MAD | OCTOBER 2024

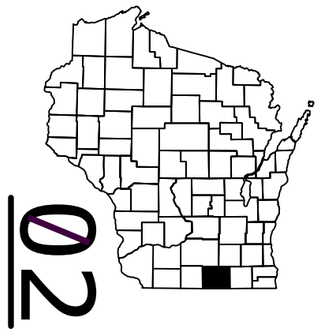
PROJECT ID: 1093-01-81
WITH: N/A

COUNTY: ROCK

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 = 552



02

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BELOIT - ELKHORN

CTH X TO STH 140; B-53-111 & 113

IH 43

ROCK COUNTY

STATE PROJECT NUMBER
1093-01-81

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1093-01-81	WISC 2025002	1

DESIGN DESIGNATION 1093-01-81

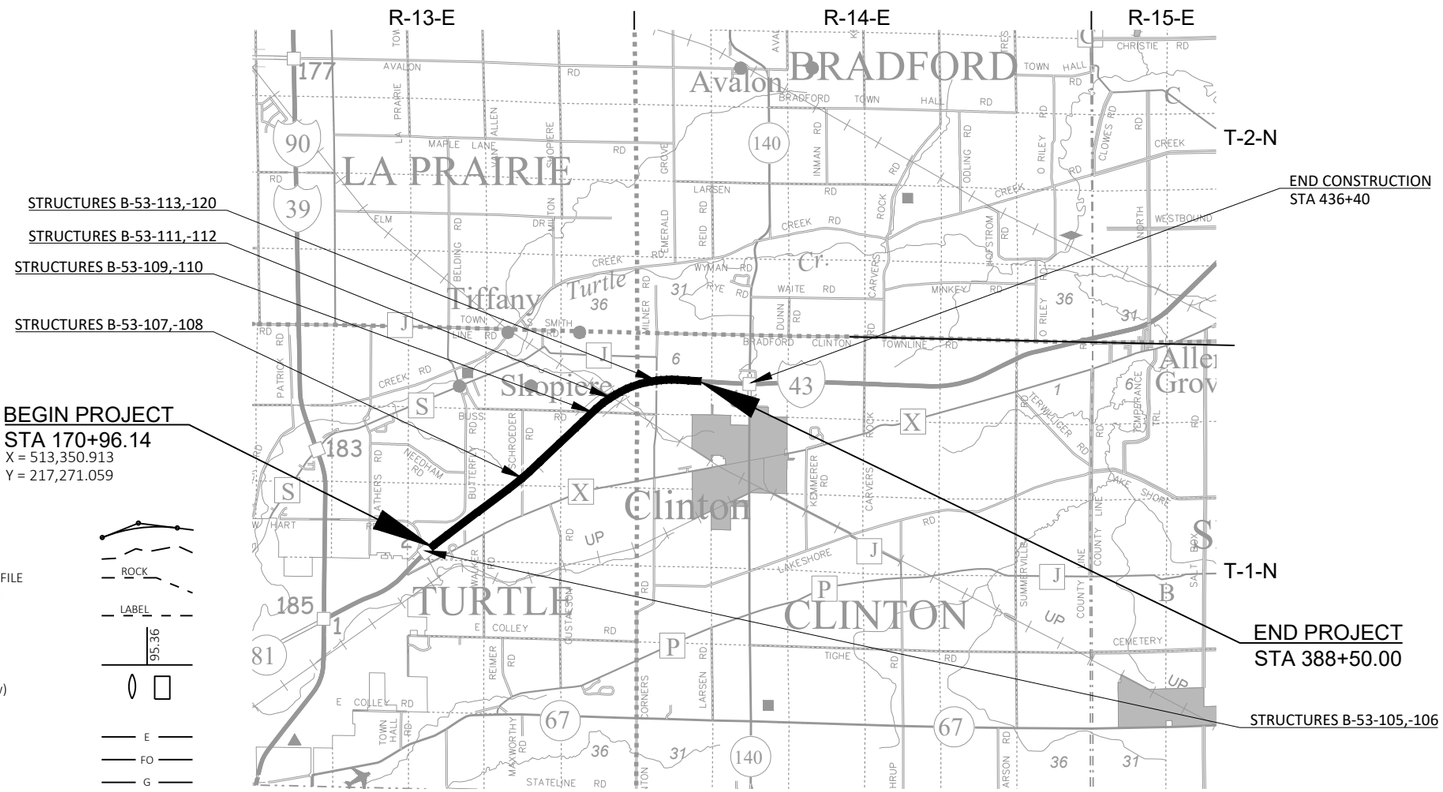
A.A.D.T.	2024	=	15,650
A.A.D.T.	2044	=	19,280
D.H.V.		=	2,150
D.D.		=	58/42
T.		=	22.9%
DESIGN SPEED		=	70 MPH
ESALS		=	11,000,000

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 (300'58')
- 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



LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 4.120 MI

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

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

ORIGINAL PLANS PREPARED BY
AECOM

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

04/01/2024 Michael P. Preboske
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	AECOM
Designer	AECOM
Project Manager	ADAM KOPP
Regional Examiner	SW REGION
Regional Supervisor	CHAD SCHROEDER

APPROVED FOR THE DEPARTMENT
DATE: 4/1/2024 Chad Schroeder
(Signature)

E

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

THE TACK COAT CALCULATIONS ARE BASED ON APPLICATION RATES OF 0.07 GAL/SY ON MILLED SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

ORDER OF SECTION 2 SHEETS

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

WISDOT

WisDOT PROJECT MANAGER
ADAM KOPP
2101 WRIGHT ST
MADISON, WI 53704
PHONE: (608) 576-8551
Adam.Kopp@dot.wi.gov

WisDOT DTSD SW REGION - TRAFFIC OPERATIONS ENGINEER
LEE GIBBS
2101 WRIGHT ST.
MADISON, WI 53704
Lee.Gibbs@dot.wi.gov

WisDOT - COMMUNICATION LINE
LINDSEY HEINECK
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-3866
Lindsey.Heineck@dot.wi.gov

WisDOT RAILROAD
TERI BECKMAN
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: (608) 733-1923
teri.beckman@dot.wi.gov

WisDOT ITS
LINDSEY HEINECK
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-3866
Lindsey.Heineck@dot.wi.gov

DESIGN CONTACT

MICHAEL PREBOSKE, P.E.
AECOM
1555 N. RIVERCENTER DR., SUITE 214
MILWAUKEE, WI 53212
PHONE: (414) 944-6139
michael.preboske@aecom.com

WISDNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(SOUTH CENTRAL REGION)
ROCK COUNTY
SHELLEY NELSON
3911 FISH HATCHERY RD
FITCHBURG, WI 53711-5397
PHONE: (608) 444-2835
Shelley.Nelson@wisconsin.gov

UTILITIES

BRITTANY TUESCHER
ALLIANT ENERGY-ELECTRICITY
935 WBR TOWNLINE RD
BELOIT, WI 53511
(608) 364-6458
brittanytuescher@alliantenergy.com

MATTHEW VACHALIK
AT&T WISCONSIN - COMMUNICATION LINE
411 7TH ST
RACINE, WI 53403
(262) 707-6216
mv5616@att.com

DUSTIN TEAFF
BUG TUSSEL - COMMUNICATION LINE
1262 CAMBER CT
DE PERE, WI 54115
(920) 254-3539
DUSTIN.TEAFF@KESXCAVATING.COM

JIM SAGAITIS
EVERSTREAM - COMMUNICATION LINE
324 E WASHINGTON AVE, STE 730
MILWAUKEE, WI 53202
(608) 201-5586
JSAGAITIS@EVERSTREAM.NET

TYLER COFFMAN
FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE
330 BLACKBURN ST
RIPON, WI 54971
(217) 491-7186
Tyler.Coffman@jsitel.com

RJ CICATELLO
MCI - COMMUNICATION LINE
15725 W RYERSON RD
NEW BERLIN, WI 53151
(262) 232-1323
Randy.Cicatello@verizon.com

TONY HAFFELDER
ROCK ENERGY COOPERATIVE - ELECTRICITY
2815 KENNEDY RD
P.O. BOX 1758
JANESVILLE, WI 53547
(608) 752-4550
tonyh@rock.coop

TOM PHILLIPS
SPECTRUM - COMMUNICATION LINE
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 209-4821
Thomas.Phillips@charter.com

SCOTT HOLSTEIN
WE ENERGIES - GAS / PETROLEUM
700 S KANE ST
BURLINGTON, WI 53105
(262)763-1084
scott.holstein@we-energies.com

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

UNION PACIFIC RAILROAD
CHRIS KECKEISEN
MANAGER SPECIAL PROJECTS
INDUSTRY & PUBLIC PROJECTS ENGINEERING DEPARTMENT
1400 DOUGLAS, MS 0910
OMAHA, NE 68179
(402) 544-5131
ctkeckei@up.com

ABBREVIATIONS

A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
AC	ACRES
ASPH.	ASPHALTIC
B.A.D.	BASE AGGREGATE DENSE
BM	BENCH MARK
C & G	CURB AND GUTTER
` OR CL	CENTERLINE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE
C.P.	CULVERT PIPE
C.P.C.S.	CULVERT PIPE CORRUGATED STEEL
C.P.R.C.	CULVERT PIPE REINFORCED CONCRETE
C.P.R.C.H.E.	CULVERT PIPE REINFORCED CONCRETE, HORIZONTAL ELLIPTICAL
C.T.H.	COUNTY TRUNK HIGHWAY
C.M.C.P.	CORRUGATED METAL CULVERT PIPE
CONC.	CONCRETE
COR.	CORNER
CWT.	HUNDREDWEIGHT
D	DEGREE OF CURVE
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
E.	EAST
E.B.S.	EXCAVATION BELOW SUBGRADE
E.S.A.L.	EQUIVALENT SINGLE AXLE LOAD
EL OR ELEV	ELEVATION
ELEC.	ELECTRIC (AL)
EXC.	EXCAVATION
EXIST.	EXISTING
F.L. OR F/L	FLOW LINE
FT.	FOOT
HMA	HOT MIX ASPHALT
INL.	INLET
INV.	INVERT
IP OR I.P.	IRON PIN
L	LENGTH OF CURVE
L.H.F.	LEFT-HAND FORWARD
L.S.	LUMP SUM
LB.	POUND
LN	LANE
LT. OR LT	LEFT
M.L. OR M/L	MATCH LINE
MATL.	MATERIAL
MAX.	MAXIMUM
MH.	MANHOLE
MIN.	MINIMUM
MON.	MONUMENT
MP	ROADWAY MILEAGE
N.	NORTH
N.C.	NORMAL CROWN
NB	NORTHBOUND
NOR. OR NORM.	NORMAL
OBLIT	OBLITERATE
P.	PAGE
P.A.S.P.	PIPE ARCH STRUCTURAL PLATE
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVE
P.I.	POINT OF INTERSECTION
P.L.	PROPERTY LINE
P.T.	POINT OF TANGENCY
PAVT.	PAVEMENT
PROJ.	PROJECT
PT.	POINT
R	RADIUS
R.H.F.	RIGHT-HAND FORWARD
~ OR R/L	REFERENCE LINE
R/W	RIGHT-OF-WAY
R.C.C.P.	REINFORDCED CONCRETE CULVERT PIPE
RD.	ROAD
REBAR.	REINFORCEMENT BAR
REINF	REINFORCING OR REINFORCEMENT
REM.	REMAINING
REQ'D.	REQUIRED
RR.	RAILROAD
RRSP	RAILROAD SPIKE

ABBREVIATIONS CONT.

RT OR RT.	RIGHT
S.	SOUTH
S.D.D.	STANDARD DETAIL DRAWINGS
S.E.	SUPERELEVATION
S.F.OR SQ.FT.	SQUARE FEET
S.S.	STORM SEWER
S.S.P.R.C.	STORM SEWER PIPE REINFORCED CONCRETE
S.T.H.	STATE TRUNK HIGHWAYS
S.Y.OR SQ.YD.	SQUARE YARD
SALV.	SALVAGED
SB	SOUTHBOUND
SEC.	SECTION
SHLDR.	SHOULDER
SPECS.	SPECIFICATIONS
STA.	STATION
STD.	STANDARD
T	TANGENT
T. %	TRUCKS (PERCENT OF)
T.P.M.	TEMPORARY PAVEMENT MARKING
T.P.M.R.T.	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE
TEL.	TELEPHONE
TEMP.	TEMPORARY
TYP.	TYPICAL
U.S.H.	UNITED STATES HIGHWAY
UG.	UNDERGROUND
V	VOLUME
V.C.	VERTICAL CURVE
W.	WEST
WB	WESTBOUND
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

ALIGNMENT IDENTIFIERS	
--	IH 43 NORTHBOUND
SB	IH 43 SOUTHBOUND
CA	IH 43 SB RAMP TO CTH X
CB	CTH X RAMP TO IH 43 NB
X04A	SB CROSSOVER AT STA 209+00
XO4B	NB CROSSOVER AT STA 209+00
XO1A	SB CROSSOVER AT STA 389+00
XO1B	NB CROSSOVER AT STA 389+00

PAVEMENT LOCATION		PAVEMENT TYPE	TOTAL PAVEMENT THICKNESS	LAYERS
OVERLAY	LANES & MEDIAN SHOULDER	4 SMA 58-28 H 3 HT 58-28 S	4.25"	1.75" 2.50"
	OUTSIDE SHOULDER	4 LT 58-28 S 3 HT 58-28 S	4.25"	1.75" 2.50"
	RAMPS	4 HT 58-28 H 3 HT 58-28 S	4.25"	1.75" 2.50"
OVERLAY MAINTENANCE CROSSOVERS	--	4 LT 58-28 S	2.25"	2.25"
RECONSTRUCTION	LANES & MEDIAN SHOULDER	4 SMA 58-28 H 3 HT 58-28 S 3 HT 58-28 S	7.50"	1.75" 2.50" 3.25"
	OUTSIDE SHOULDER	4 LT 58-28 S 3 HT 58-28 S 3 HT 58-28 S	7.50"	1.75" 2.50" 3.25"
	WEIGH IN MOTION SITE	CONCRETE PAVEMENT 11-INCH	11.00"	11.00"
NEW MAINTENANCE CROSSOVER	--	4 LT 58-28 S 3 HT 58-28 S	4.00"	1.75" 2.25"
CROSSOVERS	--	3 HT 58-28 S	5.00"	5.00"

SOIL BORING SUMMARY

STATION	2020 BORING	OFFSET	BIT DEPTH (IN)	BASE DEPTH (IN)	SUBGRADE
251+38.03 'NB'	B-1	1.5' R	8	6	SAND, SOME GRAVEL, LITTLE TO SOME SILT
255+77.39' NB'	B-2	1.5' R	6	6	GRAVELLY SAND, SOME SILT
317+58.37 'NB'	B-3	2' R	7.5	12	GRAVELLY SAND, SOME SILT
324+45.93 'NB'	B-4	2.5' R	7.5	12	GRAVELLY SAND, SOME SILT
337+68.29 'NB'	B-5	.5' R	6.5	12	SAND, SOME SILT AND GRAVEL
342+62.06 'NB'	B-6	.5' R	9	12	GRAVELLY SAND, SOME SILT
367+94.86 'NB'	B-7	.5' R	8	18	SAND, SOME SILT AND GRAVEL
73+34.62 'NB'	B-8	1.5' R	7	12	SAND, SOME SILT AND GRAVEL
373+93.43 'SB'	B-21	2' L	9.5	12	SAND, SOME SILT AND GRAVEL
370+08.98 'SB'	B-22	1' L	10	12	SAND, SOME SILT AND GRAVEL
340+30.63 'SB'	B-23	1' L	9	12	SAND, SOME SILT AND GRAVEL
333+00.59 'SB'	B-24	.5' L	9	12	SAND, SOME SILT AND GRAVEL
325+30.42 'SB'	B-25	2.5' L	12	12	SAND, SOME SILT AND GRAVEL
318+36.19 'SB'	B-26	1' L	11	12	SAND, SOME SILT AND GRAVEL
256+92.31 'SB'	B-27	22' L	9	12	SAND, SOME SILT AND GRAVEL
253+80.92 'SB'	B-28	24 L	9.5	12	SAND, SOME SILT AND GRAVEL
171+68.34 'SB'	B-29	20' L	8.5	16	GRAVELLY SAND, SOME SILT

START CONSTRUCTION
STA 169+30'SB'

CTH X/HART RD

STRUCTURE B-53-106
STA. 169+30.32'SB' - STA. 171+36.14'SB'

STA. 171+36.14'SB' - STA. 176+36'SB'
FULL RECONSTRUCTION

BEGIN CONSTRUCTION
STA. 79+65'CA'

80'CA'
85'CA'
200'SB'
80'CB'
85'CB'
90'CB'
200

BEGIN CONSTRUCTION
STA. 79+25'CB'

STA. 170+96.14 - STA. 175+96
FULL RECONSTRUCTION

BEGIN PROJECT
STA 170+96.14
Y=217,271.059
X=513,350.913

STRUCTURE B-53-105
STA. 168+99.62 - STA. 170+96.14

WEIGH IN MOTION, STA. 214+00
SEE "VIRTUAL WEIGH STATION PLAN"

CROSSOVER 'XO4A'

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

STA. 206+00 - STA. 215+00
FULL RECONSTRUCTION

TOWN OF TURTLE

STRUCTURE B-53-108
STA. 254+05.20'SB' - STA. 256+22.65'SB'

STA. 249+05'SB' - STA. 254+05'SB'
FULL RECONSTRUCTION

250'SB'
250

STA. 248+37 - STA. 253+37
FULL RECONSTRUCTION

STRUCTURE B-53-107
STA. 253+36.64 - STA. 255+50.98

SCHROEDER RD

STA. 256+23'SB' - STA. 261+23'SB'
FULL RECONSTRUCTION

STA. 255+51 - STA. 260+51
FULL RECONSTRUCTION

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

300'SB'
300

STRUCTURE B-53-110
STA. 320+52.96'SB' - STA. 322+40.54'SB'

STA. 315+14'SB' - STA. 320+14'SB'
FULL RECONSTRUCTION

BUSS RD

STA. 316+07 - STA. 321+23
FULL RECONSTRUCTION

STRUCTURE B-53-109
STA. 321+22.80 - STA. 323+01.48

N

TOWN OF TURTLE

STRUCTURE B-53-112
STA. 337+75.77'SB' - STA. 339+54.13'SB'

STA. 339+54'SB' - STA. 344+54'SB'
FULL RECONSTRUCTION

STRUCTURE B-53-120
STA. 372+02.30'SB' - STA. 373+19.99'SB'

STA. 366+87'SB' - STA. 372+02'SB'
FULL RECONSTRUCTION

CTH J

STA. 372+20'SB' - STA. 378+39'SB'
FULL RECONSTRUCTION

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

END MILL AND OVERLAY
STA 388+50'SB'

CROSSOVER 'XO1B'
(CONSTRUCTED IN PROJECT 1093-01-82)

TOWN OF CLINTON

STH 140

400'SB'
400
450

UP RAILROAD

350'SB'
350

STA. 322+57'SB' - STA. 337+50'SB'
FULL RECONSTRUCTION

STA. 339+58 - STA. 344+84
FULL RECONSTRUCTION

STA. 372+66 - STA. 377+81
FULL RECONSTRUCTION

CMV INSPECTION SITE
STORAGE CABINET

END CONSTRUCTION
STA 436+40

END PROJECT
STA. 388+50.00

STRUCTURE B-53-113
STA. 371+48.17 - STA. 372+65.87

STRUCTURE B-53-110
STA. 320+52.96'SB' - STA. 322+40.54'SB'

STRUCTURE B-53-111
STA. 337+96.28 - STA. 339+57.76

STA. 366+30 - STA. 371+48
FULL RECONSTRUCTION

BUSS RD

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

STA. 323+40 - STA. 337+96
FULL RECONSTRUCTION

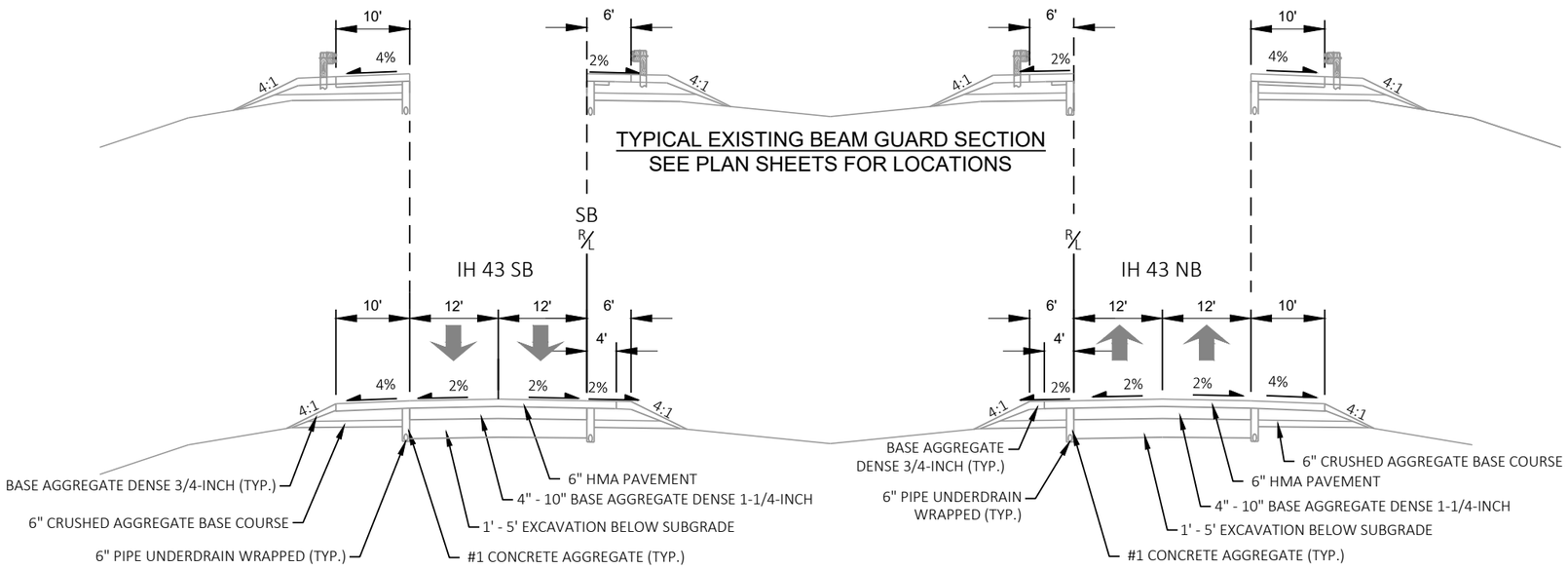
VILLAGE OF CLINTON

STRUCTURE B-53-109
STA. 321+22.80 - STA. 323+01.48

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 5	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 4/11/2024 3:14 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2



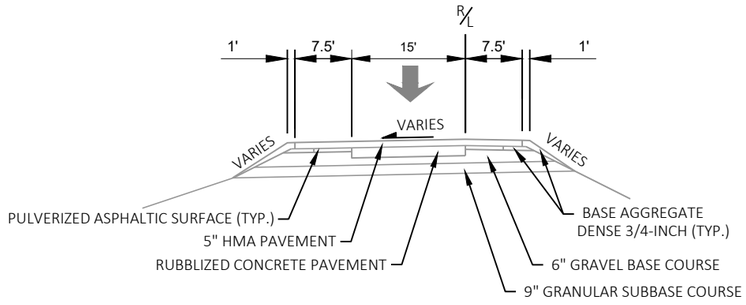
TYPICAL EXISTING BEAM GUARD SECTION
SEE PLAN SHEETS FOR LOCATIONS

TYPICAL EXISTING SECTION AT BRIDGE APPROACHES

STA 171+36'SB' TO 176+39'SB'
STA 249+08'SB' TO 254+05'SB'
STA 256+22'SB' TO 261+26'SB'
STA 315+16'SB' TO 320+13'SB'
STA 322+40'SB' TO 327+59'SB'
STA 332+51'SB' TO 337+76'SB'
STA 339+54'SB' TO 344+56'SB'
STA 366+87'SB' TO 372+02'SB'
STA 372+20'SB' TO 378+40'SB'

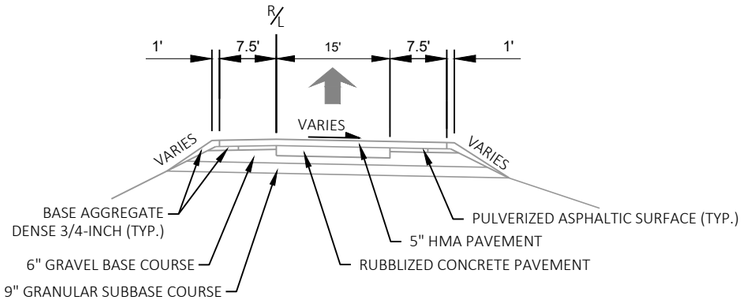
STA 170+96 TO 175+98
STA 248+39 TO 253+37
STA 255+51 TO 260+55
STA 316+10 TO 321+23
STA 323+01 TO 328+43
STA 332+81 TO 337+96
STA 339+58 TO 344+86
STA 366+30 TO 371+48
STA 372+66 TO 377+82

IH 43 SB
TO
CTH X/HART RD



TYPICAL EXISTING RAMP SECTION
STA 79+65'CA' TO 83+80'CA'

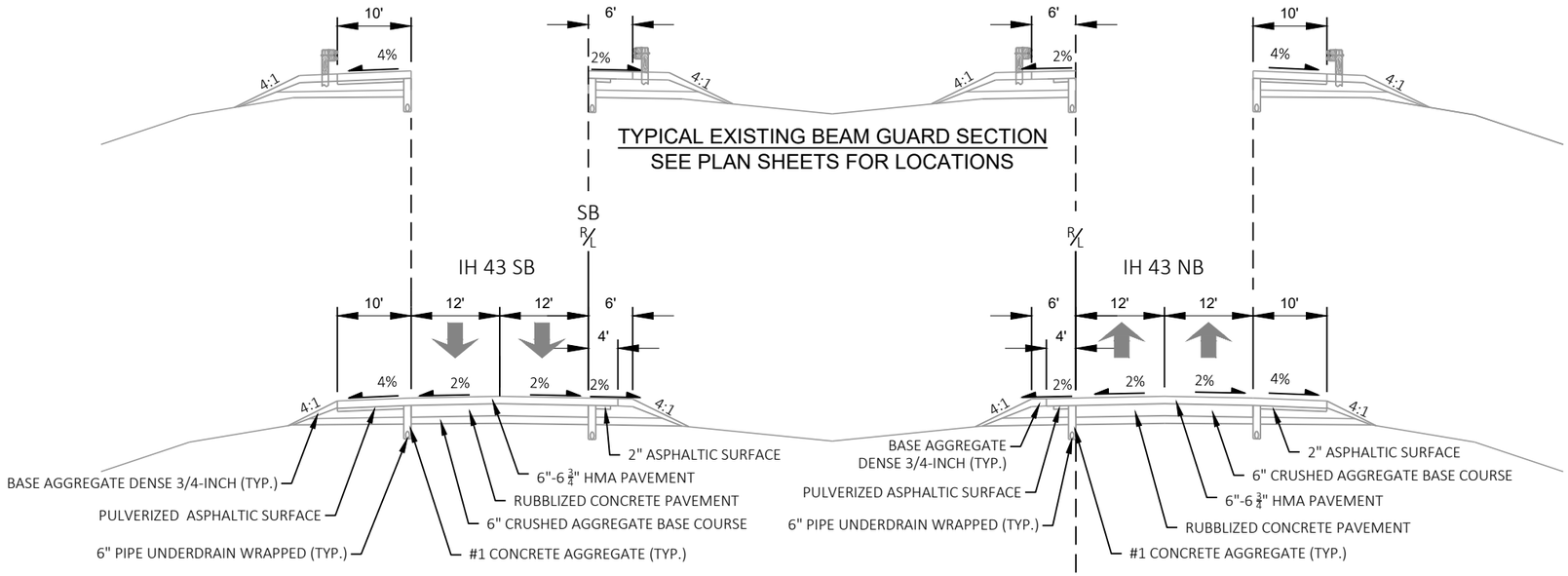
CTH X/HART RD
TO
IH 43 NB



TYPICAL EXISTING RAMP SECTION
STA 79+25'CB' TO 82+50'CB'

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 6	E

2

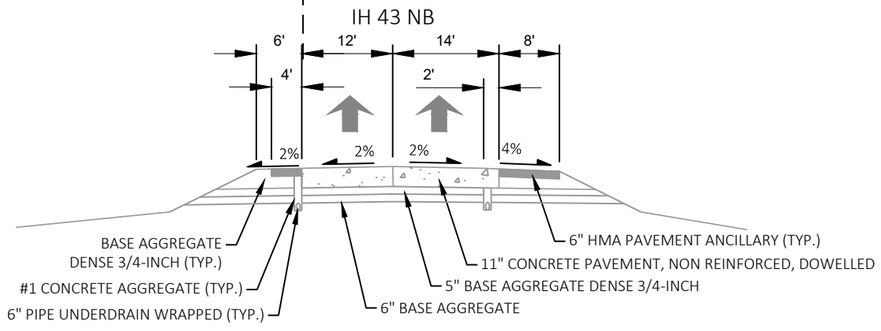


TYPICAL EXISTING BEAM GUARD SECTION
SEE PLAN SHEETS FOR LOCATIONS

TYPICAL EXISTING SECTION

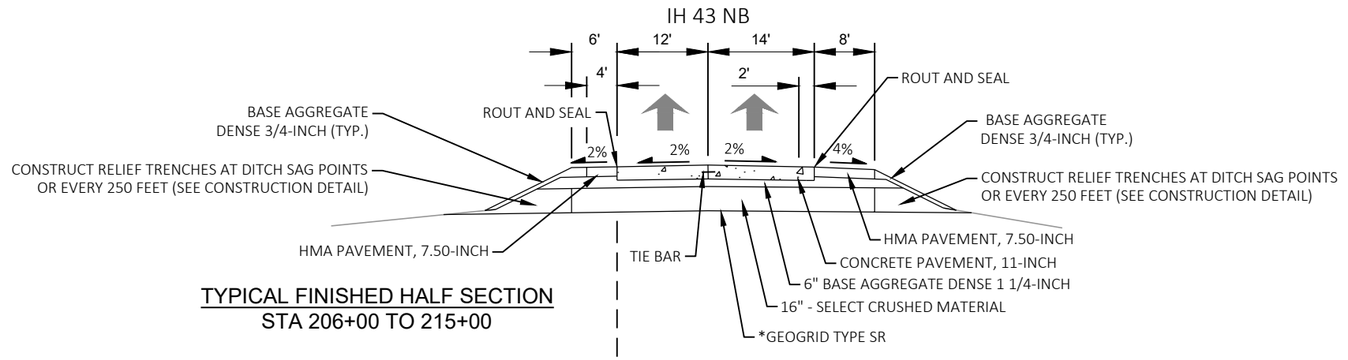
STA 176+39'SB' TO 249+08'SB'
STA 261+26'SB' TO 315+16'SB'
STA 327+59'SB' TO 332+51'SB'
STA 344+56'SB' TO 366+87'SB'
STA 378+40'SB' TO 415+00'SB'

STA 175+98 TO 206+00
STA 209+00 TO 248+39
STA 260+55 TO 316+10
STA 328+43TO 332+81
STA 344+86 TO 366+30
STA 377+82 TO 415+00

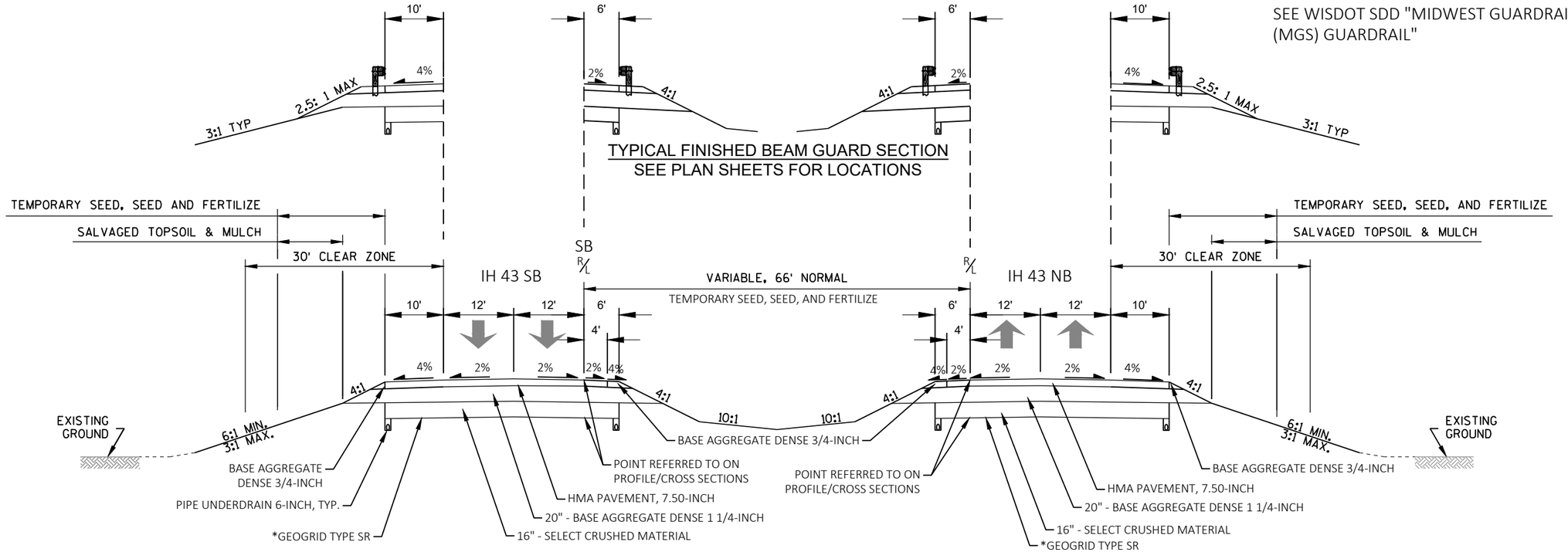


TYPICAL EXISTING SECTION
STA 206+00 TO 209+00

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 7	E



TYPICAL FINISHED HALF SECTION
STA 206+00 TO 215+00



TYPICAL FINISHED BEAM GUARD SECTION
SEE PLAN SHEETS FOR LOCATIONS

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

TYPICAL FINISHED RECONSTRUCT SECTION

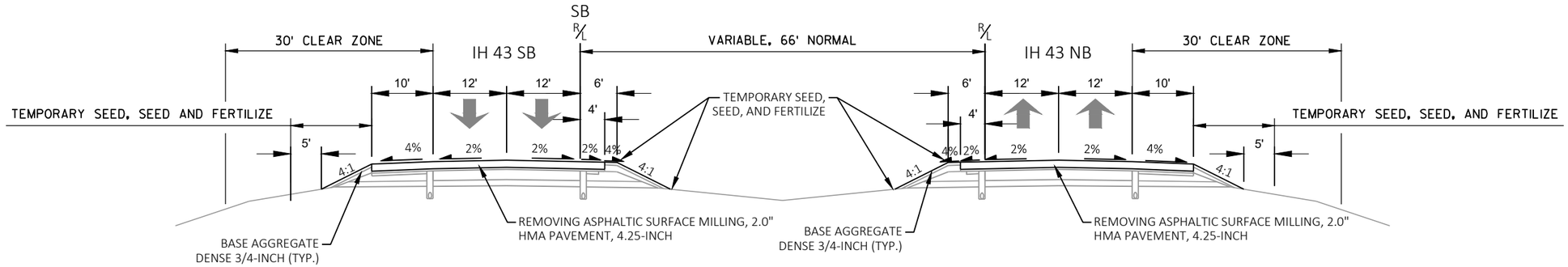
*GEOGRID TYPE SR LOCATIONS:

STA 171+36'SB' TO 176+36'SB'
STA 332+50'SB' TO 337+76'SB'
STA 366+87'SB' TO 372+02'SB'

STA 171+36'SB' TO 176+36'SB'
STA 249+05'SB' TO 254+05'SB'
STA 256+23'SB' TO 261+23'SB'
STA 315+14'SB' TO 320+14'SB'
STA 322+57'SB' TO 337+50'SB'
STA 339+54'SB' TO 344+54'SB'
STA 366+87'SB' TO 372+02'SB'
STA 372+20'SB' TO 378+39'SB'

STA 170+96 TO 175+96
STA 248+37 TO 253+37
STA 255+51 TO 260+51
STA 316+07 TO 321+23
STA 323+40 TO 337+96
STA 339+58 TO 334+84
STA 366+30 TO 371+48
STA 372+66 TO 377+81

INSTALL ASPHALTIC "SHOULDER RUMBLE STRIPS, MILLING" ON ALL FINISHED ROADWAYS.



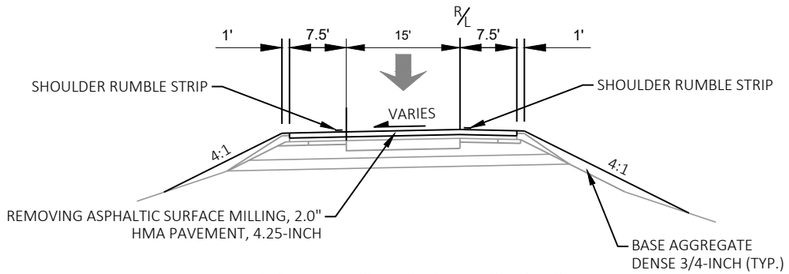
TYPICAL FINISHED MILL/OVERLAY SECTION

STA 176+36'SB' TO 249+05'SB'
STA 261+23'SB' TO 315+14'SB'
STA 344+54'SB' TO 366+87'SB'
STA 378+39'SB' TO 388+50'SB'

STA 175+96 TO 206+00
STA 215+00 TO 248+37
STA 260+51 TO 316+07
STA 344+84 TO 366+30
STA 377+81 TO 388+50

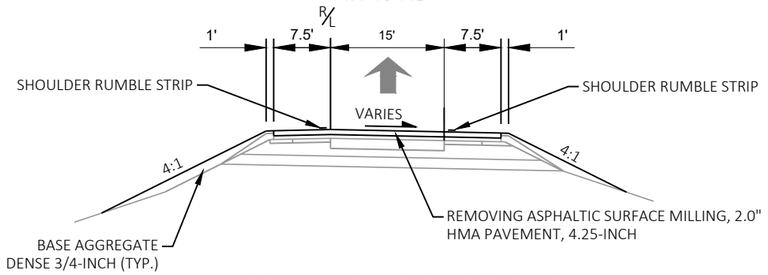
INSTALL ASPHALTIC "SHOULDER RUMBLE STRIPS, MILLING" ON ALL FINISHED ROADWAYS.

IH 43 SB
TO
CTH X/HART RD

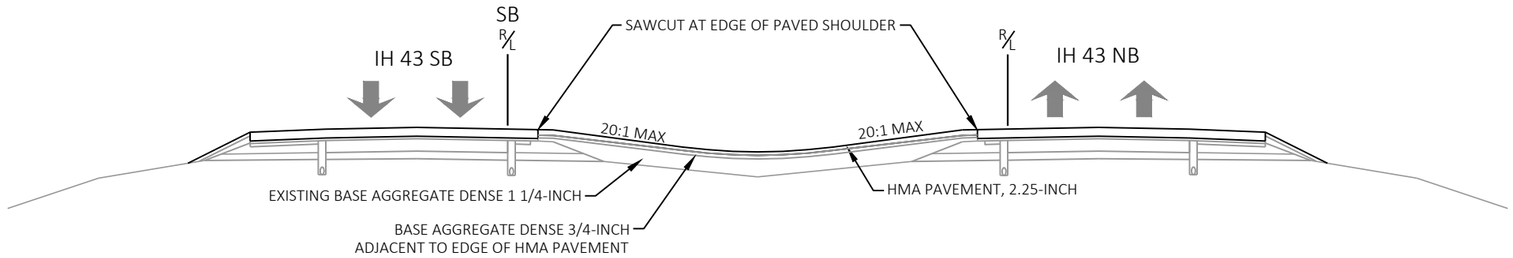


TYPICAL FINISHED RAMP SECTION
STA 79+65'CA' TO 83+80'CA'

CTH X/HART RD
TO
IH 43 NB

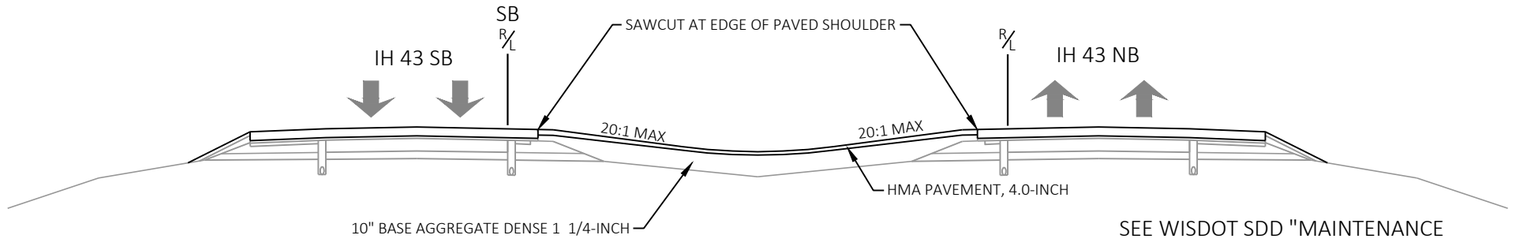


TYPICAL FINISHED RAMP SECTION
STA 79+25'CB' TO 82+50'CB'



TYPICAL FINISHED MAINTENANCE CROSSOVER OVERLAY SECTION

STA 203+70
STA 278+60
STA 333+40

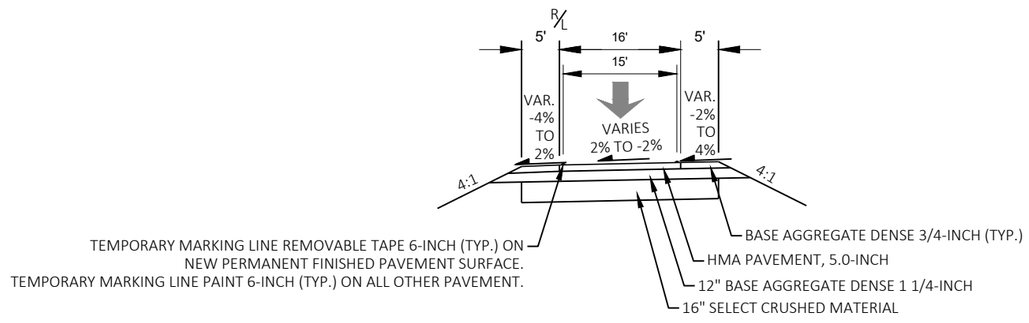


SEE WISDOT SDD "MAINTENANCE CROSSOVERS FOR FREEWAYS"

TYPICAL FINISHED MAINTENANCE CROSSOVER SECTION

STA 245+00

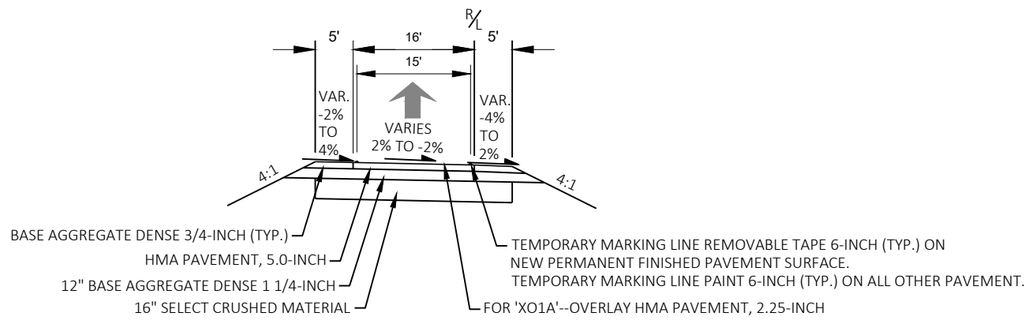
IH 43 SB



TEMPORARY CROSSOVER SECTION

STA 198+00'XO4B' TO 222+00'XO4B'
STA 376+00'XO1B' TO 400+00'XO1B' (BUILT PROJECT 1093-01-82)

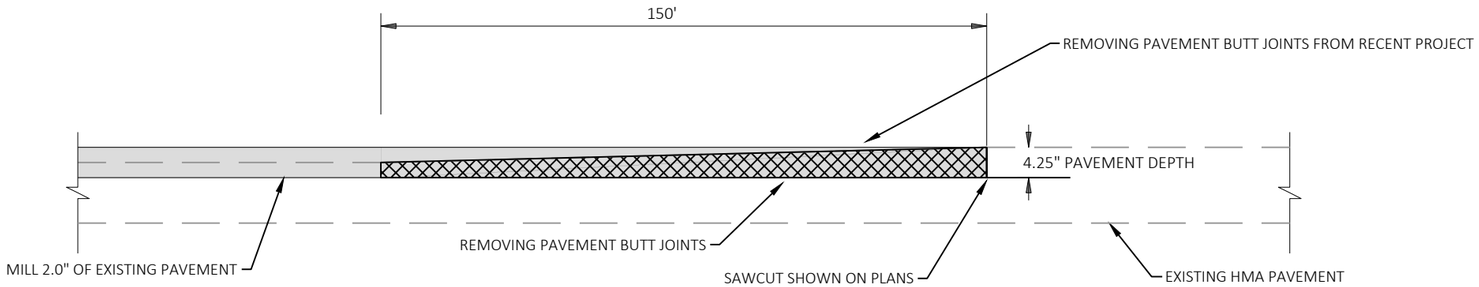
IH 43 NB



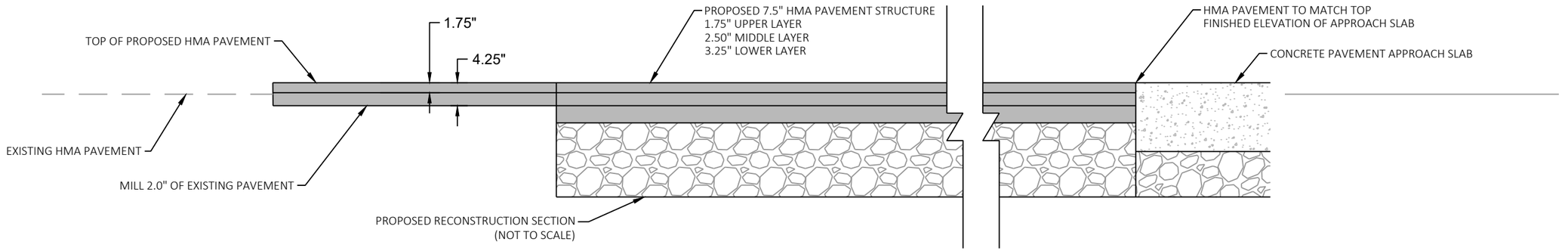
TEMPORARY CROSSOVER SECTION

STA 199+00'XO4A' TO 222+00'XO4A'
STA 376+00'XO1A' TO 400+00'XO1A' (BUILT PROJECT 1093-01-82)

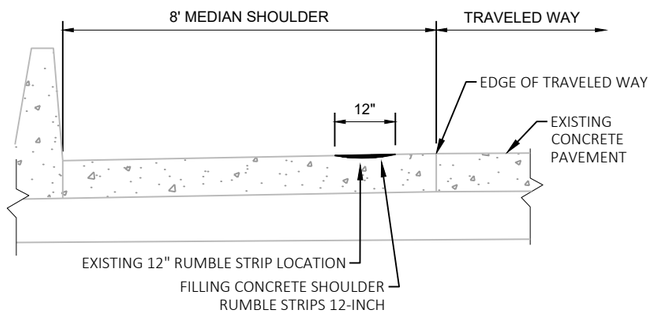
2



REMOVING ASPHALTIC SURFACE BUTT JOINTS

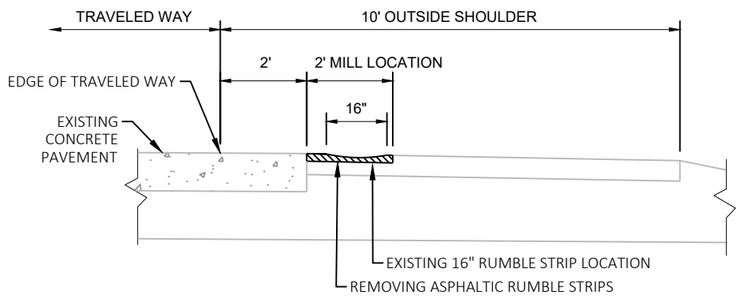


HMA PAVING LAYERS FOR RECONSTRUCT AND MILL & OVERLAY



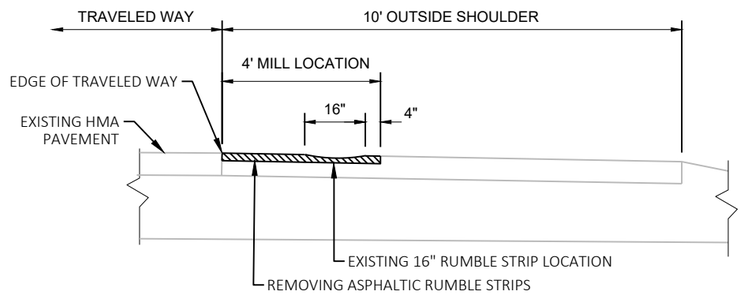
SECTION VIEW - FILLING CONCRETE SHOULDER RUMBLE STRIPS

WEST OF HART ROAD BRIDGES



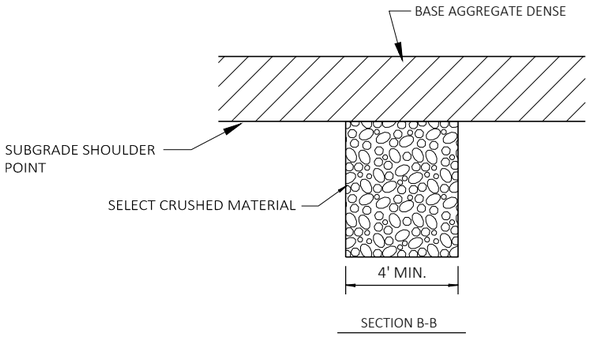
SECTION VIEW - REMOVING ASPHALTIC RUMBLE STRIPS - 2' WIDTH

WEST OF HART ROAD BRIDGES



SECTION VIEW - REMOVING ASPHALTIC RUMBLE STRIPS - 4' WIDTH

EAST OF HART ROAD BRIDGES



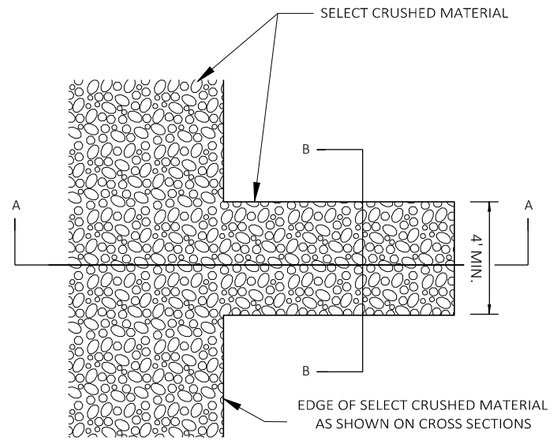
SECTION B-B

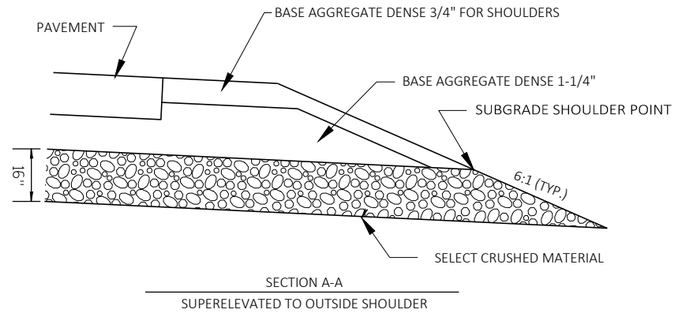
RELIEF TRENCH DETAIL

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

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

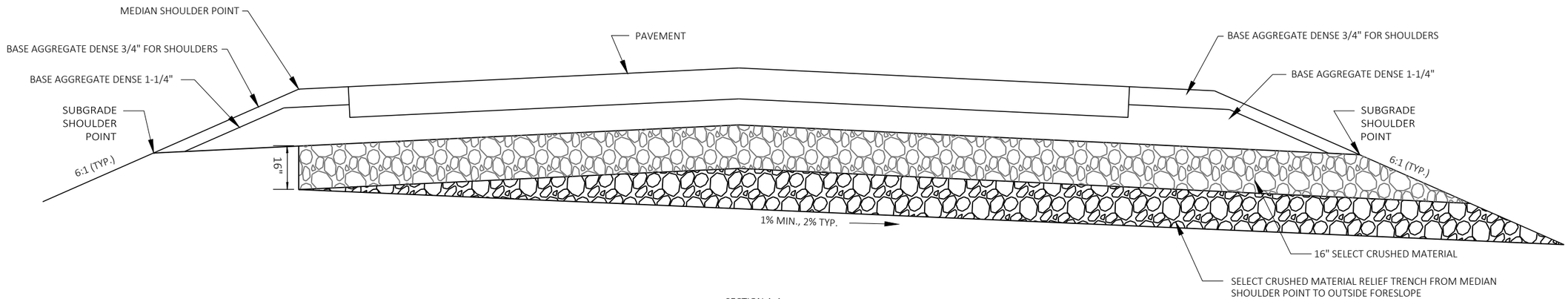
EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCH INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL





SECTION A-A

SUPERELEVATED TO OUTSIDE SHOULDER

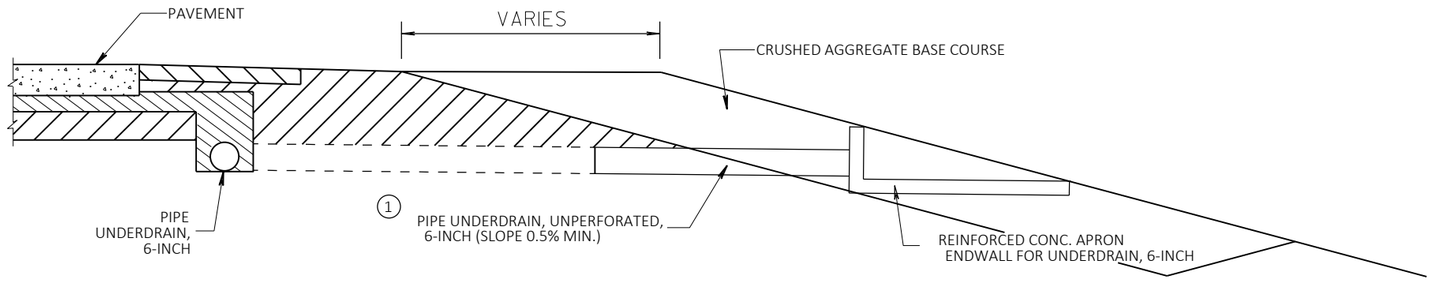


SECTION A-A

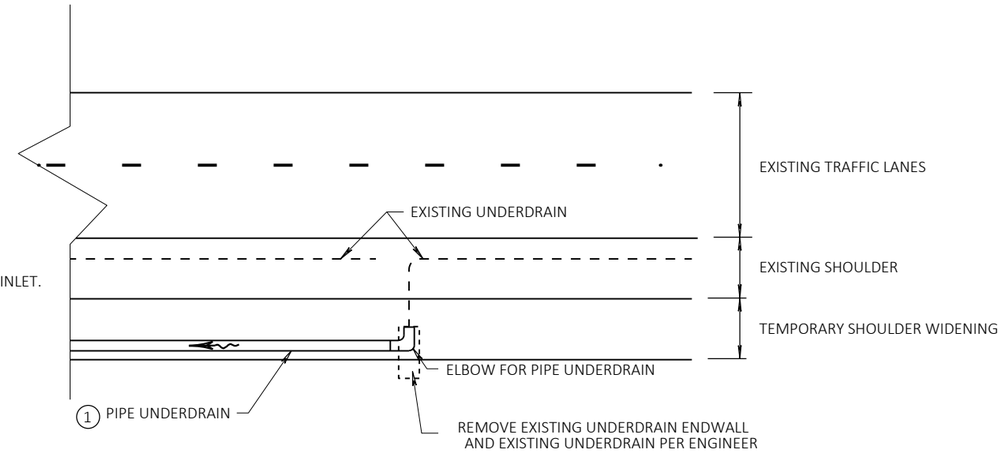
NORMAL CROWN

SUPERELEVATED TO MEDIAN SHOULDER

2



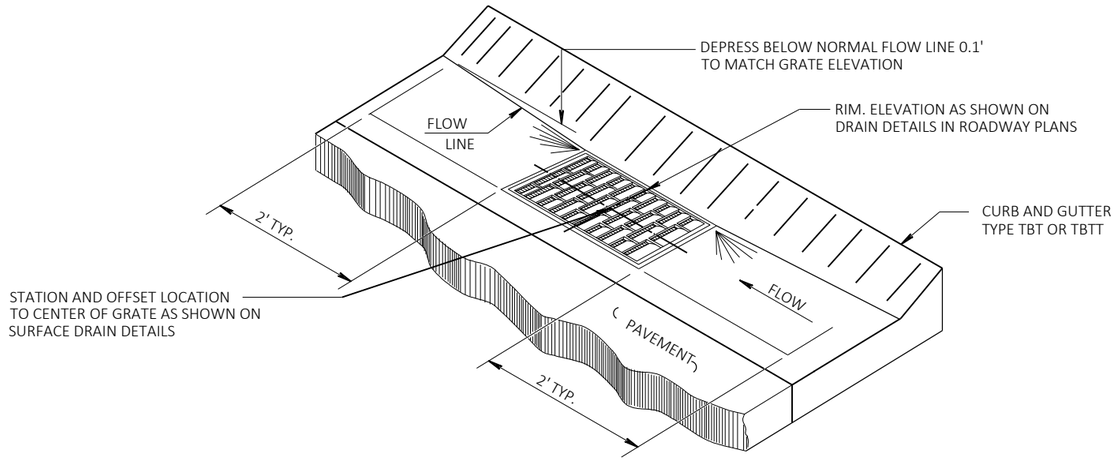
EXTENDING PIPE UNDERDRAIN OUTFALL DETAIL



1 PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO CONNECT TO NEAREST INLET.
ATTACH RODENT SHIELD AT EXPOSED ENDS OF PIPE UNDERDRAIN.
DISCHARGE LOCATION TO BE VERIFIED BY ENGINEER IN THE FIELD.

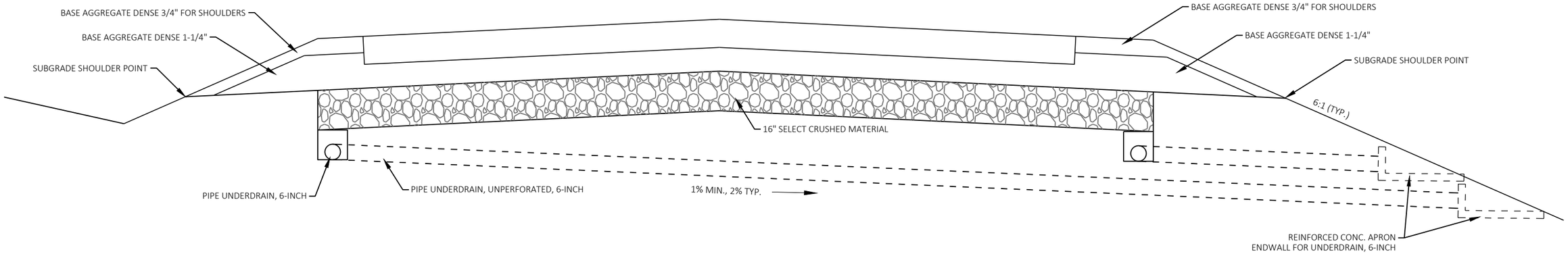
TEMPORARY UNDERDRAIN CONNECTION DETAIL

2

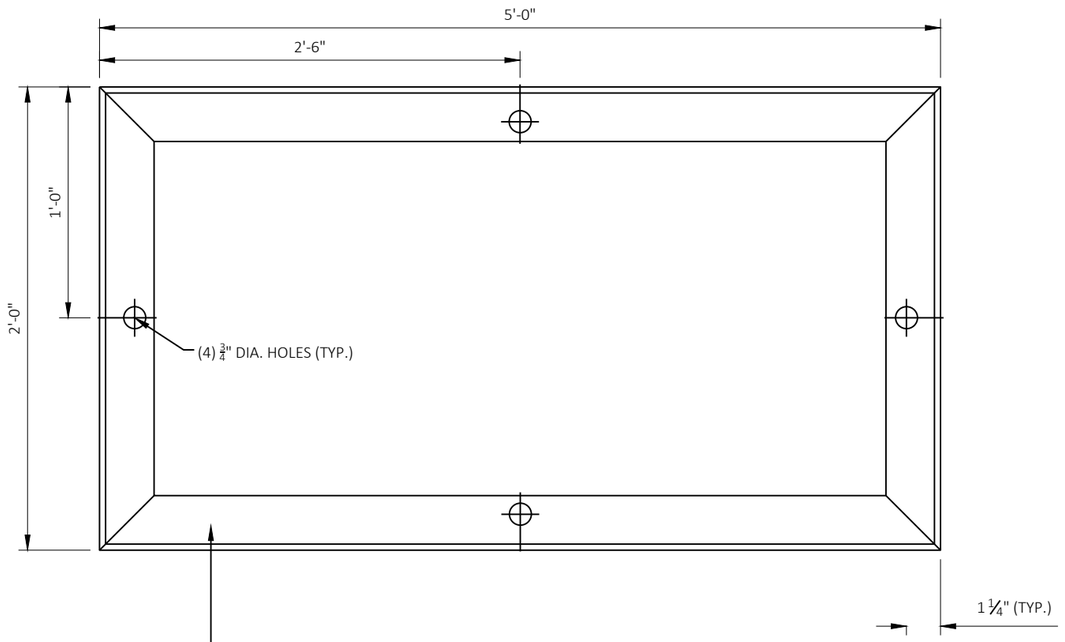


INLET STATION/OFFSET AND RIM ELEVATION LOCATION

2



MEDIAN UNDERDRAIN OUTFALL TO OUTSIDE SHOULDER

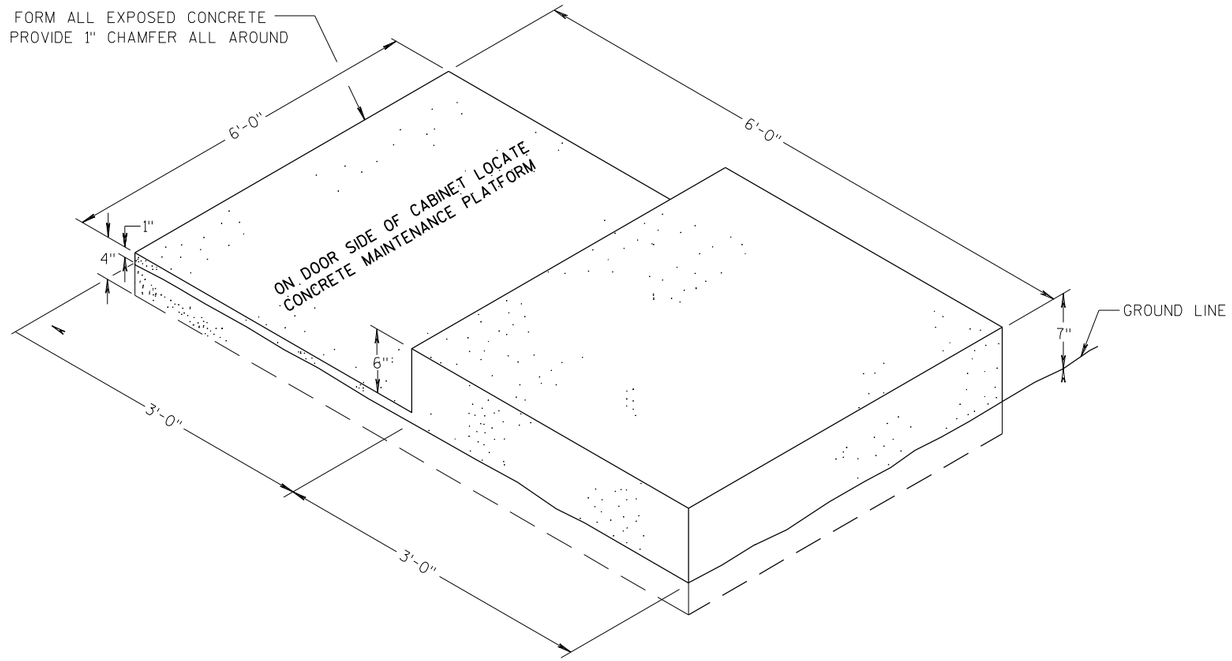


MOUNTING BASE

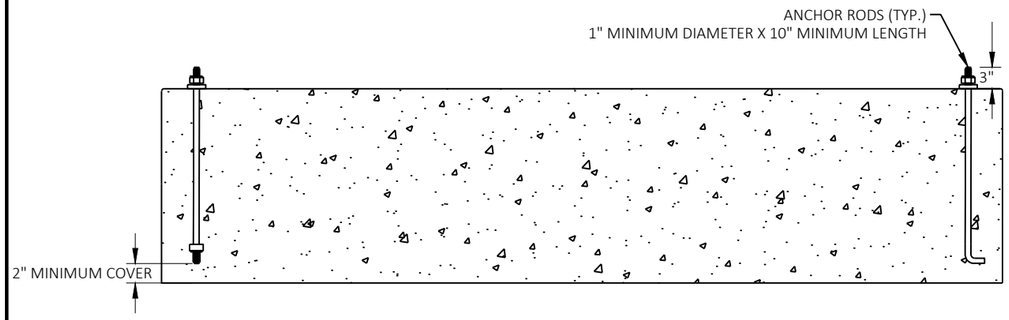
L 2" X 2" X ¼"

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

ALL SHEET METAL PARTS SHALL BE 1/4-INCH THICK ALUMINUM (TYPE 5052-H32) WITH ALL SEAMS CONTINUOUSLY WELDED. FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL. FINISH INTERIOR SURFACES WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.



ISOMETRIC VIEW OF MOUNTING BASE



CONNECTION DETAIL

GENERAL NOTES:

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR (4) 1-INCH MINIMUM DIAMETER X 10-INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE STORAGE CABINET TO THE CONCRETE BASE. ANCHOR RODS TO BE IN ACCORDANCE WITH 654.2 OF THE STANDARD SPECIFICATIONS. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE STORAGE CABINET TO THE BASE.

STORAGE CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONCRETE PAD FOR STORAGE CABINET DETAIL

2

IH 43 SB

244+32.91, -62.24' LT
941.54

244+69.97, -62.25' LT
941.93

244+00'SB'

245+00'SB'

246+00'SB'

R25

244+50.61, -54.93' LT
941.31

244+57.96, -37.28' LT
940.77

244+32.92, -37.24' LT

SLOPE INTERCEPT (TYP.)

244+32.93, -29.00' LT

244+57.97, -29.04' LT
940.83

244+50.64, -11.34' LT
941.50

244+32.93, -4.00' LT
941.77

R25

R25

245+07.03, -62.26' LT
942.33

244+89.32, -54.94' LT
941.31

244+82.00, -37.27' LT
940.77

244+69.98, -33.12' LT
941.00

245+07.04, -37.26' LT

245+07.03, -29.00' LT

244+82.00, -29.01' LT
940.84

SLOPE INTERCEPT (TYP.)

244+89.33, -11.32' LT
941.50

R25

245+07.03, -4.00' LT
942.57

244+00'NB'

245+00'NB'

246+00'NB'

FOLLOW SDD 11A01 MAINTENANCE CROSSOVERS FOR FREEWAYS

244+69.98, -4.00' LT
942.18

IH 43 NB

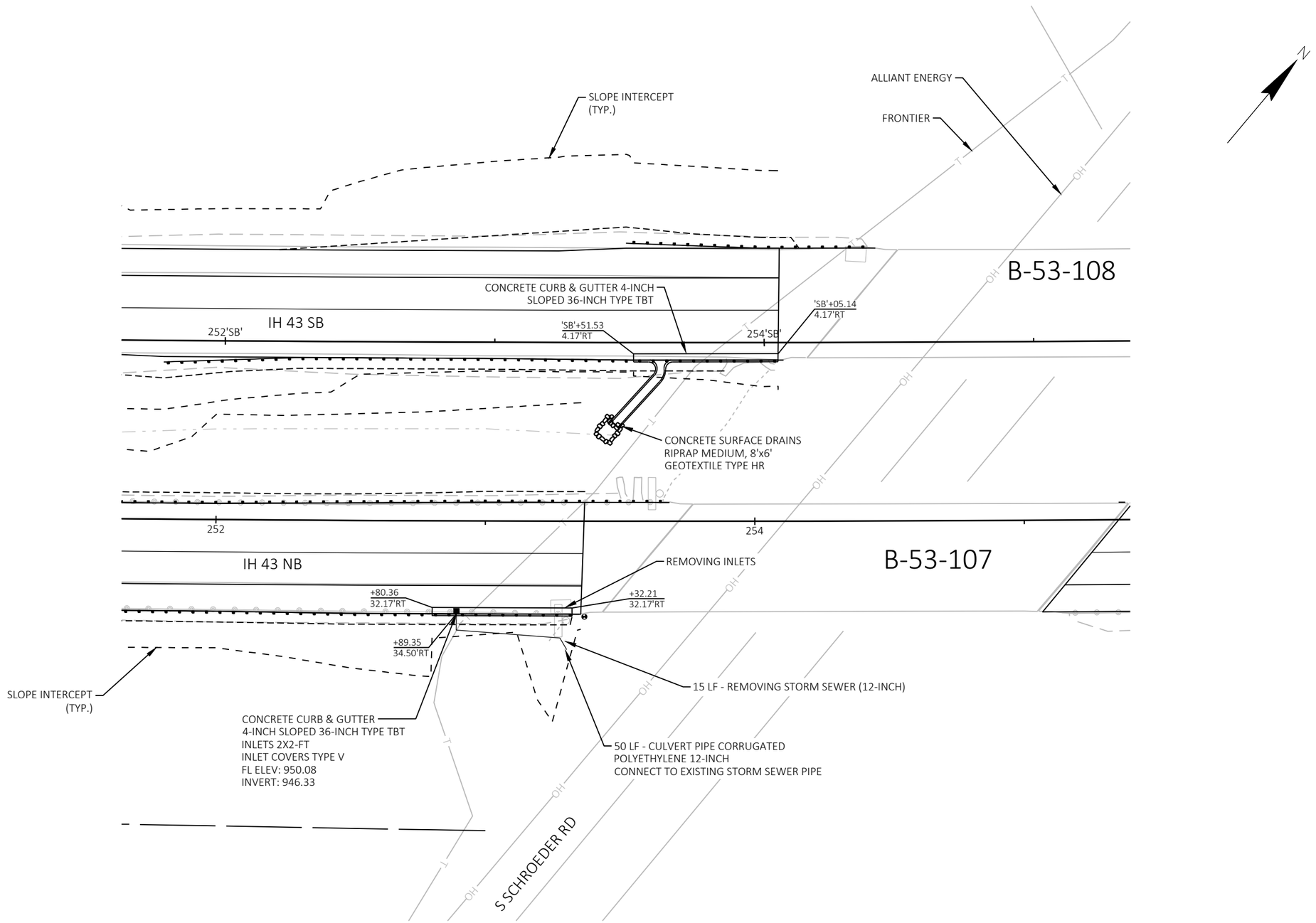
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - MAINTENANCE CROSSOVER	SHEET 17	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\JOHN.DAY@AECOM.COM\D0422863\021002-CD.DWG
LAYOUT NAME - 021002-CD

PLOT DATE : 4/25/2023 11:25 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

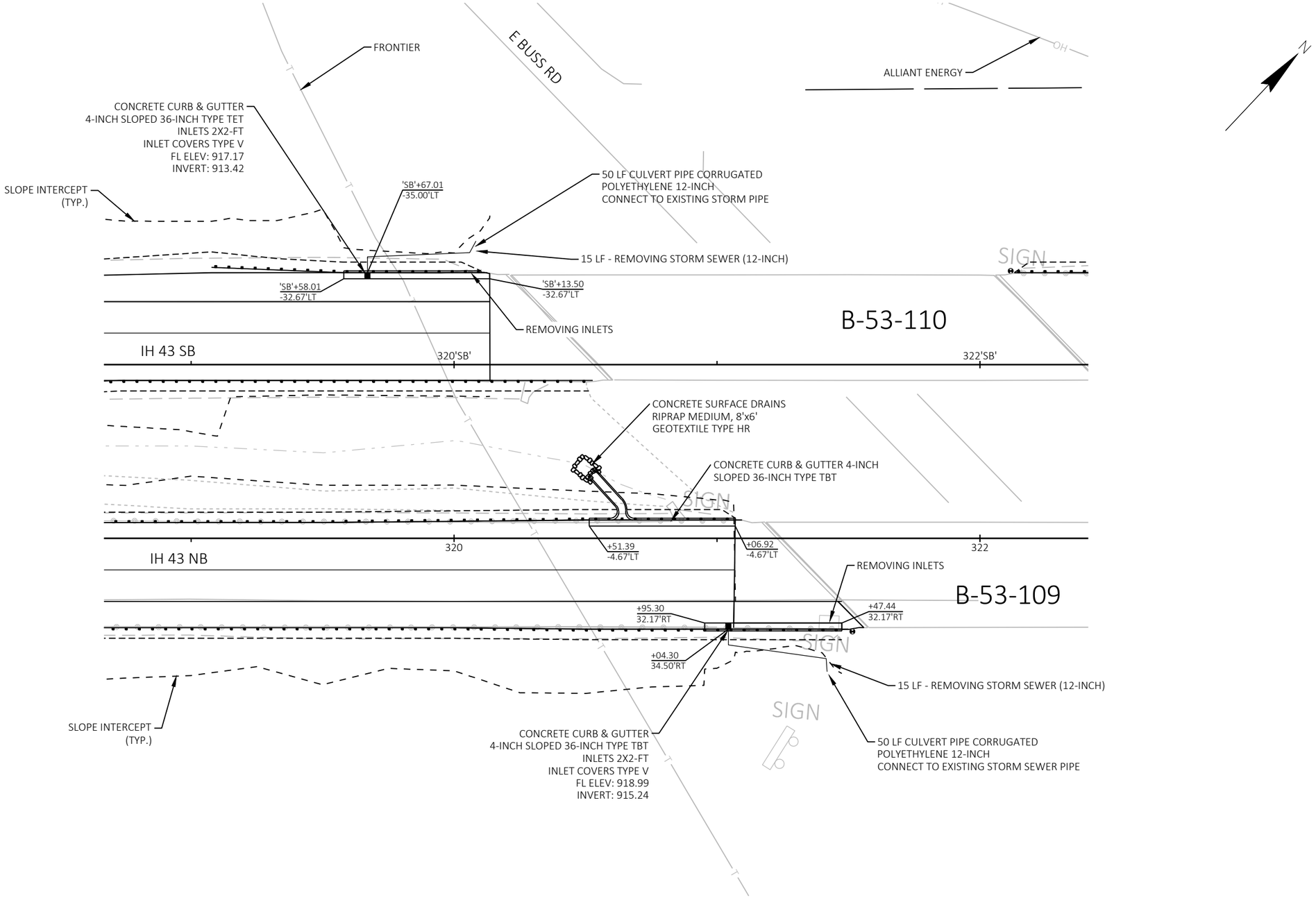
2



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

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 18	E

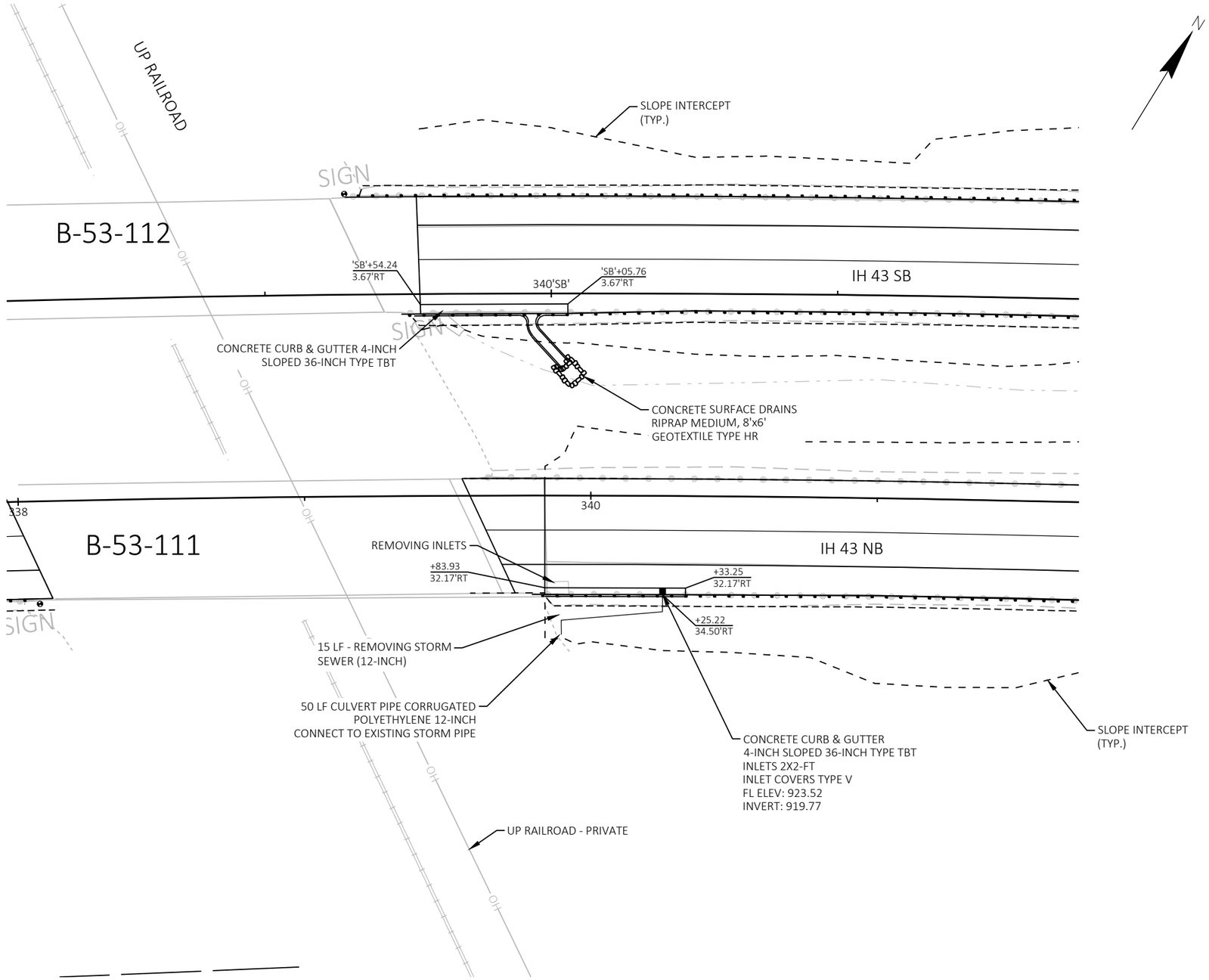
2



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

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 19	E

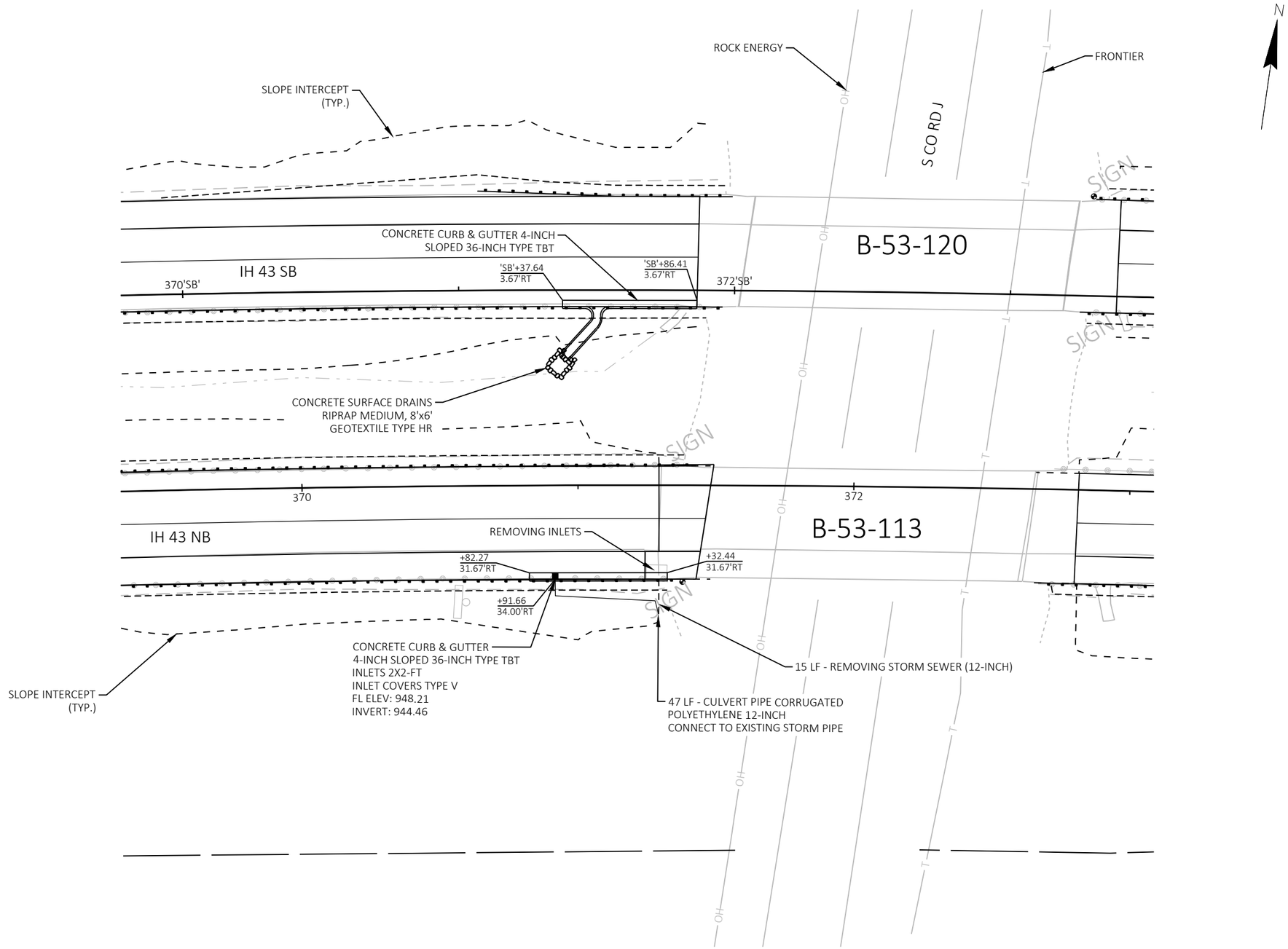
2



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

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 20	E

2



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

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CONSTRUCTION DETAIL - SURFACE DRAINS	SHEET 21	E

2

STA. 171+30'SB' - STA. 174+12'SB', RT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
162.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 171+36'SB' - STA. 173+77'SB', LT
248 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
200 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 185+84'SB' - STA. 191+76'SB', LT
591 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
539 LF MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT
1 - MGS GUARDRAIL TERMINAL TYPE 2

STA. 171+36'SB' - STA. 176+36'SB'
FULL RECONSTRUCTION

STA. 79+65'CA' - STA. 83+80'CA'
MILL AND OVERLAY

STA. 188+95'SB' - STA. 192+00'SB', RT
305 LF ADJUSTING STEEL PLATE BEAM GUARD

STA. 176+36'SB' - STA. 249+05'SB'
MILL AND OVERLAY

ALLIANT ENERGY

CTH 'Y'/HART RD

CLEAR & GRUB TREES
LESS THAN 30 FEET
FROM EDGE OF LANE

B-53-106

SPECTRUM

WISDOT-ELECTRIC

BEGIN
CONSTRUCTION
169+31'SB'

170'SB'

175'SB'

I-43 SB

BEGIN
CONSTRUCTION
79+65'CA'

80'CA'

EQUATION

STA AHEAD = 180+74.18'SB'
STA BACK = 180+85.02'SB'

85'CA'

180'SB'

185'SB'

190'SB'

195'SB'

STA 86+24.42 'CA'
STA 186+24.42 'SB'

R/W

167+00'NB'

197+50'NB'

170

175

180

185

190

195

I-43 NB

85'CB'

90'CB'

BEGIN
CONSTRUCTION
79+25'CB'

80'CB'

STA 192+10.81
STA 92+10.81 'CB'

B-53-105

SLOPE INTERCEPT
(TYP.)

BEGIN PROJECT
STA 170+96.14
Y=217,271.059
X=513,350.913

WISDOT

AT&T

STA. 79+25'CB' - STA. 85+00'CB'
MILL AND OVERLAY

STA. 175+96 - STA. 206+00
MILL AND OVERLAY

STA. 170+91 - STA. 173+89, LT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS

STA. 170+96 - STA. 175+96
FULL RECONSTRUCTION

STA. 170+88 - STA. 171+58, RT
86 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
14 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL TYPE 2

STA. 186+22 - STA. 192+01, RT
650 LF SALVAGED RAIL
2-SALVAGED GUARDRAIL END TREATMENTS
528 LF MGS GUARDRAIL 3
1 - MGS GUARDRAIL TERMINAL EAT
1 - MGS GUARDRAIL TERMINAL TYPE 2

OH

STA. 176+36'SB' - STA. 249+05'SB'
MILL AND OVERLAY

ALLIANT ENERGY

ELECTRIC
METER

WISDOT-ELECTRIC

R/W

I-43 SB

200'SB'

205'SB'

210'SB'

215'SB'

220'SB'

225'SB'

197+50'NB'

200

205

210

215

220

225

I-43 NB

228+00'NB'

AT&T

STA. 203+70

OVERLAY MAINTENANCE CROSSOVER

SLOPE INTERCEPT
(TYP.)

PROPOSED VIRTUAL WEIGH IN
MOTION SCALE LOCATION

SEE VIRTUAL WEIGH STATION PLAN

ALLIANT ENERGY

STA. 175+96 - STA. 206+00
MILL AND OVERLAY

STA. 206+00 - STA. 215+00
FULL RECONSTRUCTION

STA. 215+00 - STA. 248+37
MILL AND OVERLAY

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 22	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\021201-PD.DWG
LAYOUT NAME - 021202

PLOT DATE : 4/12/2024 4:53 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

STA. 176+36'SB' - STA. 249+05'SB'
MILL AND OVERLAY

STA. 253+58'SB' - STA. 254+41'SB', LT
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 251+94'SB' - STA. 254+05'SB', RT
137.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 255+89'SB' - STA. 258+84'SB', RT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
212.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 256+23'SB' - STA. 258+69'SB', LT
222 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
162.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT
(SKIP POST AT STORM SEWER PIPE)

SCHROEDER RD

ALLIANT ENERGY

FRONTIER

ALLIANT ENERGY

B-53-108

B-53-107

R/W

OH

STA. 249+05'SB' - STA. 254+05'SB'
FULL RECONSTRUCTION

I-43 SB

I-43 NB

230'SB' 235'SB' 240'SB' 245'SB' 250'SB' 255'SB'

230 235 240 245 250 255

228+00'NB'

258+50'NB'

STA 244+70
CONSTRUCT MAINTENANCE CROSSOVER

SEE WISDOT SDD MAINTENANCE
CROSSOVERS FOR FREEWAYS

SLOPE INTERCEPT
(TYP.)

STA. 250+72 - STA. 253+48, LT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
212.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 255+48 - STA. 258+48, LT
299 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
14 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL TYPE 2

STA. 245+91 - STA. 253+35, RT
748 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
662.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 248+37 - STA. 253+37
FULL RECONSTRUCTION

STA. 255+35 - STA. 255+97, RT
86 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS

STA. 209+00 - STA. 248+37
MILL AND OVERLAY

STA. 256+23'SB' - STA. 261+23'SB'
FULL RECONSTRUCTION

STA. 261+23'SB' - STA. 315+14'SB'
MILL AND OVERLAY

SLOPE INTERCEPT
(TYP.)

EQUATION

STA AHEAD = 266+75.69'SB'
STA BACK = 266+68.45'SB'

I-43 SB

I-43 NB

260'SB' 265'SB' 270'SB' 275'SB' 280'SB' 285'SB'

260 265 270 275 280 285

258+50'NB'

289+00'NB'

STA. 278+60
OVERLAY MAINTENANCE CROSSOVER

STA. 255+51 - STA. 260+51
FULL RECONSTRUCTION

STA. 260+51 - STA. 316+07
MILL AND OVERLAY

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 23	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\021201-PD.DWG
LAYOUT NAME - 021203
PLOT DATE : 4/12/2024 4:53 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

STA. 261+23'SB' - STA. 315+14'SB'
MILL AND OVERLAY

STA. 315+14'SB' - STA. 320+13'SB'
FULL RECONSTRUCTION

STA. 319+20'SB' - STA. 320+13'SB', LT
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 318+23'SB' - STA. 320+52'SB', RT
137.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

I-43 SB

290'SB' 295'SB' 300'SB' 305'SB' 310'SB' 315'SB'

289+00'NB'

290 295 300 305 310 315

319+50'NB'

I-43 NB

SLOPE INTERCEPT
(TYP.)

STA. 318+16 - STA. 321+10, LT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
212.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 260+51 - STA. 316+07
MILL AND OVERLAY

STA. 316+07 - STA. 321+23
FULL RECONSTRUCTION

STA. 317+90 - STA. 321+17, RT
361 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
275.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

2

STA. 322+35'SB' - STA. 324+60'SB', LT
248 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
162.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 334+90'SB' - STA. 337+52'SB', RT 284 LF
SALVAGED RAIL
187.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 335+14'SB' - STA. 337+57'SB', LT
247 LF SALVAGED RAIL
150.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 339+43'SB' - STA. 349+91'SB', LT
1074 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
975.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 339+48'SB' - STA. 342+42'SB', RT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
225.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 322+56'SB' - STA. 325+50'SB', RT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
225.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 322+41'SB' - STA. 337+76'SB'
STA. 339+54'SB' - STA. 344+54'SB'
FULL RECONSTRUCTION

UP RAILROAD

SLOPE INTERCEPT
(TYP.)

STA. 344+54'SB' - STA. 366+87'SB'
MILL AND OVERLAY

I-43 SB

330'SB' 335'SB' 340'SB' 345'SB' 350'SB'

BUSS RD

B-53-110

325'SB' 320'SB'

B-53-112

B-53-111

MCI

I-43 NB

325 330 335 340 345

319+50'NB'

320

350+00'NB'

STA. 333+40
MILL AND OVERLAY MAINTENANCE CROSSOVER

B-53-109

FRONTIER

ALLIANT ENERGY

UP RAILROAD-PRIVATE

STA. 323+01 - STA. 337+96
STA. 339+58 - STA. 344+84
FULL RECONSTRUCTION

STA. 334+93 - STA. 337+86, LT
297 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
212.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 339+61 - STA. 342+59, LT
299 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS

STA. 344+84 - STA. 366+30
MILL AND OVERLAY

STA. 323+01 - STA. 325+99, LT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS

STA. 323+40 - STA. 324+25, RT
86 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
50.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL TYPE 2

STA. 334+46 - STA. 338+04, RT
361 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
275.0 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 339+80 - STA. 350+04, RT
1023 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
977 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL TYPE 2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 24	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\021201-PD.DWG
LAYOUT NAME - 021204
PLOT DATE : 4/12/2024 4:54 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

STA. 344+54'SB' - STA. 366+87'SB'
MILL AND OVERLAY

STA. 369+10'SB' - STA. 371+95'SB', RT
285 LF SALVAGED RAIL
187.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 371+07'SB' - STA. 371+99'SB', LT
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 373+25'SB' - STA. 376+20'SB', RT
272 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
212.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 373+30'SB' - STA. 375+75'SB', LT
248 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
162.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 366+87'SB' - STA. 371+86'SB'
FULL RECONSTRUCTION

STA. 373+38'SB' - STA. 378+39'SB'
FULL RECONSTRUCTION

SLOPE INTERCEPT (TYP.)

B-53-120

B-53-113

CTH J

OH

I-43 SB

I-43 NB

R/W

350+00'NB'

380+50'NB'

STA. 378+39'SB' - STA. 403+00'SB'
MILL AND OVERLAY

STA. 368+47 - STA. 371+43, LT
298 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
212.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

ROCK ENERGY

FRONTIER

STA. 372+72 - STA. 375+71, LT
299 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS

STA. 368+90 - STA. 371+43, RT
249 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
162.5 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL EAT

STA. 372+62 - STA. 373+51, RT
86 LF SALVAGED RAIL
1-SALVAGED GUARDRAIL END TREATMENTS
27 LF MGS GUARDRAIL 3
39.4 LF MGS THRIE BEAM TRANSITION
1 - MGS GUARDRAIL TERMINAL TYPE 2

STA. 344+84 - STA. 366+30
MILL AND OVERLAY

STA. 366+30 - STA. 371+48.17
FULL RECONSTRUCTION

STA. 372+81 - STA. 377+81
FULL RECONSTRUCTION

STA. 377+81 - STA. 430+98
MILL AND OVERLAY

2

STA. 378+39'SB' - STA. 390+00'SB'
MILL AND OVERLAY

ALLIANT ENERGY

OH

EQUATION

STA AHEAD = 386+75.90'SB'
STA BACK = 387+33.15'SB'

END 'SB' ROAD SURFACE IMPROVEMENTS
STA 388+50

EQUATION

STA AHEAD = 407+82.44'SB'
STA BACK = 407+82.79'SB'

I-43 SB

I-43 NB

R/W

380+50'NB'

411+00'NB'

END PROJECT
STA 388+50.00

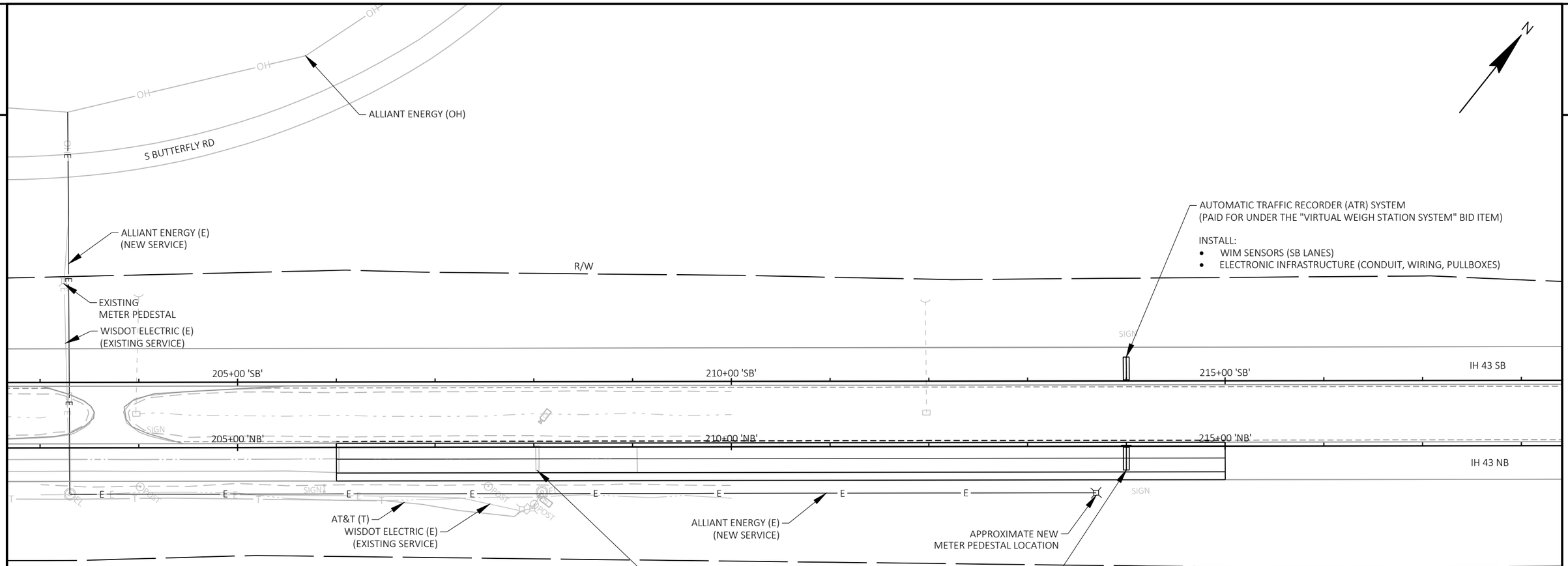
REMOVE CROSSOVERS AND
RESTORE MEDIAN

STA. 377+81 - STA. 390+00
MILL AND OVERLAY

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET 25	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\021201-PD.DWG
LAYOUT NAME - 021205
PLOT DATE : 4/12/2024 4:54 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2



GENERAL NOTES:

- ALL CONNECTIONS BETWEEN SENSORS AND LEAD CABLES SHALL BE DONE IN PULL BOX AND ARE SOLDERED THEN SEALED FOR WATERPROOFING. NUMBER AND PLACEMENT OF PULL BOXES NOT SHOWN.
- POWER CABLES SHALL BE RUN IN SEPARATE CONDUITS/PULL BOXES FROM SIGNAL CABLES.
- ACTUAL SENSOR SPACING SHALL BE ALTERED TO SUIT SITE CONDITIONS BY SELECTED VENDOR.
- ROAD SURFACE SHALL MEET SPECIFICATIONS FOR PAVEMENT CONDITIONS TO ACHIEVE OPTIMAL SYSTEM PERFORMANCE.
- SENSORS SHALL BE A MINIMUM OF 6' AWAY FROM CRACKS, JOINTS, OR SAWCUTS WHEN POSSIBLE.
- ADDITIONAL DRAINAGE MAY BE REQUIRED DEPENDING ON SLOPE OF ROADWAY. DRAINAGE CONSISTS OF $1\frac{1}{2}$" ABS PIPE SLOPED TO RIP RAP DRAINAGE PIT IN DITCH.
- PULL BOXES SHALL BE NO FURTHER THAN 250' APART. PULL BOXES SHALL BE USED WHERE NEW CONDUIT WILL BE CONNECTING WITH EXISTING CONDUIT. THE PULL BOXES TO BE USED ARE PULL BOX NON-CONDUCTIVE 24"X42".
- EXACT ROUTING OF CONDUIT TO BE DETERMINED ON SITE. CONDUITS ARE LABELED LEFT TO RIGHT, TOP TO BOTTOM.
- INSTALLATION OF THE NEW ELECTRICAL SERVICE TO THE NEW VWS LOCATION TO BE COORDINATED BY THE CONTRACTOR UNDER THE ITEMS, "ELECTRICAL SERVICE, IH 43 VWS".
- DISCONTINUING THE EXISTING ELECTRICAL SERVICE TO THE EXISTING VWS LOCATION TO BE COORDINATED BY THE CONTRACTOR UNDER THE ITEMS, "DISCONTINUE ELECTRICAL SERVICE, IH 43 EXISTING VWS".

VWS PLANS PREPARED BY

KL Engineering
[A] Better Experience

WISCONSIN
JOSHUA P. MELBY
43963-6
MENOMONIE, WIS
PROFESSIONAL ENGINEER

04/05/24
(Date)

(Signature)

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	VIRTUAL WEIGH STATION PLAN	SHEET 26	E

2

2

430+00 'SB'

IH 43 SB

435+00 'SB'

430+00 'NB'

IH 43 NB

435+00 'NB'

POST

POST

POST

POST

EL

POST

EL

CMV INSPECTION SITE

INSTALL:

- INSTALL CONCRETE PAD (SEE CONSTRUCTION DETAIL)
- INSTALL STORAGE CABINET

30'KC'

35'KC'

STH 140

EP: 374+29.69 'KC'

N

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	VIRTUAL WEIGH STATION PLAN - CMV INSPECTION SITE	SHEET 27	E

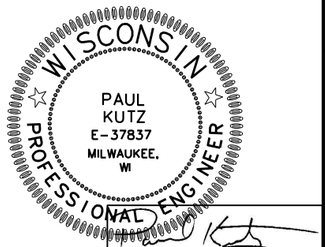
FILE NAME : G:\WDOTCO\19041-000 (BHM ASSISTANT)\IH 43 VWS ROCK COUNTY\CIVIL 3D\SHEETSPLAN\021202-PD-VWS.DWG
LAYOUT NAME - Plan 1 IN 20 FT

PLOT DATE : 3/26/2024 2:09 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

ORIGINAL PLANS PREPARED BY
HNTB
250 E. WISCONSIN AVE
MILWAUKEE, WI 53202
(414) 359-2300



April 9, 2024
(Date) (Signature)

LEGEND

	PROPOSED	EXISTING
FTMS CONVENTIONAL SYMBOLS		
POLE MOUNTED CABINET		
METER BREAKER PEDESTAL		
CSCP PULL BOX		
FTMS (ITS) CONDUIT		
BREAKER DISCONNECT BOX		
COMMUNICATIONS VAULT, TYPE 1		
CCTV BASE, POLE, AND CAMERA		
ITS FIELD CABINET AND CONCRETE BASE		

1. THESE PLANS AND THE ASSOCIATED SPECIAL PROVISIONS REFLECT CONDITIONS KNOWN DURING THE DEVELOPMENT OF THE PLANS AND TECHNICAL SPECIAL PROVISIONS. ALL SCALES, DIMENSIONS AND LOCATIONS SHOWN IN THESE PLANS ARE APPROXIMATE. ACTUAL PHYSICAL FIELD CONDITIONS SHALL PROVIDE THE BASIS FOR THE APPLICATION OF WORK SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR THE APPLICATION OF ALL WORK SHOWN IN THE PLANS TO THE ACTUAL PHYSICAL FIELD CONDITIONS TO PROVIDE A COMPLETE AND ACCEPTED PROJECT. IN THE EVENT THAT ACTUAL PHYSICAL FIELD CONDITIONS AFFECT OR PREVENT THE APPLICATION OR PROGRESSION OF ANY WORK SHOWN IN THE PLANS OR TECHNICAL SPECIAL PROVISIONS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY, AND PRIOR TO ANY FURTHER WORK ACTIVITY. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY LOCATION CHANGES OTHER THAN MINOR ADJUSTMENTS.
2. BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES.
3. BE AWARE THAT NO TEST BORINGS WERE MADE WHERE CONDUITS, PULLBOXES, POLES, CABINET FOUNDATIONS, OR OTHER EQUIPMENT IS TO BE INSTALLED. THE CONTRACTOR IS FULLY RESPONSIBLE FOR EXAMINING THE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS.
4. NO TREES (AND/OR SHRUBS) SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
5. AREAS WITHIN THE RIGHT-OF-WAY DISTURBED SPECIFICALLY FOR FTMS CONSTRUCTION SHALL BE RESTORED TO THE ORIGINAL CONDITION WITH TOPSOIL, FERTILIZER, SEED, AND EROSION MAT, AND SHALL BE INCLUDED IN THE COST OF INSTALLING FTMS ITEMS. RESTORATION FOR AREAS DISTURBED FOR OTHER CONSTRUCTION OPERATIONS BUT ALSO CONTAINING FTMS CONSTRUCTION SHALL BE DONE ACCORDING TO REQUIREMENTS AND PAYMENT PROVISIONS FOR THE OTHER CONSTRUCTION OPERATIONS.
6. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
7. DUE TO RAMP, LANE, SHOULDER CLOSURE RESTRICTIONS, AND WORK UNDER OTHER CONTRACTS, SOME WORK MAY BE REQUIRED TO BE PERFORMED AT NIGHT.
8. THE CONTRACTOR IS FULLY RESPONSIBLE FOR COORDINATING RAMP, LANE, SHOULDER, AND ROADWAY CLOSURES WITH OTHER CONTRACTS IN THE AREA.
9. THE CONTRACTOR SHALL CONTACT THE WISDOT STATEWIDE TRAFFIC OPERATIONS CENTER AT (414)227-2166 FIVE (5) WORKING DAYS PRIOR TO ENTERING ANY EXISTING WISDOT FTMS OR ITS CABINET.
10. ALL LOOP DETECTORS ARE STATIONED TO CENTER OF LEADING EDGE AS APPROACHED BY NORMAL VEHICLE PATH.
11. HAND DIG TRENCHES CROSSING EXISTING CONDUIT CONTAINING FIBER OPTIC CABLE.
12. VISUALLY VERIFY DEPTHS OF EXISTING CONDUITS CONTAINING FIBER OPTIC CABLE PRIOR TO CROSSING BY DIRECTIONAL BORE OR SPECIAL METHOD.
13. CONSTRUCT CONDUIT AT A MINIMUM DEPTH OF 36-INCHES BELOW EXISTING GRADE UNLESS SPECIFIED OTHERWISE ON PLAN SHEETS. WHERE CONFLICTS WITH EXISTING CONDITIONS PREVENT CONSTRUCTION AT 36-INCHES CONSTRUCT CONDUIT PER MINIMUM DEPTH REQUIRED IN THE NATIONAL ELECTRICAL CODE.

FTMS STANDARD ABBREVIATIONS

CB	CONTROLLER CABINET
CCTV	CLOSED CIRCUIT TELEVISION SITE
CV	COMMUNICATIONS VAULT
PB	PULL BOX
EX	EXISTING
FOC	FIBER OPTIC CABLE
F.O.	FIBER OPTIC
S-F	STATE-FURNISHED
DMS	DYNAMIC MESSAGE SIGN

2

2

ALLIANT ENERGY

SPECTRUM

WISDOT-ELECTRIC

E. HART RD.

IH 43 SB

IH 43 NB

170

175

180

80

MATCH LINE 183+00

WISDOT

EXCV170
(1) INSTALL PROPOSED CONDUIT
INTO EXISTING VAULT
(72) F.O. SPLICES IN EXISTING F.O.
SPLICE VAULT

AT&T

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

EXISTING RIGHT-OF-WAY

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 29	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 06

PLOT DATE : 4/9/2024 9:34 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 183+00

85

185

190

195

IH 43 SB

185

190

195

IH 43 NB

85

90

MATCH LINE 197+00

EXISTING RIGHT-OF-WAY

CV192

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 30	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 07

PLOT DATE : 4/9/2024 9:23 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

OH

OH

OH

OH

OH

OH

OH

S. BUTTERFLY RD.

ALLIANT ENERGY

ELECTRIC METER

WISDOT-ELECTRIC

MATCH LINE 197+00

200

205

210

IH 43 SB

SIGN

200

205

210

IH 43 NB

T

T

T

T

T

T

E

E

E

E

E

E

SIGN

POST

POST

POST

EL

AT&T

EXISTING RIGHT-OF-WAY

CV207

MATCH LINE 211+00

OH

OH

OH

OH

ALLIANT ENERGY

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 31	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 08

PLOT DATE : 4/9/2024 9:23 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 211+00

SIGN

215

IH 43 SB

220

215

220

IH 43 NB

SIGN

EXISTING RIGHT-OF-WAY

CV222

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MATCH LINE 225+00

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 32	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 09

PLOT DATE : 4/9/2024 9:23 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

OH

ALLIANT ENERGY

MATCH LINE 225+00

25

230

235

IH 43 SB

25

230

235

IH 43 NB

MATCH LINE 239+00

EXISTING RIGHT-OF-WAY

CV237

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 33	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 10

PLOT DATE : 4/9/2024 9:23 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 239+00

OH

240

IH 43 SB

245

250

240

IH 43 NB

245

250

MATCH LINE 253+00

EXISTING RIGHT-OF-WAY

CV252

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 34	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 11

PLOT DATE : 4/9/2024 9:23 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 253+00

FRONTIER

S. SCHROEDER RD.

ALLIANT ENERGY

IH 43 SB

IH 43 NB

255

260

265

OH

SIGN

CV256

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

EXISTING RIGHT-OF-WAY

MATCH LINE 267+00

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 35	E

2

2

N

MATCH LINE 267+00

IH 43 SB

270

275

280

SIGN

SIGN

270

275

280

IH 43 NB

V

MATCH LINE 281+00

CV275

EXISTING RIGHT-OF-WAY

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 36	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 13

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 281+00

285

290

IH 43 SB

285

290

IH 43 NB

EXISTING RIGHT-OF-WAY

CV290

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MATCH LINE 295+00

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 37	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 14

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 295+00

295

300

305

IH 43 SB

295

300

305

IH 43 NB

MATCH LINE 309+00

EXISTING RIGHT-OF-WAY

CV305

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

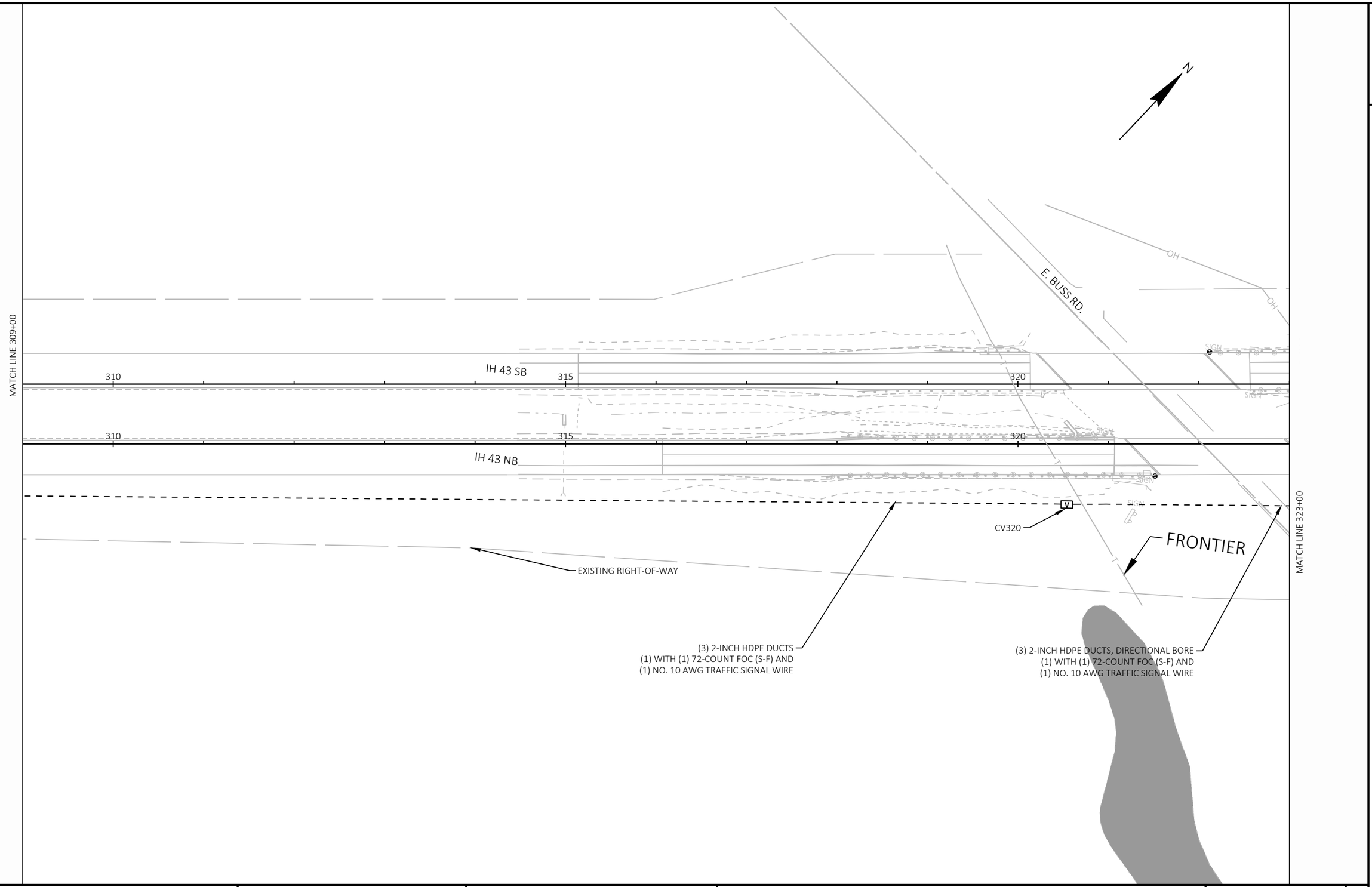
PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 38	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 15

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 39	E

2

2

MATCH LINE 323+00

IH 43 SB

325

330

335

330

325

IH 43 NB

335

OHL

CV325

ALLIANT ENERGY

EXISTING RIGHT-OF-WAY

MATCH LINE 337+00

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 40	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 17

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

DUCT PACKAGE MUST BE MINIMUM OF 15-FEET BELOW GRADE FOR 30-FEET ON EACH SIDE OF CENTERLINE OF TRACKS

APPROXIMATE WETLAND LIMITS CONDUIT MUST BE CONSTRUCTED A MINIMUM OF 36-INCHES BELOW EXISTING GRADE.

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MATCH LINE 337+00

340

345

350

IH 43 SB

IH 43 NB

30'

30'

CV339

CV341

QP347

MATCH LINE 351+00

EXISTING RIGHT-OF-WAY

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CENTERLINE OF TRACKS

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 41	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 18

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 351+00

355

360

IH 43 SB

365

355

360

IH 43 NB

CV356

EXISTING RIGHT-OF-WAY

MATCH LINE 365+00

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 42	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 19

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 365+00

IH 43 SB

370

375

IH 43 SB

SIGN

OH

CR J

IH 43 NB

370

375

IH 43 NB

MATCH LINE 379+00

CV373

EXISTING RIGHT-OF-WAY

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV371

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS, DIRECTIONAL BORE
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

ROCK ENERGY

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 43	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 20

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCH LINE 379+00

IH 43 SB

380

385

390

380

385

390

IH 43 NB

EXISTING RIGHT-OF-WAY

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV391

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

MATCH LINE 393+00

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 44	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 21

PLOT DATE : 4/9/2024 9:24 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

ALLIANT ENERGY

OH

MATCH LINE 393+00

395

IH 43 SB

400

405

395

400

405

IH 43 NB

V

MATCH LINE 407+00

EXISTING RIGHT-OF-WAY

CV406

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 45	E

2

2

N

ALLIANT ENERGY & FRONTIER

MATCH LINE 407+00

IH 43 SB

410 415 420

20

410 415 420

IH 43 NB

MATCH LINE 421+00

EXISTING RIGHT-OF-WAY

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

OH

SIGN

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 46	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 23

PLOT DATE : 4/9/2024 9:25 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 421+00

MATCH LINE 435+00

WISDOT

IH 43 SB

IH 43 NB

425

430

25

30

35

POST

CV421

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

EXISTING RIGHT-OF-WAY

PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 47	E

FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 24

PLOT DATE : 4/9/2024 9:25 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

EXCV435
(1) INSTALL PROPOSED CONDUIT INTO EXISTING VAULT

EXDP435
(1) REMOVE POLE
(1) REMOVE CONCRETE BASE

INSTALL IN EXISTING CONDUIT
(1) 6-COUNT FOC (S-F)

EX-CCTV-53-0047
(1) 12-COUNT F.O. TERMINATION PANEL (S-F)
(6) F.O. TERMINATIONS
(1) ETHERNET SWITCH (S-F)

(1) 2-INCH HDPE DUCT
WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

PB436

(1) 2-INCH HDPE DUCT, DIRECTIONAL BORE
WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CAUTION

QP437

(1) 2-INCH HDPE DUCT
WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

QP436

(1) 2-INCH HDPE DUCT, DIRECTIONAL BORE
WITH (1) 6-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

CV436
(4) F.O. SPLICES IN NEW F.O. SPLICE
ENCLOSURE (S-F)

(3) 2-INCH HDPE DUCTS
(1) WITH (1) 72-COUNT FOC (S-F) AND
(1) NO. 10 AWG TRAFFIC SIGNAL WIRE

EXISTING RIGHT-OF-WAY

TH 140

MATCH LINE 435+00

BP: 36+84.15

PC: 45+38.63

PC: 46+40.76

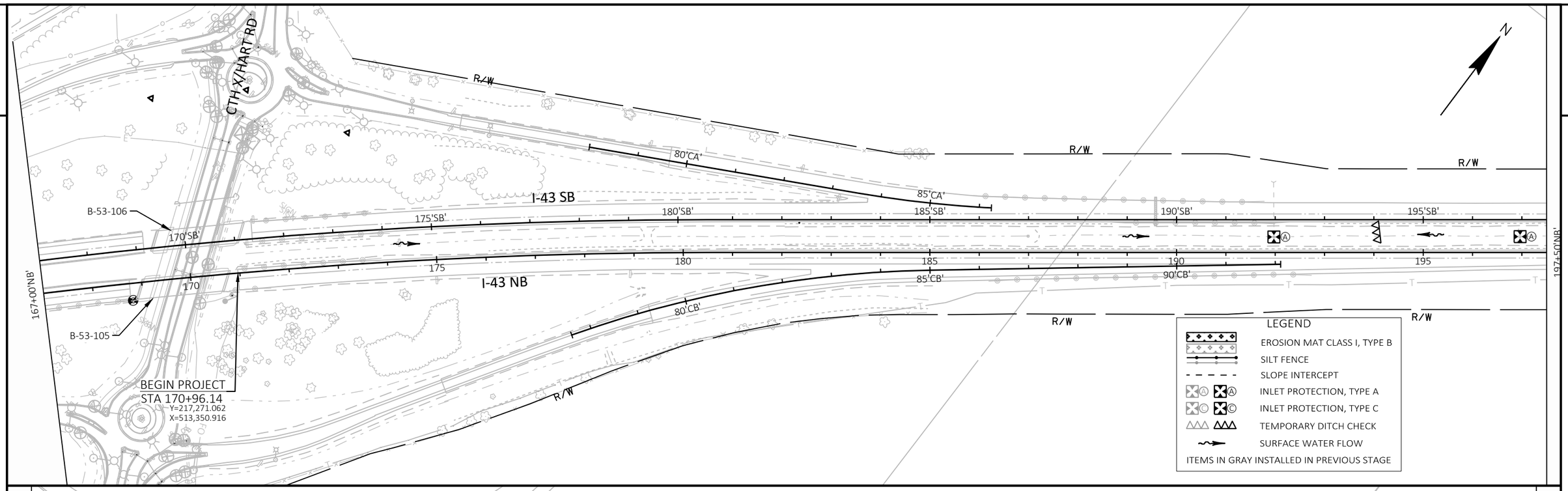
N

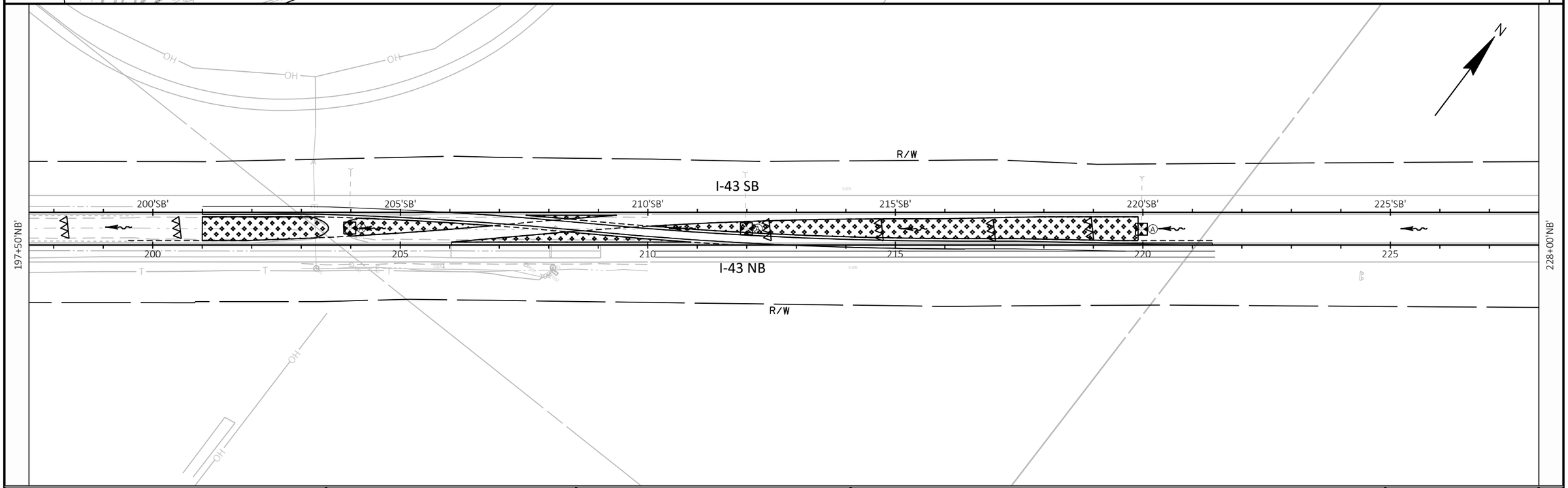
PROJECT NO: 1093-01-81	HWY: I-43	COUNTY: ROCK	FTMS PLANS	SHEET 48	E

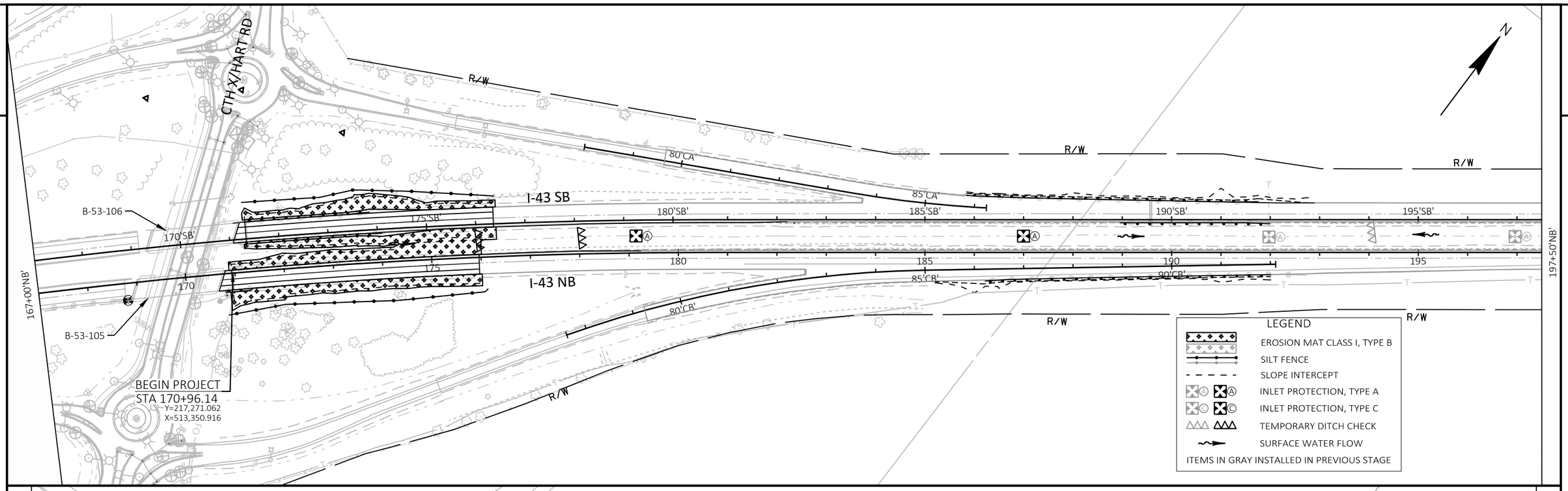
FILE NAME : I:\77532\BASE\ROCK\10930181_BELOIT\10930181_FM.DWG
LAYOUT NAME - 25

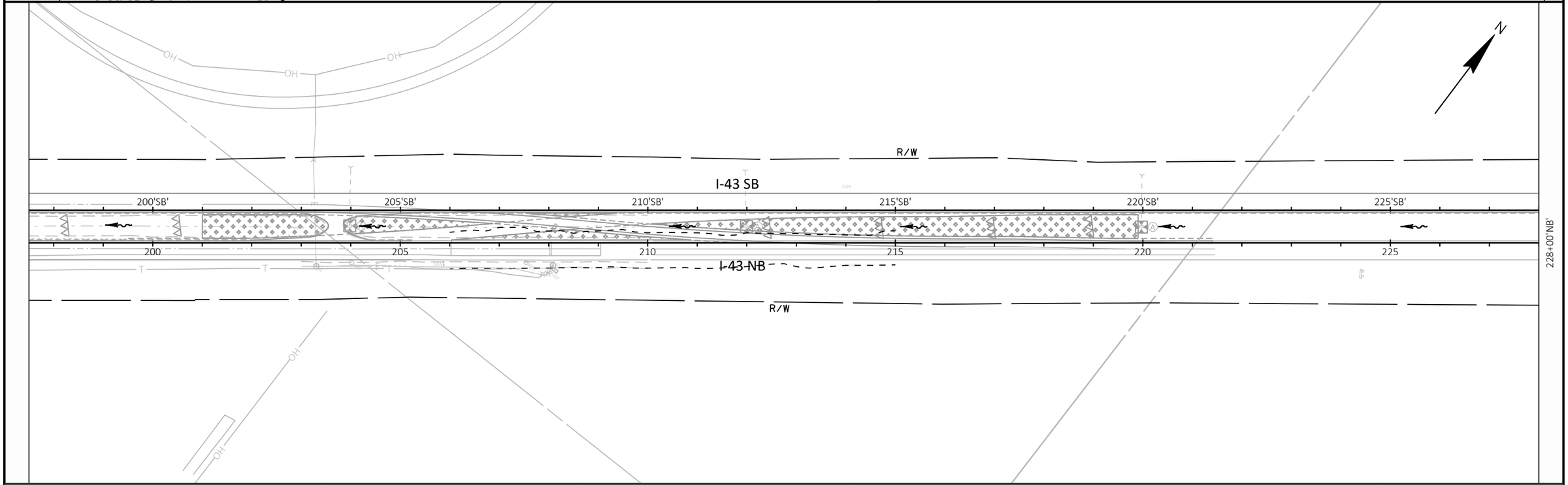
PLOT DATE : 4/9/2024 9:25 PM PLOT BY : PAUL KUTZ PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42


CTH X/HART RD
R/W
80'CA'
85'CA'
I-43 SB
B-53-106
170'SB'
175'SB'
180'SB'
185'SB'
190'SB'
195'SB'
167+00'NB'
170
175
180
185
190
195
I-43 NB
85'CB'
90'CB'
80'CB'
B-53-105
BEGIN PROJECT
STA 170+96.14
Y=217,271.062
X=513,350.916
LEGEND
EROSION MAT CLASS I, TYPE B
SILT FENCE
SLOPE INTERCEPT
INLET PROTECTION, TYPE A
INLET PROTECTION, TYPE C
TEMPORARY DITCH CHECK
SURFACE WATER FLOW
ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE


OH
R/W
I-43 SB
200'SB'
205'SB'
210'SB'
215'SB'
220'SB'
225'SB'
197+50'NB'
200
205
210
215
220
225
I-43 NB
228+00'NB'





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2	SHEET 50	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE2.DWG
LAYOUT NAME - 022001

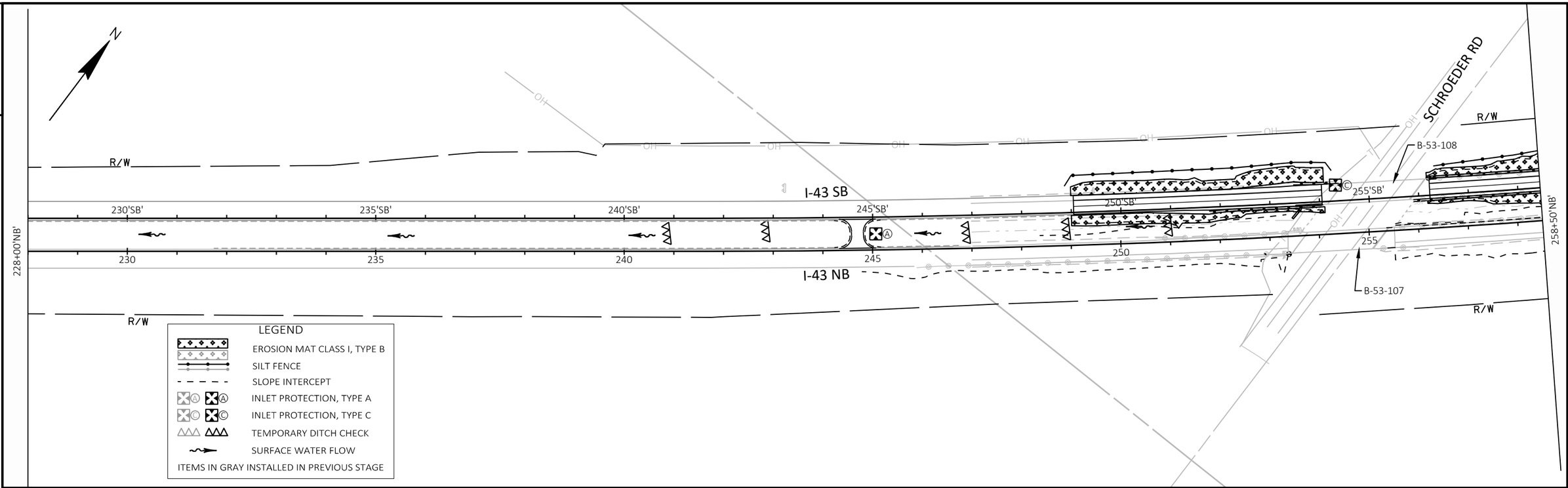
PLOT DATE : 4/12/2024 4:34 PM

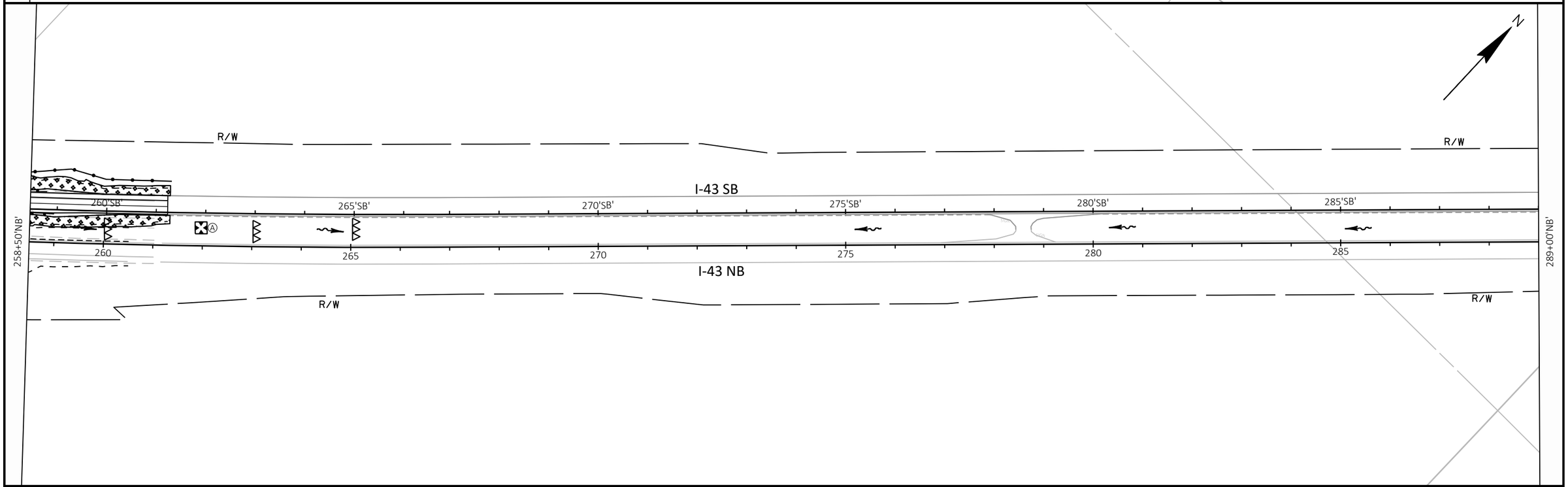
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

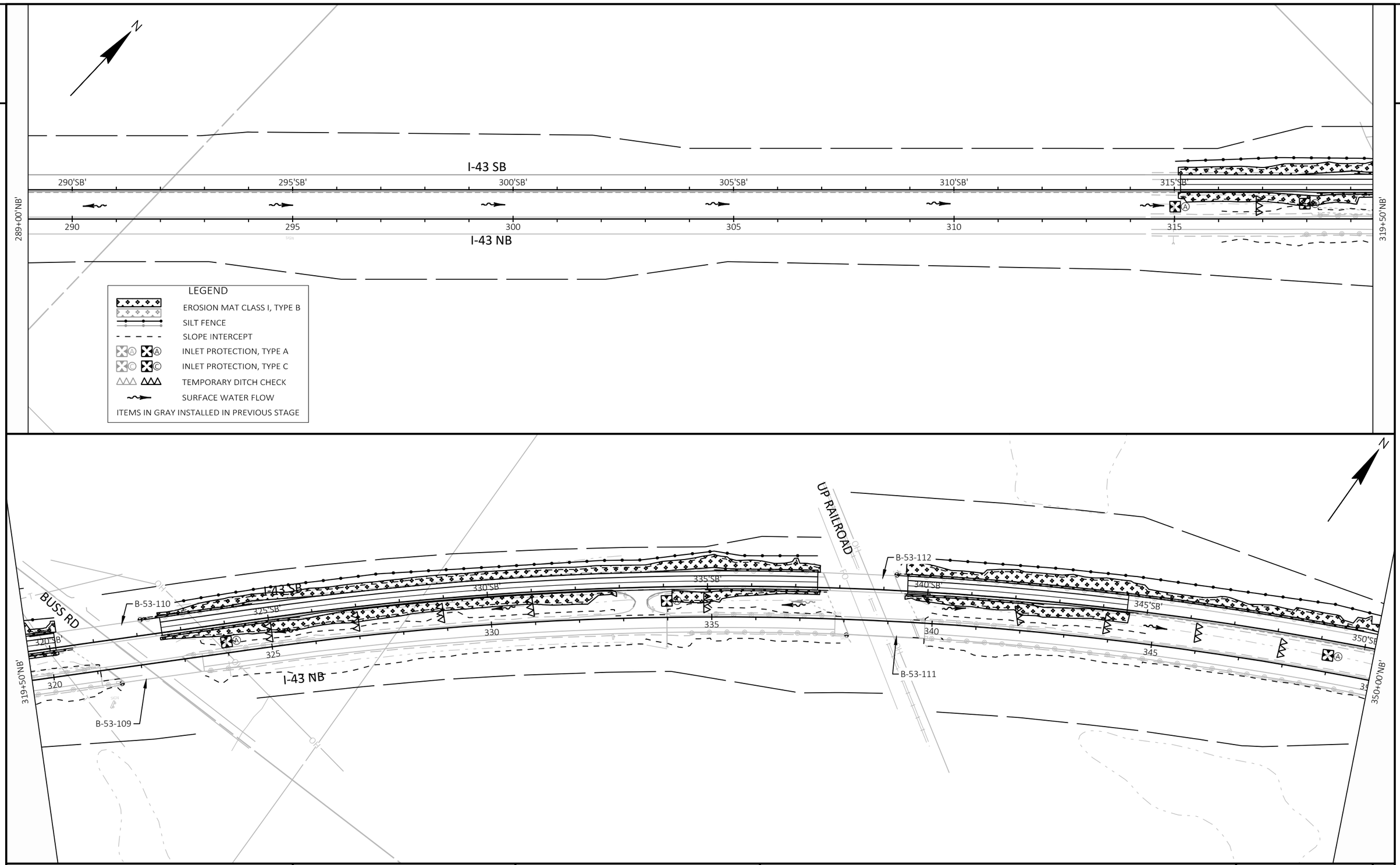




PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2	SHEET 51	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE2.DWG
LAYOUT NAME - 022002
PLOT DATE : 4/12/2024 4:34 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2	SHEET 52	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE2.DWG
LAYOUT NAME - 022003

PLOT DATE : 4/12/2024 4:35 PM

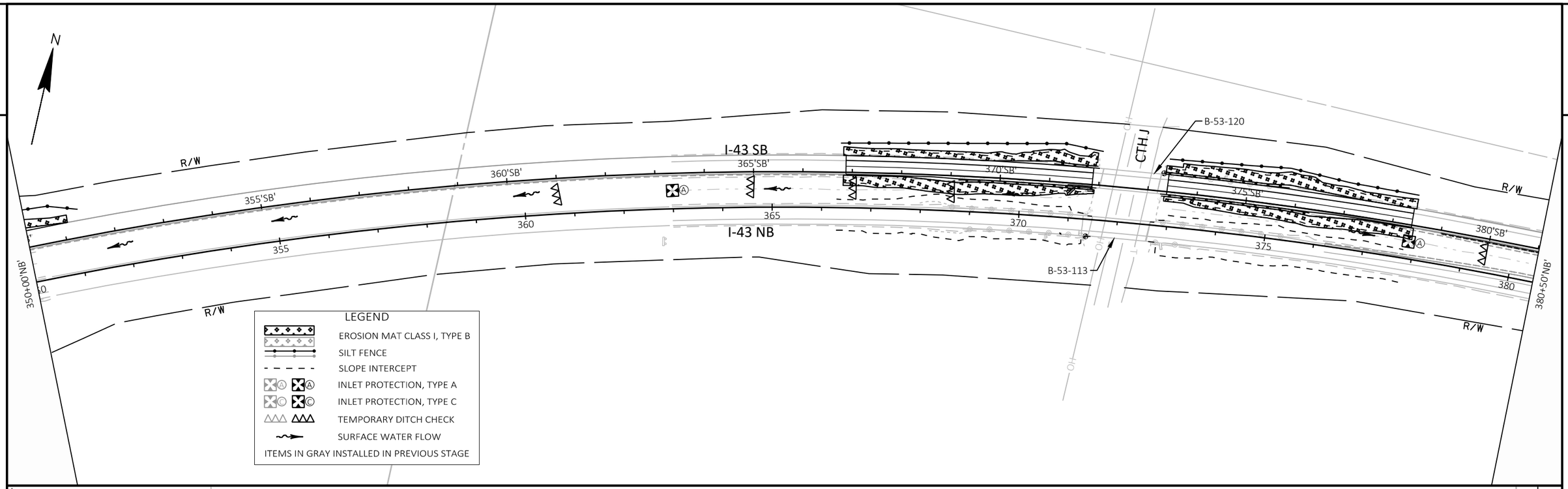
PLOT BY : AECOM
Degner, Mark

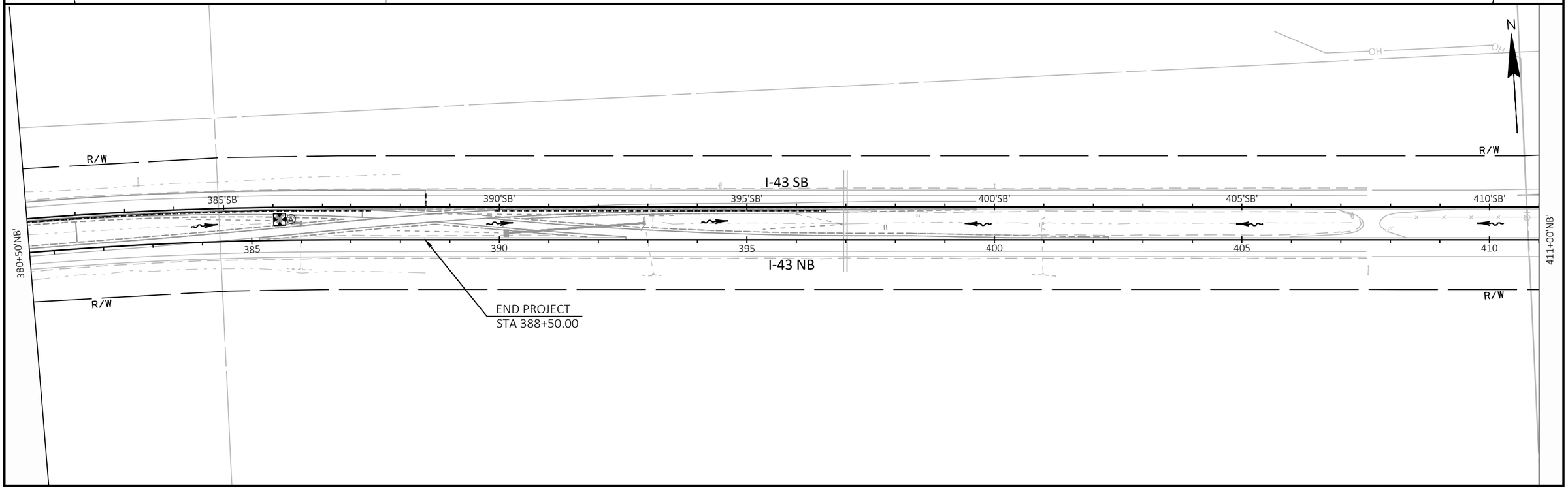
PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 2	SHEET 53	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE2.DWG
LAYOUT NAME - 022004

PLOT DATE : 4/12/2024 4:35 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

2

CTH X/HART RD

R/W

80'CA'

I-43 SB

B-53-106

170'SB'

175'SB'

180'SB'

185'SB'

190'SB'

195'SB'

85'CA'

167+00'NB'

170

175

180

185

190

195

I-43 NB

85'CR'

90'CR'

80'CR'

B-53-105

BEGIN PROJECT
STA 170+96.14
Y=217,271.062
X=513,350.916

R/W

R/W

R/W

R/W

LEGEND

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

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

197+50'NB'

OH

OH

OH

OH

R/W

I-43 SB

200'SB'

205'SB'

210'SB'

215'SB'

220'SB'

225'SB'

197+50'NB'

200

205

210

215

220

225

I-43 NB

228+00'NB'

R/W

OH

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 3	SHEET 54	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE3.DWG
LAYOUT NAME - 022001

PLOT DATE : 4/12/2024 4:43 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

CTH X/HART RD

R/W

80'CA'

I-43 SB

B-53-106

170'SB'

175'SB'

180'SB'

185'SB'

190'SB'

195'SB'

85'CA'

167+00'NB'

170

175

180

185

190

195

I-43 NB

80'CB'

85'CB'

90'CB'

B-53-105

BEGIN PROJECT
STA 170+96.14
Y=217,271.062
X=513,350.916

R/W

R/W

R/W

R/W

LEGEND

EROSION MAT CLASS I, TYPE B

SILT FENCE

SLOPE INTERCEPT

INLET PROTECTION, TYPE A

INLET PROTECTION, TYPE C

TEMPORARY DITCH CHECK

SURFACE WATER FLOW

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

OH

OH

OH

OH

R/W

I-43 SB

200'SB'

205'SB'

210'SB'

215'SB'

220'SB'

225'SB'

197+50'NB'

200

205

210

215

220

225

I-43 NB

228+00'NB'

R/W

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 4	SHEET 55	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE4.DWG
LAYOUT NAME - 022001

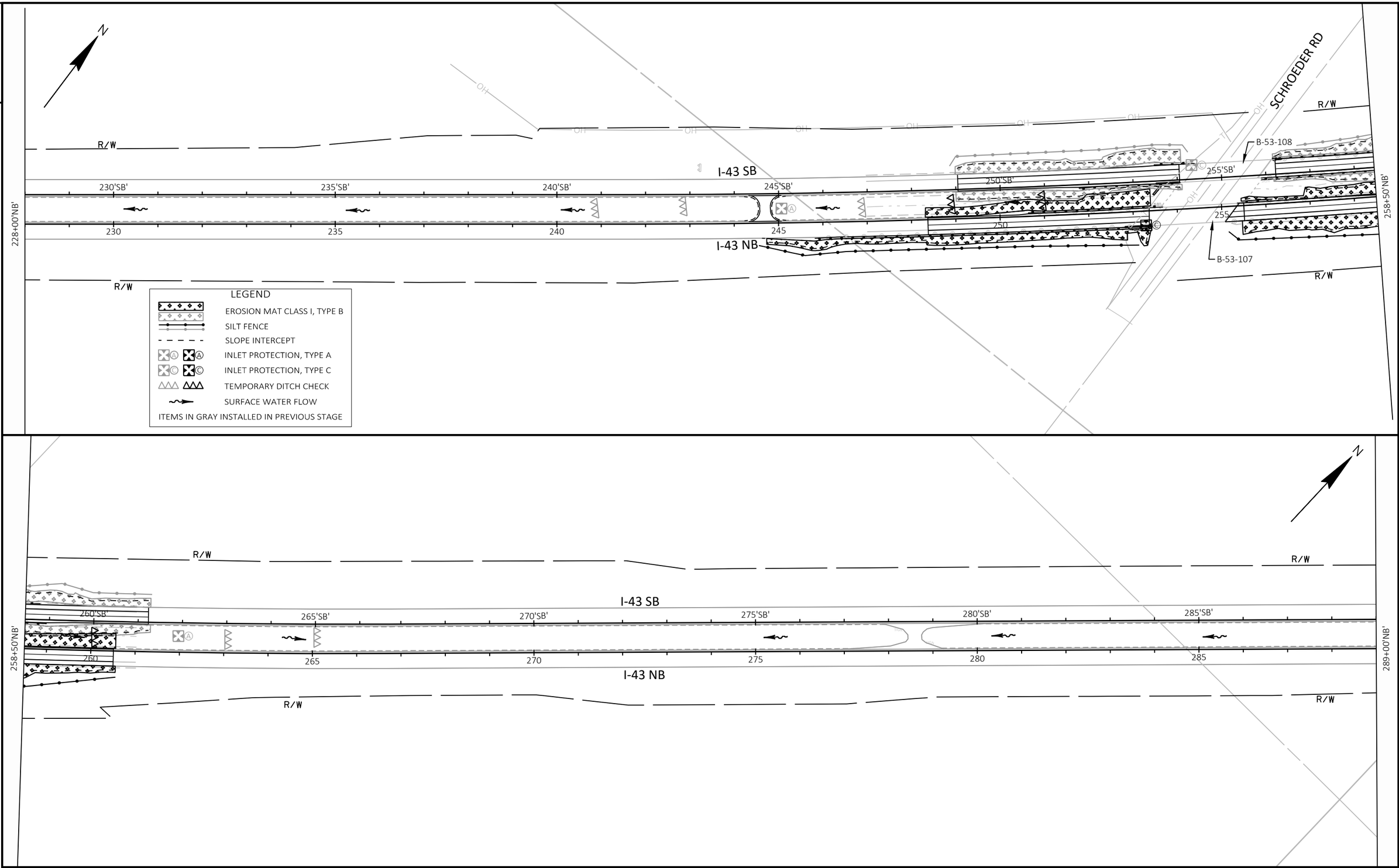
PLOT DATE : 4/12/2024 4:45 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

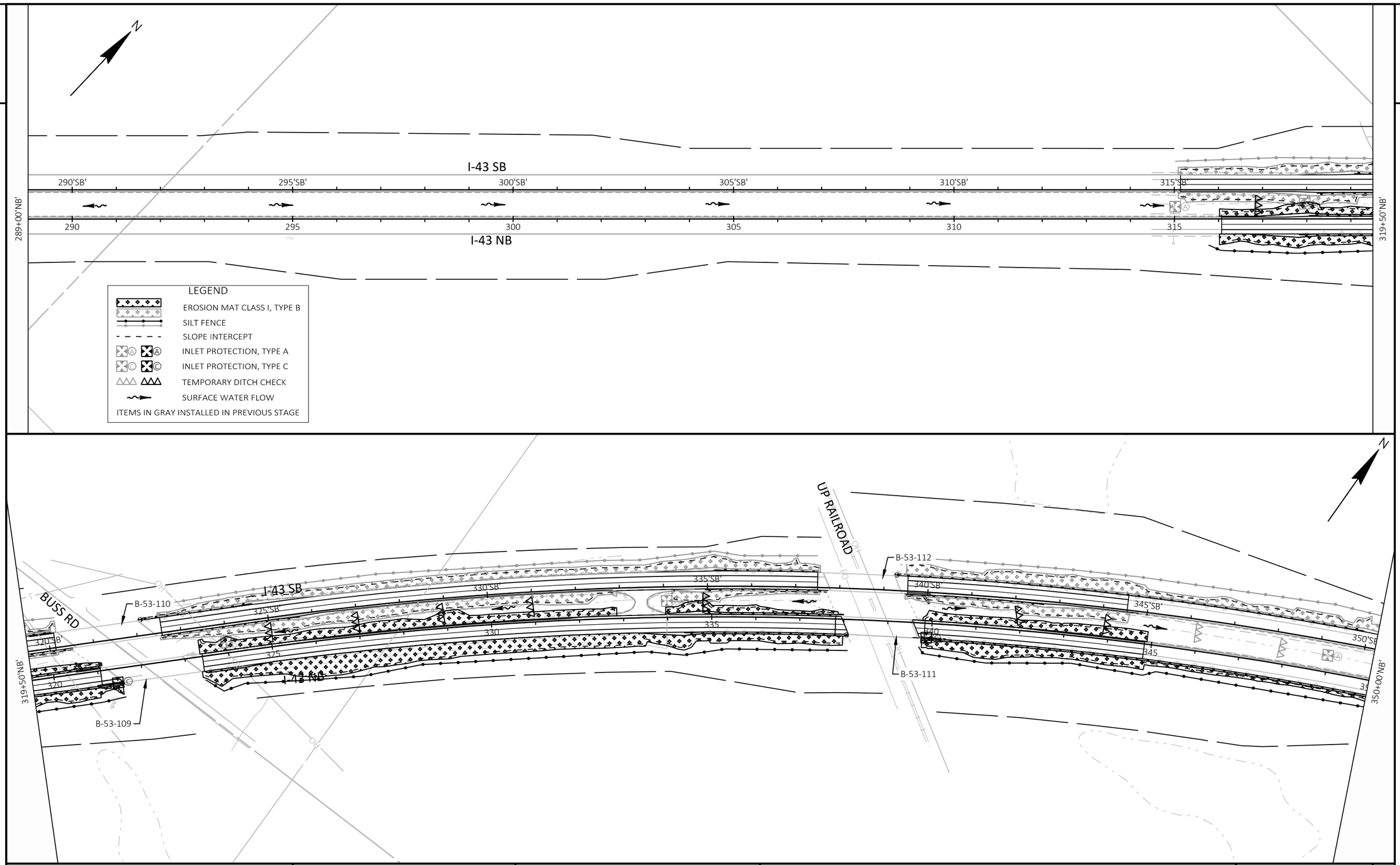


2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 4	SHEET 56	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE4.DWG
LAYOUT NAME - 022002
PLOT DATE : 4/12/2024 4:45 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

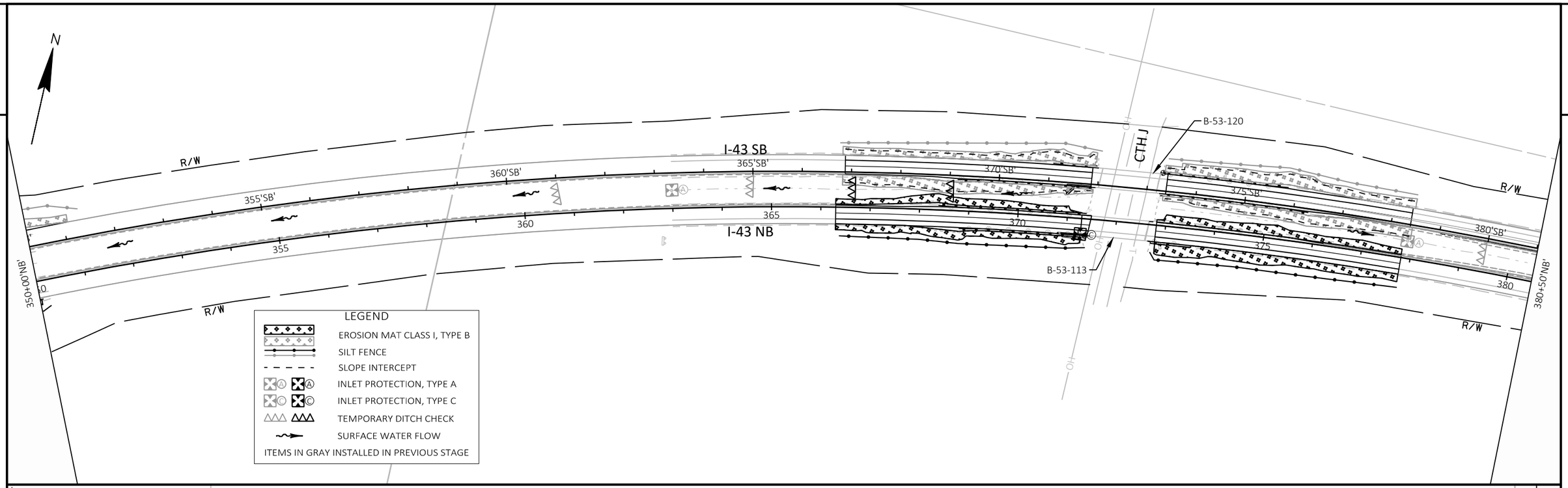
2

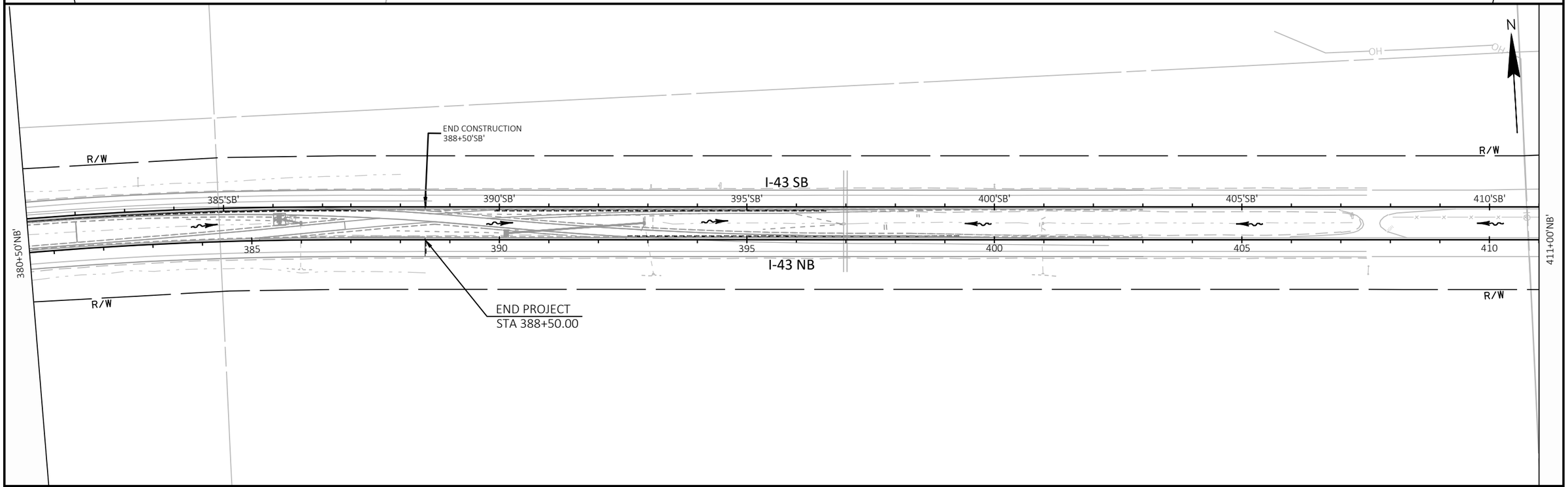


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 4	SHEET 57	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE4.DWG
LAYOUT NAME - 022003
PLOT DATE : 4/12/2024 4:45 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 4	SHEET 58	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE4.DWG
LAYOUT NAME - 022004
PLOT DATE : 4/12/2024 4:45 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

CTH X/HART RD

R/W

80'CA'

85'CA'

I-43 SB

B-53-106

170'SB'

175'SB'

180'SB'

185'SB'

190'SB'

195'SB'

167+00'NB'

170

175

180

185

190

195

I-43 NB

85'CB'

90'CB'

80'CB'

B-53-105

BEGIN PROJECT
STA 170+96.14
Y=217,271.062
X=513,350.916

R/W

R/W

R/W

LEGEND

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

ITEMS IN GRAY INSTALLED IN PREVIOUS STAGE

OH

OH

OH

OH

R/W

I-43 SB

200'SB'

205'SB'

210'SB'

215'SB'

220'SB'

225'SB'

197+50'NB'

200

205

210

215

220

225

I-43 NB

228+00'NB'

R/W

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 5	SHEET 59	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE5.DWG
LAYOUT NAME - 022001

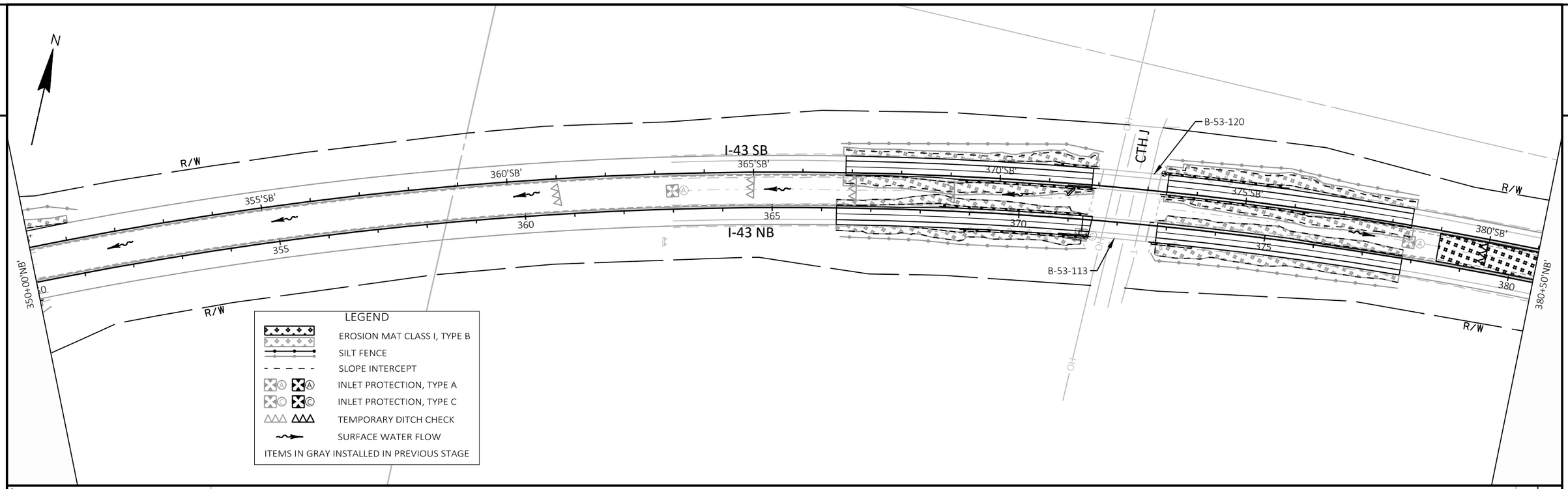
PLOT DATE : 4/12/2024 4:50 PM

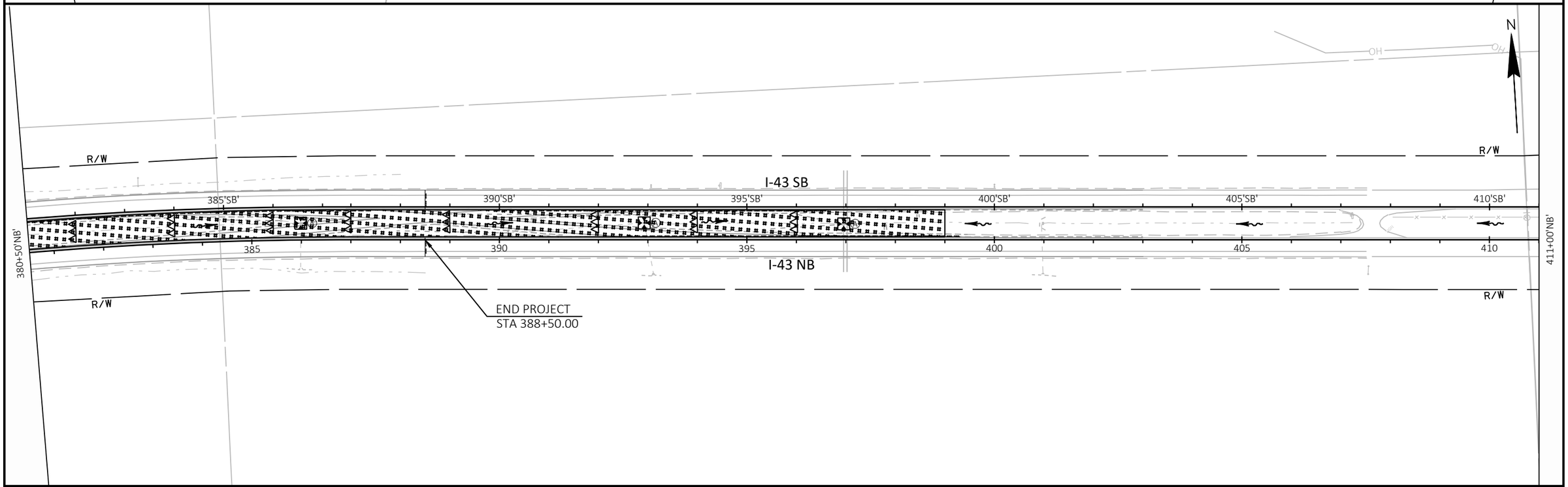
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EROSION CONTROL - STAGE 5	SHEET 60	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\022001-EC-STAGE5.DWG
LAYOUT NAME - 022004

PLOT DATE : 4/12/2024 4:51 PM

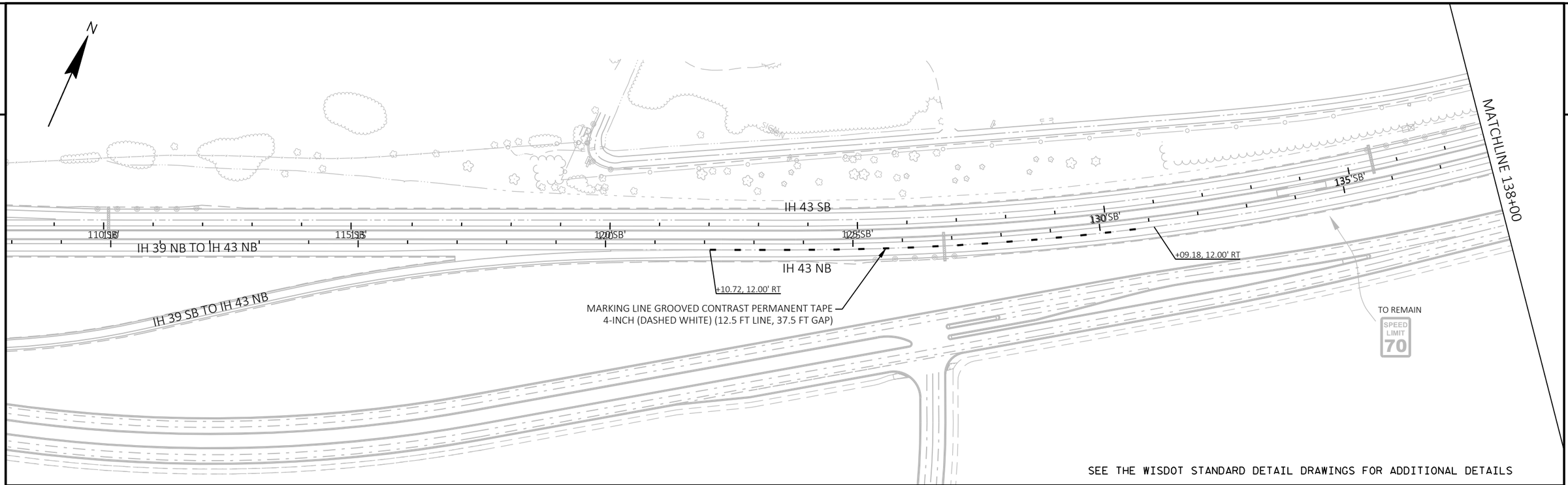
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

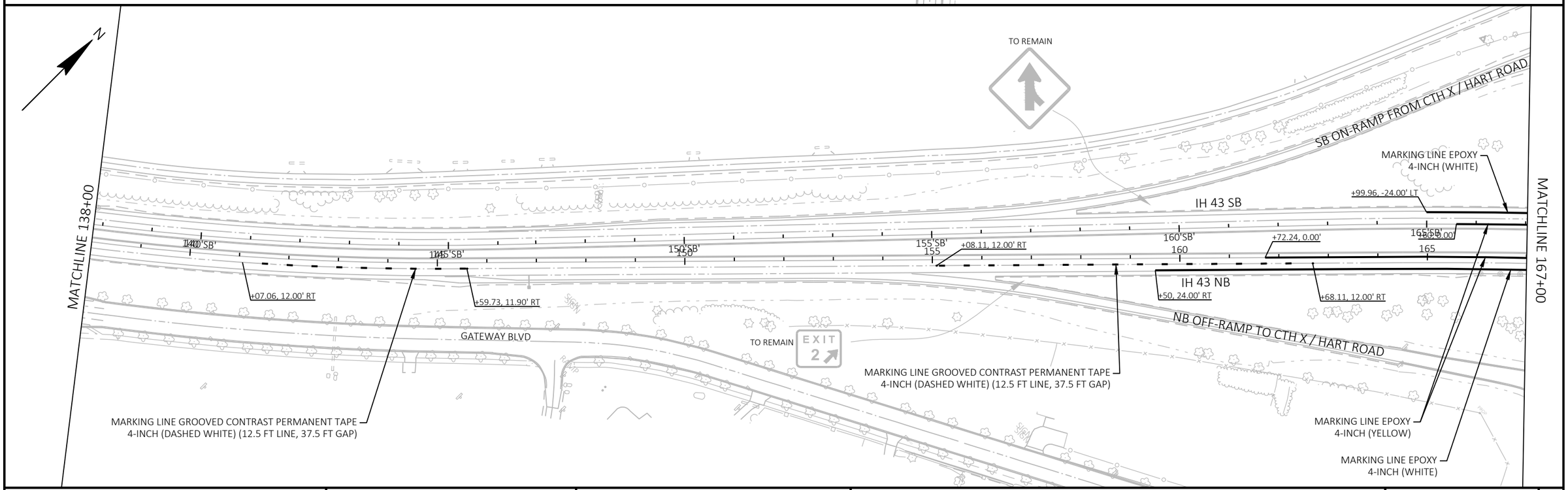
PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

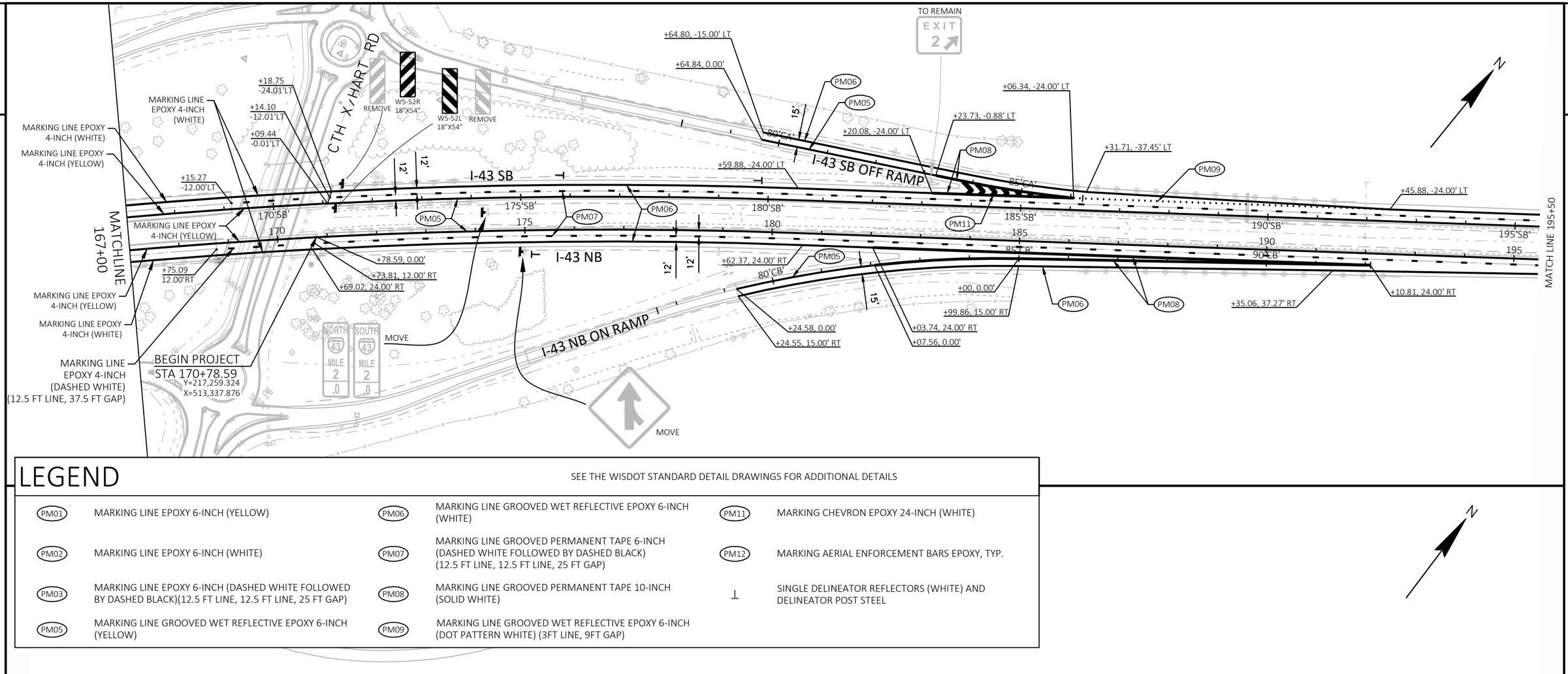


SEE THE WISDOT STANDARD DETAIL DRAWINGS FOR ADDITIONAL DETAILS



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 61	E

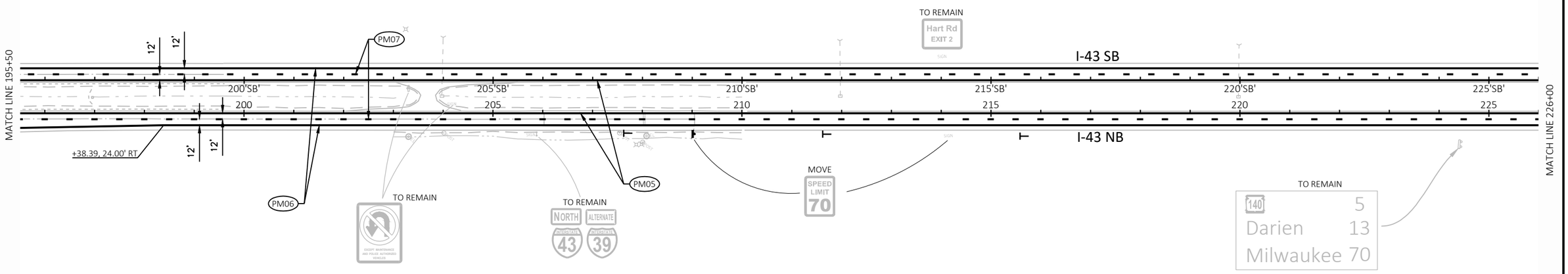
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\024501-PM.DWG
LAYOUT NAME - 24502
PLOT DATE : 4/16/2024 8:31 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



LEGEND

SEE THE WISDOT STANDARD DETAIL DRAWINGS FOR ADDITIONAL DETAILS

PM01	MARKING LINE EPOXY 6-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM02	MARKING LINE EPOXY 6-INCH (WHITE)	PM07	MARKING LINE GROOVED PERMANENT TAPE 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK) (12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
PM03	MARKING LINE EPOXY 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK)(12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM08	MARKING LINE GROOVED PERMANENT TAPE 10-INCH (SOLID WHITE)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	PM09	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)		

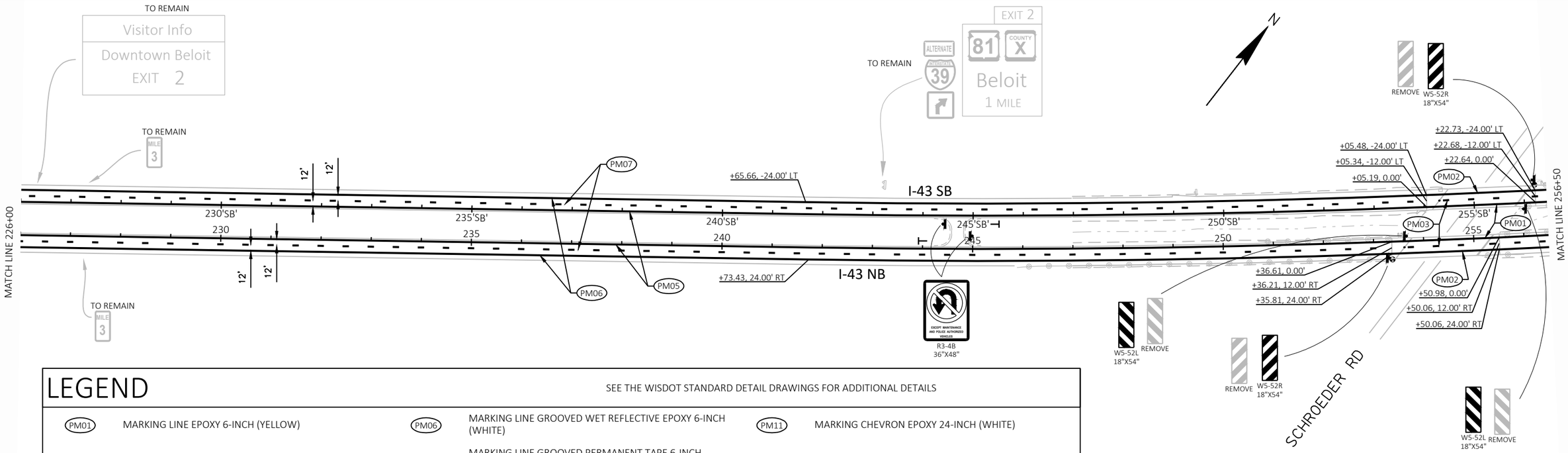


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 62	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\024501-PM.DWG
LAYOUT NAME - 24503

PLOT DATE : 8/19/2024 10:26 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:200 FT

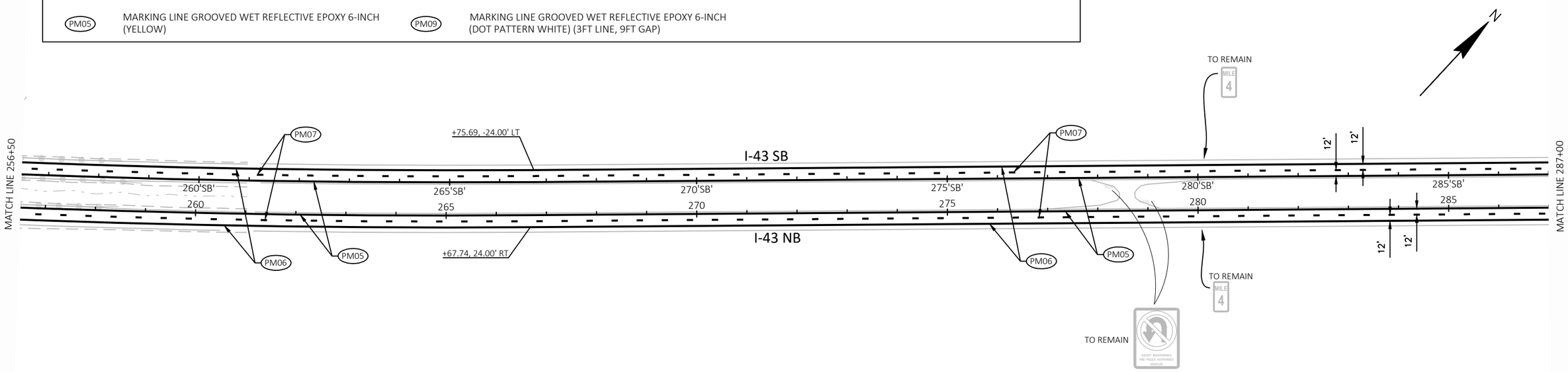
WISDOT/CADDS SHEET 44



LEGEND

SEE THE WISDOT STANDARD DETAIL DRAWINGS FOR ADDITIONAL DETAILS

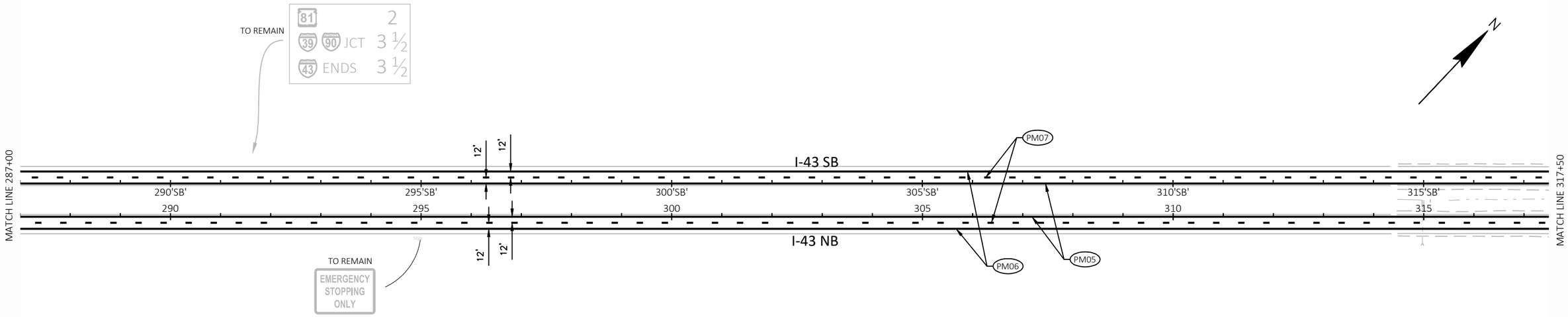
PM01	MARKING LINE EPOXY 6-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM02	MARKING LINE EPOXY 6-INCH (WHITE)	PM07	MARKING LINE GROOVED PERMANENT TAPE 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK) (12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
PM03	MARKING LINE EPOXY 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK)(12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM08	MARKING LINE GROOVED PERMANENT TAPE 10-INCH (SOLID WHITE)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	PM09	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)		



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 63	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\024501-PM.DWG
LAYOUT NAME - 24504
PLOT DATE : 8/19/2024 10:26 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

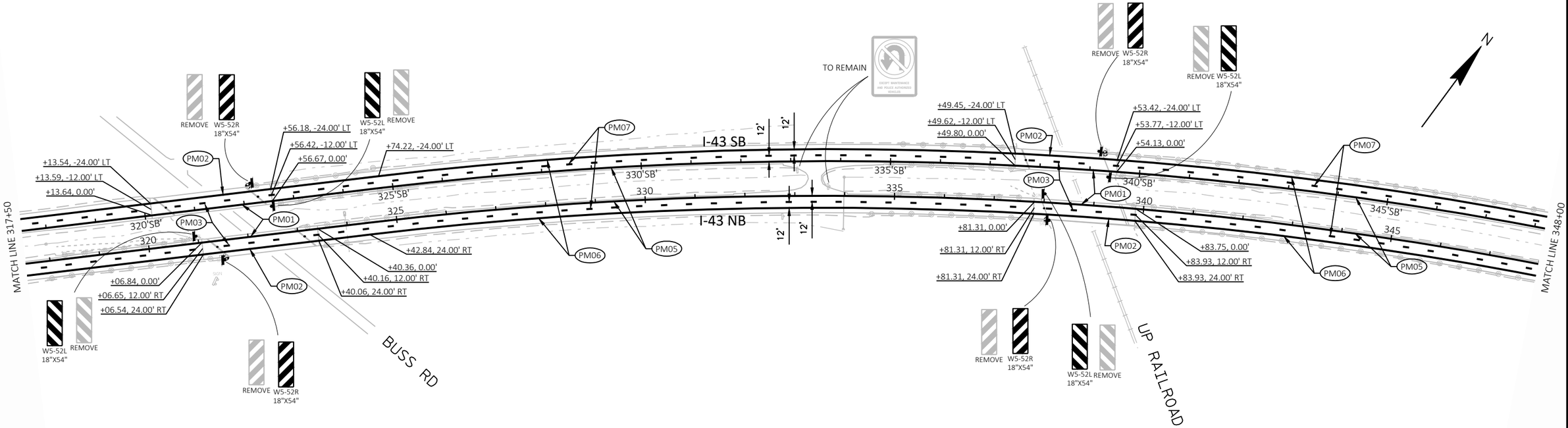
2



LEGEND

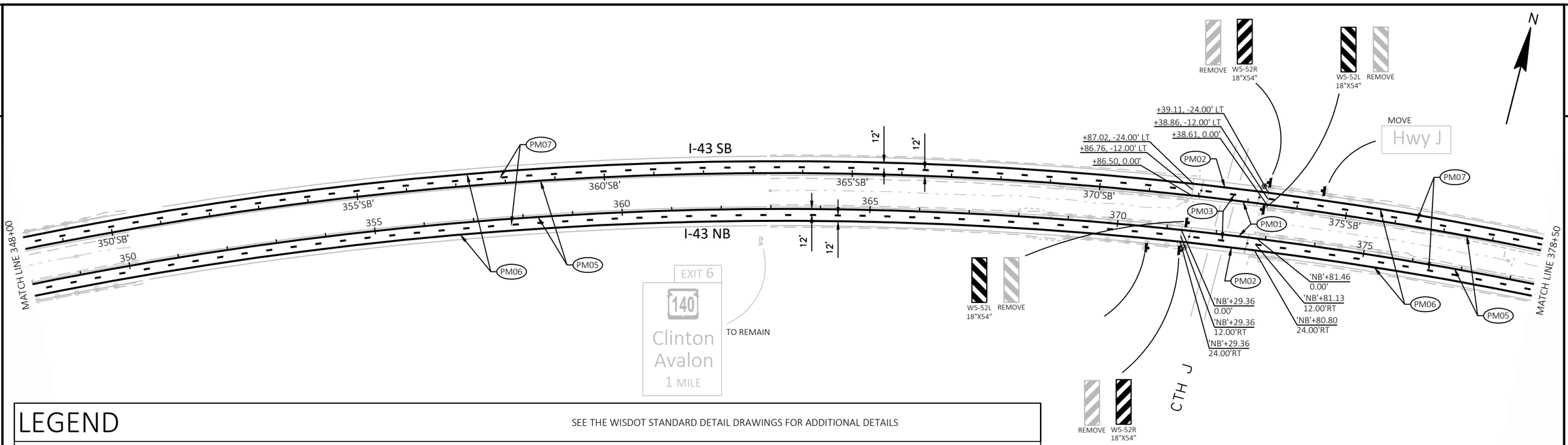
SEE THE WISDOT STANDARD DETAIL DRAWINGS FOR ADDITIONAL DETAILS

PM01	MARKING LINE EPOXY 6-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM02	MARKING LINE EPOXY 6-INCH (WHITE)	PM07	MARKING LINE GROOVED PERMANENT TAPE 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK) (12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
PM03	MARKING LINE EPOXY 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK)(12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM08	MARKING LINE GROOVED PERMANENT TAPE 10-INCH (SOLID WHITE)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	PM09	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)		



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 64	E

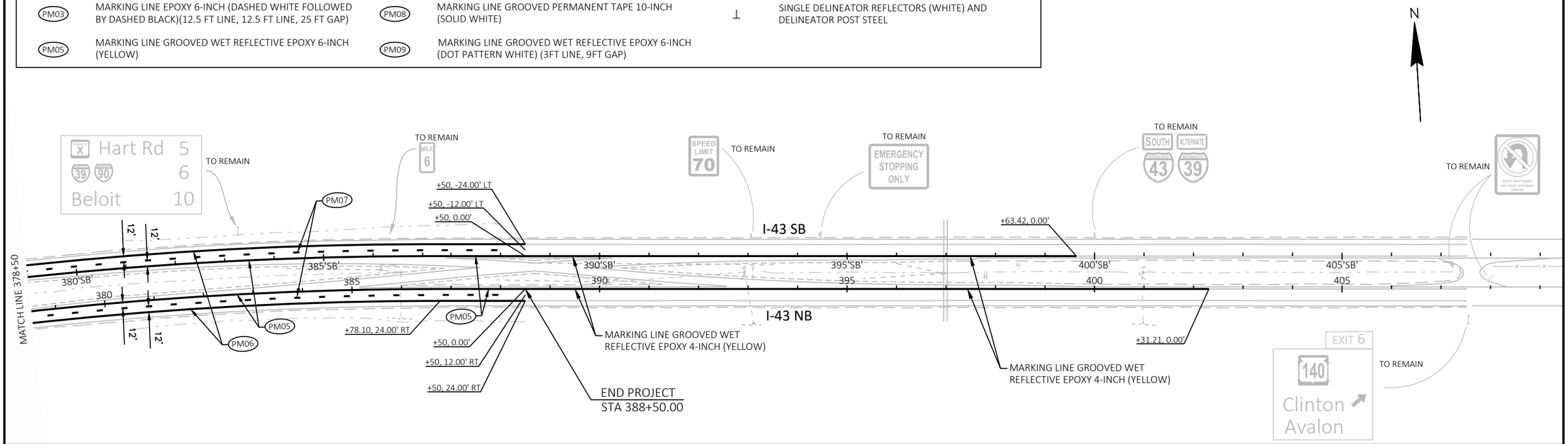
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\024501-PM.DWG
LAYOUT NAME - 24505
PLOT DATE : 8/19/2024 10:26 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



LEGEND

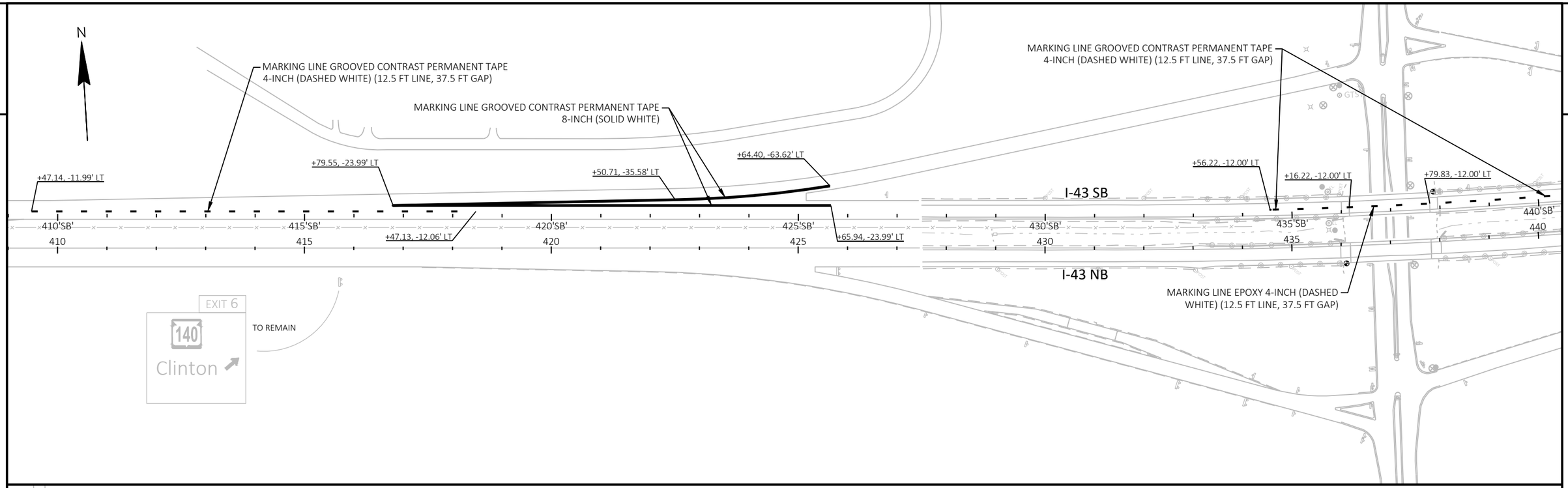
SEE THE WISDOT STANDARD DETAIL DRAWINGS FOR ADDITIONAL DETAILS

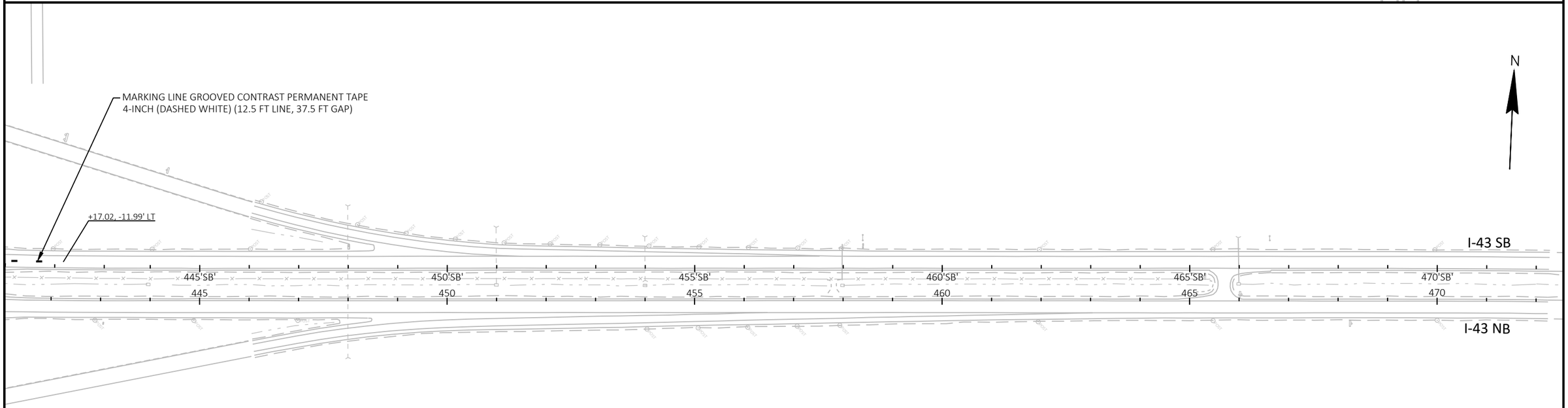
PM01	MARKING LINE EPOXY 6-INCH (YELLOW)	PM06	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)	PM11	MARKING CHEVRON EPOXY 24-INCH (WHITE)
PM02	MARKING LINE EPOXY 6-INCH (WHITE)	PM07	MARKING LINE GROOVED PERMANENT TAPE 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK) (12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM12	MARKING AERIAL ENFORCEMENT BARS EPOXY, TYP.
PM03	MARKING LINE EPOXY 6-INCH (DASHED WHITE FOLLOWED BY DASHED BLACK)(12.5 FT LINE, 12.5 FT LINE, 25 FT GAP)	PM08	MARKING LINE GROOVED PERMANENT TAPE 10-INCH (SOLID WHITE)	⊥	SINGLE DELINEATOR REFLECTORS (WHITE) AND DELINEATOR POST STEEL
PM05	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW)	PM09	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOT PATTERN WHITE) (3FT LINE, 9FT GAP)		



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 65 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\024501-PM.DWG
LAYOUT NAME - 24506
PLOT DATE : 8/19/2024 10:26 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING AND MARKING	SHEET 66	E

2

2

E LITTLE LN

IH 43 SB

IH 43 NB

GTST

N

POST

EL

CMV
INSPECTION
SITE

D4-54L (MOD)
48"X48"

NO
PARKING
ANY
TIME

R7-1D
18"X24"

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES

R3-4A
36"X12"

STH 140

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING - CMV INSPECTION SITE	SHEET 67	E

FILE NAME : G:\WDOTCO\19041-000 (BHM ASSISTANT)\IH 43 VWS ROCK COUNTY\CIVIL 3D\SHEETSPLAN\023201-PS (CMV SIGNING LOCATIONS).DWG
LAYOUT NAME - Plan 1 IN 20 FT

PLOT DATE : 3/26/2024 2:15 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

GENERAL NOTES FOR TRAFFIC CONTROL

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

TRAFFIC CONTROL - STAGING SUMMARY

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

TRAFFIC CONTROL INDEX OF SHEETS

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

LEGEND: TEMPORARY PAVEMENT MARKINGS (ALL STAGES)

- PT01 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)
- PT02 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)
- PT03 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE LANE DROP, 3FT DASH, 9FT GAP)
- PT04 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE)
- TP05 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW)
- TP06 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)
- TP07 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE LANE DROP, 3FT DASH, 9FT GAP)
- TP08 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)
- REMOVING PAVEMENT MARKINGS

FOR PERMANENT PAVEMENT MARKING, SEE PAVEMENT MARKING SHEETS

LEGEND: TRAFFIC CONTROL SYMBOLS (ALL STAGES)

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

2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL GENERAL NOTES & LEGEND	SHEET 68	E

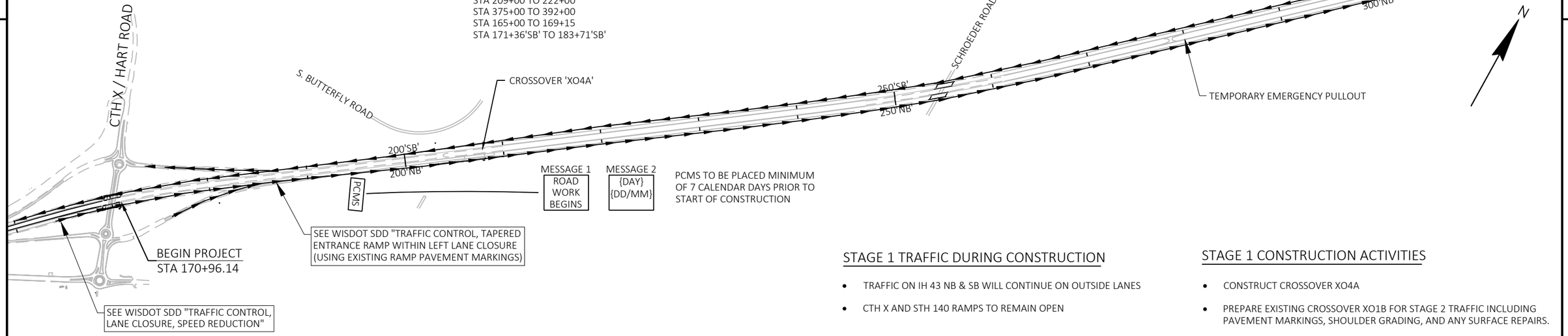
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025000_TC_NOTES.DWG
LAYOUT NAME - 1
PLOT DATE : 4/17/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

2

PRE-STAGE 1 TRAFFIC AND CONSTRUCTION ACTIVITIES

SHIFT IH 43 NB AND SB TRAFFIC TO INSIDE LANES UTILIZING WISDOT SDD "TRAFFIC CONTROL, LANE CLOSURE" TO MILL AND OVERLAY SHOULDER RUMBLE STRIPS. LANE CLOSURES IN ONE DIRECTION OF TRAVEL SHALL BE IN PLACE DAILY AND LESS THAN 4 CONSECUTIVE DAYS. NO PAVEMENT DROP-OFFS ARE PERMITTED ADJACENT TO OPEN TRAVEL LANES.

MILL AND OVERLAY SHOULDER RUMBLE STRIPS AT:
STA 161+25 TO 168+92
STA 170+96 TO 182+58
STA 193+00 TO 206+00
STA 209+00 TO 222+00
STA 375+00 TO 392+00
STA 165+00 TO 169+15
STA 171+36'SB' TO 183+71'SB'

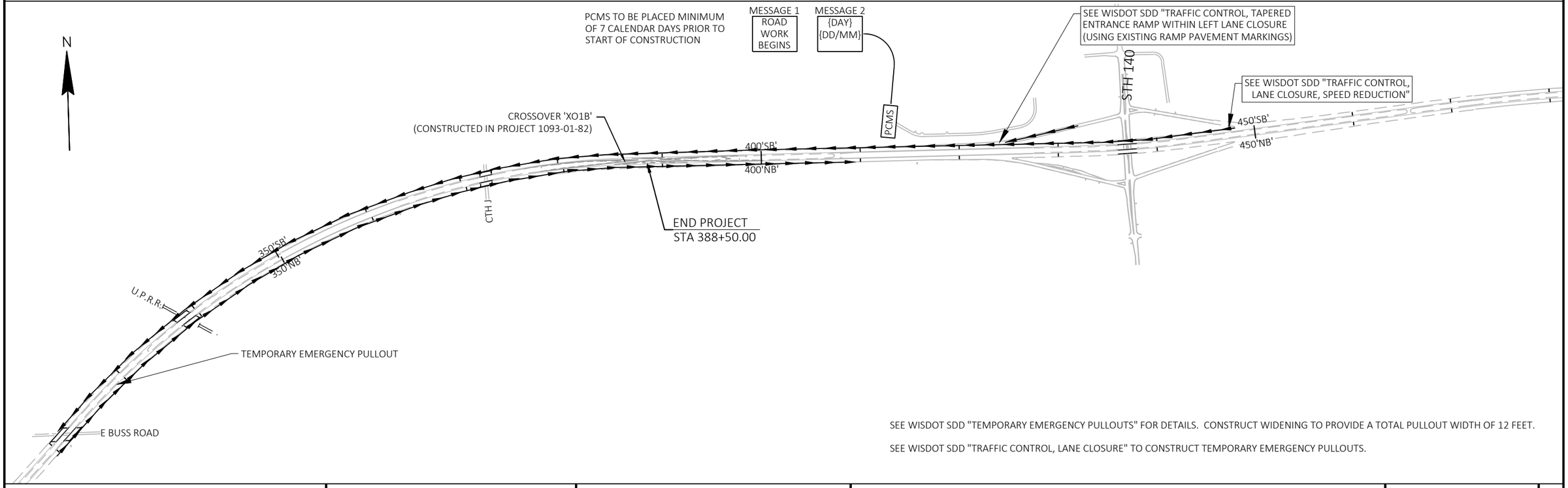


STAGE 1 TRAFFIC DURING CONSTRUCTION

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

STAGE 1 CONSTRUCTION ACTIVITIES

- CONSTRUCT CROSSOVER XO4A
- PREPARE EXISTING CROSSOVER XO1B FOR STAGE 2 TRAFFIC INCLUDING PAVEMENT MARKINGS, SHOULDER GRADING, AND ANY SURFACE REPAIRS.
- CONSTRUCT MEDIAN EMERGENCY PULLOUTS AT IH 43 NB STA 280+00 AND 330+00.

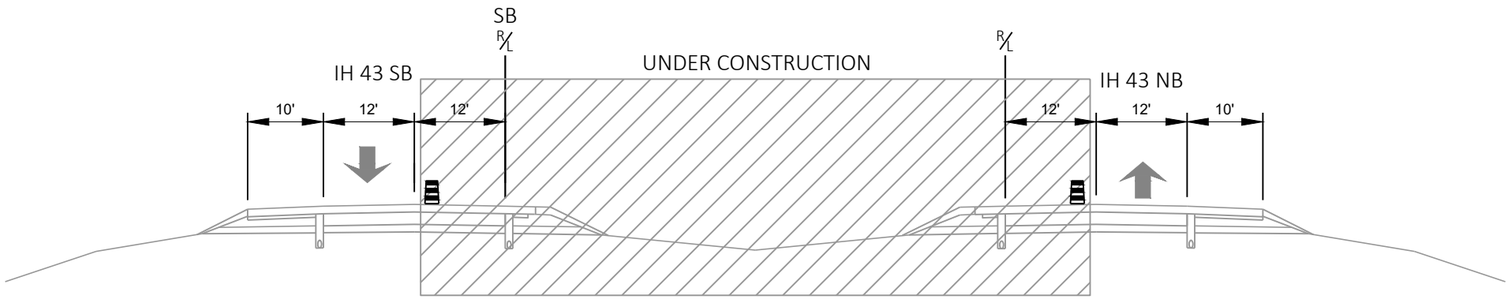


SEE WISDOT SDD "TEMPORARY EMERGENCY PULLOUTS" FOR DETAILS. CONSTRUCT WIDENING TO PROVIDE A TOTAL PULLOUT WIDTH OF 12 FEET.

