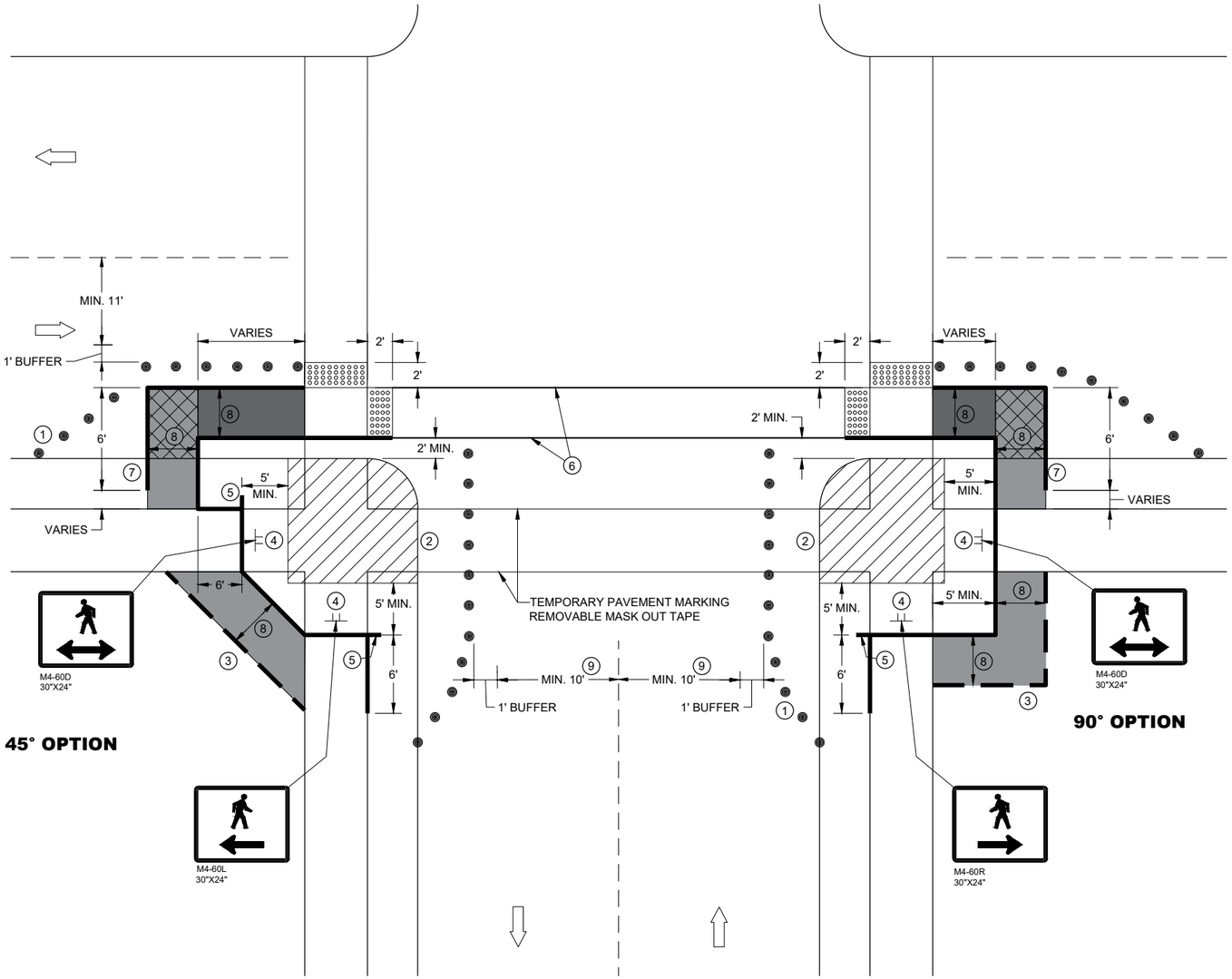
SDD 15D30 - 07i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

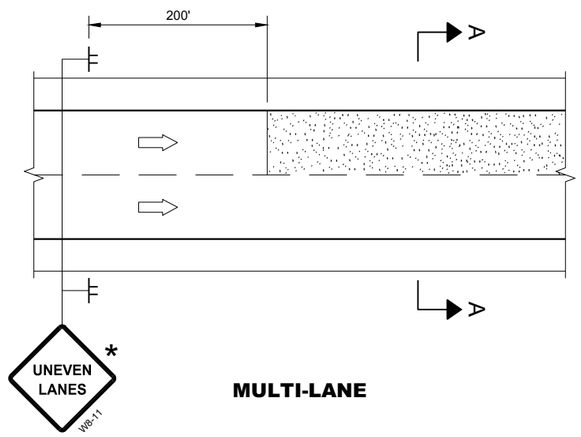
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

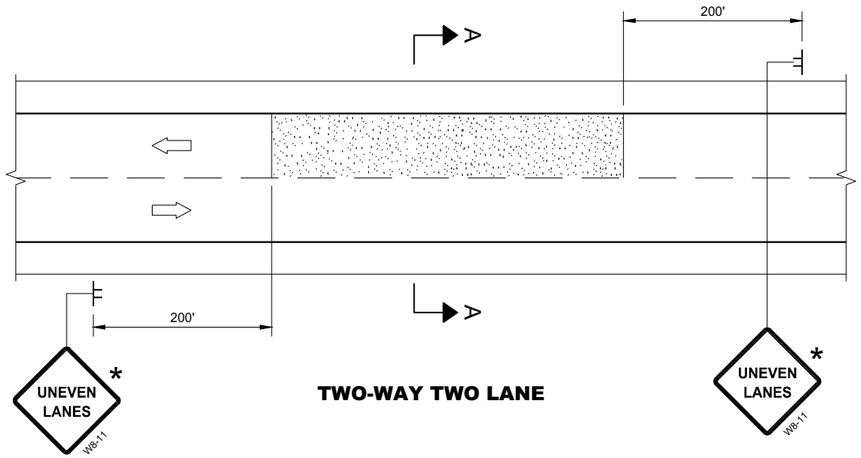
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

6



MULTI-LANE



TWO-WAY TWO LANE

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.

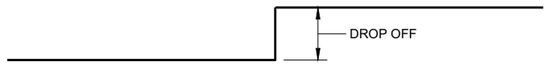
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

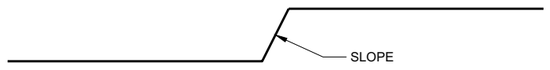
LEGEND

- 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

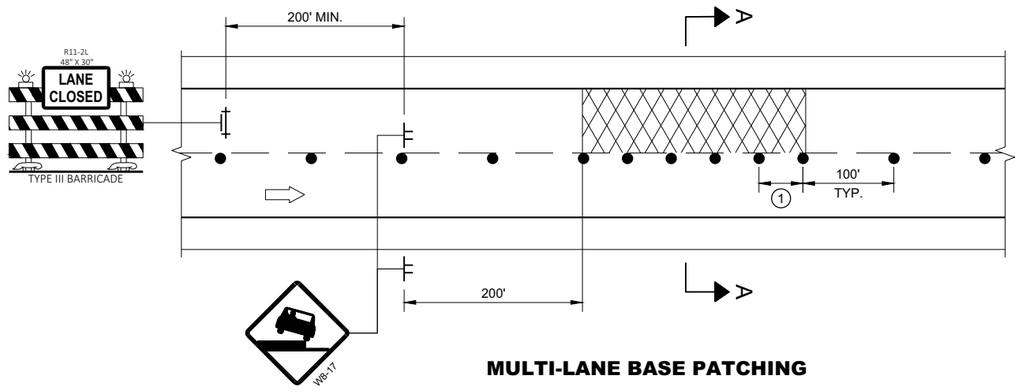


SECTION A - A

OR

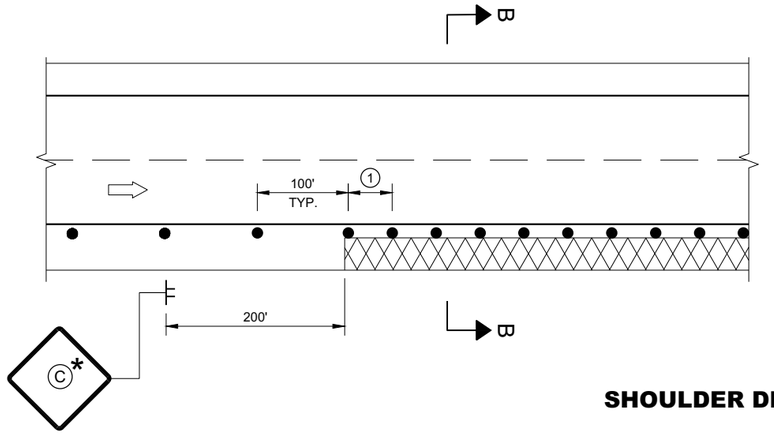


SECTION A - A

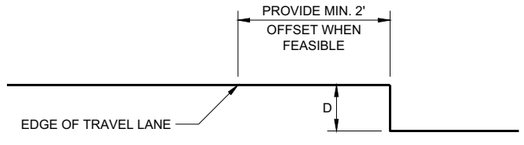


MULTI-LANE BASE PATCHING

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

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

6

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)
- CONCRETE BARRIER TEMPORARY PRECAST

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 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES 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.

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

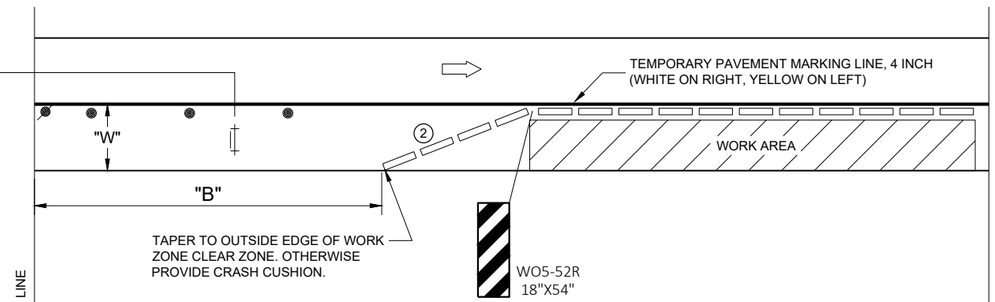
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP 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 IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

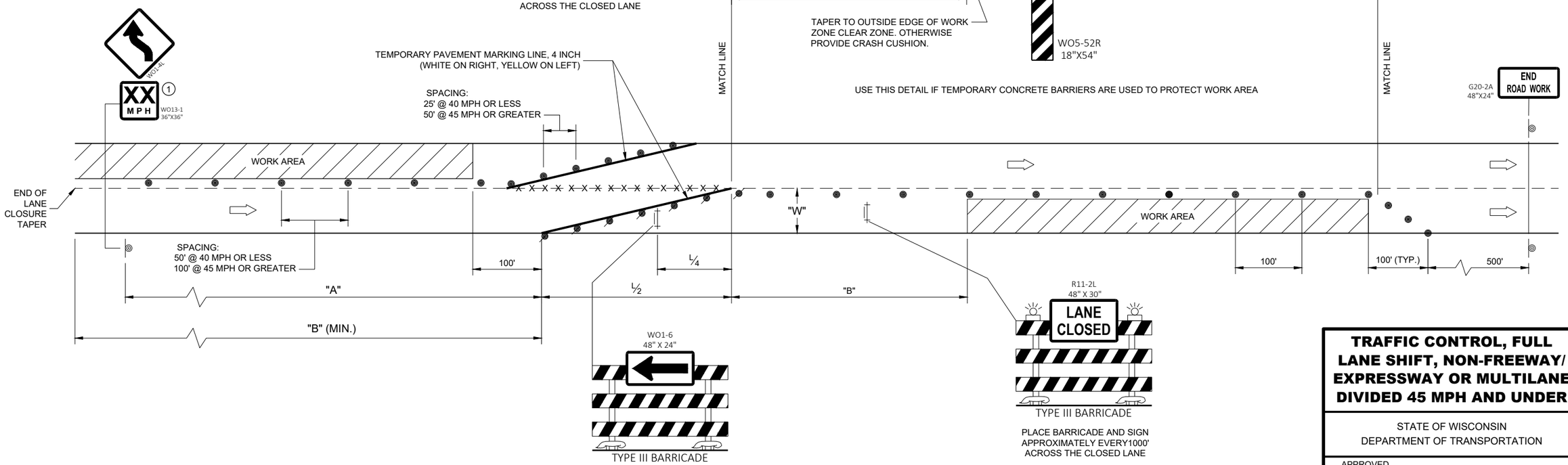
(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

PLACE BARRICADE AND SIGN APPROXIMATELY EVERY1000' ACROSS THE CLOSED LANE



USE THIS DETAIL IF TEMPORARY CONCRETE BARRIERS ARE USED TO PROTECT WORK AREA



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY1000' ACROSS THE CLOSED LANE

TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04a

SDD 15D40 - 04a

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)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 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

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 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

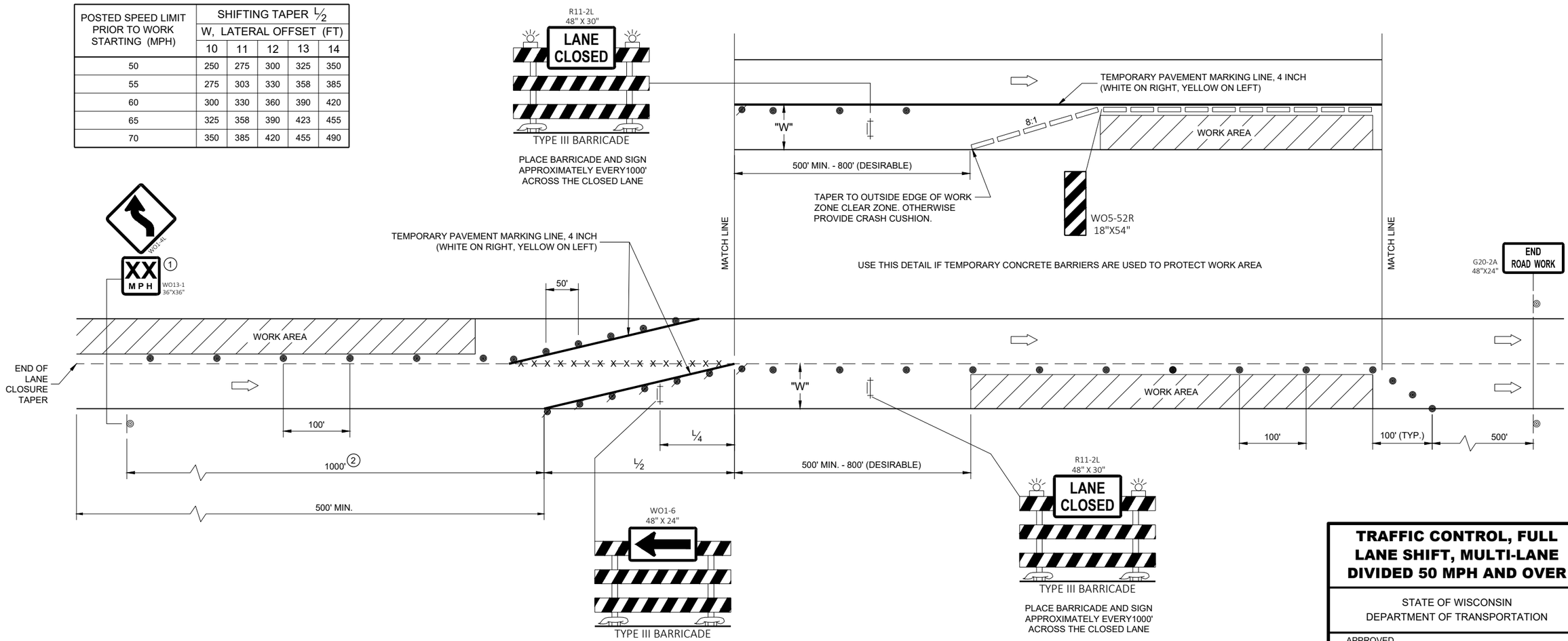
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 ½ 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 IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

377

FHWA

SDD 15D40 - 04b

SDD 15D40 - 04b

6

6

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)
- CONCRETE BARRIER TEMPORARY PRECAST

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 AND PLACE TEMPORARY PAVEMENT MARKING LINES 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.

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

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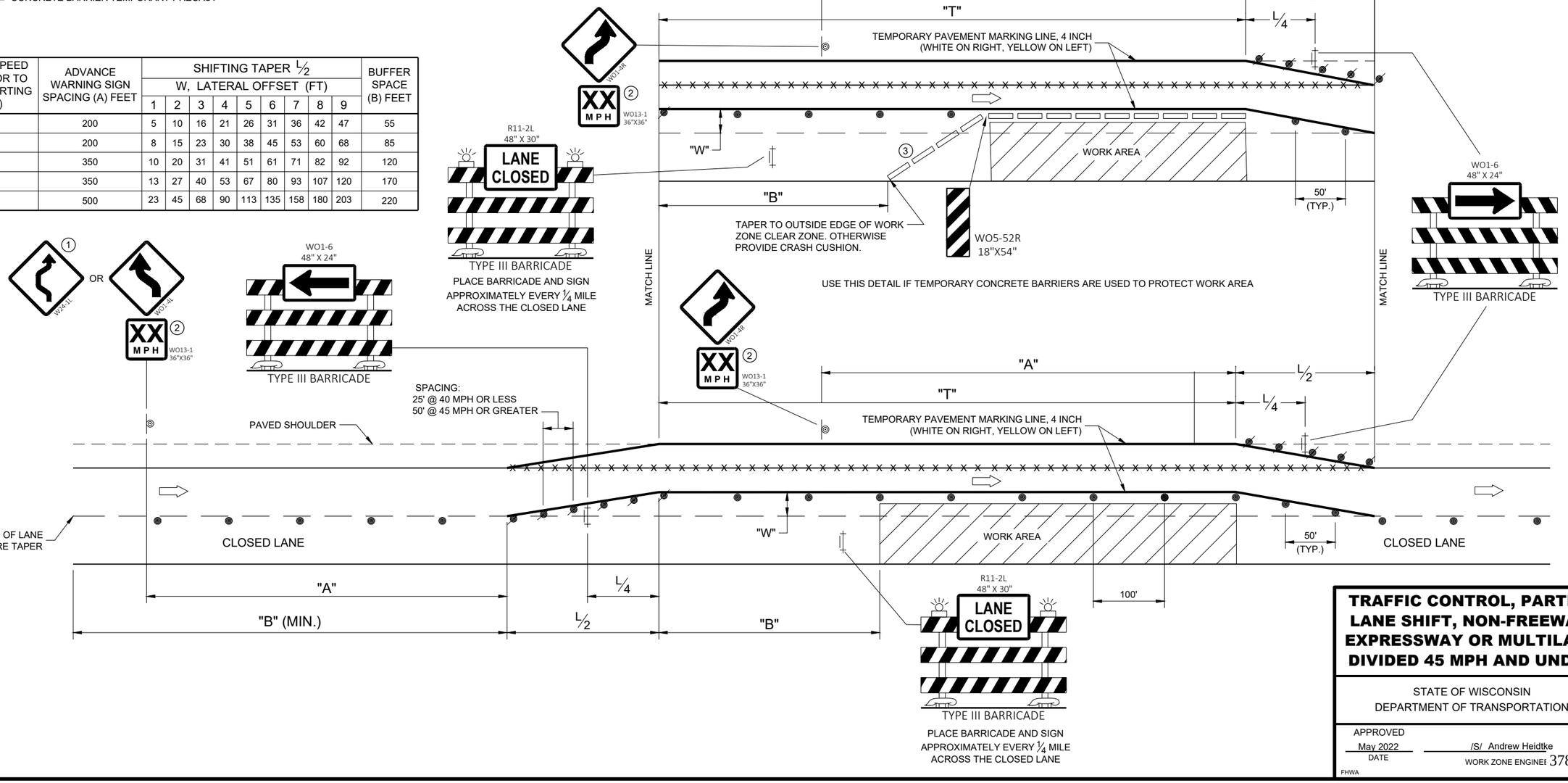
(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04c

SDD 15D40 - 04c

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)
- CONCRETE BARRIER TEMPORARY PRECAST

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

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.

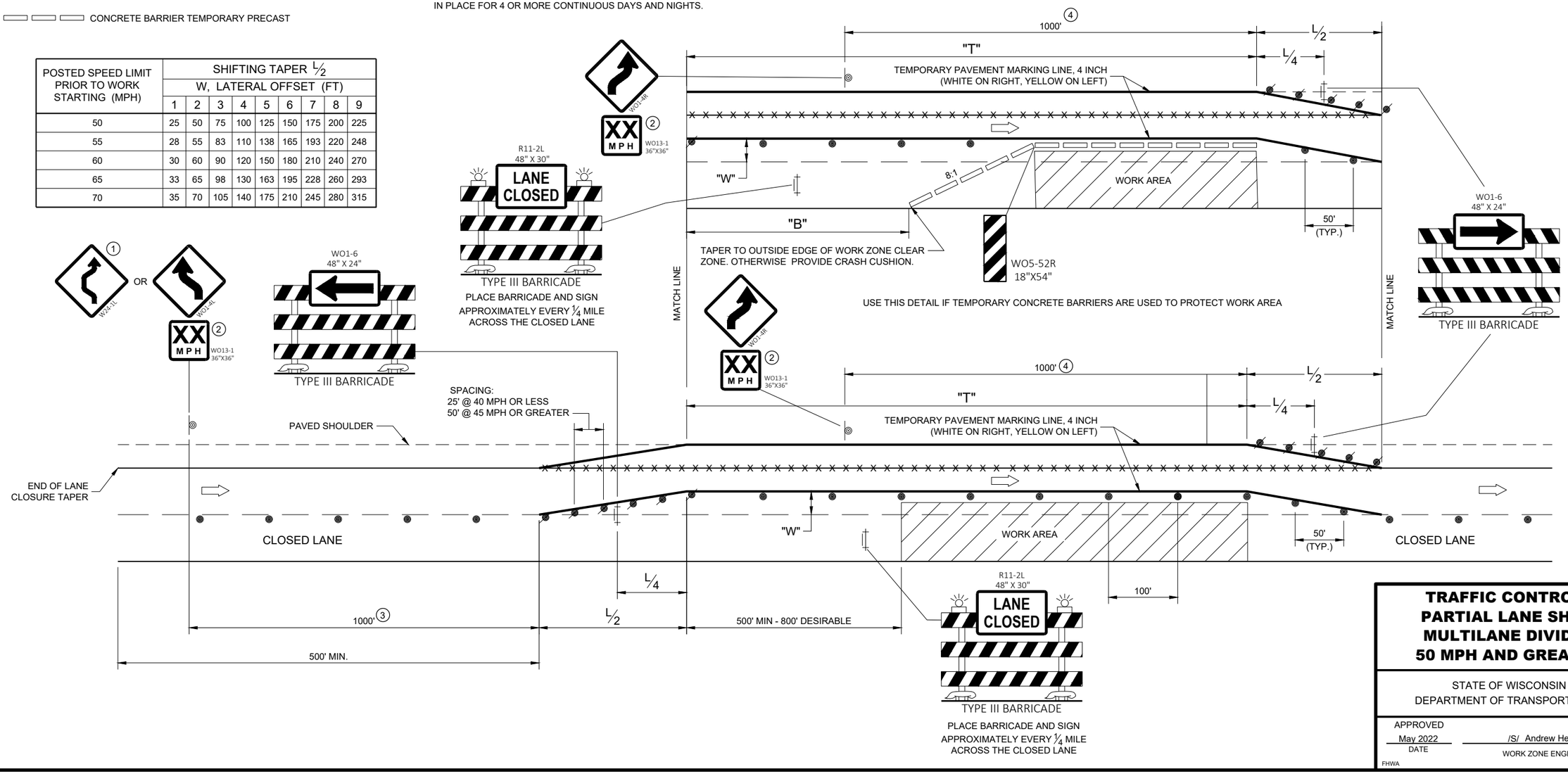
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04d

SDD 15D40 - 04d

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

CONCRETE BARRIER TEMPORARY PRECAST

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

L, TAPER LENGTH (MPH)							
SPEED (MPH)	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120

OR

LOCATED 3000 FEET BEYOND THE "ROAD WORK 1 MILE" (W20-1F) SIGN

R2-1
48"X60"

OR

R2-1
48"X60"

(BLACK AND WHITE) LOCATED 700 FEET BEYOND THE W03-5 SIGN

IF THE REGULATORY SPEED HAS BEEN REDUCED, 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 INCORPORATED A MINIMUM OF EVERY 3 MILES.

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 RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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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.

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.

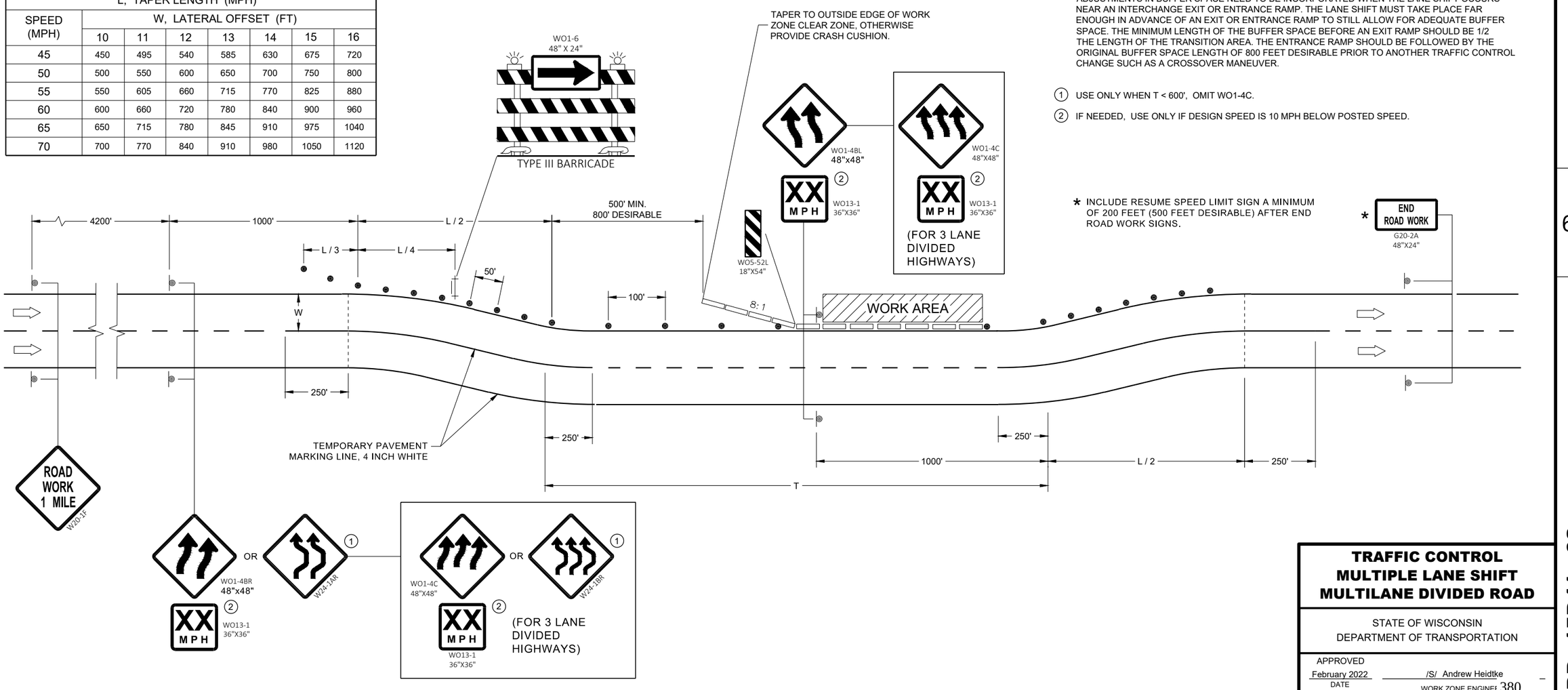
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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 WO1-4C.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.



TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D41 - 02

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'

LEGEND

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.

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

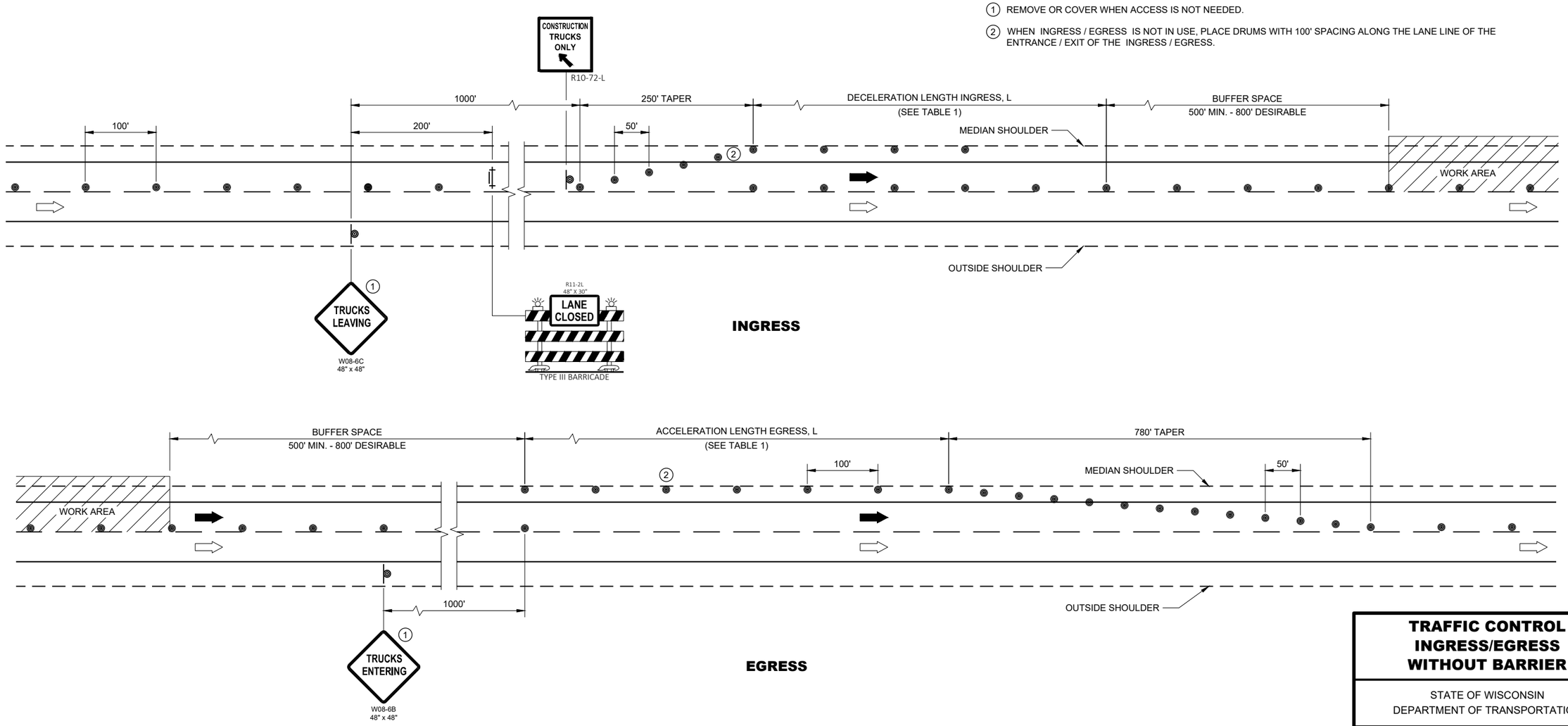
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D47 - 02b

6

SDD 15D47 - 02b

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, INCLUDING PCMS 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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED SIGNS.

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.

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

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

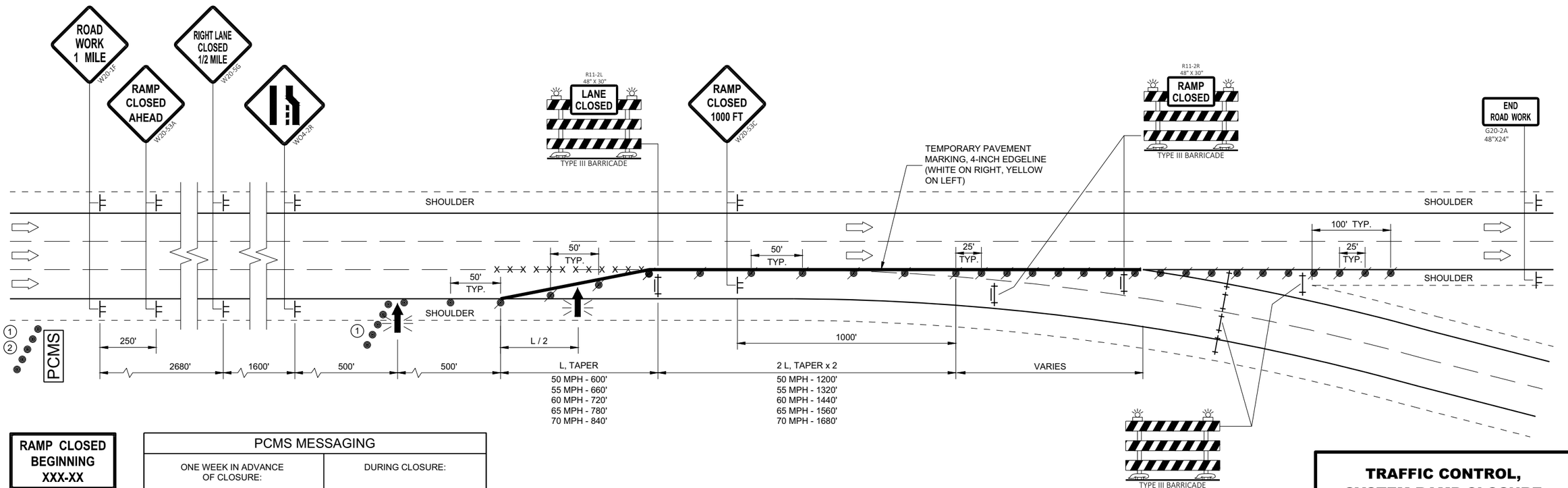
REMOVE ALL ARROW BOARDS AND DEVICES BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS.

REFER TO SDD 15C2 FOR SETTING DETOUR SIGNAGE.

ADD FREEWAY SHIELD AND DIRECTION IF APPLICABLE. COVER EXISTING RAMP AND LANE SIGNS IF APPLICABLE.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS.

(2) DURING THE PRE-WARNING PERIOD, PLACE THE PCMS AT THE SYSTEM RAMP THAT IS TO BE CLOSED. DURING CLOSURE PERIOD, PLACE PCMS OR FMS AT LAST AVAILABLE EXIT IN ADVANCE OF SYSTEM RAMP CLOSURE. IF DYNAMIC MESSAGE SIGNS (DMS) ARE AVAILABLE, COORDINATE POTENTIAL SIGN MESSAGES WITH THE TRAFFIC MANAGEMENT CENTER (TMC).



SEE SDD 15C2 (SHEET "b"), DETAIL "D" "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" PLACE BARRICADES TO FULLY SEAL OFF ROAD

RAMP CLOSED BEGINNING XXX-XX
G20-58

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

DURING CLOSURE:

FRAME 1	FRAME 2
HWY XX RAMP CLOSED	USE ALT ROUTE

TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

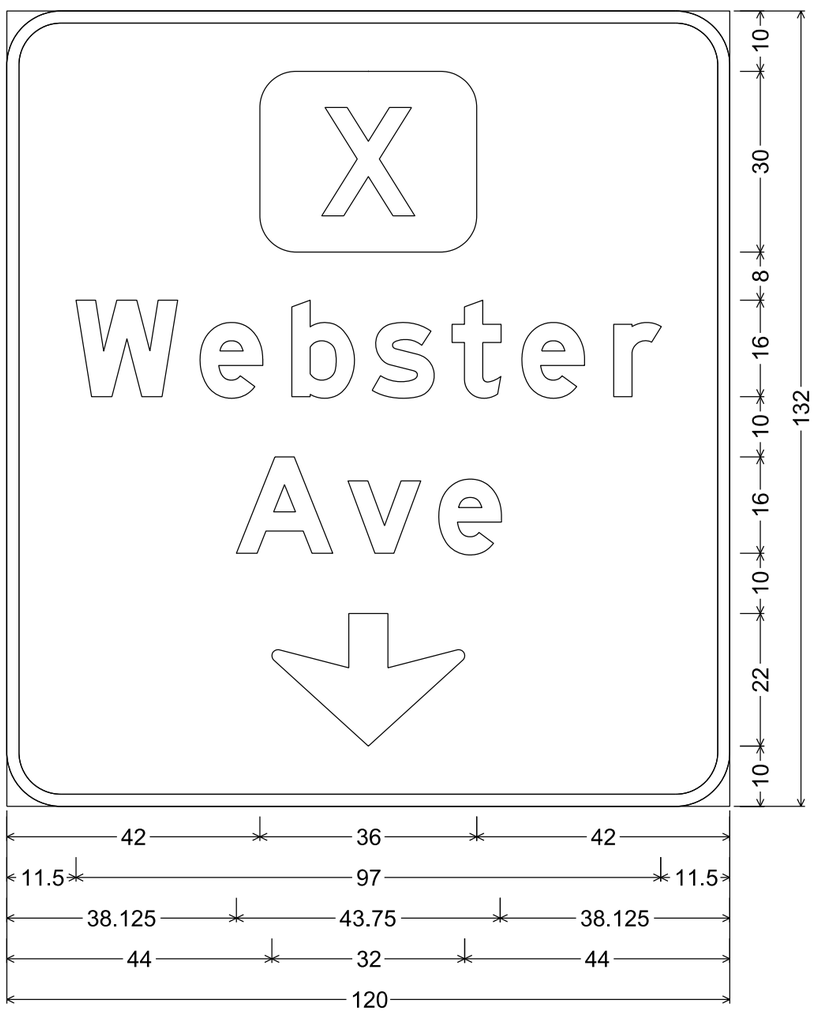
SDD 15D49 - 01

6

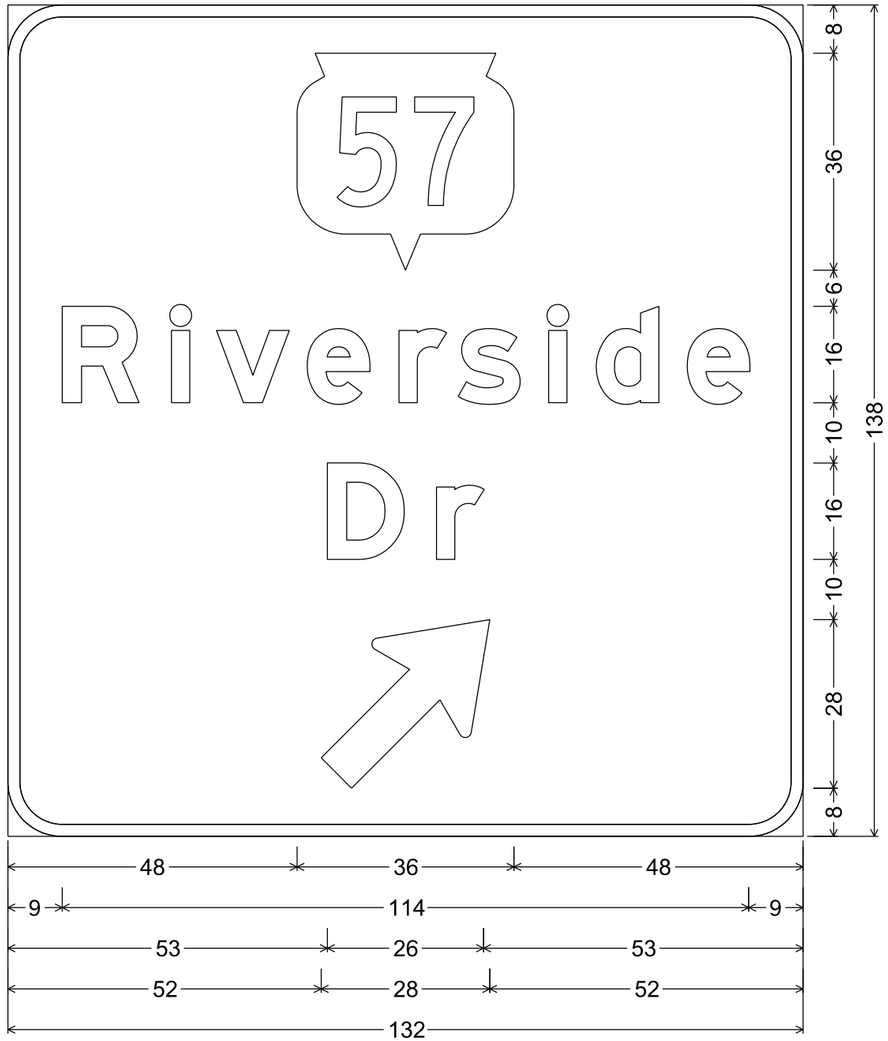
SDD 15D49 - 01

NOTES

1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAPS words Series E



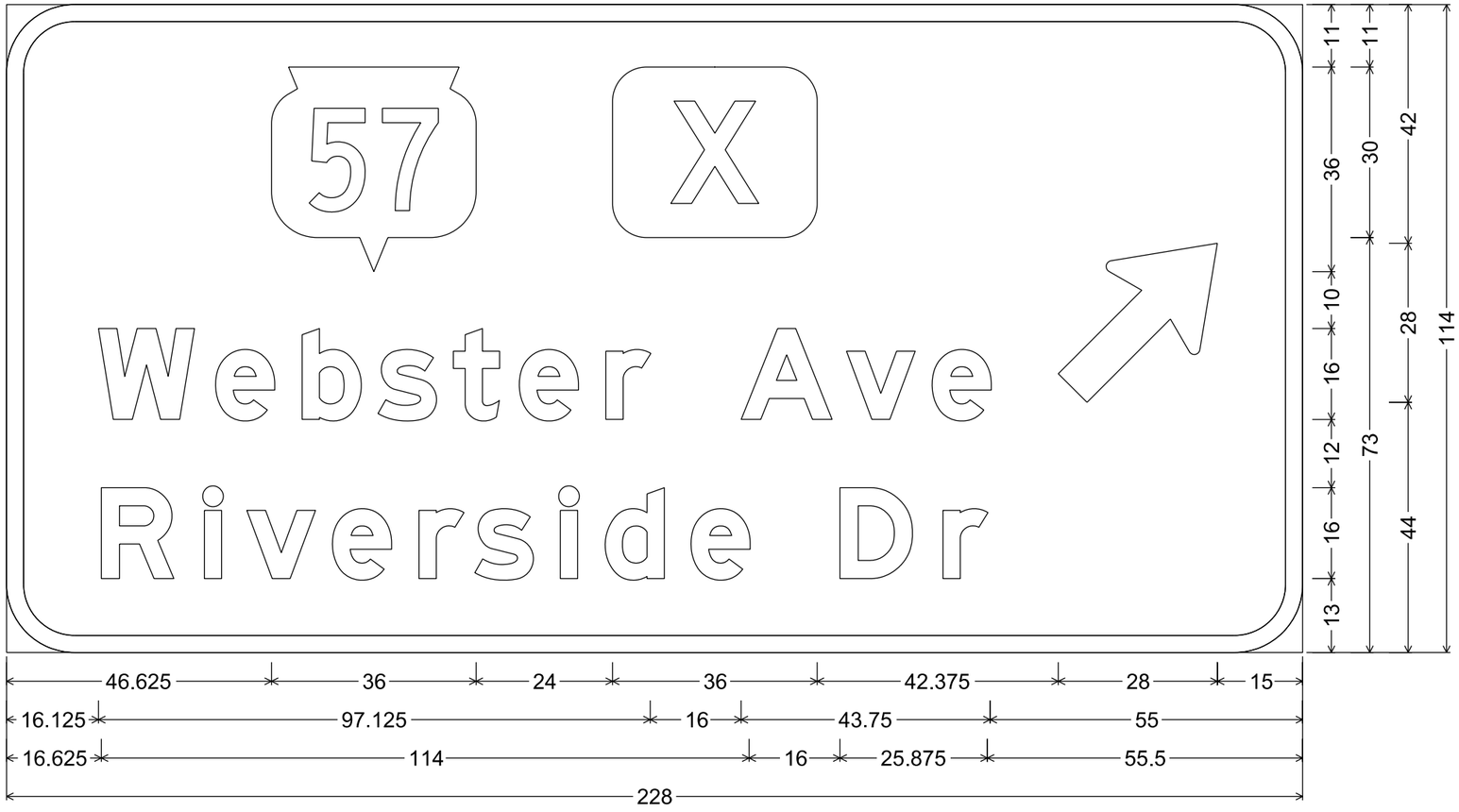
E6-51; 9.000" Radius, 2.000" Border



E6-51; 9.000" Radius, 2.000" Border

NOTES

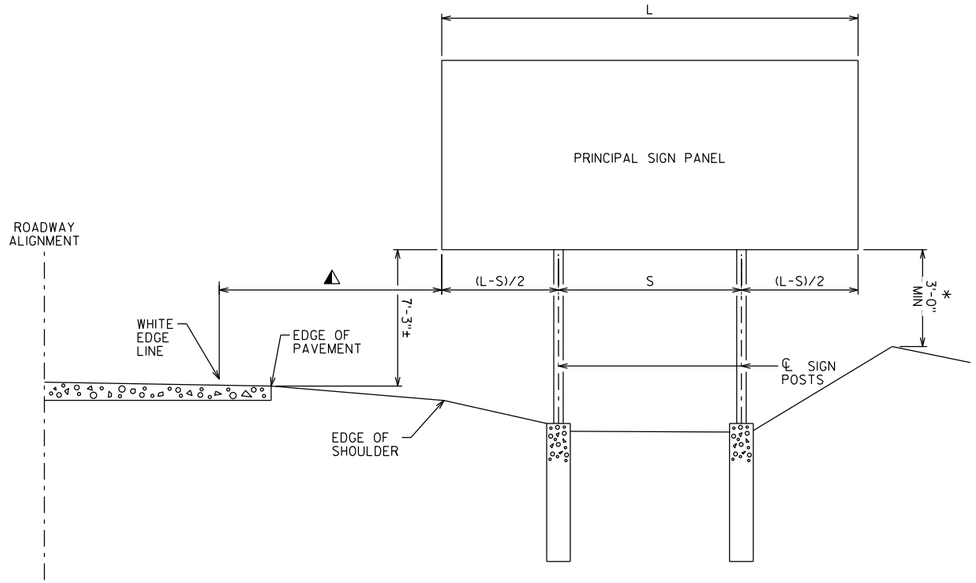
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAPS words Series E



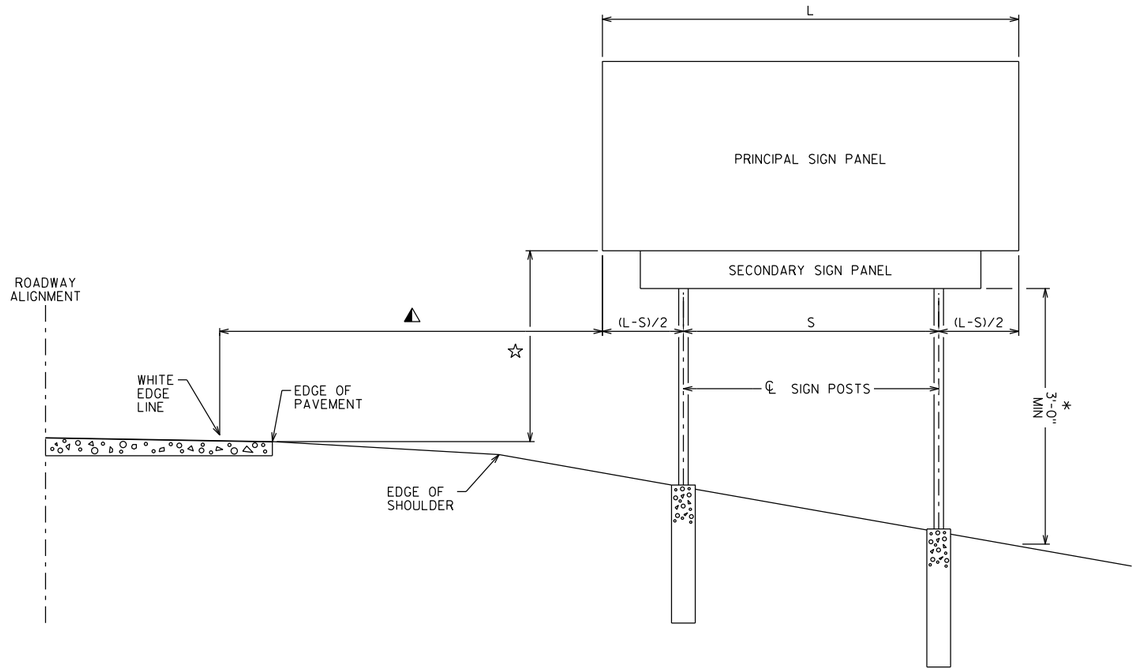
E6-1; 12.000" Radius, 3.000" Border

7

7



INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

◭ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

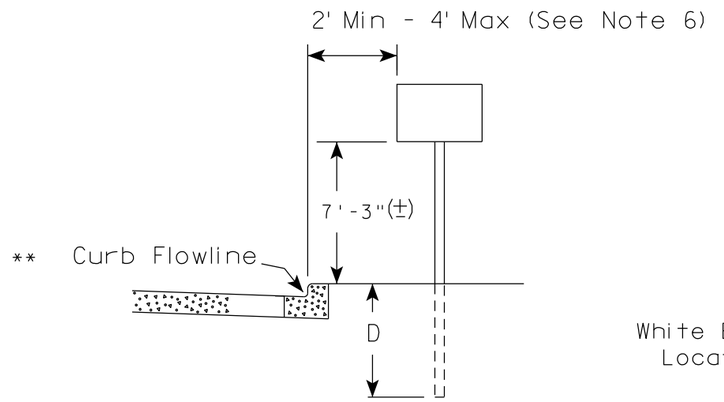
DRAWN BY | PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

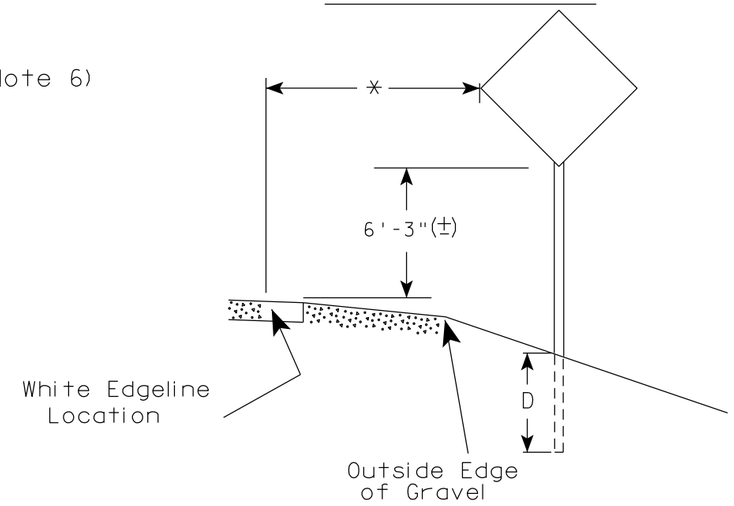
SHEET A4-1.10

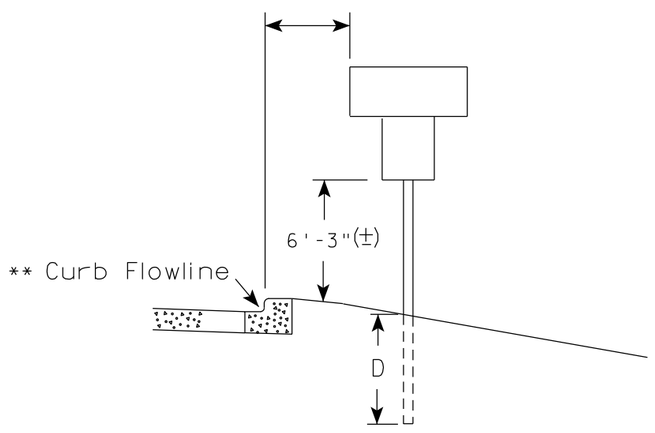
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 385 E

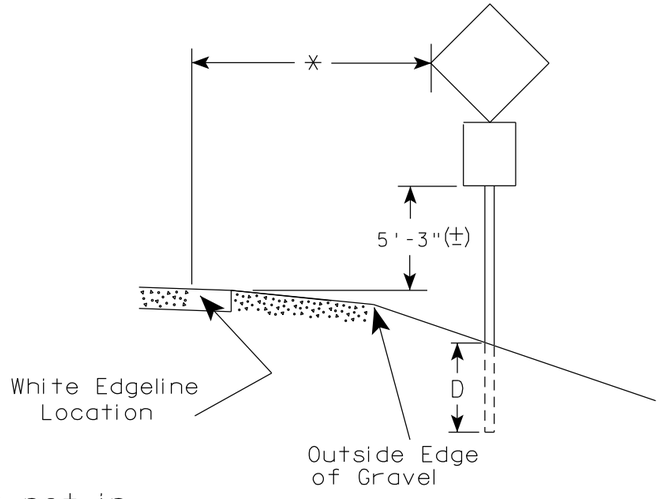
URBAN AREA



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.

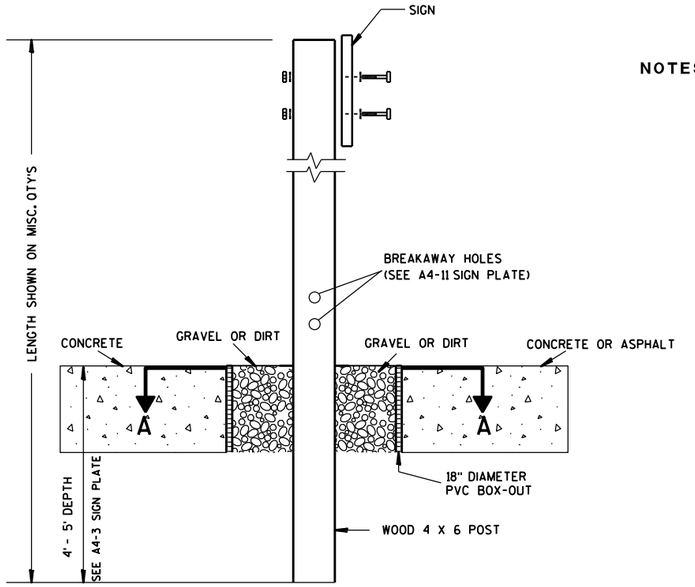
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

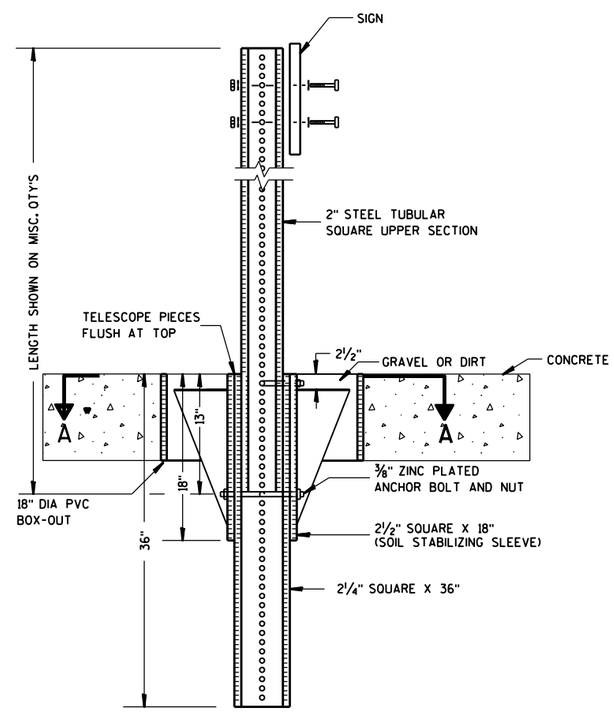
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E



ELEVATION VIEW

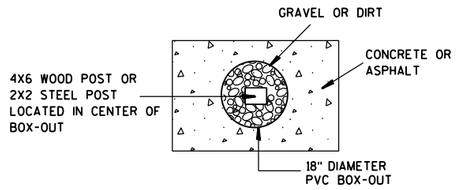
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

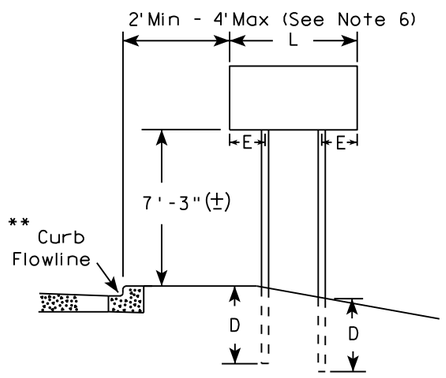
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

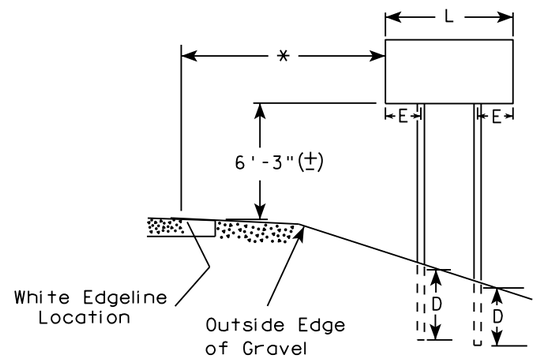
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

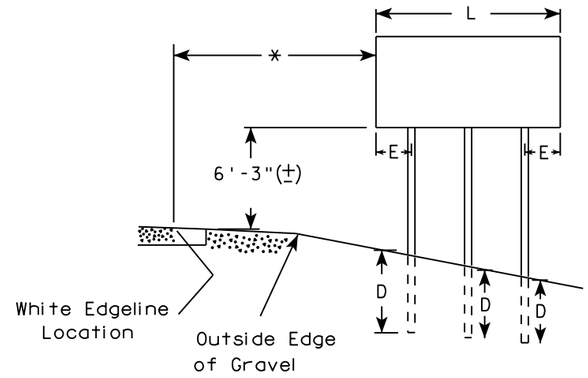
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

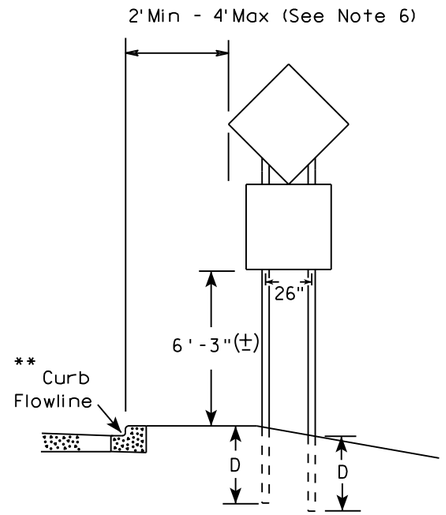
URBAN AREA



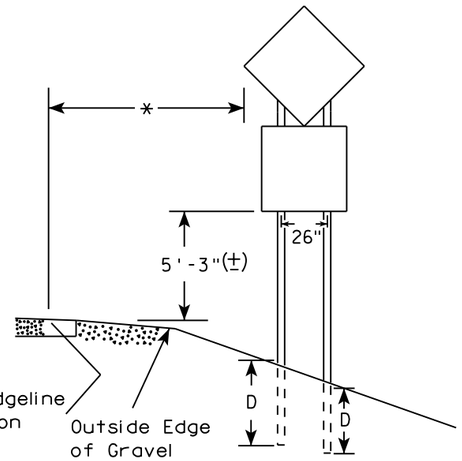
RURAL AREA (See Note 3)







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

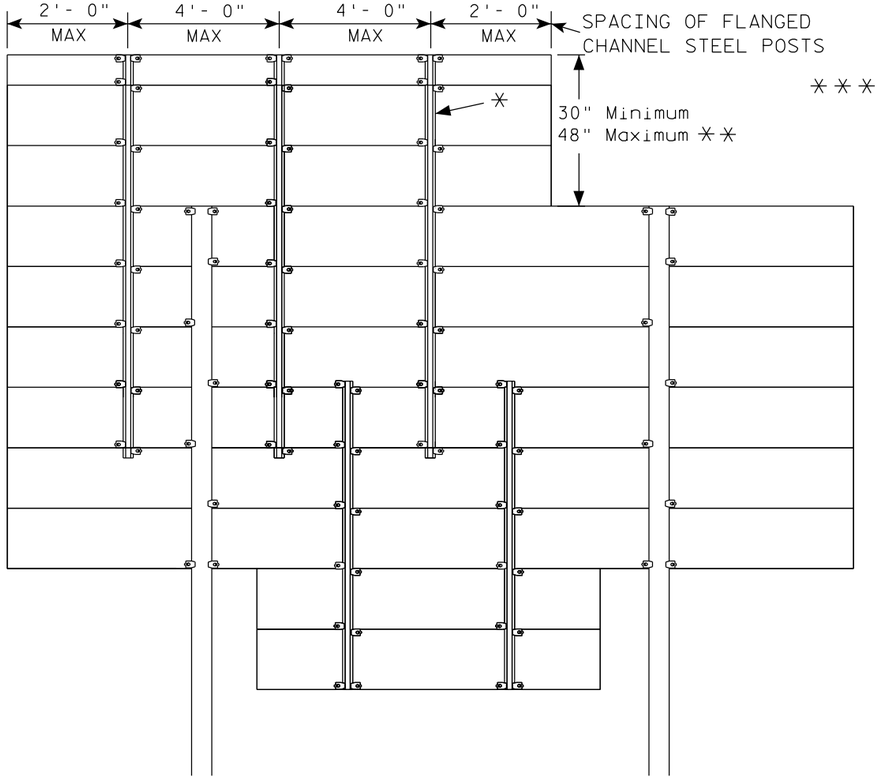
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 388	E

GROUND MOUNTED SIGN



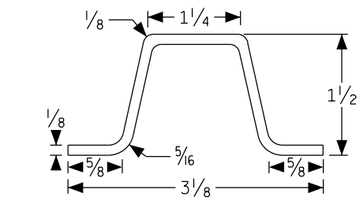
✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

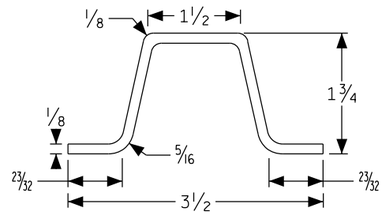
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

NOT TO SCALE

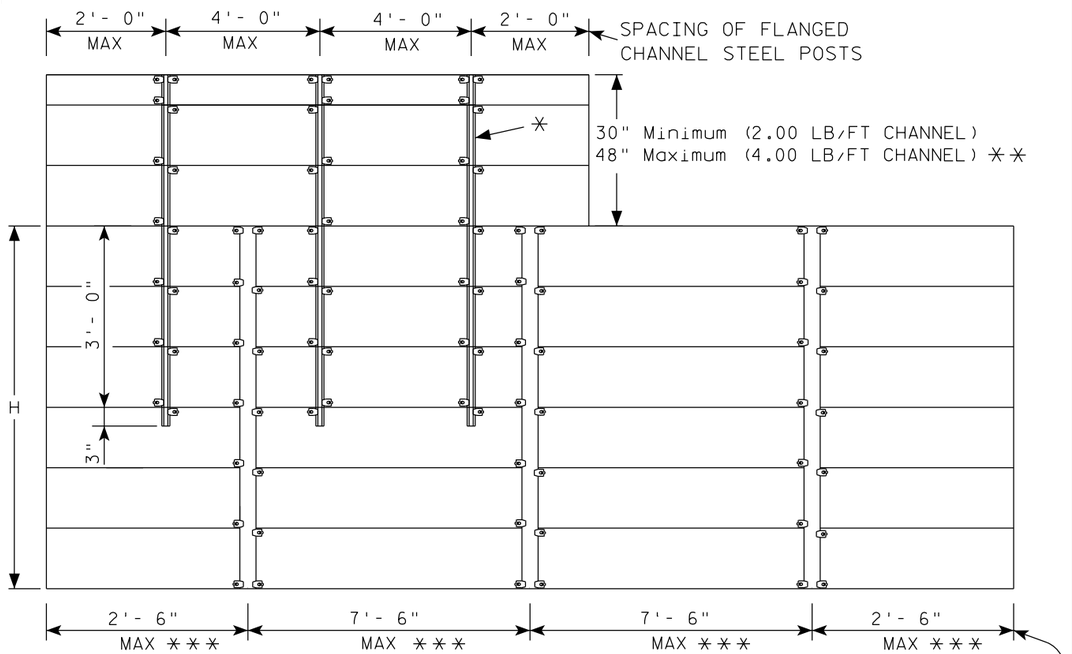


2.00 LB/FT CHANNEL



4.00 LB/FT CHANNEL

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.

2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.

3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.

4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.

5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

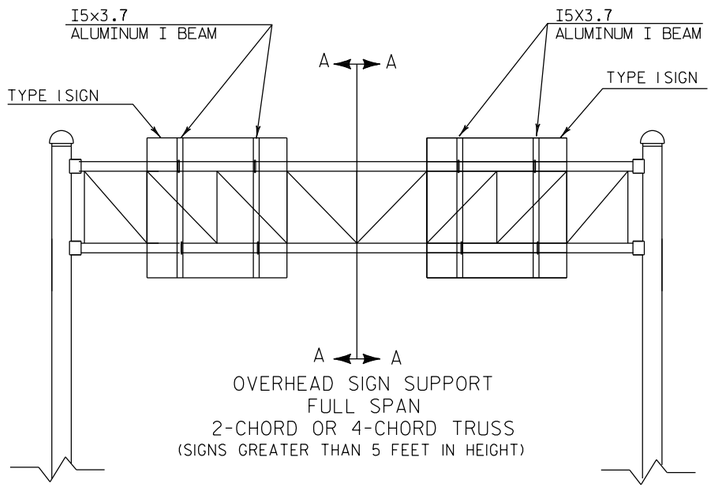
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

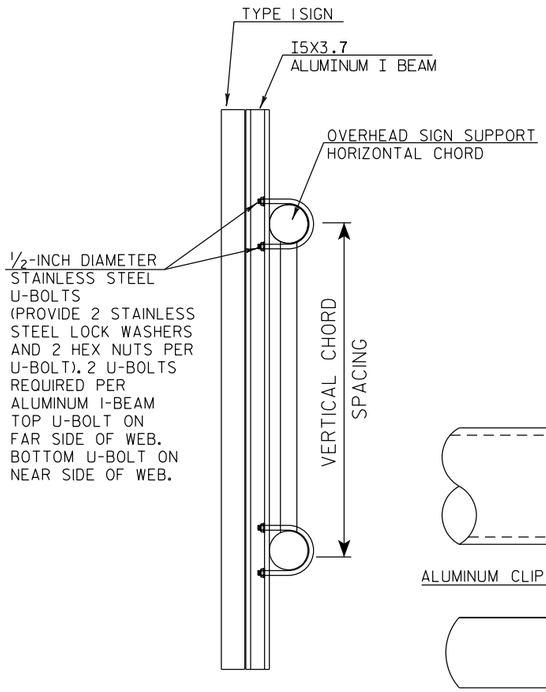
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

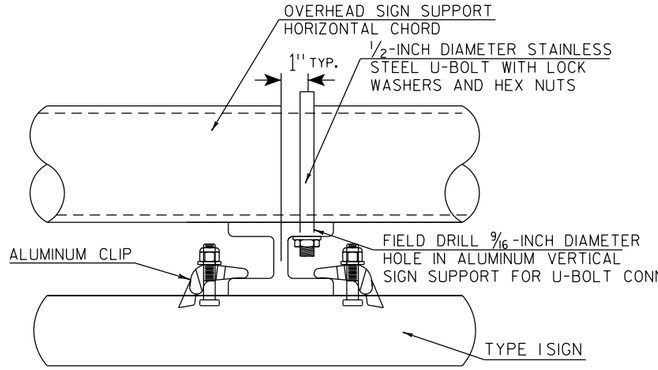
DATE 1/07/20 PLATE NO. A4-6.12



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



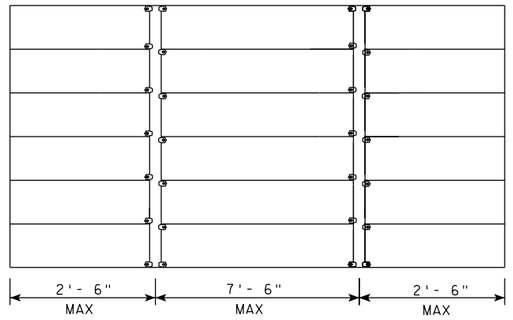
CUT SECTION A-A



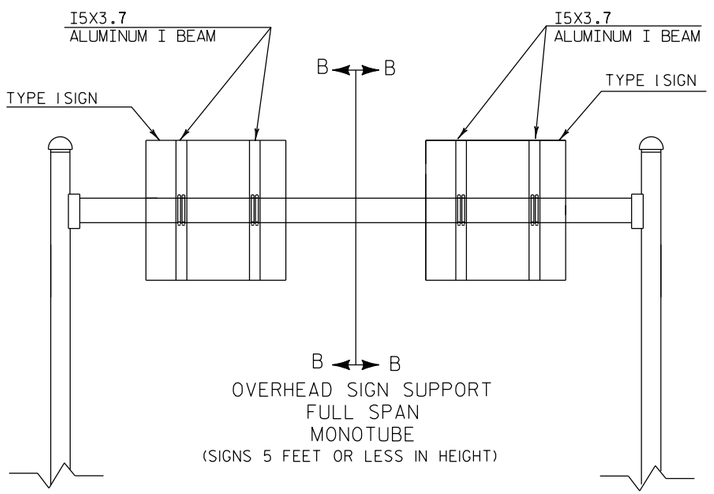
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

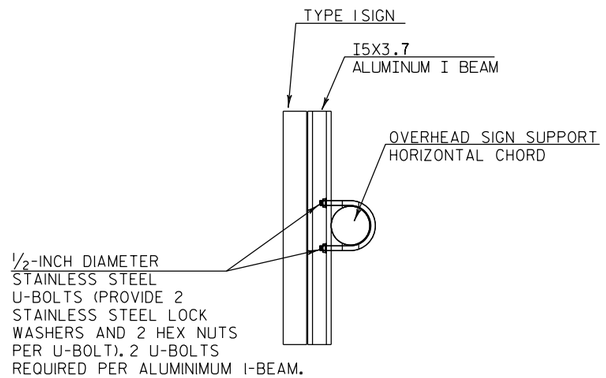
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



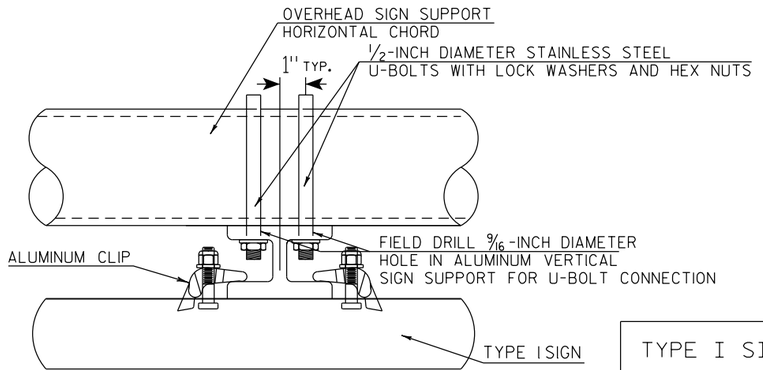
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW

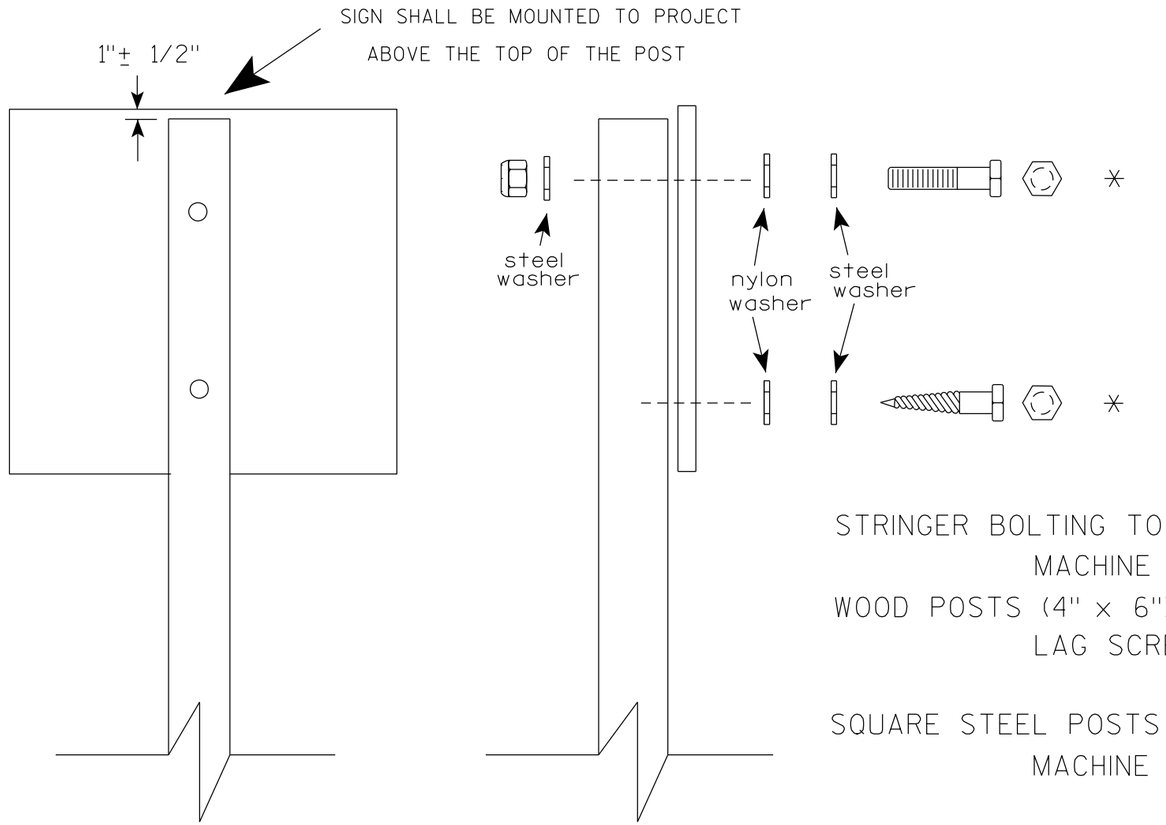
TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7A.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 390	E



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

PROJECT NO:

SHEET NO: 391 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

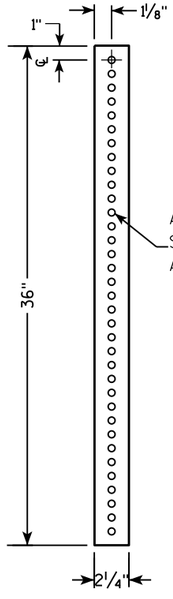
WISDOT/CADDS SHEET 42

7

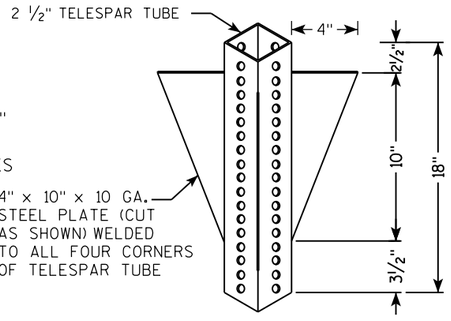
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

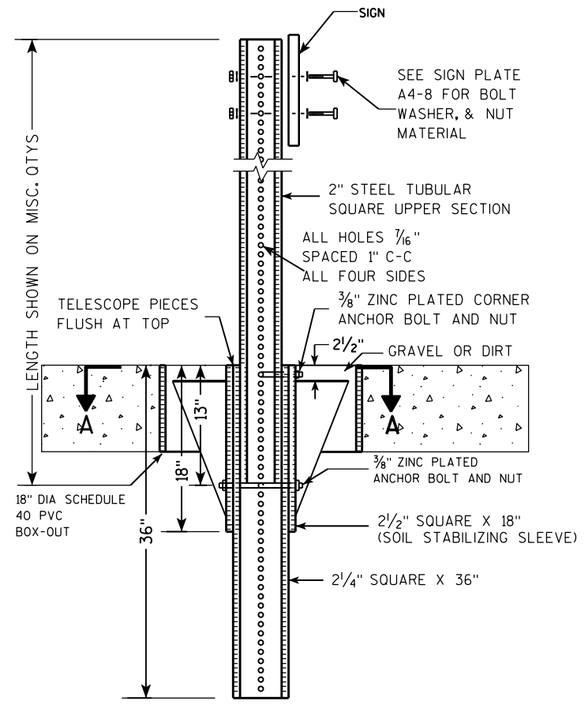
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



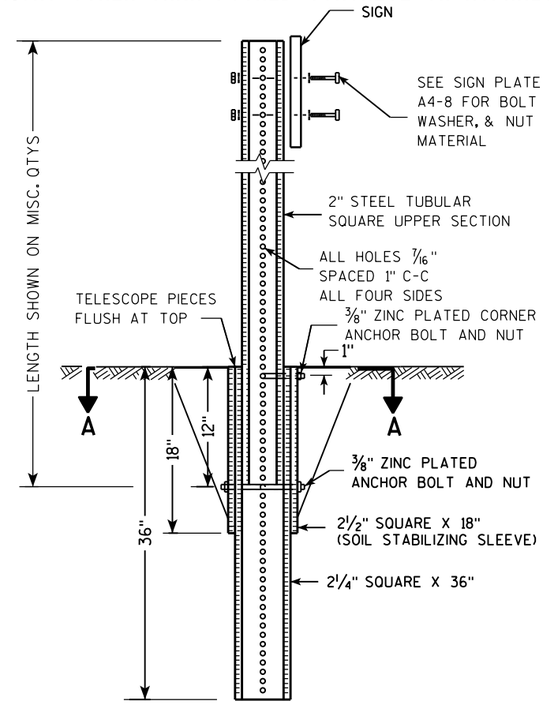
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

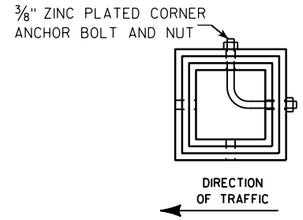


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

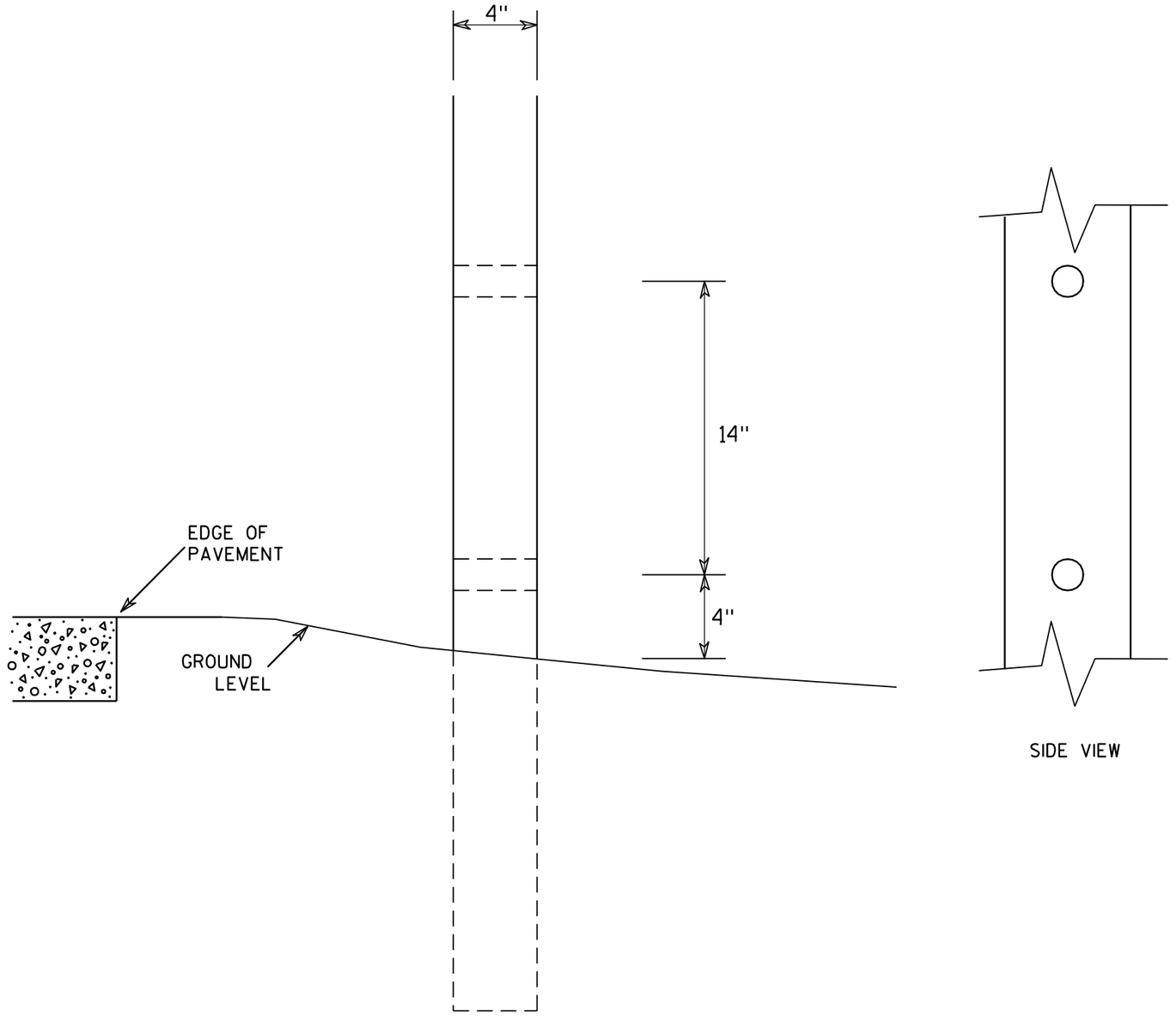
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 392 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

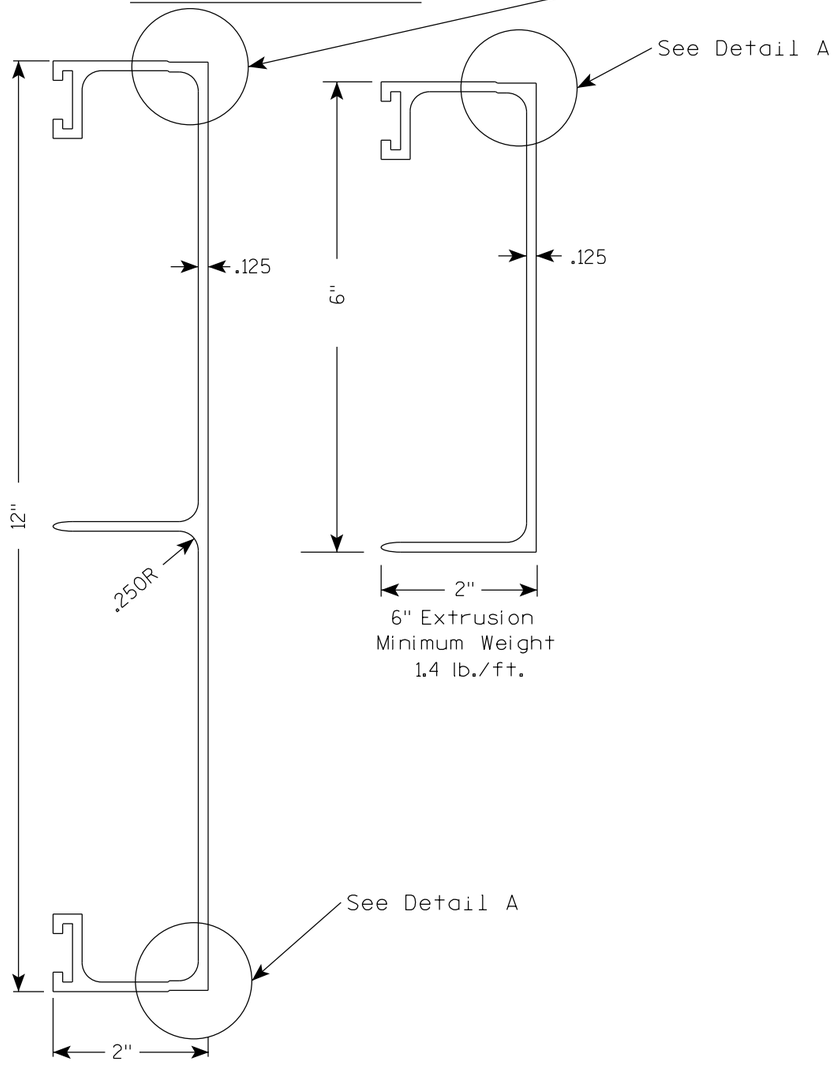
WISCONSIN DEPT OF TRANSPORTATION

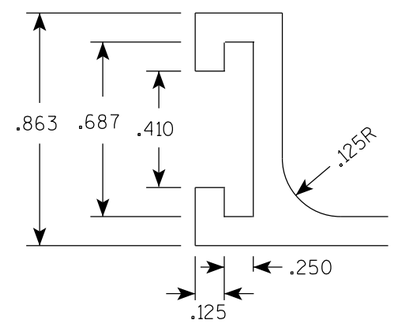
APPROVED Chester J Spang for State Traffic Engineer

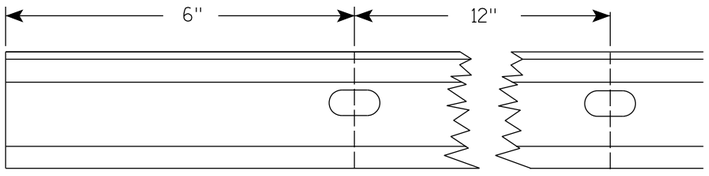
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 393	E

Extruded Shape







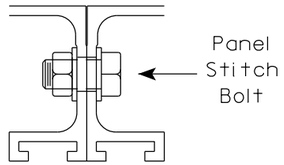
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

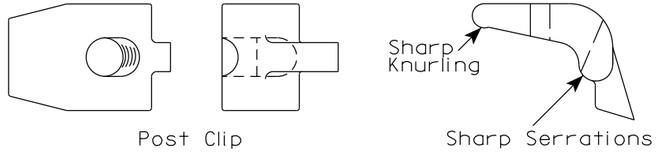
The hardware includes:

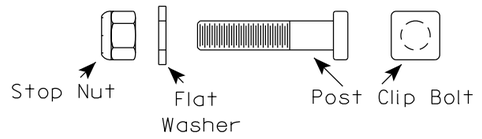
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

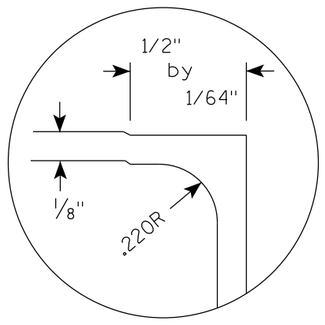
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

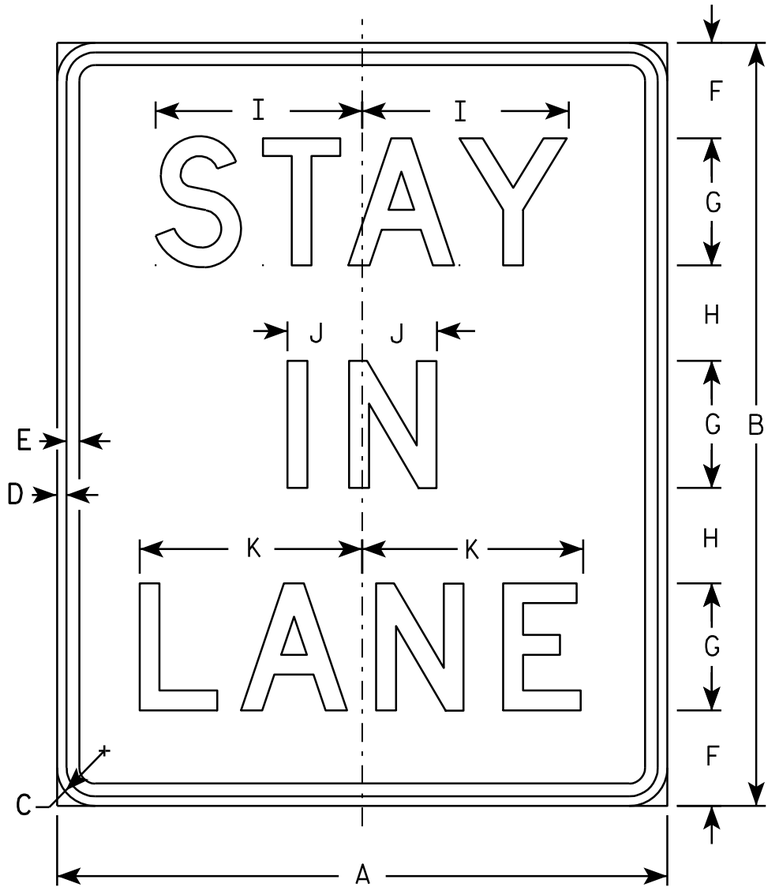
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/07/20 PLATE NO. A5-2.10

PROJECT NO:

SHEET NO: 394 E



R4-9

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	3/8	3	4	3	6 1/2	2 3/8	7																3.0
2S	24	30	1 1/8	3/8	1/2	3 5/8	5	3 7/8	8 1/8	3	8 3/4																5.0
2M	24	30	1 1/8	3/8	1/2	3 5/8	5	3 7/8	8 1/8	3	8 3/4																5.0
3	36	48	1 3/8	1/2	5/8	8 1/4	7	5 1/4	11 3/8	4 1/8	12 1/4																12.0
4	36	48	1 3/8	1/2	5/8	8 1/4	7	5 1/4	11 3/8	4 1/8	12 1/4																12.0
5	48	60	2 1/4	3/4	1	7 1/2	10	7 1/2	16 1/4	5 7/8	17 1/2																20.0

STANDARD SIGN
R4-9

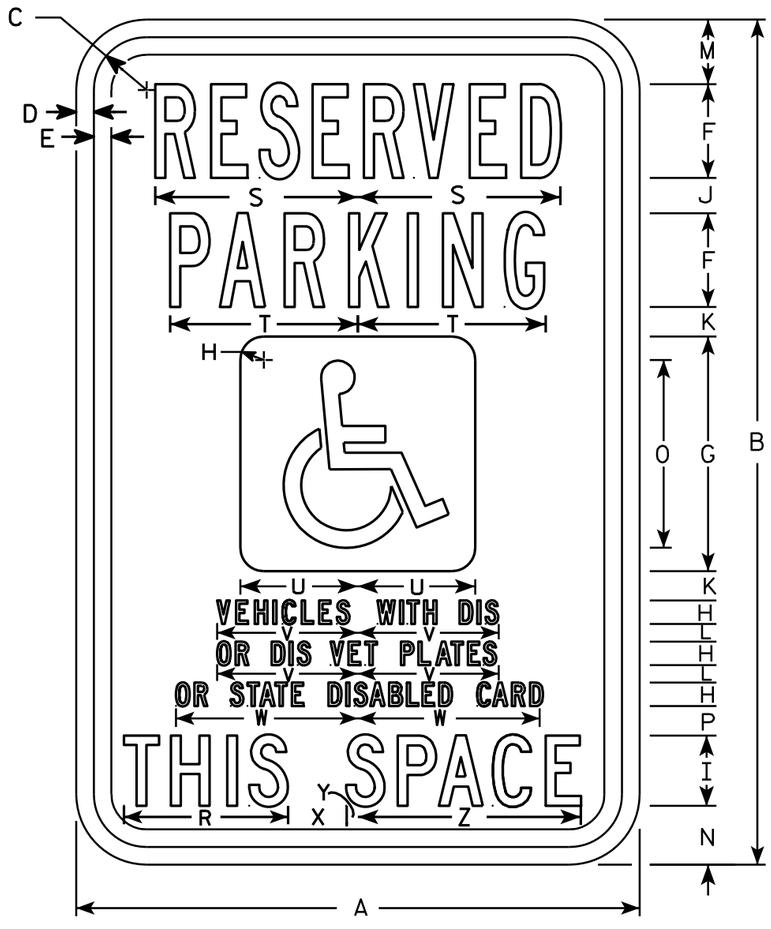
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-9.2

PROJECT NO:

SHEET NO: 395 E



R7-8A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are 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																											
2S	12	18	1 1/8	3/8	3/8	2	5	1/2	1 1/2	3/4	5/8	3/8	1 3/8	1 1/4	4	5/8		3 1/2	4 3/8	4	2 1/2	3	3 7/8	1 1/4	1/4	4 3/4	1.5
2M	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
3	18	24	1 1/8	3/8	1/2	3	6	3/4	2	7/8	5/8	1/2	1 7/8	2	5	3/4		4 5/8	6 1/2	5 3/8	3	4 1/2	5 7/8	1 1/2	1/4	6 3/8	3.0
4																											
5																											

STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

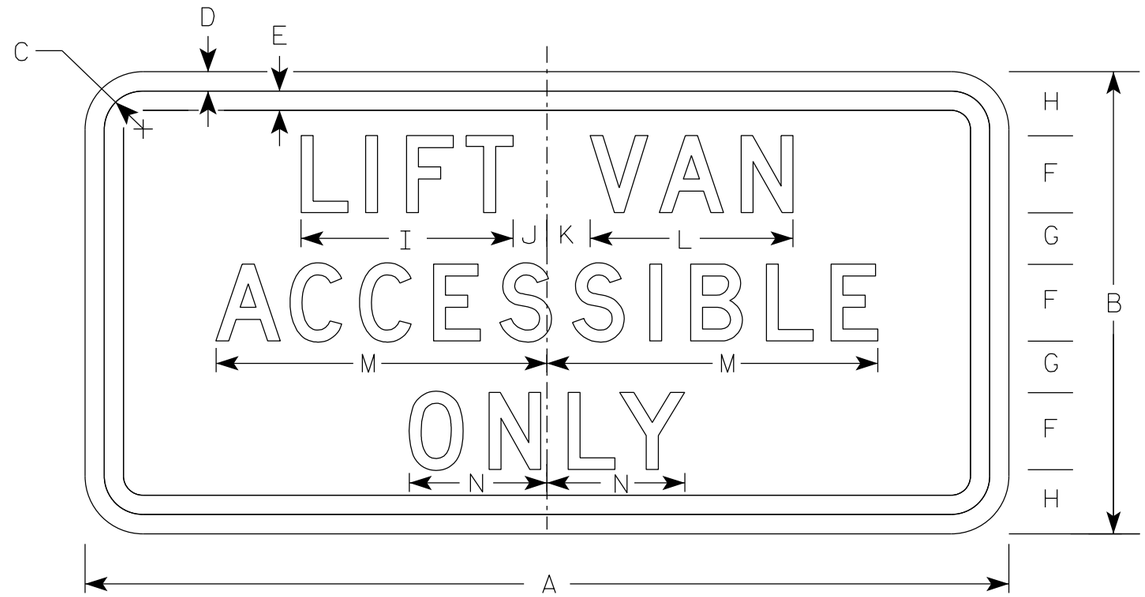
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/25/2011 PLATE NO. R7-8A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 396 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Green
3. Message Series - D



R7-8V

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	6	1 1/8	3/8	3/8	1	1/2	1	2 3/4	1/2	1/2	2 5/8	4 1/4	1 3/4													0.50
2M	18	9	1 1/8	3/8	3/8	1 1/2	1	1 1/4	4 1/8	5/8	7/8	4	6 1/2	2 5/8													1.125
3	18	9	1 1/8	3/8	3/8	1 1/2	1	1 1/4	4 1/8	5/8	7/8	4	6 1/2	2 5/8													1.125
4																											
5																											

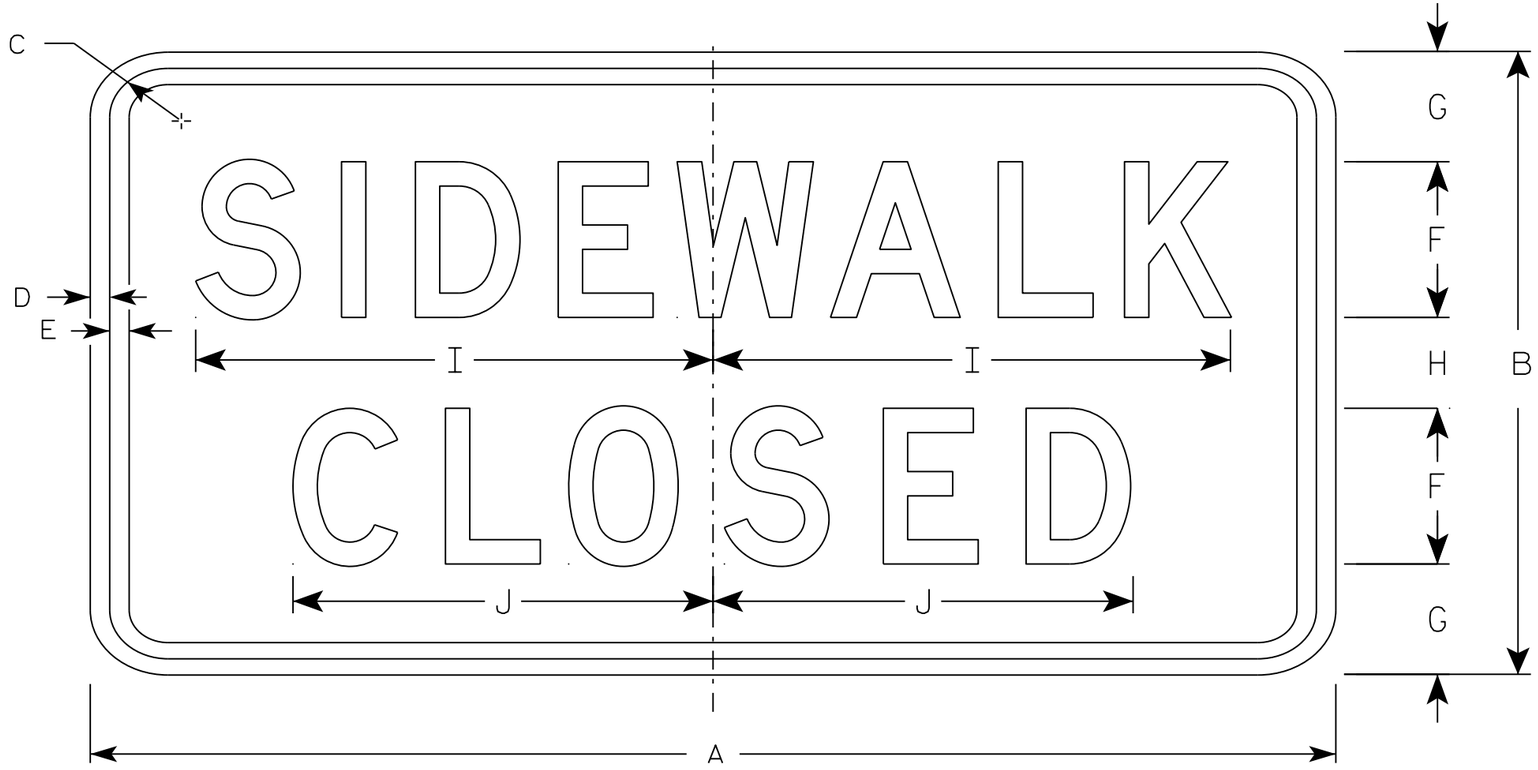
STANDARD SIGN
R7-8V

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2022 PLATE NO. R7-8V.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 397 E



R9-9

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 - 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

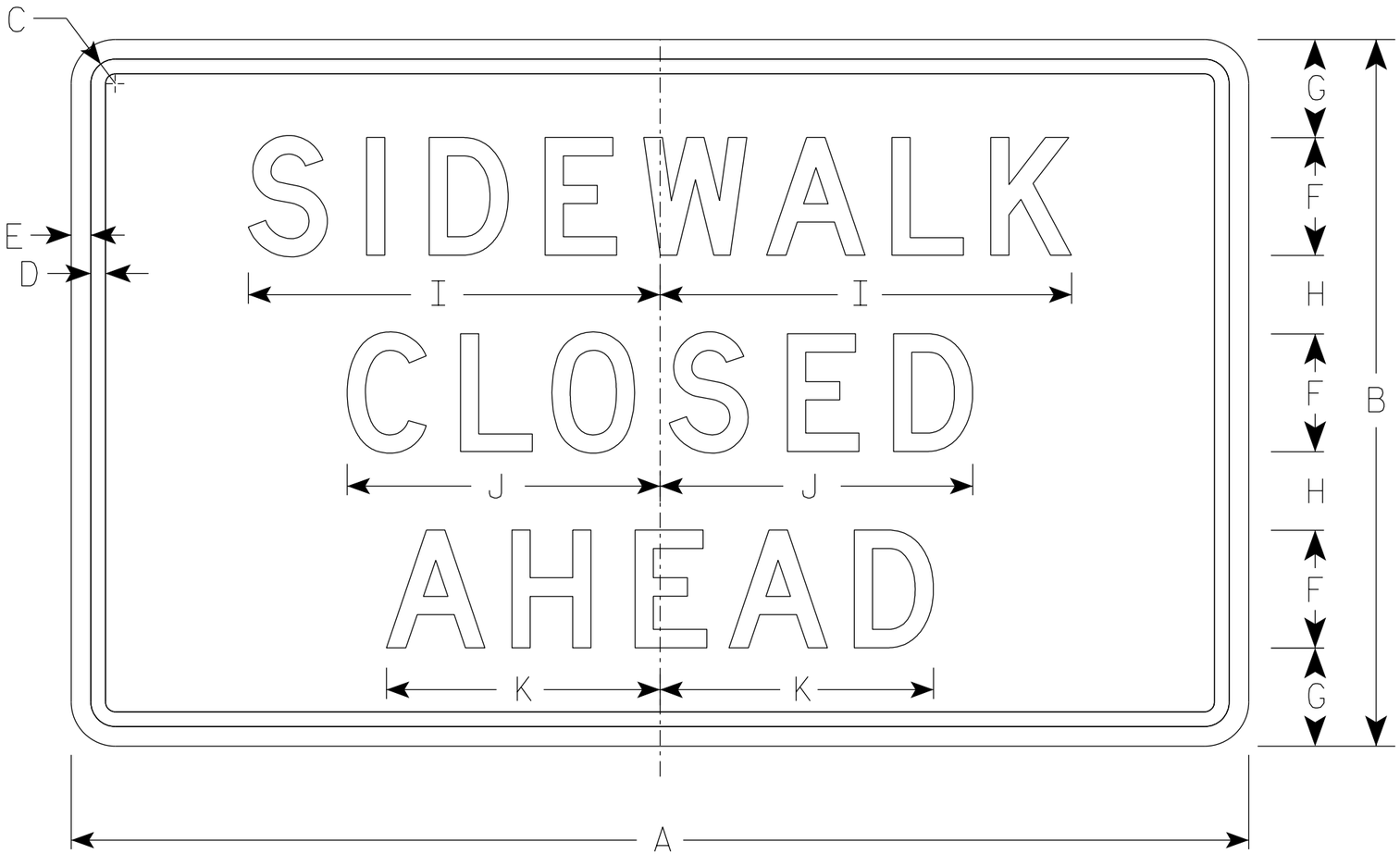
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 398 R9-9.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

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.

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	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

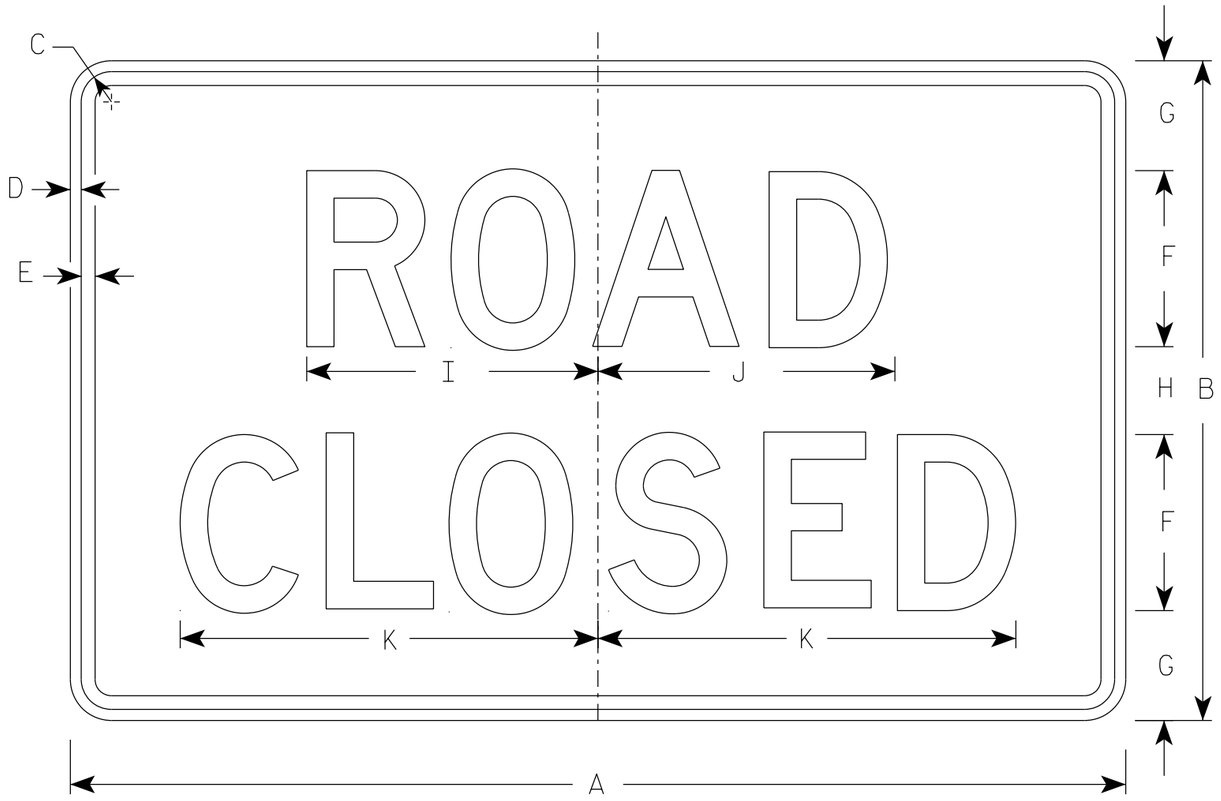
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

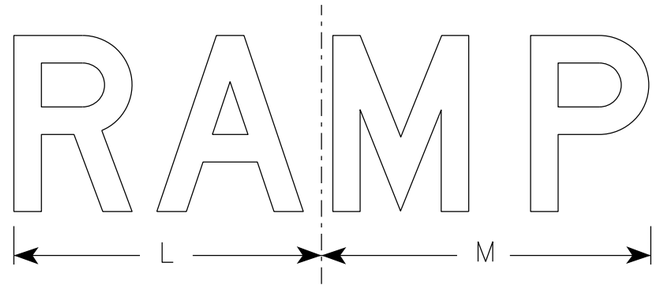
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E



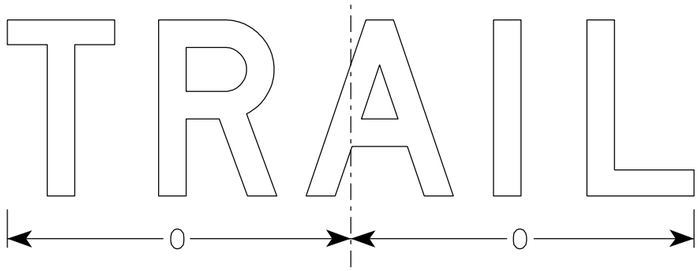
R11-2

NOTES

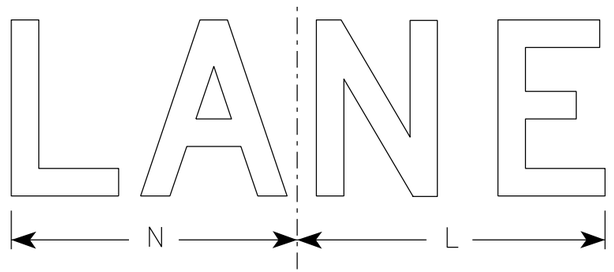
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

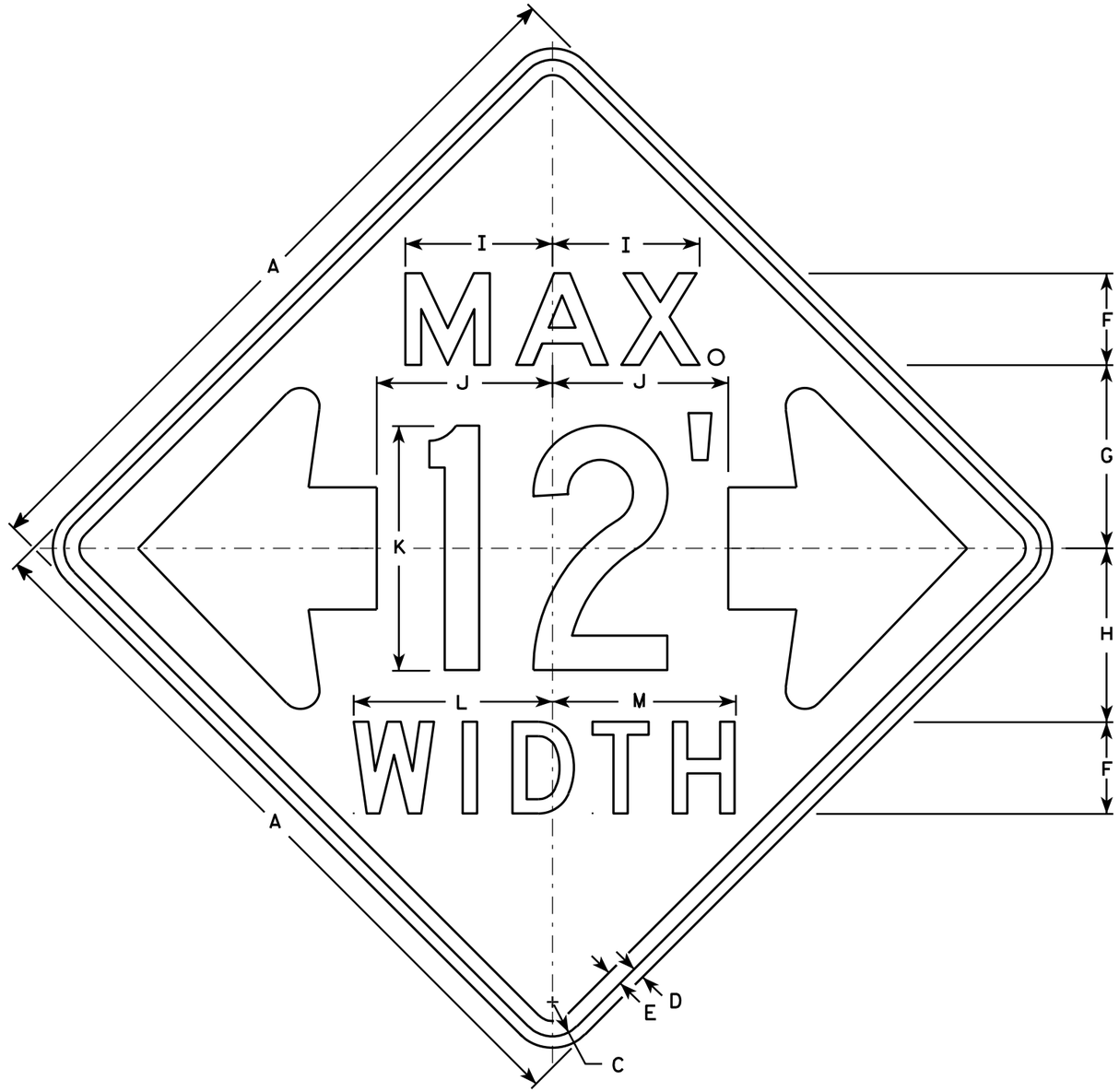
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

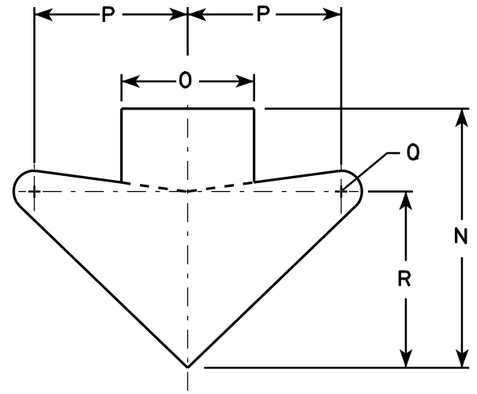
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 400 E



W12-52

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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



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	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

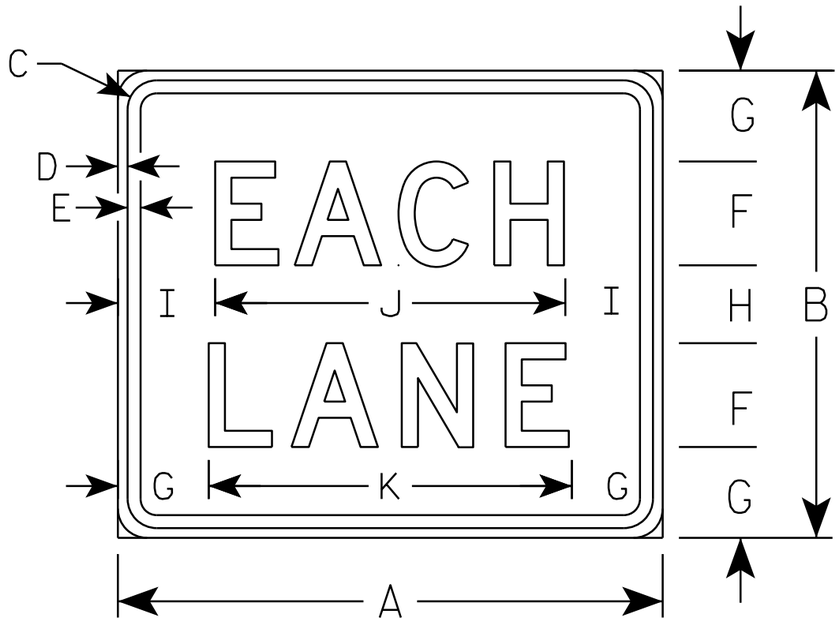
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 401	E



W12-52P

NOTES

1. Sign is Type II - Type F Reflective - reference
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.

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	42	36	2 1/4	3/4	1	8	7	6	7 1/2	27	28																10.5
2M	42	36	2 1/4	3/4	1	8	7	6	7 1/2	27	28																10.5
3																											
4																											
5																											

STANDARD SIGN
W12-52P

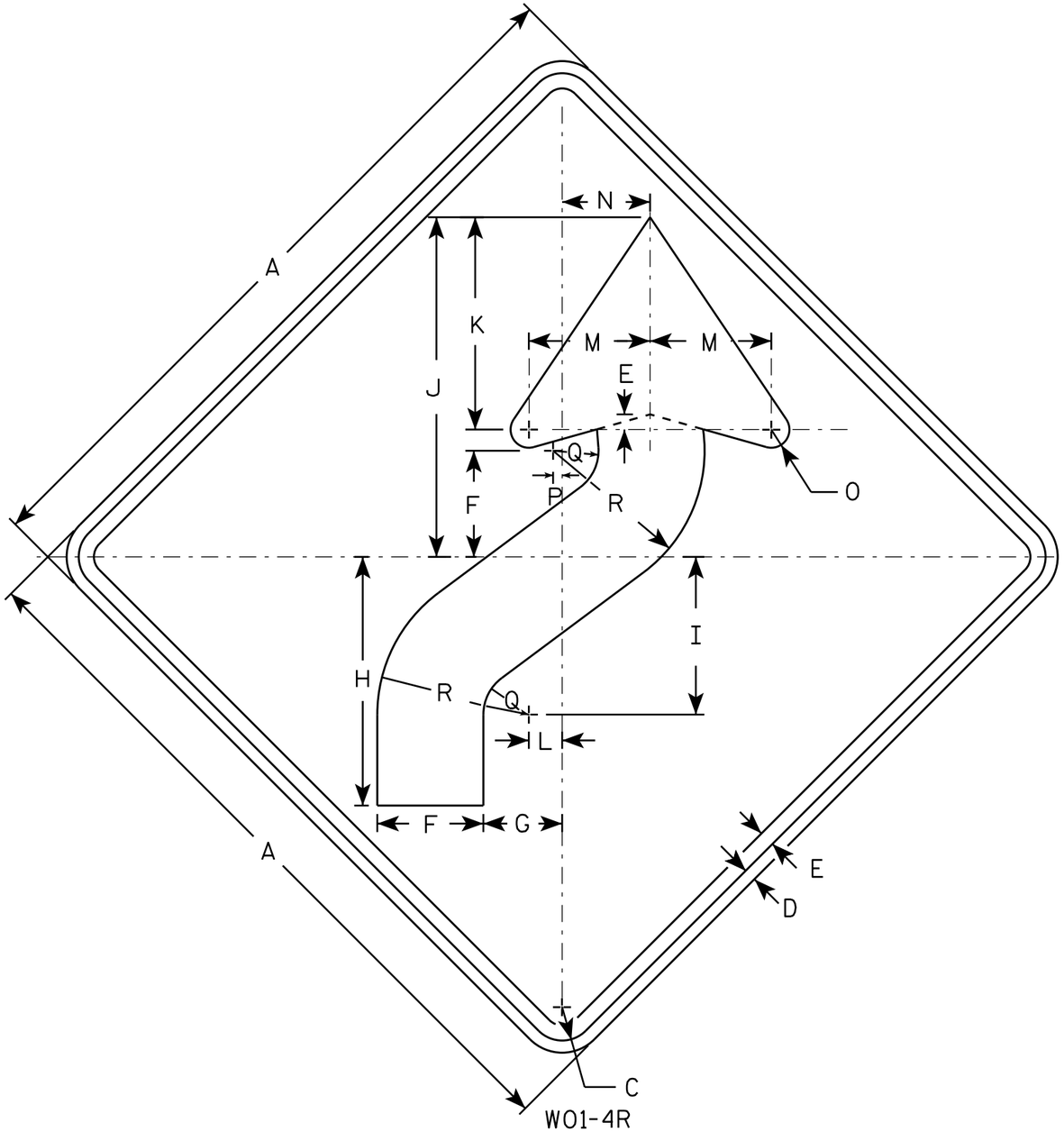
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/16/13 PLATE NO. W12-52P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W1252P.dgn PLOT DATE : 16-DEC-2013 11:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

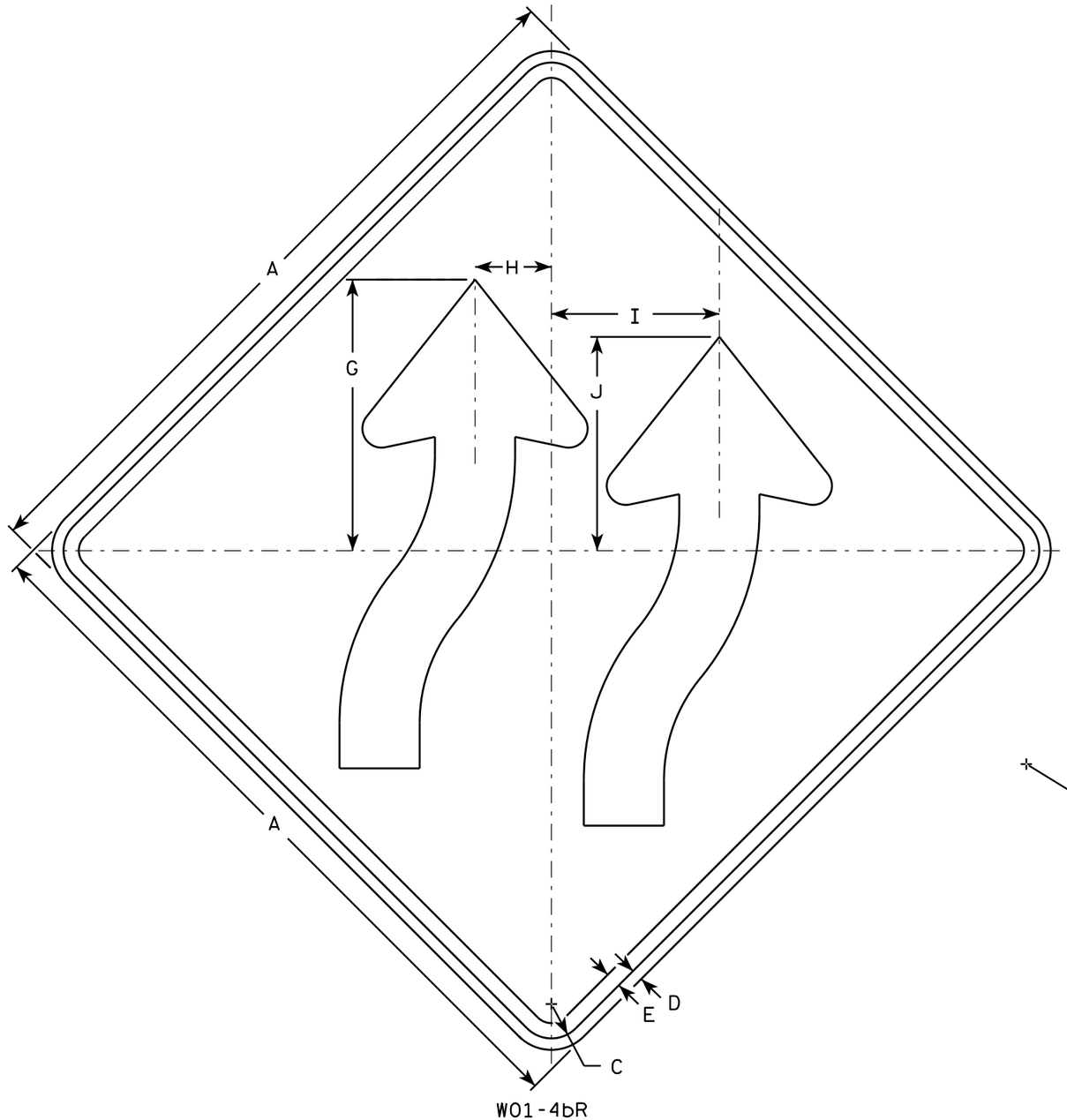
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

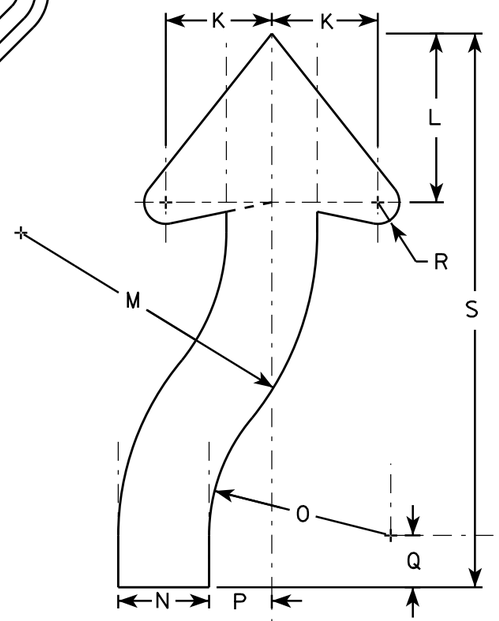
DATE 11/18/13 PLATE NO W01-4.1

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



W01-4bR



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. W01-4bL is the same as W014-bR exept arrows are 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		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

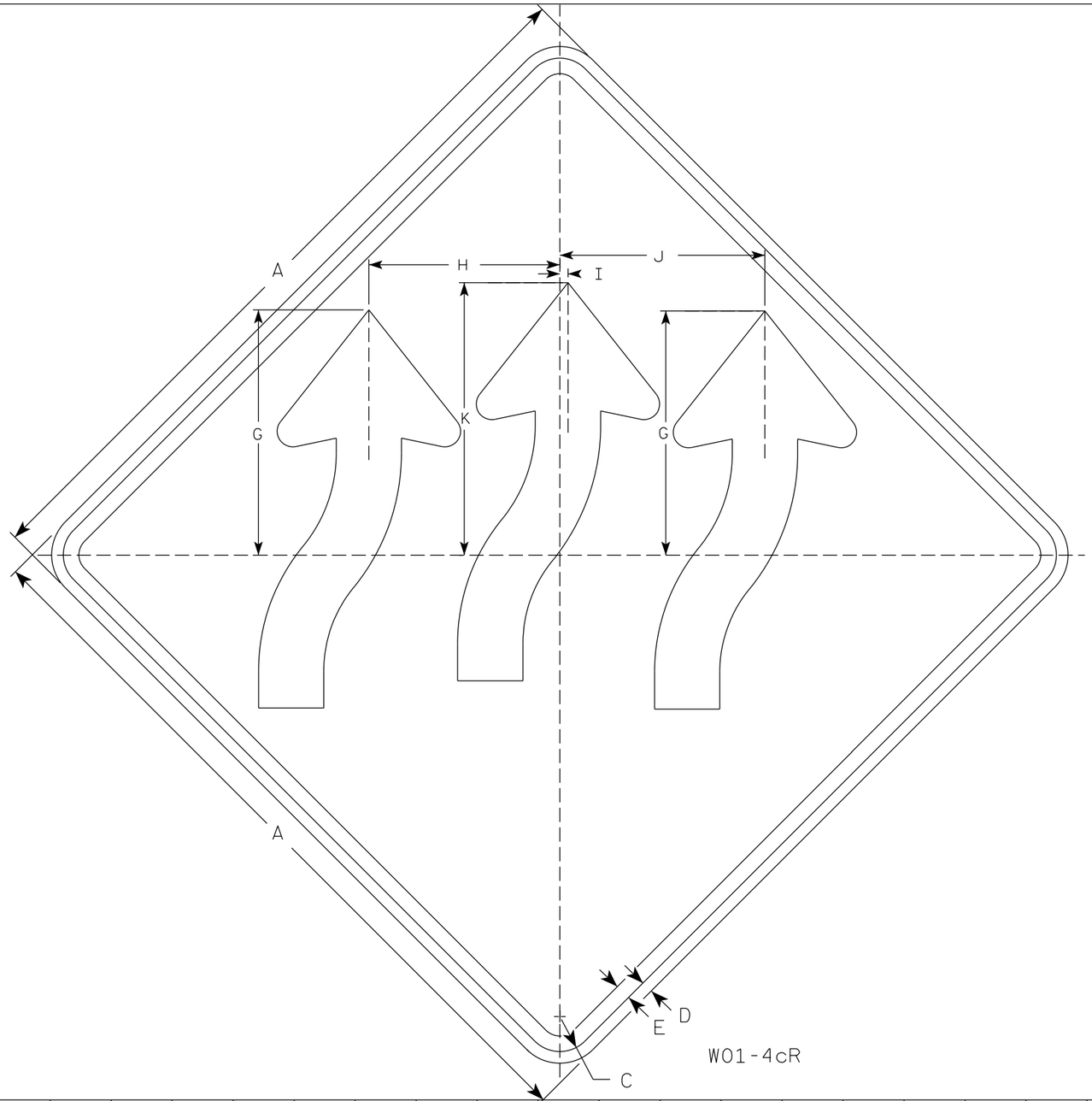
STANDARD SIGN
W01-4b

WISCONSIN DEPT OF TRANSPORTATION

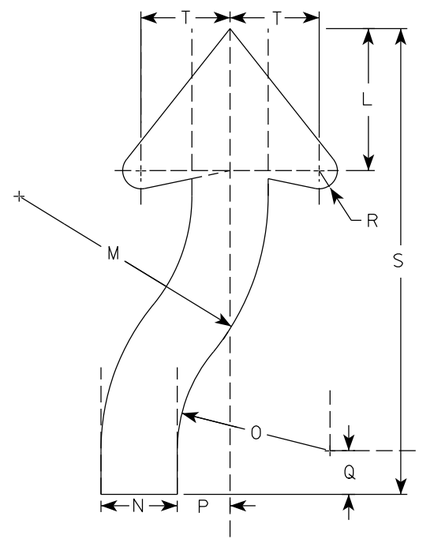
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-4cR



NOTES

1. Sign is Type II - Type F Reflective
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. W01-4cL is the same as W01-4cR except arrows are 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		11 3/4	9 1/4	3/8	9 7/8	13 1/8	5 7/8	10 1/4	3 1/8	6 1/4	2 1/4	1 7/8	3/4	19 1/4	3 3/4							9.0
2S	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
2M	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
3	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
4	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0
5	48		2 1/4	3/4	1		15 3/4	12 1/4	1/2	13 1/4	17 1/2	7 3/4	13 3/4	4 1/4	8 1/2	2 7/8	2 3/8	1	25 5/8	4 7/8							16.0

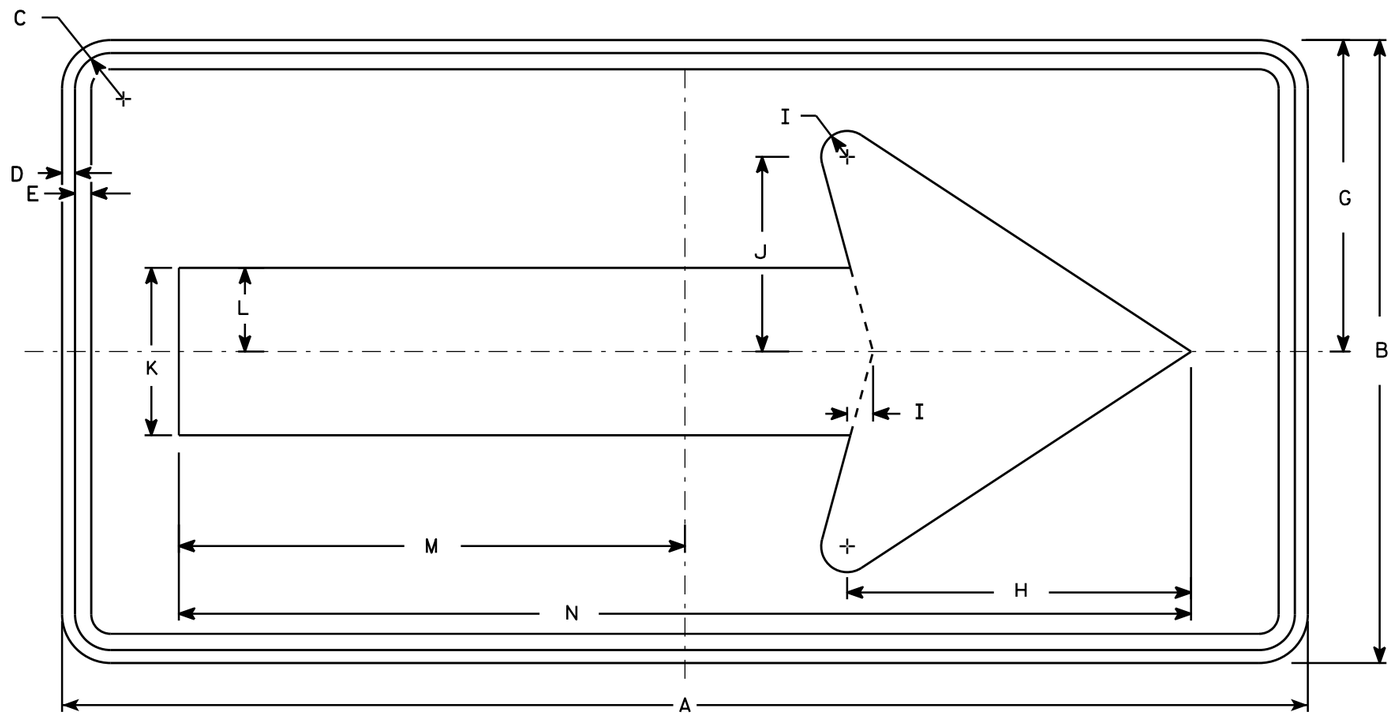
STANDARD SIGN
W01-4c

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/19 PLATE NO. W01-4c.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E



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

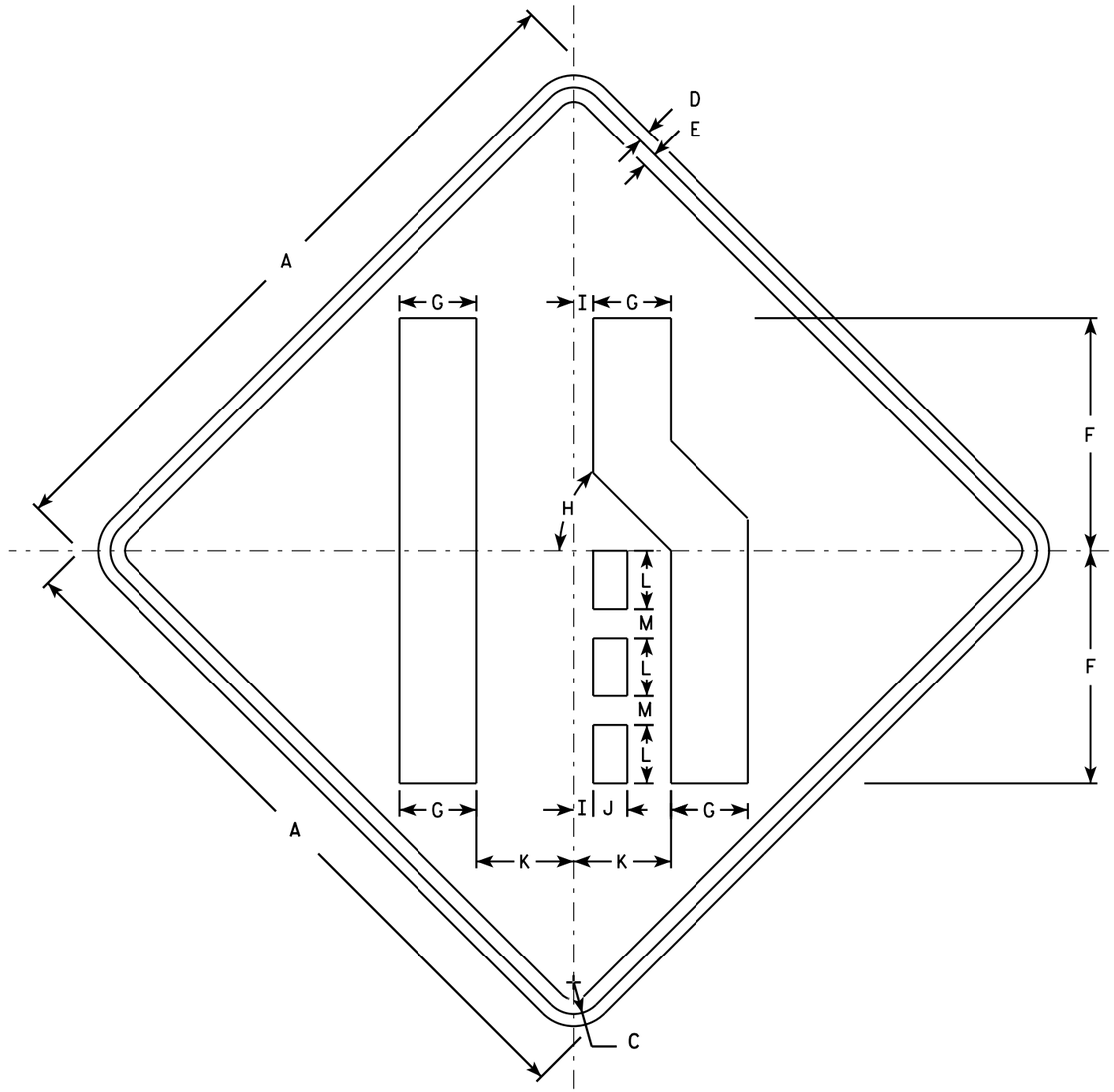
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 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



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

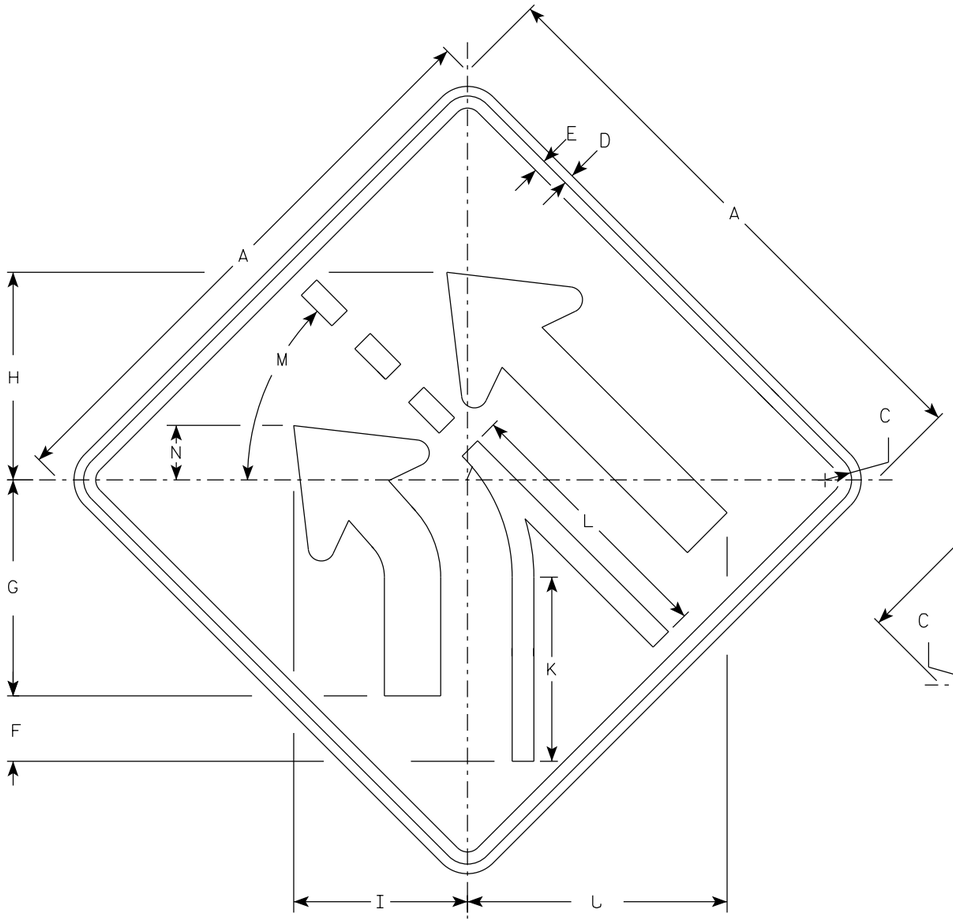
DATE 11/20/13 PLATE 407 W04-2.1

PROJECT NO:

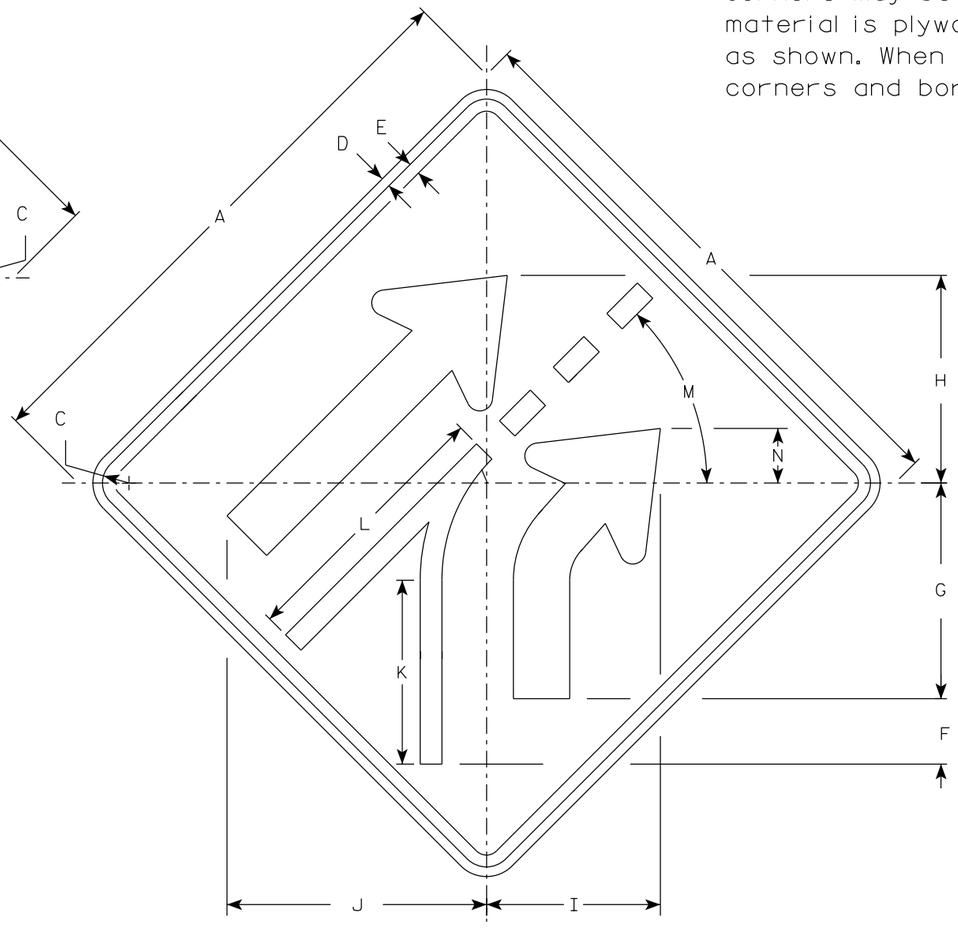
SHEET NO: E

NOTES

1. Sign is Type II - Type F Reflective
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.



W04-6L



W04-6R

* Scale and Rotate W04-3 and make modifications.

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	13 1/2	13	10 7/8	16 1/4	11 1/2	16 7/8	45°	3 3/8													9.0
2S	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
2M	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
3	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
4	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
5	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0

STANDARD SIGN
W04-6

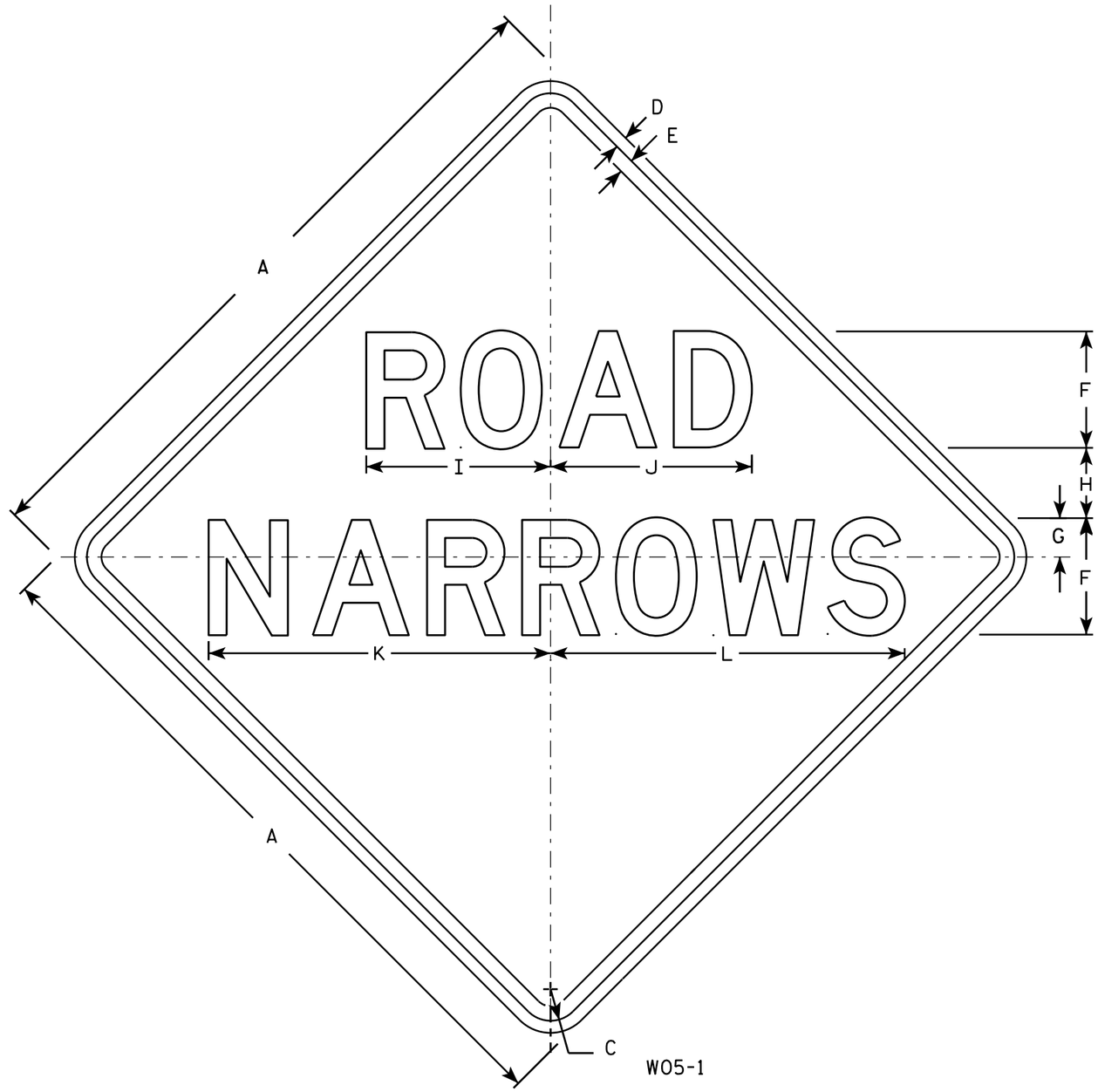
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/2021 PLATE NO. W04-6.1

PROJECT NO:

SHEET NO: 408 E



W05-1

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. 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	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

STANDARD SIGN
W05-1

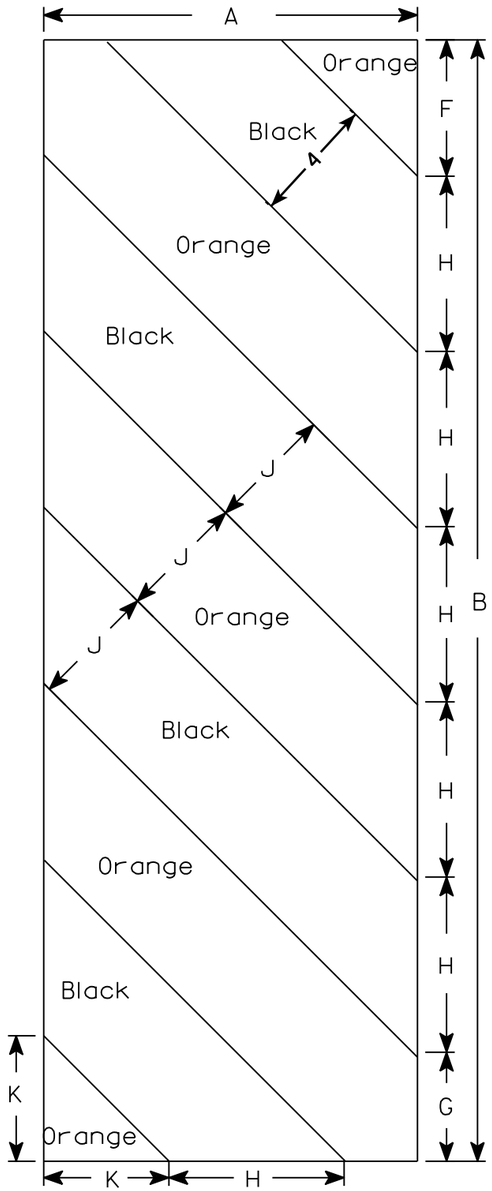
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

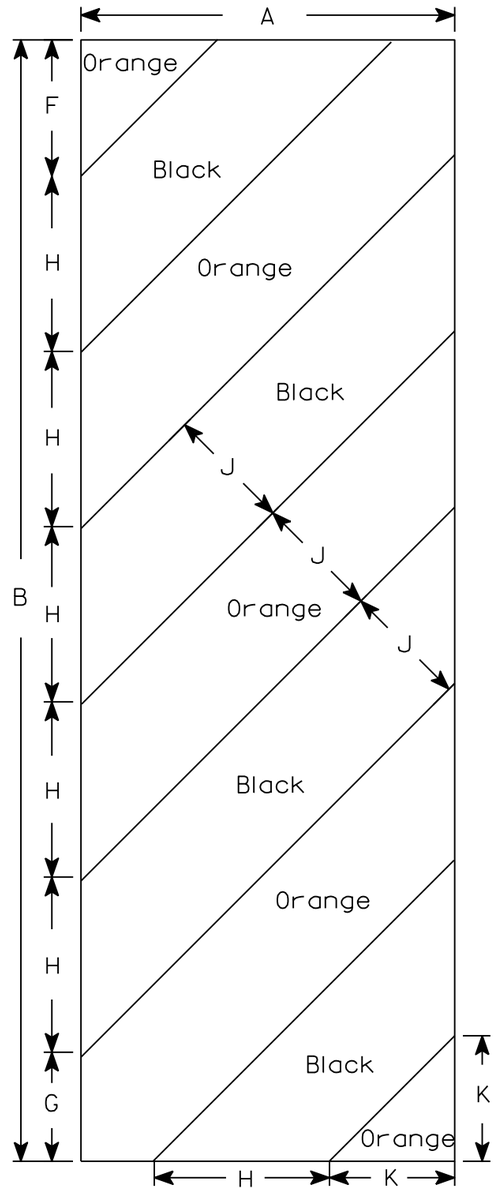
DATE 11/20/13 PLATE NO. W05-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W051.DGN PLOT DATE : 20-NOV-2013 11:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.810445:1.000000
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

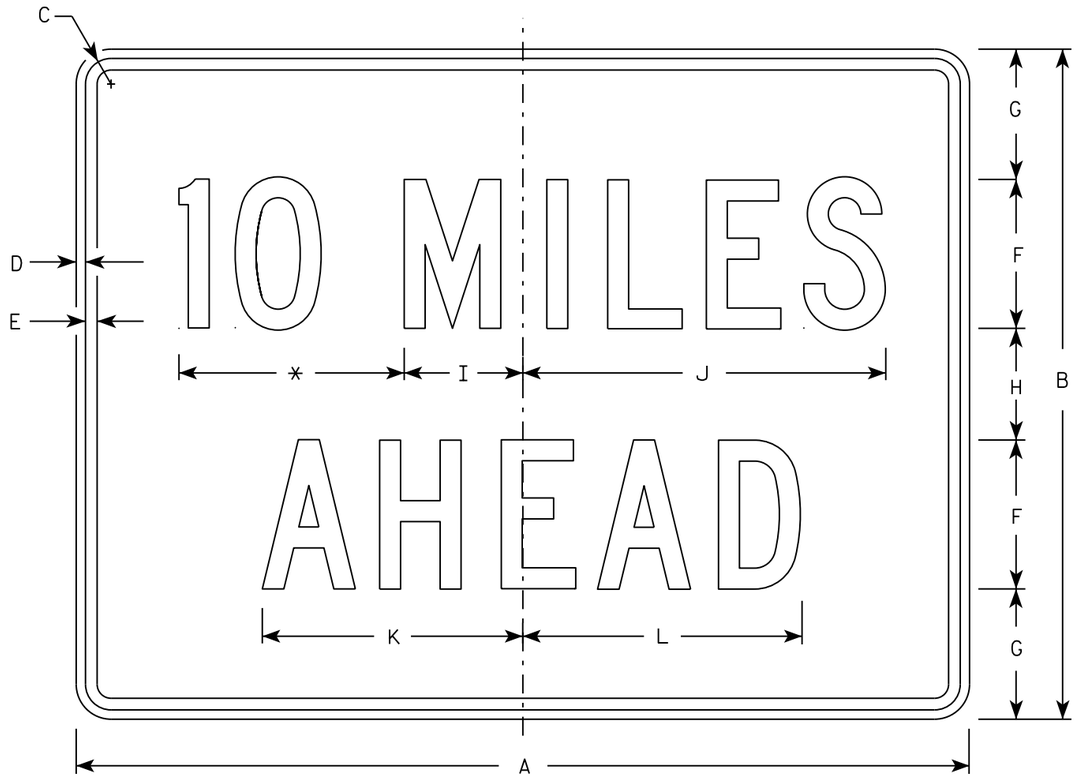
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

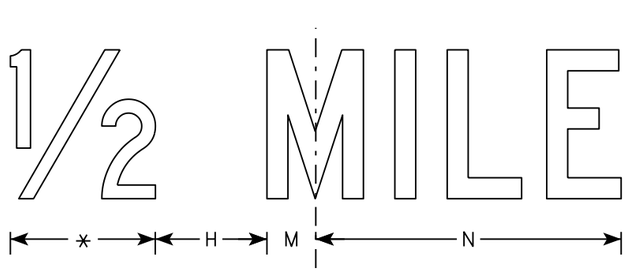
DATE 11/20/13 PLATE W05-52.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0552.DGN PLOT DATE : 28-FEB-2014 11:39 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.864607:1.000000 WISDOT/CADDS SHEET 42



W057-52



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.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

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	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 411	E

STATE PROJECT NUMBER

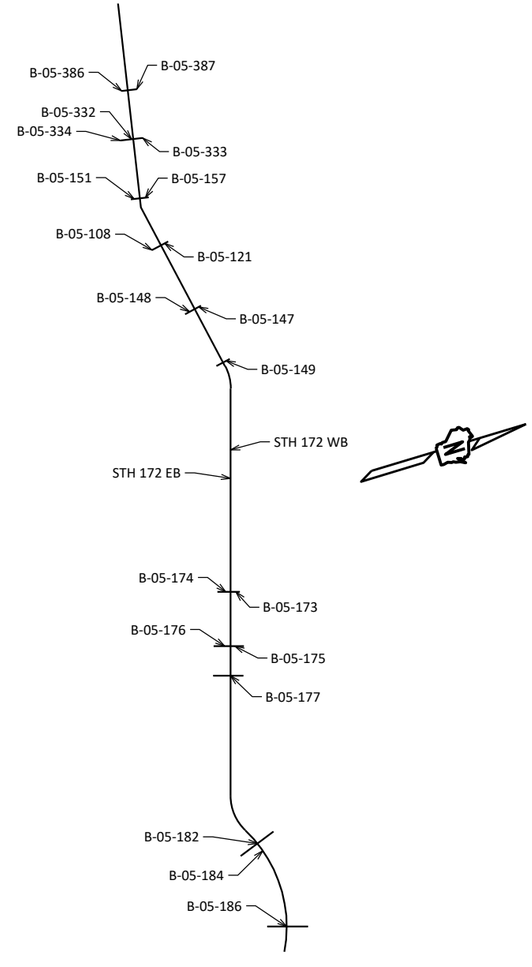
1210-09-71

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	DESCRIPTION	UNIT	B-05-108	B-05-121	B-05-147	B-05-148	B-05-149	B-05-151	B-05-157	B-05-173	B-05-174	B-05-175	B-05-176	B-05-177	B-05-182	B-05-184	B-05-186	B-05-332	B-05-333	B-05-334	B-05-386	B-05-387	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	319	319	123	126	--	114	114	118	123	281	281	124	128	--	183	134	134	135	153	153	3,062
509.0301	PREPARATION DECKS TYPE 1	SY	--	--	16	7	--	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	28
509.0302	PREPARATION DECKS TYPE 2	SY	--	--	6	3	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	11
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	--	--	160	70	--	50	--	--	--	--	--	--	--	--	--		--	--	--	--	280
509.1500	CONCRETE SURFACE REPAIR	SF	10	12	20	35	--	4	20	6	4	--	--	6	10	--	--	--	4	10	--	--	141
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	--	--	3	1	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	--	--	--	--	--	--	--	--	--	--	--	--	410	--	--	--	--	--	--	--	410
SPV.0060	CLEAN OUT BOX CELLS B-05-184	EACH	--	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	1
SPV.0090	BRIDGE DECK CRACK SEALING	LF	--	--	900	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	1,400	1,300	3,600
SPV.0090	JOINT SEALING	LF	150	123	143	119	216	117	117	85	88	80	80	81	82	--	--	113	143	64	146	112	2,059

SUMMARY OF LOCATIONS

STRUCTURE ID	MUNICIPALITY	LOCATION
B-05-108	ASHWAUBENON	STH 172 EB OVER ASHLAND AVE.
B-05-121	ASHWAUBENON	STH 172 WB OVER ASHLAND AVE.
B-05-147	ASHWAUBENON	STH 172 WB OVER BROADWAY ST.
B-05-148	ASHWAUBENON	STH 172 EB OVER BROADWAY ST.
B-05-149	ASHWAUBENON	STH 172 WB OVER RIVERSIDE DR.-FOX RIVER
B-05-151	ASHWAUBENON	STH 172 EB OVER DUTCHMANS CREEK
B-05-157	ASHWAUBENON	STH 172 WB OVER DUTCHMANS CREEK
B-05-173	ALLOUEZ	STH 172 WB OVER EAST RIVER DR.
B-05-174	ALLOUEZ	STH 172 EB OVER EAST RIVER DR.
B-05-175	ALLOUEZ	STH 172 WB OVER EAST RIVER
B-05-176	ALLOUEZ	STH 172 EB OVER EAST RIVER
B-05-177	BELLEVUE	STH 172 WB OVER BELLEVUE ST.
B-05-182	BELLEVUE	STH 172 EB OVER CTY V/LIME KILN RD.
B-05-184	BELLEVUE	STH 172 OVER BIG CREEK
B-05-186	BELLEVUE	I-43 OVER KLONDIKE RD.
B-05-332	ASHWAUBENON	STH 172 EB OVER HOLMGREN WAY
B-05-333	ASHWAUBENON	STH 172 WB OVER HOLMGREN WAY
B-05-334	ASHWAUBENON	STH 172 EB RAMP TO ASHLAND AVE.
B-05-386	ASHWAUBENON	STH 172 EB OVER ONEIDA ST.
B-05-387	ASHWAUBENON	STH 172 WB OVER ONEIDA ST.



LOCATION MAP

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE & PARAPET — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

TRAFFIC DATA

STH 172 EB/WB (ASHLAND AVE.):
ADT = 42,350 (2020)
R.D.S. = 60 MPH

STH32- I-41 (ASHLAND AVE.):
ADT = 21,000 (2020)
R.D.S. = 50 MPH

STH 172 EB/WB (BROADWAY ST.):
ADT = 42,350 (2020)
R.D.S. = 60 MPH

CTH H (BROADWAY ST.):
ADT = 4,400 (2020)
R.D.S. = 40 MPH

STH 172 (RIVERSIDE DRIVE):
ADT = 98,500 (2019)
R.D.S. = 60 MPH

RIVERSIDE DRIVE - FOX RIVER:
ADT = 16,700 (2019)
R.D.S. = 40 MPH

STH 172 EB/WB (EAST RIVER DRIVE):
ADT = 42,350 (2020)
R.D.S. = 70 MPH

EAST RIVER DRIVE:
ADT = 1,300 (2020)
R.D.S. = 30 MPH

STH 172 WB (BELLEVUE STREET):
ADT = 30,550 (2020)
R.D.S. = 70 MPH

CTH XX/BELLEVUE STREET:
ADT = 4,200 (2020)
R.D.S. = 40 MPH

STH 172 EB (LIME KILN ROAD):
ADT = 25,450 (2020)
R.D.S. = 70 MPH

CTH V (LIME KILN ROAD):
ADT = 1,700 (2020)
R.D.S. = 40 MPH

I-43 (KLONDIKE ROAD):
ADT = 29,500 (2020)
R.D.S. = 70 MPH

KLONDIKE ROAD:
ADT = 300 (2020)
R.D.S. = 40 MPH

STH 172 EB/WB (HOLMGREN WAY):
ADT = 29,450 (2020)
R.D.S. = 60 MPH

HOLMGREN WAY:
ADT = 12,700 (2020)
R.D.S. = 35 MPH

STH 172 EB RAMP (HOLMGREN WAY):
ADT = 5,800 (2020)
R.D.S. = 60 MPH

STH 172 EB/WB (ONEIDA ST.):
ADT = 29,450 (2020)
R.D.S. = 60 MPH

CTH AAA/ONEIDA ST.:
ADT = 21,500 (2020)
R.D.S. = 35 MPH

LIST OF DRAWINGS:

1 BRIDGE REPAIR SUMMARY
2 B-05-108/121/147-149/151 REPAIRS
3 B-05-157/173-177/182/184 REPAIRS
4 B-05-186/332-334/386/387 REPAIRS

STRUCTURE DESIGN CONTACTS:
DAN MONROE 608-266-8490
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-VARIOUS

BROWN COUNTY STH 172 BRIDGE REPAIRS

COUNTY	TOWN/CITY/VILLAGE
BROWN	VARIES

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
DLM	IFC	DLM	IFC

BRIDGE REPAIR SUMMARY

SHEET 1 OF 4
412

SCALE = 1

I.D. 1210-09-00

DATE: OCTOBER 2022

8

8

STATE PROJECT NUMBER
1210-09-71

B-05-108 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	319	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	10	PIER 3 COLUMN 2, SPALL NEAR SE END PARAPET, AND LARGE SPALL IN BACKWALL AT W. ABUTMENT
SPV.0090	JOINT SEALING	LF	150	--

B-05-121 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	319	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	12	PIER 1 COLUMN 3, PIER 2 COLUMN 4 AND LARGE SPALLS IN BACKWALL AT W. ABUTMENT
SPV.0090	JOINT SEALING	LF	123	--

B-05-147 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	123	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.0301	PREPARATION DECKS TYPE 1	SY	16	DECK PATCHING
509.0302	PREPARATION DECKS TYPE 2	SY	6	DECK PATCHING
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	160	--
509.1500	CONCRETE SURFACE REPAIR	SF	20	SE AND SW WINGS AND SPALL AT W. ABUTMENT
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	3	DECK PATCHING
SPV.0090	JOINT SEALING	LF	143	--
SPV.0090	BRIDGE DECK CRACK SEALING	LF	900	--

B-05-148 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	126	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.0301	PREPARATION DECKS TYPE 1	SY	7	DECK PATCHING
509.0302	PREPARATION DECKS TYPE 2	SY	3	DECK PATCHING
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	70	--
509.1500	CONCRETE SURFACE REPAIR	SF	35	SE/SW WINGS, PIER 2 COLUMN 2 DELAMINATION, PIER 2 COLUMN 3 SPALL, W./E. ABUTMENT SPALLS, SW PARAPET
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1	DECK PATCHING
SPV.0090	JOINT SEALING	LF	119	--

B-05-149 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
SPV.0090	JOINT SEALING	LF	216	--

B-05-151 REPAIR SUMMARY

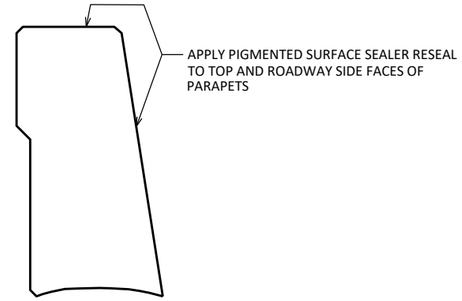
BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	114	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.0301	PREPARATION DECKS TYPE 1	SY	5	DECK PATCHING
509.0302	PREPARATION DECKS TYPE 2	SY	2	DECK PATCHING
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	50	--
509.1500	CONCRETE SURFACE REPAIR	SF	4	SPALL AT SW. ABUTMENT CORNER
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1	DECK PATCHING
SPV.0090	JOINT SEALING	LF	117	--

GENERAL NOTES

PIGMENTED SURFACE SEALER RESEAL TO BE APPLIED TO THE TOP AND FRONT FACE OF PARAPETS.

PREPARATION DECKS TYPE 1 & TYPE 2 AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AREAS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.



PIGMENTED SURFACE SEALER RESEAL DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-VARIOUS

DRAWN BY DLM | PLANS CK'D IFC

B-05-108/121/ 147-149/151 REPAIRS

SHEET 2
413

SCALE = N/A

STATE PROJECT NUMBER

1210-09-71

B-05-157 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	114	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	20	LARGE SPALLS AT W./E. ABUTMENTS, SPALL AT SW WING, NW WING PPT.
SPV.0090	JOINT SEALING	LF	117	--

B-05-173 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	118	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	6	SPALLS AT SE, SW, & NW ABUTMENT CORNERS
SPV.0090	JOINT SEALING	LF	85	--

B-05-174 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	123	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	4	SPALLS AT NW & SE ABUTMENT CORNERS
SPV.0090	JOINT SEALING	LF	88	--

B-05-175 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	281	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
SPV.0090	JOINT SEALING	LF	80	--

B-05-176 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	281	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
SPV.0090	JOINT SEALING	LF	80	--

B-05-177 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	124	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	6	SPALLS AT SW AND NW ABUTMENT CORNERS
SPV.0090	JOINT SEALING	LF	81	--

B-05-182 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	128	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	10	SPALLS AT W. ABUTMENT (GIRDER 5) AND SE./SW. ABUTMENT CORNERS
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	410	--
SPV.0090	JOINT SEALING	LF	82	--

B-05-184 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
SPV.0060	CLEANING CONCRETE BOX CULVERT B-05-184	EACH	1	CLEAN MIDDLE AND WEST CELLS (12'X250' EACH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-VARIOUS

DRAWN BY DLM | PLANS CK'D IFC

B-05-157/173-177/ 182/184 REPAIRS

SHEET 3
414

SCALE = N/A

STATE PROJECT NUMBER

1210-09-71

B-05-186 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	183	ON ALL WING WALLS

B-05-332 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	134	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
SPV.0090	JOINT SEALING	LF	113	--

B-05-333 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	134	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	4	SPALL AT NE ABUTMENT CORNER
SPV.0090	JOINT SEALING	LF	143	--

B-05-334 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	135	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
509.1500	CONCRETE SURFACE REPAIR	SF	10	SPALLS AT PARAPET
SPV.0090	JOINT SEALING	LF	64	--

B-05-386 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	153	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
SPV.0090	BRIDGE DECK CRACK SEALING	LF	1,400	DECK SEALING
SPV.0090	JOINT SEALING	LF	146	--

B-05-387 REPAIR SUMMARY

BID ITEM	DESCRIPTION	UNIT	QTY	COMMENTS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	153	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS
SPV.0090	BRIDGE DECK CRACK SEALING	LF	1,300	DECK SEALING
SPV.0090	JOINT SEALING	LF	112	--

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-VARIOUS

DRAWN BY DLM | PLANS CK'D IFC

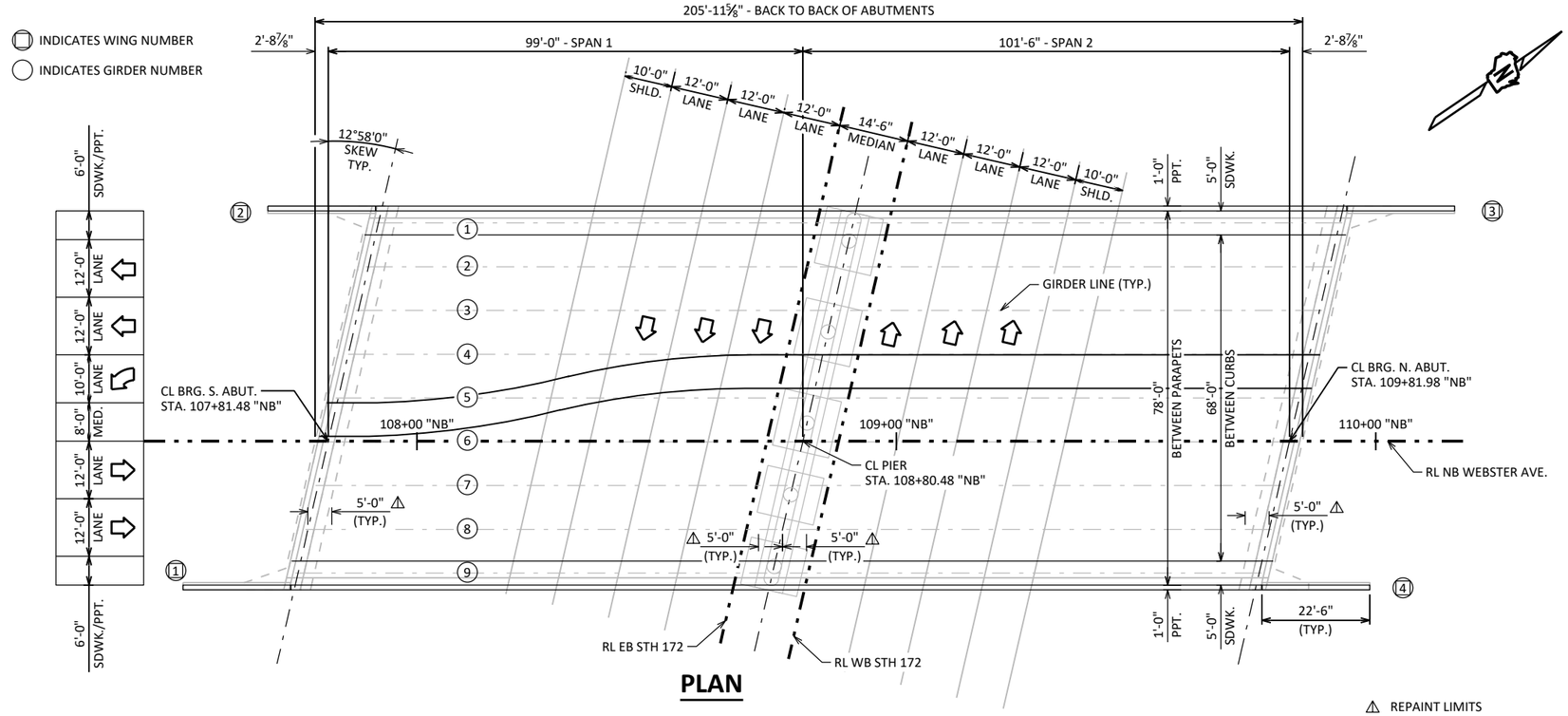
B-05-186/332-334/ 386/387 REPAIRS

SHEET 4
415

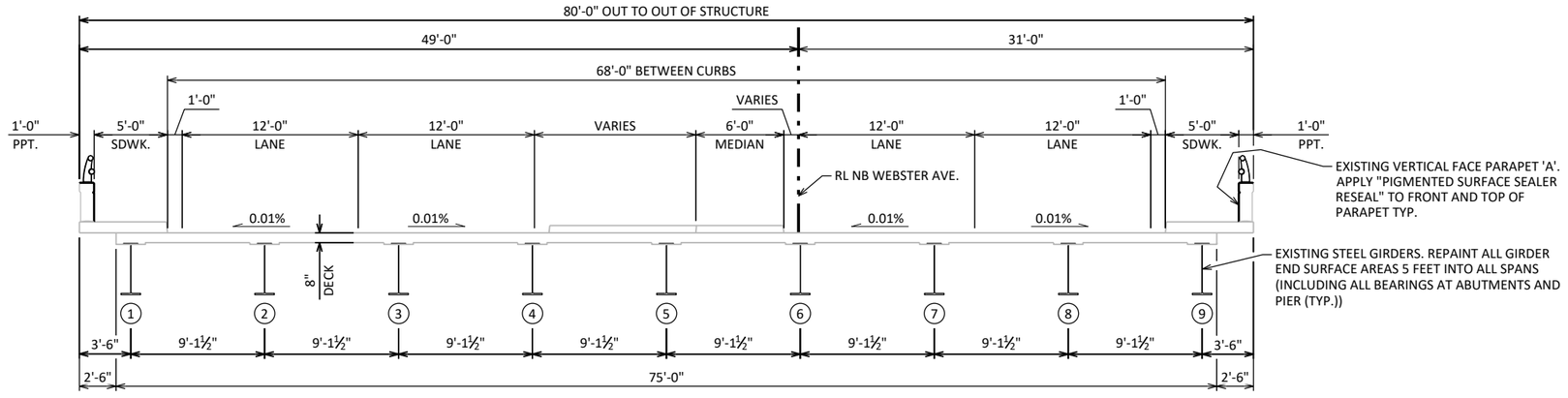
SCALE = N/A

STATE PROJECT NUMBER

1210-09-71



PLAN



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
509.1500	CONCRETE SURFACE REPAIR	SF	150
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	137
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-05-150	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-05-150	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
SPV.0090	BRIDGE DECK CRACK SEALING	LF	2,000
SPV.0090	JOINT SEALING	LF	140

DESIGN DATA

LIVE LOAD: (TAKEN FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-18
OPERATING RATING: HS-31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 150 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE COLOR OF THE FINISH TOP COAT SHALL BE LIGHT GREY, AMS STANDARD COLOR #26293.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREAS ARE ANTICIPATED AT SPALLS AT N. ABUTMENT AND SIDEWALK. LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF EXISTING PARAPETS.

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE

TRAFFIC DATA

CTH X - WEBSTER ST.
ADT =19,600 (2020)
R.D.S. = 35 MPH

STH 172
ADT = 84,700 (2020)
R.D.S. = 60 MPH

LIST OF DRAWINGS:

1	STRUCTURE REPAINTING
2	GIRDER DETAILS

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES
WISCONSIN DEPARTMENT OF TRANSPORTATION

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-05-150

CTH X - WEBSTER ST. OVER STH 172

COUNTY: BROWN | VILLAGE: ALLOUEZ

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

STRUCTURE REPAINTING

SHEET 1 OF 2
416

SCALE = 30.0

I.D. 1210-09-00F

DATE: Aug. 2022

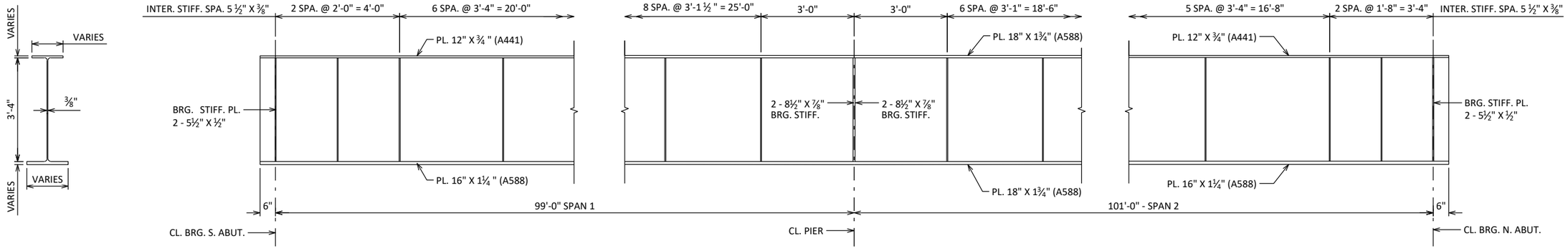
8

8

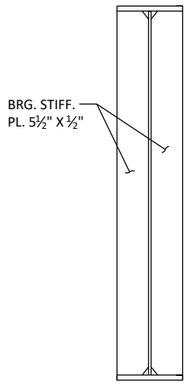
STATE PROJECT NUMBER

1210-09-71

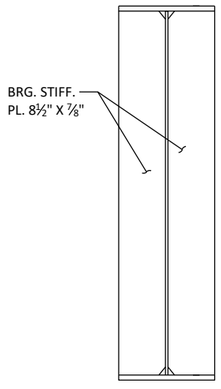
NOTE: THE FULL DETAILS OF GIRDER NOT SHOWN, ONLY AREAS TO BE REPAINTED ARE SHOWN.



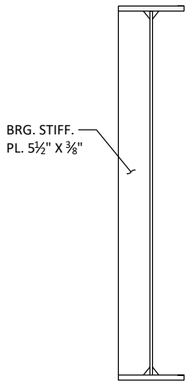
GIRDER ELEVATION



BRG. STIFF. AT ABUTS.



BRG. STIFF. AT PIER



INTER. STIFF. OR DIAPH. CONN. BAR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-150

DRAWN BY IFC | PLANS CK'D DLM

GIRDER DETAILS

SHEET 2
417

SCALE = 2.0

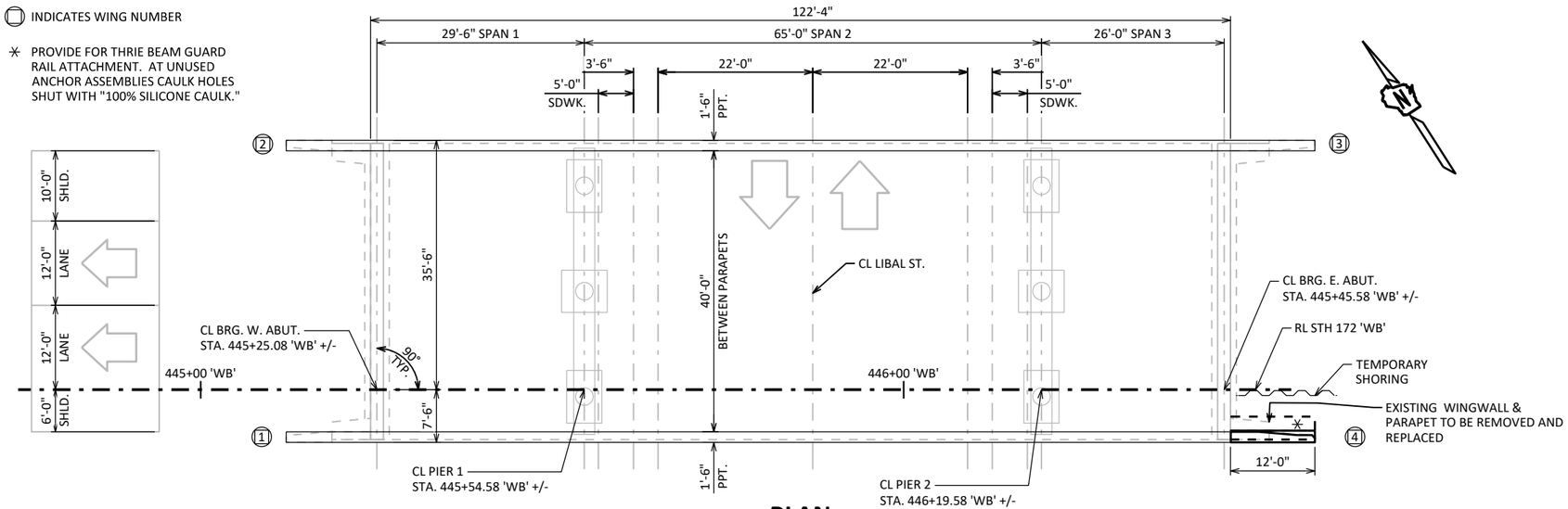
8

8

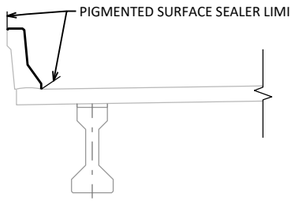
STATE PROJECT NUMBER
1210-09-71

INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK."

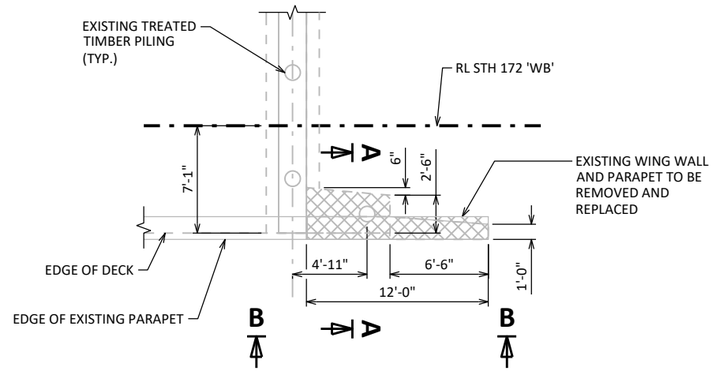


PLAN



PARTIAL CROSS SECTION THRU BRIDGE

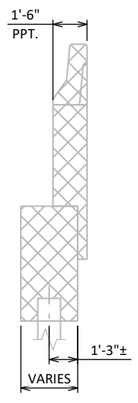
LOOKING EAST (UPSTATION)



EXISTING WING 4 AND E. ABUT.

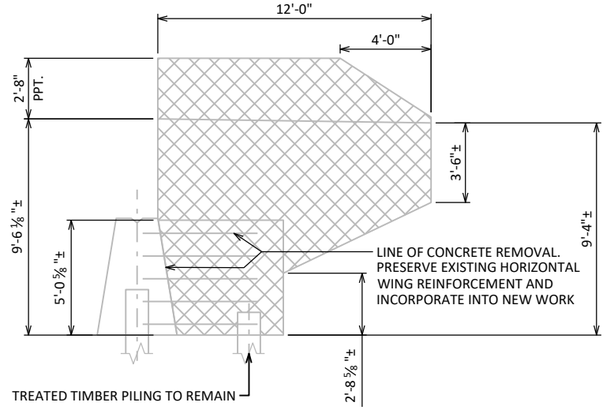
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING OLD STRUCTURE (B-05-171)	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-05-171)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	25
502.0100	CONCRETE MASONRY BRIDGES	CY	11
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	106
502.3210	PIGMENTED SURFACE SEALER	SY	5
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	6
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	7
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,260
509.1500	CONCRETE SURFACE REPAIR	SF	4
511.1200	TEMPORARY SHORING (B-05-171)	SF	230
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	2
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	25
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1
SPV.0090	JOINT SEALING	LF	80
	NON-BID ITEMS		
	FILLER	SIZE	½"



EXISTING SECTION A-A

SHOWING REMOVAL LIMITS



EXISTING ELEVATION B-B

SHOWING REMOVAL LIMITS

DESIGN DATA

LIVE LOAD: (OBTAINED FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-20
OPERATING RATING: HS-47

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 4,000 PSI
BAR STEEL REINFORCEMENT, GRADE 60 ——— f'_y = 60,000 PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND TOP OF NEW PARAPET ON WING. APPLICATION TO FRONT FACE AND TOP OF EXISTING PARAPETS COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREAS ARE ANTICIPATED AT SPALLS AT SW AND SE ABUTMENT CORNERS. LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

AT THE BACK FACE OF WING ALL VOLUME WHICH CANNOT BE PLACED BEFORE WING CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW WING SHALL BE BACKFILLED WITH STRUCTURE BACK FILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE

LIST OF DRAWINGS:

1	REMOVAL DETAILS
2	WING 4 DETAILS
3	SLOPED FACE PARAPET 'B'

STRUCTURE DESIGN CONTACTS:

ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-171

STH 172 WB OVER LIBAL STREET

COUNTY	VILLAGE
BROWN	ALLOUEZ

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

REMOVAL DETAILS

SHEET 1 OF 3
418

SCALE = 20.0

I.D. 1210-09-00I

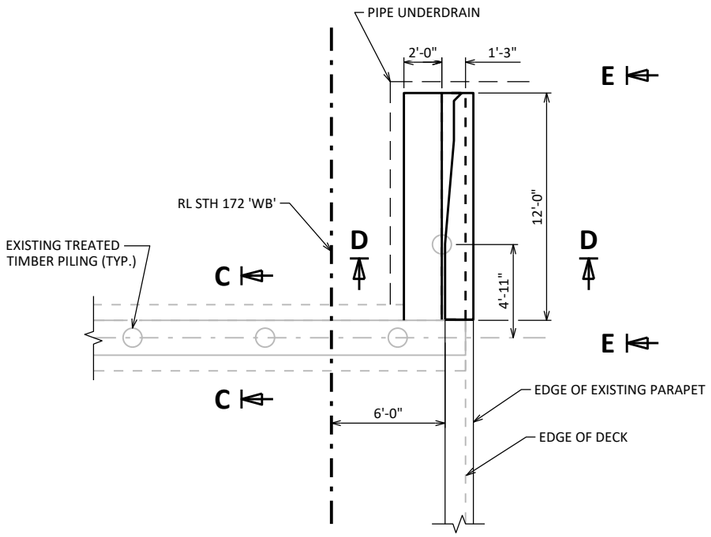
DATE: AUG. 2022

8

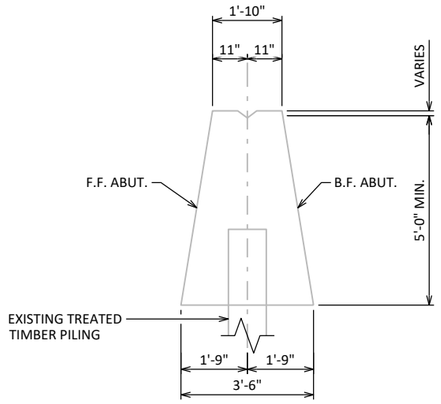
8

STATE PROJECT NUMBER

1210-09-71



PROPOSED WING 4 AND E. ABUT.

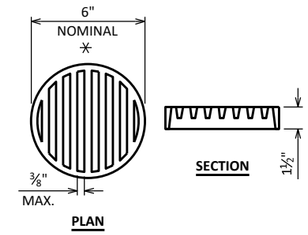


EXISTING SECTION C-C

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	A501	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING
M02	A502	X	6	4'-10"			HORIZ. - F.F. - LOWER WING - ANCHOR
M03	A603	X	7	5'-6"			HORIZ. - B.F. - LOWER WING - ANCHOR
	A504	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING
	A605	X	2	11'-6"			HORIZ. - LOWER WING - TOP
	A406	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING
	A607	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING - TOP
	A608	X	7	10'-6"			HORIZ. - B.F. - LOWER WING
	A509	X	6	10'-6"			HORIZ. - F.F. LOWER WING

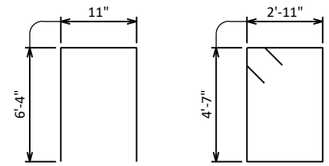


RODENT SHIELD DETAIL

⁎ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



A504 **A501**

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

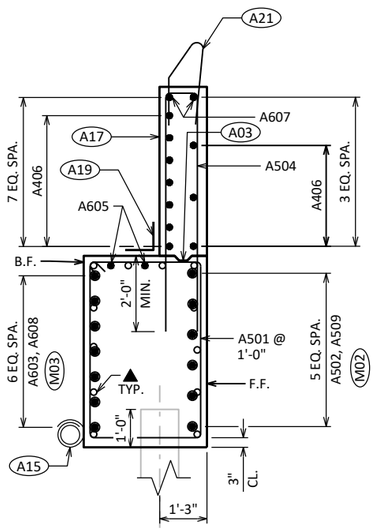
(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

(M02) ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3¾".

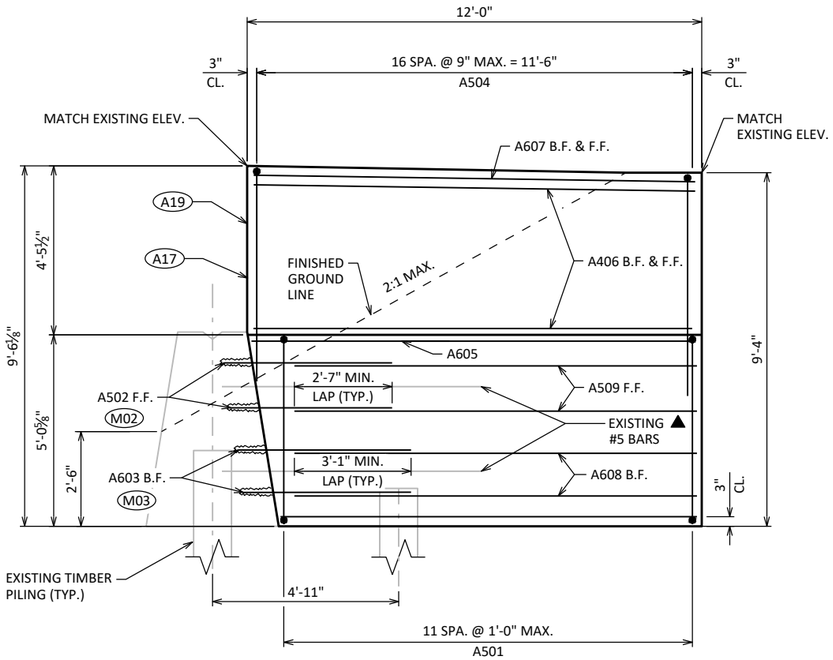
(M03) ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.

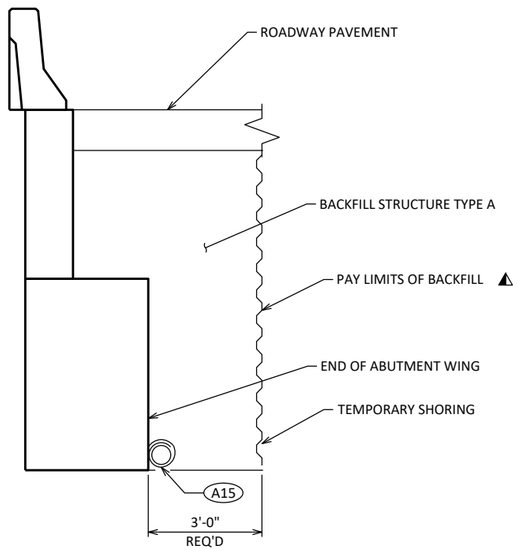
⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



PROPOSED SECTION D-D



PROPOSED ELEVATION E-E



TYPICAL FILL SECTION AT WING TIPS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-171

DRAWN BY IFC | PLANS CK'D DLM

WING 4 DETAILS

SHEET 2
419

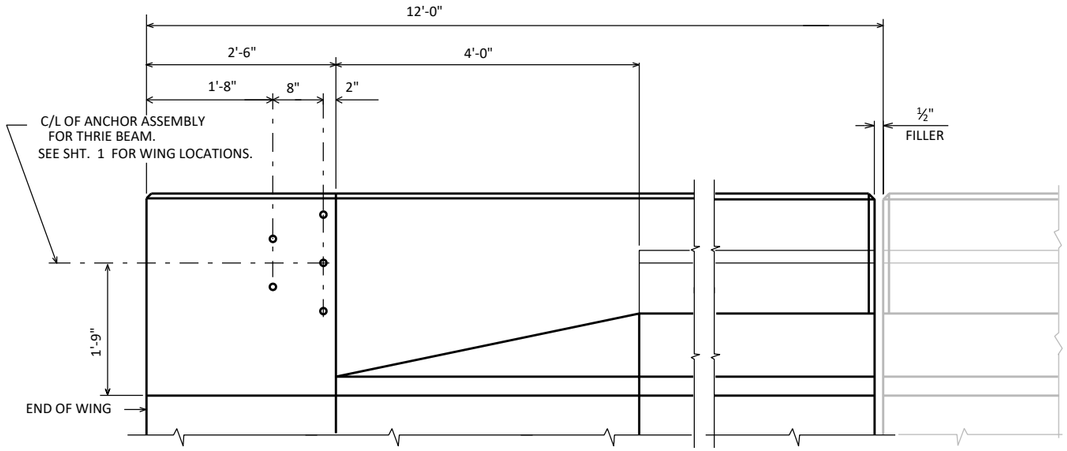
SCALE = 8.0

8

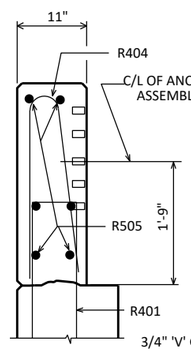
8

STATE PROJECT NUMBER

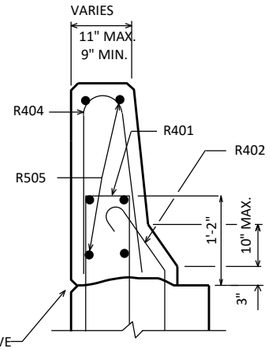
1210-09-71



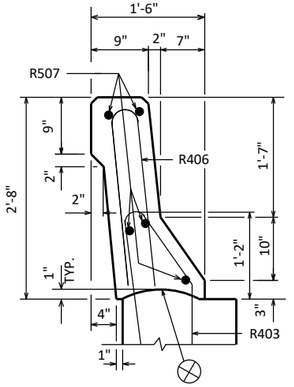
INSIDE ELEVATION



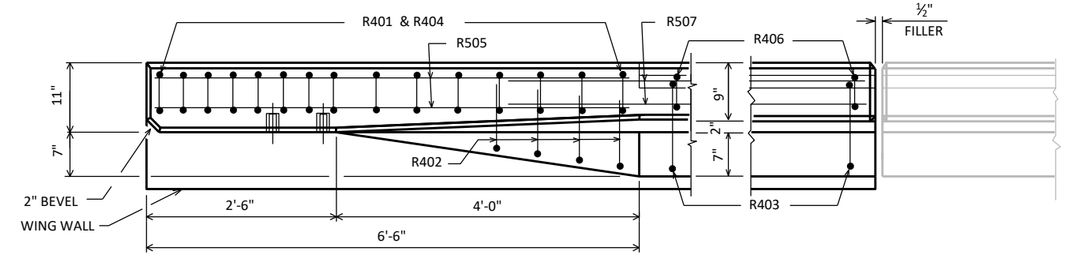
SECTION A



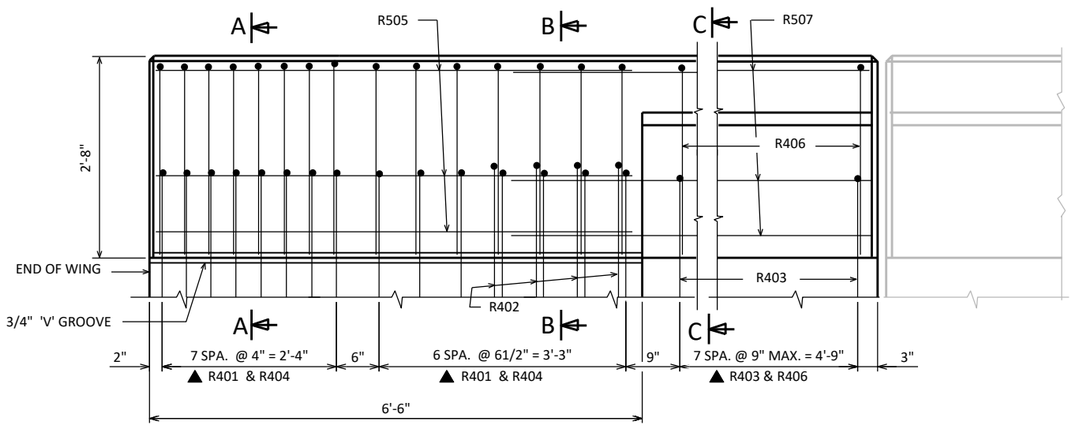
SECTION B



SECTION C



PLAN



OUTSIDE ELEVATION

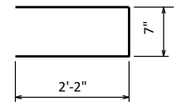
▲ R401, R402, R403 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.

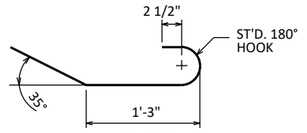
BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

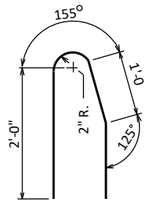
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R401	X	30	4'-9"	X	WING 4 STIRRUP
R402	X	8	3'-1"	X	WING 4 VERT.
R403	X	8	4'-9"	X	WING 4 STIRRUP
R404	X	30	4'-9"	X	WING 4 VERT.
R505	X	12	6'-2"		WING 4 LONGIT.
R406	X	8	4'-10"	X	WING 4 VERT.
R507	X	10	7'-1"		WING 4 LONGIT.



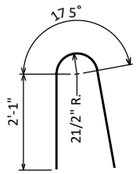
R401



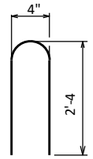
R402



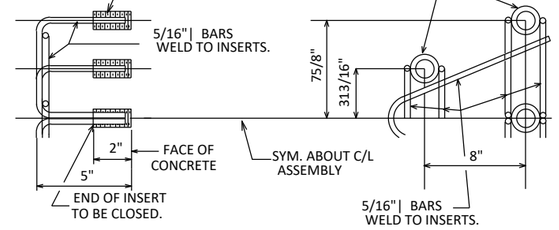
R403



R404



R406



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-171

DRAWN BY IFC | PLANS CK'D DLM

SLOPED FACE PARAPET "B"

SHEET 3
420

SCALE = 2.0

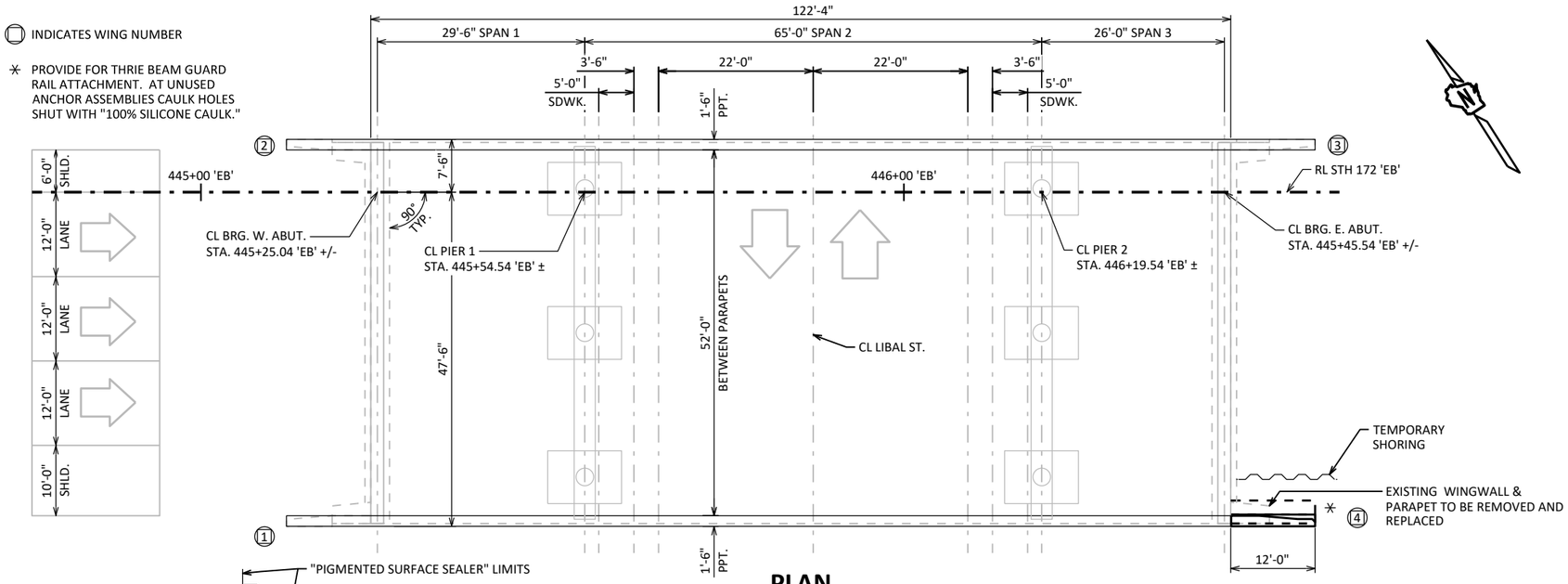
8

8

STATE PROJECT NUMBER
1210-09-71

INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK."



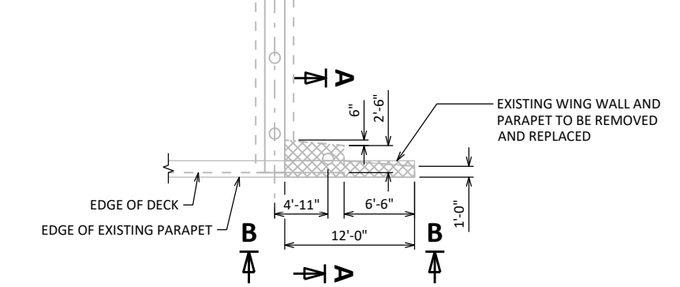
PLAN

PARTIAL CROSS SECTION THRU BRIDGE

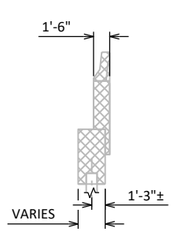
LOOKING EAST (UPSTATION)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING OLD STRUCTURE (B-05-172)	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-05-172)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	25
502.0100	CONCRETE MASONRY BRIDGES	CY	11
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	106
502.3210	PIGMENTED SURFACE SEALER	SY	5
502.4205	ADHESIVE ANCHORS NO. 5 BARS	EACH	6
502.4206	ADHESIVE ANCHORS NO. 6 BARS	EACH	7
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,260
509.1500	CONCRETE SURFACE REPAIR	SF	4
511.1200	TEMPORARY SHORING (B-05-172)	SF	230
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	2
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	25
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1
SPV.0090	JOINT SEALING	LF	100
	NON-BID ITEMS		
	FILLER	SIZE	½"

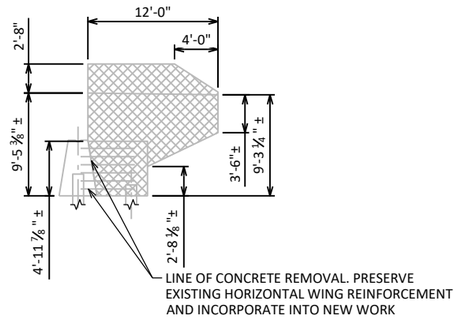


EXISTING WING 4 AND E. ABUT.



EXISTING SECTION A-A

SHOWING REMOVAL LIMITS



EXISTING ELEVATION B-B

SHOWING REMOVAL LIMITS

DESIGN DATA

LIVE LOAD: (OBTAINED FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-20
OPERATING RATING: HS-46

MATERIAL PROPERTIES:

CONCRETE MASONRY —— f'_c = 4,000 PSI
BAR STEEL REINFORCEMENT, GRADE 60 —— f'_y = 60,000 PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PIGMENTED SURFACE SEALER APPLIED TO FRONT FACE AND TOP OF NEW PARAPET ON WING. APPLICATION TO FRONT FACE AND TOP OF EXISTING PARAPETS COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREAS ARE ANTICIPATED AT SPALLS AT NE CORNER OF EAST ABUTMENT, VERTICAL CRACKING AT BOTH ABUTMENTS AND BACKWALLS. LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

AT THE BACK FACE OF WING ALL VOLUME WHICH CANNOT BE PLACED BEFORE WING CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW WING SHALL BE BACKFILLED WITH STRUCTURE BACK FILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE

LIST OF DRAWINGS:

1	REMOVAL DETAILS
2	WING 4 DETAILS
3	SLOPED FACE PARAPET 'B'

STRUCTURE DESIGN CONTACTS:

ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED — CHIEF STRUCTURES DESIGN ENGINEER — DATE 10/19/22

STRUCTURE B-05-172

STH 172 EB OVER LIBAL STREET

COUNTY	VILLAGE
BROWN	ALLOUEZ

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

REMOVAL DETAILS

SHEET 1 OF 3
421

SCALE = 20.0

I.D. 1210-09-00J

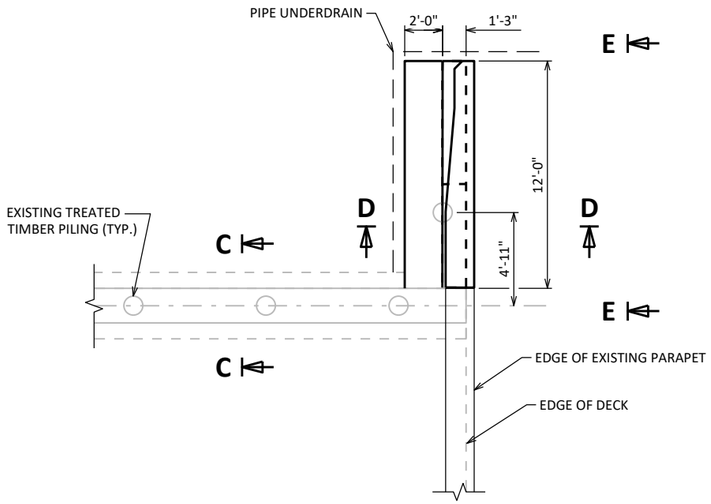
DATE: AUG. 2022

8

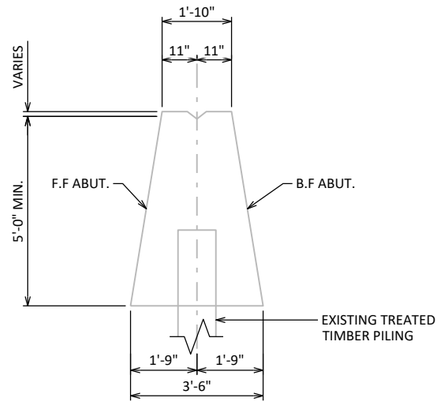
8

STATE PROJECT NUMBER

1210-09-71



PROPOSED WING 4 AND E. ABUT.

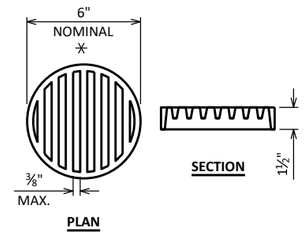


EXISTING SECTION C-C

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	A501	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING
M02	A502	X	6	4'-10"			HORIZ. - F.F. - LOWER WING ANCHOR
M03	A603	X	7	5'-6"			HORIZ. - B.F. - LOWER WING - ANCHOR
	A504	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING
	A605	X	2	11'-6"			HORIZ. - LOWER WING - TOP
	A406	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING
	A607	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING - TOP
	A608	X	7	10'-6"			HORIZ. - B.F. - LOWER WING
	A509	X	6	10'-6"			HORIZ. - F.F. LOWER WING

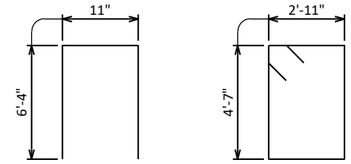


RODENT SHIELD DETAIL

✳ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



A504 **A501**

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

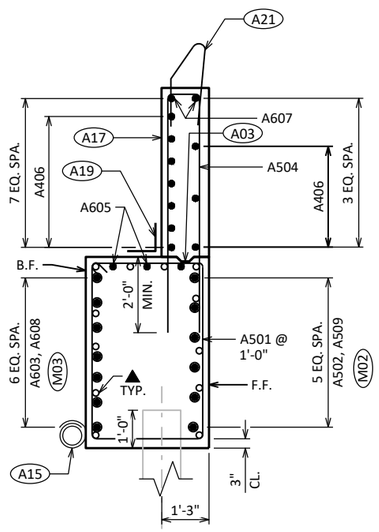
A21 FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

M02 ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

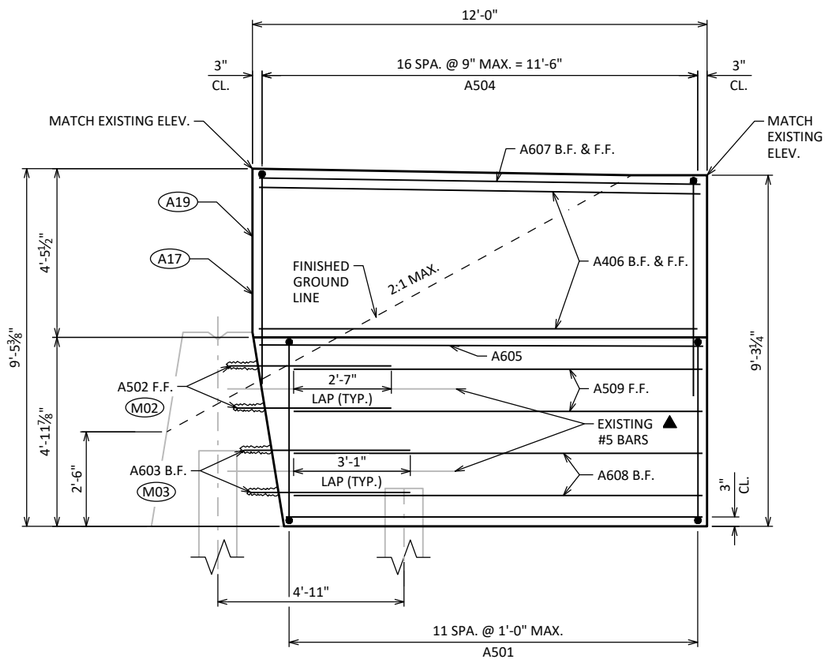
M03 ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.

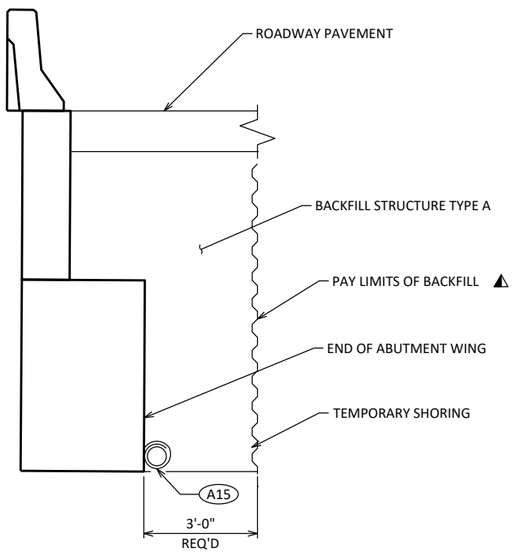
◭ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



PROPOSED SECTION D-D



PROPOSED ELEVATION E-E



TYPICAL FILL SECTION AT WING TIPS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-172

DRAWN BY IFC | PLANS CK'D DLM

WING DETAILS

SHEET 2
422

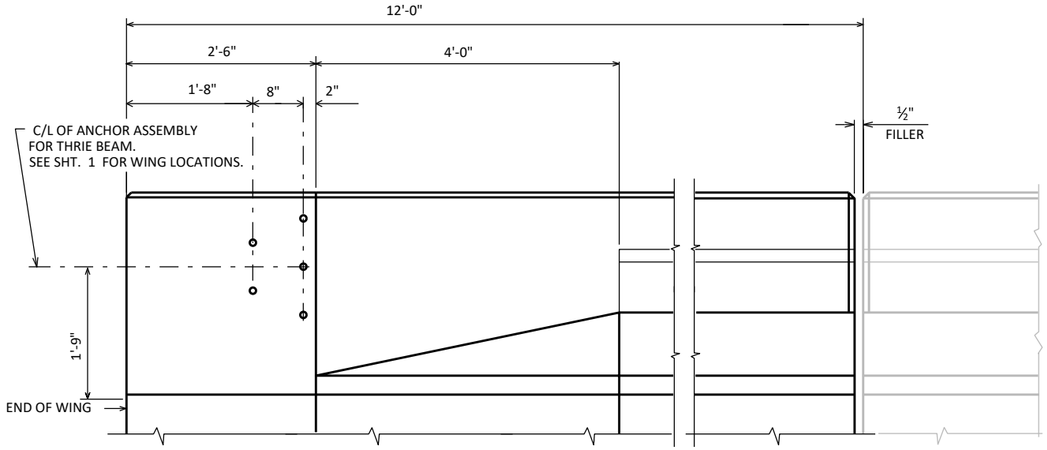
SCALE = 8

8

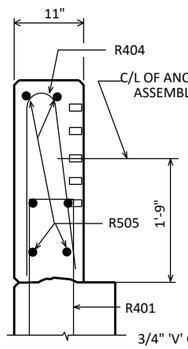
8

STATE PROJECT NUMBER

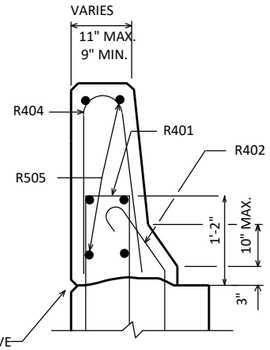
1210-09-71



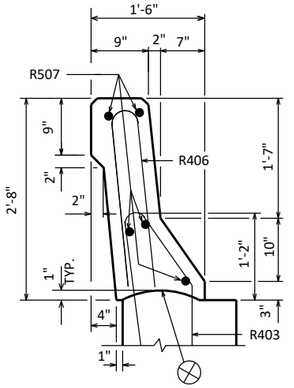
INSIDE ELEVATION



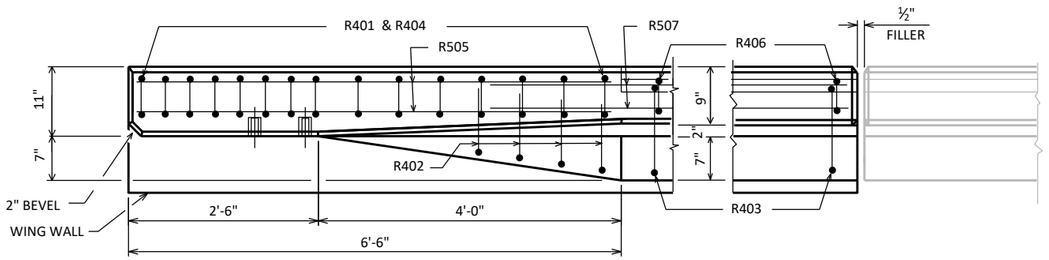
SECTION A



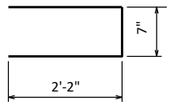
SECTION B



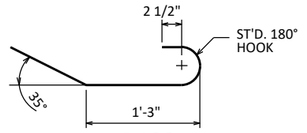
SECTION C



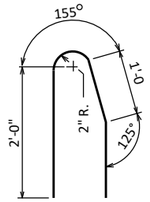
PLAN



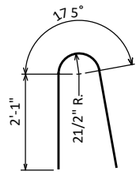
R401



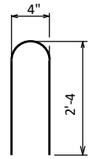
R402



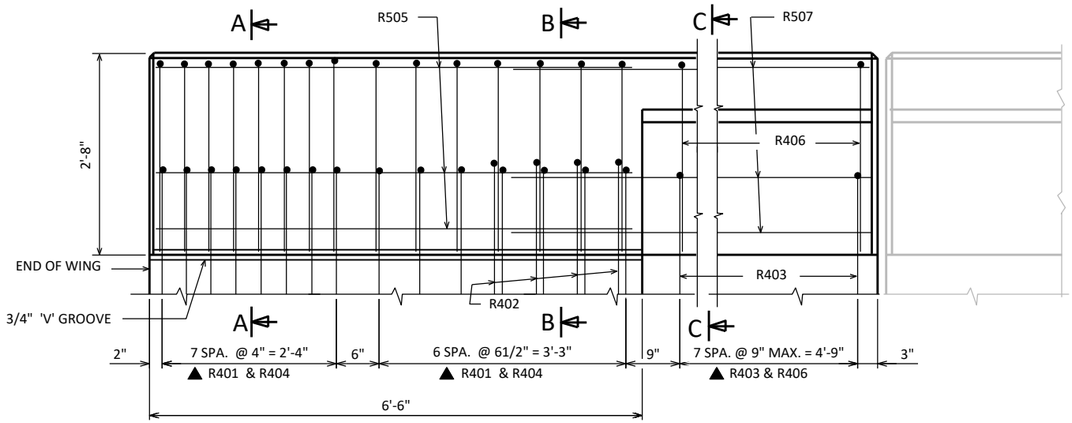
R403



R404



R406



OUTSIDE ELEVATION

BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R401	X	30	4'-9"	X	WING 4 STIRRUP
R402	X	8	3'-1"	X	WING 4 VERT.
R403	X	8	4'-9"	X	WING 4 STIRRUP
R404	X	30	4'-9"	X	WING 4 VERT.
R505	X	12	6'-2"		WING 4 LONGIT.
R406	X	8	4'-10"	X	WING 4 VERT.
R507	X	10	7'-1"		WING 4 LONGIT.

▲ R401, R402, R403 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-172

DRAWN BY IFC | PLANS CK'D DLM

SLOPED FACE PARAPET "B"

SHEET 3
423

SCALE = 2

8

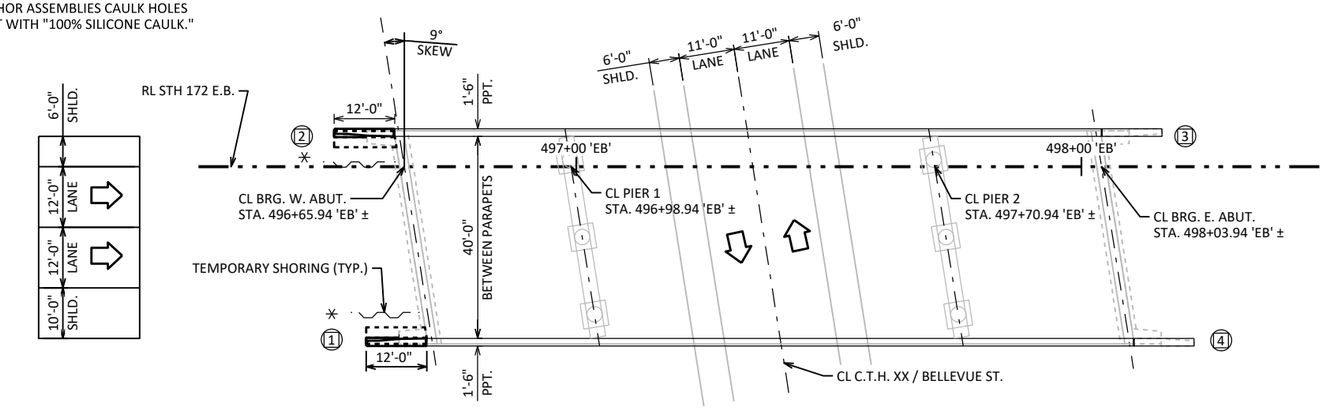
8

STATE PROJECT NUMBER

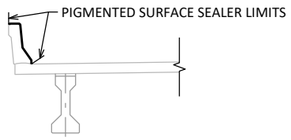
1210-09-71

INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK."

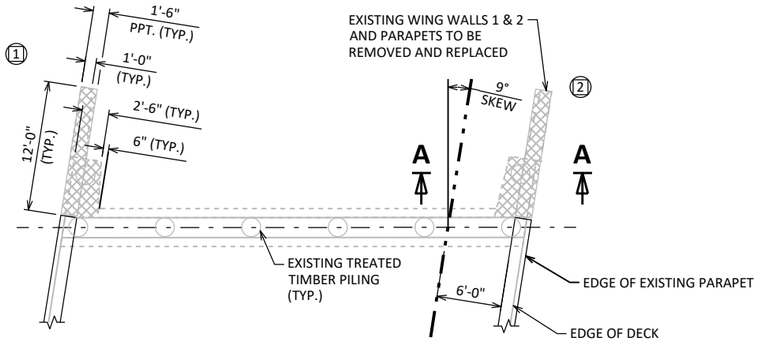


PLAN



PARTIAL CROSS SECTION THRU BRIDGE

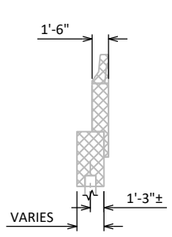
LOOKING EAST (UPSTATION)

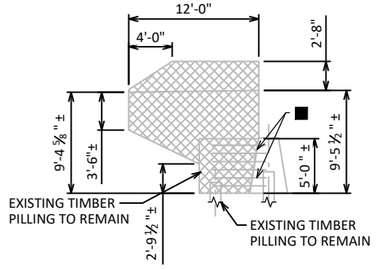


EXISTING WING 1 & 2 AND W. ABUT.

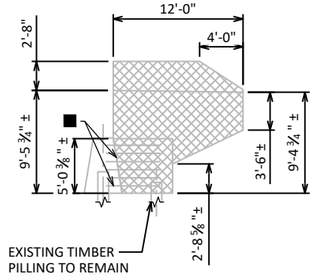
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING OLD STRUCTURE (B-05-178)	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-05-178)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	50
502.0100	CONCRETE MASONRY BRIDGES	CY	22
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	114
502.3210	PIGMENTED SURFACE SEALER	SY	10
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	12
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	14
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,510
509.1500	CONCRETE SURFACE REPAIR	SF	15
511.1200	TEMPORARY SHORING (B-05-178)	SF	460
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	50
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
SPV.0090	JOINT SEALING	LF	81
	NON-BID ITEMS		
	FILLER	SIZE	½"





WING 1



WING 2

EXISTING SECTION A-A

SHOWING REMOVAL LIMITS
WING 2 SHOWN, WING 1 SIMILAR

EXISTING ELEVATION

SHOWING REMOVAL LIMITS

■ LINE OF CONCRETE REMOVAL. PRESERVE EXISTING HORIZONTAL WING REINFORCEMENT AND INCORPORATE INTO NEW WORK

DESIGN DATA

LIVE LOAD: (OBTAINED FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-19
OPERATING RATING: HS-49

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 4,000 PSI
BAR STEEL REINFORCEMENT, GRADE 60 ——— f'_y = 60,000 PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PIGMENTED SURFACE SEALER APPLIED TO THE FRONT FACE AND TOP OF NEW PARAPET ON WING. APPLICATION TO FRONT FACE AND TOP OF EXISTING PARAPETS COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

AT THE BACK FACE OF WING ALL VOLUME WHICH CANNOT BE PLACED BEFORE WING CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW WING SHALL BE BACKFILLED WITH STRUCTURE BACK FILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CONCRETE SURFACE AREAS ANTICIPATED AT ABUTMENTS AND PARAPETS. LOCATION, LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE

LIST OF DRAWINGS:

1	REMOVAL DETAILS
2	WING 1 DETAILS
3	WING 2 DETAILS
4	SLOPED FACE PARAPET 'B'

STRUCTURE DESIGN CONTACTS:

ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-178

STH 172 EB OVER CTH XX/BELLEVUE ST.

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

REMOVAL DETAILS

SHEET 1 OF 4
424

SCALE = 30.0

I.D. 1210-09-00P

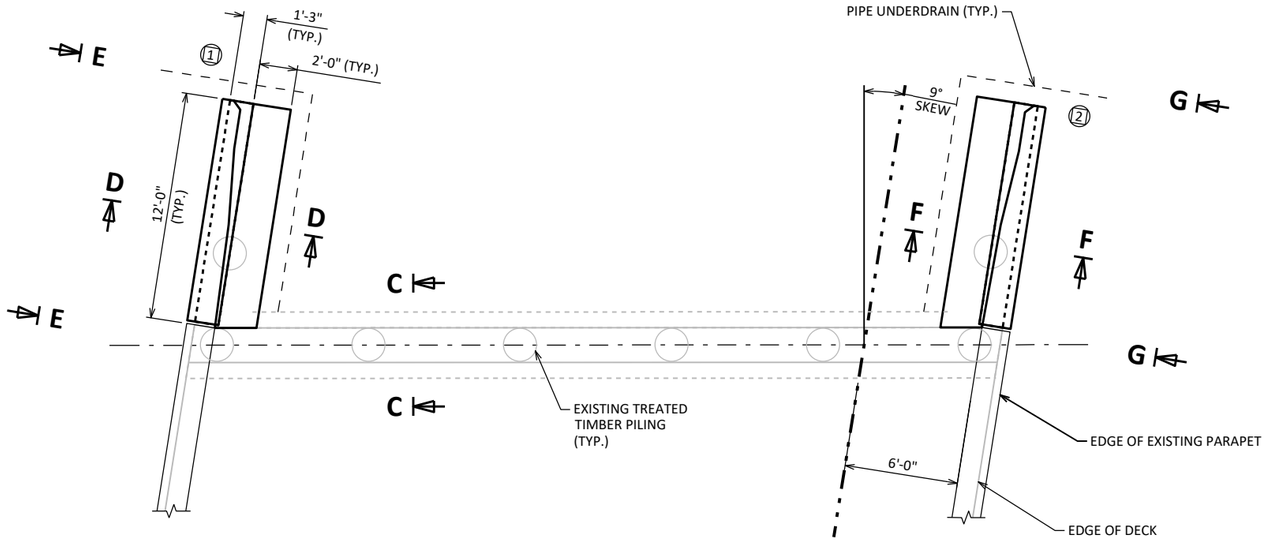
DATE: AUG. 2022

8

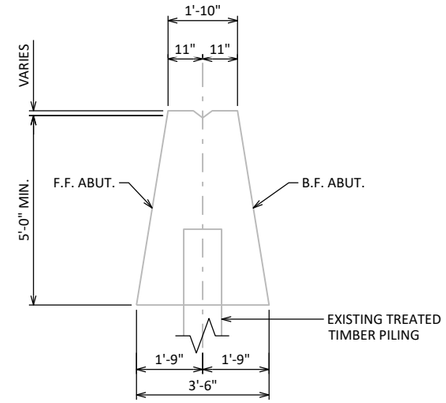
8

STATE PROJECT NUMBER

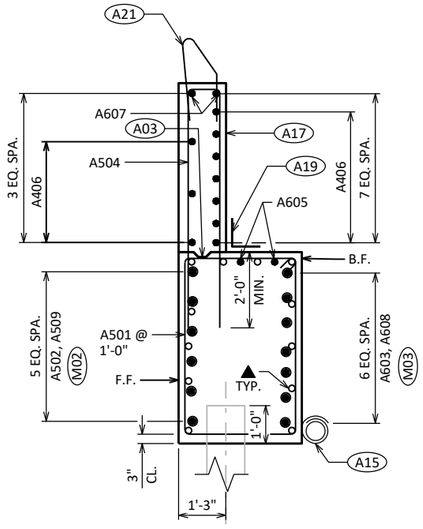
1210-09-71



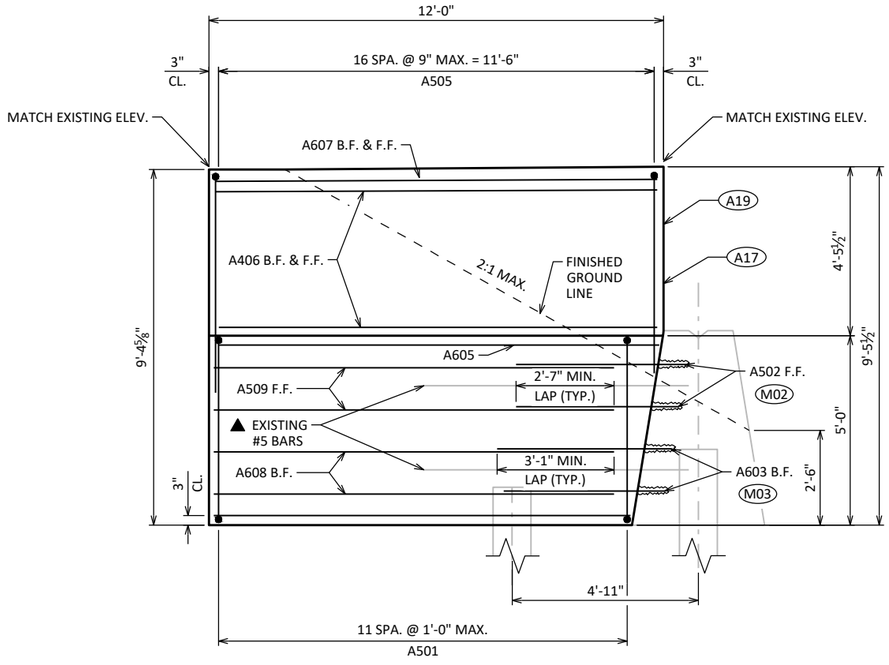
PROPOSED WING 1 & 2 AND W. ABUT.



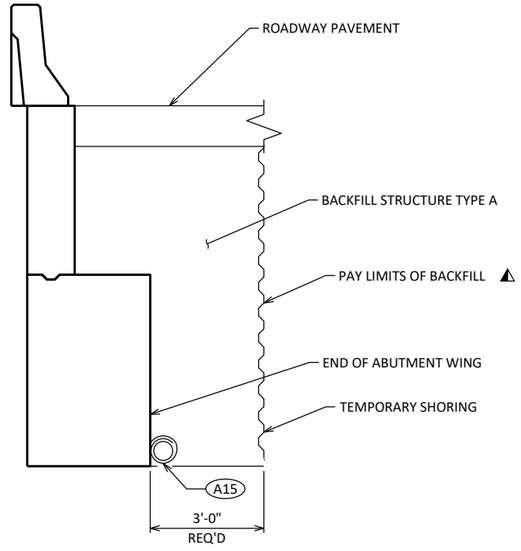
EXISTING SECTION C-C



WING 1 PROPOSED SECTION D-D



WING 1 PROPOSED ELEVATION E-E



TYPICAL FILL SECTION AT WING TIPS

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

(M02) ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

(M03) ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-178

DRAWN BY IFC | PLANS CK'D DLM

WING 1 DETAILS

SHEET 2
425

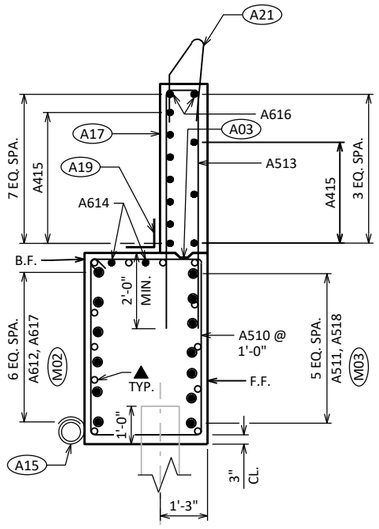
SCALE = 8.0

8

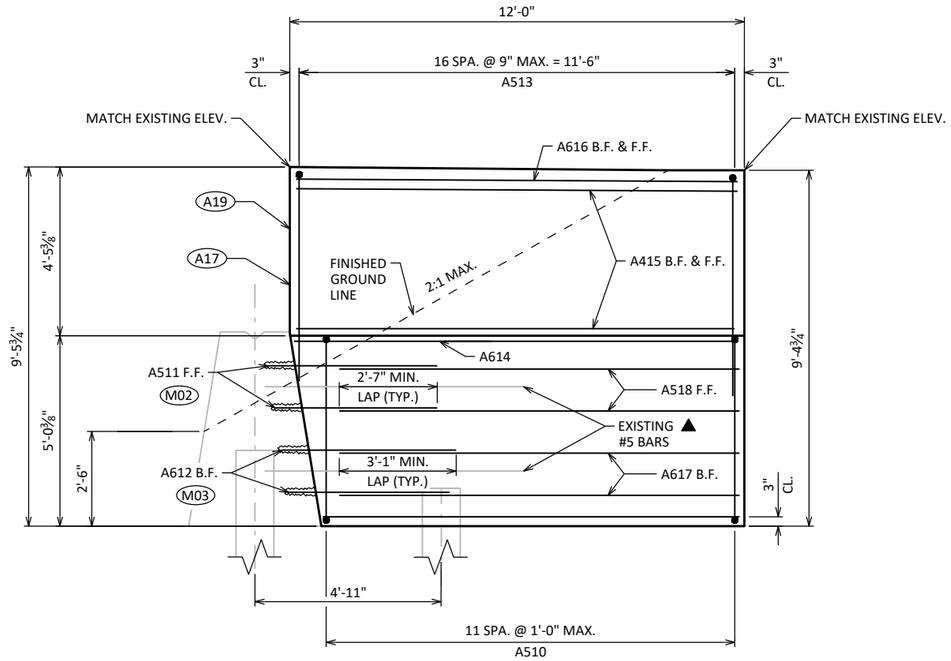
8

STATE PROJECT NUMBER

1210-09-71



WING 2 PROPOSED SECTION F-F

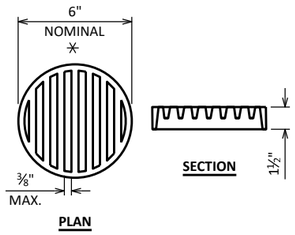


WING 2 PROPOSED ELEVATION G-G

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	A501	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING 1
M02	A502	X	6	4'-10"			HORIZ. - F.F. - LOWER WING 1 - ANCHOR
M03	A603	X	7	5'-6"			HORIZ. - B.F. - LOWER WING 1 - ANCHOR
	A504	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING 1
	A605	X	2	11'-6"			HORIZ. - LOWER WING 1 - TOP
	A406	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 1
	A607	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 1 - TOP
	A608	X	7	10'-6"			HORIZ. - B.F. - LOWER WING 1
	A509	X	6	10'-6"			HORIZ. - F.F. LOWER WING 1
	A510	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING 2
M02	A511	X	6	4'-10"			HORIZ. - F.F. - LOWER WING 2 - ANCHOR
M03	A612	X	7	5'-6"			HORIZ. - B.F. - LOWER WING 2 - ANCHOR
	A513	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING 2
	A614	X	2	11'-6"			HORIZ. - LOWER WING 2 - TOP
	A415	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 2
	A616	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 2 - TOP
	A617	X	7	10'-6"			HORIZ. - B.F. - LOWER WING 2
	A518	X	6	10'-6"			HORIZ. - F.F. LOWER WING 2



RODENT SHIELD DETAIL

⁎ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

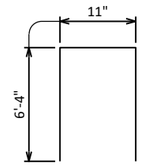
A21 FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

M02 ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

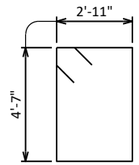
M03 ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



A504, A513



A501, A510

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-178

DRAWN BY IFC | PLANS CK'D DLM

WING 2 DETAILS

SHEET 3
426

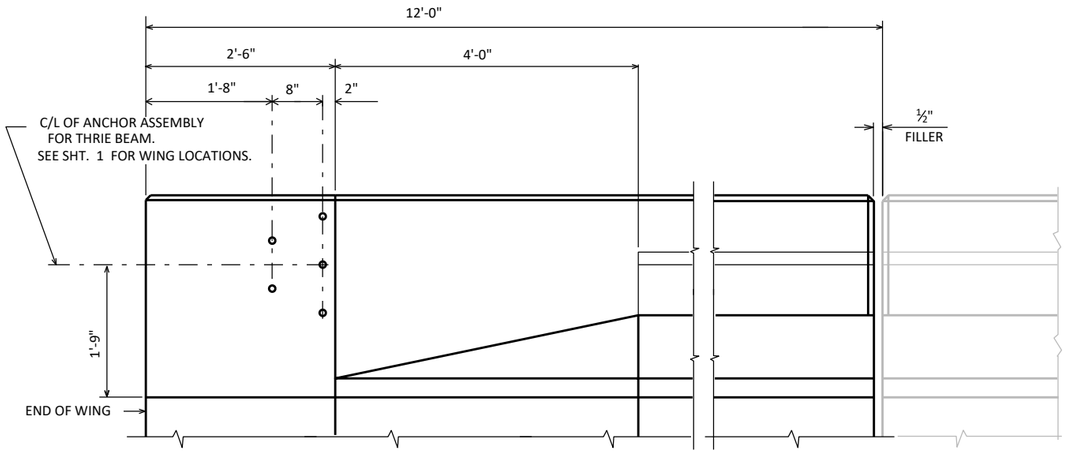
SCALE = 8.0

8

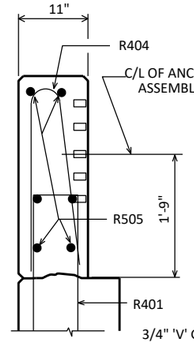
8

STATE PROJECT NUMBER

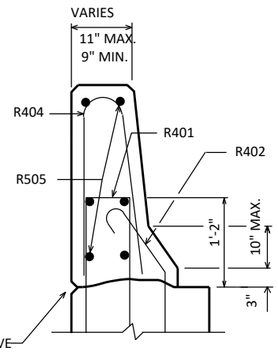
1210-09-71



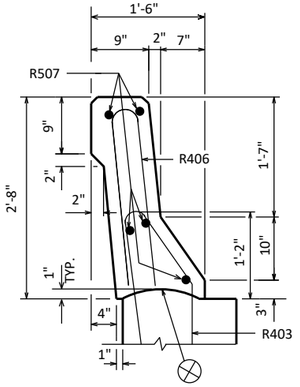
INSIDE ELEVATION



SECTION A



SECTION B

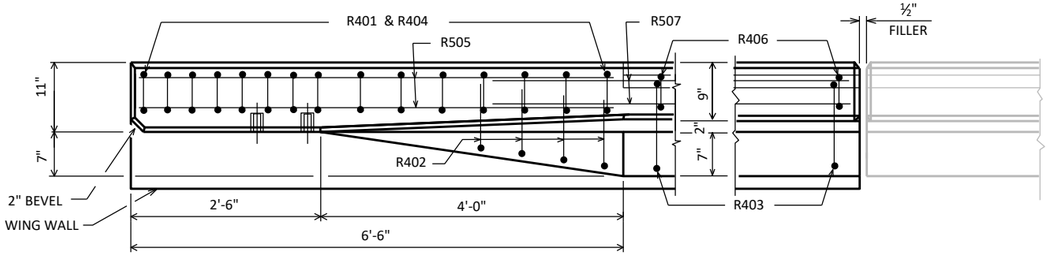


SECTION C

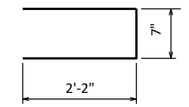
BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

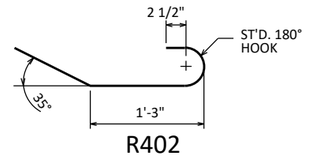
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R401	X	60	4'-9"	X	WING 1 & 2 STIRRUP
R402	X	16	3'-1"	X	WING 1 & 2 VERT.
R403	X	16	4'-9"	X	WING 1 & 2 STIRRUP
R404	X	60	4'-9"	X	WING 1 & 2 VERT.
R505	X	24	6'-2"		WING 1 & 2 LONGIT.
R406	X	16	4'-10"	X	WING 1 & 2 VERT.
R507	X	20	7'-1"		WING 1 & 2 LONGIT.