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

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 1	SHEET 69	E

2

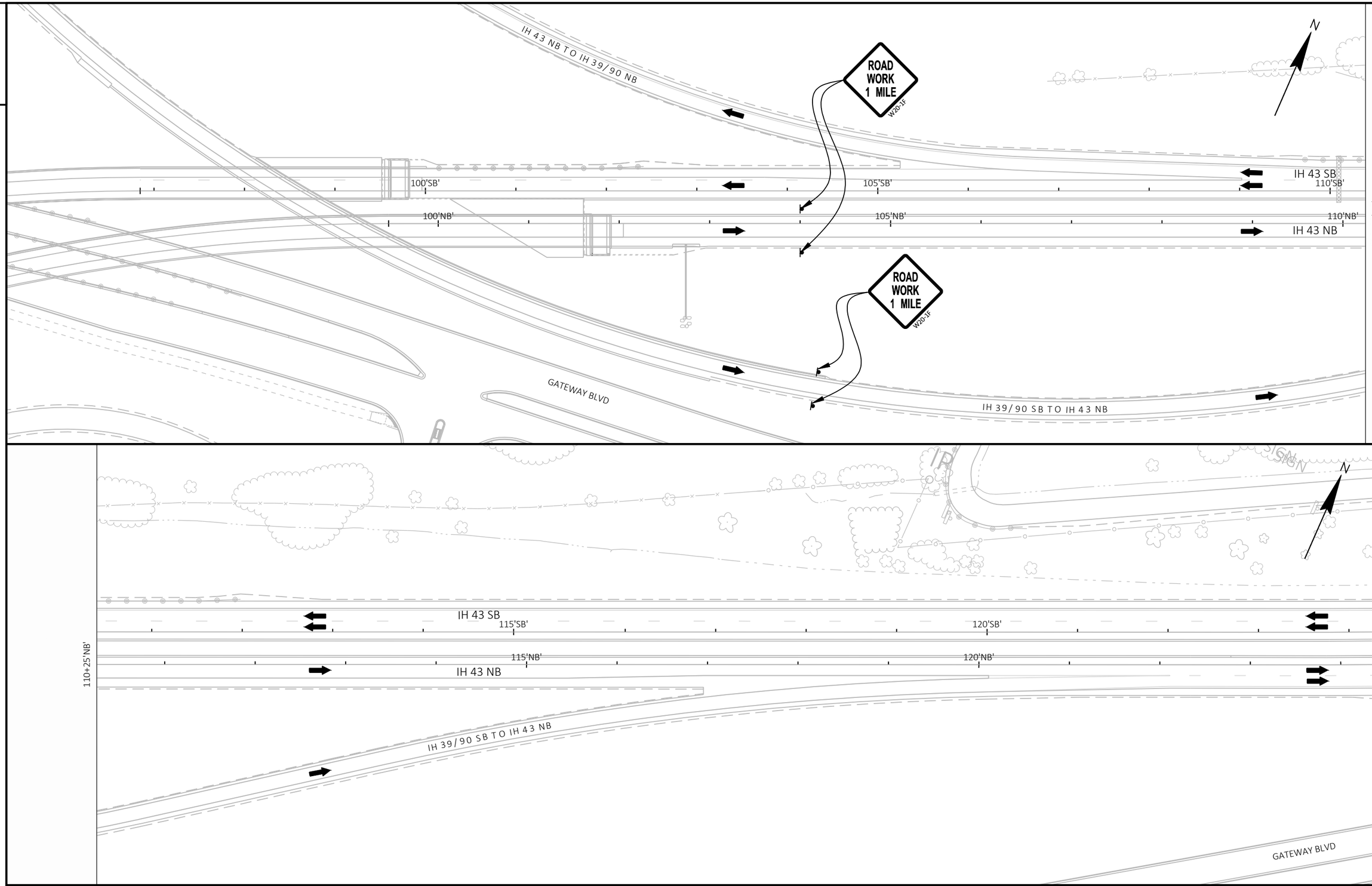


STAGE 1

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1 TYPICAL SECTION	SHEET 70	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\020301_TS.DWG
LAYOUT NAME - 04 TC 1
PLOT DATE : 2/1/2024 3:33 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

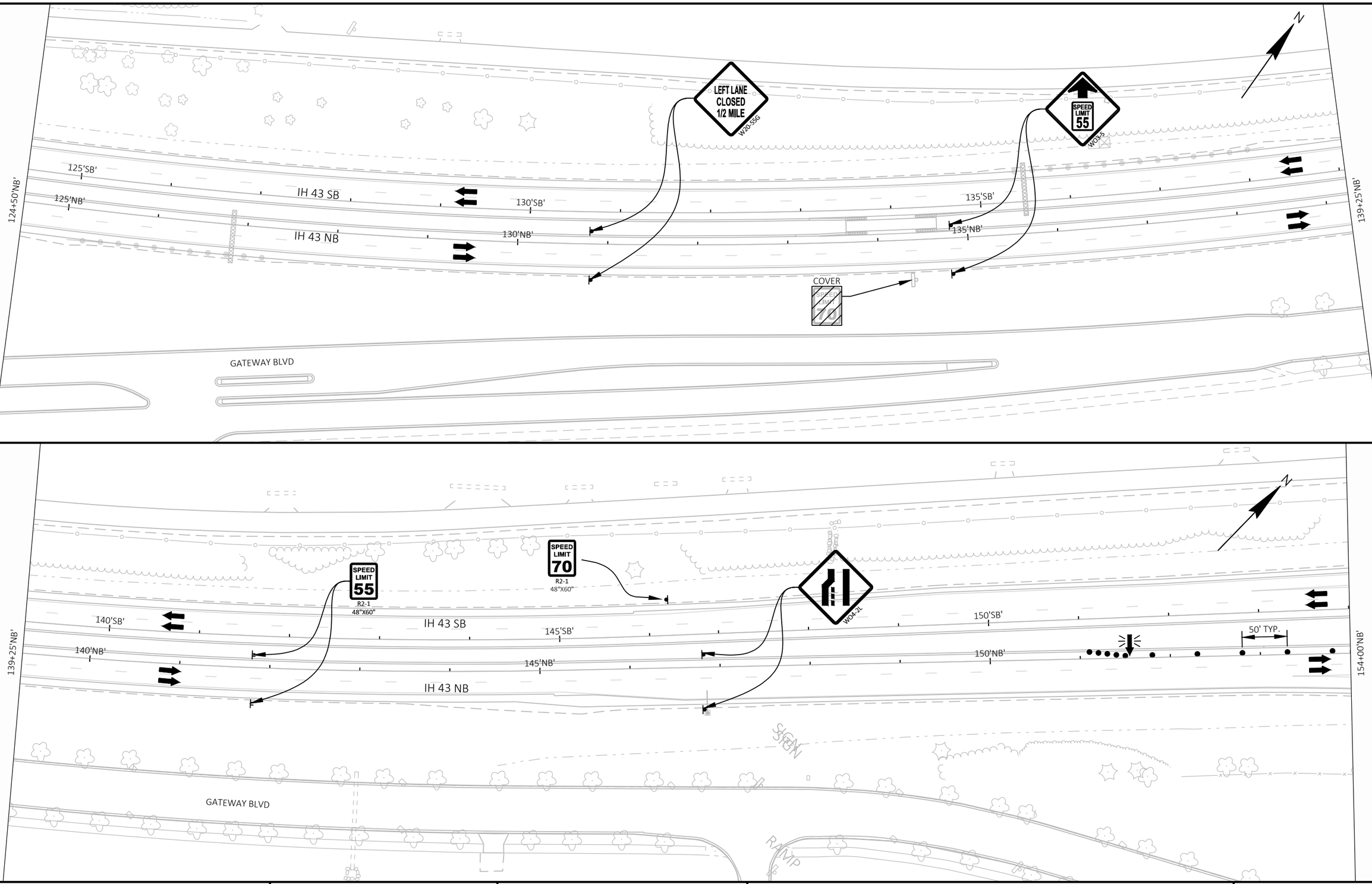
2



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 71	E

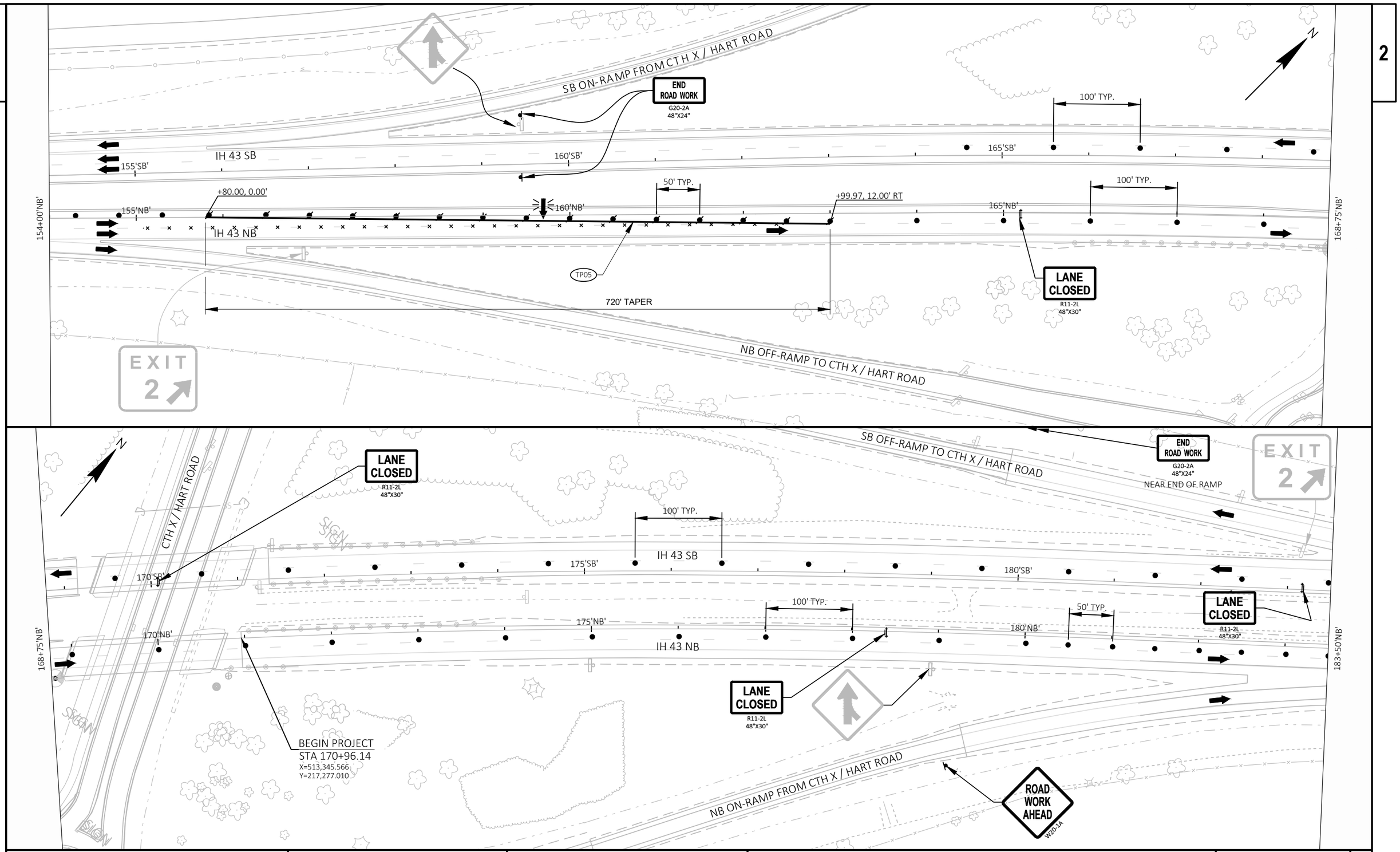
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025101
PLOT DATE : 4/16/2024 9:38 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



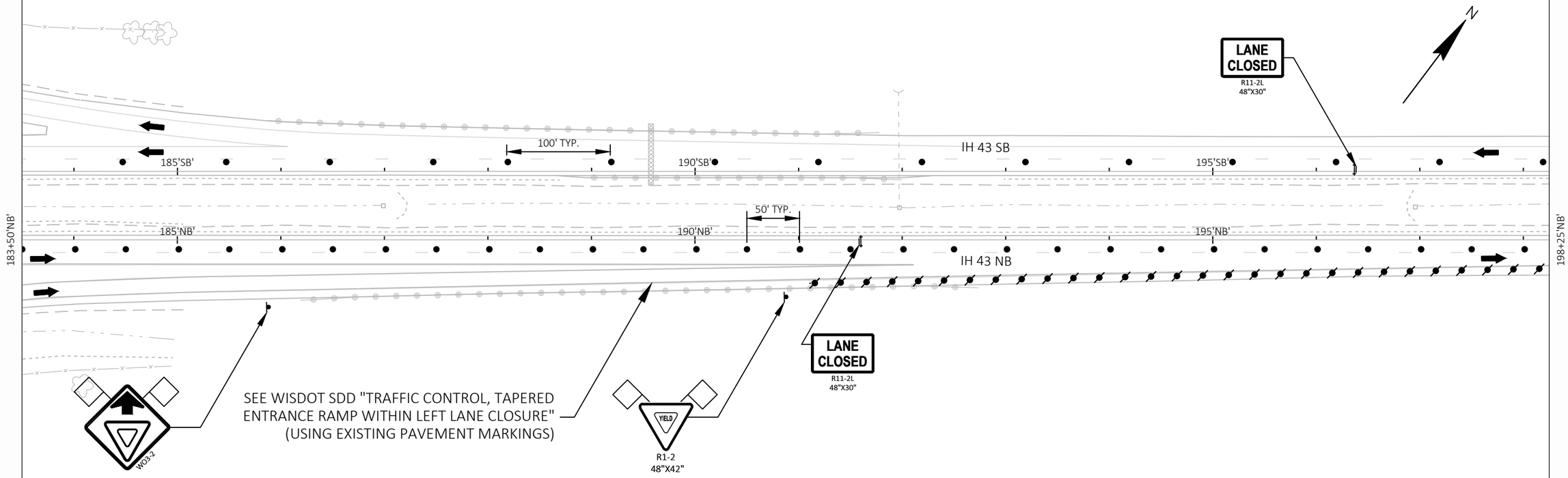
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 72	E

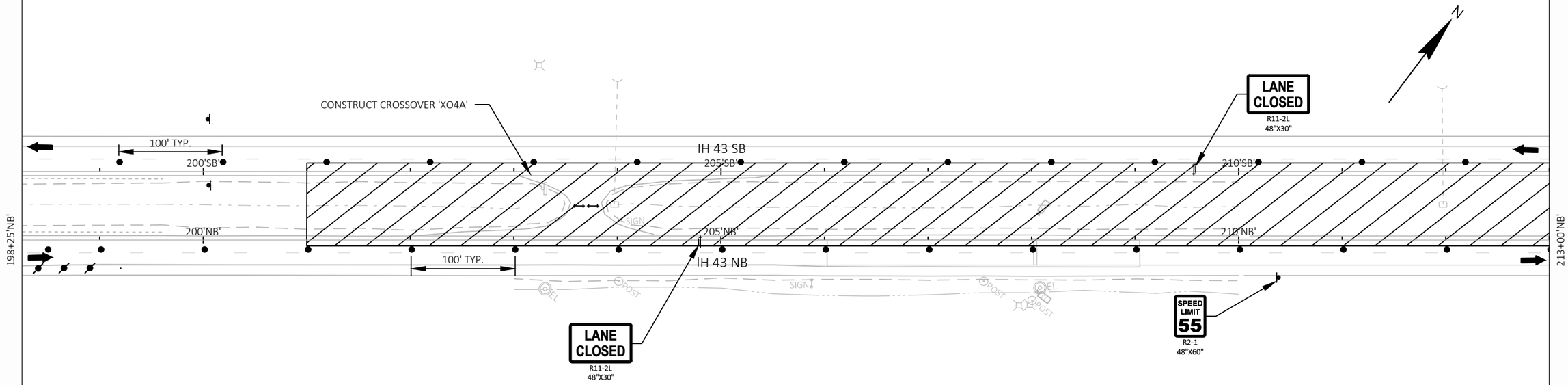
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025102
PLOT DATE : 4/16/2024 9:38 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



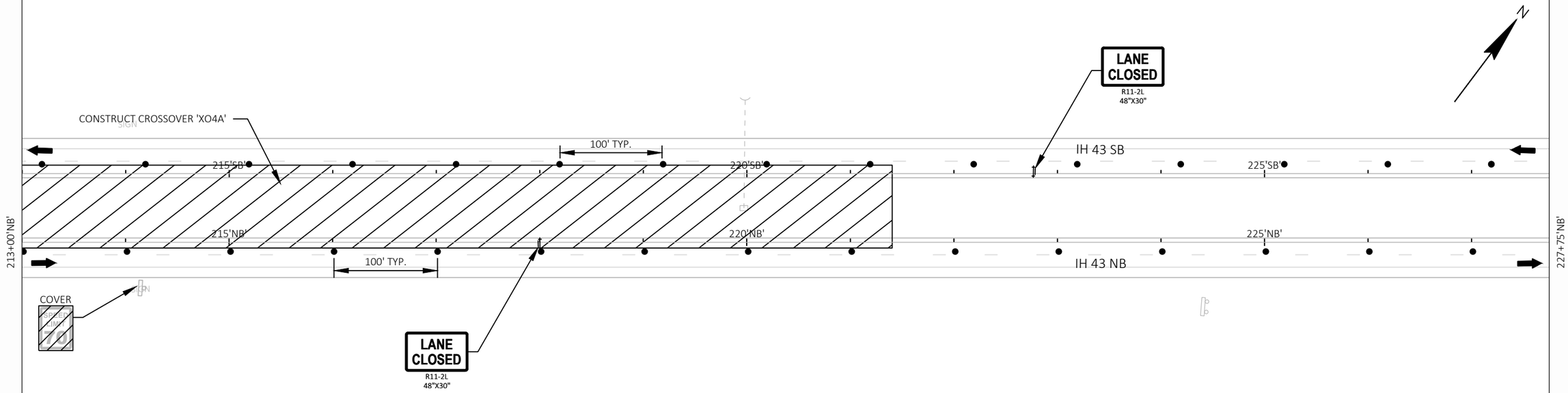
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 73	E

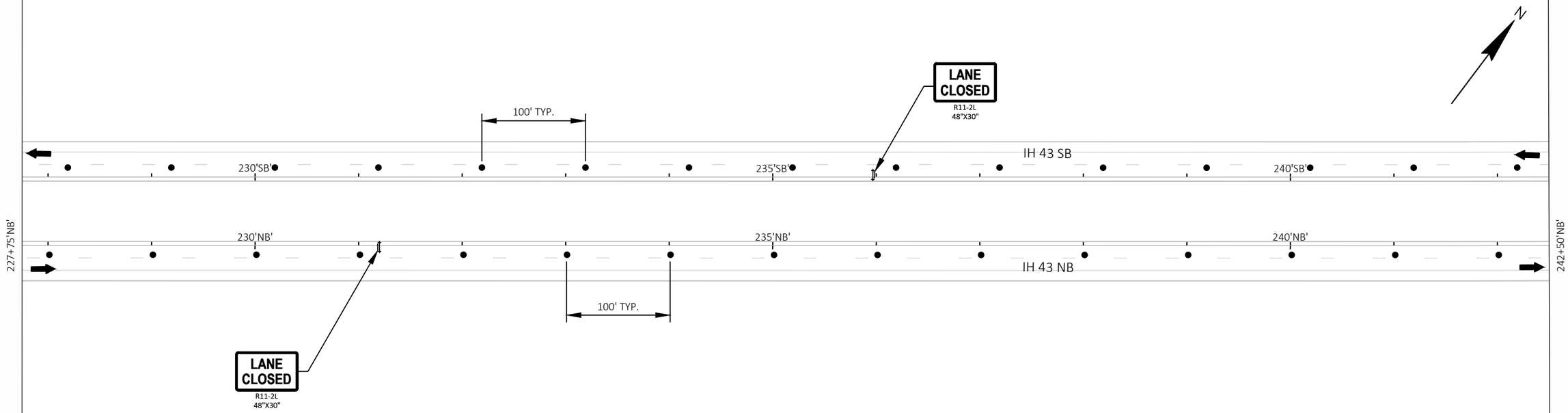
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025103
PLOT DATE : 8/21/2024 10:07 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


LANE CLOSED
R11-2L
48"X30"
100' TYP.
185'SB'
190'SB'
IH 43 SB
195'SB'
183+50'NB'
50' TYP.
185'NB'
190'NB'
195'NB'
IH 43 NB
198+25'NB'
LANE CLOSED
R11-2L
48"X30"
W03-2
SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE" (USING EXISTING PAVEMENT MARKINGS)
YIELD
R1-2
48"X42"


CONSTRUCT CROSSOVER 'XO4A'
LANE CLOSED
R11-2L
48"X30"
100' TYP.
200'SB'
IH 43 SB
205'SB'
210'SB'
198+25'NB'
200'NB'
205'NB'
210'NB'
213+00'NB'
100' TYP.
IH 43 NB
SIGN
POST
EL
SPEED LIMIT
55
R2-1
48"X60"
LANE CLOSED
R11-2L
48"X30"

2

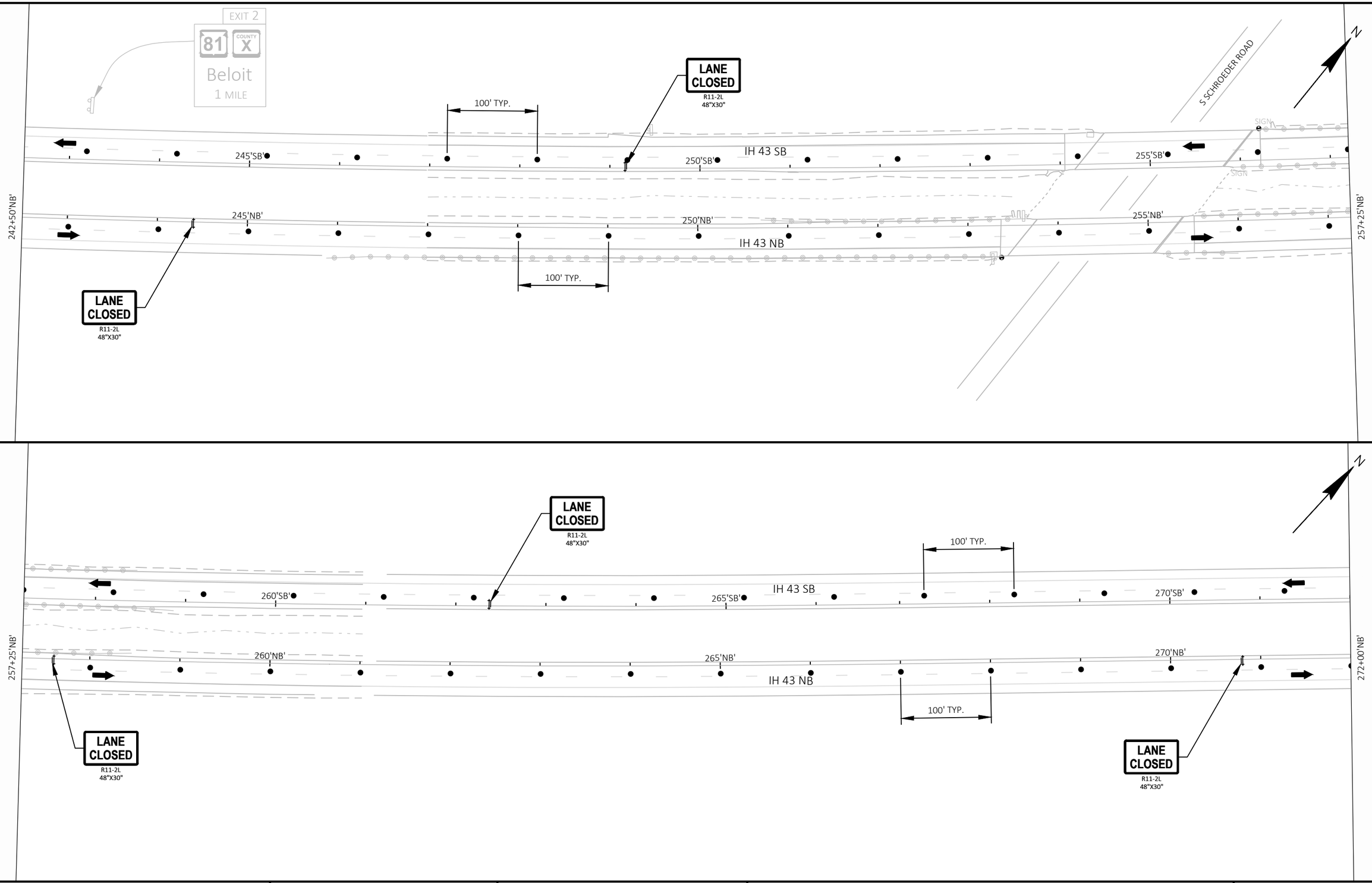




2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 75	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025105
PLOT DATE : 4/16/2024 9:39 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 76	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025106

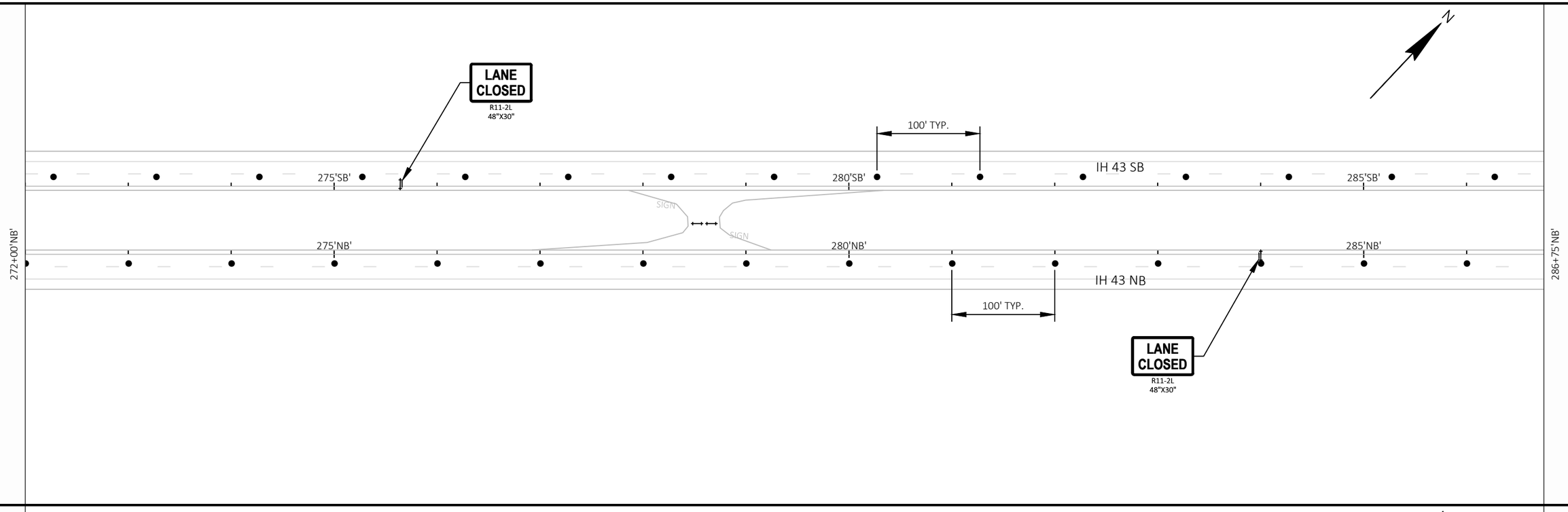
PLOT DATE : 4/16/2024 9:39 PM

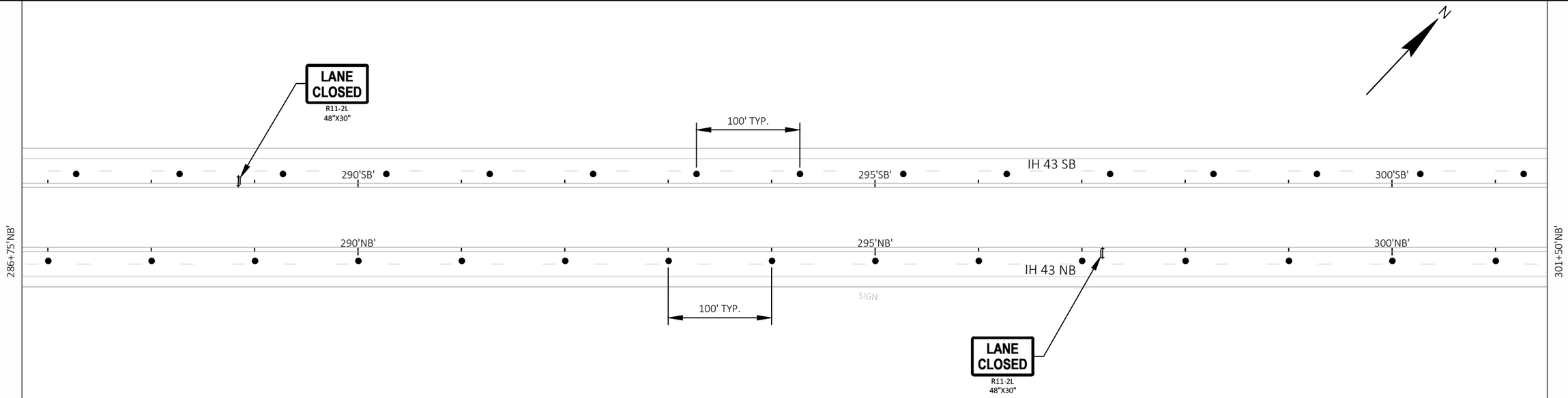
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

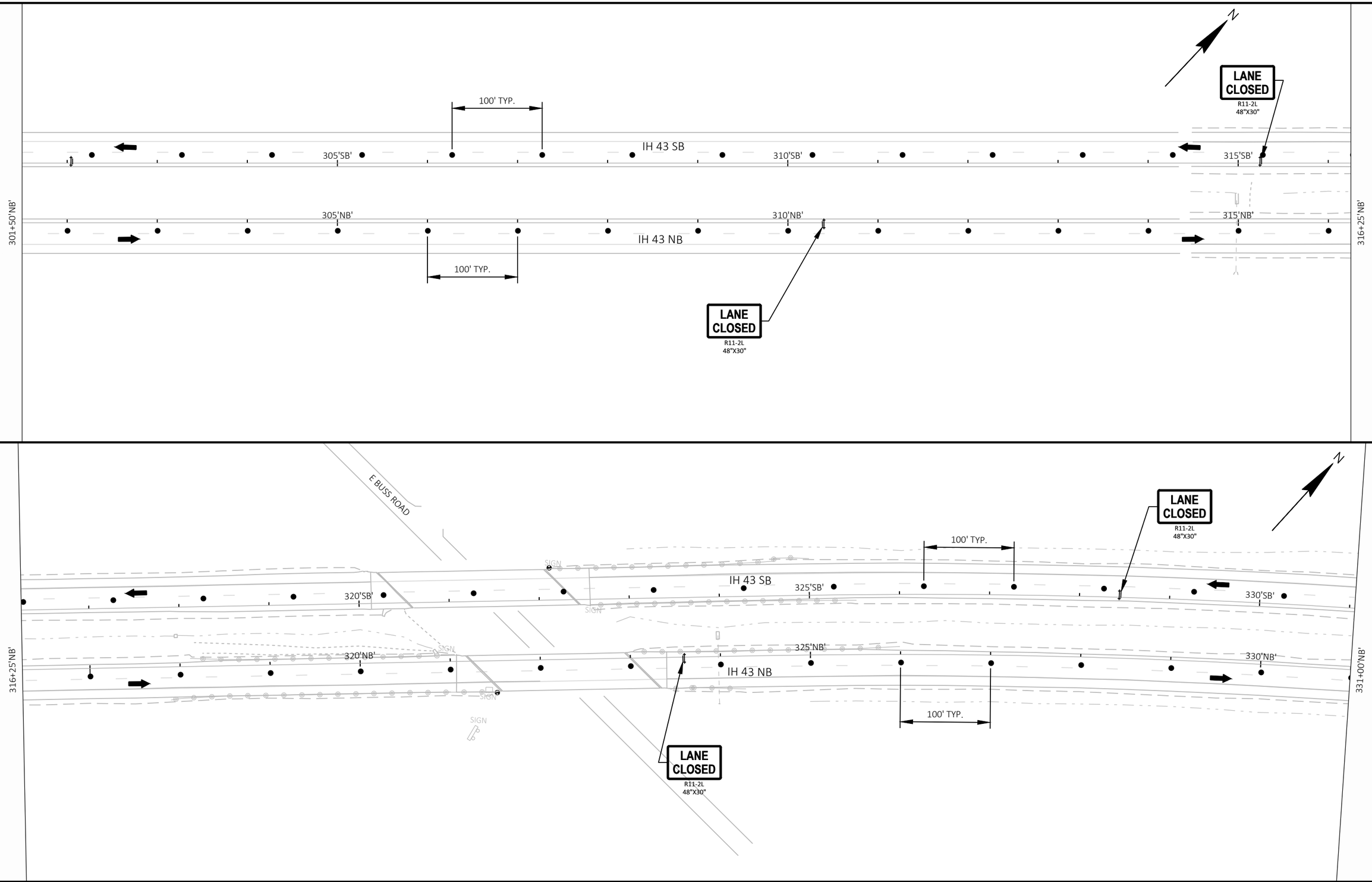




PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 77	E

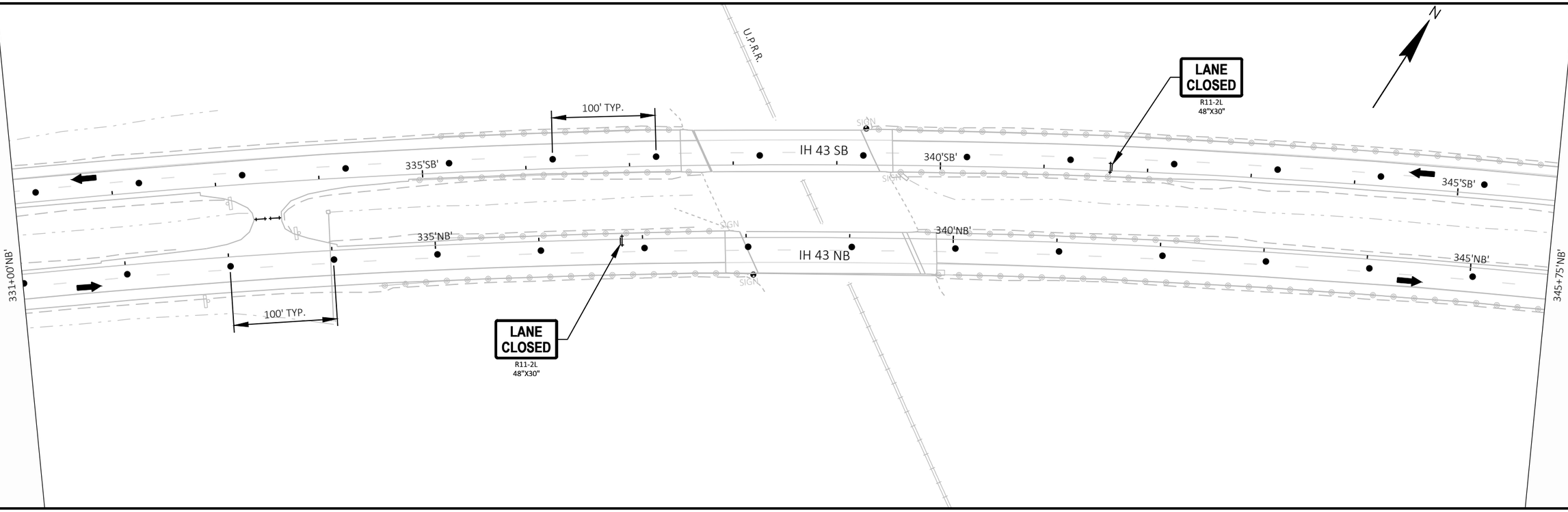
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025107
PLOT DATE : 4/16/2024 9:39 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

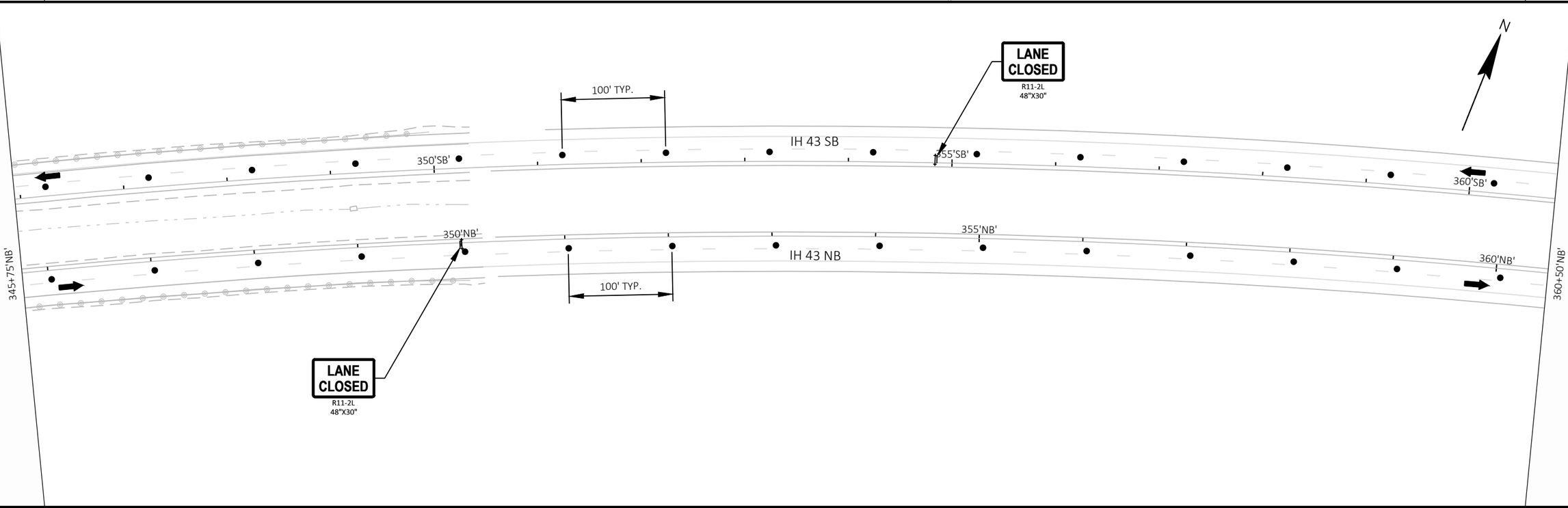
2



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 78	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025108
PLOT DATE : 4/16/2024 9:39 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 79	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025109

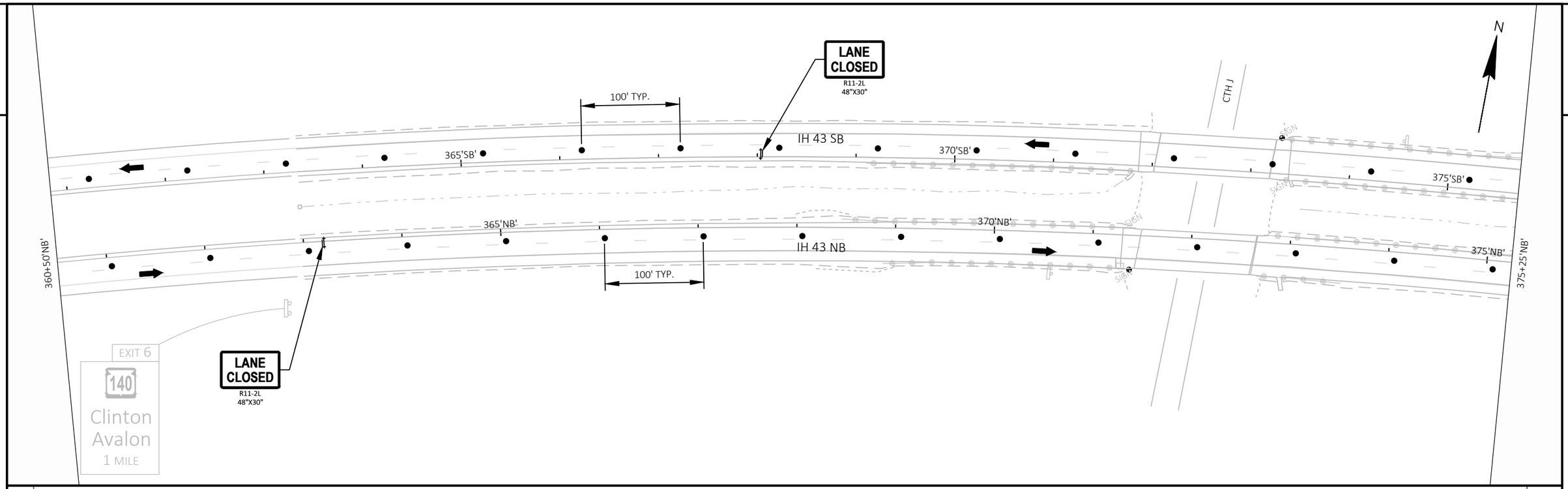
PLOT DATE : 4/16/2024 9:39 PM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

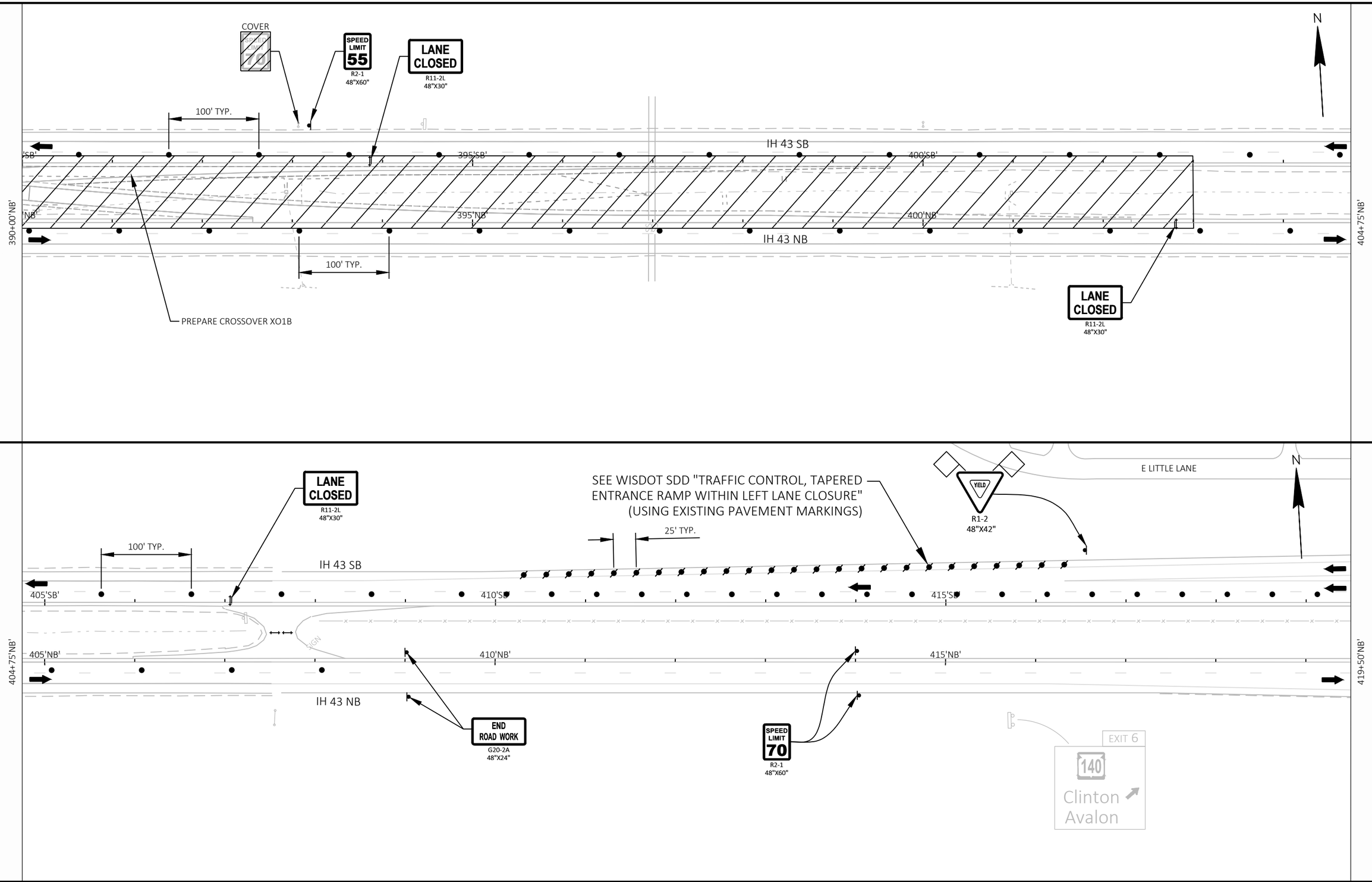
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



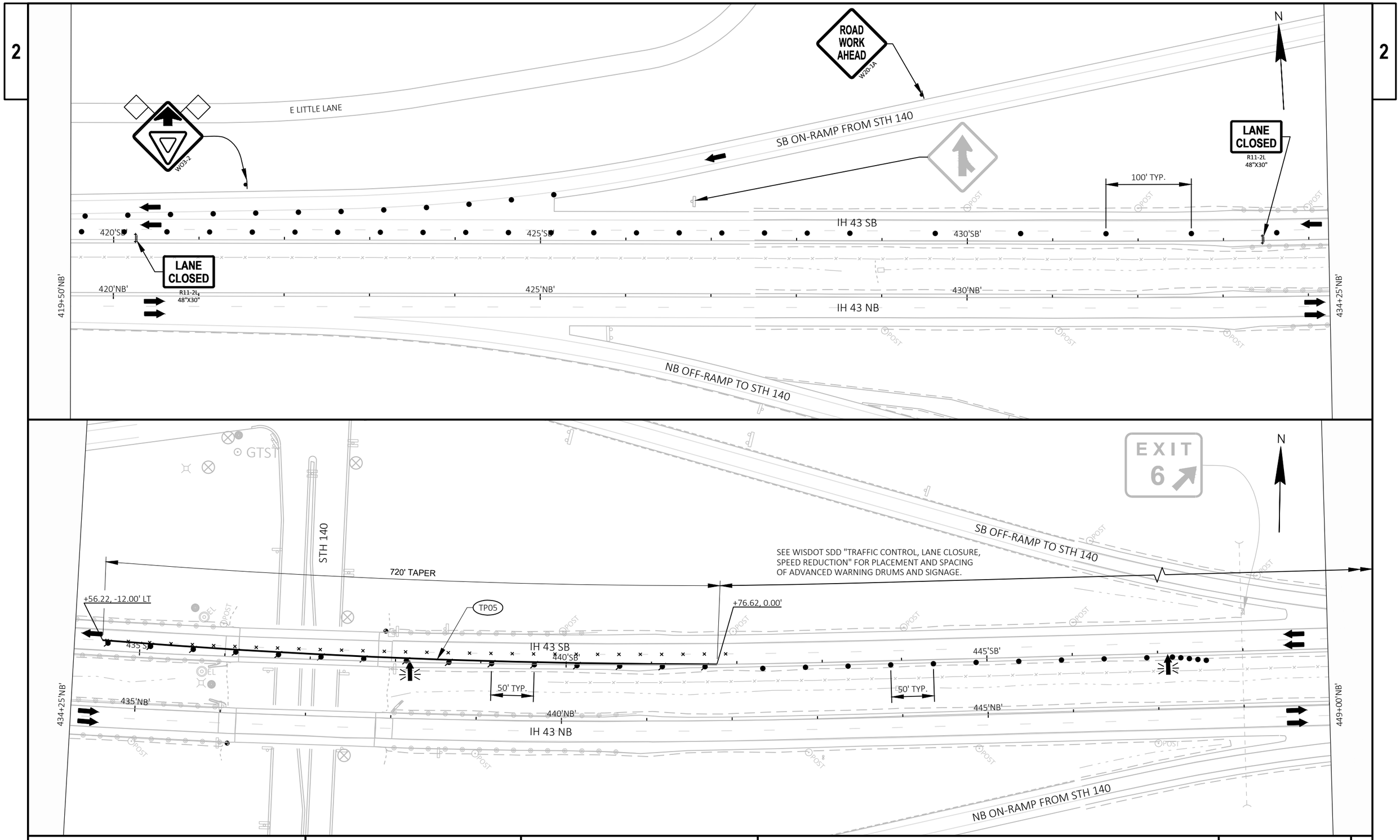
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 80	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025110
PLOT DATE : 4/16/2024 9:39 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025111
PLOT DATE : 4/16/2024 9:40 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



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

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025112

PLOT DATE : 4/16/2024 9:40 PM

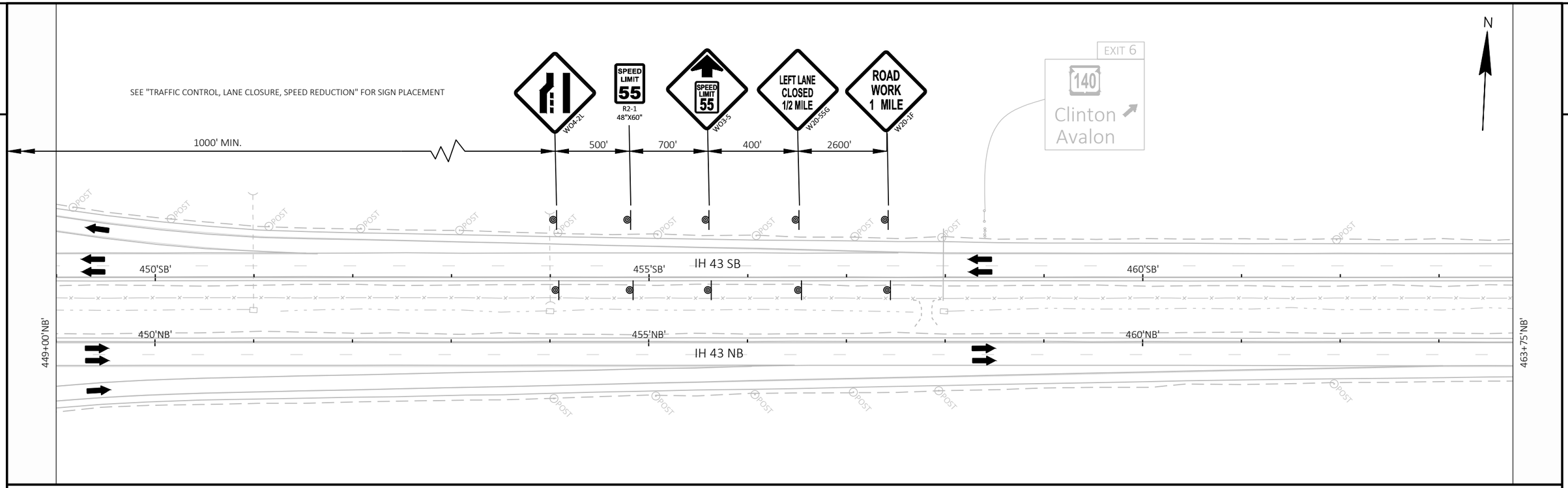
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



2

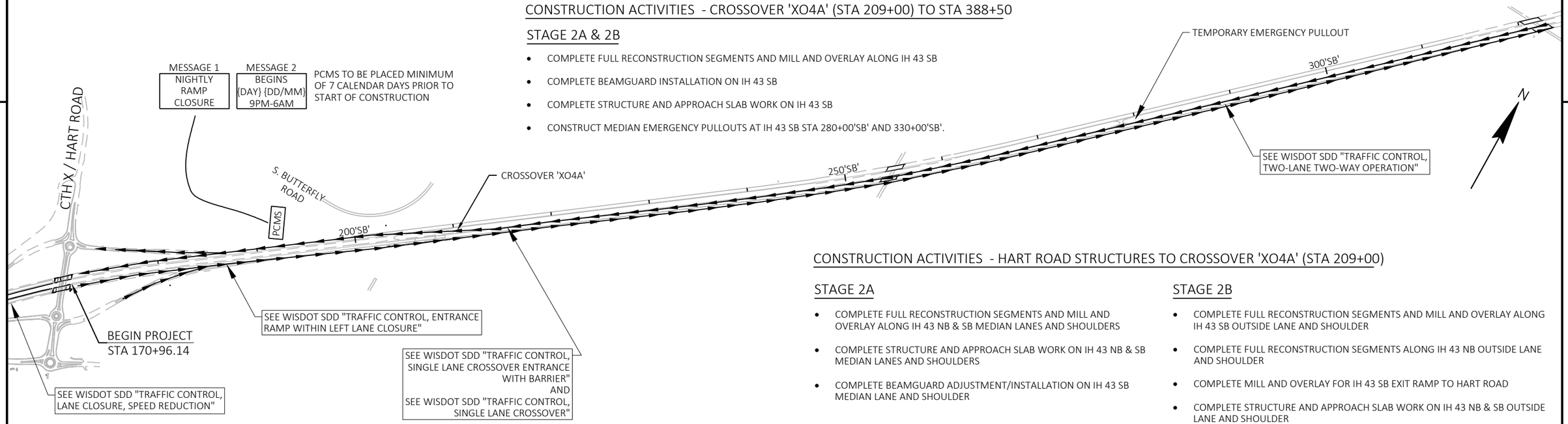
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 83	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S1.DWG
LAYOUT NAME - 025113
PLOT DATE : 4/16/2024 9:40 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONSTRUCTION ACTIVITIES - CROSSOVER 'XO4A' (STA 209+00) TO STA 388+50

STAGE 2A & 2B

- COMPLETE FULL RECONSTRUCTION SEGMENTS AND MILL AND OVERLAY ALONG IH 43 SB
- COMPLETE BEAMGUARD INSTALLATION ON IH 43 SB
- COMPLETE STRUCTURE AND APPROACH SLAB WORK ON IH 43 SB
- CONSTRUCT MEDIAN EMERGENCY PULLOUTS AT IH 43 SB STA 280+00'SB' AND 330+00'SB'.



CONSTRUCTION ACTIVITIES - HART ROAD STRUCTURES TO CROSSOVER 'XO4A' (STA 209+00)

STAGE 2A

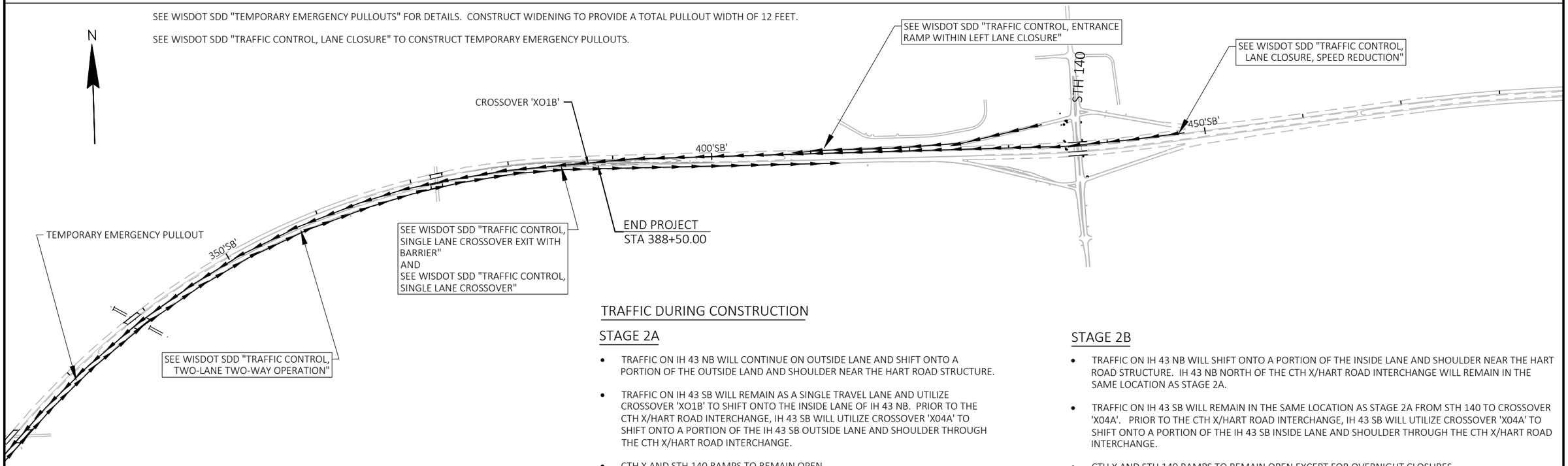
- COMPLETE FULL RECONSTRUCTION SEGMENTS AND MILL AND OVERLAY ALONG IH 43 NB & SB MEDIAN LANES AND SHOULDERS
- COMPLETE STRUCTURE AND APPROACH SLAB WORK ON IH 43 NB & SB MEDIAN LANES AND SHOULDERS
- COMPLETE BEAMGUARD ADJUSTMENT/INSTALLATION ON IH 43 SB MEDIAN LANE AND SHOULDER

STAGE 2B

- COMPLETE FULL RECONSTRUCTION SEGMENTS AND MILL AND OVERLAY ALONG IH 43 SB OUTSIDE LANE AND SHOULDER
- COMPLETE FULL RECONSTRUCTION SEGMENTS ALONG IH 43 NB OUTSIDE LANE AND SHOULDER
- COMPLETE MILL AND OVERLAY FOR IH 43 SB EXIT RAMP TO HART ROAD
- COMPLETE STRUCTURE AND APPROACH SLAB WORK ON IH 43 NB & SB OUTSIDE LANE AND SHOULDER
- COMPLETE BEAMGUARD ADJUSTMENT/INSTALLATION ON IH 43 NB & SB OUTSIDE LANE AND SHOULDER

SEE WISDOT SDD "TEMPORARY EMERGENCY PULLOUTS" FOR DETAILS. CONSTRUCT WIDENING TO PROVIDE A TOTAL PULLOUT WIDTH OF 12 FEET.

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



TRAFFIC DURING CONSTRUCTION

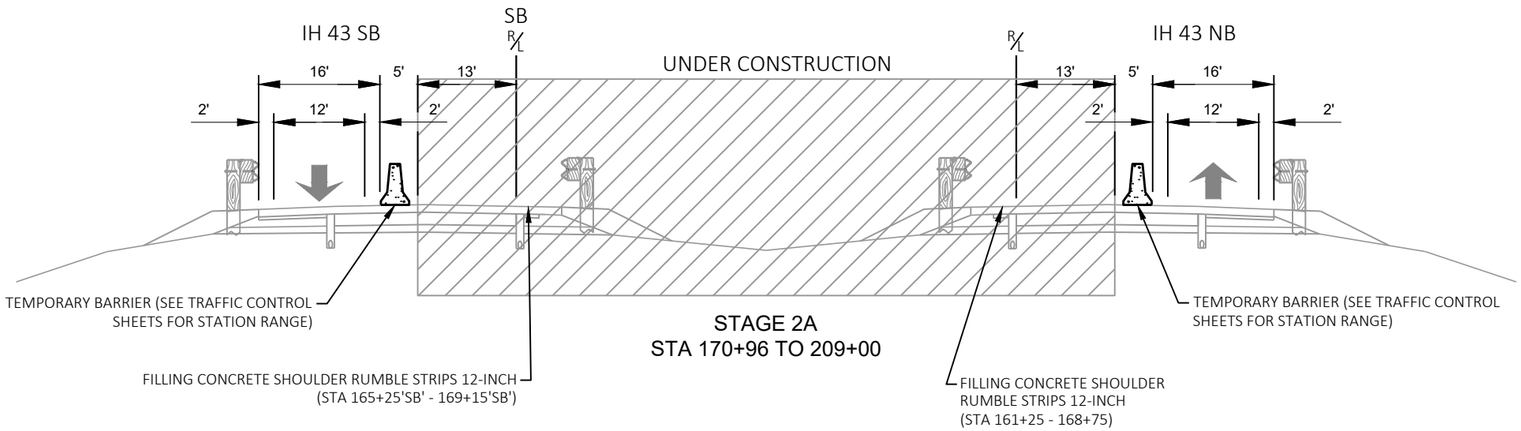
STAGE 2A

- TRAFFIC ON IH 43 NB WILL CONTINUE ON OUTSIDE LANE AND SHIFT ONTO A PORTION OF THE OUTSIDE LAND AND SHOULDER NEAR THE HART ROAD STRUCTURE.
- TRAFFIC ON IH 43 SB WILL REMAIN AS A SINGLE TRAVEL LANE AND UTILIZE CROSSOVER 'XO1B' TO SHIFT ONTO THE INSIDE LANE OF IH 43 NB. PRIOR TO THE CTH X/HART ROAD INTERCHANGE, IH 43 SB WILL UTILIZE CROSSOVER 'X04A' TO SHIFT ONTO A PORTION OF THE IH 43 SB OUTSIDE LANE AND SHOULDER THROUGH THE CTH X/HART ROAD INTERCHANGE.
- CTH X AND STH 140 RAMPS TO REMAIN OPEN.

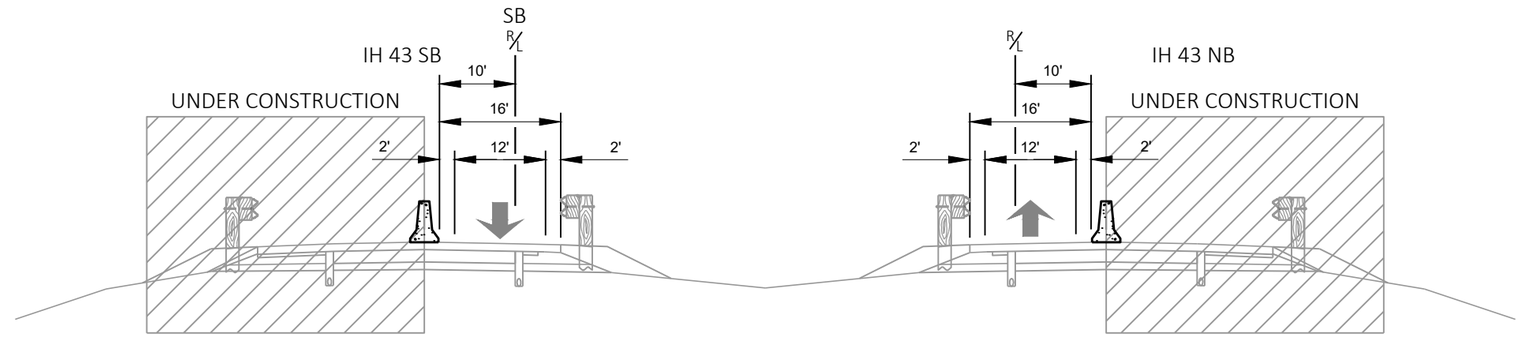
STAGE 2B

- TRAFFIC ON IH 43 NB WILL SHIFT ONTO A PORTION OF THE INSIDE LANE AND SHOULDER NEAR THE HART ROAD STRUCTURE. IH 43 NB NORTH OF THE CTH X/HART ROAD INTERCHANGE WILL REMAIN IN THE SAME LOCATION AS STAGE 2A.
- TRAFFIC ON IH 43 SB WILL REMAIN IN THE SAME LOCATION AS STAGE 2A FROM STH 140 TO CROSSOVER 'X04A'. PRIOR TO THE CTH X/HART ROAD INTERCHANGE, IH 43 SB WILL UTILIZE CROSSOVER 'X04A' TO SHIFT ONTO A PORTION OF THE IH 43 SB INSIDE LANE AND SHOULDER THROUGH THE CTH X/HART ROAD INTERCHANGE.
- CTH X AND STH 140 RAMPS TO REMAIN OPEN EXCEPT FOR OVERNIGHT CLOSURES.

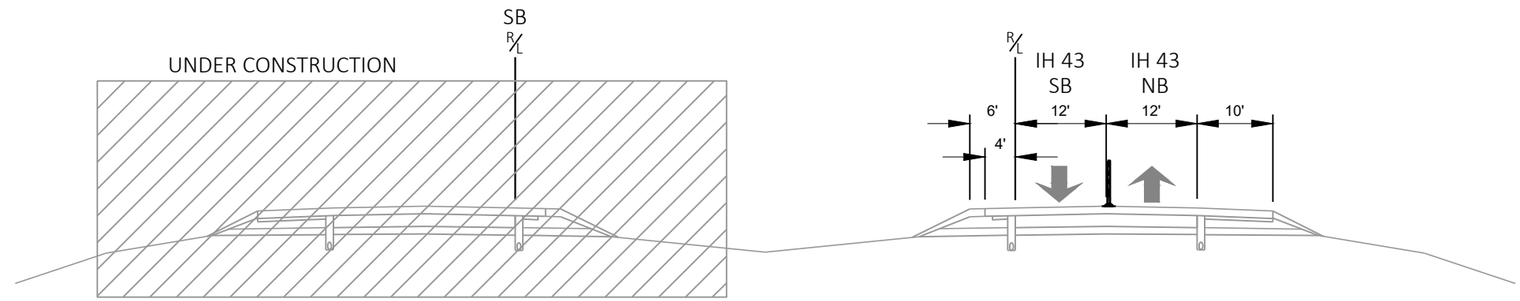
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 2	SHEET 84	E



STAGE 2A
STA 170+96 TO 209+00



STAGE 2B
STA 170+96 TO 175+96
STA 171+36'SB' TO 209+00'SB'

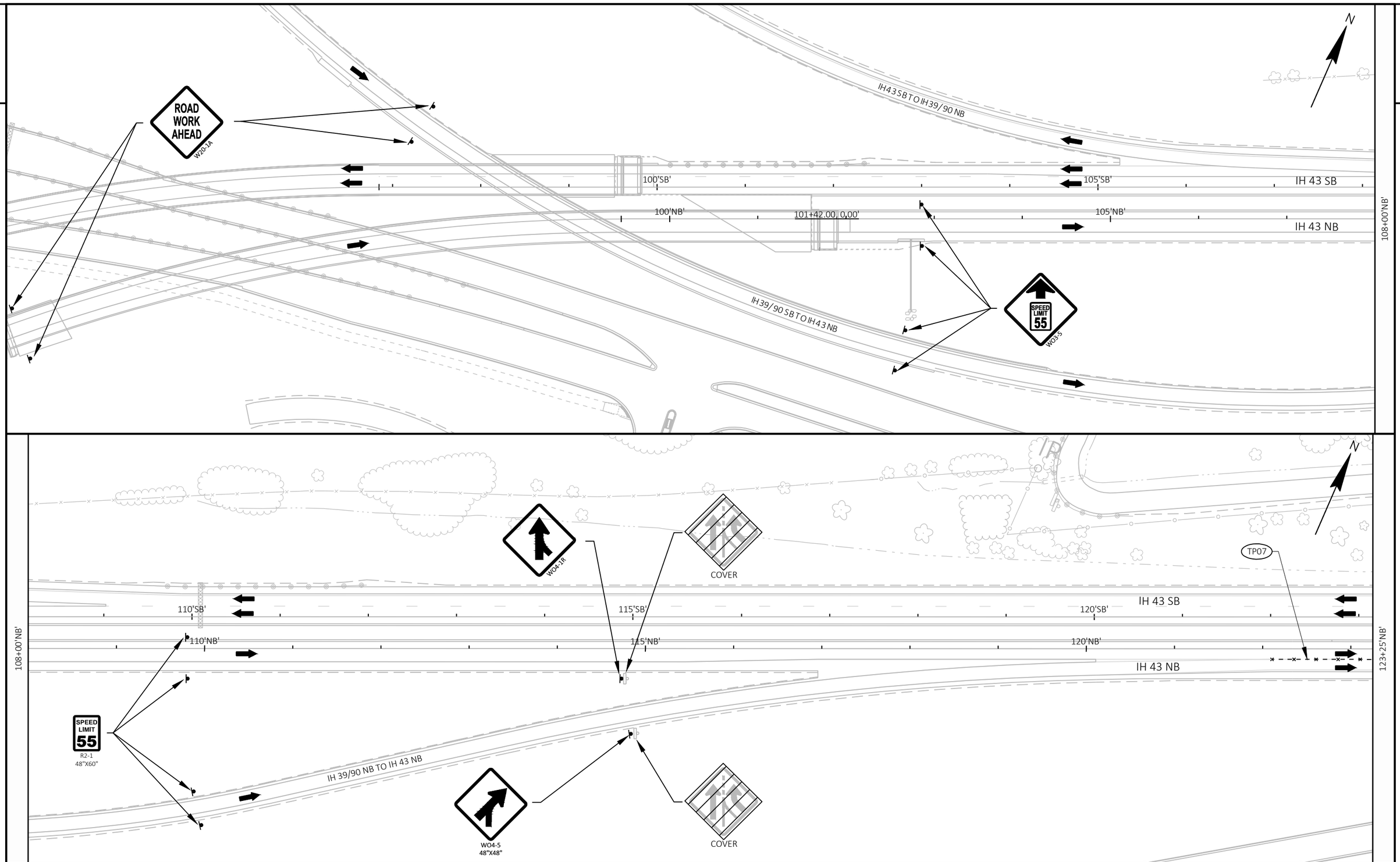


STAGE 2A AND STAGE 2B
STA 209+00 TO 388+50

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 TYPICAL SECTION	SHEET 85	E

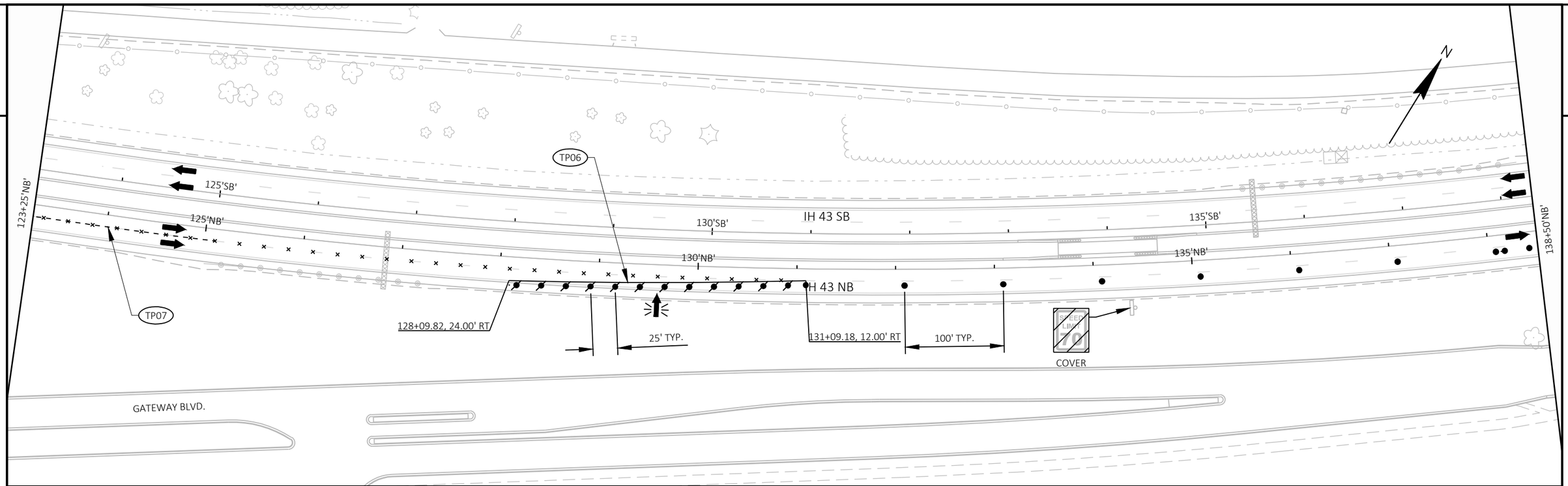
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\020301_TS.DWG
LAYOUT NAME - 05 TC 2
PLOT DATE : 2/1/2024 3:33 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

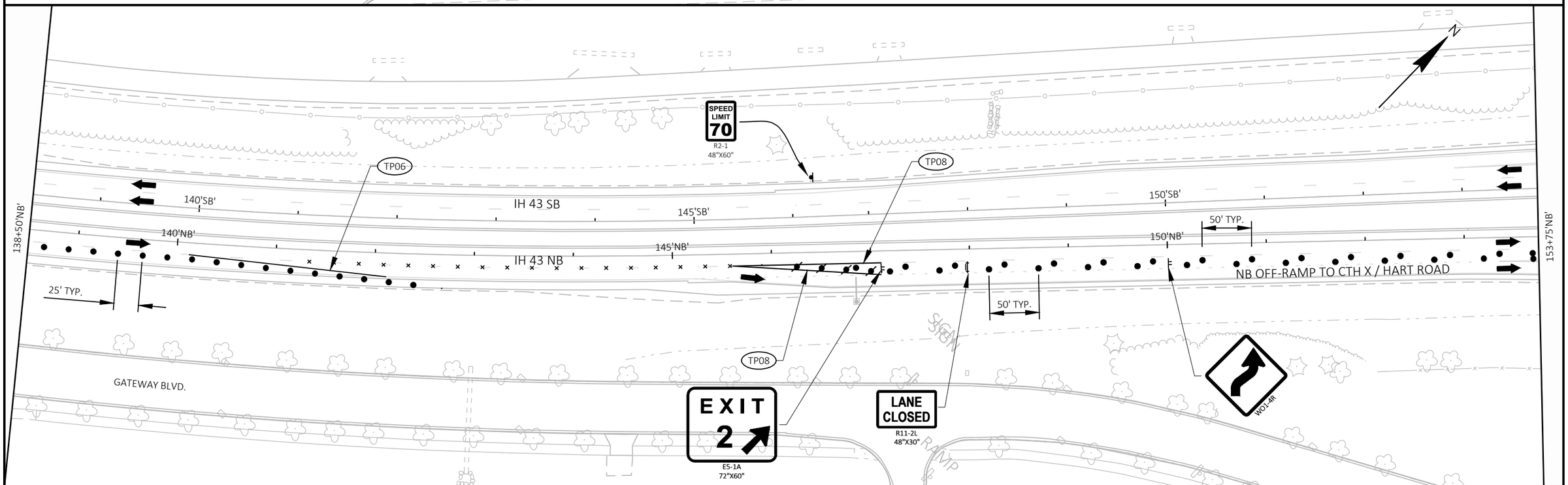
2



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 86	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025101
PLOT DATE : 4/17/2024 1:26 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 87	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025102
PLOT DATE : 4/17/2024 1:26 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

153+75'NB'

168+75'NB'

SB ON-RAMP FROM CTH X / HART ROAD

END ROAD WORK
G20-2A
48"X24"

IH 43 SB

155'SB'

160'SB'

165'SB'

+99.92, -24.00' LT

+00.00, -12.00' LT

+99.80, -30.00' LT

+00.00, -18.00' LT

END CONCRETE BARRIER TEMPORARY PRECAST
+00.00, -15.00' LT

TP06

TP05

BEGIN CONCRETE BARRIER TEMPORARY PRECAST
167+68.11, 0.00'

156+02.46, 0.00'

156+02.11, 12.00' RT

155'NB'

50' TYP.

IH 43 NB

160'NB'

+68.11, 19.00' RT

+68.11, 31.00' RT

165'NB'

100' TYP.

8:1

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

EXIT 21

COVER

NB OFF-RAMP TO CTH X / HART ROAD

END ROAD WORK
G20-2A
48"X24"

SB OFF-RAMP TO CTH X / HART ROAD

CTH X / HART ROAD

16'

TAPE PAINT
+36.23, -18.00' LT

PT02

PT01

(MOUNT ON BARRIER WALL)

WO5-52L
18"X54"

+48.72, -15.00' LT

END CONCRETE BARRIER TEMPORARY PRECAST
178+47.82, -2.19' LT

+37.53, -16.74' LT

170'SB'

175'SB'

180'SB'

BEGIN PROJECT
STA 170+96.14

+92.17, 16.00' RT

170'NB'

175'NB'

180'NB'

+45.07, 12.00' RT

+96.13, 19.00' RT

TAPE PAINT

END CONCRETE BARRIER TEMPORARY PRECAST
+93.46, 16.00' RT

NB ON-RAMP FROM CTH X / HART ROAD

ROAD WORK AHEAD
W20-1A

SIGN

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 88	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025103

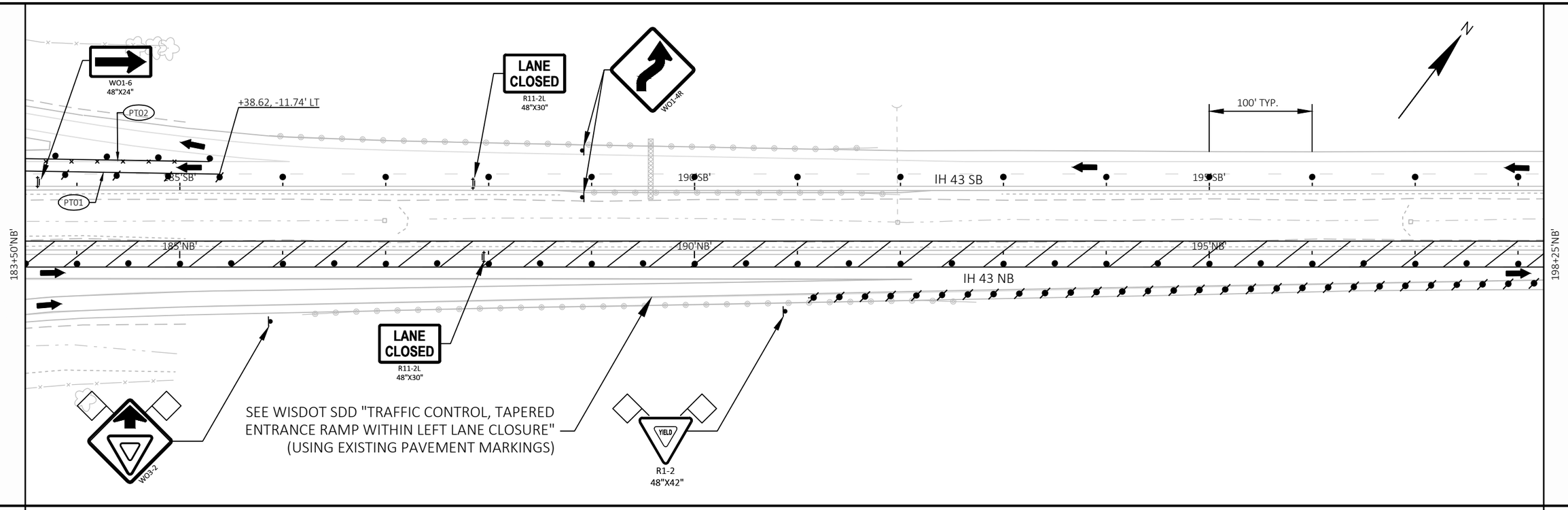
PLOT DATE : 4/17/2024 1:26 PM

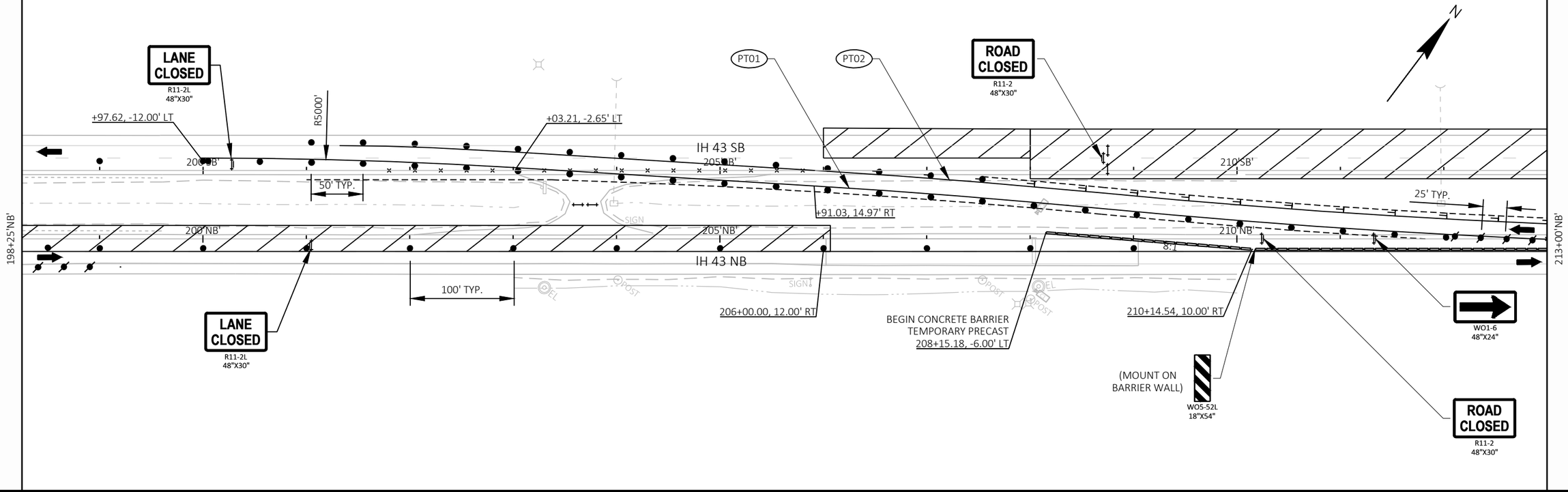
PLOT BY : AECOM
Degner, Mark

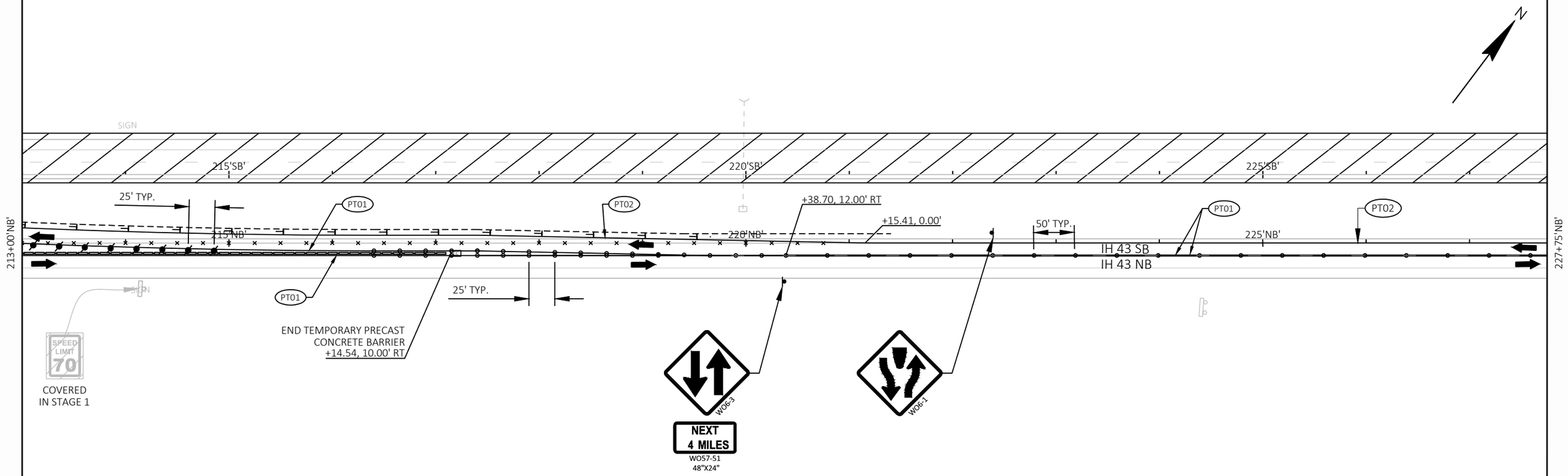
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

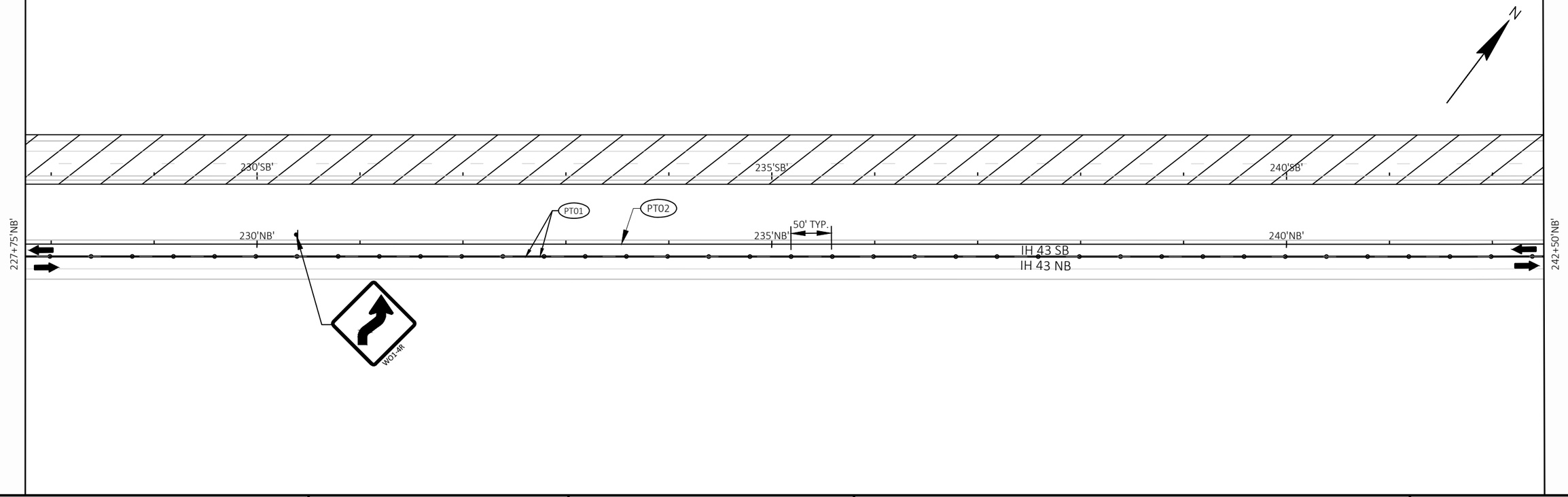
WISDOT/CADDS SHEET 44


WO1-6
48"X24"
PT02
+38.62, -11.74' LT
PT01
LANE CLOSED
R11-2L
48"X30"
WO1-4R
100' TYP.
185'SB'
190'SB'
195'SB'
IH 43 SB
183+50'NB'
185'NB'
190'NB'
195'NB'
IH 43 NB
198+25'NB'
LANE CLOSED
R11-2L
48"X30"
SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED
ENTRANCE RAMP WITHIN LEFT LANE CLOSURE"
(USING EXISTING PAVEMENT MARKINGS)
WO3-2
YIELD
R1-2
48"X42"

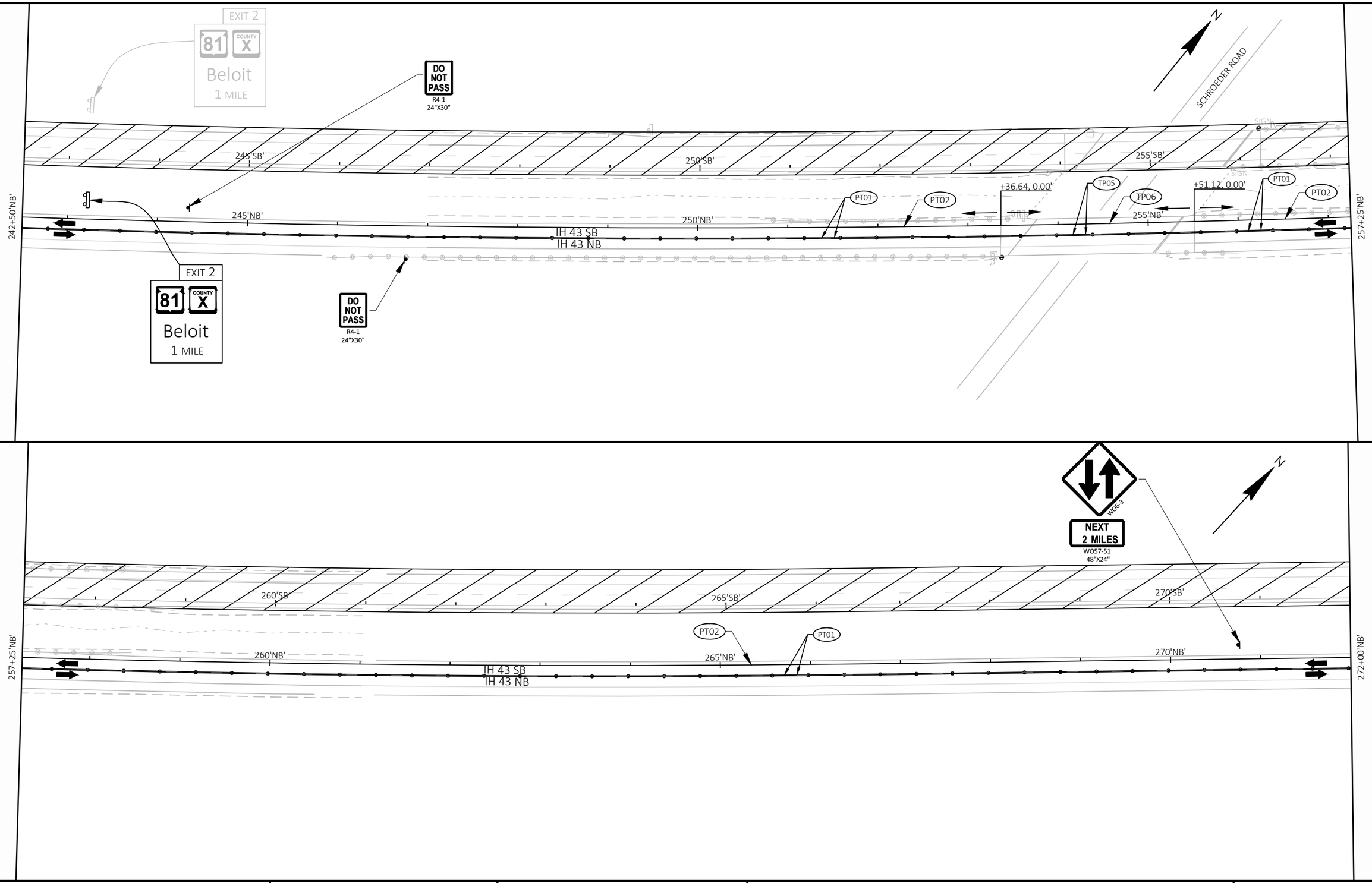

LANE CLOSED
R11-2L
48"X30"
+97.62, -12.00' LT
R5000'
200'SB'
50' TYP.
+03.21, -2.65' LT
IH 43 SB
205'SB'
PT01
PT02
ROAD CLOSED
R11-2
48"X30"
210'SB'
25' TYP.
+91.03, 14.97' RT
198+25'NB'
200'NB'
205'NB'
IH 43 NB
210'NB'
213+00'NB'
100' TYP.
206+00.00, 12.00' RT
BEGIN CONCRETE BARRIER
TEMPORARY PRECAST
208+15.18, -6.00' LT
210+14.54, 10.00' RT
WO1-6
48"X24"
(MOUNT ON
BARRIER WALL)
WO5-52L
18"X54"
ROAD CLOSED
R11-2
48"X30"
LANE CLOSED
R11-2L
48"X30"



2



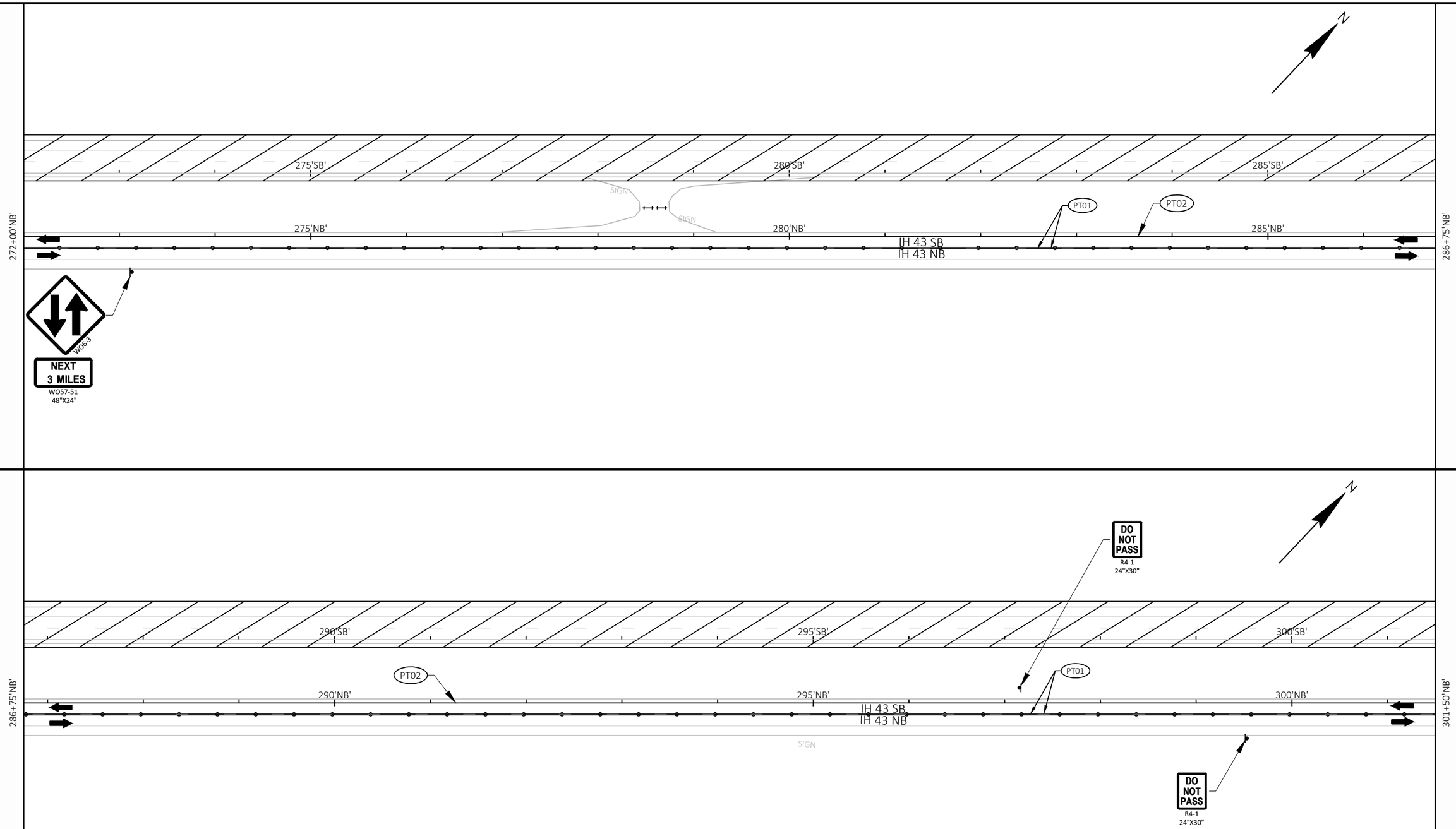
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 90	E



2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 91	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025106
PLOT DATE : 4/17/2024 1:27 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

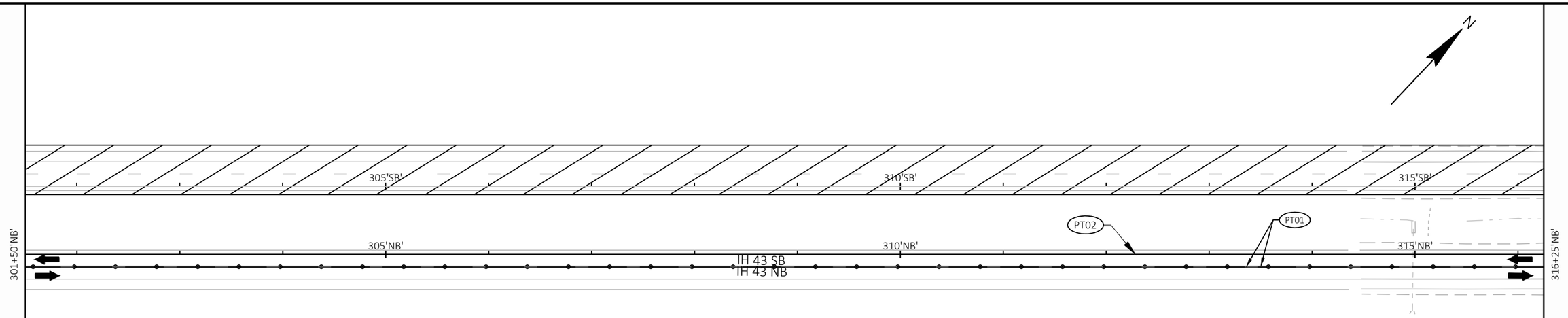


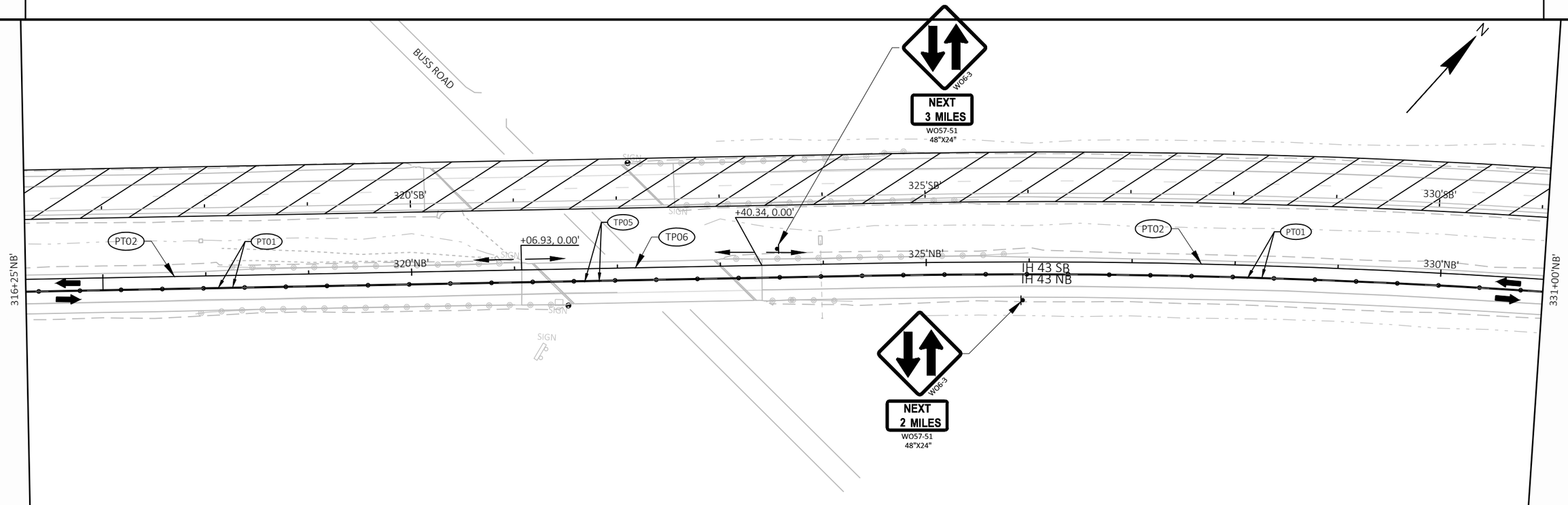
2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 92	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025107
PLOT DATE : 4/17/2024 1:27 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 93	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025108

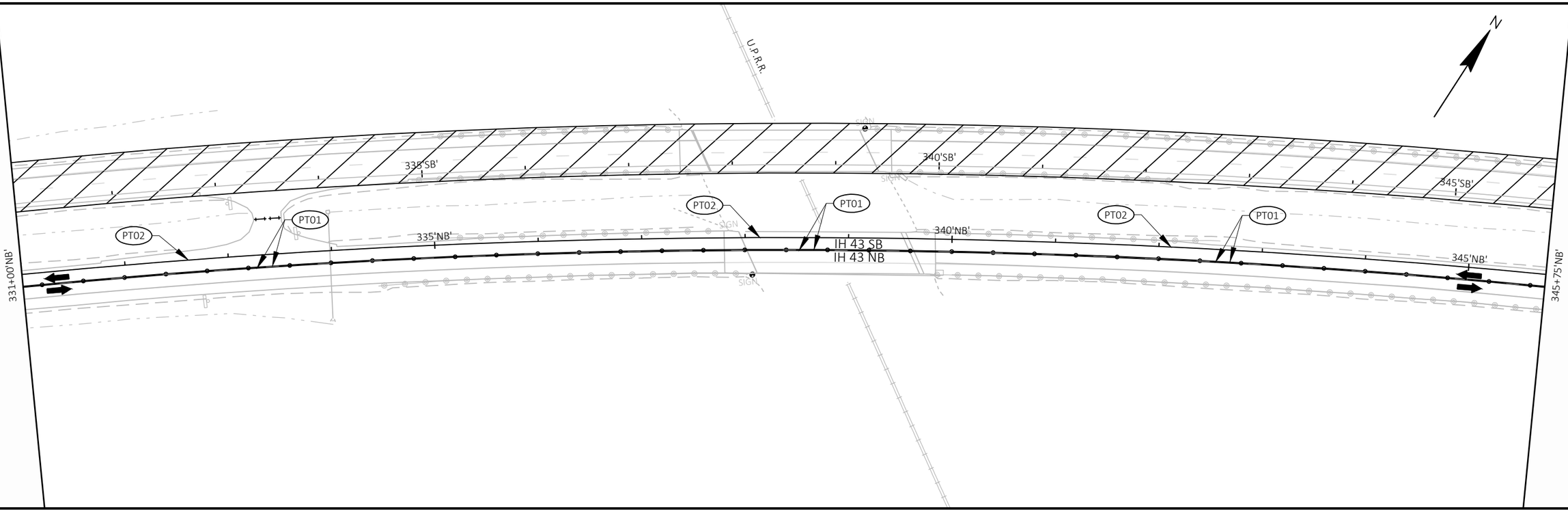
PLOT DATE : 4/17/2024 1:27 PM

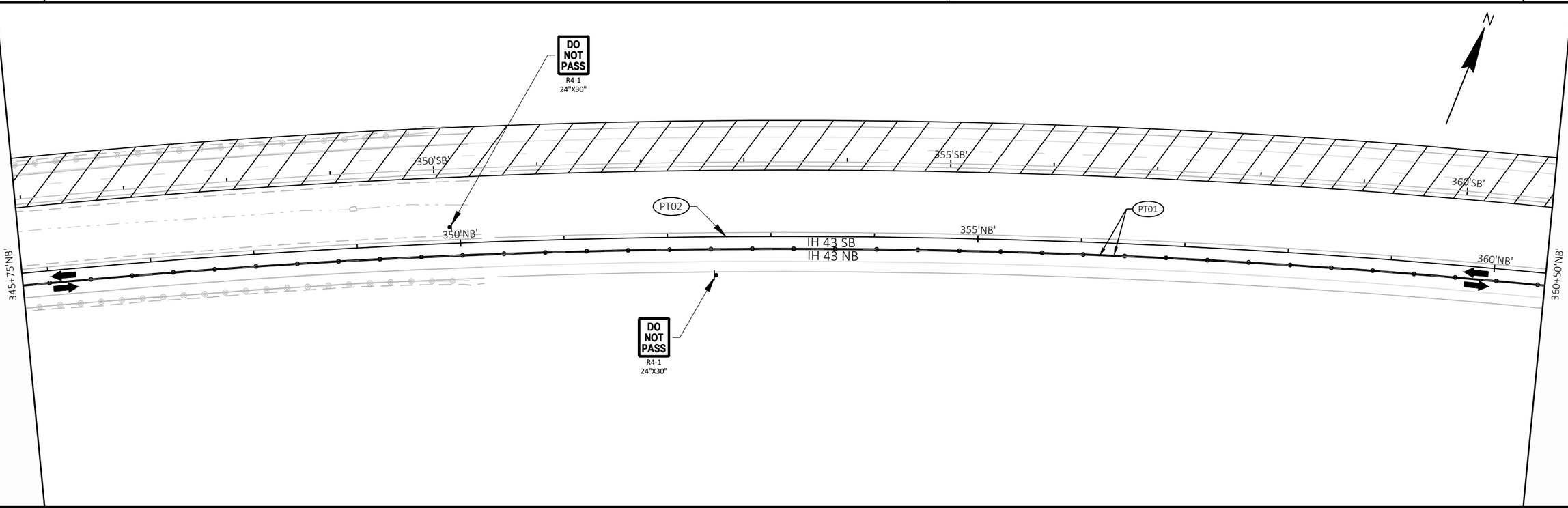
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 94	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025109

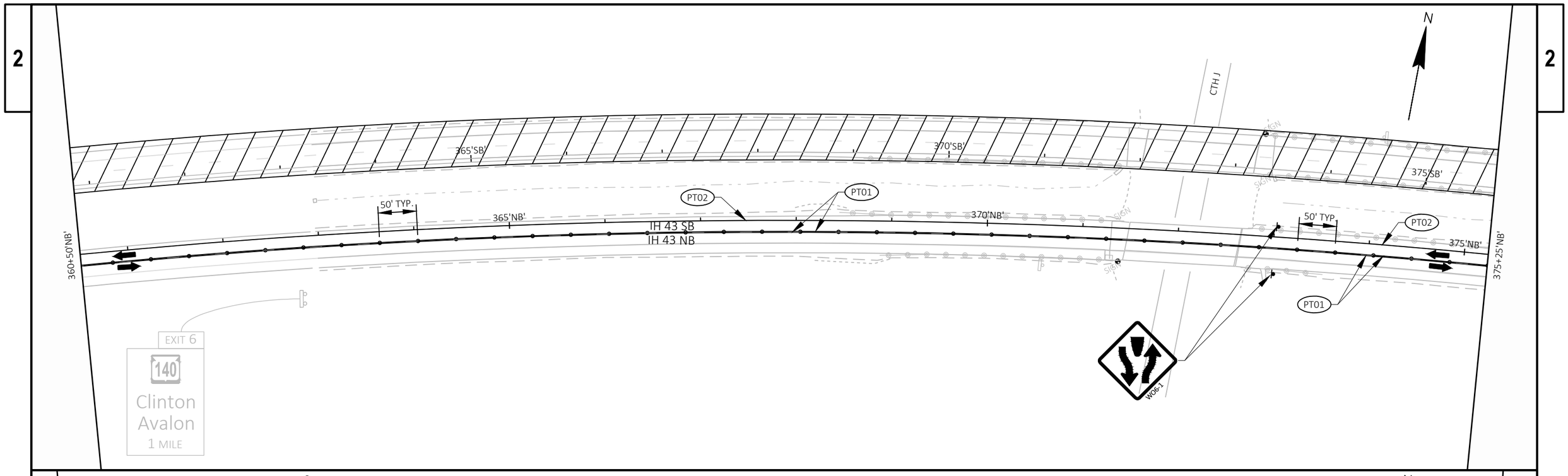
PLOT DATE : 4/17/2024 1:27 PM

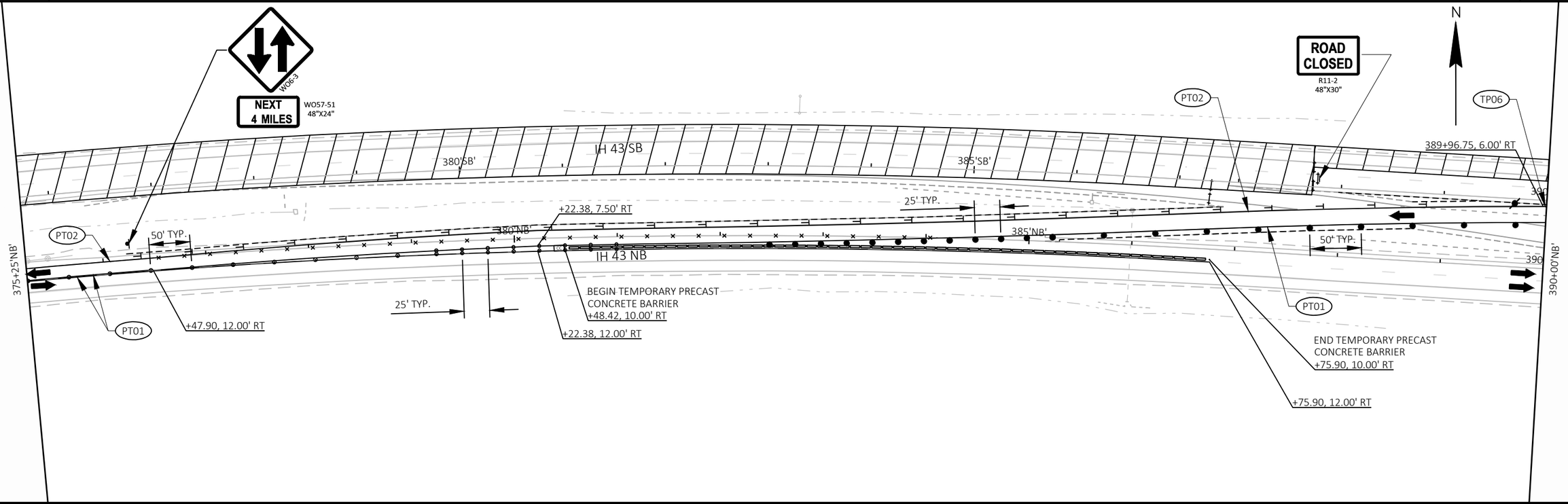
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

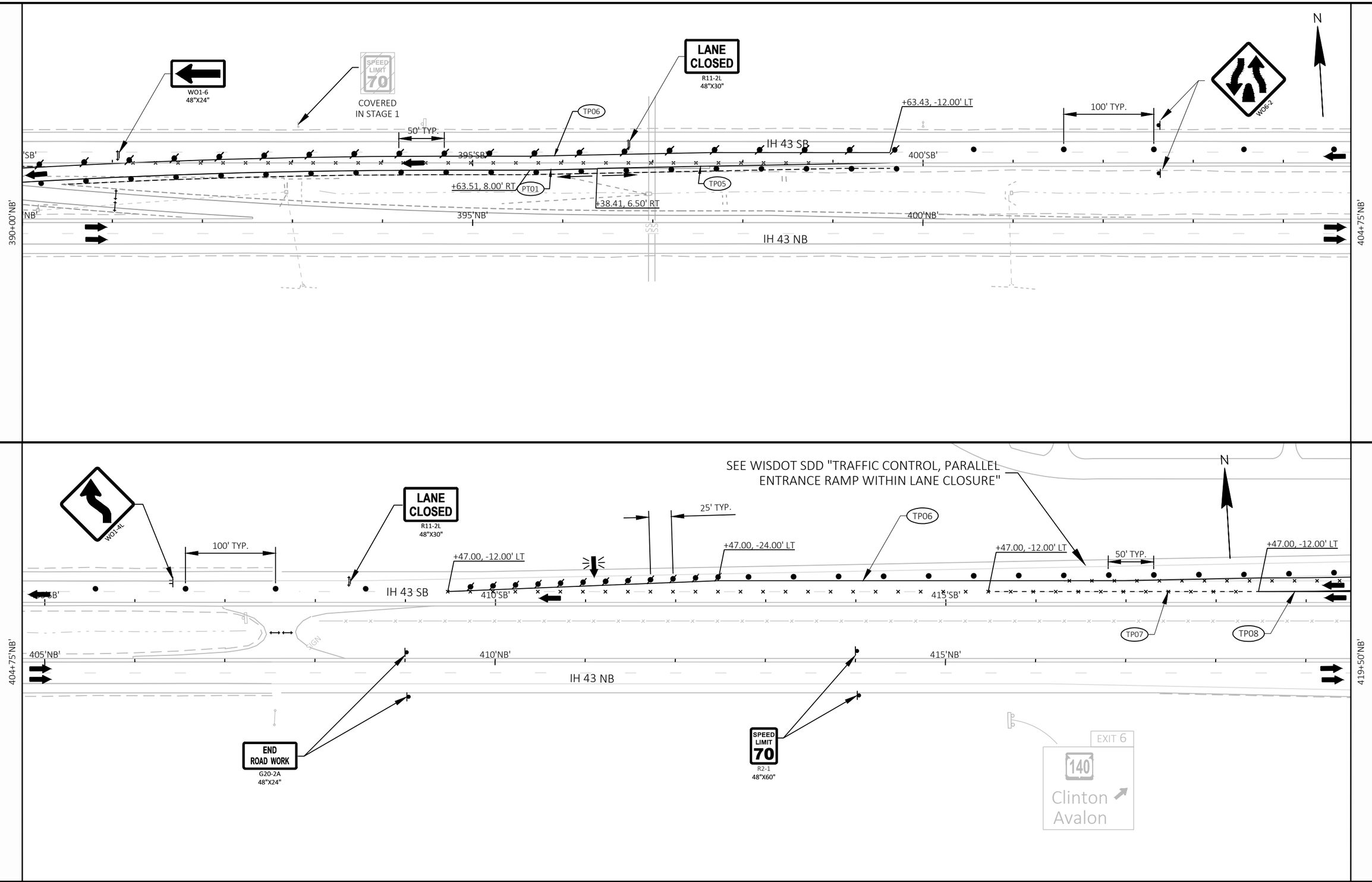
WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 95	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025110
PLOT DATE : 4/17/2024 1:27 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 96	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025111
PLOT DATE : 4/17/2024 1:28 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

LITTLE LANE

+96.69, -18.23' LT
+97.00, -12.00' LT
50' TYP.
WO4-5
48"X48"
+89.07, -57.38' LT
+91.00, -42.50' LT
TP06
ROAD WORK AHEAD
W20-1A
SB ON-RAMP FROM STH 140
N
100' TYP.
POST
IH 43 SB
420'SB'
425'SB'
430'SB'
TP08
TP05
419+50'NB'
420'NB'
425'NB'
430'NB'
IH 43 NB
434+25'NB'
W04-1R
SEE WISDOT SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE"
EXIT 6
NB OFF-RAMP TO STH 140

2

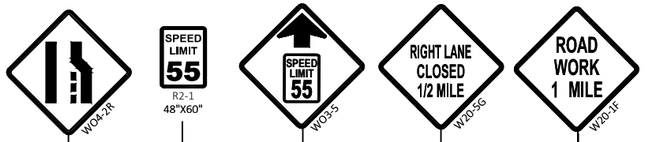
SEE WISDOT SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR PLACEMENT AND SPACING OF ADVANCED WARNING DRUMS AND SIGNAGE
SB OFF-RAMP TO STH 140
N
EXIT 6
STH 140
+56.22, -12.00' LT
50' TYP.
TP06
+77.38, -24.00' LT
50' TYP.
POST
EL
435'SB'
440'SB'
IH 43 SB
445'SB'
720' TAPER
434+25'NB'
435'NB'
440'NB'
445'NB'
IH 43 NB
449+00'NB'
NB ON-RAMP FROM STH 140

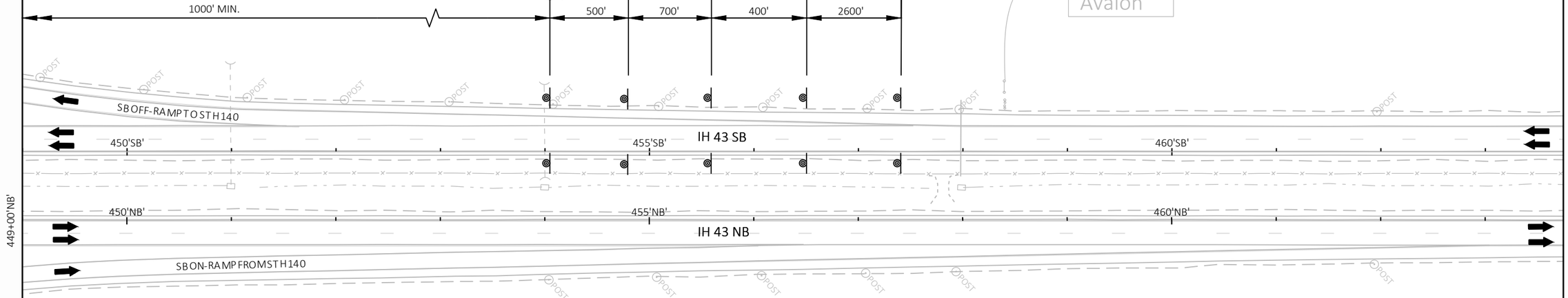
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 97	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025112
PLOT DATE : 4/17/2024 1:28 PM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

SEE WISDOT SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR PLACEMENT AND SPACING OF ADVANCED WARNING DRUMS AND SIGNAGE





2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2A	SHEET 98	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2A.DWG
LAYOUT NAME - 025113
PLOT DATE : 4/17/2024 1:28 PM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

SB ON-RAMP FROM CTH X / HART ROAD

END ROAD WORK
G20-2A
48"X24"

IH 43 SB

IH 43 NB

153+75'NB'

SEE STAGE 2A

155'SB'

155'NB'

160'SB'

160'NB'

165'SB'

165'NB'

+26.31, 0.00'

+72.24, 0.00'
+72.42, 12.00' RT

+05.24, -4.00' LT
+05.42, 8.00' RT

+60.21, -12.00' LT

+00.13, -8.00' LT

+15.58, -11.00' LT

TP06

+00.00, 4.00' RT

TP05

+05.24, 22.00' RT

8:1

100' TYP.

50' TYP.

50' TYP.

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

TP05

TP06

COVERED IN STAGE 2A

EXIT 2

END ROAD WORK
G20-2A
48"X24"

NB OFF-RAMP TO CTH X / HART ROAD

N

SB OFF-RAMP TO CTH X / HART ROAD

MILL AND OVERLAY LIMITS
(EDGE OF CONCRETE PAVEMENT)

MILL AND OVERLAY EXIT RAMP
DURING NIGHT-TIME RAMP
CLOSURE. SEE DETOUR SHEET.

CTH X / HART ROAD

SIGN

(MOUNT ON BARRIER WALL)
WO5-52R
18"X54"

TP06

TP05

+77.13, -11.00' LT

+75.83, -26.00' LT

8:1

LANE CLOSED
R11-2L
48"X30"

100' TYP.

IH 43 SB

175'SB'

170'SB'

180'SB'

+00.18, -4.00' LT
+00.00, 8.00' RT

TP05

TP06

175'NB'

IH 43 NB

170'NB'

180'NB'

100' TYP.

182+33.53, 12.00' RT

168+75'NB'

183+50'NB'

16'

16'

+92.17, 11.00' RT

+92.96, 11.00' RT

+92.96, 15.98' RT

(MOUNT ON BARRIER WALL)
WO5-52R
18"X54"

BEGIN PROJECT
STA 170+96.14
X=513,345.566
Y=217,277.010

NB ON-RAMP FROM CTH X / HART ROAD

ROAD WORK AHEAD
W20-1A

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2B	SHEET 99	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S2B.DWG
LAYOUT NAME - 025103

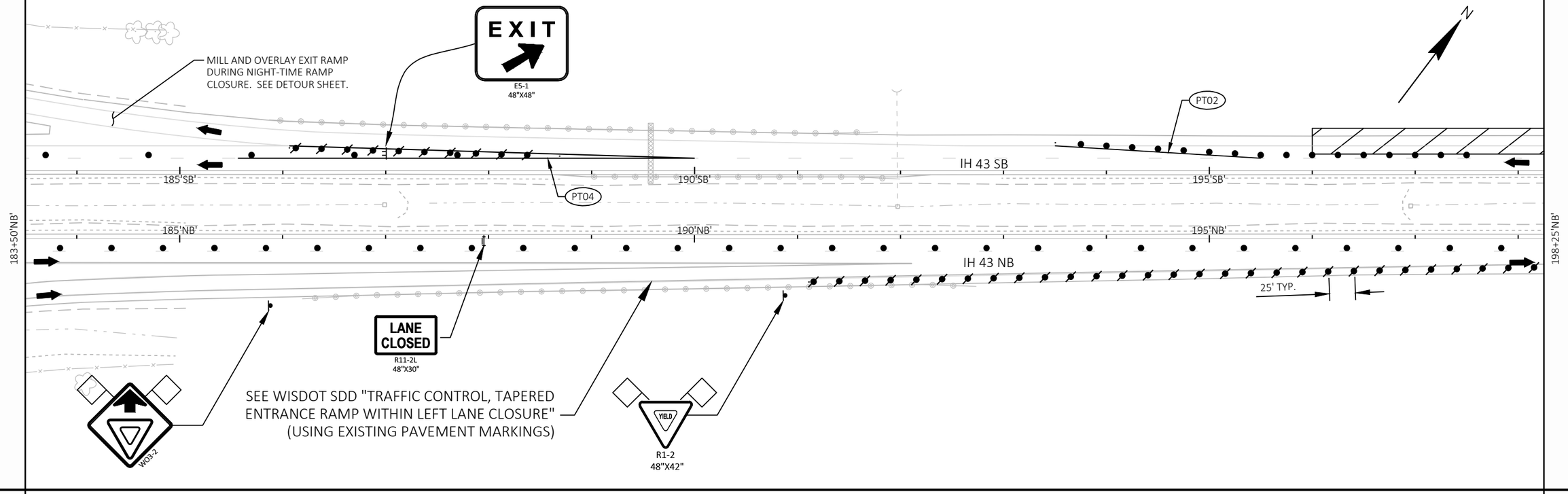
PLOT DATE : 4/16/2024 11:21 PM

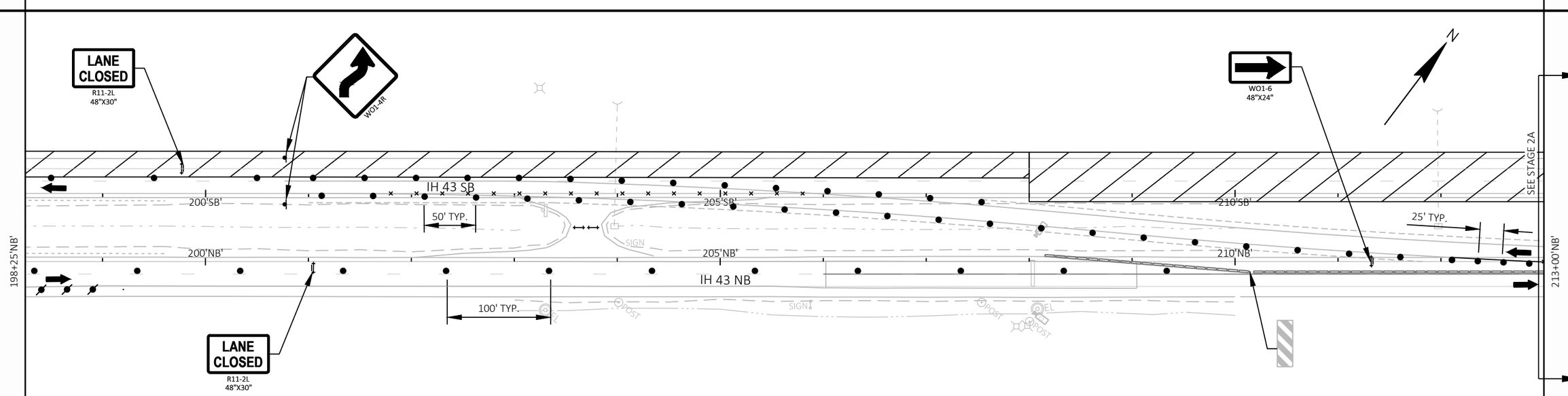
PLOT BY : AECOM
Degner, Mark

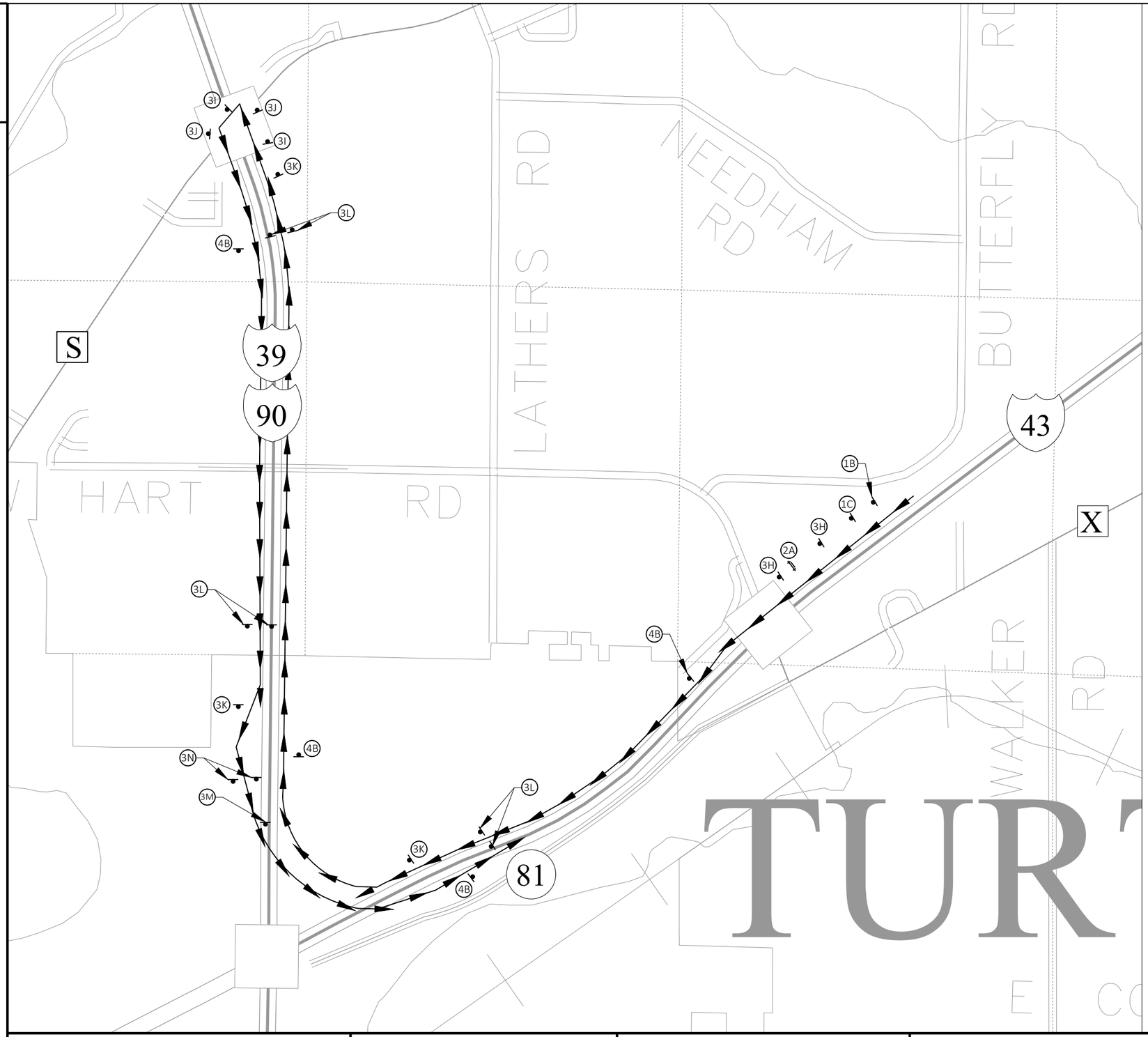
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44


MILL AND OVERLAY EXIT RAMP
DURING NIGHT-TIME RAMP
CLOSURE. SEE DETOUR SHEET.
EXIT
E5-1
48"X48"
PT02
PT04
IH 43 SB
185'SB'
190'SB'
195'SB'
183+50'NB'
185'NB'
190'NB'
195'NB'
IH 43 NB
198+25'NB'
25' TYP.
LANE
CLOSED
R11-2L
48"X30"
SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED
ENTRANCE RAMP WITHIN LEFT LANE CLOSURE"
(USING EXISTING PAVEMENT MARKINGS)
W03-2
YIELD
R1-2
48"X42"

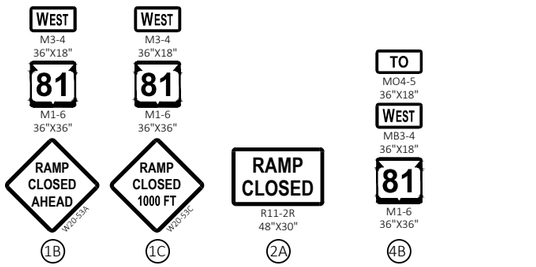

LANE
CLOSED
R11-2L
48"X30"
WO1-4R
WO1-6
48"X24"
IH 43 SB
200'SB'
205'SB'
210'SB'
50' TYP.
25' TYP.
SEE STAGE 2A
198+25'NB'
200'NB'
205'NB'
210'NB'
IH 43 NB
213+00'NB'
100' TYP.
SIGN
POST
LANE
CLOSED
R11-2L
48"X30"

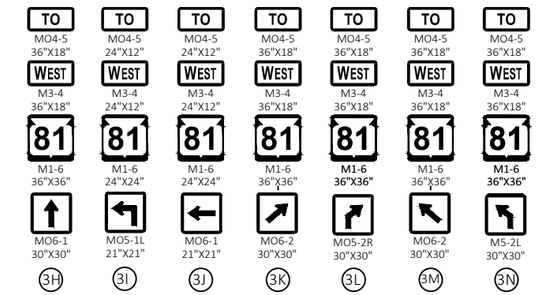


GENERAL NOTES:

1. SEE TRAFFIC CONTROL GENERAL NOTES & LEGEND
2. NIGHT-TIME RAMP CLOSURES FOR ONLY SB EXIT RAMP EACH NIGHT.
3. SEE WISDOT SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE."
4. SEE WISDOT SDD "OFF RAMP, LANE CLOSURE."
5. SEE TRAFFIC CONTROL OVERVIEW SHEETS FOR PCMS WITH NIGHTTIME CLOSURE.

N



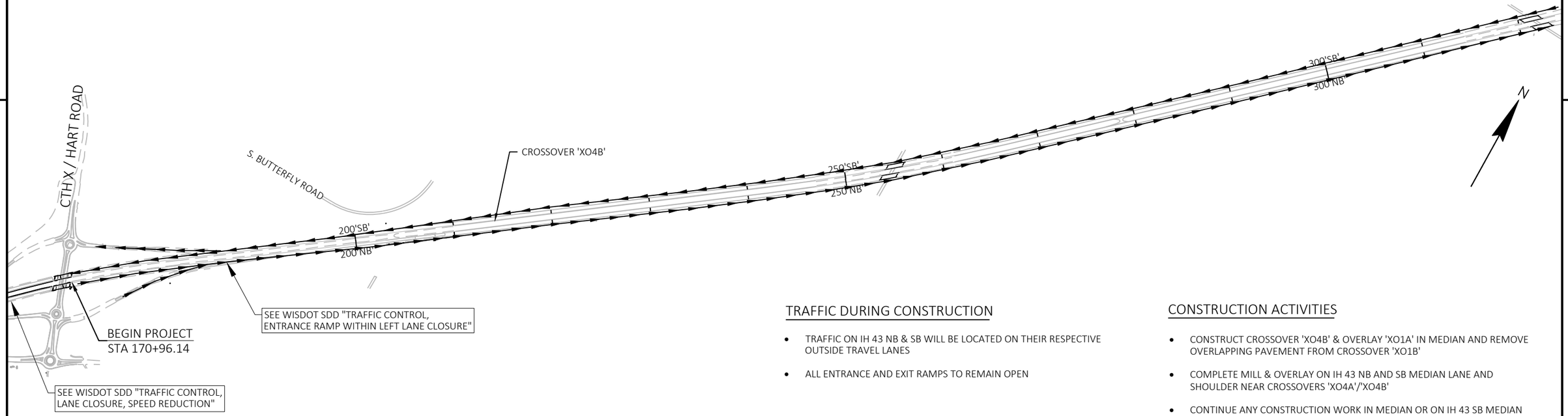


2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	IH 43 DETOUR ROUTE - TEMPORARY SOUTHBOUND EXIT RAMP CLOSURE	SHEET 101	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\027004_DETOUR.DWG
LAYOUT NAME - 81DetourSB
PLOT DATE : 4/17/2024 8:46 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:1500 FT
WISDOT/CADDS SHEET 44

2

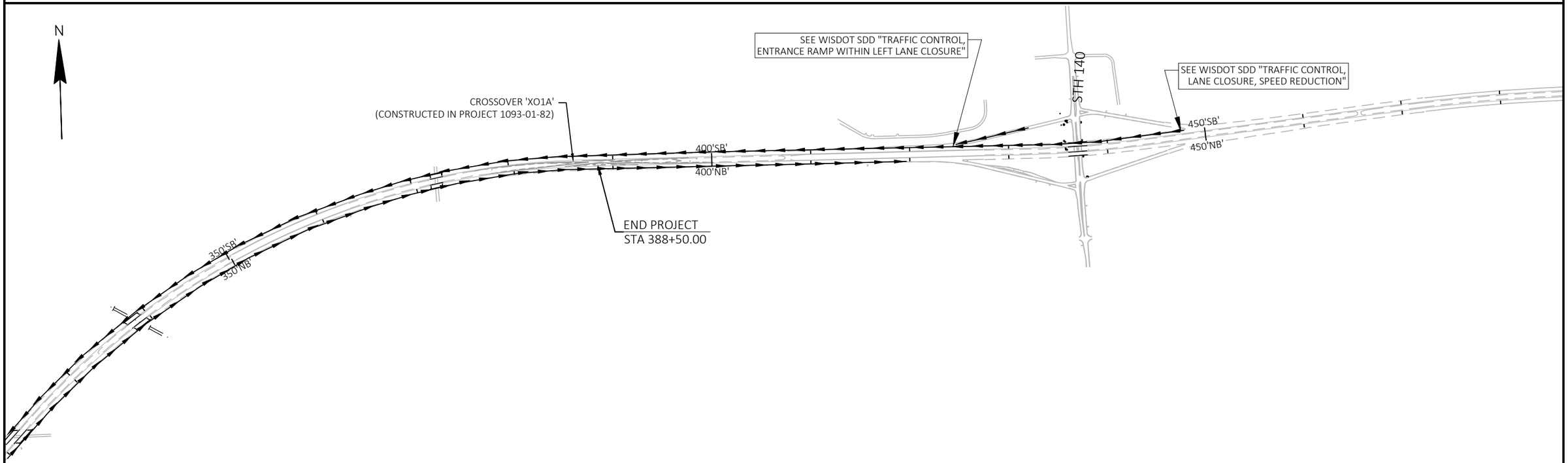


TRAFFIC DURING CONSTRUCTION

- TRAFFIC ON IH 43 NB & SB WILL BE LOCATED ON THEIR RESPECTIVE OUTSIDE TRAVEL LANES
- ALL ENTRANCE AND EXIT RAMPS TO REMAIN OPEN

CONSTRUCTION ACTIVITIES

- CONSTRUCT CROSSOVER 'XO4B' & OVERLAY 'XO1A' IN MEDIAN AND REMOVE OVERLAPPING PAVEMENT FROM CROSSOVER 'XO1B'
- COMPLETE MILL & OVERLAY ON IH 43 NB AND SB MEDIAN LANE AND SHOULDER NEAR CROSSOVERS 'XO4A'/'XO4B'
- CONTINUE ANY CONSTRUCTION WORK IN MEDIAN OR ON IH 43 SB MEDIAN LANE AND SHOULDER

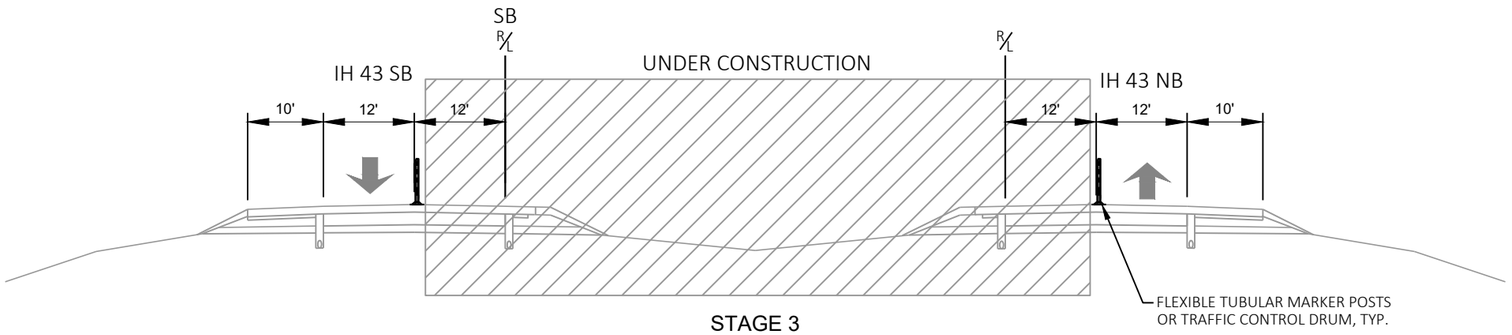


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET 102	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC_OVERVIEW.DWG
LAYOUT NAME - STAGE 3

PLOT DATE : 4/14/2024 9:31 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2

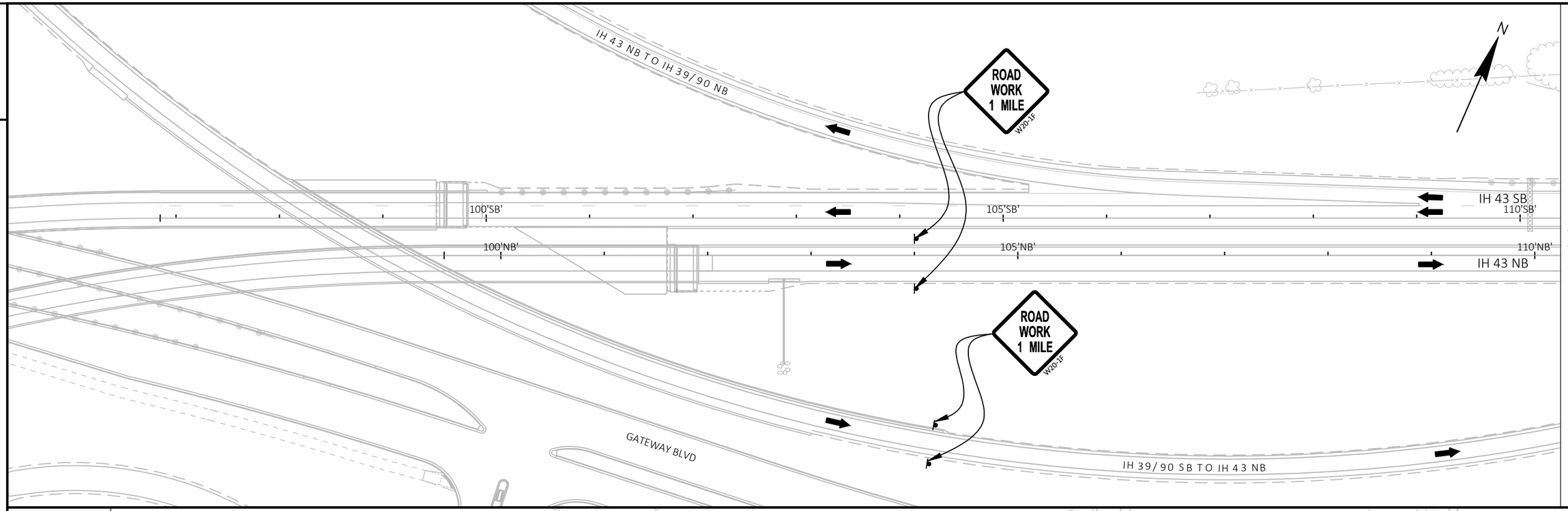


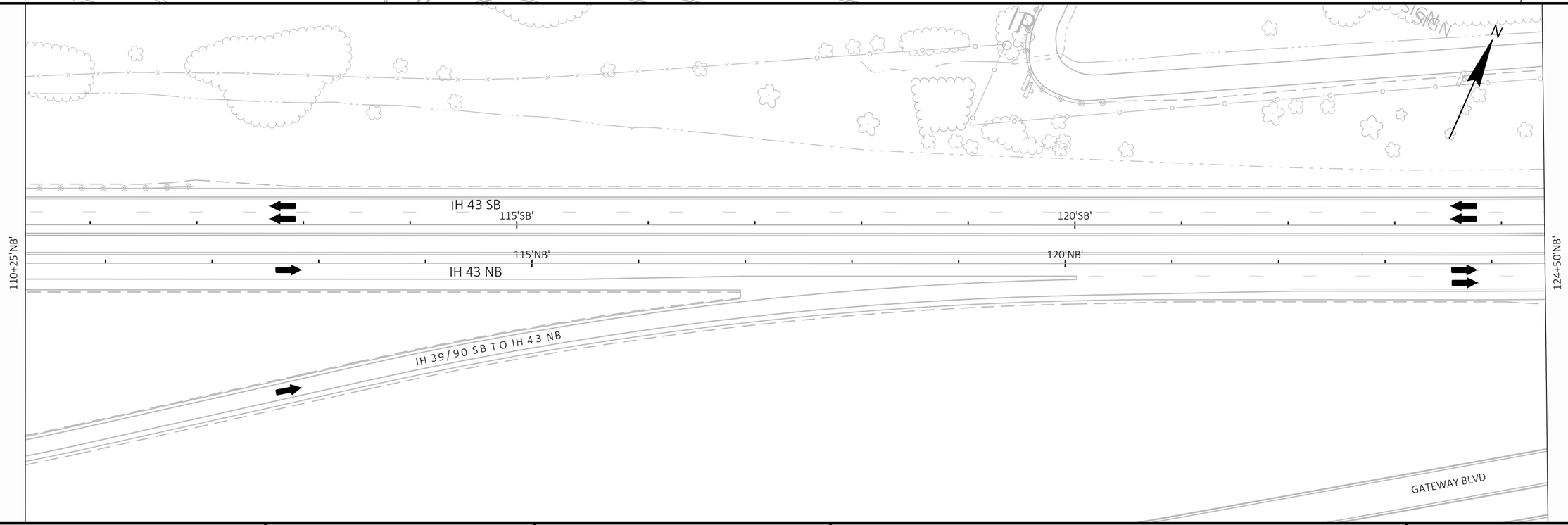
STAGE 3
STA 176+78 414+50

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3 TYPICAL SECTION	SHEET 103	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\020301_TS.DWG
LAYOUT NAME - 06 TC 3
PLOT DATE : 2/1/2024 3:33 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 104	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025101

PLOT DATE : 4/17/2024 9:36 AM

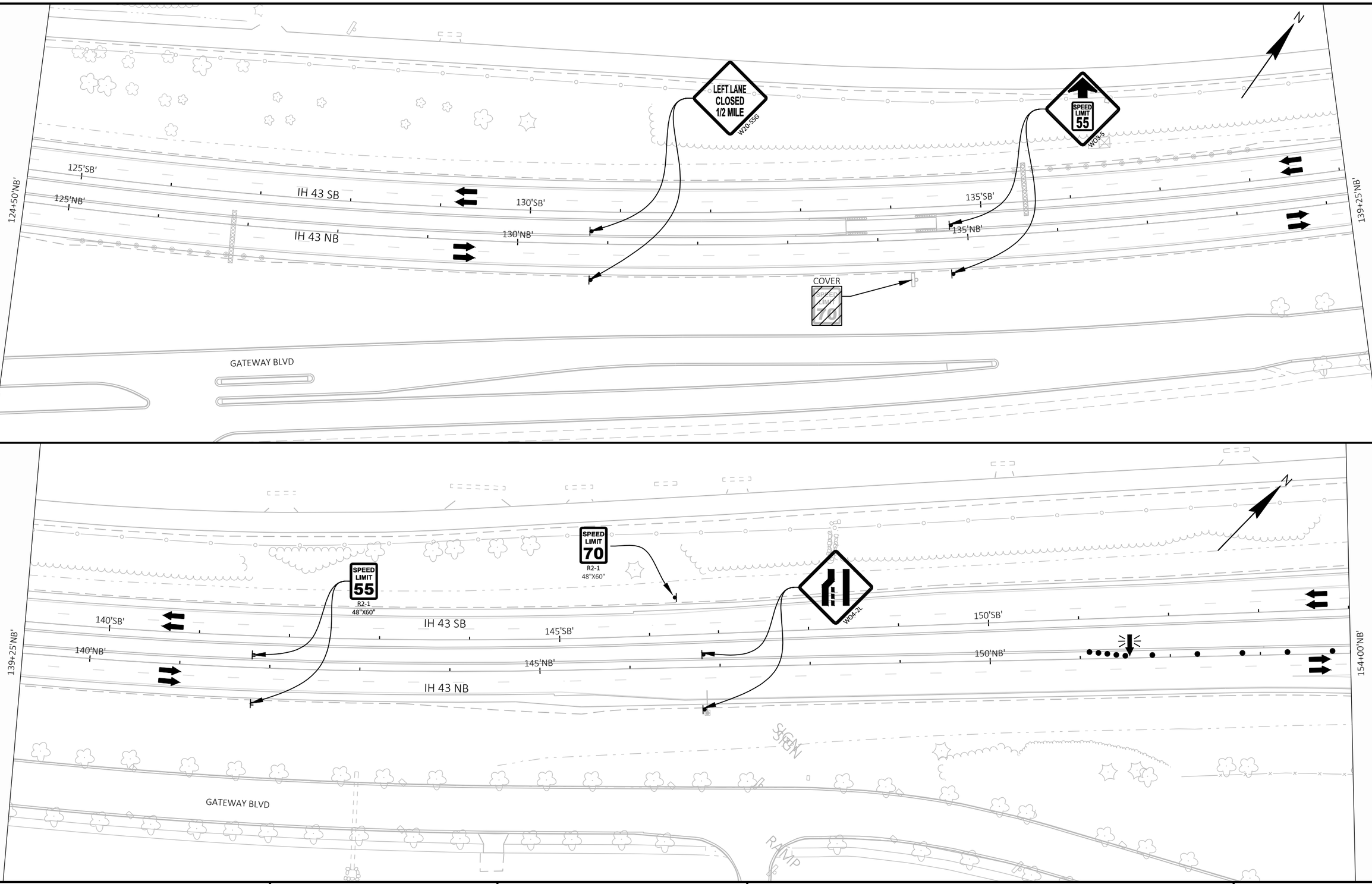
PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 105	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025102

PLOT DATE : 4/17/2024 9:36 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

2

SB ON-RAMP FROM CTH X / HART ROAD

END ROAD WORK
G20-2A
48"X24"

IH 43 SB

155'SB'

160'SB'

165'SB'

100' TYP.

50' TYP.

100' TYP.

+80.00, 0.00'

TP05

+99.97, 12.03' RT

155'NB'

160'NB'

165'NB'

154+00'NB'

168+75'NB'

IH 43 NB

LANE CLOSED
R11-2L
48"X30"

PERMANENT MARKINGS

720' TAPER

NB OFF-RAMP TO CTH X / HART ROAD

EXIT 2

SB OFF-RAMP TO CTH X / HART ROAD

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

EXIT 2

CTH X / HART ROAD

LANE CLOSED
R11-2L
48"X30"

PERMANENT MARKINGS

SIGN

SPEED LIMIT 55

100' TYP.

IH 43 SB

170'SB'

175'SB'

180'SB'

100' TYP.

50' TYP.

LANE CLOSED
R11-2L
48"X30"

170'NB'

175'NB'

180'NB'

IH 43 NB

168+75'NB'

183+50'NB'

LANE CLOSED
R11-2L
48"X30"

BEGIN PROJECT
STA 170+96.14
X=513,345.566
Y=217,277.010

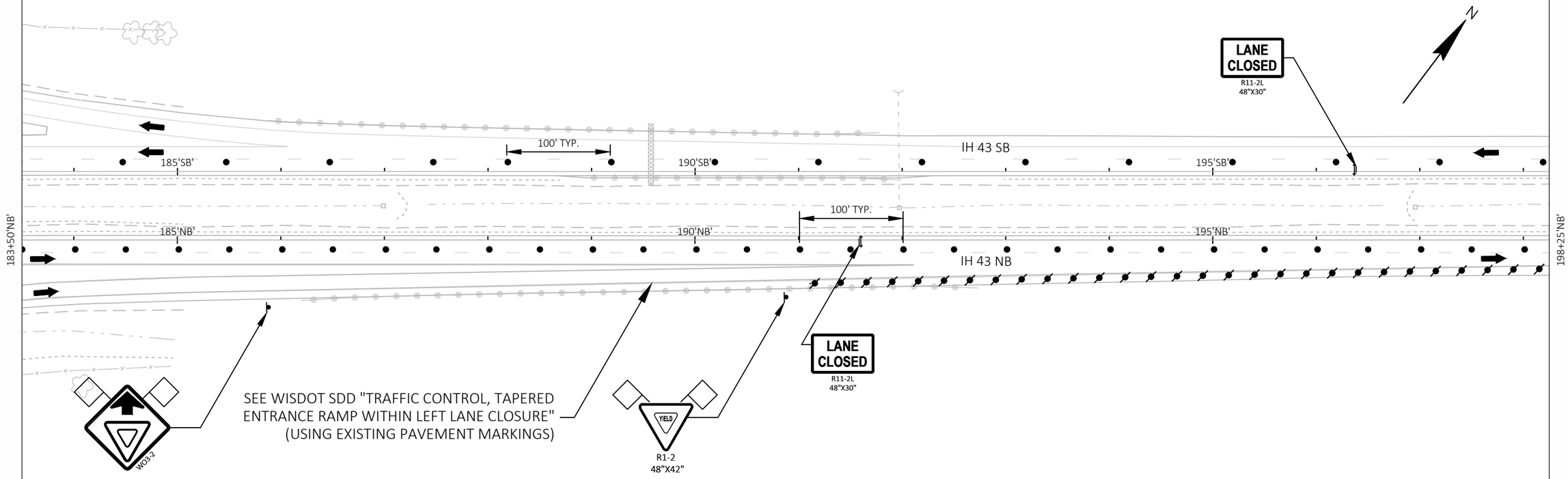
PERMANENT MARKINGS

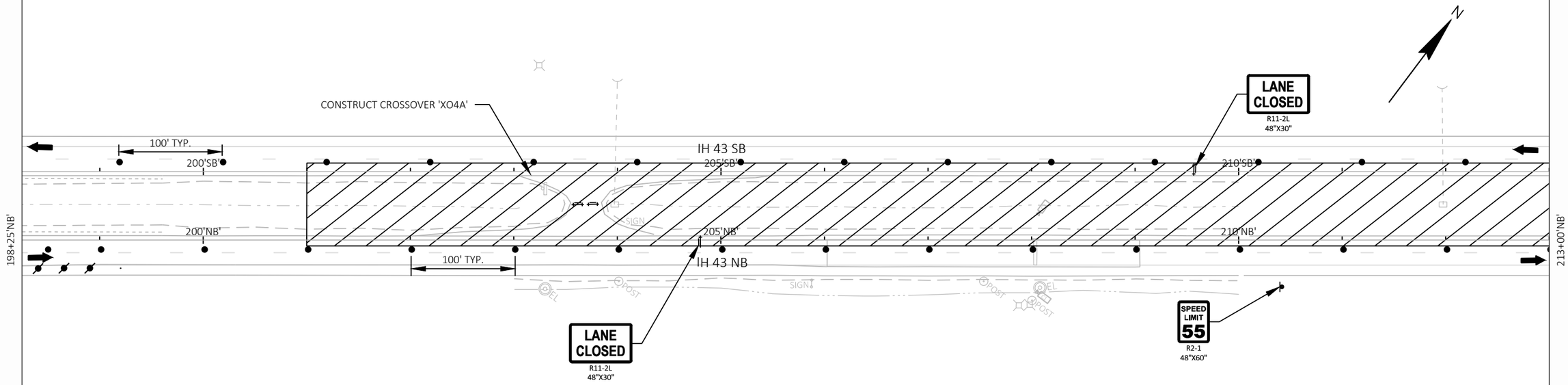
NB ON-RAMP FROM CTH X / HART ROAD

ROAD WORK AHEAD
W20-1A

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 106	E

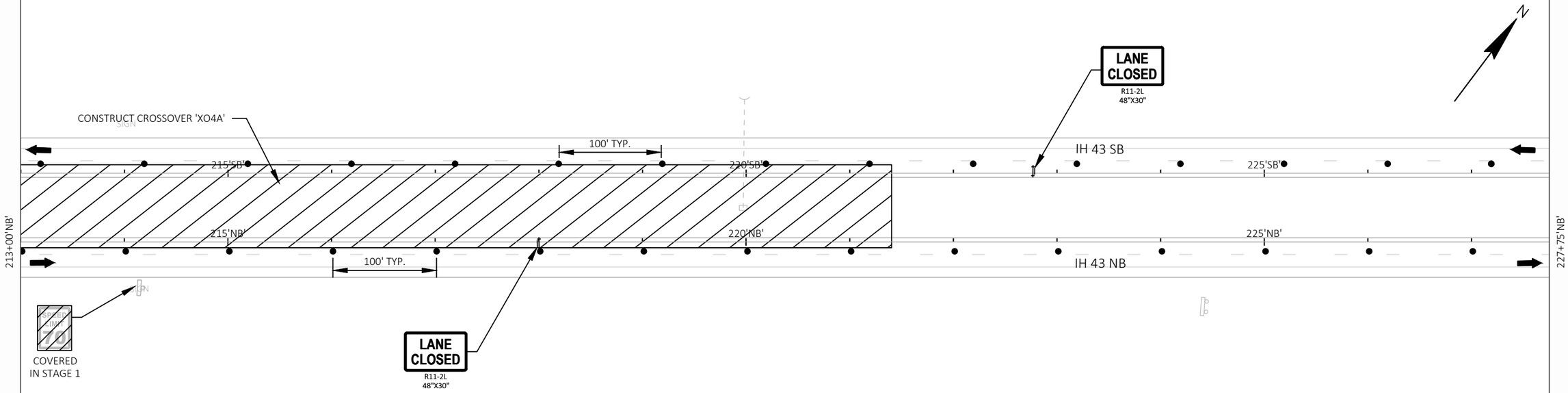
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025103
PLOT DATE : 4/17/2024 9:36 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

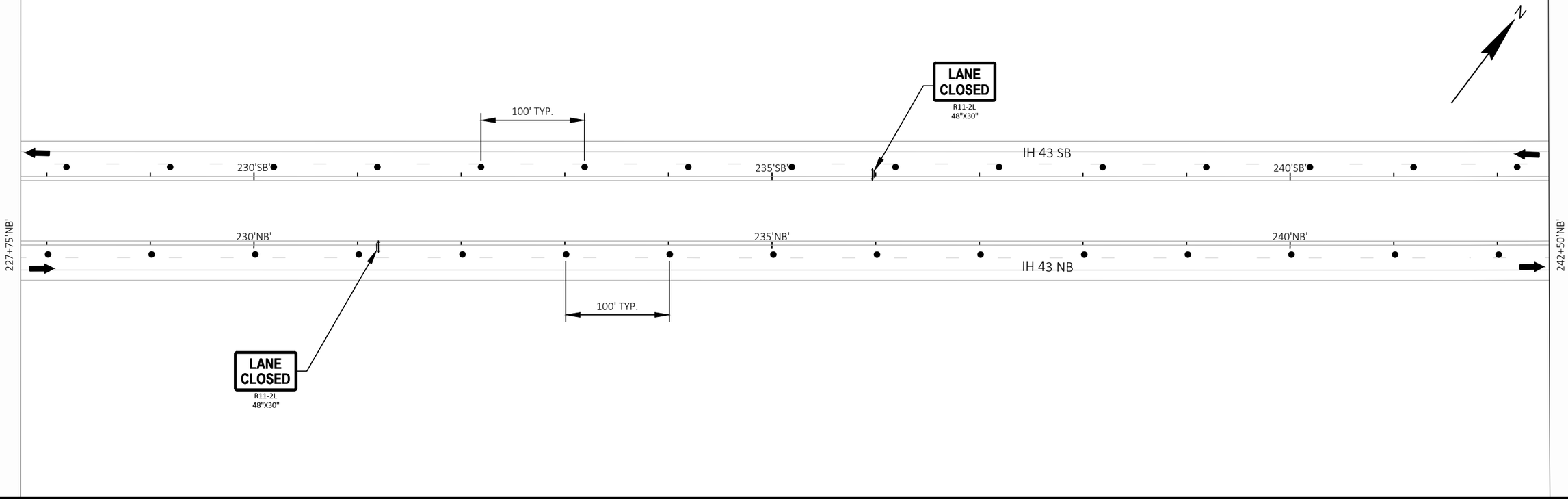




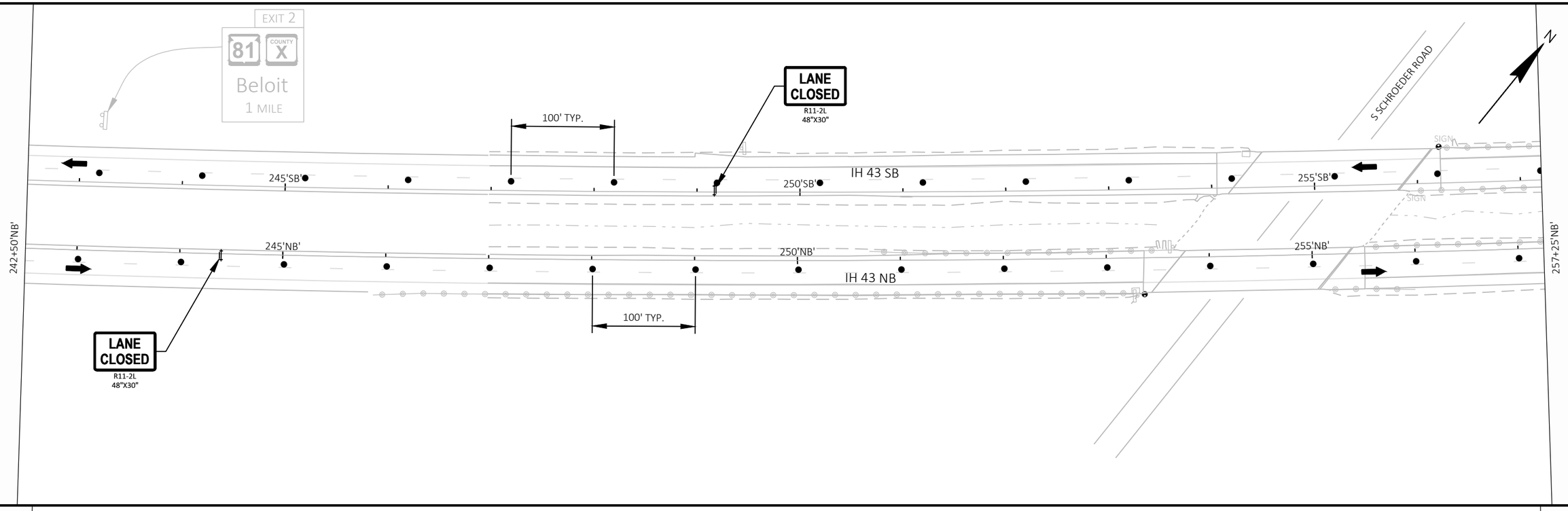
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 107	E

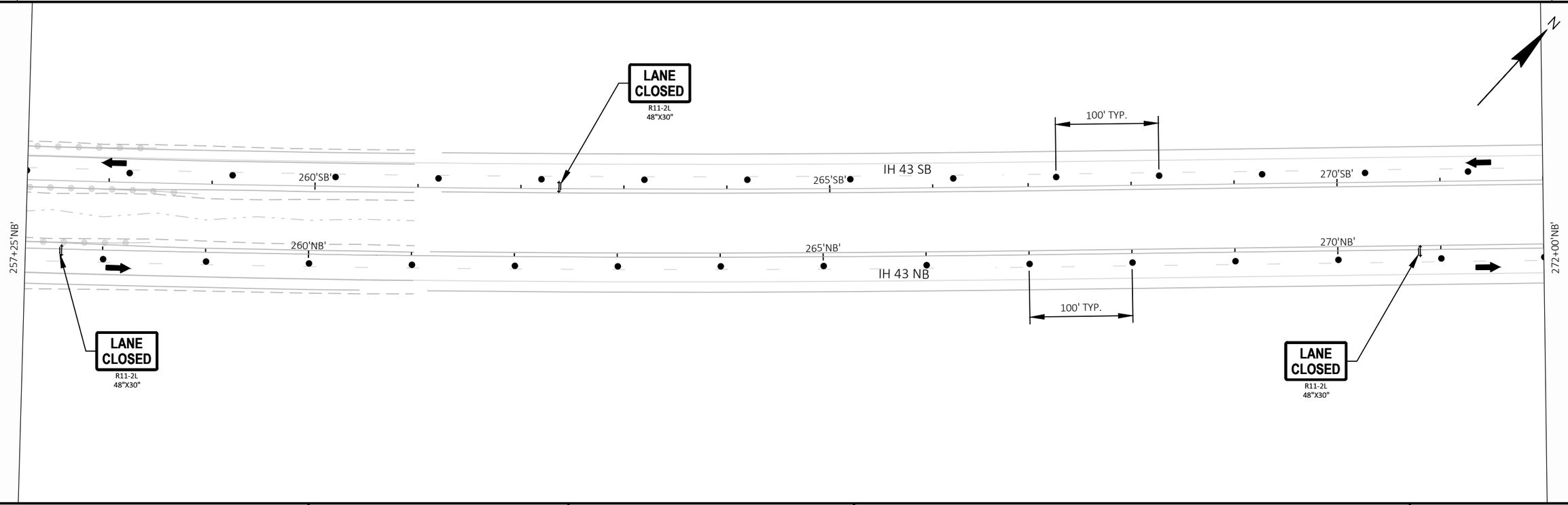
2

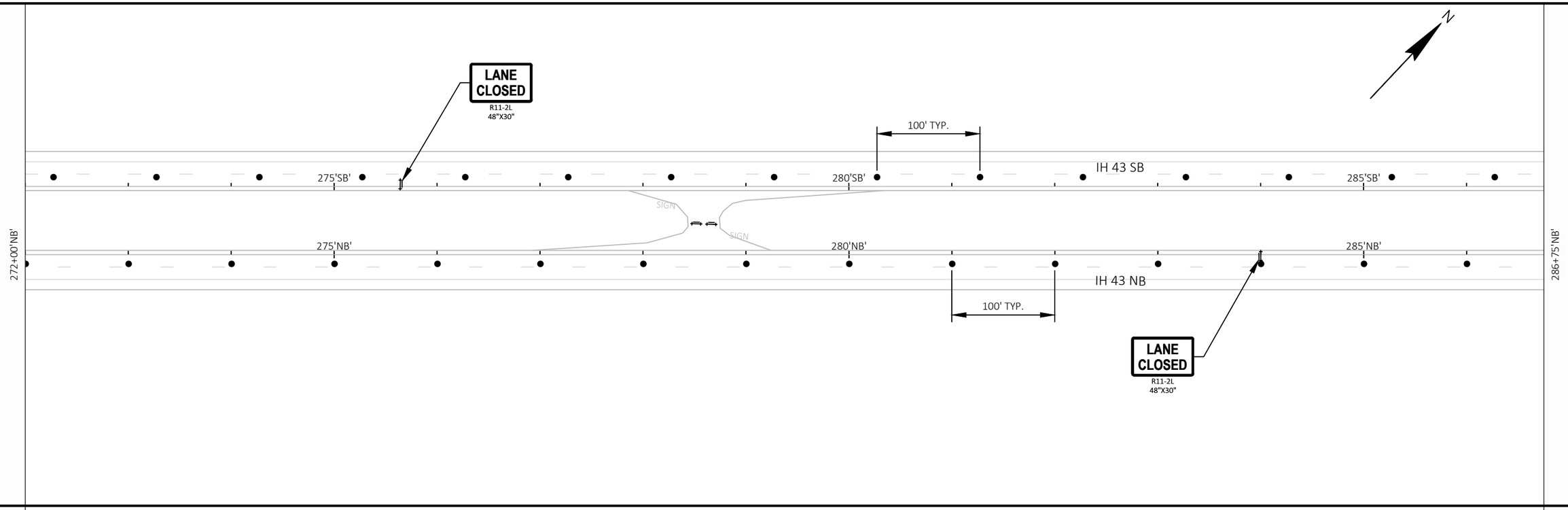


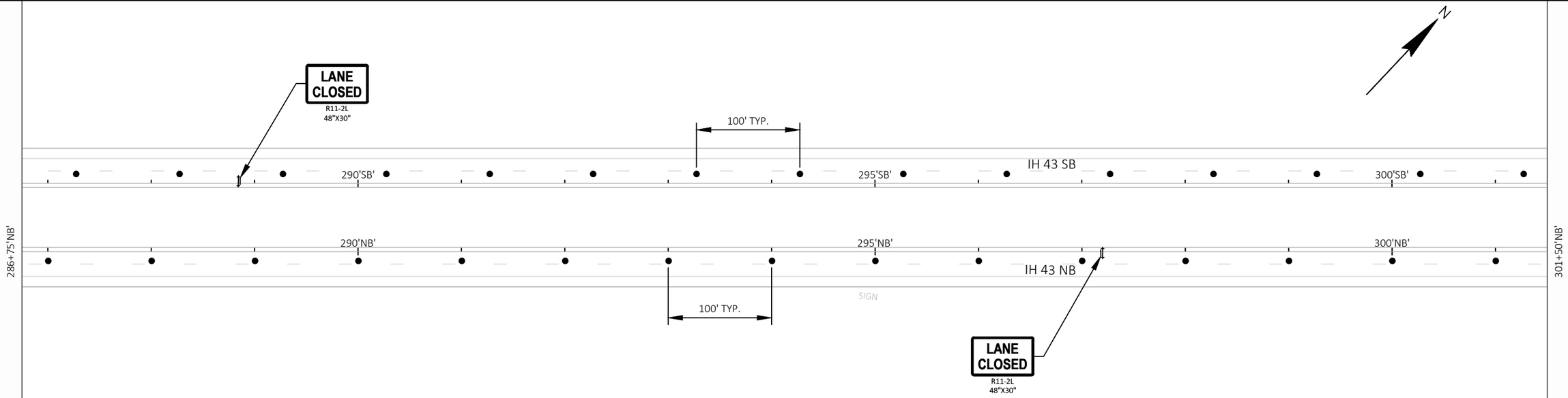


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 108	E


EXIT 2
81
COUNTY X
Beloit
1 MILE
LANE CLOSED
R11-2L
48"X30"
100' TYP.
245'SB'
250'SB'
IH 43 SB
255'SB'
S SCHROEDER ROAD
SIGN
SIGN
242+50'NB'
245'NB'
250'NB'
IH 43 NB
255'NB'
257+25'NB'
100' TYP.
LANE CLOSED
R11-2L
48"X30"

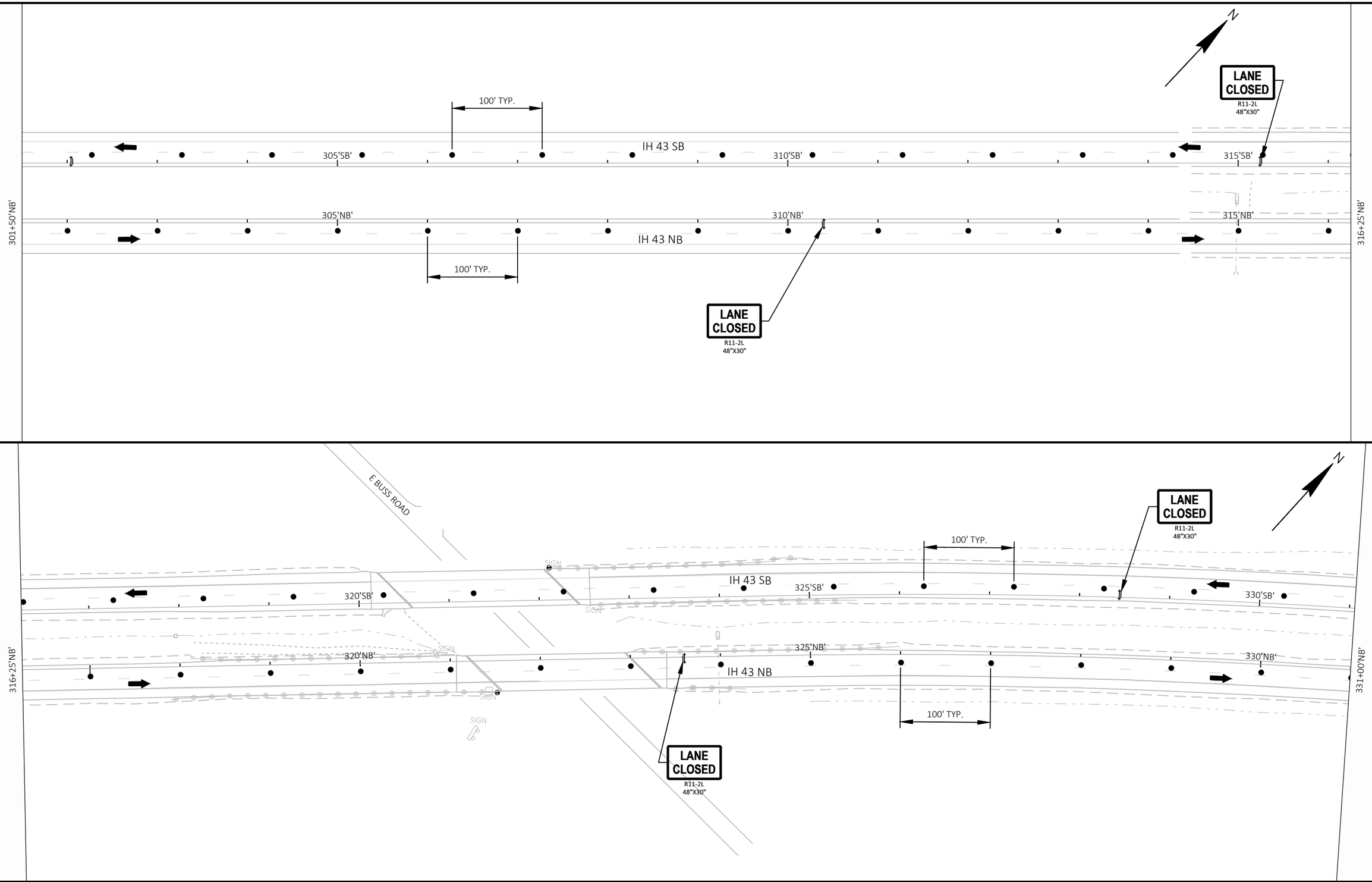

LANE CLOSED
R11-2L
48"X30"
100' TYP.
260'SB'
265'SB'
IH 43 SB
270'SB'
257+25'NB'
260'NB'
265'NB'
IH 43 NB
270'NB'
272+00'NB'
100' TYP.
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"





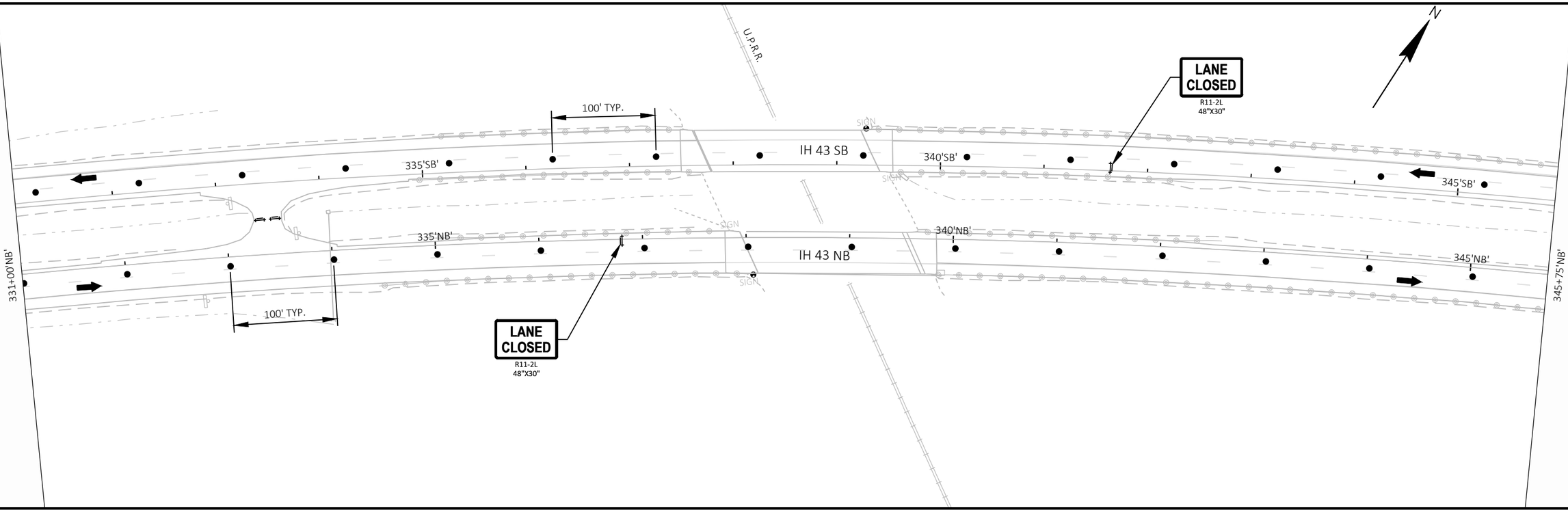
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 110	E

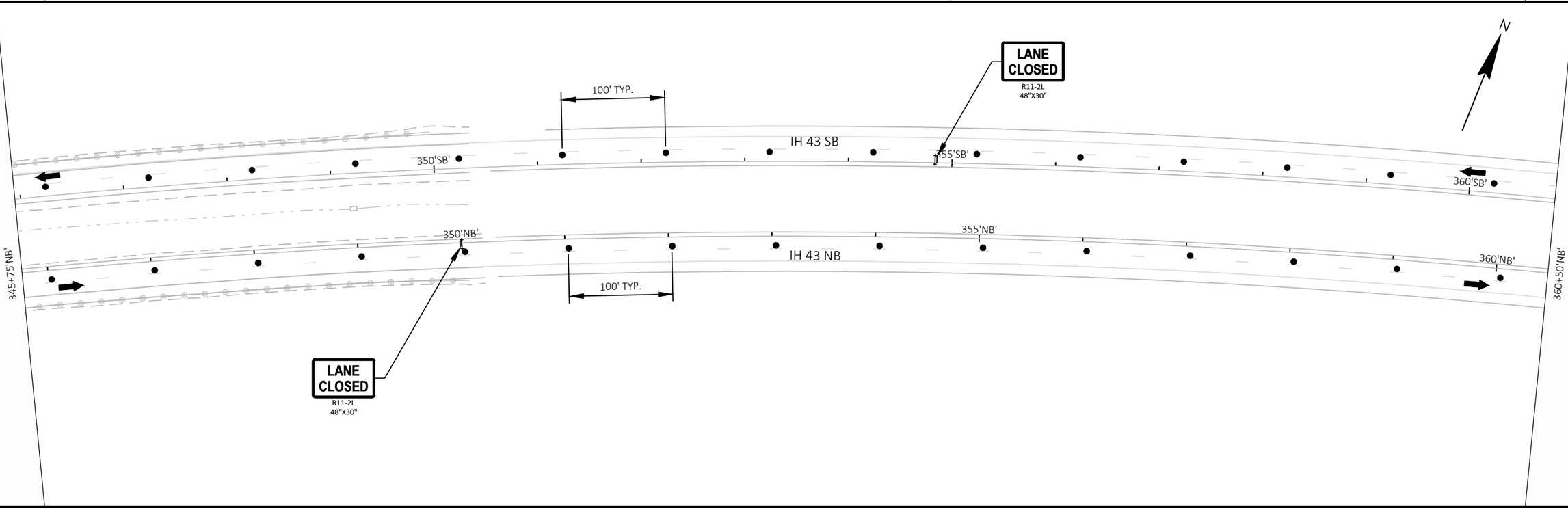
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025107
PLOT DATE : 4/17/2024 9:37 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

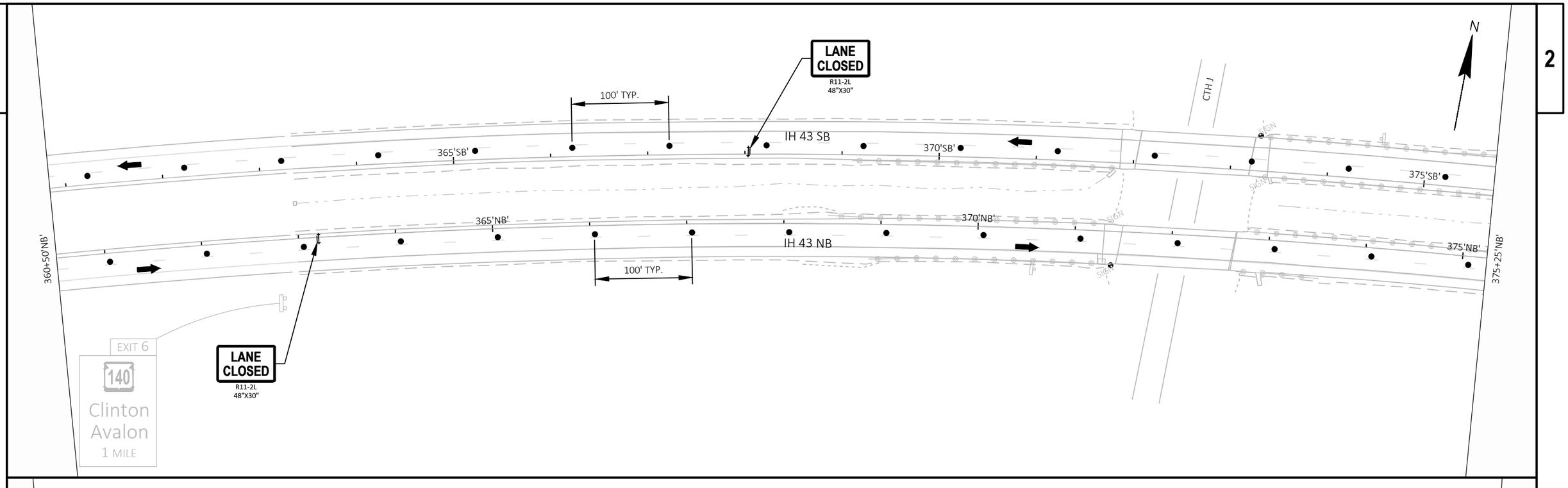


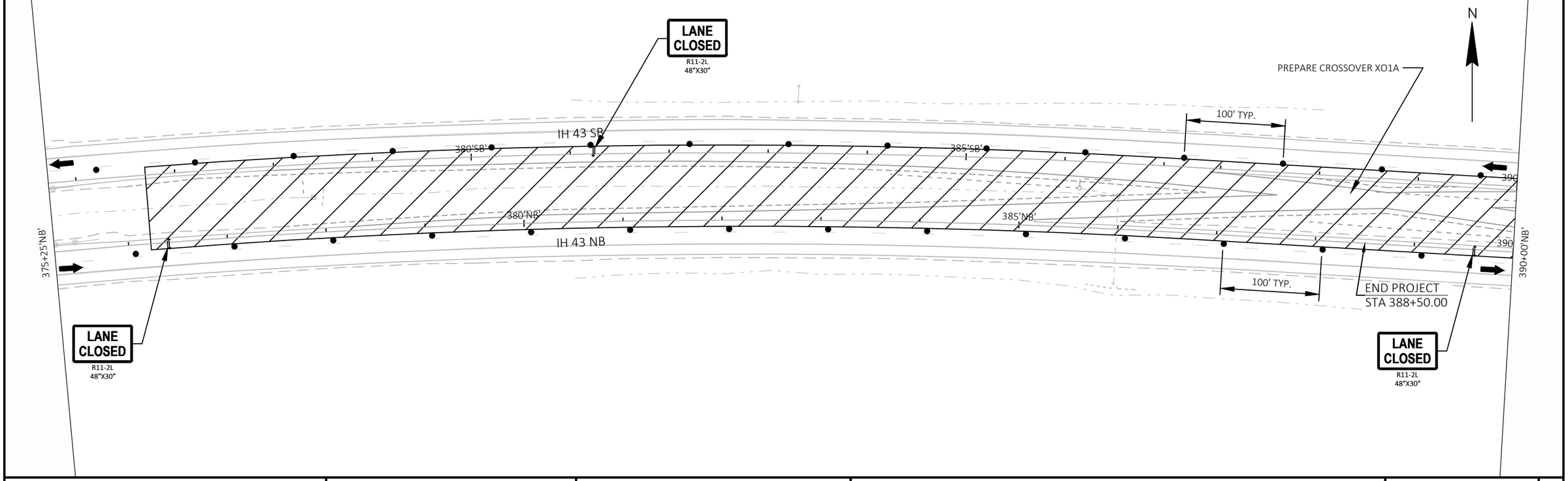
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 111	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025108
PLOT DATE : 4/17/2024 9:37 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


U.P.R.R.
100' TYP.
335'SB'
IH 43 SB
340'SB'
345'SB'
335'NB'
IH 43 NB
340'NB'
345'NB'
331+00'NB'
345+75'NB'
100' TYP.
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
SIGN
SIGN
SIGN
SIGN


100' TYP.
350'SB'
IH 43 SB
355'SB'
360'SB'
350'NB'
IH 43 NB
355'NB'
360'NB'
345+75'NB'
360+50'NB'
100' TYP.
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 113	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025110

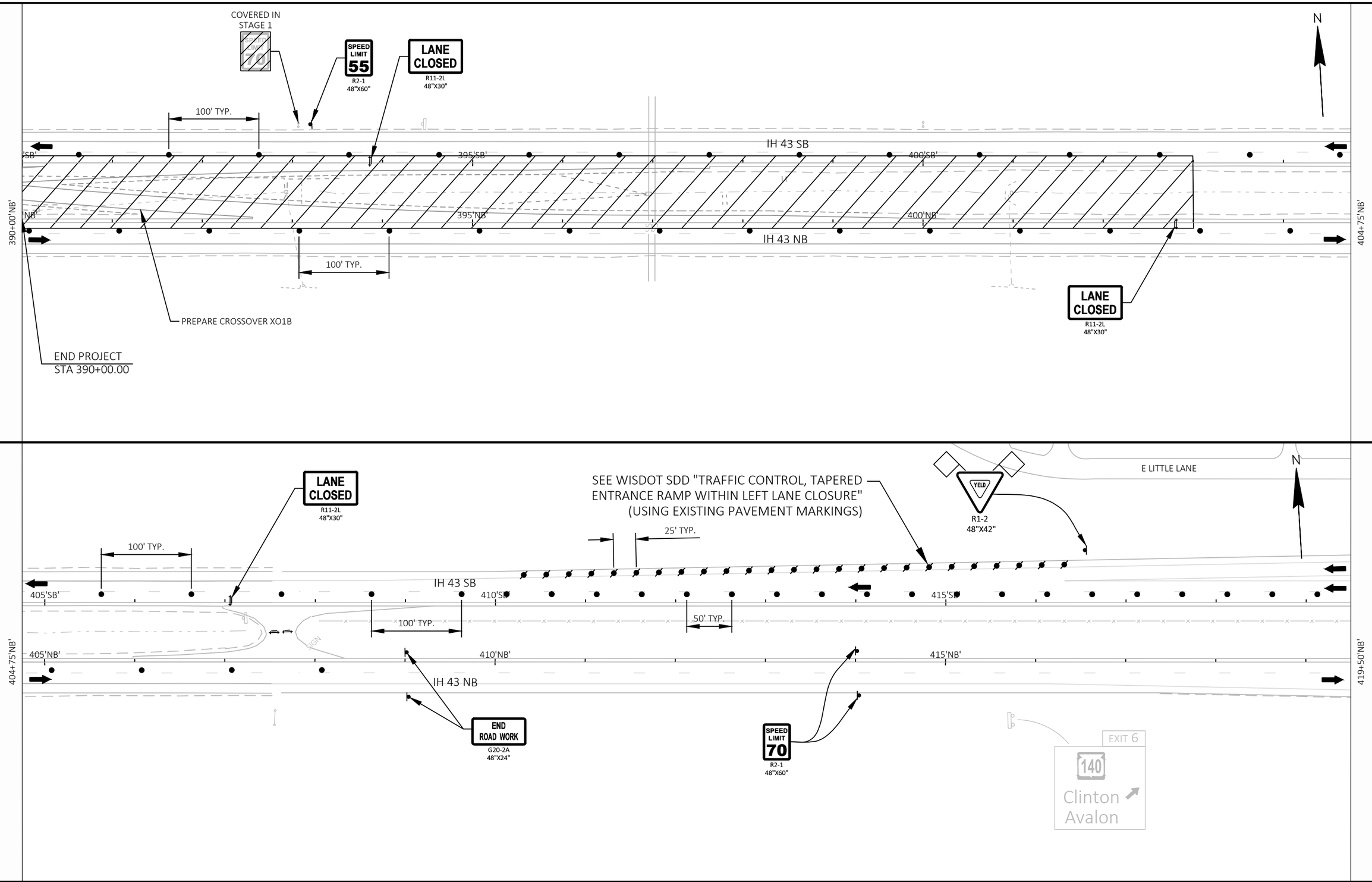
PLOT DATE : 4/17/2024 9:37 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

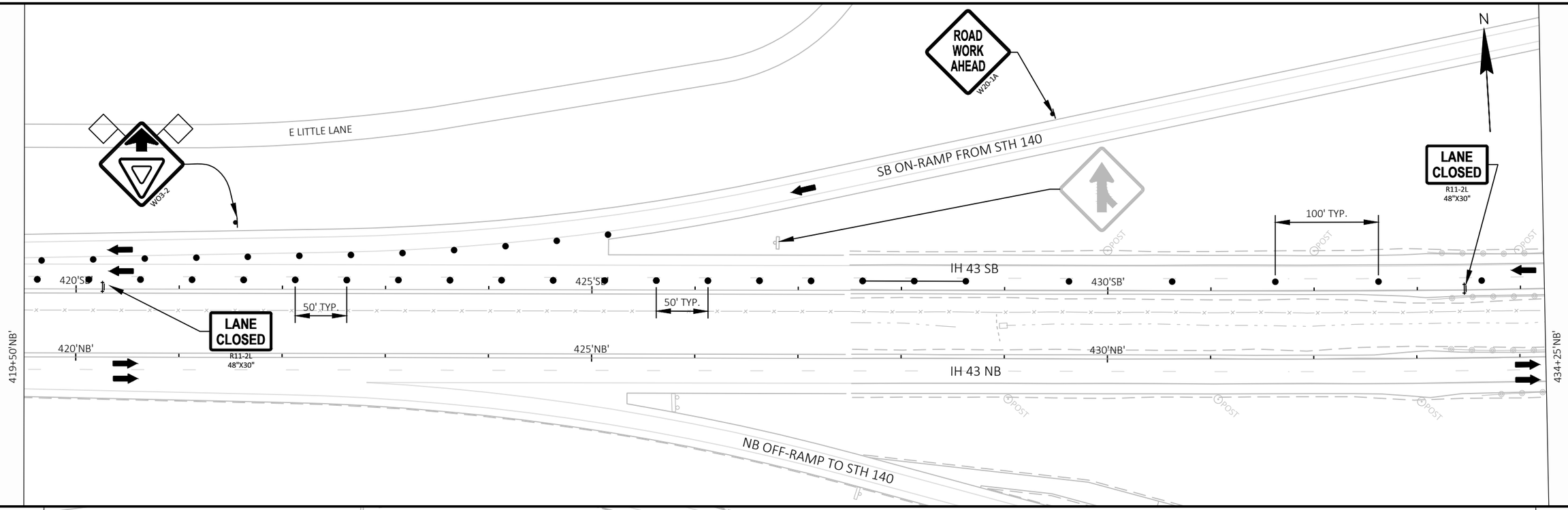
WISDOT/CADDS SHEET 44

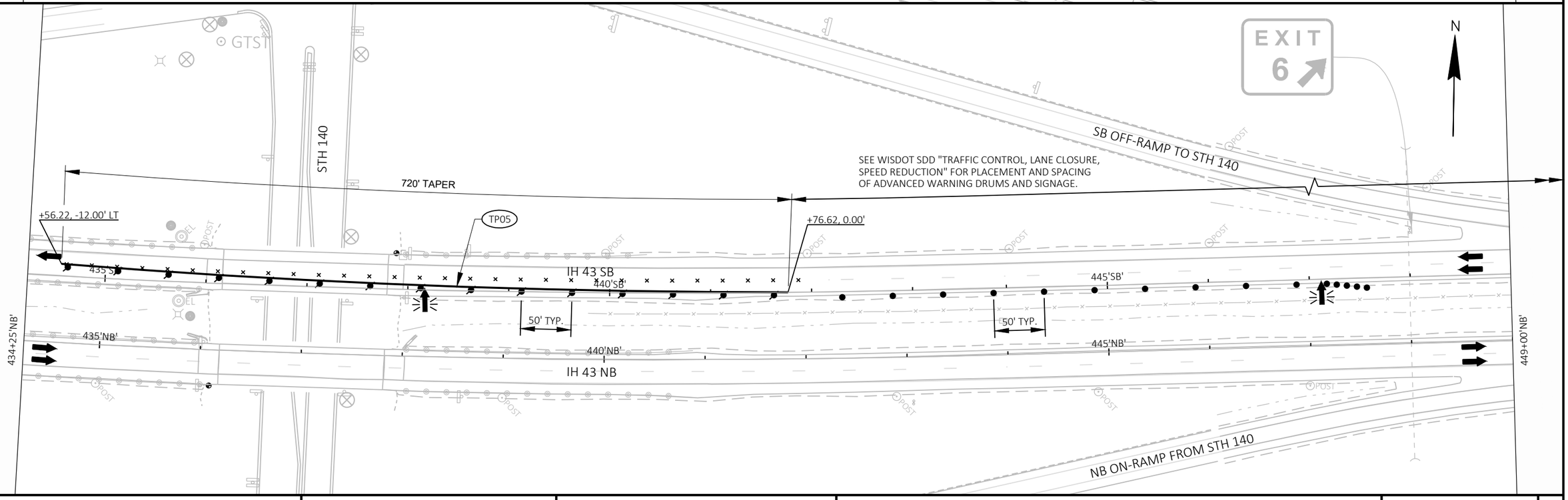


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 114	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025111
PLOT DATE : 4/17/2024 9:38 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

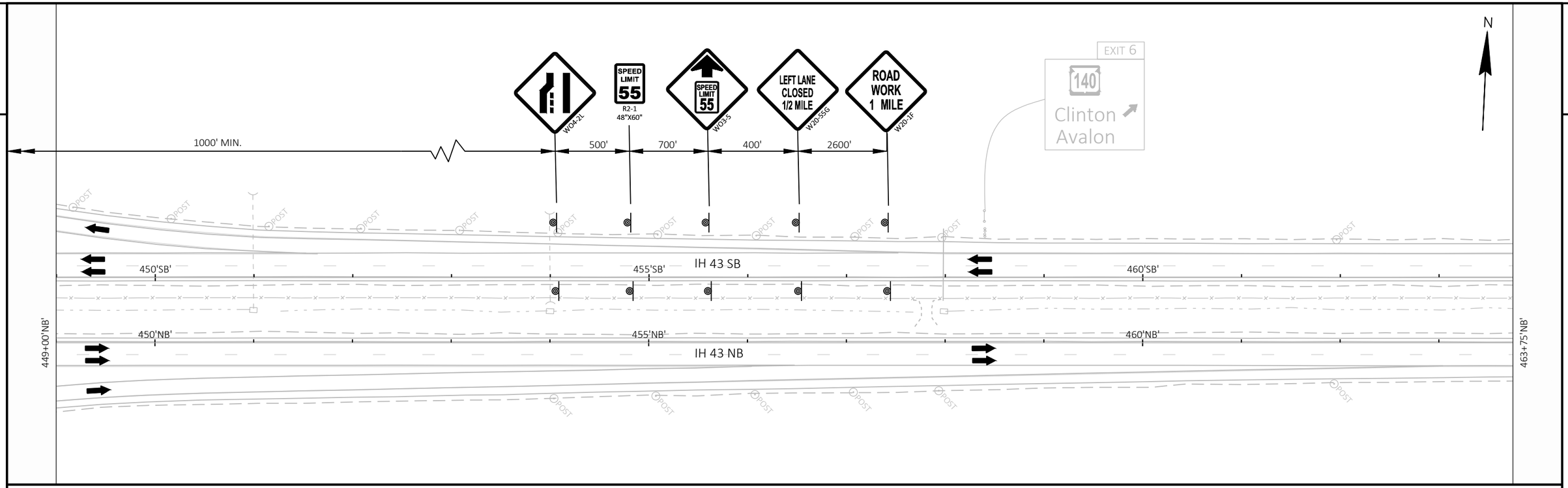
2





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 115	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025112
PLOT DATE : 4/17/2024 9:38 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



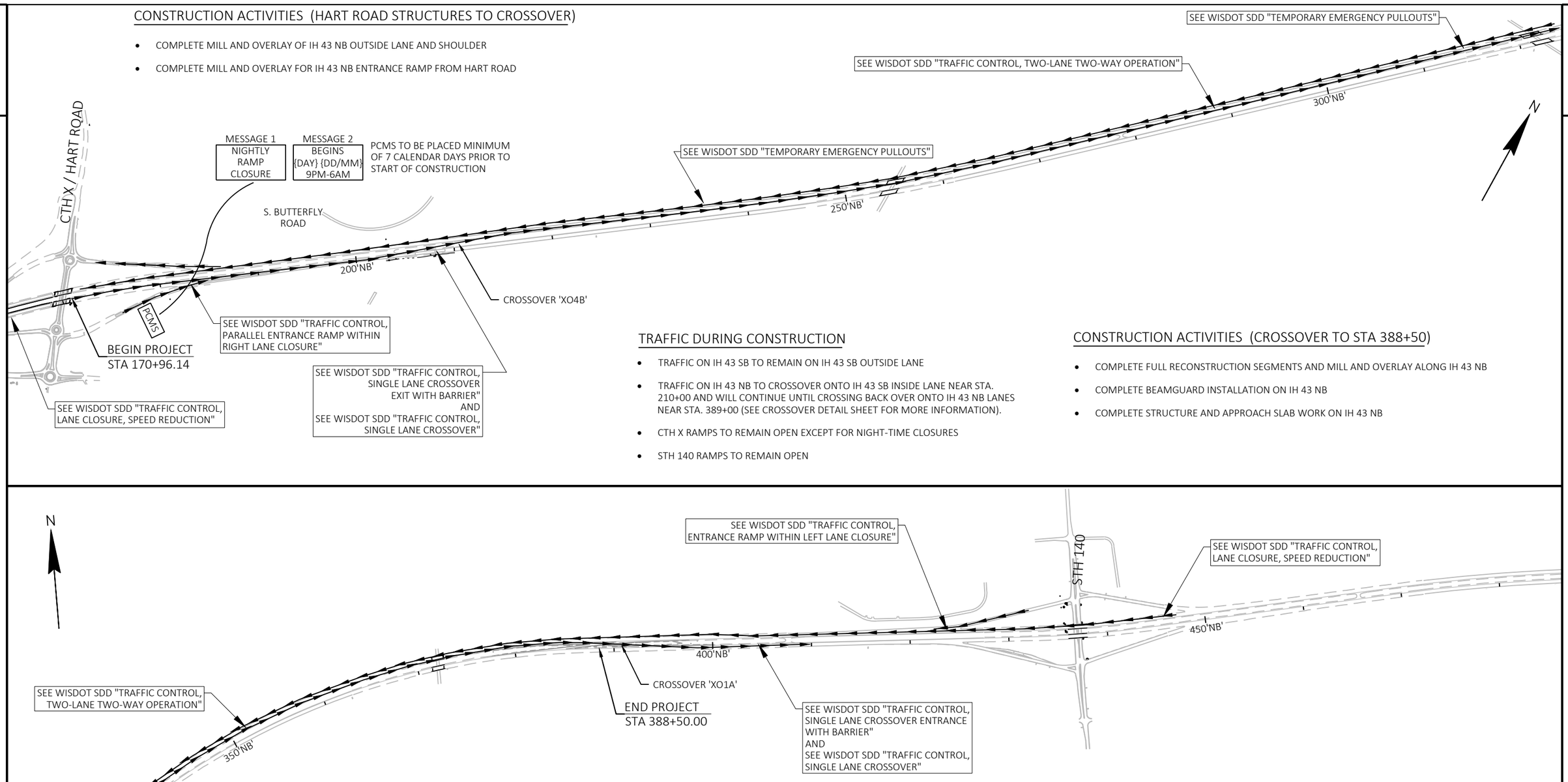
2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 116	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S3.DWG
LAYOUT NAME - 025113
PLOT DATE : 4/17/2024 9:38 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONSTRUCTION ACTIVITIES (HART ROAD STRUCTURES TO CROSSOVER)

- COMPLETE MILL AND OVERLAY OF IH 43 NB OUTSIDE LANE AND SHOULDER
- COMPLETE MILL AND OVERLAY FOR IH 43 NB ENTRANCE RAMP FROM HART ROAD



TRAFFIC DURING CONSTRUCTION

- TRAFFIC ON IH 43 SB TO REMAIN ON IH 43 SB OUTSIDE LANE
- TRAFFIC ON IH 43 NB TO CROSSOVER ONTO IH 43 SB INSIDE LANE NEAR STA. 210+00 AND WILL CONTINUE UNTIL CROSSING BACK OVER ONTO IH 43 NB LANES NEAR STA. 389+00 (SEE CROSSOVER DETAIL SHEET FOR MORE INFORMATION).
- CTH X RAMPS TO REMAIN OPEN EXCEPT FOR NIGHT-TIME CLOSURES
- STH 140 RAMPS TO REMAIN OPEN

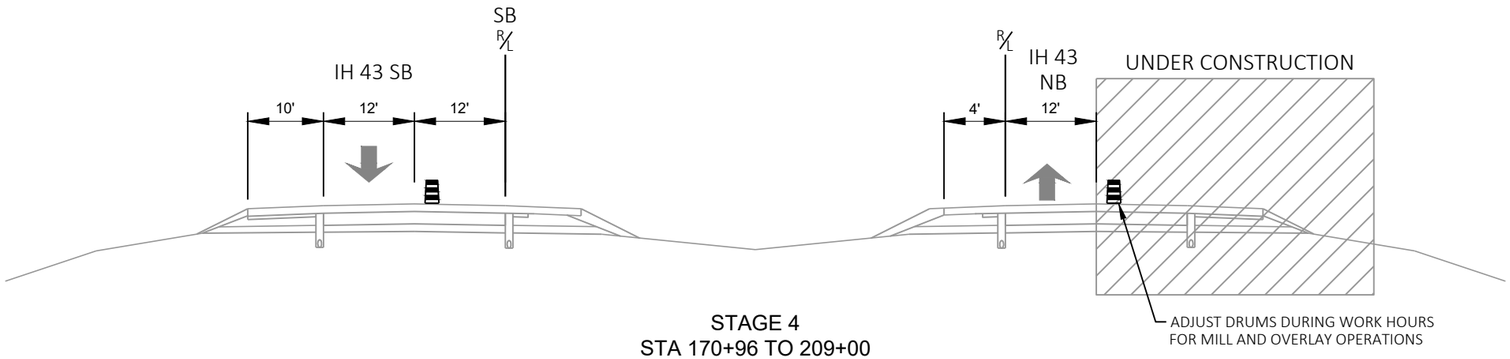
CONSTRUCTION ACTIVITIES (CROSSOVER TO STA 388+50)

- COMPLETE FULL RECONSTRUCTION SEGMENTS AND MILL AND OVERLAY ALONG IH 43 NB
- COMPLETE BEAMGUARD INSTALLATION ON IH 43 NB
- COMPLETE STRUCTURE AND APPROACH SLAB WORK ON IH 43 NB

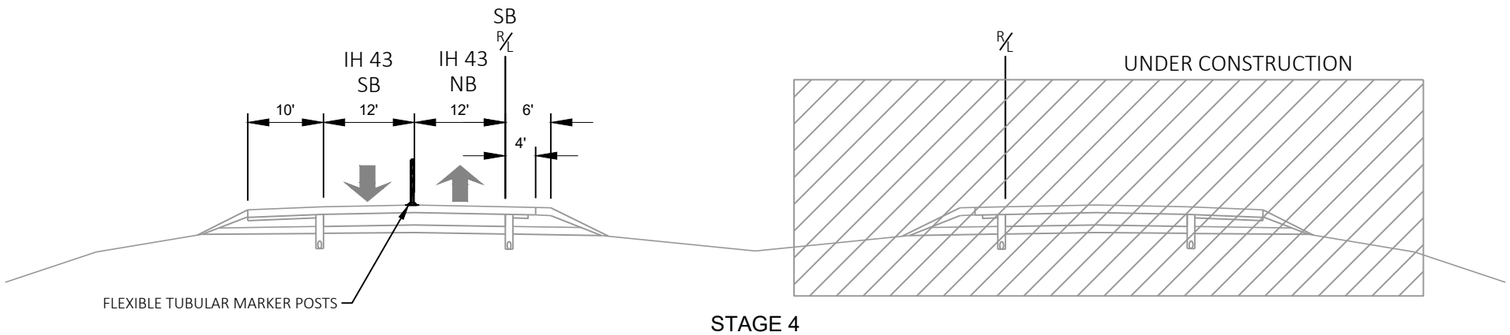
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 4	SHEET 117	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC_OVERVIEW.DWG
LAYOUT NAME - STAGE 4
PLOT DATE : 4/14/2024 9:32 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2



STAGE 4
STA 170+96 TO 209+00

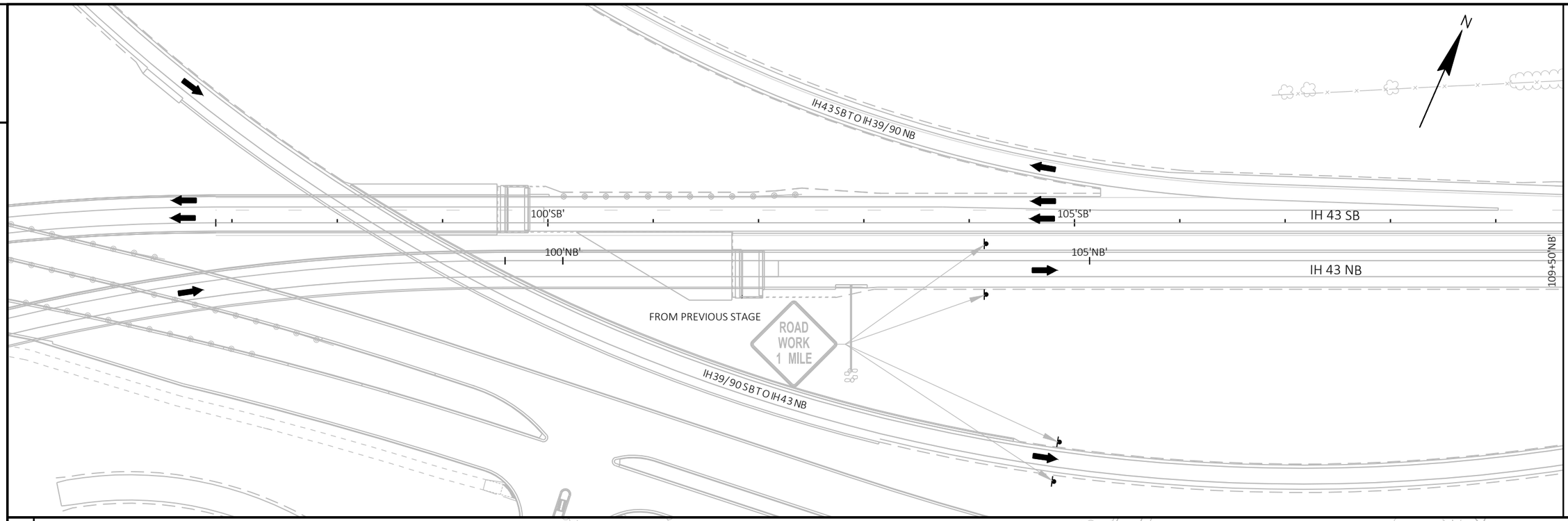


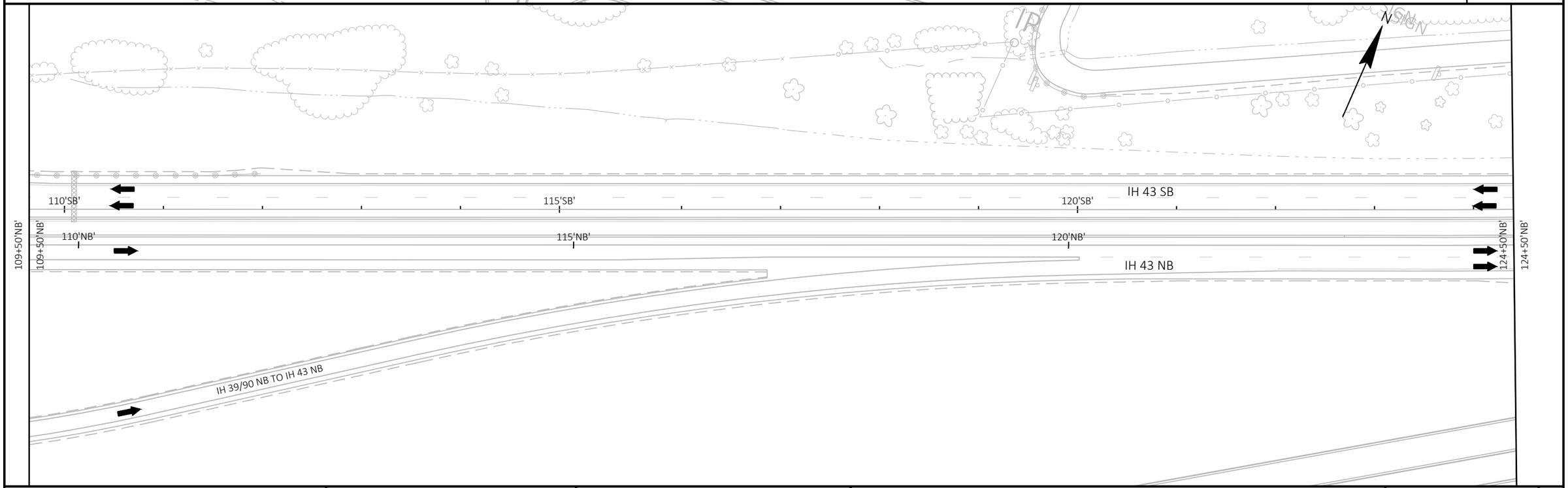
STAGE 4
STA 209+00 TO 388+50

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4 TYPICAL SECTION	SHEET 118	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\020301_TS.DWG
LAYOUT NAME - 07 TC 4
PLOT DATE : 2/1/2024 3:34 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 119	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025101
PLOT DATE : 4/17/2024 9:53 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

124+50'NB'

125'SB'

125'NB'

124+50'NB'

130'SB'

IH 43 SB

135'SB'

130'NB'

135'NB'

IH 43 NB

139+25'NB'

139+25'NB'

RIGHT LANE CLOSED 1/2 MILE

W20-5G

SPEED LIMIT 55

W03-5

SPEED LIMIT 70

COVER

SPEED LIMIT 55

R2-1

48"X60"

N

140'SB'

IH 43 SB

145'SB'

150'SB'

140'NB'

145'NB'

150'NB'

IH 43 NB

139+25'NB'

139+25'NB'

153+75'NB'

154+00'NB'

50' TYP.

W04-2R

SIGN

RAMP

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 120	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025102

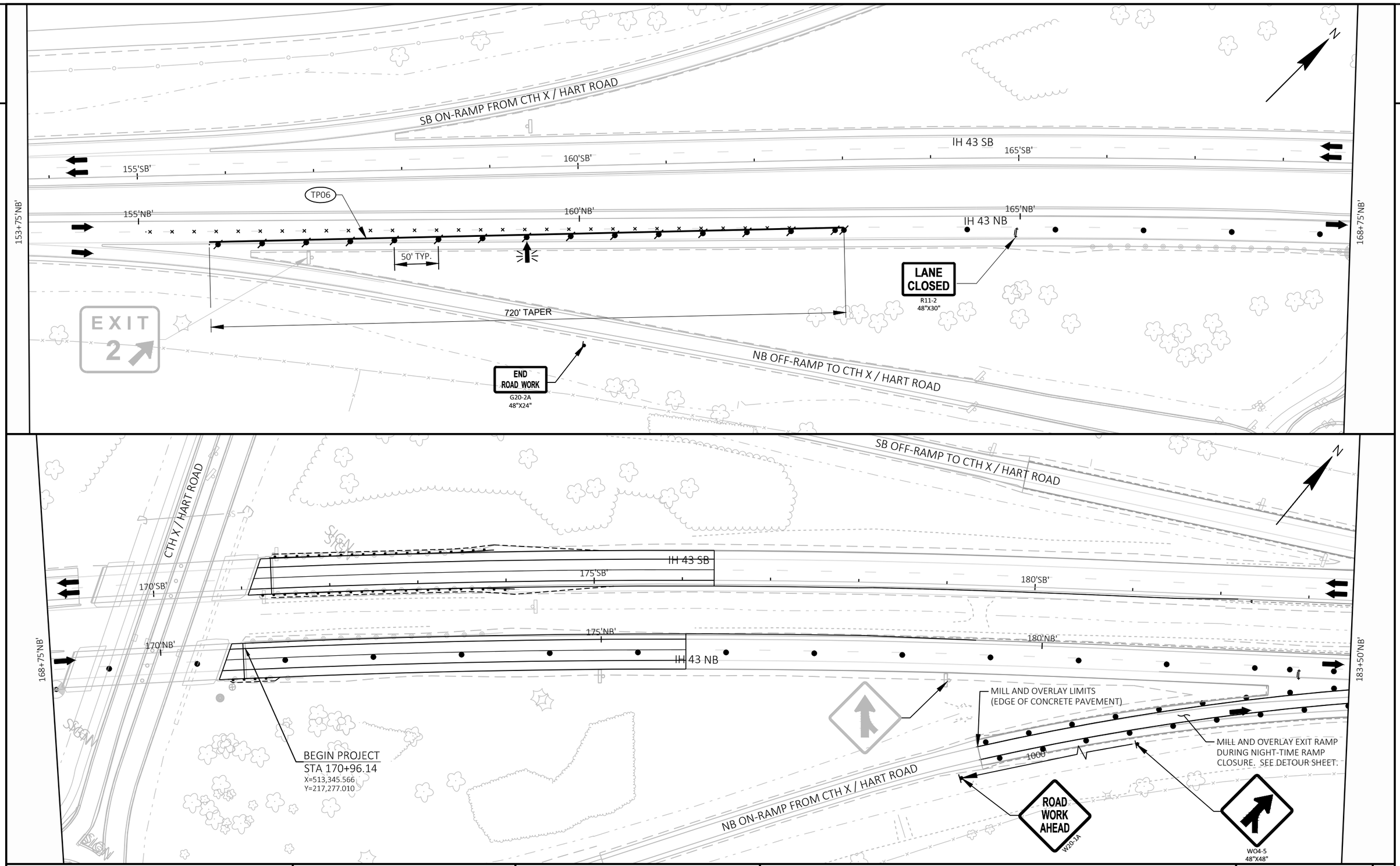
PLOT DATE : 4/17/2024 9:53 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

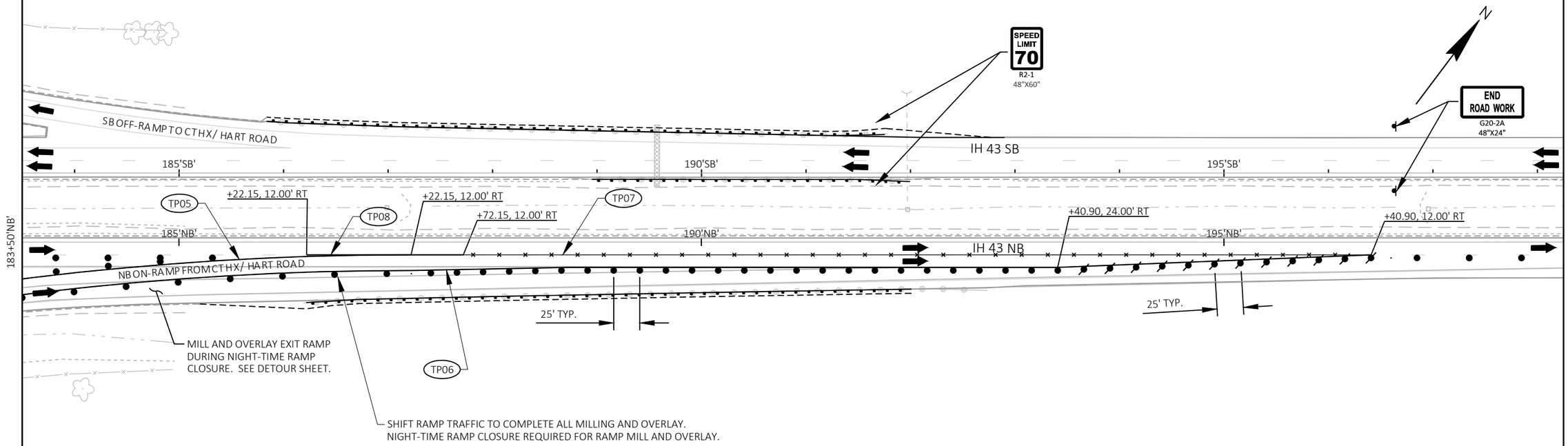
PLOT SCALE : 1 IN:100 FT

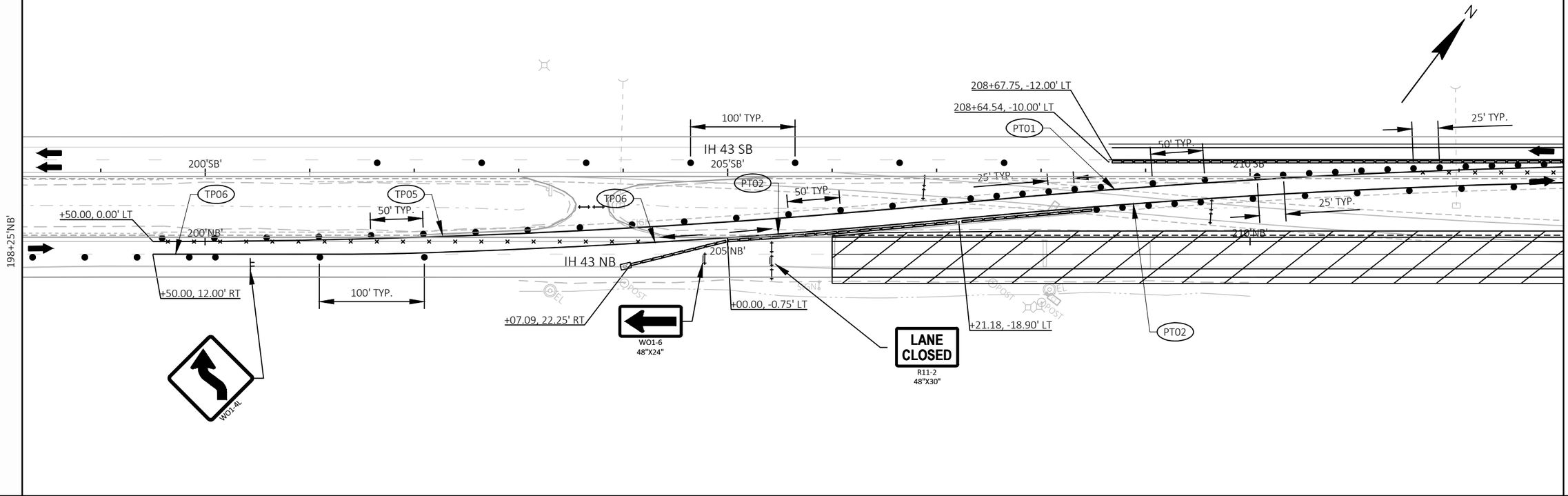
WISDOT/CADDS SHEET 44



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 121	E

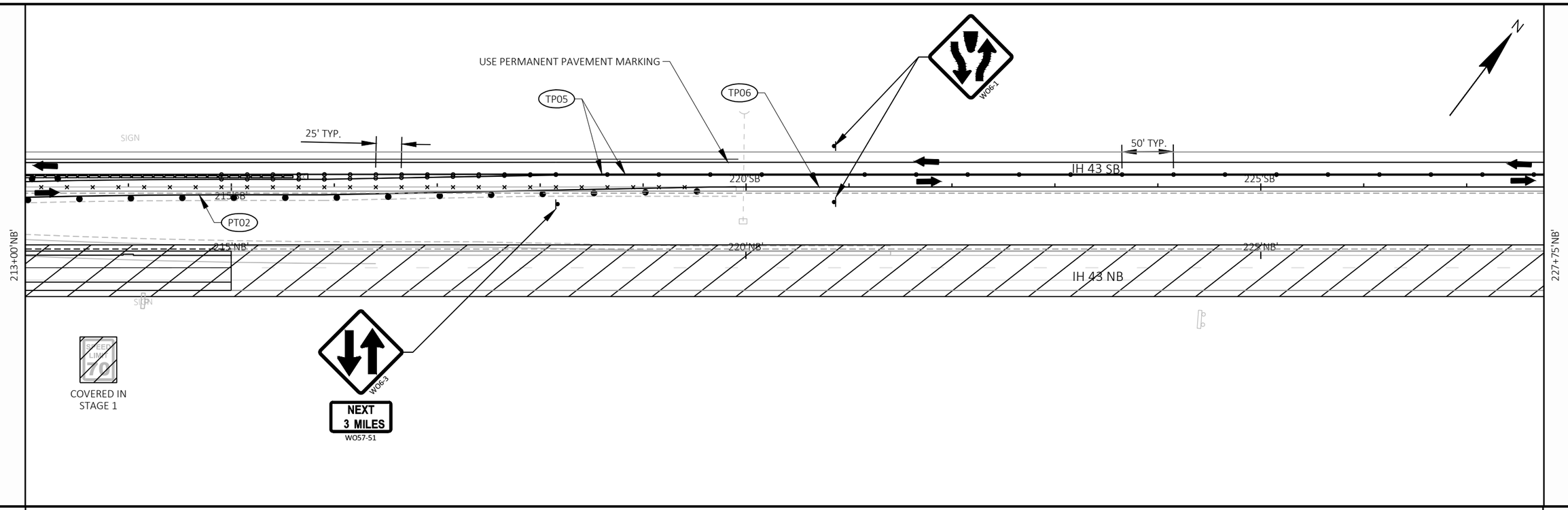
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025103
PLOT DATE : 4/17/2024 9:53 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

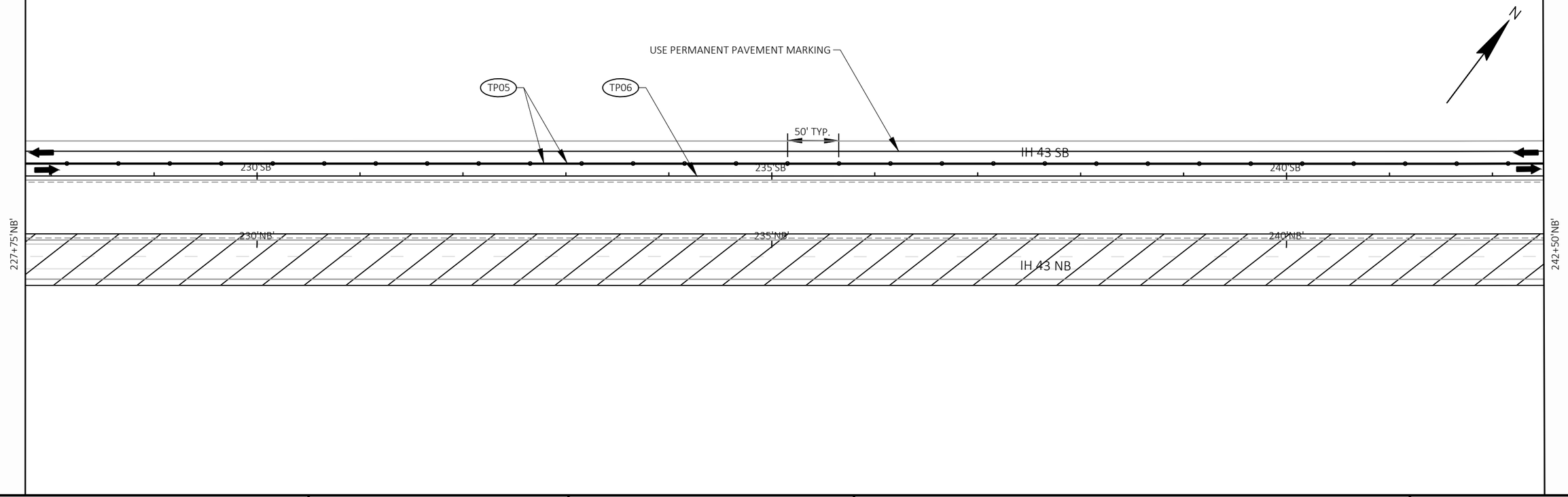




PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 122	E

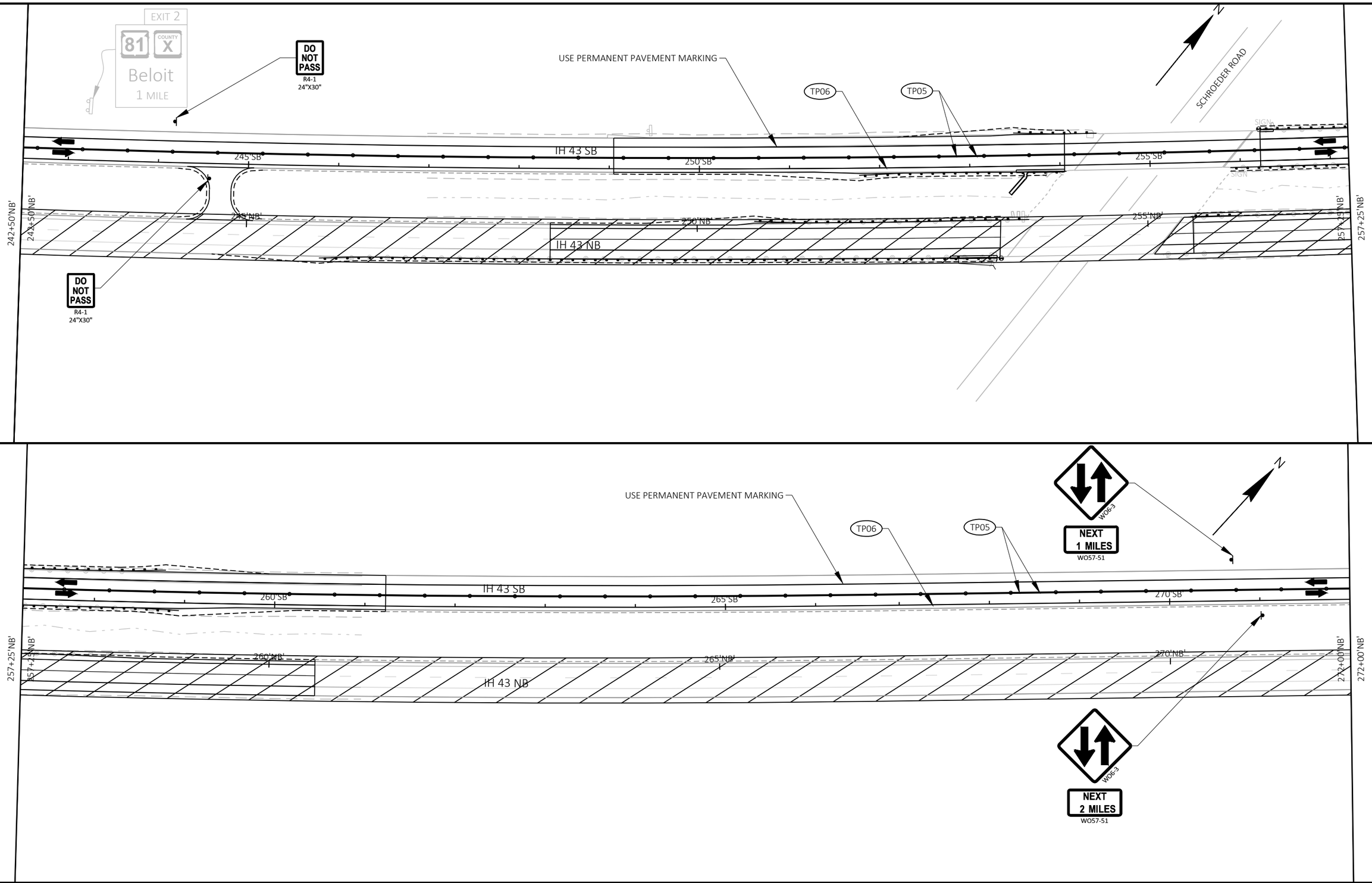
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025104
PLOT DATE : 4/17/2024 9:54 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 123	E

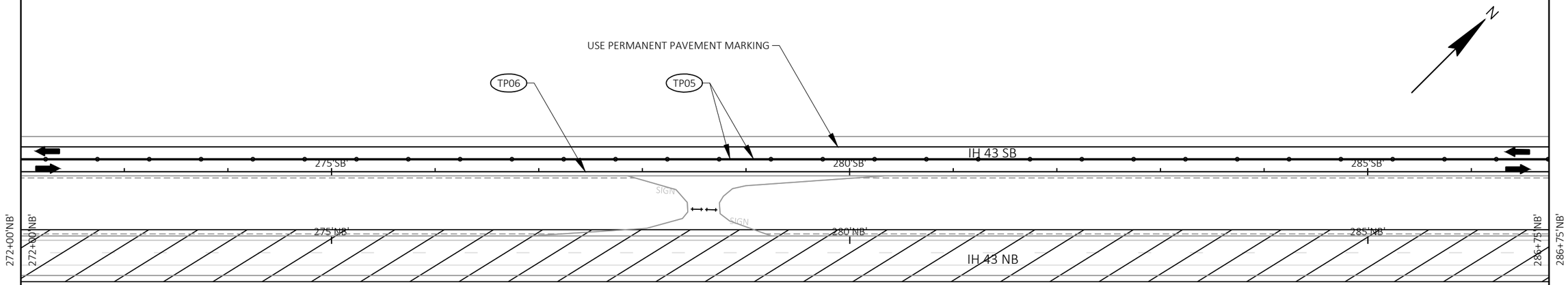
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025105
PLOT DATE : 4/17/2024 9:54 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

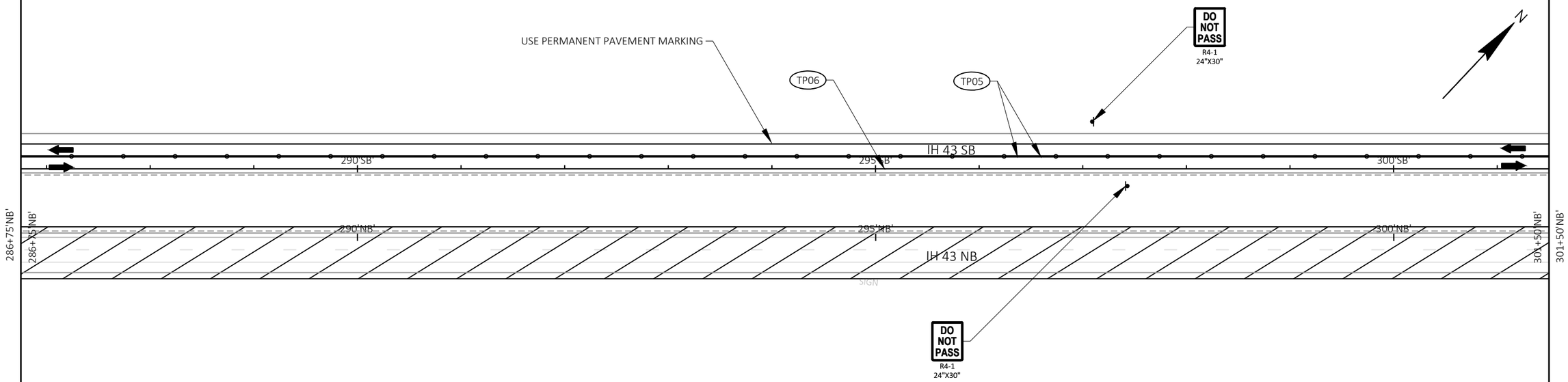


2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 124	E

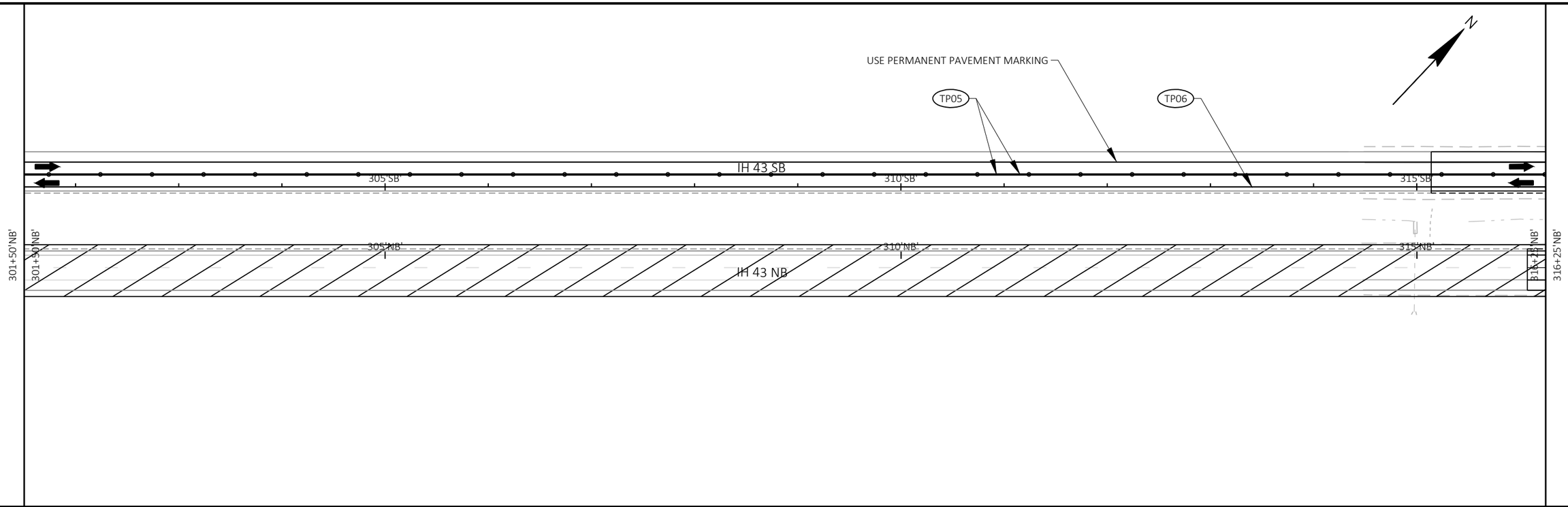
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025106
PLOT DATE : 4/17/2024 9:54 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

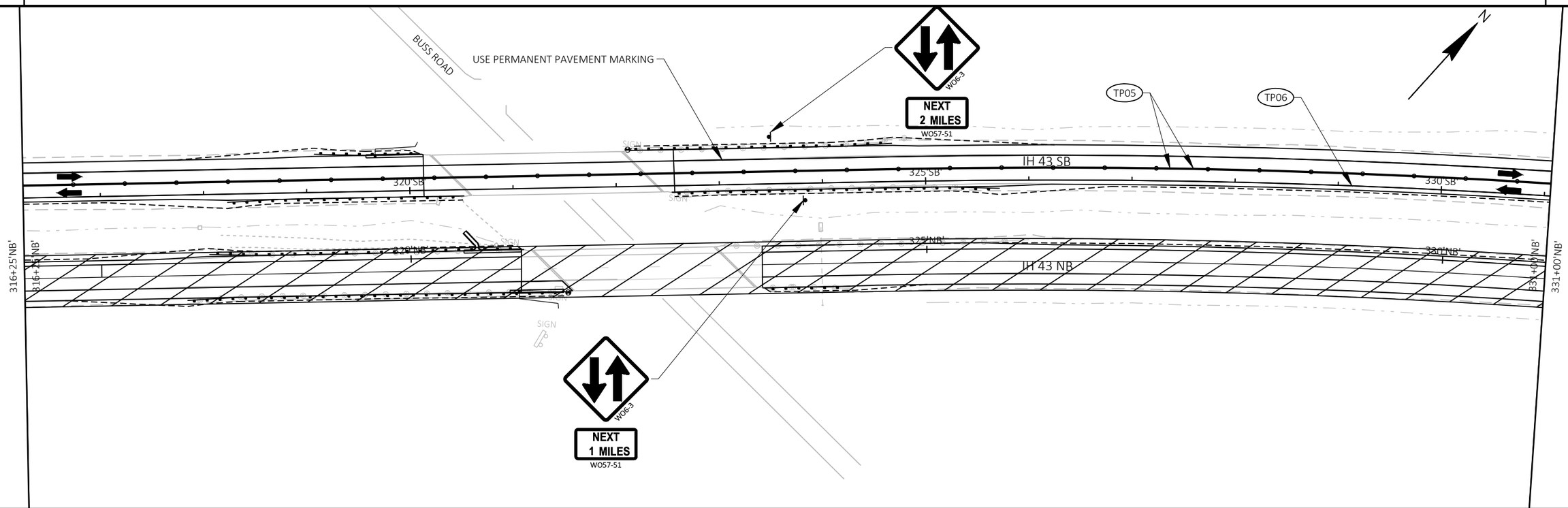




PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 125	E

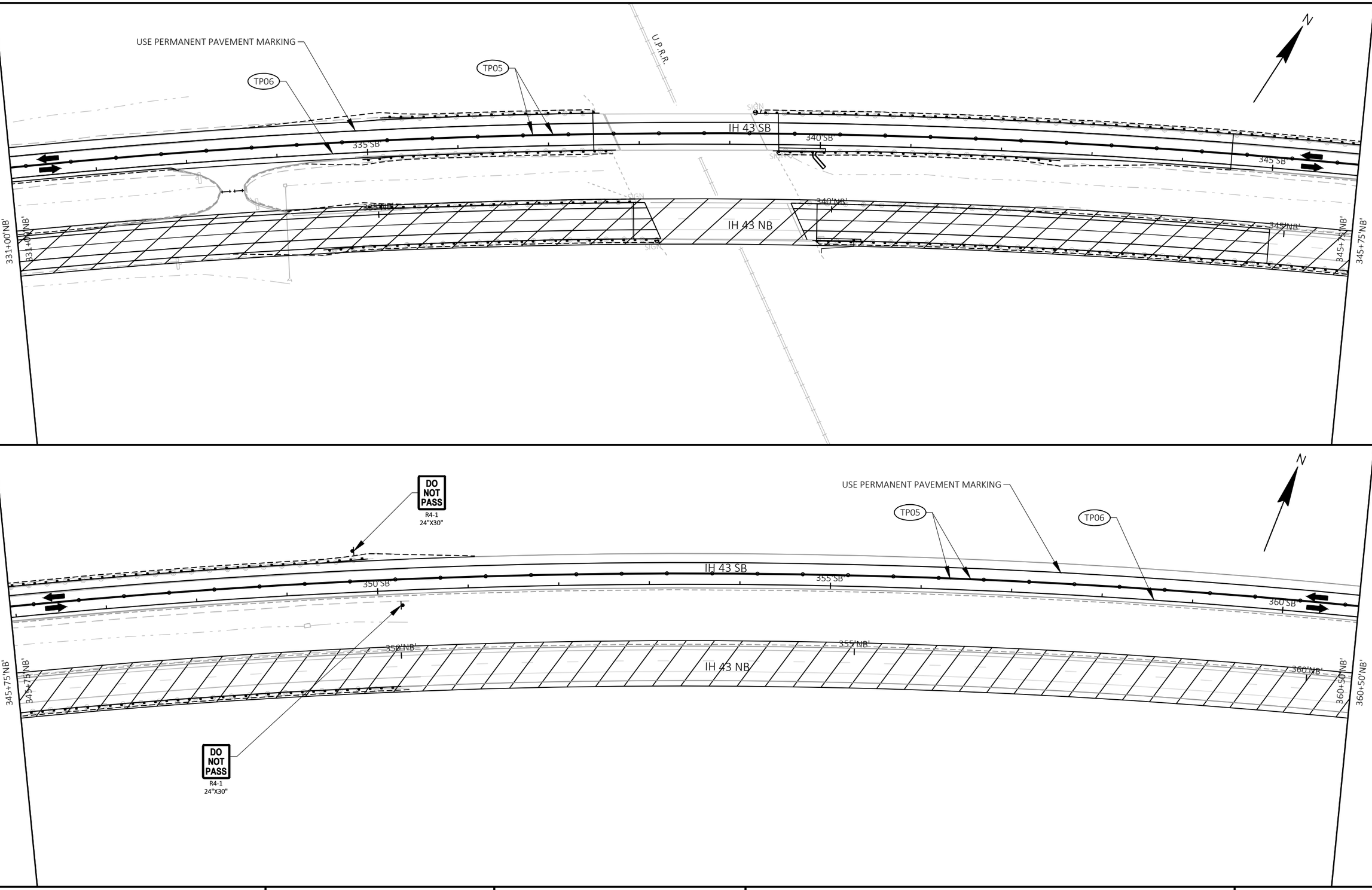
2



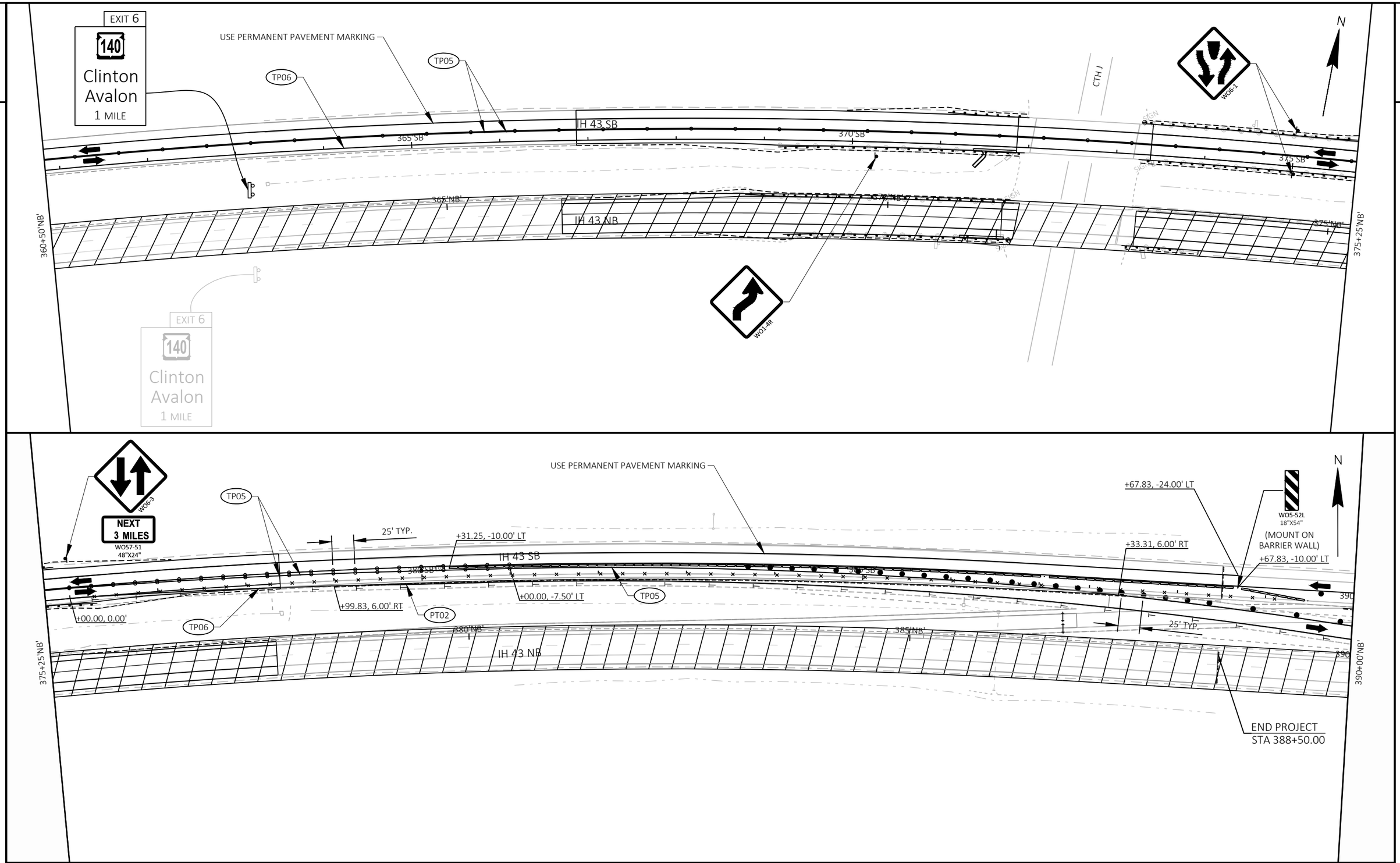


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 126	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025108
PLOT DATE : 4/17/2024 9:54 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



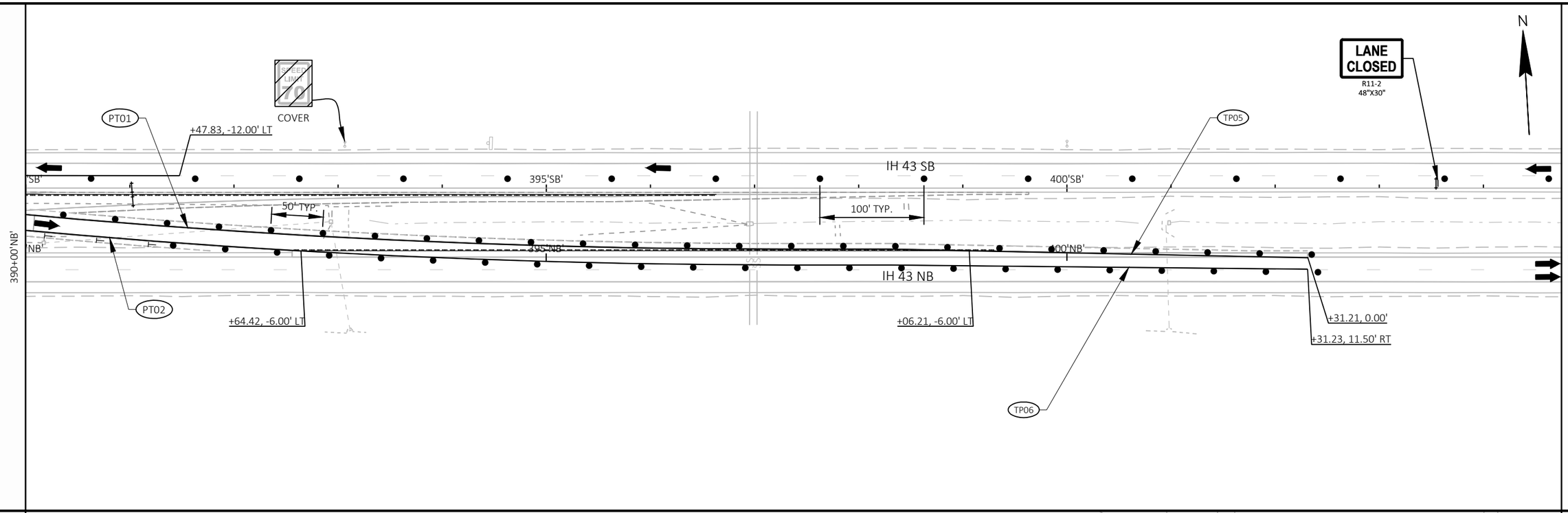
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 127	E



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 128	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025110
PLOT DATE : 4/17/2024 9:55 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 129	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025111

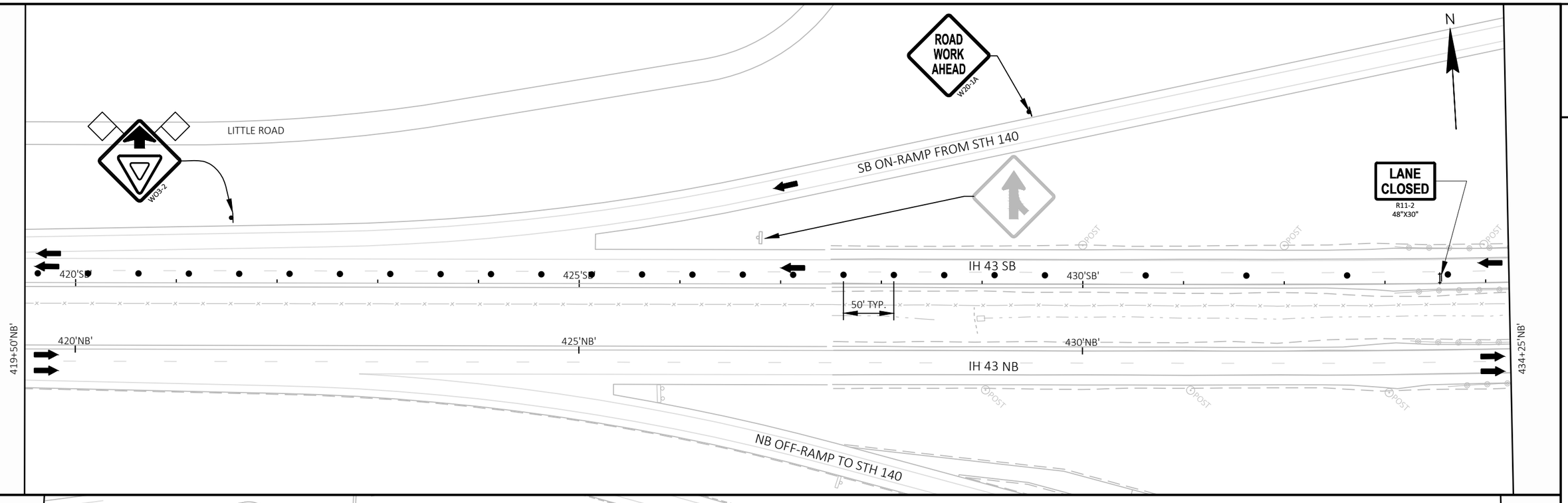
PLOT DATE : 4/17/2024 9:55 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

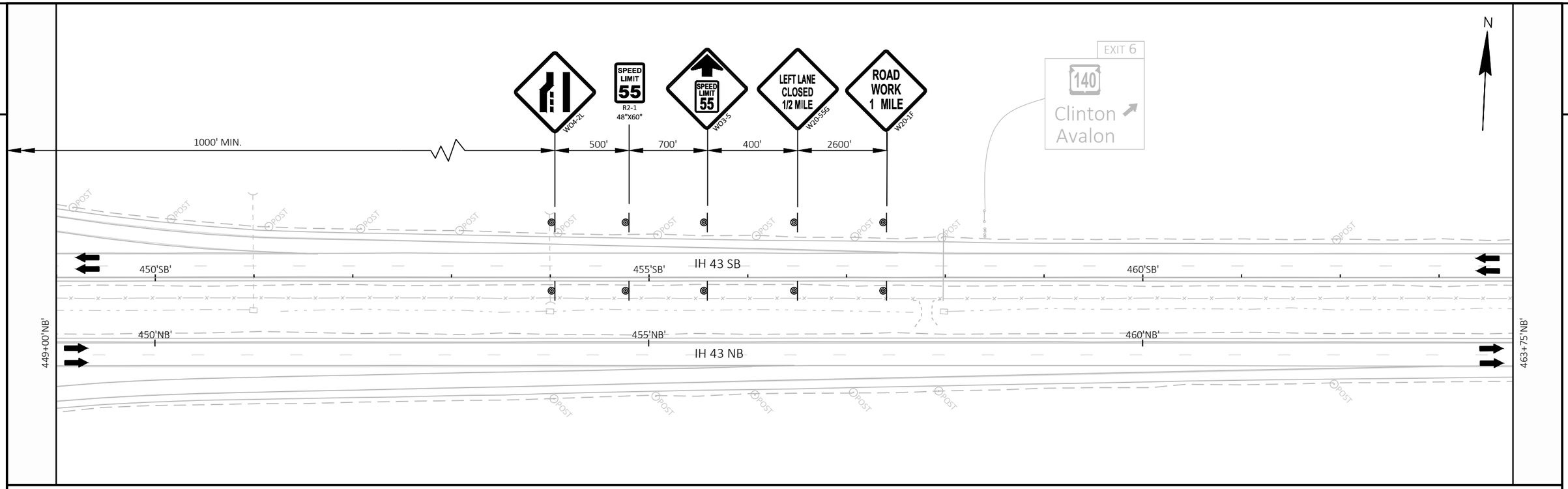
PLOT SCALE : 1 IN: 100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 130	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025112
PLOT DATE : 4/17/2024 9:55 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 131	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4.DWG
LAYOUT NAME - 025113
PLOT DATE : 4/17/2024 9:55 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

STH 81

IH 43 NB

IH 43 SB

N

NORTH MB3-1 24"X12"
INTERSTATE 43 M1-1 24"X24"
RAMP CLOSED AHEAD W20-53A

COVER
INTERSTATE 43 NORTH
WEST 81 COUNTY X

WEST 81 COUNTY X
Beloit
INTERSTATE 43 NORTH
Milwaukee
COVER

CTH X HART RD

170

170 SB

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

ALTERNATE INTERSTATE 43
COVER

OVERHEAD
NORTH INTERSTATE 43 Milwaukee
COVER

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

RAMP CLOSED
R11-2R 48"X30"

Hart Rd
INTERSTATE 43 NORTH
COVER

ALSO SEE DETOUR PLAN

CTH X

NORTH MB3-1 24"X12"
INTERSTATE 43 M1-1 24"X24"
RAMP CLOSED AHEAD W20-53A

ROAD WORK AHEAD W20-1A

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED

PCMS

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

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

175

175 SB

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 132	E

2

IH 43 SB

CTH X

HART RD

170' SB

170

175' SB

175

N

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

MO6-1 21"X21"

MO5-1R 21"X21"

MO5-1L 21"X21"

500'

RAMP CLOSED AHEAD
W20-53A

COVER

OVERHEAD

COVER

ALSO SEE DETOUR PLAN

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 4	SHEET 133	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S4-DETOUR.DWG
LAYOUT NAME - 021202

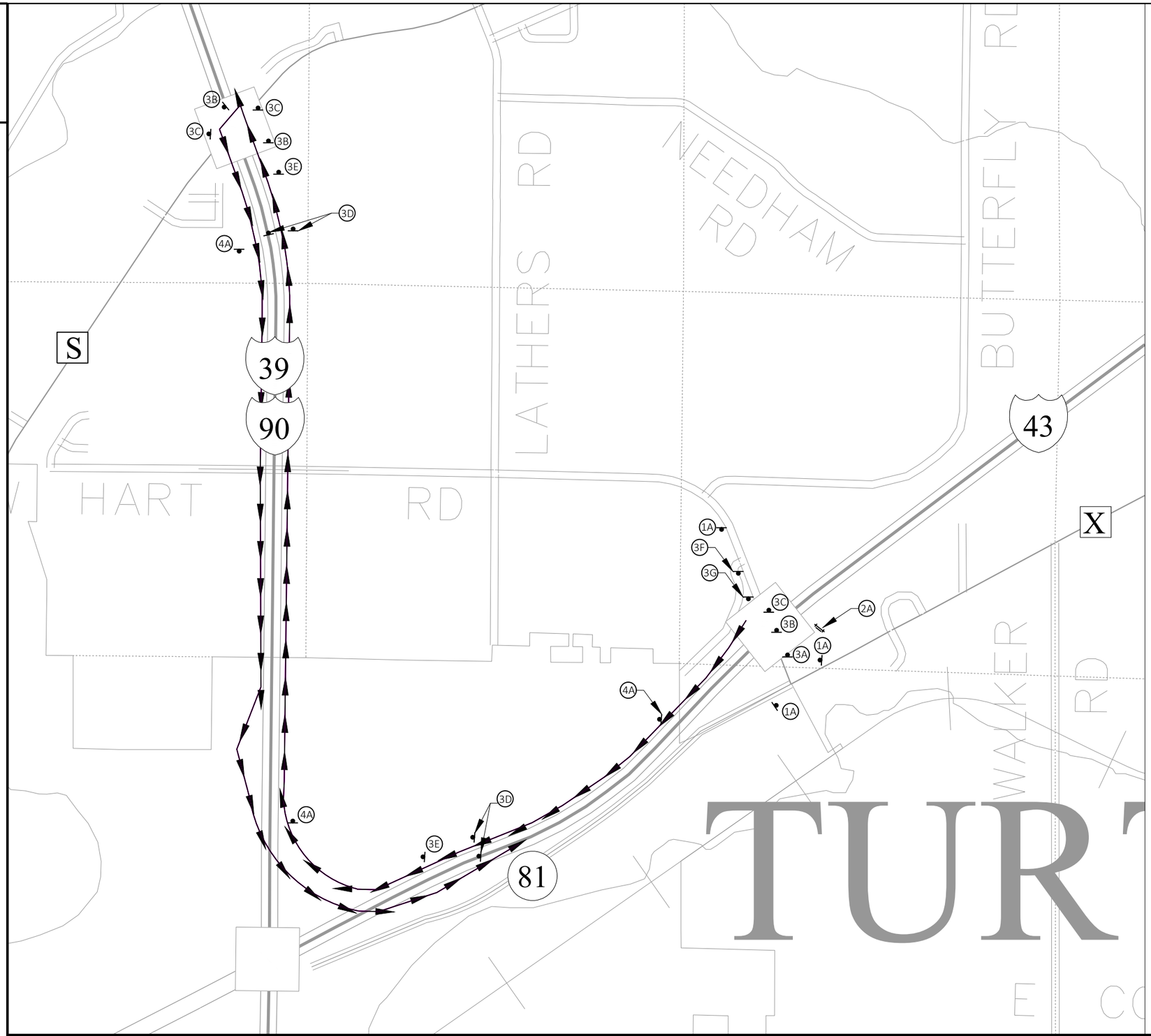
PLOT DATE : 4/17/2024 10:06 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



GENERAL NOTES:

1. SEE TRAFFIC CONTROL GENERAL NOTES & LEGEND
2. NIGHT-TIME RAMP CLOSURES FOR ONLY NB ENTRANCE RAMP EACH NIGHT.
3. SEE WISDOT SDD "ON RAMP, LANE CLOSURE."
4. SEE TRAFFIC CONTROL OVERVIEW SHEETS FOR PCMS WITH NIGHTTIME CLOSURE.

N

NORTH
M3-1
24"X12"
INTERSTATE 43
M1-1
24"X24"
RAMP CLOSED AHEAD
W20-5aR
1A

RAMP CLOSED
R11-2R
48"X30"
2A

TO
MO4-5
36"X18"
NORTH
M3-1
36"X18"
INTERSTATE 43
M1-1
36"X36"
4A

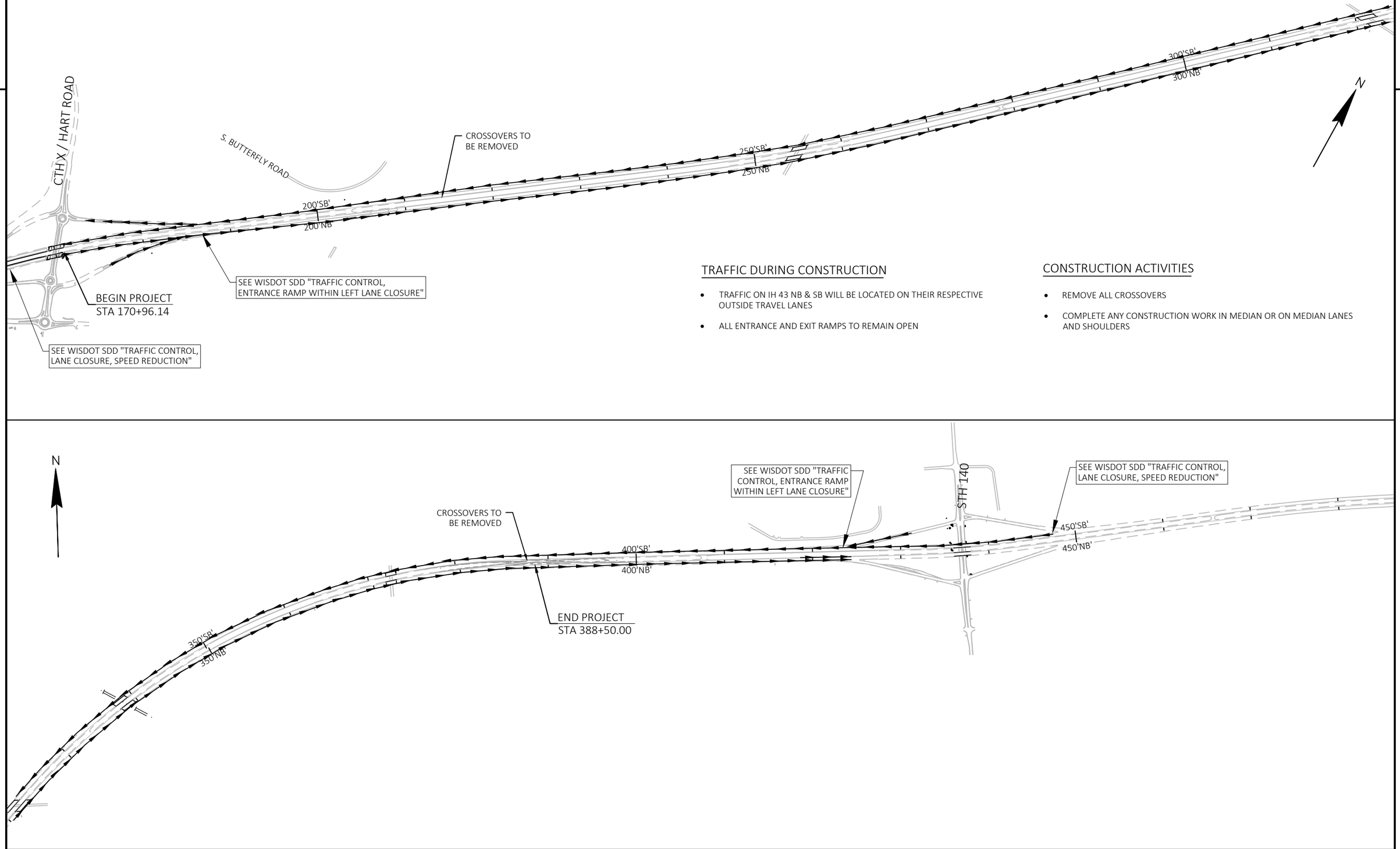
TO MO4-5 24"X12"	TO MO4-5 24"X12"	TO MO4-5 24"X12"	TO MO4-5 36"X18"	TO MO4-5 36"X18"	TO MO4-5 24"X12"	TO MO4-5 24"X12"
NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"	NORTH M3-1 36"X18"	NORTH M3-1 36"X18"	NORTH M3-1 24"X12"	NORTH M3-1 24"X12"
INTERSTATE 43 M1-1 24"X24"	INTERSTATE 43 M1-1 24"X24"	INTERSTATE 43 M1-1 24"X24"	INTERSTATE 43 M1-1 36"X36"	INTERSTATE 43 M1-1 36"X36"	INTERSTATE 43 M1-1 24"X24"	INTERSTATE 43 M1-1 24"X24"
MO6-1 21"X21"	MO5-1L 21"X21"	MO6-1 21"X21"	MO5-2R 30"X30"	MO6-2 30"X30"	MO5-1R 21"X21"	MO6-1 21"X21"
3A	3B	3C	3D	3E	3F	3G

TUR

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	IH 43 DETOUR ROUTE - TEMPORARY NORTHBOUND ENTRANCE RAMP CLOSURE	SHEET 134	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\027004_DETOUR.DWG
LAYOUT NAME - 81DetourNB
PLOT DATE : 4/17/2024 8:46 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:1500 FT
WISDOT/CADDS SHEET 44

2



TRAFFIC DURING CONSTRUCTION

- TRAFFIC ON IH 43 NB & SB WILL BE LOCATED ON THEIR RESPECTIVE OUTSIDE TRAVEL LANES
- ALL ENTRANCE AND EXIT RAMPS TO REMAIN OPEN

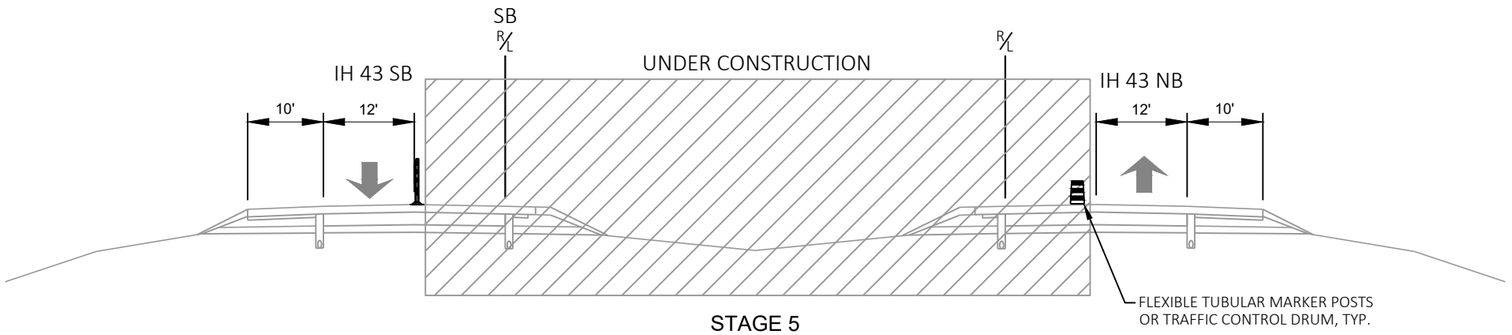
CONSTRUCTION ACTIVITIES

- REMOVE ALL CROSSOVERS
- COMPLETE ANY CONSTRUCTION WORK IN MEDIAN OR ON MEDIAN LANES AND SHOULDERS

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL OVERVIEW - STAGE 5	SHEET 135	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC_OVERVIEW.DWG
LAYOUT NAME - STAGE 5
PLOT DATE : 4/14/2024 9:32 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN: 1000 FT
WISDOT/CADDS SHEET 44

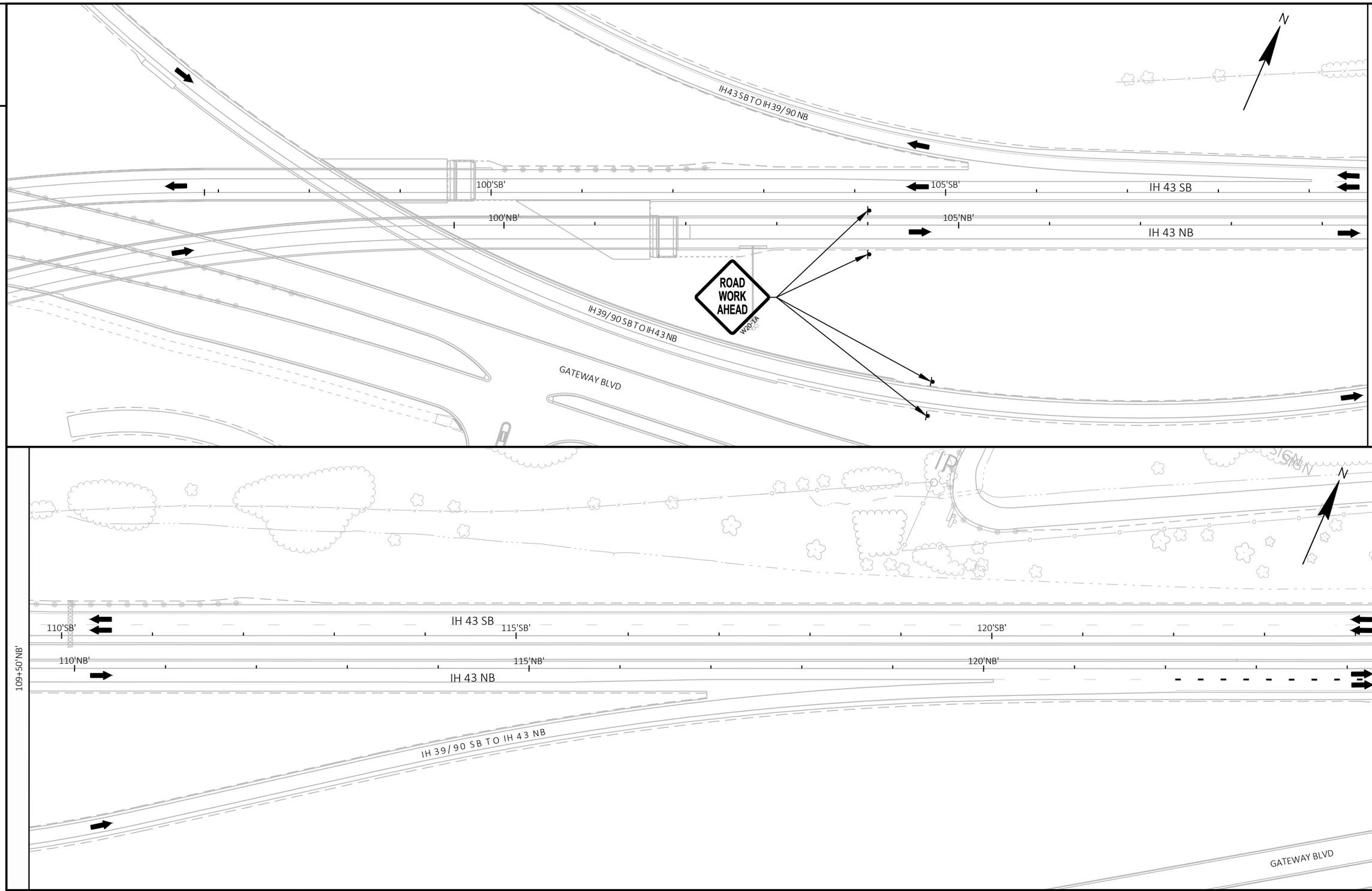
2



STAGE 5
STA 170+96 TO 414+50

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5 TYPICAL SECTION	SHEET 136	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\020301_TS.DWG
LAYOUT NAME - 08 TC 5
PLOT DATE : 2/1/2024 3:34 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 137	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025101
PLOT DATE : 4/17/2024 10:51 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

124+50'NB'

125'SB'

125'NB'

IH 43 SB

IH 43 NB

130'SB'

130'NB'

135'SB'

135'NB'

139+25'NB'

LEFT LANE CLOSED 1/2 MILE

W20-5SG

SPEED LIMIT 55

W03-5

COVER

SPEED LIMIT 70

SPEED LIMIT 55

R2-1

48"X60"

GATEWAY BLVD

139+25'NB'

140'SB'

140'NB'

IH 43 SB

IH 43 NB

145'SB'

145'NB'

150'SB'

150'NB'

50' TYP.

153+75'NB'

W04-2L

SIGN

RAMP

GATEWAY BLVD

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 138	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025102

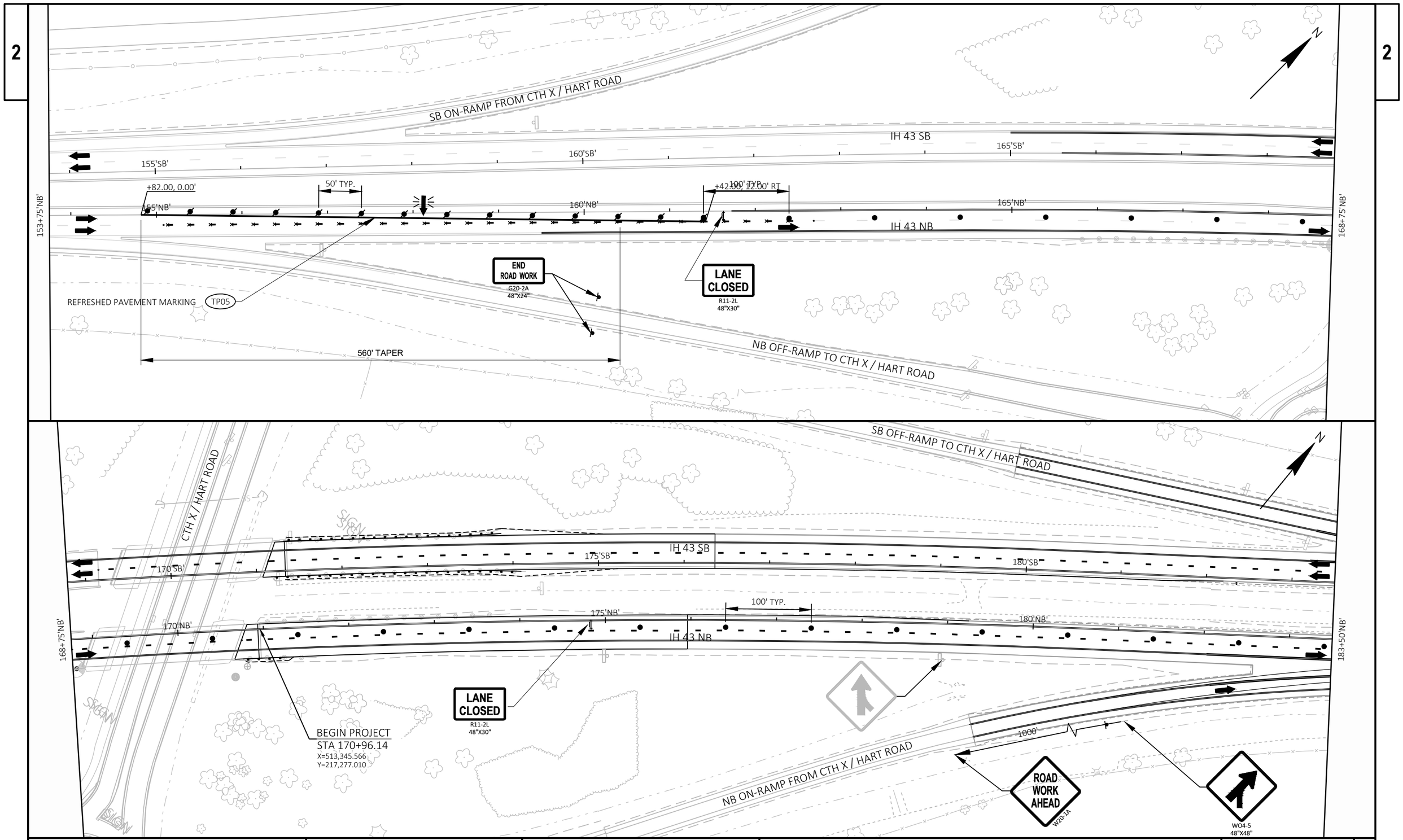
PLOT DATE : 4/17/2024 10:51 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

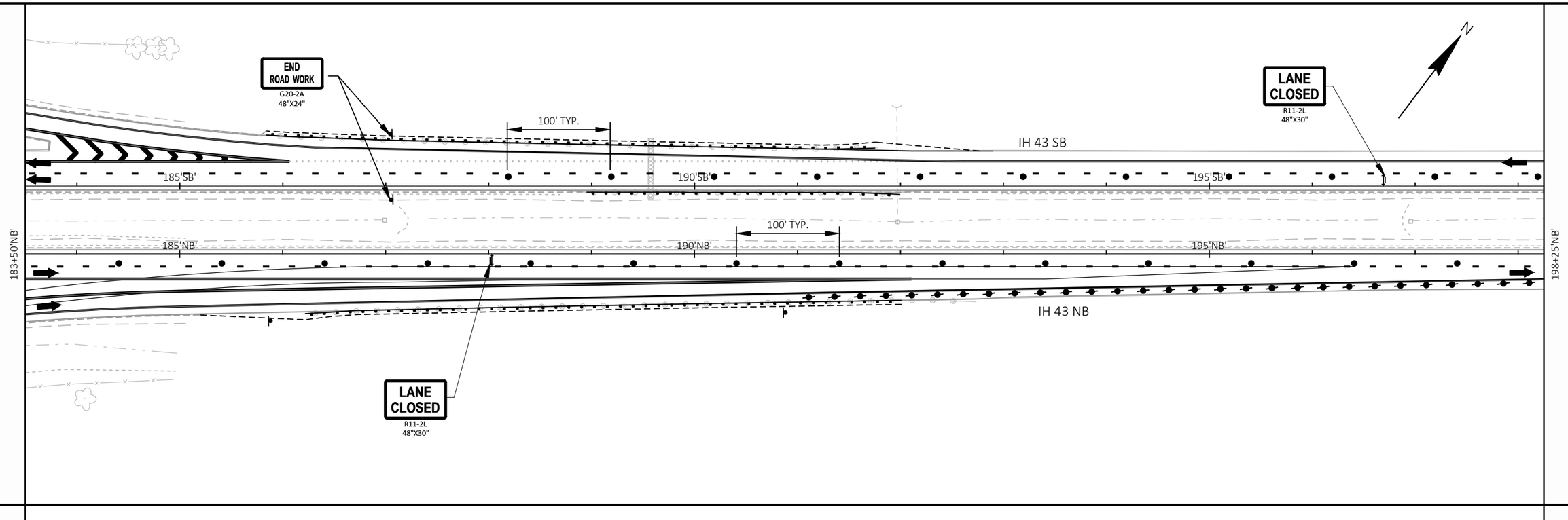
WISDOT/CADDS SHEET 44

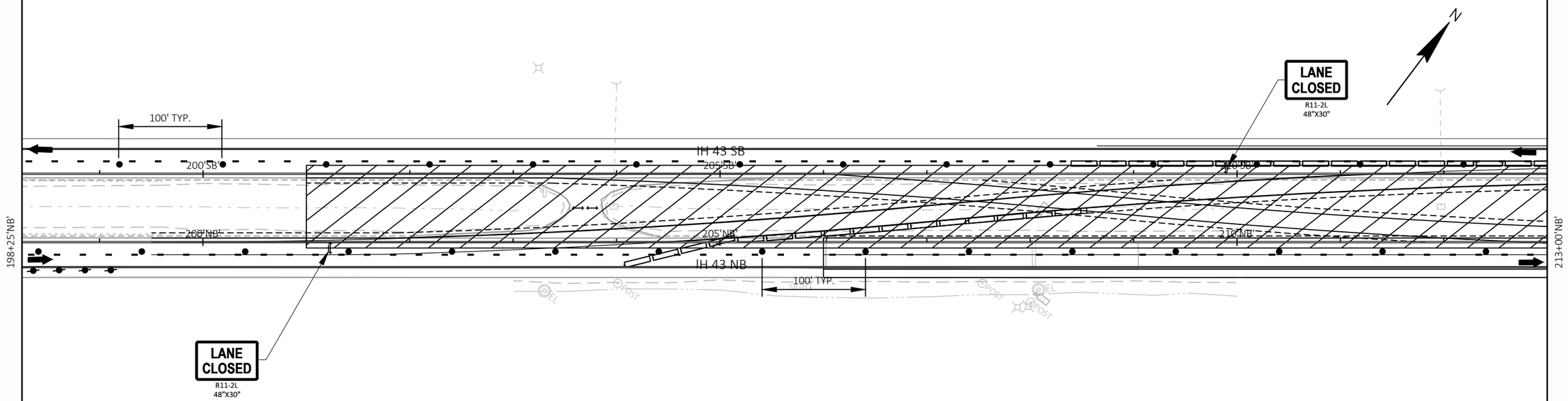


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 139	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025103
PLOT DATE : 4/17/2024 10:52 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

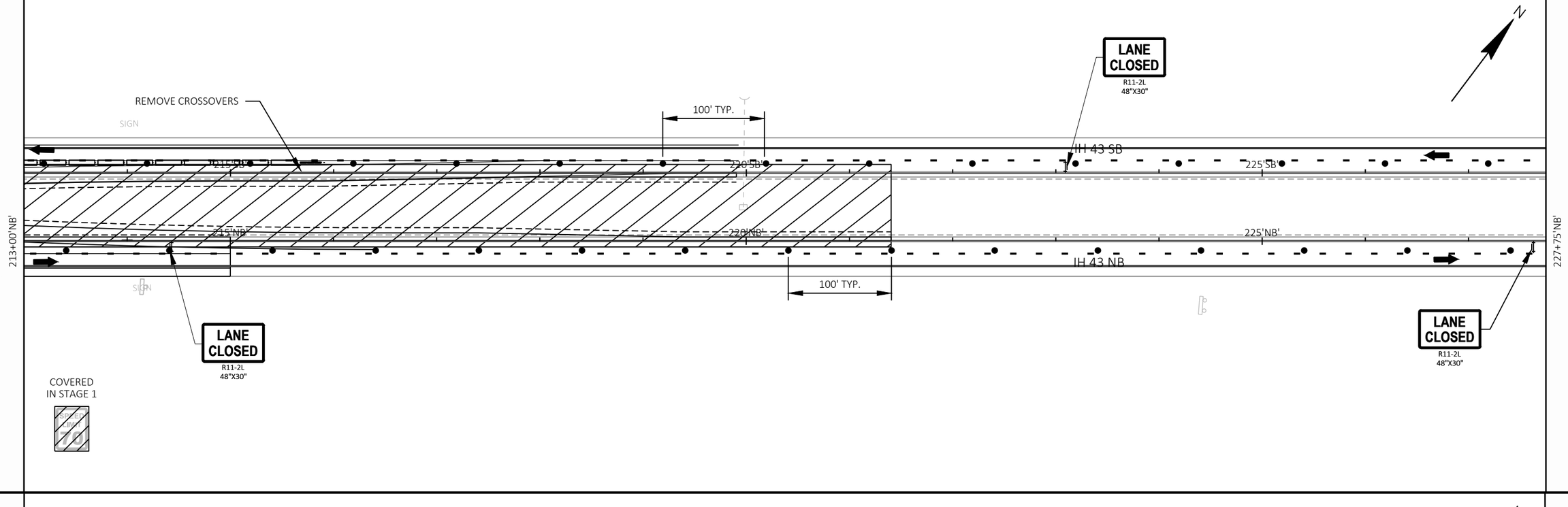
2

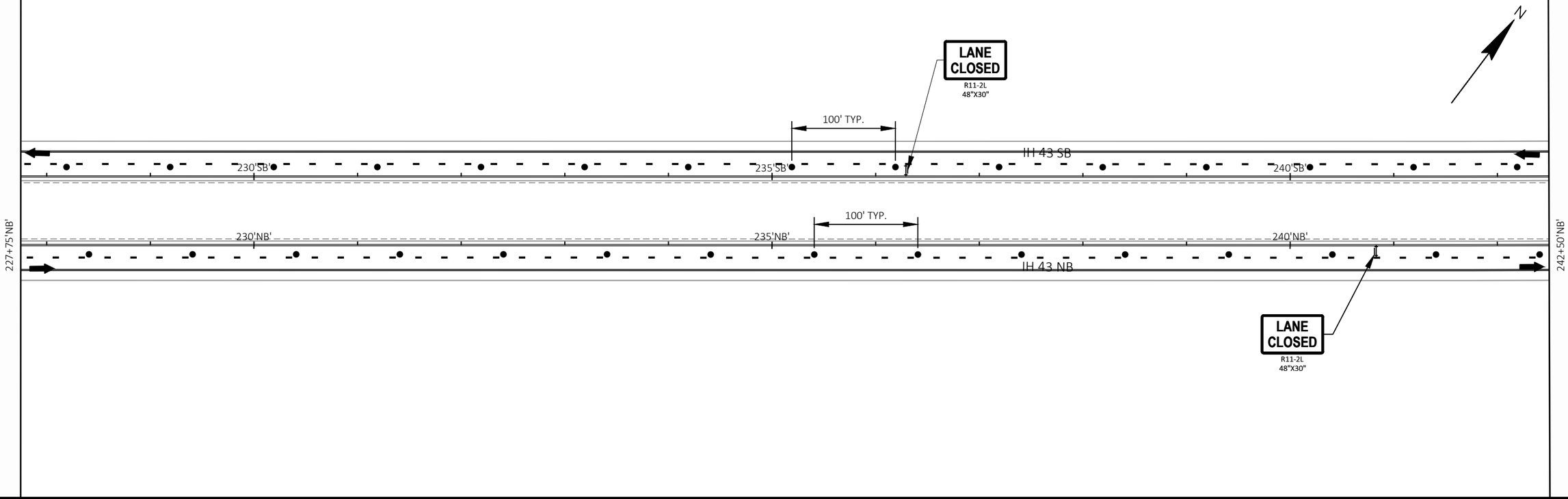


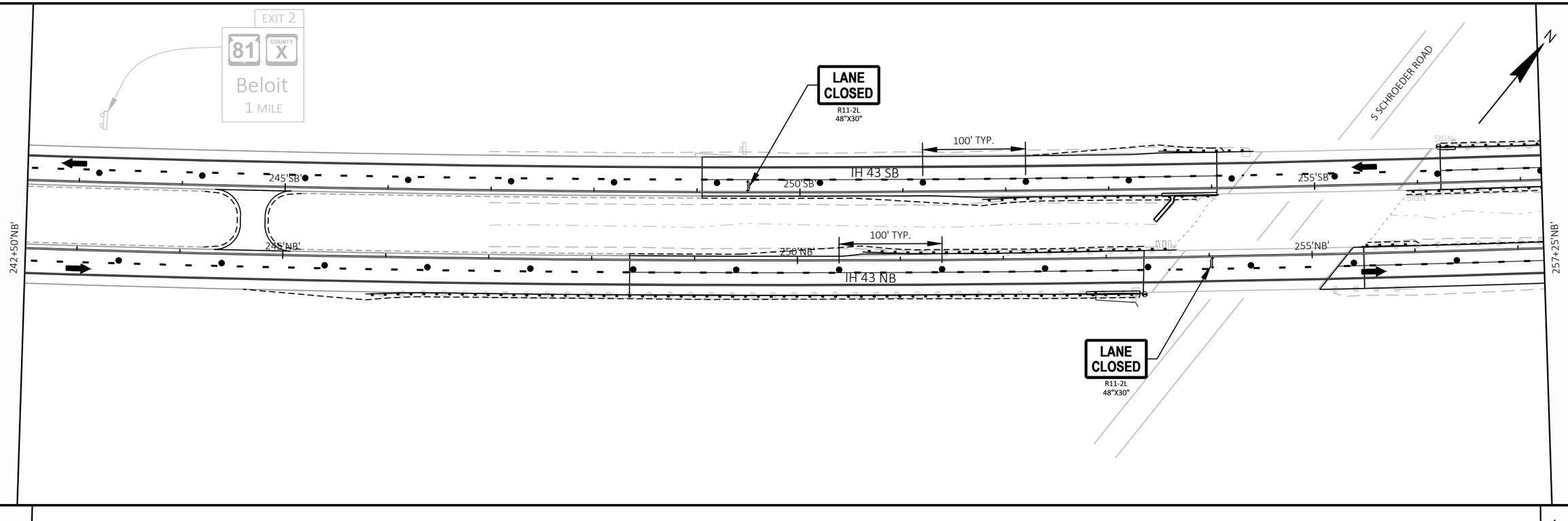


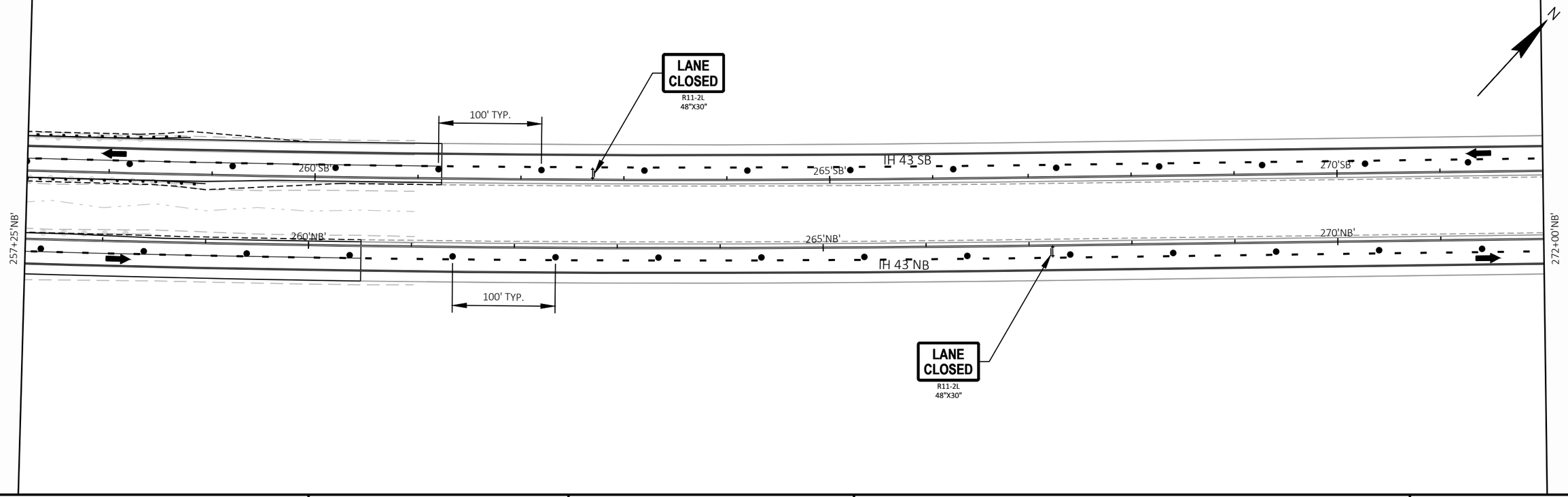
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 140	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025104
PLOT DATE : 4/17/2024 10:52 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


REMOVE CROSSOVERS
SIGN
100' TYP.
215'SB'
220'SB'
IH 43 SB
225'SB'
LANE CLOSED
R11-2L
48"X30"
213+00'NB'
214'NB'
220'NB'
225'NB'
227+75'NB'
IH 43 NB
100' TYP.
SIGN
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
COVERED
IN STAGE 1
STAGE 1 AREA
170


LANE CLOSED
R11-2L
48"X30"
100' TYP.
IH 43 SB
230'SB'
235'SB'
240'SB'
100' TYP.
227+75'NB'
230'NB'
235'NB'
240'NB'
242+50'NB'
IH 43 NB
LANE CLOSED
R11-2L
48"X30"

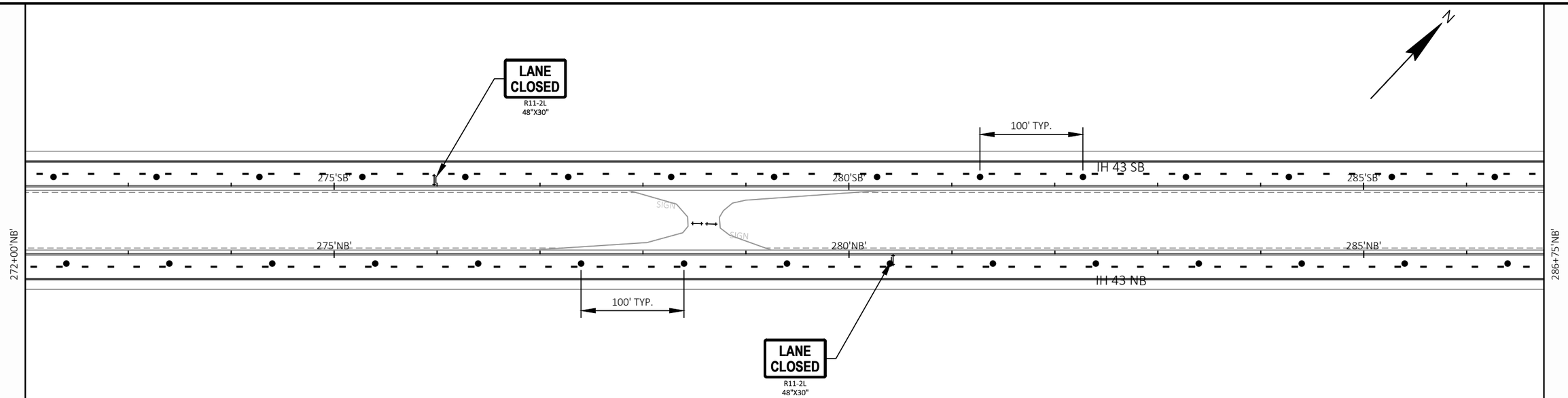


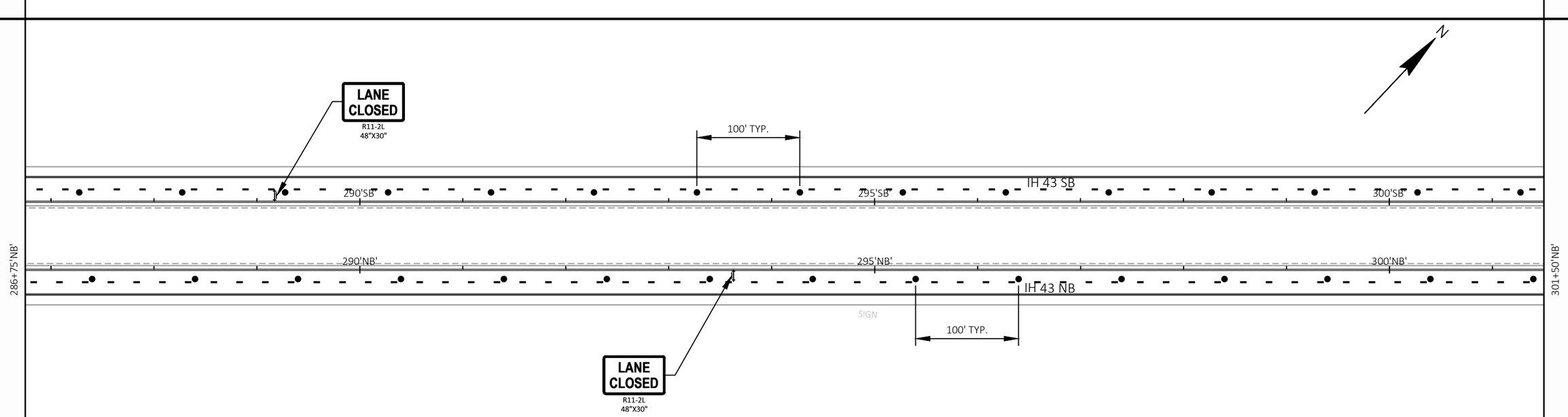


2

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 142	E

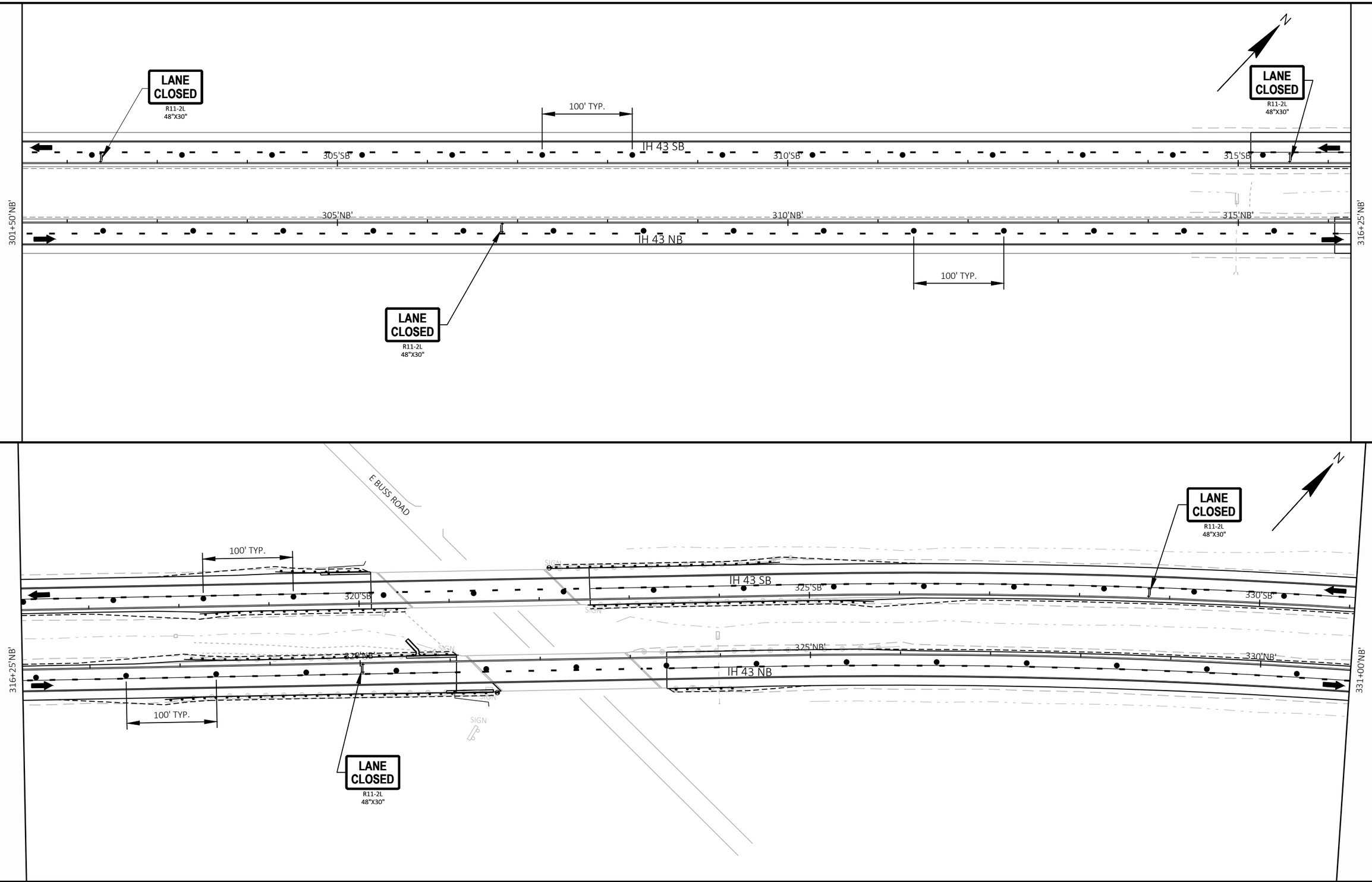
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025106
PLOT DATE : 4/17/2024 10:52 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

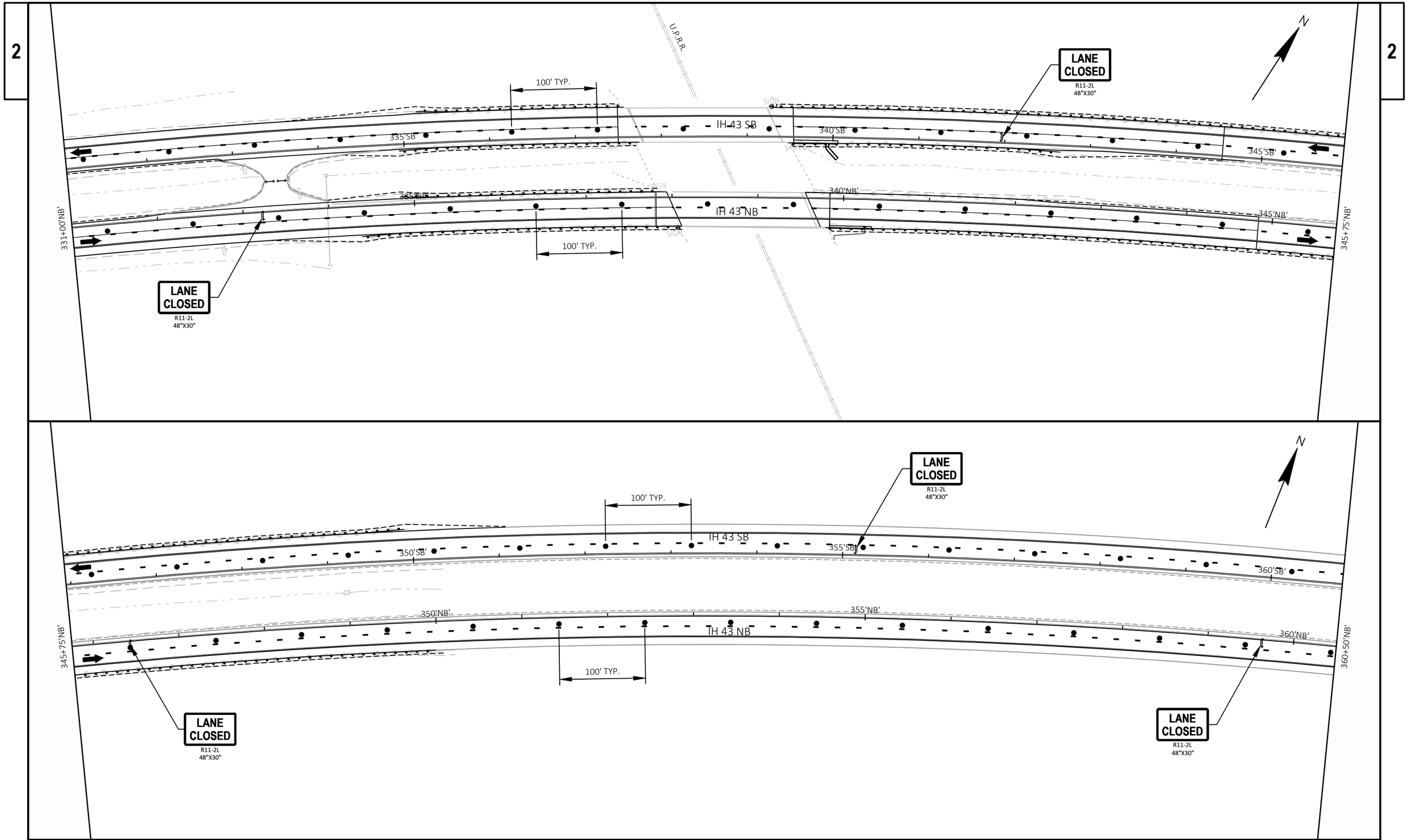




PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 143	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025107
PLOT DATE : 4/17/2024 10:52 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


LANE CLOSED
R11-2L
48"X30"
100' TYP.
IH 43 SB
305'SB'
310'SB'
315'SB'
301+50'NB'
305'NB'
310'NB'
315'NB'
IH 43 NB
316+25'NB'
100' TYP.
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
N
E BUSS ROAD
100' TYP.
SIGN
IH 43 SB
320'SB'
325'SB'
330'SB'
316+25'NB'
320'NB'
325'NB'
330'NB'
IH 43 NB
331+00'NB'
100' TYP.
SIGN
SIGN
LANE CLOSED
R11-2L
48"X30"
LANE CLOSED
R11-2L
48"X30"
N

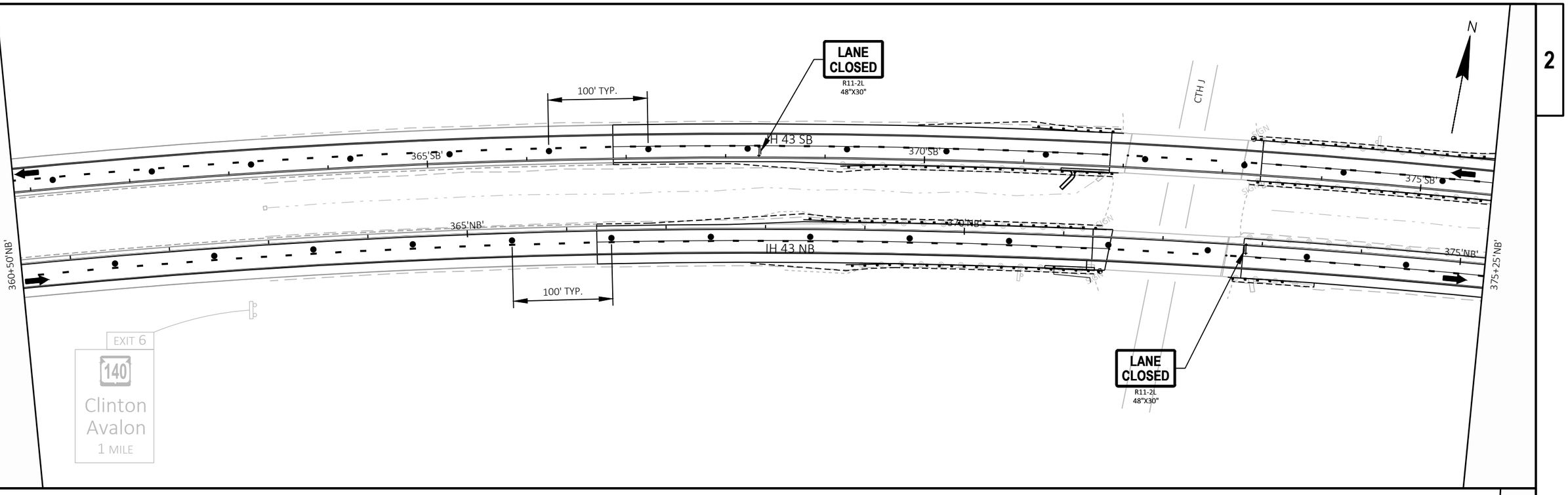


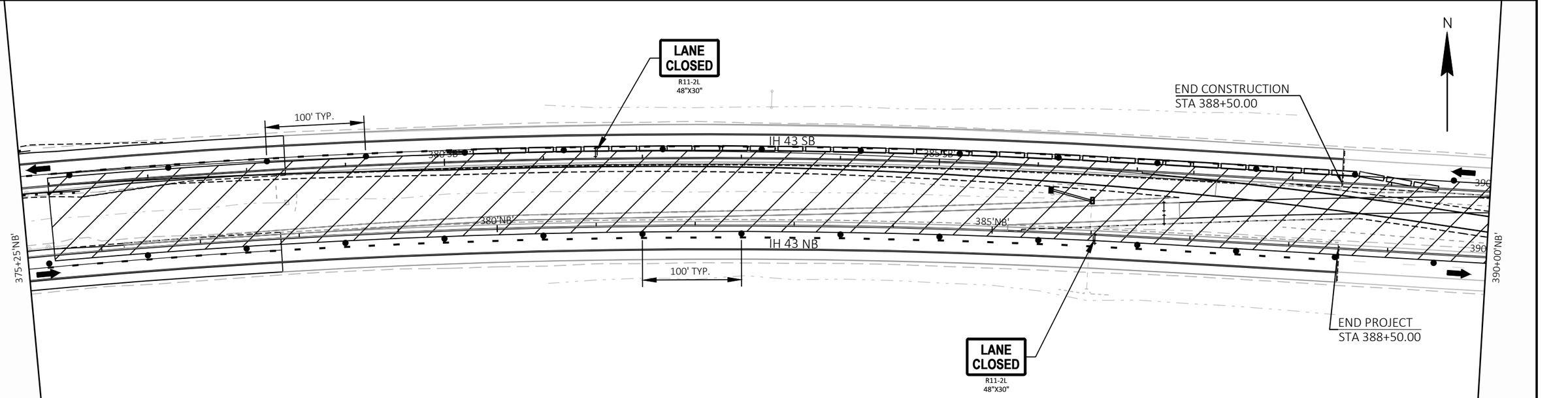
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 145	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025109

PLOT DATE : 4/17/2024 10:53 AM PLOT BY : AECOM Degner, Mark PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 146	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025110
PLOT DATE : 4/17/2024 10:53 AM
PLOT BY : AECOM
Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

COVERED
IN STAGE 1

SEE ST. CONST. PLAN

REMOVE CROSSOVERS

LANE CLOSED
R11-2L
48"X30"

100' TYP.

IH 43 SB

'SB'

395'SB'

400'SB'

390+00'NB'

NB

395'NB'

400'NB'

IH 43 NB

404+75'NB'

100' TYP.

LANE CLOSED
R11-2L
48"X30"

N

N

E LITTLE LANE

SEE WISDOT SDD "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE" (USING PERMANENT PAVEMENT MARKINGS)

YIELD
R1-2
48"X42"

LANE CLOSED
R11-2L
48"X30"

100' TYP.

25' TYP.

IH 43 SB

405'SB'

410'SB'

415'SB'

405'NB'

410'NB'

415'NB'

IH 43 NB

100' TYP.

404+75'NB'

419+50'NB'

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT
70
R2-1
48"X60"

EXIT 6

140

Clinton

Avalon

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 147	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025111

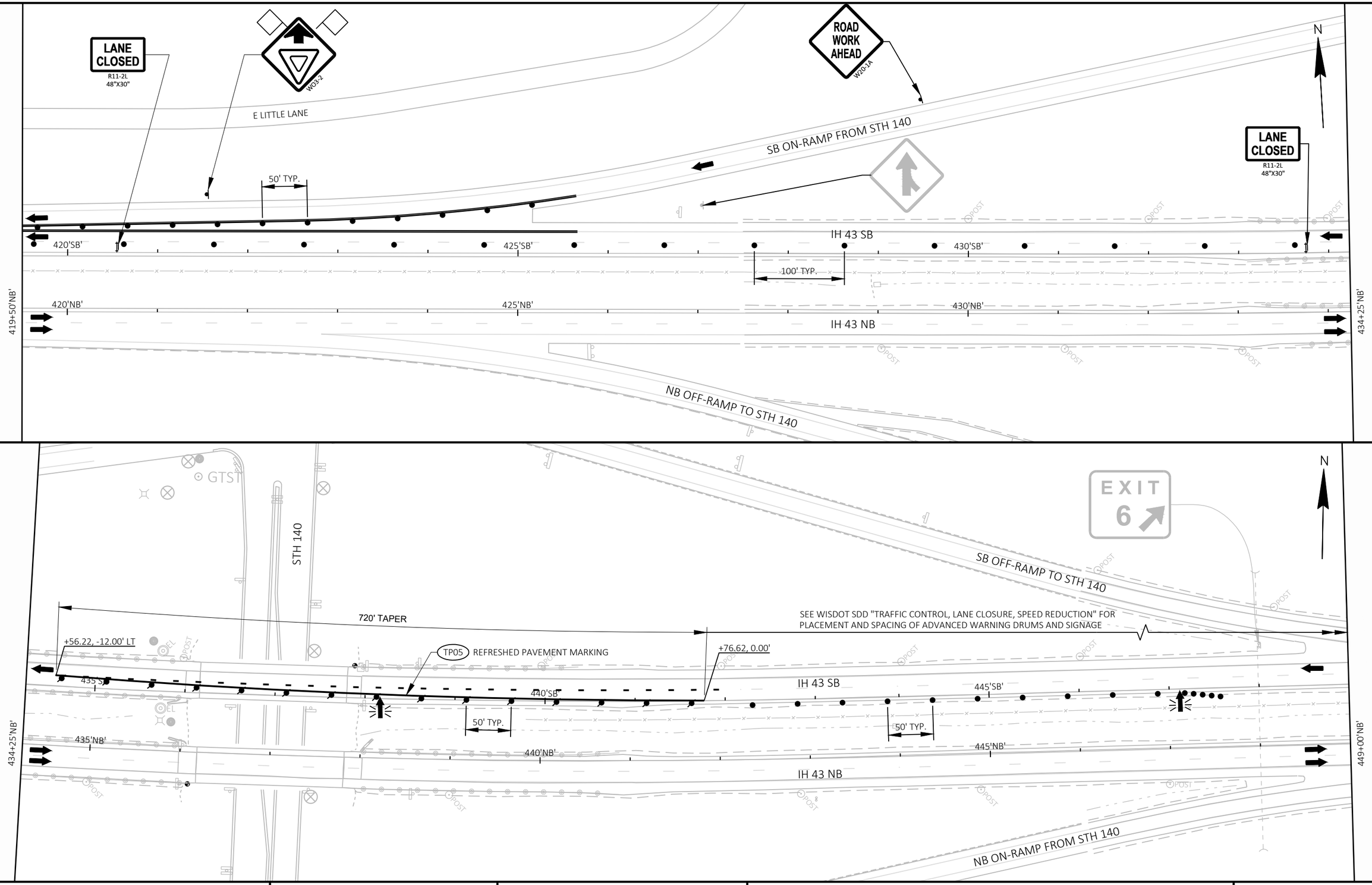
PLOT DATE : 4/17/2024 10:53 AM

PLOT BY : AECOM
Degner, Mark

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

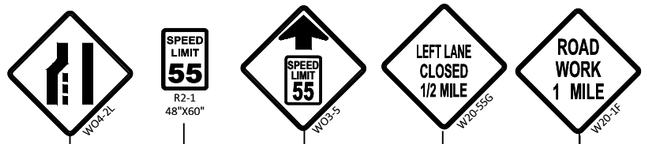


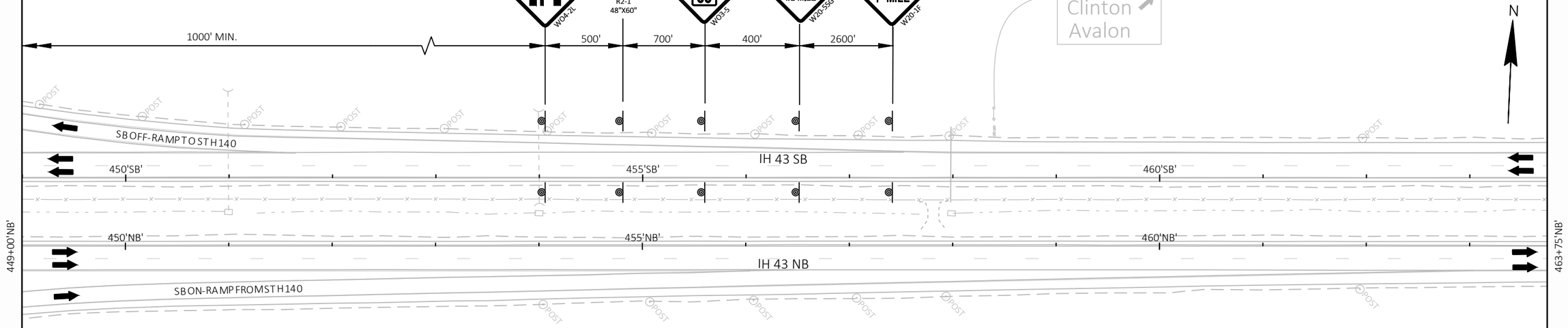
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 148	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025112
PLOT DATE : 4/17/2024 10:53 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

SEE WISDOT SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR PLACEMENT AND SPACING OF ADVANCED WARNING DRUMS AND SIGNAGE





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 5	SHEET 149	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\025100-TC-S5.DWG
LAYOUT NAME - 025113
PLOT DATE : 4/17/2024 10:53 AM
PLOT BY : AECOM Degner, Mark
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

CURVE 1

PI STA = 171+56.65
Y = 217337.670
X = 513369.980
DELTA = 9°18'15"
D = 0°30'45"
T = 909.72'
L = 1815.44'
R = 11179.66'
PC STA = 162+46.93
Y = 216679.990
X = 512741.453
PT STA = 180+62.37
Y = 217885.081
X = 514096.568
BK = N43°42'05.6"E
AH = N53°00'20.4"E

CURVE 2

PI STA = 254+21.82
Y = 222313.530
X = 519974.530
DELTA = 6°15'24"
D = 0°15'03"
T = 1248.39'
L = 2494.31'
R = 22842.17'
PC STA = 241+73.43
Y = 221562.326
X = 518977.443
PT STA = 266+67.74
Y = 223168.923
X = 520883.811
BK = N53°00'20.4"E
AH = N46°44'56.8"E

CURVE 3

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

CURVE 4

PI STA = 171+59.17'SB'
Y = 217385.580
X = 513323.470
DELTA = 9°19'09"
D = 0°30'58"
T = 904.71'
L = 1805.43'
R = 11100.00'
PC STA = 162'SB'+54.46
Y = 216731.365
X = 512698.569
PT STA = 180'SB'+59.88
Y = 217929.967
X = 514046.064
BK = N43°41'13.8"E
AH = N53°00'23.0"E

CURVE 5

PI STA = 254+18.30'SB'
Y = 222364.240
X = 519931.910
DELTA = 6°15'25"
D = 0°15'00"
T = 1252.64'
L = 2502.79'
R = 22918.31'
PC STA = 241'SB'+65.66
Y = 221610.493
X = 518931.421
PT STA = 266'SB'+75.69
Y = 223222.539
X = 520844.289
BK = N53°00'23.0"E
AH = N46°44'57.9"E

CURVE 6

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

CURVE 7

PI STA = 81+32.62'CB'
Y = 217889.811
X = 514172.956
DELTA = 18°33'53"
D = 2°30'19"
T = 373.79'
L = 741.03'
R = 2287.00'
PC STA = 77'CB'+58.83
Y = 217578.041
X = 513966.755
PT STA = 84'CB'+99.86
Y = 218119.708
X = 514467.687
BK = N33°28'48.5"E
AH = N52°02'41.9"E

CURVE 8

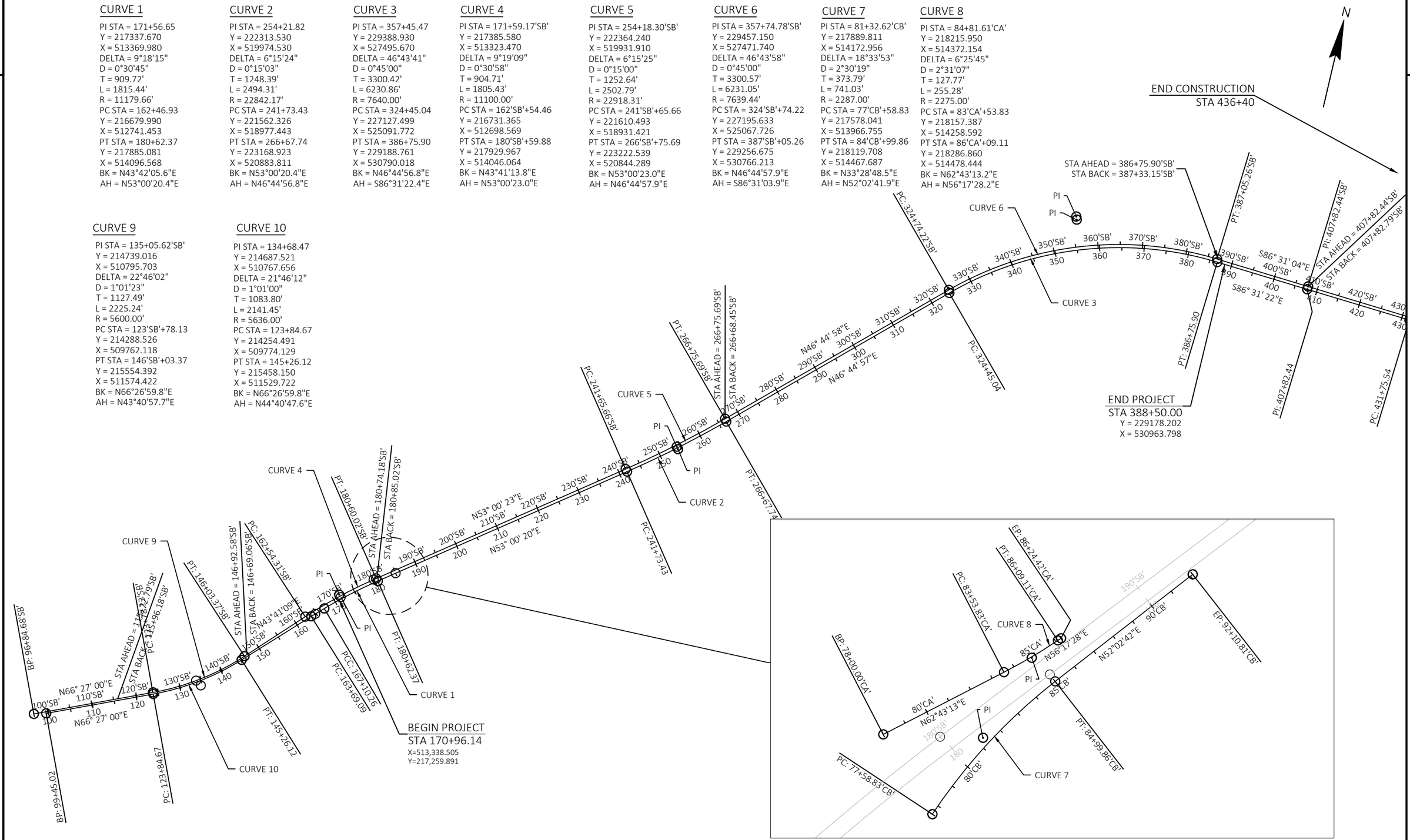
PI STA = 84+81.61'CA'
Y = 218215.950
X = 514372.154
DELTA = 6°25'45"
D = 2°31'07"
T = 127.77'
L = 255.28'
R = 2275.00'
PC STA = 83'CA'+53.83
Y = 218157.387
X = 514258.592
PT STA = 86'CA'+09.11
Y = 218286.860
X = 514478.444
BK = N62°43'13.2"E
AH = N56°17'28.2"E

CURVE 9

PI STA = 135+05.62'SB'
Y = 214739.016
X = 510795.703
DELTA = 22°46'02"
D = 1°01'23"
T = 1127.49'
L = 2225.24'
R = 5600.00'
PC STA = 123'SB'+78.13
Y = 214288.526
X = 509762.118
PT STA = 146'SB'+03.37
Y = 215554.392
X = 511574.422
BK = N66°26'59.8"E
AH = N43°40'57.7"E

CURVE 10

PI STA = 134+68.47
Y = 214687.521
X = 510767.656
DELTA = 21°46'12"
D = 1°01'00"
T = 1083.80'
L = 2141.45'
R = 5636.00'
PC STA = 123+84.67
Y = 214254.491
X = 509774.129
PT STA = 145+26.12
Y = 215458.150
X = 511529.722
BK = N66°26'59.8"E
AH = N44°40'47.6"E



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	ALIGNMENT DIAGRAM	SHEET 150	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\027201-AD.DWG
LAYOUT NAME - 027201
PLOT DATE : 4/14/2024 10:08 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 44

2

NB ALIGNMENT SUPERELEVATION TABLE

Station	Description	Median Shoulder	Median Lane	Outside Lane	Right Outside Shoulder
148+63.92'	Begin Normal Shoulder	-4.00%	2.00%	-2.00%	-4.00%
160+96.93'	End Normal Shoulder	-4.00%	2.00%	-2.00%	-4.00%
160+96.93'	End Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
161+86.93'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
162+72.64'	Reverse Crown	1.50%	-1.50%	-1.50%	-4.00%
162+76.93'	Begin Full Super	1.50%	-1.50%	-1.50%	-4.00%
171+00.00'	Bridge 1.5%	1.50%	-1.50%	-1.50%	-2.00%
172+00.00'	Resume Super	2.00%	-2.00%	-2.00%	-4.00%
180+32.37'	End Full Super	2.00%	-2.00%	-2.00%	-4.00%
180+36.65'	Reverse Crown	2.00%	-2.00%	-2.00%	-4.00%
181+22.37'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
182+12.37'	Begin Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
182+12.37'	Begin Normal Shoulder	-4.00%	2.00%	-2.00%	-4.00%
322+67.71'	End Normal Shoulder	-4.00%	2.00%	-2.00%	-4.00%
322+67.71'	End Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
323+57.71'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
324+39.58'	Reverse Crown	2.00%	-2.00%	-2.00%	-4.00%
324+88.71'	Begin Full Super	2.90%	-2.90%	-2.90%	-4.00%
386+32.23'	End Full Super	2.90%	-2.90%	-2.90%	-4.00%
386+81.36'	Reverse Crown	2.00%	-2.00%	-2.00%	-4.00%
387+63.23'	Level Crown	0.00%	0.00%	-2.00%	-4.00%
388+53.23'	Begin Normal Crown	-4.00%	2.00%	-2.00%	-4.00%
388+53.23'	Begin Normal Shoulder	-4.00%	2.00%	-2.00%	-4.00%
430+22.88'	End Normal Shoulder	-4.00%	2.00%	-2.00%	-4.00%

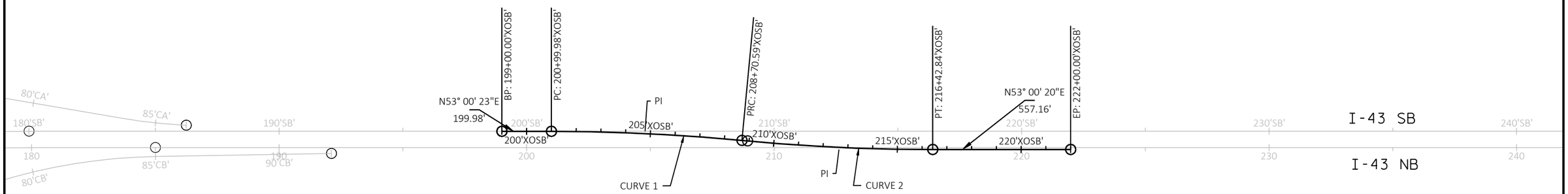
SB ALIGNMENT SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Outside Lane	Median Lane	Median Shoulder
148+82.97'	Begin Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%
160+48.45'	End Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%
161+04.45'	End Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
161+94.45'	Level Crown	0.00%	0.00%	2.00%	-4.00%
162+84.45'	Begin Full Super	1.50%	1.50%	1.50%	-1.50%
172+20.39'	Reverse Crown	1.50%	1.50%	1.50%	-1.50%
173+20.39'	Manual station	2.00%	2.00%	2.00%	-4.00%
180+29.89'	End Full Super	2.00%	2.00%	2.00%	-4.00%
180+29.89'	Reverse Crown	2.00%	2.00%	2.00%	-4.00%
181+09.04'	Level Crown	0.00%	0.00%	2.00%	-4.00%
181+99.04'	Begin Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
182+55.04'	Begin Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%
322+41.04'	End Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%
322+96.88'	End Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
323+86.88'	Level Crown	0.00%	0.00%	2.00%	-4.00%
324+96.04'	Reverse Crown	2.00%	2.00%	2.00%	-4.00%
325+17.88'	Begin Full Super	2.90%	2.90%	2.90%	-4.00%
386+61.60'	End Full Super	2.90%	2.90%	2.90%	-4.00%
386+83.43'	Reverse Crown	2.00%	2.00%	2.00%	-4.00%
387+35.35'	Level Crown	0.00%	0.00%	2.00%	-4.00%
388+25.35'	Begin Normal Crown	-4.00%	-2.00%	2.00%	-4.00%
388+81.18'	Begin Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%
429+68.87'	End Normal Shoulder	-4.00%	-2.00%	2.00%	-4.00%

2

CURVE 1
PI STA = 204+85.58'XOSB'
N = 219395.695
E = 515992.433
DELTA = 5°28'41"
D = 0°42'39"
T = 385.60'
L = 770.62'
R = 8060.00'
PC STA = 200+99.98'XOSB'
N = 219163.668
E = 515684.452
PT STA = 208+70.59'XOSB'
N = 219597.261
E = 516321.158
BK = N53°00'23"E
AH = N58°29'04"E

CURVE 2
PI STA = 212+57.01'XOSB'
N = 219799.253
E = 516650.579
DELTA = 5°28'44"
D = 0°42'34"
T = 386.42'
L = 772.25'
R = 8076.00'
PC STA = 208+70.59'XOSB'
N = 219597.261
E = 516321.158
PT STA = 216+42.84'XOSB'
N = 220031.775
E = 516959.210
BK = N58°29'04"E
AH = N53°00'20"E



XOSB CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Left Outside Lane	Right Outside Shoulder
201+52.98'XOSB'	Begin Alignment	2.00%	2.00%	-4.00%
208+17.59'XOSB'	End Slope to Right	2.00%	2.00%	-4.00%
209+23.59'XOSB'	Begin Slope to Left	-4.00%	-2.00%	2.00%
215+89.84'XOSB'	End Alignment	-4.00%	-2.00%	2.00%

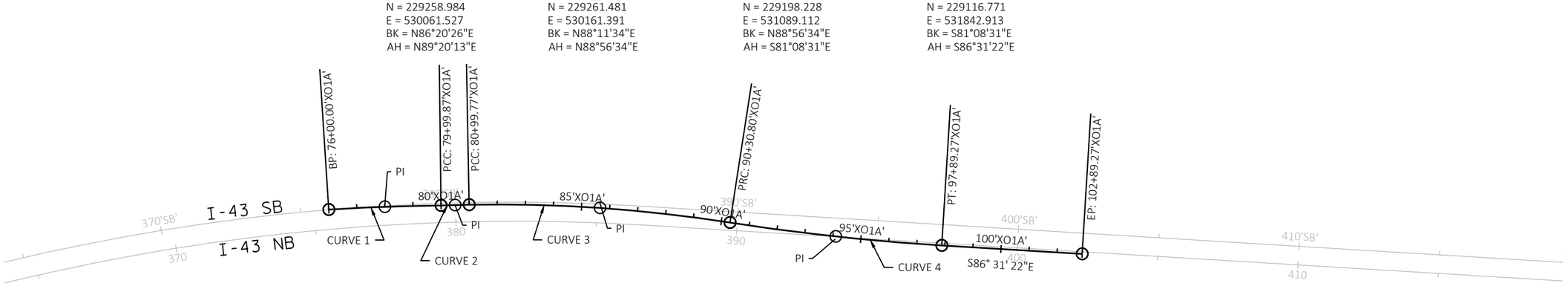
2

CURVE #1
PI STA = 77+99.98'XO1A'
N = 229256.671
E = 529861.560
DELTA = 2°59'47"
D = 0°44'58"
T = 199.98'
L = 399.87'
R = 7646.15'
PC STA = 76+00.00'XO1A'
N = 229243.907
E = 529661.987
PT STA = 79+99.87'XO1A'
N = 229258.984
E = 530061.527
BK = N86°20'26"E
AH = N89°20'13"E

CURVE #2
PI STA = 80+49.82'XO1A'
N = 229260.560
E = 530111.451
DELTA = 0°45'00"
D = 0°45'03"
T = 49.95'
L = 99.90'
R = 7631.44'
PC STA = 79+99.87'XO1A'
N = 229258.984
E = 530061.527
PT STA = 80+99.77'XO1A'
N = 229261.481
E = 530161.391
BK = N88°11'34"E
AH = N88°56'34"E

CURVE #3
PI STA = 85+66.45'XO1A'
N = 229270.092
E = 530627.995
DELTA = 9°54'55"
D = 1°03'54"
T = 466.68'
L = 931.04'
R = 5380.00'
PC STA = 80+99.77'XO1A'
N = 229261.481
E = 530161.391
PT STA = 90+30.80'XO1A'
N = 229198.228
E = 531089.112
BK = N88°56'34"E
AH = S81°08'31"E

CURVE #4
PI STA = 94+10.31'XO1A'
N = 229139.788
E = 531464.098
DELTA = 5°22'52"
D = 0°42'34"
T = 379.51'
L = 758.47'
R = 8076.00'
PC STA = 90+30.80'XO1A'
N = 229198.228
E = 531089.112
PT STA = 97+89.27'XO1A'
N = 229116.771
E = 531842.913
BK = S81°08'31"E
AH = S86°31'22"E



XO1A CROSSOVER SUPERELEVATION TABLE

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

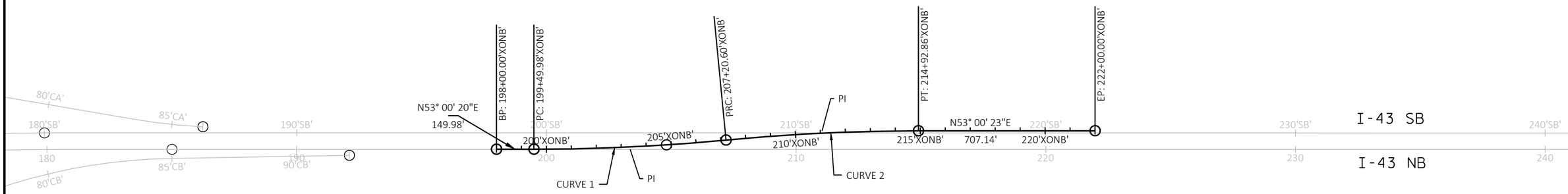
2

CURVE 1

PI STA = 203+35.58'XONB'
N = 219253.354
E = 515911.872
DELTA = 5°28'41"
D = 0°42'39"
T = 385.61'
L = 770.63'
R = 8060.00'
PC STA = 199+49.98'XONB'
N = 219021.321
E = 515603.890
PT STA = 207+20.60'XONB'
N = 219513.730
E = 516196.296
BK = N53°00'20"E
AH = N47°31'39"E

CURVE 2

PI STA = 211+07.02'XONB'
N = 219774.657
E = 516481.323
DELTA = 5°28'44"
D = 0°42'34"
T = 386.42'
L = 772.26'
R = 8076.00'
PC STA = 207+20.60'XONB'
N = 219513.730
E = 516196.296
PT STA = 214+92.86'XONB'
N = 220007.178
E = 516789.961
BK = N47°31'39"E
AH = N53°00'23"E



XONB CROSSOVER SUPERELEVATION TABLE

Station	Description	Left Outside Shoulder	Right Outside Lane	Right Outside Shoulder
198+00.00'XONB'	Begin Alignment	-4.00%	2.00%	2.00%
206+67.60'XONB'	End Slope Left	-4.00%	2.00%	2.00%
207+73.60'XONB'	Begin Slope Right	2.00%	-2.00%	-4.00%
222+00.00'XONB'	End Alignment	2.00%	-2.00%	-4.00%

2

CURVE #1

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

CURVE #2

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

CURVE #3

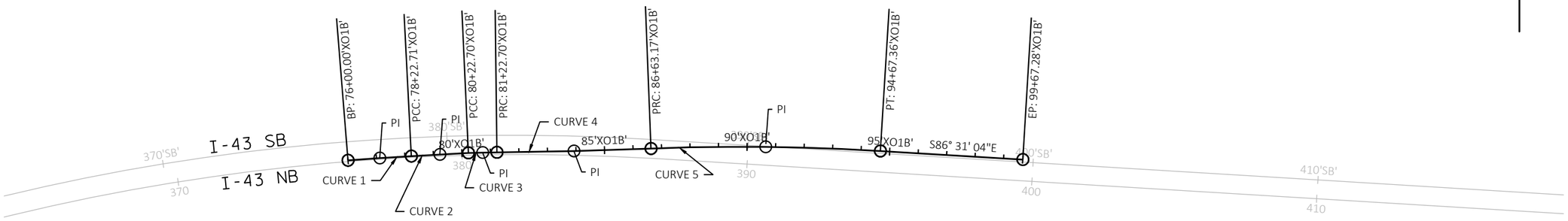
PI STA = 80+72.70'XO1B'
N = 229209.706
E = 530186.592
DELTA = 0°44'57"
D = 0°44'57"
T = 50.00'
L = 100.00'
R = 7648.00'
PC STA = 80+22.70'XO1B'
N = 229208.463
E = 530136.606
PT STA = 81+22.70'XO1B'
N = 229210.295
E = 530236.589
BK = N88°34'34"E
AH = N89°19'31"E

CURVE #4

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

CURVE #5

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



N

XO1B CROSSOVER SUPERELEVATION TABLE

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

Estimate Of Quantities

1093-01-81

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	2.000	2.000
0004	201.0205	Grubbing	STA	2.000	2.000
0006	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-53-105	EACH	1.000	1.000
0008	204.0100	Removing Concrete Pavement	SY	5,567.000	5,567.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,560.000	2,560.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	108,000.000	108,000.000
0014	204.0180	Removing Delineators and Markers	EACH	97.000	97.000
0016	204.0190	Removing Surface Drains	EACH	7.000	7.000
0018	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0020	204.0220	Removing Inlets	EACH	8.000	8.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	75.000	75.000
0024	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	490.000	490.000
0026	204.9090.S	Removing (item description) 01. Pipe Underdrain	LF	1,317.000	1,317.000
0028	205.0100	Excavation Common	CY	88,181.000	88,181.000
0030	205.3000.S	Temporary Emergency Pullouts	EACH	4.000	4.000
0032	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1093-01-81	EACH	1.000	1.000
0034	213.0100	Finishing Roadway (project) 01. 1093-01-81	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	14,175.000	14,175.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	68,590.000	68,590.000
0040	312.0110	Select Crushed Material	TON	54,873.000	54,873.000
0042	415.0090	Concrete Pavement 9-Inch	SY	341.000	341.000
0044	415.0110	Concrete Pavement 11-Inch	SY	2,600.000	2,600.000
0046	415.0410	Concrete Pavement Approach Slab	SY	419.000	419.000
0048	415.6000.S	Rout and Seal	LF	1,805.000	1,805.000
0050	416.0610	Drilled Tie Bars	EACH	10.000	10.000
0052	416.9112.S	Filling Concrete Shoulder Rumble Strips 12-Inch	LF	1,075.000	1,075.000
0054	450.4000	HMA Cold Weather Paving	TON	659.000	659.000
0056	455.0605	Tack Coat	GAL	15,183.000	15,183.000
0058	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0060	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0062	460.0115.S	HMA Pavement Test Strip Volumetrics	EACH	1.000	1.000
0064	460.0120.S	HMA Pavement Test Strip Density	EACH	1.000	1.000
0066	460.2000	Incentive Density HMA Pavement	DOL	24,950.000	24,950.000
0068	460.2005	Incentive Density PWL HMA Pavement	DOL	15,030.000	15,030.000
0070	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	13,280.000	13,280.000
0072	460.2010	Incentive Air Voids HMA Pavement	DOL	33,510.000	33,510.000
0074	460.5224	HMA Pavement 4 LT 58-28 S	TON	4,517.000	4,517.000
0076	460.7223	HMA Pavement 3 HT 58-28 S	TON	35,198.000	35,198.000
0078	460.7424	HMA Pavement 4 HT 58-28 H	TON	834.000	834.000
0080	460.8424	HMA Pavement 4 SMA 58-28 H	TON	12,787.000	12,787.000
0082	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0084	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	85,778.000	85,778.000
0086	502.0100	Concrete Masonry Bridges	CY	1.000	1.000
0088	502.3101	Expansion Device	LF	44.000	44.000
0090	502.3200	Protective Surface Treatment	SY	1,252.000	1,252.000
0092	502.3205	Pigmented Surface Sealer Reseal	SY	1,461.000	1,461.000
0094	502.3215	Protective Surface Treatment Reseal	SY	6,090.000	6,090.000
0096	502.4205	Adhesive Anchors No. 5 Bar	EACH	46.000	46.000
0098	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	1,220.000	1,220.000

1093-01-81

Line	Item	Item Description	Unit	Total	Qty
0100	509.0301	Preparation Decks Type 1	SY	277.000	277.000
0102	509.0302	Preparation Decks Type 2	SY	57.000	57.000
0104	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	2,095.000	2,095.000
0106	509.0500	Cleaning Decks	SY	730.000	730.000
0108	509.0505.S	Cleaning Decks to Reapply Concrete Masonry Overlay	SY	522.000	522.000
0110	509.1000	Joint Repair	SY	20.000	20.000
0112	509.1500	Concrete Surface Repair	SF	1,451.000	1,451.000
0114	509.2000	Full-Depth Deck Repair	SY	10.000	10.000
0116	509.2100.S	Concrete Masonry Deck Repair	CY	25.000	25.000
0118	509.2500	Concrete Masonry Overlay Decks	CY	81.000	81.000
0120	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 01. B-53-113	SY	522.000	522.000
0122	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 01. B-53-111	SY	730.000	730.000
0124	509.9020.S	Epoxy Crack Sealing	LF	199.000	199.000
0126	530.0112	Culvert Pipe Corrugated Polyethylene 12-Inch	LF	247.000	247.000
0128	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	474.000	474.000
0130	602.3010	Concrete Surface Drains	CY	14.400	14.400
0132	602.3210	Concrete Rumble Strips, Shoulder Divided Roadway	LF	1,075.000	1,075.000
0134	603.8000	Concrete Barrier Temporary Precast Delivered	LF	5,738.000	5,738.000
0136	603.8125	Concrete Barrier Temporary Precast Installed	LF	7,776.000	7,776.000
0138	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	4,935.000	4,935.000
0140	603.8505	Anchoring Concrete Barrier Temporary Precast on Bridge Decks	LF	716.000	716.000
0142	604.9010.S	Slope Paving Repair Crushed Aggregate	CY	38.000	38.000
0144	606.0200	Riprap Medium	CY	12.000	12.000
0146	608.0518	Storm Sewer Pipe Reinforced Concrete Class V 18-Inch	LF	605.000	605.000
0148	611.0430	Reconstructing Inlets	EACH	6.000	6.000
0150	611.0642	Inlet Covers Type MS	EACH	6.000	6.000
0152	611.0654	Inlet Covers Type V	EACH	5.000	5.000
0154	611.3220	Inlets 2x2-FT	EACH	5.000	5.000
0156	611.3902	Inlets Median 2 Grate	EACH	3.000	3.000
0158	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	1,651.000	1,651.000
0160	612.0208	Pipe Underdrain Unperforated 8-Inch	LF	65.000	65.000
0162	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	16.000	16.000
0164	614.0400	Adjusting Steel Plate Beam Guard	LF	305.000	305.000
0166	614.0905	Crash Cushions Temporary	EACH	9.000	9.000
0168	614.0920	Salvaged Rail	LF	11,331.000	11,331.000
0170	614.0925	Salvaged Guardrail End Treatments	EACH	31.000	31.000
0172	614.2300	MGS Guardrail 3	LF	7,876.000	7,876.000
0174	614.2500	MGS Thrie Beam Transition	LF	1,221.400	1,221.400
0176	614.2610	MGS Guardrail Terminal EAT	EACH	29.000	29.000
0178	614.2620	MGS Guardrail Terminal Type 2	EACH	6.000	6.000
0180	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1093-01-81	EACH	1.000	1.000
0182	619.1000	Mobilization	EACH	1.000	1.000
0184	624.0100	Water	MGAL	1,178.000	1,178.000
0186	625.0500	Salvaged Topsoil	SY	104,340.000	104,340.000
0188	628.1504	Silt Fence	LF	16,490.000	16,490.000
0190	628.1520	Silt Fence Maintenance	LF	16,490.000	16,490.000
0192	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
0194	628.1910	Mobilizations Emergency Erosion Control	EACH	10.000	10.000
0196	628.2004	Erosion Mat Class I Type B	SY	104,340.000	104,340.000

Estimate Of Quantities

1093-01-81

Line	Item	Item Description	Unit	Total	Qty
0198	628.7005	Inlet Protection Type A	EACH	20.000	20.000
0200	628.7015	Inlet Protection Type C	EACH	5.000	5.000
0202	628.7020	Inlet Protection Type D	EACH	5.000	5.000
0204	628.7504	Temporary Ditch Checks	LF	3,620.000	3,620.000
0206	628.7560	Tracking Pads	EACH	8.000	8.000
0208	629.0210	Fertilizer Type B	CWT	67.200	67.200
0210	630.0130	Seeding Mixture No. 30	LB	1,680.000	1,680.000
0212	630.0200	Seeding Temporary	LB	243.000	243.000
0214	630.0500	Seed Water	MGAL	2,335.000	2,335.000
0216	633.0100	Delineator Posts Steel	EACH	38.000	38.000
0218	633.0500	Delineator Reflectors	EACH	38.000	38.000
0220	633.1100	Delineators Temporary	EACH	120.000	120.000
0222	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	21.000	21.000
0224	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0226	637.2210	Signs Type II Reflective H	SF	24.000	24.000
0228	637.2230	Signs Type II Reflective F	SF	122.000	122.000
0230	638.2102	Moving Signs Type II	EACH	5.000	5.000
0232	638.2602	Removing Signs Type II	EACH	18.000	18.000
0234	638.3000	Removing Small Sign Supports	EACH	20.000	20.000
0236	642.5401	Field Office Type D	EACH	1.000	1.000
0238	643.0300	Traffic Control Drums	DAY	159,088.000	159,088.000
0240	643.0420	Traffic Control Barricades Type III	DAY	16,772.000	16,772.000
0242	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	900.000	900.000
0244	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	900.000	900.000
0246	643.0705	Traffic Control Warning Lights Type A	DAY	26,932.000	26,932.000
0248	643.0715	Traffic Control Warning Lights Type C	DAY	42,676.000	42,676.000
0250	643.0800	Traffic Control Arrow Boards	DAY	1,884.000	1,884.000
0252	643.0900	Traffic Control Signs	DAY	29,574.000	29,574.000
0254	643.0910	Traffic Control Covering Signs Type I	EACH	15.000	15.000
0256	643.0920	Traffic Control Covering Signs Type II	EACH	42.000	42.000
0258	643.1000	Traffic Control Signs Fixed Message	SF	113.000	113.000
0260	643.1050	Traffic Control Signs PCMS	DAY	73.000	73.000
0262	643.3165	Temporary Marking Line Paint 6-Inch	LF	61,821.000	61,821.000
0264	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	100,805.000	100,805.000
0266	643.3265	Temporary Marking Line Paint 10-Inch	LF	400.000	400.000
0268	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	1,450.000	1,450.000
0270	643.5000	Traffic Control	EACH	1.000	1.000
0272	645.0120	Geotextile Type HR	SY	24.000	24.000
0274	645.0220	Geogrid Type SR	SY	17,929.000	17,929.000
0276	646.1020	Marking Line Epoxy 4-Inch	LF	2,398.000	2,398.000
0278	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	2,494.000	2,494.000
0280	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	1,087.500	1,087.500
0282	646.2020	Marking Line Epoxy 6-Inch	LF	3,779.000	3,779.000
0284	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	10,588.000	10,588.000
0286	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	85,991.000	85,991.000
0288	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	10,588.000	10,588.000
0290	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	1,773.000	1,773.000
0292	646.4050	Marking Line Grooved Permanent Tape 10-Inch	LF	2,579.000	2,579.000
0294	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	3.000	3.000

1093-01-81

Line	Item	Item Description	Unit	Total	Qty
0296	646.5520	Marking Outfall Epoxy	EACH	318.000	318.000
0298	646.7220	Marking Chevron Epoxy 24-Inch	LF	157.000	157.000
0300	646.9000	Marking Removal Line 4-Inch	LF	5,650.000	5,650.000
0302	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	3,121.000	3,121.000
0304	646.9055	Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	LF	924.000	924.000
0306	646.9155	Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	LF	867.000	867.000
0308	650.4000	Construction Staking Storm Sewer	EACH	5.000	5.000
0310	650.4500	Construction Staking Subgrade	LF	11,007.000	11,007.000
0312	650.5000	Construction Staking Base	LF	10,107.000	10,107.000
0314	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	483.000	483.000
0316	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0318	650.7000	Construction Staking Concrete Pavement	LF	900.000	900.000
0320	650.8000	Construction Staking Resurfacing Reference	LF	31,016.000	31,016.000
0322	650.8501	Construction Staking Electrical Installations (project) 01. 1093-01-81	EACH	1.000	1.000
0324	650.9911	Construction Staking Supplemental Control (project) 01. 1093-01-81	EACH	1.000	1.000
0326	650.9920	Construction Staking Slope Stakes	LF	10,107.000	10,107.000
0328	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0330	653.0140	Pull Boxes Steel 24x42-Inch	EACH	1.000	1.000
0332	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	26,875.000	26,875.000
0334	670.0101	Field System Integrator	EACH	1.000	1.000
0336	670.0201	ITS Documentation	EACH	1.000	1.000
0338	671.0112	Conduit HDPE 1-Duct 2-Inch	LF	60.000	60.000
0340	671.0132	Conduit HDPE 3-Duct 2-Inch	LF	24,730.000	24,730.000
0342	671.0212	Conduit HDPE Directional Bore 1-Duct 2-Inch	LF	200.000	200.000
0344	671.0232	Conduit HDPE Directional Bore 3-Duct 2-Inch	LF	1,885.000	1,885.000
0346	671.0300	Fiber Optic Cable Marker	EACH	61.000	61.000
0348	673.0105	Communication Vault Type 1	EACH	20.000	20.000
0350	673.0200	Tracer Wire Marker Posts	EACH	8.000	8.000
0352	678.0006	Install Fiber Optic Cable Outdoor Plant 6-CT	LF	670.000	670.000
0354	678.0072	Install Fiber Optic Cable Outdoor Plant 72-CT	LF	28,505.000	28,505.000
0356	678.0200	Fiber Optic Splice Enclosure	EACH	1.000	1.000
0358	678.0300	Fiber Optic Splice	EACH	72.000	72.000
0360	678.0400	Fiber Optic Termination	EACH	6.000	6.000
0362	678.0501	Communication System Testing	EACH	1.000	1.000
0364	678.0600	Install Ethernet Switches	EACH	1.000	1.000
0366	690.0150	Sawing Asphalt	LF	8,448.000	8,448.000
0368	690.0250	Sawing Concrete	LF	22.000	22.000
0370	715.0502	Incentive Strength Concrete Structures	DOL	4,078.000	4,078.000
0372	740.0440	Incentive IRI Ride	DOL	25,140.000	25,140.000
0374	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. STA 170+00	EACH	1.000	1.000
0376	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,400.000	1,400.000
0378	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,000.000	1,000.000
0380	SPV.0035	Special 01. Cement Slurry Mixture	CY	10.000	10.000
0382	SPV.0060	Special 01. Strip Seal Gland Replacement	EACH	1.000	1.000
0384	SPV.0060	Special 02. Storage Cabinet	EACH	1.000	1.000
0386	SPV.0060	Special 03. Electrical Service, IH 43 VWS	EACH	1.000	1.000
0388	SPV.0060	Special 04. Discontinue Electrical Service, IH 43 Existing VWS	EACH	1.000	1.000
0390	SPV.0060	Special 05. Virtual Weigh Station System	EACH	1.000	1.000
0392	SPV.0060	Special 06. Virtual Weigh Station System Warranty Maintenance	EACH	1.000	1.000

1093-01-81

Line	Item	Item Description	Unit	Total	Qty
0394	SPV.0060	Special 07. Concrete Pavement Raising and Filling Void	EACH	2.000	2.000
0396	SPV.0060	Special 08. Salvage and Replace Pipe Underdrain Endwall	EACH	77.000	77.000
0398	SPV.0060	Special 09. Capping Existing Underdrain	EACH	15.000	15.000
0400	SPV.0060	Special 10. Connect to Existing Storm Sewer Pipe	EACH	5.000	5.000
0402	SPV.0060	Special 11. Concrete Pad	EACH	1.000	1.000
0404	SPV.0060	Special 12. Exposing Existing Infrastructure Paved Area	EACH	5.000	5.000
0406	SPV.0060	Special 13. Exposing Existing Infrastructure Unpaved Area	EACH	5.000	5.000
0408	SPV.0060	Special 14. Remove Pole	EACH	1.000	1.000
0410	SPV.0090	Special 01. Pipe Underdrain (6-Inch) with Geotextile Fabric and Aggregate	LF	11,569.000	11,569.000
0412	SPV.0090	Special 02. Pipe Underdrain (8-Inch) with Geotextile Fabric and Aggregate	LF	1,535.000	1,535.000
0414	SPV.0090	Special 03. Removing Asphaltic Rumble Strips	LF	7,969.000	7,969.000
0416	SPV.0165	Special 01. Fiber Wrap Reinforcing Non-Structural	SF	40.000	40.000

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

CLEARING & GRUBBING

ROADWAY	STATION	-	STATION	SIDE	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMENTS
SB	174+00	-	176+00	LT	2	2	
			PROJECT TOTALS		2	2	

REMOVING PAVEMENT

STAGE	ROADWAY	STATION	-	STATION	SIDE	204.0100 REMOVING CONCRETE PAVEMENT (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	SPV.0090.03 REMOVING ASPALTIC RUMBLE STRIPS (LF)	COMMENTS
1	NB	160+35	-	168+92	RT	--	--	857	
		170+96	-	182+58	RT	--	--	1,162	
		193+00	-	206+00	RT	--	--	1,300	
		209+00	-	222+00	RT	--	--	1,300	
		375+00	-	392+00	RT	--	--	1,700	
	SB	165+00	-	169+15	LT	--	--	415	
		171+36	-	183+71	LT	--	--	1,235	
	STAGE 1 SUBTOTAL					**0**	**0**	**7,969**	
2	NB	170+78	-	170+96		102	--	--	
	SB	171+10	-	171+34		86	--	--	
		176+36	-	208+00		--	7,730	--	OUTSIDE LANE & SHLDR
		208+00	-	249+05		--	17,300	--	
		327+59	-	332+51		1,320	--	--	RUBBILIZED CONCRETE
		344+54	-	366+87		--	9,430	--	
		378+39	-	388+50		--	4,270	--	
	RAMP	79+65'CA'	-	83+80'CA'		--	2,430	--	SB OFF RAMP & GORE
	STAGE 2 SUBTOTAL					**1,508**	**41,160**	**0**	
4	NB	175+96	-	206+00		--	12,700	--	
		206+00	-	209+00		870	--	--	
		209+00	-	215+00		1600	--	--	RUBBILIZED CONCRETE
		215+00	-	248+37		--	14,100	--	
		255+35	-	255+50		120	--	--	
		260+51	-	316+07		--	23,500	--	
		321+06	-	321+23		39	--	--	OUTSIDE SHOULDER
		328+43	-	332+81		1170	--	--	RUBBILIZED CONCRETE
		337+81	-	337+96		94	--	--	
		339+58	-	339+84		87	--	--	
		344+84	-	366+30		--	9,060	--	
		371+23	-	371+48		79	--	--	
		377+81	-	387+00		--	3,880	--	
	RAMP	79+25'CB'	-	85+00'CB'		--	3,600	--	NB ON RAMP & GORE
	STAGE 4 SUBTOTAL					**4,059**	**66,840**	**0**	
	PROJECT TOTALS					**5,567**	**108,000**	**7,969**	

REMOVING PAVEMENT BUTT JOINTS, SAWING ASPHALT AND SAWING CONCRETE

STAGE	ROADWAY	STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	COMMENTS
1	NB	199+50 - 205+07	-	569	-	SHOULDER AT CROSSOVERS
	NB	212+03 - 221+40	-	949	-	SHOULDER AT CROSSOVERS
	SB	201+00 - 206+58	-	570	-	SHOULDER AT CROSSOVERS
	SB	210+52 - 219+90	-	950	-	SHOULDER AT CROSSOVERS
	STAGE 1 SUBTOTAL		**0**	**3,038**	**0**	
2	NB	170+78 - 170+96	-	-	22	
	SB	194+00	300	18	-	MEDIAN LANE-STAGE 2A TO 2B
		388+50	630	38	-	
	RAMP	79+65'CA'	500	30	-	SB OFF
	STAGE 2 SUBTOTAL		**1,430**	**86**	**22**	
4	NB	206+00 - 209+00	-	24	-	EXISTING VWS CONCRETE
	NB	388+50	630	38	-	
	RAMP	79+65'CB'	500	30	-	NB ON
	STAGE 4 SUBTOTAL		**1,130**	**92**	**0**	
5	NB	201+87 - 205+13	-	326	-	SHOULDER AT CROSSOVERS
	NB	212+00 - 219+40	-	740	-	SHOULDER AT CROSSOVERS
	NB	378+25 - 385+16	-	691	-	SHOULDER AT CROSSOVERS
	NB	392+56 - 400+30	-	774	-	SHOULDER AT CROSSOVERS
	SB	203+37 - 206+59	-	322	-	SHOULDER AT CROSSOVERS
	SB	210+51 - 217+90	-	739	-	SHOULDER AT CROSSOVERS
	SB	377+90 - 386+90	-	900	-	SHOULDER AT CROSSOVERS
	SB	390+23 - 397+63	-	740	-	SHOULDER AT CROSSOVERS
	STAGE 5 SUBTOTAL		**0**	**5,232**	**0**	
	PROJECT TOTALS		**2,560**	**8,448**	**22**	

REMOVING DELINEATORS AND MARKERS

STAGE	ROADWAY	204.0180 EACH	COMMENTS
1	XO4	81	CROSSOVER
	NB	8	NEAR RECONSTRUCTION AREAS
	SB	8	NEAR RECONSTRUCTION AREAS
PROJECT TOTALS		97	

TEMPORARY EMERGENCY PULLOUTS

NOTE: THESE QUANTITIES FOR INFORMATION ONLY

STAGE	STATION - STATION	LOCATION	205.3000.S TEMPORARY EMERGENCY PULLOUTS (EACH)	BASE AGGREGATE PAVEMENT 1 1/4-INCH (TON)	SALVAGED TOPSOIL (SY)	SEEDING TEMPORARY (LB)
1	279+50 - 281+75	NB-LT	1	200	417	2
	329+50 - 331+75	NB-LT	1	200	417	2
2	279+50 - 281+75	SB-RT	1	200	417	2
	329+50 - 331+75	SB-RT	1	200	417	2
PROJECT TOTALS			4	800	1,668	8

REMOVING STORM SEWER

STAGE	ROADWAY	STATION	SIDE	204.0190 REMOVING SURFACE DRAINS EACH	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER 12-INCH LF	204.0245 REMOVING STORM SEWER 18-INCH LF	COMMENTS
2	SB	253+89	RT	1	-	-	-	
		256+37	LT	1	-	-	-	
		320+06	LT	-	1	15	-	
		339+61	RT	1	-	-	-	
		371+82	RT	1	-	-	-	
		373+41	RT	1	-	-	-	
		STAGE 2 SUBTOTAL		**5**	**1**	**15**	**0**	
3	NB	208+41 - 210+25	LT	-	1	-	175	CROSSOVER XO4
		STAGE 3 SUBTOTAL		**0**	**1**	**175**	**175**	
4	NB	253+28	RT	-	1	15	-	
		320+85	LT	1	-	-	-	
		321+43	RT	-	1	15	-	
		339+89	RT	-	1	15	-	
		371+28	RT	-	1	15	-	
		372+91	RT	1	-	-	-	
		STAGE 4 SUBTOTAL		**2**	**4**	**60**	**0**	
5	NB	204+00 - 208+41	LT	-	1	-	430	CROSSOVER XO4
	X01A	86+15	RT	-	1	-	-	
		86+15 - 86+59	RT	-	-	-	40	
		90+75	RT		1	-	-	
		90+75 - 93+48	LT	-	-	-	275	
		STAGE 5 SUBTOTAL		**0**	**3**	**0**	**315**	
		PROJECT TOTALS		**7**	**8**	**75**	**490**	

PREPARING FOUNDATION FOR ASPHALTIC PAVING

PROJECT ID	211.0101 PREPARING FOUNDATION FOR ASPHALTIC PAVING (EACH)
1093-01-81	1
PROJECT TOTAL	1

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

UNDERDRAIN ITEMS

CATEGORY	STAGE	ROADWAY	STATION	-	STATION	SIDE	204.9090.S REMOVING PIPE UNDERDRAIN LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0208 PIPE UNDERDRAIN UNPERFORATED 8-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	SPV.0060.08 SALVAGE AND REPLACE PIPE UNDERDRAIN ENDWALL EACH	SPV.0060.09 CAPPING EXISTING UNDERDRAIN EACH	SPV.0090.01 PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE LF	SPV.0090.02 PIPE UNDERDRAIN (8-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE LF	COMMENTS
0010	1	NB	209+36	-		LT	-	130	-	-	1	-	-	-	
			212+09	-		LT	-	19	-	-	1	-	-	-	
			214+32	-		LT	-	11	-	-	1	-	-	-	
			216+80	-		LT	-	5	-	-	1	-	-	-	
		SB	204+51	-		RT	-	7	-	-	1	-	-	-	
			206+98	-		RT	-	151	-	-	1	-	-	-	
			209+45	-		RT	-	396	-	-	1	-	-	-	
		STAGE 1 SUBTOTAL					**0**	**719**	**0**	**0**	**7**	**0**	**0**	**0**	
	2	SB	171+36	-	176+36	RT	-	45	-	1	2	1	500	-	
			249+05	-	254+05	LT/RT	-	60	-	-	4	1	1,000	-	
			256+23	-	261+23	LT/RT	-	75	-	-	5	2	1,000	-	
			315+14	-	320+13	LT/RT	-	90	-	1	5	1	998	-	
			322+41	-	337+76	RT	-	-	65	-	7	-	-	1,535	
			339+54	-	344+54	RT	-	30	-	-	2	1	500	-	
			366+87	-	371+86	RT	-	30	-	1	1	1	499	-	
			373+38	-	378+39	RT	-	45	-	-	3	1	501	-	
		STAGE 2 SUBTOTAL					**0**	**375**	**65**	**3**	**29**	**8**	**4,998**	**1,535**	
	3	NB	204+42	-		LT	-	14	-	-	1	-	-	-	
		SB	204+51	-		RT	7	-	-	-	1	-	-	-	
			206+98	-		RT	-	-	-	-	1	-	-	-	
			214+40	-		RT	-	11	-	-	1	-	-	-	
			216+82	-		RT	-	7	-	-	-	-	-	-	
		STAGE 3 SUBTOTAL					**7**	**32**	**0**	**0**	**4**	**0**	**0**	**0**	
	4	NB	170+96	-	175+96	RT	-	45	-	1	2	1	500	-	
			248+37	-	253+37	LT/RT	-	75	-	-	5	2	1,000	-	
			255+51	-	260+51	LT/RT	-	60	-	-	4	2	1,000	-	
			316+07	-	321+23	LT/RT	-	105	-	1	6	-	1,032	-	
			323+01	-	337+96	RT	-	120	-	-	8	-	1,495	-	
			339+58	-	344+84	RT	-	45	-	-	3	-	526	-	
			366+30	-	371+48	RT	-	45	-	1	2	1	518	-	
			372+81	-	377+81	RT	-	30	-	-	2	1	500	-	
		STAGE 4 SUBTOTAL					**0**	**525**	**0**	**3**	**32**	**7**	**6,571**	**0**	
	5	NB	387+93	-		LT	223	-	-	1	-	-	-	-	
			390+39	-		LT	26.0	-	-	1	-	-	-	-	
			392+86	-		LT	15.0	-	-	1	-	-	-	-	
			395+32	-		LT	160.0	-	-	1	-	-	-	-	
			397+78	-		LT	11.0	-	-	-	1	-	-	-	
			397+83	-		LT	11.0	-	-	-	1	-	-	-	
		SB	378+29	-		RT	13	-	-	-	1	-	-	-	
			384+24	-		RT	190	-	-	1	-	-	-	-	
			386+48	-		RT	40	-	-	1	-	-	-	-	
			388+58	-		RT	247	-	-	1	-	-	-	-	
			391+05	-		RT	197	-	-	1	-	-	-	-	
			393+52	-		RT	68	-	-	1	-	-	-	-	
			395+99	-		RT	97	-	-	1	-	-	-	-	
			398+44	-		RT	6	-	-	-	1	-	-	-	
			398+48	-		RT	6	-	-	-	1	-	-	-	
		STAGE 5 SUBTOTAL					**1,310**	**0**	**0**	**10**	**5**	**0**	**0**	**0**	
		PROJECT TOTALS					**1,317**	**1,651**	**65**	**16**	**77**	**15**	**11,569**	**1,535**	

EARTHWORK SUMMARY

Category	Division	Stage	Location	205.0100 Excavation Common CY		Salvaged/ Unusable Pavement Material	Available Material (2)	Unexpanded Fill CY	Expanded Fill (3) Factor 1.30	Mass Ordinate +/- (4)
				Cut (1)	EBS Excavation					
0010	1	1	Crossover XO4A	2,175	0	0	2,175	347	451	1,724
	Division 1 Subtotal			2,175	0	0	2,175	347	451	1,724
	2	2	I-43 Northbound	3,293	0	208	3,085	42	55	3,239
			I-43 Southbound	34,330	0	4,568	29,763	414	538	33,792
			Trench Relief	260	0	0	260	0	0	260
			Undistributed	0	1,481	0	0	0	0	1,481
	Division 2 Subtotal			37,883	1,481	4,776	33,107	456	593	38,772
	3	3	Crossover XO4B	2,676	0	235	2,441	452	588	2,088
			Removing Crossover XO4A	1,600			1,600	178	231	1,369
	Division 3 Subtotal			4,276	0	235	4,041	630	819	3,457
	4	4	I-43 Northbound	33,927	0	4,839	29,088	584	759	33,168
			Trench Relief	260	0	0	260	0	0	260
	Division 4 Subtotal			34,187	0	4,839	29,348	584	759	33,428
	5	5	Removing Crossover XO4B	1,727	0	235	1,492	219	285	1,442
			Removing Crossover XO1A	6,451	0	539	5,912	15	20	6,432
	Division 5 Subtotal			8,178	0	774	7,404	234	304	7,874
			Category 0010 Total	**86,699**	**1,481**	**10,624**	**76,075**	**2,251**	**2,926**	**85,255**
			Project Total	**88,181**		**10,624**	**76,075**	**2,251**	**2,926**	**85,255**

1) Cut includes Salvaged/Unusable Pavement material

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

3) Expanded Fill = Unexpanded Fill * Fill Factor

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

BASE AGGREGATE & HMA PAVEMENT

CAT	STAGE	ROADWAY	STATION	-	STATION		305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)	312.0110 SELECT CRUSHED MATERIAL (TON)	450.4000 HMA COLD WEATHER PAVING (TON)	455.0605 TACK COAT (GAL)	460.7223 HMA PAVEMENT 3 HT 58-28 S (TON)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	460.7424 HMA PAVEMENT 4 HT 58-28 H (TON)	460.8424 HMA PAVEMENT 4 SMA 58-28 H (TON)	624.0100 WATER (MGAL)	645.0220 GEOGRID TYPE SR (SY)	COMMENTS
0010	1	CROSSOVER	201+00 'XO4A'	-	221+40	'XO4A'	720	2,900	3,370	652	--	652	--	--	--	54	--	
		RELIEF TRENCHES					--	--	250	--	--	--	--	--	--	--	--	XO4A
		STAGE 1 SUBTOTAL					**720**	**2,900**	**3,620**	**652**	**0**	**652**	**0**	**0**	**0**	**54**	**0**	
0010	2	NB	170+96	-	175+96		201	3,030	1980	--	200	537	54	--	163	48	--	
			175+96	-	206+00		603	--	--	--	374	748	0	--	523	9	--	
		SB	171+36 'SB'	-	176+36	'SB'	298	2,470	1980	--	267	716	54	--	163	42	2,222	
			176+36 'SB'	-	249+05	'SB'	2213	--	--	--	2,083	4,170	700	--	2,220	33	--	
			249+05 'SB'	-	254+05	'SB'	201	2,470	1980	--	267	716	54	--	163	40	2,222	
			256+23 'SB'	-	261+23	'SB'	298	2,470	1980	--	267	716	54	--	163	42	2,222	
			261+23 'SB'	-	315+14	'SB'	1640	--	--	--	1,593	3,190	587	--	1,640	25	--	
			315+14 'SB'	-	320+13	'SB'	152	2,460	1970	--	266	714	54	--	163	39	2,218	
			322+41 'SB'	-	337+76	'SB'	914	7,580	6060	--	819	2,200	167	--	501	130	6,822	
			339+54 'SB'	-	344+54	'SB'	298	2,470	1980	--	267	716	54	--	163	42	2,222	
			344+54 'SB'	-	366+87	'SB'	679	--	--	--	660	1,320	243	--	681	10	--	
			366+87 'SB'	-	372+02	'SB'	206	2,540	2030	1	160	737	56	--	168	41	--	
			373+20 'SB'	-	378+39	'SB'	310	2,560	2050	2	161	743	57	--	170	43	--	
			378+39 'SB'	-	388+50	'SB'	489	--	--	3	299	598	110	--	308	7	--	
			RELIEF TRENCHES				--	--	520	--	--	--	--	--	--	--	--	
		RAMP	79+65 'CA'	-	86+25	'CA'	151	--	--	--	234	469	--	328	--	2	--	SB OFF
		UNDISTRIBUTED					--	--	2963	--	--	--	--	--	--	0	--	SB OFF
		STAGE 2 SUBTOTAL					**8,653**	**28,050**	**25,493**	**6**	**7,917**	**18,290**	**2,244**	**328**	**7,189**	**553**	**17,929**	
0010	3	CROSSOVER	199+50 'XO4B'	-	219+90	'XO4B'	720	2900	3370	--	--	652	--	--	--	--	--	
		RELIEF TRENCHES					--	--	250	--	--	--	--	--	--	--	--	XO4B
		STAGE 3 SUBTOTAL					**720**	**2,900**	**3,620**	**0**	**0**	**652**	**0**	**0**	**0**	**0**	**0**	
0010	4	NB	175+96	-	206+00		311	--	--	--	401	802	169	--	393	5	--	
			206+00	-	215+00		153	1830	3,550	--	144	386	78	--	--	30	--	
			215+00	-	248+37		346	--	--	--	986	1,970	363	--	1,020	5	--	
			248+37	-	253+37		149	3,580	1,980	--	267	716	54	--	163	56	--	
			255+51	-	260+51		52	3,580	1,980	--	267	716	54	--	163	54	--	
			260+51	-	316+07		575	--	--	--	1,642	3,280	605	--	1,690	9	--	
			316+07	-	321+23		154	3,700	2040	--	275	738	56	--	169	58	--	
			323+01	-	337+96		446	10,700	5910	--	797	2,140	163	--	488	170	--	
			339+58	-	344+84		157	3,770	2080	--	281	753	57	--	172	59	--	
			344+84	-	366+30		222	--	--	--	634	1,270	234	--	654	3	--	
			366+30	-	371+48		154	3,710	2050	--	276	741	56	--	169	58	--	
			372+66	-	377+81		53	3,680	2030	--	275	737	56	--	168	56	--	
			377+81	-	388+50		125	--	--	--	542	632	116	--	349	2	--	
			RELIEF TRENCHES				--	--	520	--	--	--	--	--	--	--	--	
		RAMP	79+25 'CB'	-	92+11	'CB'	151	--	--	--	361	723	--	506	--	2	--	NB ON
		STAGE 4 SUBTOTAL					**3,048**	**34,550**	**22,140**	**0**	**7,148**	**15,604**	**2,061**	**506**	**5,598**	**567**	**0**	
0010	5	NB	201+00	-	221+50		INCLUDED STAGE 4	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO4 REMOVAL
		NB	378+50	-	401+00		580	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO1 REMOVAL
		SB	201+00	-	220+00		INCLUDED STAGE 2	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO4 REMOVAL
		SB	378+00	-	387+70		390	--	--	--	--	--	--	--	--	--	--	CROSSOVER XO1 REMOVAL
		MAINTENANCE			203+70		16	--	--	--	38	--	68	--	--	--	--	
		CROSSOVERS			244+70		16	190	--	--	15	--	27	--	--	4	--	
					278+60		16	--	--	1	37	--	67	--	--	--	--	
					333+40		16	--	--	--	28	--	51	--	--	--	--	
		STAGE 5 SUBTOTAL					**1,034**	**190**	**0**	**1**	**118**	**0**	**212**	**0**	**0**	**4**	**0**	
		CATEGORY 0010 SUBTOTALS					**14,175**	**68,590**	**54,873**	**659**	**15,183**	**35,198**	**4,517**	**834**	**12,787**	**1,178**	**17,929**	
		PROJECT TOTALS					**14,175**	**68,590**	**54,873**	**659**	**15,183**	**35,198**	**4,517**	**834**	**12,787**	**1,178**	**17,929**	

CONCRETE PAVEMENT

CATEGORY	STAGE	ROADWAY	STATION		STATION	415.0090 CONCRETE PAVEMENT 9-INCH (SY)	415.0110 CONCRETE PAVEMENT 11-INCH (SY)	415.0410 CONCRETE PAVEMENT APPROACH SLAB (SY)	415.6000.S ROUT AND SEAL (LF)	416.0610 DRILLED TIE BARS EACH	COMMENTS
0010	2	NB	170+78	-	170+96	11	-	29	-	-	B-53-105
		SB	371+86	-	372+02	32	-	46	-	-	B-53-120
			373+20	-	373+40	31	-	46	-	-	B-53-120
		STAGE 2 SUBTOTAL				**74**	**0**	**121**	**0**		
0010	4	NB	170+78	-	170+96	32	-	30	-	10	B-53-105
			206+00	-	215+00	-	2600	-	1,800	-	VIRTUAL WEIGH STATION
			255+06	-	255+71	54	-	69	-	-	B-53-107
			321+06	-	321+23	41	-	-	-	-	B-53-109
			337+81	-	337+96	40	-	54	-	-	B-53-111
			339+58	-	339+84	32	-	55	-	-	B-53-111
			371+23	-	371+48	37	-	45	5	-	B-53-113
			372+66	-	372+82	31	-	45	-	-	B-53-113
		STAGE 4 SUBTOTAL				**267**	**2600**	**298**	**1805**	**10**	
		PROJECT TOTALS				**341**	**2,600**	**419**	**1,805**	**10**	

CONCRETE RUMBLE STRIP FILLING

CATEGORY	STAGE	ROADWAY	STATION		STATION	SIDE	416.9112.S FILLING CONCRETE SHOULDER RUMBLE STRIPS 12-INCH LF	602.3210 CONCRETE SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY LF
0010	2	NB	161+72	-	168+92	LT	720	--
		SB	165+60	-	169+15	RT	355	--
	3	NB	161+72	-	168+92	LT	--	720
		SB	165+60	-	169+15	RT	--	355
		PROJECT TOTALS					**1,075**	**1,075**

TEST STRIP ITEMS

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

CATEGORY	LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
								MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
0010	NB LANES & MEDIAN SHLDR	170+96 - 388+50	UPPER LAYER	3 HT 58-28 S	4 SMA 58-28 H	6,284	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB OUTSIDE SHOULDER	170+96 - 388+50	UPPER LAYER	3 HT 58-28 S	4 LT 58-28 S	2,115	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB LANES	170+96 - 388+50	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	7,206	2.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
	NB SHOULDERS	170+96 - 388+50	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	4,804	2.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB BRIDGE APPROACHES	170+96 - 175+96 248+37 - 260+51 316+07 - 344+84 366+30 - 377+81	LOWER LAYER	BASE AGGREGATE	3 HT 58-28 S	4,246	3.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB ENTRANCE RAMP	79+25'CB' - 92+11'CB'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	253	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB ENTRANCE RAMP	79+25'CB' - 92+11'CB'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	362	2.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
	NB ENTRANCE RAMP SHOULDERS	79+25'CB' - 92+11'CB'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	253	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	NB ENTRANCE RAMP SHOULDERS	79+25'CB' - 92+11'CB'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	361	2.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB LANES & MEDIAN SHOULDER	171+36'SB' - 388+50'SB'	UPPER LAYER	3 HT 58-28 S	4 SMA 58-28 H	6,503	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB OUTSIDE SHOULDER	171+36'SB' - 388+50'SB'	UPPER LAYER	3 HT 58-28 S	4 LT 58-28 S	2,203	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB LANES	171+36'SB' - 388+50'SB'	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	7,458	2.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
	SB SHOULDERS	171+36'SB' - 388+50'SB'	LOWER LAYER	EXISTING MILLED HMA SURFACE OR 3 HT 58-28 S	3 HT 58-28 S	4,972	2.50"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB BRIDGE APPROACHES	171+36-176+36 249+05-261+23 315+14-344+54 366+87-378+39	LOWER LAYER	BASE AGGREGATE	3 HT 58-28 S	4,097	3.25"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP	79+65'CA' - 86+25'CA'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	164	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP	79+65'CA' - 86+25'CA'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	235	2.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP SHOULDERS	79+65'CA' - 86+25'CA'	UPPER LAYER	3 HT 58-28 S	4 HT 58-28 H	164	1.75"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	SB EXIT RAMP SHOULDERS	79+65'CA' - 86+25'CA'	LOWER LAYER	EXISTING MILLED SURFACE	3 HT 58-28 S	234	2.50"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	MAINTENANCE CROSSOVERS & RUMBLE STRIP REMOVAL	203+70 & 244+70 & 278+60 & 333+40	UPPER LAYER	EXISTING MILLED SURFACE	4 LT 58-28 S	778	2"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
	CROSSOVERS	201+00'XO4A'-221+40'XO4A' 199+50'XO4B'-219+90'XO4B'	UPPER LAYER	BASE AGGREGATE	3 HT 58-28 S	1,304	5"	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000

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

3

MATERIAL TRANSFER VEHICLE

	460.9000.S MATERIAL TRANSFER VEHICLE EACH	COMMENTS
PROJECT	1	01. 1093-01-81 CATEGORY 0010
PROJECT TOTALS	**1**	

RUMBLE STRIPS

465.0510
ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED HIGHWAY

ROADWAY	STATION	-	STATION	LOCATION	(LF)
NB	170+96	-	206+00	LT	3,504
	215+00	-	253+37	LT	3,837
	255+51	-	321+23	LT	6,572
	323+01	-	337+96	LT	1,495
	339+58	-	371+48	LT	3,190
	372+66	-	401+00	LT	2,834
	160+35	-	168+92	RT	857
	170+96	-	182+58	RT	1,162
	192+38	-	206+00	RT	1,362
	215+00	-	253+37	RT	3,837
	255+51	-	321+23	RT	6,572
	323+01	-	337+96	RT	1,495
	339+58	-	371+48	RT	3,190
	372+66	-	388+50	RT	1,584
	392+00	-	403+00	LT	1,100
SB	165+00	-	169+15	LT	415
	171+36	-	183+73	LT	1,237
	193+45	-	254+05	LT	6,060
	256+23	-	320+13	LT	6,390
	322+41	-	337+76	LT	1,535
	339+54	-	372+02	LT	3,248
	373+20	-	399+00	LT	2,580
	171+36	-	254+05	RT	8,269
	256+23	-	320+13	RT	6,390
	322+41	-	337+76	RT	1,535
	339+54	-	372+02	RT	3,248
	373+20	-	388+50	RT	1,530
	391+50	-	399+00	RT	750
PROJECT TOTALS					85,778

SURFACE DRAIN ITEMS

CAT	STAGE	ROADWAY	STATION	-	STATION	SIDE	530.0112 CULVERT PIPE CORRUGATED POLYETHYLENE 12-INCH LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 RIPRAP MEDIUM CY	611.0654 INLET COVERS TYPE V EACH	611.3220 INLETS 2X2-FT EACH	645.0120 GEOTEXTILE TYPE HR SY	SPV.0060.10 CONNECT TO EXISTING STORM SEWER PIPE EACH	COMMENTS
0010	2	SB	253+51	-	254+05	RT	-	54	4.5	3	-	-	6	-	
			319+58	-	320+14	LT	50	56	-	-	1	1	-	1	
			339+54	-	340+06	RT	-	52	3.3	3	-	-	6	-	
			371+37	-	371+86	RT	-	49	3.3	3	-	-	6	-	
			STAGE 2 SUBTOTAL				50	**211**	**11.1**	**9**	**1**	**1**	**18**	**1**	
	4	NB	252+80	-	253+36	RT	50	56	-	-	1	1	-	1	
			320+51	-	321+07	LT	-	56	3.3	3	-	-	6	-	
			320+95	-	321+47	RT	50	52	-	-	1	1	-	1	
			339+84	-	340+33	RT	50	49	-	-	1	1	-	1	
			370+82	-	371+32	RT	47	50	-	-	1	1	-	1	
			STAGE 4 SUBTOTAL				197	**263**	**3.3**	**3**	**4**	**4**	**6**	**4**	
			PROJECT TOTALS				247	**474**	**14.4**	**12**	**5**	**5**	**24**	**5**	

CONCRETE BARRIER TEMPORARY PRECAST

CAT	STAGE	ROADWAY	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED (LF)	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED (LF)	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST (LF)	603.8505 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST ON BRIDGE DECKS (LF)
0010	2A	NB	1025	1025	845	180
		SB	1050	1050	872	178
		CROSSOVERS	1525	1525	1525	-
	2B	NB	-	988	808	180
		SB	13	1063	885	178
	4	CROSSOVERS	2125	2125	-	-
	CATEGORY 0010 TOTALS		**5,738**	**7,776**	**4,935**	**716**

DRAINAGE ITEMS

CATEGORY	STAGE	ROADWAY	STATION	SIDE	608.0518 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 18-INCH LF	611.0430 RECONSTRUCTING INLETS EACH	611.0642 INLET COVERS TYPE MS EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	COMMENTS
0010	1	NB	204+00	LT	-	1	-	-	TEMP. CONNECT STORM PIPE
		NB	204+00 - 208+41	LT	430	-	-	-	FLAT GRATE
		NB	208+41	LT	-	-	2	1	CROSSOVER XO4
		NB	208+41 - 210+25	LT	175	-	-	-	FLAT GRATE
		NB	210+25	LT	-	-	2	1	CROSSOVER XO4
		STAGE 1 SUBTOTAL			**605**	**1**	**4**	**2**	
0010	3	NB	208+41	LT	-	1	-	-	CROSSOVER XO4
		STAGE 3 SUBTOTAL			**0**	**1**	**0**	**0**	
0010	5	NB	204+00	LT	-	1	-	-	REMOVE TEMP SS CONNECTION
		XO1A	86+59	RT	-	1	2	1	
		XO1A	93+48	LT	-	1	-	-	
		NB	396+95	LT	-	1	-	-	
		STAGE 5 SUBTOTAL			**0**	**4**	**2**	**1**	
		PROJECT TOTALS			**605**	**6**	**6**	**3**	

TRAFFIC CONTROL

CAT	STAGE	ROADWAY	ANTICIPATED DAYS IN SERVICE	633.1100 DELINEATORS TEMPORARY (EACH)	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 (DAYS)	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS (EACH)	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES (EACH)	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 (DAYS)	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 (DAYS)	643.0800 TRAFFIC CONTROL ARROW BOARDS NO.	643.0800 (DAYS)	643.0900 TRAFFIC CONTROL SIGNS NO.	643.0900 (DAYS)	643.0900 (DETOUR) TRAFFIC CONTROL SIGNS NO.	643.0900 (DAYS)	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I (EACH)	643.0910 NO. CYCLES	643.0910 NO. SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II (EACH)	643.0920 NO. CYCLES	643.0920 NO. SIGNS	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	643.1050 (DAYS)
0010	1	NB	34	-	293	9962	23	782	-	-	-	-	15	510	2	68	36	1224	-	-	2	1	2	-	-	-	1	7
		SB	34	-	256	8704	23	782	-	-	-	-	15	510	2	68	34	1156	-	-	1	1	1	-	-	-	1	7
		RAMPS	34	-	70	2380	-	-	-	-	-	-	58	1972	-	-	7	238	-	-	-	-	-	-	-	-	-	-
	IH 43 CLOSURE PREWARN		7	-	10	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	14
		IH 43 CLOSURES	2	-	52	104	10	20	-	-	20	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8
		NB	98	-	80	7840	13	1274	450	450	26	2548	30	2940	3	294	37	3626	-	-	2	1	2	-	-	-	-	-
	2A	SB	98	-	90	8820	8	784	-	-	16	1568	22	2156	3	294	36	3528	-	-	1	1	1	-	-	-	-	-
		RAMPS	98	-	74	7252	-	-	-	-	-	-	52	5096	-	-	7	686	-	-	-	-	-	-	-	-	-	-
		CROSSOVERS	98	60	164	16072	28	2744	-	-	56	5488	34	3332	-	-	2	196	-	-	-	-	-	-	-	-	-	-
		IH 43 CLOSURES	2	-	52	104	10	20	-	-	20	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8
	2B	NB	98	-	87	8526	12	1176	-	-	24	2352	28	2744	3	294	35	3430	-	-	-	-	-	-	-	-	-	-
		SB	98	-	90	8820	8	784	-	-	16	1568	22	2156	3	294	36	3528	-	-	-	-	-	-	-	-	-	-
		RAMPS	98	-	74	7252	-	-	-	-	-	-	62	6076	-	-	7	686	-	-	-	-	-	-	-	-	1	7
		CROSSOVERS	98	-	164	16072	28	2744	-	-	56	5488	34	3332	-	-	2	196	-	-	-	-	-	-	-	-	-	-
		SB RAMP CLOSURE	3	-	12	36	10	30	-	-	20	60	12	36	-	-	30	90	93	279	-	-	-	21	3	7	1	7
		IH 43 CLOSURES	2	-	52	104	10	20	-	-	20	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8
	3	NB	22	-	293	6446	19	418	-	-	-	-	15	330	2	44	35	770	-	-	2	1	2	-	-	-	-	-
		SB	22	-	241	5302	21	462	-	-	-	-	14	308	2	44	36	792	-	-	1	1	1	-	-	-	-	-
		RAMPS	22	-	58	1276	1	22	-	-	-	-	58	1276	-	-	8	176	-	-	-	-	-	-	-	-	-	-
	4	NB	80	-	45	3600	12	960	-	-	24	1920	21	1680	3	240	35	2800	-	-	2	1	2	-	-	-	-	-
		SB	80	-	91	7280	8	640	450	450	16	1280	29	2320	2	160	36	2880	-	-	1	1	1	-	-	-	-	-
		RAMPS	80	-	100	8000	-	-	-	-	-	-	25	2000	-	-	8	640	-	-	-	-	-	-	-	-	-	-
		CROSSOVERS	80	60	158	12640	28	2240	-	-	56	4480	25	2000	-	-	8	640	-	-	-	-	-	-	-	-	-	-
		NB RAMP CLOSURE	3	-	12	36	10	30	-	-	20	60	25	75	-	-	43	129	75	225	-	-	-	21	3	7	1	7
	5	NB	21	-	275	5775	19	399	-	-	-	-	15	315	2	42	35	735	-	-	2	1	2	-	-	-	-	-
		SB	21	-	257	5397	21	441	-	-	-	-	14	294	2	42	36	756	-	-	1	1	1	-	-	-	-	-
		RAMPS	21	-	58	1218	-	-	-	-	-	-	58	1218	-	-	8	168	-	-	-	-	-	-	-	-	-	-
CATEGORY 0010 TOTALS				**120**	**159,088**		**16,772**		**900**	**900**	**26,932**		**42,676**		**1,884**		29,070	504			**15**			**42**			**73**	
																	29,574											

ADJUSTING BEAM GUARD, SALVAGE RAIL, MGS GUARDRAIL, TERMINALS & THRIE BEAM TRANSITIONS

ROADWAY	STATION	-	STATION	SIDE	614.0400 ADJUSTING STEEL PLATE BEAM GUARD (LF)	614.0920 SALVAGED RAIL (LF)	614.0925 SALVAGED GUARDRAIL END TREATMENTS (EACH)	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)	COMMENTS
NB	170+88	-	171+58	RT	--	86	1	14	39.4	--	1	B-53-105
	170+91	-	173+89	LT	--	298	1	--	--	--	--	B-53-105
	186+22	-	192+01	RT	--	650	2	528	--	1	1	
	245+91	-	253+35	RT	--	748	1	662.5	39.4	1	--	B-53-107
	250+72	-	253+48	LT	--	298	1	212.5	39.4	1	--	B-53-107
	255+35	-	255+97	RT	--	86	1	--	--	--	--	B-53-107
	255+48	-	258+48	LT	--	299	1	14	39.4	--	1	B-53-107
	317+90	-	321+17	RT	--	361	1	275.0	39.4	1	--	B-53-109
	318+16	-	321+10	LT	--	298	1	212.5	39.4	1	--	B-53-109
	323+01	-	325+99	LT	--	298	1	--	--	--	--	B-53-109
	323+40	-	324+25	RT	--	86	1	52	39.4	--	1	B-53-109
	334+46	-	338+04	RT	--	361	1	275.0	39.4	1	--	B-53-111
	334+93	-	337+86	LT	--	297	1	212.5	39.4	1	--	B-53-111
	339+61	-	342+59	LT	--	299	1	--	--	--	--	B-53-111
	339+80	-	350+04	LT	--	1,023	1	977	39.4	1	--	B-53-111
	368+47	-	371+43	LT	--	298	1	212.5	39.4	1	--	B-53-113
	368+90	-	371+43	RT	--	249	1	162.5	39.4	1	--	B-53-113
	372+62	-	373+51	RT	--	86	1	27	39.4	--	1	B-53-113
	372+72	-	375+71	LT	--	299	1	--	--	--	--	B-53-113
SB	171+30	-	174+12	RT	--	298	1	200.0	39.4	1	--	B-53-106
	171+36	-	173+77	LT	--	248	1	162.5	39.4	1	--	B-53-106
	185+84	-	191+76	LT	--	591	1	539	--	1	1	
	188+95	-	192+00	RT	305	--	--	--	--	--	--	EXISTING MGS
	251+94	-	254+05	RT	--	--	--	137.5	39.4	1	--	B-53-108
	253+58	-	254+41	LT	--	--	--	--	39.4	1	--	B-53-108
	255+89	-	258+84	RT	--	298	1	212.5	39.4	1	--	B-53-108
	256+23	-	258+69	LT	--	222	1	162.5	39.4	1	--	B-53-108
	318+23	-	320+52	RT	--	--	--	137.5	39.4	1	--	B-53-110
	319+20	-	320+13	LT	--	--	--	--	39.4	1	--	B-53-110
	322+35	-	324+60	LT	--	248	1	162.5	39.4	1	--	B-53-110
	322+56	-	325+50	RT	--	298	1	225.0	39.4	1	--	B-53-110
	334+90	-	337+52	RT	--	284	--	187.5	39.4	1	--	B-53-112
	335+14	-	337+57	LT	--	247	--	150.0	39.4	1	--	B-53-112
	339+43	-	349+91	LT	--	1,074	1	975.0	39.4	1	--	B-53-112
	339+48	-	342+42	RT	--	298	1	225.0	39.4	1	--	B-53-112
	369+10	-	371+95	RT	--	285	--	187.5	39.4	1	--	B-53-120
	371+07	-	371+99	LT	--	--	--	--	39.4	1	--	B-53-120
	373+25	-	376+20	RT	--	272	1	212.5	39.4	1	--	B-53-120
	373+30	-	375+75	LT	--	248	1	162.5	39.4	1	--	B-53-120
	PROJECT TOTALS				**305**	**11,331**	**31**	**7,876.0**	**1,221.4**	**29.0**	**6.0**	

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

CRASH CUSHIONS

CAT	STAGE	ROADWAY	STATION	OFFSET	614.0905 CRASH CUSHIONS TEMPORARY (EACH)	BACK WIDTH (FT)	SIGN PLATE	CRASH TEST LEVEL	TRAFFIC DIRECTION	CRASH CUSHION SHIELDS
0010	2A	NB	167+68'NB'	0.0'RT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT LANE SHIFT
		SB	178+47'SB'	2.2'LT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT LANE SHIFT
		NB	217+15'NB'	10.0' RT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
		NB	380+48'NB'	10.0' RT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
0010	2B	NB	168+05'NB'	22.0'RT	1	2	WO5-58R	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT LANE SHIFT
		SB	178+76'SB'	26.0'LT	1	2	WO5-58R	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT LANE SHIFT
0010	4	NB	204+07'NB'	22.3'RT	1	2	WO5-58R	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT LANE SHIFT
		SB	215+60'SB'	10.0'LT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
		SB	380+31'SB'	10.0'LT	1	2	WO5-58L	TL-3	BIDIRECTIONAL	TEMPORARY CONCRETE BARRIER AT CROSSOVER
	PROJECT TOTALS				**9**					

3

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

EROSION CONTROL AND FINISHING

CATEGORY	STAGE	ROADWAY	STATION	-	STATION	625.0500 SALVAGED TOPSOIL (SY)	628.1504 SILT FENCE (LF)	628.1520 SILT FENCE MAINTENANCE (LF)	628.2004 EROSION MAT CLASS I TYPE B (SY)	628.7005 INLET PROTECTION TYPE A (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7020 INLET PROTECTION TYPE D (EACH)	628.7504 TEMPORARY DITCH CHECKS (LF)	628.7560 TRACKING PADS (EACH)	629.0210 FERTILIZER TYPE B (CWT)	630.0130 SEEDING MIXTURE NO.30 (LB)	630.0200 SEEDING TEMPORARY (LB)	630.0500 SEED WATER (MGAL)	COMMENTS
0010	1	NB	192+00	-	220+00	6,250	--	--	6,250	5	--	--	210	--	4.0	--	113	140	
		STAGE 1 SUBTOTAL				**6,250**	**0**	**0**	**6,250**	**5**	**0**	**0**	**210**	**0**	**4.0**	**0**	**113**	**140**	
	2	NB	170+96	-	175+96	3,870	531	531	3,870	--	--	--	--	--	2.5	70	--	87	
			175+96	-	187+00	--	--	--	--	2	--	--	60	--	0.0	--	--	--	
		SB	171+36		176+36	1,180	515	515	1,180	--	--	--	180	--	0.8	22	--	26	
			241+00	-	265+00	4,510	1,057	1,057	4,510	2	1	1	320	--	2.9	82	--	100	
			315+15	-	351+09	11,710	3,253	3,253	11,710	5	1	1	400	--	7.4	220	--	260	
			366+87	-	378+40	4,450	1,046	1,046	4,450	3	--	--	200	--	2.8	80	--	100	
		STAGE 2 SUBTOTAL				**25,720**	**6,402**	**6,402**	**25,720**	**12**	**2**	**2**	**1,160**	**0**	**16.4**	**474**	**0**	**573**	
	3	NB	201+00	-	220+00	4,450	--	--	4,450	--	--	--	240	--	3.0	--	80	100	
		STAGE 3 SUBTOTAL				**4,450**	**0**	**0**	**4,450**	**0**	**0**	**0**	**240**	**0**	**3.0**	**0**	**80**	**100**	
	4	NB	184+98	-	194+00	310	220	220	310	--	--	--	--	--	0.2	6	--	7	
			205+60	-	219+90	5,450	983	983	5,450	--	--	--	150	--	3.5	99	--	120	
			244+52	-	260+58	5,810	1,416	1,416	5,810	--	1	1	120	--	3.7	110	--	130	
			316+04	-	350+96	12,600	3,106	3,106	12,600	--	1	1	320	--	8.0	230	--	280	
			366+29	-	377+85	3,360	1,013	1,013	3,360	--	1	1	80	--	2.1	61	--	75	
		STAGE 4 SUBTOTAL				**27,530**	**6,738**	**6,738**	**27,530**	**0**	**3**	**3**	**670**	**0**	**18**	**506**	**0**	**612**	
	5	NB	201+00	-	219+90	6,970	--	--	6,970	--	--	--	280	--	4.4	130	--	160	
			378+50	-	400+98	12,520	--	--	12,520	3	--	--	360	--	7.9	230	--	280	
		STAGE 5 SUBTOTAL				**19,490**	**0**	**0**	**19,490**	**3**	**0**	**0**	**640**	**0**	**12.3**	**360**	**0**	**440**	
		SUBTOTAL				83,440	13,140	13,140	83,440	20	5	5	2,920	0	53.2	1,340	193	1,865	
		UNDISTRIBUTED				20,900	3,350	3,350	20,900	0	0	0	700	8	14.0	340	50	470	
			CATEGORY 0010 TOTALS			**104,340**	**16,490**	**16,490**	**104,340**	**20**	**5**	**5**	**3,620**	**8**	**67.2**	**1,680**	**243**	**2,335**	
			PROJECT TOTALS			**104,340**	**16,490**	**16,490**	**104,340**	**20**	**5**	**5**	**3,620**	**8**	**67.2**	**1,680**	**243**	**2,335**	

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

MOBILIZATIONS EROSION CONTROL

PROJECT ID	628.1905 MOBILIZATIONS EROSION CONTROL (EACH)	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
1093-01-81	15	10
PROJECT TOTALS	15	10

DELINEATORS

STAGE	ROADWAY	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.0500 DELINEATOR REFLECTORS YELLOW EACH	COMMENTS
2	SB	18	18	-	
	MAINTENANCE CROSSOVER	2	-	2	STA 244+70
4	NB	18	-	18	
SUBTOTAL		38	18	20	
PROJECT TOTALS		**38**	**38**		

SIGNING

NO.	STAGE	ROADWAY	STATION	OFFSET	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SIGN SIZE	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
1	2	SB	171+21	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
2			171+38	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
3			255+98	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
4			256+27	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
5			322+16	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
6			322+60	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
7			339+28	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
8			339+53	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
9			373+29	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
10			373+35	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
11			374+52	LT	1	-	-	-	-	1	-	-	"HWY J" - MOVE DURING CONSTRUCTION AND REINSTALL SAME LOCATION
12	4	NB	174+30	LT	-	-	-	-	-	2	-	-	D10-5 "MILE MARKER" - MOVE DURING CONSTRUCTION AND REINSTALL SAME LOCATION
13			175+00	RT	-	-	-	-	-	1	-	-	M4-1-R "MERGING TRAFFIC RIGHT"- MOVE DURING CONSTRUCTION AND REINSTALL SAME LOCATION
14			224+41	RT	-	2	-	-	-	1	-	2	R2-1 "SPEED LIMIT 70MPH" - MOVE TO STA 209+00, OFFSET 42' RT
15			244+40	LT	-	1	12.00	-	36" x 48"	-	-	-	INSTALL NEW R3-4B, OFFSET 49' LT
16			245+00	LT	-	1	12.00	-	36" x 48"	-	-	-	INSTALL NEW R3-4B, OFFSET 21' LT
17			253+30	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
18			253+64	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
19			320+96	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
20			321+41	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
21			337+84	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
22			338+02	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
23			371+33	RT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52L AT STRUCTURE
24			371+41	LT	1	-	-	6.75	18" x 54"	-	1	1	INSTALL NEW W5-52R AT STRUCTURE
25		STH 140 NB EXIT RAMP			1	-	16.00	-	48" x 48"	-	-	-	INSTALL NEW D4-54L (MOD) AT INSPECTION SITE ENTRANCE
26		STH 140 NB EXIT RAMP			1	-	3.00	-	18" x 24"	-	-	-	INSTALL NEW R7-1-D AT CMV INSPECTION SITE
27		STH 140 NB EXIT RAMP			-	-	3.00	-	36" x 12"	-	-	-	INSTALL NEW R3-4A AT CMV INSPECTION SITE
PROJECT TOTALS					**21**	**4**	**24**	**122**		**5**	**18**	**20**	

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

3

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CAT	STAGE	SIGN CODE	TYPE	SIGN INCHES	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	COMMENTS
0010	2	SIGN PLATE	II	78X90	48.75	STH 81 CTH X BELOIT 1 MILE
		SIGN PLATE	II	18X60	7.50	EXIT 2
	4	SIGN PLATE	II	78X90	48.75	STH 140 CLINTON AVALON 1 MILE
		SIGN PLATE	II	18X60	7.50	EXIT 6
	SUBTOTAL				112.50	
	PROJECT TOTALS				**113.00**	

TRAFFIC CONTROL

PROJECT ID	643.5000 TRAFFIC CONTROL (EACH)
1093-01-81	1
PROJECT TOTALS	1

PAVEMENT MARKING

ROADWAY	STATION	-	STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (12.5' SKIPS) LF	646.2020 MARKING LINE EPOXY 6-INCH WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH (12.5' SKIP) LF	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' SKIP) LF	646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE LF	646.5420 MARKING AERIAL ENFORCEMENT BARS EPOXY WHITE EACH	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	COMMENTS
NB	122+11	-	131+09	--	--	--	225.0	--	--	--	--	--	--	--	--	--	--	--	--	LANE CLOSER
	141+07	-	145+60	--	--	--	112.5	--	--	--	--	--	--	--	--	--	--	--	--	TEMP EXIT
	155+40	-	168+75	925	703	--	337.5	--	--	--	--	--	--	--	--	--	--	--	--	LANE CLOSER
	168+75	-	170+96	--	--	--	--	221	221	50.0	--	--	--	--	--	--	--	--	--	B-53-105
	170+96	-	253+70	--	--	--	--	--	--	--	2,062.5	6,620	8,274	--	2,062.5	--	1,007	--	--	
	253+70	-	255+34	--	--	--	--	164	164	37.5	--	--	--	--	--	--	--	--	--	B-53-107
	255+34	-	321+24	--	--	--	--	--	--	--	1,650.0	6,634	6,590	--	1,650.0	--	--	--	--	
	321+24	-	323+00	--	--	--	--	176	176	50.0	--	--	--	--	--	--	--	--	--	B-53-109
	323+00	-	337+94	--	--	--	--	--	--	--	375.0	1,478	1,494	--	375.0	--	--	--	--	
	337+94	-	339+53	--	--	--	--	158	158	37.5	--	--	--	--	--	--	--	--	--	B-53-111
	339+53	-	371+45	--	--	--	--	--	--	--	800.0	3,170	3,195	--	800.0	--	--	--	--	
	371+45	-	372+61	--	--	--	--	118	118	25.0	--	--	--	--	--	--	--	--	--	B-53-113
	372+61	-	388+50	--	--	--	--	--	--	--	400.0	1,583	1,584	--	400.0	--	--	3	--	
	388+50		402+31	--	--	1,381	--	--	--	--	--	--	--	--	--	--	--	--	--	CROSSOVER REMOVAL
SB	165+00	-	169+15	415	355	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
	169+15	-	171+36	--	--	--	--	221	221	50.0	--	--	--	--	--	--	--	--	--	B-53-106
	171+36	-	254+20	--	--	--	--	--	--	--	2,075.0	7,390	8,295	160	2,075.0	--	286	--	157	
	254+20	-	255+86	--	--	--	--	166	166	37.5	--	--	--	--	--	--	--	--	--	B-53-108
	255+86	-	320+54	--	--	--	--	--	--	--	1,612.5	6,416	6,461	--	1,612.5	--	--	--	--	
	320+54	-	322+40	--	--	--	--	186	186	50.0	--	--	--	--	--	--	--	--	--	B-53-110
	322+40	-	337+76	--	--	--	--	--	--	--	387.5	1,551	1,536	--	387.5	--	--	--	--	
	337+76	-	339+38	--	--	--	--	162	162	37.5	--	--	--	--	--	--	--	--	--	B-53-112
	339+38	-	372+05	--	--	--	--	--	--	--	825.0	3,290	3,264	--	825.0	--	--	--	--	
	372+05	-	373+22	--	--	--	--	118	117	25.0	--	--	--	--	--	--	--	--	--	B-53-120
	373+22	-	388+50	--	--	--	--	--	--	--	400.0	1,588	1,587	--	400.0	--	--	--	--	
	388+50	-	399+63	--	--	1,113	--	--	--	--	--	--	--	--	--	--	--	--	--	
	409+47	-	425+66	--	--	--	225.0	--	--	--	--	--	--	--	--	1,773	--	--	--	
	434+56	-	442+17	--	--	--	187.5	--	--	--	--	--	--	--	--	--	--	--	--	LANE CLOSURE
RAMPS	79+64'CA'	-	86+06'CA'	--	--	--	--	--	--	--	--	1,279	359	--	--	--	283	--	--	SB OFF
	79+24'CB'	-	86+00'CB'	--	--	--	--	--	--	--	--	1,910	283	--	--	--	1,003	--	--	NB ON
SUBTOTALS				1,340	1,058	**2,494**	**1,087.5**	1,690	1,689	400	**10,588**	42,909	42,922	160	10,588	**1,773**	**2,579**	3	157	
					2,398				**3,779**				**85,991**							
PROJECT TOTALS					**2,398**	**2,494**	**1,087.5**		**3,779**		**10,588**		**85,991**		**10,588**	**1,773**	**2,579**	**3**	**157**	

MARKING OUTFALL EPOXY

RDWY	STATION	SIDE	646.5520 (EACH)
NB	171+01	RT	1
	174+30	RT	1
	176+79	RT	1
	179+30	RT	1
	182+73	LT	1
	185+48	LT	1
	187+01	LT & RT	2
	188+99	LT	1
	192+07	LT & RT	2
	192+11	LT & RT	2
	194+53	LT & RT	2
	197+02	LT & RT	2
	199+49	LT	1
	199+51	RT	1
	201+94	LT	1
	201+98	RT	1
	204+42	LT	1
	204+50	RT	1
	206+90	LT	1
	206+96	RT	1
	209+36	LT	1
	209+48	RT	1
	211+95	RT	1
	212+09	LT	1
	214+31	LT	1
	214+43	RT	1
	216+80	LT	1
	216+92	RT	1
	219+27	LT	1
	219+42	RT	1
	221+74	LT	1
	221+90	RT	1
	224+21	LT	1
	224+37	RT	1
	226+88	RT	1
	227+01	LT	1
	229+17	LT	1
	229+37	RT	1
	231+65	LT	1
	231+88	RT	1
	234+13	LT	1
	234+40	RT	1
	236+58	LT	1
	236+87	RT	1
	239+06	LT	1
	239+36	RT	1
	241+52	LT	1
	241+86	RT	1
	244+01	LT	1
	244+39	RT	1
	SUBTOTAL		55

RDWY	STATION	SIDE	646.5520 (EACH)
NB	246+52	LT	1
	246+90	RT	1
	248+95	LT	1
	249+43	RT	1
	251+42	LT	1
	251+93	RT	1
	253+13	RT	1
	255+37	RT	1
	256+23	LT	1
	258+46	RT	1
	258+73	LT	1
	260+97	RT	1
	261+10	LT	1
	263+54	LT & RT	2
	266+03	LT & RT	2
	268+54	LT & RT	2
	268+58	RT	1
	271+02	LT & RT	2
	271+07	LT	1
	273+47	RT	1
	273+55	LT	1
	275+96	RT	1
	276+13	LT	1
	278+43	RT	1
	279+07	LT	1
	280+89	RT	1
	281+20	LT	1
	283+39	RT	1
	283+77	LT	1
	285+84	RT	1
	286+30	LT	1
	288+35	RT	1
	288+85	LT	1
	290+84	RT	1
	291+35	LT	1
	291+87	RT	1
	293+63	LT	1
	294+32	RT	1
	296+15	LT	1
	296+83	RT	1
	298+68	LT	1
	299+31	RT	1
	301+14	LT	1
	301+77	RT	1
	303+62	LT	1
	304+25	RT	1
	306+12	LT	1
	306+74	RT	1
	308+60	LT	1
	309+23	RT	1
	SUBTOTAL		54

RDWY	STATION	SIDE	646.5520 (EACH)
	311+10	LT	1
	311+72	RT	1
NB	313+54	LT	1
	314+22	RT	1
	316+02	LT	1
	316+71	RT	1
	316+76	RT	1
	317+51	LT	1
	317+57	LT	1
	319+21	RT	1
	321+23	RT	1
	323+19	LT	1
	323+66	RT	1
	325+72	RT	1
	328+23	RT	1
	330+73	RT	1
	333+24	RT	1
	335+68	RT	1
	337+82	RT	1
	337+85	RT	1
	340+04	RT	1
	342+17	RT	1
	344+69	RT	1
	347+17	RT	1
	349+70	RT	1
	352+20	RT	1
	354+69	RT	1
	357+17	RT	1
	359+66	RT	1
	362+19	RT	1
	364+70	RT	1
	367+21	RT	1
	369+74	RT	1
	371+11	RT	1
	372+90	RT	1
	375+39	RT	1
	377+89	RT	1
	380+37	RT	1
	382+87	RT	1
	385+86	RT	1
	387+86	LT & RT	2
	390+35	LT & RT	2
	392+82	LT & RT	2
	395+31	LT & RT	2
	397+77	LT	1
	397+80	LT & RT	2
	400+32	LT & RT	2
	401+20	LT	1
SB	171+49	LT	1
	SUBTOTAL		55

RDWY	STATION	SIDE	646.5520 (EACH)
SB	173+32	RT	1
	175+75	RT	1
	178+23	RT	1
	180+72	RT	1
	183+05	RT	1
	188+23	LT	1
	190+02	RT	1
	190+67	LT	1
	190+74	LT	1
	192+41	LT	1
	194+57	RT	1
	194+91	LT	1
	197+04	RT	1
	197+36	LT	1
	199+52	RT	1
	199+85	LT	1
	202+01	RT	1
	202+32	LT	1
	204+51	RT	1
	204+86	LT	1
	206+98	RT	1
	207+30	LT	1
	209+44	RT	1
	209+74	LT	1
	211+96	RT	1
	212+23	LT	1
	214+39	RT	1
	214+75	LT	1
	216+84	RT	1
	217+20	LT	1
	219+32	RT	1
	219+70	LT	1
	219+97	LT & RT	2
	221+79	RT	1
	222+16	LT	1
	224+25	RT	1
	224+63	LT	1
	227+07	LT & RT	2
	229+22	RT	1
	229+57	LT	1
	231+69	RT	1
	232+06	LT	1
	234+16	RT	1
	234+50	LT	1
	236+63	RT	1
	237+03	LT	1
	239+12	RT	1
	239+46	LT	1
	241+62	RT	1
	241+96	LT	1
	SUBTOTAL		52

RDWY	STATION	SIDE	646.5520 (EACH)
SB	244+12	RT	1
	244+35	LT	1
	246+57	RT	1
	246+90	LT	1
	249+03	RT	1
	249+31	LT	1
	251+53	RT	1
	251+84	LT	1
	256+39	LT	1
	256+53	RT	1
	258+20	RT	1
	259+00	LT	1
	261+07	RT	1
	261+46	LT	1
	263+55	RT	1
	264+00	LT	1
	266+01	RT	1
	266+45	LT	1
	268+55	RT	1
	269+01	LT	1
	271+02	RT	1
	271+07	RT	1
	271+50	LT	1
	273+49	RT	1
	273+99	LT	1
	275+98	RT	1
	276+46	LT	1
	278+45	RT	1
	278+96	LT	1
	281+17	RT	1
	281+43	LT	1
	283+43	RT	1
	283+94	LT	1
	285+87	RT	1
	286+39	LT	1
	288+34	RT	1
	288+91	LT	1
	290+81	RT	1
	291+39	LT	1
	293+29	RT	1
	293+88	LT	1
	295+27	LT	1
	295+76	RT	1
	297+75	LT	1
	298+29	RT	1
	300+22	LT	1
	300+77	RT	1
	302+71	LT	1
	303+22	RT	1
	305+17	LT	1
	SUBTOTAL		50

RDWY	STATION	SIDE	646.5520 (EACH)
SB	305+68	RT	1
	307+61	LT	1
	308+16	RT	1
	310+08	LT	1
	310+62	RT	1
	312+55	LT	1
	313+09	RT	1
	315+06	LT	1
	315+58	RT	1
	317+54	LT	1
	318+06	RT	1
	318+09	RT	1
	320+02	LT	1
	322+64	RT	1
	323+32	RT	1
	324+90	RT	1
	327+37	RT	1
	329+84	RT	1
	335+46	RT	1
	337+41	LT	1
	341+78	RT	1
	344+23	RT	1
	346+71	RT	1
	349+16	RT	1
	349+21	RT	1
	351+69	RT	1
	354+40	RT	1
	356+63	RT	1
	359+10	RT	1
	361+58	RT	1
	364+04	RT	1
	366+51	RT	1
	369+71	RT	1
	373+48	LT	1
	375+53	RT	1
	378+30	RT	1
	380+78	RT	1
	384+24	RT	1
	386+47	RT	1
	388+48	LT	1
	388+58	RT	1
	390+97	RT	1
	391+05	LT	1
	393+46	LT	1
	393+52	RT	1
	395+98	LT & RT	2
	398+44	LT & RT	2
	398+50	LT & RT	2
CA	85+77	LT	1
	SUBTOTAL		52

PROJECT TOTAL **318**

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

3

TEMPORARY PAVEMENT MARKING

STAGE	ROADWAY	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE (LF)	643.3165 SKIP (LF)	643.3165 YELLOW (LF)	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE (LF)	643.3180 SKIP (LF)	643.3180 YELLOW (LF)	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH WHITE (LF)	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH WHITE (LF)	646.9000 MARKING REMOVAL LINE 4-INCH (LF)	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH (LF)	646.9055 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (LF)	646.9155 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (LF)	COMMENTS
STAGE 1	NB	-	-	-	-	-	720	-	-	-	-	180	-	WATER BLAST MARKINGS OUTSIDE PROJECT LIMITS
	SB	-	-	-	-	-	720	-	-	-	-	180	-	WATER BLAST MARKINGS OUTSIDE PROJECT LIMITS
STAGE 1 SUBTOTAL		**-**	**-**	**-**	**-**	**-**	**1440**	**-**	**-**	**-**	**-**	**360**	**-**	
STAGE 2A	NB	16659	-	34744	1865	75	1370	-	150	1150	947	339	-	
	SB	1402	-	1415	2085	75	932	-	250	1405	640	225	561	
	RAMPS	-	-	-	-	-	295	-	400	-	-	-	306	
	CROSSOVERS	3364	-	4037	967	-	325	-	-	1990	788	-	-	
STAGE 2A SUBTOTAL		**21425**	**-**	**40196**	**4917**	**150**	**2922**	**-**	**800**	**4545**	**2375**	**564**	**867**	
STAGE 2B	NB	-	-	-	2060	-	2061	-	-	-	-	-	-	
	SB	200	-	-	1741	-	1740	400	400	1105	746	-	-	
STAGE 2B SUBTOTAL		**200**	**-**	**-**	**3801**	**-**	**3801**	**400**	**400**	**1105**	**746**	**-**	**-**	
STAGE 3	NB	-		-	-	-	720	-	-	-	-	-	-	
	SB	-		-	-	-	720	-	-	-	-	-	-	
STAGE 3 SUBTOTAL		**-**	**-**	**-**	**-**	**-**	**1440**	**-**	**-**	**-**	**-**	**-**	**-**	
STAGE 4	NB	-	-	-	-	-	22751	-	250	-	-	-	-	
	SB	-	-	-	19559	-	37534	-	-	-	-	-	-	
	RAMPS	-	-	-	1715	75	700	-	-	-	-	-	-	
	CROSSOVERS	-		-	4682	-	1868	-	-	-	-	-	-	
STAGE 4 SUBTOTAL		**-**	**-**	**-**	**21274**	**75**	**60985**	**-**	**250**	**-**	**-**	**-**	**-**	
STAGE 5	NB	-		-	-	-	720	-	-	-	-	-	-	
	SB	-		-	-	-	720	-	-	-	-	-	-	
STAGE 5 SUBTOTAL		**-**	**-**	**-**	**-**	**-**	**1440**	**-**	**-**	**-**	**-**	**-**	**-**	
PROJECT TOTALS		**21,625**		**40,196**	**29,992**	**225**	**70,588**	**400**	**1,450**	**5,650**	**3,121**	**924**	**867**	
		61,821			**100,805**									

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

3

CONSTRUCTION STAKING

CATEGORY	ROADWAY	STATION		STATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	COMMENTS
0010	PROJECT	170+78	-	388+50	-	-	-	-	2	-	-	1	-	
	NB	170+78	-	175+96	-	518	518	-	-	-	-	-	518	
		175+96	-	206+00	-	-	-	-	-	-	3004	-	-	
		206+00	-	215+00	-	900	-	-	-	900	-	-	-	
		215+00	-	248+37	-	-	-	-	-	-	3337	-	-	
		248+37	-	253+37	1	500	500	56	-	-	-	-	500	
		255+51	-	260+51	-	500	500	-	-	-	-	-	500	
		260+51	-	316+07	-	-	-	-	-	-	5556	-	-	
		316+07	-	321+23	1	516	516	108	-	-	-	-	516	
		323+01	-	337+96	-	1495	1495	-	-	-	-	-	1495	
		339+58	-	344+84	-	526	526	49	-	-	-	-	526	
		344+84	-	366+30	-	-	-	-	-	-	2146	-	-	
		366+30	-	371+48	-	518	518	55	-	-	-	-	518	
		372+81	-	377+81	-	500	500	-	-	-	-	-	500	
		377+81	-	388+50	-	-	-	-	-	-	1069	-	-	
	SB	171+36	-	176+36	-	500	500	-	-	-	-	-	500	
		176+36	-	249+05	-	-	-	-	-	-	7269	-	-	
		249+05	-	254+05	-	500	500	54	-	-	-	-	500	
		256+23	-	261+23	-	500	500	-	-	-	-	-	500	
		261+23	-	315+14	-	-	-	-	-	-	5391	-	-	
		315+14	-	320+13	1	499	499	56	-	-	-	-	499	
		322+41	-	337+76	-	1535	1535	-	-	-	-	-	1535	
		339+54	-	344+54	1	500	500	52	-	-	-	-	500	
		344+54	-	366+87	-	-	-	-	-	-	2233	-	-	
		366+87	-	371+86	1	499	499	53	-	-	-	-	499	
		373+38	-	378+39	-	501	501	-	-	-	-	-	501	
		378+39	-	388+50	-	-	-	-	-	-	1011	-	-	
CATEGORY 0010 TOTALS					**5**	**11,007**	**10,107**	**483**	**2**	**900**	**31,016**	**1**	**10,107**	
PROJECT TOTALS					**5**	**11,007**	**10,107**	**483**	**2**	**900**	**31,016**	**1**	**10,107**	

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

3

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	LOCATION	999.2000.S INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (EACH)
0010	B-53-0105 (170+00)	1
	PROJECT TOTAL	1

CONCRETE APPROACH SLAB ITEMS

LOCATION	SPV.0035.01 CEMENT SLURRY MIXTURE CY	SPV.0060.07 CONCRETE PAVEMENT RAISING AND FILLING VOID EACH	COMMENTS
B-53-120	10	2	BOTH APPROACH SLABS
PROJECT TOTALS	10	2	

3

VIRTUAL WEIGH STATION

CATEGORY	LOCATION	SPV.0060.02 STORAGE CABINET EACH	SPV.0060.03 ELECTRICAL SERVICE, IH 43 VWS EACH	SPV.0060.04 DISCONTINUE ELECTRICAL SERVICE, IH 43 EXISTING VWS EACH	SPV.0060.05 VIRTUAL WEIGH STATION SYSTEM EACH	SPV.0060.06 VIRTUAL WEIGH STATION SYSTEM \RRANTY MAINTENAN EACH	SPV.0060.11 CONCRETE PAD EACH
0120	PROJECT 1093-01-81	1	1	1	1	1	1
	PROJECT TOTALS	1	1	1	1	1	1

***ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED.

FTMS EACH REMOVALS

CATEGORY	ROADWAY	ITEM ID.	204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.14 REMOVE POLE EACH
0130	IH 43			
		EXDP435	1	1
		TOTALS	1	1

FTMS CABINET CONTENTS

CATEGORY	ROADWAY	ITEM ID.	678.0400 FIBER OPTIC TERMINATION EACH	678.0600 INSTALL ETHERNET SWITCHES EACH
0130	IH 43			
		EX-CCTV-53-0047	6	1
		TOTALS	6	1

MISCELLANEOUS ITEMS

CATEGORY	ROADWAY	650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) EACH	670.0101 FIELD SYSTEM INTEGRATOR EACH	670.0201 ITS DOCUMENTATION EACH	678.0501 COMMUNICATION SYSTEM TESTING EACH
0130	IH 43				
	PROJECT	1	1	1	1
	TOTALS	1	1	1	1

FTMS PULL BOXES AND VAULTS

CATEGORY	ROADWAY	ITEM ID.	LOCATION STATION	LOCATION OFFSET	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH	653.0140 PULL BOXES STEEL 24 X 42 - INCH EACH	673.0105 COMMUNICATION VAULT TYPE 1 EACH	673.0200 TRACER WIRE MARKER POSTS EACH	678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	678.0300 FIBER OPTIC SPLICE EACH	SPV.0060.12 EXPOSING EXISTING INFRASTRUCTURE PAVED AREA EACH	SPV.0060.13 EXPOSING EXISTING INFRASTRUCTURE UNPAVED AREA EACH
0130	IH 43											
		EXCV170	--		1	--	--	1	1	72	--	--
		CV192	192NB+61	71' RT	--	--	1	--	--	--	--	--
		CV207	207NB+40	75' RT	--	--	1	--	--	--	--	--
		CV222	222NB+65	59' RT	--	--	1	1	--	--	--	--
		CV237	237NB+57	63' RT	--	--	1	--	--	--	--	--
		CV252	251NB+63	71' RT	--	--	1	--	--	--	--	--
		CV256	255NB+77	76' RT	--	--	1	1	--	--	--	--
		CV275	275NB+46	62' RT	--	--	1	--	--	--	--	--
		CV290	290NB+42	67' RT	--	--	1	--	--	--	--	--
		CV305	305NB+42	67' RT	--	--	1	1	--	--	--	--
		CV320	320NB+54	67' RT	--	--	1	--	--	--	--	--
		CV325	324NB+33	70' RT	--	--	1	--	--	--	--	--
		CV339	337NB+54	78' RT	--	--	1	1	--	--	--	--
		CV341	341NB+17	78' RT	--	--	1	--	--	--	--	--
		CV356	356NB+11	48' RT	--	--	1	--	--	--	--	--
		CV371	370NB+86	67' RT	--	--	1	1	--	--	--	--
		CV373	373NB+00	69' RT	--	--	1	--	--	--	--	--
		CV391	391NB+47	72' RT	--	--	1	--	--	--	--	--
		CV406	406NB+58	45' RT	--	--	1	1	--	--	--	--
		CV421	421NB+27	59' RT	--	--	1	--	--	--	--	--
		CV436	435NB+76	384' RT	--	--	1	--	--	--	--	--
		PB436	436NB+35	31' LT	--	1	--	--	--	--	--	--
		EXCV435	--		1	--	--	1	--	--	--	--
		UNDISTRIBUTED	--		--	--	--	--	--	--	5	5
		TOTALS			2	1	20	8	1	72	5	5

FTMS CONDUIT AND WIRE

CATEGORY	ROADWAY	ITEM ID	LINEAR DISTANCE	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	671.0112 CONDUIT HDPE 1-DUCT 2-INCH LF	671.0212 CONDUIT HDPE DIRECTIONAL BORE 1-DUCT 2-INCH LF	671.0132 CONDUIT HDPE 3-DUCT 2-INCH LF	671.0232 CONDUIT HDPE DIRECTIONAL BORE 3-DUCT 2-INCH LF	671.0300 FIBER OPTIC CABLE MARKER EACH	678.0006 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT LF	678.0072 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 72-CT LF
0130	IH 43										
		EXCV170	--	--	--	--	--	--	1	--	100
		EXCV170 - CV192	2,300	2,300	--	--	2,300	--	2	--	2,300
		CV192	--	--	--	--	--	--	1	--	100
		CV192 - CV207	1,465	1,465	--	--	1,465	--	2	--	1,465
		CV207	--	--	--	--	--	--	1	--	100
		CV207 - CV222	1,520	1,520	--	--	1,520	--	2	--	1,520
		CV222	--	--	--	--	--	--	1	--	100
		CV222 - CV237	1,480	1,480	--	--	1,480	--	2	--	1,480
		CV237	--	--	--	--	--	--	1	--	100
		CV237 - CV252	1,395	1,395	--	--	1,395	--	2	--	1,395
		CV252	--	--	--	--	--	--	1	--	100
		CV252 - CV256	405	405	--	--	--	405	1	--	405
		CV256	--	--	--	--	--	--	1	--	100
		CV256 - CV275	1,960	1,960	--	--	1,960	--	2	--	1,960
		CV275	--	--	--	--	--	--	1	--	100
		CV275 - CV290	1,485	1,485	--	--	1,485	--	2	--	1,485
		CV290	--	--	--	--	--	--	1	--	100
		CV290 - CV305	1,490	1,490	--	--	1,490	--	2	--	1,490
		CV305	--	--	--	--	--	--	1	--	100
		CV305 - CV320	1,500	1,500	--	--	1,500	--	2	--	1,500
		CV320	--	--	--	--	--	--	1	--	100
		CV320 - CV325	365	365	--	--	--	365	1	--	365
		CV325	--	--	--	--	--	--	1	--	100
		CV325 - CV339	1,300	1,300	--	--	1,300	--	2	--	1,300
		CV339	--	--	--	--	--	--	1	--	100
		CV339 - CV341	350	350	--	--	--	350	1	--	350
		CV341	--	--	--	--	--	--	1	--	100
		CV341 - QP347	565	565	--	--	--	565	1	--	565
		QP347 - CV356	900	900	--	--	900	--	2	--	900
		CV356	--	--	--	--	--	--	1	--	100
		CV356 - CV371	1,450	1,450	--	--	1,450	--	2	--	1,450
		CV371	--	--	--	--	--	--	1	--	100
		CV371 - CV373	200	200	--	--	--	200	1	--	200
		CV373	--	--	--	--	--	--	1	--	100
		CV373 - CV391	1,825	1,825	--	--	1,825	--	2	--	1,825
		CV391	--	--	--	--	--	--	1	--	100
		CV391 - CV406	1,500	1,500	--	--	1,500	--	2	--	1,500
		CV406	--	--	--	--	--	--	1	--	100
		CV406 - CV421	1,460	1,460	--	--	1,460	--	2	--	1,460
		CV421	--	--	--	--	--	--	1	--	100
		CV421 - CV436	1,490	1,490	--	--	1,490	--	2	--	1,490
		CV436	--	--	--	--	--	--	1	100	100
		CV436 - QP436	105	105	--	105	--	--	--	105	--
		QP436 - QP437	210	210	--	--	210	--	2	210	--
		QP437 - PB436	95	95	--	95	--	--	--	95	--
		PB436 - EXCV435	60	60	60	--	--	--	--	60	--
		EXCV435	--	--	--	--	--	--	1	50	--
		EXCV435 - EX-CCTV-53-0047	25	--	--	--	--	--	--	50	--
		TOTALS		26,875	60	200	24,730	1,885	61	670	28,505

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
118	168+79.34	903.1	DISK ON SW CORNER OF BRIDGE

N

B-53-106

IH 43 SB

168'SB' 170'SB' 172'SB' 174'SB' 176'SB' 178'SB' 180'SB' 182'SB'

168 170 172 174 176 178 180 182

IH 43 NB

R/W

BM 118

B-53-105
DECK REPAIR, ABUTMENT &
PARAPET SURFACE REPAIR, REPLACE
EAST APPROACH SLAB

WISDOT

WISDOT
ELECTRIC

SPECTRUM

CTH X/HART RD

STA. 170+96.14 - STA. 176+96.00
FULL RECONSTRUCTION

SLOPE INTERCEPT
(TYP.)

AT&T

R/W

5

5

BEGIN PROJECT
STA 170+96.14
X = 513,338.505
Y = 217,259.891

STA 170+78.59
EL 902.11

VPC STA 172+75.00
VPC EL 902.86

VPI STA 174+00.00
VPI EL 903.34

VPT STA 175+25.00
VPT EL 902.84

STA 175+96.00
EL 902.56

STA 175+96.00
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

0.38%

-0.40%

0.40%

STA 170+96.14
EL 902.18

FINISHED PROFILE

VCL = 250.00

K = 320.27

EXISTING GROUND

EXISTING ELEVATION

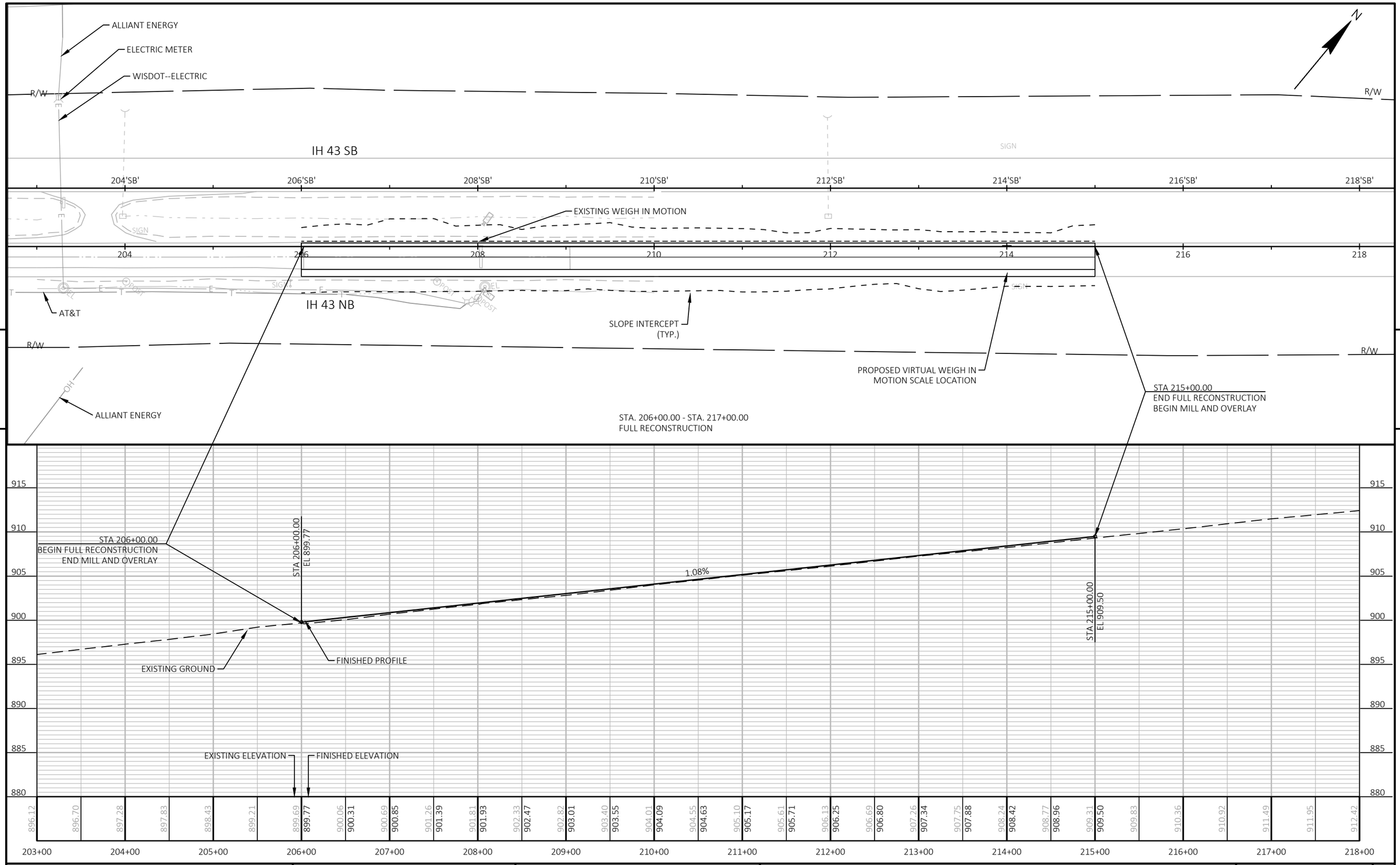
FINISHED ELEVATION

915 910 905 900 895 890 885 880

879.37	885.31	902.20	902.20	902.39	902.39	902.57	902.58	902.72	902.77	902.87	902.95	902.95	903.06	903.05	903.10	902.88	903.06	902.70	902.93	902.52	902.74	902.36	902.05	901.73	901.30	900.91	900.34	899.79	899.18	898.57	897.83	897.07	896.28	895.47	894.78	893.78

168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: NB ALIGNMENT	SHEET 183	E



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: NB ALIGNMENT	SHEET 184	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050101-PP.DWG
LAYOUT NAME - 050102NB
PLOT DATE : 4/13/2024 10:13 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	253+36.73	953.24	DISK ON SW CORNER OF BRIDGE
1001	256+21.46	952.98	DISK ON NE CORNER OF BRIDGE

R/W OH OH OH OH OH OH OH

ALLIANT ENERGY

SCHROEDER RD

R/W

N

BM 1001

B-53-108

IH 43 SB

248'SB' 250'SB' 252'SB' 254'SB' 256'SB' 258'SB' 260'SB' 262'SB'

248 250 252 254 256 258 260 262

IH 43 NB

BM 1000

FRONTIER

B-53-107
DECK REPAIR, ABUTMENT & PARAPET
SURFACE REPAIR AND REPLACE STRIP
SEAL, REPLACE EAST APPROACH SLAB

SLOPE INTERCEPT
(TYP.)

R/W R/W

STA. 248+37.00 - STA. 253+36.64
FULL RECONSTRUCTION

ALLIANT ENERGY

STA. 255+50.98 - STA. 260+51.00
FULL RECONSTRUCTION

STA 248+37.00
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

STA 260+51.00
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

5 5

965 960 955 950 945 940 935 930

STA 248+37.00
EL 946.26

VPC STA 250+85.00
VPC EL 948.96

VPI STA 252+00.00
VPI EL 950.21

VPT STA 253+15.00
VPT EL 950.58
STA 253+36.64
EL 950.65

STA 255+35.00
EL 951.75

VPC STA 256+50.00
VPC EL 952.23

VPI STA 258+00.00
VPI EL 952.85

VPT STA 259+50.00
VPT EL 952.21

STA 260+51.00
EL 951.77

1.09% 0.32% 0.41% -0.43%

FINISHED PROFILE

EXISTING GROUND

VCL = 230.00
K = 300.90

VCL = 300.00
K = 355.28

EXISTING ELEVATION FINISHED ELEVATION

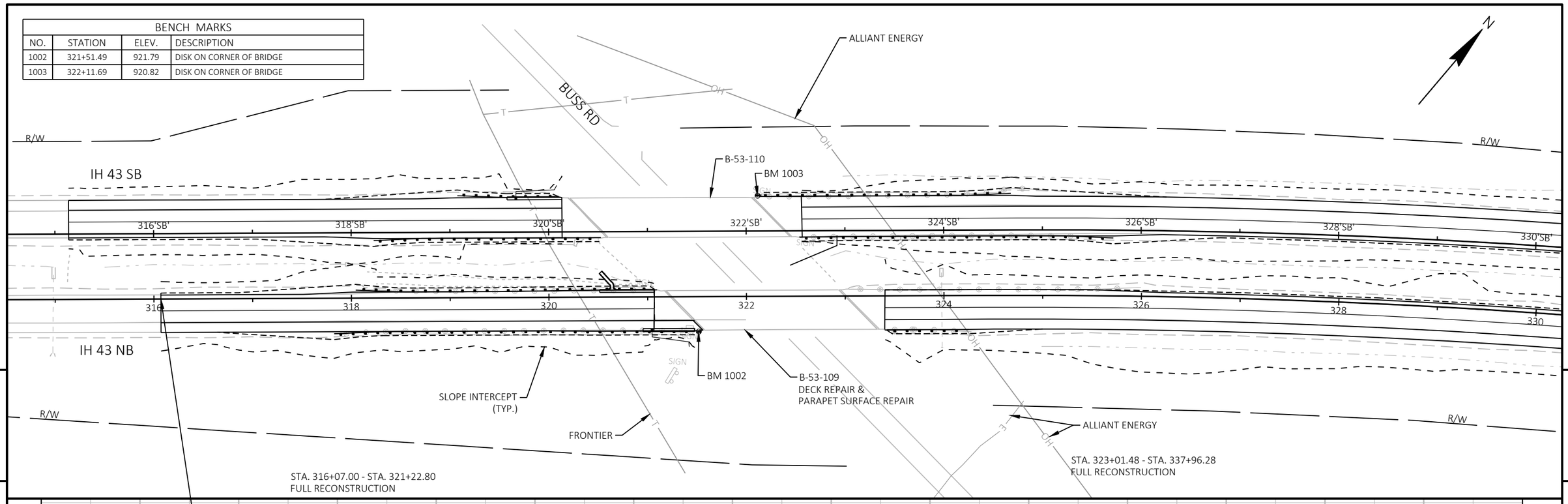
945.28 945.78 946.18 946.40 946.71 946.95 947.33 947.49 947.92 948.03 948.44 948.58 948.91 949.12 949.43 949.59 949.95 949.99 950.31 950.30 950.51 950.53 950.75 951.14 951.39 951.61 951.76 951.81 951.98 952.02 952.18 952.23 952.25 952.40 952.36 952.50 952.38 952.53 952.21 952.49 952.21 952.39 951.96 952.21 951.70 951.99 951.59 951.78 951.46

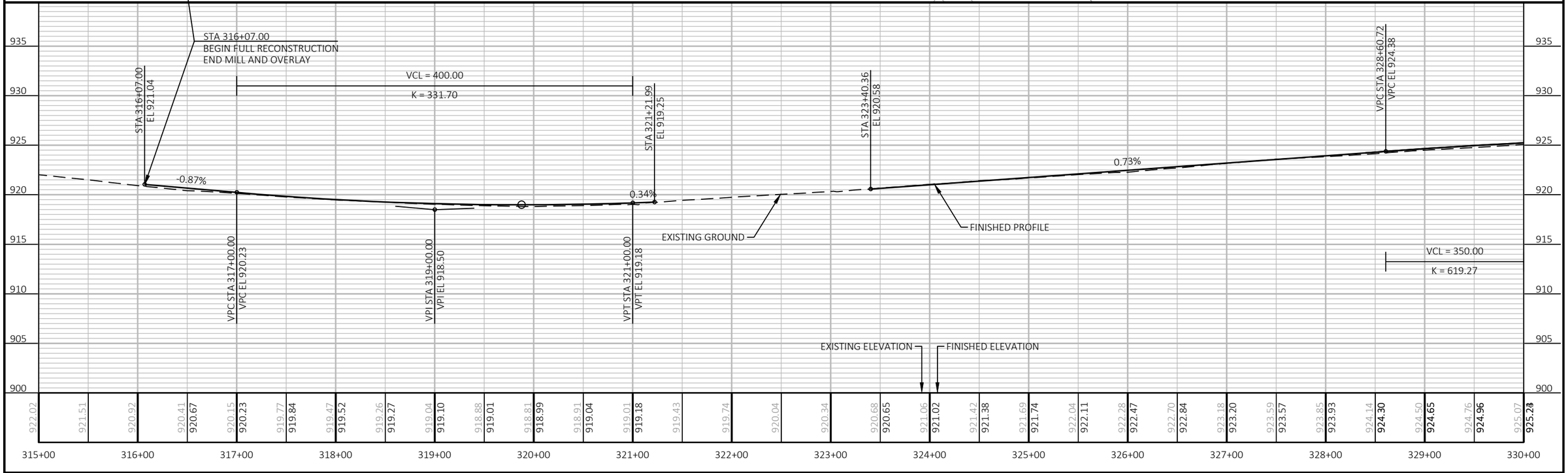
247+50 248+00 249+00 250+00 251+00 252+00 253+00 254+00 255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 262+50

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: NB ALIGNMENT	SHEET 185	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050101-PP.DWG
LAYOUT NAME - 050103NB
PLOT DATE : 4/13/2024 10:13 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1002	321+51.49	921.79	DISK ON CORNER OF BRIDGE
1003	322+11.69	920.82	DISK ON CORNER OF BRIDGE



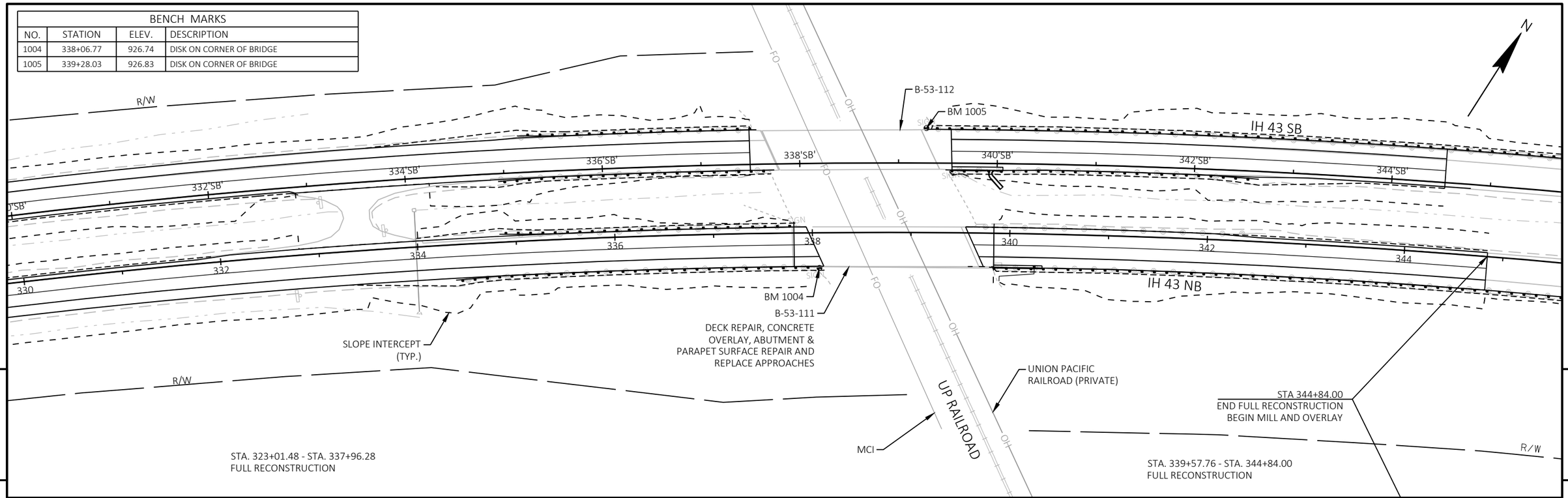


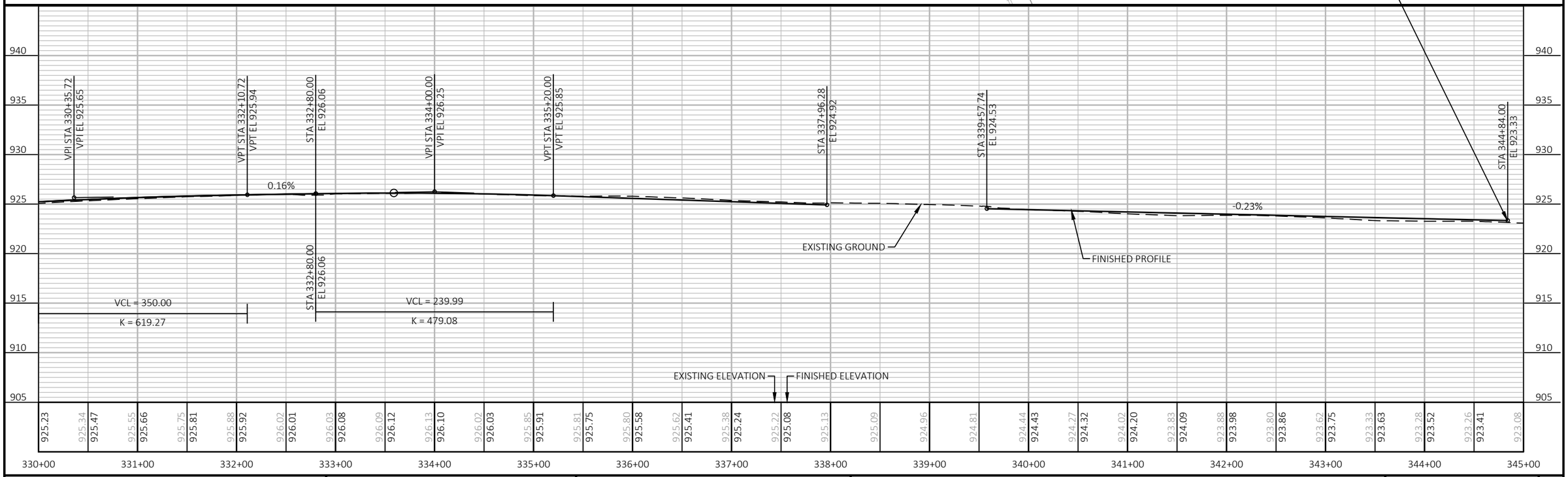
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: NB ALIGNMENT	SHEET 186	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050101-PP.DWG
LAYOUT NAME - 050104NB

PLOT DATE : 4/13/2024 10:14 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT

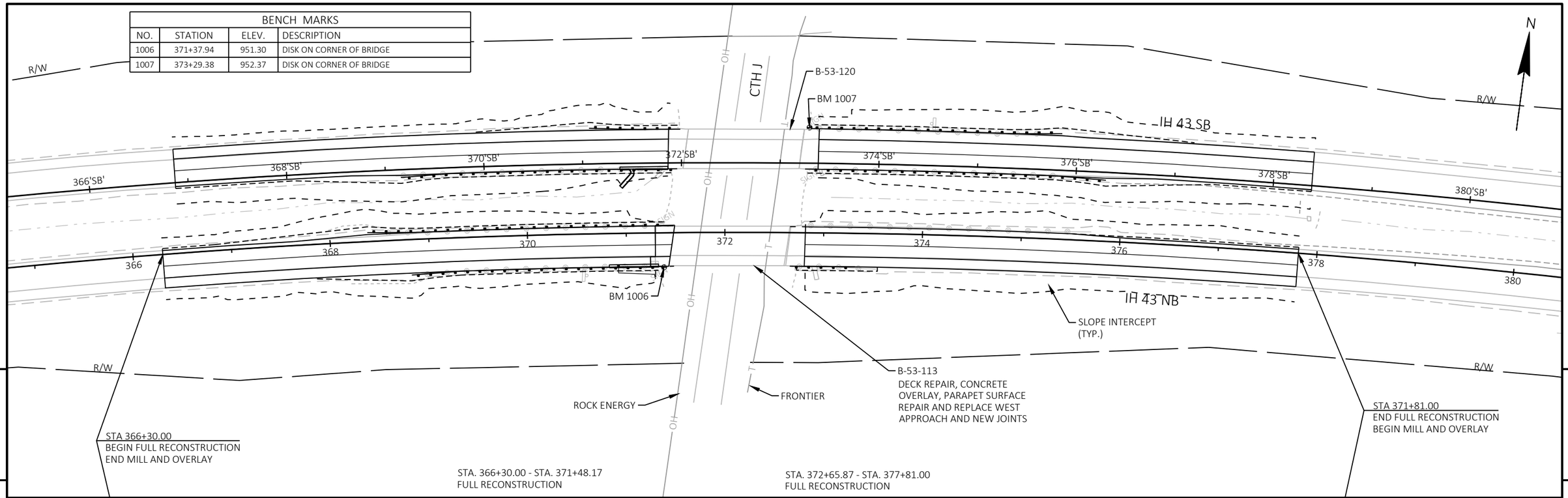
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1004	338+06.77	926.74	DISK ON CORNER OF BRIDGE
1005	339+28.03	926.83	DISK ON CORNER OF BRIDGE

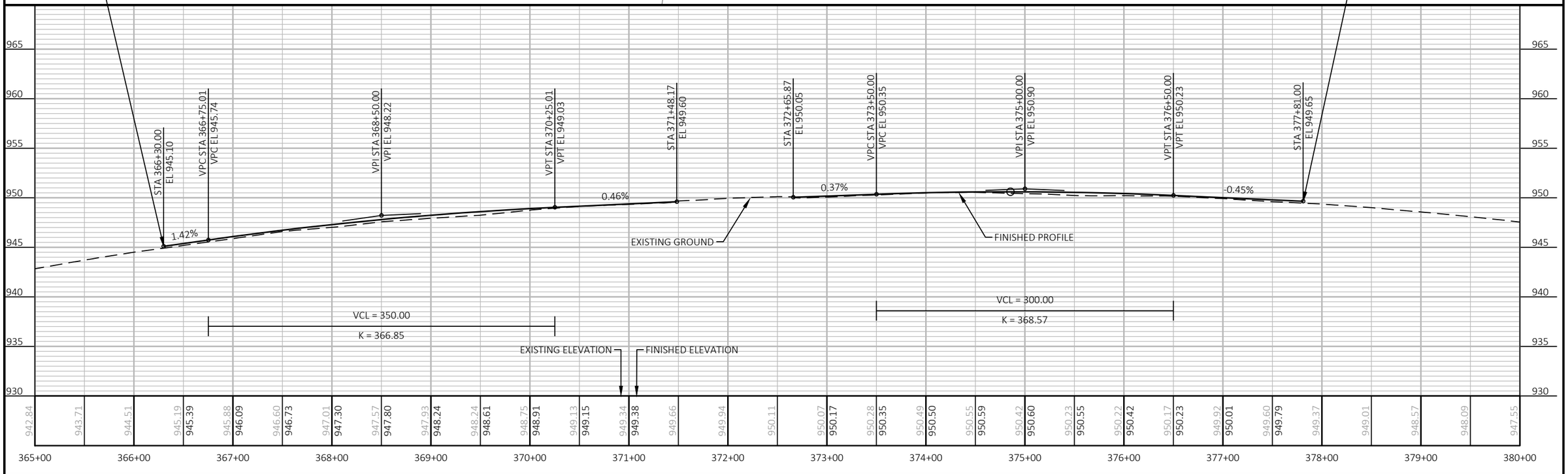




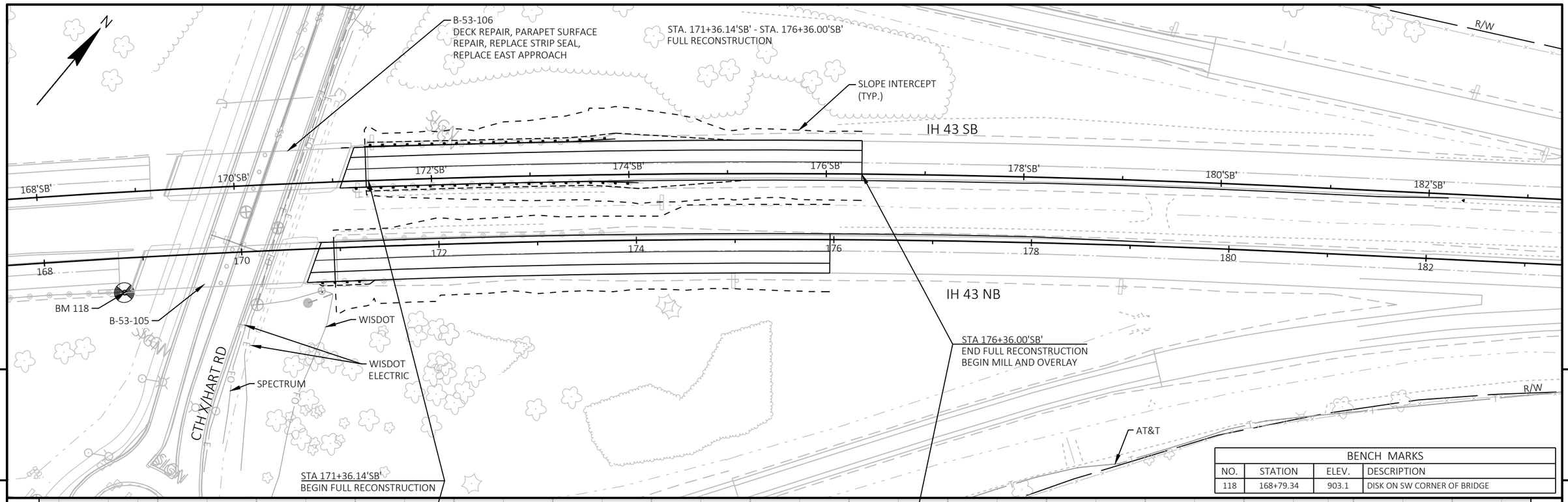
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: NB ALIGNMENT	SHEET 187 E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1006	371+37.94	951.30	DISK ON CORNER OF BRIDGE
1007	373+29.38	952.37	DISK ON CORNER OF BRIDGE





PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: NB ALIGNMENT	SHEET 188	E



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: SB ALIGNMENT	SHEET 189	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050101-PP.DWG
LAYOUT NAME - 050109SB

PLOT DATE : 4/13/2024 10:15 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA. 249+05.00'SB' - STA. 254+05.20'SB'
FULL RECONSTRUCTION

STA. 256+22.65'SB' - STA. 261+23.00'SB'
FULL RECONSTRUCTION

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	253+36.73	953.24	DISK ON SW CORNER OF BRIDGE
1001	256+21.46	952.98	DISK ON NE CORNER OF BRIDGE

R/W
OH
SLOPE INTERCEPT (TYP.)
ALLIANT ENERGY
B-53-108
DECK REPAIR, ABUTMENT & PARAPET
SURFACE REPAIR
BM 1001
IH 43 SB
IH 43 NB
248'SB'
250'SB'
252'SB'
254'SB'
256'SB'
258'SB'
260'SB'
262'SB'
248
250
252
254
256
258
260
262
BM 1000
FRONTIER
B-53-107
SCHROEDER RD
STA 249+05.00'SB'
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY
STA 261+23.00'SB'
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

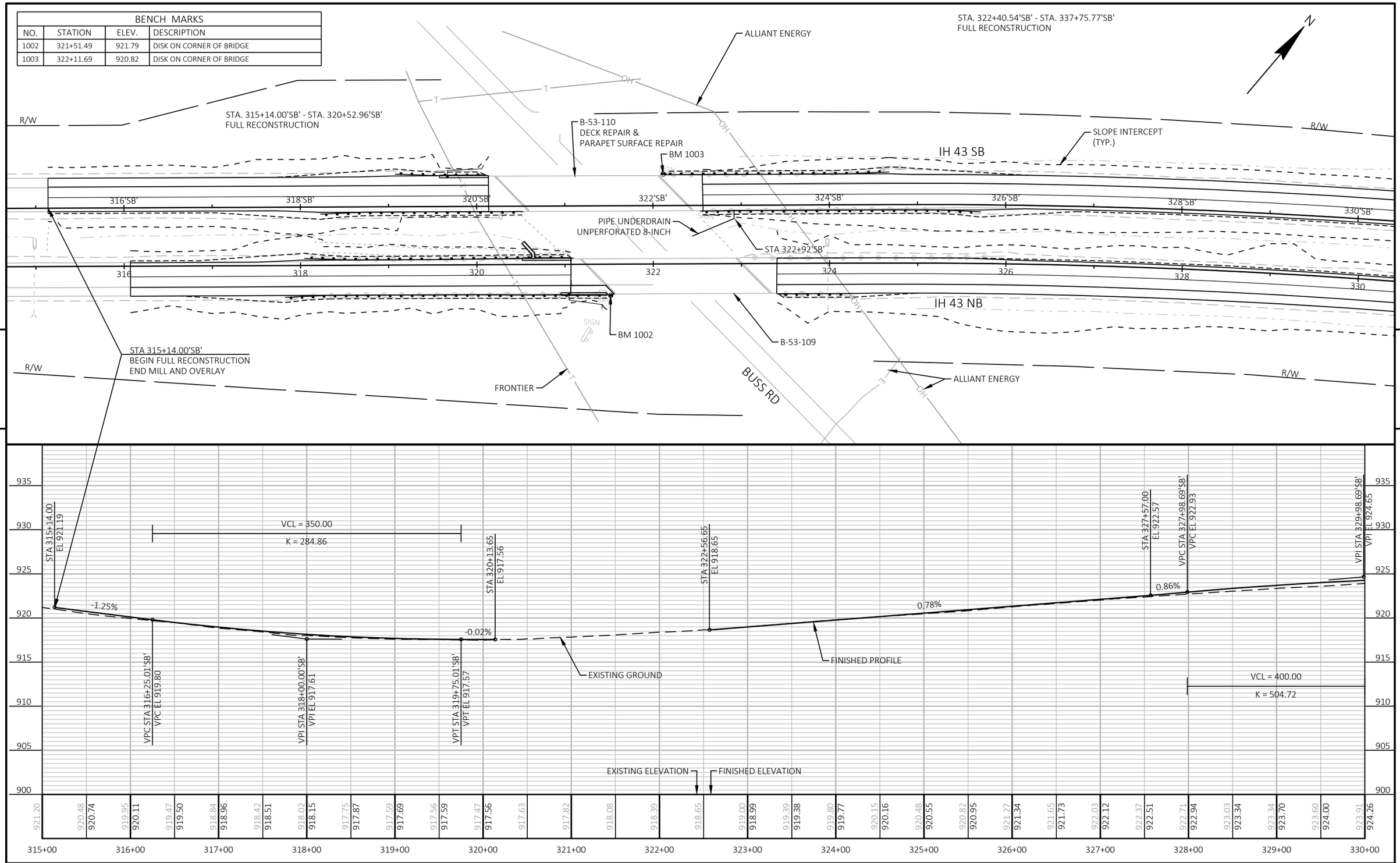
965
960
955
950
945
940
935
930

STA 249+05.00
EL 947.04
VPC STA 249+50.00'SB'
VPC EL 947.50
VPI STA 251+00.00'SB'
VPI EL 949.01
VPT STA 252+50.00'SB'
VPT EL 949.48
STA 254+05.19
EL 949.96
STA 256+22.60
EL 950.68
VPC STA 258+00.00'SB'
VPC EL 951.16
VPI STA 259+50.00'SB'
VPI EL 951.57
VPT STA 261+00.00'SB'
VPT EL 951.03
STA 261+23.05
EL 950.95

1.01%
0.31%
0.27%
-0.36%
EXISTING GROUND
FINISHED PROFILE
VCL = 300.00
K = 427.37
VCL = 300.00
K = 472.68
EXISTING ELEVATION
FINISHED ELEVATION

| | | |

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1002	321+51.49	921.79	DISK ON CORNER OF BRIDGE
1003	322+11.69	920.82	DISK ON CORNER OF BRIDGE



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: SB ALIGNMENT	SHEET 191	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050101-PP.DWG
LAYOUT NAME - 050111SB

PLOT DATE : 4/13/2024 10:16 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

STA. 322+40.54'SB' - STA. 337+75.77'SB'
FULL RECONSTRUCTION

STA. 339+54.13'SB' - STA. 344+54.00'SB'
FULL RECONSTRUCTION

N

R/W

SLOPE INTERCEPT
(TYP.)

B-53-112
DECK REPAIR &
PARAPET SURFACE REPAIR

BM 1005

IH 43 SB

IH 43 NB

BM 1004

B-53-111

UNION PACIFIC
RAILROAD (PRIVATE)

UP RAILROAD

MCI

STA 344+54.00'SB'
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1004	338+06.77	926.74	DISK ON CORNER OF BRIDGE
1005	339+28.03	926.83	DISK ON CORNER OF BRIDGE

VPT STA 331+98.69'SB'
VPT EL 924.79

STA 332+50.00
EL 924.83

VPC STA 333+75.00'SB'
VPC EL 924.91

VPI STA 335+00.00'SB'
VPI EL 925.00

VPT STA 336+25.00'SB'
VPT EL 924.46

STA 337+49.80
EL 923.92

STA 339+54.13
EL 923.24

STA 344+54.00
EL 922.11

0.07%

0.07%

-0.43%

-0.23%

EXISTING GROUND

FINISHED PROFILE

VCL = 400.00
K = 504.72

VCL = 250.00
K = 496.02

EXISTING ELEVATION

FINISHED ELEVATION

| | | |

STA. 366+87.00'SB' - STA. 372+02.30'SB'
FULL RECONSTRUCTION

STA. 373+19.99'SB' - STA. 378+39.00'SB'
FULL RECONSTRUCTION

N

B-53-120
DECK REPAIR, ABUTMENT &
PARAPET SURFACE REPAIR, MUD JACK
WEST APPROACH SLABS

SLOPE INTERCEPT
(TYP.)

BM 1007

R/W

IH 43 SB

IH 43 NB

366'SB' 368'SB' 370'SB' 372'SB' 374'SB' 376'SB' 378'SB' 380'SB'

366 368 370 372 374 376 378 380

OH

T

BM 1006

B-53-113

CTH J

ROCK ENERGY

FRONTIER

STA 366+87.00'SB'
BEGIN FULL RECONSTRUCTION
END MILL AND OVERLAY

STA 378+39.00'SB'
END FULL RECONSTRUCTION
BEGIN MILL AND OVERLAY

5

5

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1006	371+37.94	951.30	DISK ON CORNER OF BRIDGE
1007	373+29.38	952.37	DISK ON CORNER OF BRIDGE

965 960 955 950 945 940 935 930

VPC STA 367+00.01'SB'
VPC EL 945.05

VPI STA 369+00.00'SB'
VPI EL 947.74

VPT STA 371+00.01'SB'
VPT EL 948.26

STA 371+86.50
EL 948.49

VPC STA 373+50.00'SB'
VPC EL 949.05

VPI STA 375+50.00'SB'
VPI EL 949.98

VPT STA 377+50.00'SB'
VPT EL 948.84

STA 378+39.00
EL 948.34

1.35%

0.26%

0.47%

-0.57%

FINISHED PROFILE

EXISTING GROUND

STA 366+87.00
EL 944.87

VCL = 400.00
K = 367.80

STA 373+38.60
EL 949.00

VCL = 400.00
K = 385.84

EXISTING ELEVATION

FINISHED ELEVATION

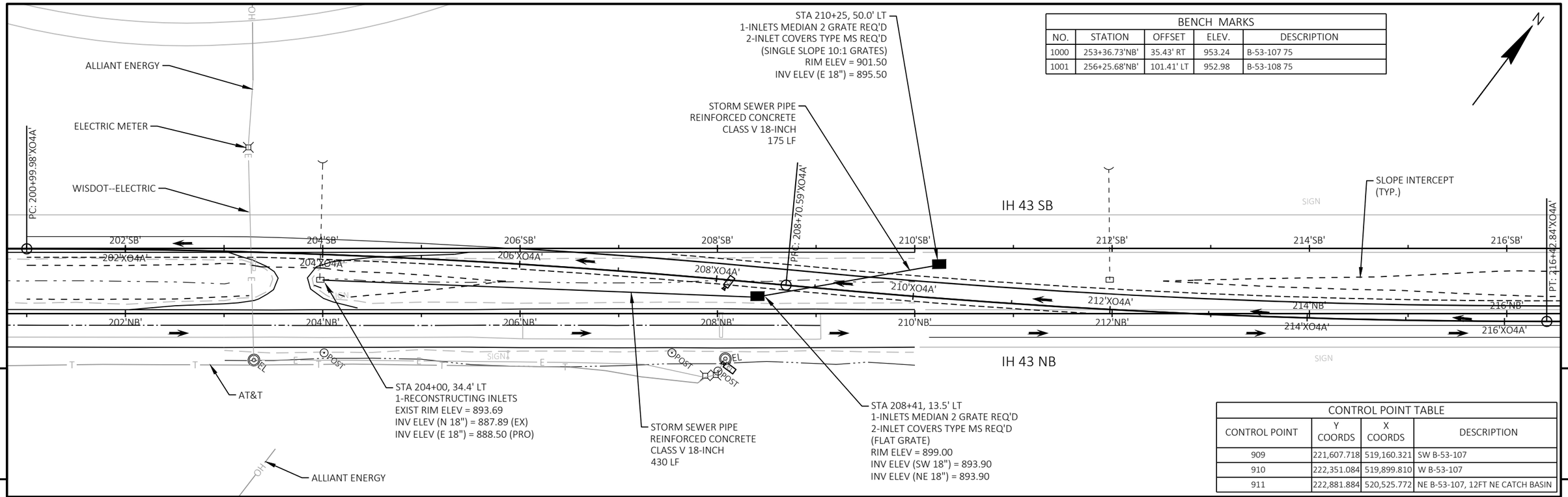
941.76 942.86 943.29 943.59 944.28 944.86 945.05 945.54 945.69 946.10 946.26 946.58 946.76 946.90 947.20 947.22 947.57 947.58 947.87 947.93 948.10 948.14 948.26 948.34 948.39 948.53 948.65 948.80 949.13 949.05 949.29 949.25 949.29 949.39 949.32 949.46 949.24 949.46 949.16 949.41 949.09 949.28 948.92 949.10 948.75 948.84 948.42 948.56 948.08 947.76 947.45 947.20

364+80 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00 375+00 376+00 377+00 378+00 379+00 379+80

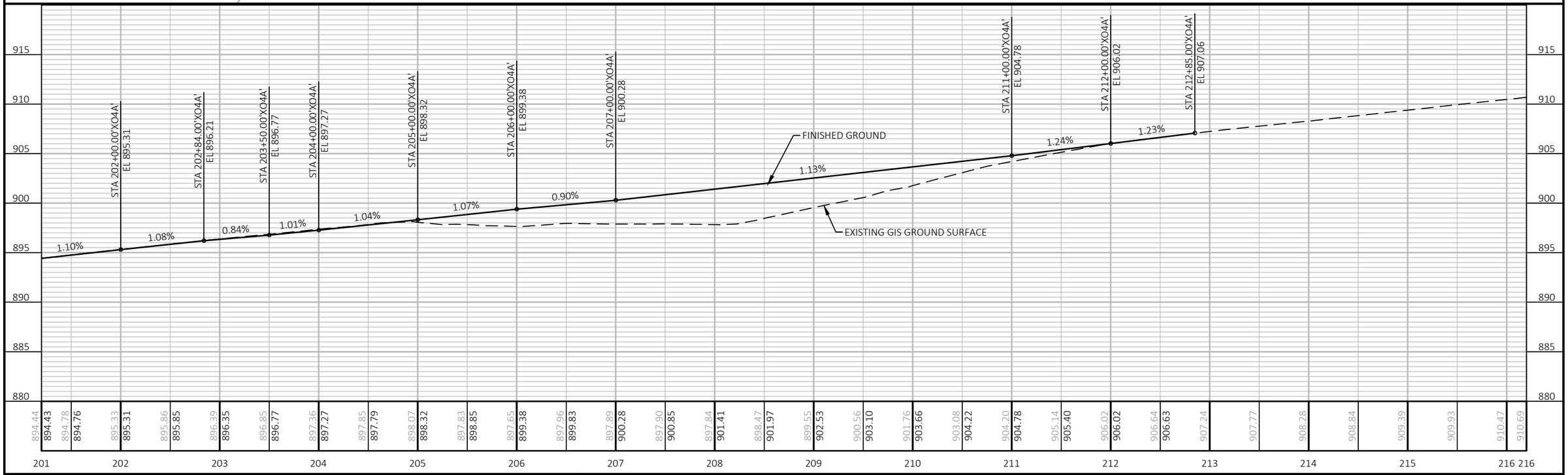
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: SB ALIGNMENT	SHEET 193	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050101-PP.DWG
LAYOUT NAME - 050113SB
PLOT DATE : 4/13/2024 10:16 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
1000	253+36.73'NB'	35.43' RT	953.24	B-53-107 75
1001	256+25.68'NB'	101.41' LT	952.98	B-53-108 75



CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
909	221,607.718	519,160.321	SW B-53-107
910	222,351.084	519,899.810	W B-53-107
911	222,881.884	520,525.772	NE B-53-107, 12FT NE CATCH BASIN

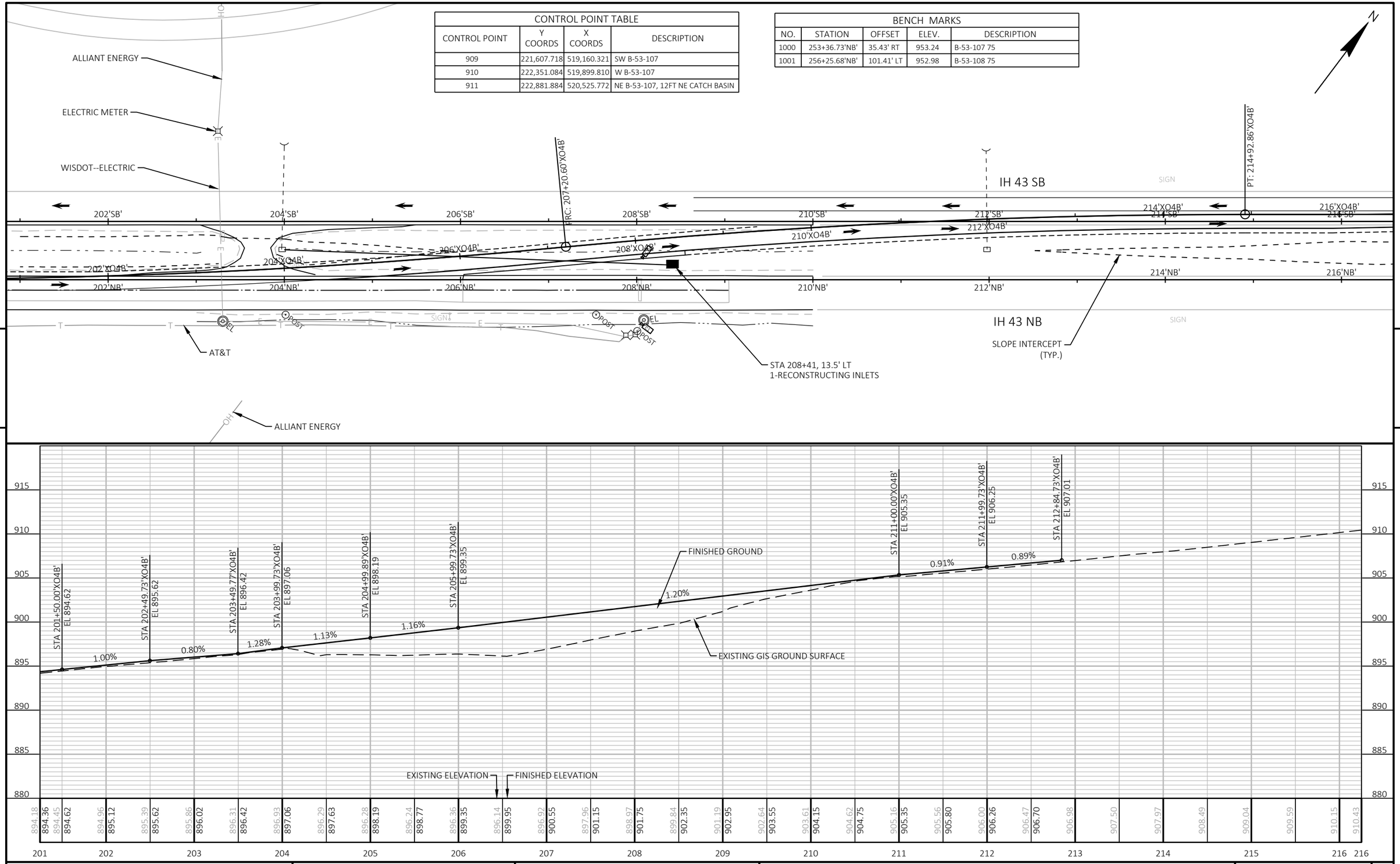


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO4A'	SHEET 194	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050102-PP.DWG
LAYOUT NAME - 051151-XO4A
PLOT DATE : 4/17/2024 12:59 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINT TABLE			
CONTROL POINT	Y COORDS	X COORDS	DESCRIPTION
909	221,607.718	519,160.321	SW B-53-107
910	222,351.084	519,899.810	W B-53-107
911	222,881.884	520,525.772	NE B-53-107, 12FT NE CATCH BASIN

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
1000	253+36.73'NB'	35.43' RT	953.24	B-53-107 75
1001	256+25.68'NB'	101.41' LT	952.98	B-53-108 75



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PLAN AND PROFILE: CROSSOVER 'XO4B'	SHEET 195	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\050102-PP.DWG
LAYOUT NAME - 051150-XO4B
PLOT DATE : 4/17/2024 12:59 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

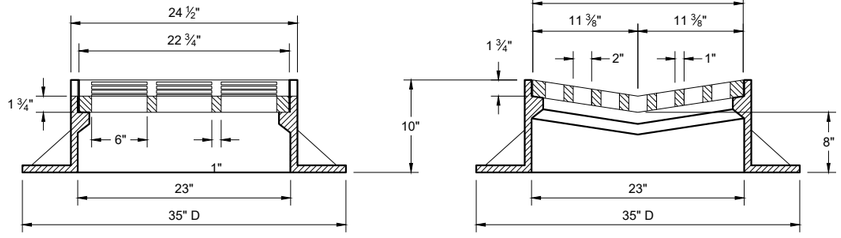
08A05-20B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-20C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D03-09A	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D03-09B	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09B02-10	CONDUIT
09B04-12	PULL BOX
09H09-02	COMMUNICATION VAULT TYPE 1
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
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
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-05A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

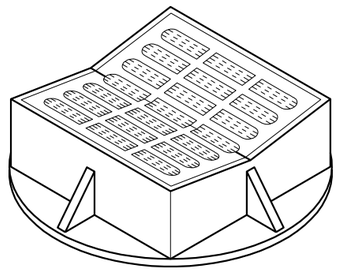
6

Standard Detail Drawing List

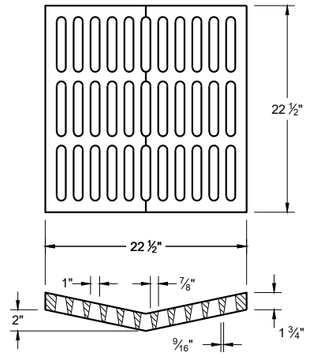
14B47-05B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A04-07C	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-07E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C14-04	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C31-06A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-06C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D05-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D10-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER
15D11-09	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-12A	TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY RUMBLE STRIPS
15D12-12B	TEMPORARY EMERGENCY PULLOUTS
15D13-02	TEMPORARY EMERGENCY PULLOUTS
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D42-01	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

6





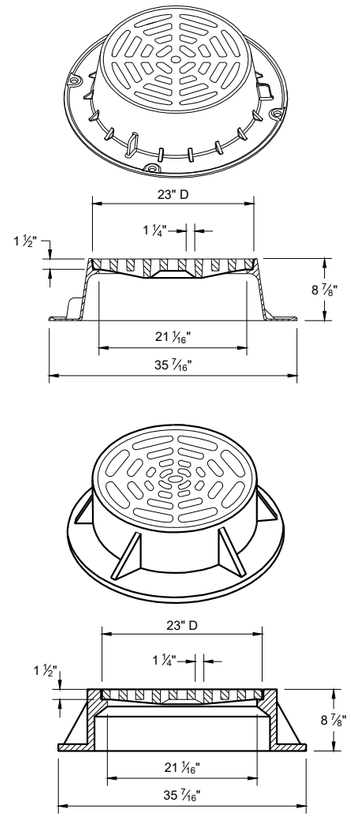
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

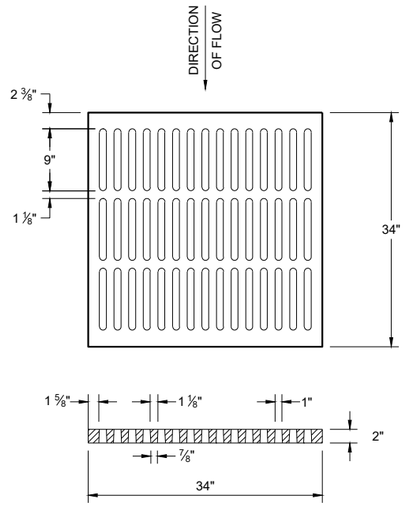
NOTE: EITHER CASTING IS ACCEPTABLE

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 CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

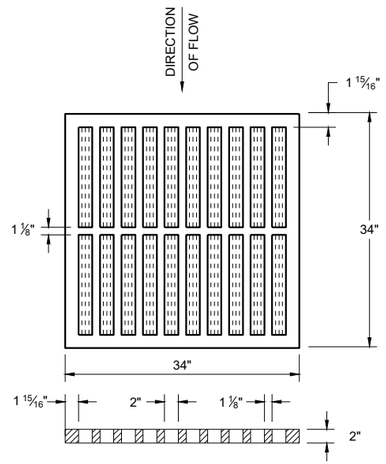
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

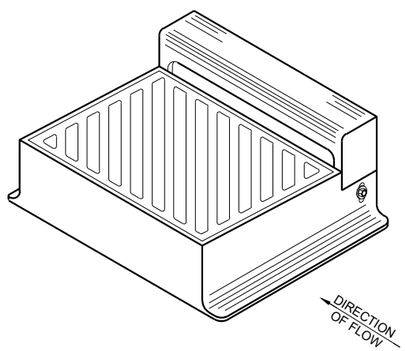
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



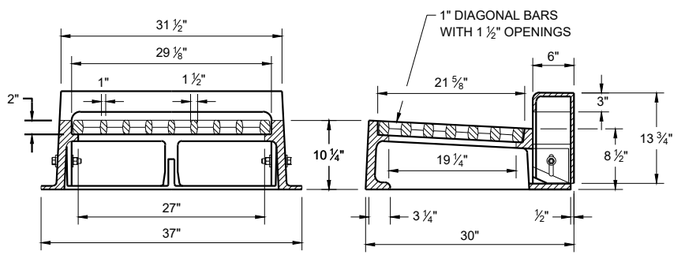
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

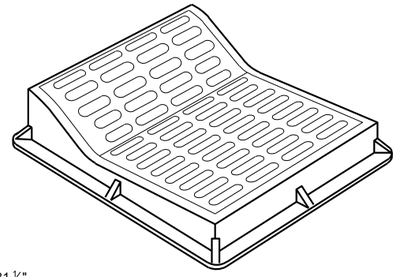
SDD 08A05-20b

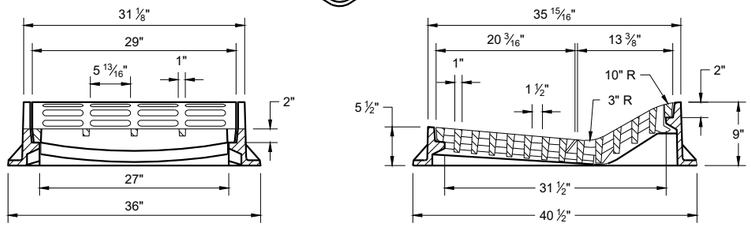
SDD 08A05-20b

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

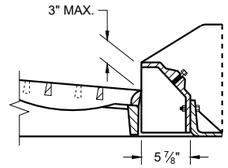
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

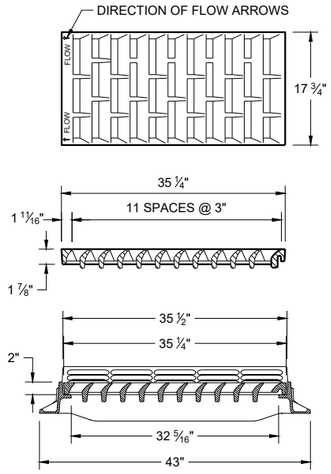


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

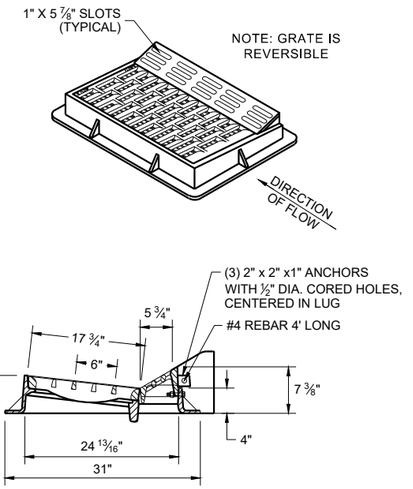
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



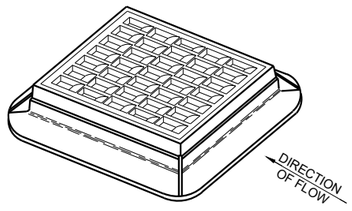
TYPE "HM"

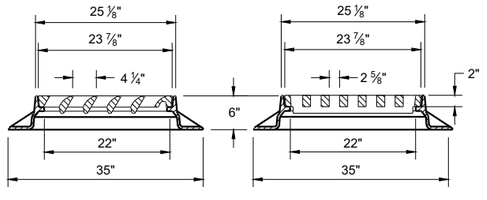
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



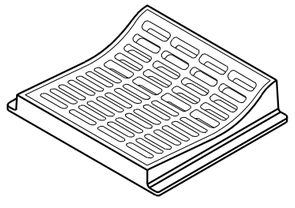
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

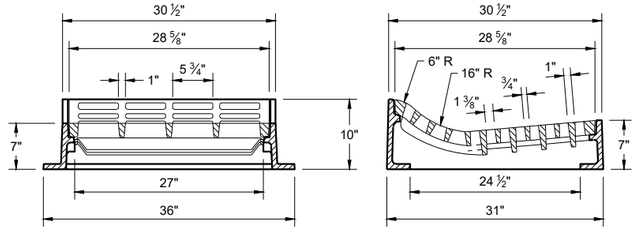
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





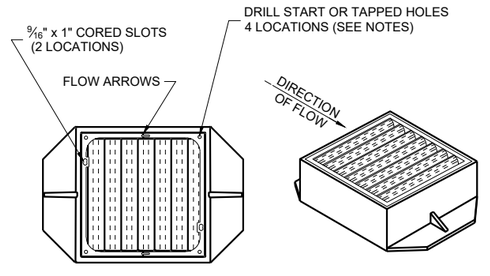
TYPE "S"

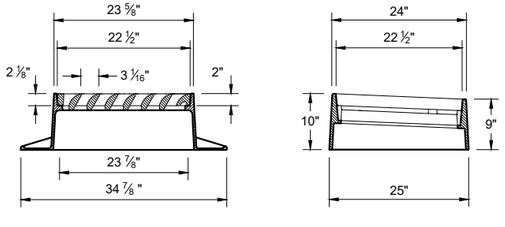




TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

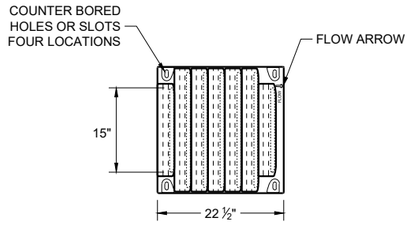




TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
3/8" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" ON DRAINAGE TABLE

TAP 1/2" -13 HOLES IN FOUR LOCATIONS IN FRAME TO BOLT GRATE
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

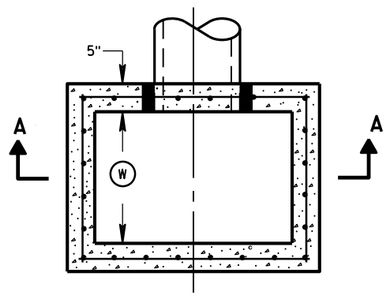
GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - 1/2" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

INLET COVERS TYPES F, HM, HM-S, S, T, V, HM-GJ AND HM-GJ-S

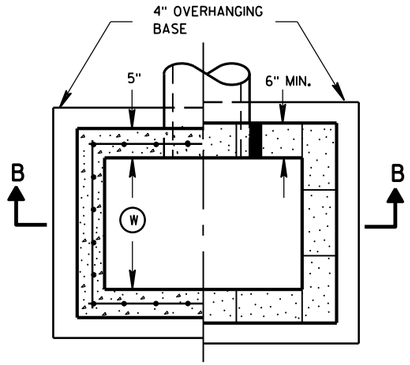
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

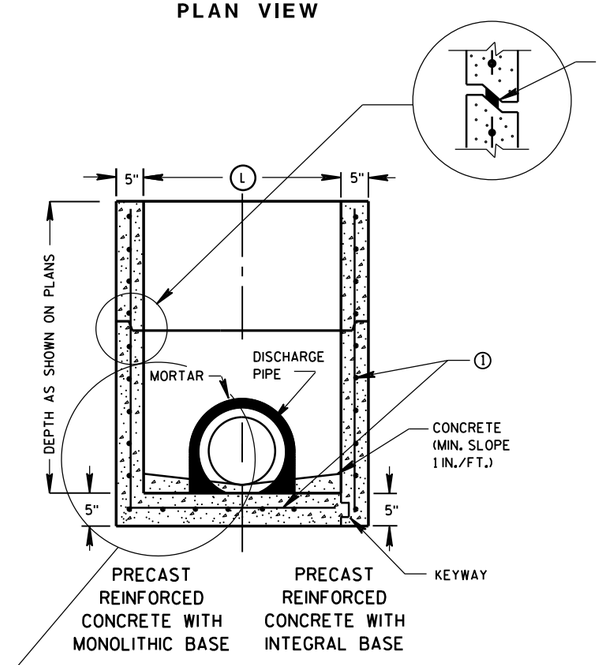
FHWA



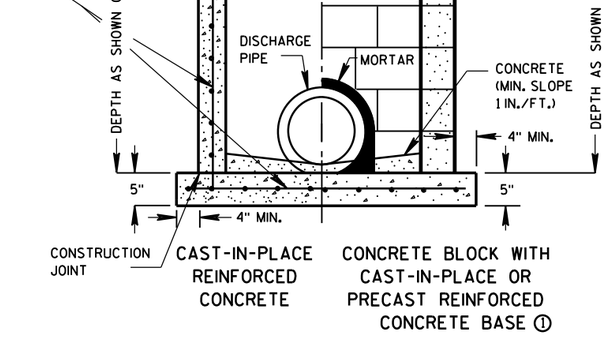
PLAN VIEW



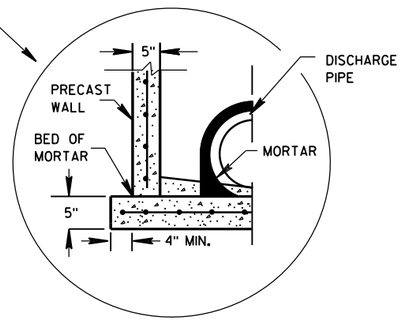
PLAN VIEW



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.