PLAN



R401



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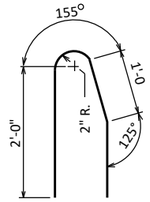
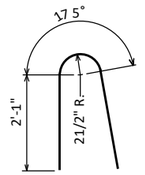
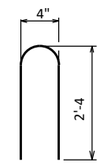


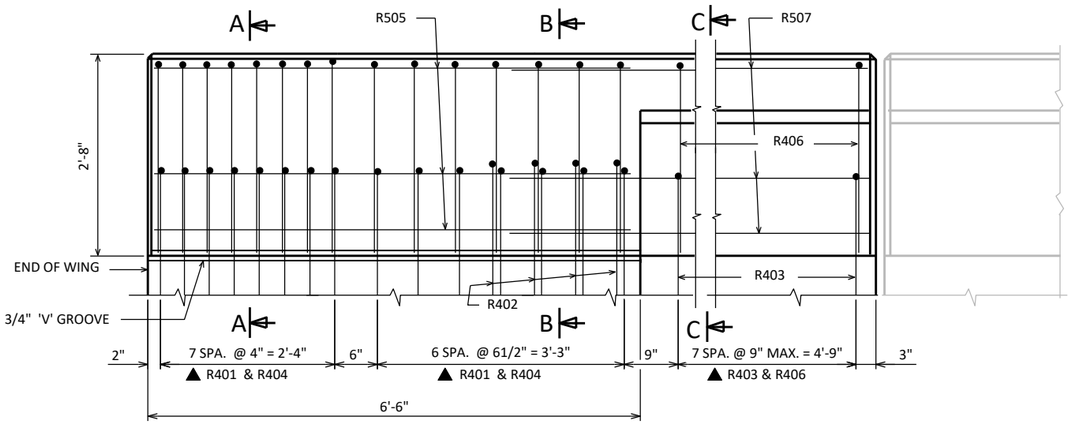
R403



R404



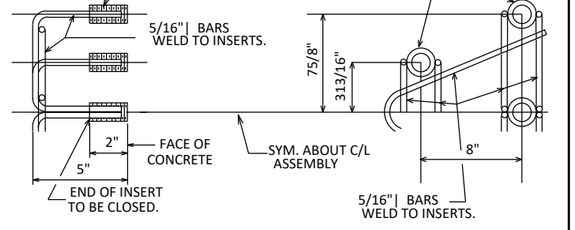
R406



OUTSIDE ELEVATION

▲ R401, R402, R403 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-178

DRAWN BY IFC | PLANS CK'D DLM

SLOPED FACE PARAPET "B"

SHEET 4
427

SCALE = 2.0

8

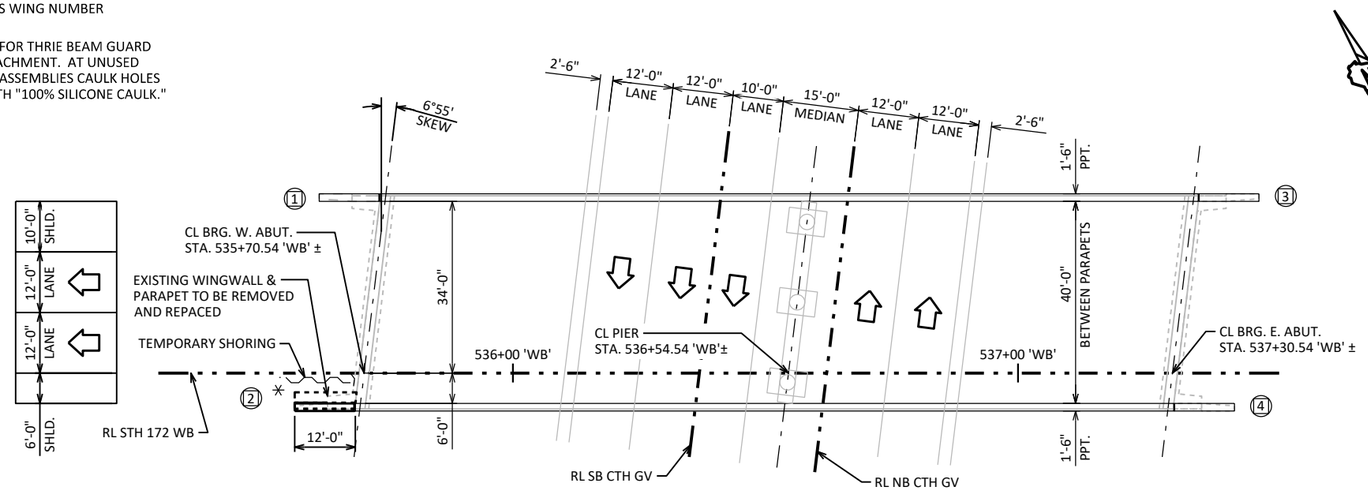
8

STATE PROJECT NUMBER

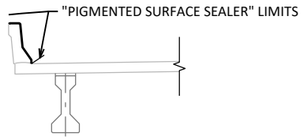
1210-09-71

(1) INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK."

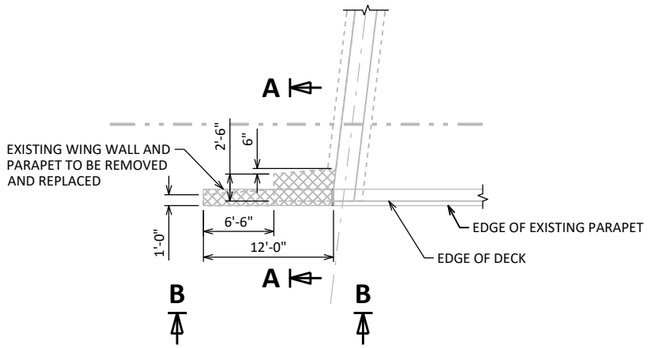


PLAN



PARTIAL CROSS SECTION THRU BRIDGE

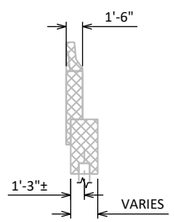
LOOKING EAST (UPSTATION)



EXISTING WING 1 AND W. ABUT.

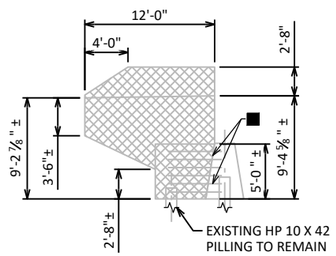
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING OLD STRUCTURE (B-05-179)	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-05-179)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	25
502.0100	CONCRETE MASONRY BRIDGES	CY	11
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	136
502.3210	PIGMENTED SURFACE SEALER	SY	5
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	6
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	7
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,260
509.1500	CONCRETE SURFACE REPAIR	SF	10
511.1200	TEMPORARY SHORING (B-05-179)	SF	230
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	2
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	315
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	25
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1
SPV.0090	JOINT SEALING	LF	81
	NON-BID ITEMS		
	FILLER	SIZE	½"



EXISTING SECTION A-A

SHOWING REMOVAL LIMITS



EXISTING ELEVATION B-B

SHOWING REMOVAL LIMITS

■ LINE OF CONCRETE REMOVAL. PRESERVE EXISTING HORIZONTAL WING REINFORCEMENT AND INCORPORATE INTO NEW WORK

DESIGN DATA

LIVE LOAD: (OBTAINED FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-23
OPERATING RATING: HS-43

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 4,000 PSI
BAR STEEL REINFORCEMENT, GRADE 60 ——— f'_y = 60,000 PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PIGMENTED SURFACE SEALER APPLIED TO FRONT FACE AND TOP OF NEW PARAPETS ON WING. APPLICATION TO FRONT FACE AND TOP OF NEW PARAPET COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREAS ARE ANTICIPATED AT SPALLS AT SW AND SE ABUTMENT CORNERS. LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

AT THE BACK FACE OF WING ALL VOLUME WHICH CANNOT BE PLACED BEFORE WING CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW WING SHALL BE BACKFILLED WITH STRUCTURE BACK FILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.

LIST OF DRAWINGS:

1	REMOVAL DETAILS
2	WING 2 DETAILS
3	SLOPED FACE PARAPET 'B'

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED _____ LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-179

STH 172 WB OVER CTH GV/MONROE RD.

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

REMOVAL DETAILS

SHEET 1 OF 3
428

I.D. 1210-09-00Q

DATE: AUG. 2022

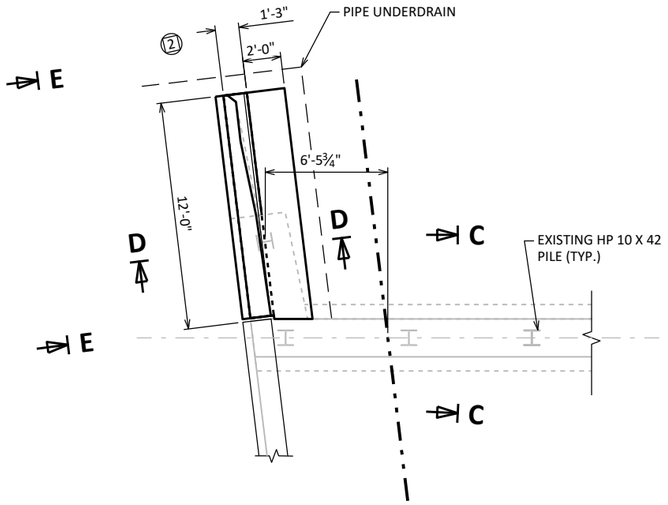
SCALE = 30.0

8

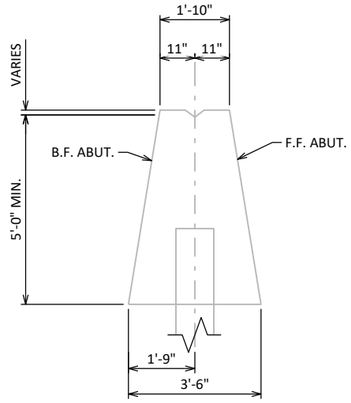
8

STATE PROJECT NUMBER

1210-09-71



PROPOSED WING 2 AND W. ABUT.

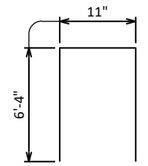


EXISTING SECTION C-C

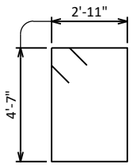
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING
(M02) A502	X	6	4'-10"			HORIZ. - F.F. - LOWER WING - ANCHOR
(M03) A603	X	7	5'-6"			HORIZ. - B.F. - LOWER WING - ANCHOR
A504	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING
A605	X	2	11'-6"			VERT. - LOWER WING - TOP
A406	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING
A607	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING - TOP
A608	X	7	10'-6"			HORIZ. - B.F. - LOWER WING
A509	X	6	10'-6"			HORIZ. - F.F. LOWER WING



A504



A501

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

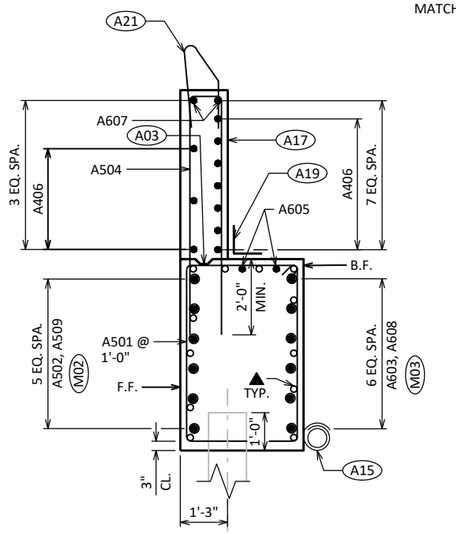
(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

(M02) ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

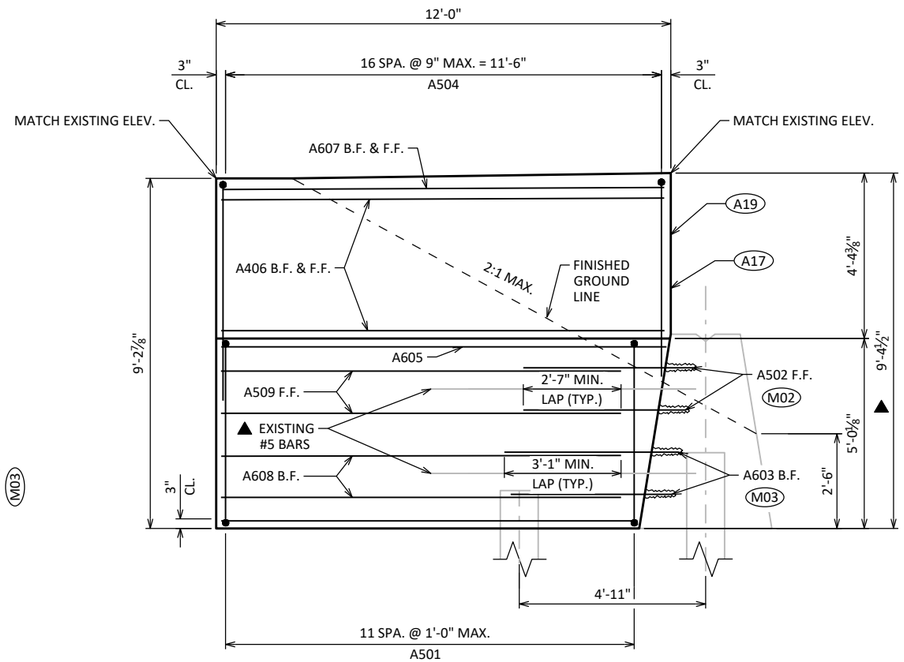
(M02) ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING #5 BARS AND EXTEND FULL LENGTH INTO NEW WORK. REPLACE WITH #5 ADHESIVE ANCHOR BARS IF EXISTING BARS ARE UNUSABLE.

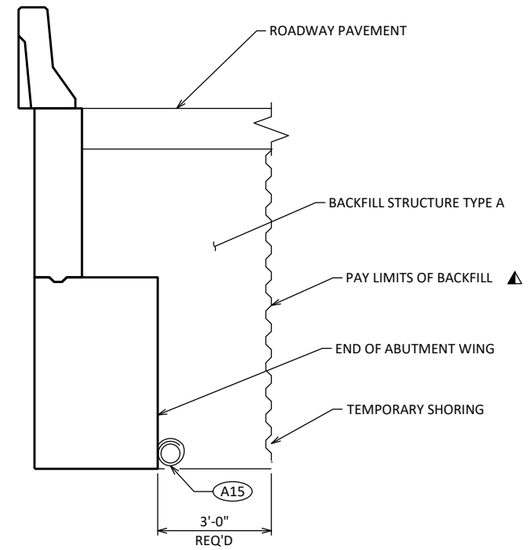
◭ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



PROPOSED SECTION D-D



PROPOSED ELEVATION E-E



TYPICAL FILL SECTION AT WING TIPS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-179

DRAWN BY IFC | PLANS CK'D DLM

WING 2 DETAILS

SHEET 2
429

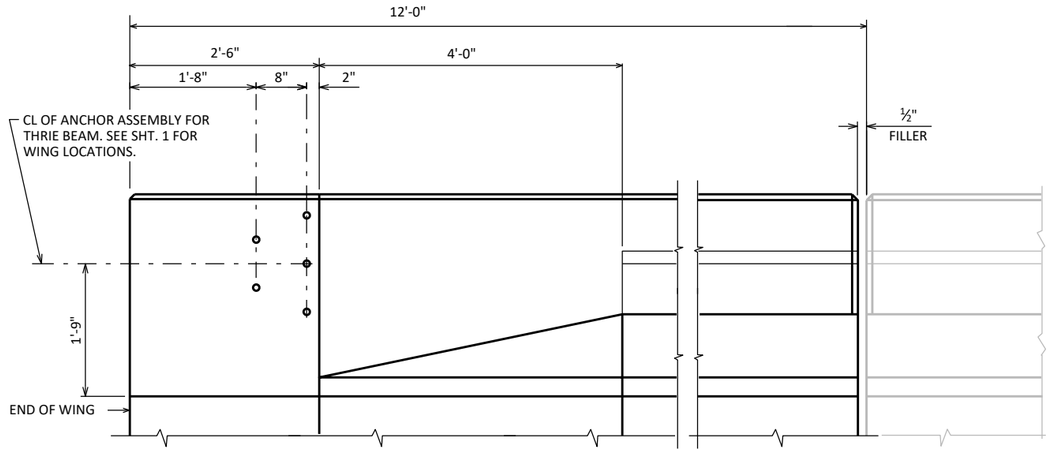
SCALE = 8.0

8

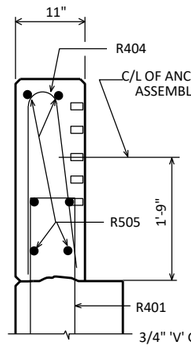
8

STATE PROJECT NUMBER

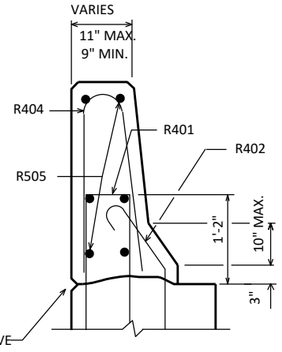
1210-09-71



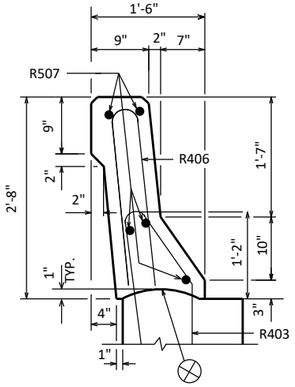
INSIDE ELEVATION



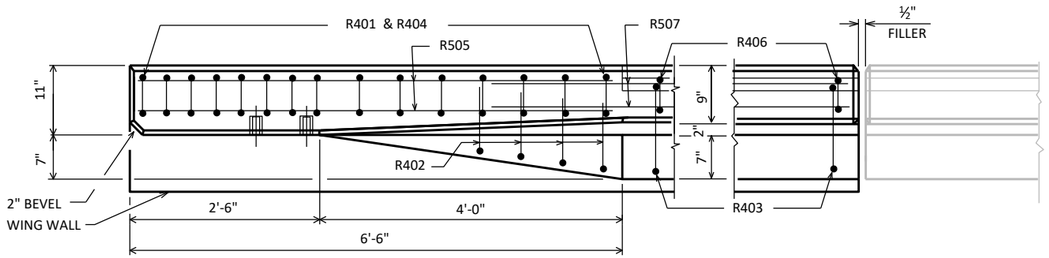
SECTION A



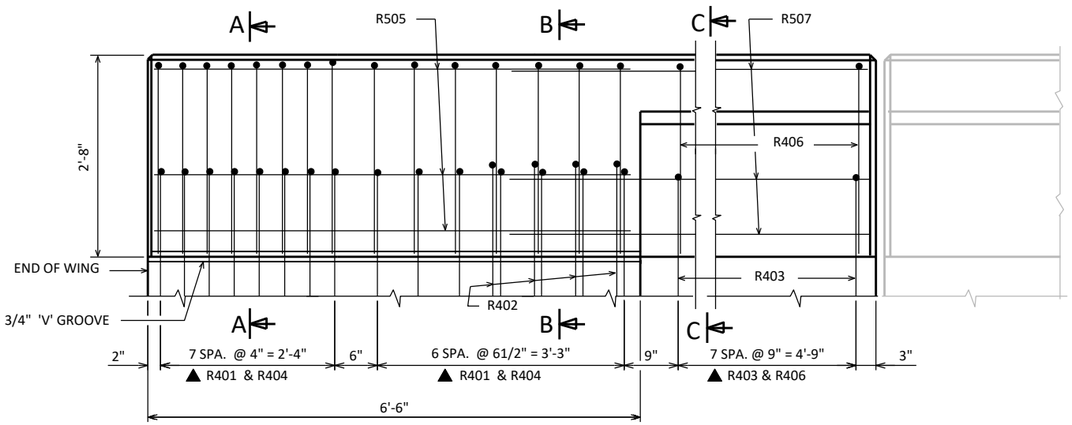
SECTION B



SECTION C



PLAN



OUTSIDE ELEVATION

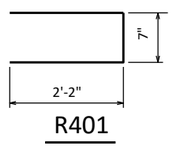
▲ R401, R402, R403 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.

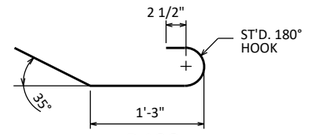
BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

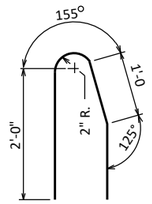
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R401	X	30	4'-9"	X	WING 2 STIRRUP
R402	X	8	3'-1"	X	WING 2 VERT.
R403	X	8	4'-9"	X	WING 2 STIRRUP
R404	X	30	4'-9"	X	WING 2 VERT.
R505	X	12	6'-2"		WING 2 LONGIT.
R406	X	8	4'-10"	X	WING 2 VERT.
R507	X	10	7'-1"		WING 2 LONGIT.



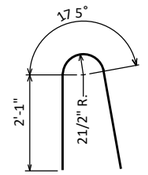
R401



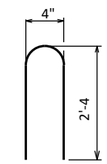
R402



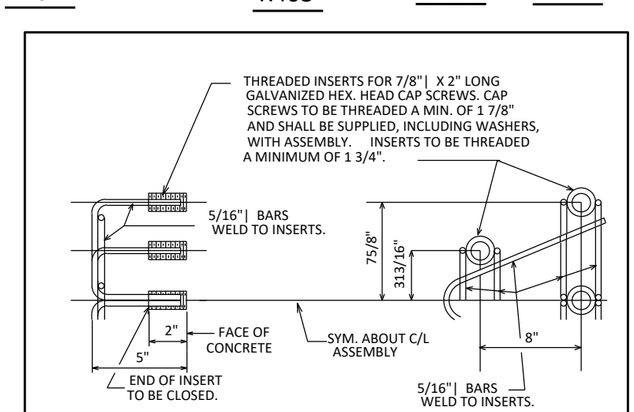
R403



R404



R406



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-179

DRAWN BY IFC | PLANS CK'D DLM

SLOPED FACE PARAPET "B"

SHEET 3
430

SCALE = 2.0

8

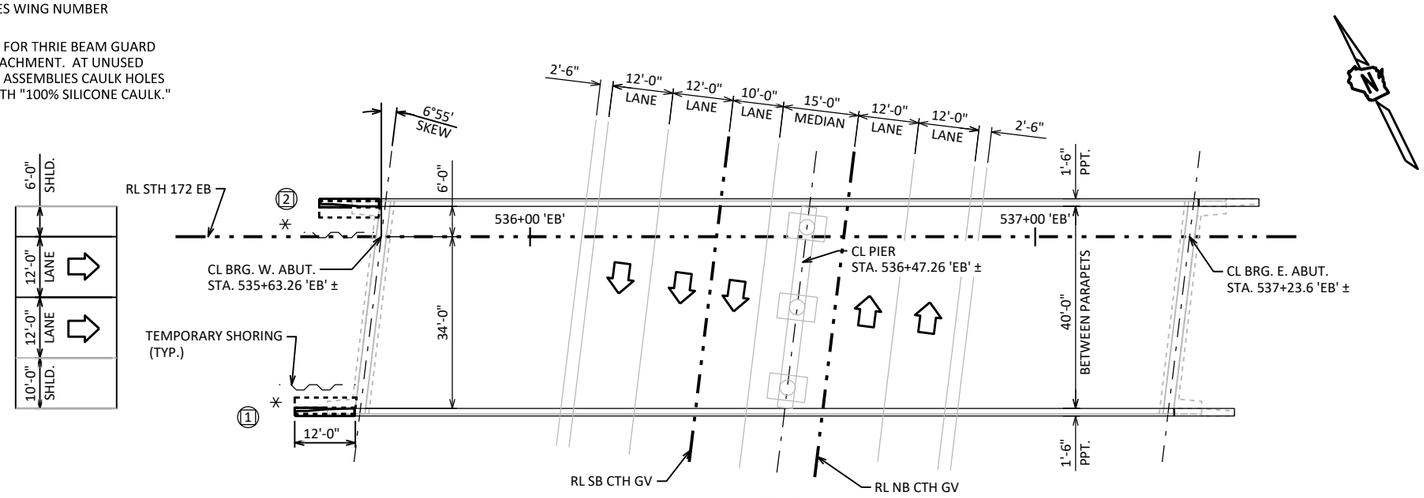
8

STATE PROJECT NUMBER

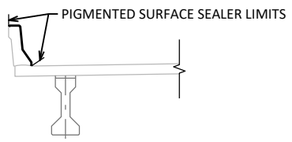
1210-09-71

INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK."



PLAN

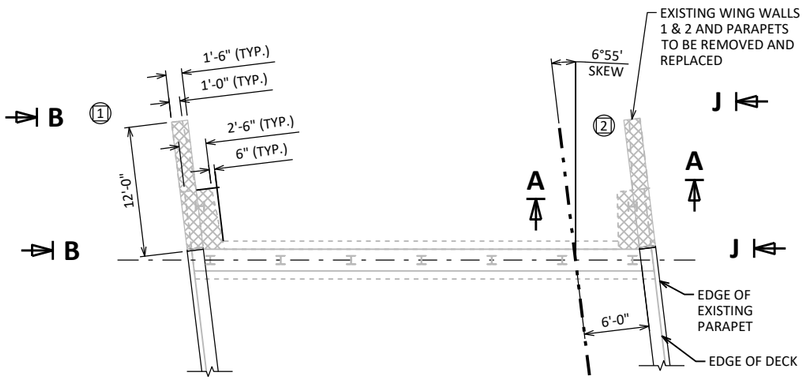


PARTIAL CROSS SECTION THRU BRIDGE

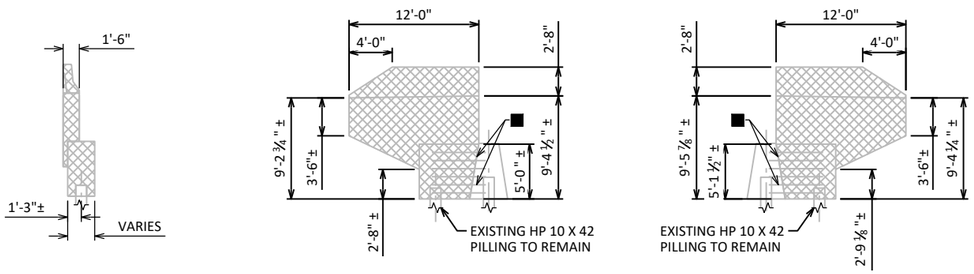
LOOKING EAST (UPSTATION)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING OLD STRUCTURE (B-05-180)	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-05-180)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	50
502.0100	CONCRETE MASONRY BRIDGES	CY	22
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	131
502.3210	PIGMENTED SURFACE SEALER	SY	10
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	12
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	14
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,510
509.1500	CONCRETE SURFACE REPAIR	SF	6
511.1200	TEMPORARY SHORING (B-05-180)	SF	460
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	315
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	50
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
SPV.0090	JOINT SEALING	LF	81
	NON-BID ITEMS		
	FILLER	SIZE	½"



EXISTING WING 1 & 2 AND W. ABUT.



EXISTING SECTION A-A

SHOWING REMOVAL LIMITS FOR WING 2, WING 1 SIMILAR

EXISTING ELEVATION

SHOWING REMOVAL LIMITS

■ LINE OF CONCRETE REMOVAL. PRESERVE EXISTING HORIZONTAL WING REINFORCEMENT AND INCORPORATE INTO NEW WORK

DESIGN DATA

LIVE LOAD: (OBTAINED FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-23
OPERATING RATING: HS-37

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'_c = 4,000 PSI
BAR STEEL REINFORCEMENT, GRADE 60 ——— f'_y = 60,000 PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND TOP OF NEW PARAPET ON WING. APPLICATION TO FRONT FACE AND TOP OF EXISTING PARAPETS COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREA ARE ANTICIPATED AT SPALLS AT SW AND SE ABUTMENT CORNERS. LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

AT THE BACK FACE OF WING ALL VOLUME WHICH CANNOT BE PLACED BEFORE WING CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW WING SHALL BE BACKFILLED WITH STRUCTURE BACK FILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

UNDER THE BID ITEM "CONCRETE SURFACE REPAIR" SEAL ALL DECK CRACKS AND REPAIR SURFACES ON BOTH ABUTMENTS.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.

LIST OF DRAWINGS:

1	REMOVAL DETAILS
2	WING 1 DETAILS
3	WING 2 DETAILS
4	SLOPED FACE PARAPET 'B'

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-180

STH 172 EB OVER CTH GV/MONROE RD.

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

REMOVAL DETAILS

SHEET 1 OF 4
431

SCALE = 30.0

I.D. 1210-09-00R

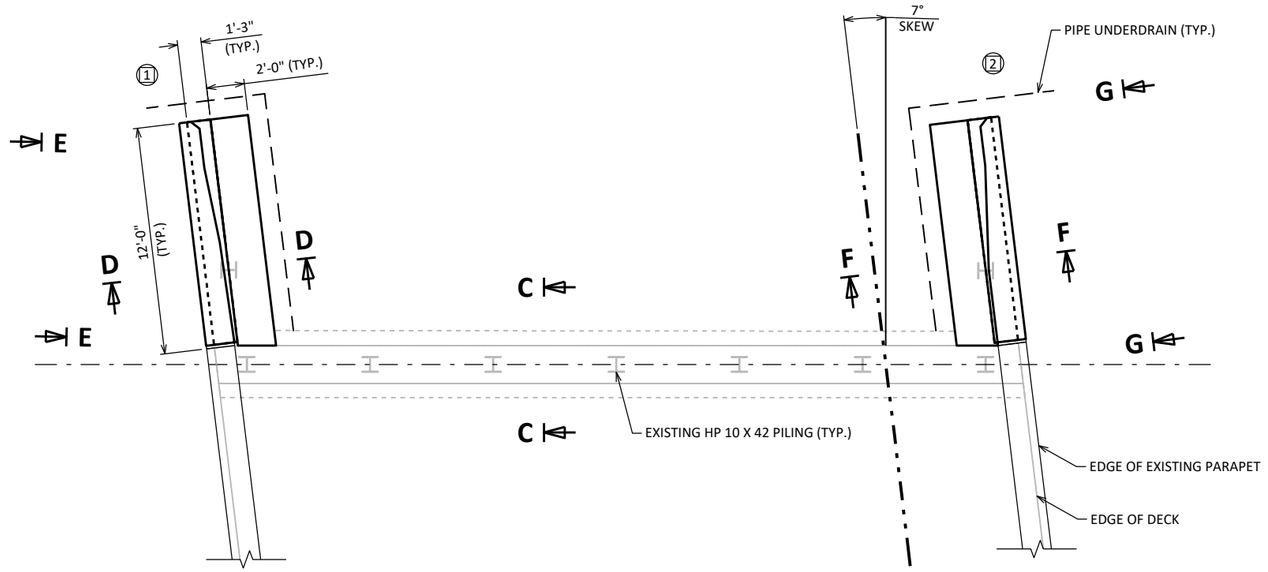
DATE: AUG. 2022

8

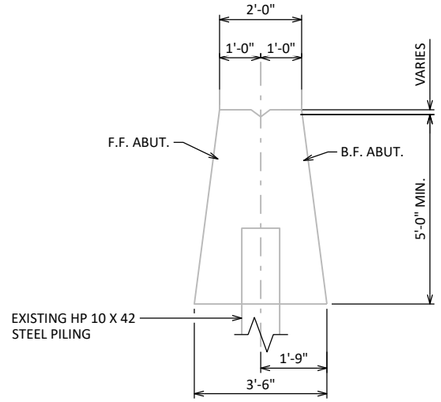
8

STATE PROJECT NUMBER

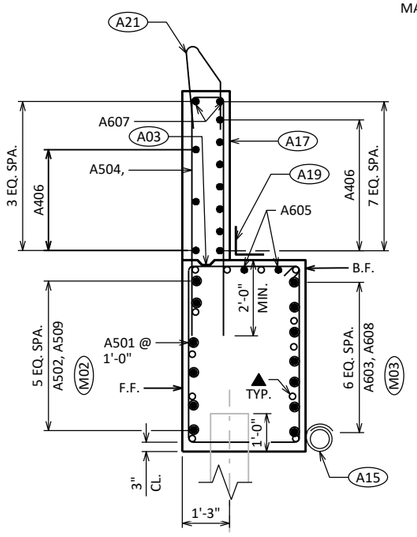
1210-09-71



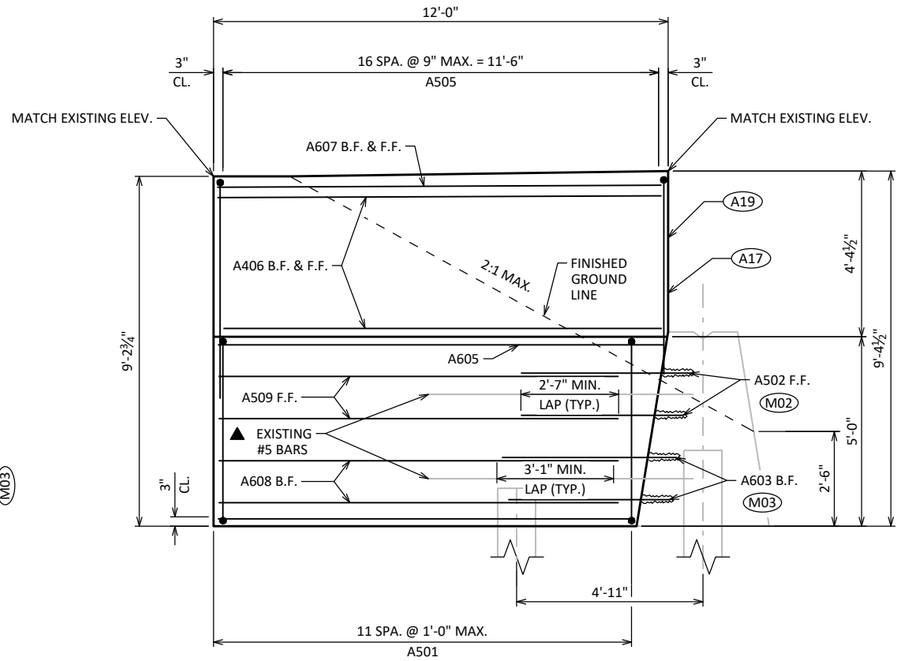
PROPOSED WING 1 & 2 AND W. ABUT.



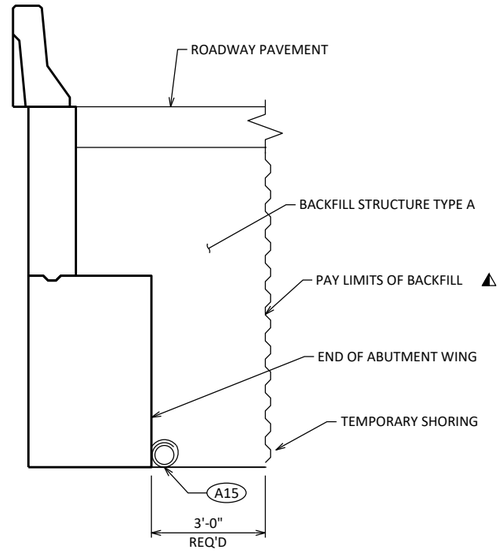
EXISTING SECTION C-C



WING 1 PROPOSED SECTION D-D



WING 1 PROPOSED ELEVATION E-E



TYPICAL FILL SECTION AT WING TIPS

WING 1 SHOWN, WING 2 SIMILAR

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

M02 ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

M03 ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING AND EXTEND FULL LENGTH INTO NEW WORK.

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-180

DRAWN BY IFC | PLANS CK'D DLM

WING 1 DETAILS

SHEET 2
432

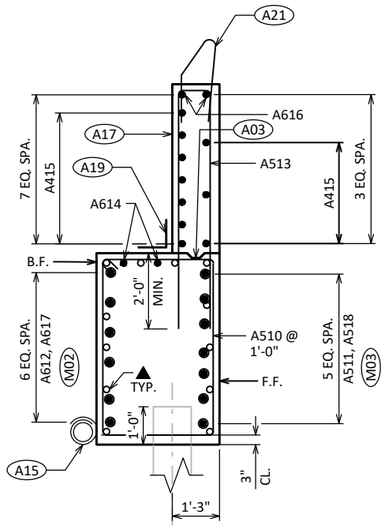
SCALE = 8.0

8

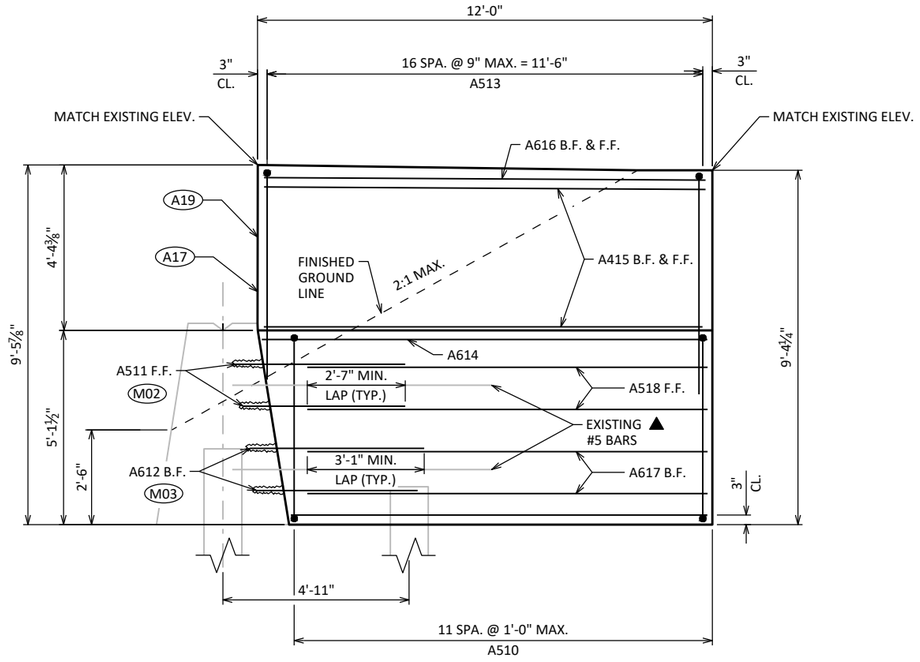
8

STATE PROJECT NUMBER

1210-09-71



WING 2 PROPOSED SECTION F-F

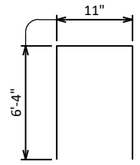


WING 2 PROPOSED ELEVATION G-G

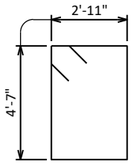
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

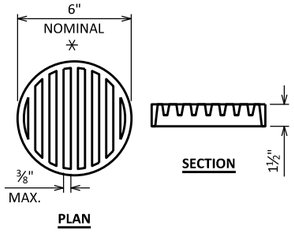
	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	A501	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING 1
M02	A502	X	6	4'-10"			HORIZ. - F.F. - LOWER WING 1 - ANCHOR
M03	A603	X	7	5'-6"			HORIZ. - B.F. - LOWER WING 1 - ANCHOR
	A504	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING 1
	A605	X	2	11'-6"			HORIZ. - LOWER WING 1 - TOP
	A406	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 1
	A607	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 1 - TOP
	A608	X	7	10'-6"			HORIZ. - B.F. - LOWER WING 1
	A509	X	6	10'-6"			HORIZ. - F.F. LOWER WING 1
	A510	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING 2
M02	A511	X	6	4'-10"			HORIZ. - F.F. - LOWER WING 2 - ANCHOR
M03	A612	X	7	5'-6"			HORIZ. - B.F. - LOWER WING 2 - ANCHOR
	A513	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING 2
	A614	X	2	11'-6"			HORIZ. - LOWER WING 2 - TOP
	A415	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 2
	A616	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 2 - TOP
	A617	X	7	10'-6"			HORIZ. - B.F. - LOWER WING 2
	A518	X	6	10'-6"			HORIZ. - F.F. LOWER WING 2



A504, A513



A501, A510



PLAN

RODENT SHIELD DETAIL

⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

A15 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

A17 ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A19 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

A21 FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

M02 ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

M03 ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-180

DRAWN BY IFC | PLANS CK'D DLM

WING 2 DETAILS

SHEET 3
433

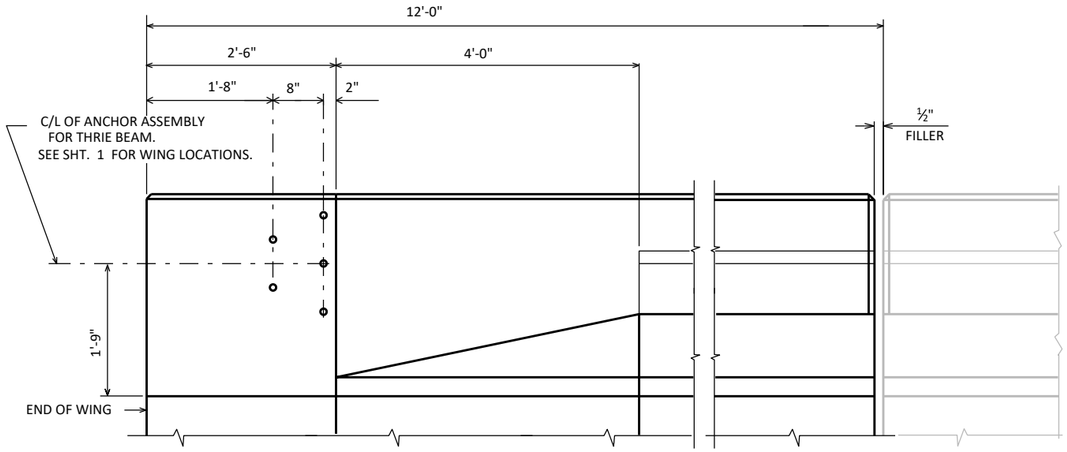
SCALE = 8.0

8

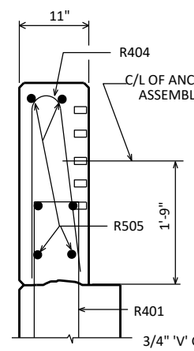
8

STATE PROJECT NUMBER

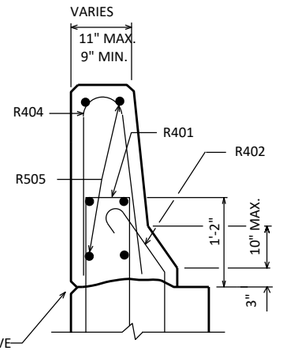
1210-09-71



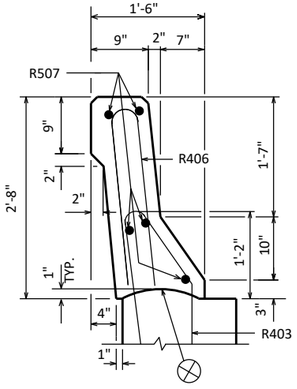
INSIDE ELEVATION



SECTION A



SECTION B

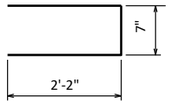


SECTION C

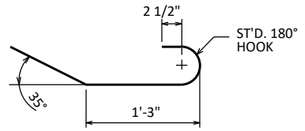
BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

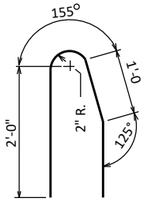
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R401	X	60	4'-9"	X	WING 1 & 2 STIRRUP
R402	X	16	3'-1"	X	WING 1 & 2 VERT.
R403	X	16	4'-9"	X	WING 1 & 2 STIRRUP
R404	X	60	4'-9"	X	WING 1 & 2 VERT.
R505	X	24	6'-2"		WING 1 & 2 LONGIT.
R406	X	16	4'-10"	X	WING 1 & 2 VERT.
R507	X	20	7'-1"		WING 1 & 2 LONGIT.



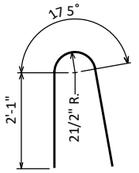
R401



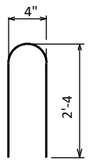
R402



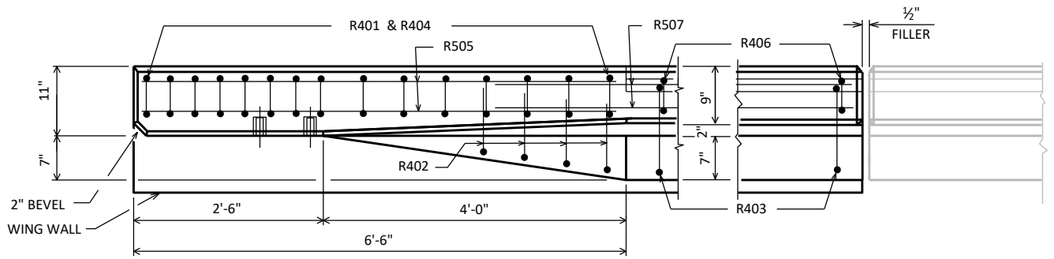
R403



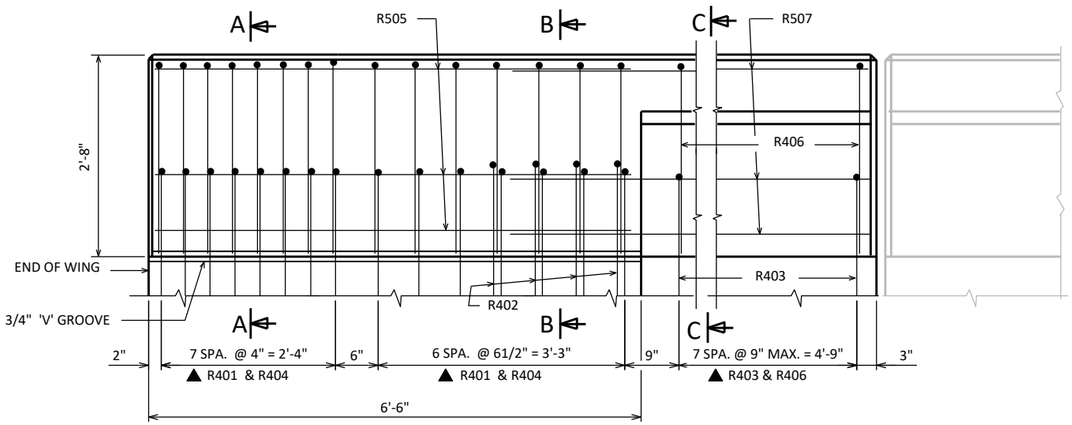
R404



R406



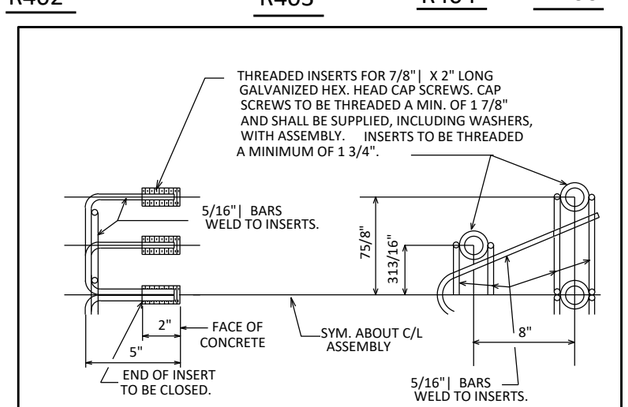
PLAN



OUTSIDE ELEVATION

▲ R401, R402, R403 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-180

DRAWN BY IFC | PLANS CK'D DLM

SLOPED FACE PARAPET "B"

SHEET 4
434

SCALE = 2.0

8

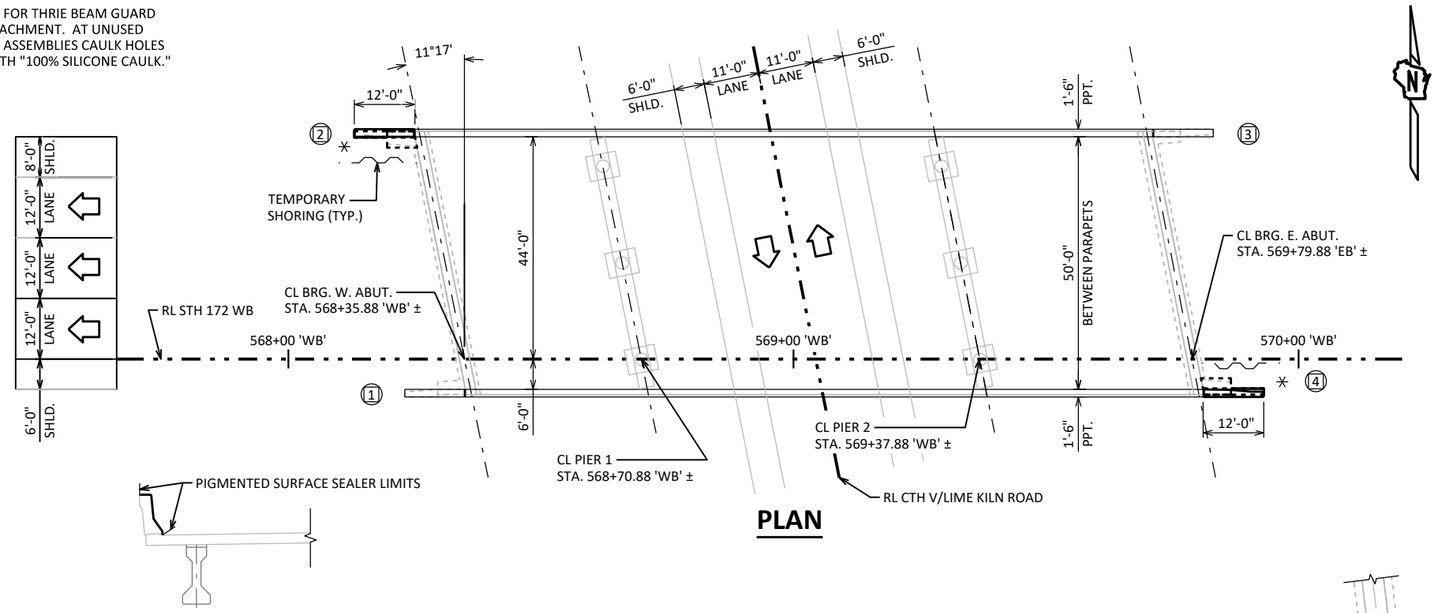
8

STATE PROJECT NUMBER

1210-09-71

INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT. AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK."



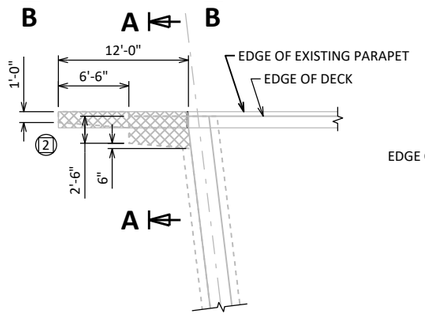
PLAN

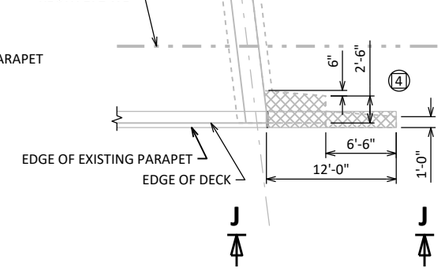
PARTIAL CROSS SECTION THRU BRIDGE

LOOKING EAST (UPSTATION)

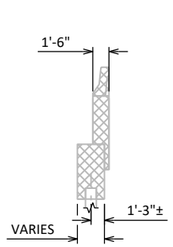
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING OLD STRUCTURE (B-05-181)	EACH	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES (B-05-181)	EACH	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	50
502.0100	CONCRETE MASONRY BRIDGES	CY	22
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	118
502.3210	PIGMENTED SURFACE SEALER	SY	10
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	12
502.4206	ADHESIVE ANCHORS NO. 6 BAR	EACH	14
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,510
509.0301	PREPARATION DECKS TYPE 1	SY	1
509.1500	CONCRETE SURFACE REPAIR	SF	12
509.2100.S.	CONCRETE MASONRY DECK REPAIR	CY	1
511.1200	TEMPORARY SHORING (B-05-181)	SF	460
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	490
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	50
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
SPV.0090	JOINT SEALING	LF	102
	NON-BID ITEMS		
	FILLER	SIZE	½"



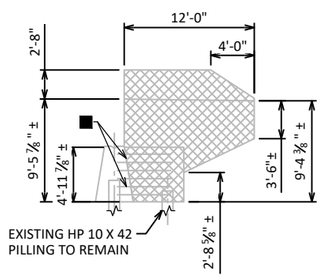


EXISTING WING 2 & 4 AND W/E ABUT.

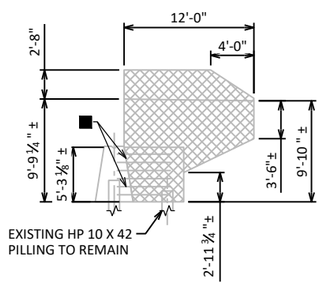


EXISTING SECTION A-A

SHOWING REMOVAL LIMITS FOR WING 2, WING 4 SIMILAR



SECTION B-B, WING 2



SECTION J-J, WING 4

EXISTING ELEVATION

SHOWING REMOVAL LIMITS

■ LINE OF CONCRETE REMOVAL. PRESERVE EXISTING HORIZONTAL WING REINFORCEMENT AND INCORPORATE INTO NEW WORK

DESIGN DATA

LIVE LOAD: (OBTAINED FROM HSI 7/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-21
OPERATING RATING: HS-30

MATERIAL PROPERTIES:

CONCRETE MASONRY — f'_c = 4,000 PSI
BAR STEEL REINFORCEMENT, GRADE 60 — f'_y = 60,000 PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PIGMENTED SURFACE SEALER APPLIED TO THE FRONT FACE AND TOP OF NEW PARAPETS ON WINGS. APPLICATION TO FRONT FACE AND TOP OF EXISTING PARAPETS COVERED UNDER " PIGMENTED SURFACE SEALER RESEAL".

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREA ARE ANTICIPATED AT SPALLS AT SW, NW AND SE ABUTMENT CORNERS. LIMITS AND EXTENTS SHALL BE DETERMINED BY THE FIELD ENGINEER.

AT THE BACK FACE OF WING ALL VOLUME WHICH CANNOT BE PLACED BEFORE WING CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW WING SHALL BE BACKFILLED WITH STRUCTURE BACK FILL TYPE A.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

PREPARATION DECK TYPE 1 AREA IS ANTICIPATED AT THE E. SPAN AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.

LIST OF DRAWINGS:

1	REMOVAL DETAILS
2	WING 2 DETAILS
3	WING 4 DETAILS
4	SLOPED FACE PARAPET 'B'

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED — CHIEF STRUCTURES DESIGN ENGINEER — LLS — DATE 10/19/22

STRUCTURE B-05-181

STH 172 WB OVER CTH V/LIME KILN RD.

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

REMOVAL DETAILS

SHEET 1 OF 4
435

SCALE = 30.0

I.D. 1210-09-00S

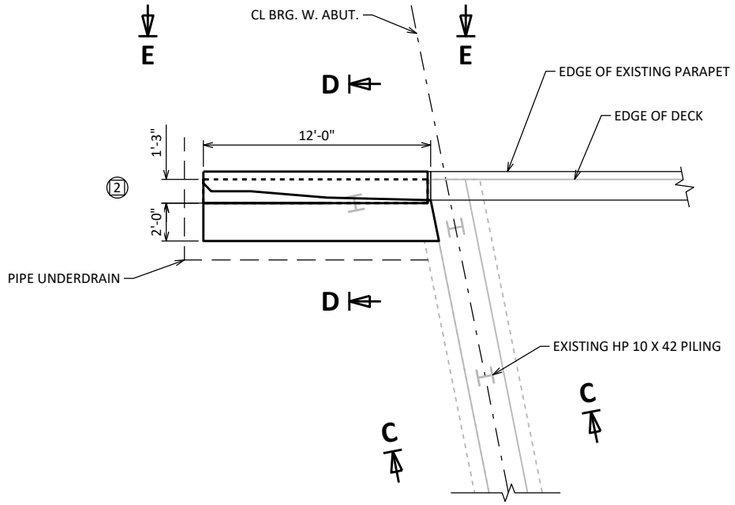
DATE: AUG. 2022

8

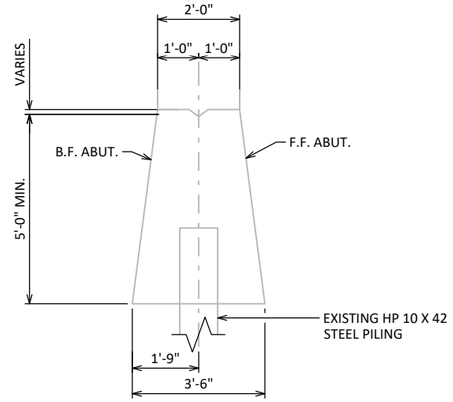
8

STATE PROJECT NUMBER

1210-09-71

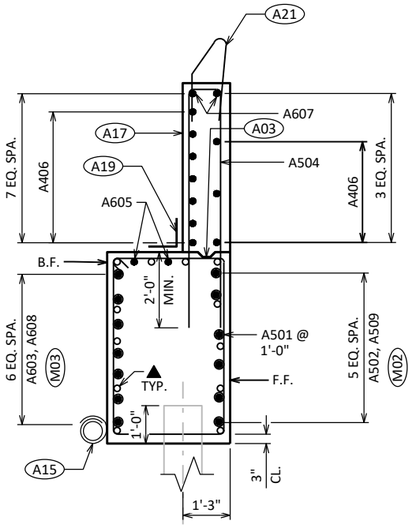


PROPOSED WING 2 AND W. ABUT.

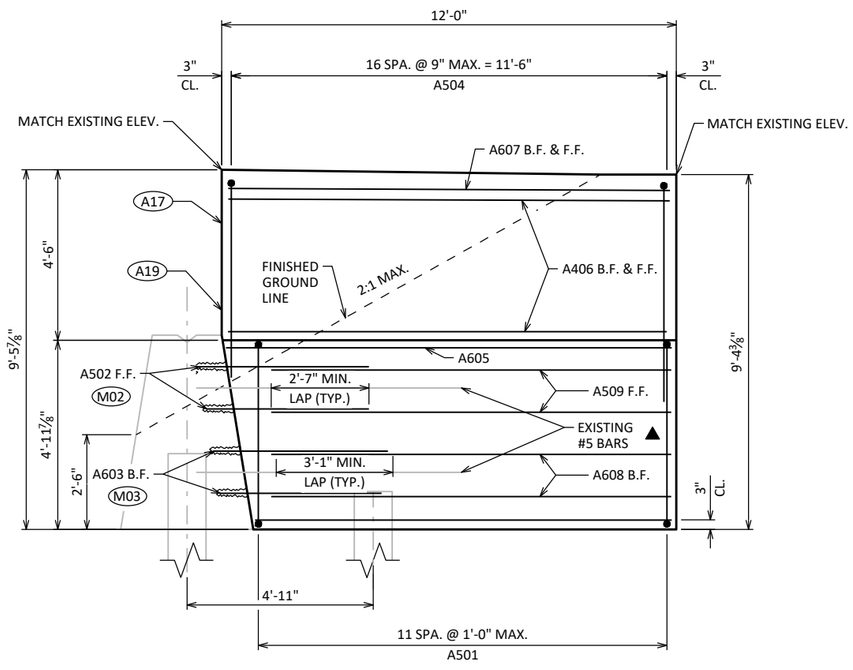


EXISTING SECTION C-C

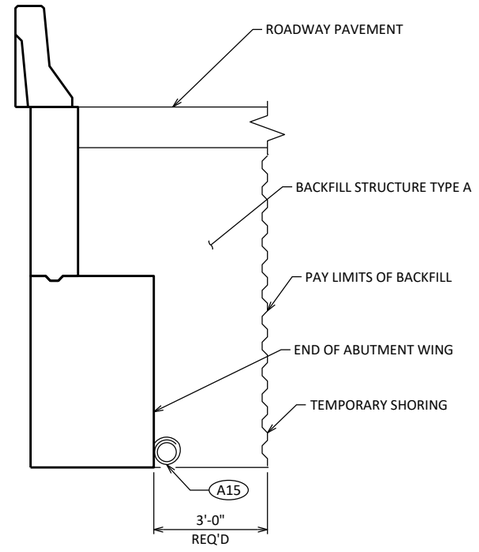
EAST ABUT. SIMILAR



WING 2 PROPOSED SECTION D-D



WING 2 PROPOSED ELEVATION E-E



TYPICAL FILL SECTION AT WING TIPS

WING 2 SHOWN, WING 1 SIMILAR

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

(M02) ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

(M03) ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-181

DRAWN BY IFC | PLANS CK'D DLM

WING 2 DETAILS

SHEET 2
436

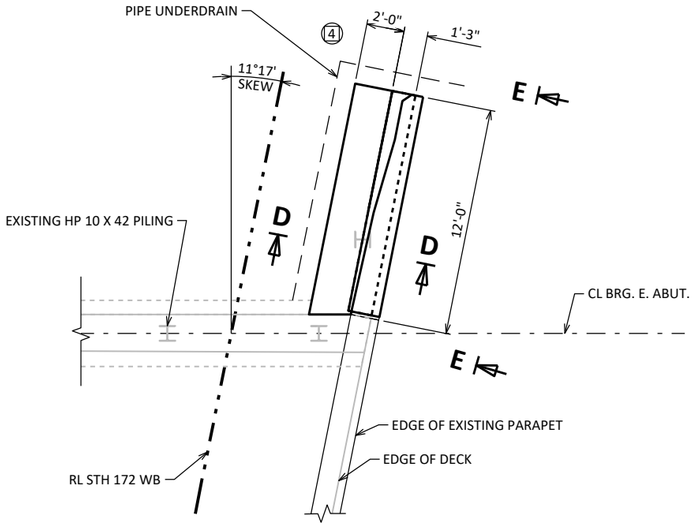
SCALE = 8.0

8

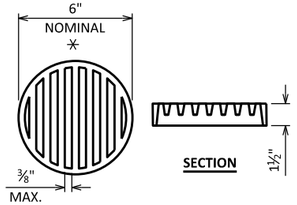
8

STATE PROJECT NUMBER

1210-09-71



PROPOSED WING 4 AND E. ABUT.



RODENT SHIELD DETAIL

⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

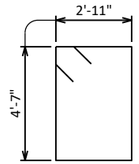
THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAING WRAPPED 6-INCH".

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 EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

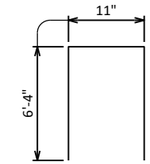
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	A501	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING 2
	A502	X	6	4'-10"			HORIZ. - F.F. - LOWER WING 2 - ANCHOR
M02	A603	X	7	5'-6"			HORIZ. - B.F. - LOWER WING 2 - ANCHOR
M03	A504	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING 2
	A605	X	2	11'-6"			HORIZ. - LOWER WING 2 - TOP
	A406	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 2
	A607	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 2 - TOP
	A608	X	7	10'-6"			HORIZ. - B.F. - LOWER WING 2
	A509	X	6	10'-6"			HORIZ. - F.F. LOWER WING 2
	A510	X	12	15'-8"	X		VERT. - STIRRUP - LOWER WING 4
M02	A511	X	6	4'-10"			HORIZ. - F.F. - LOWER WING 4 - ANCHOR
M03	A612	X	7	5'-6"			HORIZ. - B.F. - LOWER WING 4 - ANCHOR
	A513	X	17	13'-4"	X		VERT. - STIRRUP - UPPER WING 4
	A614	X	2	11'-6"			HORIZ. - LOWER WING 4 - TOP
	A415	X	10	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 4
	A616	X	2	11'-6"			HORIZ. - B.F. & F.F. UPPER WING 4 - TOP
	A617	X	7	10'-6"			HORIZ. - B.F. - LOWER WING 4
	A518	X	6	10'-6"			HORIZ. - F.F. LOWER WING 4



A501, A510



A504, A513

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" RMW @ B.F. & ¾" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) ½" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

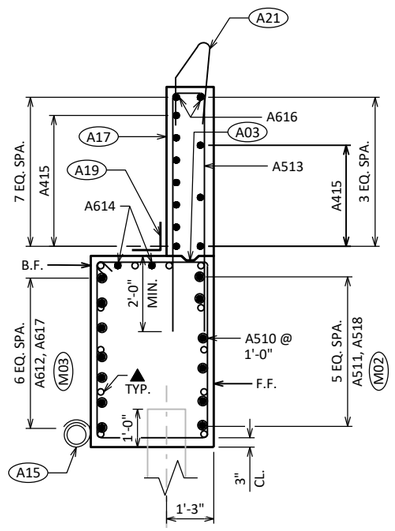
(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A21) FOR PPT. BARS & DIMENSIONS SEE PARAPET SHEET.

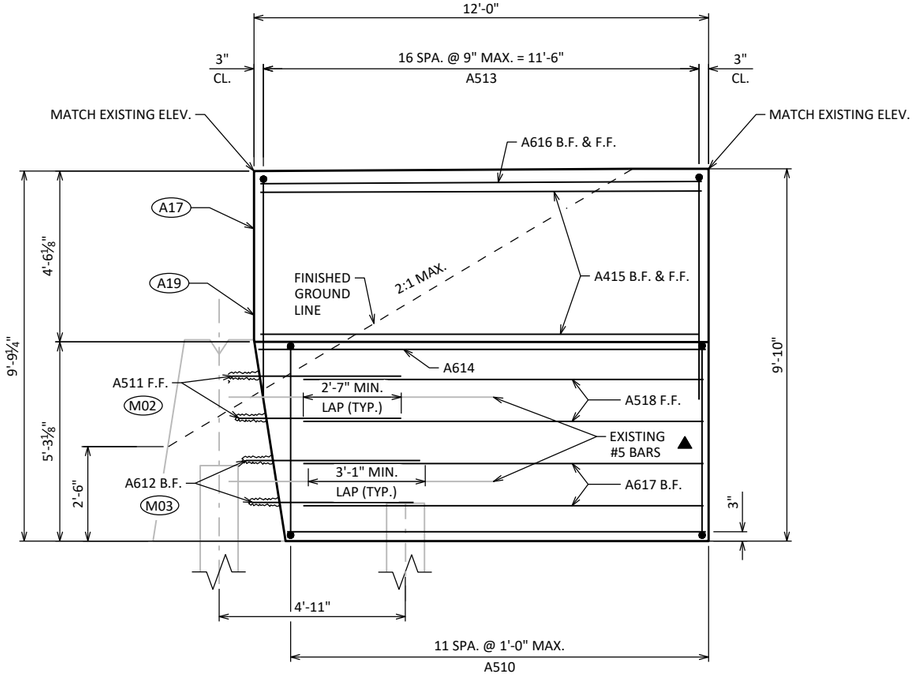
(M02) ADHESIVE ANCHORS NO. 5 BARS. EMBED 1'- 0 ½" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 3 ¾".

(M03) ADHESIVE ANCHORS NO. 6 BARS. EMBED 1'-3" MAX. IN EXISTING ABUTMENT. A MINIMUM SPACING AND EDGE DISTANCE OF 4 ½".

▲ SALVAGE EXISTING BARS AND EXTEND FULL LENGTH INTO NEW WORK.



WING 4 PROPOSED SECTION D-D



WING 4 PROPOSED ELEVATION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-181

DRAWN BY IFC | PLANS CK'D DLM

WING 4 DETAILS

SHEET 3
437

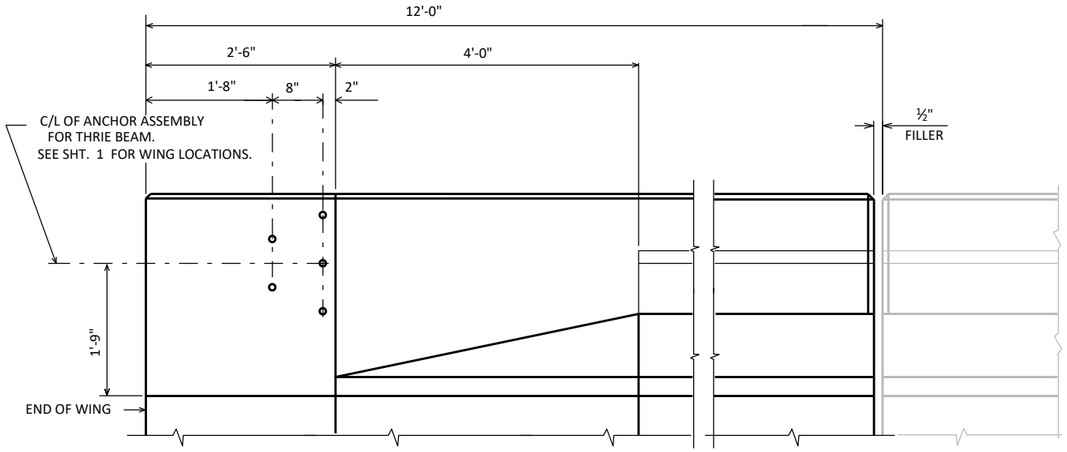
SCALE = 8.0

8

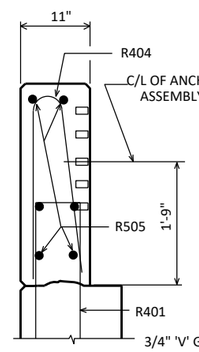
8

STATE PROJECT NUMBER

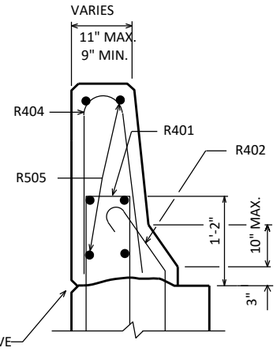
1210-09-71



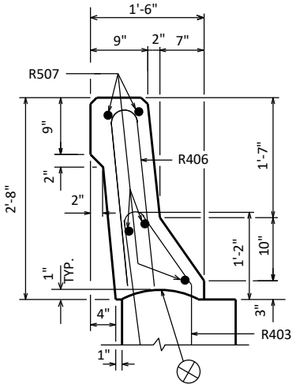
INSIDE ELEVATION



SECTION A



SECTION B

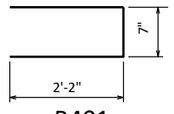


SECTION C

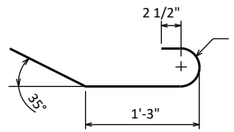
BILL OF BARS

THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE.

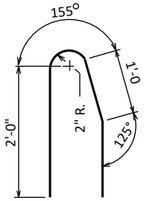
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R401	X	60	4'-9"	X	WING 2 & 4 STIRRUP
R402	X	16	3'-1"	X	WING 2 & 4 VERT.
R403	X	16	4'-9"	X	WING 2 & 4 STIRRUP
R404	X	60	4'-9"	X	WING 2 & 4 VERT.
R505	X	24	6'-2"		WING 2 & 4 LONGIT.
R406	X	16	4'-10"	X	WING 2 & 4 VERT.
R507	X	20	7'-1"		WING 2 & 4 LONGIT.



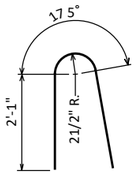
R401



R402



R403



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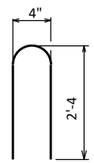
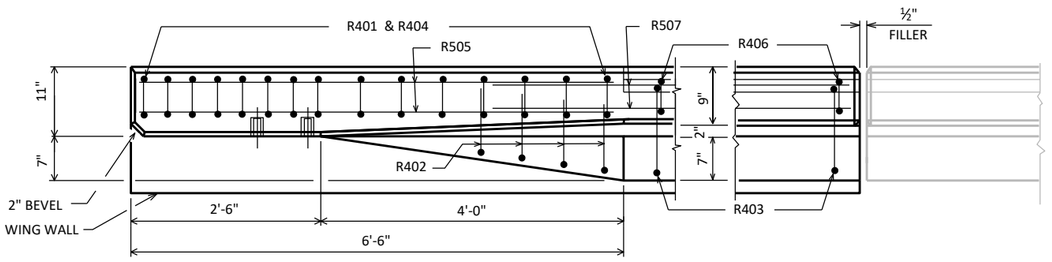
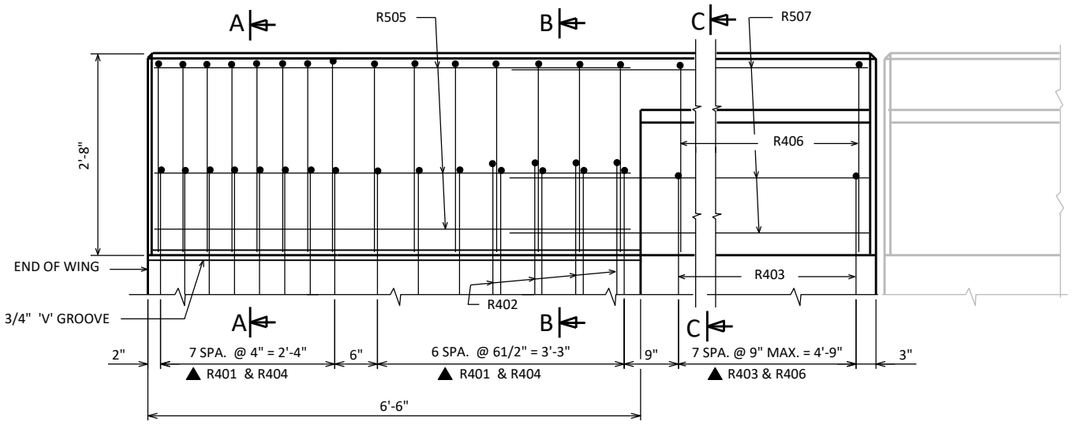


R406



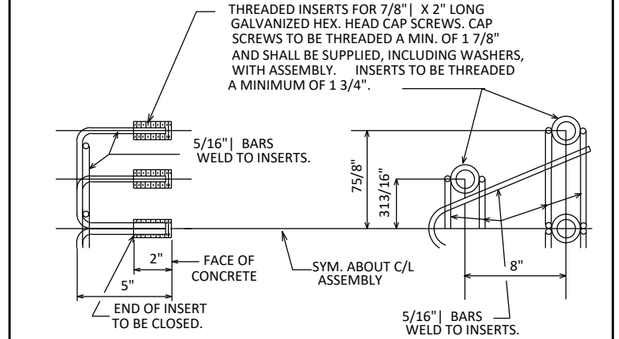
PLAN



OUTSIDE ELEVATION

▲ R401, R402, R403 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-181

DRAWN BY IFC | PLANS CK'D DLM

SLOPED FACE PARAPET "B"

SHEET 4
438

SCALE = 2.0

8

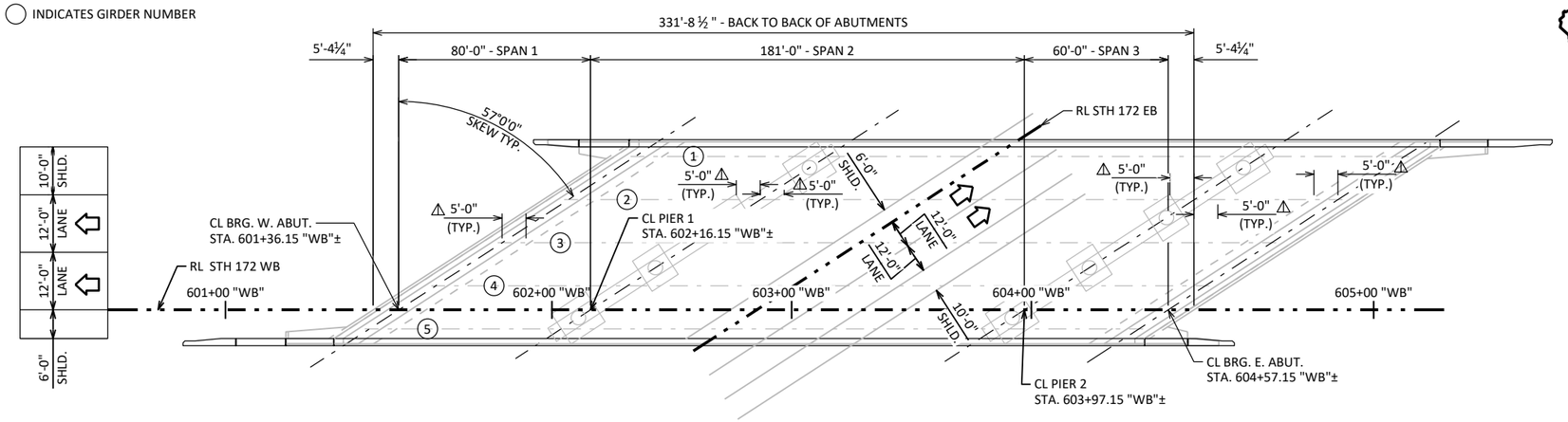
8

STATE PROJECT NUMBER

1210-09-71

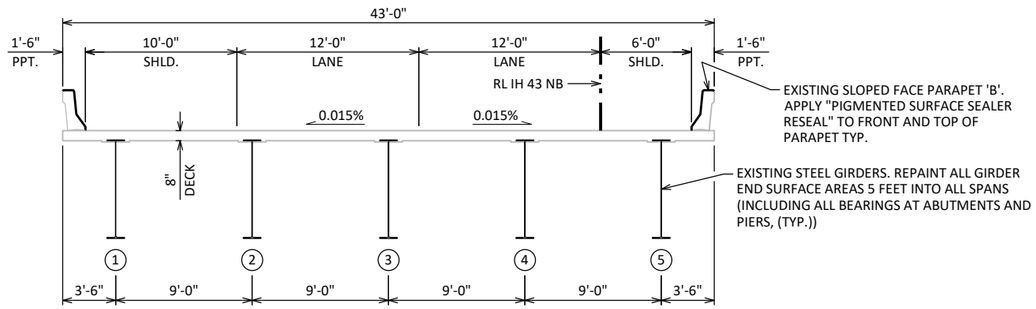
INDICATES WING NUMBER

INDICATES GIRDER NUMBER



PLAN

⚠ REPAINT LIMITS



CROSS SECTION THRU ROADWAY

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	291
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-05-185	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-05-185	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	725
SPV.0090	JOINT SEALING	LF	147

DESIGN DATA

LIVE LOAD: (TAKEN FROM HSI - 7/2022)

DESIGN LOADING: RF = HS-20
INVENTORY RATING: RF = HS-28
OPERATING RATING: RF = HS-46
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE COLOR OF THE FINISH TOP COAT SHALL BE REDDISH-BROWN, AMS STANDARD COLOR #20152.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF EXISTING PARAPETS, COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.

TRAFFIC DATA

RAMP IH 43 NB TO STH 172 WB
ADT =11,000 (2020)
R.D.S. = 75 MPH

RAMP STH 172 EB TO IH 43 NB
ADT = 19,900 (2020)
R.D.S. = 70 MPH

LIST OF DRAWINGS:

1	STRUCTURE REPAINTING
2	GIRDER DETAILS

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-05-185

RAMP IH 43 NB OVER RAMP STH 172 WB

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

STRUCTURE REPAINTING

SHEET 1 OF 2
439

SCALE = 30.0

I.D. 1210-09-00V

DATE: AUG. 2022

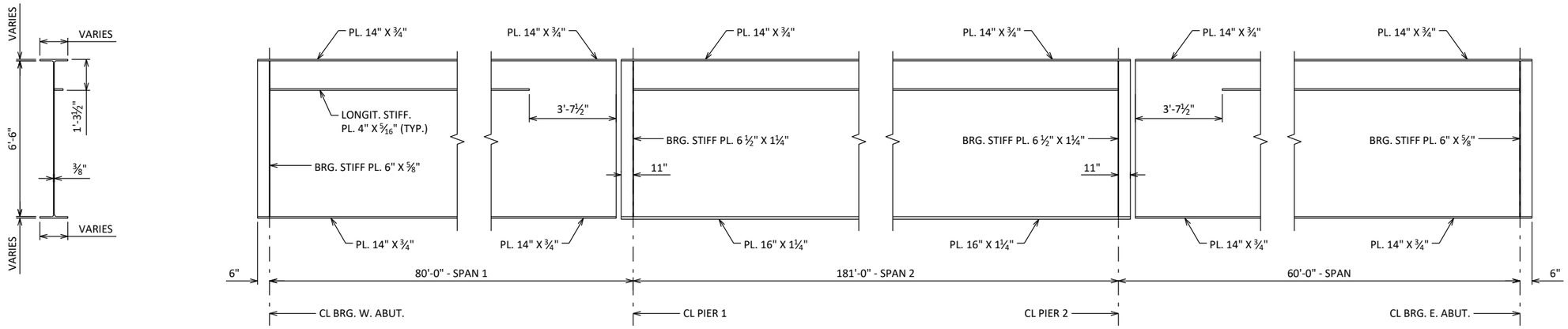
8

8

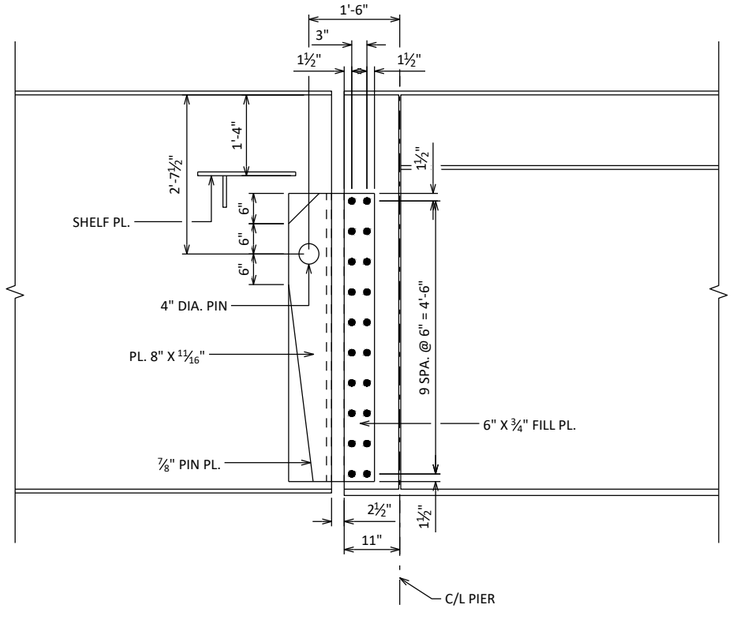
STATE PROJECT NUMBER

1210-09-71

NOTE: THE FULL DETAILS OF GIRDER NOT SHOWN, ONLY AREAS TO BE REPAINTED ARE SHOWN.



GIRDER ELEVATION



GIRDER CONN. DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-185

DRAWN BY IFC | PLANS CK'D DLM

GIRDER DETAILS

SHEET 2
440

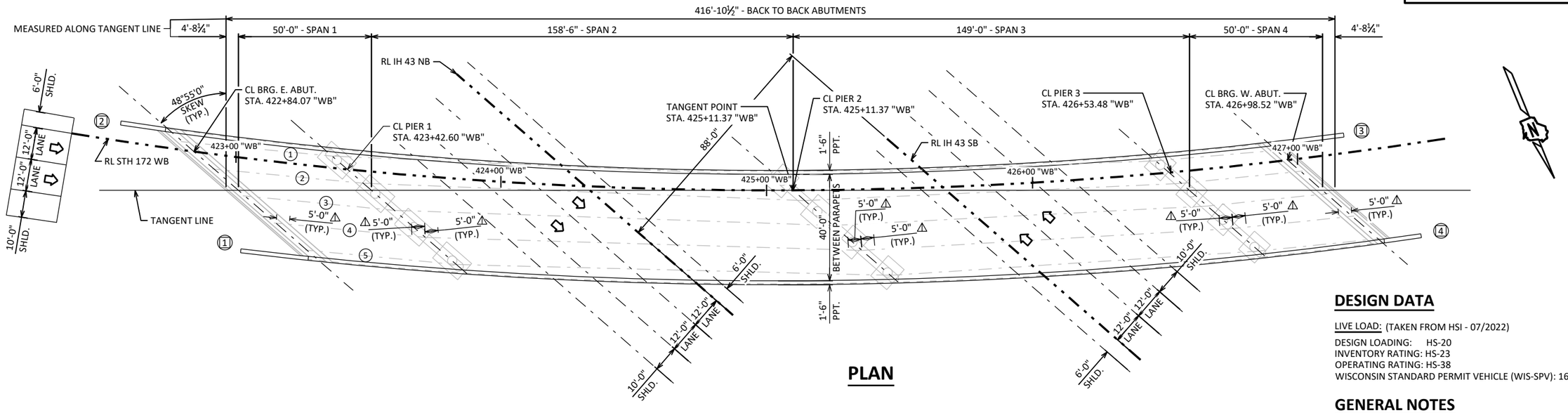
SCALE = 5.0

STATE PROJECT NUMBER

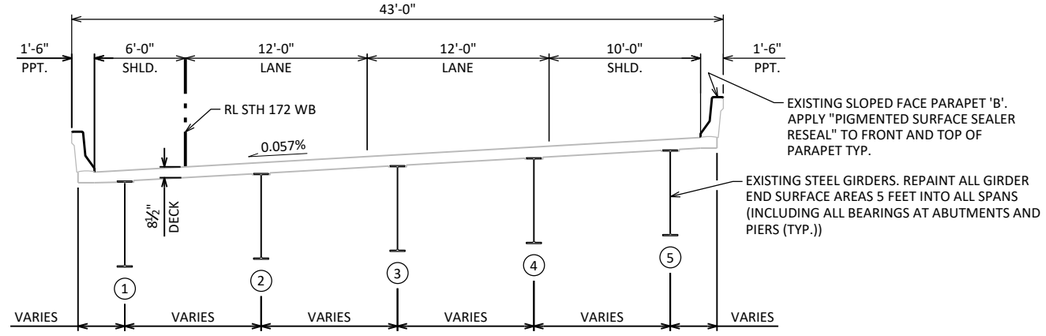
1210-09-71

INDICATES WING NUMBER

INDICATES GIRDER NUMBER



PLAN



CROSS SECTION THRU ROADWAY

(LOOKING WEST)

⚠ REPAINT LIMITS

DESIGN DATA

LIVE LOAD: (TAKEN FROM HSI - 07/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-23
OPERATING RATING: HS-38
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 160 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE COLOR OF THE FINISH TOP COAT SHALL BE REDDISH-BROWN, AMS STANDARD COLOR #20152.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF EXISTING PARAPETS, COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.

TRAFFIC DATA

RAMP STH 172 EB TO IH 43 NB
ADT =11,000 (2020)
R.D.S. = 75 MPH

IH 43
ADT = 29,500 (2020)
R.D.S. = 75 MPH

LIST OF DRAWINGS:

1	STRUCTURE REPAINTING
2	GIRDER DETAILS

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	342
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-05-190	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-05-190	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	530
SPV.0090	JOINT SEALING	LF	127

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-190

STH 172 WB OVER IH 43

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

STRUCTURE REPAINTING

SHEET 1 OF 2
441

SCALE = 40.0

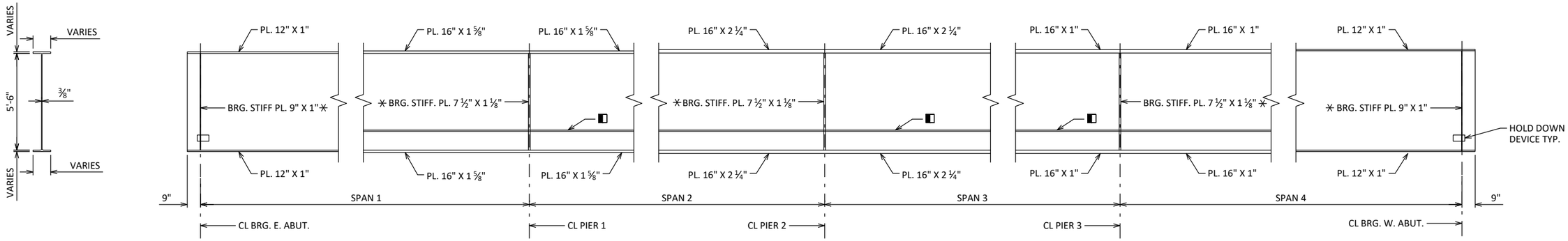
I.D. 1210-09-00X DATE: AUG. 2022

8

8

STATE PROJECT NUMBER
1210-09-71

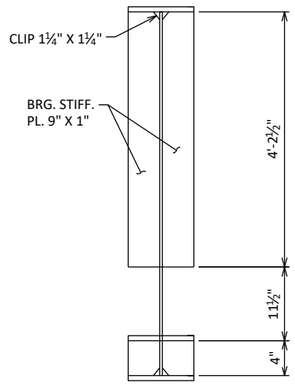
NOTE: THE FULL DETAILS OF GIRDER NOT SHOWN, ONLY AREAS TO REPAINTED ARE SHOWN.



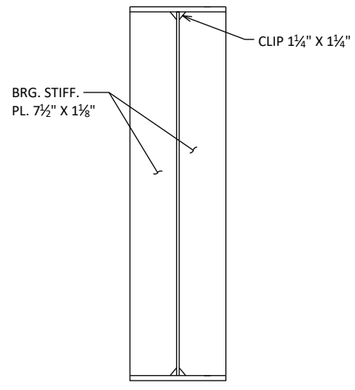
GIRDER ELEVATION

⚹ BRG. STIFF. ARE LOCATED ON BOTH SIDES OF WEB

◧ 5 ½" X 7/16" LONGIT. STIFF. BAR. PLACED ON THE INTERIOR FACE OF EXTERIOR GIRDERS.



BRG. STIFF. AT ABUTS.



BRG. STIFF. AT PIERS

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-190

DRAWN BY IFC | PLANS CK'D DLM

GIRDER DETAILS

SHEET 2
442

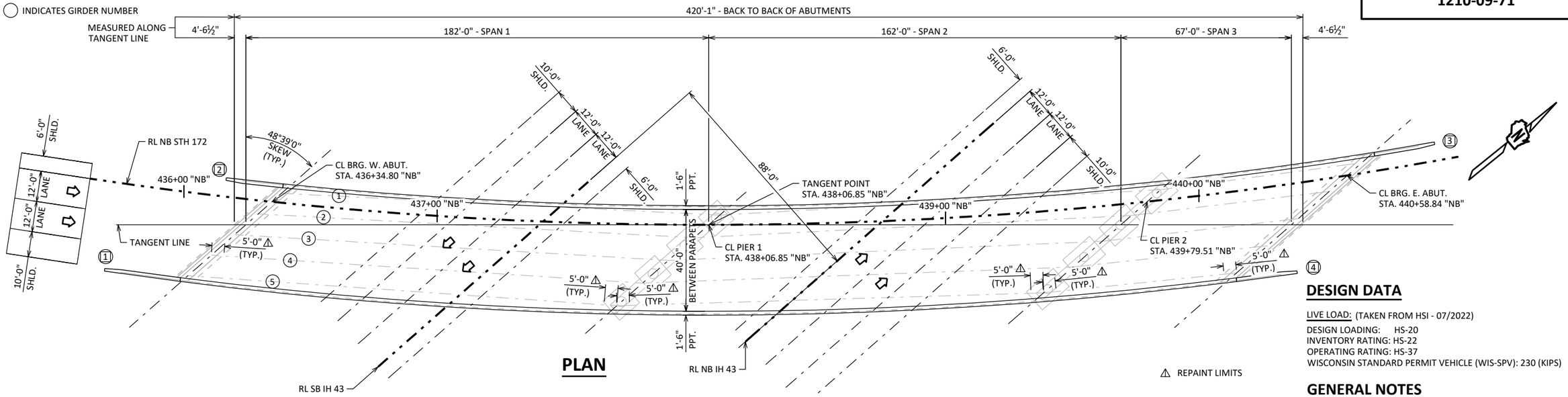
SCALE = 6.0

STATE PROJECT NUMBER

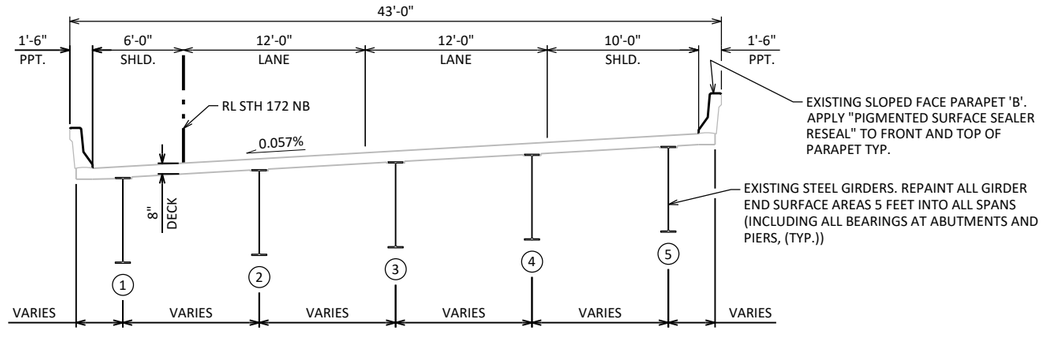
1210-09-71

INDICATES WING NUMBER

INDICATES GIRDER NUMBER



PLAN



CROSS SECTION THRU ROADWAY

(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	355
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-05-193	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-05-193	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	485
SPV.0090	JOINT SEALING	LF	130

DESIGN DATA

LIVE LOAD: (TAKEN FROM HSI - 07/2022)

DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
OPERATING RATING: HS-37
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 230 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE COLOR OF THE FINISH TOP COAT SHALL BE REDDISH-BROWN, AMS STANDARD COLOR #20152.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF EXISTING PARAPETS, COVERED UNDER "PIGMENTED SURFACE SEALER RESEAL".

JOINT SEALING AREAS ARE TO BE APPLIED AT THE INTERFACE BETWEEN THE APPROACH SLAB AND STRUCTURE PAVING NOTCHES. DO NOT APPLY THE JOINT SEALANT AT MECHANICAL JOINTS OR STRIP SEAL JOINTS. DO NOT APPLY UNTIL AFTER THE HMA OVERLAY OF THE APPROACH SLAB IS COMPLETE.

TRAFFIC DATA

RAMP STH 172 EB TO IH 43 NB
ADT =19,900 (2020)
R.D.S. = 70 MPH

IH 43
ADT = 29,500 (2020)
R.D.S. = 75 MPH

STRUCTURE DESIGN CONTACTS:

ISATOU CEESAY 608-266-9557
LAURA SHADEWALD 608-267-9592

LIST OF DRAWINGS:

1	STRUCTURE REPAINTING
2	GIRDER DETAILS

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED LLS 10/19/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-193

RAMP STH 172 EB OVER IH 43 NB

COUNTY	TOWN
BROWN	BELLEVUE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
IFC	DLM	IFC	DLM

STRUCTURE REPAINTING

SHEET 1 OF 2
443

SCALE = 40.0

I.D. 1210-09-00Y

DATE: AUG. 2022

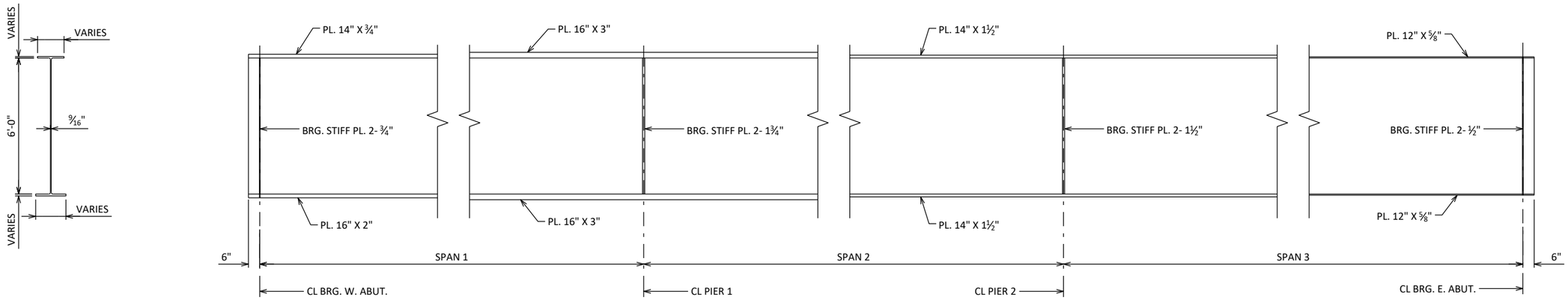
8

8

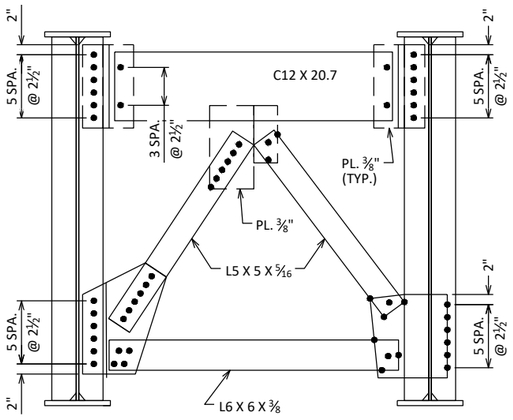
STATE PROJECT NUMBER

1210-09-71

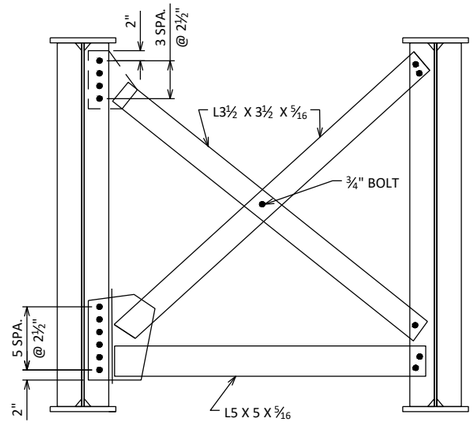
NOTE: THE FULL DETAILS OF GIRDER NOT SHOWN, ONLY AREAS TO BE REPAINTED ARE SHOWN.



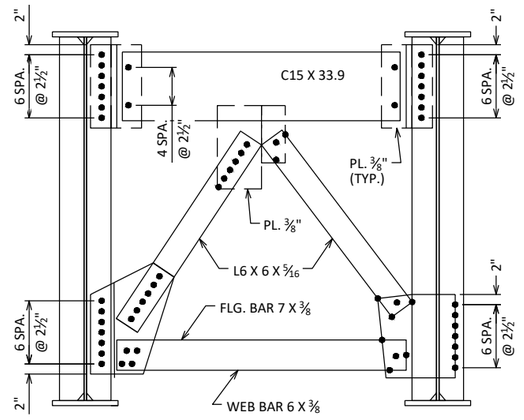
GIRDER ELEVATION



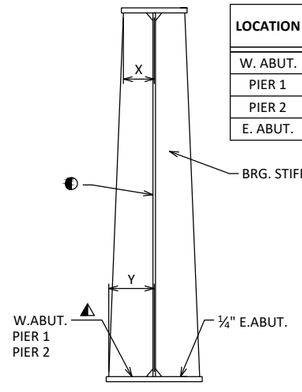
AT W. ABUT.



AT PIERS & IN SPAN



AT E. ABUT.



LOCATION	X	Y	PL. THICK.	◐	◭
W. ABUT.	6 ½"	7 ½"	¾"	¼"	5/16"
PIER 1	7 ½"	7 ½"	1¾"	¼"	13/16"
PIER 2	6 ½"	5 ½"	1½"	¼"	11/16"
E. ABUT.	5 ½"	5 ½"	½"	¼"	

BRG. STIFF. DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-05-193

DRAWN BY IFC | PLANS CK'D DLM

GIRDER DETAILS

SHEET 2
444

SCALE = 5.0

8

8

STATE PROJECT NUMBER

1210-09-71

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)

MATERIAL PROPERTIES:

CONCRETE MASONRY ---------- f'_c = 3,500 PSI

HIGH STRENGTH STEEL
REINFORCEMENT, GRADE 60 ---------- f_y = 60,000 PSI

STRUCTURAL ANGLES,
PLATE AND BARS - ASTM A709 GRADE 36 ---------- f_y = 36,000 PSI

CHORDS - ASTM A500 GRADE C ---------- f_y = 46,000 PSI

COLUMN PIPE
DESIGN TRUSS TYPE I - ASTM A500 GRADE C ---------- f_y = 46,000 PSI
DESIGN TRUSS TYPE II - API5L PSL2 GRADE 46 ---------- f_y = 46,000 PSI

HIGH STRENGTH BOLTS - A325 ---------- f_y = 92,000 PSI

ANCHOR RODS - ASTM F1554 GRADE 55 ---------- f_y = 55,000 PSI

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHER FOR ANCHOR RODS - ASTM F436

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

SEE SHEETS 4 & 5 FOR S-05-388 NON-STANDARD FOUNDATION AND COLUMN DETAILS. SEE SHEET 6 FOR SUBSURFACE EXPLORATION INFORMATION. GEOTECHNICAL INVESTIGATION REPORT IS AVAILABLE UPON REQUEST.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE REFERENCE SYSTEM (WISCRS), BROWN COUNTY, NAD 83 (2011), ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS, THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS CANTILEVER 4-CHORD (TYPE)" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

CATWALKS ARE USED ON 4-CHORD STRUCTURES CARRYING DMS SIGNS. CATWALKS SHALL BE INCIDENTAL TO THE BID ITEM "TRUSS CANTILEVER 4-CHORD (TYPE)" FOR EACH DMS SIGN STRUCTURE IN THE PLAN SET.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

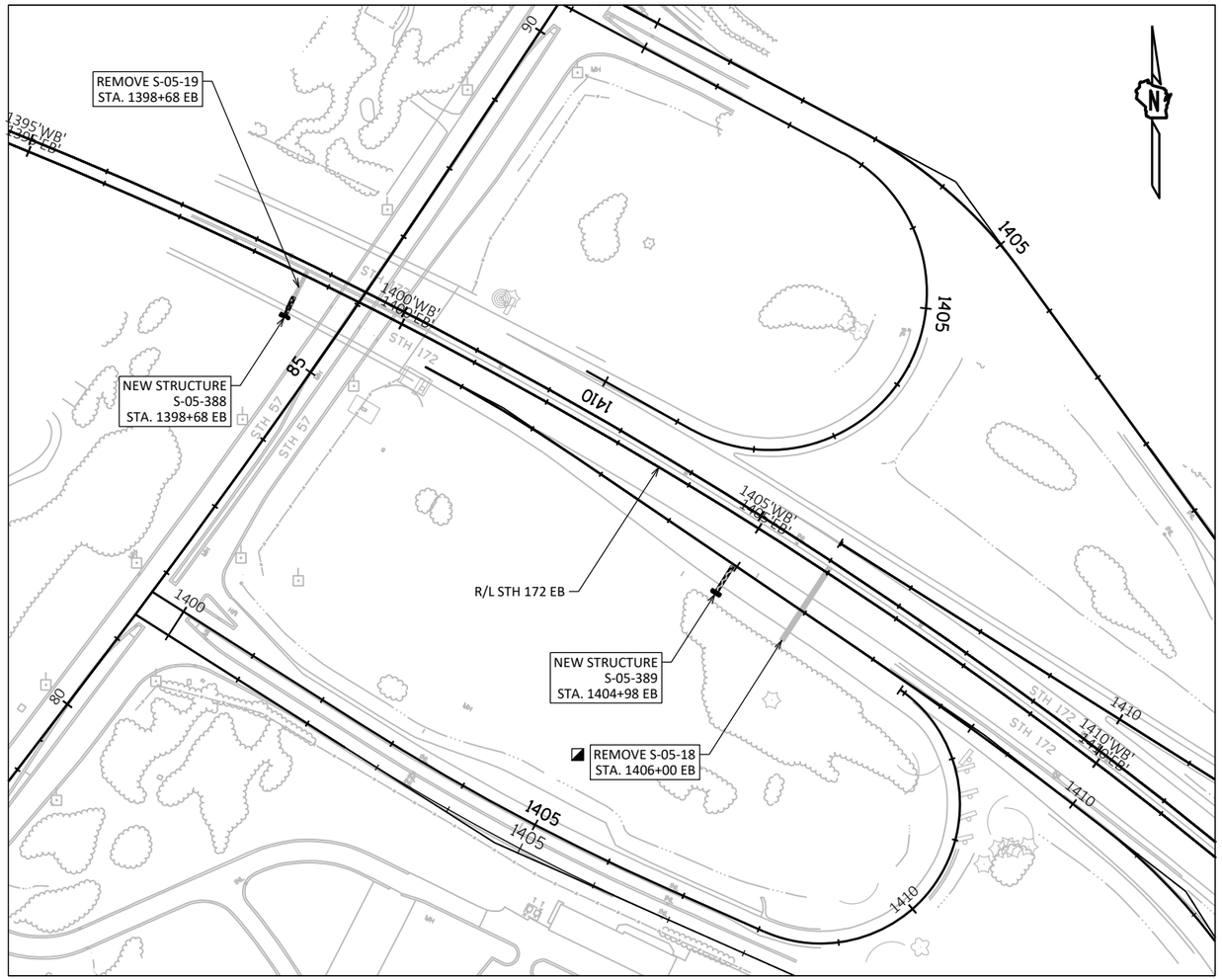
SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (DIA)".

◪ EXISTING SUPERSTRUCTURE FOR S-05-18 REMOVED UNDER PREVIOUS CONTRACT. PAYMENT FOR "REMOVING ANCILLARY STRUCTURE (S-05-18)" INCLUDES REMOVING EXISTING ANCHORS FLUSH WITH CONC. BEARING SURFACE AND GRIND SMOOTH AT INTERIOR/MEDIAN FOOTING. OUTSIDE EXTERIOR FOUNDATION TO BE REMOVED PER STANDARD SPECIFICATION.



LOCATION MAP

STRUCTURE DESIGN CONTACTS:

RYAN HARRIS (608) 266-2963
LAURA SHADEWALD (608) 267-9592

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-05-388	S-05-389
204.0246	REMOVING ANCILLARY STRUCTURE (S-05-18)	EA	----	1
204.0246	REMOVING ANCILLARY STRUCTURE (S-05-19)	EA	1	----
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	43.0	----
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	3400	----
531.1160	STEEL REINFORCEMENT HS COATED ANCILLARY STRUCTURES TYPE NS	LB	5760	----
531.2036	DRILLING SHAFT 36-INCH	LF	74	32
531.6020	FOUNDATION TWO-SHAFT TYPE FC-II (S-05-389)	EA	----	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I (S-05-388)	EA	1	----
532.6020	TRUSS CANTILEVER 4-CHORD TYPE II (S-05-389)	EA	----	1

STRUCTURE DATA

SIGN STRUCTURE	ACTUAL SIGN AREA	ACTUAL SIGN DEPTH	STANDARD DESIGN TRUSS
S-05-388	180.5 SF	9'-6"	I
S-05-389	236.5 SF	11'-6"	II

TRAFFIC VOLUME

A.D.T. = 69,720
R.D.S. = 60 MPH

LIST OF DRAWINGS

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-05-388
3. GENERAL LAYOUT S-05-389
4. CANTILEVER FOUNDATION CAP DETAILS S-05-388
5. CANTILEVER CONCRETE COLUMN DETAILS S-05-388
6. SUBSURFACE EXPLORATION

LIST OF OSS STANDARD DESIGN DRAWINGS

7.	I.	4-CHORD TRUSS CANTILEVER
8.	II.	4-CHORD TRUSS CANT. CONNECTION DETAILS 1
9.	III.	4-CHORD TRUSS CANT. CONNECTION DETAILS 2
10.	IV.	4-CHORD TRUSS CANT. CONNECTION DETAILS 3
11.	V.	4-CHORD TRUSS CANT. CATWALK DETAILS
12.	VI.	4-CHORD TRUSS CANT. ELECTRICAL DETAILS
13.	VII.	4-CHORD TRUSS CANT. FOUNDATION DETAILS 1
14.	VIII.	4-CHORD TRUSS CANT. FOUNDATION DETAILS 2

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES
WISCONSIN DEPARTMENT OF TRANSPORTATION

ACCEPTED 10/20/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

4-CHORD TRUSS CANTILEVER PLANS

STH 172 EB

COUNTY	VILLAGE
BROWN	ALLOUEZ

DESIGN SPEC.
AASHTO LRFDLTS-1 W/ INTERIMS

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
RRH	ARC	RRH	ARC

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 14
445

SCALE = 182

I.D. 1210-09-00(A,B)

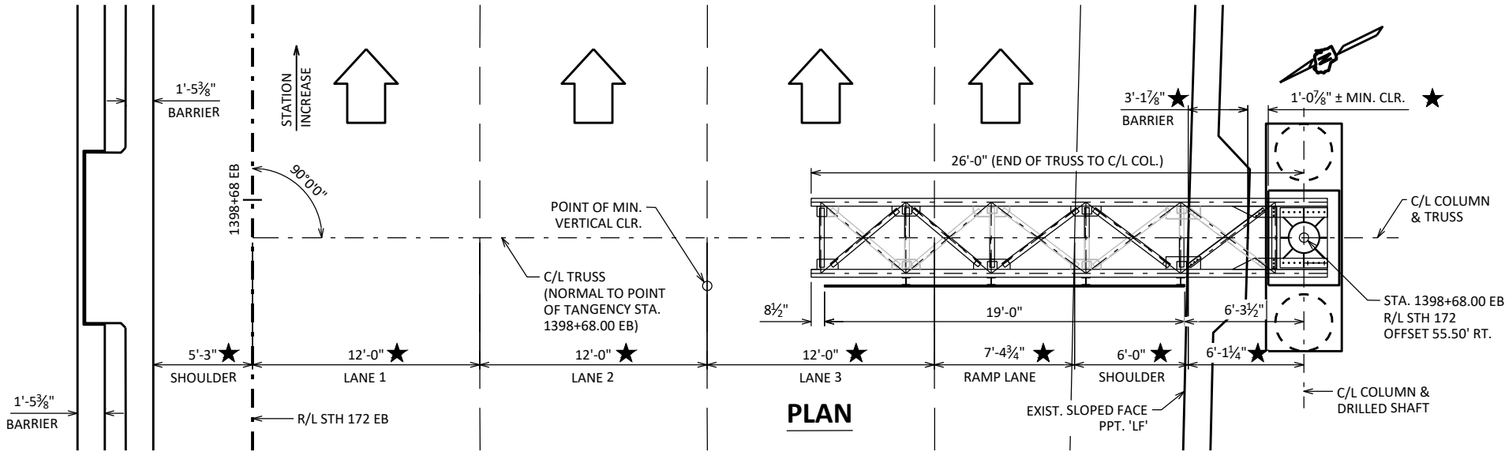
DATE: OCT. 2022

8

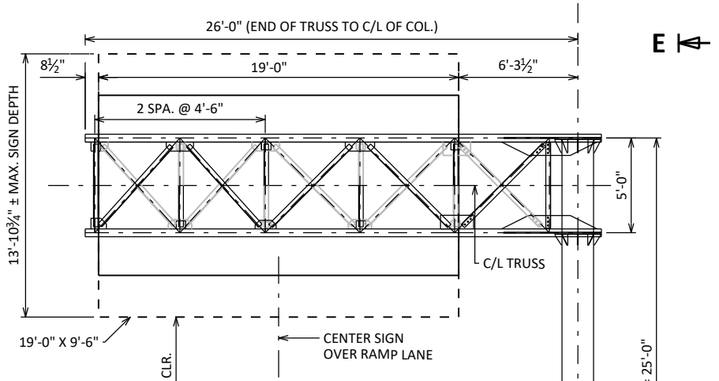
8

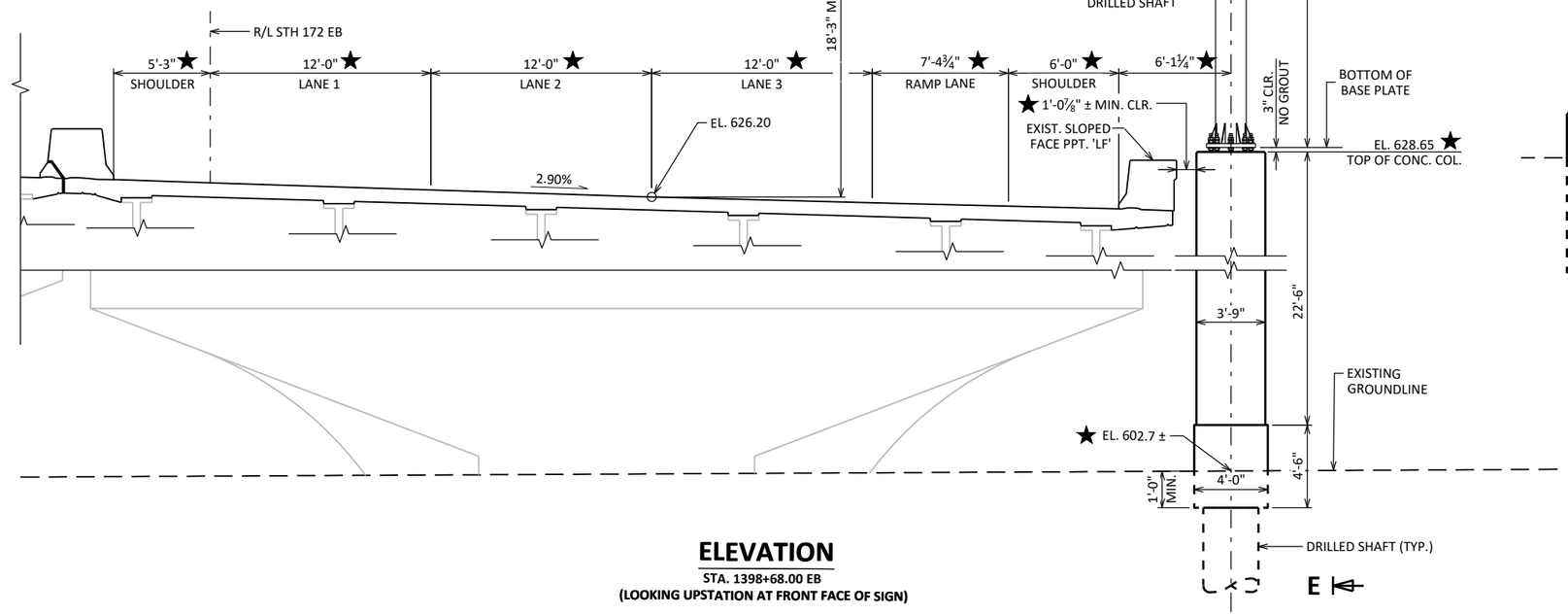
STATE PROJECT NUMBER

1210-09-71



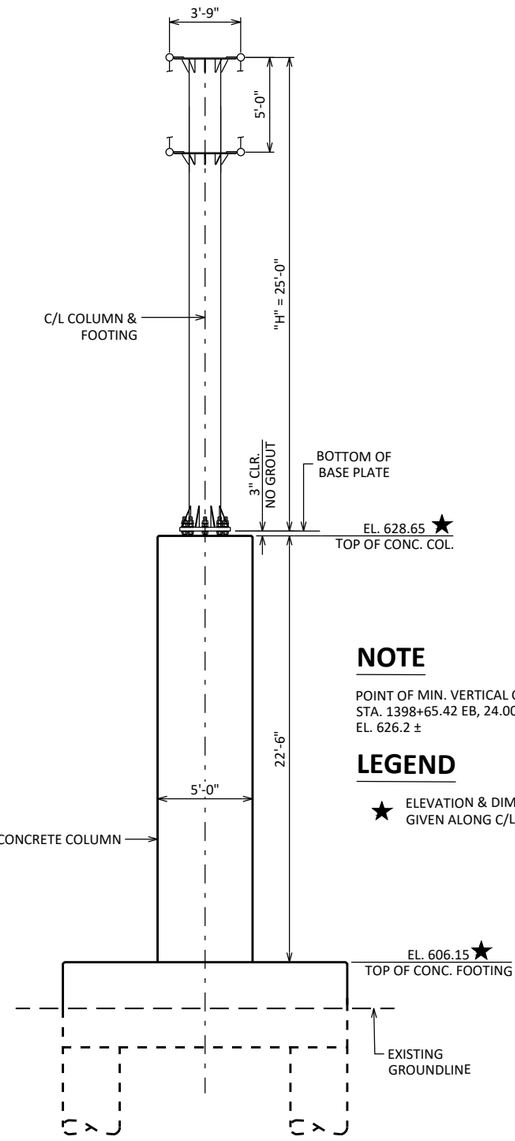
PLAN





ELEVATION

STA. 1398+68.00 EB
(LOOKING UPSTATION AT FRONT FACE OF SIGN)



END VIEW E-E

LOOKING NORTHEAST

NOTE

POINT OF MIN. VERTICAL CLEARANCE
STA. 1398+65.42 EB, 24.00' RT.
EL. 626.2 ±

LEGEND

★ ELEVATION & DIMENSIONS GIVEN ALONG C/L OF TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-5-388

DRAWN BY RRH | PLANS CK'D ARC

GENERAL LAYOUT S-5-388

SHEET 2
446

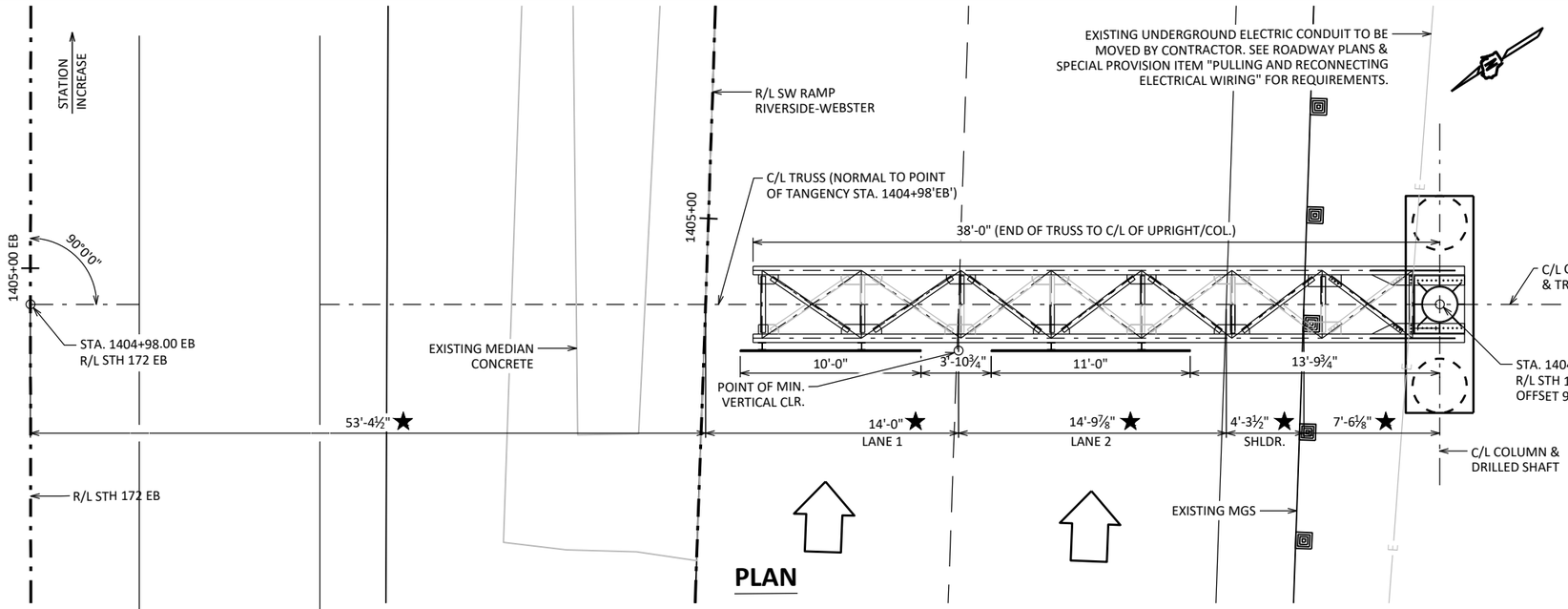
SCALE = 8.00

8

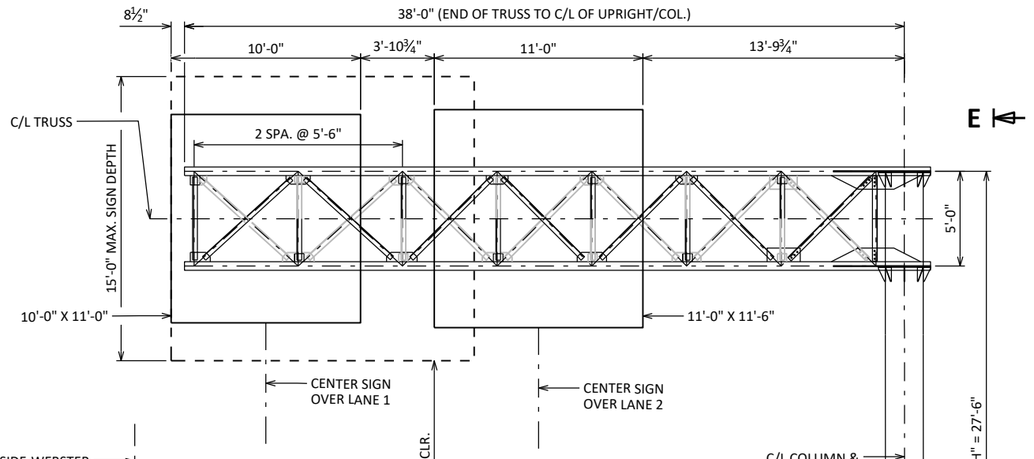
8

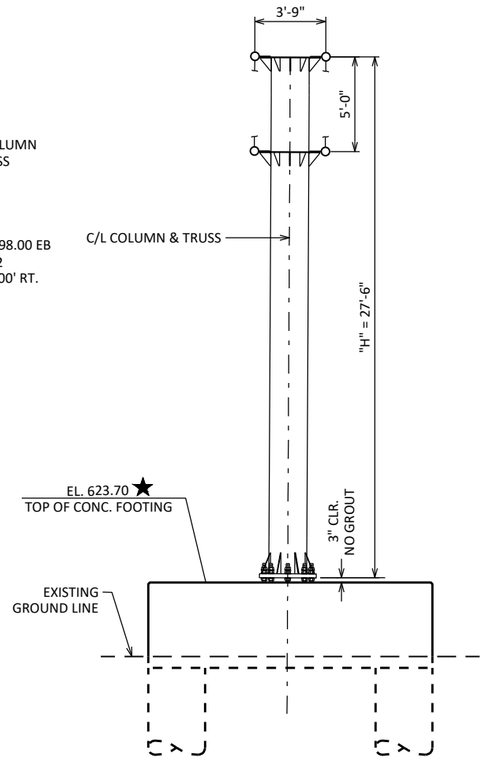
STATE PROJECT NUMBER

1210-09-71



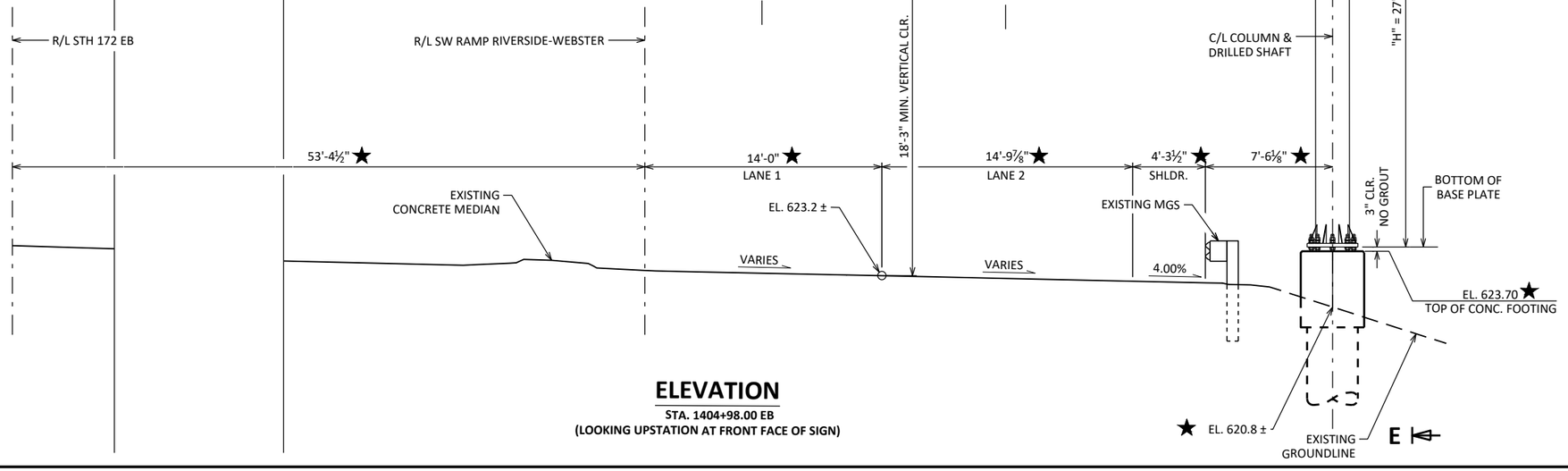
PLAN





END VIEW E-E

LOOKING NORTHEAST



ELEVATION

STA. 1404+98.00 EB

(LOOKING UPSTATION AT FRONT FACE OF SIGN)

NOTE

POINT OF VERTICAL CLEARANCE
STA. 1404+95.62 EB, 65.29' RT.
EL. 623.2 ±

LEGEND

★ ELEVATION & DIMENSIONS GIVEN ALONG C/L OF TRUSS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-05-389

DRAWN BY RRH | PLANS CK'D ARC

GENERAL LAYOUT
S-05-389

SHEET 3
447

SCALE = 8.00

8

8

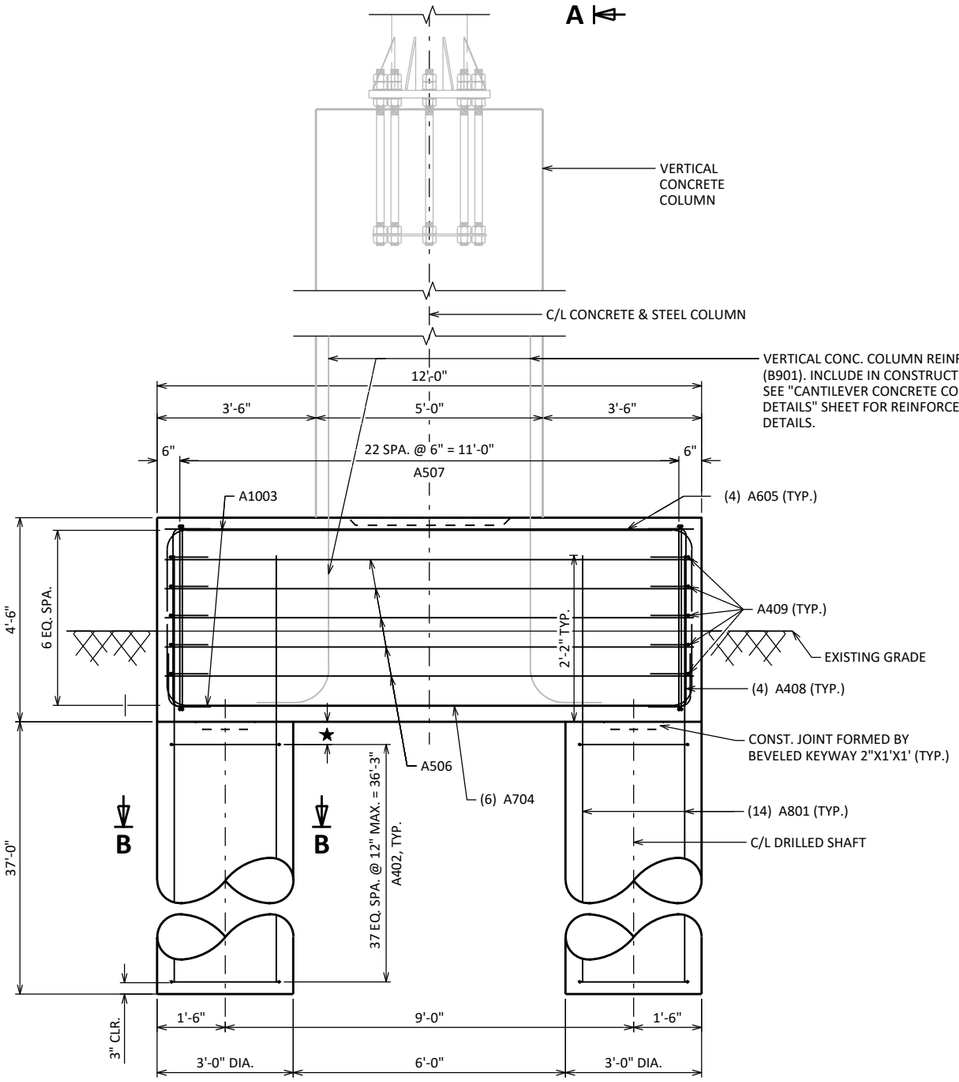
STATE PROJECT NUMBER

1210-09-71

BILL OF BARS

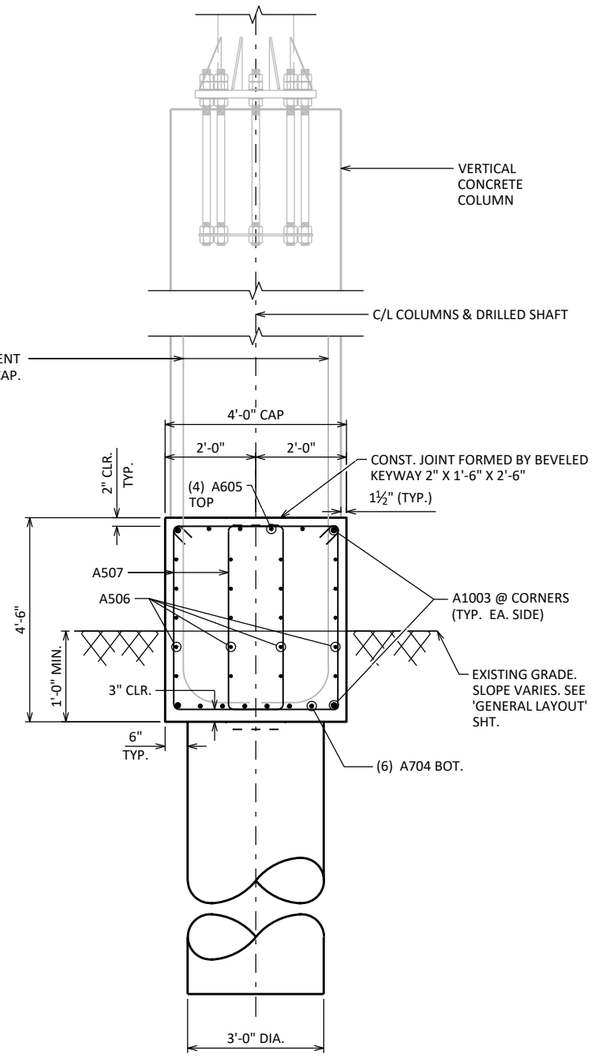
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	39'-2"			DRILLED SHAFT - VERTICAL
A402		76	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A1003	X	4	14'-6"	X		CAP - LONGITUDINAL - CORNERS
A704	X	6	13'-6"	X		CAP - LONGITUDINAL - BOTTOM
A605	X	4	11'-8"			CAP - LONGITUDINAL - TOP
A506	X	20	11'-6"			CAP - LONGITUDINAL - SIDES AND INTERIOR
A507	X	46	13'-10"	X		CAP - STIRRUP
A408	X	8	5'-2"	X		CAP - VERTICAL - EACH END
A409	X	10	4'-6"	X		CAP - HORIZONTAL - EACH END



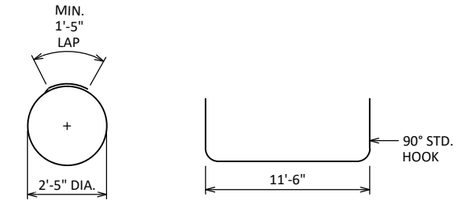
ELEVATION A

★1/2 MAX. SPACING



SECTION A-A

DRILLED SHAFT REINFORCEMENT NOT SHOWN FOR CLARITY



A402

A1003, A704

A507

A408, A409

PLAN

SECTION B-B

NOTES

PROVIDE A ¾" CHAMFER ON ALL EXPOSED CONCRETE EDGES

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-388

DRAWN BY RRH | PLANS CK'D ARC

CANTILEVER FOUNDATION CAP DETAILS S-05-388

SHEET 4
448

SCALE = 3.34

8

8

STATE PROJECT NUMBER

1210-09-71

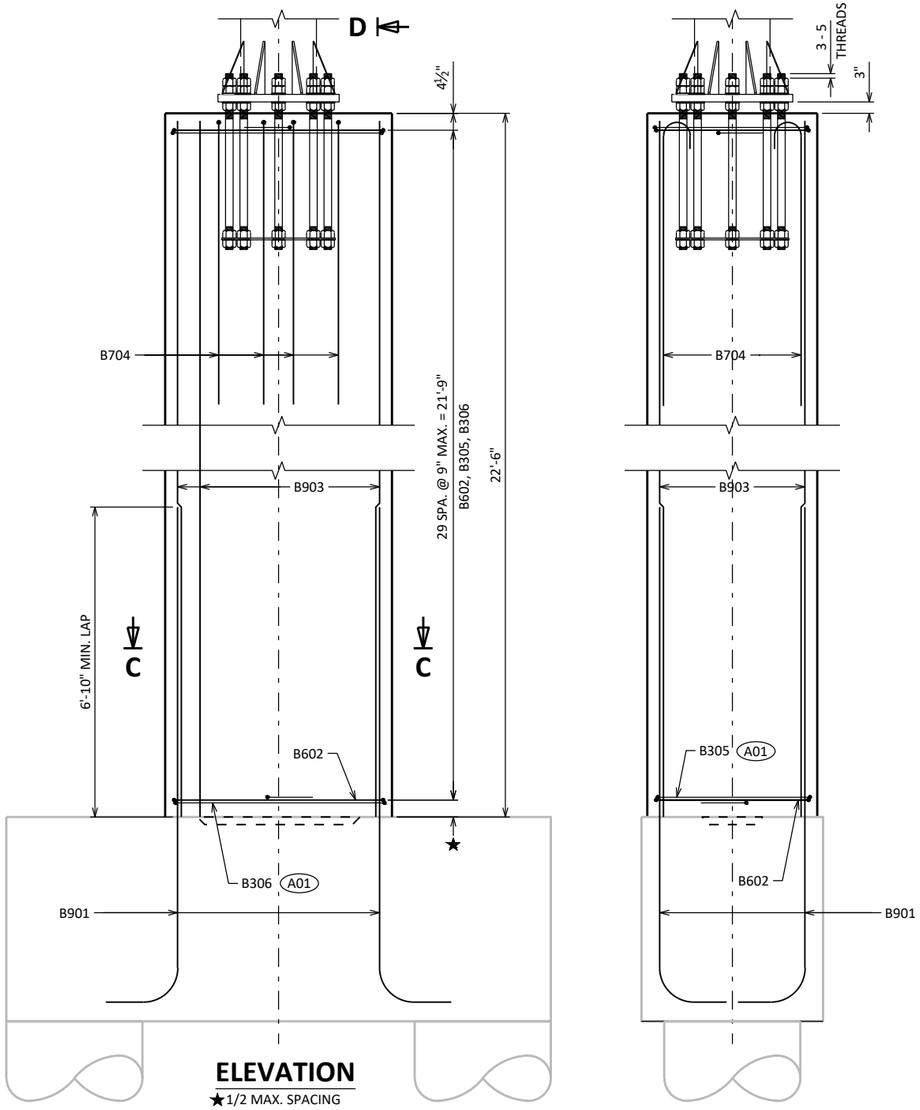
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B901	X	28	12'-4"	X		CAP/COLUMN - VERT.
B602	X	31	17'-0"	X		COLUMN - STIRRUP
B903	X	28	22'-4"			COLUMN - VERT.
B704	X	8	7'-1"	X		COLUMN - VERT. - TOP
B305	X	30	4'-1"	X		COLUMN - HORIZONTAL - HOOK - TRANSVERSE
B306	X	30	5'-4"	X		COLUMN - HORIZONTAL - HOOK - LONGITUDINAL

ANCHOR PLATE DATA

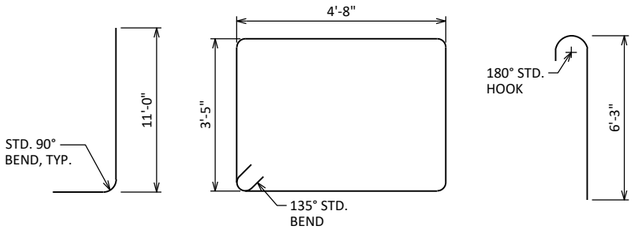
STRUCTURE	DIMENSIONS "BC"
S-05-388	2'-2"



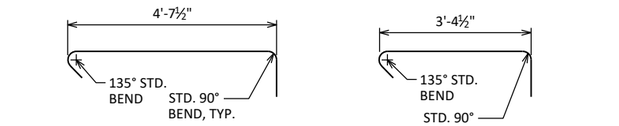
ELEVATION

★1/2 MAX. SPACING

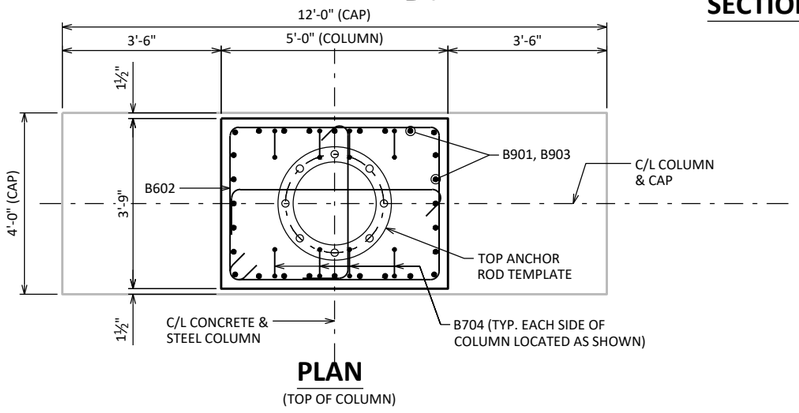
SECTION D-D



B901 **B602** **B704**

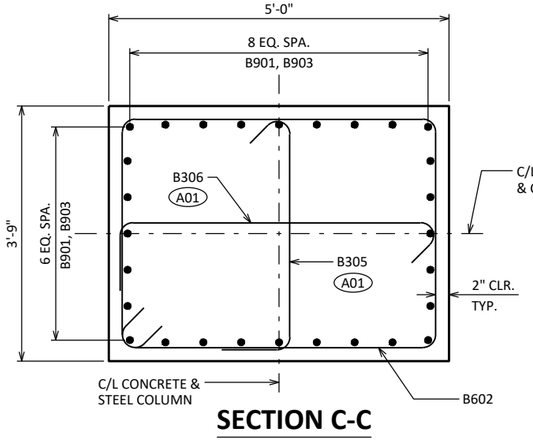


B306 **B305**

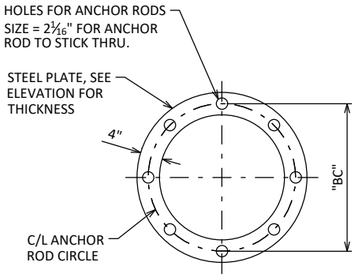


PLAN

(TOP OF COLUMN)

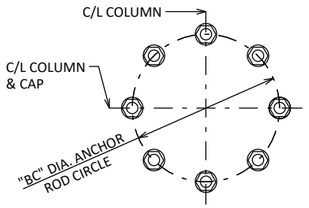


SECTION C-C

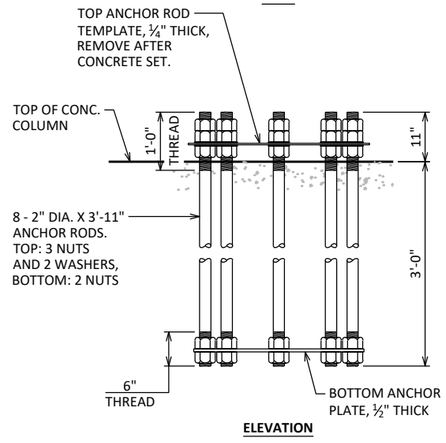


ANCHOR PLATE/TOP TEMPLATE

PLAN



PLAN



ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
8 ANCHOR RODS REQ'D PER ASSEMBLY

NOTES

PROVIDE A ¾" CHAMFER ON ALL EXPOSED CONCRETE EDGES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

(A01) ALTERNATE HOOKS ABOUT COLUMN C/L OVER ENTIRE LENGTH OF COLUMN. PLACE TIES AS NEEDED WITHIN ANCHOR ROD ASSEMBLY.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-388

DRAWN BY RRH | PLANS CK'D ARC

CANTILEVER CONCRETE COLUMN DETAILS S-05-388

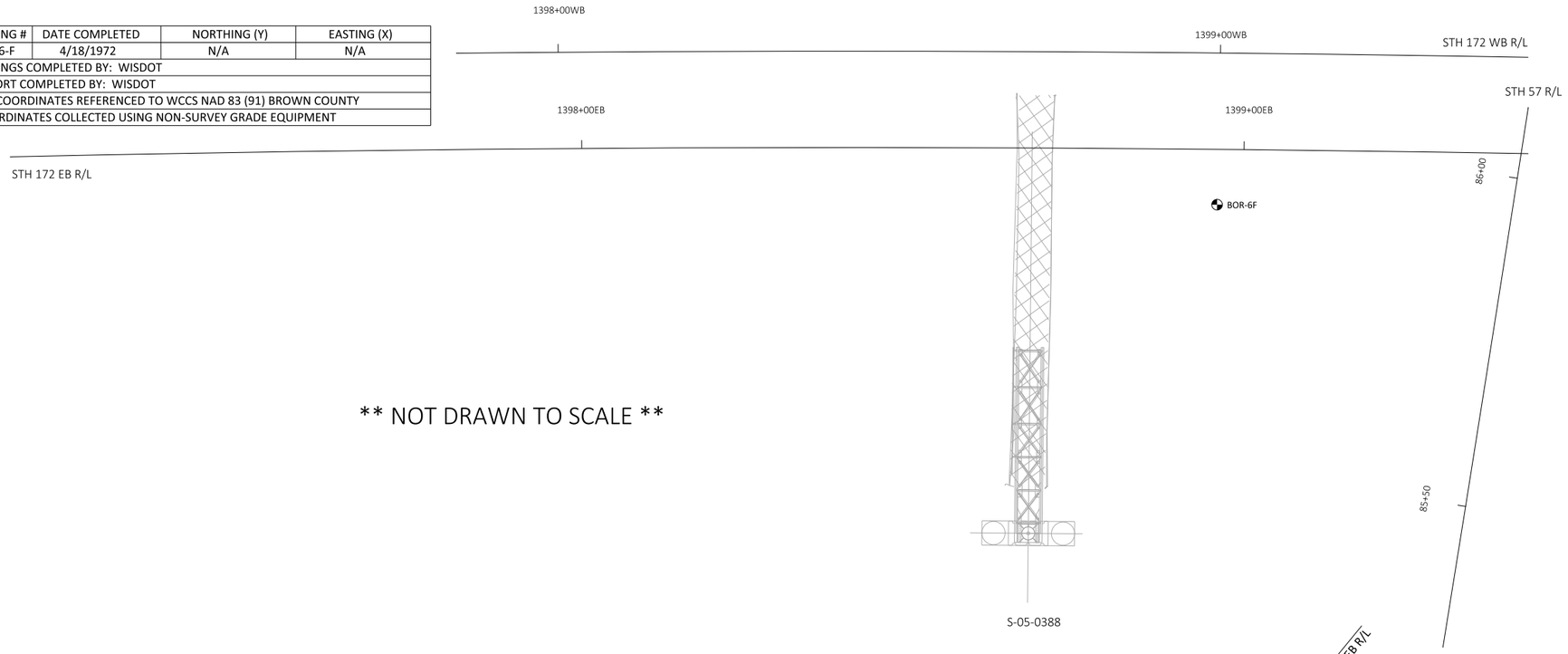
SHEET 5
449

SCALE = 3.34

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
6-F	4/18/1972	N/A	N/A
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83 (91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



** NOT DRAWN TO SCALE **

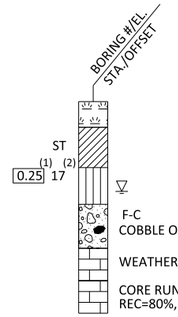
STATE PROJECT NUMBER

1210-09-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATION IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-05-0388

DRAWN BY TLP | PLANS CK'D. ARC

SUBSURFACE EXPLORATION

SHEET 6

450

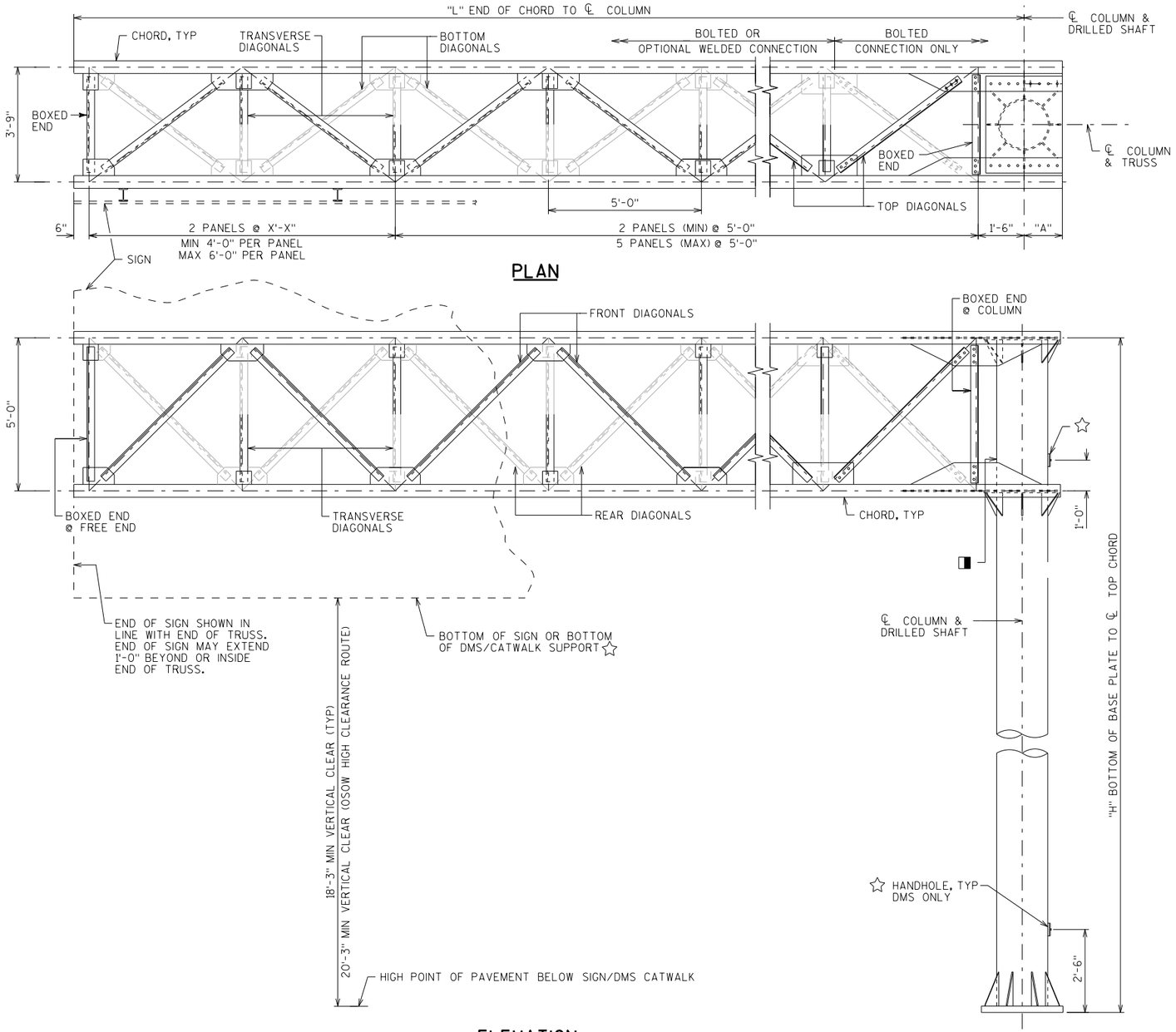
SCALE =

8

8

STATE PROJECT NUMBER

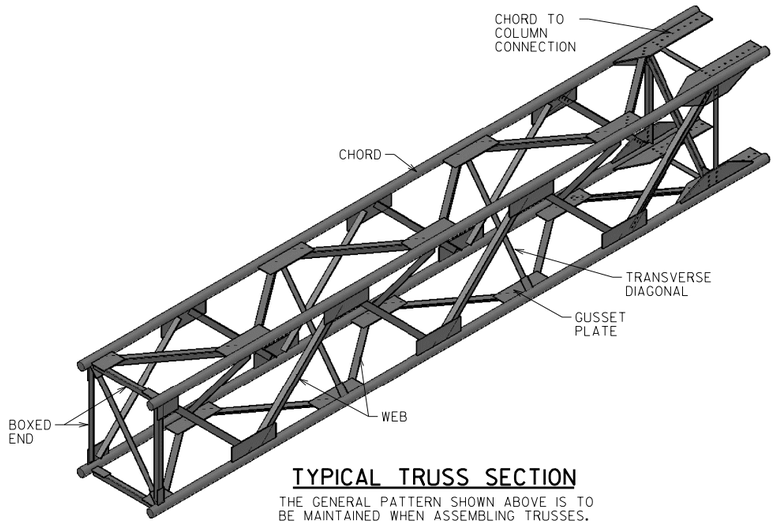
STANDARD



PLAN

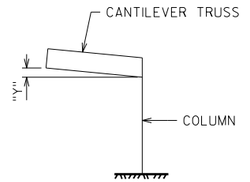
ELEVATION

LOOKING AT F.F. OF TRUSS



TYPICAL TRUSS SECTION

THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES.



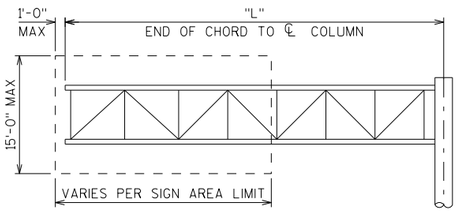
CAMBER DIAGRAM

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT THE END OF TRUSS AS SHOWN. DO NOT RAKE VERTICAL COLUMN BY ADJUSTMENT OF LEVELING NUTS.

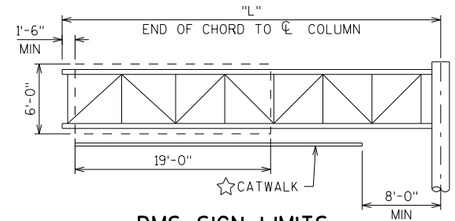
CAMBER VALUES

DIM "L" / "H"	"Y" (IN) 30' TYPE I	30' DMS	38' TYPE I	38' DMS
22'	2 1/4"	3 1/2"	2 5/8"	4 1/8"
24'	2 3/8"	3 7/8"	2 7/8"	4 1/2"
26'	2 1/2"	4 1/8"	3 1/8"	4 7/8"
28'	2 3/4"	4 1/2"	3 1/4"	5 1/4"
30'	2 7/8"	4 3/4"	3 1/2"	5 5/8"

INTERPOLATE FOR VALUES NOT SHOWN.
DMS VALUES INCLUDE DL OF CATWALK.



TYPE 1 SIGN LIMITS



DMS SIGN LIMITS

2,500 LB MAX DMS WEIGHT, INCLUDES DMS VERTICAL SUPPORT MEMBERS

CANTILEVER 4-CHORD TRUSS MEMBER TABLE

STANDARD DESIGN TRUSS	TYPE I SIGN AREA (FT^2)	DMS AREA (FT^2)	MAXIMUM SPAN "L"	MAXIMUM COL HEIGHT "H"	DIM "A"	COLUMN OUTER DIA. X THK	CHORD OUTER DIA. X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK
I	264	114	30'-0"	30'-0"	1'-3"	20.00" X 0.500"	5.000" X 0.375"	L3X3X1/4	L3X3X1/4	L3X3X1/4
II	240	114	38'-0"	30'-0"	1'-4 1/2"	24.00" X 0.500"	5.563" X 0.375"	L3X3X5/16	L3X3X1/4	L3X3X1/4

LEGEND

☆ FOR OSS WITH DMS ONLY, PROVIDE HANDHOLES AS SHOWN. SEE "CATWALK DETAILS" AND "ELECTRICAL DETAILS" SHEETS.

◨ FOR OSS WITH DMS ONLY, DRILL HOLE AND TAP FOR (2) 2" STD. PIPE THREADS. LOCATE BOTTOM HOLE 6" UP FROM TOP OF BOTTOM CHORD AND SPACE VERTICALLY AT 6" C/C. PLACE CONDUIT PLUG IN HOLES THAT ARE NOT USED FOR WIRING SIGN PANELS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: MARCH 2021

DRAWN BY BOS | PLANS CK'D. BOS

4-CHORD TRUSS CANTILEVER

SHEET I OF VIII

451

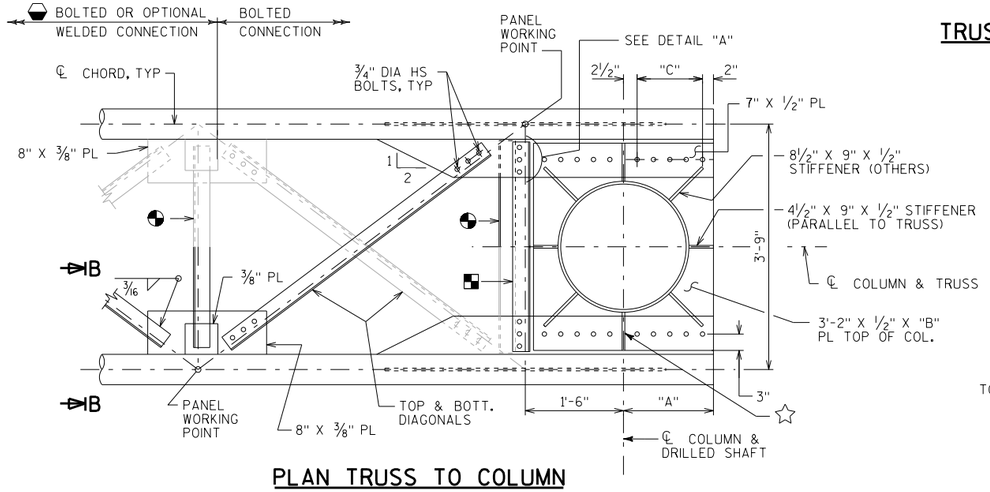
SCALE = 2.00

8

8

STATE PROJECT NUMBER

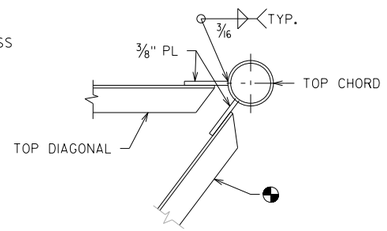
STANDARD



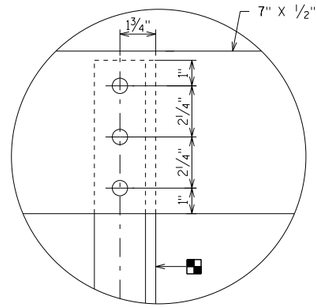
PLAN TRUSS TO COLUMN

TRUSS TO COLUMN CONNECTION DATA

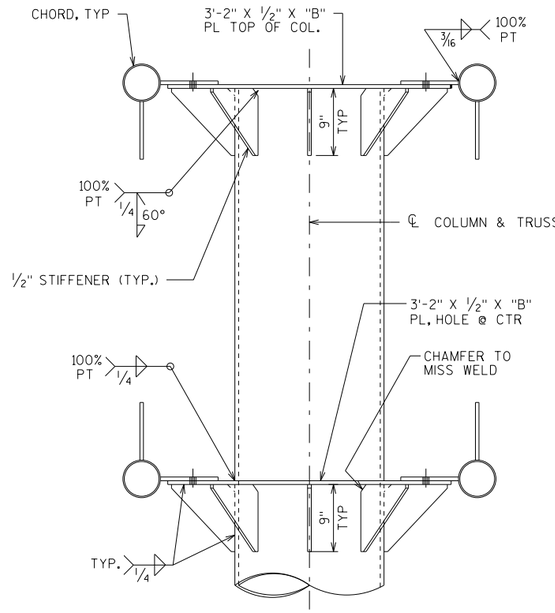
STANDARD DESIGN TYPE	"A"	"B"	"C"
I	1'-3"	2'-6"	3 SPA @ 3½"
II	1'-4½"	2'-9"	4 SPA @ 3"



SECTION B-B

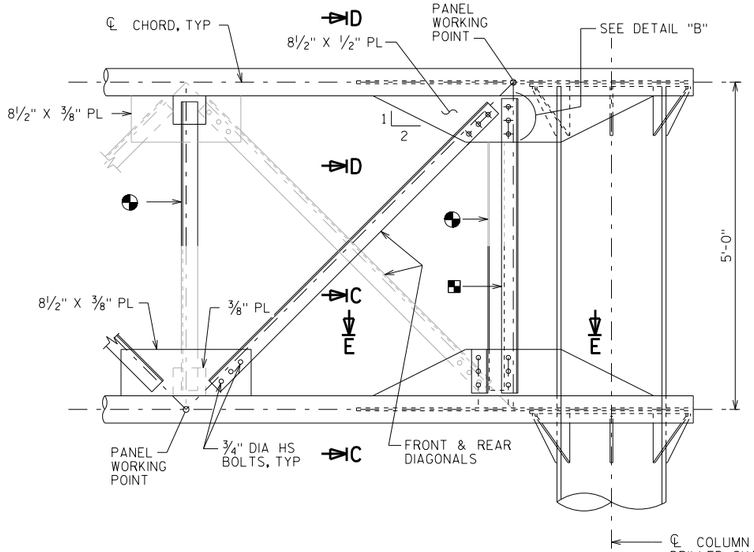


DETAIL "A"

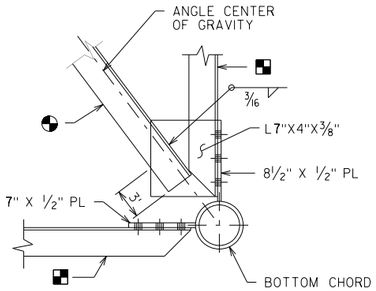


END VIEW TRUSS TO COLUMN

(WEB MEMBERS NOT SHOWN)

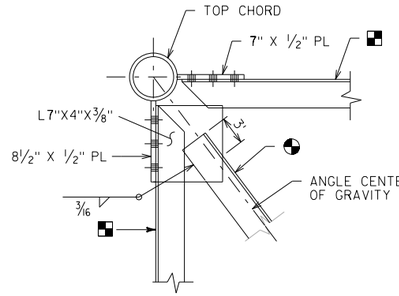


ELEVATION TRUSS TO COLUMN



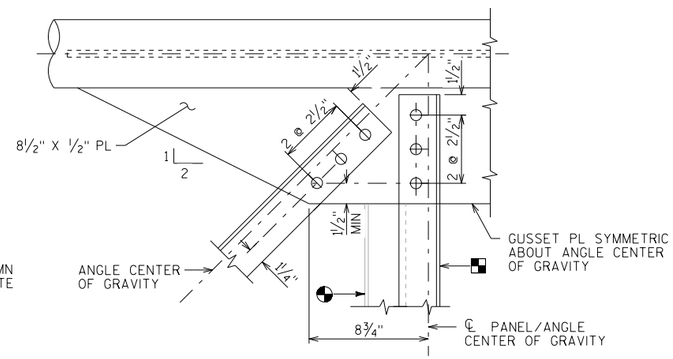
SECTION C-C

(FRONT CHORD)

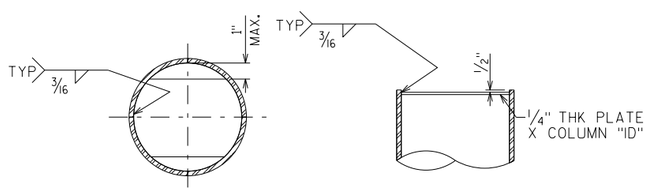


SECTION D-D

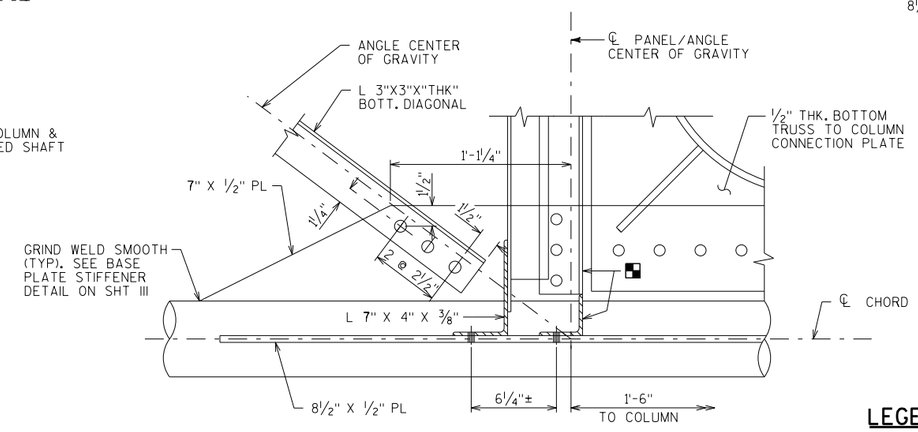
(BACK CHORD)



DETAIL "B"



CHORD CAP DETAIL



SECTION E-E

(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)

LEGEND

- TRANSVERSE DIAGONAL
- BOXED END @ SUPPORT
- WELDED CONNECTIONS MAY BE USED IF UNIT CAN BE GALVANIZED IN ONE PIECE.
- ☆ 7" X 9" X ½" STIFFENER STD DESIGN TYPE 2 ONLY, TYP OPPOSITE SIDE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: MARCH 2021

DRAWN BY: BOS | PLANS CK'D.: BOS

4-CHORD TRUSS CANT. CONNECTION DETAILS 1

SHEET II OF VIII

452

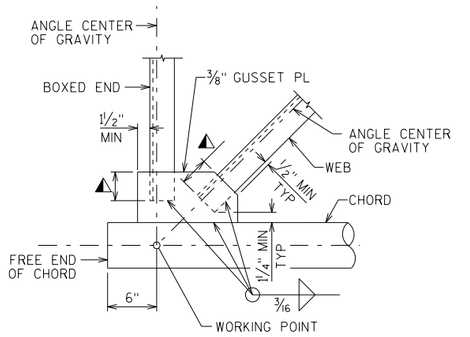
SCALE = 2.25

8

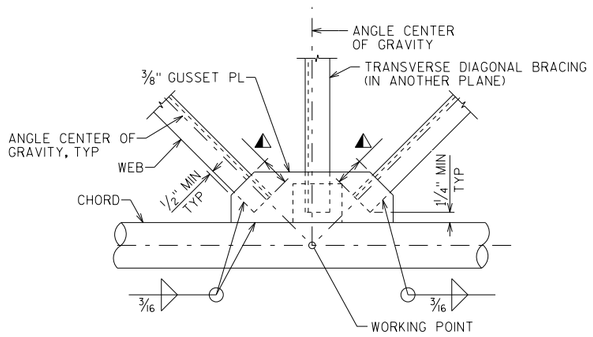
8

STATE PROJECT NUMBER

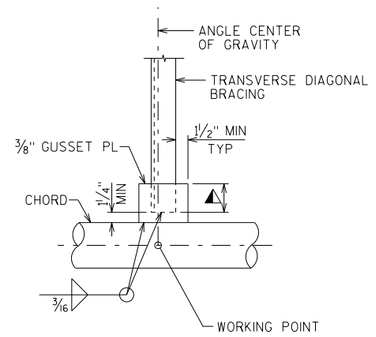
STANDARD



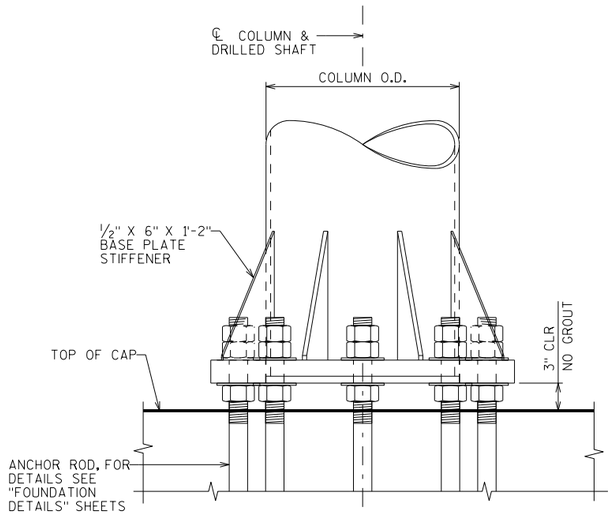
WELDED BOXED END CONNECTION



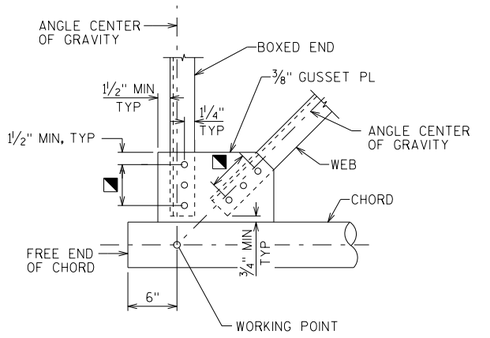
WELDED PANEL CONNECTION



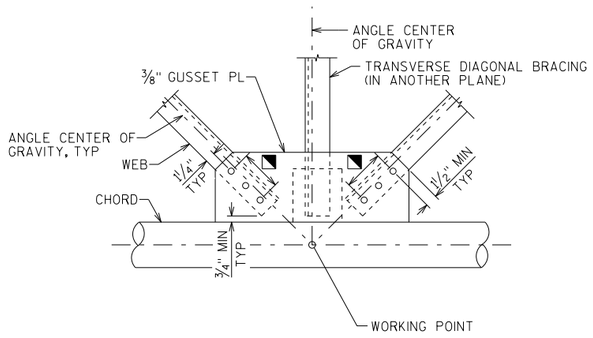
WELDED INTERIOR DIAGONAL CONNECTION



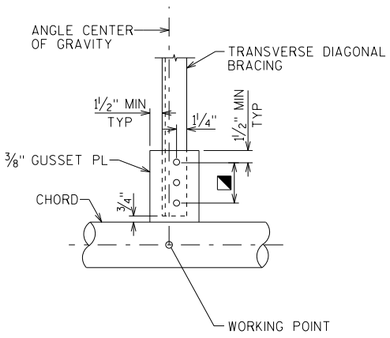
BASE PLATE & COLUMN DETAIL



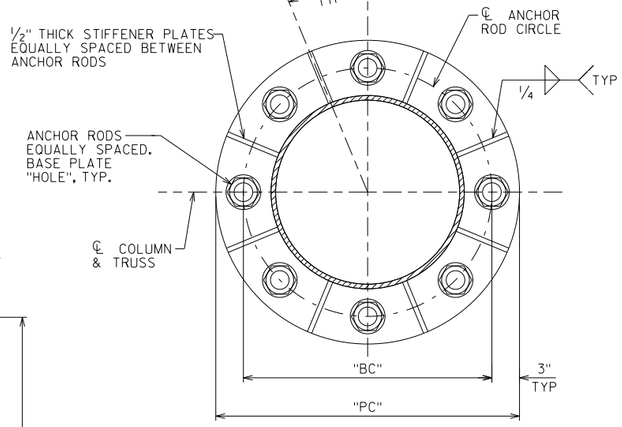
BOLTED BOXED END CONNECTION



BOLTED PANEL CONNECTION

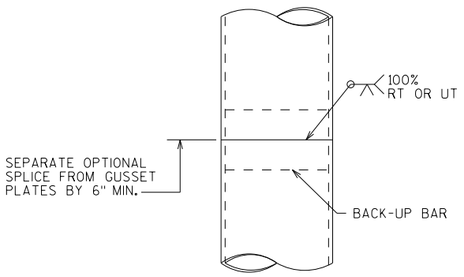


BOLTED INTERIOR DIAGONAL CONNECTION



BASE PLATE

PLAN



OPTIONAL COLUMN OR CHORD SPLICE DETAIL

NOTE

FABRICATOR HAS THE OPTION TO USE NON-MITERED, RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN ON THESE DETAILS.

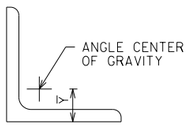
MEMBER CONNECTION DATA

STANDARD DESIGN TYPE	WELD LEG LENGTH ◭	NO. OF BOLTS ◥
I	3" MIN	3
II	3" MIN	3

FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2 1/2"

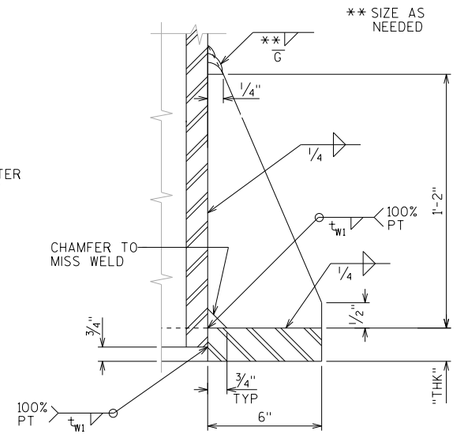
ANGLE DATA

ANGLE SIZE	$\bar{Y}$
L3x3x1/4	0.836"
L3x3x5/16	0.860"



CANTILEVER 4-CHORD COLUMN DATA TABLE

STANDARD DESIGN TYPE	COLUMN OUTER DIA X THK	BASE PLATE				
		"T_{W1}"	"HOLE"	"THK"	"BC"	"PC"
I	20.00" X 0.500"	5/16"	2 1/4"	2"	2'-2"	2'-8"
II	24.00" X 0.500"	5/16"	2 1/4"	2 1/2"	2'-6"	3'-0"



BASE PLATE STIFFENER DETAIL

NO.	DATE	REVISION	BY

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4-CHORD TRUSS CANT. CONNECTION DETAILS 2

SHEET III OF VIII

453

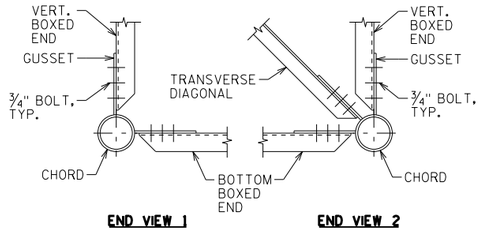
SCALE = 1.50

8

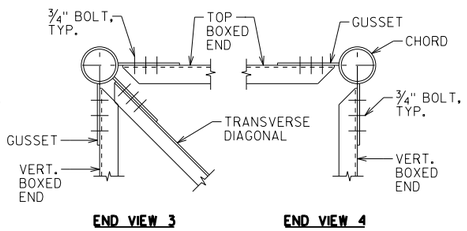
8

STATE PROJECT NUMBER

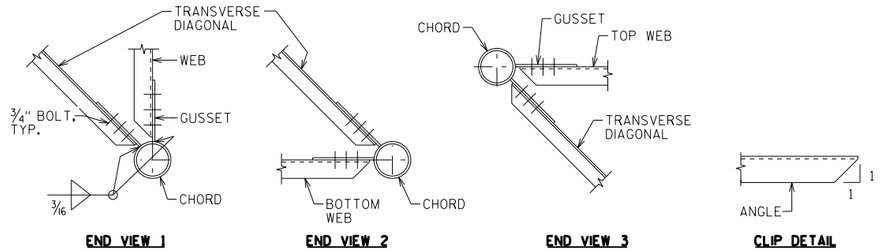
STANDARD



END VIEW 1 END VIEW 2



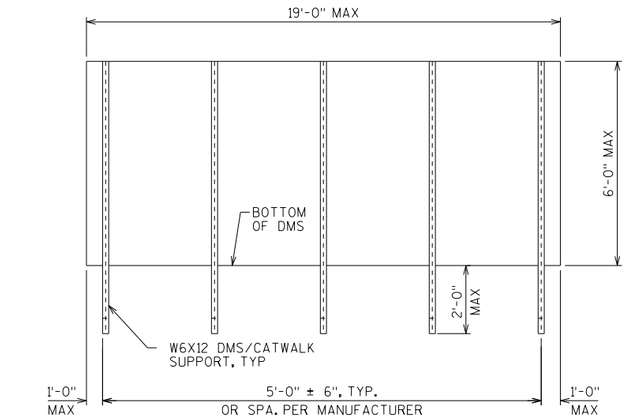
END VIEW 3 END VIEW 4



END VIEW 1 END VIEW 2 END VIEW 3 CLIP DETAIL

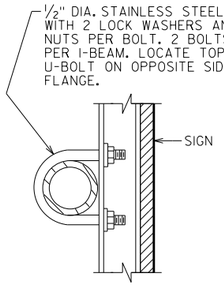
TRUSS CONNECTION DETAILS

BOLTED CONNECTIONS SHOWN, NUMBER OF BOLTS BY DESIGN
WELDED CONNECTIONS SIMILAR

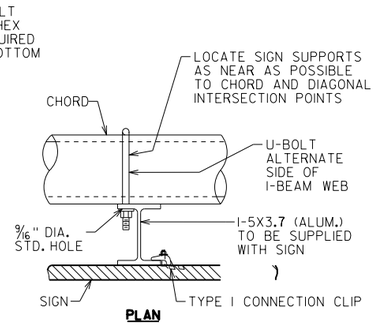


DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF CONFLICT WITH TRUSS IS ENCOUNTERED.



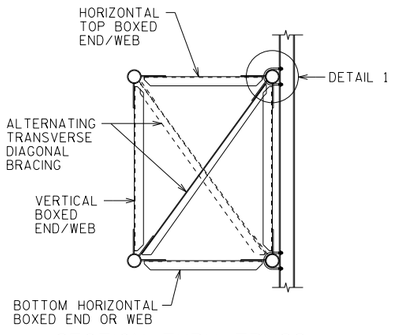
DETAIL 1



PLAN

TYPICAL SIGN CONNECTION

USE FOR TYPE I AND II SIGNS
SEE SIGN PLATE MANUAL A4-7A & A4-7B FOR DETAILS

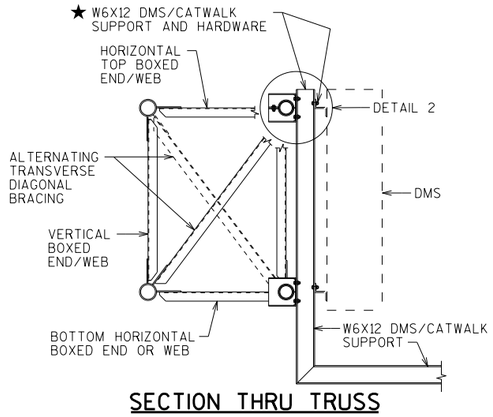


SECTION THRU TRUSS

FOR SIGN CONNECTION

ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH THE SIGN PANEL

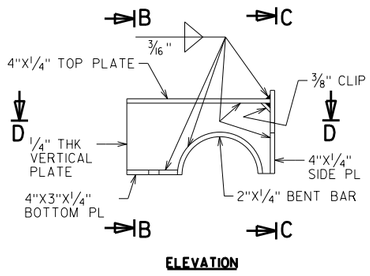
HARDWARE TO BE SUPPLIED BY THE CONTRACTOR



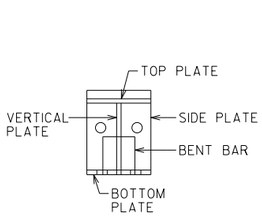
SECTION THRU TRUSS

FOR DMS/CATWALK CONNECTION

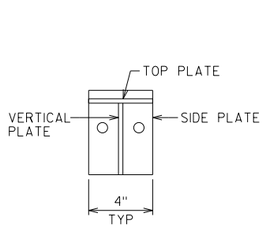
★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12.



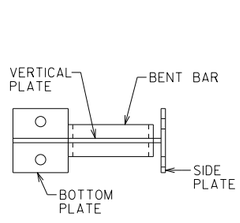
ELEVATION



SECTION B-B



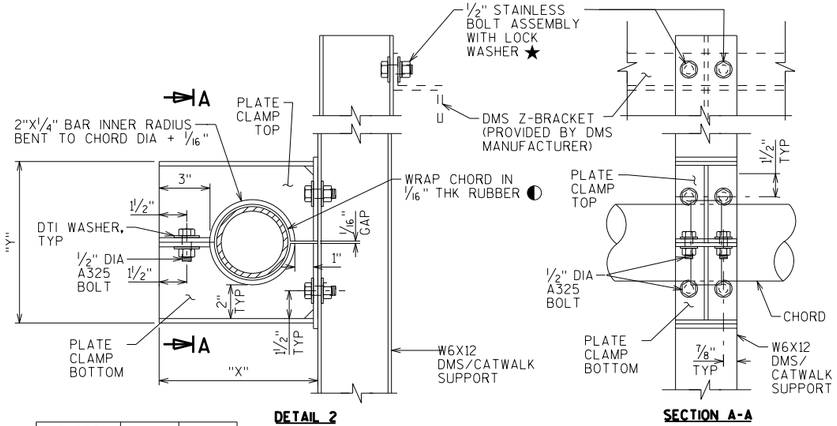
SECTION C-C



SECTION D-D

DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILAR

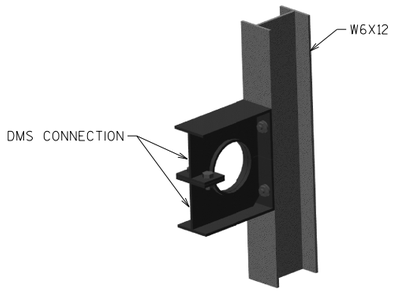


DETAIL 2 SECTION A-A

CHORD OUTER DIA	"X"	"Y"
5.000"	9 13/16"	10 1/16"
5.563"	10 3/8"	10 5/8"

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD SPEC 506.2.6.1



3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY

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STRUCTURES DESIGN SECTION

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4-CHORD TRUSS CANT. CONNECTION DETAILS 3

SHEET IV OF VIII

454

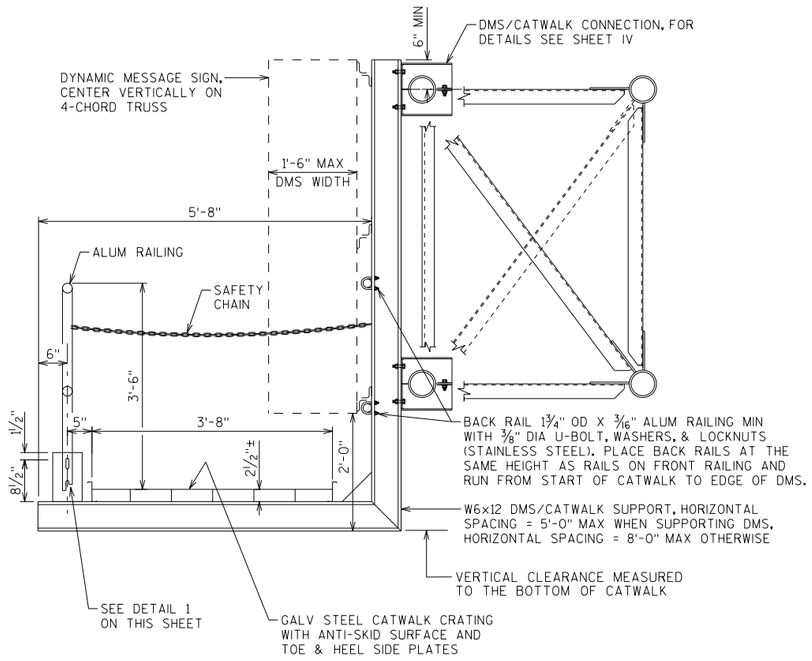
SCALE = 2.00

8

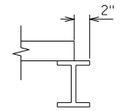
8

STATE PROJECT NUMBER

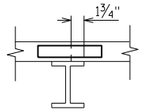
STANDARD



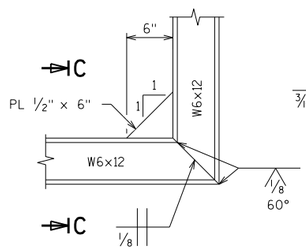
SECTION THRU WALKWAY



CATWALK TERMINATION DETAIL

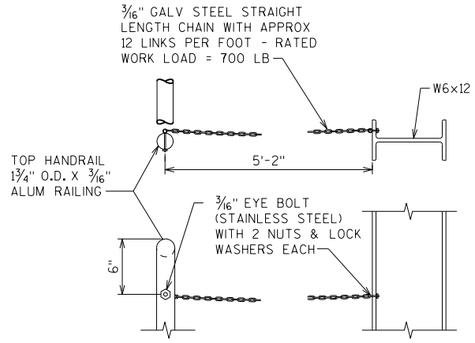


CATWALK SPLICE LOCATION DETAIL



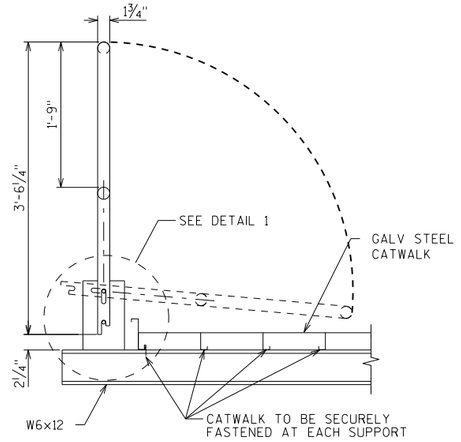
BRACKET DETAIL

SECTION C-C

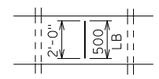


SAFETY CHAIN DETAIL

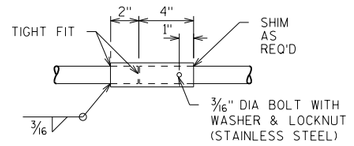
(PROVIDE SAFETY CHAIN AT EACH END OF THE CATWALK)



RAIL POST DETAIL

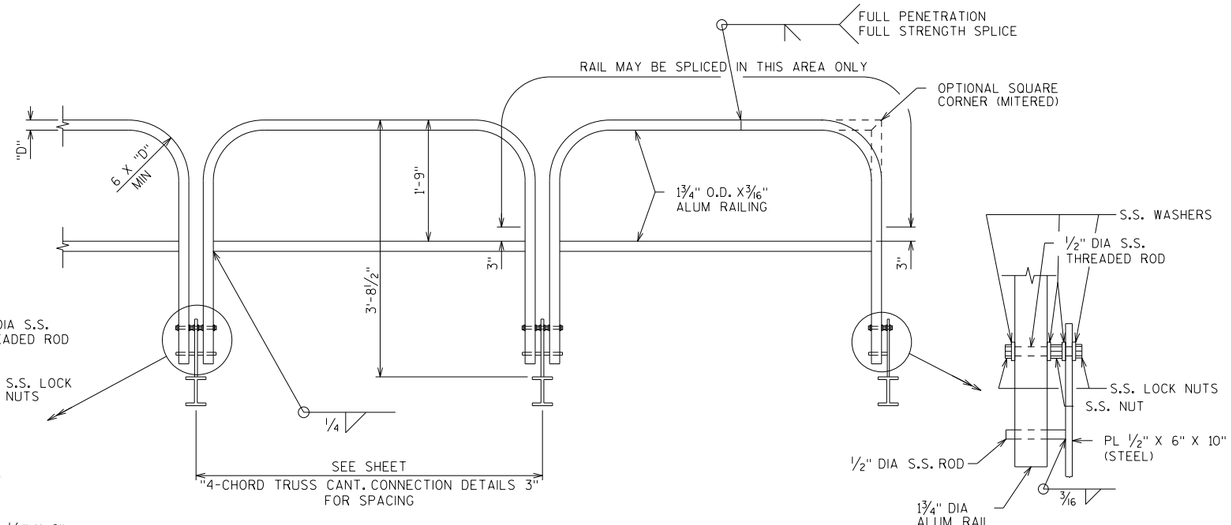


NOTE:
CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS", (500 LB LIVE LOAD DISTRIBUTED OVER 2'-0" TRANSVERSELY - MAX SPAN IS 8'-0"). CATWALK SHALL ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.

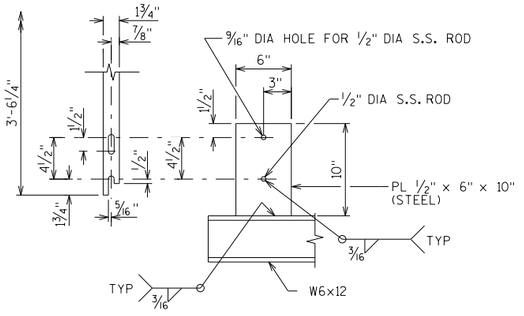


BACKRAIL SPLICE

ONE SPLICE ALLOWED FOR LENGTHS OVER 30'-0"



TYPICAL FRONT RAILING DETAILS



DETAIL 1

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4-CHORD TRUSS CANT. CATWALK DETAILS

SHEET V OF VIII

455

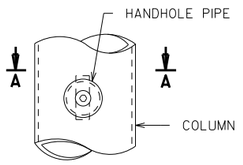
SCALE = 1.25

8

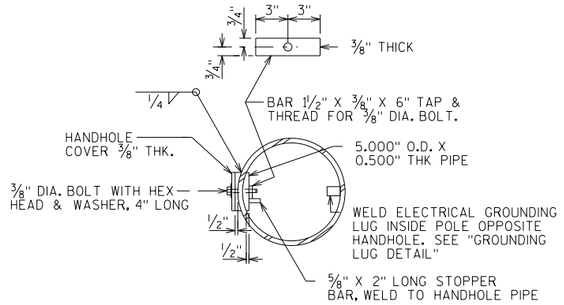
8

STATE PROJECT NUMBER

STANDARD



HANDHOLE DETAILS

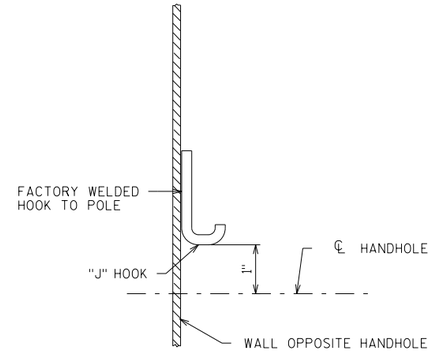


SECTION A-A

HANDHOLE NOTES

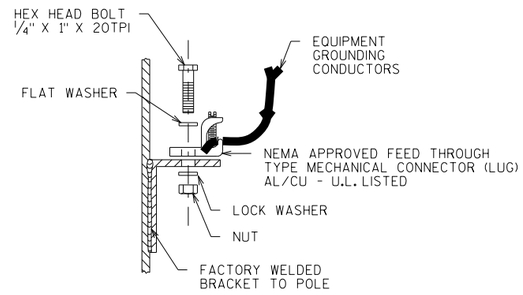
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS NOTED OTHERWISE, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



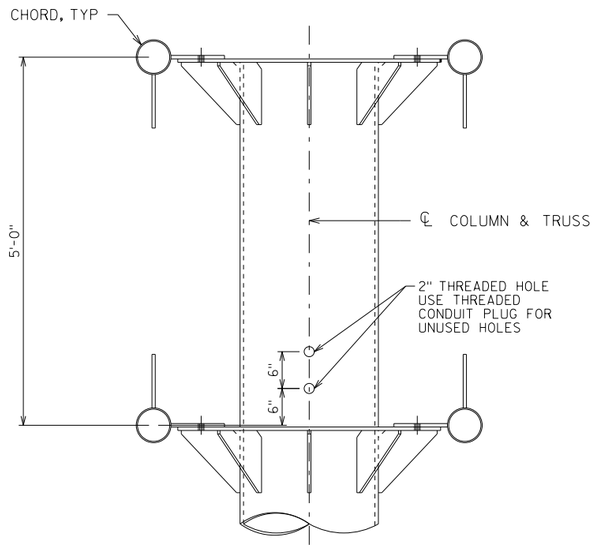
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.

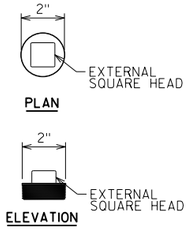


GROUNDING LUG DETAIL

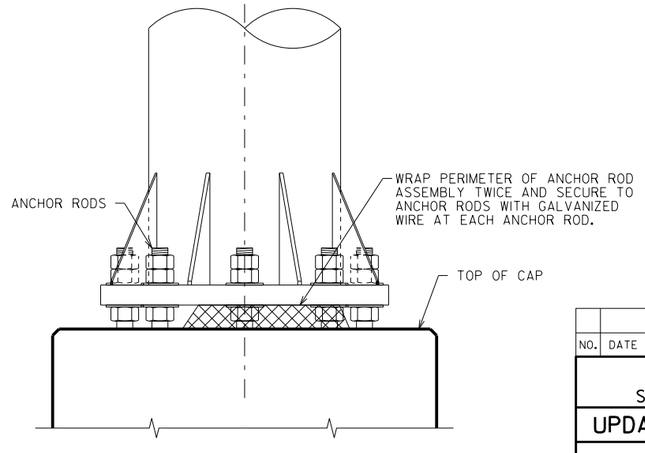
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



CONDUIT HOLE LOCATIONS



CONDUIT PLUG DETAILS



RODENT SCREEN

(ONLY REQ'D. WHEN ELECTRICAL DEVICES ARE INSTALLED)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: MARCH 2021

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4-CHORD TRUSS CANT. ELECTRICAL DETAILS

SHEET VI OF VIII

456

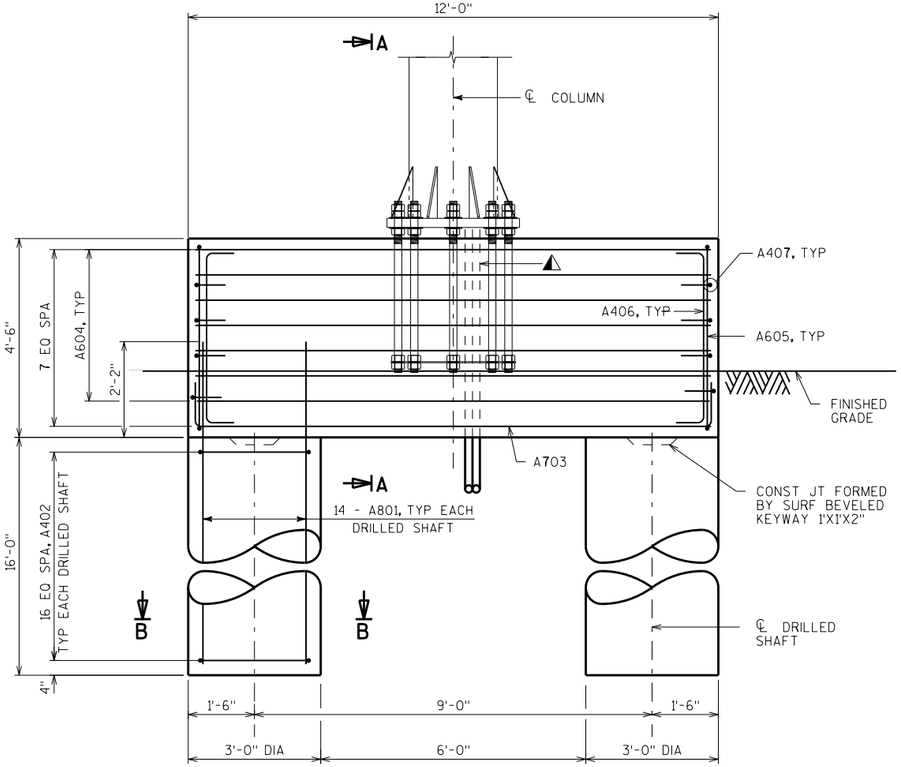
SCALE = 1.00

8

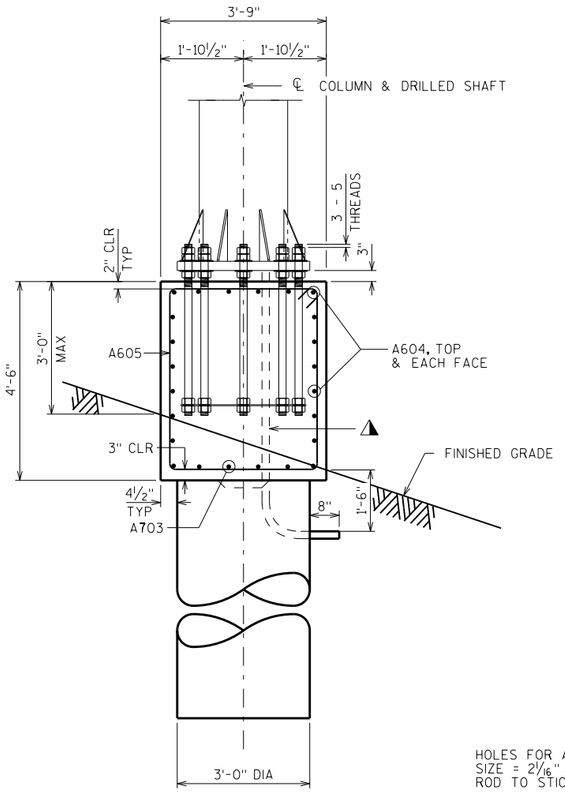
8

STATE PROJECT NUMBER

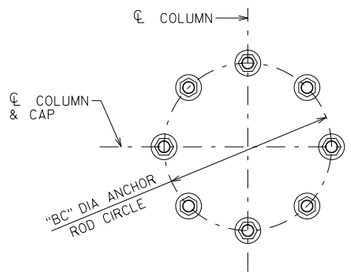
STANDARD



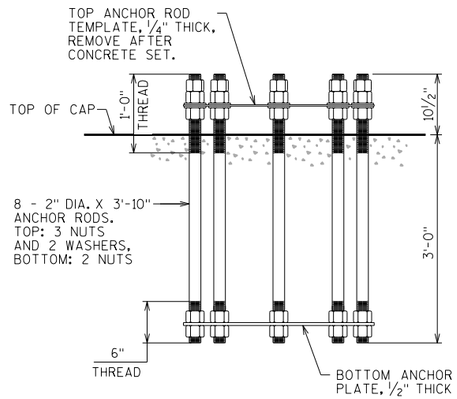
ELEVATION



SECTION A-A



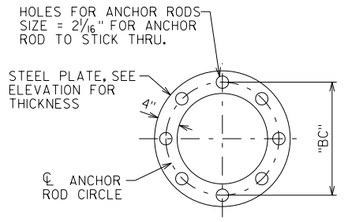
PLAN



ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

SINGLE ASSEMBLY SHOWN
8 ANCHOR RODS REQ'D PER ASSEMBLY

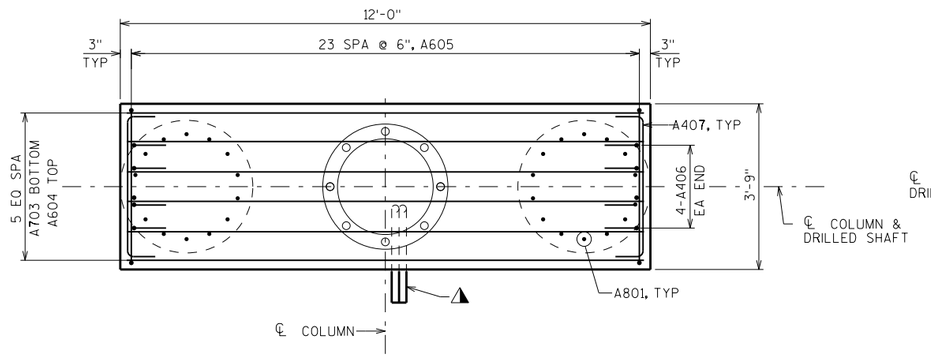


ANCHOR PLATE/TOP TEMPLATE

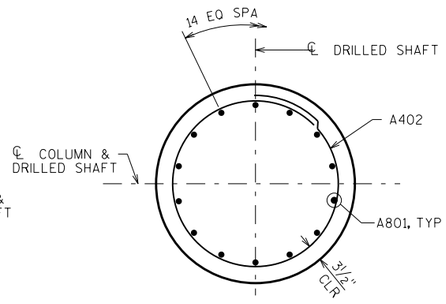
PLAN

ANCHOR PLATE DATA

STD DESIGN TRUSS	DIMENSIONS
	"BC"
I	2'-2"
II	2'-6"



PLAN



SECTION B-B

NOTES

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED ON PLAN. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

LEGEND

⚠ 2 - 2" DIA NONMETALLIC CONDUITS, INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO THE DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURES DESIGN SECTION

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4-CHORD TRUSS CANT. FOUNDATION DETAILS 1

SHEET VII OF VIII

457

SCALE = 1.67

8

8

STATE PROJECT NUMBER

STANDARD

NOTE:
THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

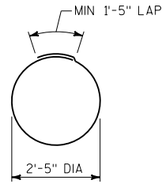
BILL OF BARS - STANDARD DESIGN TYPE I OR II

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	18'-2"			DRILLED SHAFT - VERTICAL
A402		34	9'-0"	X		DRILLED SHAFT - HORIZONTAL
A703	X	6	13'-7"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	18	11'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	24	15'-10"	X		CAP - STIRRUP
A406	X	8	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	8	3'-11"	X		CAP - HORIZONTAL - EACH END

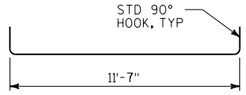
ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY (CY)	STEEL REINFORCEMENT HS (LBS)	STEEL REINFORCEMENT HS COATED (LBS)	ANCHOR ASSEMBLY 2-INCH (EACH)	FOUNDATION DRILLING 36" DIA. (LF)
I/II	16	1,570	1,100	1	32

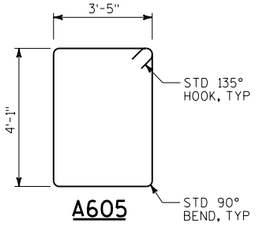
** QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON STANDARD STRUCTURE DIMENSIONS



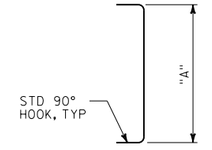
A402



A703



A605



A406, A407

BAR MARK	"A"
A406	3'-11½"
A407	3'-3½"

BAR BENDING DIAGRAMS

NOTE:
BAR DIMENSIONS ARE OUT TO OUT OF BAR. THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: MARCH 2021

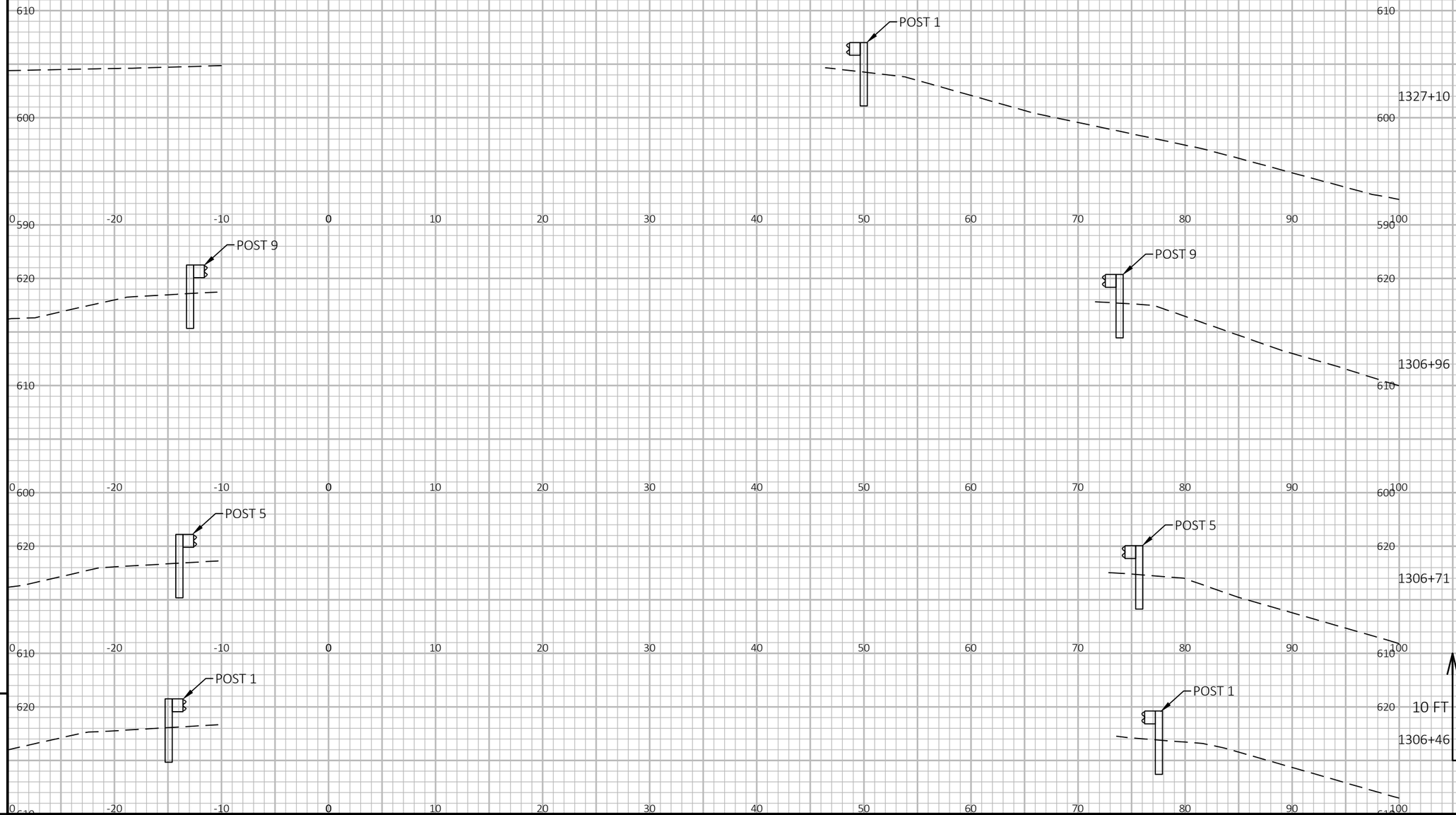
DRAWN BY BOS | PLANS CK'D. BOS

4-CHORD TRUSS CANT. FOUNDATION DETAILS 2

SHEET VIII OF VIII

458

SCALE = 0.50



9

9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 459	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-xs

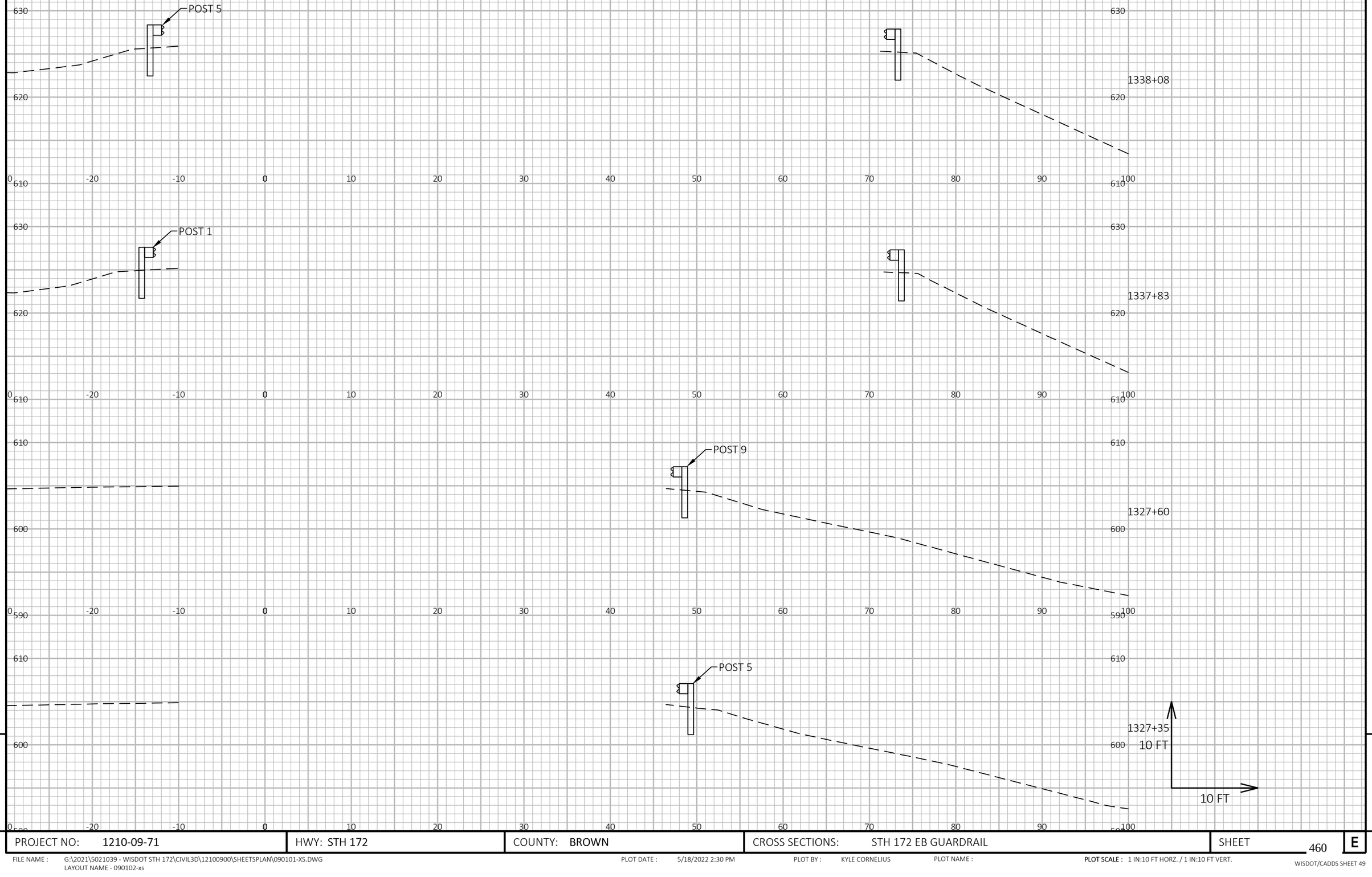
PLOT DATE : 5/18/2022 2:30 PM

PLOT BY : KYLE CORNELIUS

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: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 460	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090102-xs

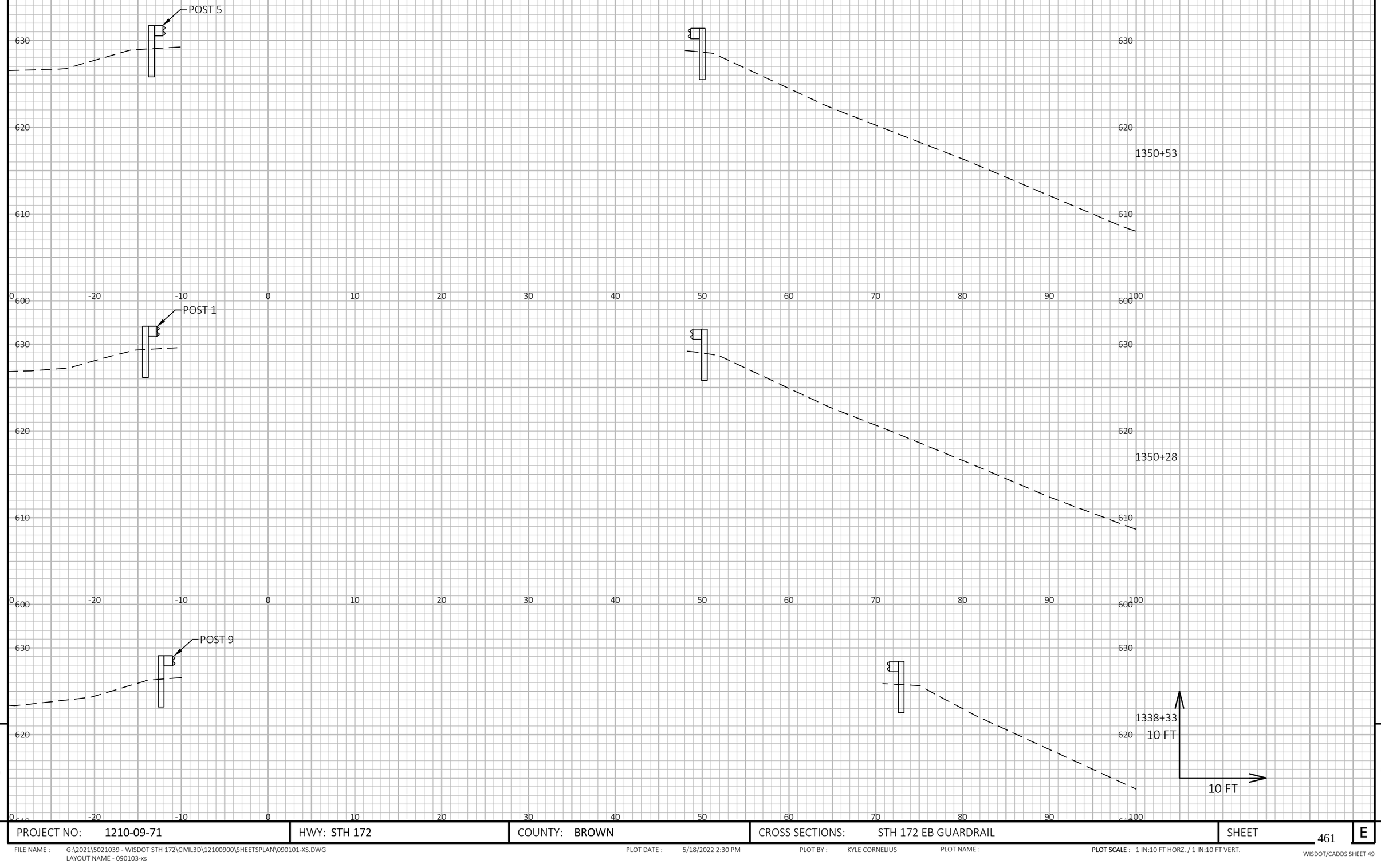
PLOT DATE : 5/18/2022 2:30 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

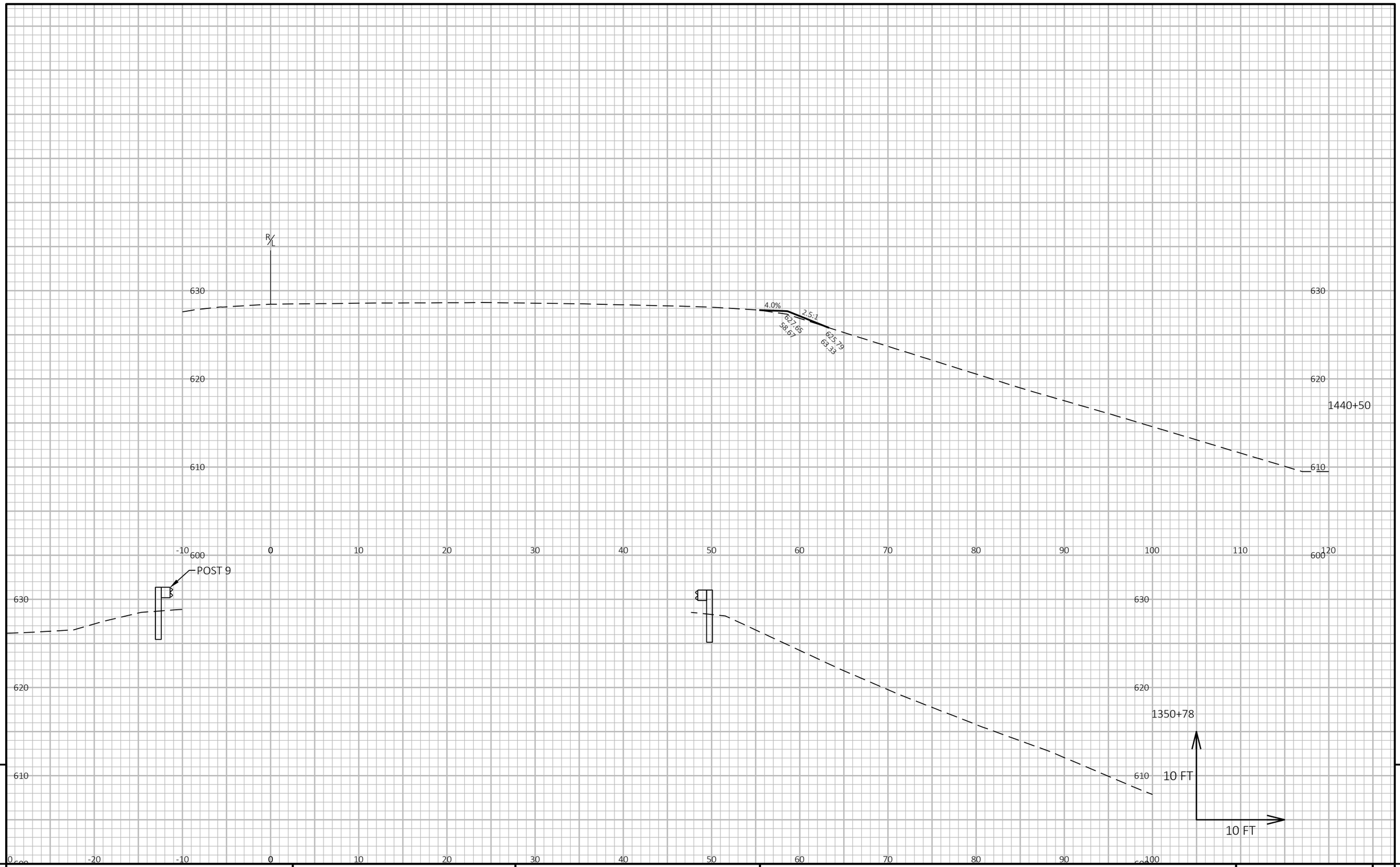
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 461	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090103-xs

PLOT DATE : 5/18/2022 2:30 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

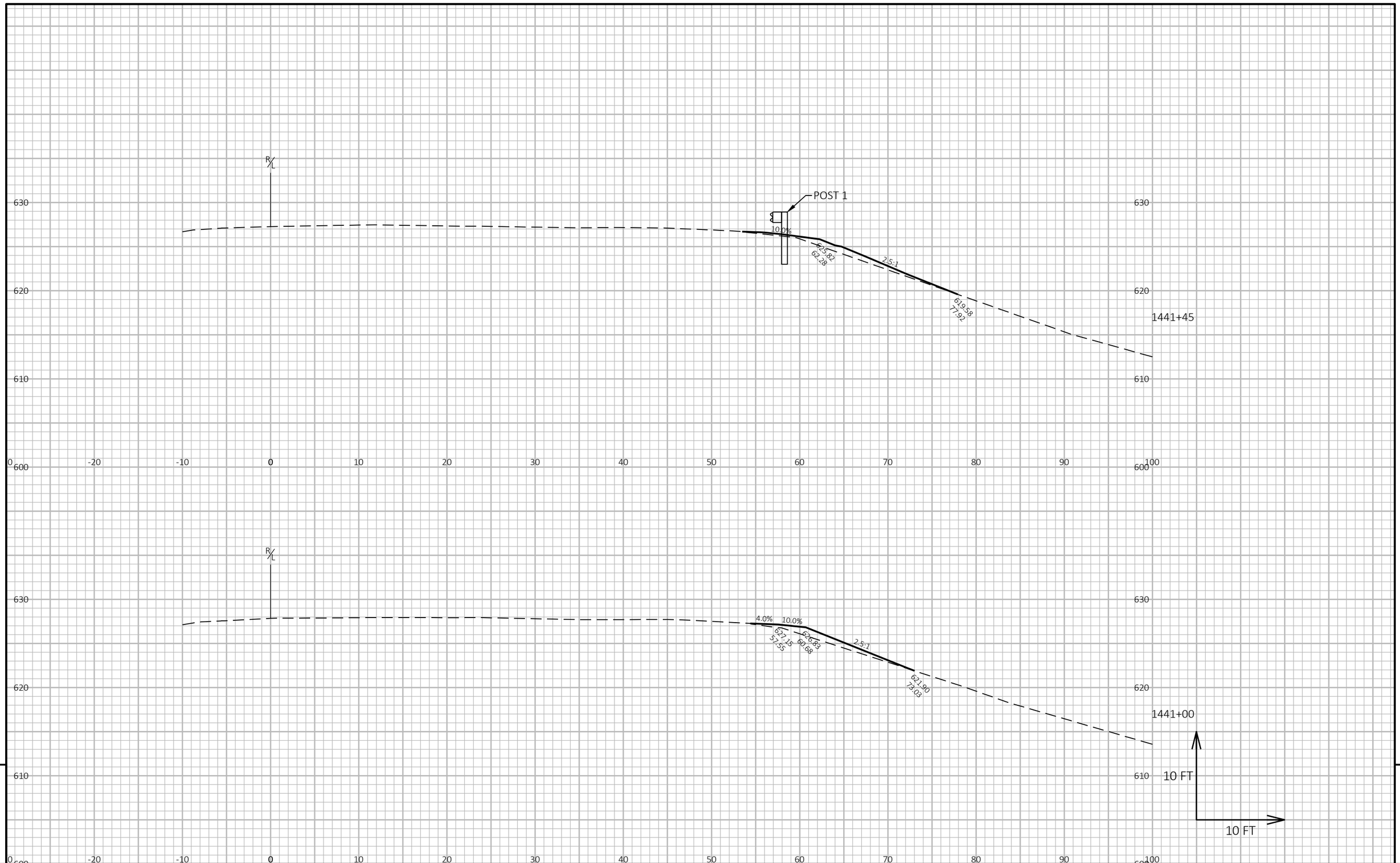
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 462	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090104-xs

PLOT DATE : 5/18/2022 2:31 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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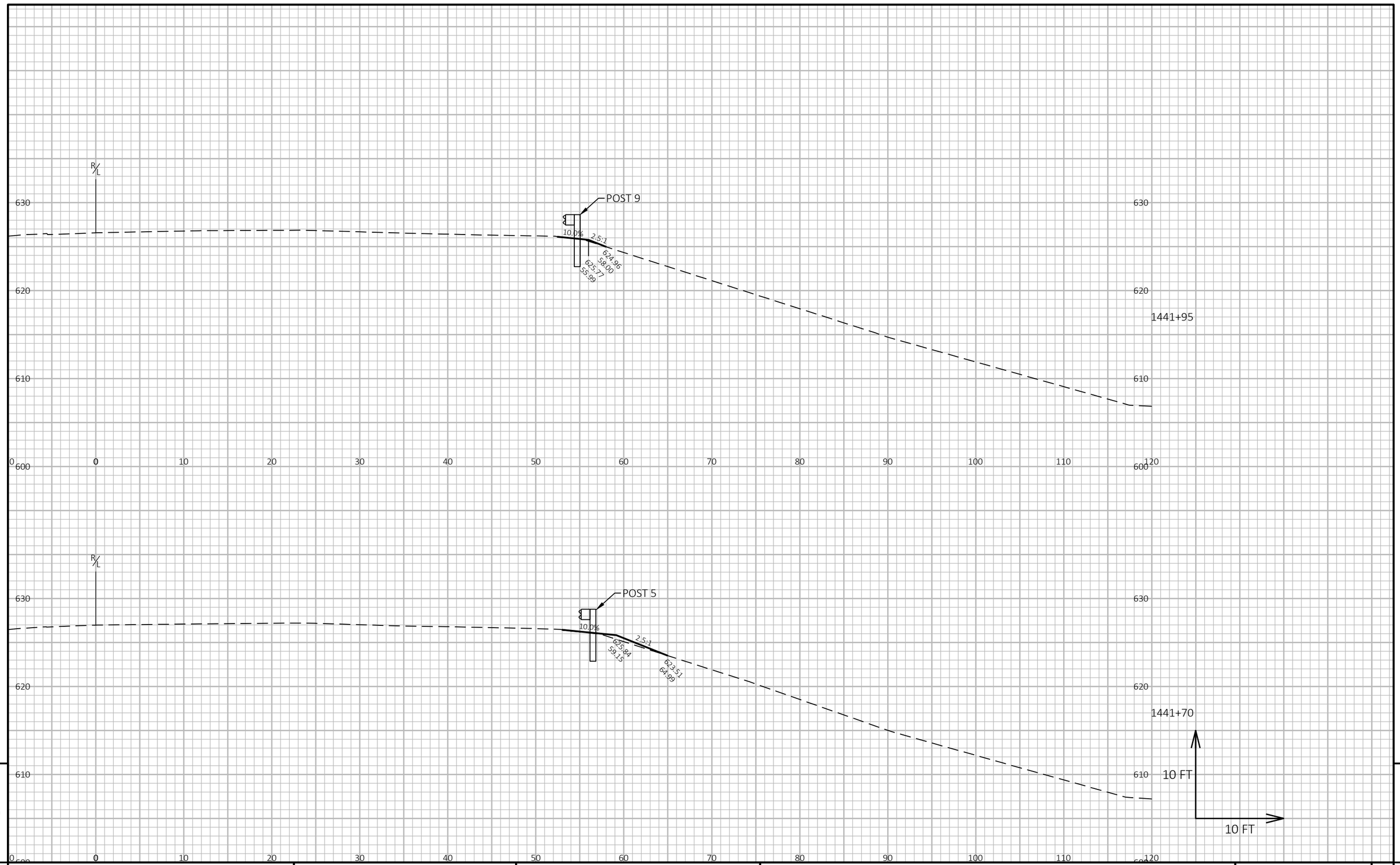
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 463	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090105-xs

PLOT DATE : 5/18/2022 2:31 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 464	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090106-xs

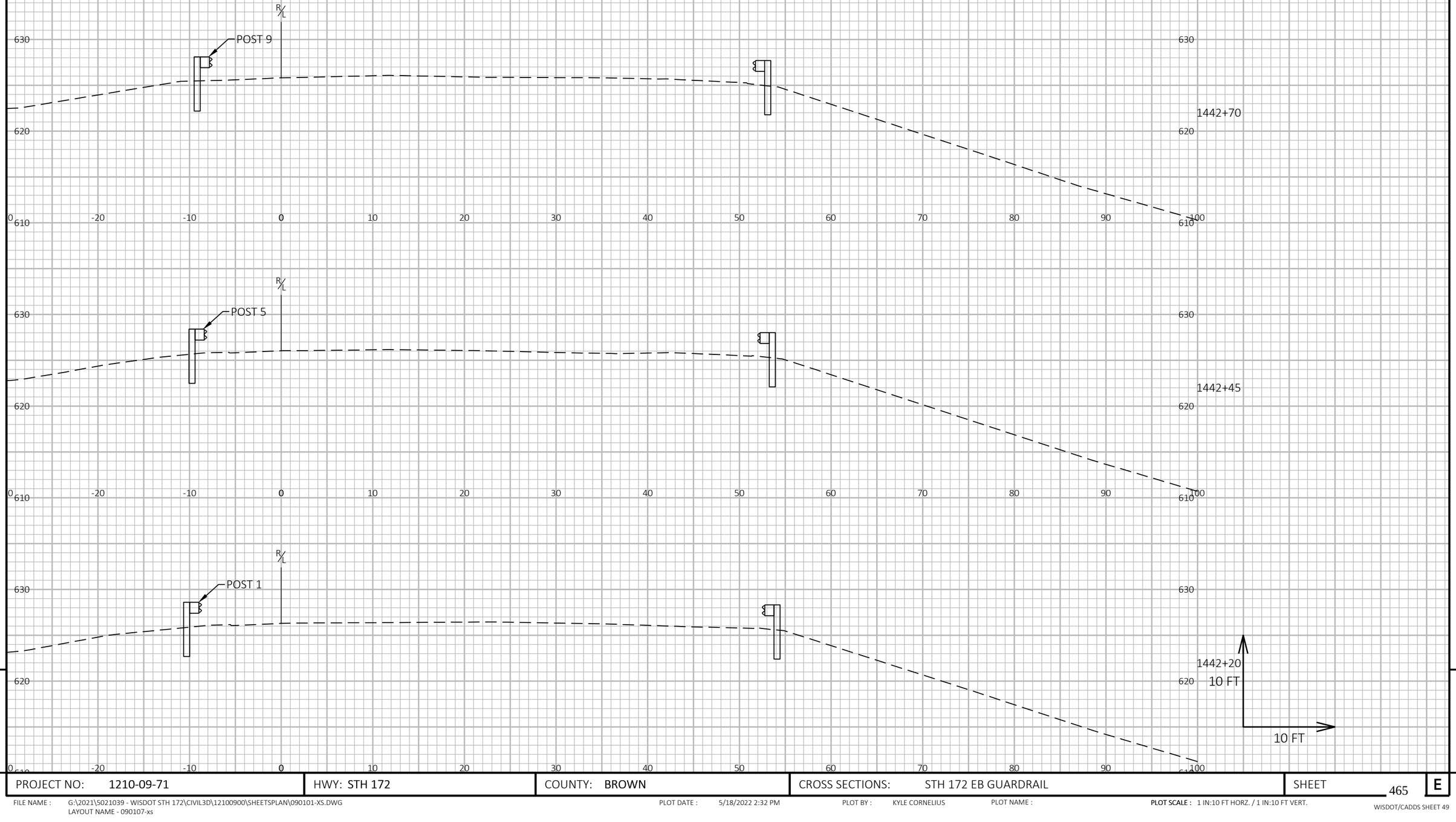
PLOT DATE : 5/18/2022 2:32 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 465	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090107-xs

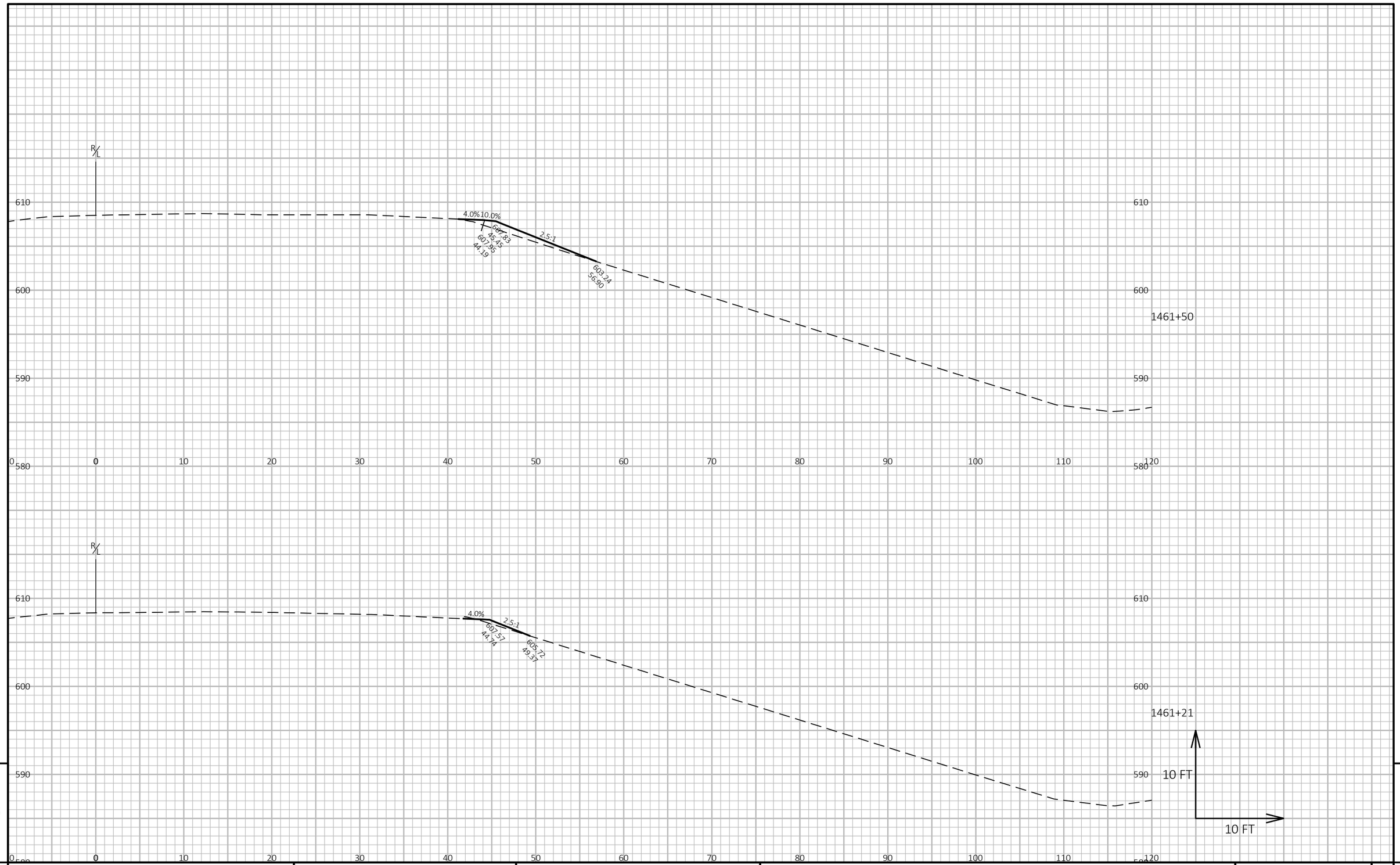
PLOT DATE : 5/18/2022 2:32 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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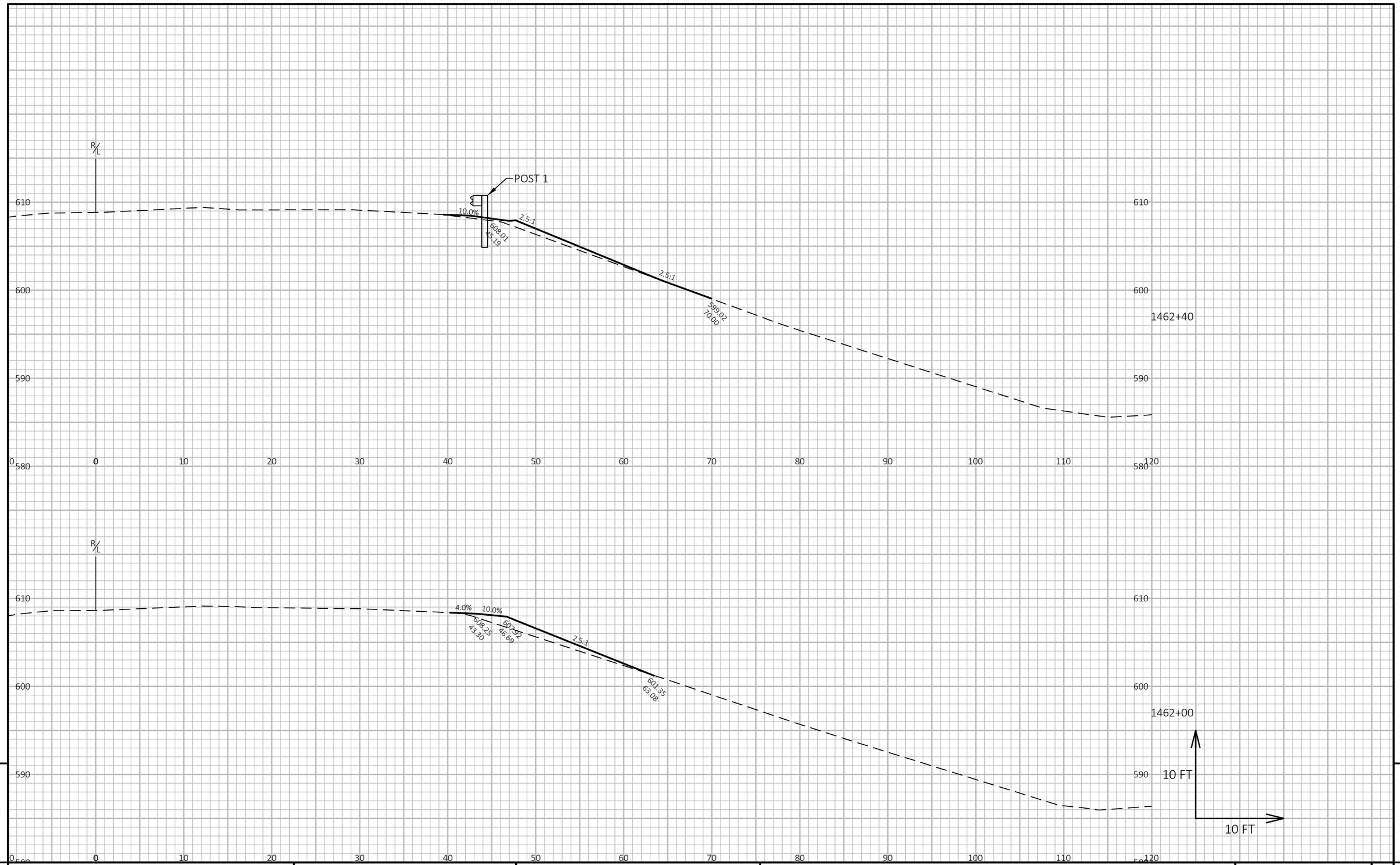
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 466	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090108-xs