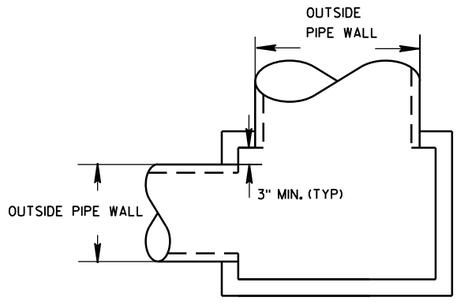
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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 200
FHWA

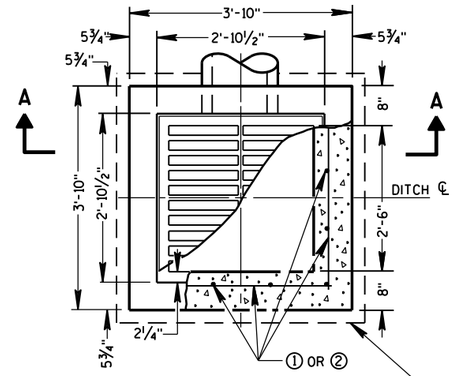
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

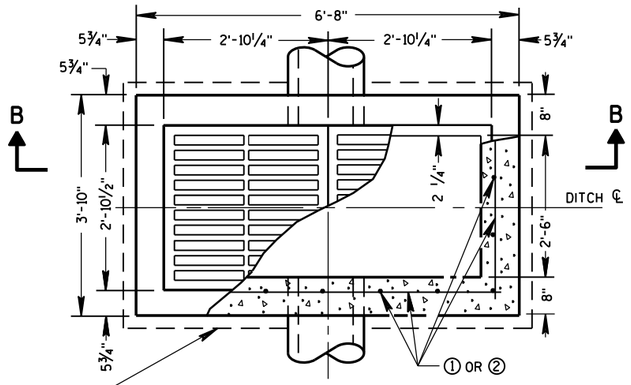
S.D.D. 8 C 7-2

6

S.D.D. 8 C 7-2

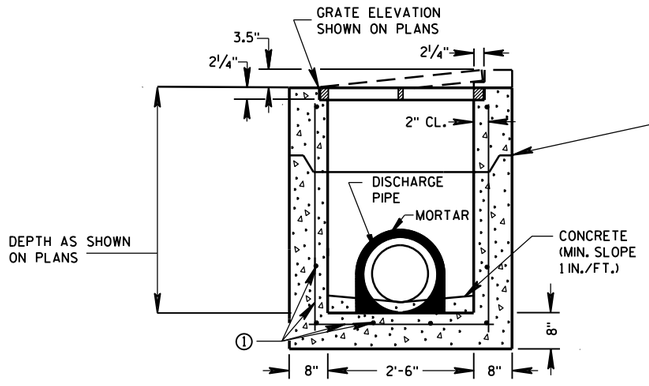


PLAN VIEW

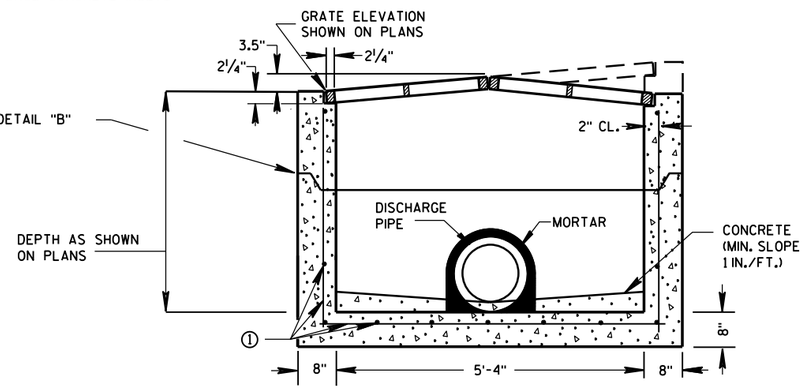


PLAN VIEW

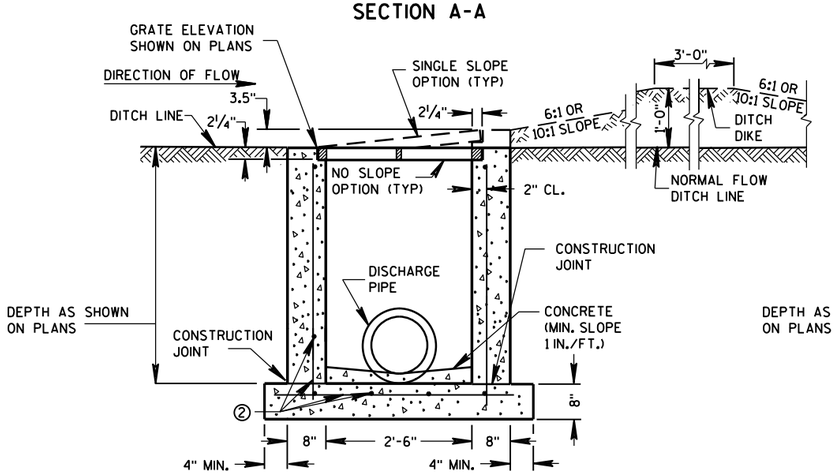
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



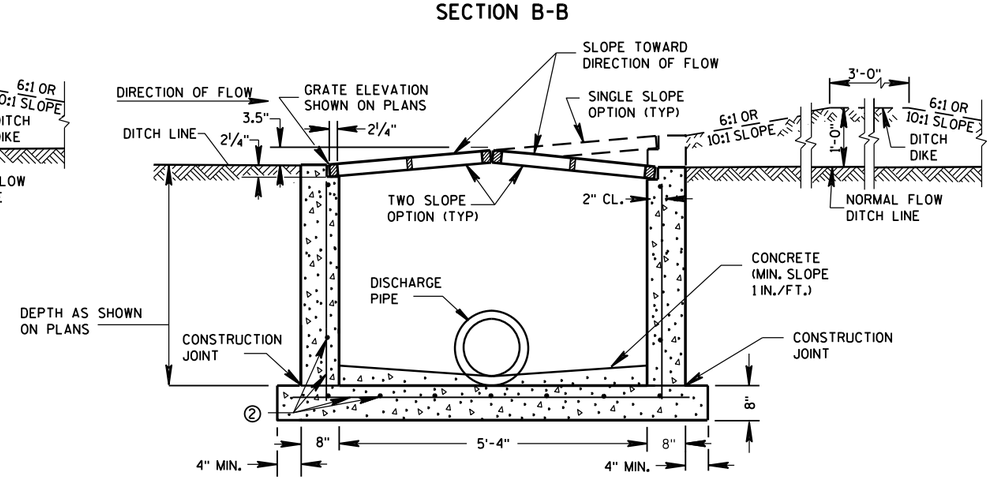
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

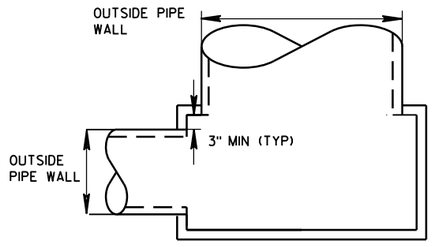
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

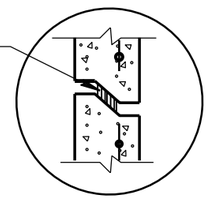
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



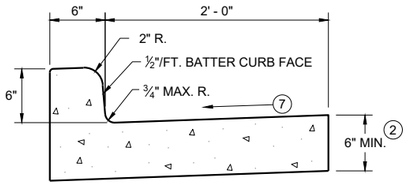
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

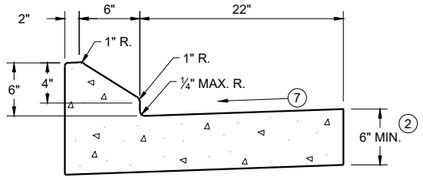
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

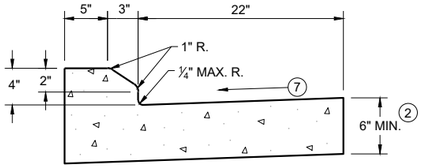
6
S.D.D. 8 C 8-2



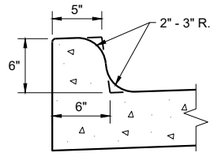
TYPES A (1) & D



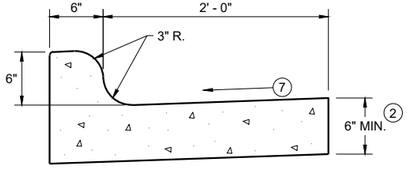
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

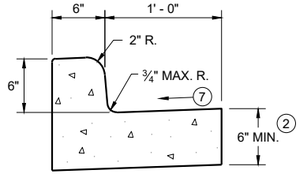


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



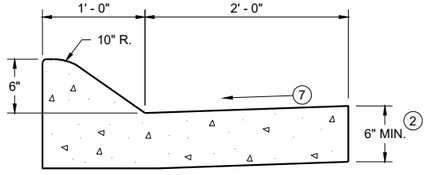
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

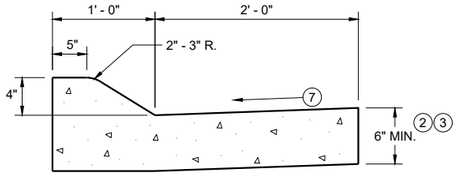


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

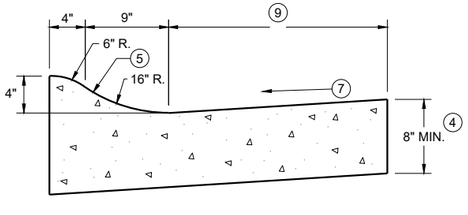


6" SLOPED CURB TYPES A (1) & D



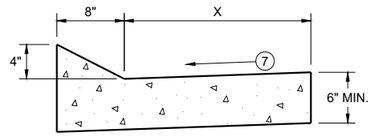
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

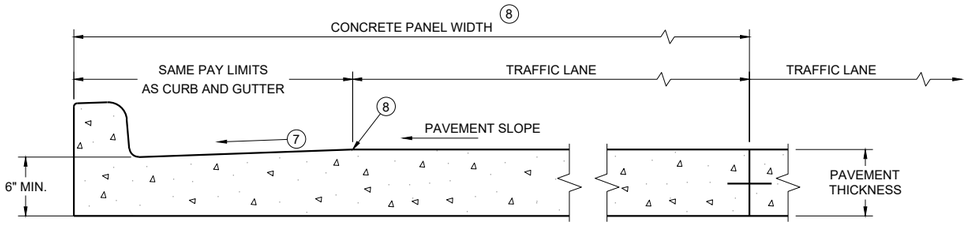


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

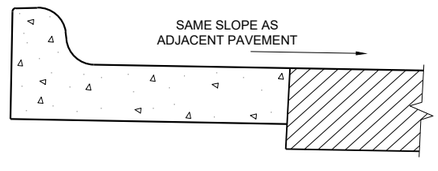
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

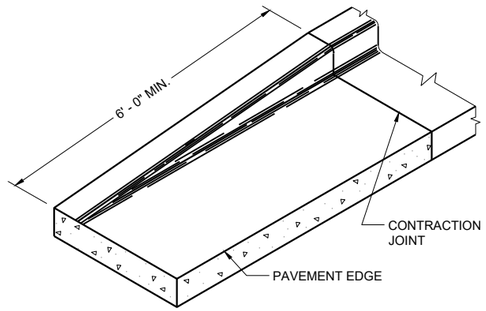
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

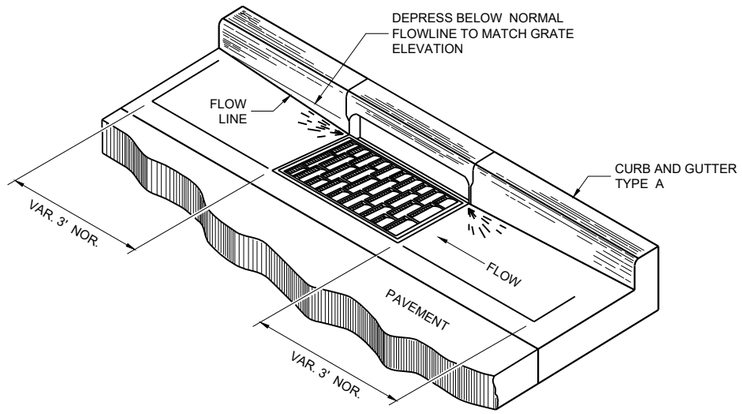
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB 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.

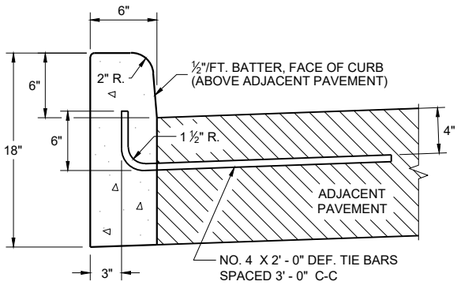
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

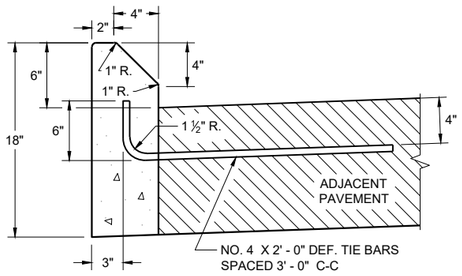
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

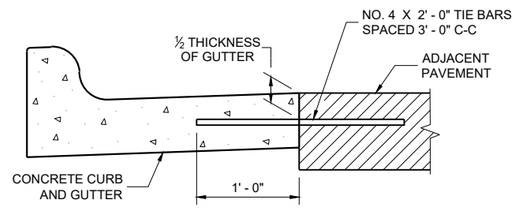


TYPES A (1) & D

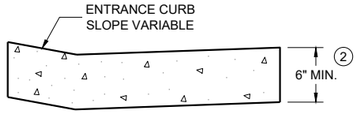


TYPES G (1) & J

CONCRETE CURB

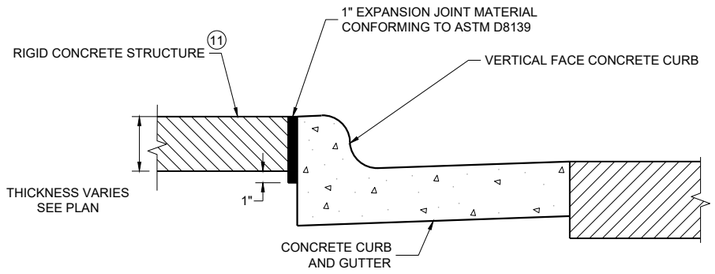


TYPICAL TIE BAR LOCATION (1)

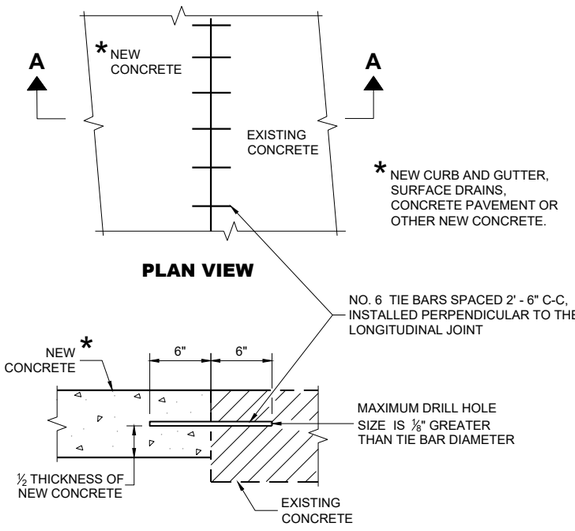


DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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)

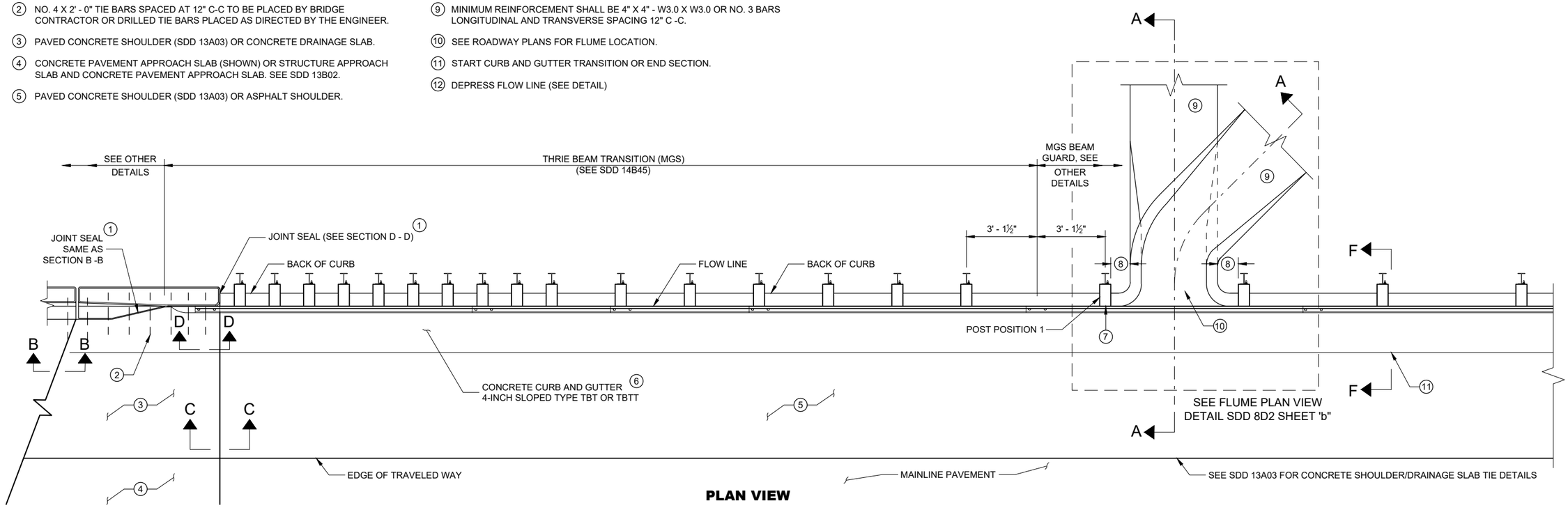
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

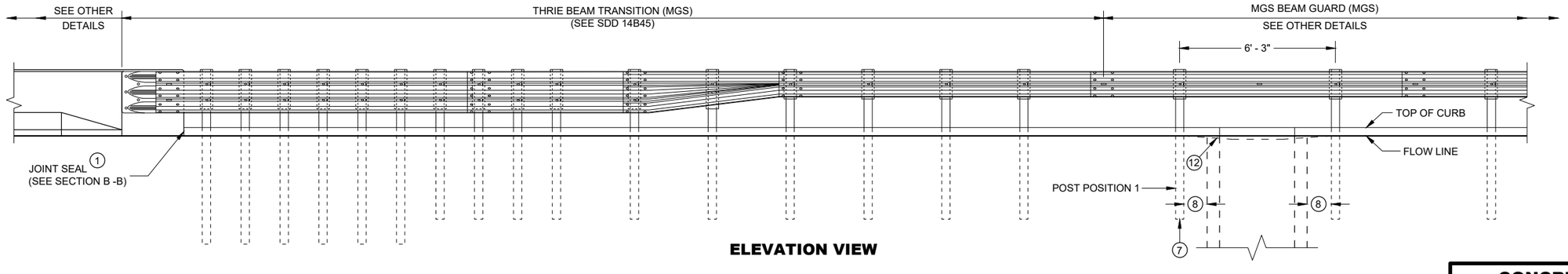
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



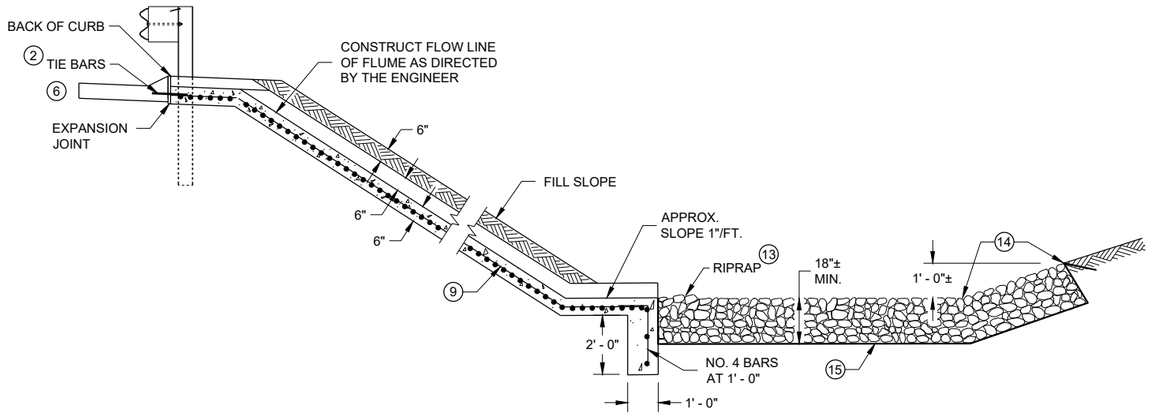
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

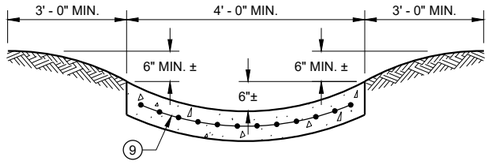
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 08a

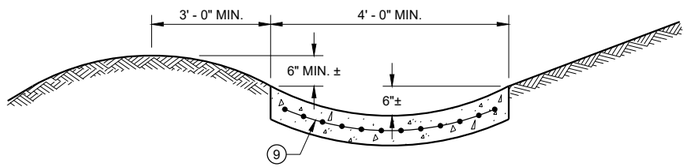
SDD 08D02 - 08a



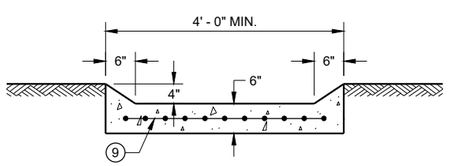
SECTION A - A



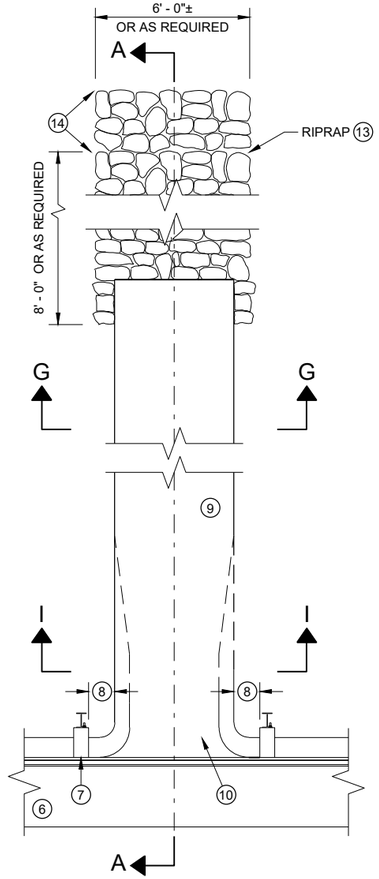
SECTION G - G



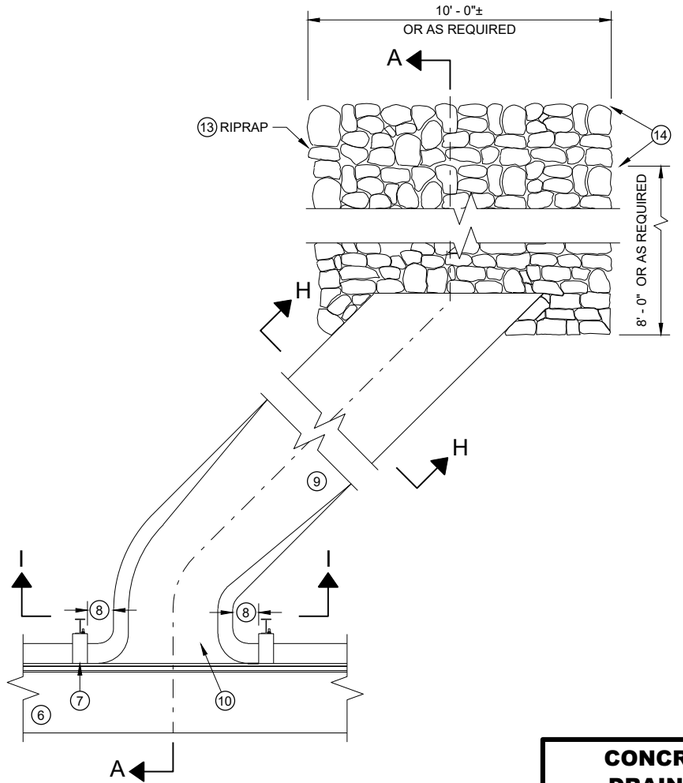
SECTION H - H



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.

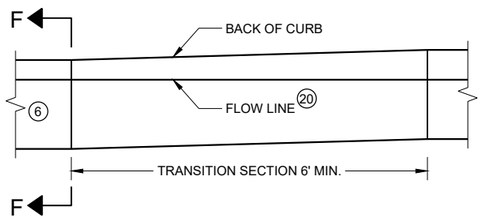
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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 TYPE HR.

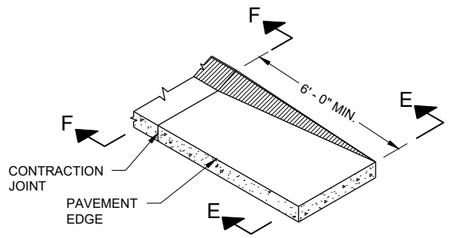
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

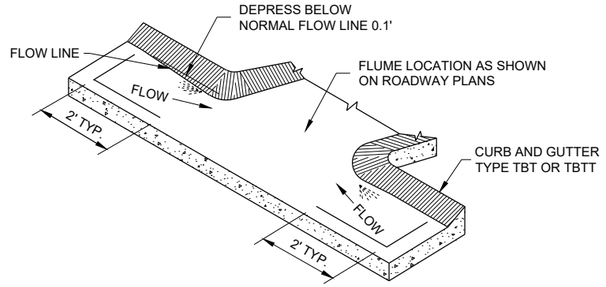
6
SDD 08D02 - 08b



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 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.

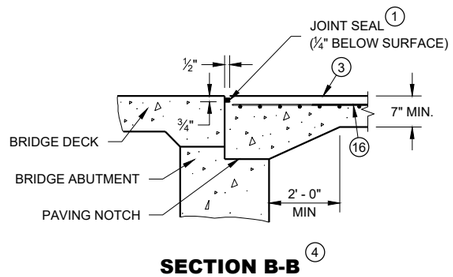
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

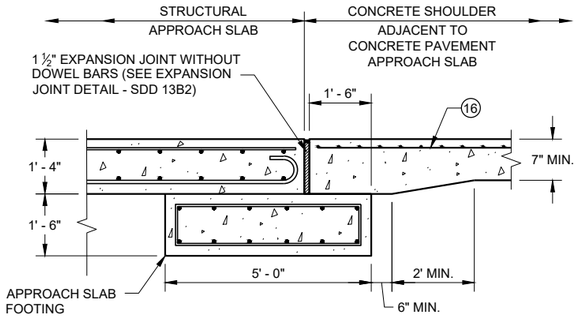
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

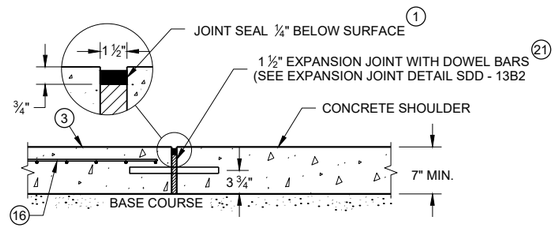
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



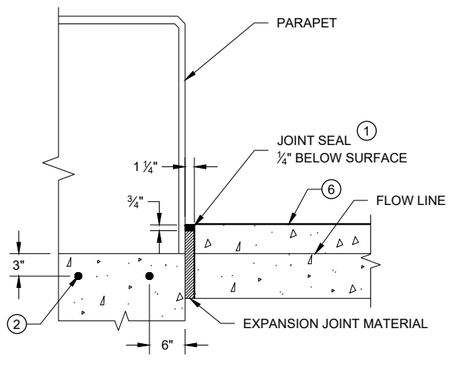
SECTION B-B (4)



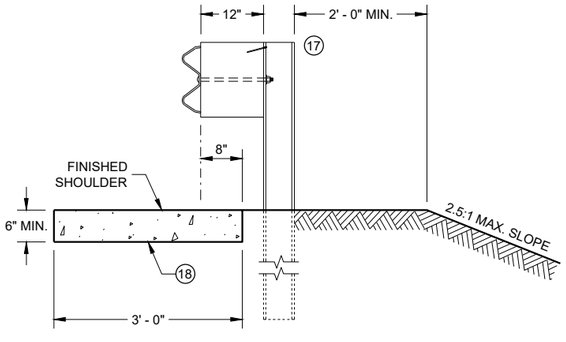
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



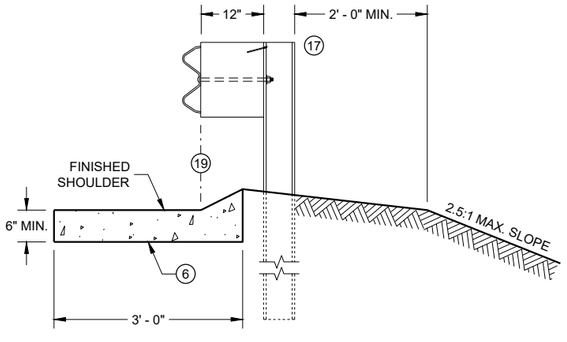
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

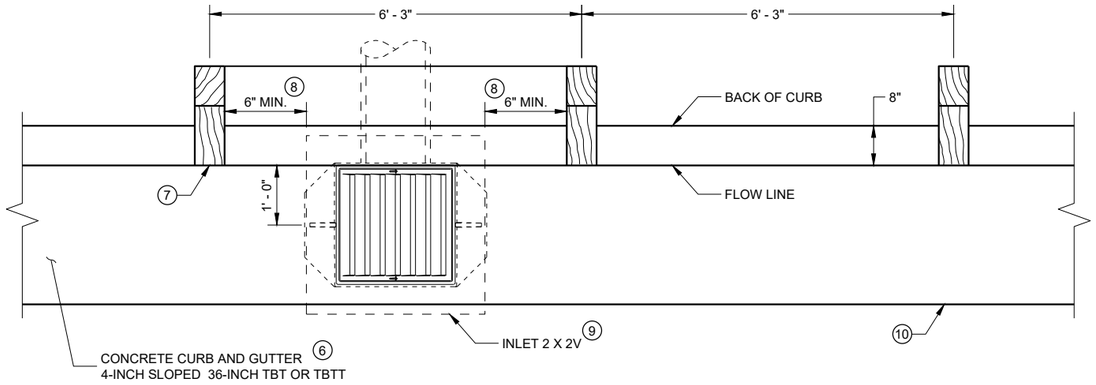
FHWA

6

SDD 08D02 - 08c

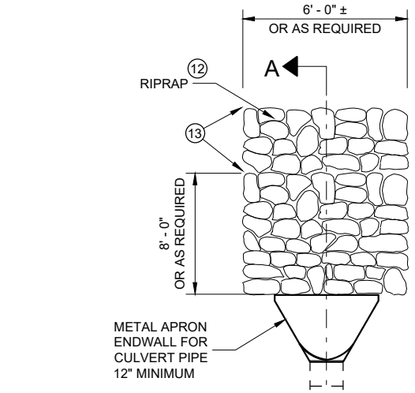
6

SDD 08D02 - 08c



INLET PLAN VIEW

(NOTE: RAIL NOT SHOWN FOR CLARITY)



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 DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

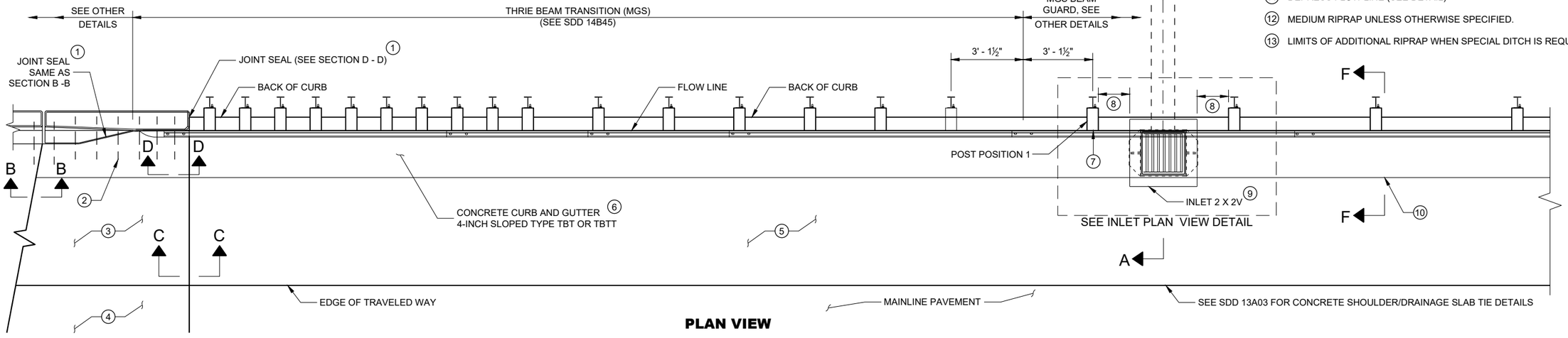
(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

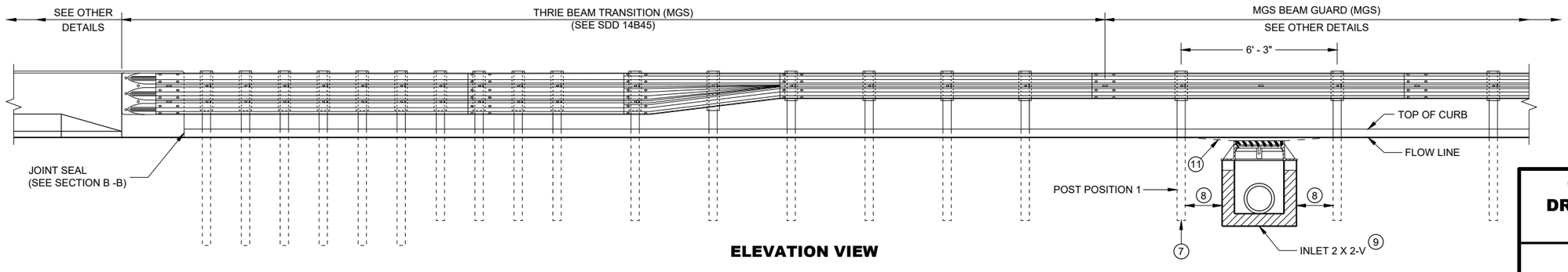
(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.



PLAN VIEW



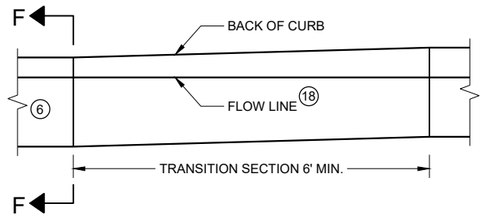
ELEVATION VIEW

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

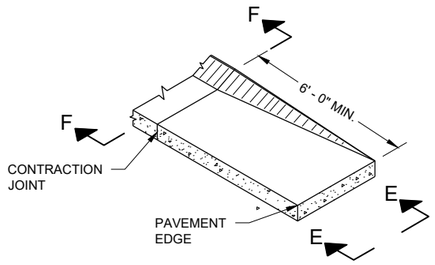
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

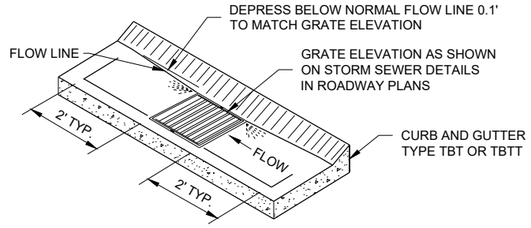
SDD 08D03 - 09a



CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION AT INLETS CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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 DRAINAGE STRUCTURE BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER DRAINAGE STRUCTURE BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE WALL OF DRAINAGE STRUCTURE TO POSTS.

(9) SEE SDD 08A05 AND 08C07 FOR DETAILS. SEE ROADWAY PLANS FOR LOCATION.

(10) START CURB AND GUTTER TRANSITION OR END SECTION.

(11) DEPRESS FLOW LINE (SEE DETAIL)

(12) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(13) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(14) GEOTEXTILE TYPE HR.

(15) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(16) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

(17) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

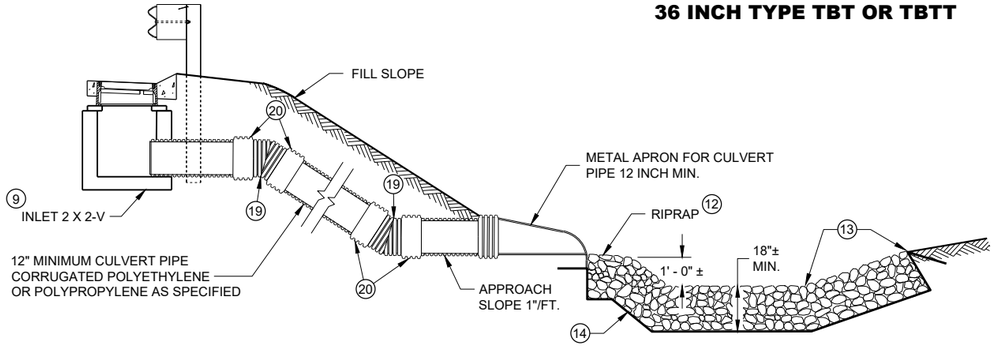
(18) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

(19) MANUFACTURER SUPPLIED BEND.

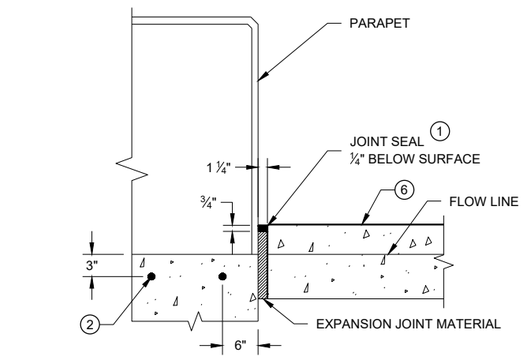
(20) MANUFACTURER SUPPLIED EXTERNAL MECHANICAL COUPLING OR A MANUFACTURER RECOMMENDED COUPLING WITH A MASTIC IMPREGNATED GEOTEXTILE WRAP AND MECHANICAL FASTENING BANDS.

(21) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

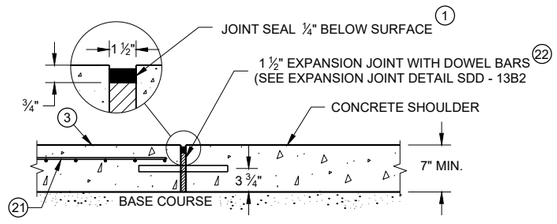
(22) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



SECTION A - A

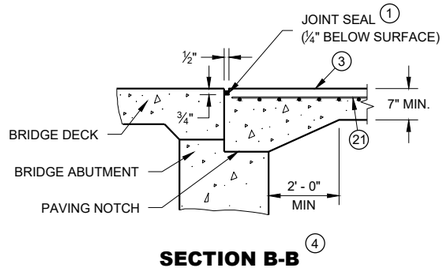


SECTION D - D

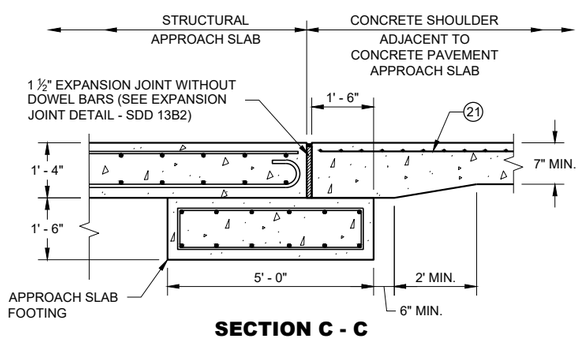


SECTION C - C

JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS

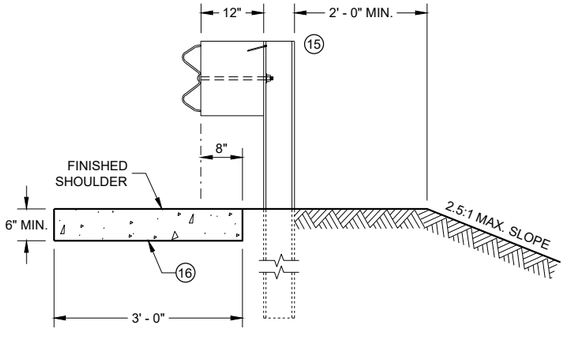


SECTION B-B 4

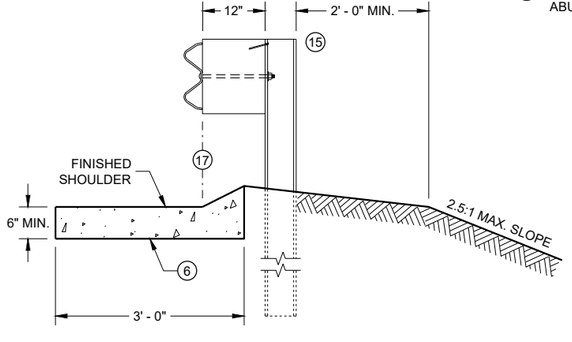


SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

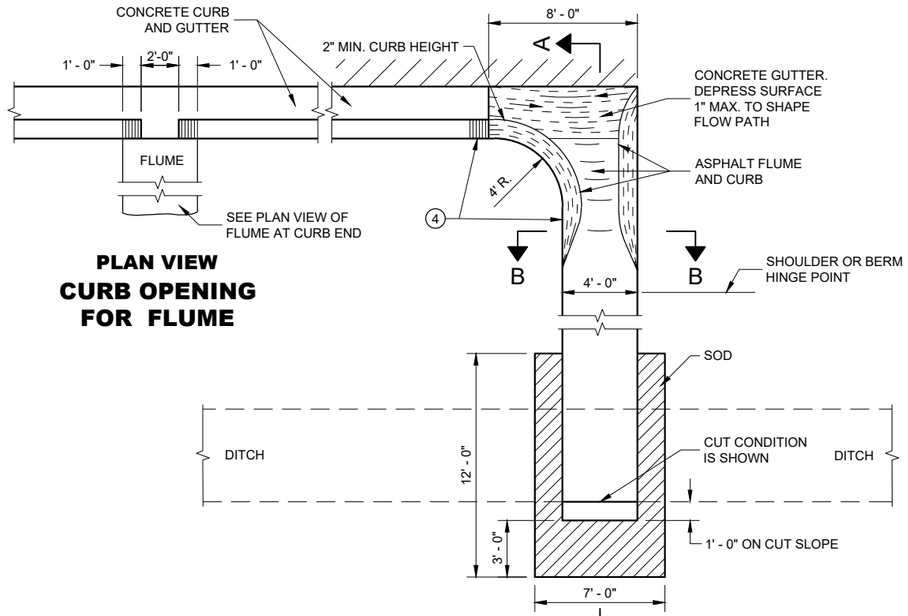
FHWA

6

SDD 08D03 - 09b

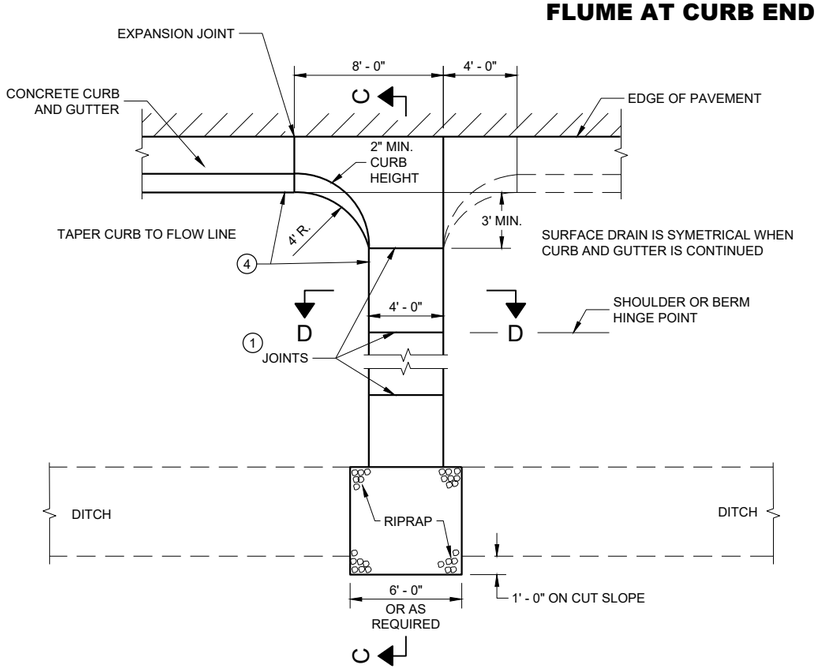
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



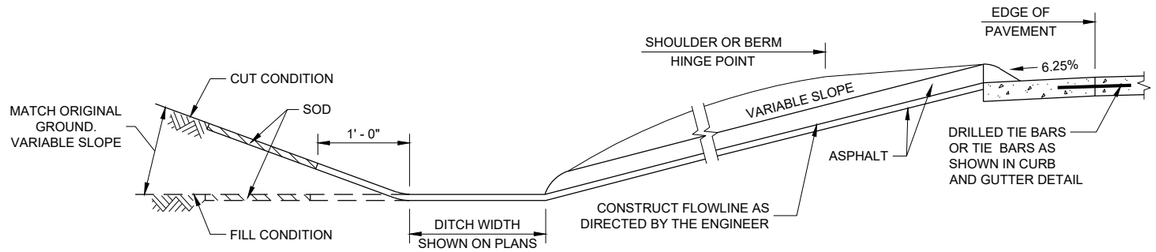
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

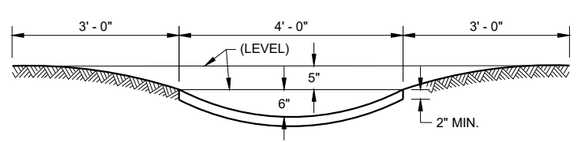
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

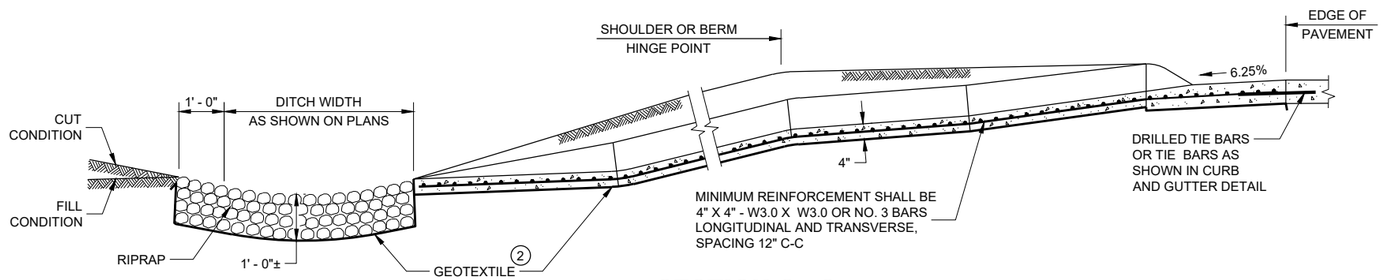
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. 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.



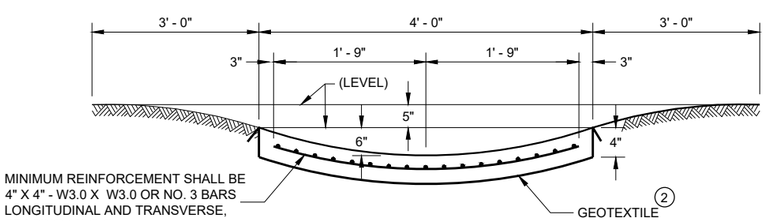
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

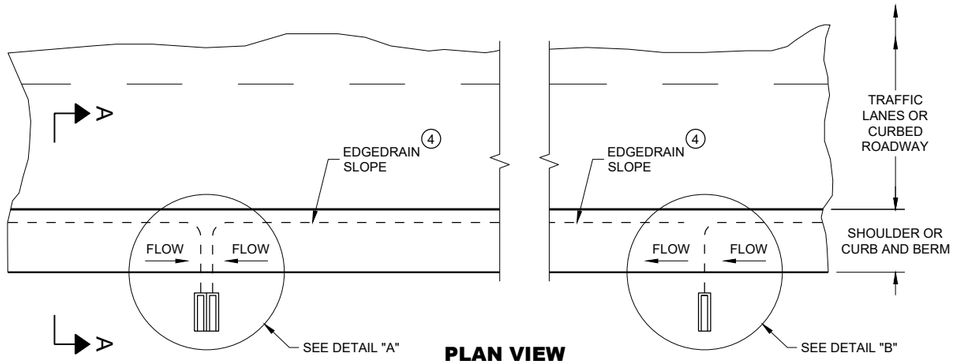
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

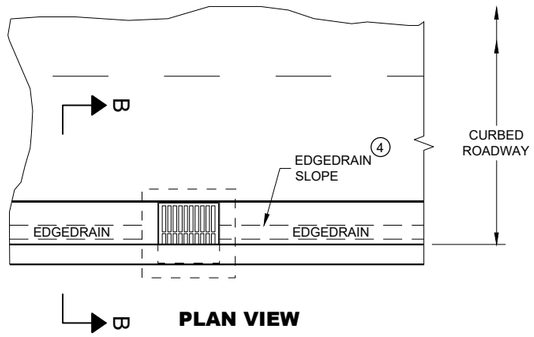
FHWA

6
SDD 08D04 - 07



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

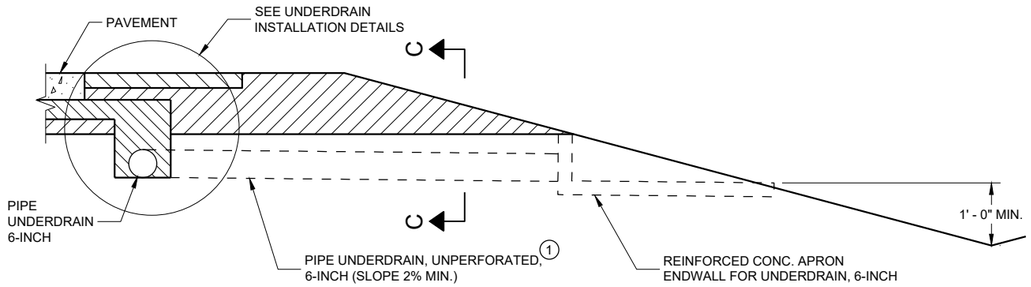
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

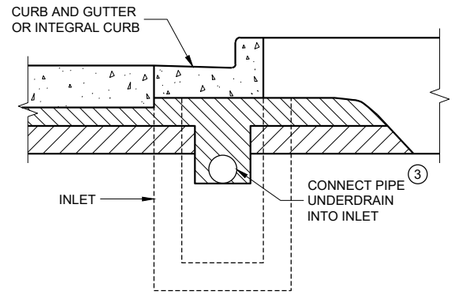
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



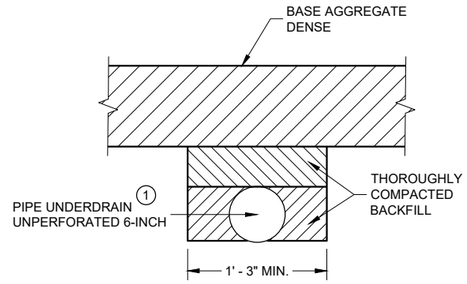
SECTION A - A

RURAL CROSS SECTION



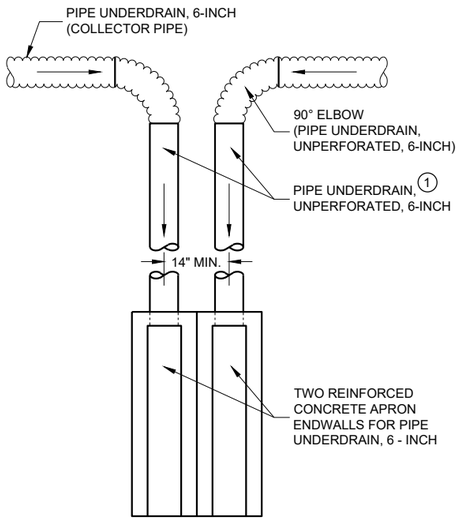
SECTION B - B

URBAN CROSS SECTION

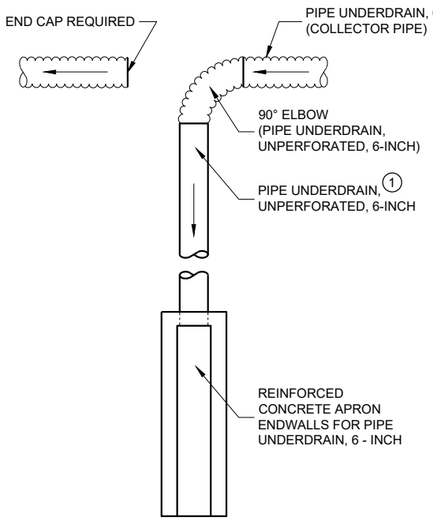


SECTION C - C

TRENCH FOR OUTFALL PIPE

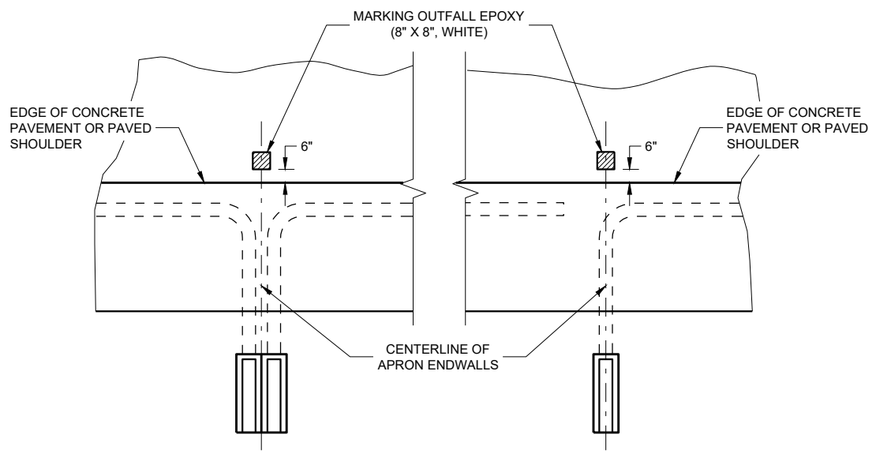


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

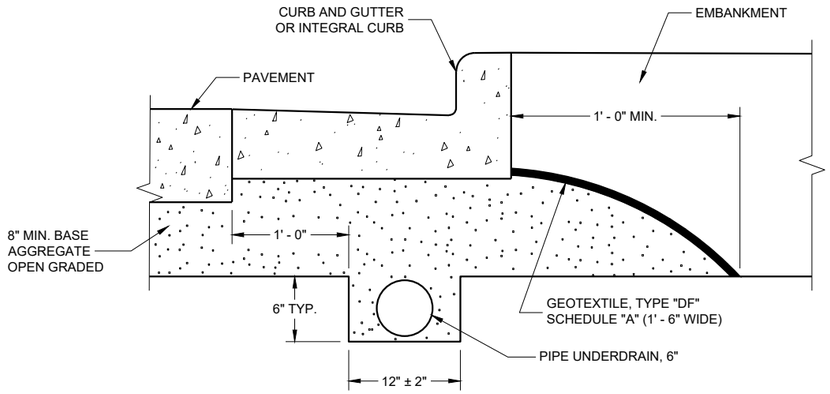
6

SDD08D15 - 05a
SDD08D15 - 05a

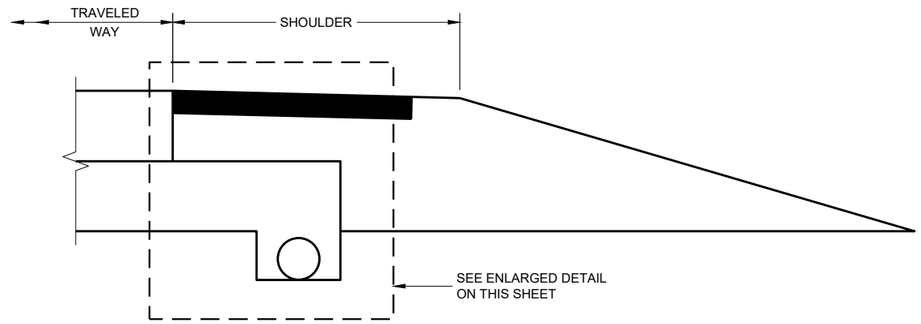
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

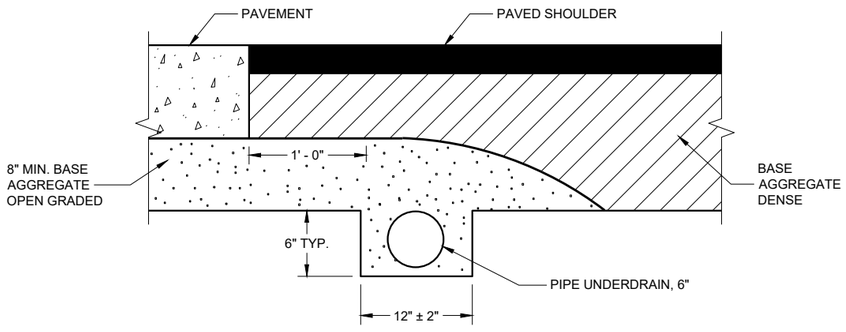
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY

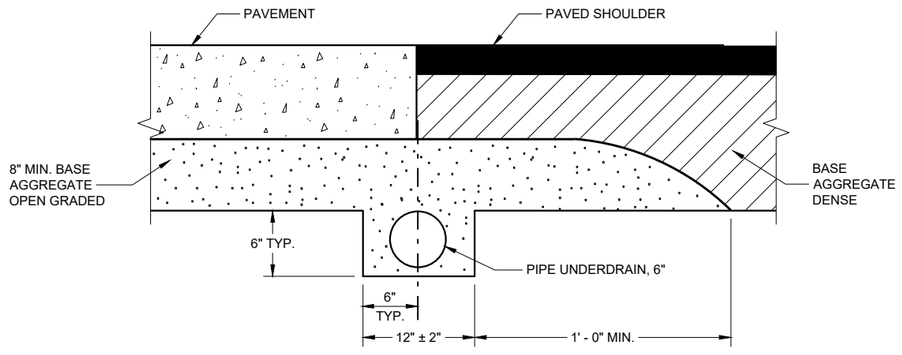


RURAL CROSS SECTION



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISOR

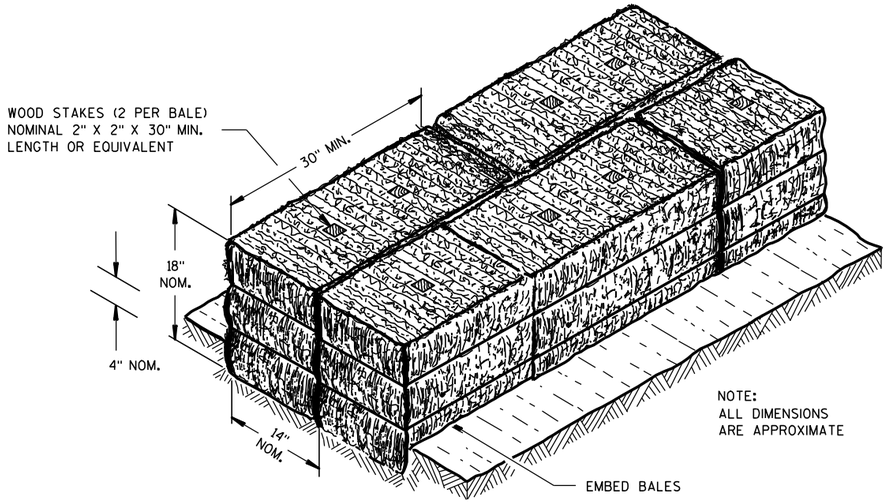
FHWA

6

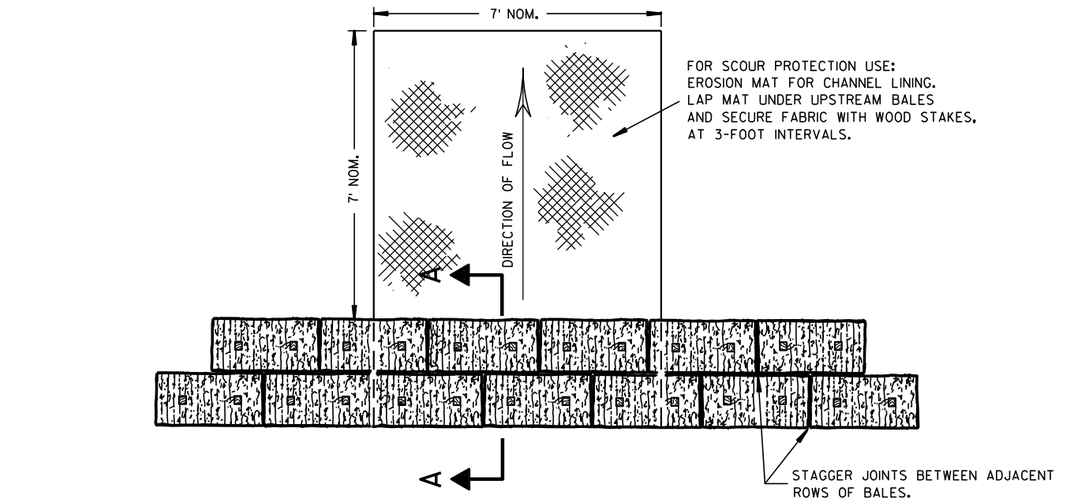
SDD 08D15 - 05c

6

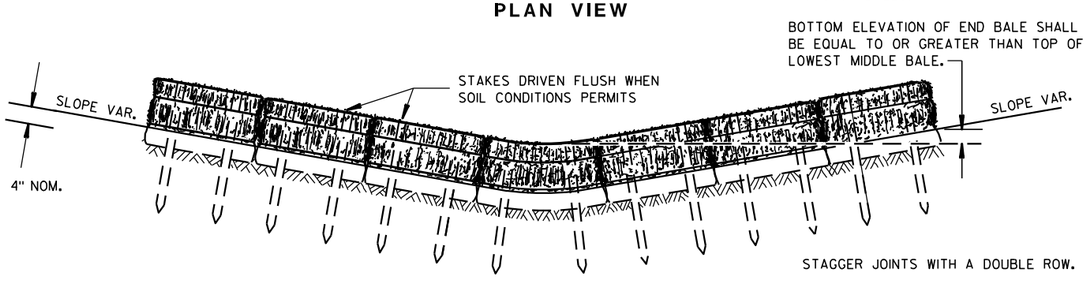
SDD 08D15 - 05c



SECTION A-A



PLAN VIEW



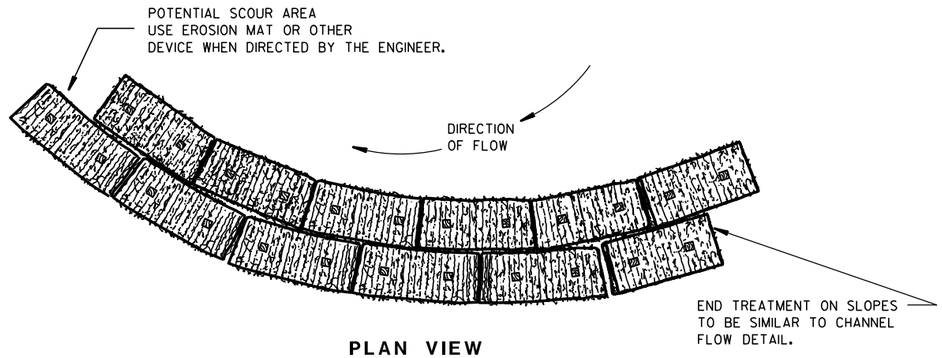
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

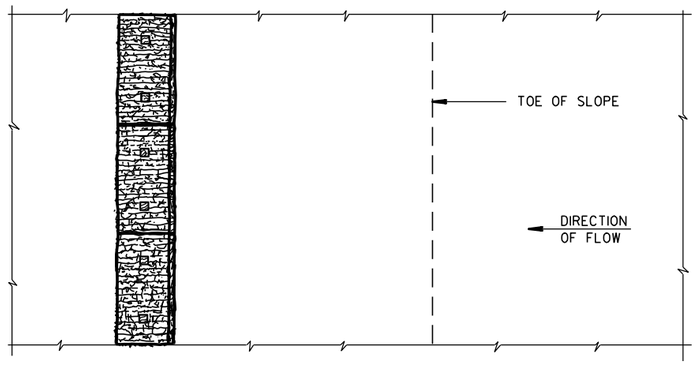
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

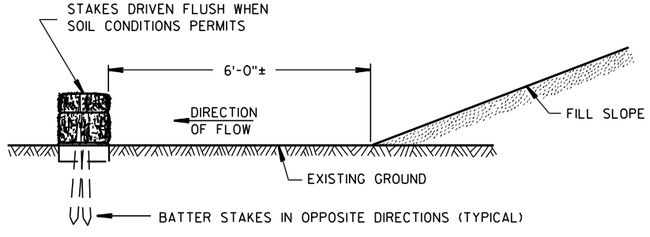


PLAN VIEW

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

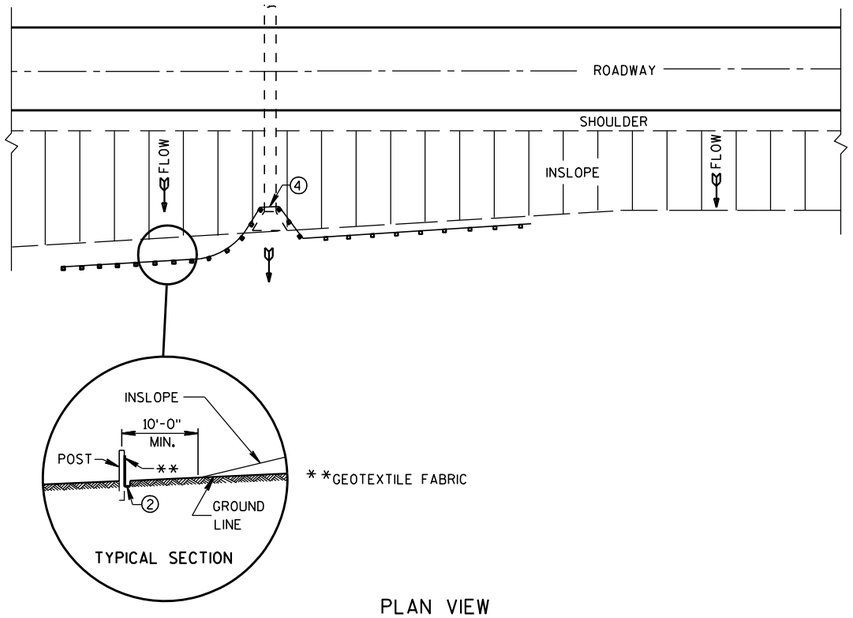
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

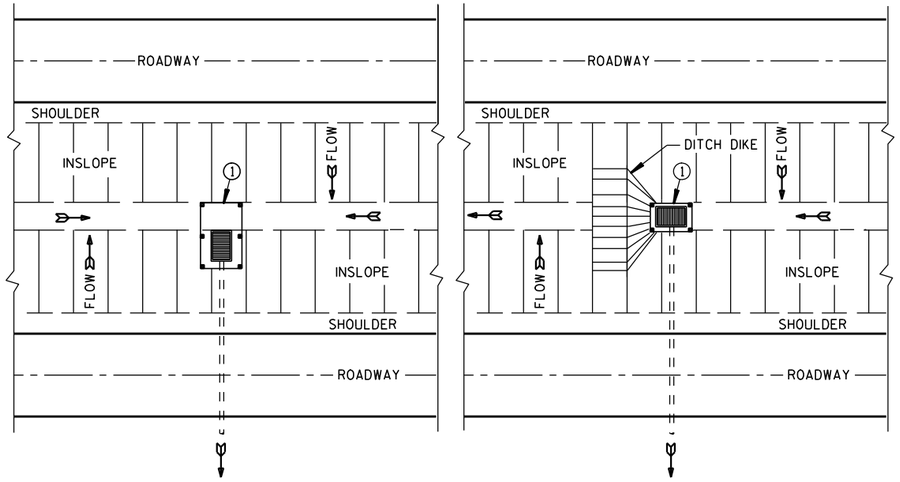
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

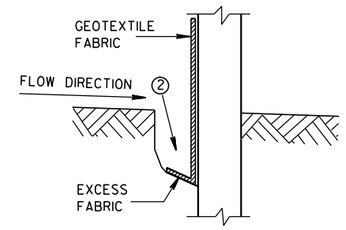
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

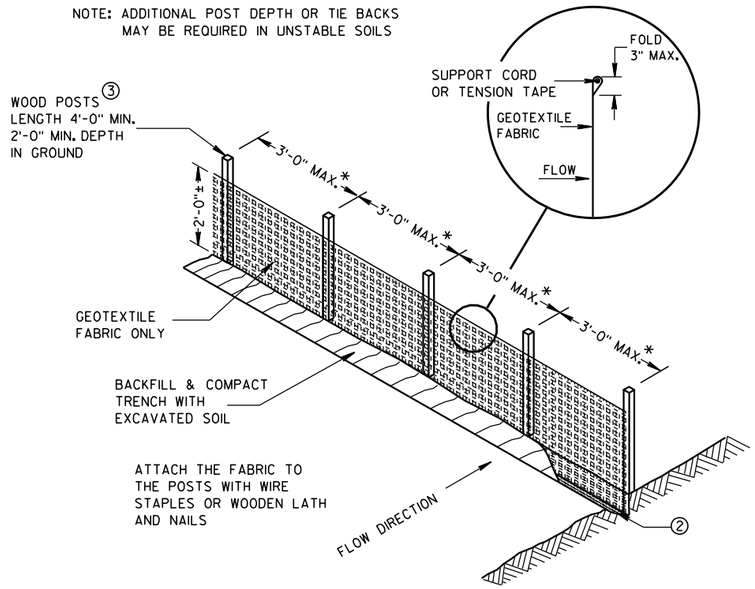
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

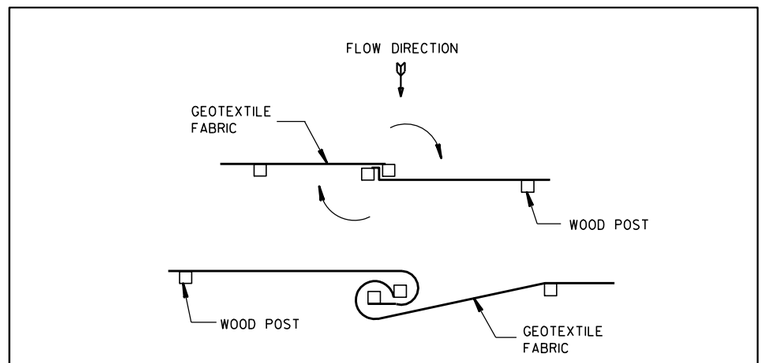
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



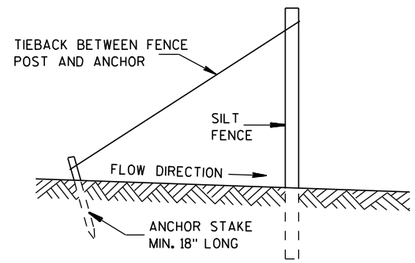
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

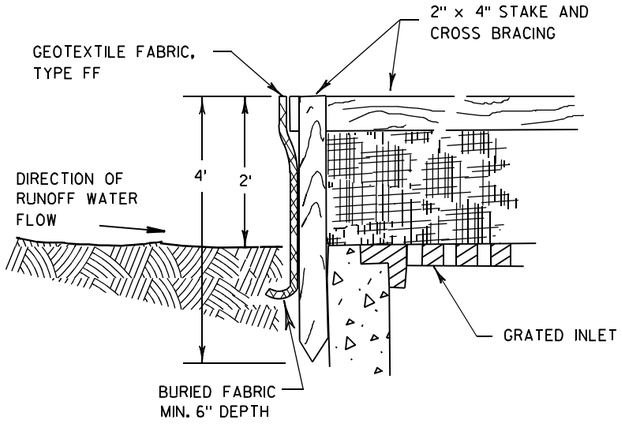
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

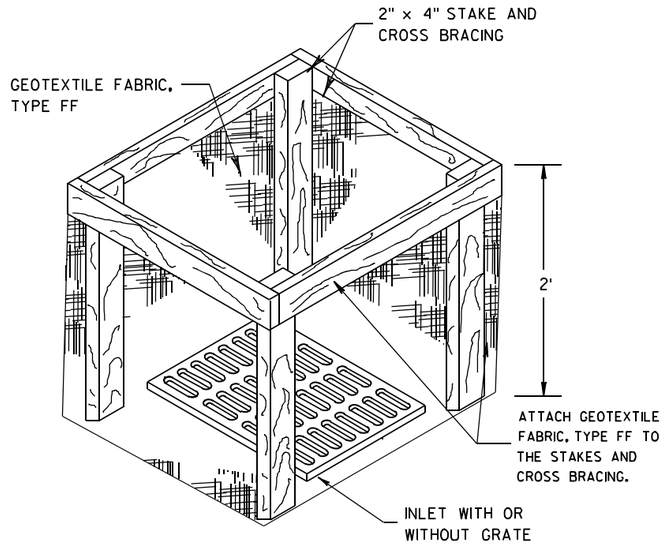
6

S.D.D. 8 E 9-6

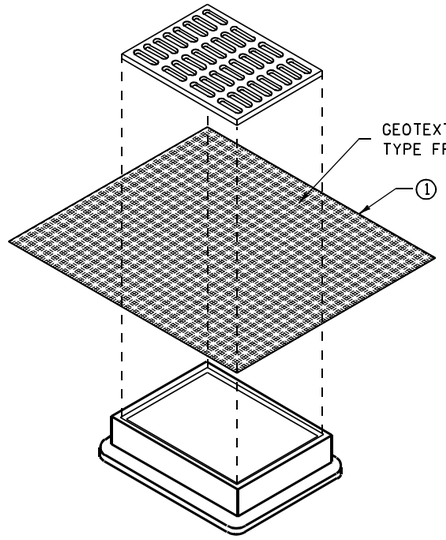
6

S.D.D. 8 E 9-6



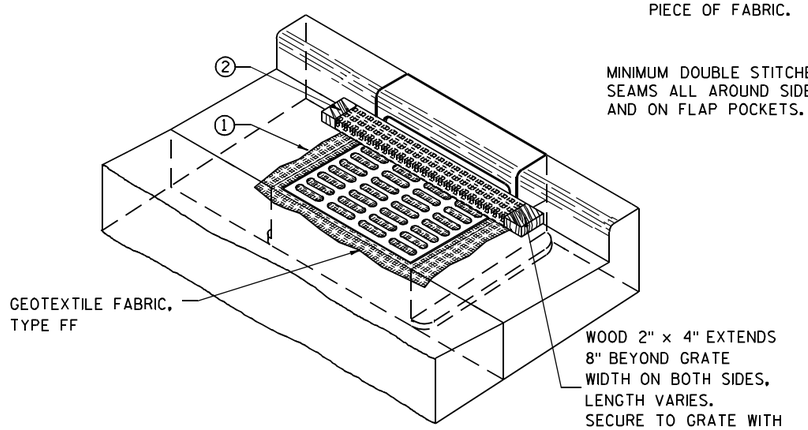


INLET PROTECTION, TYPE A

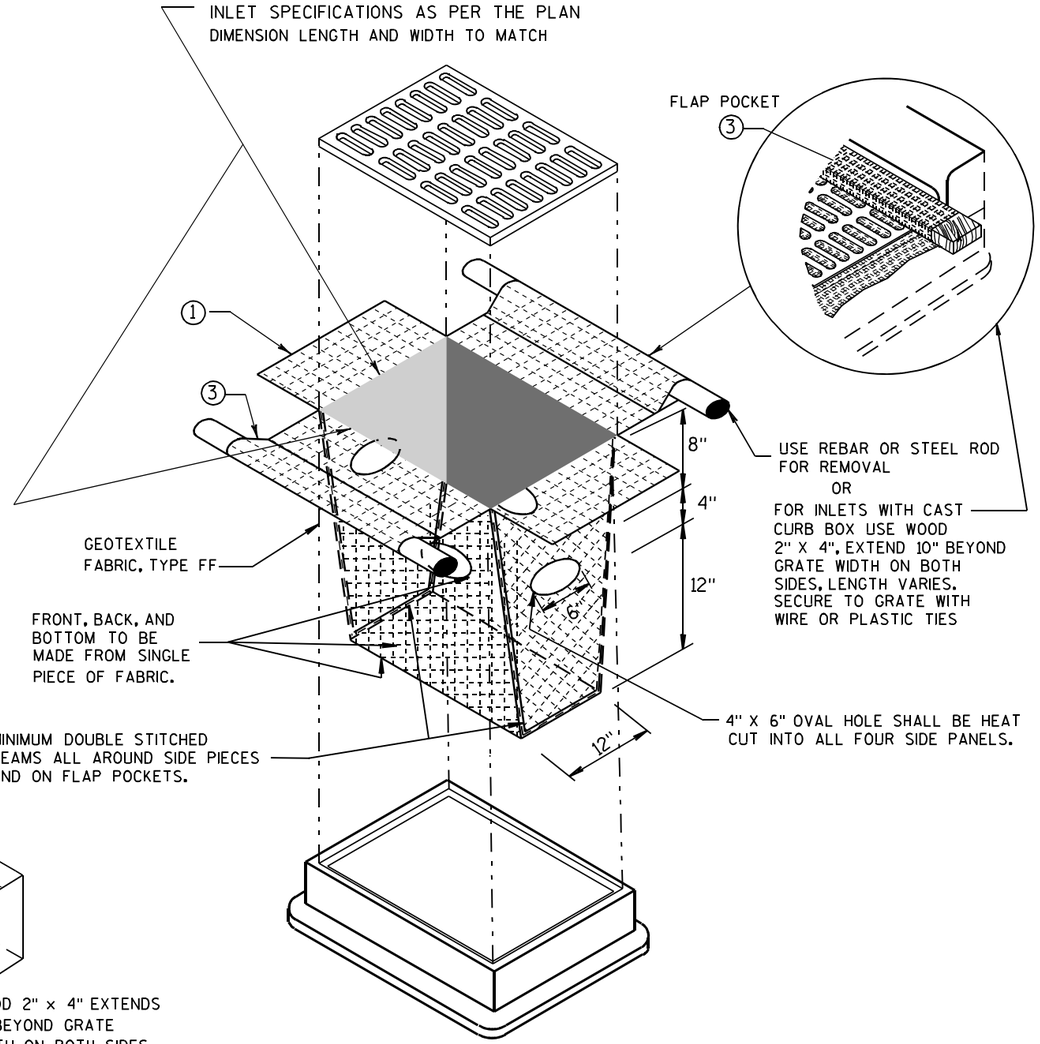


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

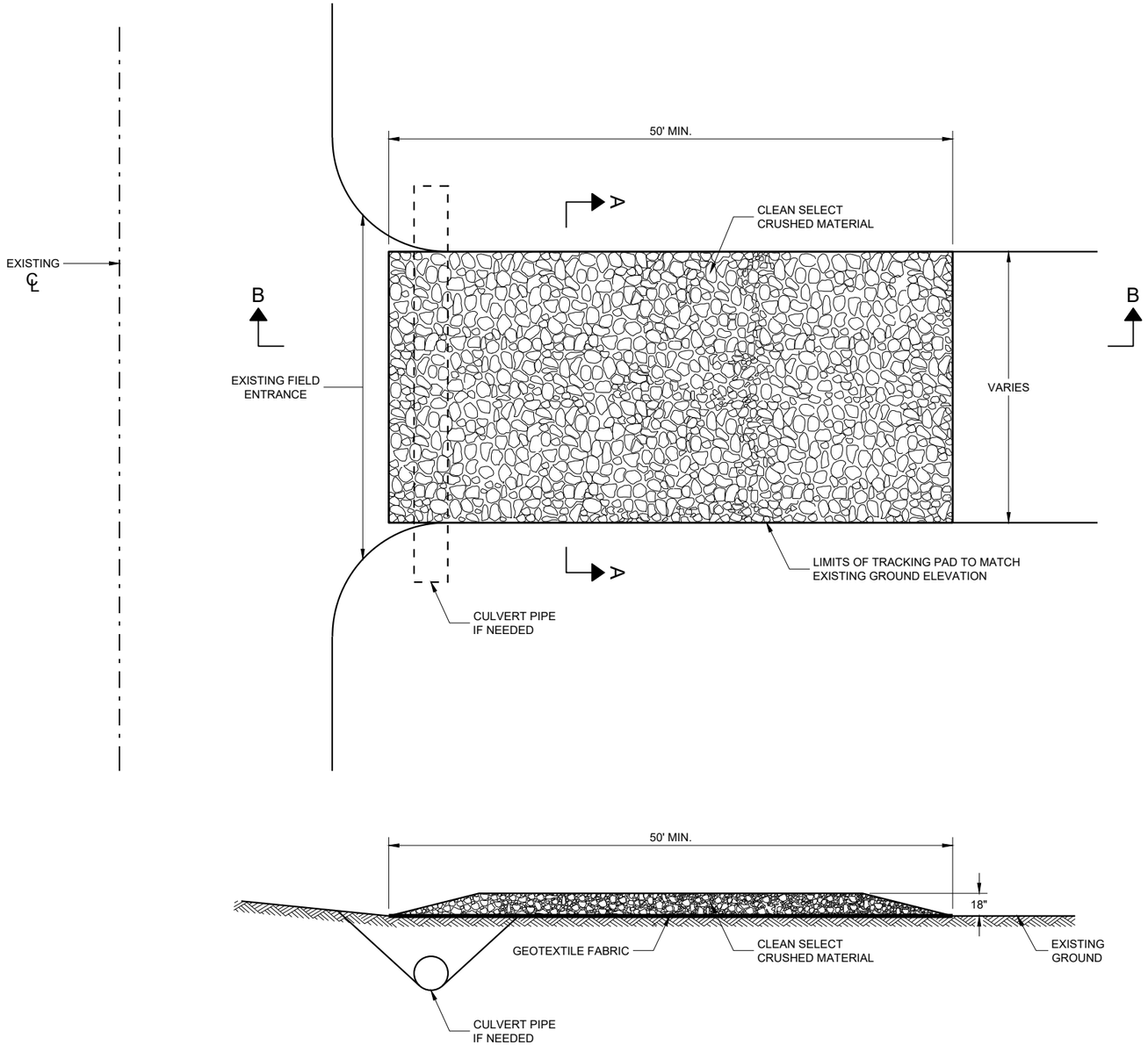
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

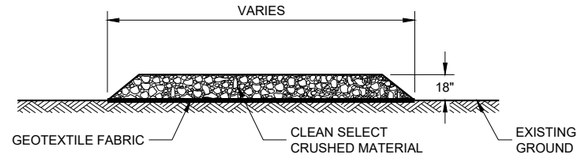
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08E14 - 01

METAL APRON ENDWALLS

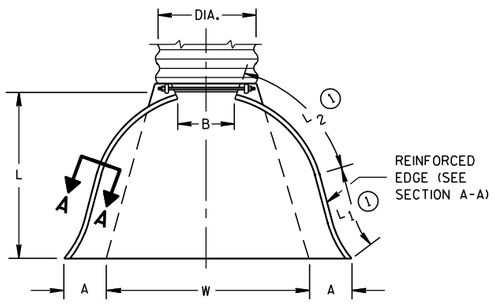
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

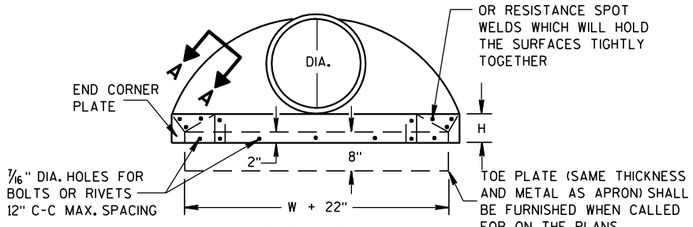
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

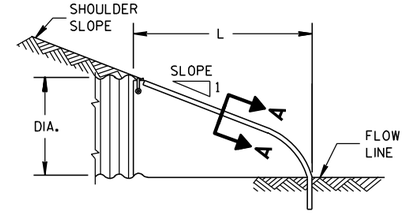
*MINIMUM
**MAXIMUM



PLAN VIEW

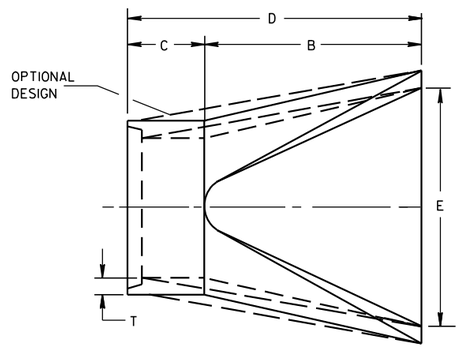


END VIEW

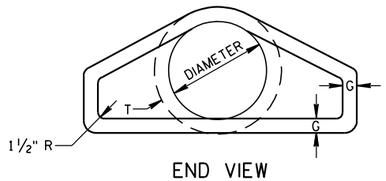


SIDE ELEVATION

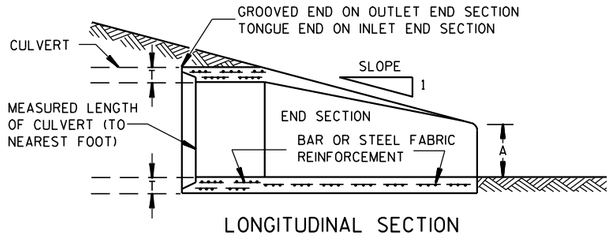
METAL ENDWALLS



PLAN

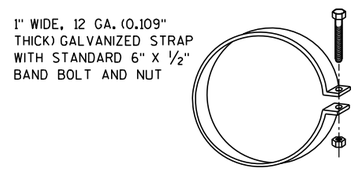


END VIEW



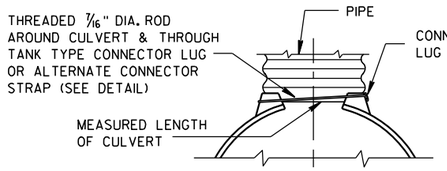
LONGITUDINAL SECTION

CONCRETE ENDWALLS

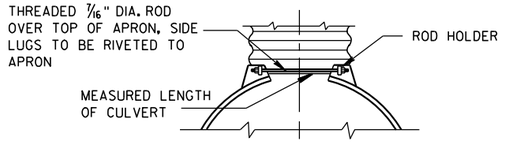


ALTERNATE FOR TYPE 1 CONNECTION

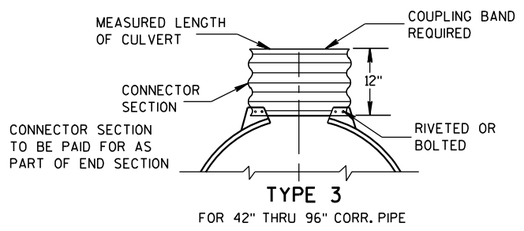
END SECTION CONNECTOR STRAP



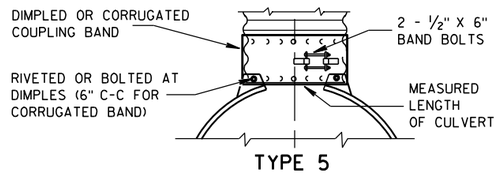
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

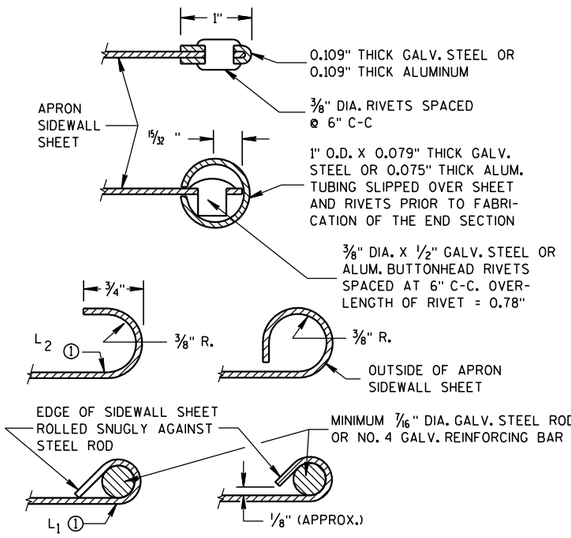
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

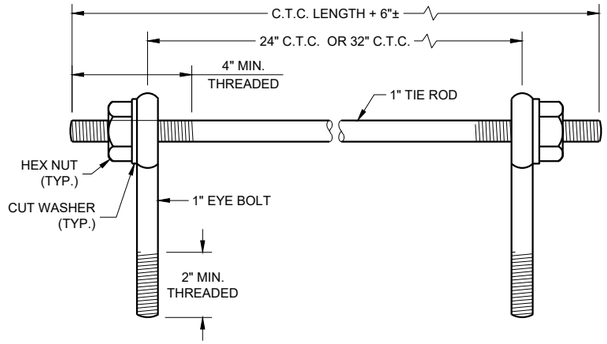
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

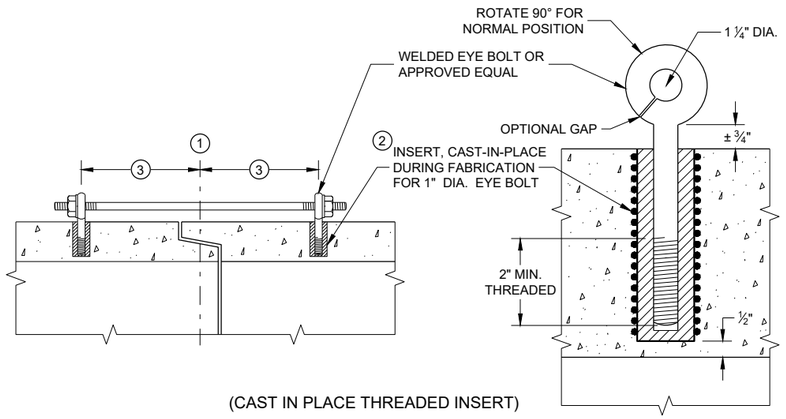
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) 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.

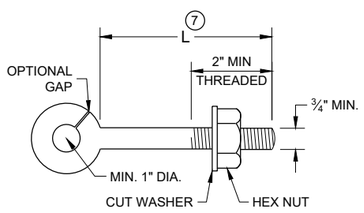
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

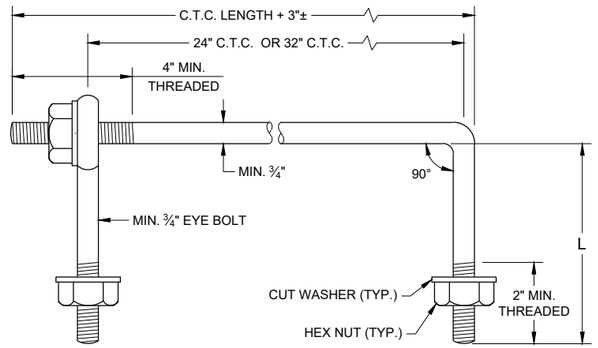
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

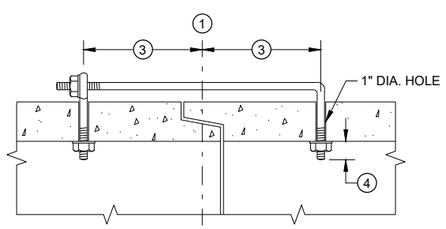


EYE BOLT (7)

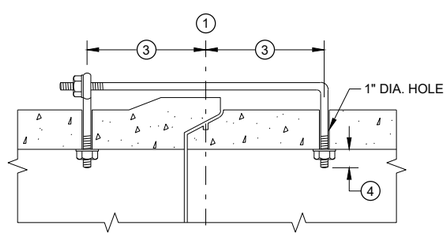
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

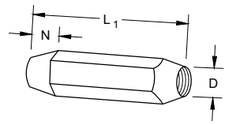
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

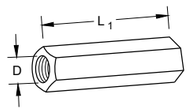
ADJUSTABLE TIE ROD TABLE

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



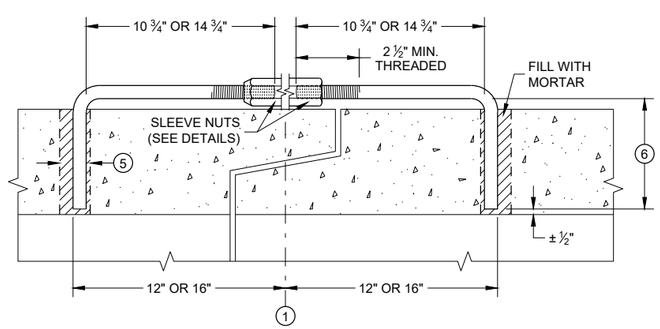
TAPERED



PLAIN

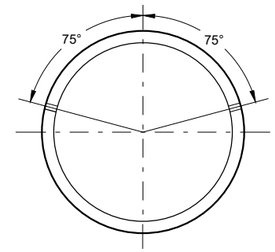
RIGHT AND LEFT THREADS

SLEEVE NUTS



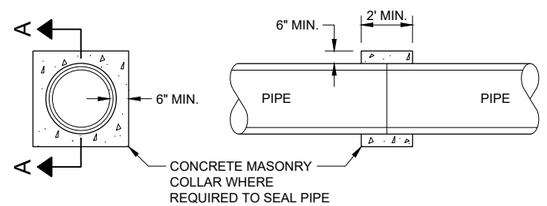
LONGITUDINAL SECTION

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

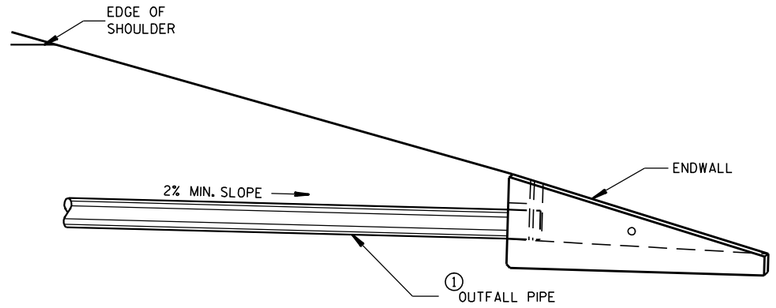
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

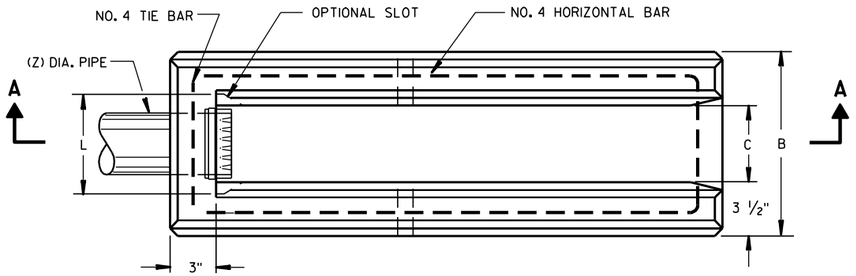
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

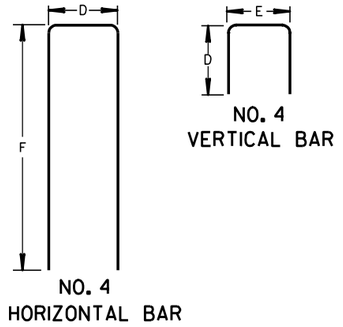
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE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

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

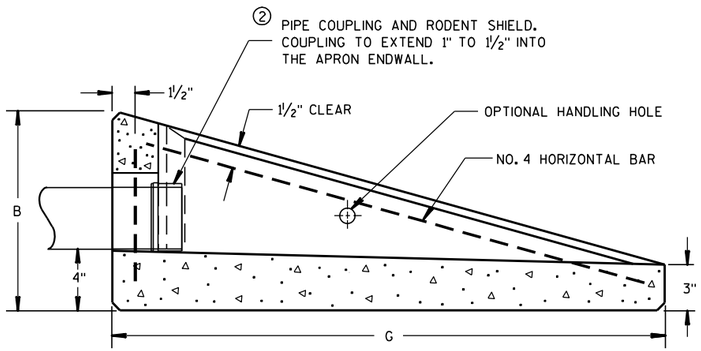
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



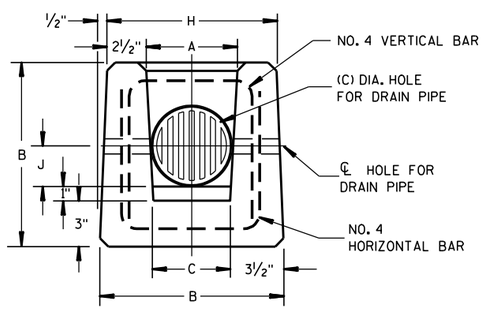
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

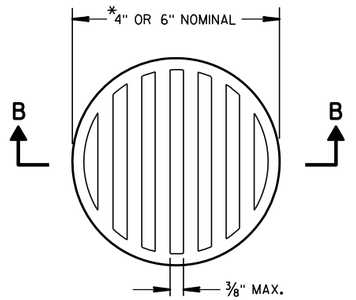


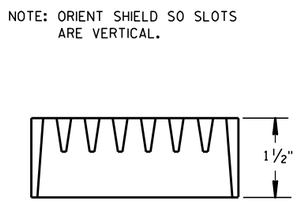
SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN





SECTION B-B

② RODENT SHIELD

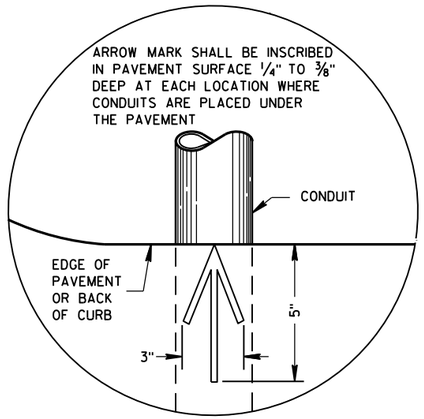
*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

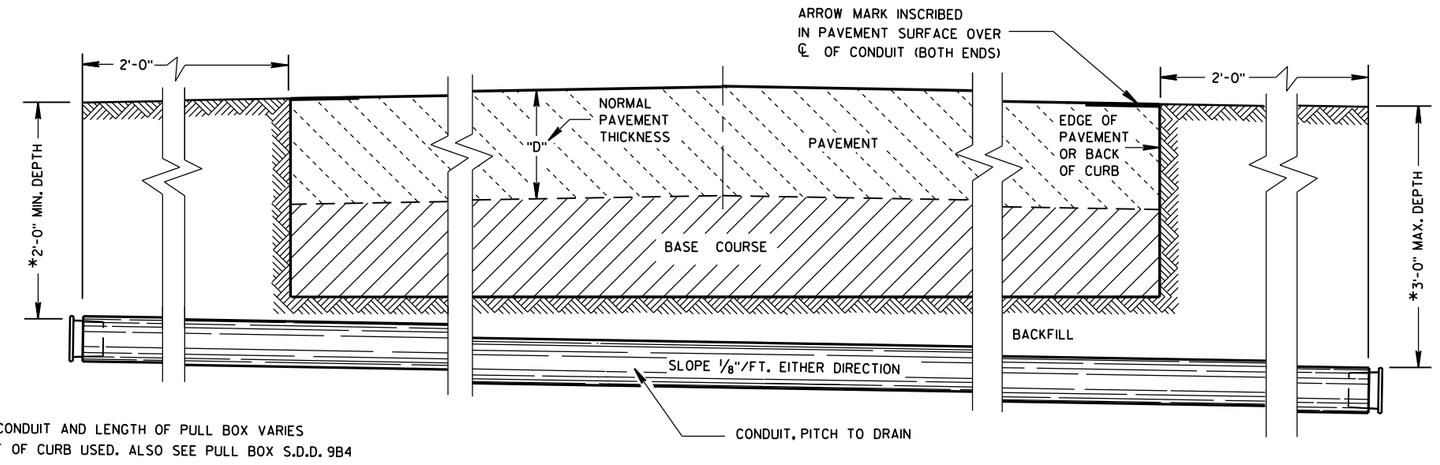
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 6-4



PLAN VIEW

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.

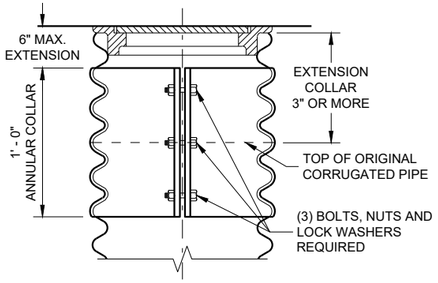
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

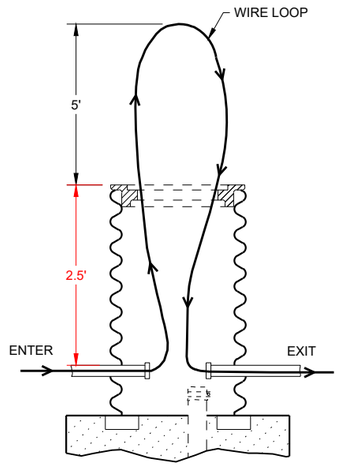
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

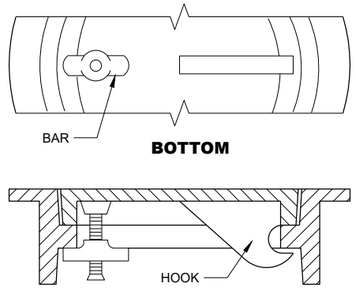
S.D.D. 9 B 2-10



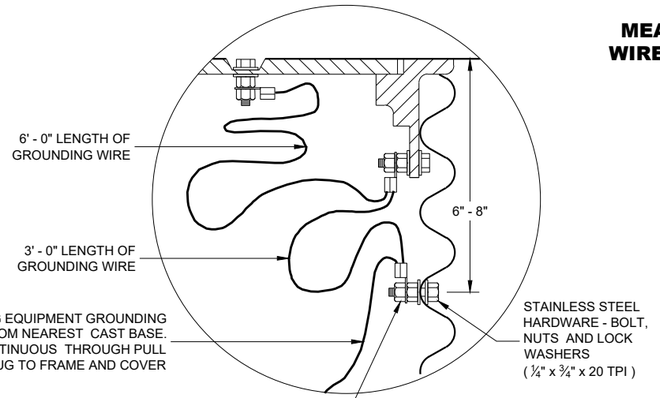
CORRUGATED PIPE EXTENDER



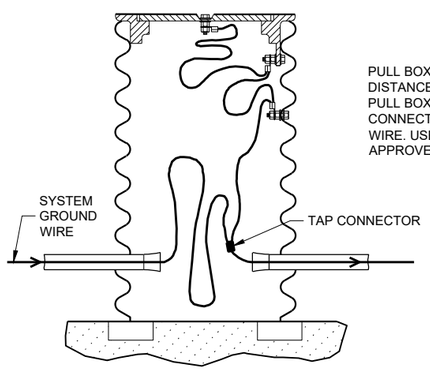
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

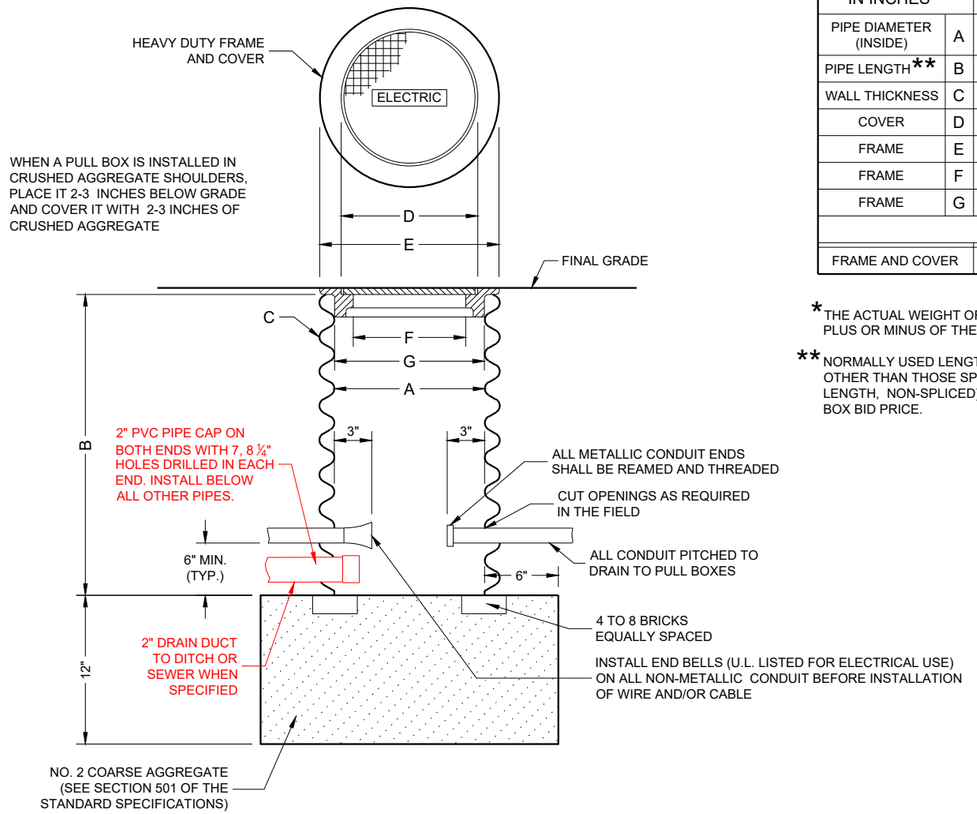


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 220

FHWA

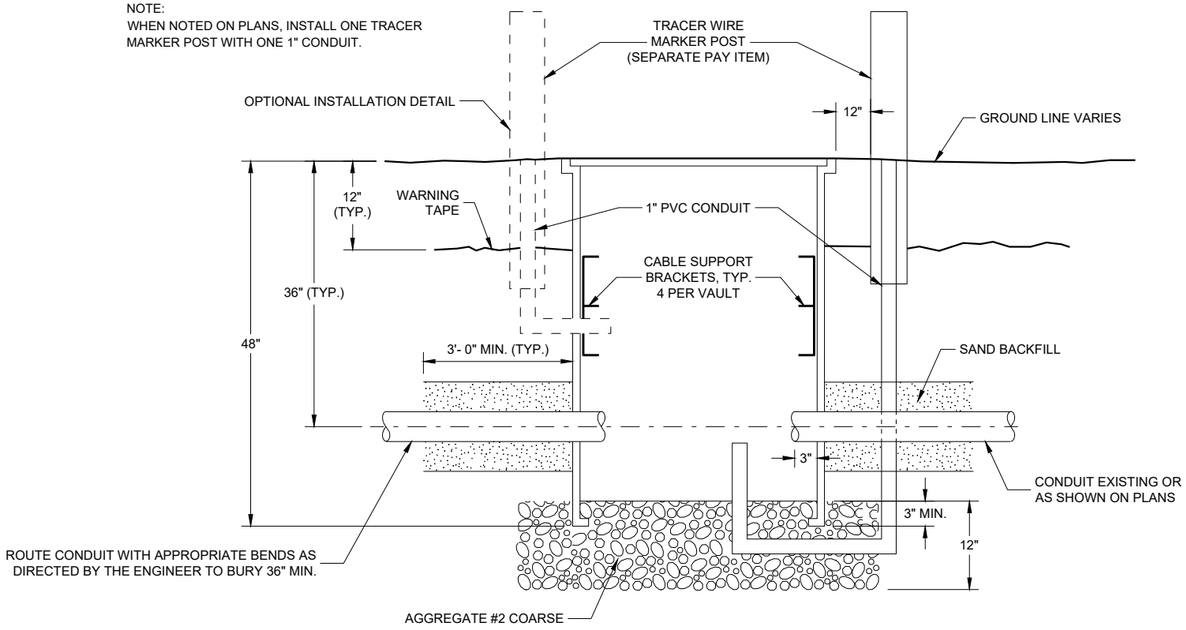
6

SDD 09B04 -12

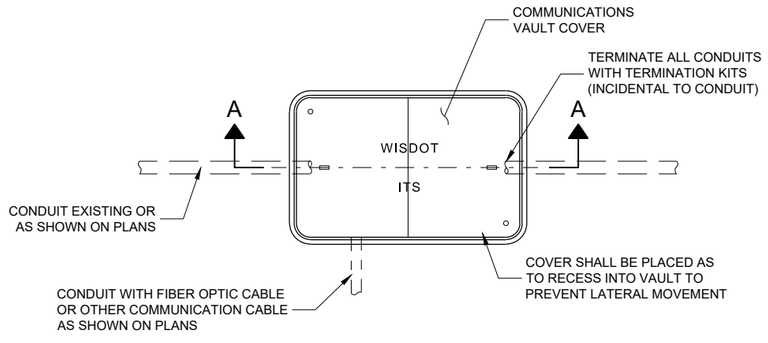
6

SDD 09B04 -12

NOTE:
WHEN NOTED ON PLANS, INSTALL ONE TRACER MARKER POST WITH ONE 1" CONDUIT.



SECTION A - A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

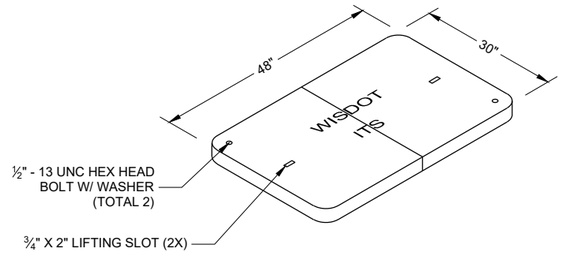
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

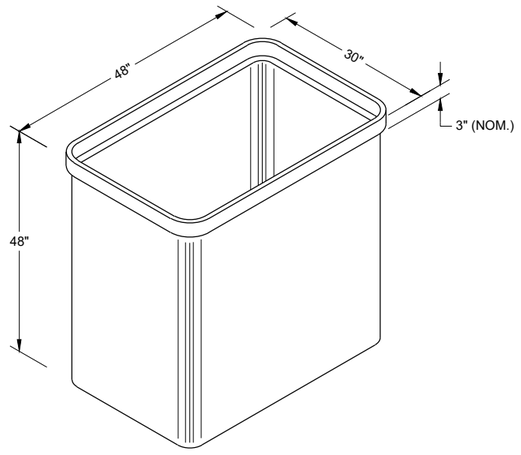
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.

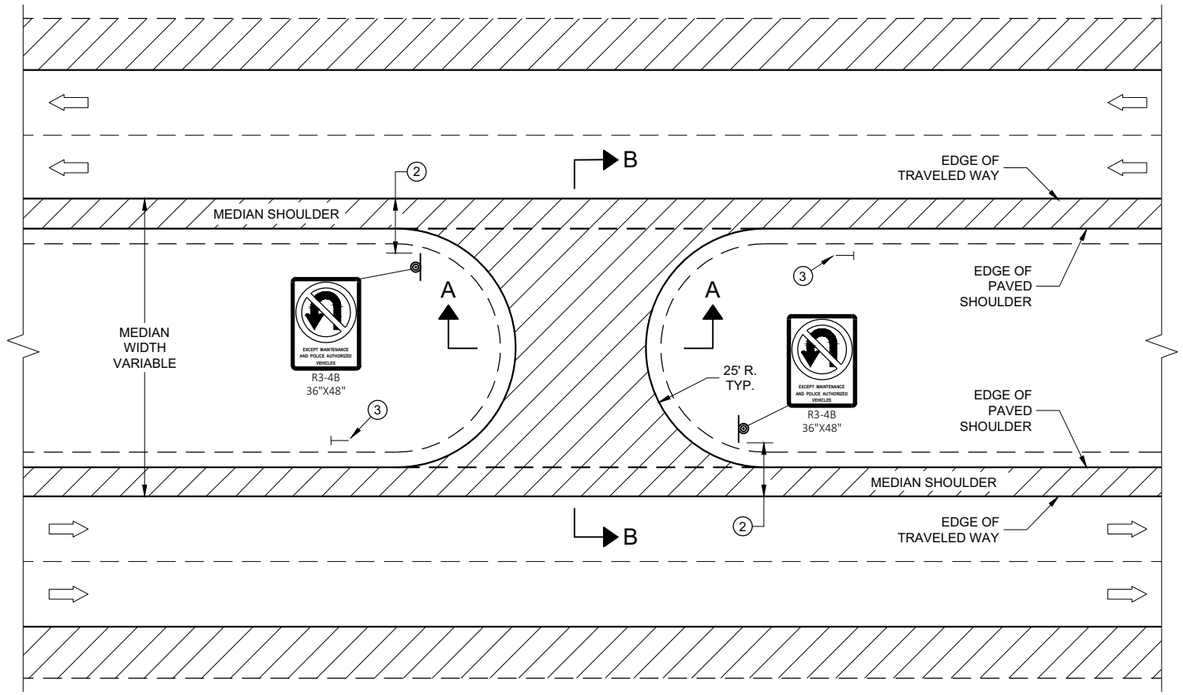




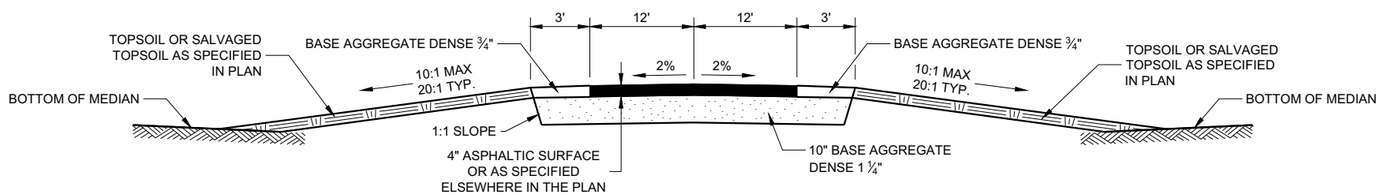
ISOMETRIC VIEW

COMMUNICATION VAULT TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGI
FHWA	221

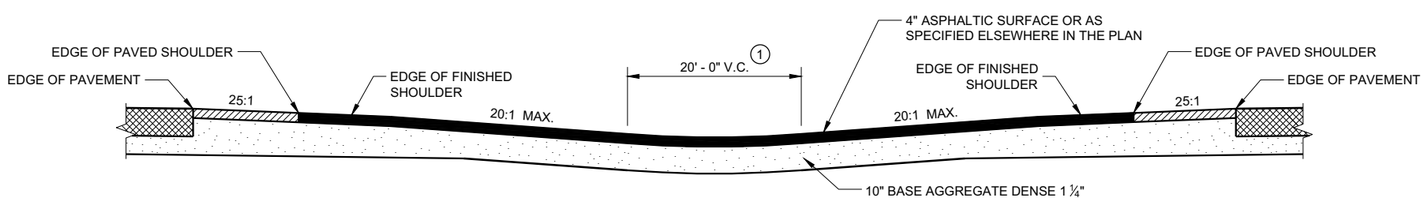
6
SDD 09H09 - 02



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

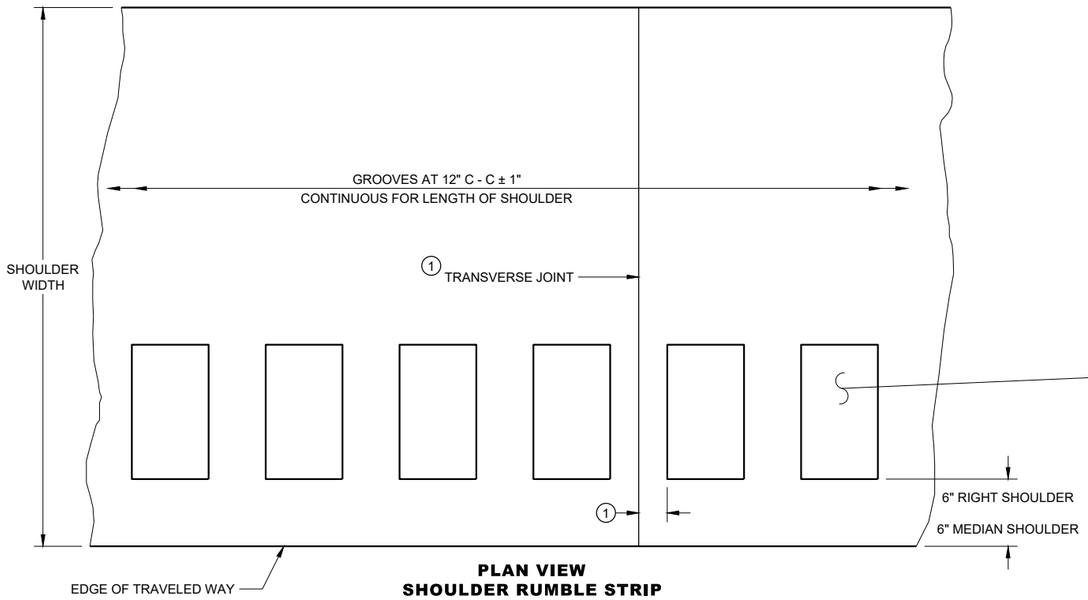
6
SDD 11A01 - 06

GENERAL NOTES

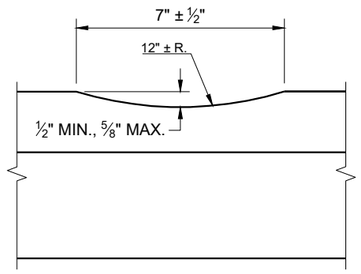
SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

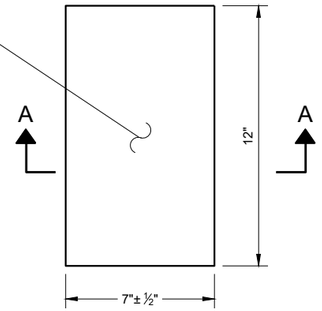
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.



PLAN VIEW
SHOULDER RUMBLE STRIP

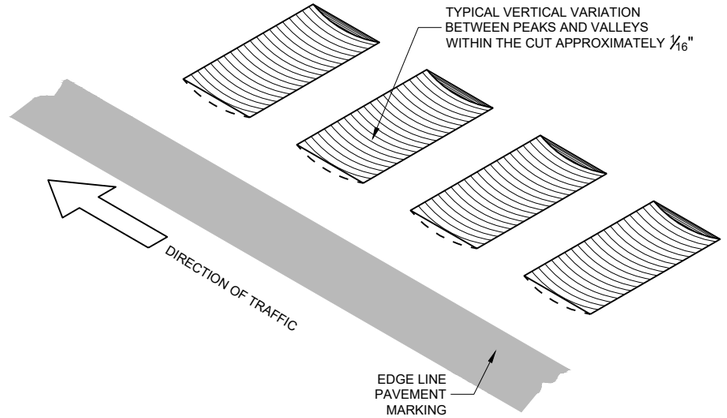


SECTION A - A

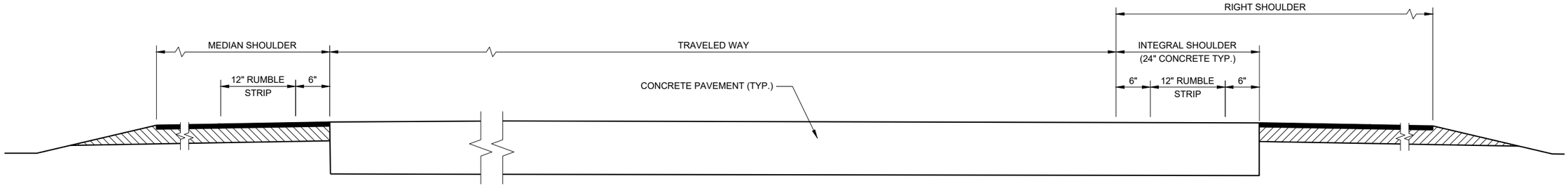


PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR RUMBLE STRIP



ISOMETRIC



SECTION VIEW

TYPICAL SHOULDER RUMBLE STRIPS
(ONE ROADWAY IS SHOWN)

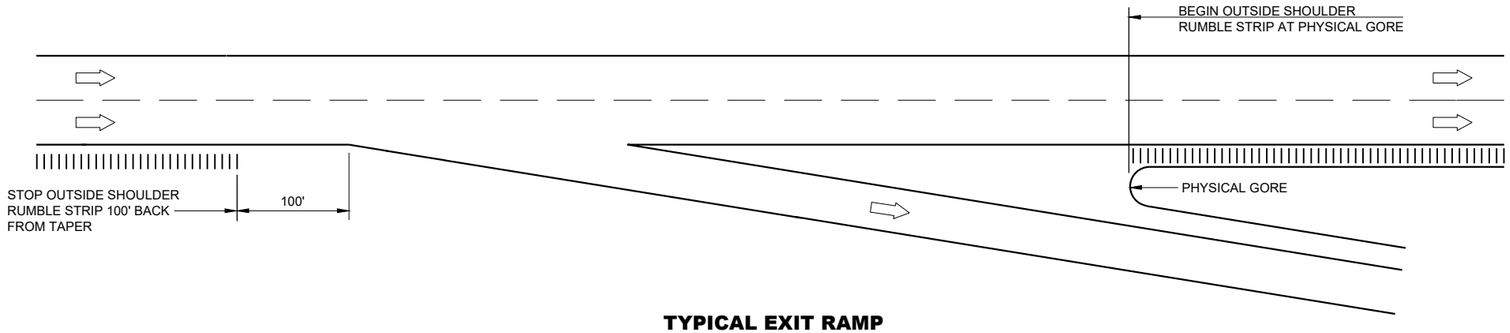
SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A05-06a

SDD 13A05-06a



TYPICAL EXIT RAMP

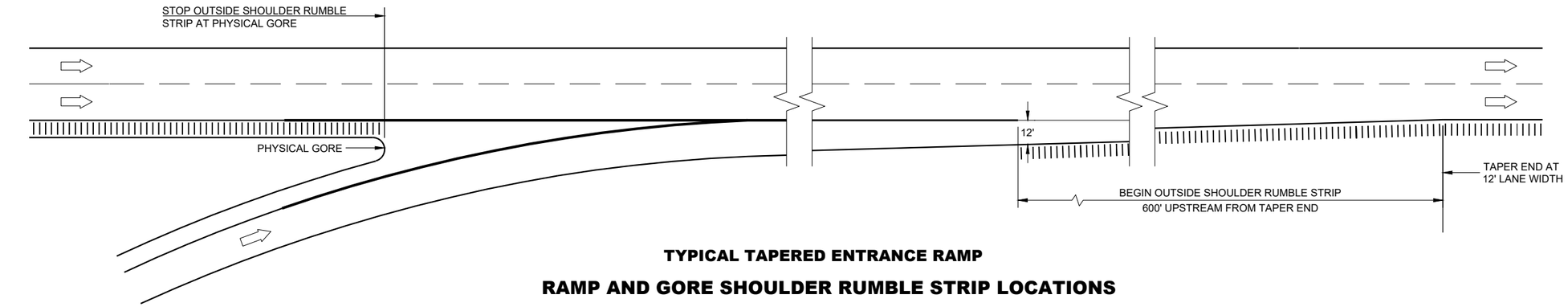
GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIALAND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

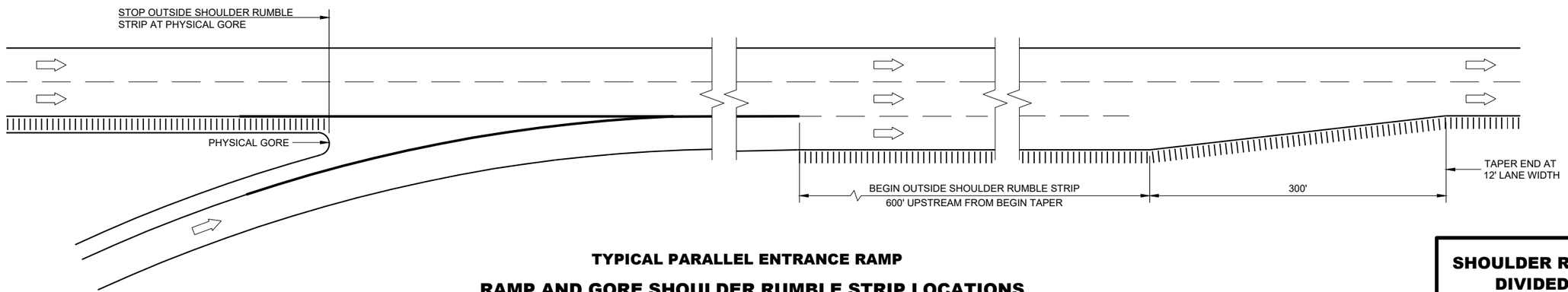
LEGEND

DIRECTION OF TRAFFIC



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

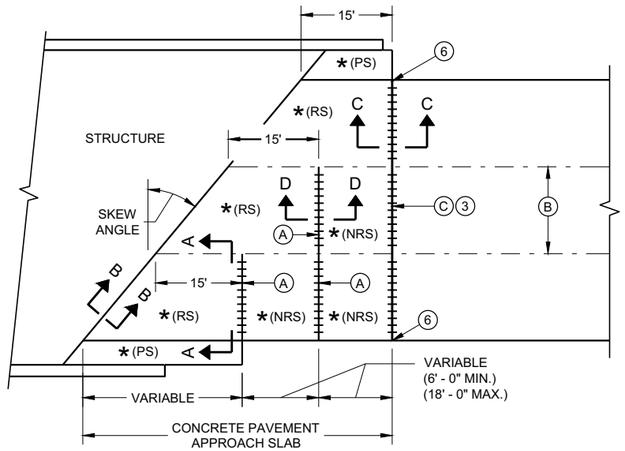
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

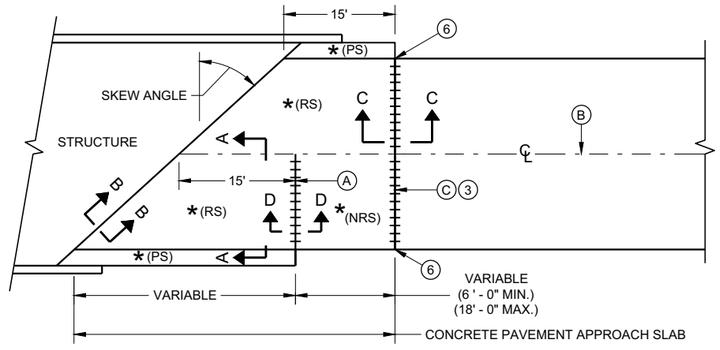
/S/ Rodney Taylor
ROADWAY DESIGN STANDARDS
UNIT SUPERVISOR

FHWA

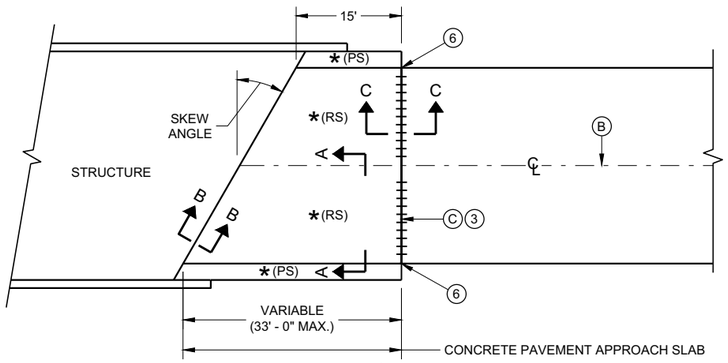
6
SDD 13A05-06b



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

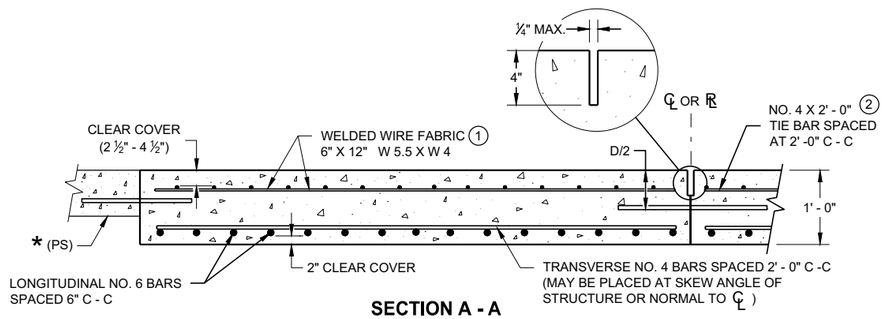
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

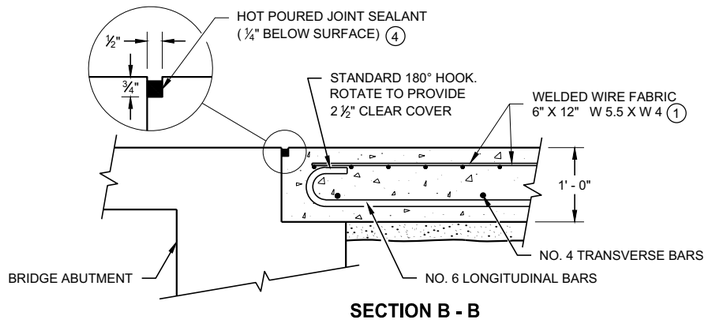
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

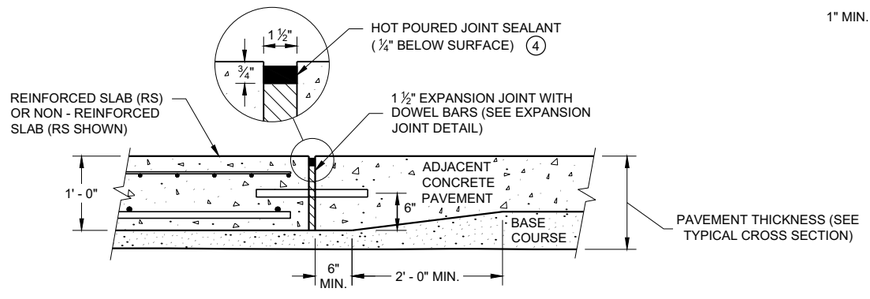
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

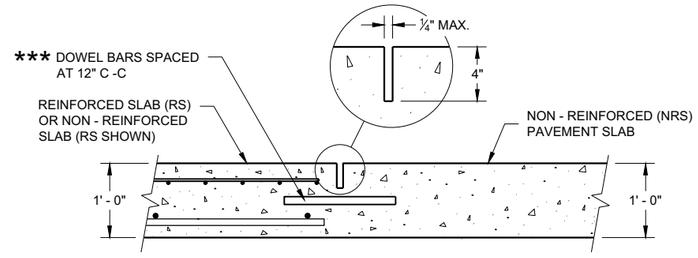
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

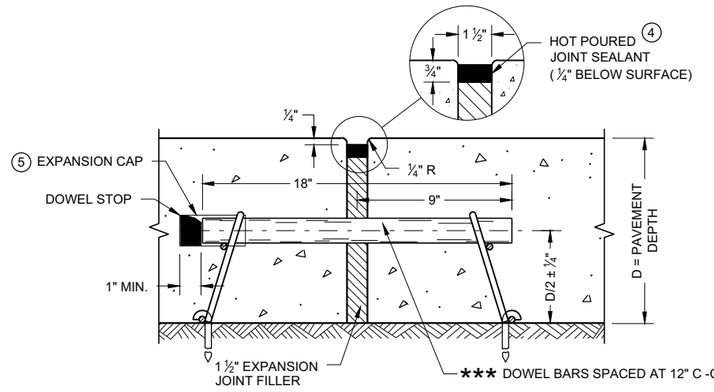
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

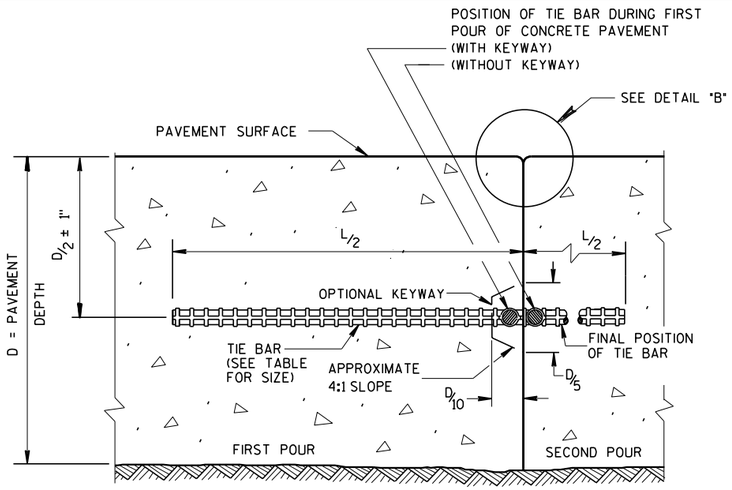
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISI

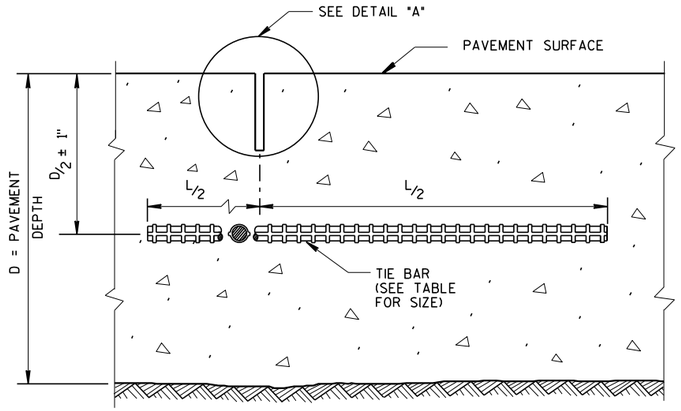
FHWA

6

SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

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

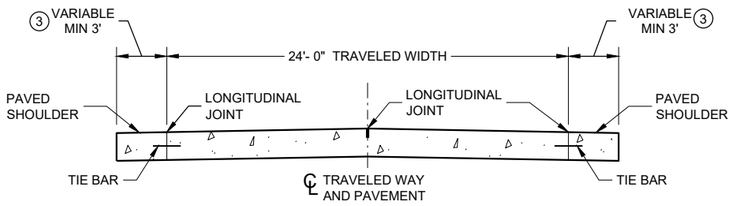
APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

6

S.D.D. 13 C 1-19

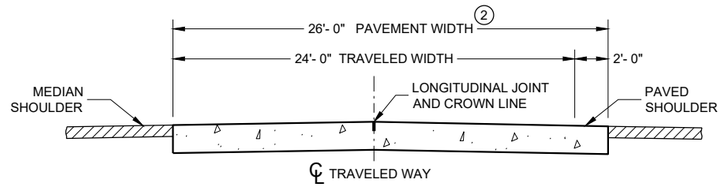
6

S.D.D. 13 C 1-19

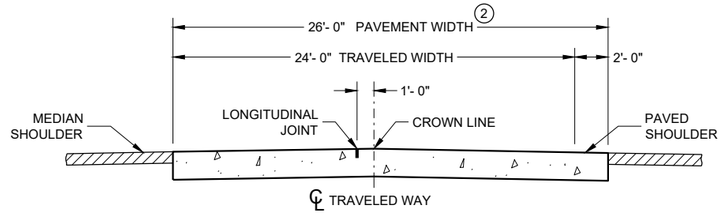


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

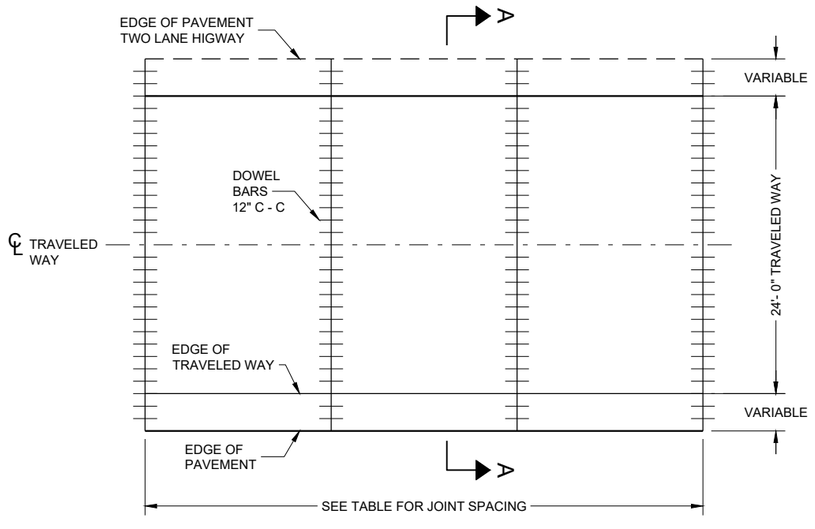
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

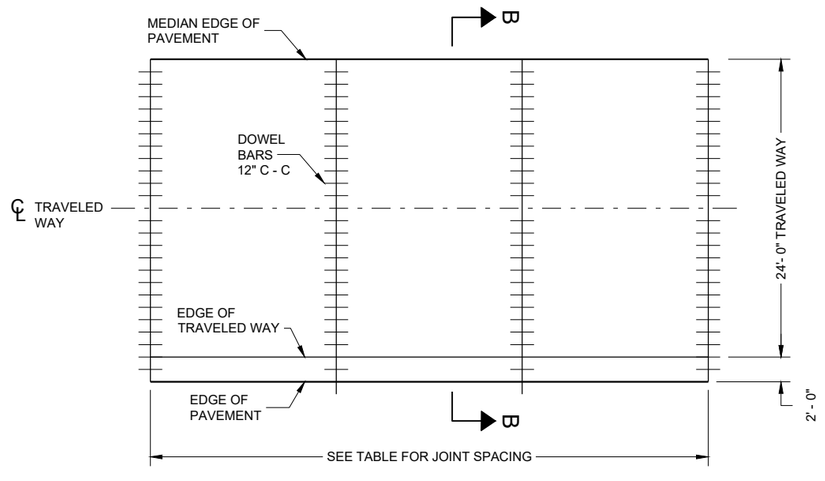
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

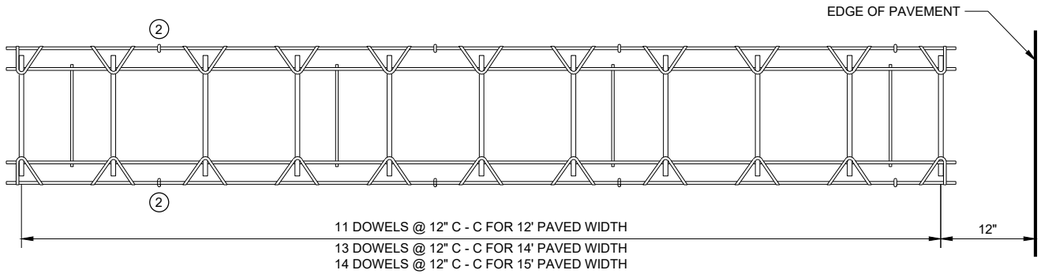
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C11 - 14a

6

SDD13C11 - 14a



PLAN VIEW

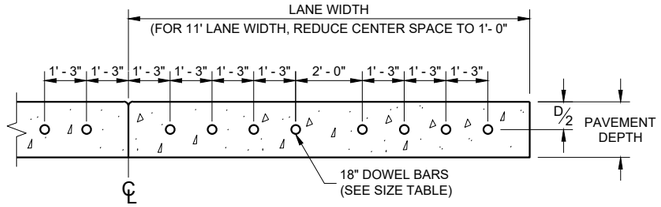
SIDE VIEW

(NORMAL TO CENTERLINE)

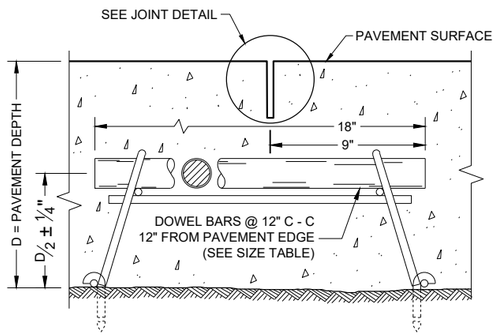
CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

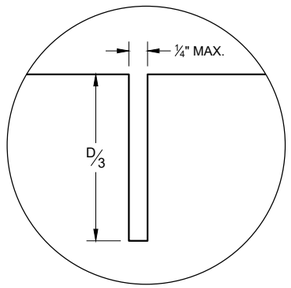
1. OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
2. SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
3. FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.
4. PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
5. INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
6. APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
7. ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



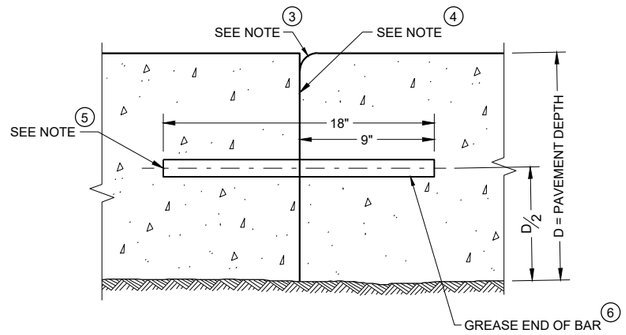
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

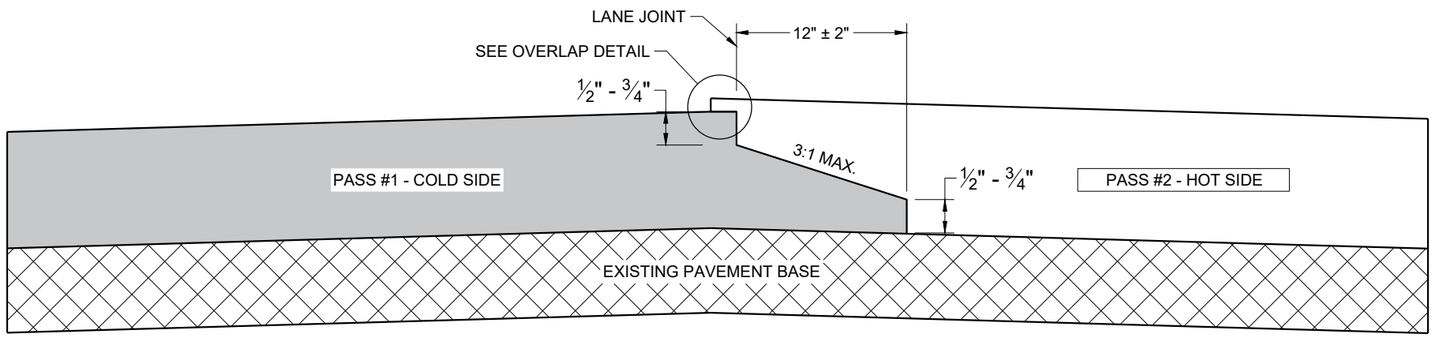
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

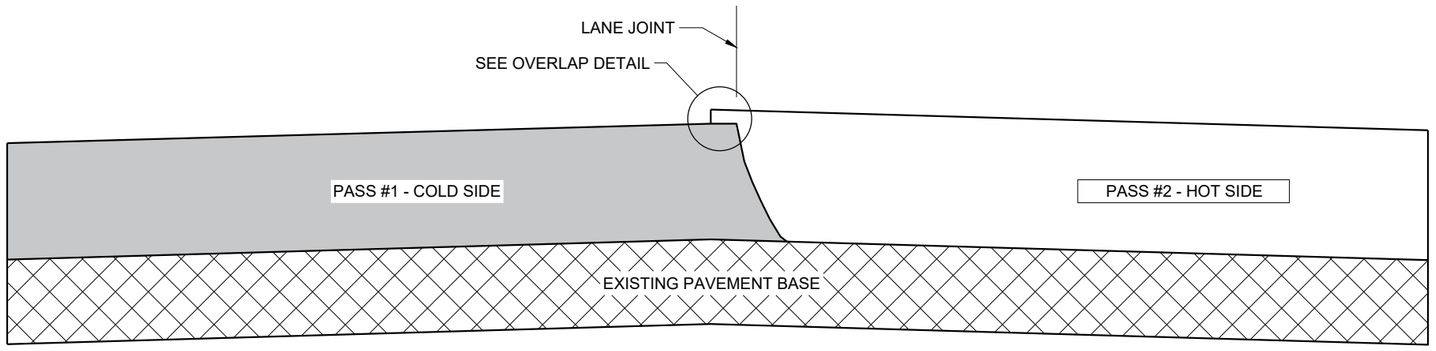
FHWA

6

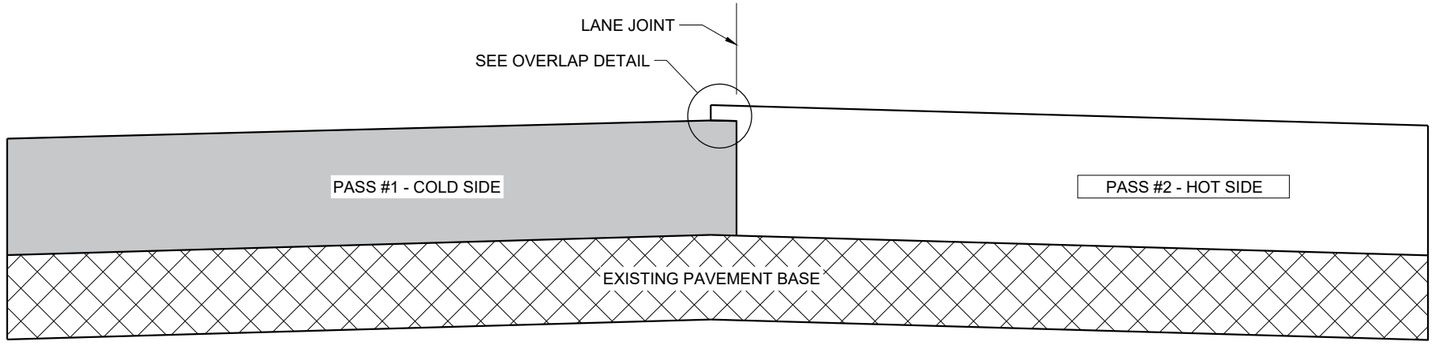
SDD 13C11 - 14b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

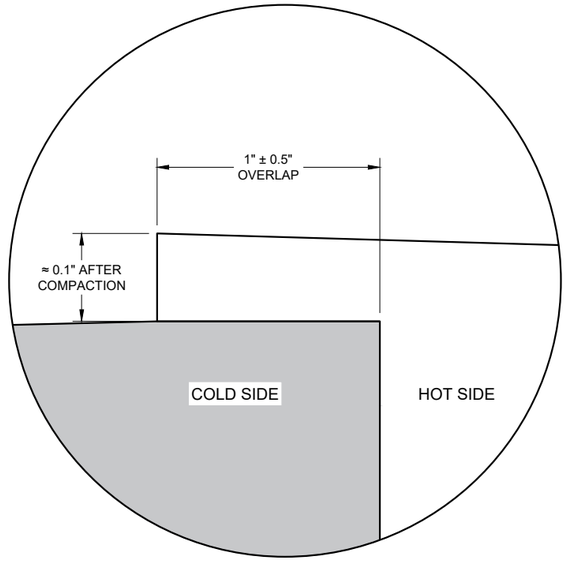
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

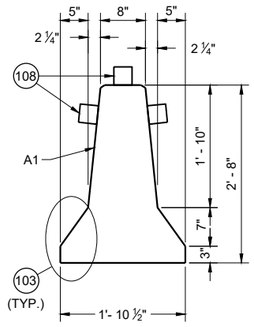
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

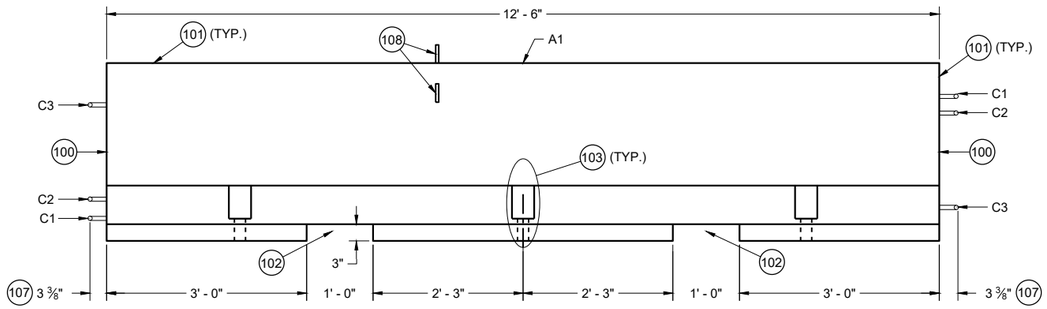
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



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

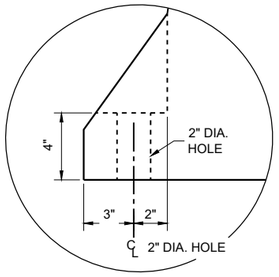
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

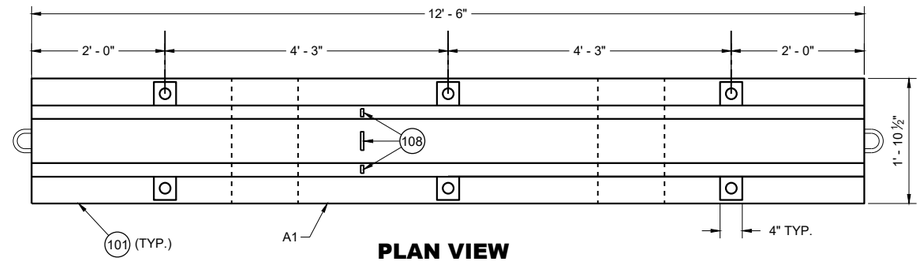
(106) 1" MIN. CLEAR COVER

(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 TOP 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.

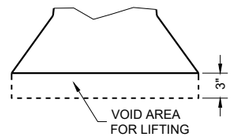


ANCHOR BLOCK DETAIL

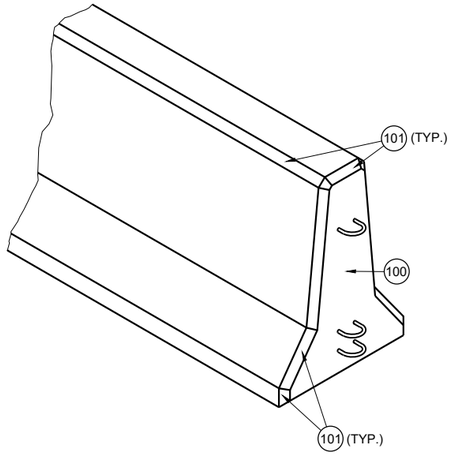


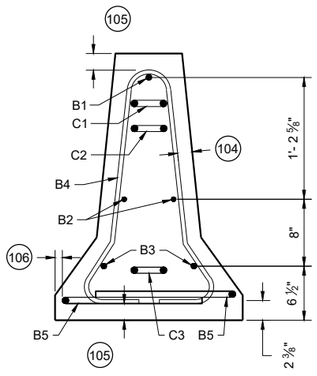
PLAN VIEW

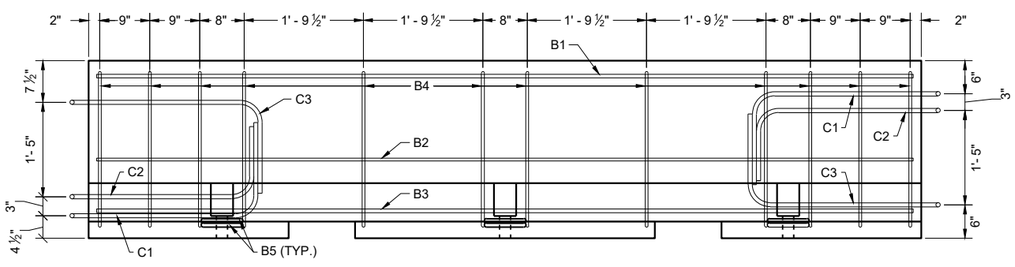
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)





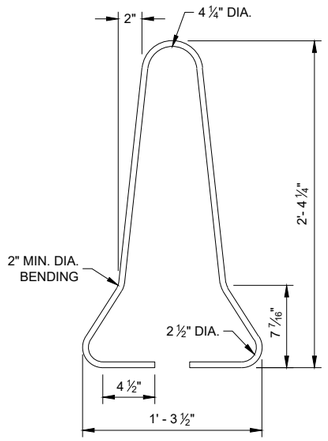


PROFILE VIEW

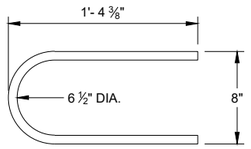
TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

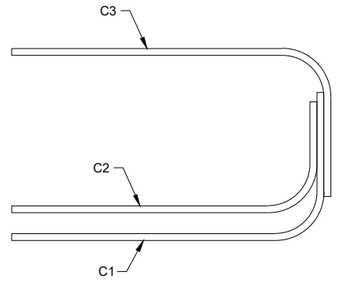
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



B4 BAR DETAIL

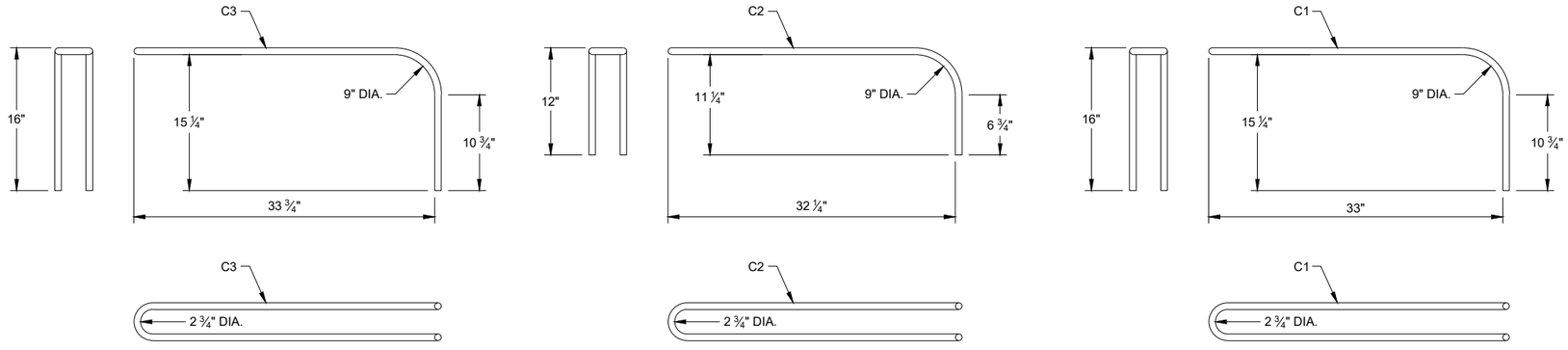


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



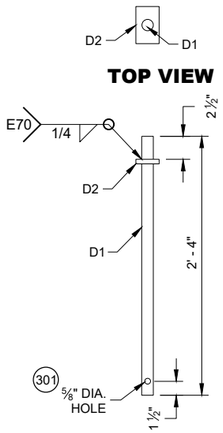
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

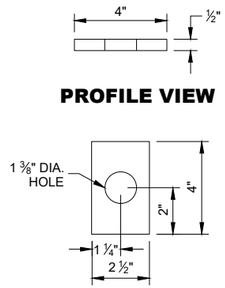
SDD 14B07-16b



TOP VIEW

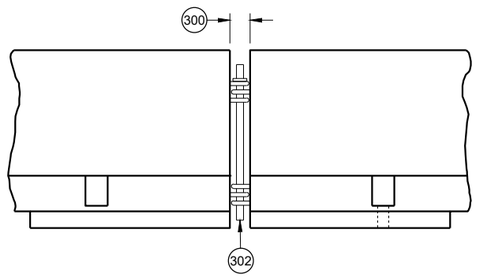
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



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.

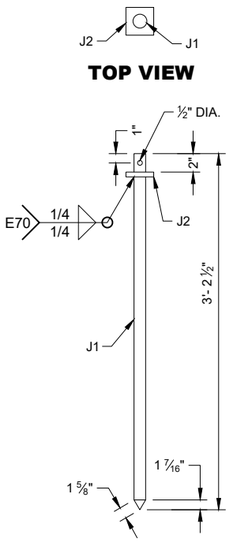
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

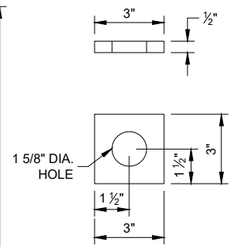
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



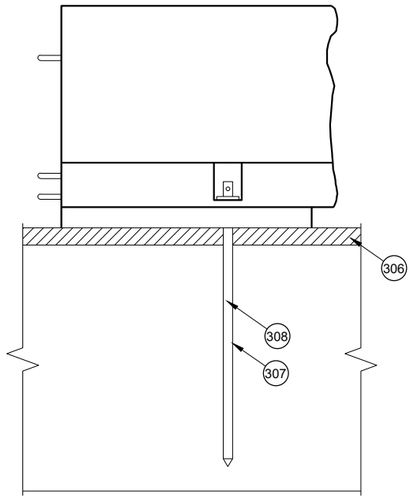
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

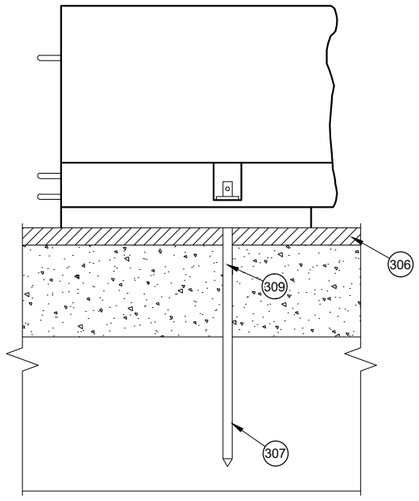


TOP VIEW J2



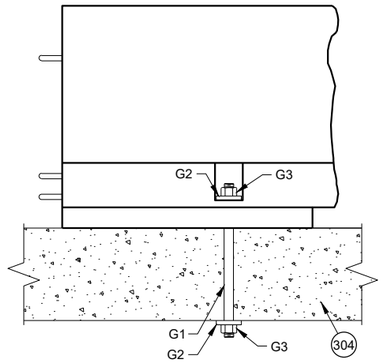
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



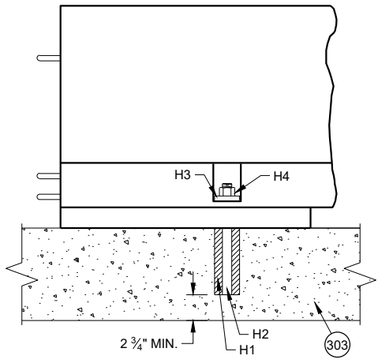
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION 305



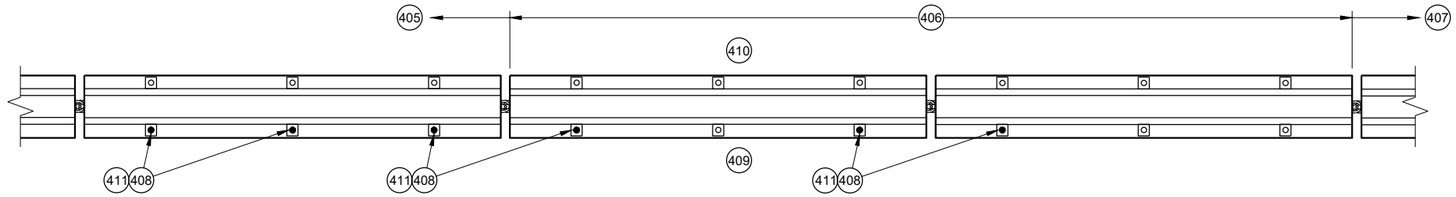
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION 305

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

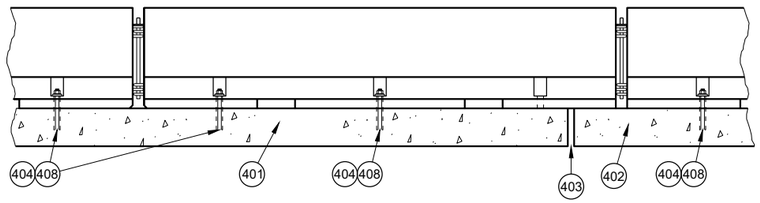
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16c



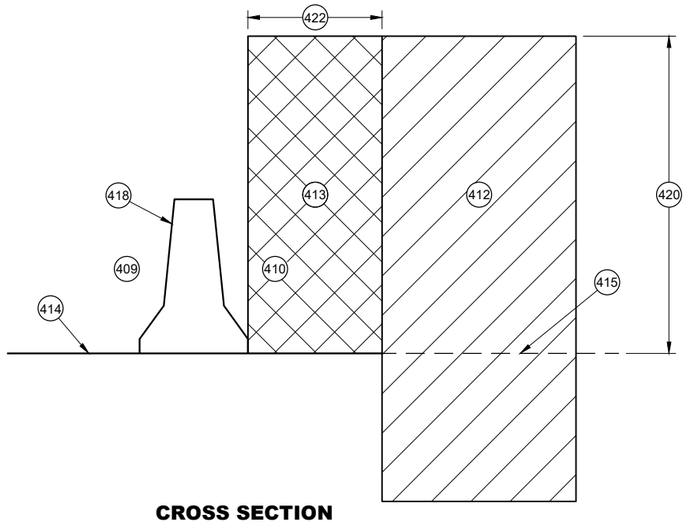
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



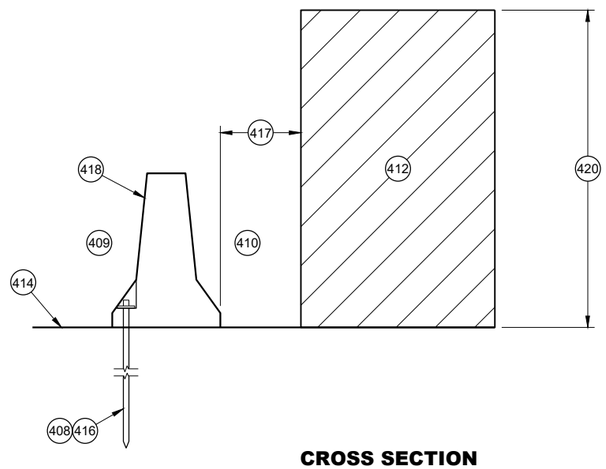
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



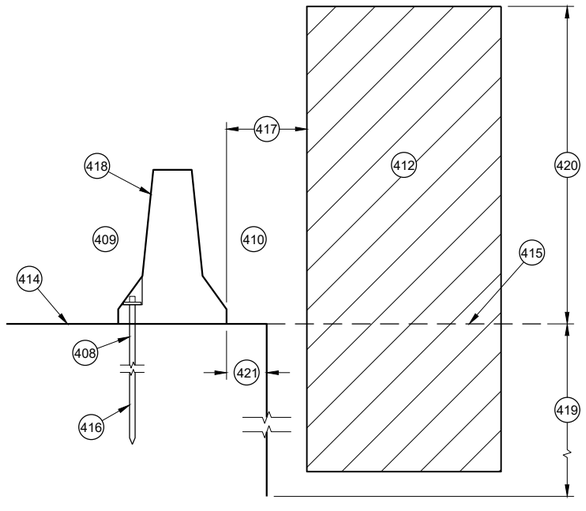
CROSS SECTION

FREE STANDING BARRIER



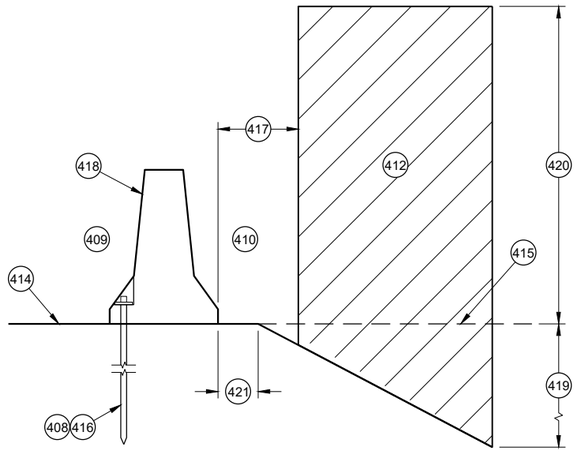
CROSS SECTION

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

6
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

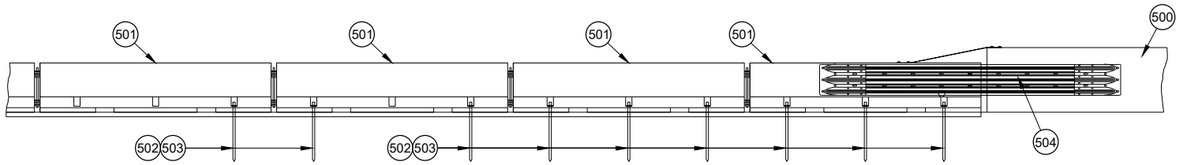
516 CUT WOOD BLOCK TO FIT.

517 SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

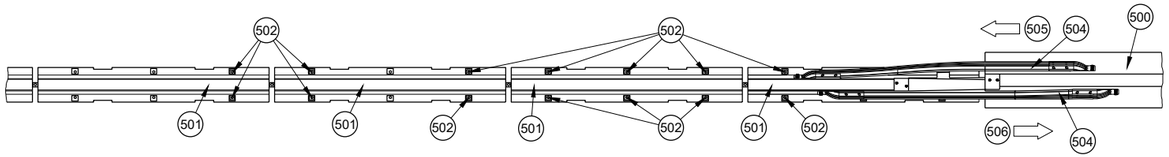
518 CAP ASSEMBLY

519 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

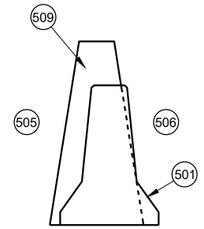
520 ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



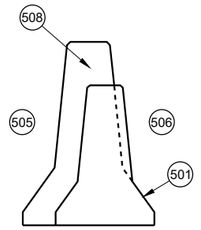
PROFILE VIEW



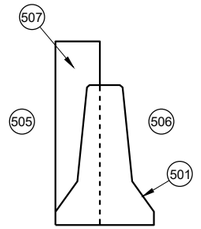
PLAN VIEW



CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE

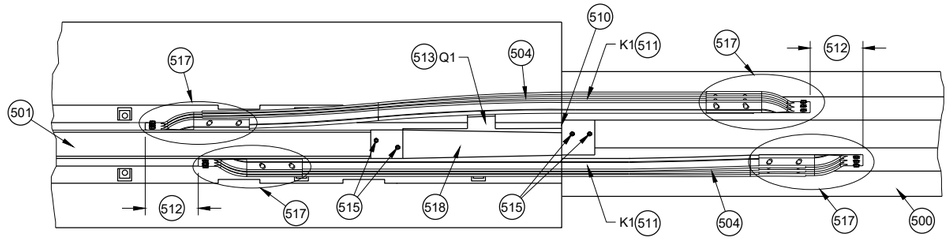


CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE

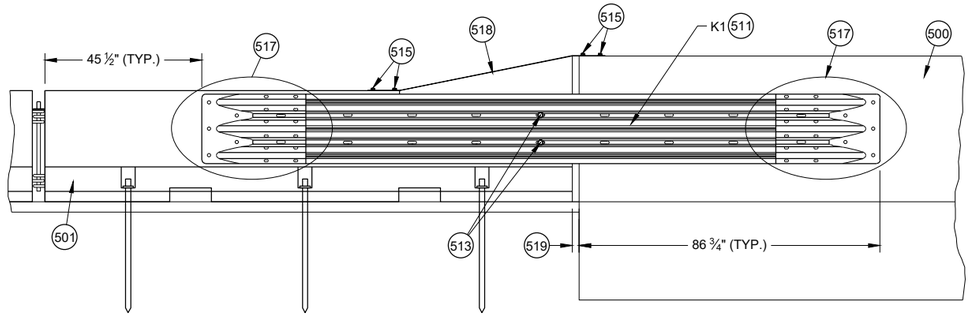


CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL

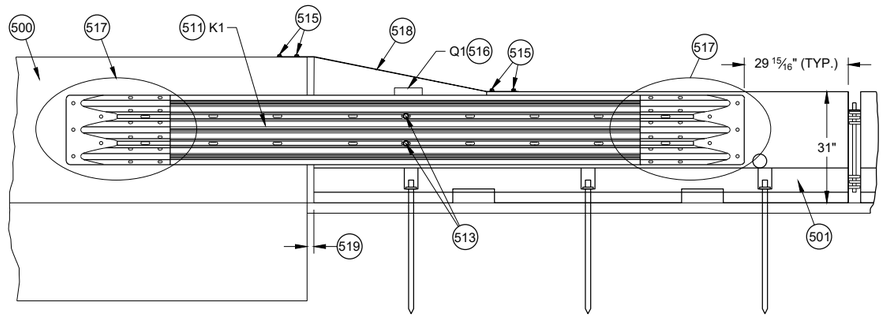
PLAN VIEW
TRANSITION TO RIGID BARRIER



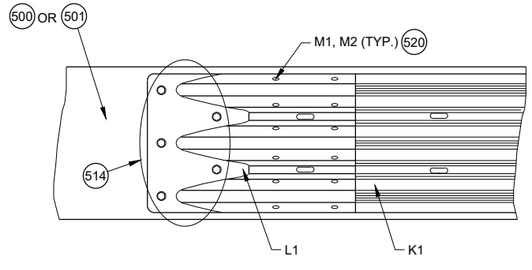
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER

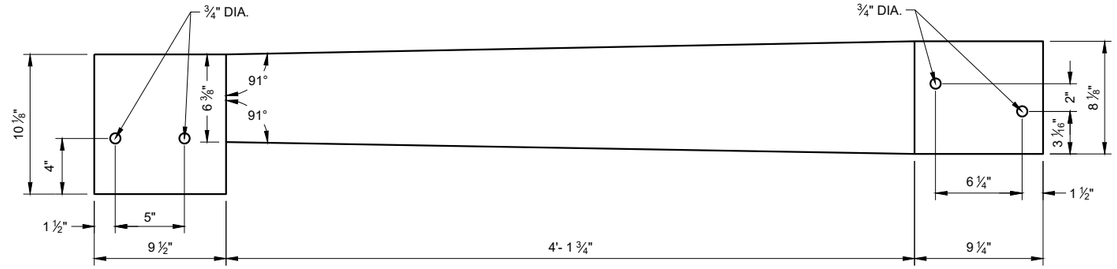


517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

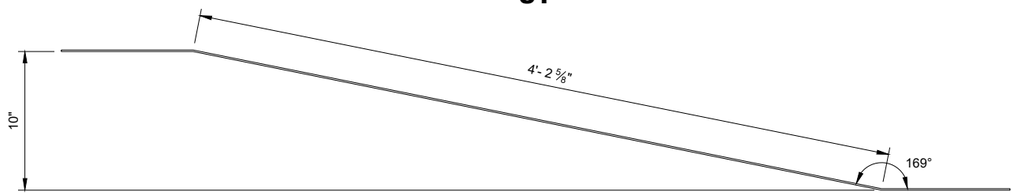
6

SDD 14B07-16e



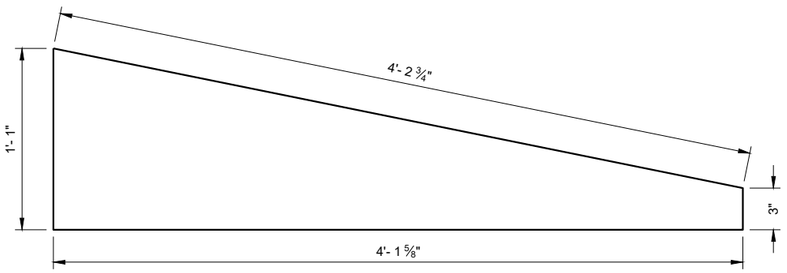
TOP VIEW

S1



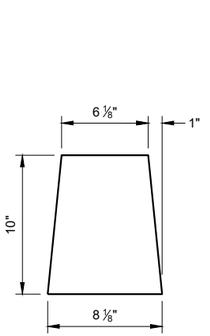
ELEVATION VIEW

S1

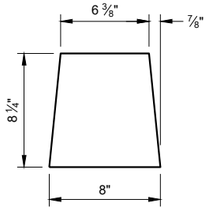


SIDE VIEW

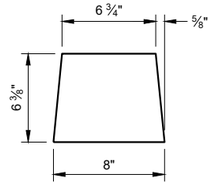
S3



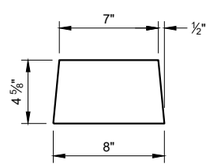
S2



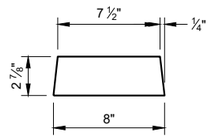
S4



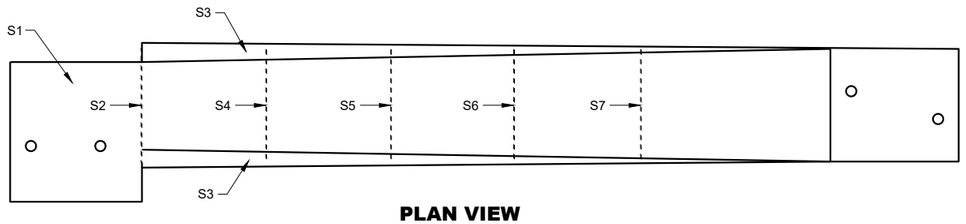
S5



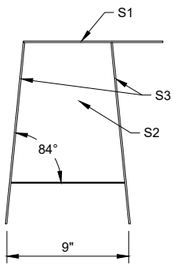
S6



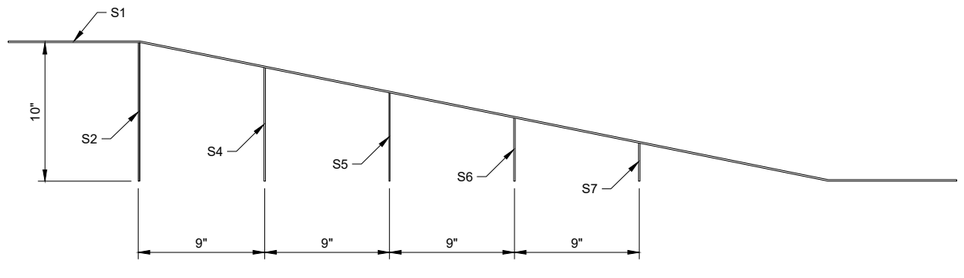
S7



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.

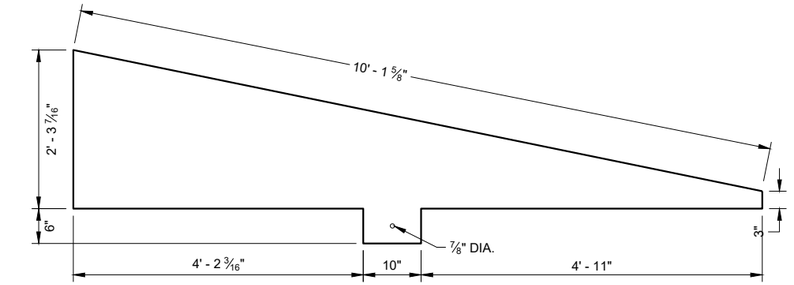
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

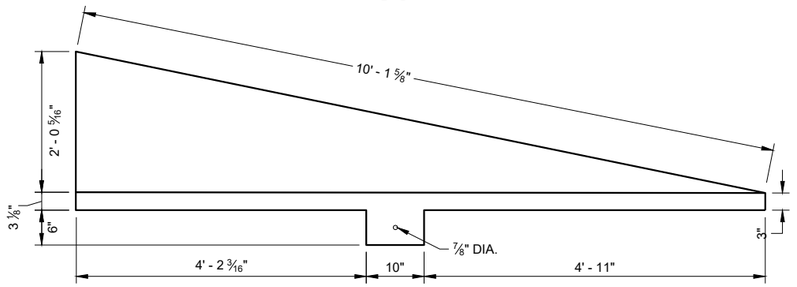
6

SDD 14B07-16f



SIDE VIEW
T4

END VIEW



SIDE VIEW
T3

END VIEW

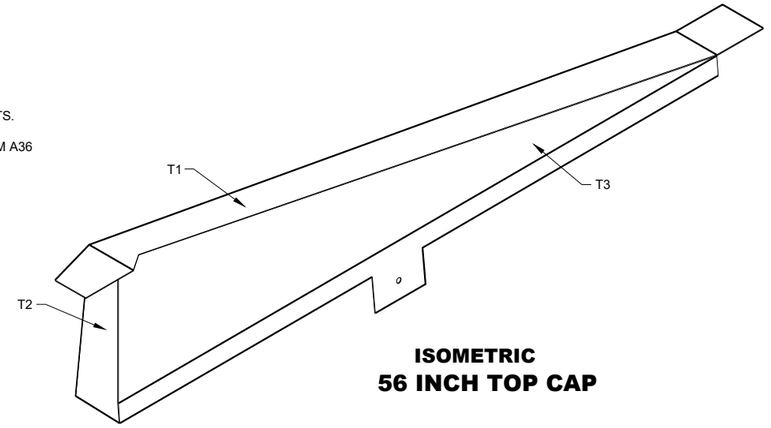
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

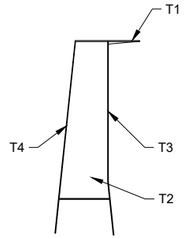
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

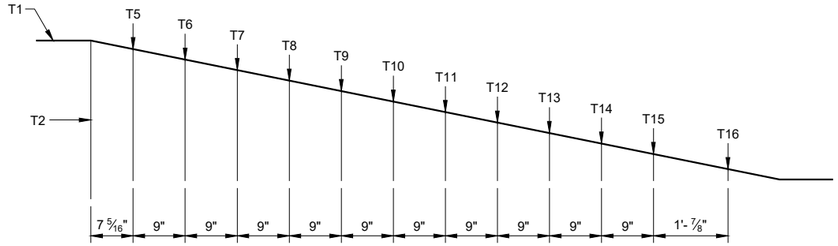
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



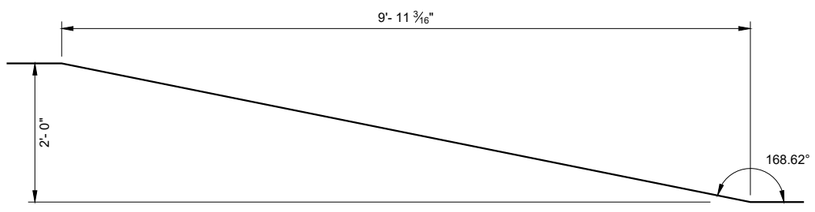
ISOMETRIC
56 INCH TOP CAP



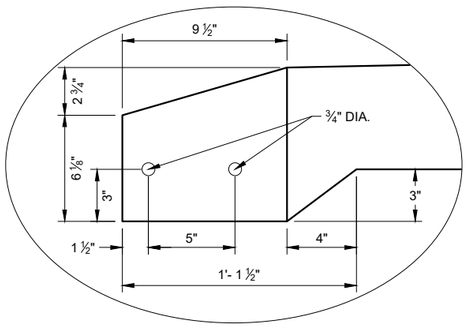
END VIEW
56 INCH TOP CAP



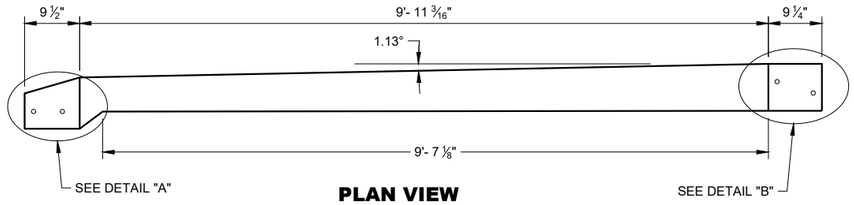
SIDE VIEW (700)
56 INCH TOP CAP



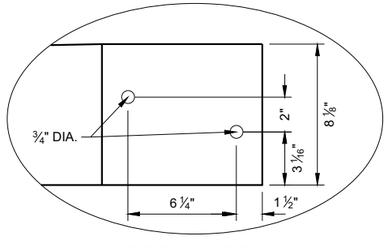
SIDE VIEW
TOP PLATE T1



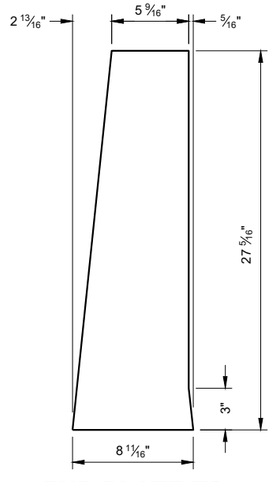
DETAIL "A"



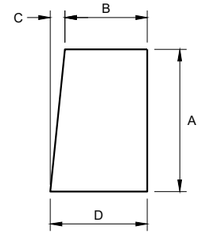
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

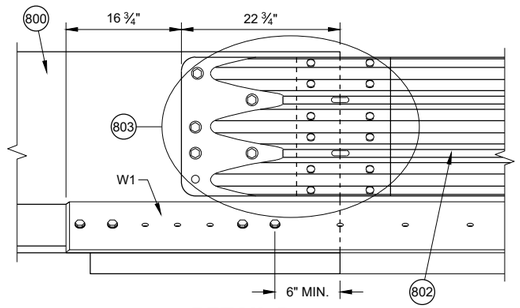
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	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"

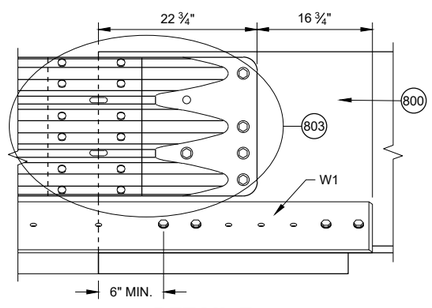
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

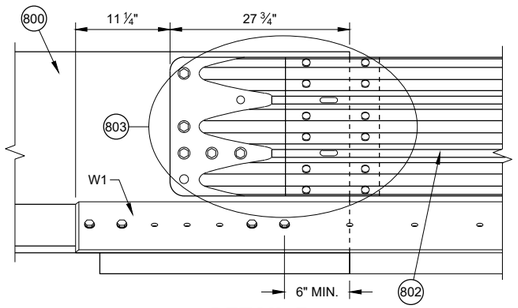
SDD 14B07-16g



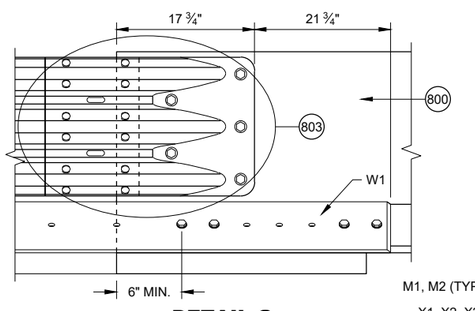
DETAIL D



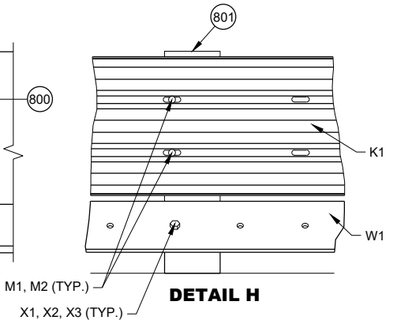
DETAIL E



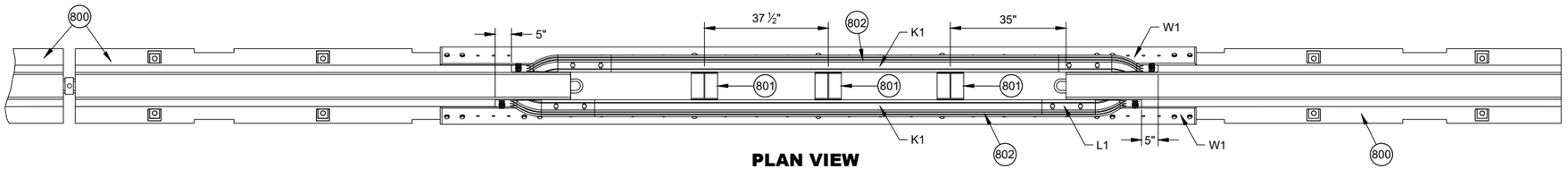
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

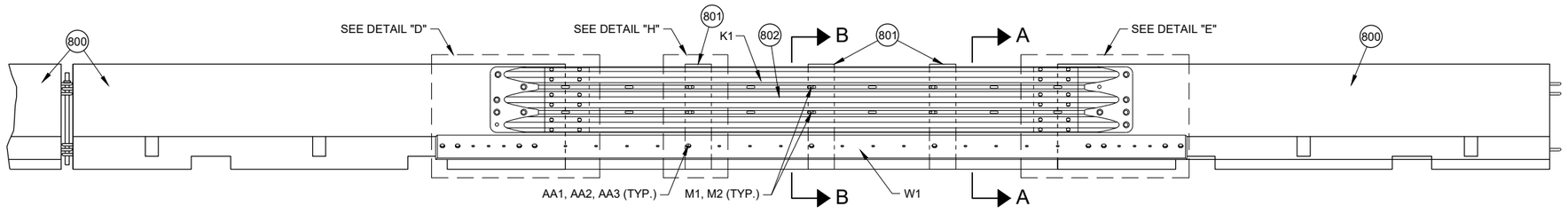
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

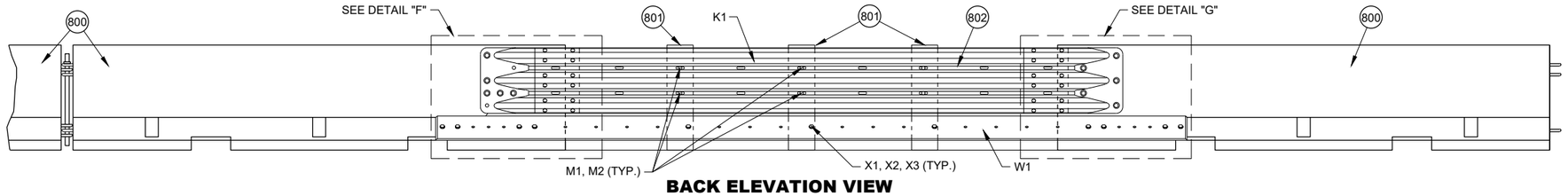
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



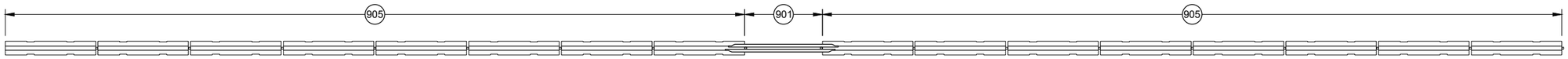
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

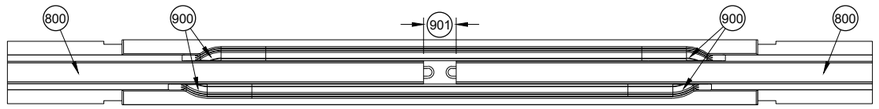
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



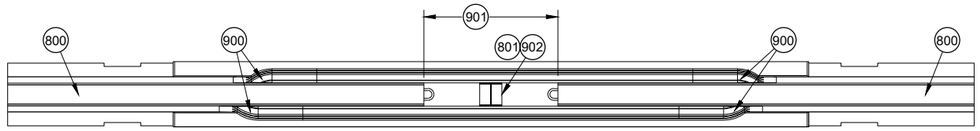
PLAN VIEW
GAP WITHIN SPACING



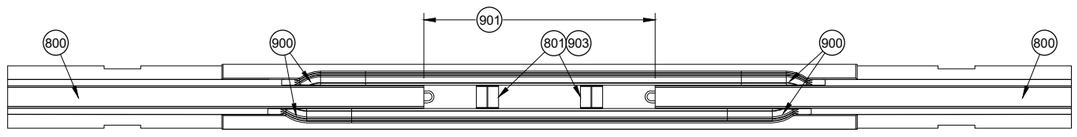
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

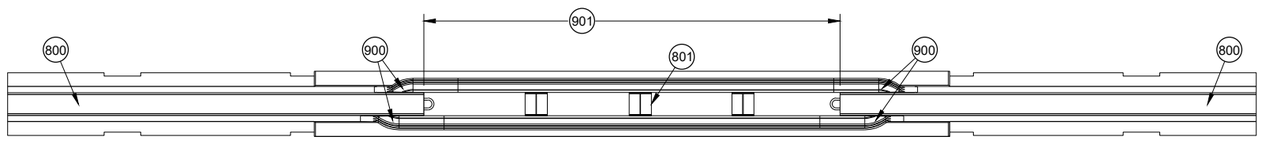
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

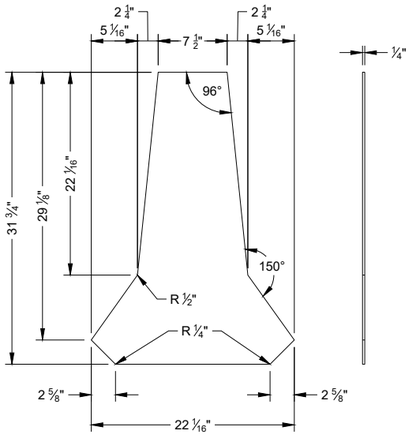


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

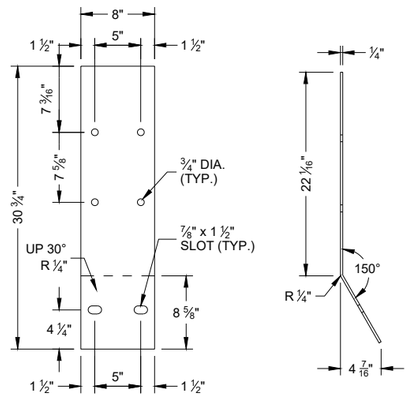
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16i



PROFILE VIEW SIDE VIEW

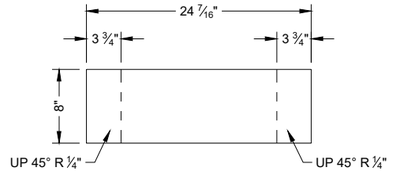
STIFFENER ASSEMBLY CENTER PANEL U1



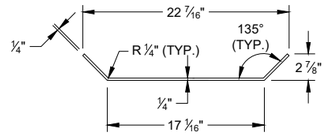
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

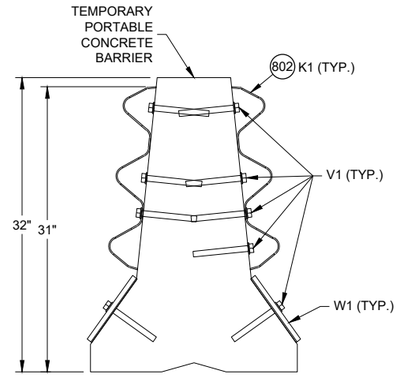


FLAT PATTERN

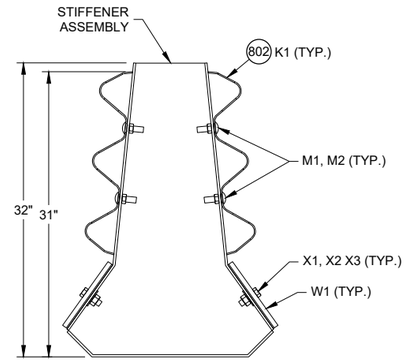


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

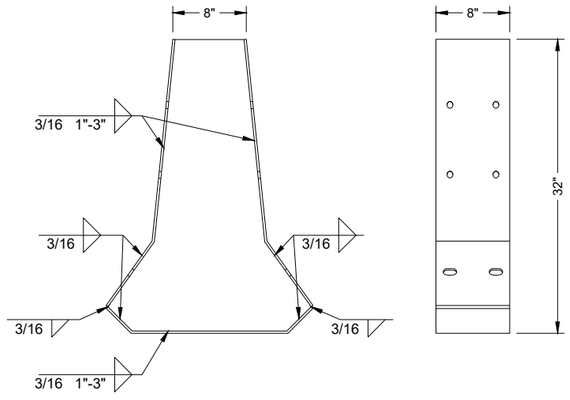


SECTION A - A



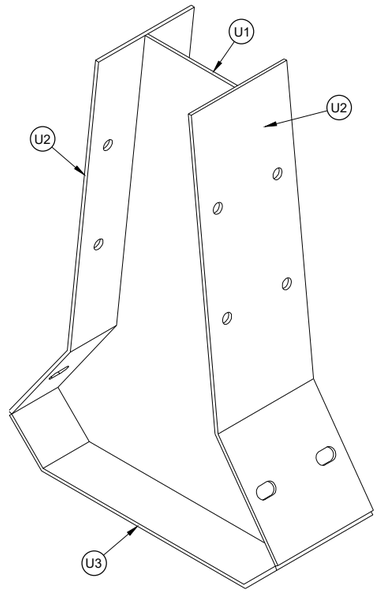
SECTION B - B

PLAN VIEW



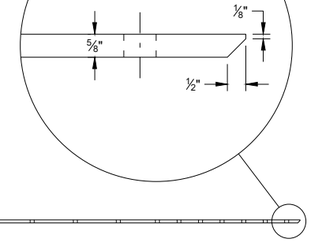
PROFILE VIEW

SIDE VIEW

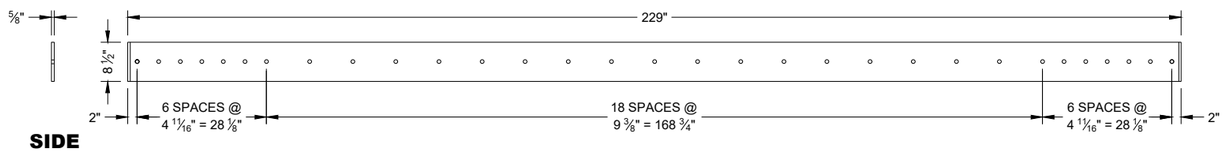


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW

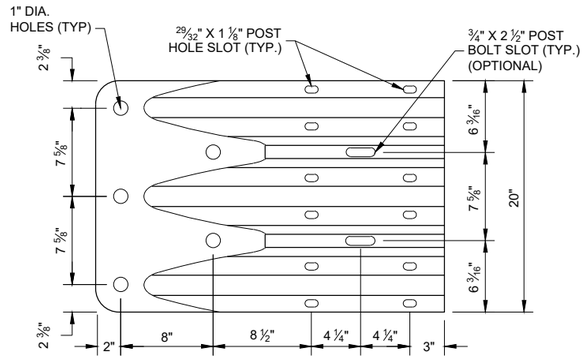


SIDE VIEW

ELEVATION VIEW

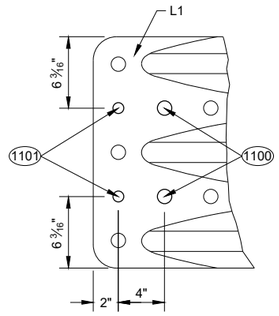
W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

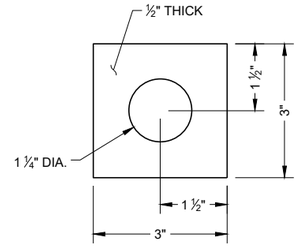


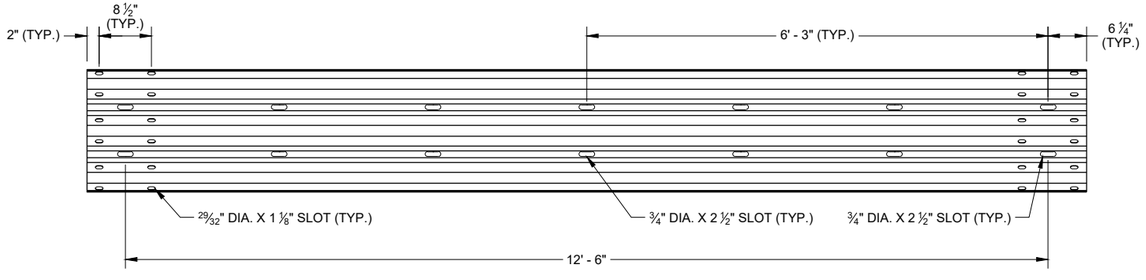
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

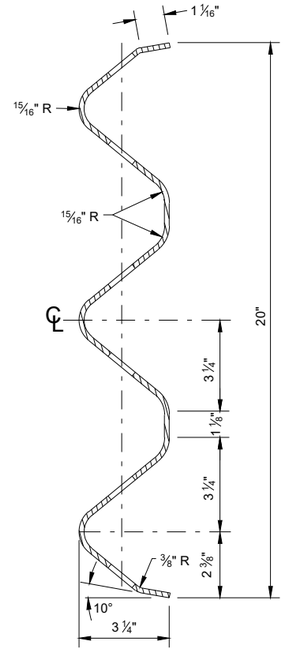
(1100) 1" DIA. HOLE

(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

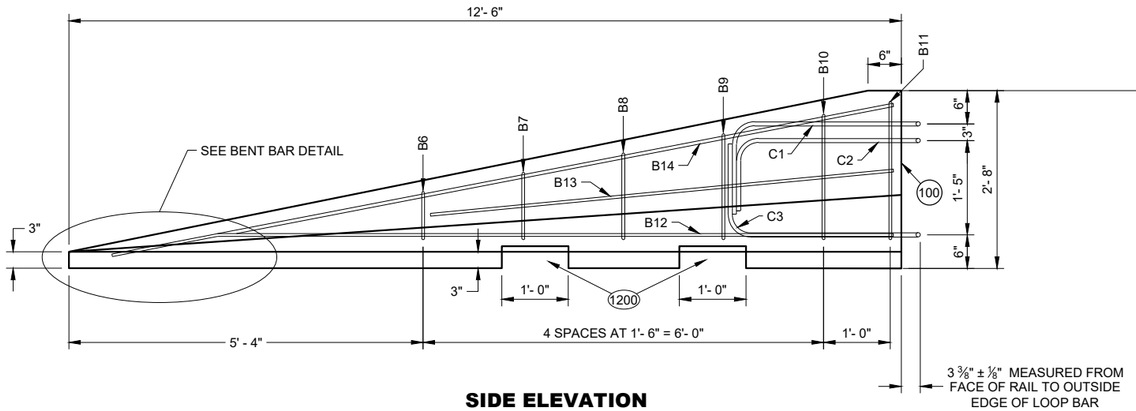


SECTION THROUGH BEAM K1

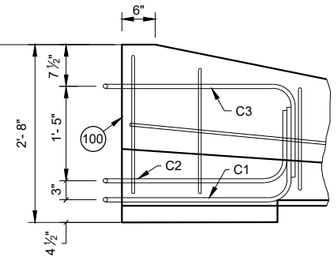
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16k



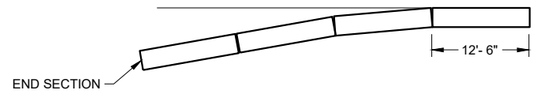
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

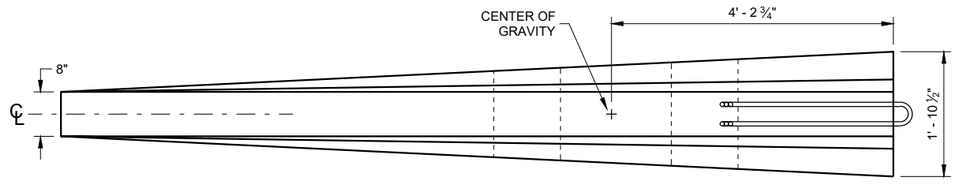
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

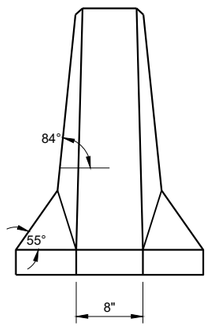


FLARE AT BARRIER END

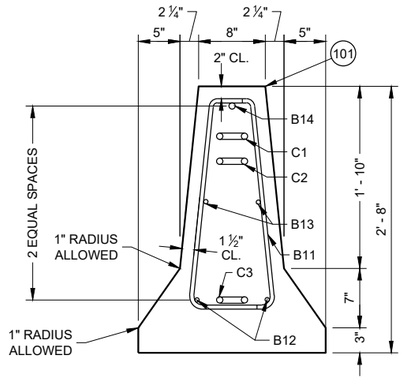
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



PLAN VIEW

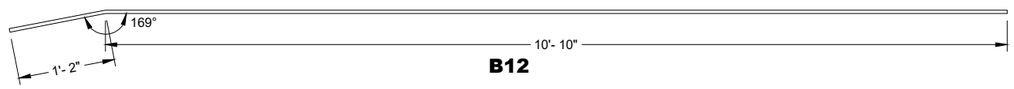


FRONT ELEVATION

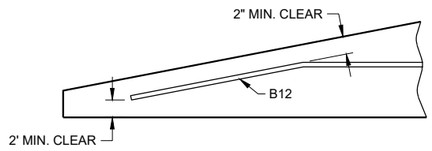


END SECTION

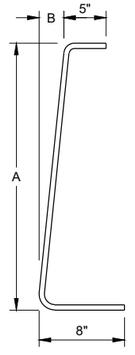
DETAILS OF BARRIER TAPER SECTION



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. BOND STRENGTH OF 1,650 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

6

SDD 14B07-16m

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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	

6

SDD 14B07-16n

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

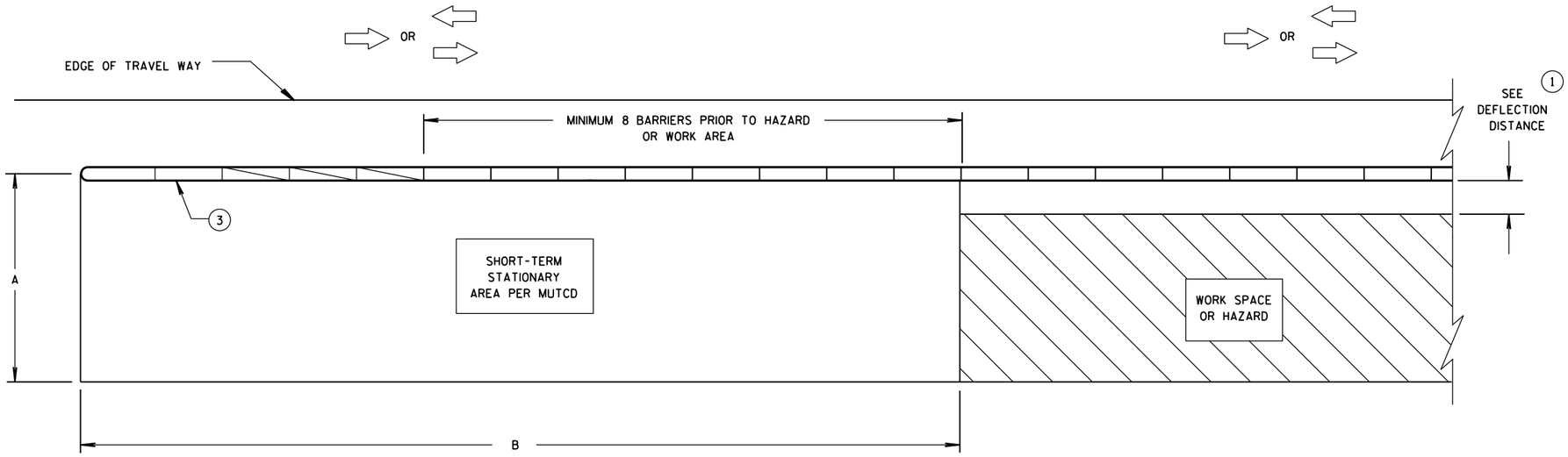
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B07-16n



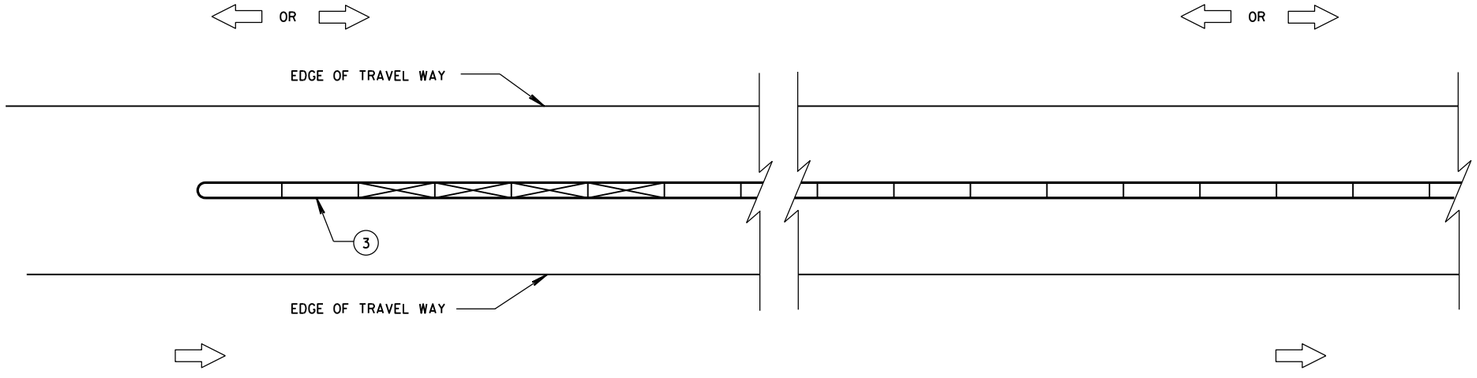
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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.