PLOT DATE : 5/18/2022 2:32 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 467	E

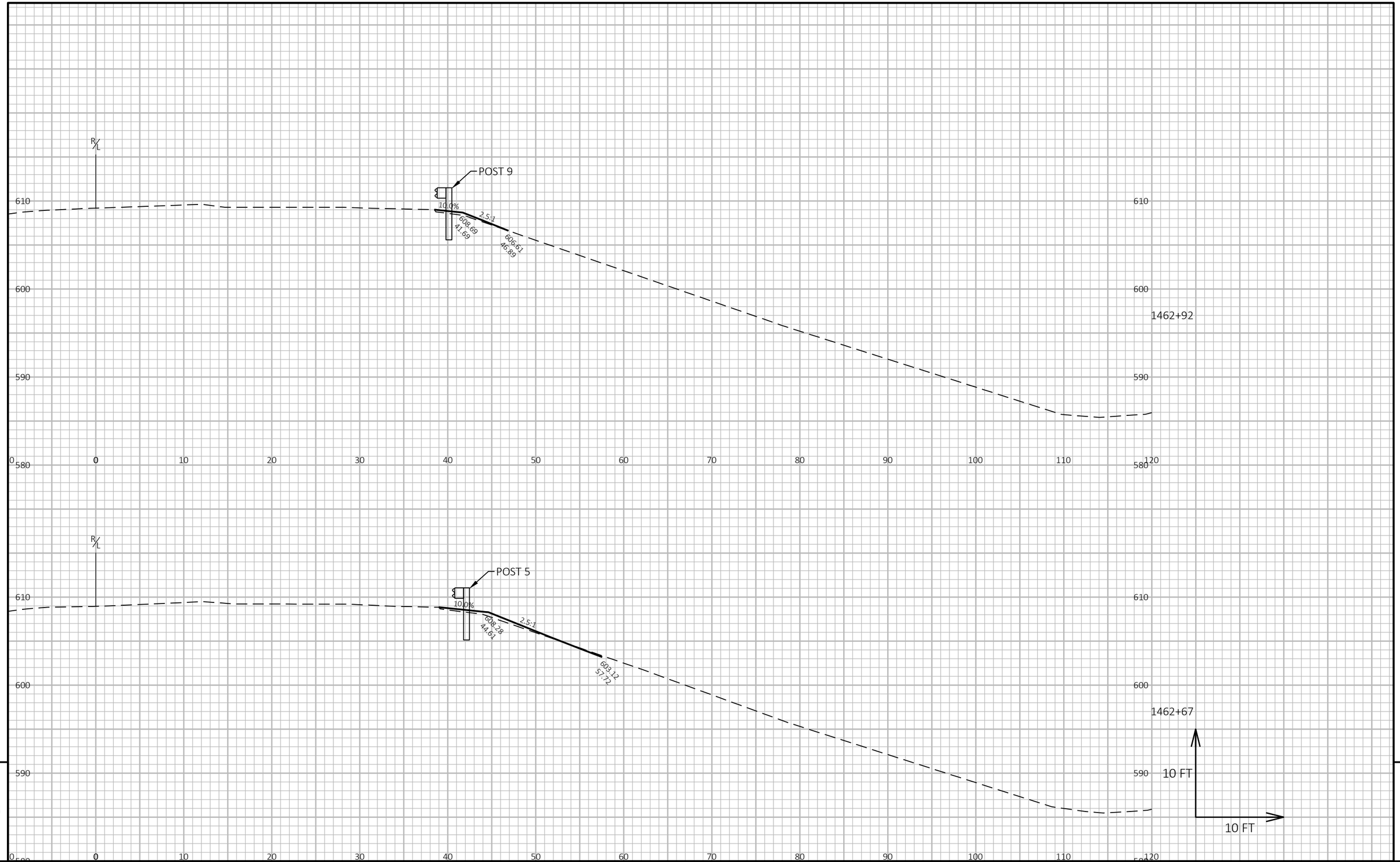
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090109-xs

PLOT DATE : 5/18/2022 2:33 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 468	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090110-xs

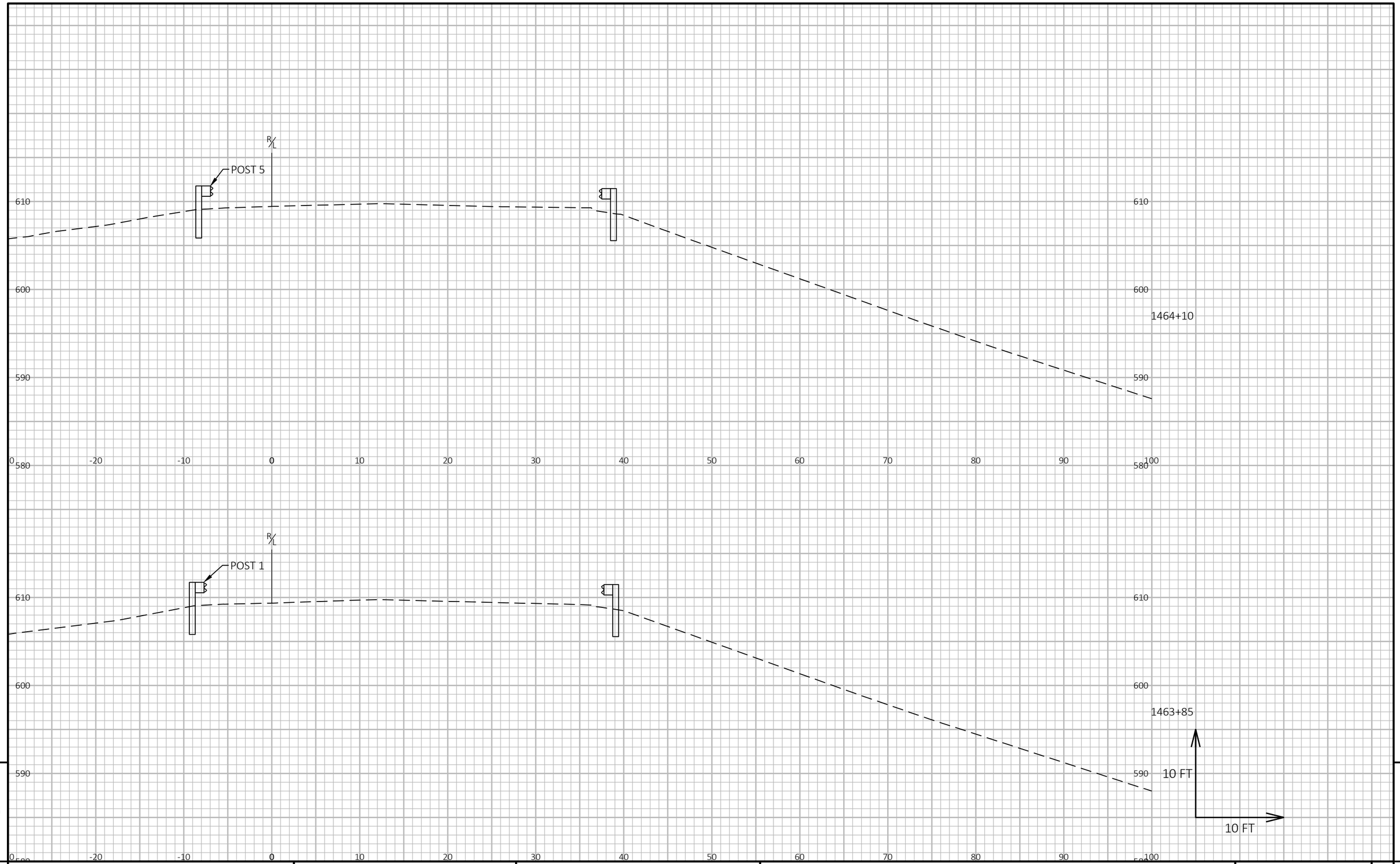
PLOT DATE : 5/18/2022 2:33 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 469	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090111-xs

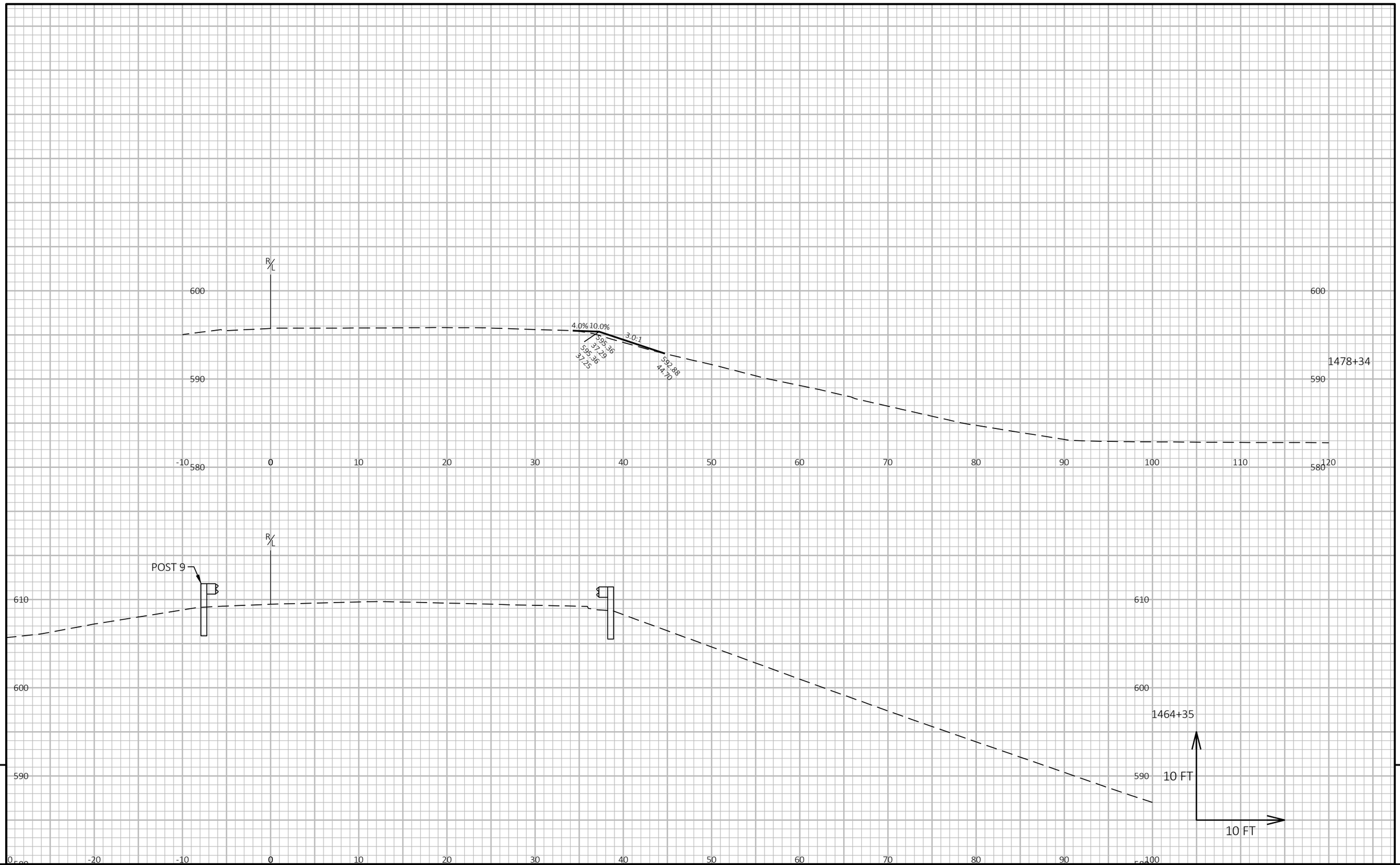
PLOT DATE : 5/18/2022 2:34 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 470	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090112-xs

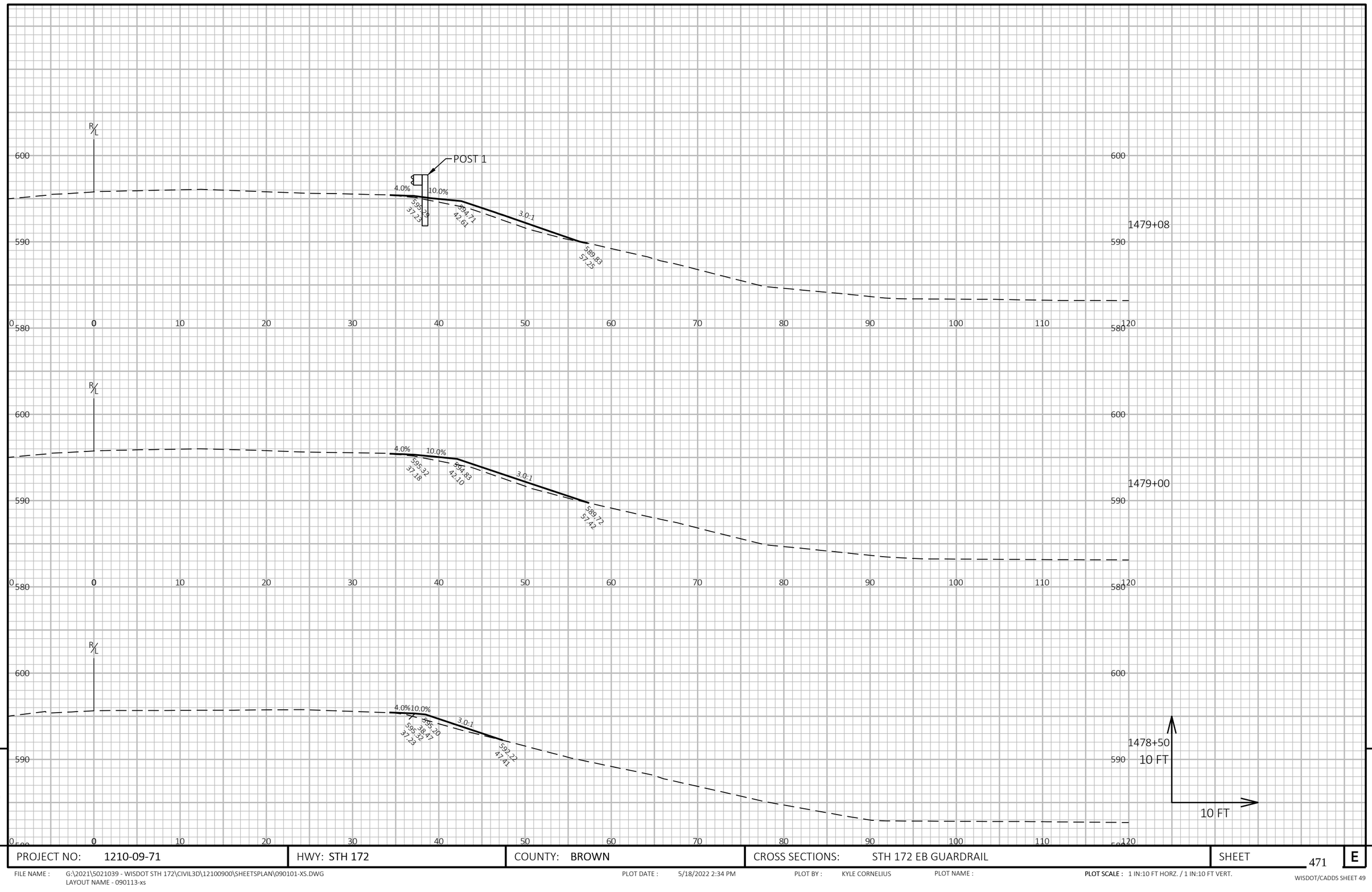
PLOT DATE : 5/18/2022 2:34 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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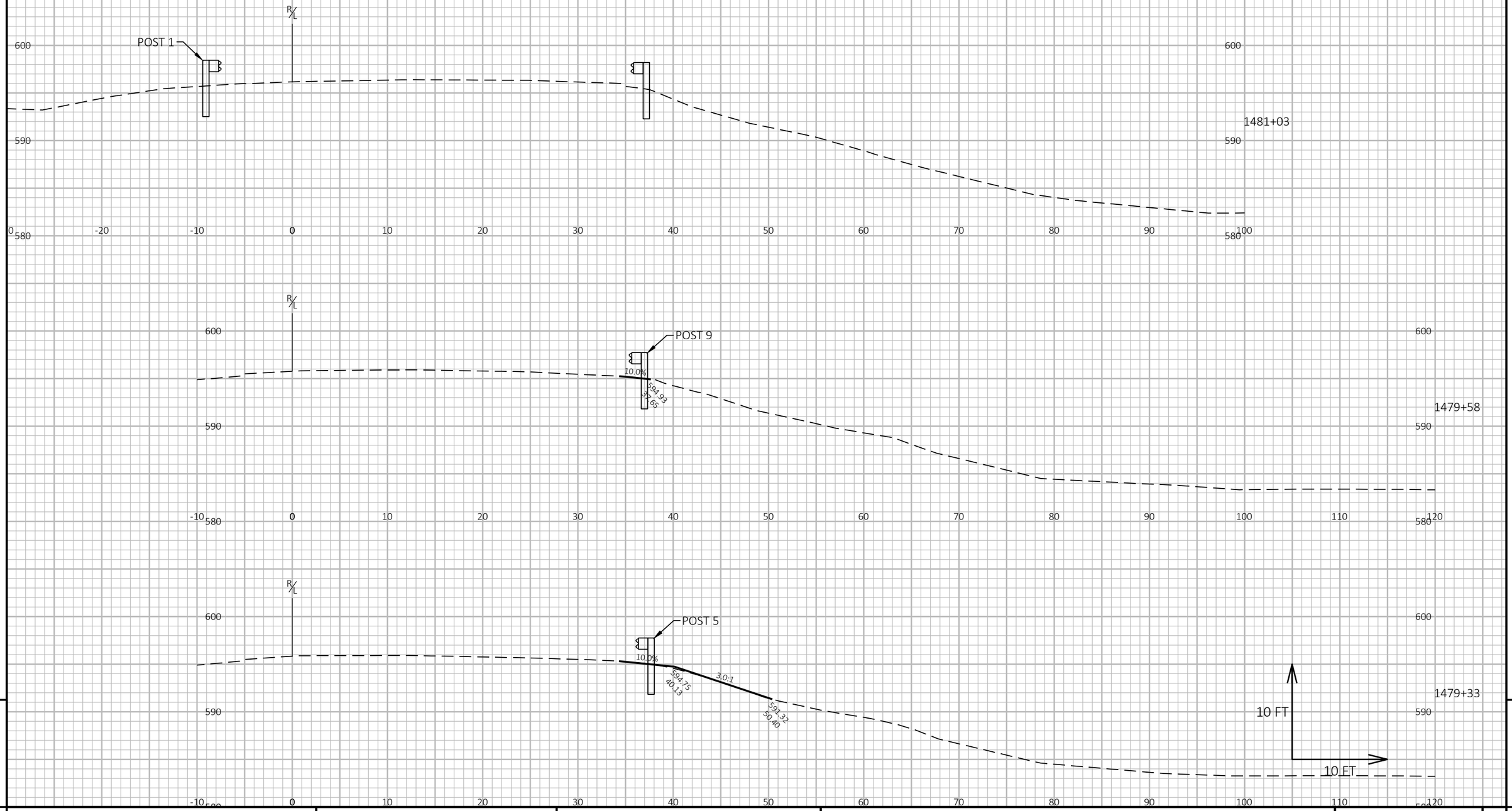
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 471	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090113-xs

PLOT DATE : 5/18/2022 2:34 PM PLOT BY : KYLE CORNELIUS 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: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 472	E

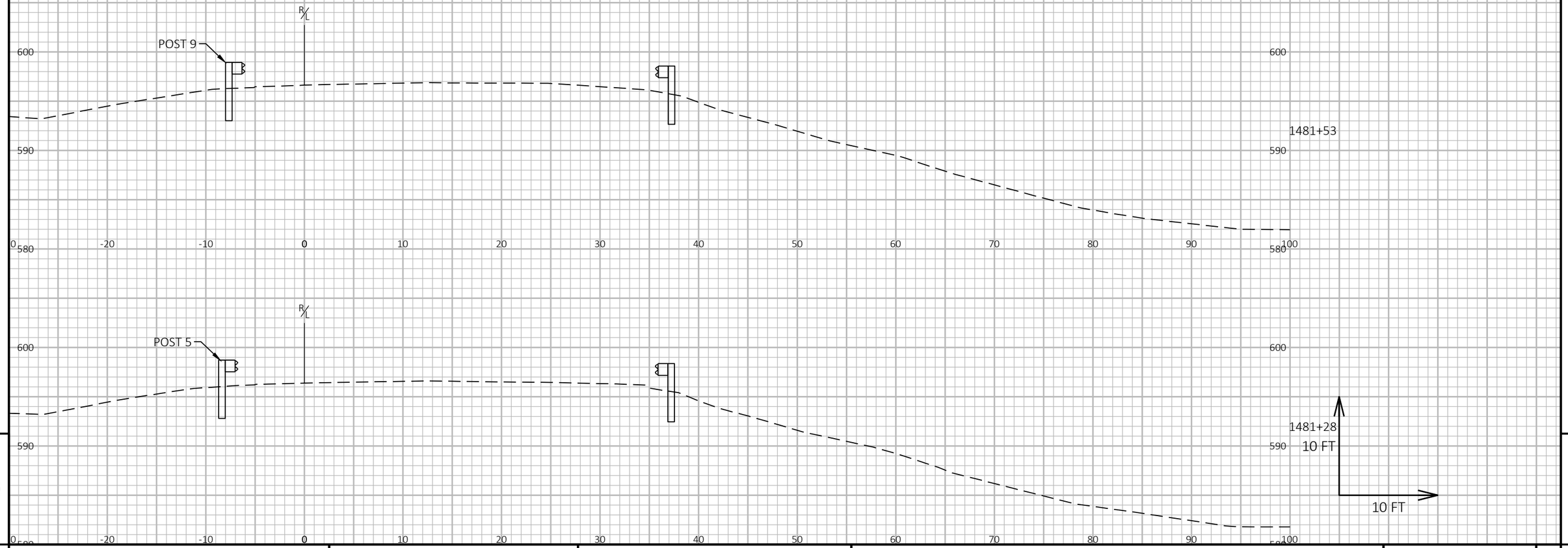
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090114-xs

PLOT DATE : 5/18/2022 2:34 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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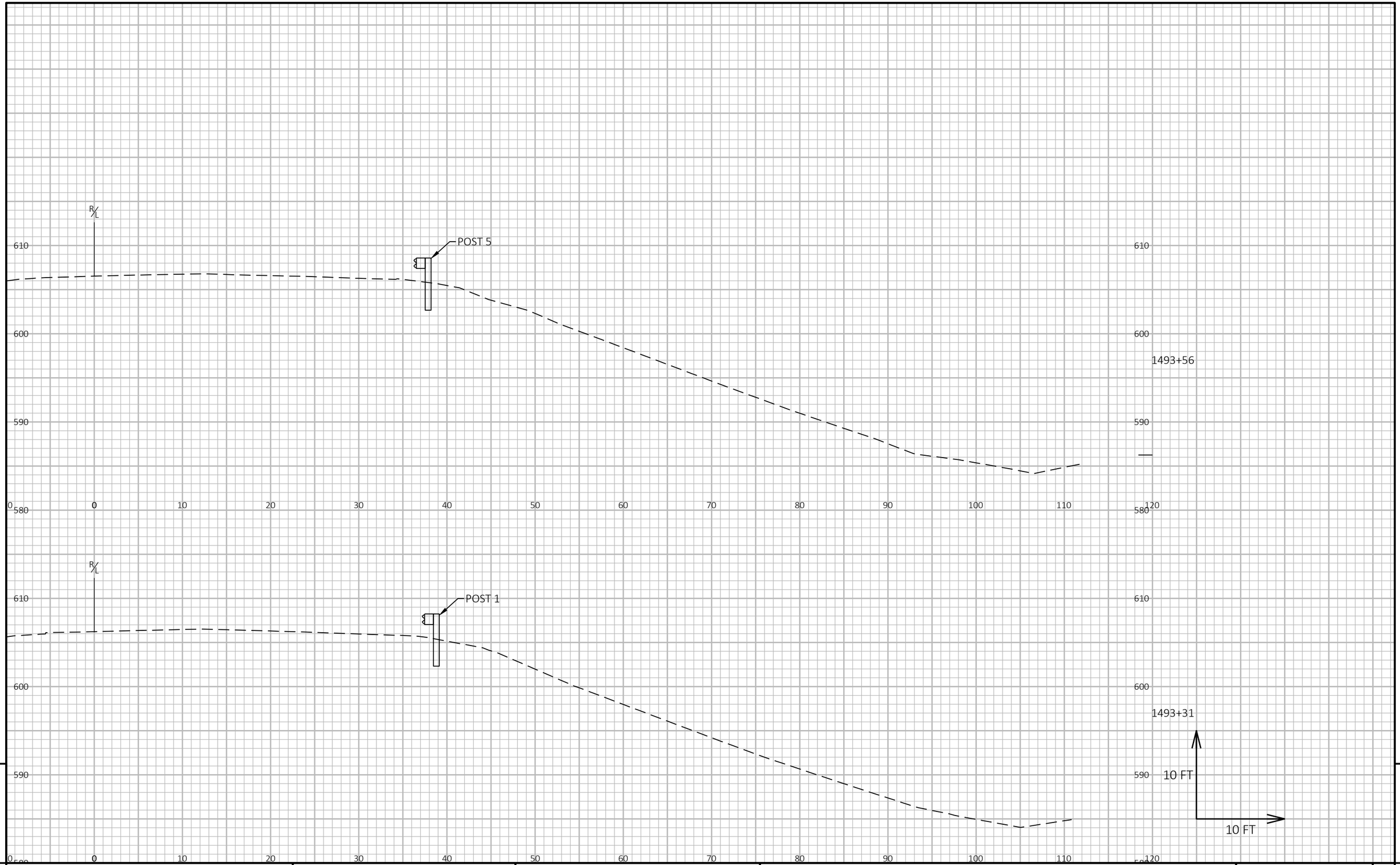
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 473	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090115-xs

PLOT DATE : 5/18/2022 2:35 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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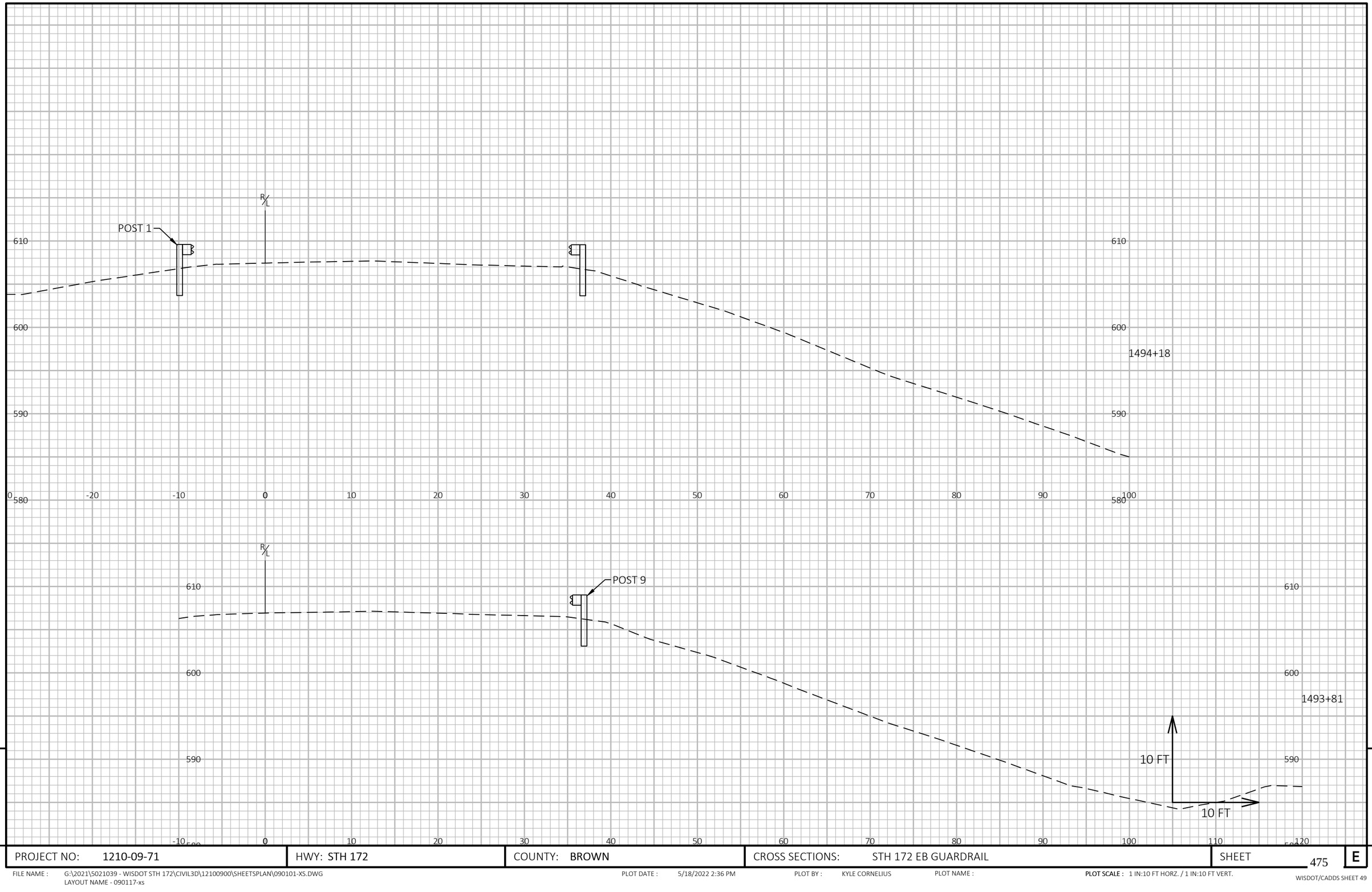
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 474	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090116-xs

PLOT DATE : 5/18/2022 2:35 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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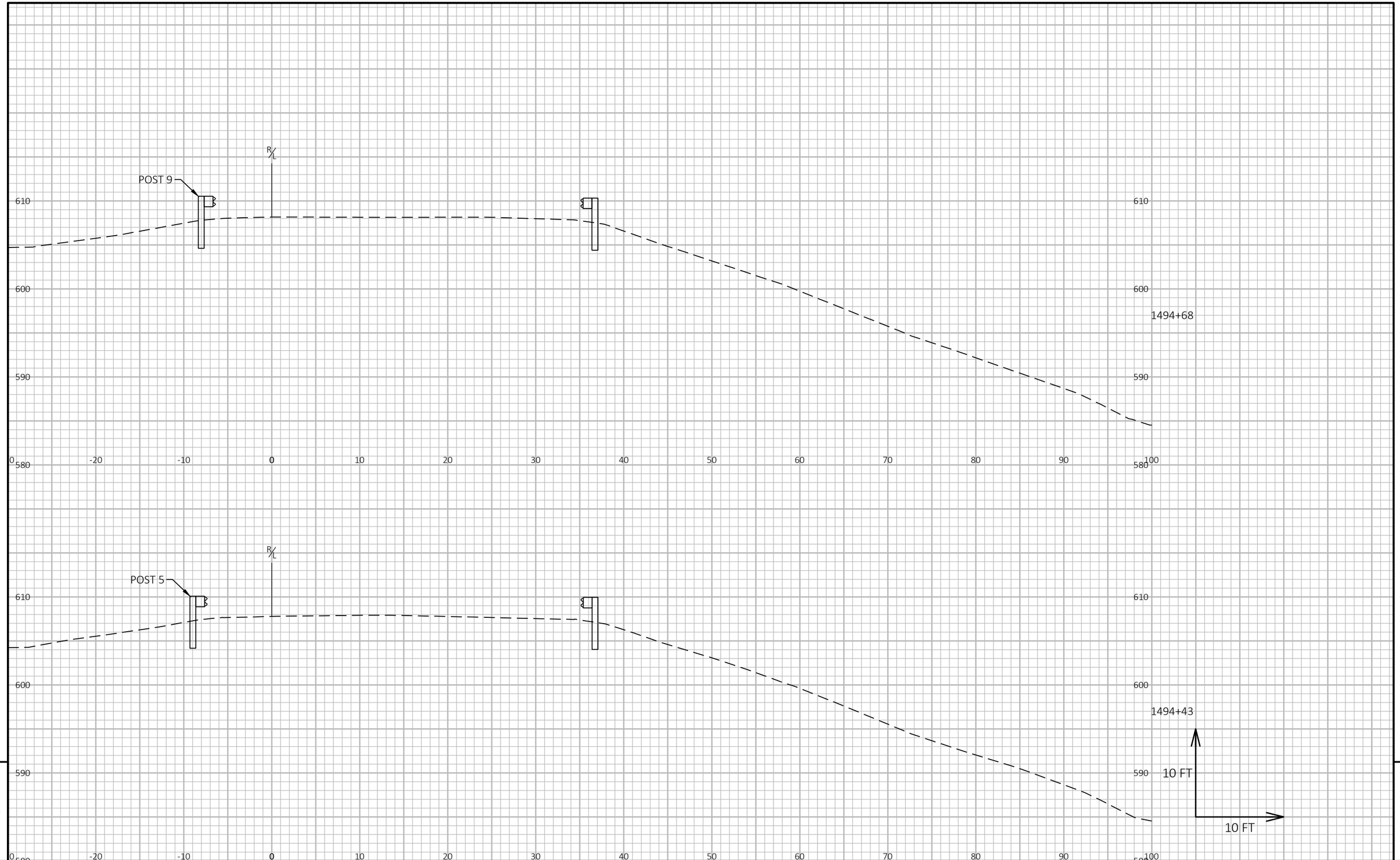
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 475	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090117-xs

PLOT DATE : 5/18/2022 2:36 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

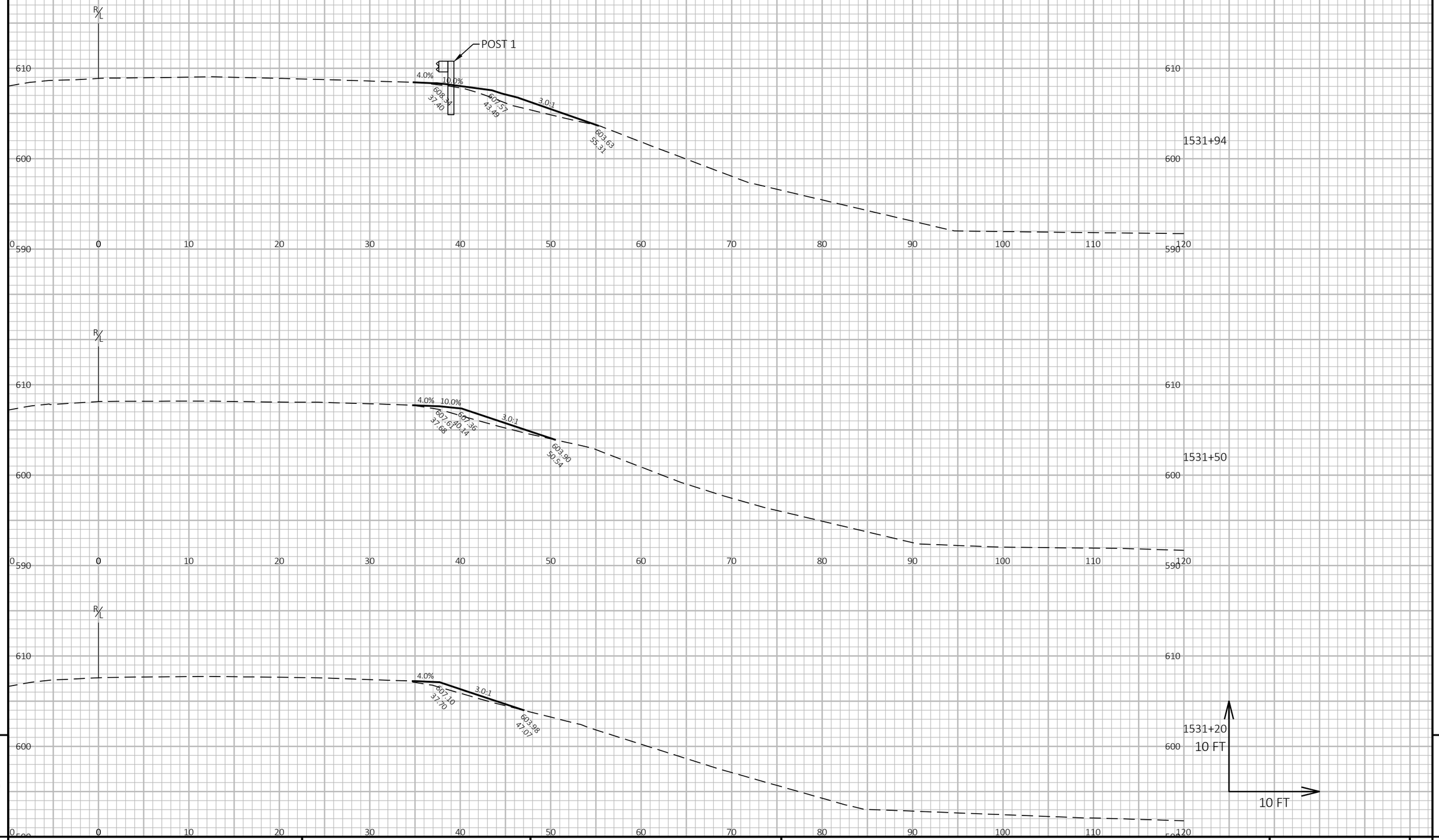
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 476	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090118-xs

PLOT DATE : 5/18/2022 2:36 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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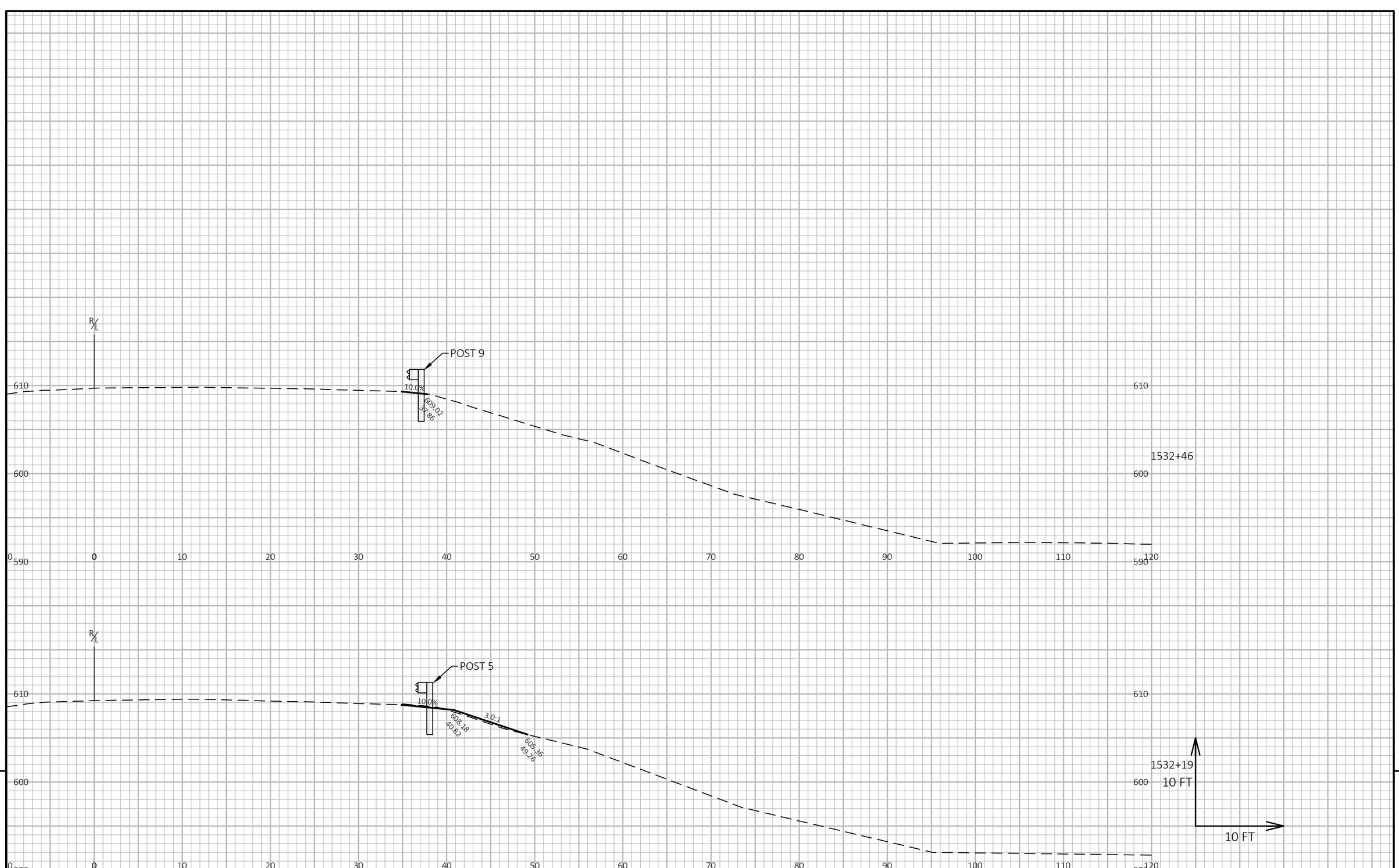
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 477	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090119-xs

PLOT DATE : 5/18/2022 2:36 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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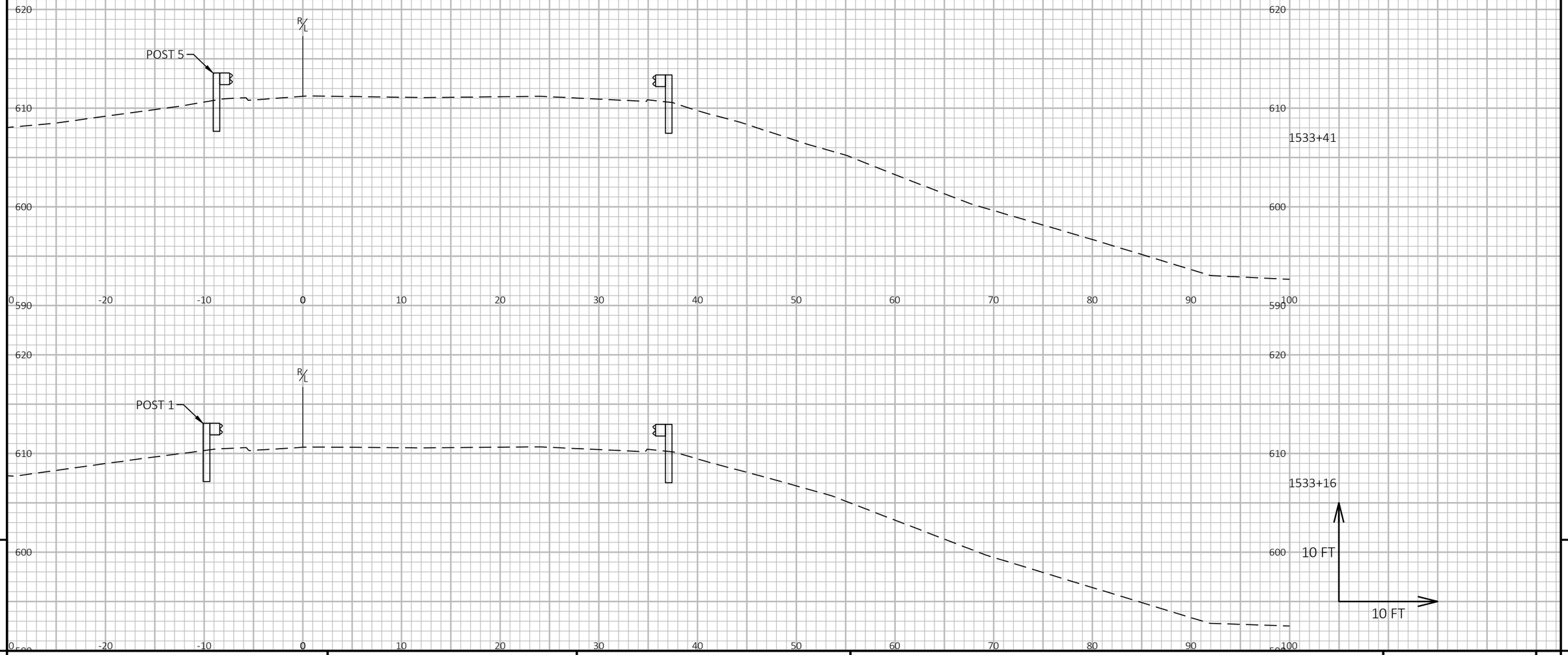
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 478	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090120-xs

PLOT DATE : 5/18/2022 2:37 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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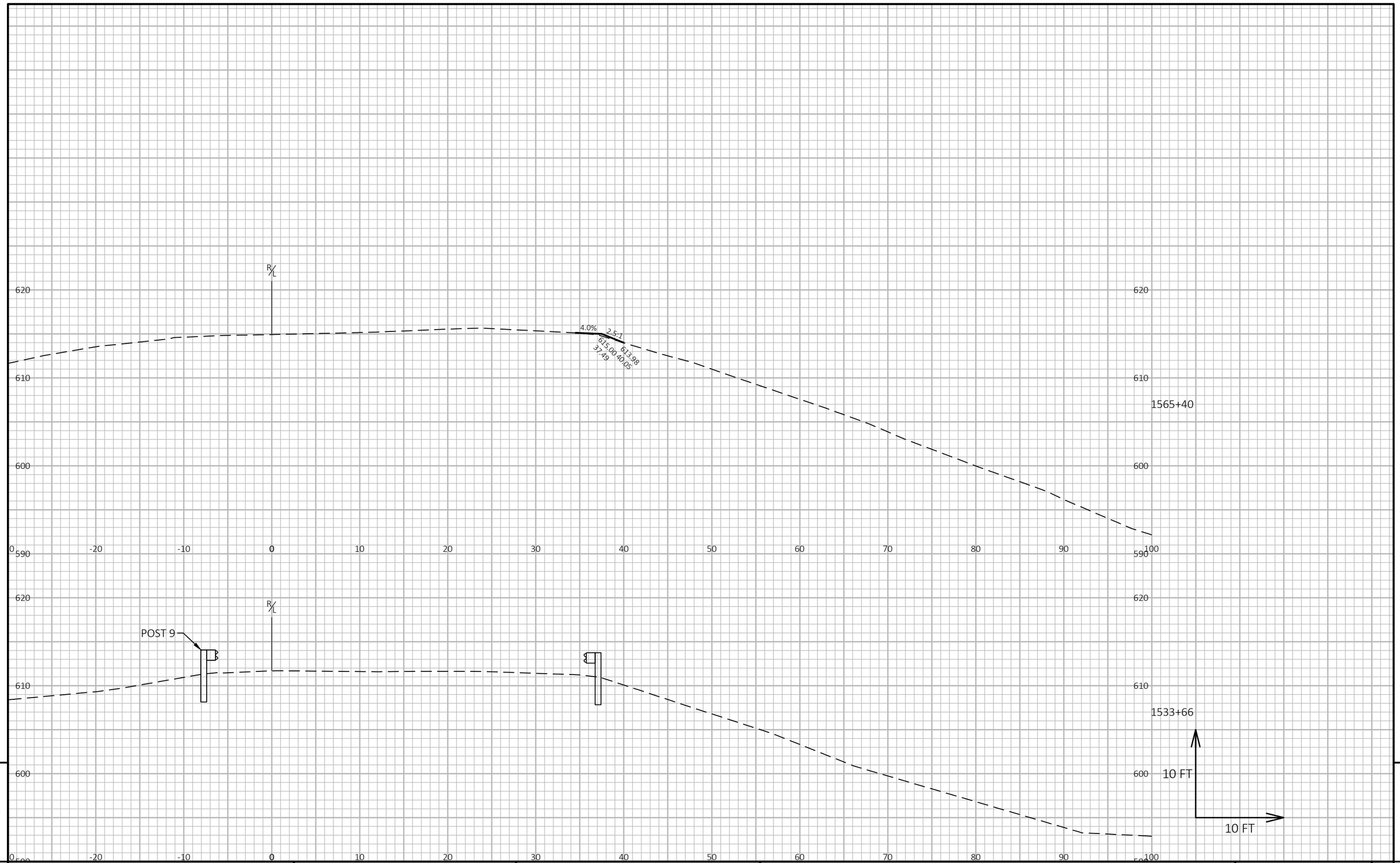
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 479	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090121-xs

PLOT DATE : 5/18/2022 2:37 PM PLOT BY : KYLE CORNELIUS 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: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 480	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090122-xs

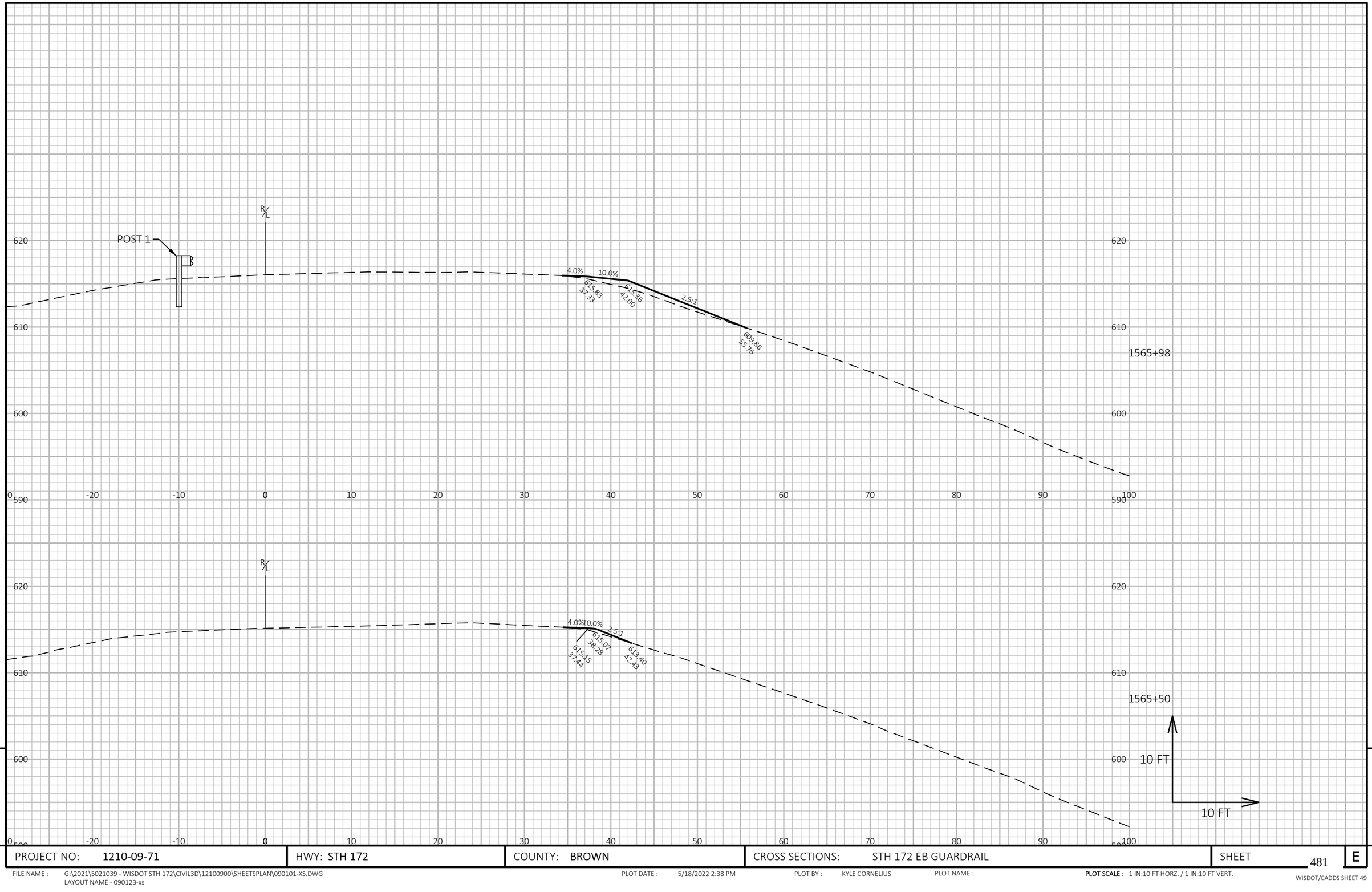
PLOT DATE : 5/18/2022 2:37 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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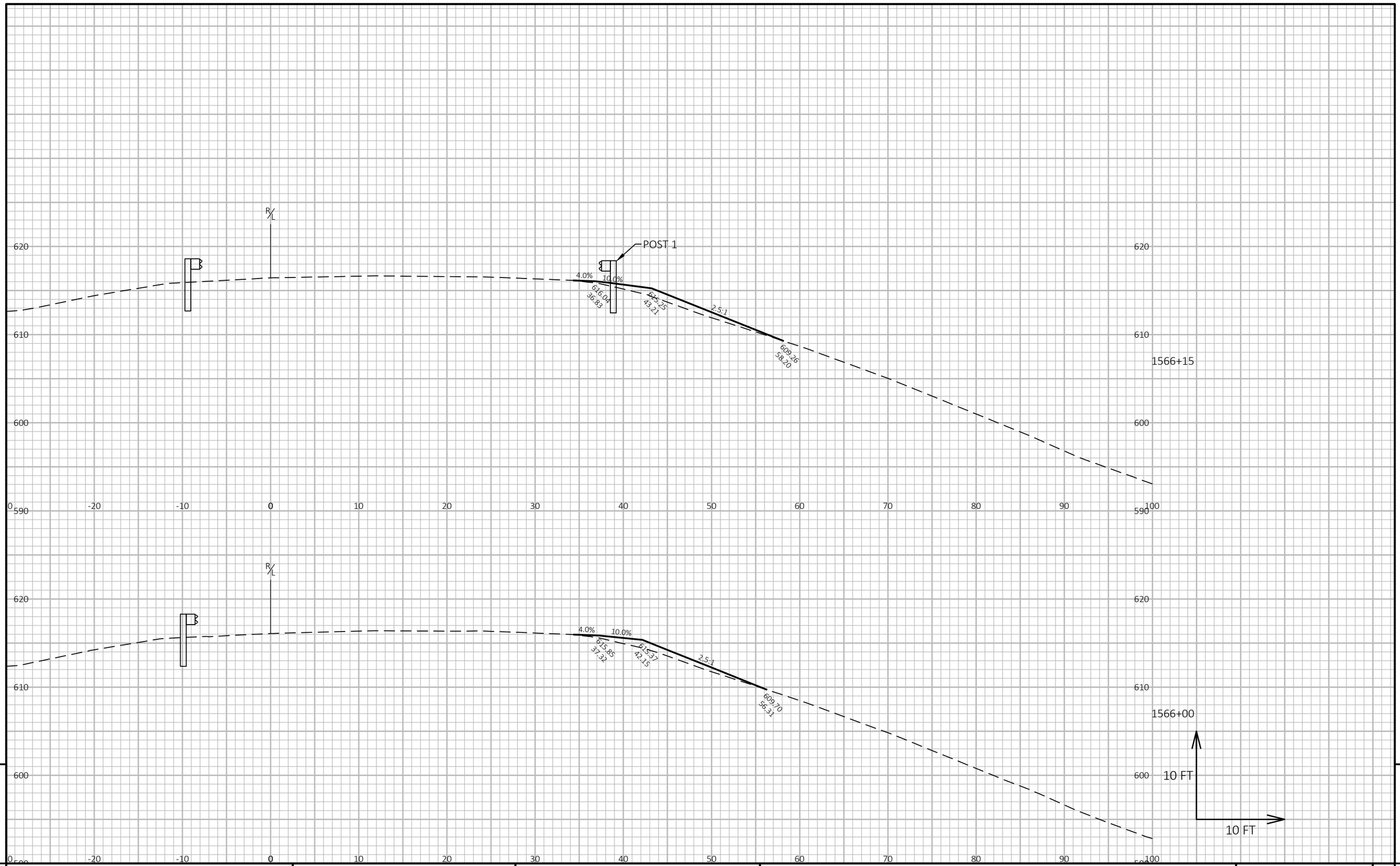
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 481	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090123-xs

PLOT DATE : 5/18/2022 2:38 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

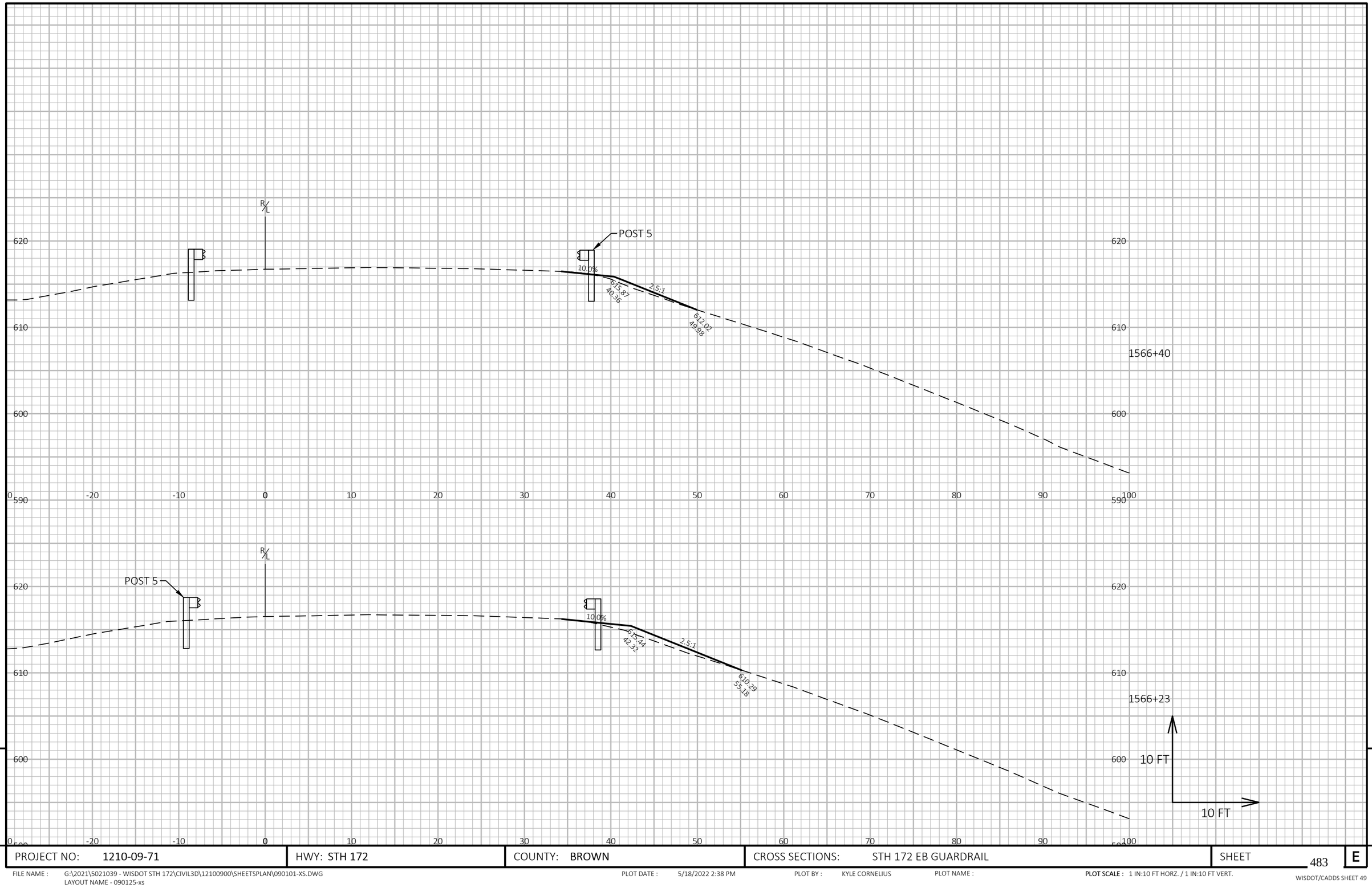


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 482 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090124-xs

PLOT DATE : 5/18/2022 2:38 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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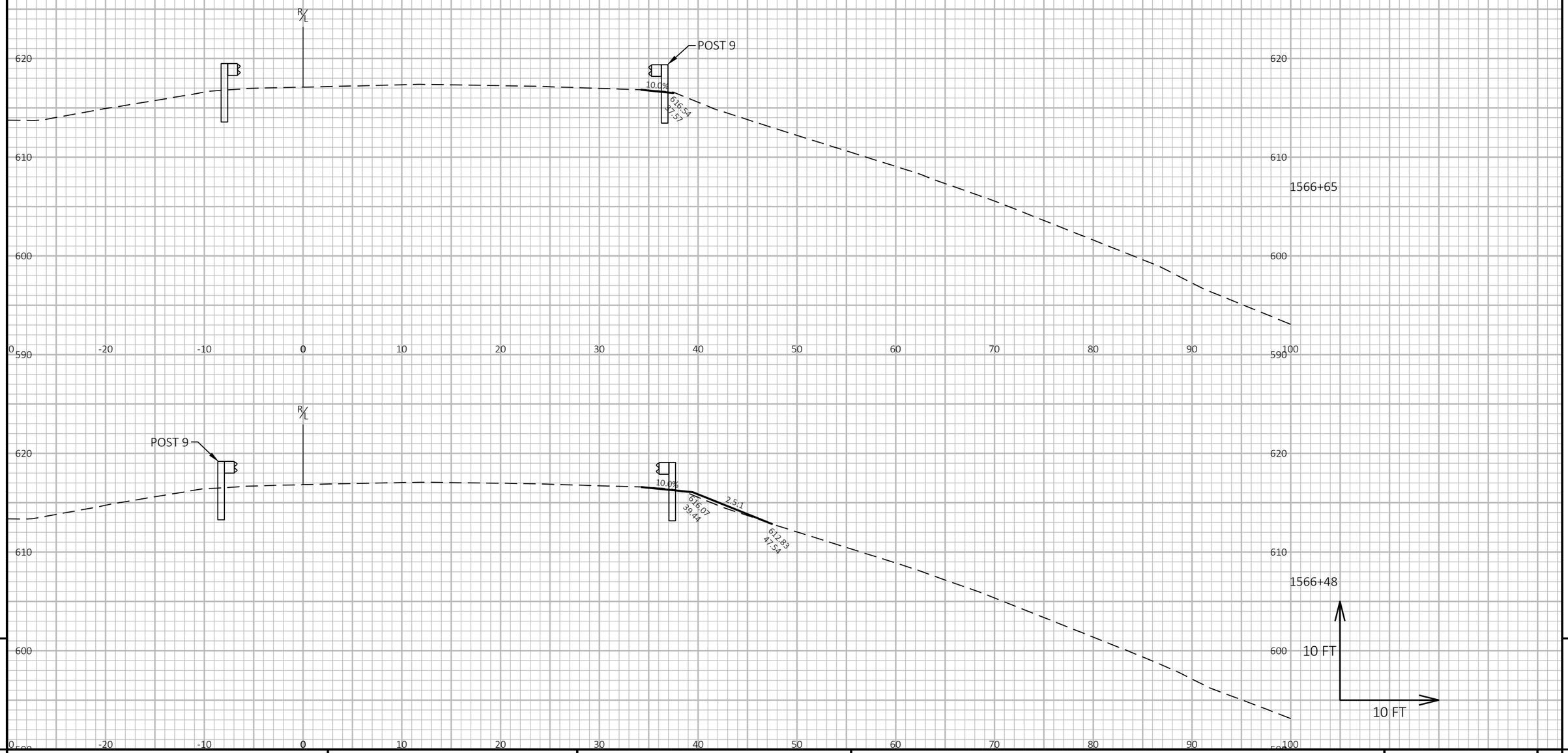
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 483	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090125-xs

PLOT DATE : 5/18/2022 2:38 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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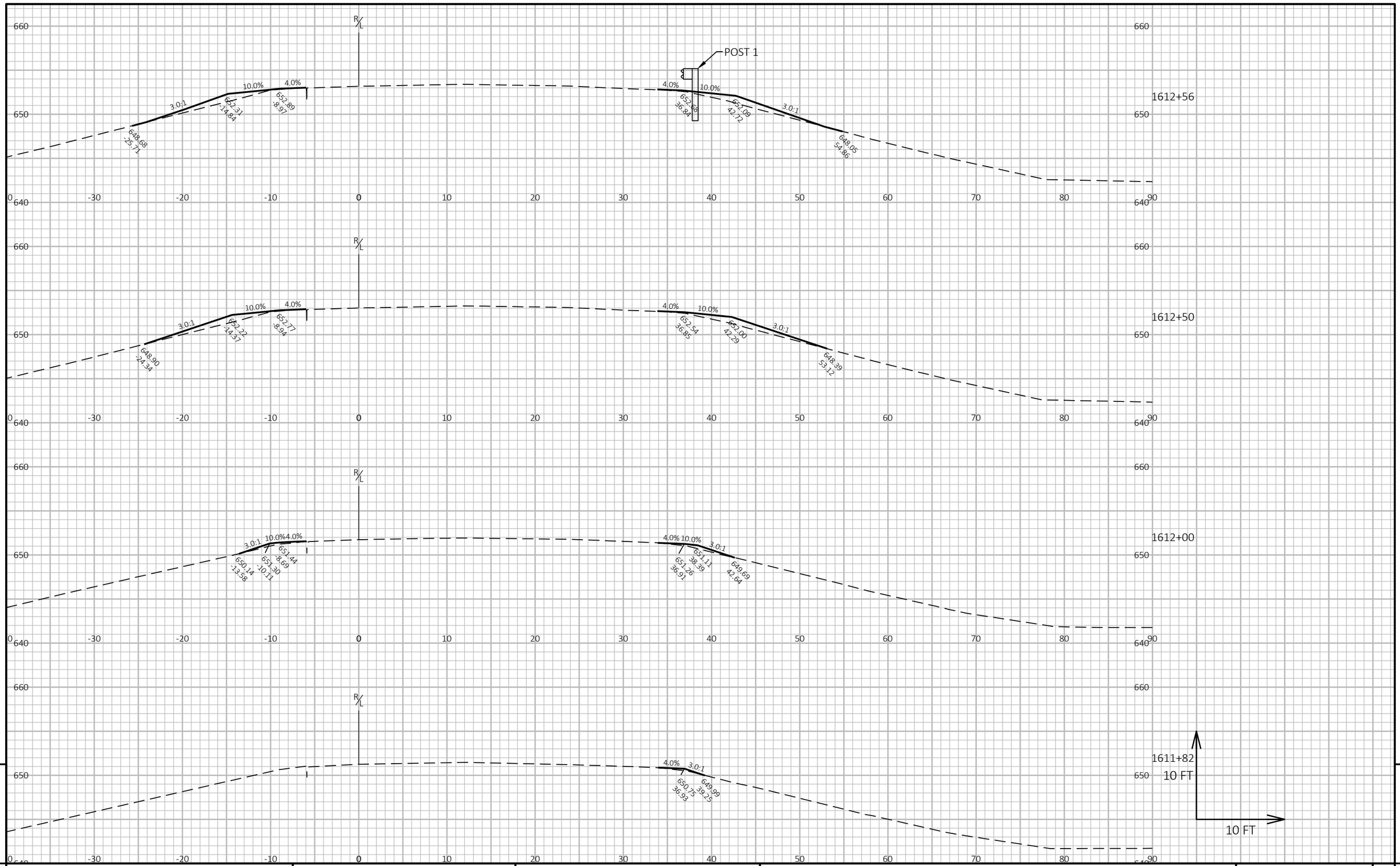
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 484	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090126-xs

PLOT DATE : 5/18/2022 2:39 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

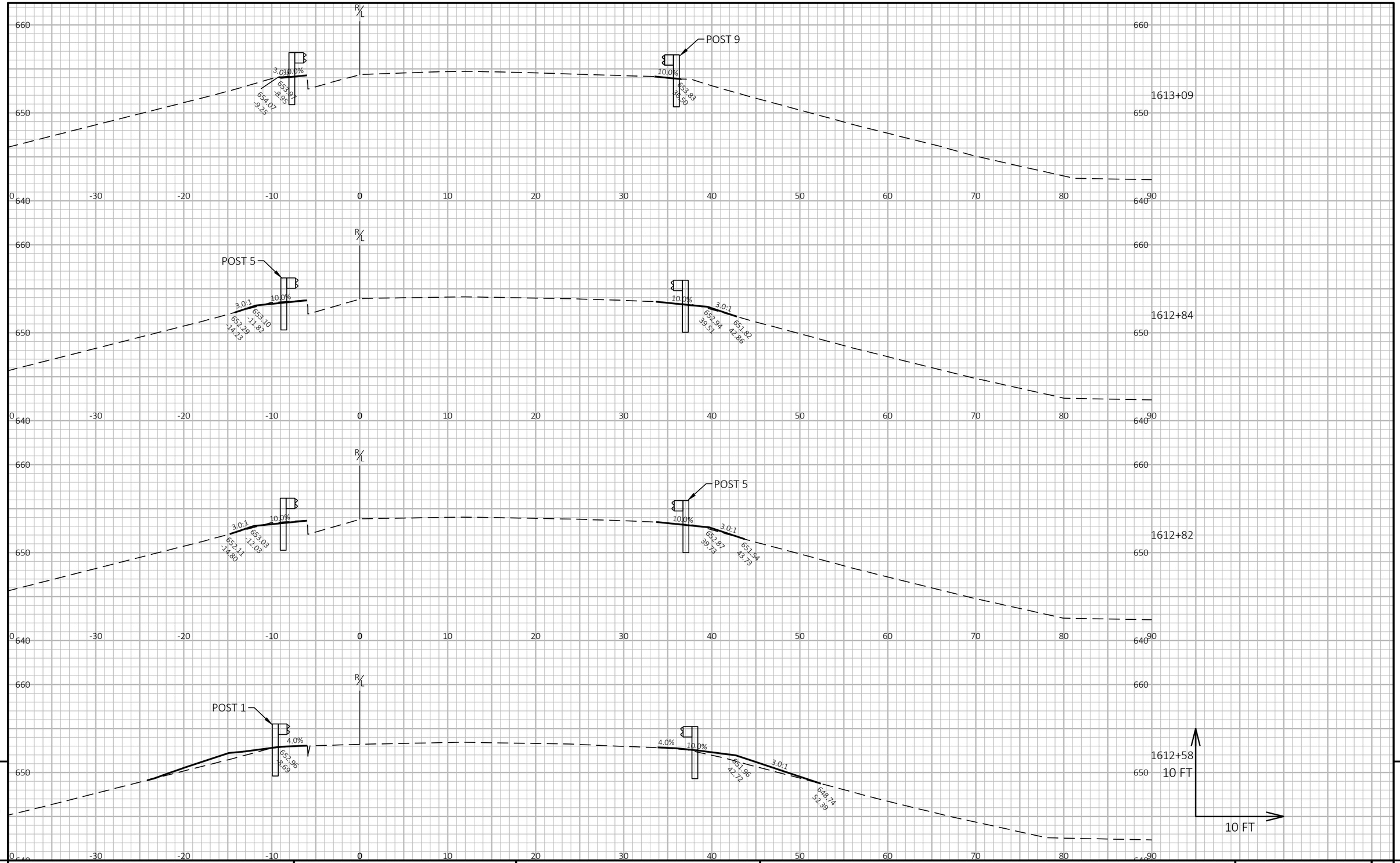


PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 485	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090127-xs

PLOT DATE : 5/18/2022 2:39 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 486	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090128-xs

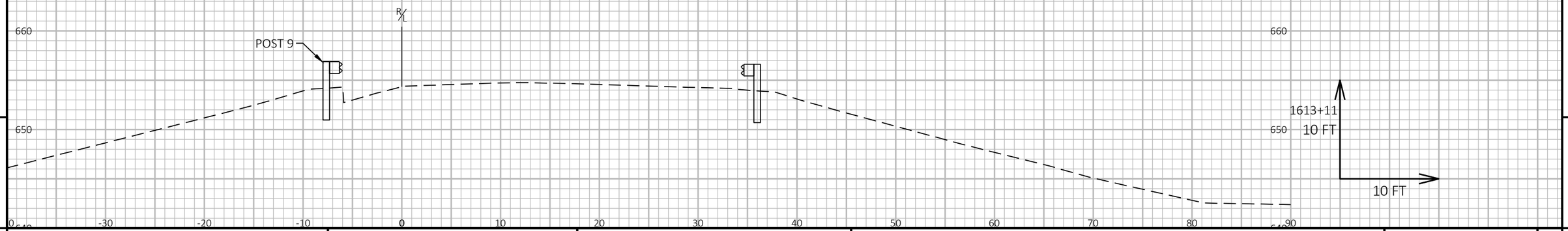
PLOT DATE : 5/18/2022 2:39 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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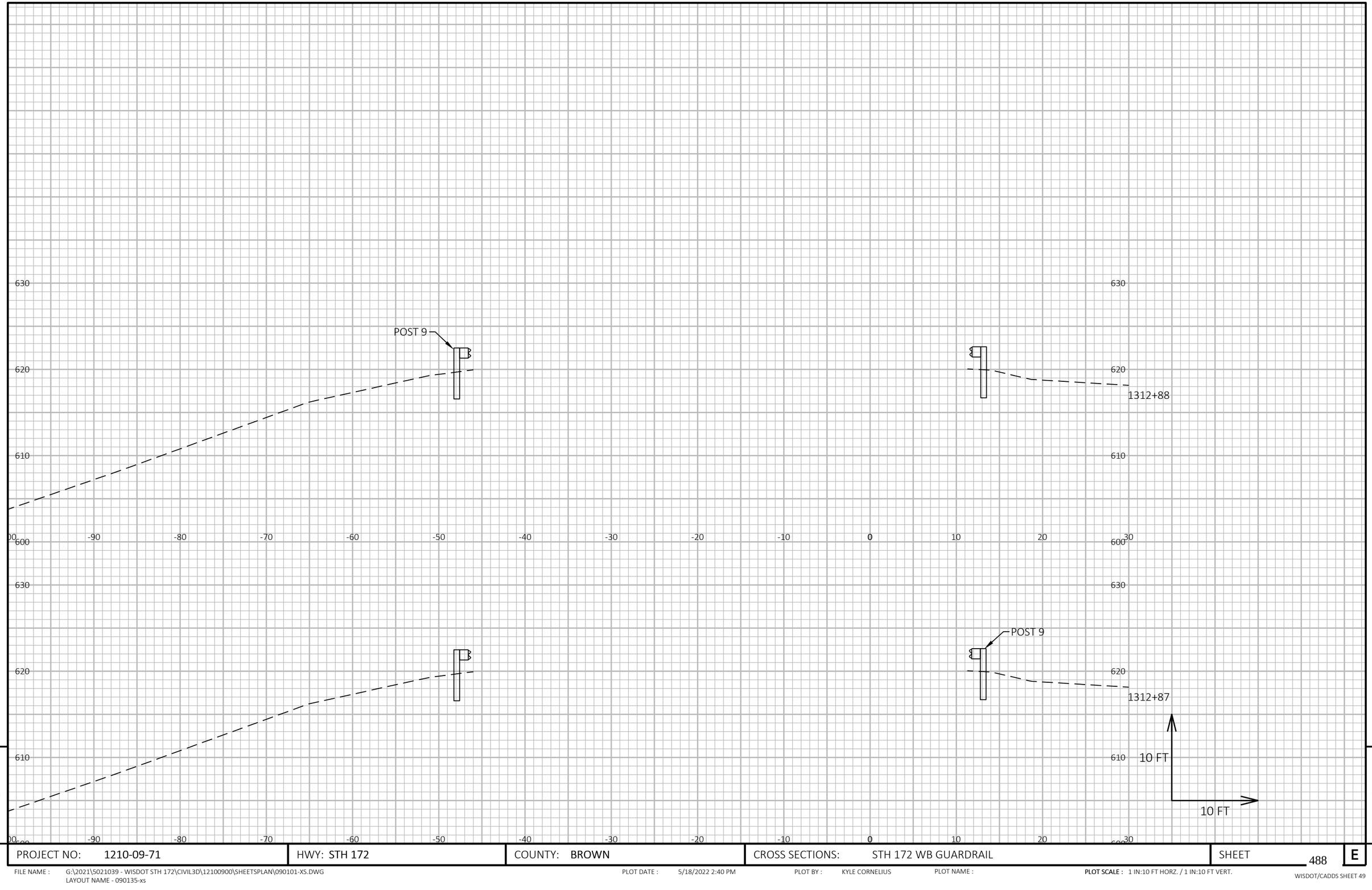
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 EB GUARDRAIL	SHEET 487	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090129-xs

PLOT DATE : 5/18/2022 2:40 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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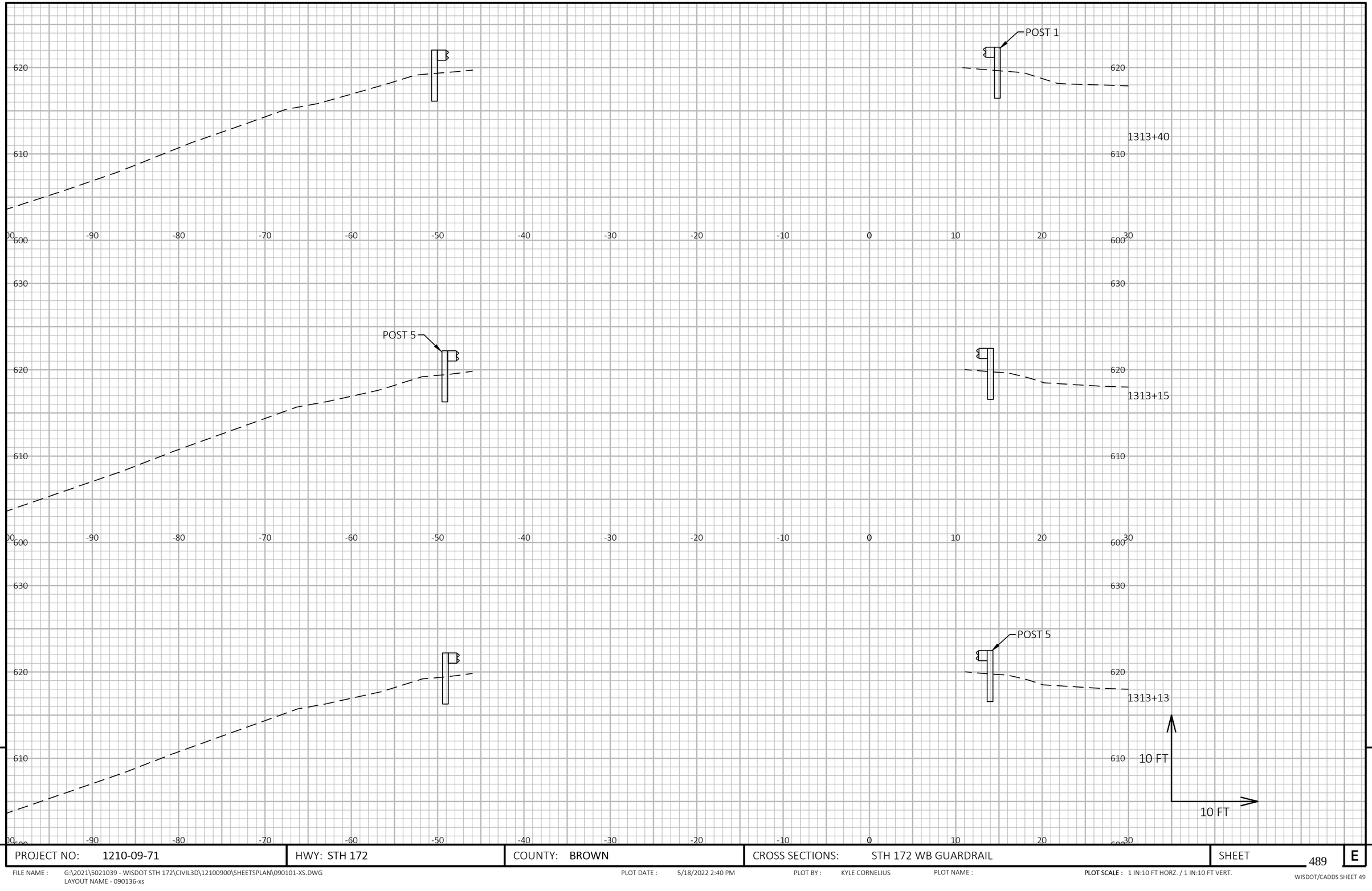
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 488	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090135-xs

PLOT DATE : 5/18/2022 2:40 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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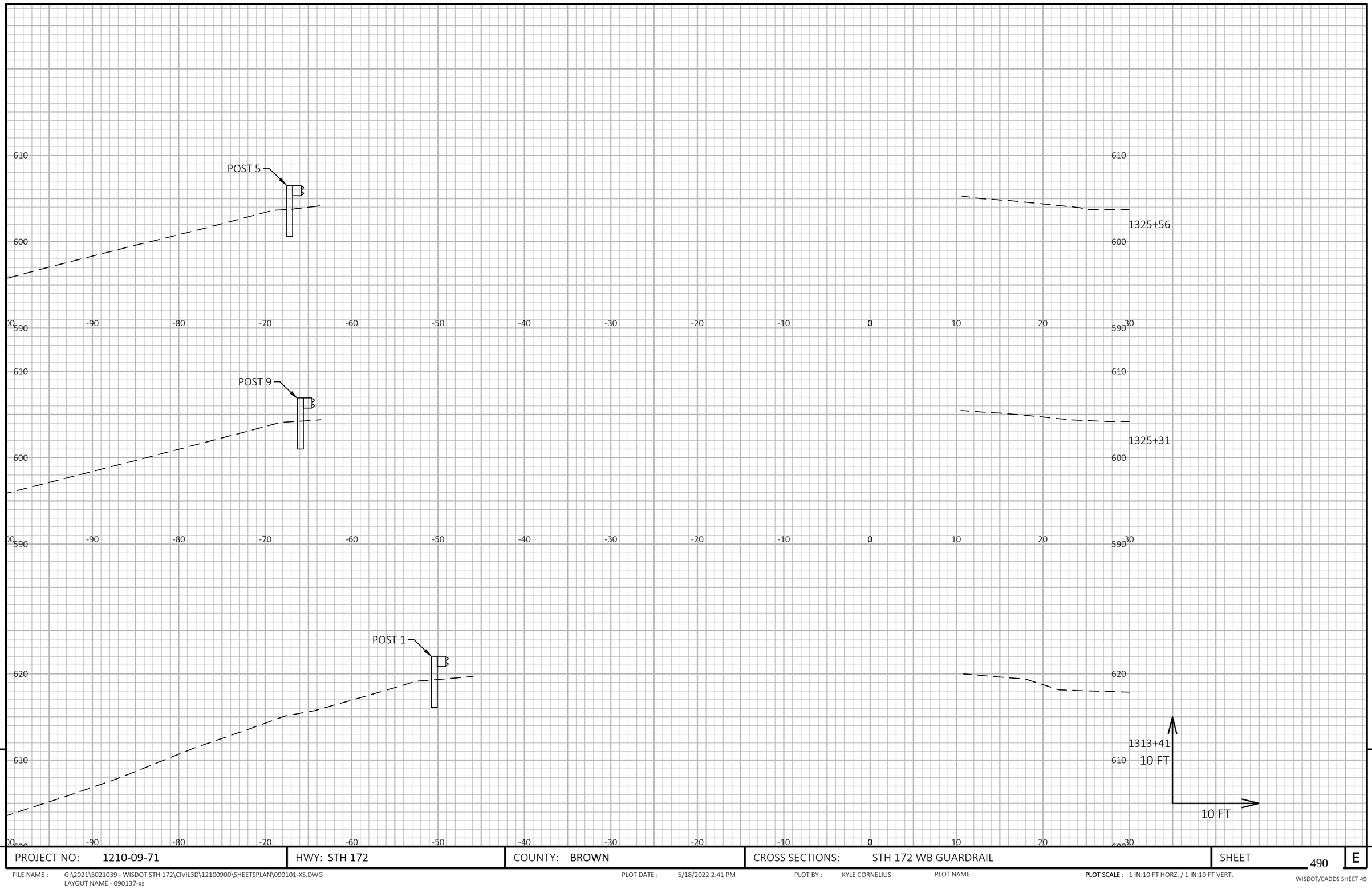
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 489	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090136-xs

PLOT DATE : 5/18/2022 2:40 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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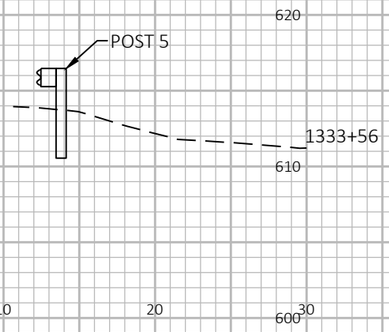
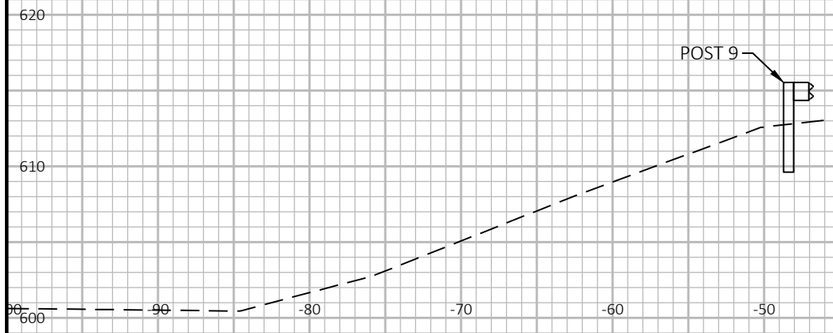
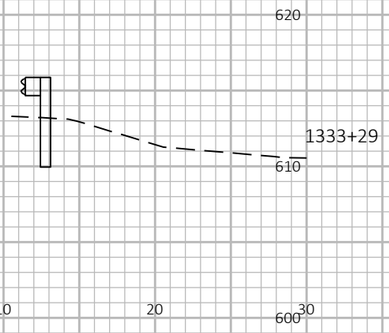
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 490	E

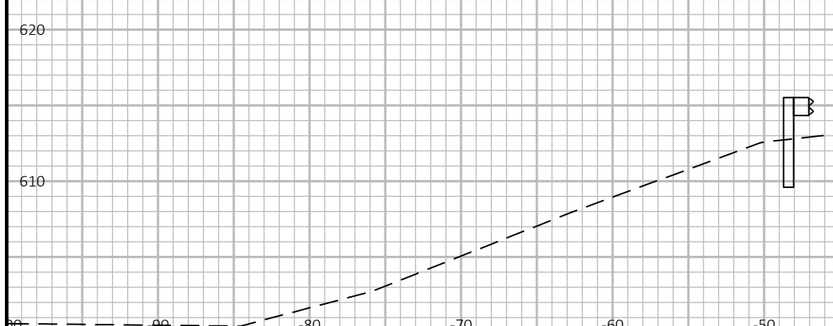
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090137-xs

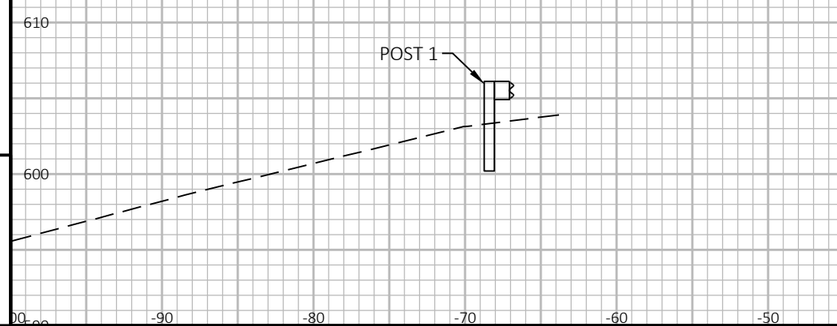
PLOT DATE : 5/18/2022 2:41 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

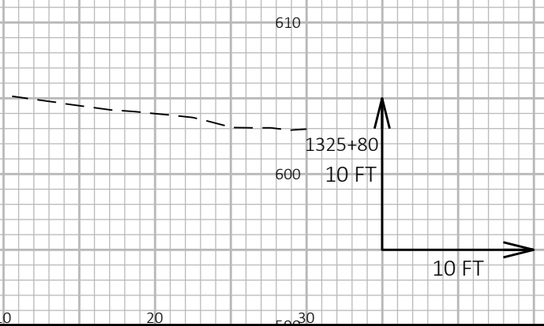












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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 491	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090138-xs

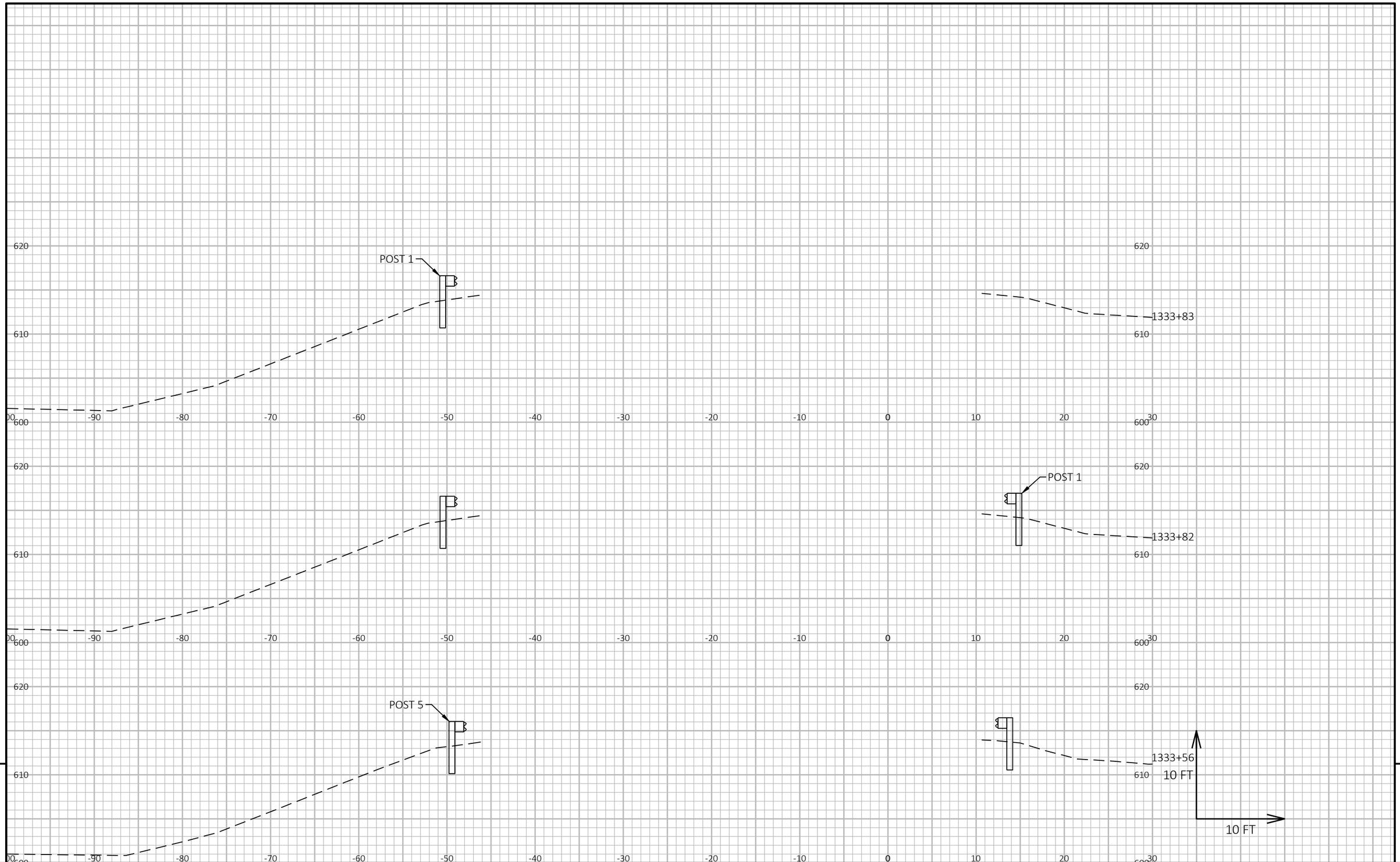
PLOT DATE : 5/18/2022 2:41 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 492	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090139-xs

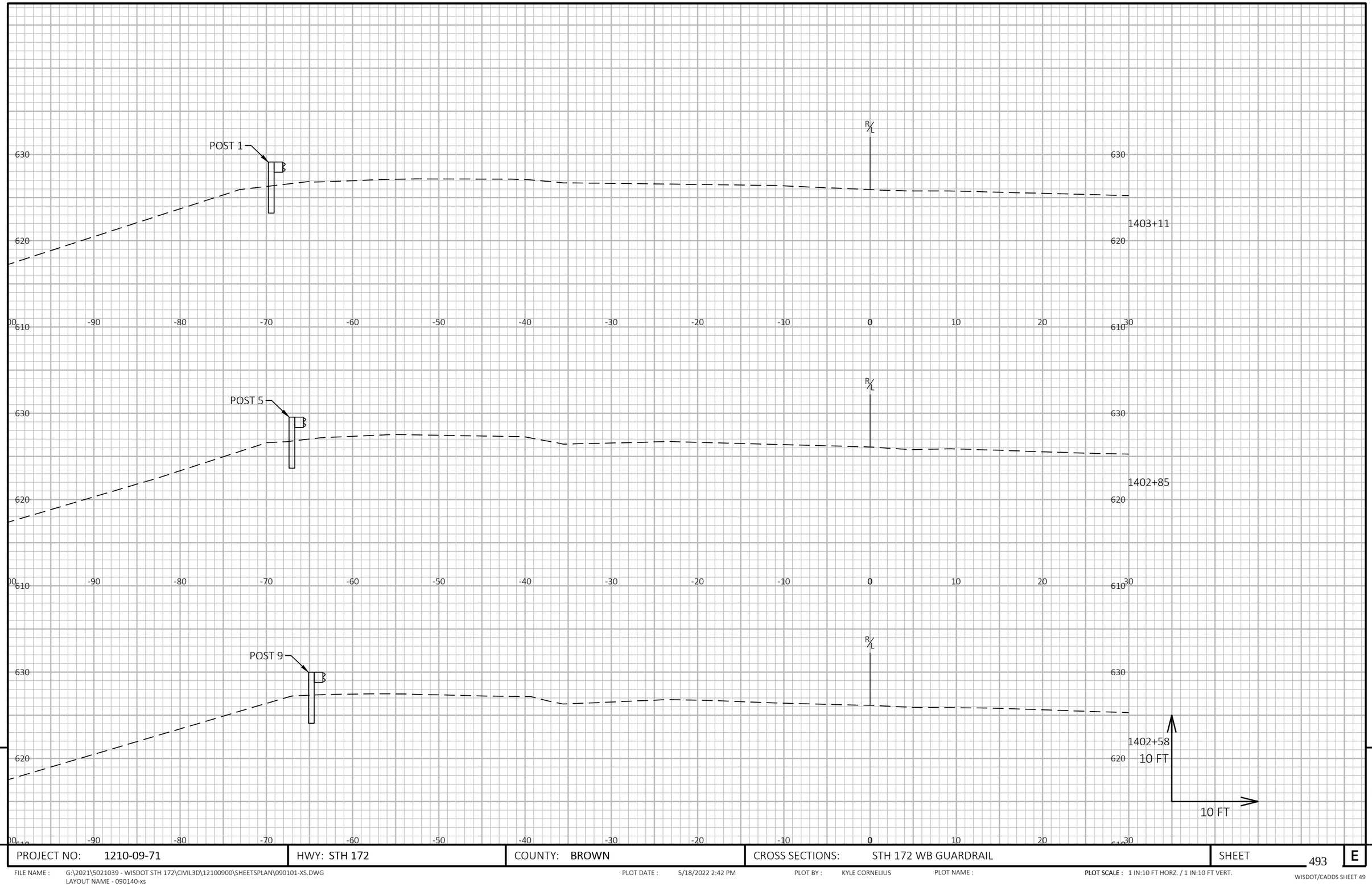
PLOT DATE : 5/18/2022 2:42 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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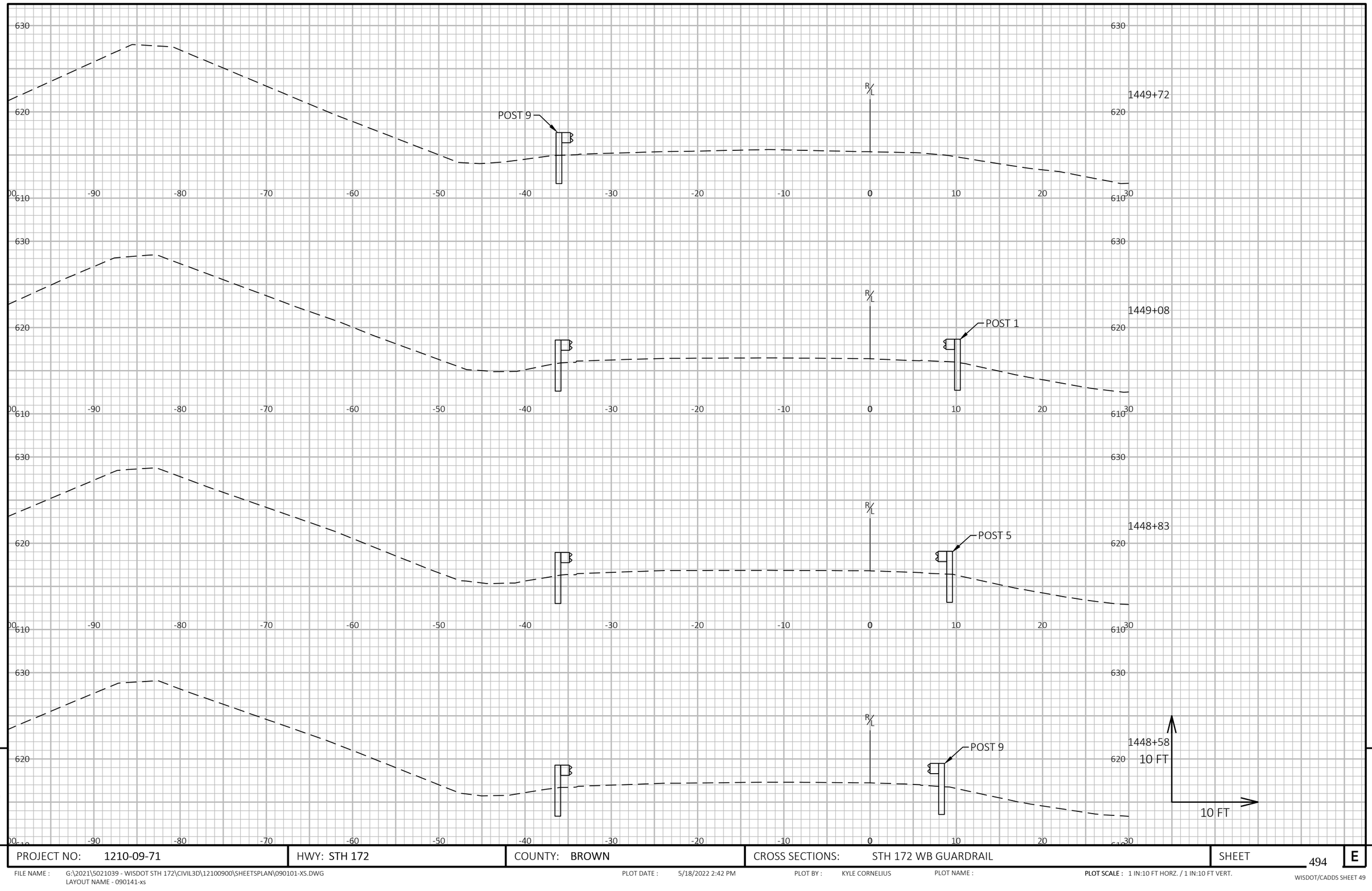
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 493	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090140-xs

PLOT DATE : 5/18/2022 2:42 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 494	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090141-xs

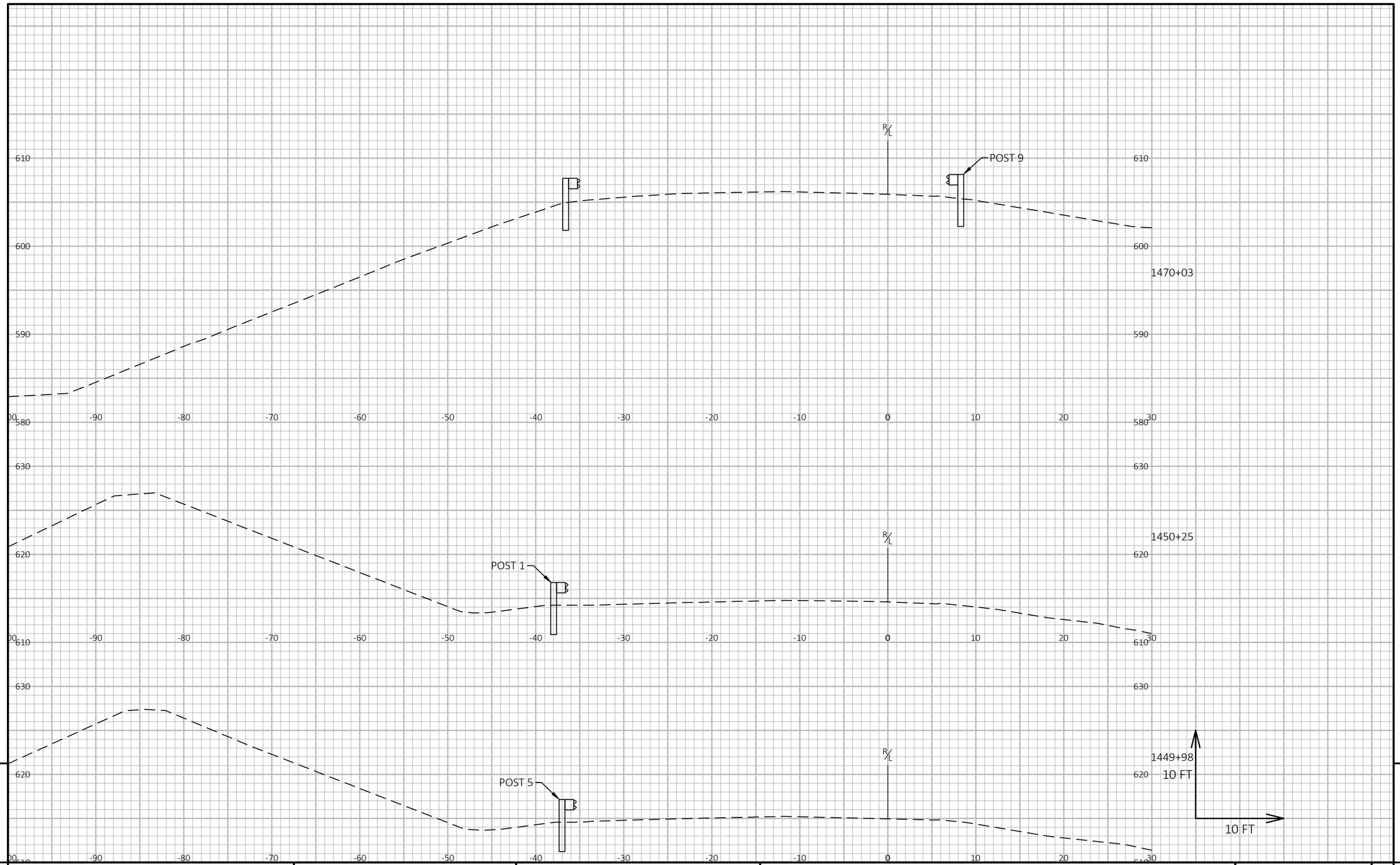
PLOT DATE : 5/18/2022 2:42 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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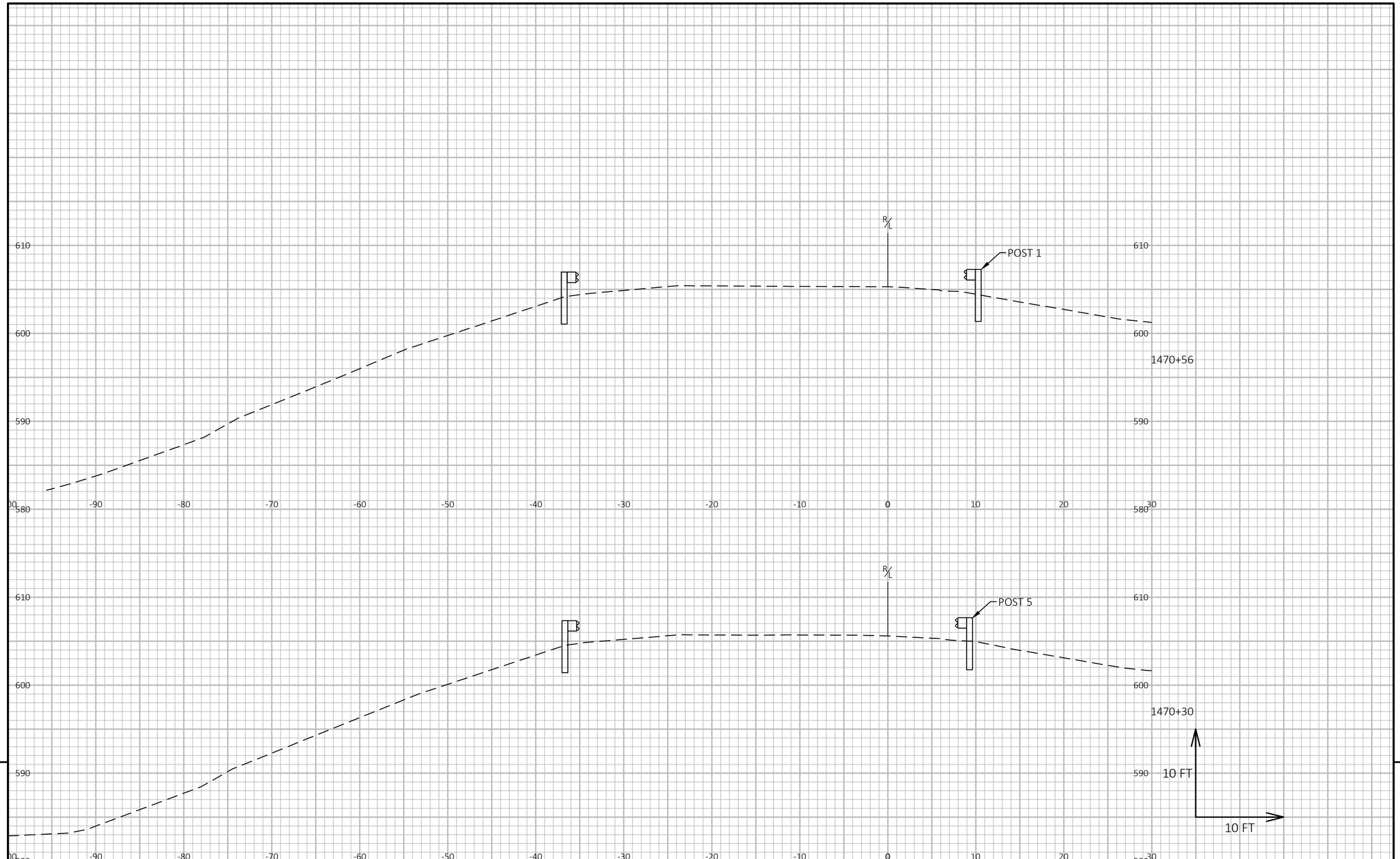
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 495	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090142-xs

PLOT DATE : 5/18/2022 2:43 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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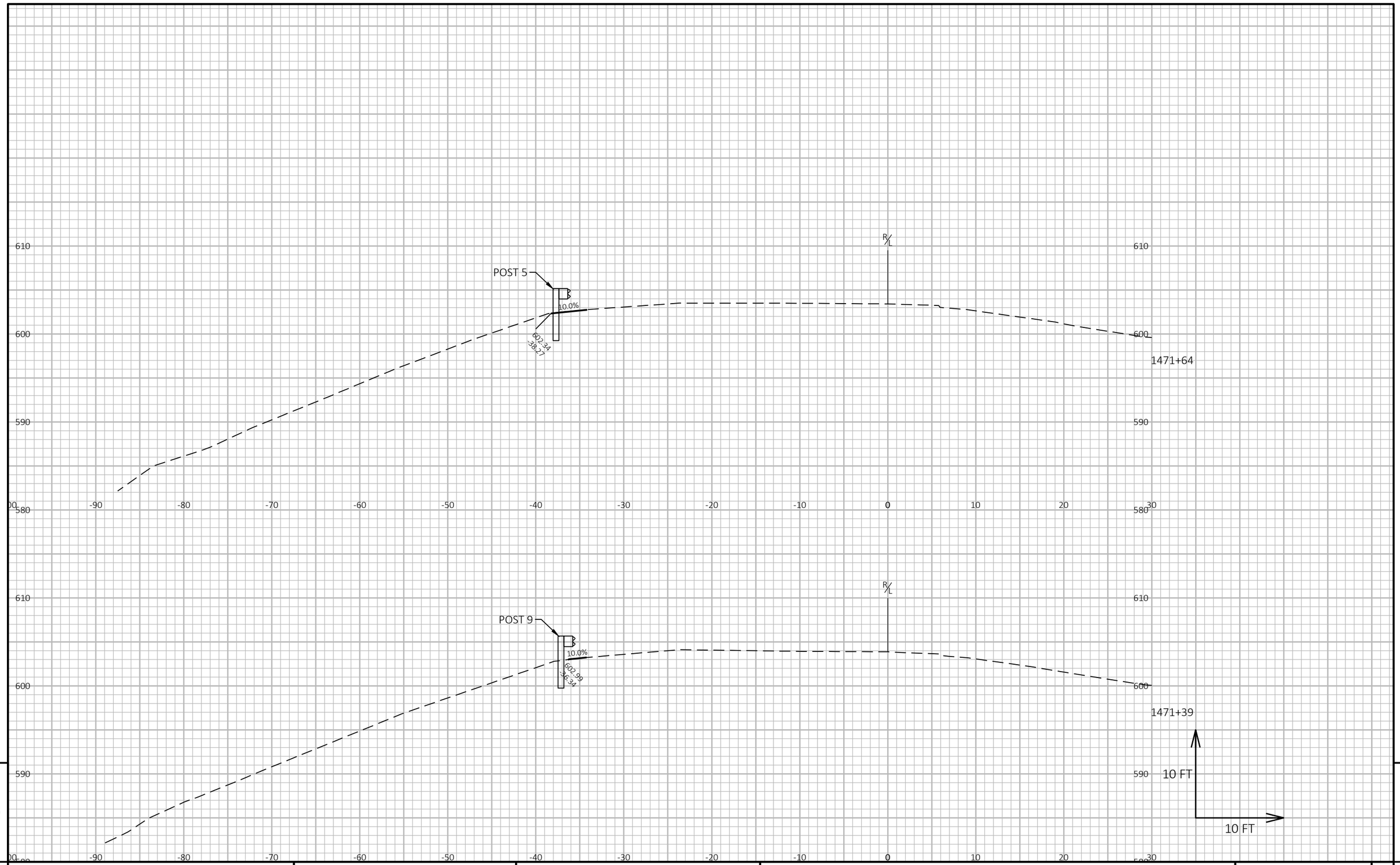
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 496	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090143-xs

PLOT DATE : 5/18/2022 2:43 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 497	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090144-xs

PLOT DATE : 5/18/2022 2:43 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

610
600
590
580
610
600
590
580
R/L
POST 9
1489+17
POST 1
10.0%
2.5:1
1601.74
40.92
587.35
76.48
R/L
1471+89
10 FT
10 FT
-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30

9

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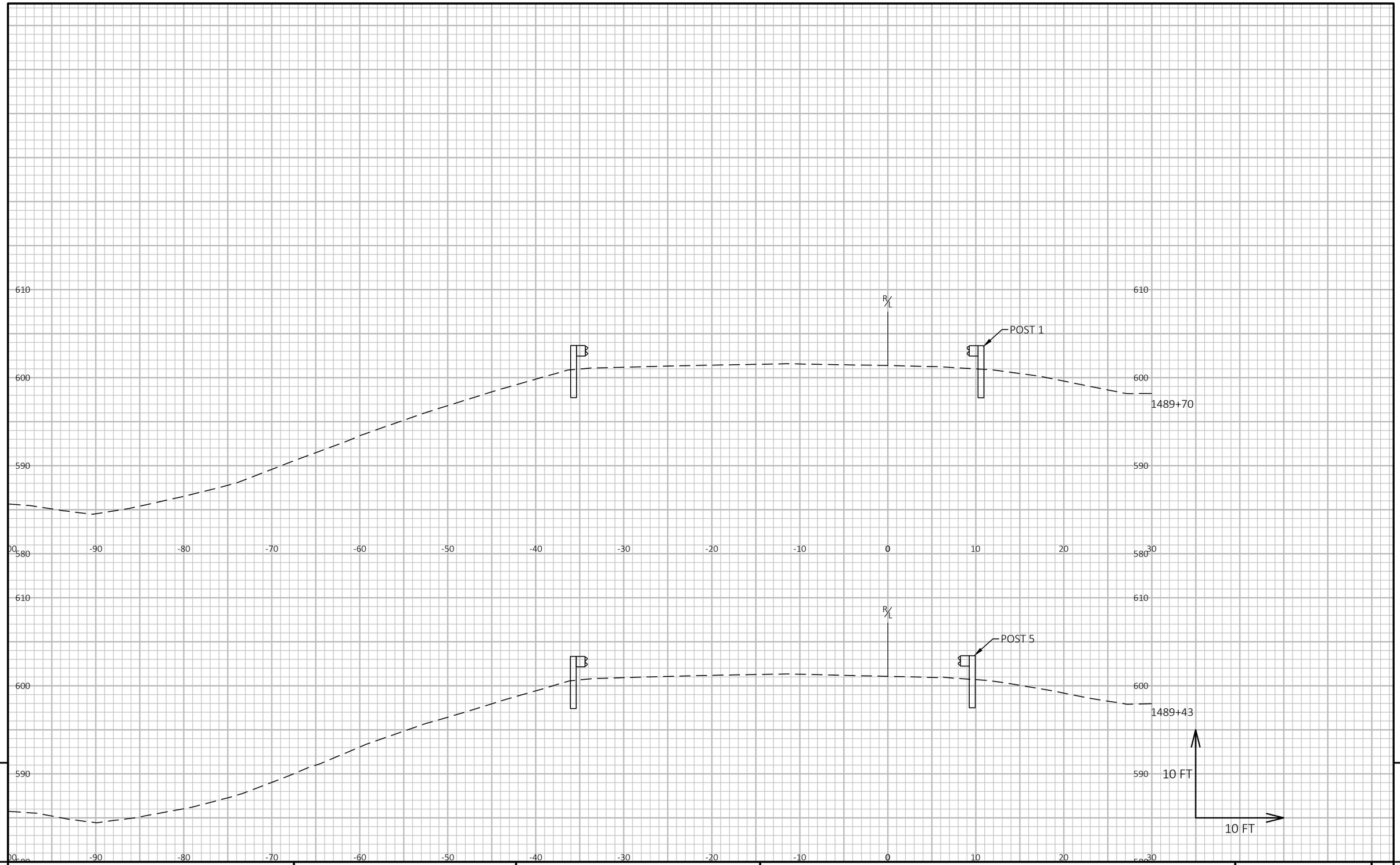
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 498	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090145-xs

PLOT DATE : 5/18/2022 2:44 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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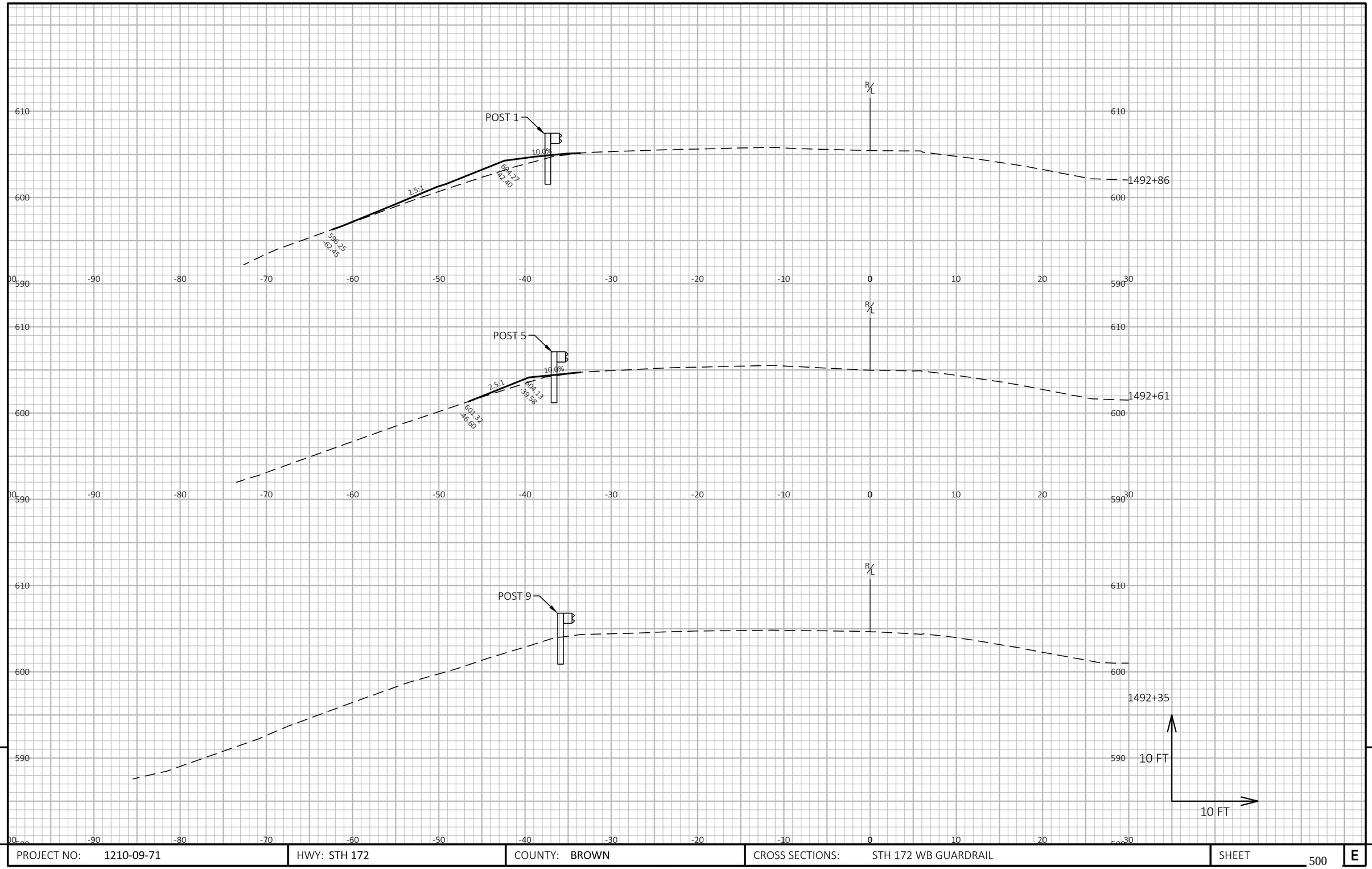
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 499	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090146-xs

PLOT DATE : 5/18/2022 2:44 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 500	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090147-xs

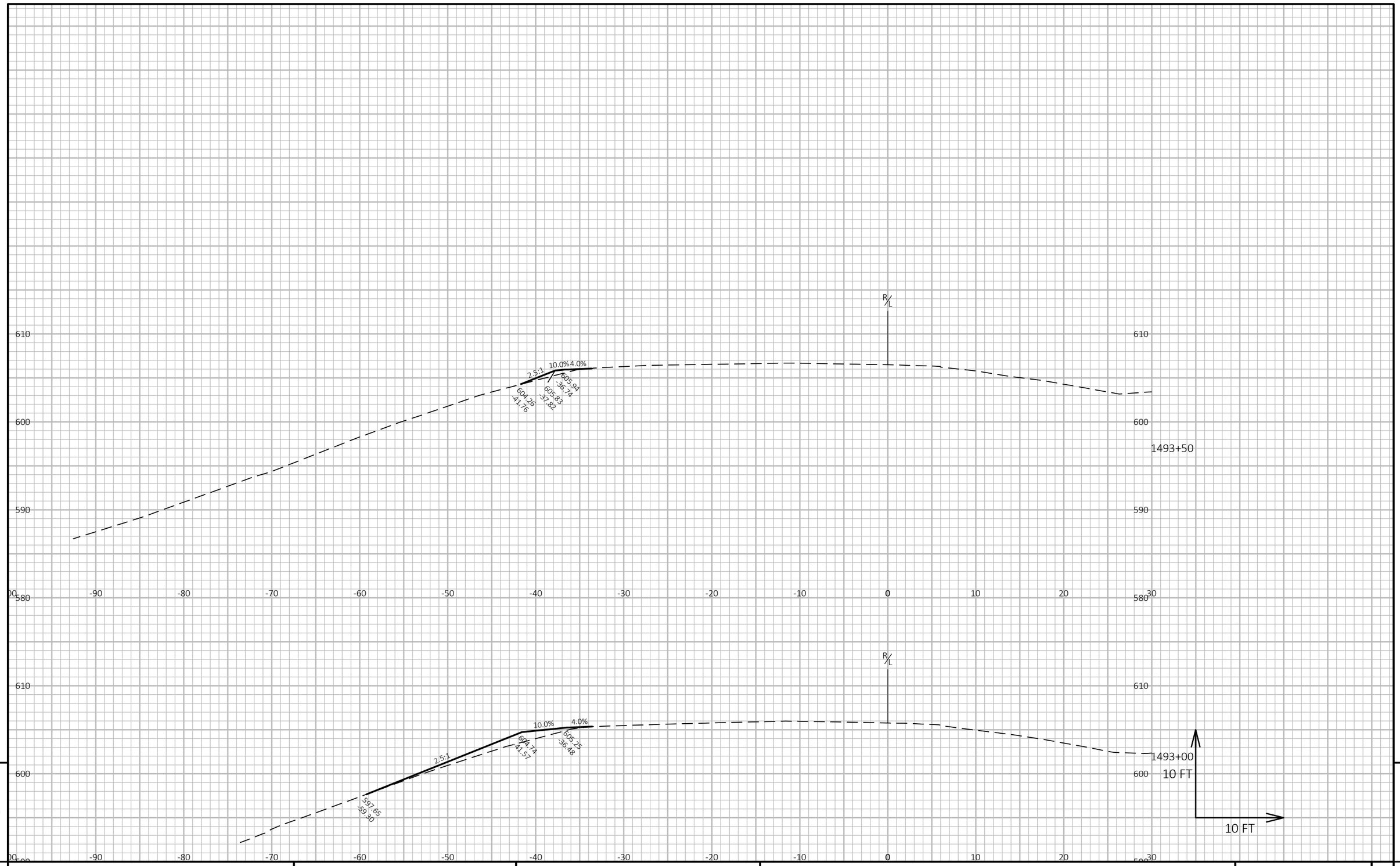
PLOT DATE : 5/18/2022 2:45 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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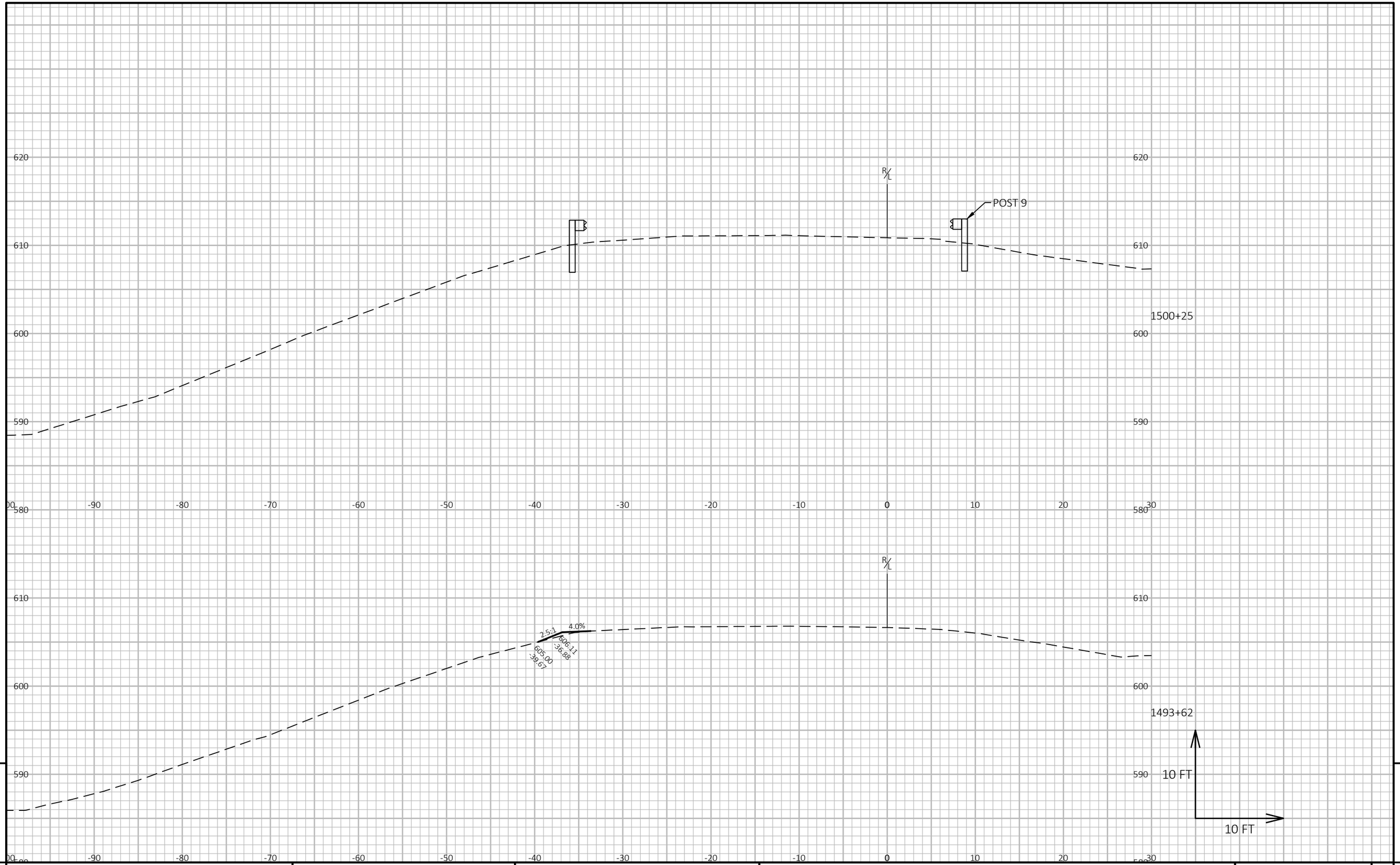
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 501	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090148-xs

PLOT DATE : 5/18/2022 2:45 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 502	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090149-xs

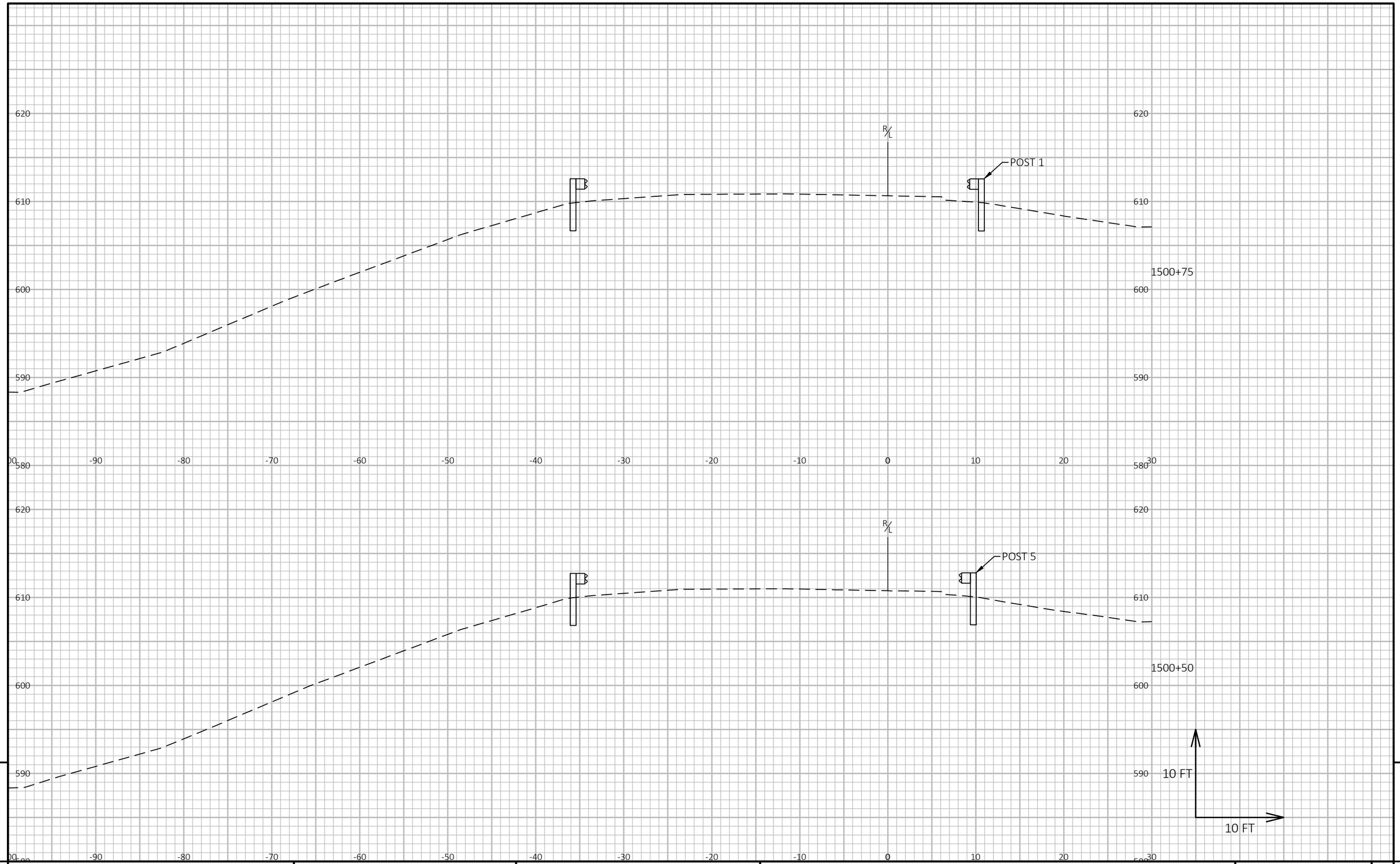
PLOT DATE : 5/18/2022 2:45 PM

PLOT BY : KYLE CORNELIUS

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: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 503	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090150-xs

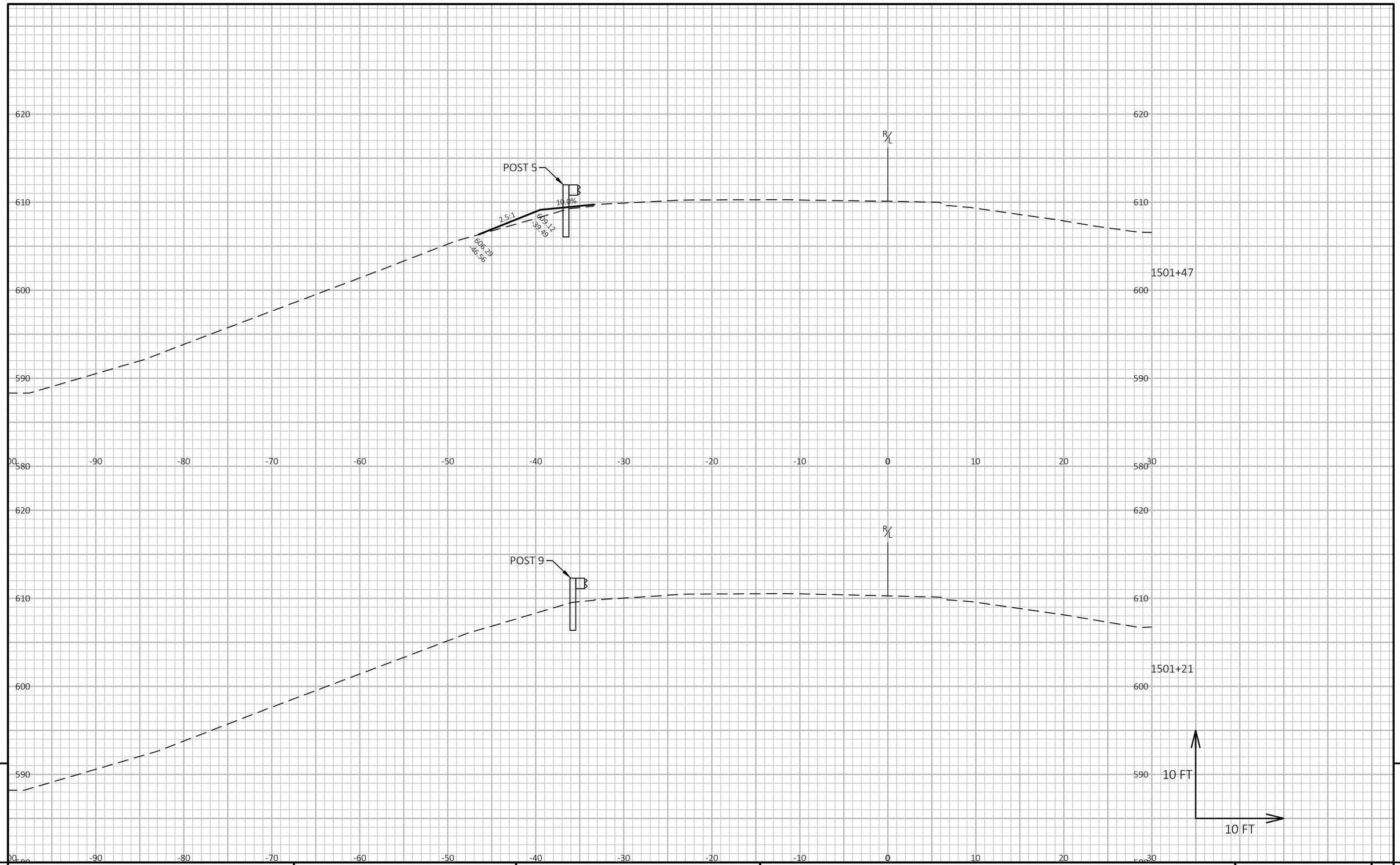
PLOT DATE : 5/18/2022 2:46 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 504	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090151-xs

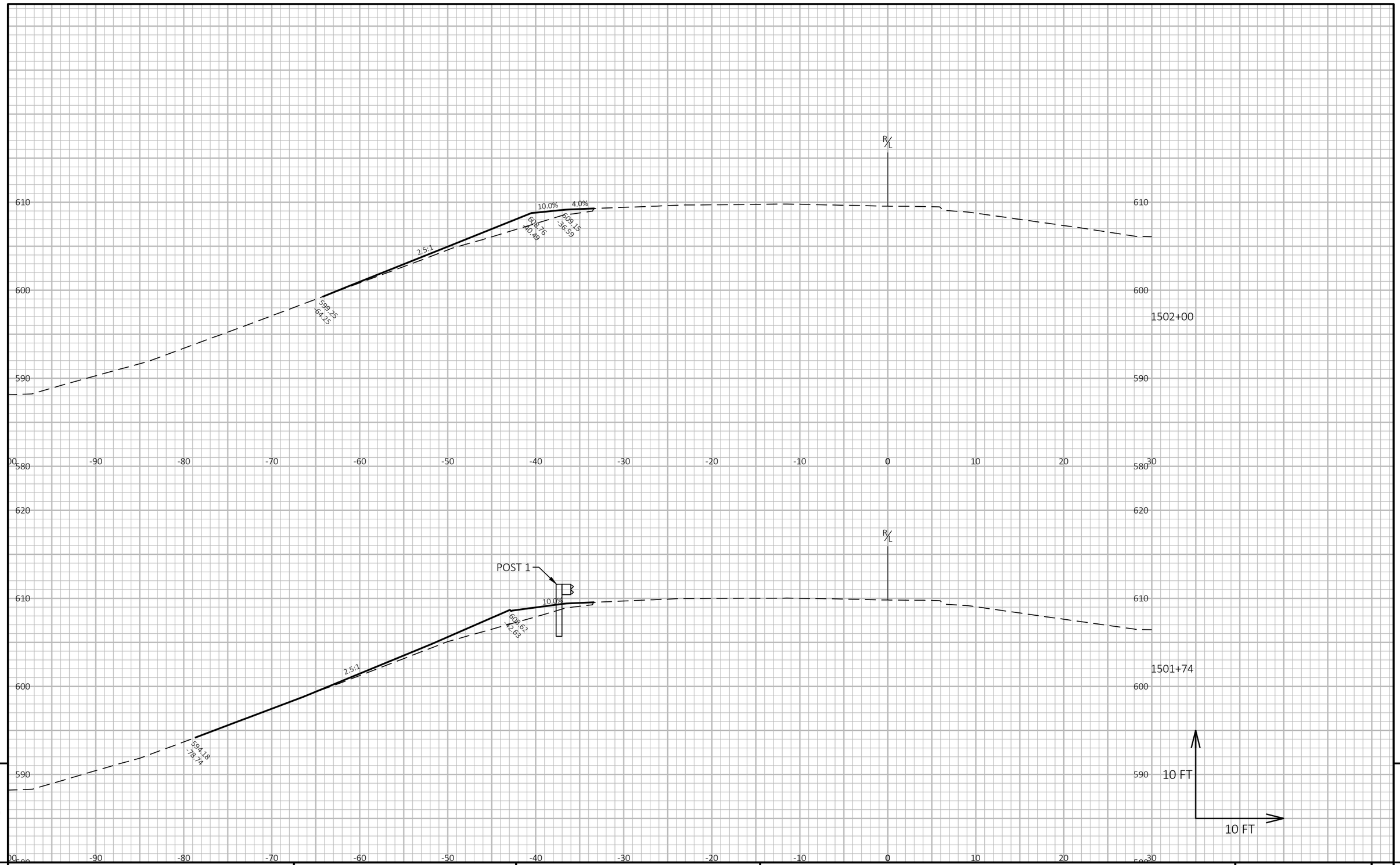
PLOT DATE : 5/18/2022 2:46 PM

PLOT BY : KYLE CORNELIUS

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: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 505	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090152-xs

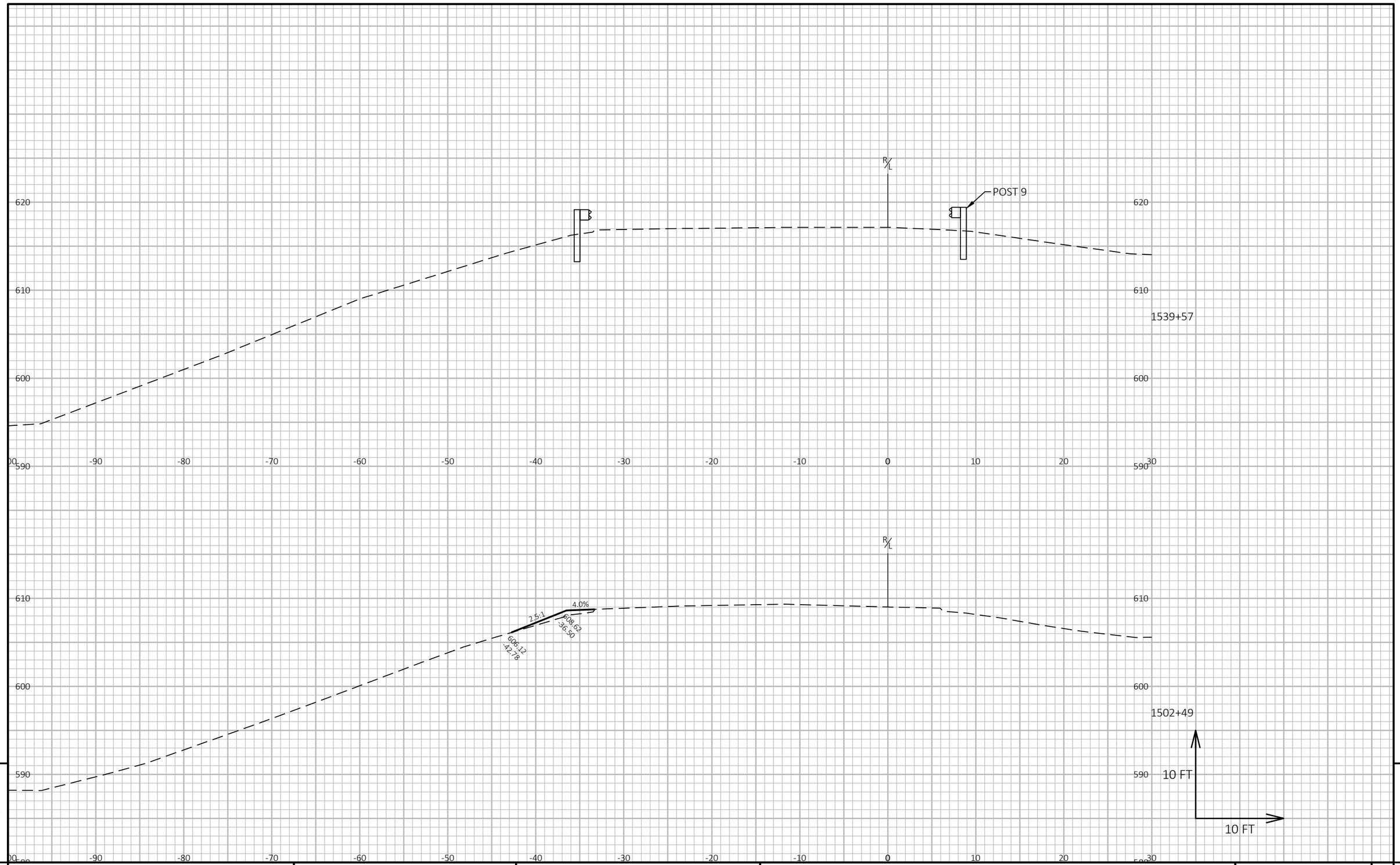
PLOT DATE : 5/18/2022 2:47 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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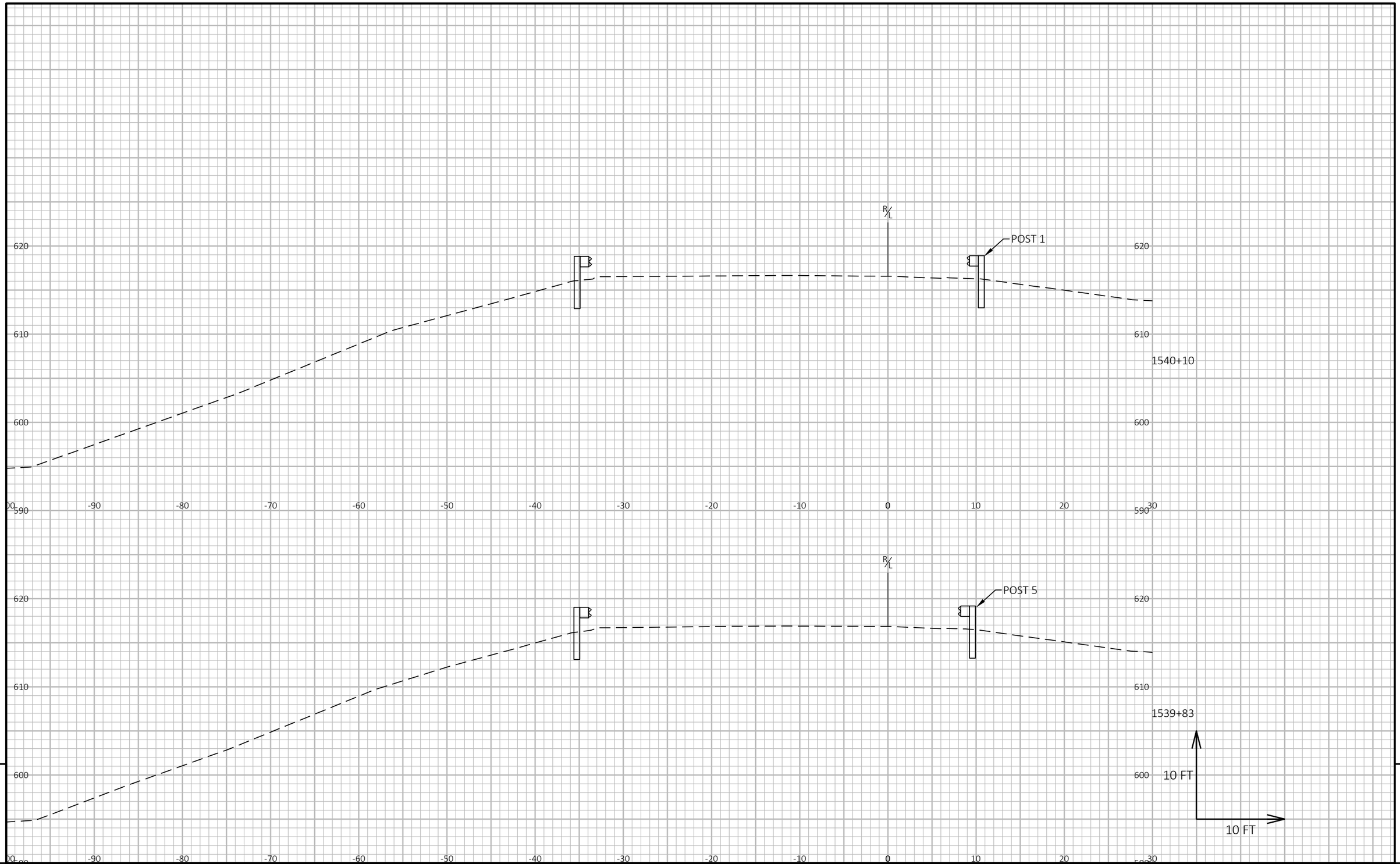
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 506	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090153-xs

PLOT DATE : 5/18/2022 2:47 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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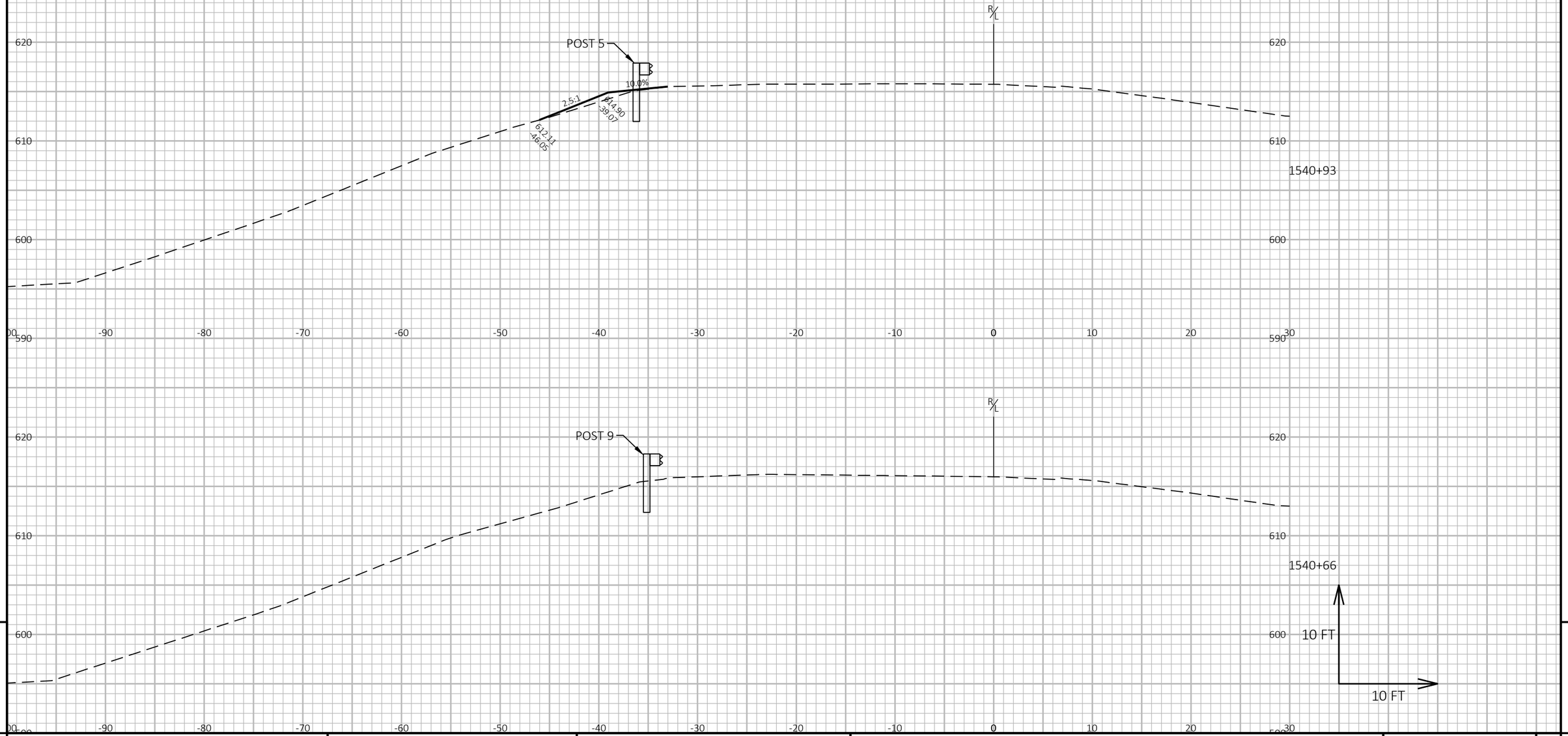
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 507	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090154-xs

PLOT DATE : 5/18/2022 2:47 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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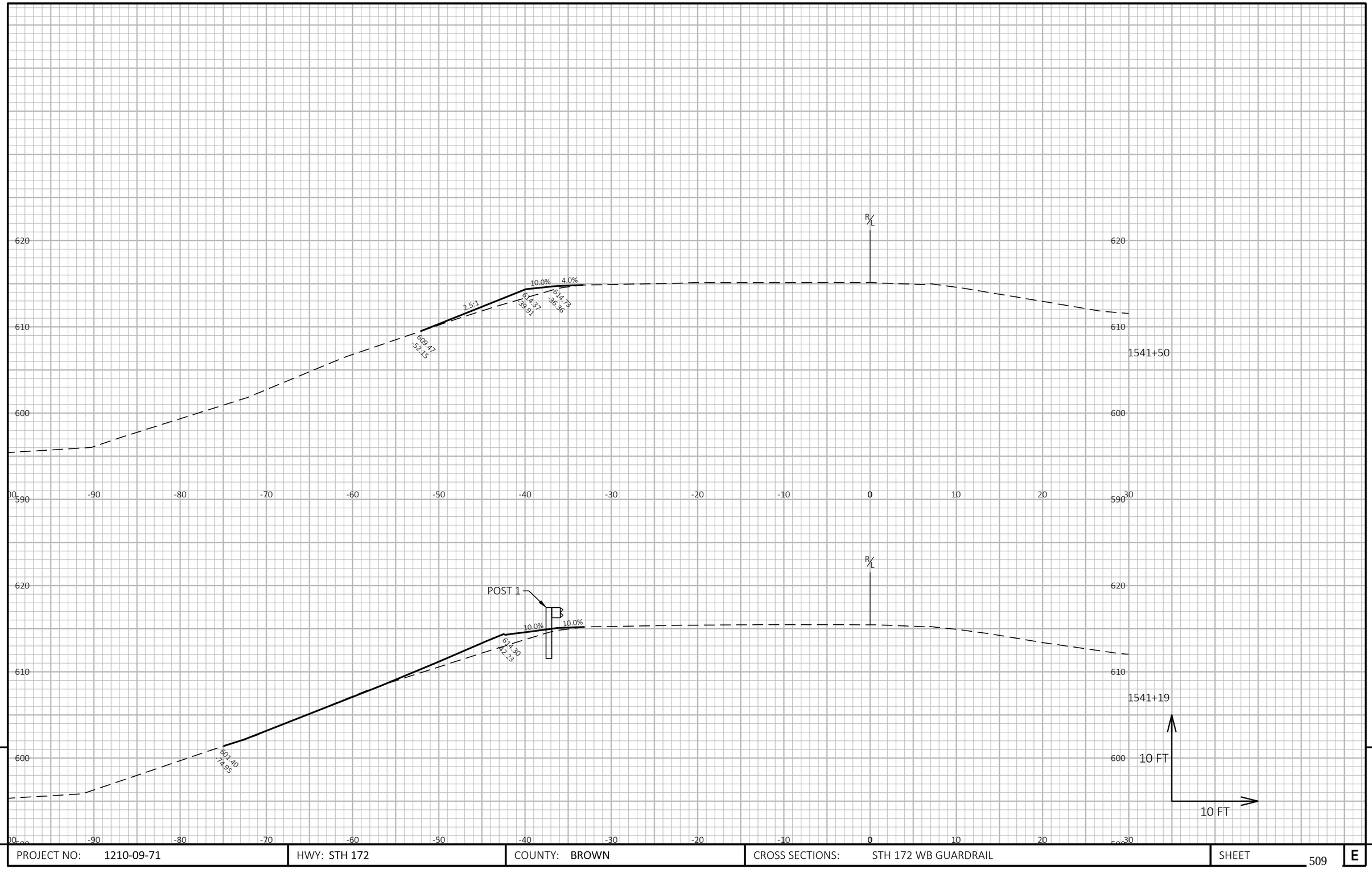
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 508	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090155-xs

PLOT DATE : 5/18/2022 2:48 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 509	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090156-xs

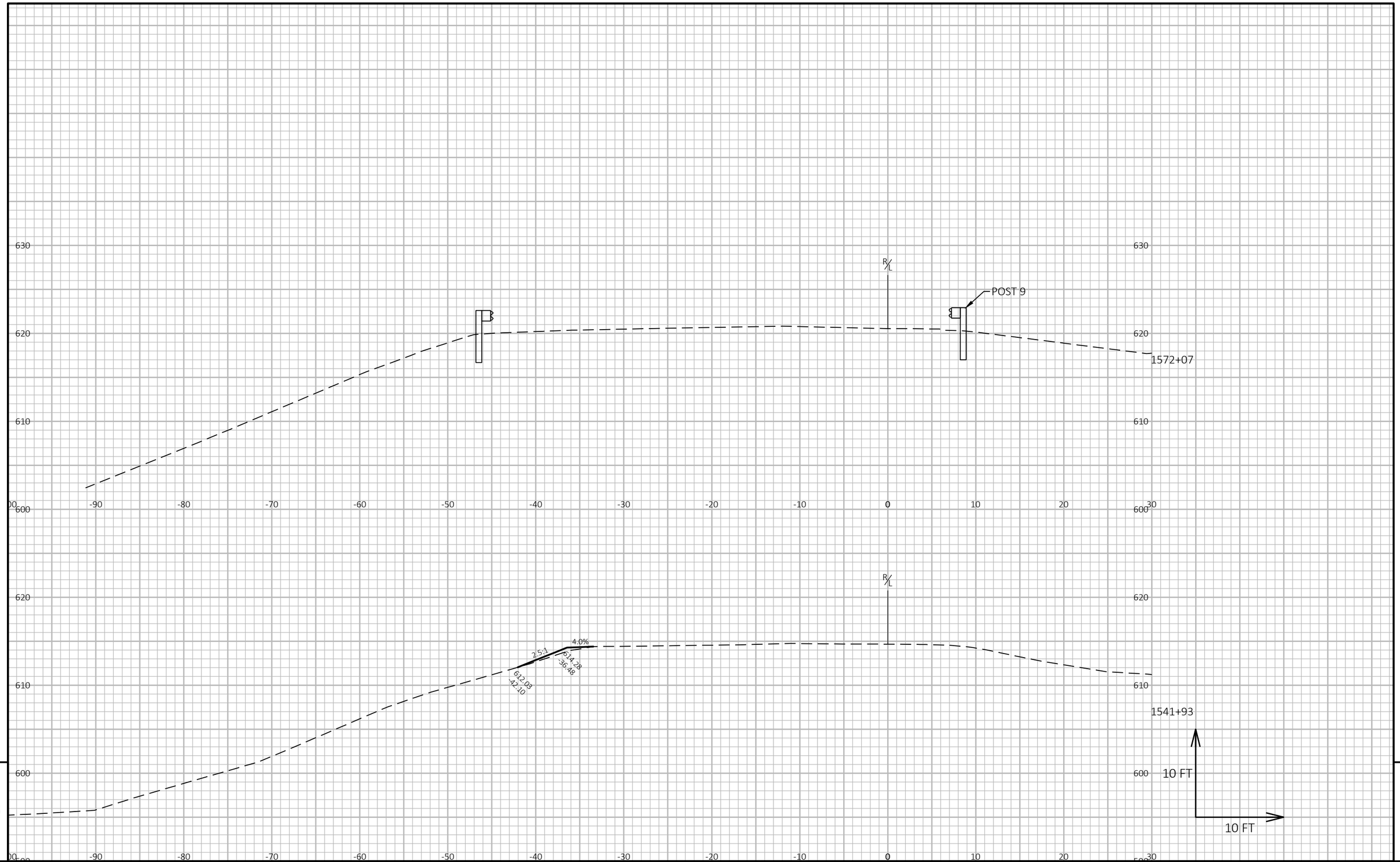
PLOT DATE : 5/18/2022 2:48 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 510	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090157-xs

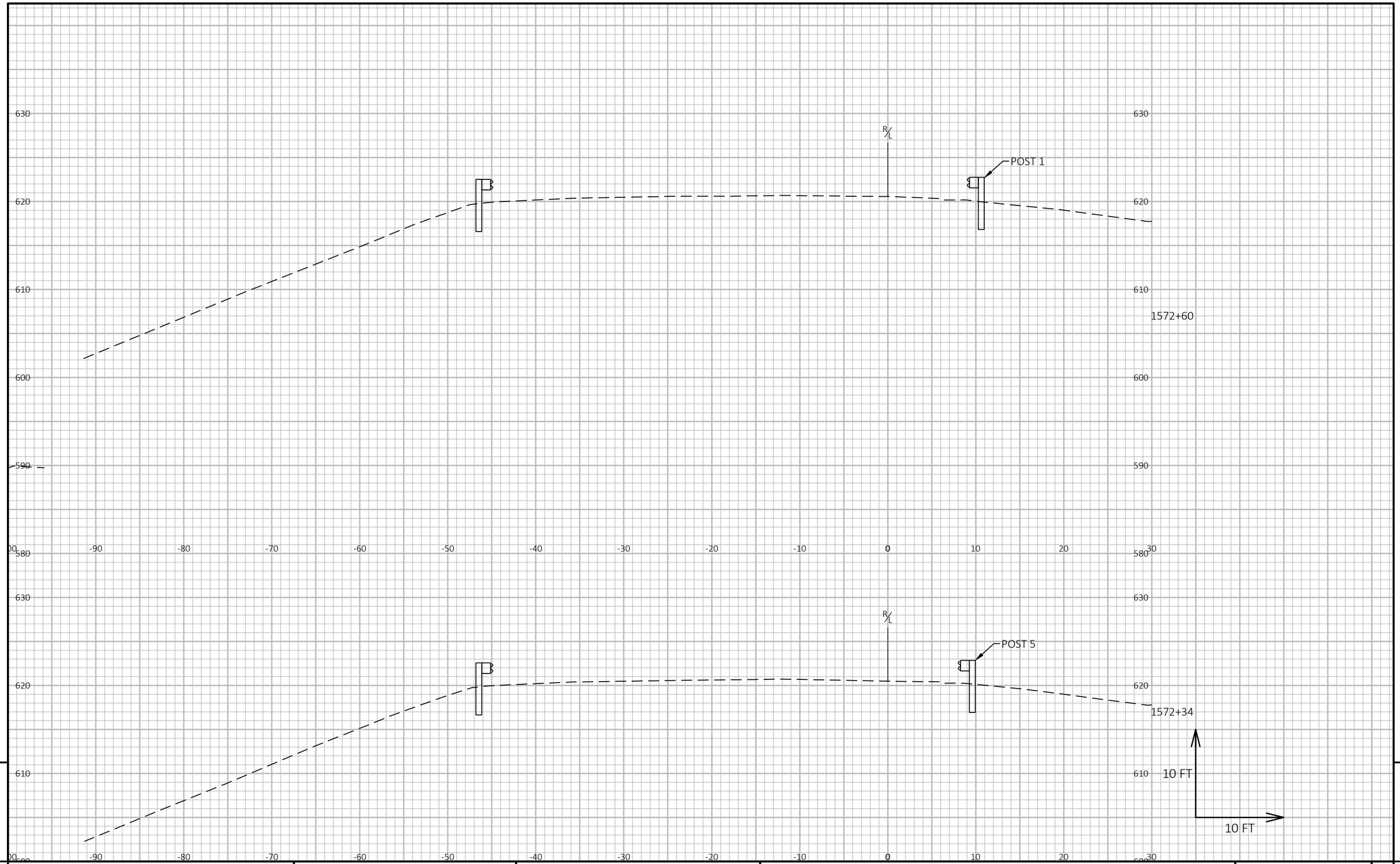
PLOT DATE : 5/18/2022 2:49 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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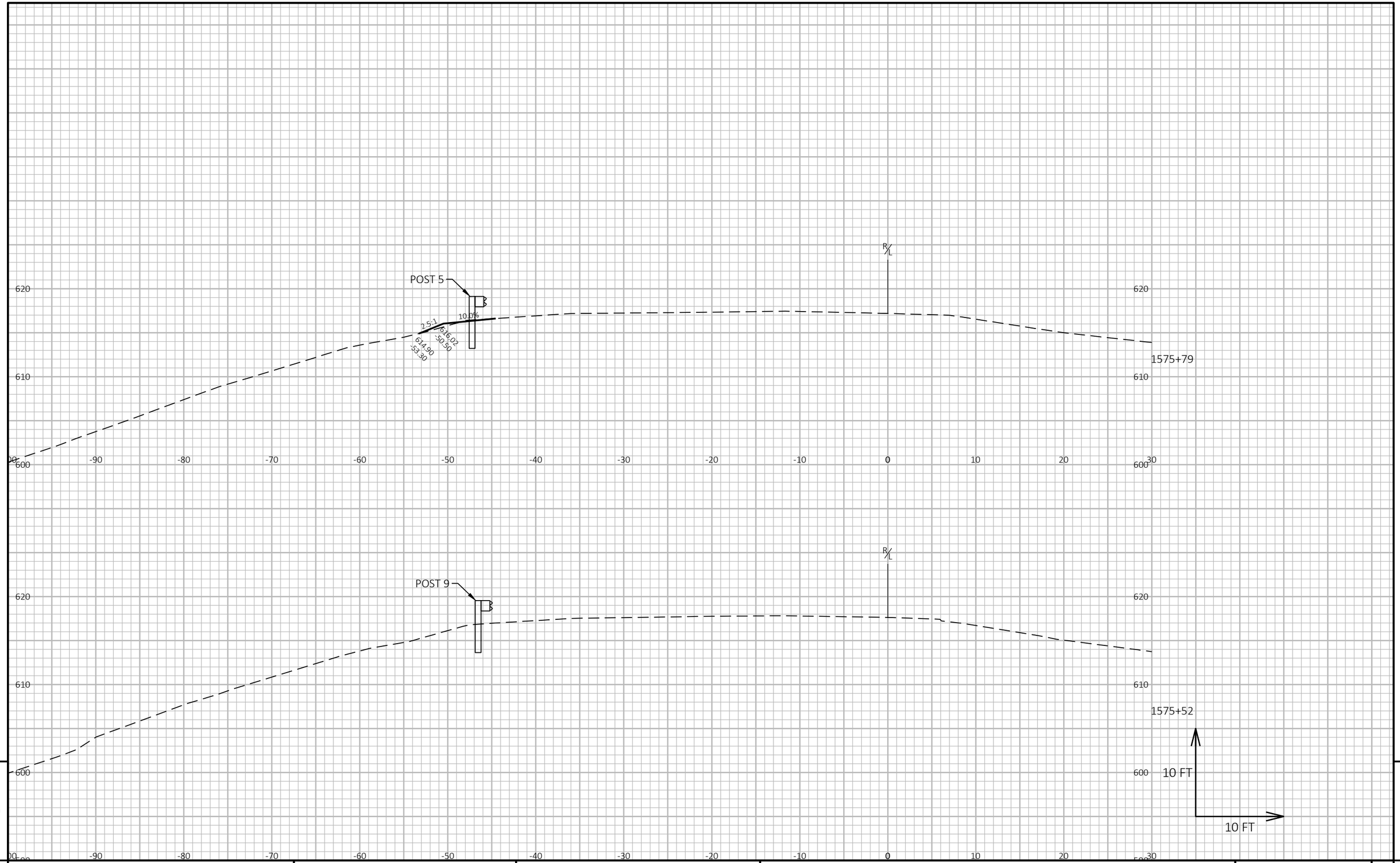
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 511	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090158-xs

PLOT DATE : 5/18/2022 2:49 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 512	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090159-xs

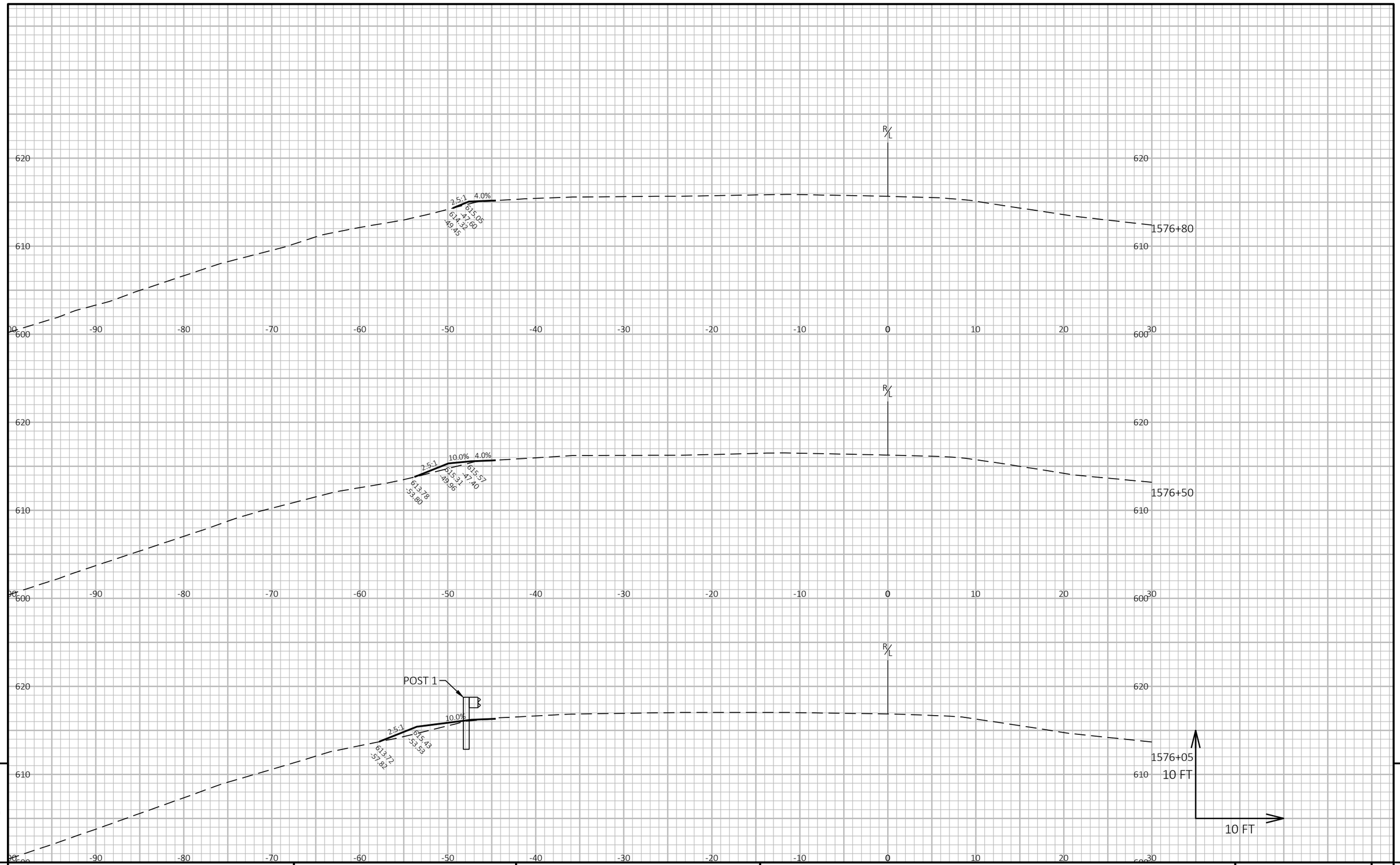
PLOT DATE : 5/18/2022 2:49 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 513	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090160-xs

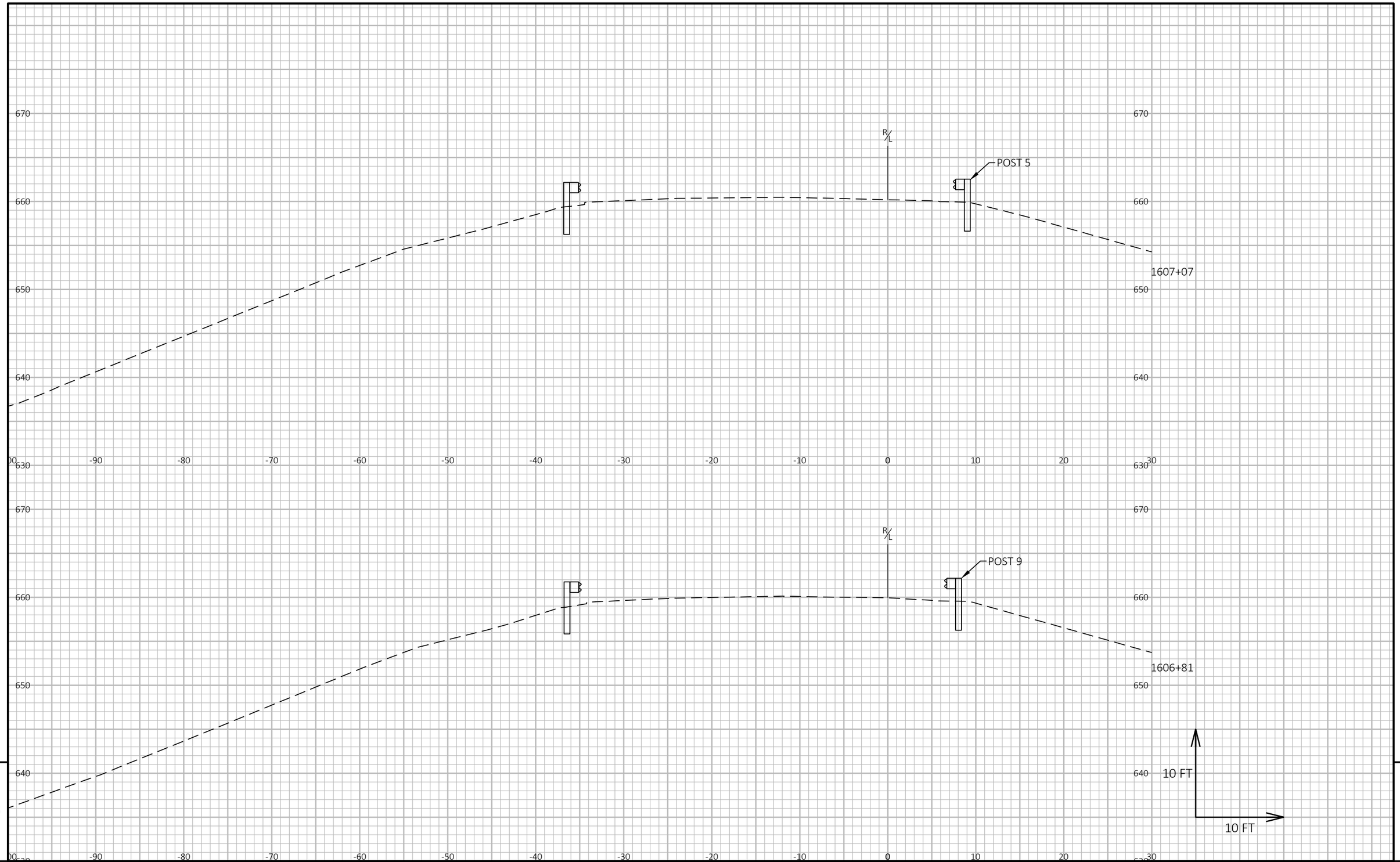
PLOT DATE : 5/18/2022 2:50 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 514	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090161-xs

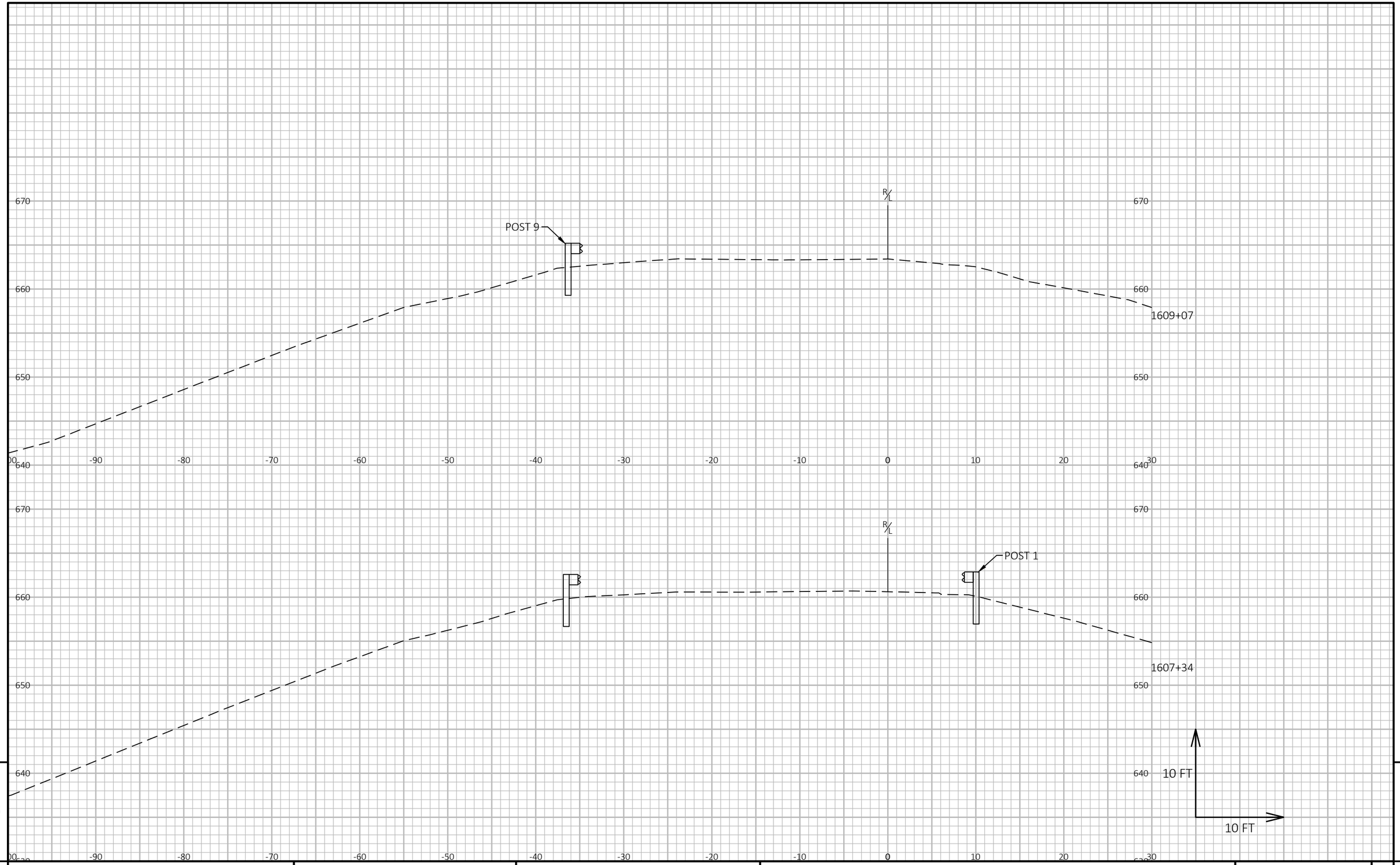
PLOT DATE : 5/18/2022 2:50 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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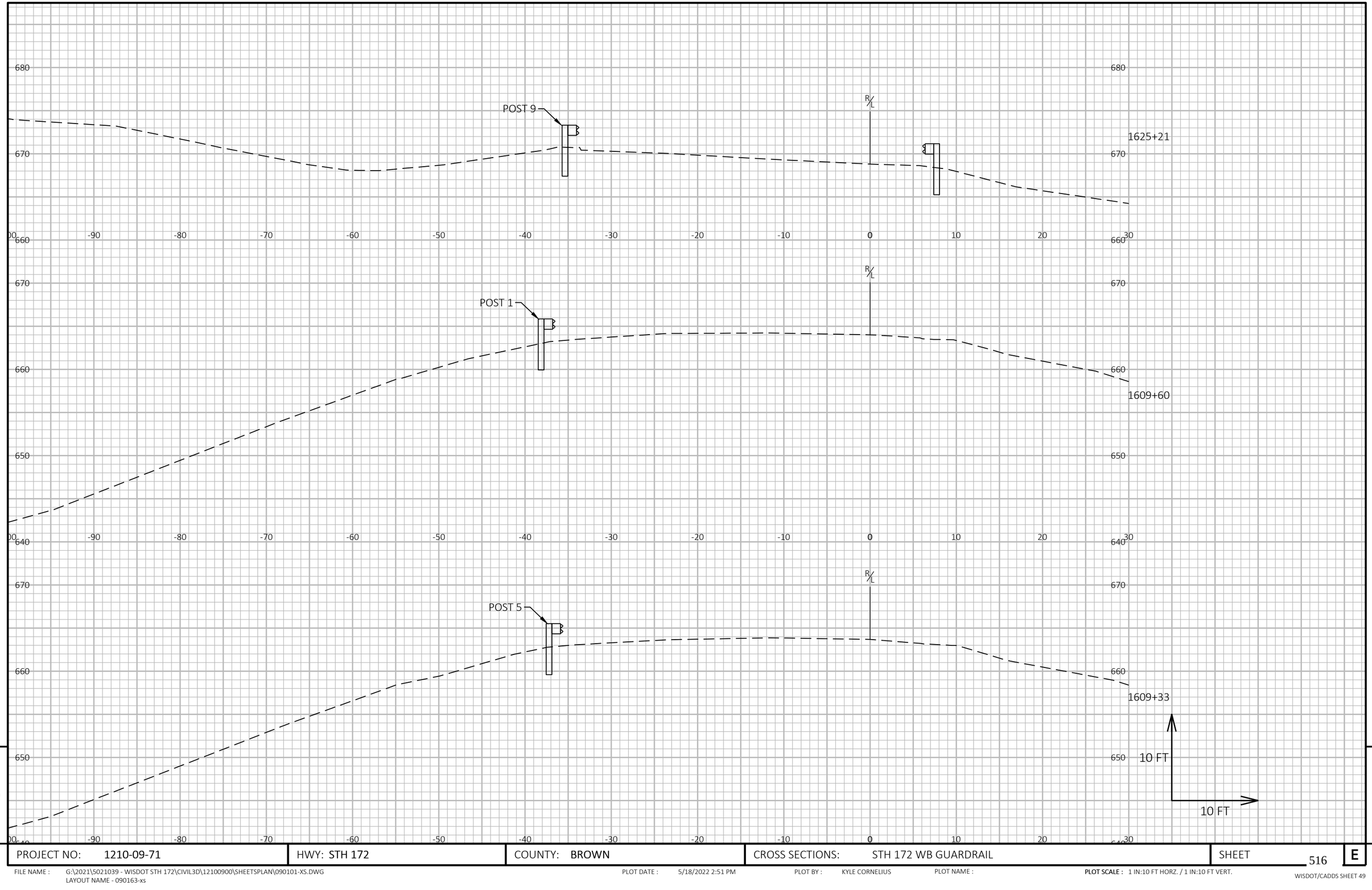
PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 515	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090162-xs

PLOT DATE : 5/18/2022 2:51 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 516	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090163-xs

PLOT DATE : 5/18/2022 2:51 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 517	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090164-xs

PLOT DATE : 5/18/2022 2:51 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

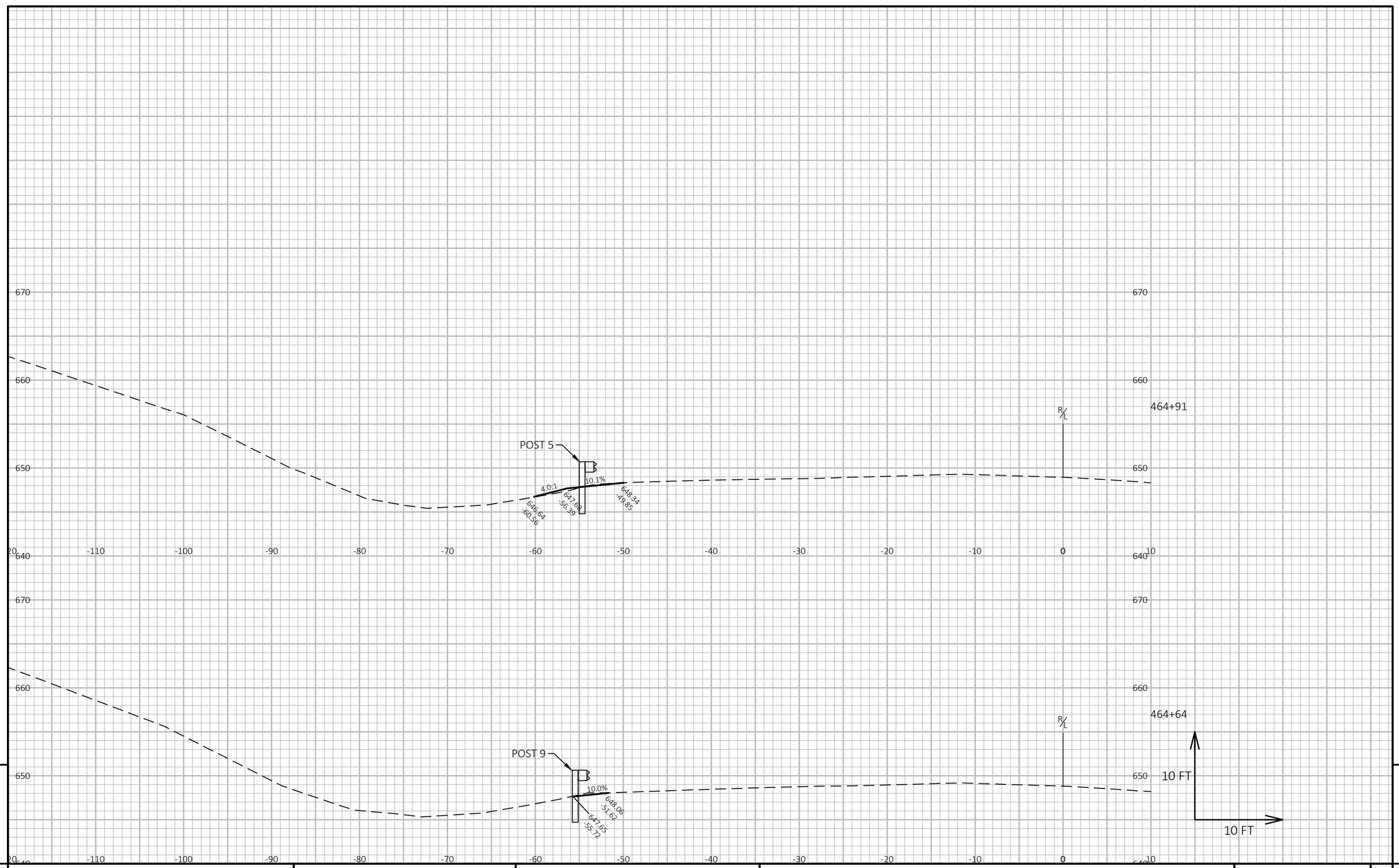
9

9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB GUARDRAIL	SHEET 518	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090165-xs

PLOT DATE : 5/18/2022 2:52 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IH 43 GUARDRAIL	SHEET 519	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090166-xs

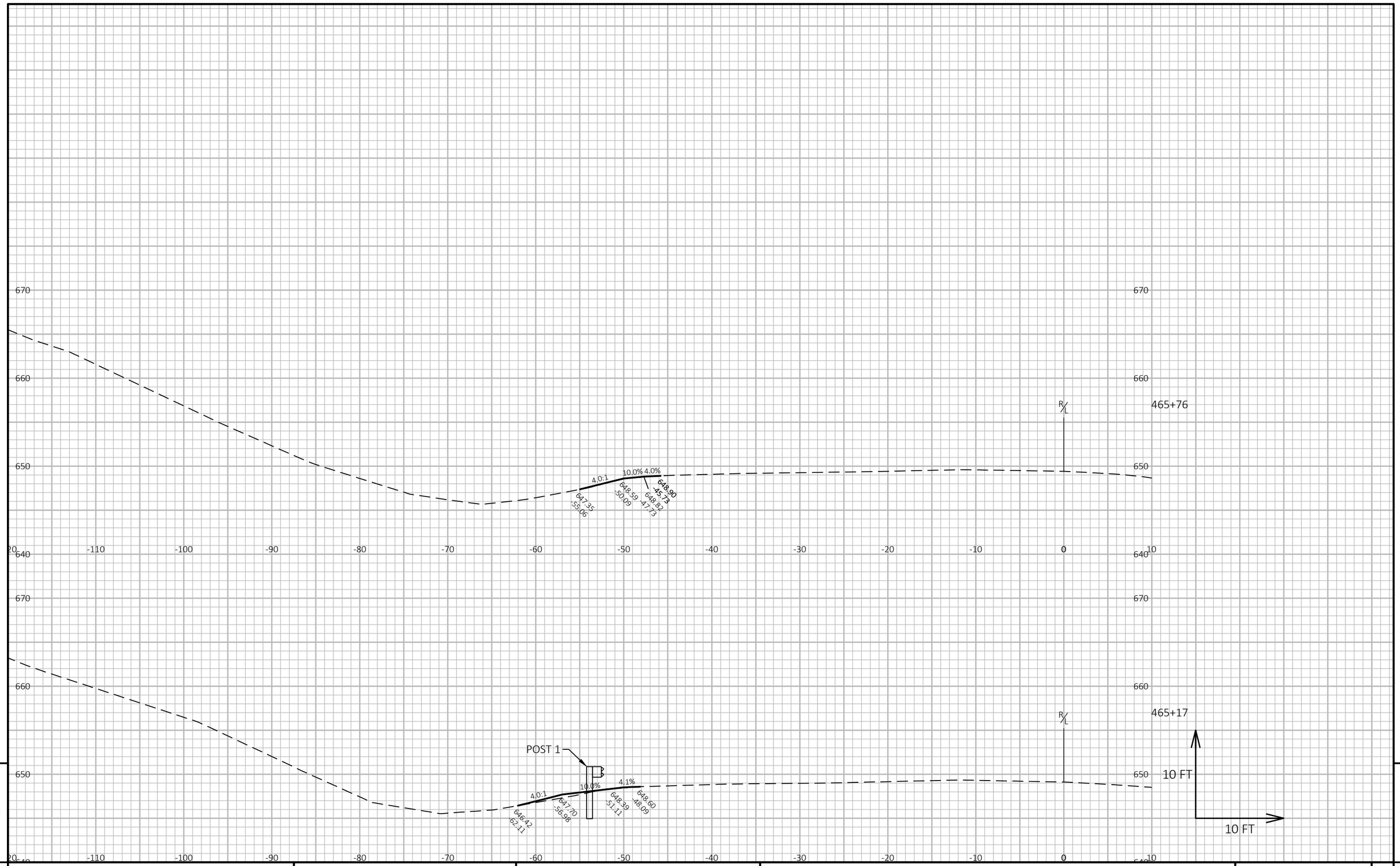
PLOT DATE : 5/18/2022 2:52 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IH 43 GUARDRAIL	SHEET 520	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090167-xs

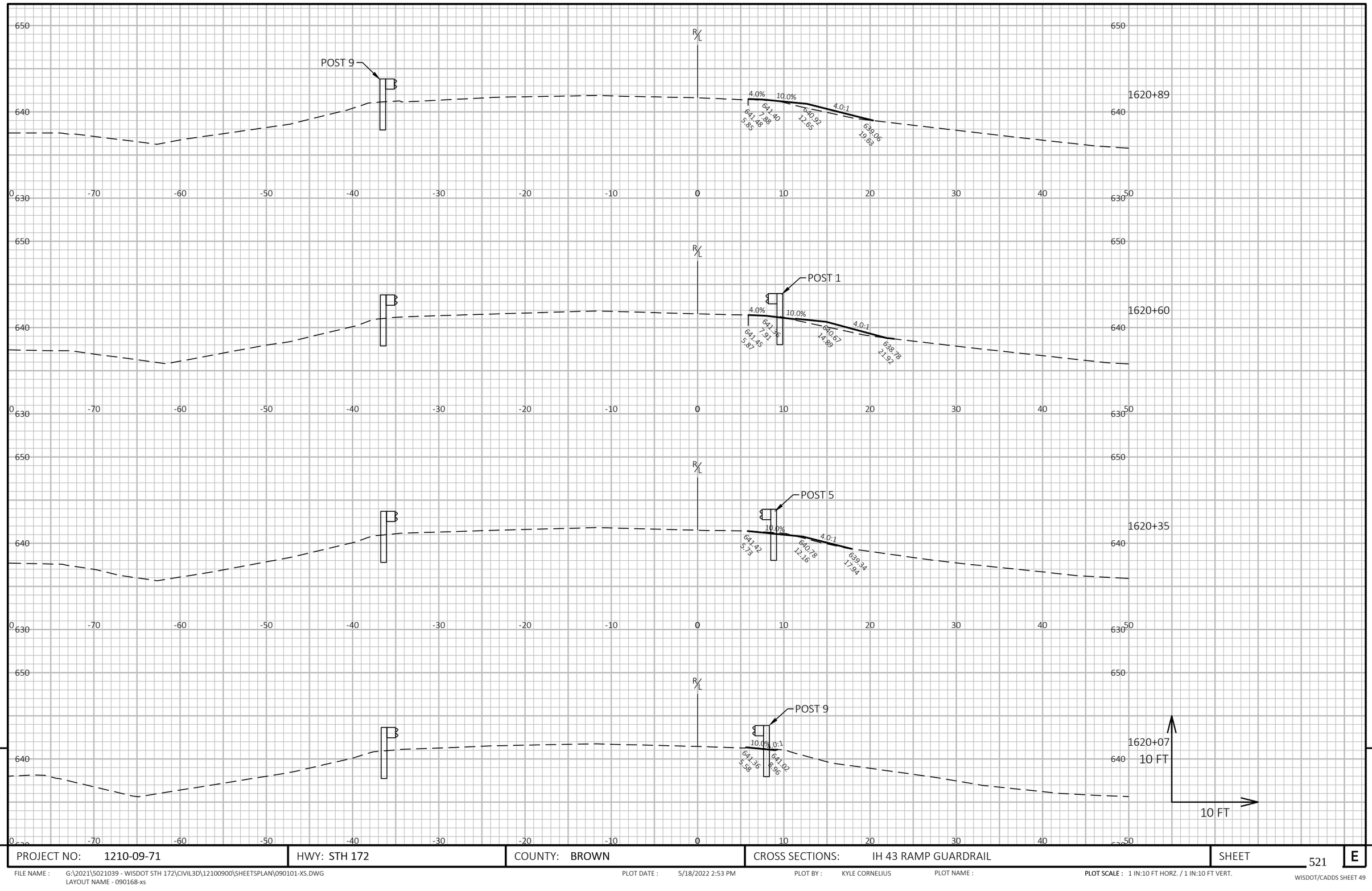
PLOT DATE : 5/18/2022 2:53 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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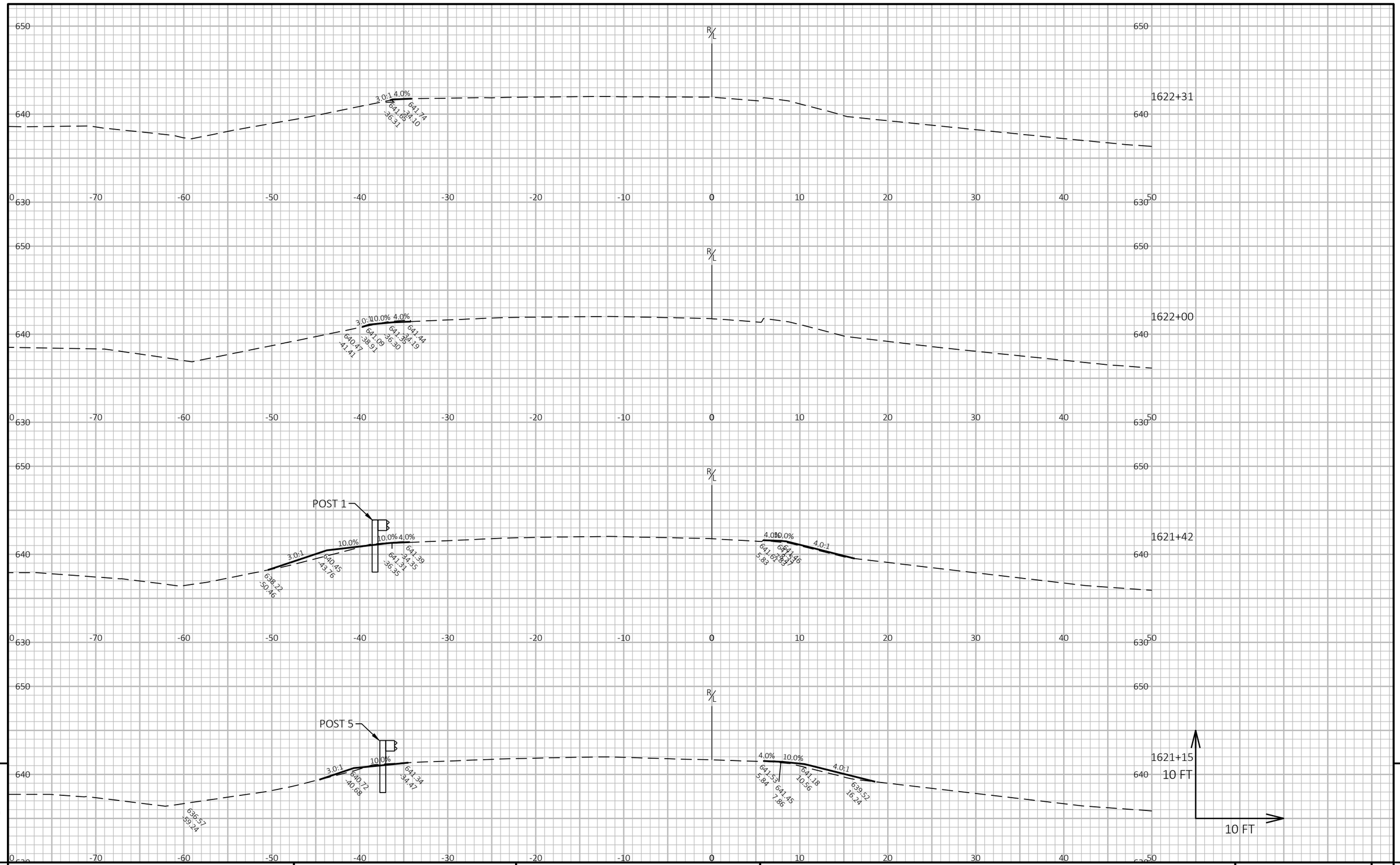
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IH 43 RAMP GUARDRAIL	SHEET 521	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090168-xs

PLOT DATE : 5/18/2022 2:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IH 43 RAMP GUARDRAIL	SHEET 522	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090169-xs

PLOT DATE : 5/18/2022 2:53 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

630
620
610
600
0 -50 -40 -30 -20 -10 0 10 20 30 40 50 60

POST 1

1336+46

POST 5

1336+21

POST 9

1335+95

10 FT

10 FT

9

9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: STH 172 WB TO PILGRIM WAY RAMP	SHEET 523	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090170-xs

PLOT DATE : 5/18/2022 2:54 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

620
610
600
590
580

0 -50 -40 -30 -20 -10 0 10 20 30 40 50 60

POST 5

POST 1

1332+80

1332+55

10 FT

10 FT

9

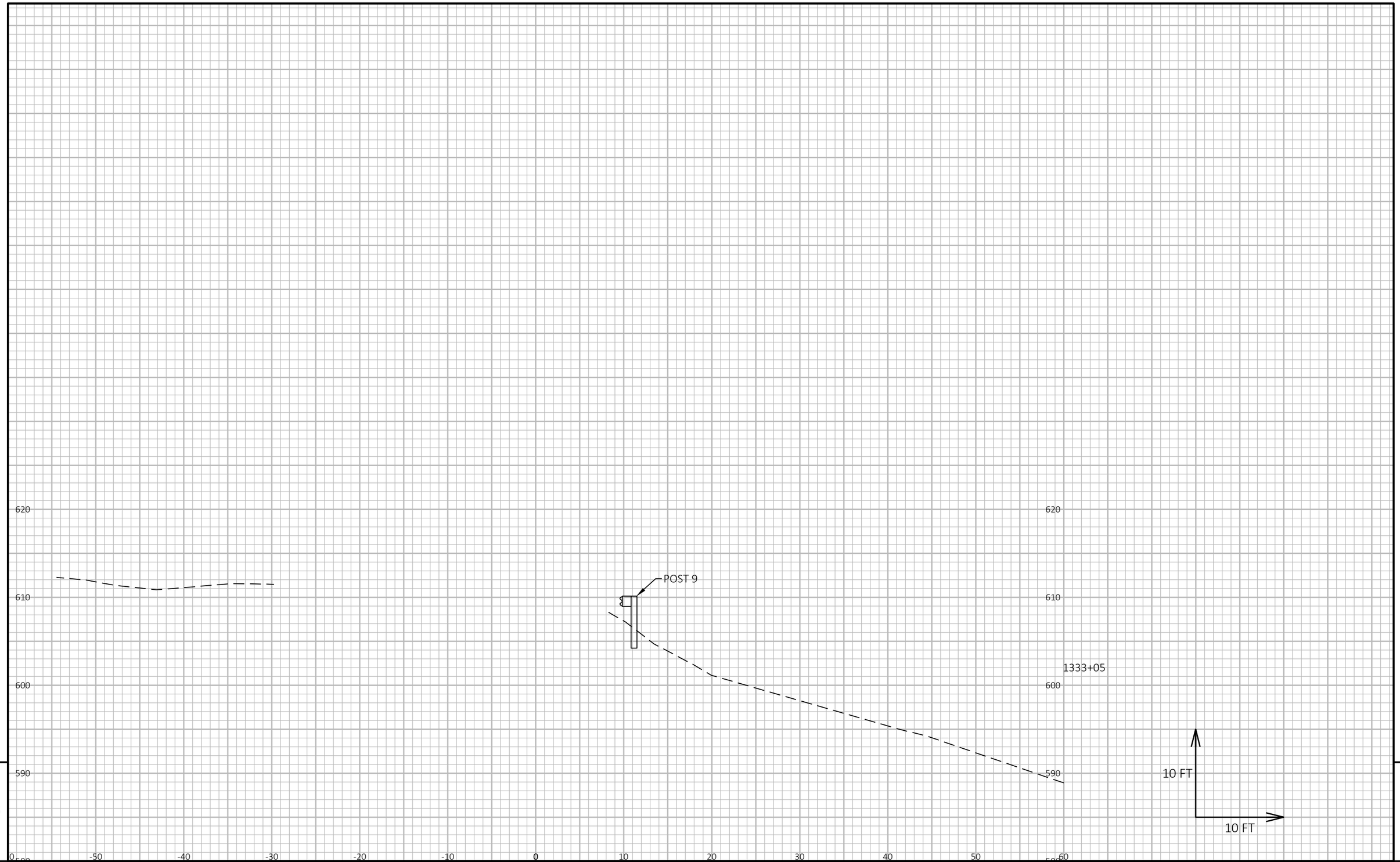
9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: VANDERPERREN WAY TO STH 172 EB	SHEET 524	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090171-xs

PLOT DATE : 5/18/2022 2:54 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1210-09-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: VANDERPERREN WAY TO STH 172 EB	SHEET 525	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12100900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090172-xs

PLOT DATE : 5/18/2022 2:55 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

PROJECT ID: WITH: 1210-09-71

1210-11-71

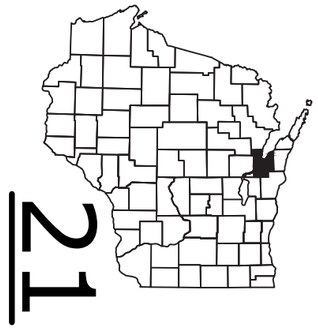
COUNTY: **BROWN**

DECEMBER 2022

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 = 316



N

DESIGN DESIGNATION

A.A.D.T.	2021	=	17,660
A.A.D.T.	2041	=	22,390
D.H.V.		=	2,530
D.D.		=	51/49
T.		=	10.6%
DESIGN SPEED		=	45 MPH/55 MPH
ESALS		=	3,300,000

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'EB')
- 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

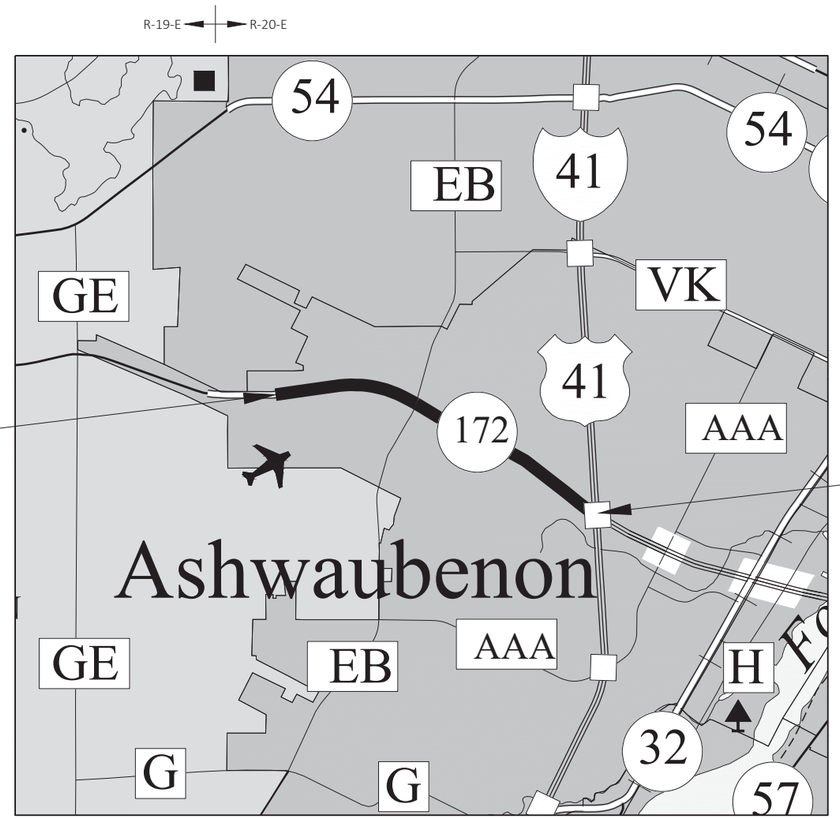
ONEIDA-GREEN BAY

AIRPORT ENTRANCE-IH 41

STH 172

BROWN COUNTY

STATE PROJECT NUMBER
1210-11-71



BEGIN PROJECT
STA 154+40
Y = 560,365.397
X = 71,583.512

END PROJECT
STA 61+77 (W)
Y = 555,076.545
X = 84,751.861

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.785

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BROWN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1210-11-71	WISC 2023103	1

ORIGINAL PLANS PREPARED BY

OES
An Oneida ESC Group Company

WISCONSIN
CHAD R. EVEN
E-40861
GREENVILLE
WISCONSIN
PROFESSIONAL ENGINEER

DATE: 7/19/22 Chad R Even (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	OES
Project Manager	E. GWIDT
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	A. FULCER

APPROVED FOR THE DEPARTMENT

DATE: 7/22/2022 Ed Gwidt P.E. (Signature)

E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/14/2022 11:32 PM PLOT BY : CHAD EVEN PLOT NAME :

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES 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.

PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CULVERTS SHALL BE REPLACED AT THE SAME ELEVATIONS. CONTRACTOR SHALL VERIFY DEPTH OF CULVERTS PRIOR TO REMOVING CULVERT ENDWALLS.

TEMPORARY STORAGE OF ANY EQUIPMENT OR EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS. FLOODWAY OF FLOODPLAIN OF ANY WETLANDS, UNLESS APPROVED BY THE ENGINEER.

PLACE EROSION CONTROL DEVICES IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER. EROSION CONTROL FEATURES ARE SHOWN IN APPROXIMATE LOCATIONS WITH EXACT LOCATIONS TO BE DETERMINED BY THE ENGINEER.

DO NOT USE FERTILIZER WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.

PLACE TOPSOIL OR SALVAGED TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. SEED, MULCH, AND FERTILIZE ALL AREAS WTIHIN 5 DAYS AFTER PLACEMENT OF TOPSOIL OR SALVAGED TOPSOIL.