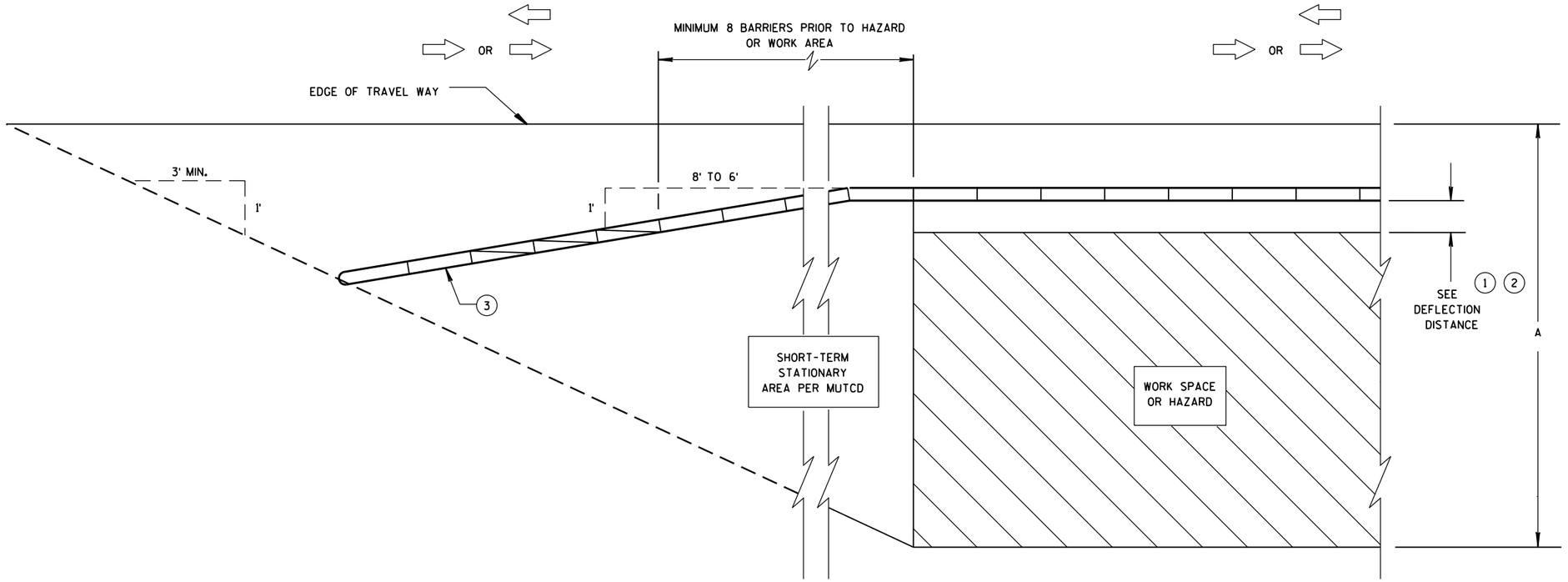
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

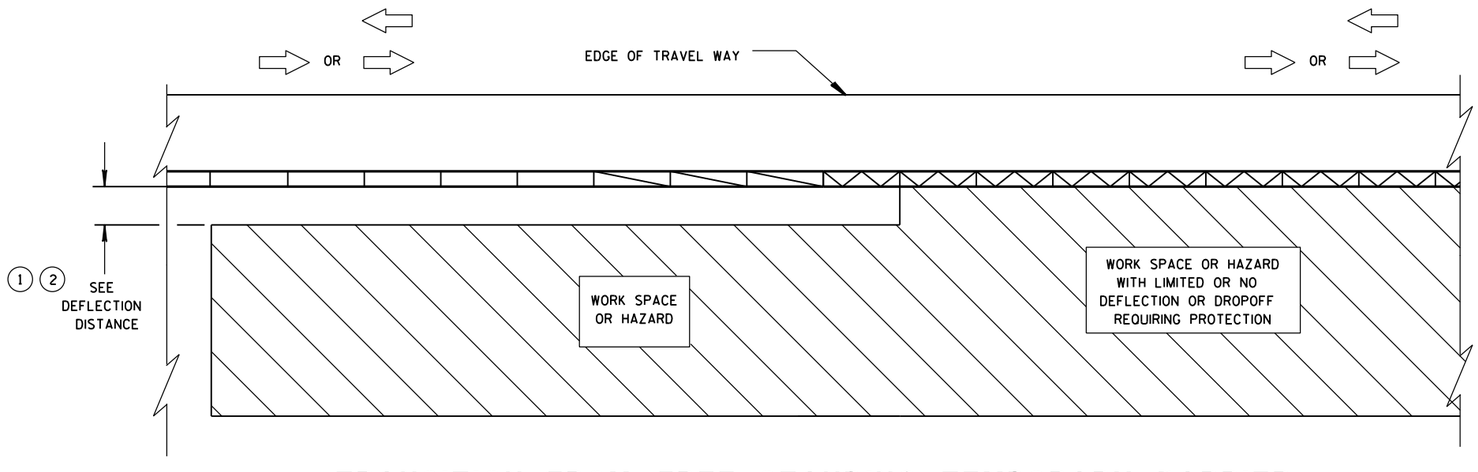
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

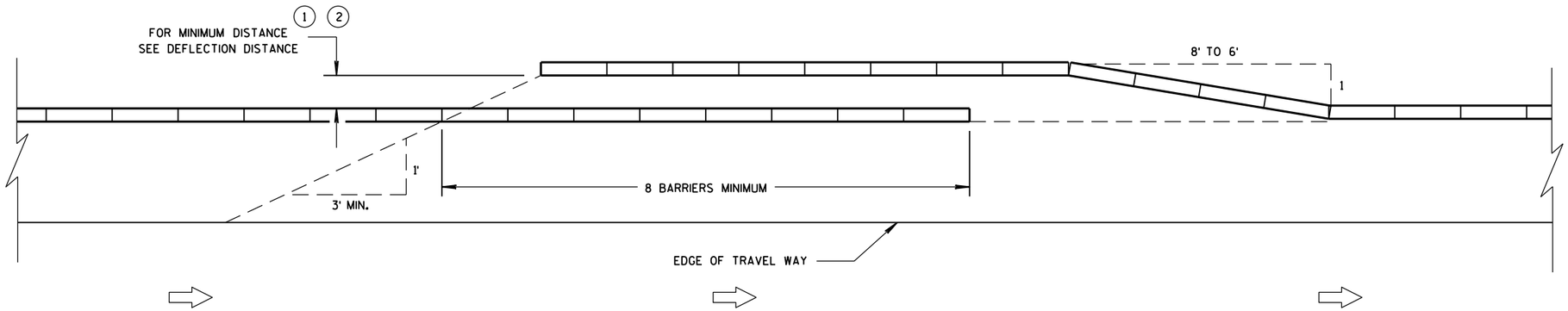
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

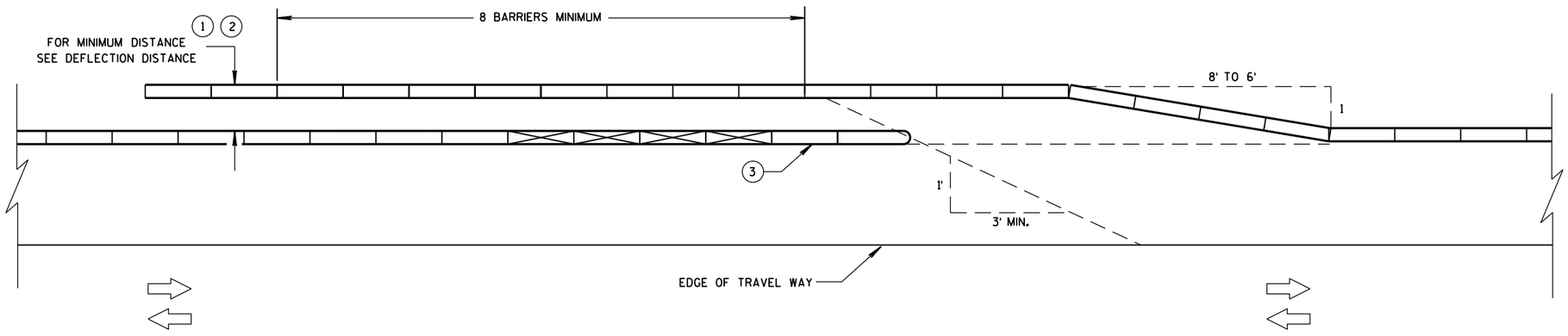
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

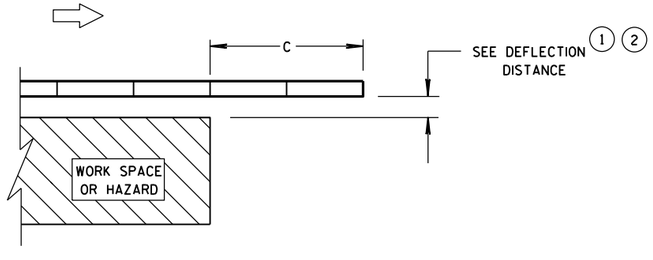
S.D.D. 14 B 8-2b



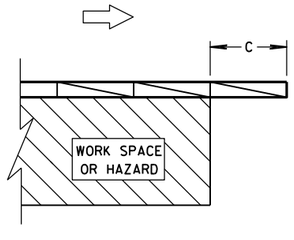
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

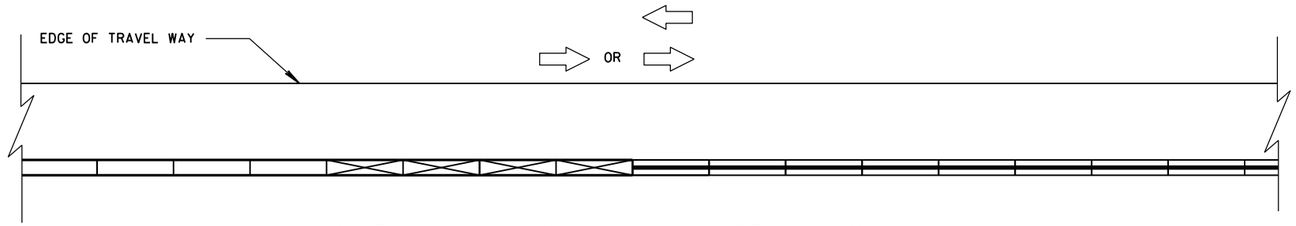
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

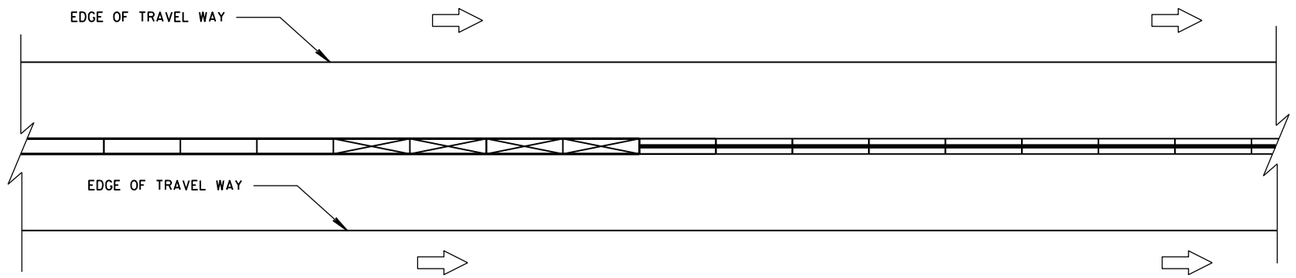
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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

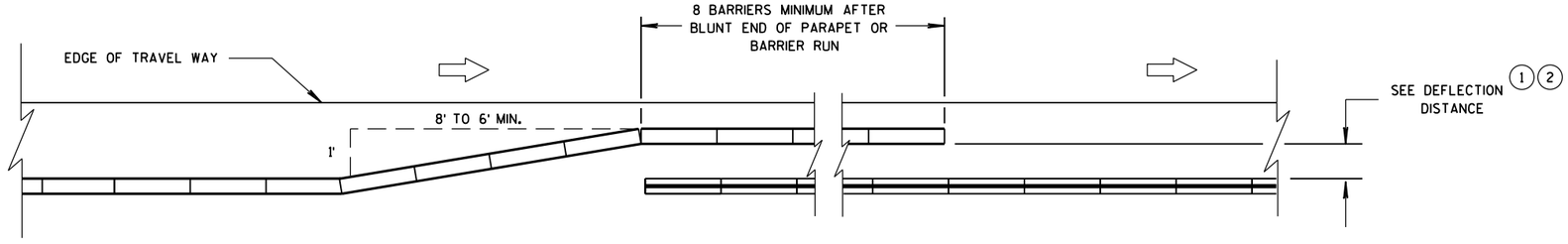
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

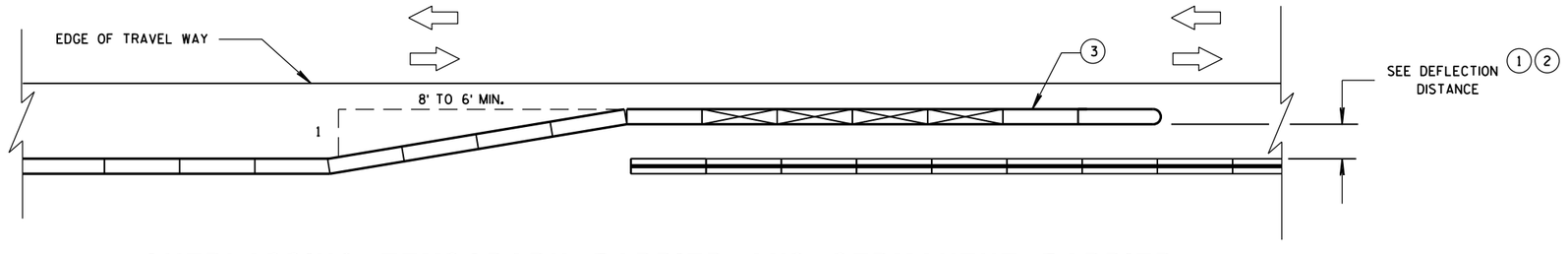
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

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

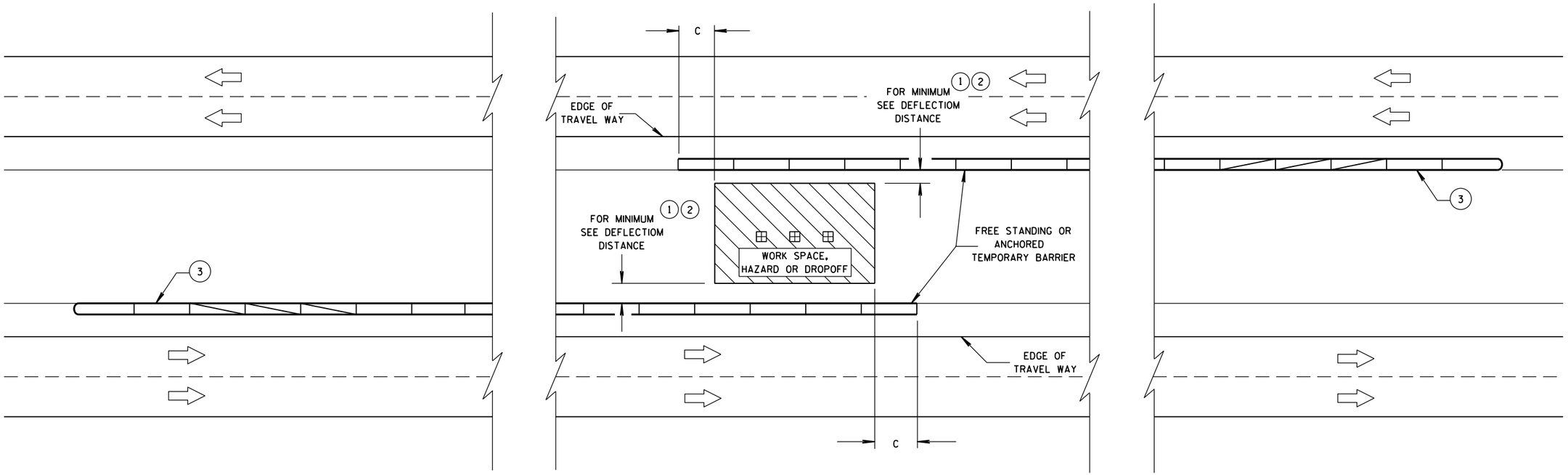
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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



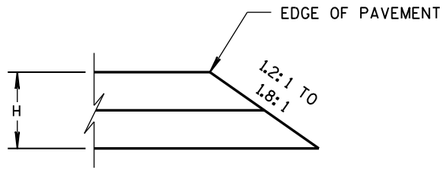
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

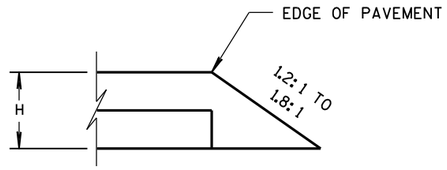
6

S.D.D. 14 B 8-2e



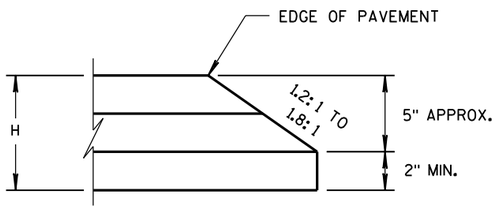
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



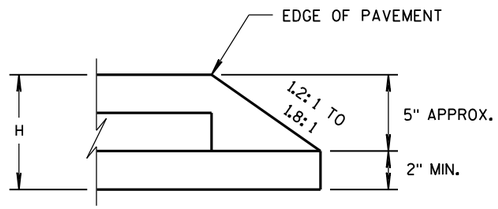
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

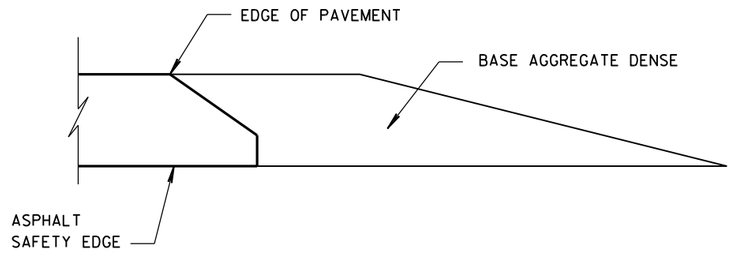
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

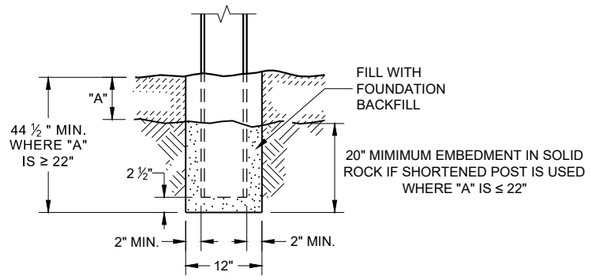
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

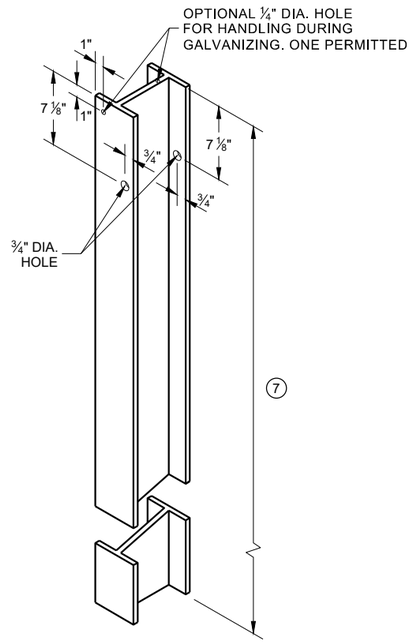
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

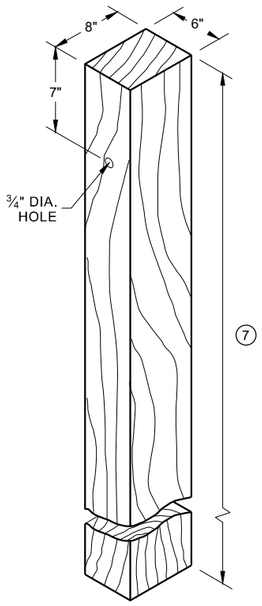
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



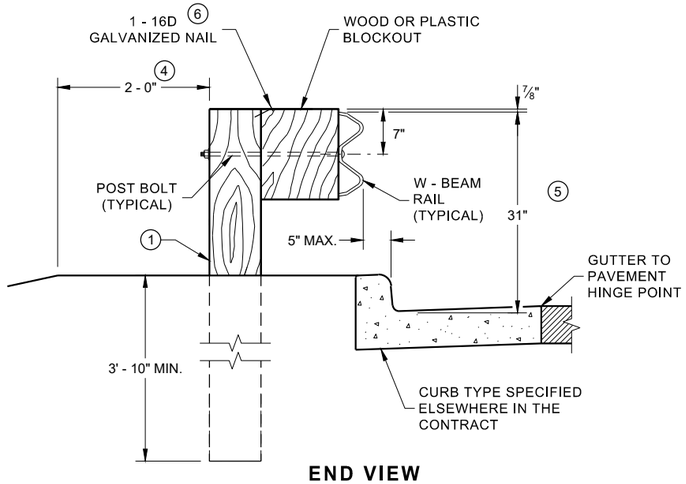
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



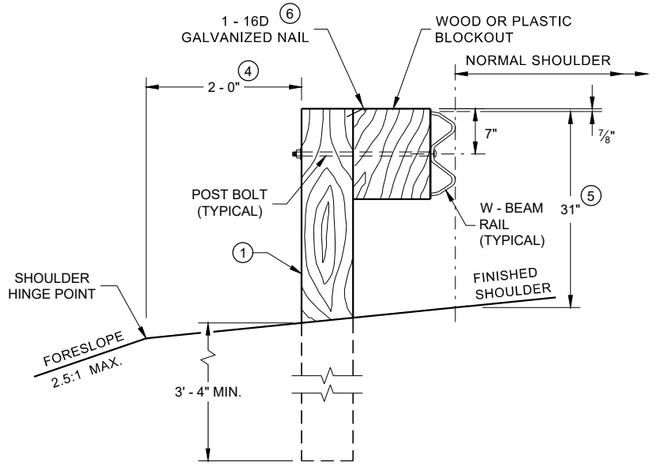
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



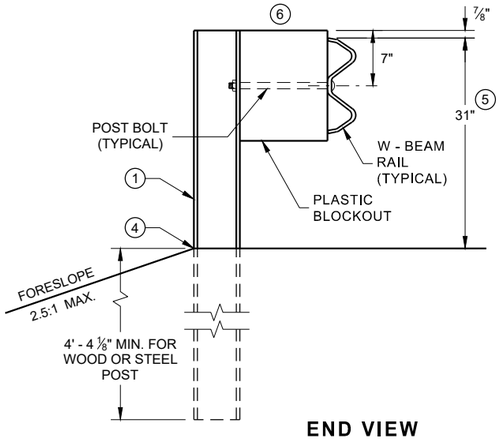
WOOD POST (6" X 8") NOMINAL (1)



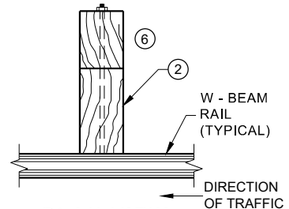
END VIEW
LOCATED ALONG A CURBED ROADWAY



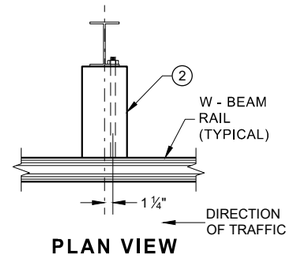
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



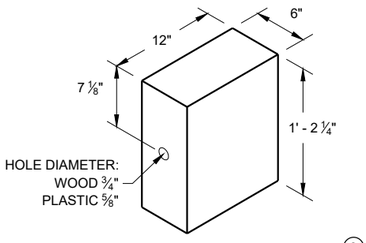
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



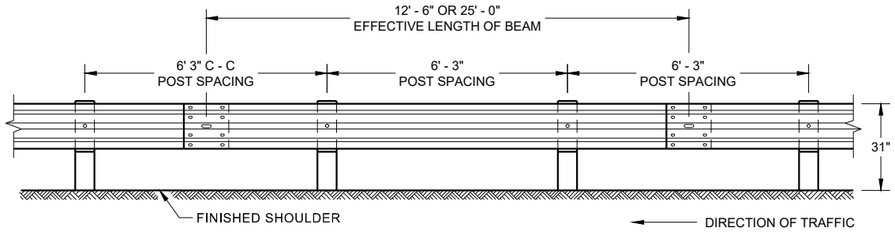
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

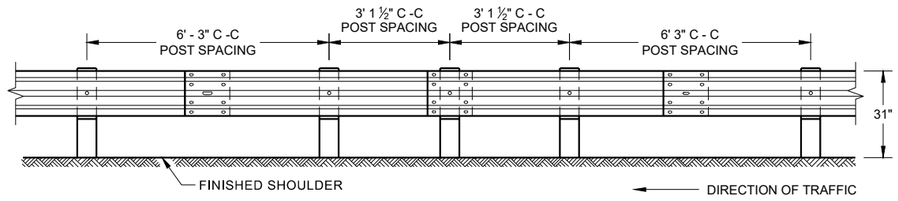
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

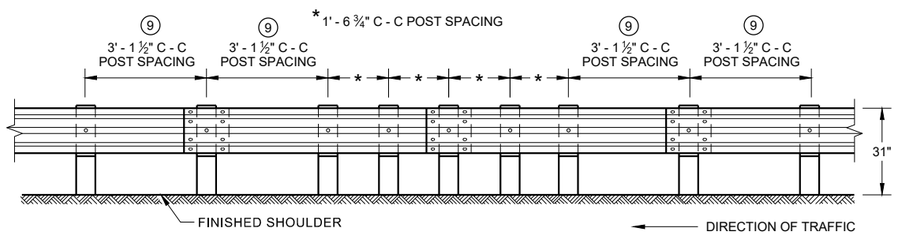
SDD 14B42 - 07a



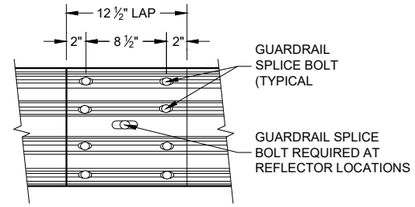
FRONT VIEW
POST SPACING STANDARD INSTALLATION



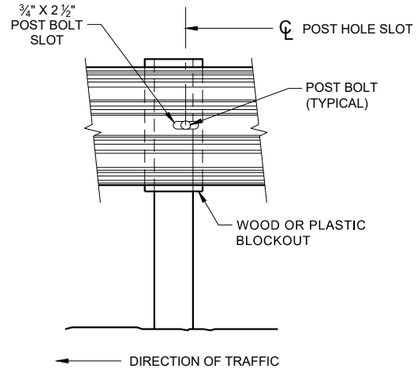
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



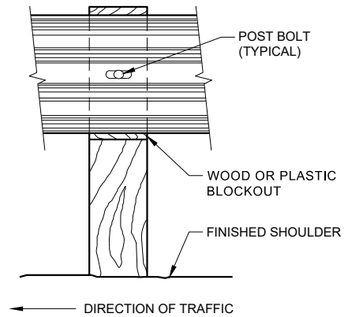
FRONT VIEW
QUARTER POST SPACING (QS)



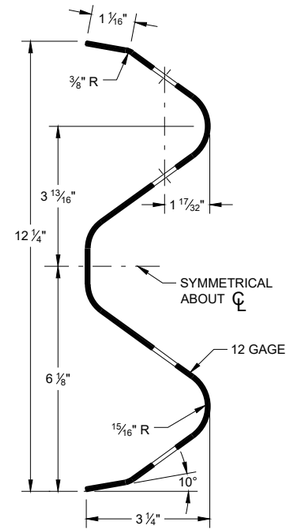
FRONT VIEW
MID-SPAN BEAM SPLICE



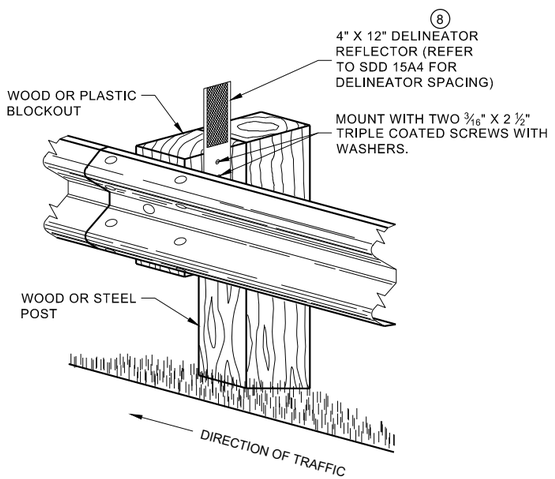
FRONT VIEW AT STEEL POST



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.

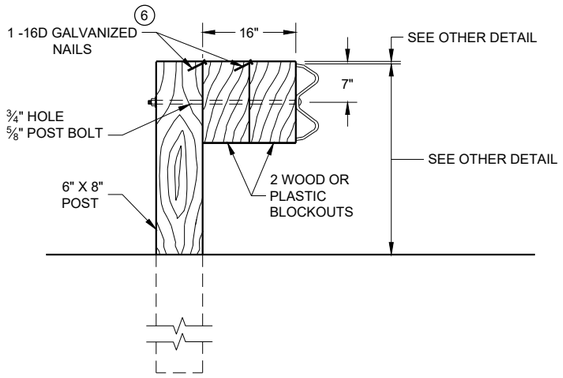
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

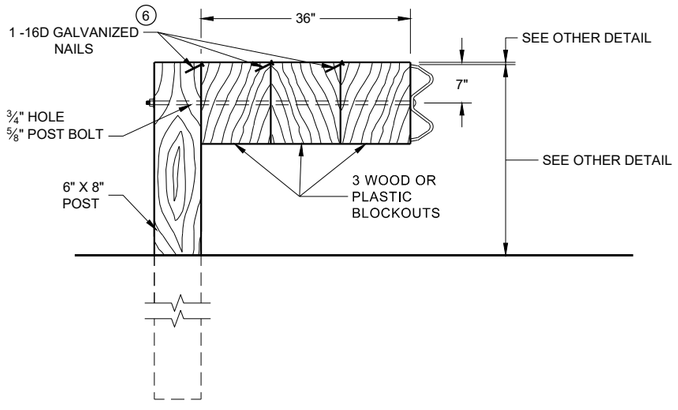
6

SDD 14B42 - 07b
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.



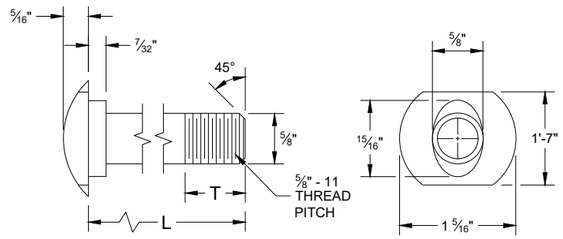
DETAIL FOR 36" BLOCKOUT DEPTH

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.

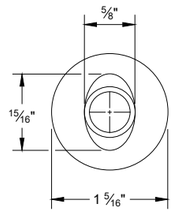
NOTE:

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.

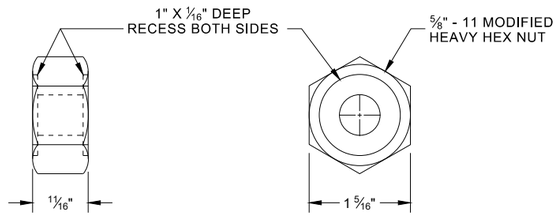


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

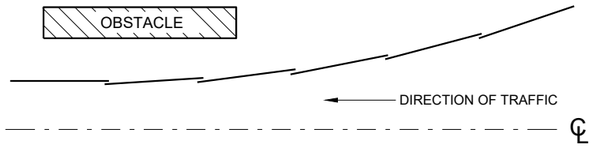


ALTERNATE BOLT HEAD

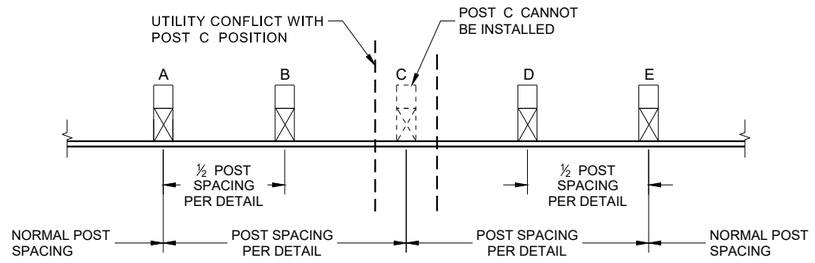


POST BOLT, SPLICE BOLT AND RECESS NUT

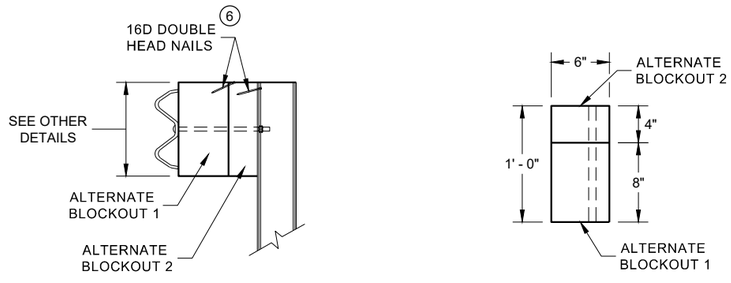
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW

PLAN VIEW

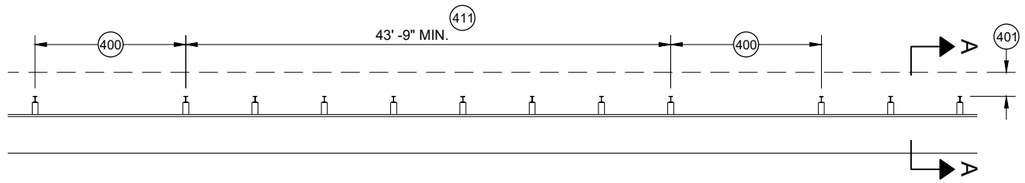
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

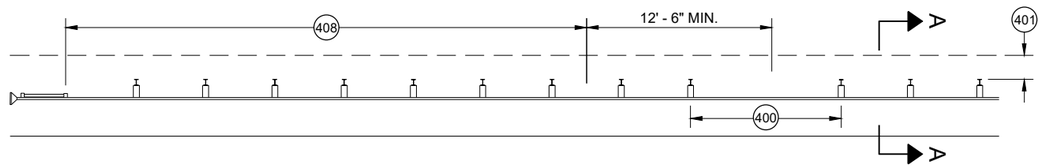
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

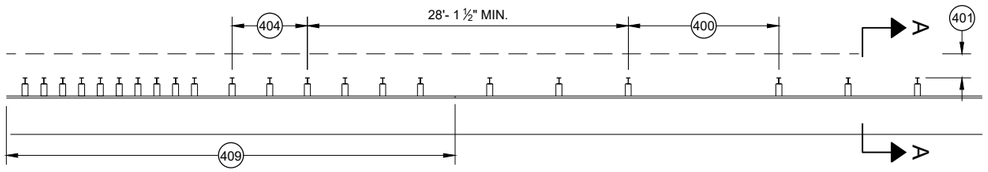
SDD 14B42 - 07c



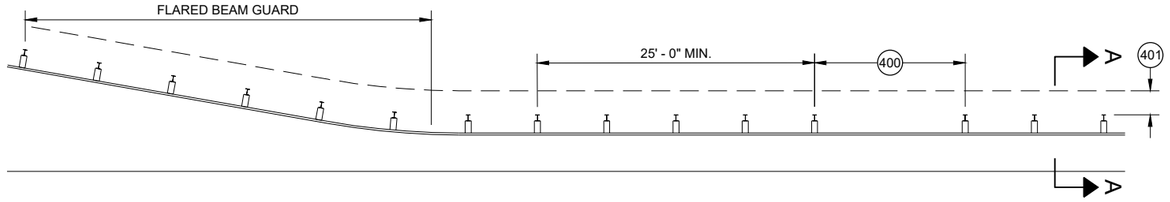
MISSING POST IN MGS GUARDRAIL



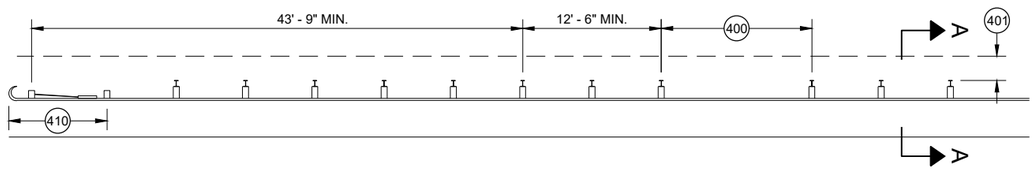
MISSING POST IN MGS GUARDRAIL NEAR EAT



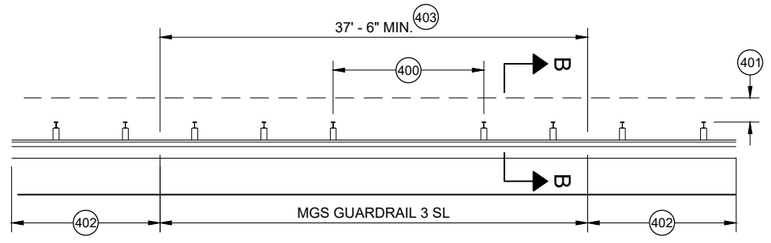
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

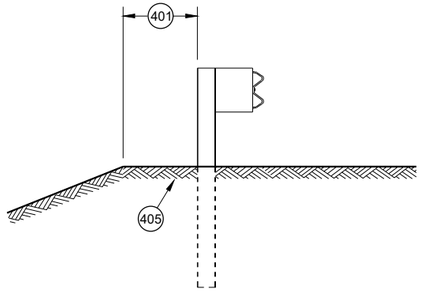


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

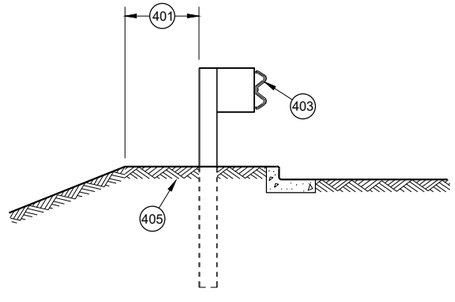


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

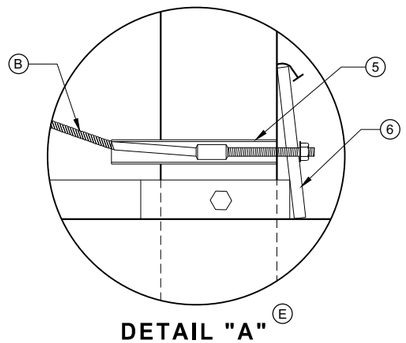
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

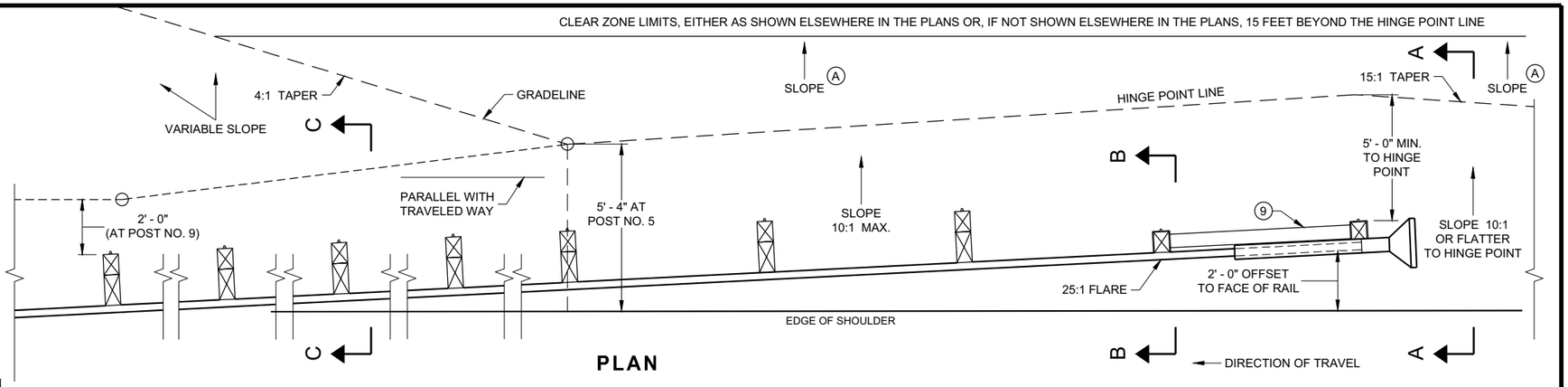
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

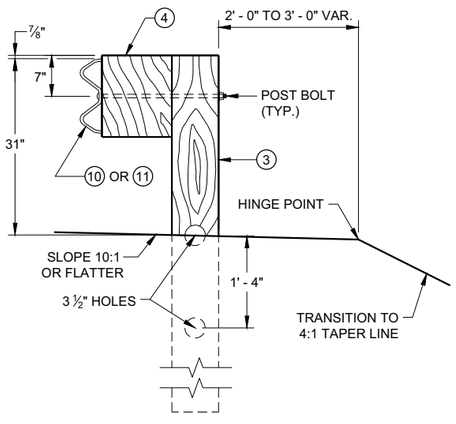
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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.

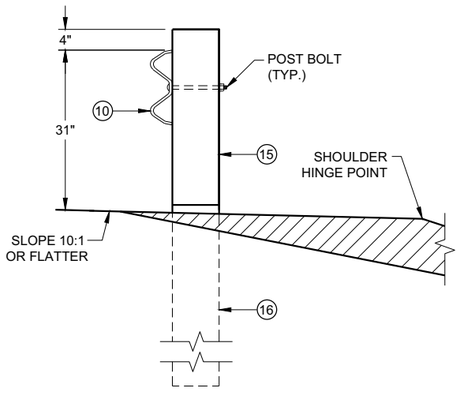


DETAIL "A" (E)

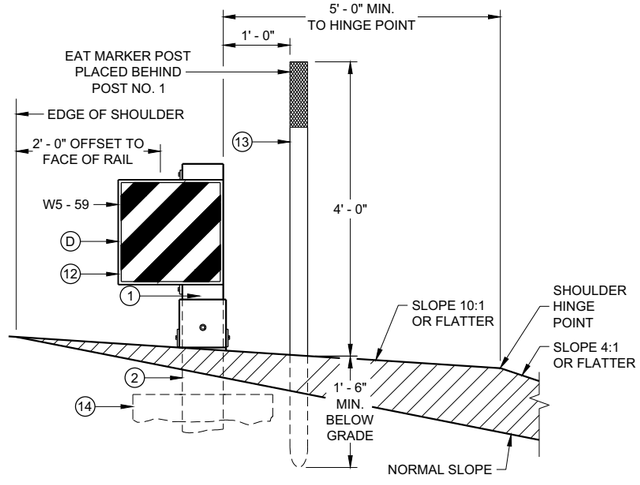




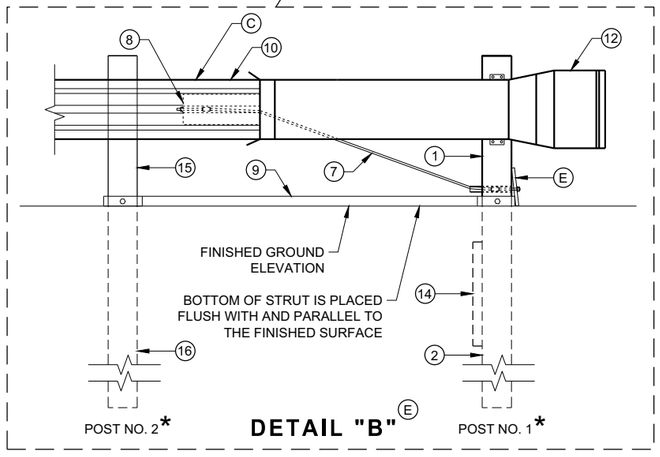
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



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)

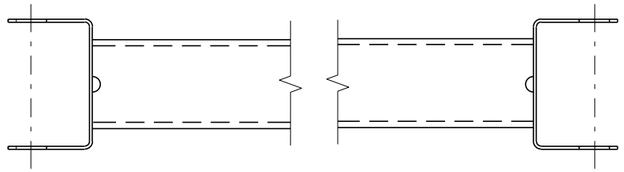
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

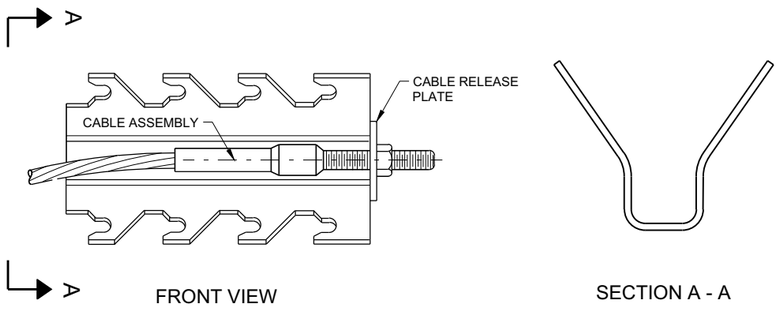
6



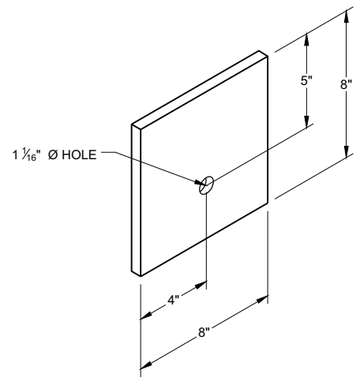
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

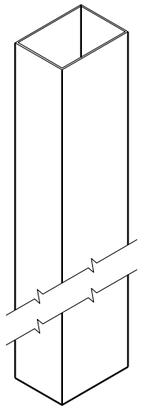
6

SDD 14B44 - 04b

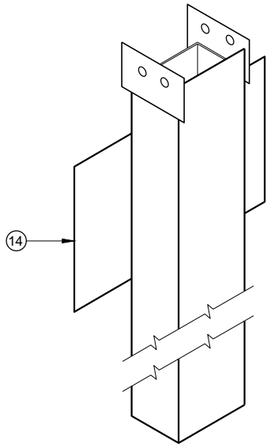
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

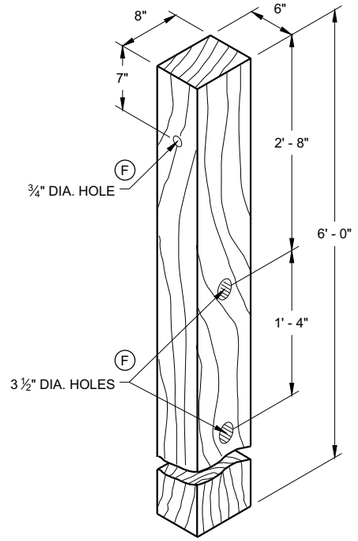
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



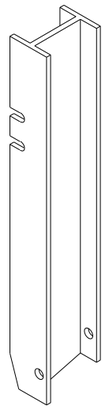
UPPER POST NO. 1 (1) (E)



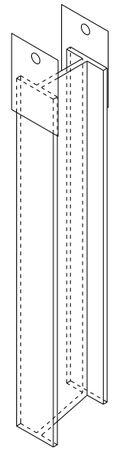
LOWER POST NO. 1 (2) (E)



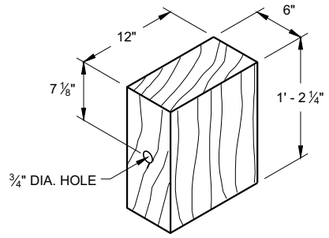
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



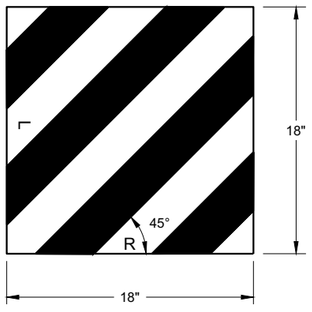
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

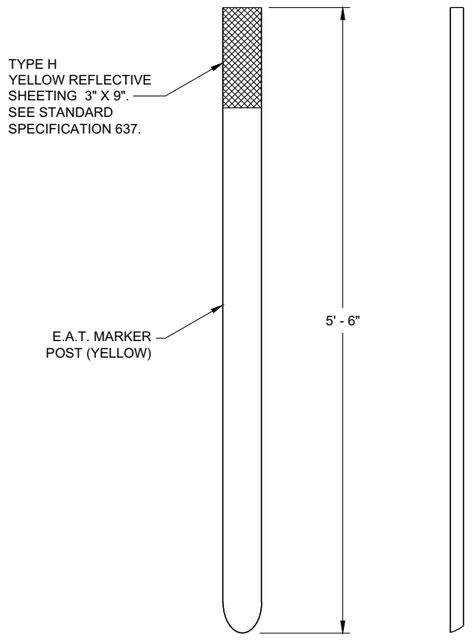


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



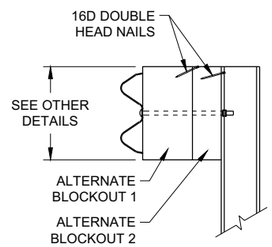
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

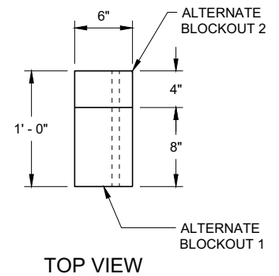


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

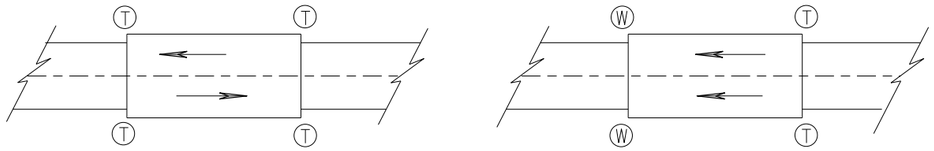
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

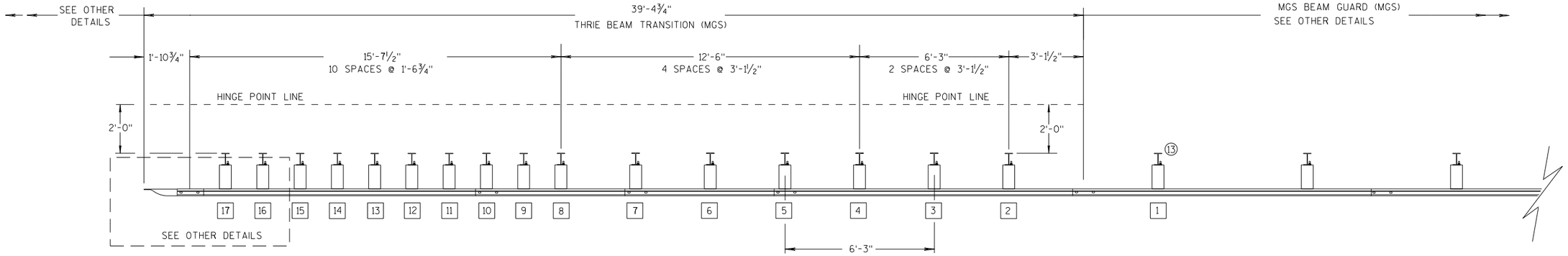
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

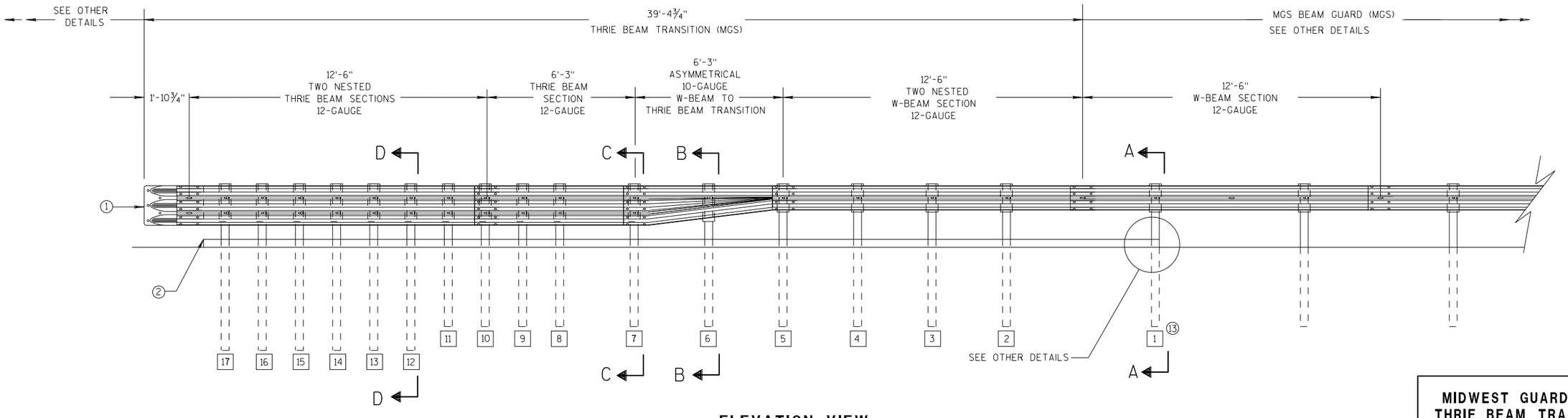
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

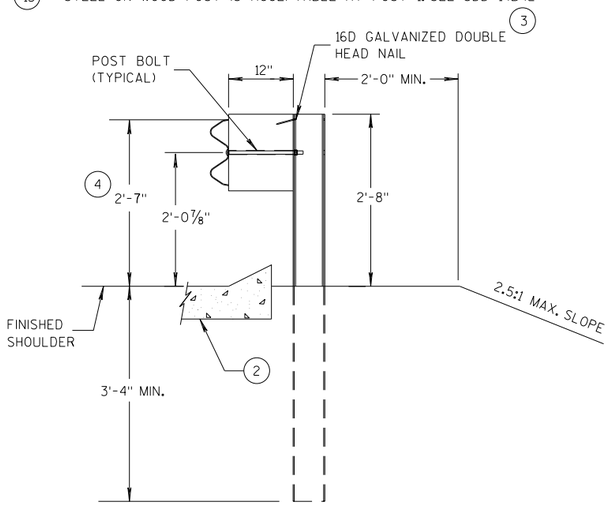
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

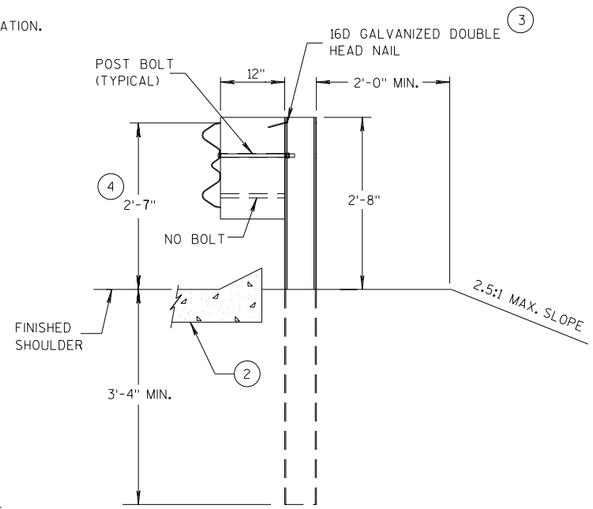
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



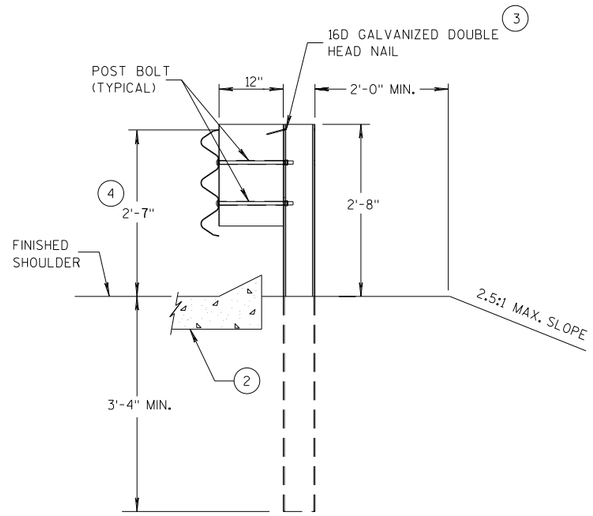
SECTION A-A (13)

POSTS 1-5



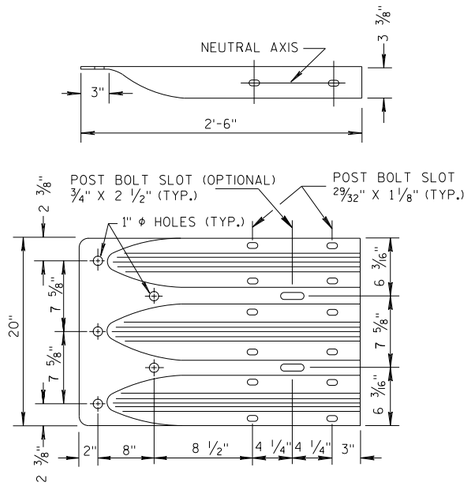
SECTION B-B

POST 6

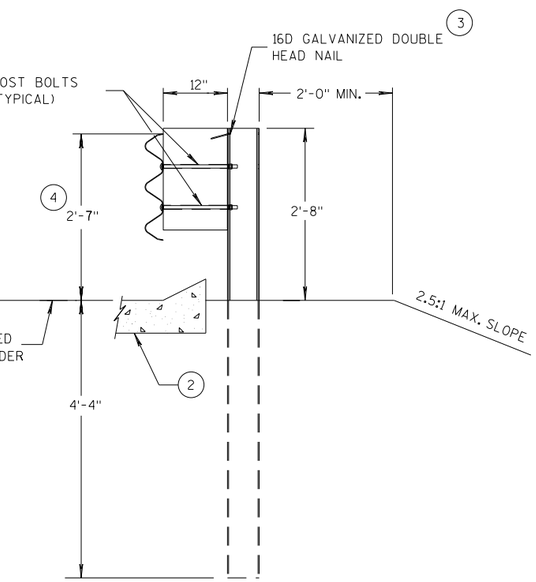


SECTION C-C

POSTS 7-11

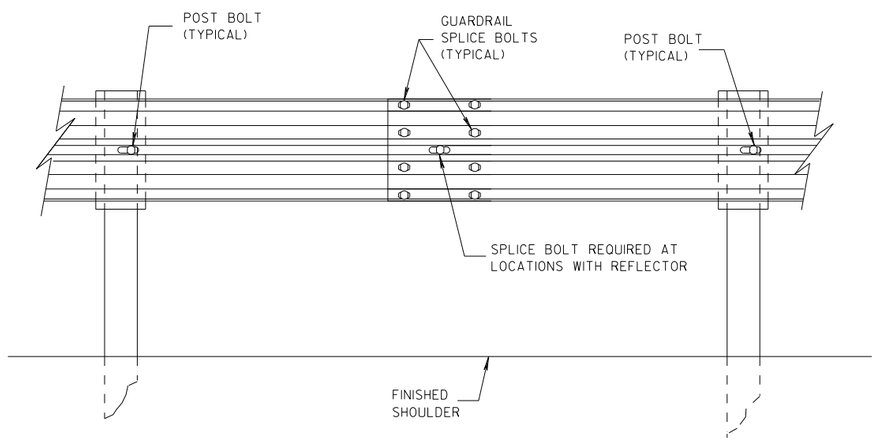


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

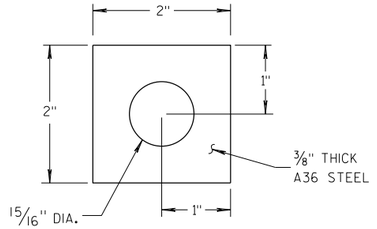
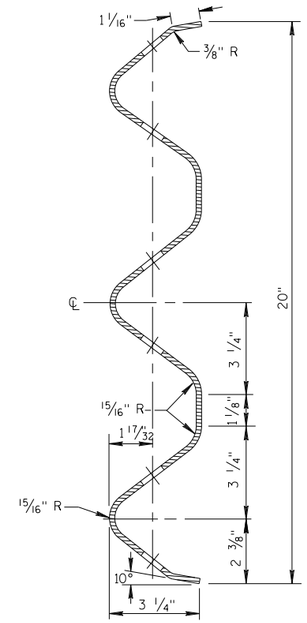


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

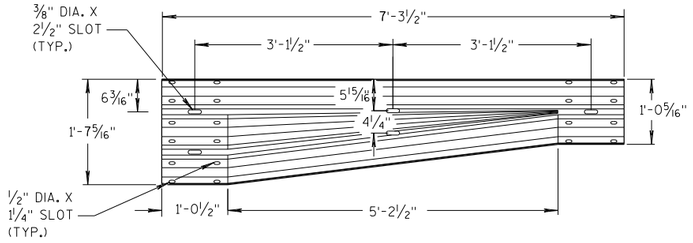
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 258

6

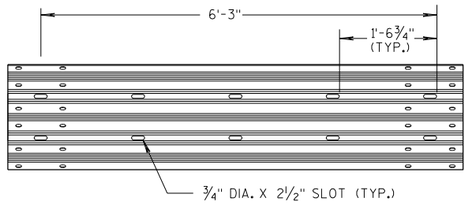
S.D.D. 14 B 45-5b

6

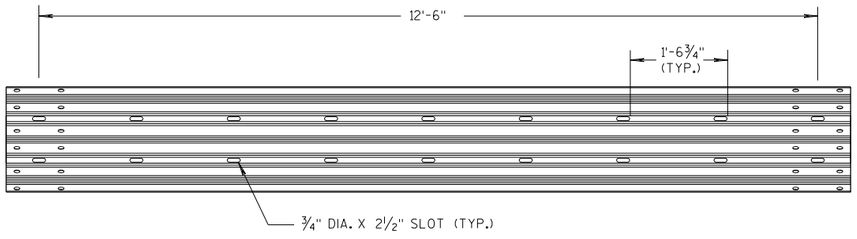
S.D.D. 14 B 45-5b



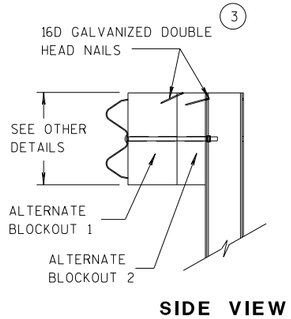
W-BEAM TO THRIE BEAM TRANSITION SECTION



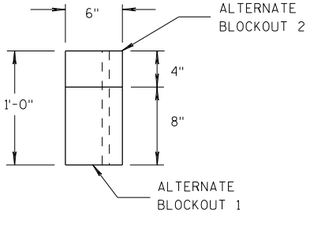
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

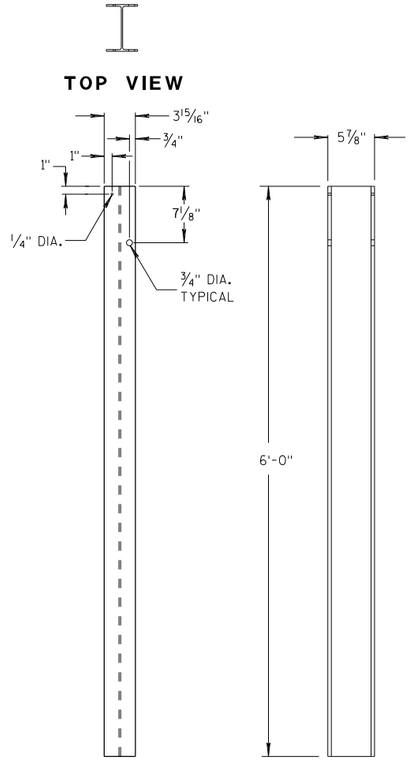


SIDE VIEW



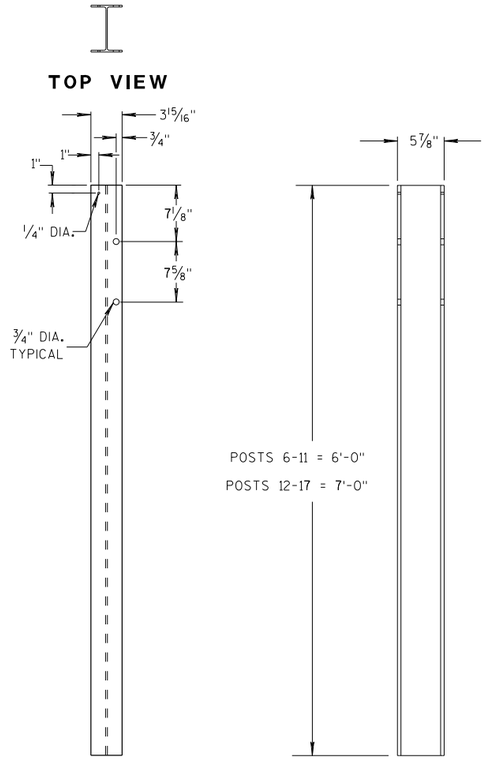
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



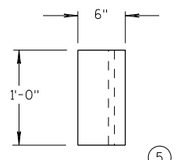
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

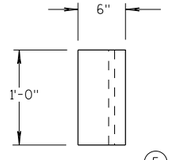


FRONT VIEW SIDE VIEW

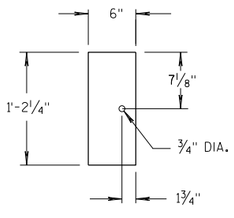
STEEL POSTS 6-17



TOP VIEW (5)

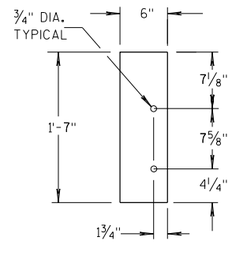


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

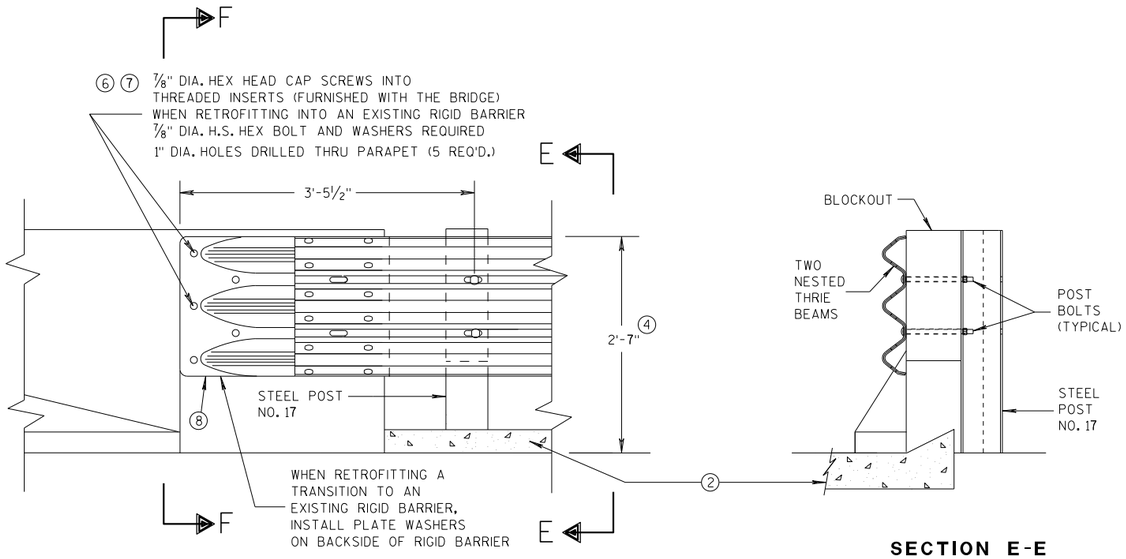
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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.

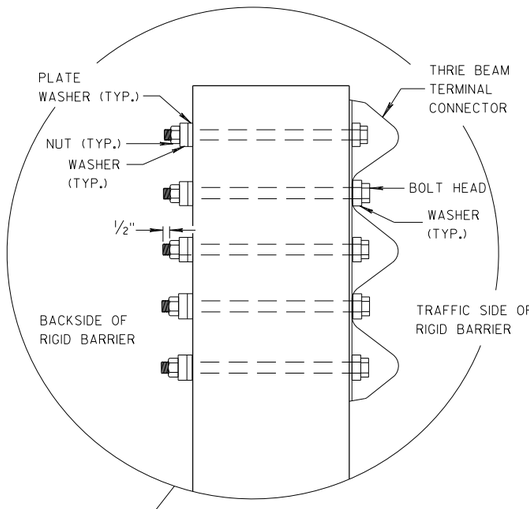
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

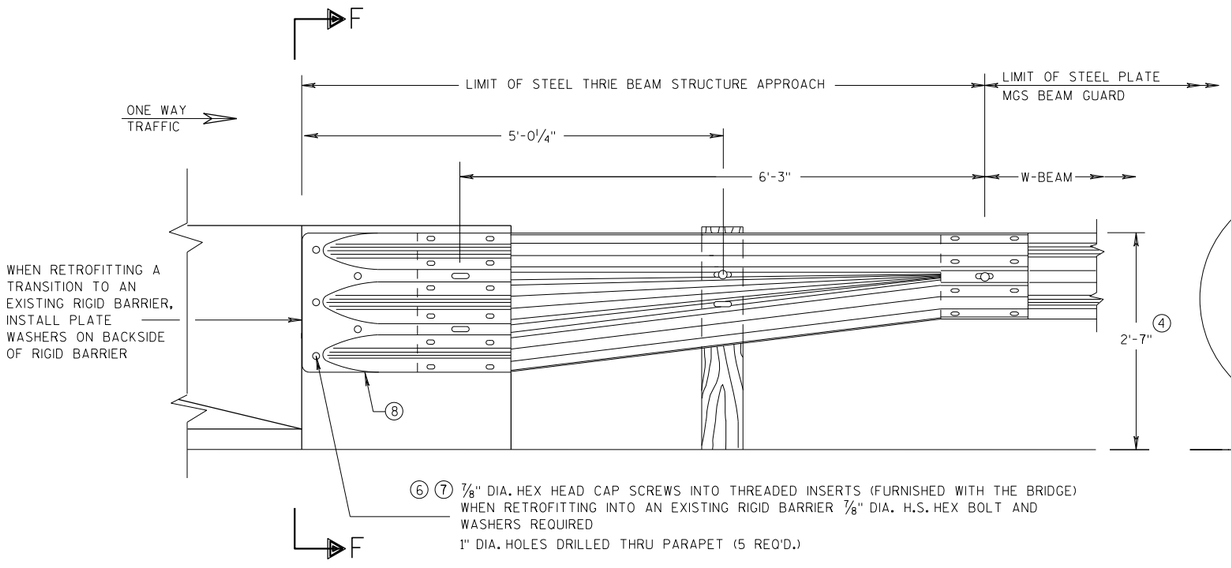
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

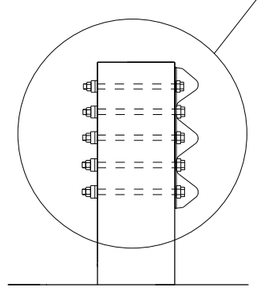
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

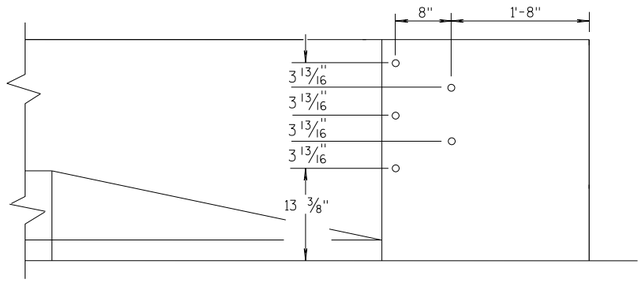




FRONT VIEW



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)

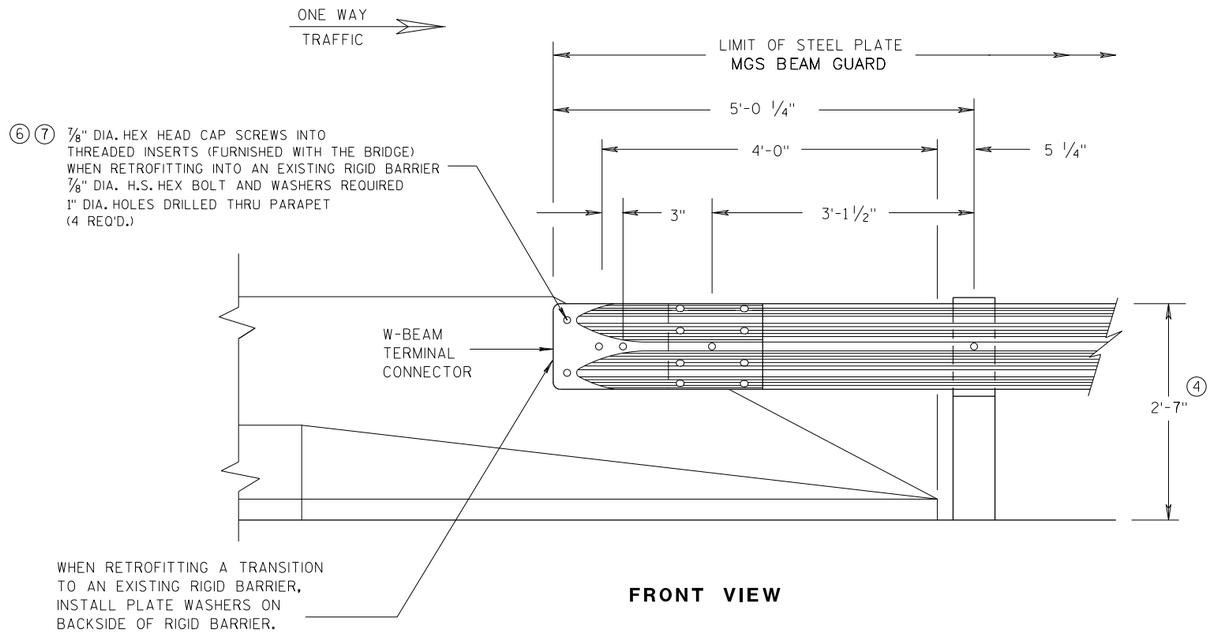
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible]
FHWA

6

S.D.D. 14 B 45-5d



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

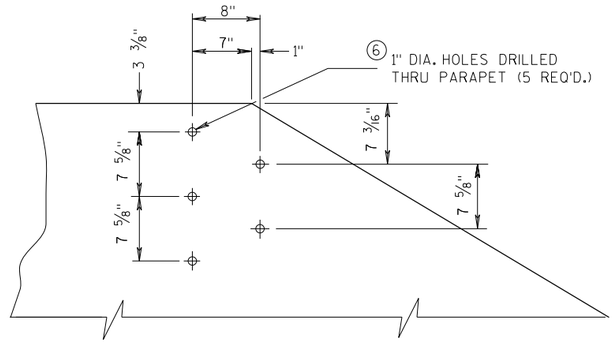
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

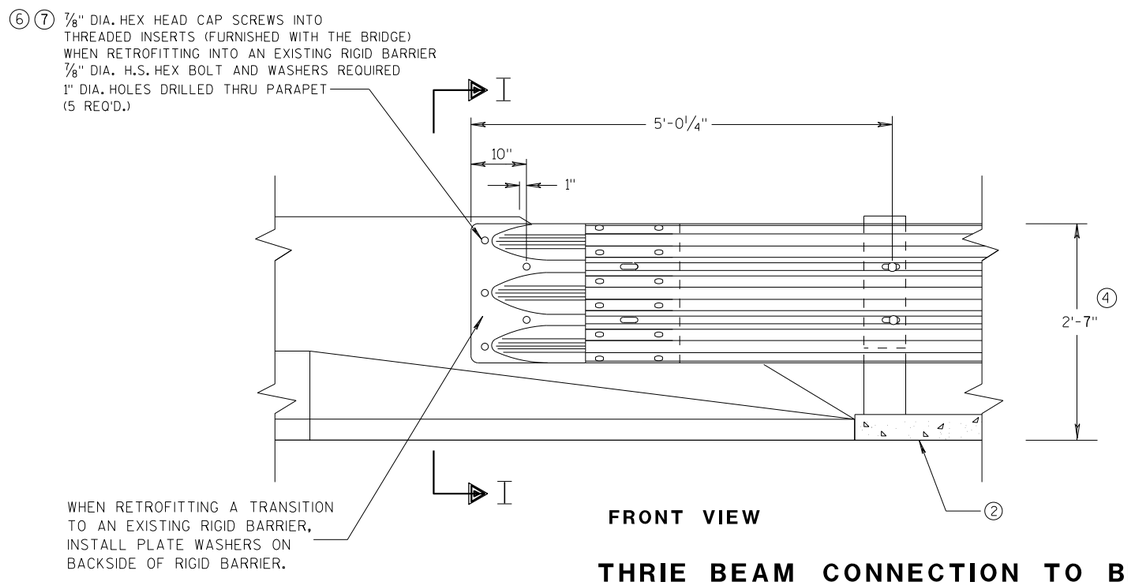
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

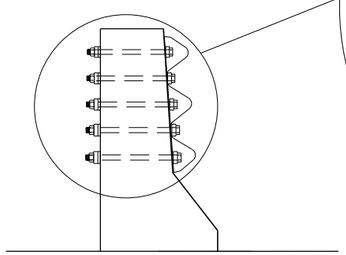
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



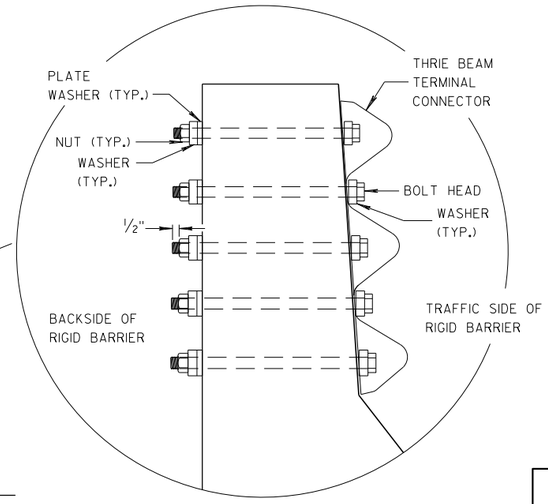
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

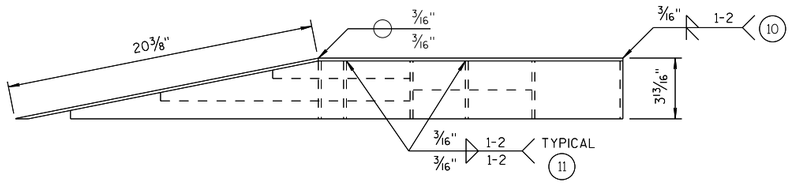
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

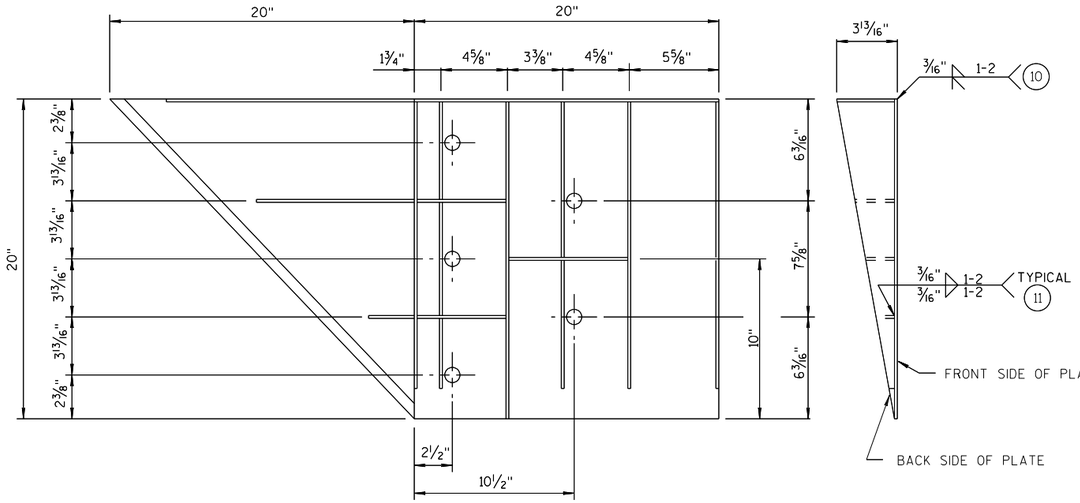
6

S.D.D. 14 B 45-5f

6

S.D.D. 14 B 45-5f





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

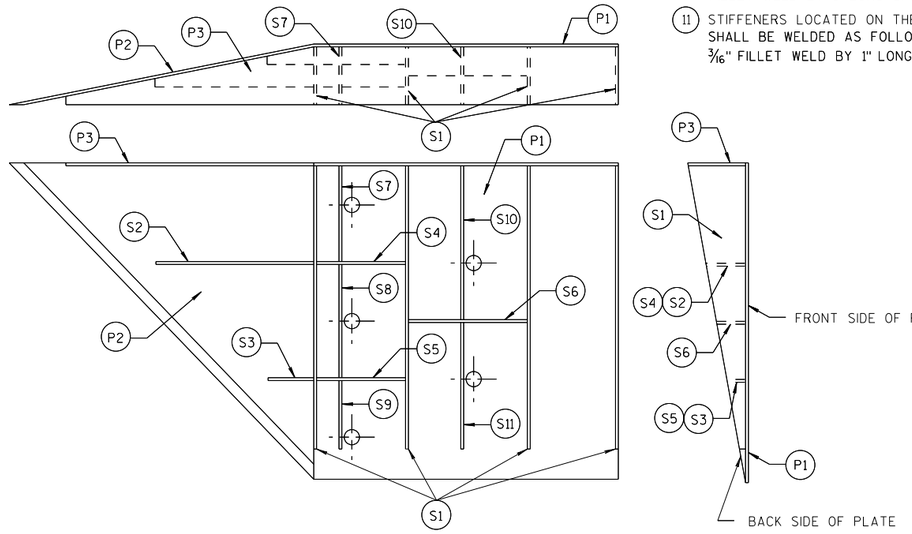


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

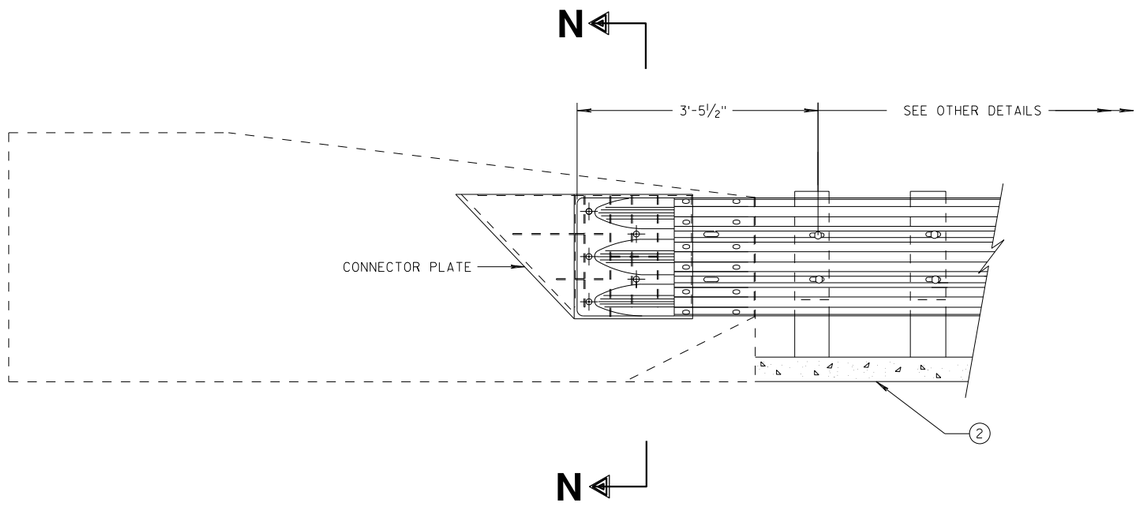
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

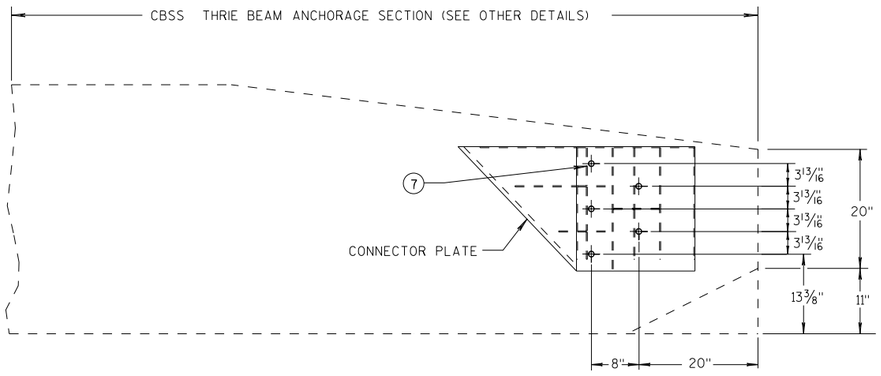
APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I ENT
UNIT SUPERVI

6
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



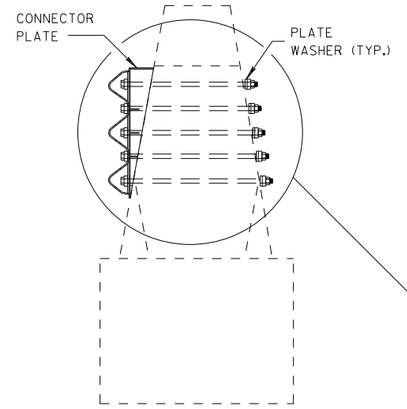
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

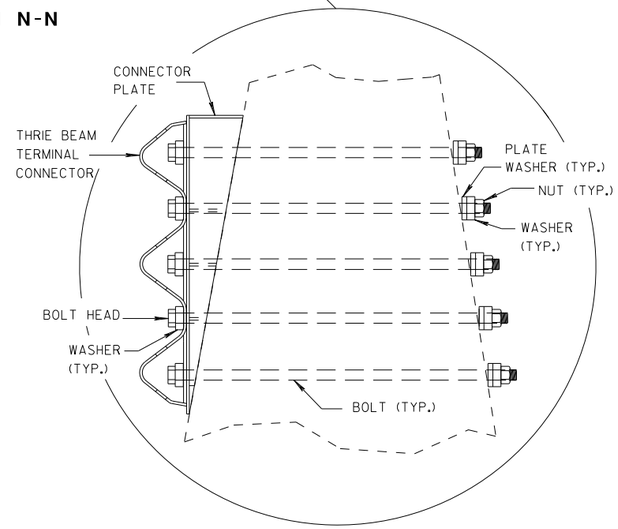
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

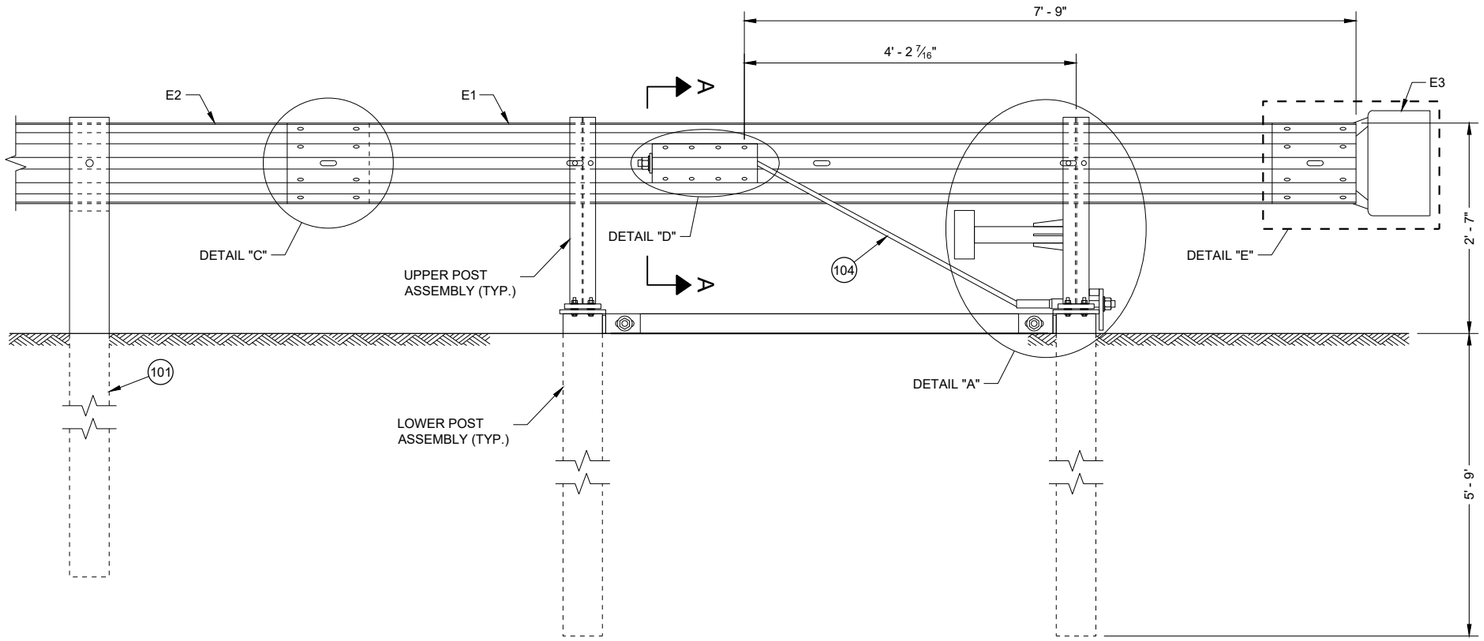
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS NT
FHWA

6

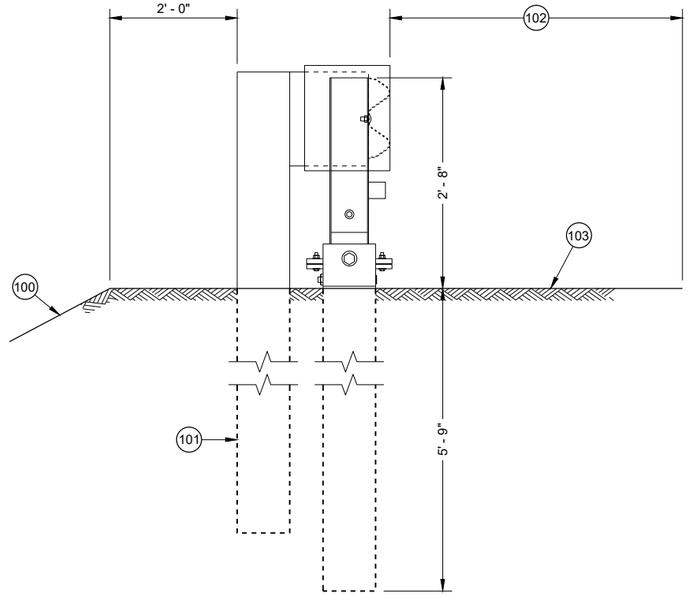
S.D.D. 14 B 45-5j

6

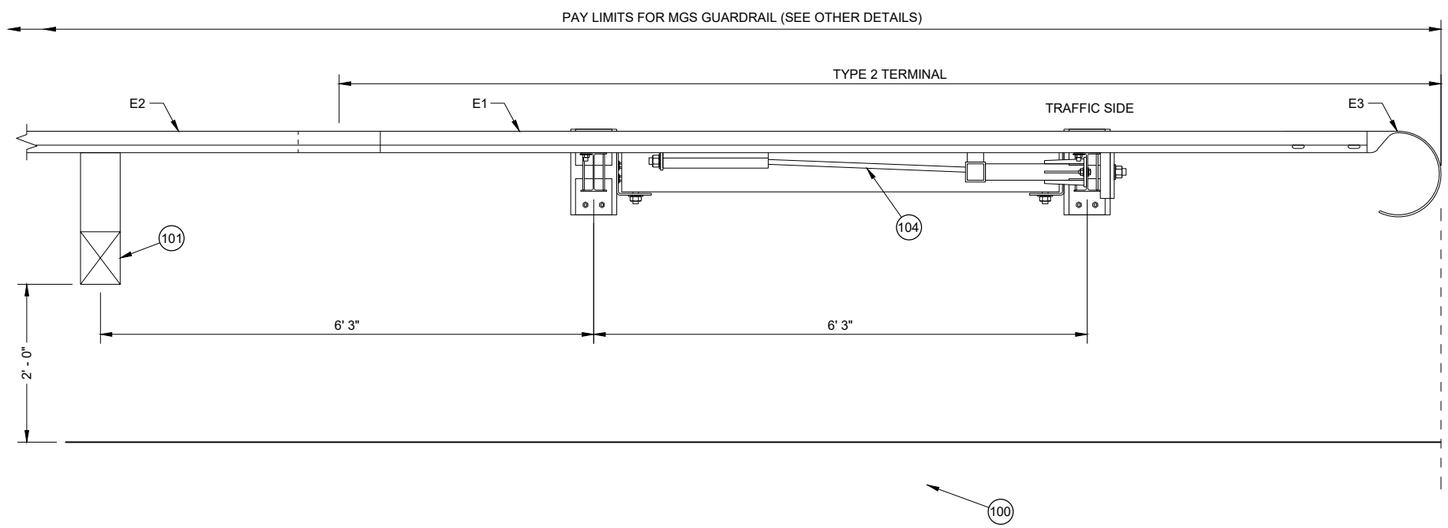
S.D.D. 14 B 45-5j



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.

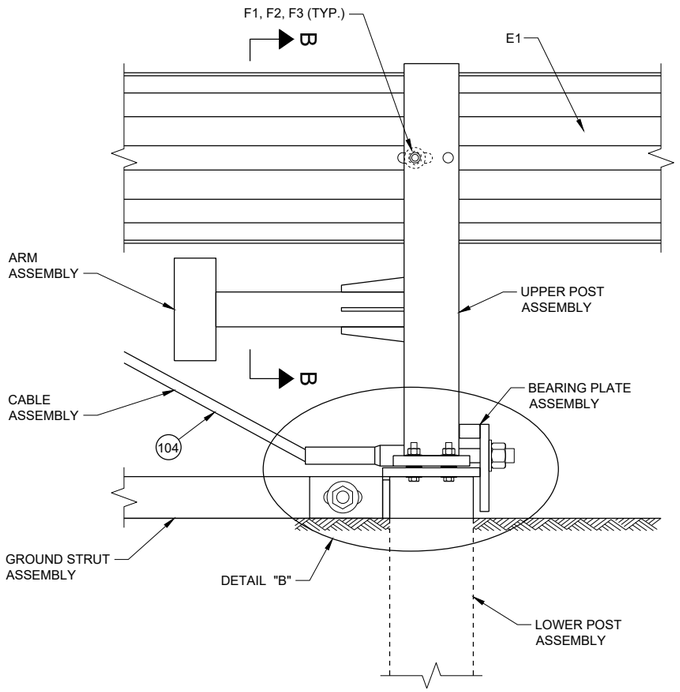
(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

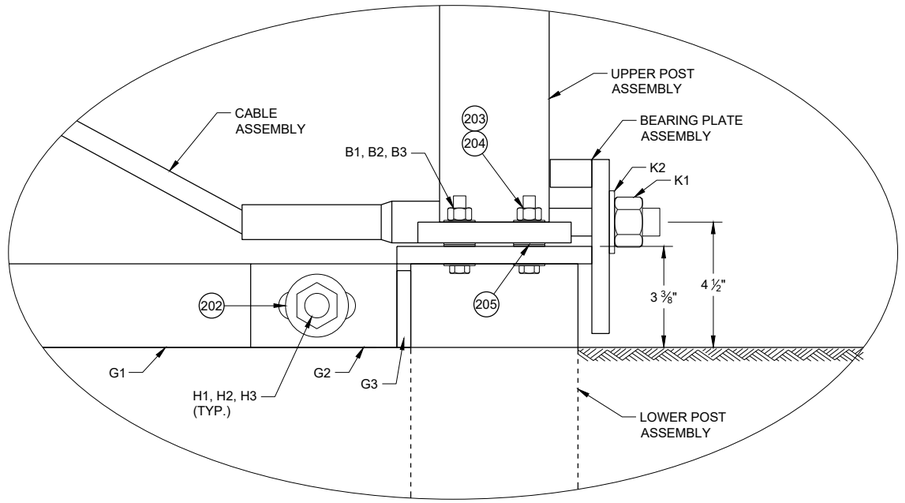
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

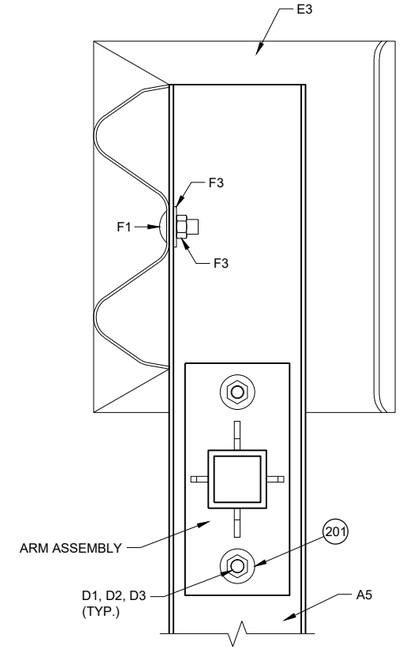
SDD 14B47 - 05a



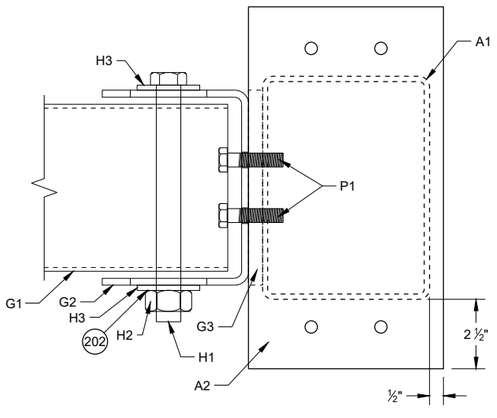
DETAIL "A"



DETAIL "B"

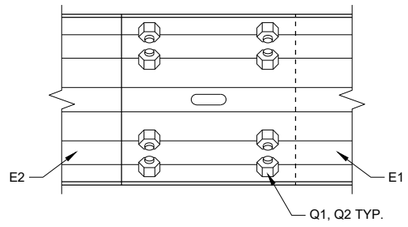


SECTION B - B



TOP VIEW

GROUND STRUT CONNECTION DETAIL



DETAIL "C"

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.

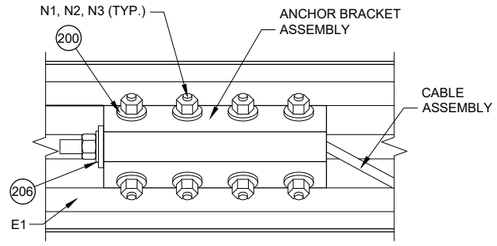
(202) INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

(203) INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

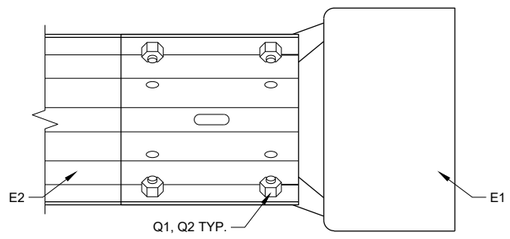
(204) TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

(205) TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

(206) INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.



DETAIL "D"



DETAIL "E"

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

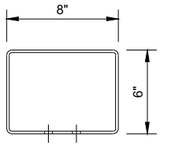
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

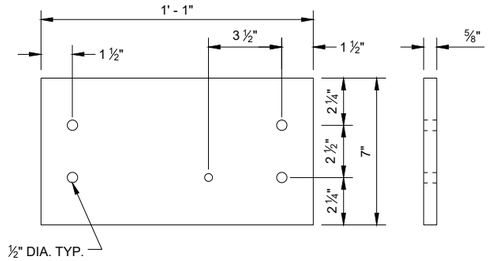
SDD 14B47 - 05b

GENERAL NOTES

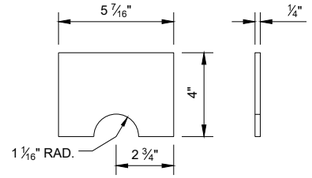
(300) TAP FOR 1/2" AFTER GALVANIZATION



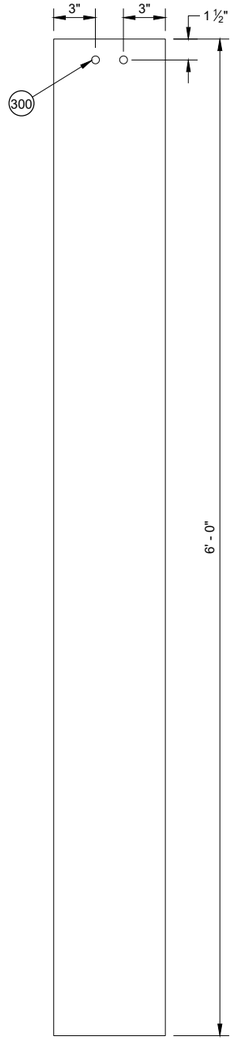
TOP VIEW



LOWER PLATE (A2)

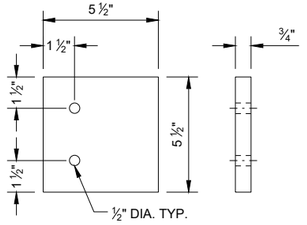


POST GUSSET (A3)

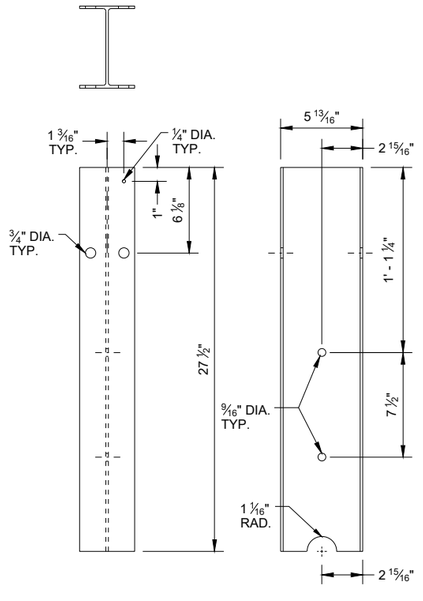


SIDE VIEW

FOUNDATION TUBE (A1)

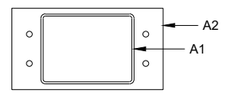


UPPER PLATE (A4)

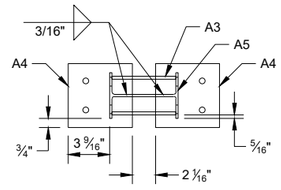


FRONT VIEW SIDE VIEW

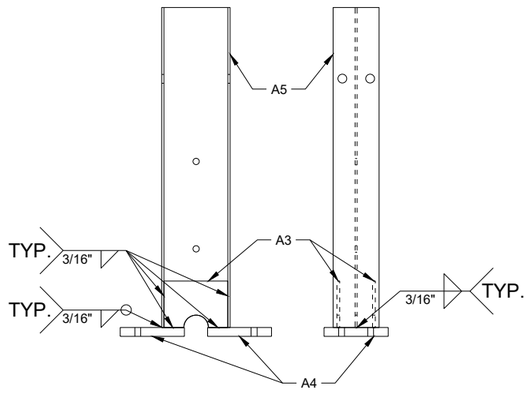
TYPE 2 POST (A5)



PLAN VIEW

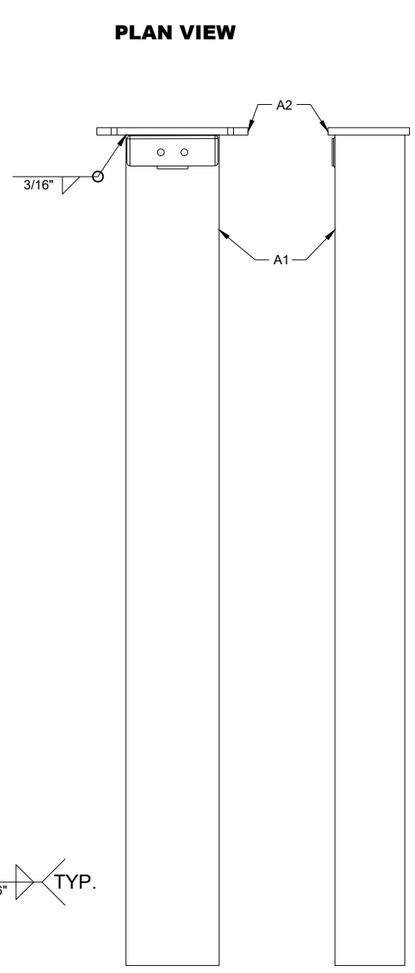


PLAN VIEW



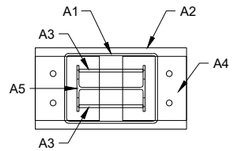
SIDE VIEW FRONT VIEW

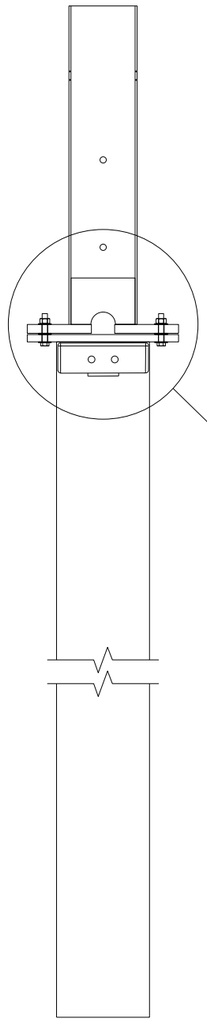
UPPER POST ASSEMBLY



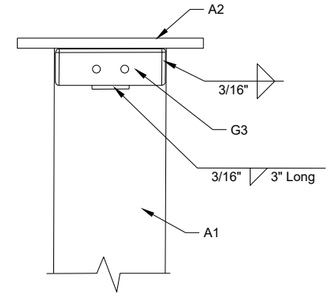
FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY

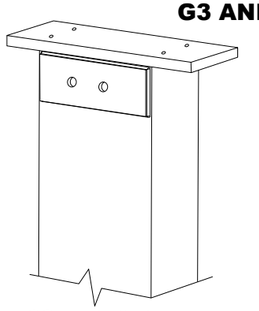




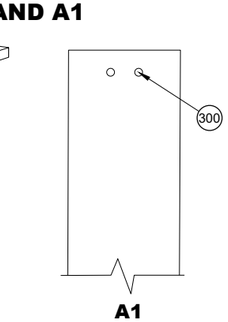
ASSEMBLED POST



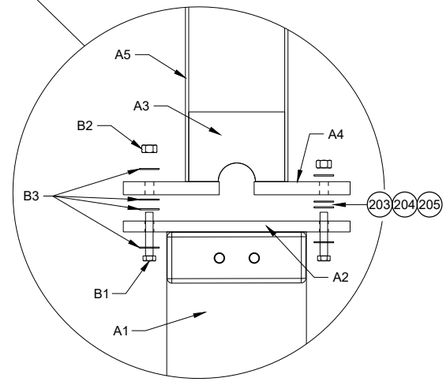
WELDING DETAIL G3 AND A1



ASSEMBLY DETAIL ISOMETRIC



A1



POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

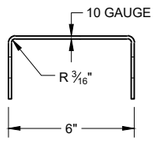
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

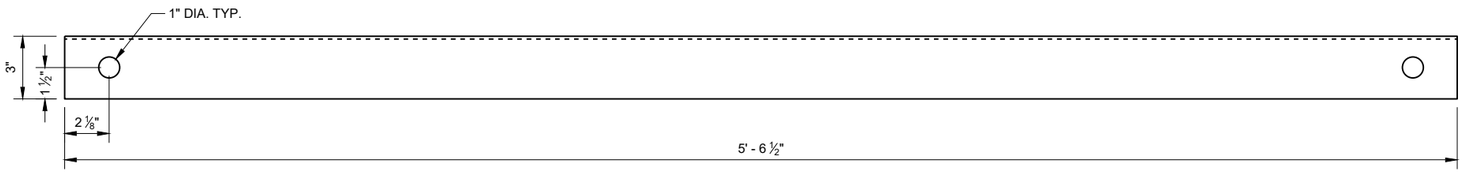
SDD14B47 - 05c

6

SDD14B47 - 05c

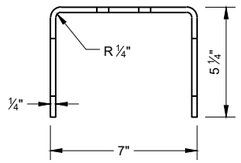


SIDE VIEW

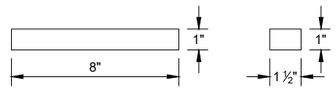


FRONT VIEW

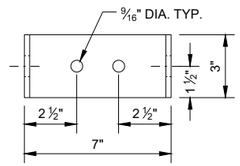
GROUND STRUT CHANNEL (G1)



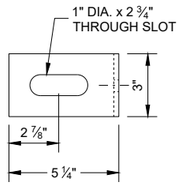
TOP VIEW



BEARING PLATE FLANGE (L2)

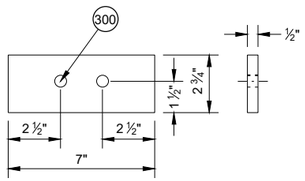


FRONT VIEW

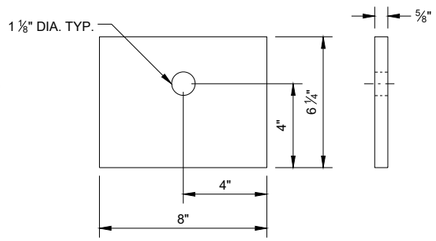


SIDE VIEW

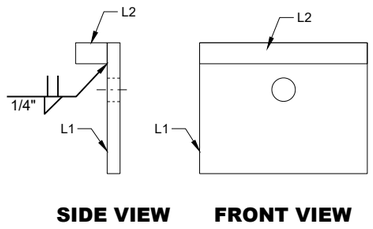
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)

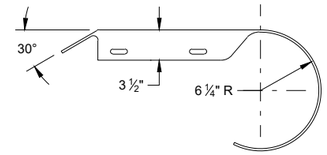


BEARING PLATE (L1)

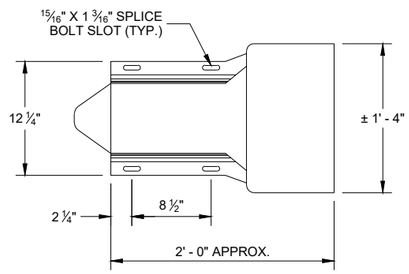


SIDE VIEW FRONT VIEW

BEARING PLATE ASSEMBLY

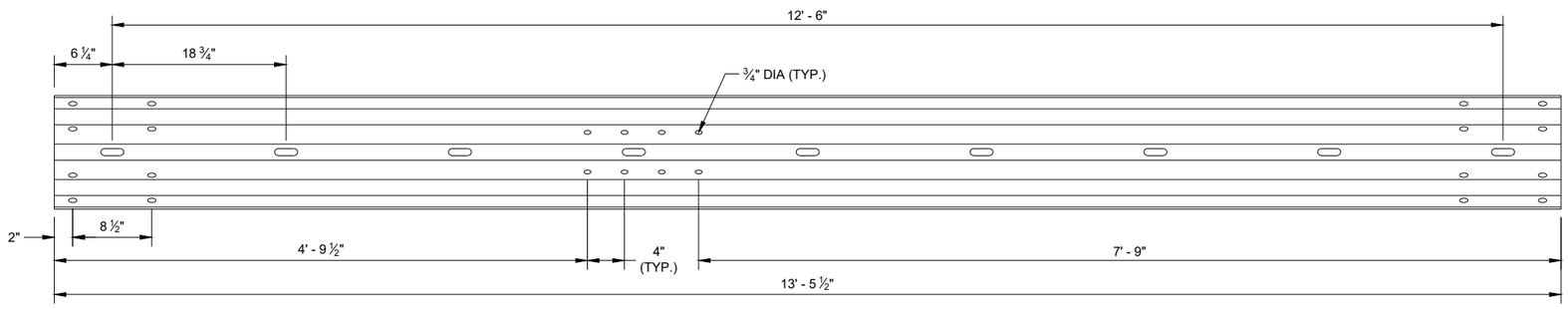


PLAN VIEW

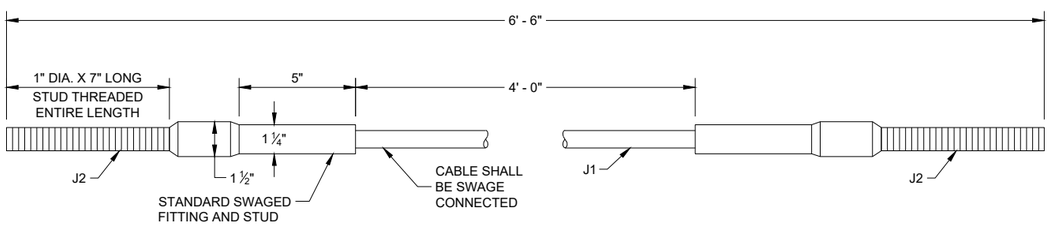


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



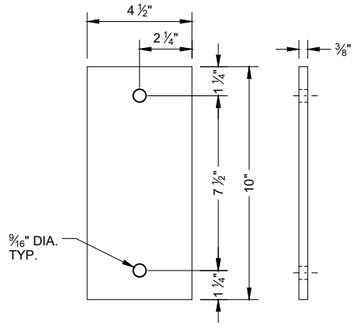
CABLE ASSEMBLY

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

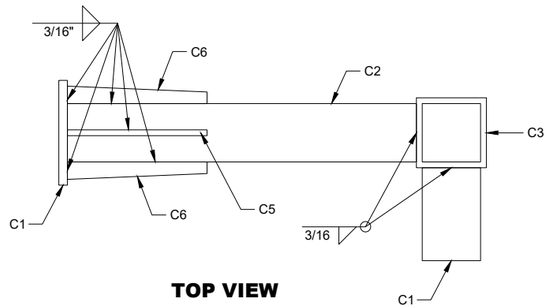
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

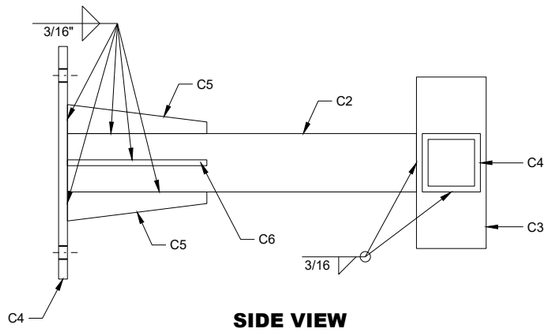
SDD 14B47 - 05d



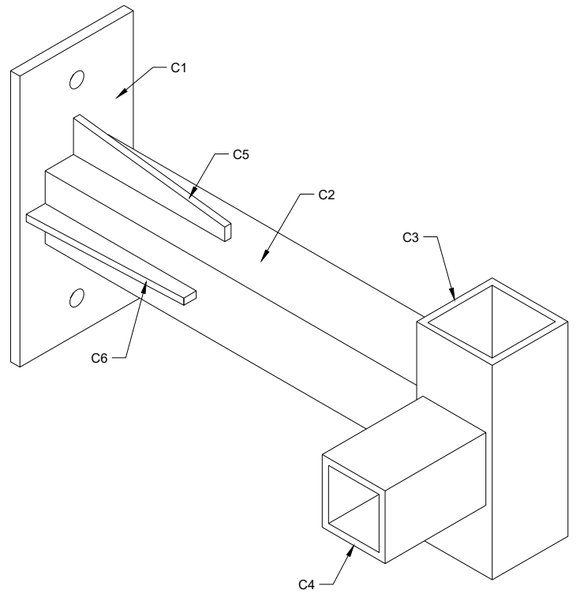
ARM PLATE (C1)



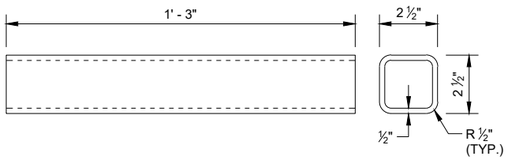
TOP VIEW
ARM ASSEMBLY



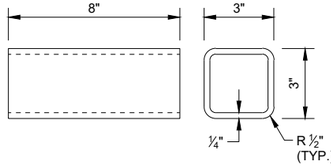
SIDE VIEW
ARM ASSEMBLY



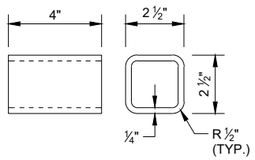
ISOMETRIC VIEW
ARM ASSEMBLY



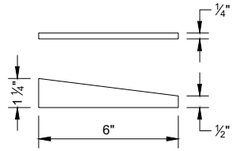
ARM TUBE 1 (C2)



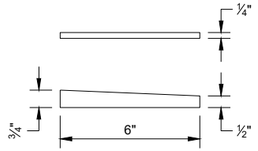
ARM TUBE 2 (C3)



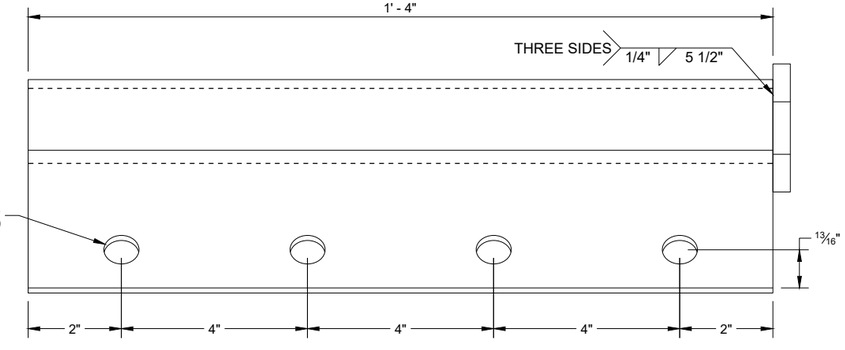
ARM TUBE 3 (C4)

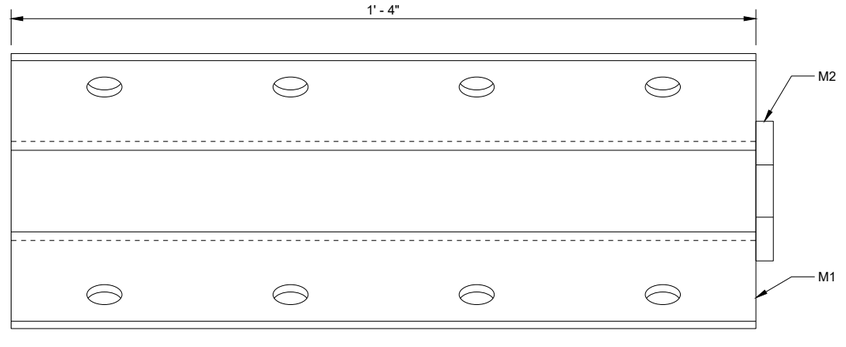


ARM GUSSET PLATE 1 (C5)

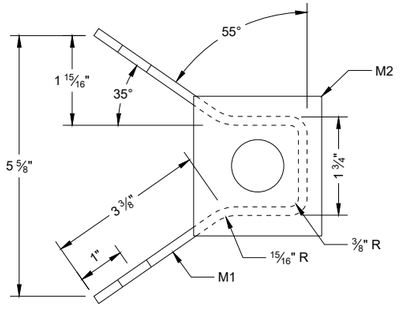


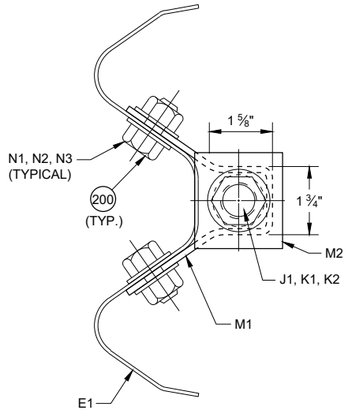
ARM GUSSET PLATE 2 (C6)

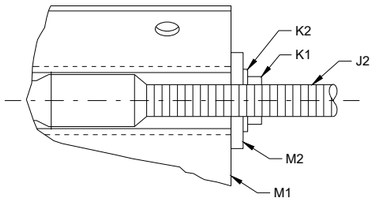




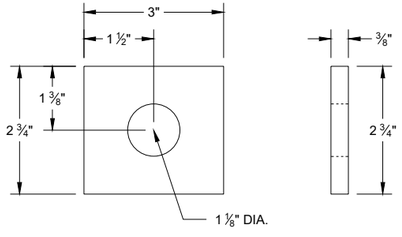
ANCHOR BRACKET (M1, M2)







SECTION A - A



ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B47 - 05e

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, w6x9 or w6x8.5	
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

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B47 - 05f

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.
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.

6

SDD 14B47 - 05g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

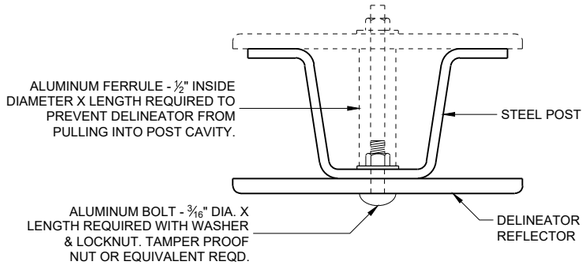
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

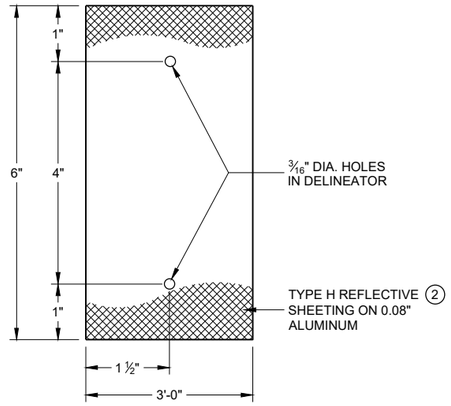
FHWA

6

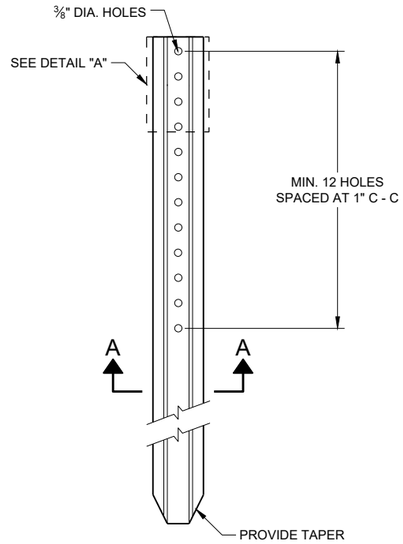
SDD 14B47 - 05g



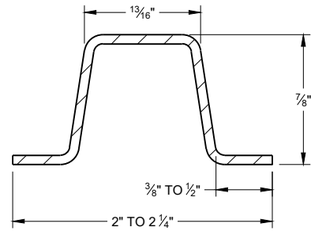
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



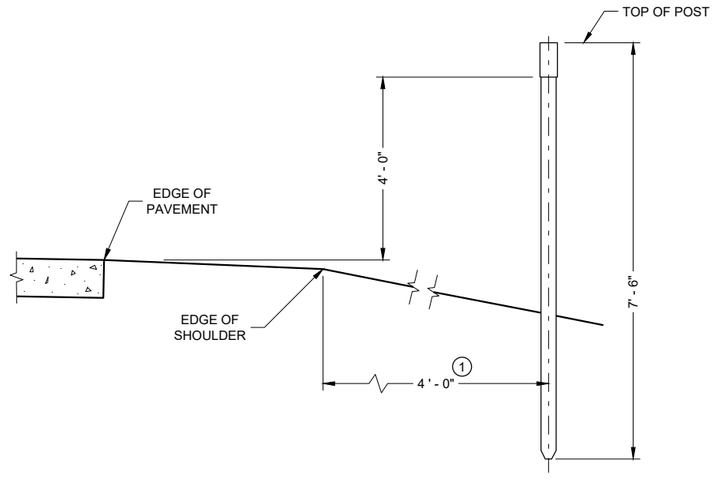
SECTION A - A

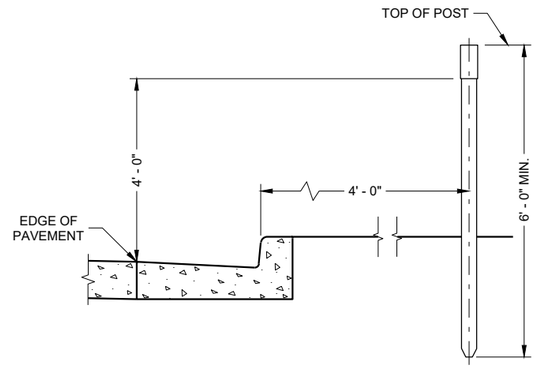
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

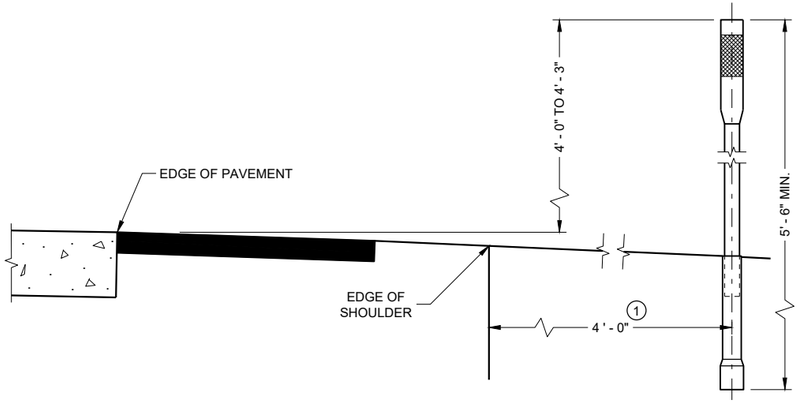
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

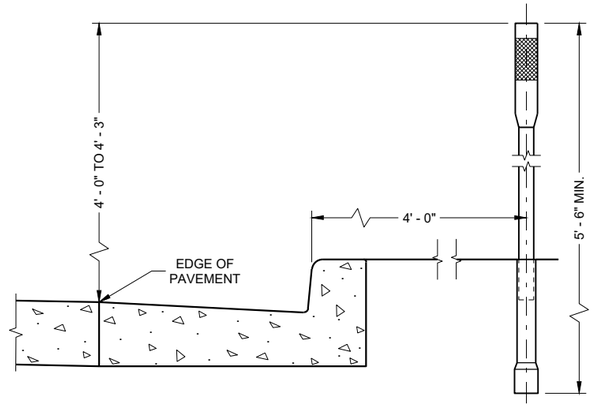
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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

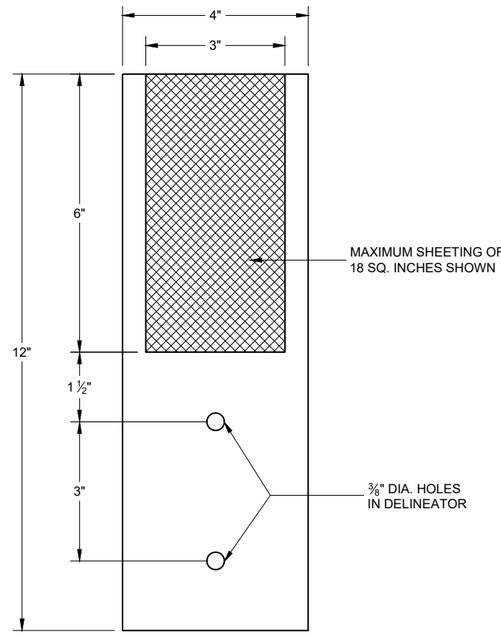
APPROVED
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15A04 - 07c



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

6

6

SDD 15A04 - 07e

SDD15A04 - 07e

DELINEATOR
WITH REFLECTIVE SHEETING

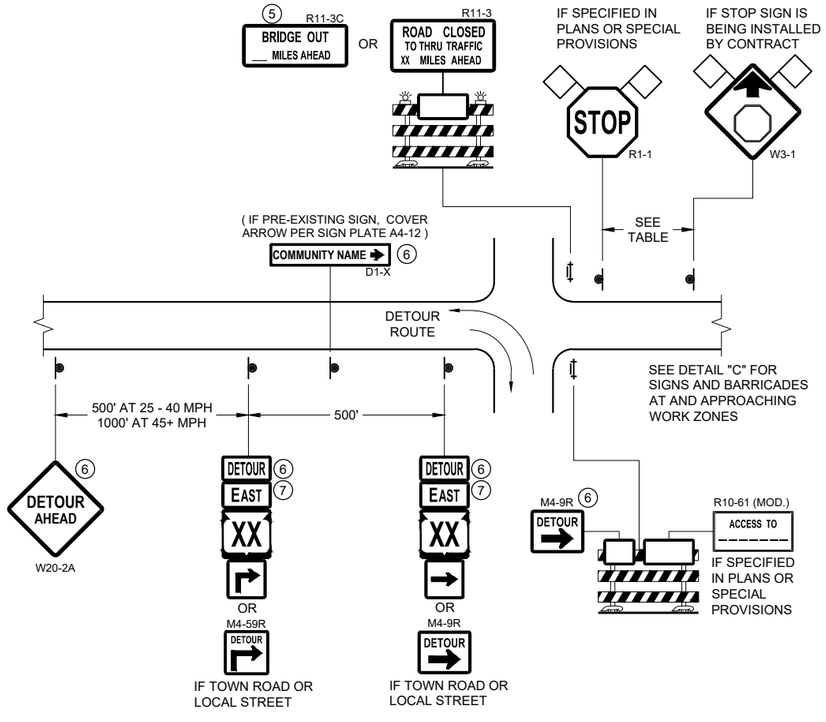
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2021
DATE

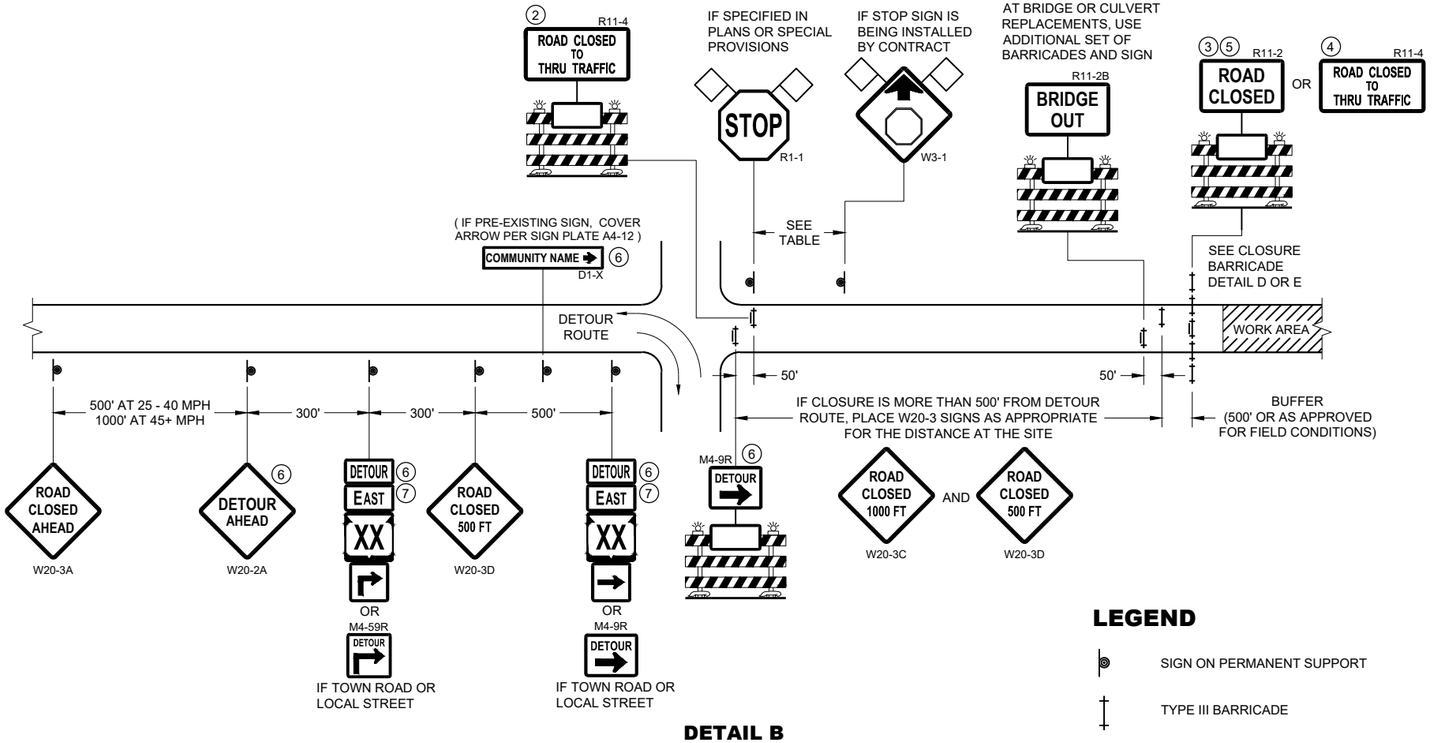
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA



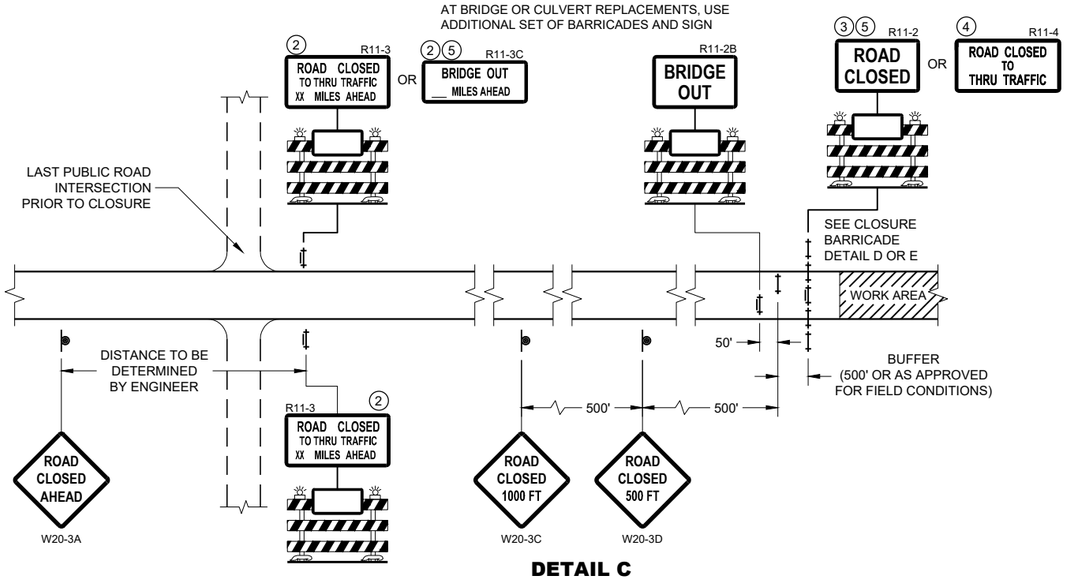
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

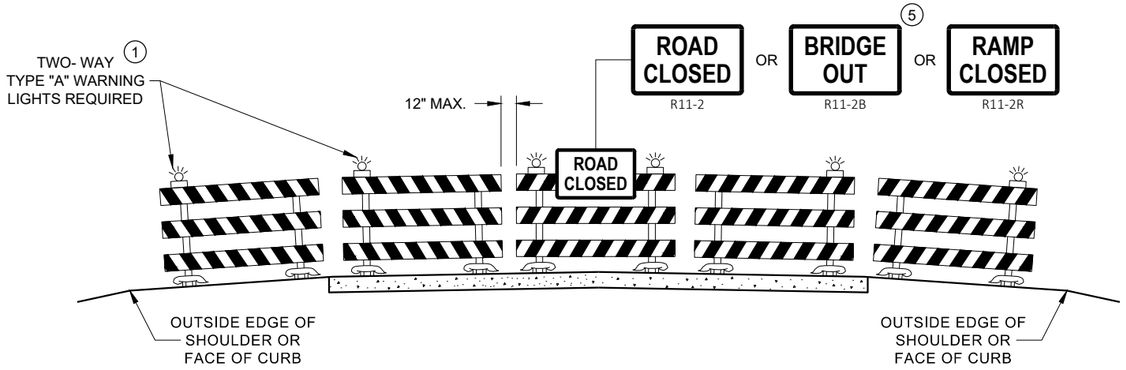
FHWA

6

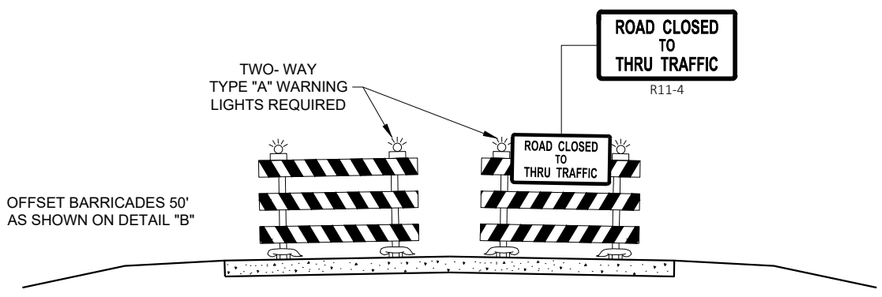
SDD 15C02 - 09a

6

SDD 15C02 - 09a



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

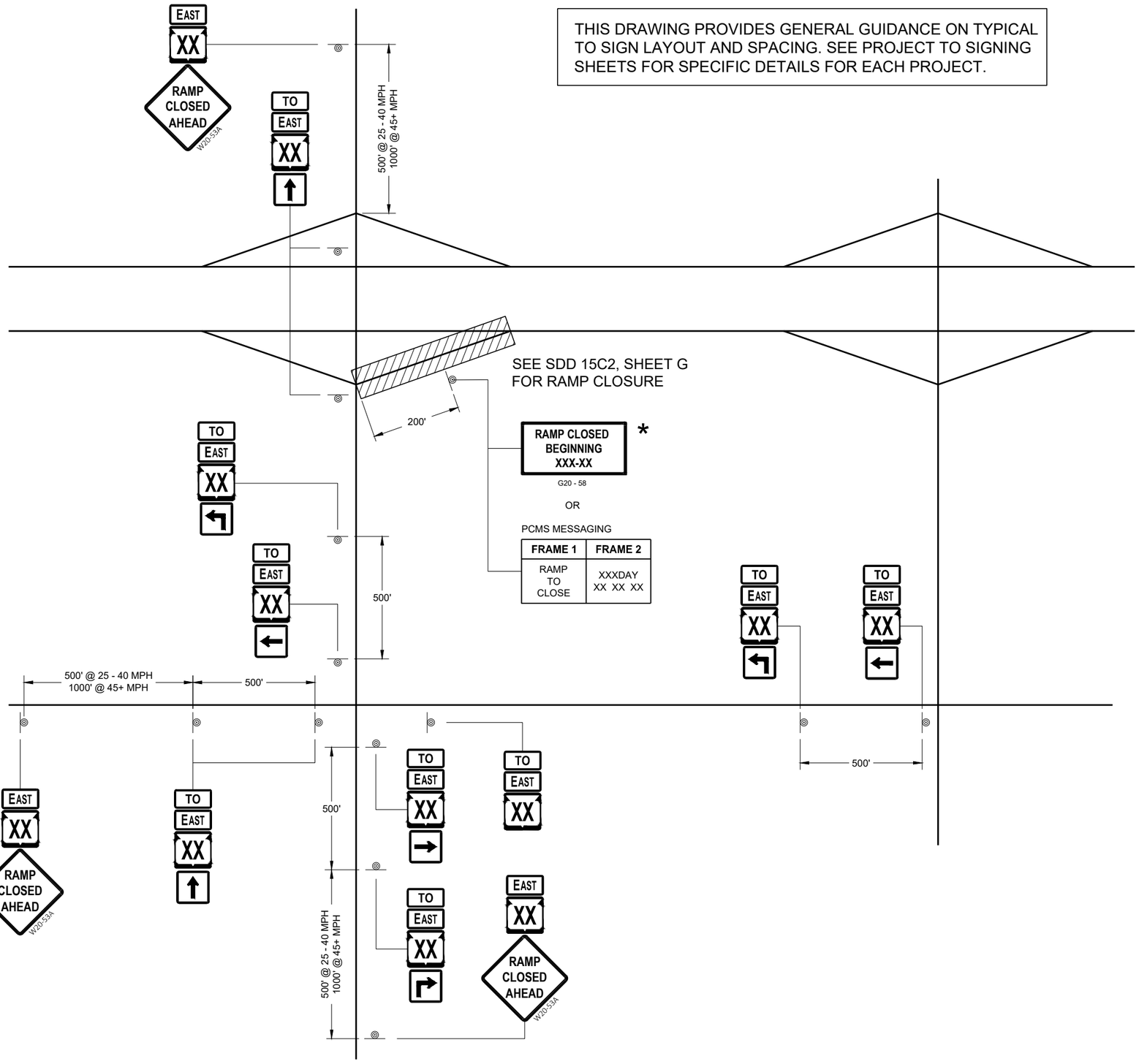
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b



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.

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

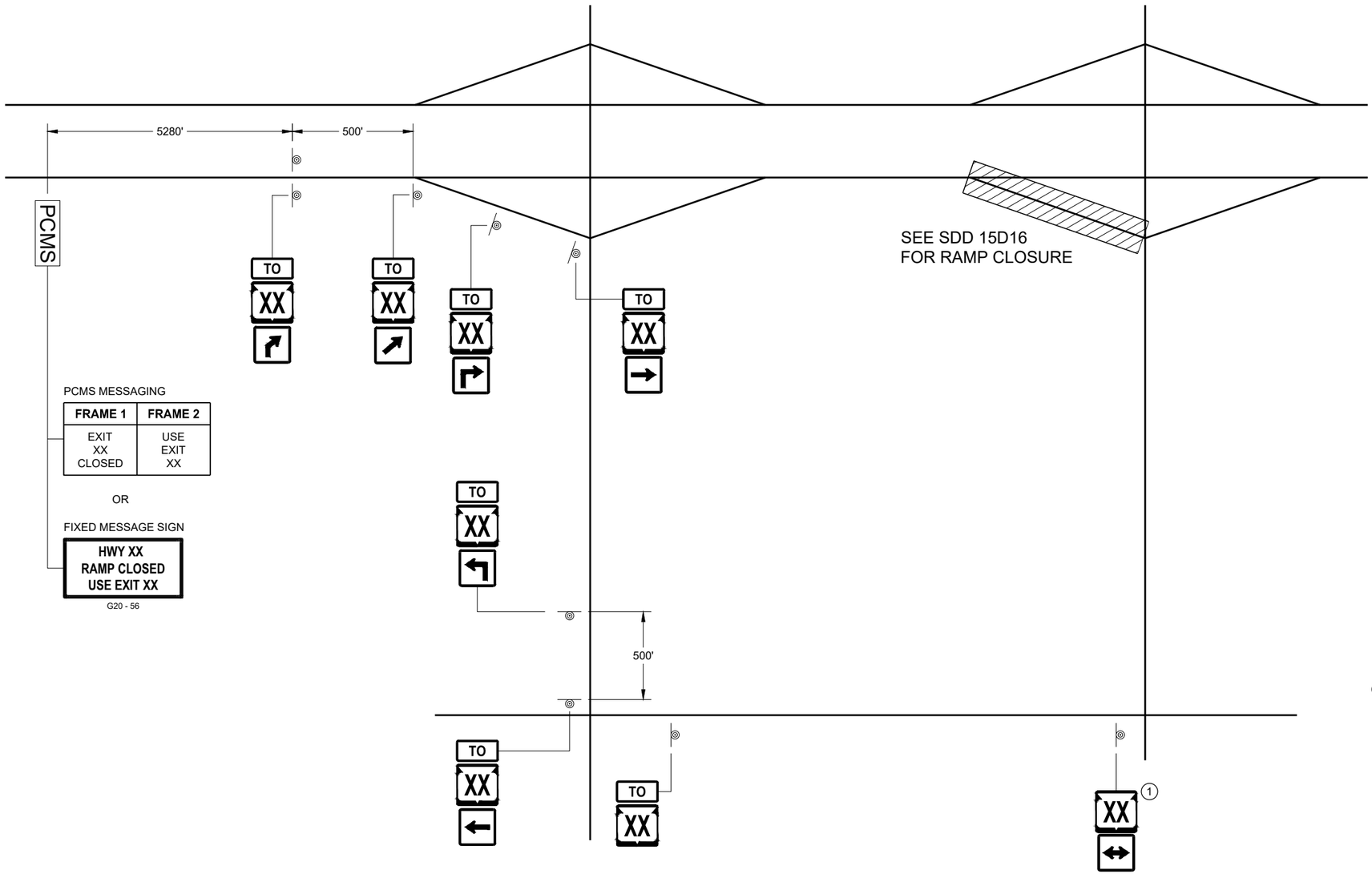
APPROVED
May 2023 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 09d

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

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
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C02 - 09e
SDD 15C02 - 09e

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

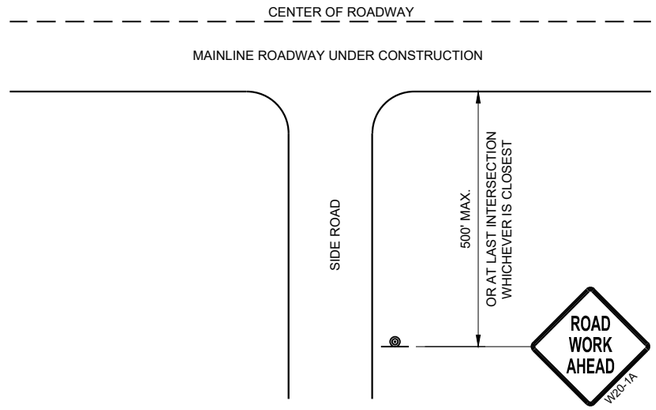
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



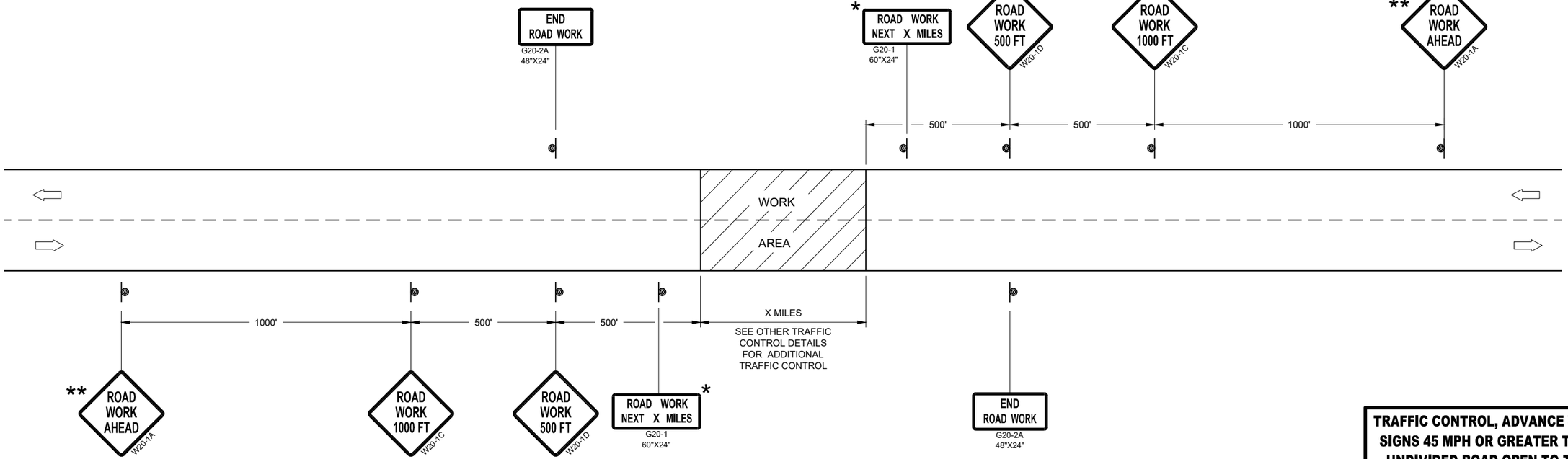
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

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.

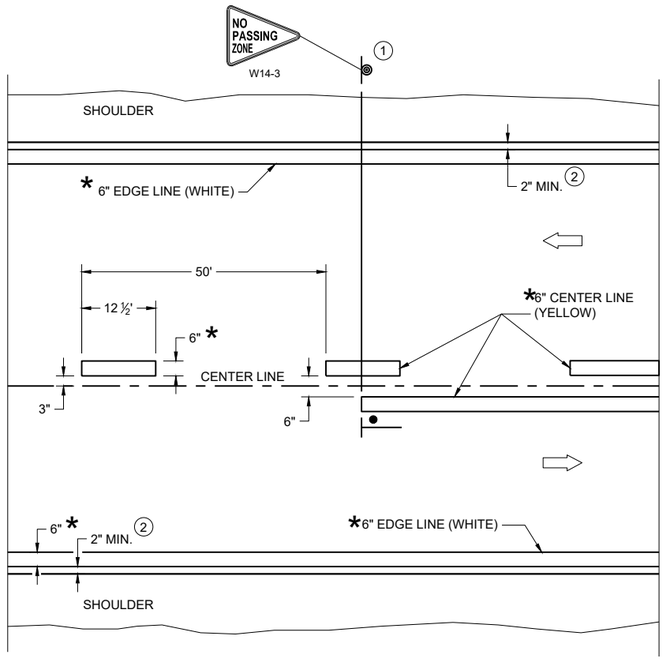
LEGEND

"T" MARKING

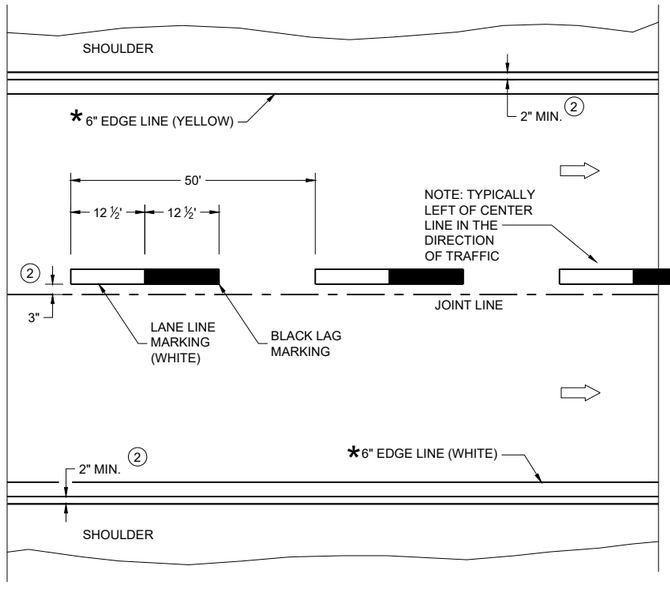
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

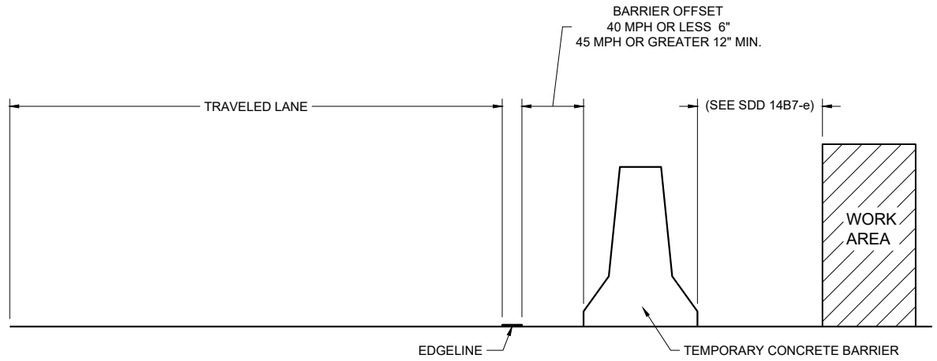
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

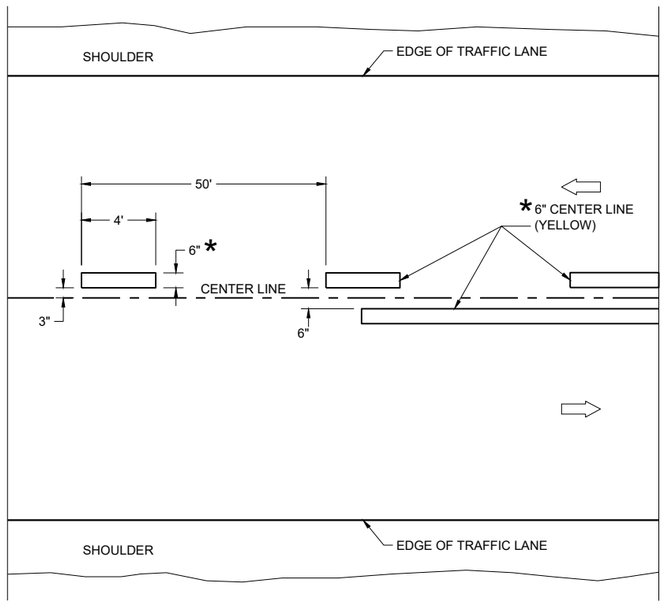
GENERAL NOTES

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

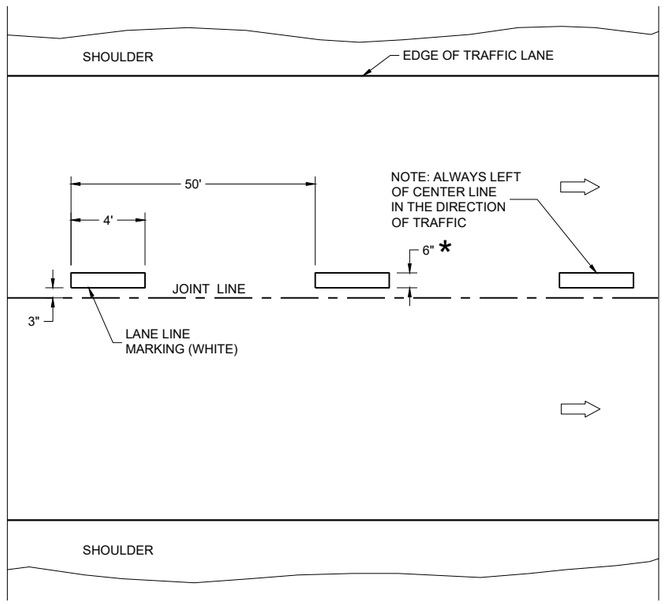
LEGEND

DIRECTION OF TRAFFIC

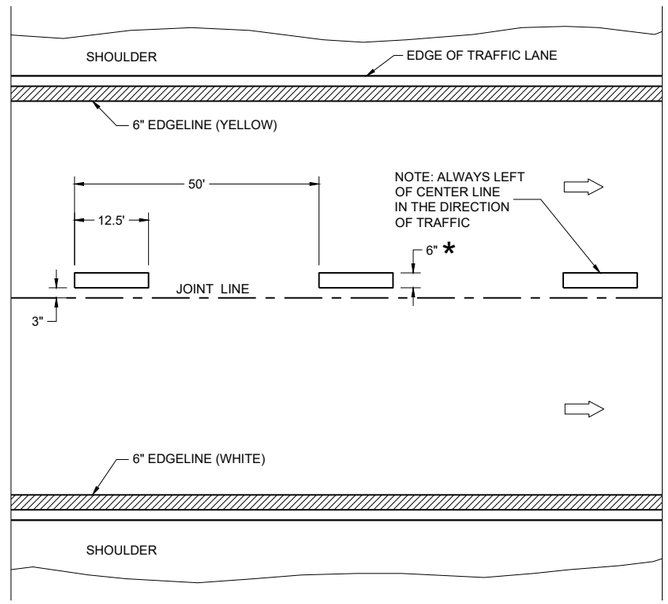
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

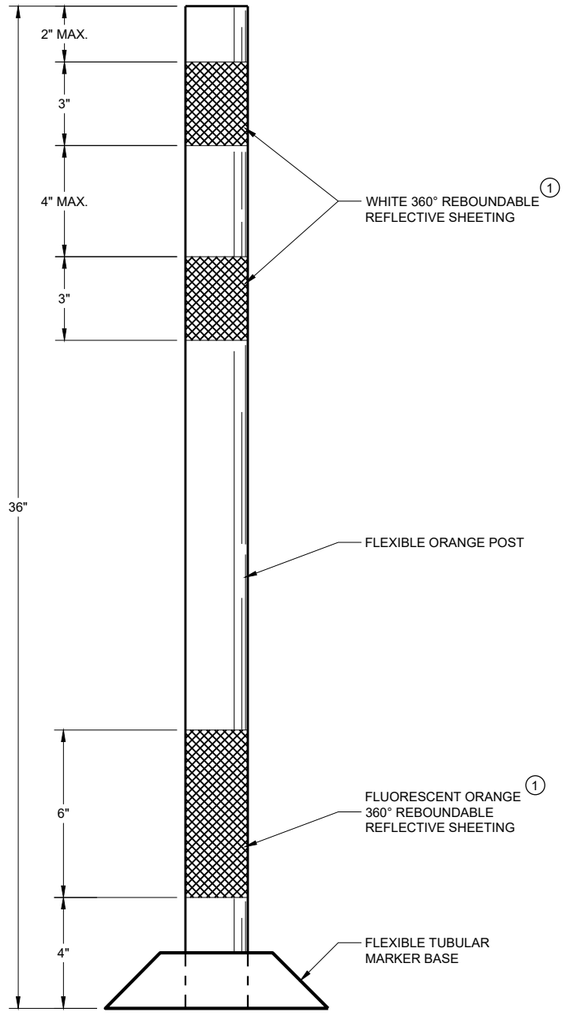
FHWA

6

SDD 15C08-23b

6

SDD 15C08-23b



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

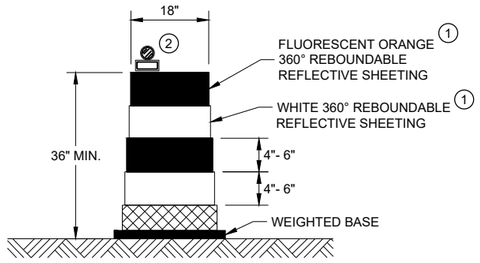
FHWA

6

SDD 15C11 - 10a

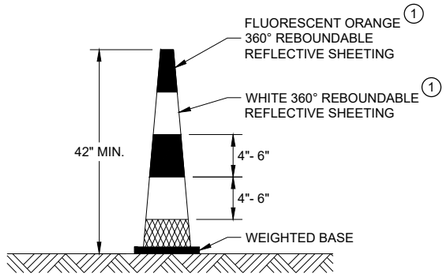
GENERAL NOTES

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

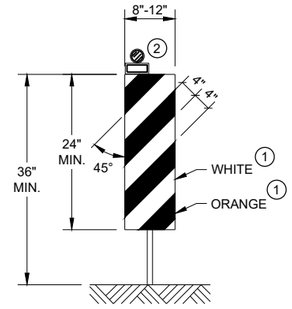
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

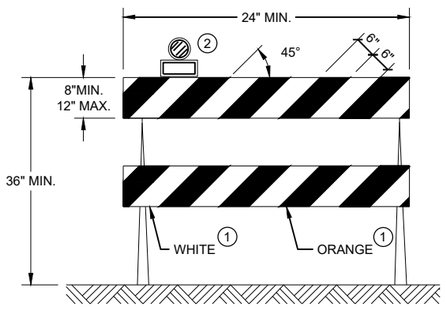
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



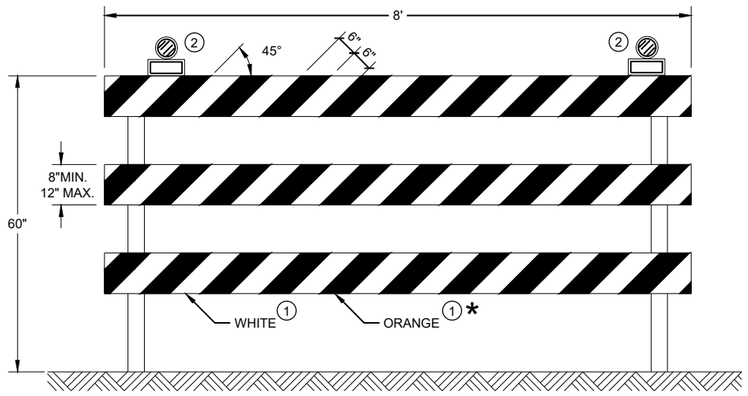
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

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.

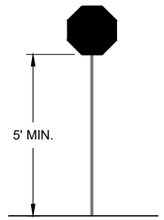
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



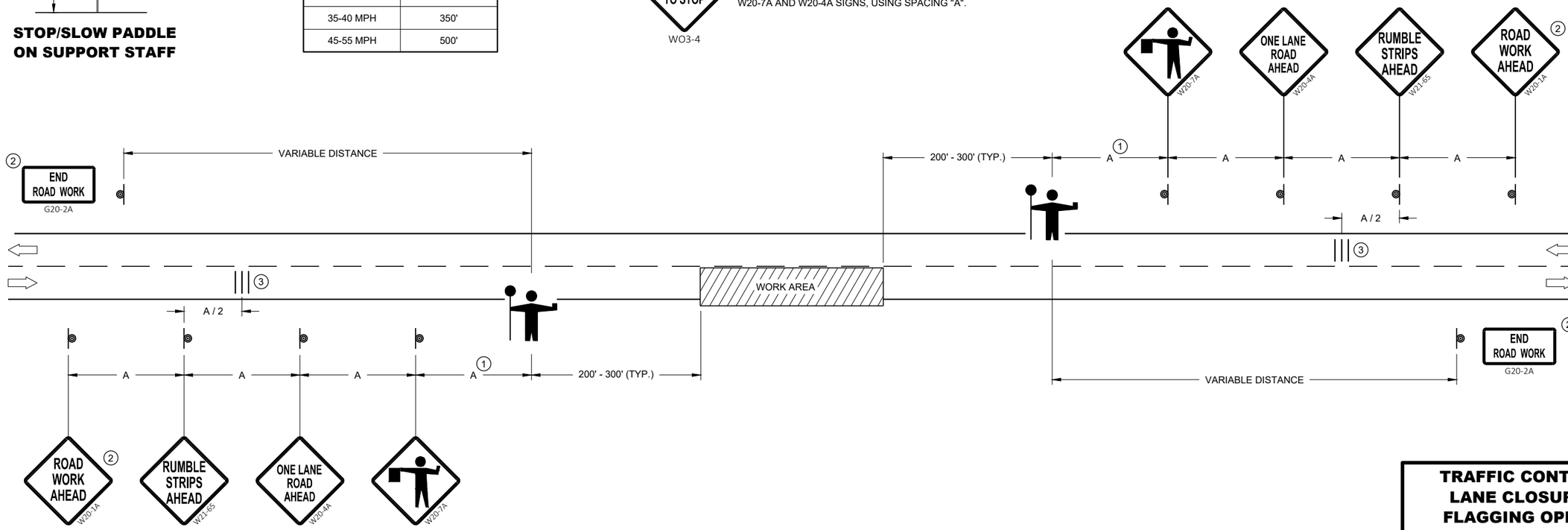
STOP/SLOW PADDLE ON SUPPORT STAFF

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

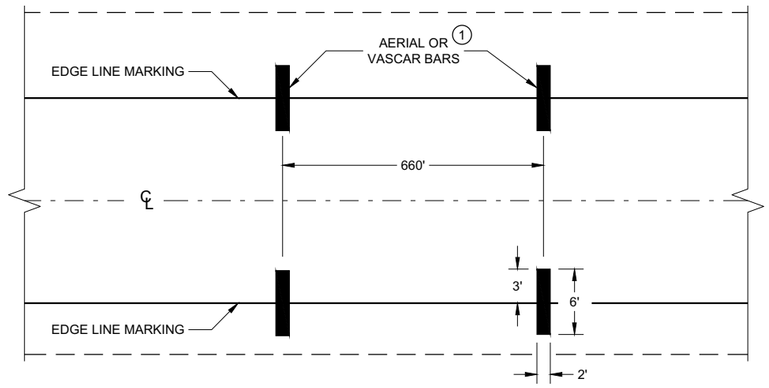
SDD 15C12 - 09a

SDD 15C12 - 09a

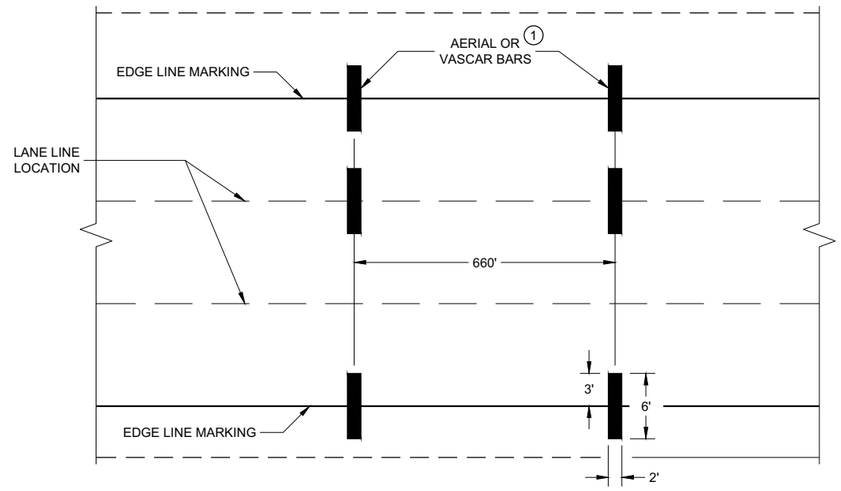
GENERAL NOTES

(1) PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.

A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

6

SDD 15C14 - 04

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

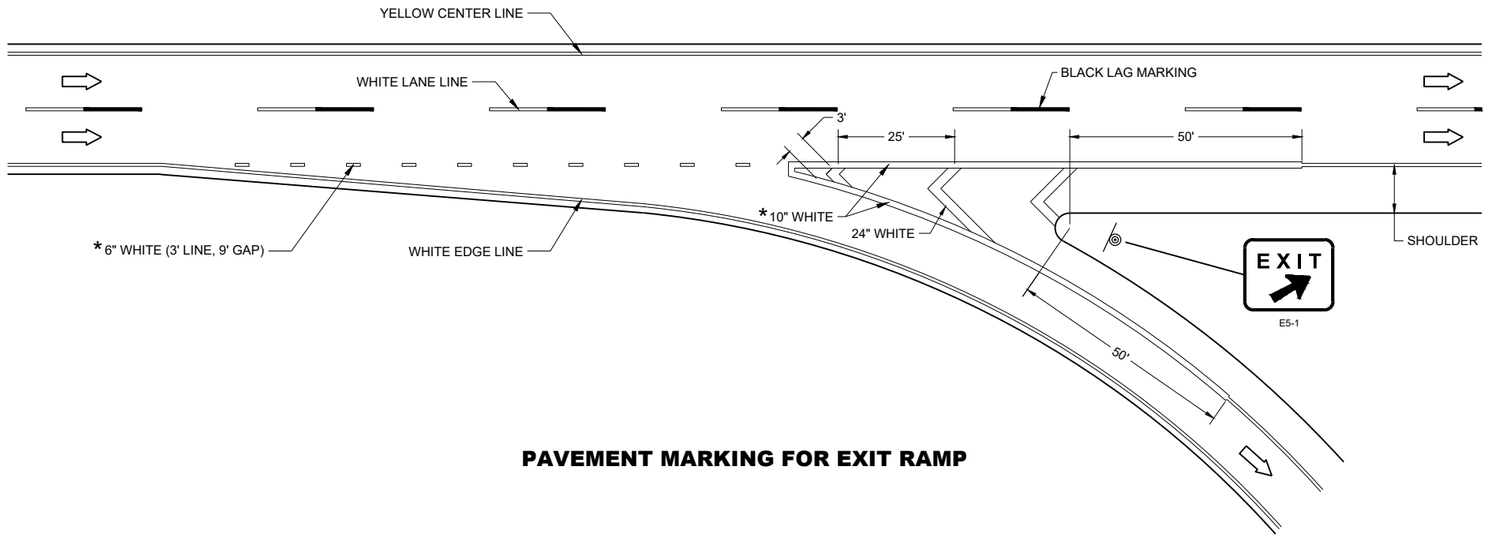
February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

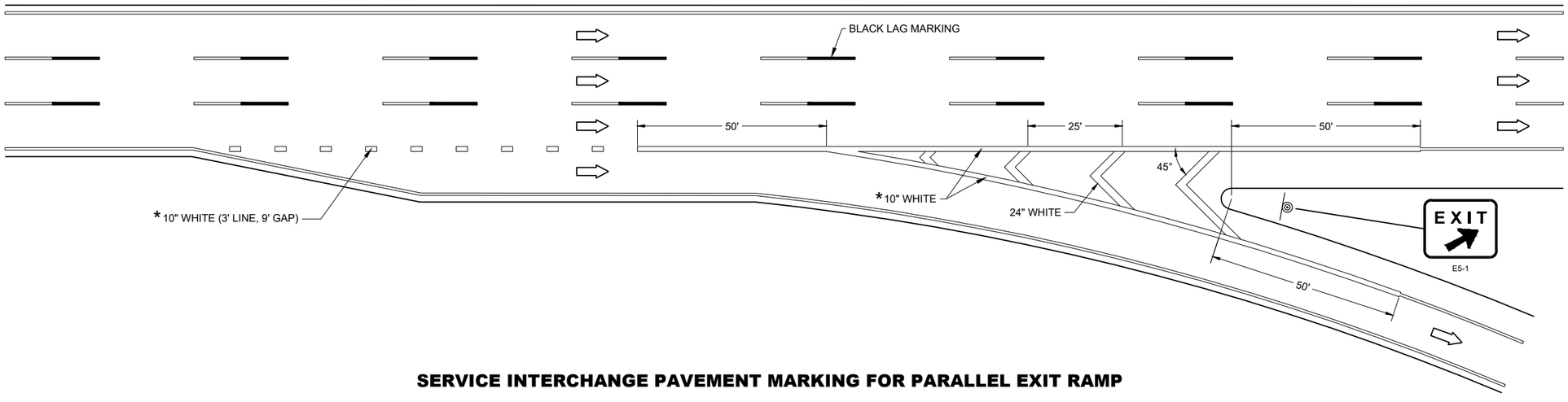
FHWA

6

SDD 15C14 - 04



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

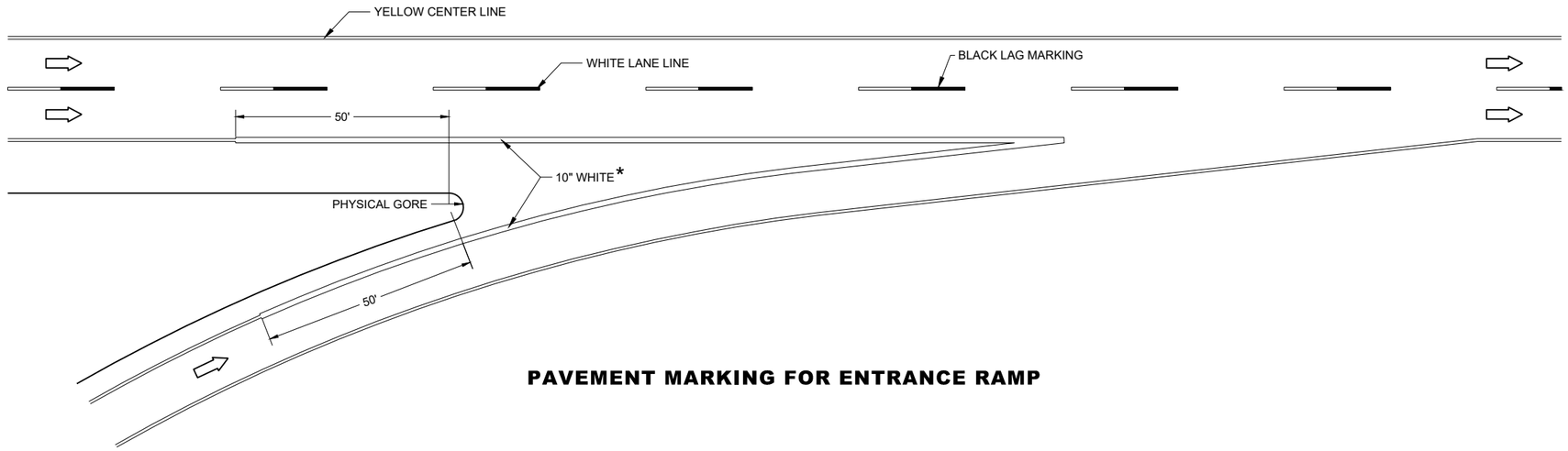
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15C31-06a



PAVEMENT MARKING FOR ENTRANCE RAMP

GENERAL NOTES

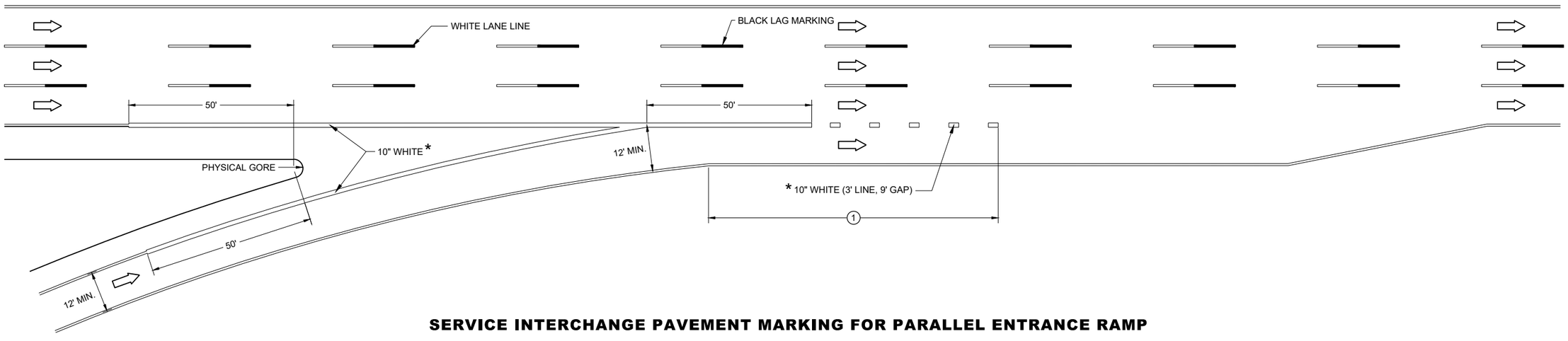
PLACE GROOVE 3 INCHES LEFT OF JOINT.

(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

SDD 15C31-06c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-06c

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR, FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR)
- PORTABLE CRASH CUSHION
- CONCRETE BARRIER TEMPORARY PRECAST
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

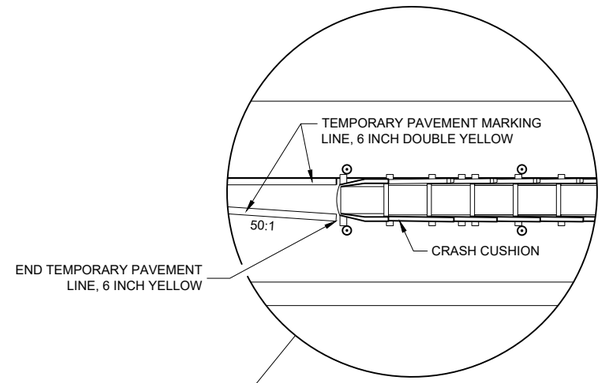
"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

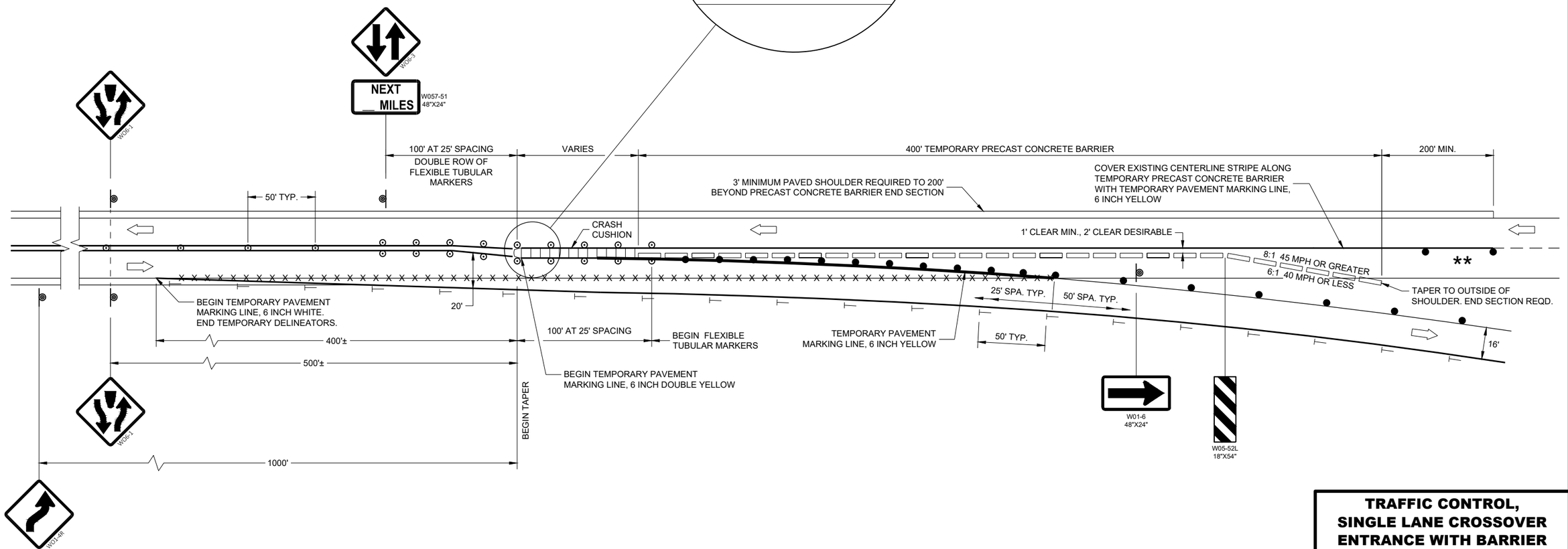
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

** SEE SDD 15D12 FOR LANE CLOSURE DETAILS.





TRAFFIC CONTROL, SINGLE LANE CROSSOVER ENTRANCE WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6 SDD 15D05-06

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

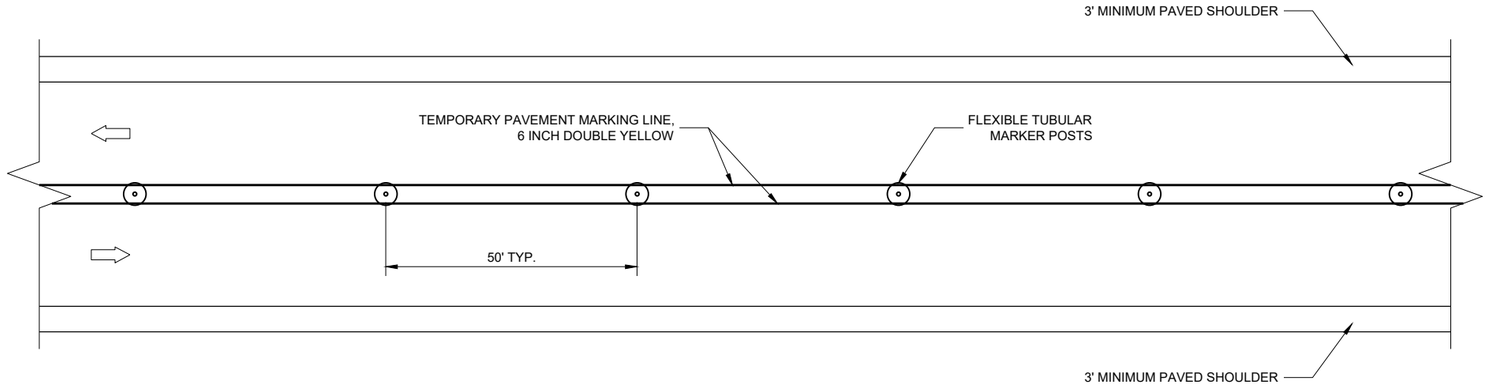
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.

1. THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

2. CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D06-06

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE RESPECTIVE EDGE LINE MARKING
- PORTABLE CRASH CUSHION
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

GENERAL NOTES

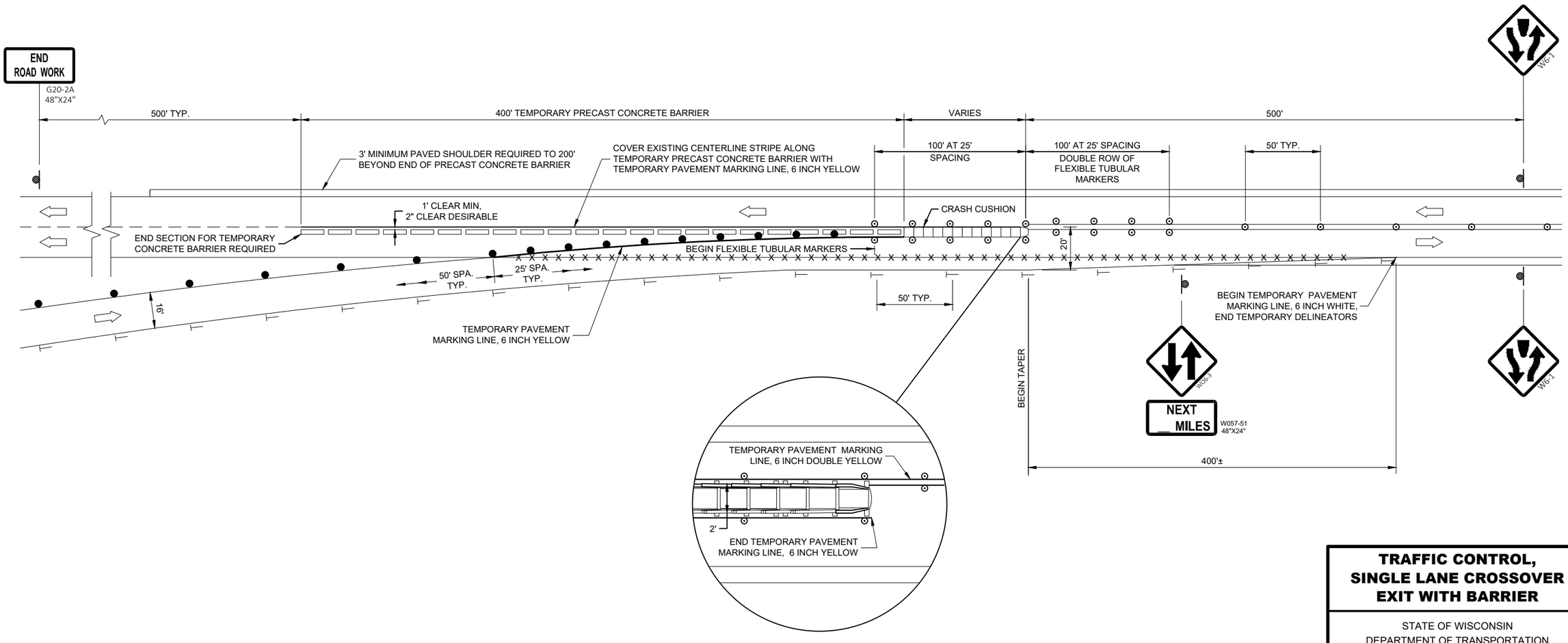
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

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



TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D10-06

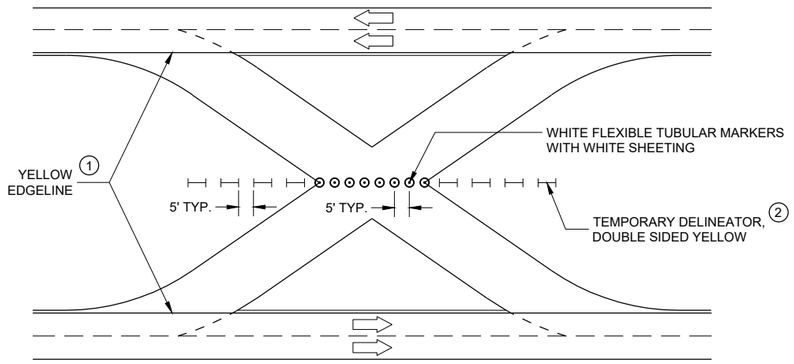
SDD 15D10-06

6

6

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

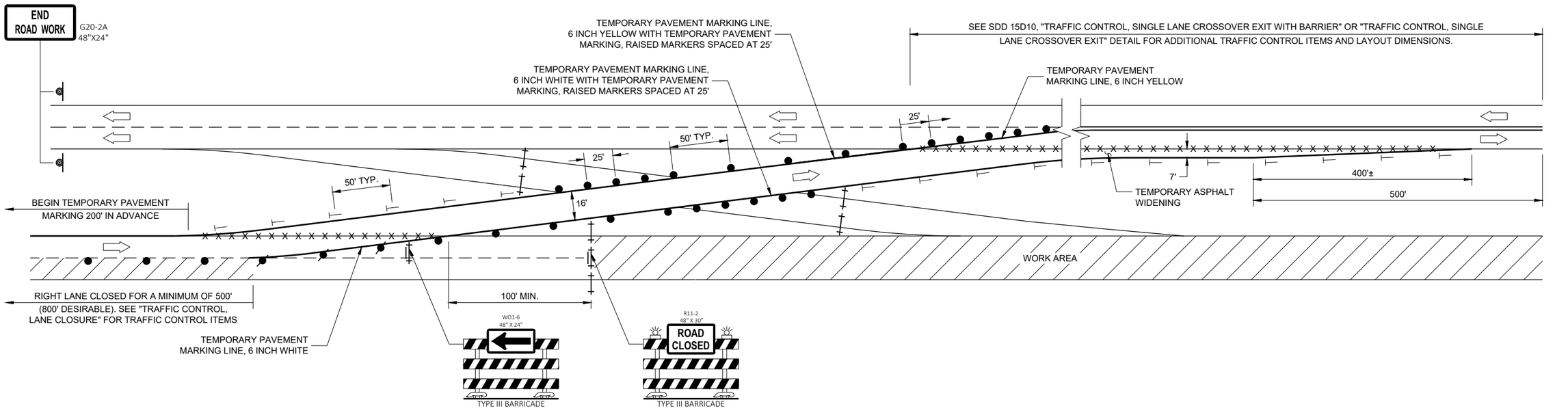
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

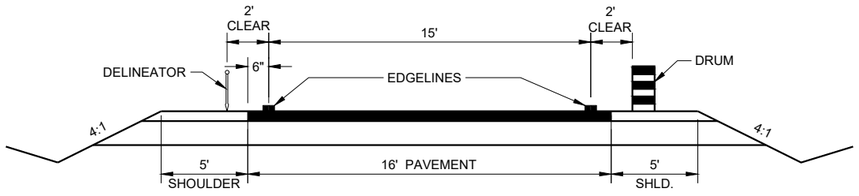
THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

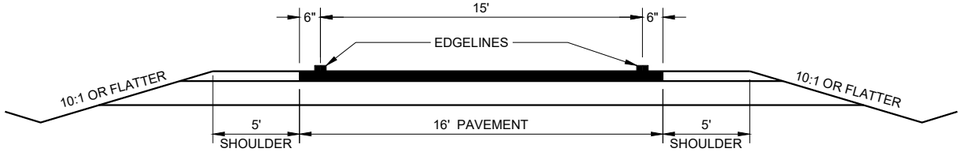
(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.





TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D11-09

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.

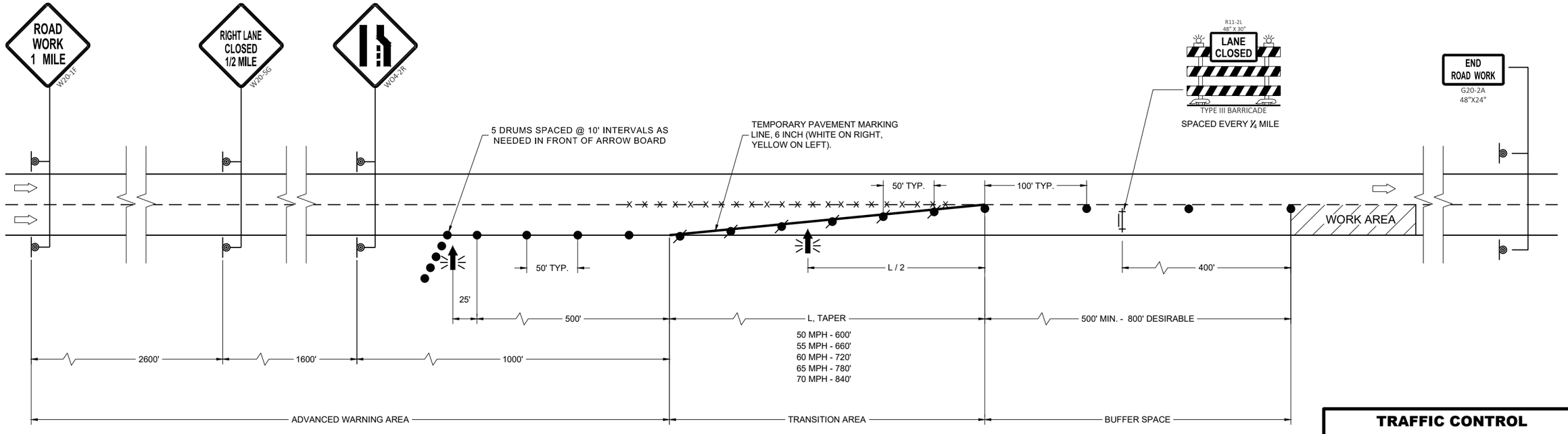
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-12a

6

SDD 15D12-12a

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.

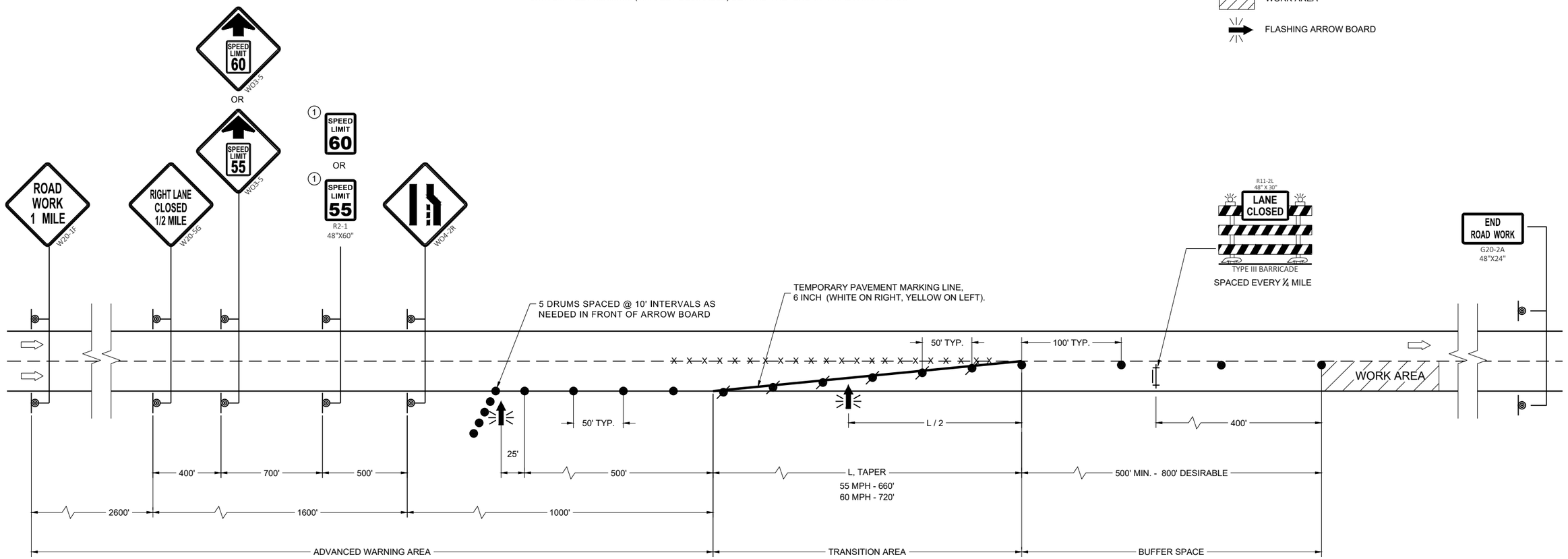
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

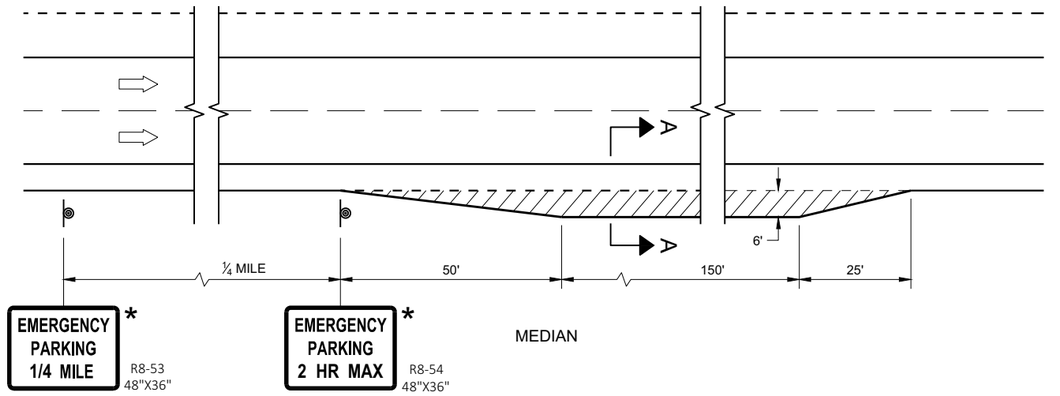
APPROVED
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

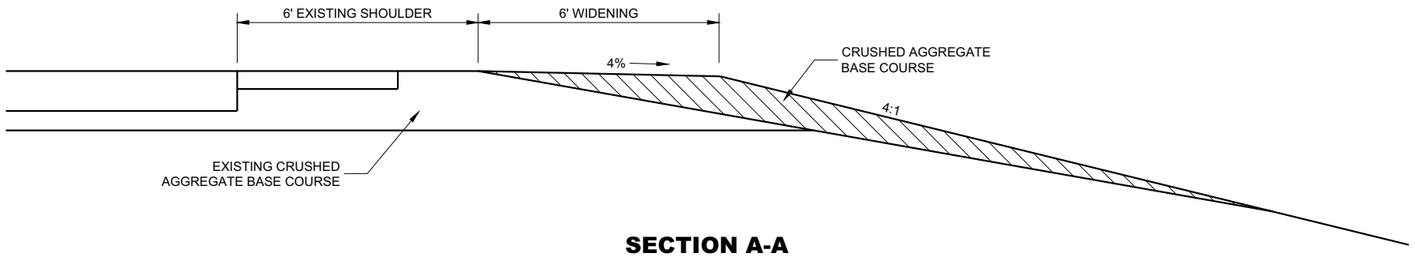
FHWA

6

SDD 15D12-12b



TEMPORARY EMERGENCY PULLOUTS FOR DIVIDED HIGHWAYS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIAL AND WORKMANSHIP NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

TEMPORARY EMERGENCY PULLOUTS AND SIGNS SHALL BE REMOVED AND THE ROADWAY RESTORED TO ITS ORIGINAL CROSS SECTION AND CONDITION PRIOR TO REOPENING THE ROADWAY TO ONE WAY TRAFFIC.

* SIGNS TO BE BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

TEMPORARY EMERGENCY PULLOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2013
DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER O

FHWA

6

SDD 15D13 - 02

6

SDD 15D13 - 02

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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

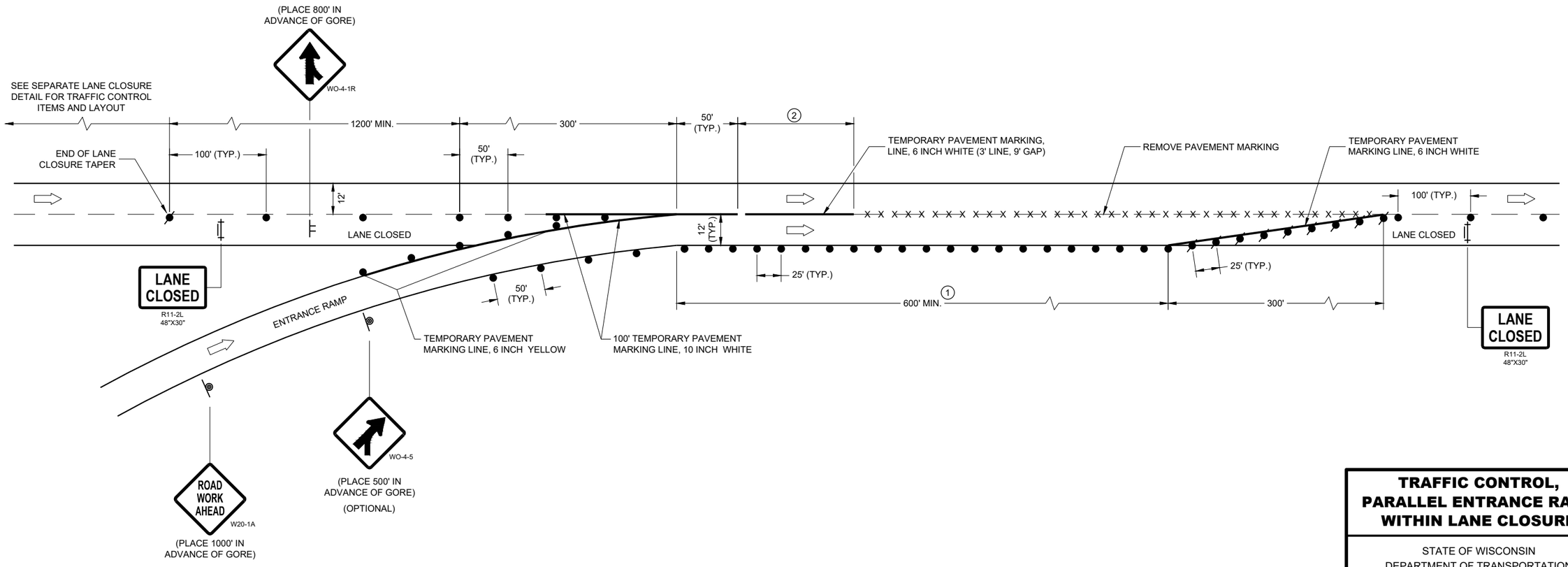
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D15-07a

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.

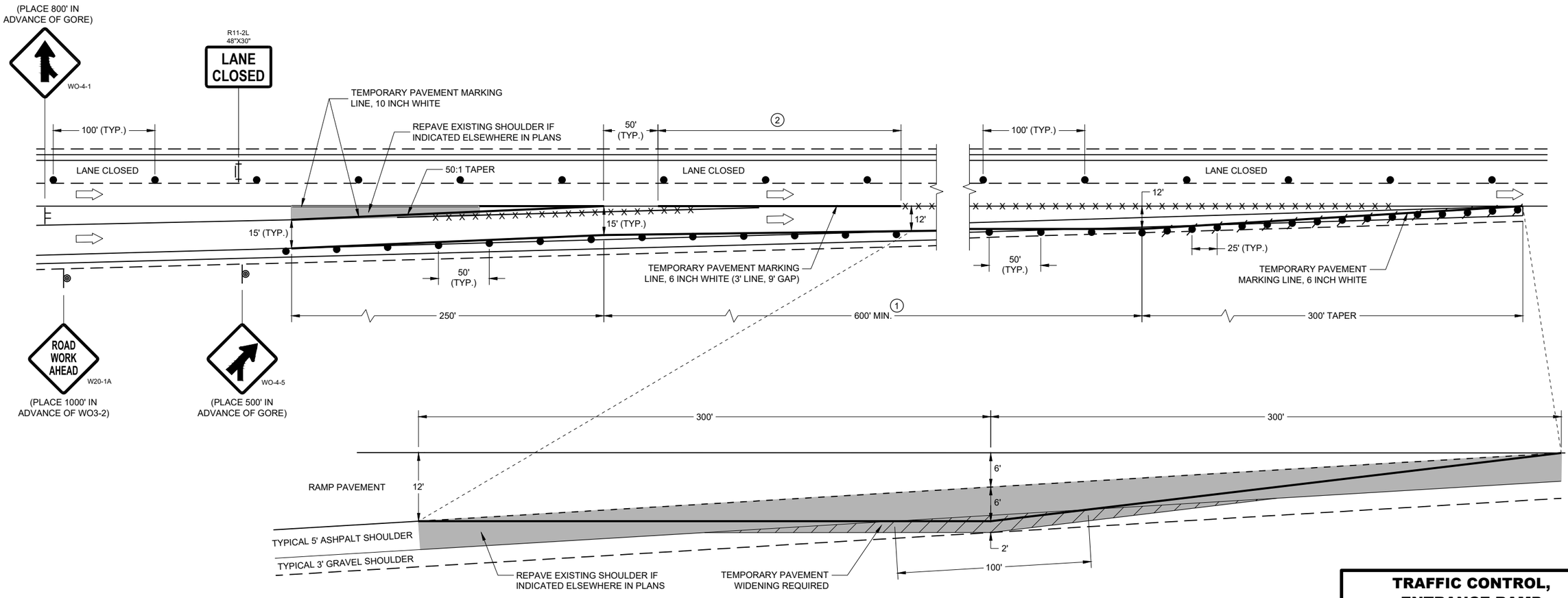
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07b

6

SDD 15D15-07b

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.

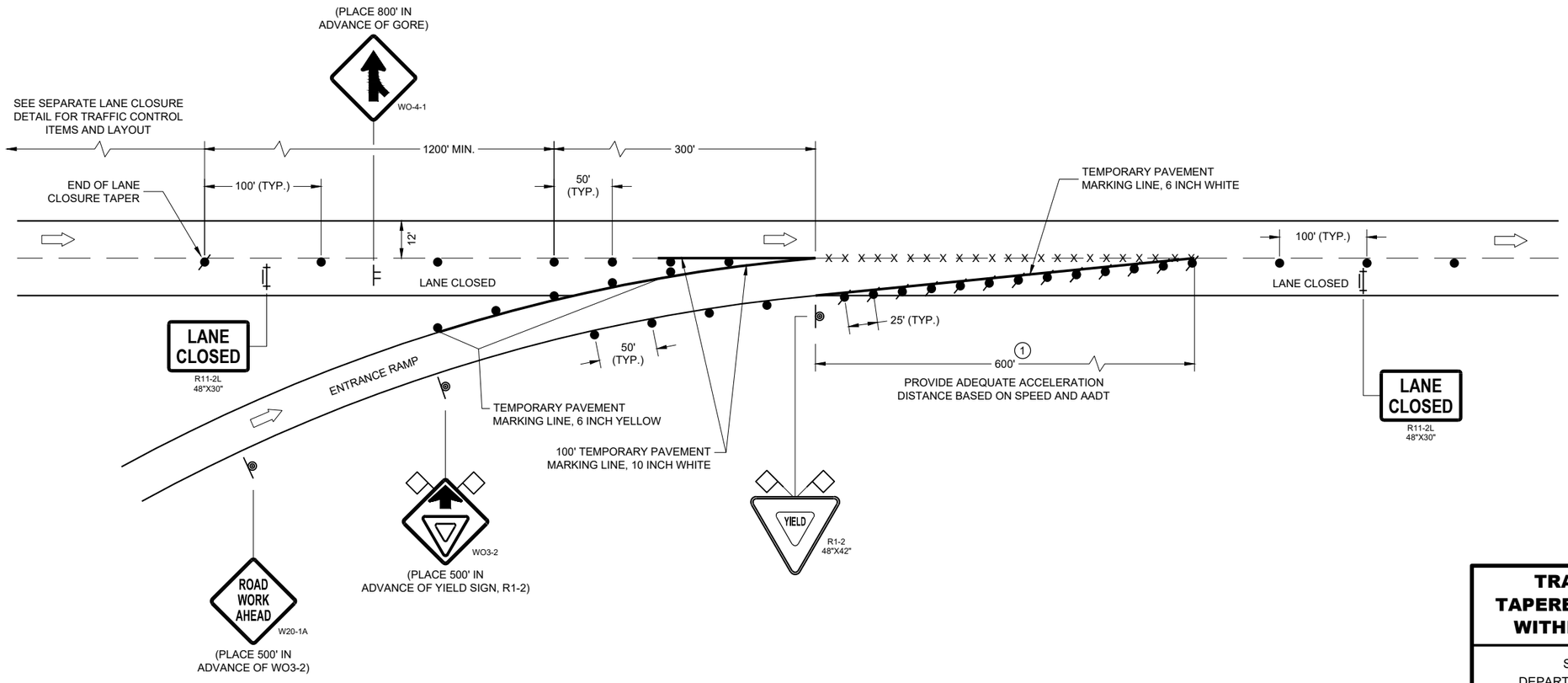
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15D15-07c

6

SDD 15D15-07c

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.

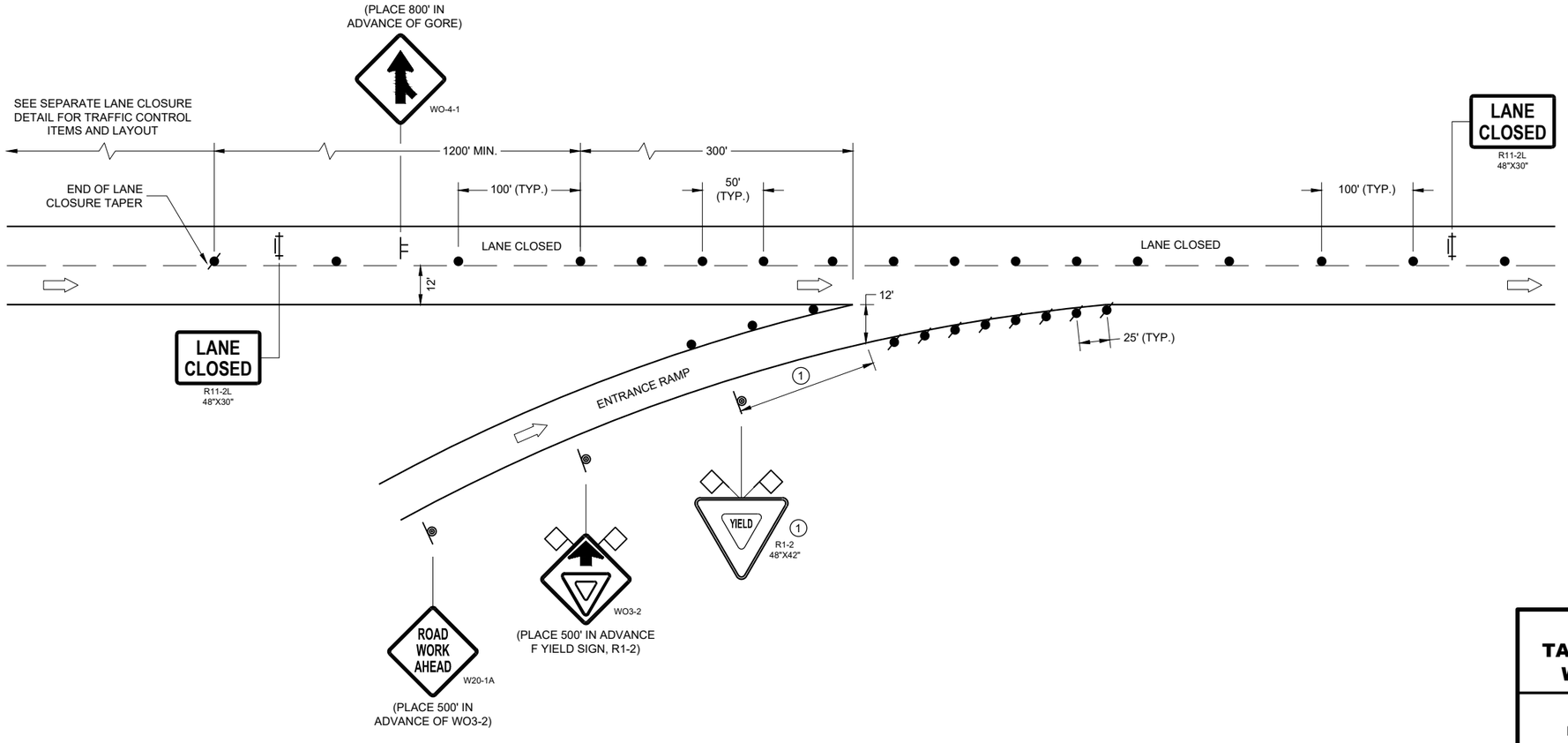
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07d

6

SDD 15D15-07d

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.

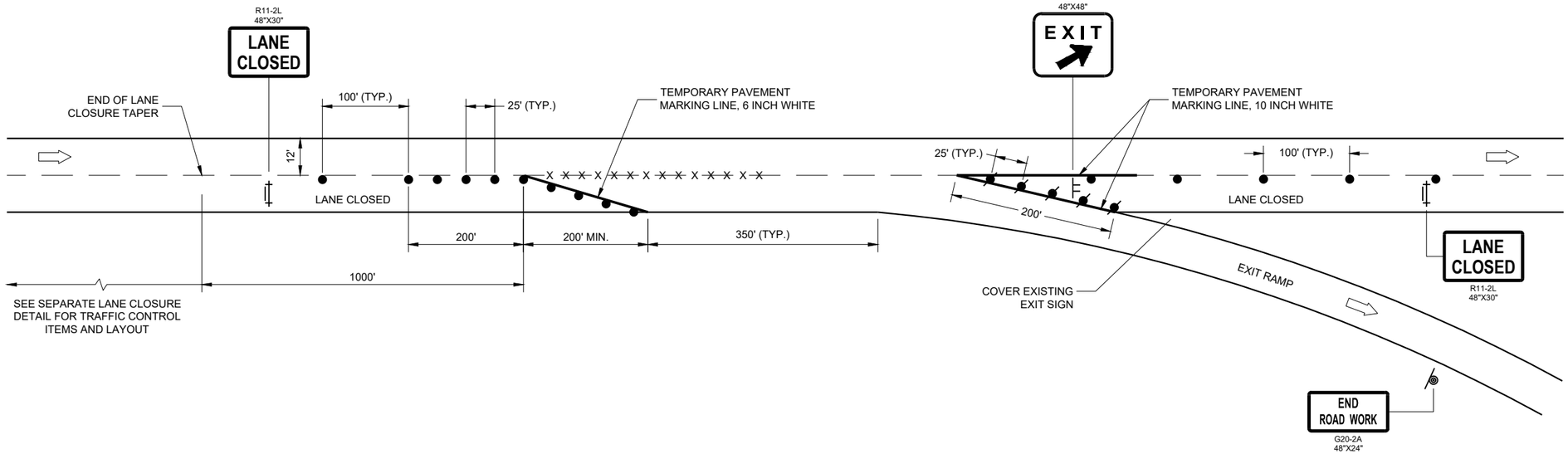
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07e
SDD 15D15-07e

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.

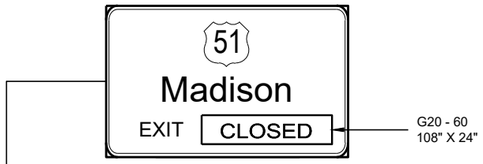
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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.

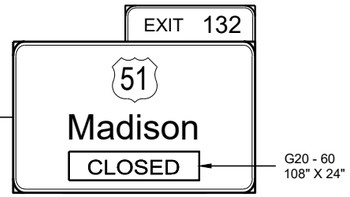
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(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.

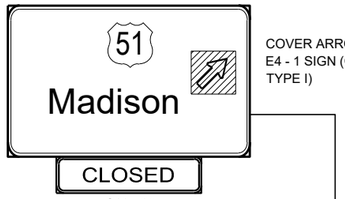
(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR

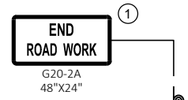


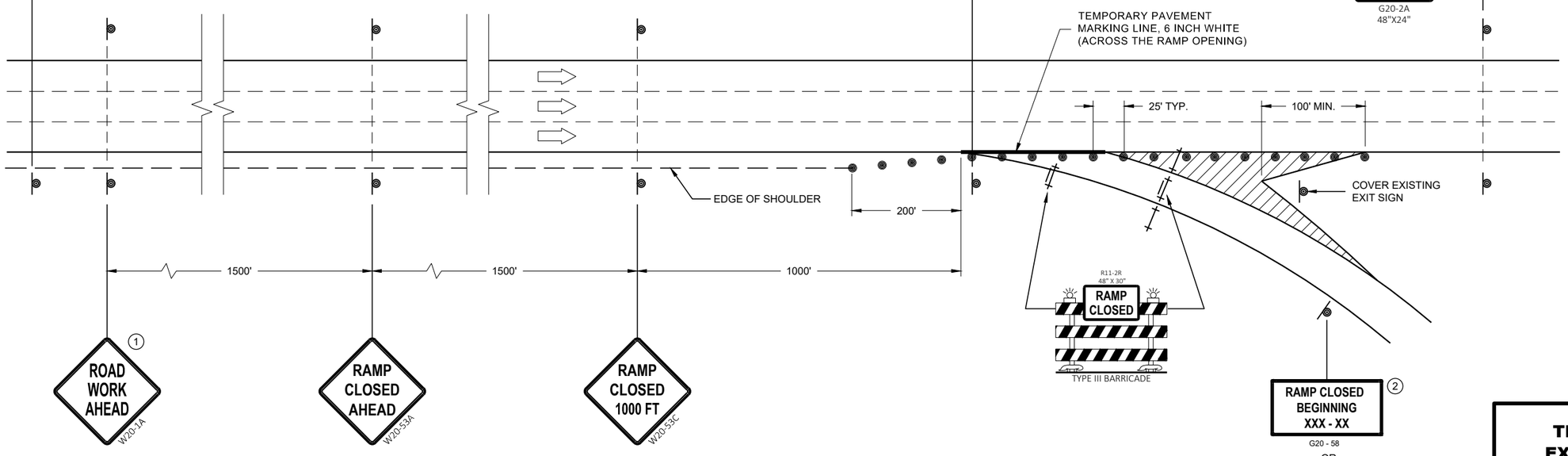
PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



G20 - 61
120 ' X 30"

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)





OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D16-06

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.

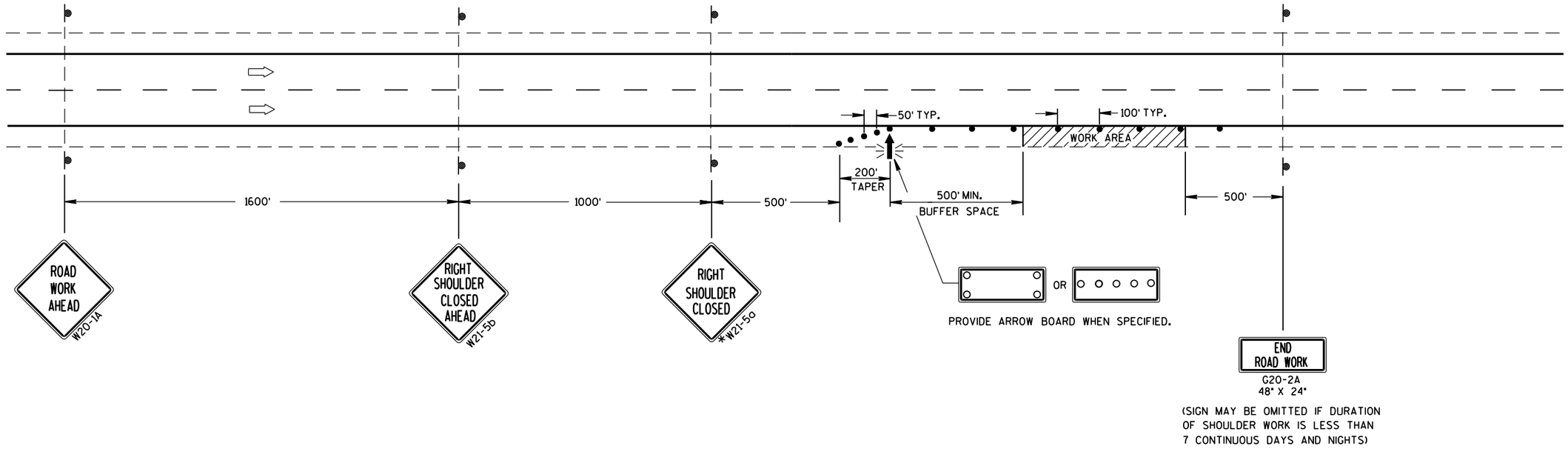
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

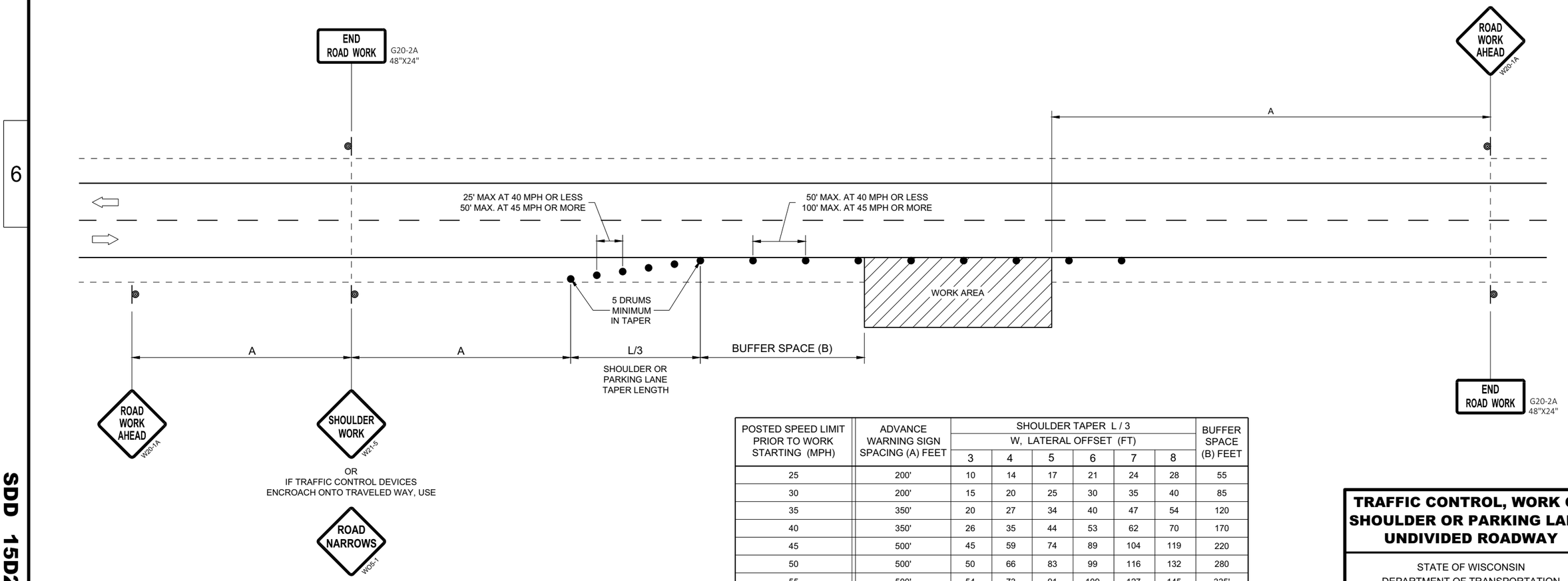
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

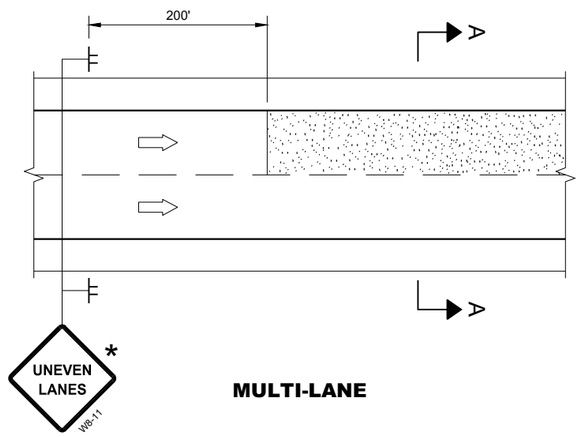
300

6

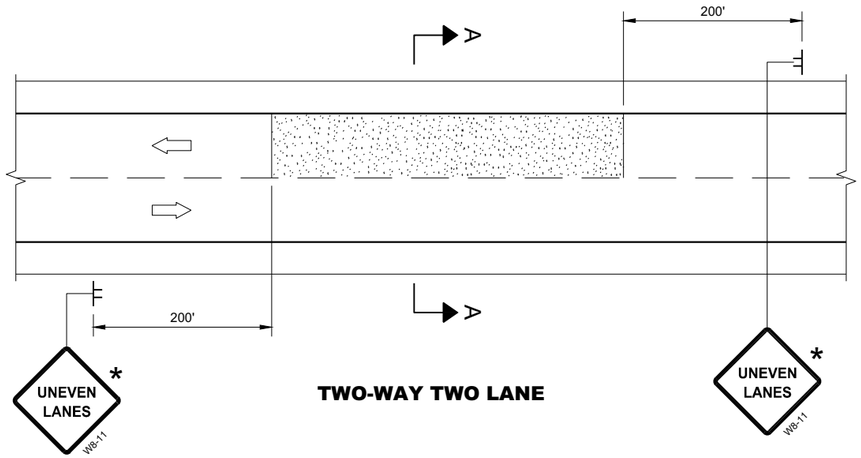
SDD 15D28 - 04

6

SDD 15D28 - 04



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.

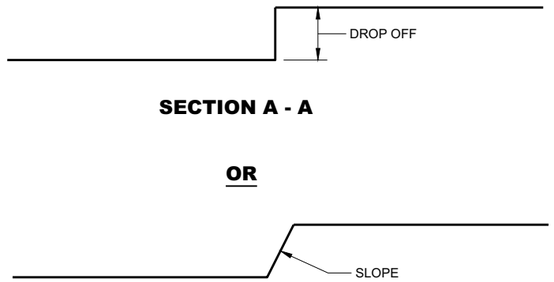
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

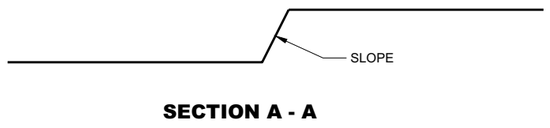
LEGEND

- 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

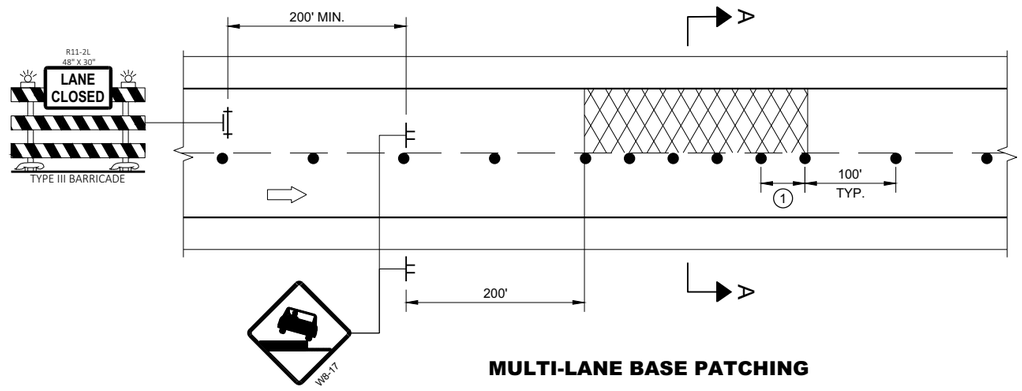


SECTION A - A

OR

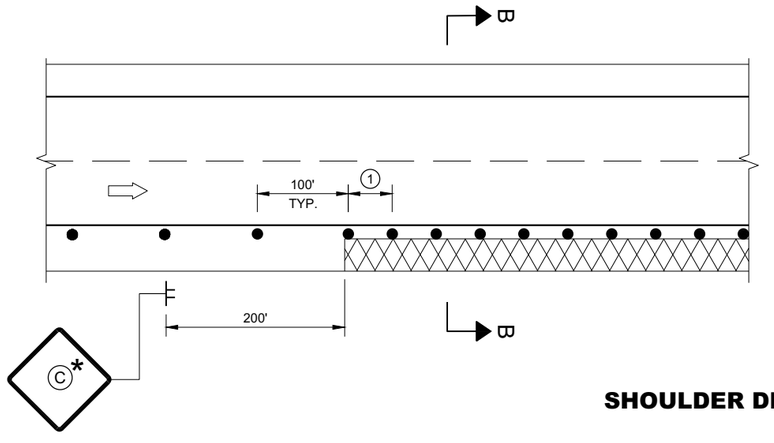


SECTION A - A

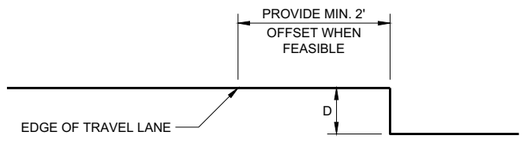


MULTI-LANE BASE PATCHING

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

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.

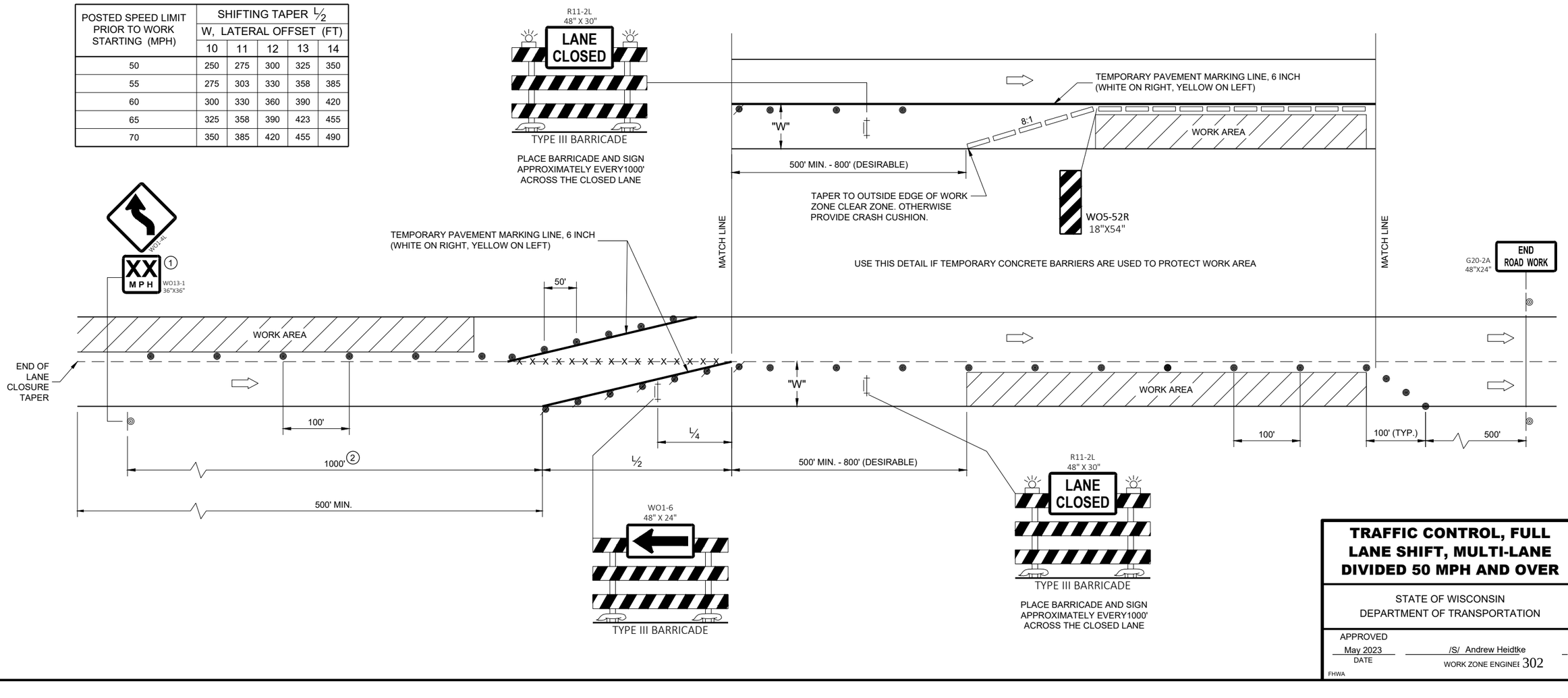
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05b

6

SDD 15D40-05b

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.

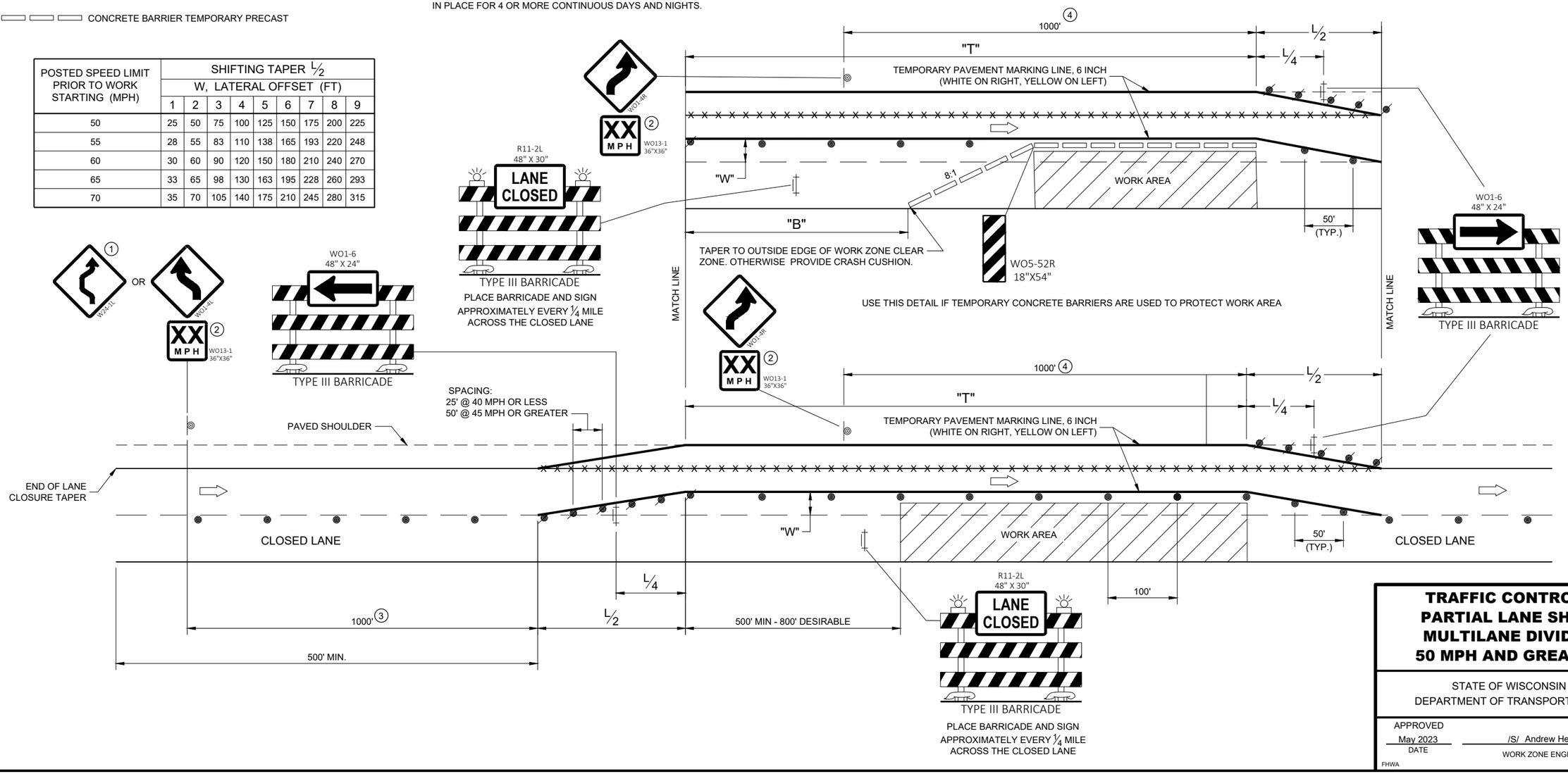
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05d

6

SDD 15D40-05d

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

GENERAL NOTES

RIGHT CLOSURE SHOWN (LEFT LANE CLOSURE SIMILAR)

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

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

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

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

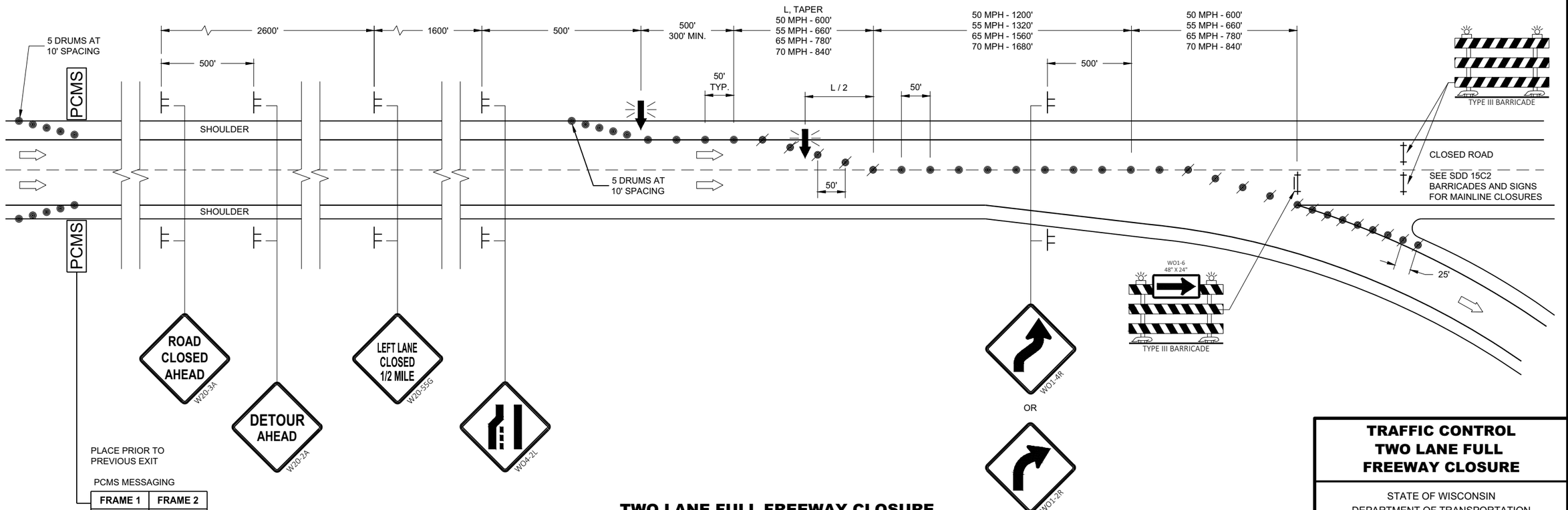
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS EACH CLOSED LANE TO HELP REINFORCE THE DRUM LINE.

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

REFER TO DETOUR ROUTES FOR TRAFFIC GUIDANCE SIGNING.

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.