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

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
TRAFFIC SIGNALS
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR PLAN

UTILITIES CONTACTS

DOUGLAS MARTIN (PRIMARY CONTACT)
ASHWAUBENON WATER AND SEWER UTILITY - SEWER
2155 HOLMGREN WAY
ASHWAUBENON, WI 54304-4605
(920) 492-2335
DMARTIN@ASHWAUBENON.COM

VICTORIA KASSAB (PRIMARY CONTACT)
AT&T WISCONSIN - COMMUNICATION LINE
205 S JEFFERSON ST
GREEN BAY, WI 54301
(920) 401-7512
VK352K@ATT.COM

ROB REINHART (PRIMARY CONTACT)
GREEN BAY METRO SEWERAGE DISTRICT / NEW WATER - SEWER
2231 NORTH QUINCY ST
GREEN BAY, WI 54302-1248
(920) 438-1035
RREINHART@NEWWATER.US

JEFF KRUEGER (PRIMARY CONTACT)
ONEIDA TRIBE OF INDIANS UTILITY DEPARTMENT - COMMUNICATION LINE
909 PACKERLAND DRIVE
GREEN BAY, WI 54303
(920) 496-7382
JKRUEGER@ONEIDANATION.ORG

JEFF OLSON (PRIMARY CONTACT)
TDS METROCOM LLC - COMMUNICATION LINE
525 JUNCTION ROAD
MADISON, WI 53717
(608) 845-2219
JEFF.OLSON@TDSTELECOM.COM

RYAN VOSKUIL (PRIMARY CONTACT)
WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
2850 S ASHLAND AVE, P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 617-5150
RYAN.VOSKUIL@WISCONSINPUBLICSERVICE.COM

DOUGLAS MARTIN (PRIMARY CONTACT)
ASHWAUBENON WATER AND SEWER UTILITY - WATER
2155 HOLMGREN WAY
ASHWAUBENON, WI 54304-4605
(920) 492-2335
DMARTIN@ASHWAUBENON.COM

DAN BECKER (PRIMARY CONTACT)
BROWN COUNTY TECHNOLOGY SERVICES - COMMUNICATION LINE
413 S MADISON STREET
GREEN BAY, WI 54301
(920) 301-7902
DBECKER@MCEWI.COM

RICK VINCENT (PRIMARY CONTACT)
NETLEC LLC - COMMUNICATION LINE
450 SECURITY BLVD
P.O. BOX 19079
GREEN BAY, WI 54307-9079
(920) 617-7316
RICK.VINCENT@NSIGHT.COM

VINCENT ALBIN (PRIMARY CONTACT)
SPECTRUM - COMMUNICATION LINE
3520 E DESTINATION DR
APPLETON, WI 54915
(920) 831-9249
VINCE.ALBIN@CHARTER.COM

LORI KETTER (PRIMARY CONTACT)
WINDSTREAM KDL, LLC / PAETEC COMMUNICATIONS - COMMUNICATION LINE
314 N DANZ AVE
GREEN BAY, WI 54302-3526
(920) 410-6902
LORI.KETTER@WINDSTREAM.COM

JIM EIDEN (PRIMARY CONTACT)
WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
2850 S. ASHLAND AVENUE
GREEN BAY, WI 54304
(920) 617-5231
JAMES.EIDEN@WISCONSINPUBLICSERVICE.COM

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

WDNR LIASION

JIM DOPERALSKI JR.
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 412-0165
JAMES.DOPERALSKI@WISCONSIN.GOV

BROWN COUNTY HIGHWAY COMMISSIONER

PAUL FONTECCHIO
BROWN COUNTY HIGHWAY DEPT.
2198 GLENDALE AVE.
GREEN BAY, WI 54303
(920) 492-4925
BC_HIGHWAY@CO.BROWN.WI.US

DESIGN CONSULTANT

CHAD EVEN, PE
ONEIDA ENGINEERING SOLUTIONS, LLC
2555 PACKERLAND DRIVE
GREEN BAY, WI 54313
(920) 884-3975
CEVEN@OESLLC.COM

NE REGION SURVEY COORDINATOR

CORMAC MCINNIS, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920)492-5638
CORMAC.MCINNIS@DOT.WI.GOV

NE REGION DESIGN PROJECT MANAGER

ERIC GWIDT, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54303
(920) 366-8896
ERIC.GWIDT@DOT.WI.GOV

2

N

ONEIDA CASINO ENTRANCE

AIRPORT ENTRANCE

SOUTH POINT RD

CTH EB/PACKERLAND DR

SHADY LA

BABCOCK RD

STH 172/AIRPORT DR

IH 41

PILGRIM WAY

BEGIN PROJECT
STA 154+40.00
Y=560,365.397
X=71,583.512

R/L STH 172

STA BACK = 242+55.80
STA AHEAD = 3+41.27'E'

END CONSTRUCTION
STA 269+32.64"ISW"

R/L W

C-05-57
(NO WORK)

R/L ISW

R/L E

BEGIN CONSTRUCTION
STA 905+50.00"ISE"

R/L ISE

R/L IWS

C-05-58
(NO WORK)

END CONSTRUCTION
STA 1898+13.34"IWS"

B-05-155
(NO WORK)

B-05-143
(NO WORK)

END CONSTRUCTION
STA 1890+22.30"IWN"

R/L EE

R/L IWN

R/L IEN

R/L IES

END CONSTRUCTION
STA 61+77.00"W"

C-05-66
(NO WORK)

END CONSTRUCTION
STA 281+35.70"IEN"

END CONSTRUCTION
STA 1867+59.63"IES"

B-05-144
(NO WORK)

END CONSTRUCTION
STA 41+05.69"EW"

R/L INW

END CONSTRUCTION
STA 1881+29.70"INW"

BEGIN PROJECT
STA 59+42.47"EE"
Y=555,182.464
X=84,370.627

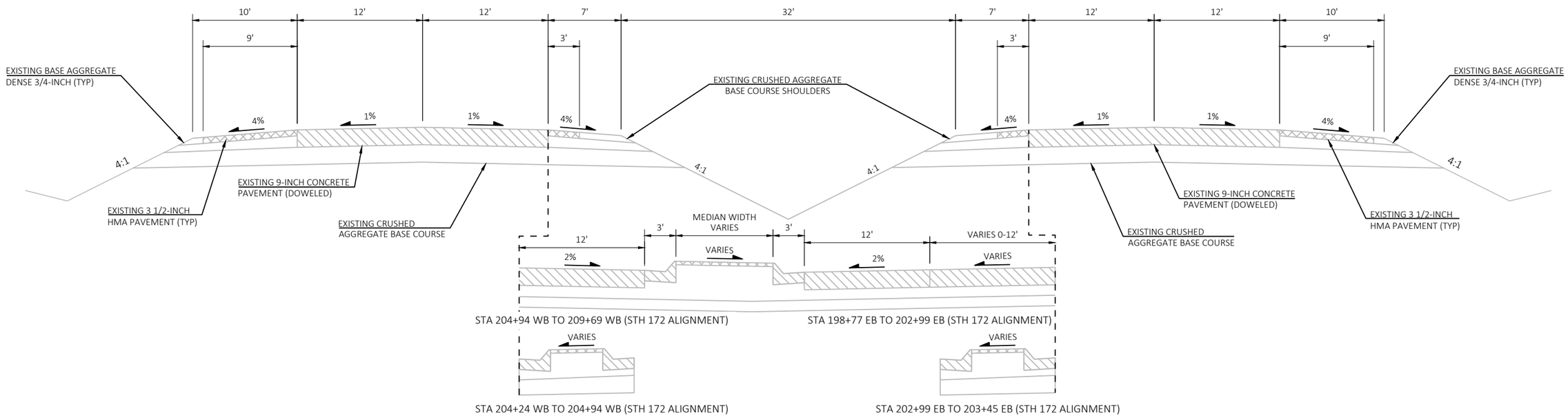
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

PLOT DATE : 7/21/2022 7:08 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:1000 FT

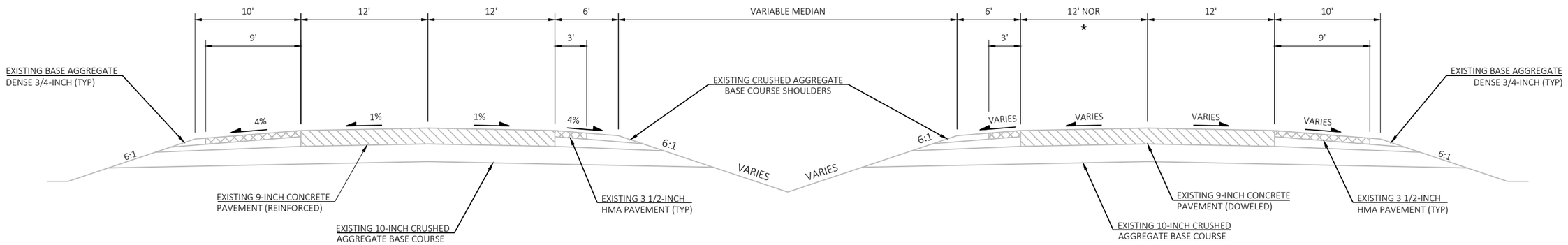
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION FOR STH 172

STA 154+40 EB TO 239+68 EB (STH 172 ALIGNMENT)
STA 156+70 WB TO 239+68 WB (STH 172 ALIGNMENT)

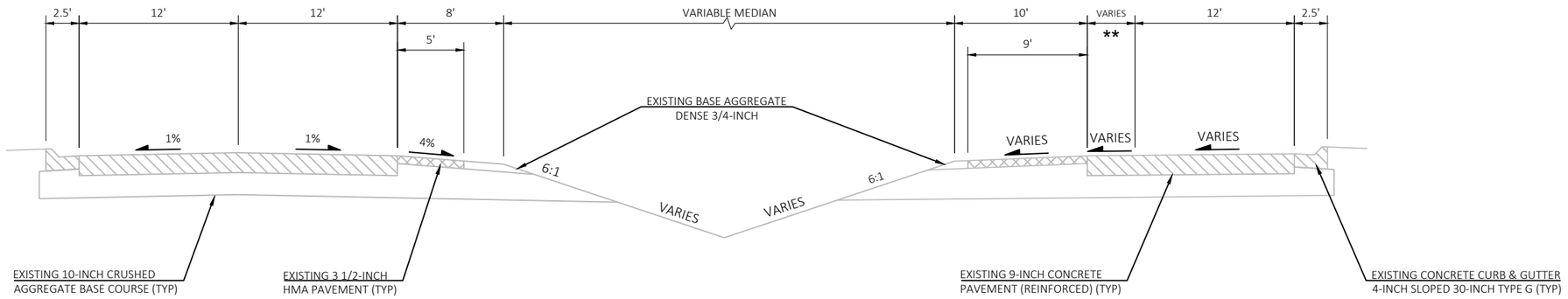


EXISTING TYPICAL SECTION FOR STH 172

STA 0+53 EB TO 33+84 EB (E ALIGNMENT)
STA 0+00 WB TO 30+63 WB (W ALIGNMENT)

* WIDTH VARIES FROM 12' AT STA 272+74
TO 3.6' AT STA 277+60

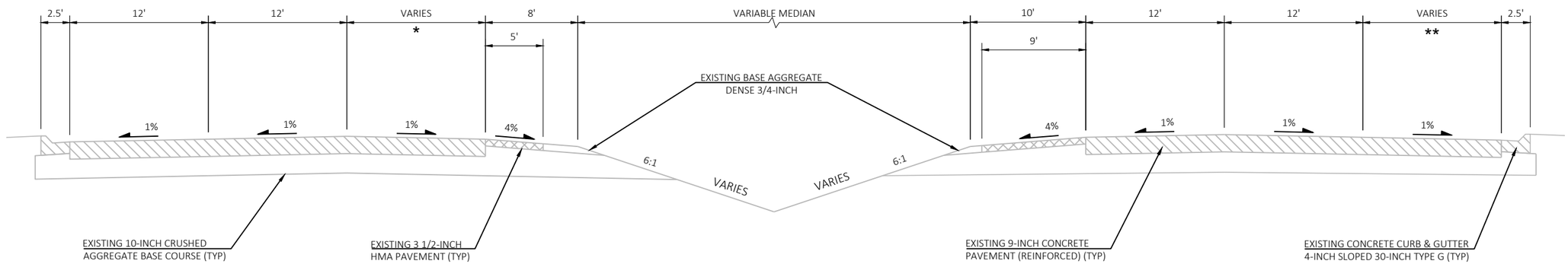
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 4	E



** WIDTH VARIES FROM 3.6' AT STA. 277+60
TO 0' AT STA. 279+54

EXISTING TYPICAL SECTION FOR STH 172

STA 33+84 EB TO 40+96 EB (E ALIGNMENT)
STA 30+63 WB TO 32+50 WB (W ALIGNMENT)



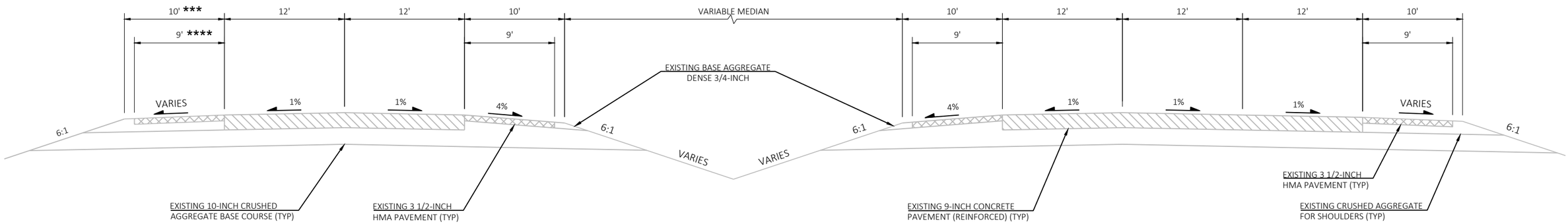
* WIDTH VARIES FROM 0' AT STA. 276+50
TO 18' AT STA. 285+30

** WIDTH VARIES FROM 18' AT STA. 281+78
TO 12' AT STA. 284+31

EXISTING TYPICAL SECTION FOR STH 172

STA 41+06 EB TO 45+32 EB (EE ALIGNMENT)
STA 32+50 WB TO 41+08 WB (W ALIGNMENT)

2

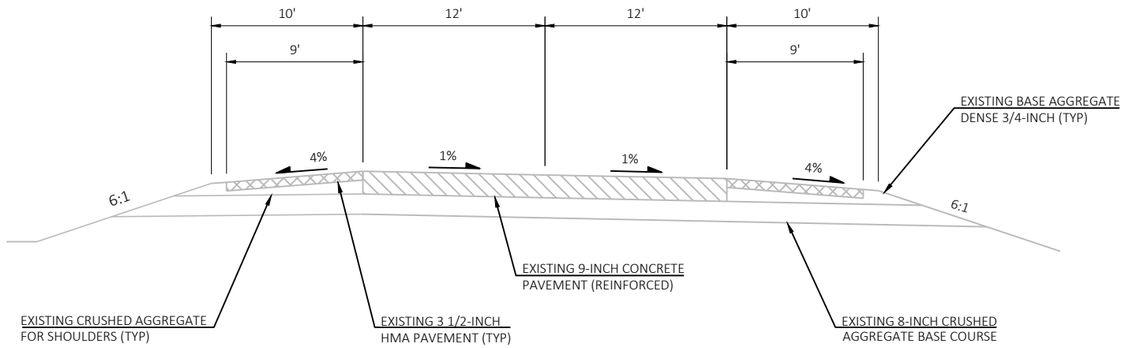


*** 11' WIDE FROM STA. 285+30 TO 288+60

**** 10' WIDE FROM STA. 285+30 TO 288+60

EXISTING TYPICAL SECTION FOR STH 172

STA 45+32 EB TO 59+42 EB (EE ALIGNMENT)
STA 41+08 WB TO 61+77 WB (W ALIGNMENT)



EXISTING TYPICAL SECTION FOR RAMPS

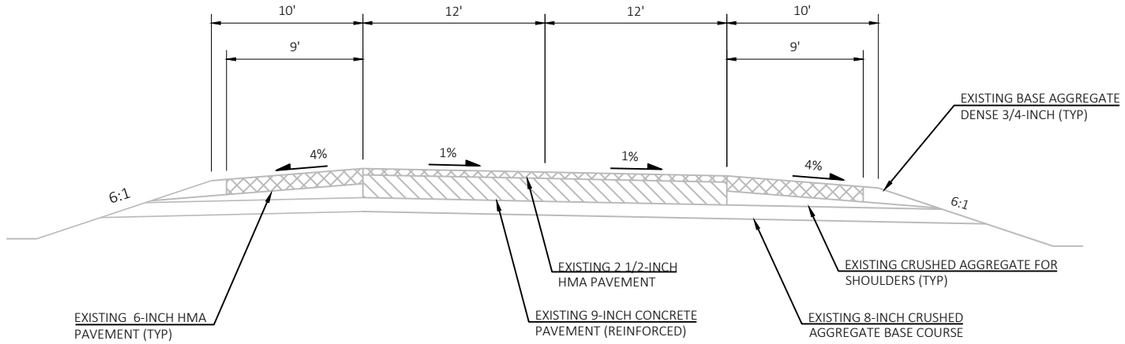
STA 1874+46 IWN TO 1890+22 IWN (WB STH 172 RAMP TO NB IH 41)
STA 888+52 ISE TO STA 883+56 ISE (SB IH 41 RAMP TO EB STH 172)

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts

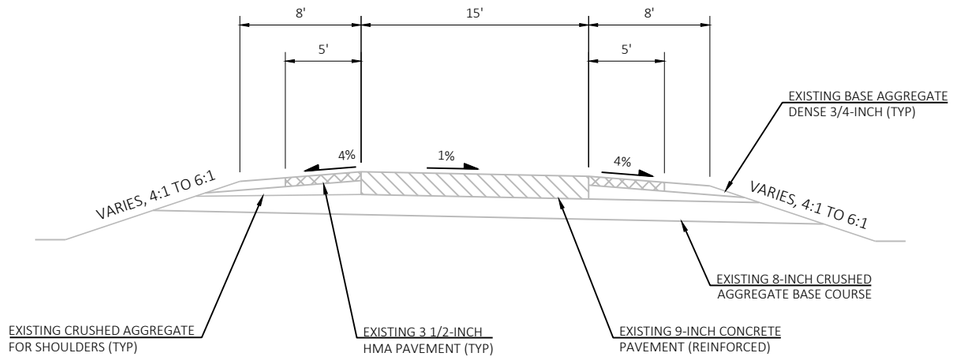
PLOT DATE : 7/21/2022 7:19 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1IN:10 FT

2



EXISTING TYPICAL SECTION FOR RAMPS

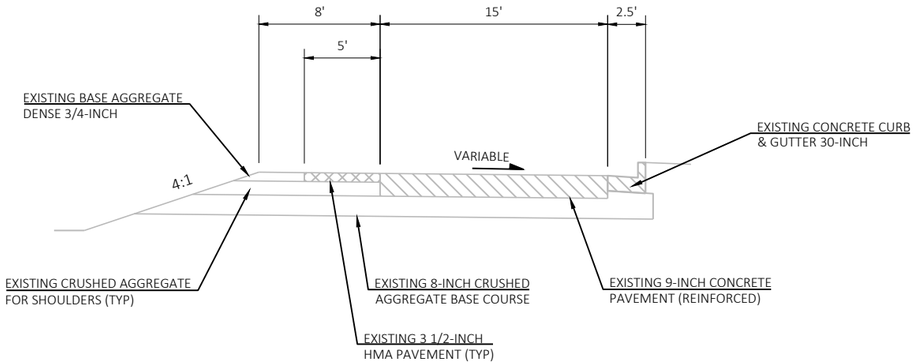
STA 905+50 ISE TO STA 888+52 ISE (SB IH 41 RAMP TO EB STH 172)



EXISTING TYPICAL SECTION FOR RAMPS

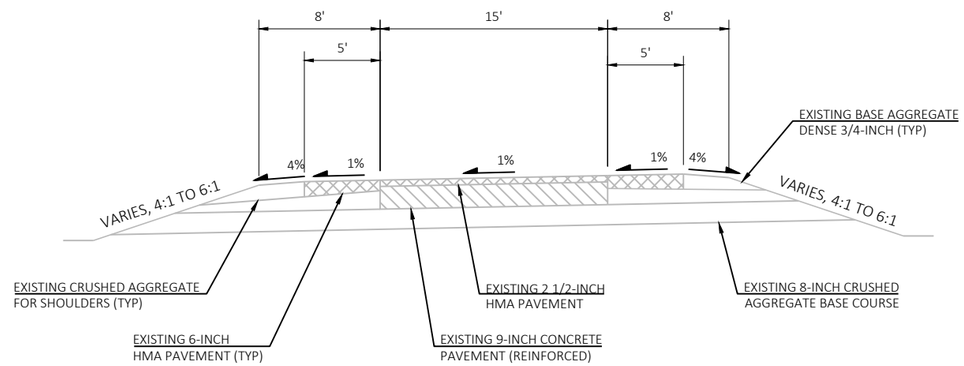
STA 261+98 IEN TO STA 277+86 IEN (EB STH 172 RAMP TO NB IH41)
STA 1850+42 IES TO STA 1867+60 IES (EB STH 172 to SB IH 41)
STA 1883+60 IWS TO STA 1888+43 IWS (WB STH 172 RAMP TO SB IH 41)
STA 260+84 ISW TO STA 259+03 ISW (SB USH 41 RAMP TO WB STH 172)

2



EXISTING TYPICAL SECTION FOR RAMPS

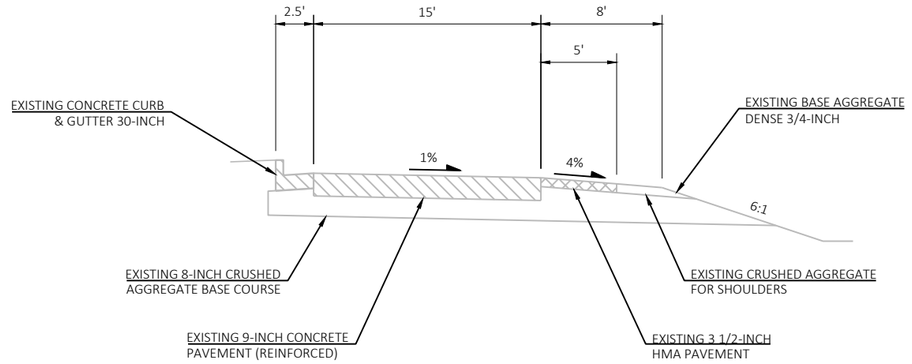
STA TO 1888+43 IWS TO STA 1894+90 IWS (WB STH 172 RAMP TO SB IH41)



EXISTING TYPICAL SECTION FOR RAMPS

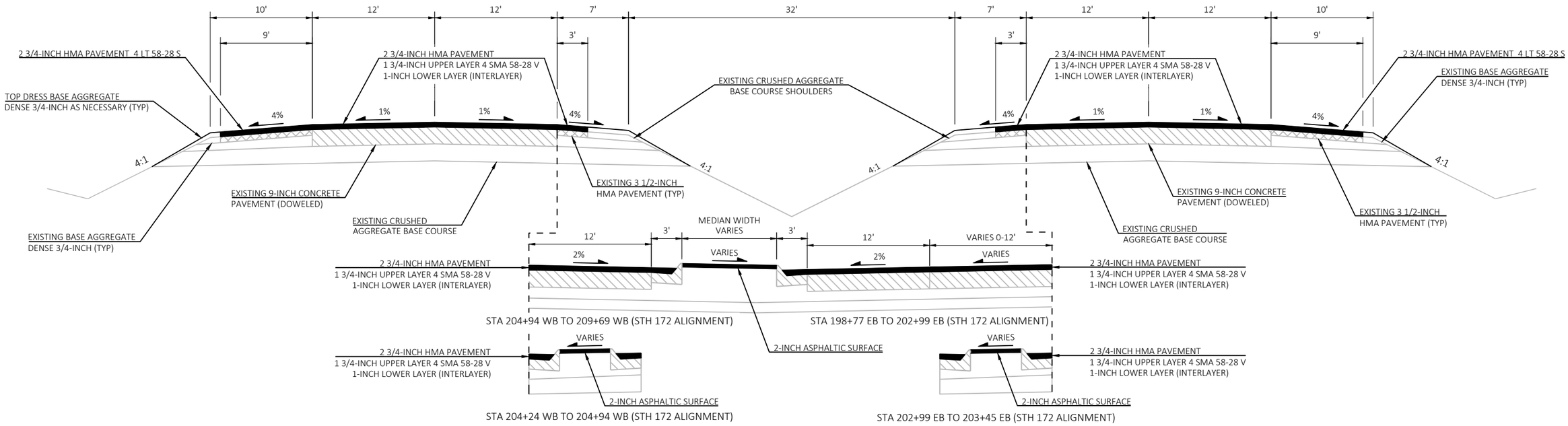
STA 1881+30 INW TO STA 1891+59 INW (NB IH 41 RAMP TO WB STH 172)
STA 269+33 ISW TO STA 260+84 ISW (SB IH 41 RAMP TO WB STH 172)

2



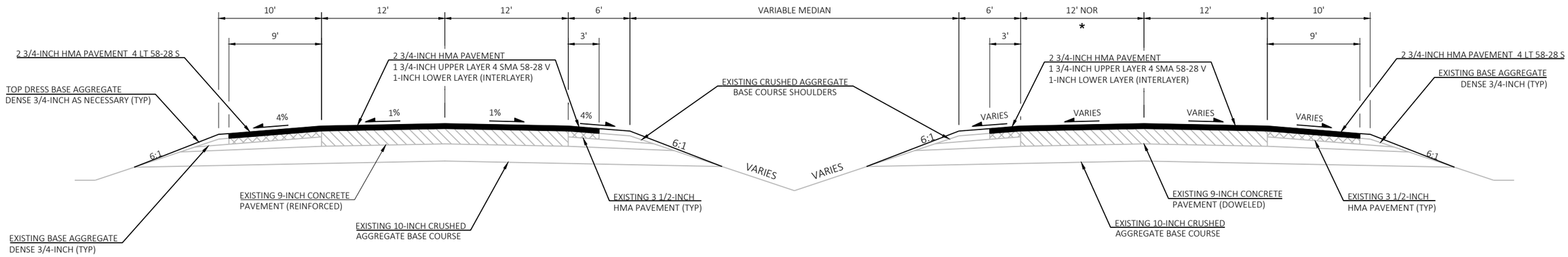
EXISTING TYPICAL SECTION FOR RAMPS

STA 277+86 IEN TO 282+84 IEN (EB STH 172 RAMP TO NB IH 41)
STA 1880+16 IWS TO STA 1883+60 IWS (WB STH 172 RAMP TO SB IH 41)



FINISHED TYPICAL SECTION FOR STH 172

STA 154+40 EB TO 239+68 EB (STH 172 ALIGNMENT)
STA 156+70 WB TO 239+68 WB (STH 172 ALIGNMENT)

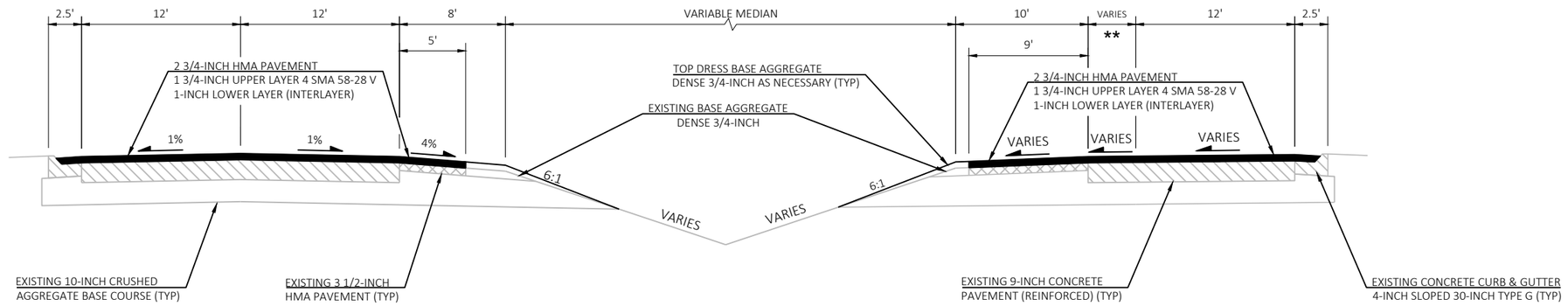


* WIDTH VARIES FROM 12' AT STA 272+74
TO 3.6' AT STA 277+60

FINISHED TYPICAL SECTION FOR STH 172

STA 0+53 EB TO 33+84 EB (E ALIGNMENT)
STA 0+00 WB TO 30+63 WB (W ALIGNMENT)

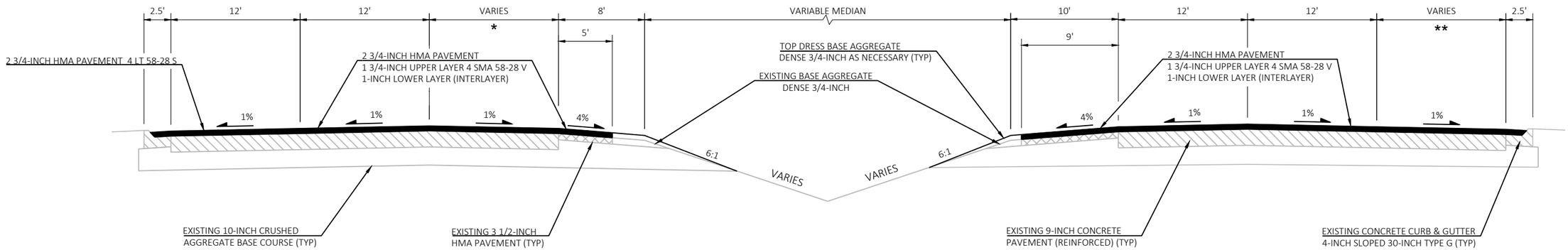
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 10	E



** WIDTH VARIES FROM 3.6' AT STA. 277+60
TO 0' AT STA. 279+54

FINISHED TYPICAL SECTION FOR STH 172

STA 33+84 EB TO 40+96 EB (E ALIGNMENT)
STA 30+63 WB TO 32+50 WB (W ALIGNMENT)



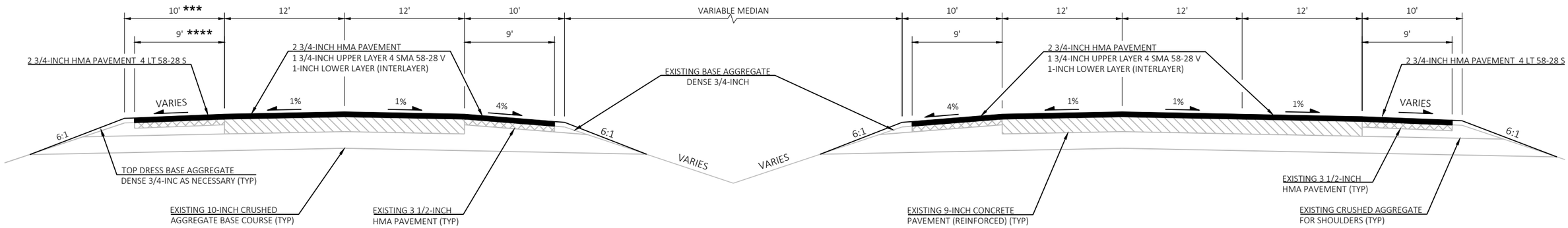
* WIDTH VARIES FROM 0' AT STA. 276+50
TO 18' AT STA. 285+30

** WIDTH VARIES FROM 18' AT STA. 281+78
TO 12' AT STA. 284+31

FINISHED TYPICAL SECTION FOR STH 172

STA 41+06 EB TO 45+32 EB (EE ALIGNMENT)
STA 32+50 WB TO 41+08 WB (W ALIGNMENT)

2

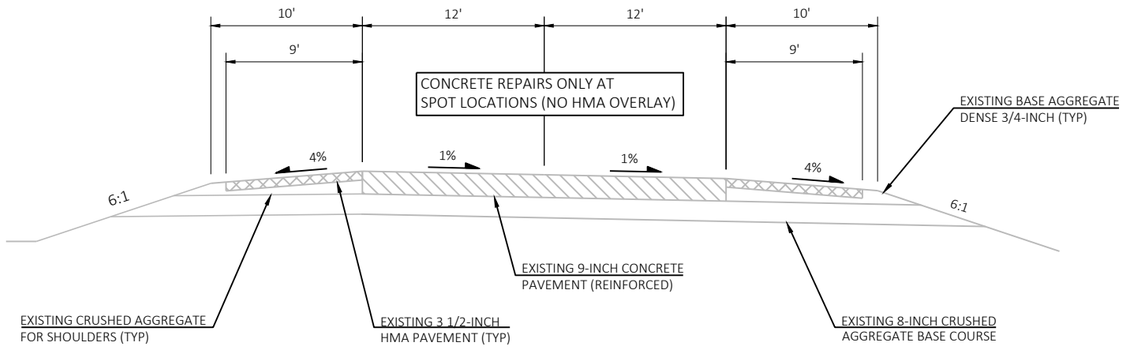


*** 11' WIDE FROM STA. 285+30 TO 288+60

**** 10' WIDE FROM STA. 285+30 TO 288+60

FINISHED TYPICAL SECTION FOR STH 172

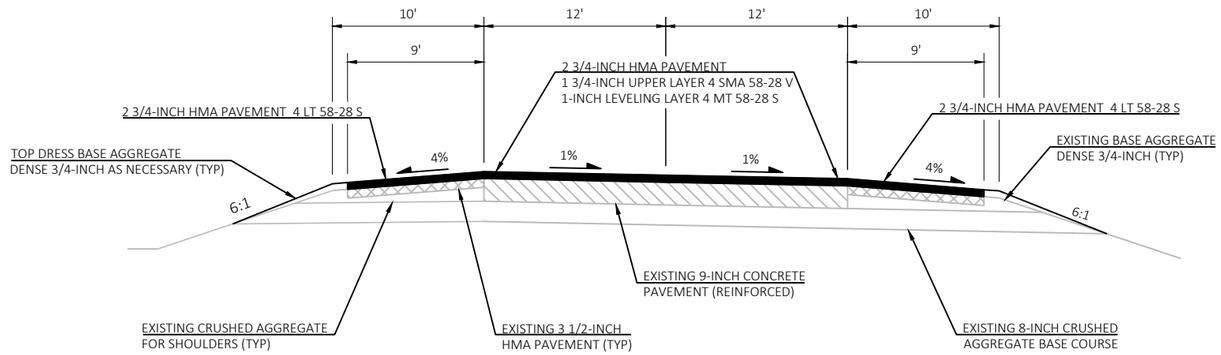
STA 45+32 EB TO 59+42 EB (EE ALIGNMENT)
STA 41+08 WB TO 61+77 WB (W ALIGNMENT)



FINISHED TYPICAL SECTION FOR RAMPS

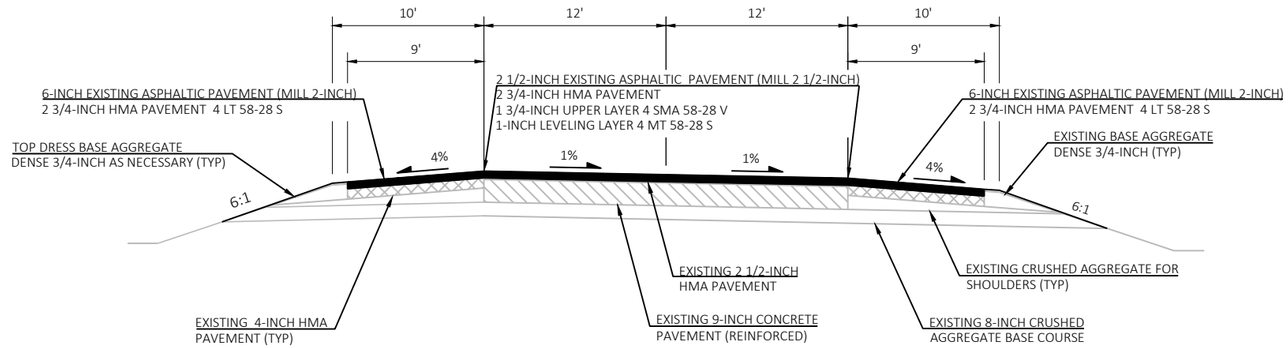
STA 1874+46 IWN TO 1890+22 IWN (WB STH 172 RAMP TO NB IH 41)

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 12	E



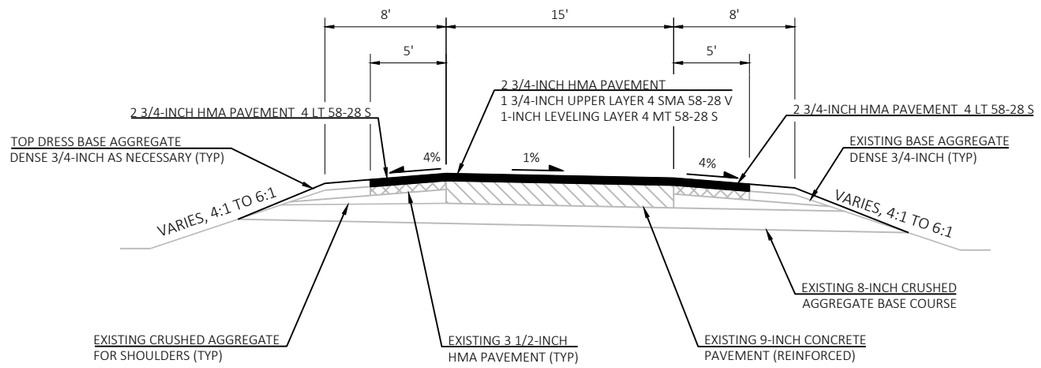
FINISHED TYPICAL SECTION FOR RAMPS

STA 888+52 ISE TO STA 883+56 ISE (SB IH 41 RAMP TO EB STH 172)



FINISHED TYPICAL SECTION FOR RAMPS

STA 905+50 ISE TO STA 886+52 ISE (SB IH 41 RAMP TO EB STH 172)

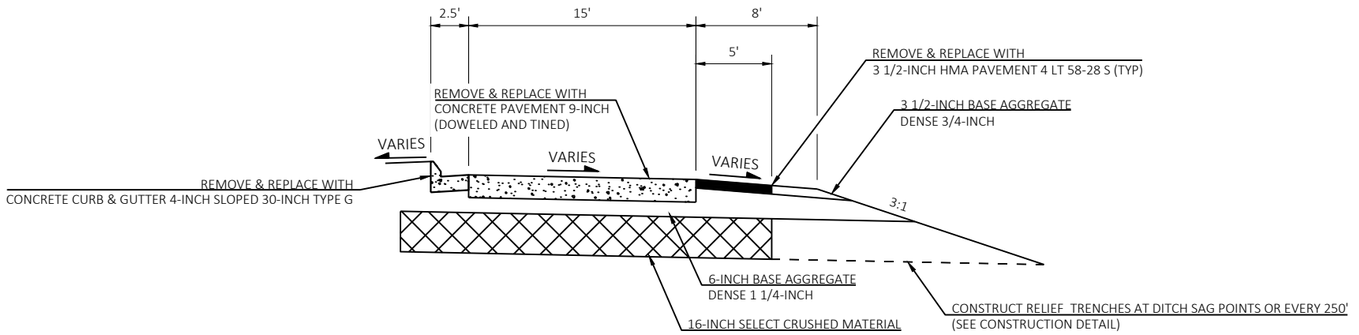


FINISHED TYPICAL SECTION FOR RAMPS

STA 261+98 IEN TO STA 277+86 IEN (EB STH 172 RAMP TO NB IH41)
STA 1850+42 IES TO STA 1867+60 IES (EB STH 172 to SB IH 41)
STA 260+84 ISW TO STA 259+03 (SB USH 41 RAMP TO WB STH 172)

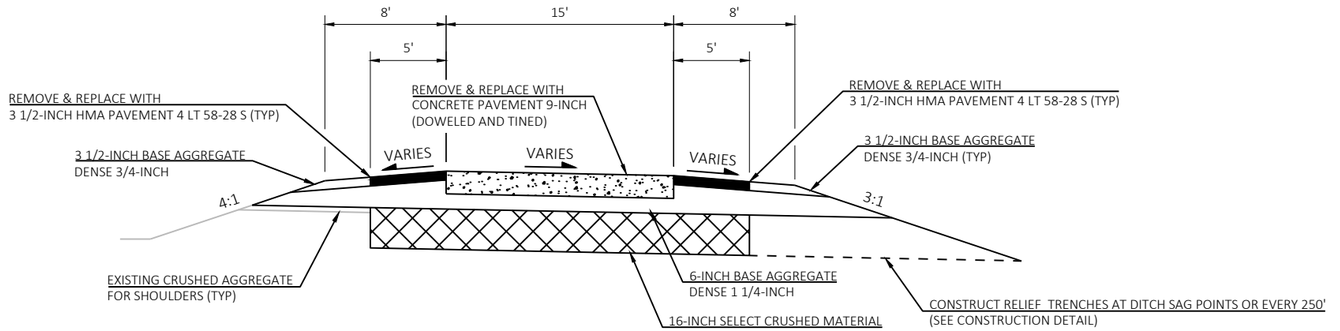
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 13	E

2



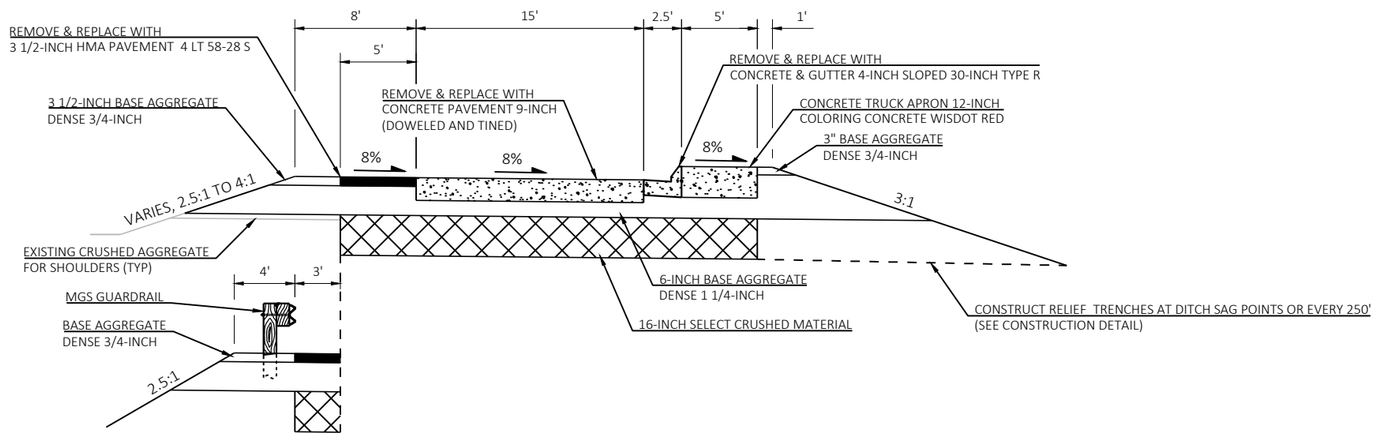
FINISHED TYPICAL SECTION FOR RAMPS

STA 1880+16 IWS TO STA 1883+60 IWS (WB STH 172 RAMP TO SB IH 41)



FINISHED TYPICAL SECTION FOR RAMPS

STA 1883+60 IWS TO STA 1888+43 IWS (WB STH 172 RAMP TO SB IH 41)

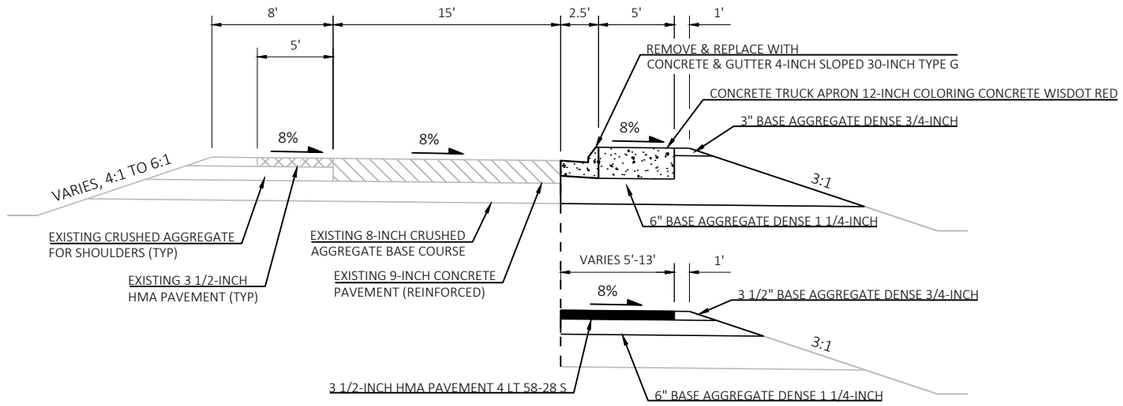


STA 1890+55 IWS TO STA 1891+89 IWS

FINISHED TYPICAL SECTION FOR RAMPS

STA 1888+43 IWS TO STA 1894+90 IWS (WB STH 172 RAMP TO SB IH 41)

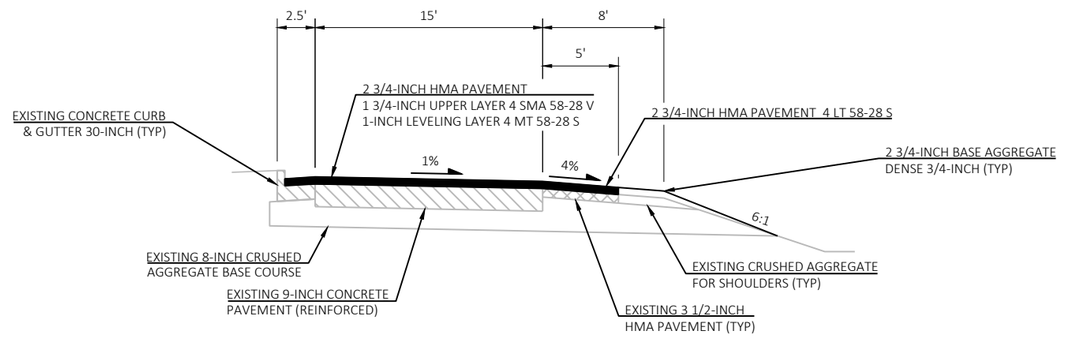
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 14	E



STA 1897+10 IWS TO STA 1898+13 IWS

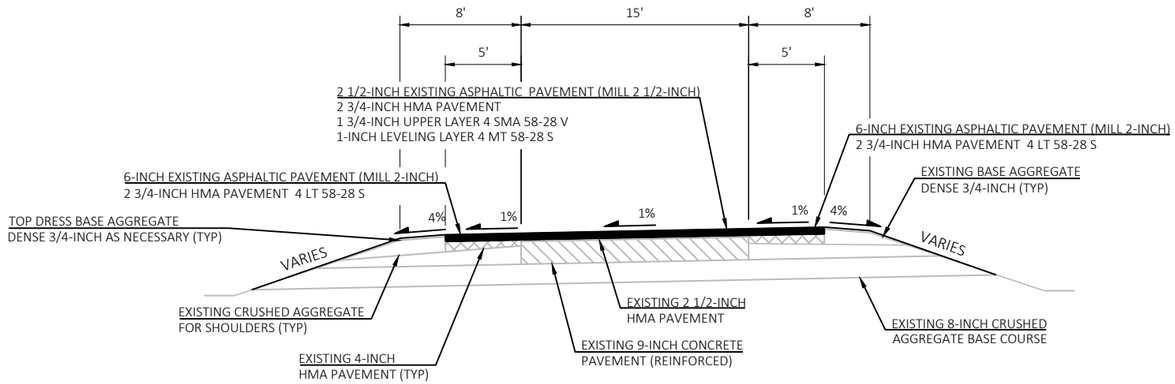
FINISHED TYPICAL SECTION FOR RAMPS

STA 1894+90 IWS TO 1898+13 IWS (WB STH 172 RAMP TO SB IH 41)



FINISHED TYPICAL SECTION FOR RAMPS

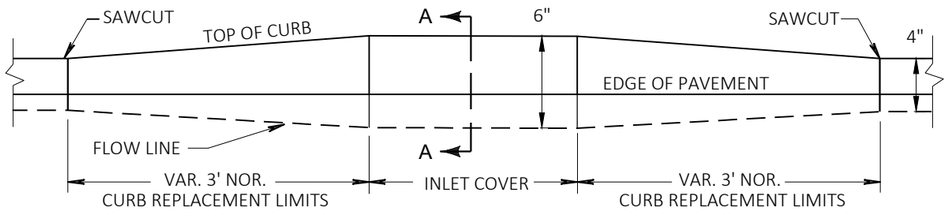
STA 277+86 IEN TO 282+84 IEN (EB STH 172 RAMP TO NB IH 41)



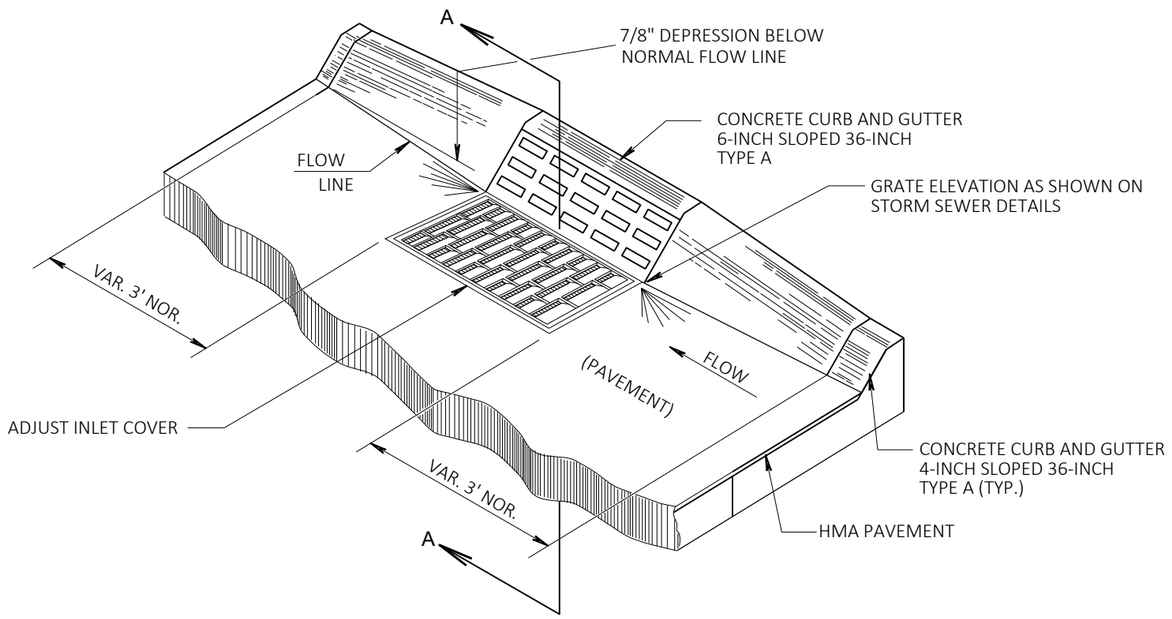
FINISHED TYPICAL SECTION FOR RAMPS

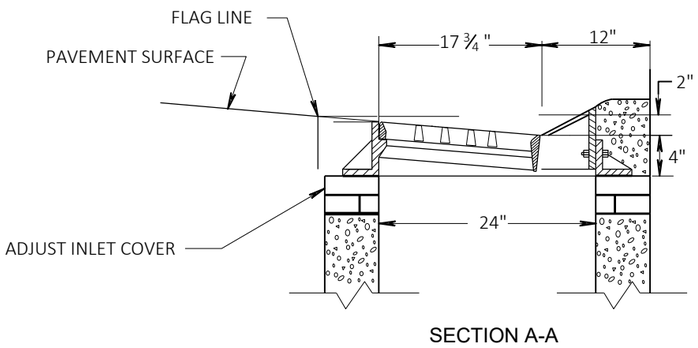
STA 1881+30 INW TO STA 1891+59 INW (NB IH 41 RAMP TO WB STH 172)
STA 269+32 ISW TO STA 260+84 ISW (SB IH 41 RAMP TO WB STH 172)

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TYPICAL SECTIONS	SHEET 15	E



ELEVATION



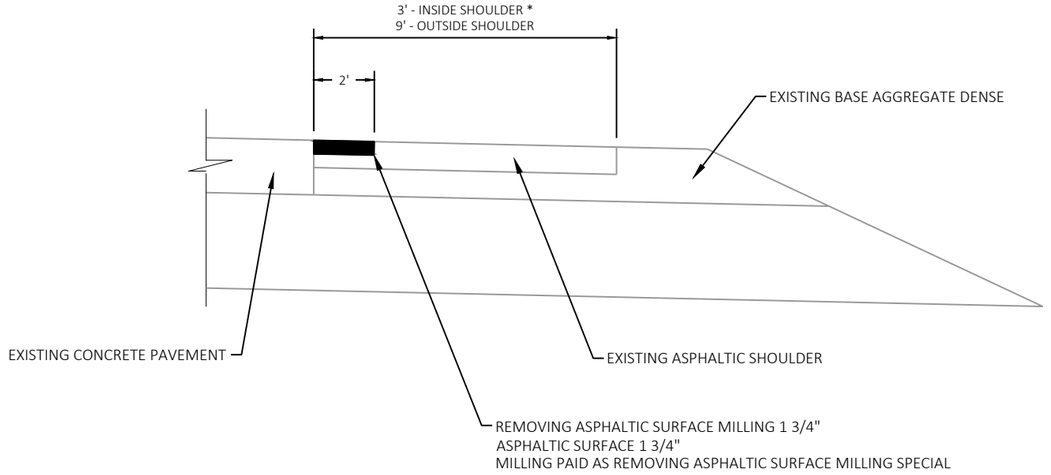


SECTION A-A

DETAIL OF CURB AND GUTTER AT INLET ADJUSTMENTS

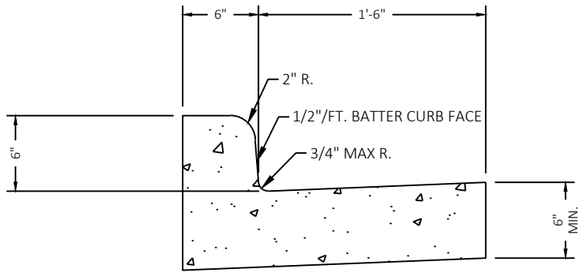
(4-INCH OR 6-INCH SLOPED 36-INCH TYPE A (TYP.))

* MILL FULL 3' OF INSIDE SHOULDER

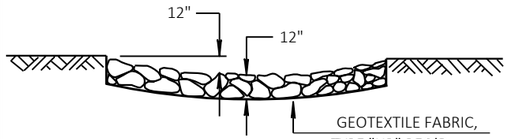


MILLING ASPHALTIC SHOULDER

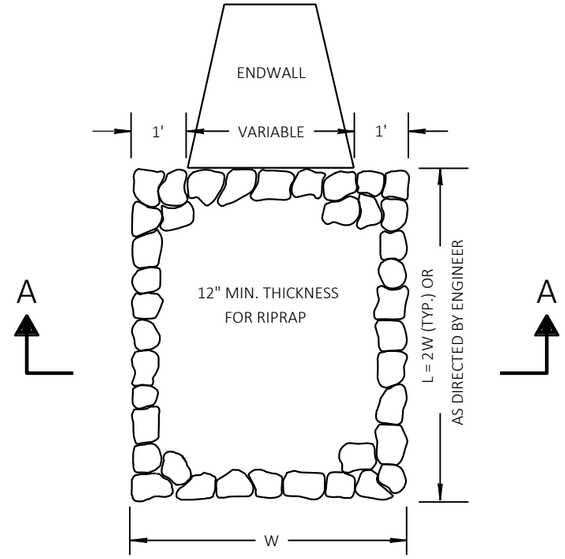
SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



DETAIL OF CONCRETE CURB & GUTTER 24-INCH TYPE A

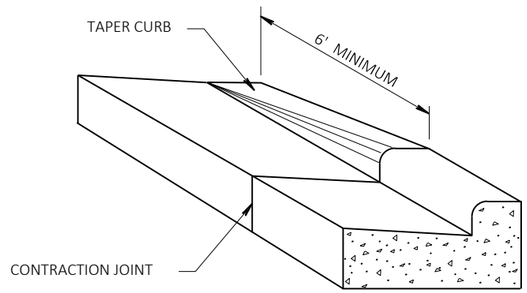


SECTION A-A



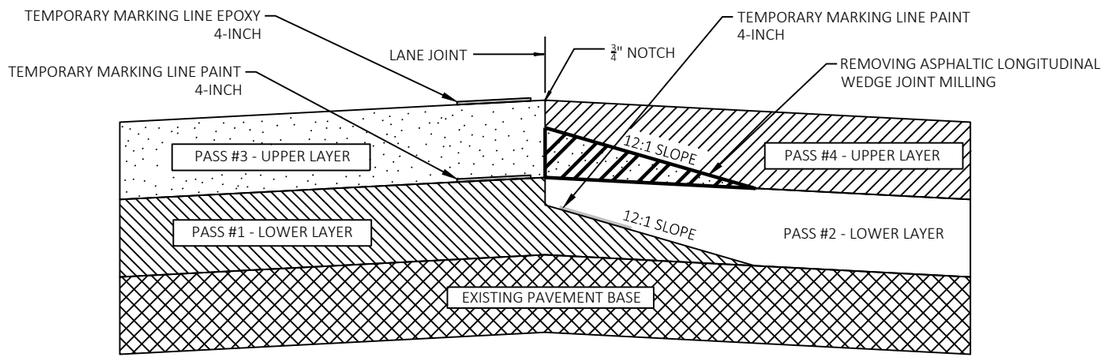
RIPRAP TREATMENT AT CULVERTS

WB STH 172 STA 227+54.34 LT
IEN RAMP STA 278+35.00 RT



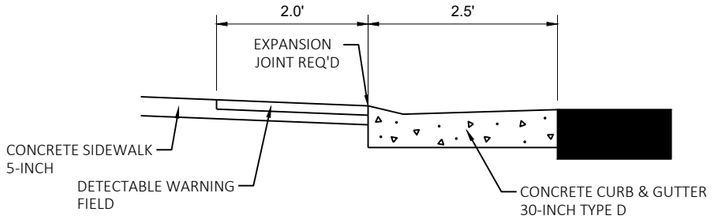
DETAIL OF CURB & GUTTER TERMINI

IWS RAMP STA 1897+10 RT

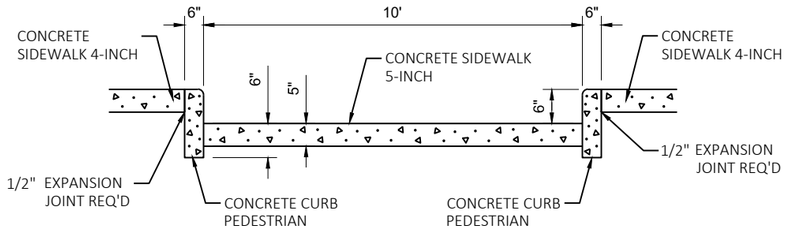


(LOWER AND UPPER LAYERS)

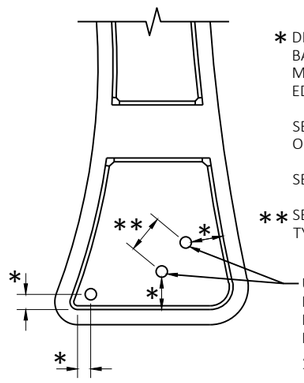
TYPICAL PAVEMENT CROSS SECTIONS OF
TAPERED AND NOTCHED LONGITUDINAL JOINTS



SECTION A-A



SECTION B-B



* DISTANCE TO LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

SEE A4-3 SIGN PLATE FOR "TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POST"

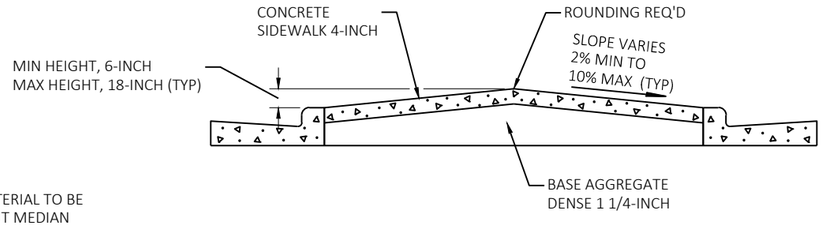
SEE A4-3B SIGN PLATE "SIGN POST BOX-OUTS"

** SEE A4-4 SIGN PLATE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE SUPPORTS"

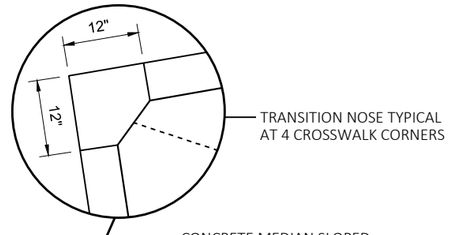
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

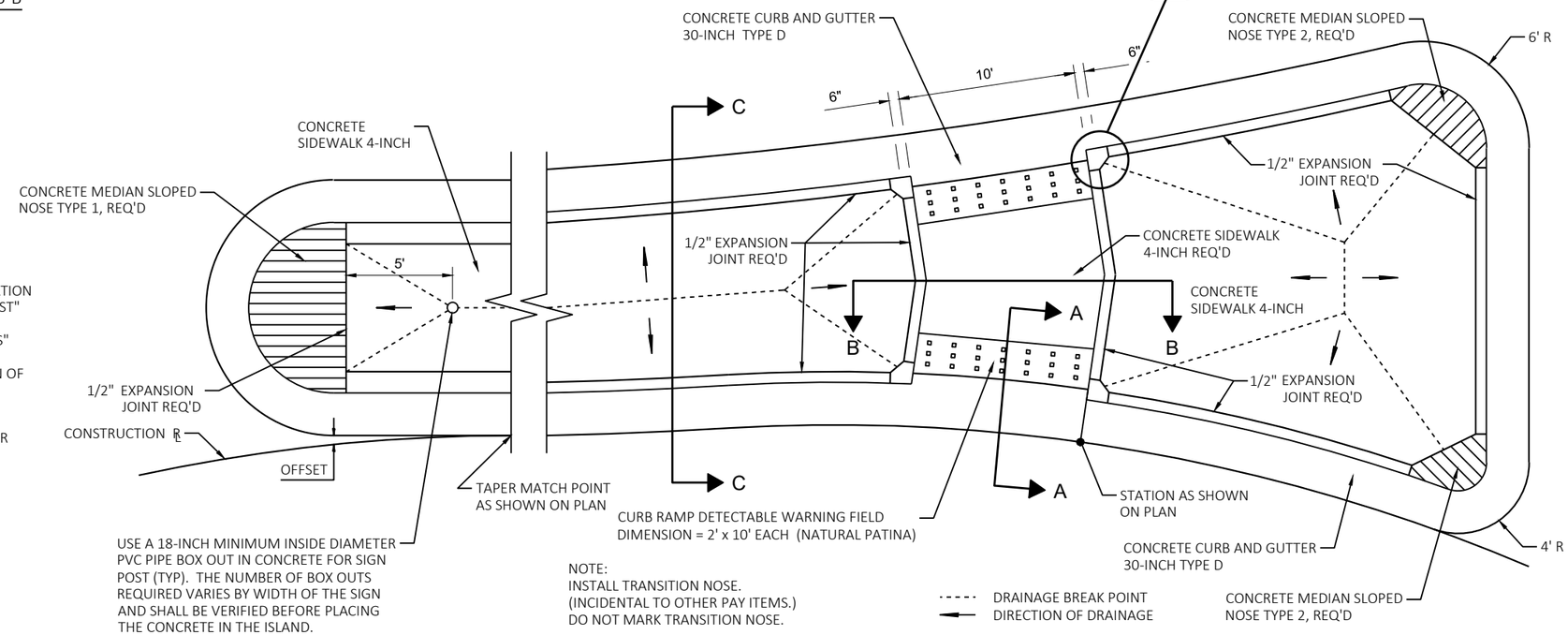
ISLAND SIGN LOCATION DETAIL (TYP)

NOTE:
1/2" EXPANSION JOINT MATERIAL TO BE 1" GREATER THAN ADJACENT MEDIAN PAVEMENT HEIGHT



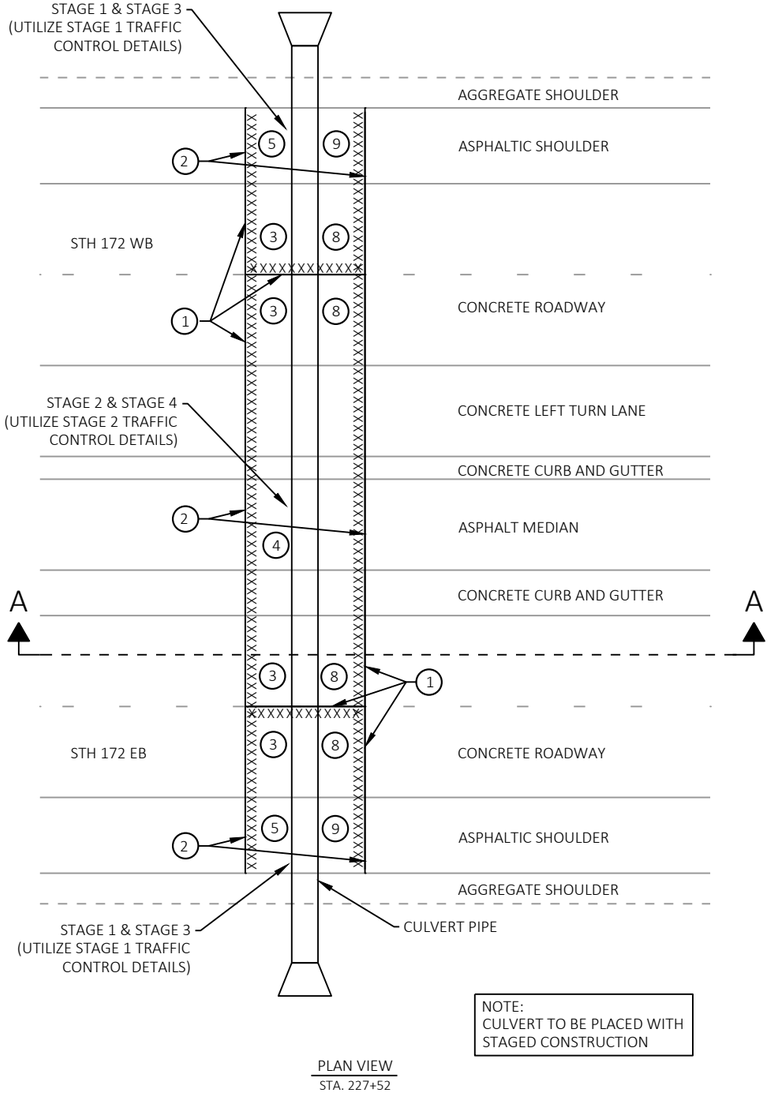
SECTION C-C





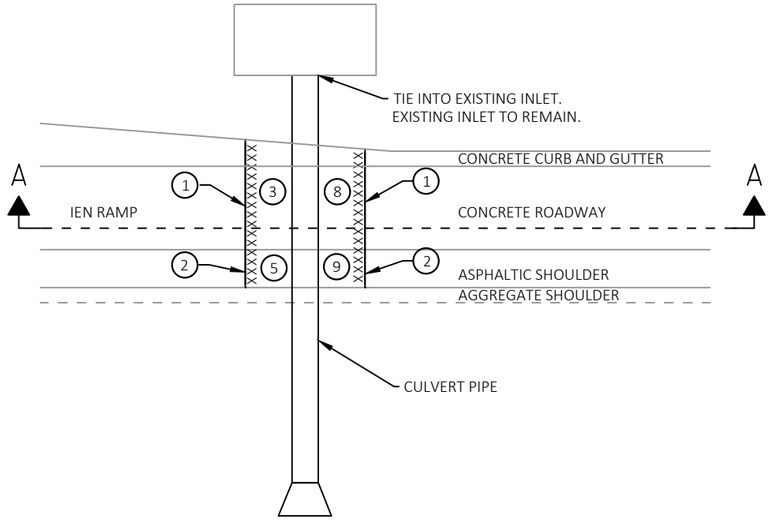
NOTE:
INSTALL TRANSITION NOSE.
(INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.

(408) CONCRETE SPLITTER ISLAND DETAIL WITH CROSSWALK

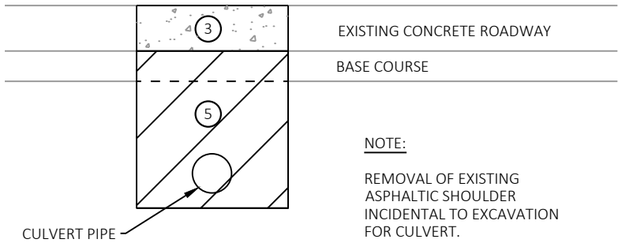


NOTE:
CULVERT TO BE PLACED WITH
STAGED CONSTRUCTION

PLAN VIEW
STA. 227+52



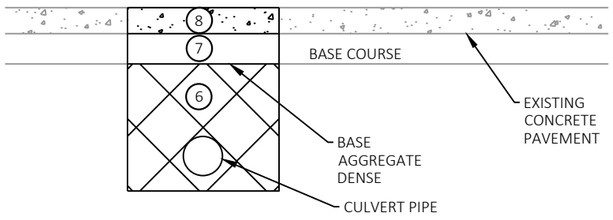
PLAN VIEW
STA. 278+34 'IEN'



NOTE:

REMOVAL OF EXISTING ASPHALTIC SHOULDER INCIDENTAL TO EXCAVATION FOR CULVERT.

SECTION A-A
(REMOVALS)



SECTION A-A
(PERMANENT ROADWAY)

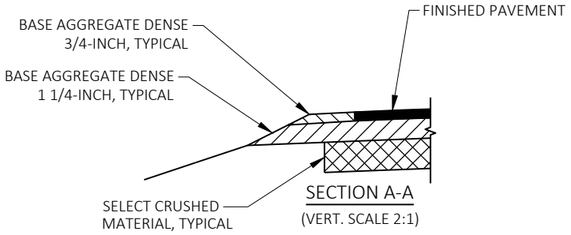
NOTE:
REFER TO SECTION 520
FOR PIPE INSTALLATION

LEGEND

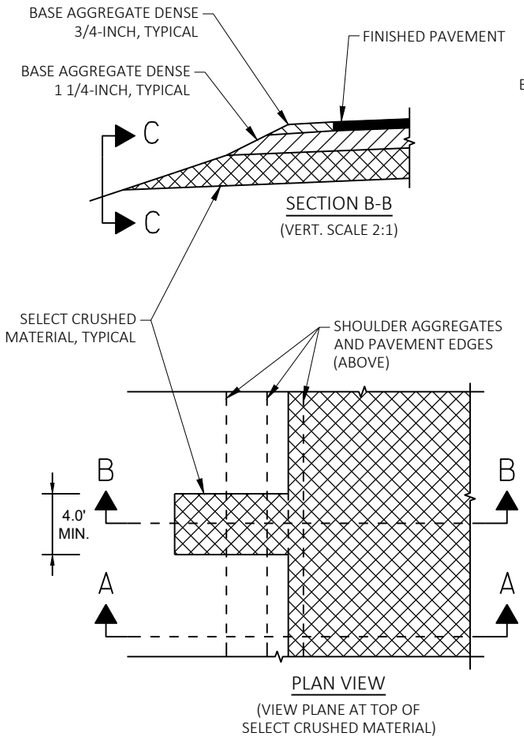
1. SAWING CONCRETE (PAID SEPARATELY)
2. SAWING ASPHALT (PAID SEPARATELY)
3. REMOVING CONCRETE PAVEMENT (PAID SEPARATELY)
4. REMOVING ASPHALTIC SURFACE (PAID AS EXCAVATION COMMON)
5. EXCAVATION FOR CULVERT (INCIDENTAL TO CULVERT)
6. CULVERT BACKFILL (INCIDENTAL TO CULVERT)
7. 8" BASE AGGREGATE DENSE 1 1/4 INCH
8. CONCRETE BASE 9-INCH
9. ASPHALTIC SURFACE

CROSS CULVERT PAVEMENT REPLACEMENT

STA. 227+52
STA. 278+23 'IEN'

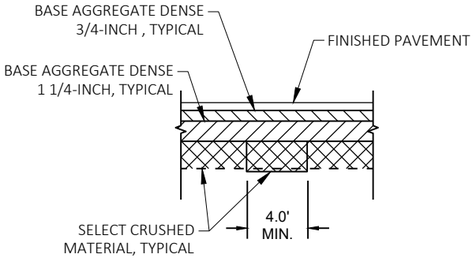


SECTION A-A
(VERT. SCALE 2:1)



SECTION B-B
(VERT. SCALE 2:1)

PLAN VIEW
(VIEW PLANE AT TOP OF
SELECT CRUSHED MATERIAL)



SECTION C-C
(VERT. SCALE 2:1)

NOTE:

CONSTRUCT RELIEF TRENCHES AT 200'-300' INTERVALS AND AT PROFILE SAG POINTS (LEFT AND RIGHT).

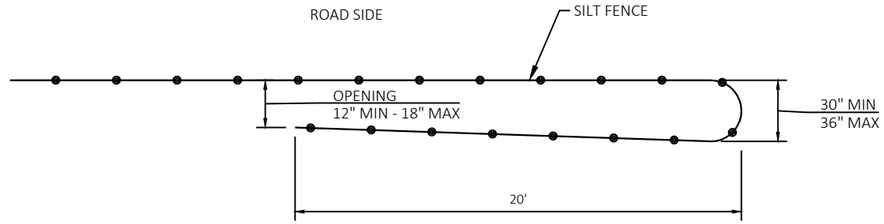
FINAL LOCATIONS TO BE APPROVED OR DETERMINED BY THE ENGINEER IN THE FIELD.

MATERIALS AND LABOR FOR RELIEF TRENCH ARE INCLUDED IN THE SELECT CRUSHED MATERIAL BID ITEM.

RELIEF TRENCH

NOTES:

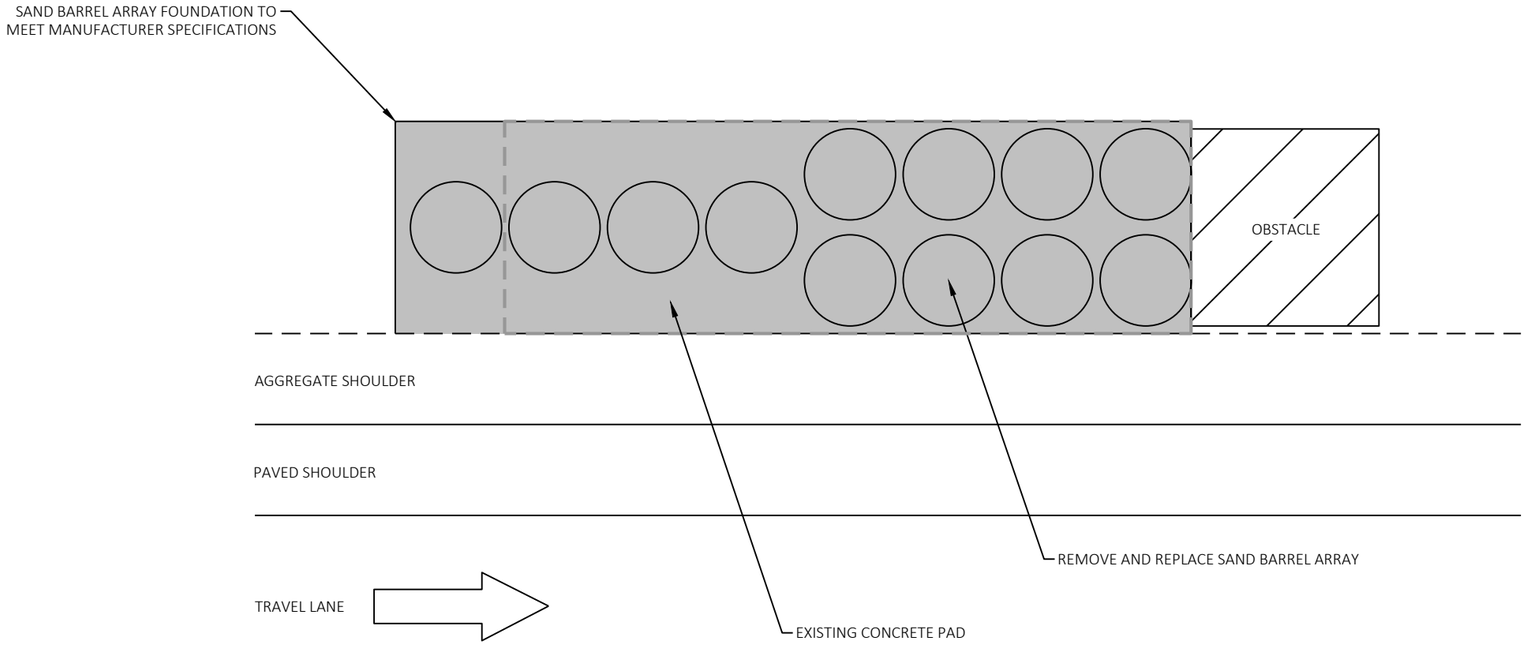
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.



PLAN VIEW

TEMPORARY SMALL ANIMAL TURN-AROUND

2



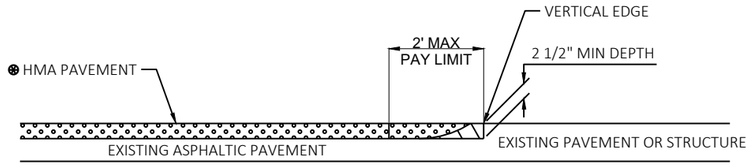
NOTES:

FOUNDATION PAD INCIDENTAL TO SAND BARREL ARRAY

CONTRACTOR MAY REMOVE EXISTING CONCRETE PAD
TO MEET SPECIFICATIONS

SAND BARREL ARRAY REMOVE AND REPLACE

STA 11+80'E' LT & RT



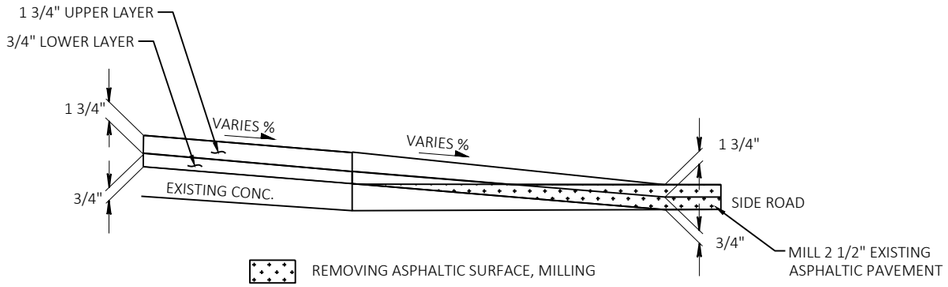
SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

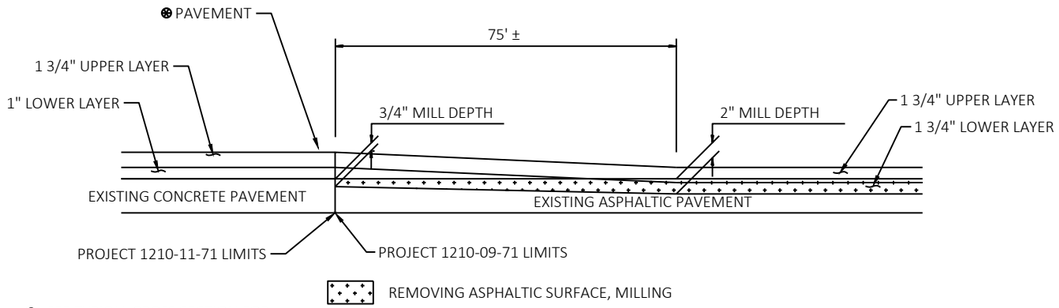
IH 41 SB TO STH 172 EB RAMP
IH 41 SB TO STH 172 WB RAMP
IH 41 NB TO STH 172 WB RAMP
SOUTH POINT ROAD
PACKERLAND DRIVE
BABCOCK ROAD



REMOVING ASPHALTIC SURFACE, MILLING

SIDE ROAD TRANSITION

STH 172 TO SOUTH POINT DRIVE
STH 172 TO PACKERLAND DRIVE
STH 172 TO BABCOCK ROAD

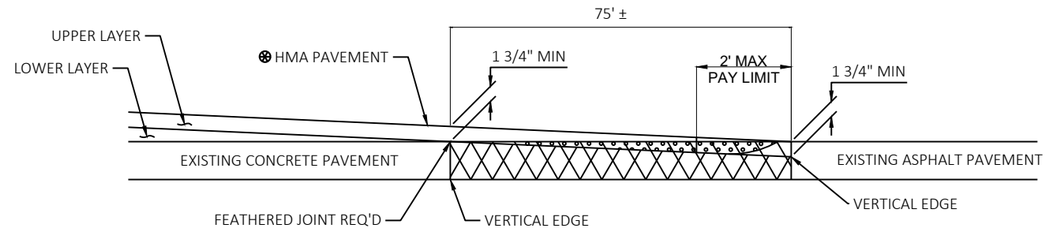


REMOVING ASPHALTIC SURFACE, MILLING

SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

PROJECT TRANSITION DETAIL

STA 1302+00 EB
STA 1305+95 WB



SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

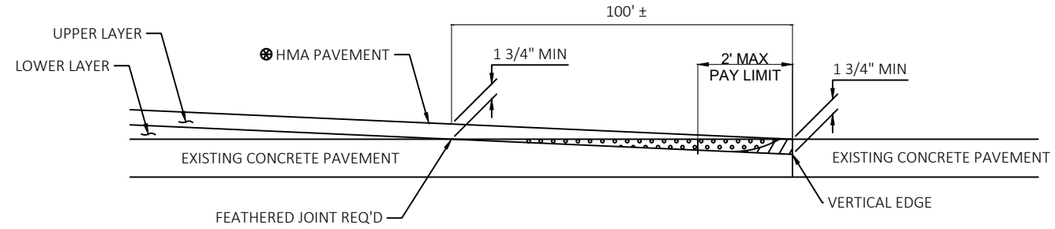
REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)

ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)

REMOVING ASPHALTIC SURFACE, BUTT JOINTS (MILLING OPTION)

BUTT JOINT DETAIL FOR NON MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

BEGIN PROJECT LIMITS
STH 172 EB TO IH 41 NB RAMP
STH 172 EB TO IH 41 SB RAMP
STH 172 WB TO IH 41 NB RAMP



SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

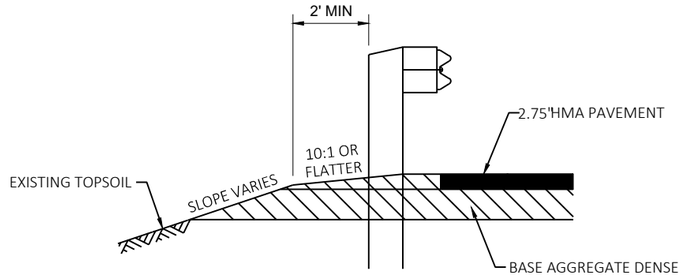
ASPHALTIC WEDGING (OPTIONAL IF PAVED ON SAME DAY)

REMOVING CONCRETE PAVEMENT, BUTT JOINTS

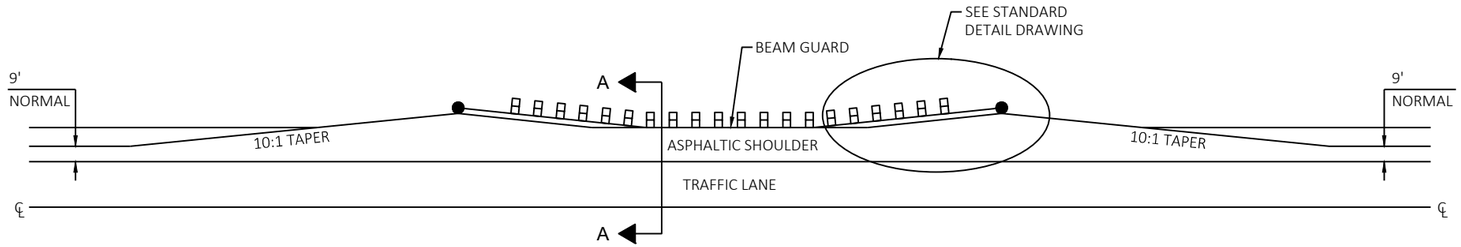
BUTT JOINT DETAIL FOR CONCRETE PAVEMENTS (PROFILE CHANGE)

BEGIN PROJECT LIMITS
STH 172 EB TO IH 41 NB RAMP
STH 172 EB TO IH 41 SB RAMP
STH 172 WB TO IH 41 NB RAMP

2



SECTION A-A



253 DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

NOTE:
DRILLED TIE BARS PAID SEPARATELY FOR CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH.

PACKERLAND DR

GRADED FLARE

4 1/2-INCH ASPHALTIC SURFACE

SAWING ASPHALT 2' OFFSET

REMOVE AND REPLACE PAVEMENT FOR LOOP DETECTOR INSTALLATION

STH 172

(4% GUTTER SLOPE) 36A*

2-INCH ASPHALTIC SURFACE

MILL CORRUGATED MEDIAN PAID AS REMOVING CONCRETE SURFACE PARTIAL DEPTH

203+00

204+00

205+00

(2% GUTTER SLOPE, REVERSE SLOPE) 36A

(2% GUTTER SLOPE) 36A*

2-INCH ASPHALTIC SURFACE

4 1/2-INCH ASPHALTIC SURFACE

PACKERLAND DR

LEGEND

ADJ	ADJUSTING INLET	36A*	CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
SW4	CONCRETE SIDEWALK 4-INCH	WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
SW5	CONCRETE SIDEWALK 5-INCH	SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
PED	CONCRETE CURB PEDESTRIAN	SN2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
24A	CONCRETE CURB & GUTTER 24-INCH TYPE A	XXXX	SAWING ASPHALT
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	YYYYY	SAWING CONCRETE
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A		

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN DETAILS - PACKERLAND INTERSECTION	SHEET 24	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd-1

PLOT DATE : 10/18/2022 9:52 AM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

NOTE:
DRILLED TIE BARS PAID SEPARATELY FOR CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH.

STH 172

(4% GUTTER SLOPE) 36A* ADJ

2-INCH ASPHALTIC SURFACE

219+00 220+00 221+00

ADJ

(4% GUTTER SLOPE) 36A

DESIGN

LEGEND

ADJ	ADJUSTING INLET	36A*	CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
SW4	CONCRETE SIDEWALK 4-INCH	WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
SW5	CONCRETE SIDEWALK 5-INCH	SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
PED	CONCRETE CURB PEDESTRIAN	SN2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
24A	CONCRETE CURB & GUTTER 24-INCH TYPE A	XXXX	SAWING ASPHALT
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	YYYYY	SAWING CONCRETE
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A		

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN DETAILS - BABCOCK INTERSECTION	SHEET 25	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd-2
PLOT DATE : 7/21/2022 7:22 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

NOTE:
DRILLED TIE BARS PAID SEPARATELY FOR CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH.

BABCOCK RD

STH 172

SAWING ASPHALT 2' OFFSET

4 1/2-INCH ASPHALTIC SURFACE

SW5

PED

WF

24A

ADJ

2-INCH ASPHALTIC SURFACE

223+00

(4% GUTTER SLOPE) 36A

36A (2% GUTTER SLOPE, REVERSE SLOPE)

224+00

2-INCH ASPHALTIC SURFACE

PED

2-INCH ASPHALTIC SURFACE

MILL CORRUGATED MEDIAN PAID AS REMOVING CONCRETE SURFACE PARTIAL DEPTH

ADJ

SW5

36A*

(2% GUTTER SLOPE)

(2% GUTTER SLOPE) 36A*

(4% GUTTER SLOPE) 36A*

2-INCH ASPHALTIC SURFACE

36A (4% GUTTER SLOPE)

MILL CORRUGATED MEDIAN PAID AS REMOVING CONCRETE SURFACE PARTIAL DEPTH

ADJ

ADJ

36A

(4% GUTTER SLOPE)

225+00

ADJ

2-INCH ASPHALTIC SURFACE

SN1

ADJ

(4% GUTTER SLOPE) 36A*

SAWING ASPHALT 2' OFFSET

4 1/2-INCH ASPHALTIC SURFACE

WF

30A

CONCRETE SURFACE DRAIN

GRADED FLARE

SW5

4 1/2-INCH ASPHALTIC SURFACE

30A

ADJ

SAWING ASPHALT 2' OFFSET

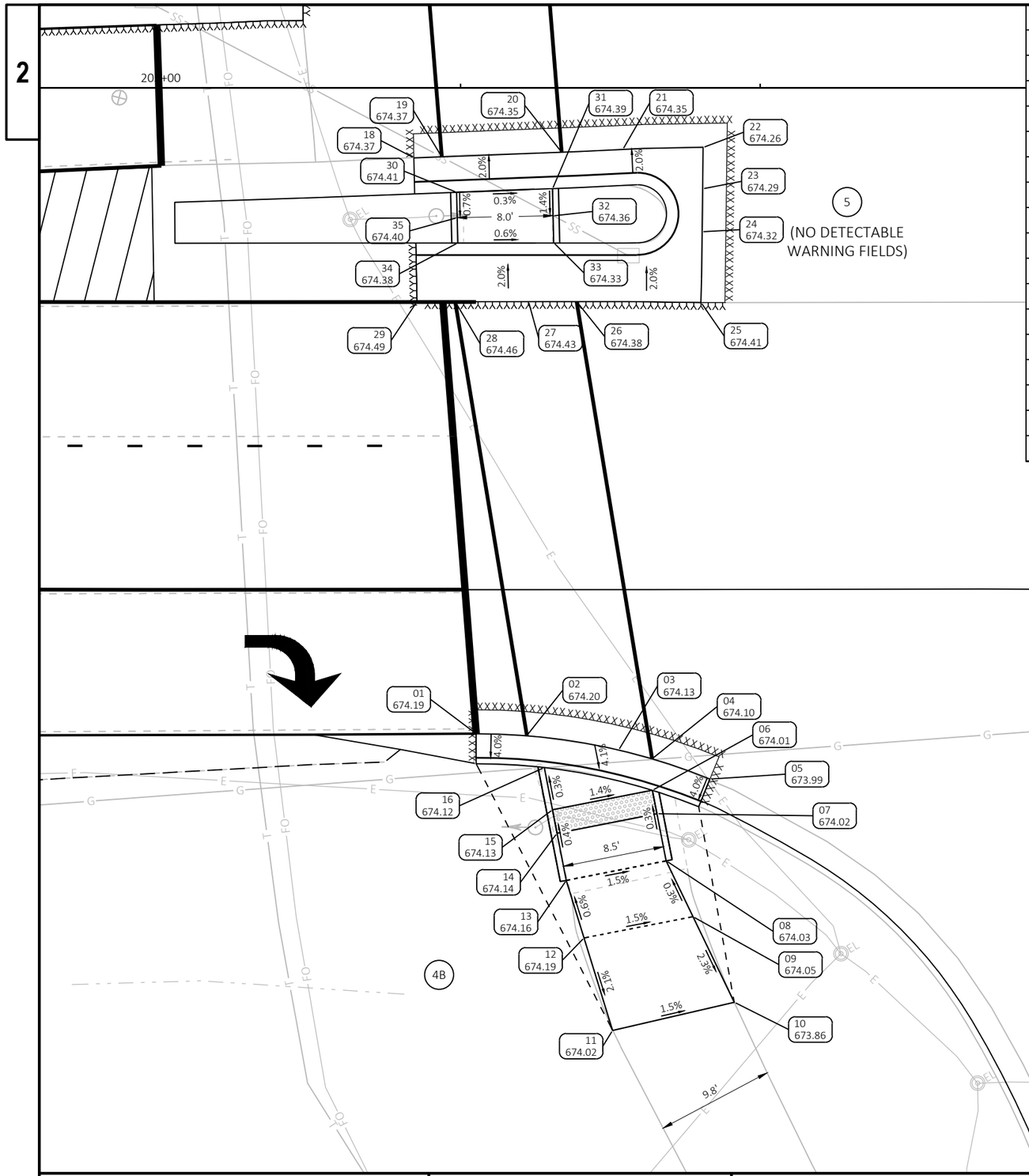
BABCOCK RD

LEGEND

ADJ	ADJUSTING INLET	36A*	CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH
SW4	CONCRETE SIDEWALK 4-INCH	WF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
SW5	CONCRETE SIDEWALK 5-INCH	SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
PED	CONCRETE CURB PEDESTRIAN	SN2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
24A	CONCRETE CURB & GUTTER 24-INCH TYPE A	XXXX	SAWING ASPHALT
30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	YYYYY	SAWING CONCRETE
36A	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A		

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN DETAILS - BABCOCK INTERSECTION	SHEET 26	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd-3
PLOT DATE : 10/18/2022 9:50 AM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



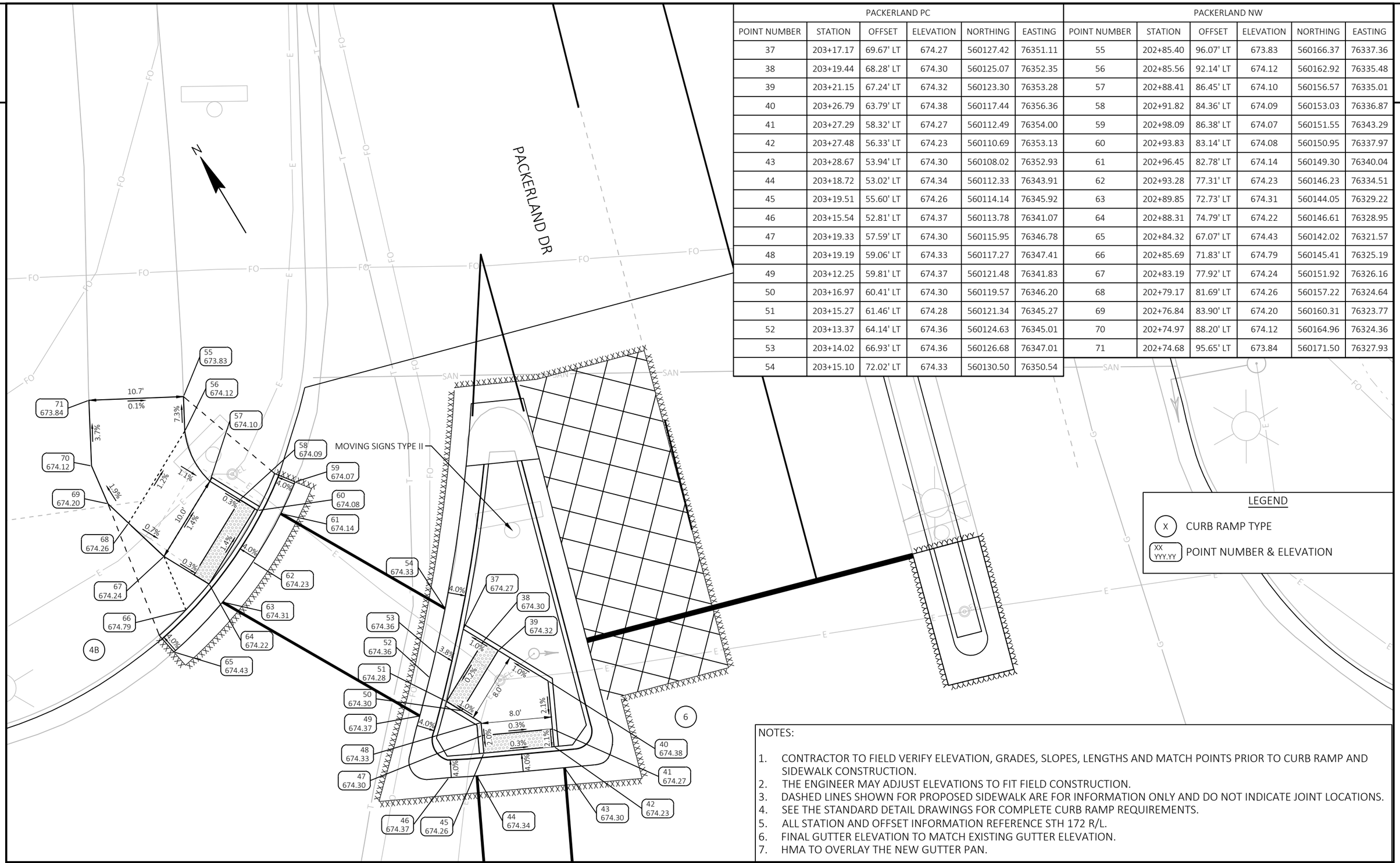
PACKERLAND SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	203+26.30	53.88' RT	674.19	560016.64	76295.65
02	203+30.53	54.05' RT	674.20	560014.34	76299.20
03	203+38.19	55.24' RT	674.13	560009.38	76305.17
04	203+40.98	55.98' RT	674.10	560007.32	76307.19
05	203+45.81	57.66' RT	673.99	560003.40	76310.48
06	203+41.01	58.60' RT	674.01	560005.06	76305.87
07	203+41.39	60.56' RT	674.02	560003.18	76305.20
08	203+42.16	64.48' RT	674.03	559999.41	76303.84
09	203+44.40	69.14' RT	674.05	559994.26	76303.38
10	203+47.84	76.28' RT	673.86	559986.37	76302.67
11	203+37.69	78.64' RT	674.02	559989.55	76292.75
12	203+35.30	70.92' RT	674.19	559997.40	76294.66
13	203+33.82	66.11' RT	674.16	560002.29	76295.84
14	203+33.05	62.19' RT	674.14	560006.05	76297.20
15	203+32.67	60.22' RT	674.13	560007.93	76297.87
16	203+31.98	56.70' RT	674.12	560011.31	76299.09

PACKERLAND MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
18	203+21.11	5.85' RT	674.37	560060.56	76315.81
19	203+23.43	5.75' RT	674.37	560059.44	76317.85
20	203+33.43	5.36' RT	674.35	560054.65	76326.64
21	203+38.54	5.14' RT	674.35	560052.24	76331.14
22	203+45.23	4.97' RT	674.26	560048.95	76336.97
23	203+45.19	8.43' RT	674.29	560046.00	76335.16
24	203+45.15	12.01' RT	674.32	560042.94	76333.29
25	203+45.06	17.91' RT	674.41	560037.92	76330.19
26	203+34.69	17.83' RT	674.38	560043.31	76321.33
27	203+30.67	17.83' RT	674.43	560045.37	76317.88
28	203+24.56	17.84' RT	674.46	560048.49	76312.63
29	203+21.37	17.83' RT	674.49	560050.13	76309.90
30	203+24.67	8.71' RT	674.41	560056.27	76317.40
31	203+32.67	8.43' RT	674.39	560052.41	76324.41
32	203+32.72	10.67' RT	674.36	560050.46	76323.30
33	203+32.77	12.90' RT	674.33	560048.52	76322.20
34	203+24.77	12.94' RT	674.38	560052.59	76315.31
35	203+24.72	10.83' RT	674.40	560054.43	76316.36

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 172 R/L.
6. FINAL GUTTER ELEVATION TO MATCH EXISTING GUTTER ELEVATION.
7. HMA TO OVERLAY THE NEW GUTTER PAN.

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - PACKERLAND SW	SHEET 27	E



PACKERLAND PC						PACKERLAND NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37	203+17.17	69.67' LT	674.27	560127.42	76351.11	55	202+85.40	96.07' LT	673.83	560166.37	76337.36
38	203+19.44	68.28' LT	674.30	560125.07	76352.35	56	202+85.56	92.14' LT	674.12	560162.92	76335.48
39	203+21.15	67.24' LT	674.32	560123.30	76353.28	57	202+88.41	86.45' LT	674.10	560156.57	76335.01
40	203+26.79	63.79' LT	674.38	560117.44	76356.36	58	202+91.82	84.36' LT	674.09	560153.03	76336.87
41	203+27.29	58.32' LT	674.27	560112.49	76354.00	59	202+98.09	86.38' LT	674.07	560151.55	76343.29
42	203+27.48	56.33' LT	674.23	560110.69	76353.13	60	202+93.83	83.14' LT	674.08	560150.95	76337.97
43	203+28.67	53.94' LT	674.30	560108.02	76352.93	61	202+96.45	82.78' LT	674.14	560149.30	76340.04
44	203+18.72	53.02' LT	674.34	560112.33	76343.91	62	202+93.28	77.31' LT	674.23	560146.23	76334.51
45	203+19.51	55.60' LT	674.26	560114.14	76345.92	63	202+89.85	72.73' LT	674.31	560144.05	76329.22
46	203+15.54	52.81' LT	674.37	560113.78	76341.07	64	202+88.31	74.79' LT	674.22	560146.61	76328.95
47	203+19.33	57.59' LT	674.30	560115.95	76346.78	65	202+84.32	67.07' LT	674.43	560142.02	76321.57
48	203+19.19	59.06' LT	674.33	560117.27	76347.41	66	202+85.69	71.83' LT	674.79	560145.41	76325.19
49	203+12.25	59.81' LT	674.37	560121.48	76341.83	67	202+83.19	77.92' LT	674.24	560151.92	76326.16
50	203+16.97	60.41' LT	674.30	560119.57	76346.20	68	202+79.17	81.69' LT	674.26	560157.22	76324.64
51	203+15.27	61.46' LT	674.28	560121.34	76345.27	69	202+76.84	83.90' LT	674.20	560160.31	76323.77
52	203+13.37	64.14' LT	674.36	560124.63	76345.01	70	202+74.97	88.20' LT	674.12	560164.96	76324.36
53	203+14.02	66.93' LT	674.36	560126.68	76347.01	71	202+74.68	95.65' LT	673.84	560171.50	76327.93
54	203+15.10	72.02' LT	674.33	560130.50	76350.54						

LEGEND

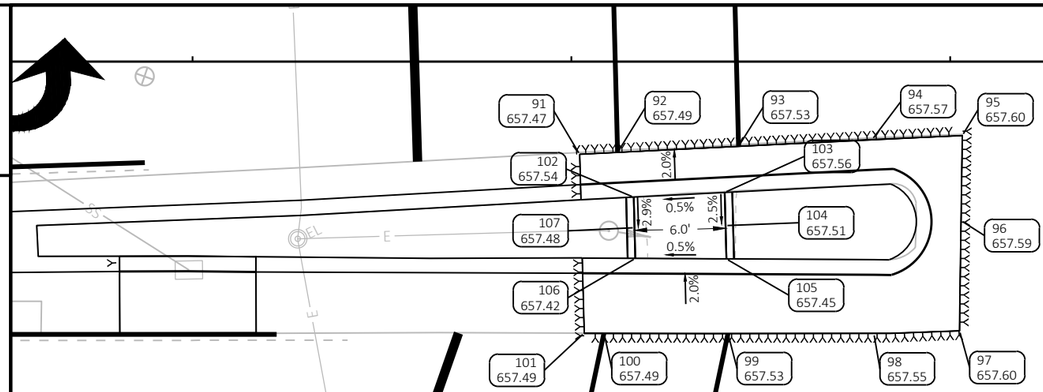
(X) CURB RAMP TYPE

XX YYY.YY POINT NUMBER & ELEVATION

NOTES:

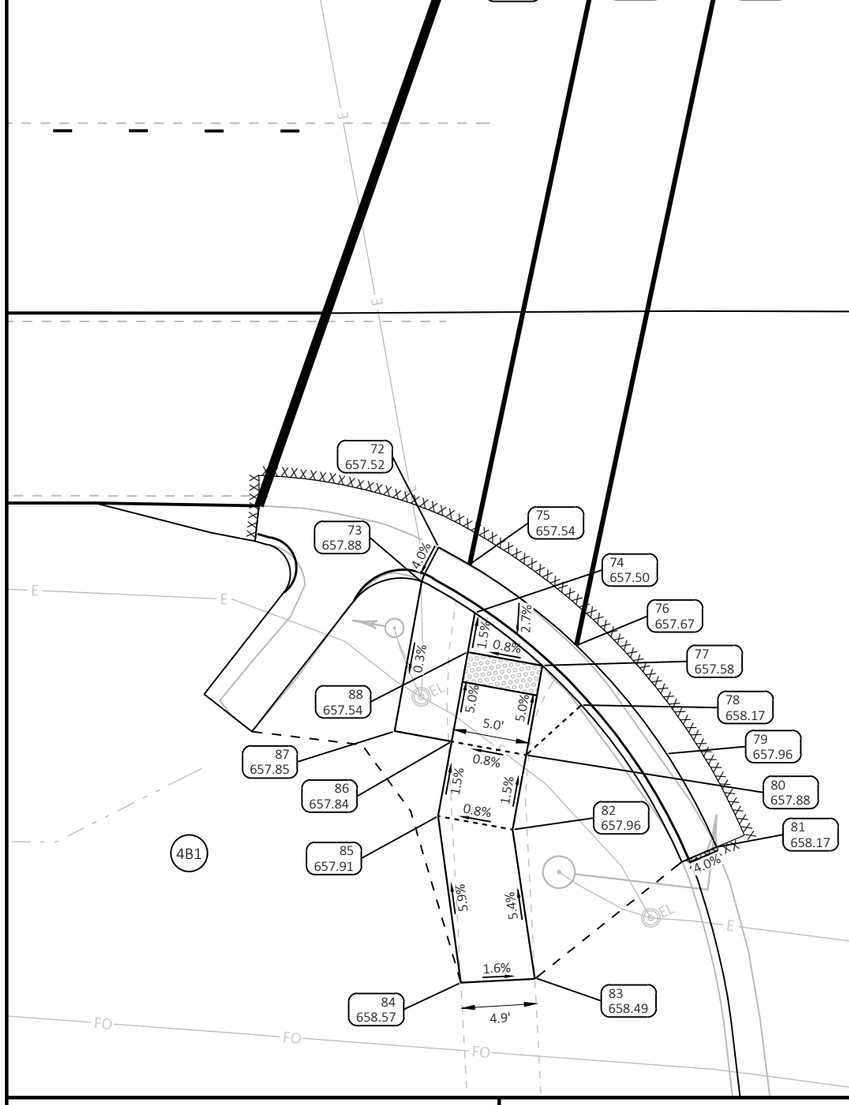
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 172 R/L.
6. FINAL GUTTER ELEVATION TO MATCH EXISTING GUTTER ELEVATION.
7. HMA TO OVERLAY THE NEW GUTTER PAN.

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - PACKERLAND NW	SHEET 28	E

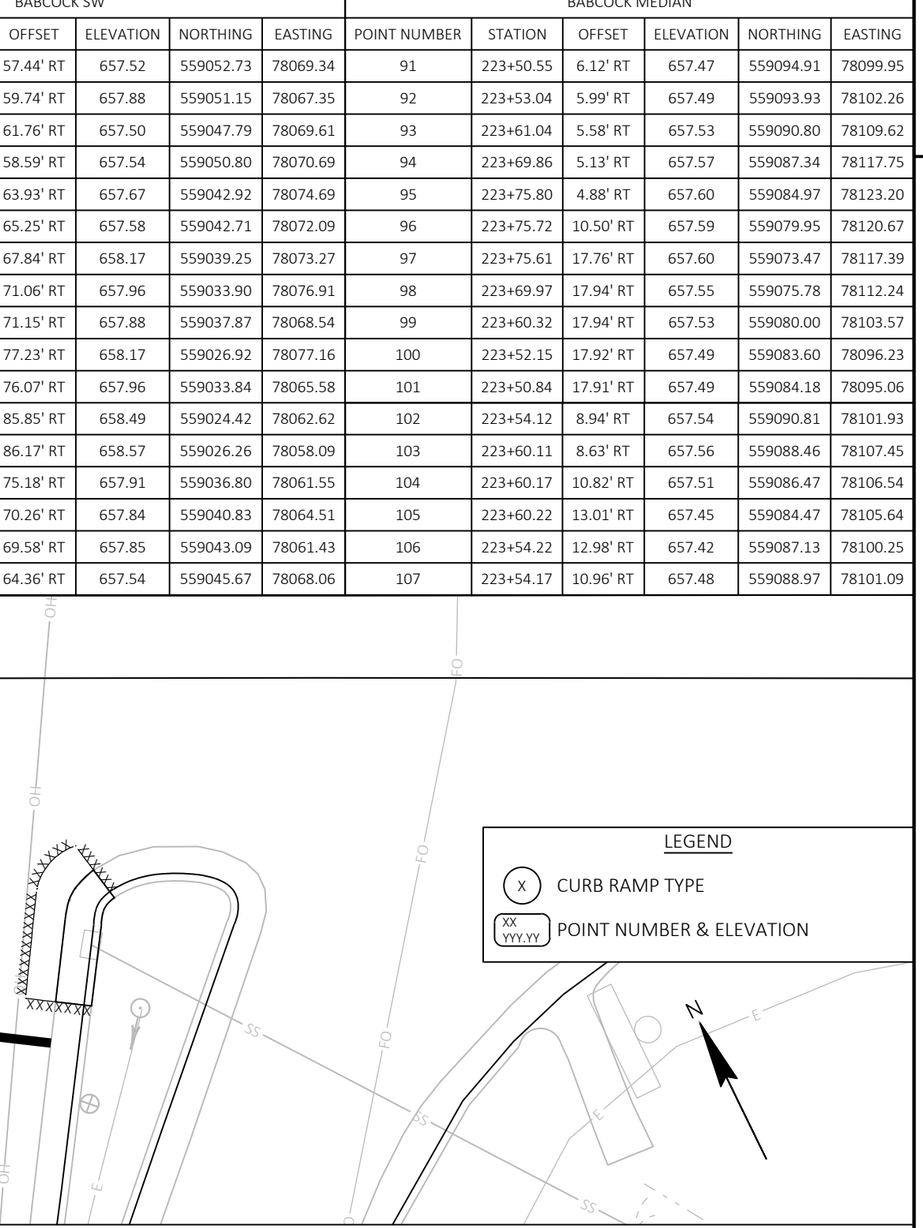


5 (NO DETECTABLE WARNING FIELDS)

STH 172



BABCOCK RD

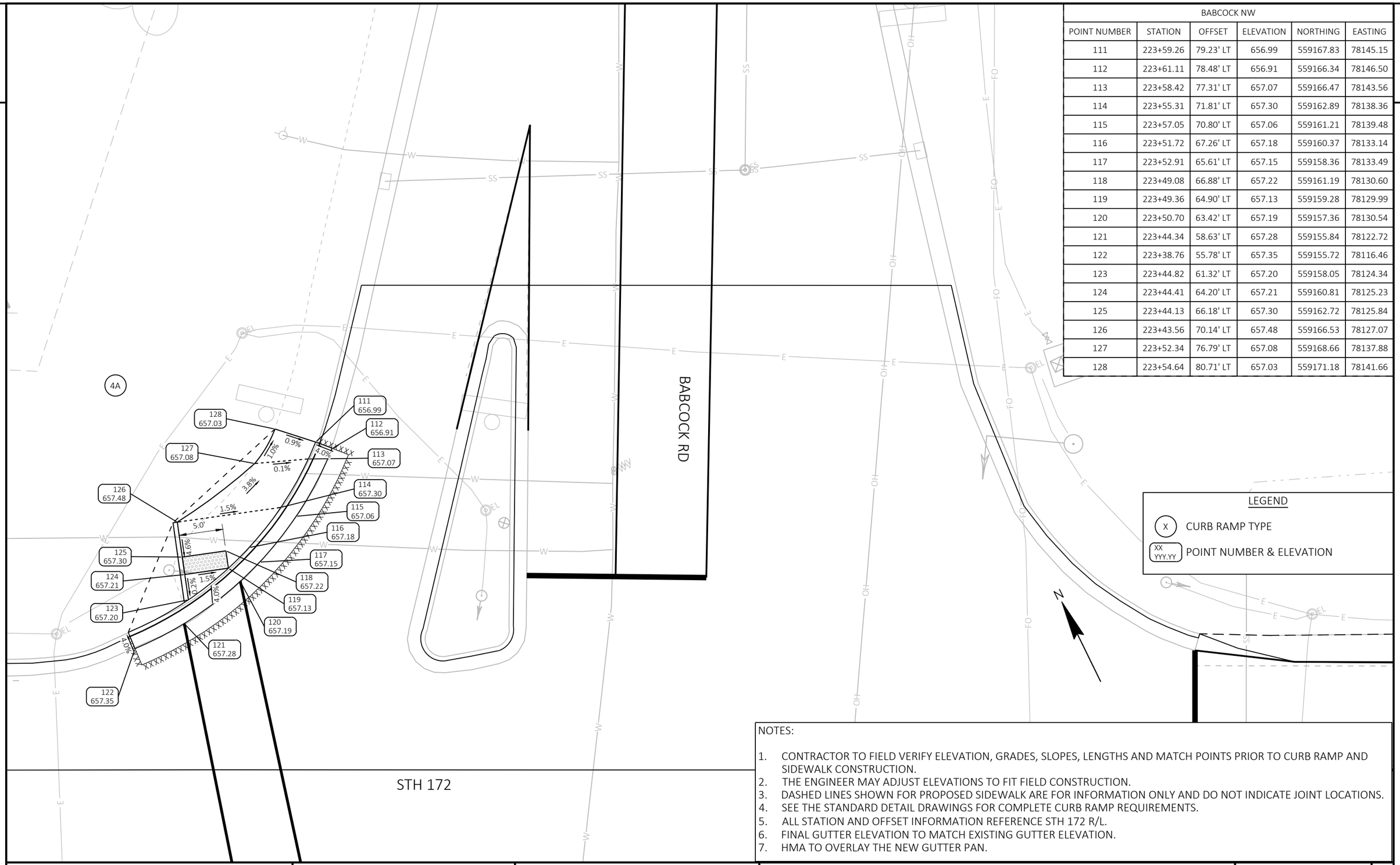


BABCOCK SW						BABCOCK MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
72	223+41.49	57.44' RT	657.52	559052.73	78069.34	91	223+50.55	6.12' RT	657.47	559094.91	78099.95
73	223+40.39	59.74' RT	657.88	559051.15	78067.35	92	223+53.04	5.99' RT	657.49	559093.93	78102.26
74	223+43.90	61.76' RT	657.50	559047.79	78069.61	93	223+61.04	5.58' RT	657.53	559090.80	78109.62
75	223+43.55	58.59' RT	657.54	559050.80	78070.69	94	223+69.86	5.13' RT	657.57	559087.34	78117.75
76	223+50.60	63.93' RT	657.67	559042.92	78074.69	95	223+75.80	4.88' RT	657.60	559084.97	78123.20
77	223+48.35	65.25' RT	657.58	559042.71	78072.09	96	223+75.72	10.50' RT	657.59	559079.95	78120.67
78	223+50.93	67.84' RT	658.17	559039.25	78073.27	97	223+75.61	17.76' RT	657.60	559073.47	78117.39
79	223+56.54	71.06' RT	657.96	559033.90	78076.91	98	223+69.97	17.94' RT	657.55	559075.78	78112.24
80	223+47.28	71.15' RT	657.88	559037.87	78068.54	99	223+60.32	17.94' RT	657.53	559080.00	78103.57
81	223+59.83	77.23' RT	658.17	559026.92	78077.16	100	223+52.15	17.92' RT	657.49	559083.60	78096.23
82	223+46.38	76.07' RT	657.96	559033.84	78065.58	101	223+50.84	17.91' RT	657.49	559084.18	78095.06
83	223+47.84	85.85' RT	658.49	559024.42	78062.62	102	223+54.12	8.94' RT	657.54	559090.81	78101.93
84	223+42.97	86.17' RT	658.57	559026.26	78058.09	103	223+60.11	8.63' RT	657.56	559088.46	78107.45
85	223+41.46	75.18' RT	657.91	559036.80	78061.55	104	223+60.17	10.82' RT	657.51	559086.47	78106.54
86	223+42.36	70.26' RT	657.84	559040.83	78064.51	105	223+60.22	13.01' RT	657.45	559084.47	78105.64
87	223+38.60	69.58' RT	657.85	559043.09	78061.43	106	223+54.22	12.98' RT	657.42	559087.13	78100.25
88	223+43.43	64.36' RT	657.54	559045.67	78068.06	107	223+54.17	10.96' RT	657.48	559088.97	78101.09

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 172 R/L.
6. FINAL GUTTER ELEVATION TO MATCH EXISTING GUTTER ELEVATION.
7. HMA TO OVERLAY THE NEW GUTTER PAN.

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - BABCOCK SW/MED	SHEET 29	E



BABCOCK NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
111	223+59.26	79.23' LT	656.99	559167.83	78145.15
112	223+61.11	78.48' LT	656.91	559166.34	78146.50
113	223+58.42	77.31' LT	657.07	559166.47	78143.56
114	223+55.31	71.81' LT	657.30	559162.89	78138.36
115	223+57.05	70.80' LT	657.06	559161.21	78139.48
116	223+51.72	67.26' LT	657.18	559160.37	78133.14
117	223+52.91	65.61' LT	657.15	559158.36	78133.49
118	223+49.08	66.88' LT	657.22	559161.19	78130.60
119	223+49.36	64.90' LT	657.13	559159.28	78129.99
120	223+50.70	63.42' LT	657.19	559157.36	78130.54
121	223+44.34	58.63' LT	657.28	559155.84	78122.72
122	223+38.76	55.78' LT	657.35	559155.72	78116.46
123	223+44.82	61.32' LT	657.20	559158.05	78124.34
124	223+44.41	64.20' LT	657.21	559160.81	78125.23
125	223+44.13	66.18' LT	657.30	559162.72	78125.84
126	223+43.56	70.14' LT	657.48	559166.53	78127.07
127	223+52.34	76.79' LT	657.08	559168.66	78137.88
128	223+54.64	80.71' LT	657.03	559171.18	78141.66

LEGEND

X — CURB RAMP TYPE

XX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 172 R/L.
6. FINAL GUTTER ELEVATION TO MATCH EXISTING GUTTER ELEVATION.
7. HMA TO OVERLAY THE NEW GUTTER PAN.

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CURB RAMP DETAILS - BABCOCK NW	SHEET 30	E

2

2

N

STA 1883+60.2, 8' LT
CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE G

STA 1883+11.6, 2.5' LT
CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE G

CONCRETE PAVEMENT
9-INCH

+70.2, -5.0' LT

HMA PAVEMENT

BASE AGGREGATE DENSE
3/4-INCH

WB STH 172

PCC: 1883+11.60

PCC: 1882+96.27

PCC: 1885+98.21

SLOPE INTERCEPT, TYP

CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TYPE G

STH 172 WB TO IH 41 SB

1880'IWS'
1881'IWS'
1882'IWS'
1883'IWS'
1884'IWS'
1885'IWS'
1886'IWS'
1887'IWS'

606.75 606.99 606.89 606.79 606.74 606.64 606.60
607.09 607.19 607.29 607.39 607.49 607.59 607.69 607.79 607.89 607.99 608.09 608.19 608.30 608.43 608.56 608.71 608.86 609.02 609.19 609.37 609.57 609.77 609.98 610.19 610.62 610.41
606.94 607.04 607.14 607.24 607.34 607.27 607.31 607.24 607.21 607.18 607.15 607.12 607.10 607.23 607.36 607.51 607.66 607.82 607.99 608.17 608.37 608.57 608.78 608.99 609.21 609.42

15'
5'
3'

ADJUSTING INLET COVERS

HMA PAVEMENT

EXISTING STRUCTURE B-05-155 TO REMAIN

BEGIN CONCRETE PAVEMENT REPLACEMENT (STA. 1880+16)
SAWING CONCRETE REQUIRED

MATCHLINE 1887+30

SAN
SAN
SAN

2

2

ISE RAMP

MGS GUARDRAIL TERMINAL EAT
BARRIER SYSTEM GRADING SHAPING FINISHING

+54.8, -16.2' LT

MGS GUARDRAIL

STA 1891+03 TO 1891+89
MGS GUARDRAIL 3

1891+89.2, 8.0' LT
MGS GUARDRAIL TERMINAL TYPE 2

+54.8, -10.3' LT

+19.2, -5.0' LT

+01.9, -4.3' LT

+39.7, -8.0' LT

STH 172 WB TO IH 41 SB

1888'IWS'
1889'IWS'
1890'IWS'
1891'IWS'
1892'IWS'
1893'IWS'
1894'IWS'
1895'IWS'
1896'IWS'
1897'IWS'
1898'IWS'

612.71 612.88 612.96 613.04
612.62 612.80 613.13 613.21 613.29
612.51 611.60 611.68 611.76 611.84 611.93 612.01 612.09 613.38
611.51 611.42 611.62 612.18 613.46 613.54
612.28 611.31 612.40 611.37 611.46 611.54 611.70 611.79 611.87 611.95 612.12 612.26 612.34 613.62
612.15 611.28 611.17 611.20 611.06 611.08 612.04 612.42 613.71
612.01 610.95 610.94 612.20 612.51 613.79
610.81 610.81 612.28 612.59 613.87
611.87 610.67 612.37 612.45 612.67
611.72 610.67 610.53 612.53 613.95
610.52 612.75 614.04
611.55 610.38 612.61 612.84 614.09
610.35 612.70 612.91 613.05
611.38 613.40
610.18 610.01 612.91 613.26 613.70
611.21 613.56 613.92
611.02 609.82 613.78 614.19
610.82 609.62 614.05 614.36 614.60 614.00 614.31 614.93 615.34 615.40

INLETS 2x2.5-FT
INLET COVERS TYPE T

CONCRETE TRUCK APRON
12-INCH COLORING CONCRETE
WISDOT RED

EXISTING STRUCTURE
C-05-58 TO REMAIN

ADJUSTING PULL BOXES

SLOPE INTERCEPT, TYP

PCC: 1888+48.24

STA 1888+86.6, 17.5' RT TO 1897+09.7, 17.5' RT
CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R

+78.0, 22.5' RT

+66.9, 22.8' RT

CONCRETE PAVEMENT 9-INCH

STA 1888+51, 22.4' RT TO 1888+86.6, 17.5' RT
CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R

CONCRETE SURFACE DRAINS

+41.9, 23.0' RT
+26.3, 20.0' RT

CONCRETE PAVEMENT
9-INCH

BASE AGGREGATE DENSE
3/4-INCH

HMA PAVEMENT

3'
5'
15'
3'
5'

HMA PAVEMENT

SLOPE INTERCEPT, TYP

MATCHLINE 1887+30

BASE AGGREGATE DENSE 3/4-INCH

INLETS 2x2.5-FT
INLET COVERS TYPE T

END CONCRETE PAVEMENT REPLACEMENT STA. 1894+90
SAWING CONCRETE REQUIRED

EXISTING CONCRETE
PAVEMENT TO REMAIN
STA 1894+90 TO 1898+13

PCC: 1895+97.05

ADJUSTING PULL BOXES

END CONCRETE TRUCK
APRON STA. 1897+10

CONCRETE CURB & GUTTER TERMINI
SEE CONSTRUCTION DETAIL

HMA PAVEMENT

MATCHLINE 1897+35

MATCHLINE 1897+35

+68.5, 22.5' RT

HMA PAVEMENT

BASE AGGREGATE
DENSE 3/4-INCH

+13.4, 28.0' RT

END CONSTRUCTION
STA. 1898+13

PCC: 1897+51.28

EXISTING CONCRETE
PAVEMENT TO REMAIN
STA 1894+90 TO 1898+13

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN DETAILS: STH 172 IWS RAMP PAVING GRADES	SHEET 32	E

2

REMOVE EXISTING 24" CMP
REPLACE WITH CULVERT PIPE REINFORCED CONCRETE CLASS II 36-INCH (148 LF)
AND (2) APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH
INLET: STA 227+50.67, 70.71' RT, ELEV. 652.45'
DISCHARGE: STA 227+54.34, 93.54' LT, ELEV. 648.72'

EXISTING PAVEMENT ELEVATION: 658.86'

SAW CUT

SAW CUT

15'

CONCRETE PAVEMENT REPLACEMENT
(SEE CONSTRUCTION DETAILS)

EXISTING PAVEMENT ELEVATION: 658.73'

WB STH 172

225

EB STH 172

SIGN

SIGN

SIGN

SIGN

POOL

BABCOCK RD

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CULVERT REPLACEMENT DETAILS	SHEET 33	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - BabcockCulvert

PLOT DATE : 7/21/2022 10:13 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

ISE RAMP

EB STH 172

IEN RAMP

IES RAMP

30

275

1860

068

35

280

PT: 278+05.49

PT: 35+95.23

PT: 1862+84.70

TIE IN EXISTING INLET.
EXISTING INLET TO REMAIN.

SAW CUT

SAW CUT

10'

REMOVE EXISTING 18" CMP
REPLACE WITH CULVERT PIPE CLASS III-A 18-INCH (96 LF)
AND (1) APRON ENDWALL FOR CULVERT PIPE 18-INCH
INLET: STA 278+33.02, 9.39' LT, ELEV. 610.58'
DISCHARGE: STA 278+35.00, 89.18' RT, ELEV. 600.31'

PAVEMENT REPLACEMENT
(SEE CONSTRUCTION DETAILS)

EXISTING PAVEMENT ELEVATION: 615.025'

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CULVERT REPLACEMENT DETAILS	SHEET 34	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - RampCulvert

PLOT DATE : 7/21/2022 10:14 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

WB STH 172

INLET PROTECTION
TYPE C

INLET PROTECTION
TYPE C

INLET PROTECTION
TYPE C

EB STH 172

203

204

205

PACKERLAND DR/CTH EB

LEGEND

- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I, TYPE A
- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT CLASS I, TYPE A
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	EROSION CONTROL	SHEET 35	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001

PLOT DATE : 10/17/2022 10:26 PM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

WB STH 172

INLET PROTECTION
TYPE C

EB STH 172

INLET PROTECTION
TYPE C

219

220

221

N

STH

STH 17

SIGN

LEGEND

- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I, TYPE A
- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT CLASS I, TYPE A
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	EROSION CONTROL	SHEET 36	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002

PLOT DATE : 10/17/2022 10:27 PM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

SIGN

WB STH 172

EB STH 172

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

223

224

225

BABCOCK RD

N

LEGEND

- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I, TYPE A
- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT CLASS I, TYPE A
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	EROSION CONTROL	SHEET 37	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003

PLOT DATE : 10/17/2022 10:28 PM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

WB STH 172

EB STH 172

226

227

228

229

LEGEND

SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I, TYPE A

SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT CLASS I, TYPE A

SILT FENCE

INLET PROTECTION

TEMPORARY DITCH CHECK

CULVERT PIPE DITCH CHECK

SURFACE WATER FLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	EROSION CONTROL	SHEET 38	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022004

PLOT DATE : 10/17/2022 10:29 PM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

EB STH 172

33

34

35

N

POST

PT: 278+05.49

INLET PROTECTION
TYPE A

277

278

279

IEN RAMP

RIPRAP MEDIUM (L = 12', W = 6')
SEE CONSTRUCTION DETAIL

LEGEND

- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I, TYPE A
- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT CLASS I, TYPE A
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	EROSION CONTROL	SHEET 39	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005

PLOT DATE : 10/17/2022 10:30 PM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

ISE RAMP

IWS RAMP

INLET PROTECTION
TYPE C

INLET PROTECTION
TYPE C

PCC: 1888+48.24

PCC: 1895+97.05

PCC: 1897+51.28

POST

SAN

N

LEGEND

- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT URBAN CLASS I, TYPE A
- SALVAGED TOPSOIL, SEED, FERTILIZER & EROSION MAT CLASS I, TYPE A
- SILT FENCE
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	EROSION CONTROL	SHEET 40	E

FILE NAME : O:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022006

PLOT DATE : 10/17/2022 10:31 PM PLOT BY : CHAD EVEN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

MONOTUBE STRUCTURE NUMBERS	
SB3	S-05-0407
SB5	S-05-0408
SB8	S-05-0409
SB10	S-05-0410

GENERAL NOTES

THE LOCATION 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 VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

CONFIGURATION WITH HEAD NUMBERS		
3-V R Y G	3, 4, 5 8, 9, 10 13, 14, 15 18, 19, 20	4-VLFY R A FY G	1, 2 6, 7 11, 12 16, 17	1-P	21, 22, 23, 24
---	---	---	---	---	---

NOTE: SIGNAL HEADS 1, 6, 11 & 16 REQUIRE TUNNEL VISORS

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS, PED PUSH BUTTONS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION AND MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-3107.

CTH EB (Packerland Drive)

BIKE PATH

200' TO NEAR RIGHT SIGNAL

START CROSSING Watch For Vehicles
DON'T START Finish Crossing If Started
TIME REMAINING To Finish Crossing
DON'T CROSS
TO CROSS PUSH BUTTON

Install on SB2

Install on SB1 & SB4

REMOVE PULL BOX

SPLICE CONDUIT

REPLACE PULL BOX

ADJUST PULL BOX

STH 172
45 mph posted speed limit

Overlap "A"

Overlap "B"

Overlap "C"

190' TO NEAR RIGHT SIGNAL

350' TO NEAR RIGHT SIGNAL

1" TYP

3-22-22 UNDERGROUND REVISION

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL POLE, MONOTUBE ARM — 45'
- PEDESTRIAN SIGNAL w/PUSH BUTTON — B
- LUMINAIRE
- CONTROL CABINET BASE
- 3" CONDUIT (2" from PB to T1 base)
- SIGNAL HEAD NUMBER / MOUNTING CONFIGURATION — 3, R, Y, G
- LOOP DETECTOR (in 1" conduit) — 6', 30', 51, 3T

REVISION				
Rev. No.	ADD MONOTUBES			
	APPROVAL RECOMMENDED		APPROVED	
6	REGION		CENTRAL OFFICE	
	Date	By	Date	By
	11-1-17	RPA		DMK
6-14-12	NEW TS2 CABINET (Econolite), UPDATE PHASING & ADD FYA			
1-2-03	ADD SLOTTED LEFT TURN LANES & CHANGE TO ALL RED EMERGENCY FLASH			
7-24-00	ADD PHASE 4 PED			
8-25-97	CTH EB RECONSTRUCTION			
7-29-94	ADD PHASES 1 & 5			

TRAFFIC CONTROL SIGNALS

STH 172 & CTH EB (Packerland Dr)
Village of Ashwaubenon
Brown County

SIGNAL NO. 05-0405

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 5-22-90 — GERALD R. KURTZ, District Traffic Engineer

APPROVED
Date 5-29-90 — H. O. PRICE, State Electrical Engineer

Controller Type : ASC3

Sheet 1 of 2

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL SIGNAL - S05-0405	SHEET 41	E

FILE NAME : F:\D3_TRAFFI\S05-0405 (172 & PACKERLAND)\S05-0405 FUTURE.DWG
LAYOUT NAME - S05-0405-tcs

PLOT DATE : 3/23/2022 1:43 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES

THE LOCATION 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 VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS, PED PUSH BUTTONS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION AND MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET.
CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-3107.

MONOTUBE STRUCTURE NUMBERS	
SB3	S-05-0405
SB8	S-05-0406

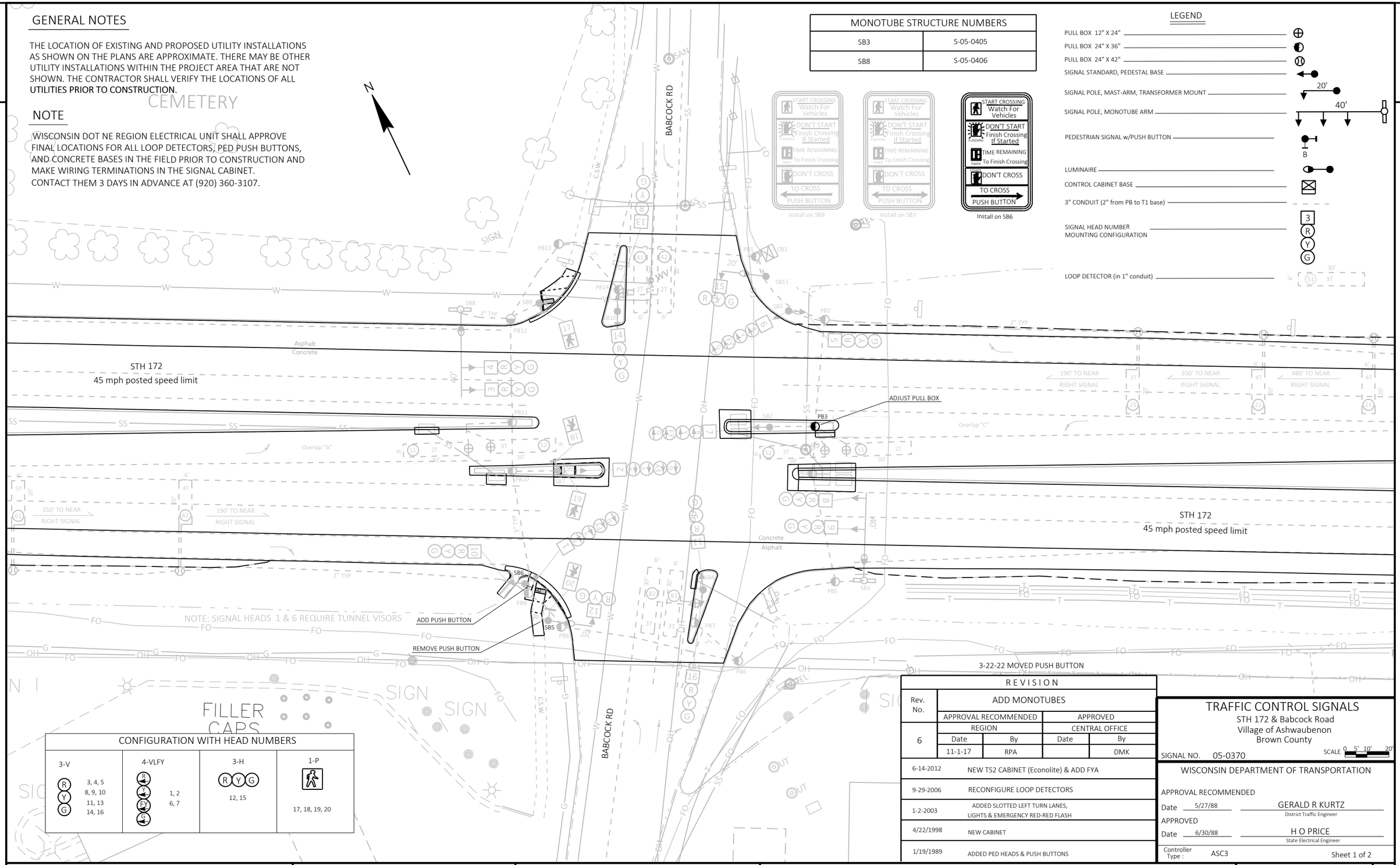
Install on SB9

Install on SB7

Install on SB6

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL POLE, MAST-ARM, TRANSFORMER MOUNT (20')
- SIGNAL POLE, MONOTUBE ARM (40')
- PEDESTRIAN SIGNAL w/PUSH BUTTON (B)
- LUMINAIRE
- CONTROL CABINET BASE
- 3" CONDUIT (2" from PB to T1 base)
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION (3 R Y G)
- LOOP DETECTOR (in 1" conduit) (30', 6', 51, 3T)



CONFIGURATION WITH HEAD NUMBERS

3-V	4-VLFY	3-H	1-P
R 3, 4, 5 / Y 8, 9, 10 / G 11, 13, 14, 16	R / Y / FY / G 1, 2, 6, 7	R Y G 12, 15	17, 18, 19, 20

REVISION

Rev. No.		APPROVAL RECOMMENDED		APPROVED	
		REGION		CENTRAL OFFICE	
		Date	By	Date	By
6	ADD MONOTUBES	11-1-17	RPA		DMK
6-14-2012	NEW TS2 CABINET (Econolite) & ADD FYA				
9-29-2006	RECONFIGURE LOOP DETECTORS				
1-2-2003	ADDED SLOTTED LEFT TURN LANES, LIGHTS & EMERGENCY RED-RED FLASH				
4/22/1998	NEW CABINET				
1/19/1989	ADDED PED HEADS & PUSH BUTTONS				

TRAFFIC CONTROL SIGNALS

STH 172 & Babcock Road
Village of Ashwaubenon
Brown County

SIGNAL NO. 05-0370 SCALE 0 5' 10' 20'

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 5/27/88 GERALD R KURTZ, District Traffic Engineer

APPROVED
Date 6/30/88 H O PRICE, State Electrical Engineer

Controller Type : ASC3

Sheet 1 of 2

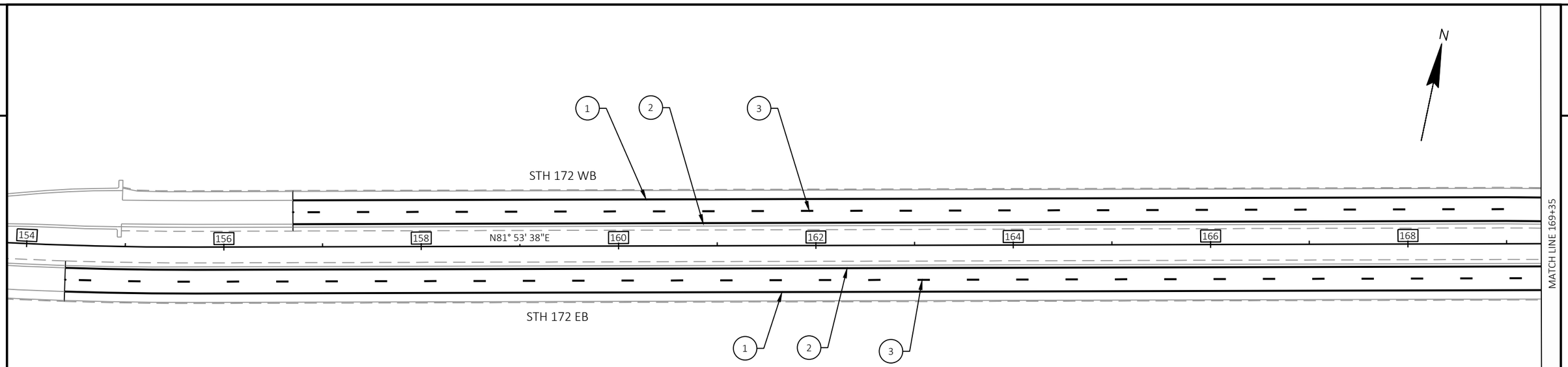
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL SIGNAL - S05-0370	SHEET 42	E

FILE NAME : F:\D3_TRAFFI\S05-0370 (172 & BABCOCK)\S05-0370 FUTURE.DWG
LAYOUT NAME - S05-0370 FUTURE-tcs

PLOT DATE : 3/23/2022 1:31 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

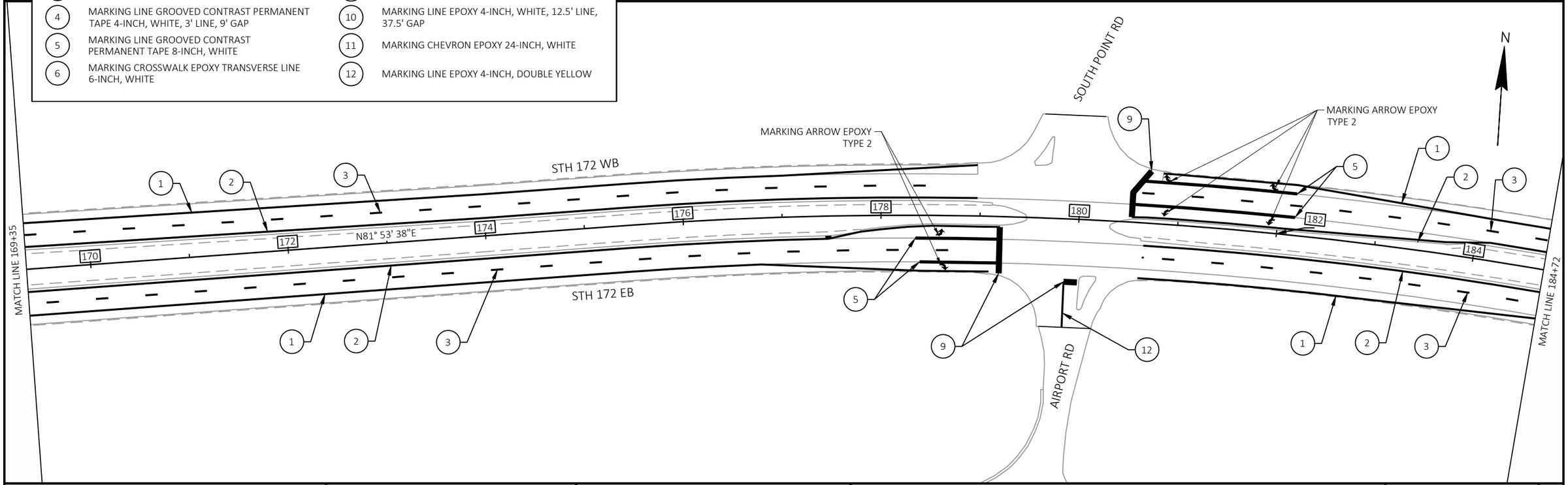
WISDOT/CADDS SHEET 42

2



LEGEND

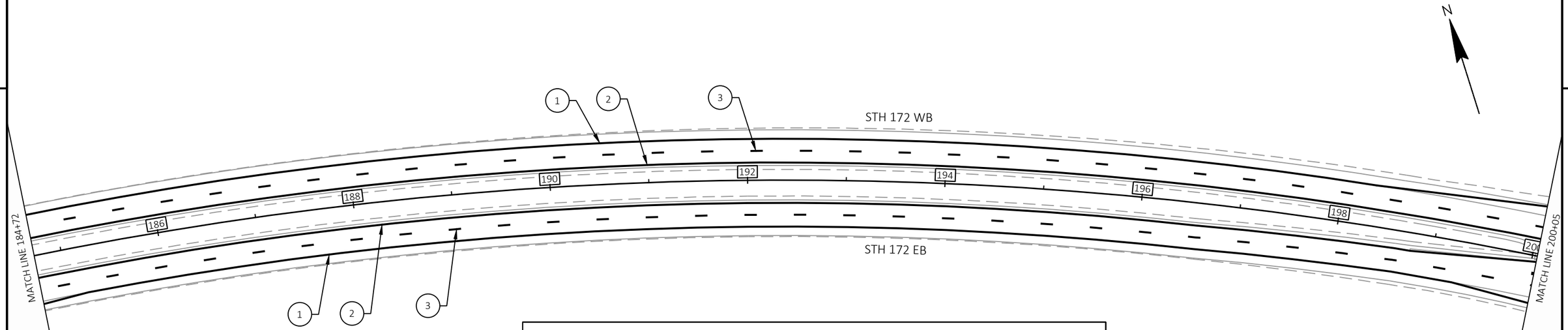
1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
7	MARKING LINE EPOXY 4-INCH, WHITE
8	MARKING LINE EPOXY 4-INCH, YELLOW
9	MARKING STOP LINE EPOXY 18-INCH, WHITE
10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
11	MARKING CHEVRON EPOXY 24-INCH, WHITE
12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW



PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 43 E

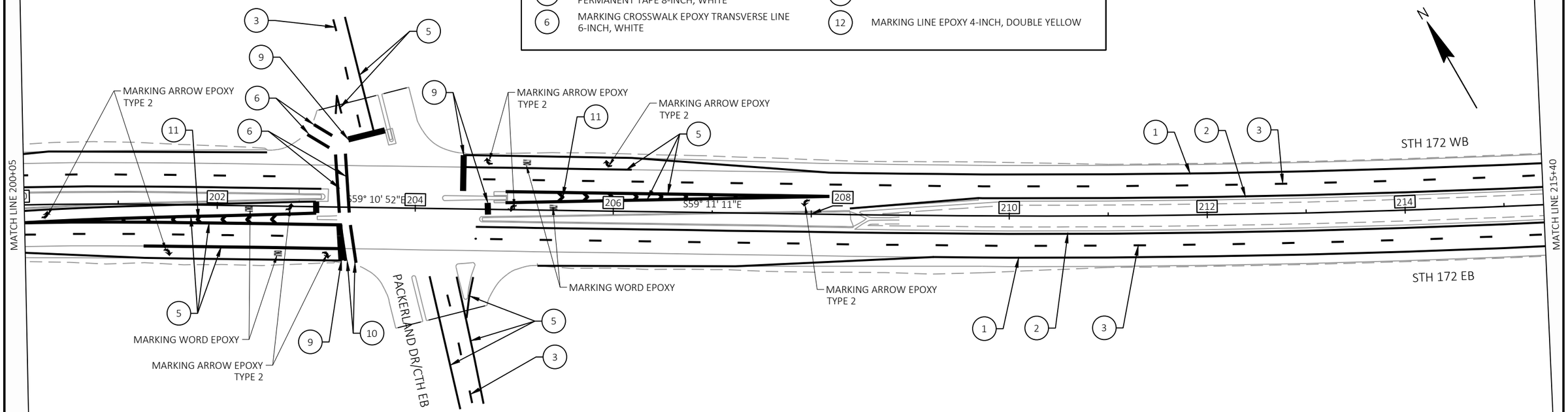
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\024501-PM ALTERNATE.DWG
LAYOUT NAME - 024501-pm
PLOT DATE : 7/21/2022 9:38 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

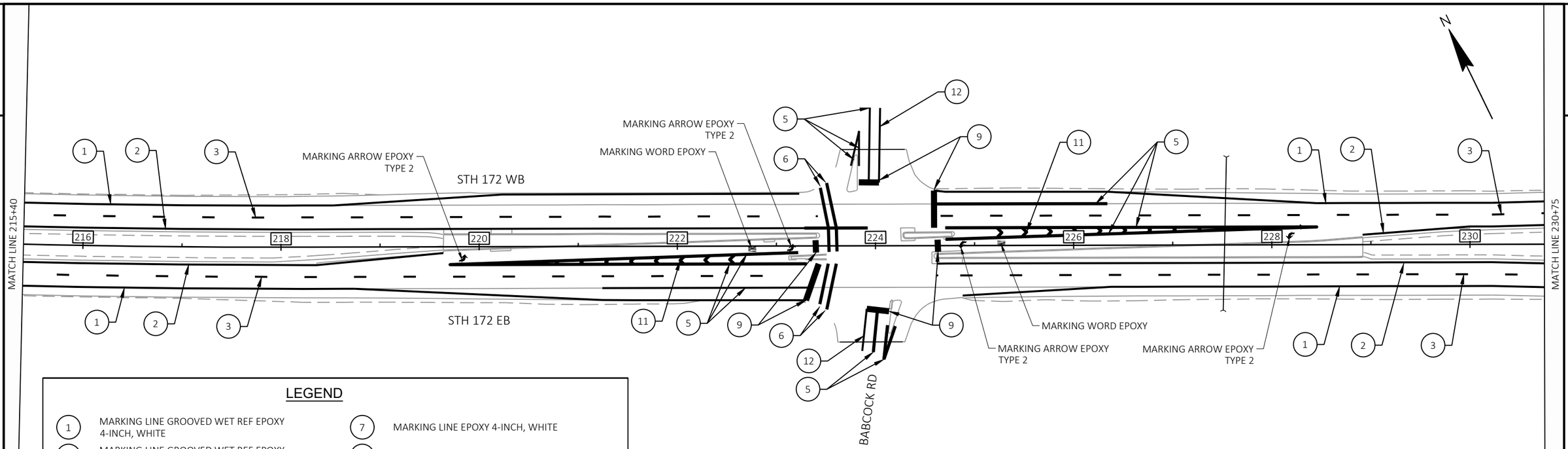


LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

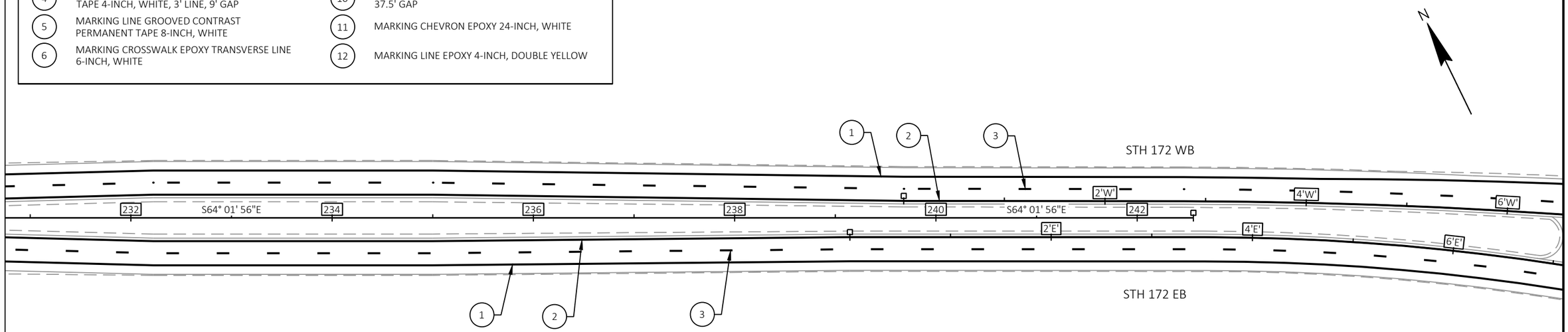


PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 44	E



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW



PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 45	E

2

2

N

STH 172 WB

IH 41 SB TO STH 172 WB

STH 172 EB

MARKING ARROW EPOXY
TYPE 5

8'W' 10'W' 12'W' 14'W' 16'W' 18'W' 20'W'

260'ISW' 262'ISW' 264'ISW' 266'ISW'

8'E' 10'E' 12'E' 14'E' 16'E' 18'E' 20'E' 22'E'

262'IEN' 264'IEN' 266'IEN'

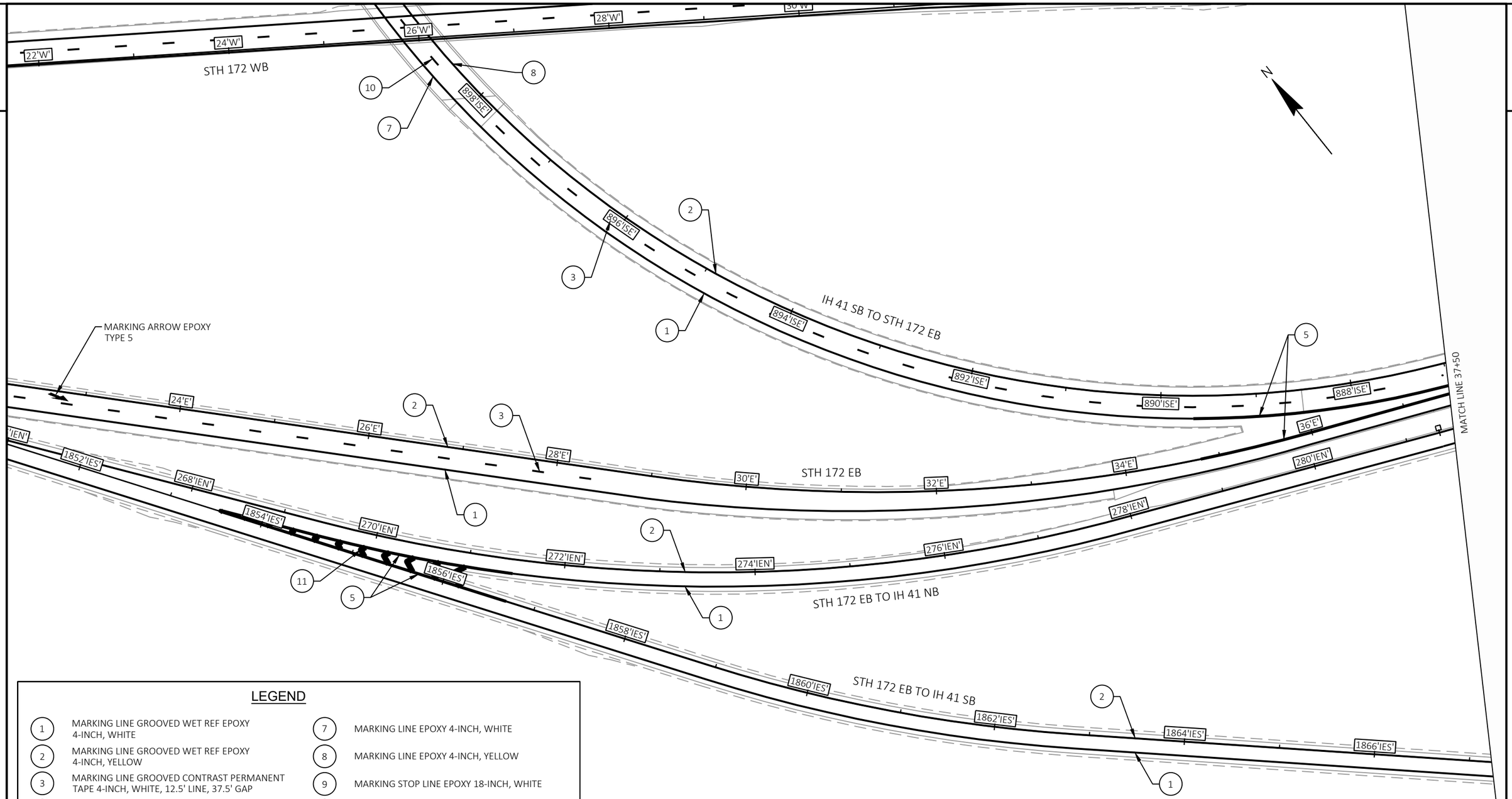
MATCH LINE 22+50

LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 46	E

2

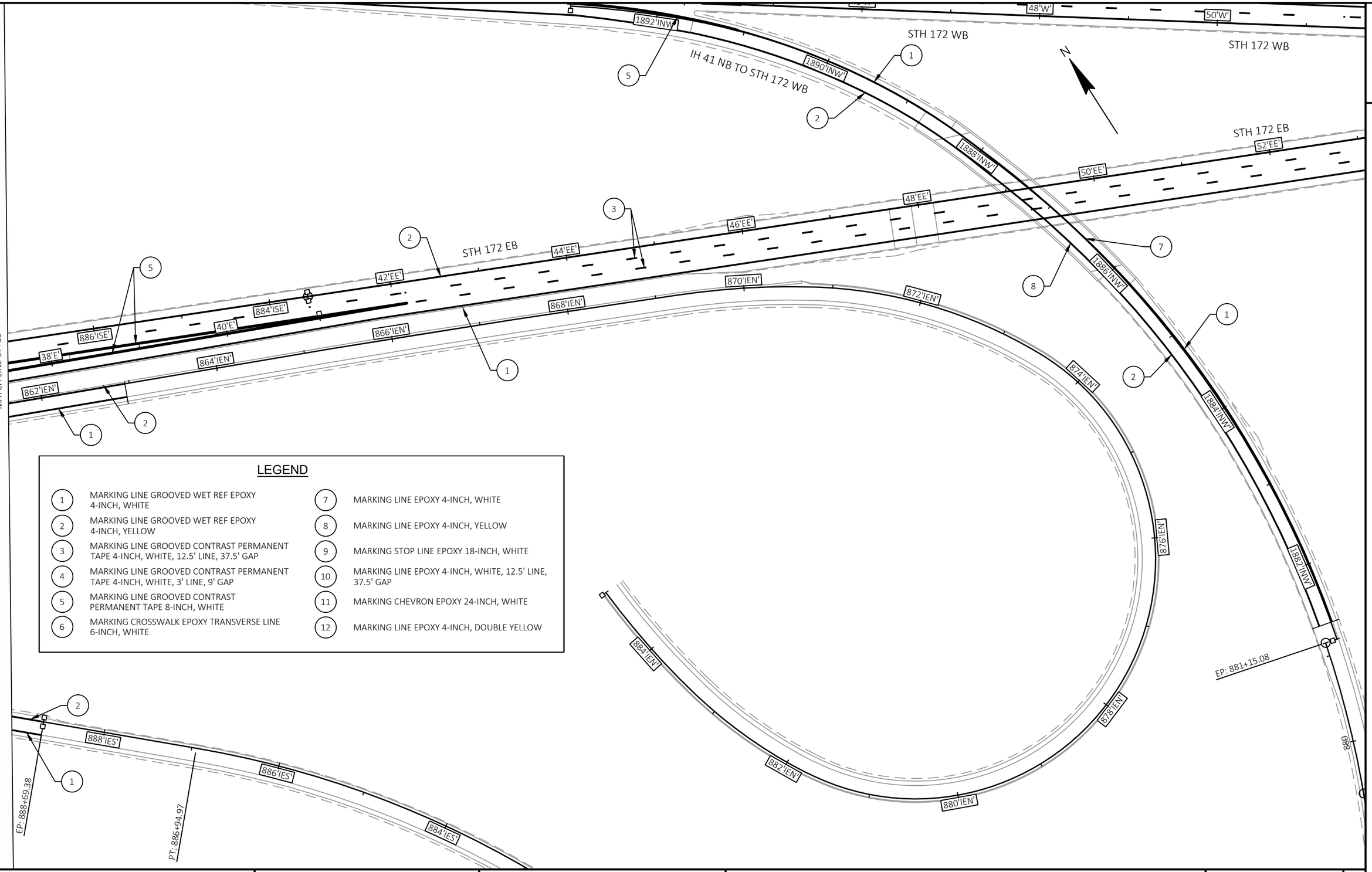


LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 47	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\024501-PM ALTERNATE.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 7/21/2022 9:38 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

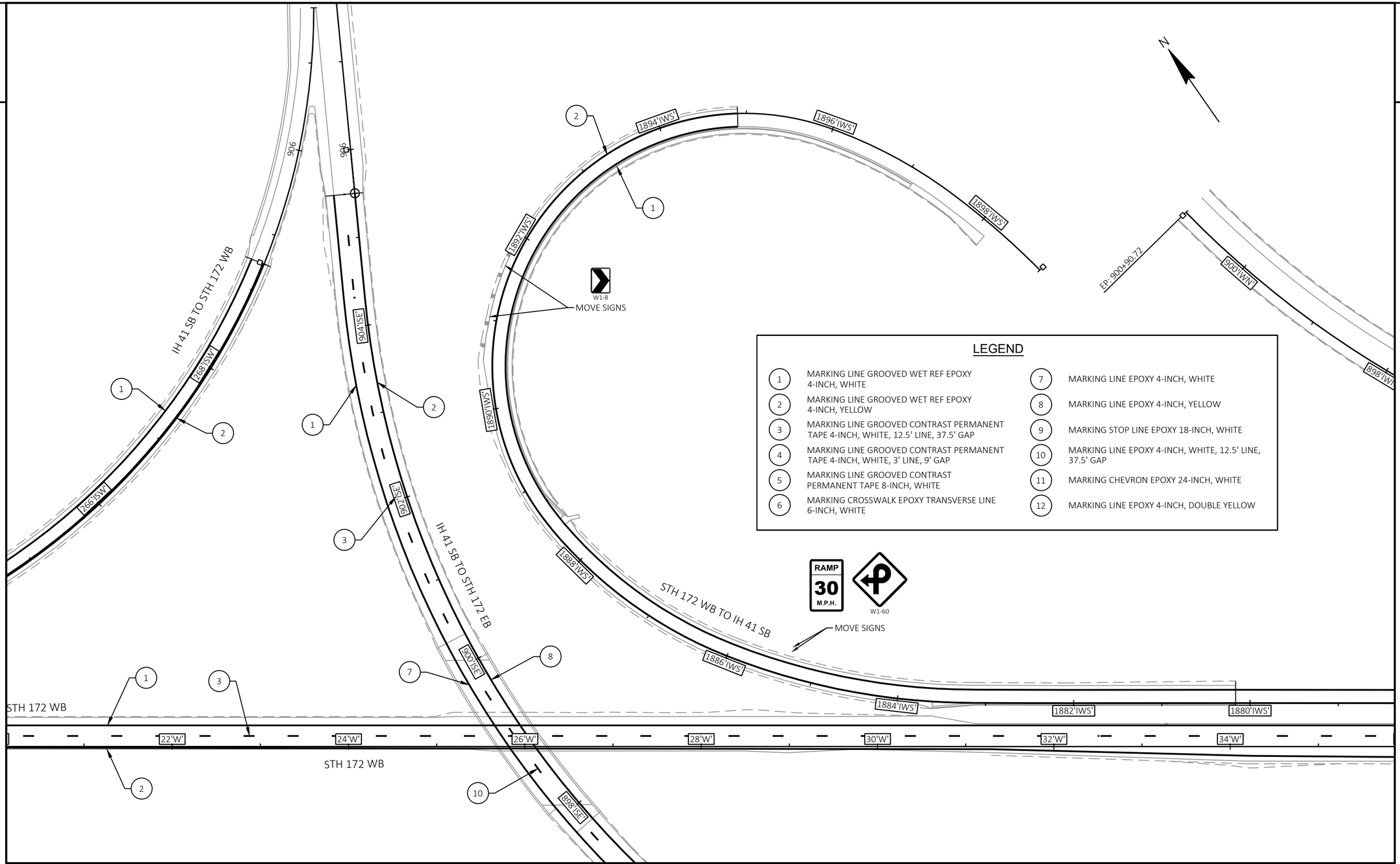


LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 48	E

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 49	E

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
3. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP
5. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
6. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
7. MARKING LINE EPOXY 4-INCH, WHITE
8. MARKING LINE EPOXY 4-INCH, YELLOW
9. MARKING STOP LINE EPOXY 18-INCH, WHITE
10. MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
11. MARKING CHEVRON EPOXY 24-INCH, WHITE
12. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

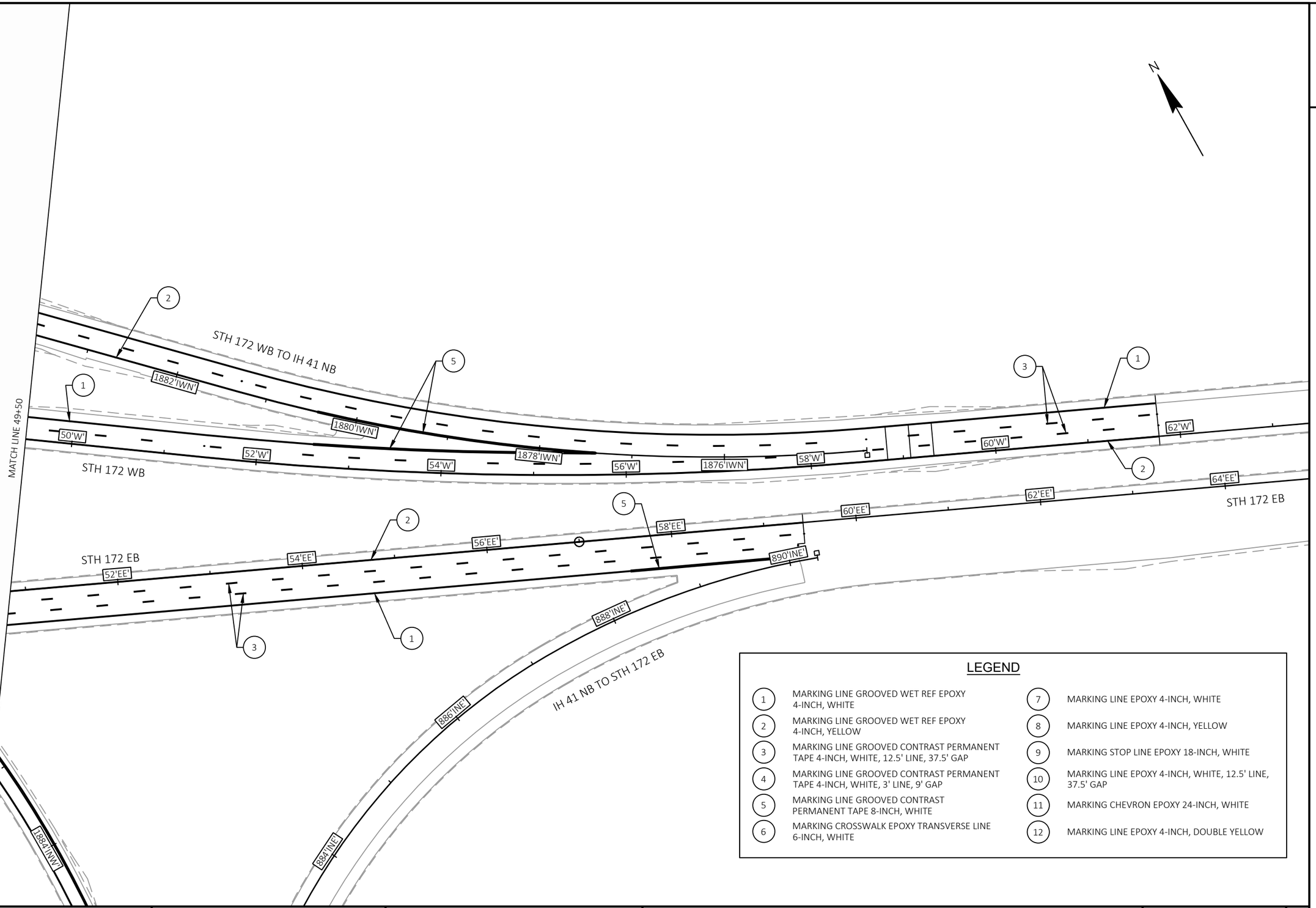
N

898'IWN'
896'IWN'
894'IWN'
892'IWN'
PC: 893+88.76
1890'IWN'
BP: 890+60.00
STH 172 WB TO IH 41 NB
1888'IWN'
1886'IWN'
1884'IWN'
STH 172 WB TO IH 41 SB
1878'IWS'
1876'IWS'
1874'IWS'
1872'IWS'
1870'IWS'
1868'IWS'
36'W'
38'W'
40'W'
42'W'
44'W'
46'W'
48'W'
1892'INW'
1890'INW'
IH 41 NB TO STH 172 WB
STH 172 WB
MATCH LINE 35+00
MATCH LINE 49+50

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 50	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\024501-PM ALTERNATE.DWG
LAYOUT NAME - 024508-pm
PLOT DATE : 7/21/2022 9:38 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



LEGEND

1	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	7	MARKING LINE EPOXY 4-INCH, WHITE
2	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	8	MARKING LINE EPOXY 4-INCH, YELLOW
3	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP	9	MARKING STOP LINE EPOXY 18-INCH, WHITE
4	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE, 3' LINE, 9' GAP	10	MARKING LINE EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
5	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE	11	MARKING CHEVRON EPOXY 24-INCH, WHITE
6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE	12	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PAVEMENT MARKINGS	SHEET 51	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\024501-PM ALTERNATE.DWG
LAYOUT NAME - 024509-pm
PLOT DATE : 7/21/2022 9:38 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL ASSUMED STAGES

STAGE 1A/1B/1C WORK
- CULVERT REPLACEMENTS
- ADJUSTING INLETS
- CONCRETE CURB AND GUTTER AND CURB RAMP REPLACEMENTS
- SIGNAL WORK

STAGE 1A/1B/1C TRAFFIC
- STH 172 LANE CLOSURES AIRPORT ENTRANCE TO IH 41 TO ACCOMMODATE WORK
- RAMPS OPEN TO TRAFFIC DURING DAYTIME HOURS (NIGHTTIME RAMP CLOSURES)
- IH 41 SB TO STH 172 EB RAMP OPEN TO ONE LANE OF TRAFFIC (NIGHTTIME LANE CLOSURE)
- S. POINT ROAD INTERSECTION OPEN TO TRAFFIC DURING DAYTIME HOURS
- PACKERLAND DRIVE INTERSECTION OPEN TO TRAFFIC
- BABCOCK ROAD INTERSECTION OPEN TO TRAFFIC
- INTERSECTIONS CAN BE CLOSED DURING NIGHTTIME OPERATIONS

STAGE 1B WORK
- MILLING AND PAVING ASPHALTIC SHOULDERS
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER
- CONCRETE PAVEMENT REPAIR/REPLACEMENT
- ADJUSTING INLETS
- CONCRETE CURB AND GUTTER AND CURB RAMP REPLACEMENT
- CULVERT WORK
- BASE PATCHING OUTSIDE LANE ALONG IH 41 SB TO STH 172 EB RAMP
- BASE PATCHING ALONG IH 41 SB TO STH 172 WB RAMP

STAGE 1B TRAFFIC
- STH 172 FULL TIME LANE CLOSURES AIRPORT ENTRANCE TO IH 41
- RAMPS OPEN TO TRAFFIC DURING DAYTIME HOURS (NIGHTTIME RAMP CLOSURES)
- IH 41 SB TO STH 172 EB RAMP OPEN TO ONE LANE OF TRAFFIC (NIGHTTIME LANE CLOSURE)
- S. POINT ROAD INTERSECTION OPEN TO TRAFFIC
- PACKERLAND DRIVE INTERSECTION OPEN TO TRAFFIC
- BABCOCK ROAD INTERSECTION OPEN TO TRAFFIC
- INTERSECTIONS CAN BE CLOSED DURING NIGHTTIME OPERATIONS

STAGE 1A WORK
- MILLING AND PAVING ASPHALTIC SHOULDERS
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER
- CONCRETE PAVEMENT REPAIR/REPLACEMENT
- ADJUSTING INLETS
- CONCRETE CURB AND GUTTER AND CURB RAMP REPLACEMENT
- CULVERT WORK
- BASE PATCHING INSIDE LANE ALONG IH 41 SB TO STH 172 EB RAMP
- BASE PATCHING ALONG IH 41 NB TO STH 172 WB RAMP

STAGE 1A TRAFFIC
- STH 172 FULL TIME LANE CLOSURES AIRPORT ENTRANCE TO IH 41
- RAMPS OPEN TO TRAFFIC DURING DAYTIME HOURS (NIGHTTIME RAMP CLOSURES)
- IH 41 SB TO STH 172 EB RAMP OPEN TO ONE LANE OF TRAFFIC (NIGHTTIME LANE CLOSURE)
- S. POINT ROAD INTERSECTION OPEN TO TRAFFIC DURING DAYTIME HOURS
- PACKERLAND DRIVE INTERSECTION OPEN TO TRAFFIC
- BABCOCK ROAD INTERSECTION OPEN TO TRAFFIC
- INTERSECTIONS CAN BE CLOSED DURING NIGHTTIME OPERATIONS

STAGE 1B WORK
- MILLING AND PAVING ASPHALTIC SHOULDERS
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER
- CONCRETE PAVEMENT REPAIR/REPLACEMENT
- ADJUSTING INLETS
- CONCRETE CURB AND GUTTER AND CURB RAMP REPLACEMENT
- CULVERT WORK
- BASE PATCHING OUTSIDE LANE ALONG IH 41 SB TO STH 172 EB RAMP
- BASE PATCHING ALONG IH 41 SB TO STH 172 WB RAMP

STAGE 1B TRAFFIC
- STH 172 FULL TIME LANE CLOSURES AIRPORT ENTRANCE TO IH 41
- RAMPS OPEN TO TRAFFIC DURING DAYTIME HOURS (NIGHTTIME RAMP CLOSURES)
- IH 41 SB TO STH 172 EB RAMP OPEN TO ONE LANE OF TRAFFIC (NIGHTTIME LANE CLOSURE)
- S. POINT ROAD INTERSECTION OPEN TO TRAFFIC
- PACKERLAND DRIVE INTERSECTION OPEN TO TRAFFIC
- BABCOCK ROAD INTERSECTION OPEN TO TRAFFIC
- INTERSECTIONS CAN BE CLOSED DURING NIGHTTIME OPERATIONS

STAGE 2A WORK
- OVERLAY ROADWAY
- GUARDRAIL

STAGE 2A TRAFFIC
- STH 172 FULL TIME LANE CLOSURES AIRPORT ENTRANCE TO IH 41
- RAMPS OPEN TO TRAFFIC DURING DAYTIME HOURS (NIGHTTIME RAMP CLOSURES)
- IH 41 SB TO STH 172 EB RAMP OPEN TO ONE LANE OF TRAFFIC (NIGHTTIME LANE CLOSURE)
- S. POINT ROAD INTERSECTION OPEN TO TRAFFIC DURING DAYTIME HOURS
- PACKERLAND DRIVE INTERSECTION OPEN TO TRAFFIC
- BABCOCK ROAD INTERSECTION OPEN TO TRAFFIC
- INTERSECTIONS CAN BE CLOSED DURING NIGHTTIME OPERATIONS

STAGE 2B WORK
- OVERLAY ROADWAY
- GUARDRAIL

STAGE 2B TRAFFIC
- STH 172 FULL TIME LANE CLOSURES AIRPORT ENTRANCE TO IH 41
- RAMPS OPEN TO TRAFFIC DURING DAYTIME HOURS (NIGHTTIME RAMP CLOSURES)
- IH 41 SB TO STH 172 EB RAMP OPEN TO ONE LANE OF TRAFFIC (NIGHTTIME LANE CLOSURE)
- S. POINT ROAD INTERSECTION OPEN TO TRAFFIC
- PACKERLAND DRIVE INTERSECTION OPEN TO TRAFFIC
- BABCOCK ROAD INTERSECTION OPEN TO TRAFFIC
- INTERSECTIONS CAN BE CLOSED DURING NIGHTTIME OPERATIONS

TRAFFIC CONTROL GENERAL NOTES

ALL TRAFFIC CONTROL SIGNING, PLACEMENT OF TRAFFIC CONTROL DEVICES, LANE CLOSURES, AND STAGING CHANGES SHALL BE COORDINATED WITH THE CONCURRENT PROJECT 1210-11-70.

SEE THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC CONTROL AND CONSTRUCTION STAGING REQUIREMENTS.

PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE LOCATED BY WISDOT NORTHEAST TRAFFIC SECTION.

SEE THE STANDARD DETAIL DRAWINGS FOR ADVANCED SIGNING AND TRAFFIC DEVICE LAYOUT FOR LANE CLOSURES, RAMP CLOSURES, AND SIDE ROAD CLOSURES.

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

ALL DRUMS IN TAPERS SHALL HAVE A TRAFFIC CONTROL WARNING LIGHTS TYPE C, STEADY BURN.

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.

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

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

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

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

REDUCED SPEED AHEAD, AND ALL SPEED LIMIT SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

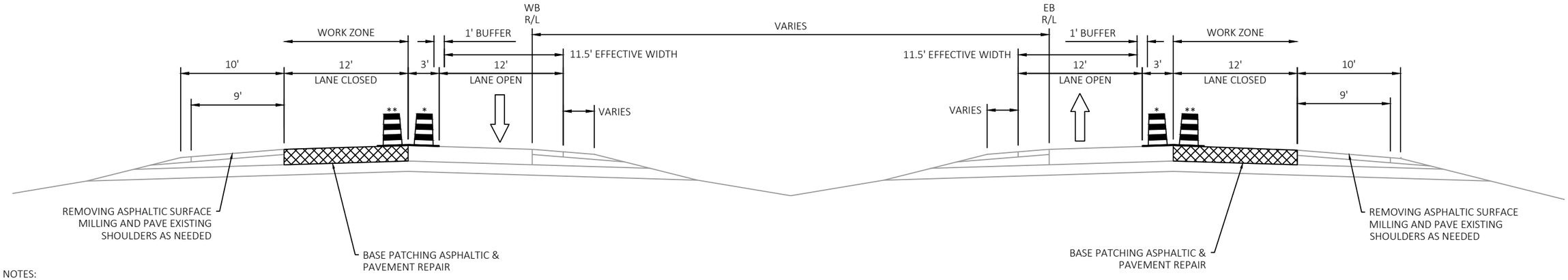
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION,THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY ½ MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

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 OF 1500 FEET IN FRONT OF THE DRUMS.

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

TRAFFIC CONTROL DEVICES NOT IN USE SHALL LAID DOWN OR REMOVED, TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.



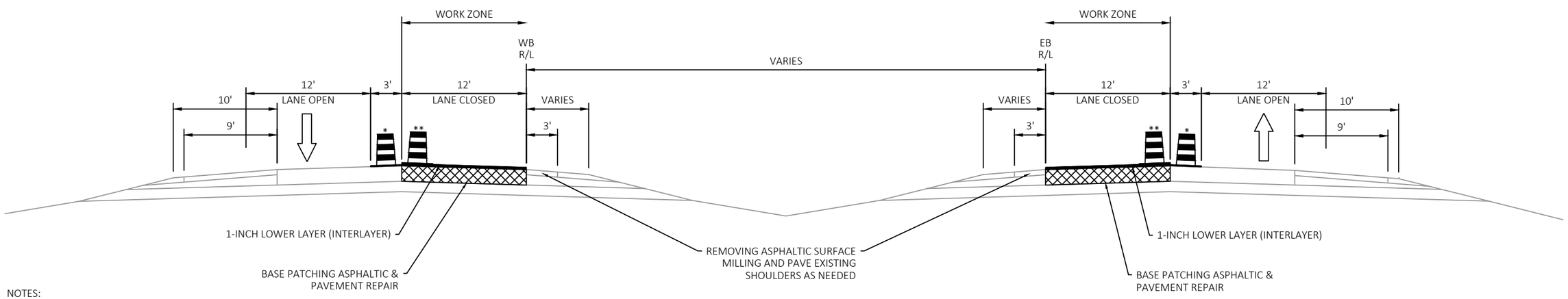
NOTES:
1. TRAFFIC CONTROL DRUMS SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 1 TYPICAL SECTION

STA 154+40 EB TO 242+55 EB (STH 172 ALIGNMENT)
OUTSIDE LANES AND SHOULDERS CLOSED
BASE PATCHING ASPHALTIC FOR HMA INTERLAYER AND PAVEMENT REPAIR
REMOVING ASPHALTIC SURFACE MILLING AND PAVE EXISTING OUTSIDE SHOULDERS AS NEEDED
OUTSIDE CURB RAMPS, SIGNAL WORK
RESTRICTED WIDTH (12' MAX WIDTH) - SEE S.D.D ADVANCED WIDTH RESTRICTION SIGNING
SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
SEE S.D.D. TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
SEE S.D.D. TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
SEE S.D.D. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE



NOTES:
1. TRAFFIC CONTROL DRUMS SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

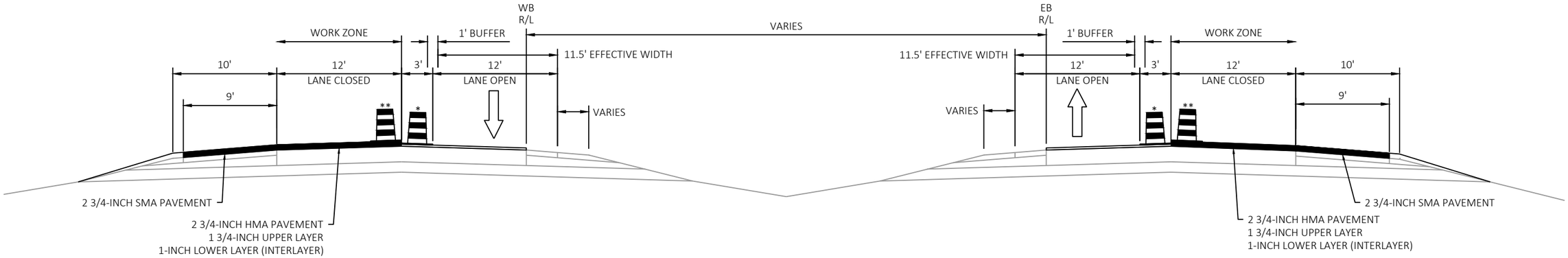
* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 2 TYPICAL SECTION

STA 154+40 EB TO 242+55 EB (STH 172 ALIGNMENT)
INSIDE LANES AND SHOULDERS CLOSED
BASE PATCHING ASPHALTIC FOR HMA INTERLAYER AND PAVEMENT REPAIR
MEDIAN ISLANDS AND CURB RAMPS, HMA INTERLAYER ON INSIDE LANE
SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
SEE S.D.D. TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE
SEE S.D.D. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 53	E



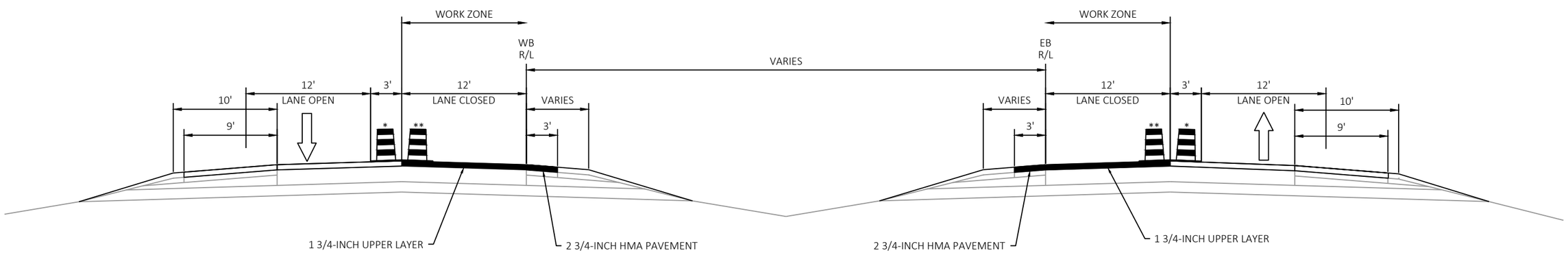
NOTES:
1. TRAFFIC CONTROL DRUMS SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 3 TYPICAL SECTION

STA 154+40 EB TO 242+55 EB (STH 172 ALIGNMENT)
OUTSIDE LANES AND SHOULDERS CLOSED
HMA INTERLAYER ON OUTSIDE LANE
SMA PAVEMENT ON OUTSIDE LANE AND SHOULDER
RESTRICTED WIDTH (12' MAX WIDTH) - SEE S.D.D ADVANCED WIDTH RESTRICTION SIGNING
SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
SEE S.D.D. TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
SEE S.D.D. TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
SEE S.D.D. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE



NOTES:
1. TRAFFIC CONTROL DRUMS SHALL BE SHIFTED OVER COMPLETELY INTO CLOSED LANE WHEN WORK ZONE HAS NO NEARBY WORK OPERATIONS FOR A GIVEN LOCATION.

* ACTIVE WORK ZONE TRAFFIC CONTROL DRUM PLACEMENT

** NO NEARBY WORK OPERATIONS TRAFFIC CONTROL DRUM PLACEMENT

CONSTRUCTION STAGE 4 TYPICAL SECTION

STA 154+40 EB TO 242+55 EB (STH 172 ALIGNMENT)
INSIDE LANES AND SHOULDERS CLOSED
SMA PAVEMENT ON INSIDE LANE
HMA PAVEMENT ON INSIDE SHOULDER
SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
SEE S.D.D. TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE
SEE S.D.D. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	STAGE CONSTRUCTION TYPICAL SECTIONS	SHEET 54	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC-TYPS.DWG
LAYOUT NAME - 02-10ft
PLOT DATE : 7/21/2022 10:00 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWING 15D50
"TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT"
FOR ADVANCED WARNING SIGNS

ROAD WORK AHEAD
W20-1A

W01-4L

124 126 128 130 132 134 136 138

WB STH 172

EB STH 172

500'

100'

25'

+29.16
33.09' RT

+97.55
31.31' RT

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH, WHITE

W01-6
48" X 24"
TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
SPACED EVERY 1000'

ENTERTAINMENT DR

AIRPORT ENTRANCE

MATCH LINE 138+65

N

SIGN

V886
692.15

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

END
ROAD WORK
G20-2A
48"X24"

CASINO ENTRANCE

MATCH LINE 154+00

140 142 144 146 148 150 152

WB STH 172

EB STH 172

100'

25'

AIRPORT ENTRANCE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
SPACED EVERY 1500'

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 55	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025112-tc
PLOT DATE : 7/21/2022 8:23 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

WB STH 172

100'

I SIGN

MATCH LINE 154+00

154

156

158

160

162

164

166

168

MATCH LINE 169+35

EB STH 172

100'

SHEET LOCATION

STH 172 WB

STH 172 EB

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

ROAD WORK AHEAD
W20-1A

SOUTH POINT RD

15'

25'

WB STH 172

100'

MATCH LINE 169+35

170

172

174

176

178

180

182

184

MATCH LINE 184+70

25'

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

EB STH 172

15'

AIRPORT RD

ROAD WORK AHEAD
W20-1A

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

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

SHEET LOCATION

SOUTH POINT RD

STH 172 WB

STH 172 EB

N

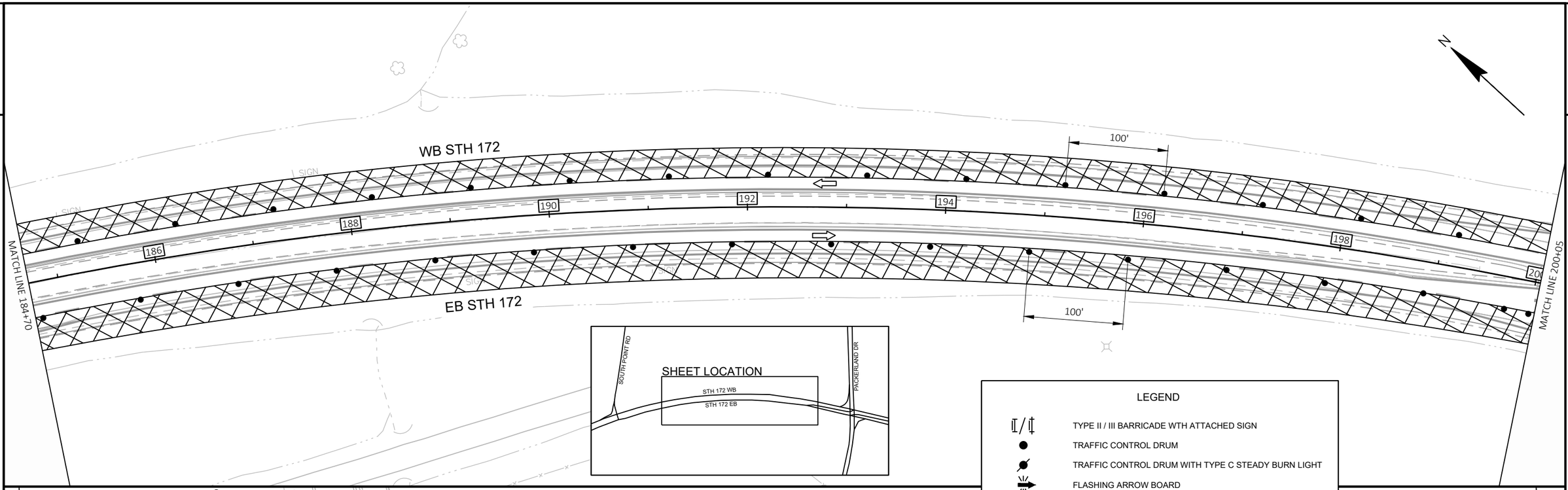
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 56	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 7/21/2022 8:24 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

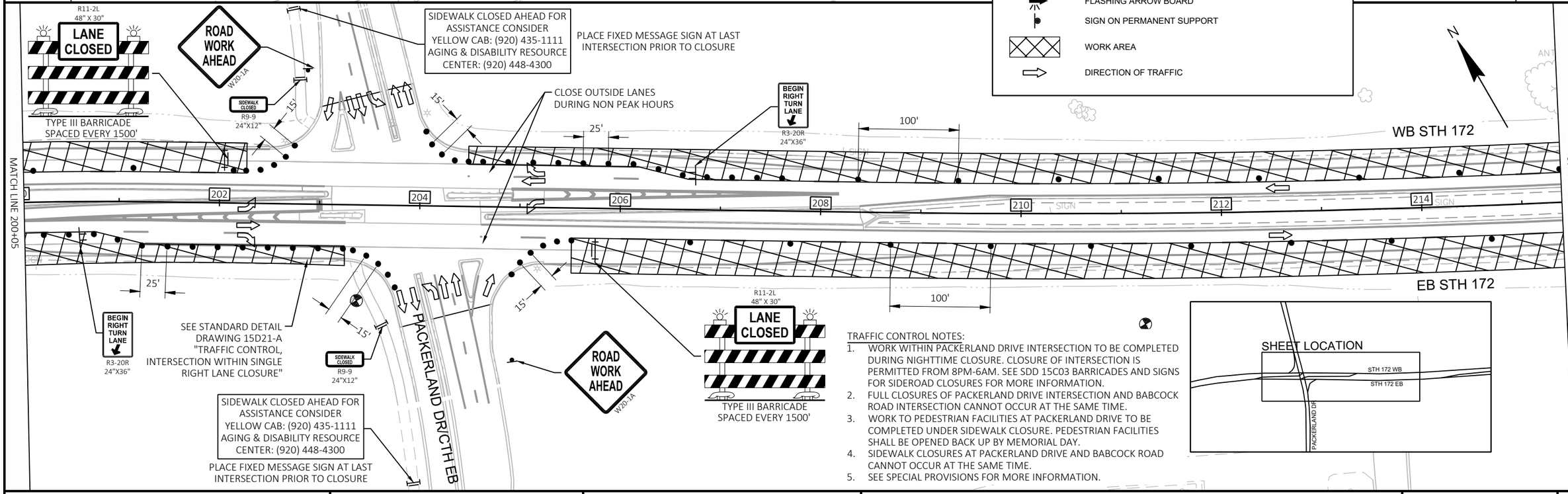
WISDOT/CADDS SHEET 44

2



LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC



TRAFFIC CONTROL NOTES:

1. WORK WITHIN PACKERLAND DRIVE INTERSECTION TO BE COMPLETED DURING NIGHTTIME CLOSURE. CLOSURE OF INTERSECTION IS PERMITTED FROM 8PM-6AM. SEE SDD 15C03 BARRICADES AND SIGNS FOR SIDEROAD CLOSURES FOR MORE INFORMATION.
2. FULL CLOSURES OF PACKERLAND DRIVE INTERSECTION AND BABCOCK ROAD INTERSECTION CANNOT OCCUR AT THE SAME TIME.
3. WORK TO PEDESTRIAN FACILITIES AT PACKERLAND DRIVE TO BE COMPLETED UNDER SIDEWALK CLOSURE. PEDESTRIAN FACILITIES SHALL BE OPENED BACK UP BY MEMORIAL DAY.
4. SIDEWALK CLOSURES AT PACKERLAND DRIVE AND BABCOCK ROAD CANNOT OCCUR AT THE SAME TIME.
5. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 57	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 025102-tc
PLOT DATE : 7/28/2022 3:17 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

TRAFFIC CONTROL NOTES:

1. WORK WITHIN BABCOCK ROAD INTERSECTION TO BE COMPLETED DURING NIGHTTIME CLOSURE. CLOSURE OF INTERSECTION IS PERMITTED FROM 7PM-6AM. SEE SDD 15C03 BARRICADES AND SIGNS FOR SIDEROAD CLOSURES FOR MORE INFORMATION.
2. FULL CLOSURES OF PACKERLAND DRIVE INTERSECTION AND BABCOCK ROAD INTERSECTION CANNOT OCCUR AT THE SAME TIME.
3. WORK TO PEDESTRIAN FACILITIES AT BABCOCK ROAD TO BE COMPLETED UNDER SIDEWALK CLOSURE. PEDESTRIAN FACILITIES SHALL BE OPENED BACK UP BY MEMORIAL DAY.
4. SIDEWALK CLOSURES AT PACKERLAND DRIVE AND BABCOCK ROAD CANNOT OCCUR AT THE SAME TIME.
5. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

2

2

MATCH LINE 215+40

MATCH LINE 230+75

WB STH 172

EB STH 172

100'

25'

15'

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

ROAD WORK AHEAD
W20-1A

SIDEWALK CLOSED
R9-9
24"X12"

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

SIDEWALK CLOSED AHEAD FOR ASSISTANCE CONSIDER YELLOW CAB: (920) 435-1111 AGING & DISABILITY RESOURCE CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

CLOSE OUTSIDE LANES DURING NON PEAK HOURS

CULVERT REPLACEMENT TO BE STAGED UTILIZING STAGE 1-4 LANE CLOSURES. SDD 15D48 TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION SHALL BE UTILIZED AS NEEDED.

SEE STANDARD DETAIL DRAWING 15D21-A "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE"

SHEET LOCATION

STH 172 WB

STH 172 EB

BABCOCK RD

216 218 220 222 224 226 228 230

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

MATCH LINE 230+75

MATCH LINE 6+75

232 234 236 238 240 242

2'W' 4'W' 6'W'

2'E' 4'E' 6'E'

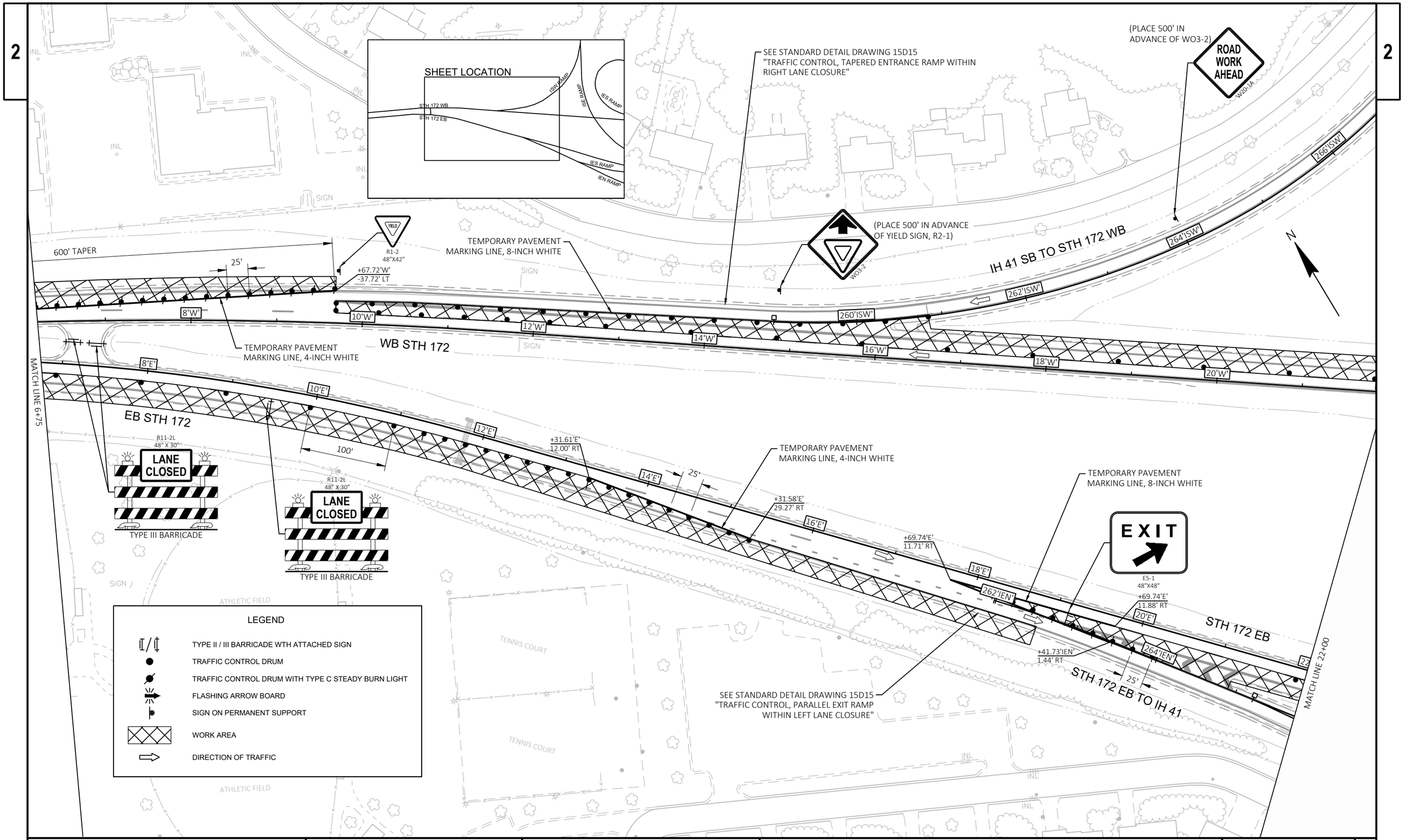
+68.45'W'
-12.00' LT

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 58	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 025103-tc

PLOT DATE : 7/28/2022 3:25 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 59	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025104-tc

PLOT DATE : 7/21/2022 8:28 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

IH 41 SB TO STH 172 EB

STH 172 WB TO IH 41 SB

STH 172 WB

STH 172 EB

IH 41 SB TO STH 172 EB

STH 172 EB TO IH 41 NB

STH 172 EB TO IH 41 SB

1898'ISE'
1886'IWS'
1884'IWS'
1882'IWS'
1880'IWS'
1878'IW
900'ISE'
898'ISE'
896'ISE'
894'ISE'
892'ISE'
890'ISE'
888'ISE'
36'W'
34'W'
32'W'
30'W'
28'W'
26'W'
24'W'
+00.00'W'
-12.00' LT
100'
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
* SPACED EVERY 1500'

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SHEET LOCATION

IWN RAMP
IH 41 NB
IWS RAMP
INW RAMP
ISW RAMP
STH 172 WB
IH 41 SB
ISE RAMP
STH 172 EB
IES RAMP
IEN RAMP

MATCH LINE 22+00

24'E'
26'E'
28'E'
30'E'
32'E'
34'E'
36'E'
266'IEN'
268'IEN'
270'IEN'
272'IEN'
274'IEN'
276'IEN'
278'IEN'
280'IEN'
1852'IES'
1854'IES'
1856'IES'
1858'IES'
1860'IES'
1862'IES'
100'

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 60	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025105-tc
PLOT DATE : 7/21/2022 8:28 AM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

894'IWN'
892'IWN'
1890'IWN'
1888'IWN'
1886'IWN'
1884'IWN'
1882'IWN'
STH 172 WB TO IH 41 NB
STH 172 WB TO IH 41 SB
1876'IWS'
1874'IWS'
1872'IWS'
1870'IWS'
1868'IWS'
+42.20'IWS'
3.00' RT
+30.17'W'
12.00' LT
+00.00'W'
12.00' LT
38'W'
40'W'
42'W'
44'W'
46'W'
48'W'
50'W'
WB STH 172
1892'INW'
1890'INW'
IH 41 NB TO STH 172 WB
1888'INW'
1886'INW'
1884'INW'
1882'INW'
FOOTBRIDGE
FOOTBRIDGE
N
SIGN
INL
R1-2
48"X42"
YIELD
W3-2
(PLACE 500' IN ADVANCE
OF YIELD SIGN, R2-1)
SOUTH
41
Appleton
EXIT ONLY
E11-1C
120"X18"
EB STH 172
52'EE'
50'EE'
48'EE'
46'EE'
44'EE'
42'EE'
1306
894.300
884'ISE'
886'ISE'
40'E'
38'E'
870'IEN'
868'IEN'
866'IEN'
864'IEN'
862'IEN'
872'IEN'
874'IEN'
876'IEN'
MATCHLINE 53+00
MATCHLINE 37+50

SHEET LOCATION
IWS RAMP
IWN RAMP
STH 172 WB
INW RAMP
STH 172 EB
ISE RAMP
IH 41 SB
IEN RAMP
INE RAMP
IES RAMP
IH 41 NB

LEGEND

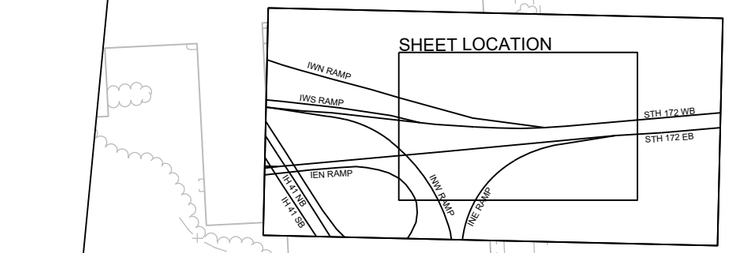
- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

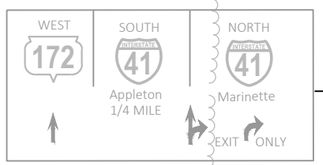
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 61	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025106-tc
PLOT DATE : 7/21/2022 8:29 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2





STH 172 WB TO IH 41 NB

1880'IWN' 1878'IWN' 1876'IWN'

52'W' 54'W' 56'W' 58'W' 60'W' 62'W' 64'W' 66'W'

54'EE' 56'EE' 58'EE' 60'EE' 62'EE' 64'EE' 66'EE'

MATCHLINE 53+00

IH 41 NB TO STH 172 EB

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 62	E

2

2

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NIGHTTIME LANE/RAMP CLOSURES

SEE STANDARD DETAIL DRAWING 15D12-A
"TRAFFIC CONTROL, LANE CLOSURE"

SEE STANDARD DETAIL DRAWING 15D16
"TRAFFIC CONTROL, EXIT RAMP CLOSURE"
FOR ADVANCED WARNING SIGNS

CLOSE RAMP STAGE 1

END ROAD WORK
G20-2A
48"X24"

IH 41 SB TO STH 172 WB

STH 172 WB TO IH 41 SB

WB STH 172

EB STH 172

IH 41 SB TO STH 172 EB

STH 172 EB TO IH 41

STH 172 EB TO IH 41 NB

STH 172 EB TO IH 41 SB

SEE STANDARD DETAIL DRAWING 15D16
"TRAFFIC CONTROL, EXIT RAMP CLOSURE"
FOR ADVANCED WARNING SIGNS

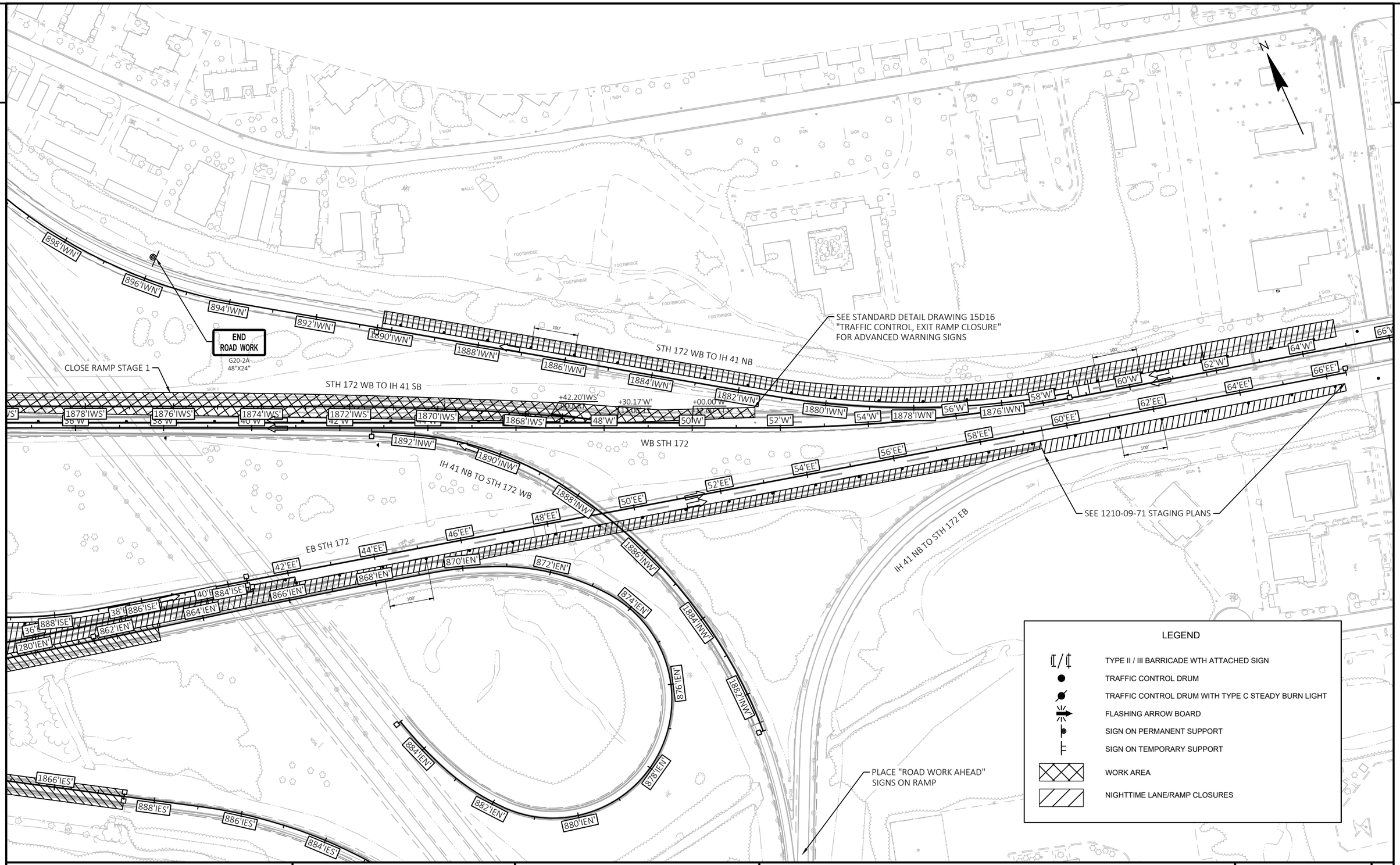
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 63	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025109O-tc

PLOT DATE : 7/21/2022 8:31 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 1 & STAGE 3	SHEET 64	E

SEE STANDARD DETAIL DRAWING 15D50
"TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT"
FOR ADVANCED WARNING SIGNS

ROAD WORK AHEAD
W20-1A

124 126 128 130 132 134 136 138

WB STH 172

EB STH 172

50'

25'

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

ENTERTAINMENT DR

AIRPORT ENTRANCE

MATCH LINE 138+65

N

SIGN

V886
692.15

MH

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

END
ROAD WORK
G20-2A
48"X24"

CASINO ENTRANCE

140 142 144 146 148 150 152

WB STH 172

EB STH 172

25'

100'

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

MATCH LINE 154+00

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 65	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025112-tc

PLOT DATE : 7/21/2022 8:39 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 154+00

MATCH LINE 169+35

N

WB STH 172

EB STH 172

100'

100'

154

156

158

160

162

164

166

168

SIGN

SHEET LOCATION

STH 172 WB

STH 172 EB

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

ROAD WORK AHEAD
W20-1A

SOUTH POINT RD

ROAD CLOSED
R11-2
48"X30"

MH

SOUTH POINT RD

SHEET LOCATION

STH 172 WB

STH 172 EB

N

WB STH 172

R3-2
24"X24"

MATCH LINE 169+35

100'

100'

170

172

174

176

178

180

182

184

MATCH LINE 184+70

25'

MH

EB STH 172

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

ROAD WORK AHEAD
W20-1A

AIRPORT RD

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE
SPACED EVERY 1500'

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 66	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 7/21/2022 8:41 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

WB STH 172

EB STH 172

MATCH LINE 184+70

MATCH LINE 200+05

MATCH LINE 215+40

100'

25'

SIGN

BEGIN LEFT TURN LANE
R3-20L
24"X36"

TRAFFIC CONTROL DRUMS (25' SPACING) REQUIRED WHEN LEFT TURN LANE IS CLOSED FOR MEDIAN/CURB RAMP WORK

SHEET LOCATION

SOUTH POINT RD

PACKERLAND DR

STH 172 WB

STH 172 EB

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SIDEWALK CLOSED AHEAD
FOR ASSISTANCE CONSIDER
YELLOW CAB: (920) 435-1111
AGING & DISABILITY RESOURCE
CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

SIDEWALK CLOSED
R9-9
24"X12"

ROAD WORK AHEAD
W20-1A

CLOSE INSIDE LANE IN INTERSECTION DURING NON PEAK HOURS

CLOSE LEFT LANE AND LEFT TURN LANE DURING NON PEAK HOURS

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
* SPACED EVERY 1500'

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R11-2L
48"X30"
LANE CLOSED
TYPE III BARRICADE
* SPACED EVERY 1500'

R3-2
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

R11-2L
48"X30"
LANE CLOSED

R3-2
24"X24"

PLACE PCMS EAST OF BABCOCK ROAD TO READ "NO LEFT TURN AT PACKERLAND". LEFT TURN LANES AT PACKERLAND DRIVE AND BABCOCK ROAD CANNOT BE CLOSED AT THE SAME TIME.

ROAD WORK AHEAD
W20-1A

PACKERLAND DR/CTH EB

SIDEWALK CLOSED AHEAD FOR ASSISTANCE CONSIDER
YELLOW CAB: (920) 435-1111
AGING & DISABILITY RESOURCE
CENTER: (920) 448-4300

PLACE FIXED MESSAGE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

TRAFFIC CONTROL DRUMS (25' SPACING) REQUIRED WHEN LEFT TURN LANE IS CLOSED FOR MEDIAN/CURB RAMP WORK

** TRAFFIC CONTROL DEVICES ONLY REQUIRED WHEN LEFT TURN LANE IS CLOSED FOR MEDIAN/CURB RAMP WORK

TRAFFIC CONTROL NOTES:

1. WORK WITHIN PACKERLAND DRIVE INTERSECTION TO BE COMPLETED DURING NIGHTTIME CLOSURE. CLOSURE OF INTERSECTION IS PERMITTED FROM 8PM-6AM. SEE SDD 15C03 BARRICADES AND SIGNS FOR SIDEROAD CLOSURES FOR MORE INFORMATION.
2. FULL CLOSURES OF PACKERLAND DRIVE INTERSECTION AND BABCOCK ROAD INTERSECTION CANNOT OCCUR AT THE SAME TIME.
3. WORK TO PEDESTRIAN FACILITIES AT PACKERLAND DRIVE TO BE COMPLETED UNDER SIDEWALK CLOSURE. PEDESTRIAN FACILITIES SHALL BE OPENED BACK UP BY MEMORIAL DAY.
4. SIDEWALK CLOSURES AT PACKERLAND DRIVE AND BABCOCK ROAD CANNOT OCCUR AT THE SAME TIME.
5. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

SHEET LOCATION

STH 172 WB

STH 172 EB

PACKERLAND DR

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 67	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 025102-tc

PLOT DATE : 7/28/2022 2:54 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

TRAFFIC CONTROL NOTES:

1. WORK WITHIN BABCOCK ROAD INTERSECTION TO BE COMPLETED DURING NIGHTTIME CLOSURE. CLOSURE OF INTERSECTION IS PERMITTED FROM 7PM-6AM. SEE SDD 15C03 BARRICADES AND SIGNS FOR SIDEROAD CLOSURES FOR MORE INFORMATION.
2. FULL CLOSURES OF PACKERLAND DRIVE INTERSECTION AND BABCOCK ROAD INTERSECTION CANNOT OCCUR AT THE SAME TIME.
3. WORK TO PEDESTRIAN FACILITIES AT BABCOCK ROAD TO BE COMPLETED UNDER SIDEWALK CLOSURE. PEDESTRIAN FACILITIES SHALL BE OPENED BACK UP BY MEMORIAL DAY.
4. SIDEWALK CLOSURES AT PACKERLAND DRIVE AND BABCOCK ROAD CANNOT OCCUR AT THE SAME TIME.
5. SEE SPECIAL PROVISIONS FOR MORE INFORMATION.

2

MATCH LINE 215+40

WB STH 172

EB STH 172

100'

216 218 220 222 224 226 228 230

25'

R11-2L 48" X 30"
LANE CLOSED
TYPE III BARRICADE * SPACED EVERY 1500'

SIDEWALK CLOSED AHEAD FOR ASSISTANCE CONSIDER YELLOW CAB: (920) 435-1111 AGING & DISABILITY RESOURCE CENTER: (920) 448-4300
PLACE FIXED MESSAGE SIGN AT LAST INTERSECTION PRIOR TO CLOSURE

SIDEWALK CLOSED R9-9 24"X12"

ROAD WORK AHEAD W20-1A

** TRAFFIC CONTROL DEVICES ONLY REQUIRED WHEN LEFT TURN LANE IS CLOSED FOR MEDIAN/CURB RAMP WORK

CULVERT REPLACEMENT TO BE STAGED UTILIZING STAGE 1-4 LANE CLOSURES. SDD 15D48 TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION SHALL BE UTILIZED AS NEEDED.

TRAFFIC CONTROL DRUMS (25' SPACING) REQUIRED WHEN LEFT TURN LANE IS CLOSED FOR MEDIAN/CURB RAMP WORK

CLOSE LEFT LANE AND LEFT TURN LANE DURING NON PEAK HOURS

BEGIN LEFT TURN LANE R3-20L 24"X36"

CLOSE INSIDE LANE IN INTERSECTION DURING NON PEAK HOURS

R3-2 24"X24"

PLACE PCMS WEST OF PACKERLAND DRIVE TO READ "NO LEFT TURN AT BABCOCK". LEFT TURN LANES AT PACKERLAND DRIVE AND BABCOCK ROAD CANNOT BE CLOSED AT THE SAME TIME.

TRAFFIC CONTROL DRUMS (25' SPACING) REQUIRED WHEN LEFT TURN LANE IS CLOSED FOR MEDIAN/CURB RAMP WORK

BABCOCK RD

SHEET LOCATION
STH 172 WB
STH 172 EB

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

MATCH LINE 230+75

WB STH 172

EB STH 172

100'

232 234 236 238 240 242

2'W' 4'W' 6'W'
2'E' 4'E' 6'E'

SHEET LOCATION
STH 172 WB
STH 172 EB
BABROCK RD

MATCH LINE 6+75

2

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 68	E

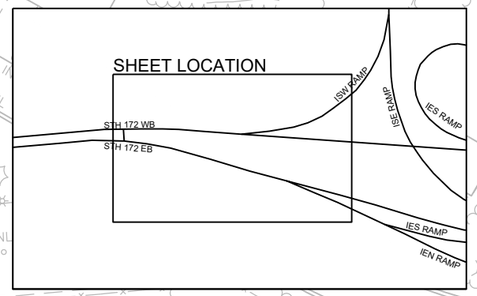
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 025103-tc

PLOT DATE : 7/28/2022 3:06 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2



WB STH 172

IH 41 SB TO STH 172 WB

8'W'
10'W'
12'W'
14'W'
16'W'
18'W'
20'W'
260'ISW'
262'ISW'
264'ISW'
266'ISW'
100'

N

MATCH LINE 6+75

EB STH 172

8'E'
10'E'
12'E'
14'E'
16'E'
18'E'
20'E'
262'IEN'
264'IEN'
100'

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

STH 172 EB

STH 172 EB TO IH 41

MATCH LINE 22+00

SIGN

TENNIS COURT

ATHLETIC FIELD

MH

INL

POOL

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 69	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025104-tc

PLOT DATE : 7/21/2022 8:44 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

IH 41 SB TO STH 172 EB

STH 172 WB TO IH 41 SB

STH 172 WB

STH 172 EB

STH 172 EB TO IH 41 NB

IH 41 SB TO STH 172 EB

STH 172 EB TO IH 41 SB

1888'IWS'
1886'IWS'
1884'IWS'
1882'IWS'
1880'IWS'
1878'IW
900'ISE'
898'ISE'
896'ISE'
894'ISE'
892'ISE'
890'ISE'
888'ISE'
22'W'
24'W'
26'W'
28'W'
30'W'
32'W'
34'W'
36'W'
100'
25'
+00.00'W'
-12.00' LT
+00.00'W'
-1.11' LT
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
* SPACED EVERY 1500'

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SHEET LOCATION

ISW RAMP
IWB RAMP
IWN RAMP
INW RAMP
IN 41 NB
IN 41 SB
STH 172 WB
ISE RAMP
STH 172 EB
IES RAMP
IEN RAMP

MATCH LINE 22+00

24'E'
26'E'
28'E'
30'E'
32'E'
34'E'
36'E'
100'
266'IEN'
1852'IES'
268'IEN'
1854'IES'
270'IEN'
272'IEN'
1856'IES'
274'IEN'
276'IEN'
278'IEN'
280'IEN'
1858'IES'
1860'IES'
1862'IES'

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 70	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025105-tc

PLOT DATE : 7/21/2022 8:45 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

894'IWN'
892'IWN'
1890'IWN'
1888'IWN'
1886'IWN'
1884'IWN'
1882'IWN'
STH 172 WB TO IH 41 NB
FOOTBRIDGE
FOOTBRIDGE
N
REMOVING PAVEMENT MARKINGS
STH 172 WB TO IH 41 SB
1876'IWS'
1874'IWS'
1872'IWS'
1870'IWS'
1868'IWS'
+42.20'IWS'
3.00' RT
2
38'W'
40'W'
42'W'
44'W'
46'W'
48'W'
50'W'
50'
50'
+01.63'W'
12.10' RT
+00.69'W'
-12.00' LT
+59.83'W'
-0.01' LT
+30.17'W'
-12.01' LT
+00.00'W'
-12.00' LT
1
1
R1-2
48"X42"
1892'INW'
1890'INW'
IH 41 NB TO STH 172 WB
WB STH 172
SOUTH
41
Appleton
EXIT ONLY
E11-1C
120"X18"
EB STH 172
1888'INW'
52'EE'
50'EE'
48'EE'
46'EE'
44'EE'
42'EE'
40'EE'
38'E'
W03-2
(PLACE 500' IN ADVANCE
OF YIELD SIGN, R2-1)
1306
664.300
1886'INW'
1884'INW'
1882'INW'
884'ISE'
886'ISE'
868'IEN'
870'IEN'
872'IEN'
874'IEN'
876'IEN'
866'IEN'
864'IEN'
862'IEN'
MATCHLINE 53+00
MATCHLINE 37+50

1 TEMPORARY MARKING LINE PAINT 4-INCH

2 TEMPORARY MARKING LINE PAINT 8-INCH

SHEET LOCATION

IWS RAMP
IWN RAMP
STH 172 WB
INW RAMP
IH 41 SB
STH 172 EB
ISE RAMP
IEN RAMP
INE RAMP
IES RAMP
IH 41 NB

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

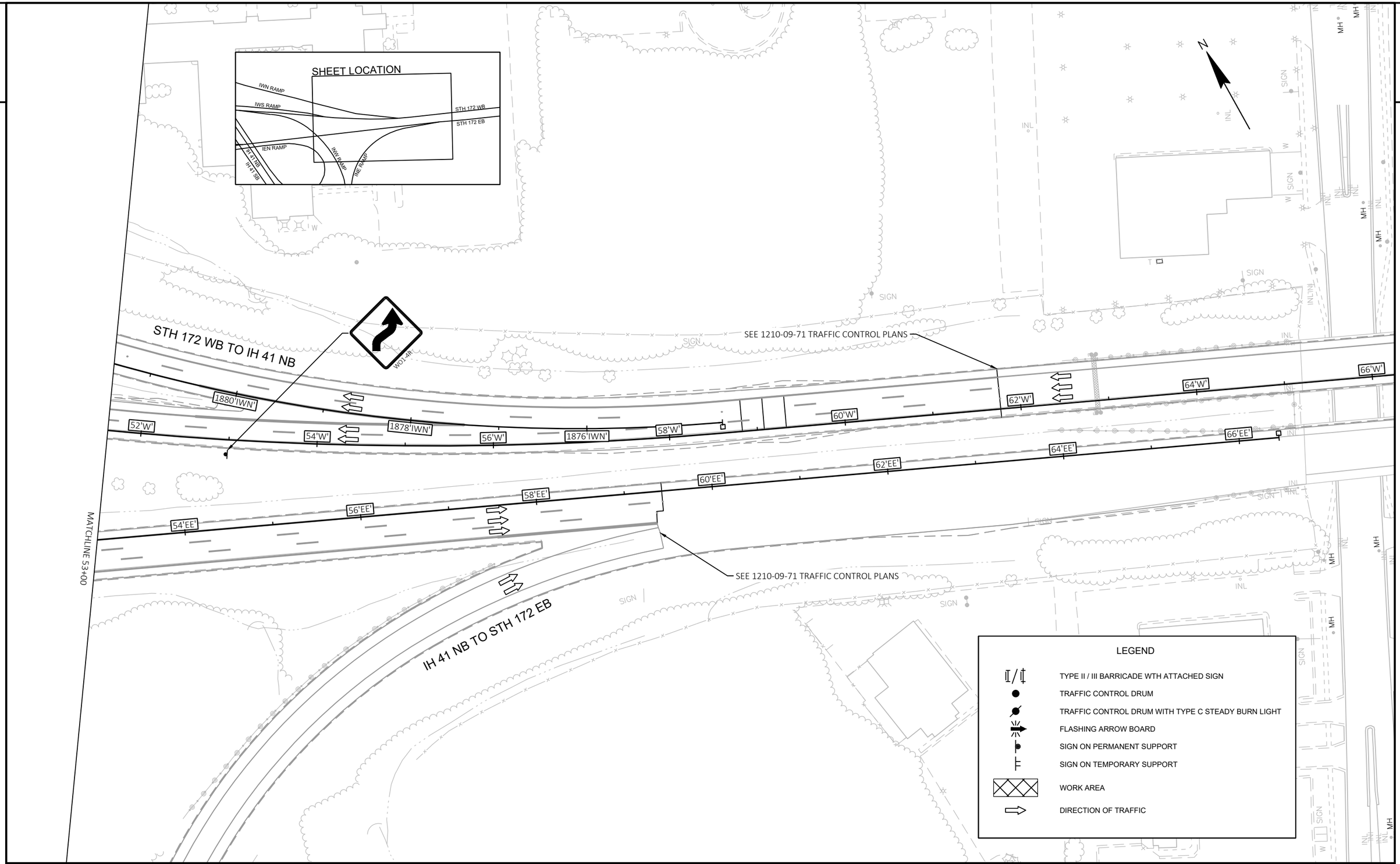
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 71	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 7/21/2022 8:46 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 72	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025107-tc

PLOT DATE : 7/21/2022 8:46 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NIGHTTIME LANE/RAMP CLOSURES

SEE STANDARD DETAIL DRAWING 15D12-A
"TRAFFIC CONTROL, LANE CLOSURE"

END ROAD WORK
G20-2A
48"X24"

N

WB STH 172

EB STH 172

IH 41 SB TO STH 172 WB

STH 172 WB TO IH 41 SB

STH 172 EB TO IH 41

IH 41 SB TO STH 172 EB

STH 172 EB TO IH 41 NB

STH 172 EB TO IH 41 SB

-12.00' LT

-1.11' LT

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 73	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025109O-tc

PLOT DATE : 7/21/2022 8:47 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II / III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- NIGHTTIME LANE/RAMP CLOSURES

END ROAD WORK
G20-2A
48"X24"

STH 172 WB TO IH 41 NB

STH 172 WB TO IH 41 SB

WB STH 172

IH 41 NB TO STH 172 WB

EB STH 172

IH 41 NB TO STH 172 EB

SEE 1210-09-71 STAGING PLANS

SEE STANDARD DETAIL DRAWING 15D16
"TRAFFIC CONTROL, EXIT RAMP CLOSURE"
FOR ADVANCED WARNING SIGNS

PLACE "ROAD WORK AHEAD"
SIGNS ON RAMP

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	TRAFFIC CONTROL - STH 172 - STAGE 2 & STAGE 4	SHEET 74	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025110O-tc

PLOT DATE : 7/21/2022 8:48 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:200 FT

GENERAL NOTES: TRAFFIC CONTROL AND DETOURS

SEE THE TRAFFIC CONTROL PLAN FOR APPLICATION OF THE DETOUR.

SEE SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR ADDITIONAL DETAILS NOT SHOWN ON THIS PLAN.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL PLAN, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL "W" AND "WO" SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED AND SHALL HAVE REFLECTIVE FLORESCENT DIAMOND GRADE SHEETING.

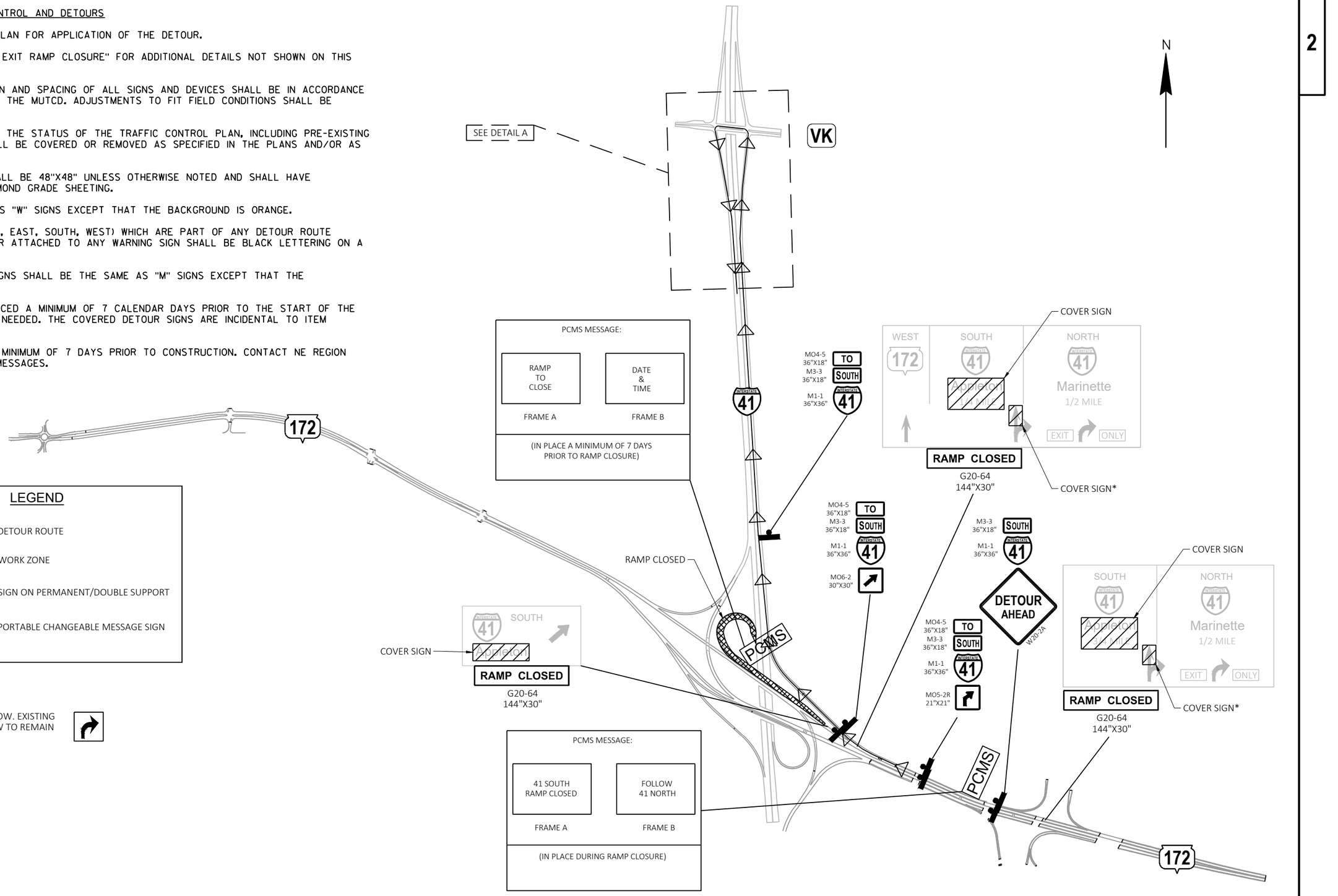
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

DETOUR SIGNS SHALL BE PLACED A MINIMUM OF 7 CALENDAR DAYS PRIOR TO THE START OF THE DETOUR AND COVERED UNTIL NEEDED. THE COVERED DETOUR SIGNS ARE INCIDENTAL TO ITEM DETOUR SIGNS.

PCMS SHALL BE IN PLACE A MINIMUM OF 7 DAYS PRIOR TO CONSTRUCTION. CONTACT NE REGION TRAFFIC TEAM LEADER FOR MESSAGES.



LEGEND

- DETOUR ROUTE
- WORK ZONE
- SIGN ON PERMANENT/DOUBLE SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

* COVER AHEAD ARROW. EXISTING RIGHT TURN ARROW TO REMAIN VISIBLE.

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	DETOUR	SHEET 75	E

2

N

LOMBARDI AVENUE

MO4-5 36"X18" TO SOUTH INTERSTATE 41
M1-1 36"X36"
MO5-1L 21"X21"

MO4-5 36"X18" TO SOUTH INTERSTATE 41
M3-3 36"X18"
M1-1 36"X36"
M6-1 21"X21"

MO4-5 36"X18" TO SOUTH INTERSTATE 41
M3-3 36"X18"
M1-1 36"X36"
MO5-1L 21"X21"

MO4-5 36"X18" TO SOUTH INTERSTATE 41
M3-3 36"X18"
M1-1 36"X36"
MO6-2 30"X30"

MO4-5 36"X18" TO SOUTH INTERSTATE 41
M3-3 36"X18"
M1-1 36"X36"
MO5-2R 21"X21"

NB EXIT RAMP

IH 41 NB

IH 41 SB

SB ENTRANCE RAMP

LEGEND

DETOUR ROUTE

WORK ZONE

SIGN ON PERMANENT/DOUBLE SUPPORT

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	DETOUR	SHEET 76	E

1210-11-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000
0016	204.0100	Removing Concrete Pavement	SY	2,871.000	2,871.000
0018	204.0105	Removing Concrete Pavement Butt Joints	SY	40.000	40.000
0020	204.0109.S	Removing Concrete Surface Partial Depth	SF	110.000	110.000
0022	204.0110	Removing Asphaltic Surface	SY	1,740.000	1,740.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	180.000	180.000
0026	204.0120	Removing Asphaltic Surface Milling	SY	11,160.000	11,160.000
0028	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	30,260.000	30,260.000
0030	204.0150	Removing Curb & Gutter	LF	344.000	344.000
0032	204.0155	Removing Concrete Sidewalk	SY	139.000	139.000
0034	204.0165	Removing Guardrail	LF	6,830.000	6,830.000
0036	204.0180	Removing Delineators and Markers	EACH	182.000	182.000
0038	204.0190	Removing Surface Drains	EACH	2.000	2.000
0040	204.0220	Removing Inlets	EACH	2.000	2.000
0050	204.9060.S	Removing (item description) 01. Sand Barrel Arrays	EACH	2.000	2.000
0052	204.9180.S	Removing (item description) 01. Removing Asphaltic Surface Milling Special	SY	1,958.000	1,958.000
0054	205.0100	Excavation Common	CY	4,577.000	4,577.000
0072	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 1210-11-71	EACH	1.000	1.000
0074	211.0201	Prepare Foundation for Concrete Pavement (project) 01. 1210-11-71	EACH	1.000	1.000
0078	213.0100	Finishing Roadway (project) 02. 1210-11-71	EACH	1.000	1.000
0080	305.0110	Base Aggregate Dense 3/4-Inch	TON	7,773.000	7,773.000
0082	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,769.000	2,769.000
0084	312.0110	Select Crushed Material	TON	4,065.000	4,065.000
0088	320.0155	Concrete Base 9-Inch	SY	120.000	120.000
0090	390.0303	Base Patching Concrete	SY	272.000	272.000
0092	390.0403	Base Patching Concrete Shes	SY	1,657.000	1,657.000
0094	390.0501.S	Base Patching Asphaltic for HMA Interlayer (project) 01. 1210-11-71	EACH	1.000	1.000
0096	405.0100	Coloring Concrete WisDOT Red	CY	60.000	60.000
0098	415.0090	Concrete Pavement 9-Inch	SY	5,900.000	5,900.000
0100	416.0512	Concrete Truck Apron 12-Inch	SY	540.000	540.000
0102	416.0610	Drilled Tie Bars	EACH	1,454.000	1,454.000
0104	416.0620	Drilled Dowel Bars	EACH	1,594.000	1,594.000
0106	416.1010	Concrete Surface Drains	CY	16.000	16.000
0108	455.0605	Tack Coat	GAL	24,706.000	24,706.000
0114	460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	1.000	1.000
0116	460.0120.S	HMA Pavement Test Strips Density	EACH	1.000	1.000
0118	460.2000	Incentive Density HMA Pavement	DOL	12,680.000	12,680.000
0124	460.4210.S	HMA Pavement Interlayer	TON	5,214.000	5,214.000
0126	460.5224	HMA Pavement 4 LT 58-28 S	TON	4,584.000	4,584.000
0128	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,795.000	1,795.000
0132	460.8624	HMA Pavement 4 SMA 58-28 V	TON	13,517.000	13,517.000
0134	460.9000.S	Material Transfer Vehicle	EACH	0.400	0.400
0136	465.0105	Asphaltic Surface	TON	1,660.000	1,660.000
0138	465.0110	Asphaltic Surface Patching	TON	50.000	50.000
0140	465.0400	Asphaltic Shoulder Rumble Strips	LF	72,240.000	72,240.000
0204	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	96.000	96.000
0206	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	148.000	148.000
0208	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0212	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000

1210-11-71

Line	Item	Item Description	Unit	Total	Qty
0240	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	194.000	194.000
0242	601.0501	Concrete Curb & Gutter Integral 4-Inch Sloped 36-Inch	LF	211.000	211.000
0244	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	212.000	212.000
0246	601.0574	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type G	LF	345.000	345.000
0248	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	810.000	810.000
0254	601.0600	Concrete Curb Pedestrian	LF	76.000	76.000
0256	602.0405	Concrete Sidewalk 4-Inch	SF	237.000	237.000
0258	602.0410	Concrete Sidewalk 5-Inch	SF	890.000	890.000
0260	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	89.000	89.000
0270	606.0200	Riprap Medium	CY	16.000	16.000
0274	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0276	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0280	611.8115	Adjusting Inlet Covers	EACH	20.000	20.000
0288	614.0010	Barrier System Grading Shaping Finishing	EACH	19.000	19.000
0292	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	4.000	4.000
0294	614.0230	Steel Thrie Beam	LF	954.000	954.000
0296	614.0700	Sand Barrels Arrays	EACH	2.000	2.000
0300	614.2300	MGS Guardrail 3	LF	4,545.000	4,545.000
0302	614.2500	MGS Thrie Beam Transition	LF	52.000	52.000
0304	614.2610	MGS Guardrail Terminal EAT	EACH	15.000	15.000
0306	614.2620	MGS Guardrail Terminal Type 2	EACH	16.000	16.000
0312	618.0100	Maintenance And Repair of Haul Roads (project) 02. 1210-11-71	EACH	1.000	1.000
0314	619.1000	Mobilization	EACH	0.250	0.250
0316	620.0300	Concrete Median Sloped Nose	SF	183.000	183.000
0318	624.0100	Water	MGAL	22.000	22.000
0320	625.0500	Salvaged Topsoil	SY	2,045.000	2,045.000
0322	628.1504	Silt Fence	LF	1,810.000	1,810.000
0324	628.1520	Silt Fence Maintenance	LF	1,810.000	1,810.000
0326	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0328	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0330	628.2002	Erosion Mat Class I Type A	SY	2,056.000	2,056.000
0332	628.2006	Erosion Mat Urban Class I Type A	SY	43.000	43.000
0334	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0336	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0338	628.7504	Temporary Ditch Checks	LF	39.000	39.000
0340	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0342	629.0210	Fertilizer Type B	CWT	1.200	1.200
0344	630.0130	Seeding Mixture No. 30	LB	42.700	42.700
0346	630.0200	Seeding Temporary	LB	62.000	62.000
0348	630.0500	Seed Water	MGAL	47.100	47.100
0350	633.0100	Delineator Posts Steel	EACH	136.000	136.000
0352	633.0500	Delineator Reflectors	EACH	136.000	136.000
0356	633.5200	Markers Culvert End	EACH	14.000	14.000
0364	638.2102	Moving Signs Type II	EACH	17.000	17.000
0372	643.0300	Traffic Control Drums	DAY	287,350.000	287,350.000
0374	643.0410	Traffic Control Barricades Type II	DAY	5,216.000	5,216.000
0376	643.0420	Traffic Control Barricades Type III	DAY	28,360.000	28,360.000
0378	643.0705	Traffic Control Warning Lights Type A	DAY	36,848.000	36,848.000
0380	643.0715	Traffic Control Warning Lights Type C	DAY	46,604.000	46,604.000

1210-11-71

Line	Item	Item Description	Unit	Total	Qty
0382	643.0800	Traffic Control Arrow Boards	DAY	1,236.000	1,236.000
0384	643.0900	Traffic Control Signs	DAY	35,320.000	35,320.000
0386	643.0910	Traffic Control Covering Signs Type I	EACH	5.000	5.000
0388	643.1000	Traffic Control Signs Fixed Message	SF	145.000	145.000
0390	643.1050	Traffic Control Signs PCMS	DAY	588.000	588.000
0392	643.1070	Traffic Control Cones 42-Inch	DAY	3,620.000	3,620.000
0396	643.3105	Temporary Marking Line Paint 4-Inch	LF	104,980.000	104,980.000
0398	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	52,490.000	52,490.000
0400	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	270.000	270.000
0402	643.3205	Temporary Marking Line Paint 8-Inch	LF	6,470.000	6,470.000
0404	643.3220	Temporary Marking Line Epoxy 8-Inch	LF	3,235.000	3,235.000
0406	643.5000	Traffic Control	EACH	0.400	0.400
0408	645.0120	Geotextile Type HR	SY	33.000	33.000
0412	646.1020	Marking Line Epoxy 4-Inch	LF	1,115.000	1,115.000
0414	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	74,315.000	74,315.000
0416	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	6,775.000	6,775.000
0420	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	11,155.000	11,155.000
0422	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0424	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0428	646.6120	Marking Stop Line Epoxy 18-Inch	LF	395.000	395.000
0432	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	6,775.000	6,775.000
0434	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	11,155.000	11,155.000
0436	646.7220	Marking Chevron Epoxy 24-Inch	LF	625.000	625.000
0438	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	850.000	850.000
0440	646.8220	Marking Island Nose Epoxy	EACH	23.000	23.000
0444	646.9000	Marking Removal Line 4-Inch	LF	165.000	165.000
0464	650.8000	Construction Staking Resurfacing Reference	LF	40,364.000	40,364.000
0468	650.8501	Construction Staking Electrical Installations (project) 02. 1210-11-71	EACH	1.000	1.000
0470	650.9000	Construction Staking Curb Ramps	EACH	10.000	10.000
0474	650.9500	Construction Staking Sidewalk (project) 02. 1210-11-71	EACH	1.000	1.000
0478	650.9911	Construction Staking Supplemental Control (project) 02. 1210-11-71	EACH	1.000	1.000
0482	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	25.000	25.000
0486	652.0615	Conduit Special 3-Inch	LF	165.000	165.000
0488	652.0800	Conduit Loop Detector	LF	80.000	80.000
0492	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	2.000	2.000
0494	653.0900	Adjusting Pull Boxes	EACH	4.000	4.000
0496	653.0905	Removing Pull Boxes	EACH	2.000	2.000
0498	655.0230	Cable Traffic Signal 5-14 AWG	LF	388.000	388.000
0500	655.0240	Cable Traffic Signal 7-14 AWG	LF	46.000	46.000
0502	655.0260	Cable Traffic Signal 12-14 AWG	LF	706.000	706.000
0504	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	633.000	633.000
0506	655.0700	Loop Detector Lead In Cable	LF	1,610.000	1,610.000
0508	655.0800	Loop Detector Wire	LF	248.000	248.000
0510	658.0500	Pedestrian Push Buttons	EACH	1.000	1.000
0512	690.0150	Sawing Asphalt	LF	457.000	457.000
0514	690.0250	Sawing Concrete	LF	3,036.000	3,036.000
0518	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	1,932.000	1,932.000
0520	740.0440	Incentive IRI Ride	DOL	27,454.000	27,454.000
0552	SPV.0060	Special 04. Grading, Shaping and Finishing Curb Ramps	EACH	4.000	4.000

1210-11-71

Line	Item	Item Description	Unit	Total	Qty
0554	SPV.0060	Special 05. Remove Traffic Signal (STH 172 & Babcock Rd)	EACH	1.000	1.000
0562	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Type A	LF	32.000	32.000

3

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	TO	STATION	LOCATION	203.0100 EACH	REMARKS
0010	227+51	-	227+54	STH 172	1	148 LF, 24" CMP
				CATEGORY 0010 TOTAL:	**1**	
0020	278+33 IEN	-	278+35 IEN	IEN RAMP	1	96 LF, 18" CMP
				CATEGORY 0020 TOTAL:	**1**	
				PROJECT TOTAL:	**2**	

3

PAVEMENT REMOVAL

CATEGORY	STATION	TO	STATION	LOCATION	204.0100* REMOVING CONCRETE PAVEMENT SY	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SY	204.9180.S REMOVING ASPHALTIC SURFACE MILLING SPECIAL SY
0010	154+40	-	179+09	STH 172 EB	--	10	--	--	--	--	19
0010	156+70	-	178+98	STH 172 WB	--	10	--	--	--	--	--
0010	179+09	-	200+01	STH 172 EB	--	--	--	15	--	--	--
0010	178+98	-	200+02	STH 172 WB	--	--	--	15	--	--	--
0010	200+01	-	219+63	STH 172 EB	--	--	--	20	--	--	95
0010	200+02	-	219+64	STH 172 WB	--	--	--	20	--	--	--
0010	219+63	-	239+68	STH 172 EB	--	--	--	15	--	--	266
0010	219+64	-	239+68	STH 172 WB	--	--	--	15	--	--	53
0010			202+90	STH 172	--	--	--	--	--	25	--
0010			205+10	STH 172	--	--	--	--	--	35	--
0010			222+95	STH 172	--	--	--	--	--	25	--
0010			224+90	STH 172	--	--	--	--	--	25	--
0010	219+64	-	228+92	BABCOCK INTERSECTION	--	--	940	--	1,140	--	--
0010	200+02	-	208+43	PACKERLAND INTERSECTION	--	--	800	--	1,700	--	--
				CATEGORY 0010 TOTALS:	**--**	**20**	**1,740**	**100**	**2,840**	**110**	**434**
0020	0+00 'E'	-	60+00 'EE'	STH 172 EB	--	--	--	--	--	--	539
0020	0+00 'W'	-	60+00 'W'	STH 172 WB	--	--	--	--	--	--	311
0020	45+32	-	59+42	STH 172 WB	--	--	--	5	--	--	--
0020	41+08	-	61+77	STH 172 WB	--	--	--	5	--	--	--
0020	889+17	-	897+76	ISE RAMP	--	--	--	10	--	--	77
0020	900+31	-	905+50	ISE RAMP	--	--	--	15	2,480	--	7
0020	264+94	-	277+86	IEN RAMP	--	5	--	5	--	--	182
0020	1856+19	-	1867+60	IES RAMP	--	5	--	5	--	--	19
0020	1881+30	-	1885+75	INW RAMP	--	--	--	10	1,400	--	42
0020	1888+76	-	1891+57	INW RAMP	--	--	--	10	890	--	--
0020	260+84	-	269+32	ISW RAMP	--	--	--	10	2,460	--	130
0020	1880+16	-	1894+90	IWS RAMP	2,732	--	--	--	1,090	--	89
0020	1879+93	-	1890+22	IWN RAMP	--	10	--	5	--	--	127
				CATEGORY 0020 TOTALS:	**2,732**	**20**	**--**	**80**	**8,320**	**--**	**1,524**
				PROJECT TOTALS:	**2,732**	**40**	**1,740**	**180**	**11,160**	**110**	**1,957**

*ADDITIONAL QUANTITIES ELSEWHERE

3

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	ROADWAY	204.0150 LF
0010	202+84	-	202+98	PACKERLAND DR	24
0010	203+12	-	203+15	PACKERLAND DR	15
0010	203+15	-	203+20	PACKERLAND DR	14
0010	203+01	-	203+45	PACKERLAND DR	44
0010	203+01	-	203+45	PACKERLAND DR	44
0010	203+26	-	203+46	PACKERLAND DR	20
0010	223+39	-	223+61	BACOCK RD	33
0010	223+15	-	223+76	BACOCK RD	61
0010	223+15	-	223+76	BACOCK RD	61
0010	223+41	-	223+60	BACOCK RD	28
				CATEGORY 0010 TOTAL:	**344**
				PROJECT TOTAL:	**344**

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	O/S	ROADWAY	204.0165 LF
0020	1891+03 IWS	-	1891+89 IWS	LT	IWS RAMP	85
0020	1852+86 IES	-	1853+89 IES	LT	IES RAMP	105
0020	1852+86 IES	-	1853+89 IES	RT	IES RAMP	105
0020	1857+69 IES	-	1863+52 IES	RT	IES RAMP	585
0020	41+06 EE	-	42+37 EE	RT	EB STH 172 (EE)	130
0020	41+06 EE	-	42+37 EE	RT	EB STH 172 (EE)	130
0020	883+56 ISE	-	884+56 ISE	LT	EB STH 172 (ISE)	100
0020	883+56 ISE	-	884+56 ISE	LT	EB STH 172 (ISE)	100
0020	45+99 EE	-	49+27 EE	LT	EB STH 172 (EE)	330
0020	47+60 EE	-	49+94 EE	RT	EB STH 172 (EE)	235
0020	57+36 W	-	58+86 W	RT	WB STH 172 (W)	150
0020	57+30 W	-	58+93 W	LT	WB STH 172 (W)	165
0020	25+18 W	-	28+30 W	LT	WB STH 172 (W)	310
0020	25+66 W	-	28+93 W	RT	WB STH 172 (W)	325
0020	31+27 W	-	34+21 W	RT	WB STH 172 (W)	295
0020	35+65 W	-	37+96 W	RT	WB STH 172 (W)	230
0020	35+65 W	-	37+96 W	RT	WB STH 172 (W)	230
0020	1883+85 IWN	-	1885+50 IWN	RT	IWN RAMP	165
0020	1883+66 IWN	-	1885+50 IWN	LT	IWN RAMP	185
0020	49+82 W	-	51+73 W	LT	WB STH 172 (W)	190
0020	1888+69 INW	-	1892+39 INW	LT	INW RAMP	370
0020	1888+33 INW	-	1890+26 INW	RT	INW RAMP	195
0020	1881+36 INW	-	1885+72 INW	LT	INW RAMP	435
0020	1883+51 INW	-	1885+80 INW	RT	INW RAMP	230
0020	900+31 ISE	-	905+13 ISE	LT	ISE RAMP	480
0020	900+00 ISE	-	909+72 ISE	RT	ISE RAMP	970
					CATEGORY 0020 TOTAL:	**6,830**
					PROJECT TOTAL:	**6,830**

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	O/S	ROADWAY	204.0155 SY
0010	202+75	-	202+94	LT	PACKERLAND DR	27
0010	203+15	-	203+29	LT	PACKERLAND DR	22
0010	203+01	-	203+42	RT	PACKERLAND DR	19
0010	203+31	-	203+48	RT	PACKERLAND DR	22
0010	223+44	-	223+59	LT	BACOCK RD	14
0010	223+15	-	223+73	RT	BACOCK RD	22
0010	223+42	-	223+52	RT	BACOCK RD	13
					CATEGORY 0010 TOTAL:	**139**
					PROJECT TOTAL:	**139**

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	204.0180 EACH
0020	2+80 W	-	61+77 W	RT/LT	STH 172, WB	48
0020	11+86 E	-	41+00 E	RT/LT	STH 172, EB	14
0020	259+04 ISW	-	269+32 ISW	RT/LT	ISW RAMP	21
0020	262+00 IEN	-	281+35 IEN	RT/LT	IEN RAMP	23
0020	1850+42 IES	-	1867+50 IES	RT	IES RAMP	17
0020	883+57 ISE	-	905+50 ISE	RT	ISE RAMP	15
0020	1867+17 IWS	-	1894+90 IWS	RT/LT	IWS RAMP	24
0020	1881+10 INW	-	1892+97 INW	RT/LT	INW RAMP	4
0020	1874+46 IWN	-	1890+32 IWN	RT/LT	IWN RAMP	16
					CATEGORY 0020 TOTALS:	**182**
					PROJECT TOTALS:	**182**

REMOVING SURFACE DRAINS

CATEGORY	STATION	OFFSET	ROADWAY	204.0190 EACH
0010	223+27	RT	STH 172	1
			CATEGORY 0010 TOTALS:	**1**
0020	1888+37 IWS	RT	IWS RAMP	1
			CATEGORY 0020 TOTALS:	**1**
			PROJECT TOTALS:	**2**

REMOVING INLETS

CATEGORY	STATION	OFFSET	DESCRIPTION	204.0220 EACH
0020	1891+00 IWS	RT	SHOULDER INLET	1
0020	1893+99 IWS	RT	SHOULDER INLET	1
			CATEGORY 0020 TOTALS:	**2**
			PROJECT TOTALS:	**2**

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)
DIVISION 1									
IWS RAMP	1880+16.33/1898+13.36	STH 172 WB TO IH 41 SB	4,577	0	0	4,577	70	88	4,490
DIVISION 1 SUBTOTAL			4,577	0	0	4,577	70	88	4,490
GRAND TOTAL			4,577	0	0	4,577	70	88	4,490
TOTAL COMMON EXC			4,577						

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100 CATEGORY 0010
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) EXPANDED FILL FACTOR = 1.25
(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

PREPARE FOUNDATION FOR ASPHALTIC PAVING (1210-11-71)

CATEGORY	LOCATION	211.0101.02 EACH
0010	PROJECT 1210-11-71	0.5
0020	PROJECT 1210-11-71	0.5
	TOTAL:	**1**

PREPARE FOUNDATION FOR CONCRETE PAVING (1210-11-71)

CATEGORY	LOCATION	211.0201.01 EACH
0010	PROJECT 1210-11-71	0.5
0020	PROJECT 1210-11-71	0.5
	TOTAL:	**1**

FINISHING ROADWAY (1210-11-71)

CATEGORY	LOCATION	213.0100.02 EACH
0010	PROJECT 1210-11-71	0.5
0020	PROJECT 1210-11-71	0.5
	TOTAL:	**1**

ASPHALT PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	ALIGNMENT	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF	455.0605 TACK COAT GAL	460.4210.S PAVEMENT INTERLAYER TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.8624 HMA PAVEMENT 4 SMA 58-28 V TON	465.0105* ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	460.0115.S HMA PAVEMENT TEST STRIPS VOLUMETRICS EACH	460.0120.S HMA PAVEMENT TEST STRIPS DENSITY EACH
0010	154+40	-	179+09	STH 172 EB	2,469	1,430	318	390	--	703	--	--	--	--
0010	156+70	-	178+98	STH 172 WB	2,228	1,600	397	352	--	828	--	--	--	--
0010	179+09	-	200+01	STH 172 EB	2,092	1,360	325	331	--	692	94	--	--	--
0010	178+98	-	200+02	STH 172 WB	2,104	1,430	346	333	--	731	176	--	--	--
0010	200+01	-	219+63	STH 172 EB	1,962	1,350	332	310	--	697	140	--	--	--
0010	200+02	-	219+64	STH 172 WB	1,962	1,260	296	310	--	635	456	--	--	--
0010	219+63	-	239+68	STH 172 EB	2,005	1,300	310	317	--	662	85	--	--	--
0010	219+64	-	239+68	STH 172 WB	2,004	1,330	319	317	--	677	364	--	--	--
0010	CULVERT STA 227+52			STH 172	--	--	--	--	--	--	90	--	--	--
0010	CULVERT PIPE- MEDIAN			STH 172	--	--	--	--	--	--	5	--	--	--
0010	PACKERLAND DRIVE			STH 172	--	--	--	--	--	--	8	--	--	--
0010	BABCOCK DRIVE			STH 172	--	--	--	--	--	--	4	--	--	--
	PROJECT				--	--	--	--	--	--	--	--	--	--
	CATEGORY 0010 TOTALS				**16,826**	**11,060**	**2,644**	**2,661**	**0**	**5,625**	**1,422**	**0**	**0**	**0**
0020	0+53 E	-	21+22 E	TH 172 EB ALIG EV	2,069	1,440	355	327	--	744	--	--	--	--
0020	21+22 E	-	33+84 E	TH 172 EB ALIG EV	1,262	790	185	200	--	399	--	--	--	--
0020	0+00 W	-	30+63 W	TH 172 WB ALIG W	3,063	2,210	551	484	--	1,146	--	--	--	--
0020	30+63 W	-	33+00 W	TH 172 WB ALIG W	237	140	50	--	--	88	--	--	--	--
0020	33+84 E	-	40+96 E	TH 172 EB ALIG EV	712	640	229	--	--	400	--	--	--	--
0020	41+06 EE	-	45+32 EE	STH 172 EB ALIG EE	426	340	69	109	--	161	--	--	--	--
0020	33+00 W	-	41+08 W	TH 172 WB ALIG W	808	600	164	103	--	325	--	--	--	--
0020	45+32 EE	-	59+42 EE	TH 172 WB ALIG E	1,410	1,330	365	223	--	722	--	--	--	--
0020	41+08 W	-	61+77 W	TH 172 WB ALIG W	2,069	2,130	602	327	--	1,176	--	--	--	--
0020	889+17 ISE	-	897+76 ISE	ISE RAMP	859	660	--	--	236	410	--	--	--	--
0020	900+31 ISE	-	905+50 ISE	ISE RAMP	519	400	--	--	142	250	--	--	--	--
0020	264+94 IEN	-	277+86 IEN	IEN RAMP	--	740	--	--	266	470	--	--	--	--
0020	1856+19 IES	-	1867+60 IES	IES RAMP	--	510	--	--	182	320	--	--	--	--
0020	1883+60 IWS	-	1888+43 IWS	IWS RAMP	--	10	--	80	--	--	--	--	--	--
0020	1888+43 IWS	-	1894+90 IWS	IWS RAMP	--	6	--	40	--	--	--	--	--	--
0020	1881+30 INW	-	1885+75 INW	INW RAMP	--	220	--	--	81	220	--	--	--	--
0020	1888+76 INW	-	1891+57 INW	INW RAMP	--	140	--	--	51	140	--	--	--	--
0020	260+84 ISW	-	269+32 ISW	ISW RAMP	--	390	--	--	141	250	--	--	--	--
0020	277+86 IEN	-	282+84 IEN	IEN RAMP	--	180	--	--	64	110	--	--	--	--
0020	1880+16 IWS	-	1883+60 IWS	IWS RAMP	--	--	--	30	--	--	--	--	--	--
0020	1879+93 IWN	-	1890+22 IWN	IWN RAMP	--	770	--	--	556	560	--		--	--
0020	CULVERT STA 278+34 IEN			IEN RAMP	--	--	--	--	--	--	13	--	--	--
	PROJECT				--	--	--	--	75	--	--	50	1	1
	CATEGORY 0020 TOTALS				**13,434**	**13,646**	**2,570**	**1,923**	**1,795**	**7,892**	**13**	**50**	**1**	**1**
	PROJECT TOTALS				**30,260**	**24,706**	**5,214**	**4,583**	**1,795**	**13,517**	**1,435**	**50**	**1**	**1**

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	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	624.0100** WATER MGAL
0010	156+70	-	239+68	172 WB	1,610	--	--	--
0010	154+40		239+68	172 EB	1,660	--	--	--
0010	227+52	-	227+52	BABCOCK CULVERT	--	87	--	--
	UNDISTRIBUTED				180	175	--	--
				CATEGORY 0010 TOTALS:	**3,450**	**262**	**--**	**--**
0020	0+00	-	30+63	172 WB	690	--	--	--
0020	0+53	-	33+84	172 EB	750	--	--	--
0020	30+63	-	32+50	172 WB	24	--	--	--
0020	32+50	-	41+08	172 WB	110	--	--	--
0020	33+84	-	40+96	172 EB	69	--	--	--
0020	41+06	-	45+32	172 EB	36	--	--	--
0020	41+08	-	61+77	172 WB	400	--	--	--
0020	45+32	-	59+42	172 EB	270	--	--	--
0020	888+52 ISE	-	883+56 ISE	ISE RAMP	78	--	--	--
0020	905+50 ISE	-	886+52 ISE	ISE RAMP	140	--	--	--
0020	261+98	-	277+86	IEN RAMP	360	--	--	--
0020	1850+42	-	1867+60	IES RAMP	390	--	--	--
0020	260+84	-	259+03	ISW RAMP	41	--	--	--
0020	1880+16	-	1883+60	IWS RAMP	32	270	736	3
0020	1883+60	-	1888+43	IWS RAMP	91	380	1,123	4
0020	1888+43		1890+55	IWS RAMP	26	380	541	4
0020	1890+55	-	1891+89	IWS RAMP	27	250	380	3
0020	1891+89	-	1894+90	IWS RAMP	37	540	756	5
0020	1894+90	-	1897+10	IWS RAMP	8	310	--	3
0020	1897+10	-	1898+13	IWS RAMP	4	100	--	1
0020	277+86	-	282+84	IEN RAMP	60	--	--	--
0020	1881+30	-	1894+59	INW RAMP	160	--	--	--
0020	269+32	-	260+84	ISW RAMP	100	--	--	--
0020	278+33	-	278+33	IEN CULVERT	--	12	--	--
	UNDISTRIBUTED				180	175	530	--
				CATEGORY 0020 TOTALS:	**4,083**	**2,417**	**4,065**	**22**
				PROJECT TOTALS:	**7,533**	**2,679**	**4,065**	**22**

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

**WATER CONVERSION IS 1MGAL/100 TON OF BASE AGGREGATE DENSE. USE WATER FOR BASE COMPACTION AND DUST CONTROL.

ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	ROADWAY	465.0400 LF
0010	154+40	-	179+09	STH 172 EB	4,940
0010	156+70	-	178+98	STH 172 WB	4,455
0010	179+09	-	200+01	STH 172 EB	4,185
0010	178+98	-	200+02	STH 172 WB	4,210
0010	200+01	-	219+63	STH 172 EB	3,925
0010	200+02	-	219+64	STH 172 WB	3,925
0010	219+63	-	239+68	STH 172 EB	4,010
0010	219+64	-	239+68	STH 172 WB	4,010
				CATEGORY 0010 TOTAL:	**33,660**
0020	0+53 E	-	21+22 E	STH 172 EB ALIGN EW	4,140
0020	21+22 E	-	33+84 E	STH 172 EB ALIGN EW	2,525
0020	0+00 W	-	30+63 W	STH 172 WB ALIGN W	6,125
0020	30+63 W	-	33+00 W	STH 172 WB ALIGN W	475
0020	33+84 EE	-	40+96 EE	STH 172 EB ALIGN EW	1,425
0020	41+06 EE	-	45+32 EE	STH 172 EB ALIGN EE	850
0020	33+00 W	-	41+08 W	STH 172 WB ALIGN W	1,615
0020	45+32 EE	-	59+42 EE	STH 172 WB ALIGN EE	2,820
0020	41+08 W	-	61+77 W	STH 172 WB ALIGN W	4,140
0020	889+17 ISE	-	897+76 ISE	ISE RAMP	1,720
0020	900+31 ISE	-	905+50 ISE	ISE RAMP	1,040
0020	264+94 IEN	-	277+86 IEN	IEN RAMP	2,585
0020	1856+19 IES	-	1867+60 IES	IES RAMP	2,280
0020	1883+60 IWS	-	1888+43 IWS	IWS RAMP	965
0020	1888+43 IWS	-	1894+90 IWS	IWS RAMP	1,295
0020	1881+30 INW	-	1885+75 INW	INW RAMP	890
0020	1888+76 INW	-	1891+57 INW	INW RAMP	560
0020	260+84 ISW	-	269+32 ISW	ISW RAMP	1,695
0020	277+86 IEN	-	282+84 IEN	IEN RAMP	995
0020	1880+16 IWS	-	1883+60 IWS	IWS RAMP	340
0020	1897+10 IWS	-	1898+13 IWS	IWS RAMP	100
				CATEGORY 0020 TOTAL:	**38,580**
				PROJECT TOTAL:	**72,240**

SAND BARREL ARRAYS

CATEGORY	LOCATION	STATION	OFFSET	204.9060.S.01 REMOVING SAND BARREL ARRAYS EACH	614.0700 SAND BARREL ARRAYS EACH	** BACK WIDTH FT	** OBJECT MARKING PATTERN	** CRASH TEST LEVEL	** TRAFFIC DIRECTION	** TRAFFIC LOCATION	** CRASH CUSHION SHEILDS
0020	STH 172 EB	11+50 E	LT	1	1	4	OM-3R	TL-3	UNIDIRECTIONAL	R	OVERHEAD SIGN STRUCTURE BASE
0020	STH 172 EB	11+50 E	RT	1	1	4	OM-3L	TL-3	UNIDIRECTIONAL	L	OVERHEAD SIGN STRUCTURE BASE
			CATEFORY 0020 TOTALS:	**2**	**2**						
			PROJECT TOTALS:	**2**	**2**						

** FOR INFORMATION ONLY

MATERIAL TRANSFER VEHICLE

CATEGORY	LOCATION	460.9000.S EACH
0010	PROJECT 1210-09-71	0.17
0020	PROJECT 1210-09-71	0.23
	TOTAL:	**0.4**

3

3

CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE PAVEMENT WISDOT RED CY	415.0090 CONCRETE PAVEMENT 9-INCH SY	416.1010 CONCRETE SURFACE DRAINS CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY
0010	--	-	223+30	STH 172	--	--	8	--
				CATEGORY 0010 TOTALS:	**0**	**0**	**8**	**0**
0020	--	-	1888+48 IWS	IWS RAMP	--	--	8	--
0020	1880+16 IWS	-	1894+90 IWS	IWS RAMP	--	5,900	--	--
0020	1888+67 IWS	-	1898+15 IWS	IWS RAMP	60	--	--	540
				CATEGORY 0020 TOTALS:	**60**	**5,900**	**8**	**540**
				PROJECT TOTALS:	**60**	**5,900**	**16**	**540**

PAVEMENT REPAIR AND REPLACEMENT ITEMS

CATEGORY	STATION	-	STATION	ROADWAY	390.0501.S BASE PATCHING ASPHALTIC FOR HMA INTERLAYER EACH	390.0303 BASE PATCHING CONCRETE SY	390.0403 BASE PATCHING CONCRETE SHES SY	416.0610* DRILLED TIE BARS EACH	416.0620* DRILLED DOWEL BARS EACH	690.0250* SAWING CONCRETE LF	REMARKS
0020	3+46 E	-	36+25 E	EB STH 172 (EW)	--	177	585	880	226	293	
0020	262+80 IEN	-	280+62 IEN	IEN RAMP	--	--	168	60	128	218	
0020	1855+58 IES	-	1859+01 IES	IES RAMP	--	--	107	40	80	150	
0020	887+21 ISE	-	905+38 ISE	ISE RAMP	--	--	169	--	288	432	
0020	46+67 EE	-	57+16 EE	EB STH 172 (EE)	--	13	69	--	96	144	
0020	61+77 W	-	8+00 W	WB STH 172 (W)	--	57	323	220	408	631	
0020	1882+55 IWN	-	1886+57 IWN	IWN RAMP	--	--	43	--	64	96	
0020	260+83 ISW	-	260+03 ISW	ISW RAMP	--	--	43	20	48	84	
				1210-11-71 PROJECT	1	--	--	--	--	--	
				UNDISTRIBUTED	--	25	151	122	134	205	VARIOUS SB AND RAMP LANES
				CATEGORY 0020 TOTALS:	**1**	**272**	**1,657**	**1,342**	**1,472**	**2,253**	
				PROJECT TOTALS:	**1**	**272**	**1,657**	**1,342**	**1,472**	**2,253**	

*ADDITIONAL QUANTITIES ELSEWHERE

3

3

CURB RAMP ITEMS

CATEGORY	STATION		TO STATION	OFFSET	LOCATION	416.0610* DRILLED TIE BARS EACH	465.0105* ASPHALTIC SURFACE TON	601.0409* CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0551* CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0501* CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH LF	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010	200+01	-	208+35	LT/RT	STH 172	--	84	--	--	--	--	--	--	--	--	--	--	--	--
0010	202+75	-	202+94	LT	PACKERLAND DR	--	1	23	--	--	--	6	--	240	20	--	1	34	--
0010	203+09	-	203+36	LT	PACKERLAND DR	--	21	78	--	--	--	27	207	108	32	86	2	160	--
0010	203+21	-	203+45	RT	PACKERLAND DR	--	2	--	--	--	--	9	--	35	--	--	2	44	38
0010	203+26	-	203+47	RT	PACKERLAND DR	--	1	19	--	--	--	16	--	190	17	--	1	30	--
0010	203+68	-	203+80	LT	PACKERLAND DR	--	--	22	--	--	--	--	30	--	--	39	--	--	47
0010	219+65	-	228+90	LT/RT	STH 172	--	103	--	--	--	--	--	--	--	--	--	--	--	--
0010	223+38	-	223+60	LT	BABCOCK RD	--	2	--	--	--	32	9	--	130	10	--	1	43	--
0010	223+51	-	223+76	RT	BABCOCK RD	8	--	--	24	24	--	9	--	29	--	--	2	--	70
0010	223+40	-	223+51	RT	BABCOCK RD	--	3	36	--	--	--	--	--	158	10	--	1	51	--
0010	224+57	-	224+88	RT	BABCOCK RD	--	--	--	--	--	--	--	--	--	--	58	--	--	--
0010	224+69	-	224+78	LT	BABCOCK RD	--	--	--	--	9	--	--	--	--	--	--	--	--	--
					CATEGORY 0010 TOTALS:	**8**	**217**	**178**	**24**	**33**	**32**	**76**	**237**	**890**	**89**	**183**	**10**	**362**	**155**
					PROJECT TOTALS:	**8**	**217**	**178**	**24**	**33**	**32**	**76**	**237**	**890**	**89**	**183**	**10**	**362**	**155**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CURB AND GUTTER ITEMS

CATEGORY	STATION	-	STATION	OFFSET	ROADWAY	416.0610* DRILLED TIE BARS EACH	601.0409* CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0551* CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0574 CONCRETE CURB & GUTTER 4 INCH SLOPED 30-INCH TYPE G LF	601.0501* CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH LF	601.0581 CONCRETE CURB & GUTTER 4 INCH SLOPED 30-INCH TYPE R LF	611.8115 ADJUSTING INLET COVERS EACH	653.0900* ADJUSTING PULL BOXES EACH	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010	202+83	-	203+12	LT	WB STH 172	20	--	29	--	30	--	3	--	--	85
0010	203+21	-	203+45	RT	EB STH 172	8	--	24	--	24	--	1	--	--	--
0010	204+79	-	204+93	LT	WB STH 172	9	--	14	--	14	--	1	--	--	47
0010	220+11	-	220+32	RT	EB STH 172	7	--	21	--	--	--	2	--	--	27
0010	220+12	-	220+33	LT	WB STH 172	7	--	--	--	21	--	2	--	--	33
0010	222+87	-	222+98	LT	EB STH 172 (TURN LANE)	4	--	11	--	--	--	1	--	--	17
0010	223+20	-	223+29	RT	EB STH 172	3	--	--	--	9	--	1	--	--	20
0010	223+50	-	223+75	RT	EB STH 172	17	--	25	--	25	--	--	--	--	71
0010	224+14	-	224+16	RT	BABCOCK (SOUTH)	--	6	--	--	--	--	1	--	20	--
0010	224+26	-	224+40	LT	WB STH 172 (TURN LANE)	9	--	14	--	14	--	2	--	--	50
0010	224+61	-	224+88	RT	WB STH 172 (TURN LANE)	17	--	26	--	26	--	4	--	--	83
0010	224+69	-	224+78	LT	WB STH 172 (TURN LANE)	3	--	9	--	--	--	--	--	--	15
					CATEGORY 0010 TOTALS:	**104**	**6**	**173**	**--**	**163**	**--**	**18**	**--**	**20**	**448**
0020	1880+16 IWS	-	1883+60 IWS	LT	IWS RAMP	--	--	--	345	--	--	2	--	--	--
0020	1888+87 IWS	-	1897+10 IWS	RT	IWS RAMP	--	--	--	--	--	810	--	2	--	--
					CATEGORY 0020 TOTALS:	**--**	**--**	**--**	**345**	**--**	**810**	**2**	**2**	**--**	**--**
					PROJECT TOTALS:	**104**	**6**	**173**	**345**	**163**	**810**	**20**	**2**	**20**	**448**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

CULVERTS

CATEGORY	INLET STATION	INLET OFFSET	INLET ELEV. FT	OUTLET STATION	OUTLET OFFSET	OUTLET ELEV. FT	SLOPE %	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	633.5200 MARKERS CULVERT END EACH
0010	227+50.67	70.71 RT	652.45	227+54.34	93.54 LT	648.72	2.27	--	148	--	2	2
				UNDISTRIBUTED				--	--	--	--	5
						CATEGORY 0010 TOTALS:		**--**	**148**	**--**	**2**	**7**
0020	278+33 IEN	9.39 LT	610.58	278+35 IEN	89.18 RT	600.31	10.42	96	--	1	--	2
				UNDISTRIBUTED				--	--	--	--	5
						CATEGORY 0020 TOTALS:		**96**	**--**	**1**	**--**	**7**
						PROJECT TOTALS:		**96**	**148**	**1**	**2**	**14**

CULVERT PAVEMENT ITEMS

CATEGORY	STATION	204.0100* REMOVING CONCRETE PAVEMENT SY	305.0120* BASE AGGREGATE DENSE 1 1/4 INCH TON	320.0155 CONCRETE BASE 9-INCH SY	416.0620* DRILLED DOWEL BARS EACH	465.0105* ASPHALTIC SURFACE TON	601.0409* CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0501* CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH LF	601.0551* CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	690.0150* SAWING ASPHALT LF	690.0250* SAWING CONCRETE LF
0010	227+52	120	80	105	100	7	--	15	15	65	145
CATEGORY 0010 TOTALS:		**120**	**80**	**105**	**100**	**7**	**0**	**15**	**15**	**65**	**145**
0020	278+34 IEN	19	10	15	22	1	10	--	--	10	35
CATEGORY 0020 TOTALS:		**19**	**10**	**15**	**22**	**1**	**10**	**0**	**0**	**10**	**35**
PROJECT TOTALS:		**139**	**90**	**120**	**122**	**8**	**10**	**15**	**15**	**75**	**180**

*ADDITIONAL QUANTITIES ELSEWHERE

3

STORM SEWER STRUCTURE SCHEDULE

CATEGORY	STRUCTURE NUMBER	(1) STATION	(1) OFFSET FT	(1) OFFSET LOCATION	CASTING HEIGHT INCHES	ADJUSTING RINGS HEIGHT INCHES	RIM ELEVATION	(2) TOP OF STRUCTURE ELEVATION	(3) DEPTH OF STRUCTURE FT	611.3225 INLETS 2x2.5-FT EACH	611.0652 INLET COVERS TYPE T EACH
0020	01.01.01	1891+00 IWS	16.25 RT	652.45	10.00	6.00	611.60	610.27	2.51	1	1
0020	01.02.01	1893+99 IWS	16.25 RT	610.58	10.00	6.00	612.59	611.26	2.51	1	1
								CATEGORY 0020 TOTALS:		**2**	**2**
								PROJECT TOTALS:		**2**	**2**

NOTES:
(1) STATIONS AND OFFSETS ARE TO THE CENTER OF THE STRUCTURE.
(2) TOP OF STRUCTURE ELEVATION = RIM ELEVATION - CASTING HEIGHT - ADJUSTING RINGS HEIGHT.
(3) DEPTH OF STRUCTURE = TOP OF STRUCTURE ELEVATION - BOTTOM OF STRUCTURE ELEVATION.