PLACE PRIOR TO PREVIOUS EXIT

PCMS MESSAGING

FRAME 1	FRAME 2
FREEWAY CLOSED	EXIT AHEAD

TWO LANE FULL FREEWAY CLOSURE

TRAFFIC CONTROL TWO LANE FULL FREEWAY CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

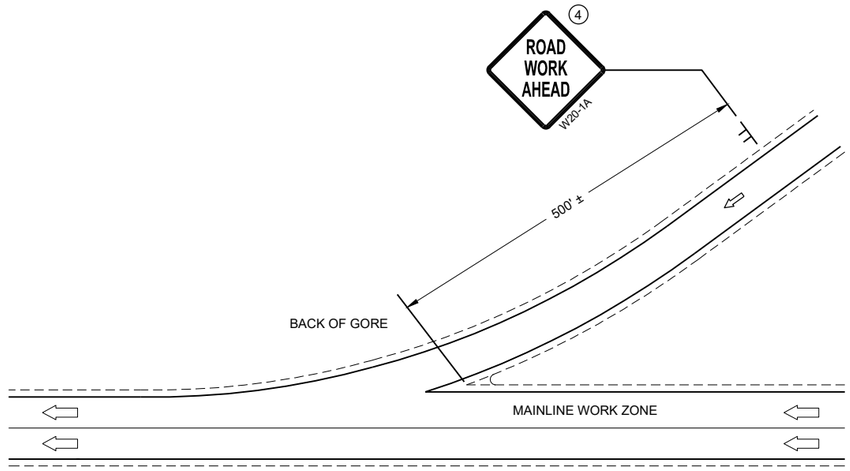
SDD 15D42 - 01

6

SDD 15D42 - 01

LEGEND

- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- ● TRAFFIC CONTROL DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

(1) DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.

(3) WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.

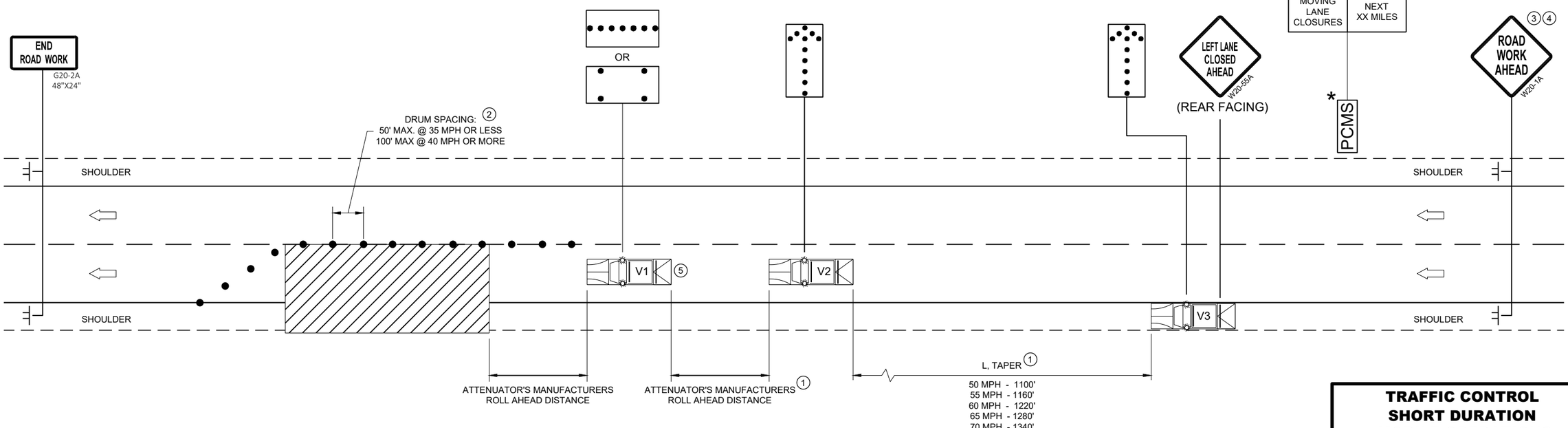
(4) SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(5) SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D43 - 02

6

SDD 15D43 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

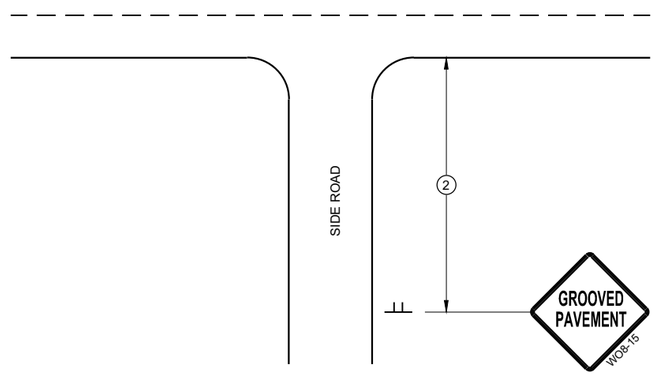
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

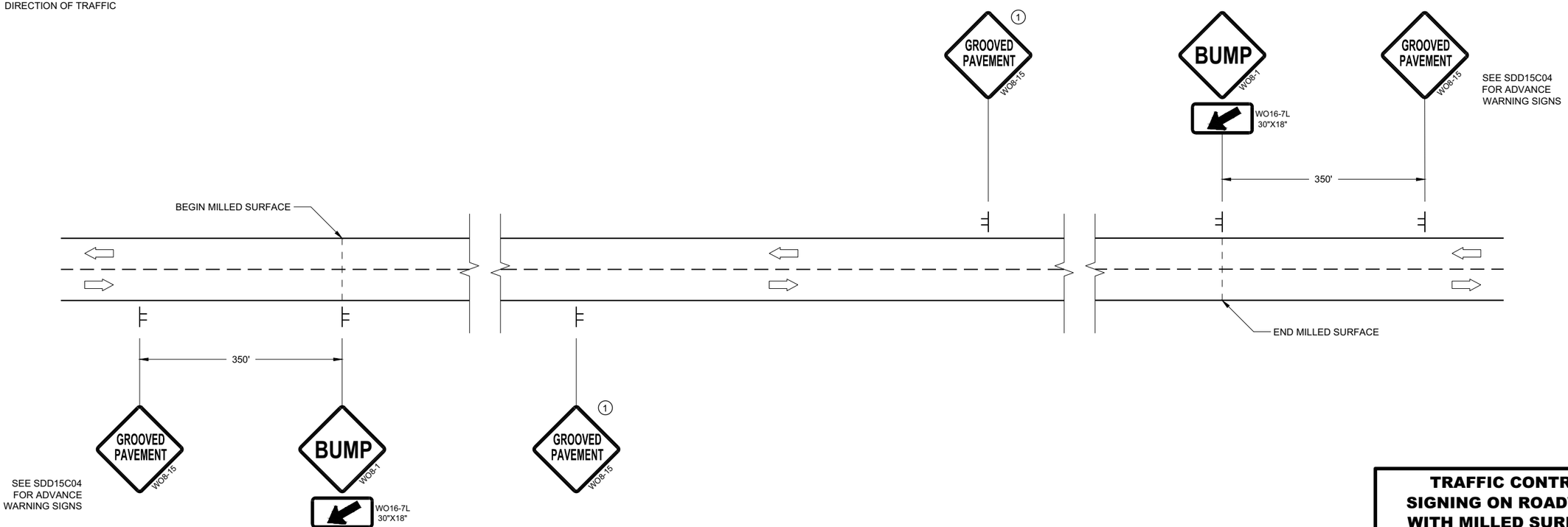
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

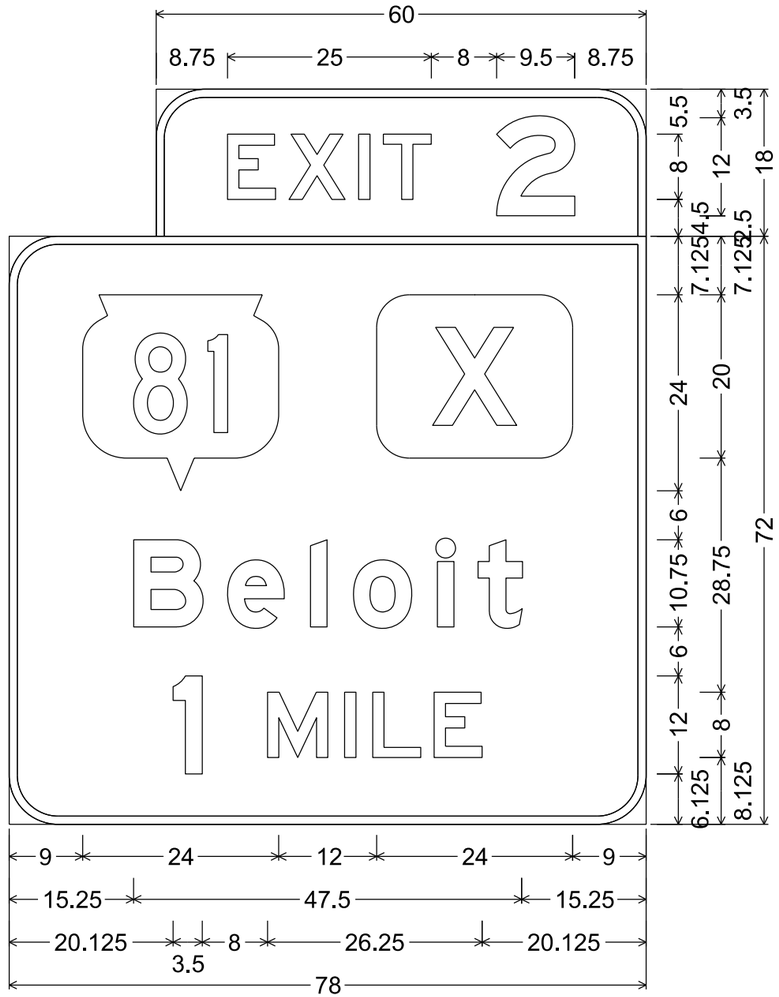
FHWA

6
SDD 15D44 - 02

NOTES

1. Fixed Message signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series E

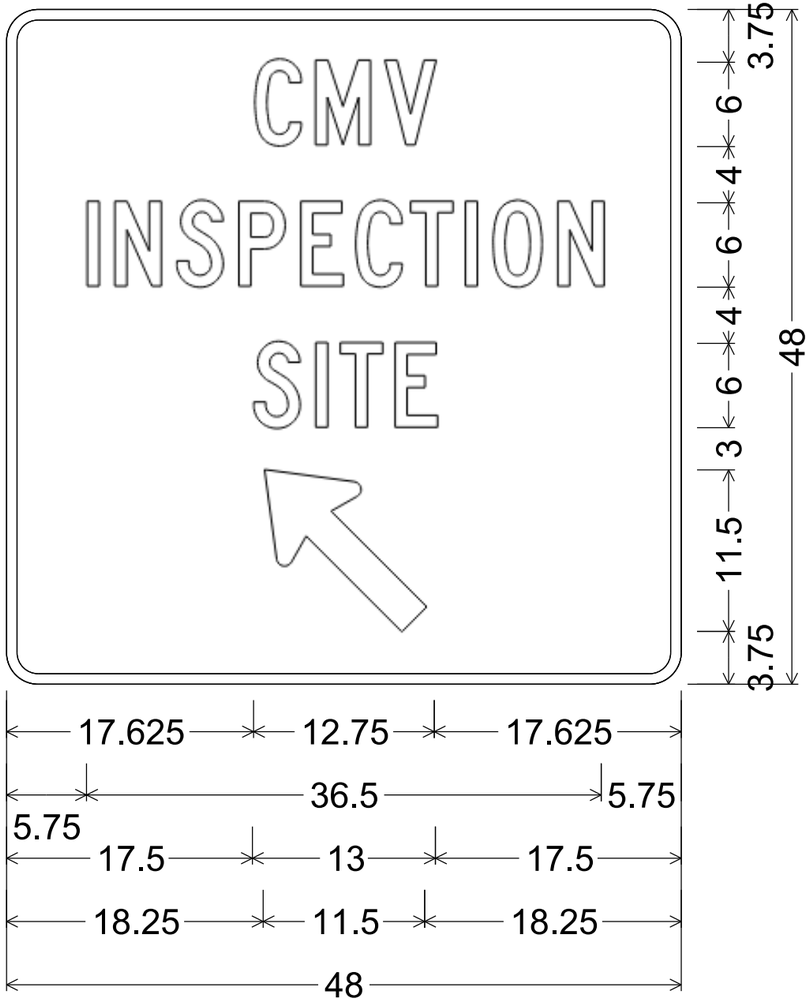
6.000" Radius, 1.000" Border



6.000" Radius, 1.000" Border

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - C



2.250" Radius, 0.750" Border

7

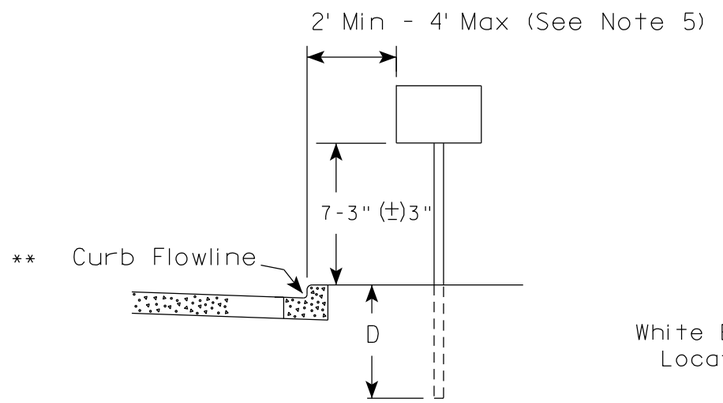
7

PROJECT: 1093-01-81	HWY: IH 43	COUNTY: ROCK	PERMANENT SIGNING	SHEET NO: 308	E

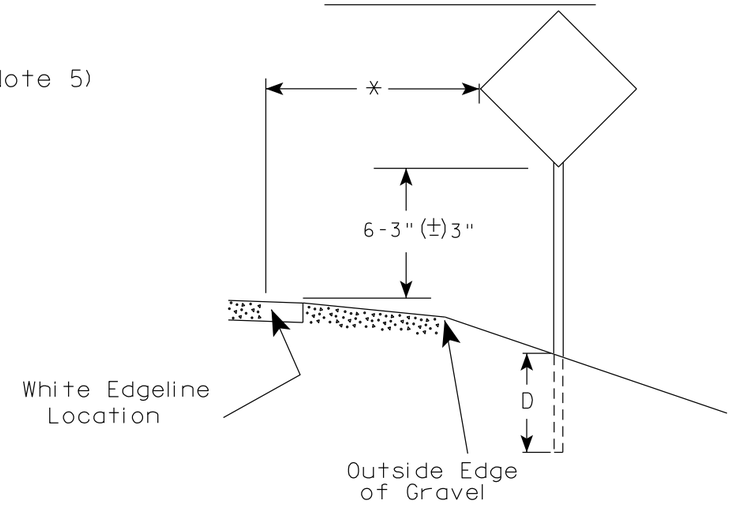
FILE NAME : C:\CAEfiles\Projects\tr_d1_1531an22.DGN PLOT DATE : 7-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME : PLOT SCALE :

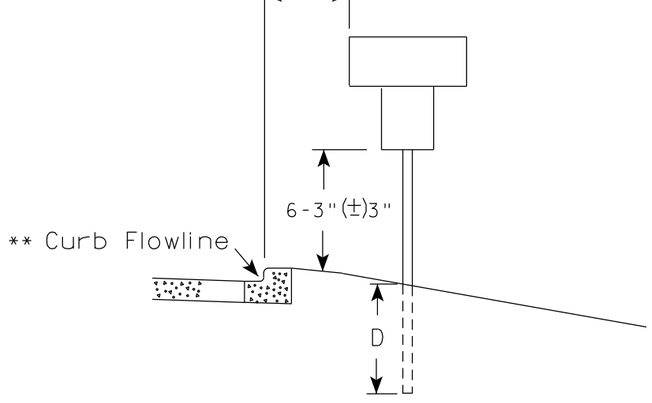
WISDOT/CADDS SHEET 42

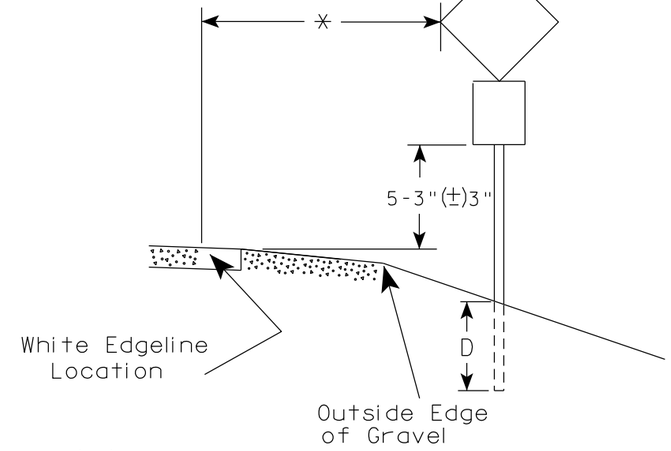
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

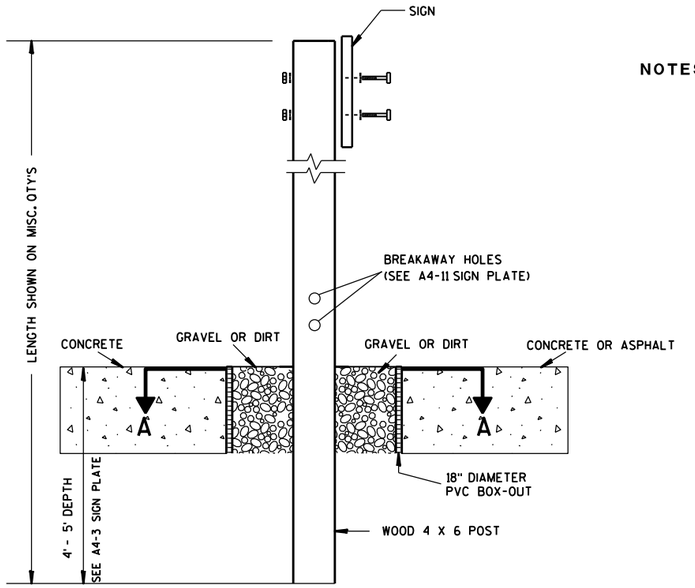
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

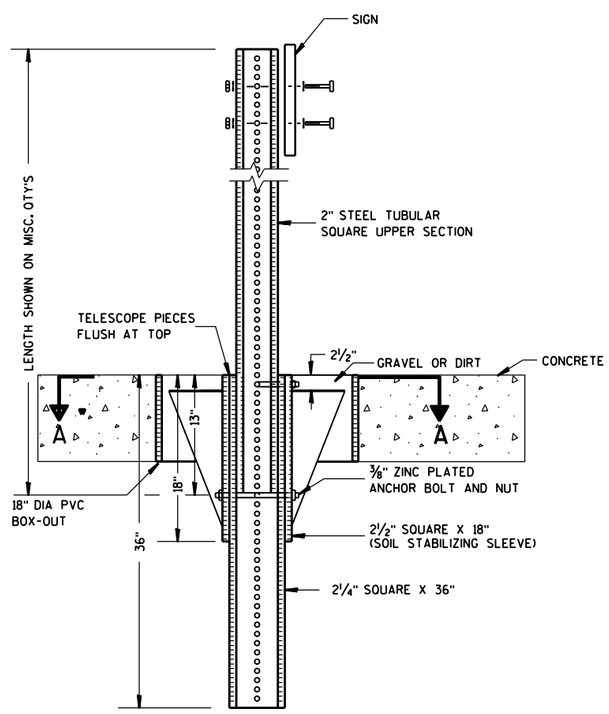
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E



ELEVATION VIEW

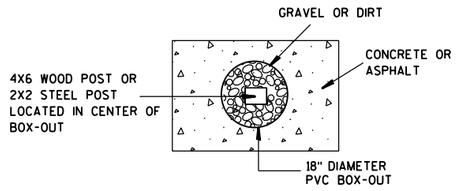
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

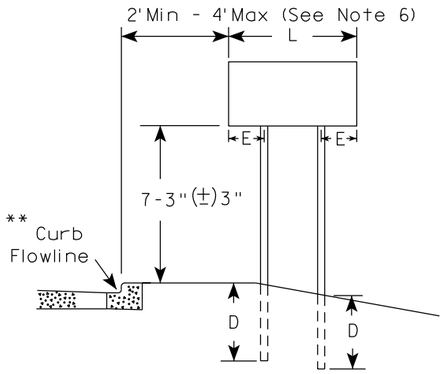
APPROVED Matthew R Rauch
for State Traffic Engineer

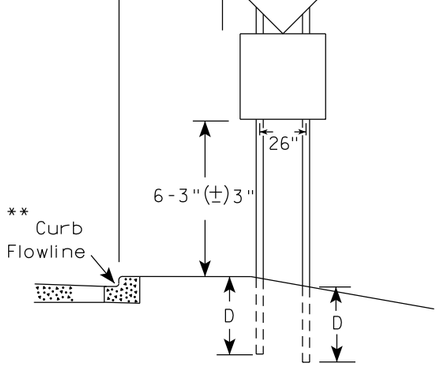
DATE 1/27/14 PLATE NO. A4-3B.1

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

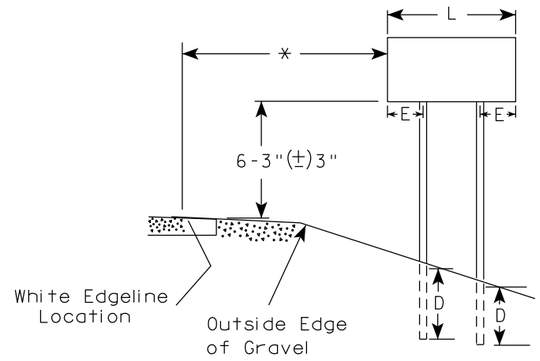
URBAN AREA

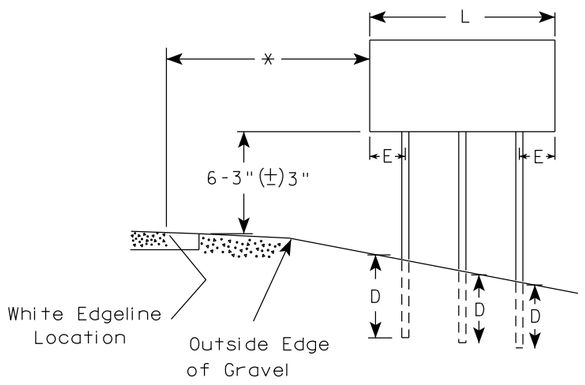


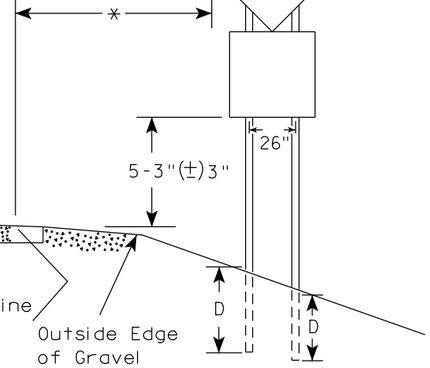


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

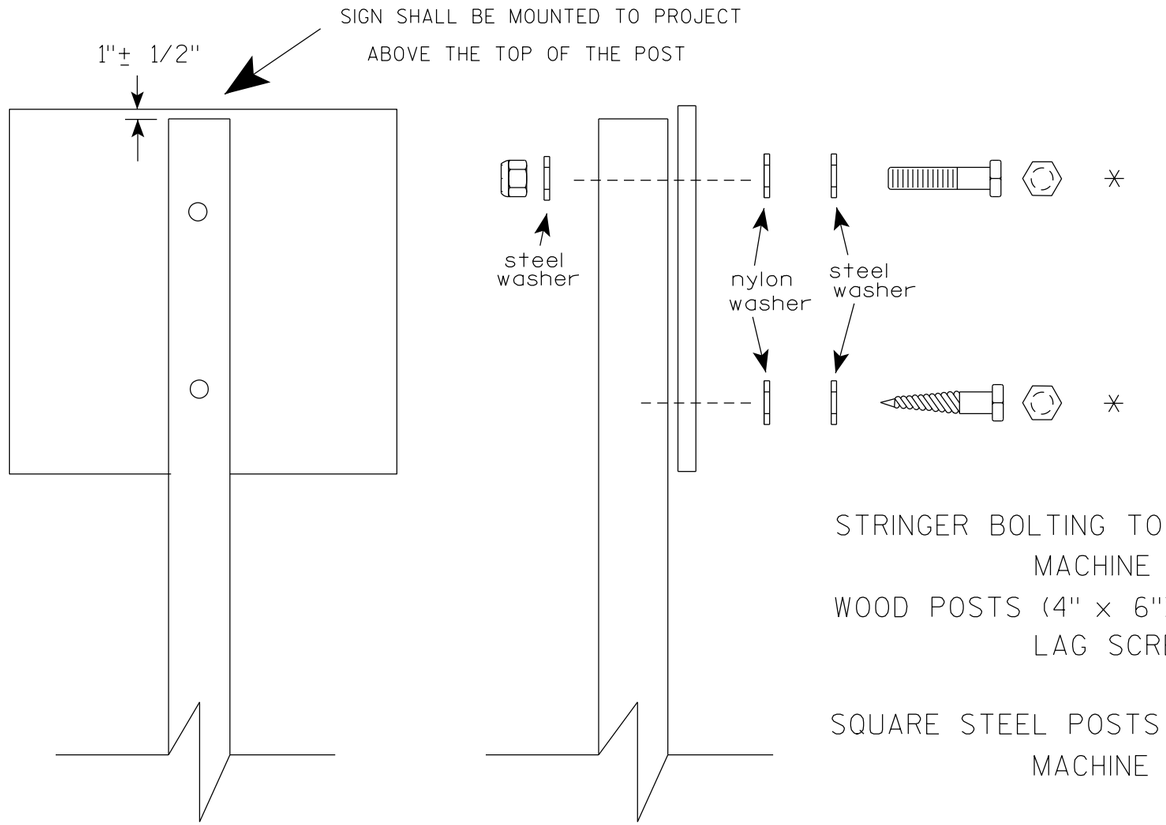
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 311	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

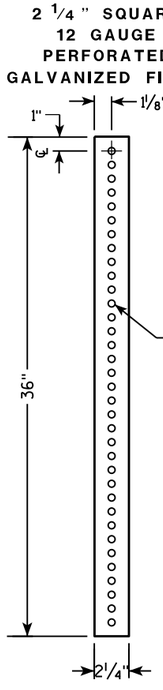
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

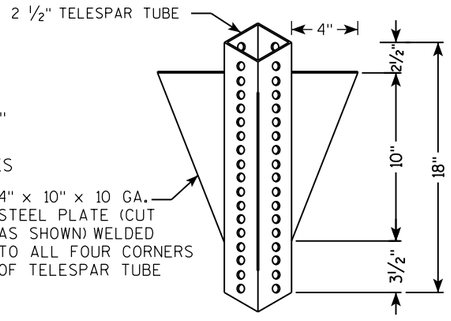
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

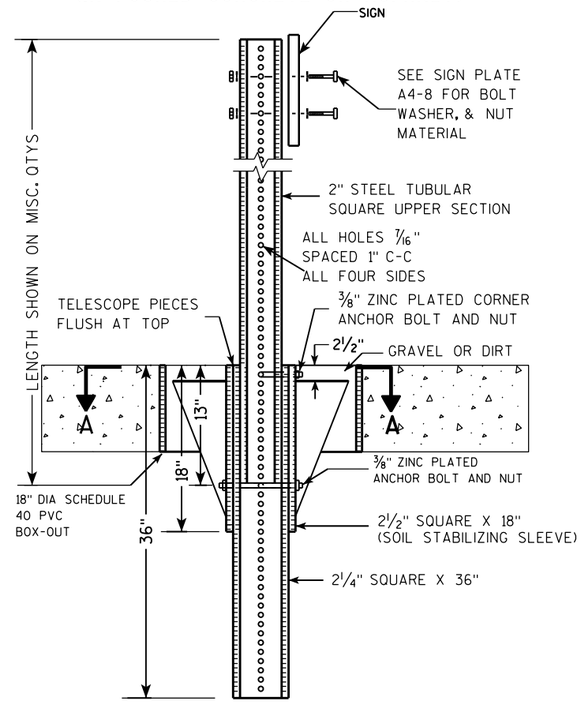
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



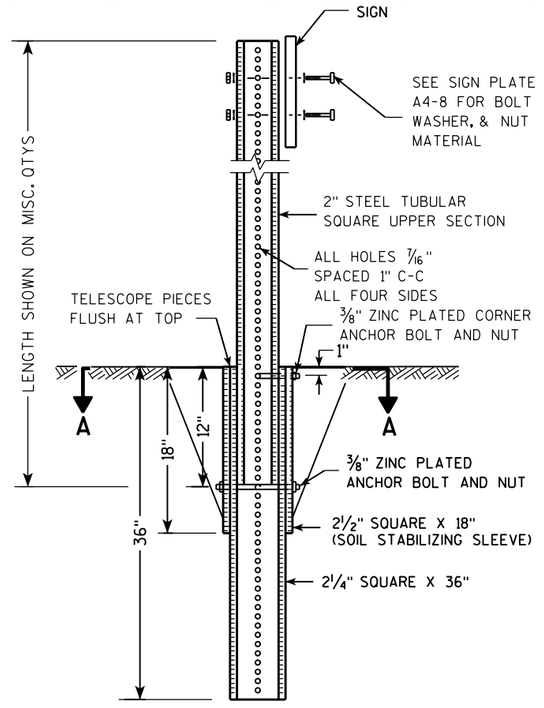
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

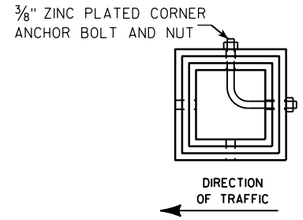


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

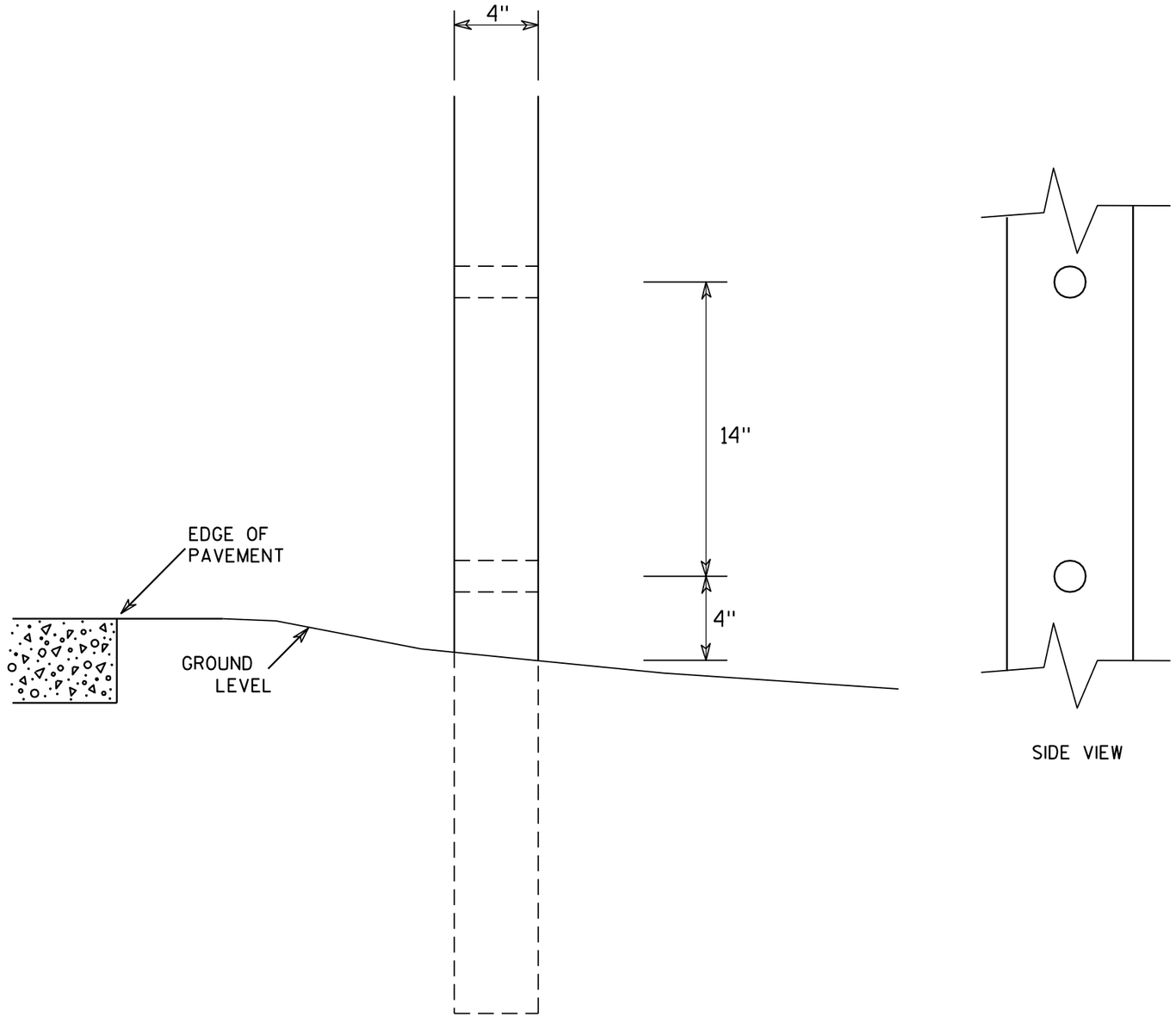
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 313 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

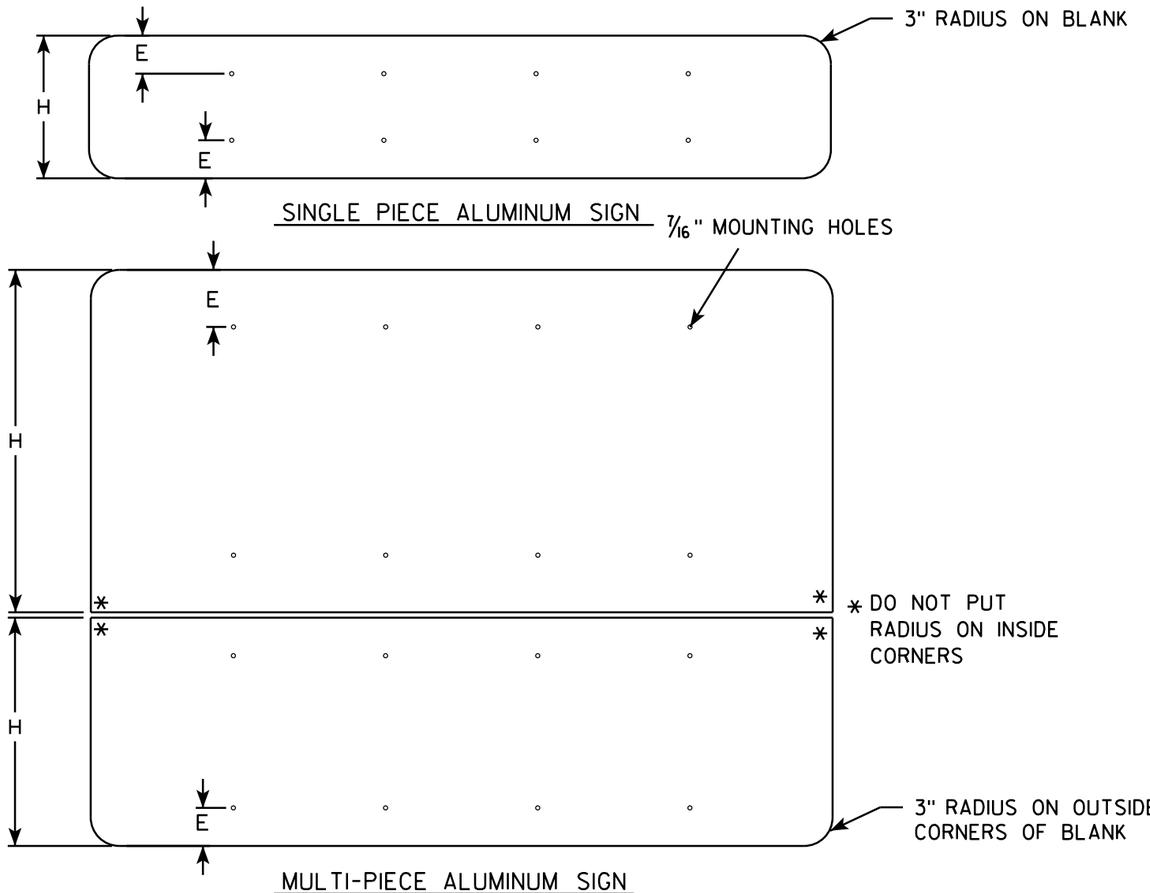
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

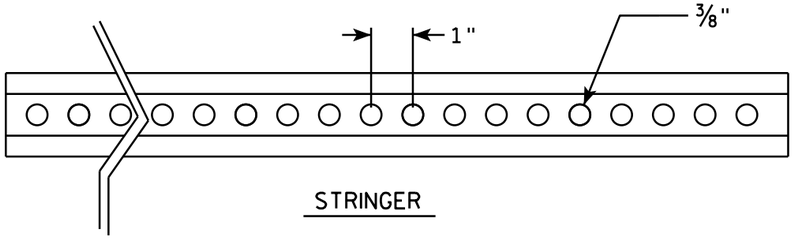
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E



GENERAL NOTES

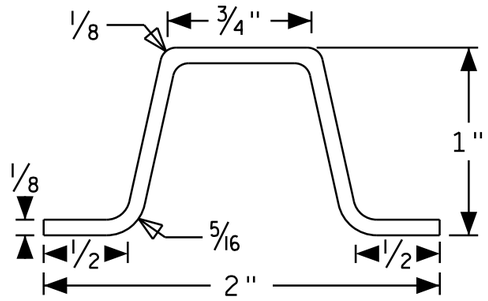
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

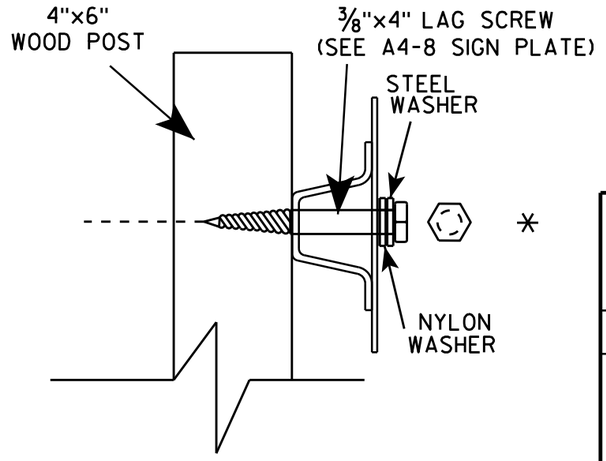


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

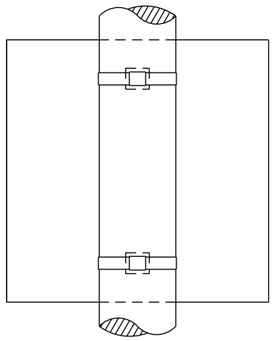
DATE 4/26/16 PLATE NO A4-18.1

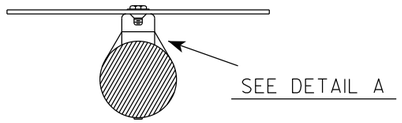
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

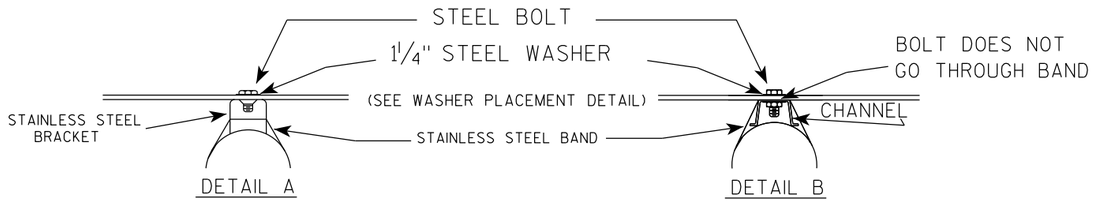
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

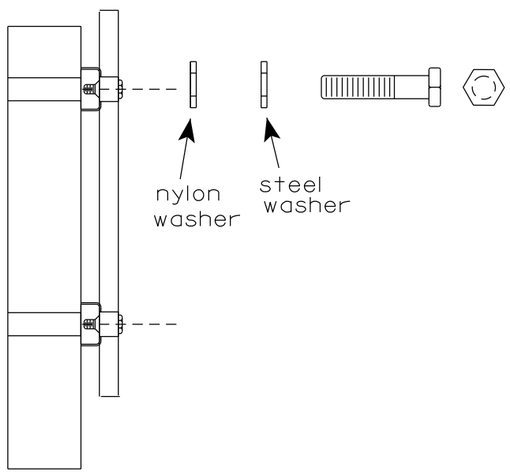
SINGLE SIGN







WASHER PLACEMENT

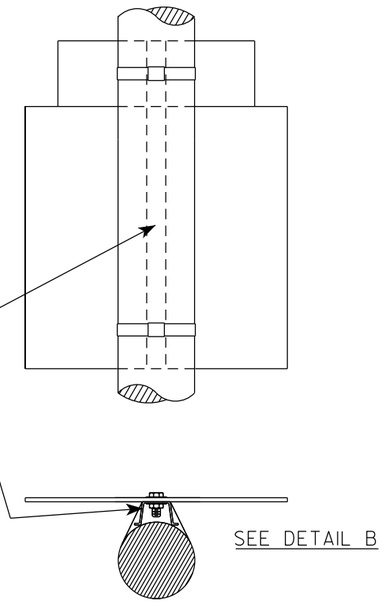


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

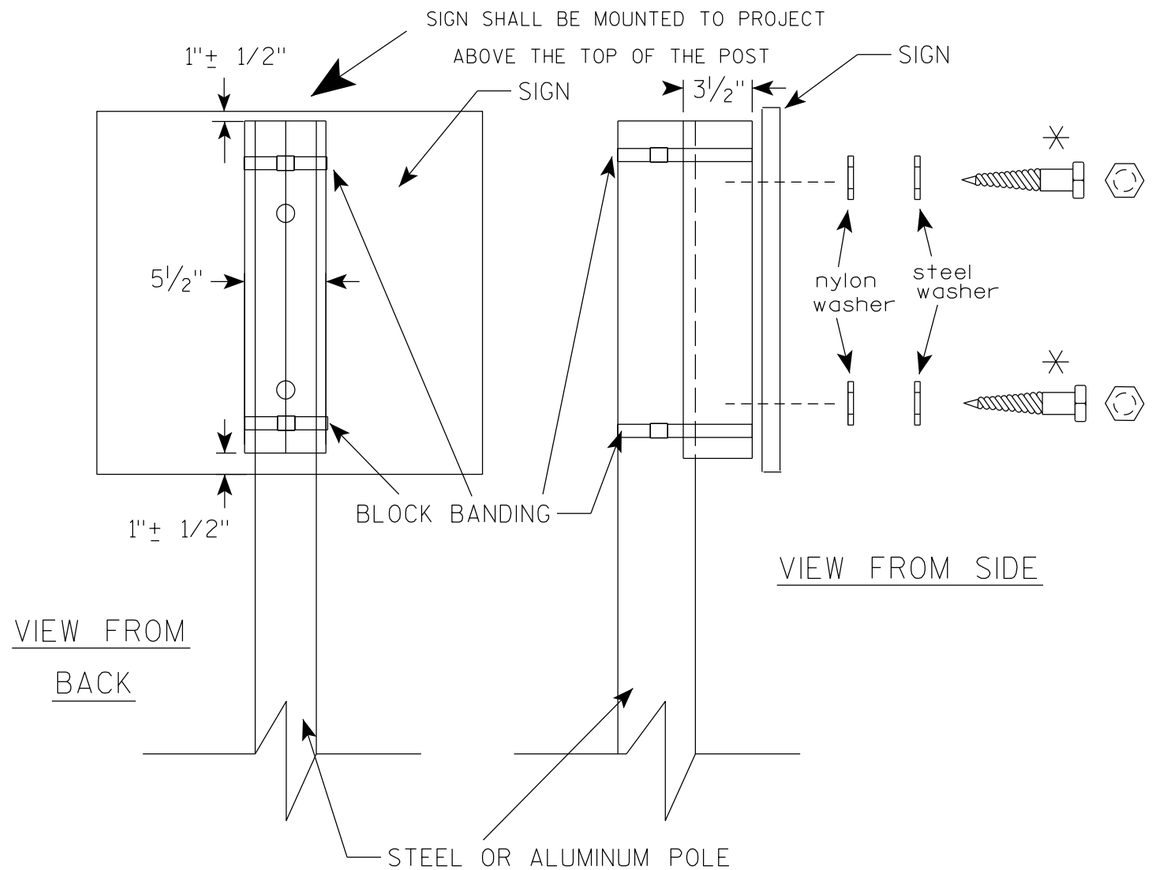
DATE 6/10/19 PLATE NO. A5-9.4

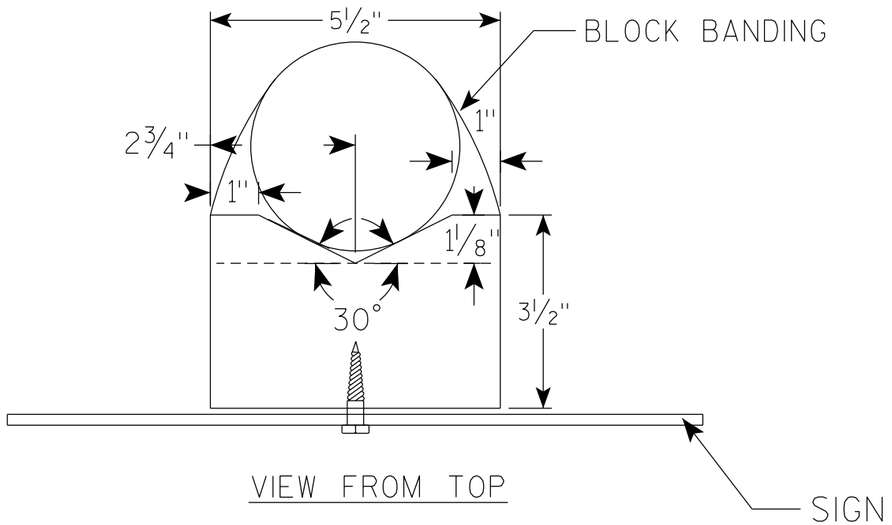
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 316	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

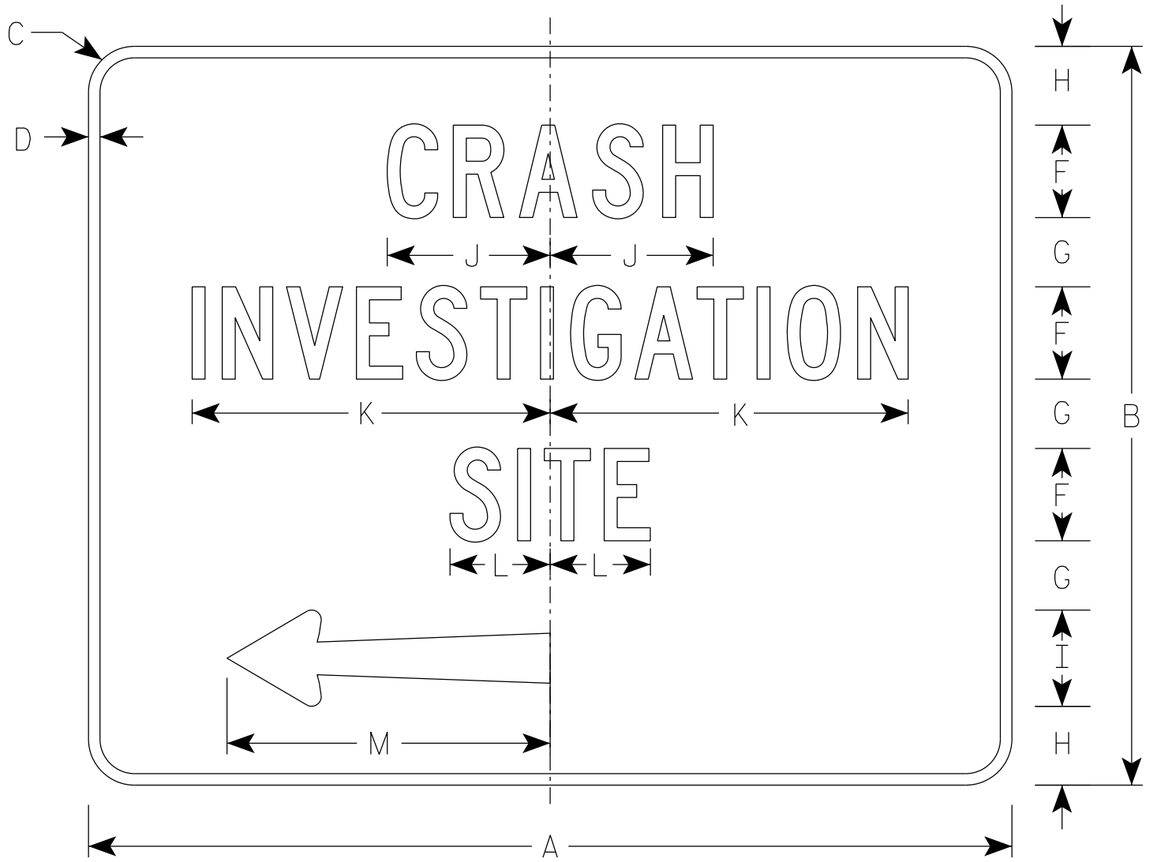
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

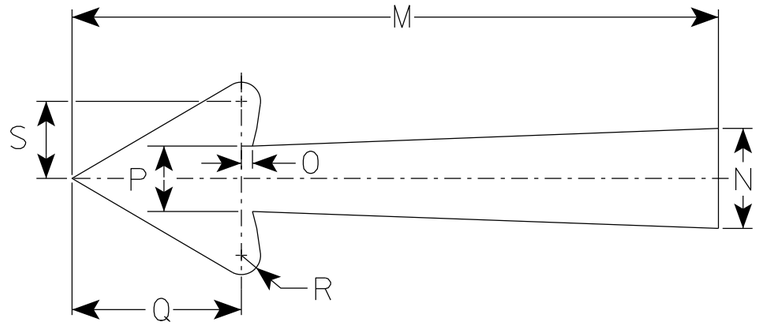
SHEET NO: 317 E



D4-54L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLUE
   Message - WHITE
3. Message Series - C
4. D4-54R is same as D4-54L except arrow is reversed



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	60	48	3	3/4		6	4 1/2	5 1/8	6 1/4	10 5/8	23 1/4	6 1/2	21	3 1/4	3/8	2 1/8	5 1/2	5/8	2 1/2								20.0
2M	60	48	3	3/4		6	4 1/2	5 1/8	6 1/4	10 5/8	23 1/4	6 1/2	21	3 1/4	3/8	2 1/8	5 1/2	5/8	2 1/2								20.0
3																											
4																											
5																											

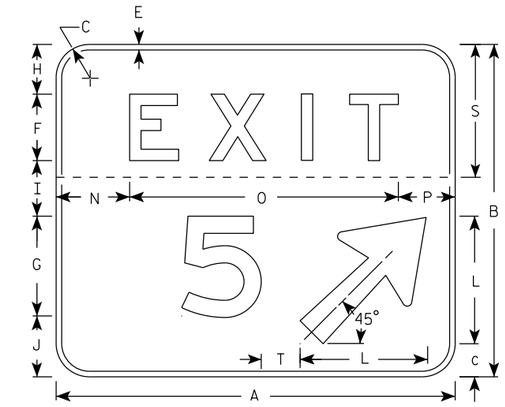
STANDARD SIGN
D4-54 L & R

WISCONSIN DEPT OF TRANSPORTATION

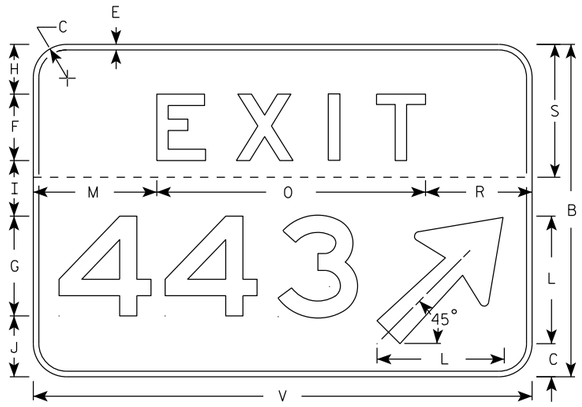
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/26/2024 PLATE NO. D4-54.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 318	E

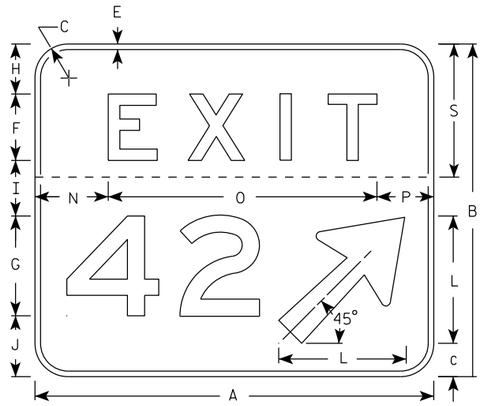


NOTE: T diminision shall be measured from the back of the number to the front of the arrow

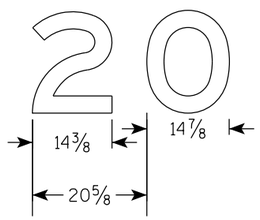


NOTES

1. Signs are 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 each detail by the dashed line (----------).
5. Arrow is Type "A" from sign plate A1-1.
6. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
7. As per the Standard Spec's, these signs shall not have a vertical joint.



EXAMPLE FOR USING SPACING CHART



SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

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
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

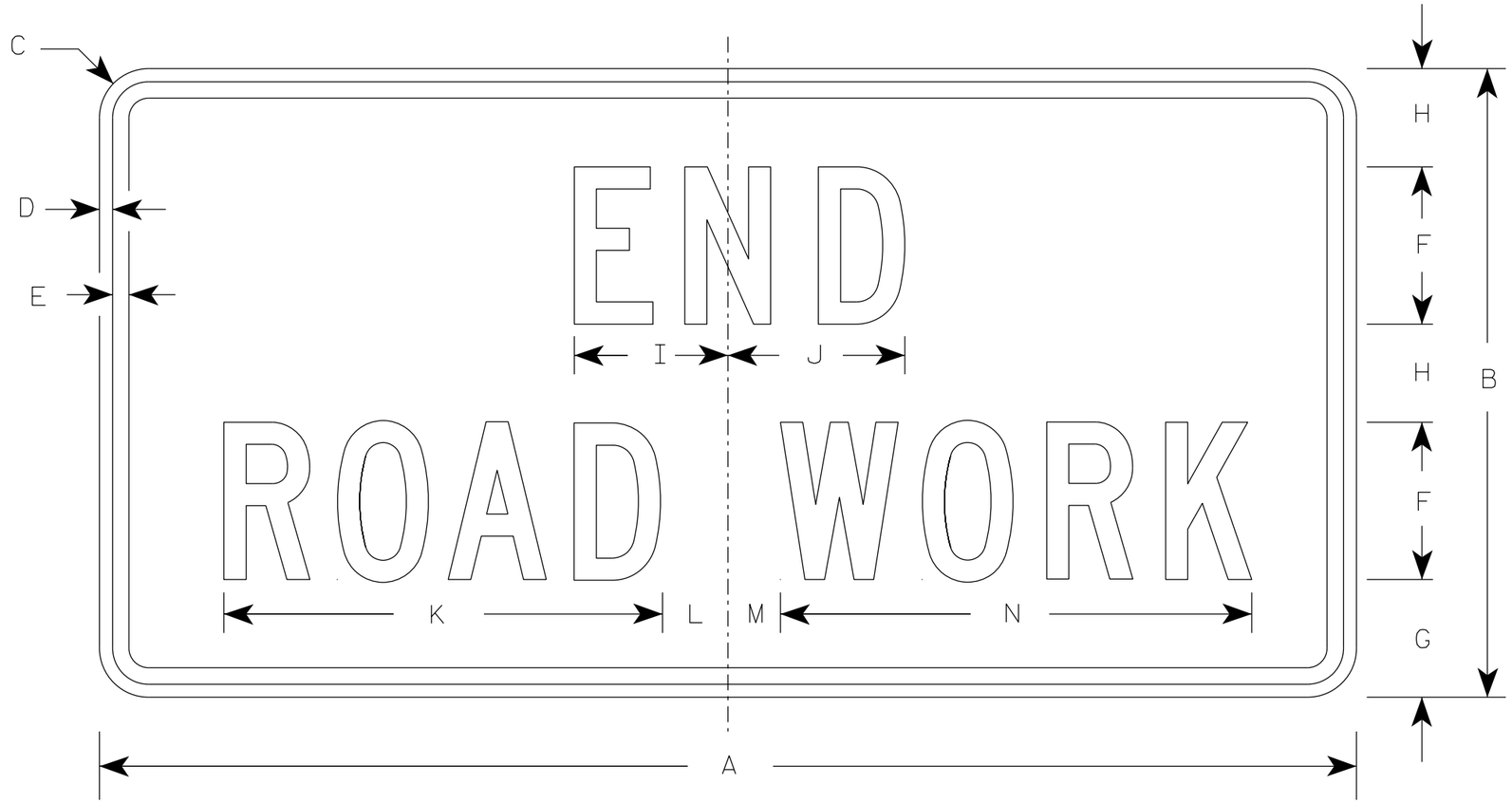
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2022 PLATE NO. E5-1A.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 319 | E



G20-2A

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	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
2	48	24	1 7/8	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
2M	48	24	1 7/8	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
3	48	24	1 7/8	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
4	48	24	1 7/8	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
5	48	24	1 7/8	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

STANDARD SIGN

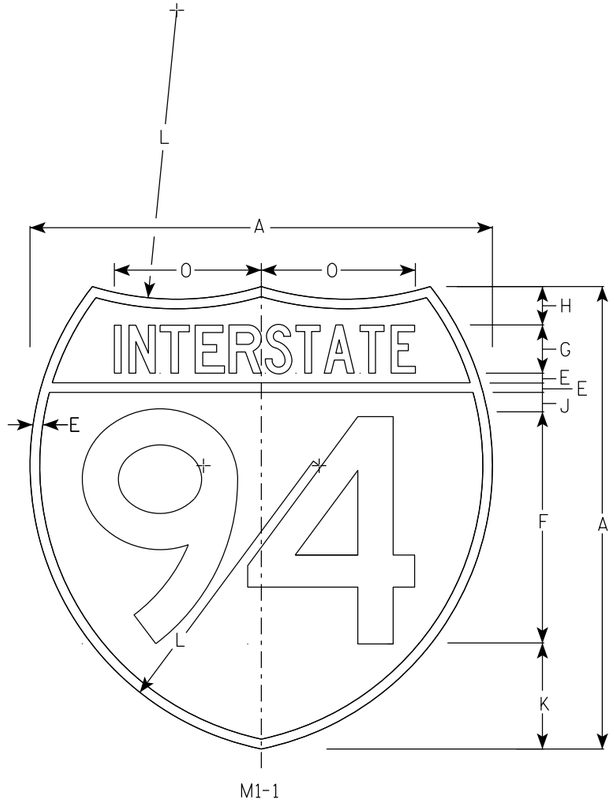
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

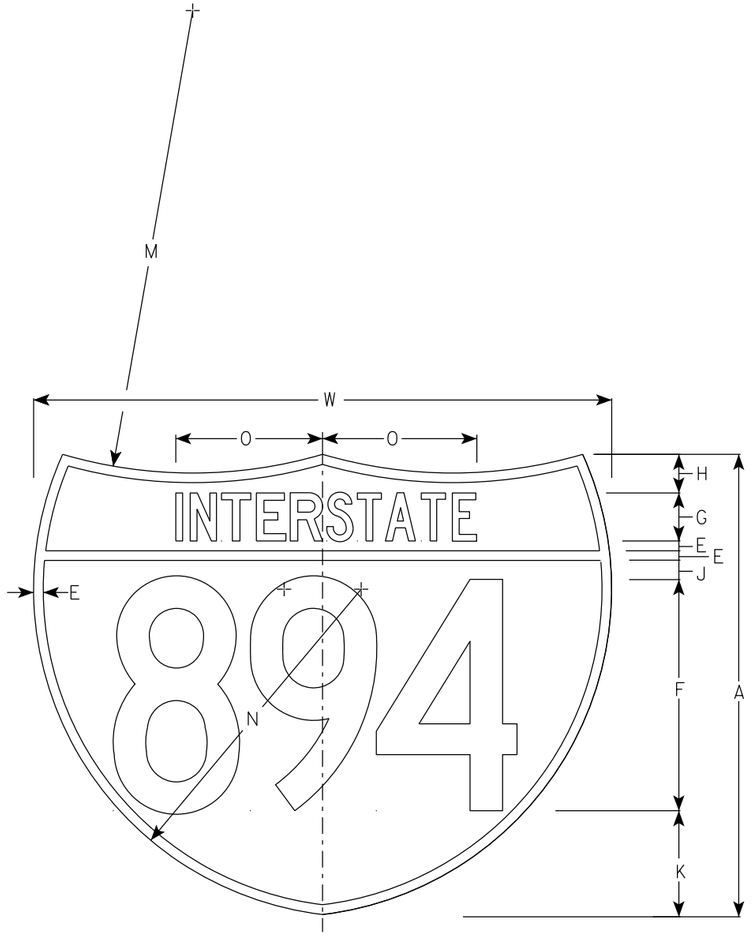
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 E



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
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

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.
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
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
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
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
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

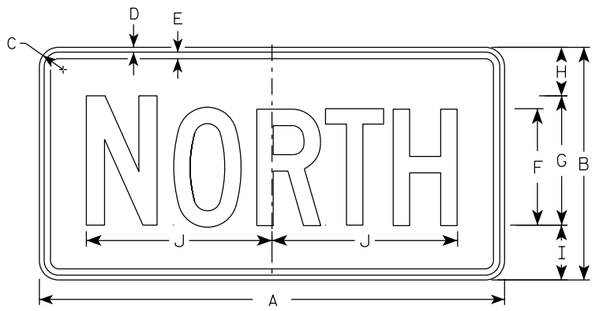
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

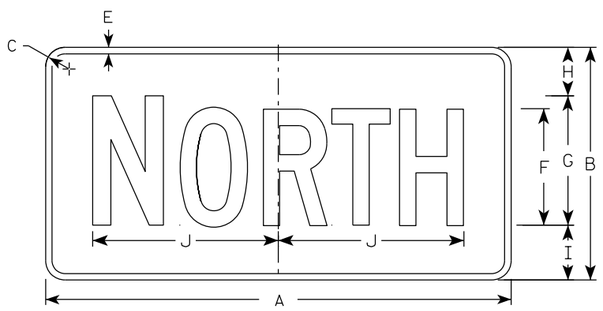
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

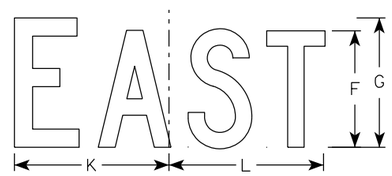
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E



M3-1
MM3-1
MP3-1

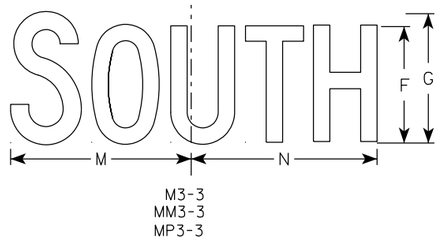


MB3-1
MK3-1
MN3-1

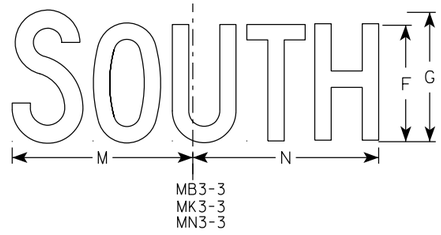


M3-2
MM3-2
MP3-2

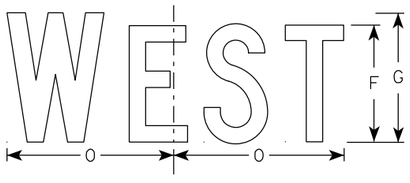
MB3-2
MK3-2
MN3-2



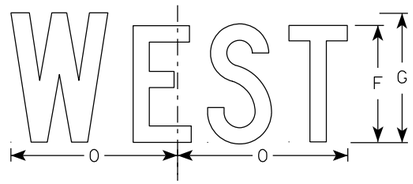
M3-3
MM3-3
MP3-3



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 Reflective
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																											
2S	24	12	1 1/2	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												2.00
2M	24	12	1 1/2	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												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

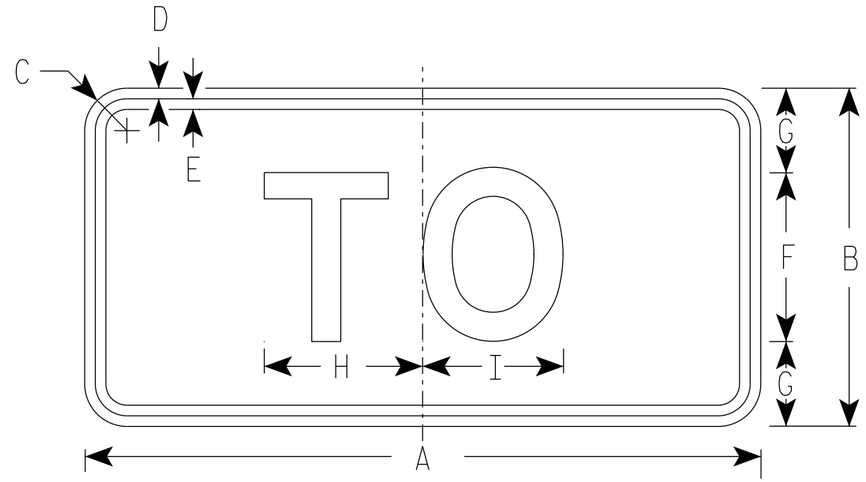
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

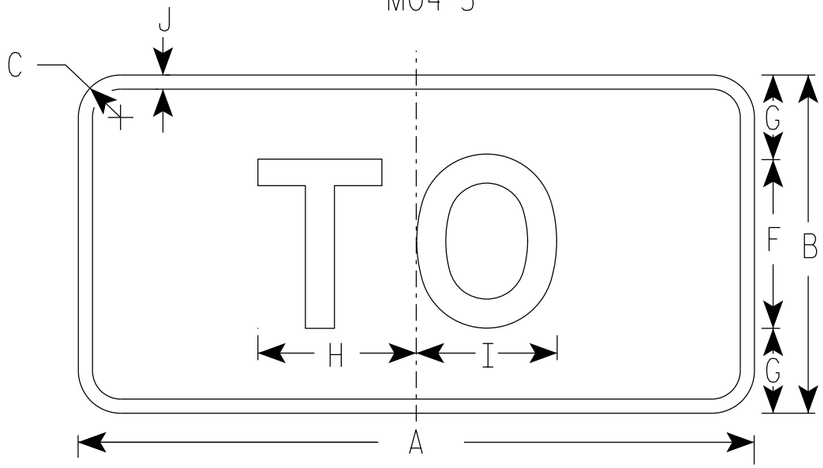
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 322	E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
2M	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
3	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
4	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
5	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5

STANDARD SIGN
M4-5

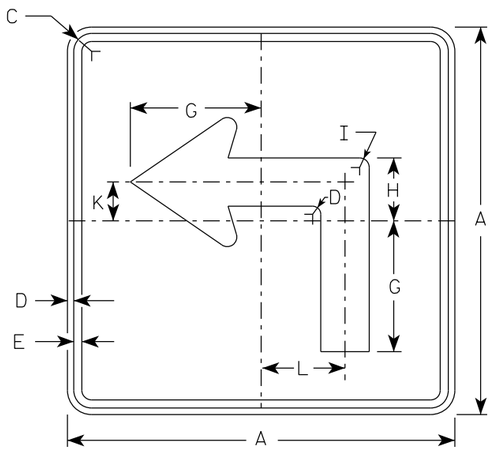
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

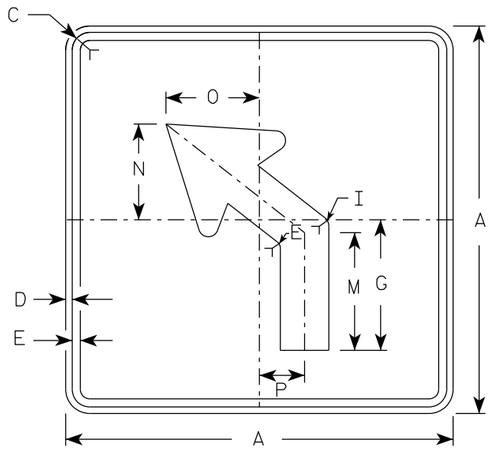
DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 E

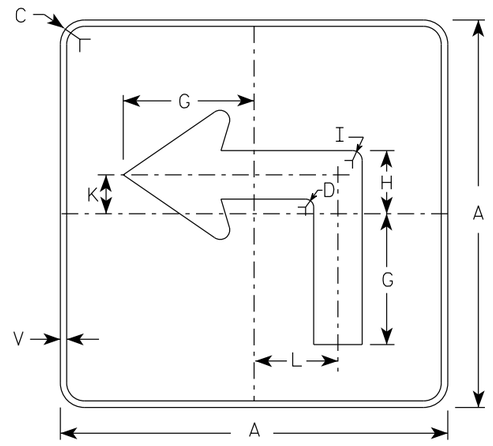
7



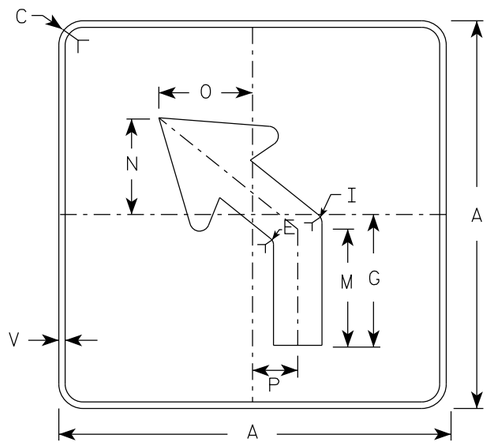
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

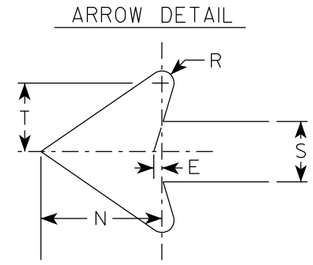


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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
   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.

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	21		1 1/2	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		1/2					3.06
2M	21		1 1/2	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		1/2					3.06
3	30		1 7/8	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		1/2					6.25
4	30		1 7/8	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		1/2					6.25
5	30		1 7/8	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		1/2					6.25

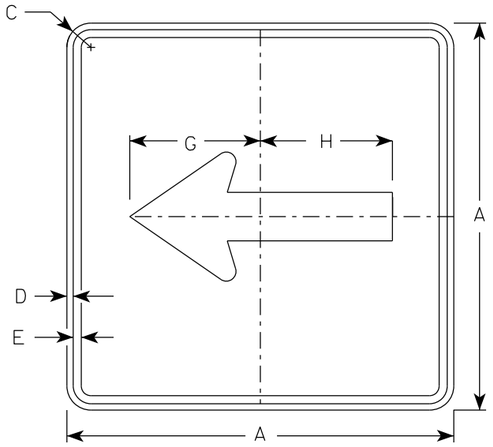
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

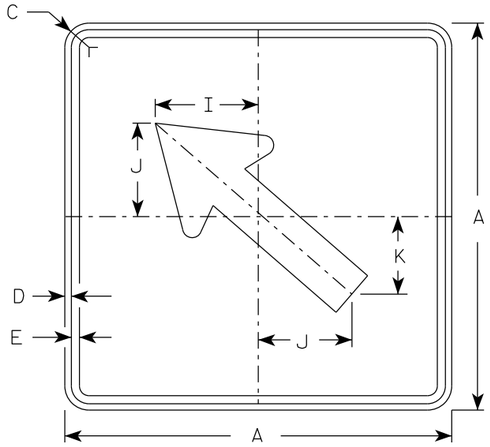
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

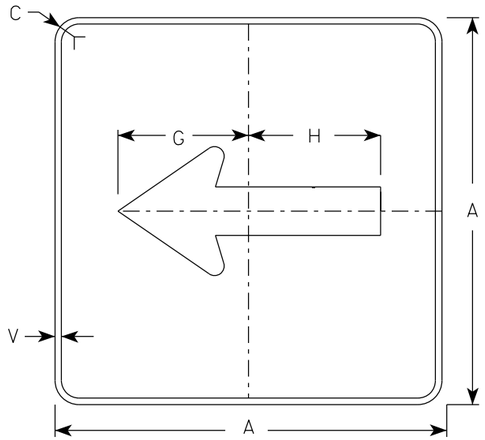
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E



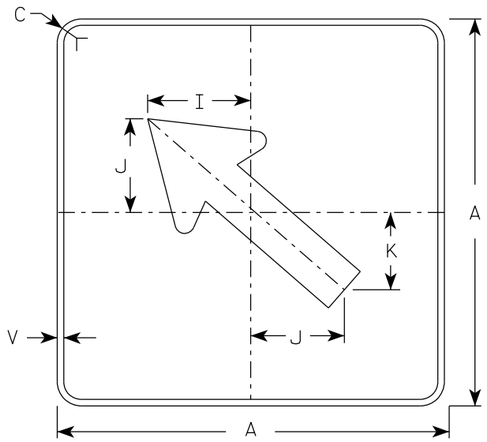
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

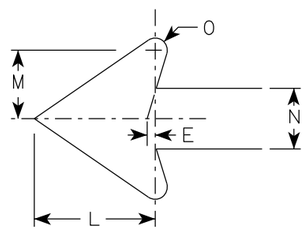


MB6-2
MK6-2
MN6-2
MR6-2

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. 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

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	21		1 1/2	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							1/2					3.06
2M	21		1 1/2	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							1/2					3.06
3	30		1 7/8	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							1/2					6.25
4	30		1 7/8	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							1/2					6.25
5	30		1 7/8	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							1/2					6.25

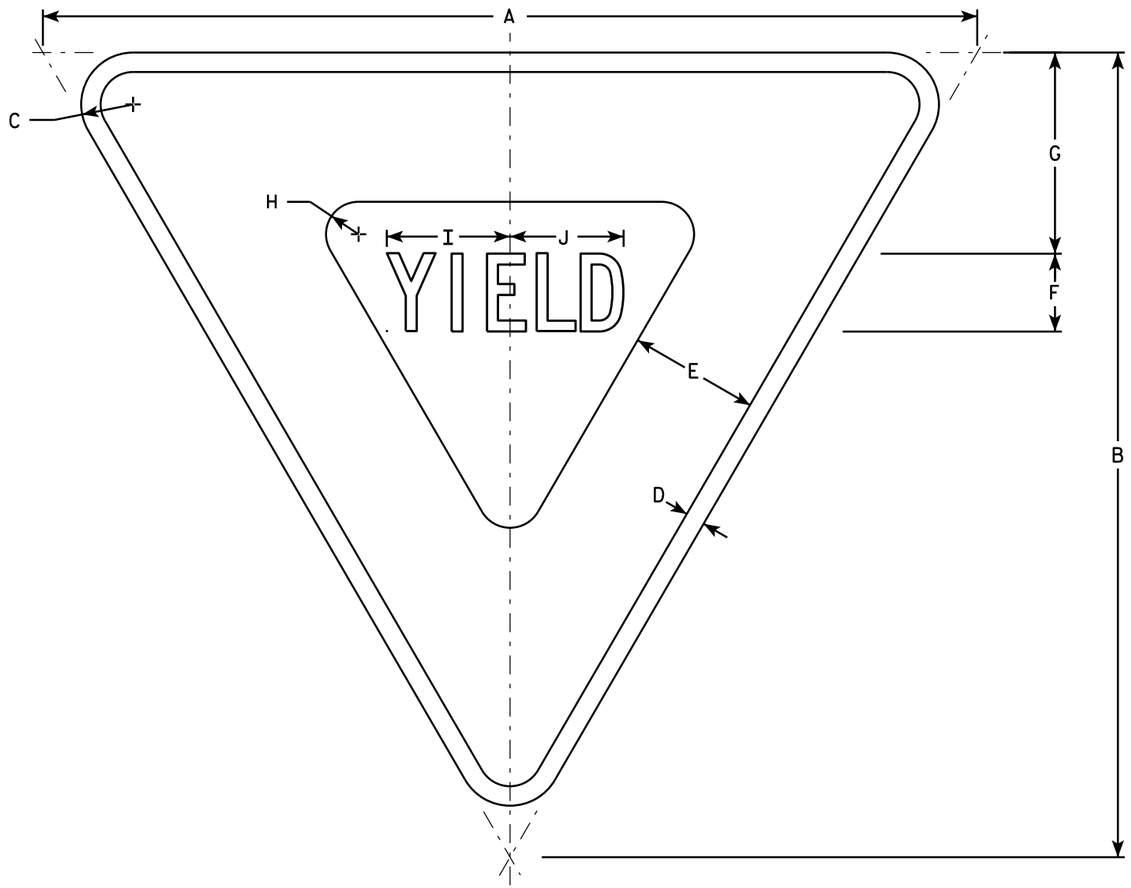
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

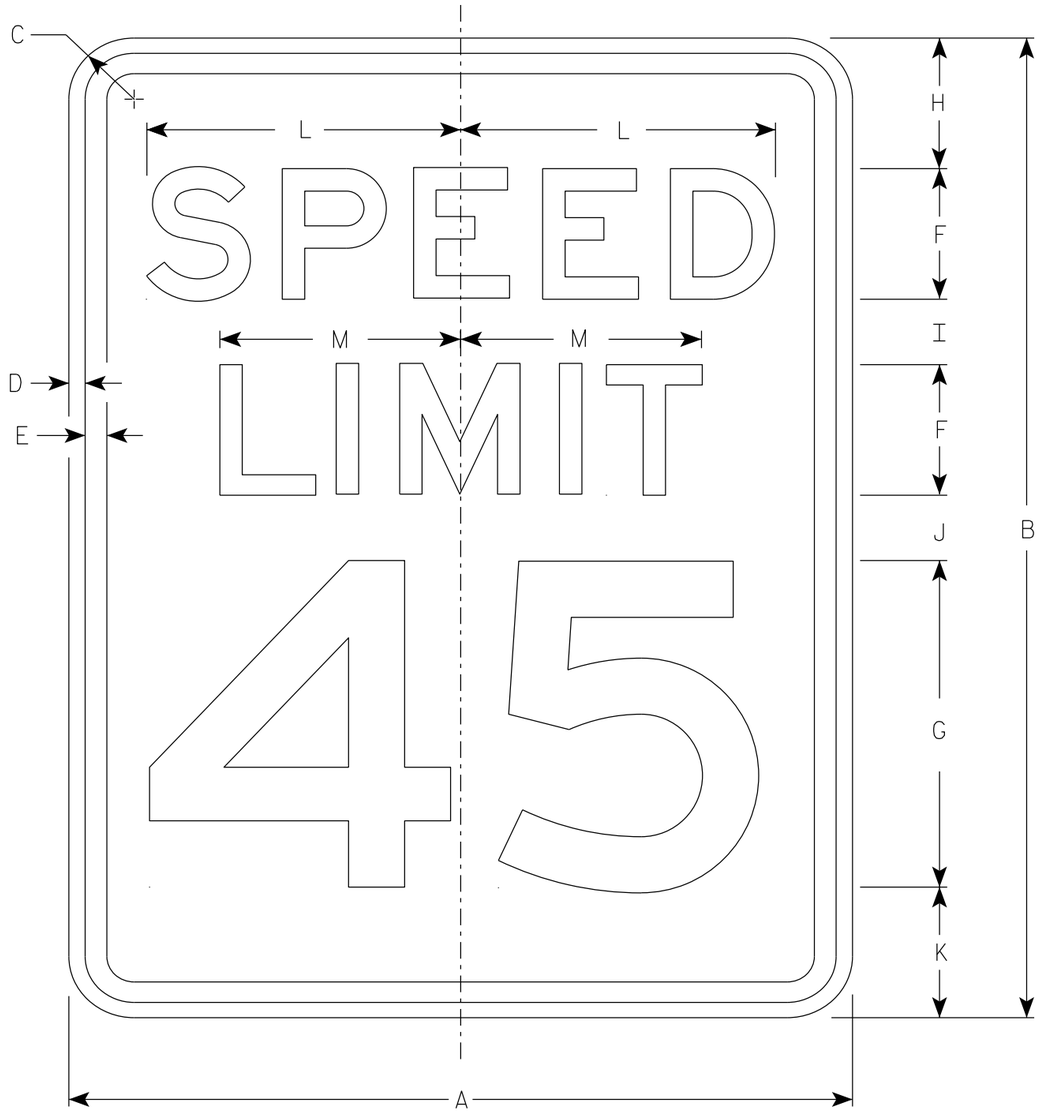
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

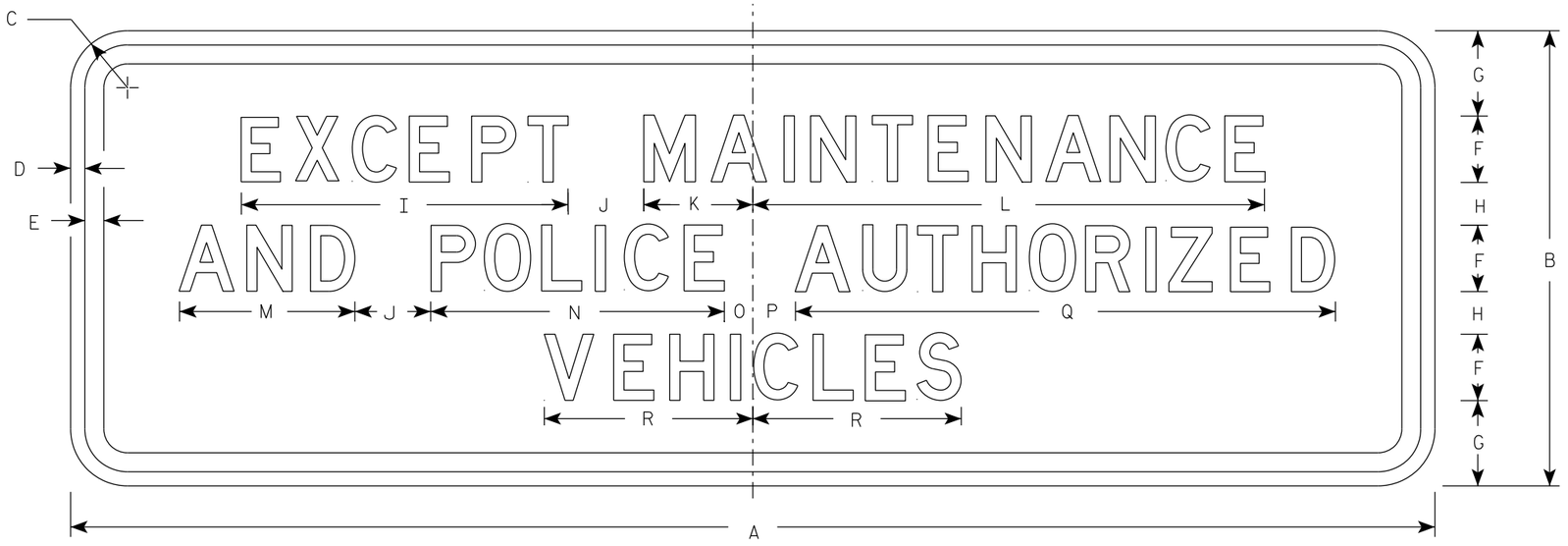
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R3-4A

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																											
2M	36	12	1 1/2	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2										3.0
3	36	12	1 1/2	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2										3.0
4	36	12	1 1/2	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2										3.0
5	36	12	1 1/2	1/2	3/8	1 3/4	2 1/4	1 1/8	8 5/8	2	2 7/8	13 1/2	4 5/8	7 3/4	3/4	1 1/8	14 1/4	5 1/2										3.0

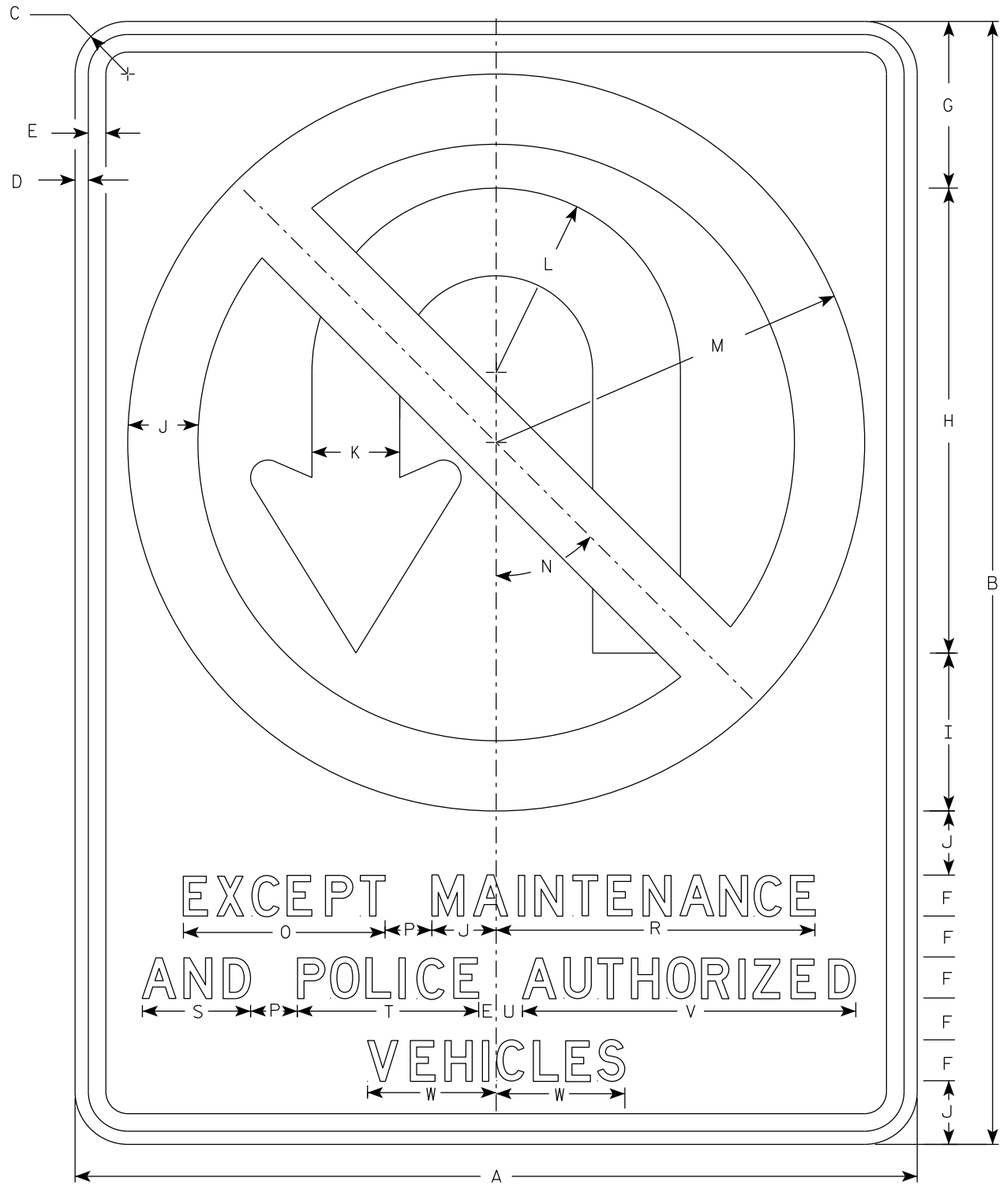
STANDARD SIGN
R3-4A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4A.11

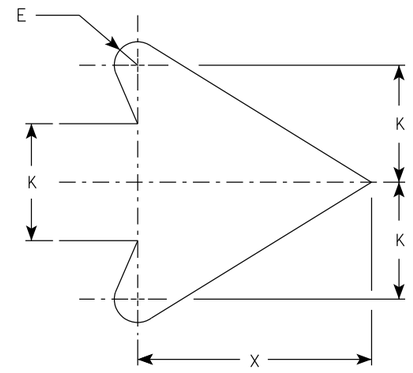
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 | E



R3-4B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - D
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																											
2S																											
2M																											
3																											
4	36	48	1 7/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 7/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

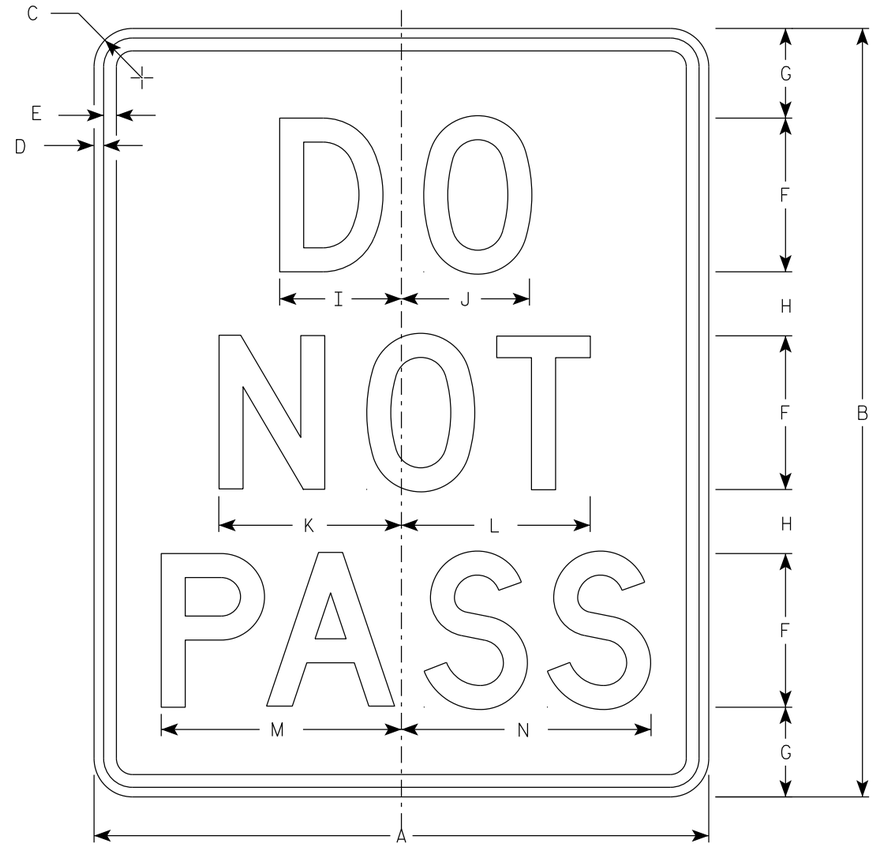
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/26/24 PLATE NO. R3-4B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 329	E



R4-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D

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 1/2	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
4	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	3	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

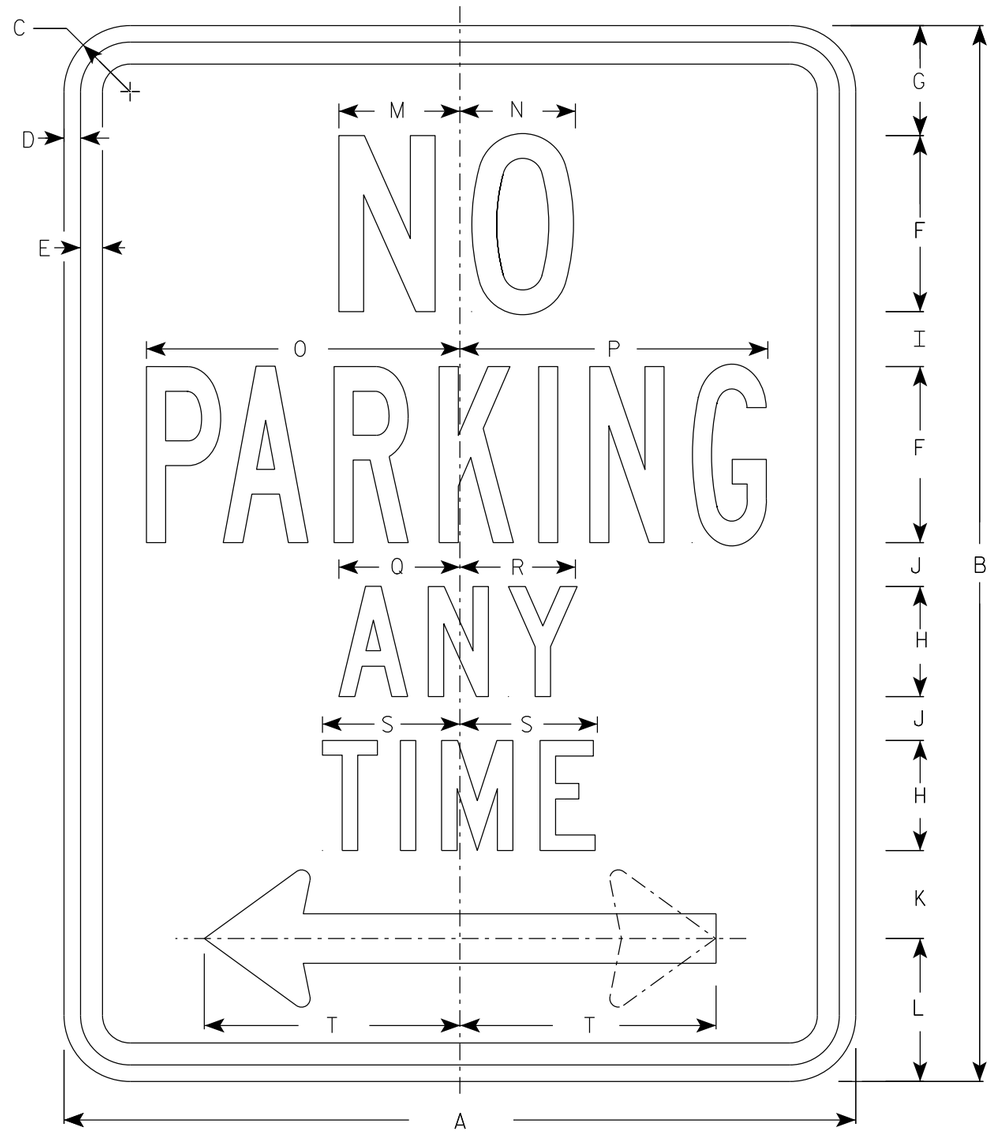
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/23 PLATE NO. R4-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 | E

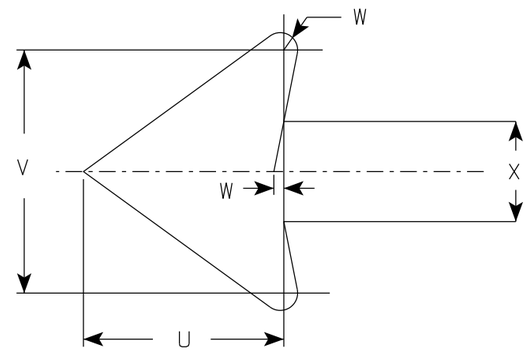


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

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	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

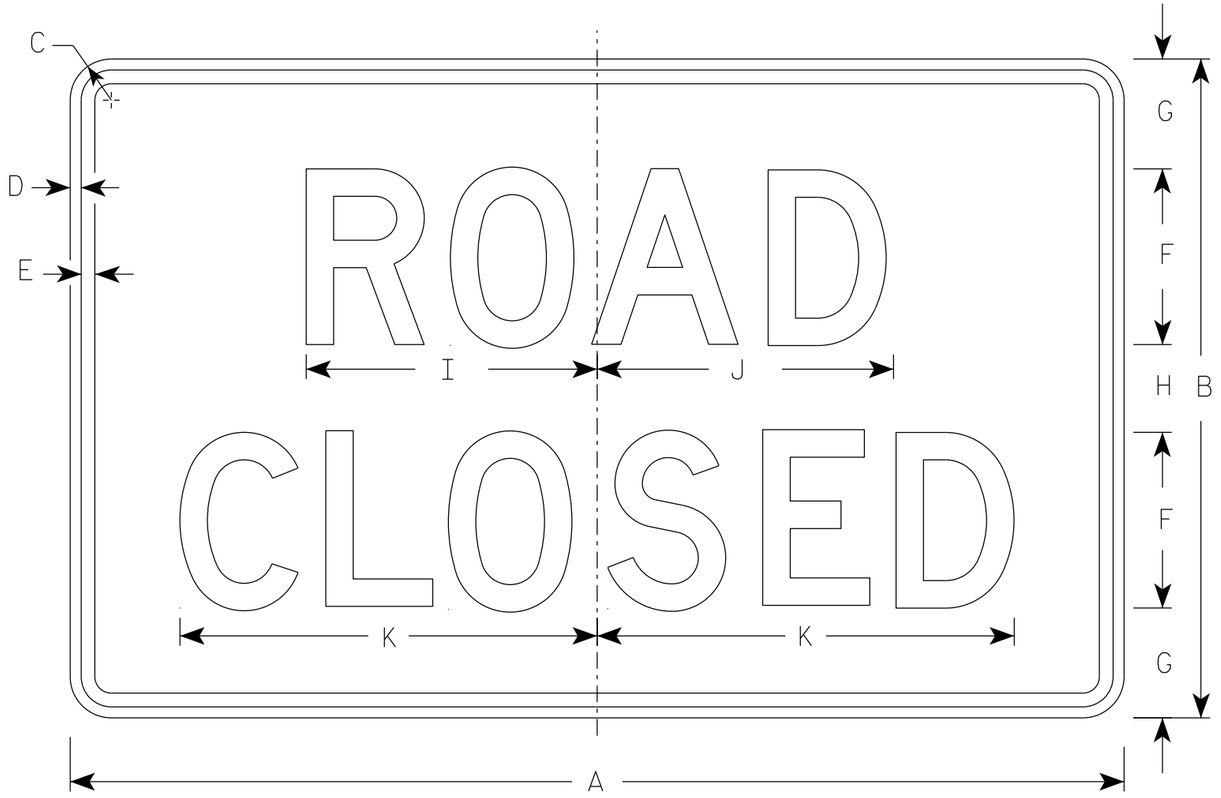
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

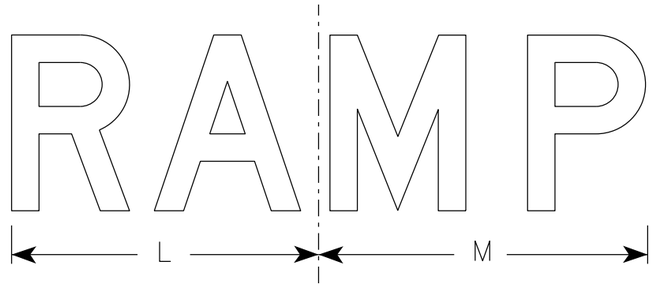
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E



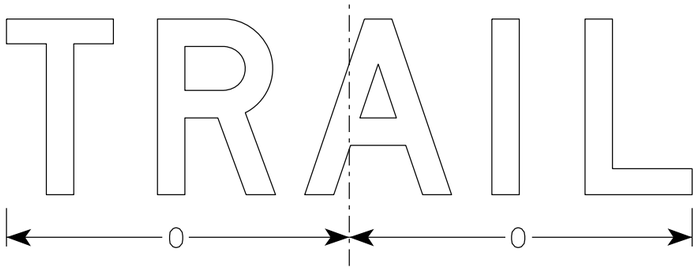
R11-2

NOTES

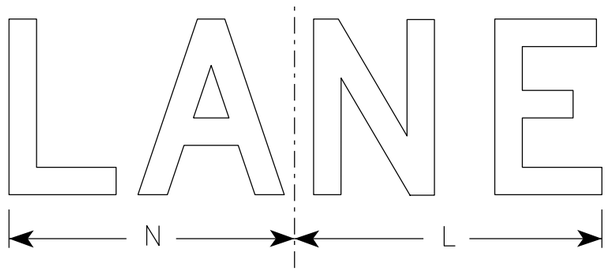
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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 7/8	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 7/8	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 7/8	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 7/8	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 7/8	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

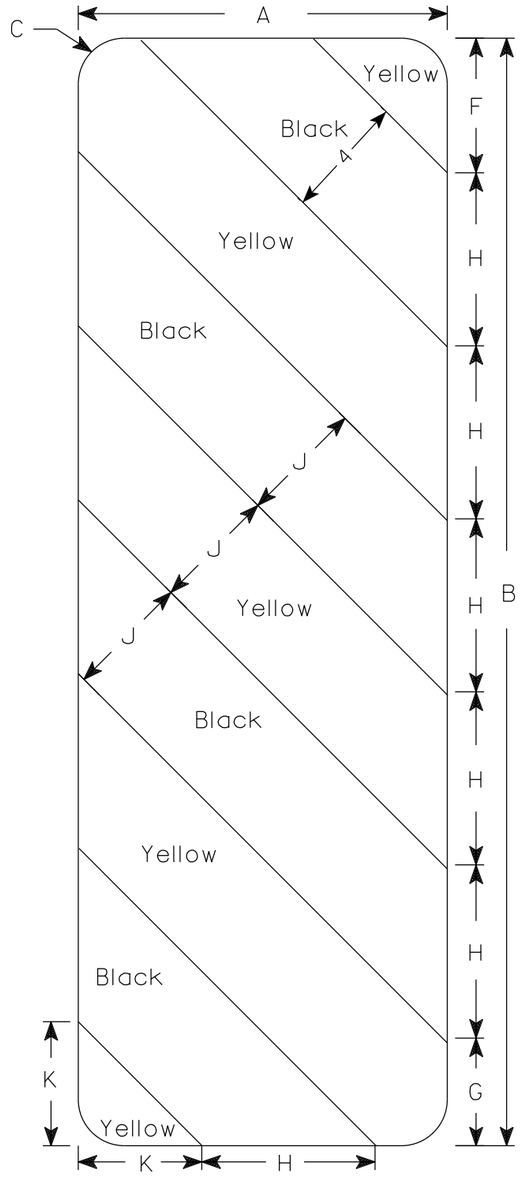
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

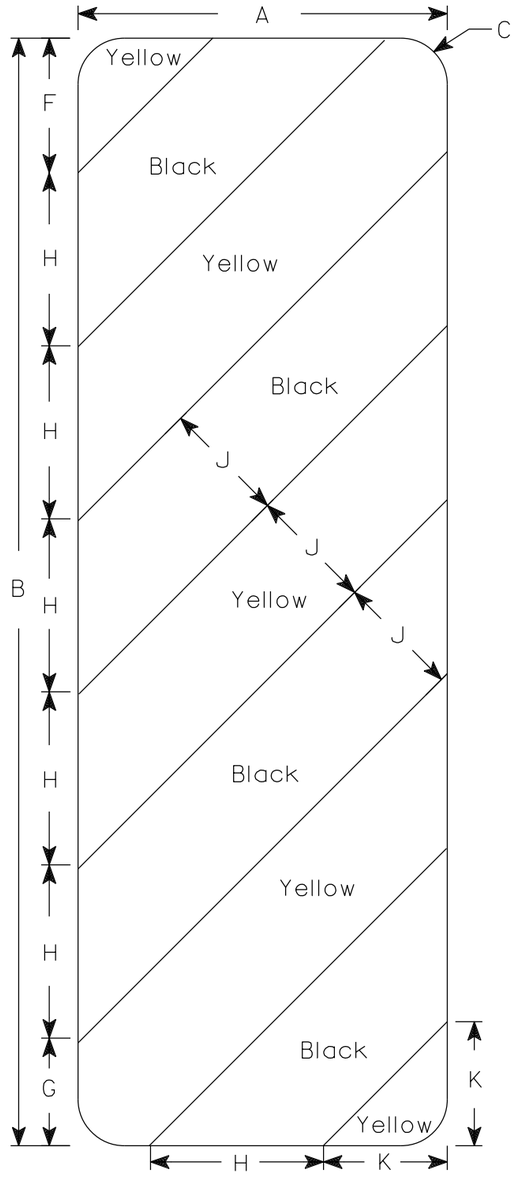
DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. 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	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

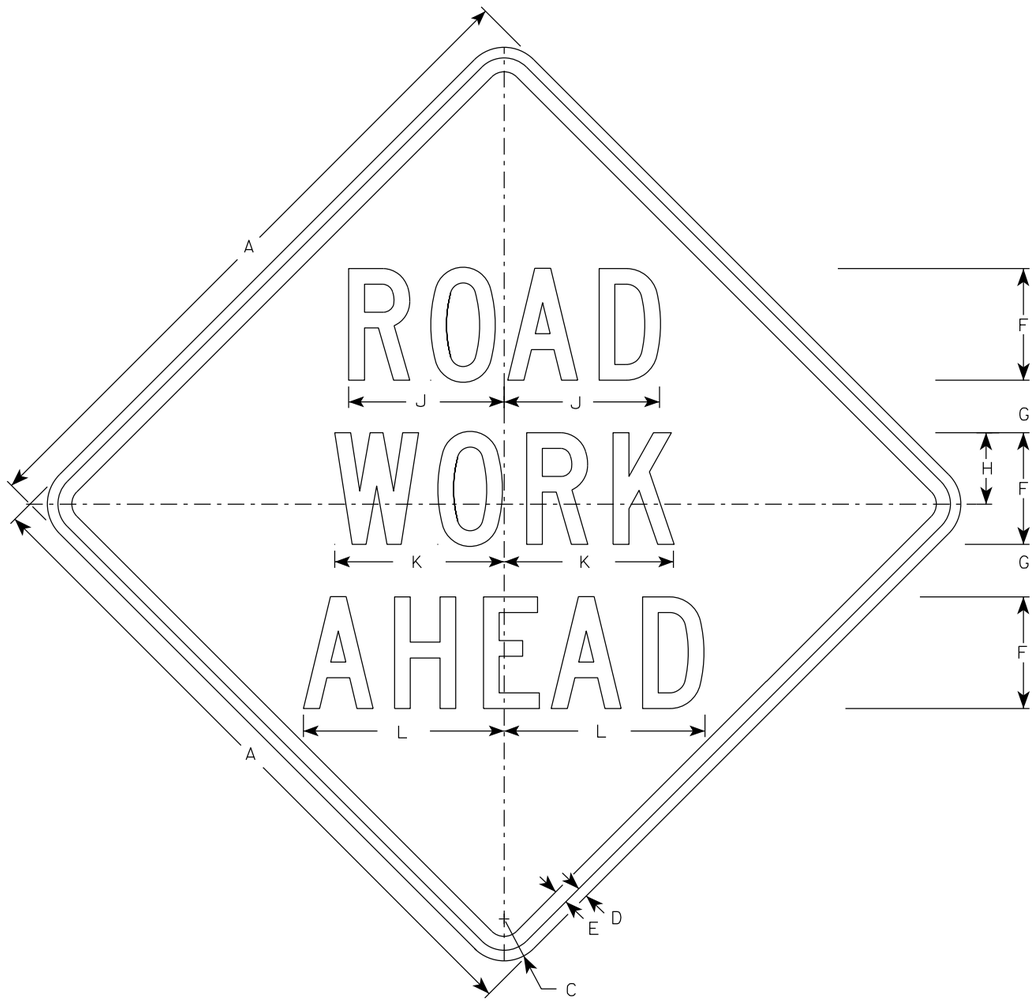
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

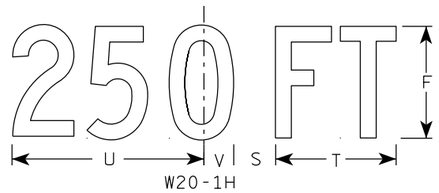
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/4/2024 PLATE NO. W5-52.10

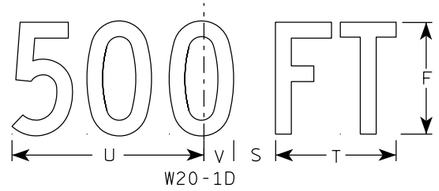
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 333 E



W20-1A

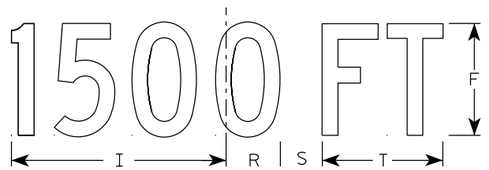


W20-1H



W20-1D

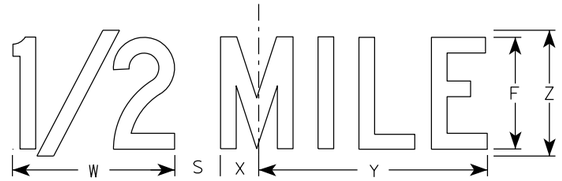
W20-1C



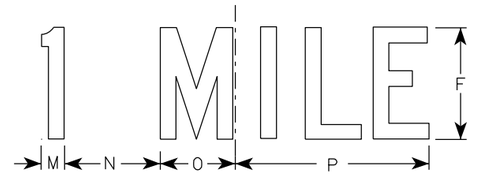
W20-1B

NOTES

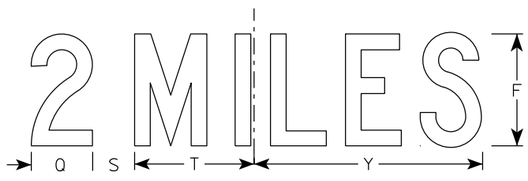
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

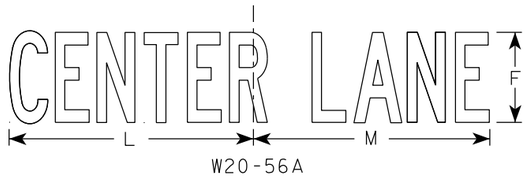
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

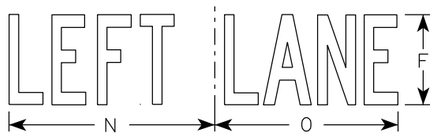
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

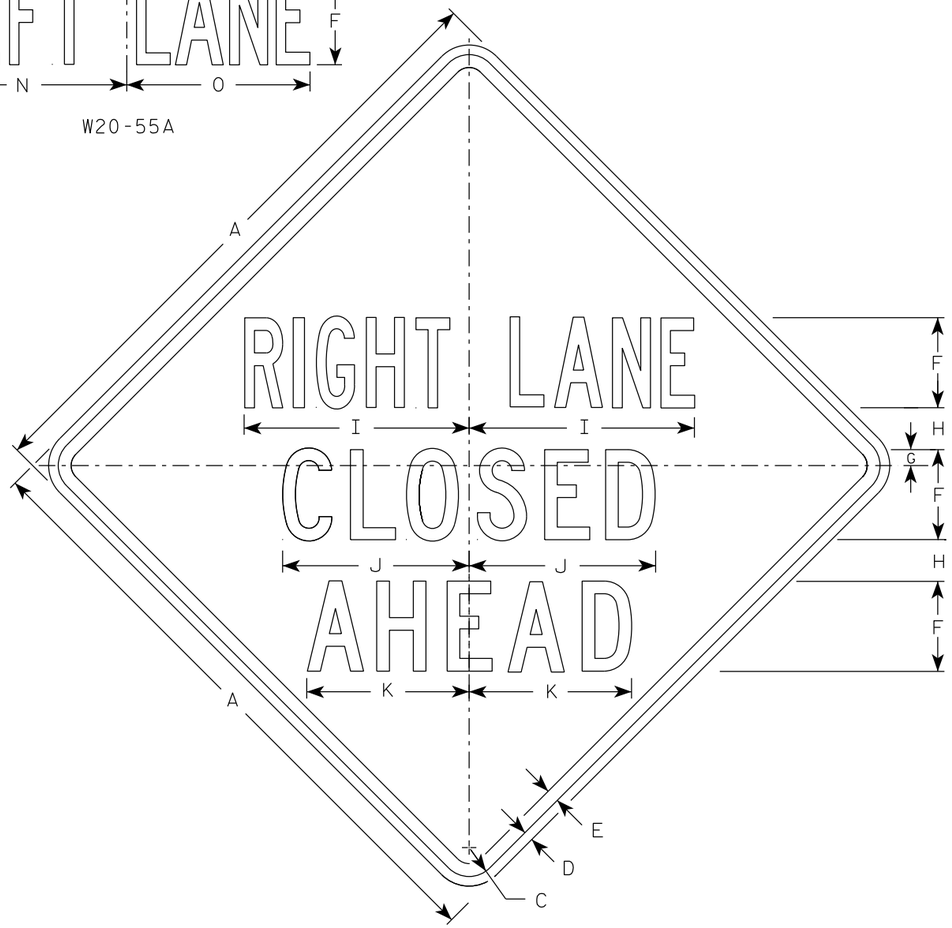
SHEET NO: 334 E



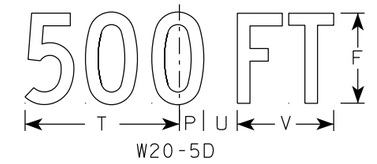
W20-56A



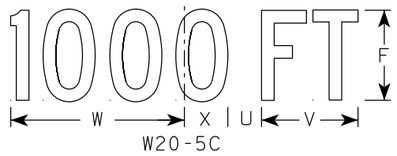
W20-55A



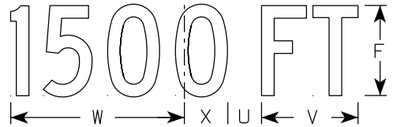
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

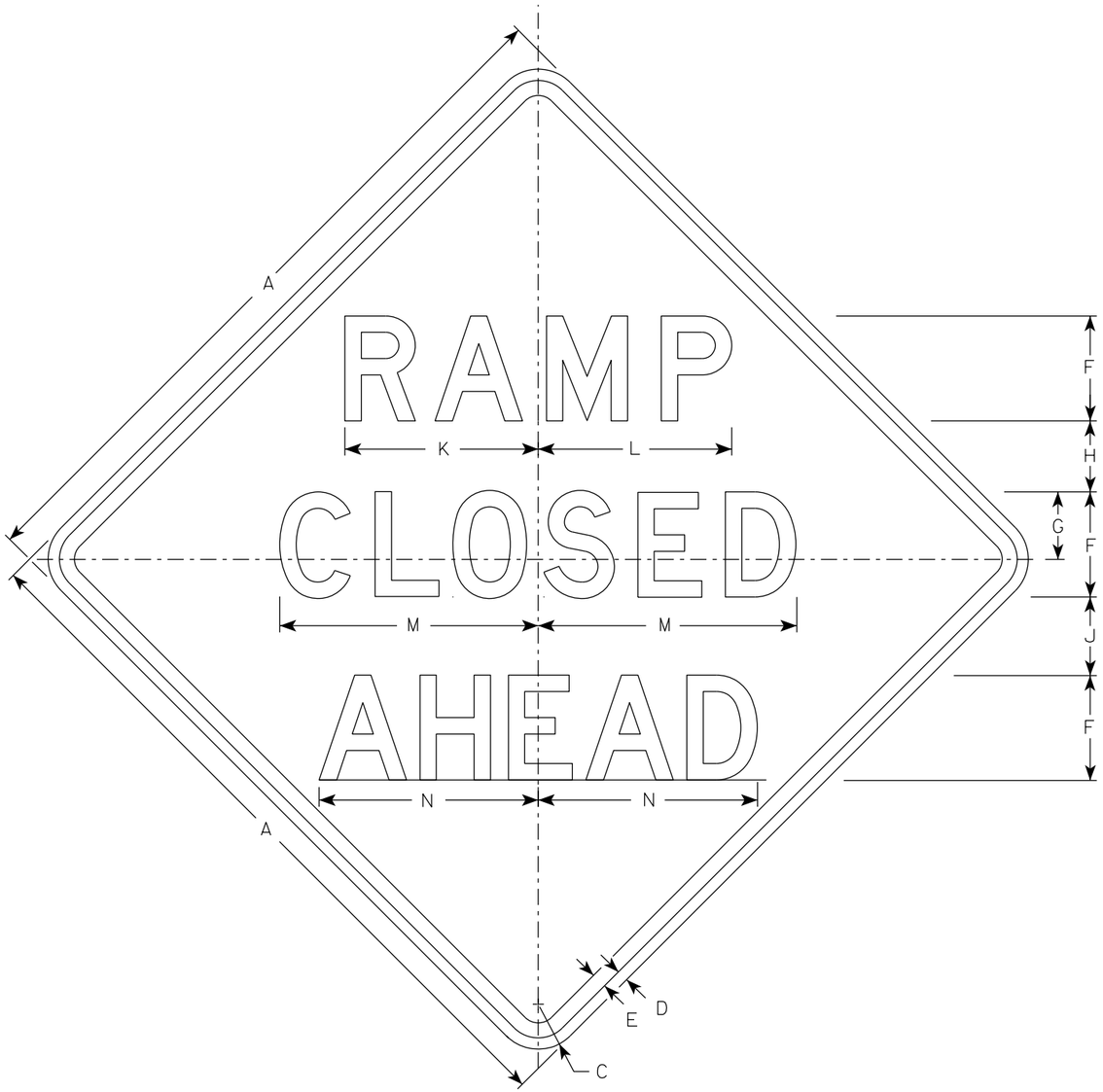
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

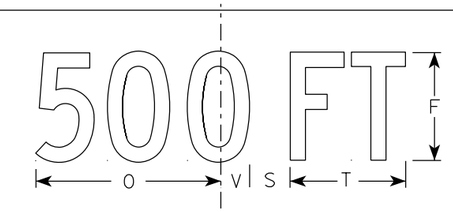
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

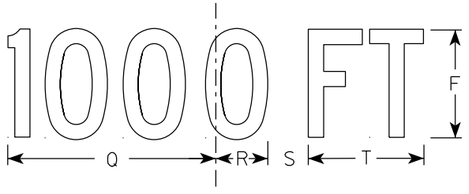
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 335	E



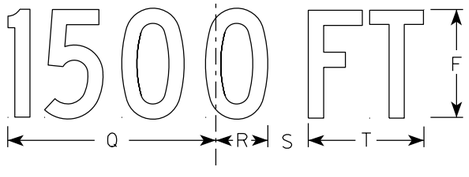
W20-53A



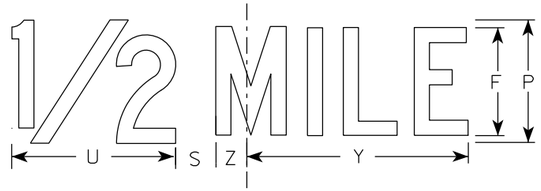
W20-53D



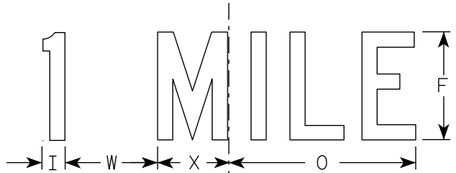
W20-53C



W20-53B



W20-53G



W20-53F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

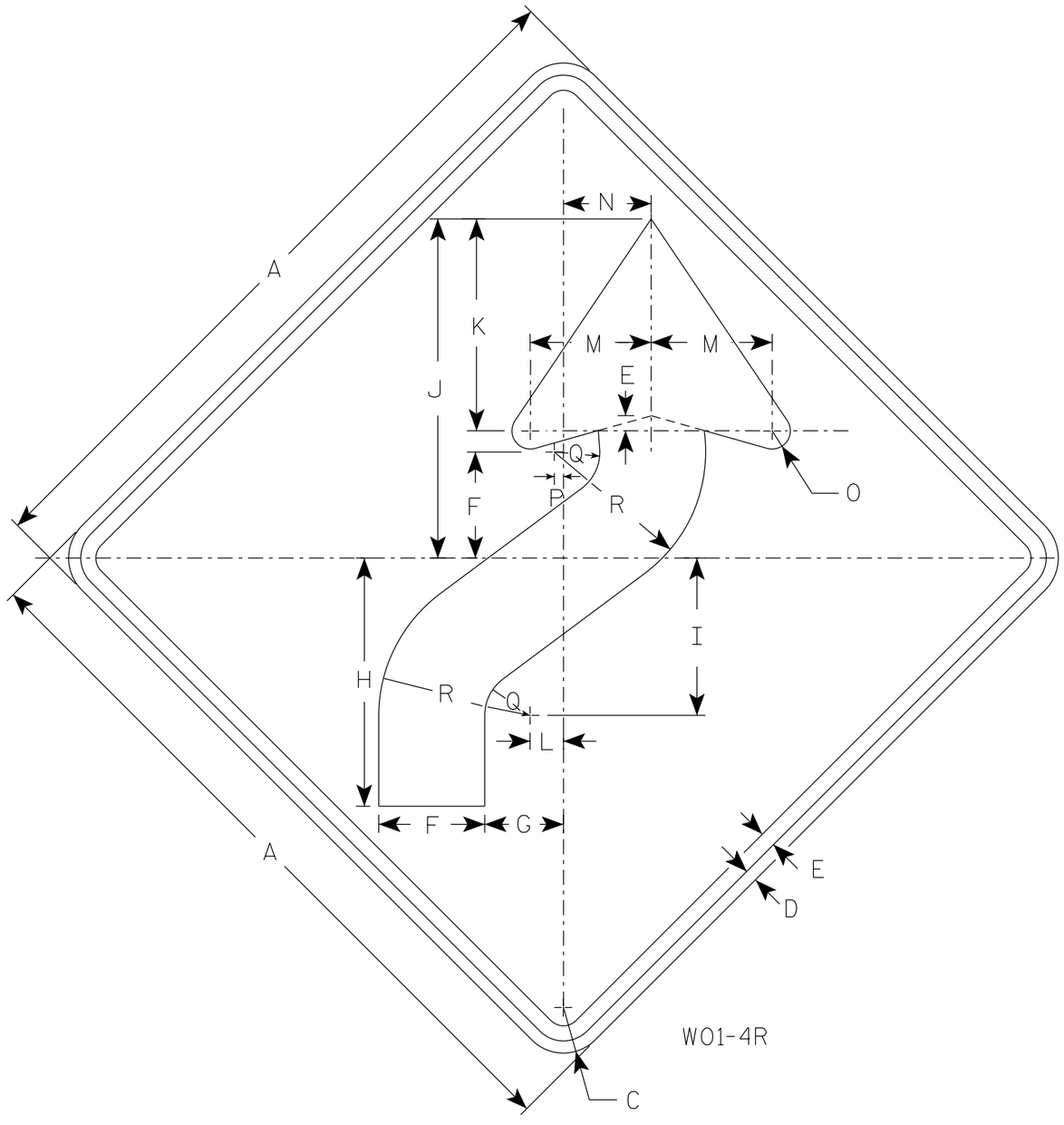
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-53.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W01-4R

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. W01-4L 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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

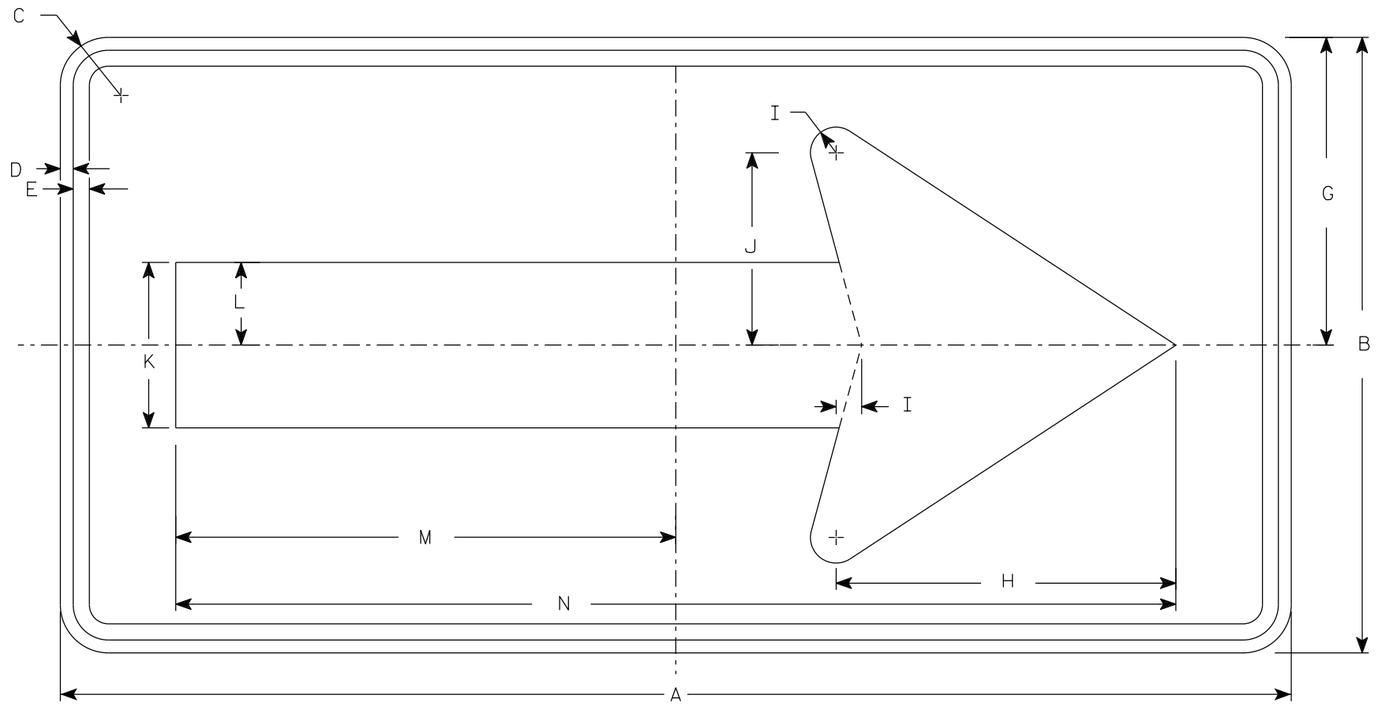
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 337 | E



W01-6

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.

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 7/8	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 7/8	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 7/8	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 7/8	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 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

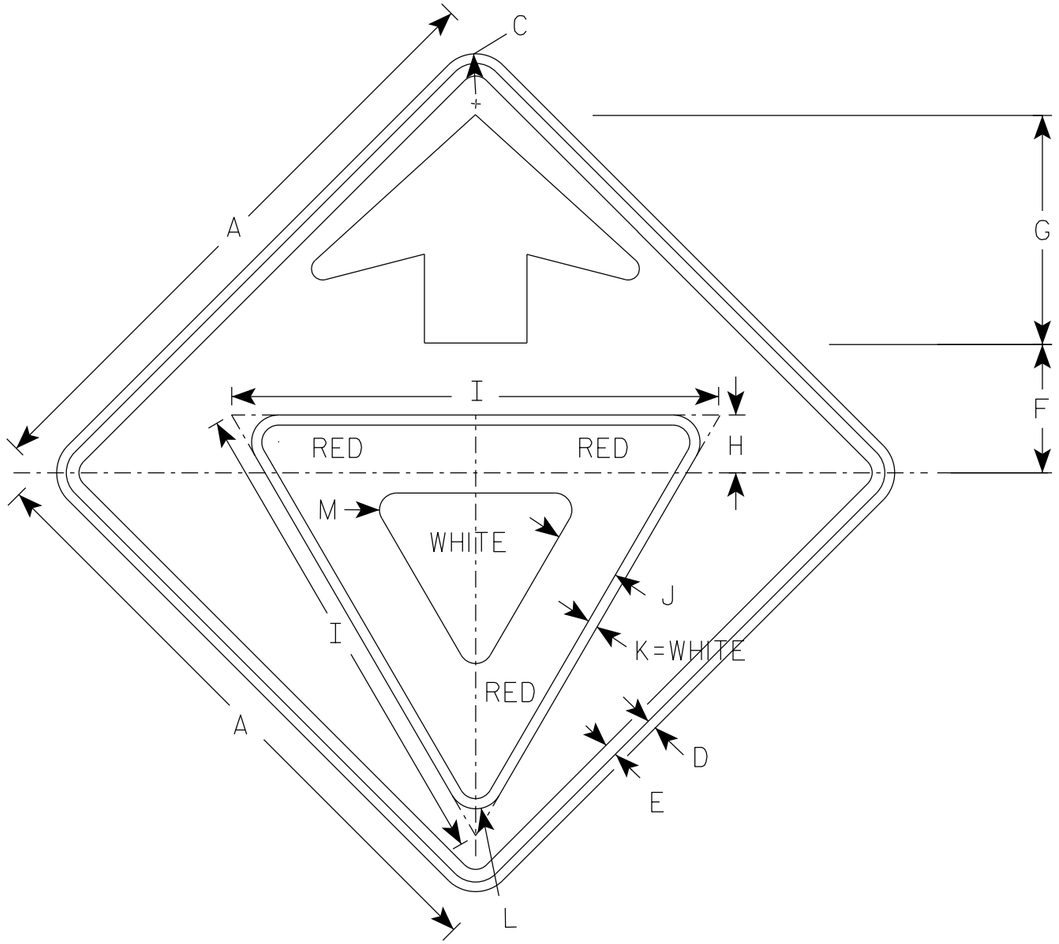
STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-6.2

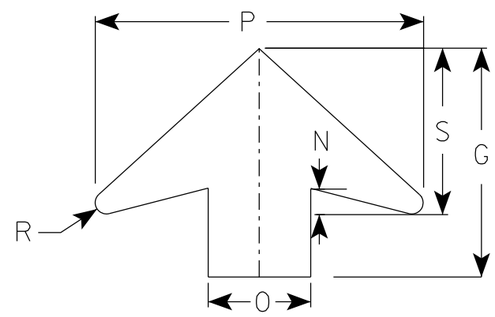
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-2

NOTES

1. All Signs Type II - Type F Reflective
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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

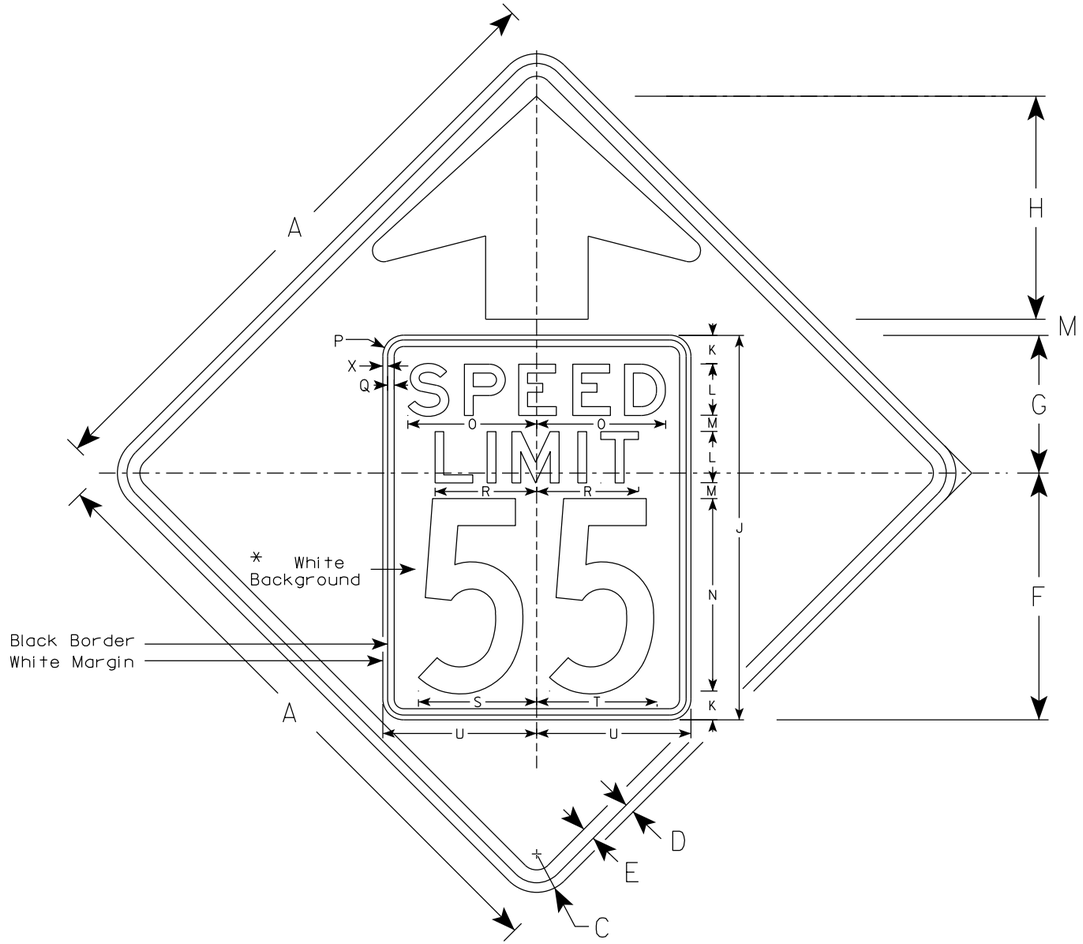
DATE 1/24/2024 PLATE NO. W03-2.2

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W032.DGN PLOT DATE : 24-JAN 2024 1:55 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

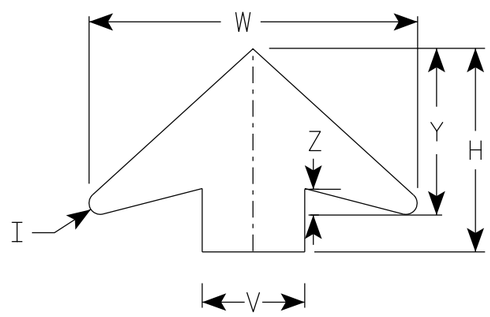


W03-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

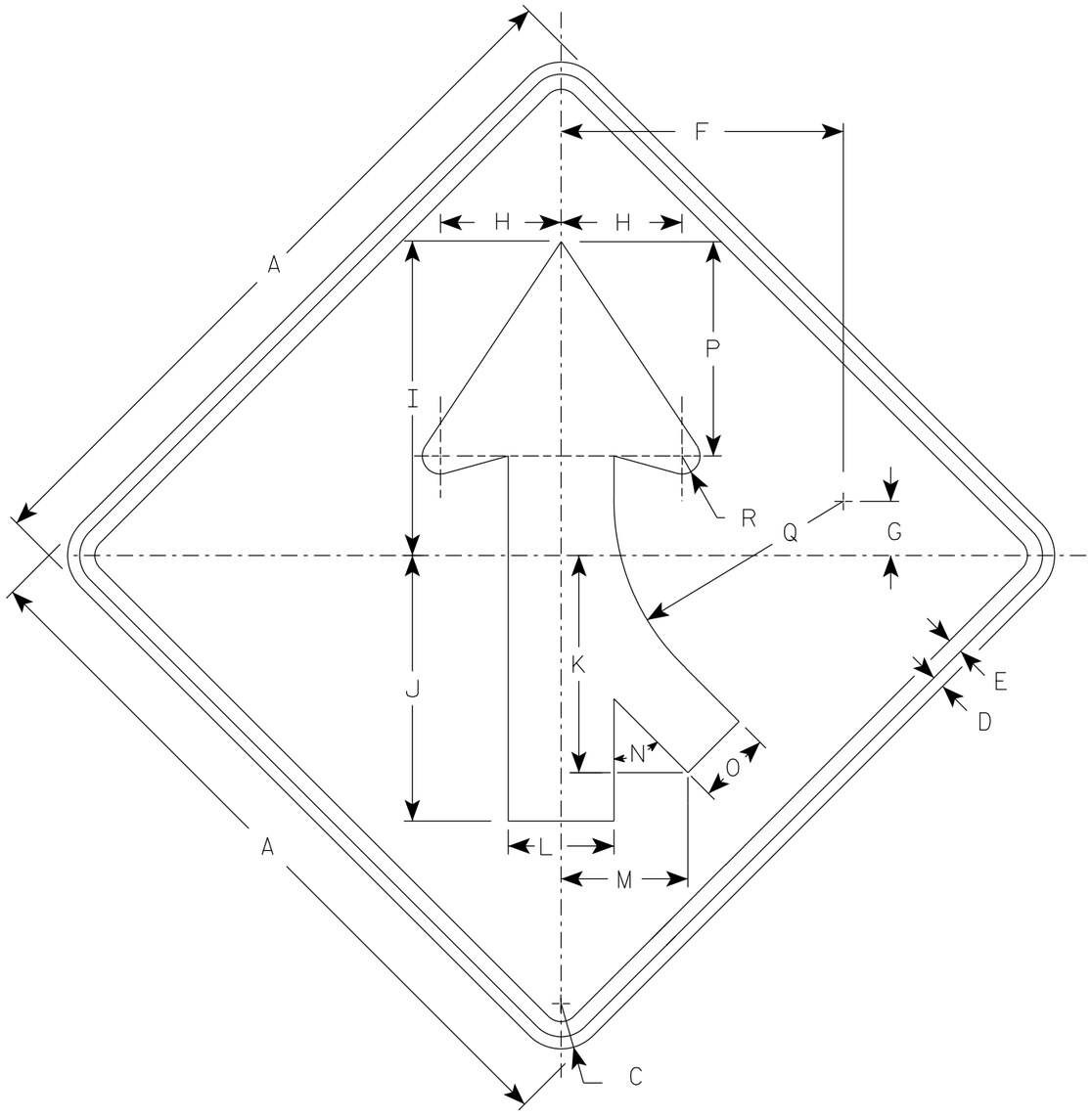
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

PROJECT NO:

SHEET NO: 340 E



W04-1R

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. W04-1L is the same as W04-1R 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		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

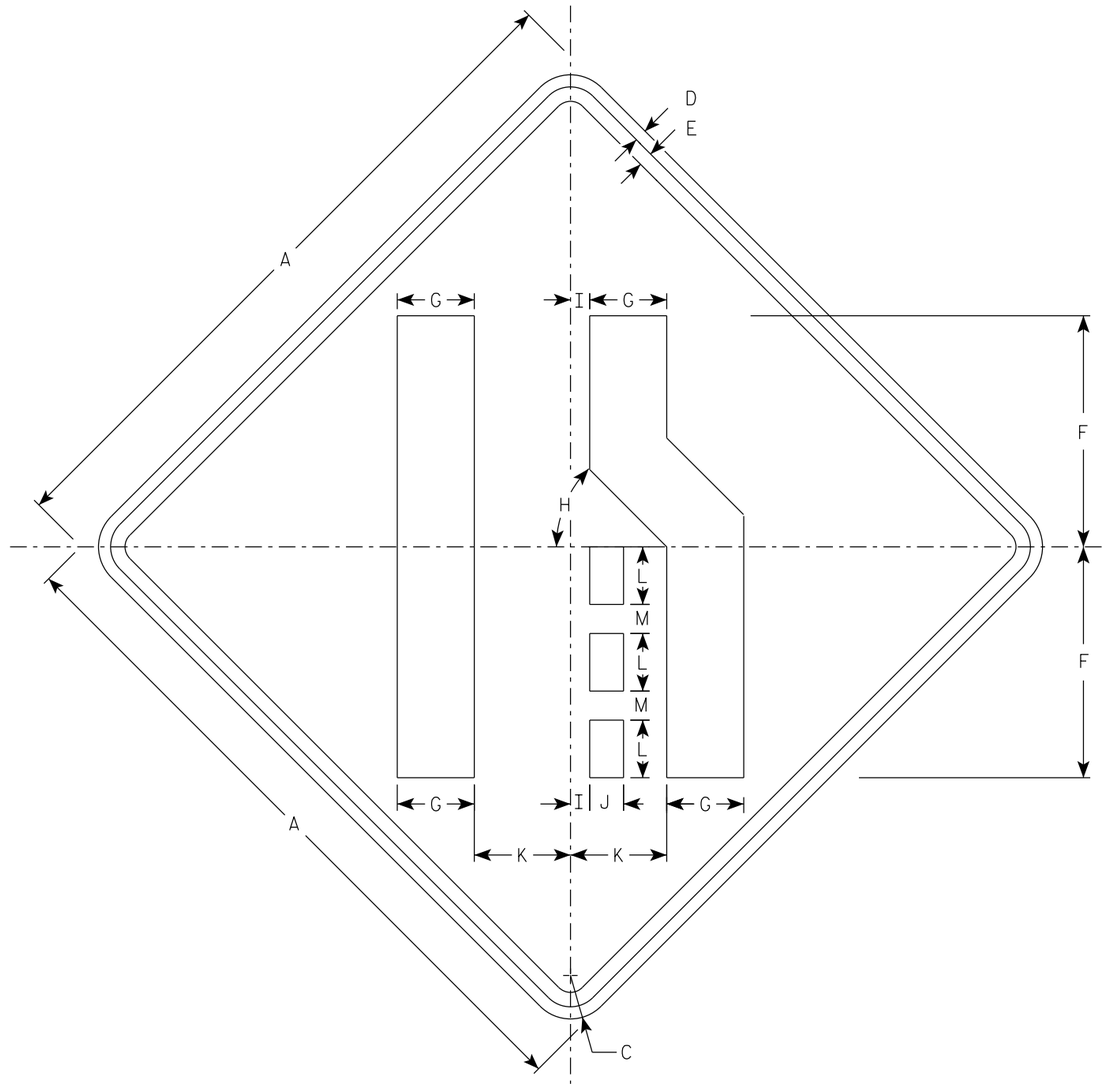
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E



W04-2R

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. 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		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	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

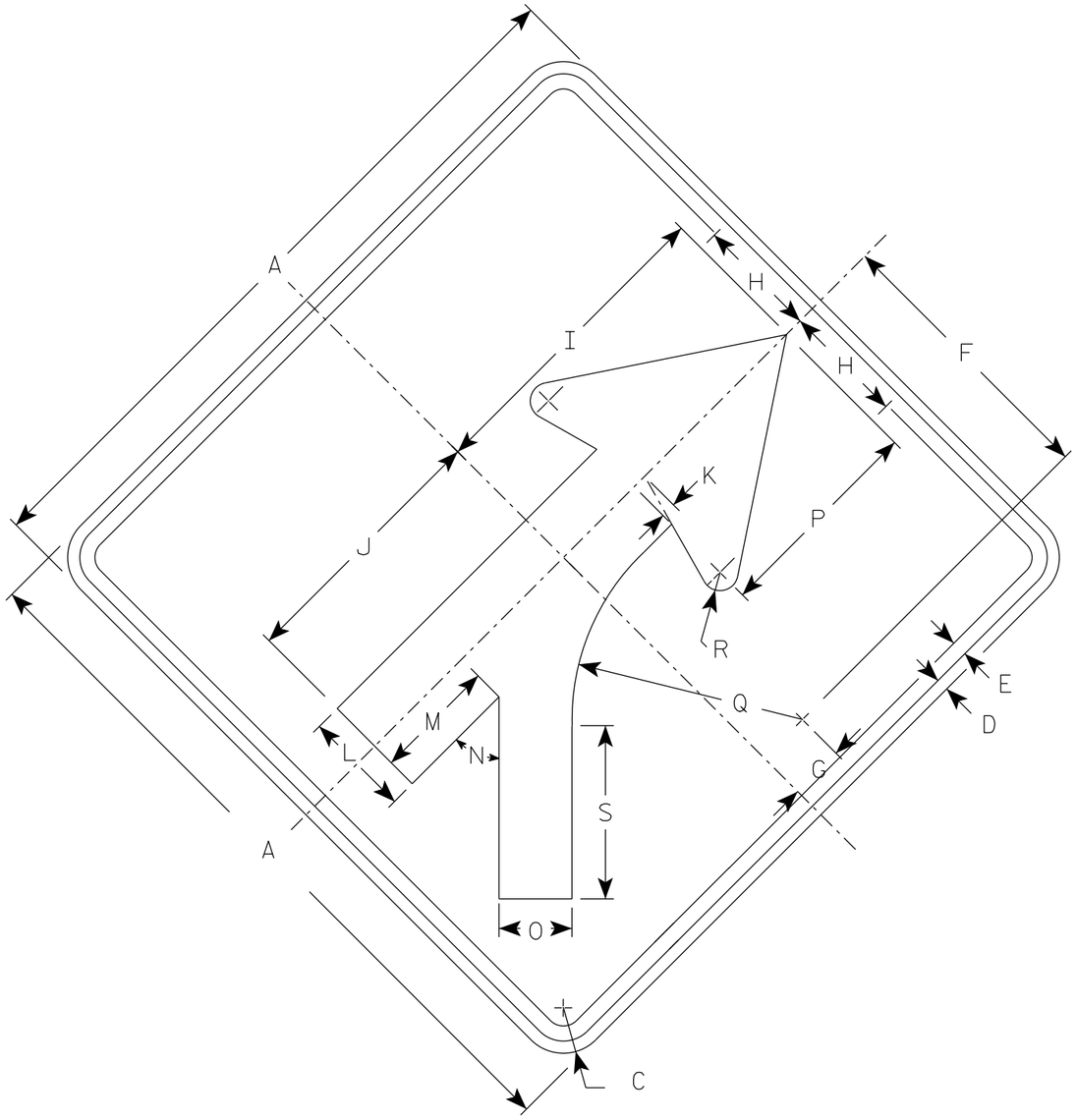
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 342 E



W04-5R

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. W04-5L is the same as W04-5R 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		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

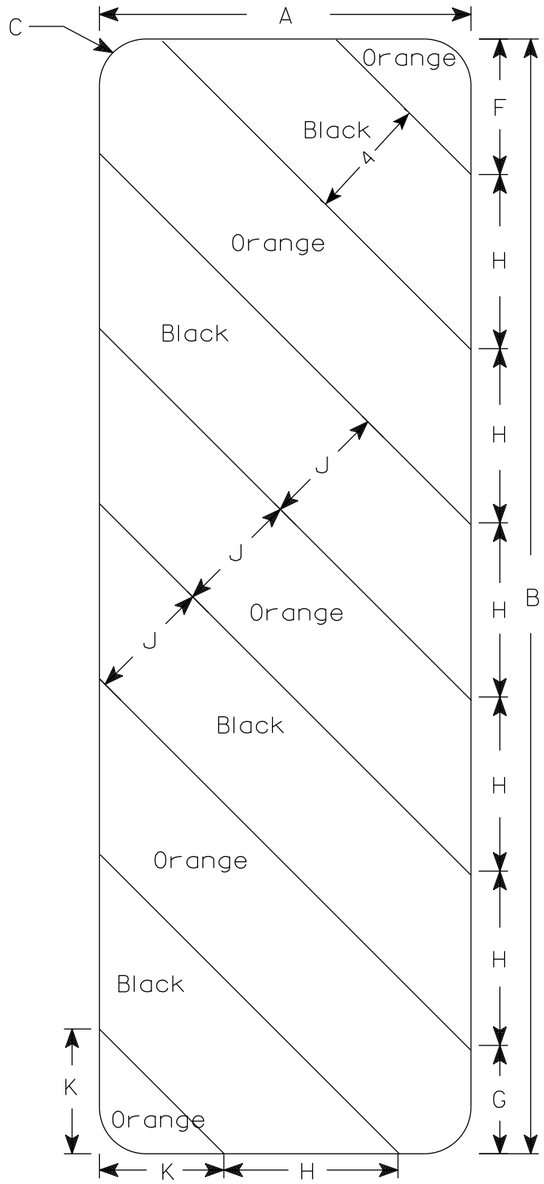
STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

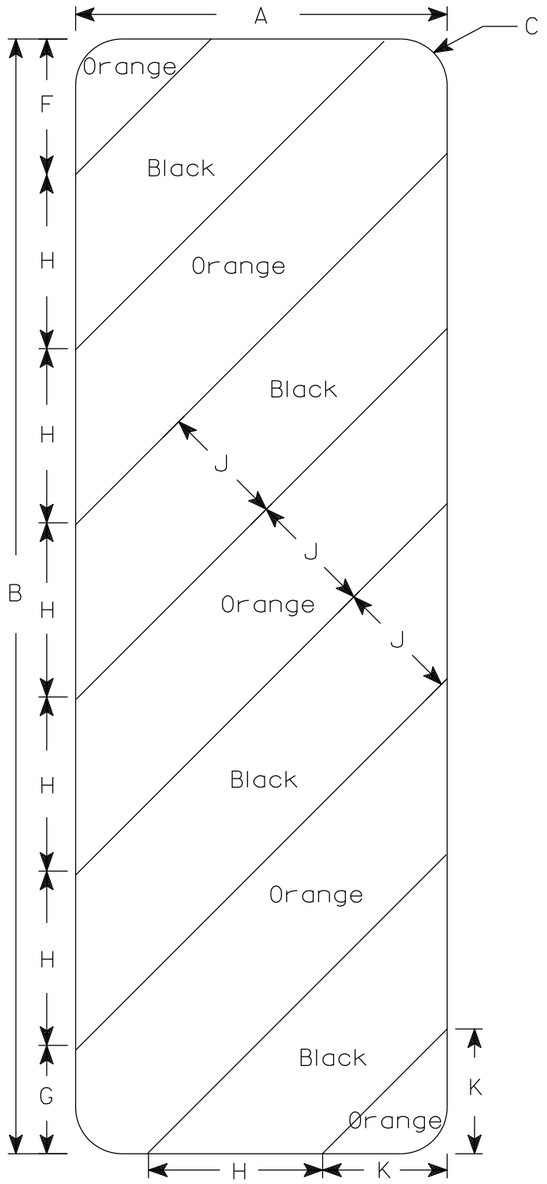
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 343 | E



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
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	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

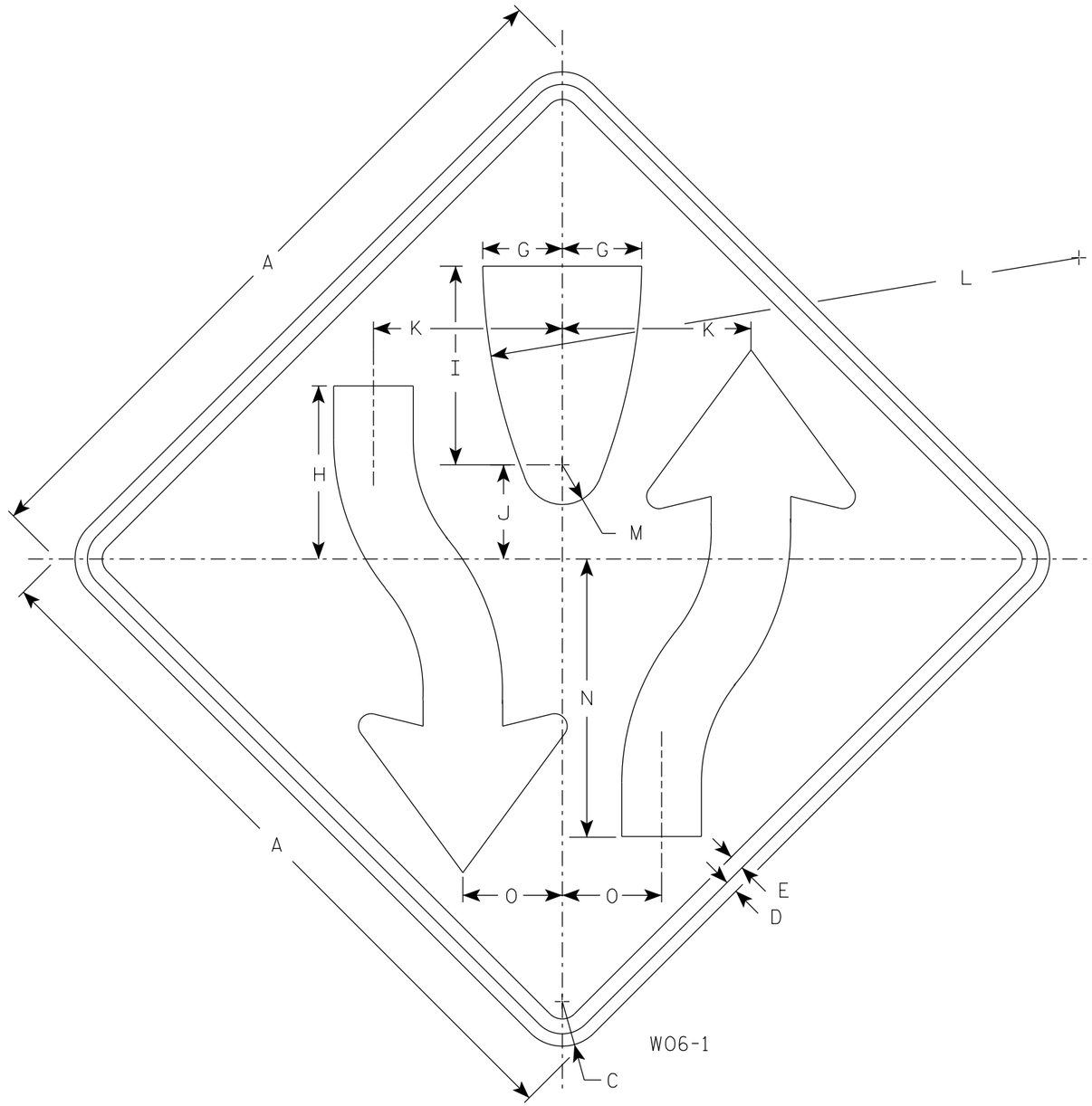
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W05-52.2

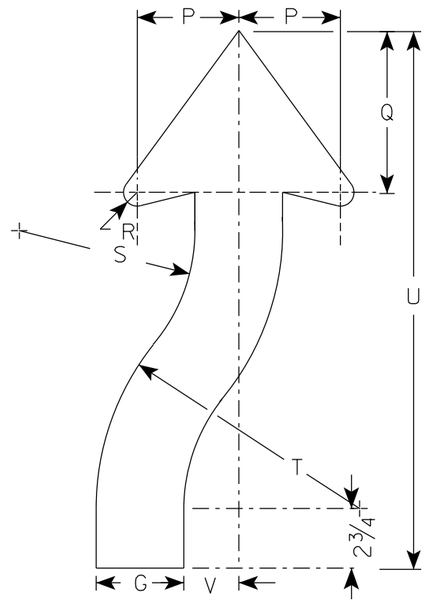
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E



WO6-1

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. WO6-2 same as WO6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2S	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
2M	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
3	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
4	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		3	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
WO6-1 & WO6-2

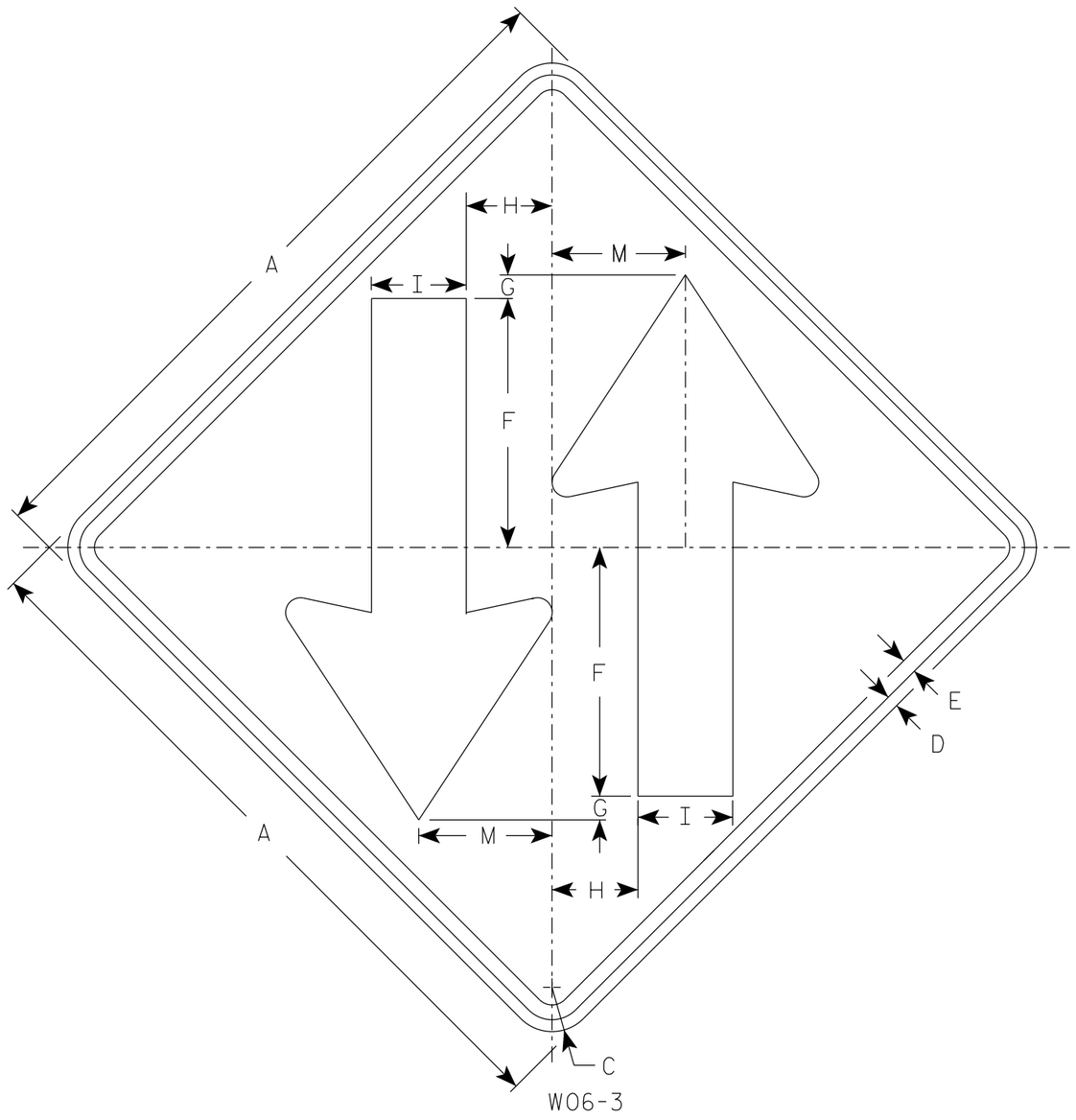
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. WO6-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

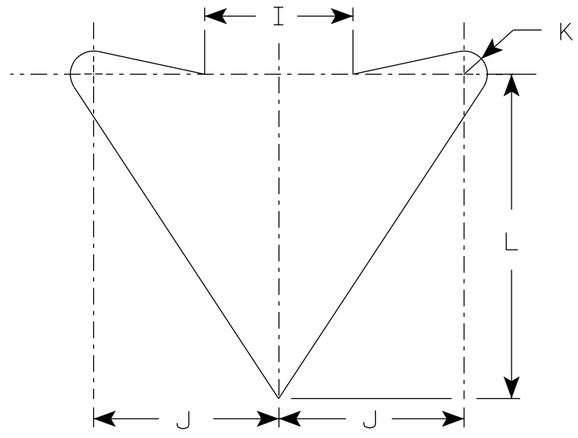
FILE NAME : C:\Users\PROJECTS\tr_stdplate\WO61.dgn PLOT DATE : 30-JAN 2024 10:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W06-3

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.



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		2 1/4	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		3	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

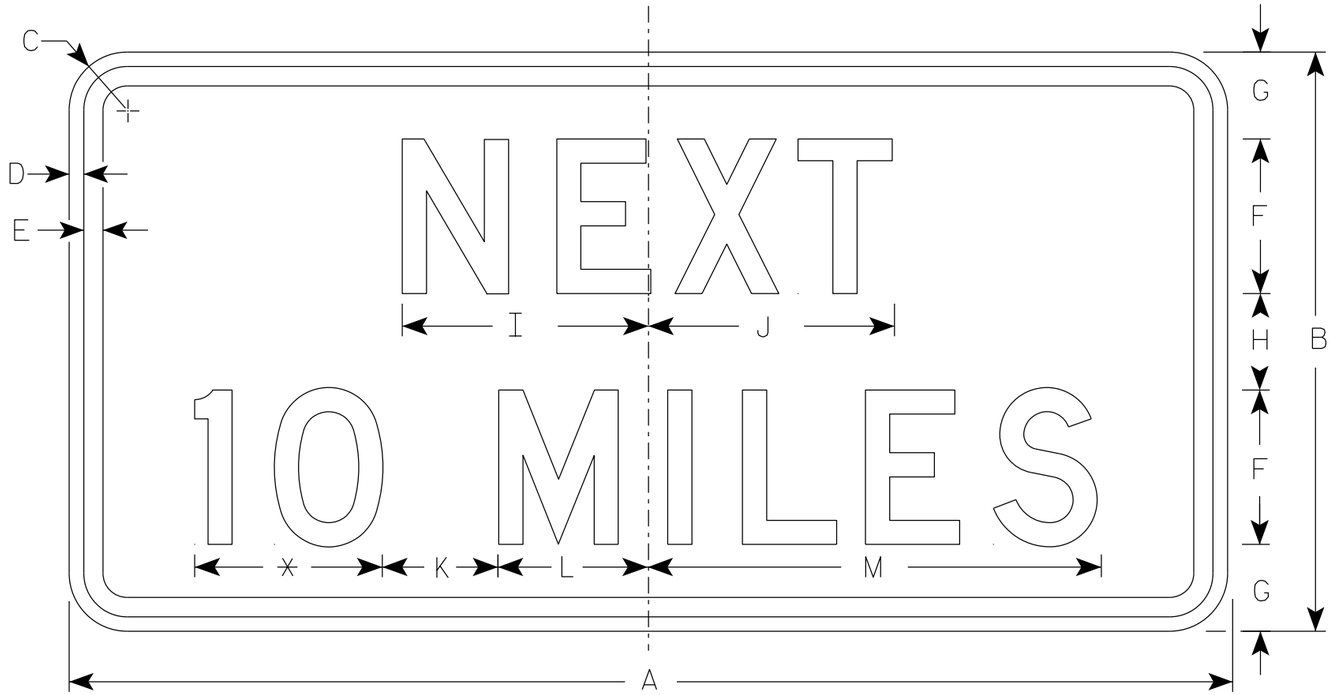
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/30/2024 PLATE NO. W06-3.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 346 | E



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

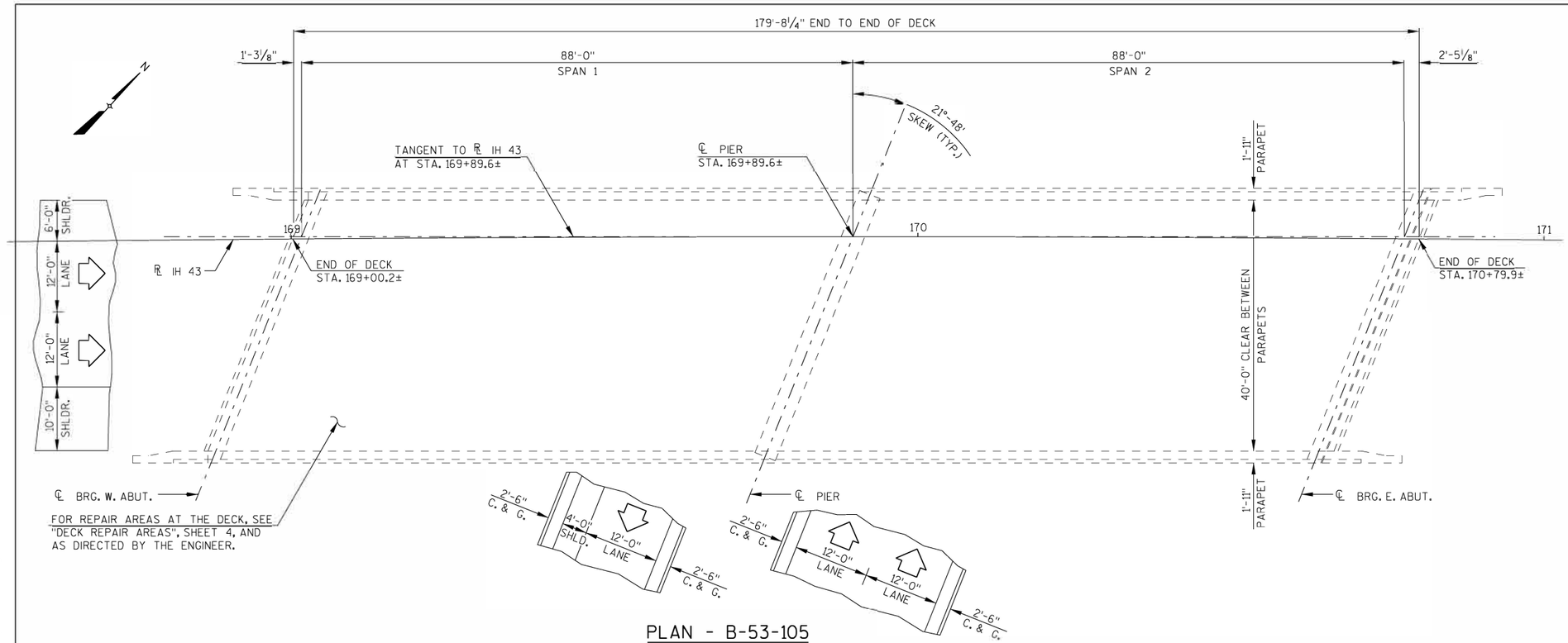
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

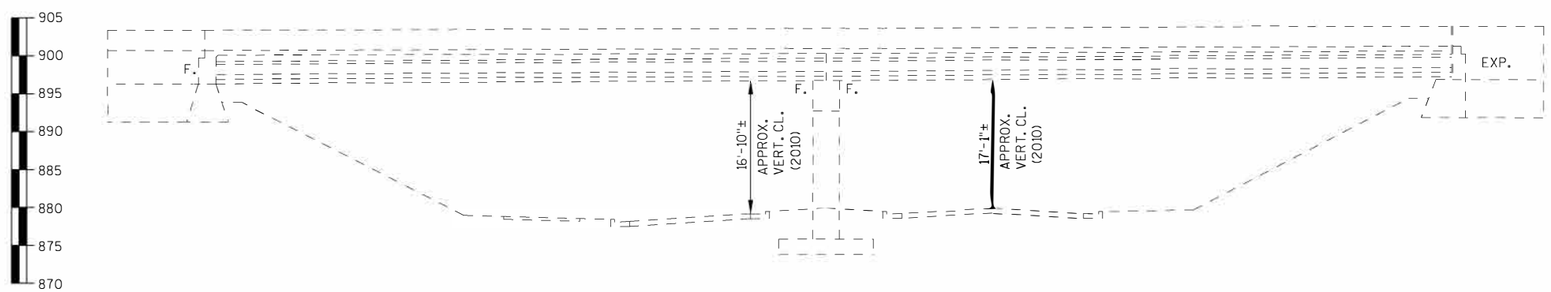
DATE 2/1/2024 PLATE NO. W057-51.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 347	E



PLAN - B-53-105

(2 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-105

(NORMAL TO EAST HART ROAD)

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-24
(TAKEN FROM HSI, 5/24/2013)
OPERATIONAL RATING: HS-49
(TAKEN FROM HSI, 5/24/2013)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 5/24/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI

TRAFFIC DATA

EAST HART ROAD

A.D.T. (2019) = 3300
A.D.T. (2039) = 3960
DESIGN SPEED = 30 M.P.H.

IH 43 NB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 05/16/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-105

IH 43 NB OVER CTH X (EAST HART ROAD)

COUNTY	TOWN ~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

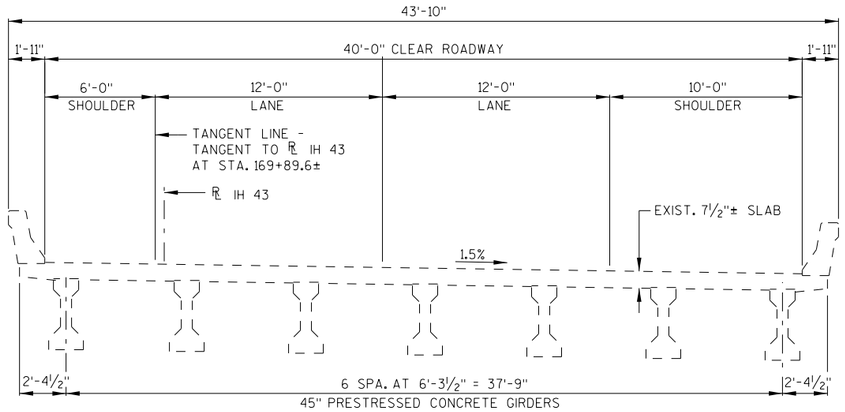
SHEET 1 OF 4
348

8

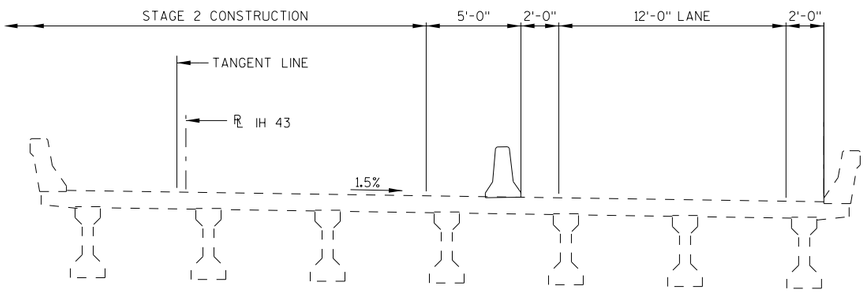
8

PRINTER DRIVER: G:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: G:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com_AECOM_DS16_NA\dms99237\AE_WisDOT_structure.tb
FILE NAME: \\aecompw15ics01\iCS.pdf_work_dir\B1245\426268.5\01_genplan_b-53-105.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:12:12 PM

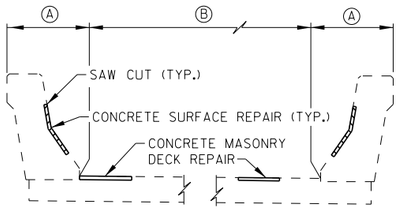
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\plotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\UCS.pdf_work.dir\79568\426268.8\02_genplan2_b-53-105.dgn
PLOT DATE: 3/29/2023 PLOT TIME: 12:49:53 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)

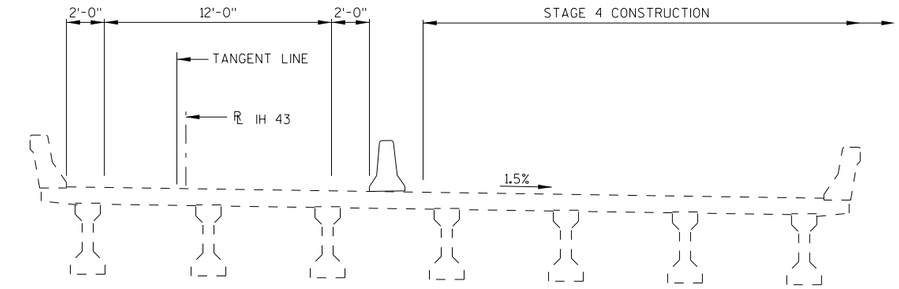


CROSS SECTION THRU ROADWAY
(STAGE 2 CONSTRUCTION - LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL



CROSS SECTION THRU ROADWAY
(STAGE 4 CONSTRUCTION - LOOKING UPSTATION)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
203.0211.S.01	ABATEMENT OF ASBESTOS CONTAINING MATERIAL STRUCTURE B-53-105	LS	1
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	175
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	800
509.0301	PREPARATION DECKS TYPE 1	SY	4
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	57
509.1500	CONCRETE SURFACE REPAIR	SF	50
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1
509.9020.S	EPOXY CRACK SEALING	LF	14

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-105

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

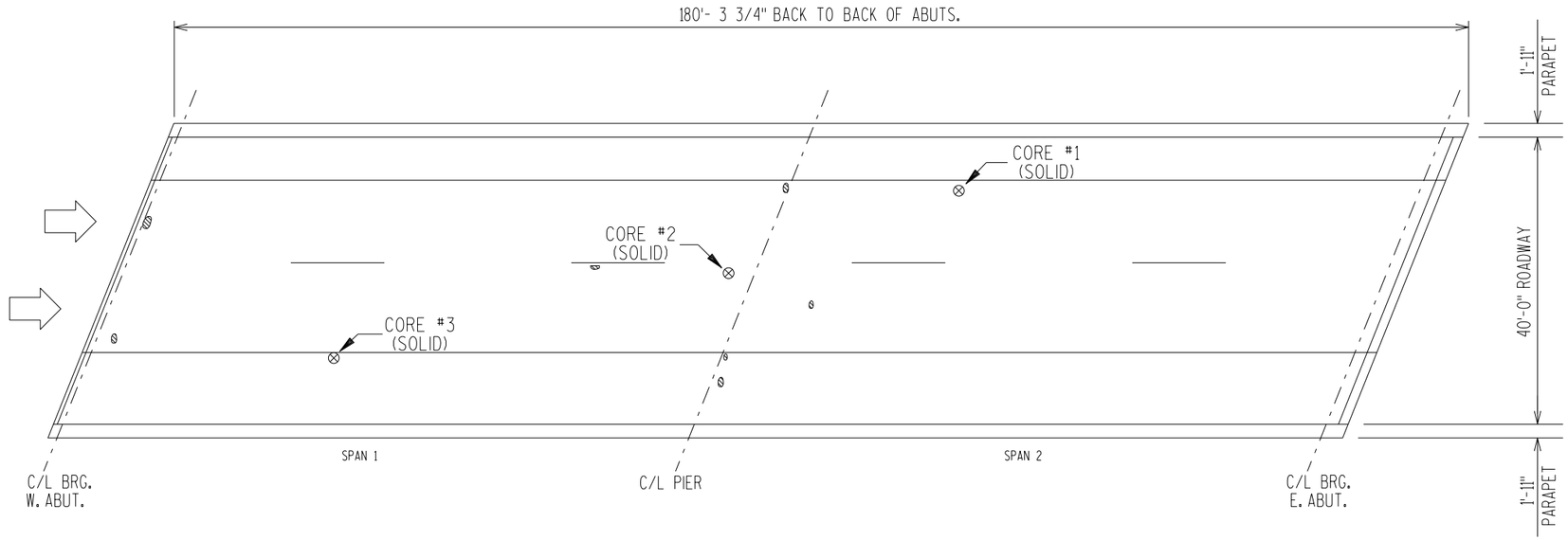
SHEET 2 OF 4
349

8

8

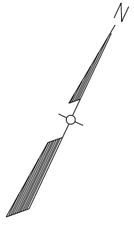
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\ICS.pdf_work.dir\80457\426268.4\03.IR.b-53-105.dgn
PLOT DATE: 4/4/2023
PLOT TIME: 8:54:39 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-105	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	7188	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	5	0.1
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
PCC PATCH	ft^2	0	0

LEGEND
DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
PCC PATCH
SHADE/DEBRIS

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-105

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

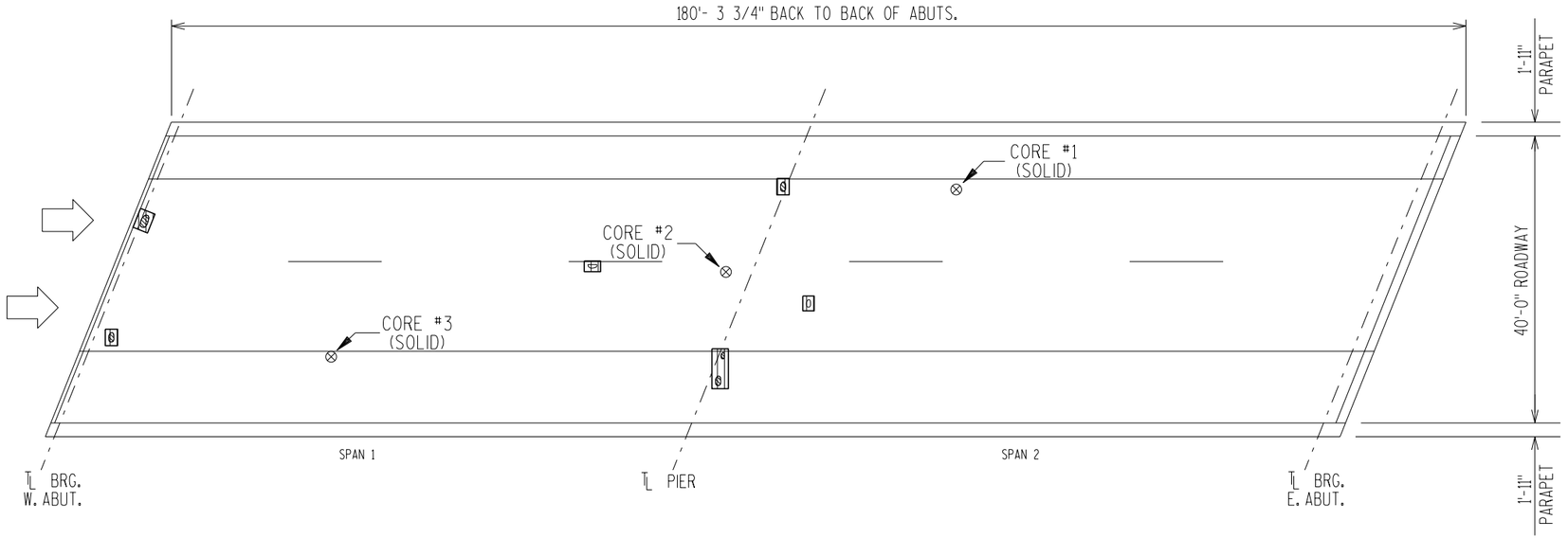
SHEET 3 OF 4
350

8

8

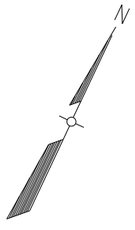
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS For PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompw15ucs001\iCS_pdf_work_dir\78926\426268.3\04_REHAB_b-53-105.dgn
PLOT DATE: 3/23/2023
PLOT TIME: 7:10:44 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-105	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	798.7	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	3.7	0.5
PREPARATION, DECKS, TYPE 2	YD^2	0.4	0.1
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND			
DECK PREPARATION AREA		DELAMINATION	
		SPALL	
		DEBOND	
SHADE/DEBRIS		ASPHALT PATCH	
		CONCRETE PATCH	

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

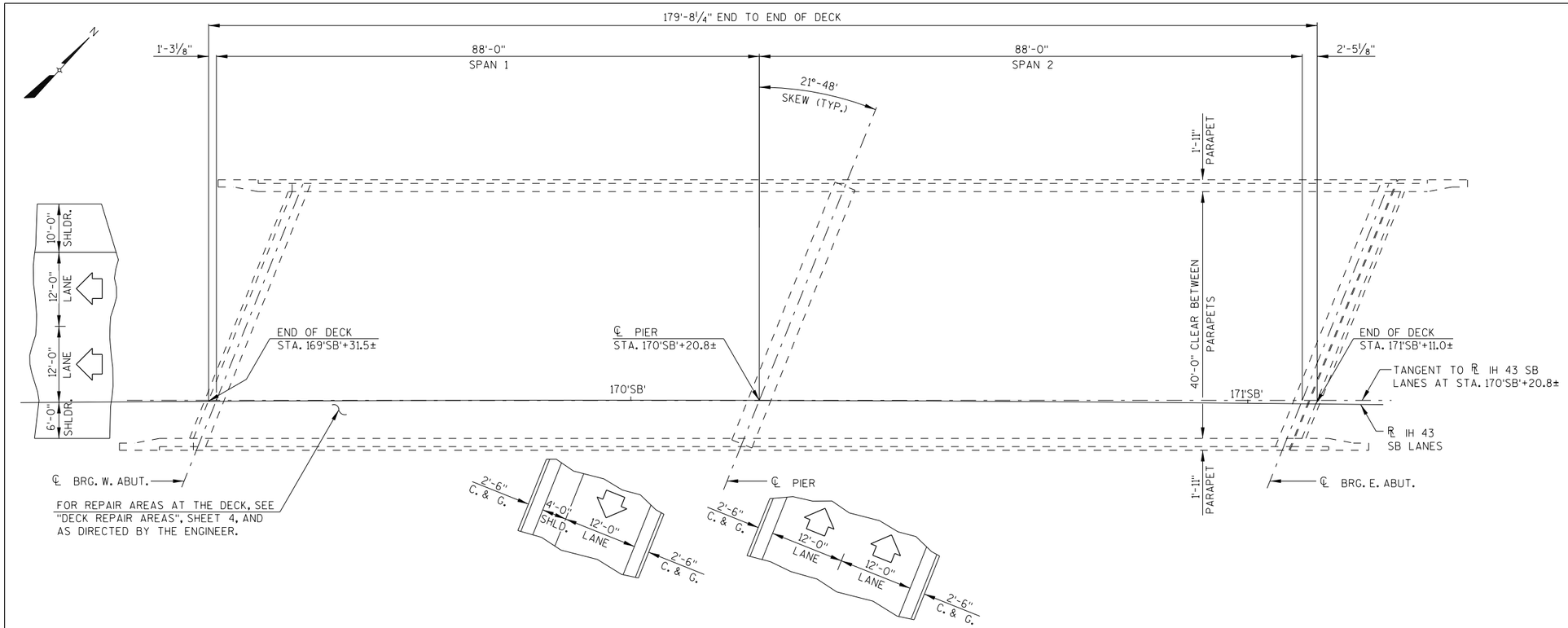
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-105

DRAWN BY TAW | PLANS CK'D. MSK

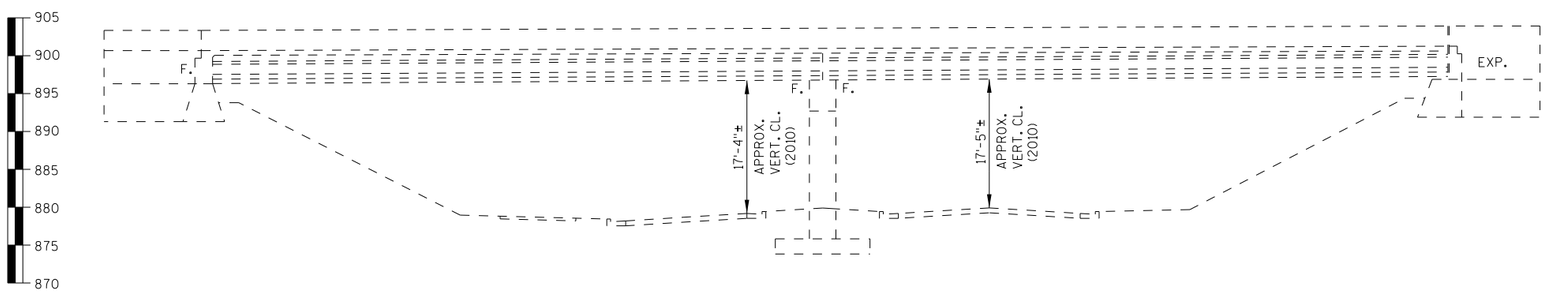
DECK REPAIR AREAS

SHEET 4 OF 4
351



PLAN - B-53-106

(2 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-106

(NORMAL TO EAST HART ROAD)

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-24
(TAKEN FROM HSI, 2/21/2014)
OPERATIONAL RATING: HS-51
(TAKEN FROM HSI, 2/21/2014)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 2/21/2014)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI

TRAFFIC DATA

EAST HART ROAD

A.D.T. (2019) = 3300
A.D.T. (2039) = 3960
DESIGN SPEED = 30 M.P.H.

IH 43 SB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STATE PROJECT NUMBER

1093-01-81

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

05/03/2023

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261

CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 05/16/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-106

IH 43 SB OVER CTH X (EAST HART ROAD)

COUNTY	TOWN/~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	TAW	MSK

GENERAL PLAN

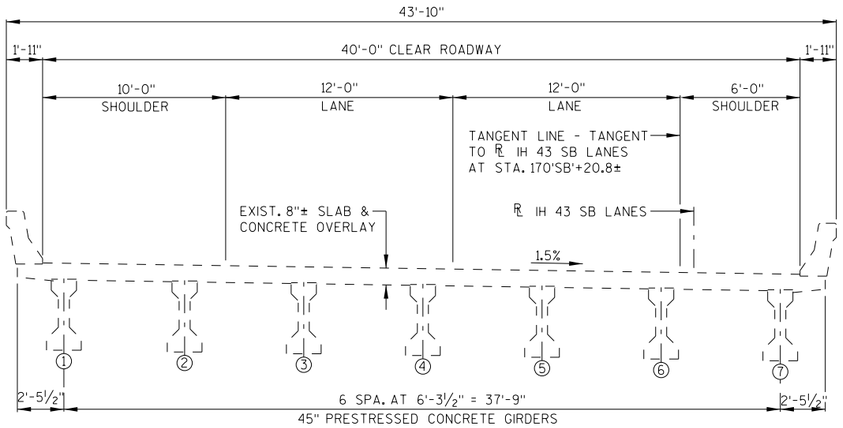
SHEET 1 OF 4
352

8

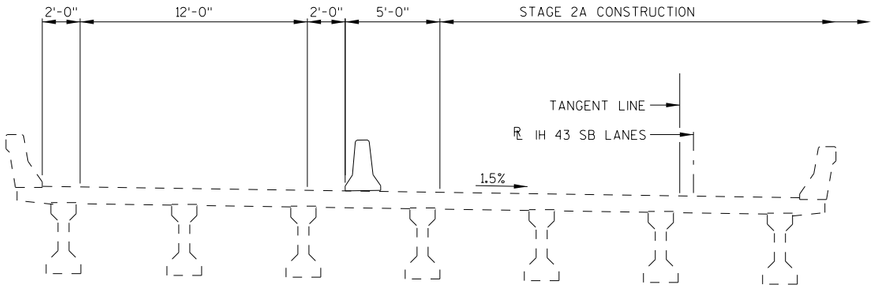
8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\PLOT\bin\plotdrvr.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PWWork\aecom-na-pwbentleyu.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS.pdf_work.dir\83143\428567.401.genplan.b-53-106.dgn
PLOT DATE: 5/3/2023 PLOT TIME: 3:53:09 PM

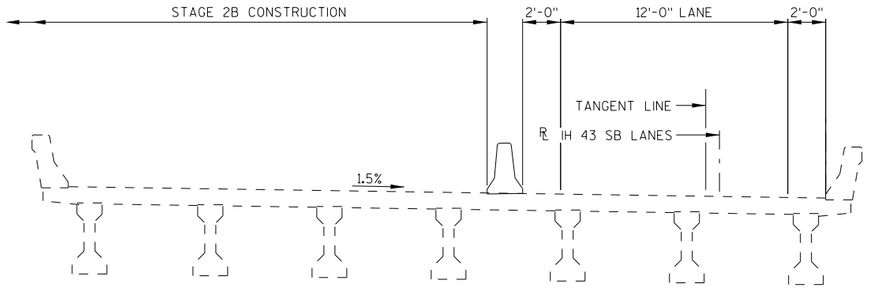
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompwfcs001\ICS_pdf_work_dir\83143\428567.5\02_genplan2_b-53-106.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:53:10 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



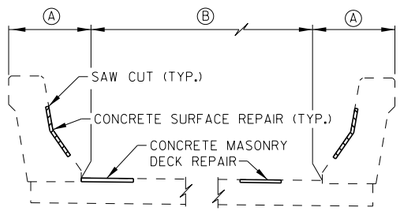
CROSS SECTION THRU ROADWAY
(STAGE 2A CONSTRUCTION - LOOKING UPSTATION)



CROSS SECTION THRU ROADWAY
(STAGE 2B CONSTRUCTION - LOOKING UPSTATION)

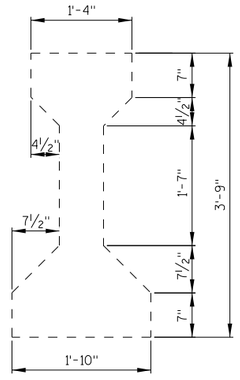
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	175
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	800
509.0301	PREPARATION DECKS TYPE 1	SY	9
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	126
509.1500	CONCRETE SURFACE REPAIR	SF	220
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1
509.9020.S	EPOXY CRACK SEALING	LF	11
SPV.0165.01	FIBER WRAP REINFORCING NON-STRUCTURAL	SF	40

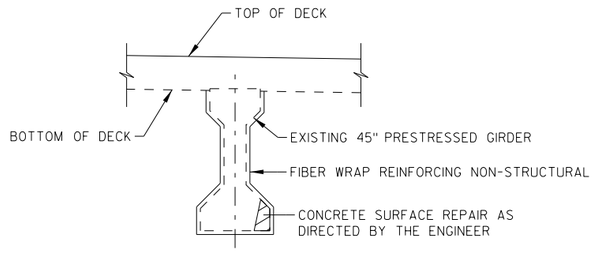


LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL



SECTION THRU GIRDER
SHOWING EXISTING GIRDER DIMENSIONS



GIRDER END SURFACE REPAIR

GIRDER END SURFACE REPAIR NOTES

WORK PERFORMED FOR GIRDER END REPAIR SHALL BE INCLUDED IN THE BID ITEMS "CONCRETE SURFACE REPAIR" AND "FIBER WRAP REINFORCING NON-STRUCTURAL".

PERFORM "CONCRETE SURFACE REPAIR" PRIOR TO INSTALLATION OF "FIBER WRAP REINFORCING NON-STRUCTURAL" AS DIRECTED BY THE FIELD ENGINEER AT GIRDER 7.

FIBER WRAP GIRDER REINFORCING SHALL BE IN ACCORDANCE WITH THE "FIBER WRAP REINFORCING NON-STRUCTURAL" SPECIAL PROVISION.

EXTEND "FIBER WRAP REINFORCING NON-STRUCTURAL" 1-FOOT PAST "CONCRETE SURFACE REPAIR" AREA AS DIRECTED FOR THE FIELD ENGINEER.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET, GIRDER AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-106

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

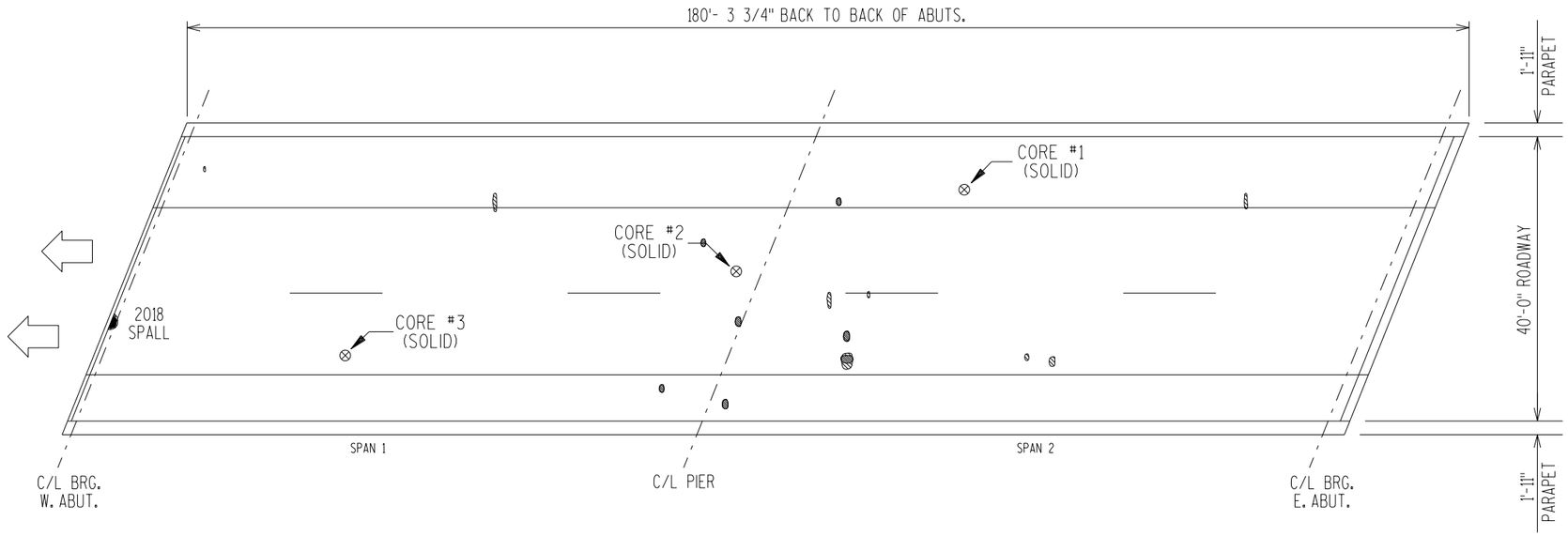
SHEET 2 OF 4
353

8

8

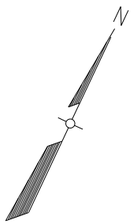
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PwWork\aecomm-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\ICS.pdf_work_dir\83143\428562.2\03.IR.b-53-106.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:52:08 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-106		LEGEND
ITEM	UNIT	QUANT.	%	
TOTAL AREA	ft^2	7188		DELAMINATION
SHADE/DEBRIS	ft^2	0		SPALL
DELAMINATION	ft^2	12	0.2	DEBOND
SPALL	ft^2	0	0	ASPHALT PATCH
DEBOND	ft^2	0	0	PCC PATCH
ASPHALT PATCH	ft^2	2	<0.1	SHADE/DEBRIS
PCC PATCH	ft^2	0	0	

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-106

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

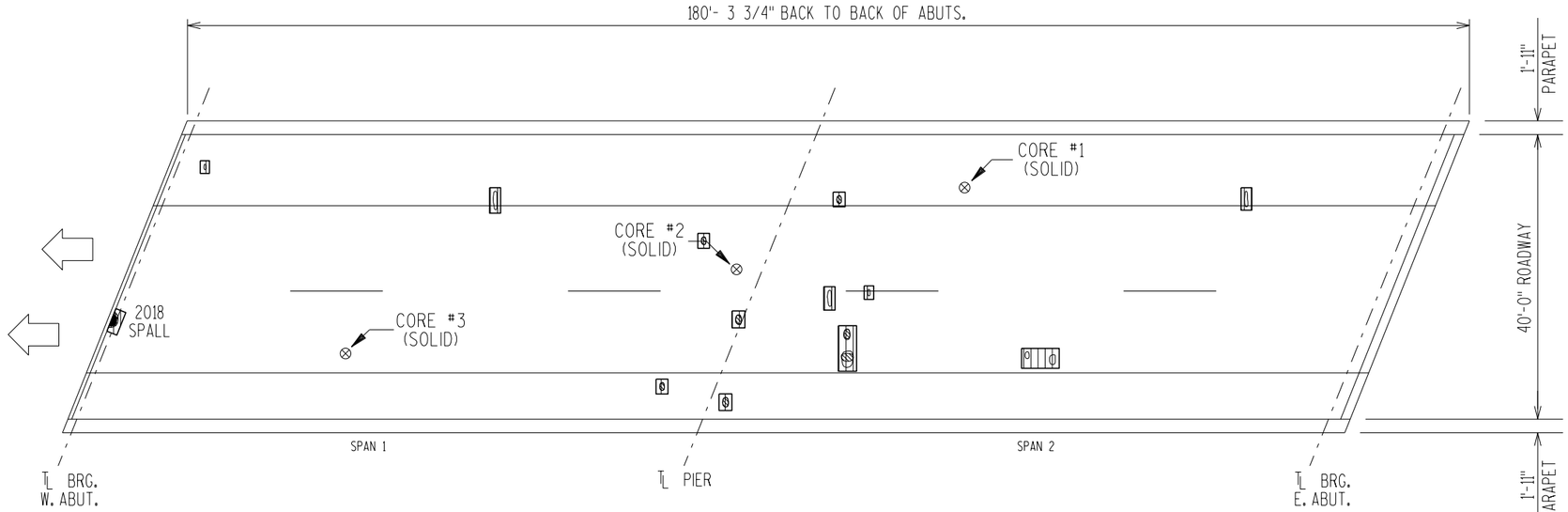
SHEET 3 OF 4
354

8

8

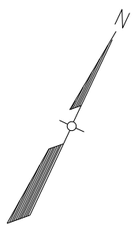
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\PLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecomnapw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir\83143\428567.3\04_REHAB_b-53-106.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:52:21 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-106	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	798.7	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	8.4	1.1
PREPARATION, DECKS, TYPE 2	YD^2	0.8	0.1
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-106

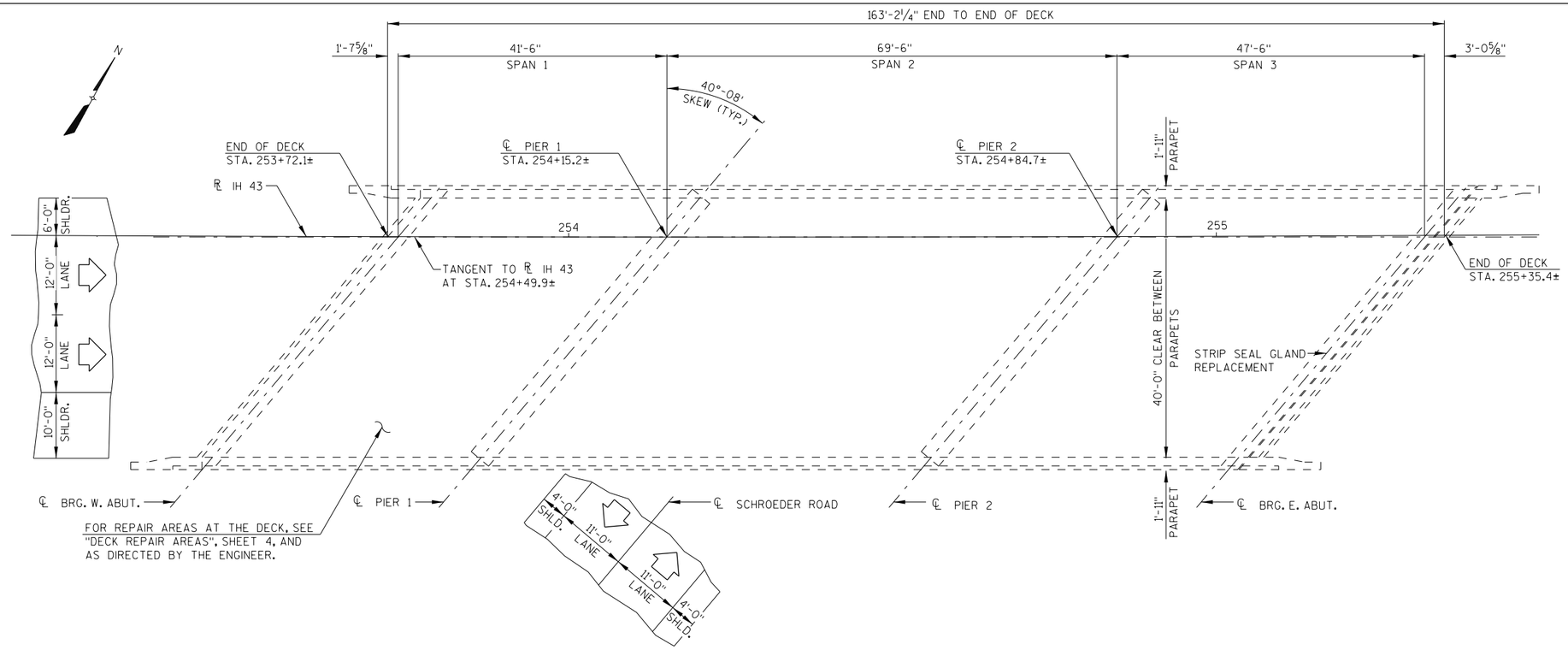
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
355

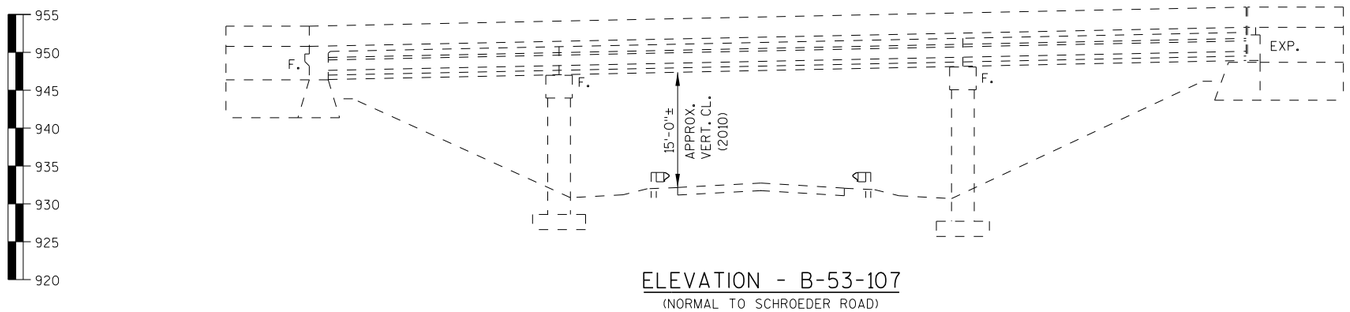
8

8



PLAN - B-53-107

(3 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-107

(NORMAL TO SCHROEDER ROAD)

STATE PROJECT NUMBER
1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
(TAKEN FROM HSI, 5/28/2010)
OPERATIONAL RATING: HS-32
(TAKEN FROM HSI, 5/28/2010)
MAX STANDARD PERMIT VEHICLE: 240 KIPS
(TAKEN FROM HSI, 5/28/2010)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI

TRAFFIC DATA

SCHROEDER ROAD

A.D.T. (2012) = 129
A.D.T. (2032) = 275
DESIGN SPEED = 60 M.P.H.

IH 43 NB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

05/03/2023

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 05/16/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-107

IH 43 NB OVER SCHROEDER ROAD

COUNTY	TOWN/~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	TAW	MSK

GENERAL PLAN

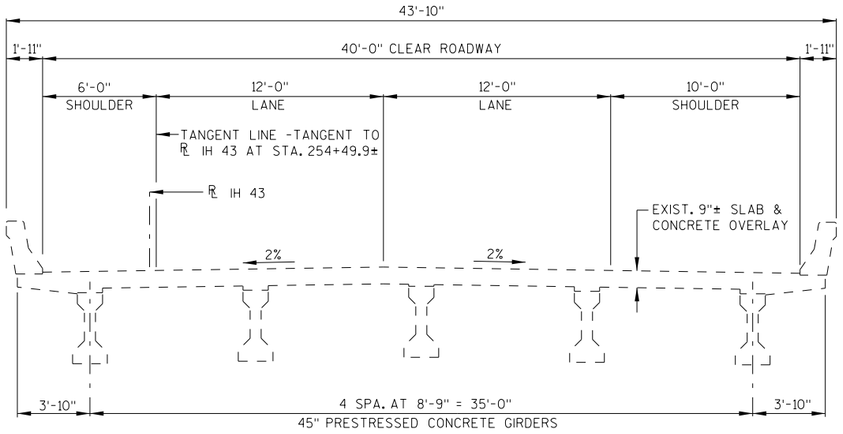
SHEET 1 OF 4
356

8

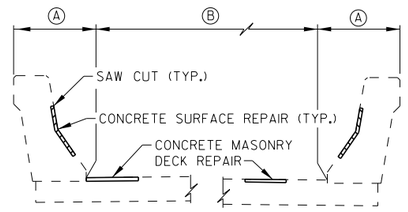
8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\ICS.pdf_work.dir-183144.428571.4\01_gen.plan.b-53-107.dgn
PLOT DATE: 5/3/2023 PLOT TIME: 3:55:42 PM

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\ICS.pdf_work.dir\83144\428571.5\02_genplan2_b-53-107.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:55:36 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND

Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS

Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	160
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	730
509.0301	PREPARATION DECKS TYPE 1	SY	104
509.0302	PREPARATION DECKS TYPE 2	SY	26
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	740
509.1500	CONCRETE SURFACE REPAIR	SF	140
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	11
509.9020.S	EPOXY CRACK SEALING	LF	16
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	10
SPV.0060.001	STRIP SEAL GLAND REPLACEMENT	EACH	1

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

EXISTING NEOPRENE STRIP SEAL TO BE REMOVED AND REPLACED. PAYMENT INCLUDES DETERMINING THE EXISTING GLAND DIMENSIONS AND PROVIDING A REPLACEMENT GLAND PER BID ITEM "STRIP SEAL GLAND REPLACEMENT" AND AS APPROVED BY THE ENGINEER. EXISTING JOINT WAS REPLACED IN 2009 USING COMMERICAL FABRICATOR MODEL CT-TYPE 4.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-107

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

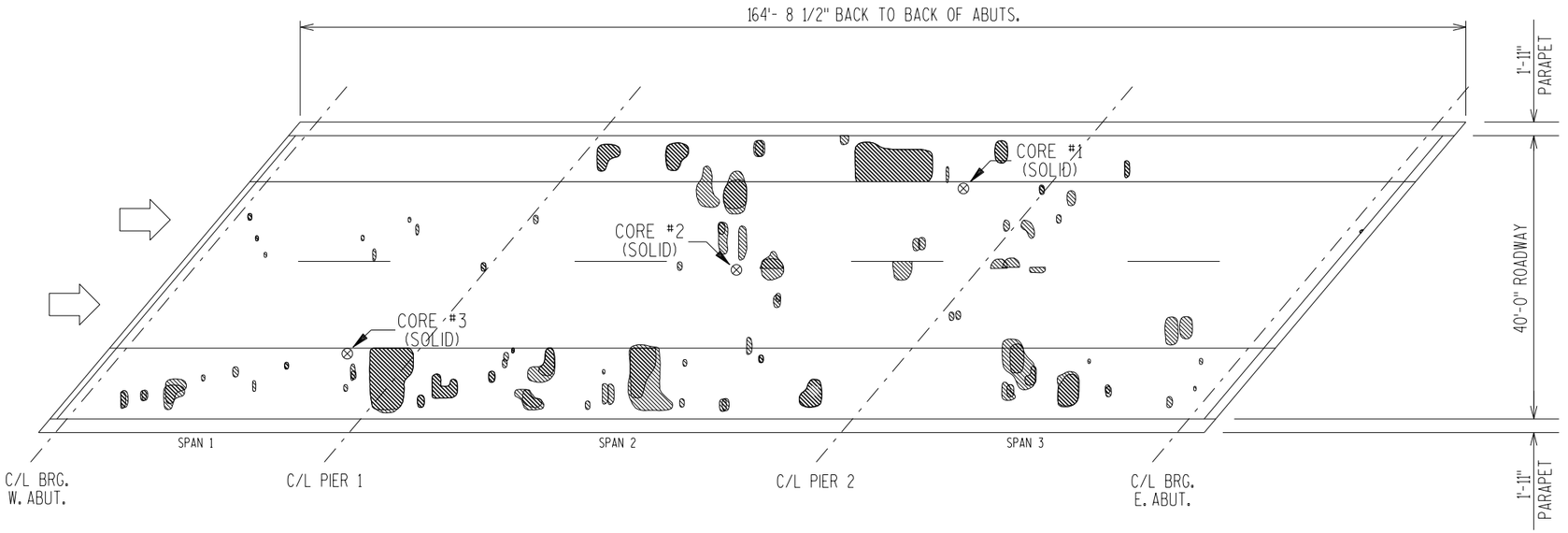
SHEET 2 OF 4
357

8

8

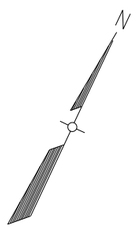
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecomnapw.bentley.com.aECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS.pdf_work.dir\83144\428571.3\03.IR.b-53-107.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:55:13 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-107	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	6528	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	350	5.4
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
PCC PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, PCC PATCH, SHADE/DEBRIS

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-107

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

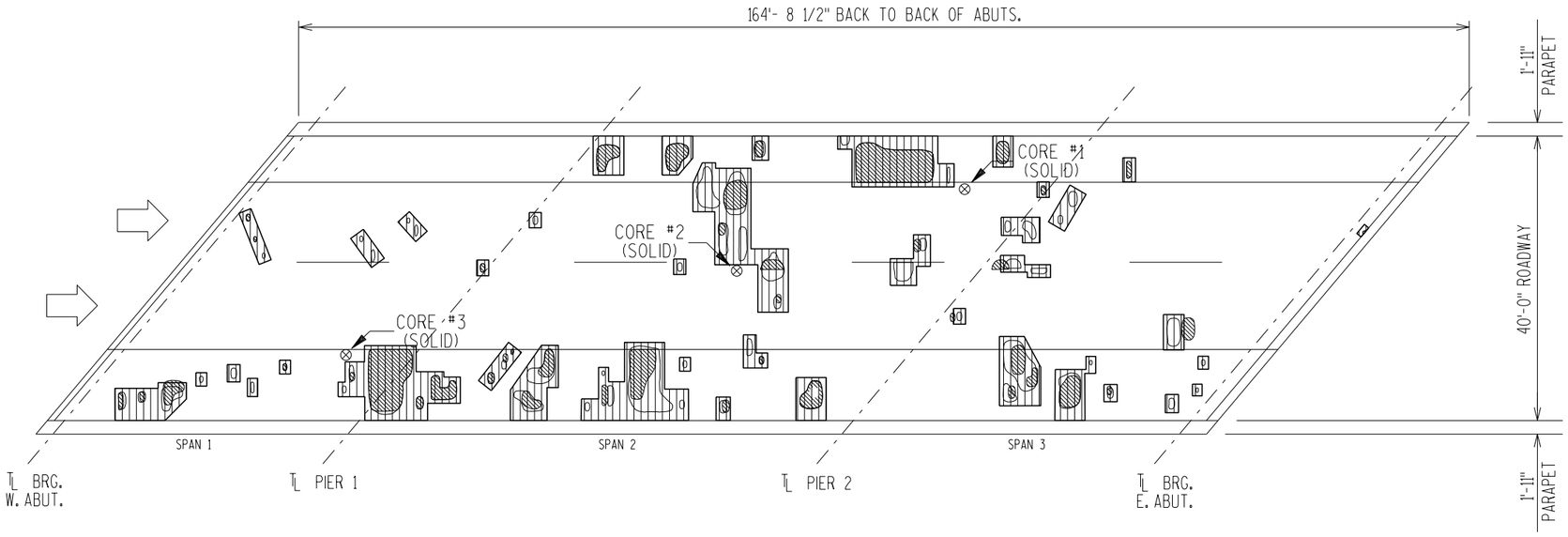
SHEET 3 OF 4
358

8

8

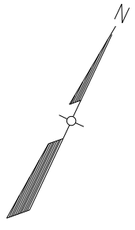
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com_AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecomcw15ucs01\ICS.pdf_work.dir\83144\428571.1\04_REHAB_b-53-107.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:55:16 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-107	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	725.3	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	103.9	14.3
PREPARATION, DECKS, TYPE 2	YD^2	26.0	3.6
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION

SPALL

DEBOND

ASPHALT PATCH

CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-107

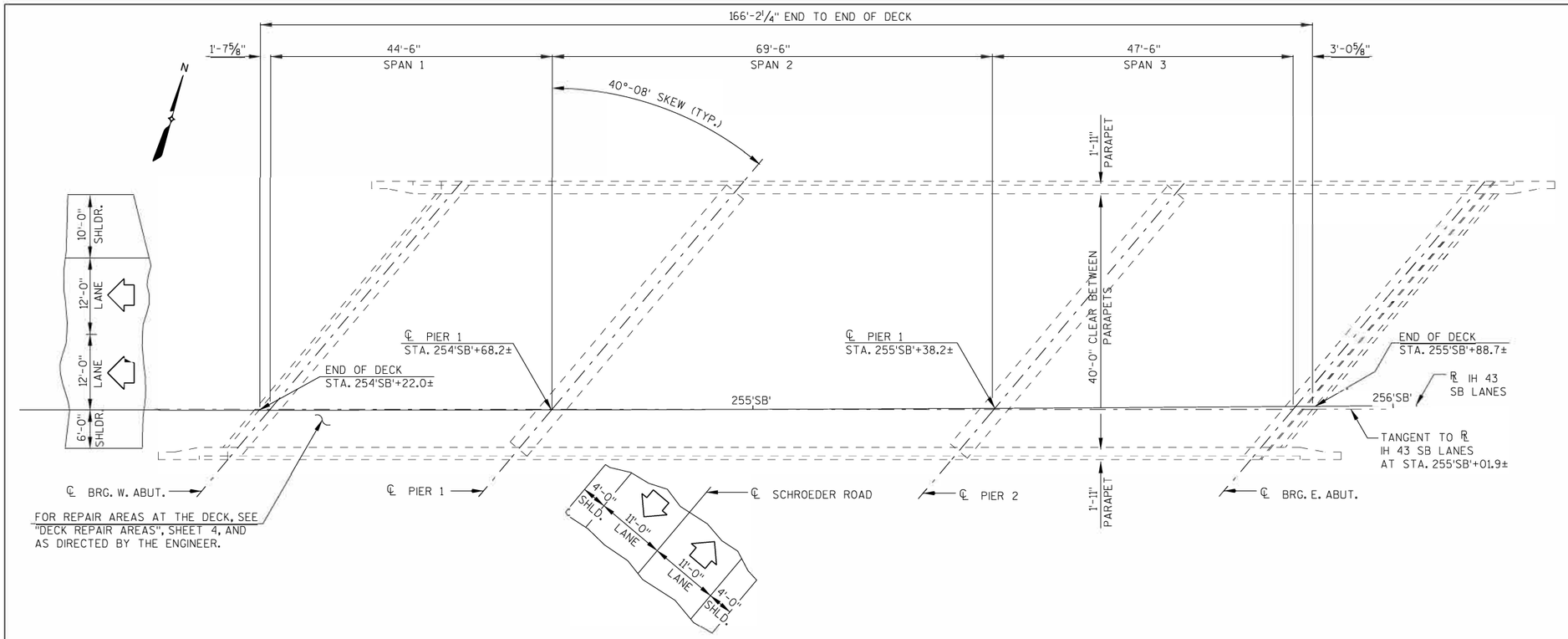
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
359

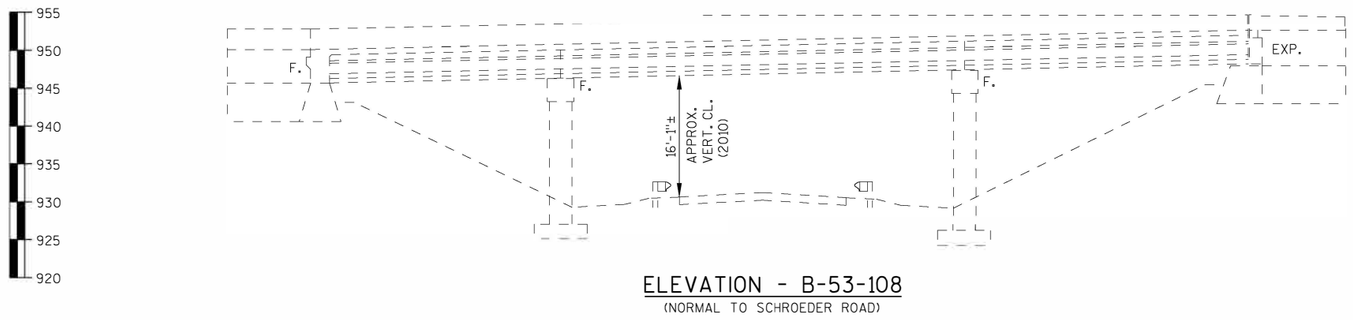
8

8



PLAN - B-53-108

(3 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-108

(NORMAL TO SCHROEDER ROAD)

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
(TAKEN FROM HSI, 5/28/2010)
OPERATIONAL RATING: HS-32
(TAKEN FROM HSI, 5/28/2010)
MAX STANDARD PERMIT VEHICLE: 240 KIPS
(TAKEN FROM HSI, 5/28/2010)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER ———— f'c = 3,500 PSI
BAR STEEL REINFORCEMENT,
GRADE 60 ———— fy = 60,000 PSI

TRAFFIC DATA

SCHROEDER ROAD

A.D.T. (2012) = 129
A.D.T. (2032) = 275
DESIGN SPEED = 60 M.P.H.

IH 43 SB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
2. INFRARED INSPECTION RESULTS
3. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 05/16/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-108

IH 43 SB OVER SCHROEDER ROAD

COUNTY	TOWN ~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	TAW	MSK

GENERAL PLAN

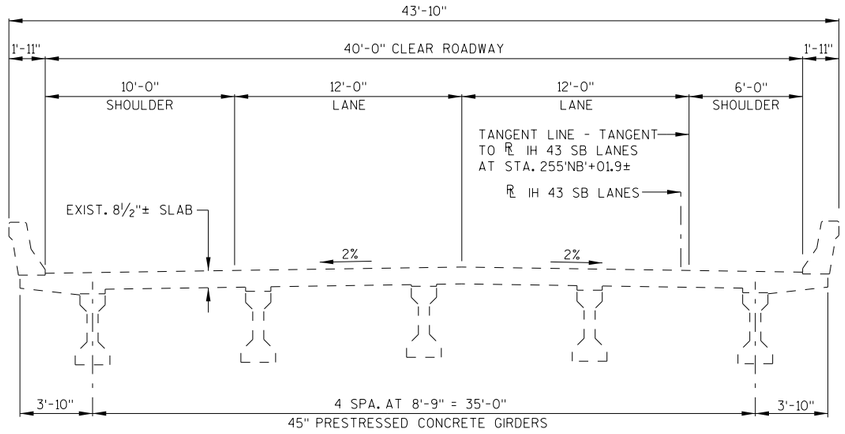
SHEET 1 OF 4
360

8

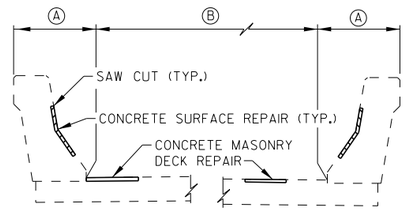
8

PRINTER DRIVER: G:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: G:\ProgramData\Bentley\Bentley.iCS for PDF\PwWork\aecom-na-pw.bentley.com_AECOM_DS16_NA\dms99237\AE_WisDOT_structure.tb
FILE NAME: \\aecompw15cs01\iCS01\iCS.pdf_work_dir\B1250\428572.4\01_genplan_b-53-108.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:24:45 PM

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\ICS.pdf_work_dir\79572\428572.5\02_genplan2_b-53-108.dgn
PLOT DATE: 3/29/2023
PLOT TIME: 1:07:52 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	162
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	740
509.0301	PREPARATION DECKS TYPE 1	SY	33
509.0302	PREPARATION DECKS TYPE 2	SY	4
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	206
509.1500	CONCRETE SURFACE REPAIR	SF	140
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	4
509.9020.S	EPOXY CRACK SEALING	LF	31
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	10

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-108

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

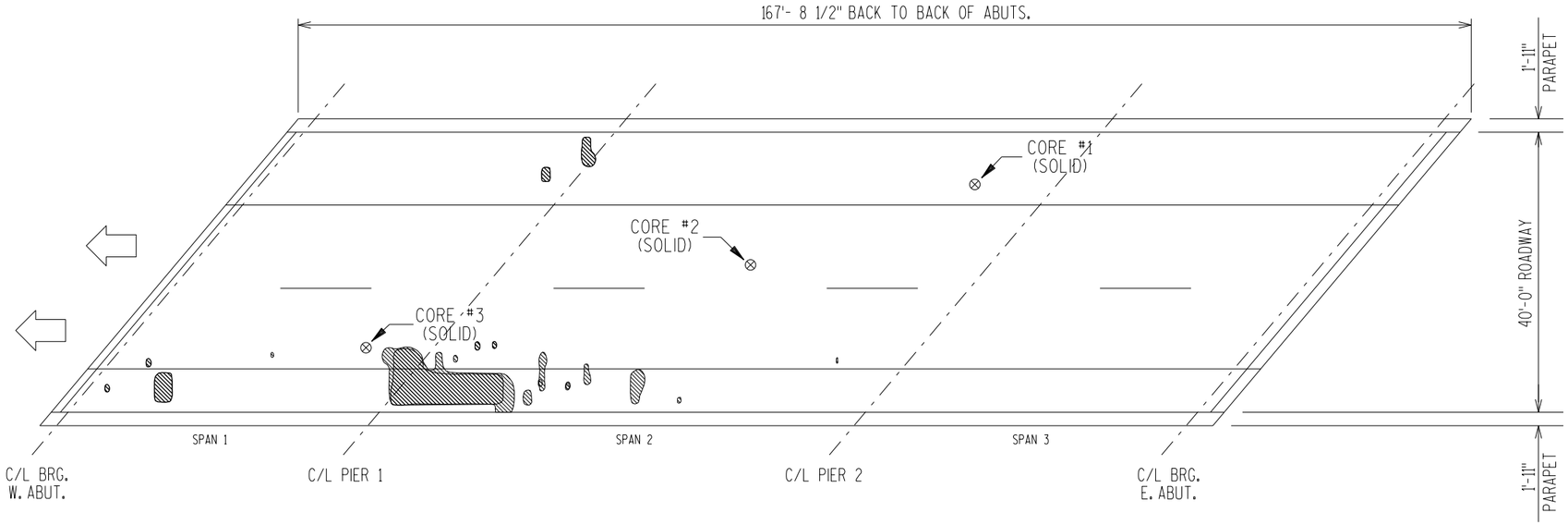
SHEET 2 OF 4
361

8

8

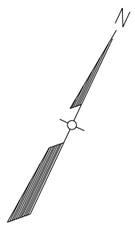
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\plotdrvn.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir-\80460\428572.1\03.IR.b-53-108.dgn
PLOT DATE: 4/4/2023
PLOT TIME: 8:55:37 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-108	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	6708	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	144	2.1
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
PCC PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, PCC PATCH, SHADE/DEBRIS

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-108

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

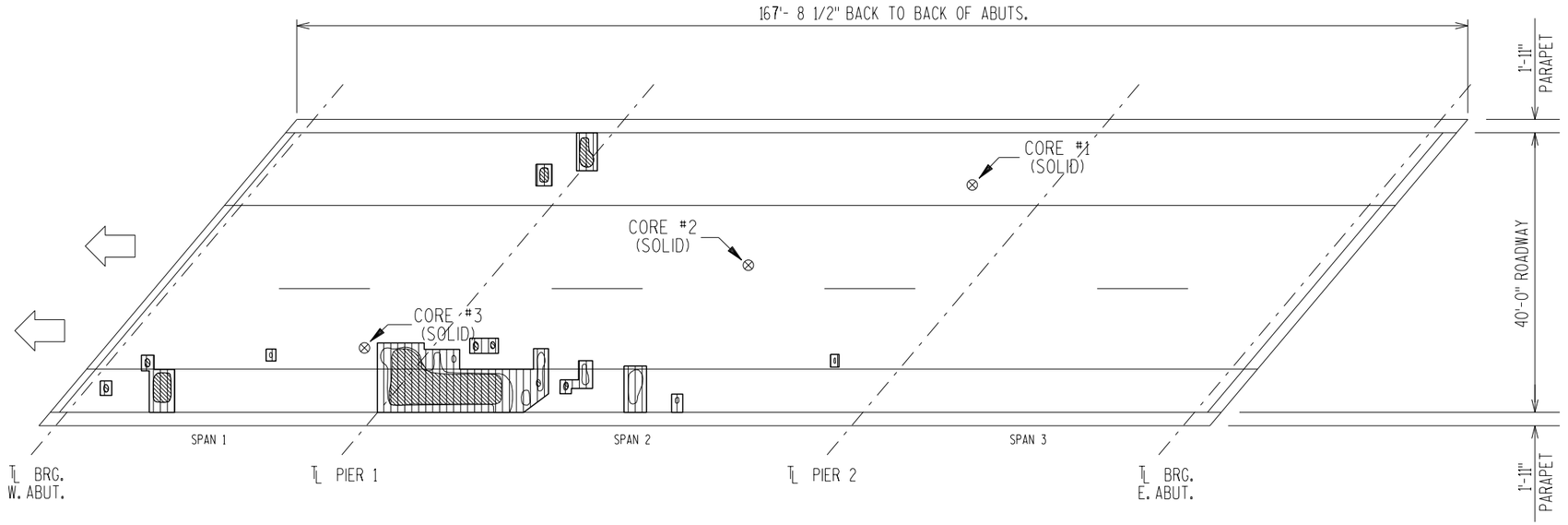
SHEET 3 OF 4
362

8

8

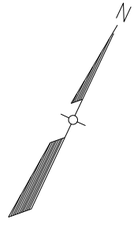
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\plotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\decompw15ics01\ICS.pdf_work.dir\78940\428572.2.2\04_REHAB_b-53-108.dgn
PLOT DATE: 3/23/2023
PLOT TIME: 7:53:52 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-108	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	745.3	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	33.0	4.4
PREPARATION, DECKS, TYPE 2	YD^2	3.3	0.4
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-108

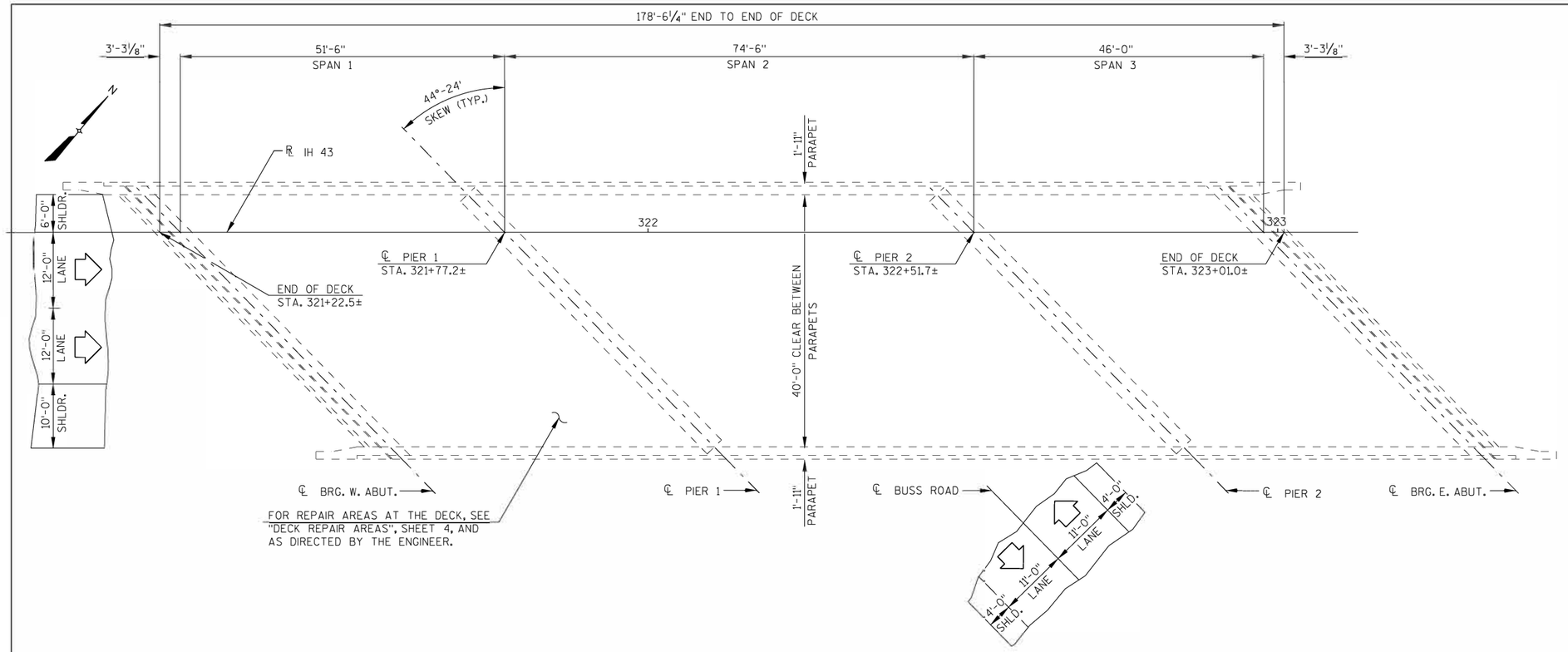
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
363

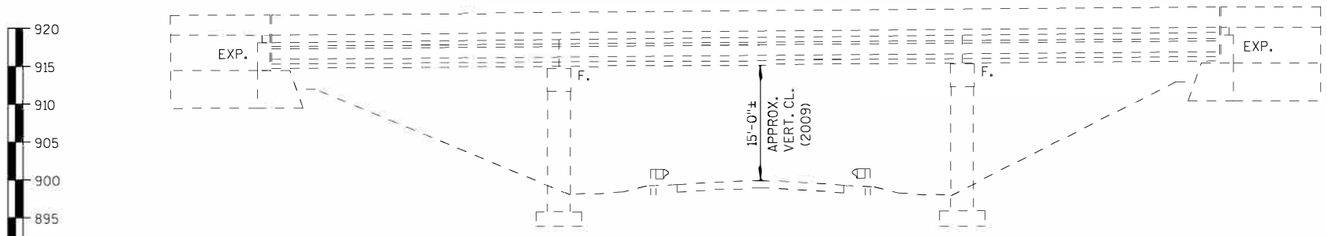
8

8



PLAN - B-53-109

(3 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-109

(NORMAL TO BUSS ROAD)

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-24
(TAKEN FROM HSI, 8/22/2008)
OPERATIONAL RATING: HS-27
(TAKEN FROM HSI, 8/22/2008)
MAX STANDARD PERMIT VEHICLE: 220 KIPS
(TAKEN FROM HSI, 8/22/2008)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER —— f'c = 3,500 PSI

TRAFFIC DATA

BUSS ROAD

A.D.T. (2012) = 533
A.D.T. (2032) = 220
DESIGN SPEED = 60 M.P.H.