MGS GUARDRAIL

CATEGORY	STATION	TO	STATION	OFFSET	ROADWAY	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	305.0110* BASE AGGREGATE DENSE 3/4 INCH TON	** EXCAVATION COMMON CY	** BORROW CY	** SALVAGED TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO. 40 LB	** EROSION MAT CLASS I TYPE A SY
0020	1890+55 IWS	-	1891+03 IWS	LT	IWS RAMP	--	--	48	--	1	--	--	40	--	--	--	--	--	--
0020	1891+03 IWS	-	1891+89 IWS	LT	IWS RAMP	--	--	86	--	--	1	--	10	--	--	--	--	--	--
0020	1852+86 IES	-	1853+89 IES	LT	IES RAMP	--	--	103	--	1	1	1	10	4	--	110	0.069	2	110
0020	1852+86 IES	-	1853+89 IES	RT	IES RAMP	--	--	103	--	1	1	1	10	3	--	110	0.069	2	110
0020	1857+69 IES	-	1863+52 IES	RT	IES RAMP	--	--	583	--	1	1	1	10	1	3	650	0.410	12	650
0020	863+92 IEN	-	866+81 IEN	LT	IEN RAMP	2	378	--	--	--	--	1	10	--	--	320	0.202	6	320
0020	45+99 EE	-	49+27 EE	LT	EB STH 172 (EE)	--	--	328	--	1	1	1	10	3	--	360	0.227	6	360
0020	47+60 EE	-	49+94 EE	RT	EB STH 172 (EE)	--	--	234	--	1	1	1	10	4	--	260	0.164	5	260
0020	57+36 W	-	58+86 W	RT	WB STH 172 (W)	--	--	150	--	1	1	1	10	12	--	170	0.107	3	170
0020	57+30 W	-	58+93 W	LT	WB STH 172 (W)	--	--	163	--	1	1	1	10	1	6	180	0.113	3	180
0020	25+18 W	-	28+30 W	LT	WB STH 172 (W)	--	--	312	--	1	1	1	10	--	--	350	0.221	6	350
0020	25+66 W	-	28+93 W	RT	WB STH 172 (W)	--	--	327	--	1	1	1	10	--	--	360	0.227	6	360
0020	31+27 W	-	34+21 W	RT	WB STH 172 (W)	--	--	294	--	1	1	1	10	1	8	330	0.208	6	330
0020	34+87 W	-	38+75 W	LT	WB STH 172 (W)	2	576	--	--	--	--	1	10	--	--	430	0.271	8	430
0020	49+82 W	-	51+73 W	LT	WB STH 172 (W)	--	--	191	--	1	1	1	10	--	--	210	0.132	4	210
0020	1883+85 IWN	-	1885+50 IWN	RT	IWN RAMP	--	--	165	--	1	1	1	10	3	--	180	0.113	3	180
0020	1883+66 IWN	-	1885+50 IWN	LT	IWN RAMP	--	--	184	--	1	1	1	10	5	--	200	0.126	4	200
0020	1888+69 INW	-	1892+39 INW	LT	INW RAMP	--	--	370	6	--	1	1	10	--	--	410	0.258	7	410
0020	1888+33 INW	-	1890+26 INW	RT	INW RAMP	--	--	193	6	--	1	1	10	--	--	210	0.132	4	210
0020	1883+51 INW	-	1885+80 INW	RT	INW RAMP	--	--	229	39	1	--	1	10	--	--	250	0.158	5	250
0020	900+31 ISE	-	905+13 ISE	LT	ISE RAMP	--	--	482	--	--	--	1	10	--	--	540	0.340	10	540
					CATEGORY 0020 TOTALS:	**4**	**954**	**4,545**	**52**	**15**	**16**	**19**	**240**	**37**	**17**	**5,630**	**4**	**102**	**5,630**
					PROJECT TOTALS:	**4**	**954**	**4,545**	**52**	**15**	**16**	**19**	**240**	**37**	**17**	**5,630**	**4**	**102**	**5,630**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE
** FOR INFORMATION ONLY. ITEMS INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING.

3

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	618.0100.02 EACH
PROJECT 1210-11-71	1
TOTAL:	**1**

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 EMERGENCY MOBILIZATION EROSION CONTROL EACH
0010	PROJECT 1210-11-71	2	2
	CATEGORY 0010 TOTALS:	**2**	**2**
0020	PROJECT 1210-11-71	2	2
	CATEGORY 0020 TOTALS:	**2**	**2**
	PROJECT TOTALS:	**4**	**4**

EROSION CONTROL

CATEGORY	STA	TO	STA	OFFSET	ALLIGNMENT	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	202+83	-	202+96	LT	STH 172	--	--	--	--	--	--	--	13	--	--
0010			202+88	12.9 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			202+99	12.9 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			202+99	7.3 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010	203+26	-	203+45	RT	STH 172	--	--	--	--	--	--	--	10	--	--
0010			203+39	14.0 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			204+85	14.0 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			220+17	2.4 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			220+18	13.1 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			220+27	2.1 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			220+27	13.0 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			222+93	6.5 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			223+25	13.7 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			223+26	68.7 RT	STH 172	--	--	--	--	10	--	--	--	--	--
0010	223+42	-	223+54	LT	STH 172	--	--	--	--	--	--	--	3	--	--
0010	223+42	-	223+58	RT	STH 172	--	--	--	--	--	--	--	13	--	--
0010			224+16	59.4 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			224+34	7.2 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			224+34	13.9 LT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			224+73	13.6 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			224+73	6.9 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			224+82	13.8 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010			224+82	6.4 RT	STH 172	--	--	--	1	--	--	--	--	--	--
0010	227+10	-	227+95	LT	STH 172	--	--	--	--	--	--	--	182	--	--
0010	227+10	-	227+95	RT	STH 172	--	--	--	--	--	--	--	106	--	--
0010			227+47	70.6 RT	STH 172	--	--	--	--	--	5	--	--	8	15
					UNDISTRIBUTED	200	200	--	--	2	1	93	4	--	2
					CATEGORY 0010 TOTALS:	**200**	**200**	**0**	**18**	**12**	**6**	**381**	**43**	**8**	**17**
0020	227+93 IEN	-	278+74 IEN	RT	IEN	--	--	--	--	--	--	310	--	--	--
0020			278+33 IEN	10.5 RT	IEN	--	--	1	--	--	--	--	--	7	14
0020			1888+33 IWS	33.9 RT	IWS	--	--	--	--	25	--	--	--	--	--
0020	1888+43 IWS	-	1898+13 IWS	RT	IWS	--	--	--	--	--	--	911	--	--	--
0020	1889+39 IWS	-	1898+29 IWS	LT	IWS	--	--	--	--	--	--	359	--	--	--
0020			1891+00 IWS	16.3 RT	IWS	--	--	--	1	--	--	--	--	--	--
0020			1893+99 IWS	16.9 RT	IWS	--	--	--	1	--	--	--	--	--	--
0020	1888+43 IWS	-	1898+13 IWS	39.8 RT	IWS	878	878	--	--	--	--	--	--	--	--
0020	1889+40 IWS	-	1892+28 IWS	15.8 LT	IWS	313	313	--	--	--	--	--	--	--	--
					UNDISTRIBUTED	419	419	--	--	2	--	94	--	1	2
					CATEGORY 0020 TOTALS:	**1610**	**1610**	**1**	**2**	**27**	**0**	**1675**	**0**	**8**	**16**
					PROJECT TOTALS:	**1,810**	**1,810**	**1**	**20**	**39**	**6**	**2,056**	**43**	**16**	**33**

3

3

LANDSCAPING

CATEGORY	STATION	TO	STATION	O/S	ALIGNMENT	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO.30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
0010	227+10		227+95	LT	STH 172	182	0.1	3.3	4.9	4.1
0010	227+10	-	227+95	RT	STH 172	106	0.1	1.9	2.9	2.4
					UNDISTRIBUTED	80	0.0	4.5	5.0	2.5
					CATEGORY 0010 PROJECT TOTALS:	**368**	**0.2**	**9.7**	**12.8**	**9.0**
0020	277+93 IEN	-	278+74 IEN	RT	IEN	310	0.2	5.6	8.4	7.0
0020	1888+43 IWS	-	1898+13 IWS	RT	IWS	911	0.6	16.4	24.6	20.5
0020	1889+39 IWS	-	1898+29 IWS	LT	IWS	359	0.2	6.5	9.7	8.1
					UNDISTRIBUTED	96	0.0	4.5	6.5	2.5
					CATEGORY 0020 PROJECT TOTALS:	**1,677**	**1.0**	**33.0**	**49.2**	**38.1**
					PROJECT TOTALS:	**2,046**	**1.2**	**42.7**	**62.0**	**47.1**

DELINEATORS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
0020	16+60 W	-	30+60 W	RT	STH 172, WB	3	3
0020	11+86 E	-	41+00 E	RT	STH 172, EB	8	8
0020	2+80 W	-	269+32 ISW	RT	ISW RAMP	23	23
0020	271+00 IEN	-	281+35 IEN	RT	IEN RAMP	12	12
0020	1850+42 IES	-	1867+50 IES	RT	IES RAMP	17	17
0020	889+25 ISE	-	905+50 ISE	RT	ISE RAMP	15	15
0020	1867+17 IWS	-	1894+90 IWS	RT	IWS RAMP	32	32
0020	1881+10 INW	-	1891+40 INW	RT	INW RAMP	7	7
0020	61+80 W	-	1890+32 IWN	RT	IWN RAMP	19	19
					CATEGORY 0020 TOTALS:	**136**	**136**
					PROJECT TOTALS:	**136**	**136**

3

CURB RAMP LANDSCAPING ITEMS

CATEGORY	STATION	TO	STATION	O/S	ALIGNMENT	SPV.0060.04 GRADING, SHAPING, AND FINISHING CURB RAMPS EACH	** SALVAGED TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO.40 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL
0010	202+83	-	202+96	LT	STH 172	1	13	0.0	0.2	0.4	0.3
0010	203+26	-	203+45	RT	STH 172	1	10	0.0	0.2	0.3	0.2
0010	223+42	-	223+54	LT	STH 172	1	3	0.0	0.1	0.1	0.1
0010	223+42	-	223+58	RT	STH 172	1	13	0.0	0.2	0.4	0.3
					UNDISTRIBUTED	--	15	0.1	0.2	1.5	0.5
					CATEGORY 0010 PROJECT TOTALS:	**4**	**54**	**0.1**	**0.9**	**2.7**	**1.4**
					PROJECT TOTALS:	**4**	**54**	**0.1**	**0.9**	**2.7**	**1.4**

** FOR INFORMATION ONLY. ITEMS INCIDENTAL TO GRADING SHAPING AND FINISHING CURB RAMPS

MOVING SIGNS

CATEGORY	STATION	LOCATION	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH
0010	203+22	STH 172 & PACKERLAND DR	W12-1D	1
			CATEGORY 0010 TOTAL:	**1**
0020	1891+00'IWS'	IWS RAMP	CHEVRON	13
0020	1885+05'IWS'	IWS RAMP	W1-6	1
0020	1885+15'IWS'	IWS RAMP	RAMP 30 MPH	1
0020	1885+15'IWS'	IWS RAMP	W1-60	1
			CATEGORY 0020 TOTAL:	**16**
			PROJECT TOTAL:	**17**

PAVEMENT MARKING ITEMS

CATEGORY	ALIGNMENT	STATION	TO	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 FT LINE 50 FT SKIP WHITE LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH YELLOW LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 12.5 FT LINE 50 FT SKIP WHITE LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 3FT LINE 9 FT SKIP WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE EACH	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 12.5 FT LINE 50 FT SKIP WHITE LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH 3FT LINE 9 FT SKIP WHITE LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH WHITE EACH	646.5020 MARKING EPOXY ARROW EPOXY WHITE EACH	646.5120 MARKING WORD EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.7220 MARKING CHEVERON EPOXY 24-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
0010	STH 172	154+40	-	179+21	--	--	--	2,465	2,480	495	--	165	495	--	165	2	-	60	-	--	8
0010	STH 172	180+66	-	204+60	--	--	--	2,240	2,225	475	--	1,130	475	--	1,130	4	2	50	75	450	7
0010	STH 172	204+62	-	224+20	--	--	--	1,810	1,505	375	--	1,035	375	--	1,035	2	1	75	85	--	8
0010	STH 172	224+62	-	242+00	--	--	--	1,715	1,740	350	--	--	350	--	--	--	--	--	--	400	--
0010	STH 172	223+75	-	242+00	--	--	--	1,740	1,310	350	--	1,070	350	--	1,070	--	--	70	95	--	--
0010	STH 172	203+15	-	223+40	--	--	--	2,380	1,500	400	--	980	400	--	980	4	2	85	80	--	--
0010	STH 172	180+53	-	203+05	--	--	--	2,190	2,260	455	--	320	455	--	320	4	--	55	--	--	--
0010	STH 172	156+70	-	178+97	--	--	--	2,230	2,230	445	--	--	445	--	--	--	--	--	--	--	--
CATEGORY 0010 TOTALS:					**--**	**--**	**--**	**16,770**	**15,250**	**3,345**	**--**	**4,700**	**3,345**	**--**	**4,700**	**16**	**5**	**395**	**335**	**850**	**23**
						0			**32,020**		**3,345**			**3,345**							
0020	EW	2+85 E		19+12 E	--	--	--	1,620	1,630	325	180	--	325	180	--	--	--	--	--	--	--
0020	EW	21+72 E	-	41+06 E	--	--	--	1,940	1,565	200	--	515	200	--	515	--	--	--	140	--	--
0020	IEN	262+86 IEN	-	268+33 IEN	--	--	--	545	290	--	--	--	--	--	--	--	--	--	--	--	--
0020	IES	1853+54 IES	-	1867+60 IES	--	--	--	1,410	1,090	--	--	630	--	--	630	--	--	--	150	--	--
0020	IEN	268+34 IEN	-	281+36 IEN	--	--	--	995	1,300	--	--	--	--	--	--	--	--	--	--	--	--
0020	IEN	861+47 IEN	-	862+95 IEN	--	--	--	150	150	--	--	--	--	--	--	--	--	--	--	--	--
0020	ISE	905+50 ISE	-	883+56 ISE	225	255	40	1,395	1,940	445	--	--	445	--	--	--	--	--	--	--	--
0020	EW - EE	34+80 E	-	59+42 EE	--	--	--	1,835	2,445	710	--	1,450	710	--	1,450	--	--	--	--	--	--
0020	W	55+67 W	-	61+77 W	--	--	--	605	610	245	--	--	245	--	--	--	--	--	--	--	--
0020	IWN	1877+39 IWN	-	1890+22 IWN	--	--	--	1,280	980	255	--	610	255	--	610	--	--	--	--	--	--
0020	W	16+70 W	-	55+67 W	--	--	--	3,270	4,140	780	--	1,850	780	--	1,850	--	--	--	--	--	--
0020	INW	1881+30 INW	-	1891+59 INW	300	295	--	675	715	--	--	--	--	--	--	--	--	--	--	--	--
0020	IWS	1867+16 IWS	-	1894+90 IWS	--	--	--	2,730	2,450	--	--	--	--	--	--	--	--	--	--	--	--
0020	ISW	269+33 ISW	-	260+90 ISW	--	--	--	825	840	--	--	--	--	--	--	--	--	--	--	--	--
0020	W	2+32 W	-	16+70 W	--	--	--	1,435	1,440	290	--	1,400	290	--	1,400	--	--	--	--	--	--
CATEGORY 0020 TOTALS:					**525**	**550**	**40**	**20,710**	**21,585**	**3,250**	**180**	**6,455**	**3,250**	**180**	**6,455**	**--**	**--**	**--**	**290**	**--**	**--**
						1,115			**42,295**		**3,430**			**3,430**							
PROJECT TOTALS:					**525**	**550**	**40**	**37,480**	**36,835**	**6,595**	**180**	**11,155**	**6,595**	**180**	**11,155**	**16**	**5**	**395**	**625**	**850**	**23**
						1,115			**74,315**		**6,775**			**6,775**							

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	646.9000 MARKING REMOVAL LINE 4-INCH LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	643.3205 TEMPORARY MARKING LINE PAINT 8-INCH WHITE LF	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH WHITE LF	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW LF	643.3220 TEMPORARY MARKING LINE EPOXY 8-INCH WHITE LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	REMARKS
0010	1	--	26,635	--	--	--	--	--	270	BASE PATCHING INSIDE LANES
0010	2	165	660	25,195	3,235	--	--	--	--	BASE PATCHING OUTSIDE LANES
0010	3	--	26,635	--	--	26,635	--	--	--	MILL AND OVERLAY INSIDE LANES
0010	4	--	660	25,195	3,235	660	25,195	3,235	--	MILL AND OVERLAY OUTSIDE LANES
TOTALS:		**165**	**54,590**	**50,390**	**6,470**	**27,295**	**25,195**	**3,235**	**270**	
			104,980			**52,490**				

TRAFFIC CONTROL SUMMARY

CATEGORY		DURATION CALENDAR DAYS*	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS SIGNS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS SIGNS DAY
STAGE 1A																				
0010	EB STH 172	12	35	420	35	420	--	--	--	--	4	48	12	144	2	24	13	156	1	7
0010	WB STH 172	12	35	420	35	420	--	--	--	--	4	48	12	144	2	24	13	156	1	7
0010	SIDE ROADS	12	40	480	--	--	8	96	4	1,920	8	768	--	--	--	--	12	144	4	28
SUB-TOTALS STAGE 1A				1320		840		96		1920		864		288		48		456		42
STAGE 1B																				
0010	EB STH 172	12	35	420	35	420	4	48	2	24	4	48	12	144	2	24	17	204	1	7
0010	WB STH 172	12	35	420	35	420	4	48	2	24	4	48	12	144	2	24	17	204	1	7
0010	SIDE ROADS	12	40	480	--	--	8	96	4	1,920	8	768	--	--	--	--	12	144	4	28
SUB-TOTALS STAGE 1B				1320		840		192		1968		864		288		48		552		42
STAGE 1C																				
0010	EB ST 172	12	35	420	35	420	4	48	2	24	4	48	12	144	2	24	17	204	1	7
0010	WB STH 172	12	35	420	35	420	4	48	2	24	4	48	12	144	2	24	17	204	1	7
0010	SIDE ROADS	12	40	480	--	--	8	96	4	1,920	8	768	--	--	--	--	12	144	4	28
SUB-TOTALS STAGE 1C				1320		840		192		1968		864		288		48		552		42
STAGE 1																				
0010	STH 172 WB	50	620	31,000	--	--	8	400	16	800	32	1,600	80	4,000	4	200	48	2,400	4	28
0010	STH 172 EB	50	460	23,000	--	--	8	400	30	1,500	60	3,000	50	2,500	--	--	56	2,800	4	28
0020	STH 172 WB TO IH 41 SB DETOUR	50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70	3,500	2	14
0020	STH 172 WB TO IH 41 NB RAMP	2	192	384	--	--	--	--	8	16	16	32	96	192	--	--	28	56	1	7
0020	STH 172 WB TO IH 41 SB RAMP	2	230	460	--	--	--	--	12	24	24	48	23	46	--	--	--	--	1	7
0020	IH 41 SB TO STH 172 WB RAMP	2	80	160	--	--	--	--	8	16	16	32	80	160	--	--	--	--	1	7
0020	STH 172 EB TO IH 41 SB RAMP	2	11	22	--	--	--	--	8	16	16	32	11	22	2	4	20	40	1	7
0020	STH 172 EB TO IH 41 NB RAMP	2	58	116	--	--	--	--	8	16	16	32	58	116	--	--	20	40	1	7
0020	IH 41 SB TO STH 172 EB RAMP	2	26	52	100	200	--	--	8	16	16	32	26	52	--	--	16	32	1	7
0010	SIDE ROADS	12	40	480	--	--	12	144	4	1,920	8	1,152	--	--	--	--	8	96	4	28
SUB-TOTALS STAGE 1				55,674		200		944		4,324		5,960		7,088		204		8,964		140
STAGE 2																				
0010	STH 172 WB	30	492	14,760	--	--	8	240	26	780	52	1,560	110	3,300	4	120	50	1,500	4	28
0010	STH 172 EB	30	534	16,020	--	--	8	240	40	1,200	80	2,400	96	2,880	--	--	68	2,040	4	28
0020	IH 41 NB TO STH 172 WB RAMP	2	32	64	--	--	--	--	9	18	18	36	32	64	2	4	33	66	1	7
0020	IH 41 SB TO STH 172 EB RAMP	2	48	96	100	200	--	--	9	18	18	36	48	96	2	4	24	48	1	7
0010	SIDE ROADS	12	40	480	--	--	12	144	4	1,920	8	1,152	--	--	--	--	8	96	4	28
SUB-TOTALS STAGE 2				31,420		200		624		3,936		5,184		6,340		128		3,750		98
STAGE 3																				
0010	STH 172 WB	50	1,240	62,000	--	--	16	800	32	1,600	64	3,200	160	8,000	8	400	96	4,800	4	28
0010	STH 172 EB	50	920	46,000	--	--	16	800	60	3,000	120	6,000	100	5,000	--	--	112	5,600	4	28
0020	STH 172 WB TO IH 41 NB RAMP	4	384	1,536	--	--	--	--	16	64	32	128	192	768	--	--	56	224	1	7
0020	STH 172 WB TO IH 41 SB RAMP	4	460	1,840	--	--	--	--	24	96	48	192	46	184	--	--	--	--	1	7
0020	IH 41 SB TO STH 172 WB RAMP	4	160	640	--	--	--	--	16	64	32	128	160	640	--	--	--	--	1	7
0020	STH 172 EB TO IH 41 SB RAMP	4	22	88	--	--	--	--	16	64	32	128	22	88	4	16	40	160	1	7
0020	STH 172 EB TO IH 41 NB RAMP	4	116	464	--	--	--	--	16	64	32	128	116	464	--	--	40	160	1	7
0020	IH 41 SB TO STH 172 EB RAMP	4	52	208	100	400	--	--	16	64	32	128	52	208	--	--	32	128	1	7
0010	SIDE ROADS	12	40	480	--	--	12	144	4	1,920	8	1,152	--	--	--	--	8	96	4	28
SUB-TOTALS STAGE 3				113,256		400		1,744		6,936		11,184		15,352		416		11,168		126
STAGE 4																				
0010	STH 172 WB	40	984	39,360	--	--	16	640	52	2,080	104	4,160	220	8,800	8	320	100	4,000	4	28
0010	STH 172 EB	40	1,068	42,720	--	--	16	640	80	3,200	160	6,400	192	7,680	--	--	136	5,440	4	28
0020	IH 41 NB TO STH 172 WB RAMP	3	64	192	--	--	--	--	18	54	36	108	64	192	4	12	66	198	1	7
0020	IH 41 SB TO STH 172 EB RAMP	3	96	288	100	300	--	--	18	54	36	108	96	288	4	12	48	144	1	7
0010	SIDE ROADS	12	40	480	--	--	12	144	4	1,920	8	1,152	--	--	--	--	8	96	4	28
SUB-TOTALS STAGE 4				83,040		300		1,424		7,308		11,928		16,960		344		9,878		98
CATEGORY 0010 TOTALS:				**280,740**		**2,520**		**5,216**		**27,696**		**35,520**		**43,024**		**1,184**		**30,524**		**462**
CATEGORY 0020 TOTALS:				**6,610**		**1,100**		**--**		**664**		**1,328**		**3,580**		**52**		**4,796**		**126**
PROJECT TOTALS:				**287,350**		**3,620**		**5,216**		**28,360**		**36,848**		**46,604**		**1,236**		**35,320**		**588**

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TRAFFIC CONTROL COVERING SIGNS

CATEGORY	STAGE	LOCATION	SIGN COVERED	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	# CYCLES	SIGNS
0020	1	WB STH 172	APPLETON	1	1	1
0020	1	WB STH 172	APPLETON 1/4 MILE	1	1	1
0020	1	WB STH 172	AHEAD ARROW	1	1	1
0020	1	WB STH 172	APPLETON 3/4 MILE	1	1	1
0020	1	WB STH 172	AHEAD ARROW	1	1	1
			TOTALS:			**5**

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	STAGE	LOCATION	SIGN CODE	HEIGHT INCH	WIDTH INCH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	1	PACKERLAND	--	48	30	10
0010	1	PACKERLAND	--	48	30	10
0010	1	BABCOCK	--	48	30	10
0010	1	BABCOCK	--	48	30	10
					CATEFORY 0010 TOTAL:	**40**
0020	1	WB STH 172	G20-64	30	144	30
0020	1	WB STH 172	G20-64	30	144	30
0020	1	WB STH 172	G20-64	30	144	30
0020	2	WB STH 172	E11-1C	18	120	15
					CATEGORY 0020 TOTAL:	**105**
					PROJECT TOTAL:	**145**

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CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 RESURFACING REFERENCE LF	650.9911 SUPPLEMENTAL CONTROL EACH	650.9500.02 SIDEWALK 1210-11-71 EACH
0010	156+70	-	241+00	STH 172 WB	8,430	-	-
0010	154+40	-	241+00	STH 172 EB	8,660	-	-
				CATEGORY 0010 TOTALS:	**17,090**	**0**	**0**
0020	1+32 W	-	61+77 W	STH 172 WB ALIG W	6,045	-	-
0020	1+85 E	-	41+05 E	STH 172 EB ALIG EW	3,920	-	-
0020	19+42 EE	-	41+15 EE	STH 172 EB ALIG EE	2,173	-	-
0020	265+12 IEN	-	298+13 IEN	IEN RAMP	3,301	-	-
0020	861+47 IEN	-	862+95 IEN	IEN RAMP	148	-	-
0020	1856+19 IES	-	1867+60 IES	IES RAMP	1,141	-	-
0020	889+17 ISE	-	905+50 ISE	ISE RAMP	1,633	-	-
0020	902+16 ISW	-	905+80 ISW	ISW RAMP	364	-	-
0020	1869+88 IWS	-	1894+90 IWS	IWS RAMP	2,502	-	-
0020	1881+30 INW	-	1891+48 INW	INW RAMP	1,018	-	-
0020	1879+93 IWN	-	1890+22 IWN	IWN RAMP	1,029	-	-
				CATEGORY 0020 TOTALS:	**23,274**	**0**	**0**
				1210-11-71 PROJECT	-	1	1
				PROJECT TOTALS:	**40,364**	**1**	**1**

3

CONDUIT RIGID NONMETALLIC SCHEDULE 40

LOCATION		652.0225	652.0615
STH 172 & PACKERLAND (S05-0405)			SPECIAL
		2-INCH	3-INCH
FROM	TO	LF	LF
PB4	PB5		80
PB5	Splice	25	
PB5	PB6		30
PB5	PB7		55
	TOTALS	25	165

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

LOCATION		655.0515
STH 172 & PACKERLAND (S05-0405)		(EQUIPMENT GROUNDING CONDUCTOR) (GREEN)
FROM	TO	LF
SB2	SB3	276
SB3	SB4	151
SB4	SB5	206
	TOTAL	633

TRAFFIC SIGNALS

	658.0500	SPV.0060.05 REMOVE
	PEDESTRIAN PUSH BOTTONS	TRAFFIC SIGNAL STH 172 & BABCOCK
LOCATION	EACH	EACH
STH 172 & Babcock (S05-0370)	1	1
TOTALS	1	1

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PULL BOXES

LOCATION	NON-CONDUCTIVE 653.0164 24x42-INCH EACH
STH 172 & PACKERLAND (S05-0405)	2
TOTALS	2

REMOVING PULL BOXES

LOCATION	653.0905 EACH
STH 172 & PACKERLAND (S05-0405)	2
TOTAL	2

ADJUSTING PULL BOXES

LOCATION	653.0900 * EACH
STH 172 & PACKERLAND (S05-0405)	1
STH 172 & BABCOCK (S05-0370)	1
TOTAL	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

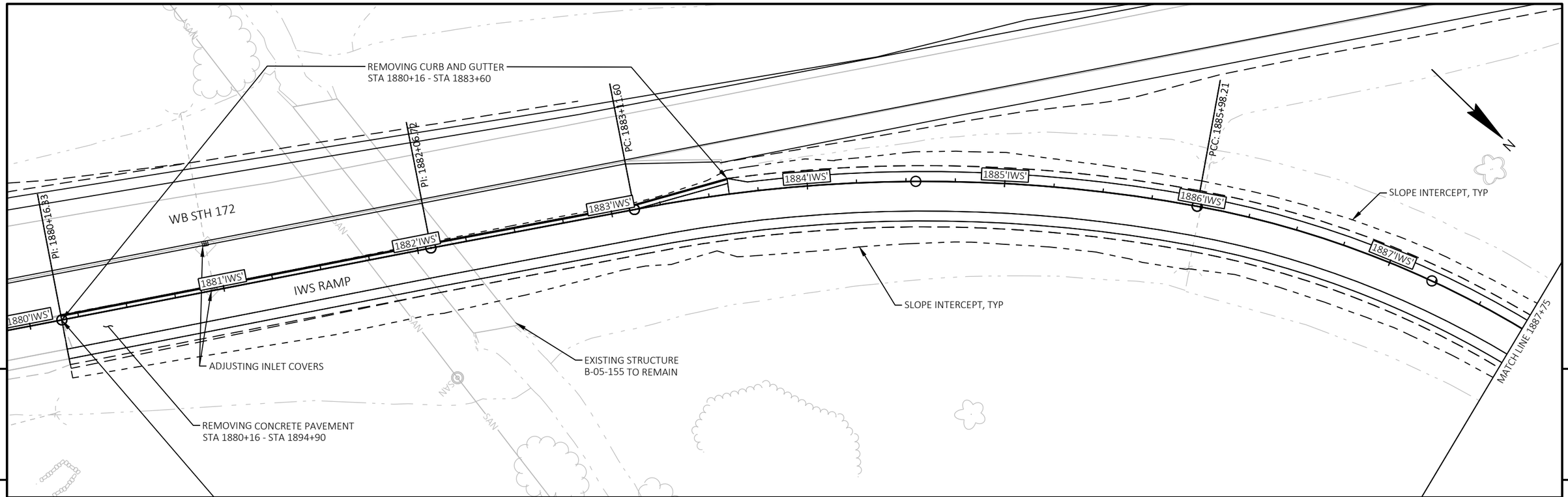
TRAFFIC SIGNAL CABLE

LOCATION	655.0230	655.0240	655.0260		655.0230 BASE TO HEAD	655.0240 BASE TO HEAD
STH 172 & PACKERLAND (S05-0405)						
	5-14 AWG	7-14 AWG	12-14 AWG	HEAD NO.	5-14 AWG	7-14 AWG
From CB1 to	LF	LF	LF		LF	LF
SB3			388	3	73	
				4	63	
SB4			318	15	23	
				16		23
				21	23	
SB6				BUTTON	12	
SUB TOTAL	0	0	706		194	23
TOTALS	194	23	706		194	23

LOOP DETECTORS

LOCATION	LOOP	# OF	652.0800 CONDUIT	655.0700 LEAD IN CABLE	655.0800 WIRE
STH 172 & PACKERLAND (S05-0405)	NO.	TURNS	LF	LF	LF
	41	4		463	
	42	3	80	243	248
	43	3		288	
	71	3		328	
	72	3		288	
		TOTALS	80	1,610	248

ALL ITEMS ON THIS MQ SHEET ARE CATEGORY 0010

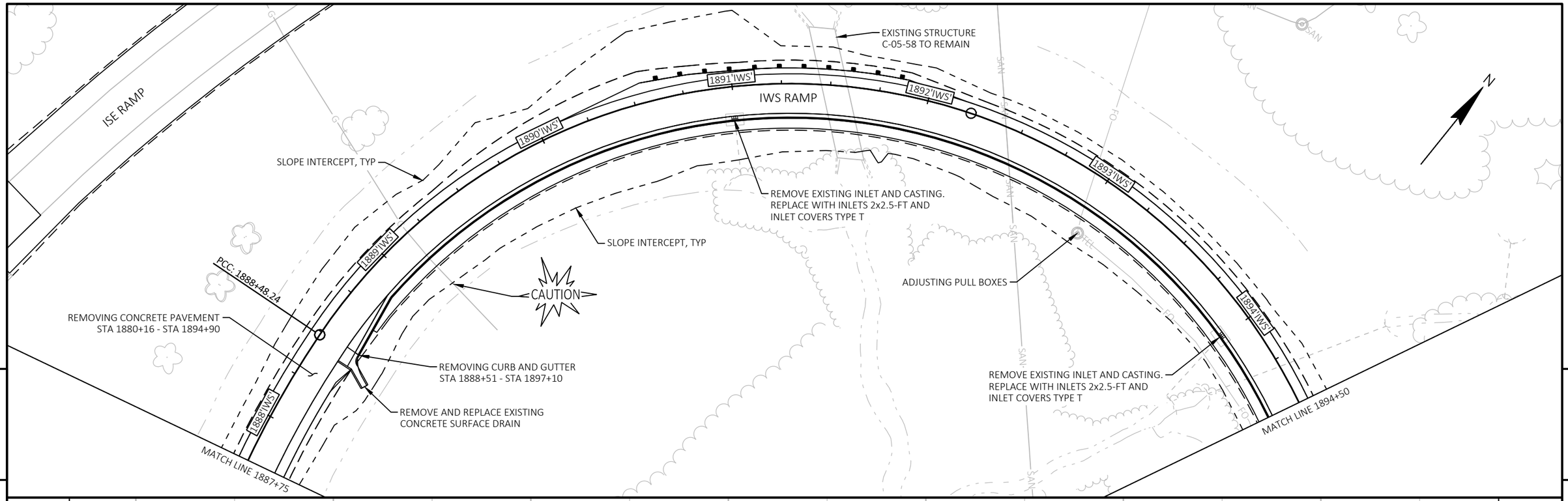


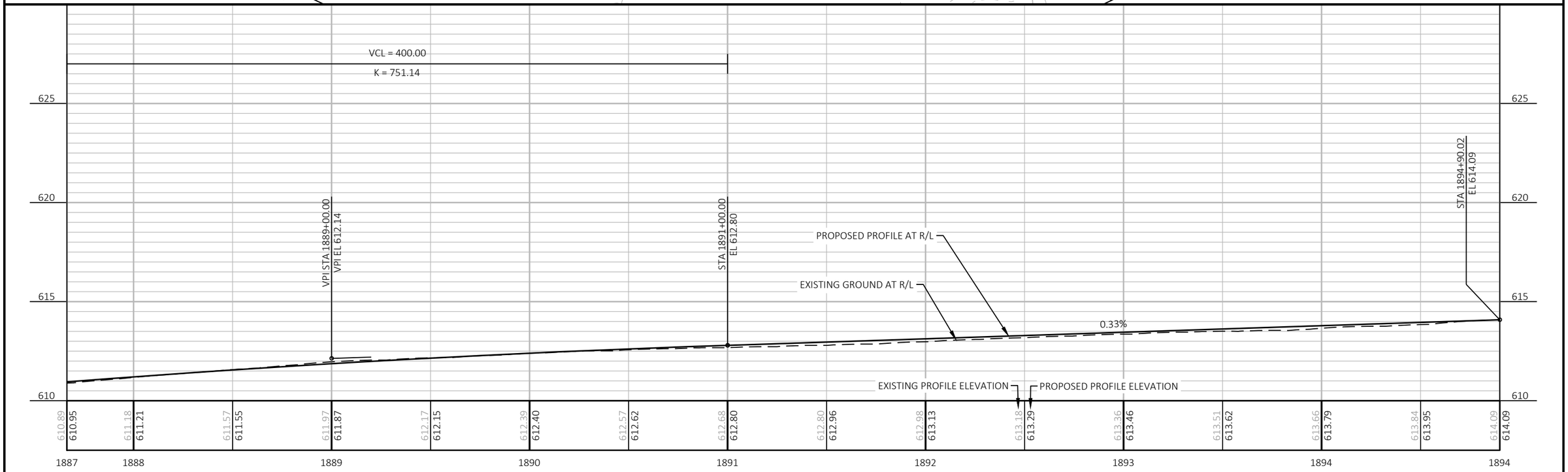
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN AND PROFILE: IWS RAMP	SHEET 97	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp-1

PLOT DATE : 8/1/2022 5:11 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



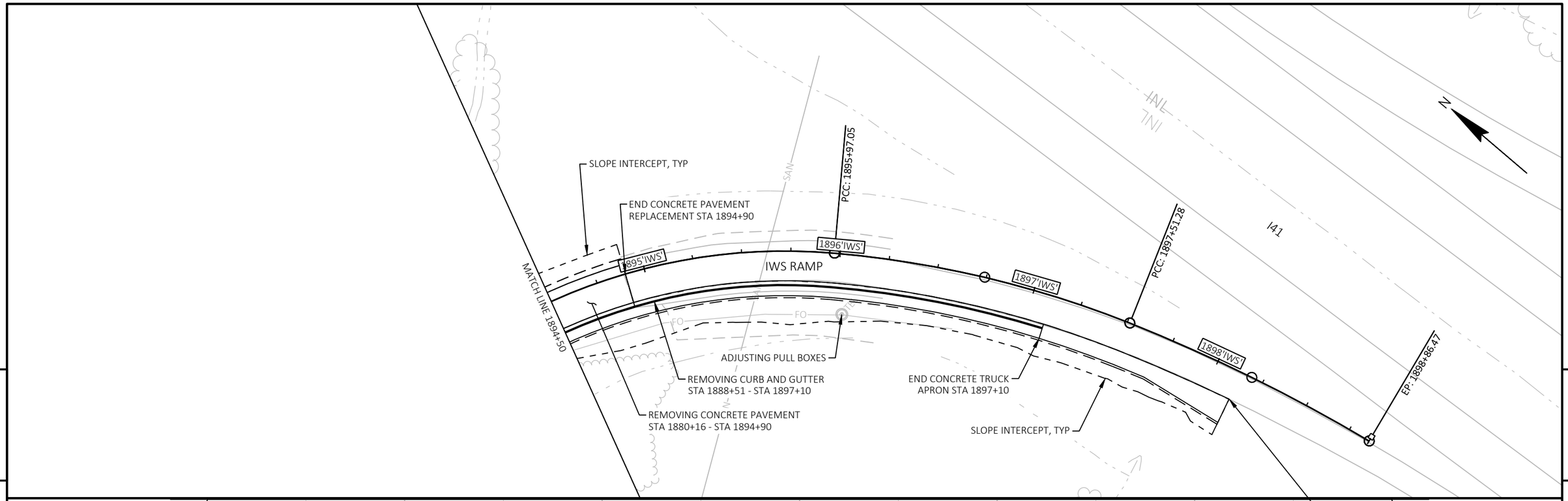


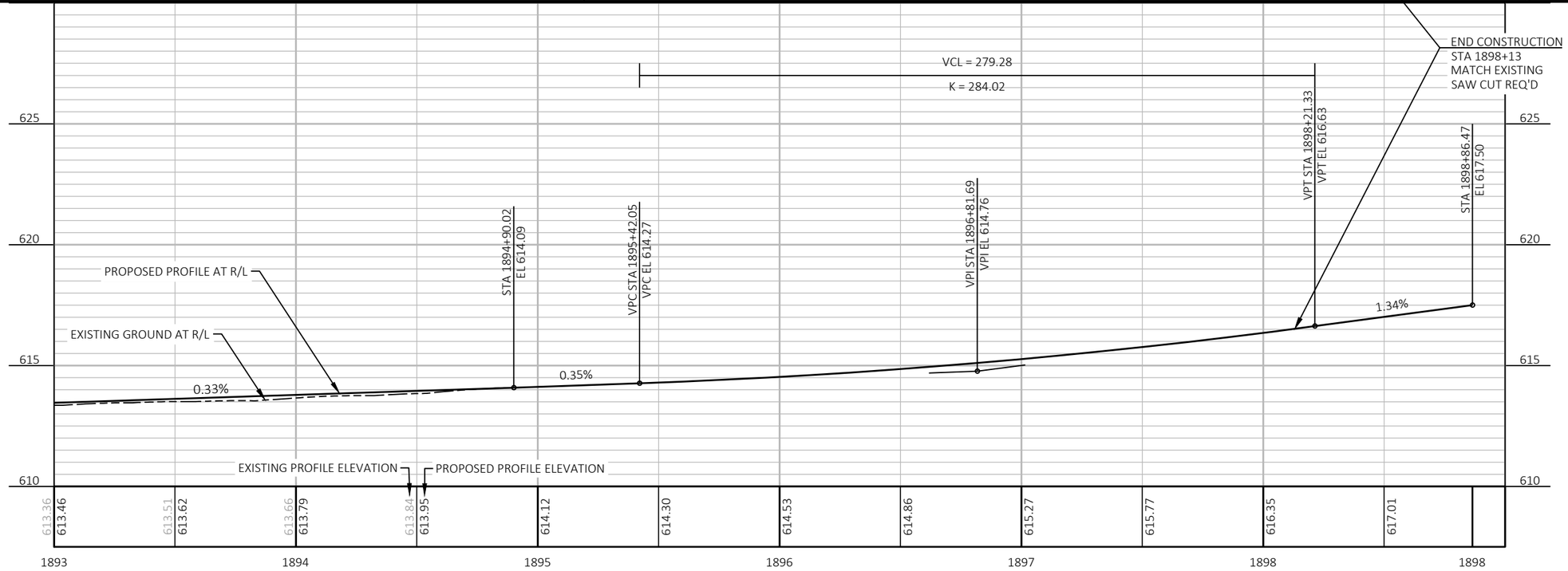
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN AND PROFILE: IWS RAMP	SHEET 98	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp-2

PLOT DATE : 7/21/2022 9:47 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN AND PROFILE: PLAN AND PROFILE	SHEET 99	E

*REPAIR LOCATIONS SHOWN FOR INFORMATION ONLY.
FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER.

N

CURVE 1 STH 172

PT : 155+71.41

STA 156+70
BEGIN WB RESURFACING
MATCH EXISTING
BUTT JOINT REQIRED

REPAIR INCLUDED UNDER ITEMS
390.0500.S/460.4210.S*
TYP

WB STH 172

154 156 158 160 162 164 166 168

N81° 53' 38"E

EB STH 172

STH 172 R/L

STA 154+40
BEGIN EB RESURFACING
MATCH EXISTING
BUTT JOINT REQUIRED

CURVE 1 STH 172
PI STA = 152+95.97
Y = 560342.618
X = 71440.197
DELTA = 8°35'00"
D = 1°33'19"
T = 276.48'
L = 551.92'
R = 3684.15'
PC STA = 150+19.49
Y = 560344.921
X = 71163.732
PT STA = 155+71.41
Y = 560381.602
X = 71713.910
BK = S89°31'21.5"E
AH = N81°53'38.3"E

MATCH LINE 169+35

SHEET LOCATION
STH 172 WB
STH 172 EB

5

5

LEGEND

- BASE PATCHING CONCRETE
- BASE PATCHING CONCRETE SHES
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

MATCH EXISTING
BUTT JOINT REQUIRED

SOUTH POINT RD

MH

SHEET LOCATION
SOUTH POINT RD
STH 172 WB
STH 172 EB

N

HMA PAVEMENT OVERLAY

PC: 175+44.53

CURVE 2 STH 172

WB STH 172

170 172 174 176 178 180 182 184

N81° 53' 38"E

MATCH LINE 169+35

MATCH LINE 184+70

EB STH 172

MH

STH 172 R/L

REPAIR INCLUDED UNDER ITEMS
390.0500.S/460.4210.S*
TYP

MILL ASPHALTIC SHOULDER
SEE CONSTRUCTION DETAIL
SEE MQS FOR LOCATIONS

AIRPORT RD

MATCH EXISTING
BUTT JOINT REQUIRED

CURVE 2 STH 172
PI STA = 188+94.35
Y = 560850.154
X = 75003.650
DELTA = 38°55'30"
D = 1°30'00"
T = 1349.82'
L = 2595.00'
R = 3819.72'
PC STA = 175+44.53
Y = 560659.822
X = 73667.314
PT STA = 201+39.53
Y = 560158.603
X = 76162.864
BK = N81°53'38.3"E
AH = S59°10'51.5"E

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN - STH 172 ALIGNMENT	SHEET 100	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 7/21/2022 1:07 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

HMA PAVEMENT OVERLAY

WB STH 172

EB STH 172

MATCH LINE 184+70

MATCH LINE 200+05

STH 172 R/L

186 188 190 192 194 196 198 200

SHEET LOCATION

SOUTH POINT RD

PACKERLAND DR

STH 172 WB

STH 172 EB

LEGEND

BASE PATCHING CONCRETE

BASE PATCHING CONCRETE SHES

BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

*REPAIR LOCATIONS SHOWN FOR INFORMATION ONLY. FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER.

5

5

SEE INTERSECTION DETAIL SHEET FOR MORE INFORMATION

MATCH EXISTING BUTT JOINT REQUIRED

PT: 201+39.53

PI: 205+84.12

PC: 208+61.44

HMA PAVEMENT OVERLAY

CURVE 3 STH 172

WB STH 172

MATCH LINE 200+05

MATCH LINE 215+40

202 204 206 208 210 212 214

S59° 10' 52"E

S59° 11' 11"E

EB STH 172

STH 172 R/L

REMOVE ASPHALTIC SURFACE IN MEDIAN

MATCH EXISTING BUTT JOINT REQUIRED

PACKERLAND DR/CTH EB

MILL ASPHALTIC SHOULDER SEE CONSTRUCTION DETAIL SEE MQS FOR LOCATIONS

CURVE 3 STH 172
PI STA = 213+46.46
Y = 559540.321
X = 77199.396
DELTA = 4°50'45"
D = 0°30'00"
T = 485.02'
L = 969.46'
R = 11462.29'
PC STA = 208+61.44
Y = 559788.771
X = 76782.843
PT STA = 218+30.90
Y = 559327.948
X = 77635.447
BK = S59°11'10.6"E
AH = S64°01'56.1"E

SHEET LOCATION

STH 172 WB

STH 172 EB

PACKERLAND DR

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN - STH 172 ALIGNMENT	SHEET 101	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 7/21/2022 1:08 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

*REPAIR LOCATIONS SHOWN FOR INFORMATION ONLY.
FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER.

MATCH EXISTING
BUTT JOINT REQUIRED

SEE INTERSECTION DETAIL SHEET
FOR MORE INFORMATION

REMOVE AND REPLACE CULVERT
SEE PLAN DETAILS

REMOVE ASPHALTIC
SURFACE IN MEDIAN

HMA PAVEMENT OVERLAY

MILL ASPHALTIC SHOULDER
SEE CONSTRUCTION DETAIL
SEE MQS FOR LOCATIONS

MATCH EXISTING
BUTT JOINT REQUIRED

MATCH LINE 215+40

MATCH LINE 230+75

PT: 218+30.90

WB STH 172

EB STH 172

STH 172 R/L

CURVE 4 STH 172

CURVE 4 STH 172
PI STA = 213+46.46
Y = 559540.321
X = 77199.396
DELTA = 4°50'45"
D = 0°30'00"
T = 485.02'
L = 969.46'
R = 11462.29'
PC STA = 208+61.44
Y = 559788.771
X = 76782.843
PT STA = 218+30.90
Y = 559327.948
X = 77635.447
BK = S59°11'10.6"E
AH = S64°01'56.1"E

BABCOCK RD

FILLER CAPS

CANOPY

POOL

SHEET LOCATION
STH 172 WB
STH 172 EB
BABROCK RD

LEGEND

- BASE PATCHING CONCRETE
- BASE PATCHING CONCRETE SHES
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

HMA PAVEMENT OVERLAY

STA BACK = 242+55.80
STA AHEAD = 2+87.90'W'

EP: 242+55.80

HMA PAVEMENT OVERLAY

MATCH LINE 230+75

MATCH LINE 6+75

WB STH 172

EB STH 172

S64° 01' 56"E

S64° 01' 56"E

2'W'

4'W'

6'W'

2'E'

4'E'

6'E'

STH 172 R/L

MILL ASPHALTIC SHOULDER
SEE CONSTRUCTION DETAIL
SEE MQS FOR LOCATIONS

STA BACK = 242+55.80
STA AHEAD = 3+41.27'E'

SHEET LOCATION
STH 172 WB
STH 172 EB
BABROCK RD

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN - STH 172 ALIGNMENT	SHEET 102	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 7/21/2022 1:09 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- BASE PATCHING CONCRETE
- BASE PATCHING CONCRETE SHES
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

SHEET LOCATION

STH 172 WB
STH 172 EB
ISW RAMP
ISE RAMP
IES RAMP
IEN RAMP

CURVE 1 IH 41 SB TO STH 172 WB
PI STA = 261+67.24'ISW'
Y = 557536.009
X = 81073.541
DELTA = 28°26'51"
D = 5°30'00"
T = 264.06'
L = 517.23'
R = 1041.74'
PC STA = 259+03.18'ISW'
Y = 557682.826
X = 80854.059
PT STA = 264+20.41'ISW'
Y = 557511.470
X = 81336.458
BK = S56°13'13.3"E
AH = S84°40'04.1"E

HMA PAVEMENT OVERLAY
CURVE 1 'WB'
HMA PAVEMENT OVERLAY
HMA PAVEMENT MILL AND OVERLAY
STH 172 WB
IH 41 SB TO STH 172 WB
CURVE 1 IH 41 SB TO STH 172 WB
ISW R/L
STH 172 W R/L
STH 172 E R/L
CURVE 1 'EB'
PAVE MAINTENANCE CROSSOVER SEE CONSTRUCTION DETAILS
REMOVE AND REPLACE SAND BARREL ARRAY SEE CONSTRUCTION DETAIL
STH 172 EB
MILL ASPHALTIC SHOULDER SEE CONSTRUCTION DETAIL SEE MQS FOR LOCATIONS
STH 172 EB R/L
CURVE 1 STH 172 EB TO IH 41 NB
STH 172 EB TO IH 41
MATCH LINE 6+75
MATCH LINE 22+50
ATHLETIC FIELD
TENNIS COURT

8'W' 10'W' 12'W' 14'W' 16'W' 18'W' 20'W'
260'ISW' 262'ISW' 264'ISW' 266'ISW'
8'E' 10'E' 12'E' 14'E' 16'E' 18'E' 20'E' 22'E'
262'IEN' 264'IEN' 266'IEN'

CURVE 1 'WB'
PI STA = 7+20.88'W'
Y = 558090.711
X = 80211.723
DELTA = 8°50'25"
D = 1°00'03"
T = 442.54'
L = 883.33'
R = 5724.99'
PC STA = 2+78.34'W'
Y = 558285.170
X = 79814.195
PT STA = 11+61.66'W'
Y = 557837.470
X = 80574.644
BK = S63°56'00.6"E
AH = S55°05'35.4"E

CURVE 1 'EB'
PI STA = 7+73.86'E'
Y = 558059.476
X = 80196.028
DELTA = 20°49'22"
D = 2°29'59"
T = 421.17'
L = 833.04'
R = 2292.20'
PC STA = 3+52.69'E'
Y = 558243.944
X = 79817.409
PT STA = 11+85.73'E'
Y = 557752.467
X = 80484.343
BK = S64°01'26.9"E
AH = S43°12'05.2"E

CURVE 1 STH 172 EB TO IH 41 NB
PI STA = 262+74.18'IEN'
Y = 557215.152
X = 80958.176
DELTA = 5°19'13"
D = 3°30'00"
T = 76.06'
L = 152.01'
R = 1637.02'
PC STA = 261+98.12'IEN'
Y = 557271.563
X = 80907.157
PT STA = 263+50.13'IEN'
Y = 557154.254
X = 81003.745
BK = S42°07'37.4"E
AH = S36°48'24.0"E

5 5

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN	SHEET 103	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 7/21/2022 1:10 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

STH 172 WB

IH 41 SB TO STH 172 EB

STH 172 EB

STH 172 EB TO IH 41 NB

STH 172 EB TO IH 41 SB

22'W' 24'W' 26'W' 28'W' 30'W

898'ISE' 896'ISE' 894'ISE' 892'ISE' 890'ISE' 888'ISE'

CURVE 1 IH 41 SB TO STH 172 EB

CURVE 2 'EB'

HMA PAVEMENT OVERLAY

MILL ASPHALTIC SHOULDER
SEE CONSTRUCTION DETAIL
SEE MQS FOR LOCATIONS

24'E' 26'E' 28'E' 30'E' 32'E' 34'E' 36'E'

MATCH LINE 37+50

5

5

'IEN' 1852'IES' 268'IEN' 1854'IES' 270'IEN' 272'IEN' 1856'IES' 274'IEN' 276'IEN' 278'IEN' 280'IEN' 1858'IES' 1860'IES' 1862'IES' 1864'IES' 1866'IES'

IEN R/L

IES R/L

CURVE 2 STH 172 EB TO
IH 41 NB

CURVE 1 STH 172 EB TO
IH 41 SB

INLET TO REMOVE

REMOVE AND REPLACE CULVERT
SEE PLAN DETAILS

STA 1852+86'IES' LT TO 1853+89'IES' LT
REMOVE AND REPLACE GUARDRAIL

STA 1852+86'IES' RT TO 1853+89'IES' RT
REMOVE AND REPLACE GUARDRAIL

STA 1857+69'IES' RT TO 1863+52'IES' RT
REMOVE AND REPLACE GUARDRAIL

SHEET LOCATION

ISW RAMP
IWS RAMP
IEN RAMP
INW RAMP
INE RAMP
IES RAMP
INT SB

CURVE 1 IH 41 SB TO
STH 172 EB
PI STA = 898+43.49'ISE'
Y = 556544.202
X = 81338.482
DELTA = 95°11'32"
D = 5°30'33"
T = 1138.79'
L = 1727.88'
R = 1040.00'
PC STA = 887+04.70'ISE'
Y = 556077.635
X = 82377.309
PT STA = 904+32.58'ISE'
Y = 557536.542
X = 81897.147
BK = N65°48'49.6"W
AH = N29°22'42.7"E

CURVE 2 'EB'
PI STA = 32+52.04'E'
Y = 556246.227
X = 81898.868
DELTA = 23°41'52"
D = 3°24'09"
T = 353.28'
L = 696.47'
R = 1683.90'
PC STA = 28+98.76'E'
Y = 556503.754
X = 81657.023
PT STA = 35+95.23'E'
Y = 556107.616
X = 82223.824
BK = S43°12'05.2"E
AH = S66°53'57.1"E

CURVE 2 STH 172 EB TO
IH 41 NB
PI STA = 273+84.29'IEN'
Y = 556326.239
X = 81623.325
DELTA = 30°12'14"
D = 3°30'00"
T = 441.76'
L = 862.96'
R = 1637.02'
PC STA = 269+42.53'IEN'
Y = 556679.940
X = 81358.660
PT STA = 278+05.49'IEN'
Y = 556153.703
X = 82029.998
BK = S36°48'23.4"E
AH = S67°00'37.0"E

CURVE 1 STH 172 EB TO
IH 41 SB
PI STA = 1860+90.47'IES'
Y = 556145.990
X = 81691.160
DELTA = 13°39'40"
D = 3°30'00"
T = 196.09'
L = 390.32'
R = 1637.02'
PC STA = 1858+94.38'IES'
Y = 556308.799
X = 81581.869
PT STA = 1862+84.70'IES'
Y = 556013.600
X = 81835.812
BK = S33°52'22.1"E
AH = S47°32'02.5"E

LEGEND

- BASE PATCHING CONCRETE
- BASE PATCHING CONCRETE SHES
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN	SHEET 104	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 7/21/2022 1:11 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 37+50

5

5

STA 1888+69'INW' LT TO 1892+39'INW' LT
REMOVE AND REPLACE GUARDRAIL

STA 1888+33'INW' RT TO 1890+26'INW' RT
REMOVE AND REPLACE GUARDRAIL

IH 41 NB TO STH 172 WB

STH 172 WB

STA 45+99'EE' LT TO 49+27'EE' LT
REMOVE AND REPLACE GUARDRAIL

INW R/L

B-5-144

STH 172 EB

HMA PAVEMENT OVERLAY

STH 172 EE R/L

STA 47+60'EE' RT TO 49+94'EE' RT
REMOVE AND REPLACE GUARDRAIL

MILL ASPHALTIC SHOULDER
SEE CONSTRUCTION DETAIL
SEE MQS FOR LOCATIONS

ISE R/L

STH 172 E R/L

STA 863+92'IEN' LT TO 866+81'IEN' LT
REMOVE AND REPLACE GUARDRAIL

STA 1883+51'INW' RT TO 1885+80'INW' RT
REMOVE AND REPLACE GUARDRAIL

END CONSTRUCTION
STA 282+84 (IEN)
IEN RAMP RESURFACING LIMITS

HMA PAVEMENT OVERLAY

CURVE 1 IH 41 NB TO
STH 172 WB
PI STA = 1884+85.93'INW'
Y = 555350.136
X = 83551.791
DELTA = 36°23'17"
D = 5°00'00"
T = 376.63'
L = 727.77'
R = 1145.92'
PC STA = 1881+09.30'INW'
Y = 554984.673
X = 83460.765
PT STA = 1888+37.07'INW'
Y = 555698.341
X = 83408.256
BK = N13°59'09.8"E
AH = N22°24'07.6"W

CURVE 1 IH 41 NB TO
STH 172 WB

EXISTING GUARDRAIL TO REMAIN

HMA PAVEMENT OVERLAY

BEGIN CONSTRUCTION
STA 1881+30 (INW)
INW RAMP RESURFACING LIMITS

END CONSTRUCTION
STA 1867+60 (IES)
IES RAMP RESURFACING LIMITS

SHEET LOCATION

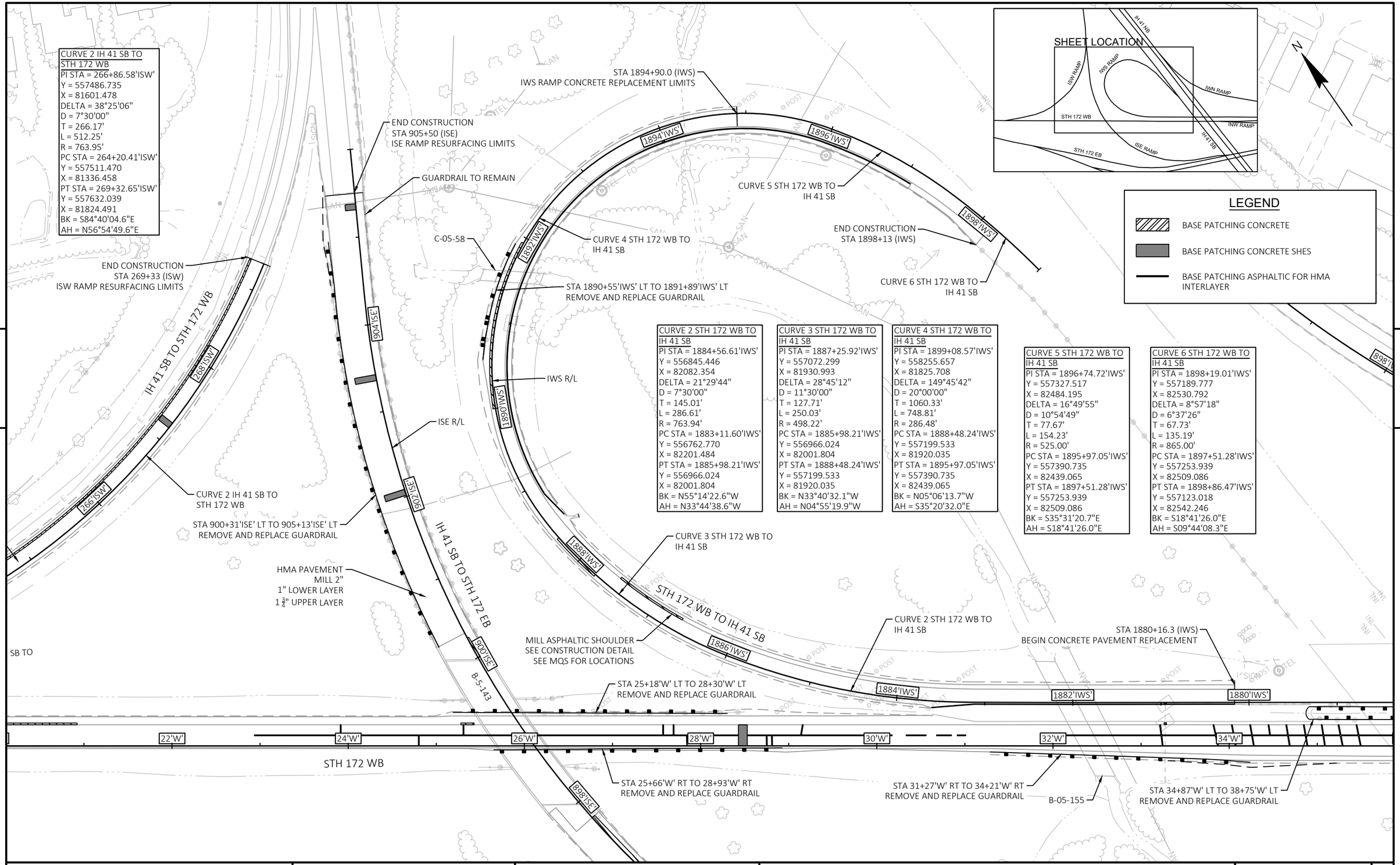
IWN RAMP
IWS RAMP
STH 172 WB
INW RAMP
STH 172 EB
ISE RAMP
IEN RAMP
INE RAMP
IES RAMP
IH 41 NB

LEGEND

- BASE PATCHING CONCRETE
- BASE PATCHING CONCRETE SHES
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN	SHEET 105	E

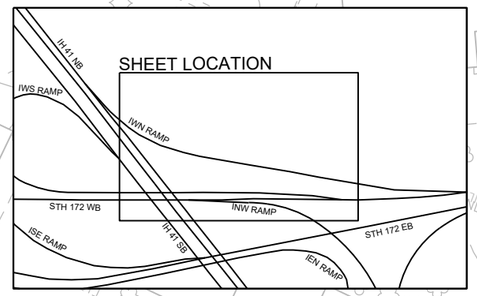
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050206-pn
PLOT DATE : 7/21/2022 1:12 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN	SHEET 106 E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050207-pn
PLOT DATE : 7/21/2022 1:13 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- BASE PATCHING CONCRETE
- BASE PATCHING CONCRETE SHES
- BASE PATCHING ASPHALTIC FOR HMA INTERLAYER

CURVE 3 IH 41 NB TO STH 172 WB
PI STA = 1892+37.72'INW'
Y = 556014.788
X = 83169.180
DELTA = 6°18'00"
D = 5°14'51"
T = 60.09'
L = 120.06'
R = 1091.87'
PC STA = 1891+77.63'INW'
Y = 555974.422
X = 83213.691
PT STA = 1892+97.69'INW'
Y = 556050.025
X = 83120.508
BK = N47°47'46.8"W
AH = N54°05'46.6"W

CURVE 2 IH 41 NB TO STH 172 WB
PI STA = 1890+10.23'INW'
Y = 555858.432
X = 83342.263
DELTA = 25°32'33"
D = 7°30'00"
T = 173.16'
L = 340.57'
R = 763.94'
PC STA = 1888+37.07'INW'
Y = 555698.341
X = 83408.256
PT STA = 1891+77.63'INW'
Y = 555974.422
X = 83213.691
BK = N22°24'09.2"W
AH = N47°56'42.2"W

CURVE 1 STH 172 WB TO IH 41 SB
PI STA = 1870+02.34'IWS'
Y = 556012.714
X = 83274.950
DELTA = 4°35'52"
D = 0°53'03"
T = 260.13'
L = 519.98'
R = 6479.99'
PC STA = 1867+42.20'IWS'
Y = 555847.343
X = 83475.750
PT STA = 1872+62.19'IWS'
Y = 556161.456
X = 83061.541
BK = N50°31'35.4"W
AH = N55°07'27.0"W

MATCH LINE 35+00

MATCH LINE 49+50

898'IWN'
896'IWN'
894'IWN'
892'IWN'
1890'IWN'
1888'IWN'
1886'IWN'
1884'IWN'

END CONSTRUCTION
STA 1890+22 (IWN)
IWN RAMP CONCRETE REPAIR LIMITS

IWN R/L

STA BACK = 1890+32.79'IWN'
STA AHEAD = 890+60'IWN'

STH 172 WB TO IH 41 NB

STA 1883+85'IWN' RT TO 1885+50'IWN' RT
REMOVE AND REPLACE GUARDRAIL

STA 1883+66'IWN' LT TO 1885+50'IWN' LT
REMOVE AND REPLACE GUARDRAIL

END HMA PAVEMENT OVERLAY
BUTT JOINT REQUIRED

CURVE 1 STH 172 WB TO
IH 41 SB

IWS R/L

IWS R/L

STH 172 WB TO IH 41 SB

1878'IWS'
1876'IWS'
1874'IWS'
1872'IWS'
1870'IWS'
1868'IWS'

36'W'
38'W'
40'W'
42'W'
44'W'
46'W'
48'W'

1892'INW'
1890'INW'

CURVE 2 IH 41 NB TO
STH 172 WB

CURVE 2 IH 41 NB TO
STH 172 WB

STA 1888+33'INW' RT TO 1890+23'INW' RT
REMOVE AND REPLACE GUARDRAIL

END CONSTRUCTION
STA 1888+42 (INW)

HMA PAVEMENT OVERLAY

STA 1888+69'INW' LT TO 1892+39'INW' LT
REMOVE AND REPLACE GUARDRAIL

IH 41 NB TO STH 172 WB

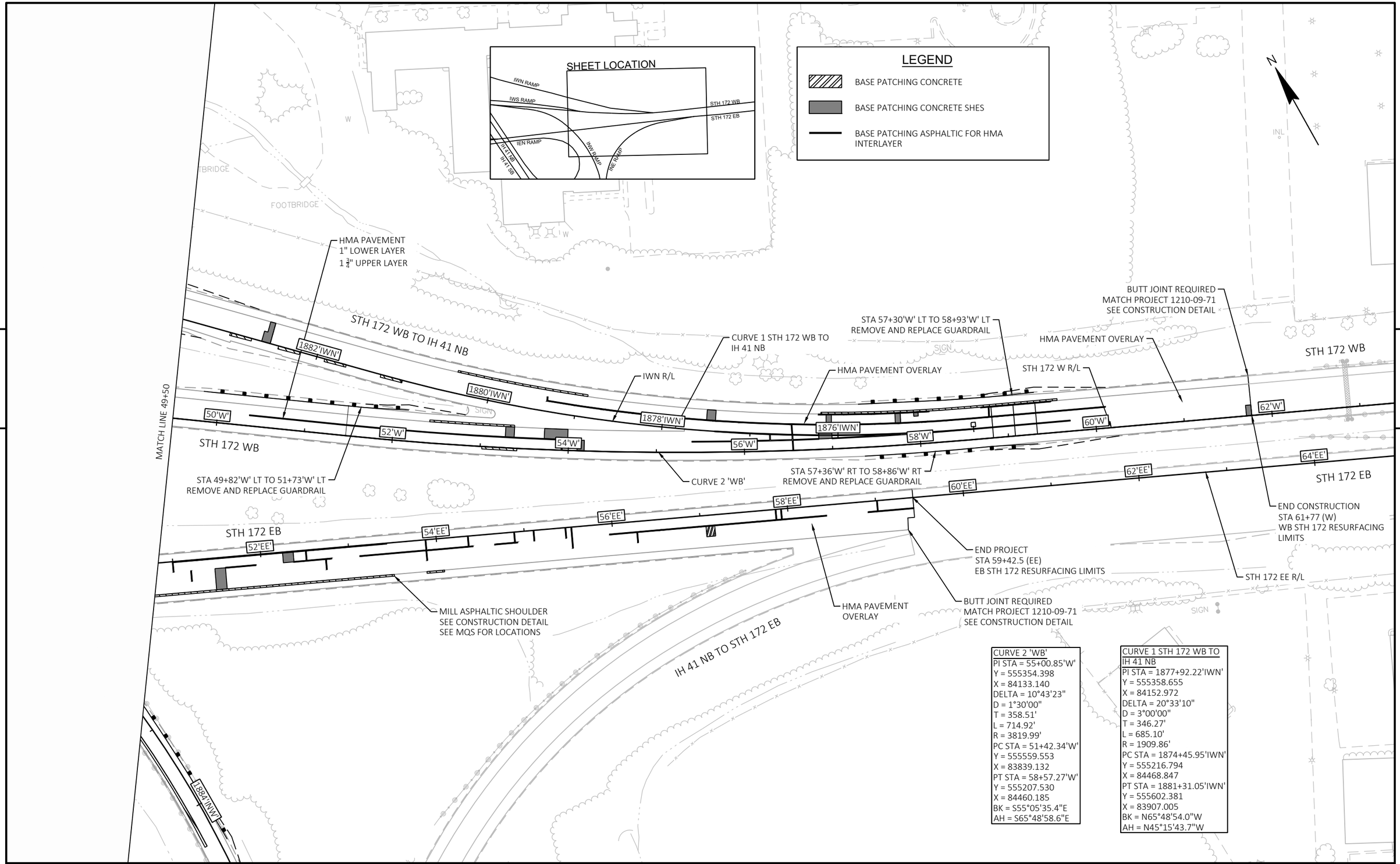
STA 34+87'W' LT TO 38+75'W' LT
REMOVE AND REPLACE GUARDRAIL

HMA PAVEMENT OVERLAY

MH
SIGN
U/C
FOOTBRIDGE
INL

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN	SHEET 107	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050208-pn
PLOT DATE : 7/21/2022 1:14 PM
PLOT BY : KYLE CORNELIUS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	PLAN	SHEET 108	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\050201-PN ALTERNATE.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 7/21/2022 1:15 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:100 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
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
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F13-04	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
11B02-02	CONCRETE MEDIAN NOSE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-07A	CONCRETE BASE
13C15-07B	CONCRETE BASE
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C19-03	HMA LONGITUDINAL JOINTS
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-04A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04H	STEEL THRIE BEAM BULLNOSE TERMINAL
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)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

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Standard Detail Drawing List

14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-03A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-07C	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-07E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-06C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-07B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-07C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-04B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-04D	PAVEMENT MARKING SERVICE INTERCHANGE LANE DROP AND LANE REDUCTION MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D12-10B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-10D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D14-04	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-06A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-06E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-05	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-05	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
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
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

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Standard Detail Drawing List

15D40-04A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-04B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D40-04C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-04D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D47-02B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER
15D49-01	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE
15D50-02A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-02B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

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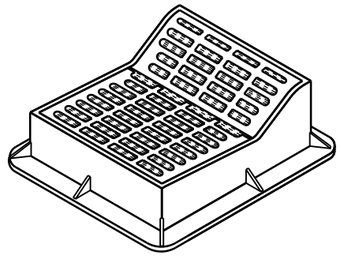
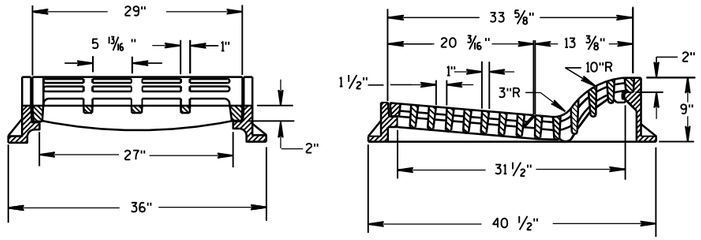
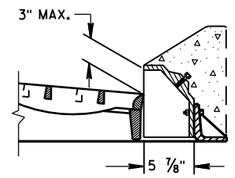




TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

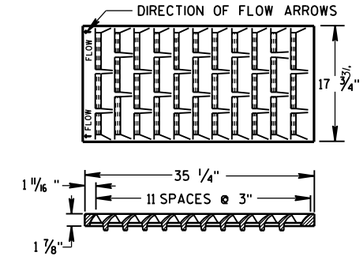
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

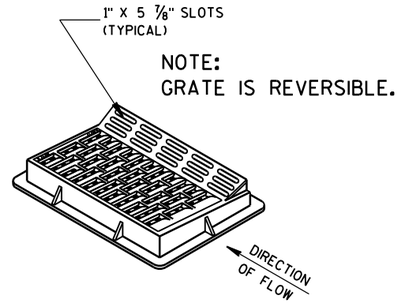
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

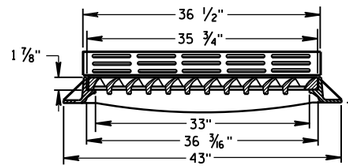
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

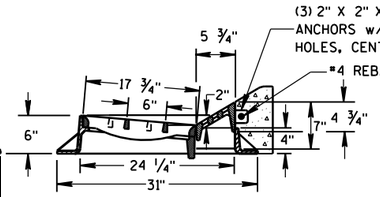
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





NOTE:
GRATE IS REVERSIBLE.

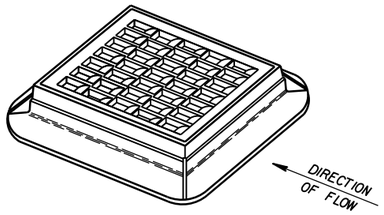


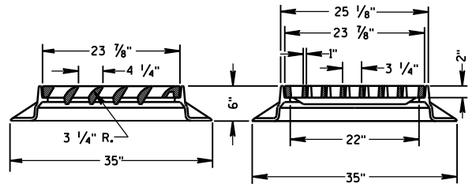


TYPE "HM"

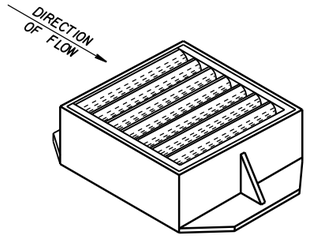
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

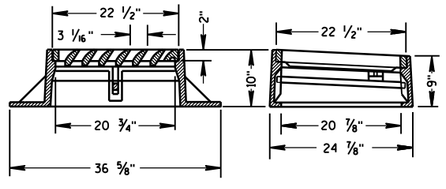
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



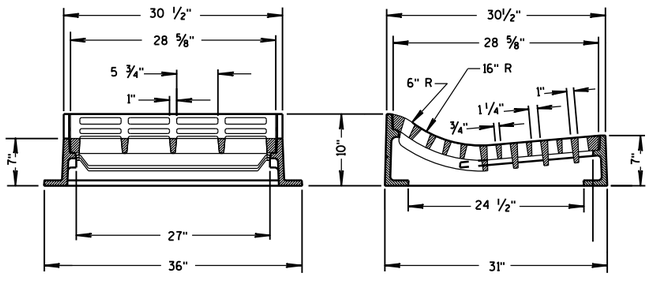


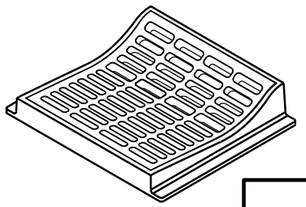
TYPE "S"





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

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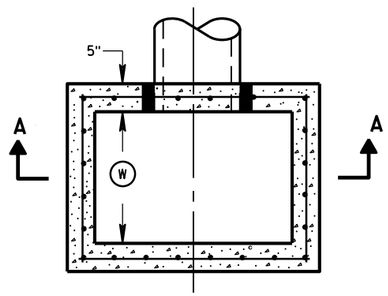
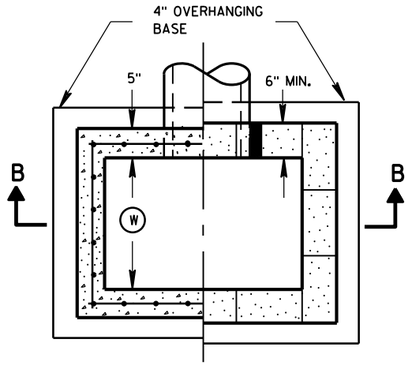
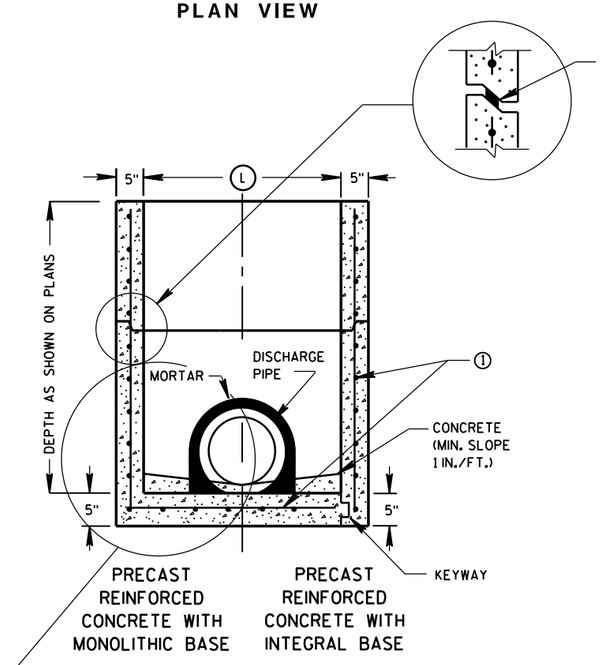
S.D.D. 8 A 5-19c



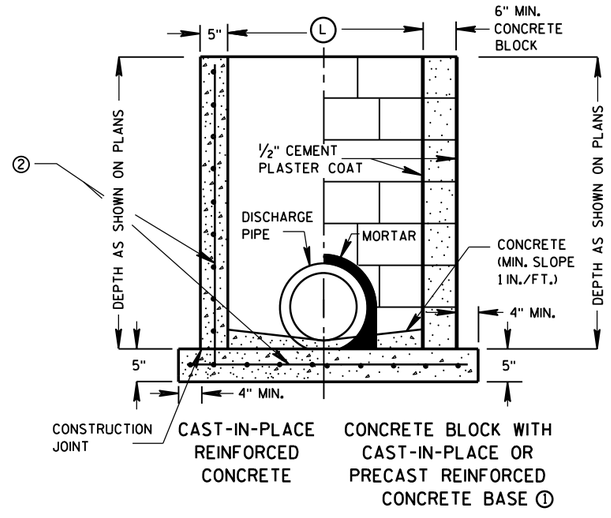
PLAN VIEW



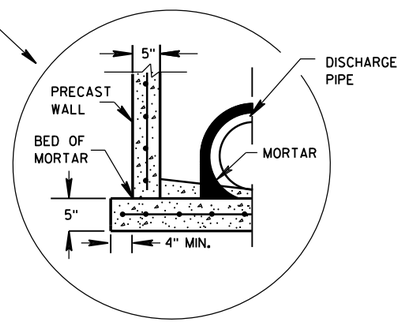
PLAN VIEW



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.

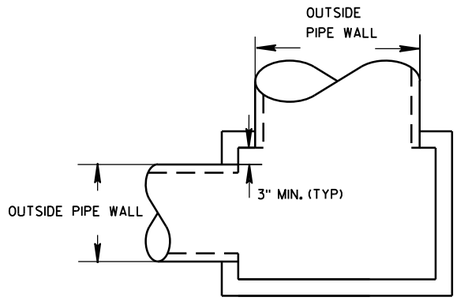
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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



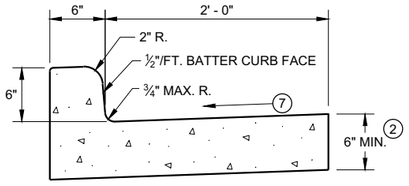
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

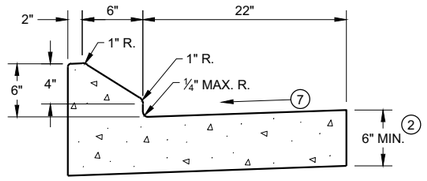
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

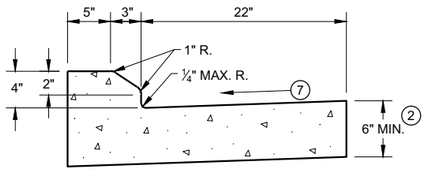
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



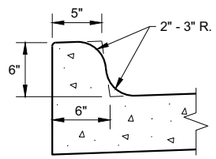
TYPES A (1) & D



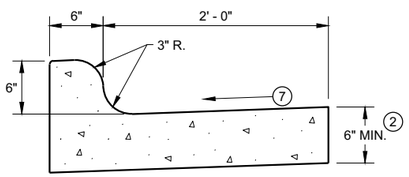
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

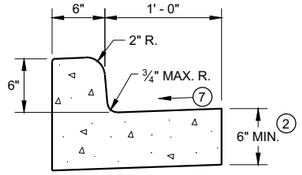


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



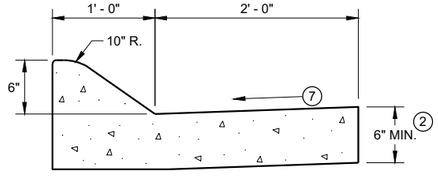
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

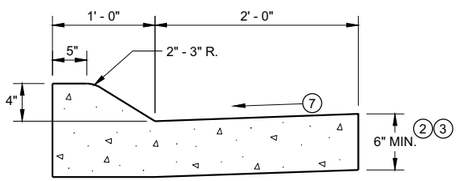


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

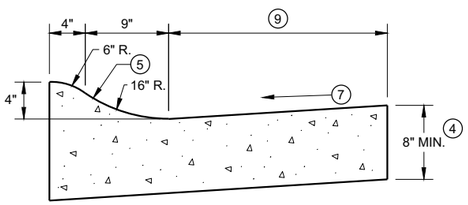


6" SLOPED CURB TYPES A (1) & D



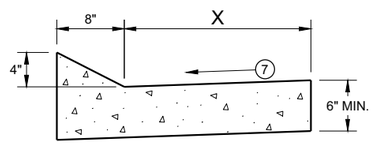
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

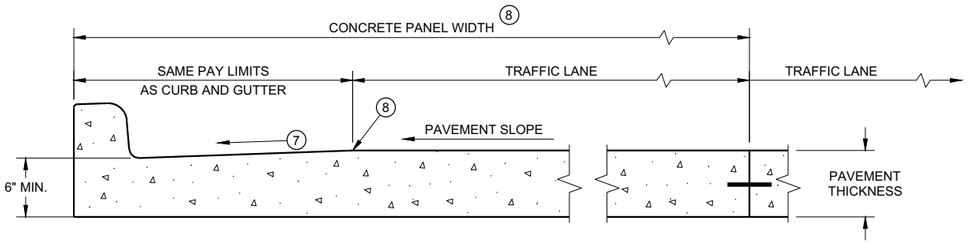


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

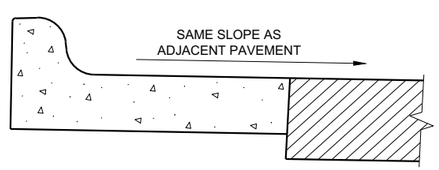
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

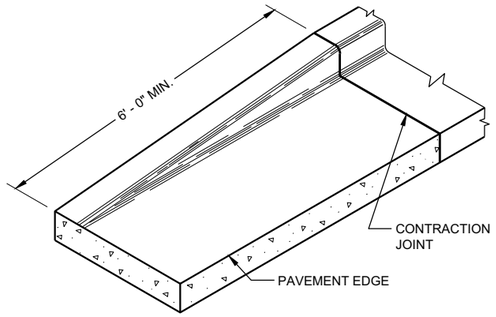
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

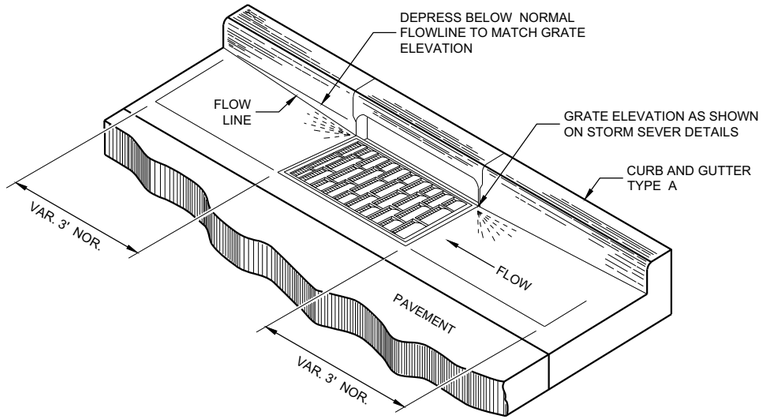
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



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.

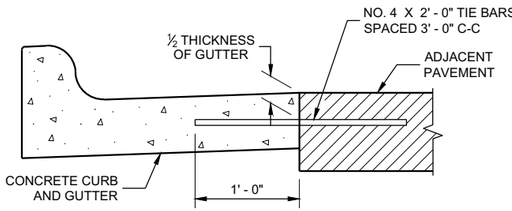
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

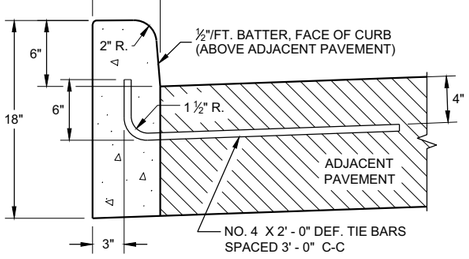
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

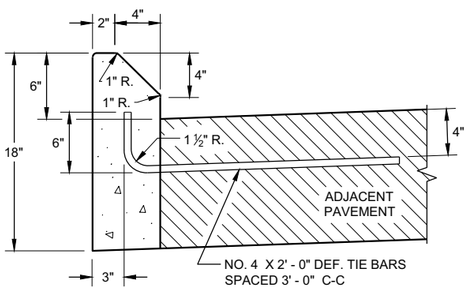
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

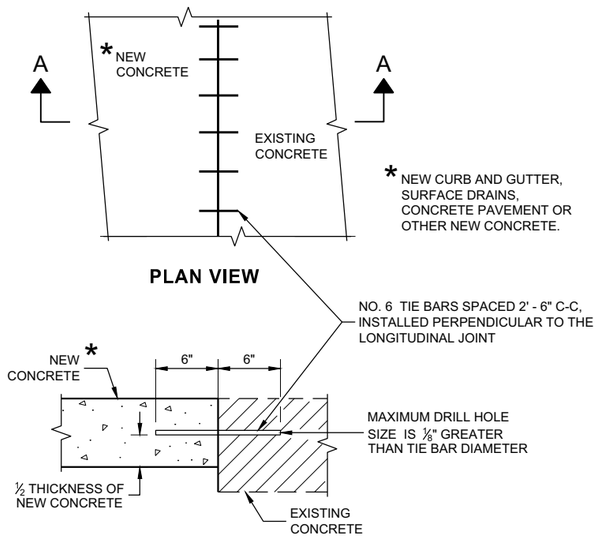


TYPES A (1) & D

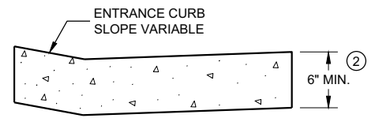


TYPES G (1) & J

CONCRETE CURB



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

FHWA

6

SDD08D01 - 22b

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)

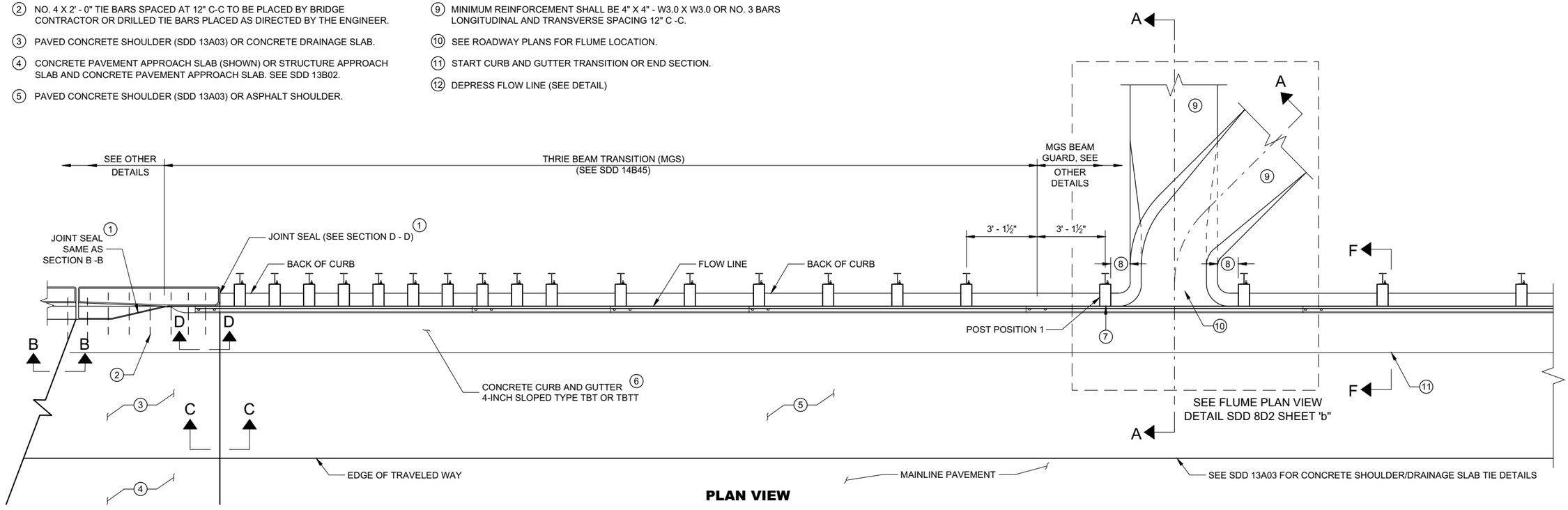
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

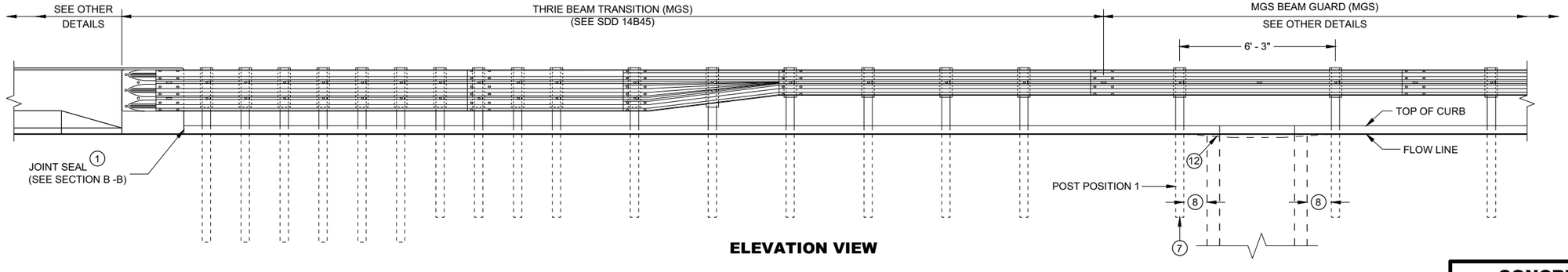
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



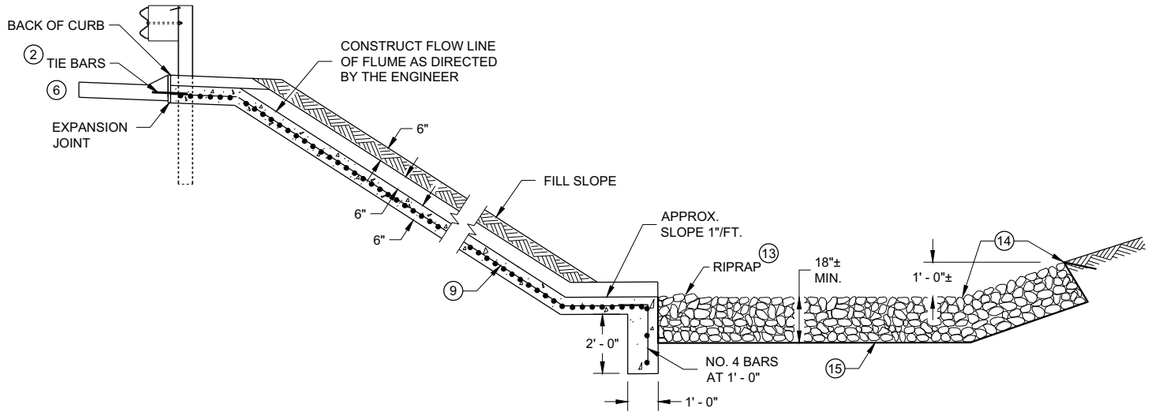
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

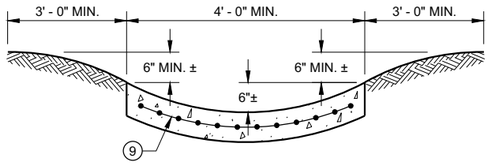
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

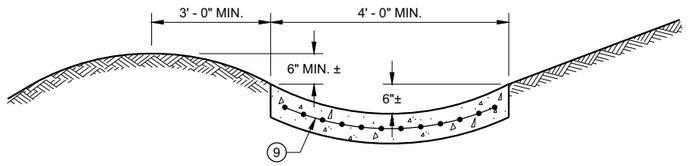
SDD 08D02 - 07a



SECTION A - A



SECTION G - G



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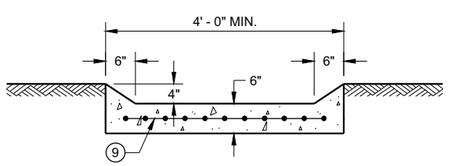
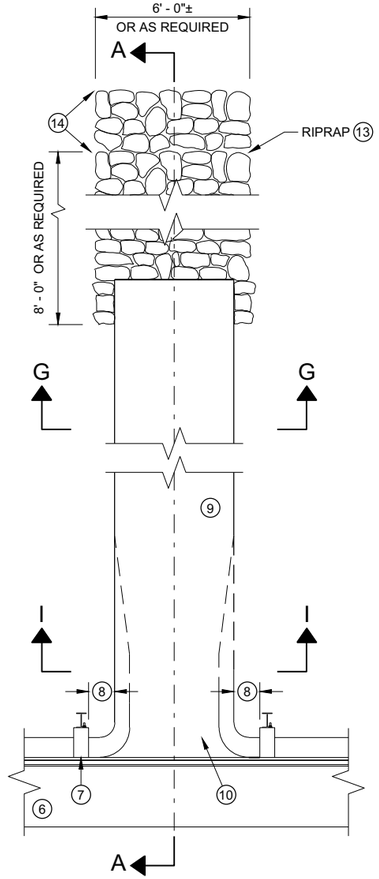
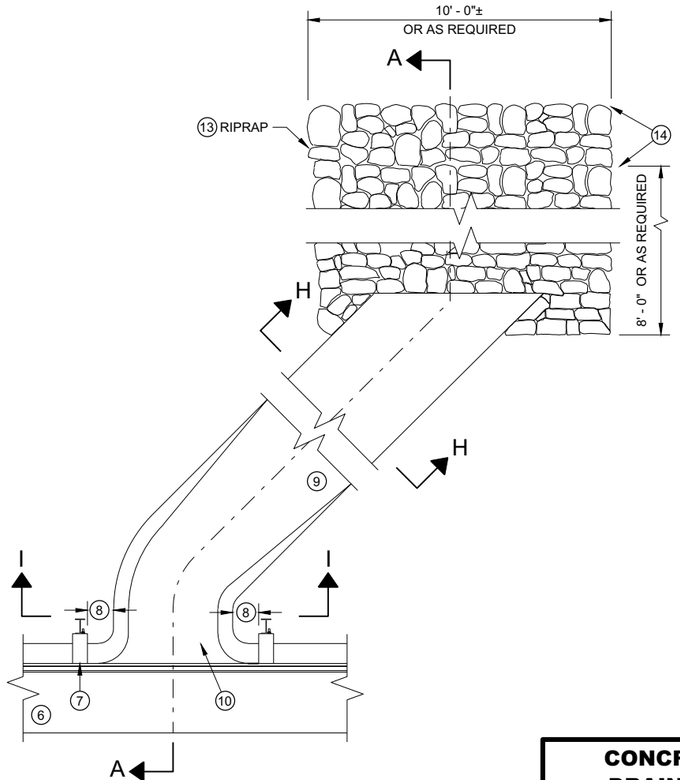


SECTION I - I



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.

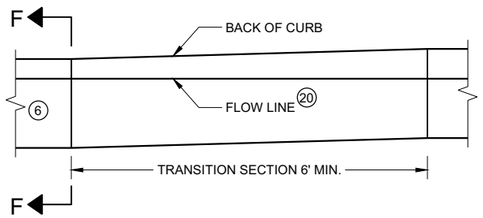
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH 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

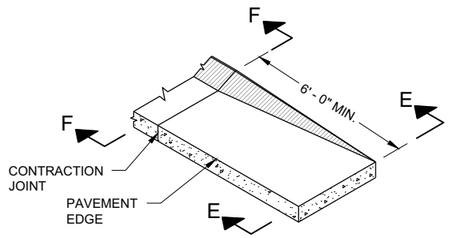
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

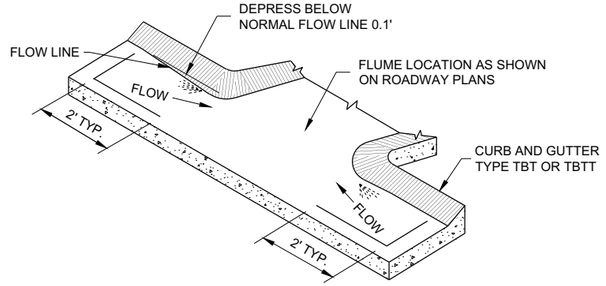
SDD 08D02 - 07b



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.

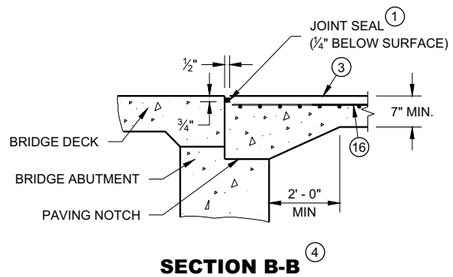
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

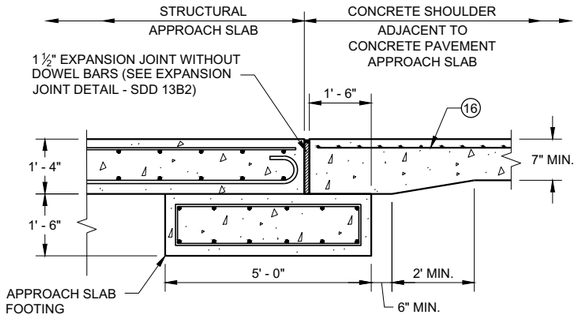
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

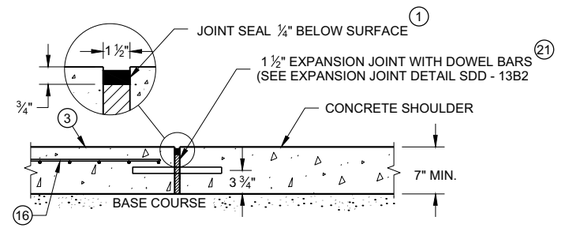
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



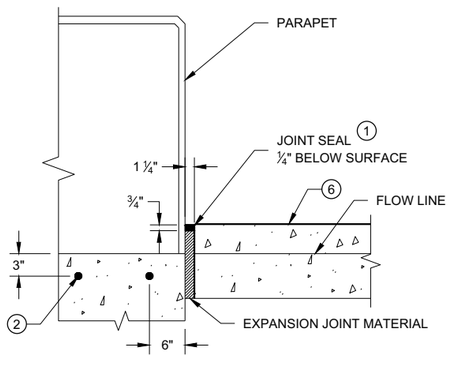
SECTION B-B (4)



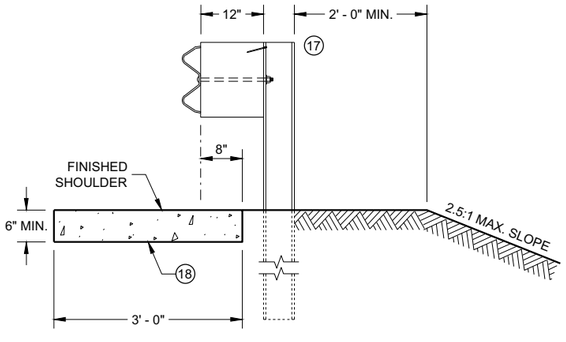
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



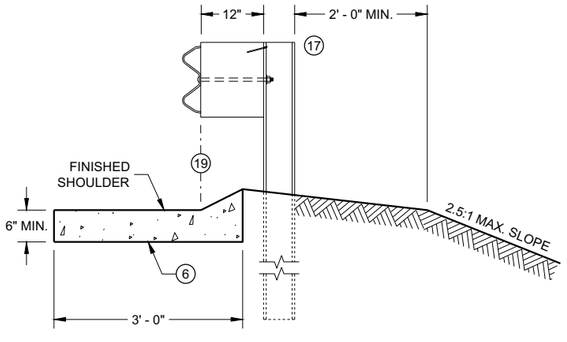
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



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

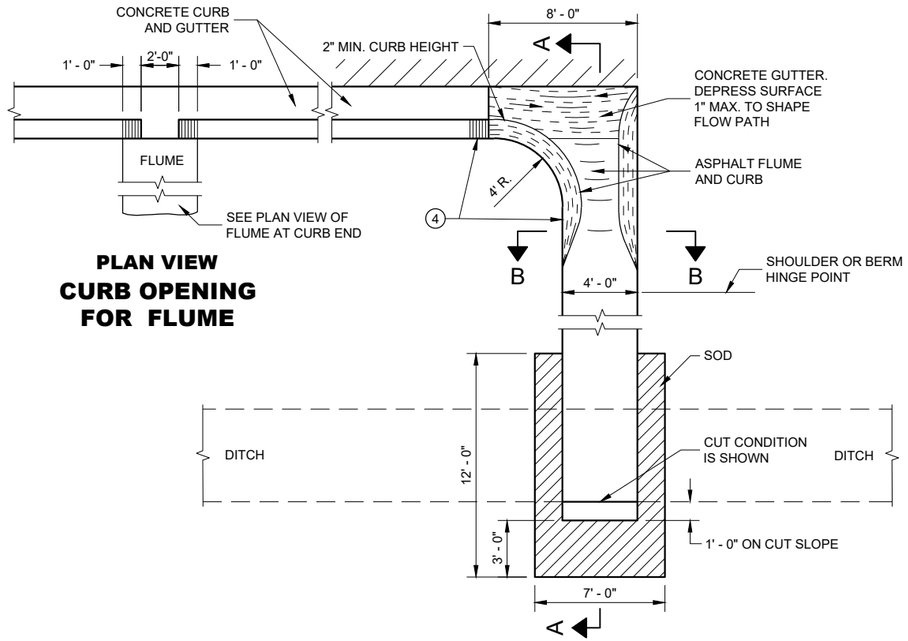
SDD 08D02 - 07c

6

6

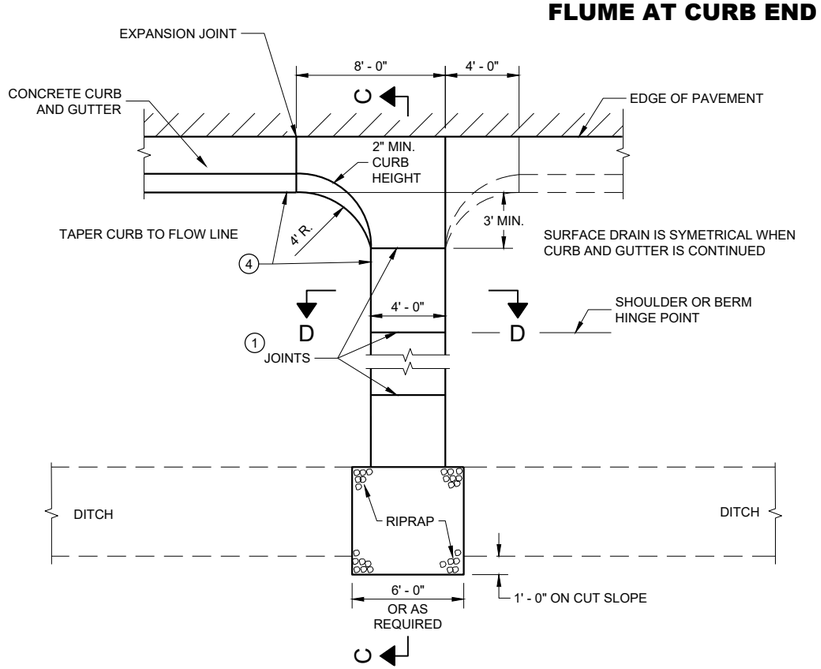
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



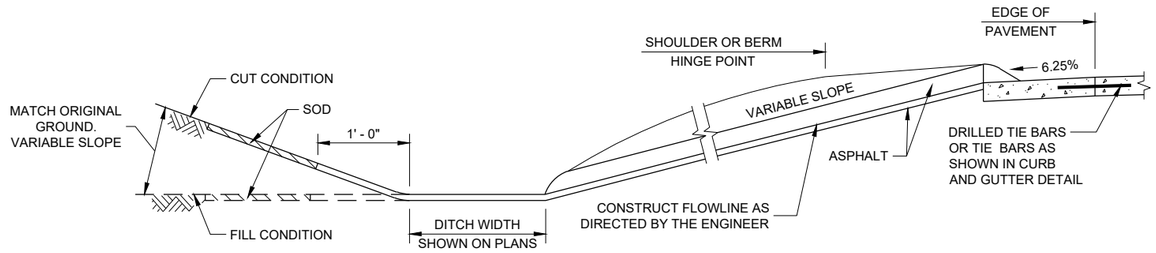
PLAN VIEW
CONCRETE SURFACE DRAIN

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.

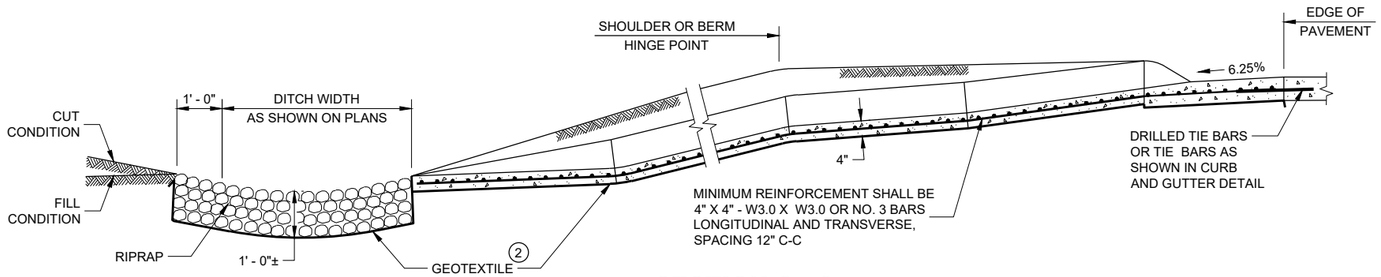
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE 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.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

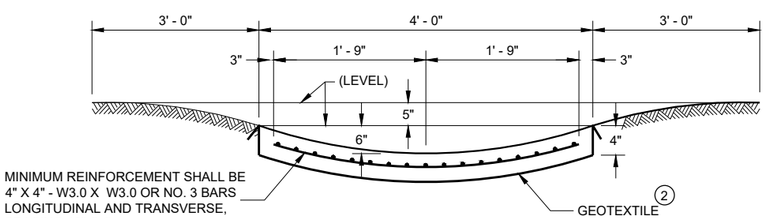


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

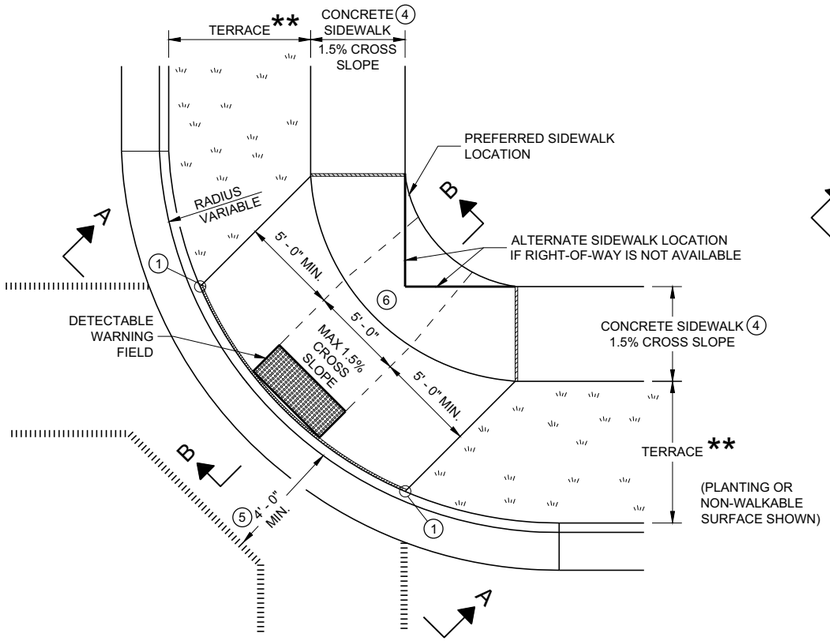
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

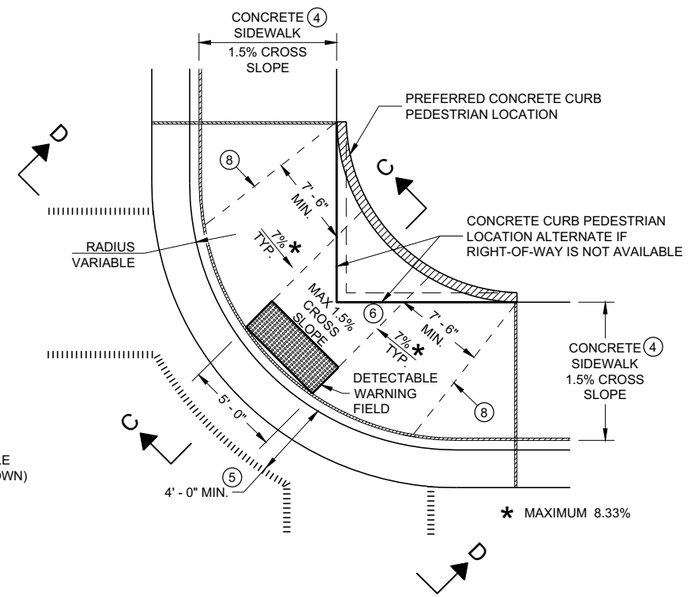
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

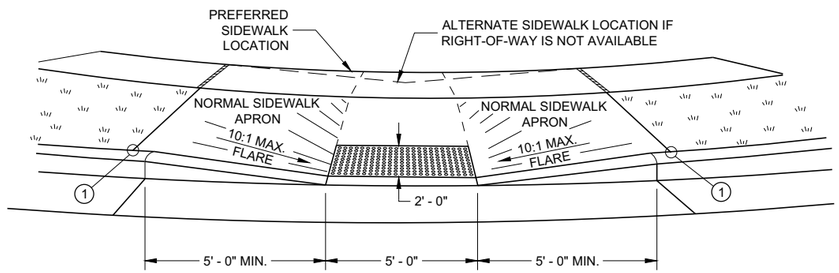
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

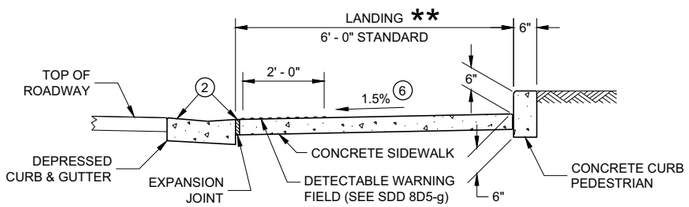
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

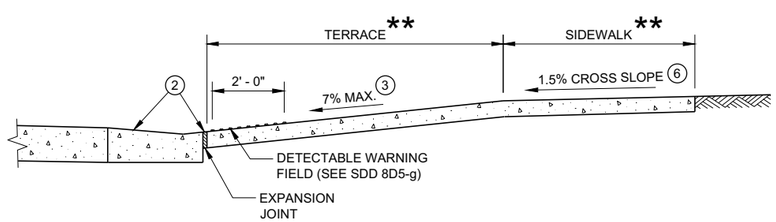


SECTION C - C FOR TYPE 1 - A

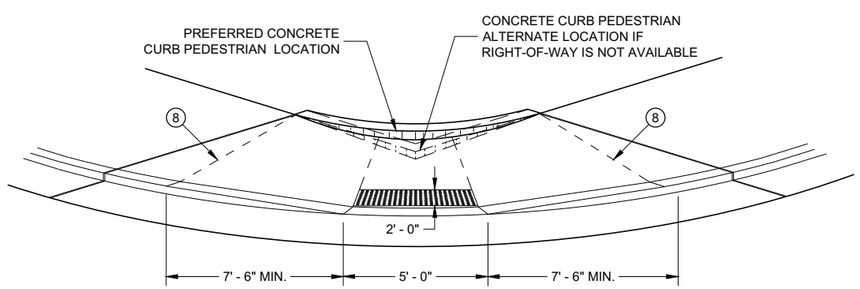
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



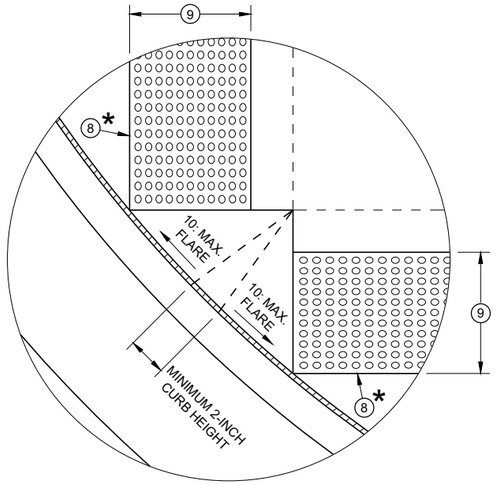
VIEW D - D FOR TYPE 1 - A

CURB RAMPS
TYPE 1 AND 1-A

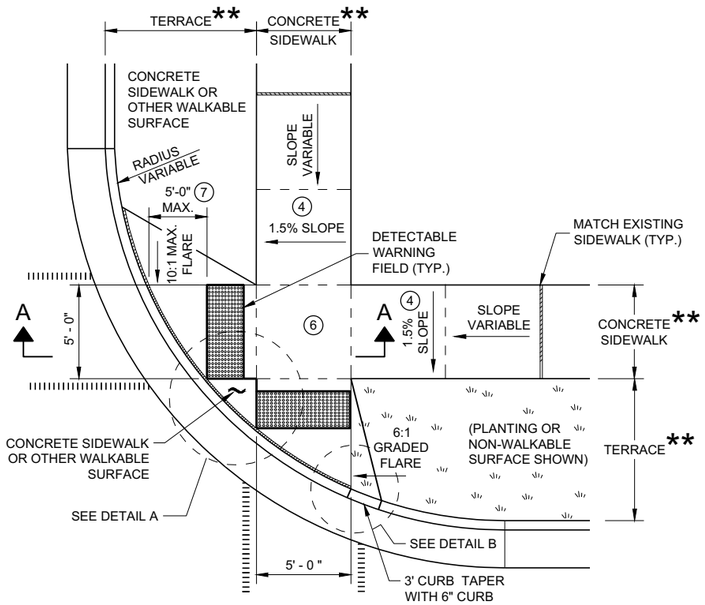
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

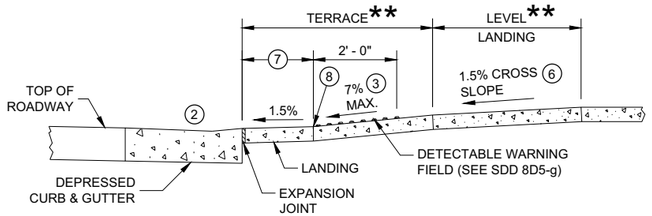
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

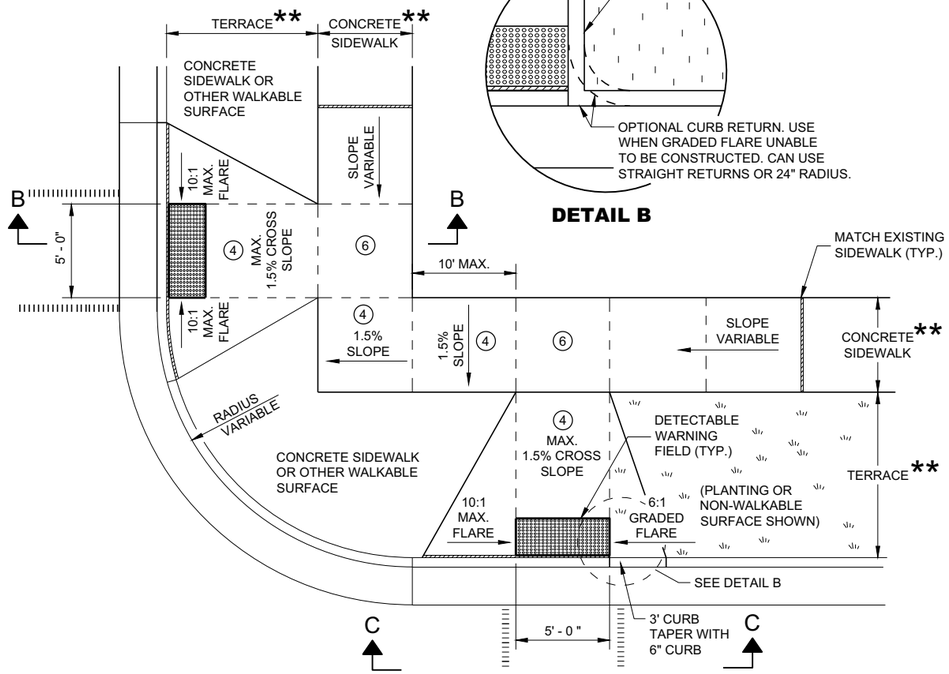
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



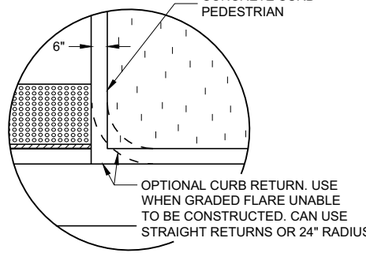
SECTION A - A FOR TYPE 2

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

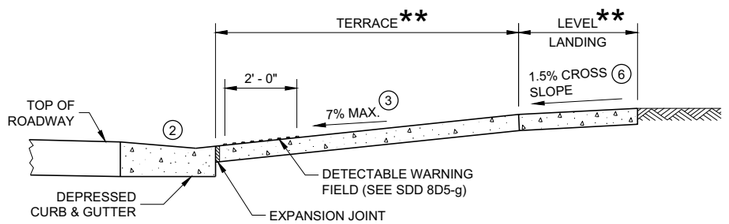
** WIDTH SHOWN ELSEWHERE IN THE PLANS



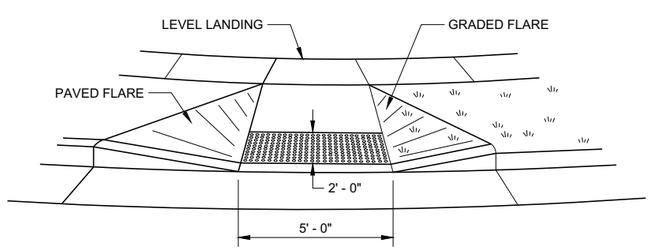
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



DETAIL B



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

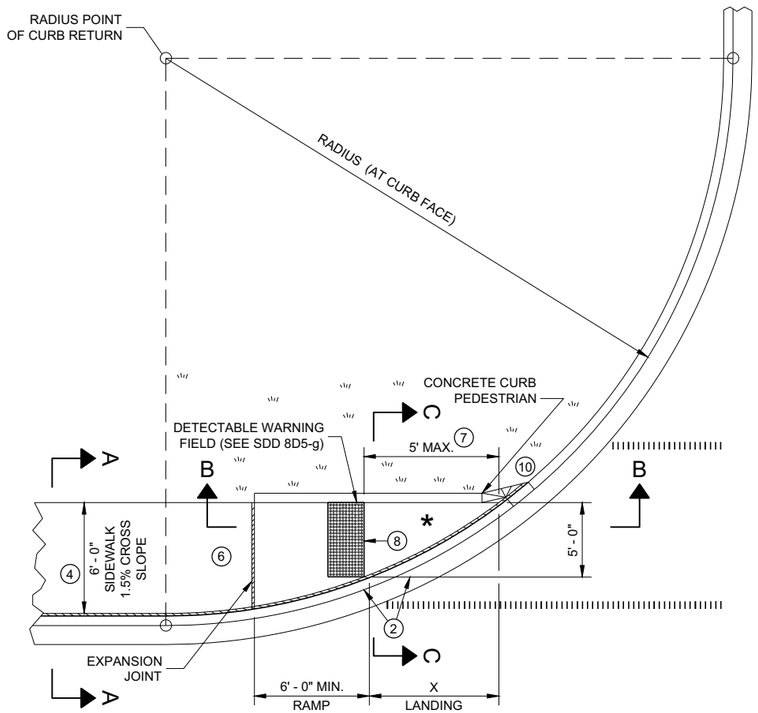
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

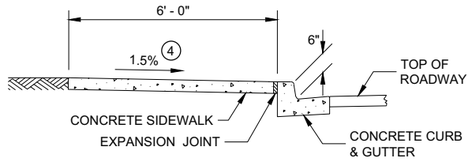


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

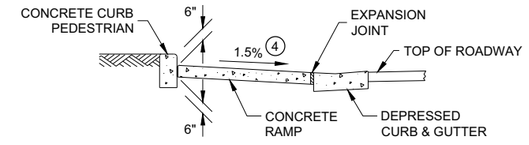
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

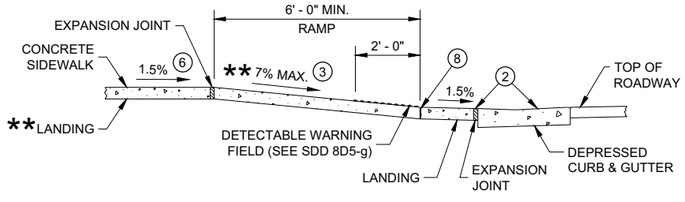
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



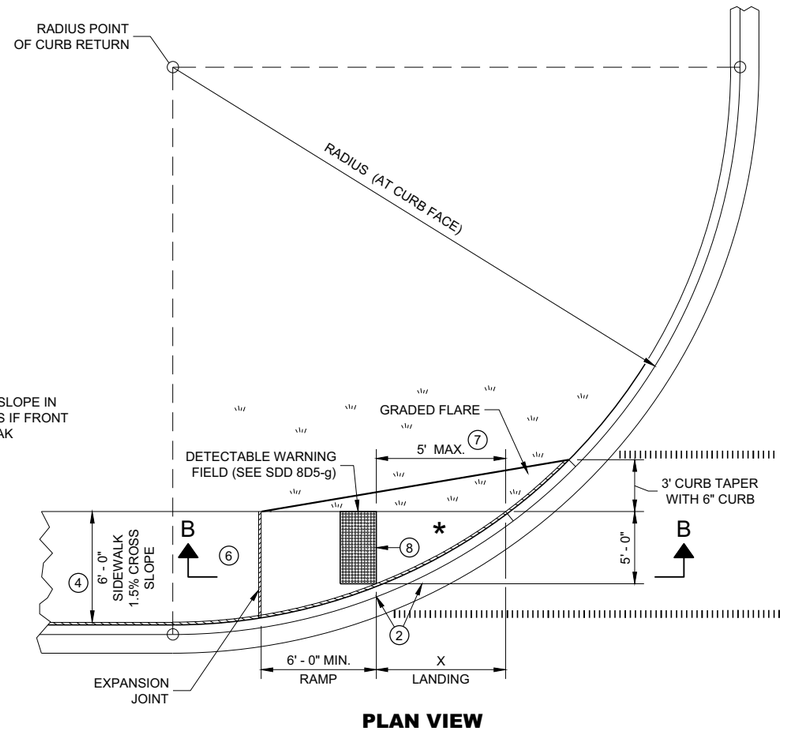
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

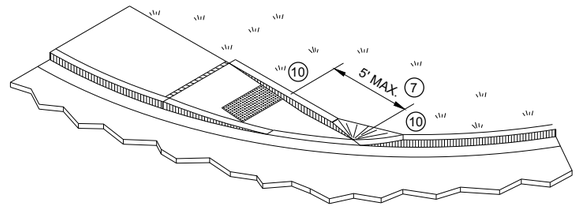
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

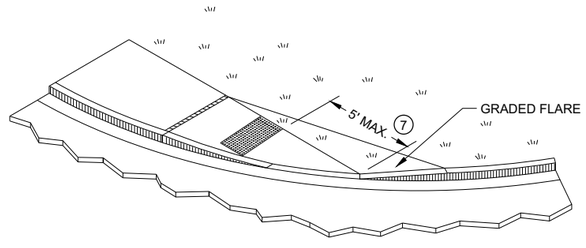


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



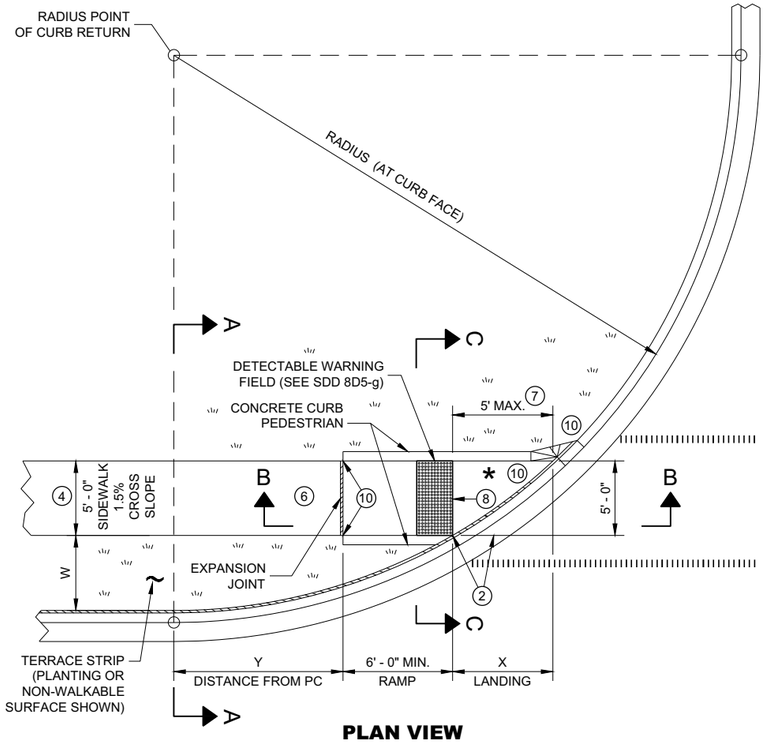
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

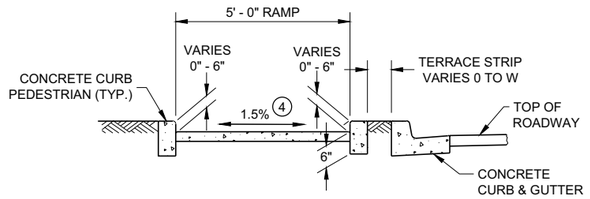


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

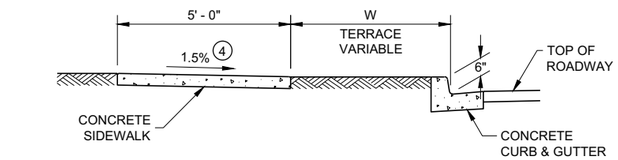
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

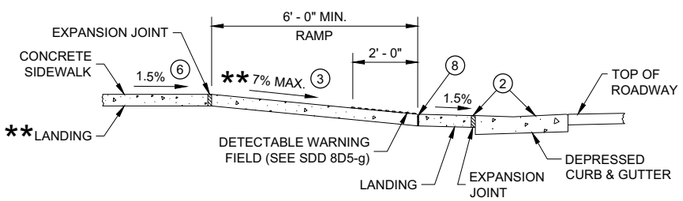
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

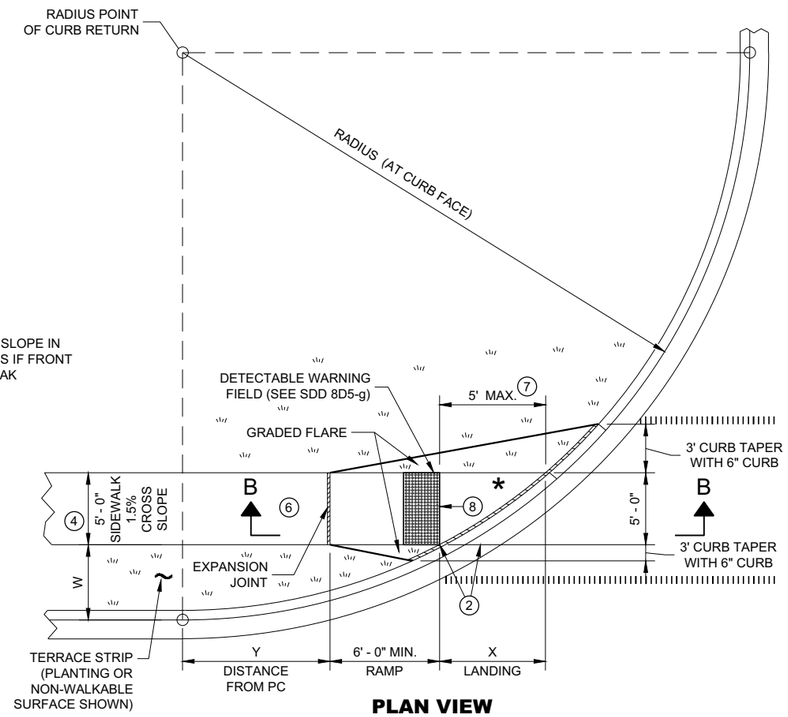


SECTION A - A FOR TYPE 4B



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

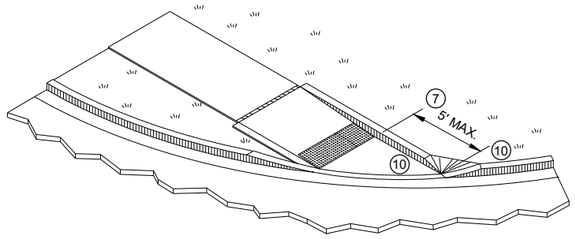
SECTION B - B FOR TYPE 4B AND TYPE 4B1



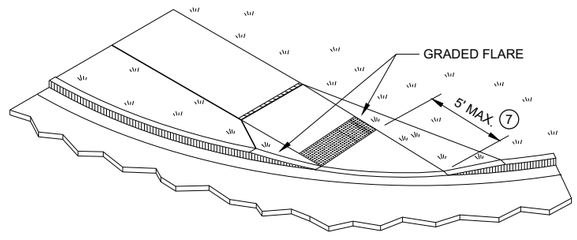
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



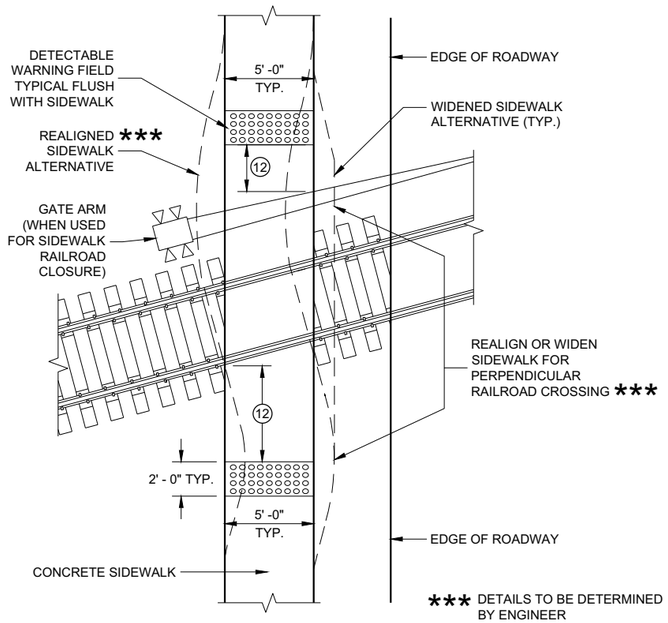
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

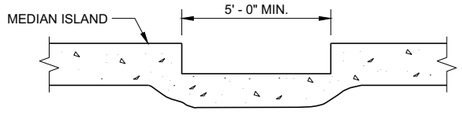
6

SDD 08D05 - 20d

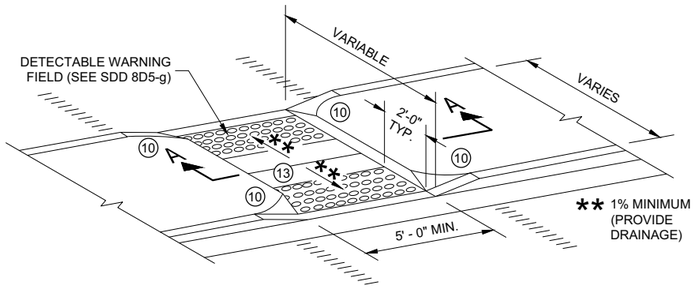


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

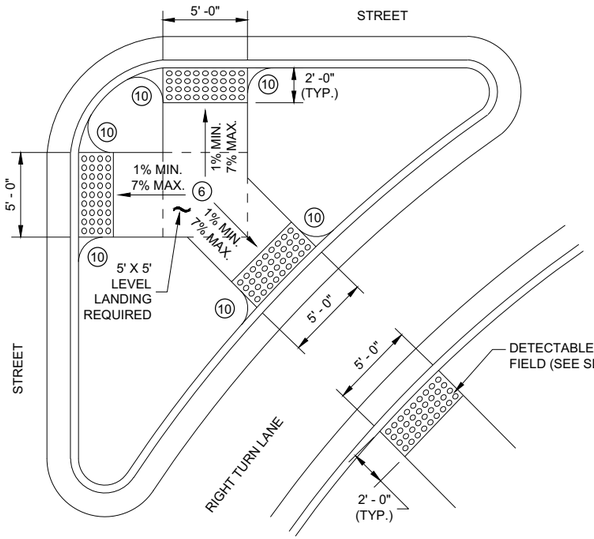
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

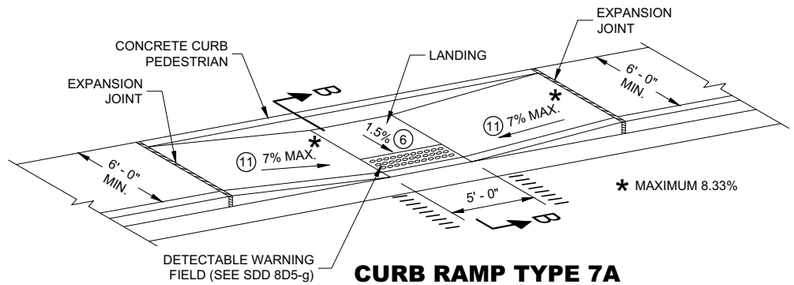
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

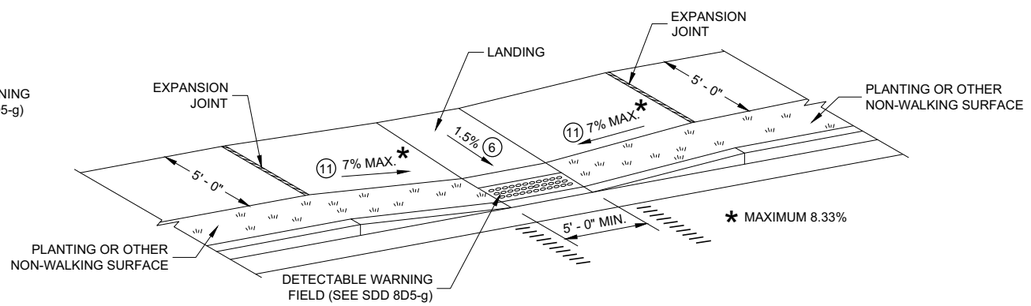
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

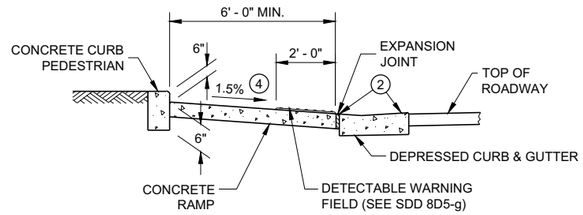
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

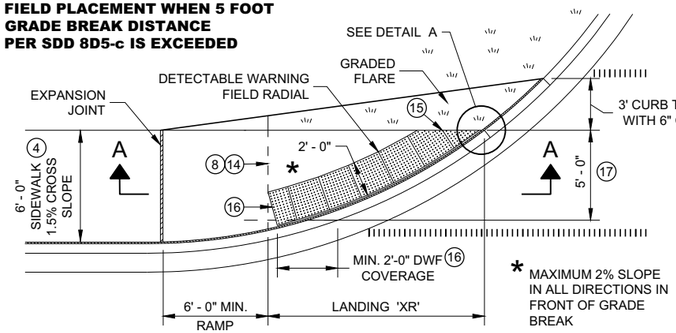
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

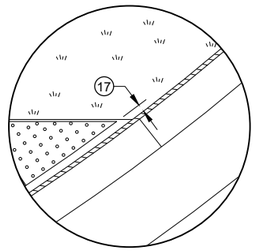
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



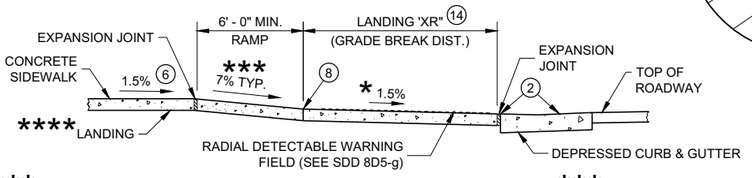
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

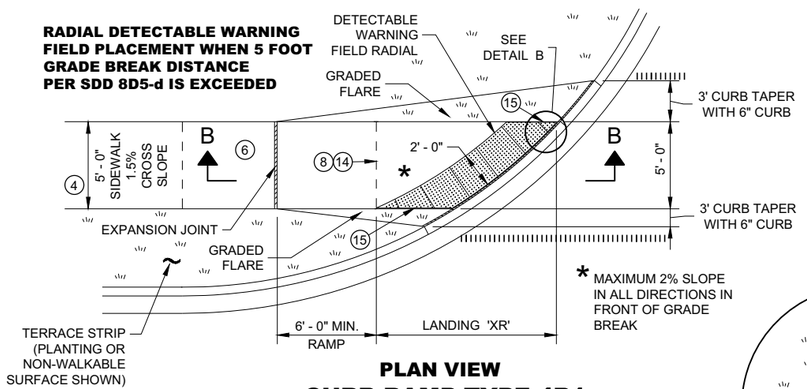


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

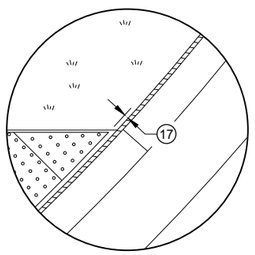
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



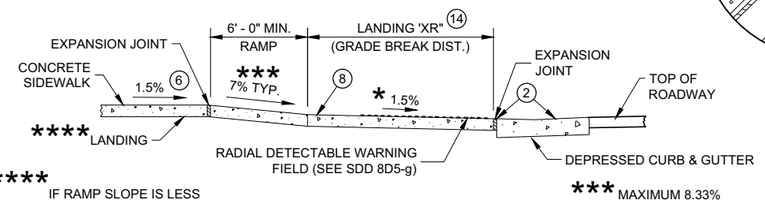
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

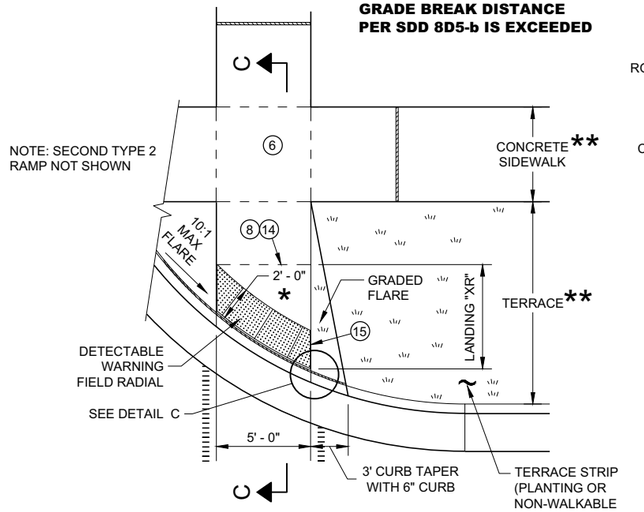
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

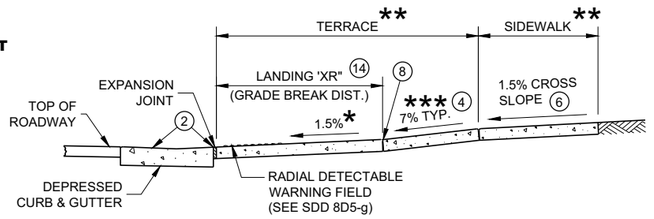


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

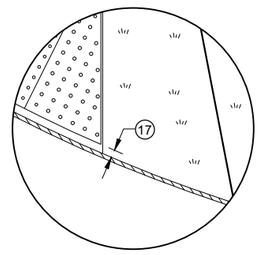


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

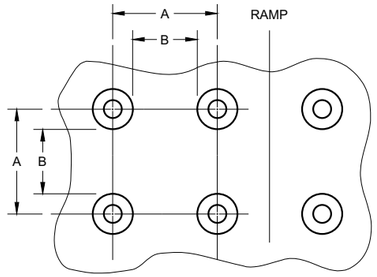
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

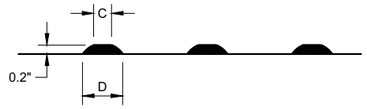
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

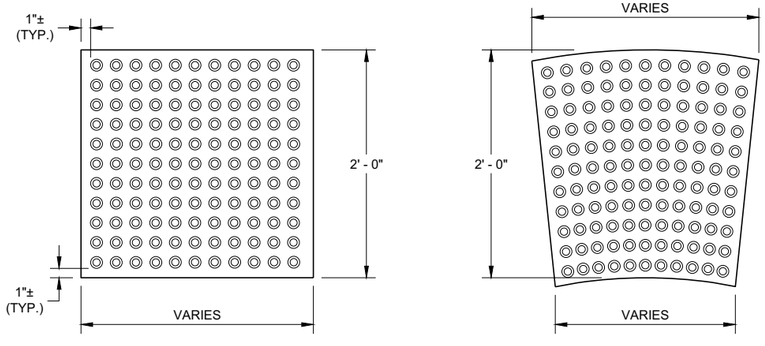


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

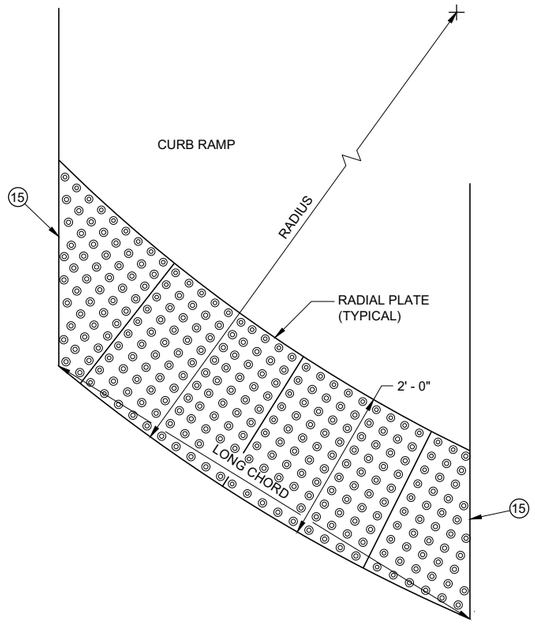
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

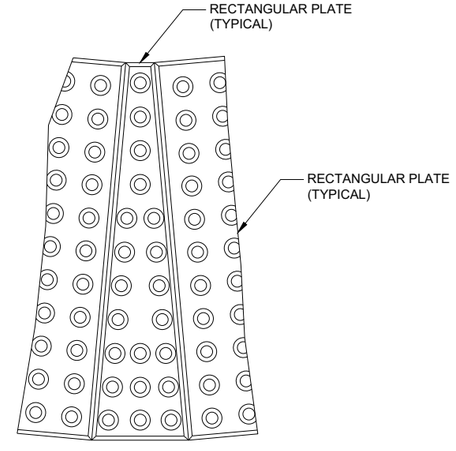
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

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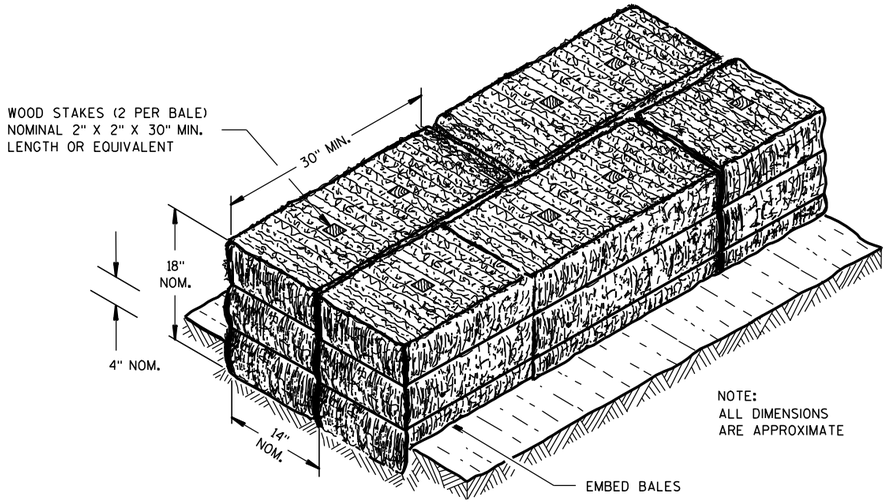
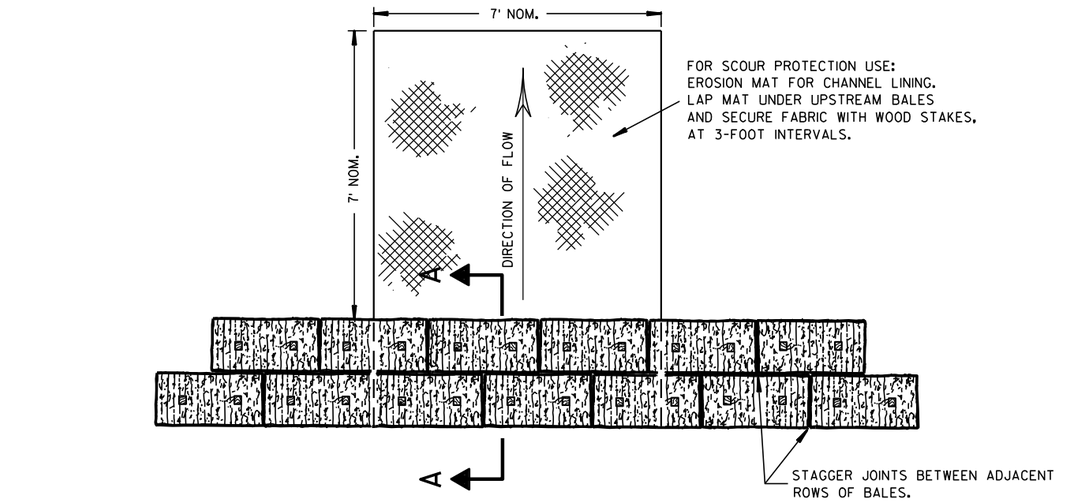
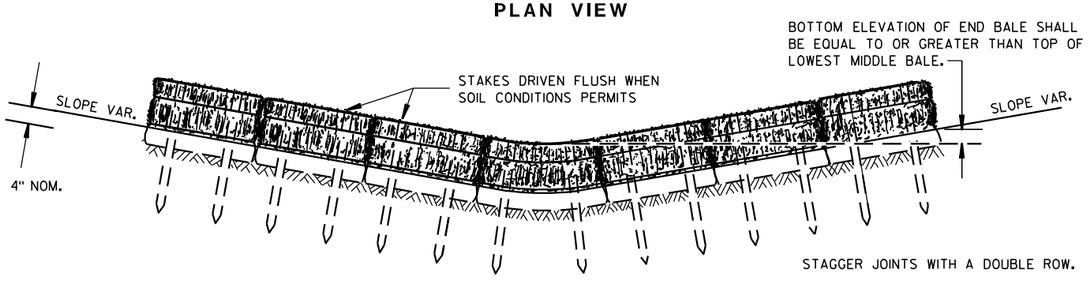
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



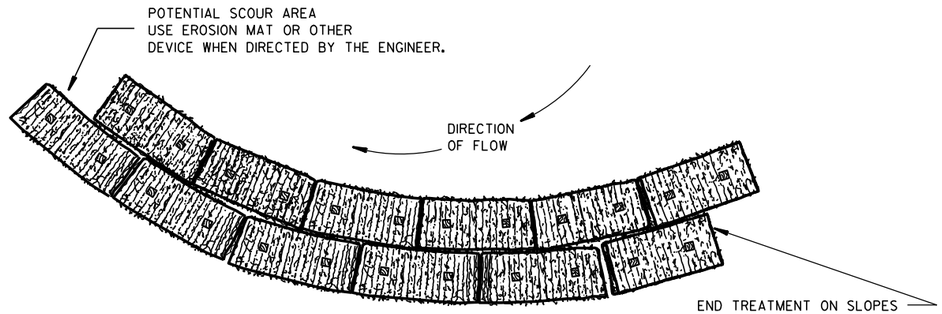
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

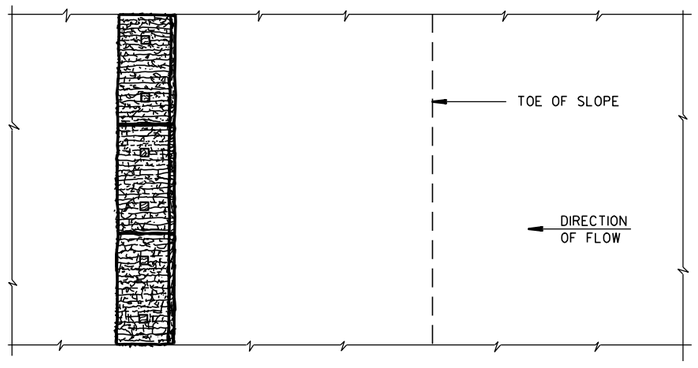
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

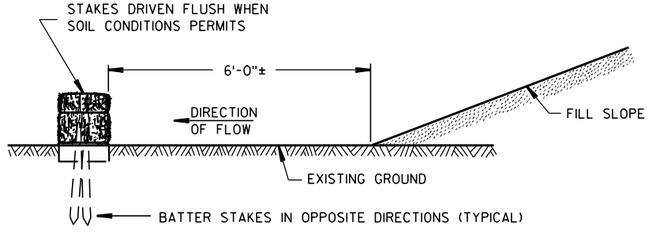


PLAN VIEW

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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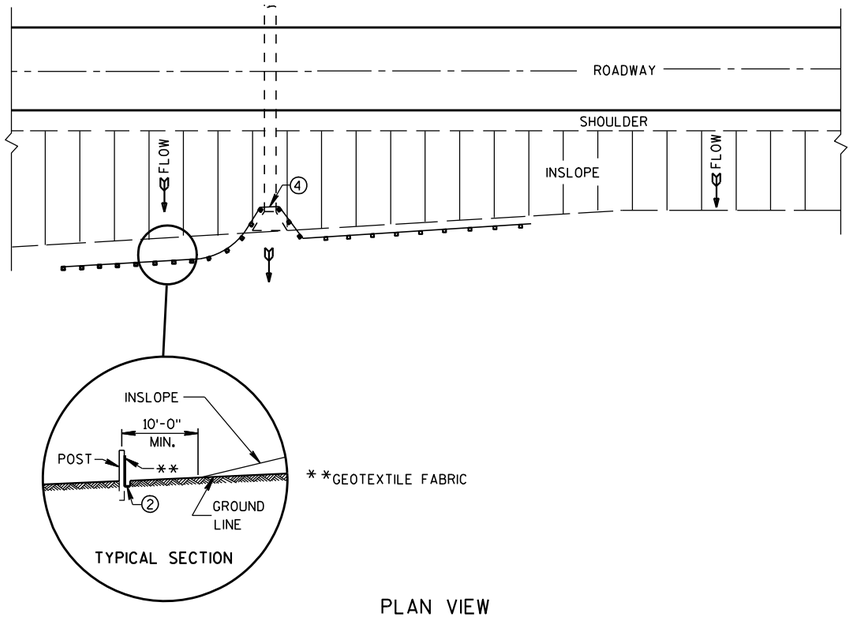
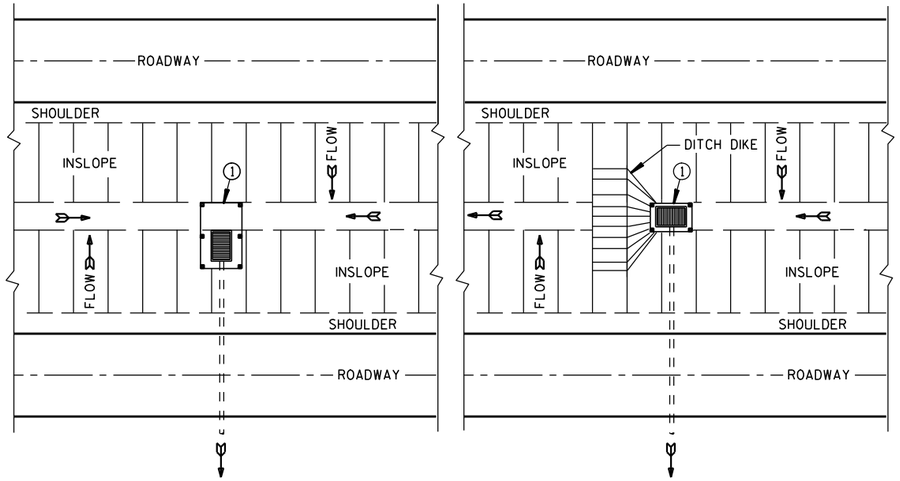
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



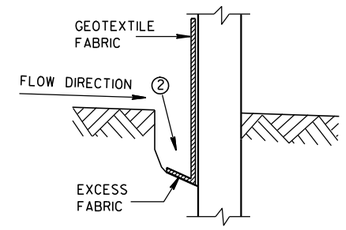
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

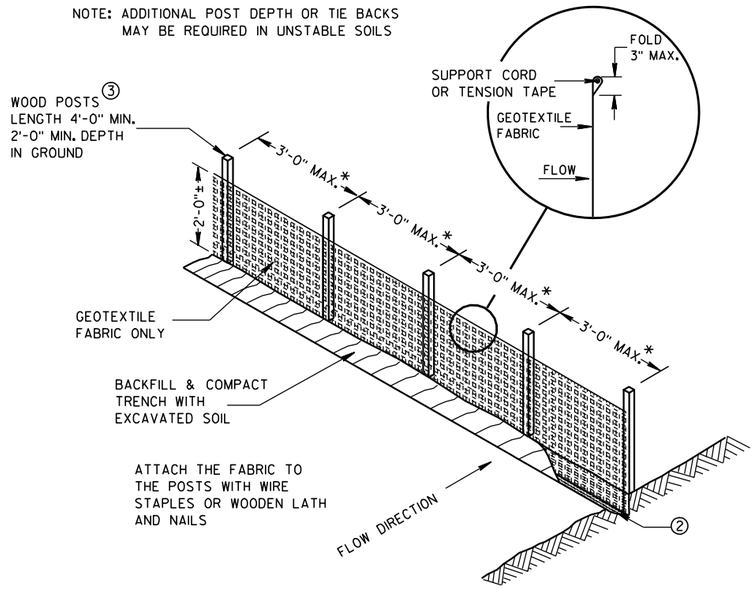
GENERAL NOTES

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

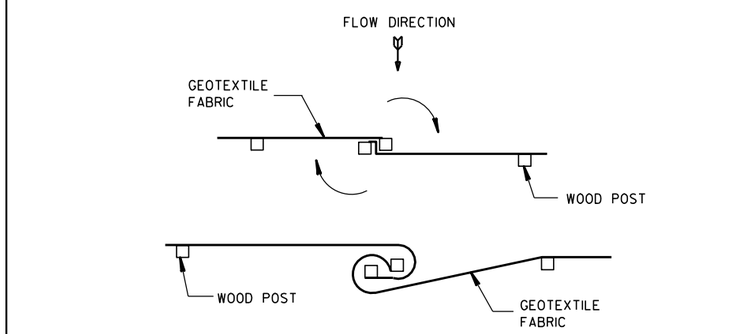
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



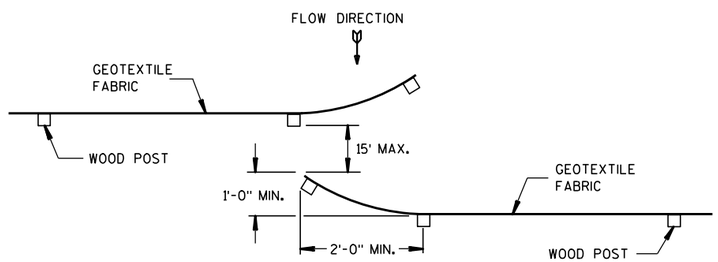
TRENCH DETAIL



SILT FENCE

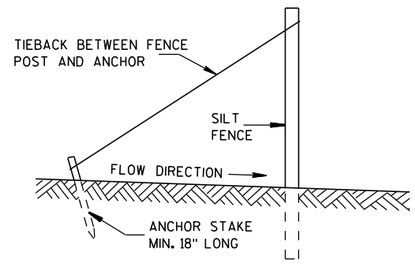


TWIST METHOD



HOOK METHOD

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

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S.D.D. 8 E 9-6

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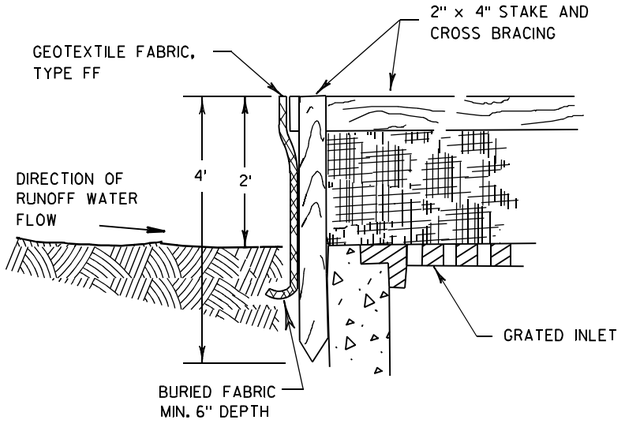
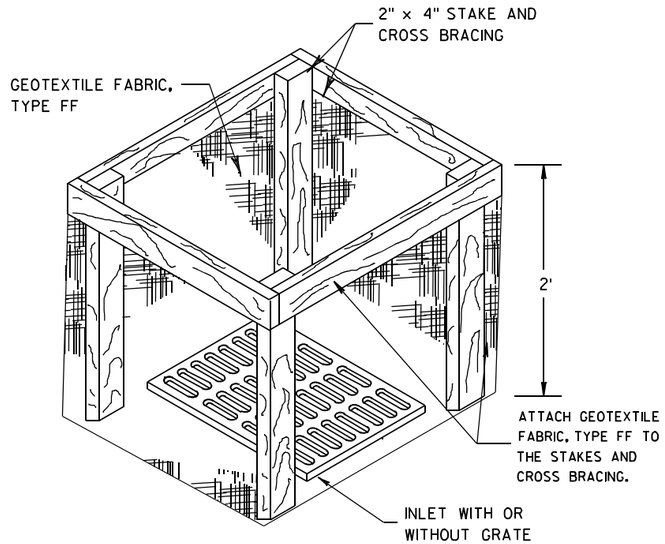
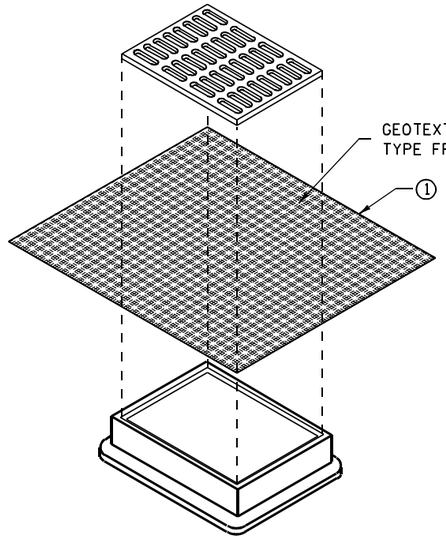
S.D.D. 8 E 9-6



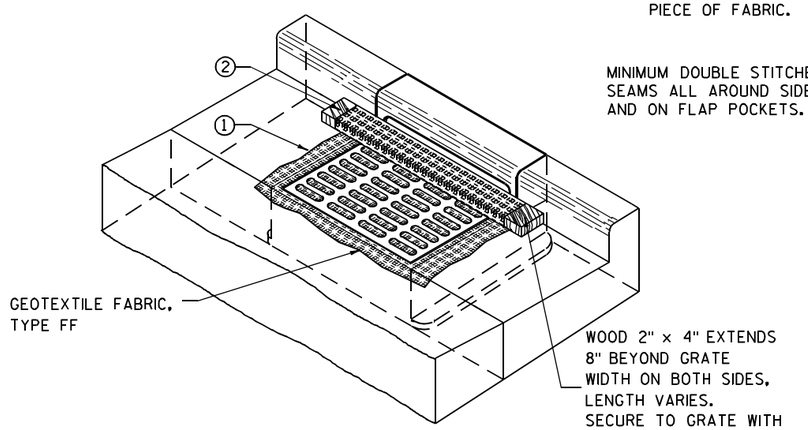


INLET PROTECTION, TYPE A

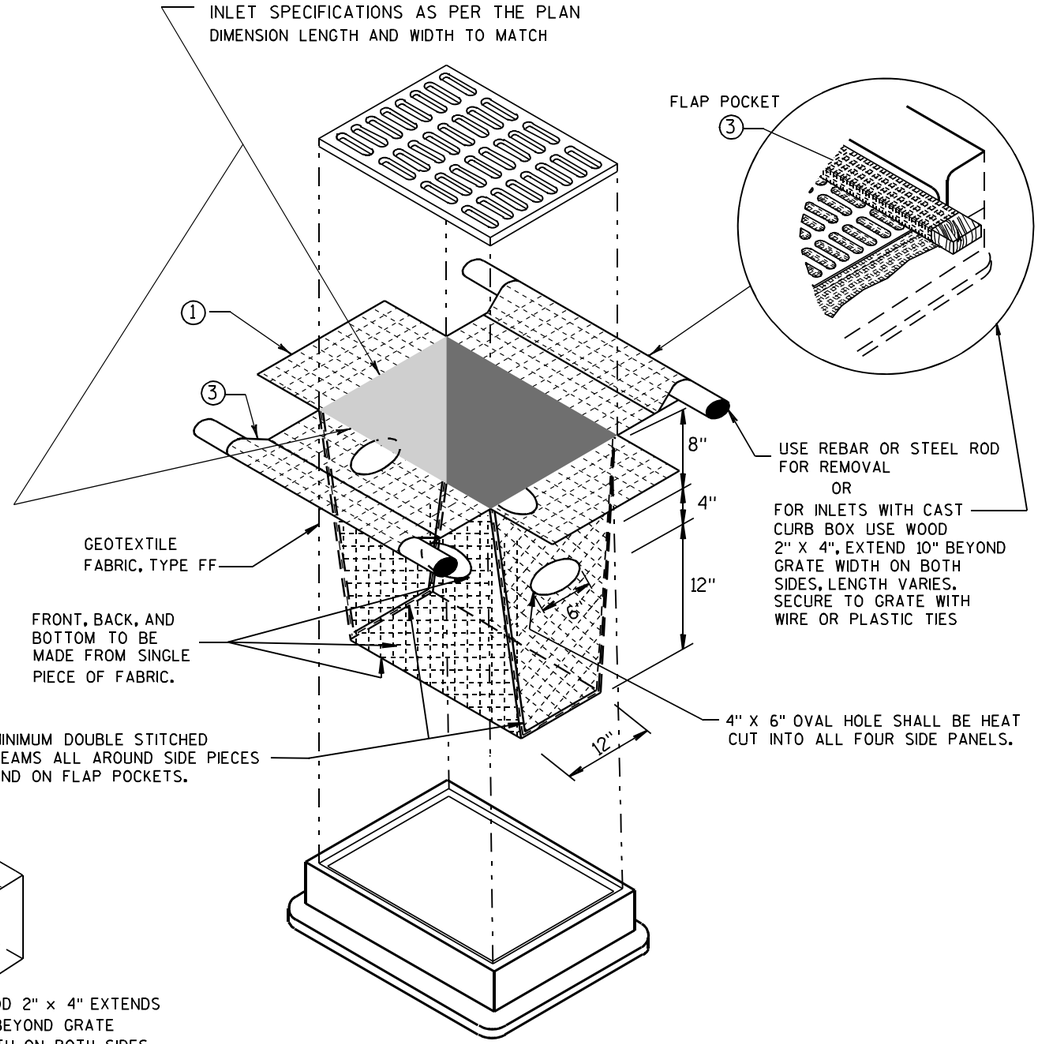


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

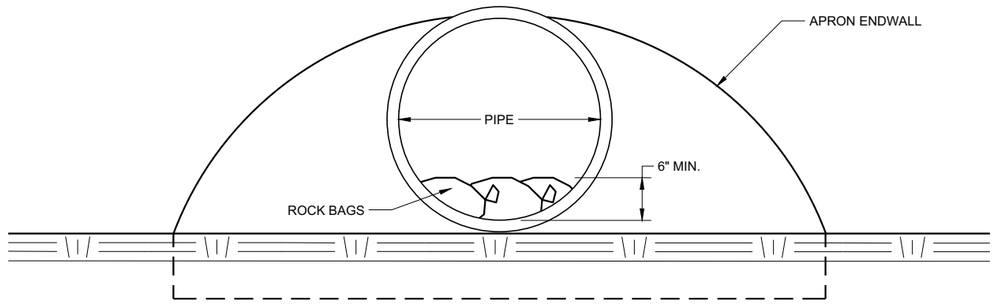
APPROVED

10/16/02
DATE

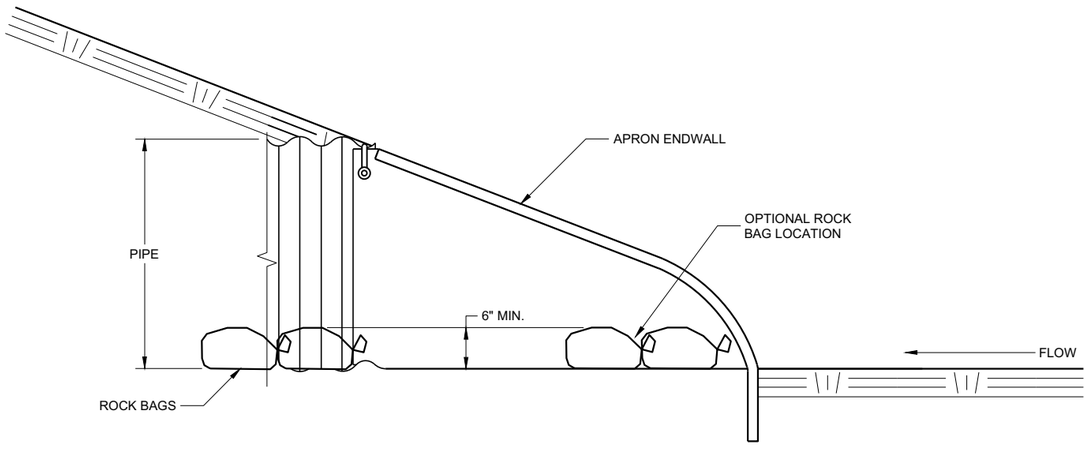
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

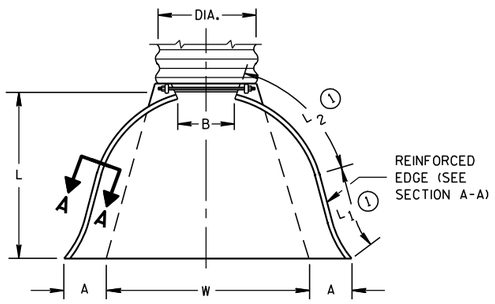
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")		
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 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

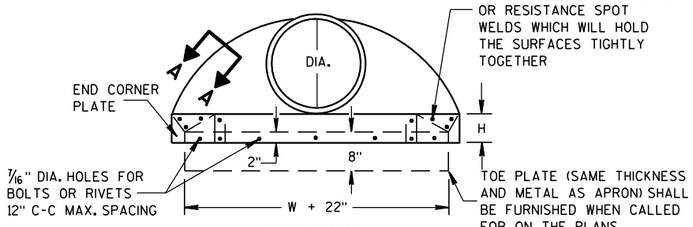
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
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

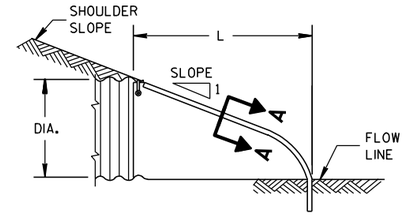
* MINIMUM
** MAXIMUM



PLAN VIEW

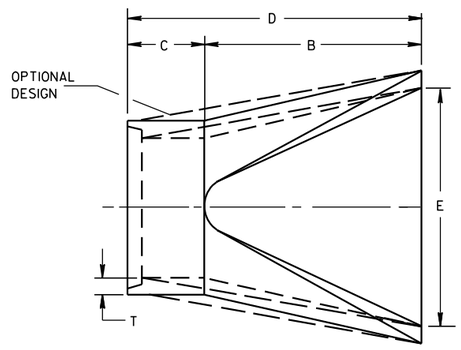


END VIEW

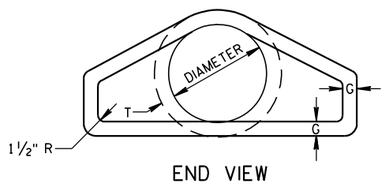


SIDE ELEVATION

METAL ENDWALLS



PLAN



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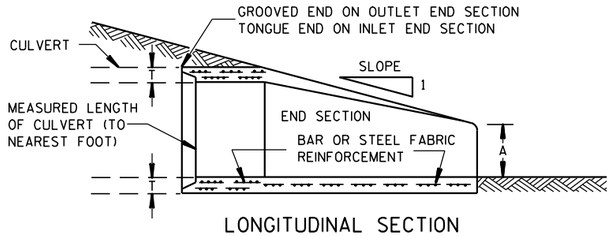
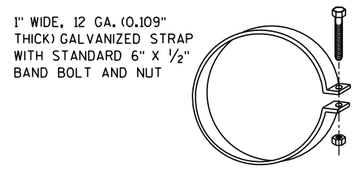


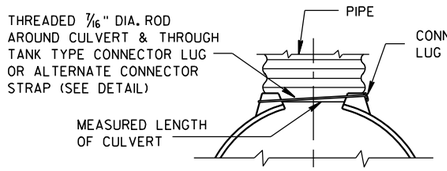
LONGITUDINAL SECTION

CONCRETE ENDWALLS

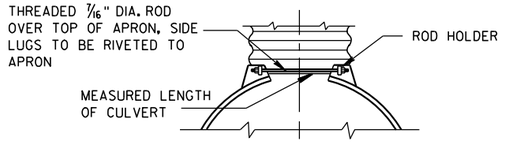


ALTERNATE FOR TYPE 1 CONNECTION

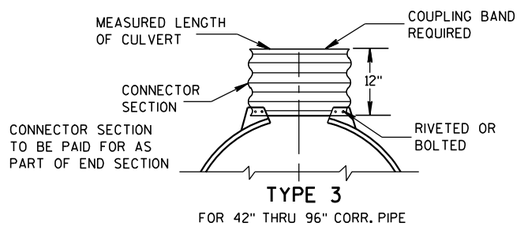
END SECTION CONNECTOR STRAP



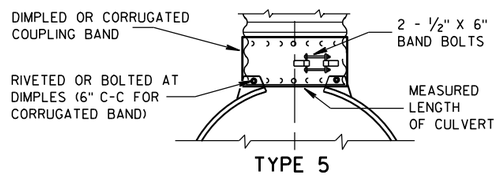
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

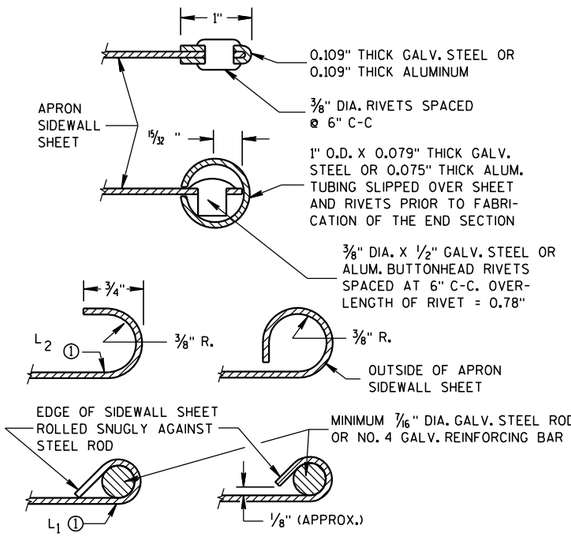
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

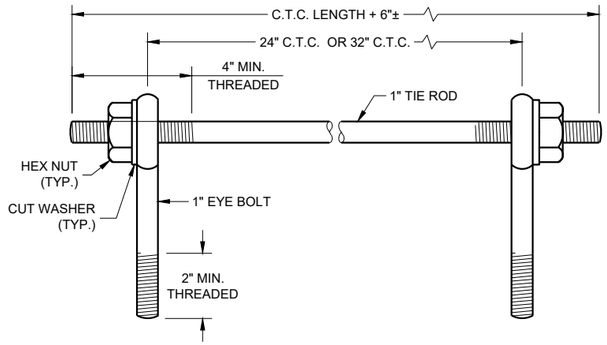
APPROVED

11/30/94
DATE

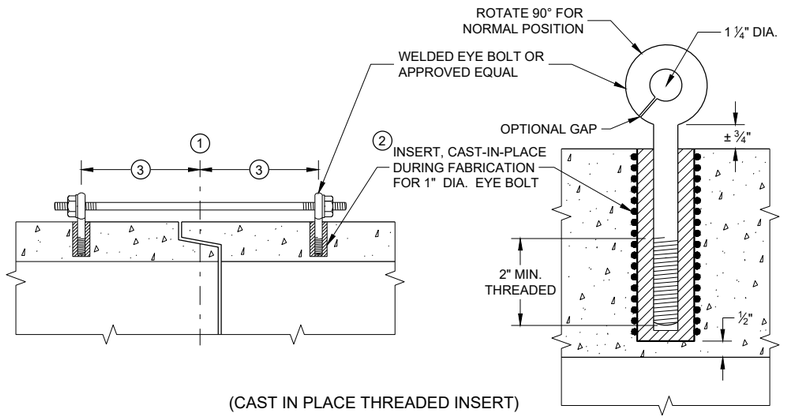
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

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) CENTER LINE 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.

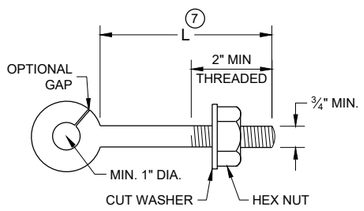
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

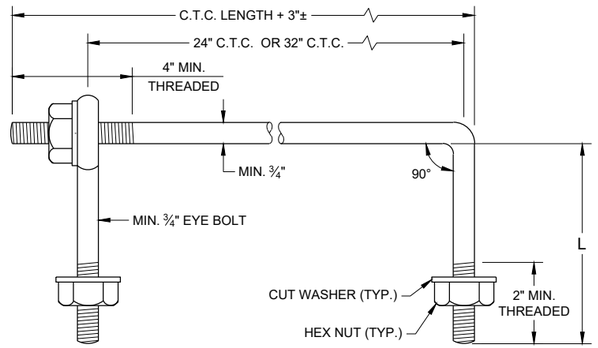
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

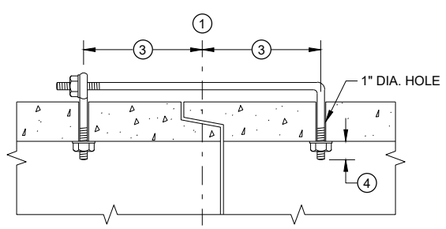


EYE BOLT (7)

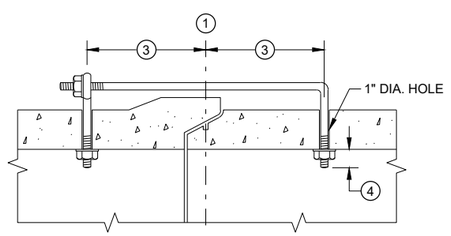
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

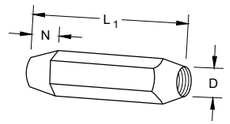
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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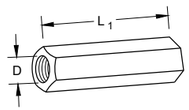
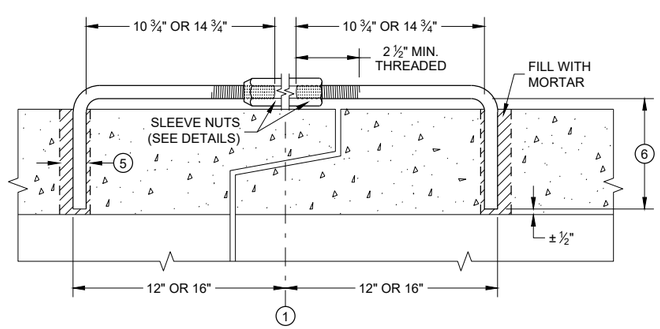


PLAIN

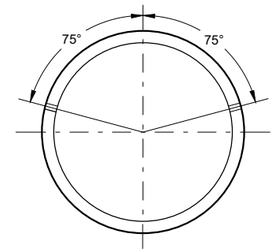
RIGHT AND LEFT THREADS

SLEEVE NUTS



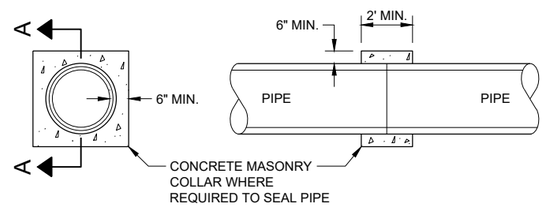
LONGITUDINAL SECTION

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

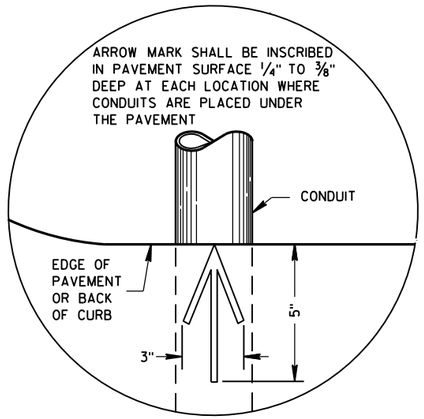
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

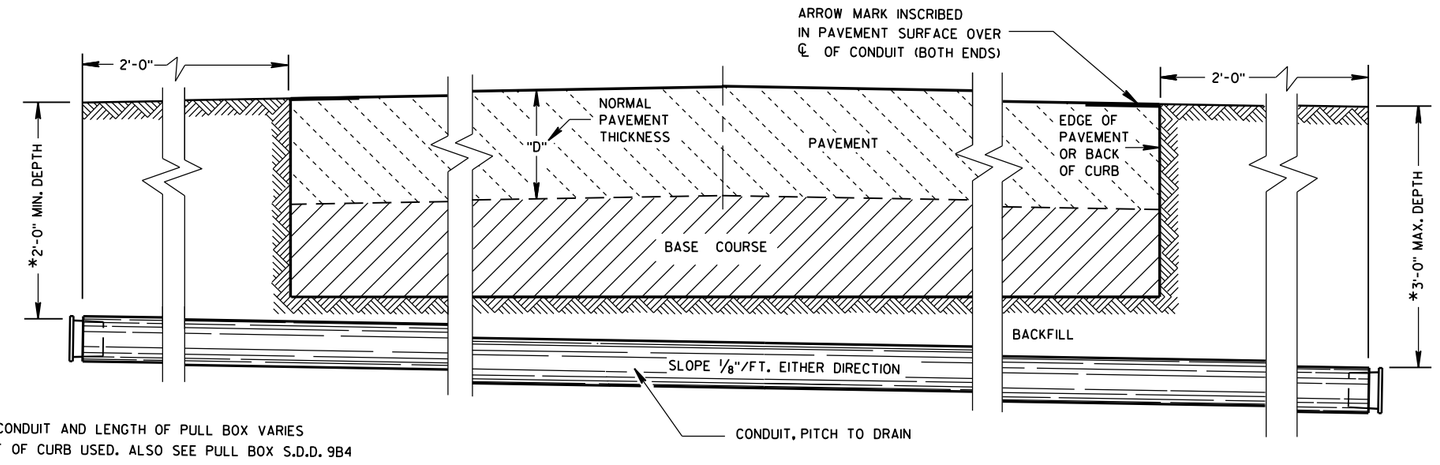
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

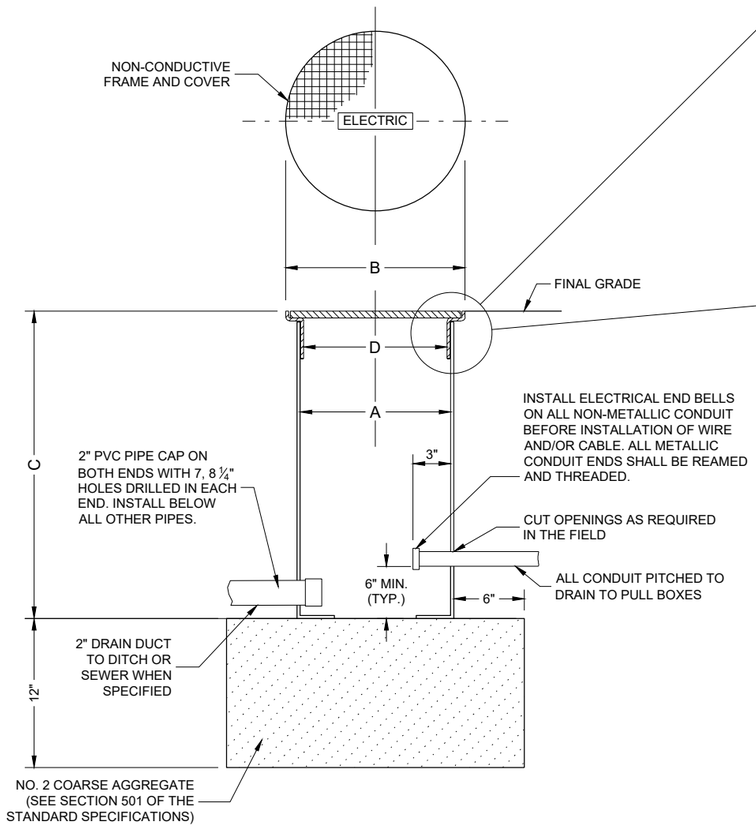
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

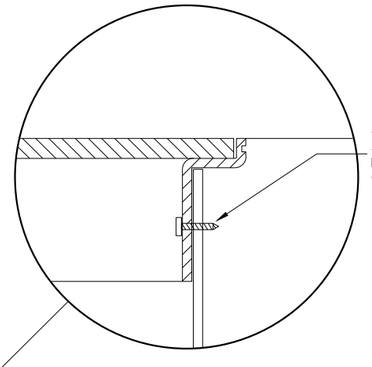
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

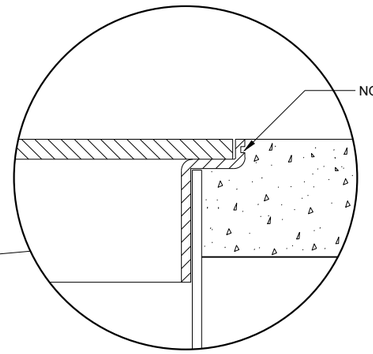
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



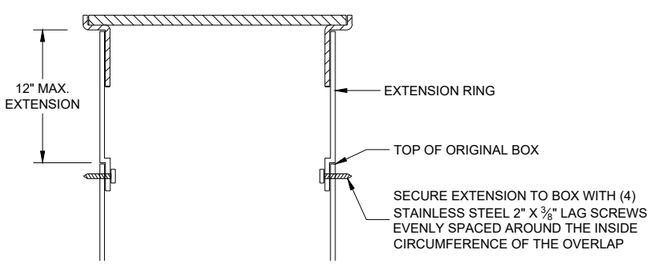
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

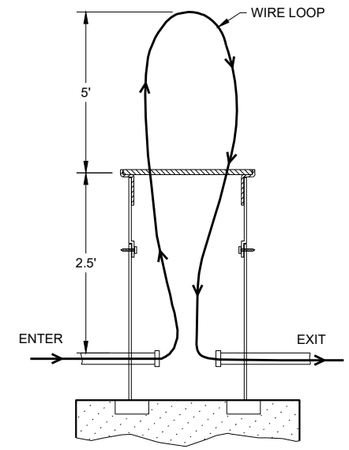
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09B16 - 02

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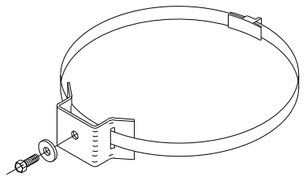
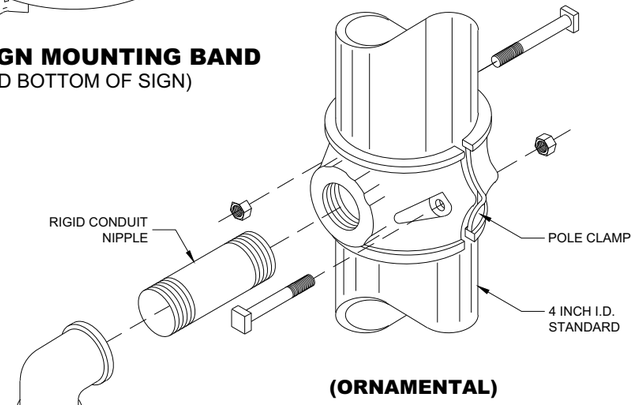


TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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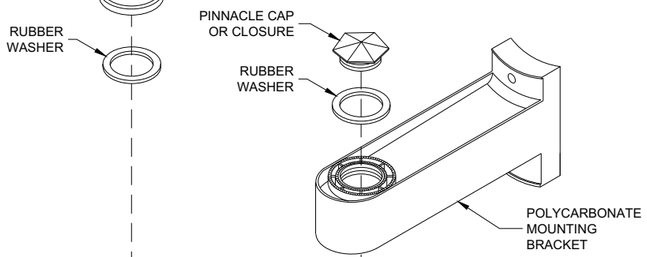

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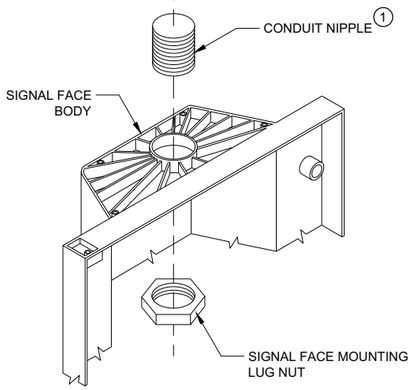
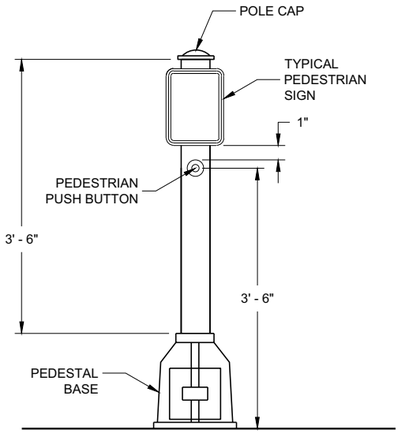
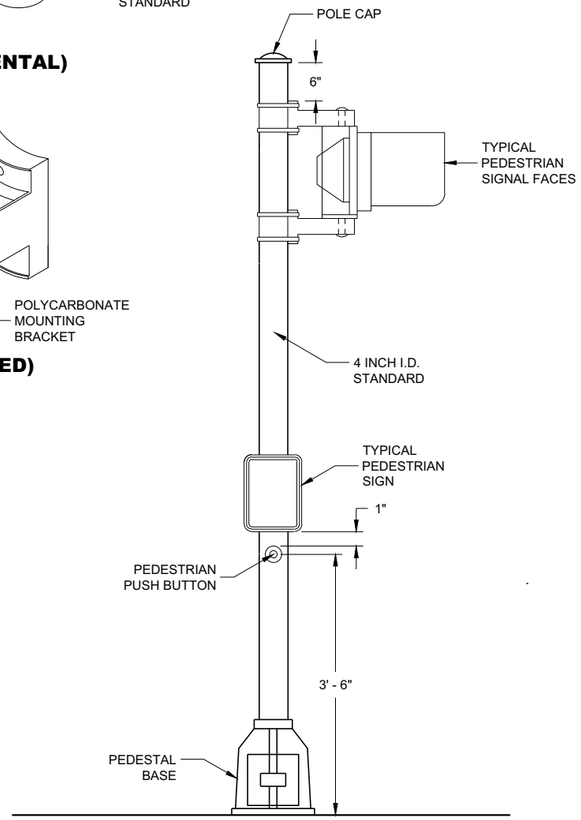


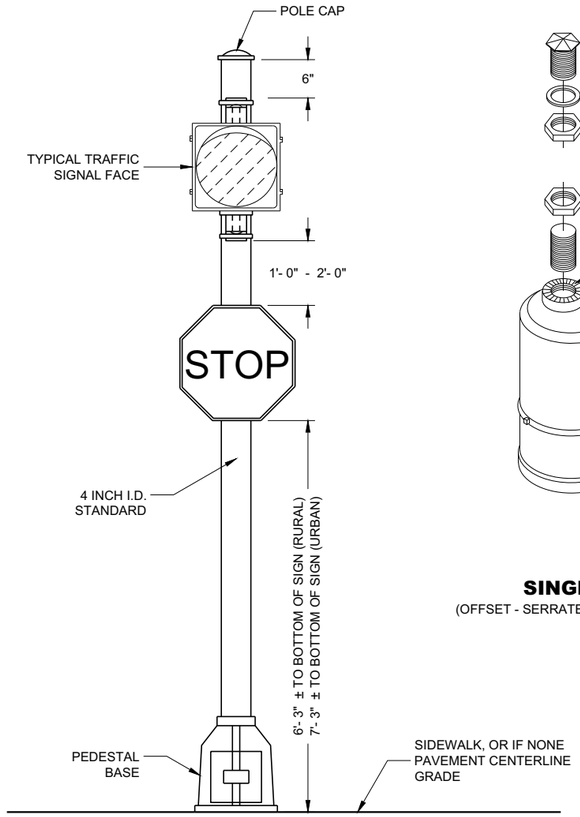
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

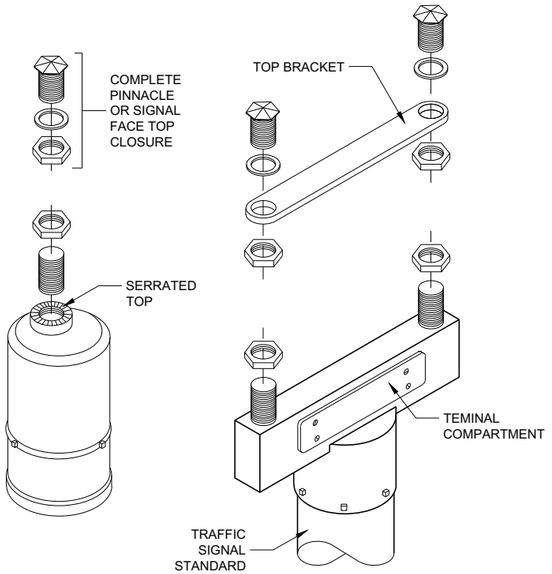
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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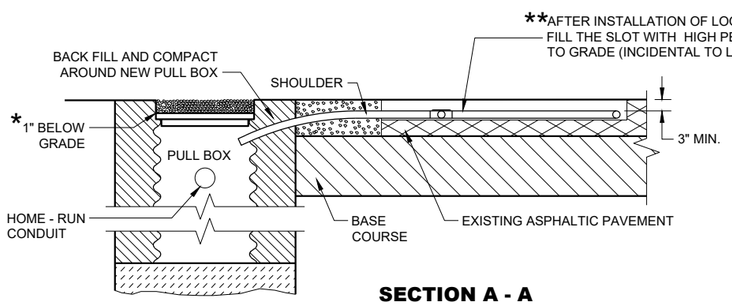
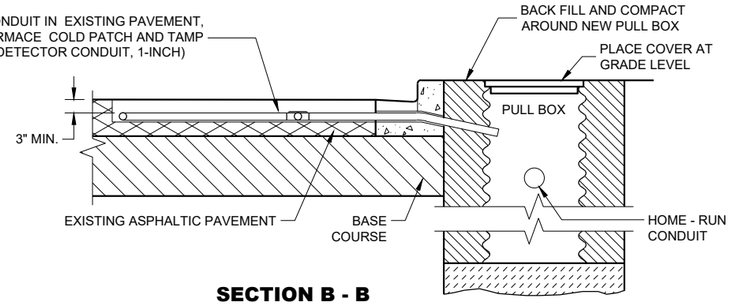
SDD 09E07 - 06



SECTION A - A
NO CURB AND GUTTER

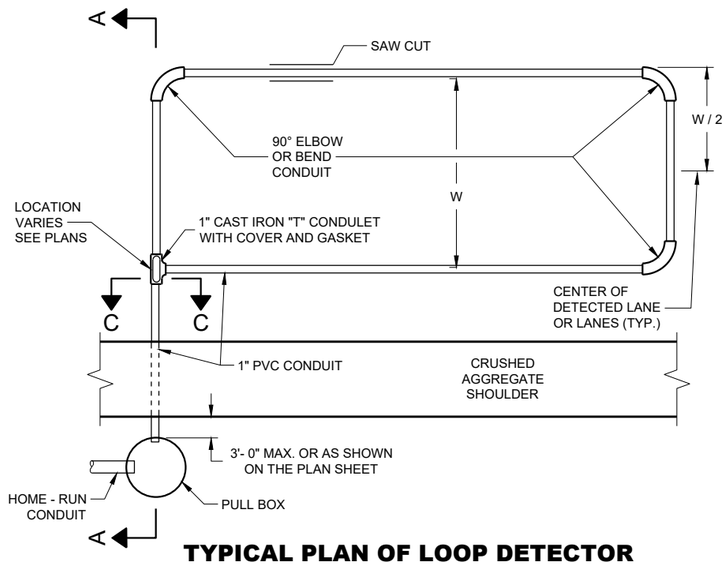


SECTION B - B
CURB AND GUTTER

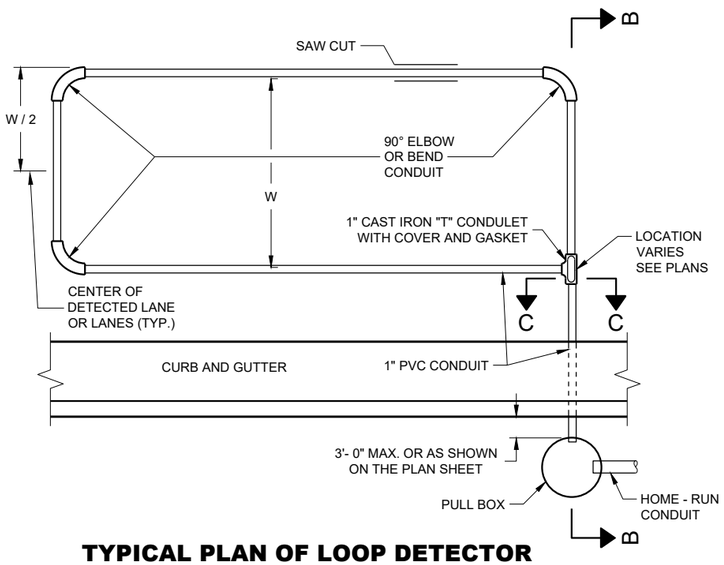
LOOP DETECTOR INSTALLATION DETAIL

LOOP DETECTOR INSTALLATION DETAIL

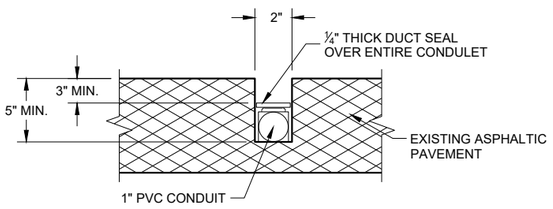
* RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

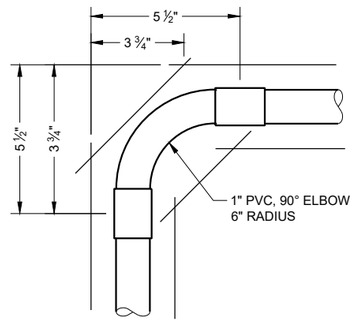


TYPICAL PLAN OF LOOP DETECTOR



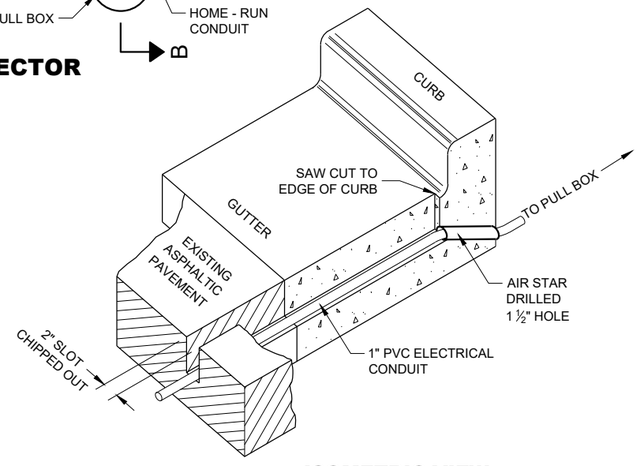
SIDE VIEW
SECTION C - C

LOOP DETECTOR SLOT DETAIL



TOP VIEW

CORNER SAW SLOT DETAIL



ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH

IN THE EVENT THAT THE EXISTING PAVEMENT IS MORE THAT 5 INCHES THICK, THE 1 INCH CONDUIT DOES NOT REQUIRE INSTALLATION BELOW THE PAVEMENT INTO THE BASE COURSE. PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY ½ INCH BEFORE INSTALLATION OF THE CONDUIT. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE , AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.

LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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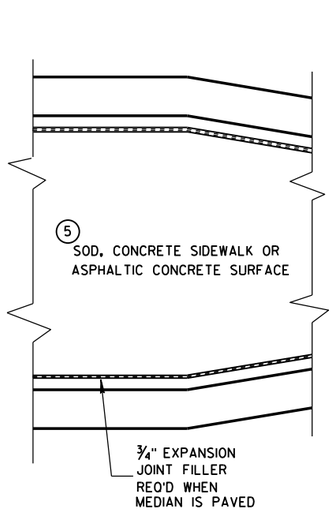
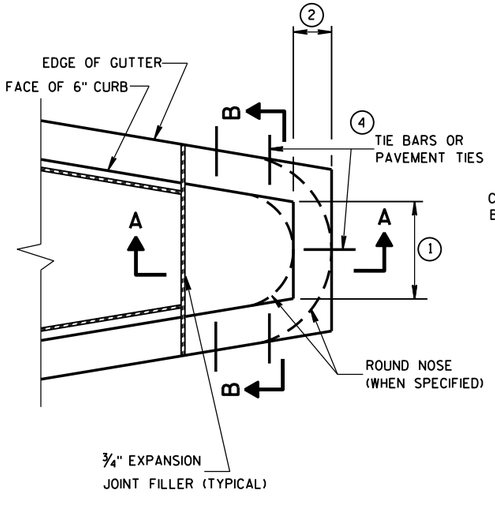
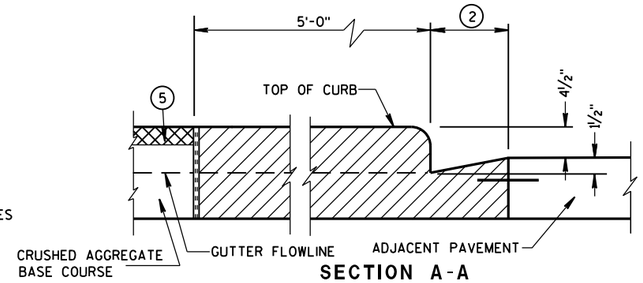
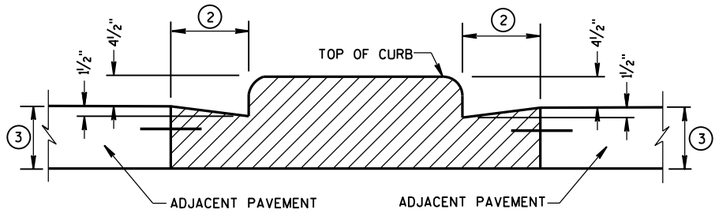
SDD 09F13 - 04







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE 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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

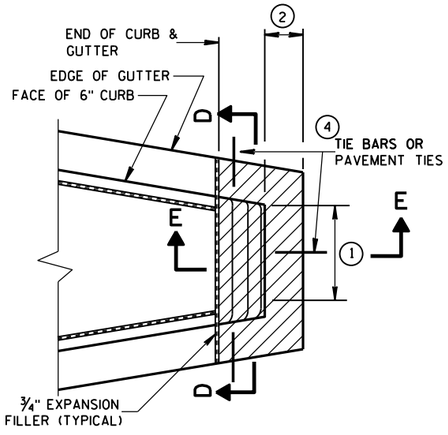
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

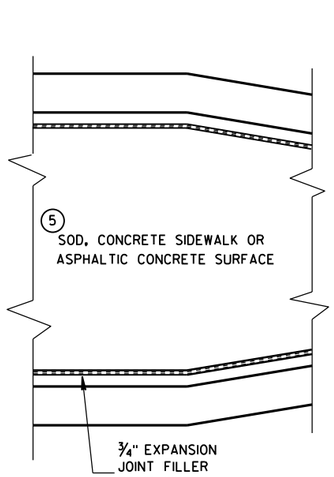
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

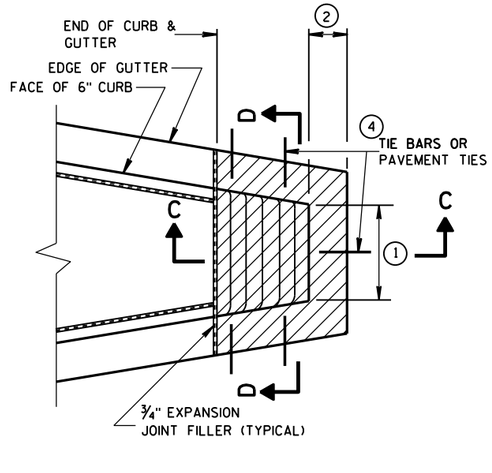
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

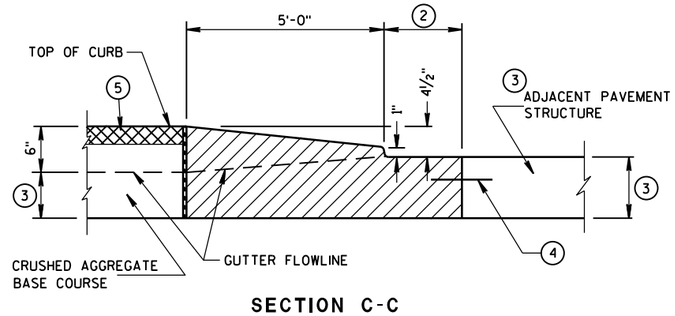
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



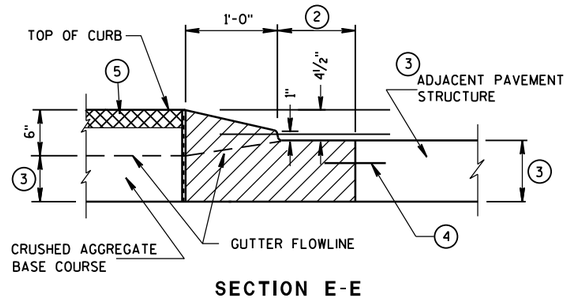




CONCRETE MEDIAN SLOPED NOSE TYPE 1

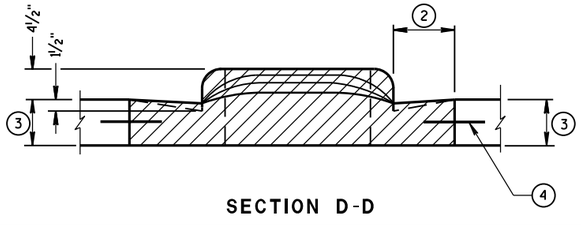


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

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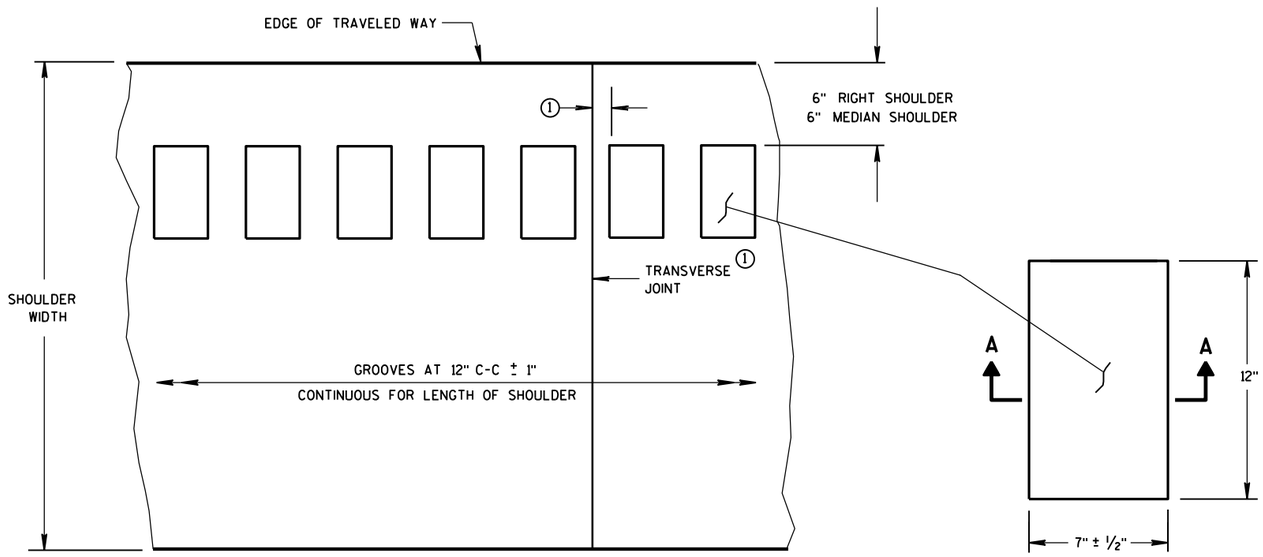
S.D.D. 11 B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

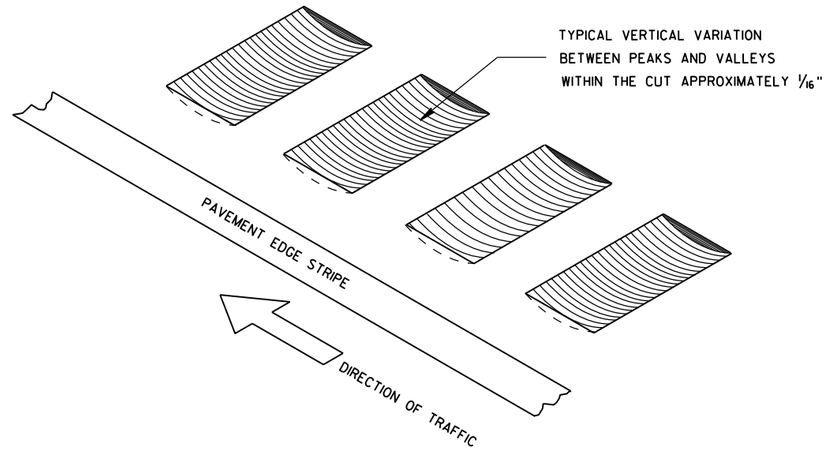
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

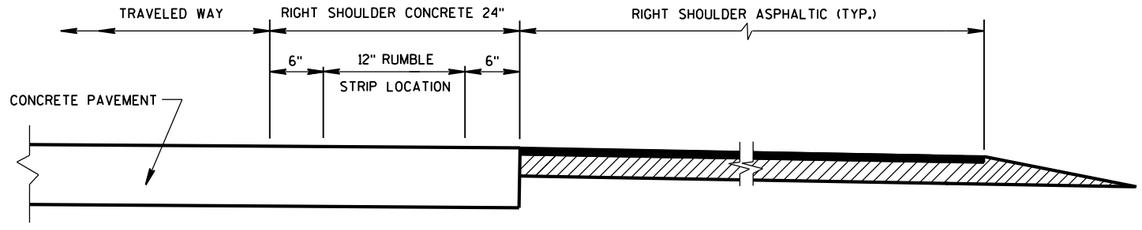
RUMBLE STRIPS ON EXPRESSWAYS

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.

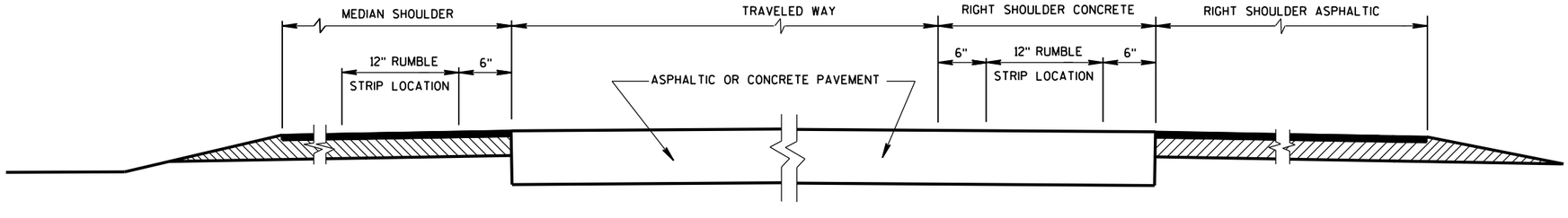
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



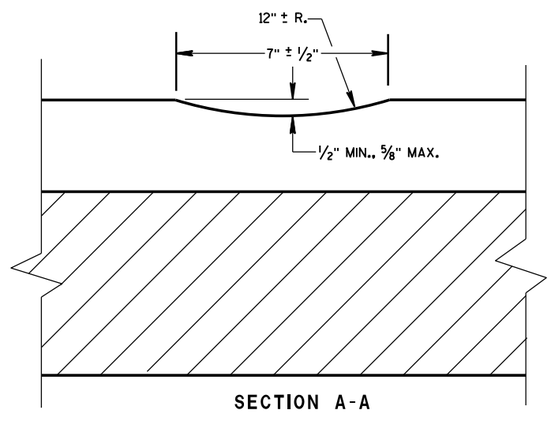
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



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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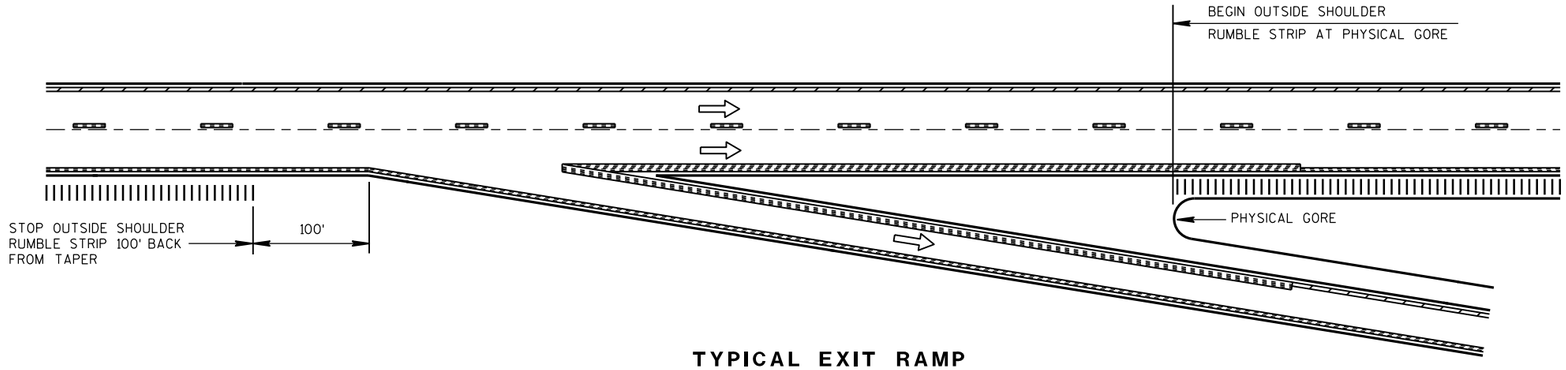
S.D.D. 13 A 5-5a



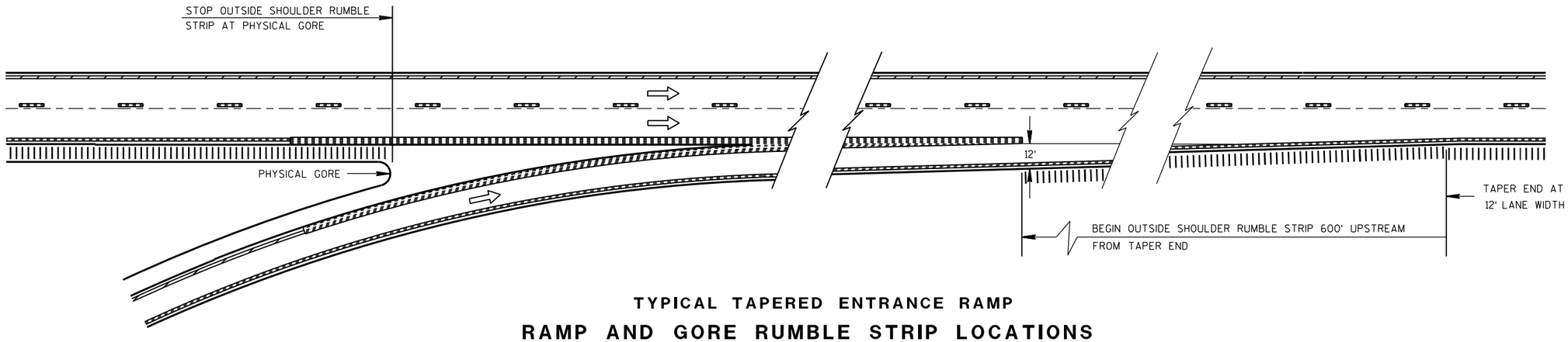
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

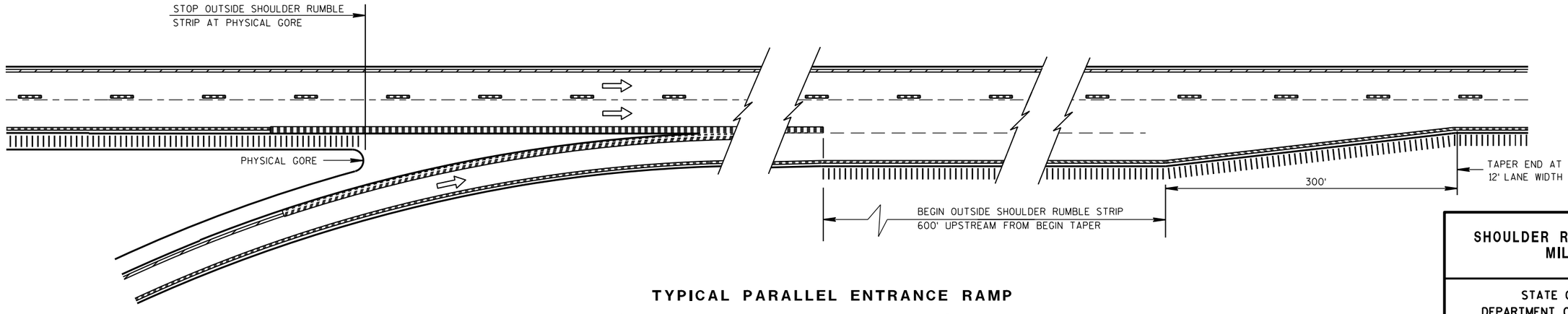
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

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

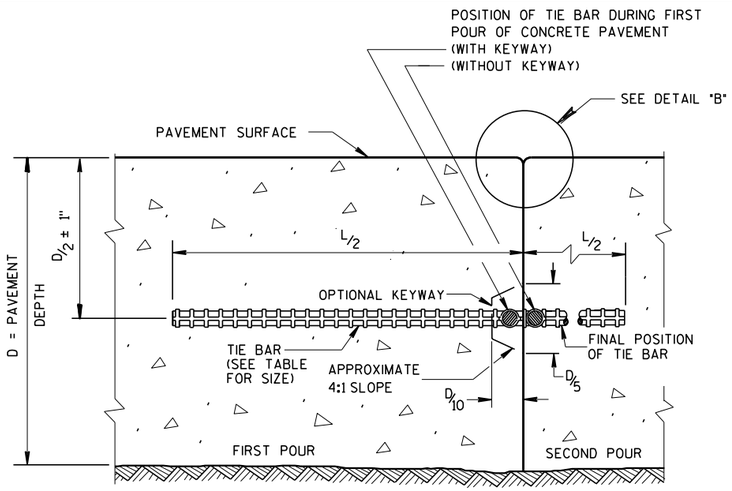
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

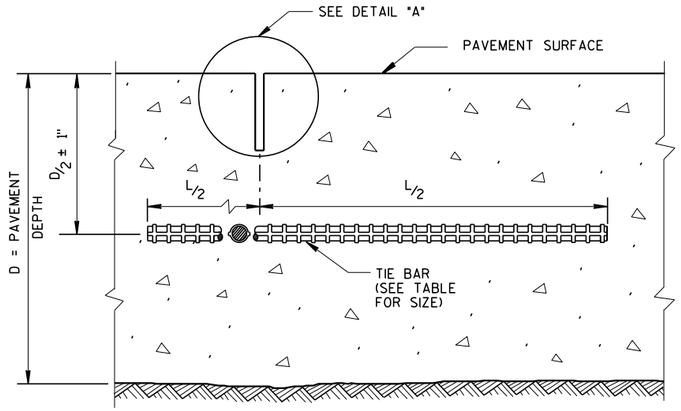
APPROVED
12/17/2012 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 13 A 5-5b



CONSTRUCTION JOINT



SAWED JOINT

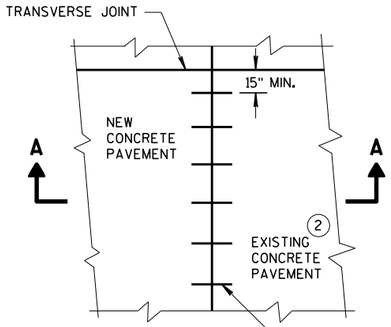
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

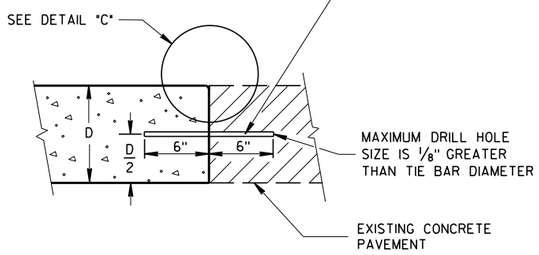
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

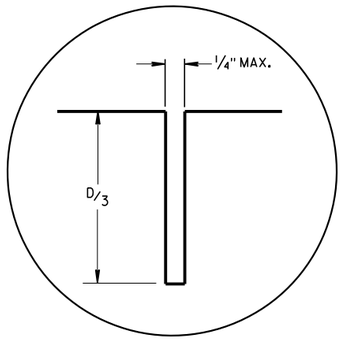


PLAN VIEW

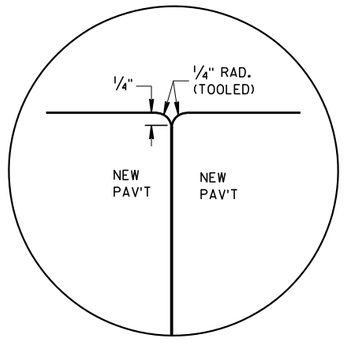


SECTION A-A

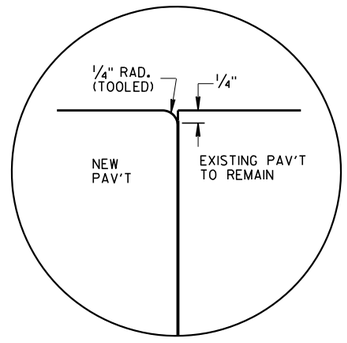
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



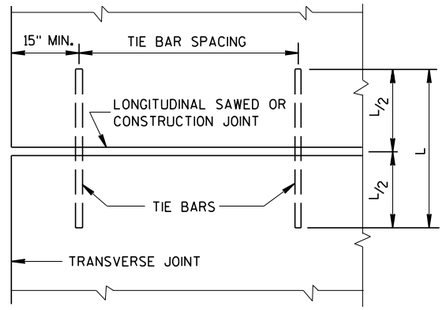
DETAIL "C"

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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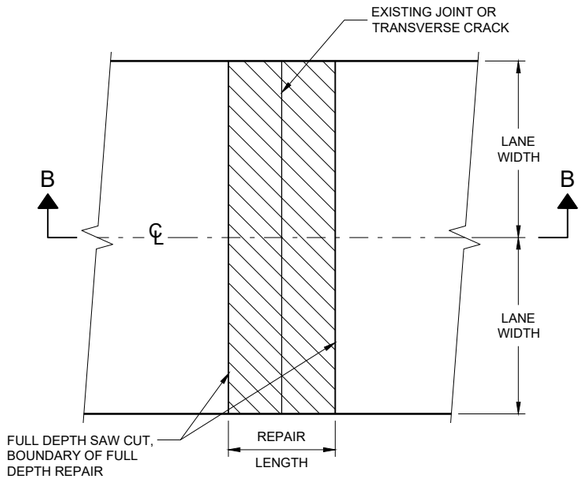
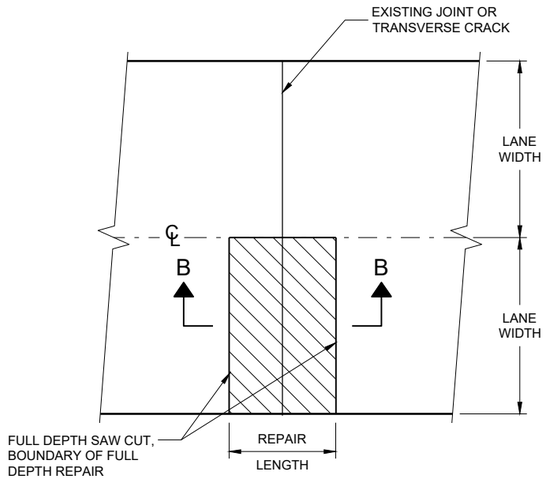


PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

GENERAL NOTES

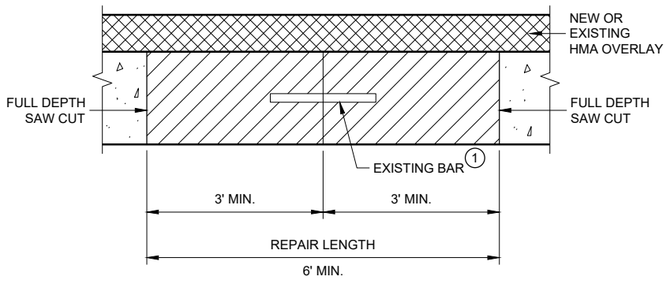
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

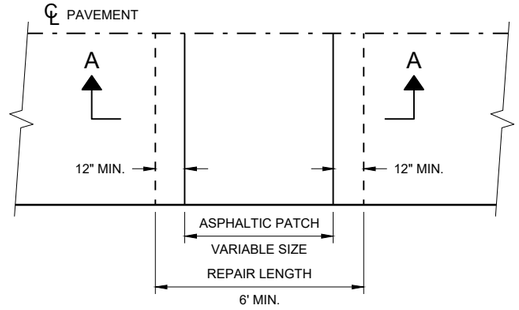
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

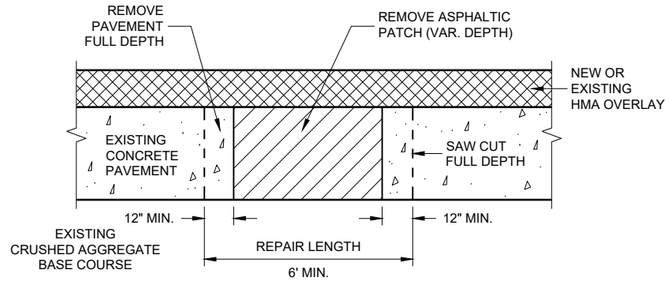
FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



PLAN VIEW



SECTION A - A

HMA PATCH REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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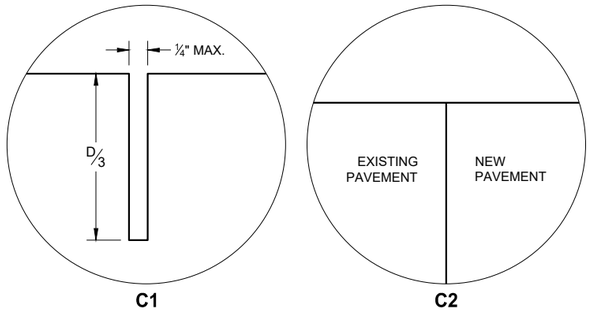
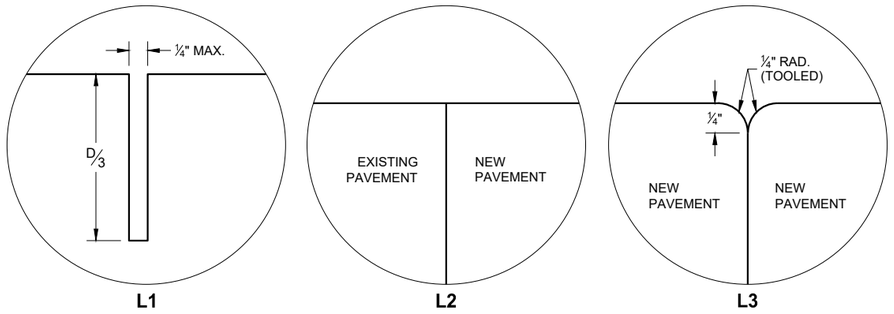
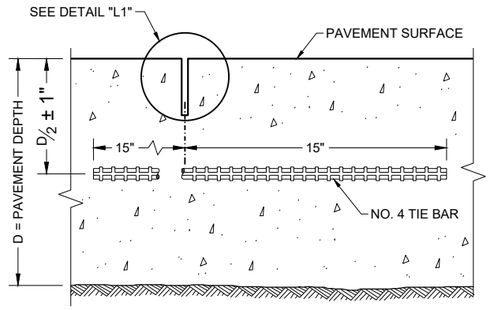
SDD 13C14 - 07a



TRANSVERSE JOINTS

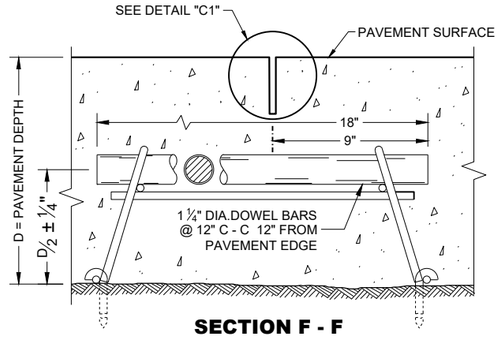


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

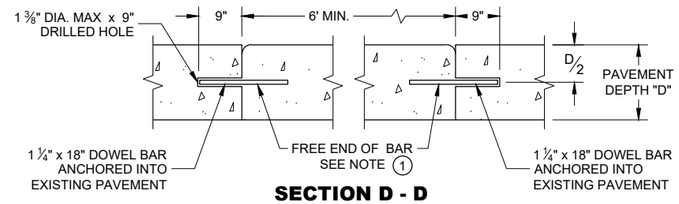
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

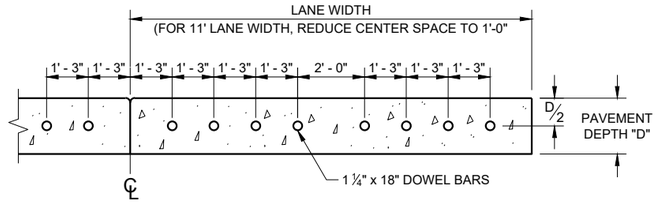
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

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

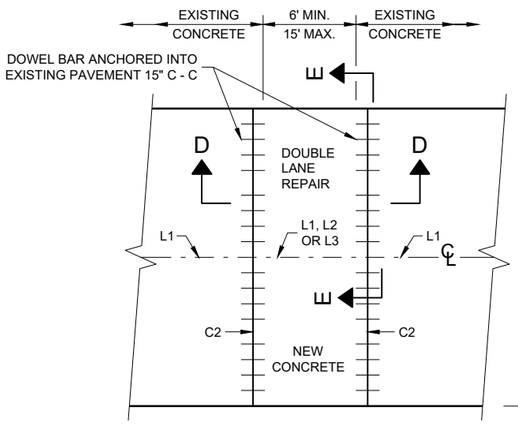


SECTION D - D



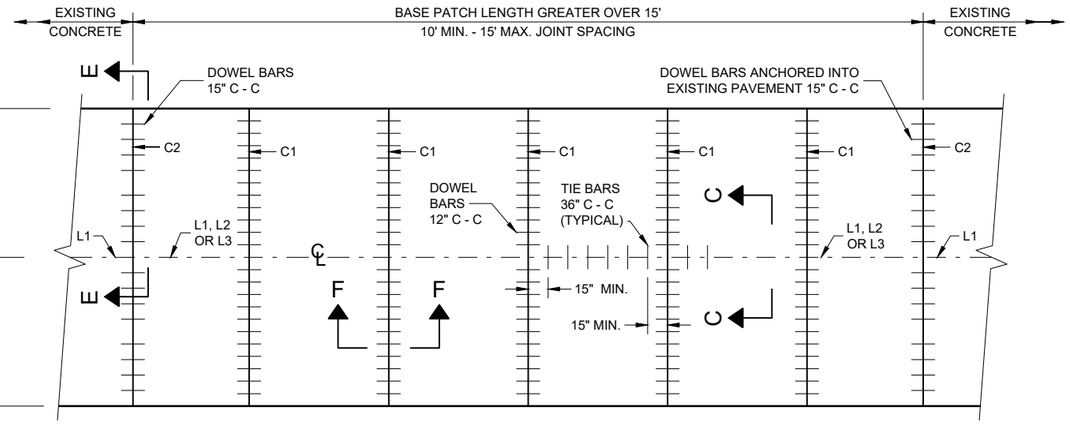
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 142

SDD 13C14 - 07b

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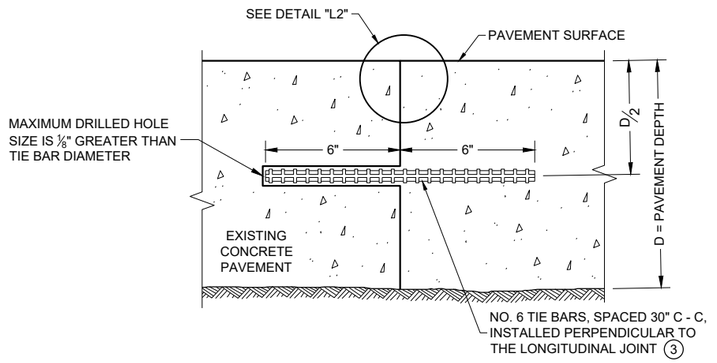
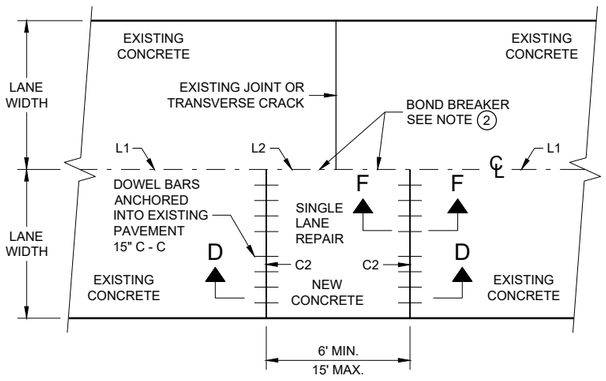
GENERAL NOTES

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



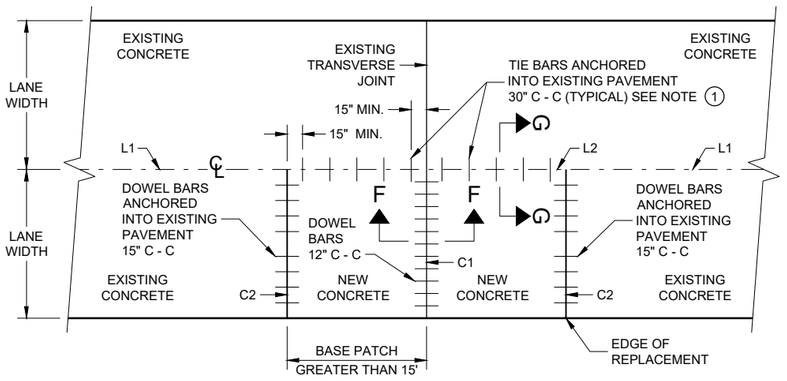
SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

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SDD 13C14 - 07c

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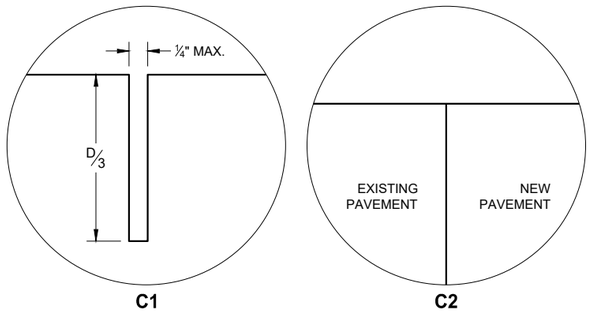
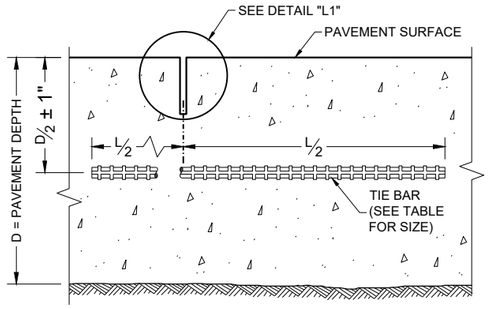
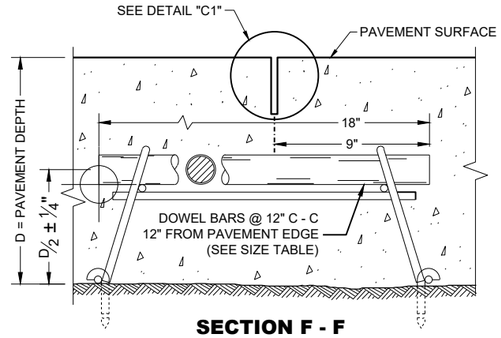


TRANSVERSE JOINTS



SECTION C - C
SAWED JOINT



SECTION F - F
CONTRACTION JOINT

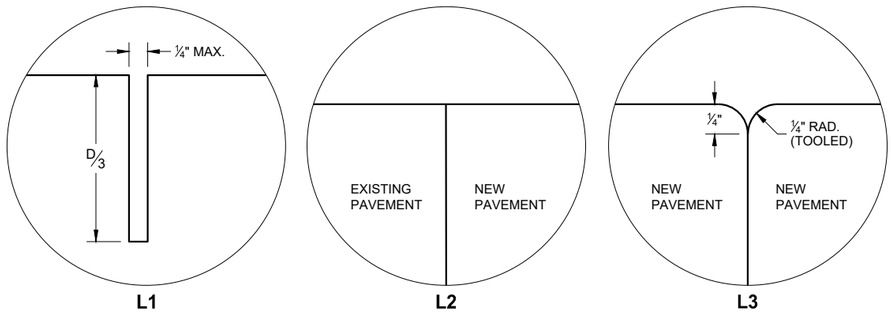
GENERAL NOTES

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

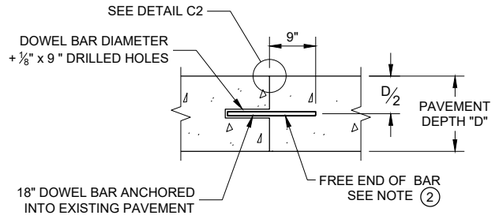
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

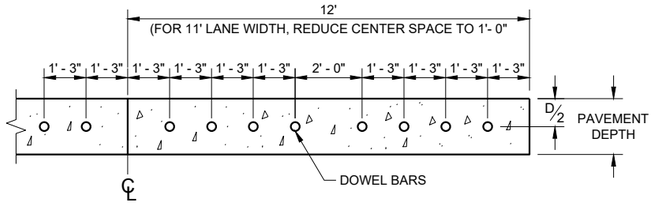
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



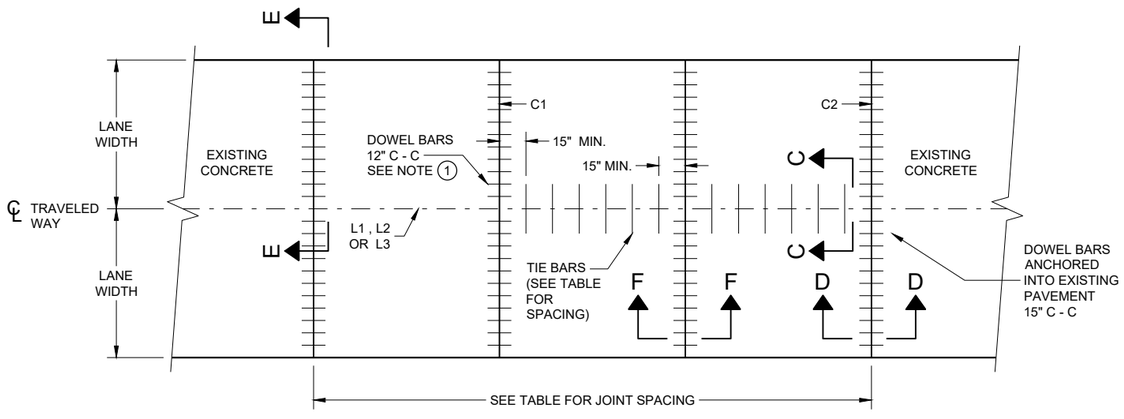
LONGITUDINAL JOINTS



SECTION D - D



SECTION E - E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

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" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

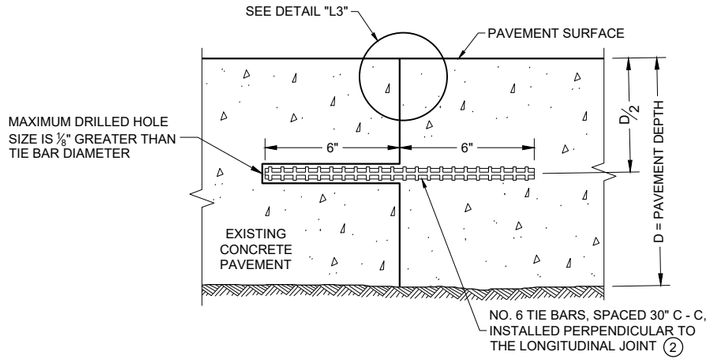
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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" & ABOVE	1 ¼"	15'

CONCRETE BASE

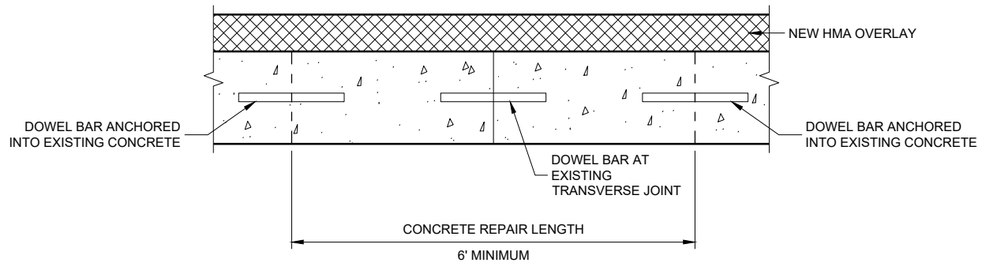
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

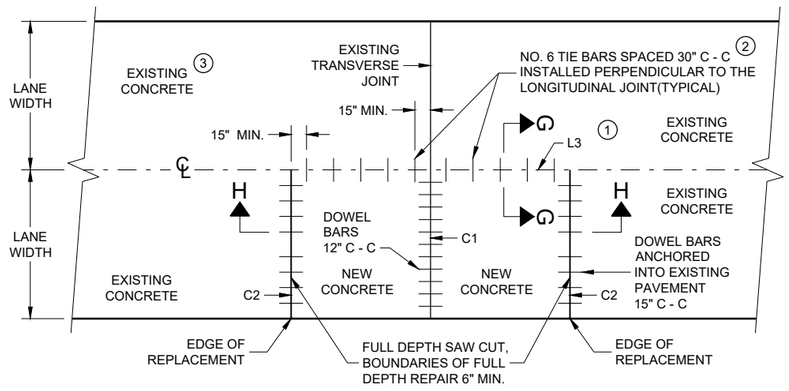


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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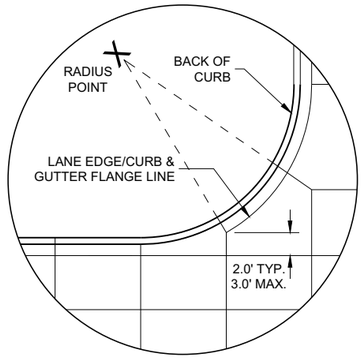
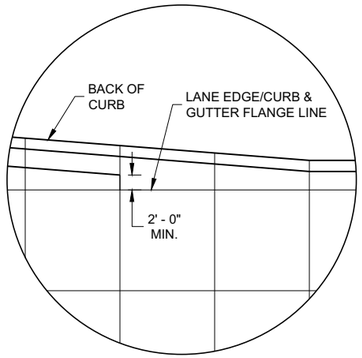
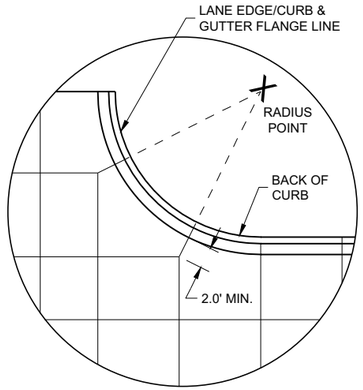


DETAIL "A"



DETAIL "B"



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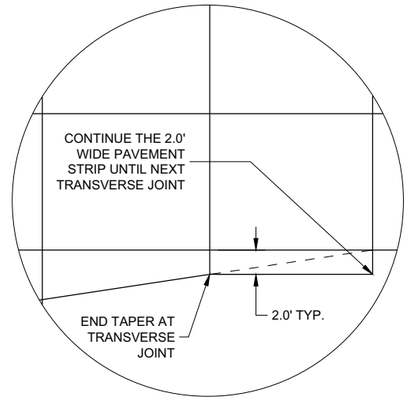


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

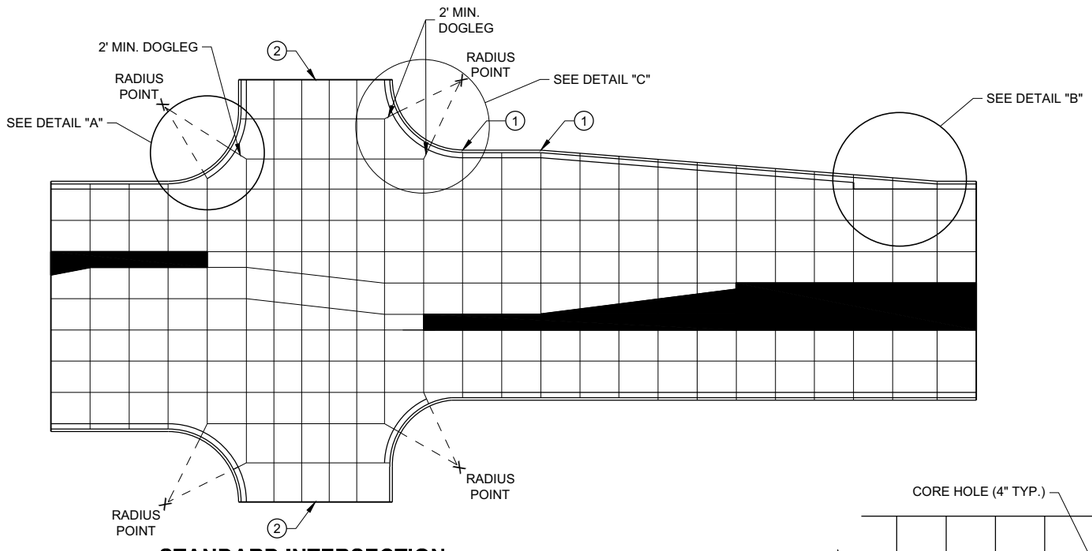
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

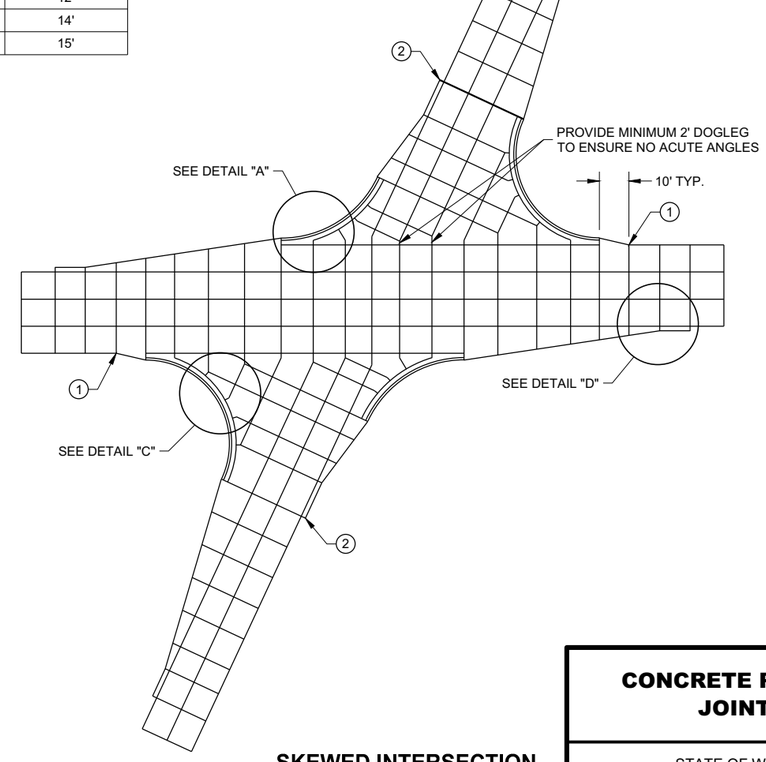
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



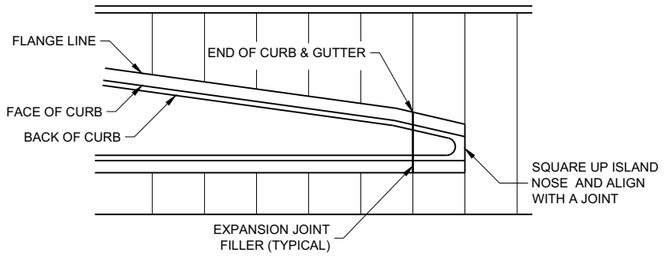
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

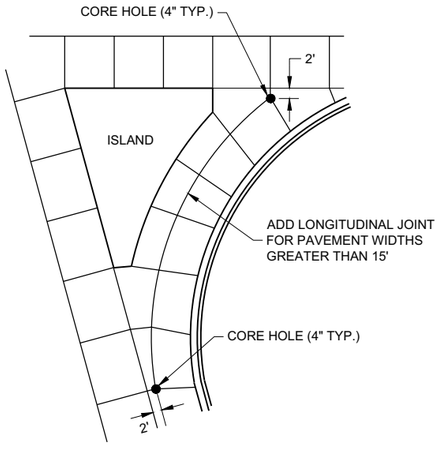
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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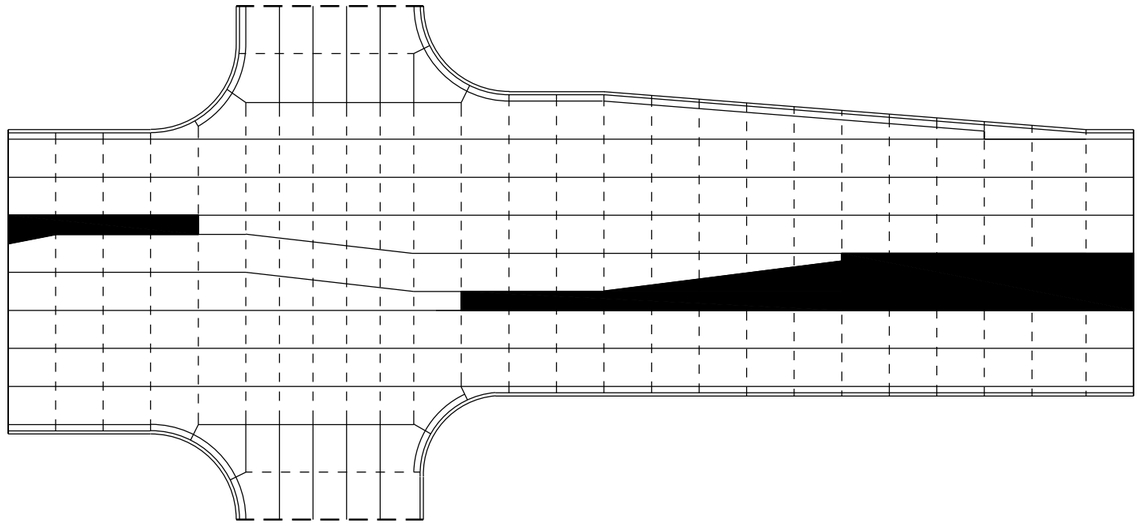
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

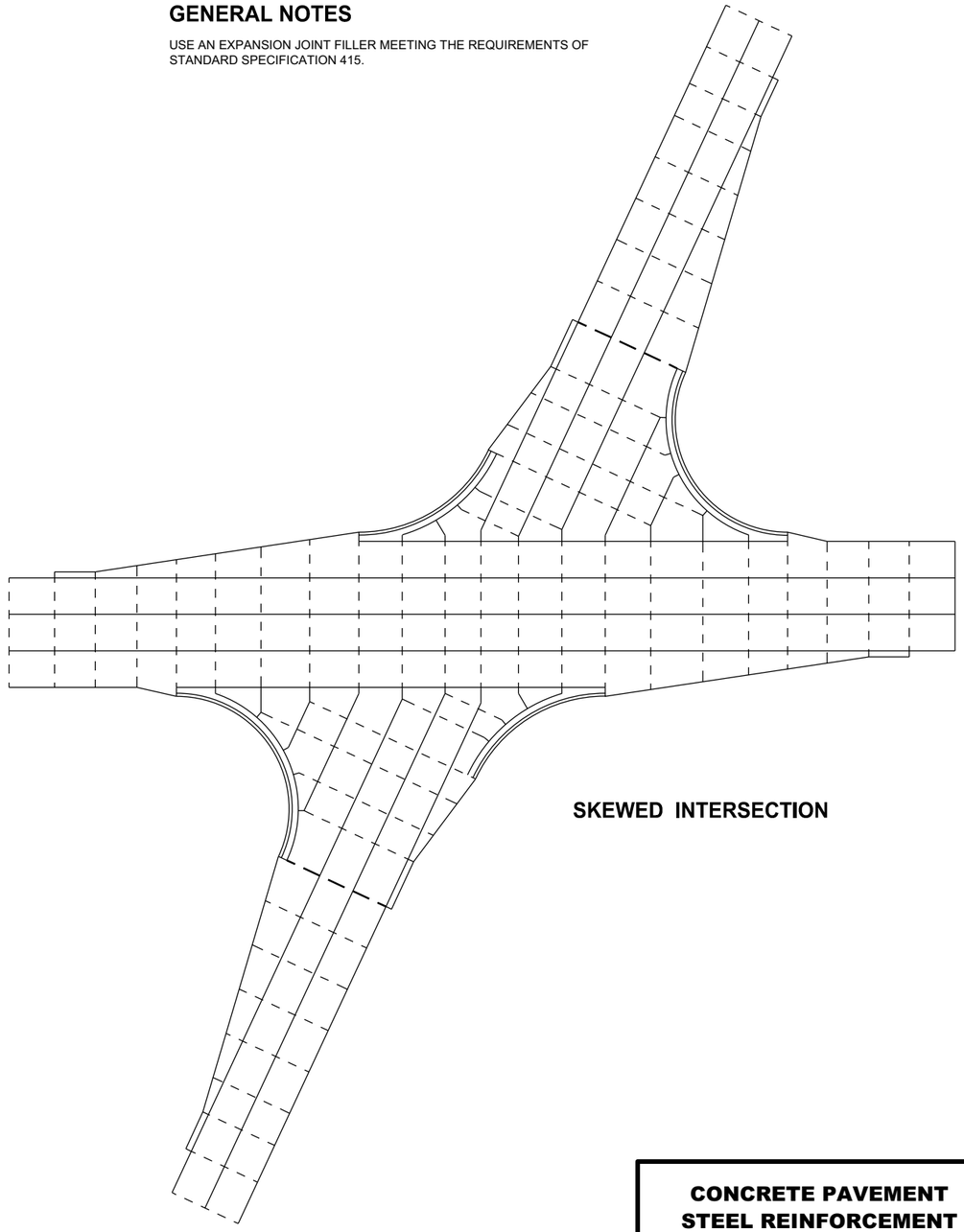
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

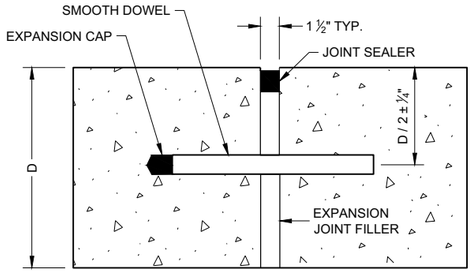
6

SDD 13C18 - 07b

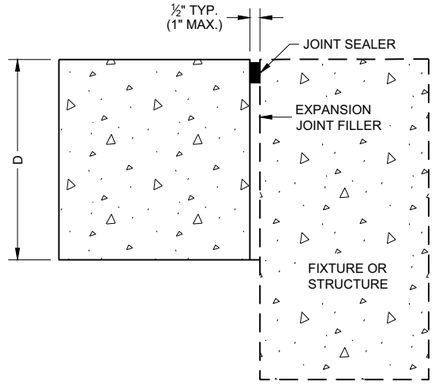
CONCRETE PAVEMENT
STEEL REINFORCEMENT

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

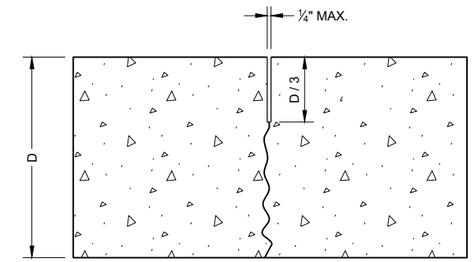
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

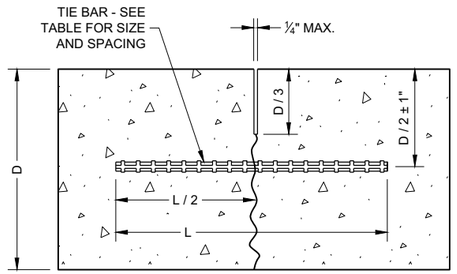
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

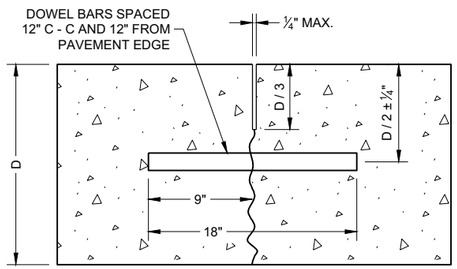
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

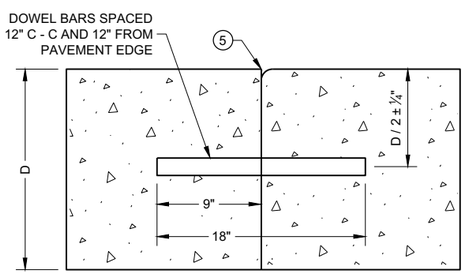


TIED LONGITUDINAL

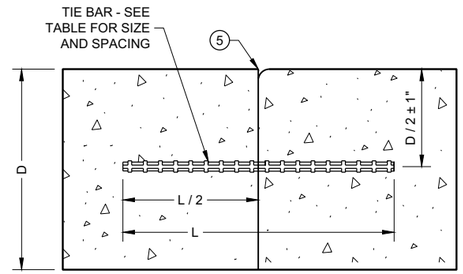


DOWELED TRANSVERSE

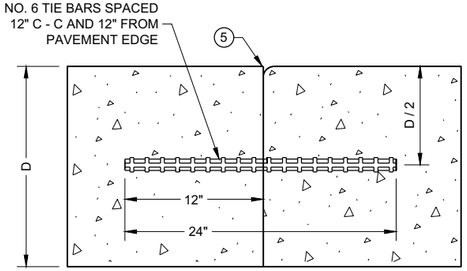
CONTRACTION JOINTS (2)



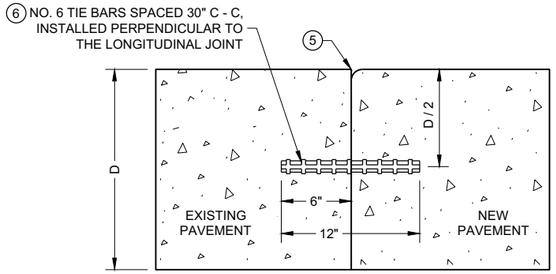
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

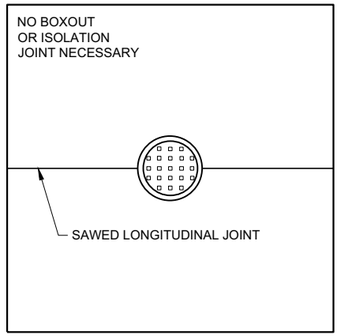
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

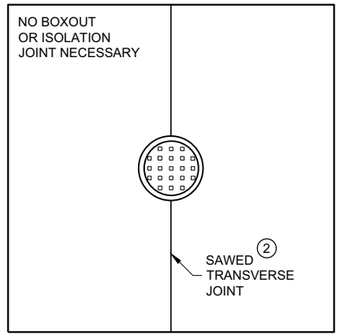
SDD 13C18 - 07c

6

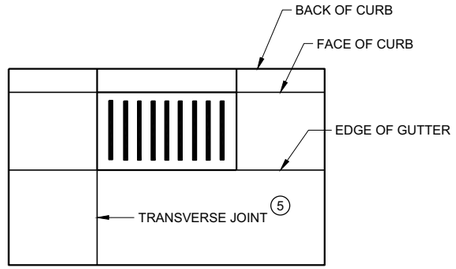
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



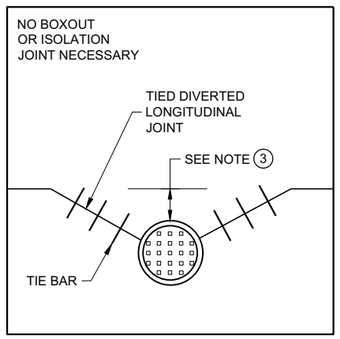
MANHOLE WITH TRANSVERSE JOINT



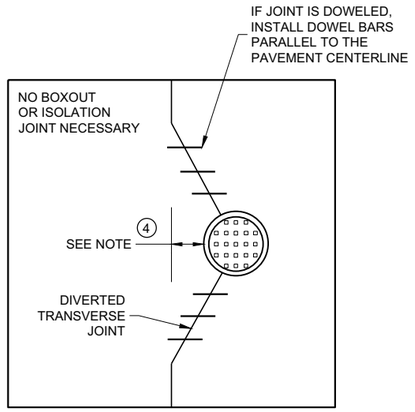
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

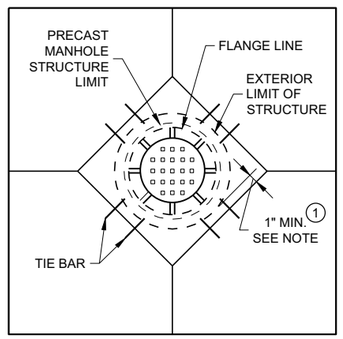
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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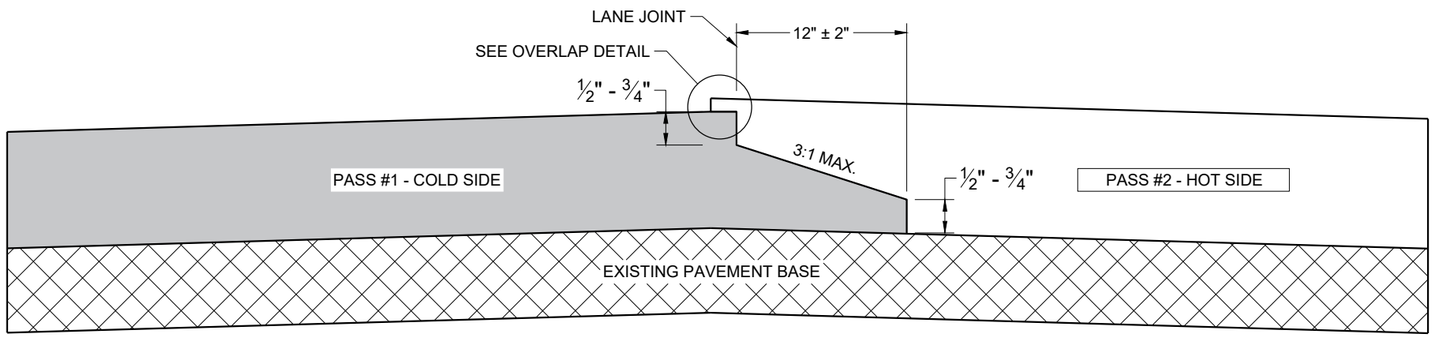
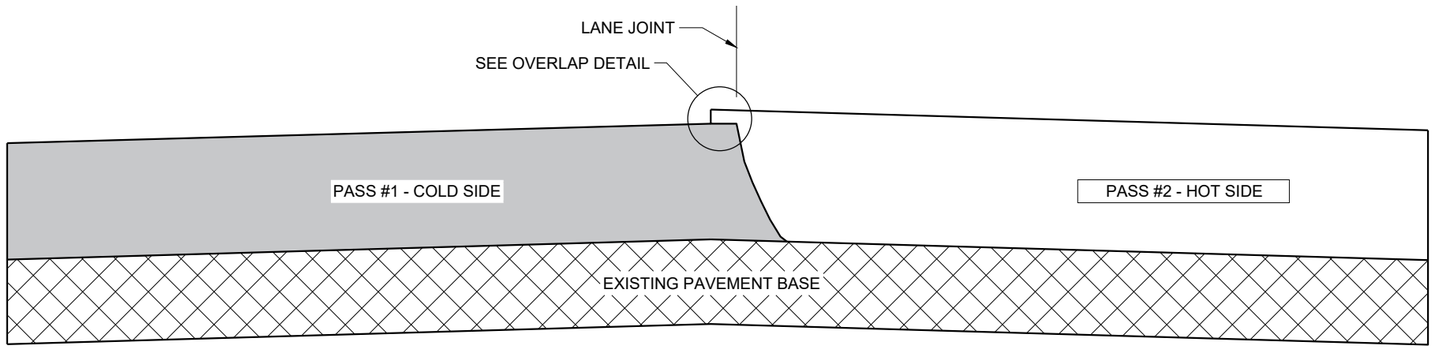
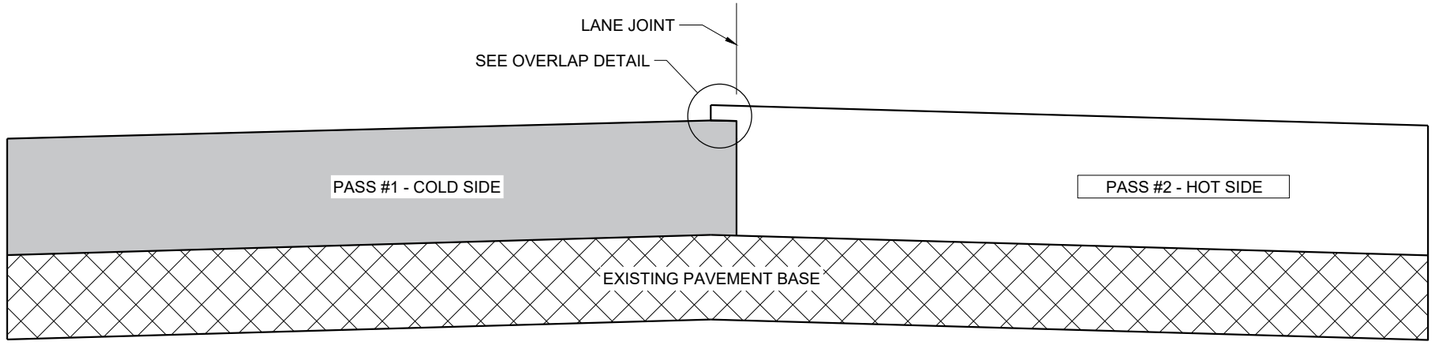
SDD 13C18 - 07d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

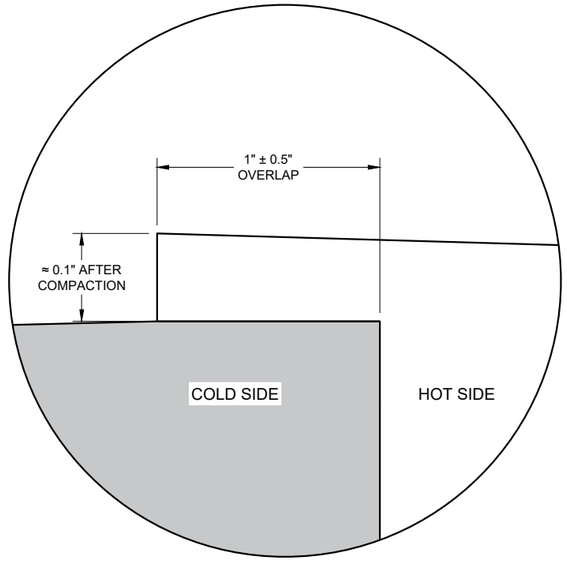
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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SDD 13C19 - 03

SDD 13C19 - 03

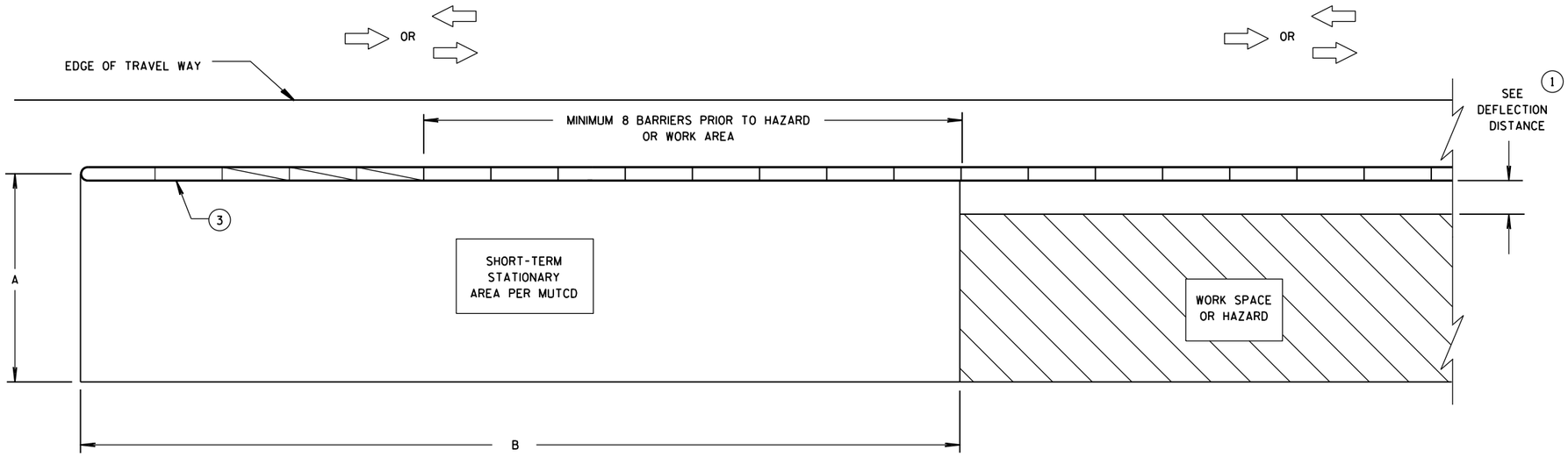
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



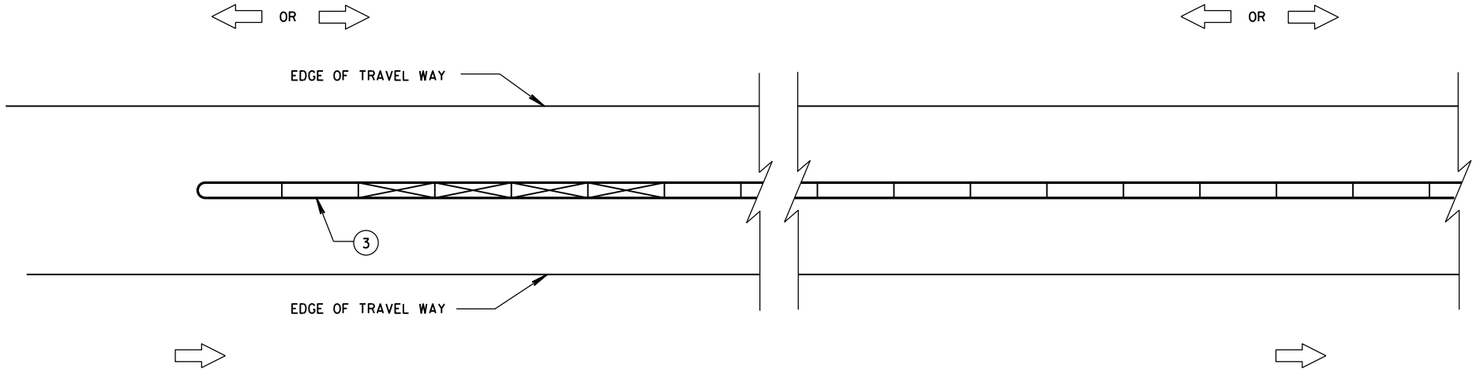
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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.

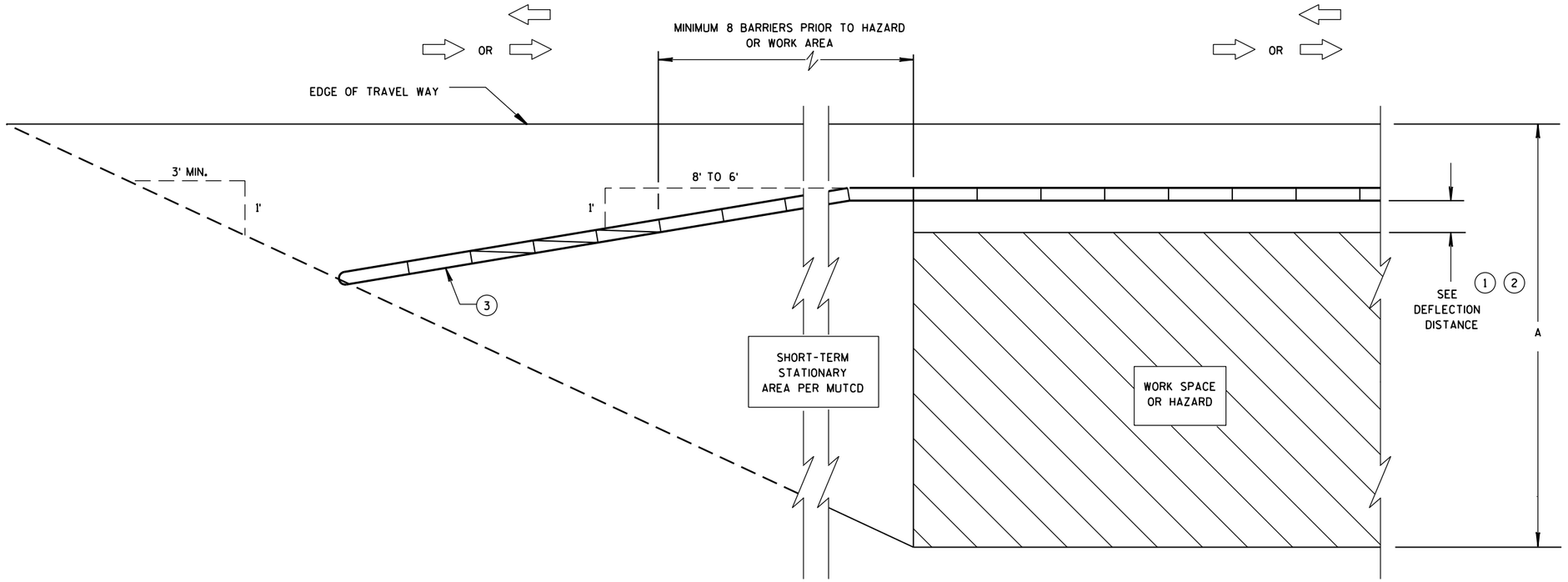
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

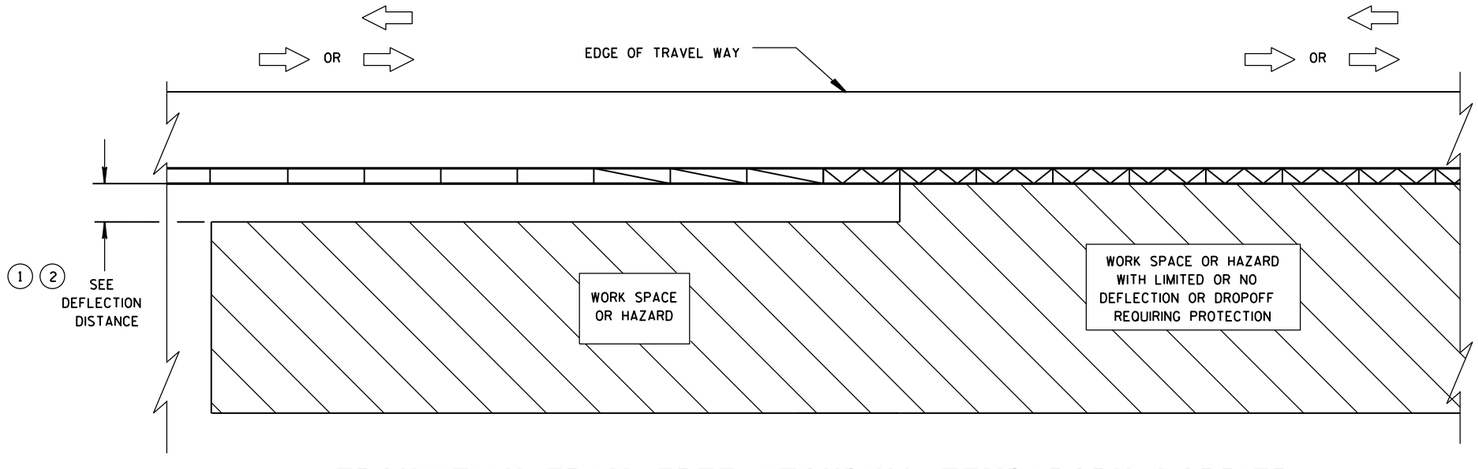
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

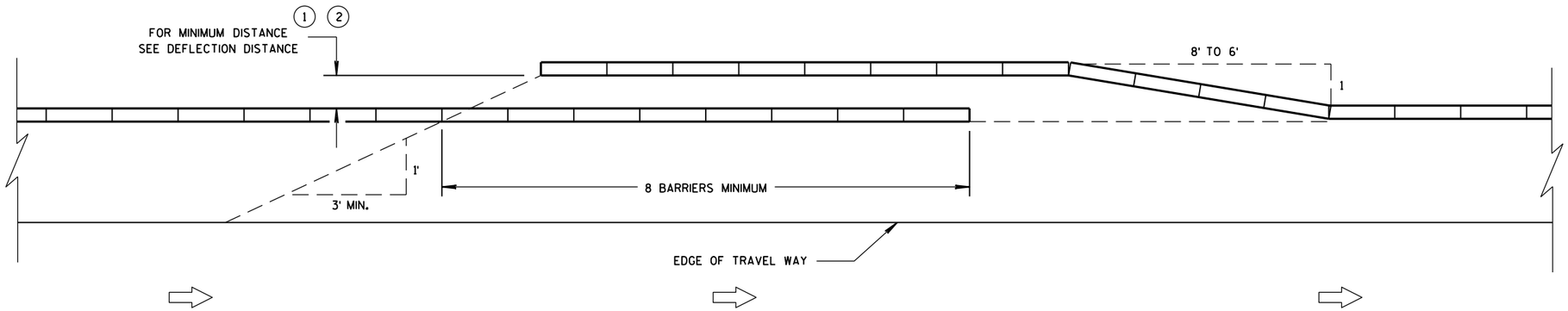
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

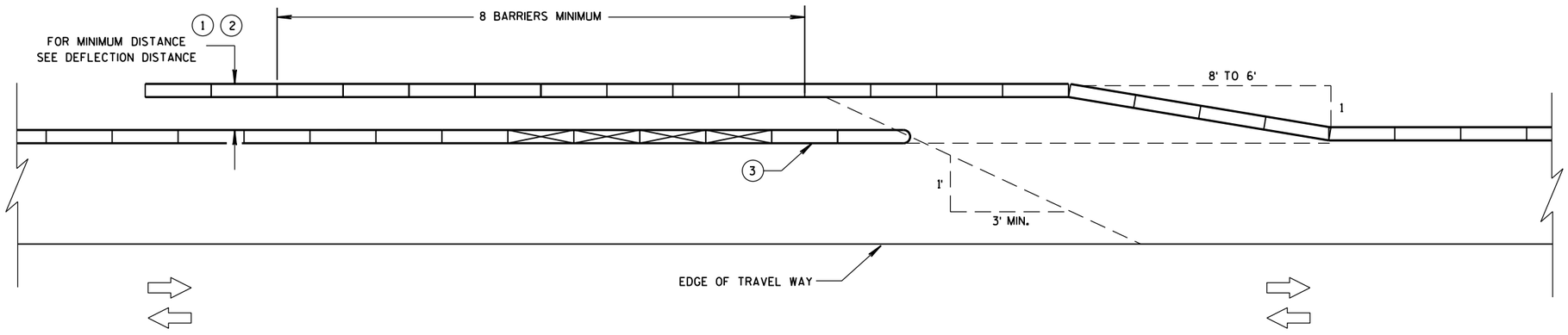
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

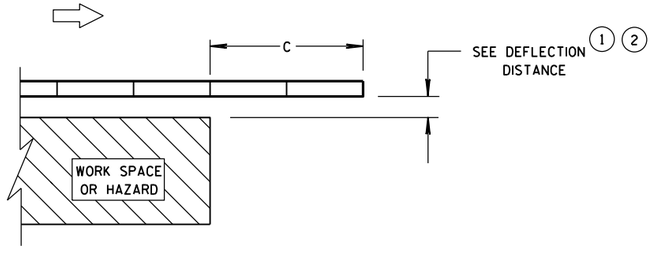
S.D.D. 14 B 8-2b



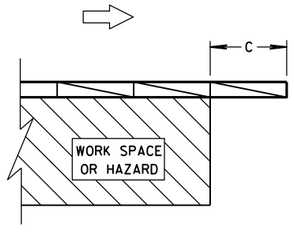
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

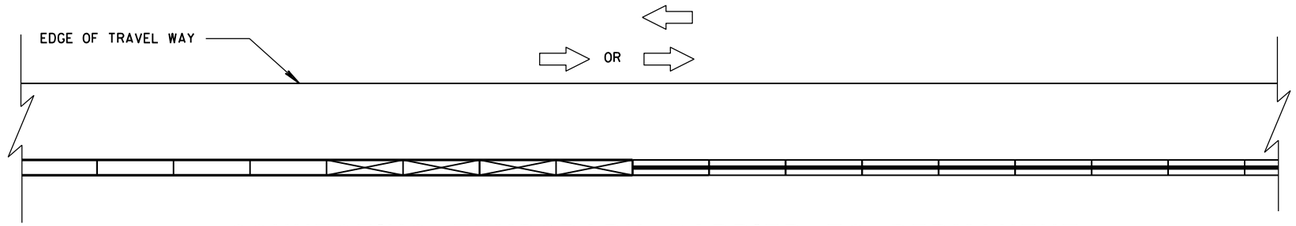
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

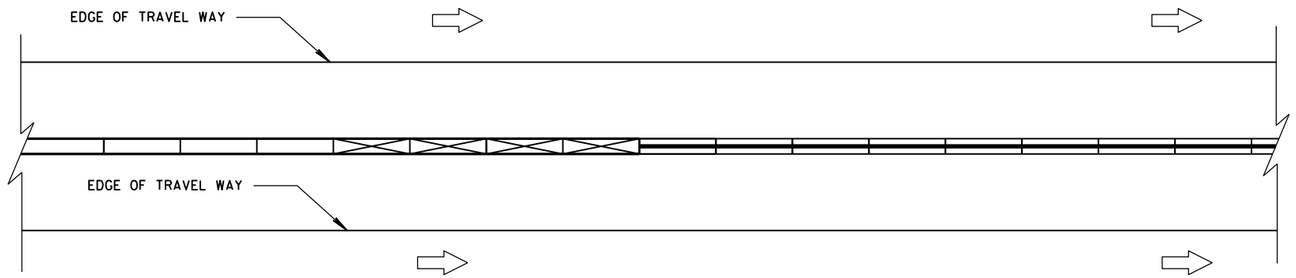
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

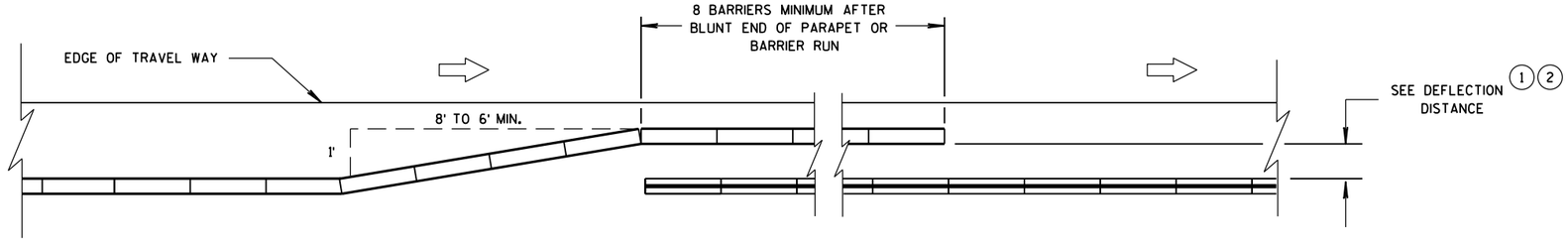
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

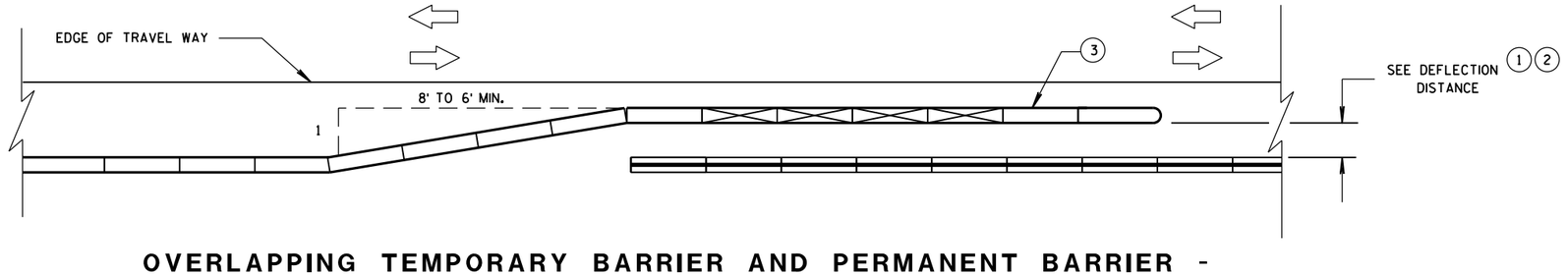
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

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

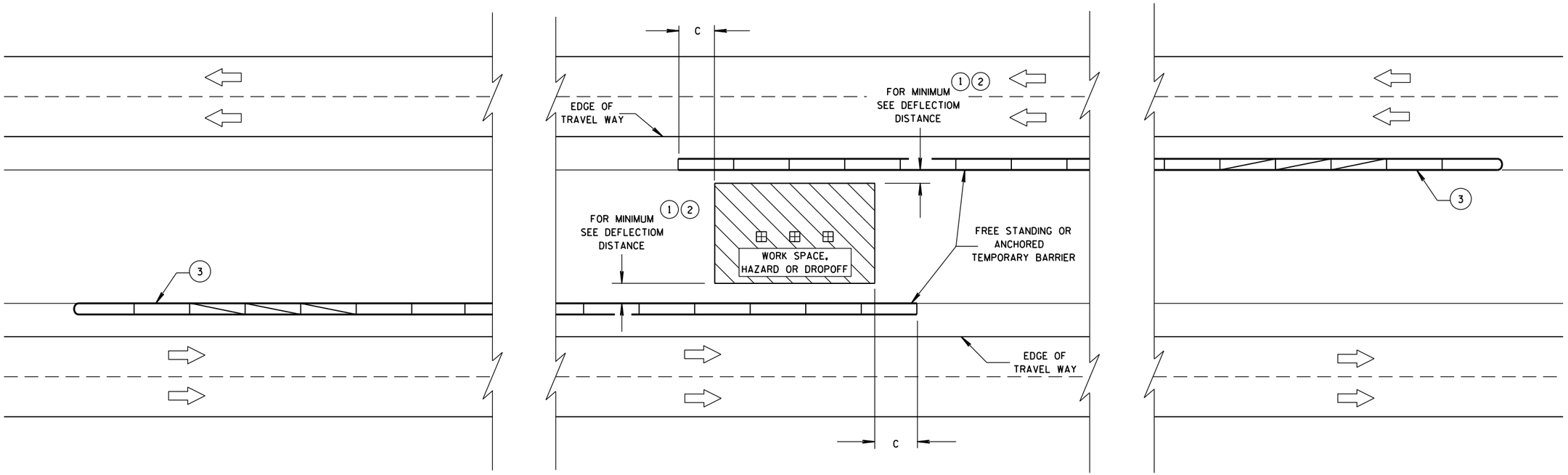
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

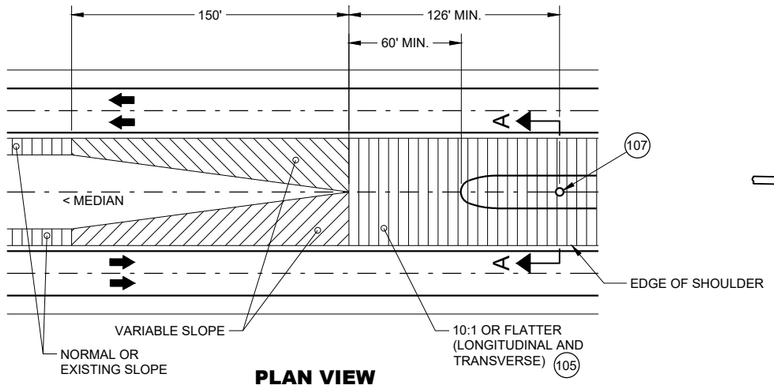
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

6

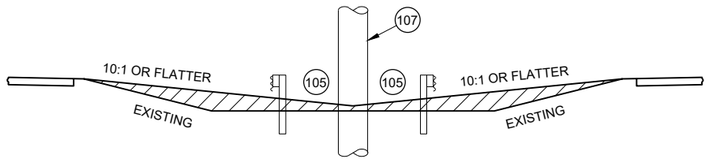
S.D.D. 14 B 8-2e

6

S.D.D. 14 B 8-2e



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

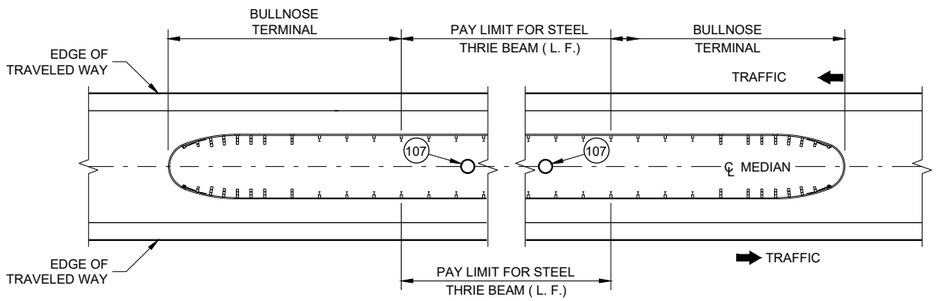
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

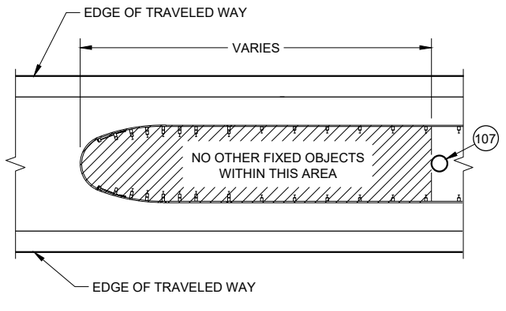
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

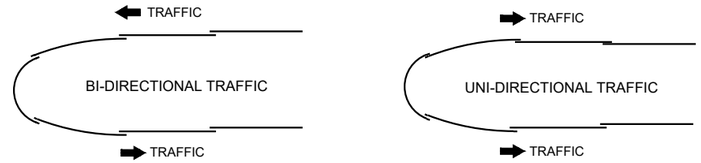
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



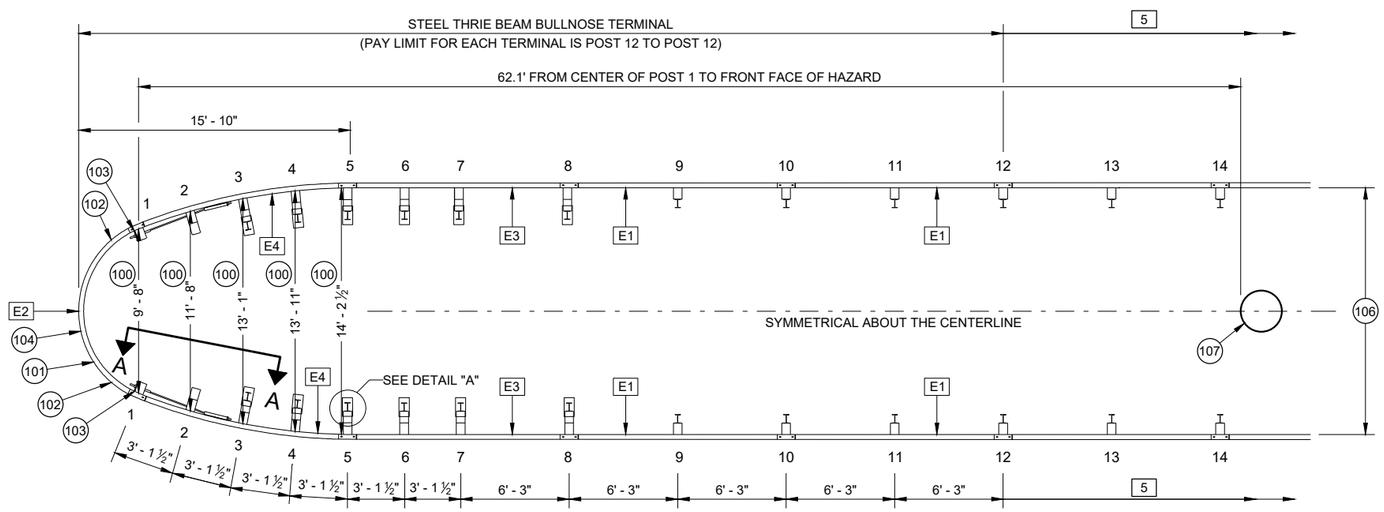
MEDIAN HAZARD PROTECTION PAY LIMITS



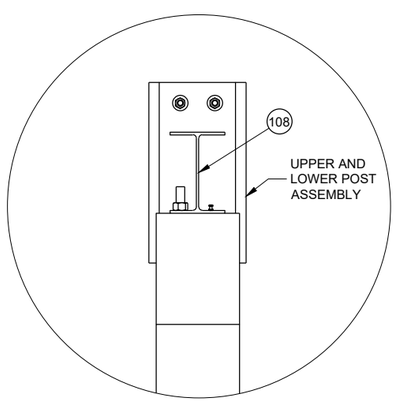
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



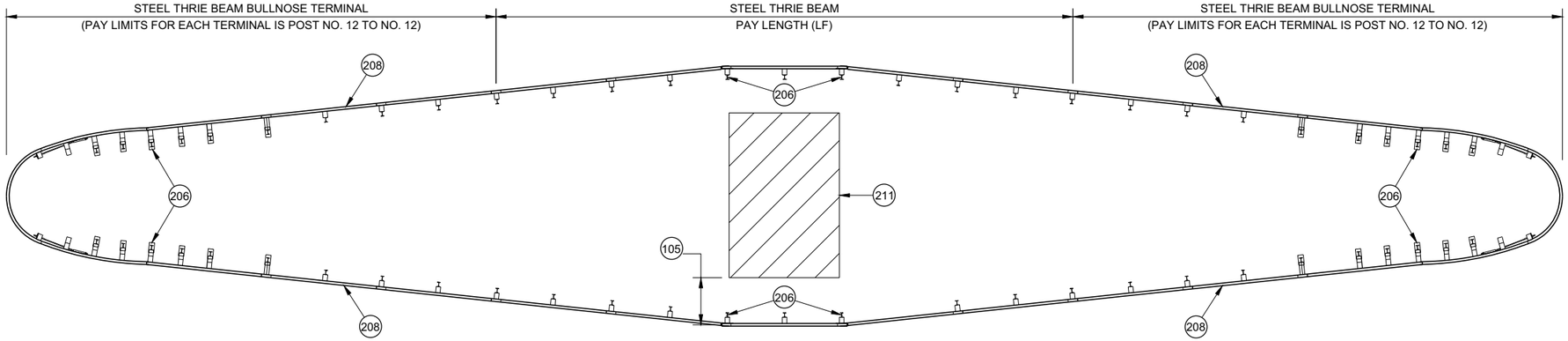
DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 04a

SDD 14B26 - 04a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

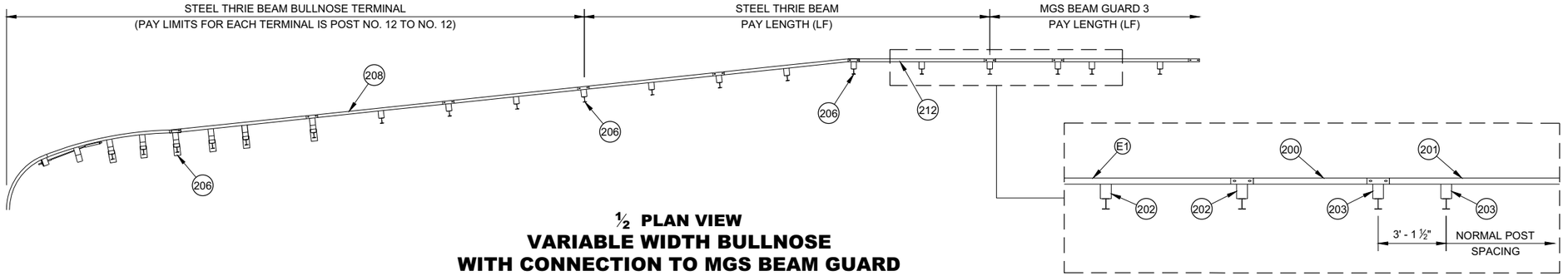
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

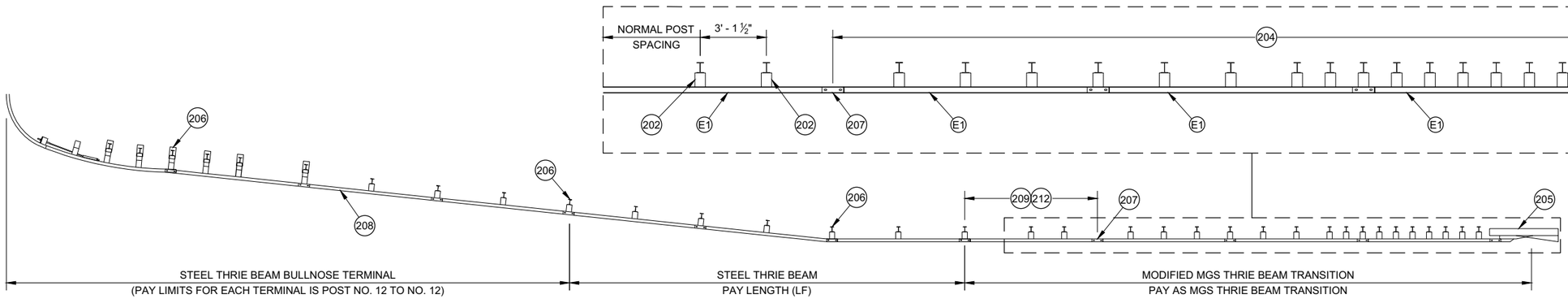
211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW

VARIABLE WIDTH BULLNOSE WITH CONNECTION TO MGS BEAM GUARD



½ PLAN VIEW

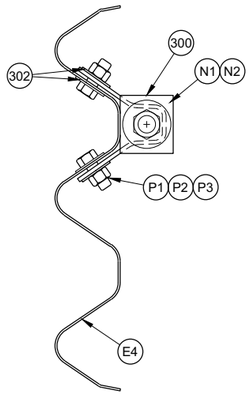
VARIABLE WIDTH BULLNOSE WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

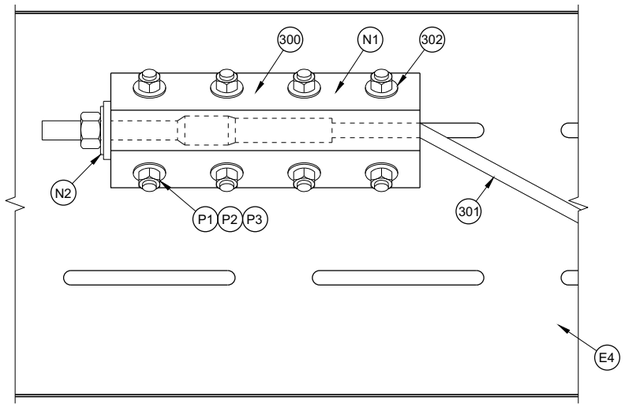
6

SDD 14B26 - 04b

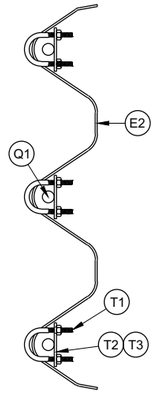


PROFILE VIEW

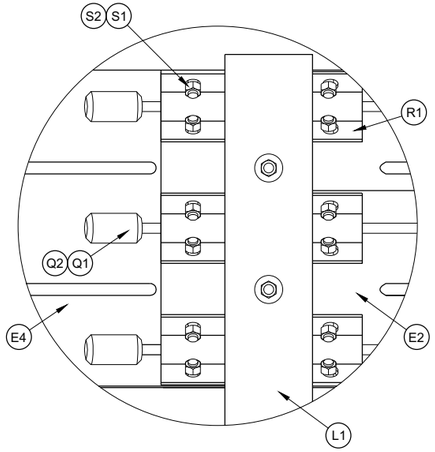
CABLE ANCHOR ASSEMBLY CONNECTION



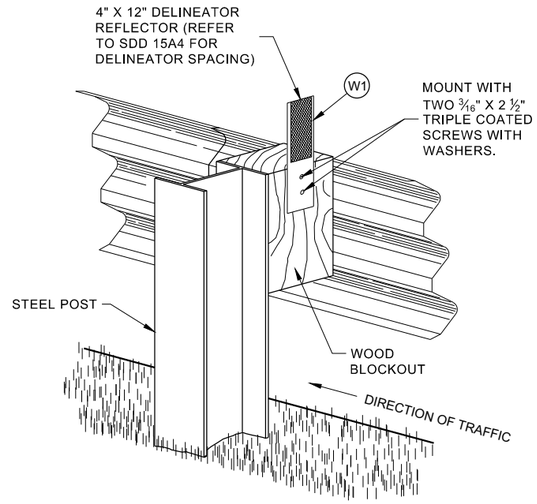
CABLE ANCHOR ASSEMBLY



NOSE CABLE RETAINING CLIP

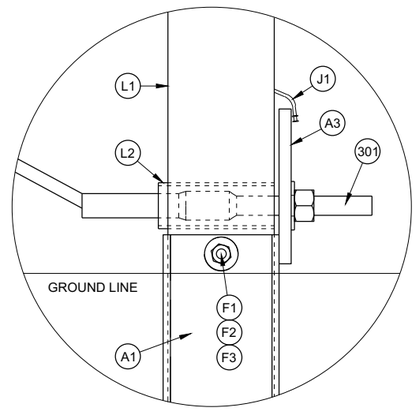


DETAIL "A"

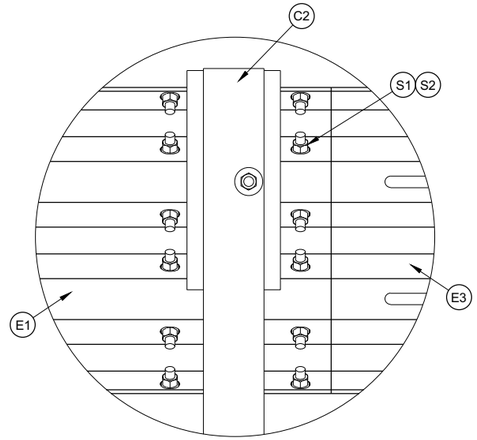


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

CROSS SECTION A - A



DETAIL "B"



DETAIL "C" THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

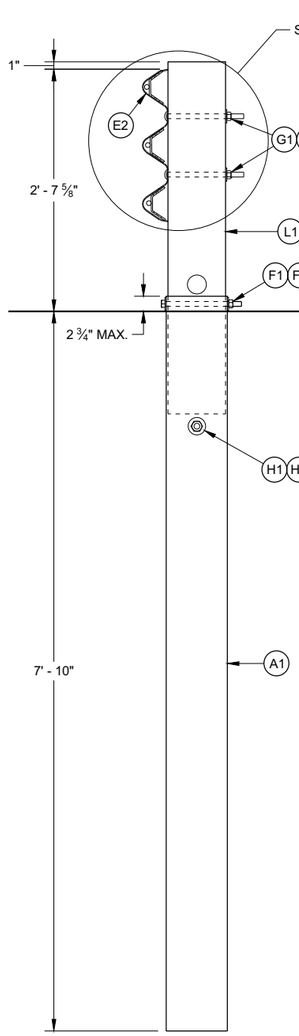
(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

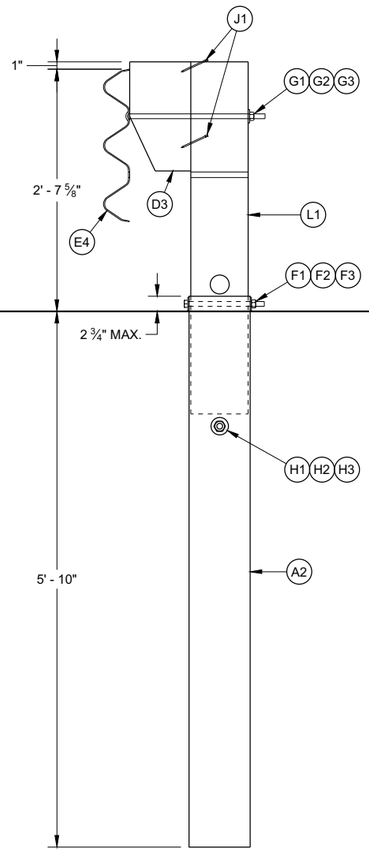
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

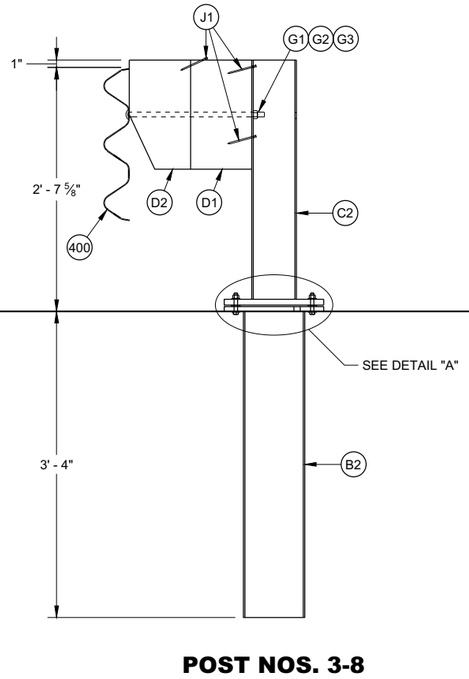
SDD 14B26 - 04c



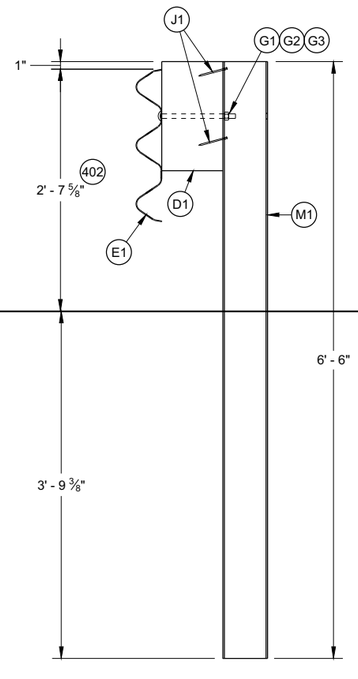
POST NO. 1



POST NO. 2



POST NOS. 3-8



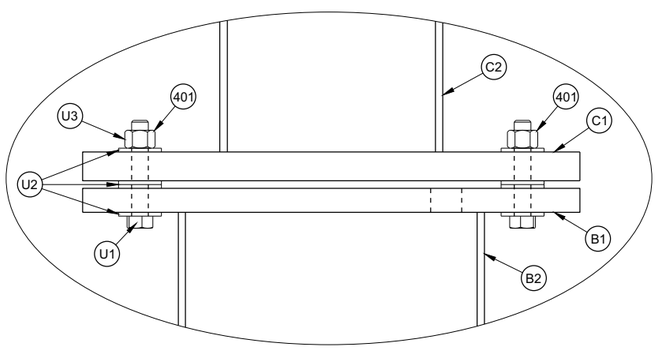
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

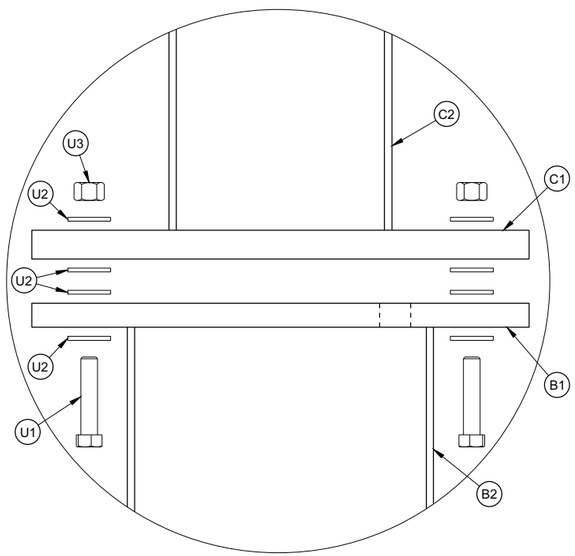
(400) RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

(401) TORQUE BOLD BETWEEN 60-75 FT-LB

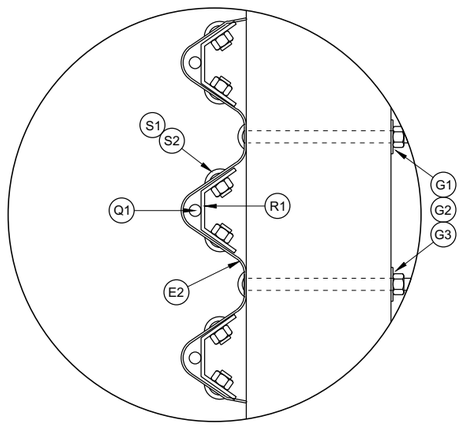
(402) HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B26 - 04d

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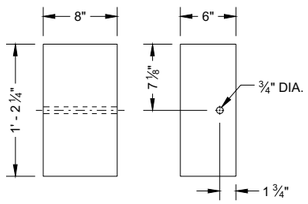
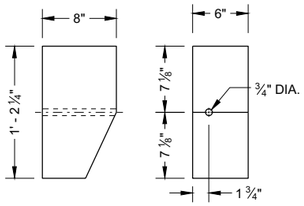
SDD 14B26 - 04d



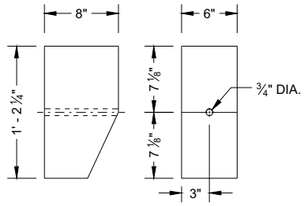
ELEVATION PROFILE

BLOCKOUT (D1)



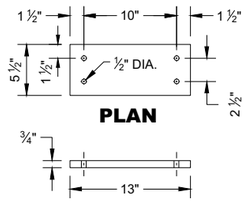
ELEVATION PROFILE

BLOCKOUT (D2)



ELEVATION PROFILE

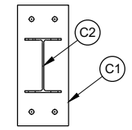
BLOCKOUT (D3)



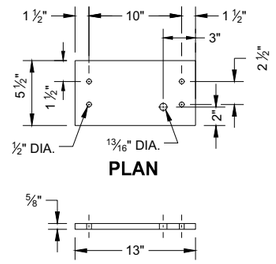
PLAN

PROFILE

UPPER SHEAR PLATE (C1)



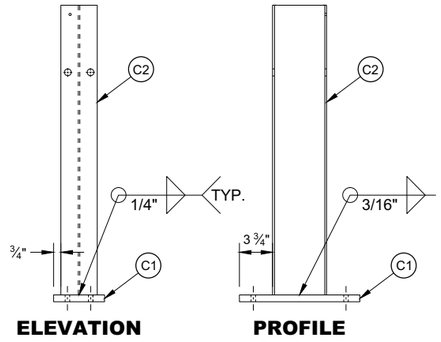
PLAN



PLAN

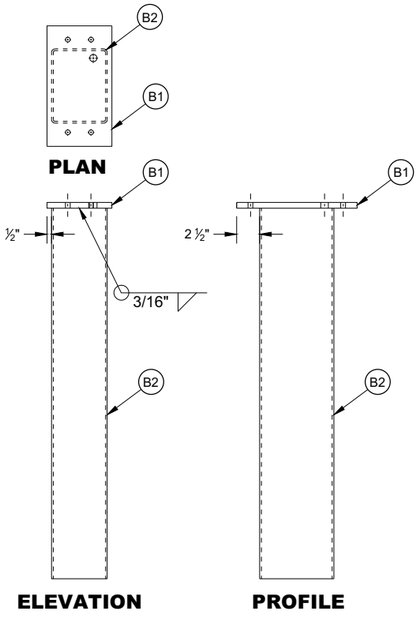
PROFILE

LOWER SHEAR PLATE (B1)



ELEVATION PROFILE

UPPER POST ASSEMBLY



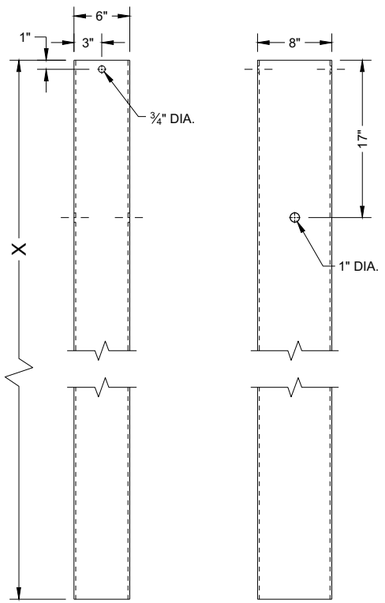
PLAN

ELEVATION PROFILE

LOWER POST ASSEMBLY

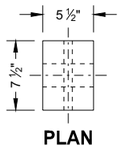
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 6"

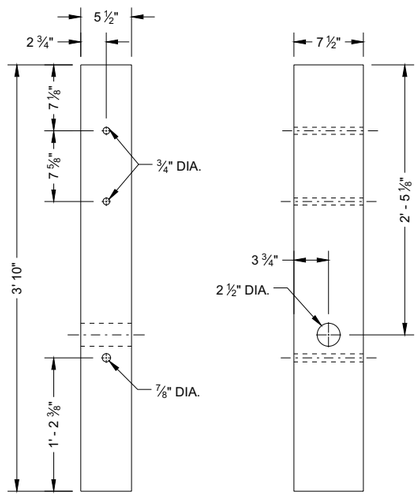


ELEVATION PROFILE

FOUNDATION TUBE

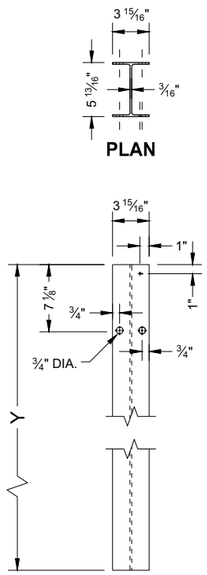


PLAN



ELEVATION PROFILE

BCT POST (L1)



PLAN

ELEVATION

POST

PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 8 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
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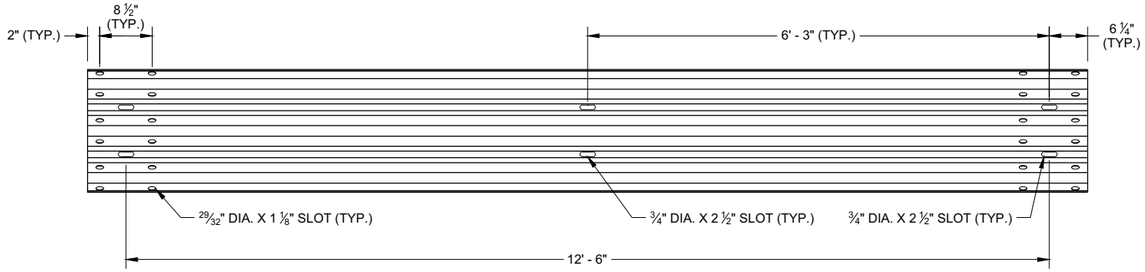
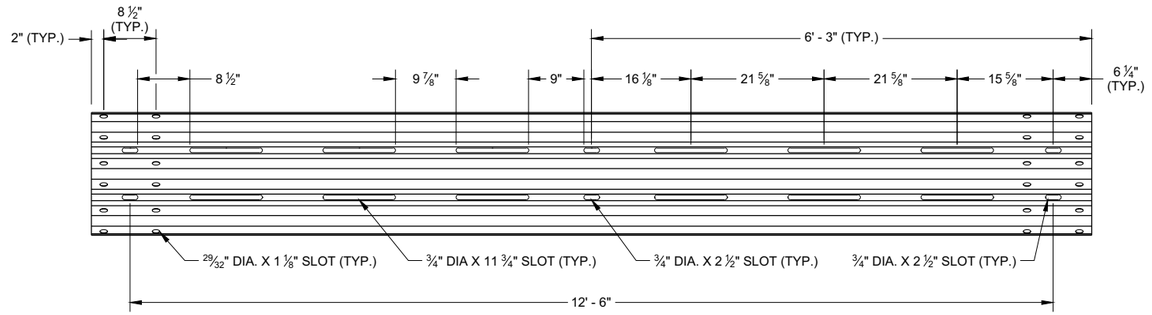
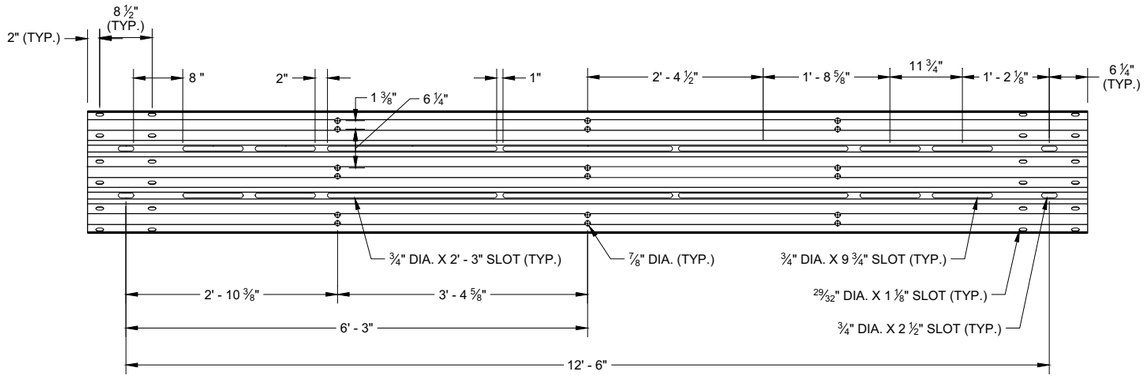


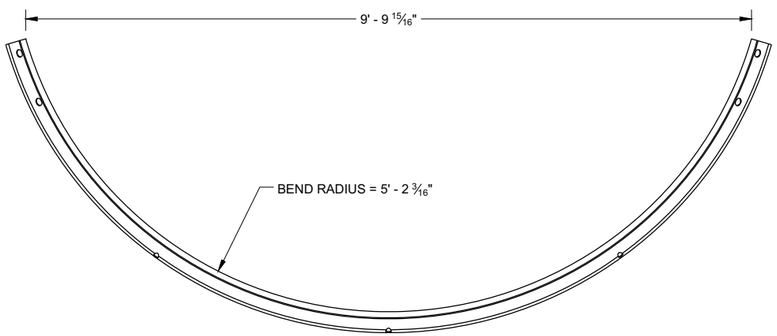
SLOTTED THRIE BEAM RAIL E1



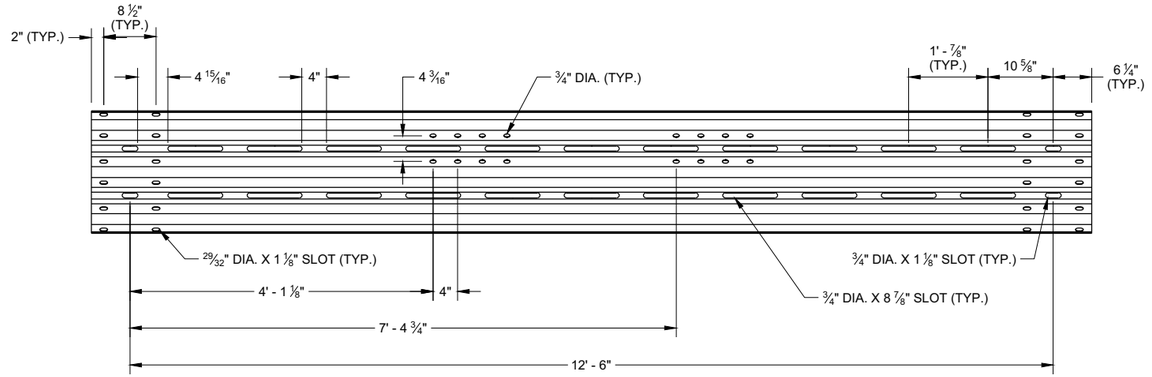
SLOTTED THRIE BEAM RAIL E3



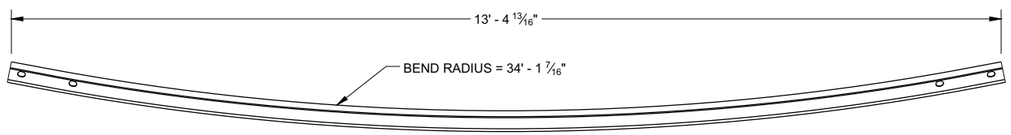
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



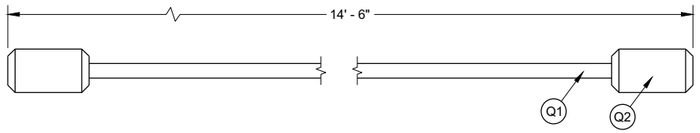
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4



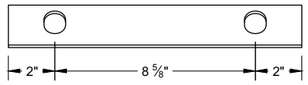
PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

STEEL THRIE BEAM BULLNOSE TERMINAL

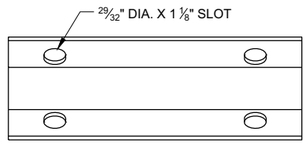
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



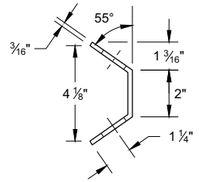
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

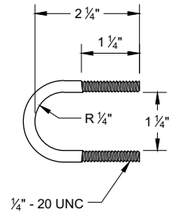


ELEVATION VIEW

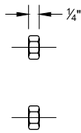


PROFILE VIEW

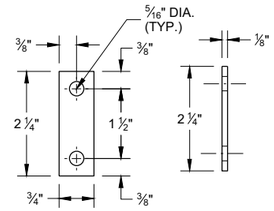
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

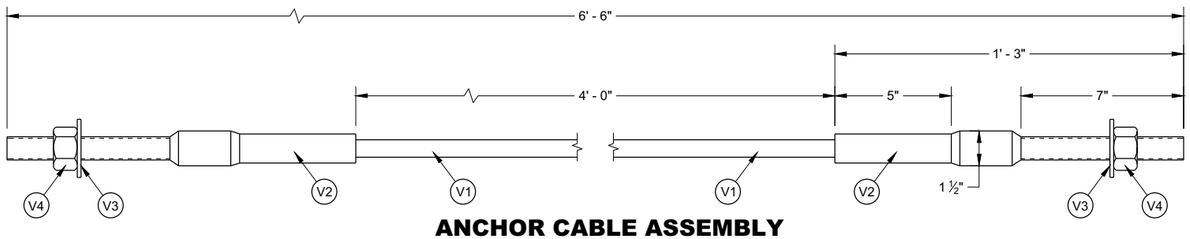


U - BOLT NUT (T3)

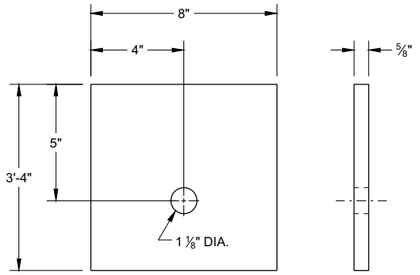


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

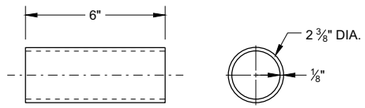


ANCHOR CABLE ASSEMBLY



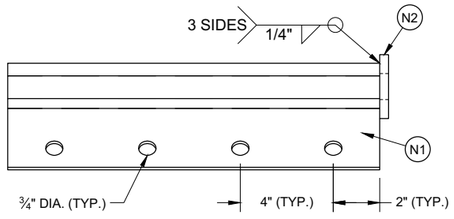
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

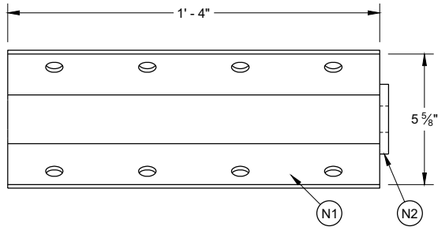


ELEVATION VIEW **PROFILE VIEW**

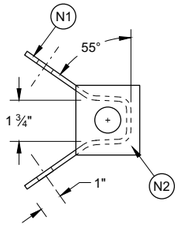
BCT POST SLEEVE (L2)



PLAN VIEW

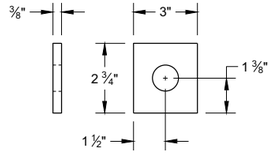


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B26 - 04g

BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B26 - 04h

(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.

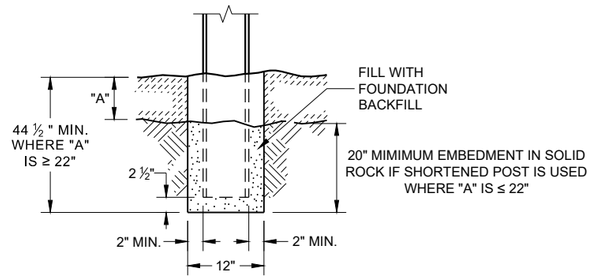
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

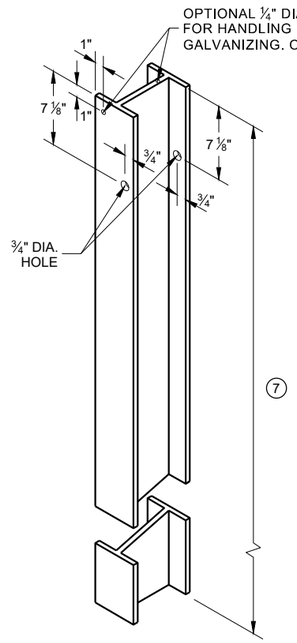
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

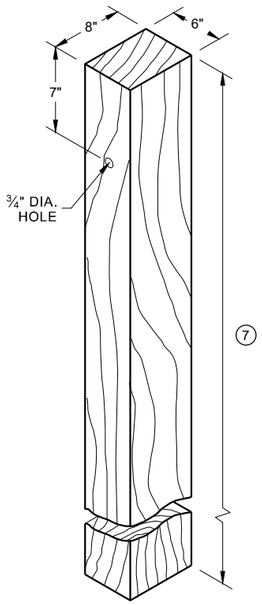
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



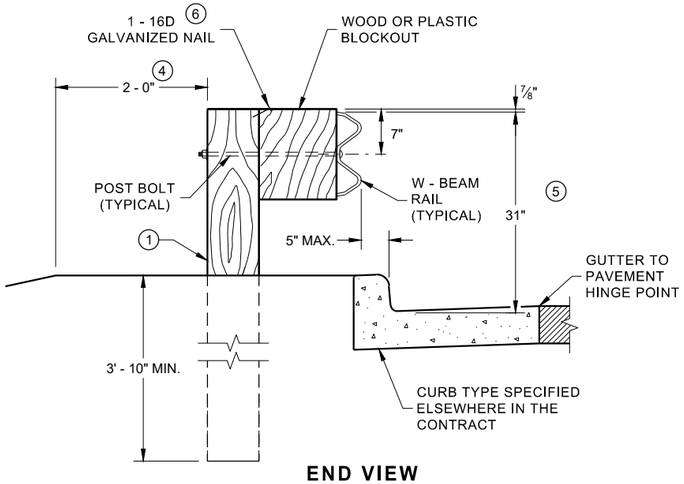
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



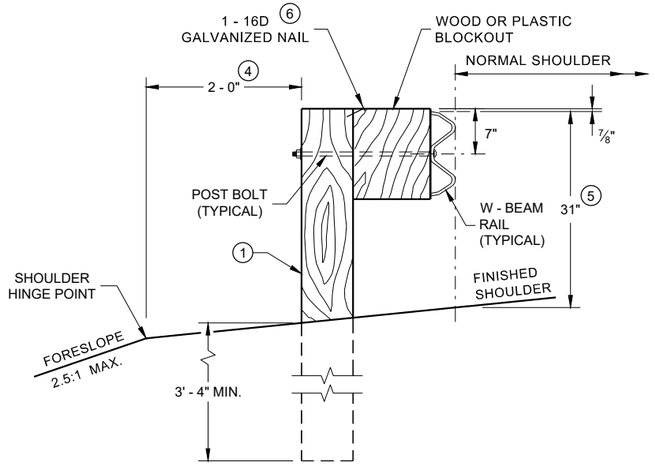
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



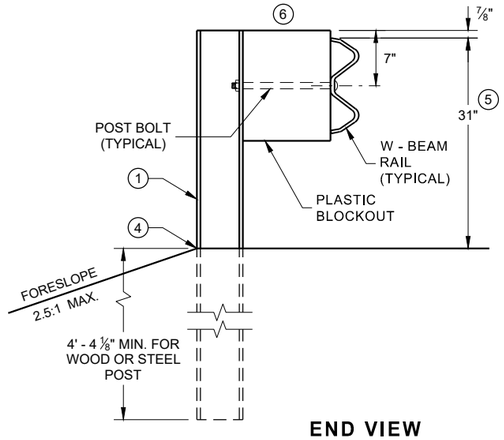
WOOD POST (6" X 8") NOMINAL (1)



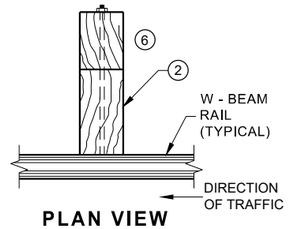
END VIEW
LOCATED ALONG A CURBED ROADWAY



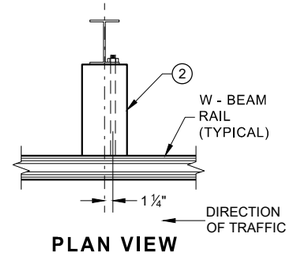
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



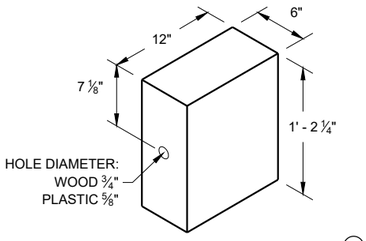
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



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

6

SDD 14B42 - 07a

6

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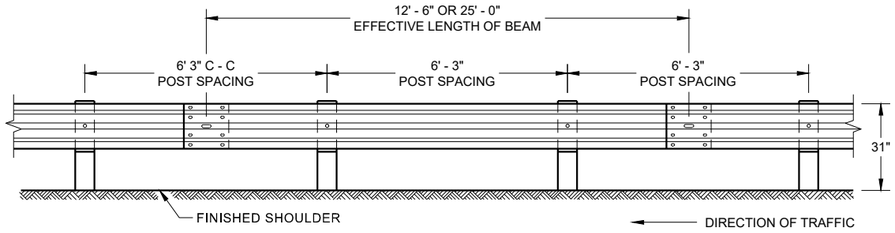
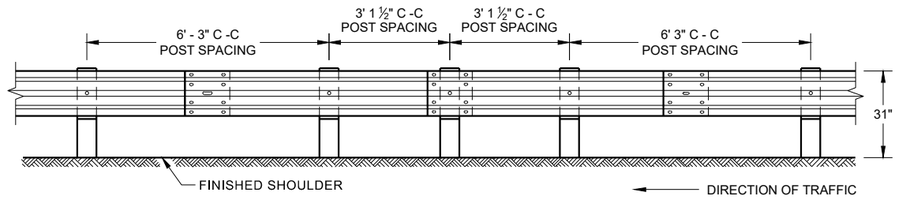
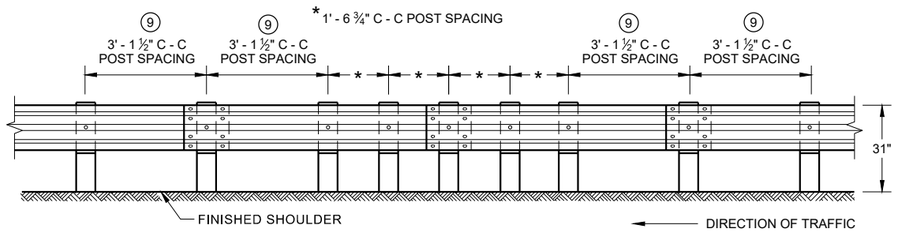


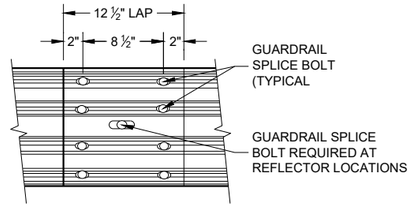
FRONT VIEW
POST SPACING STANDARD INSTALLATION



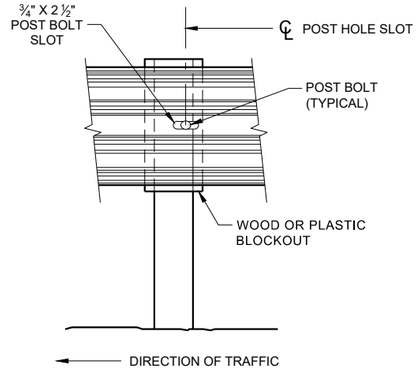
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



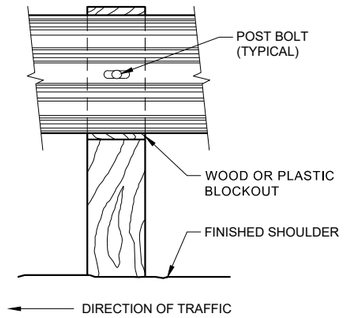
FRONT VIEW
QUARTER POST SPACING (QS)



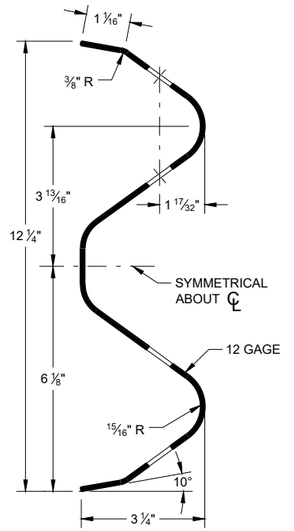
FRONT VIEW
MID-SPAN BEAM SPLICE



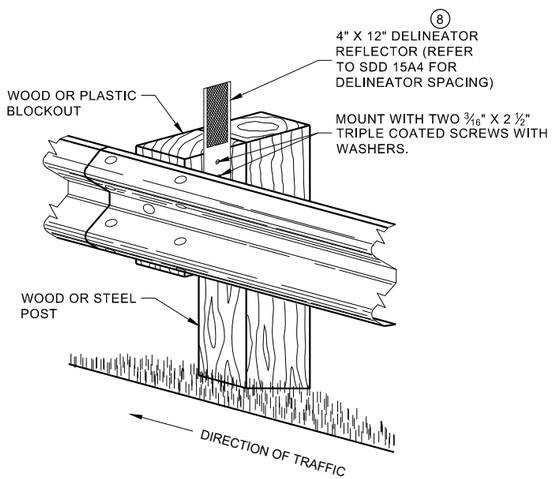
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

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.

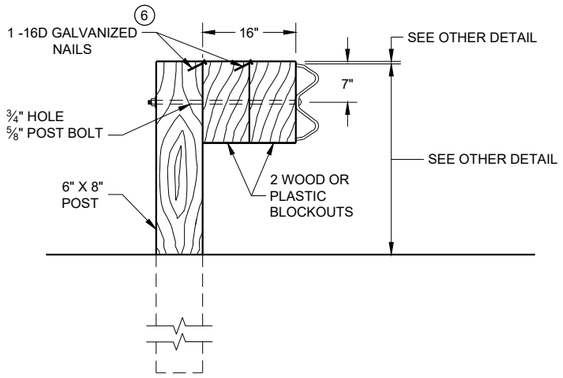
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

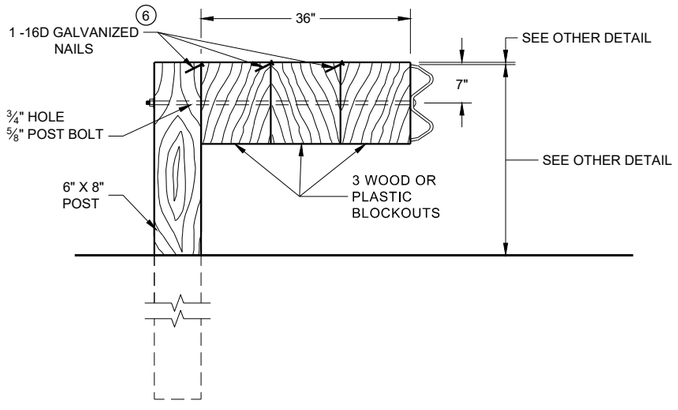
6

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.



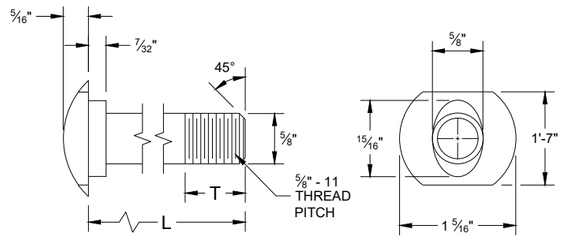
DETAIL FOR 36" BLOCKOUT DEPTH

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.

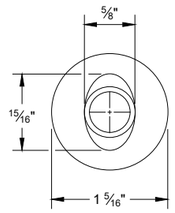
NOTE:

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.

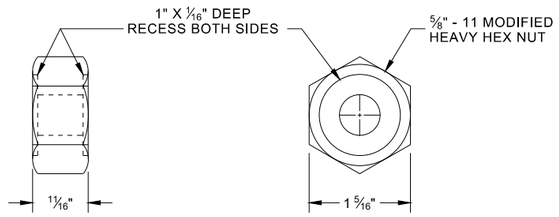


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

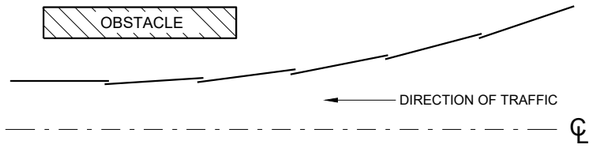


ALTERNATE BOLT HEAD

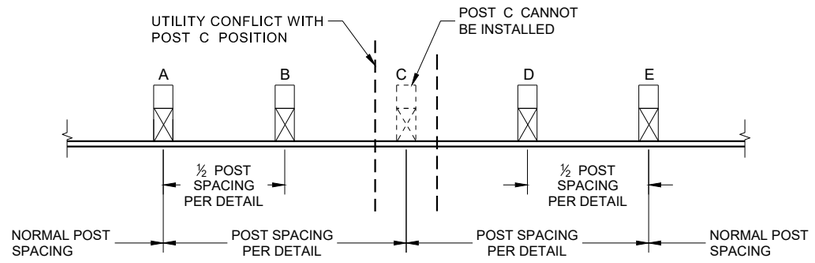


POST BOLT, SPLICE BOLT AND RECESS NUT

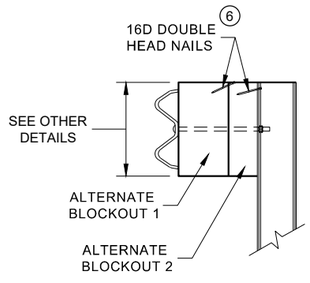
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



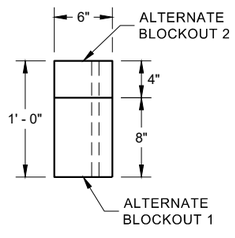
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

6

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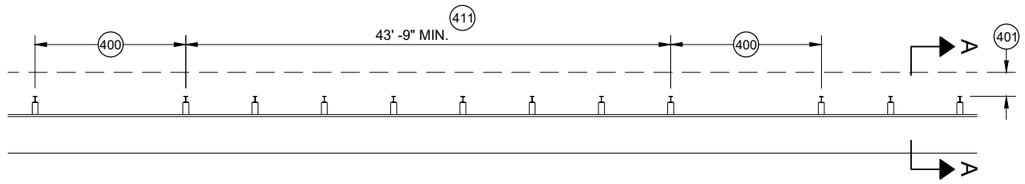
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

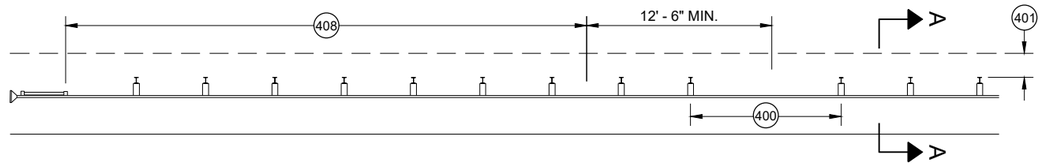
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

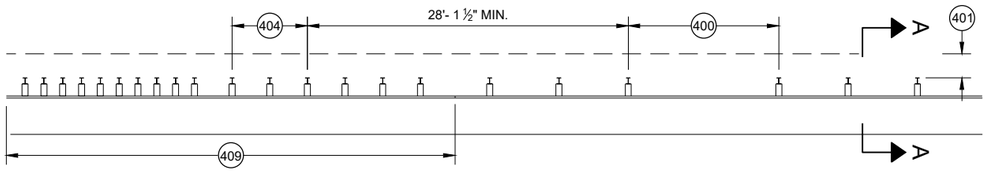
SDD 14B42 - 07c



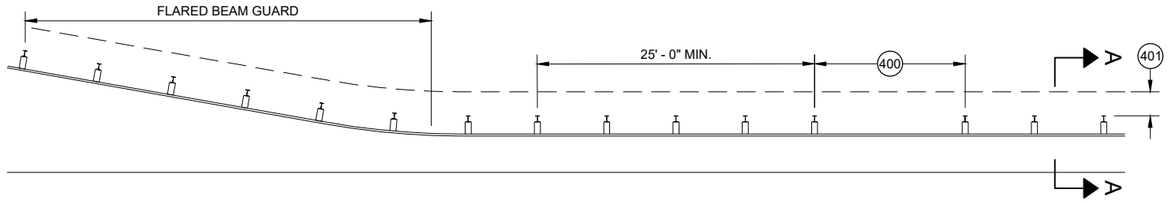
MISSING POST IN MGS GUARDRAIL



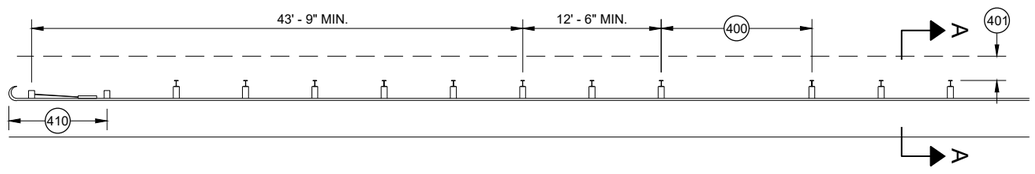
MISSING POST IN MGS GUARDRAIL NEAR EAT



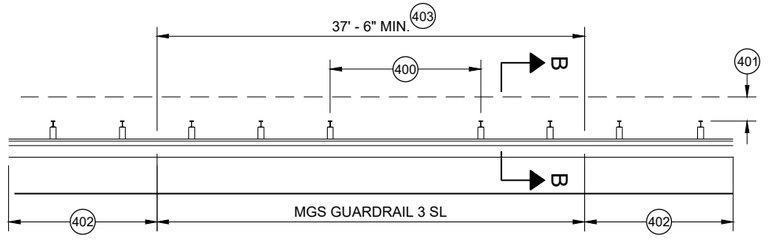
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

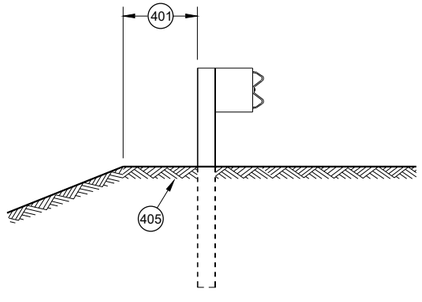


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

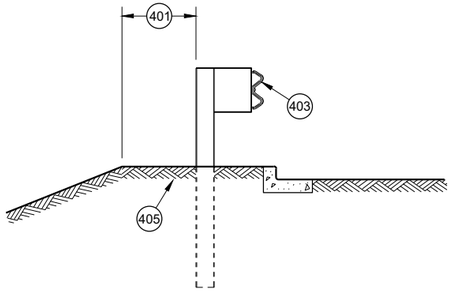


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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

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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.

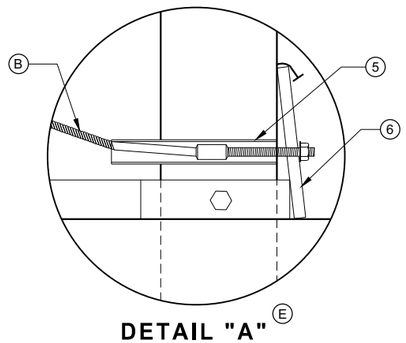
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

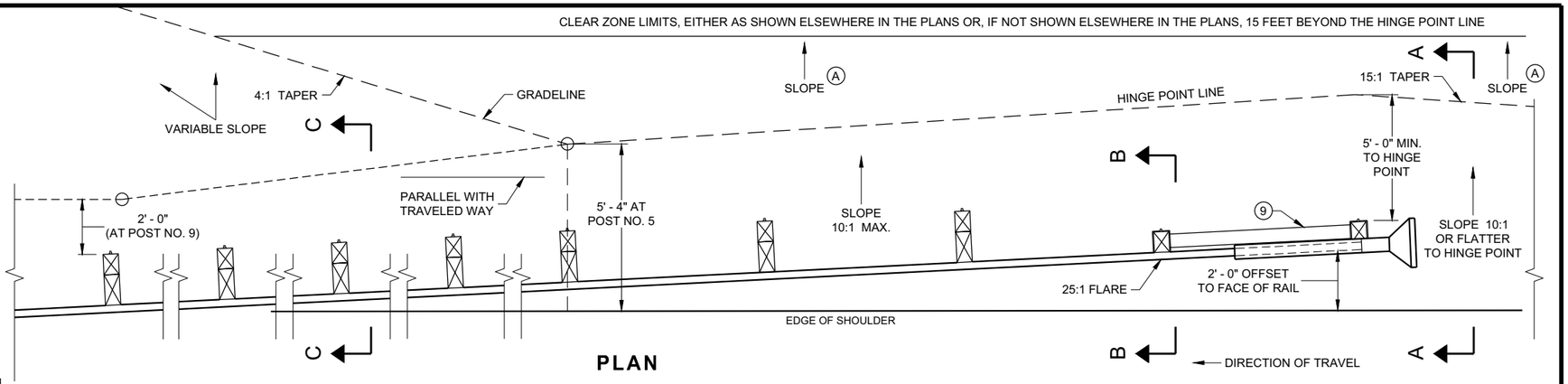
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

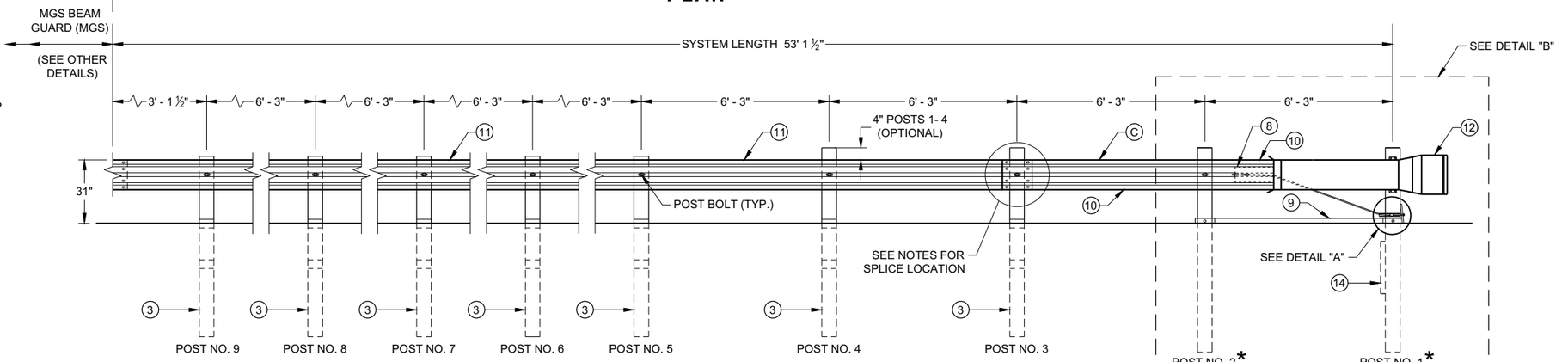
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



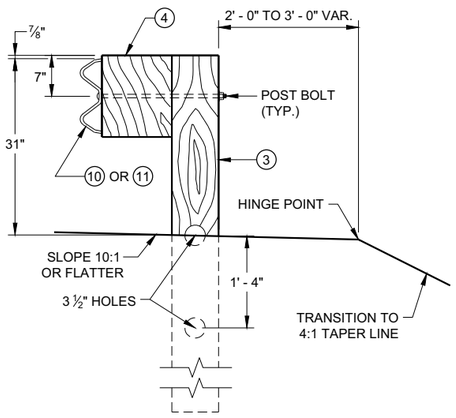
DETAIL "A" (E)



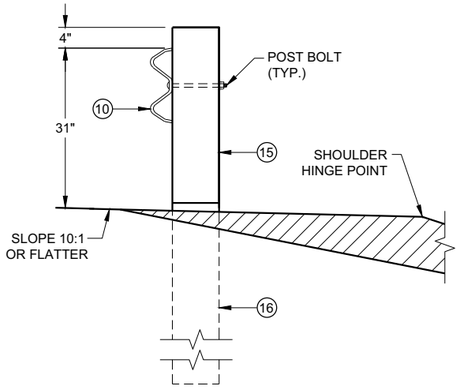
PLAN



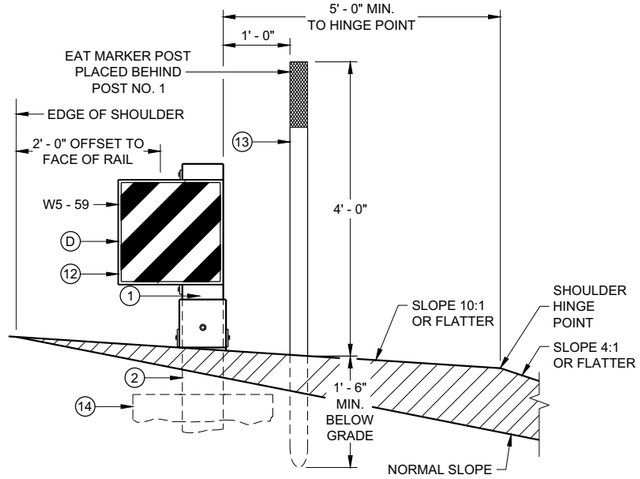
ELEVATION



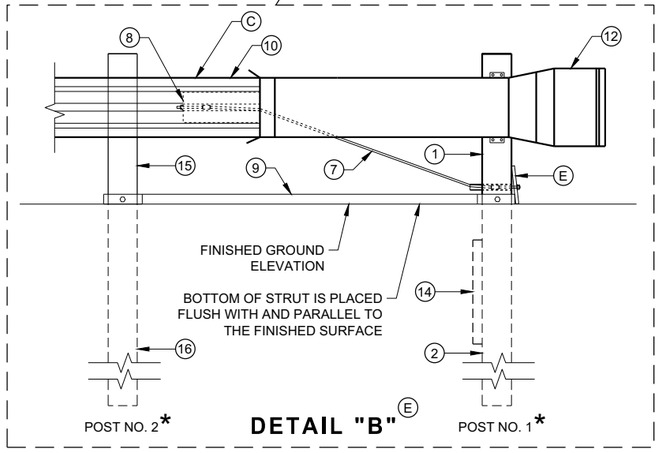
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



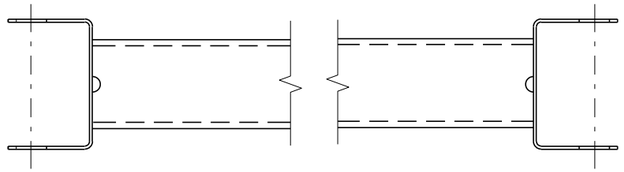
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

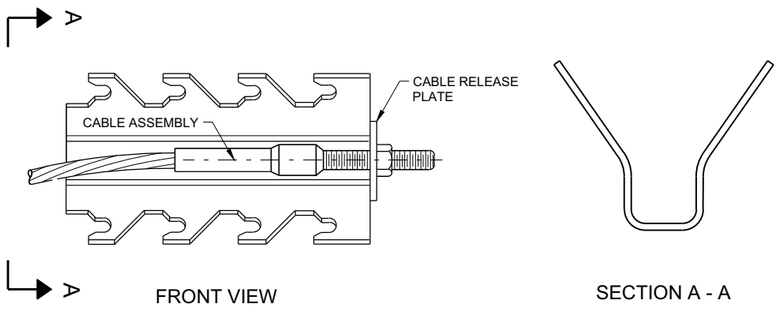
SDD 14B44 - 04a



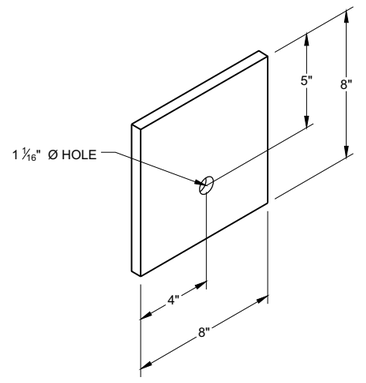
GENERIC GROUND STRUT ⑨ Ⓔ

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 ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

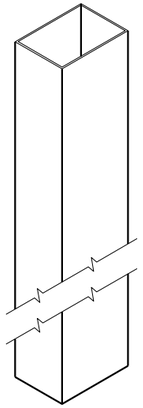
6

SDD 14B44 - 04b

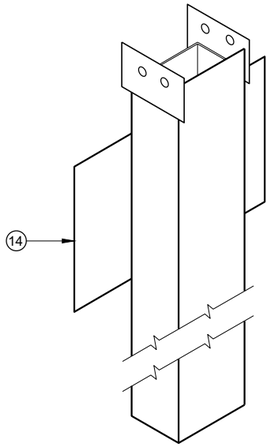
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



UPPER POST NO. 1 (1) (E)



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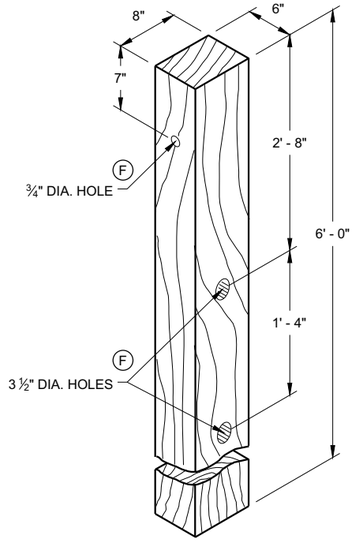
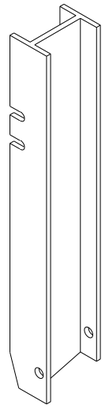


WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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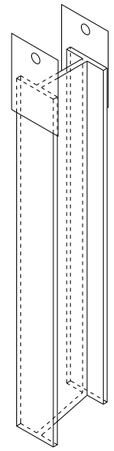

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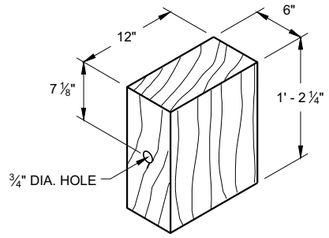
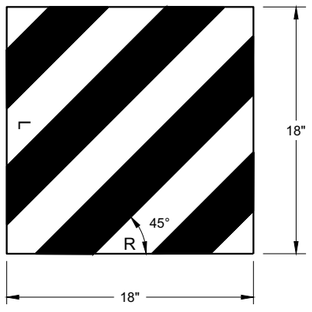
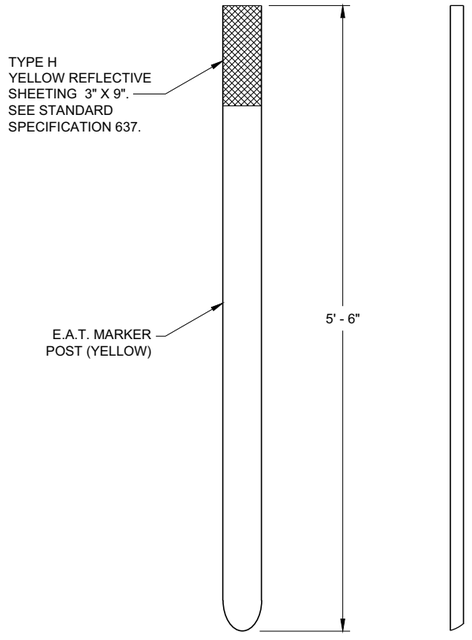


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



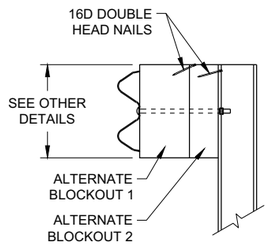
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

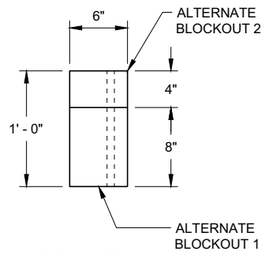


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

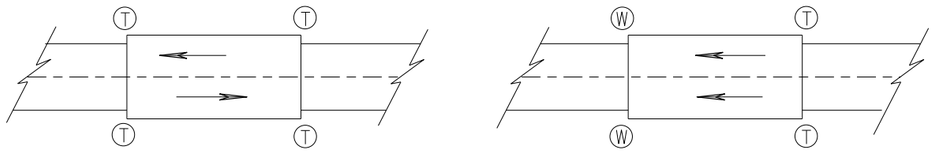
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c
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.

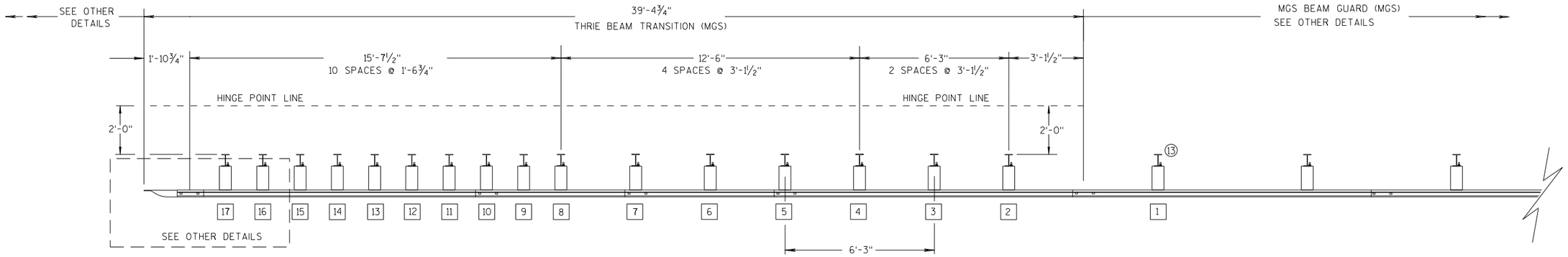
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

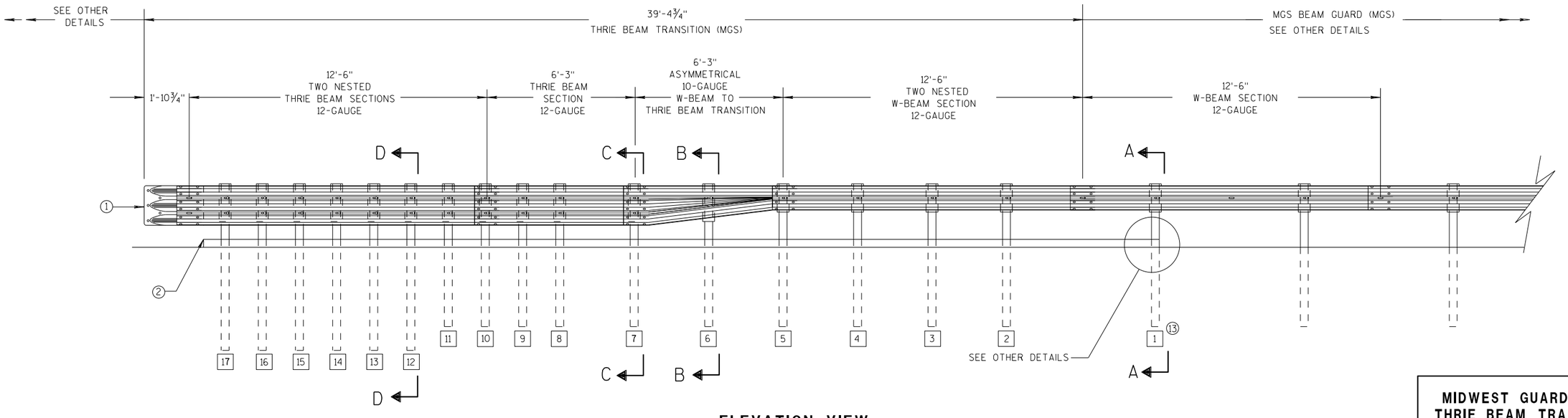
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

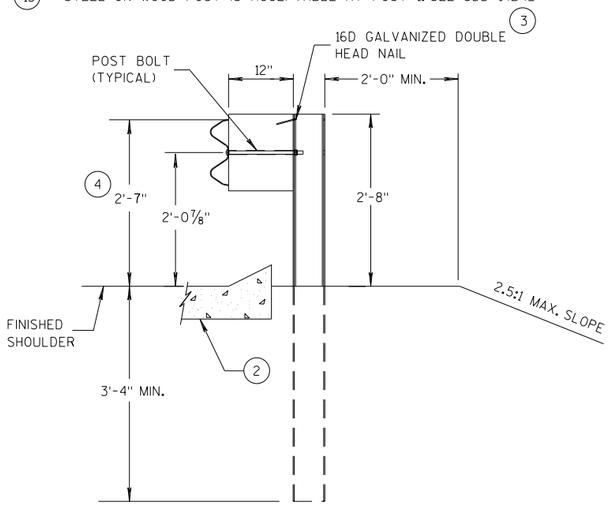
GENERAL NOTES

(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.

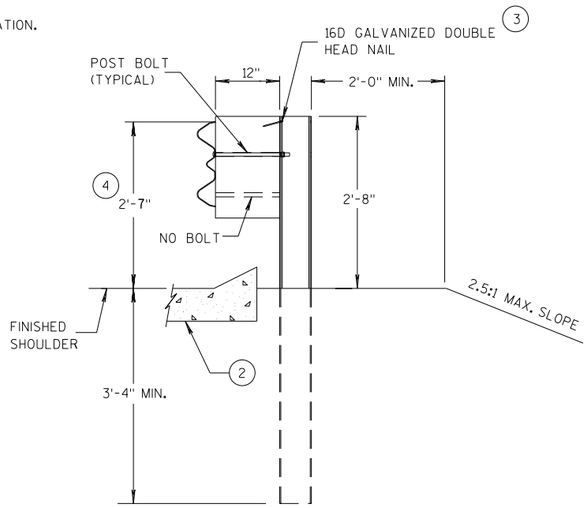
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



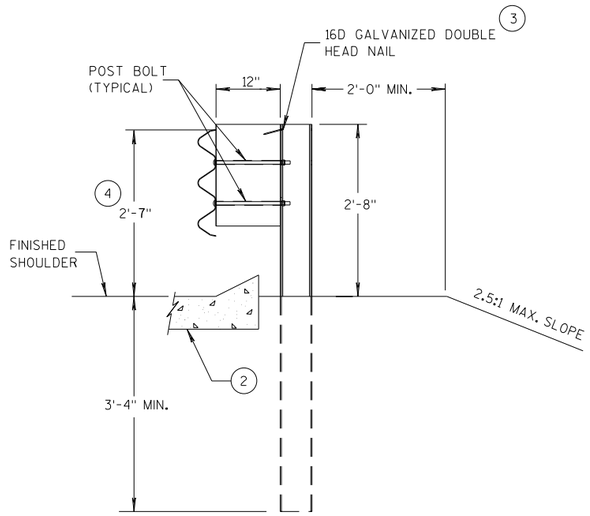
SECTION A-A (13)

POSTS 1-5



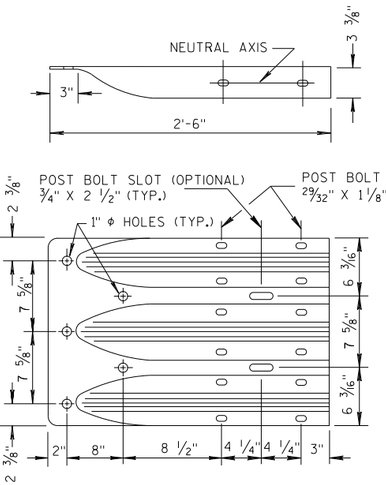
SECTION B-B

POST 6

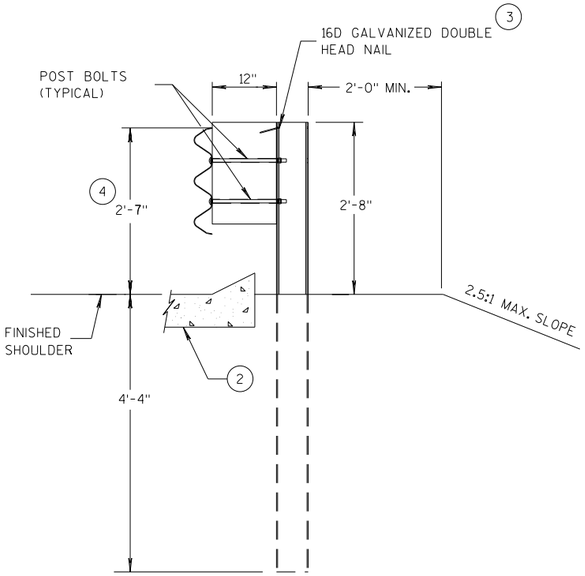


SECTION C-C

POSTS 7-11

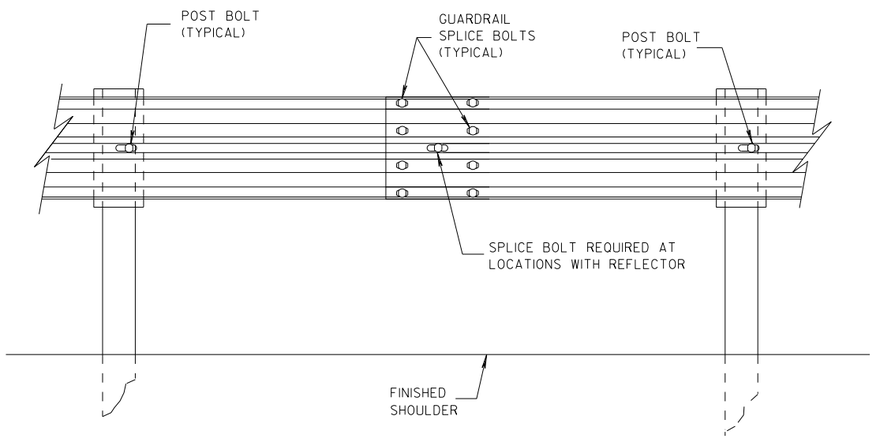


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

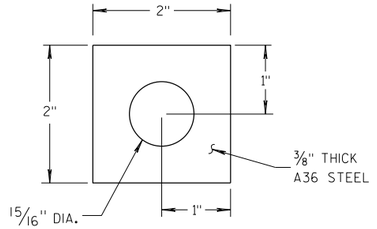
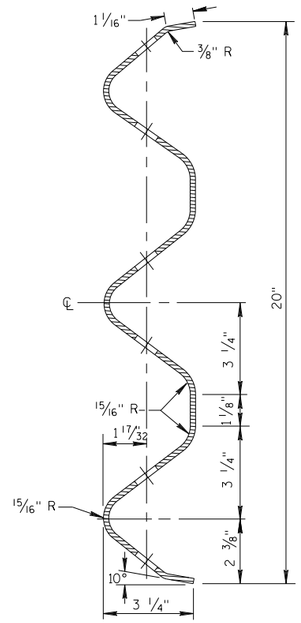


PLATE WASHER DETAIL



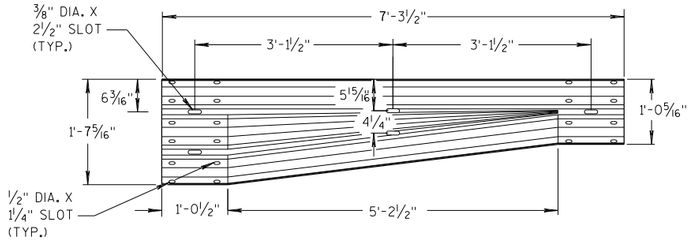
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

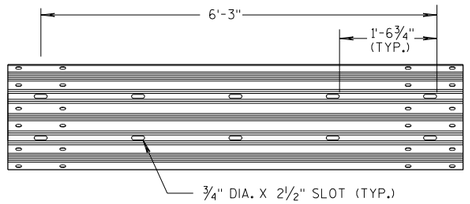
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

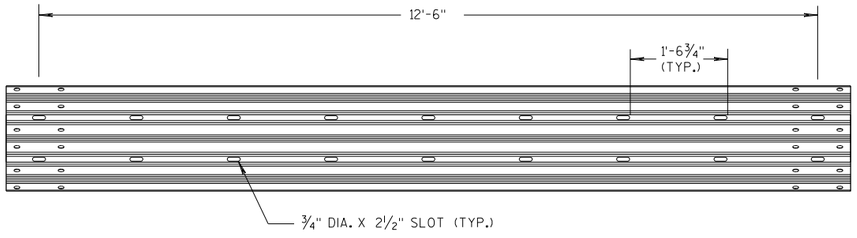
S.D.D. 14 B 45-5b



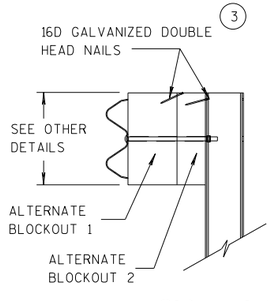
W-BEAM TO THRIE BEAM TRANSITION SECTION



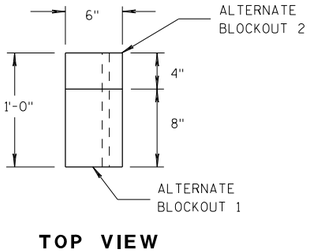
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

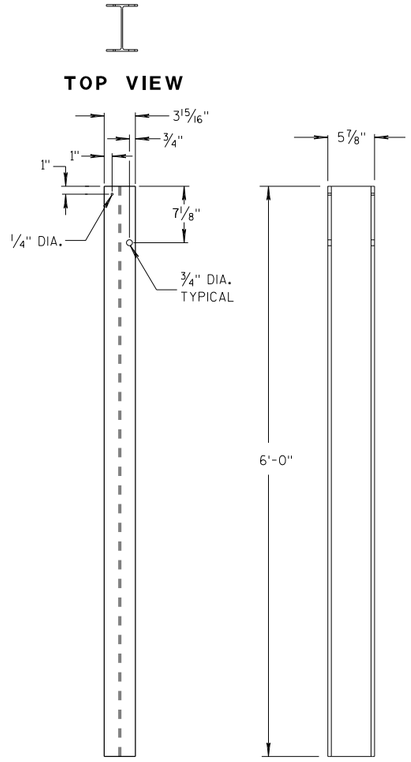


SIDE VIEW



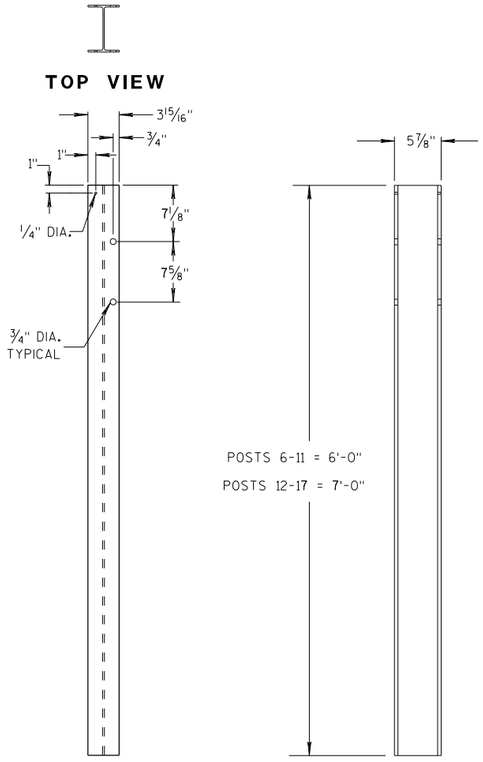
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



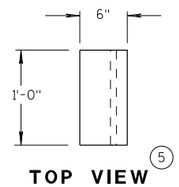
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

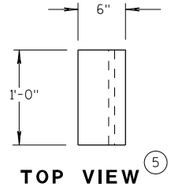


FRONT VIEW SIDE VIEW

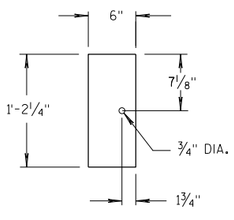
STEEL POSTS 6-17



TOP VIEW (5)

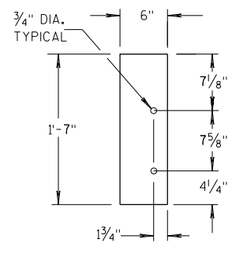


TOP VIEW (5)



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.

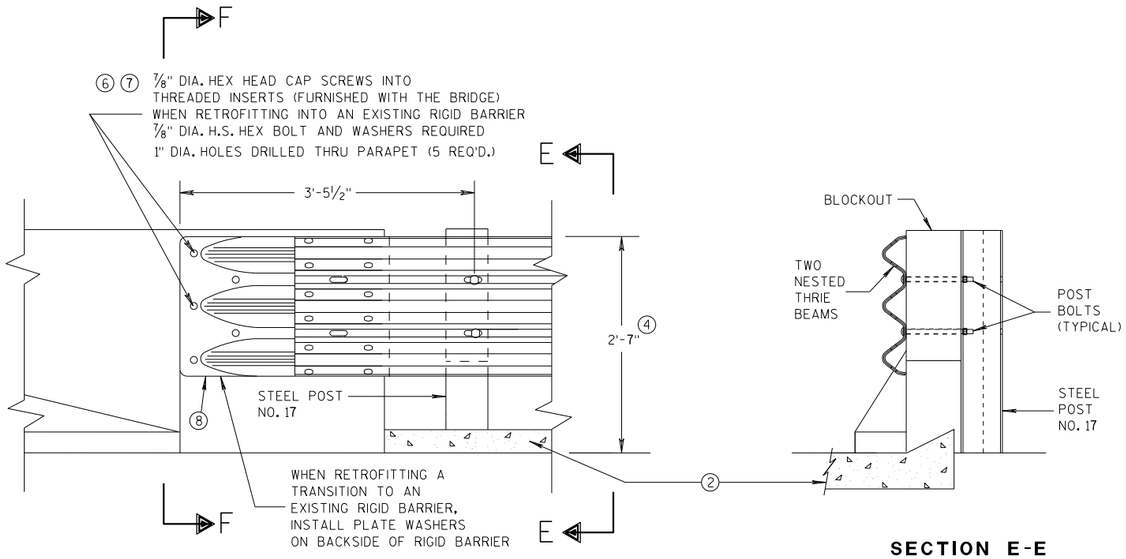
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(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

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.

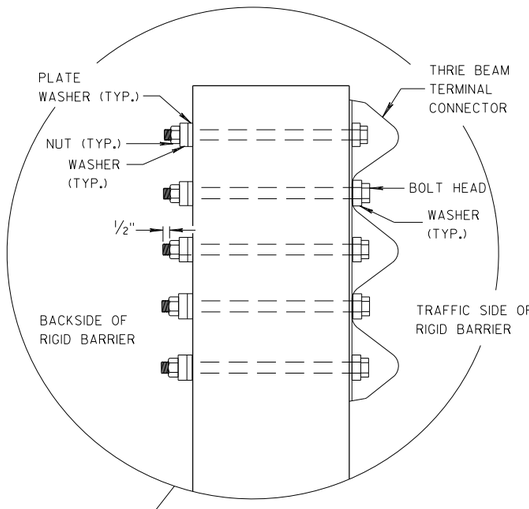
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

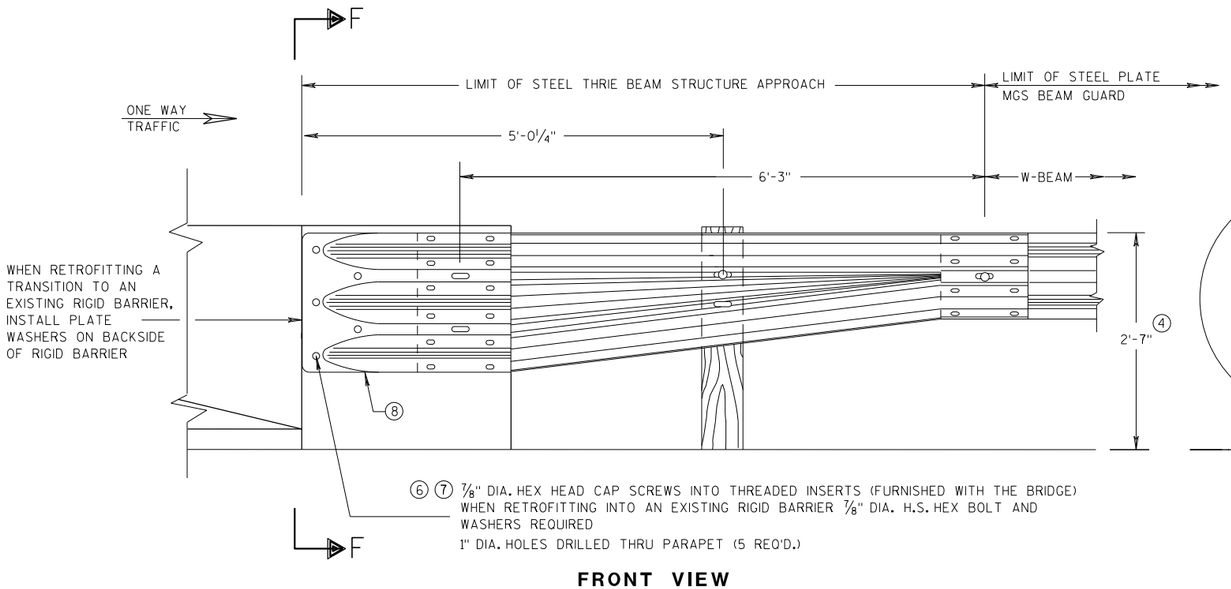
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

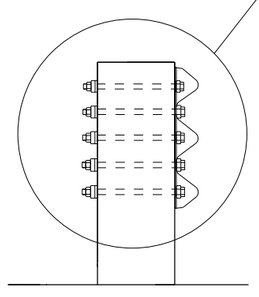
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

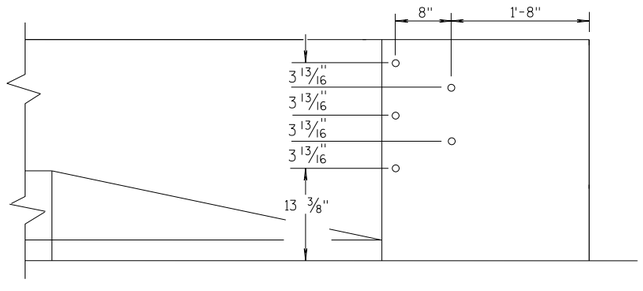




FRONT VIEW



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

6

S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

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.

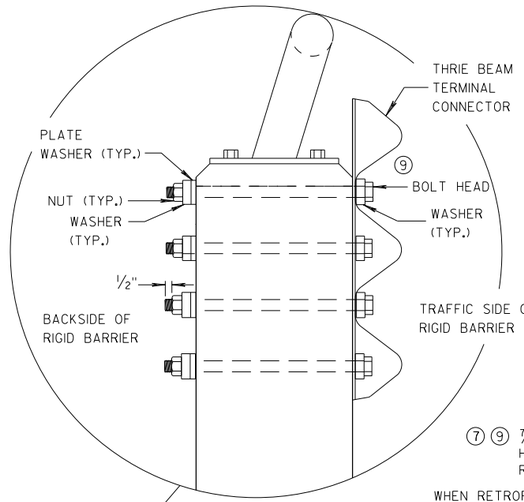
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

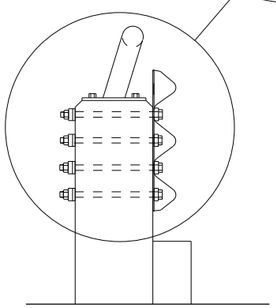
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

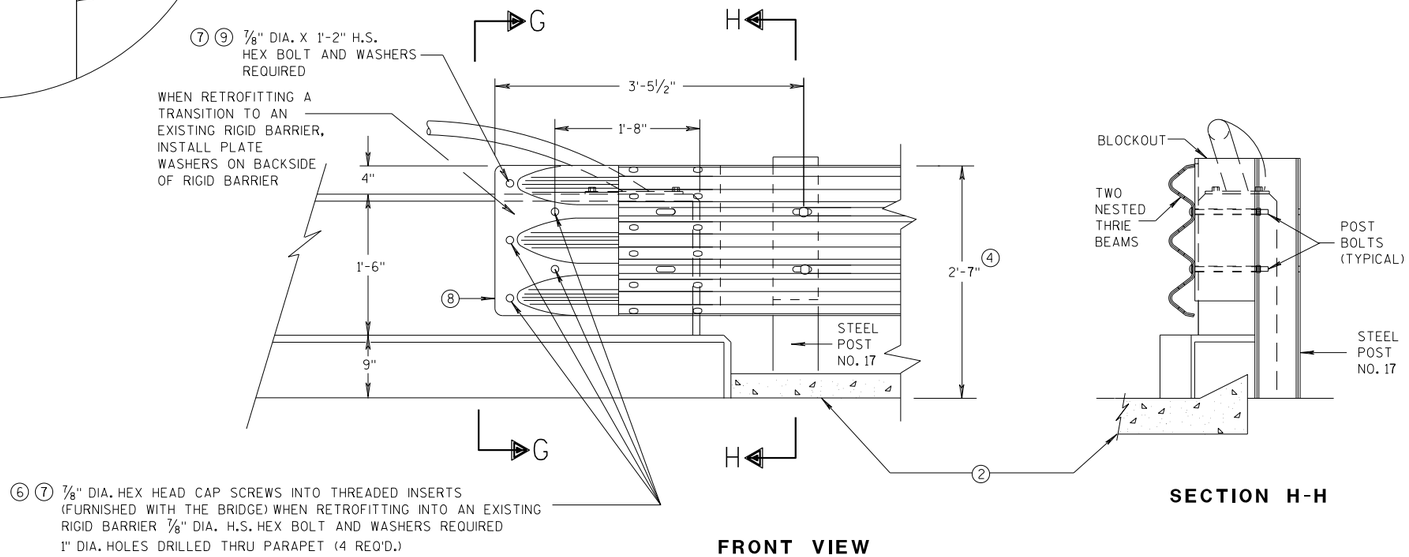
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





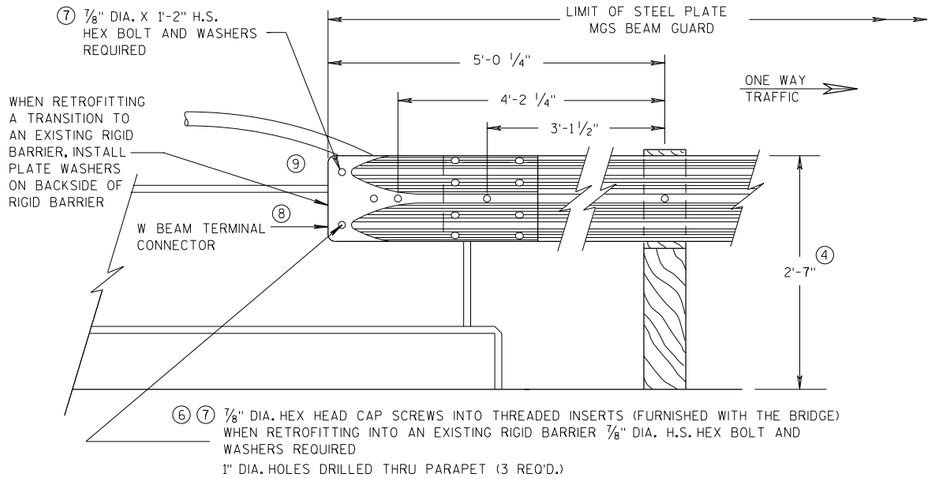
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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FHWA

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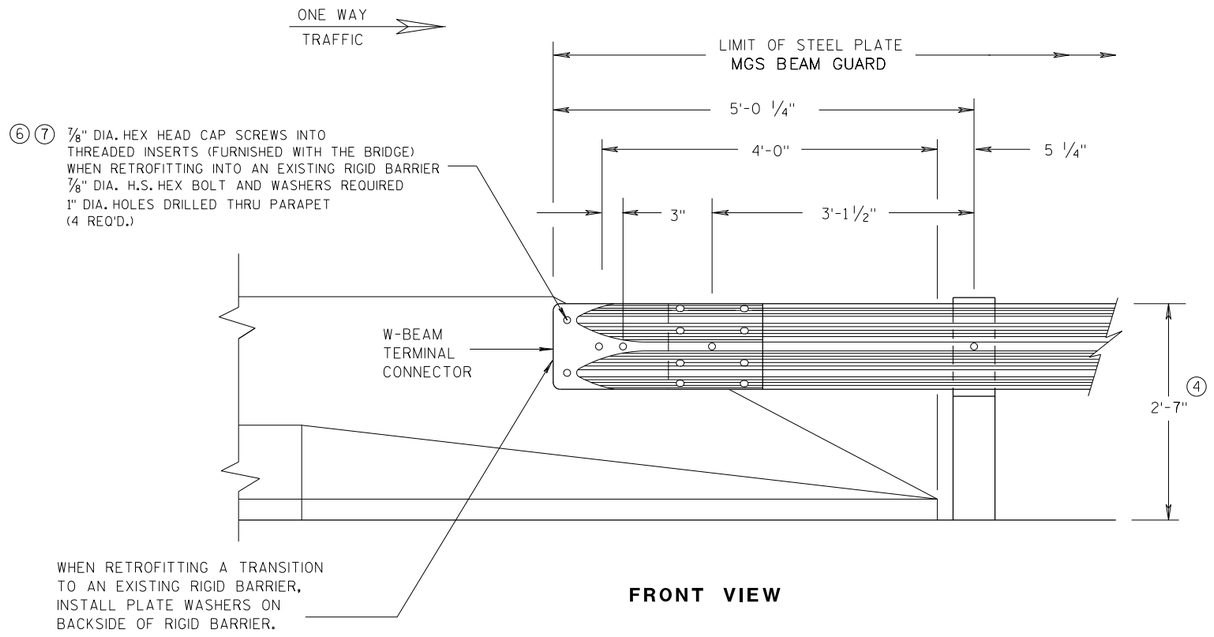


FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

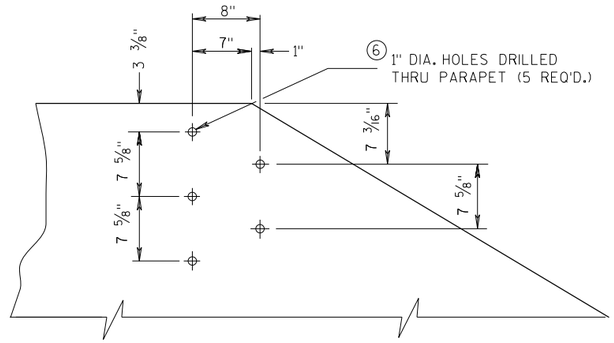
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

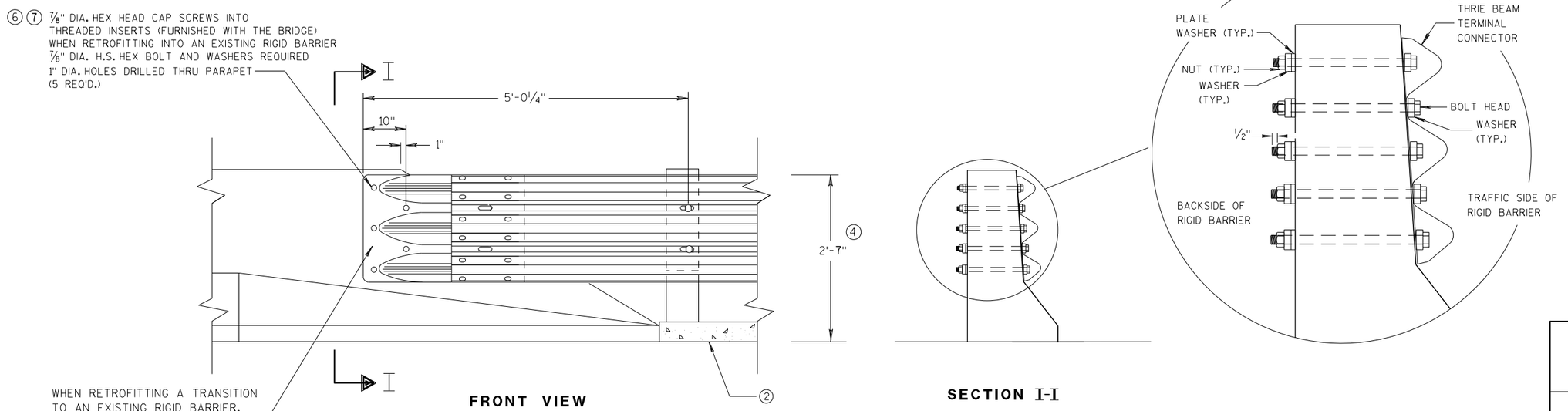
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

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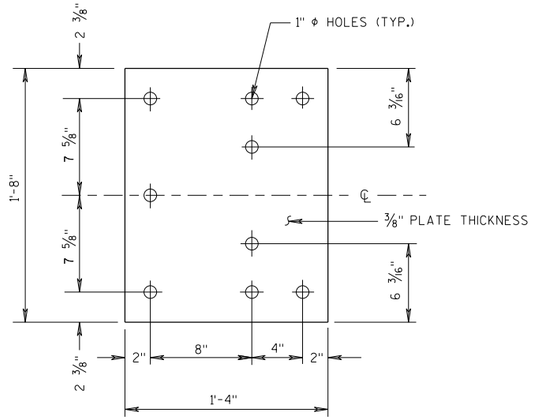
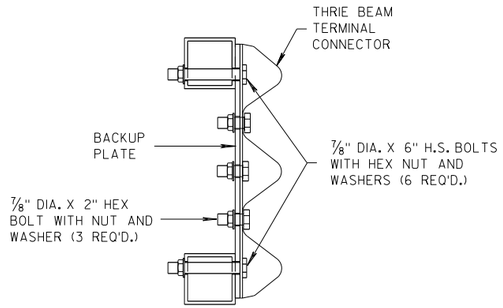
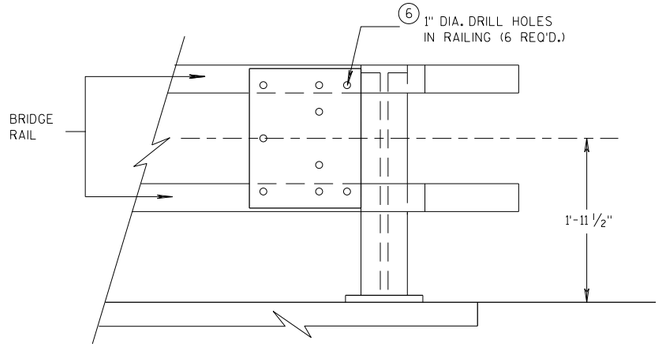


BACK-UP PLATE DETAIL



SECTION J-J

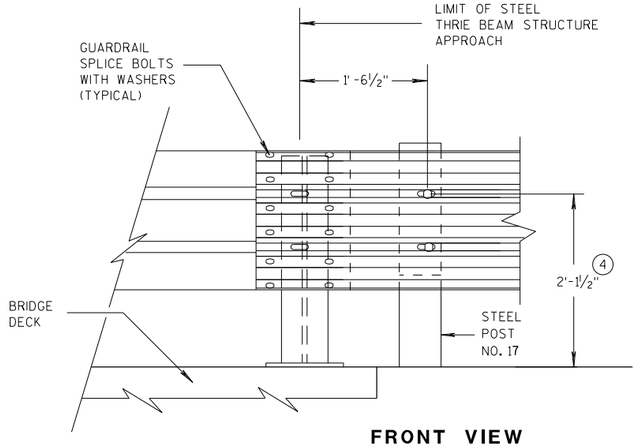


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

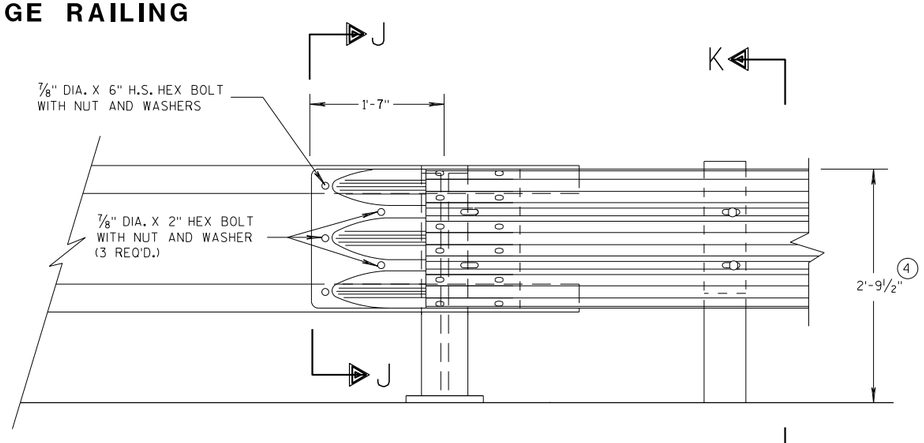
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

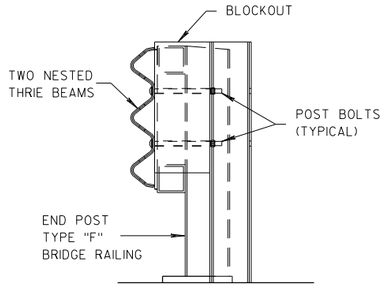


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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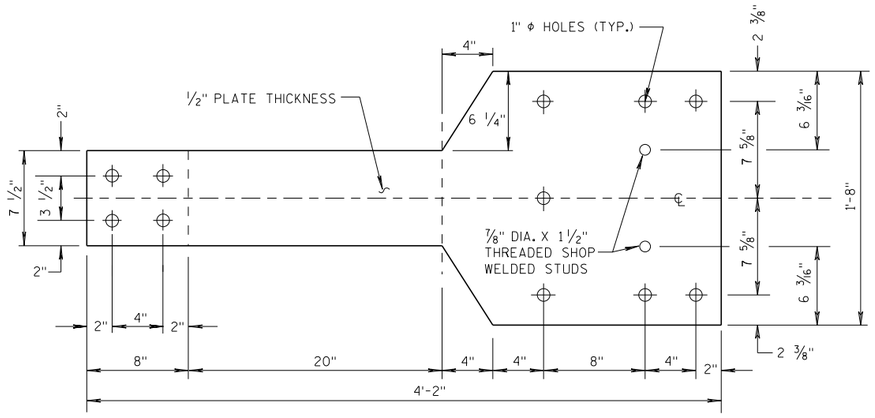
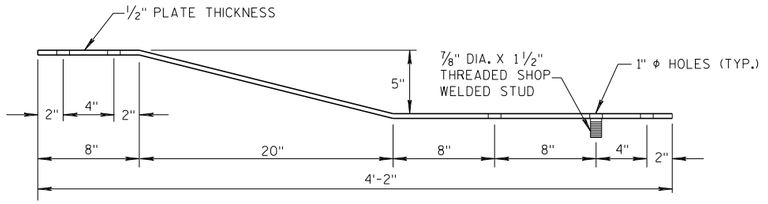
GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

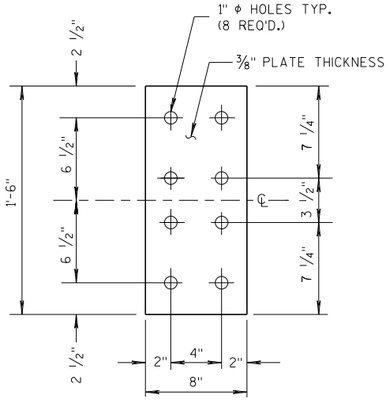


FRONT VIEW



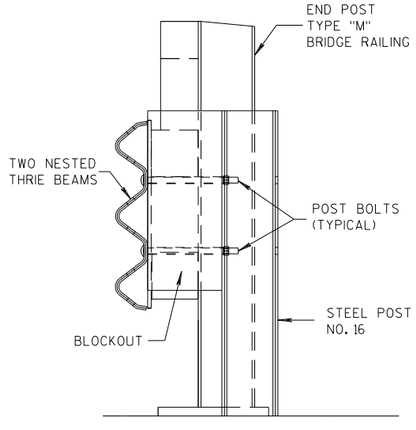
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

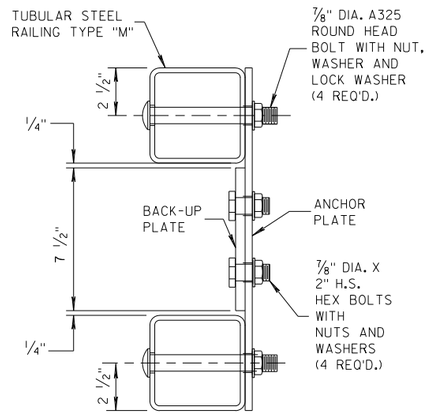


FRONT VIEW

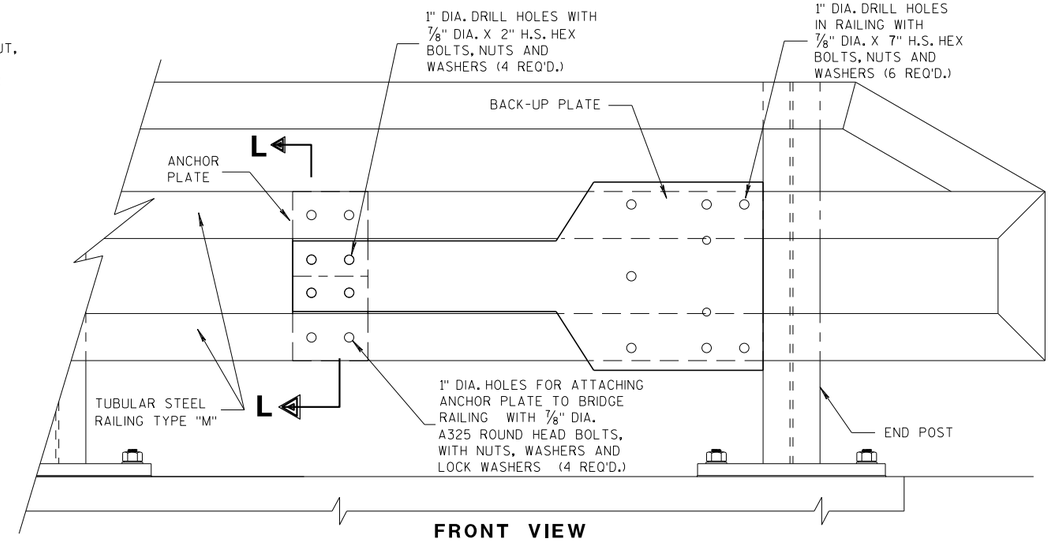
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

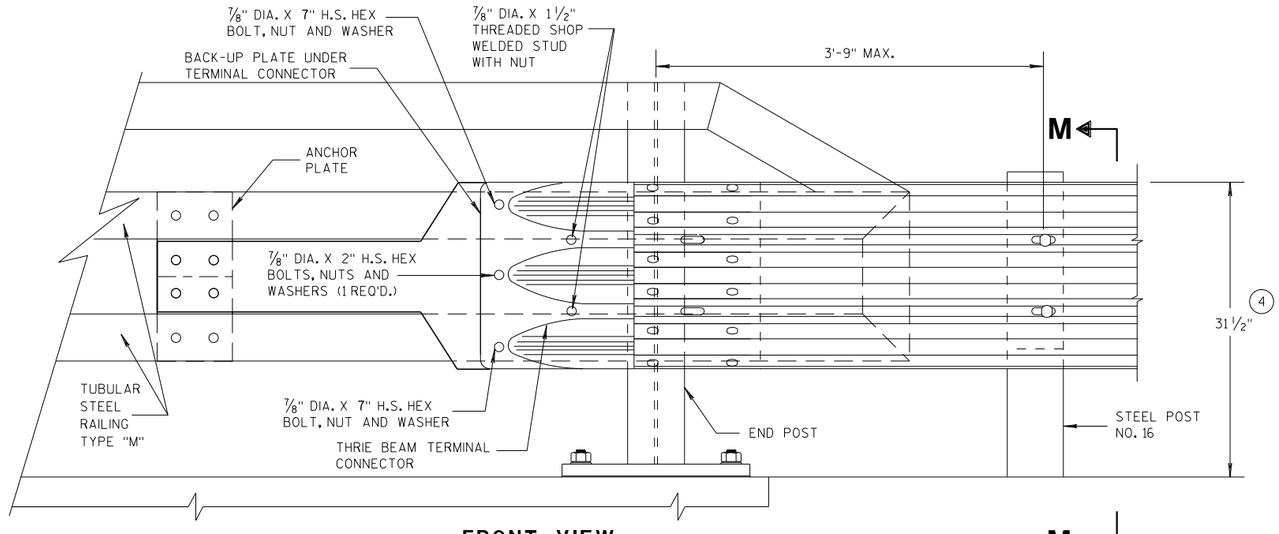


SECTION L-L

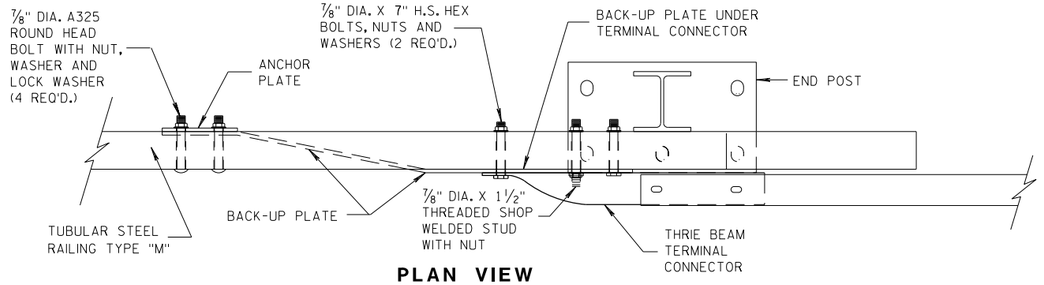


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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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.

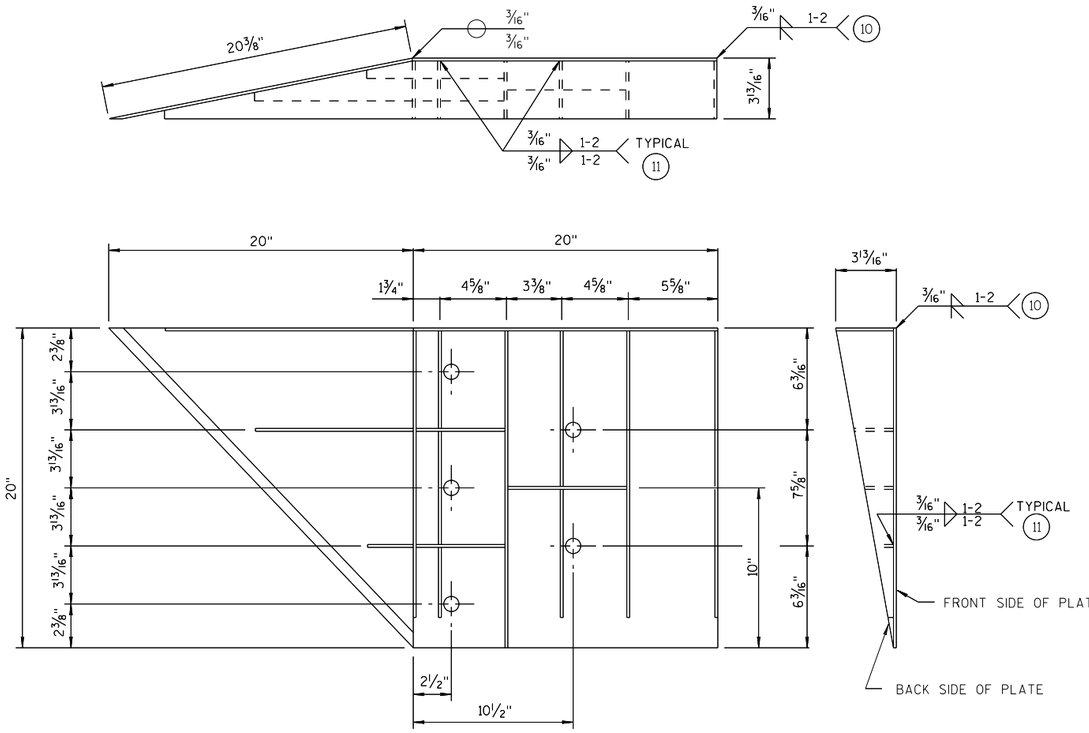
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

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".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

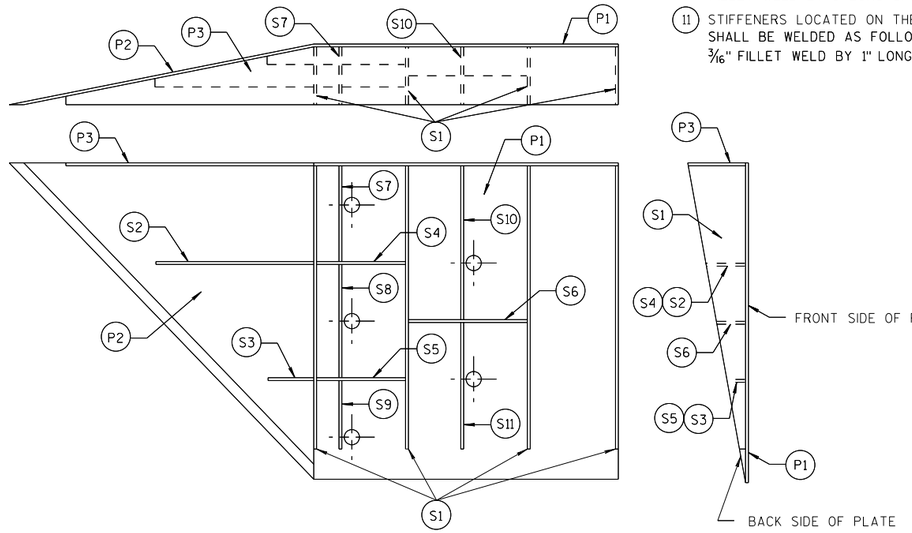


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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
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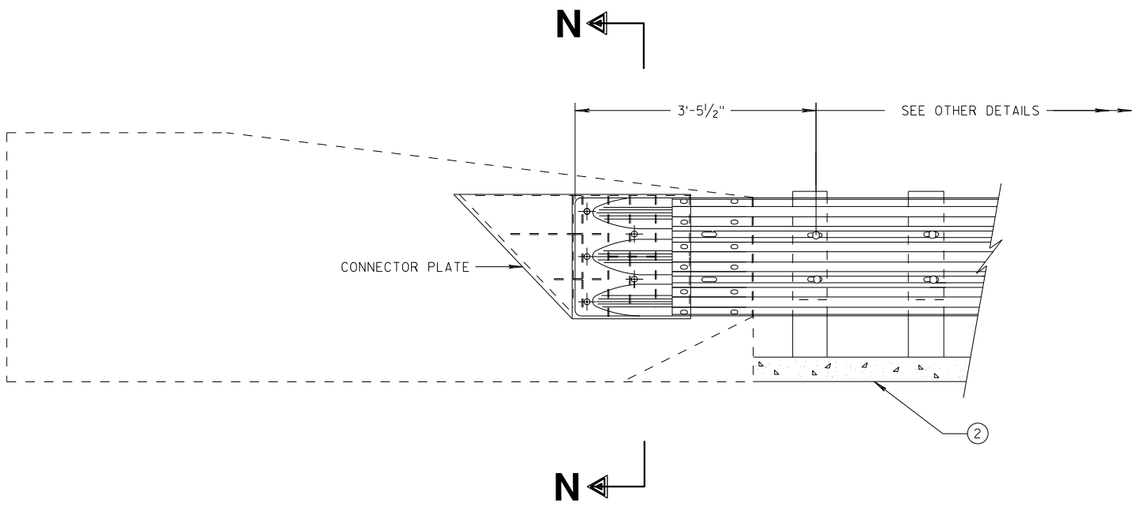
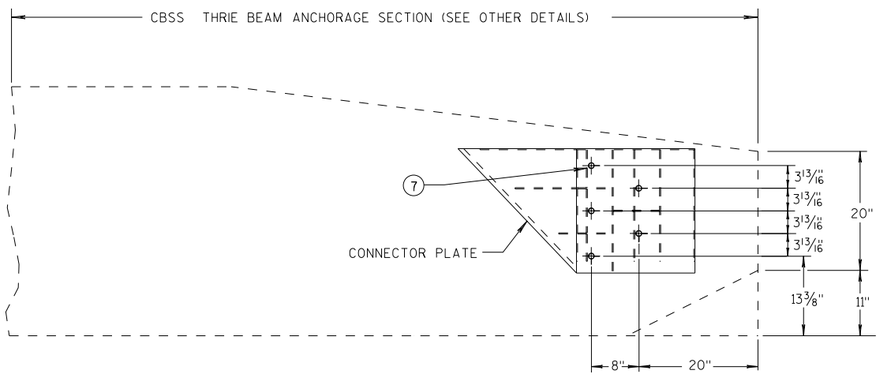


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



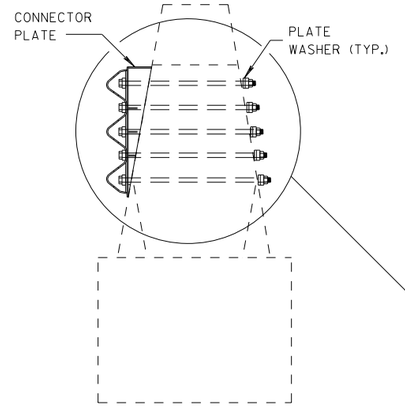
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

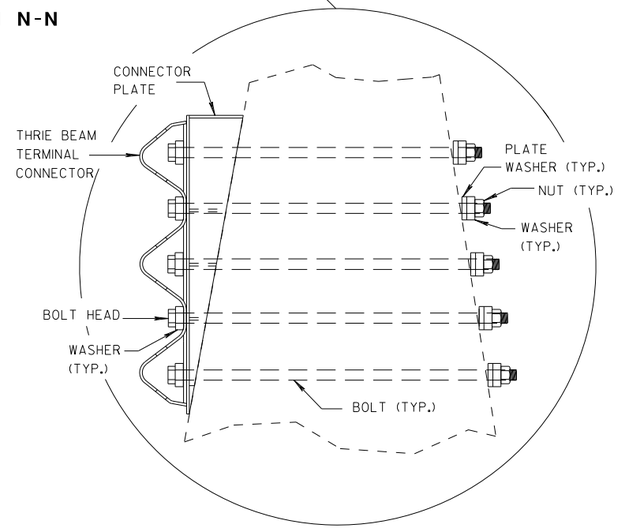
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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

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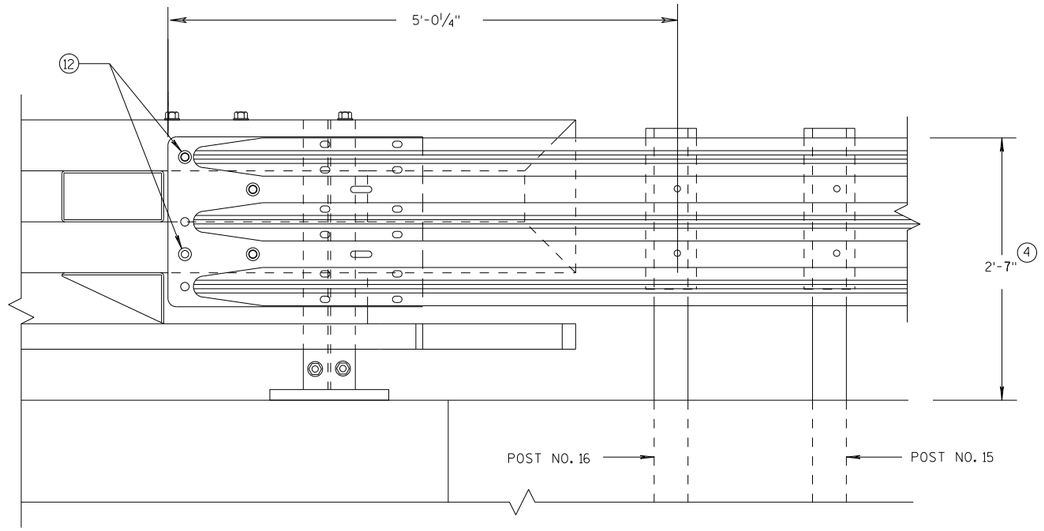
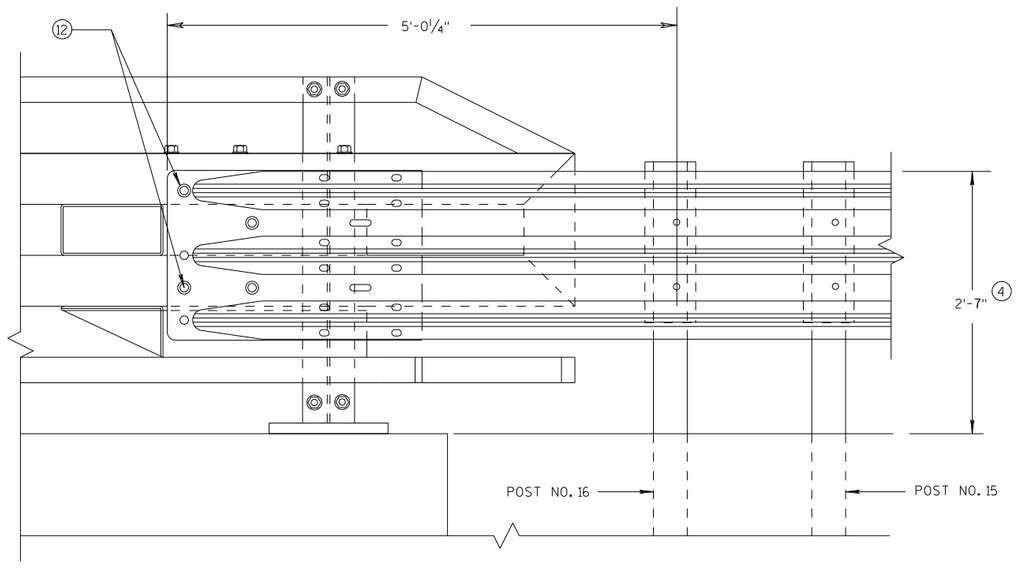


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) 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. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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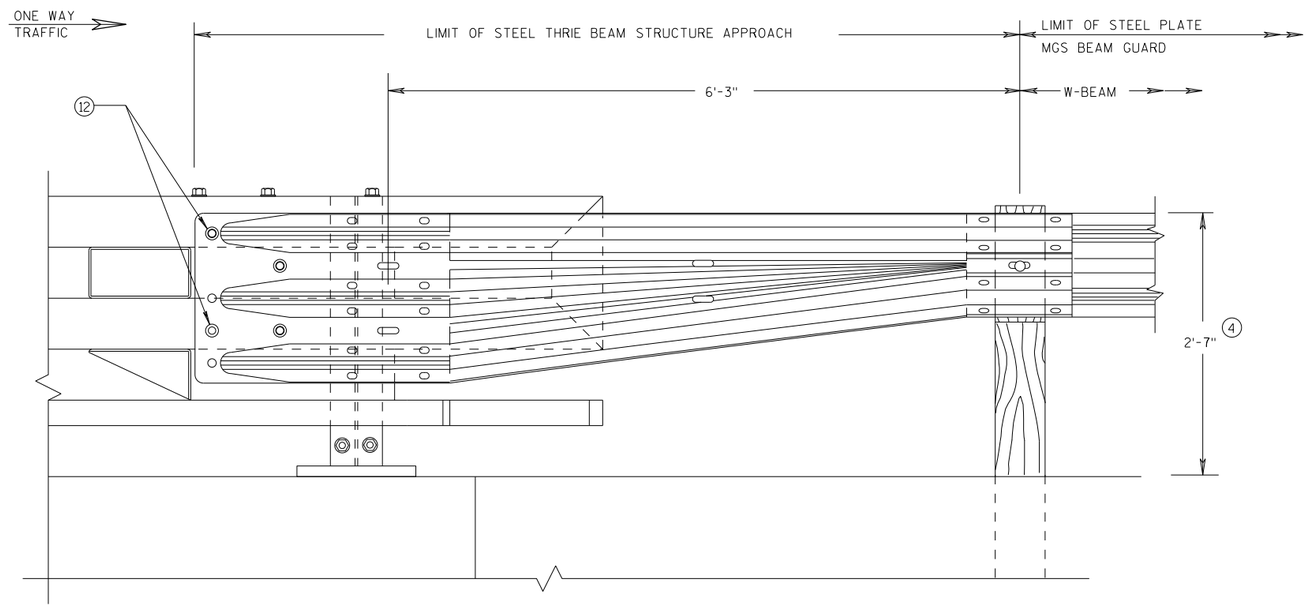


FRONT VIEW

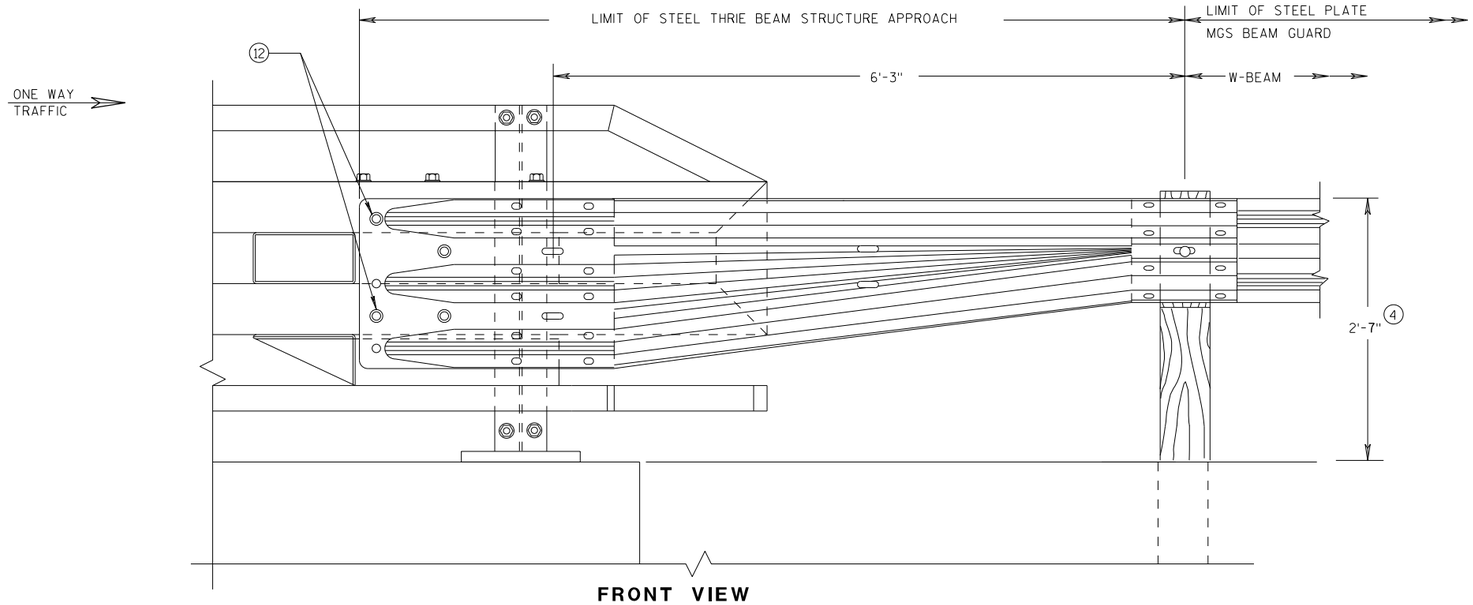
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) 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. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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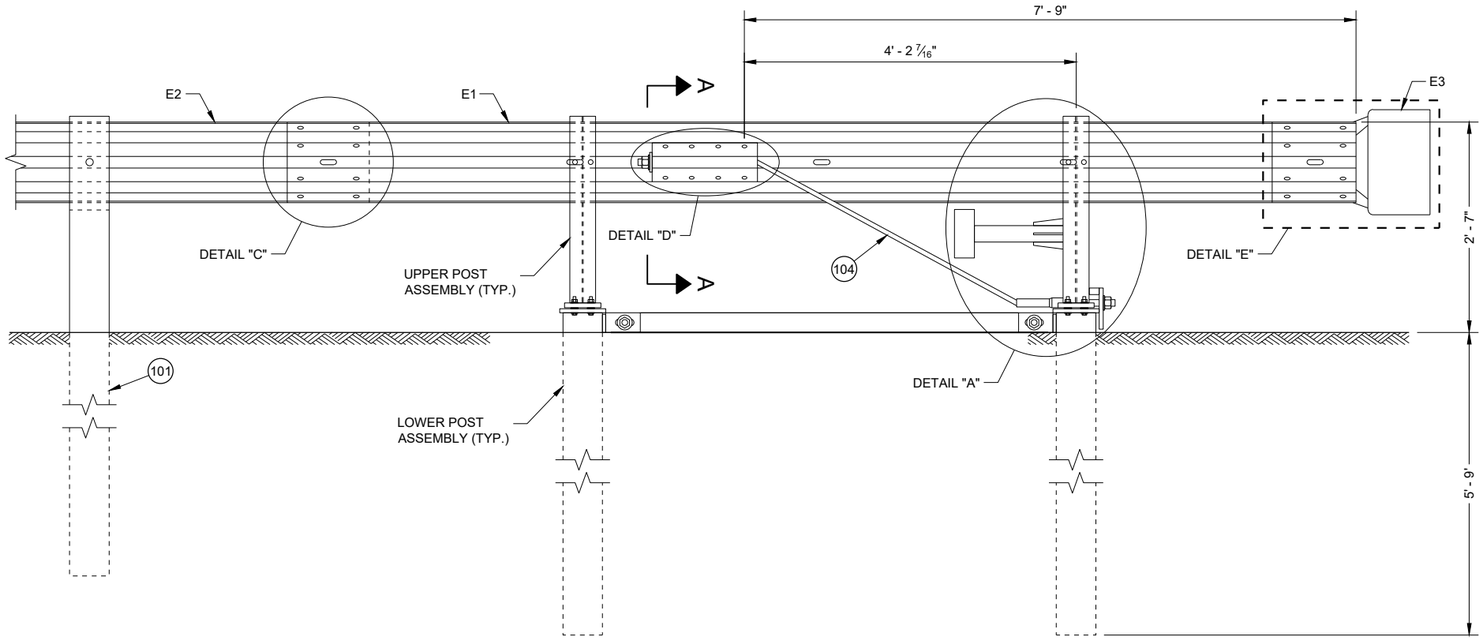
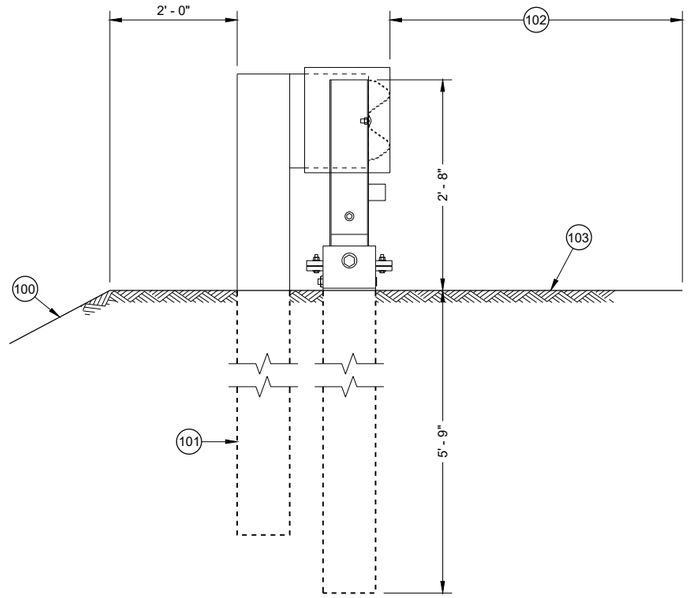
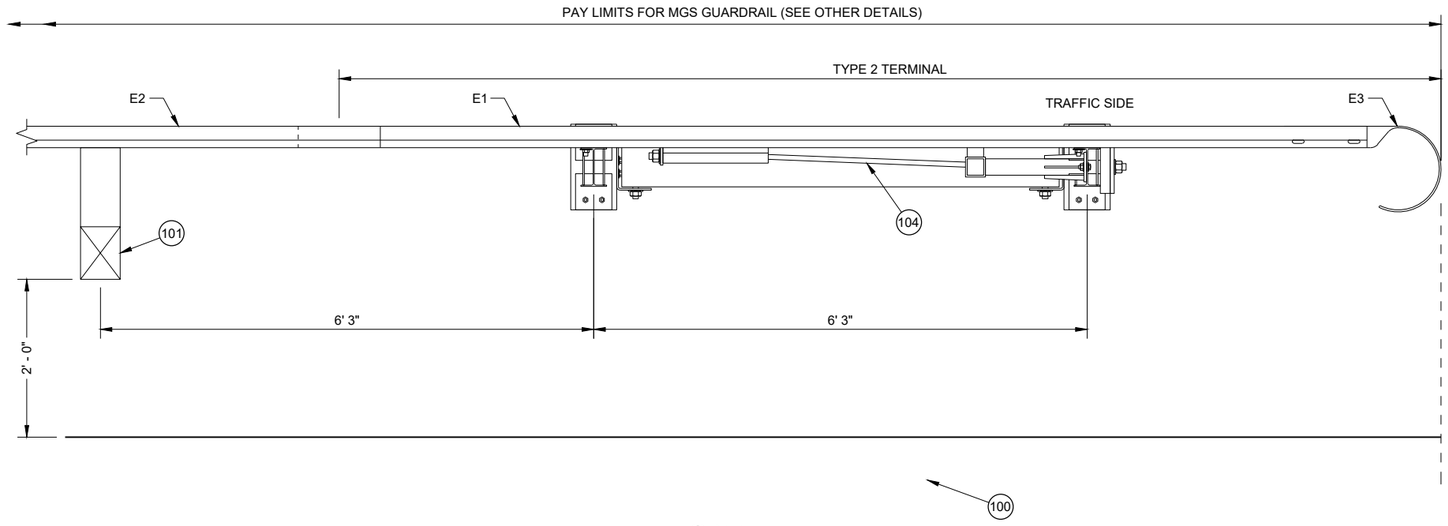


BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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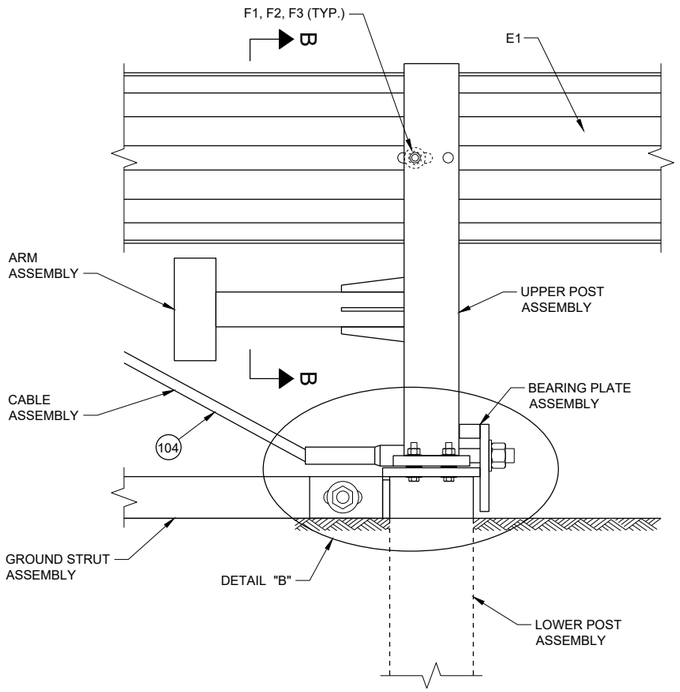
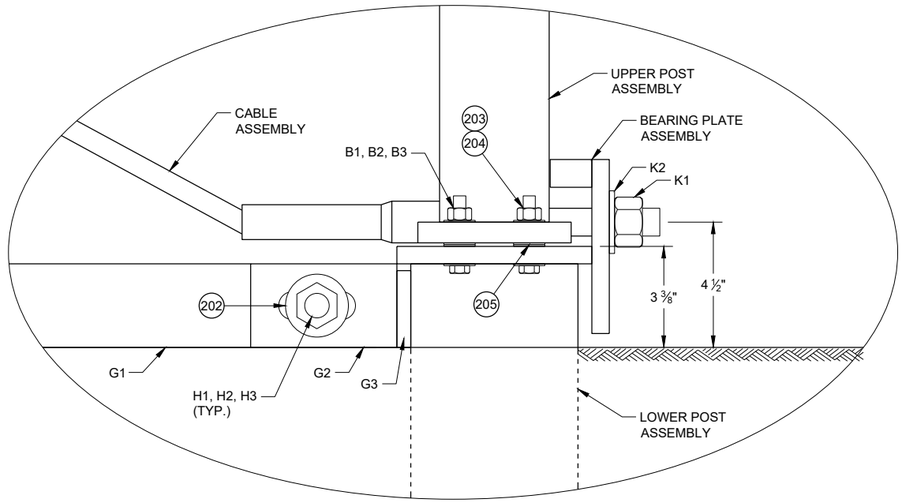
SDD 14B47 - 03a

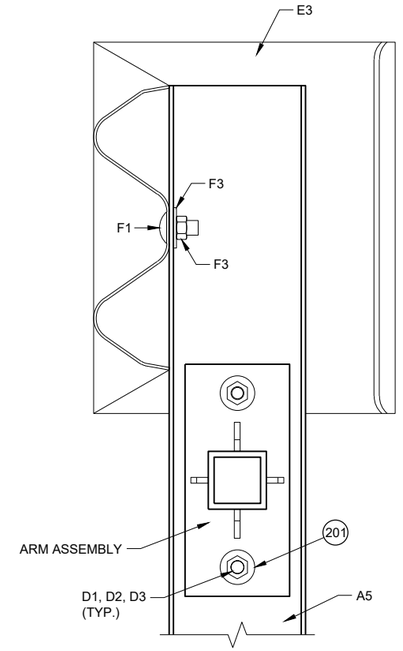
SDD 14B47 - 03a



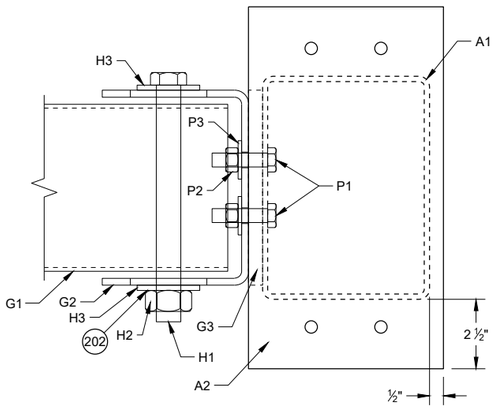
DETAIL "A"



DETAIL "B"

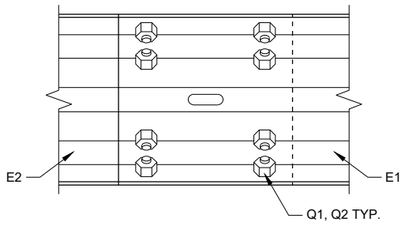


SECTION B - B



TOP VIEW

GROUND STRUT CONNECTION DETAIL



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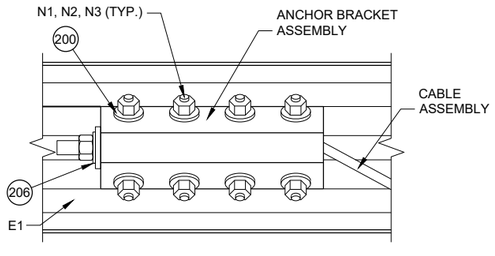

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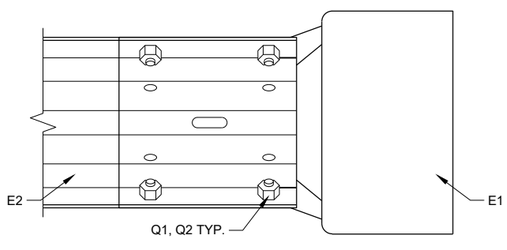

DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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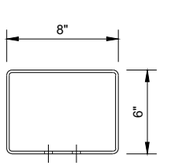
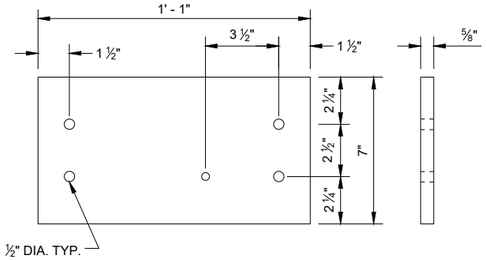
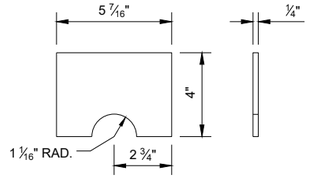


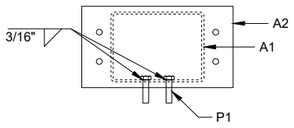
TOP VIEW



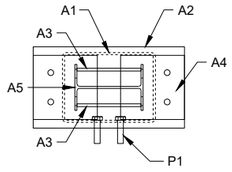
LOWER PLATE (A2)

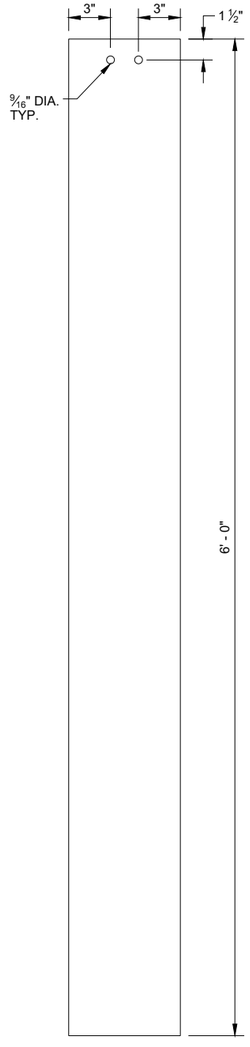


POST GUSSET (A3)



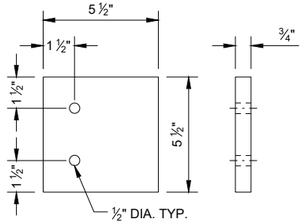
PLAN VIEW



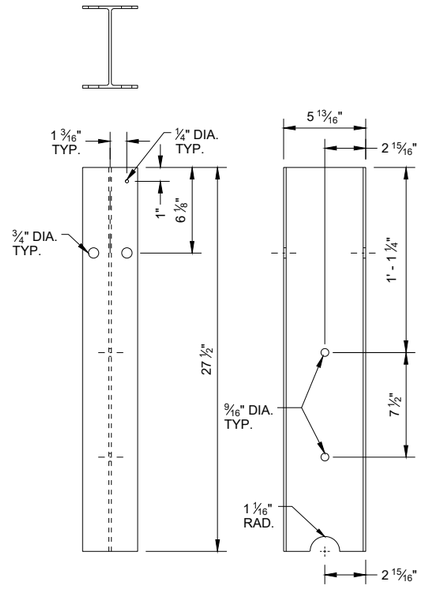


SIDE VIEW

FOUNDATION TUBE (A1)

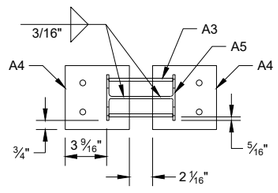


UPPER PLATE (A4)

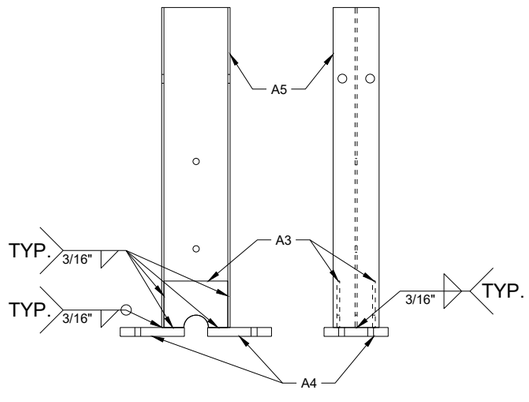


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

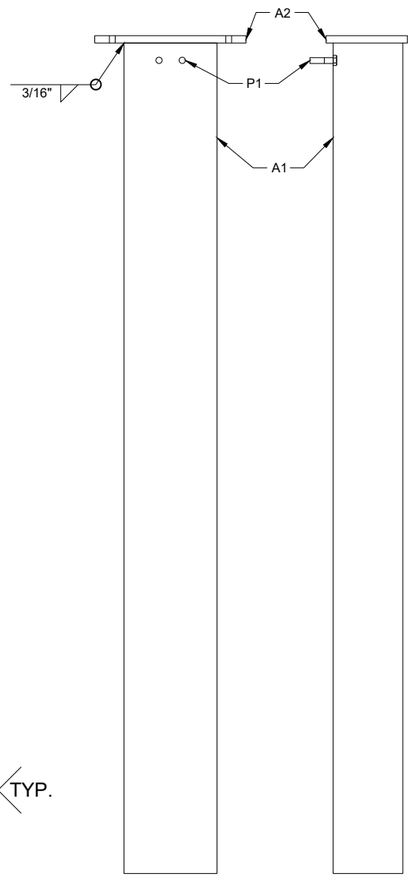


PLAN VIEW



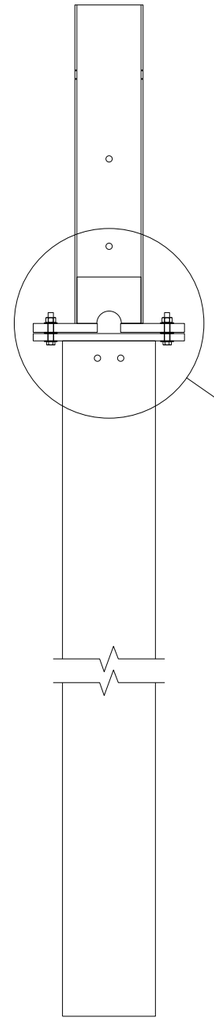
SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY

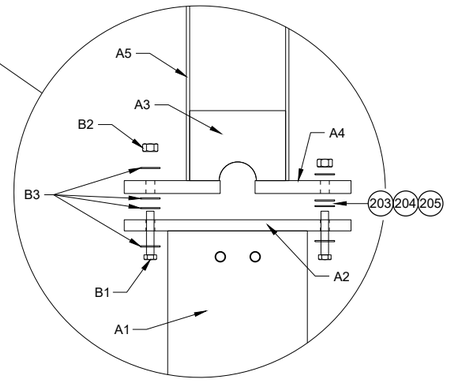


FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY



ASSEMBLED POST



POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD14B47 - 03c

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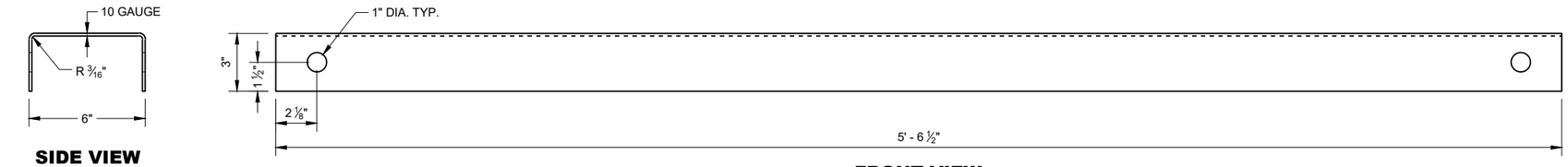
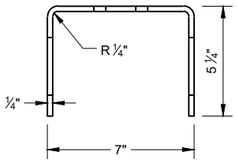
SDD14B47 - 03c



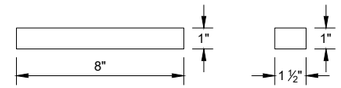
SIDE VIEW

FRONT VIEW

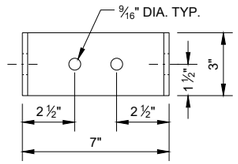
GROUND STRUT CHANNEL (G1)



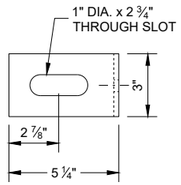
TOP VIEW



BEARING PLATE FLANGE (L2)

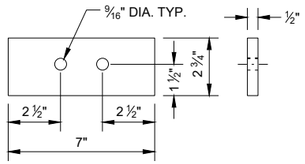


FRONT VIEW

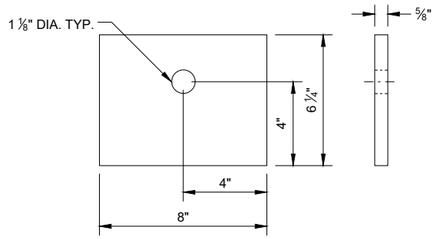


SIDE VIEW

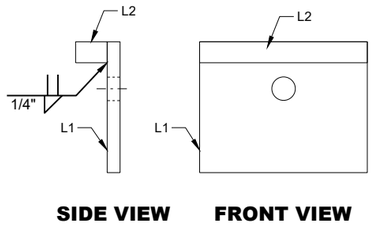
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)

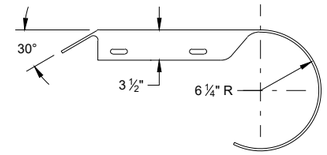


BEARING PLATE (L1)

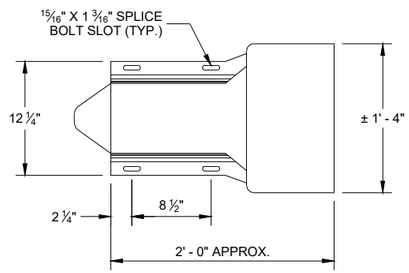


SIDE VIEW FRONT VIEW

BEARING PLATE ASSEMBLY

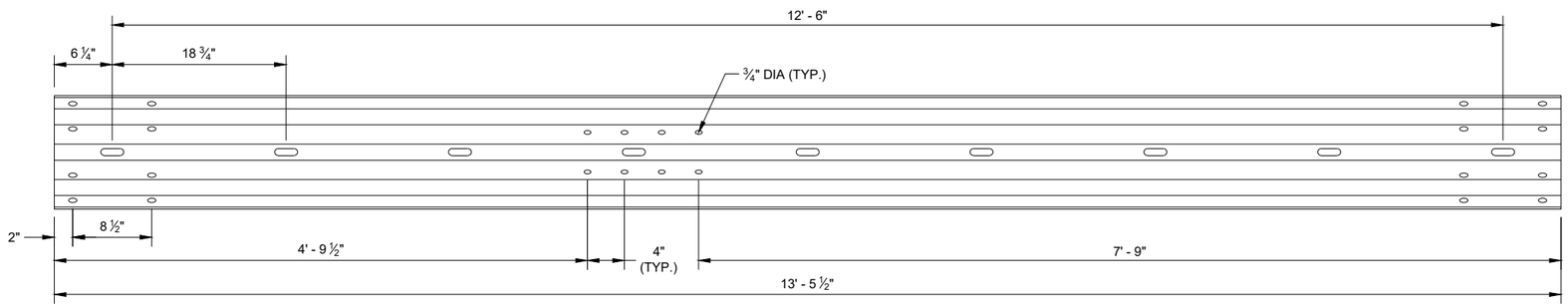


PLAN VIEW

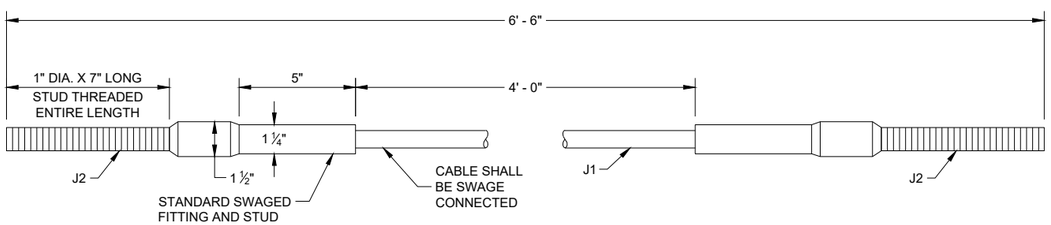


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



CABLE ASSEMBLY

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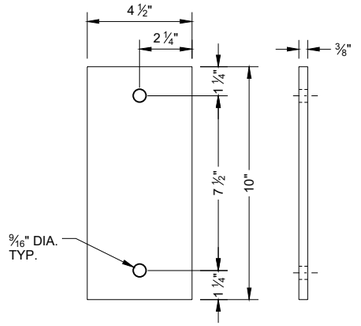
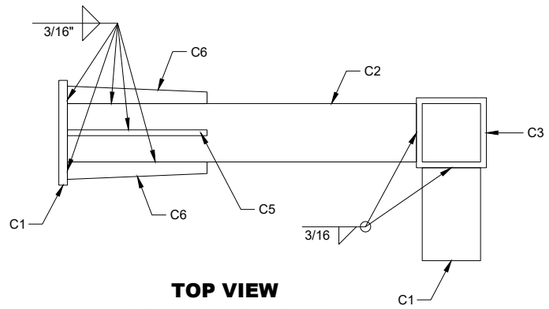
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

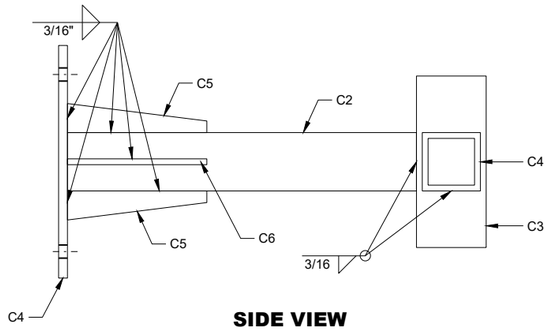
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



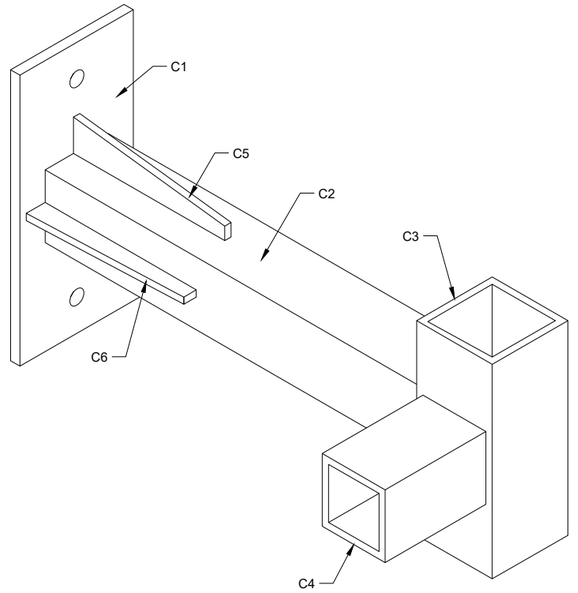
ARM PLATE (C1)



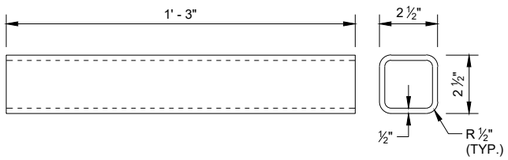
TOP VIEW
ARM ASSEMBLY



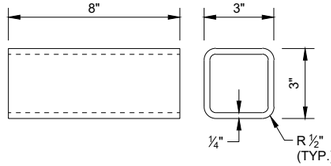
SIDE VIEW
ARM ASSEMBLY



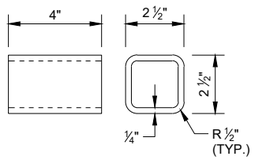
ISOMETRIC VIEW
ARM ASSEMBLY



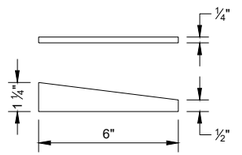
ARM TUBE 1 (C2)



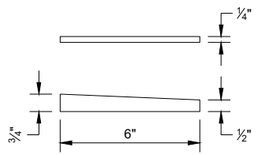
ARM TUBE 2 (C3)



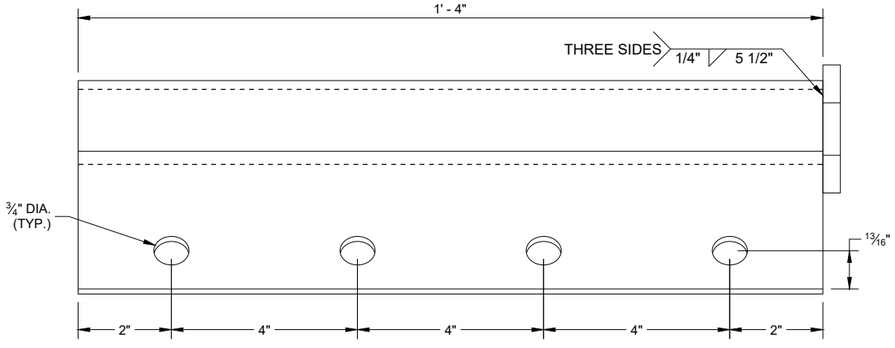
ARM TUBE 3 (C4)

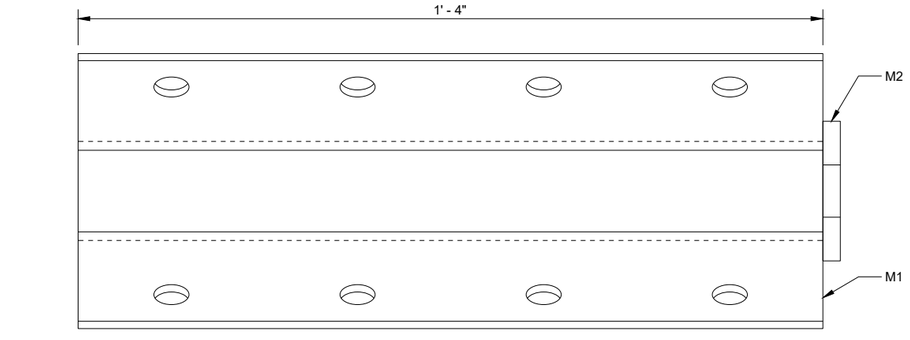


ARM GUSSET PLATE 1 (C5)

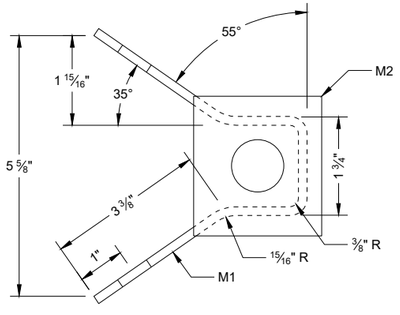


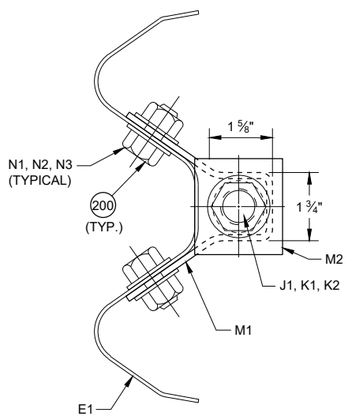
ARM GUSSET PLATE 2 (C6)

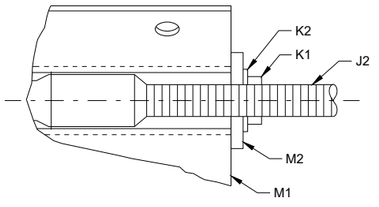




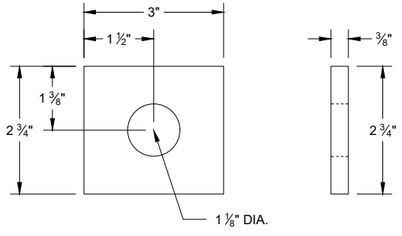
ANCHOR BRACKET (M1, M2)







SECTION A - A



ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

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SDD 14B47 - 03f

SDD 14B47 - 03f

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	**3/4" DIA.**
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
P2	FOUNDATION TUBE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDENED WASHER ONLY)	1/2" DIA.
P3	FOUNDATION TUBE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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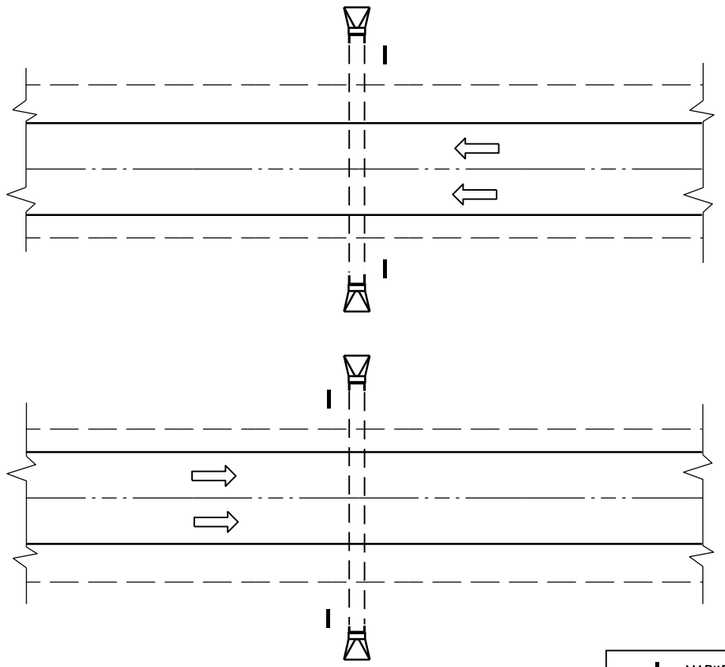
SDD 14B47 - 03g

SDD 14B47 - 03g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

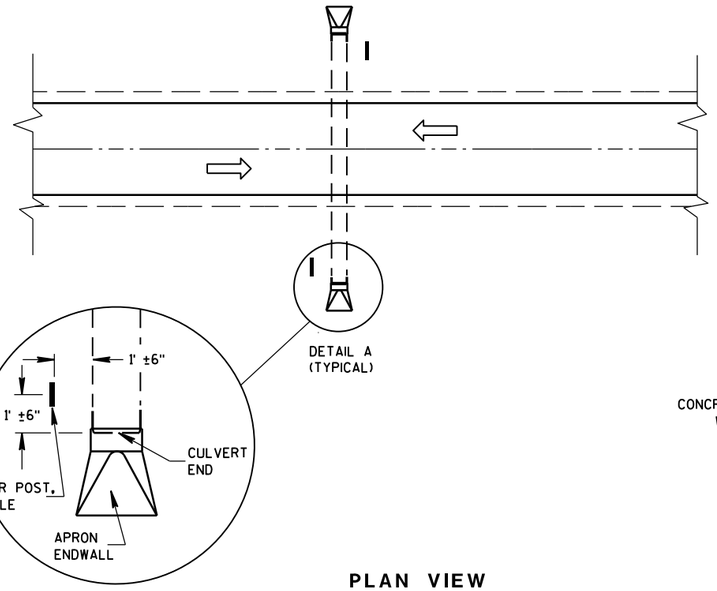
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER
FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

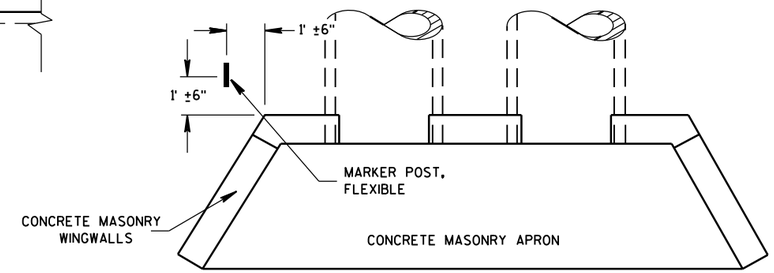
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

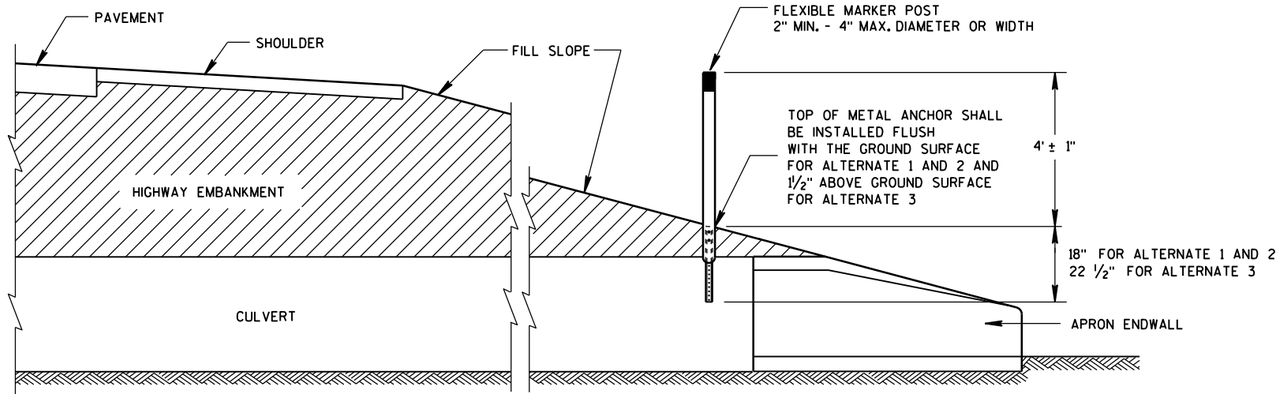
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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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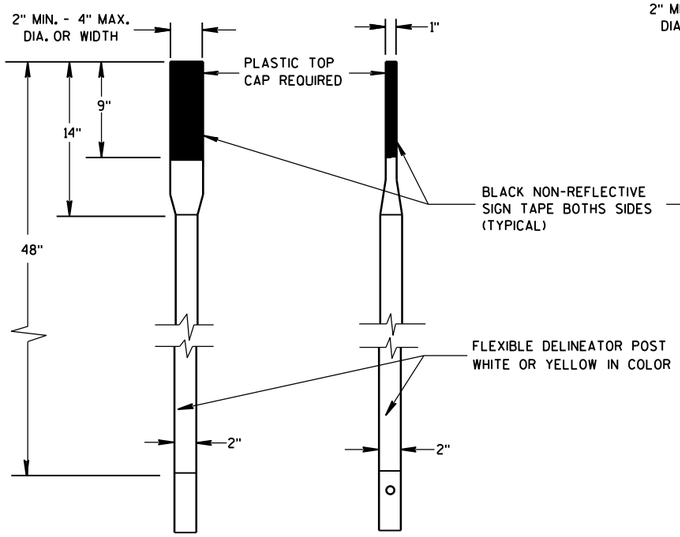
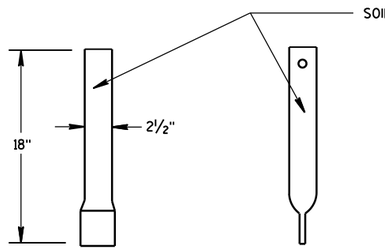
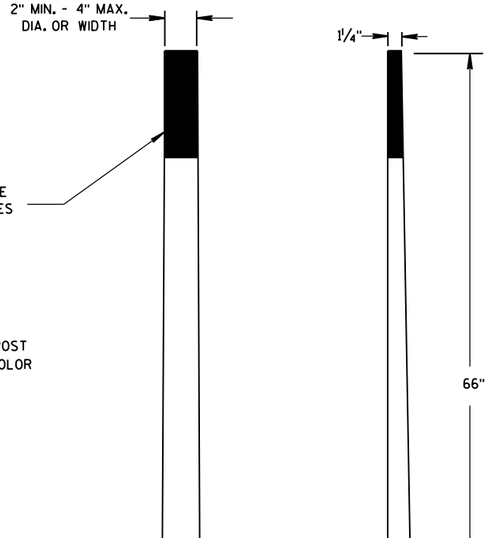
S.D.D. 15 A 3-2a





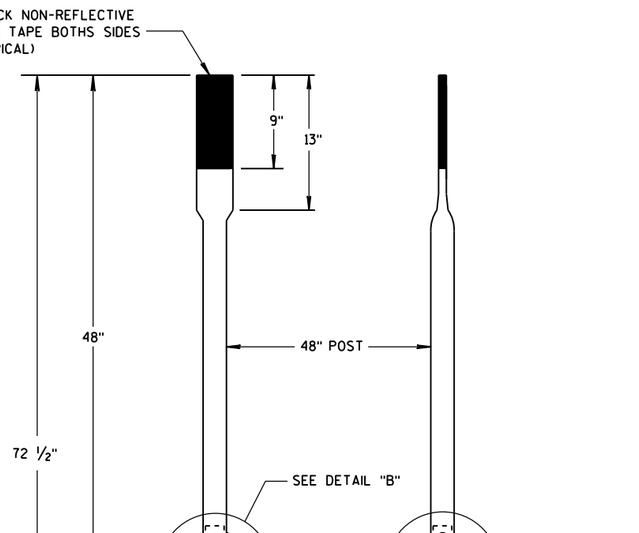
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

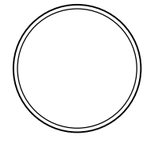
ALTERNATE 2



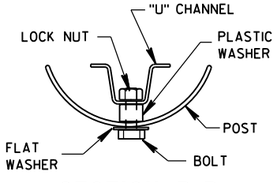
FRONT VIEW SIDE VIEW

ALTERNATE 3

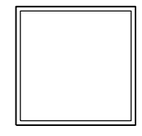
FLEXIBLE MARKER POSTS



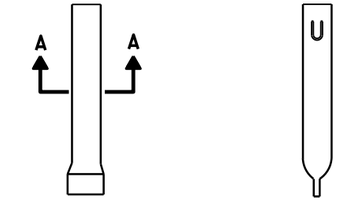
SECTION A-A



SECTION B-B

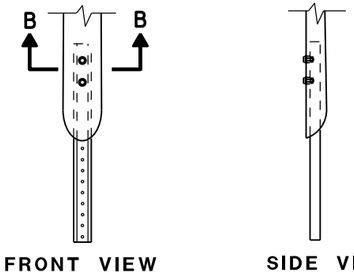


SECTION C-C



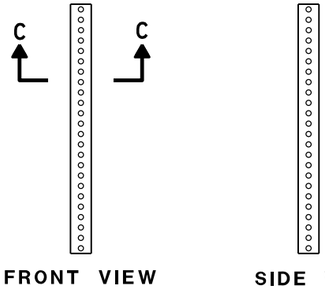
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

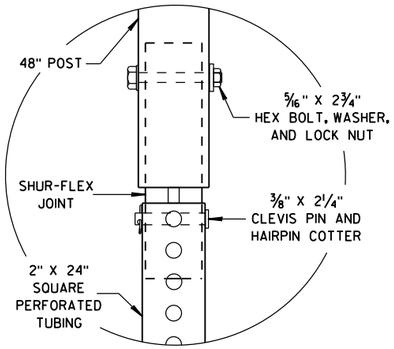
ALTERNATE 2



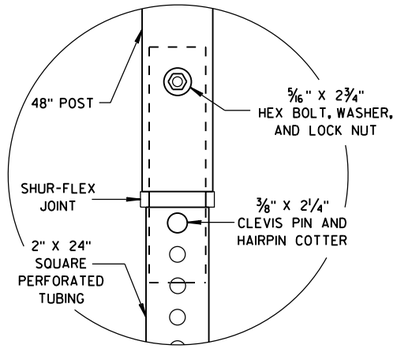
FRONT VIEW SIDE VIEW

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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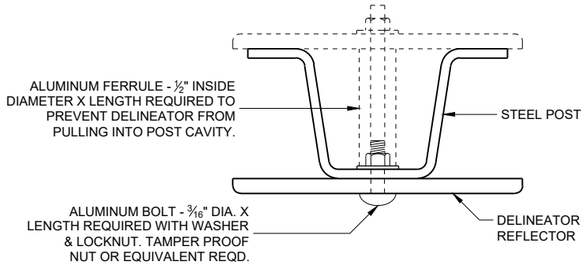
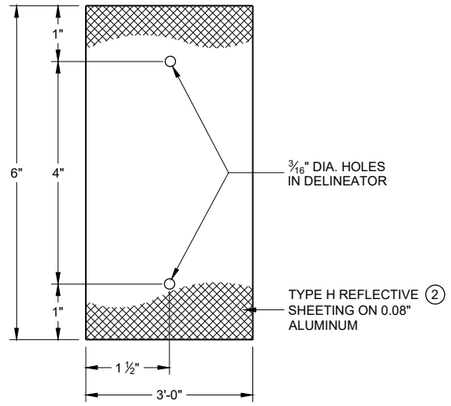
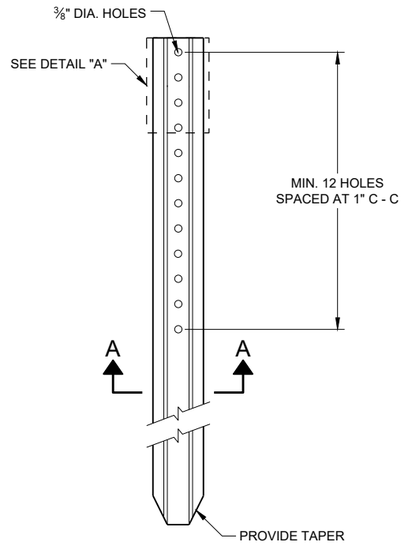
S.D.D. 15 A 3-2b



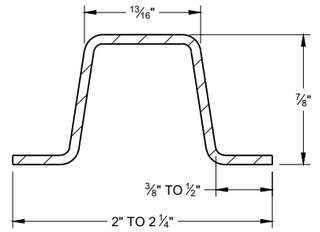
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



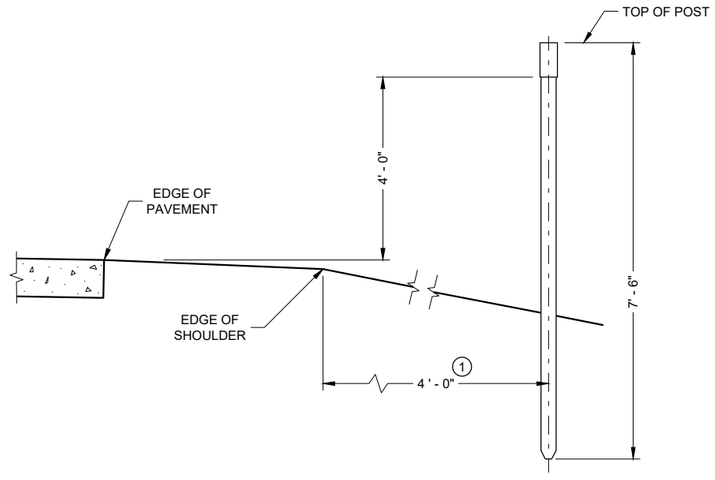
SECTION A - A

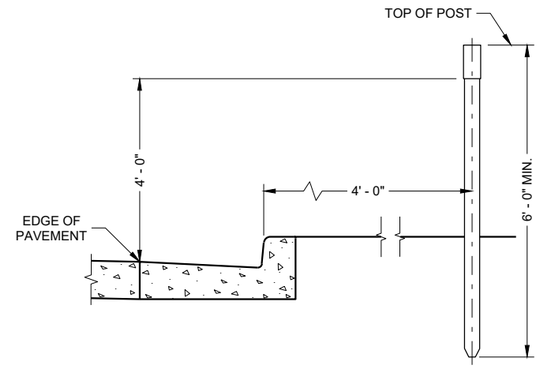
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

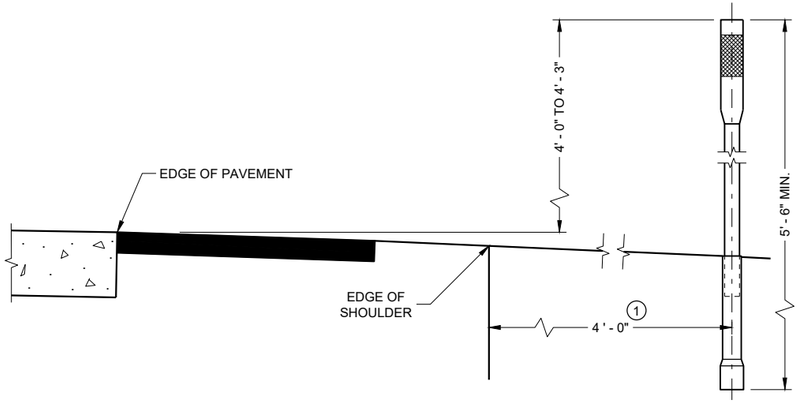
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

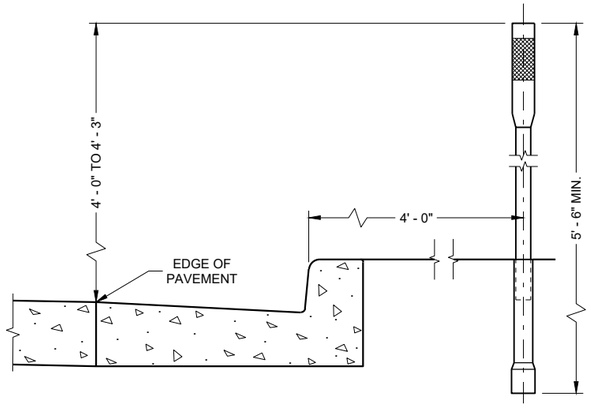
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

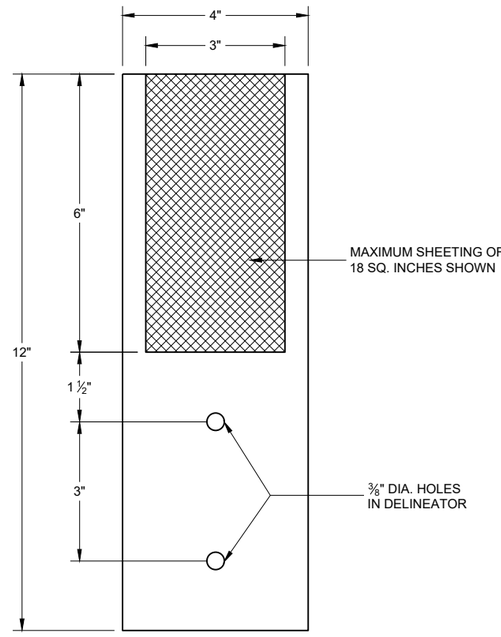
FHWA

6

6

SDD 15A04 - 07c

SDD 15A04 - 07c



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

6

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SDD 15A04 - 07e

SDD15A04 - 07e

DELINEATOR
WITH REFLECTIVE SHEETING

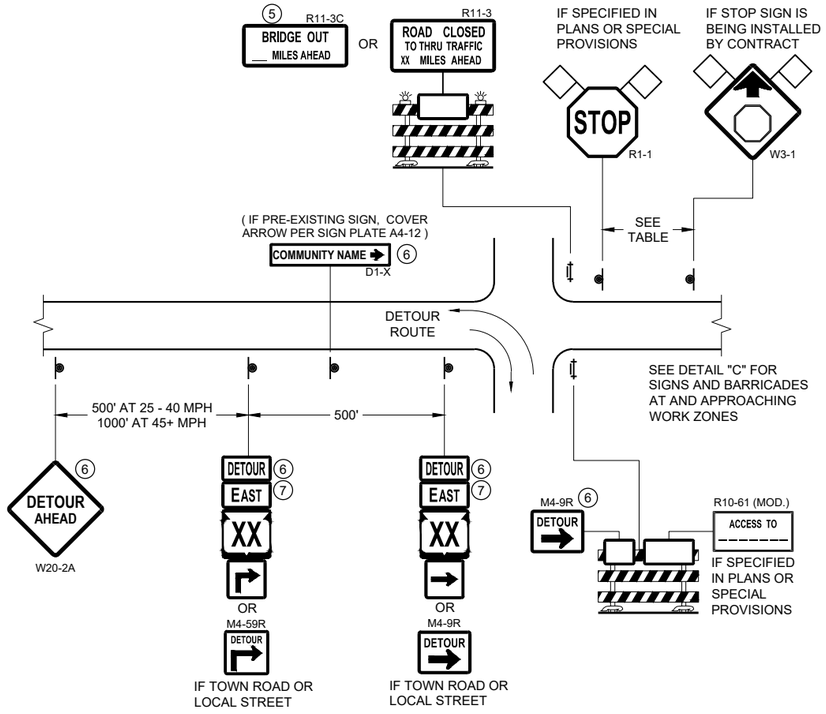
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2021
DATE

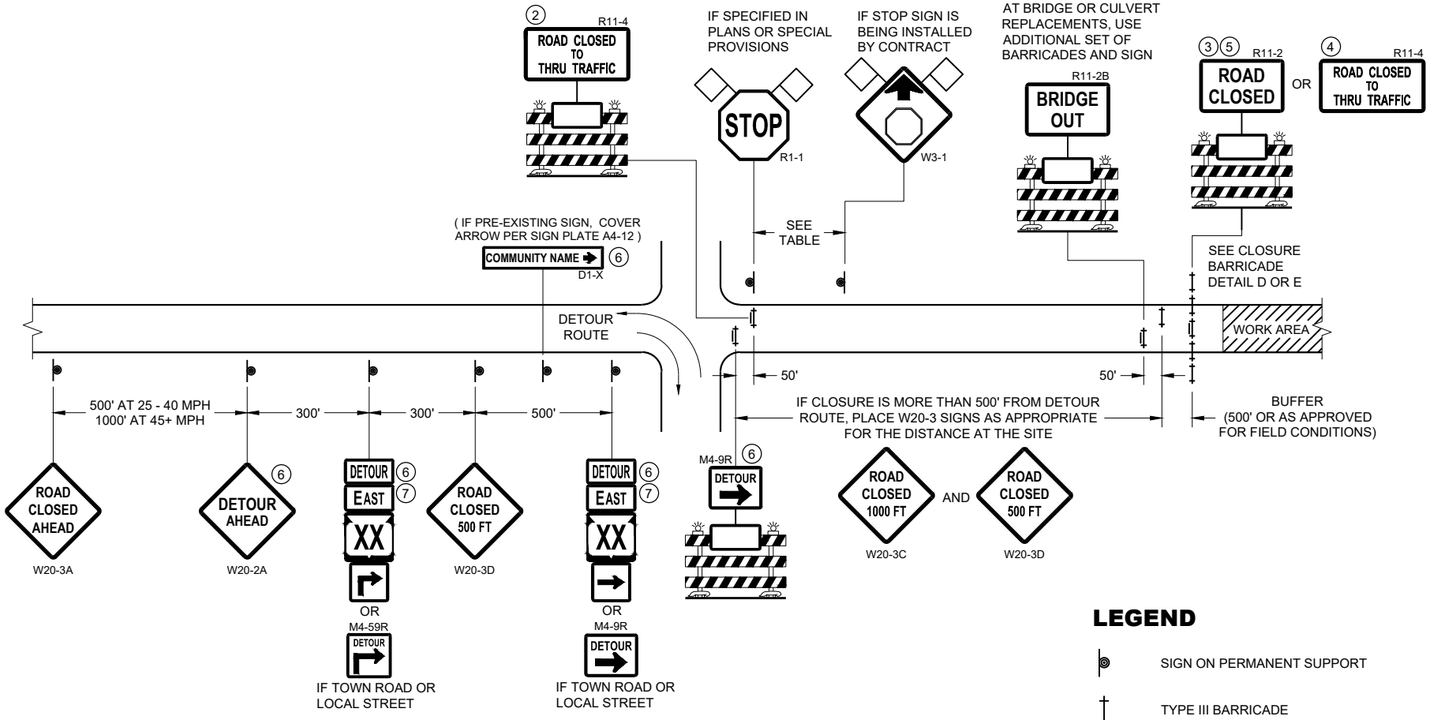
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA



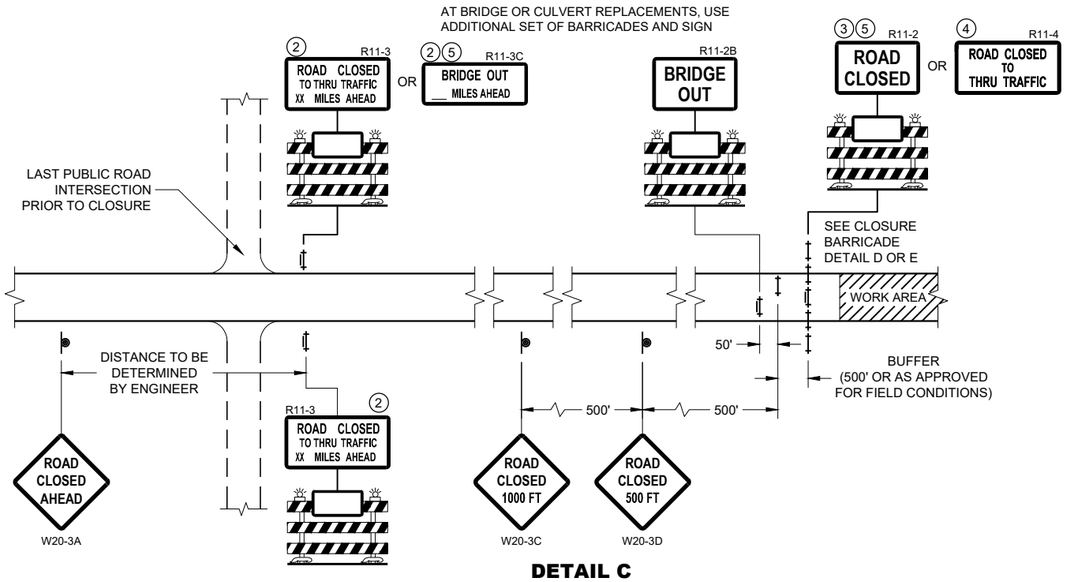
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

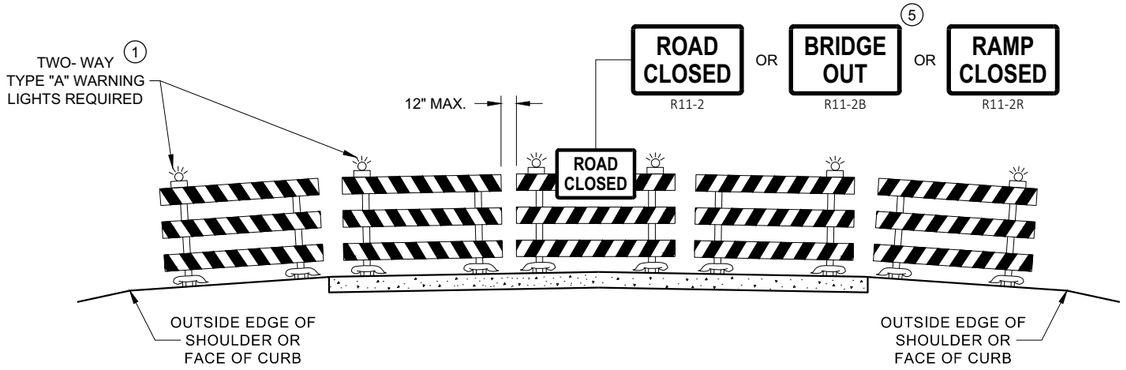
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

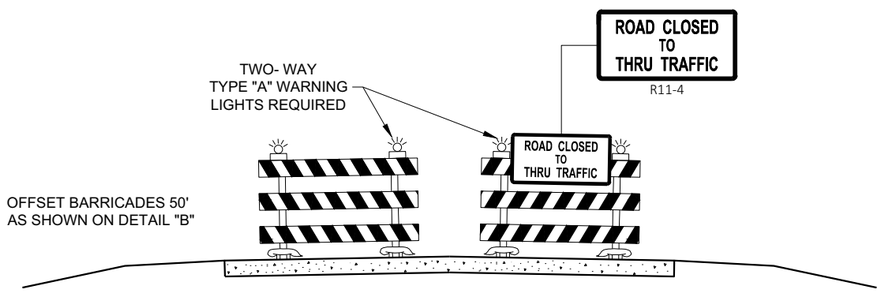
6

SDD 15C02 - 08a

SDD 15C02 - 08a



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

6

SDD 15C02 - 08b

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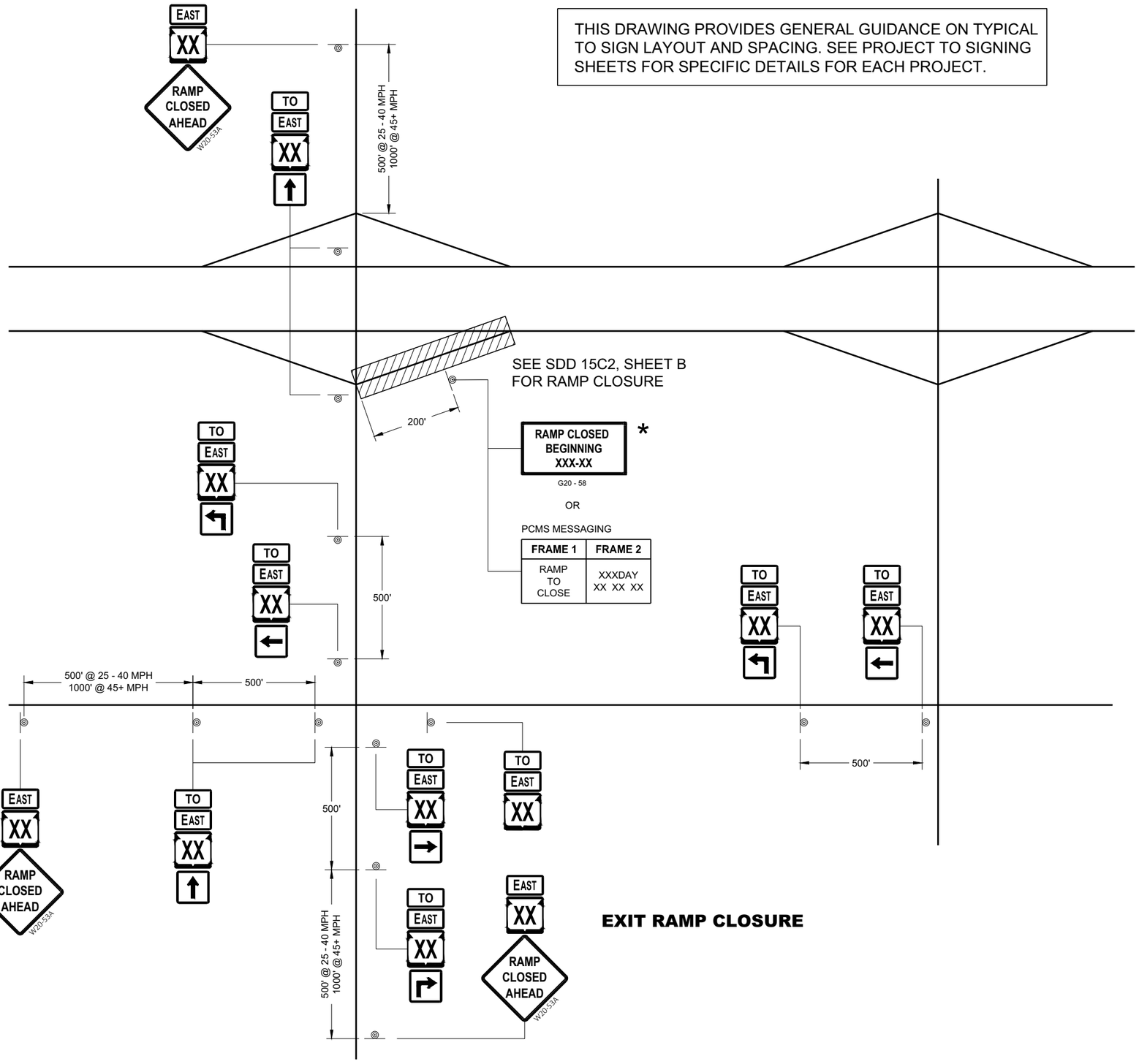
SDD 15C02 - 08b



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

EXIT RAMP CLOSURE

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.