IH 43 NB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 05/16/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-109

IH 43 NB OVER BUSS ROAD

COUNTY	TOWN ~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	TAW	MSK

GENERAL PLAN

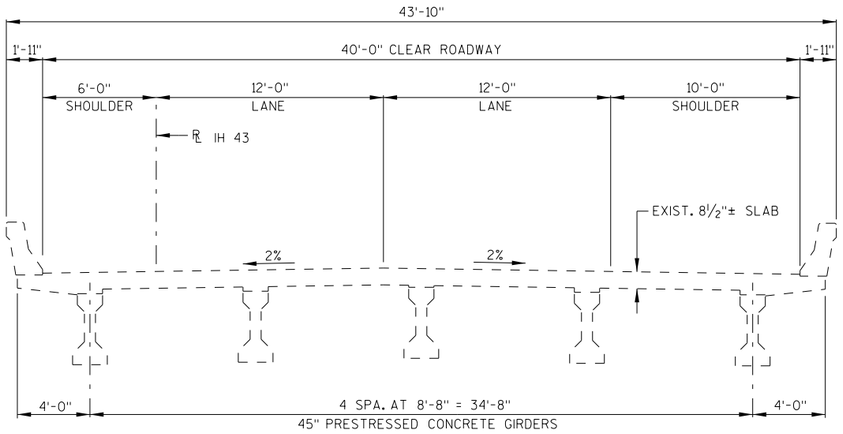
SHEET 1 OF 4
364

8

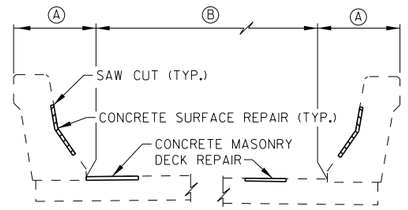
8

PRINTER DRIVER: G:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: G:\ProgramData\Bentley\Bentley.iCS for PDF\PwWork\aecom-na-pw.bentley.com_AECOM_DS16_NA\dms99237\AE_WisDOT_structure.tb
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir\B1251\428573.4\01_genplan_b-53-109.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:39:02 PM

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com_AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\ICS_pdf_work_dir\79573\428573.5\02_genplan2_b-53-109.dgn
PLOT DATE: 3/29/2023
PLOT TIME: 1:10:01 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	172
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	800
509.0301	PREPARATION DECKS TYPE 1	SY	25
509.0302	PREPARATION DECKS TYPE 2	SY	3
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	272
509.1500	CONCRETE SURFACE REPAIR	SF	84
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	3
509.9020.S	EPOXY CRACK SEALING	LF	18
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	8

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-109

DRAWN BY TAW | PLANS CK'D. MSK

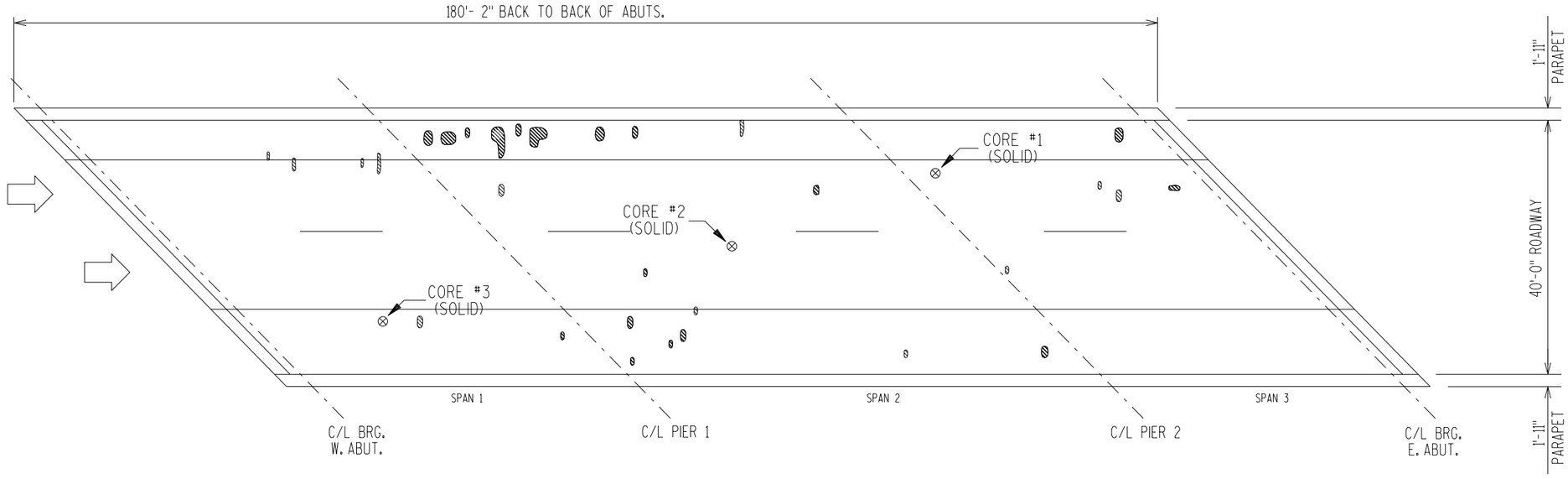
CROSS SECTION & QUANTITIES

8

8

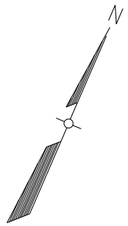
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir-\80461\428573.1\03.IR.b-53-109.dgn
PLOT DATE: 4/4/2023
PLOT TIME: 8:56:51 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-109	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	7144	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	48	0.7
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
PCC PATCH	ft^2	0	0

LEGEND
- DELAMINATION
- SPALL
- DEBOND
- ASPHALT PATCH
- PCC PATCH
- SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-109

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

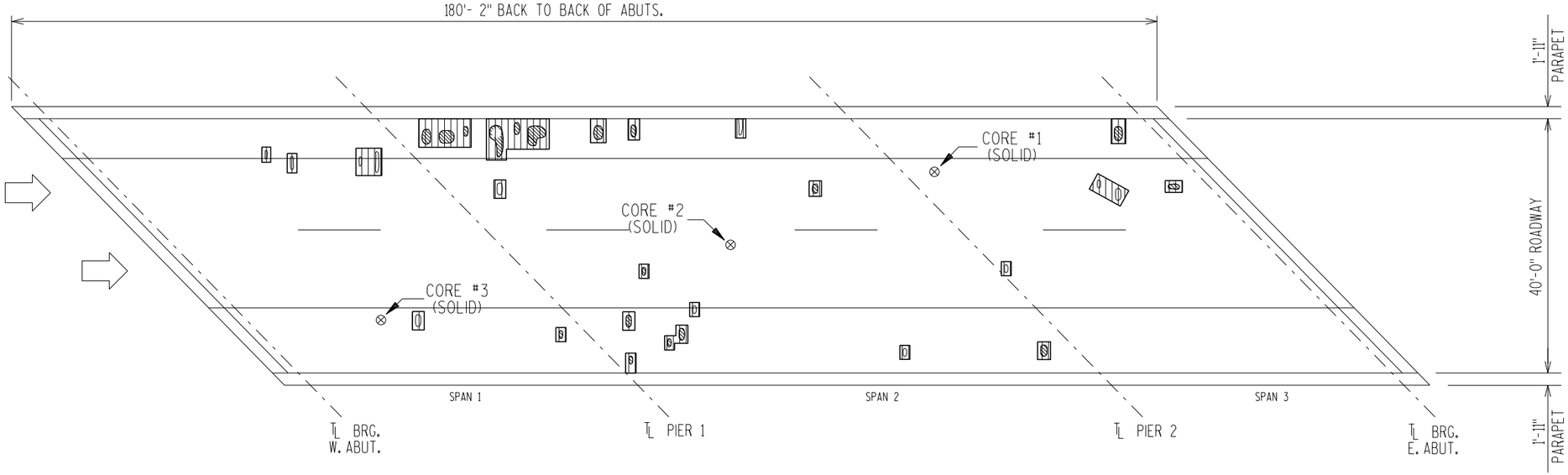
SHEET 3 OF 4
366

8

8

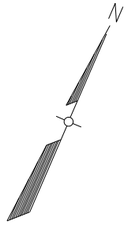
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\decompw15ics01\ICS.pdf_work.dir\78980\428573.2.\04_REHAB_b-53-109.dgn
PLOT DATE: 3/23/2023 PLOT TIME: 9:26:16 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-109	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	793.8	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	24.9	3.1
PREPARATION, DECKS, TYPE 2	YD^2	2.5	0.3
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND			
DECK PREPARATION AREA		DELAMINATION	
		SPALL	
		DEBOND	
SHADE/DEBRIS		ASPHALT PATCH	
		CONCRETE PATCH	

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-109

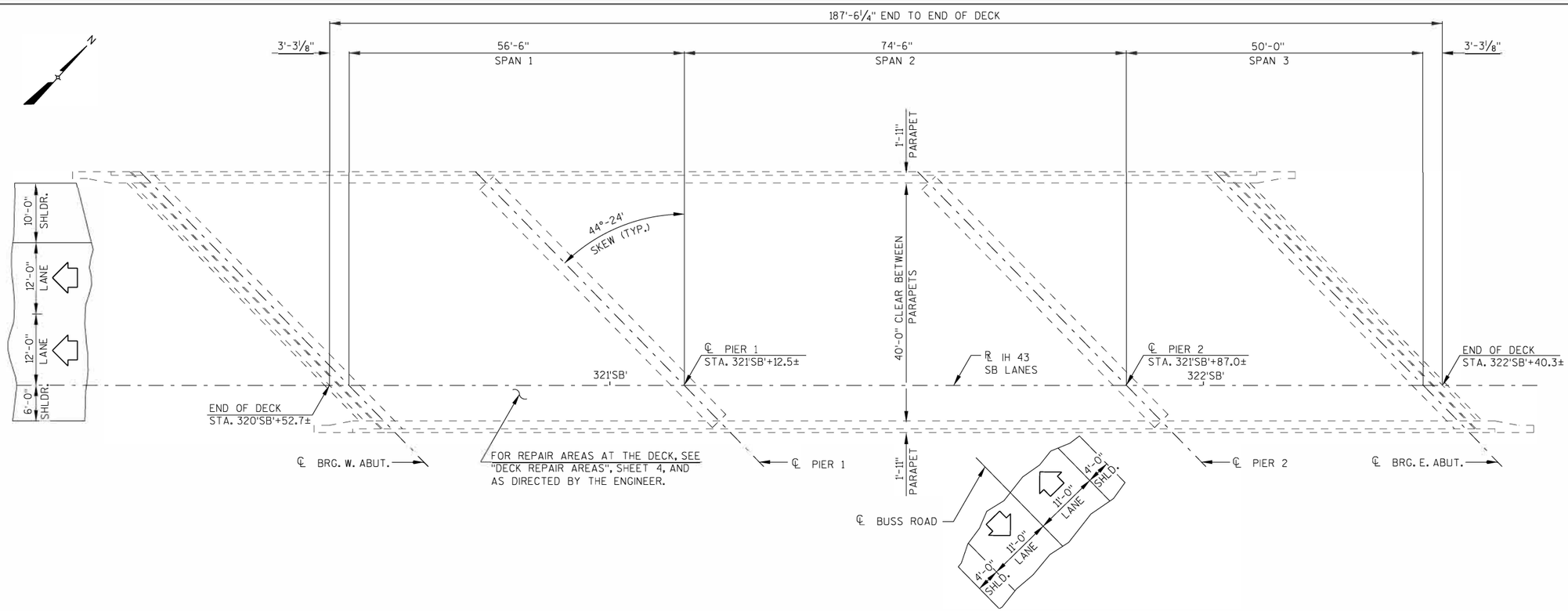
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
367

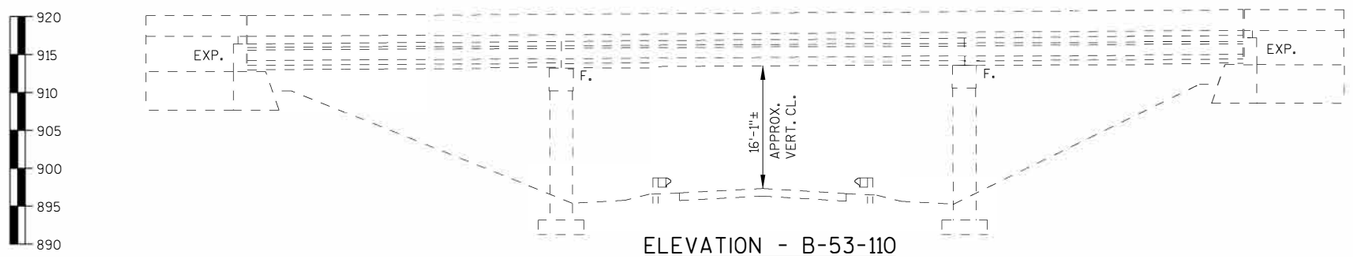
8

8



PLAN - B-53-110

(3 SPAN - 45" PRESTRESSED CONCRETE GIRDERS)



ELEVATION - B-53-110

(NORMAL TO BUSS ROAD)

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-23
(TAKEN FROM HSI, 4/8/2013)
OPERATIONAL RATING: HS-31
(TAKEN FROM HSI, 4/8/2013)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 4/8/2013)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER —— f'c = 3,500 PSI

TRAFFIC DATA

BUSS ROAD

A.D.T. (2012) = 533
A.D.T. (2043) = 220
DESIGN SPEED = 60 M.P.H.

IH 43 SB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 05/16/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-110

IH 43 SB OVER BUSS ROAD

COUNTY	TOWN ~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

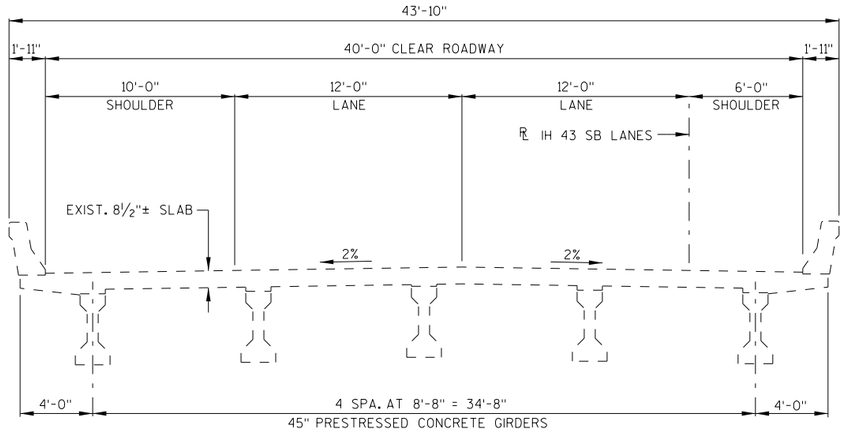
SHEET 1 OF 4
368

8

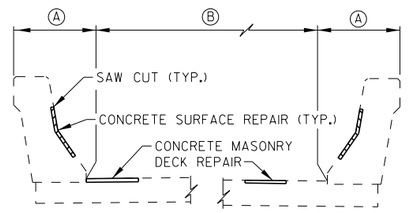
8

PRINTER DRIVER: G:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: G:\ProgramData\Bentley\Bentley.iCS for PDF\PwWork\aecom-na-pw.bentley.com_AECOM_DS16_NA\dms99237\AE_WisDOT_structure.tb
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir\B1253\428574_4\01_genplan_b-53-110.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:39:27 PM

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\ICS.pdf_work_dir\79574\428574.5\02_genplan2_b-53-110.dgn
PLOT DATE: 3/29/2023 PLOT TIME: 11:3:00 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	180
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	840
509.0301	PREPARATION DECKS TYPE 1	SY	18
509.0302	PREPARATION DECKS TYPE 2	SY	2
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	393
509.1500	CONCRETE SURFACE REPAIR	SF	192
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	2
509.9020.S	EPOXY CRACK SEALING	LF	40
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	10

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND TO SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

"SLOPE PAVING REPAIR CRUSHED AGGREGATE" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-110

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

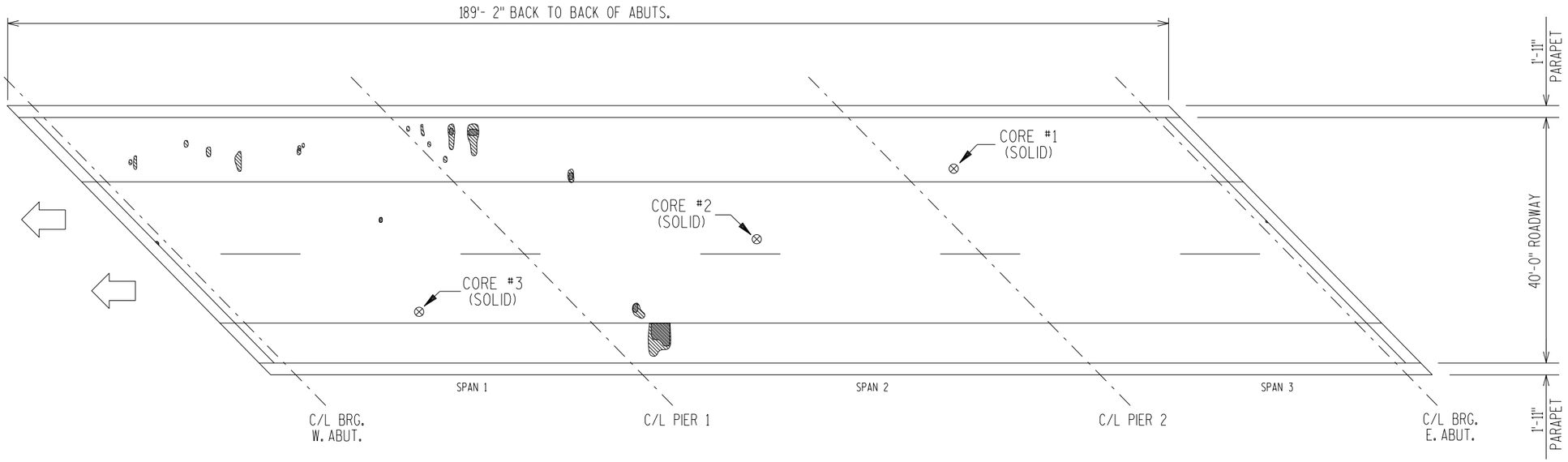
SHEET 2 OF 4
369

8

8

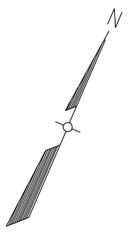
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\plotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompwfscs01\iCS_pdf_work_dir-\80462\428574.1\03.IR.b-53-110.dgn
PLOT DATE: 4/4/2023 PLOT TIME: 9:00:06 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-110	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	7568	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	40	0.5
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
PCC PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, PCC PATCH, SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-110

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

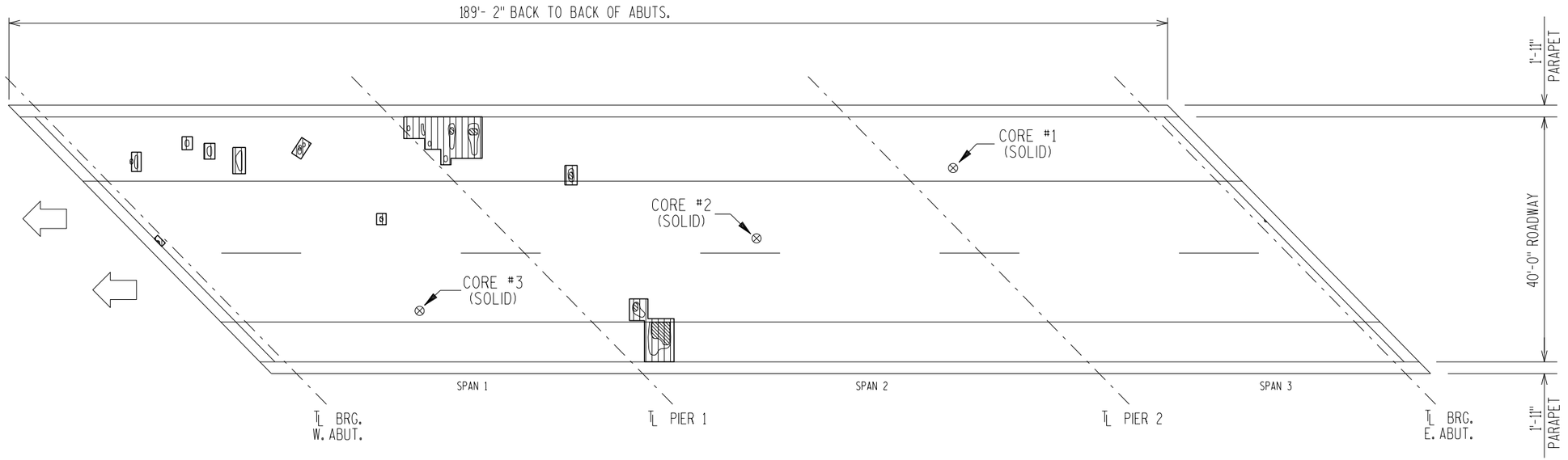
SHEET 3 OF 4
370

8

8

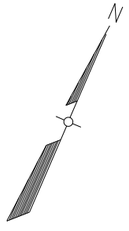
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\plotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS21.NA.2020\dms99237\AE.WisDOT.structure.tbl
FILE NAME: \\aecompw15ucs01\ICS.pdf.work.dir\78945\428574.2\04.REHAB.b-53-110.dgn
PLOT DATE: 3/23/2023
PLOT TIME: 8:03:54 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-110	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	840.9	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	17.3	2.1
PREPARATION, DECKS, TYPE 2	YD^2	1.7	0.2
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-110

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

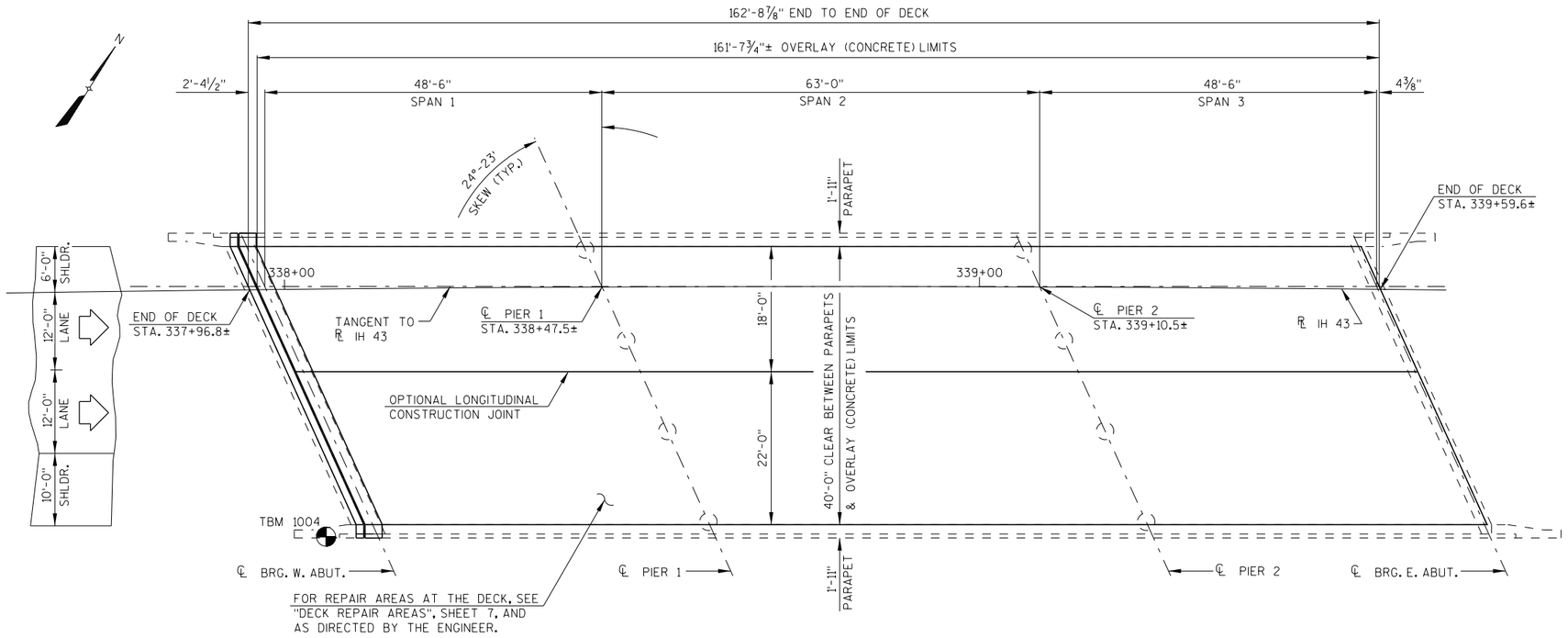
SHEET 4 OF 4
371

8

8

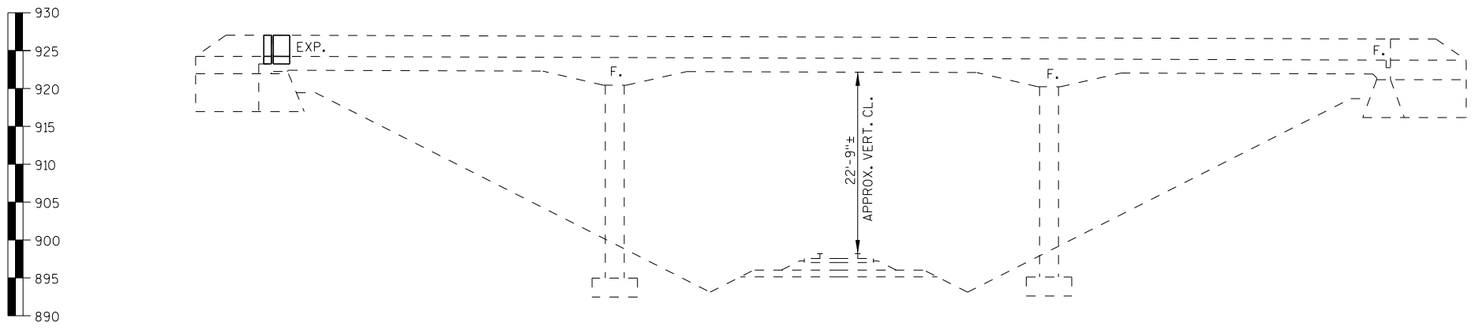
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\iCS.pdf work.dir\83145\428575.A\01.genplan.b-53-111.dgn
PLOT DATE: 5/3/2023 PLOT TIME: 3:59:41 PM

8



PLAN - B-53-111

(3 SPAN REINFORCED CONCRETE HAUNCHED SLAB)



ELEVATION - B-53-111

(NORMAL TO UP RR)

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
1004	338'SB'+06.77, 35.81' RT.	DISK AT SW CORNER OF B-53-111	926.73

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

05/03/2023

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-21
OPERATIONAL RATING: HS-35
MAX STANDARD PERMIT VEHICLE: 250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY - SUPERSTRUCTURE — f'c = 4,000 PSI
CONCRETE MASONRY - OVERLAY — f'c = 4,000 PSI
CONCRETE MASONRY - ALL OTHER — f'c = 3,500 PSI
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,00 PSI

TRAFFIC DATA

IH 43 NB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. JOINT REPAIR DETAILS
4. EXPANSION DEVICE DETAILS 1
5. EXPANSION DEVICE DETAILS 2
6. INFRARED INSPECTION RESULTS
7. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261

CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 05/05/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-111

IH 43 NB OVER UP RR

COUNTY	TOWN ~~/CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

SHEET 1 OF 7
372

8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.aECOM.DSI6.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\ICS_pdf_work_dir\83145\428575.5\02_quant_notes_b-53-111.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:59:49 PM
BATCH PRINT SHEET 1 OF 1

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY AND PAVING BLOCK

PIGMENTED SURFACE SEALER RESEAL SHALL BE APPLIED TO THE TOP AND INSIDE FACES OF EXISTING AND NEW PARAPETS.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

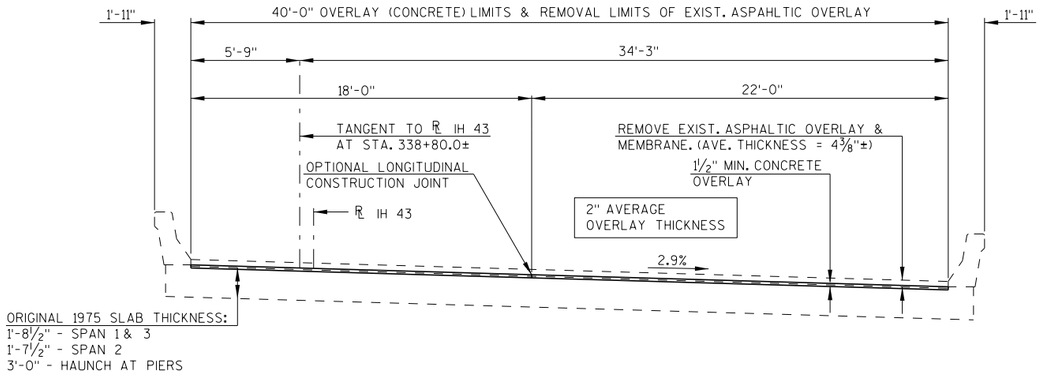
PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

ALL CONCRETE REMOVAL NOT COVERED WITH CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS GIVEN IN THE PLANS. IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS"..

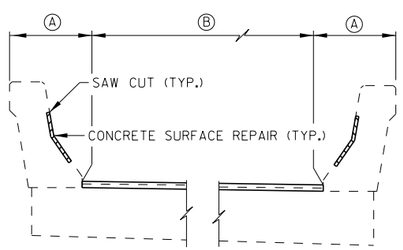


CROSS SECTION THRU ROADWAY

(LOOKING UPSTATION)
NOTE: EXISTING 4⅜"± ASPHALTIC OVERLAY TO BE REMOVED PER BID ITEM "REMOVING ASPHALTIC DECK OVERLAY B-53-111".

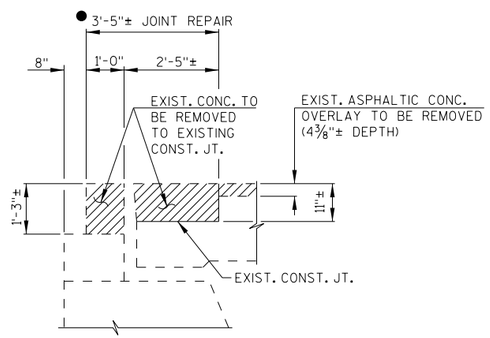
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.0100	CONCRETE MASONRY BRIDGES	CY	1
502.3101	EXPANSION DEVICE	LF	44
502.3200	PROTECTIVE SURFACE TREATMENT	SY	730
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	157
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	46
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,220
509.0301	PREPARATION DECKS TYPE 1	SY	40
509.0302	PREPARATION DECKS TYPE 2	SY	10
509.0500	CLEANING DECKS	SY	730
509.1000	JOINT REPAIR	SY	20
509.1500	CONCRETE SURFACE REPAIR	SF	210
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	49
509.9010.S.01	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-111	SY	730
509.9020.S	EPOXY CRACK SEALING	LF	17



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT" LIMITS

SURFACE PROTECTION DETAIL



● DIMENSION GIVEN IS NORMAL TO ℄ OF SUBSTRUCTURE UNIT. SALVAGE & INCORPORATE AS MUCH EXISTING REINFORCEMENT AS PRACTICAL INTO NEW CONSTRUCTION.

REMOVAL LIMITS AT WEST ABUT.

(JOINT REPAIR IS ONLY AT WEST ABUTMENT)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-111

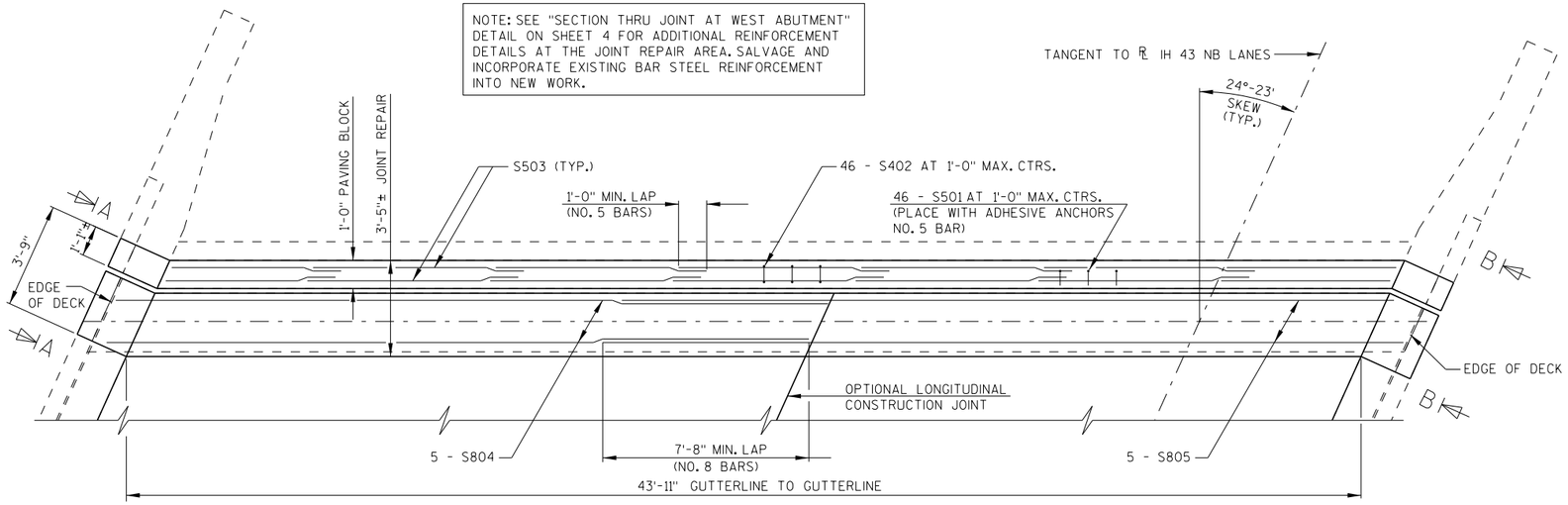
DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

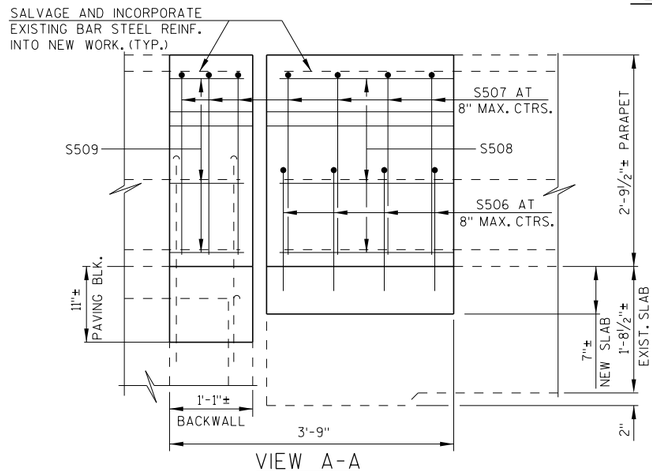
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir\83145\428575.12\03_joint_repair_b-53-111.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:59:27 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81

NOTE: SEE "SECTION THRU JOINT AT WEST ABUTMENT" DETAIL ON SHEET 4 FOR ADDITIONAL REINFORCEMENT DETAILS AT THE JOINT REPAIR AREA. SALVAGE AND INCORPORATE EXISTING BAR STEEL REINFORCEMENT INTO NEW WORK.



PLAN AT WEST ABUTMENT



VIEW A-A

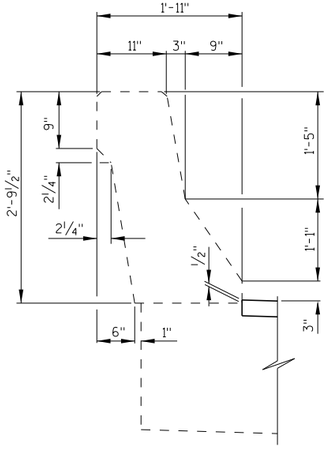
(VIEW A-A SHOWN, VIEW B-B SIMILAR)

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

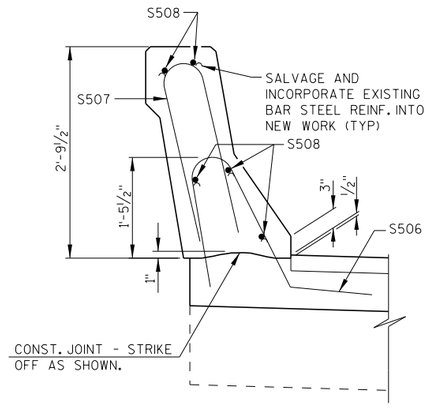
	MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
	COATED BARS						TOTAL WEIGHT = 1,220 LBS
*	S501	46	2 - 4	X		PAVING BLOCK - WEST ABUTMENT	VERT.
	S402	46	3 - 0	X		PAVING BLOCK - WEST ABUTMENT	VERT.
	S503	21	7 - 1			PAVING BLOCK - WEST ABUTMENT	HORIZ.
	S804	5	25 - 4			SLAB - NEAR WEST ABUTMENT	TRANS.
	S805	5	28 - 6			SLAB - NEAR WEST ABUTMENT	TRANS.
	S506	8	5 - 0	X		PARAPET	VERT.
	S507	14	5 - 0	X		PARAPET	VERT.
	S508	10	2 - 4			PARAPET	HORIZ.
	S509	10	0 - 11			PARAPET	HORIZ.

* ADHESIVE ANCHOR



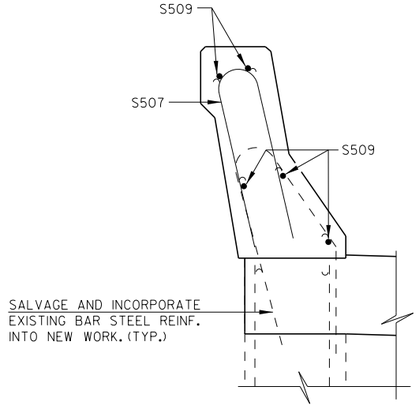
SECTION THRU EXIST. PARAPET

(SECTION SHOWN WITH EXIST. OVERLAYS REMOVED AND NEW CONCRETE MASONRY OVERLAY)



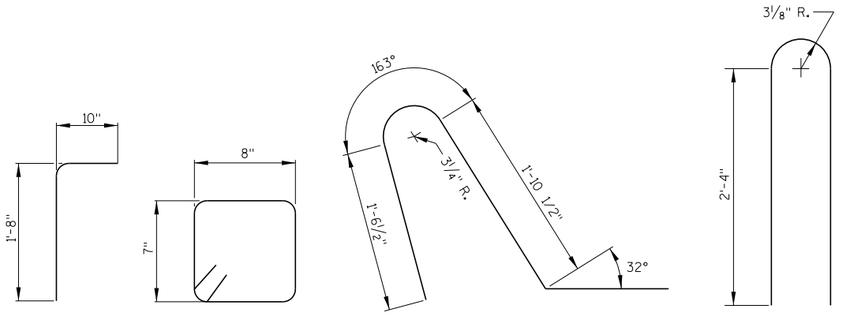
SECTION THRU PARAPET ON SLAB

(PARAPET DIMENSIONS ARE THE SAME AS THE EXISTING PARAPET SECTION)



SECTION THRU PARAPET ON WING

(PARAPET DIMENSIONS ARE THE SAME AS THE EXISTING PARAPET SECTION)



S501 S402 S506 S507

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-111

DRAWN BY TAW | PLANS CK'D. NAR

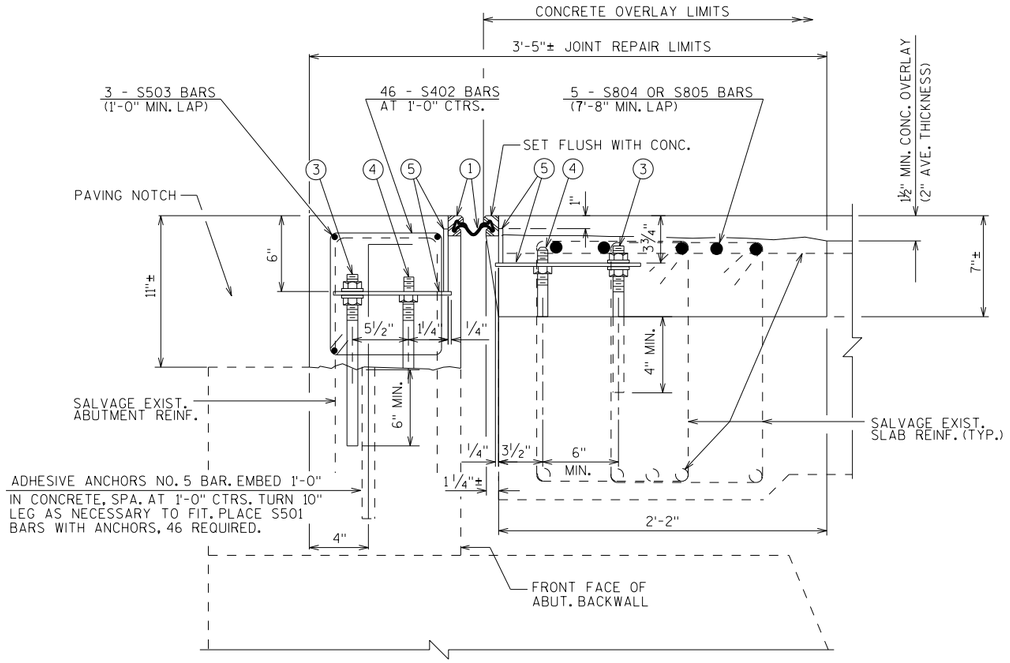
JOINT REPAIR DETAILS

SHEET 3 OF 7
374

8

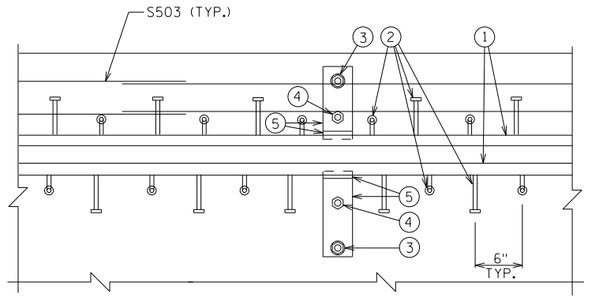
8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS.pdf_work.dir\83145\428575.13\04.exp.device01.b-53-111.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:59:56 PM
BATCH PRINT SHEET 1 OF 1

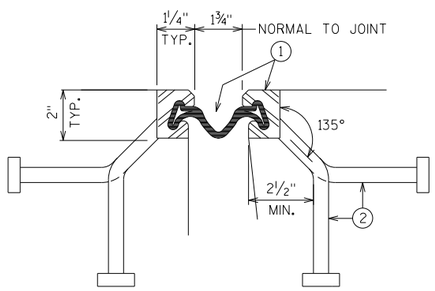


SECTION THRU JOINT AT WEST ABUTMENT

DIMENSIONS GIVEN NORMAL TO ℄ SUBSTRUCTURE



PART PLAN



SECTION THRU JOINT

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
3. ¾" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL & EXISTING SLAB AS SHOWN.
4. ¾"Φ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, SPACE AT 8'-6"± CTRS. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 1'-4" X 2'-0" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.
7. ¾"Φ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"Φ X 2¼" GALVANIZED THREADED COUPLING.
10. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, ANCHOR PLATES SHALL BE PROVIDED 3" FROM EACH SIDE OF THE FIELD SPLICE. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 & SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE B-53-111", LF.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-111

DRAWN BY TAW | PLANS CK'D. NAR

EXPANSION DEVICE DETAILS 1

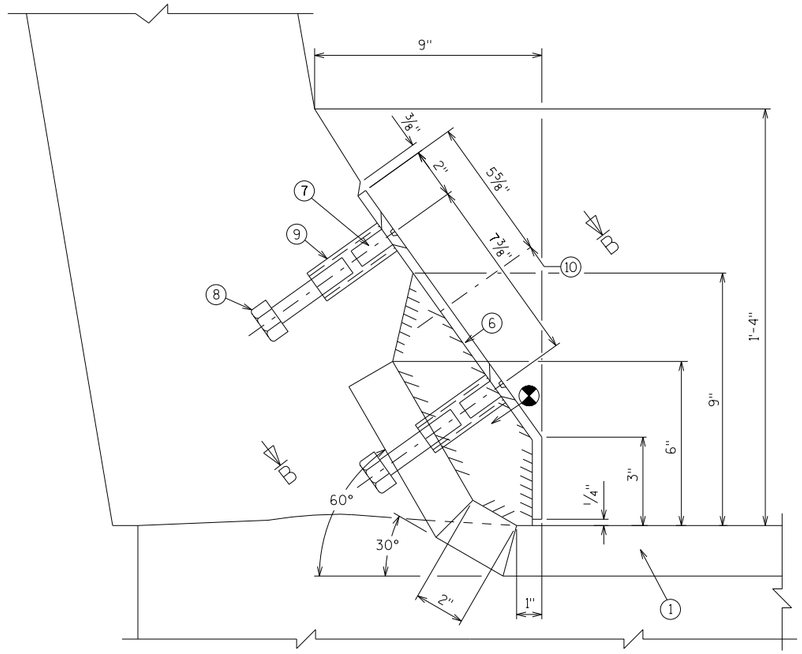
SHEET 4 OF 7
375

8

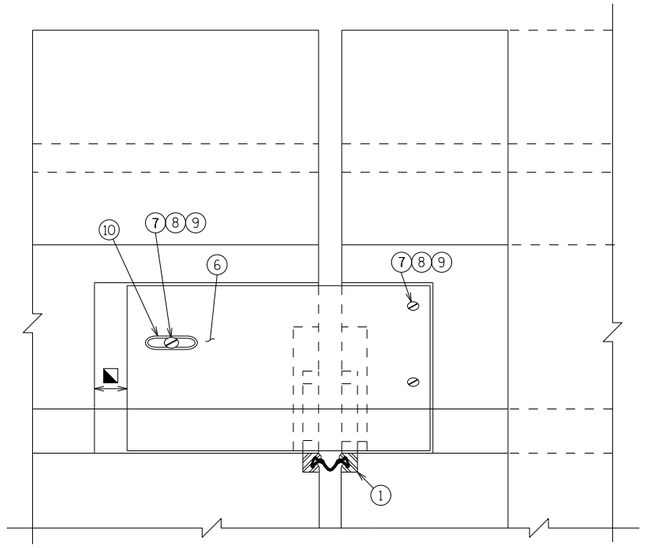
8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.dECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompw15ics01\ICS_pdf_work_dir\83145\428575.14\05_exp_device01_b-53-111.dgn
PLOT DATE: 5/3/2023
PLOT TIME: 3:59:28 PM
BATCH PRINT SHEET 1 OF 1

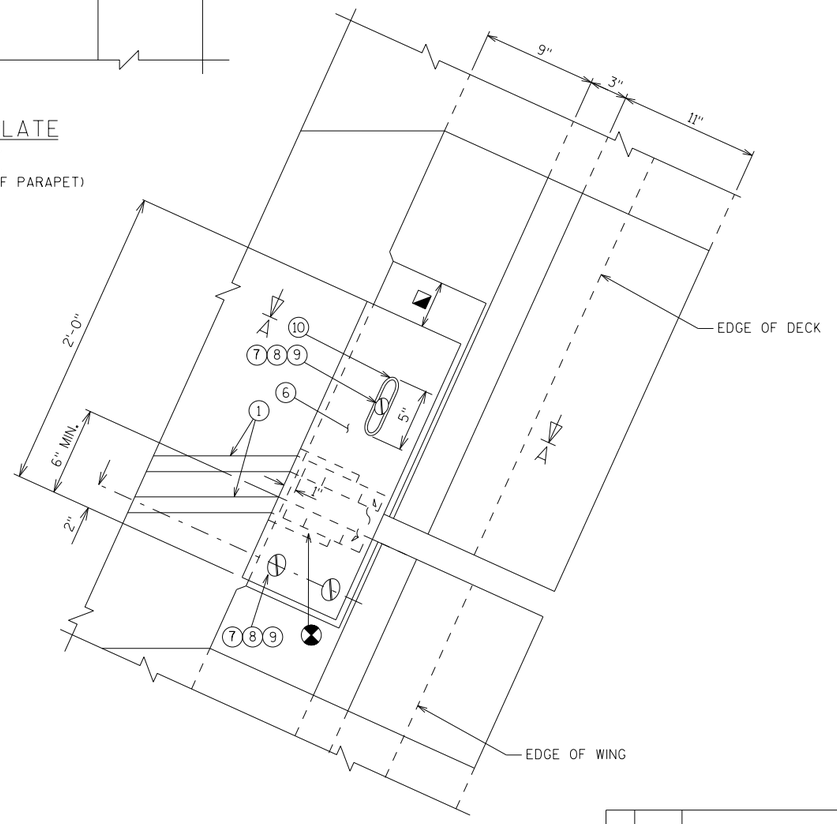
STATE PROJECT NUMBER
1093-01-81



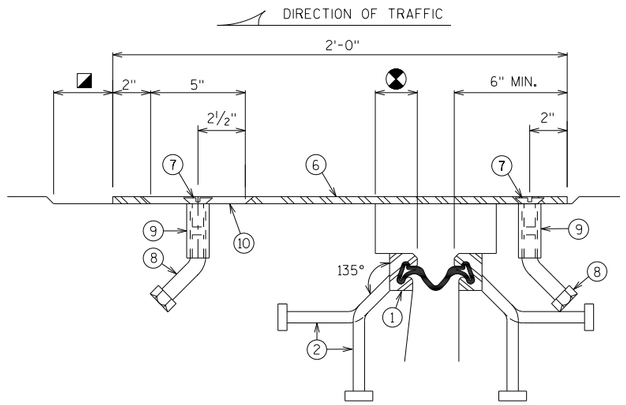
SECTION A-A



VIEW OF PARAPET PLATE
FROM ROADWAY
(LOOKING SOUTH AT INSIDE FACE OF PARAPET)



PLAN
(SW CORNER OF ABUTMENT SHOWN, NW CORNER SIMILAR)



SECTION B-B

⊠ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-111

DRAWN BY	TAW	PLANS CK'D.	NAR

EXPANSION DEVICE DETAILS 2

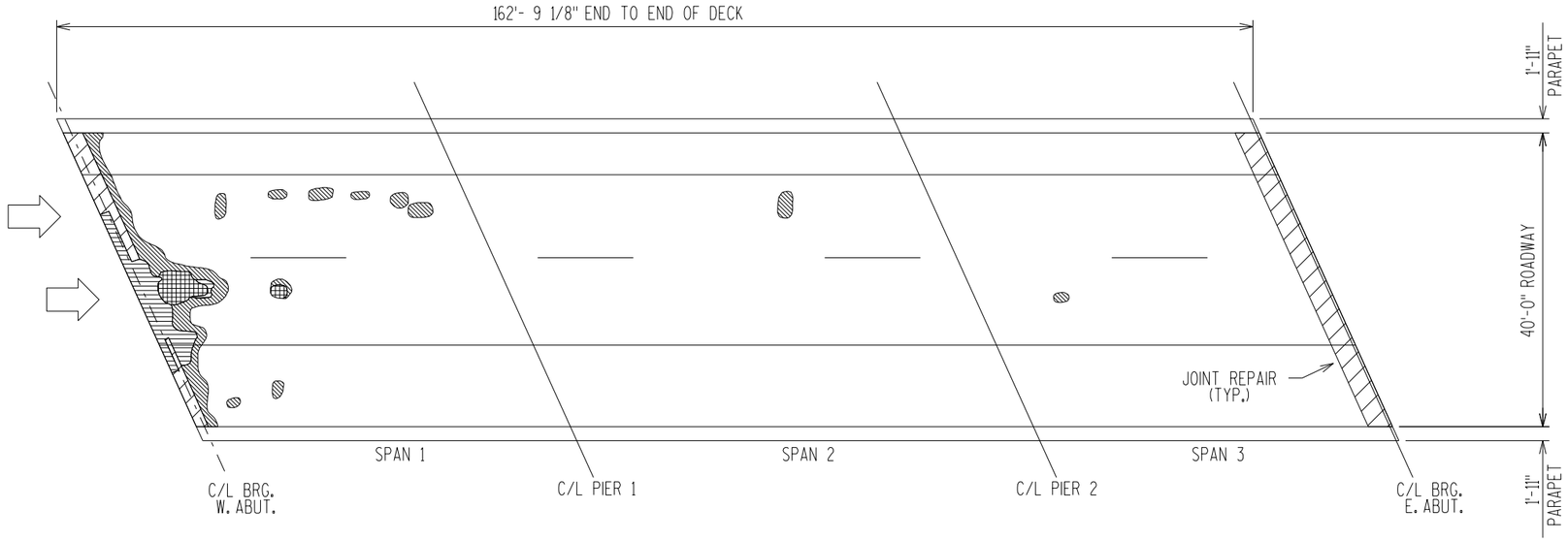
SHEET 5 OF 7
376

8

8

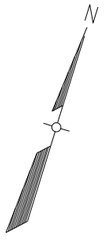
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompwfiles01\ICS_pdf_work_dir-183145\428575.1\06.IR.b-53-111.dgn
PLOT DATE: 5/3/2023 PLOT TIME: 3:59:33 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



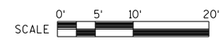
PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-111	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	6510	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	122	1.9
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	26	0.4
PCC PATCH	ft^2	65	1.0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, PCC PATCH, SHADE/DEBRIS



SURFACE TYPE: BITUMINOUS OVERLAY
INFRARED INSPECTION DATE: 9/16/21

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-111

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

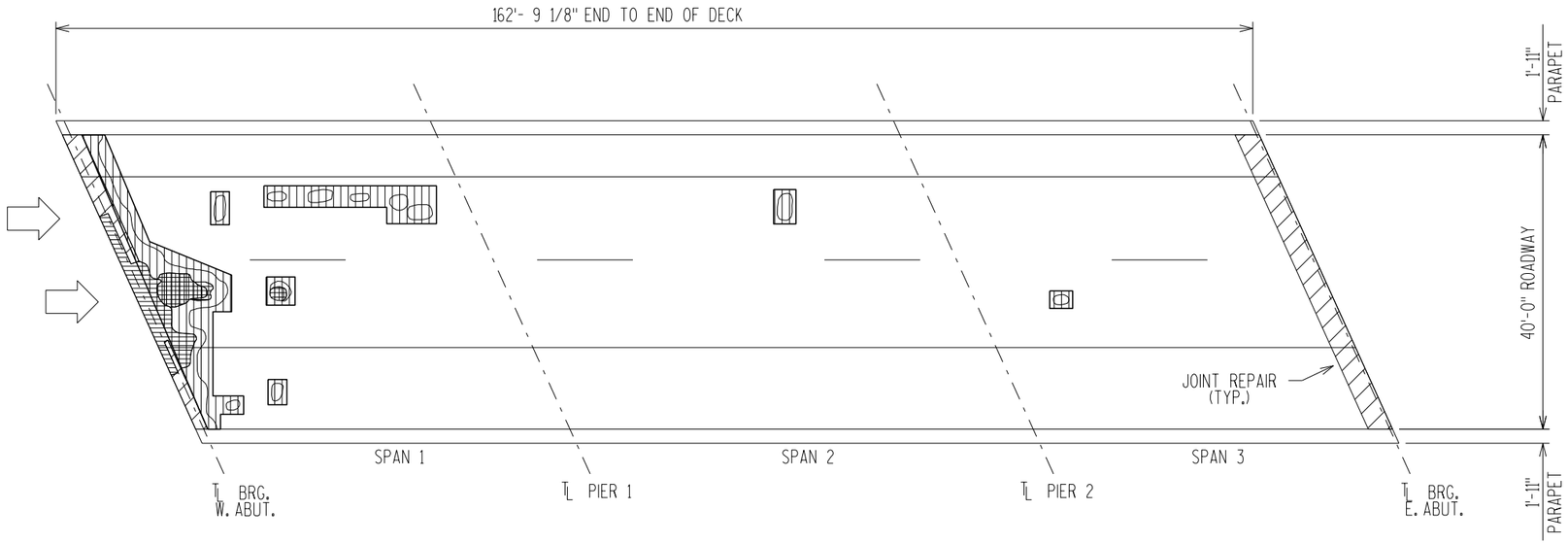
SHEET 6 OF 7
377

8

8

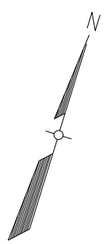
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir\83145\428575.2\07_REHAB_b-53-111.dgn
PLOT DATE: 5/3/2023 PLOT TIME: 345923 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-111	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	723.3	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	39.2	5.4
PREPARATION, DECKS, TYPE 2	YD^2	9.8	1.4
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: BITUMINOUS OVERLAY
INFRARED INSPECTION DATE: 9/16/21

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-111

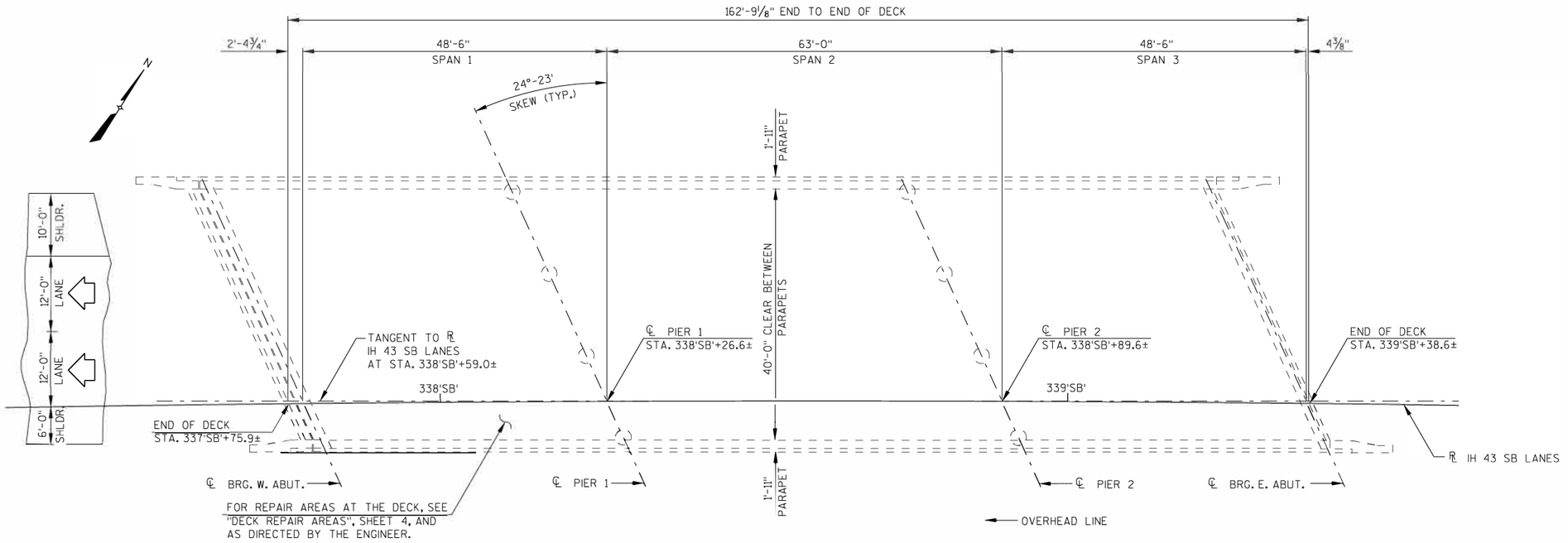
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 7 OF 7
378

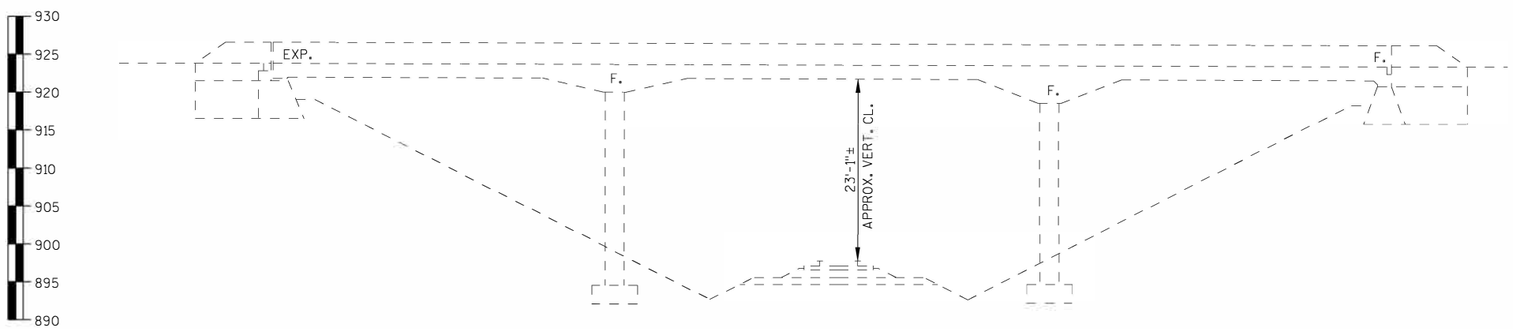
8

8



PLAN - B-53-112

(3 SPAN REINFORCED CONCRETE HAUNCHED SLAB)



ELEVATION - B-53-112

(NORMAL TO UP RR)

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-20
(TAKEN FROM HSI, 5/26/2010)
OPERATIONAL RATING: HS-33
(TAKEN FROM HSI, 5/26/2010)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 5/26/2020)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI

TRAFFIC DATA

IH 43 SB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261

CONSULTANT:
MATT KRIPPNER (608) 828-8123

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 05/17/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-112

IH 43 SB OVER UP RR

COUNTY	TOWN ~~CITY/ VILLAGE~~
ROCK	TURTLE

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

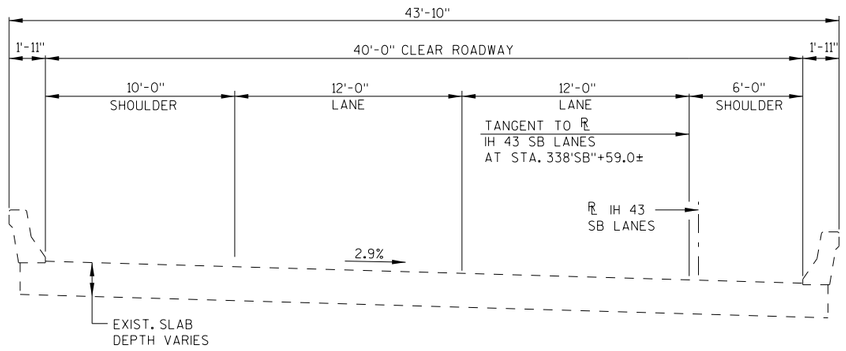
SHEET 1 OF 4
379

8

8

PRINTER DRIVER: G:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: G:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tb
FILE NAME: \\aecompw15ics01\iCS.pdf_work_dir\B1259\428576.4\01_genplan_b-53-112.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:51:39 PM

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\decompw15ics01\ICS.pdf_work.dir\79584\428576.5\02_genplan2_b-53-112.dgn
PLOT DATE: 3/29/2023
PLOT TIME: 1:59:02 PM
BATCH PRINT SHEET 1 OF 1

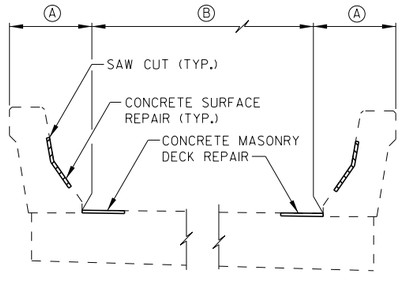


CROSS SECTION THRU ROADWAY

(LOOKING UPSTATION)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	160
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	730
509.0301	PREPARATION DECKS TYPE 1	SY	13
509.0302	PREPARATION DECKS TYPE 2	SY	2
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	152
509.1500	CONCRETE SURFACE REPAIR	SF	48
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	2
509.9020.S	EPOXY CRACK SEALING	LF	22



LEGEND

Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS

Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-112

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

SHEET 2 OF 4

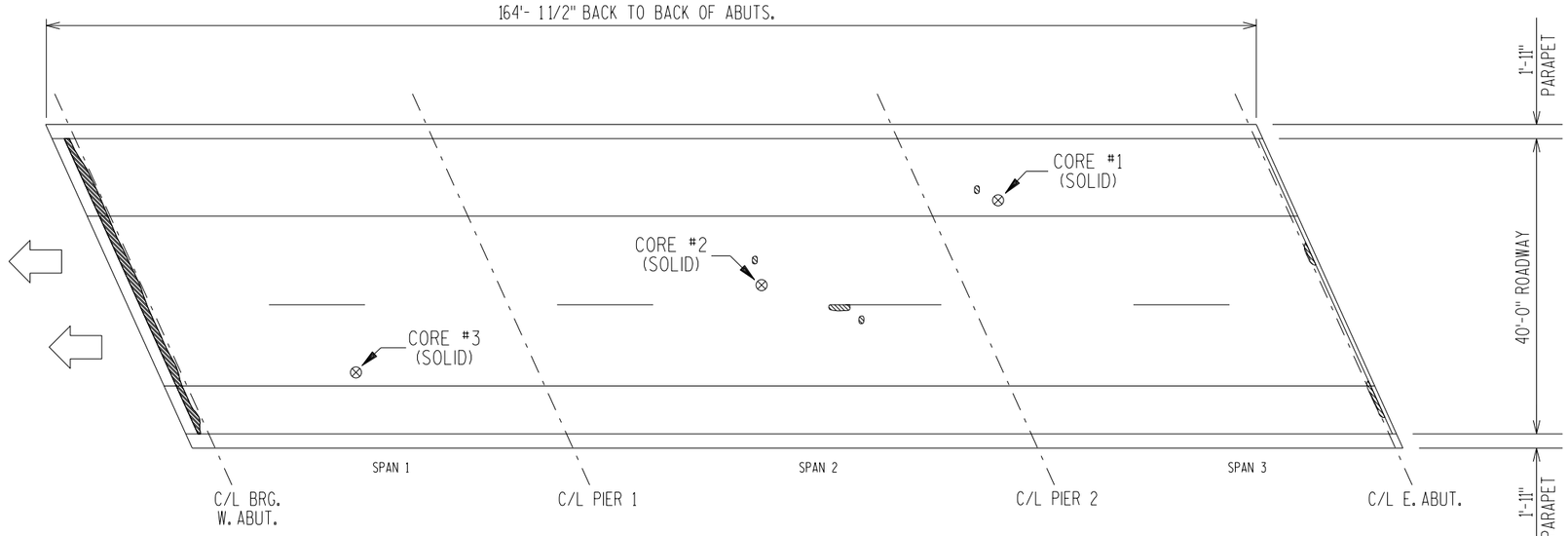
380

8

8

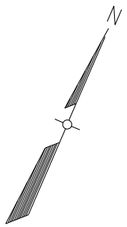
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompwfscs01\iCS_pdf_work_dir\80503\428576.1\03.IP.b-53-112.dgn
PLOT DATE: 4/5/2023
PLOT TIME: 12:58:52 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-112	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	6564	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	50	0.8
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	0	0
PCC PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, PCC PATCH, SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-112

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

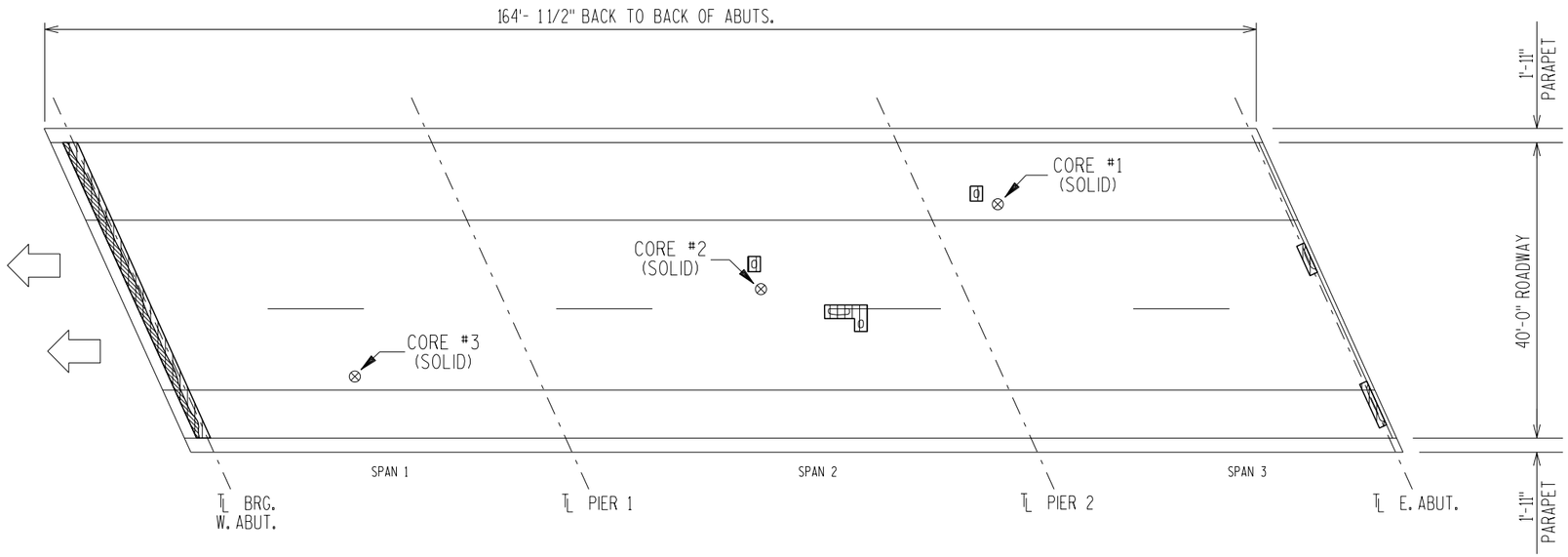
SHEET 2 OF 4
381

8

8

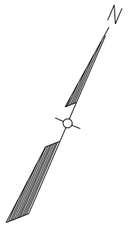
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PWork\aecom-na-pw.bentley.com_AECOM.DSI6.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\ICS.pdf_work.dir\78951\428576.2\04_REHAB_b-53-112.dgn
PLOT DATE: 3/23/2023 PLOT TIME: 8:08:13 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-112	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	729.3	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	12.2	1.7
PREPARATION, DECKS, TYPE 2	YD^2	1.2	0.2
FULL DEPTH DECK REPAIR	YD^2	1.0	0.1

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-112

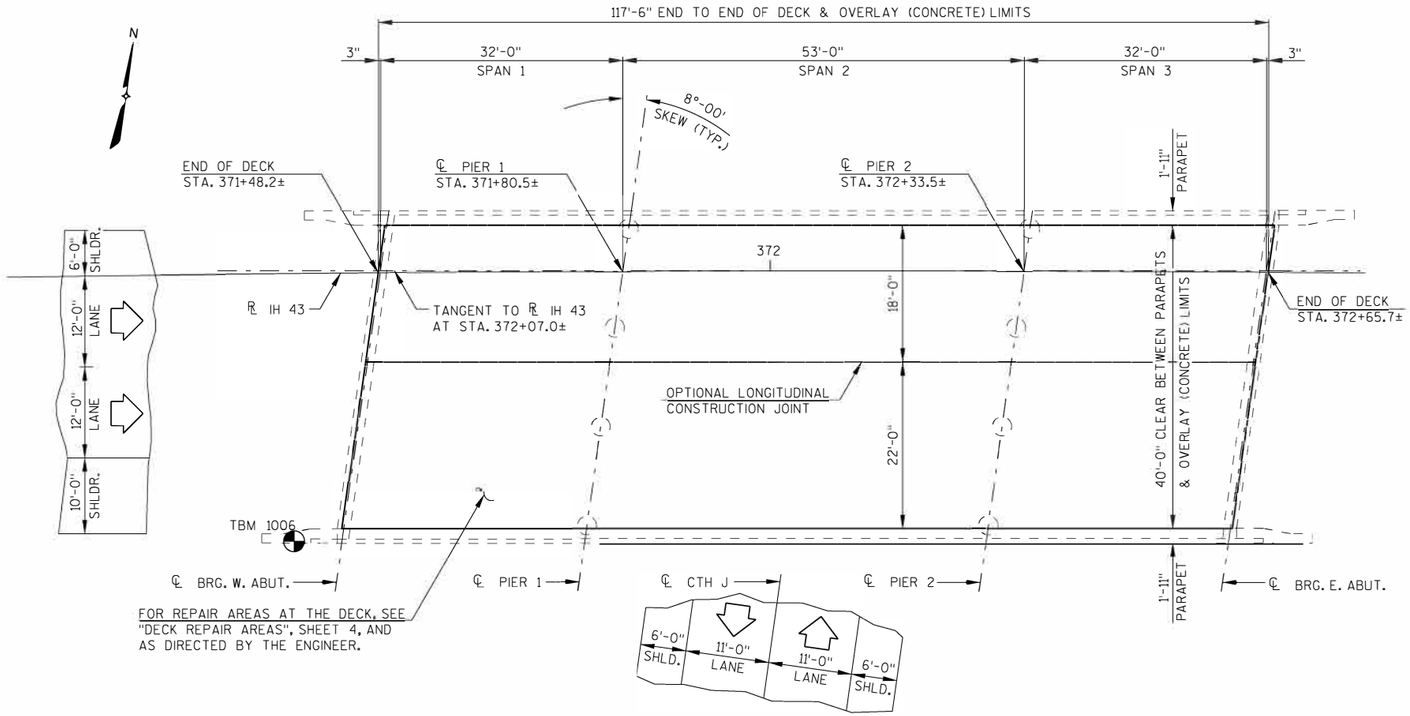
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 3 OF 4
382

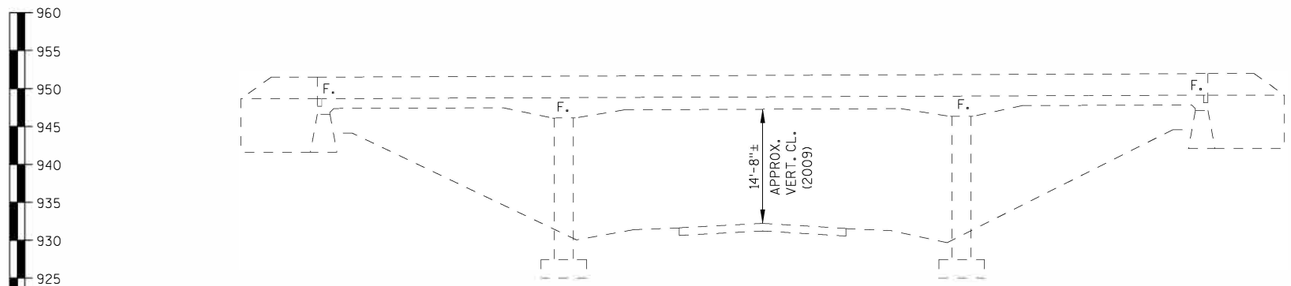
8

8



PLAN - B-53-113

(3 SPAN REINFORCED CONCRETE HAUNCHED SLAB)



ELEVATION - B-53-113

(NORMAL TO CTH J)

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
1006	371'SB'+37.94, 35' RT.	DISK AT SW CORNER OF B-53-113	951.30

DESIGN DATA

LIVELOAD:
DESIGN LOADING: HS-20
INVENTORY RATING: HS-15
OPERATIONAL RATING: HS-26
MAX STANDARD PERMIT VEHICLE: 250 KIPS

MATERIAL PROPERTIES:
CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
OVERLAY —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER —— f'c = 3,500 PSI

TRAFFIC DATA

CTH J
A.D.T. (2012) = 780
A.D.T. (2032) = 986
DESIGN SPEED = 60 M.P.H.

IH 43 SB
A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. QUANTITIES & GENERAL NOTES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 05/17/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STATE PROJECT NUMBER
1093-01-81

STRUCTURE B-53-113

IH 43 NB OVER CTH J

COUNTY ROCK | TOWN ~~CITY/ VILLAGE~~ CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

SHEET 1 OF 4
383

8

8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\PLOTbin\plotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PWWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\ME_WisDOT_structure.tb
FILE NAME: \\aecompw15ics01\ICS.pdf_work.dir\81261\428577_4101_genplan_b-53-113.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:51:30 PM

STATE PROJECT NUMBER

1093-01-81

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

PIGMENTED SURFACE SEALER RESEAL SHALL BE APPLIED TO THE TOP AND INSIDE FACES OF EXISTING PARAPETS.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

THE AVERAGE OVERLAY THICKNESS (2") IS BASED ON THE PROPOSED CROSS SLOPE PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

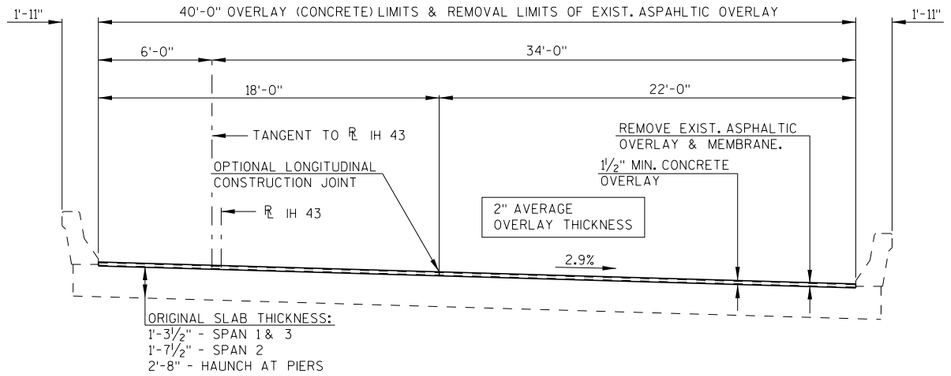
ALL CONCRETE REMOVAL NOT COVERED WITH CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER "CLEANING DECKS". EXPECTED AVERAGE OVERLAY THICKNESS IS GIVEN IN THE PLANS. IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

TOTAL ESTIMATED QUANTITIES

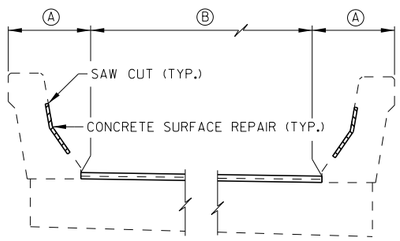
BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3200	PROTECTIVE SURFACE TREATMENT	SY	522
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	120
509.0301	PREPARATION DECKS TYPE 1	SY	25
509.0302	PREPARATION DECKS TYPE 2	SY	7
509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	522
509.1500	CONCRETE SURFACE REPAIR	SF	205
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	32
509.9010.S.02	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-113	SY	522
509.9020.S	EPOXY CRACK SEALING	LF	10



CROSS SECTION THRU ROADWAY

(LOOKING UPSTATION)

NOTE: EXISTING 3"± ASPHALTIC OVERLAY TO BE REMOVED PER BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-53-113".



LEGEND

Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS

Ⓑ "PROTECTIVE SURFACE TREATMENT" LIMITS

SURFACE PROTECTION DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-113

DRAWN BY TAW | PLANS CK'D. MSK

QUANTITIES & GENERAL NOTES

SHEET 2 OF 4

384

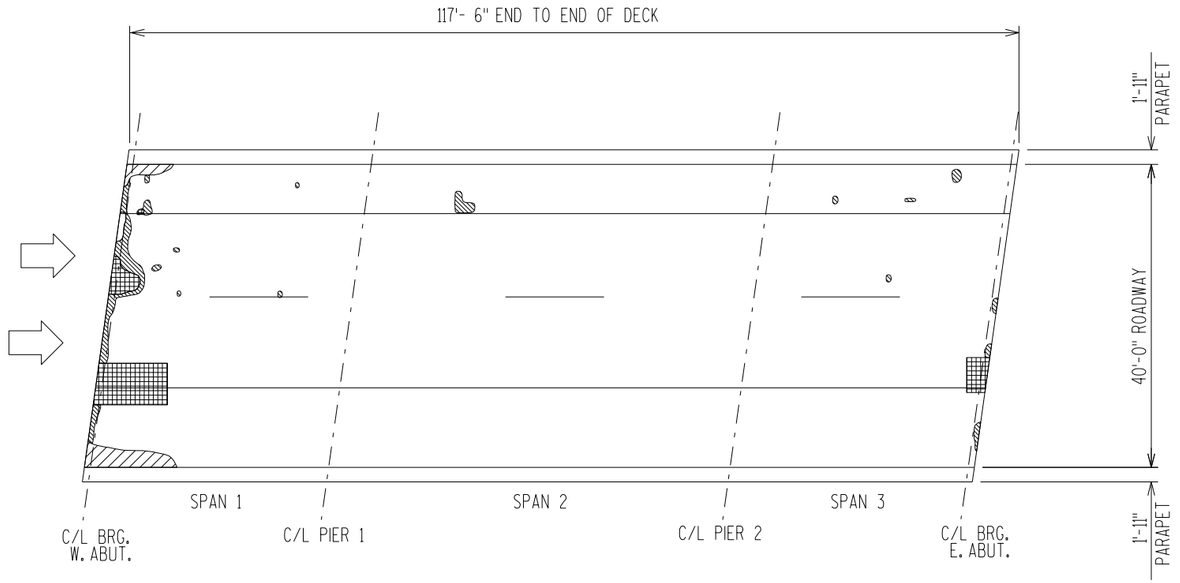
8

8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15ucs01\iCS.pdf_work_dir\79686\428577.5\02_quant_notes_b-53-113.dgn
PLOT DATE: 3/29/2023 PLOT TIME: 2:01:51 PM
BATCH PRINT SHEET 1 OF 1

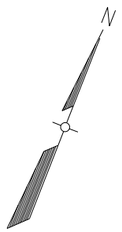
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompwfscs01\iCS_pdf_work_dir\805051428577.1\03.IR.b-53-113.dgn
PLOT DATE: 4/5/2023
PLOT TIME: 1:02:39 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-113	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	4700	
SHADE/DEBRIS	ft^2	35	
DELAMINATION	ft^2	45	1.0
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	80	1.7
PCC PATCH	ft^2	0	0

LEGEND
DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
PCC PATCH
SHADE/DEBRIS

SCALE 0' 5' 10' 20'

SURFACE TYPE: BITUMINOUS OVERLAY
INFRARED INSPECTION DATE: 9/16/21

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-113

DRAWN BY TAW | PLANS CK'D. MSK

INFRARED INSPECTION RESULTS

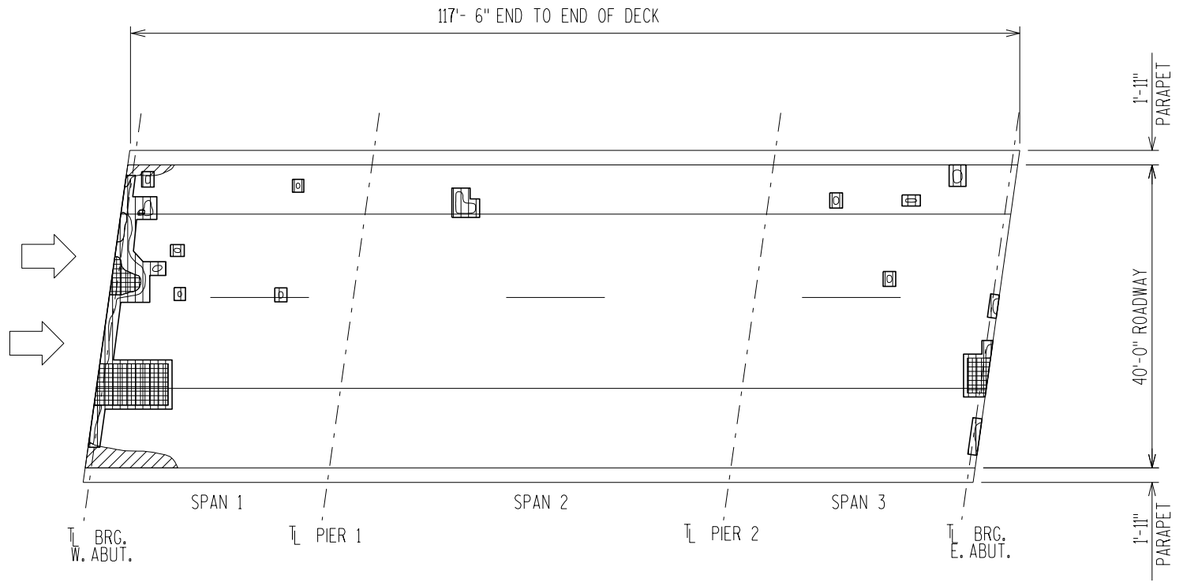
SHEET 3 OF 4
385

8

8

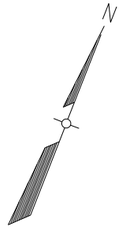
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\decompw15ics01\ICS.pdf_work.dir\78982\428577.2\04_REHAB_b-53-113.dgn
PLOT DATE: 3/23/2023
PLOT TIME: 9:26:50 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-113	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD²	522.2	
SHADE/DEBRIS	YD²	3.9	
PREPARATION, DECKS, TYPE 1	YD²	24.6	4.7
PREPARATION, DECKS, TYPE 2	YD²	6.2	1.2
FULL DEPTH DECK REPAIR	YD²	1.0	0.2

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: BITUMINOUS OVERLAY
INFRARED INSPECTION DATE: 9/16/21

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-113

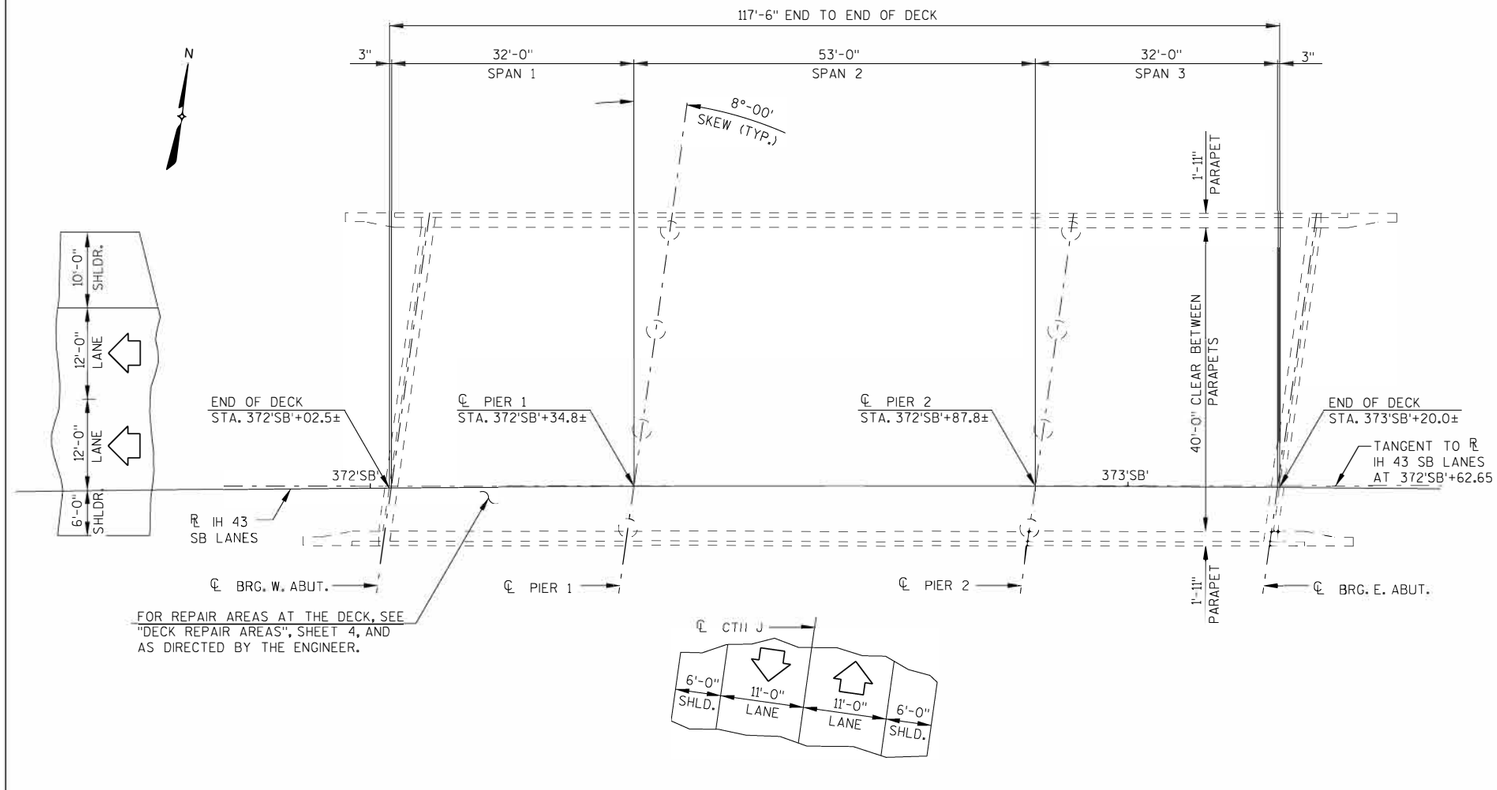
DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
386

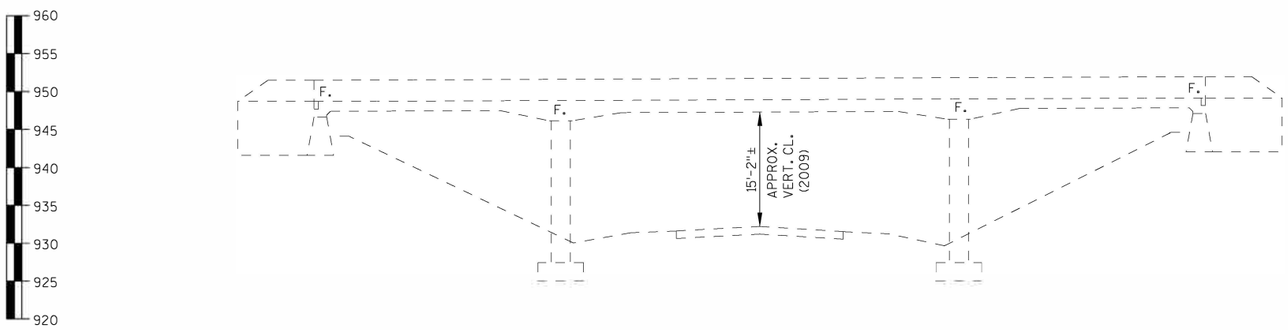
8

8



PLAN - B-53-120

(3 SPAN REINFORCED CONCRETE HAUNCHED SLAB)



ELEVATION - B-53-120

(NORMAL TO CTH J)

STATE PROJECT NUMBER

1093-01-81

DESIGN DATA

LIVELOAD:

DESIGN LOADING: HS-20
INVENTORY RATING: HS-19
(TAKEN FROM HSI, 8/2/2012)
OPERATIONAL RATING: HS-31
(TAKEN FROM HSI, 8/2/2012)
MAX STANDARD PERMIT VEHICLE: 250 KIPS
(TAKEN FROM HSI, 8/2/2012)

MATERIAL PROPERTIES:

CONCRETE MASONRY -
SUPERSTRUCTURE —— f'c = 4,000 PSI
CONCRETE MASONRY -
ALL OTHER —— f'c = 3,500 PSI

TRAFFIC DATA

CTH J

A.D.T. (2012) = 780
A.D.T. (2032) = 986
DESIGN SPEED = 60 M.P.H.

IH 43 SB

A.D.T. (2024) = 7,825
A.D.T. (2044) = 9,640
DESIGN SPEED = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. INFRARED INSPECTION RESULTS
4. DECK REPAIR AREAS

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

04/13/2023

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
AARON BONK (608) 261-0261
CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 05/17/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-53-120

IH 43 SB OVER CTH J

COUNTY	TOWN ~~CITY/ VILLAGE~~
ROCK	CLINTON

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	TAW	PLANS CK'D.	MSK

GENERAL PLAN

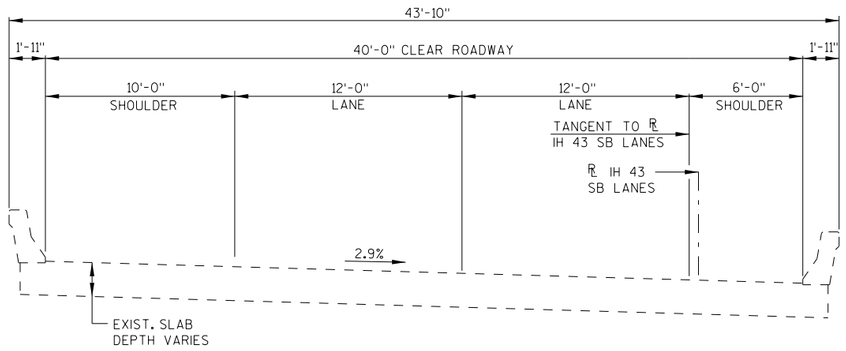
SHEET 1 OF 4
387

8

8

PRINTER DRIVER: G:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: G:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tb
FILE NAME: \\aecompw15ics01\iCS_pdf_work_dir\B126A\428589.A\01_genplan_b-53-120.dgn
PLOT DATE: 4/11/2023 PLOT TIME: 2:51:40 PM

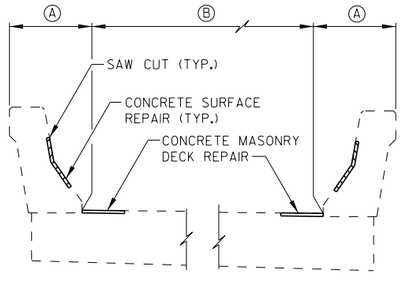
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WsDOT_structure.tbl
FILE NAME: \\decompw15ics01\ICS.pdf.work.dir\79587\428589.5\02_genplan2.b-53-120.dgn
PLOT DATE: 3/29/2023
PLOT TIME: 2:05:32 PM
BATCH PRINT SHEET 1 OF 1



CROSS SECTION THRU ROADWAY
(LOOKING UPSTATION)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	120
502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	530
509.0301	PREPARATION DECKS TYPE 1	SY	6
509.0302	PREPARATION DECKS TYPE 2	SY	1
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	149
509.1500	CONCRETE SURFACE REPAIR	SF	162
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1
509.9020.S	EPOXY CRACK SEALING	LF	20



LEGEND
Ⓐ "PIGMENTED SURFACE SEALER RESEAL" LIMITS
Ⓑ "PROTECTIVE SURFACE TREATMENT RESEAL" LIMITS

SURFACE PROTECTION DETAIL

GENERAL NOTES
DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAW CUT.

CLEAN, STRAIGHTEN AND EXTEND EXISTING BAR STEEL REINFORCEMENT 24 BAR DIAMETERS INTO NEW CONSTRUCTION WHERE APPLICABLE.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND FULL DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT FOR THE PARAPET AND ABUTMENTS AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

"PIGMENTED SURFACE SEALER RESEAL" SHALL BE APPLIED TO THE TOP AND INSIDE SURFACES OF EXISTING PARAPETS AND SURFACES OF REPAIRED PARAPETS.

"PROTECTIVE SURFACE TREATMENT RESEAL" SHALL BE APPLIED TO THE TOP SURFACE OF THE EXISTING DECK AREA AND TO THE TOP SURFACE OF THE CONCRETE MASONRY DECK REPAIR AREA.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-120

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

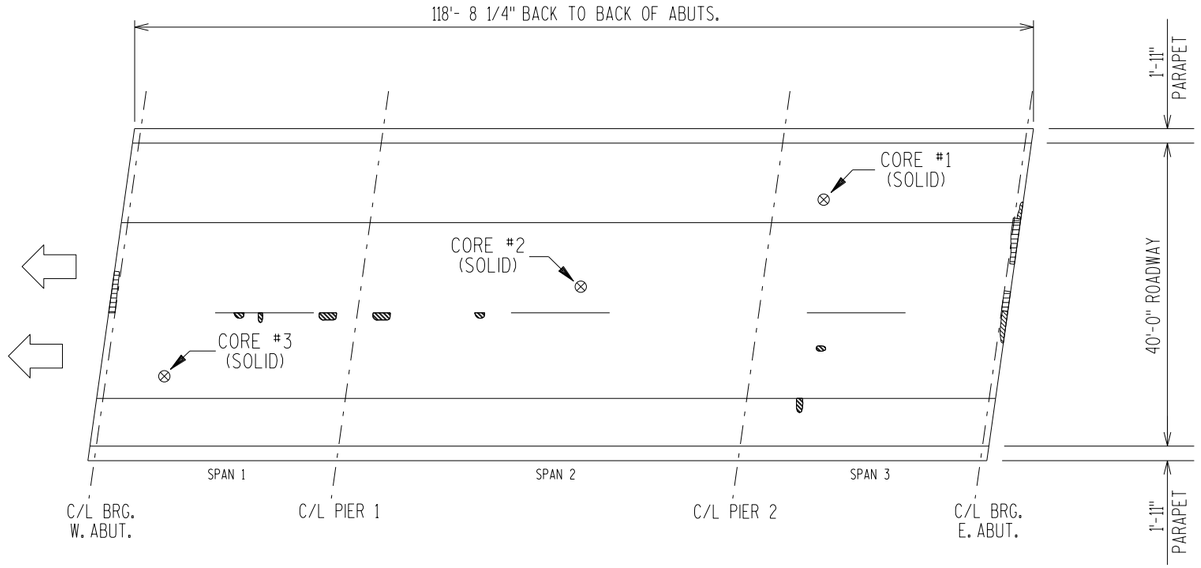
SHEET 2 OF 4
388

8

8

PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley iCS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompwfscs01\iCS_pdf_work_dir\80507\428589.1\03.1R.b-53-120.dgn
PLOT DATE: 4/5/2023 PLOT TIME: 1:05:58 PM
BATCH PRINT SHEET 1 OF 1

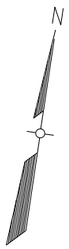
STATE PROJECT NUMBER
1093-01-81

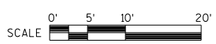


PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS

FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-120		LEGEND
ITEM	UNIT	QUANT.	%	DELAMINATION
TOTAL AREA	ft^2	4748		SPALL
SHADE/DEBRIS	ft^2	0		DEBOND
DELAMINATION	ft^2	12	0.3	ASPHALT PATCH
SPALL	ft^2	0	0	PCC PATCH
DEBOND	ft^2	0	0	SHADE/DEBRIS
ASPHALT PATCH	ft^2	0	0	
PCC PATCH	ft^2	11	0.2	





SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-120

DRAWN BY TAW | PLANS CK'D. MSK

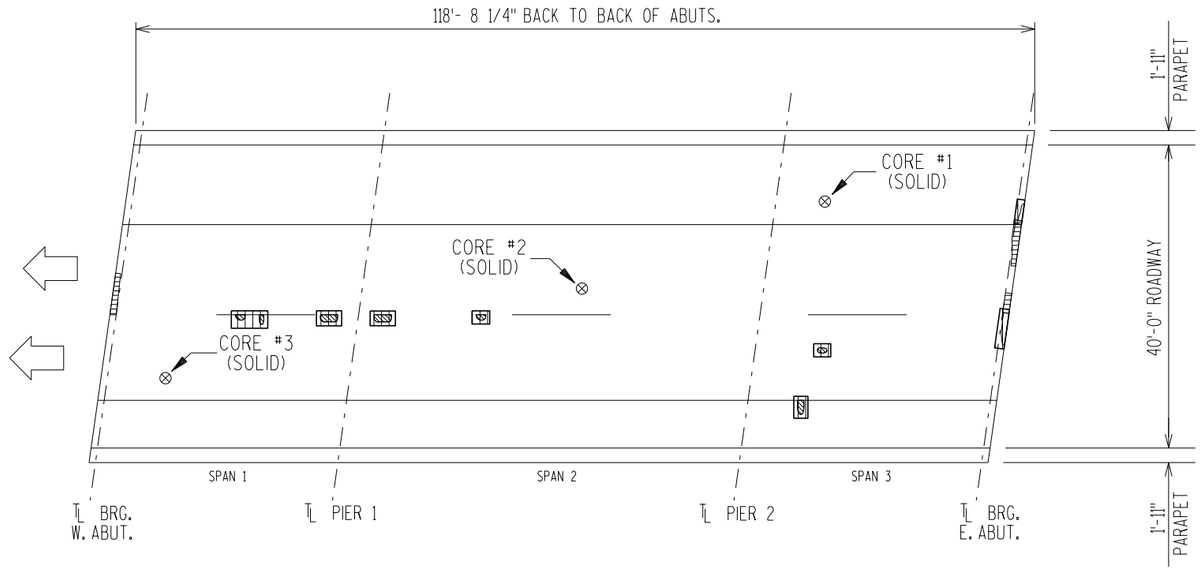
INFRARED INSPECTION RESULTS

8

8

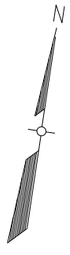
PRINTER DRIVER: C:\Program Files (x86)\Common Files\InterPlot\IPLOT\bin\iplotdrvm.plt
PEN TABLE: C:\ProgramData\Bentley\Bentley ICS for PDF\PwWork\aecom-na-pw.bentley.com.AECOM.DS16.NA\dms99237\AE_WisDOT_structure.tbl
FILE NAME: \\aecompw15usa01\ICS.pdf.work.dir\78956\428589.2\04.REHAB.b-53-120.dgn
PLOT DATE: 3/23/2023
PLOT TIME: 8:25:24 PM
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1093-01-81



PLAN

PROPOSED REHABILITATION AREAS



FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-53-120	
ITEM	UNIT	QUANT.	%
TOTAL AREA	YD^2	527.6	
SHADE/DEBRIS	YD^2	0	
PREPARATION, DECKS, TYPE 1	YD^2	5.3	1.0
PREPARATION, DECKS, TYPE 2	YD^2	.5	0.1
FULL DEPTH DECK REPAIR	YD^2	1.0	0.2

LEGEND

DECK PREPARATION AREA

SHADE/DEBRIS

DELAMINATION
SPALL
DEBOND
ASPHALT PATCH
CONCRETE PATCH

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 6/2/22

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-53-120

DRAWN BY TAW | PLANS CK'D. MSK

DECK REPAIR AREAS

SHEET 4 OF 4
390

8

8

STAGE 1 - CROSSOVER XO4A

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
201+00.00		16.88	1.93	-	0	0	0	0	0
201+50.00	50	22.10	0.02	-	41	0	41	0	41
202+00.00	50	22.22	0.48	-	41	0	82	1	81
202+50.00	50	22.40	-	-	41	0	123	1	122
203+00.00	50	23.46	-	-	42	0	166	1	165
203+50.00	50	27.18	-	-	47	0	213	1	212
204+00.00	50	36.60	-	-	59	0	272	1	271
204+50.00	50	32.41	3.33	-	64	3	336	4	332
205+00.00	50	33.34	7.86	-	61	10	396	14	382
205+50.00	50	33.17	8.30	-	62	15	458	29	429
206+00.00	50	31.48	14.10	-	60	21	518	50	468
206+50.00	50	34.63	15.97	-	61	28	579	78	501
207+00.00	50	32.72	20.05	-	62	33	641	111	530
207+50.00	50	25.91	22.57	-	54	39	696	151	545
208+00.00	50	8.89	20.89	-	32	40	728	191	537
208+50.00	50	5.09	17.45	-	13	36	741	226	514
209+00.00	50	12.61	17.18	-	16	32	757	259	499
209+50.00	50	13.09	10.10	-	24	25	781	284	497
210+00.00	50	23.41	8.25	-	34	17	815	301	514
210+50.00	50	38.91	5.56	-	58	13	873	314	559
211+00.00	50	46.97	5.72	-	80	10	952	324	628
211+50.00	50	59.65	5.43	-	99	10	1051	334	717
212+00.00	50	51.81	4.21	-	103	9	1154	343	811
212+50.00	50	50.83	2.74	-	95	6	1249	350	899
213+00.00	50	33.77	8.92	-	78	11	1327	361	967
213+50.00	50	34.63	6.29	-	63	14	1391	375	1016
214+00.00	50	33.86	5.32	-	63	11	1454	385	1069
214+50.00	50	31.54	5.09	-	61	10	1515	395	1120
215+00.00	50	29.71	5.46	-	57	10	1571	405	1167
215+50.00	50	29.10	2.61	-	54	7	1626	412	1214
216+00.00	50	28.85	1.54	-	54	4	1680	416	1263
216+50.00	50	28.50	1.82	-	53	3	1733	419	1313
217+00.00	50	28.57	2.34	-	53	4	1786	423	1362
217+50.00	50	29.46	1.71	-	54	4	1839	427	1412
218+00.00	50	29.34	0.60	-	54	2	1894	429	1465
218+50.00	50	28.07	0.01	-	53	1	1947	429	1517
219+00.00	50	26.18	-	-	50	0	1997	430	1568
219+50.00	50	25.21	-	-	48	0	2045	430	1615
220+00.00	50	25.81	-	-	47	0	2092	430	1662
				Column totals	2092	430			

Note 1: Mass Ordinate = Cut - Fill

STAGE 2 - I-43 SOUTHBOUND

STATION	Real Station	Distance	AREA (SF)			Incremental Vol (CY)		Cumulative Vol (CY)		Mass Ordinate
			Cut	Fill	EBS	Cut	Fill	Cut 1.00	Fill 1.00	Note 1
171+36.28	17136.280		202.82	2.05	-	0	0	0	0	0
172+00.00	17200.000	64	193.51	-	-	457	0	457	0	457
173+00.00	17300.000	100	162.14	4.03	-	659	7	1115	7	1108
173+27.78	17327.780	28	157.82	7.73	-	165	8	1280	15	1264
173+52.70	17352.700	25	156.89	11.43	-	145	9	1425	24	1401
173+62.84	17362.840	10	157.27	13.86	-	59	5	1484	29	1455
173+77.62	17377.620	15	160.13	13.23	-	87	7	1571	37	1534
173+87.85	17387.850	10	161.25	11.50	-	61	5	1632	42	1590
174+00.00	17400.000	12	162.63	9.30	-	73	5	1705	46	1659
174+12.87	17412.867	13	157.54	10.99	-	76	5	1781	51	1730
175+00.00	17500.000	87	151.21	-	-	498	18	2279	69	2210
176+00.00	17600.000	100	163.42	-	-	583	0	2862	69	2793
176+36.00	17636.000	36	163.84	0.01	-	218	0	3080	69	3011
249+05.13	24905.130		191.54	-	-	0	0	3080	69	3011
250+00.00	25000.000	95	197.04	-	-	683	0	3763	69	3694
250+50.00	25050.000	50	197.48	-	-	365	0	4128	69	4059
251+00.00	25100.000	50	198.71	-	-	367	0	4495	69	4426
251+77.37	25177.370	77	212.96	-	-	590	0	5085	69	5016
252+00.00	25200.000	23	218.08	-	-	181	0	5265	69	5197
252+02.36	25202.360	2	218.00	-	-	19	0	5284	69	5216
252+27.36	25227.360	25	219.37	-	-	202	0	5487	69	5418
253+00.00	25300.000	73	229.97	-	-	604	0	6091	69	6023
253+48.83	25348.830	49	228.27	10.16	-	414	9	6506	78	6428
253+73.89	25373.890	25	230.34	0.06	-	213	5	6719	83	6636
253+98.95	25398.950	25	236.51	-	-	217	0	6935	83	6852
254+04.89	25404.890	6	231.16	-	-	51	0	6987	83	6904
256+22.73	25622.730		203.02	-	-	0	0	6987	83	6904
257+00.00	25700.000	77	205.47	-	-	585	0	7571	83	7488
258+00.00	25800.000	100	181.50	1.31	-	717	2	8288	85	8203
258+31.72	25831.720	32	177.43	1.08	-	211	1	8499	87	8412
258+34.66	25834.660	3	177.10	1.48	-	19	0	8518	87	8431
258+56.76	25856.760	22	177.50	3.15	-	145	2	8663	89	8574
258+59.65	25859.650	3	177.89	3.75	-	19	0	8682	89	8593
258+81.79	25881.790	22	181.87	7.84	-	148	5	8830	94	8736
258+84.64	25884.640	3	182.53	7.76	-	19	1	8849	95	8754
259+00.00	25900.000	15	183.54	6.29	-	104	4	8953	99	8854
260+00.00	26000.000	100	172.60	0.71	-	660	13	9612	112	9501
261+00.00	26100.000	100	156.34	1.35	-	609	4	10222	115	10106
261+23.00	26123.000	23	153.60	1.90	-	132	1	10354	117	10237

Note 1: Mass Ordinate = Cut - Fill

STAGE 2 - I-43 SOUTHBOUND CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
315+14.00	31514.000		167.17	-	-	0	0	10354	117	10237
316+00.00	31600.000	86	163.84	-	1.00	527	0	10881	117	10764
317+00.00	31700.000	100	170.44	-	2.00	619	0	11500	117	11383
318+00.00	31800.000	100	174.87	8.77	3.00	639	16	12139	133	12006
318+22.89	31822.890	23	174.29	6.91	4.00	148	7	12287	140	12148
318+47.89	31847.890	25	174.34	5.23	5.00	161	6	12449	145	12303
318+72.89	31872.890	25	176.72	1.35	6.00	163	3	12611	148	12463
319+00.00	31900.000	27	178.15	0.45	7.00	178	1	12789	149	12640
319+20.31	31920.310	20	183.42	0.89	8.00	136	1	12925	150	12776
319+45.31	31945.310	25	188.47	-	9.00	172	0	13097	150	12947
319+70.31	31970.310	25	194.34	-	10.00	177	0	13275	150	13125
320+00.00	32000.000	30	194.11	1.77	11.00	214	1	13488	151	13337
320+12.89	32012.890	13	186.74	5.03	12.00	91	2	13579	153	13426
322+56.02	32256.020		273.45	-	-	0	0	10354	117	10237
323+00.00	32300.000	44	237.50	-	-	416	0	10770	117	10653
324+00.00	32400.000	100	185.30	-	-	783	0	11553	117	11436
324+08.82	32408.820	9	184.33	-	-	60	0	11613	117	11496
324+33.82	32433.820	25	183.13	-	-	170	0	11783	117	11666
324+58.82	32458.820	25	182.75	0.02	-	169	0	11953	117	11836
325+00.00	32500.000	41	181.08	0.05	-	277	0	12230	117	12113
325+25.06	32525.060	25	179.07	0.01	-	167	0	12397	117	12280
325+50.07	32550.070	25	181.36	4.24	-	167	2	12564	119	12445
325+75.10	32575.100	25	192.36	-	-	173	2	12737	121	12617
326+00.00	32600.000	25	185.64	0.45	-	174	0	12912	121	12791
327+00.00	32700.000	100	169.88	0.27	-	658	1	13570	122	13448
328+00.00	32800.000	100	168.69	0.06	-	627	1	14197	123	14074
329+00.00	32900.000	100	166.85	0.23	-	621	1	14818	123	14695
330+00.00	33000.000	100	169.20	0.10	-	622	1	15441	124	15317
331+00.00	33100.000	100	169.01	0.08	-	626	0	16067	124	15943
332+00.00	33200.000	100	172.96	-	-	633	0	16700	125	16576
333+00.00	33300.000	100	179.31	-	-	652	0	17353	125	17228
334+00.00	33400.000	100	182.58	2.29	-	670	4	18023	129	17894
334+89.89	33489.890	90	176.95	10.75	-	598	22	18621	150	18471
335+12.30	33512.300	22	182.21	12.90	-	149	10	18770	160	18610
335+16.01	33516.010	4	182.82	11.55	-	25	2	18795	162	18633
335+37.18	33537.180	21	185.75	5.15	-	144	7	18940	169	18771
335+41.03	33541.030	4	186.21	4.47	-	27	1	18966	169	18797
335+62.07	33562.070	21	189.45	1.32	-	146	2	19113	171	18941
336+00.00	33600.000	38	200.86	1.49	-	274	2	19387	173	19213
337+00.00	33700.000	100	240.58	-	-	817	3	20204	176	20028
337+48.89	33748.890	49	250.06	0.27	-	444	0	20649	176	20472

Note 1: Mass Ordinate = Cut - Fill

STAGE 2 - I-43 SOUTHBOUND CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
339+54.26	33954.260		246.03	6.26	-	0	0	20649	176	20472
340+00.00	34000.000	46	216.89	-	-	392	5	21041	182	20859
341+00.00	34100.000	100	193.47	-	-	760	0	21801	182	21619
342+00.00	34200.000	100	186.29	1.64	-	703	3	22504	185	22319
342+18.52	34218.520	19	189.00	1.52	-	129	1	22633	186	22447
342+43.54	34243.540	25	188.35	-	-	175	1	22807	187	22621
342+68.56	34268.560	25	185.09	0.36	-	173	0	22980	187	22794
343+00.00	34300.000	31	173.24	0.42	-	209	0	23189	187	23002
344+00.00	34400.000	100	163.11	0.29	-	623	1	23812	189	23623
344+54.00	34454.000	54	161.80	0.40	-	325	1	24137	189	23948
349+44.52	34944.52	491	0.71	0.78	-	1476	11	25613	200	25413
349+69.41	34969.410	25	0.71	2.21	-	1	1	25614	201	25412
349+94.29	34994.290	25	4.98	-	-	3	1	25616	202	25414
351+08.29	35108.290	114	0.72	1.19	-	12	3	25628	205	25424
366+87.13	36687.130	1579	188.01	0.12	-	5518	38	31146	243	30903
367+00.00	36700.000	13	181.16	0.49	-	88	0	31234	243	30991
368+00.00	36800.000	100	166.68	0.95	-	644	3	31879	246	31633
369+00.00	36900.000	100	161.54	5.26	-	608	12	32486	257	32229
369+12.48	36912.480	12	159.43	6.00	-	74	3	32561	260	32301
369+37.50	36937.500	25	156.57	82.30	1.00	146	41	32707	301	32406
369+62.52	36962.520	25	163.73	2.09	2.00	148	39	32855	340	32515
370+00.00	37000.000	37	156.41	1.38	3.00	222	2	33078	342	32735
371+00.00	37100.000	100	182.61	1.57	4.00	628	5	33705	348	33357
371+07.37	37107.370	7	186.91	2.18	5.00	50	1	33756	348	33407
371+32.05	37132.050	25	203.59	-	6.00	178	1	33934	349	33585
371+56.95	37156.950	25	231.39	-	7.00	201	0	34135	349	33785
371+86.35	37186.350	29	266.66	-	8.00	271	0	34406	349	34057
373+38.62	37338.620	152	236.68	1.74	9.00	1419	5	35825	354	35471
374+00.00	37400.000	61	196.12	0.05	10.00	492	2	36317	356	35961
375+00.00	37500.000	100	179.72	1.93	11.00	696	4	37013	360	36653
375+37.58	37537.580	38	179.15	1.09	12.00	250	2	37263	362	36901
375+62.47	37562.470	25	179.95	2.85	13.00	166	2	37429	364	37065
375+83.70	37583.700	21	181.53	7.45	14.00	142	4	37571	368	37203
375+87.36	37587.360	4	181.83	8.32	15.00	25	1	37595	369	37226
376+00.00	37600.000	13	182.08	4.71	16.00	85	3	37680	372	37308
376+08.72	37608.720	9	183.78	3.18	17.00	59	1	37740	373	37366
376+33.74	37633.740	25	184.83	4.33	18.00	171	3	37910	377	37533
377+00.00	37700.000	66	185.20	-	19.00	454	5	38364	382	37982
377+42.37	37742.370	42	183.96	-	20.00	290	0	38654	382	38272
378+00.00	37800.000	58	170.07	-	21.00	378	0	39032	382	38650
378+39.00	37839.000	39	172.22	-	22.00	247	0	39279	382	38897
					Column totals	42505	418			

Note 1: Mass Ordinate = Cut - Fill

9

9

STAGE 2 - I-43 NORTHBOUND

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
170+78.59		64.18	23.72	0	0	0	0	0
170+93.59	15	143.67	-	58	7	58	7	51
170+96.14	3	186.86	6.29	16	0	73	7	66
171+00.00	4	188.83	4.74	27	1	100	8	93
171+28.37	28	190.04	1.43	199	3	299	11	288
171+50.00	22	189.10	-	152	1	451	11	440
172+00.00	50	186.33	-	348	0	799	11	787
172+50.00	50	179.48	0.14	339	0	1137	12	1126
173+00.00	50	177.48	0.49	331	1	1468	12	1456
173+50.00	50	176.09	-	327	0	1795	13	1783
174+00.00	50	176.98	-	327	0	2122	13	2110
174+50.00	50	165.85	1.94	317	2	2440	14	2425
175+00.00	50	157.56	7.00	299	8	2739	23	2716
175+50.00	50	159.08	6.49	293	12	3032	35	2997
175+96.00	46	157.93	7.62	270	12	3302	47	3255
			Column totals	3302	47			

Note 1: Mass Ordinate = Cut - Fill

STAGE 3 - CROSSOVER XO4B

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) EBS	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
201+00.00		18.89	-	-	0	0	0	0	0
201+50.00	50	21.05	0.05	-	39	0	39	0	39
202+00.00	50	21.85	0.09	-	40	0	79	0	78
202+50.00	50	22.44	-	-	41	0	120	0	119
203+00.00	50	24.77	-	-	44	0	163	0	163
203+50.00	50	24.59	-	-	46	0	209	0	209
204+00.00	50	38.93	-	-	59	0	268	0	268
204+50.00	50	30.76	5.52	-	65	5	332	5	327
205+00.00	50	31.30	12.86	-	57	17	390	22	368
205+50.00	50	30.27	17.76	-	57	28	447	51	396
206+00.00	50	32.22	21.31	-	58	36	505	87	418
206+50.00	50	32.23	23.97	-	60	42	564	129	436
207+00.00	50	32.81	26.60	-	60	47	625	176	449
207+50.00	50	34.96	23.55	-	63	46	687	222	465
208+00.00	50	13.24	20.88	-	45	41	732	263	469
208+50.00	50	17.28	16.93	-	28	35	760	298	462
209+00.00	50	24.48	19.20	-	39	33	799	332	467
209+50.00	50	21.46	13.54	-	43	30	842	362	479
210+00.00	50	8.01	9.92	-	27	22	869	384	485
210+50.00	50	18.27	7.55	-	24	16	893	400	493
211+00.00	50	55.45	4.28	-	68	11	961	411	551
211+50.00	50	50.85	2.57	-	98	6	1060	417	643
212+00.00	50	55.63	3.01	-	99	5	1158	422	736
212+50.00	50	56.53	3.26	-	104	6	1262	428	834
213+00.00	50	31.63	11.99	-	82	14	1344	442	902
213+50.00	50	32.90	9.60	-	60	20	1404	462	941
214+00.00	50	31.27	8.05	-	59	16	1463	479	984
214+50.00	50	30.14	6.60	-	57	14	1520	492	1028
215+00.00	50	29.08	6.22	-	55	12	1575	504	1071
215+50.00	50	28.39	4.03	-	53	9	1628	514	1114
216+00.00	50	28.38	3.87	-	53	7	1681	521	1160
216+50.00	50	28.30	3.86	-	52	7	1733	528	1205
217+00.00	50	28.36	3.93	-	52	7	1786	535	1250
217+50.00	50	28.07	3.73	-	52	7	1838	542	1295
218+00.00	50	26.68	2.03	-	51	5	1888	548	1341
218+50.00	50	24.94	1.79	-	48	4	1936	551	1385
219+00.00	50	22.79	1.76	-	44	3	1980	555	1426
219+50.00	50	22.53	0.68	-	42	2	2022	557	1466
220+00.00	50	23.37	-	-	43	1	2065	557	1507
220+50.00	50	21.26	0.75	-	41	1	2106	558	1548
221+00.00	50	21.28	0.81	-	39	1	2146	560	1586
221+42.00	42	21.43	0.26	-	33	1	2179	560	1618
				Column totals	2179	560			

Note 1: Mass Ordinate = Cut - Fill

STAGE 4 - I-43 NORTHBOUND

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
185+19.84	18519.840		0.64	-	0	0	0	0	0
185+50.00	18550.000	30	0.83	0.20	1	0	1	0	1
186+00.00	18600.000	50	2.17	4.28	3	4	4	4	-1
186+21.60	18621.600	22	2.88	0.54	2	2	6	6	-1
186+46.57	18646.570	25	2.00	0.13	2	0	8	6	1
186+71.55	18671.550	25	0.88	0.48	1	0	9	7	2
187+00.00	18700.000	28	0.97	0.05	1	0	10	7	3
188+00.00	18800.000	100	1.56	-	5	0	15	7	8
189+00.00	18900.000	100	1.24	0.06	5	0	20	7	13
190+00.00	19000.000	100	1.23	0.07	5	0	25	8	17
191+00.00	19100.000	100	1.14	1.14	4	2	29	10	19
192+00.00	19200.000	100	1.13	0.82	4	4	33	13	20
206+00.00	20600.000		113.70	3.09	0	0	33	13	20
206+50.00	20650.000	50	110.47	3.96	208	7	241	20	221
207+00.00	20700.000	50	110.57	4.08	205	7	445	27	418
207+50.00	20750.000	50	113.24	6.44	207	10	653	37	616
208+00.00	20800.000	50	114.04	4.82	210	10	863	48	816
208+50.00	20850.000	50	113.91	2.61	211	7	1074	54	1020
209+00.00	20900.000	50	113.68	2.93	211	5	1285	60	1225
209+50.00	20950.000	50	112.30	3.58	209	6	1494	66	1429
210+00.00	21000.000	50	112.33	2.86	208	6	1702	72	1631
210+50.00	21050.000	50	112.84	2.65	208	5	1911	77	1834
211+00.00	21100.000	50	114.14	2.64	210	5	2121	82	2039
211+50.00	21150.000	50	113.70	1.78	211	4	2332	86	2246
212+00.00	21200.000	50	113.37	2.17	210	4	2542	89	2453
212+50.00	21250.000	50	113.98	0.54	211	3	2753	92	2661
213+00.00	21300.000	50	114.37	0.66	211	2	2753	91	2662
213+50.00	21350.000	50	112.54	0.75	210	1	2963	93	2870
214+00.00	21400.000	50	110.74	0.35	207	1	3170	94	3076
214+50.00	21450.000	50	109.67	0.38	204	1	3374	94	3280
215+00.00	21500.000	50	108.76	2.33	202	3	3576	97	3479
244+77.85	24477.850		1.01	0.62	0	0	3576	97	3479
245+00.00	24500.000	22	1.11	1.22	1	1	3577	98	3479
245+81.02	24581.020	81	3.37	3.17	7	7	3584	104	3480
246+05.98	24605.980	25	2.65	4.79	3	4	3587	108	3479
246+30.95	24630.950	25	2.00	1.80	2	3	3589	111	3478
247+00.00	24700.000	69	1.13	3.96	4	7	3593	118	3474
248+00.00	24800.000	100	1.08	2.39	4	12	3597	130	3467
248+37.00	24837.000	37	157.02	6.02	108	6	3705	136	3569
248+50.00	24850.000	13	159.76	3.46	76	2	3781	138	3643
249+00.00	24900.000	50	160.44	3.42	296	6	4078	144	3933
249+50.00	24950.000	50	163.66	2.56	300	6	4378	150	4228
250+00.00	25000.000	50	165.26	3.03	305	5	4682	155	4527
250+50.00	25050.000	50	172.25	5.20	313	8	4995	163	4832
250+63.22	25063.220	13	171.18	6.75	84	3	5079	166	4913
250+88.23	25088.230	25	165.88	5.22	156	6	5235	171	5064
251+00.00	25100.000	12	162.76	5.44	72	2	5307	174	5133
251+13.23	25113.230	13	162.87	3.99	80	2	5387	176	5211
251+50.00	25150.000	37	168.81	1.74	226	4	5612	180	5433

Note 1: Mass Ordinate = Cut - Fill

STAGE 4 - I-43 NORTHBOUND CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
252+00.00	25200.000	50	2.65	4.79	159	6	5771	186	5585
252+50.00	25250.000	50	2.00	1.80	4	6	5775	192	5584
253+00.00	25300.000	50	1.13	3.96	3	5	5778	197	5581
253+35.47	25335.470	35	1.08	2.39	1	4	5780	201	5578
255+35.06	25535.060		157.02	6.02	0	0	5780	201	5578
255+50.06	25550.060	15	159.76	3.46	88	3	5868	204	5664
256+00.00	25600.000	50	160.44	3.42	296	6	6164	210	5954
256+50.00	25650.000	50	163.66	2.56	300	6	6464	216	6248
257+00.00	25700.000	50	165.26	3.03	305	5	6769	221	6547
257+50.00	25750.000	50	172.25	5.20	313	8	7081	229	6852
258+00.00	25800.000	50	171.18	6.75	318	11	7399	240	7159
258+50.00	25850.000	50	165.88	5.22	312	11	7711	251	7460
259+00.00	25900.000	50	162.76	5.44	304	10	8016	261	7755
259+50.00	25950.000	50	162.87	3.99	302	9	8317	270	8047
260+00.00	26000.000	50	168.81	1.74	307	5	8624	275	8349
260+51.00	26051.000	51	183.37	0.07	333	2	8957	277	8680
316+07.00	31607.000		194.42	-	0	0	8957	277	8680
316+50.00	31650.000	43	193.11	0.96	309	1	9265	277	8988
317+00.00	31700.000	50	208.89	-	372	1	9638	278	9359
317+50.00	31750.000	50	145.68	-	328	0	9966	278	9688
317+82.42	31782.420	32	185.11	-	199	0	10164	278	9886
318+00.00	31800.000	18	179.27	-	119	0	10283	278	10005
318+01.43	31801.430	1	167.99	0.49	9	0	10292	278	10014
318+07.42	31807.420	6	168.10	4.05	37	1	10330	279	10051
318+29.43	31829.430	22	164.30	5.21	135	4	10465	282	10183
318+32.42	31832.420	3	166.55	9.56	18	1	10483	283	10200
318+50.00	31850.000	18	164.21	7.04	108	5	10591	289	10302
318+54.43	31854.430	4	162.30	2.96	27	1	10618	290	10328
319+00.00	31900.000	46	154.22	5.65	267	7	10885	297	10588
319+50.00	31950.000	50	149.57	7.08	281	12	11166	309	10858
320+00.00	32000.000	50	154.68	7.60	282	14	11448	322	11126
320+50.00	32050.000	50	152.87	2.00	285	9	11733	331	11402
320+95.30	32095.300	45	153.49	0.03	257	2	11990	333	11657
321+00.00	32100.000	5	162.39	2.97	27	0	12017	333	11684
321+06.31	32106.310	6	171.56	7.00	39	1	12056	334	11722
321+47.44	32147.440	41	180.51	12.84	268	15	12324	349	11975
323+40.36	32340.360		183.23	11.96	0	0	12324	349	11975
324+00.00	32400.000	60	183.51	11.69	405	26	12729	375	12354
324+50.00	32450.000	50	184.60	9.40	341	20	13070	395	12675
325+00.00	32500.000	50	185.02	0.95	342	10	13413	405	13008
325+50.00	32550.000	50	184.63	0.92	342	2	13755	406	13349
326+00.00	32600.000	50	181.39	1.91	339	3	14094	409	13685
326+50.00	32650.000	50	180.89	1.80	335	3	14429	412	14017
327+00.00	32700.000	50	173.44	1.66	328	3	14757	416	14342
327+50.00	32750.000	50	173.42	-	321	2	15078	417	14661
328+00.00	32800.000	50	167.79	0.01	316	0	15394	417	14977
328+50.00	32850.000	50	172.86	2.18	315	2	15710	419	15291
329+00.00	32900.000	50	165.12	3.73	313	5	16023	425	15598
329+50.00	32950.000	50	165.66	3.75	306	7	16329	432	15897

Note 1: Mass Ordinate = Cut - Fill

9

9

STAGE 4 - I-43 NORTHBOUND CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
330+00.00	33000.000	50	159.05	1.82	301	5	16630	437	16193
330+50.00	33050.000	50	50.76	10.39	194	11	16824	448	16376
331+00.00	33100.000	50	182.85	3.10	216	12	17040	460	16580
331+50.00	33150.000	50	189.90	4.75	345	7	17385	468	16918
332+00.00	33200.000	50	194.15	-	356	4	17741	472	17269
332+50.00	33250.000	50	190.62	-	356	0	18097	472	17625
333+00.00	33300.000	50	192.61	-	355	0	18452	472	17980
333+50.02	33350.020	50	197.62	-	361	0	18814	472	18341
334+00.00	33400.000	50	197.47	-	366	0	19179	472	18707
334+37.06	33437.060	37	188.78	0.06	265	0	19444	472	18972
334+62.17	33462.170	25	181.80	0.31	172	0	19617	472	19144
334+83.30	33483.300	21	172.55	0.94	139	0	19755	473	19282
334+87.28	33487.280	4	169.91	1.13	25	0	19780	473	19308
335+00.00	33500.000	13	170.64	4.92	80	1	19861	474	19386
335+08.27	33508.270	8	174.67	0.06	53	1	19914	475	19438
335+33.26	33533.260	25	180.33	-	164	0	20078	475	19603
335+50.00	33550.000	17	182.56	-	112	0	20190	475	19715
336+00.00	33600.000	50	177.98	-	334	0	20524	475	20049
336+50.00	33650.000	50	179.55	-	331	0	20855	475	20380
337+00.00	33700.000	50	185.25	-	338	0	21193	475	20718
337+50.00	33750.000	50	188.88	-	346	0	21539	475	21064
337+93.67	33793.670	44	162.21	-	284	0	21823	475	21348
339+57.76	33957.760		157.22	0.10	0	0	21823	475	21348
339+83.93	33983.930	26	165.86	3.77	157	2	21980	477	21503
340+00.00	34000.000	16	184.94	7.16	104	3	22084	480	21604
340+50.00	34050.000	50	182.10	3.33	340	10	22424	490	21934
341+00.00	34100.000	50	180.49	4.60	336	7	22760	497	22263
341+50.00	34150.000	50	180.10	2.91	334	7	23094	504	22589
342+00.00	34200.000	50	178.19	0.18	332	3	23426	507	22918
342+50.00	34250.000	50	178.89	0.28	331	0	23756	508	23249
343+00.00	34300.000	50	181.10	0.34	333	1	24090	508	23581
343+50.00	34350.000	50	182.11	0.02	336	0	24426	509	23917
344+00.00	34400.000	50	192.66	-	347	0	24773	509	24264
344+50.00	34450.000	50	188.34	-	353	0	25126	509	24617
344+84.00	34484.000	34	185.04	-	235	0	25361	509	24852
345+00.00	34500.000	16	197.90	-	113	0	25474	509	24966
346+00.00	34600.000	100	177.37	-	695	0	26169	509	25661
347+00.00	34700.000	100	154.96	-	615	0	26785	509	26276
348+00.00	34800.000	100	148.26	-	562	0	27346	509	26837
349+00.00	34900.000	100	189.62	-	626	0	27972	509	27463
349+98.30	34998.300	98	185.67	-	683	0	28655	509	28146
366+30.00	36630.000		183.03	-	0	0	28655	509	28146
366+50.00	36650.000	20	178.65	0.04	134	0	28789	509	28280
367+00.00	36700.000	50	173.25	0.69	326	1	29115	509	28605
367+50.00	36750.000	50	181.67	-	329	1	29443	510	28933
368+00.00	36800.000	50	170.41	0.22	326	0	29769	510	29259
368+38.09	36838.090	38	156.75	2.27	231	2	30000	512	29488
368+60.00	36860.000	22	156.41	5.10	127	3	30127	515	29612
368+81.20	36881.200	21	159.14	5.13	124	4	30251	519	29732

Note 1: Mass Ordinate = Cut - Fill

9

9

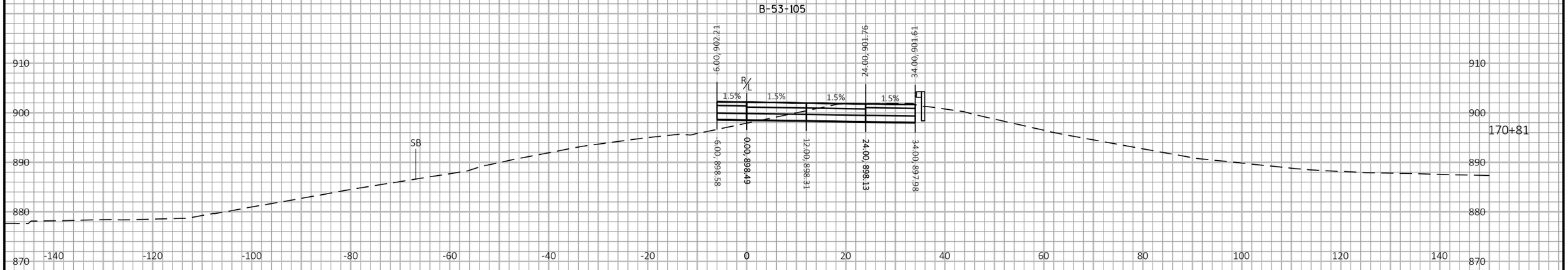
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	EARTHWORK DATA	SHEET 399	E

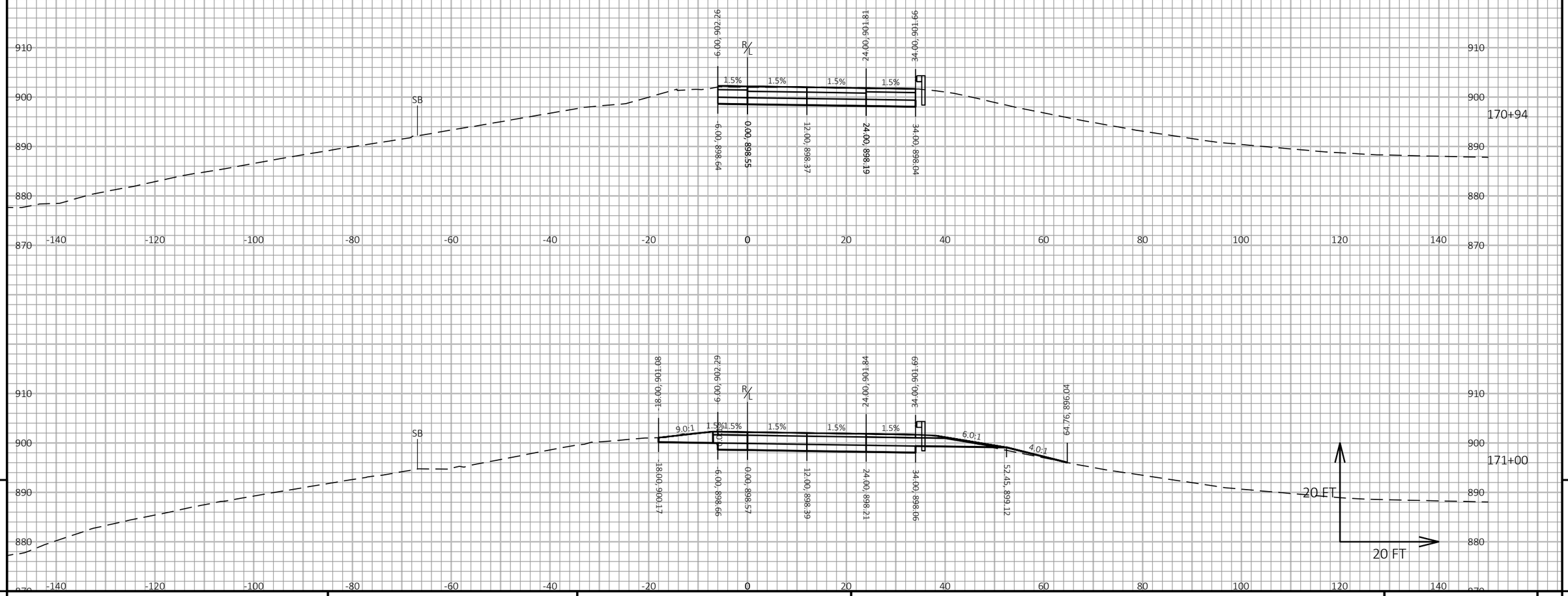
STAGE 4 - I-43 NORTHBOUND CONTINUED

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) Cut	Incremental Vol (CY) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Fill 1.00	Mass Ordinate Note 1
368+88.05	36888.050	7	150.50	5.92	39	1	30290	520	29770
369+00.00	36900.000	12	0.87	0.56	33	1	30324	522	29802
369+06.31	36906.310	6	0.93	0.75	0	0	30324	522	29802
369+31.42	36931.420	25	0.98	0.23	1	0	30325	522	29803
369+50.00	36950.000	19	0.93	0.15	1	0	30326	522	29803
370+00.00	37000.000	50	1.00	0.09	2	0	30327	523	29805
370+50.00	37050.000	50	2.85	-	4	0	30331	523	29808
371+00.00	37100.000	50	159.35	0.06	150	0	30481	523	29958
371+29.36	37129.360	29	159.50	-	173	0	30654	523	30132
371+48.09	37148.090	19	159.98	0.64	111	0	30765	523	30242
372+65.91	37265.910		164.59	0.36	0	0	30765	523	30242
372+81.46	37281.460	16	168.24	3.69	96	1	30861	524	30337
373+00.00	37300.000	19	173.67	6.74	117	4	30979	528	30451
373+50.00	37350.000	50	173.90	3.57	322	10	31300	537	30763
374+00.00	37400.000	50	172.60	3.90	321	7	31621	544	31077
374+50.00	37450.000	50	171.43	2.47	319	6	31940	550	31390
375+00.00	37500.000	50	167.42	2.65	314	5	32253	555	31699
375+50.00	37550.000	50	165.70	2.84	308	5	32562	560	32002
376+00.00	37600.000	50	159.82	3.06	301	5	32863	565	32298
376+50.00	37650.000	50	156.71	3.32	293	6	33156	571	32585
377+00.00	37700.000	50	170.18	1.60	303	5	33459	576	32883
377+50.00	37750.000	50	179.55	0.18	324	2	33783	578	33205
377+81.00	37781.000	31	196.76	0.18	216	0	33999	578	33421
			Column totals		34209	580			

Note 1: Mass Ordinate = Cut - Fill

B-53-105





9

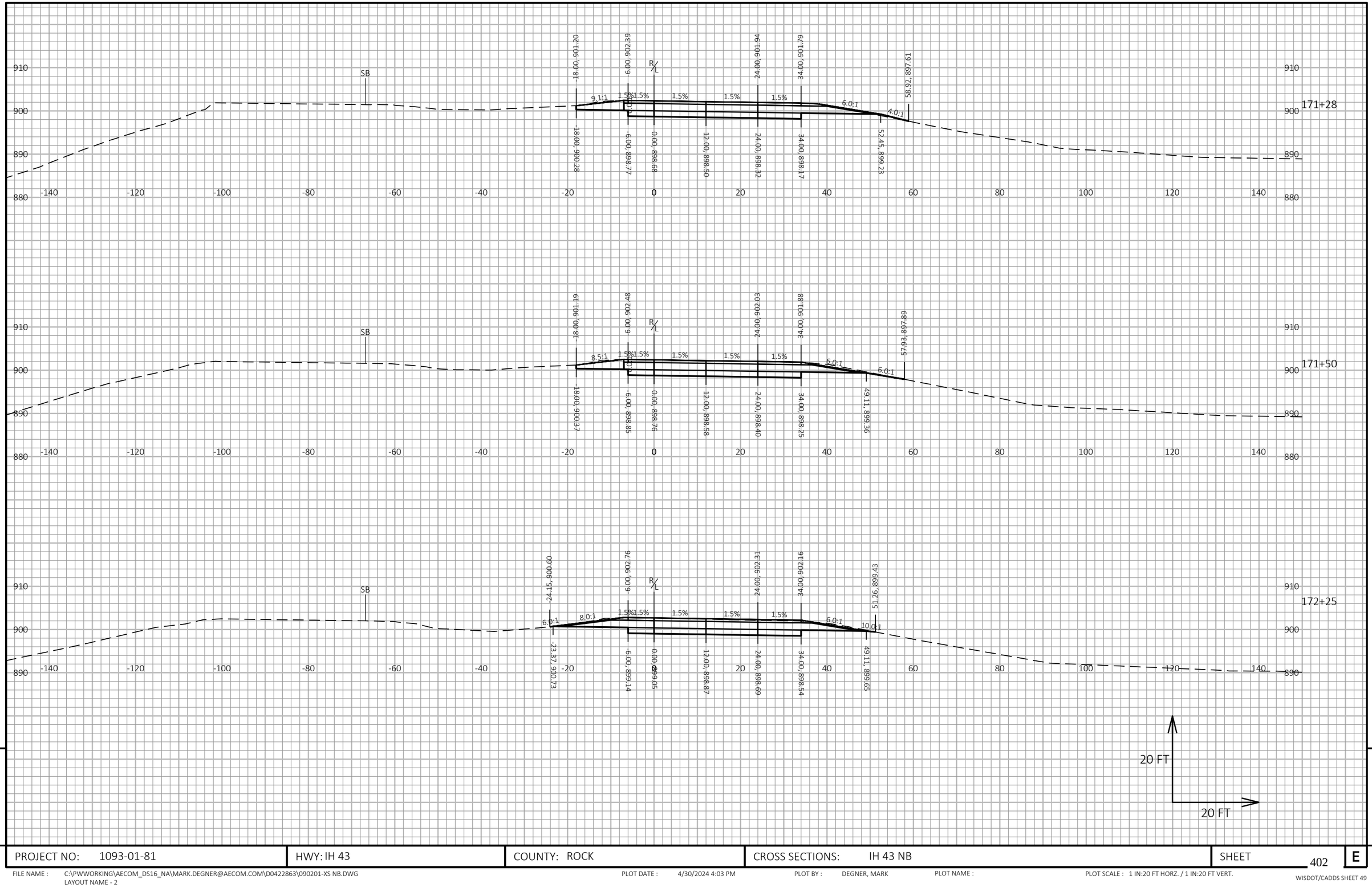
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 401	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 1

PLOT DATE : 4/30/2024 4:02 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

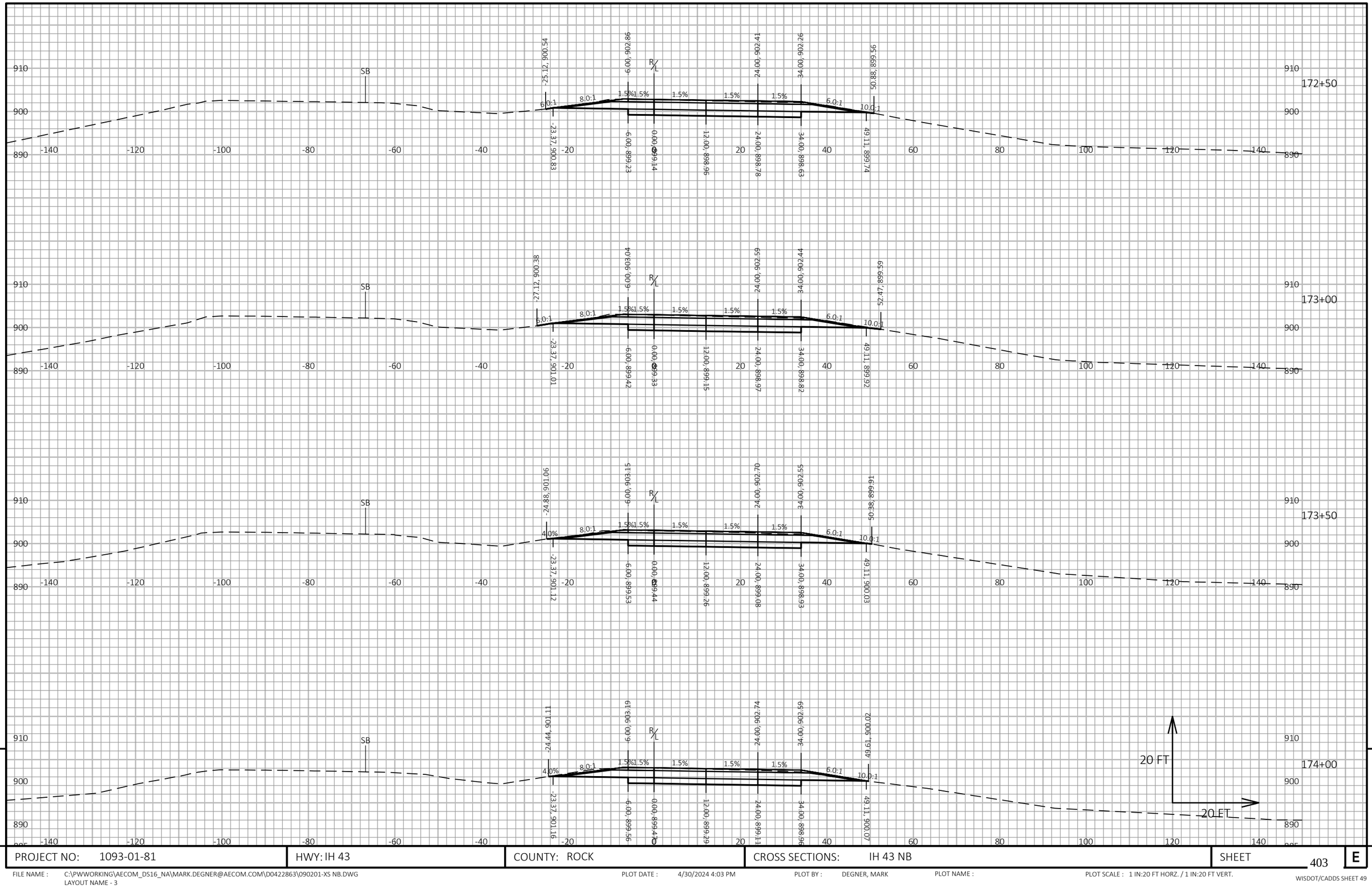


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 402	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 2

PLOT DATE : 4/30/2024 4:03 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

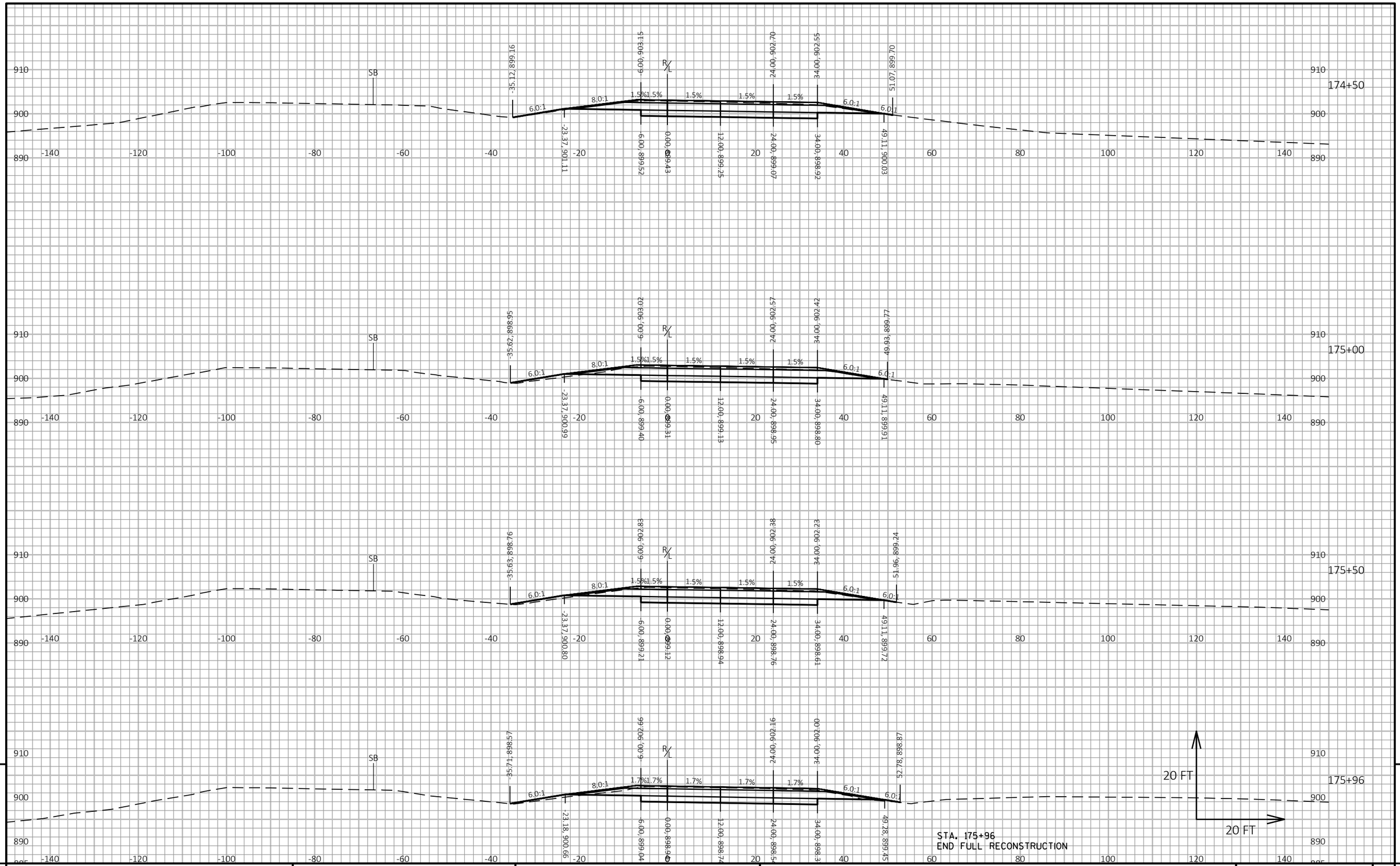
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 403	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 3

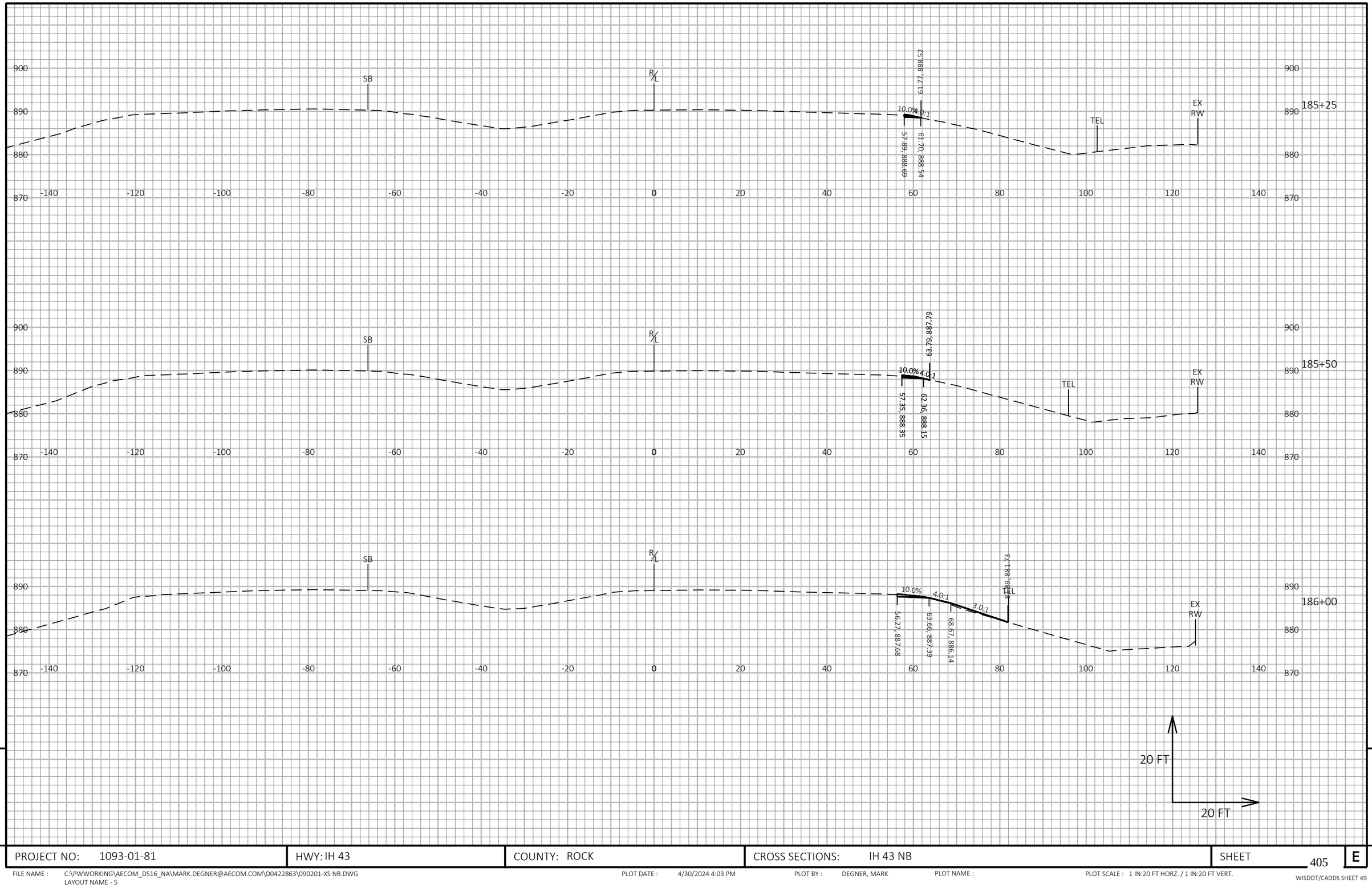
PLOT DATE : 4/30/2024 4:03 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 404	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 4
PLOT DATE : 4/30/2024 4:03 PM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



9

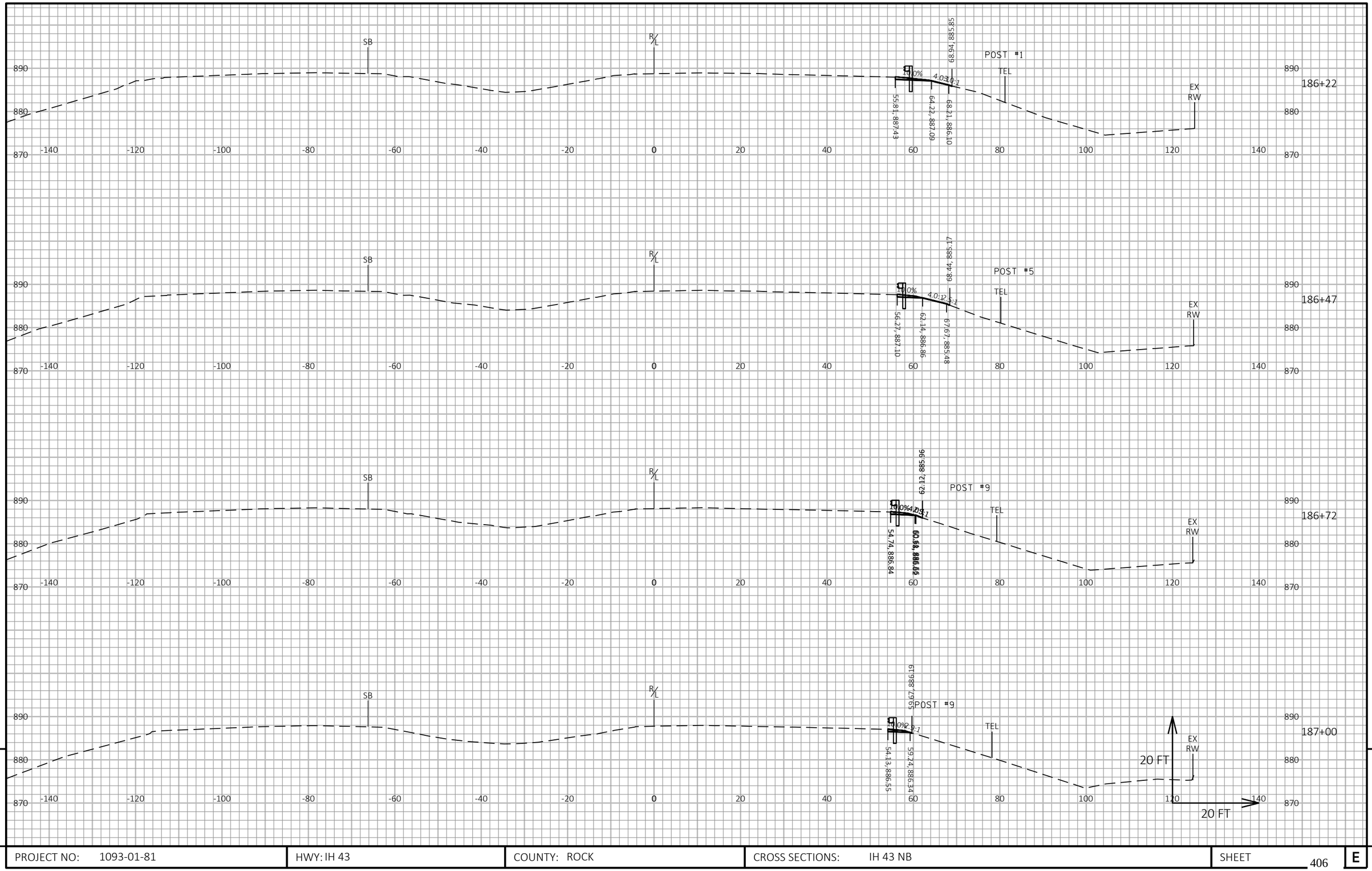
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 405	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 5

PLOT DATE : 4/30/2024 4:03 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

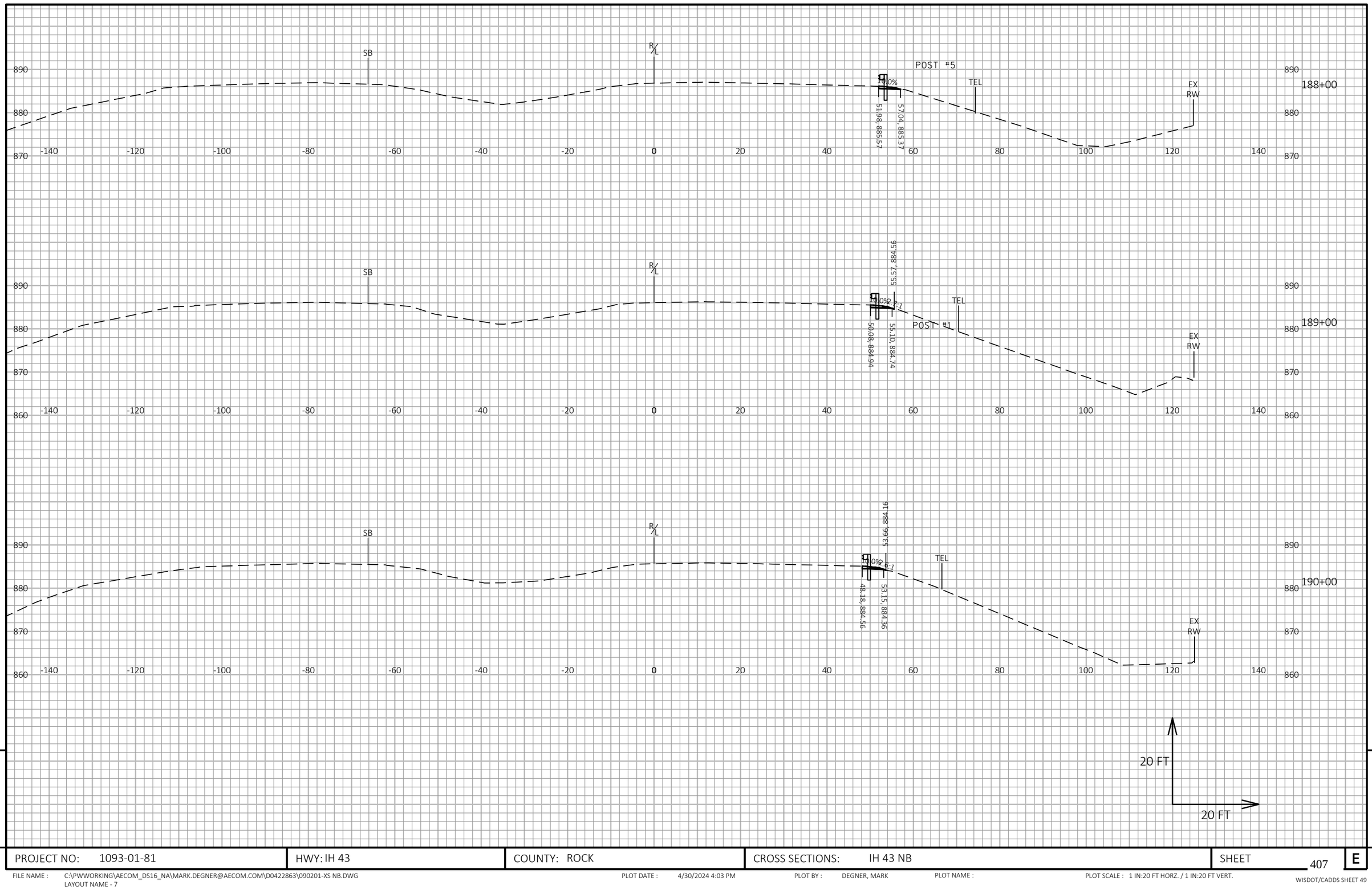
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 406	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 6

PLOT DATE : 4/30/2024 4:03 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

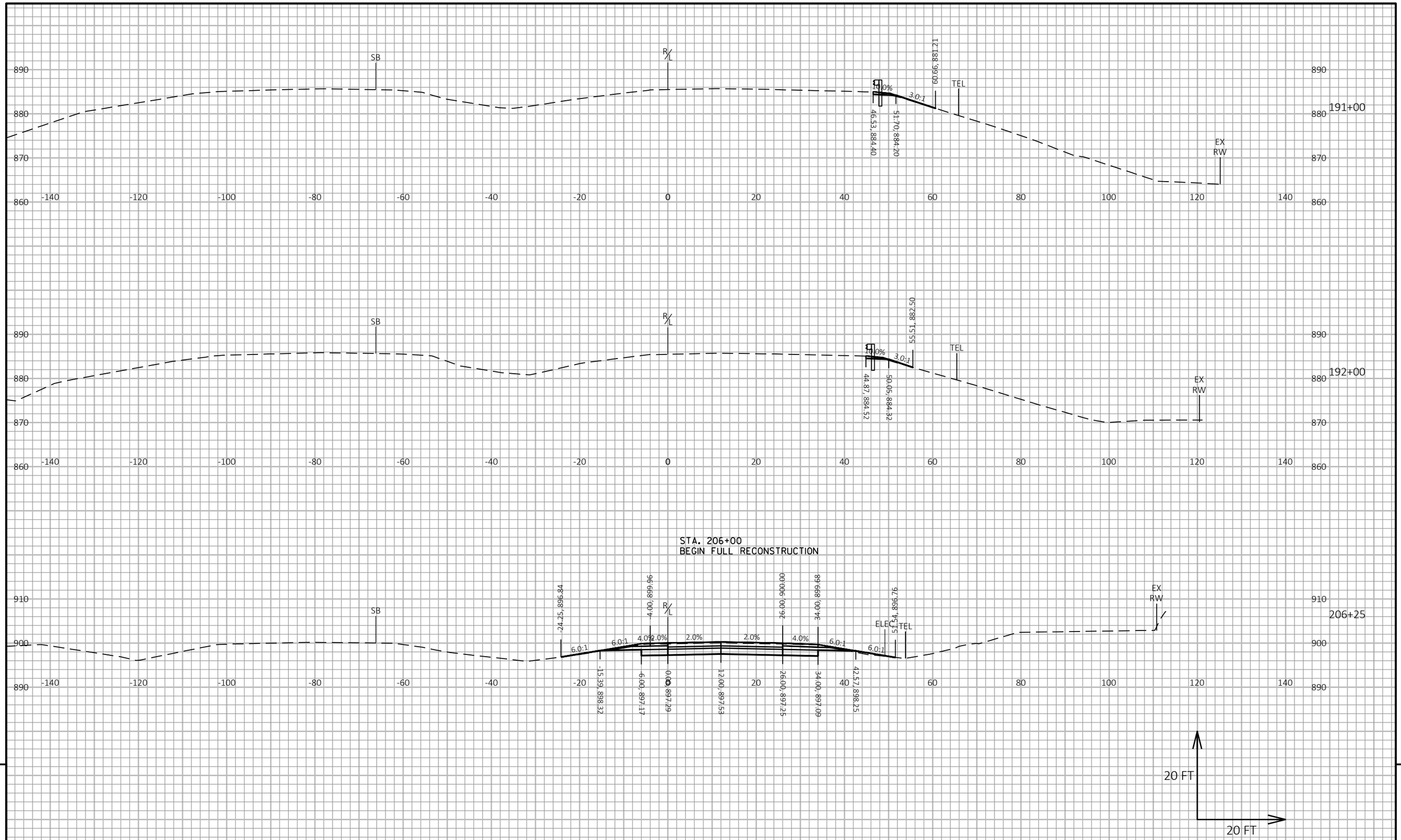


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 407	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 7

PLOT DATE : 4/30/2024 4:03 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



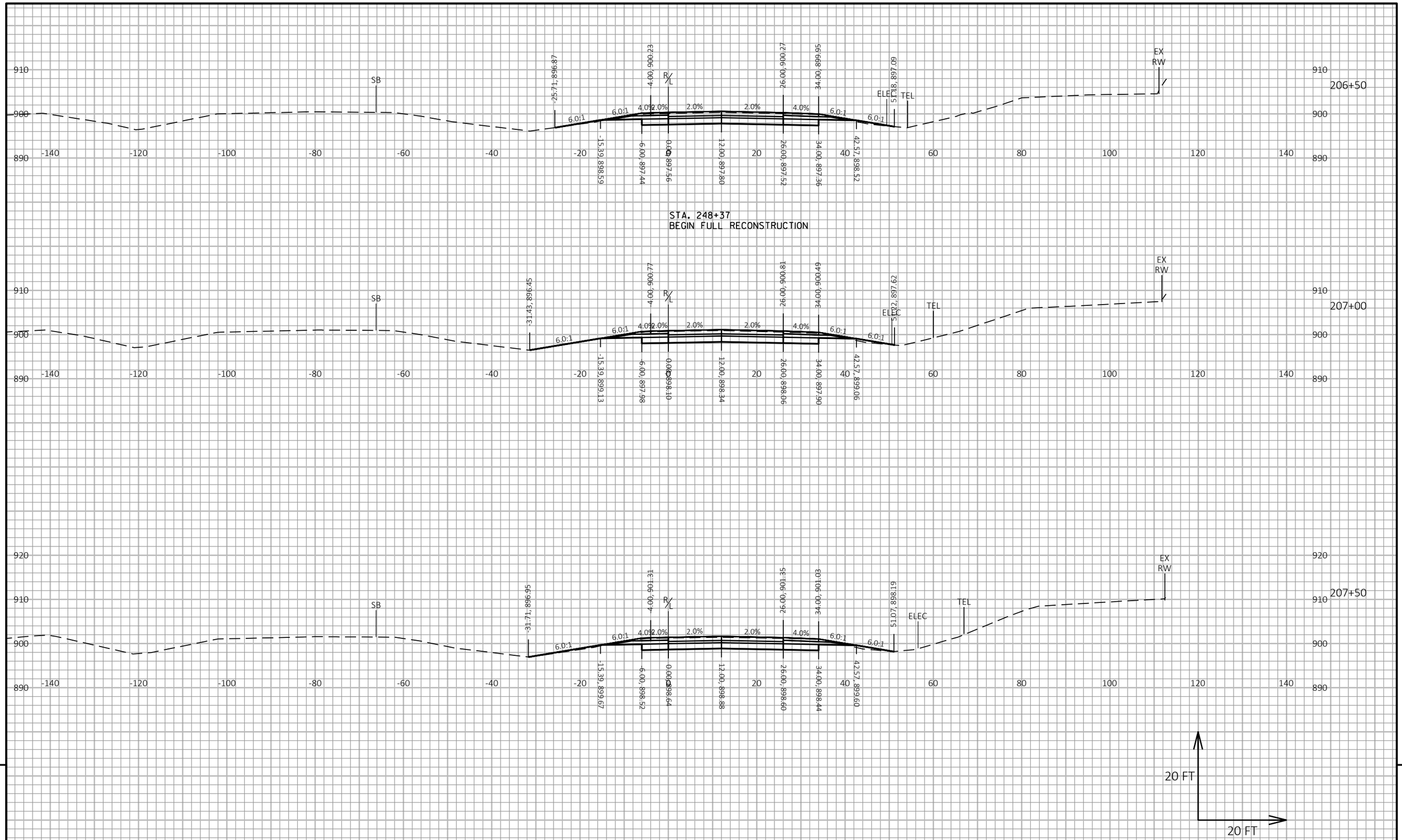
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 408	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 8

PLOT DATE : 4/30/2024 4:03 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

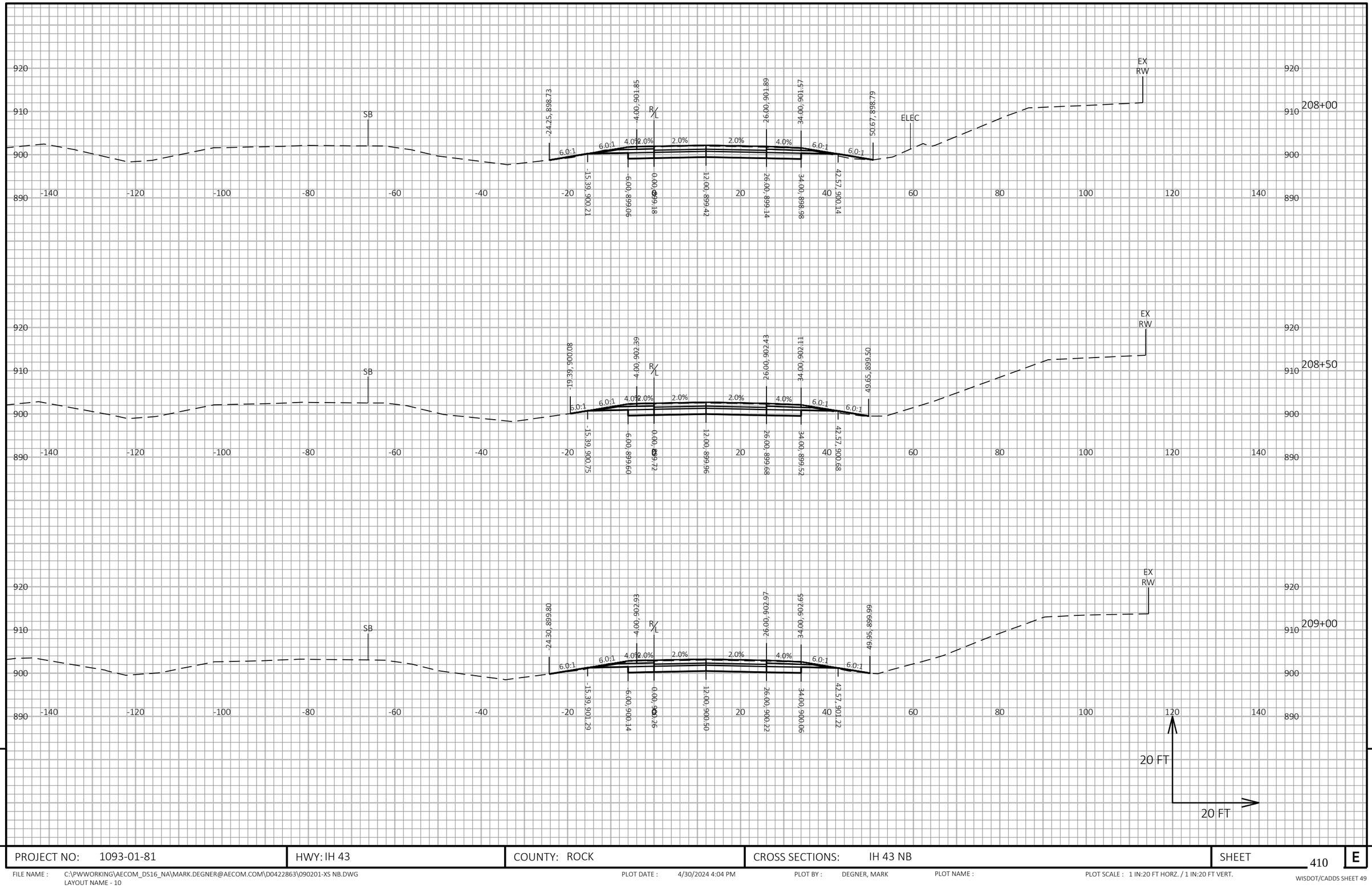
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 409	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 9

PLOT DATE : 4/30/2024 4:04 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

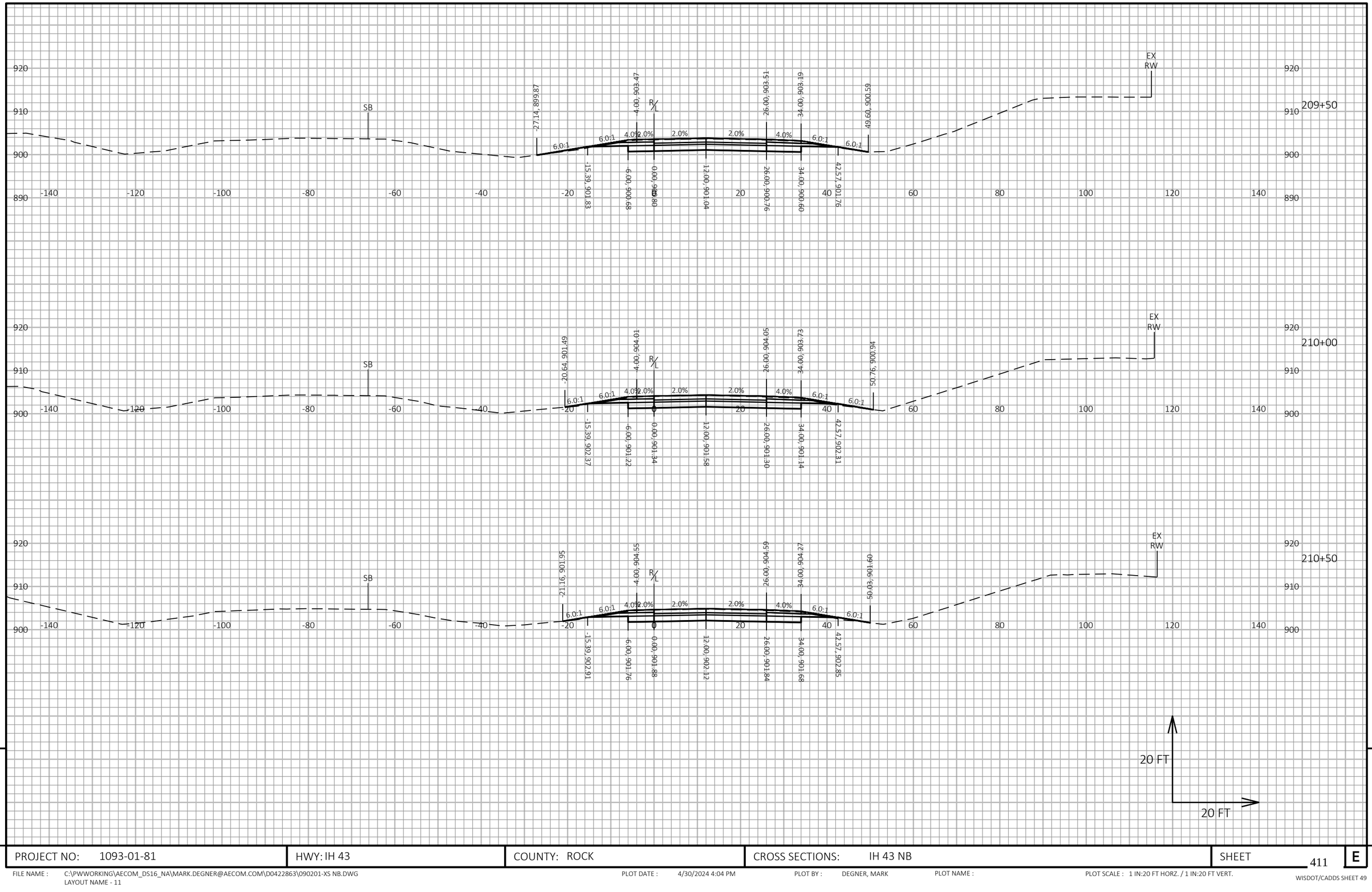
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 410	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 10

PLOT DATE : 4/30/2024 4:04 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 411	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 11

PLOT DATE : 4/30/2024 4:04 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 412 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 12

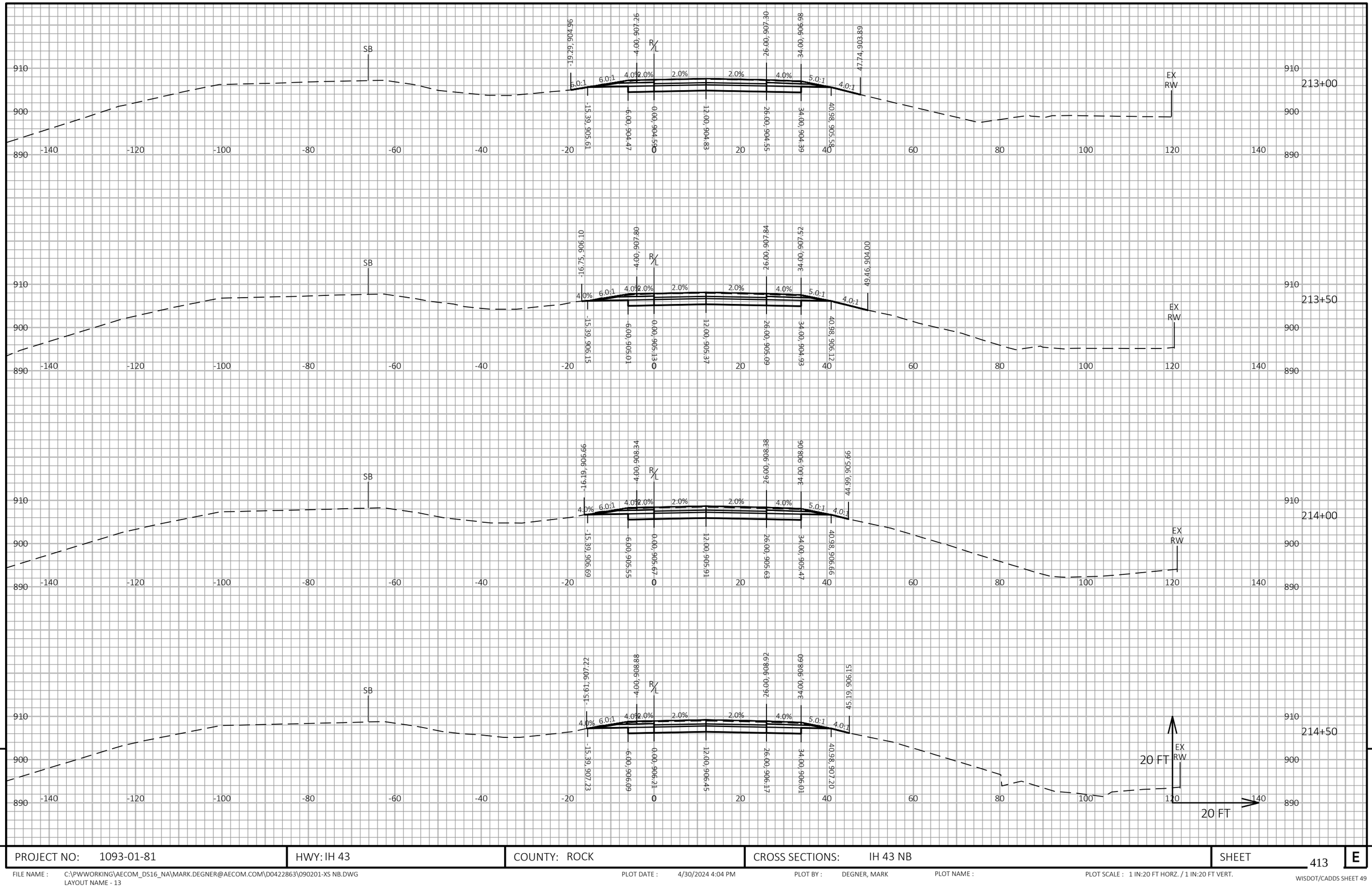
PLOT DATE : 4/30/2024 4:04 PM

PLOT BY : DEGNER, MARK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

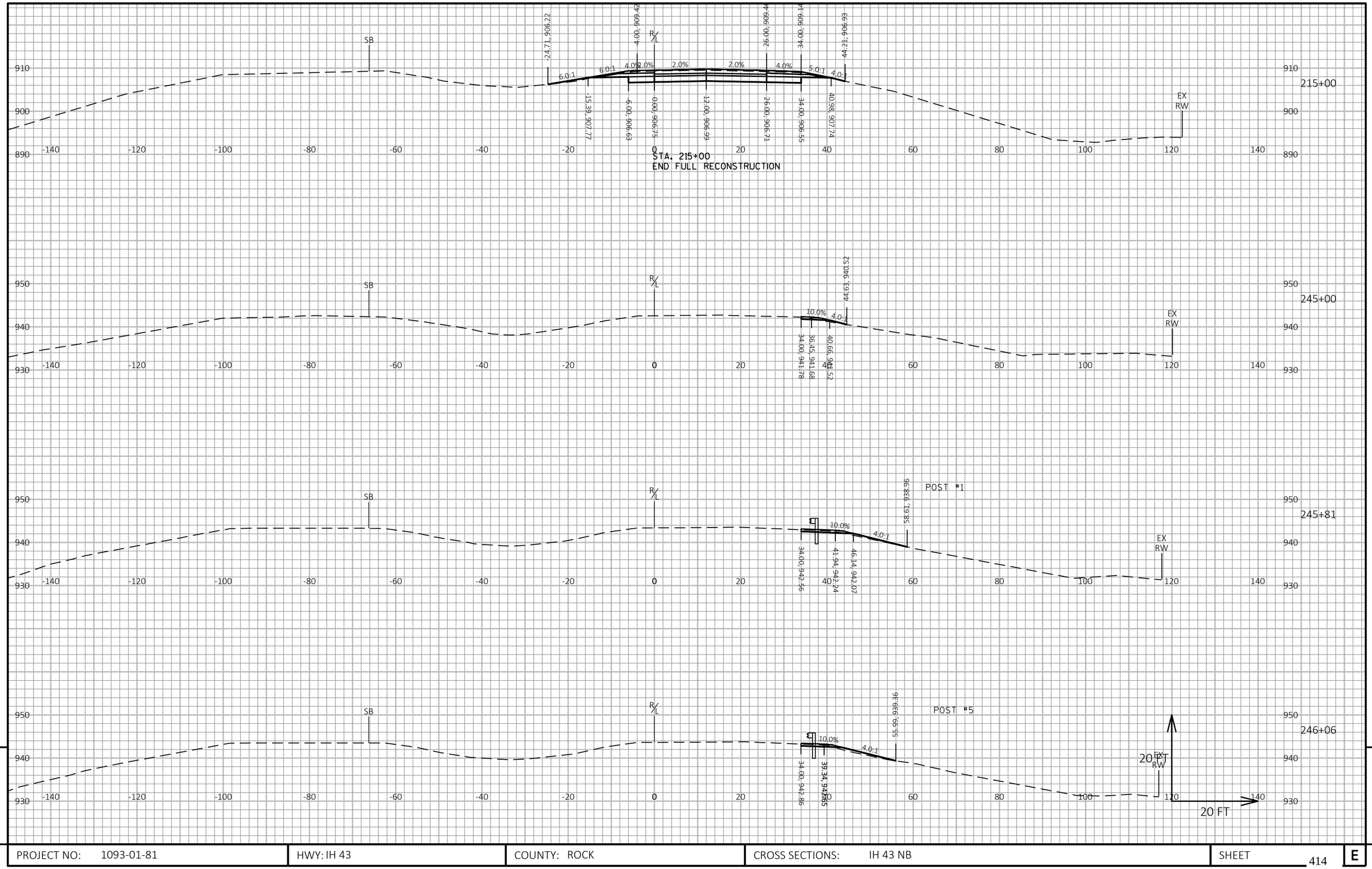


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 413 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 13

PLOT DATE : 4/30/2024 4:04 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

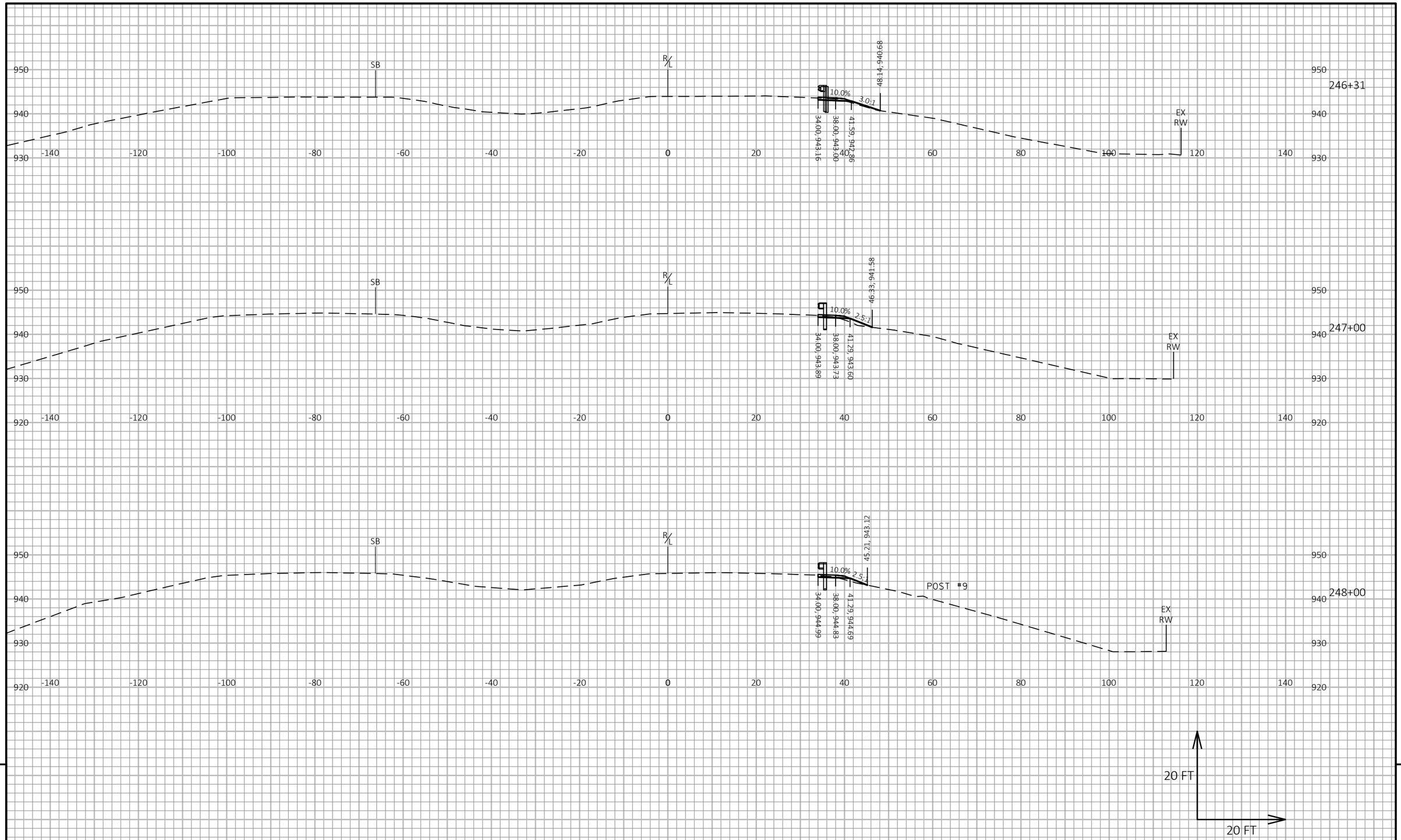


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 414	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 14

PLOT DATE : 4/30/2024 4:04 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

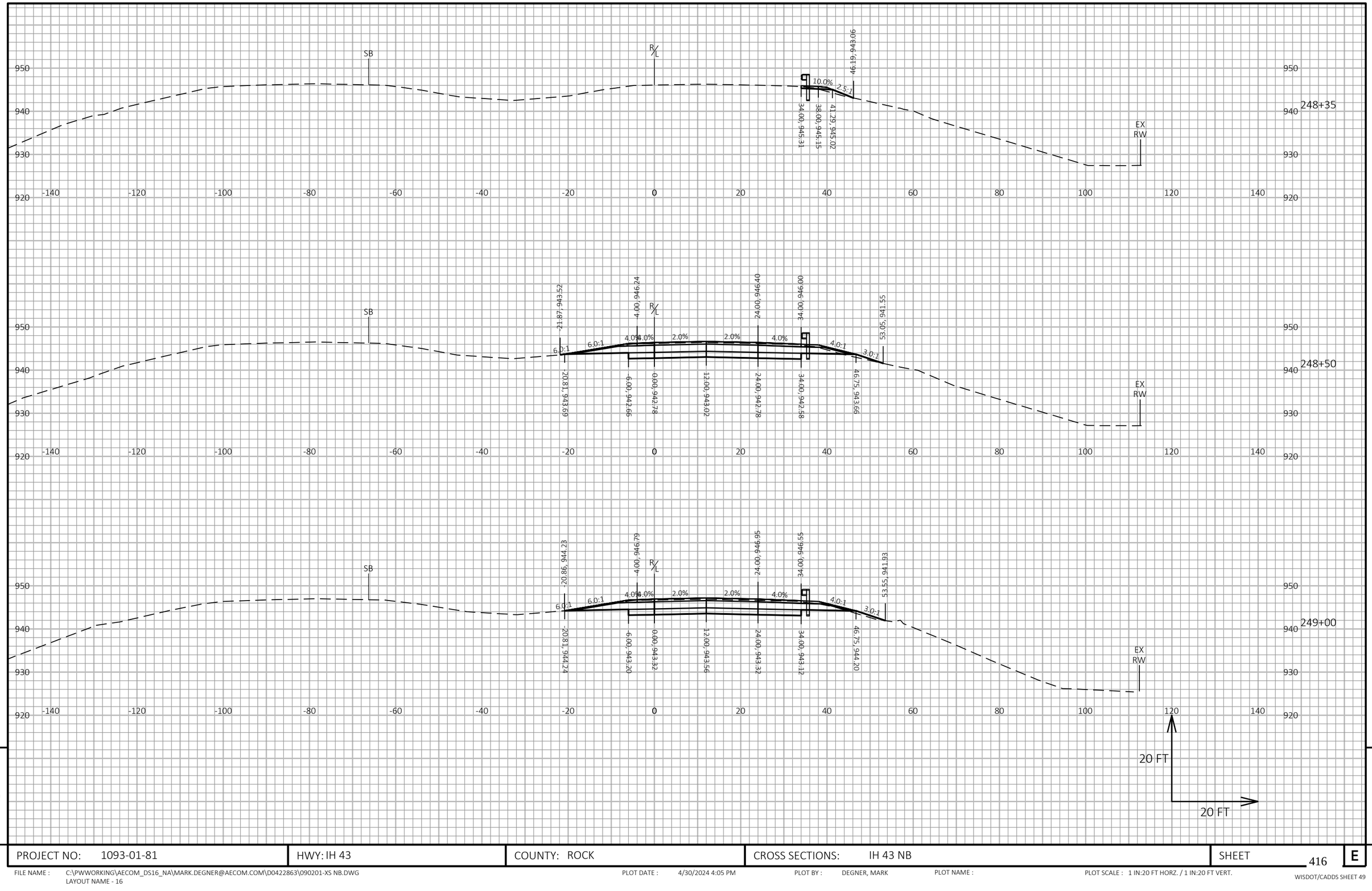
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 415	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 15

PLOT DATE : 4/30/2024 4:04 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

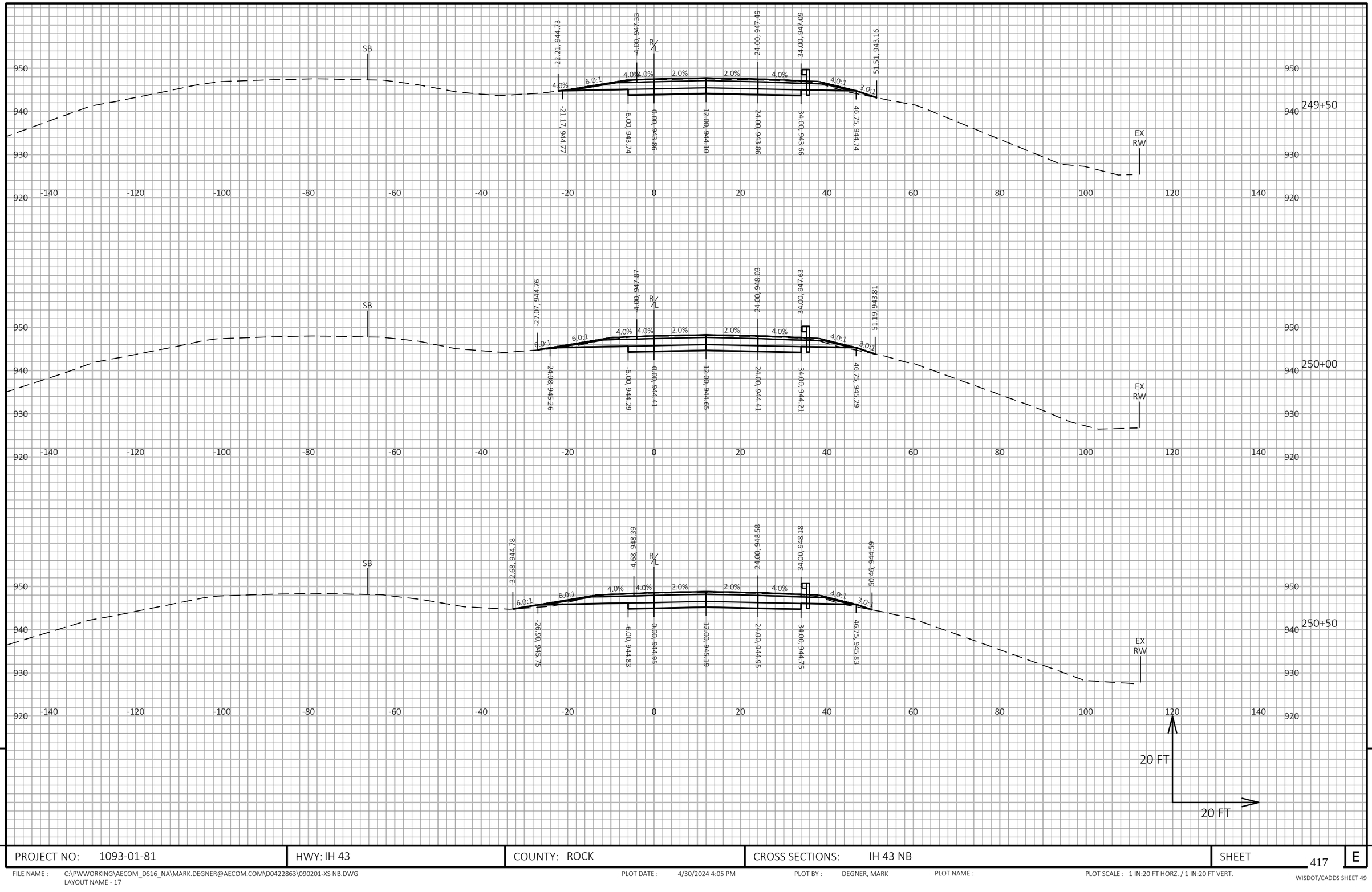


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 416	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 16

PLOT DATE : 4/30/2024 4:05 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

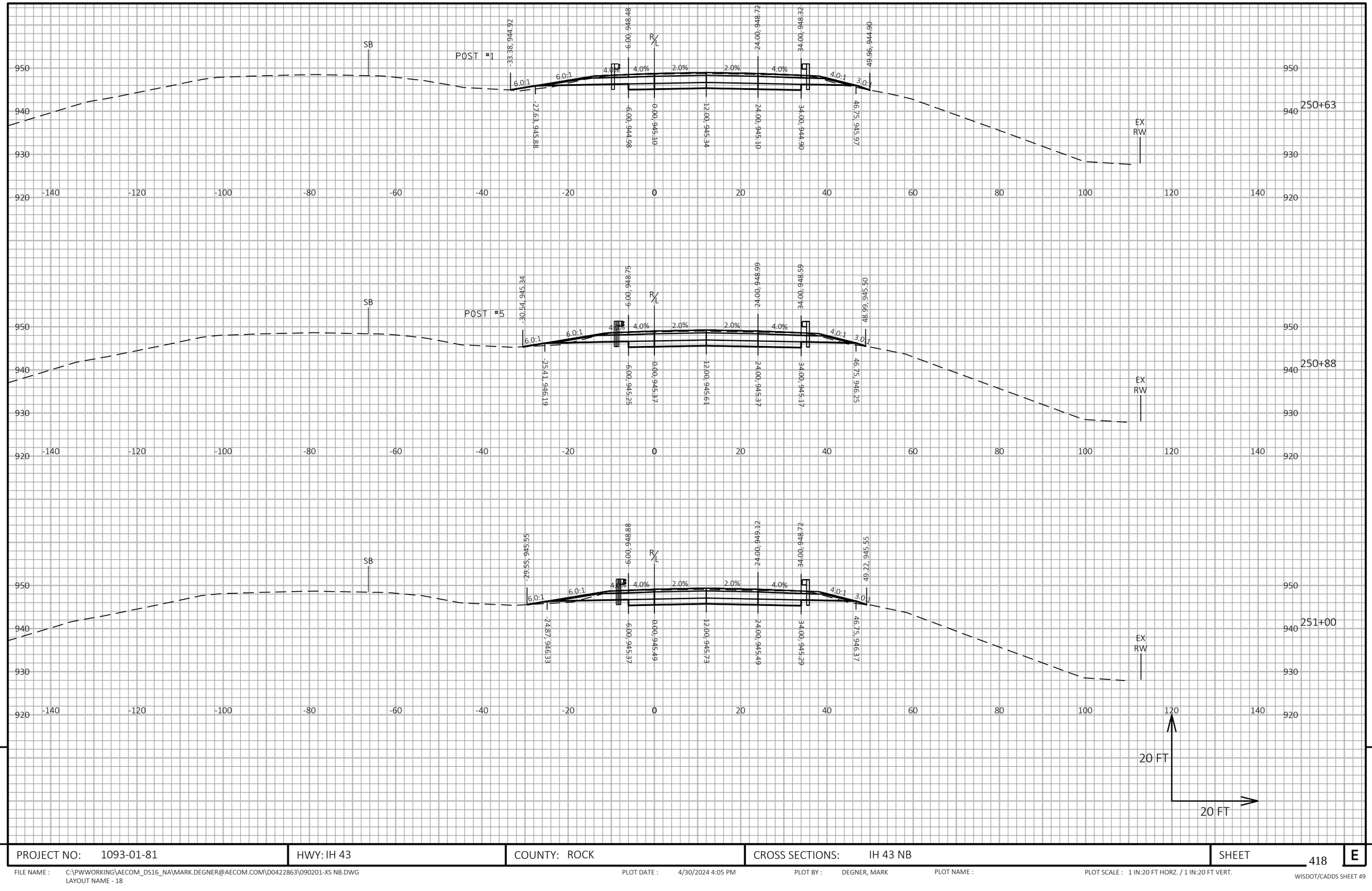
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 417	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 17

PLOT DATE : 4/30/2024 4:05 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

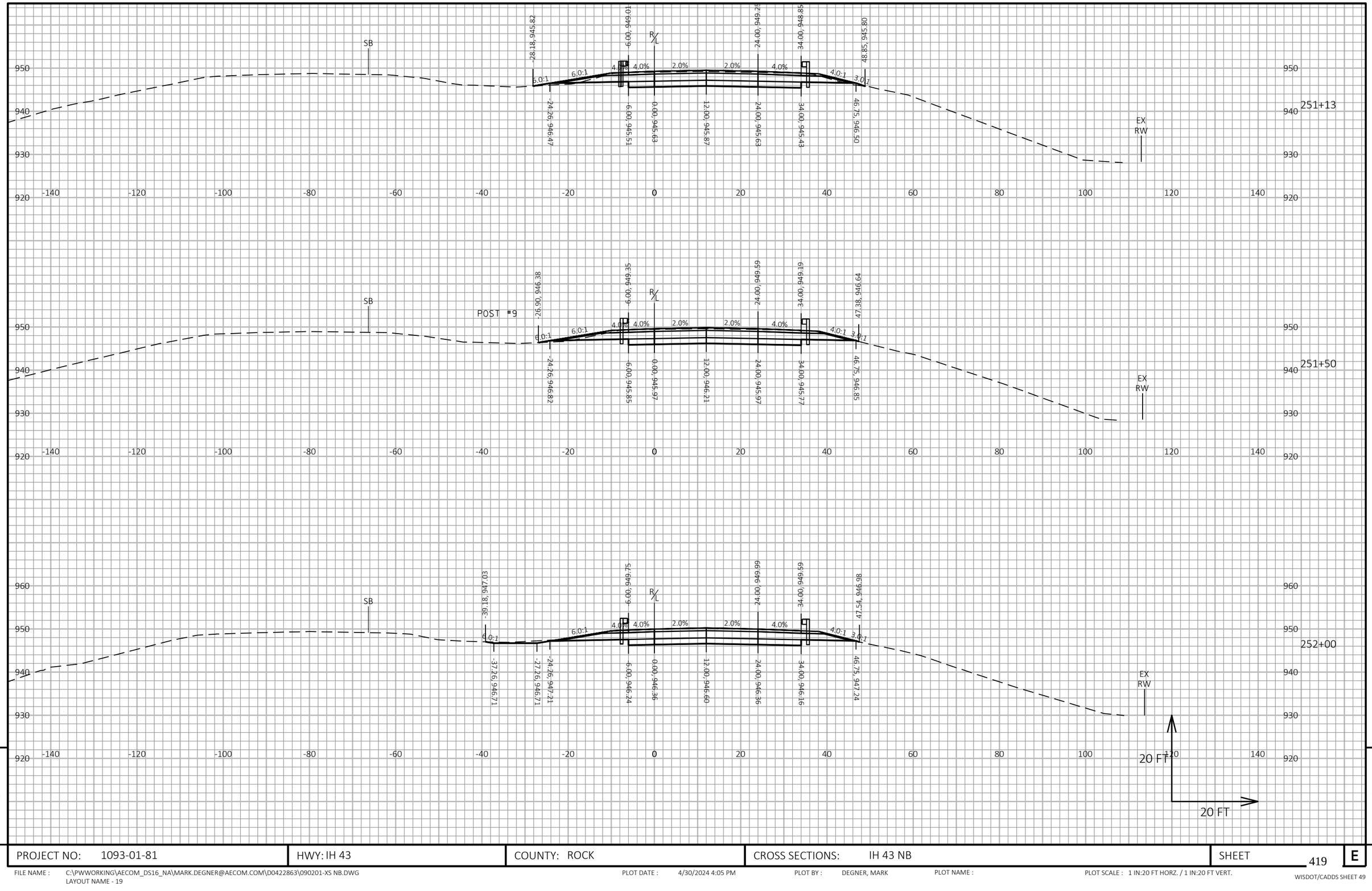
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 418	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 18

PLOT DATE : 4/30/2024 4:05 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

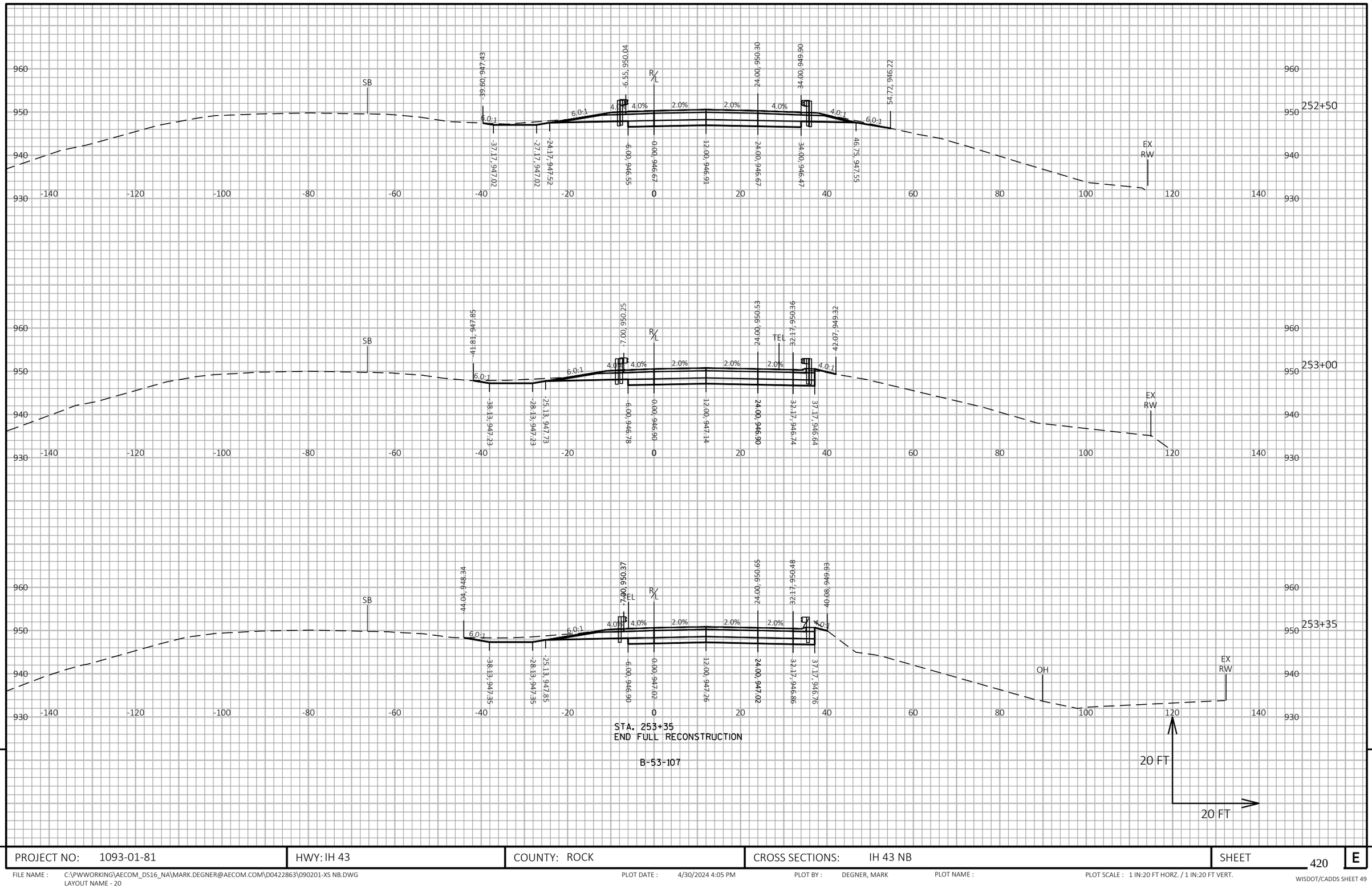
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 419	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 19

PLOT DATE : 4/30/2024 4:05 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



STA. 253+35
END FULL RECONSTRUCTION

B-53-107

9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 420	E

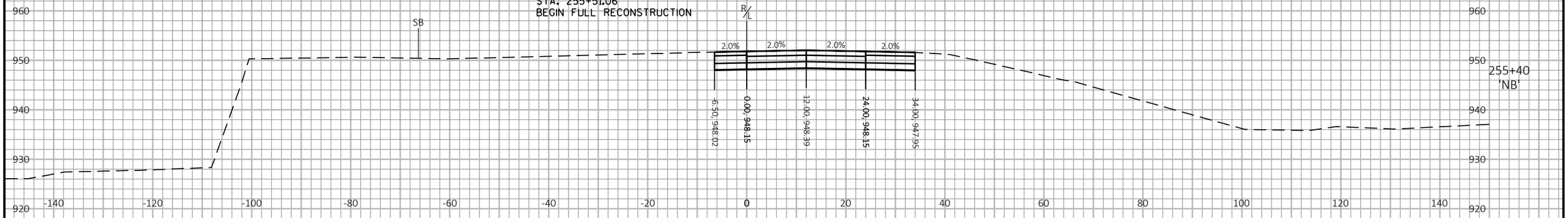
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090201-XS NB.DWG
LAYOUT NAME - 20

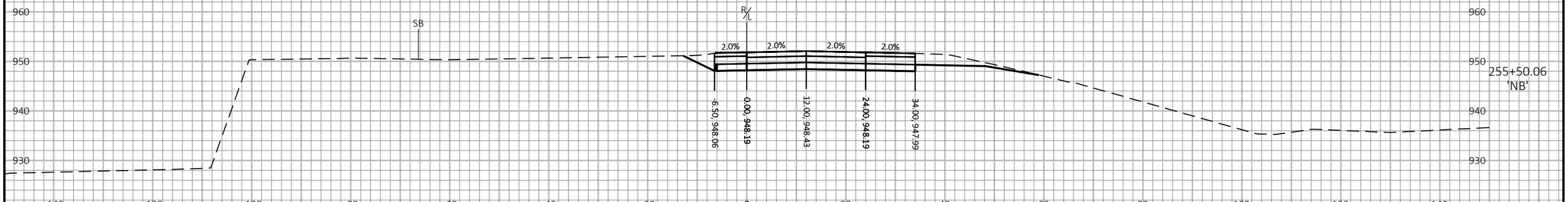
PLOT DATE : 4/30/2024 4:05 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

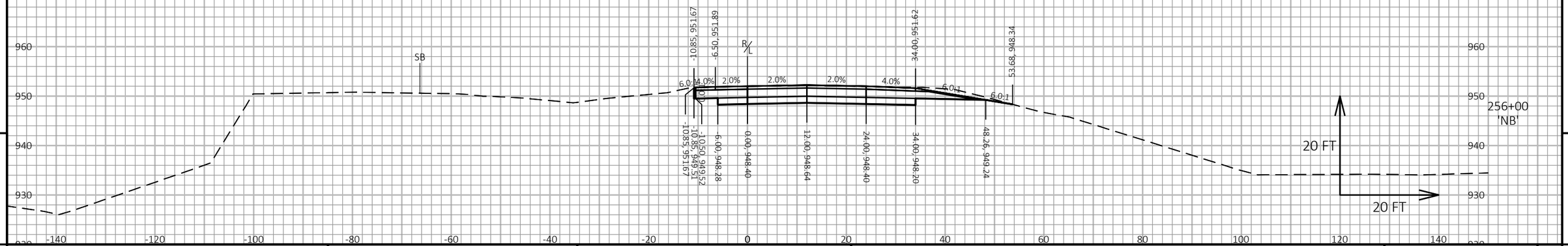
WISDOT/CADDS SHEET 49

B-53-107

STA. 255+51.06
BEGIN FULL RECONSTRUCTION







9

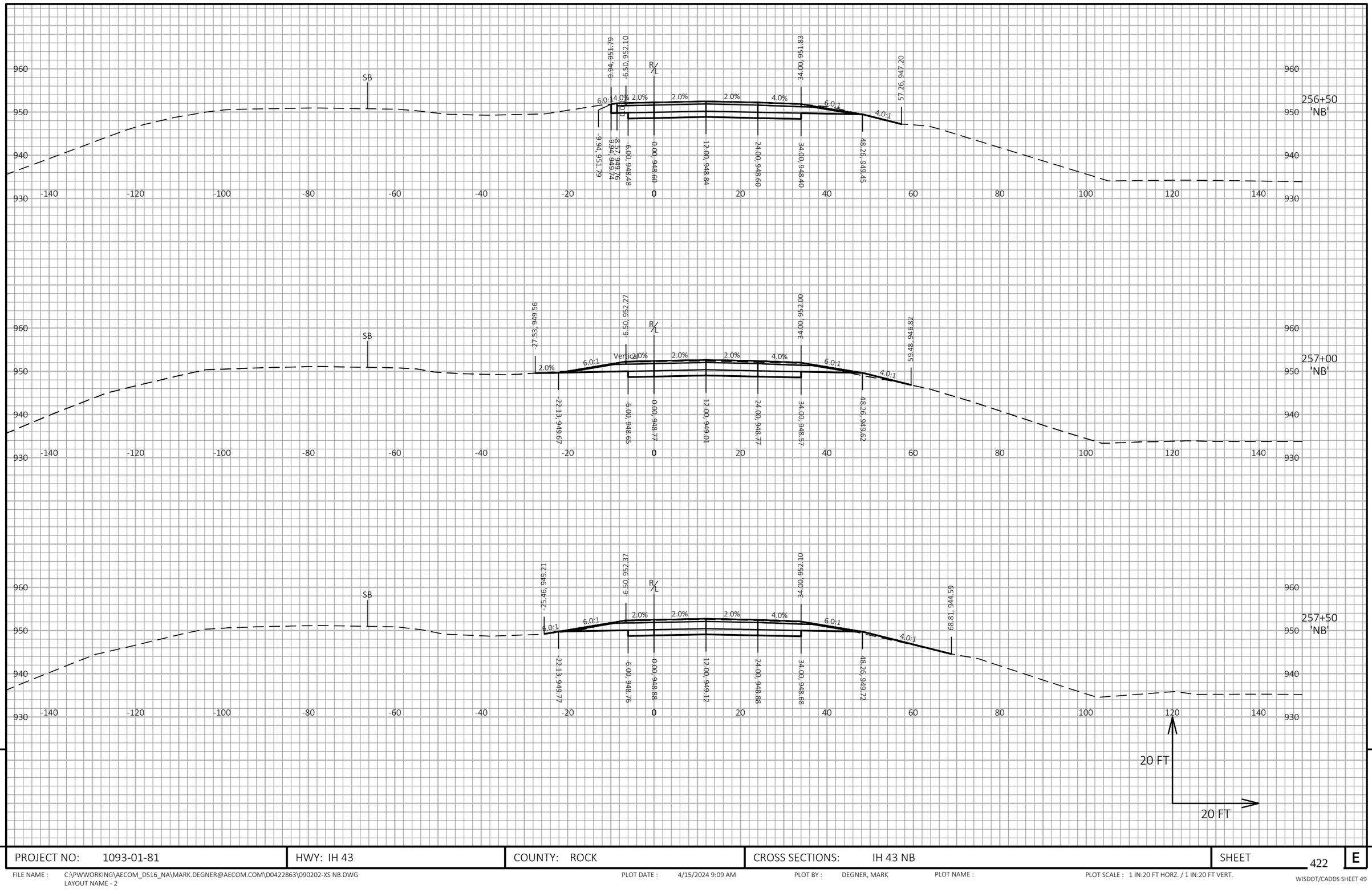
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 421	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 1

PLOT DATE : 4/15/2024 9:09 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

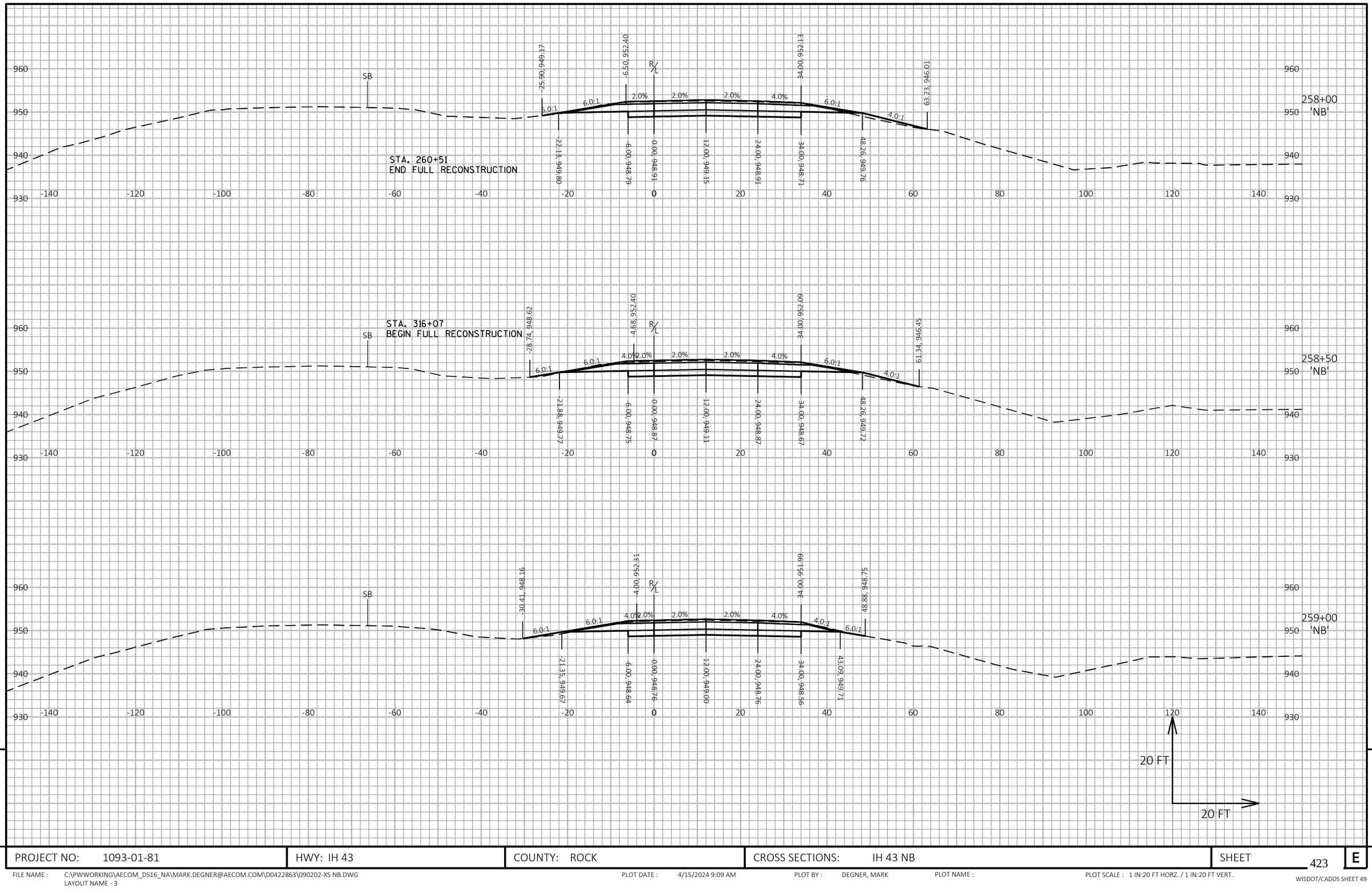


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 422	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 2