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

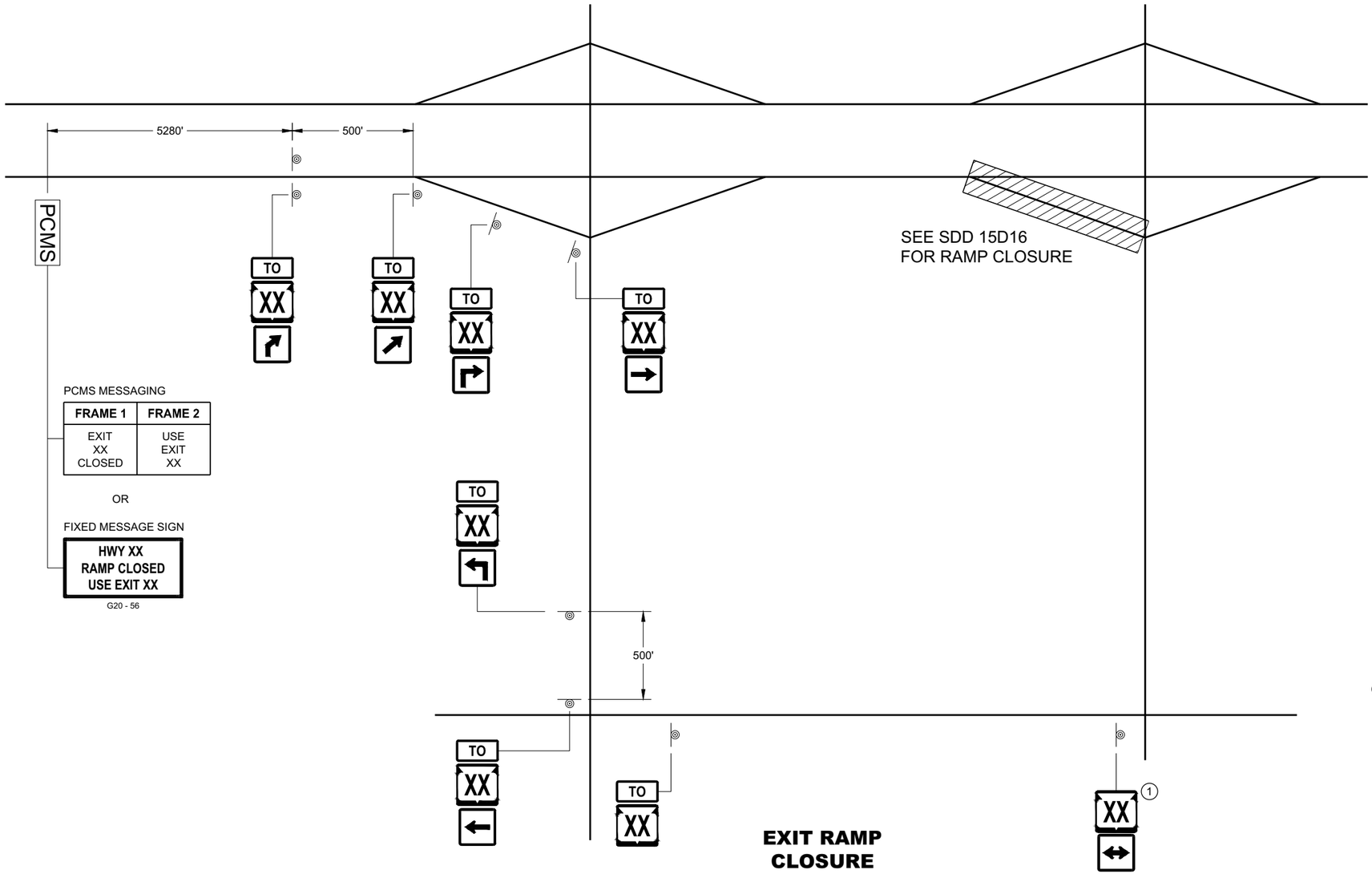
FHWA

6

SDD 15C02 - 08d

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

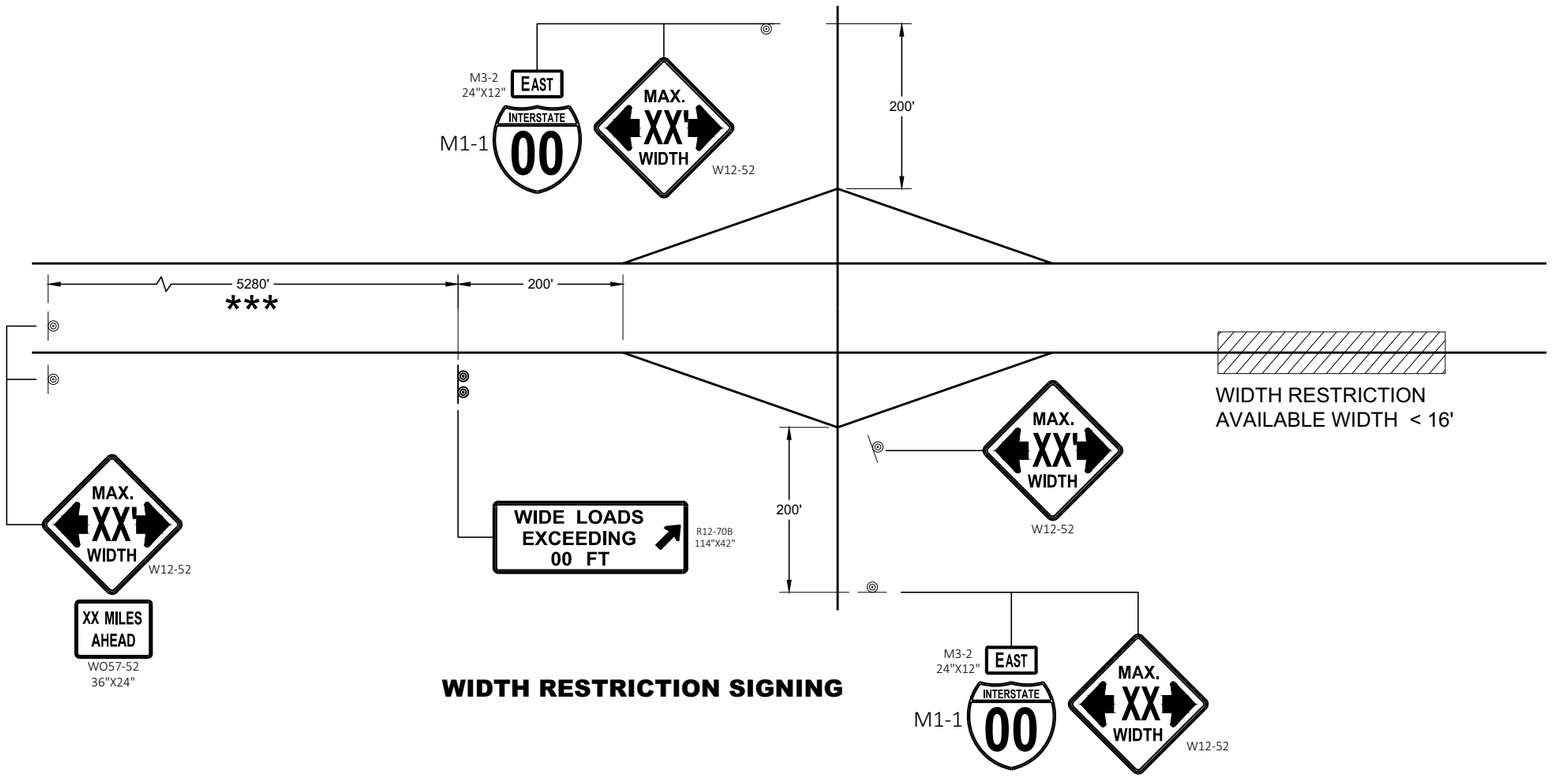
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE

FHWA

SDD 15C02 - 08e

SDD 15C02 - 08e



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 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.

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

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

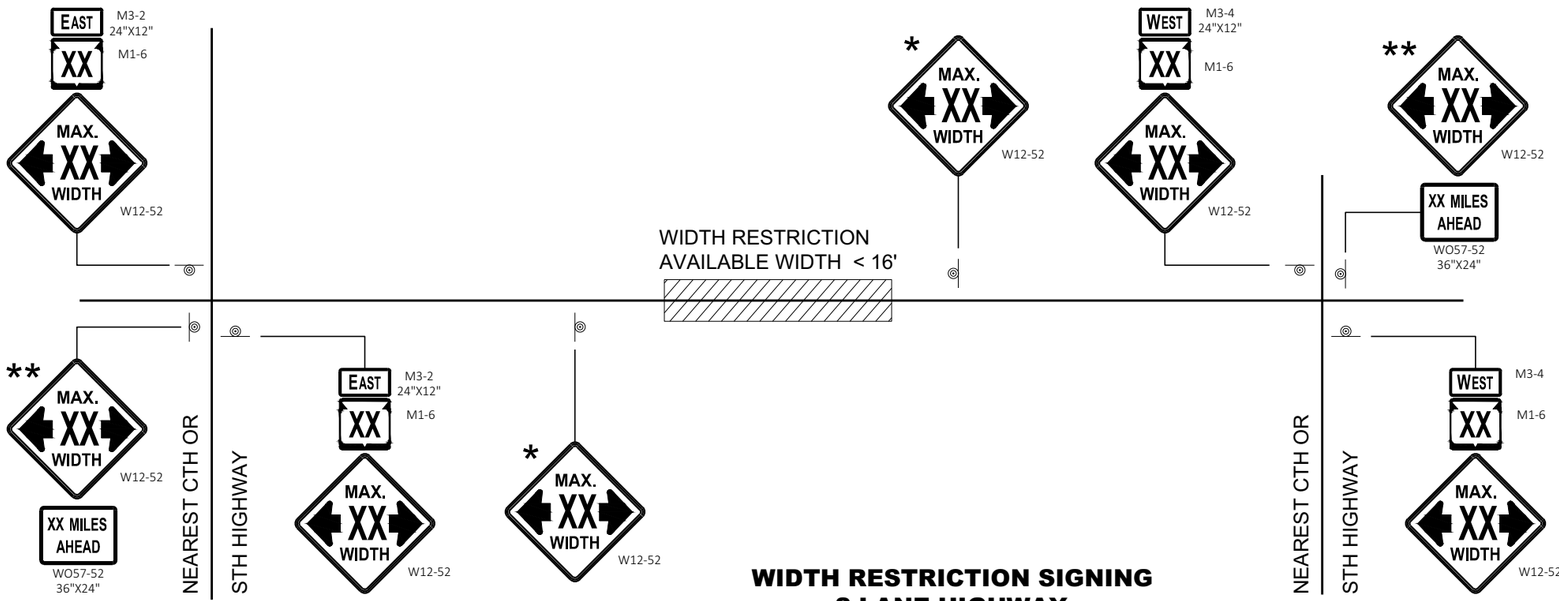
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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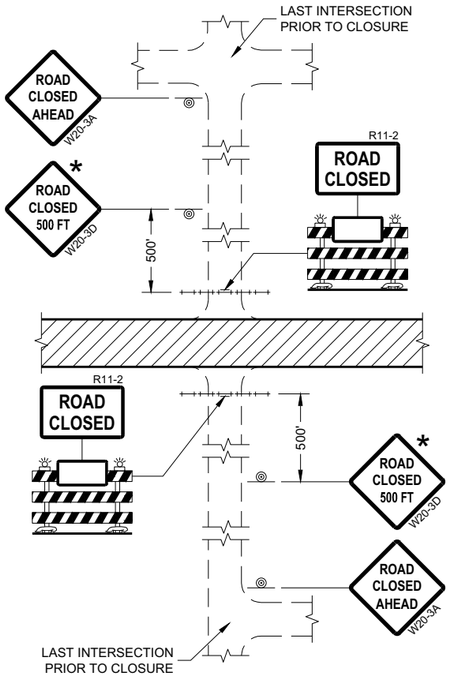
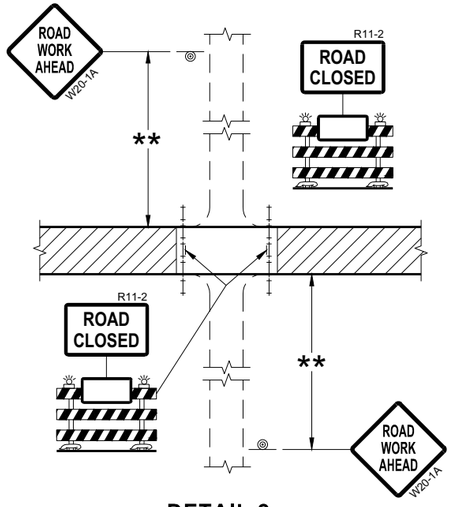
SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

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 (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

BARRICADES 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.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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.

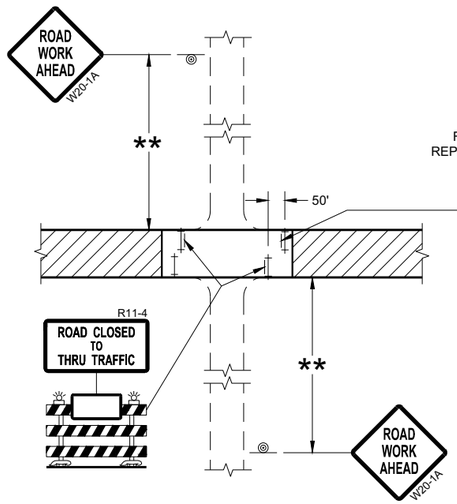
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

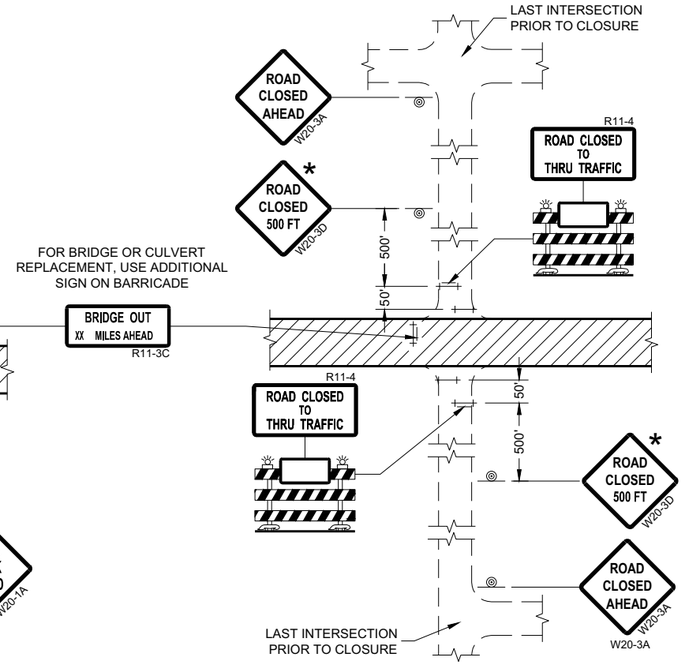
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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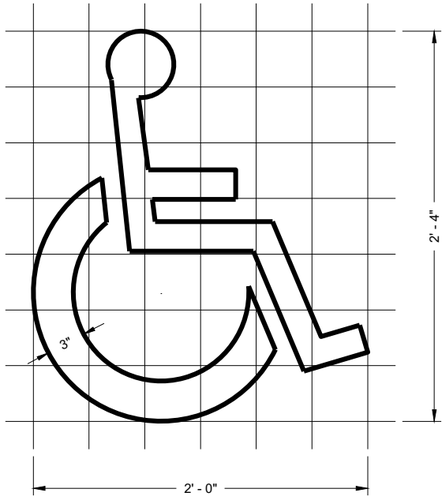
SDD 15C03 - 05

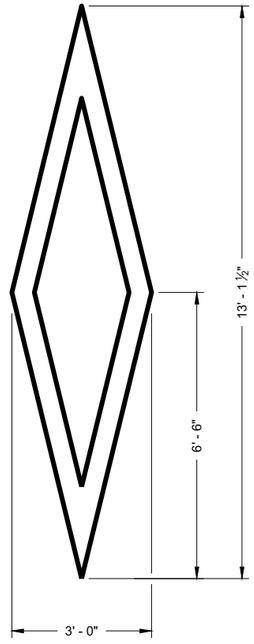
SDD 15C03 - 05

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

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SDD 15C07 - 15a

SDD 15C07 - 15a

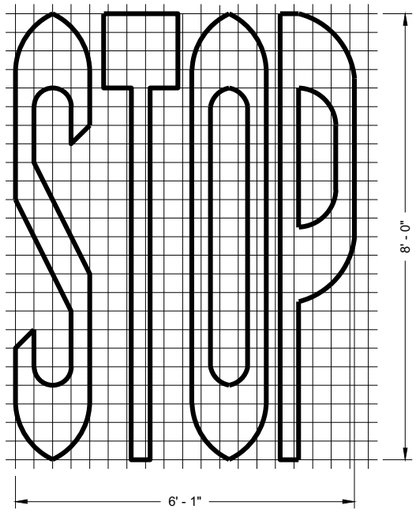
PAVEMENT MARKING SYMBOLS

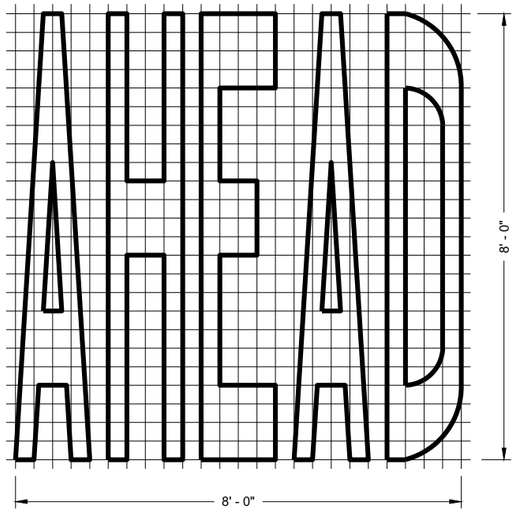
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

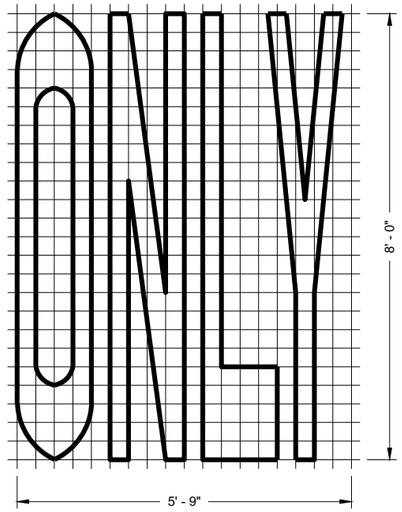
APPROVED
November 2019
DATE

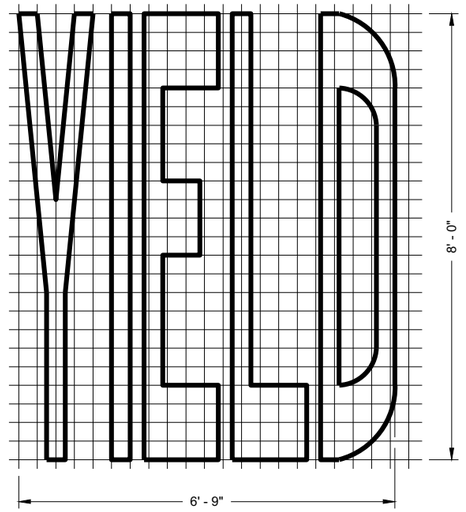
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

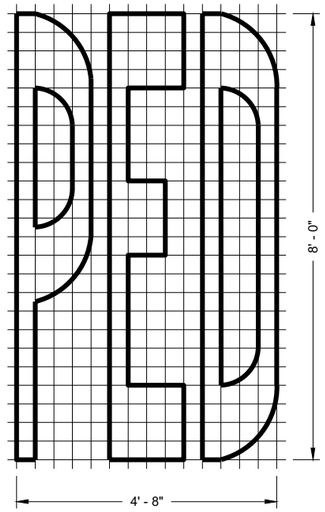
FHWA

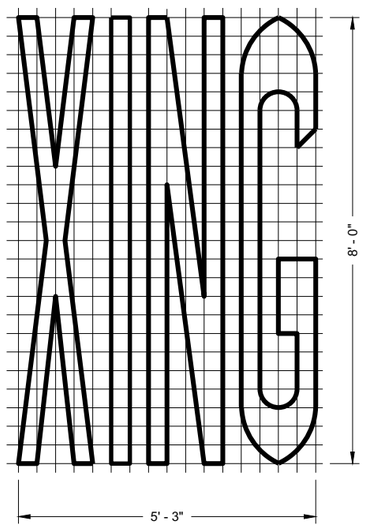


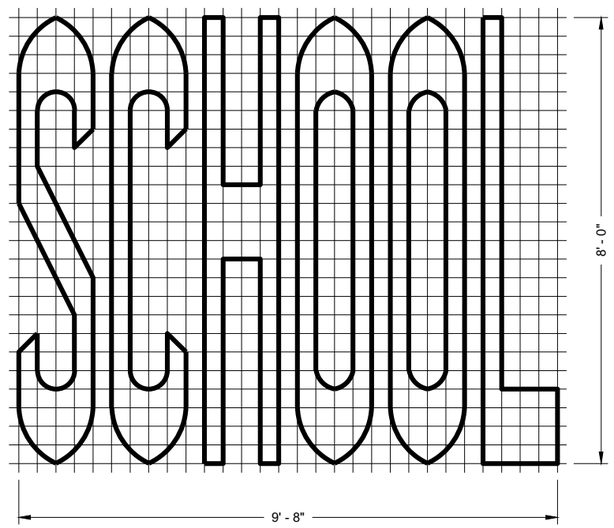




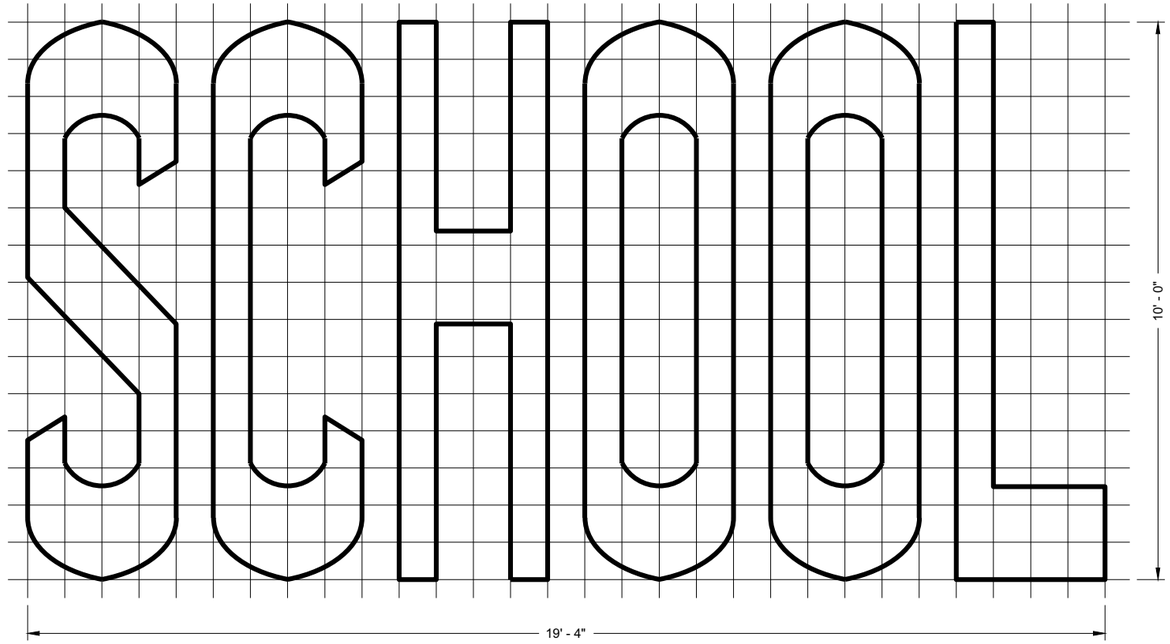








SINGLE LANE



TWO - LANE

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

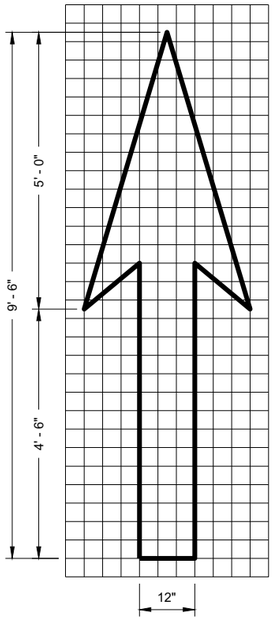
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

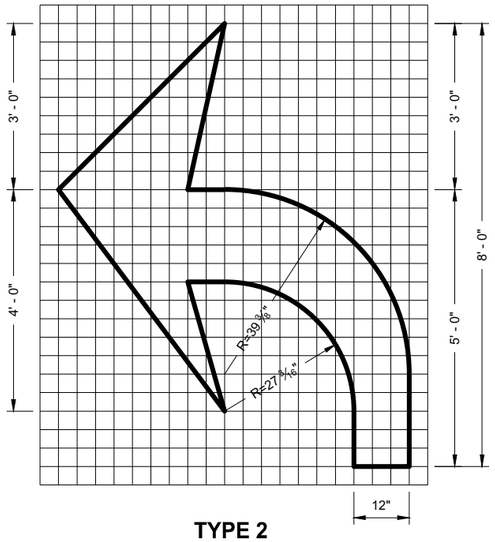
FHWA

6

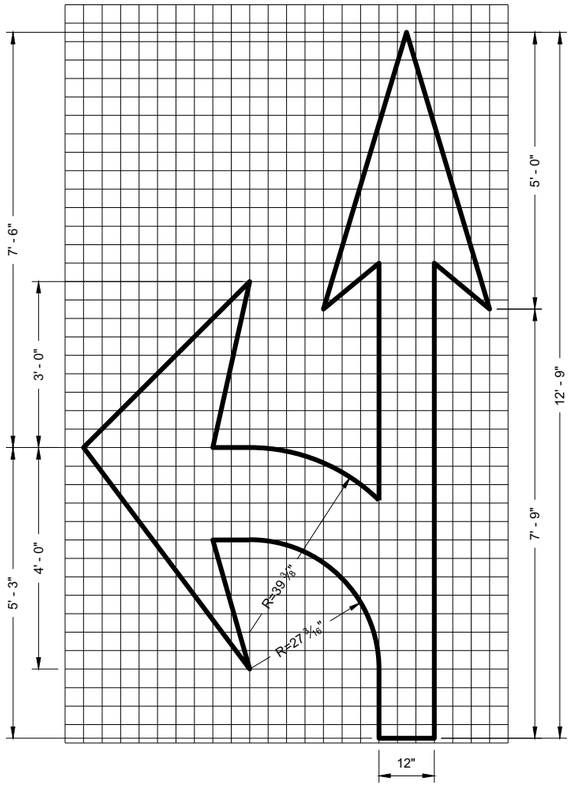
SDD 15C07 - 15b



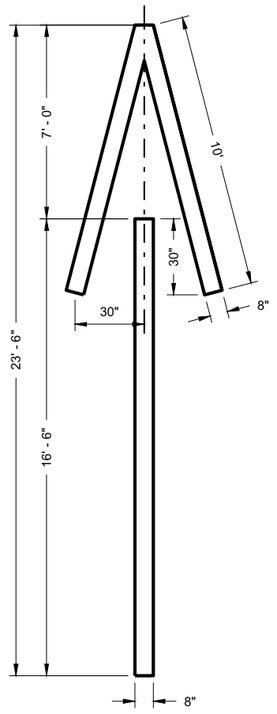
TYPE 1



TYPE 2



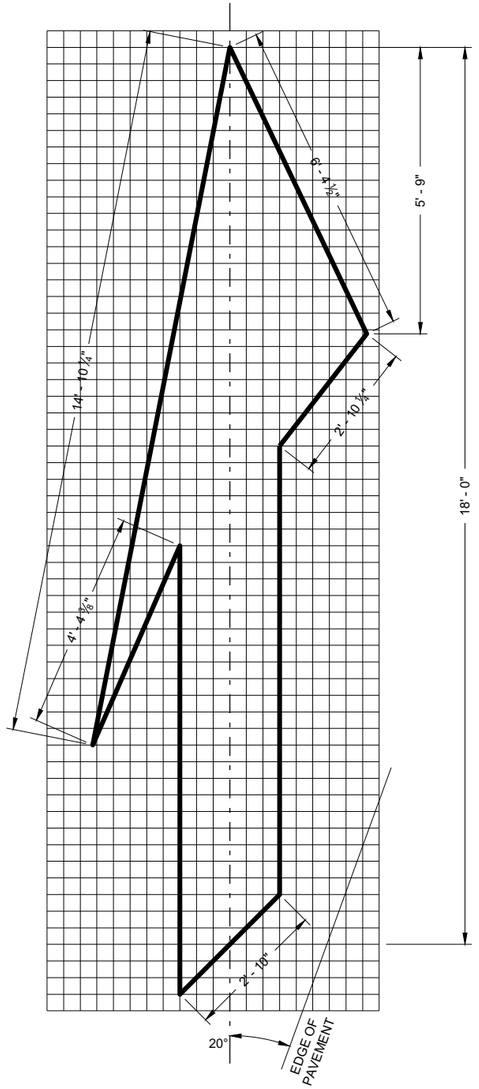
TYPE 3



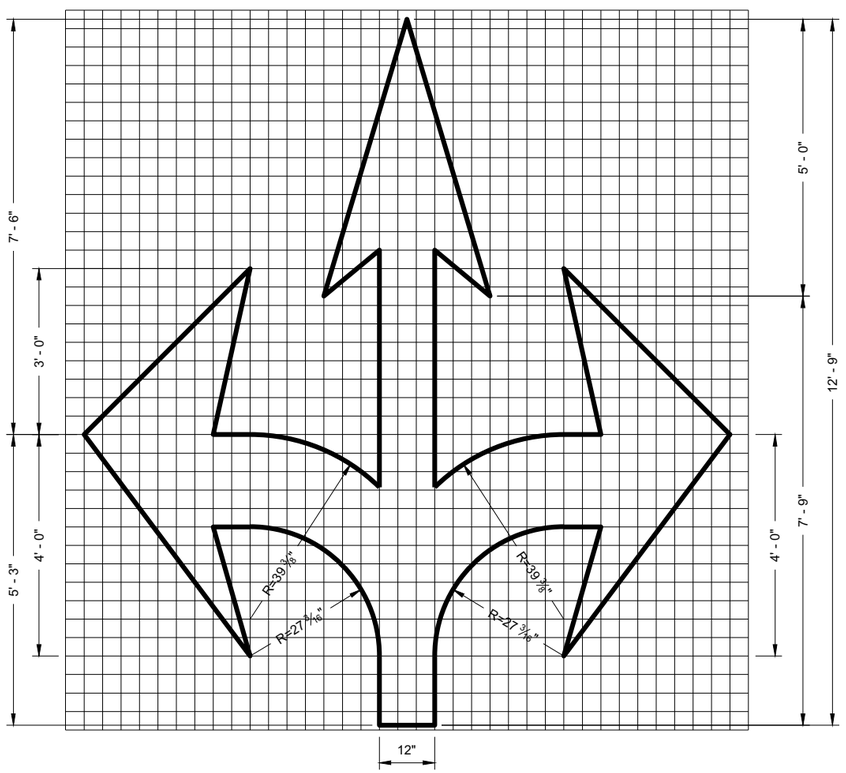
TYPE 4

GENERAL NOTES

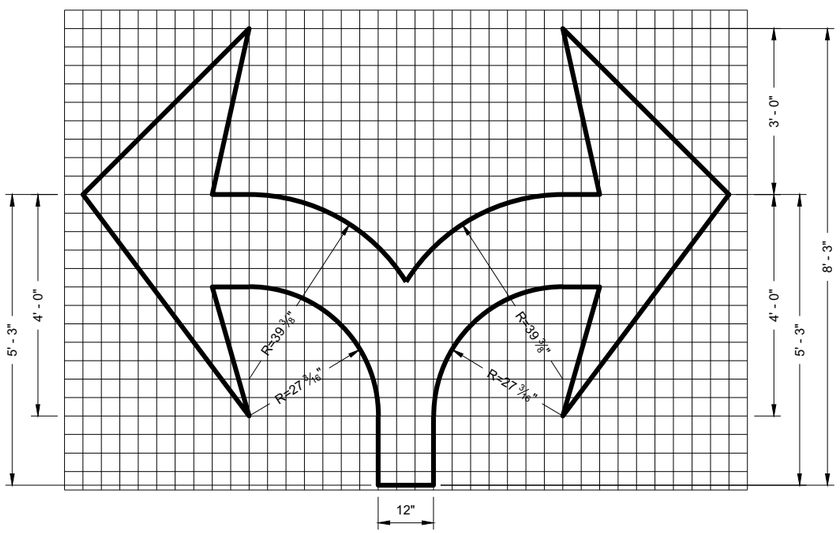
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

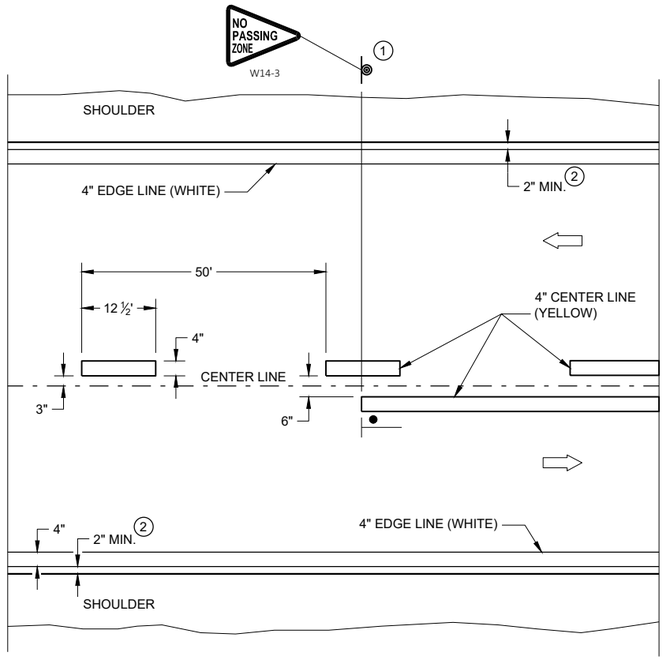
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

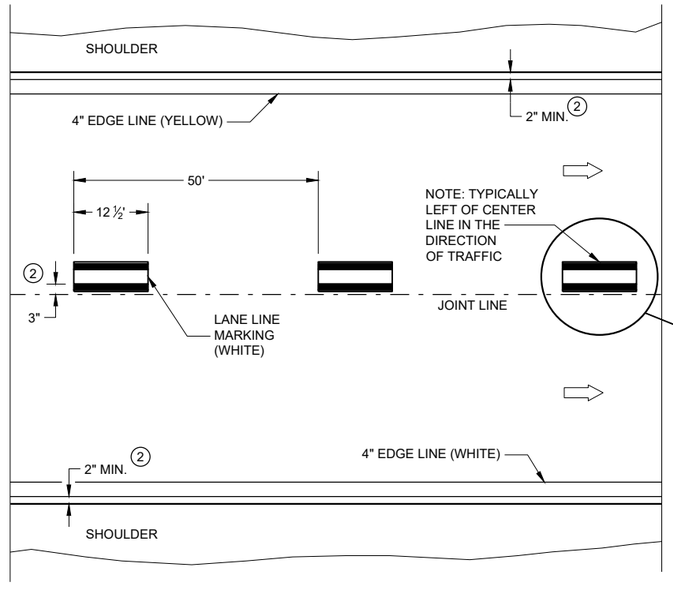
"T" MARKING

SIGN ON PERMANENT SUPPORT

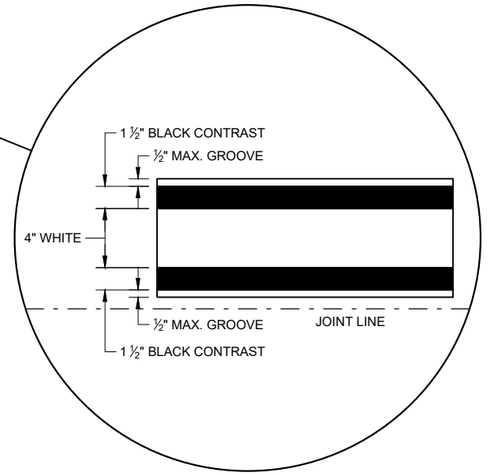
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

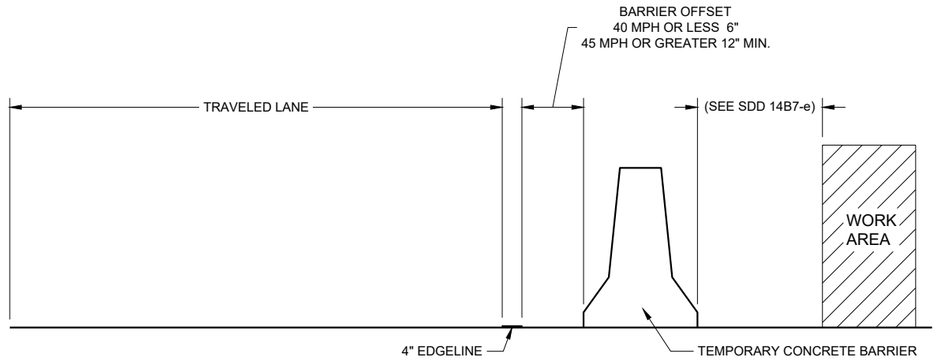
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

SDD 15C08 - 21a

SDD 15C08 - 21a



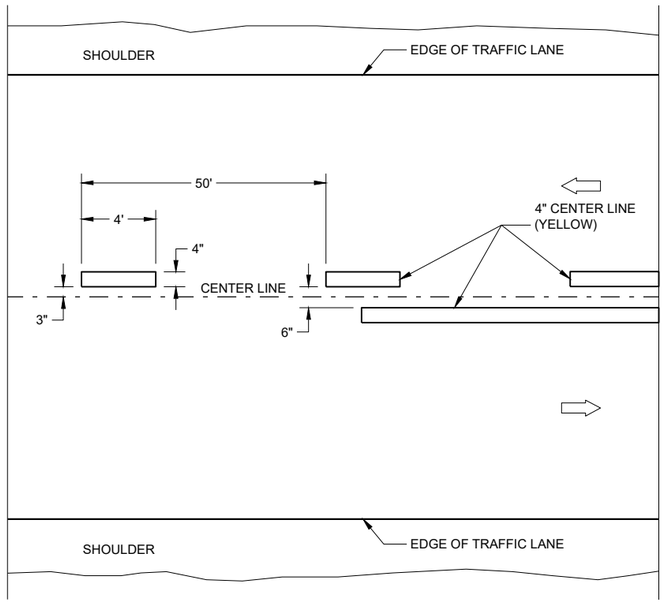
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

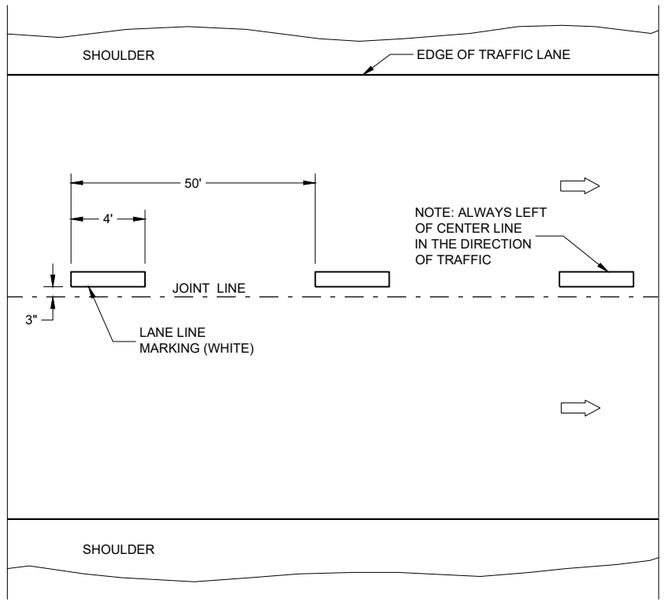
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

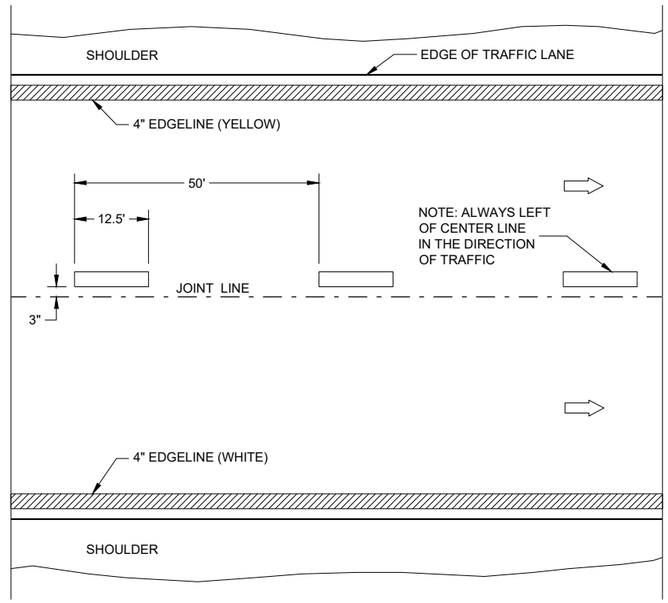
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

6

SDD 15C08 - 21b

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Jeannie Silver STATEWIDE SIGNING AND M ENGINEER
FHWA	204

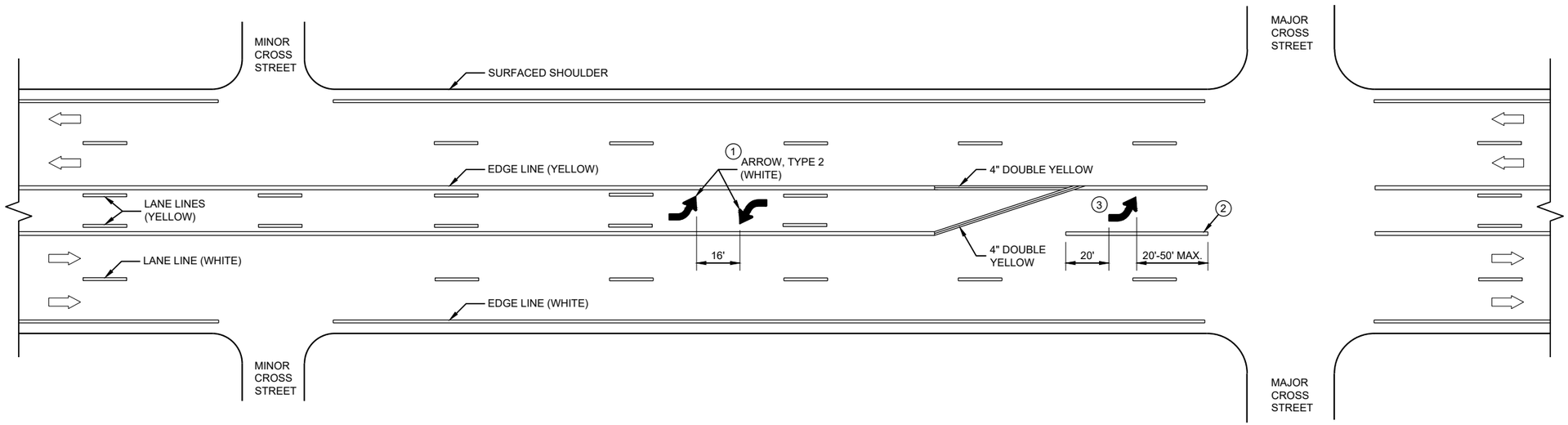
6

SDD 15C08 - 21b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

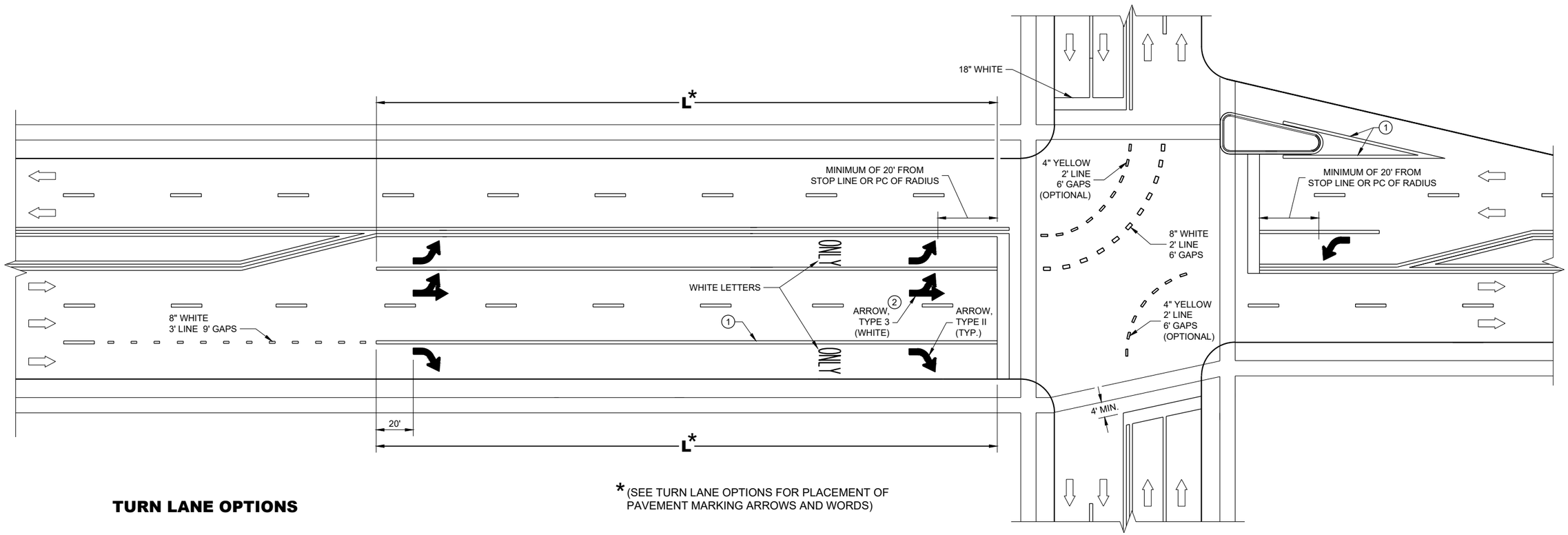
SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

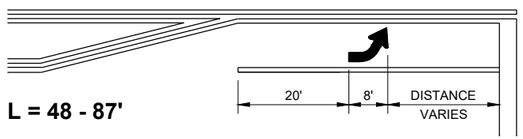
SDD 15C08 - 21c



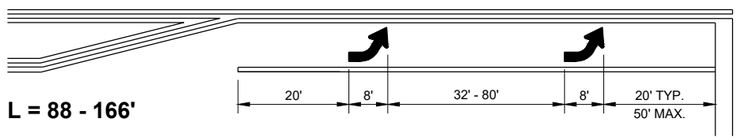
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

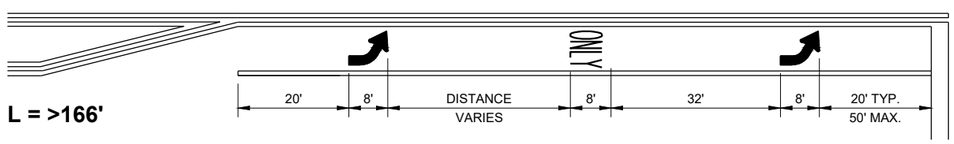
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 21d

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.

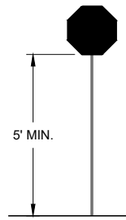
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM 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.



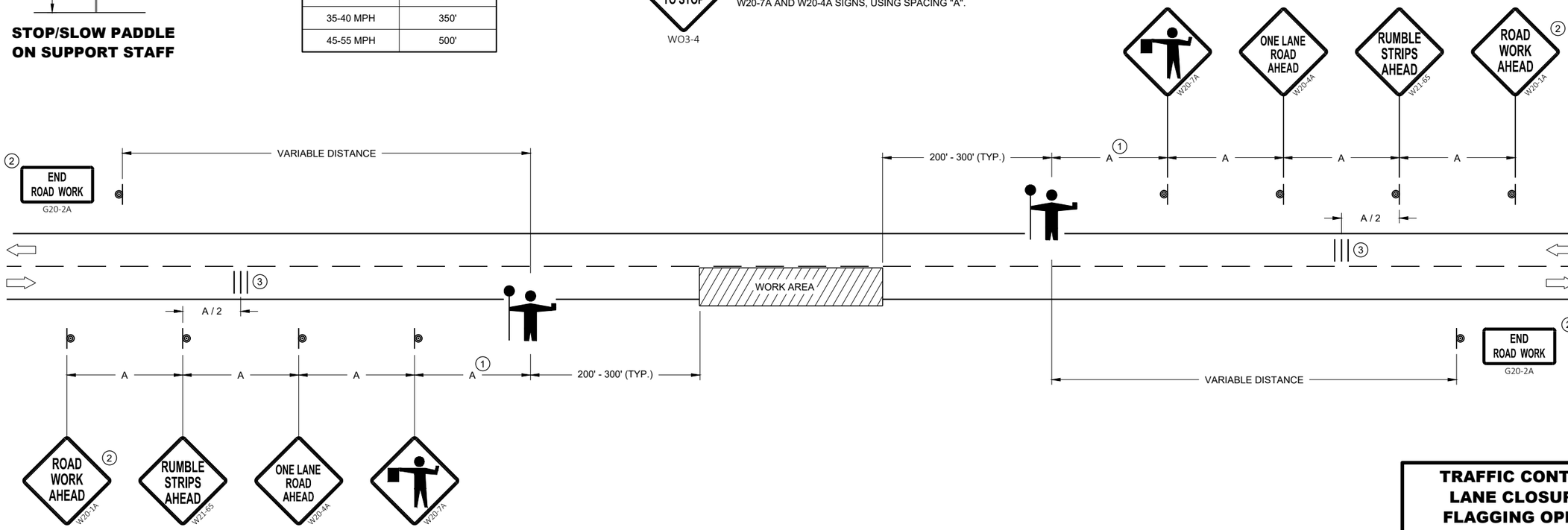
STOP/SLOW PADDLE ON SUPPORT STAFF

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

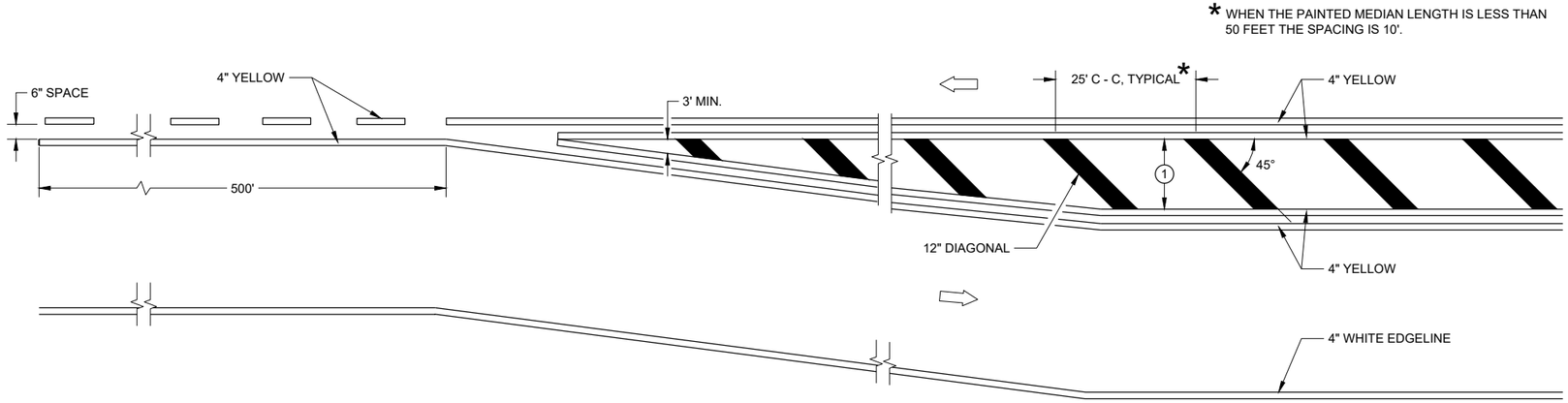
FHWA

6

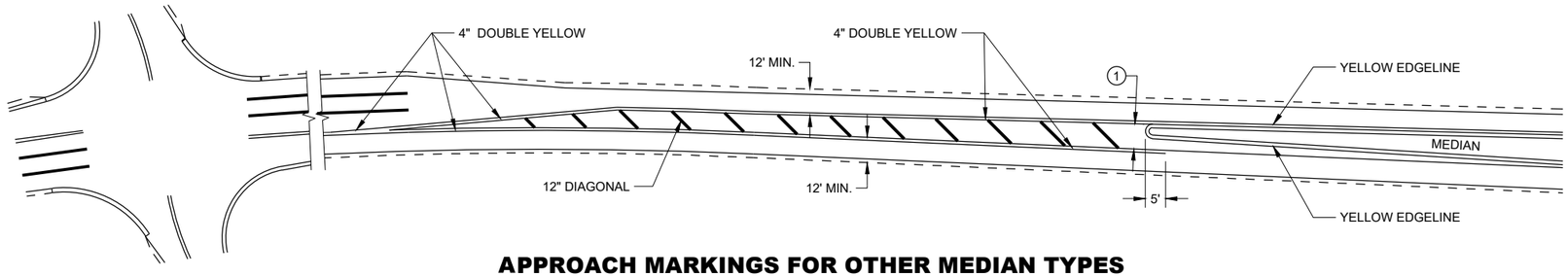
SDD 15C12 - 09a

6

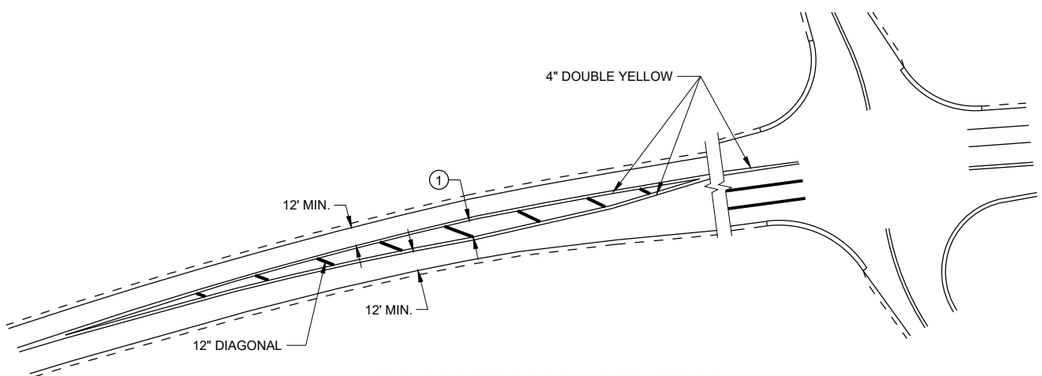
SDD 15C12 - 09a



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

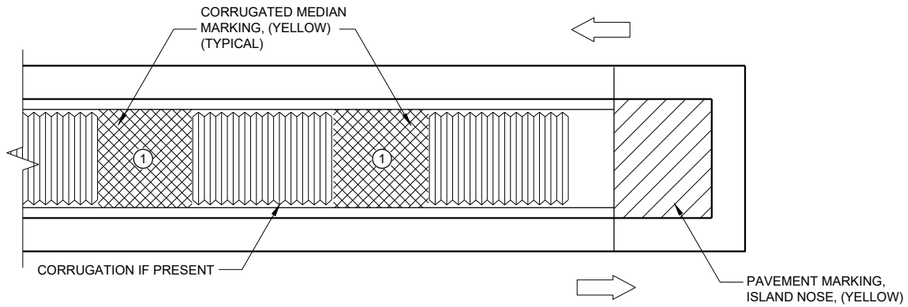
MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

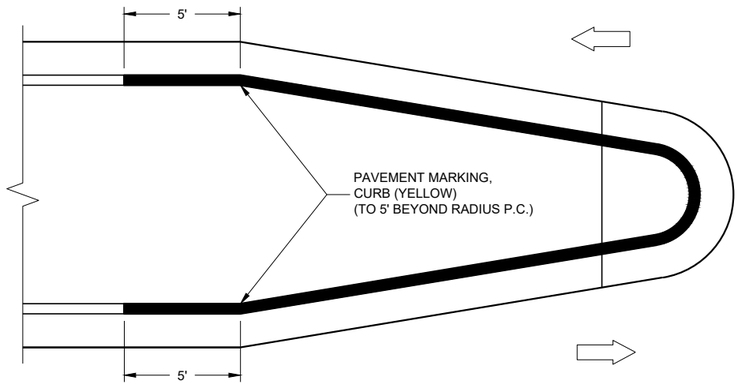
APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER
FHWA

6

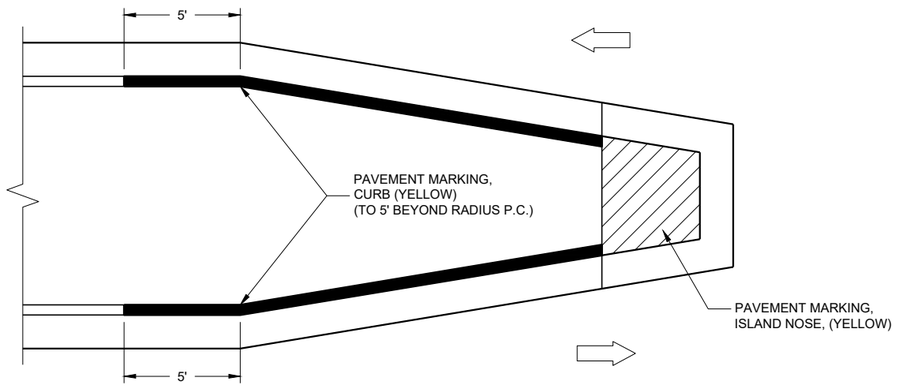
SDD 15C18 - 06a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAR ENGINEER

FHWA

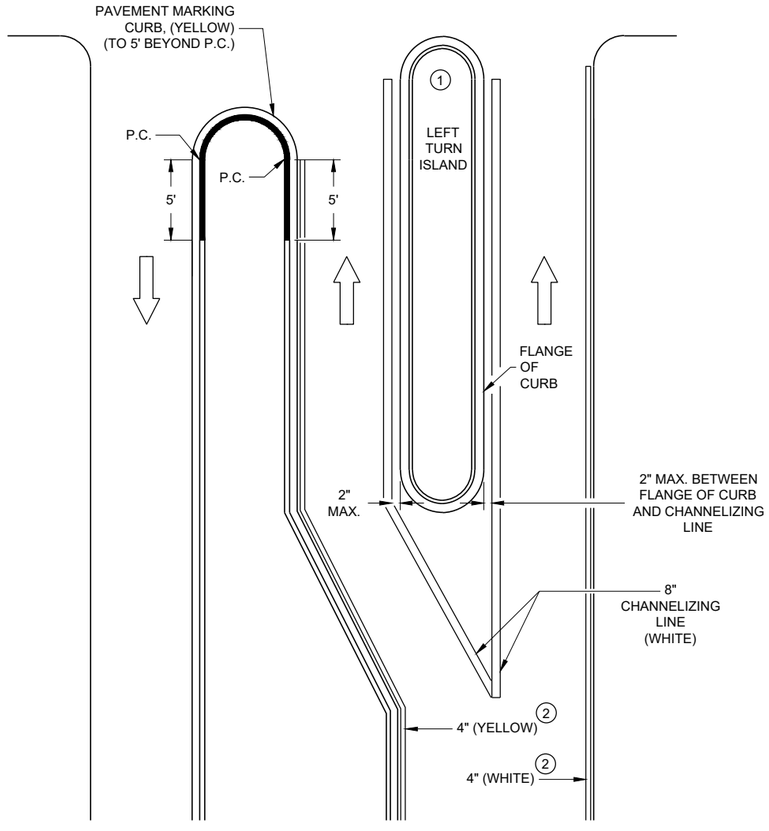
6

SDD 15C18 - 06b

6

SDD15C18 - 06b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

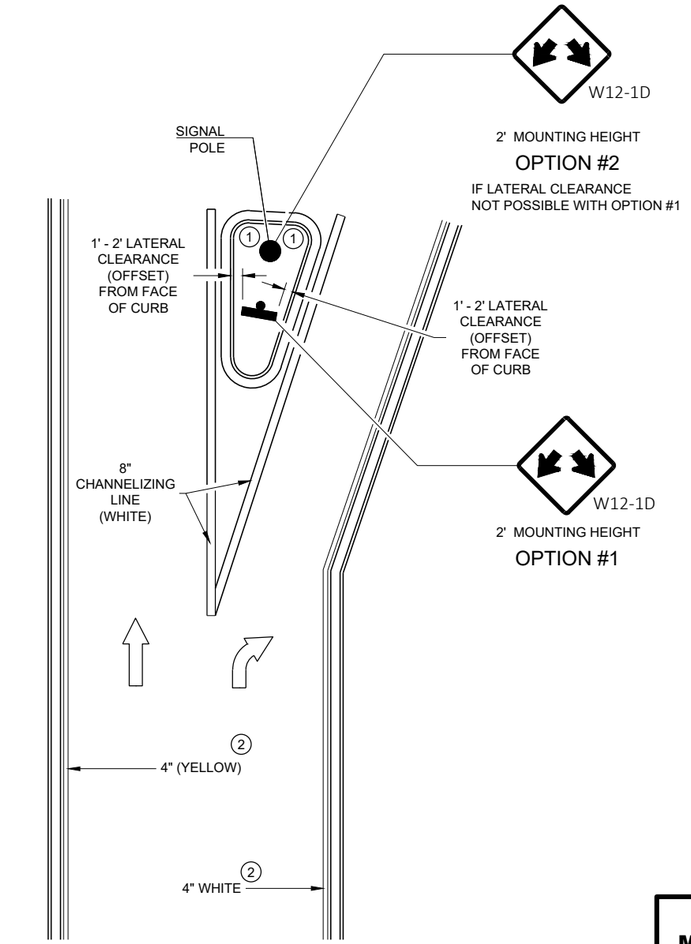
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022 — DATE

/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C18 - 06c

6

SDD15C18 - 06c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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 OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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.

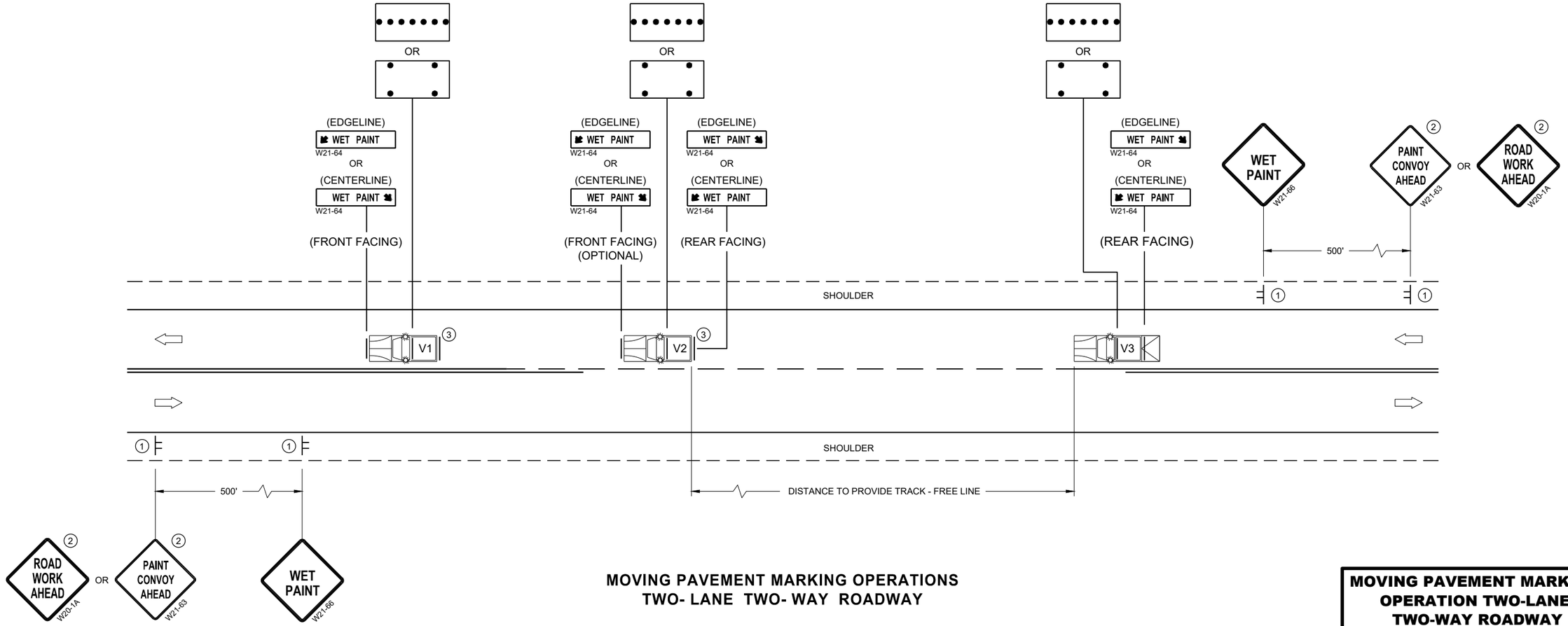
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C19 - 07a

6

SDD 15C19 - 07a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT 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.

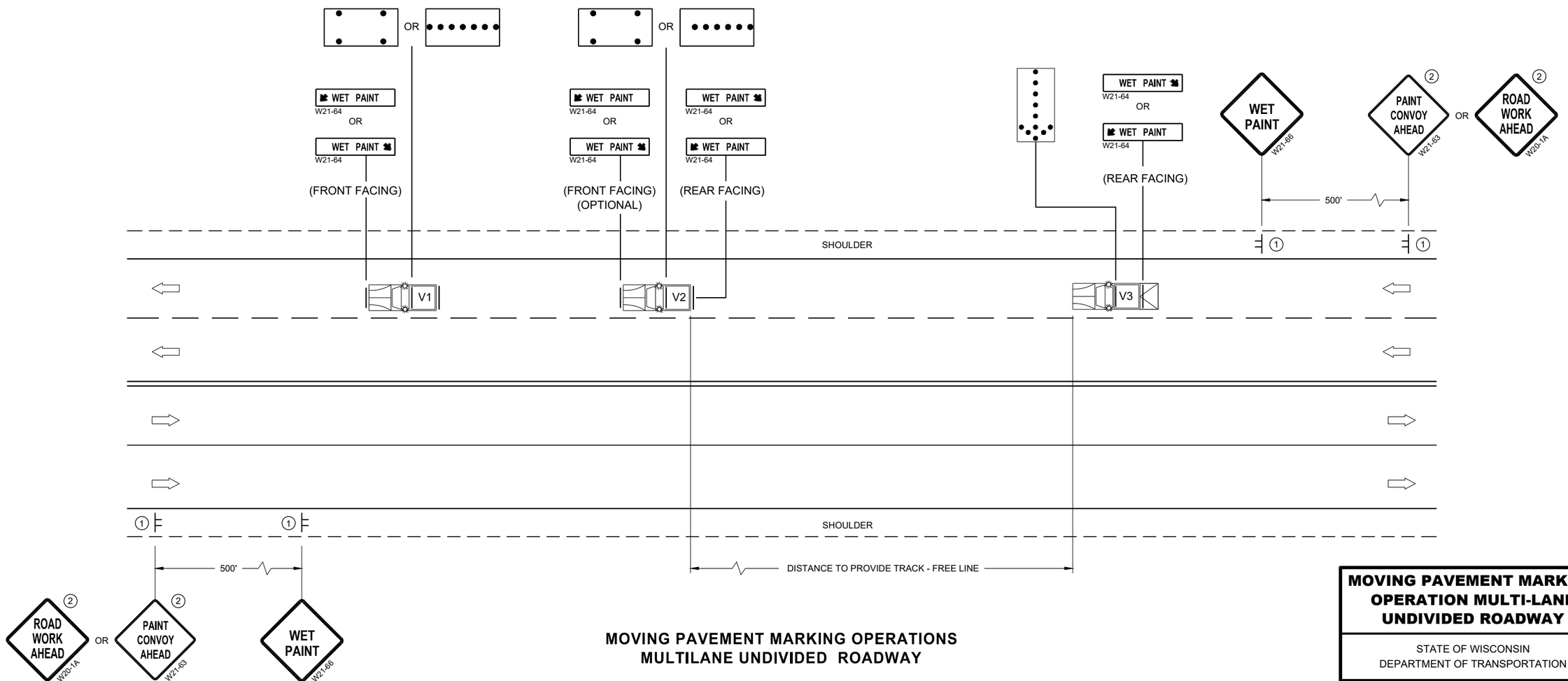
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

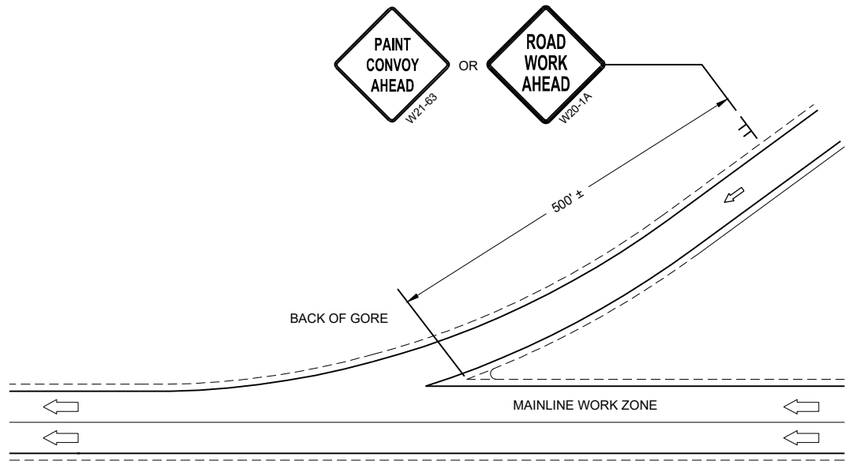
APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C19 - 07b

LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)



GENERAL NOTES

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.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT 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 AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

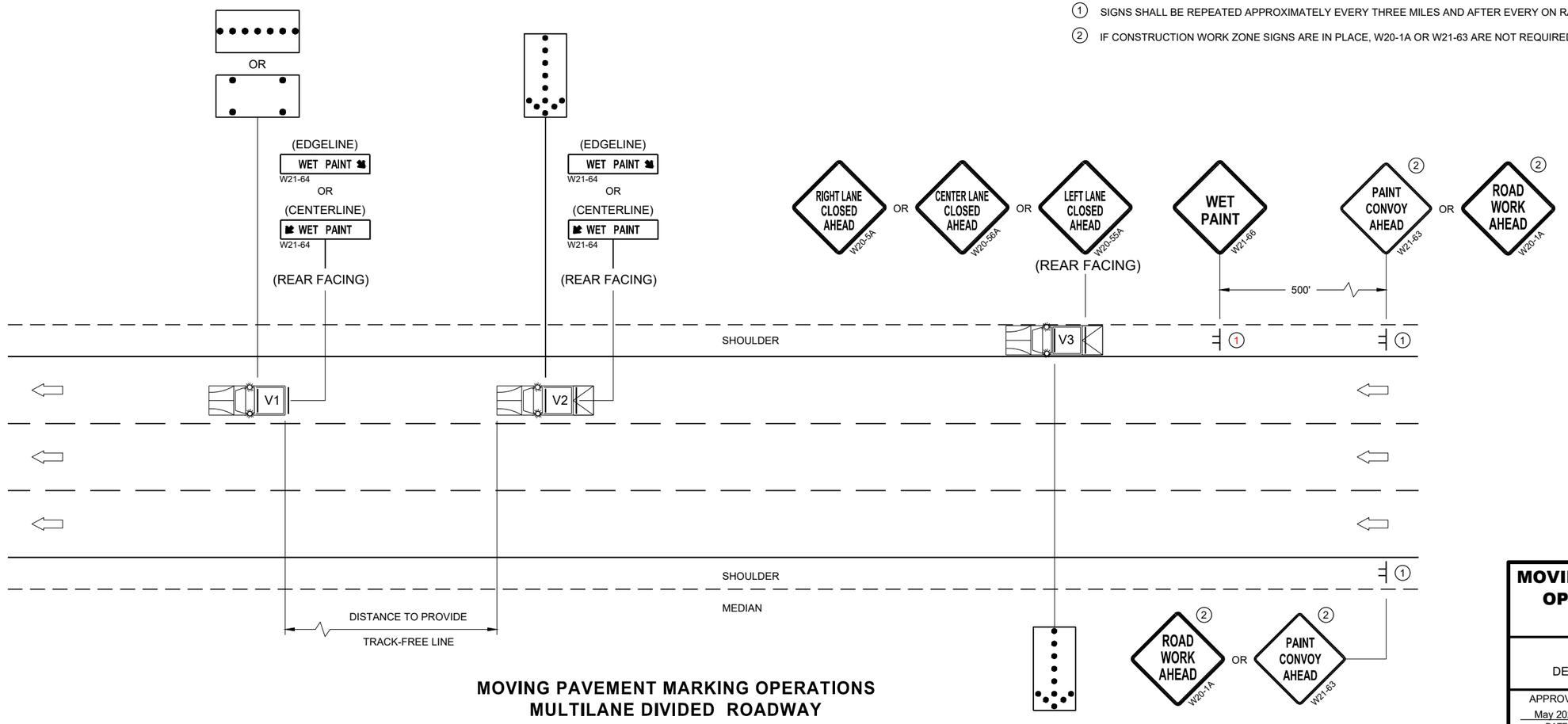
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

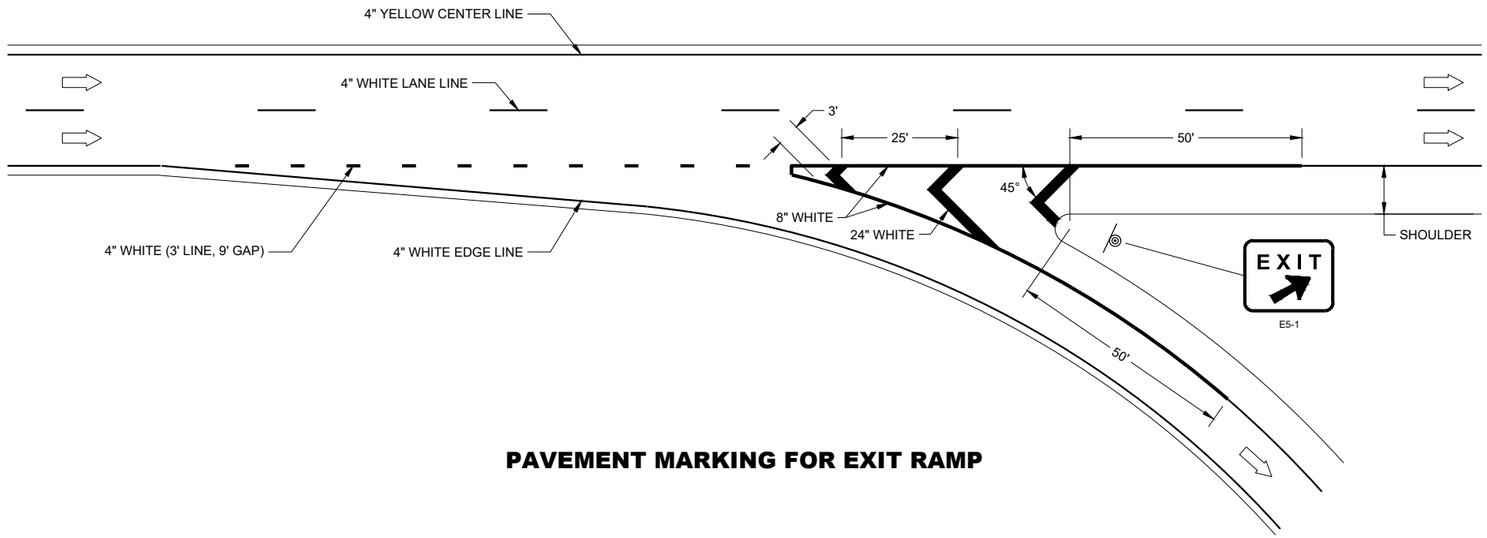
FHWA

6

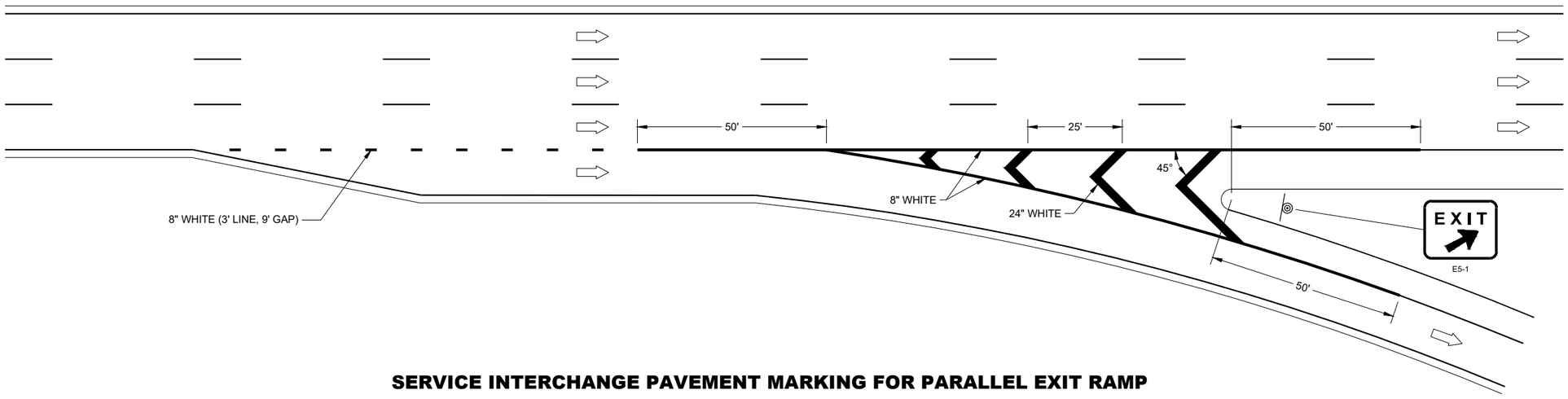
SDD15C19 - 07c

6

SDD15C19 - 07c



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

6

SDD 15C31 - 04a

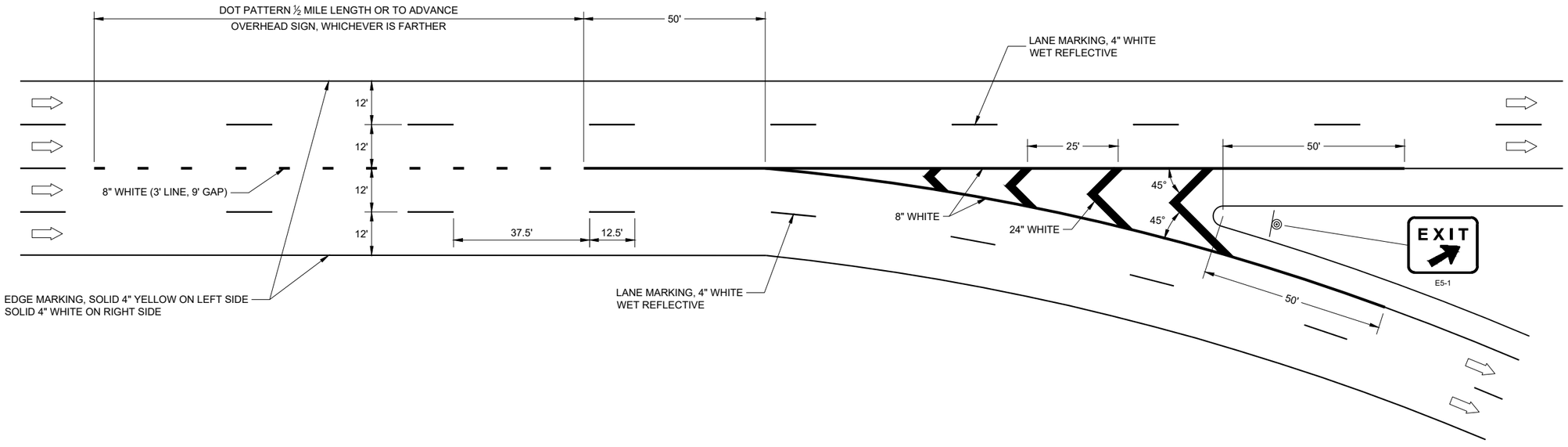
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31 - 04b

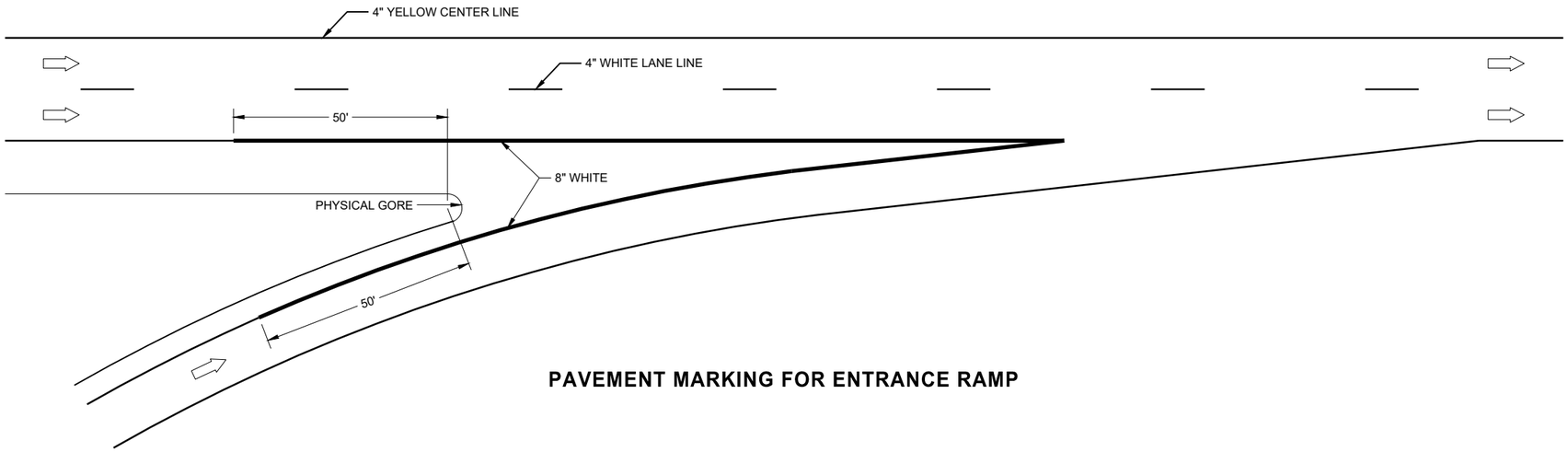
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

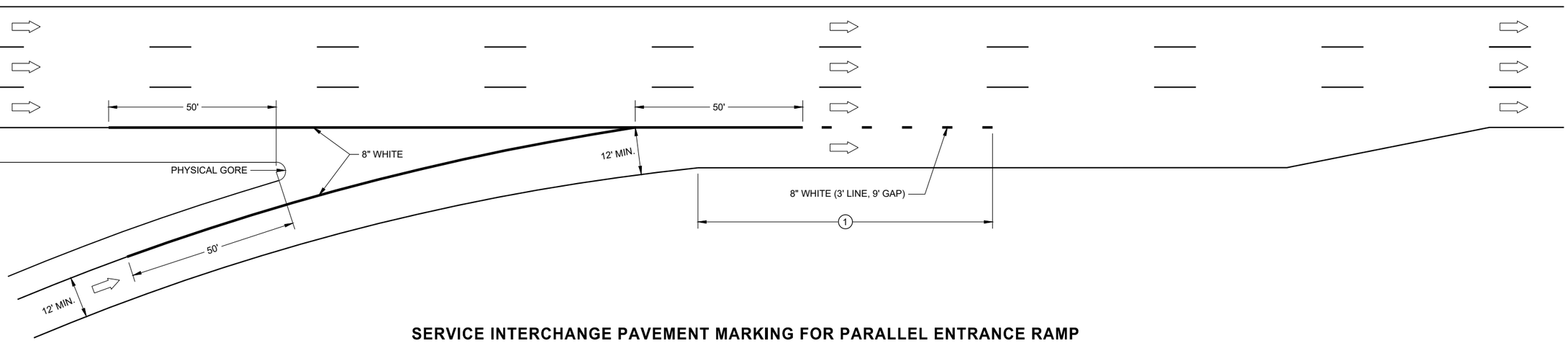
(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

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

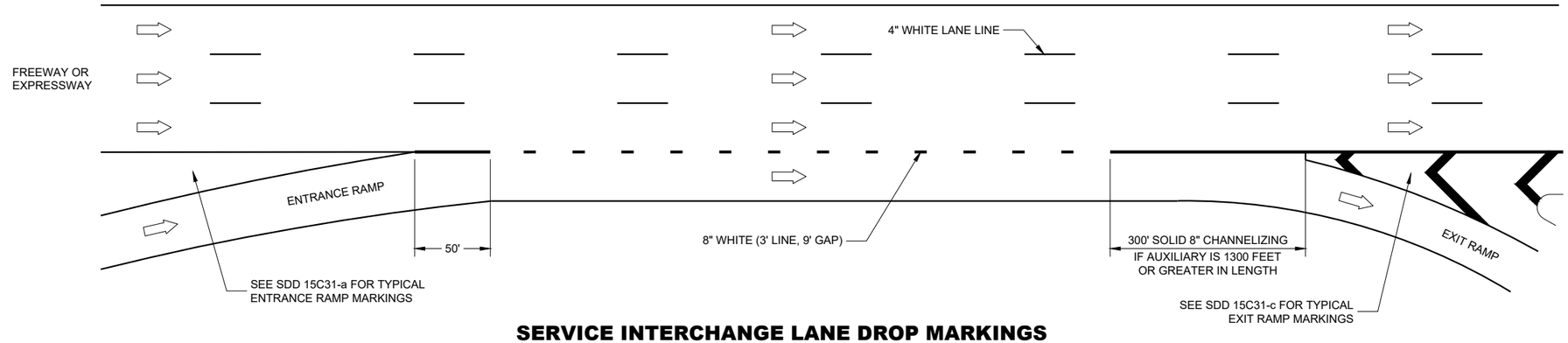
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

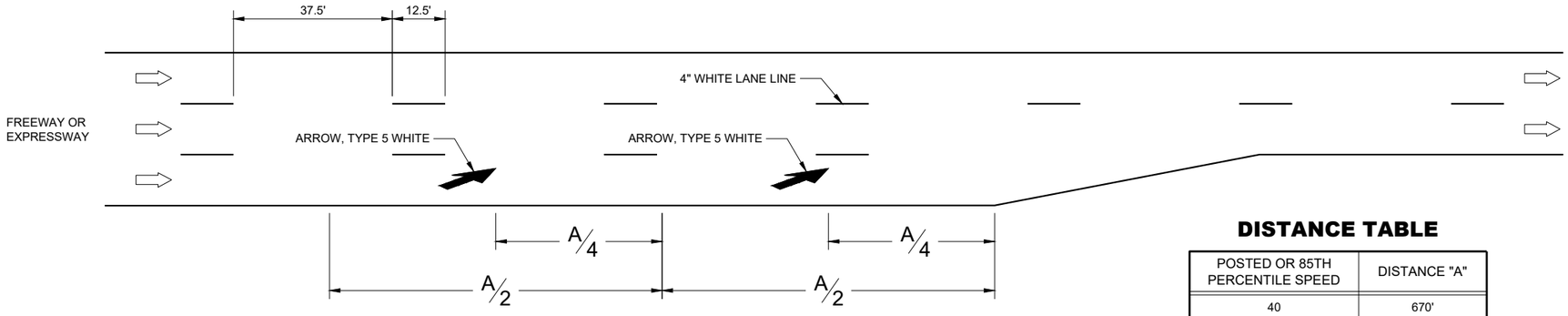
DIRECTION OF TRAVEL

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Matthew Rauch — STATE MARKING AND SIG ENGINEER

FHWA

6

SDD 15C31 - 04d

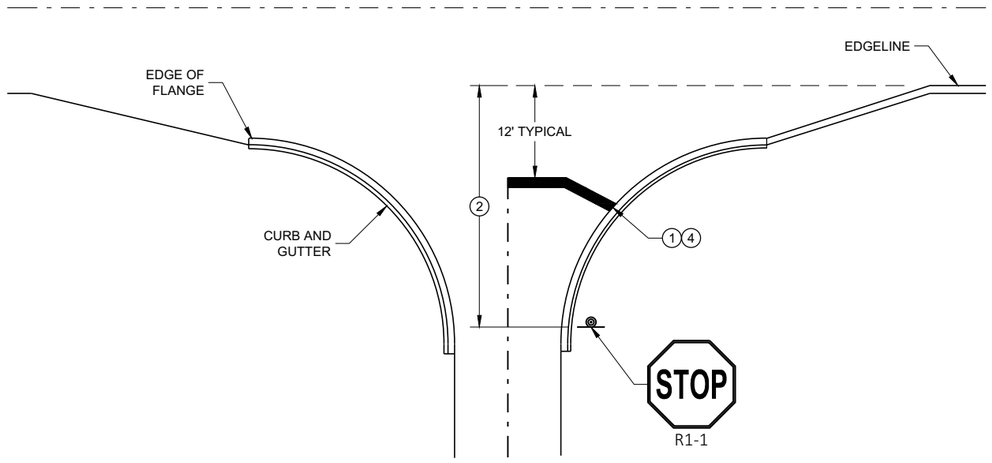
6

SDD 15C31 - 04d

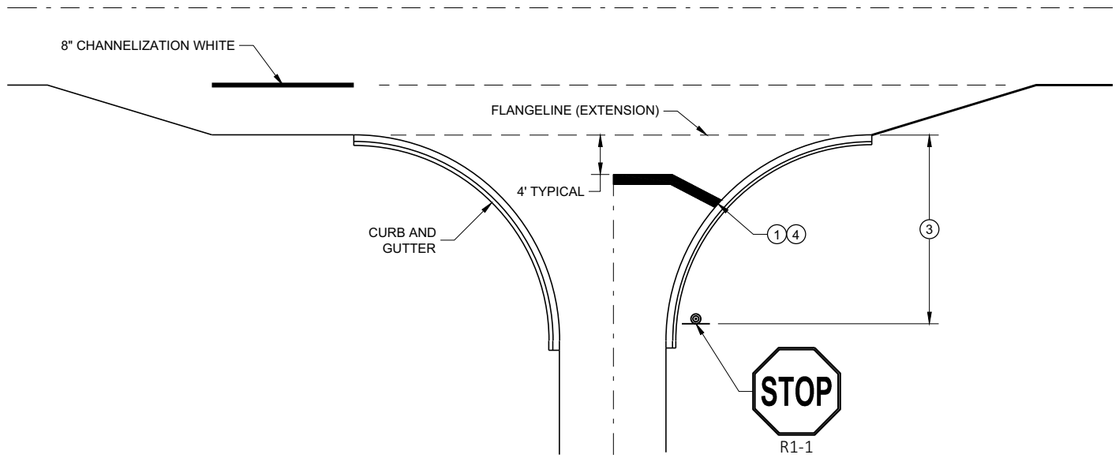
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

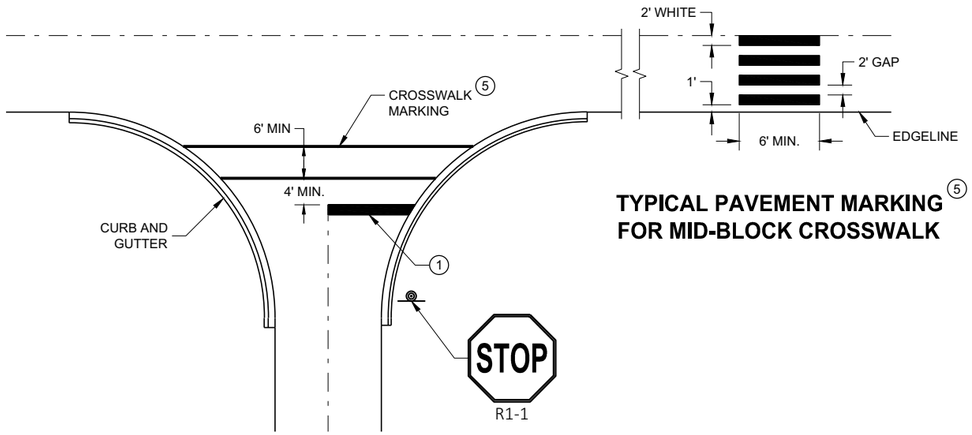
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

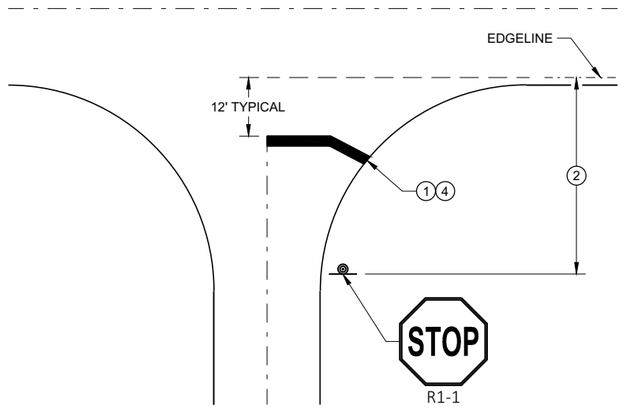


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

GENERAL NOTES

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

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

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

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

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

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

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

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

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

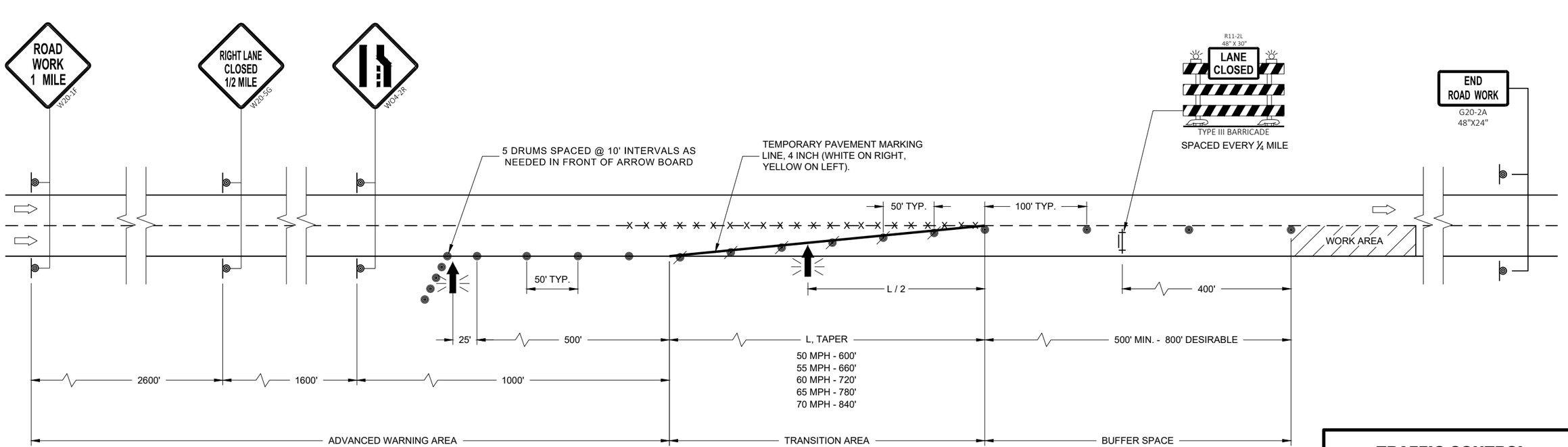
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

- 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 10a

6

SDD15D12 - 10a

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

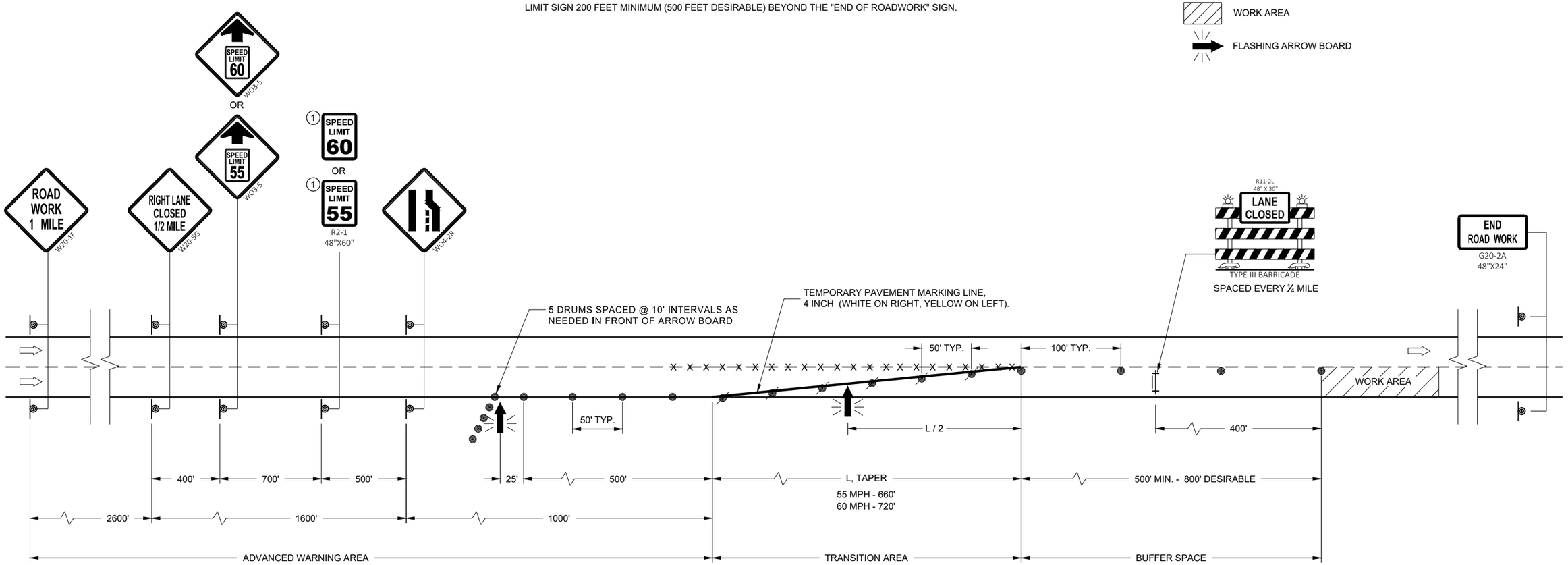
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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.

(1) 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
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 10b

6

SDD 15D12 - 10b

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
- (S) PORTABLE TRAFFIC SENSOR (PTS)
- FBS FLASHING BEACON SIGN

WO8-76
96" x 48"

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, INCLUDING FBS 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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED SIGNS.

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

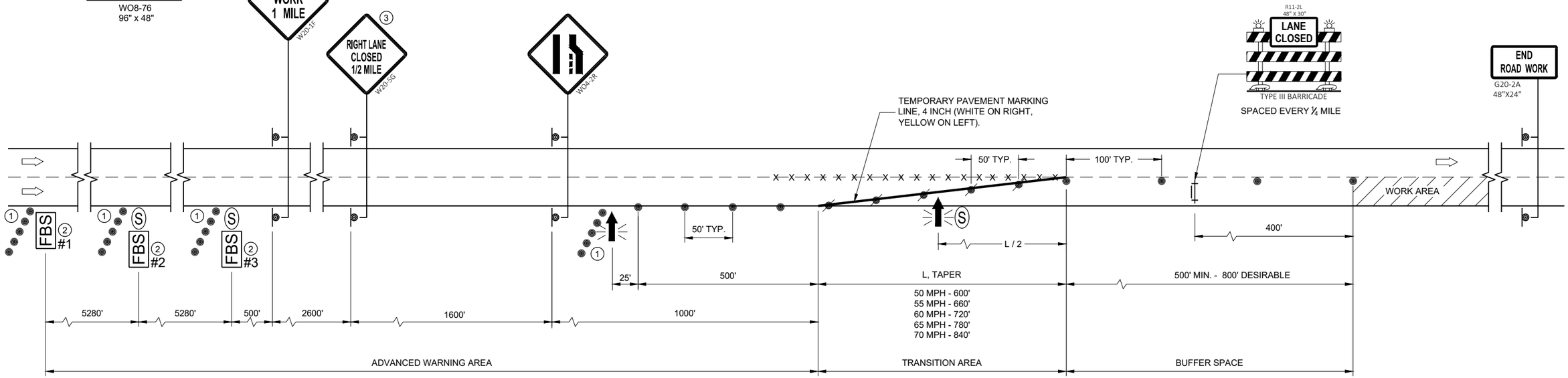
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

① 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

② IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.

③ IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. 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 (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Erin Schwark
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 10d

6

SDD15D12 - 10d

LEGEND

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

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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 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

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

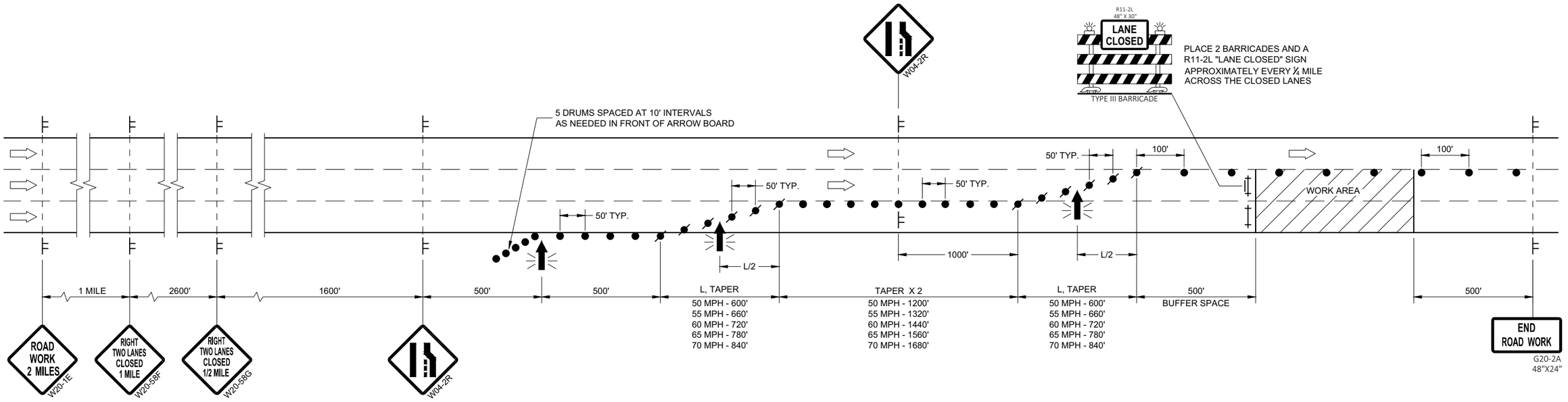
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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.

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM (LESS THAN 24 HOURS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D14 - 04

SDD 15D14 - 04

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. 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.

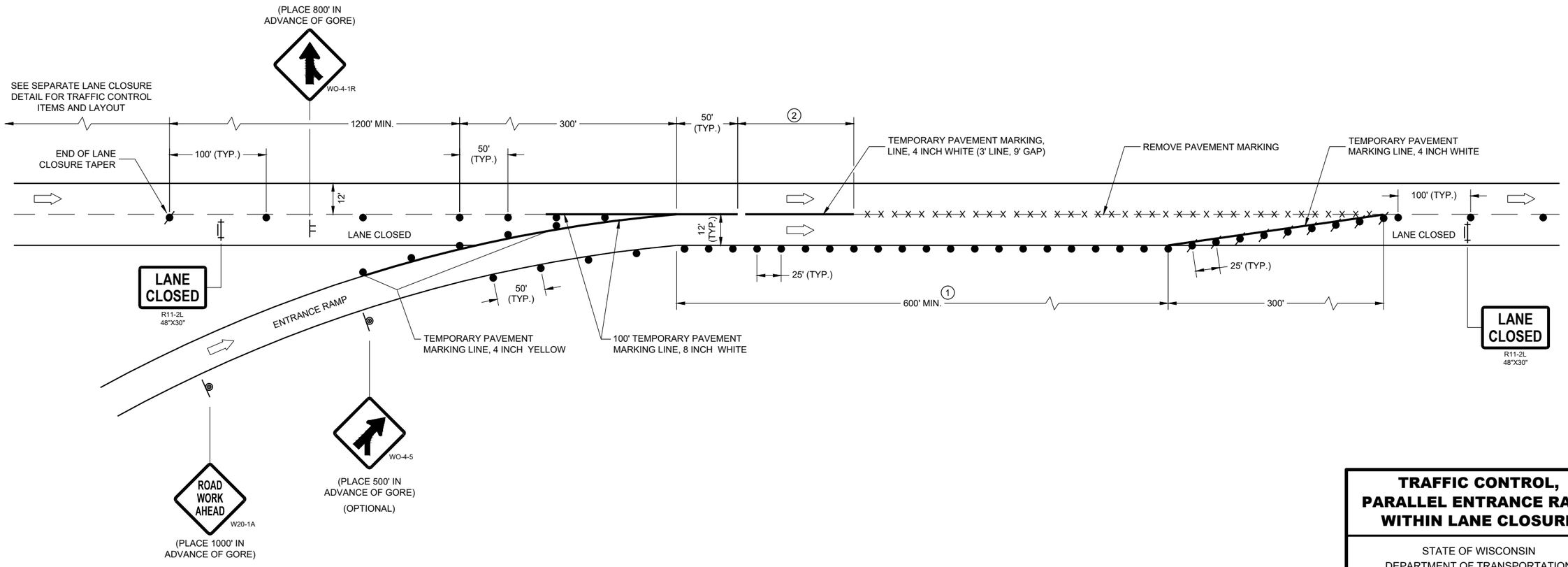
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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 ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15 - 06a

6

SDD 15D15 - 06a

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.

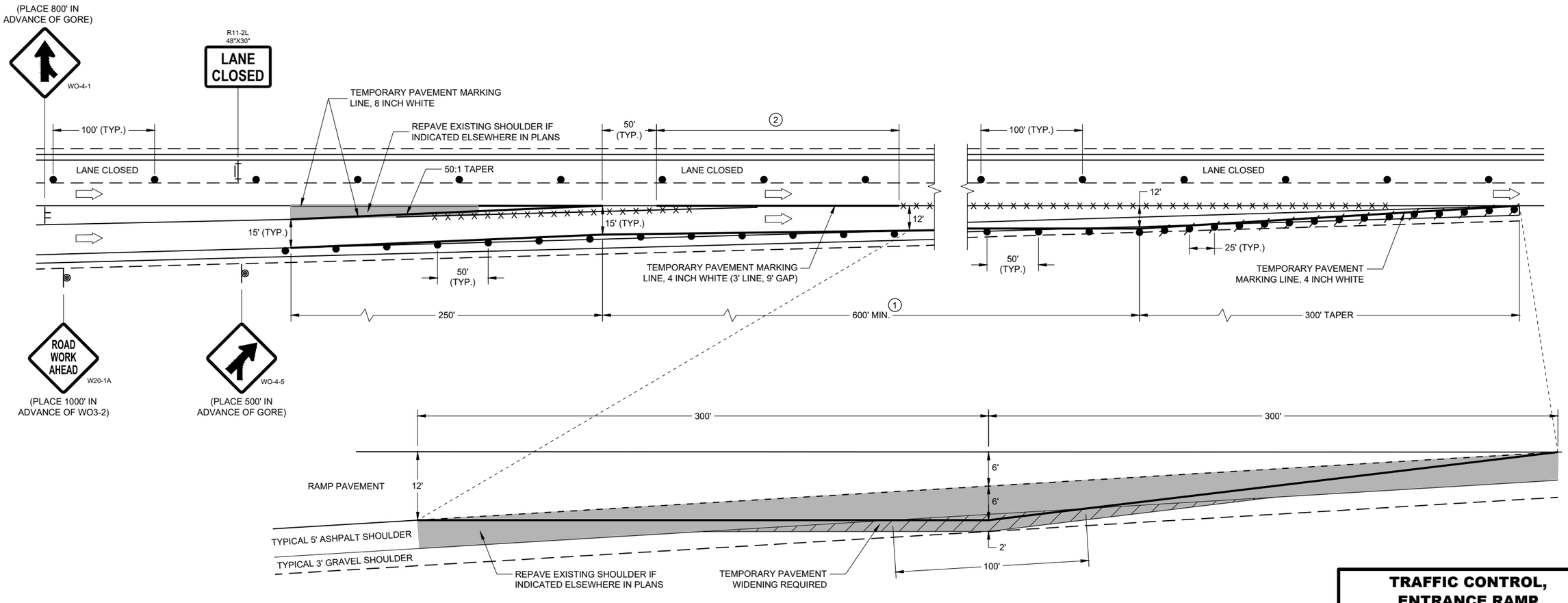
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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 PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



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
February 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D15 - 06b

SDD15D15 - 06b

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.

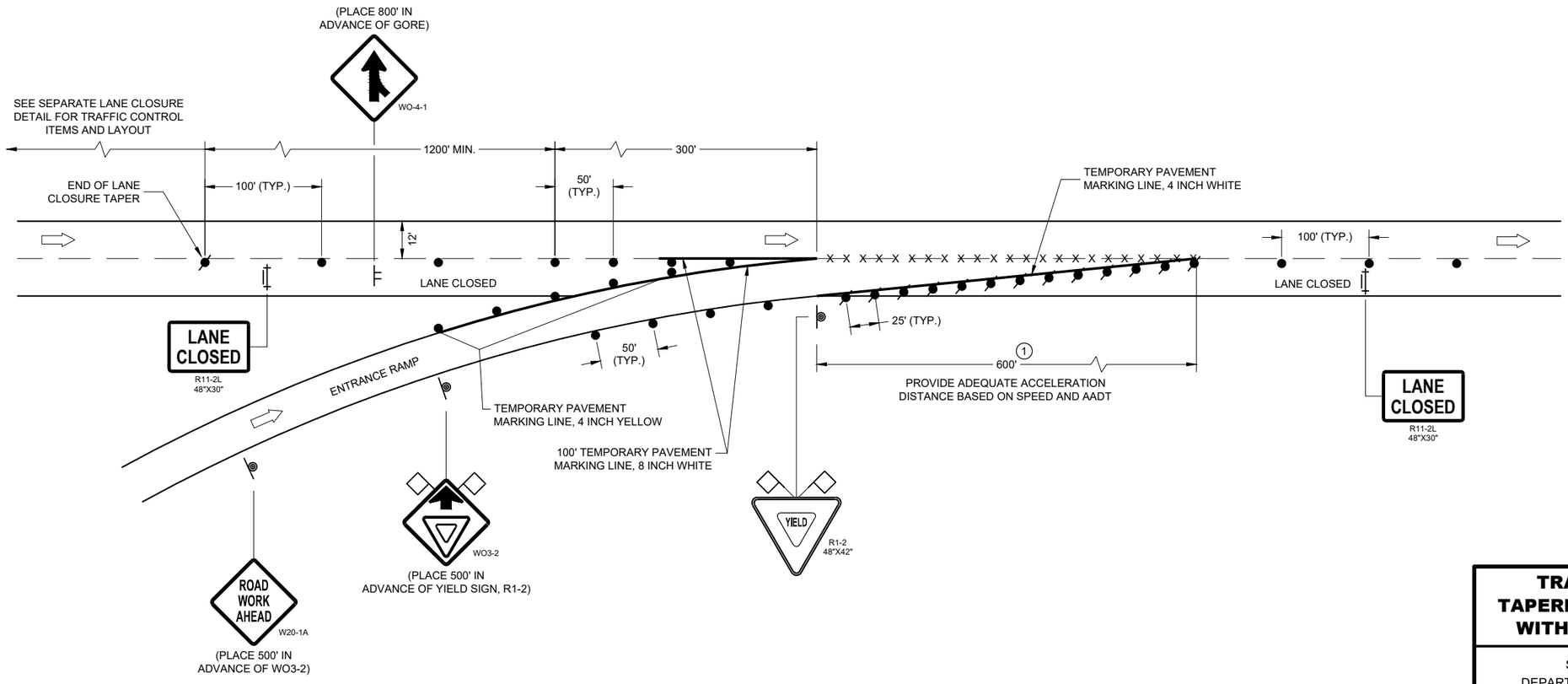
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 LINES 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.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 06c

6

SDD 15D15 - 06c

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.

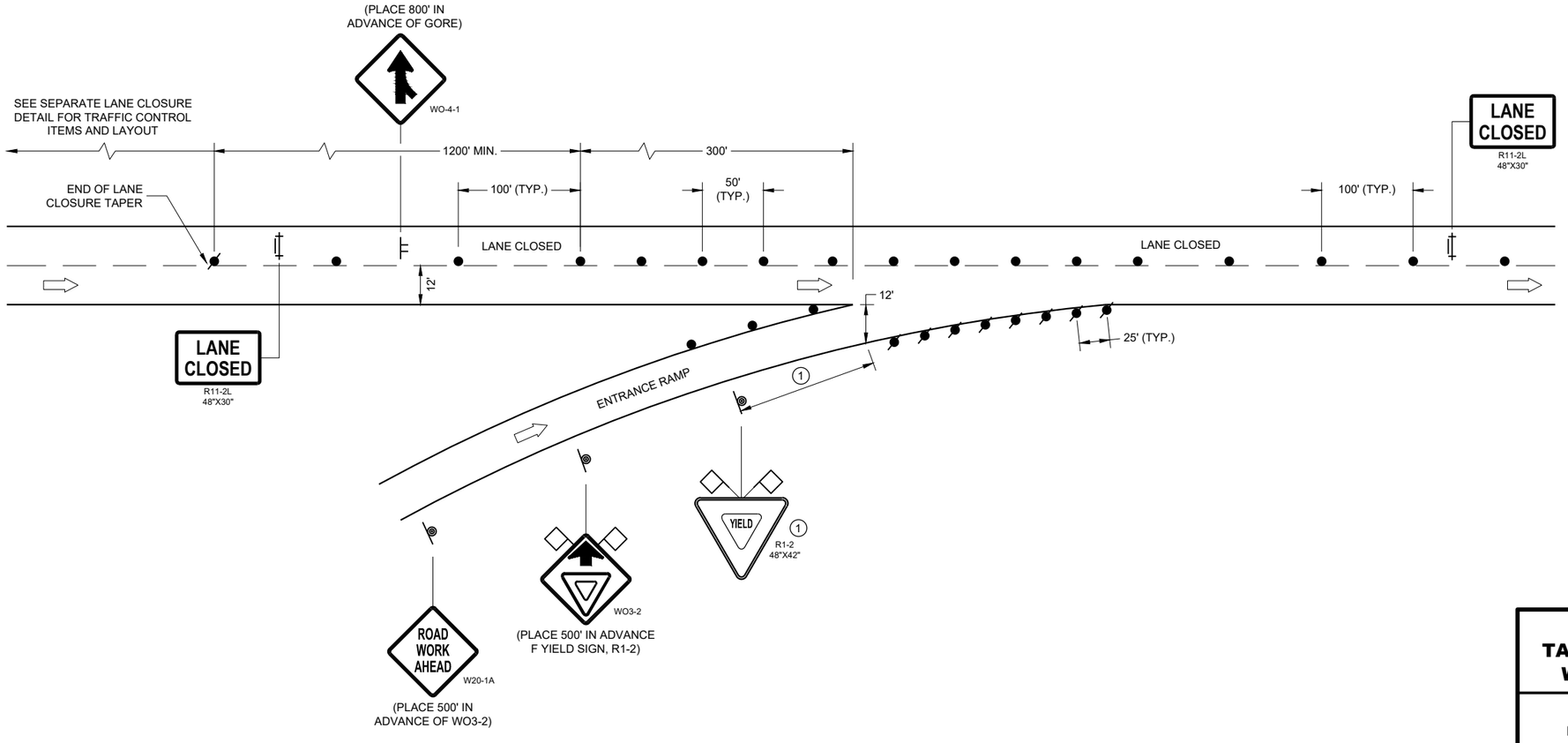
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.

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.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D15 - 06d

SDD15D15 - 06d

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.

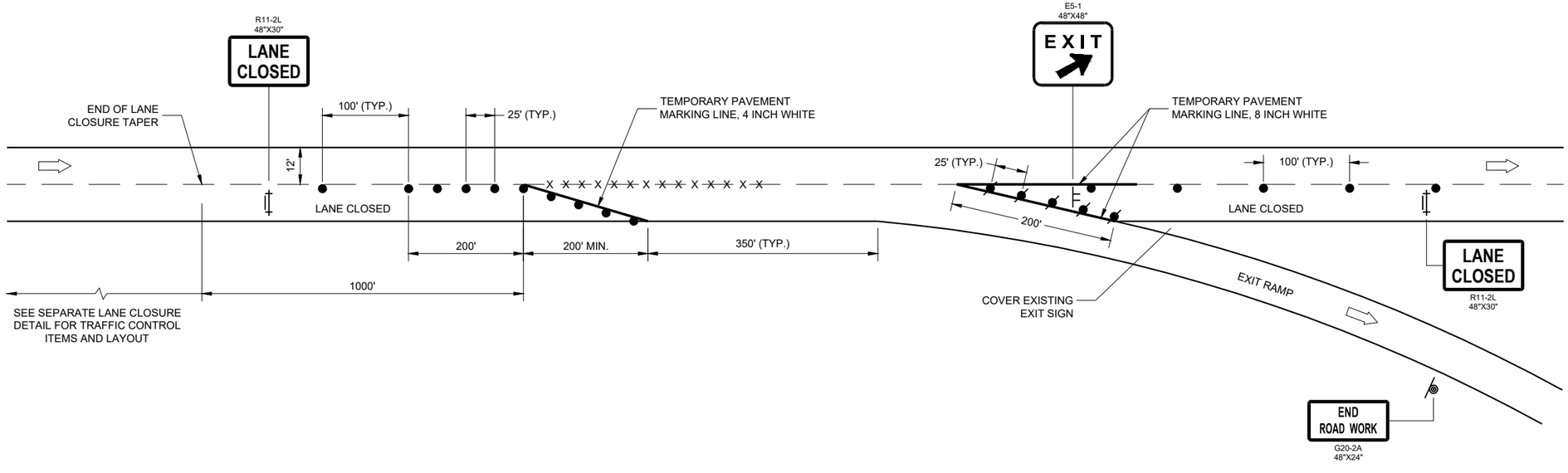
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 LINES 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.



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6

SDD 15D15 - 06e

SDD15D15 - 06e

**TRAFFIC CONTROL,
PARALLEL EXIT RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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 LINE 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.

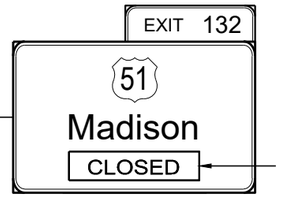
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(1) 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.

(2) 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.

G20 - 60
108" X 24"

OR

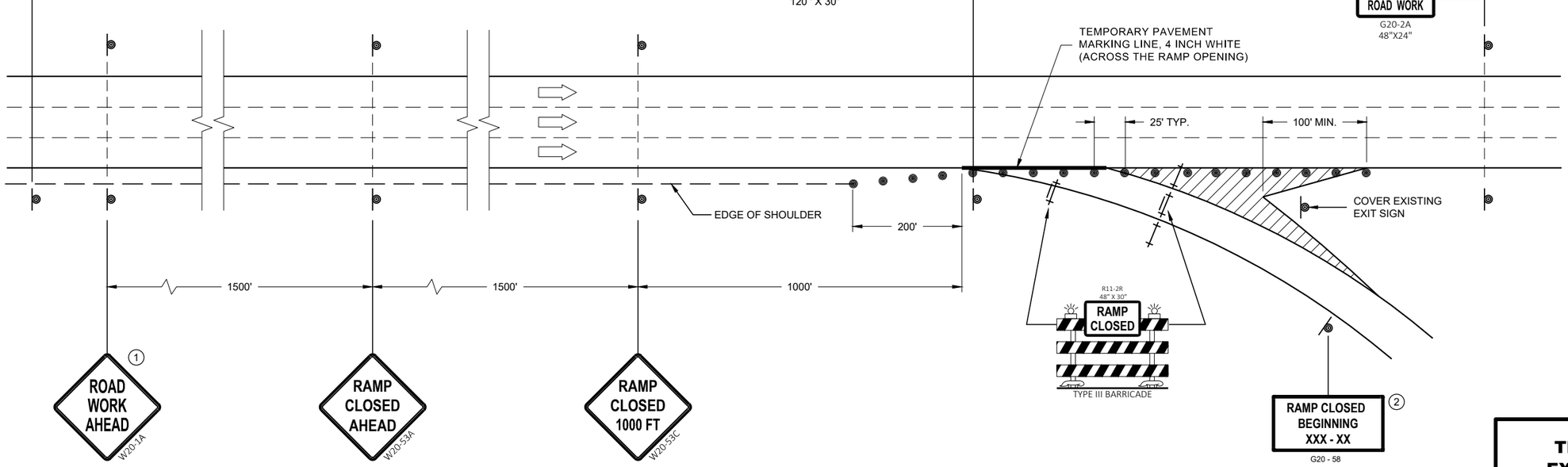


G20 - 60
108" X 24"

PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"



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
February 2022
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 15D16 - 05

6

SDD 15D16 - 05

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)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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

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

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

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

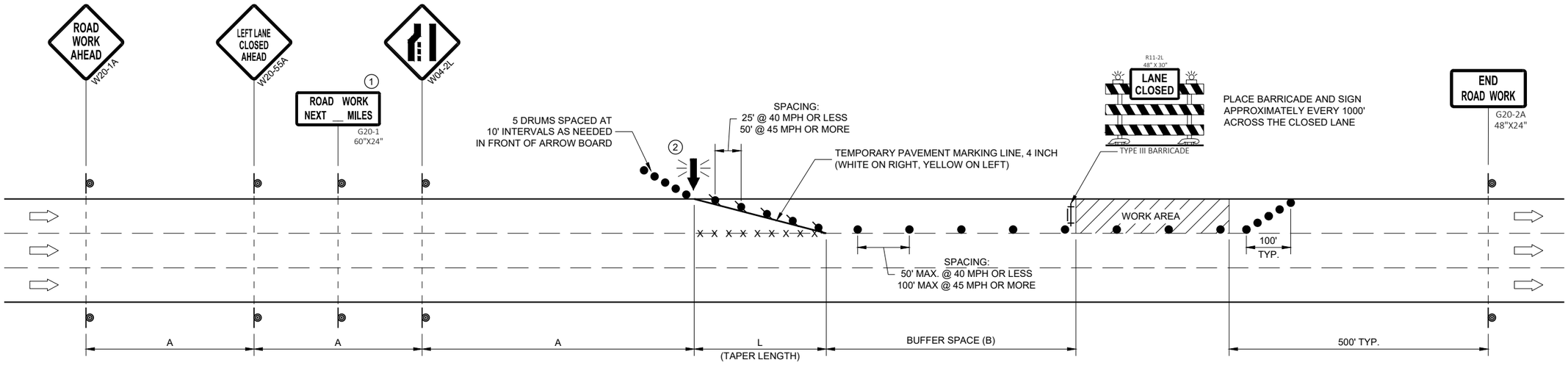
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

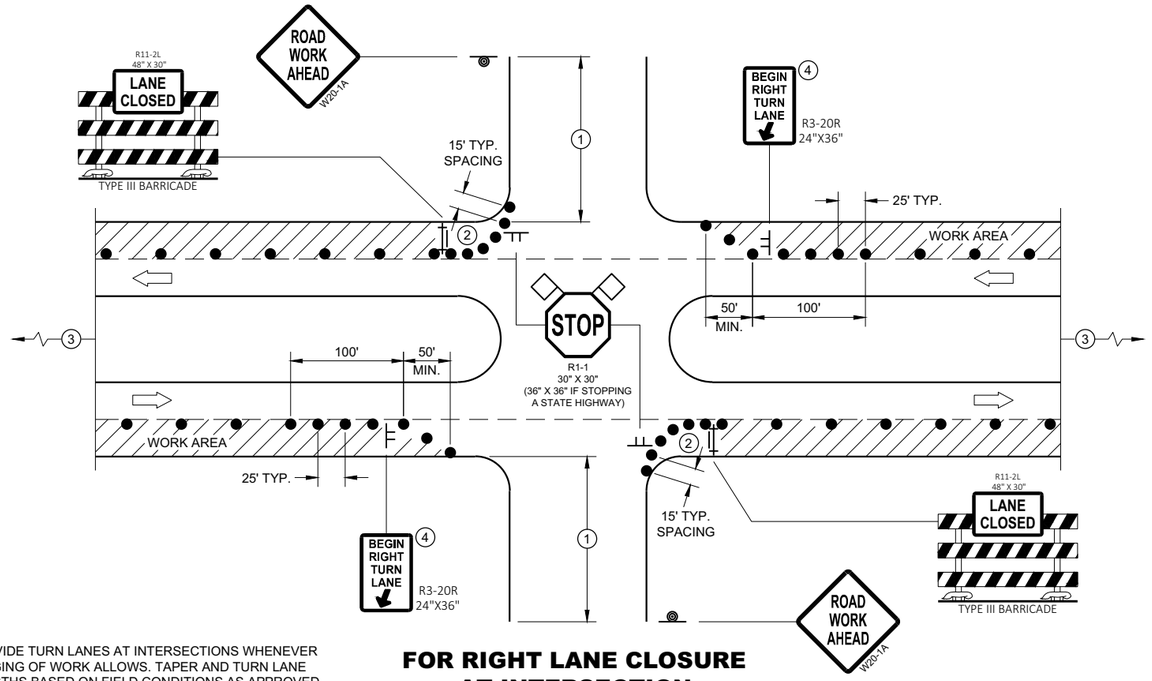
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

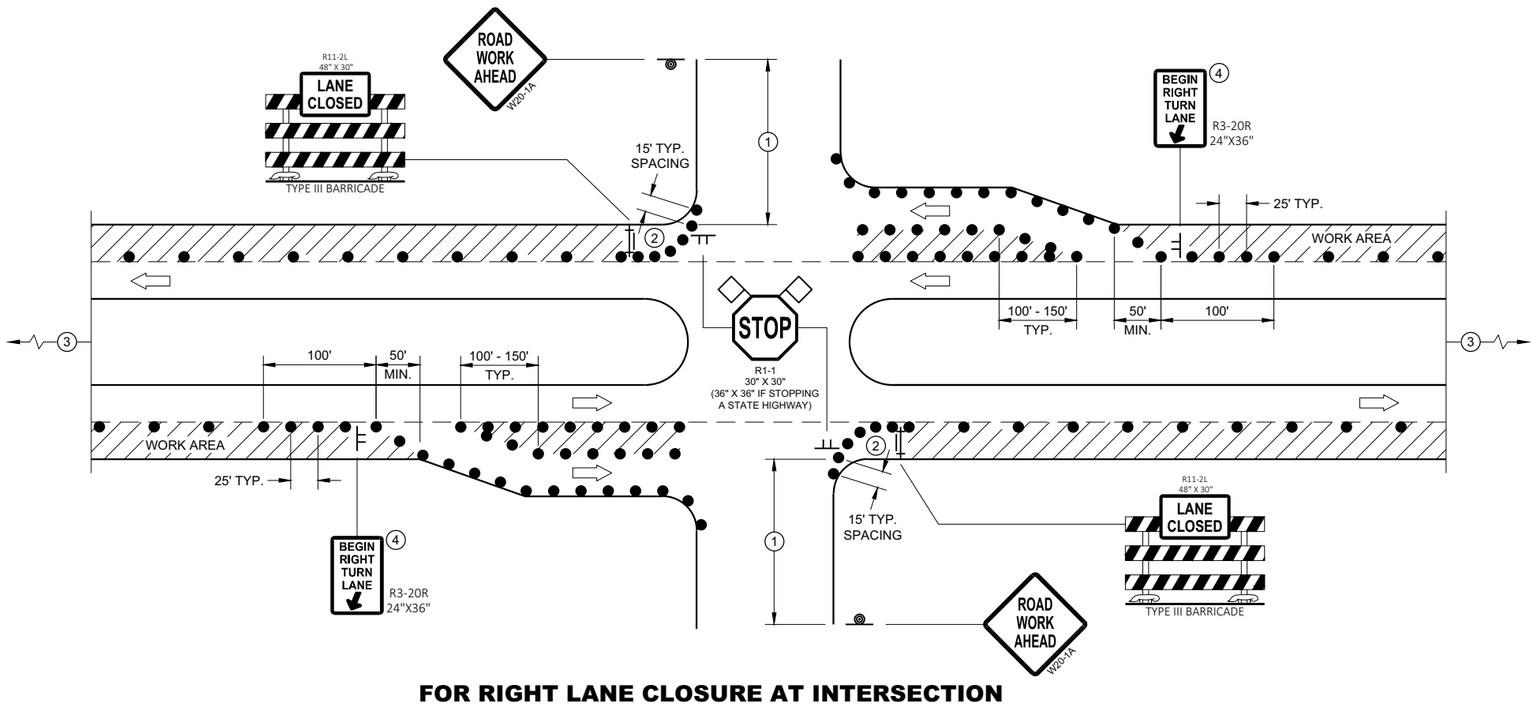
6

SDD15D20 - 06a



FOR RIGHT LANE CLOSURE AT INTERSECTION

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 (WITH RIGHT TURN BAY OPEN)

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.

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

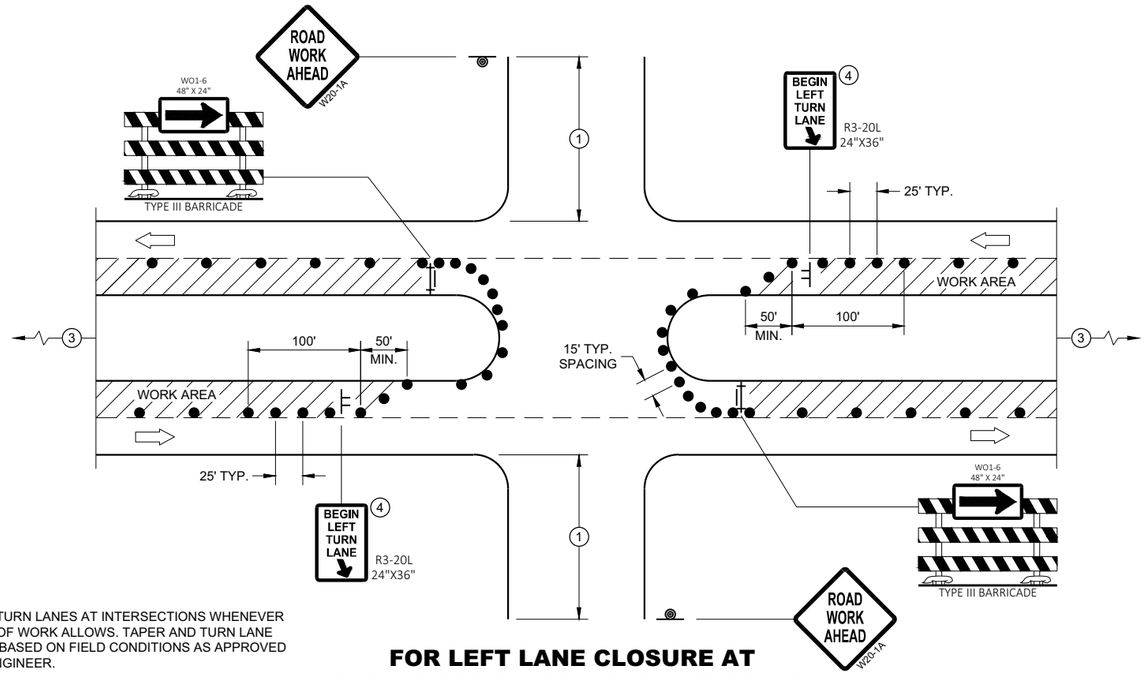
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



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 LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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.

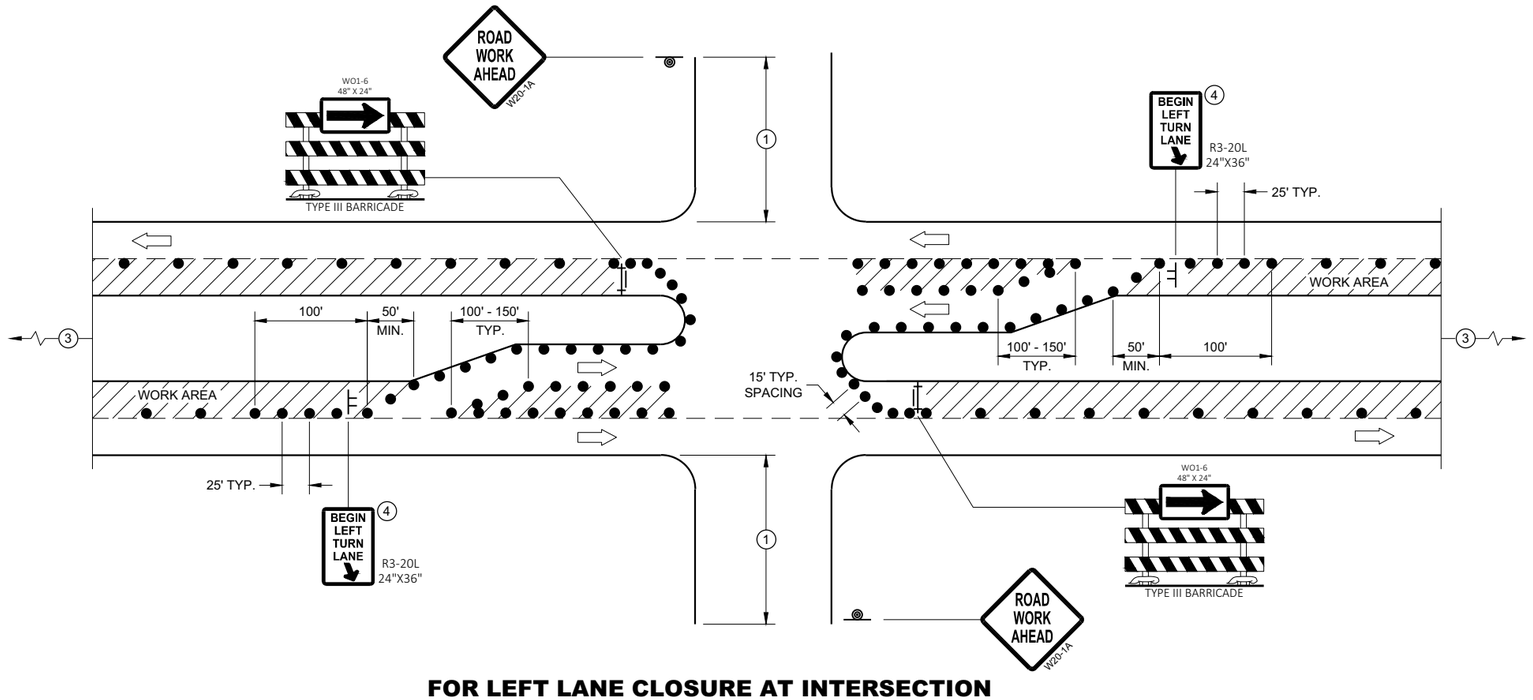
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(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 LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT 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 LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

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

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45 MPH, USE SDD 15D14.

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

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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.

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

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

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

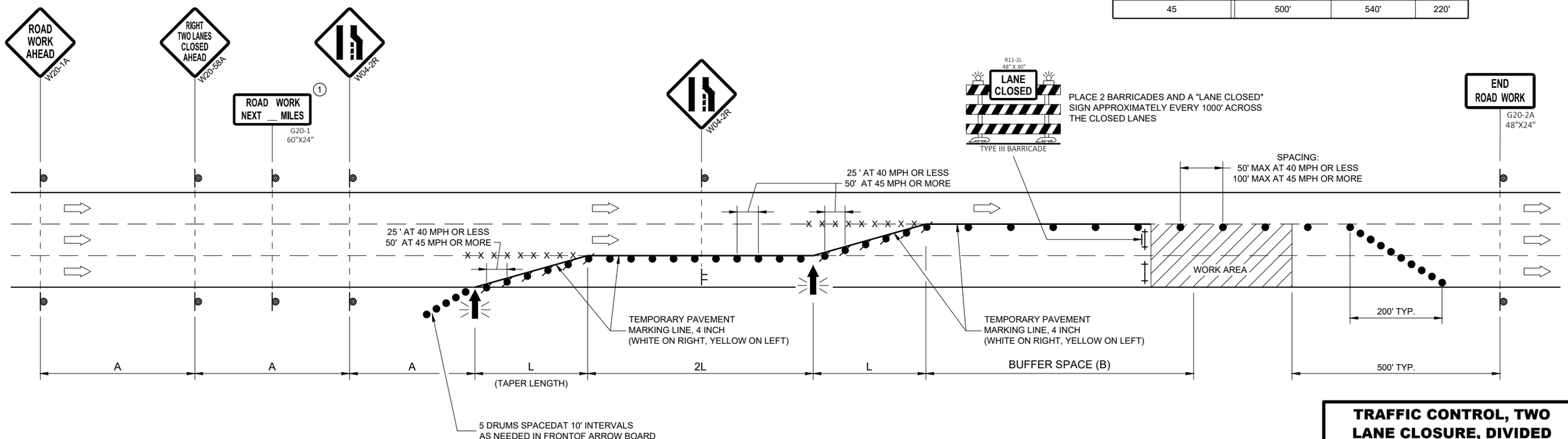
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'



TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D22 - 05

6

SDD 15D22 - 05

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.

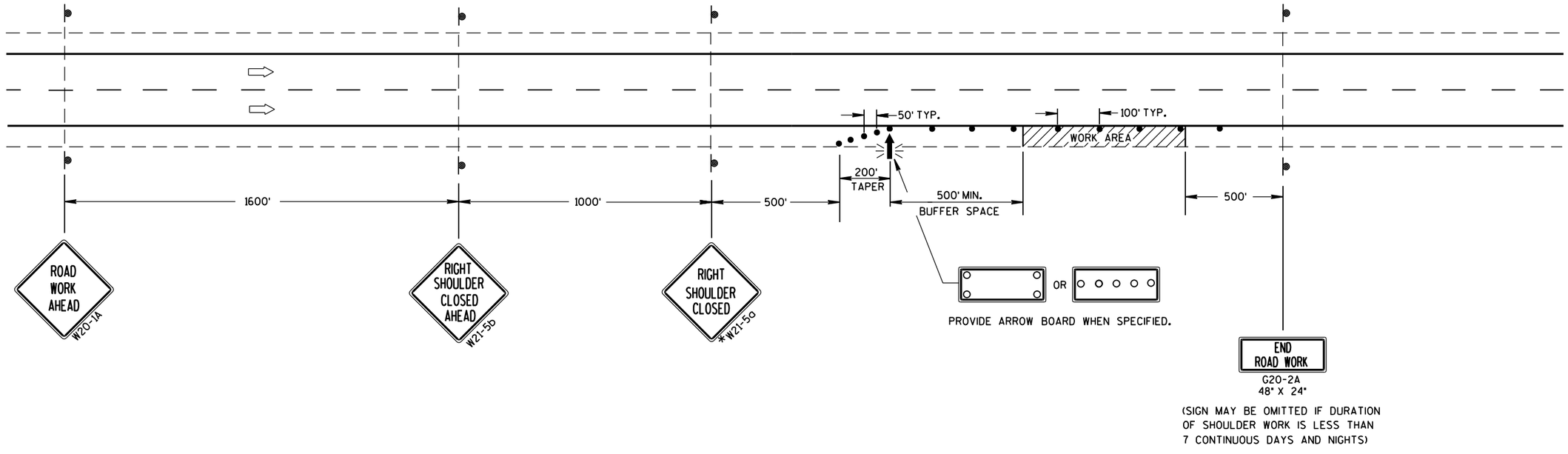
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

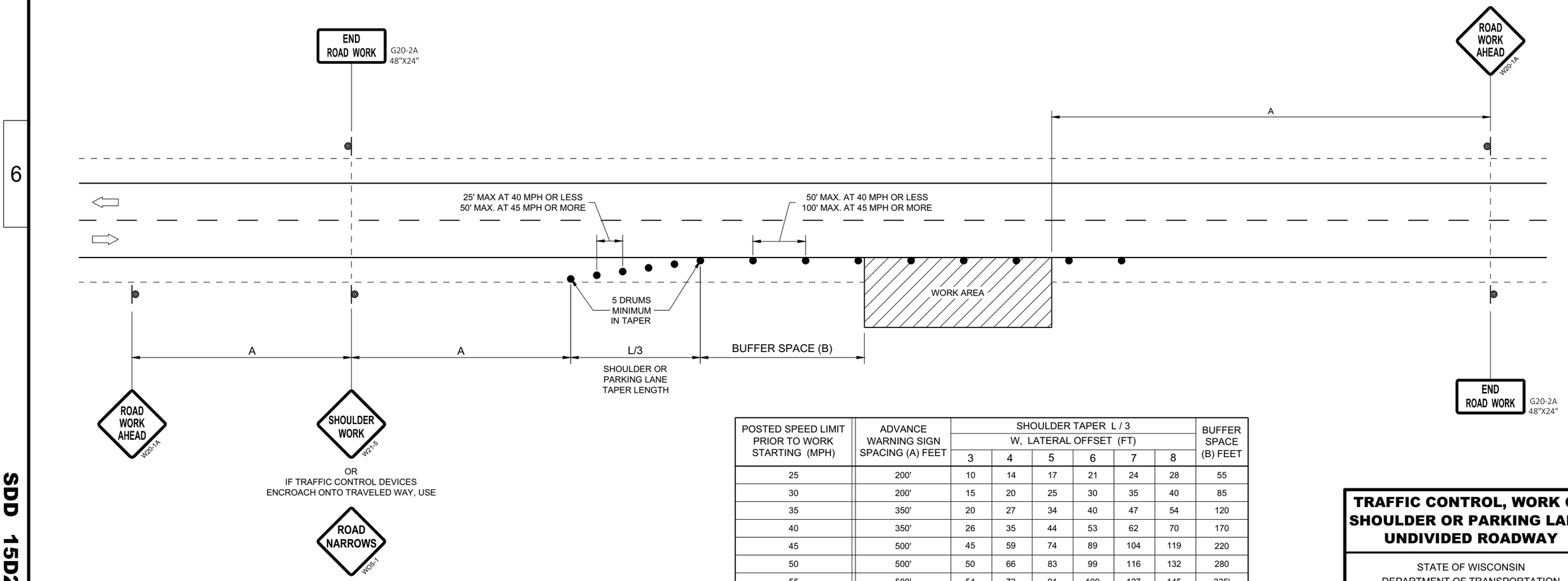
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

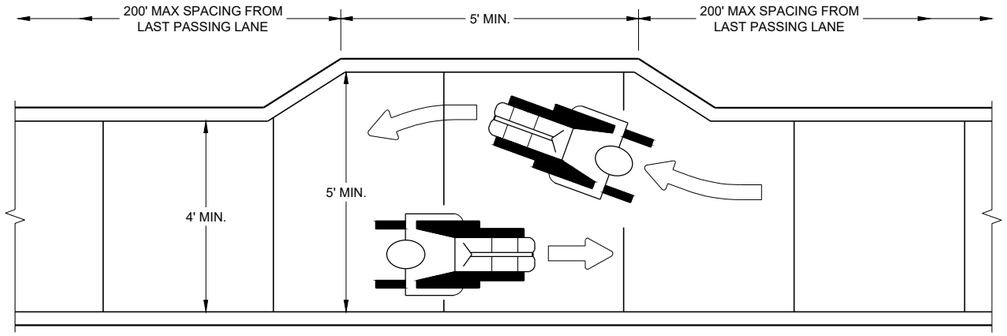
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

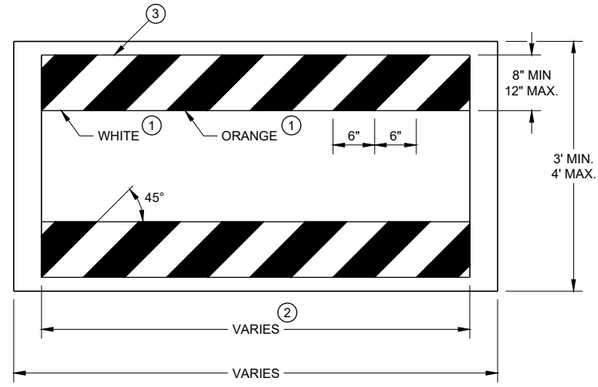
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

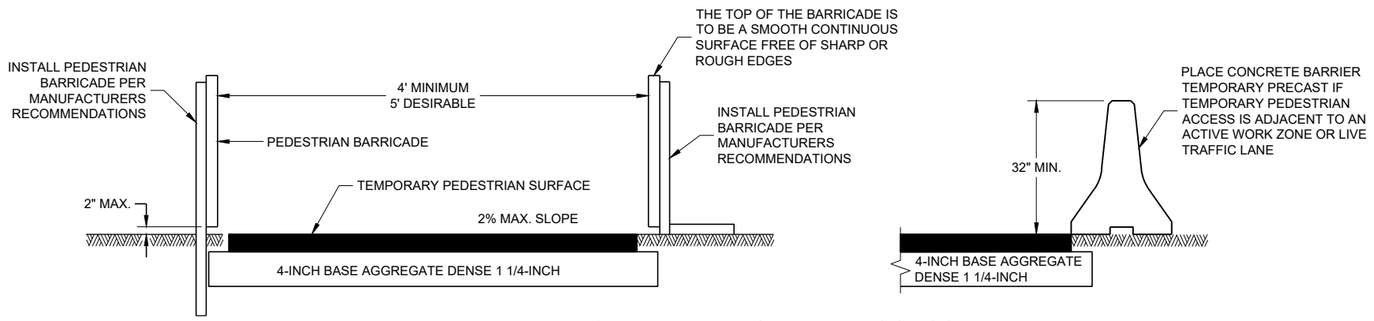
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

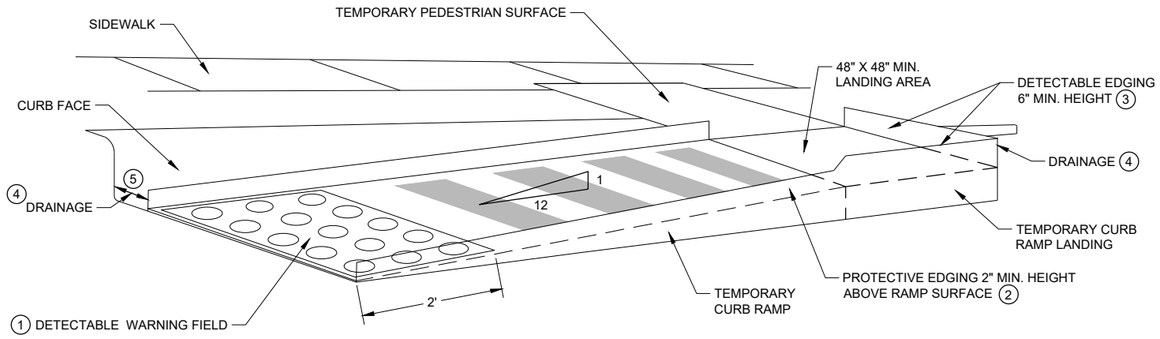


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

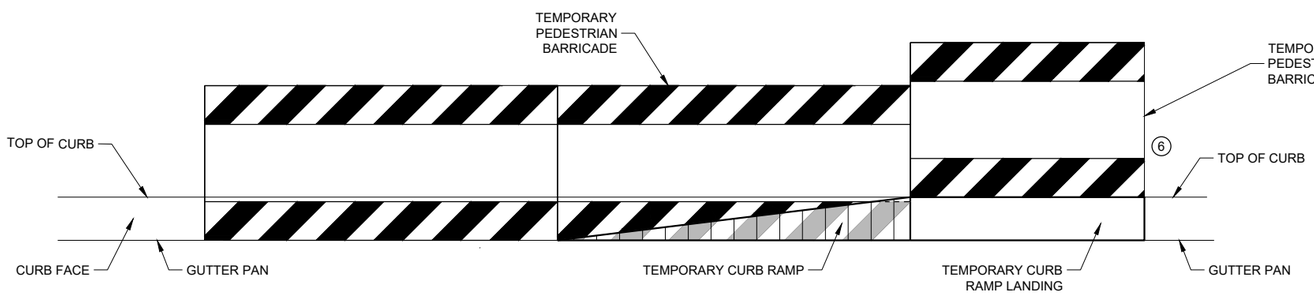
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

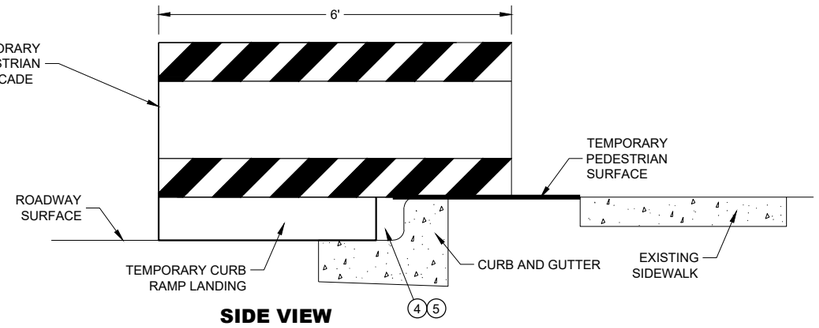
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

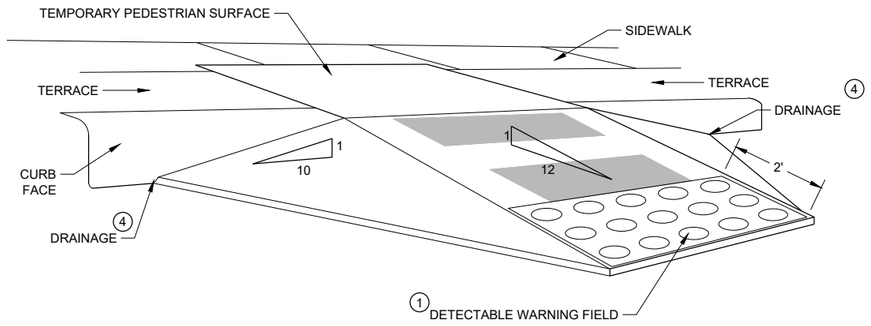
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

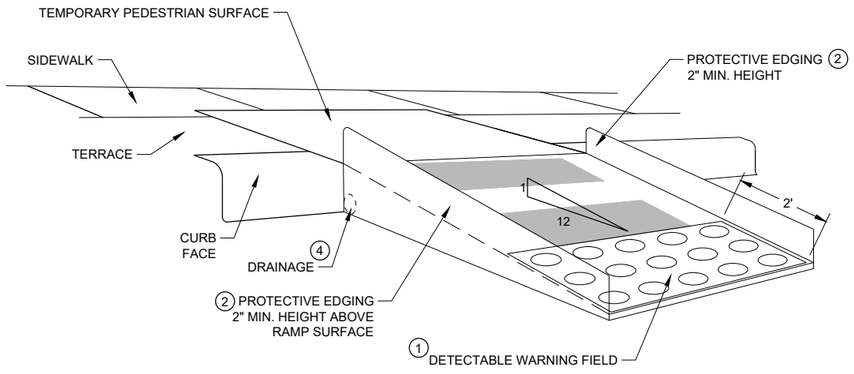
SDD 15D30 - 07b

6

SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

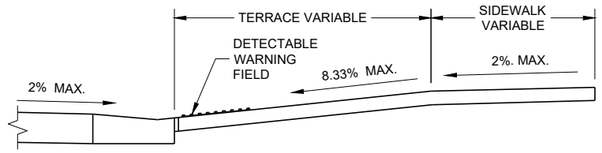
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

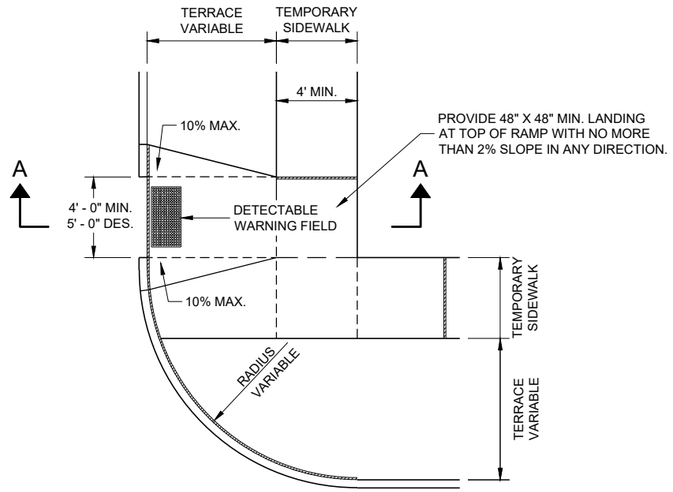
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D30 - 07d

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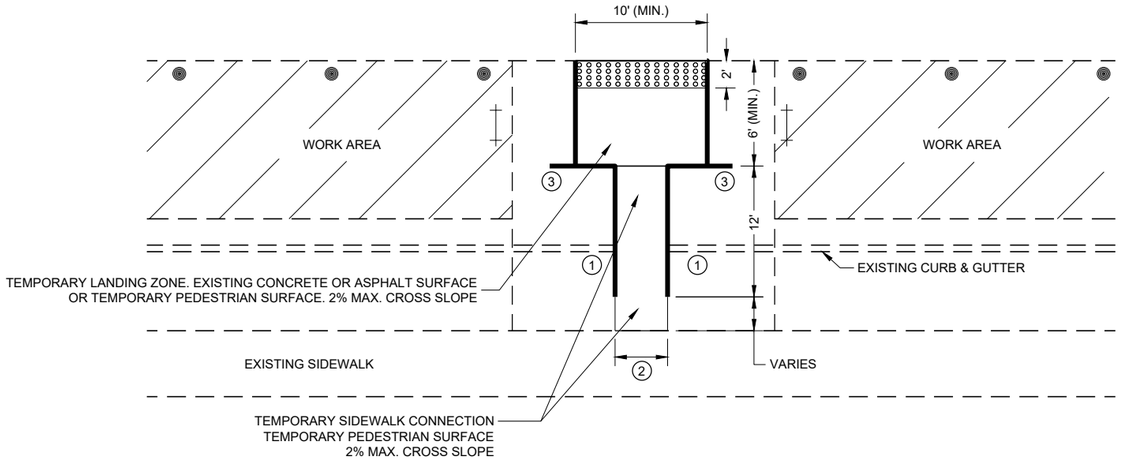
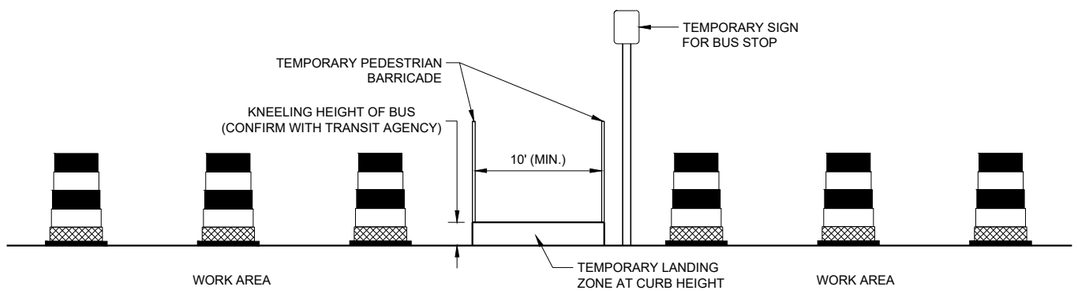


PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

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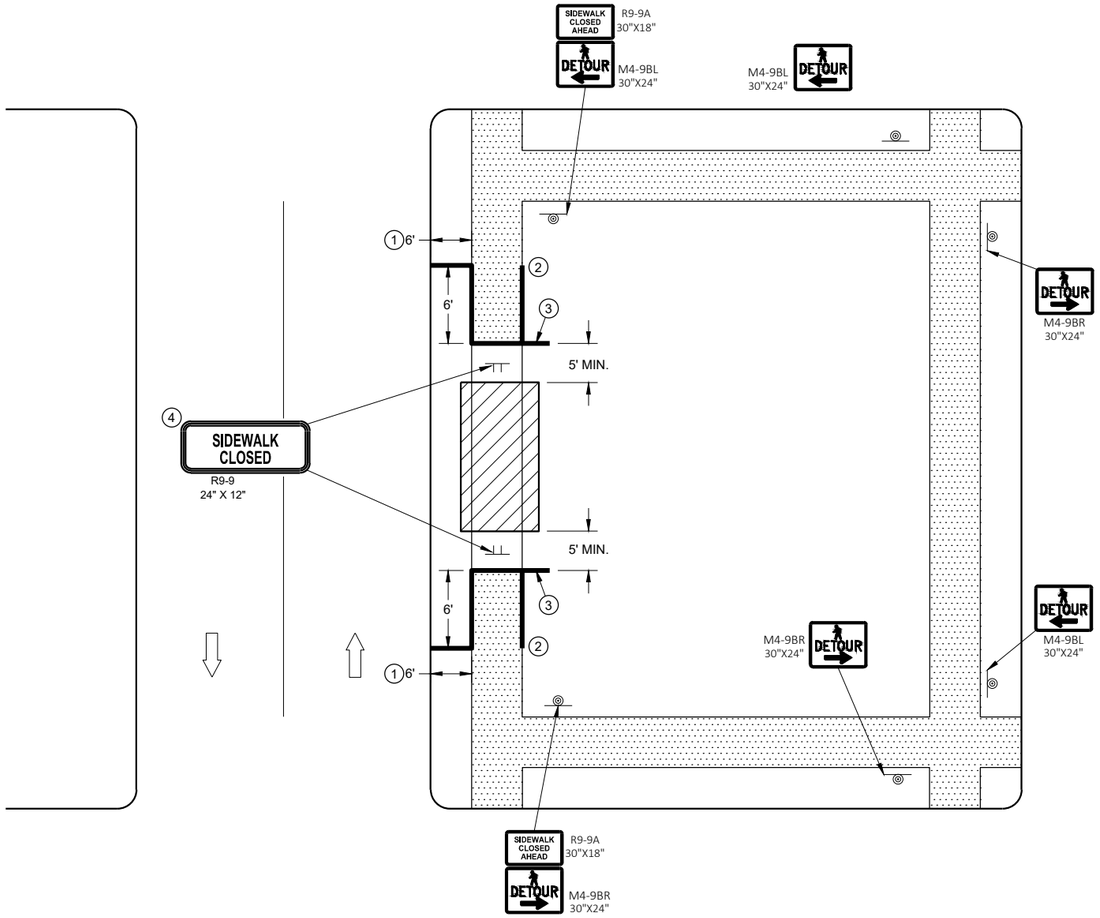
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

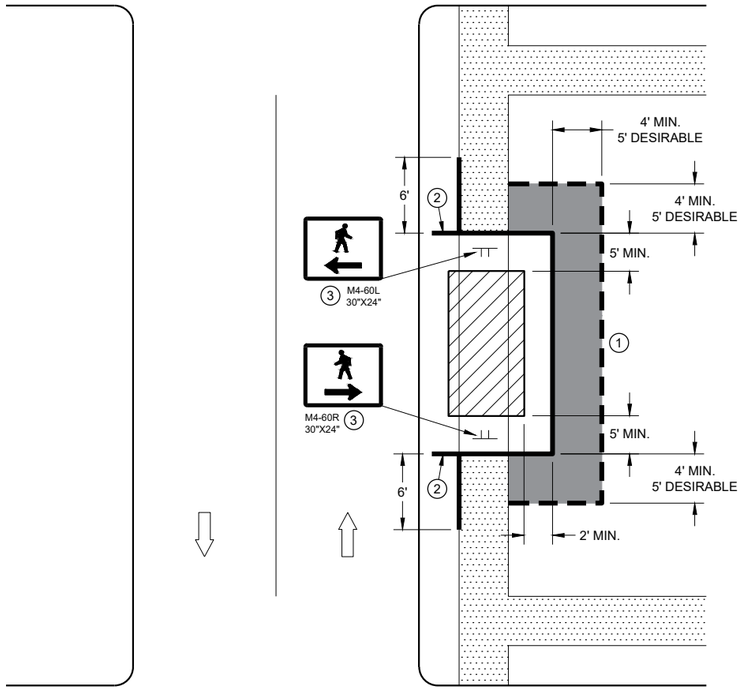
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

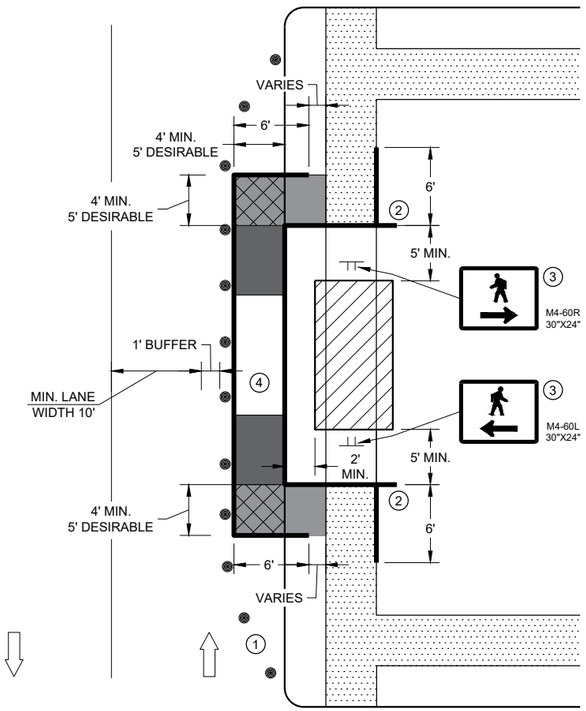
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 15D30 - 07h

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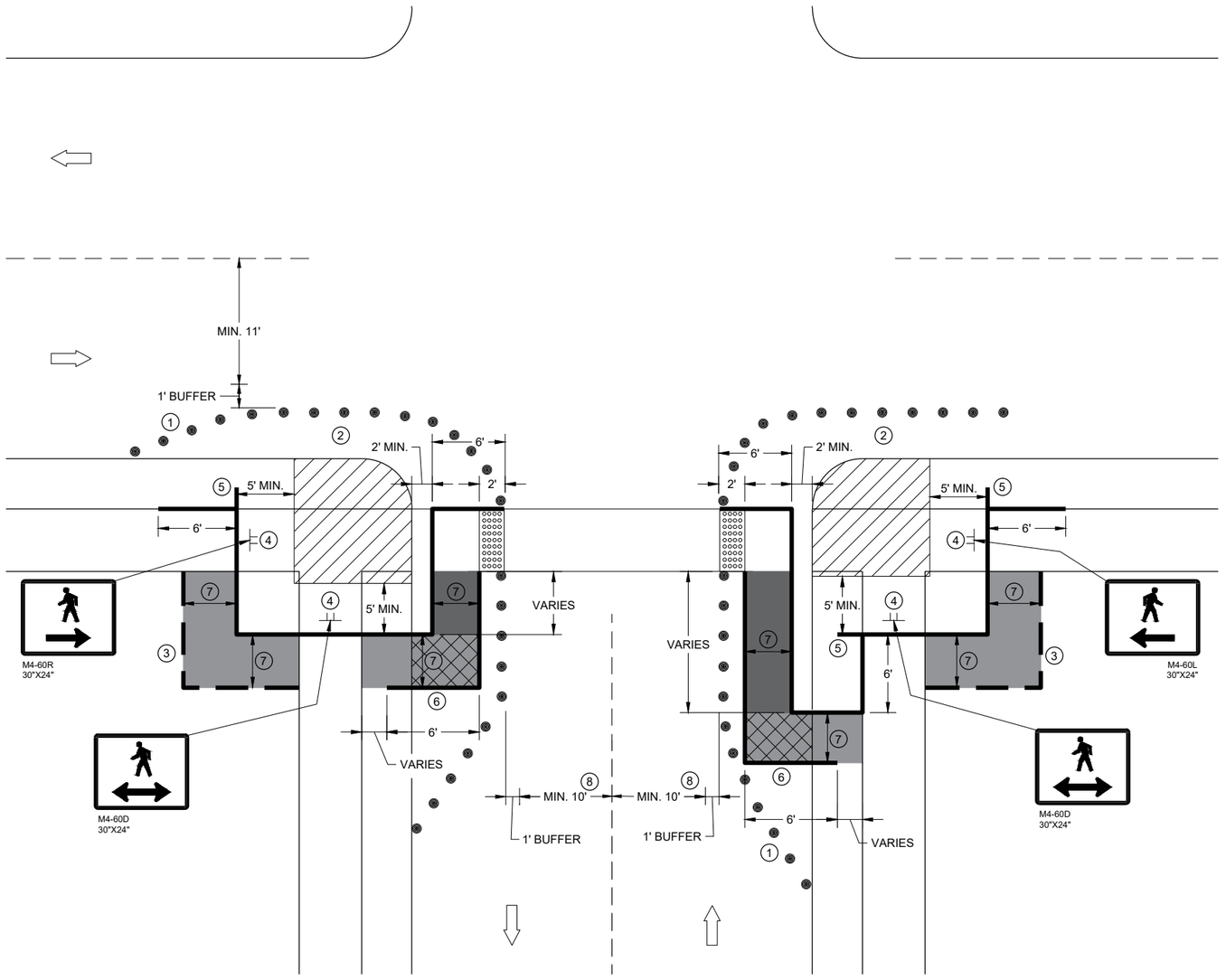
SDD 15D30 - 07h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

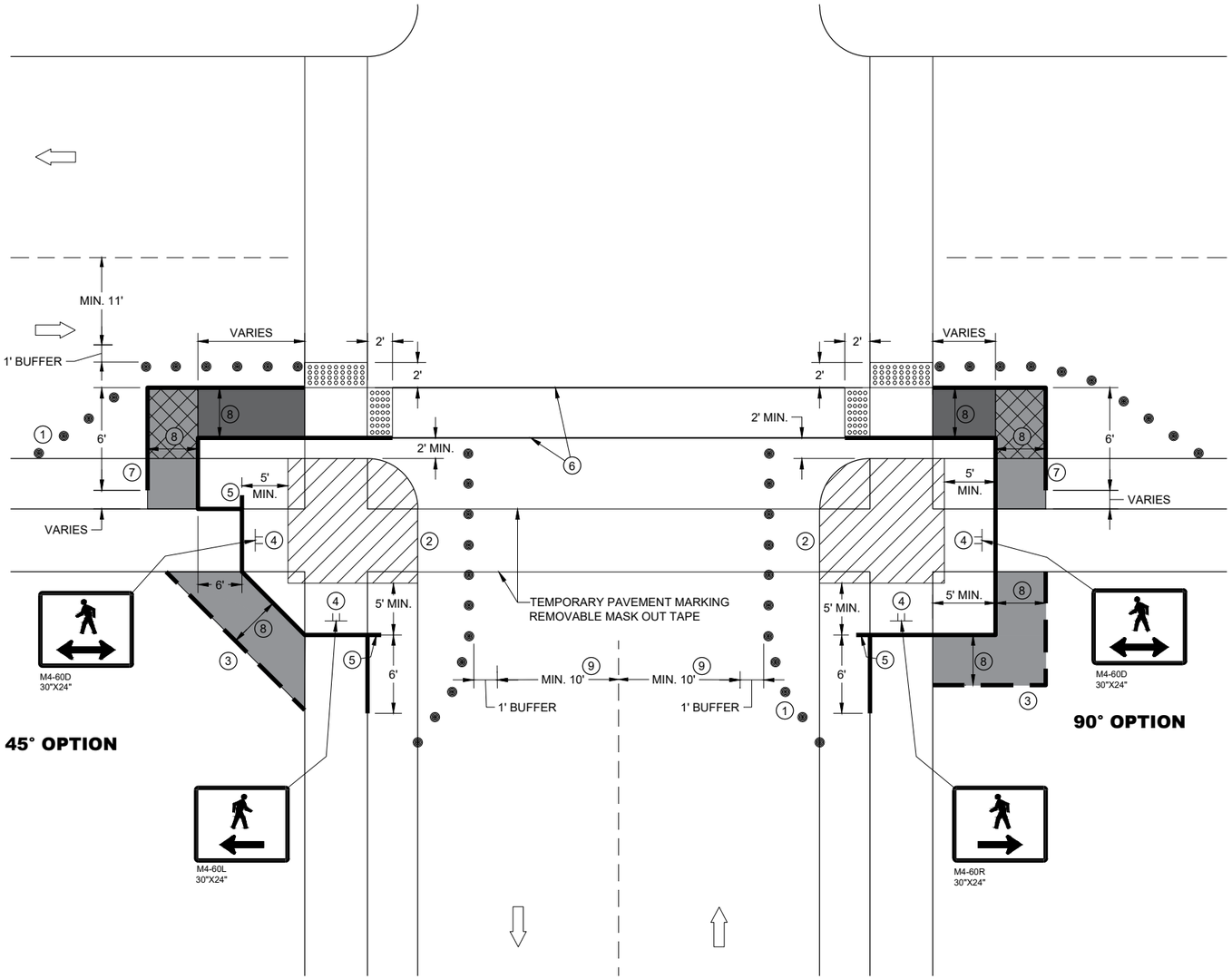
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

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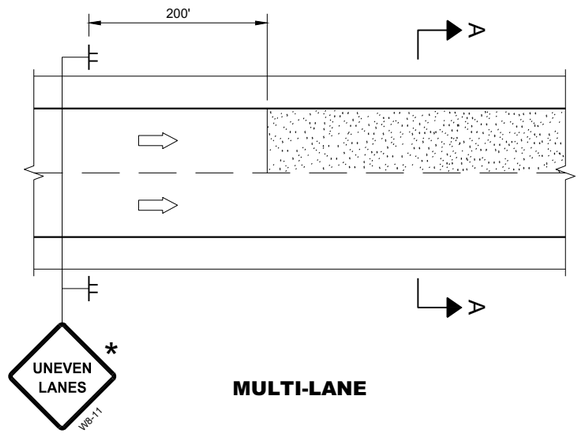
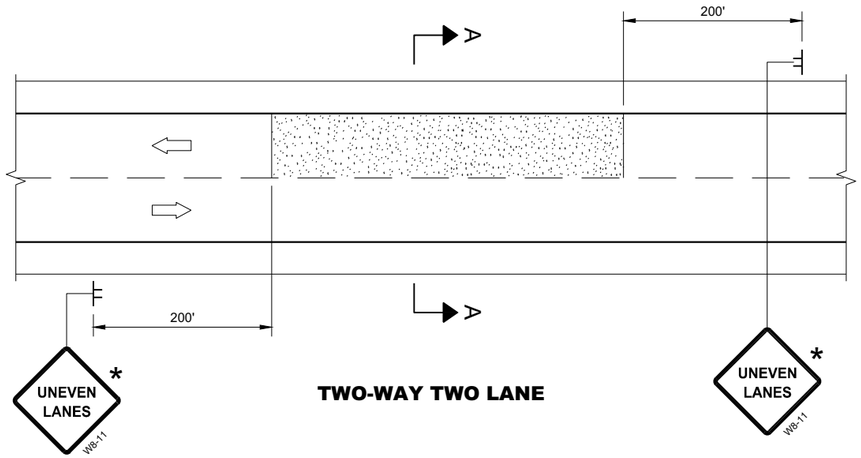


MULTI-LANE



TWO-WAY TWO LANE

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.

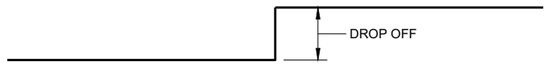
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

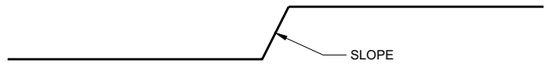
LEGEND

- 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

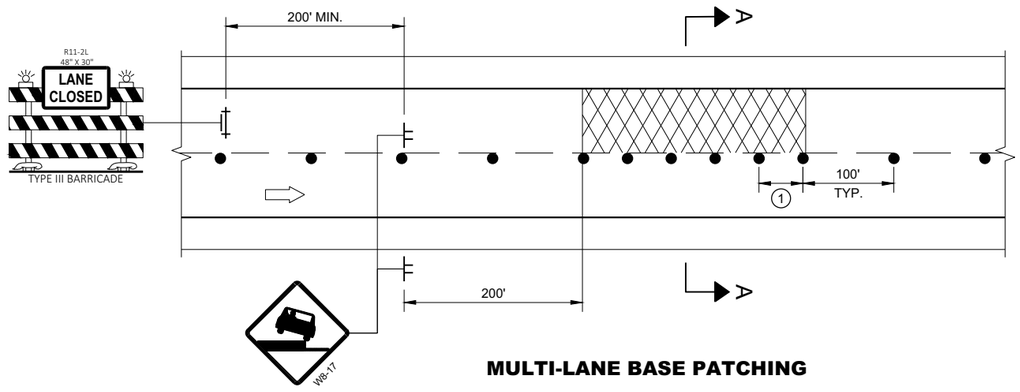


SECTION A - A

OR

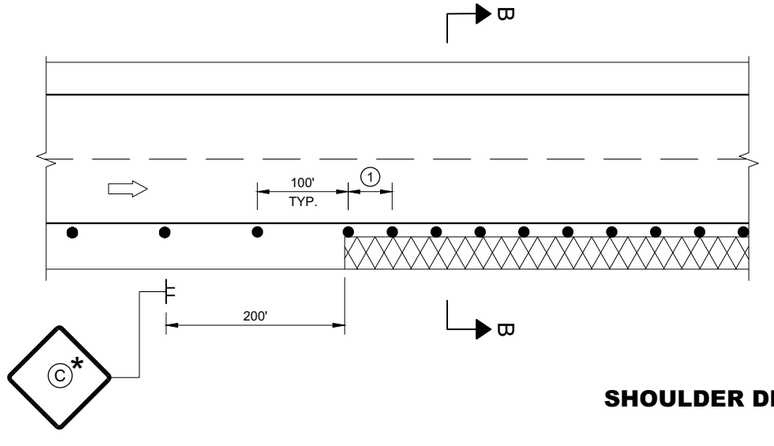


SECTION A - A

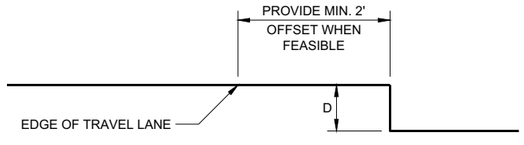


MULTI-LANE BASE PATCHING

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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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)
- CONCRETE BARRIER TEMPORARY PRECAST

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 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES 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.

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

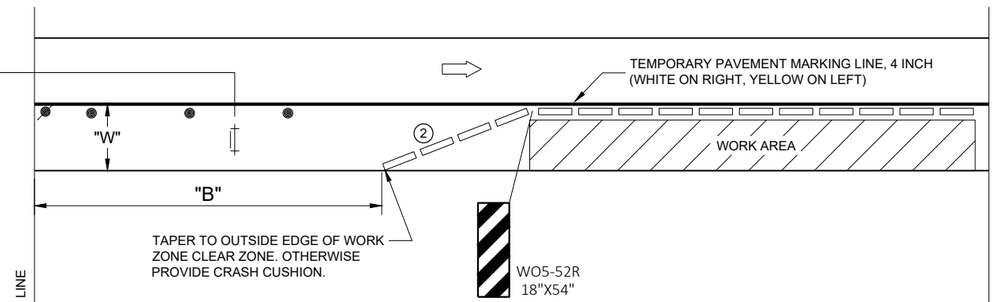
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER
SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP 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 IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

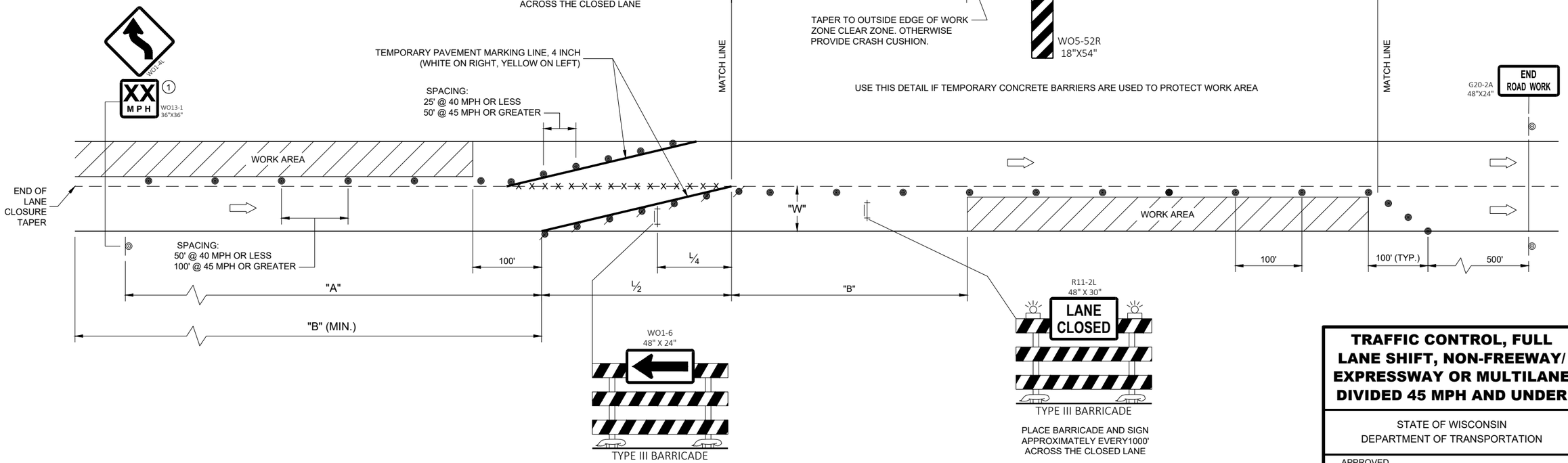
(2) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220

PLACE BARRICADE AND SIGN APPROXIMATELY EVERY1000' ACROSS THE CLOSED LANE



USE THIS DETAIL IF TEMPORARY CONCRETE BARRIERS ARE USED TO PROTECT WORK AREA



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY1000' ACROSS THE CLOSED LANE

TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04a

SDD 15D40 - 04a

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)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 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

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 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

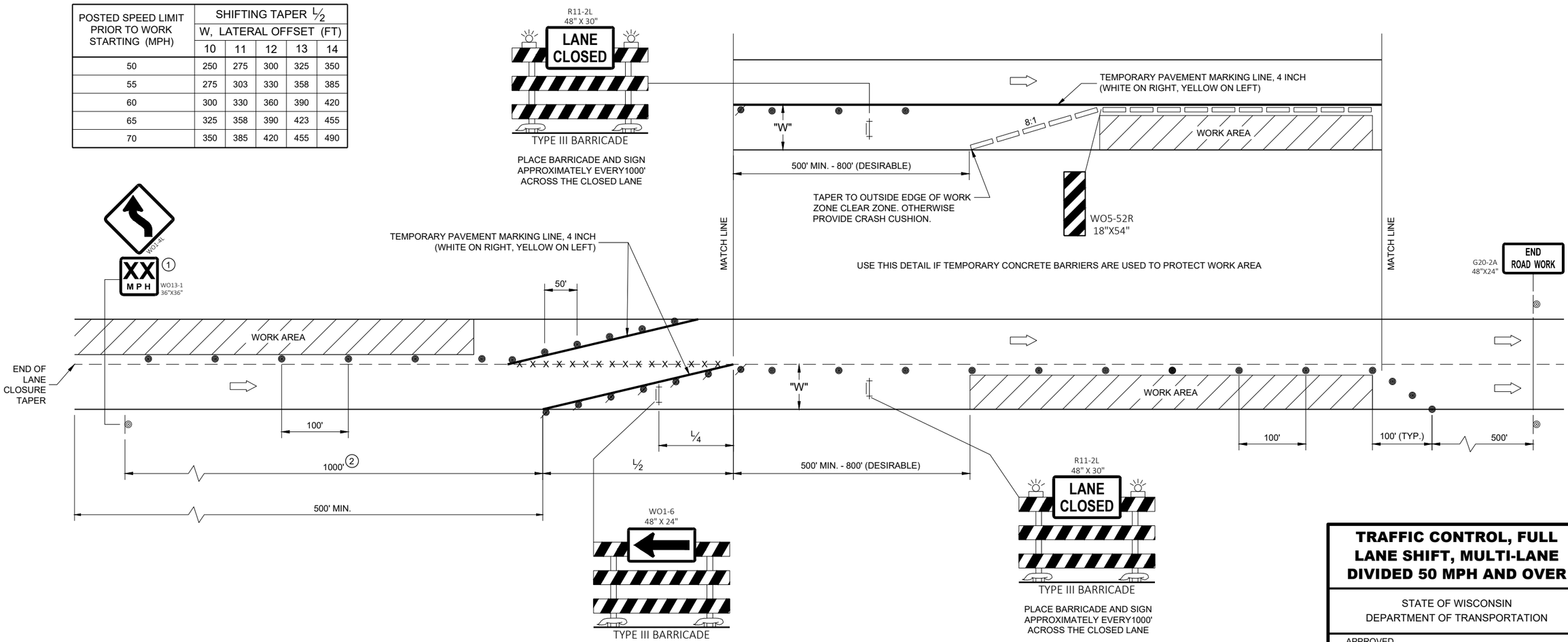
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 ½ 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 IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40 - 04b

6

SDD 15D40 - 04b

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)
- CONCRETE BARRIER TEMPORARY PRECAST

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 AND PLACE TEMPORARY PAVEMENT MARKING LINES 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.

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

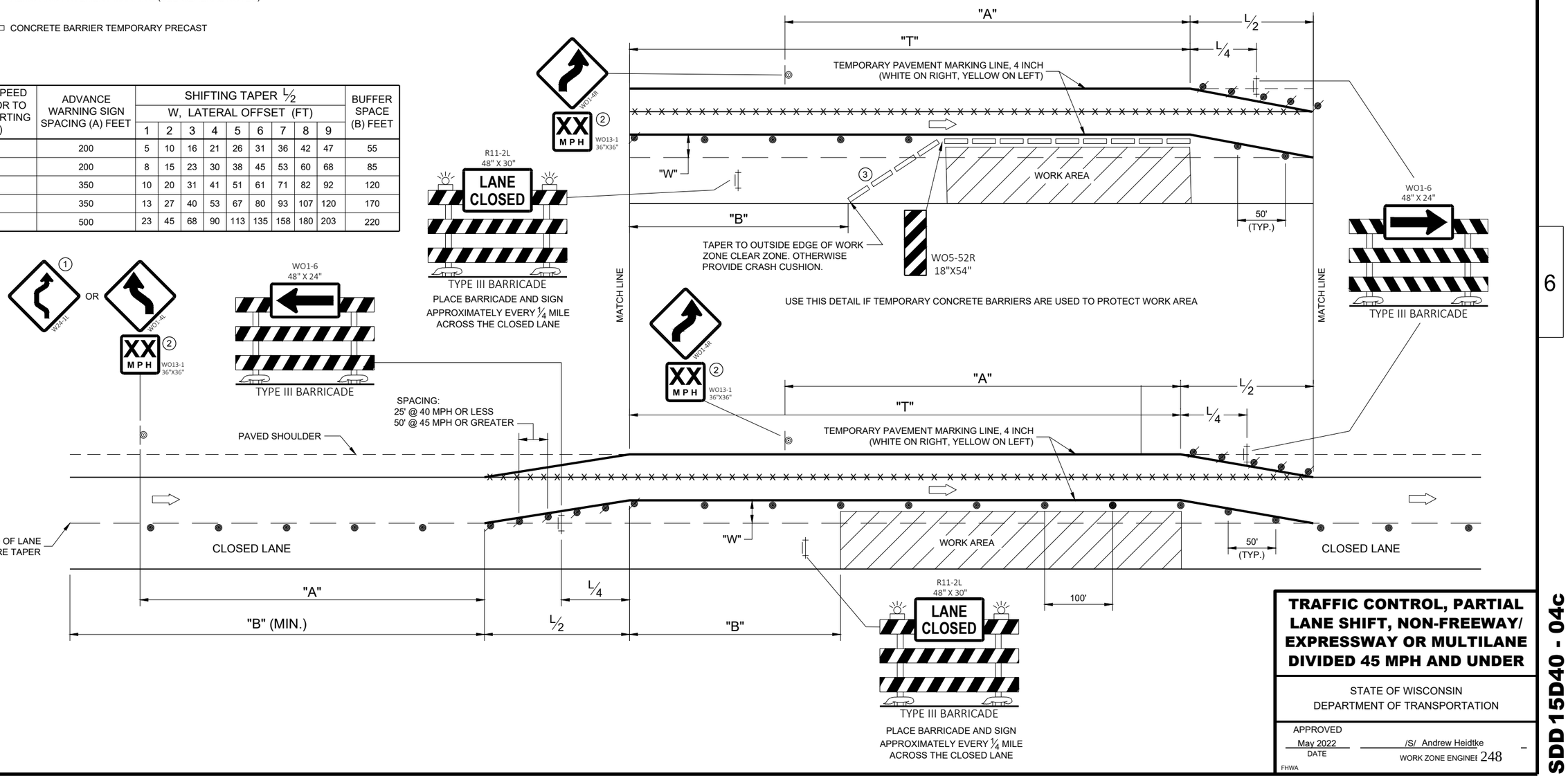
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP 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.

(3) BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

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
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04c

SDD 15D40 - 04c

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)
- CONCRETE BARRIER TEMPORARY PRECAST

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

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.

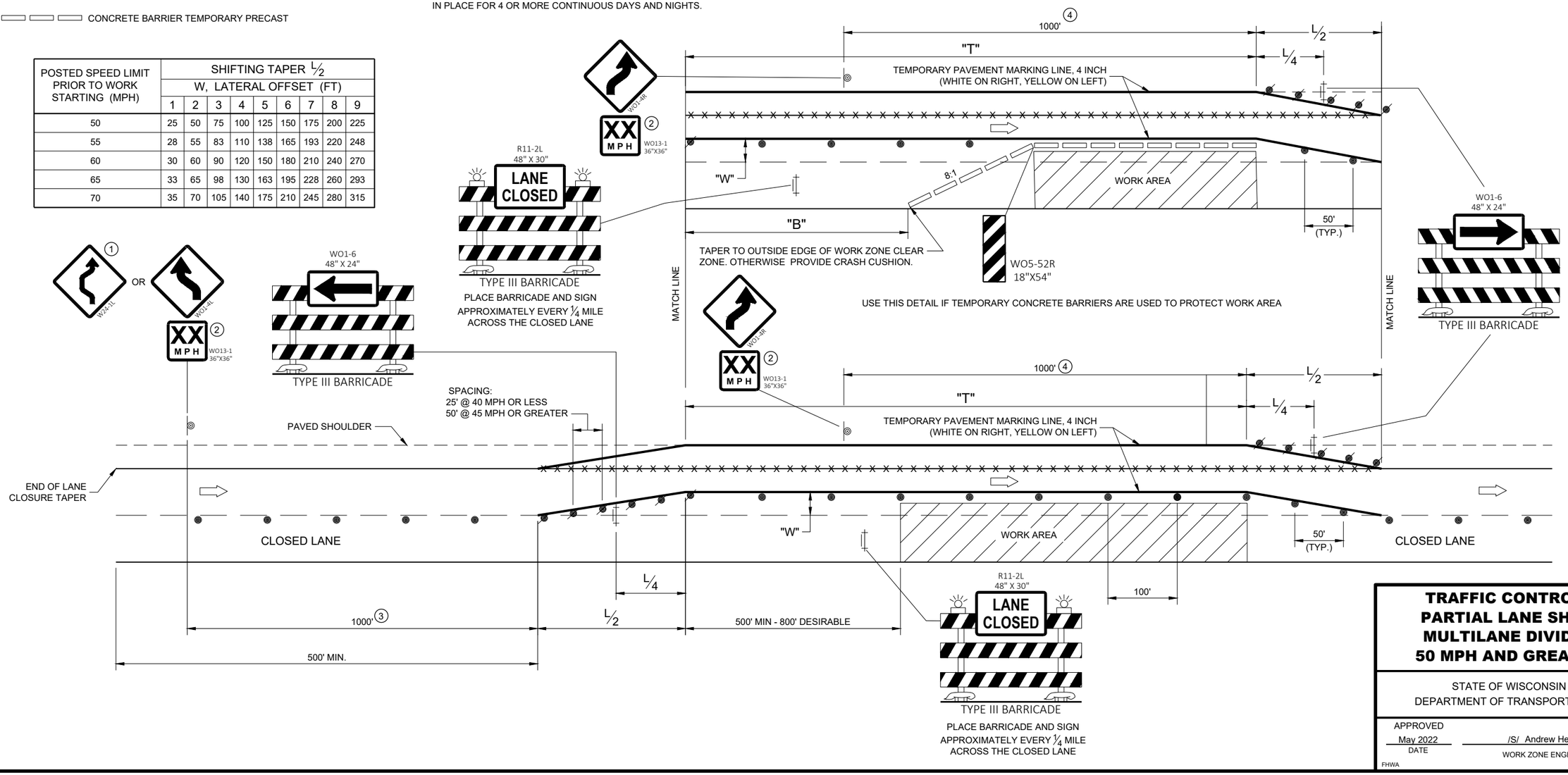
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40 - 04d

SDD 15D40 - 04d

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'

LEGEND

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.

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

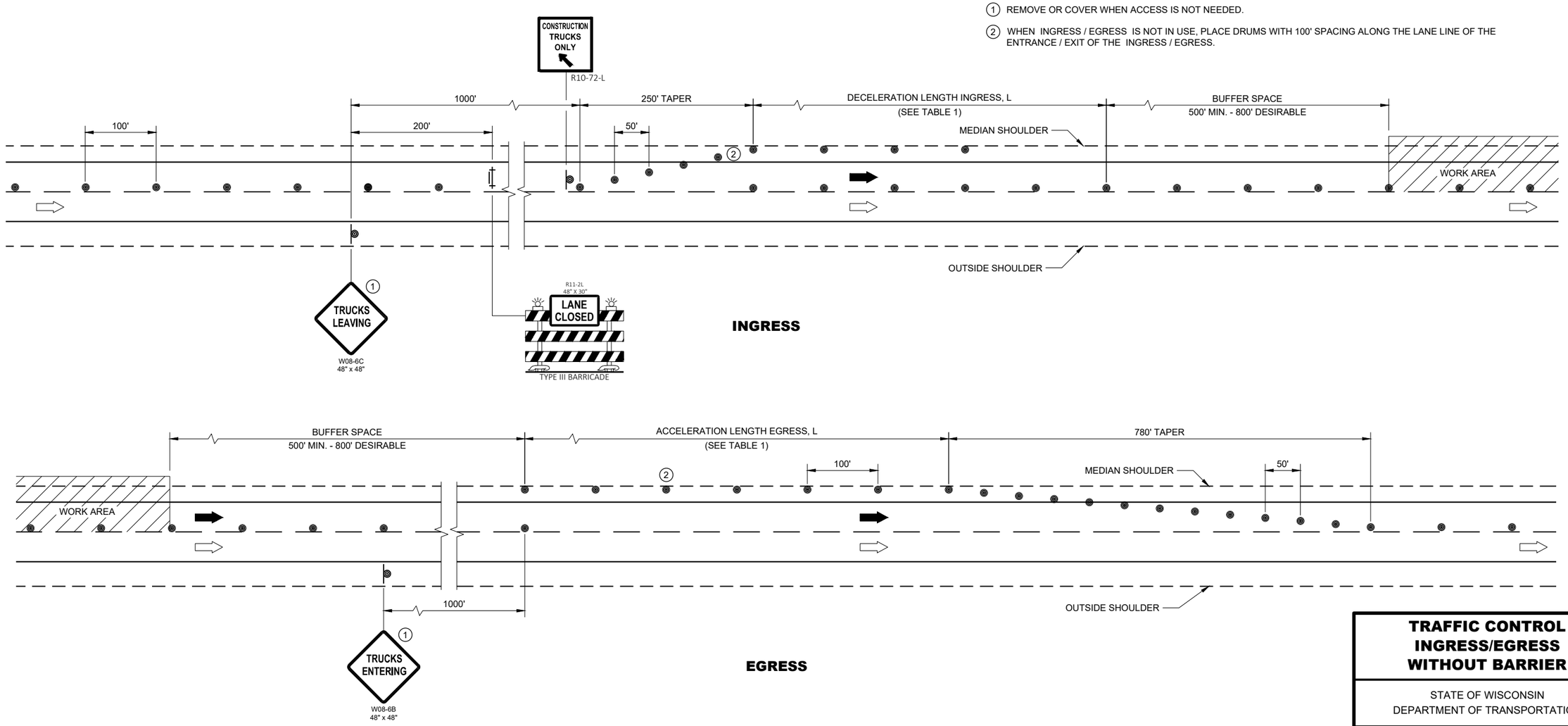
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D47 - 02b

SDD 15D47 - 02b

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, INCLUDING PCMS 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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED SIGNS.

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.

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

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

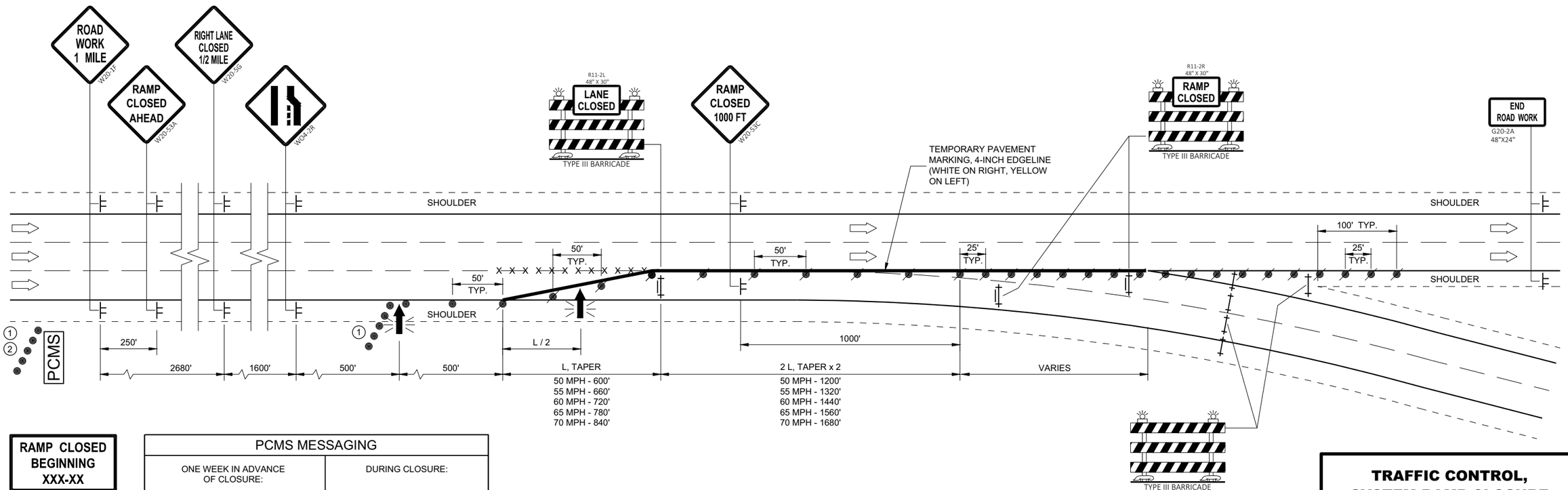
REMOVE ALL ARROW BOARDS AND DEVICES BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS.

REFER TO SDD 15C2 FOR SETTING DETOUR SIGNAGE.

ADD FREEWAY SHIELD AND DIRECTION IF APPLICABLE. COVER EXISTING RAMP AND LANE SIGNS IF APPLICABLE.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS.

(2) DURING THE PRE-WARNING PERIOD, PLACE THE PCMS AT THE SYSTEM RAMP THAT IS TO BE CLOSED. DURING CLOSURE PERIOD, PLACE PCMS OR FMS AT LAST AVAILABLE EXIT IN ADVANCE OF SYSTEM RAMP CLOSURE. IF DYNAMIC MESSAGE SIGNS (DMS) ARE AVAILABLE, COORDINATE POTENTIAL SIGN MESSAGES WITH THE TRAFFIC MANAGEMENT CENTER (TMC).



SEE SDD 15C2 (SHEET "b"), DETAIL "D" "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" PLACE BARRICADES TO FULLY SEAL OFF ROAD

RAMP CLOSED BEGINNING XXX-XX
G20-58

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:		DURING CLOSURE:	
FRAME 1	**FRAME 2**	**FRAME 1**	**FRAME 2**
RAMP TO CLOSE	XXXDAY XX XX XX	HWY XX RAMP CLOSED	USE ALT ROUTE

TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15D49 - 01

SDD 15D49 - 01

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.

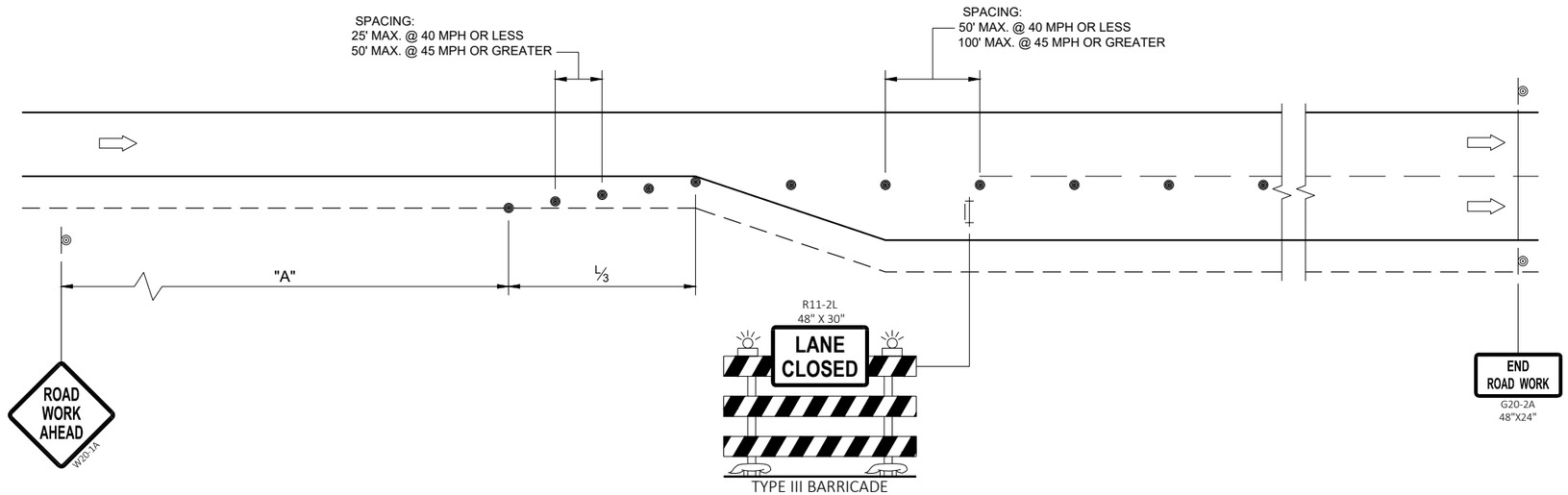
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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 7 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

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D50 - 02a

6

SDD 15D50 - 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

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.

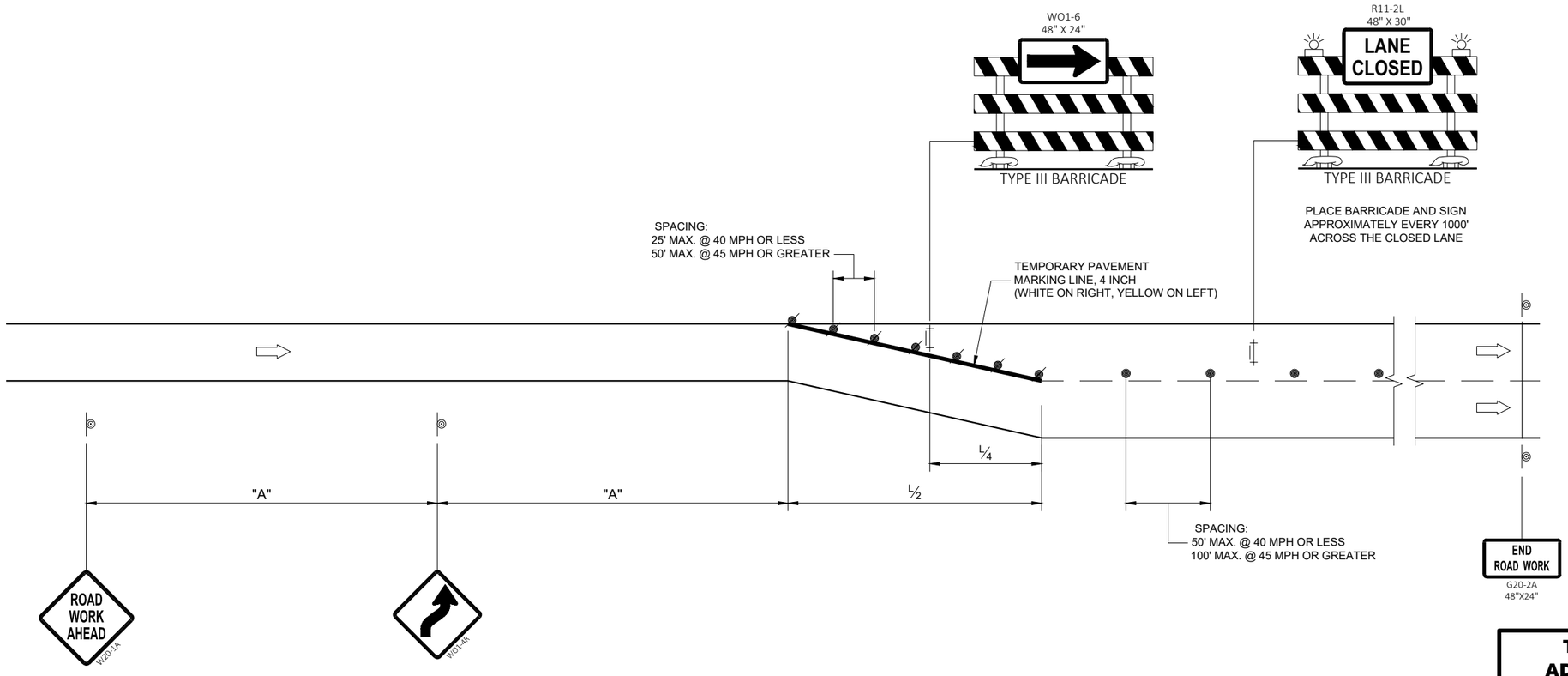
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 AND PLACE TEMPORARY PAVEMENT LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

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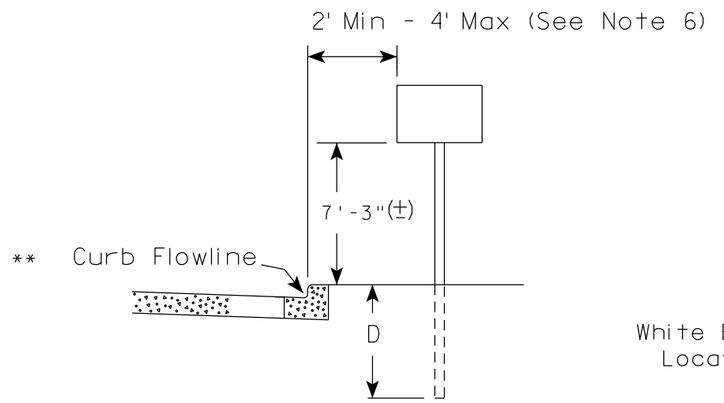
SDD 15D50 - 02b

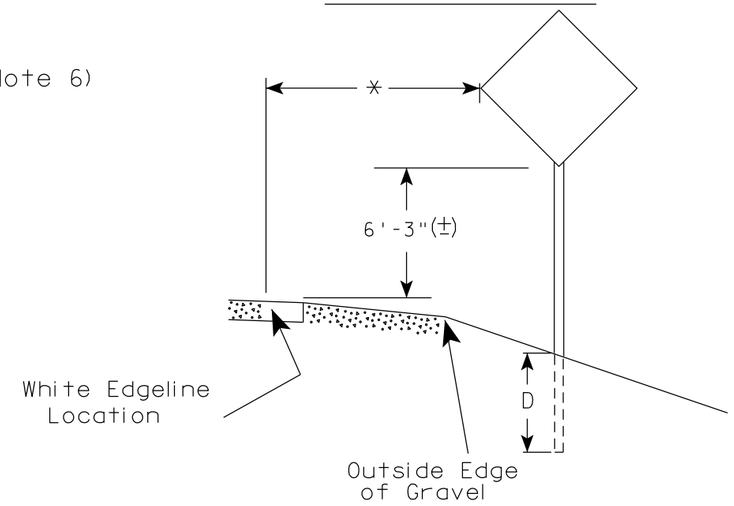
6

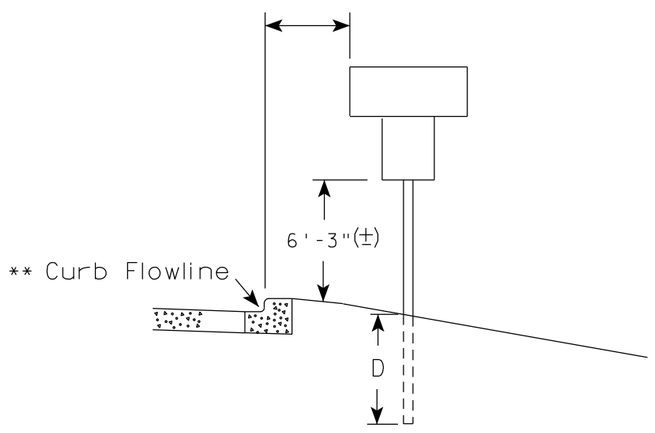
SDD 15D50 - 02b

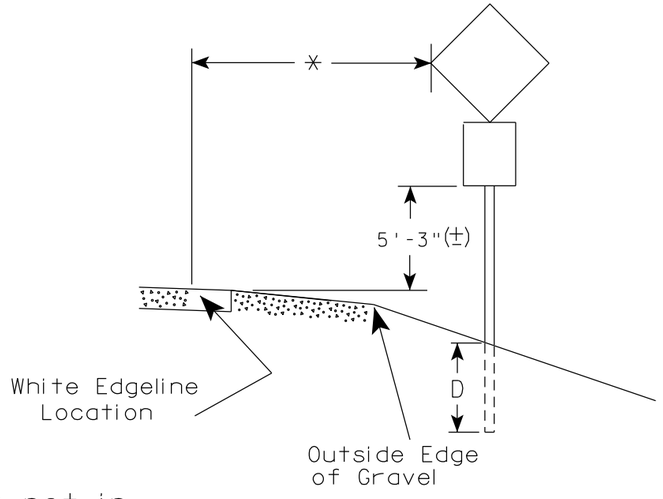
URBAN AREA



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.

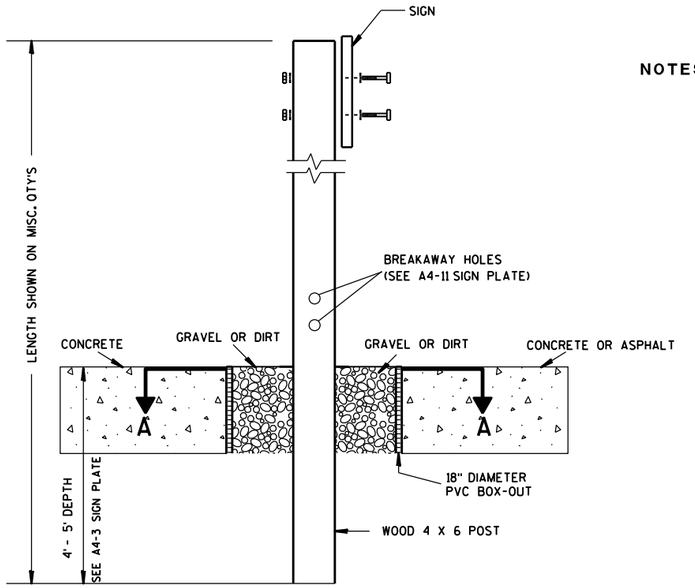
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

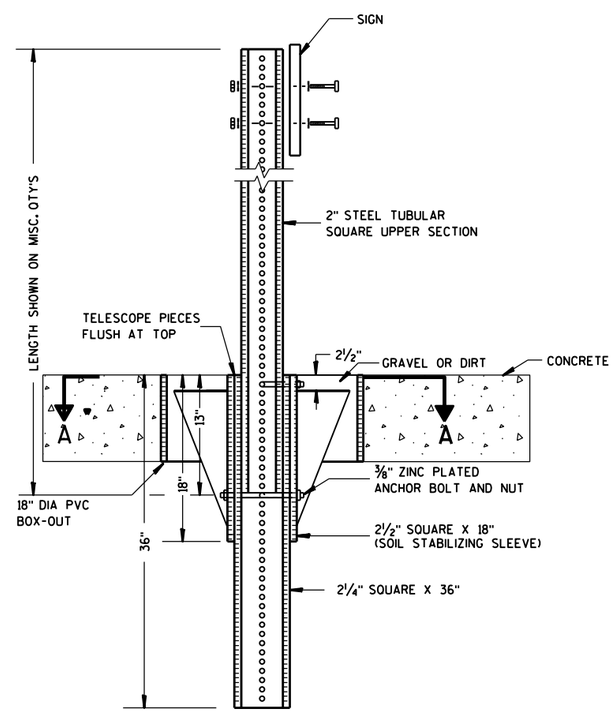
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 254	E



ELEVATION VIEW

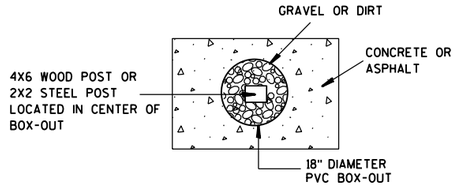
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

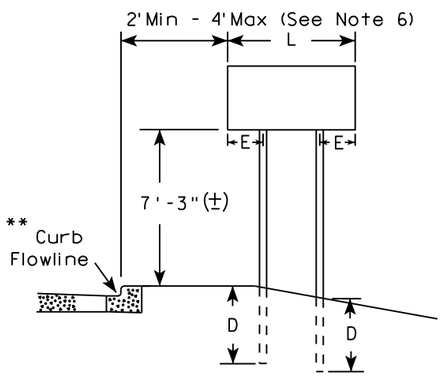
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

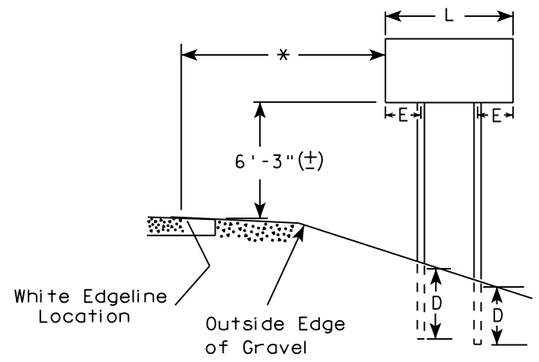
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

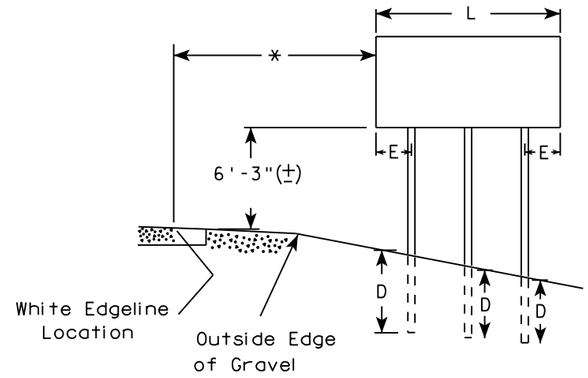
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

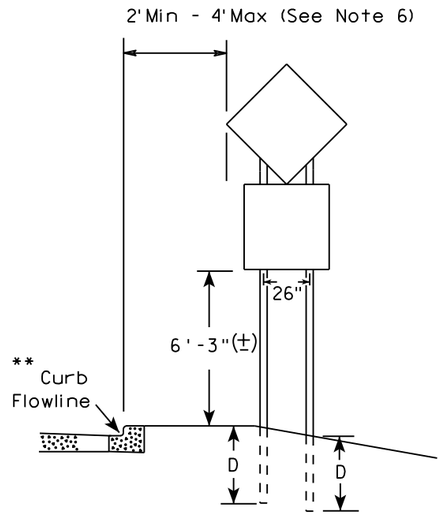
URBAN AREA



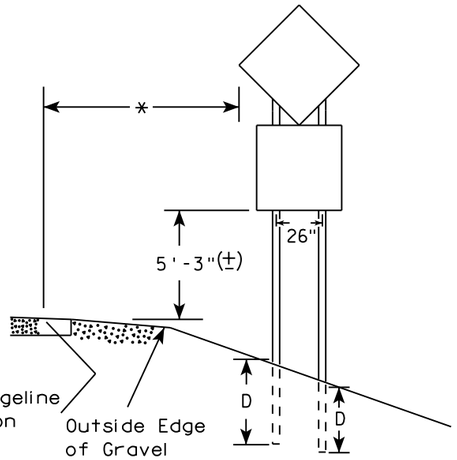
RURAL AREA (See Note 3)







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'

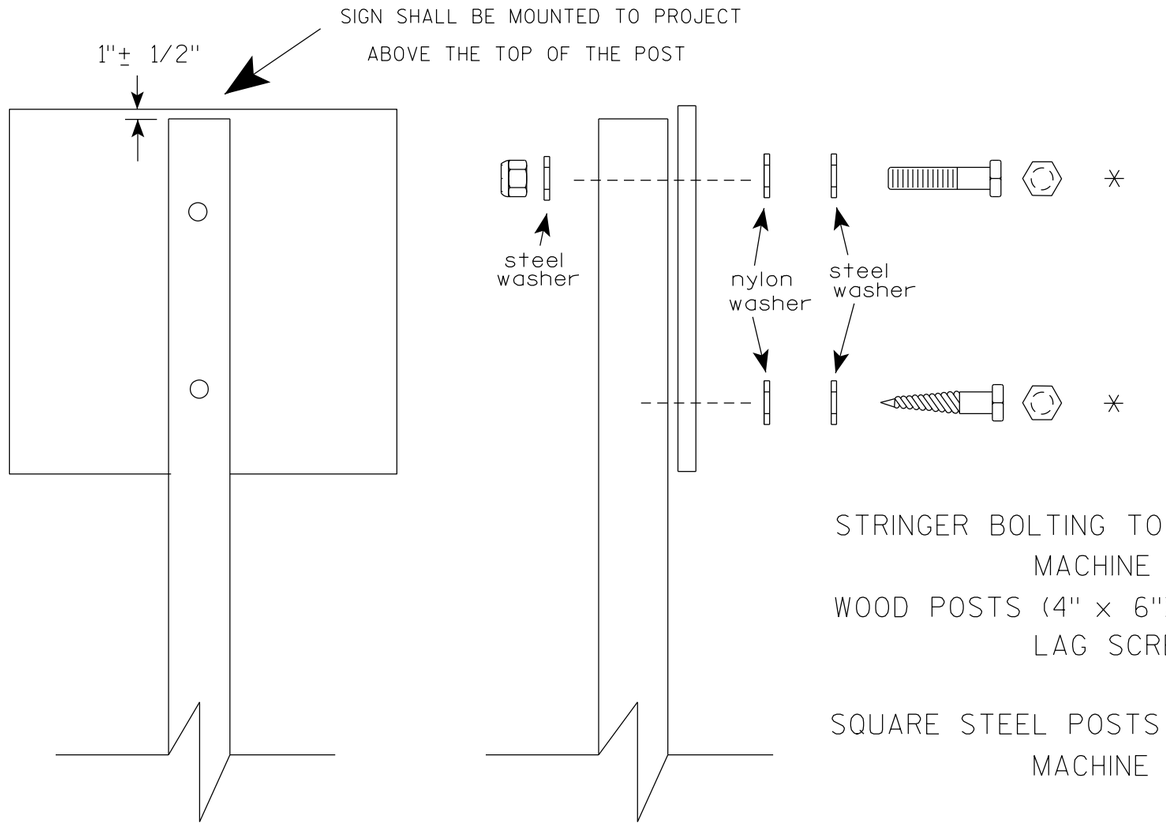
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 256	E



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

PROJECT NO:

SHEET NO: 257 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

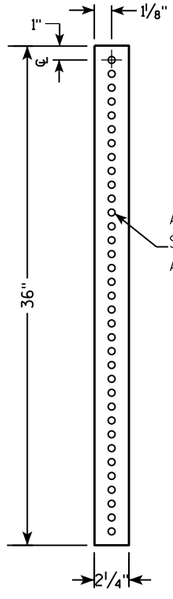
WISDOT/CADDS SHEET 42

7

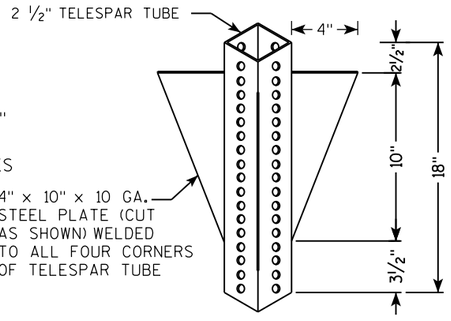
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

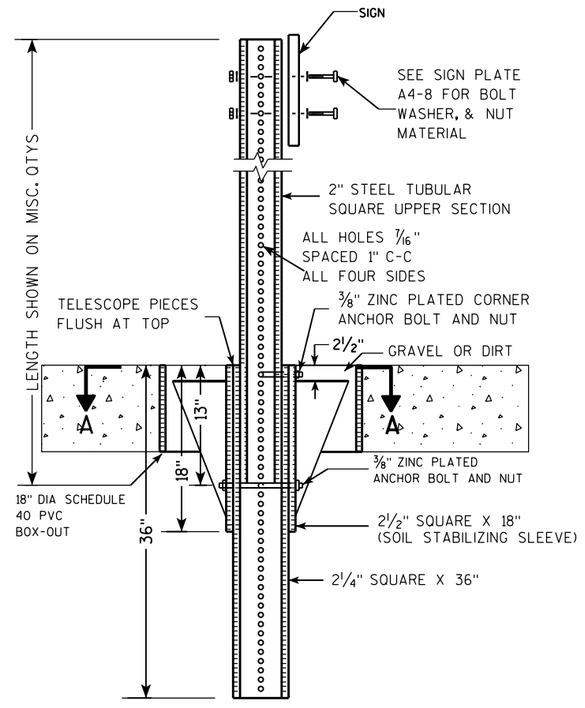
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



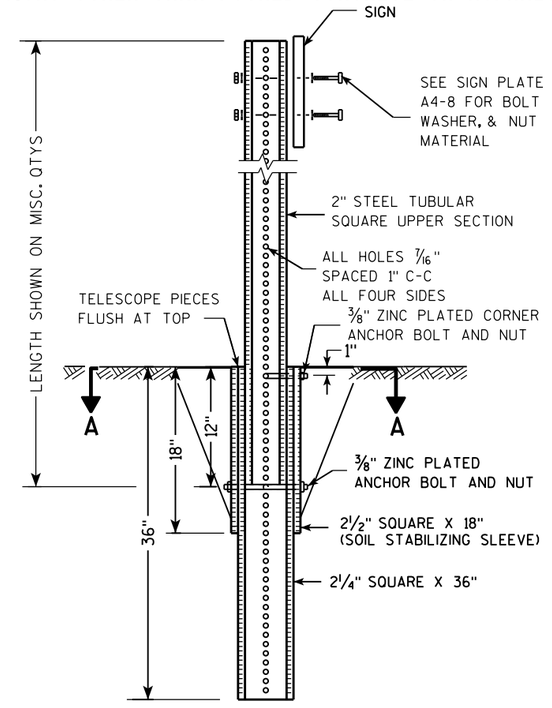
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

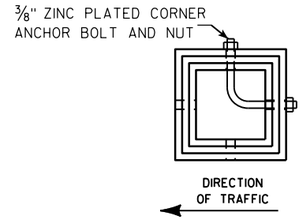


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

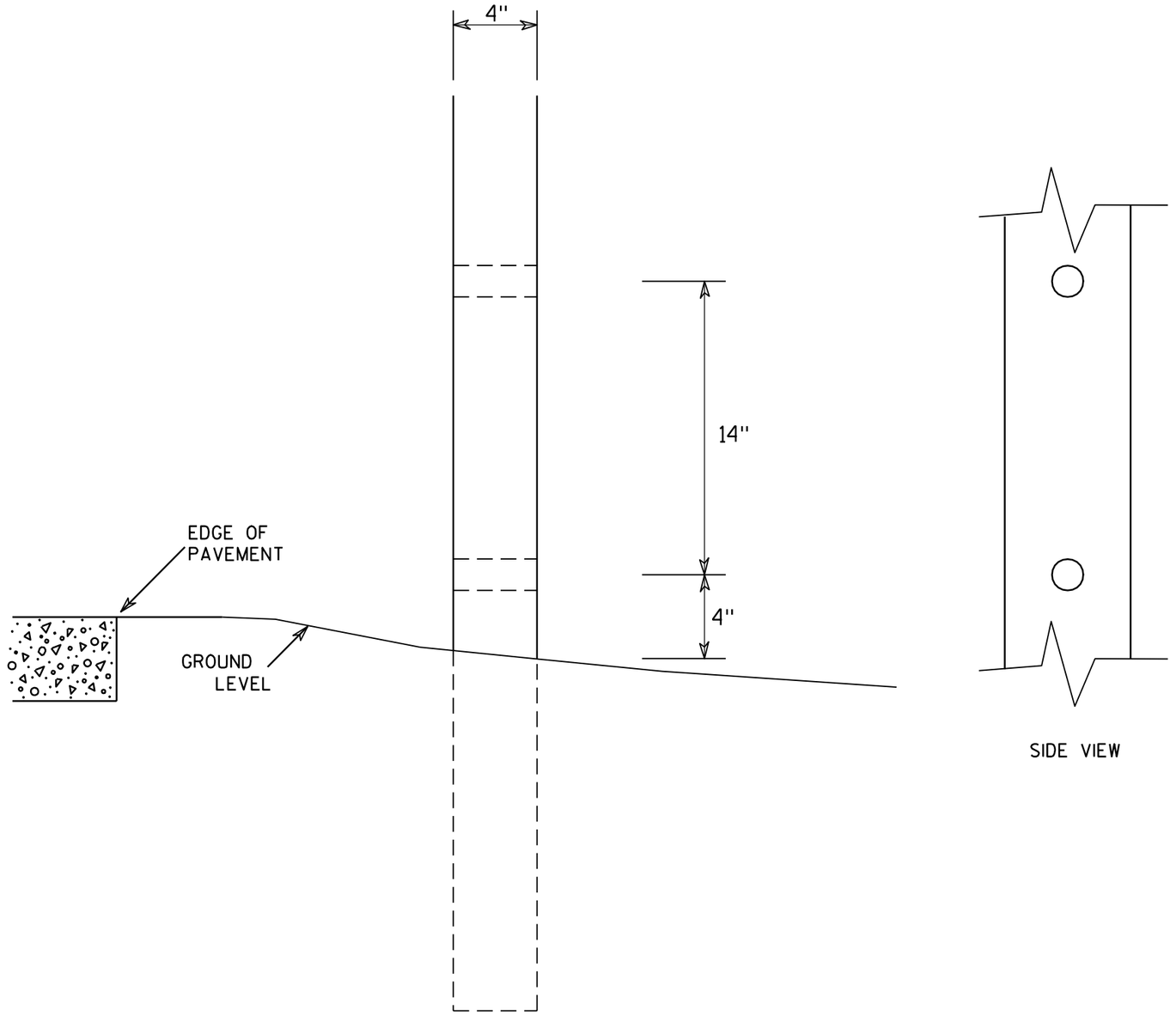
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 258 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.

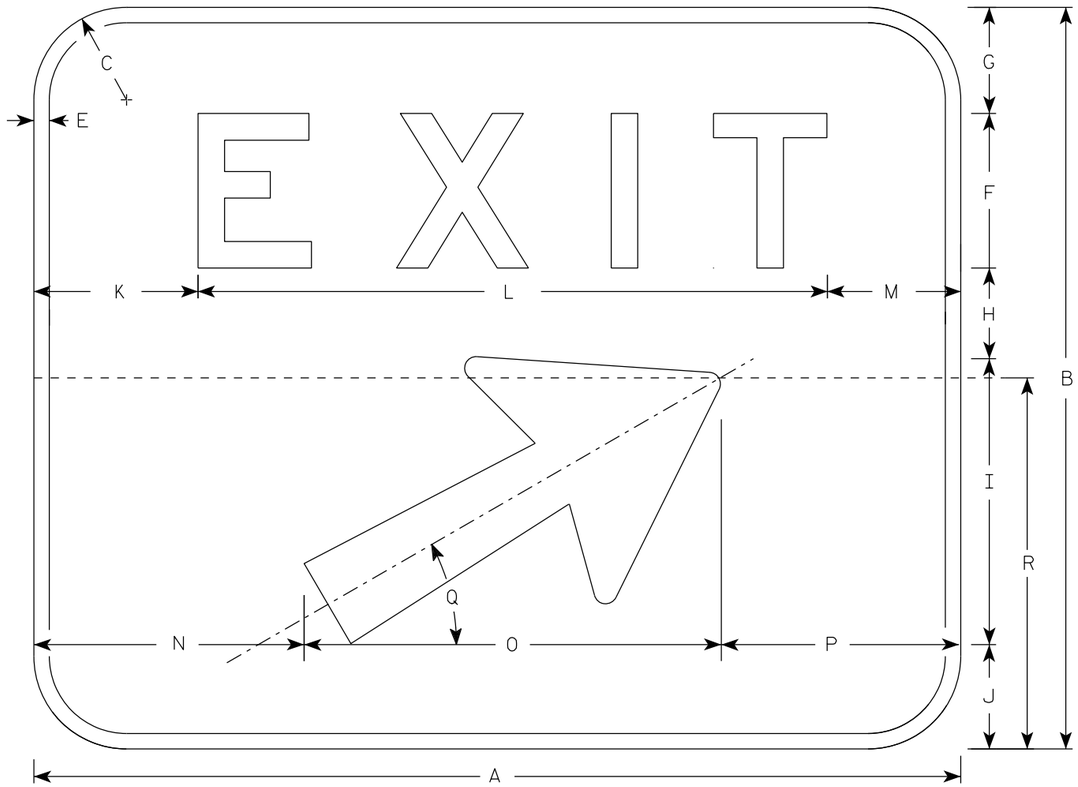
4 X 6 WOOD POST MODIFICATIONS

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: 259	E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Sign shall be split into two seperate pieces as shown on the detail by the dashed line (----------) for sizes 4 & 5.
5. Arrow is Type "A" from sign plate A1-1.
6. As per the Standard Spec's, this sign shall not have a vertical joint.
7. 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

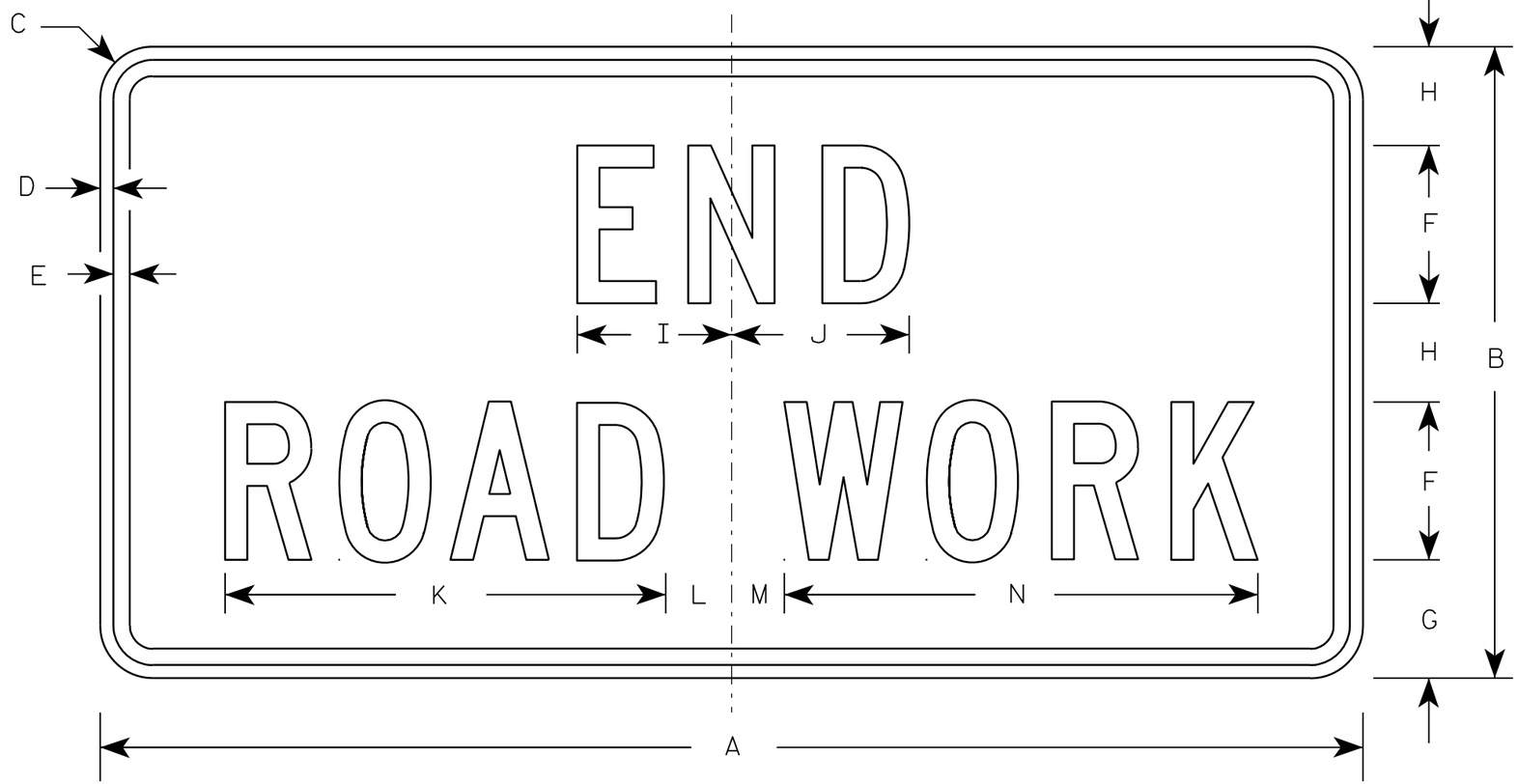
STANDARD SIGN
E5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2022 PLATE NO. E5-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | 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

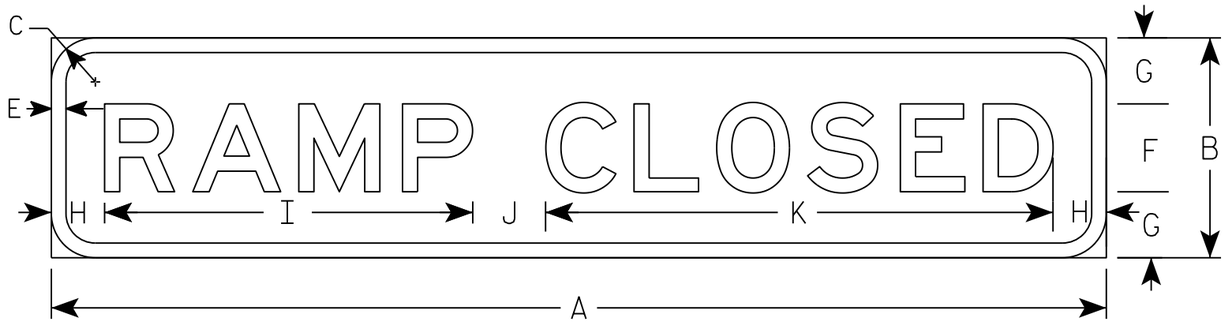
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 261	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E



G20-64

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																											
4	144	30	6		2	12	9	7 1/4	50 1/4	10	69 1/4																30.0
5																											

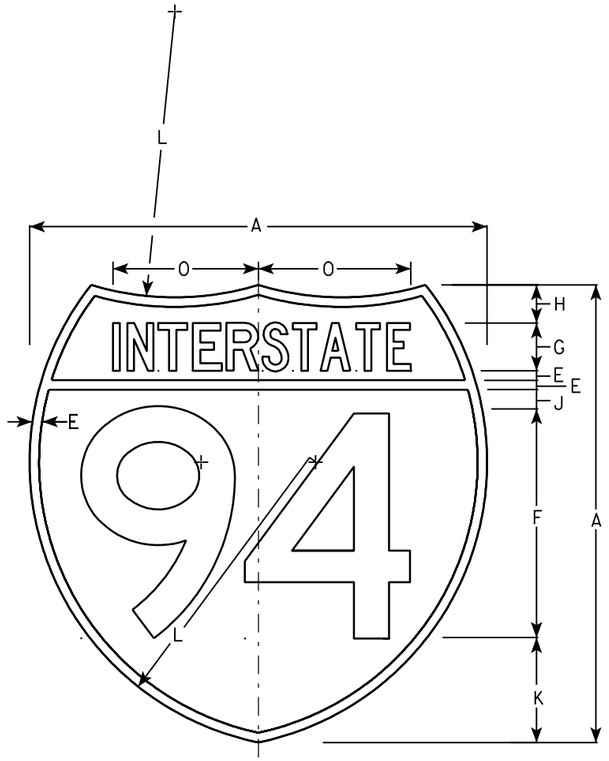
STANDARD SIGN
G20-64

WISCONSIN DEPT OF TRANSPORTATION

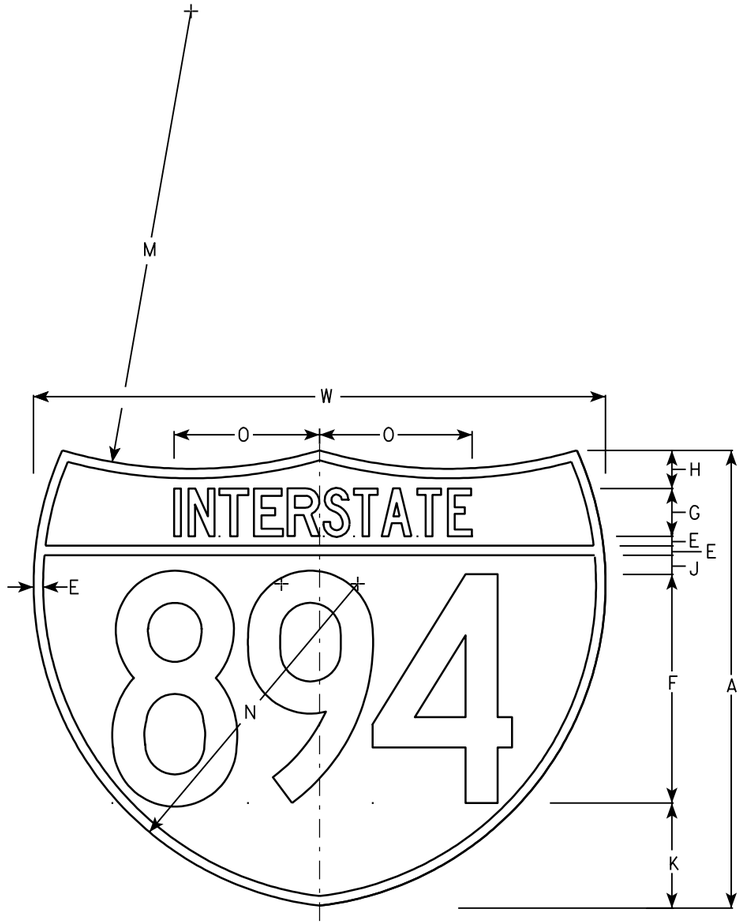
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/18 PLATE NO. G20-64.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 262 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

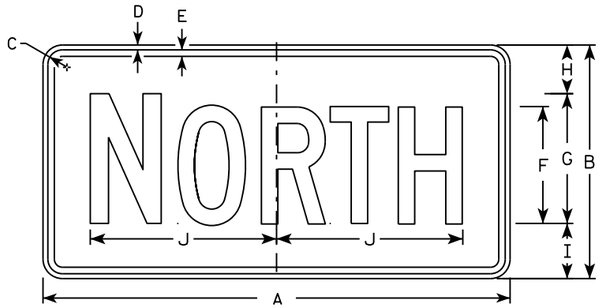
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

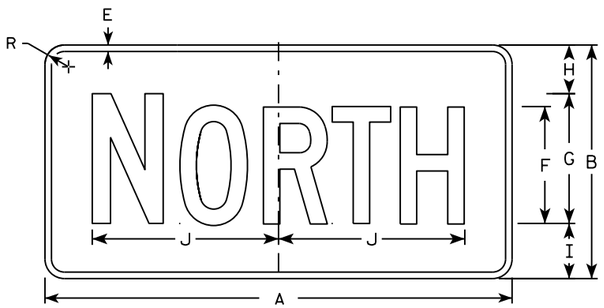
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 263	E



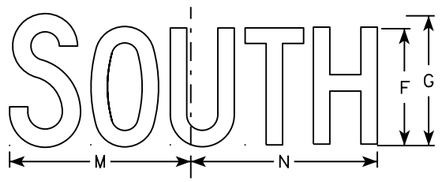
M3-1
MM3-1
MP3-1



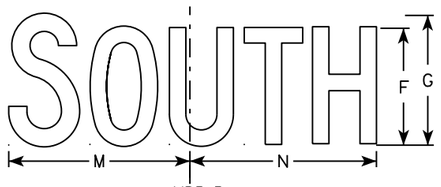
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

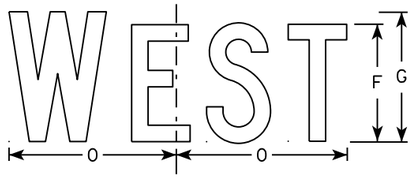
MB3-2
MK3-2
MN3-2



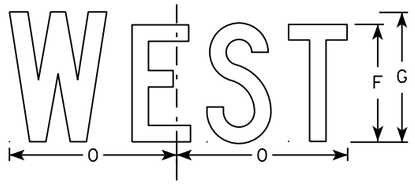
M3-3
MM3-3
MP3-3



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

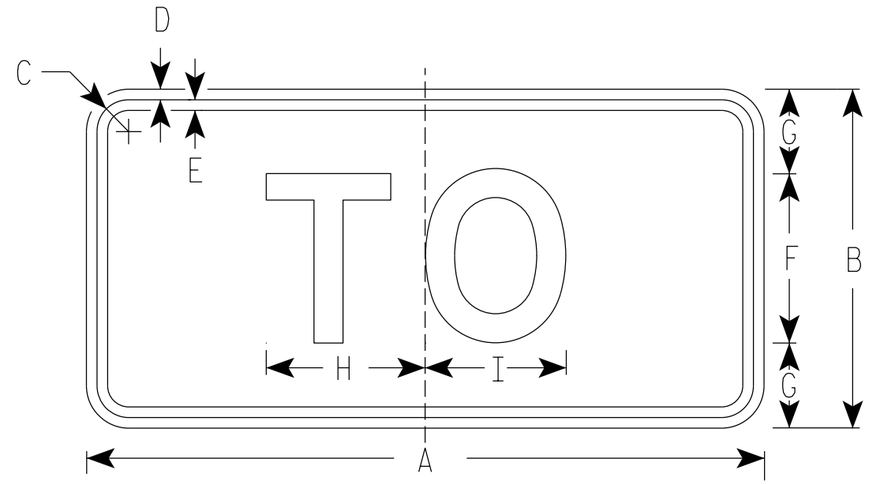
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

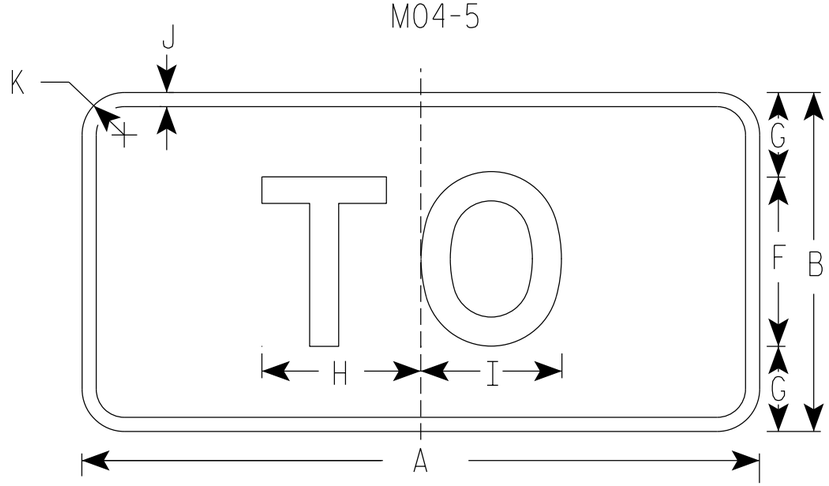
DATE 10/15/15 PLATE NO M3-1.14

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
MO4-5



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

   MO4-5 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

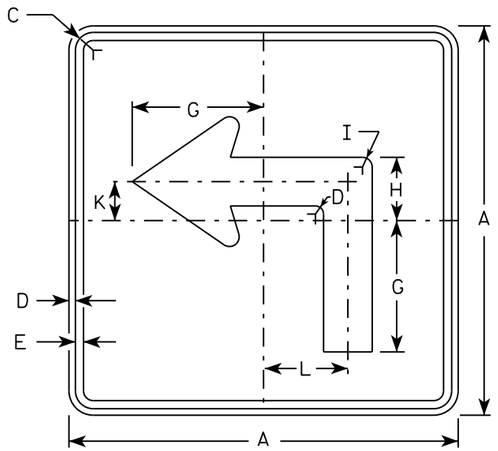
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

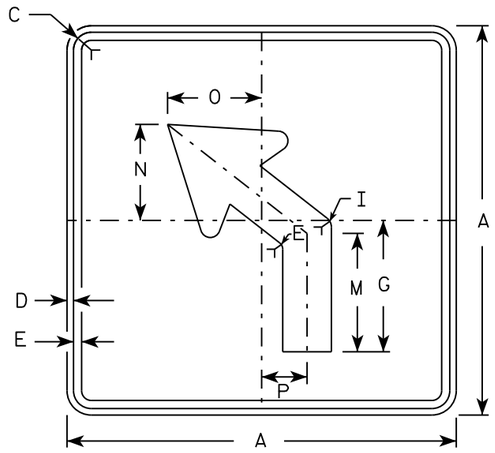
DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 265 | E

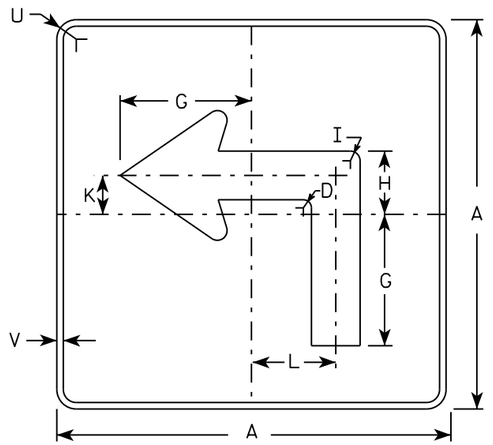
7



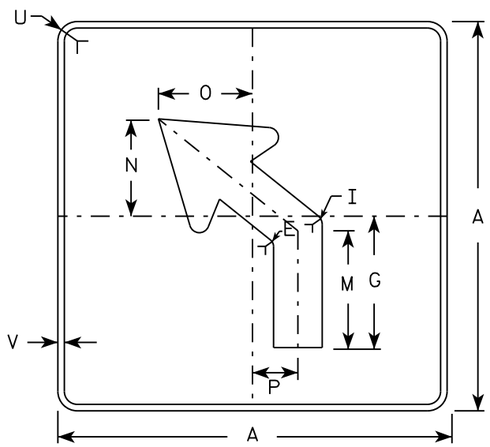
M5-1L
MM5-1L
MO5-1L
MP5-1L



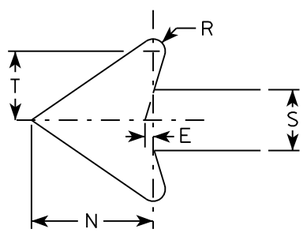
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

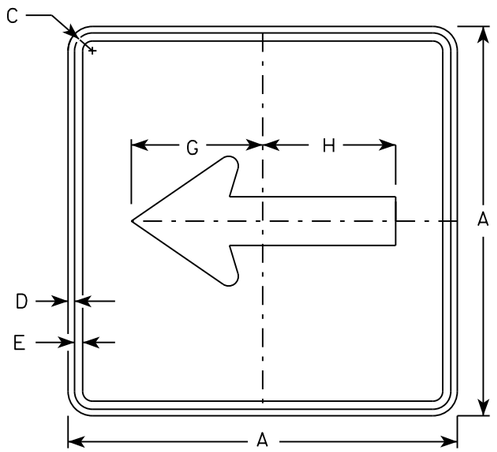
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

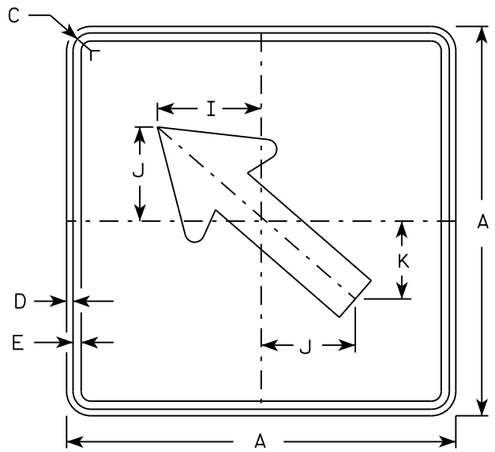
DATE 10/15/15 PLATE NO. M5-1.13

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



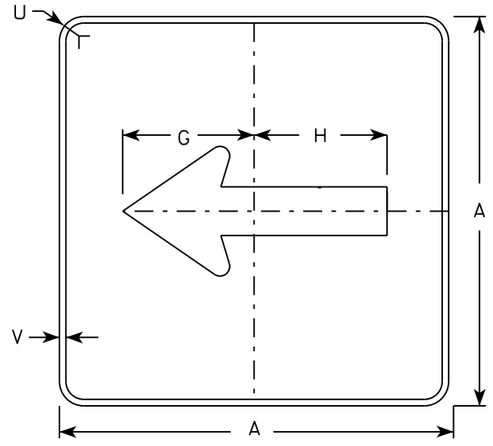
M6-1
MM6-1
MO6-1
MP6-1



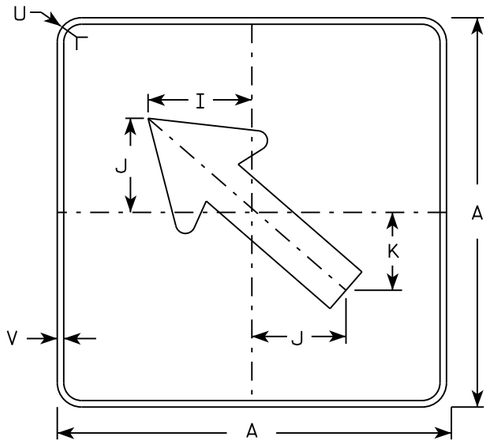
M6-2
MM6-2
MO6-2
MP6-2

NOTES

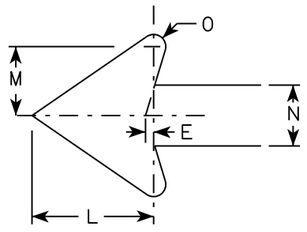
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

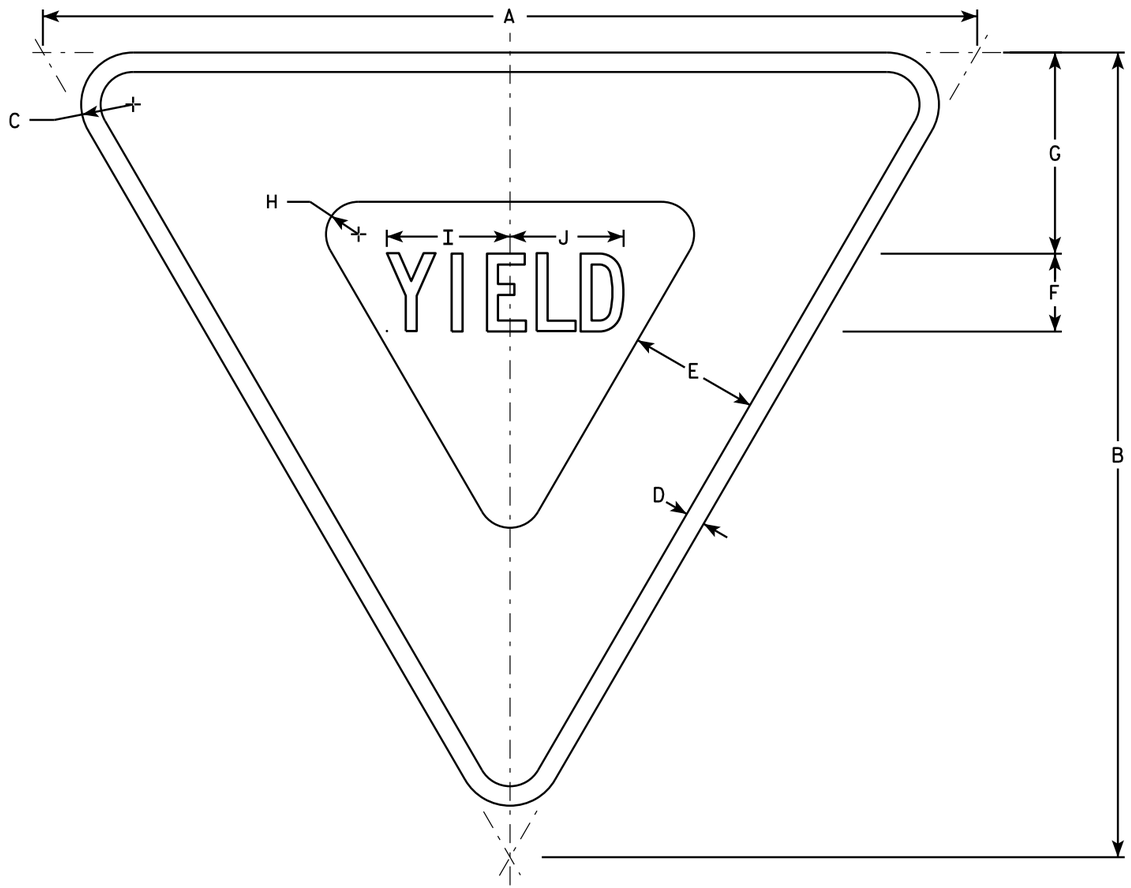
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 267 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

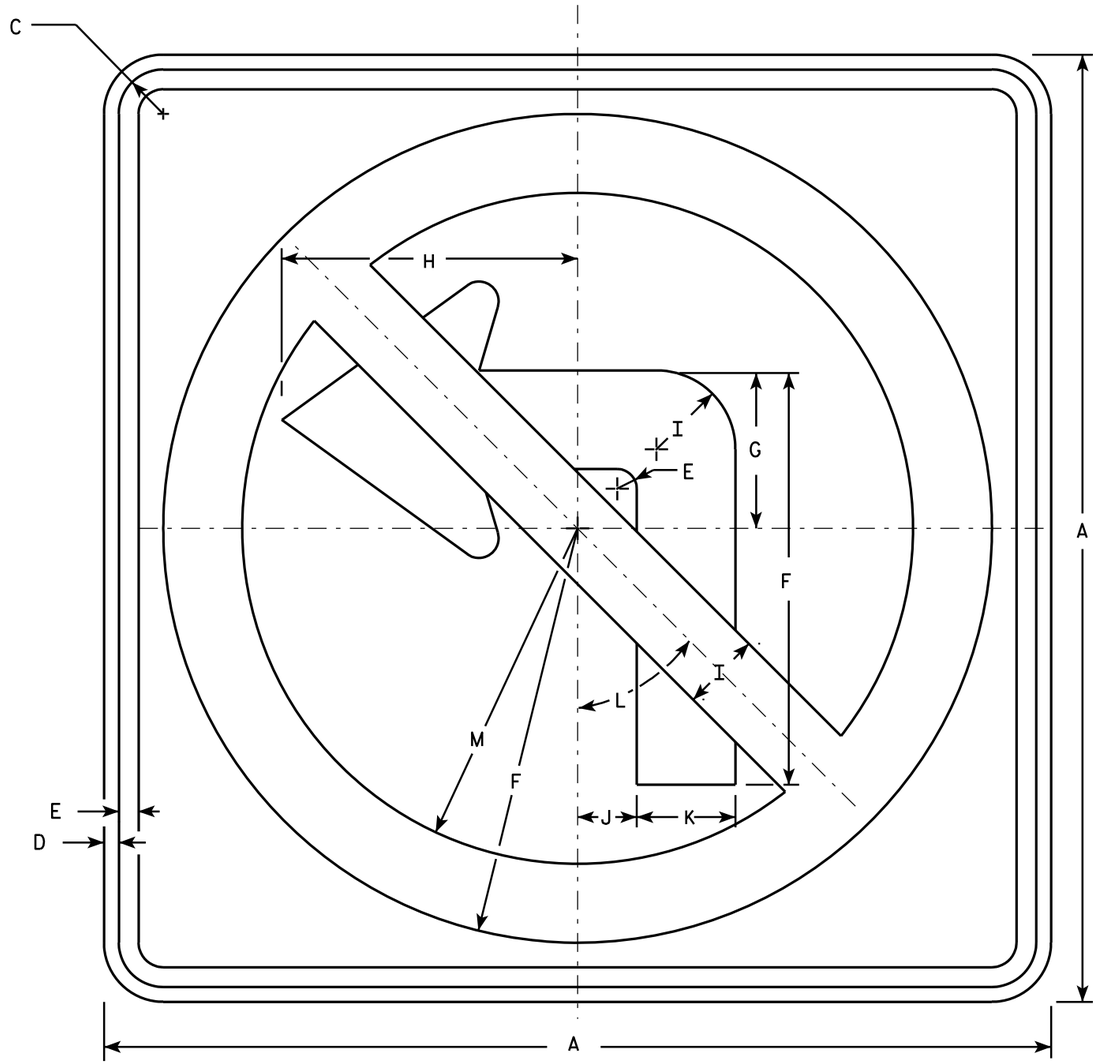
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

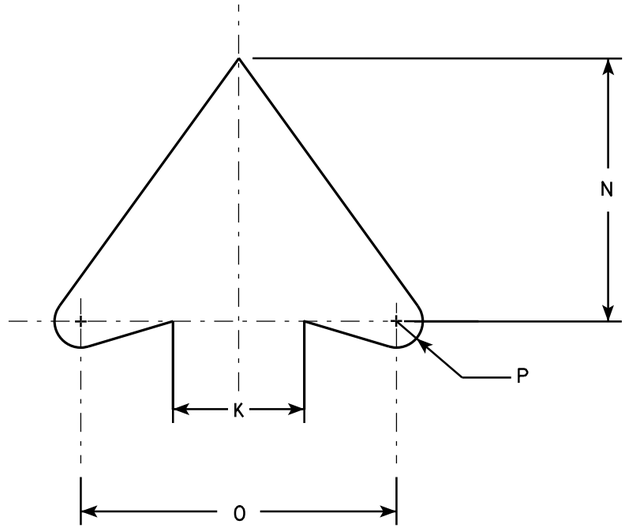
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

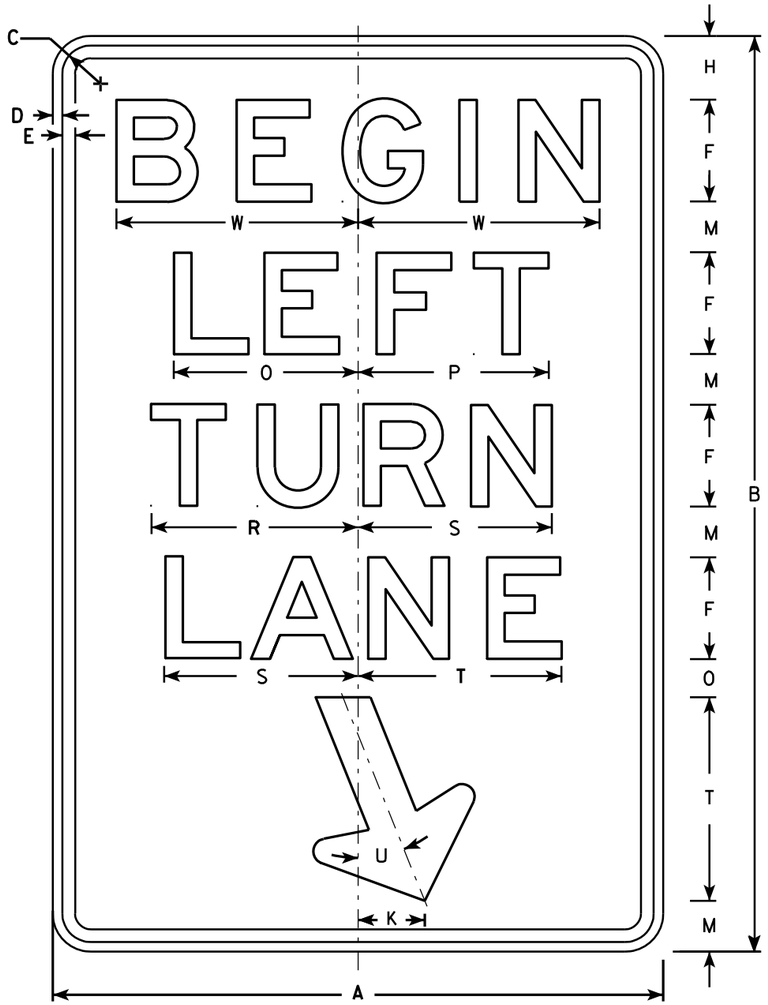
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

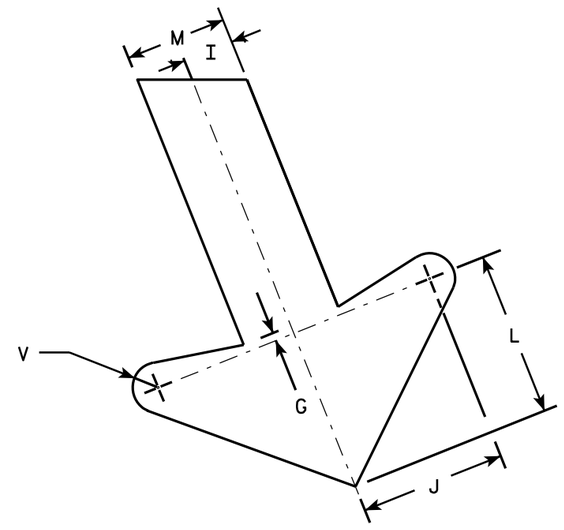
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 269	E



R3-20L

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	7 1/4	7 1/2		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	7 1/4	7 1/2		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	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

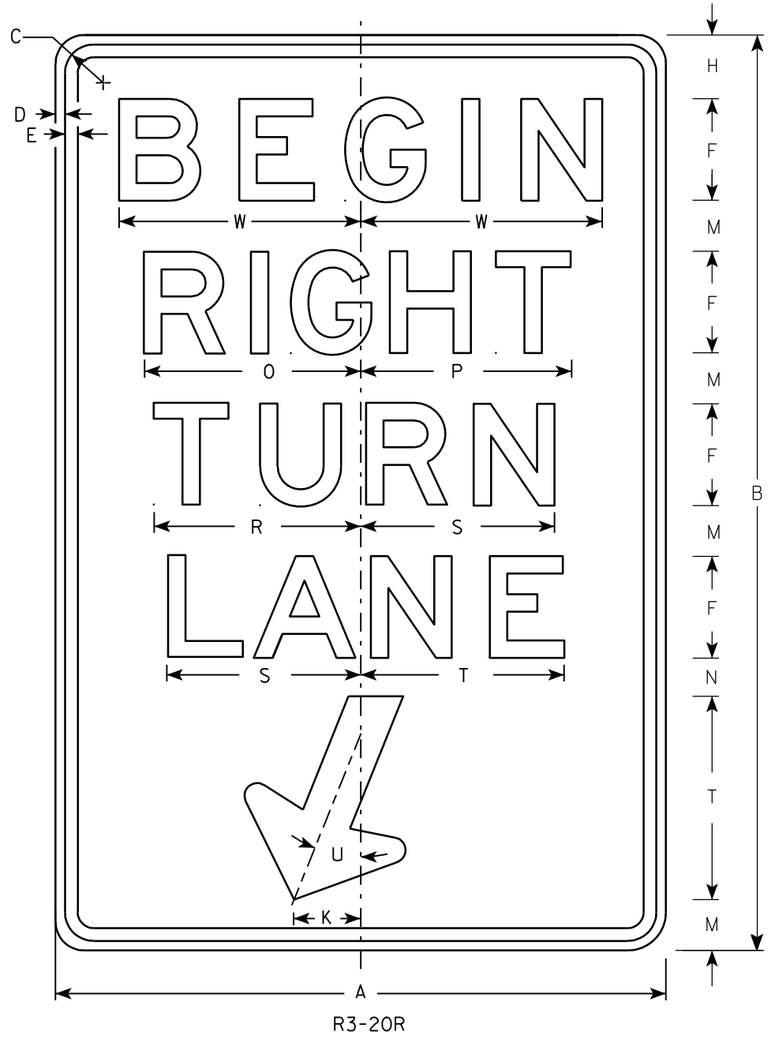
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

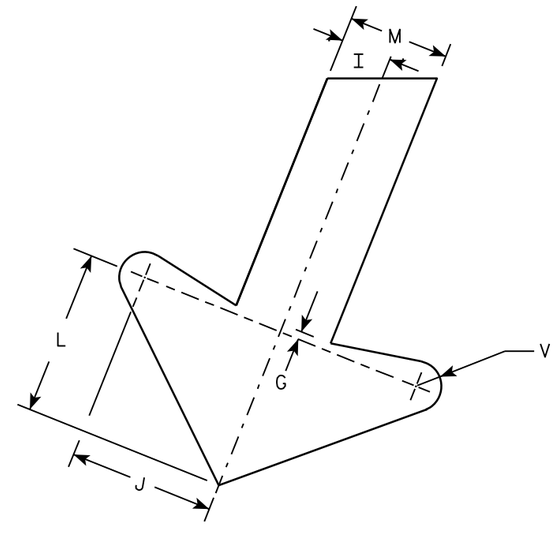
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 270 | E



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																											

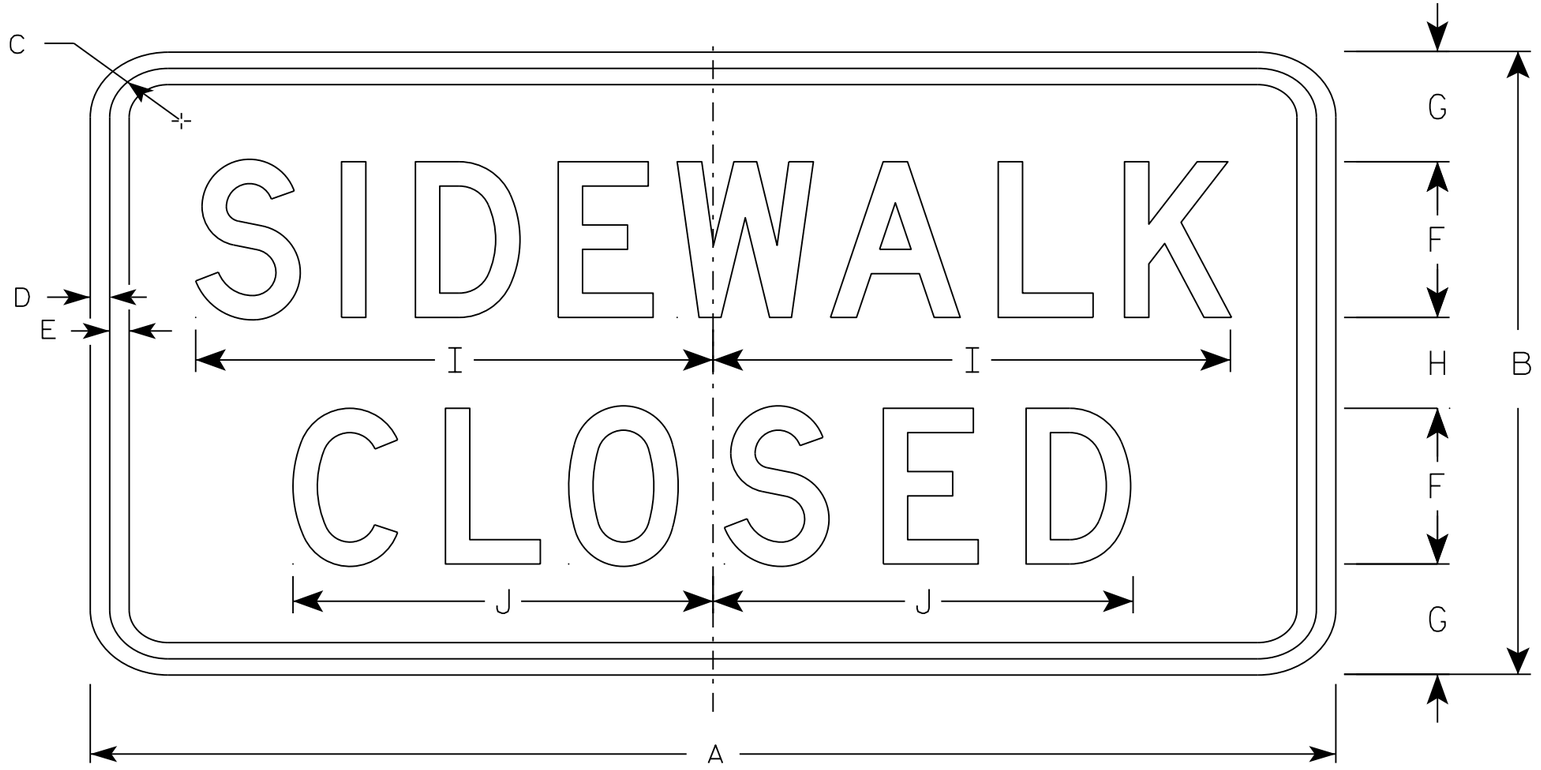
STANDARD SIGN
R3-20R

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: 271 | E



R9-9

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 - 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

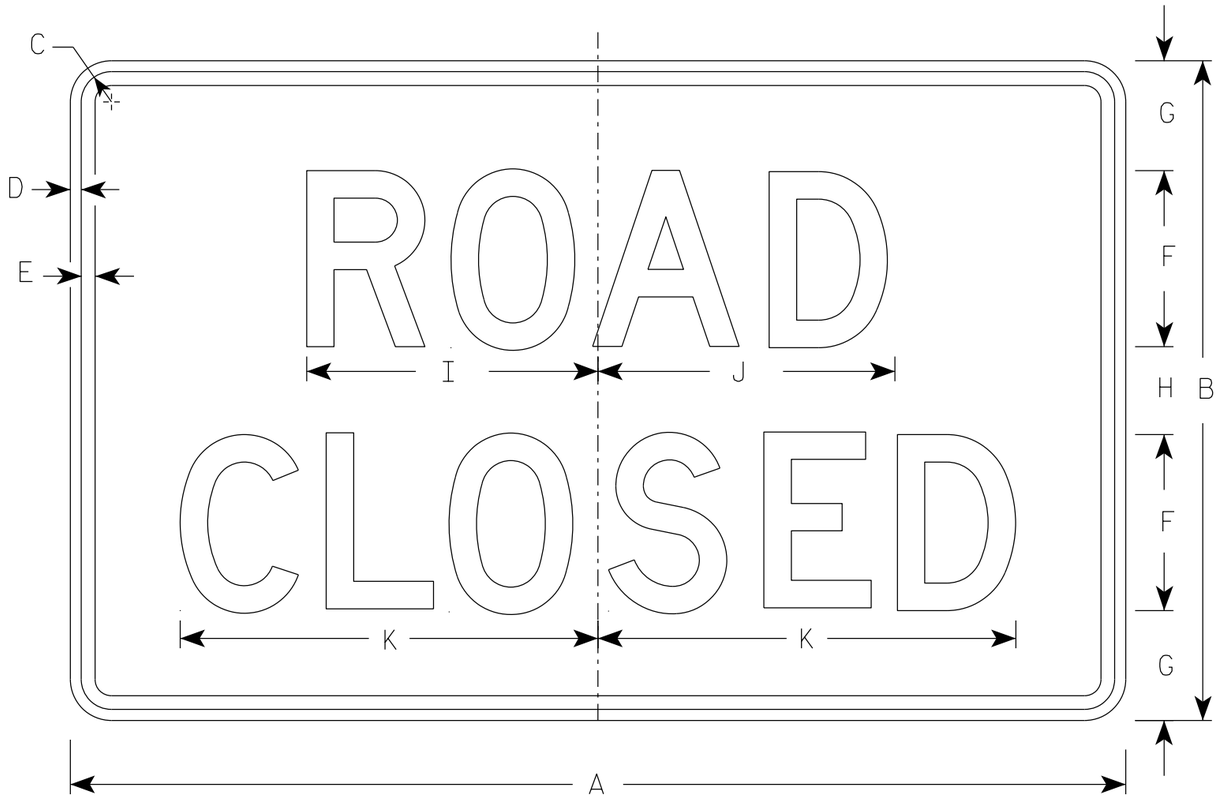
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 272 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

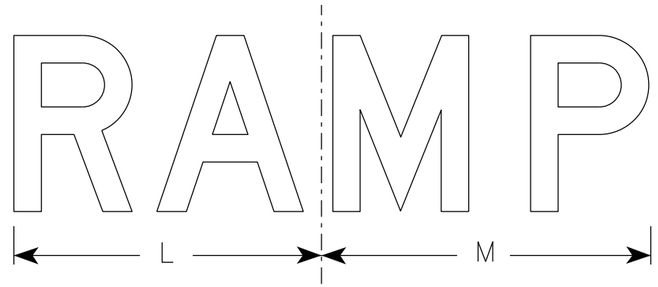
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



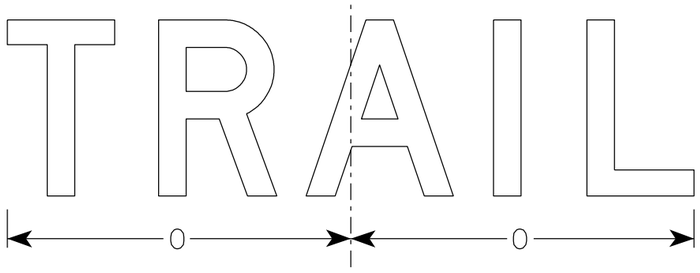
R11-2

NOTES

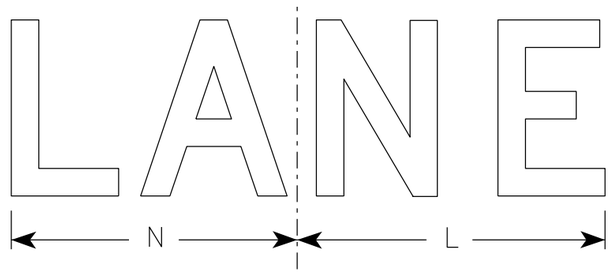
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

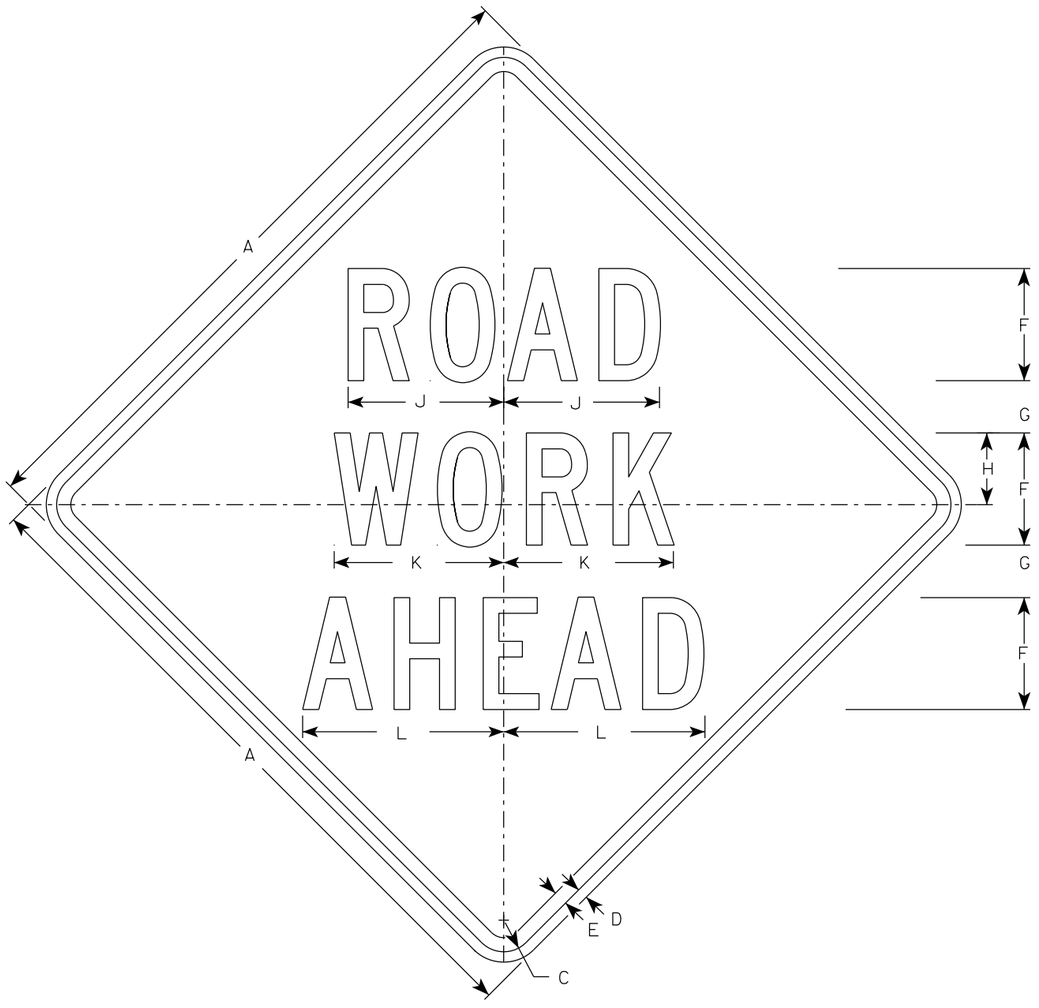
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

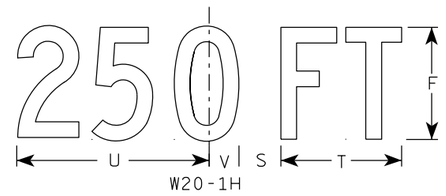
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

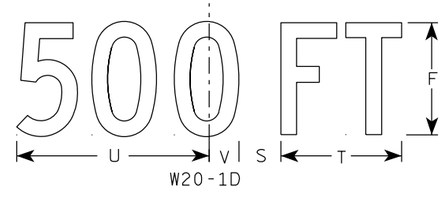
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 273 E



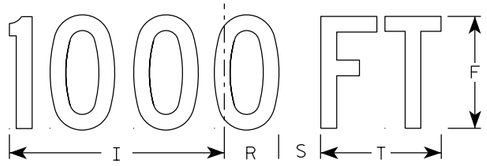
W20-1A



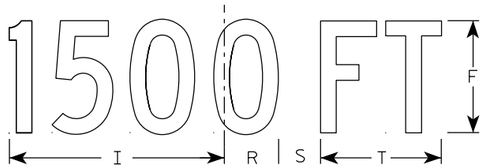
W20-1H



W20-1D



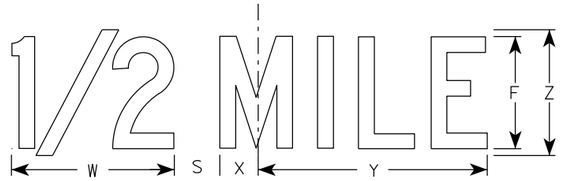
W20-1C



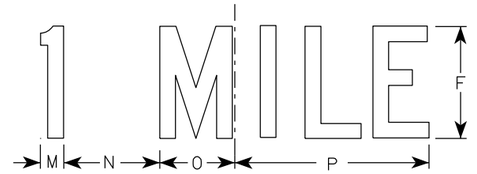
W20-1B

NOTES

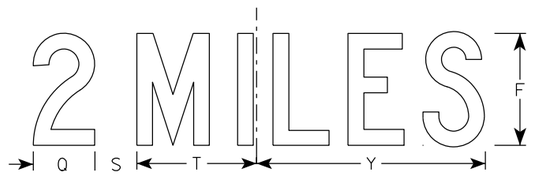
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



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:

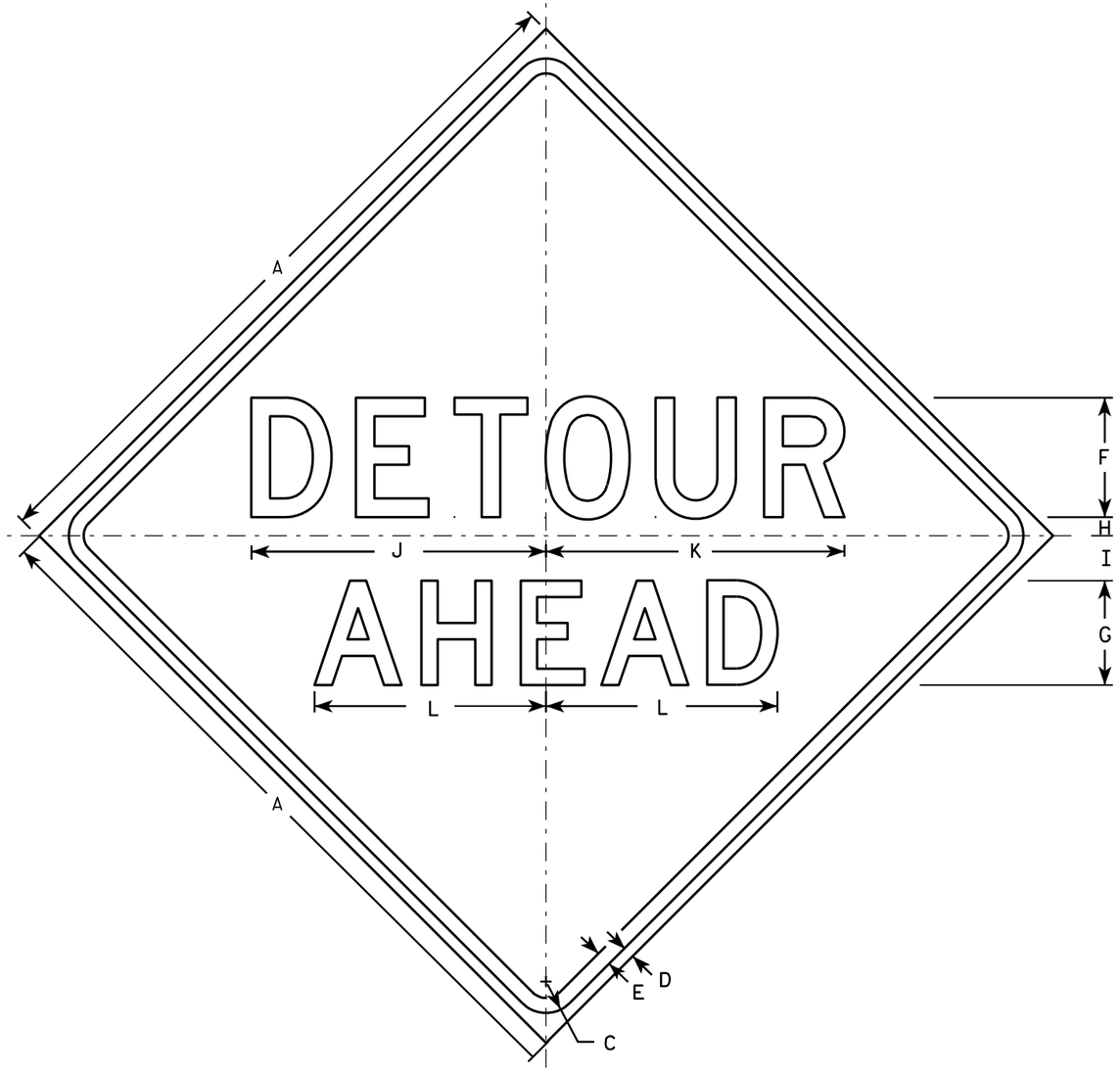
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

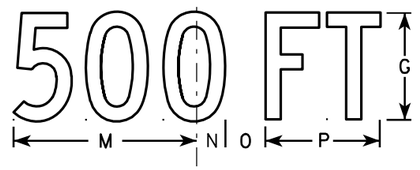
WISDOT/CADDS SHEET 42

7

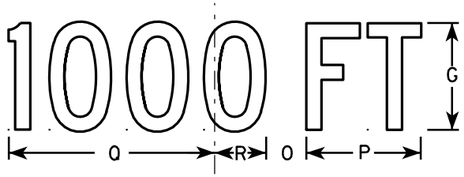
7



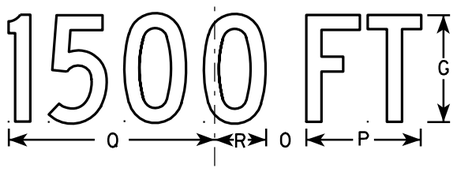
W20-2A



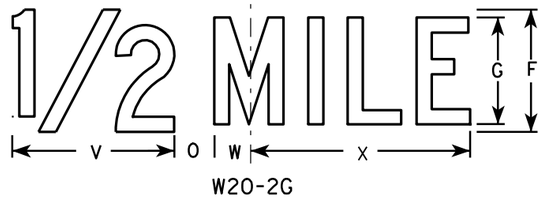
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

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. Line 1 is Series D.
   Line 2 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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

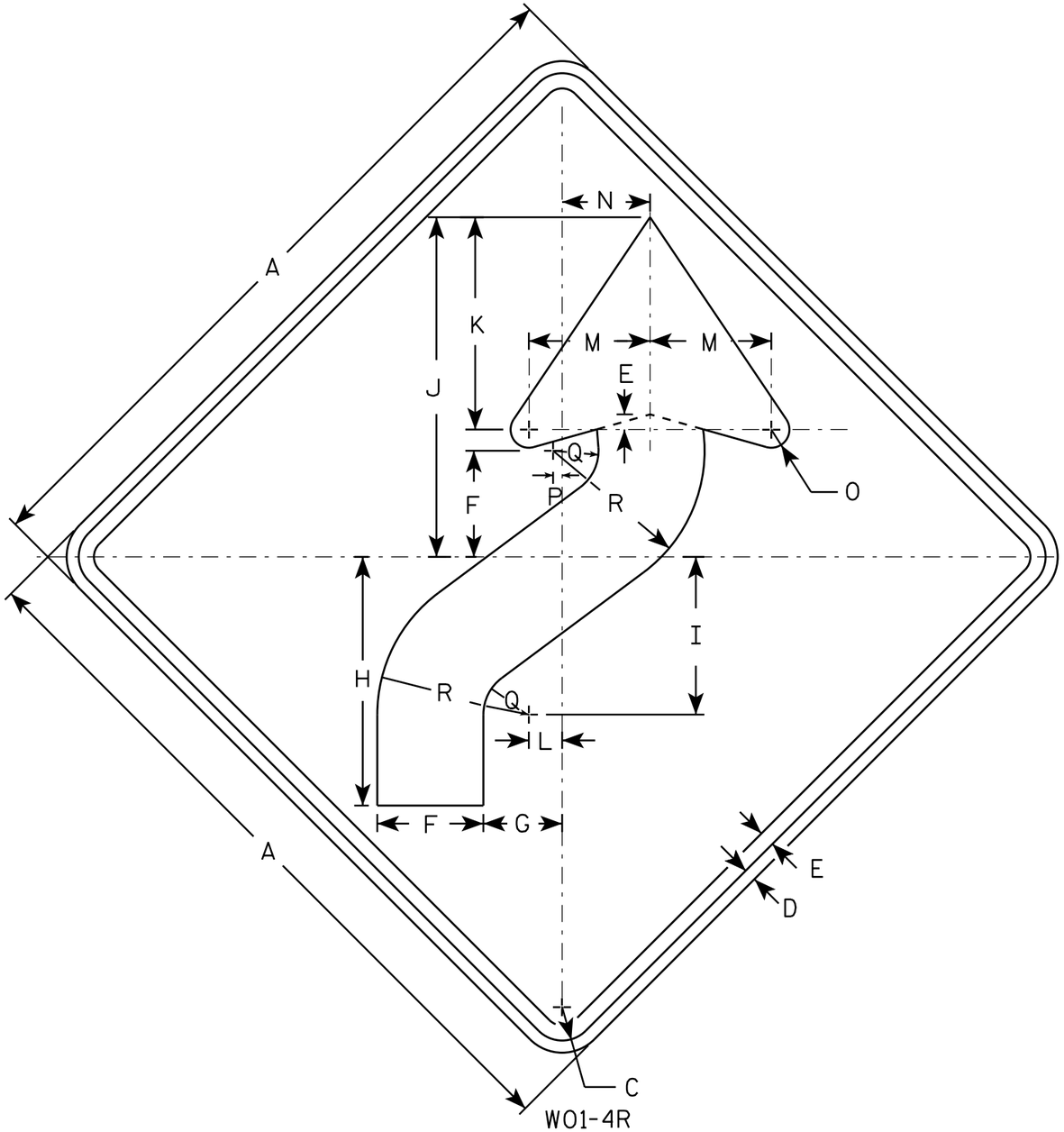
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 275	E



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

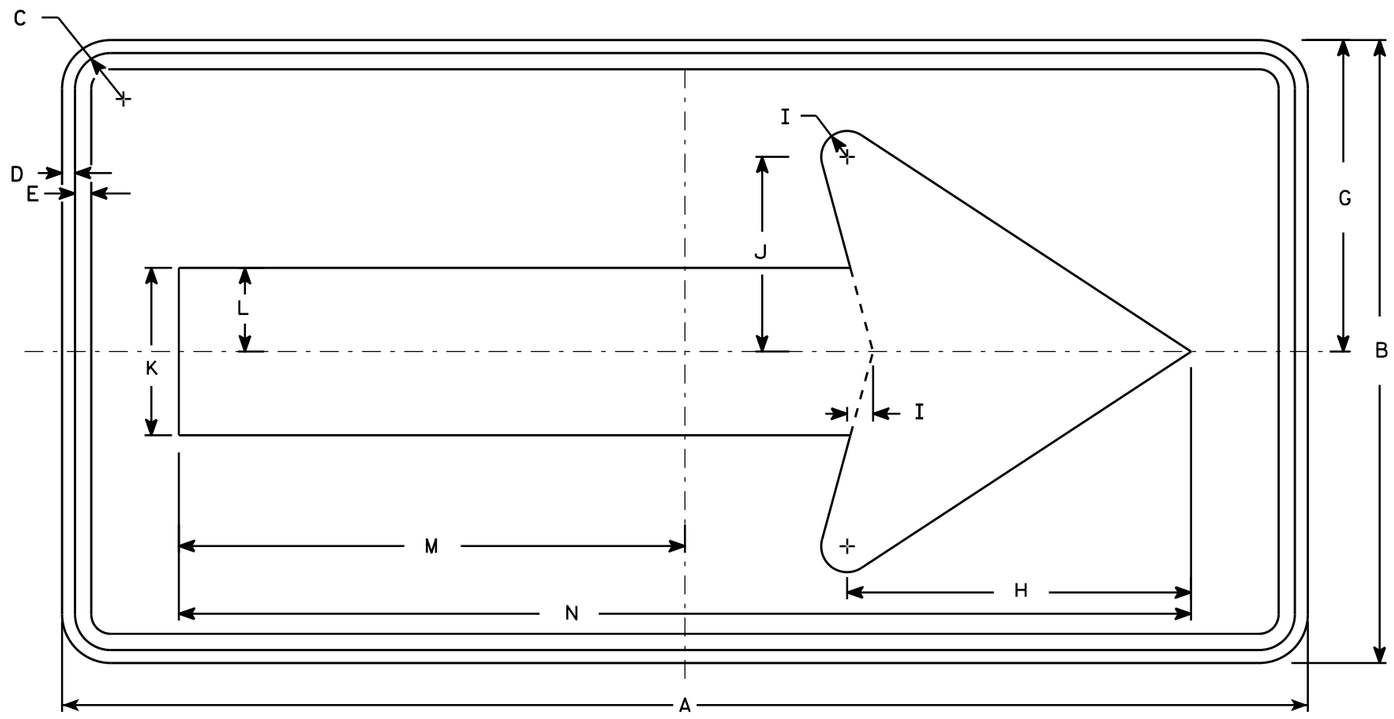
WISCONSIN DEPT OF TRANSPORTATION

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

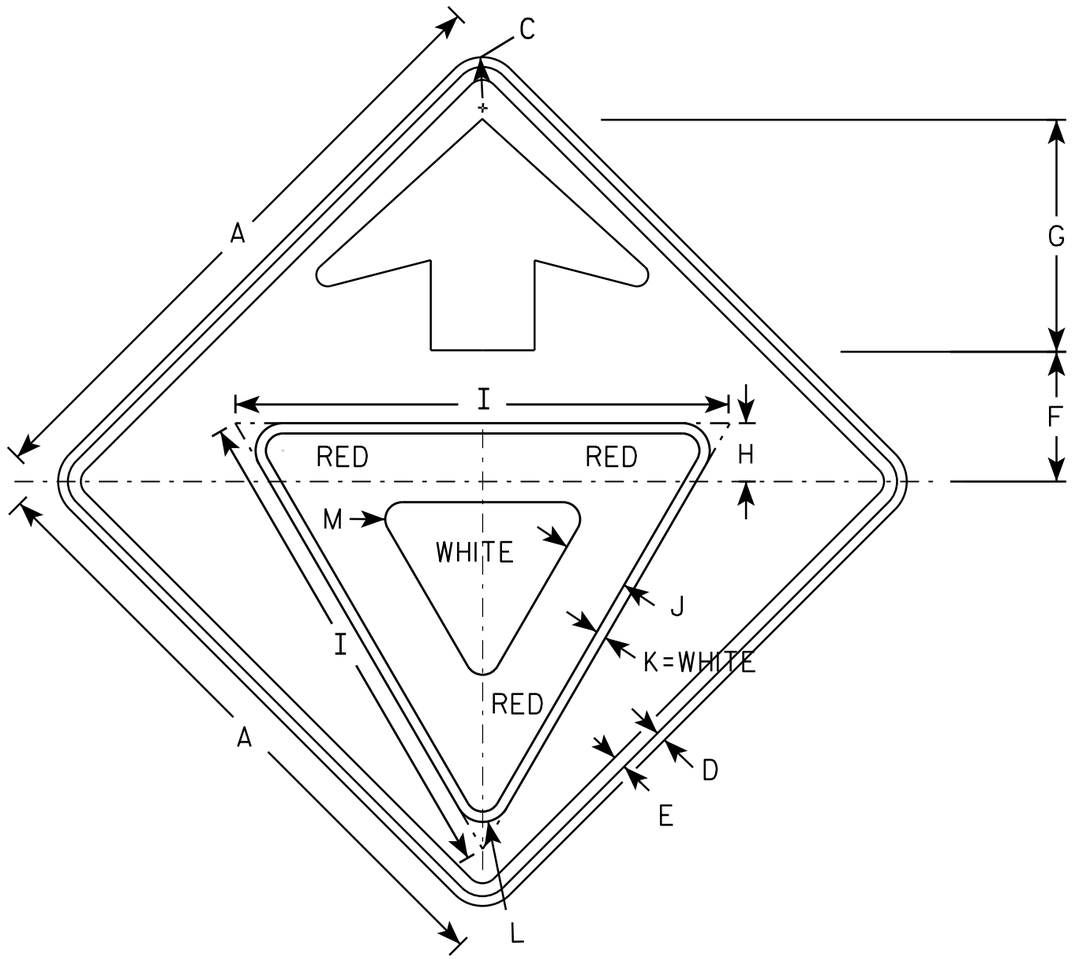
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

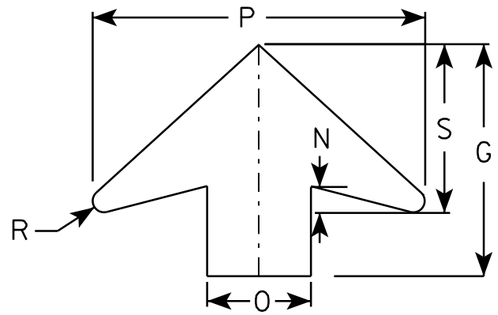
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



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 W03-2.1

PROJECT NO: SHEET NO: E

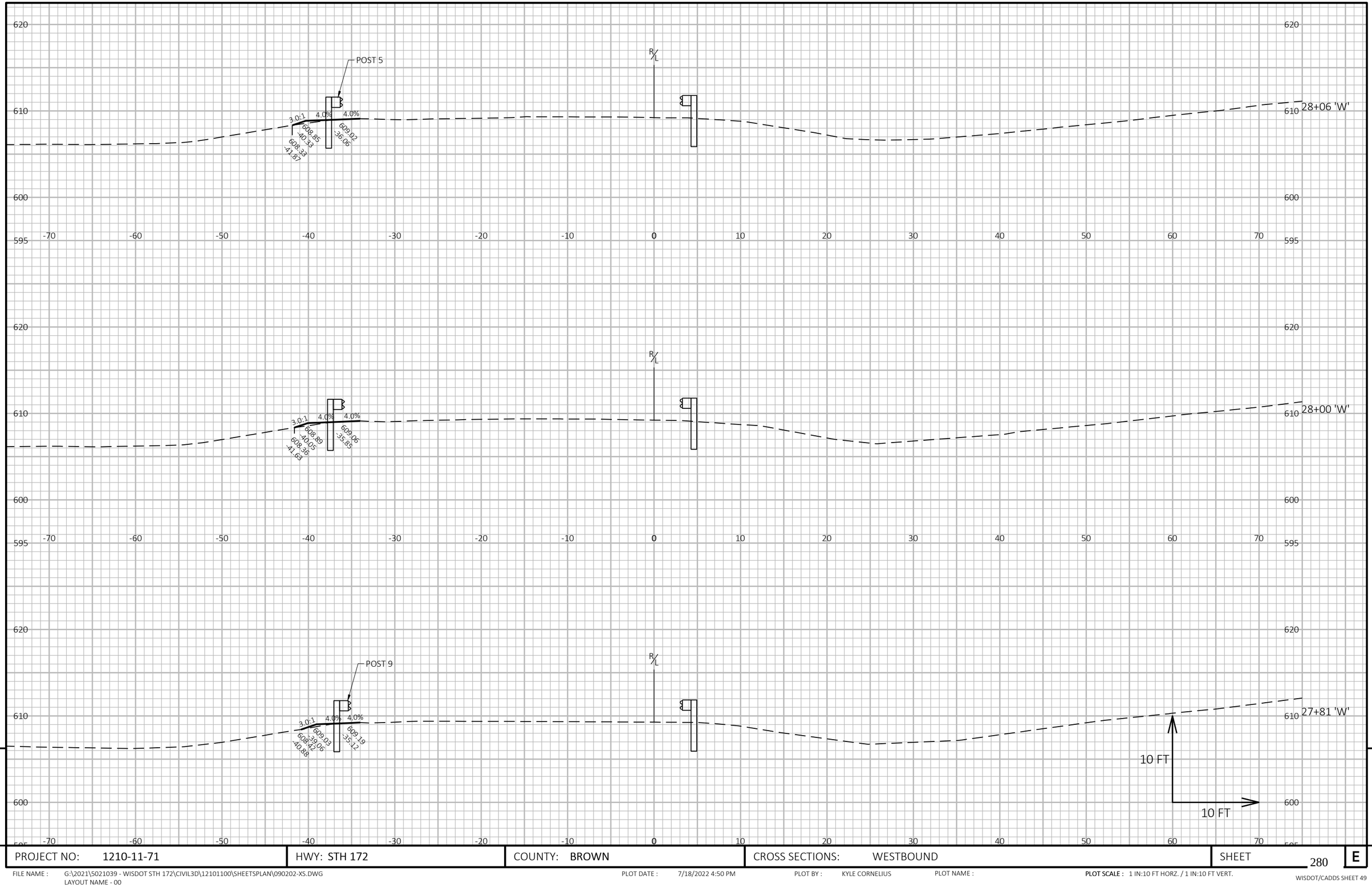
DIVISION -- IWS

STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
1880+16.33	67.90	0.00	0	0	0	0	0
1880+50	67.57	0.00	84	0	84	0	84
1881+00	70.78	0.00	128	0	212	0	212
1881+50	71.03	0.00	131	0	343	0	343
1882+00	68.52	0.00	129	0	472	0	472
1882+50	64.46	0.00	123	0	595	0	595
1883+00	60.90	0.00	116	0	711	0	711
1883+50	80.15	0.00	131	0	842	0	842
1884+00	81.22	0.12	149	0	991	0	991
1884+50	83.35	0.00	152	0	1,143	0	1,143
1885+00	85.72	0.00	157	0	1,300	0	1,300
1885+50	85.29	0.00	158	0	1,458	0	1,458
1886+00	84.35	0.00	157	0	1,615	0	1,615
1886+50	83.14	0.00	155	0	1,770	0	1,770
1887+00	81.19	0.00	152	0	1,922	0	1,922
1887+50	77.49	0.00	147	0	2,069	0	2,069
1888+00	80.82	0.00	147	0	2,216	0	2,216
1888+50	93.08	0.00	161	0	2,377	0	2,377
1889+00	93.37	0.00	173	0	2,550	0	2,550
1889+50	94.05	0.00	174	0	2,724	0	2,724
1890+00	96.95	0.26	177	0	2,901	0	2,901
1890+50	95.78	17.88	178	17	3,079	21	3,058
1891+00	88.92	15.35	171	31	3,250	60	3,190
1891+50	83.84	2.99	160	17	3,410	81	3,329
1892+00	80.33	0.91	152	4	3,562	86	3,476
1892+50	85.60	0.00	154	1	3,716	88	3,629
1893+00	87.37	0.00	160	0	3,876	88	3,789
1893+50	83.59	0.00	158	0	4,034	88	3,947
1894+00	81.30	0.00	153	0	4,187	88	4,100
1894+50	84.17	0.00	153	0	4,340	88	4,253
1895+00	17.87	0.00	94	0	4,434	88	4,347
1895+50	16.96	0.00	32	0	4,466	88	4,379
1896+00	11.46	0.00	26	0	4,492	88	4,405
1896+50	10.51	0.00	20	0	4,512	88	4,425
1897+00	14.15	0.00	23	0	4,535	88	4,448
1897+50	10.25	0.00	23	0	4,558	88	4,471
1898+00	7.89	0.50	17	0	4,575	88	4,488
1898+13.36	0.00	0.00	2	0	4,577	88	4,490

9

9

PROJECT NO: 1210-11-71 | HWY: STH 172 | COUNTY: BROWN | EARTHWORK DATA | SHEET 279 | E



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9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 280	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 00

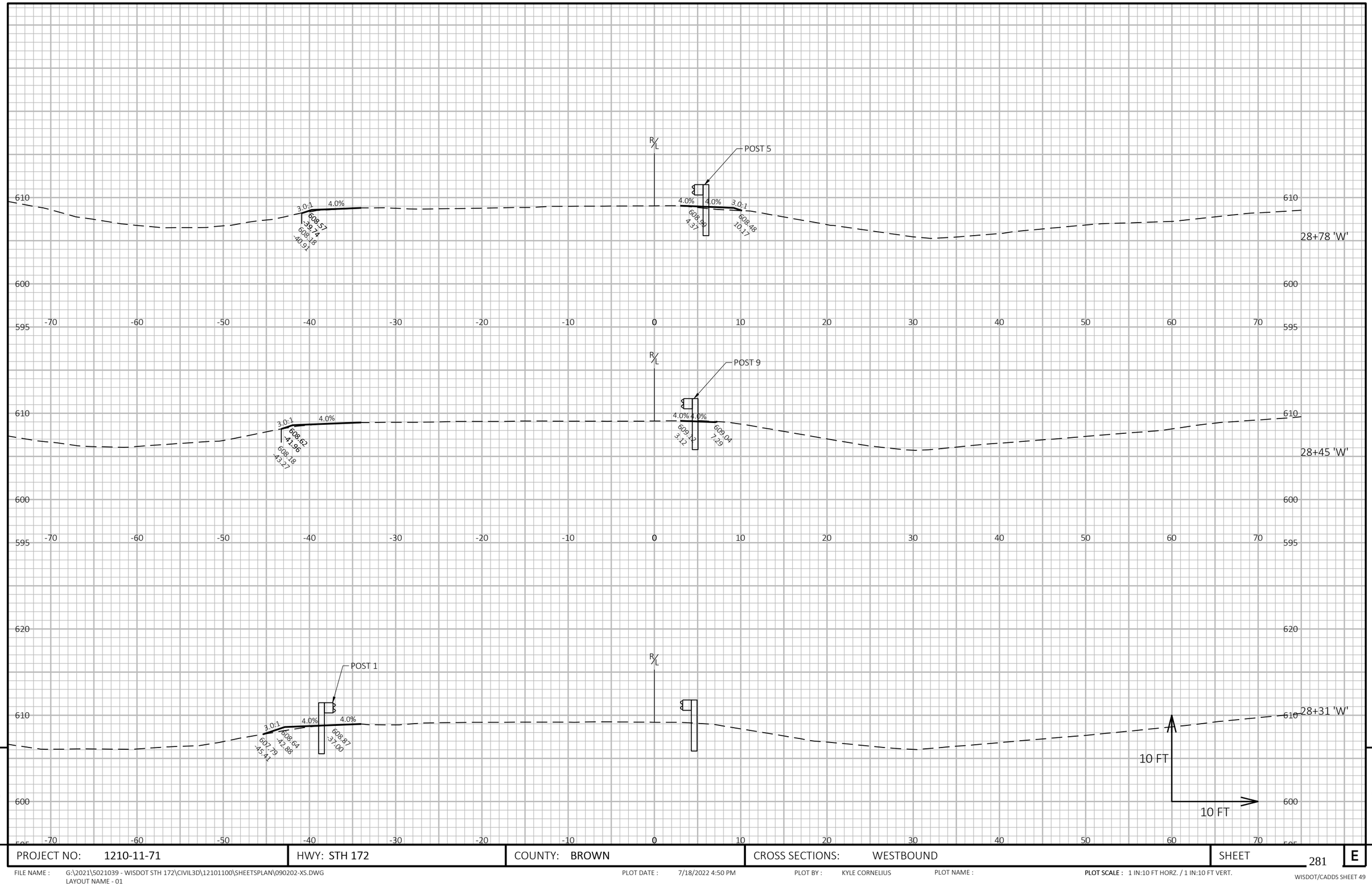
PLOT DATE : 7/18/2022 4:50 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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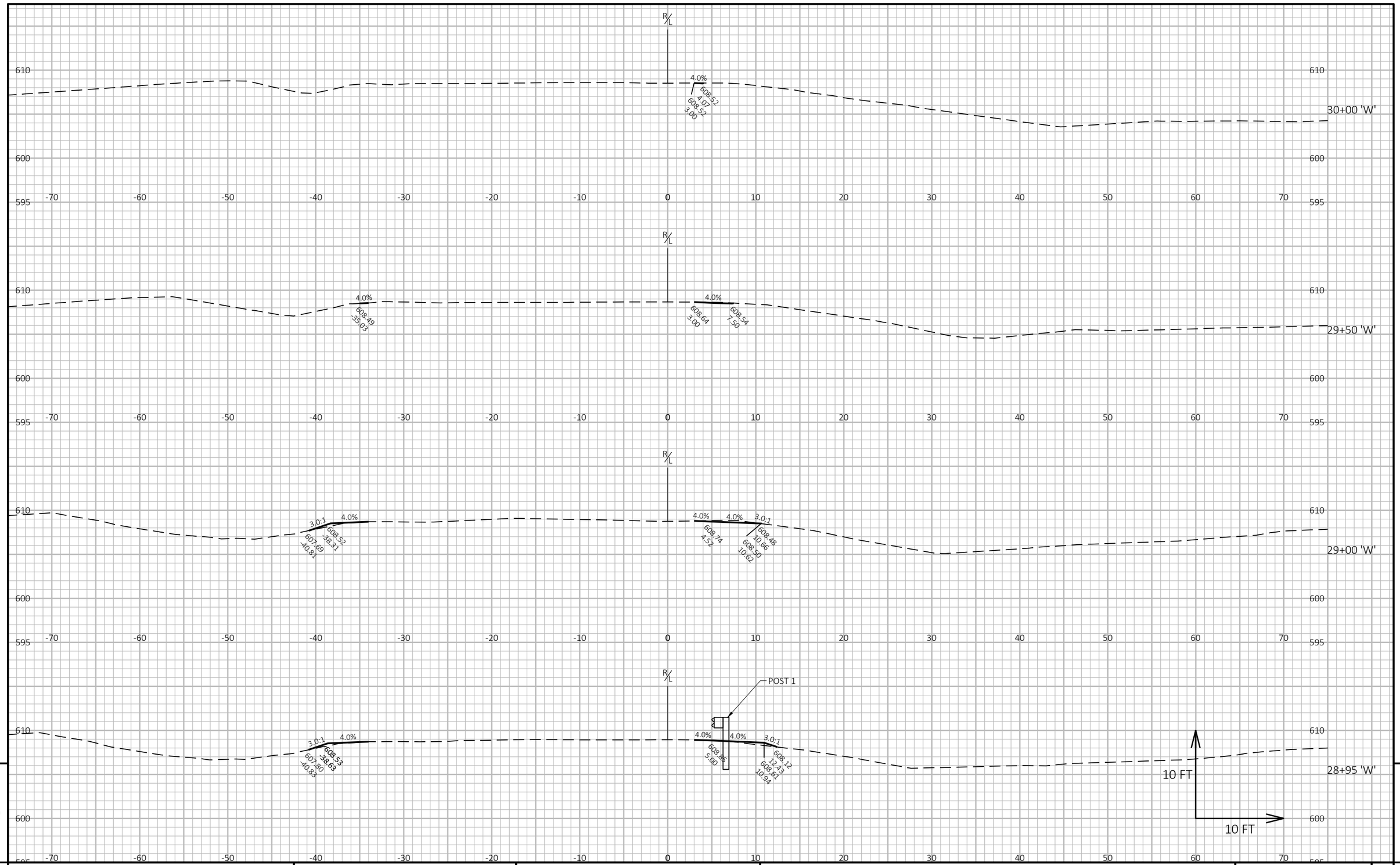
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 281	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/18/2022 4:50 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 282	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 02

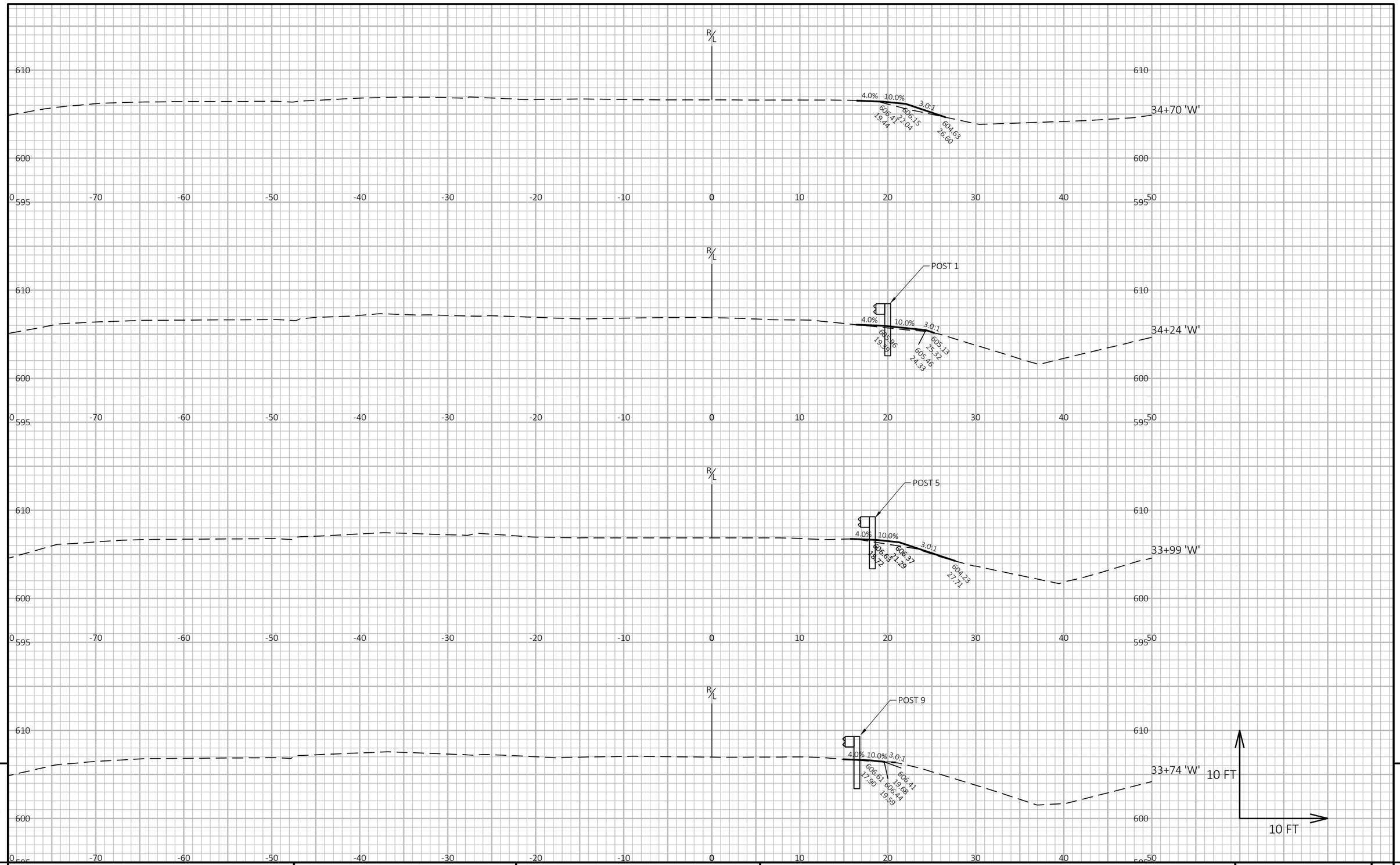
PLOT DATE : 7/18/2022 4:50 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 283	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090201-xs

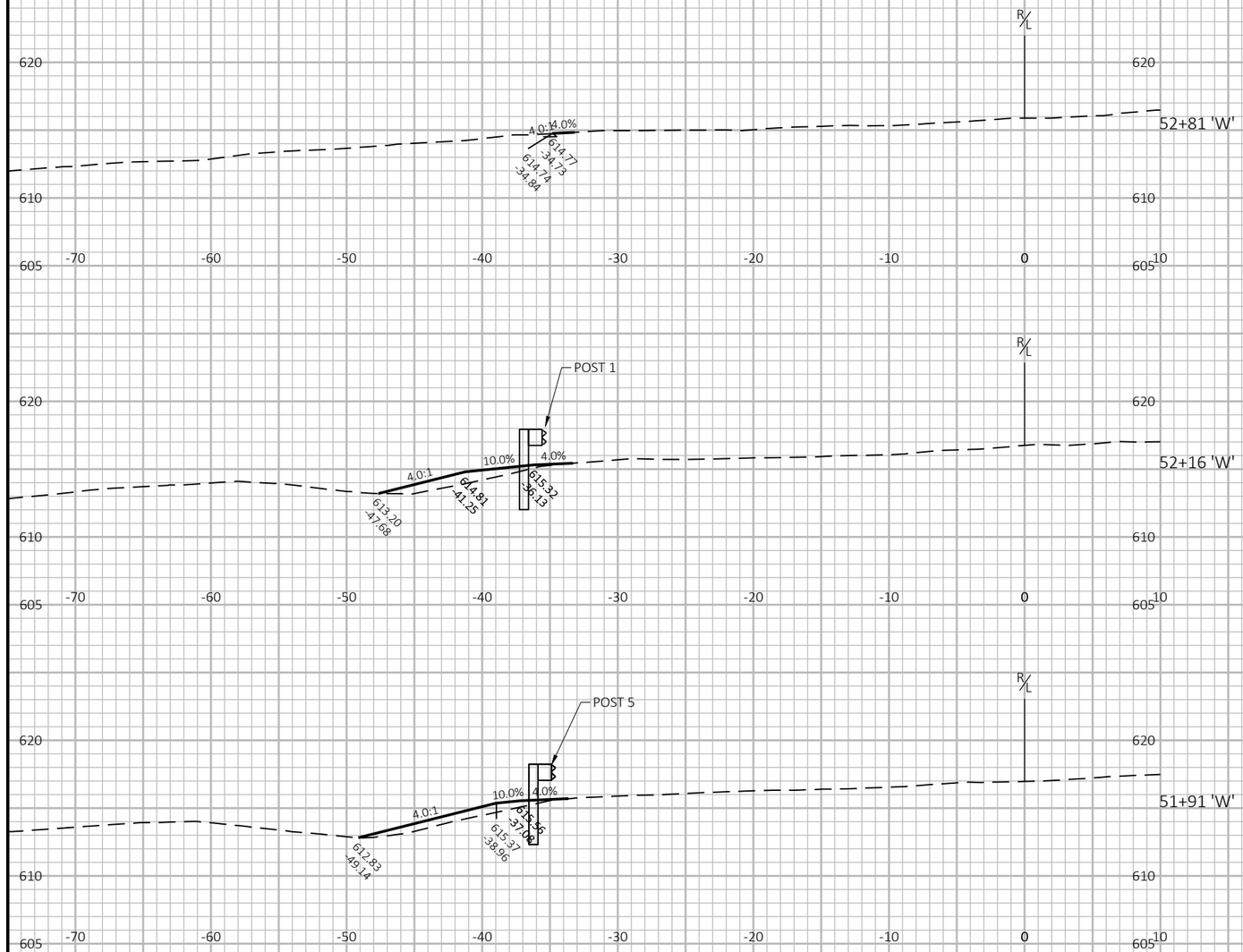
PLOT DATE : 7/18/2022 4:50 PM

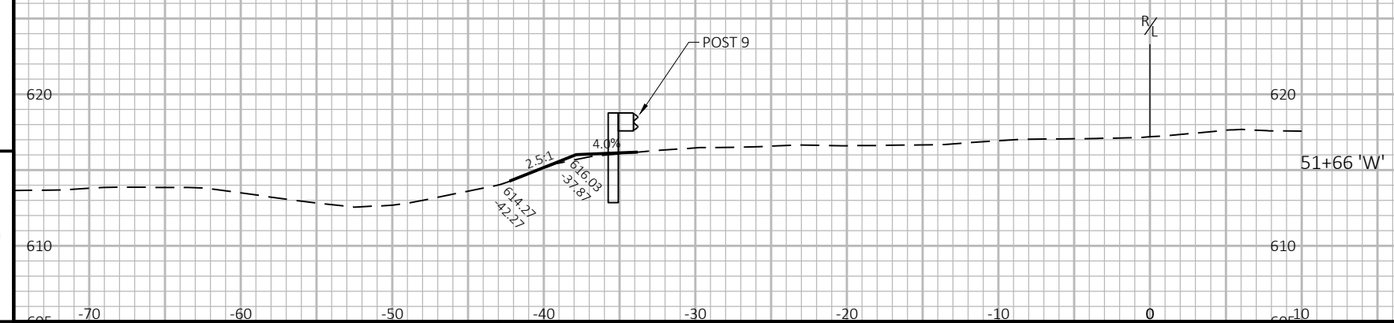
PLOT BY : KYLE CORNELIUS

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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 284	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090202-xs

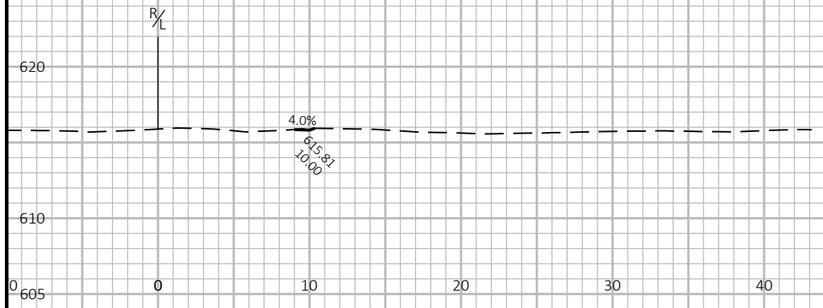
PLOT DATE : 7/18/2022 4:51 PM

PLOT BY : KYLE CORNELIUS

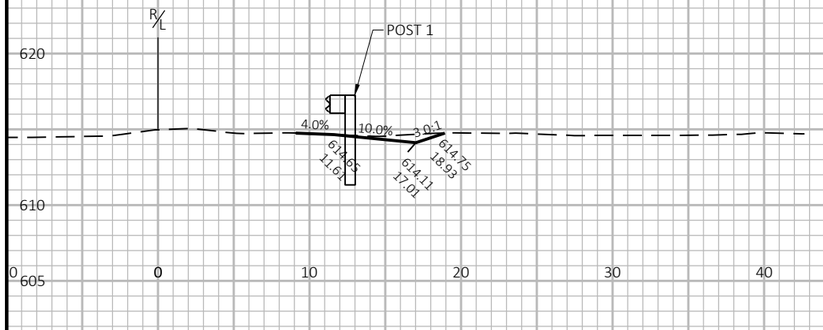
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

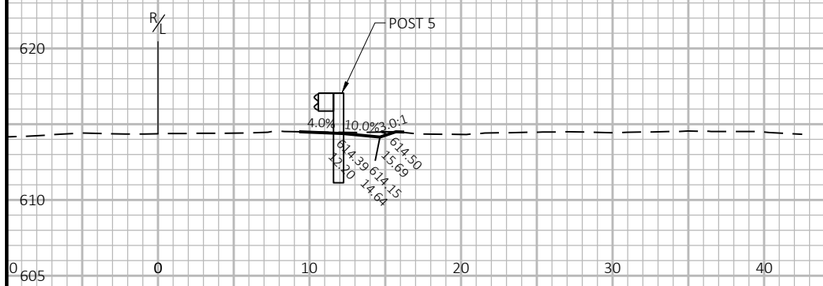
WISDOT/CADDS SHEET 49



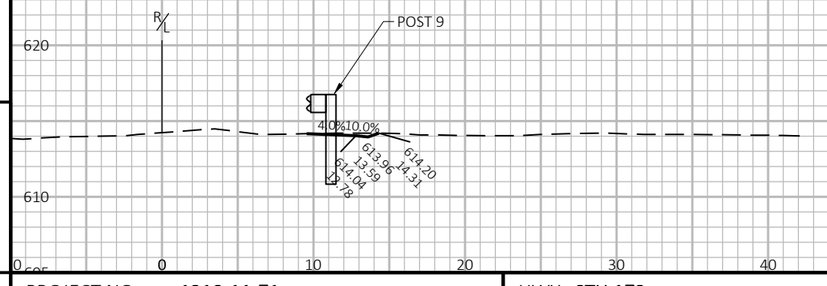
60+25 'W'



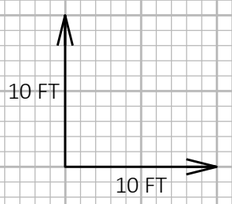
59+33 'W'



59+08 'W'



58+83 'W'



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9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 285	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090203-xs

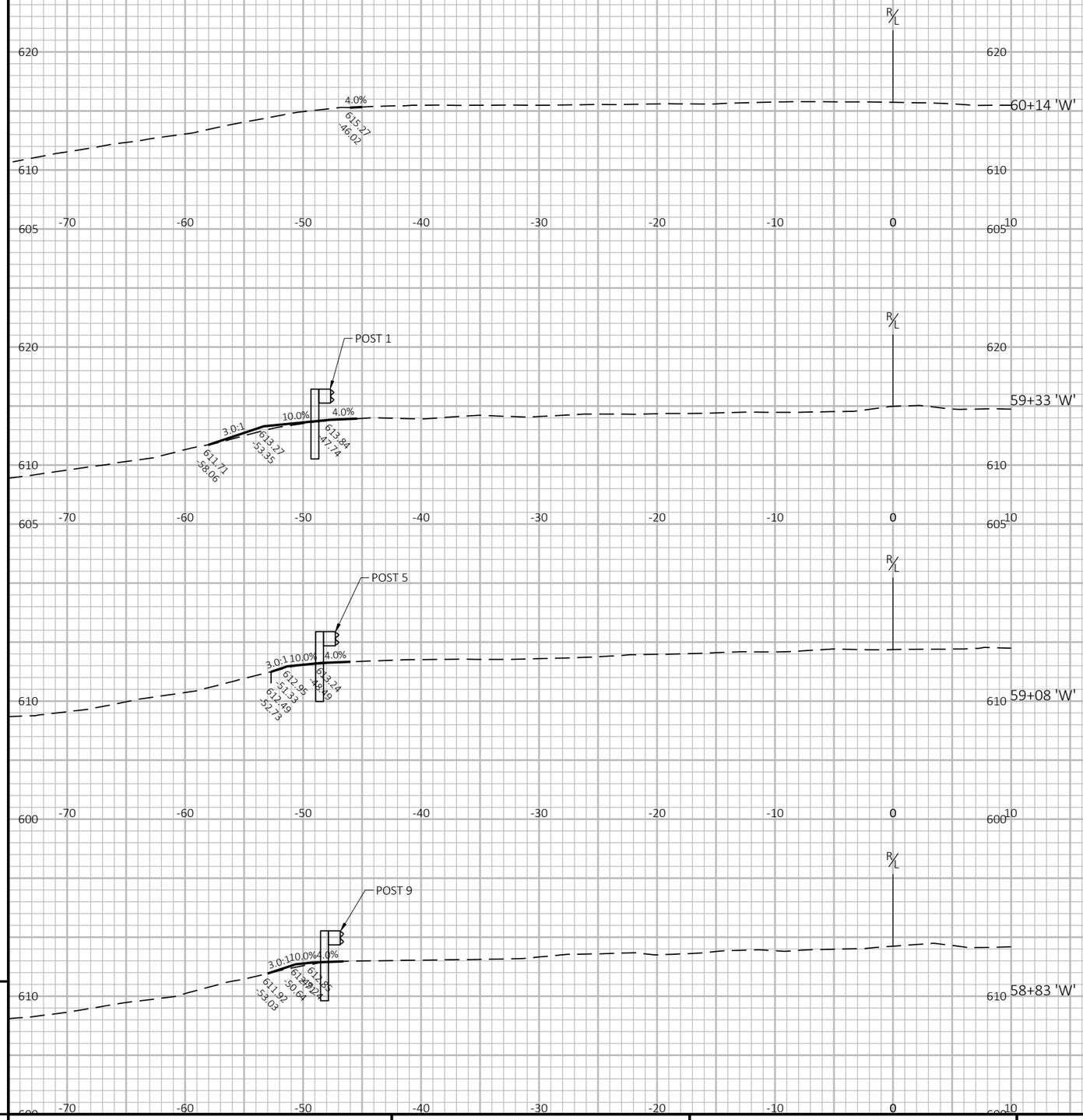
PLOT DATE : 7/18/2022 4:51 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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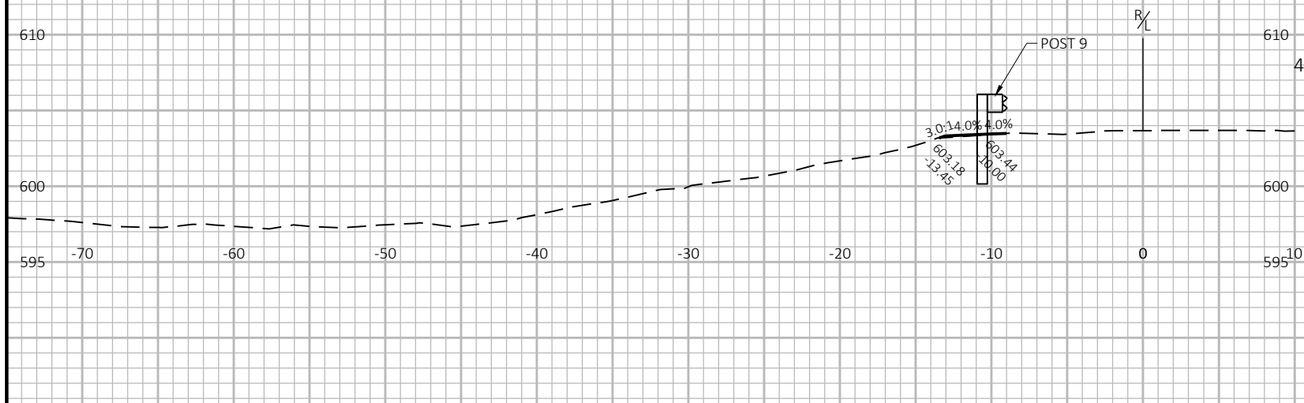
9

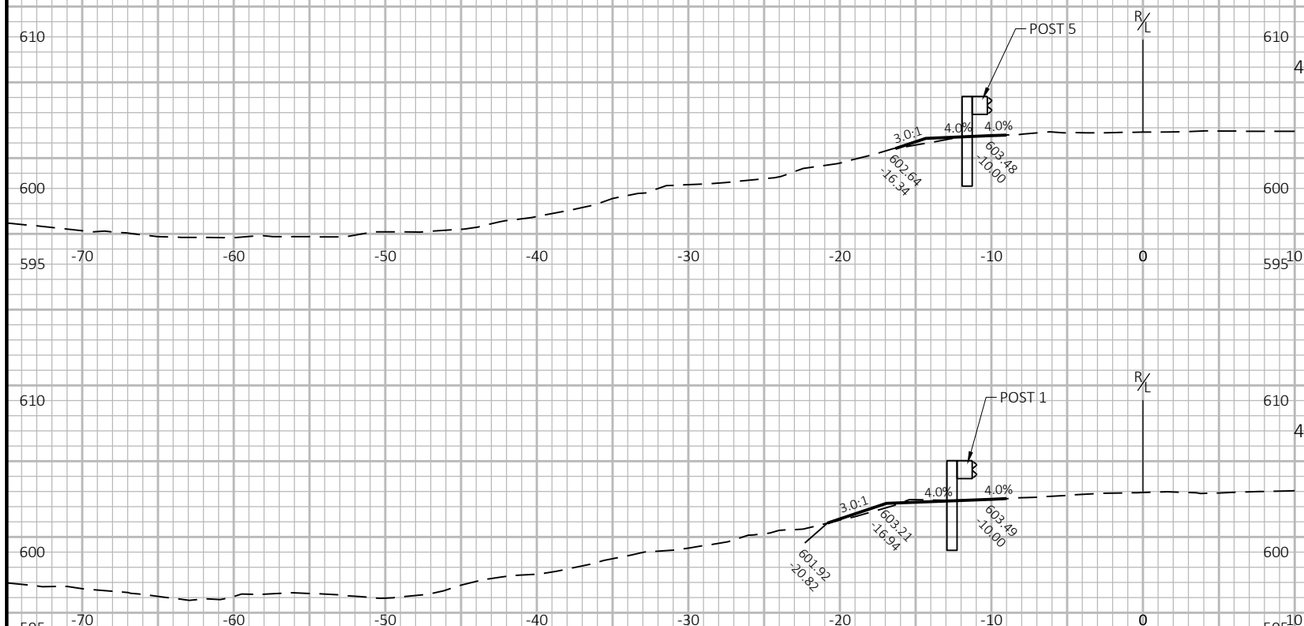
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: WESTBOUND	SHEET 286	E

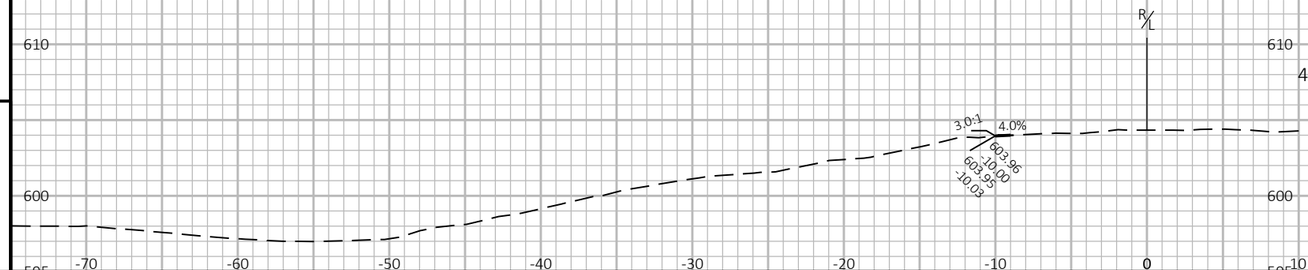
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090204-xs

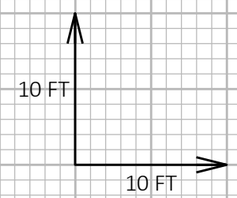
PLOT DATE : 7/18/2022 4:51 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: EASTBOUND	SHEET 287	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090207-xs

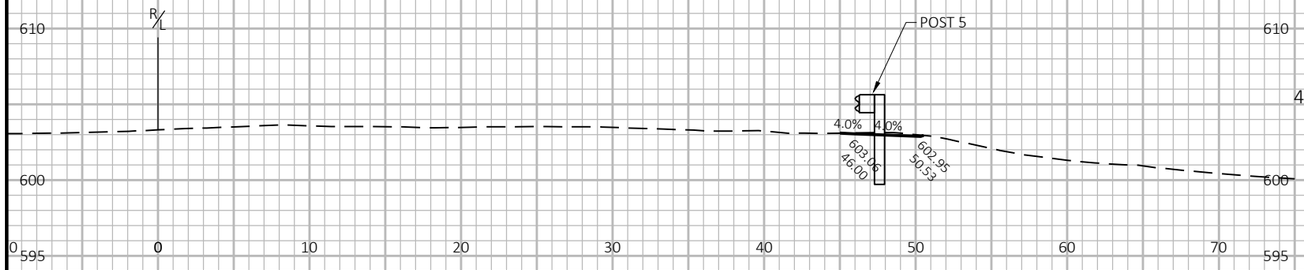
PLOT DATE : 7/18/2022 4:51 PM

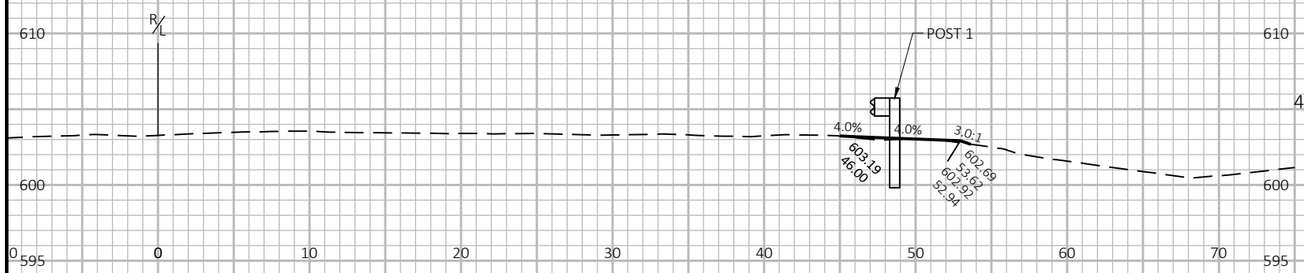
PLOT BY : KYLE CORNELIUS

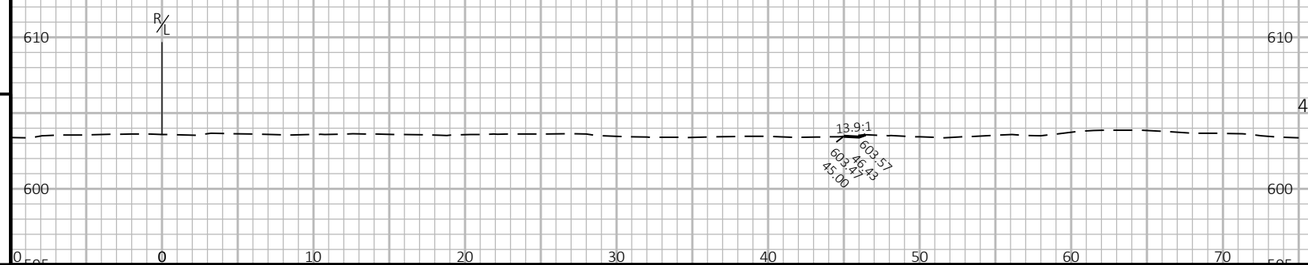
PLOT NAME :

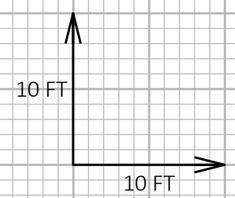
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: EASTBOUND	SHEET 288	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090208-xs

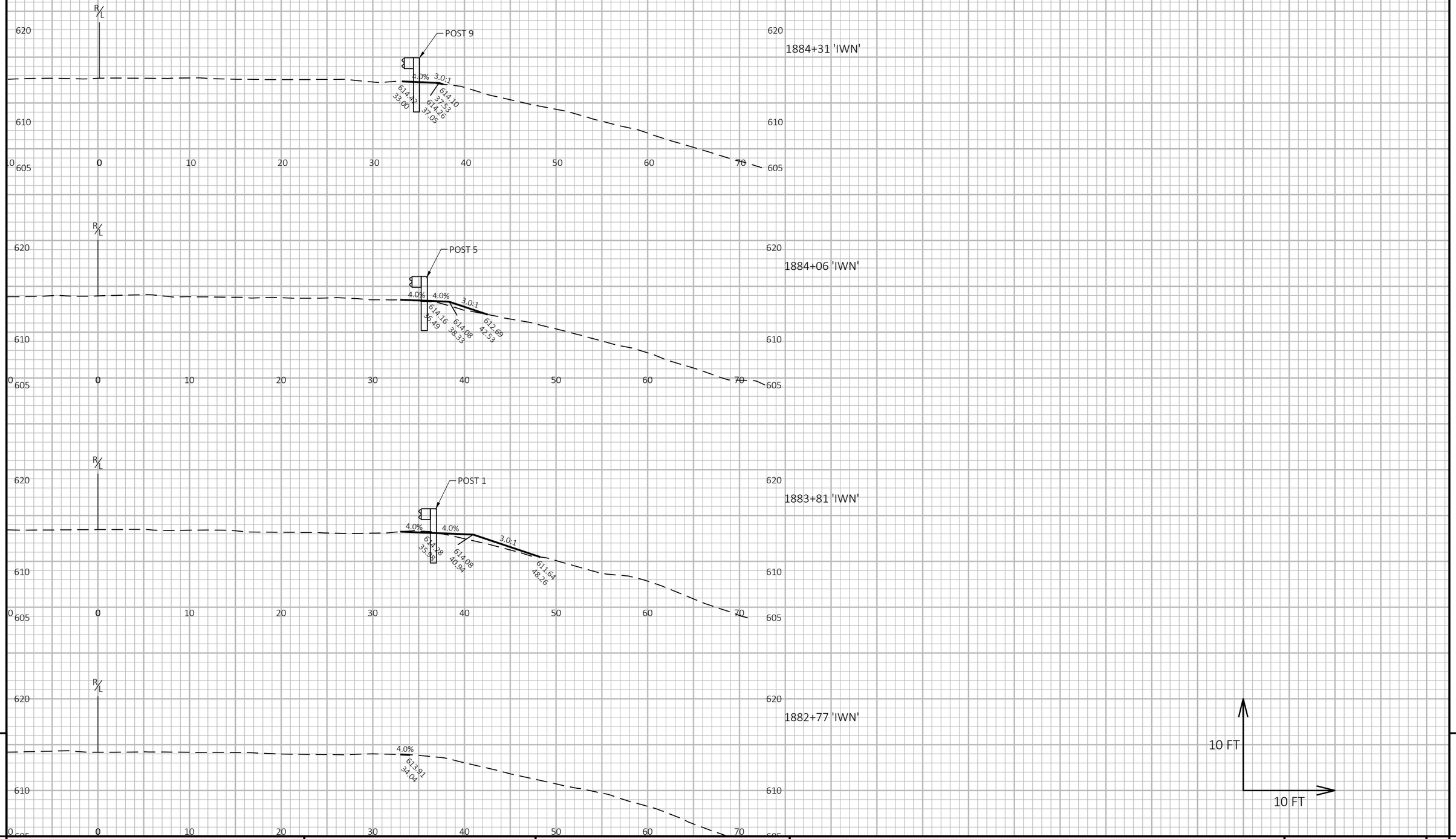
PLOT DATE : 7/18/2022 4:52 PM

PLOT BY : KYLE CORNELIUS

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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWN RAMP	SHEET 289	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090205-xs

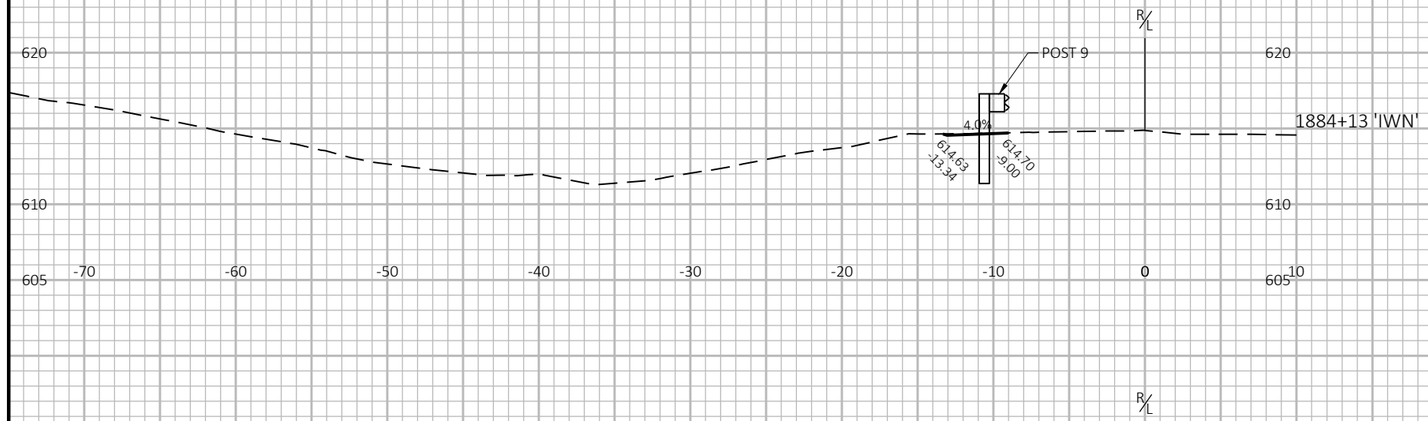
PLOT DATE : 7/18/2022 4:52 PM

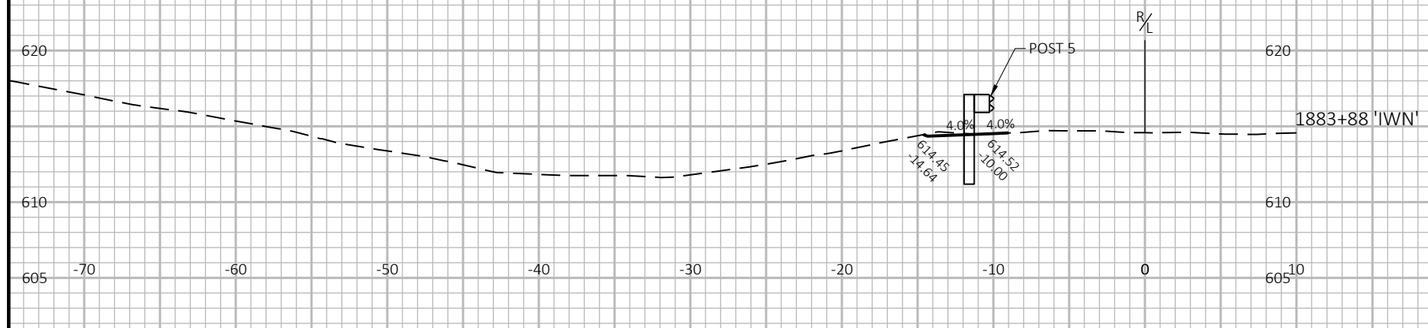
PLOT BY : KYLE CORNELIUS

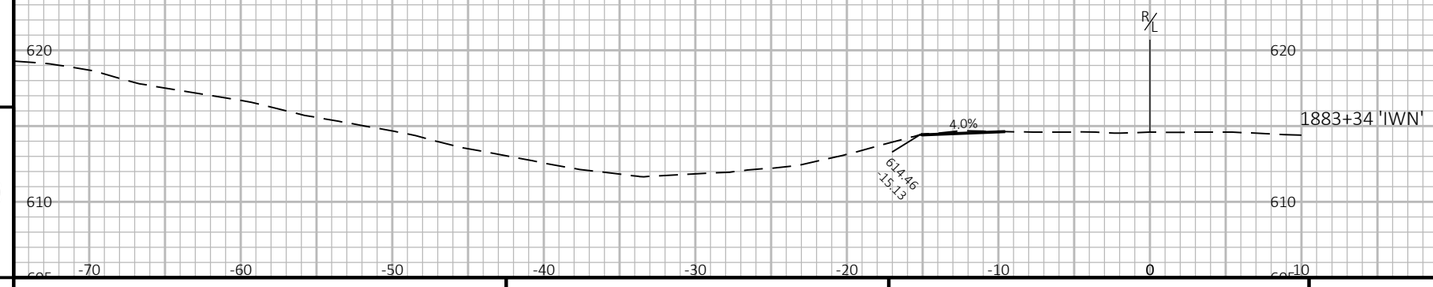
PLOT NAME :

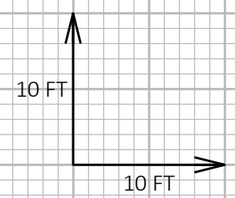
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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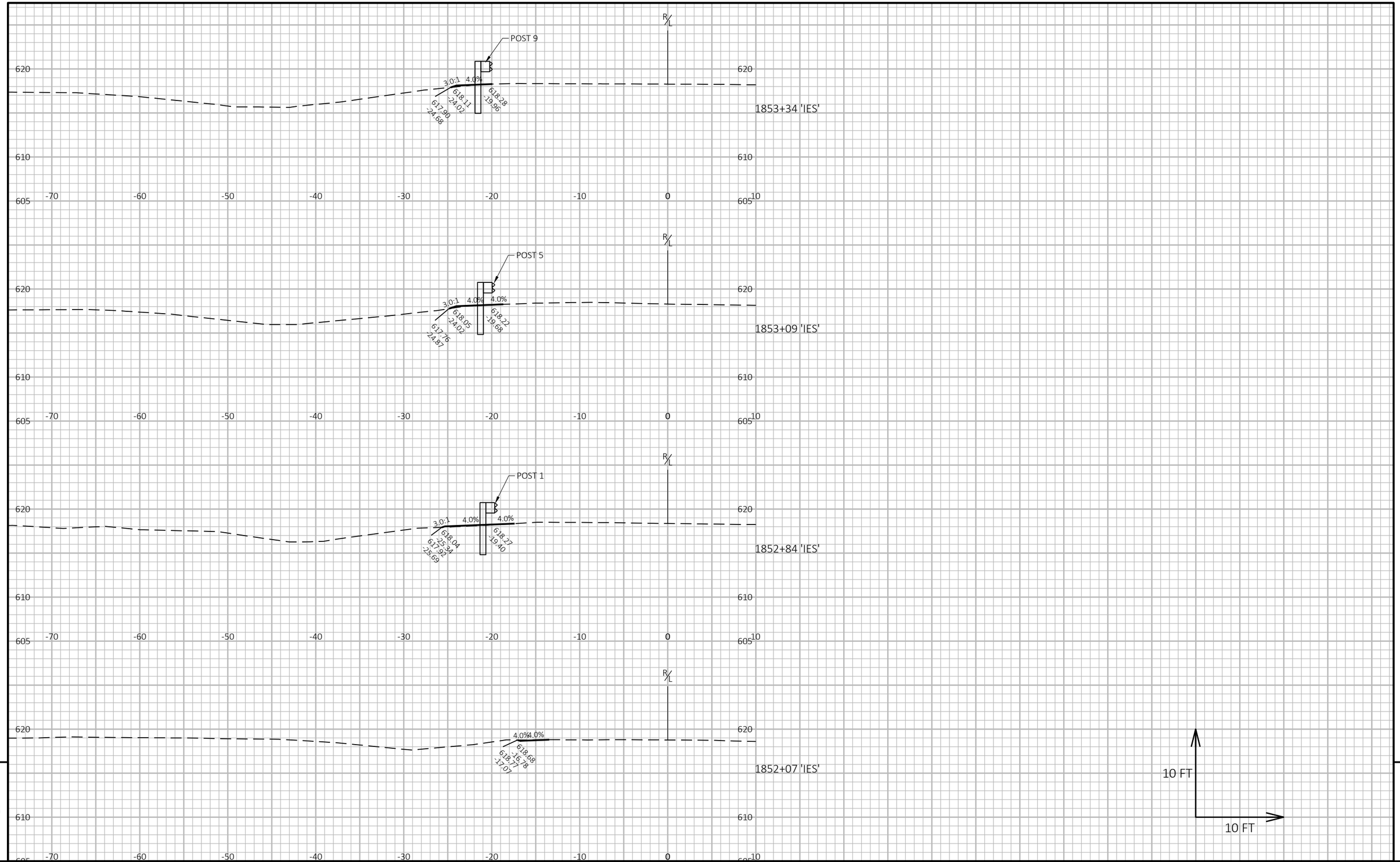
9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWN RAMP	SHEET 290	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 7/18/2022 4:52 PM PLOT BY : KYLE CORNELIUS 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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IES RAMP	SHEET 291	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090209-xs

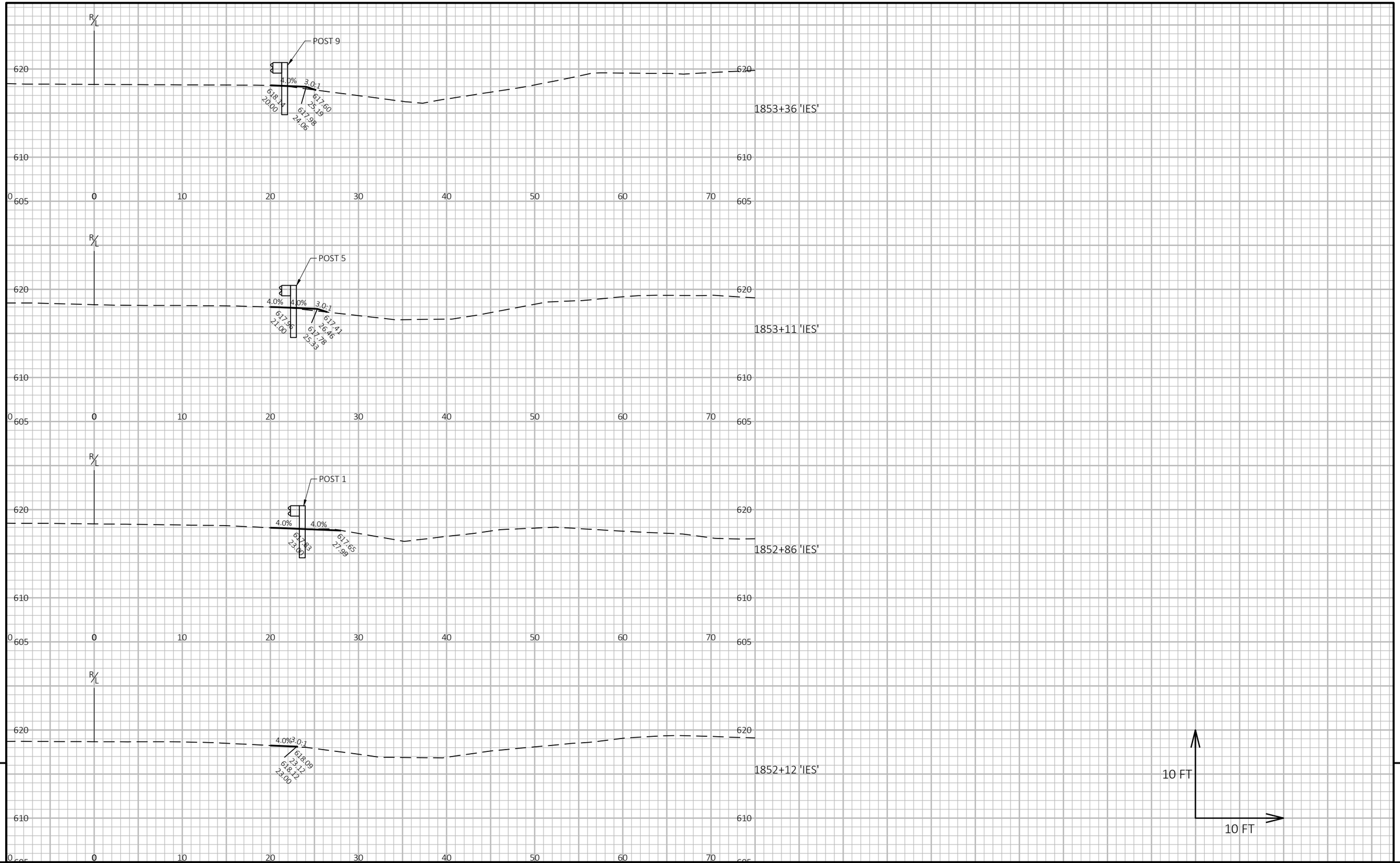
PLOT DATE : 7/18/2022 4:52 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IES RAMP	SHEET 292	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090210-xs

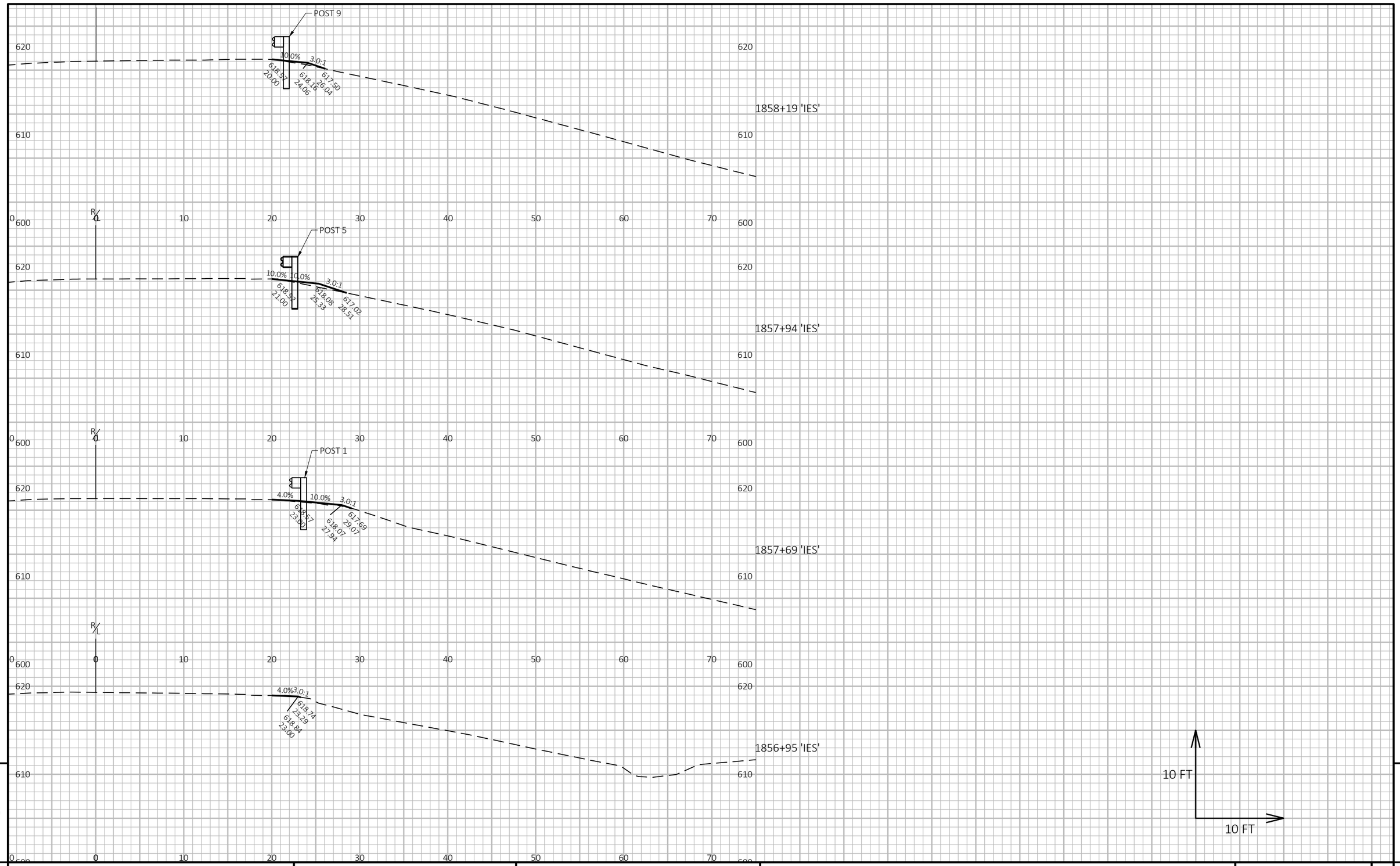
PLOT DATE : 7/18/2022 4:52 PM

PLOT BY : KYLE CORNELIUS

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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IES RAMP	SHEET 293	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090211-xs

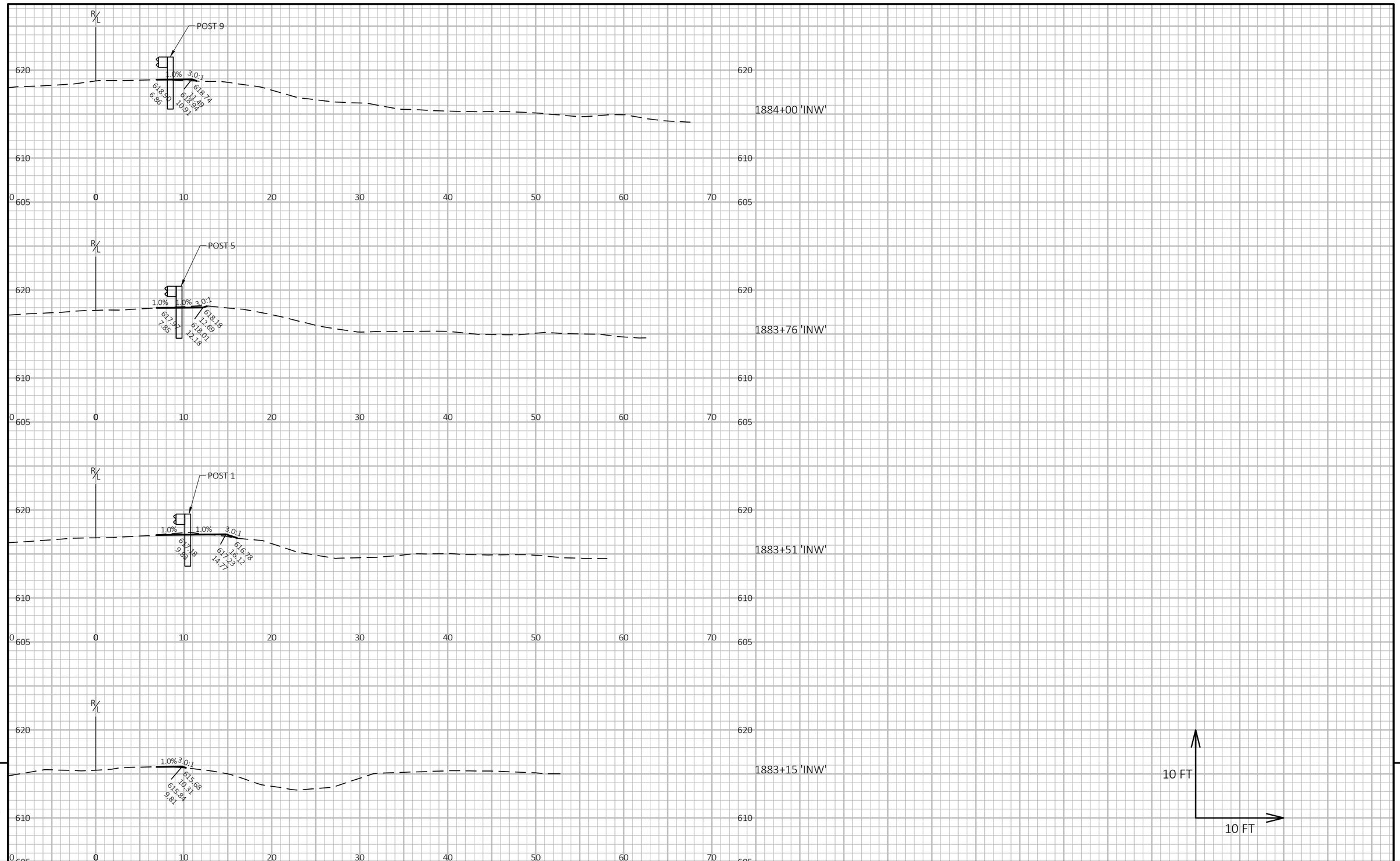
PLOT DATE : 7/18/2022 4:53 PM

PLOT BY : KYLE CORNELIUS

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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: INW RAMP	SHEET 294	E

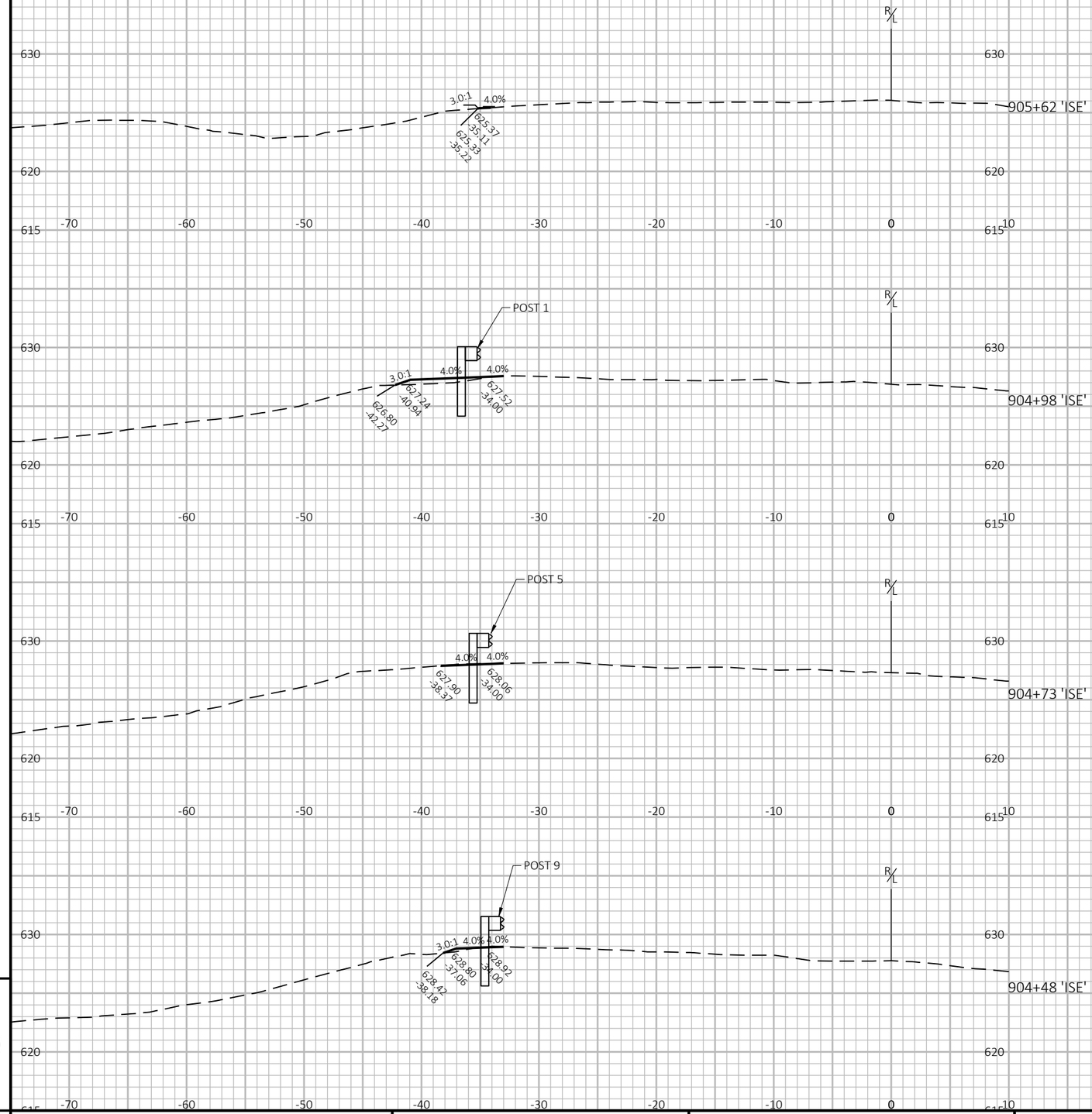
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090212-xs

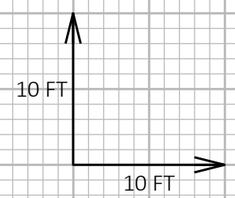
PLOT DATE : 7/18/2022 4:53 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.





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9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: ISE RAMP	SHEET 295	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090213-xs

PLOT DATE : 7/18/2022 4:53 PM

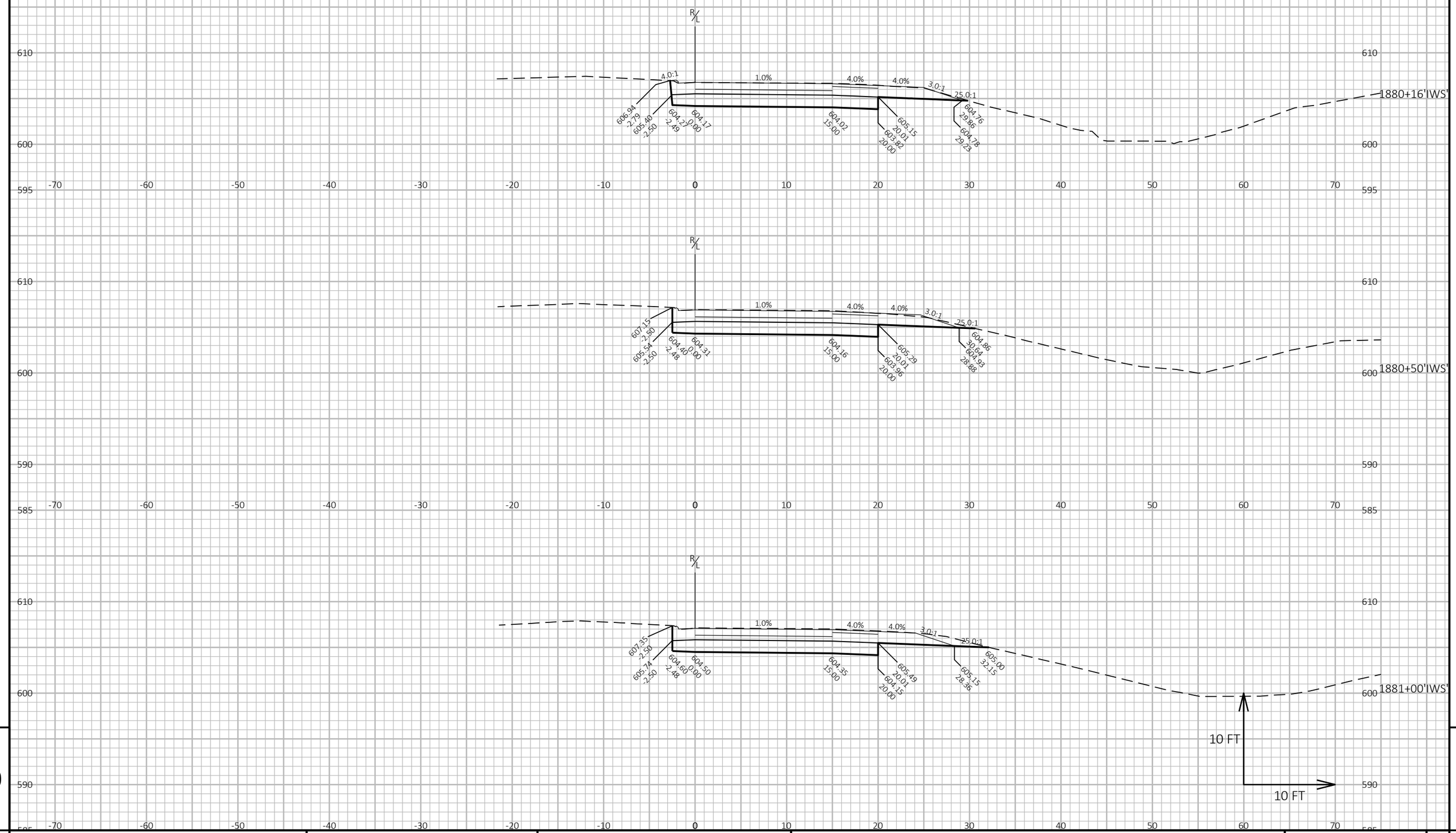
PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

BEGIN CONSTRUCTION
STA 1880+16'IWS'



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9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 296	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

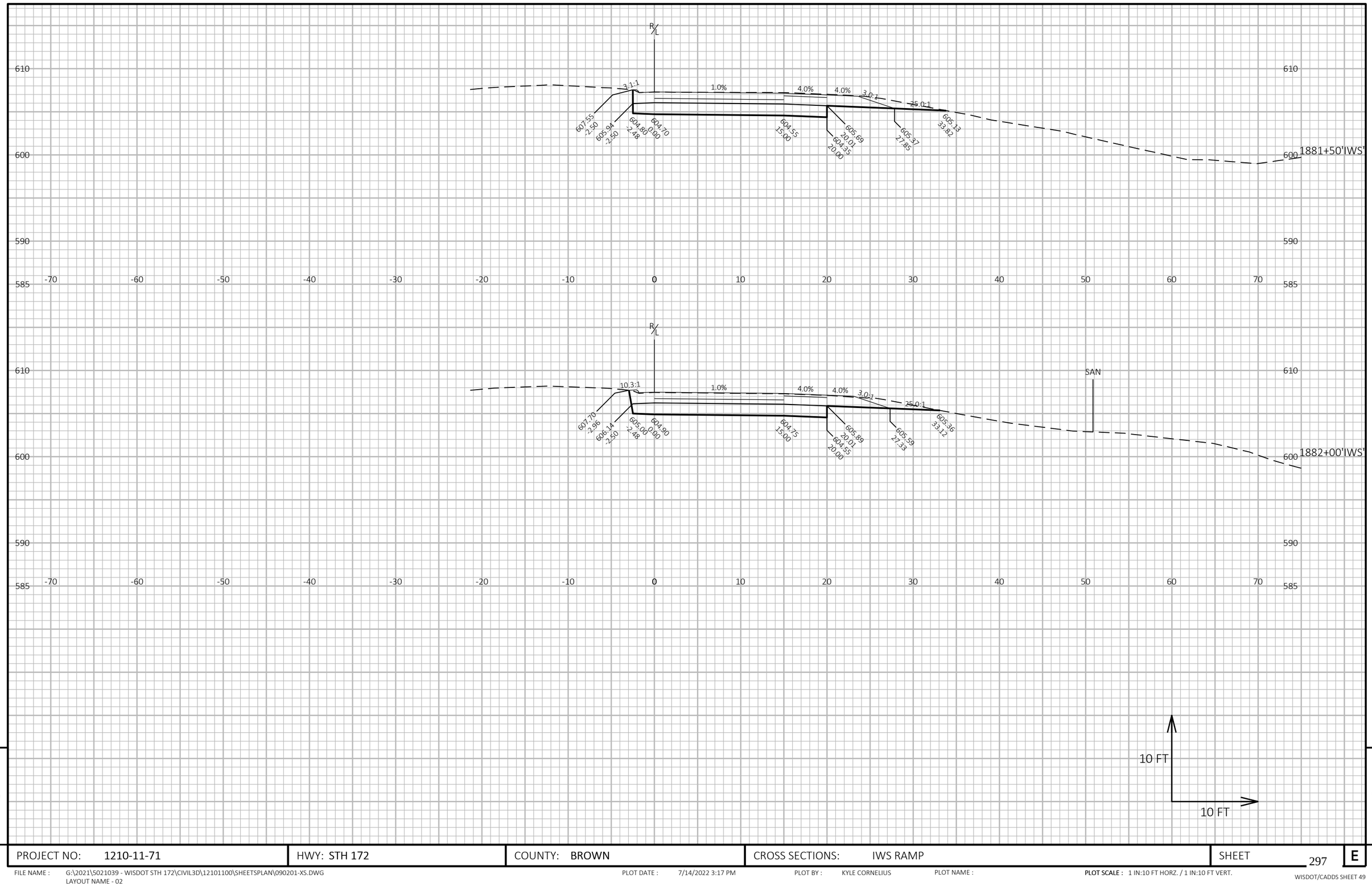
PLOT DATE : 7/14/2022 3:17 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 297	E

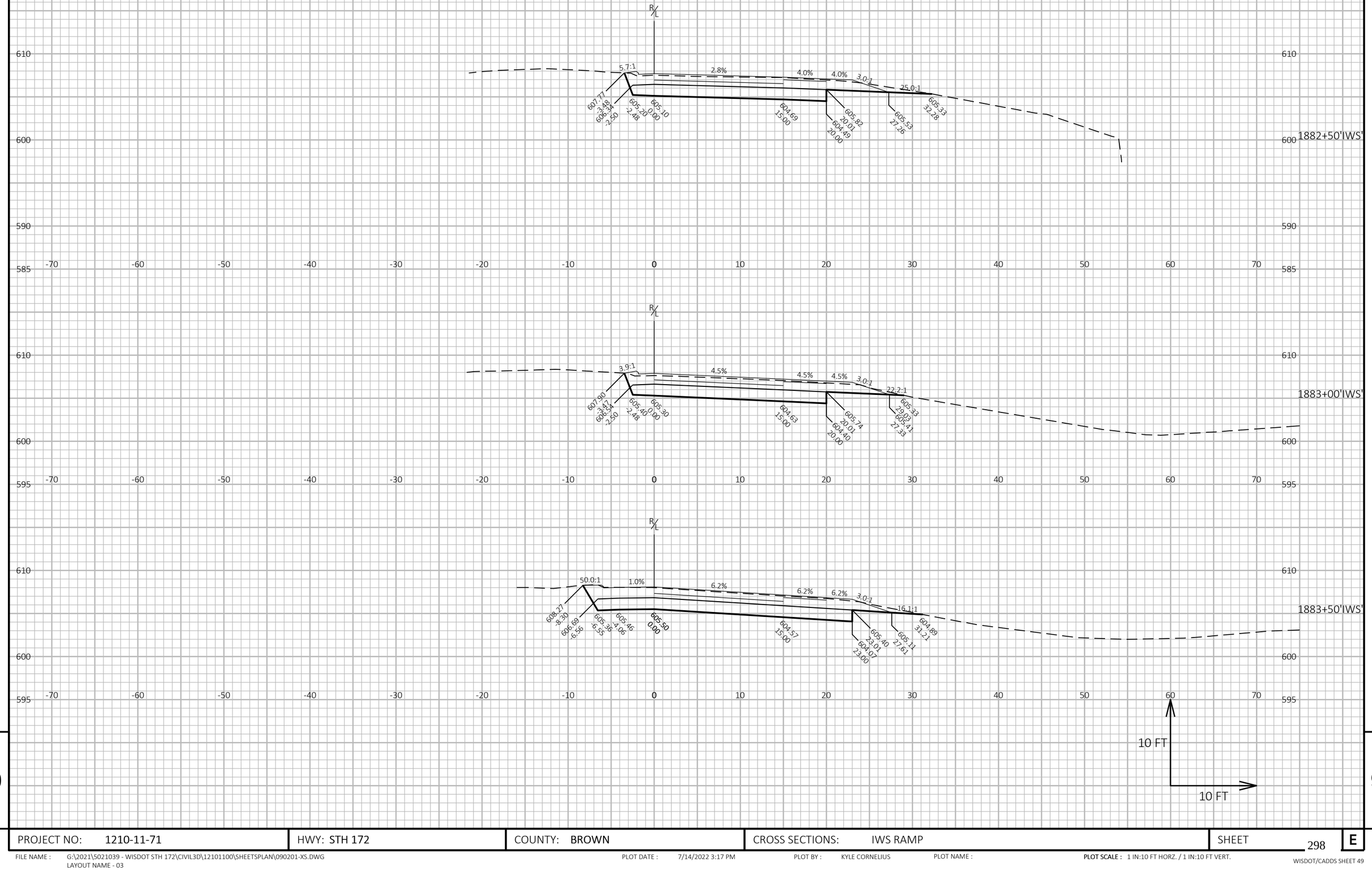
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/14/2022 3:17 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 298	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

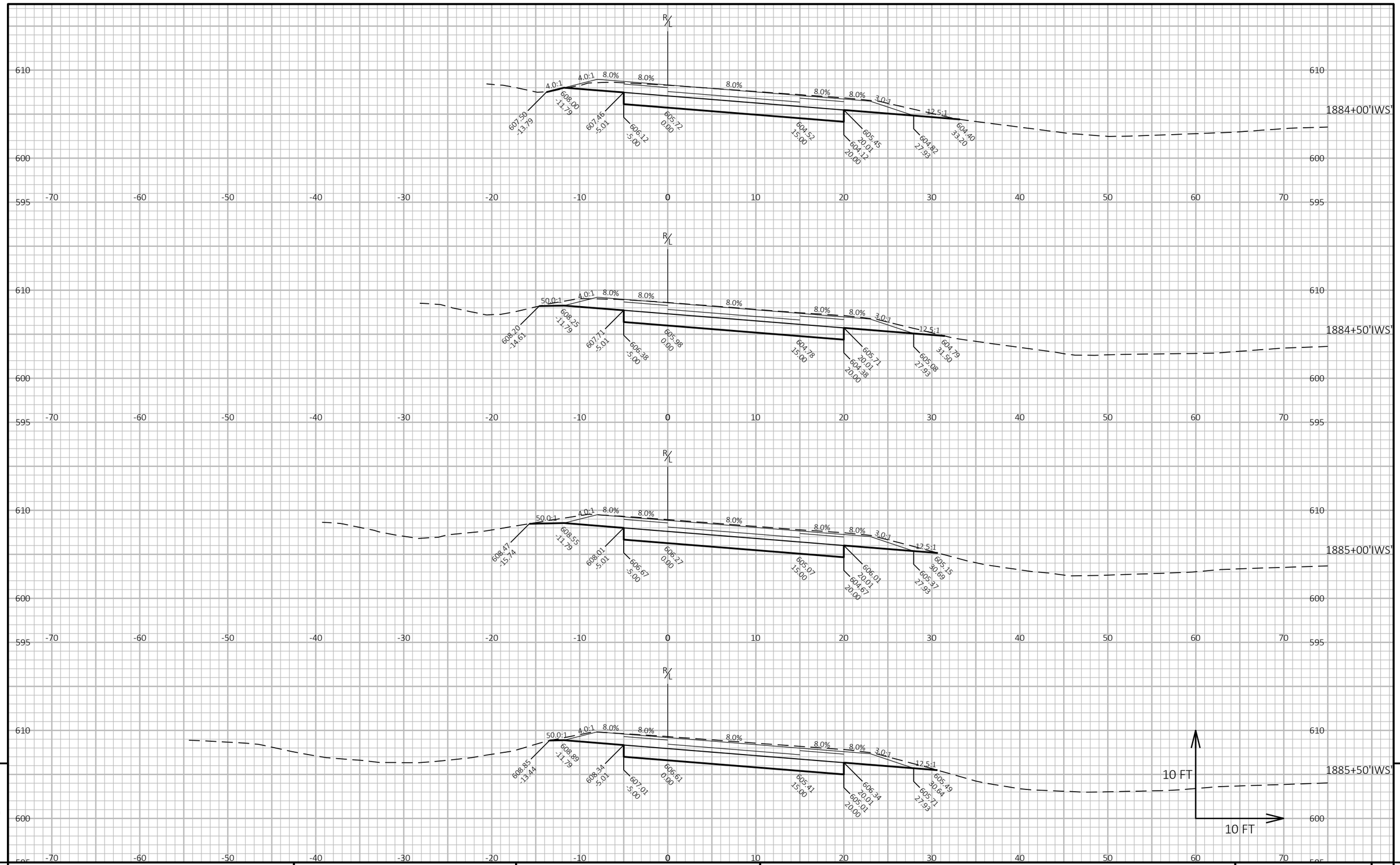
PLOT DATE : 7/14/2022 3:17 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 299	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

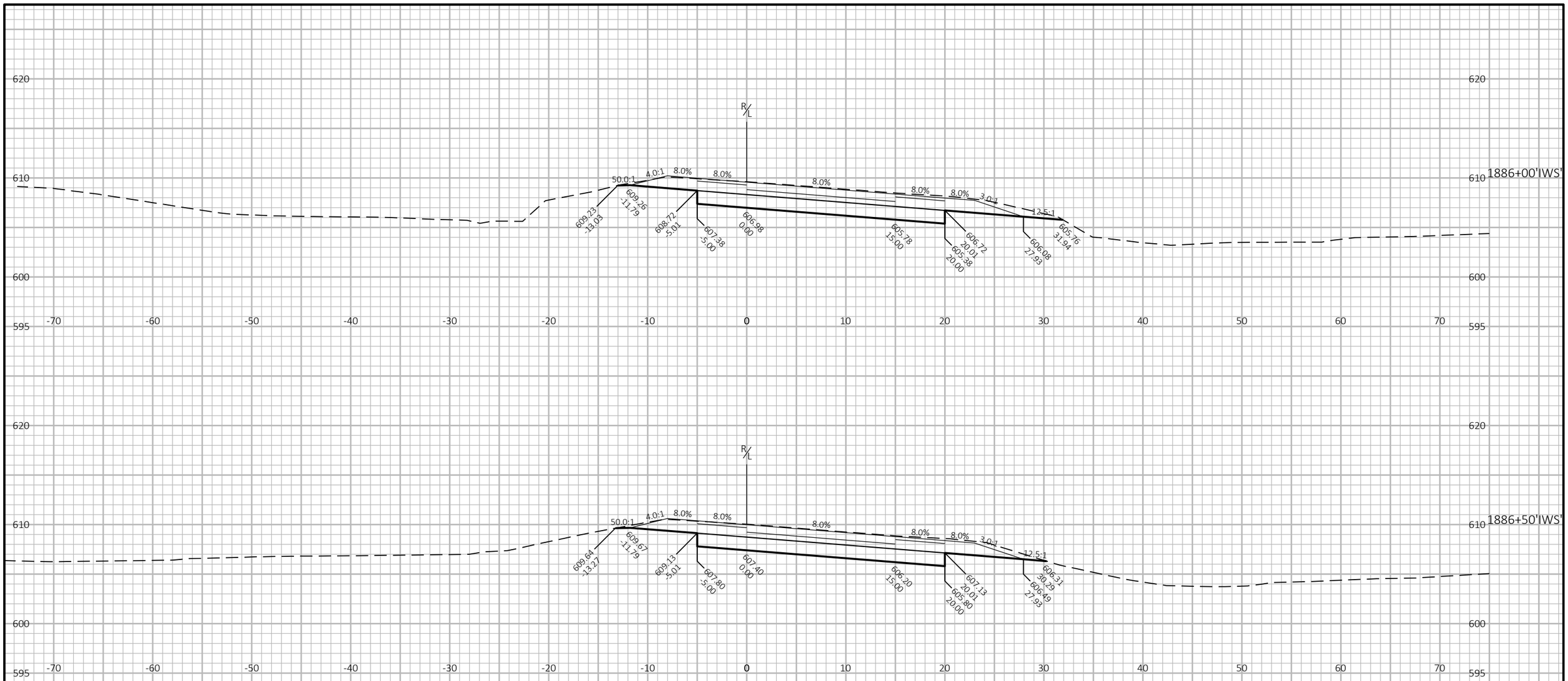
PLOT DATE : 7/14/2022 3:17 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 300	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

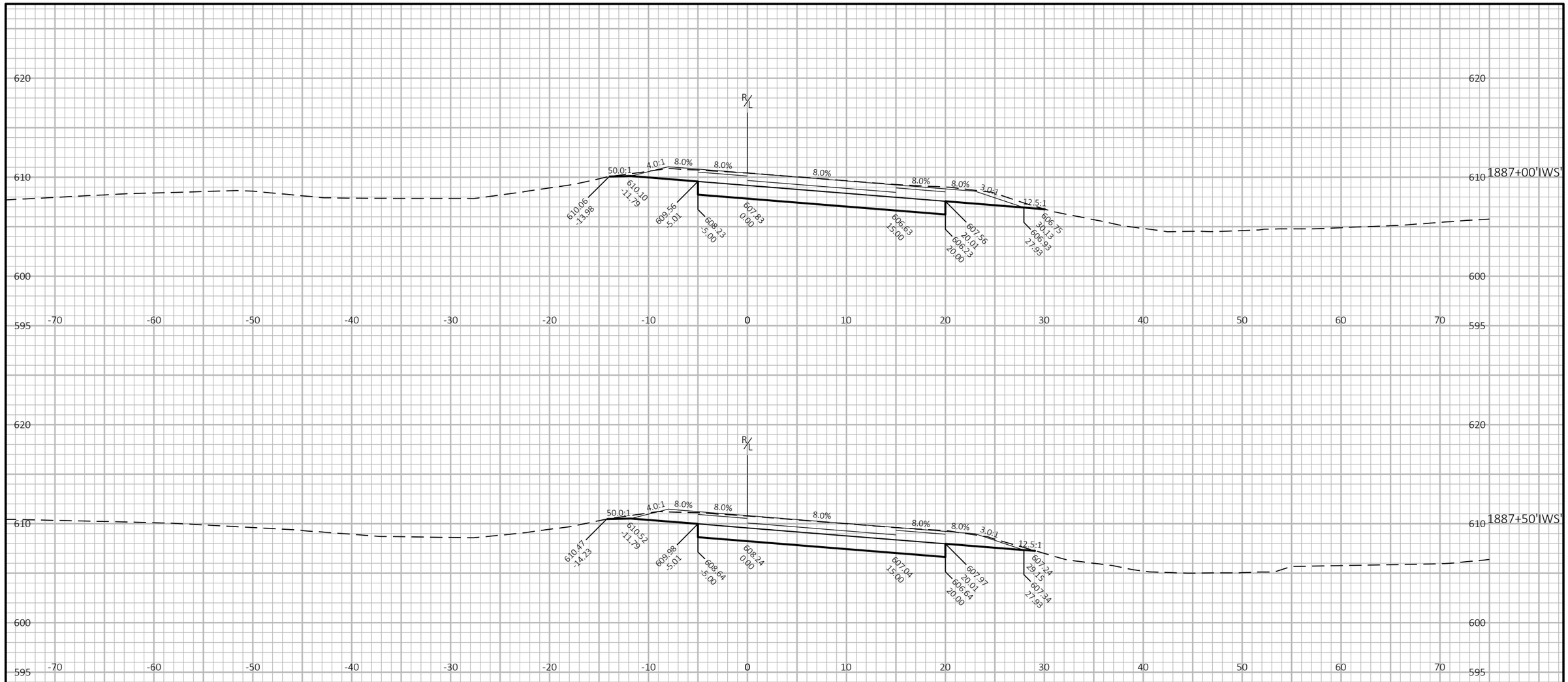
PLOT DATE : 7/14/2022 3:17 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 301	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

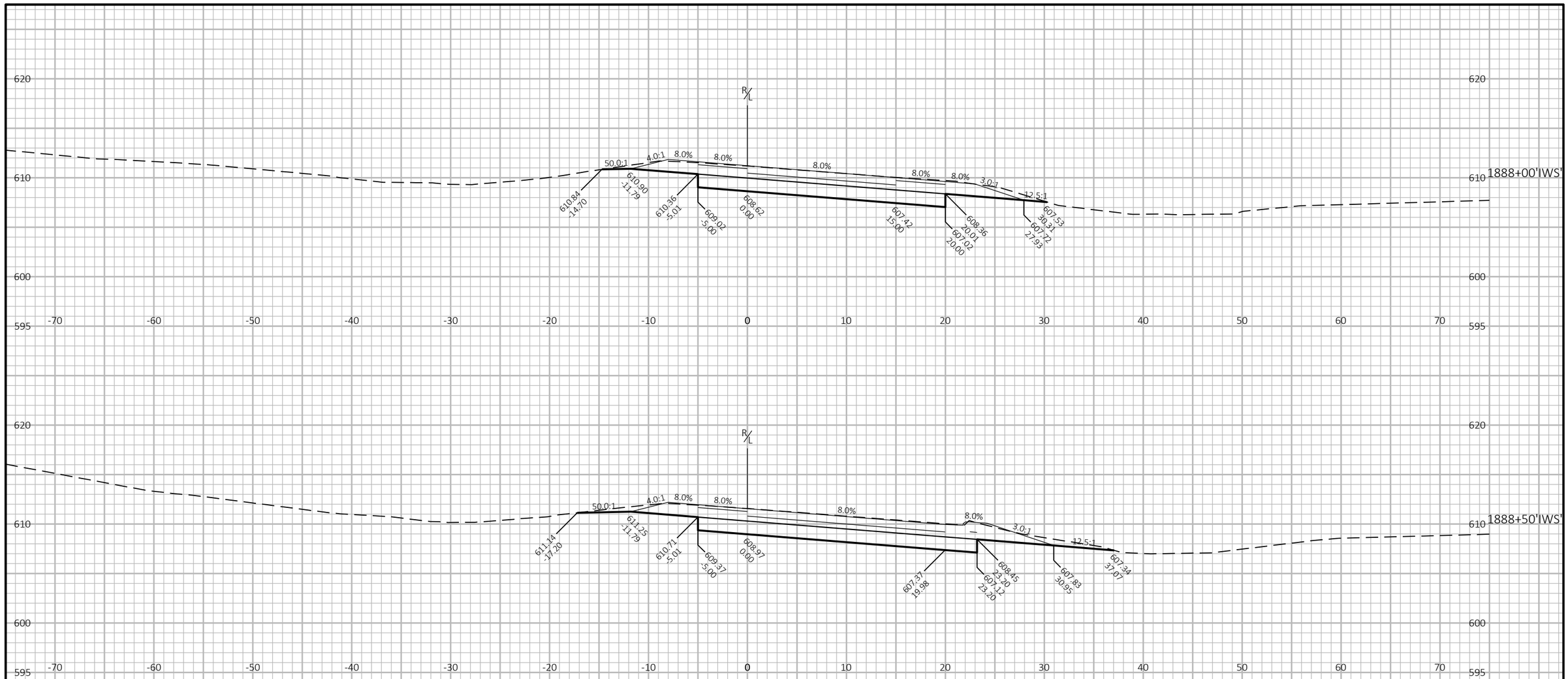
PLOT DATE : 7/14/2022 3:17 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



10 FT

10 FT

9

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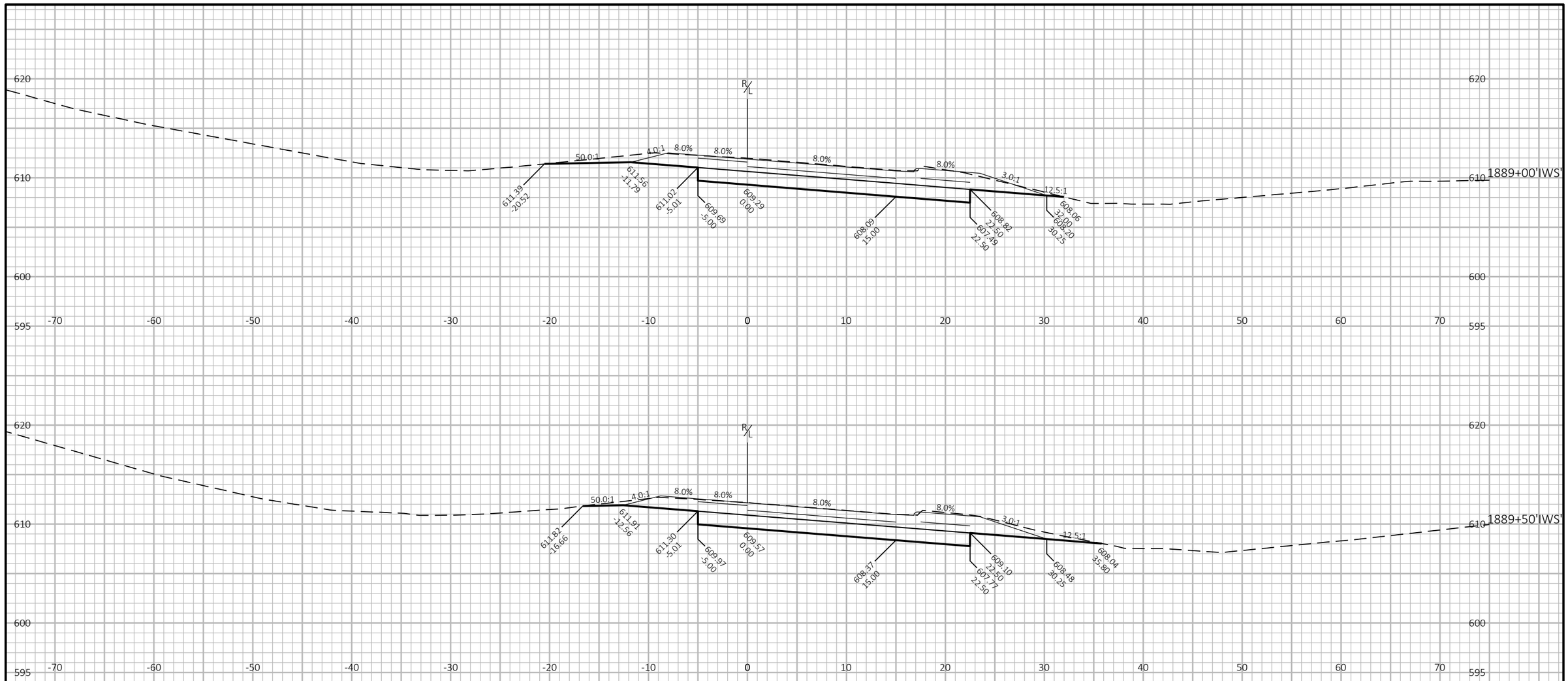
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 302	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 303	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

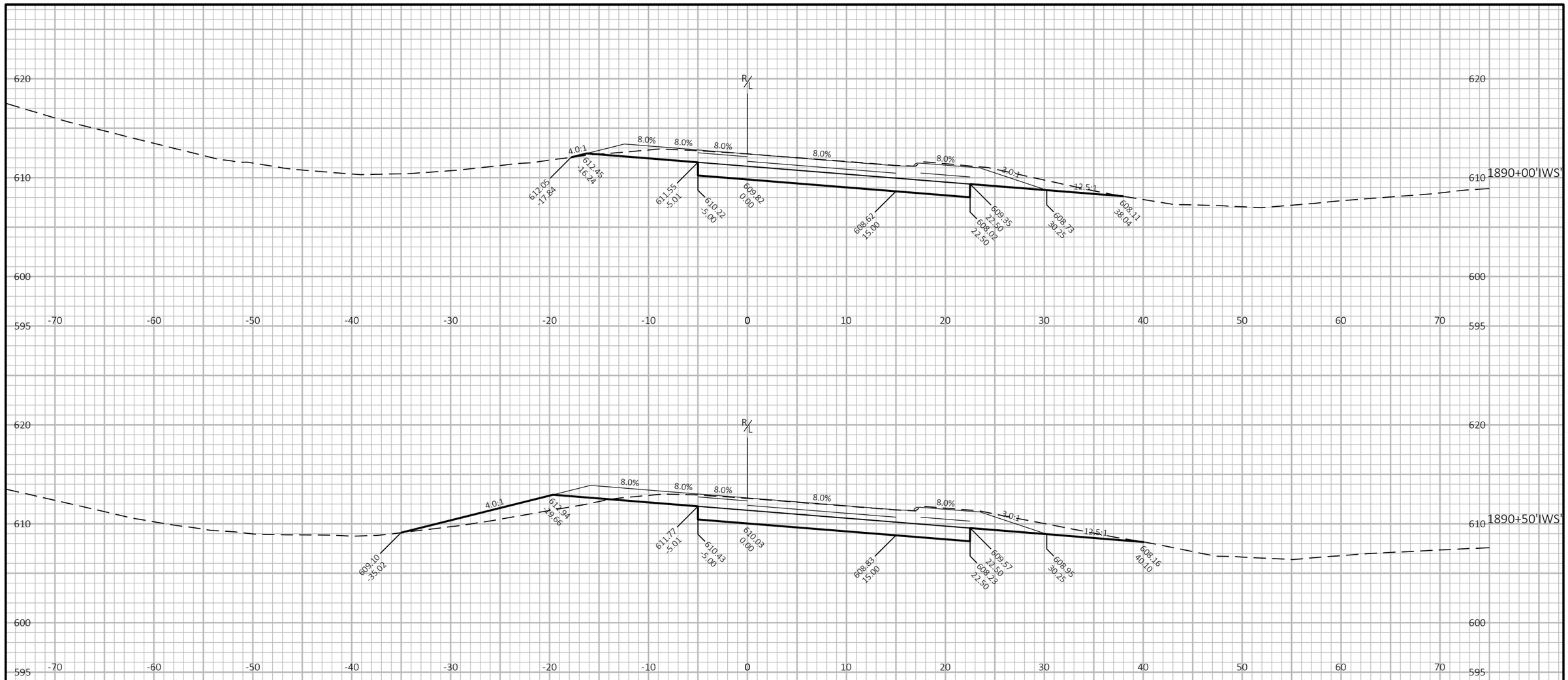
PLOT DATE : 7/14/2022 3:18 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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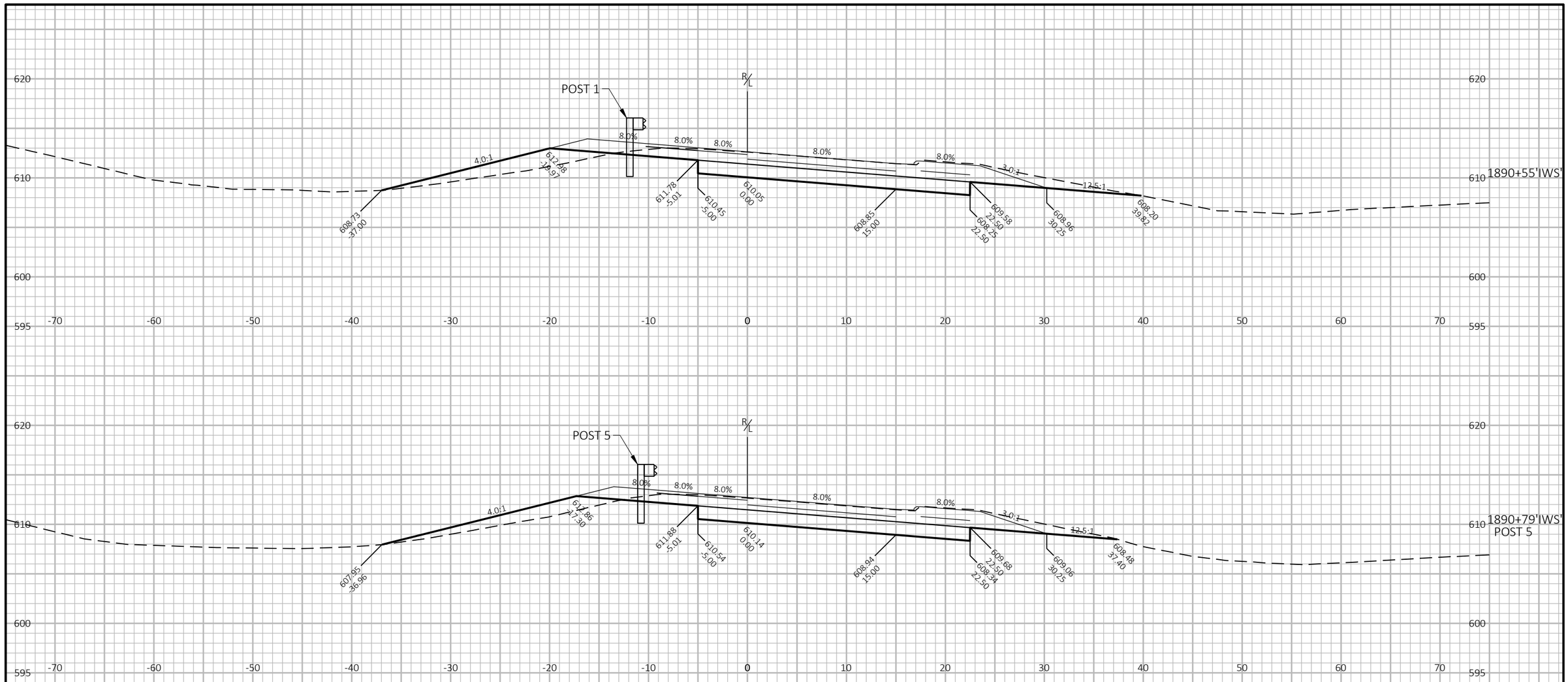
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 304	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 305	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

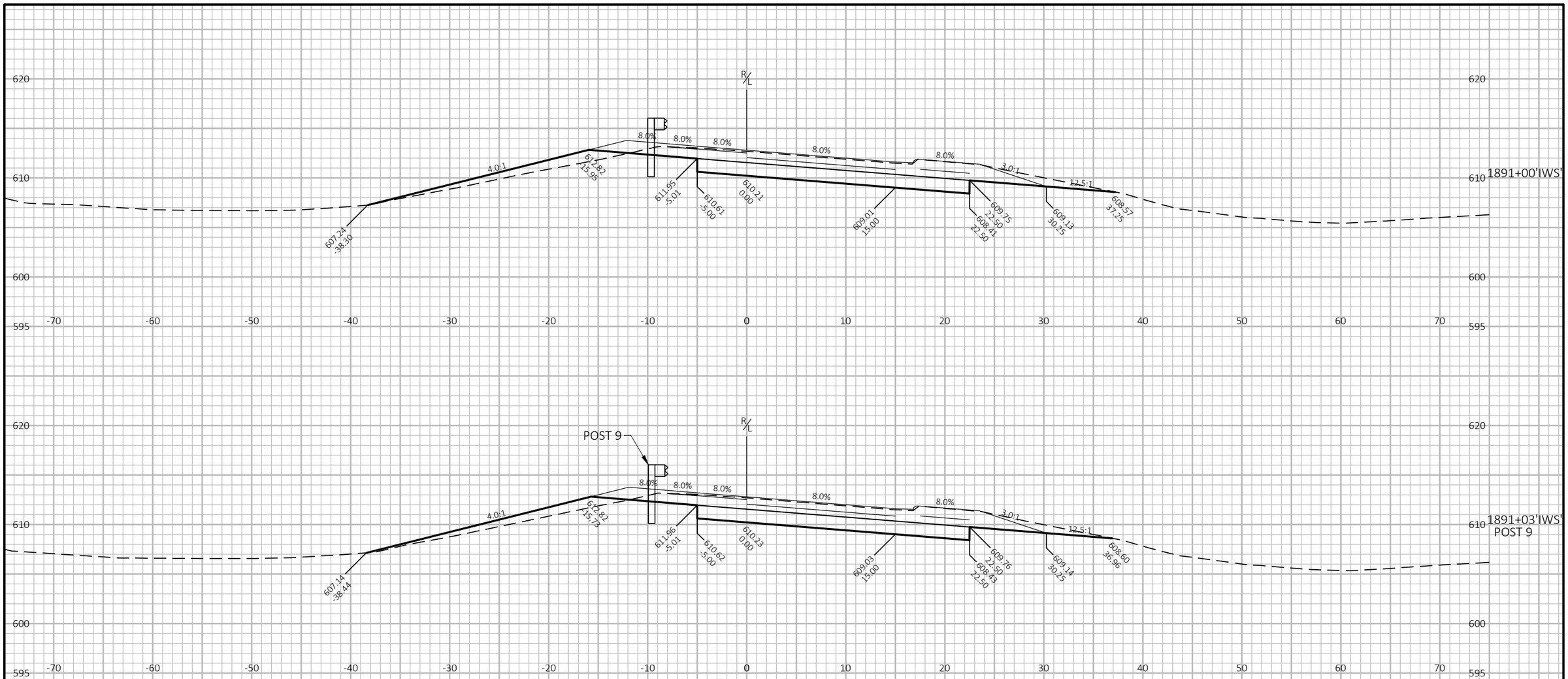
PLOT DATE : 7/14/2022 3:18 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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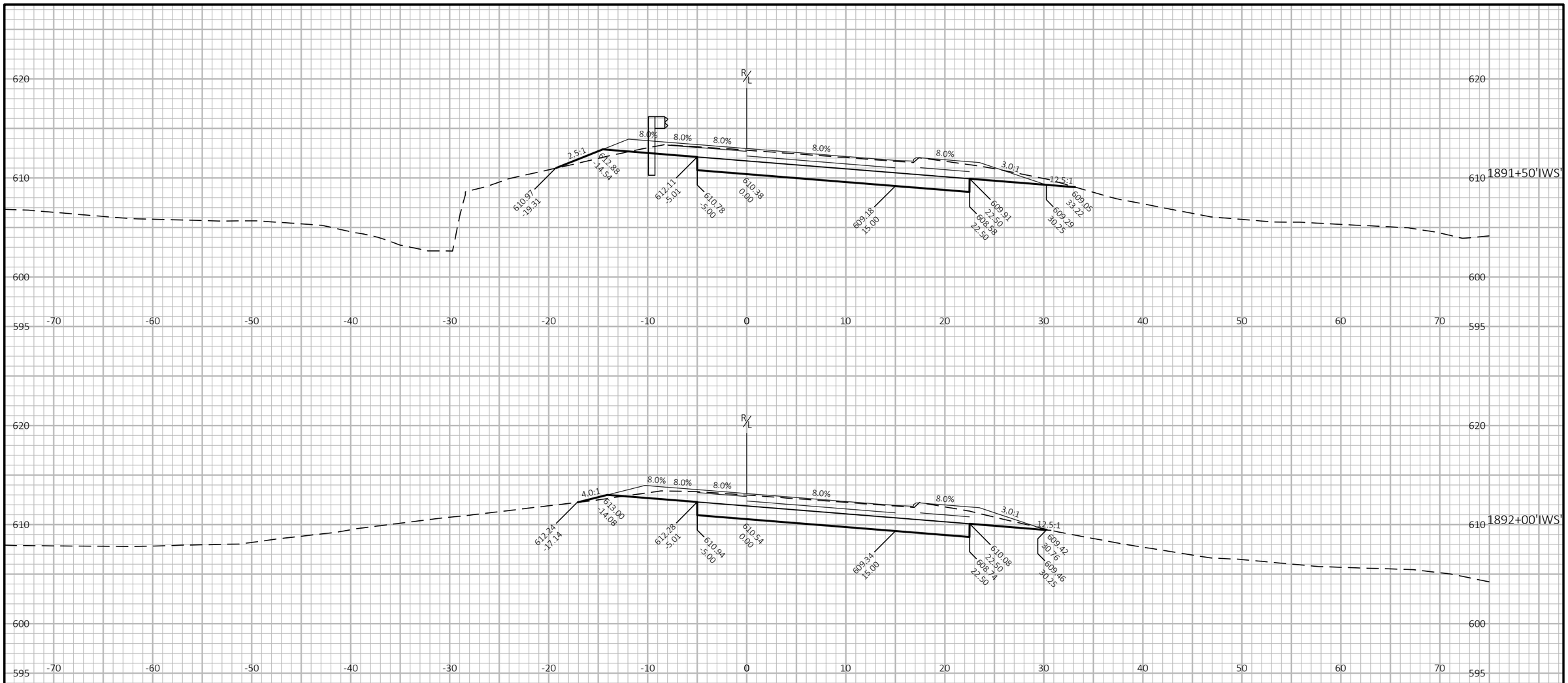
9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 306	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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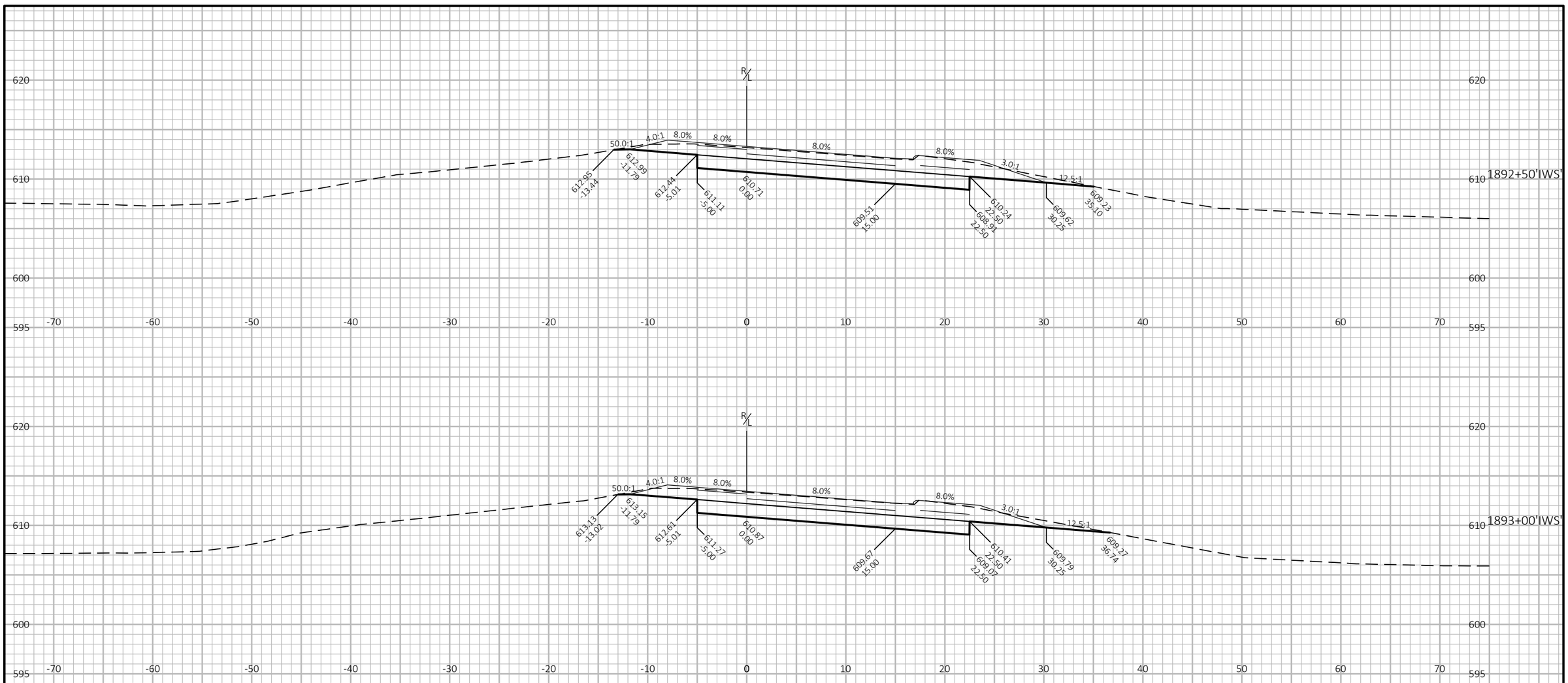
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 307	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 308	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

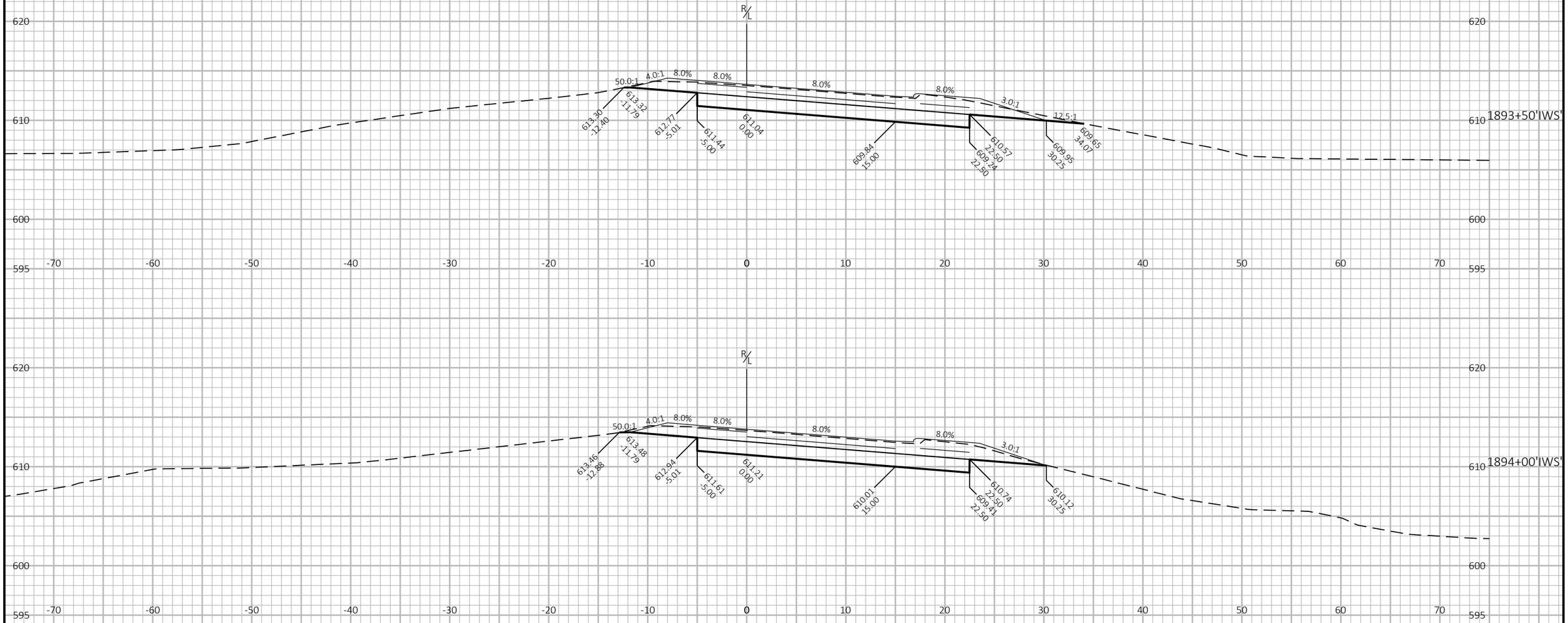
PLOT DATE : 7/14/2022 3:18 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 309	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

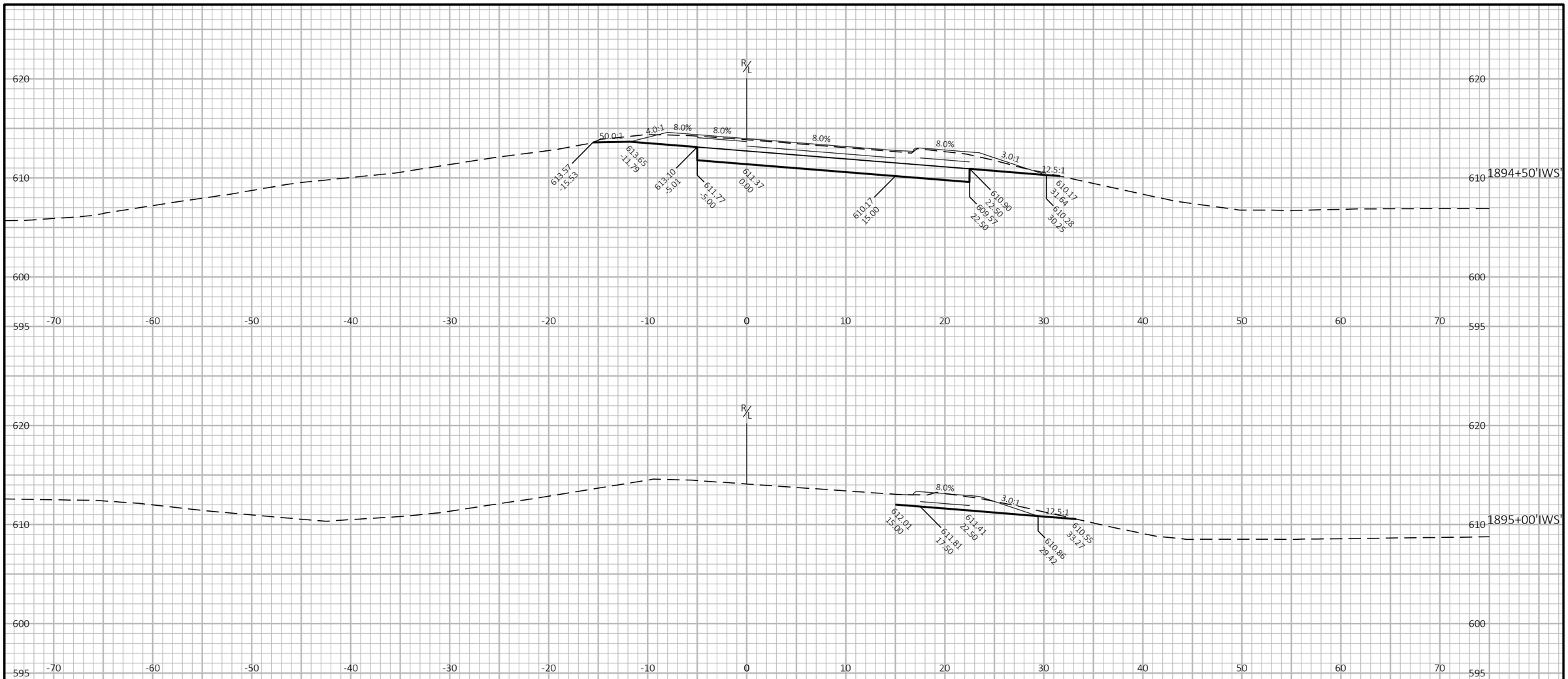
PLOT DATE : 7/14/2022 3:18 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 310	E

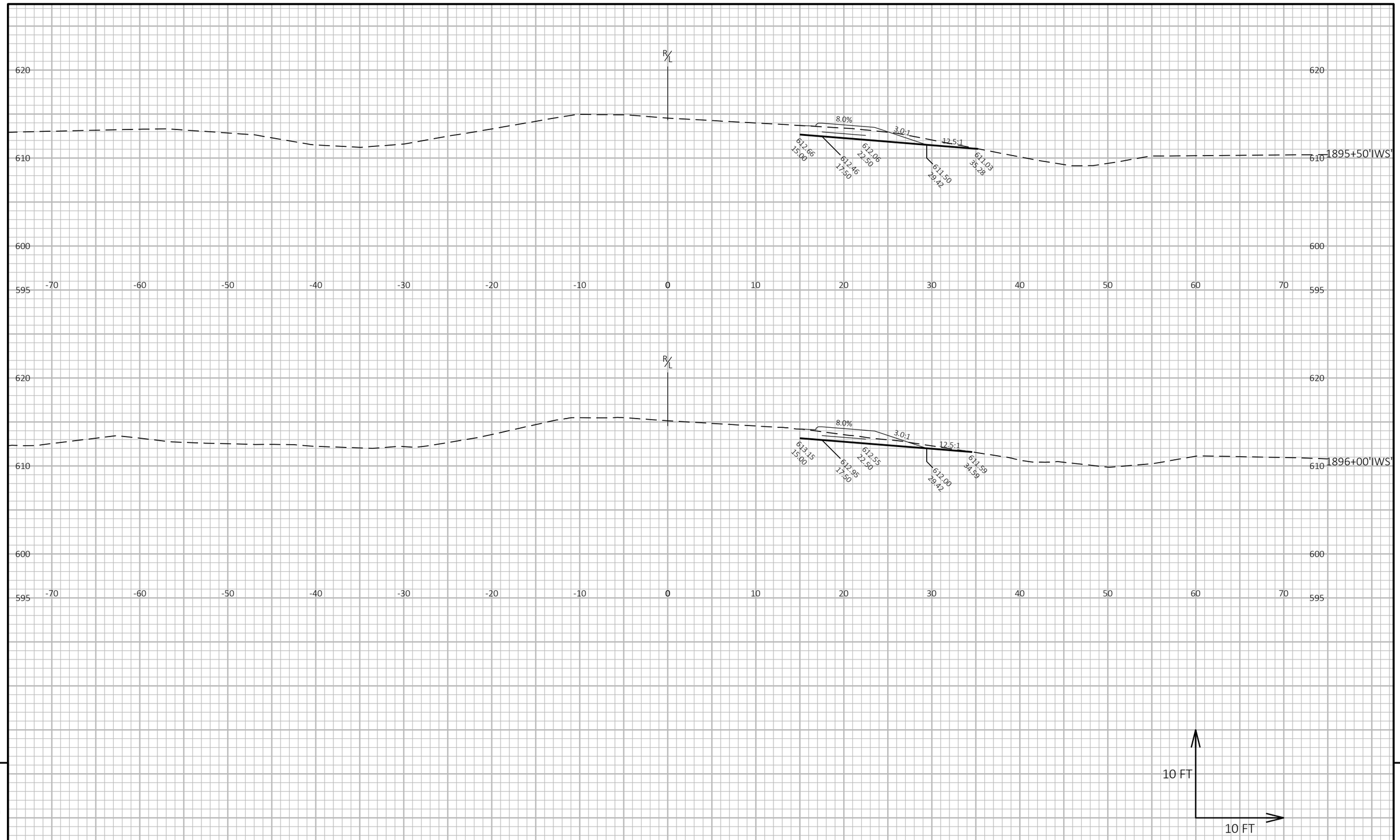
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



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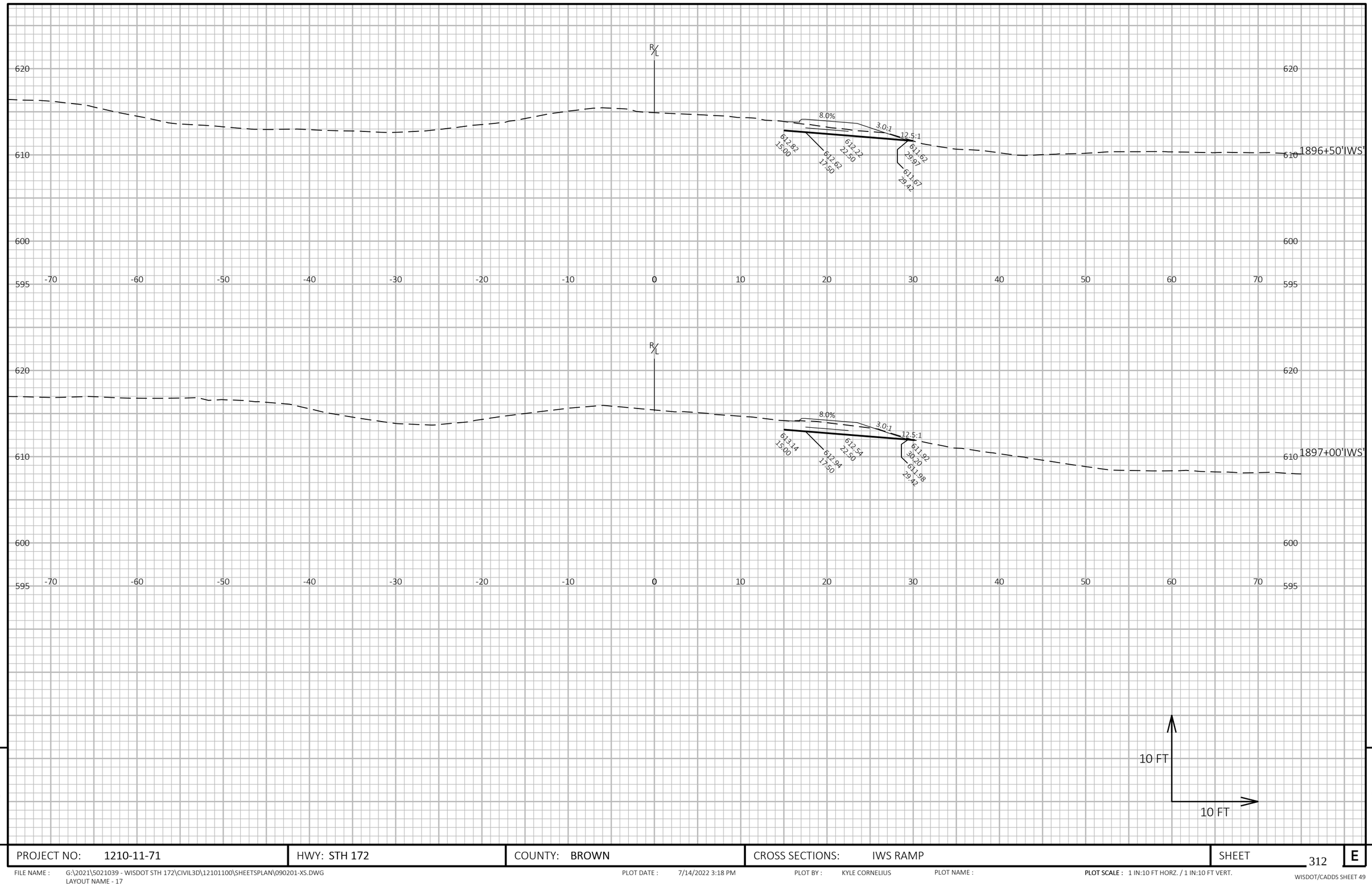
PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 311	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS 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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 312	E

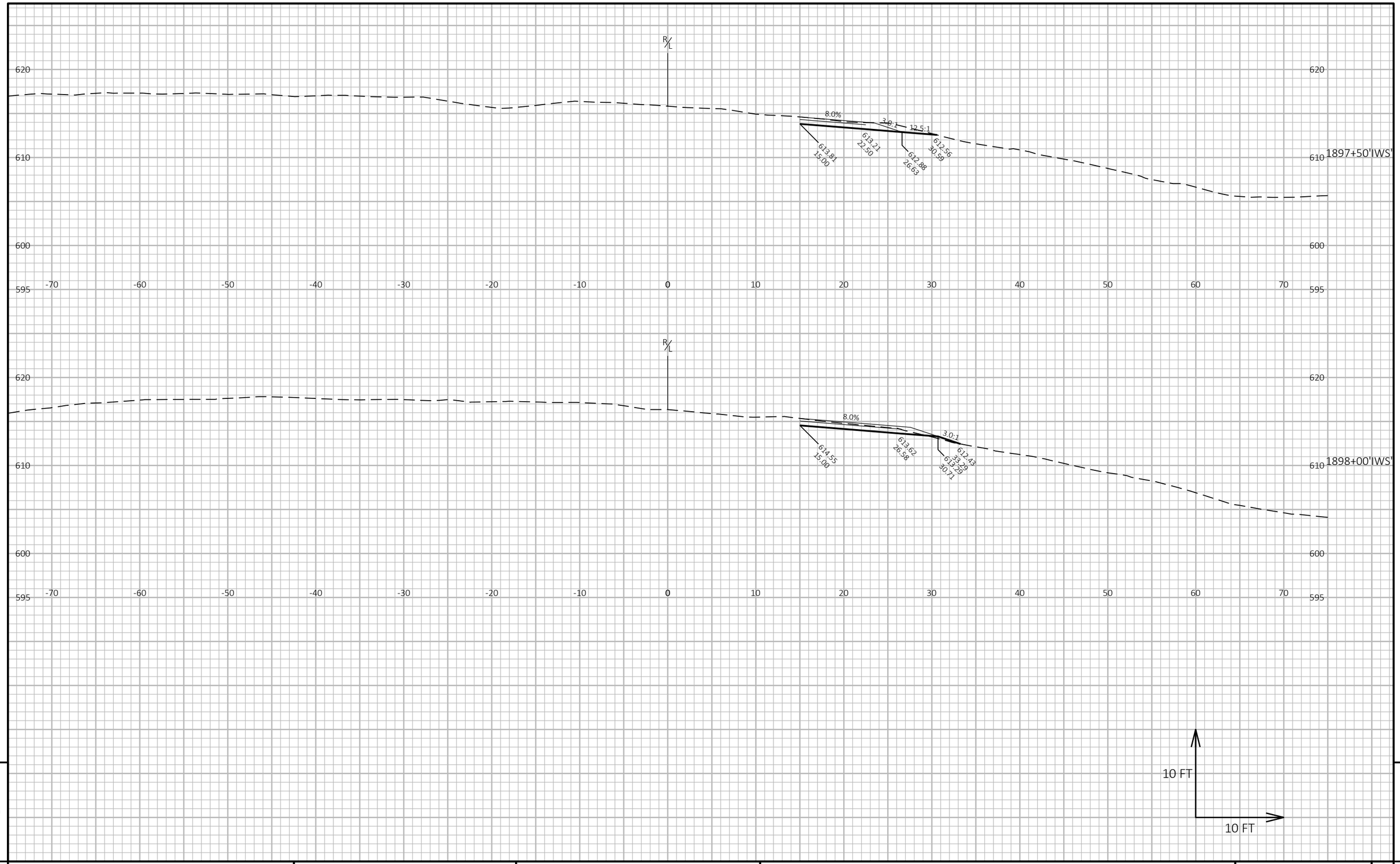
FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

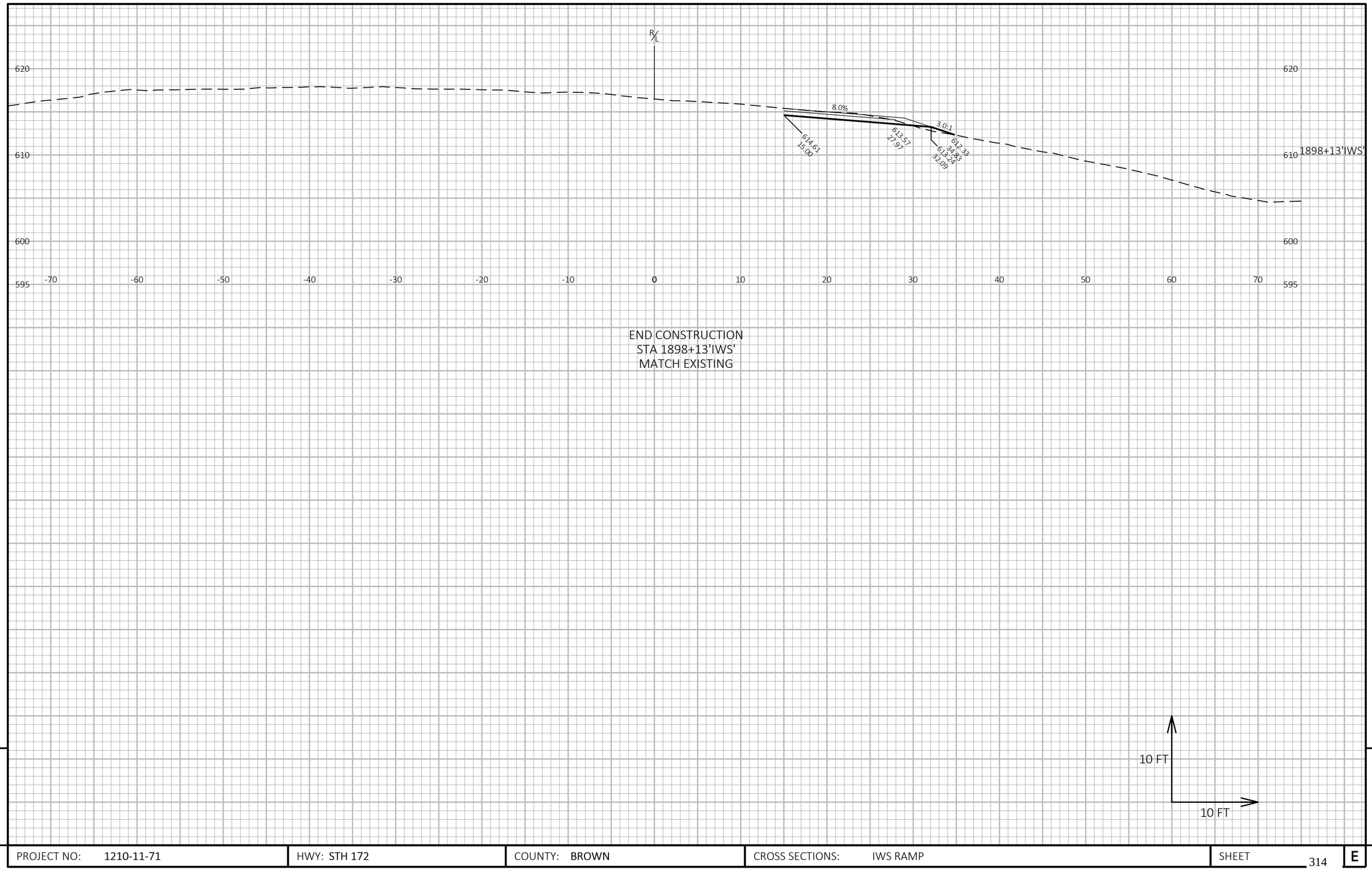
PLOT DATE : 7/14/2022 3:18 PM

PLOT BY : KYLE CORNELIUS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.


R/L
620
610
600
595
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
8.0%
3.0:1
12.5:1
614.81
15.00
613.21
22.50
612.88
26.63
612.56
30.59
1897+50'IWS'
R/L
620
610
600
595
8.0%
3.0:1
614.55
15.00
613.62
26.58
613.29
30.71
612.43
33.29
1898+00'IWS'
10 FT
10 FT



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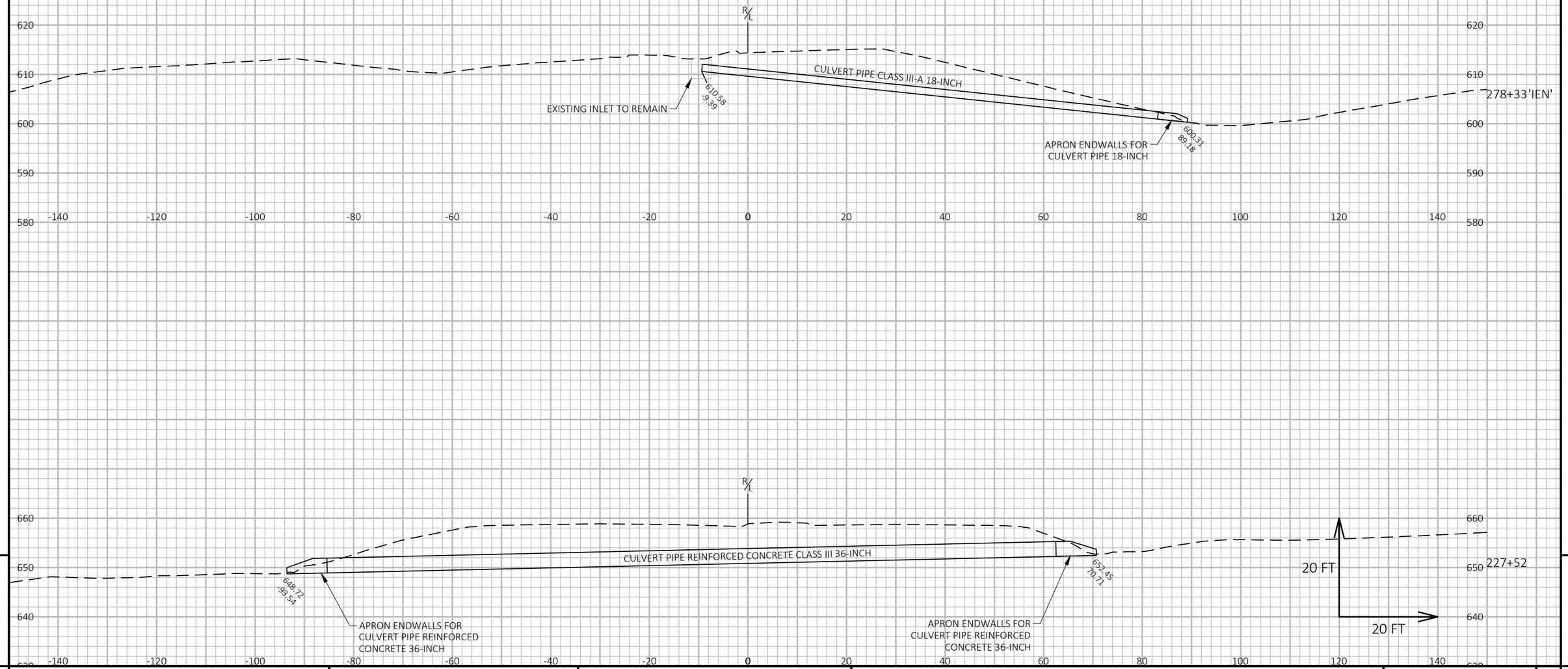
9

PROJECT NO: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: IWS RAMP	SHEET 314	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 7/14/2022 3:18 PM PLOT BY : KYLE CORNELIUS 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: 1210-11-71	HWY: STH 172	COUNTY: BROWN	CROSS SECTIONS: CULVERT LOCATIONS	SHEET 315	E

FILE NAME : G:\2021\5021039 - WISDOT STH 172\CIVIL3D\12101100\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/21/2022 10:29 AM PLOT BY : KYLE CORNELIUS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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