PLOT DATE : 4/15/2024 9:09 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

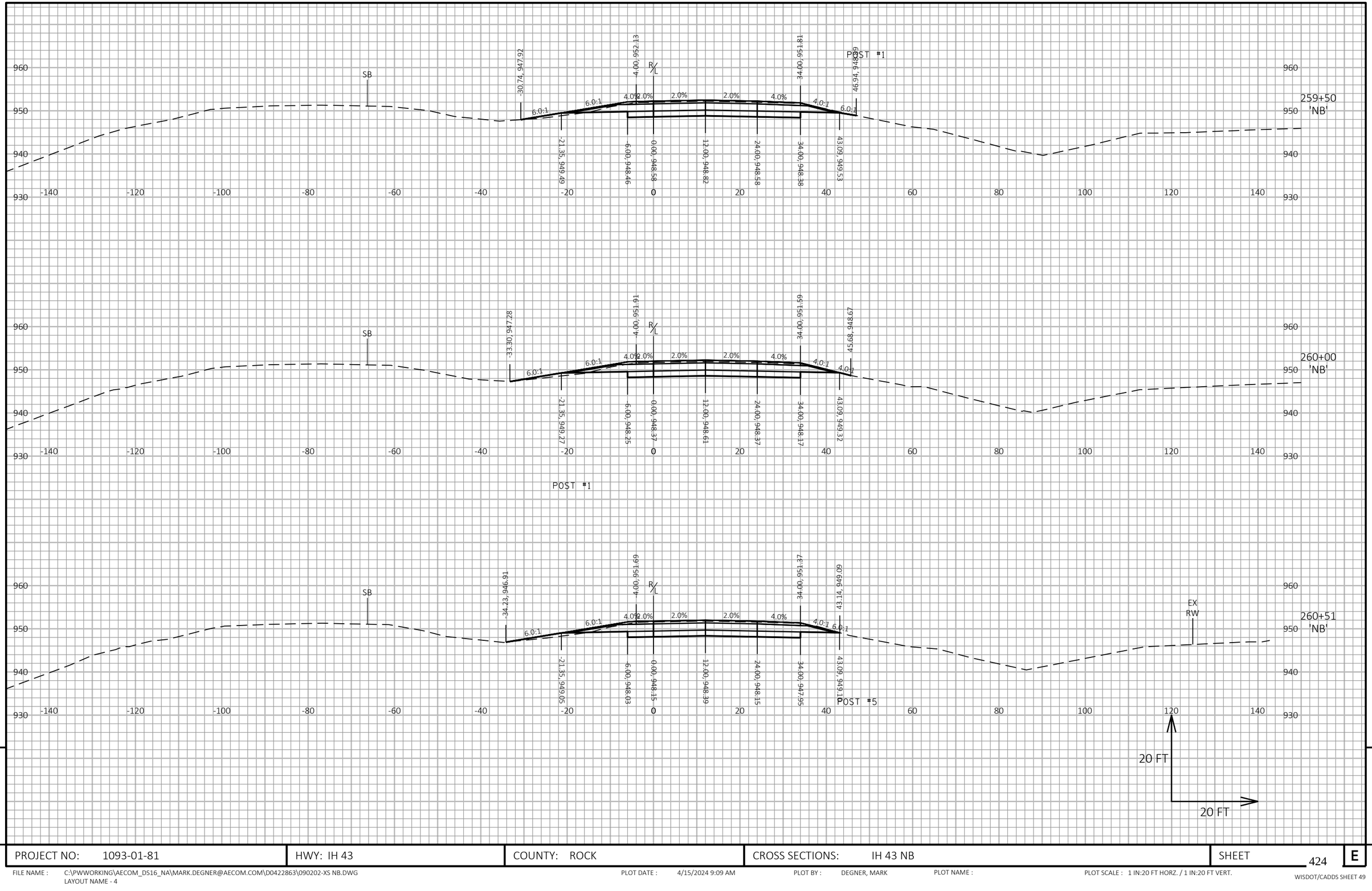


9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 423	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 3
PLOT DATE : 4/15/2024 9:09 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

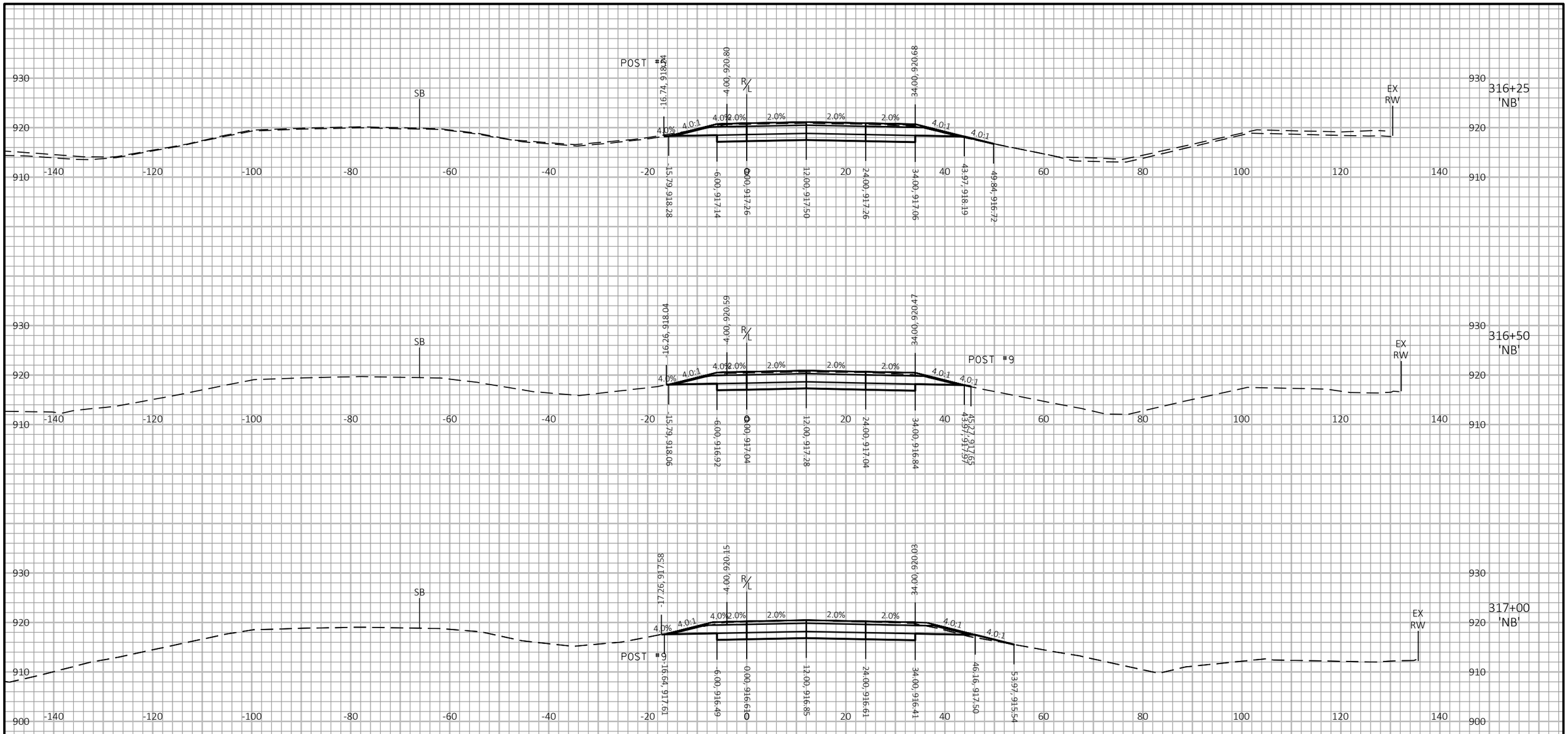


9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 424	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 4
PLOT DATE : 4/15/2024 9:09 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



9

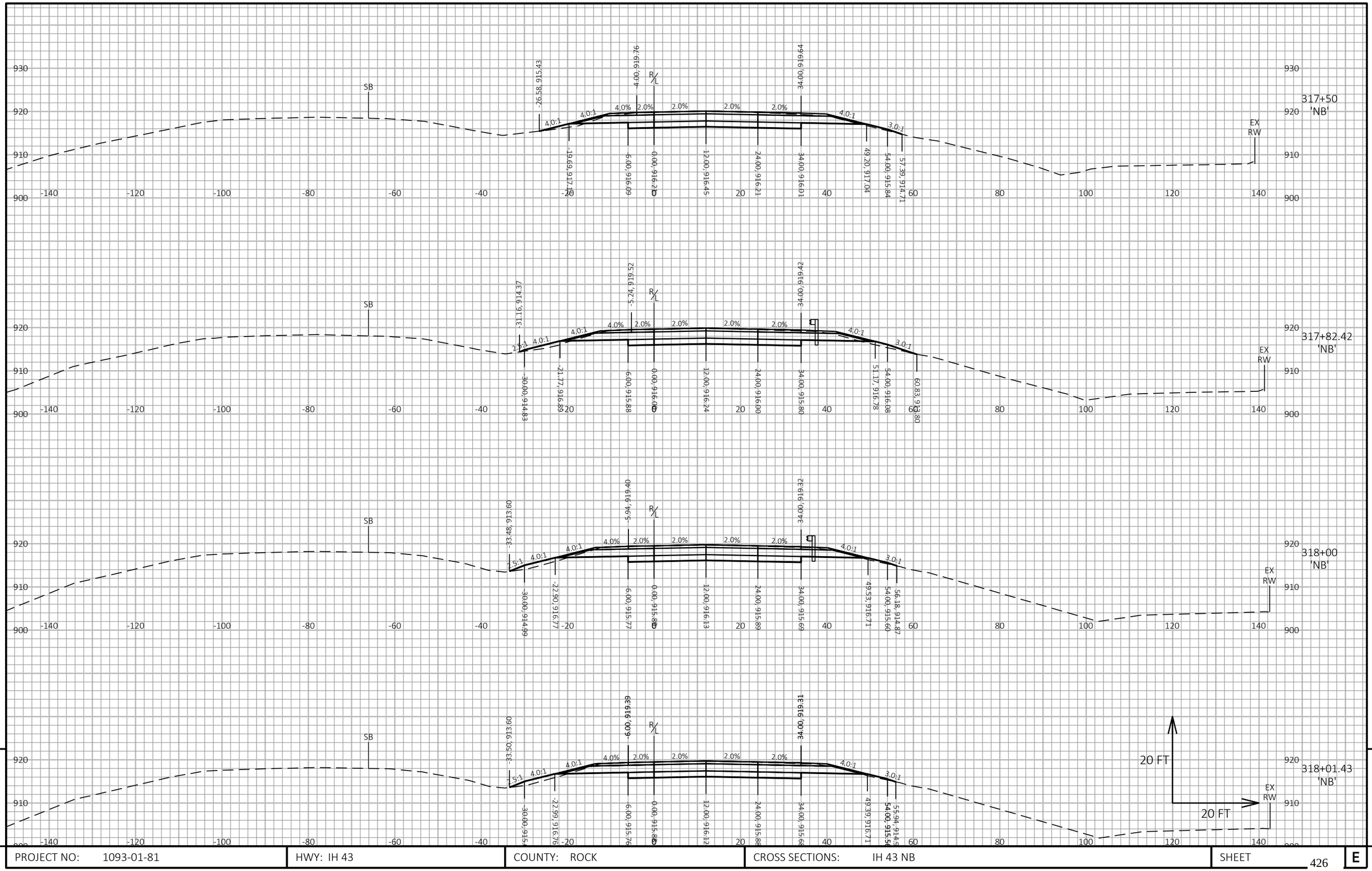
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 425	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 5

PLOT DATE : 4/15/2024 9:09 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

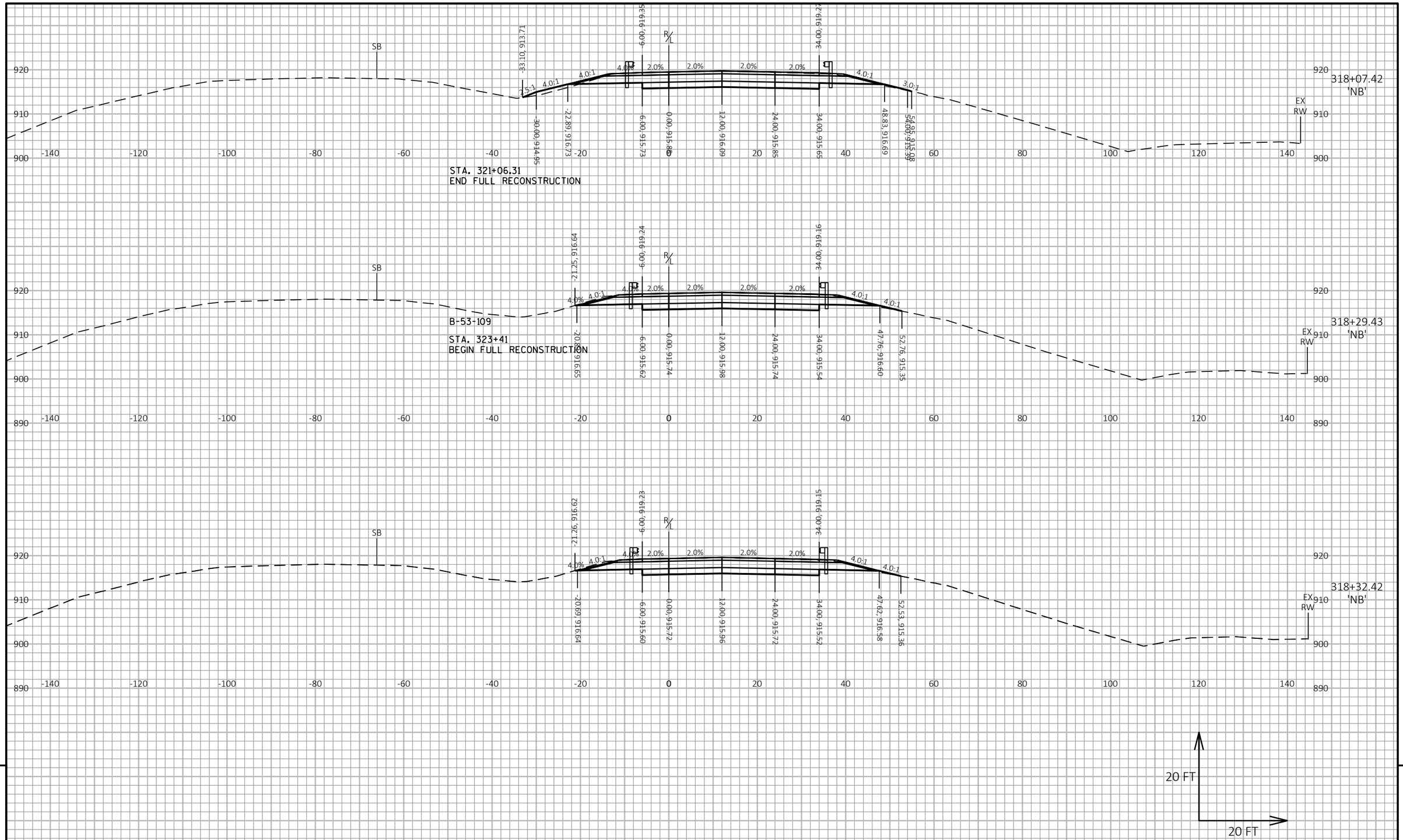


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 426	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 6

PLOT DATE : 4/15/2024 9:09 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

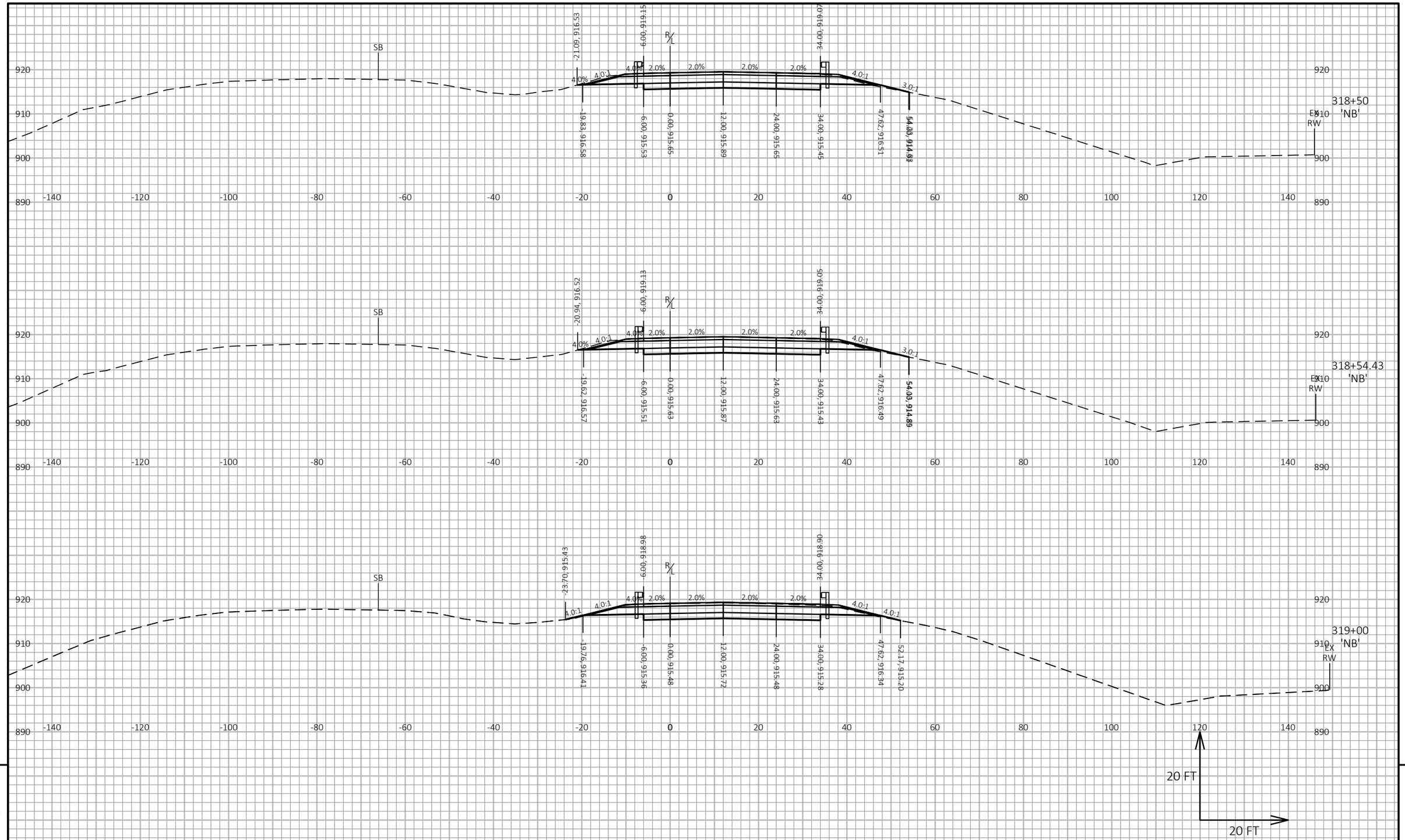


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 427	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 7

PLOT DATE : 4/15/2024 9:09 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

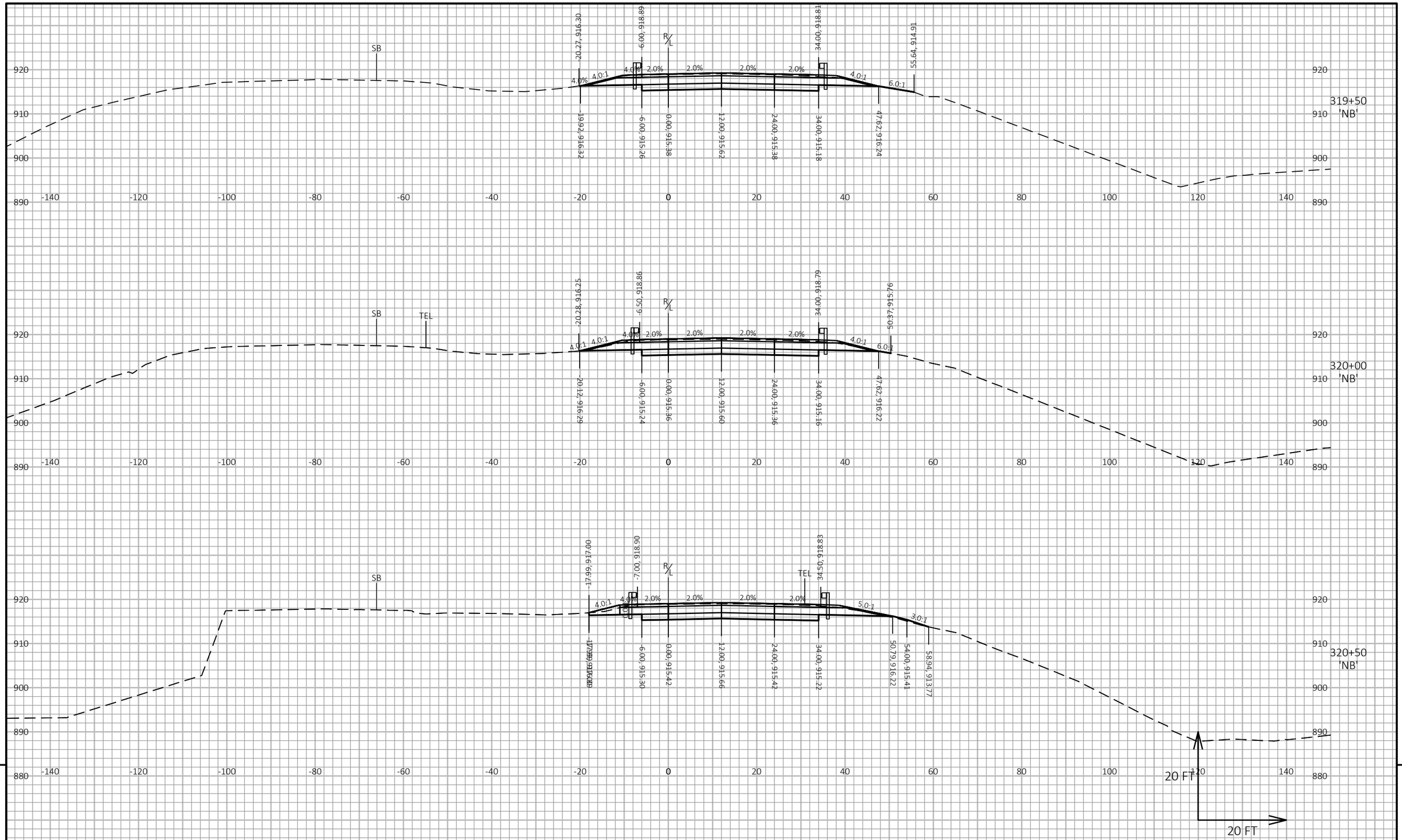


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 428 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 8

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

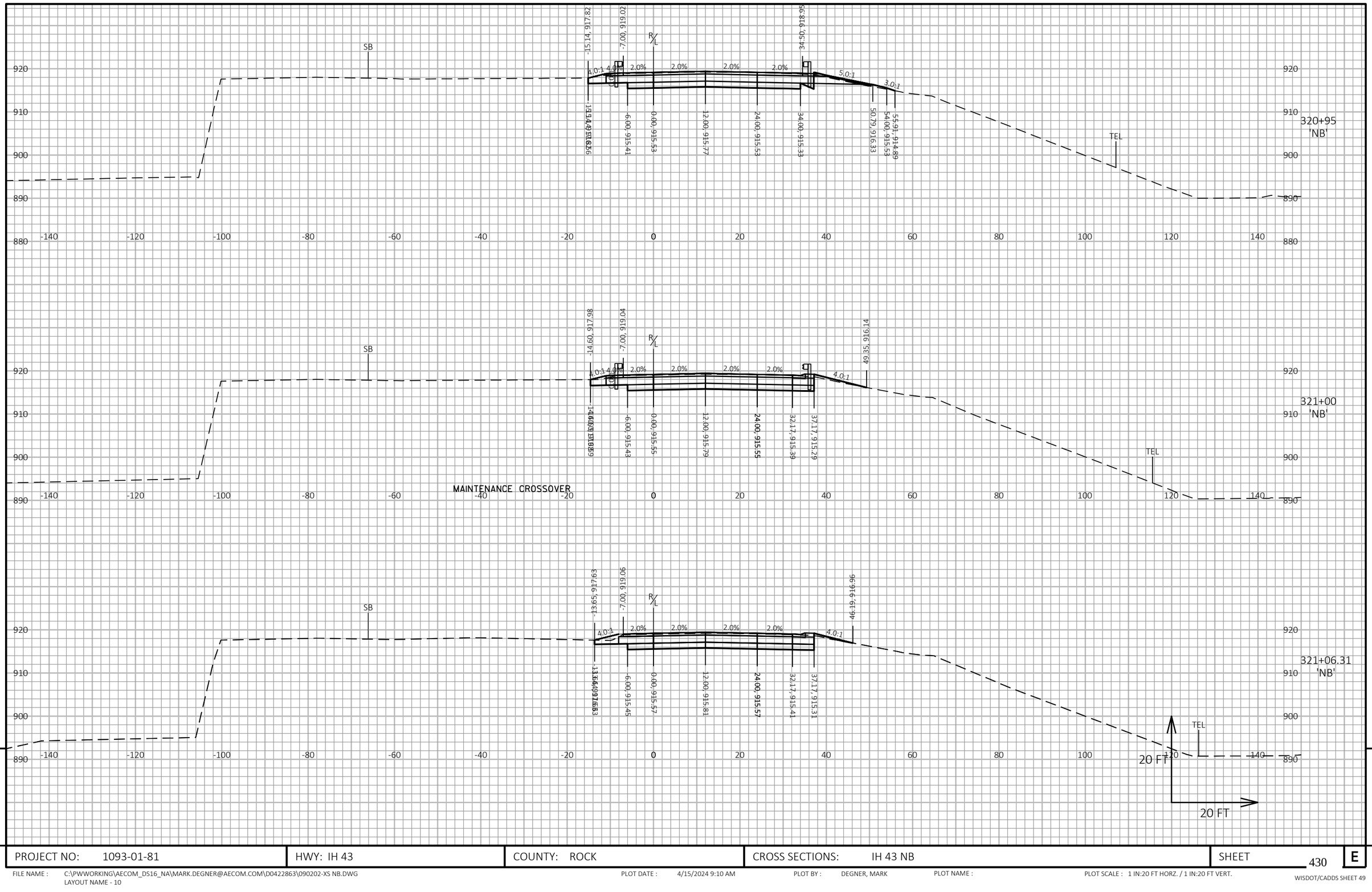
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 429	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 9

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

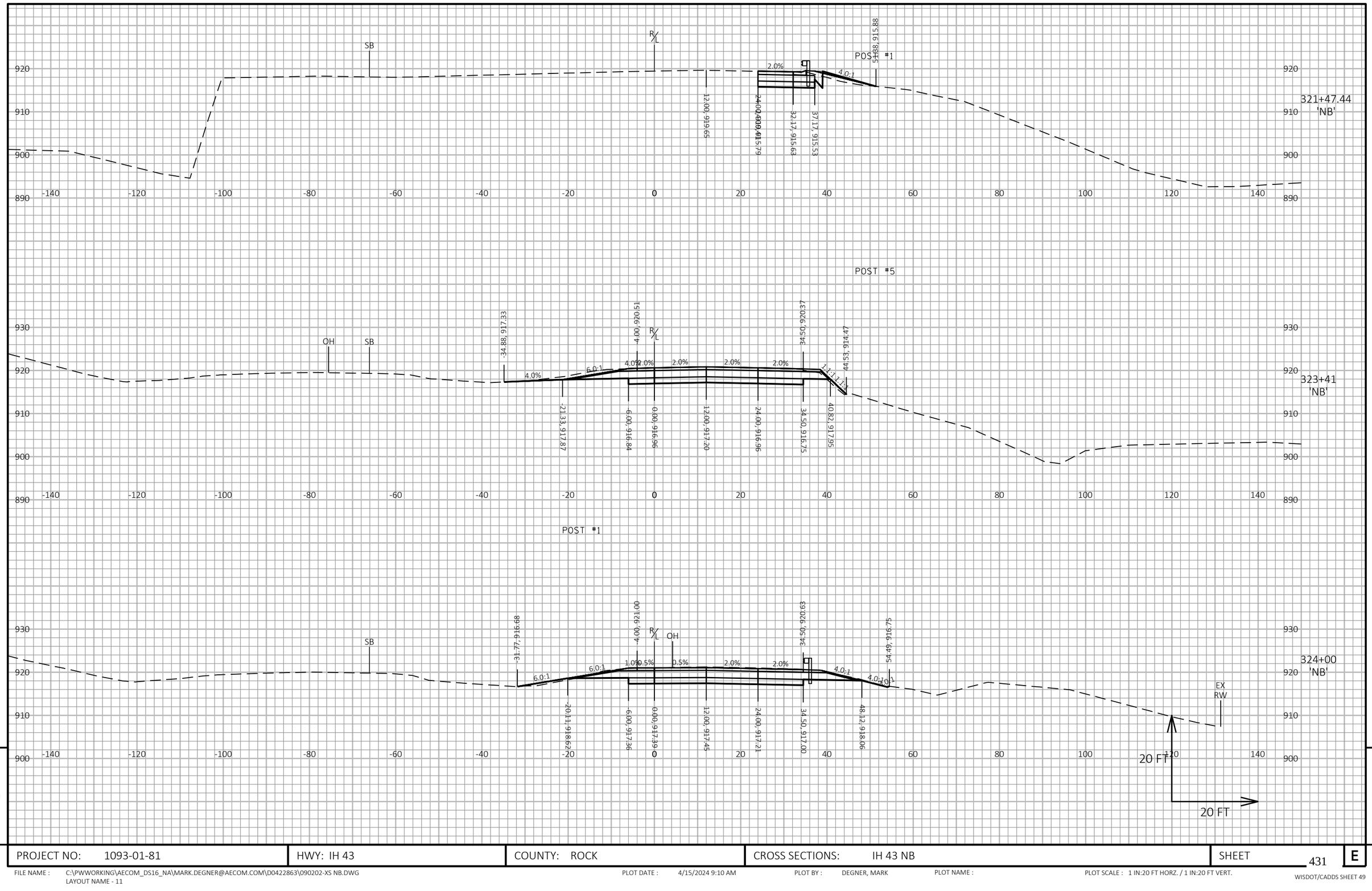
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 430	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 10

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

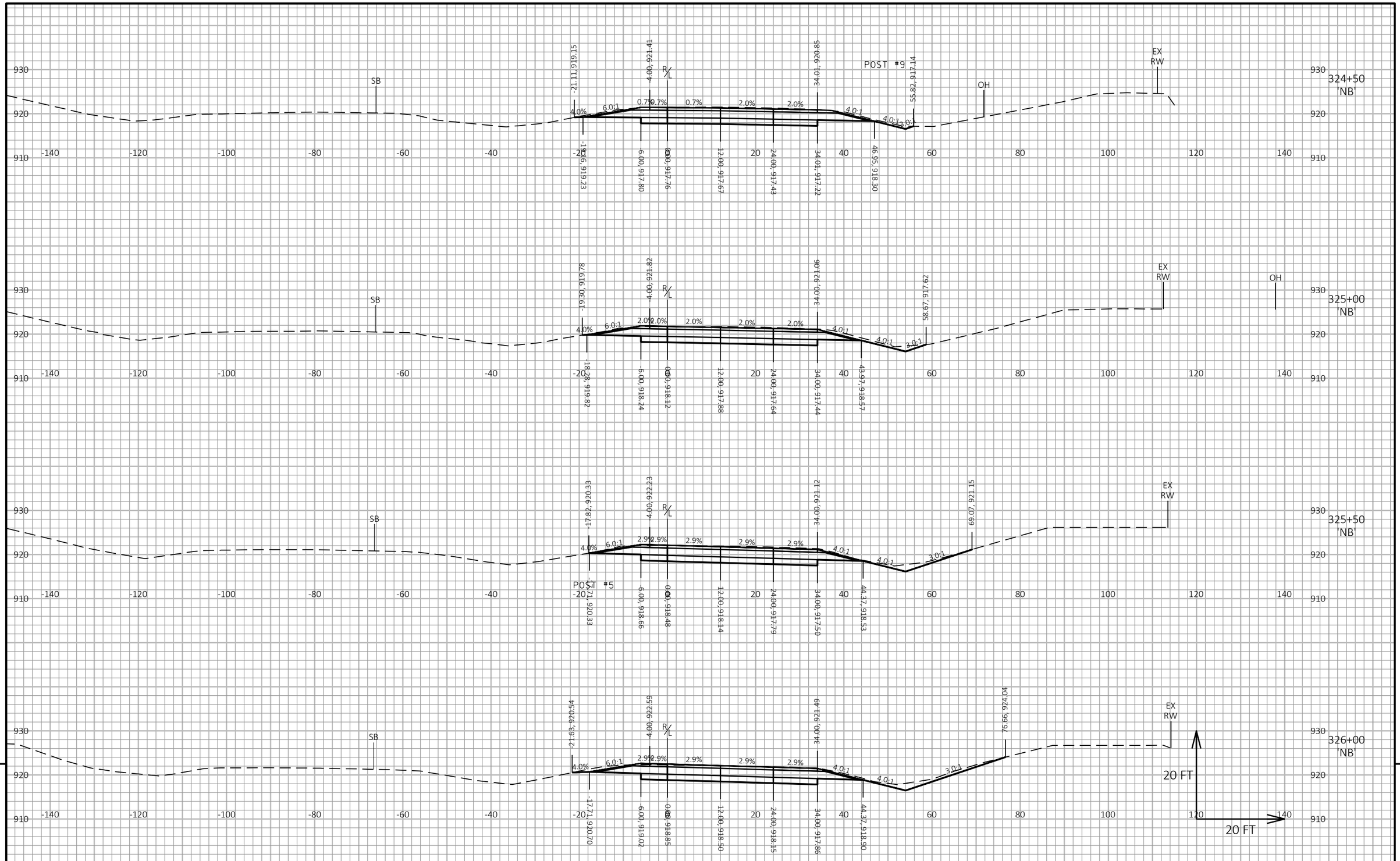


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 431	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 11

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

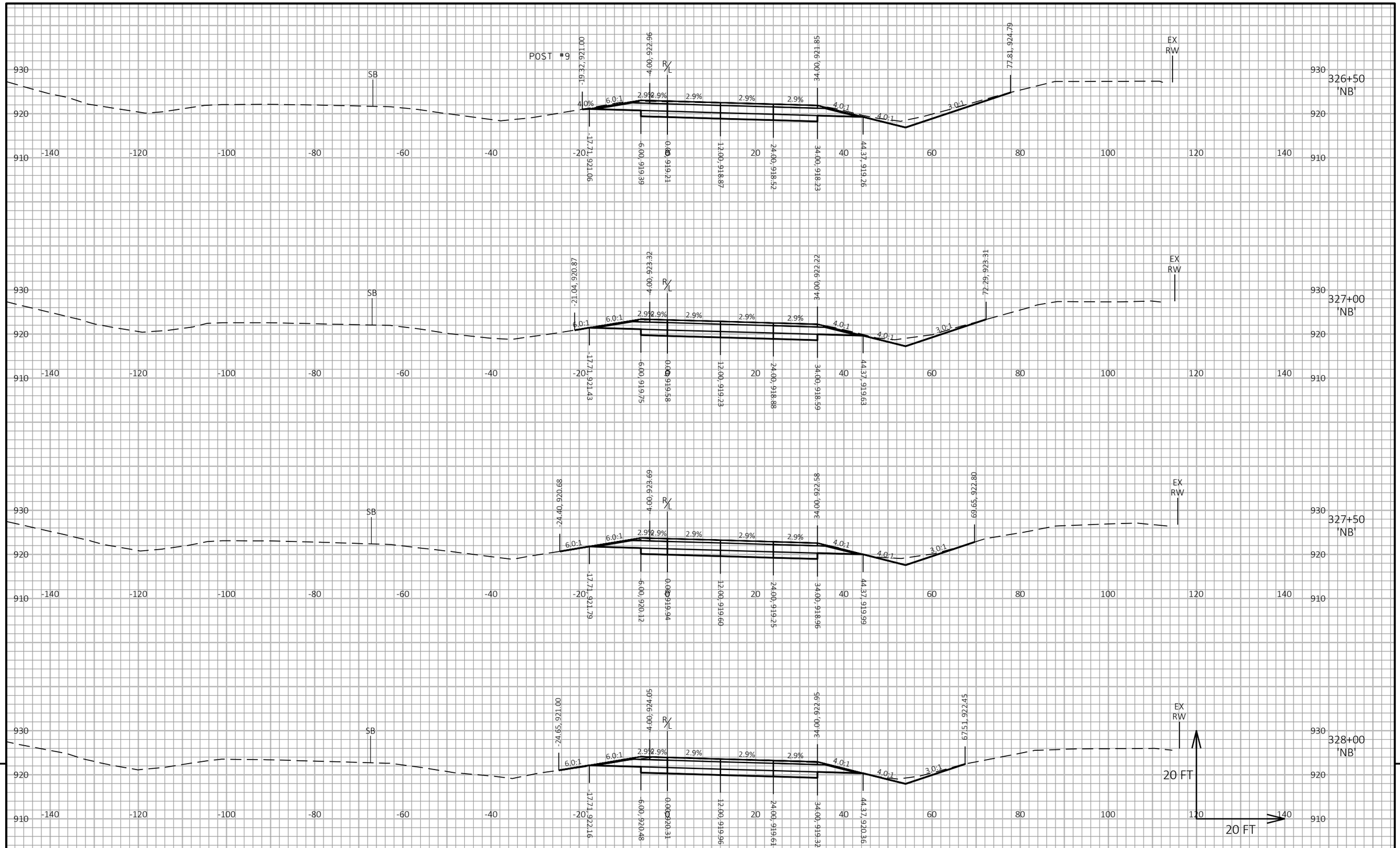
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 432	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 12

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 433	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 13
PLOT DATE : 4/15/2024 9:10 AM
PLOT BY : DEGNER, MARK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

328+50
'NB'

329+00
'NB'

329+50
'NB'

330+00
'NB'

330+50
'NB'

SB

EX
RW

R/
L

B-53-111

S.E.A. 337+93.67
END FULL RECONSTRUCTION

20 FT

20 FT

9

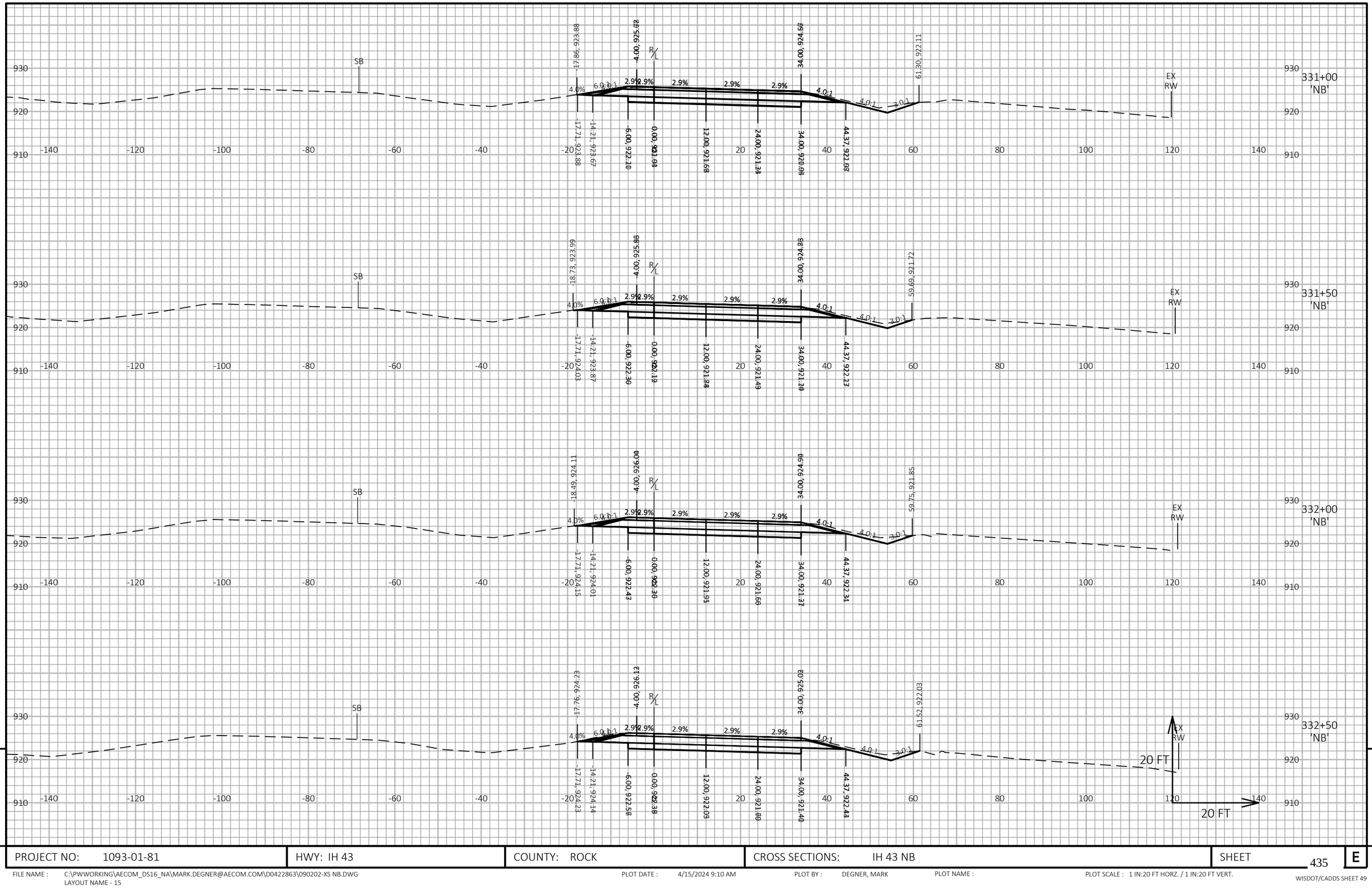
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 434	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 14

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

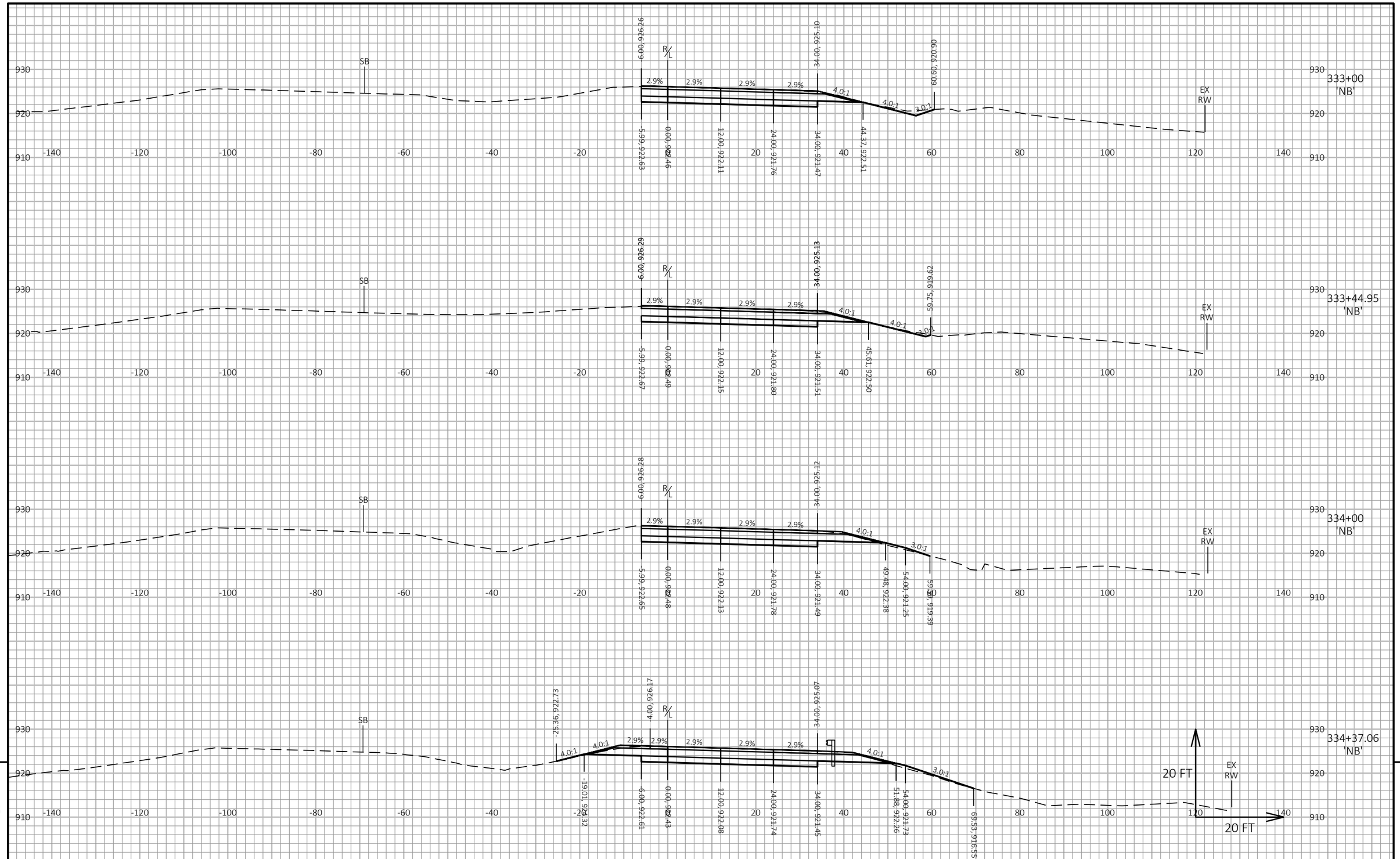
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 435	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 15

PLOT DATE : 4/15/2024 9:10 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

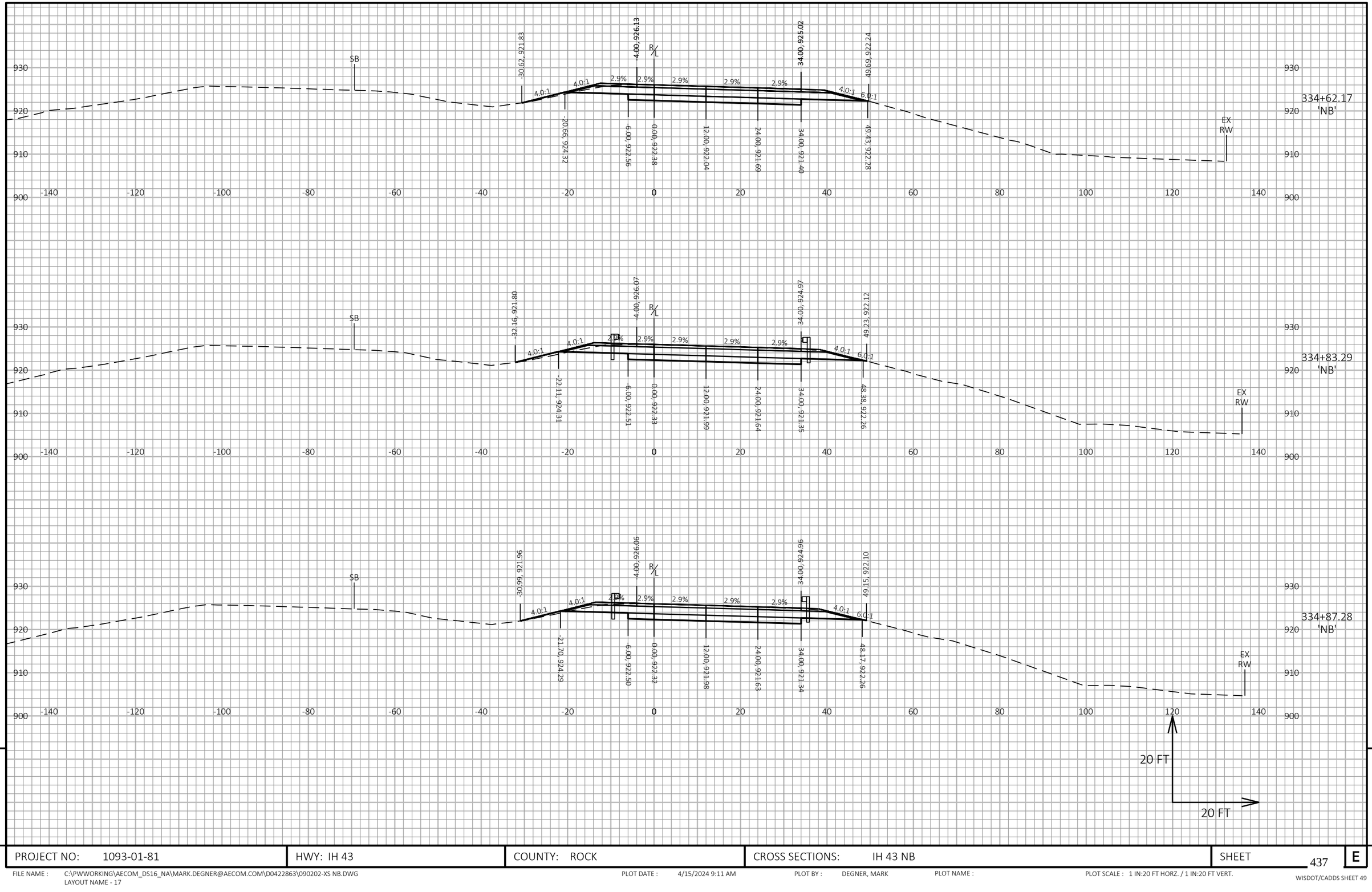
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 436	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 16

PLOT DATE : 4/15/2024 9:11 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

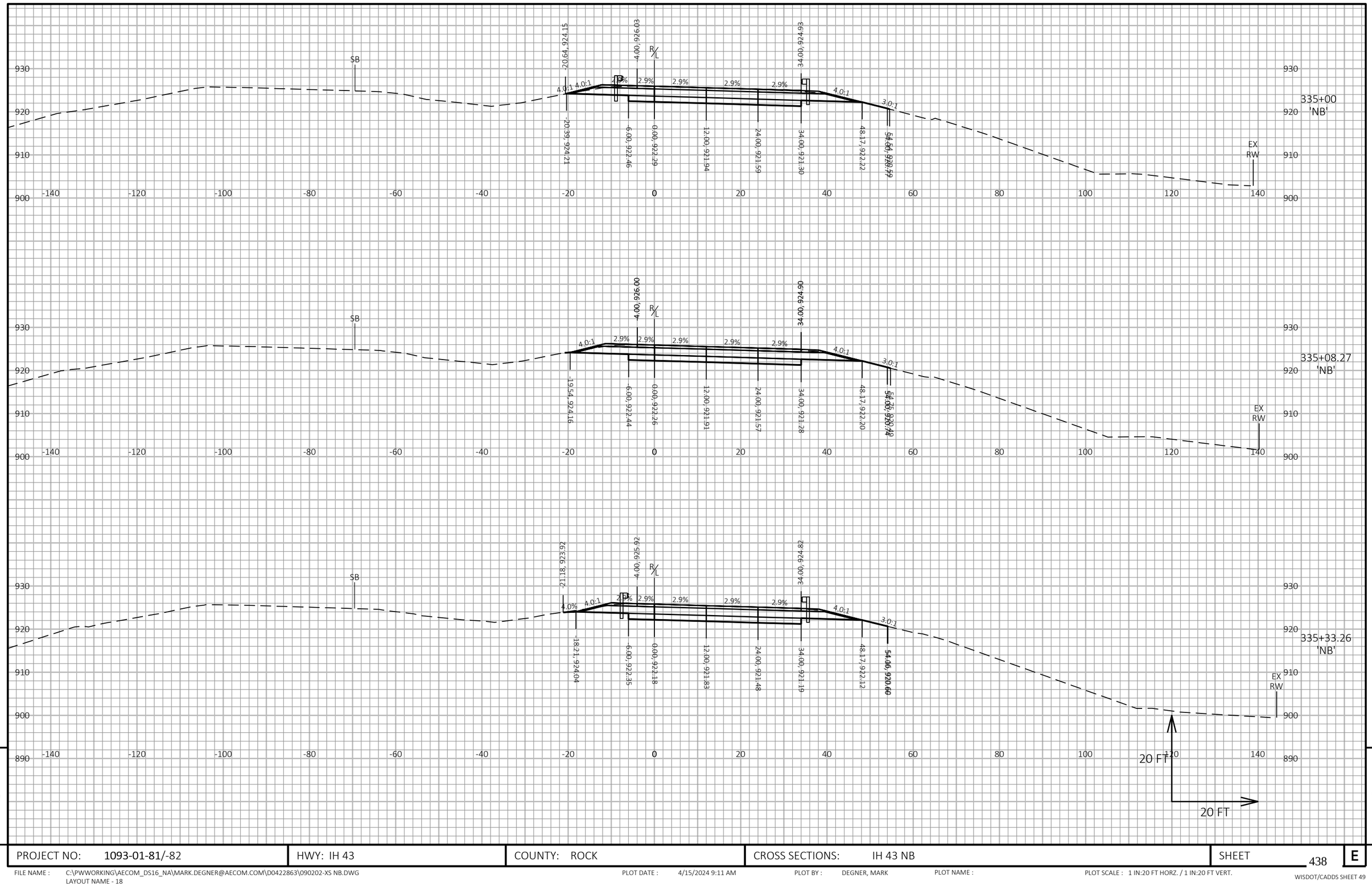
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 437	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 17

PLOT DATE : 4/15/2024 9:11 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

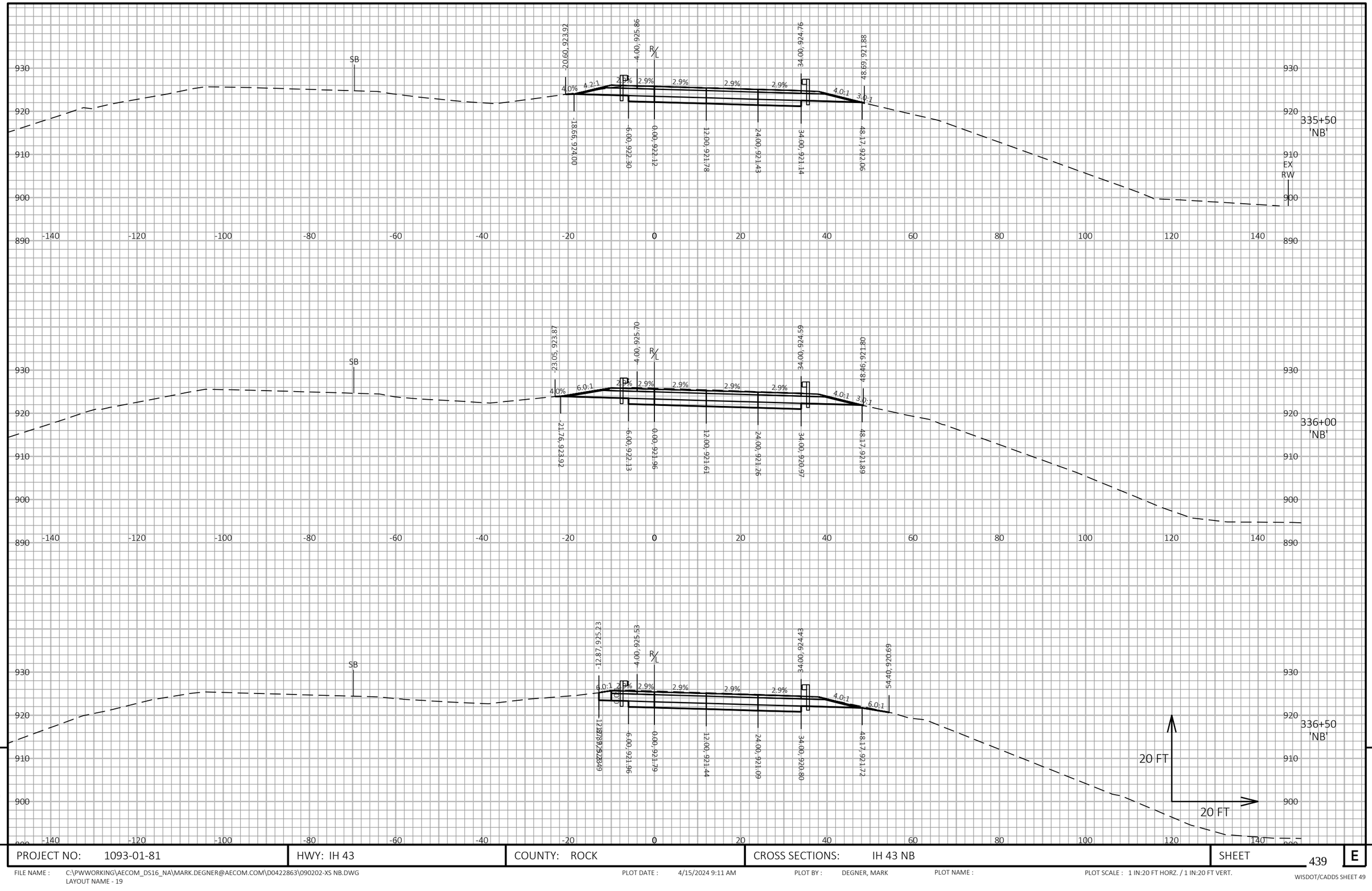


PROJECT NO: 1093-01-81/-82	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 438	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 18

PLOT DATE : 4/15/2024 9:11 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

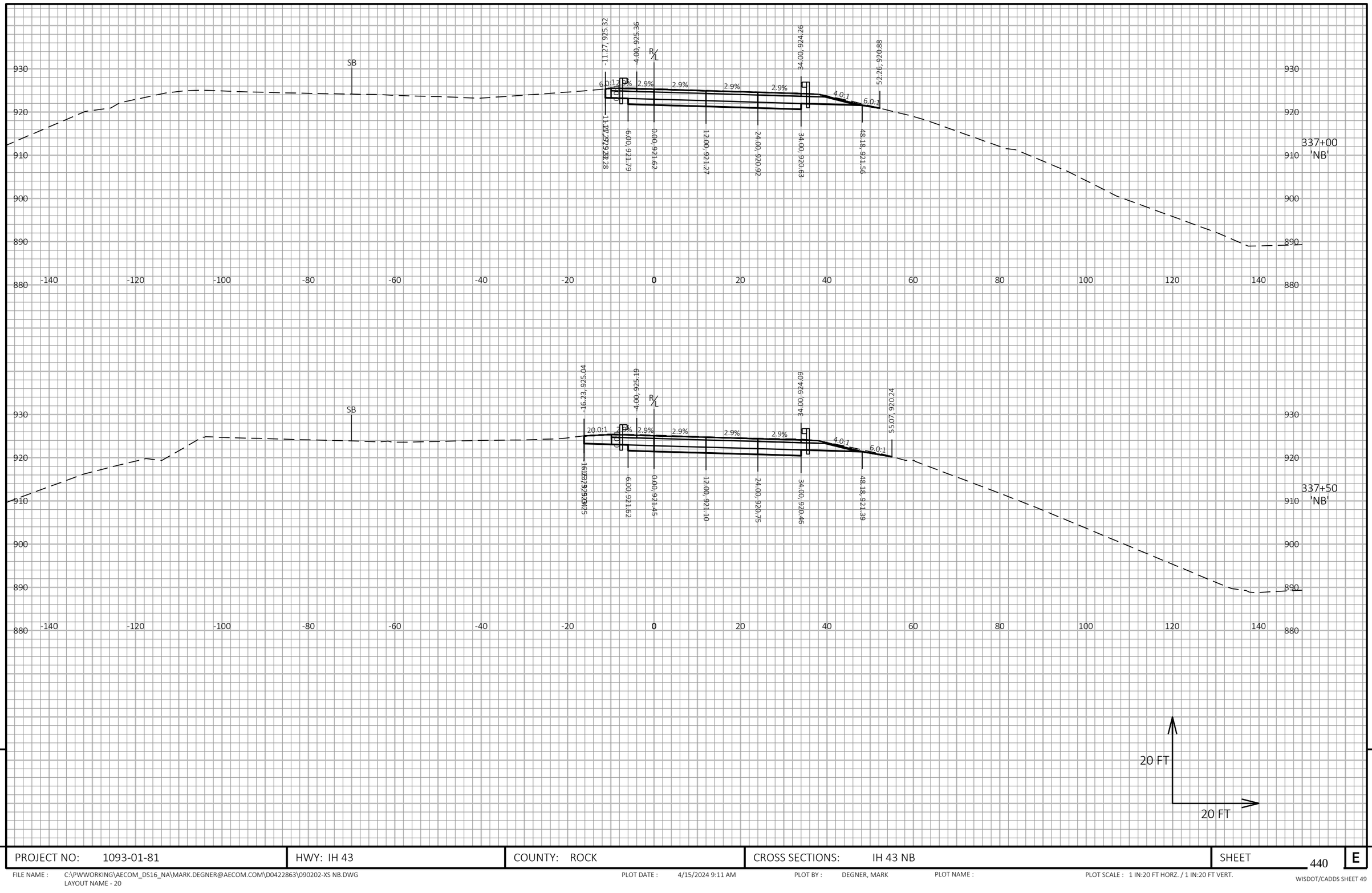
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 439	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 19

PLOT DATE : 4/15/2024 9:11 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

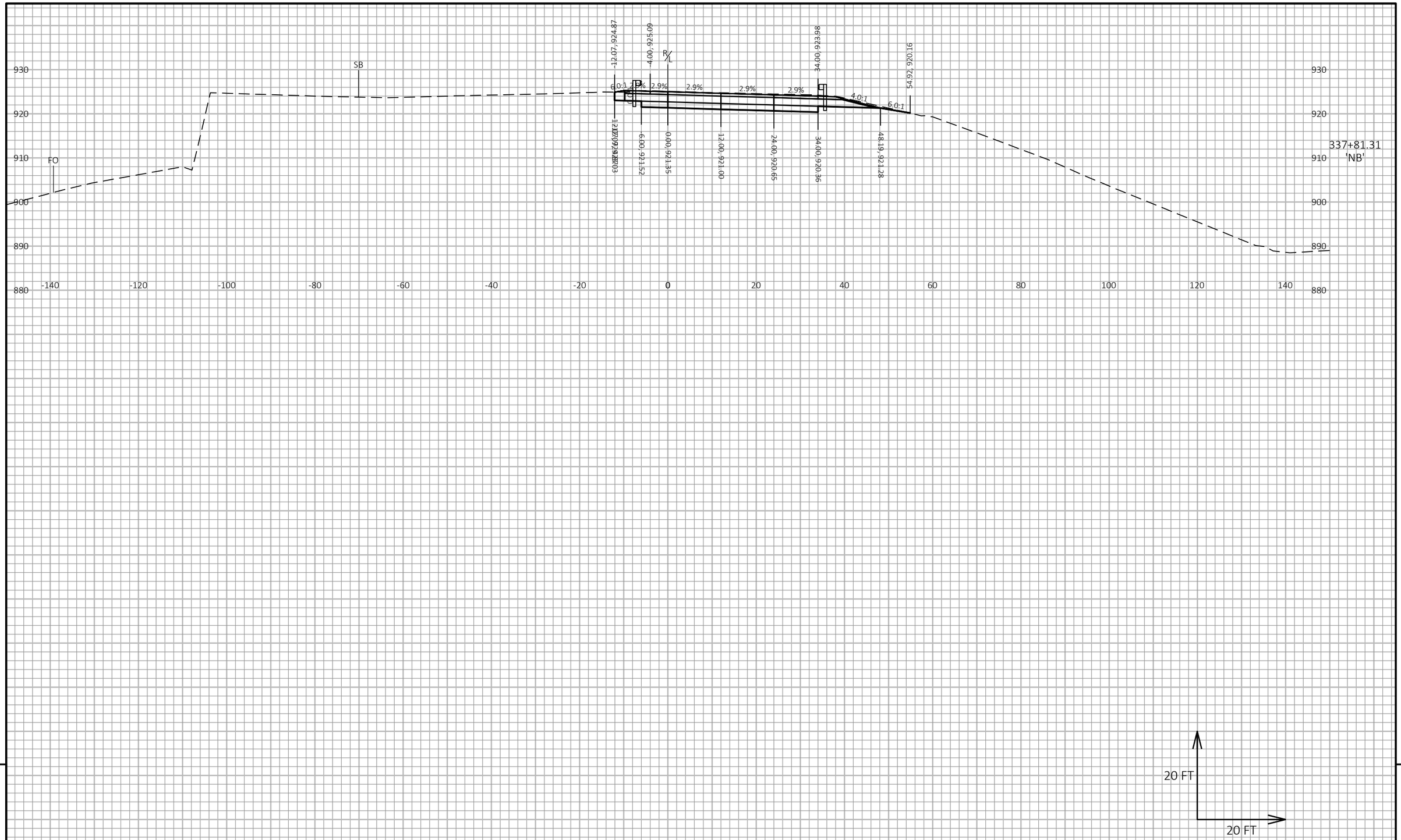


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 440	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 20

PLOT DATE : 4/15/2024 9:11 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

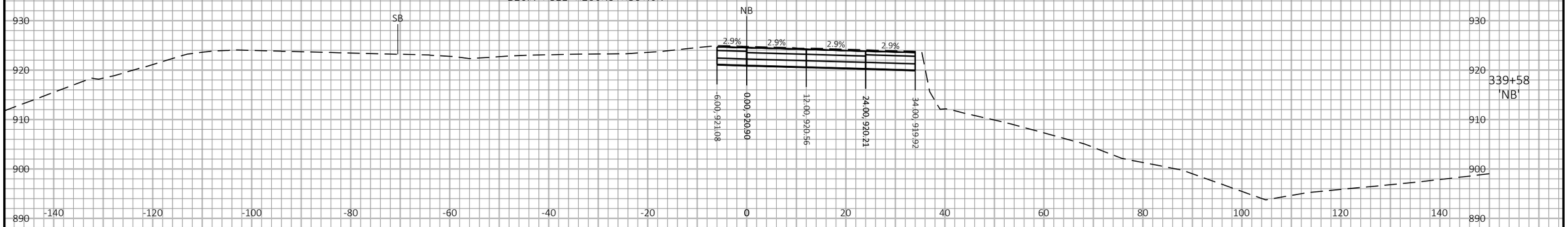
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 441	E

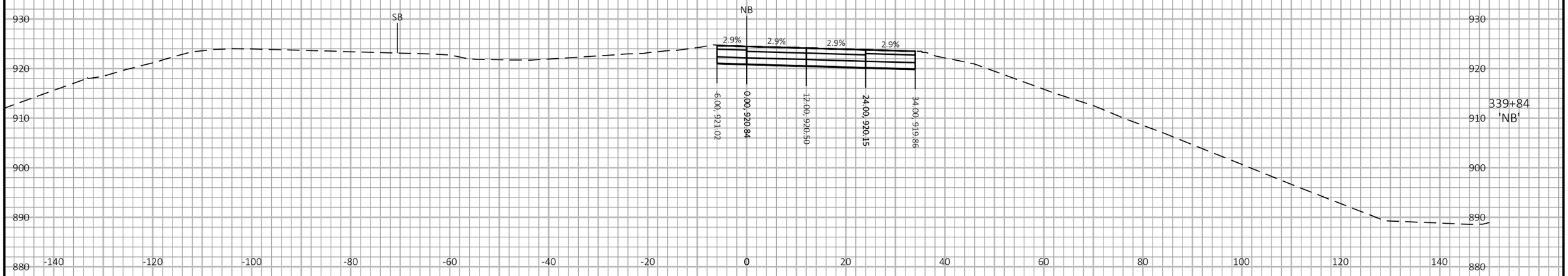
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090202-XS NB.DWG
LAYOUT NAME - 21

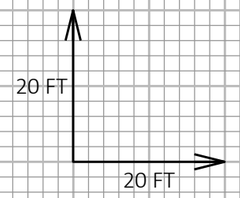
PLOT DATE : 4/15/2024 9:11 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

B-53-111
BEGIN FULL RECONSTRUCTION







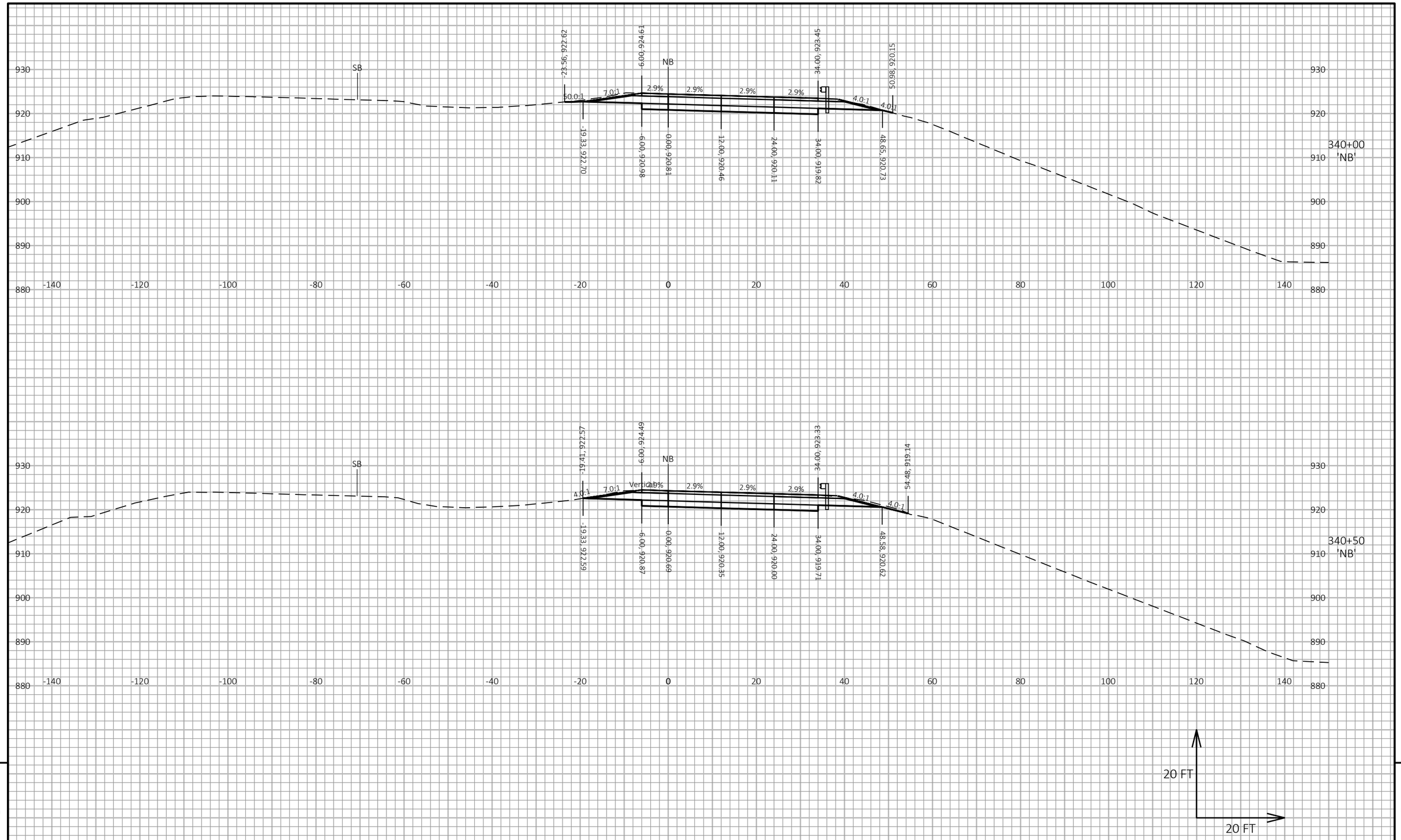
9 9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 442	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 1

PLOT DATE : 4/15/2024 9:28 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

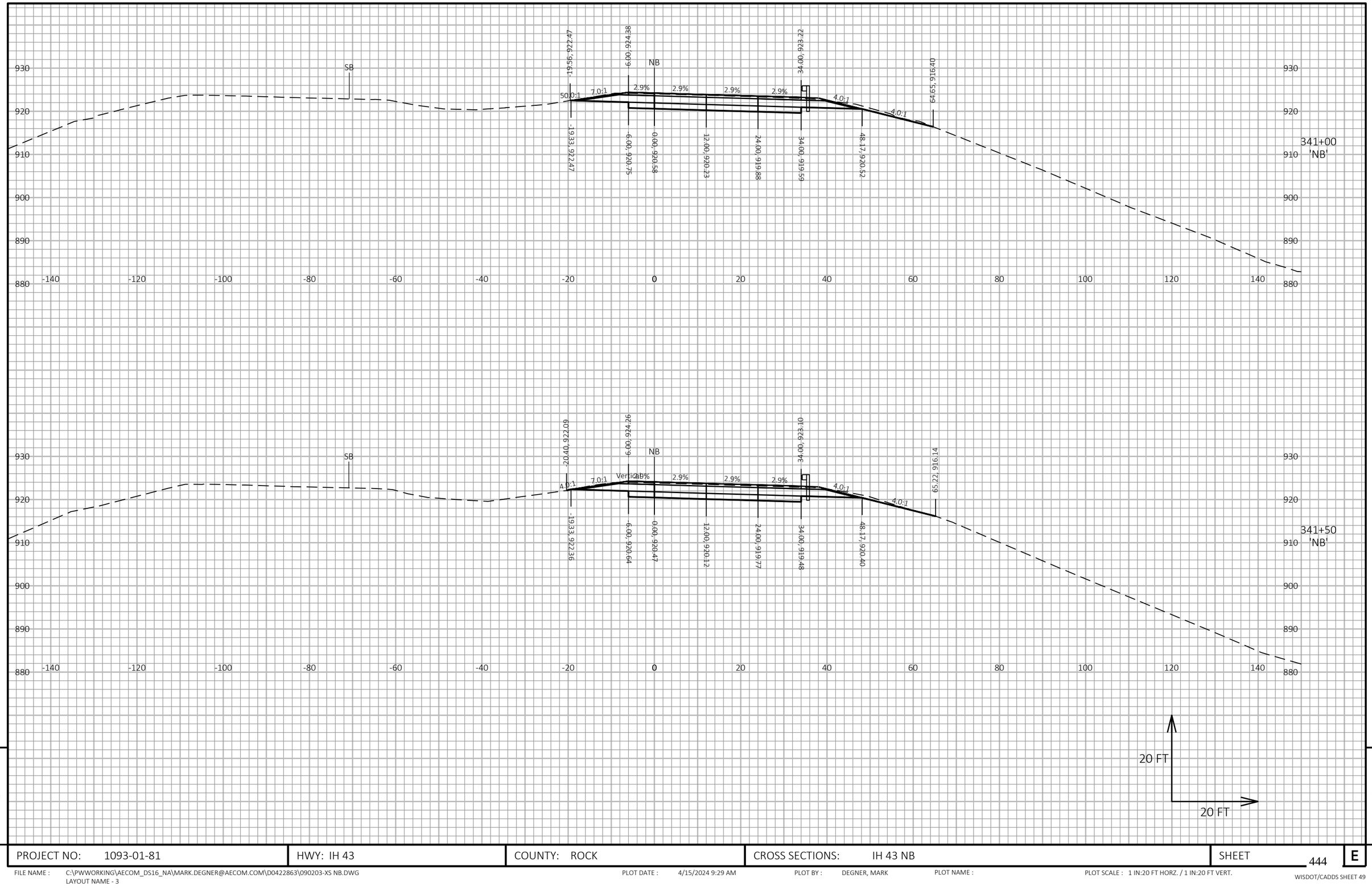
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 443	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 2

PLOT DATE : 4/15/2024 9:28 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

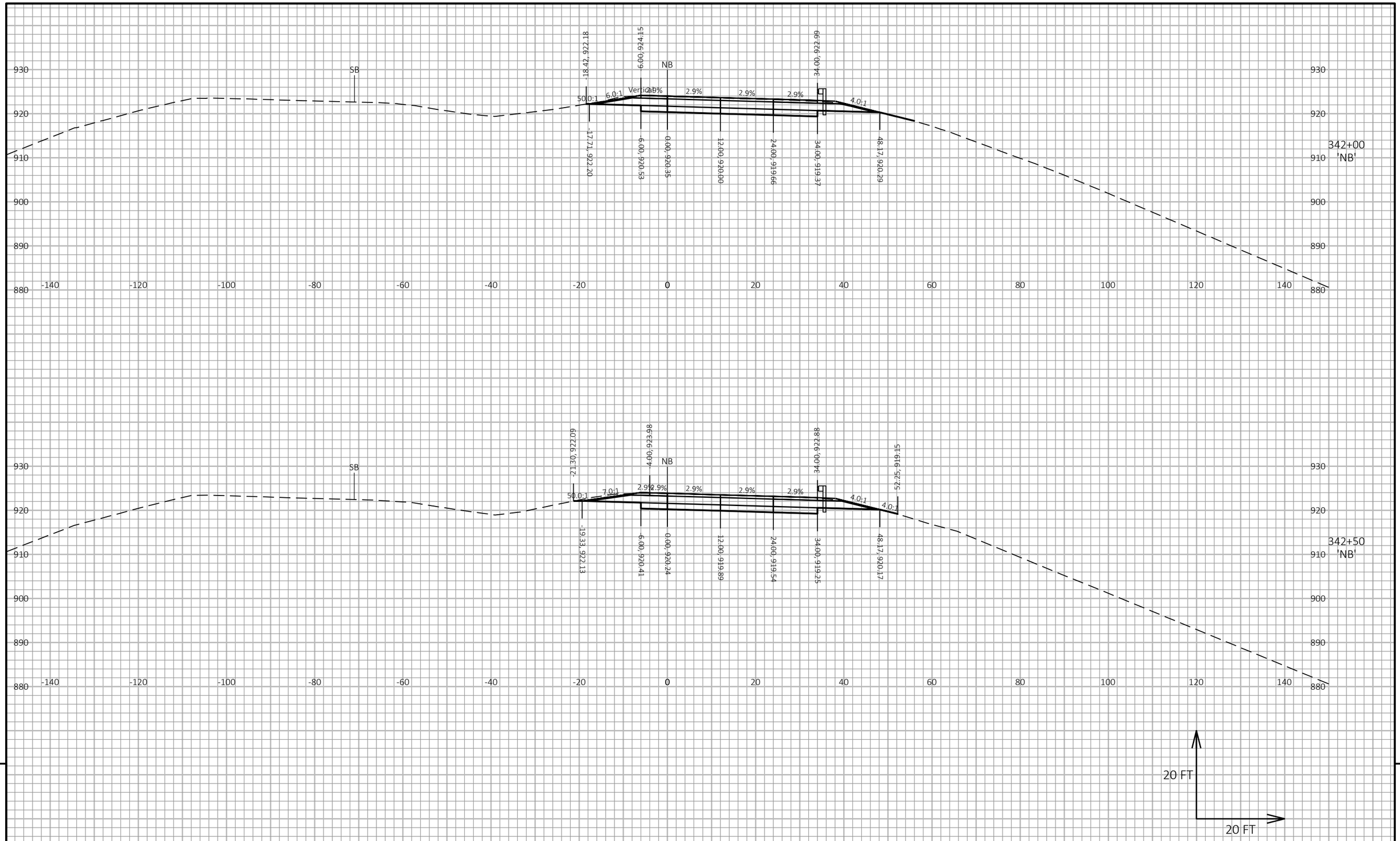


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 444 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 3

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



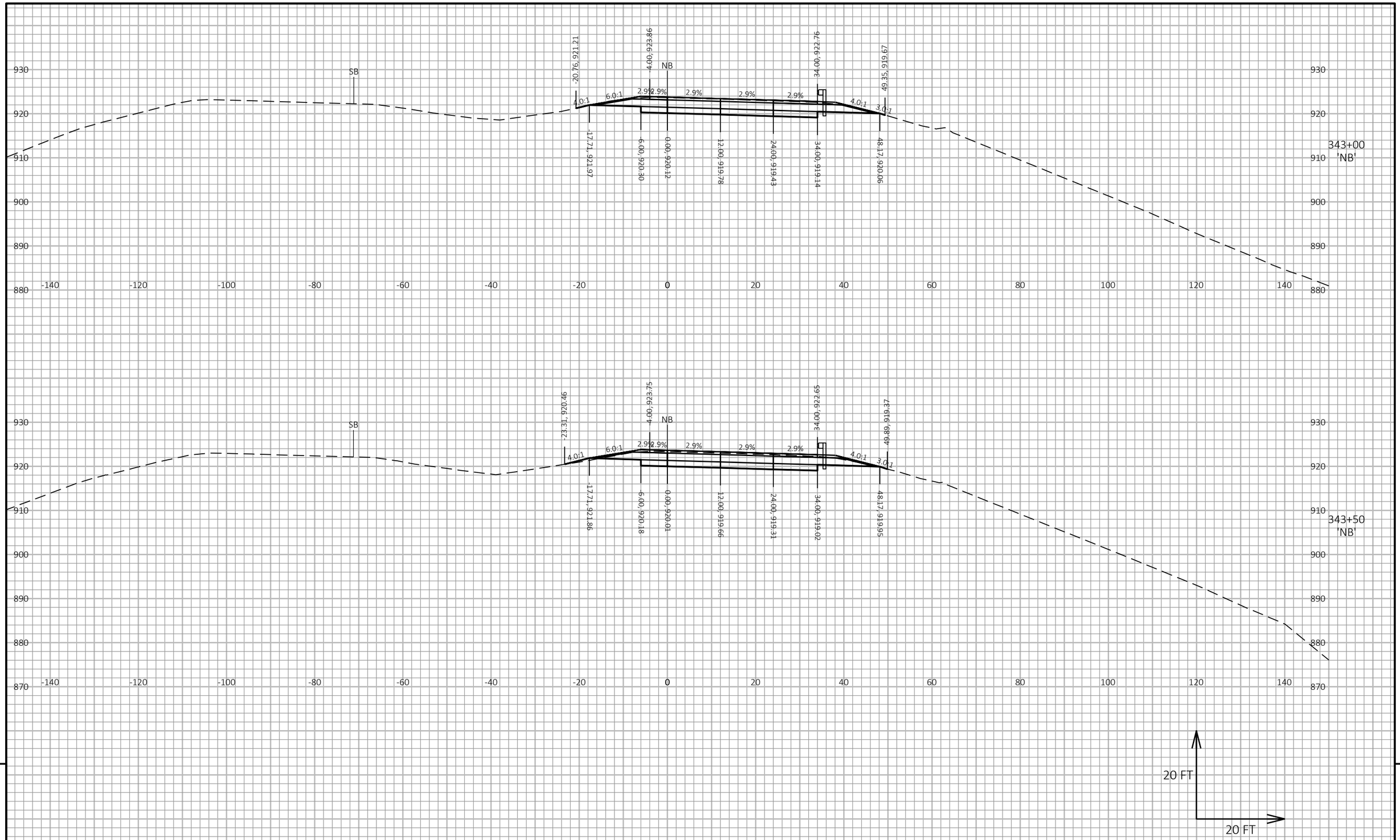
9 9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 445	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 4

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

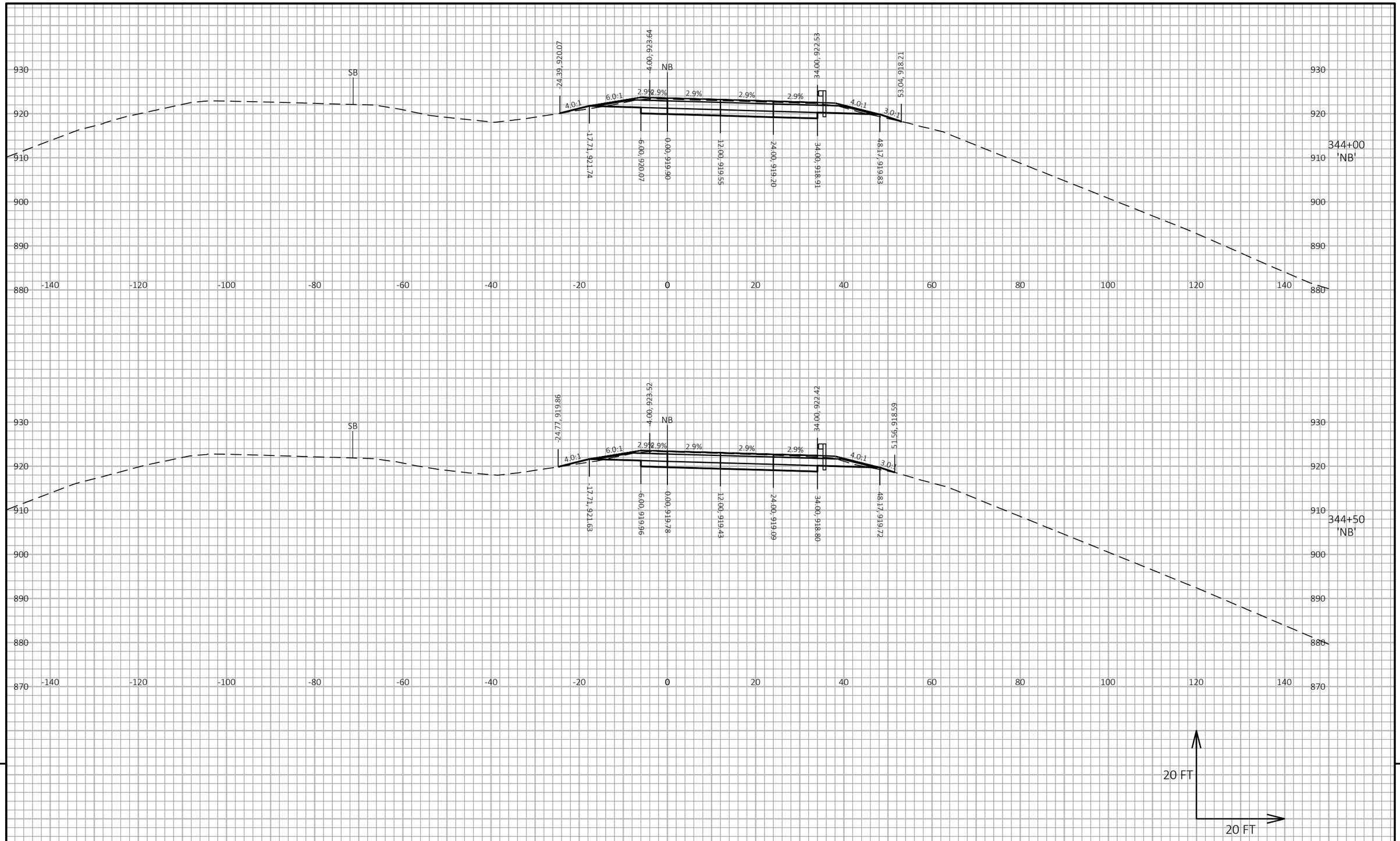
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 446	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 5

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

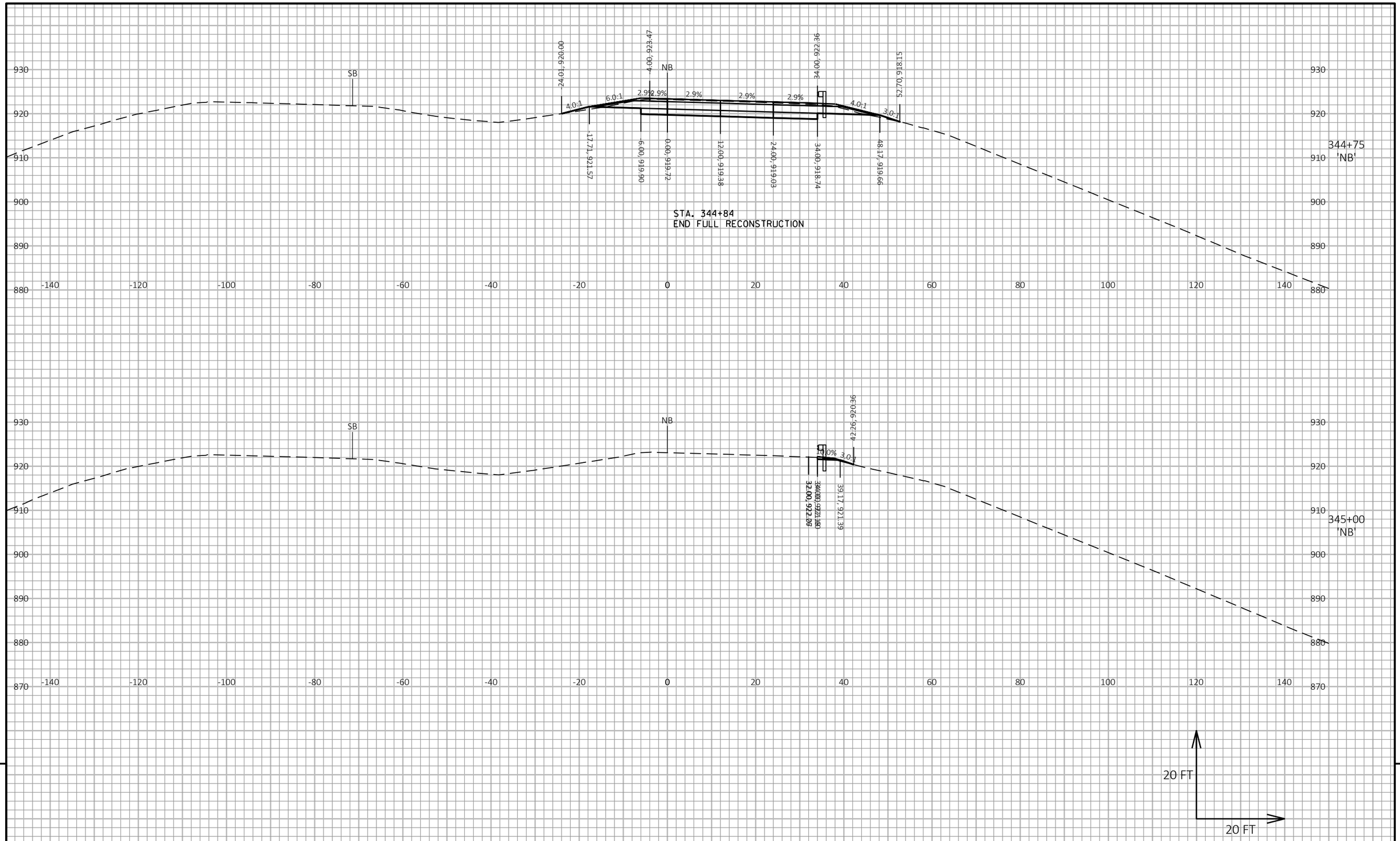


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 447	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 6

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

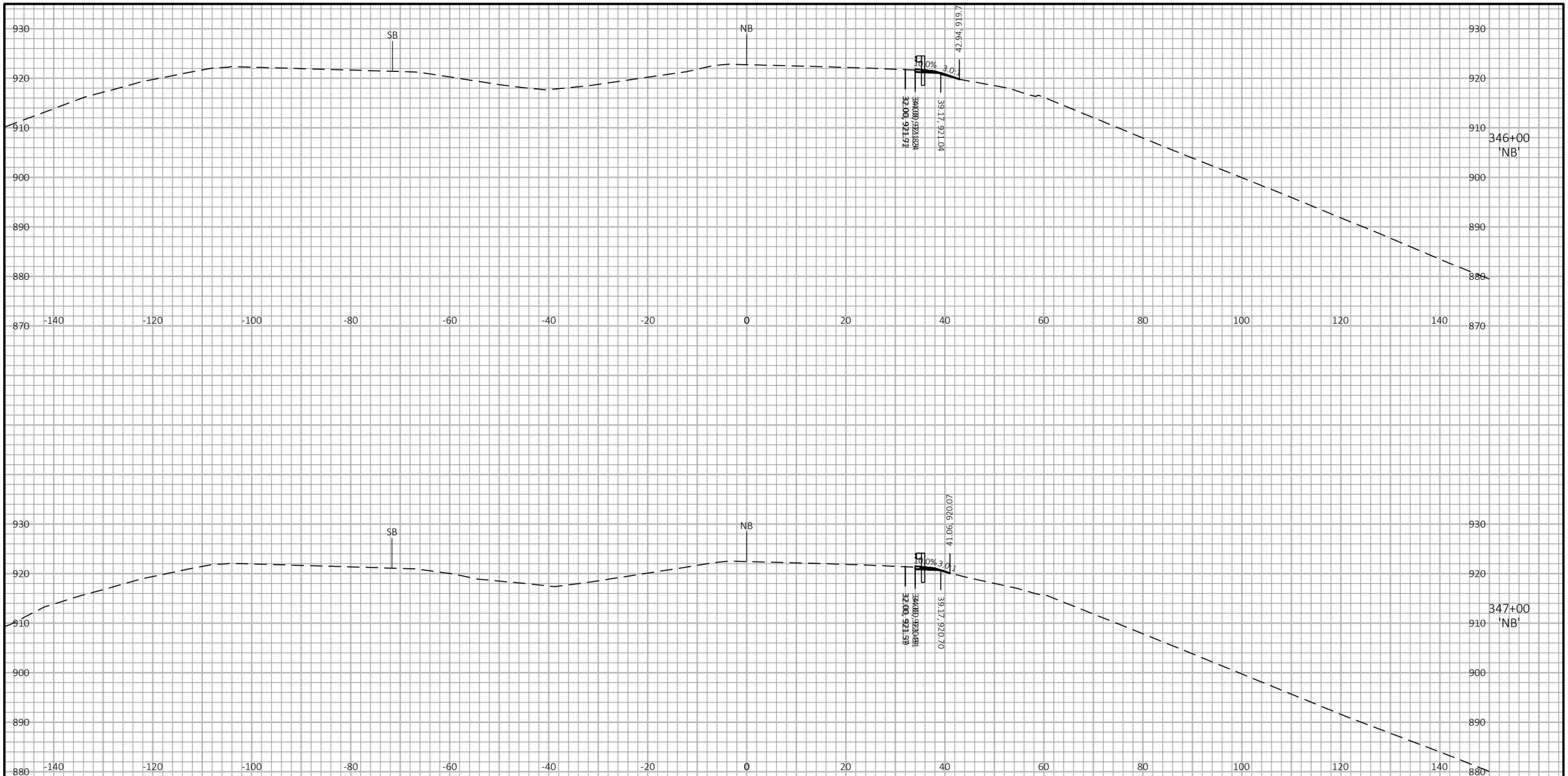
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 448	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 7

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

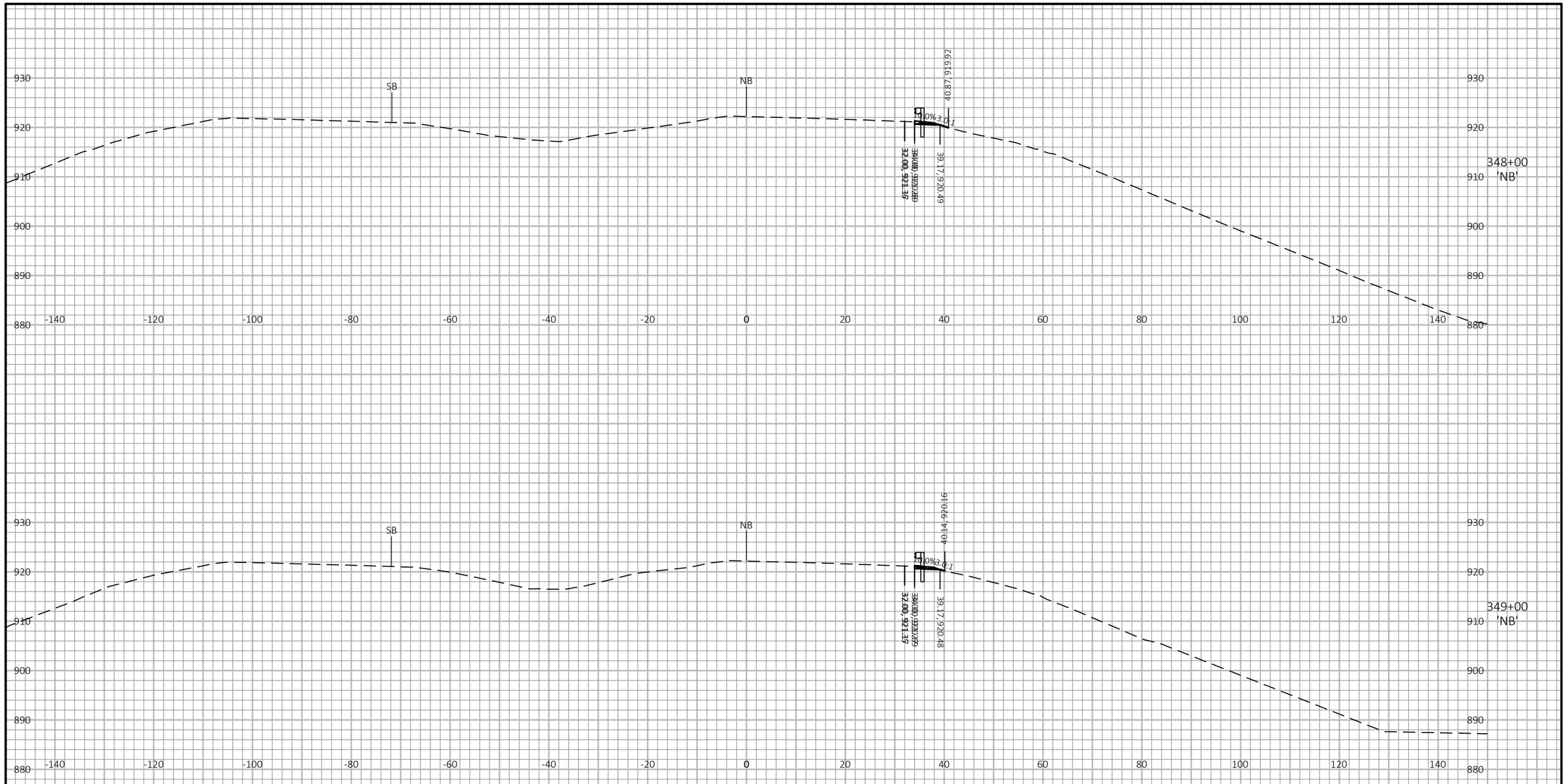
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 449	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 8

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

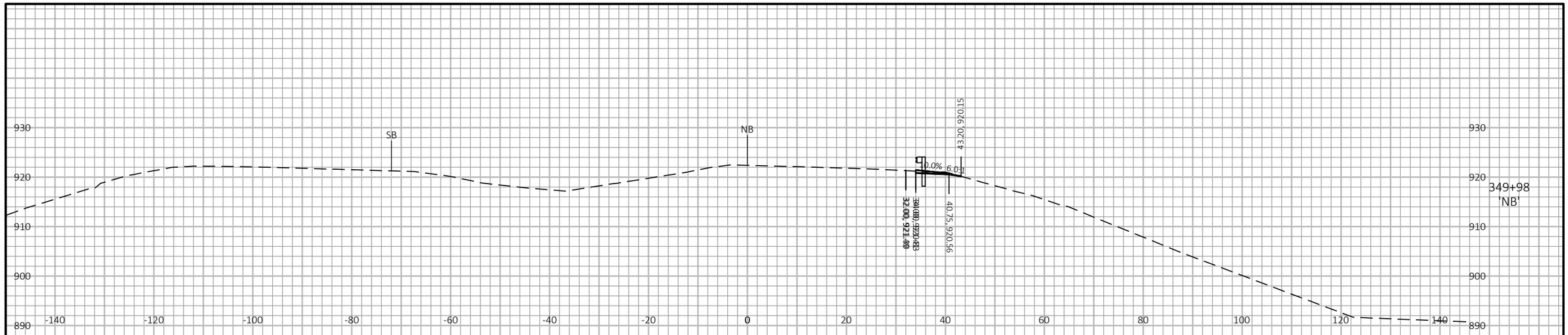
9

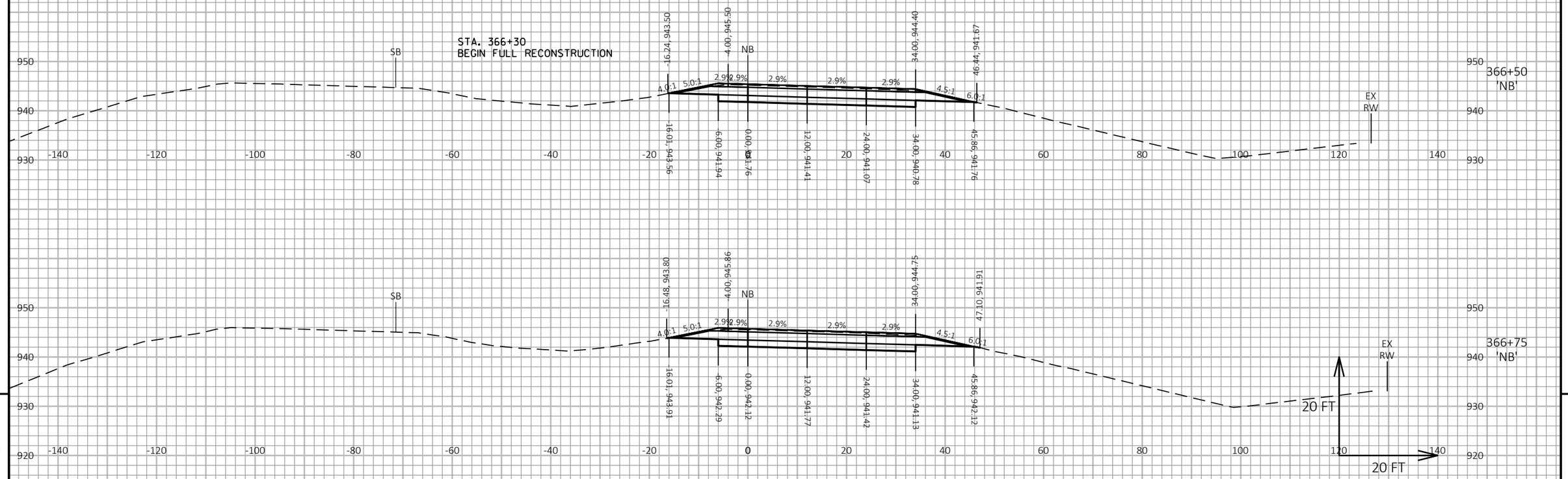
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 450	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 9

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

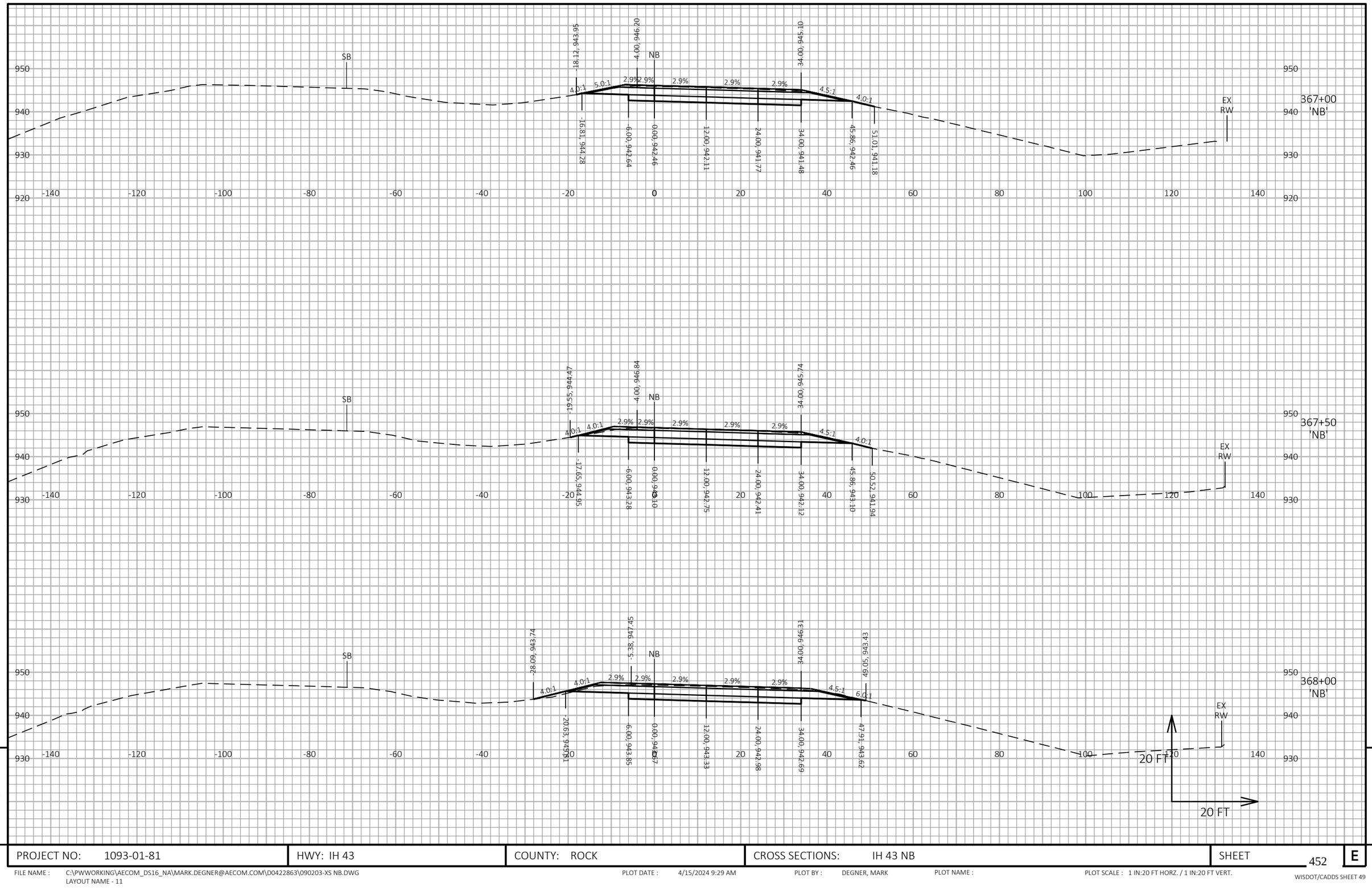
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 451	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 10

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

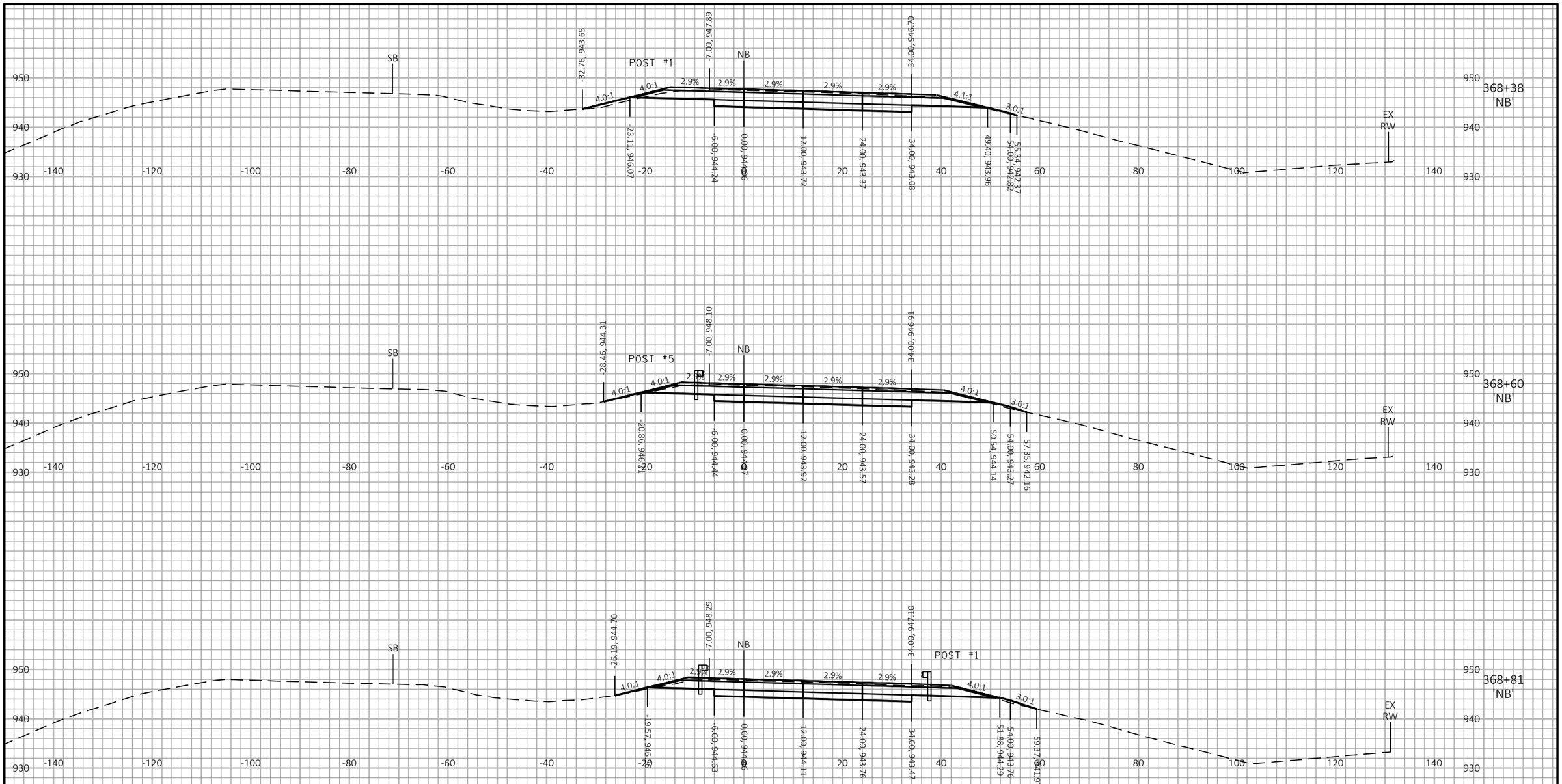


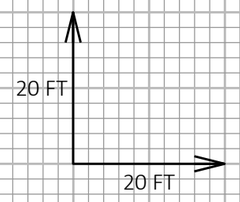
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 452	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 11

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

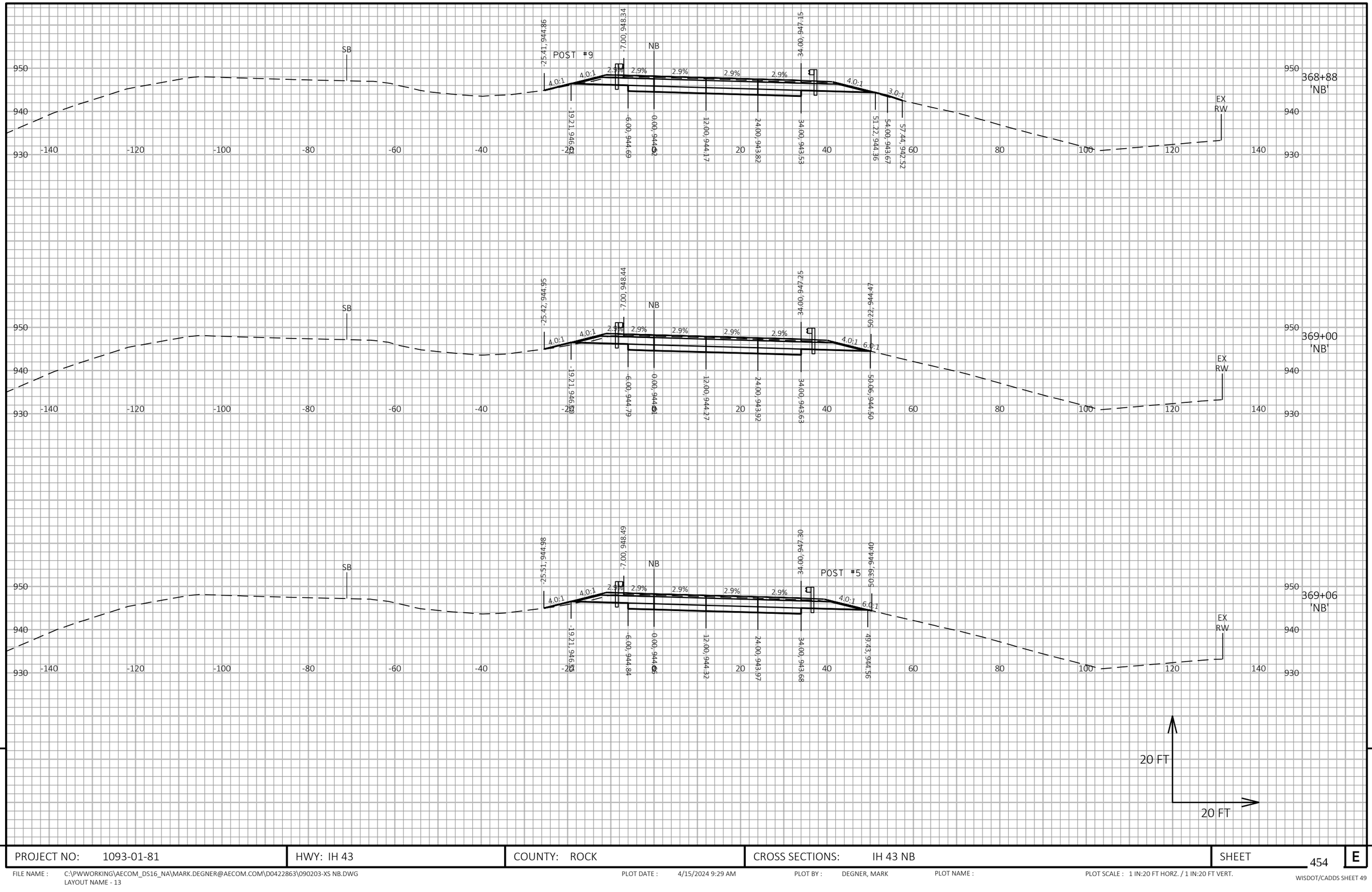
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 453	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 12

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

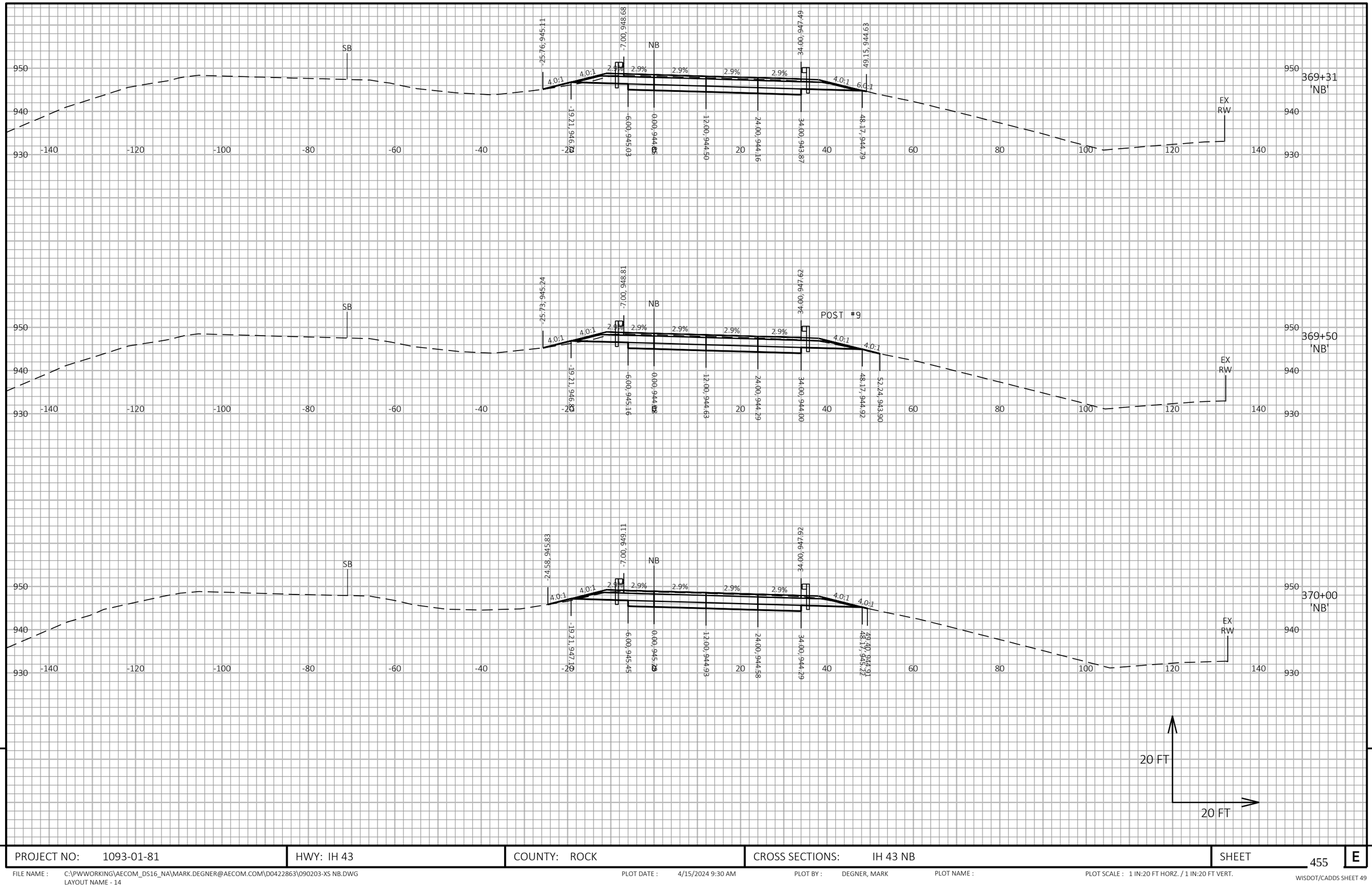


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 454	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 13

PLOT DATE : 4/15/2024 9:29 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

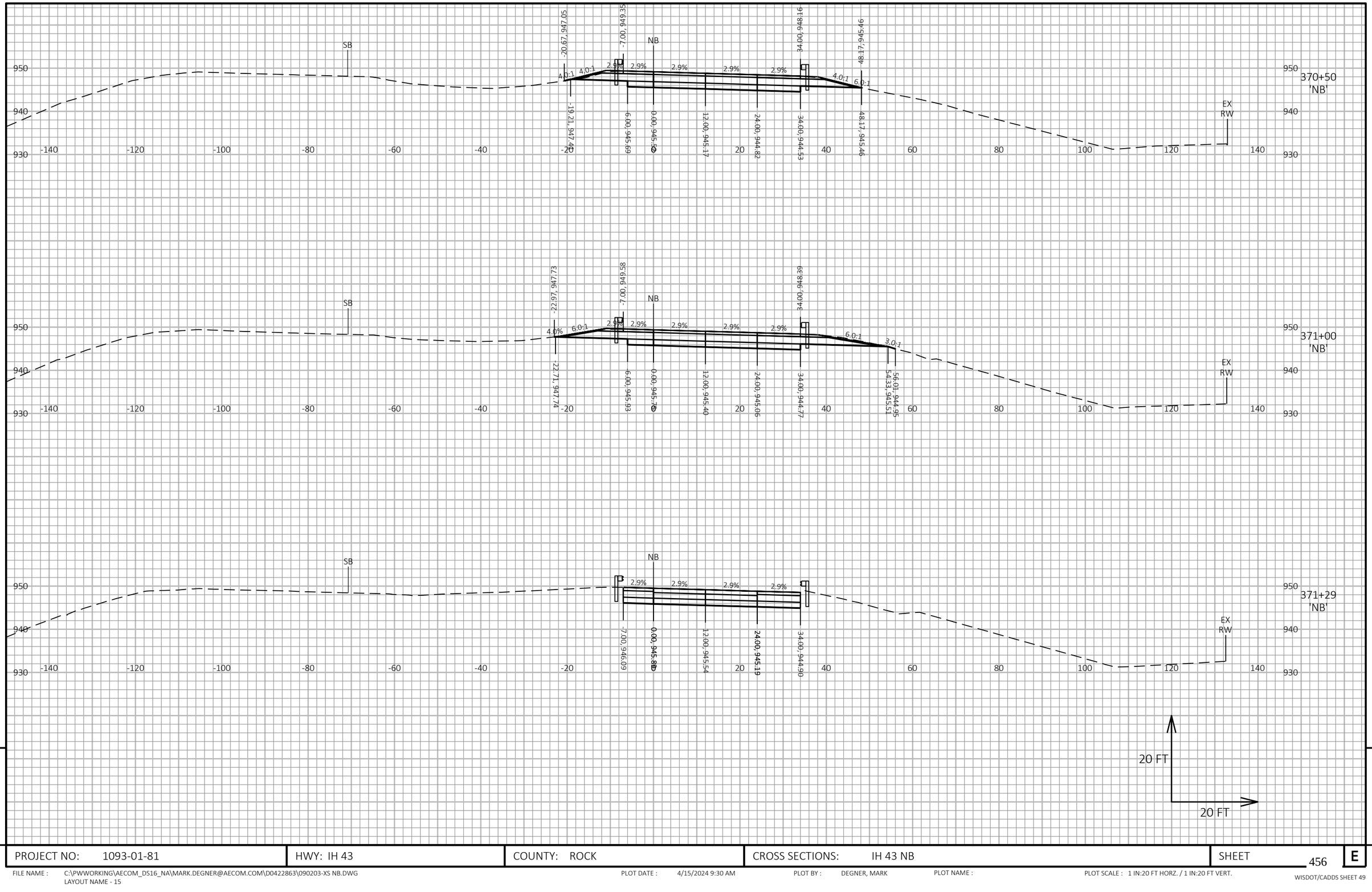


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 455	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 14

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

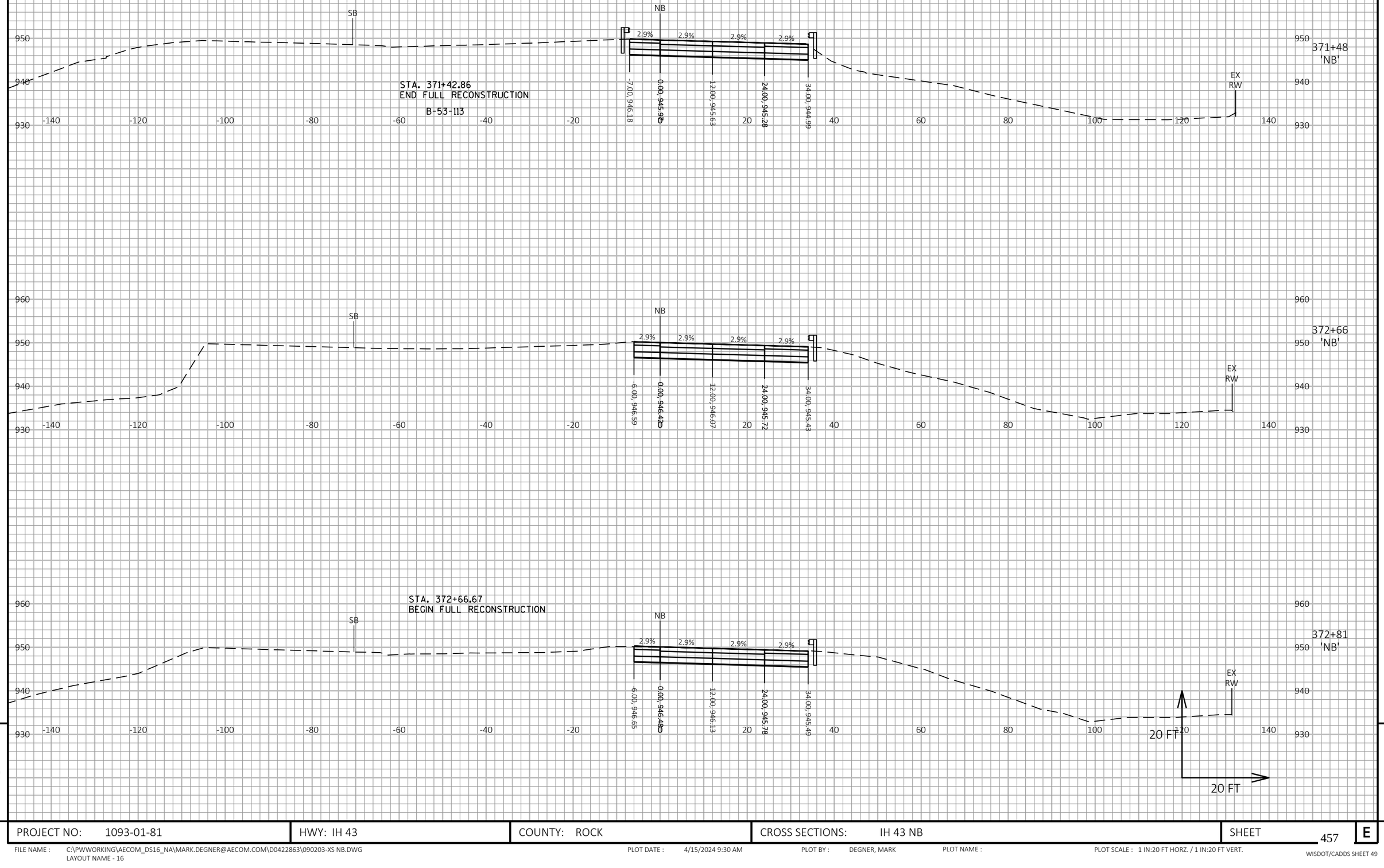
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 456	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 15

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

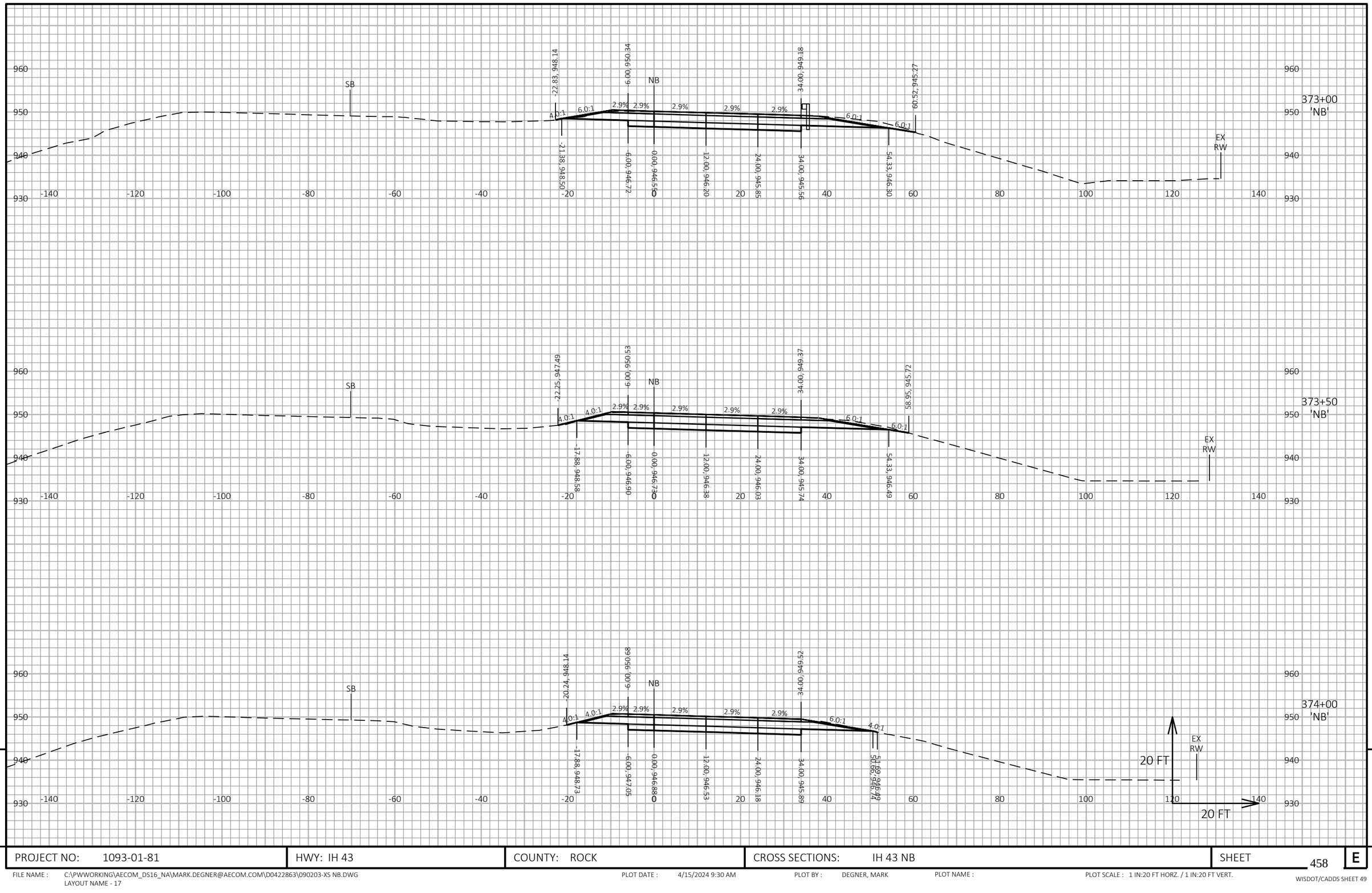
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 457	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 16

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



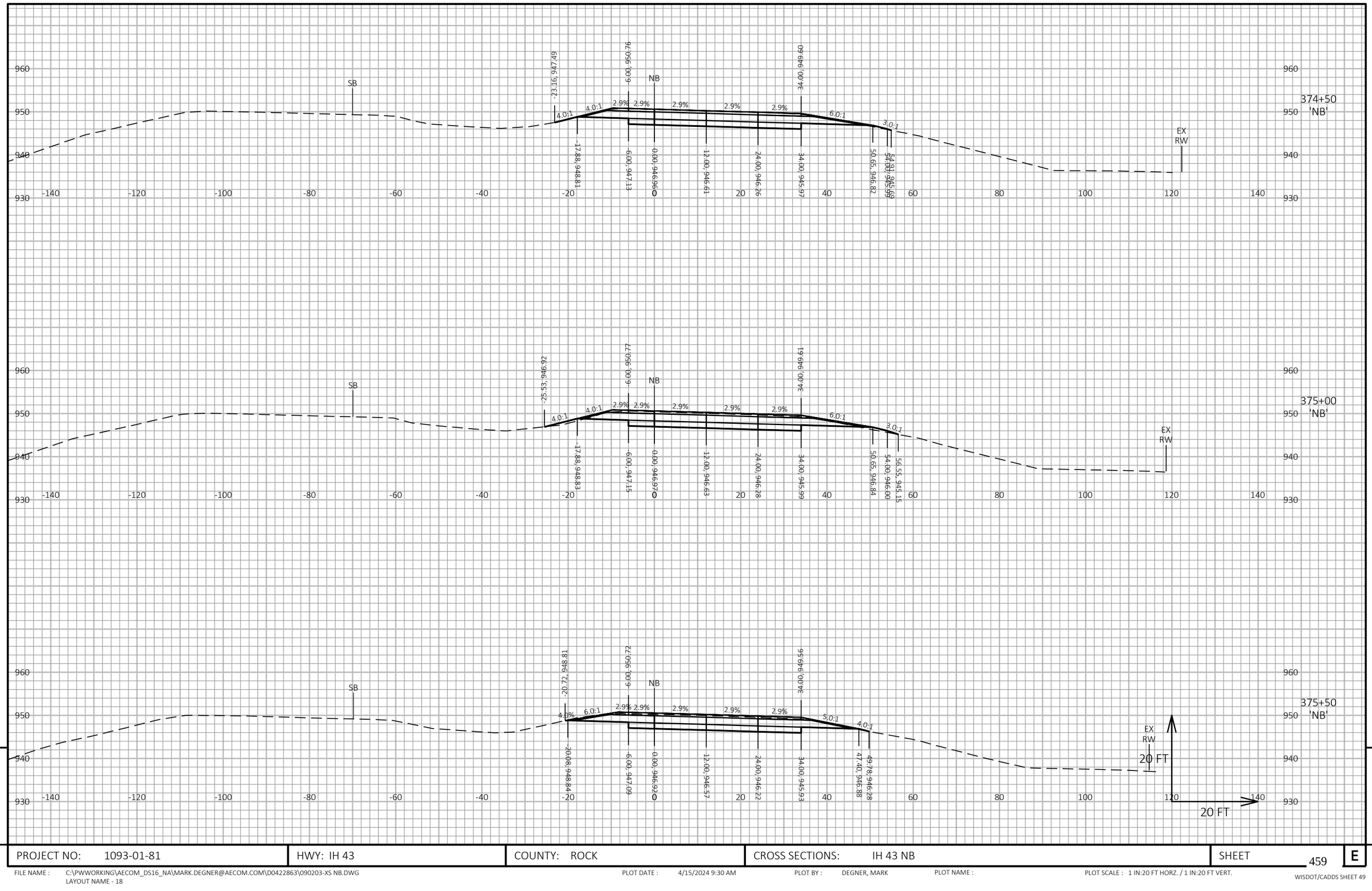
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 458	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 17

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9 9



9

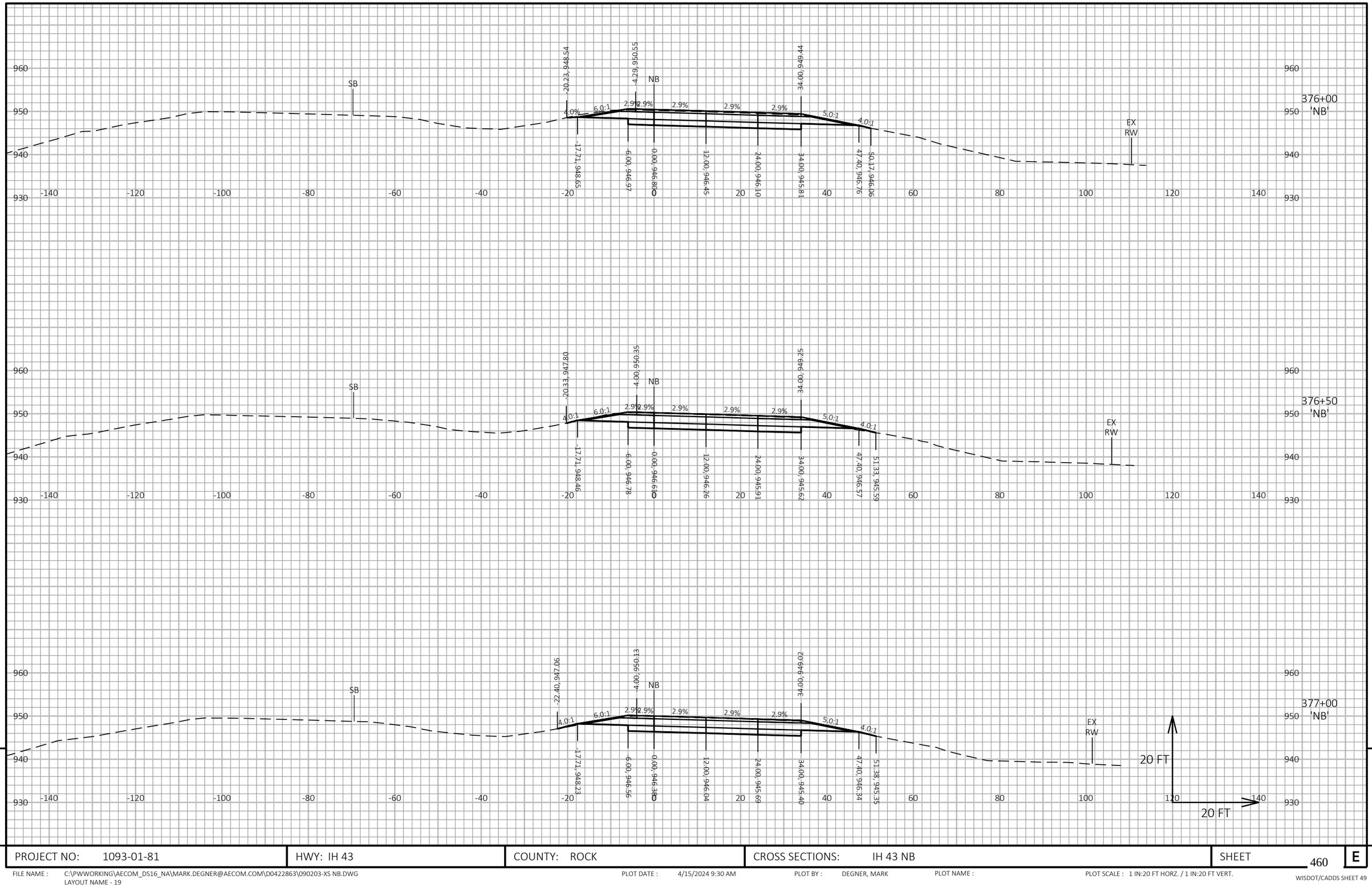
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 459	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 18

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9



9

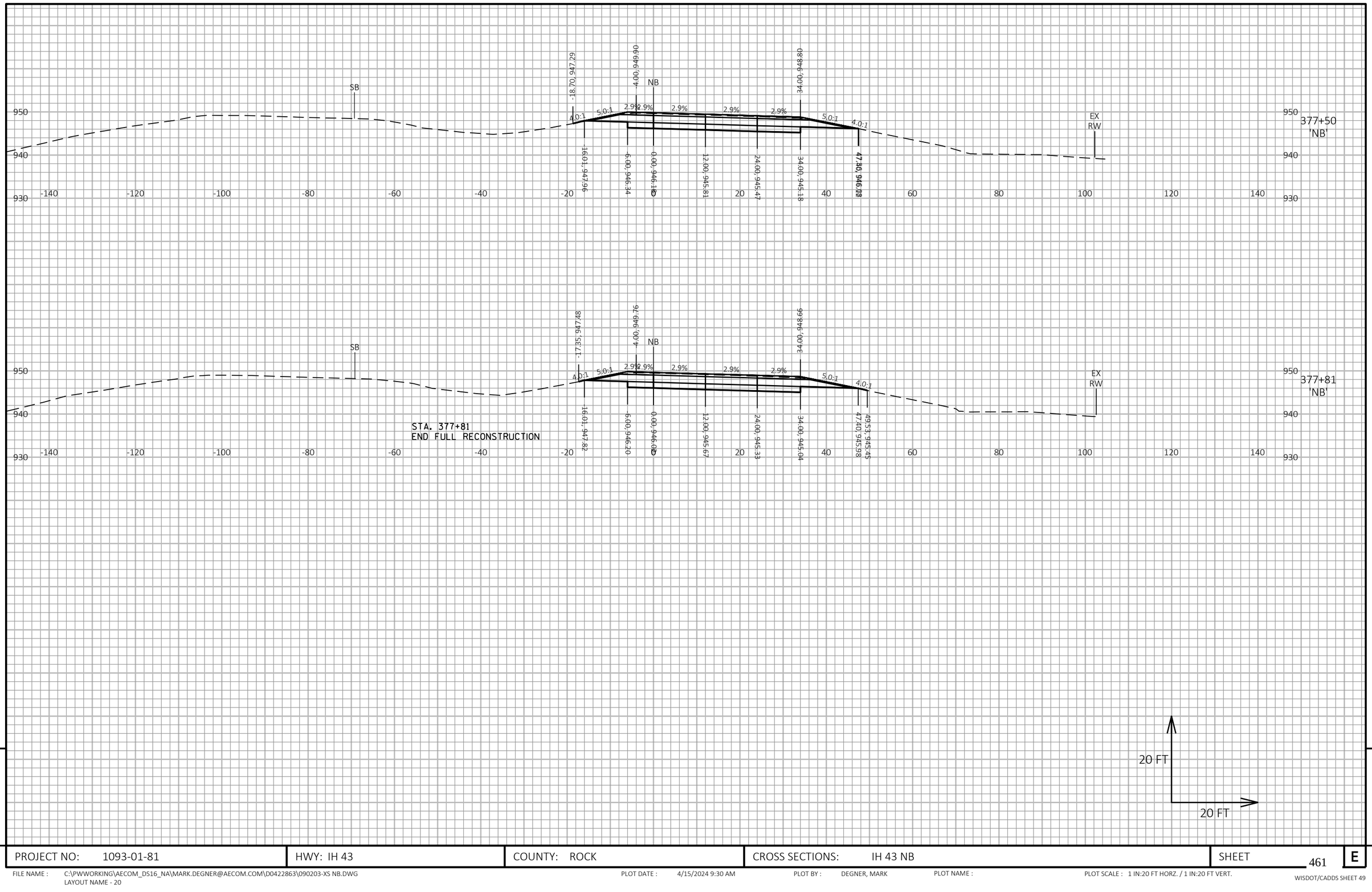
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 460	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 19

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



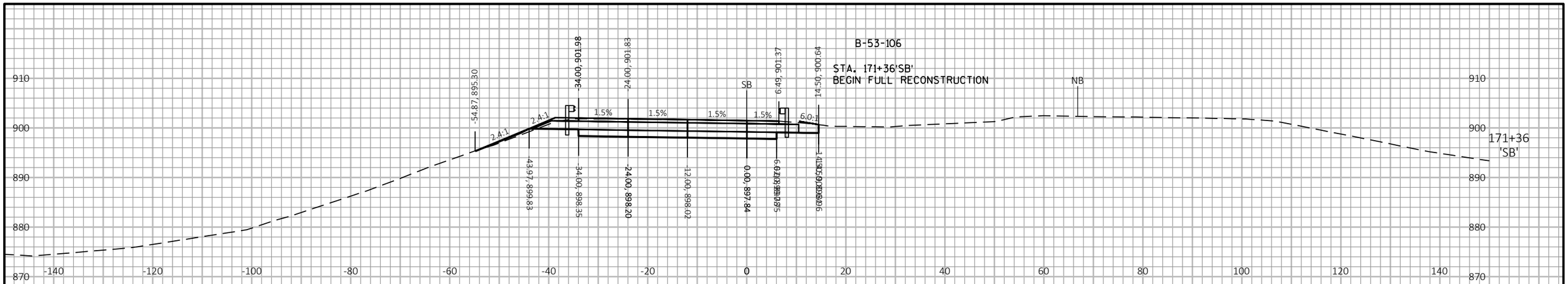
9

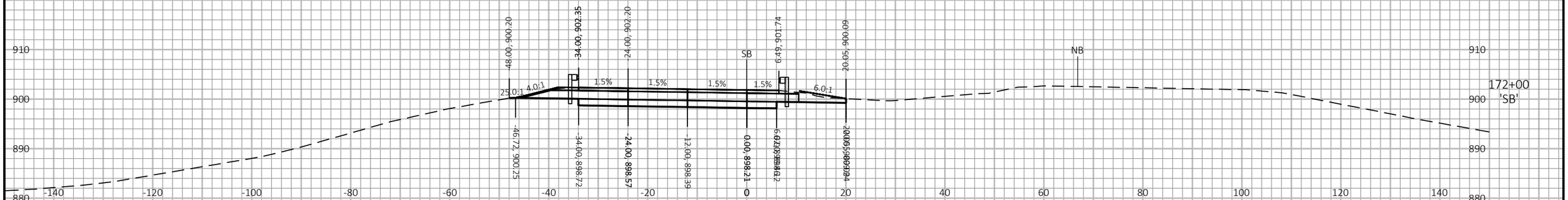
9

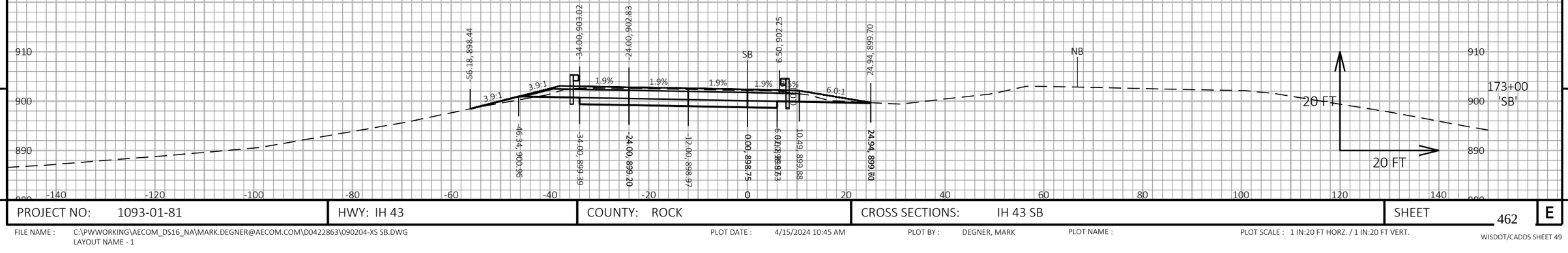
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 NB	SHEET 461	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090203-XS NB.DWG
LAYOUT NAME - 20

PLOT DATE : 4/15/2024 9:30 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







9

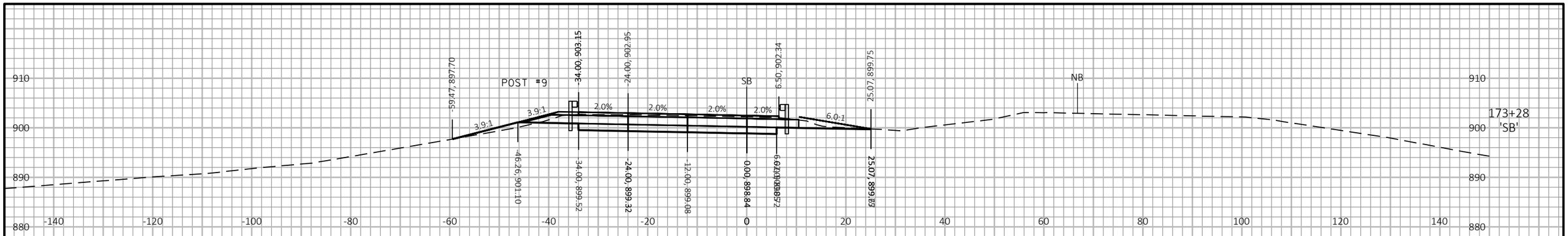
9

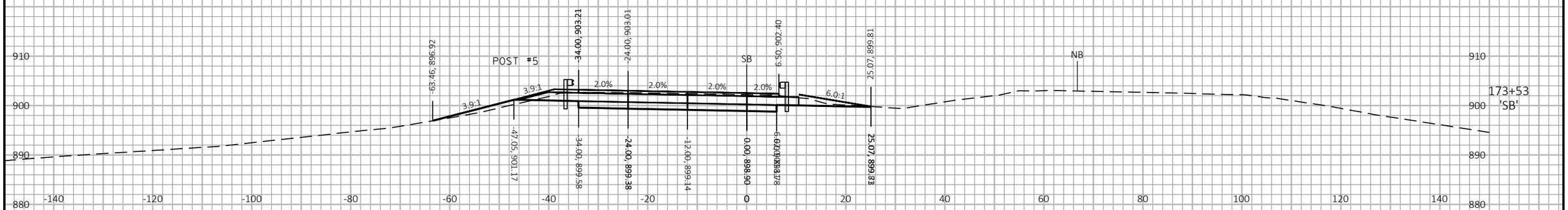
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 462	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 1

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

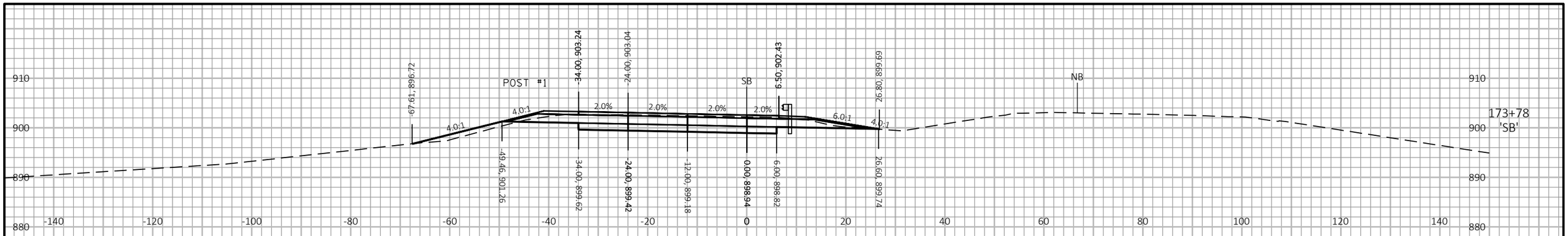
9

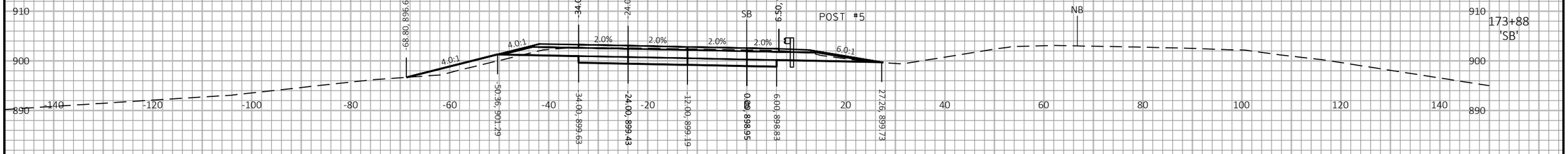
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 463	E

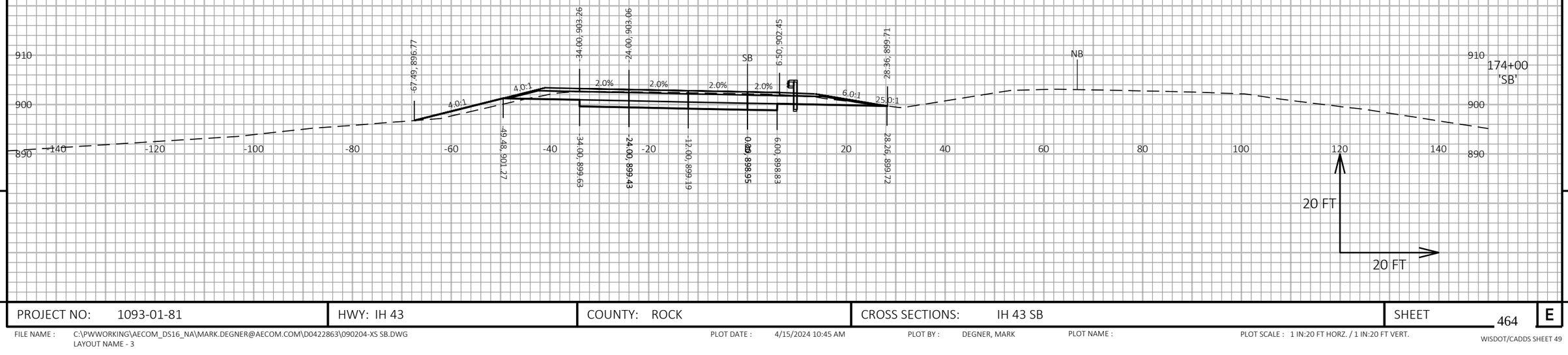
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 2

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

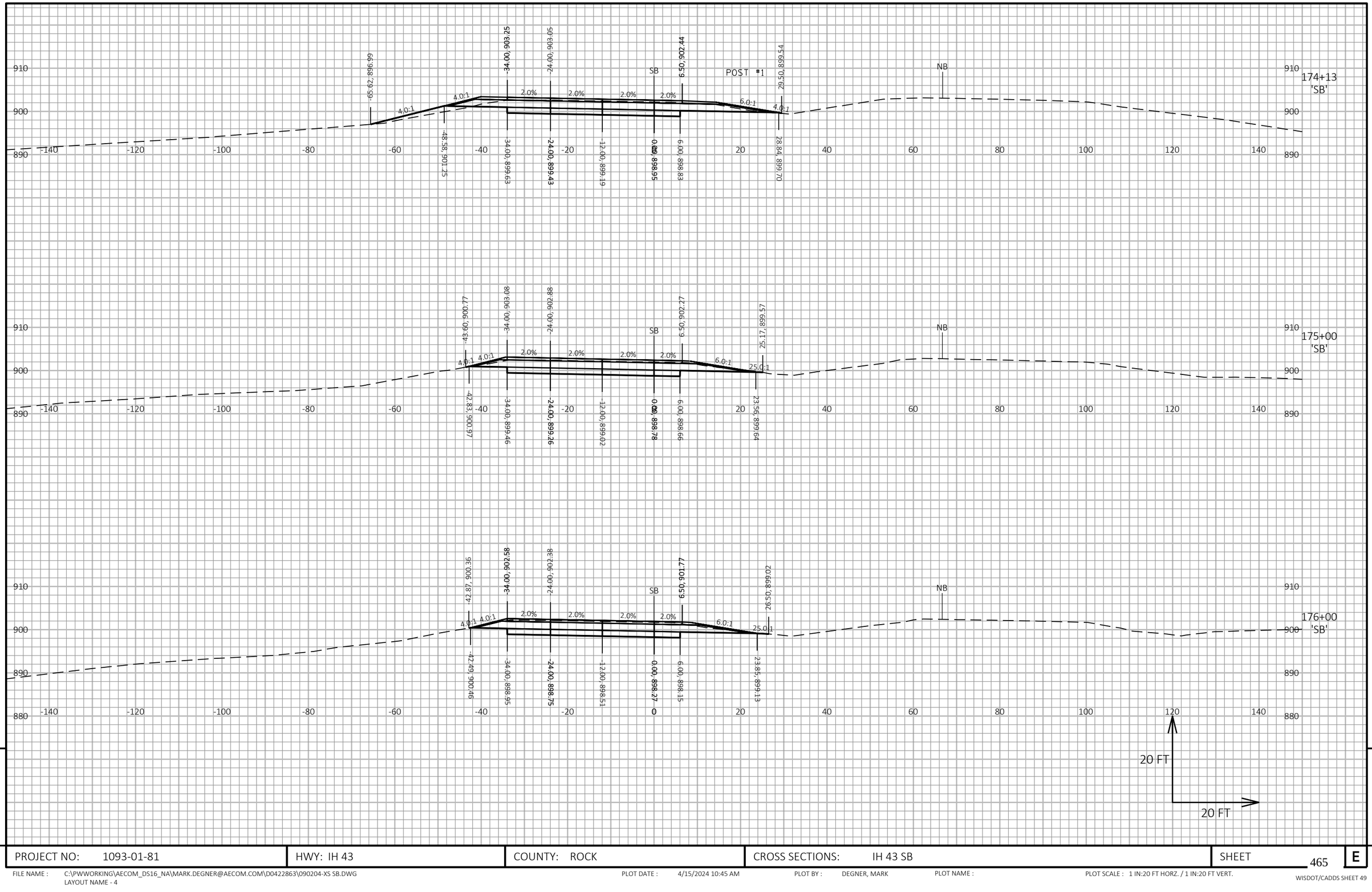
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 464	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 3

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

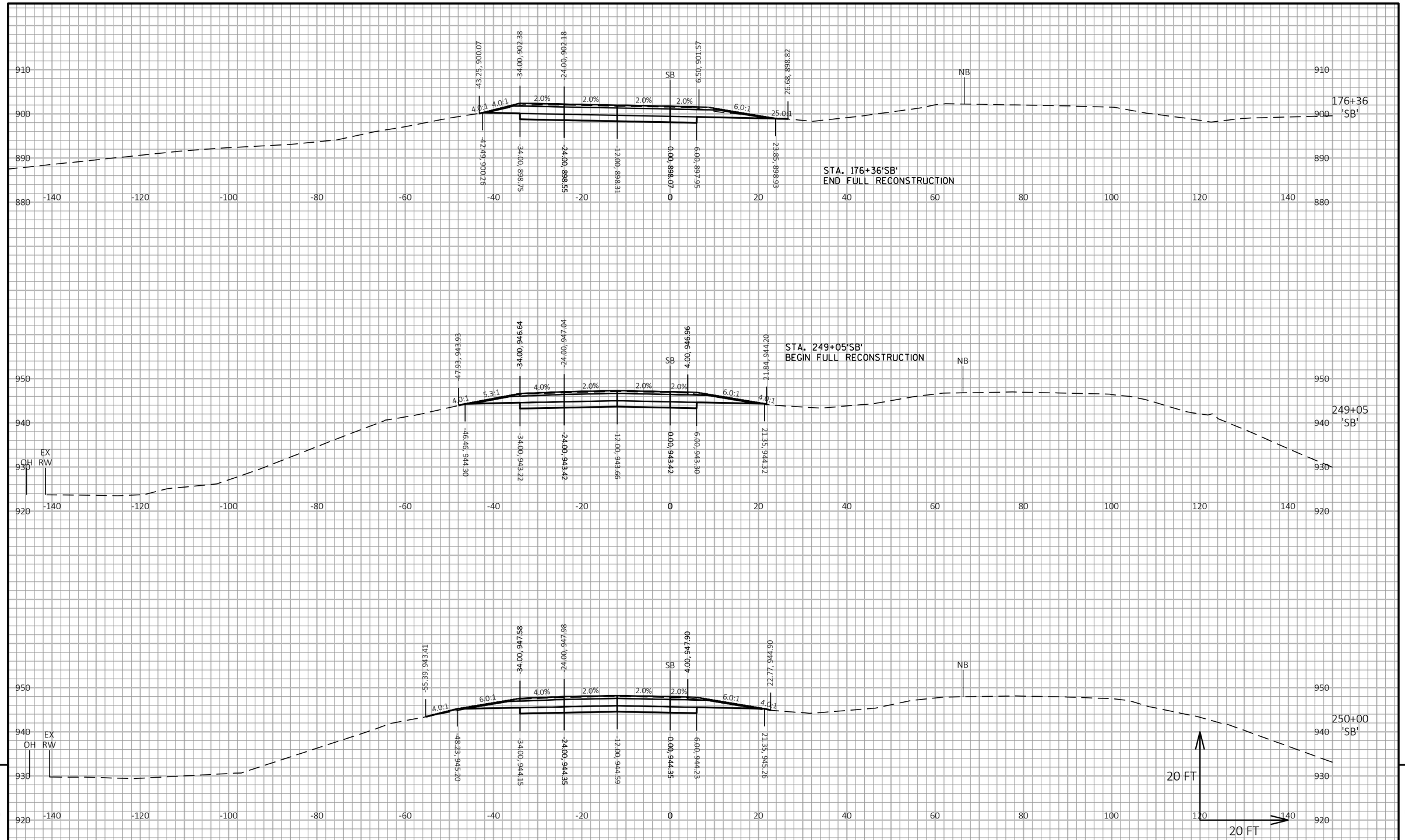


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 465 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 4

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

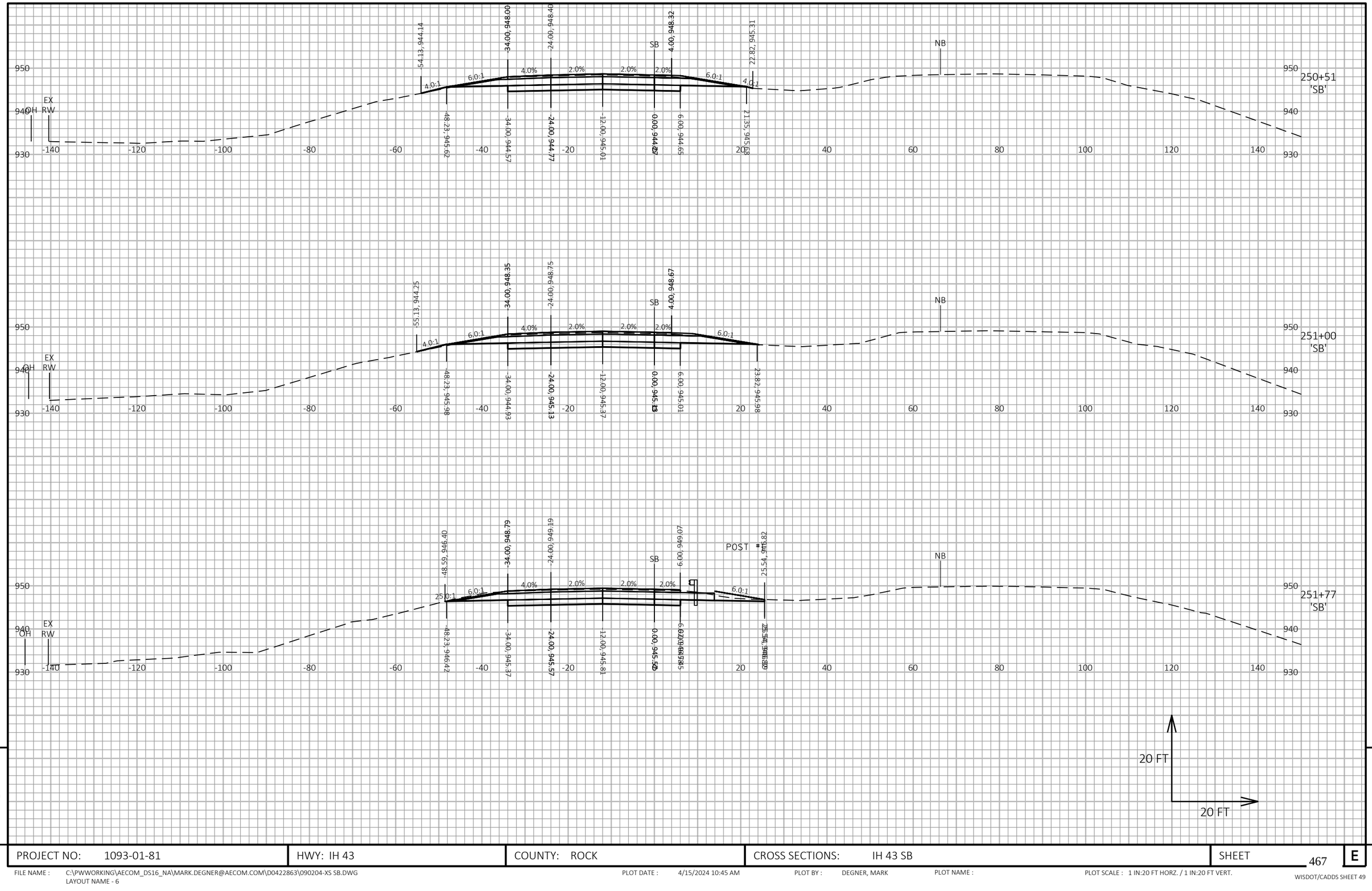


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 466 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 5

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

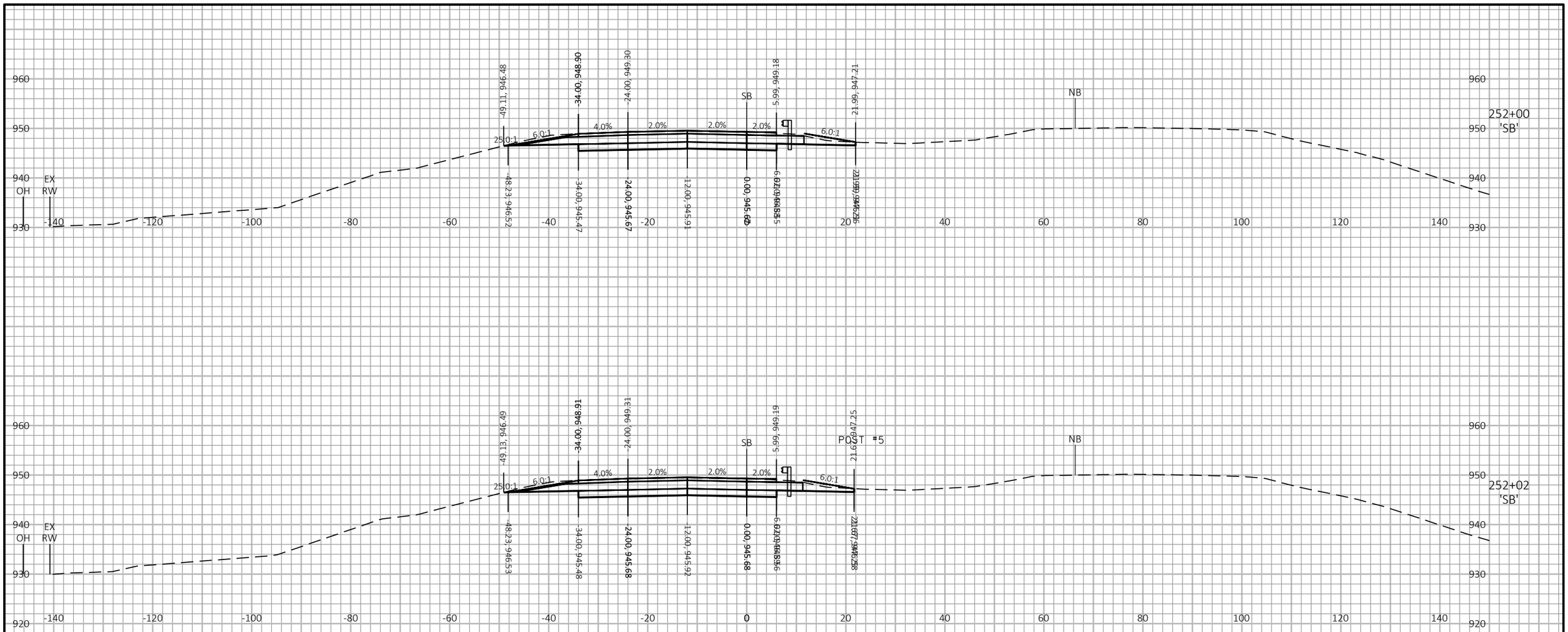


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 467 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 6

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

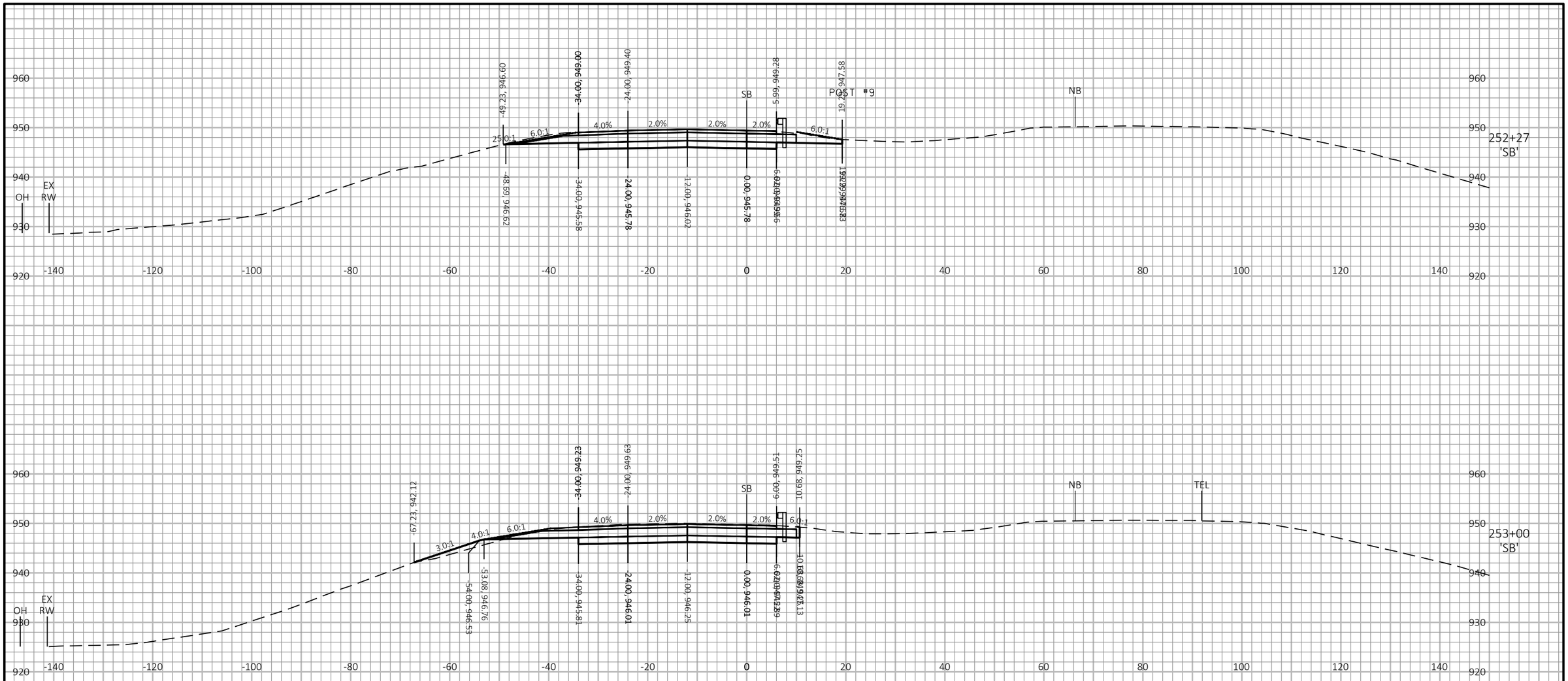


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 468	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 7

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

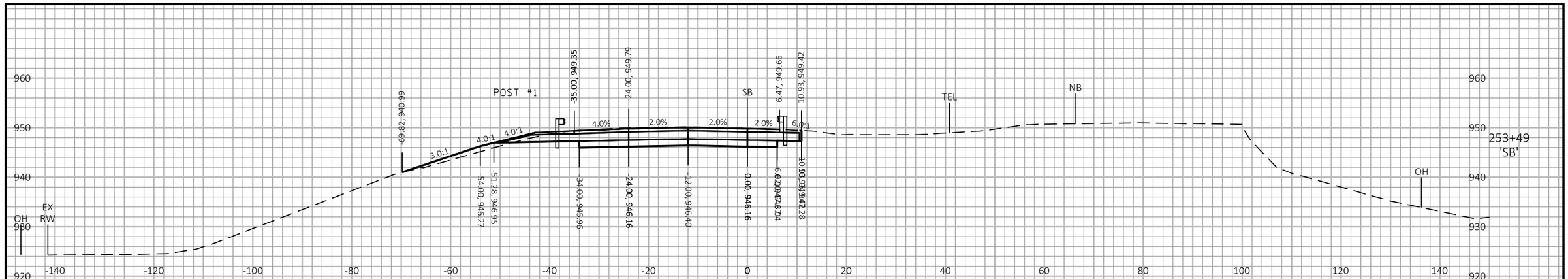
9

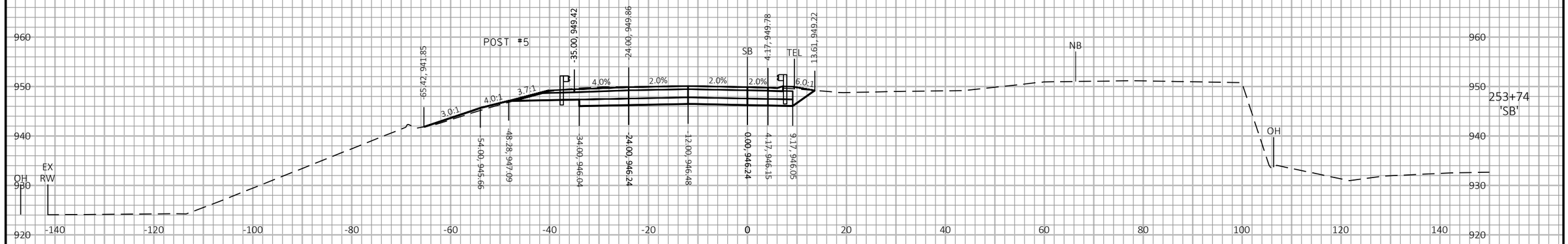
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 469	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 8

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





20 FT

20 FT

9

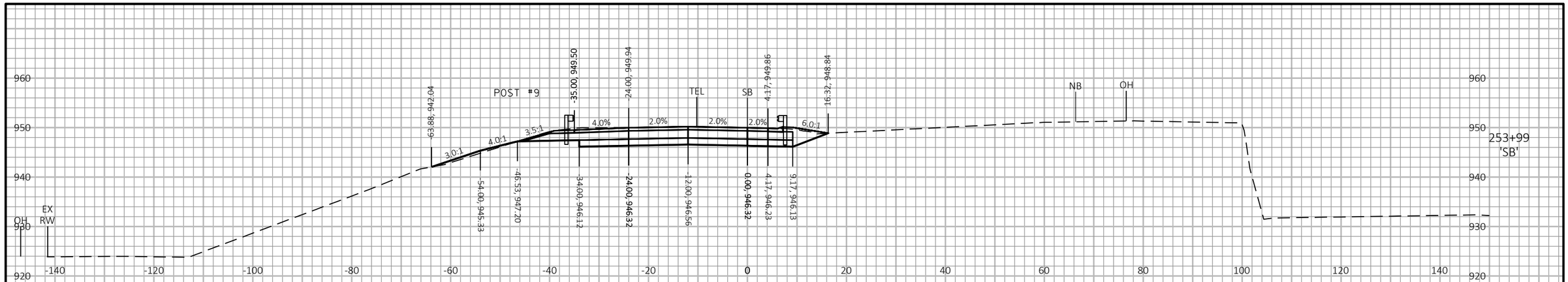
9

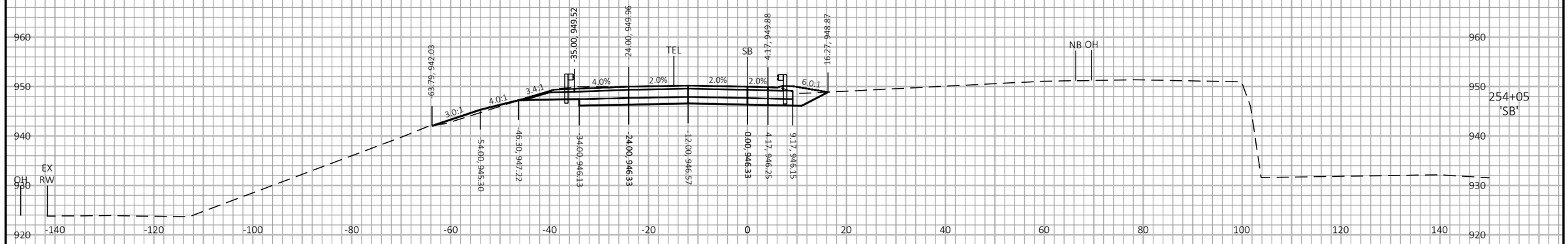
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 470	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 9

PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





STA. 254+05'SB'
END FULL RECONSTRUCTION

B-53-108

9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 471	E

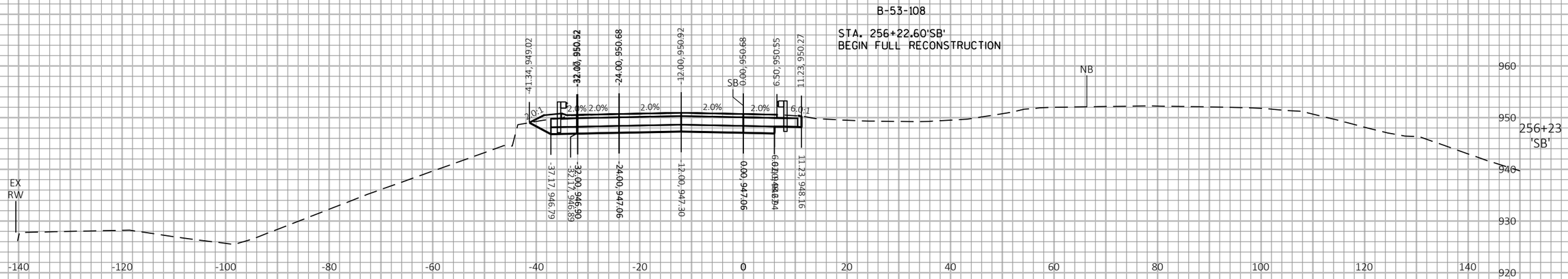
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090204-XS SB.DWG
LAYOUT NAME - 10

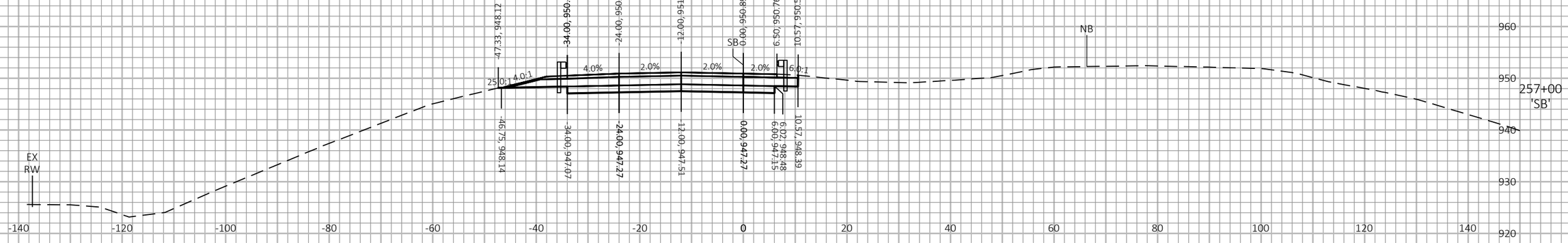
PLOT DATE : 4/15/2024 10:45 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

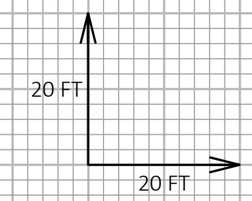
WISDOT/CADDS SHEET 49

B-53-108

STA. 256+22.60'SB'
BEGIN FULL RECONSTRUCTION







9

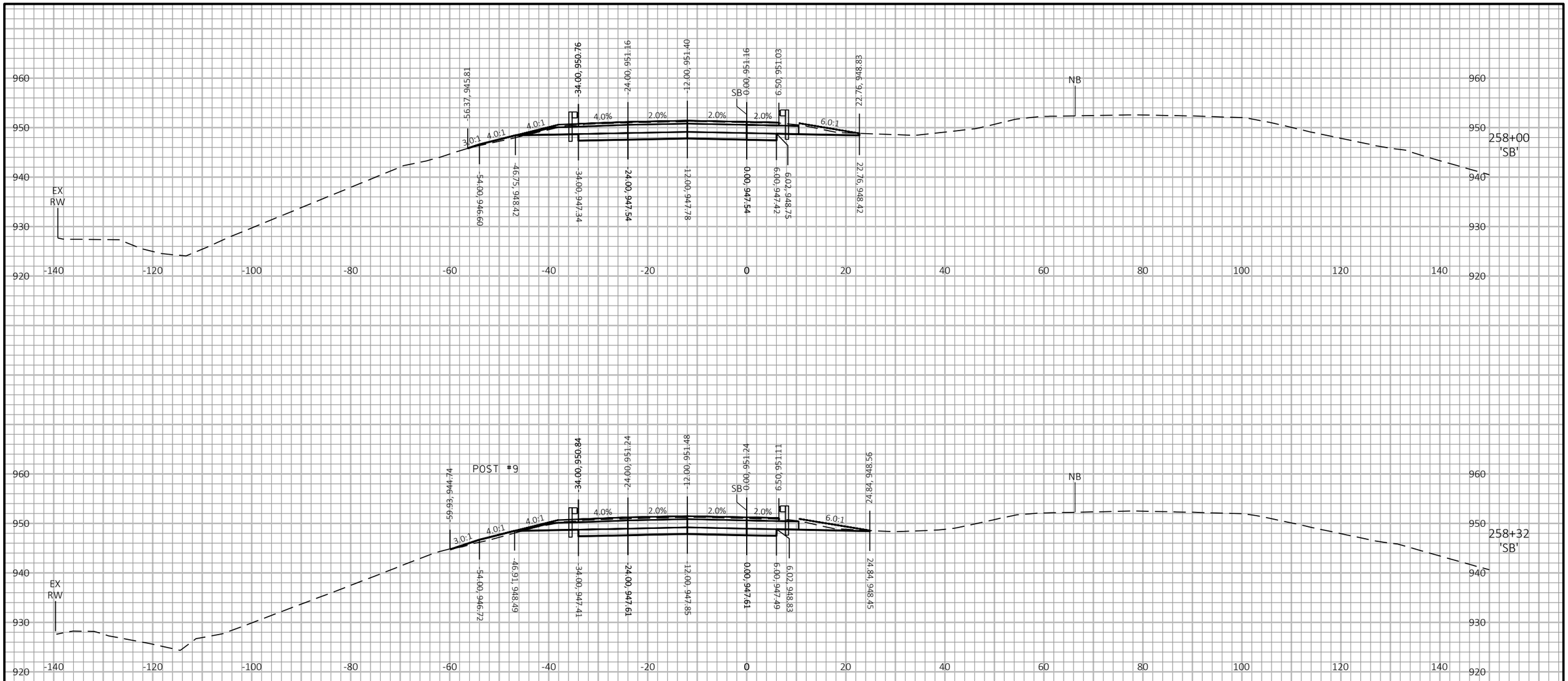
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 472	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 1

PLOT DATE : 4/15/2024 12:22 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

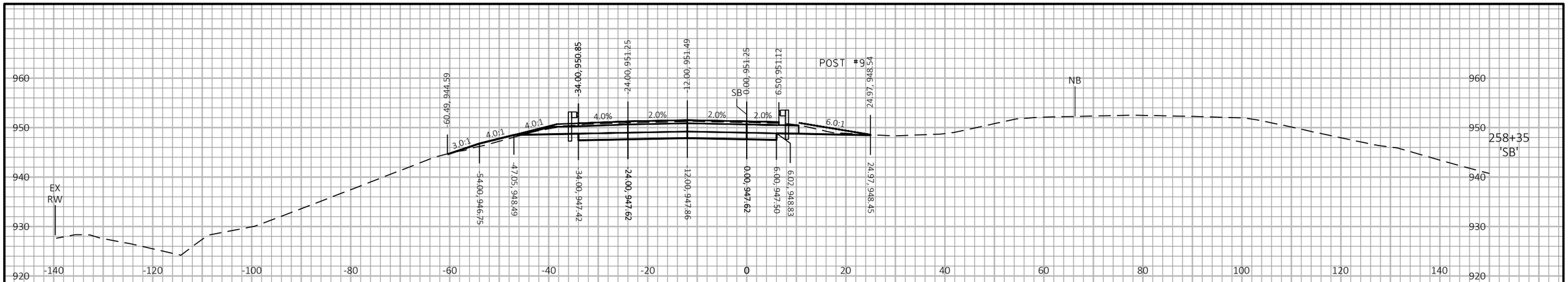
9

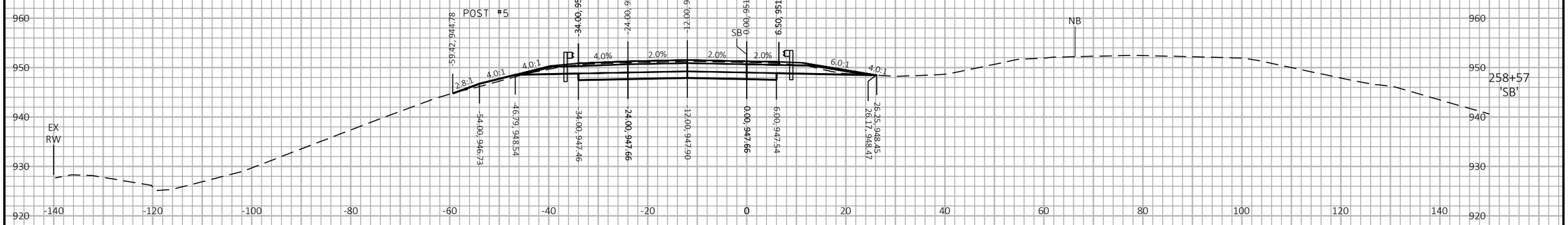
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 473	E

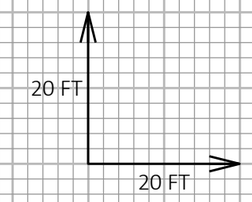
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 2

PLOT DATE : 4/15/2024 12:22 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

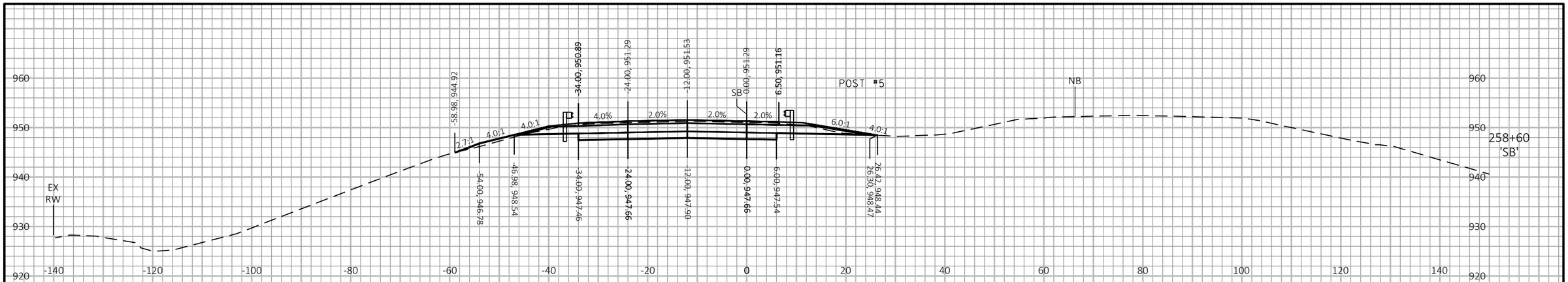
9

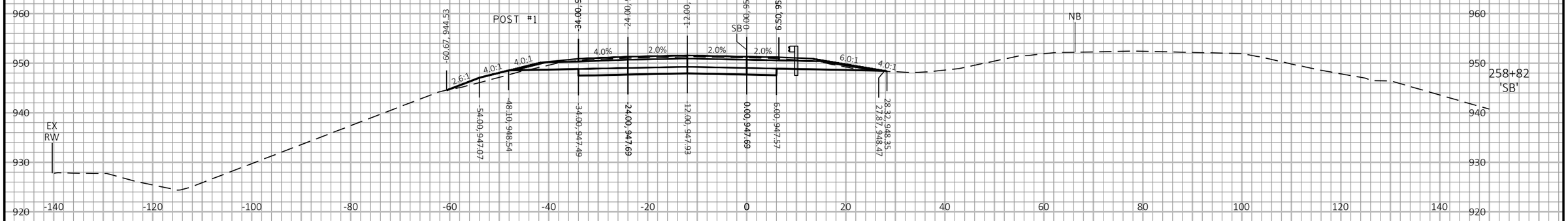
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 474	E

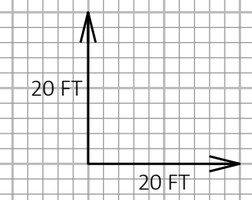
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 3

PLOT DATE : 4/15/2024 12:22 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

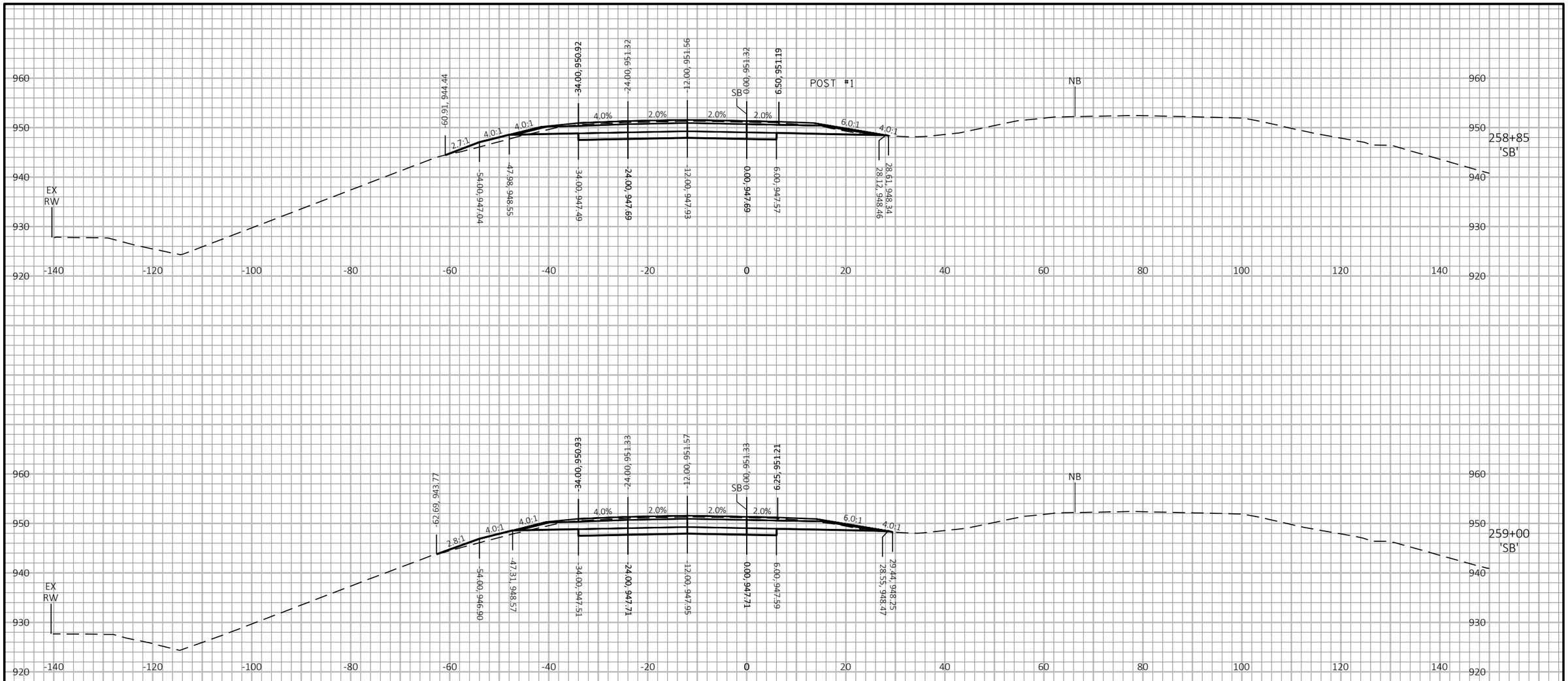
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 475	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 4

PLOT DATE : 4/15/2024 12:22 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

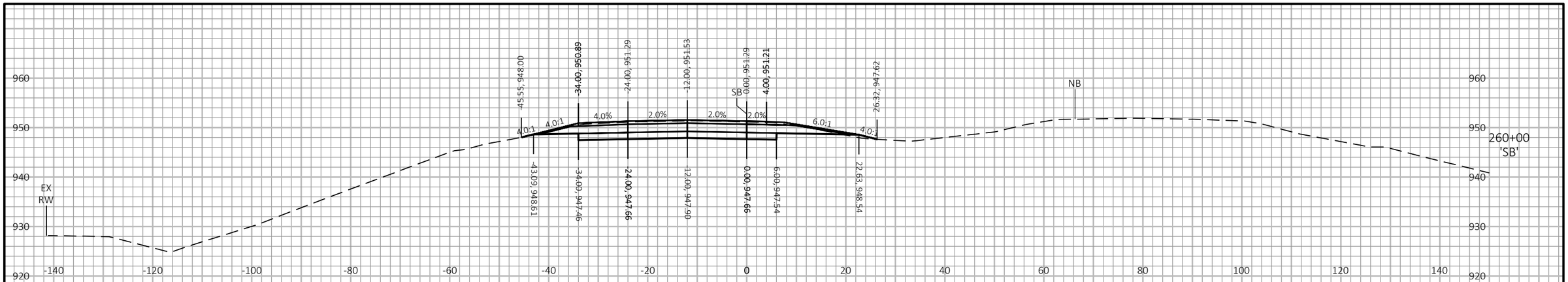
9

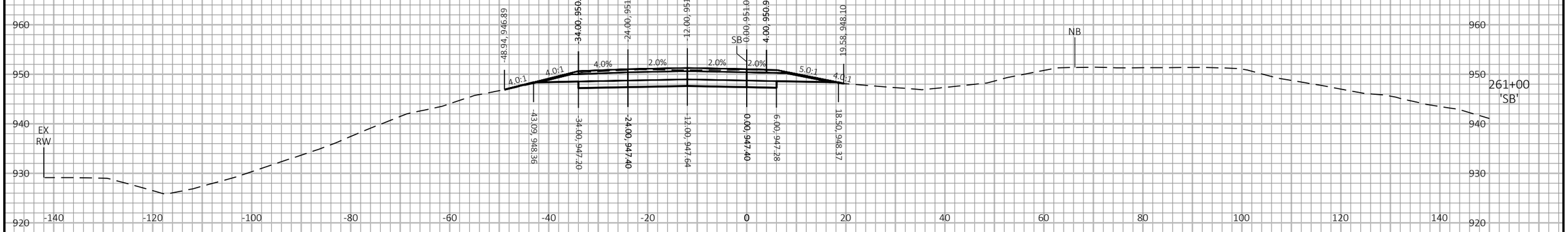
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 476	E

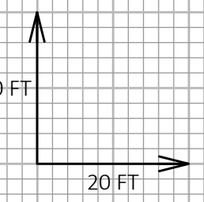
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 5

PLOT DATE : 4/15/2024 12:22 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

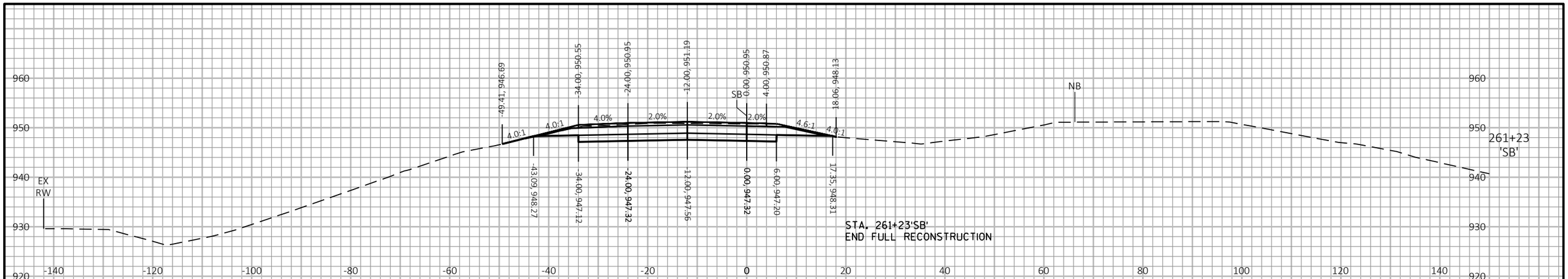
9

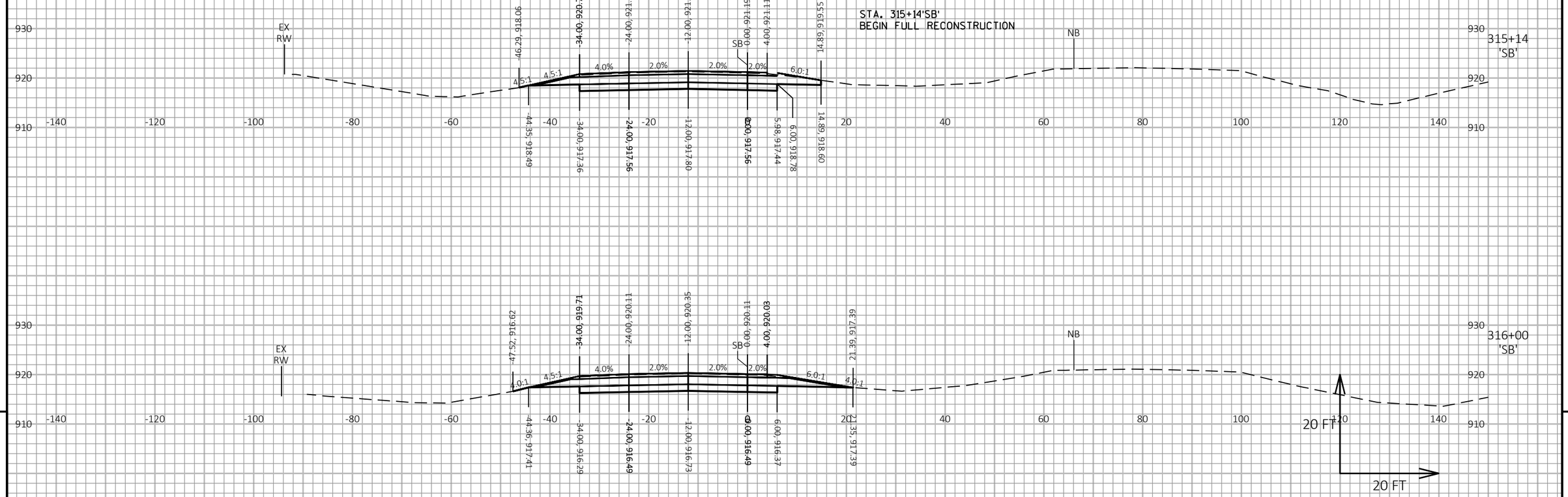
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 477	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 6

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



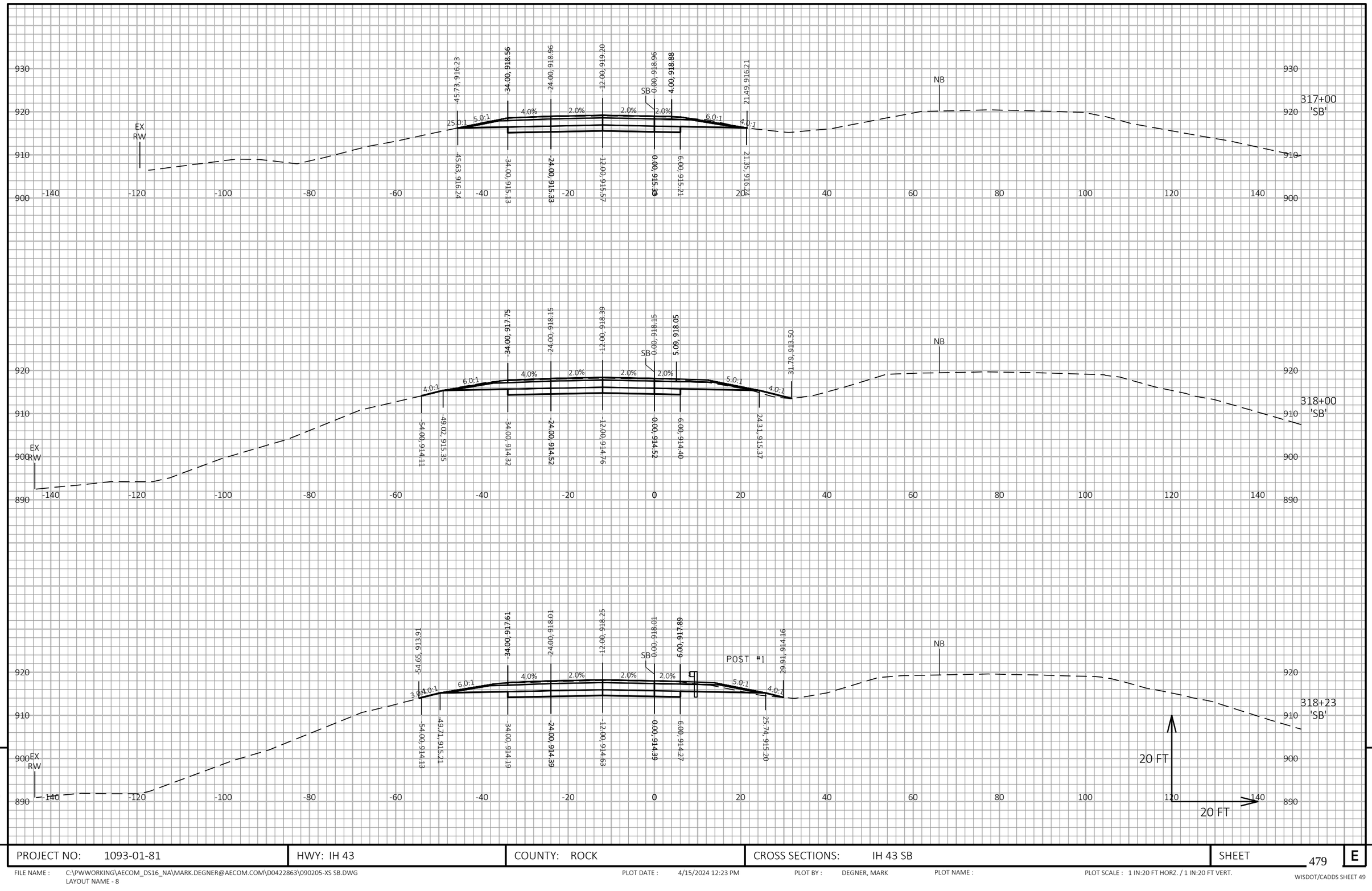


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 478	E

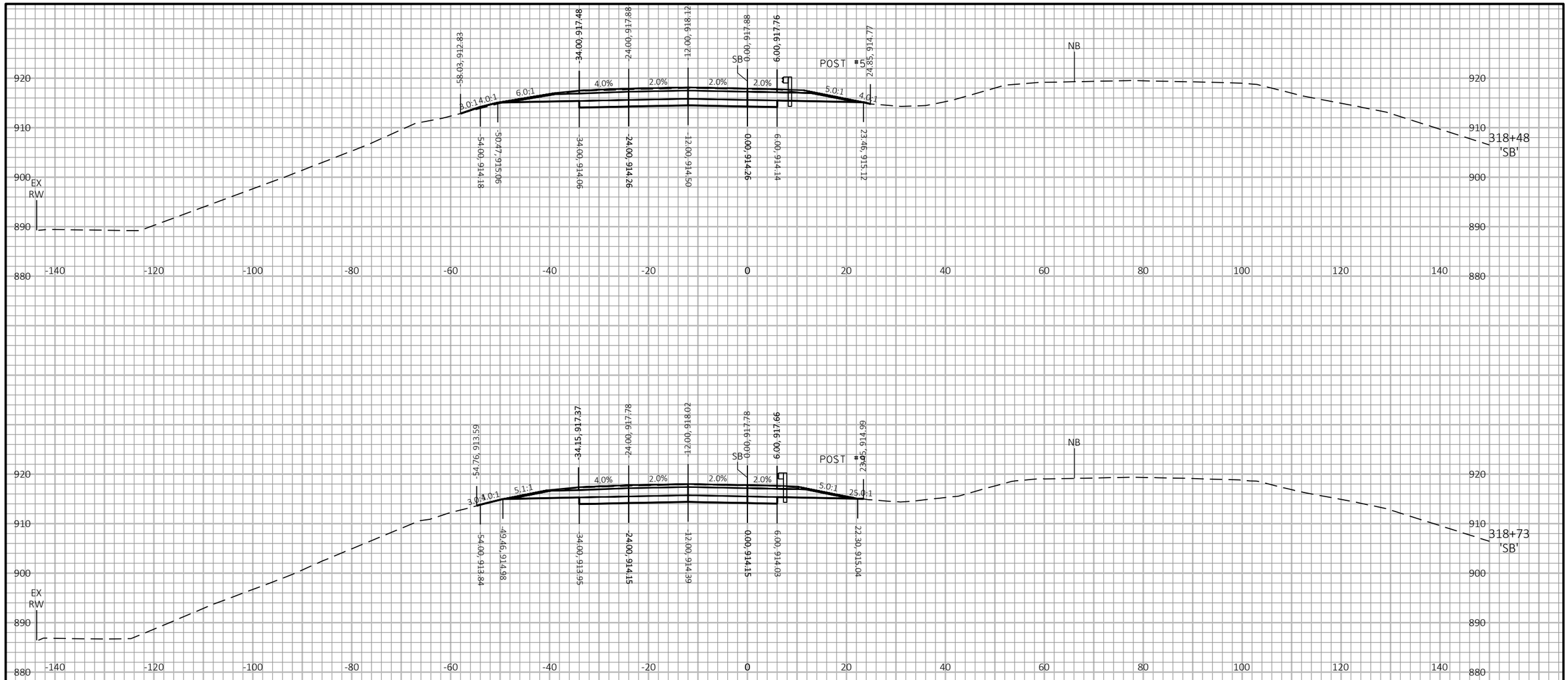
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 7

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9	PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 479 E

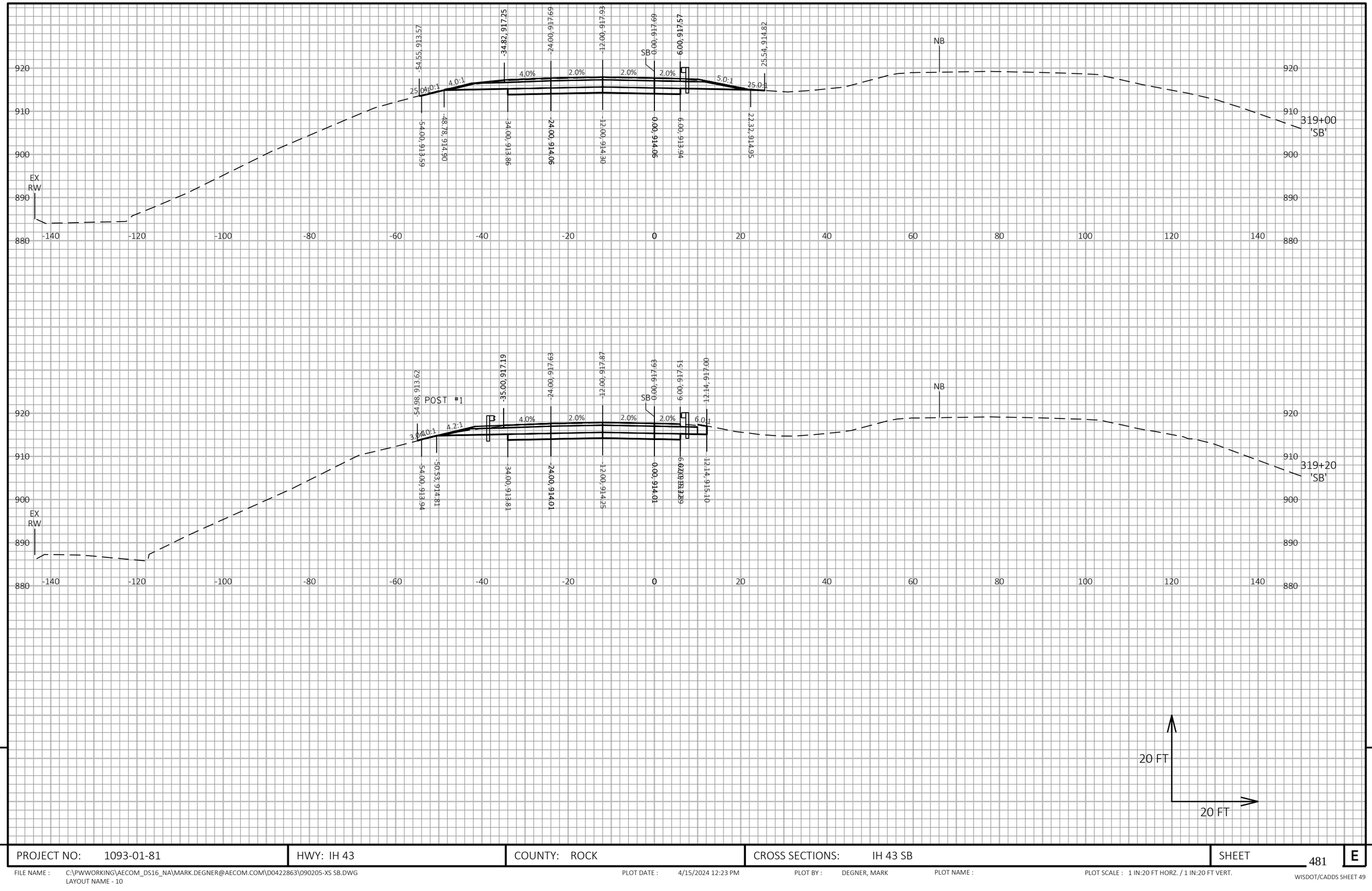


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 480 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 9

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

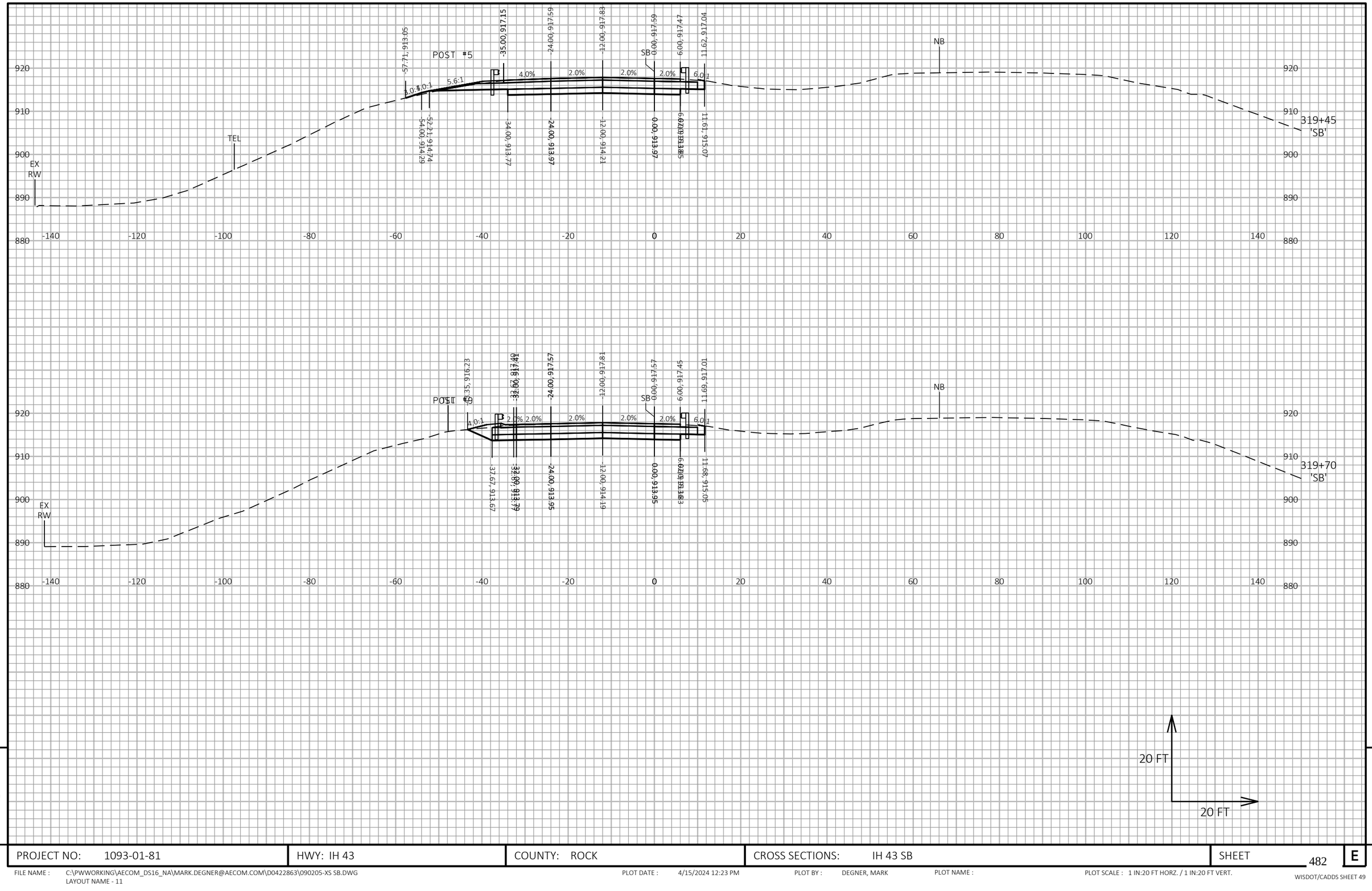
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 481	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 10

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

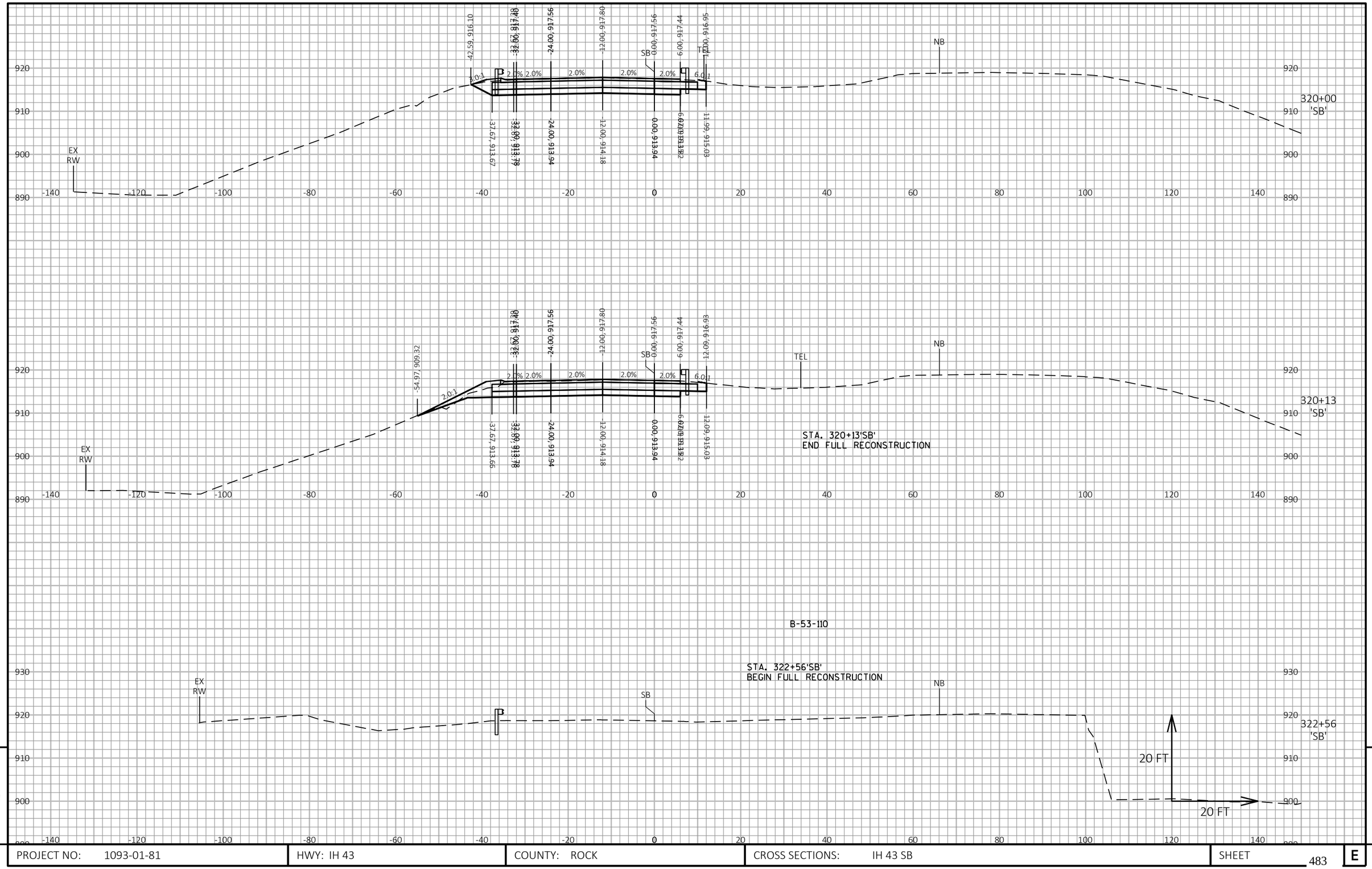
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 482	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 11

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

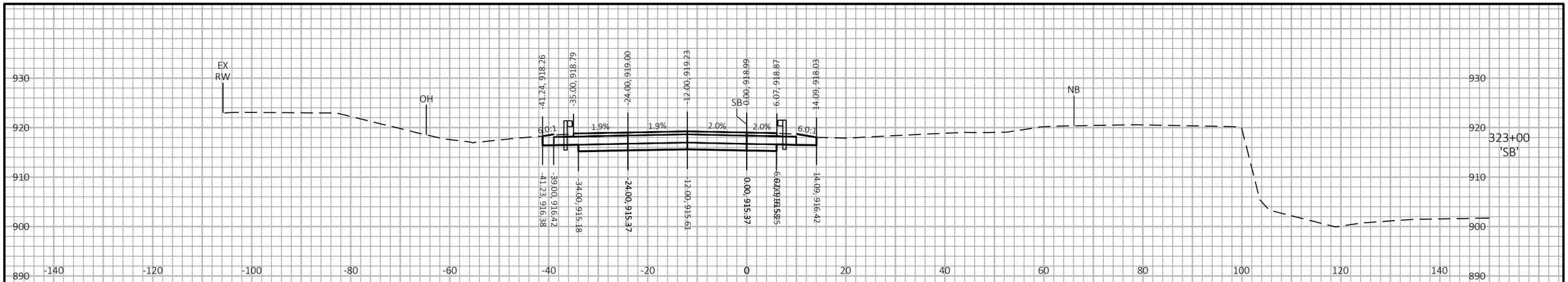


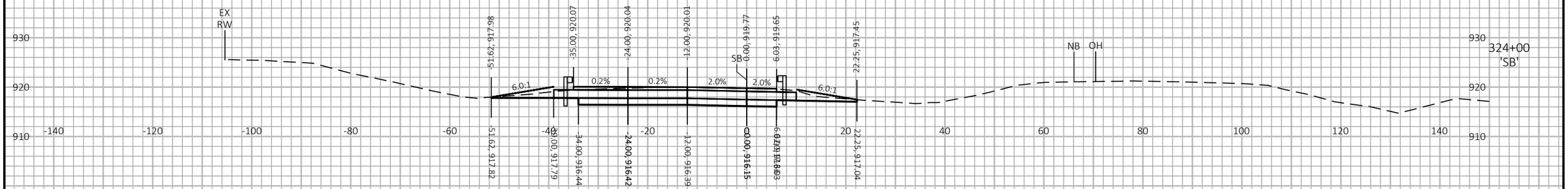
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 483 E

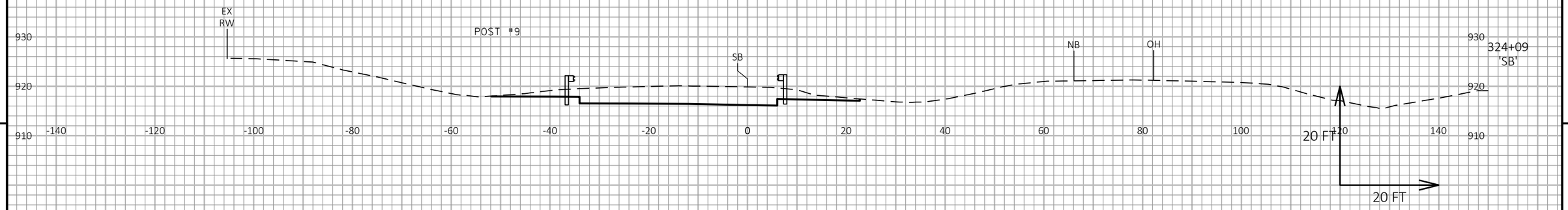
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 12

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







9

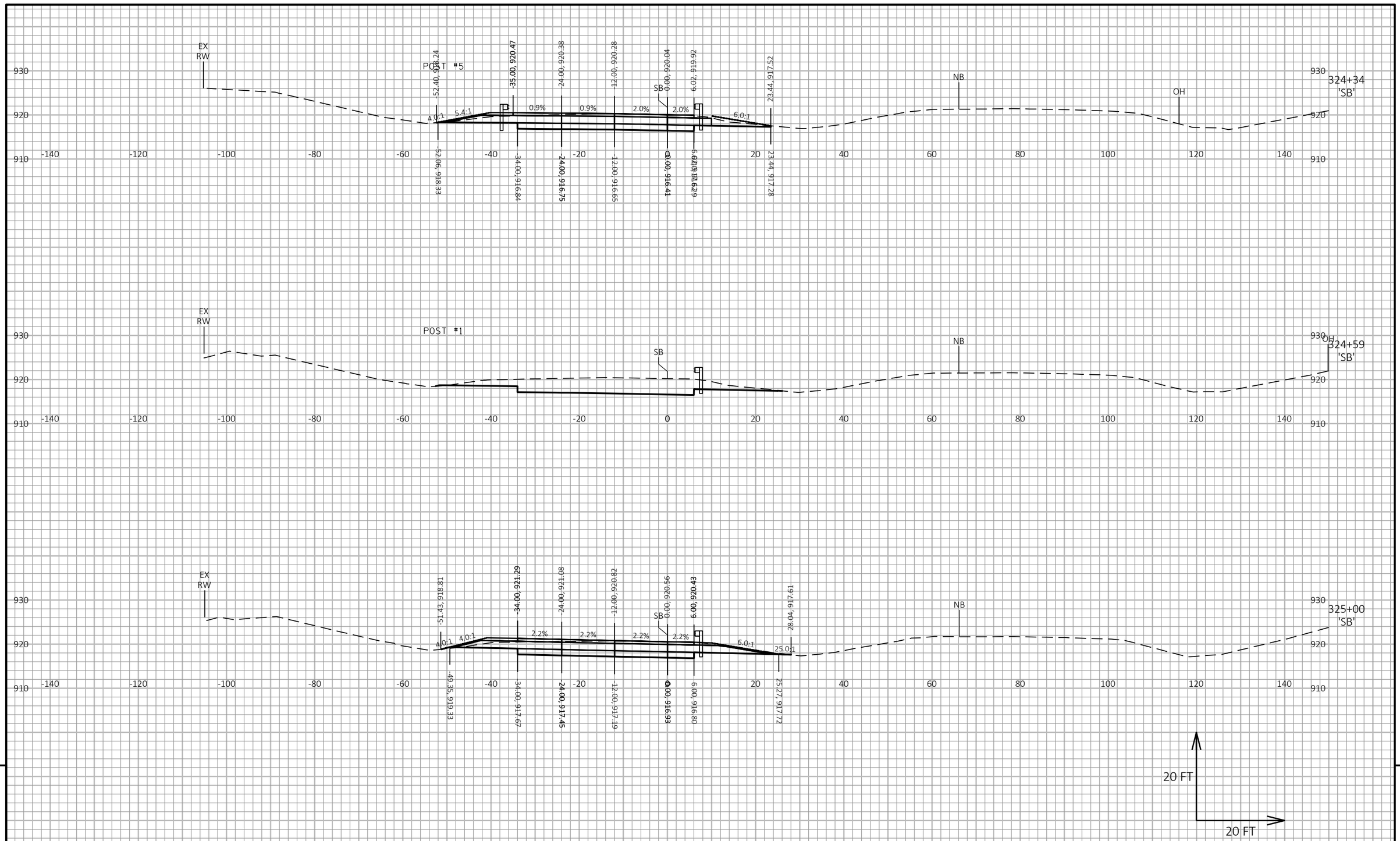
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 484	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 13

PLOT DATE : 4/15/2024 12:23 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

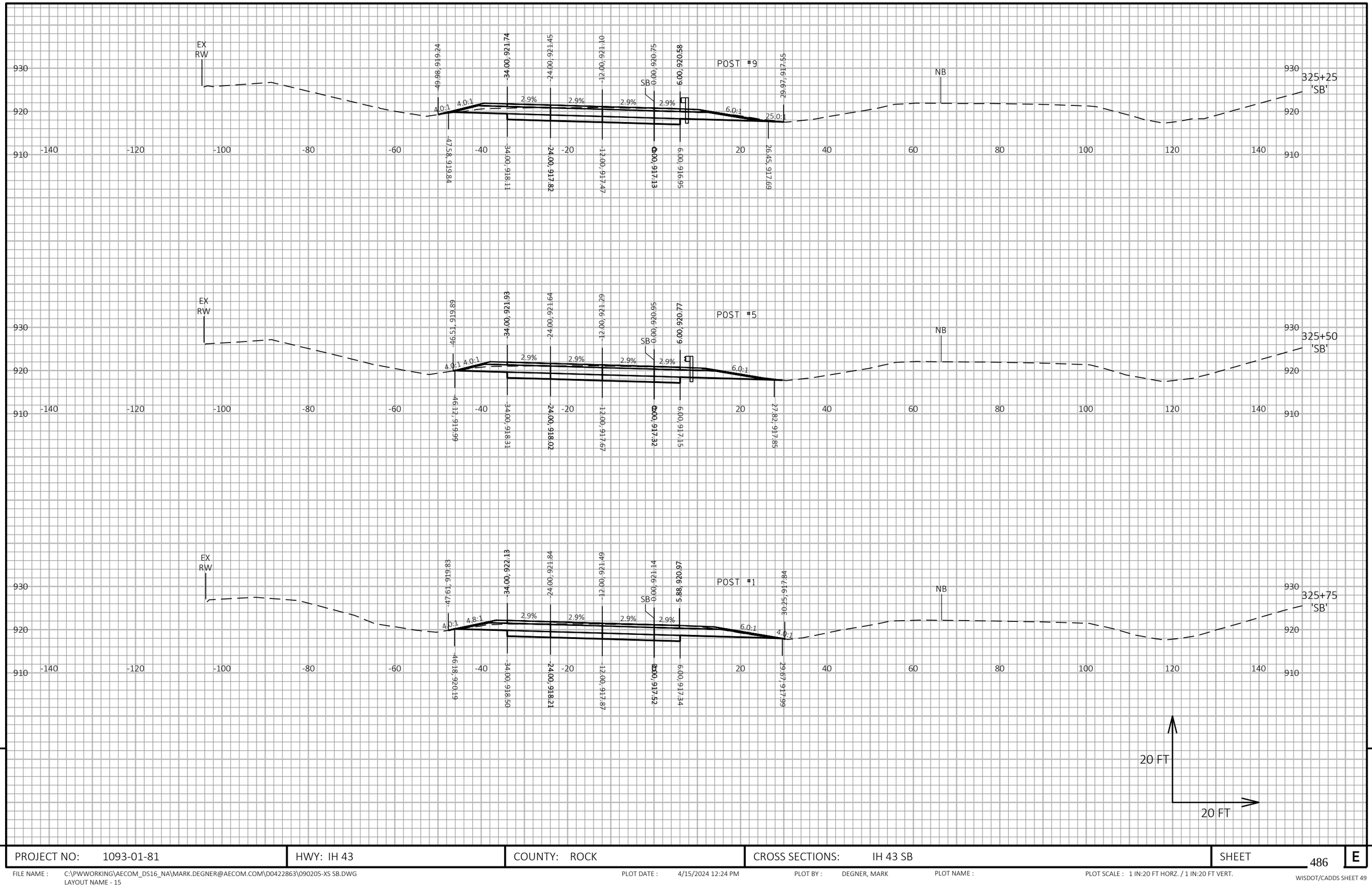
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 485	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 14

PLOT DATE : 4/15/2024 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

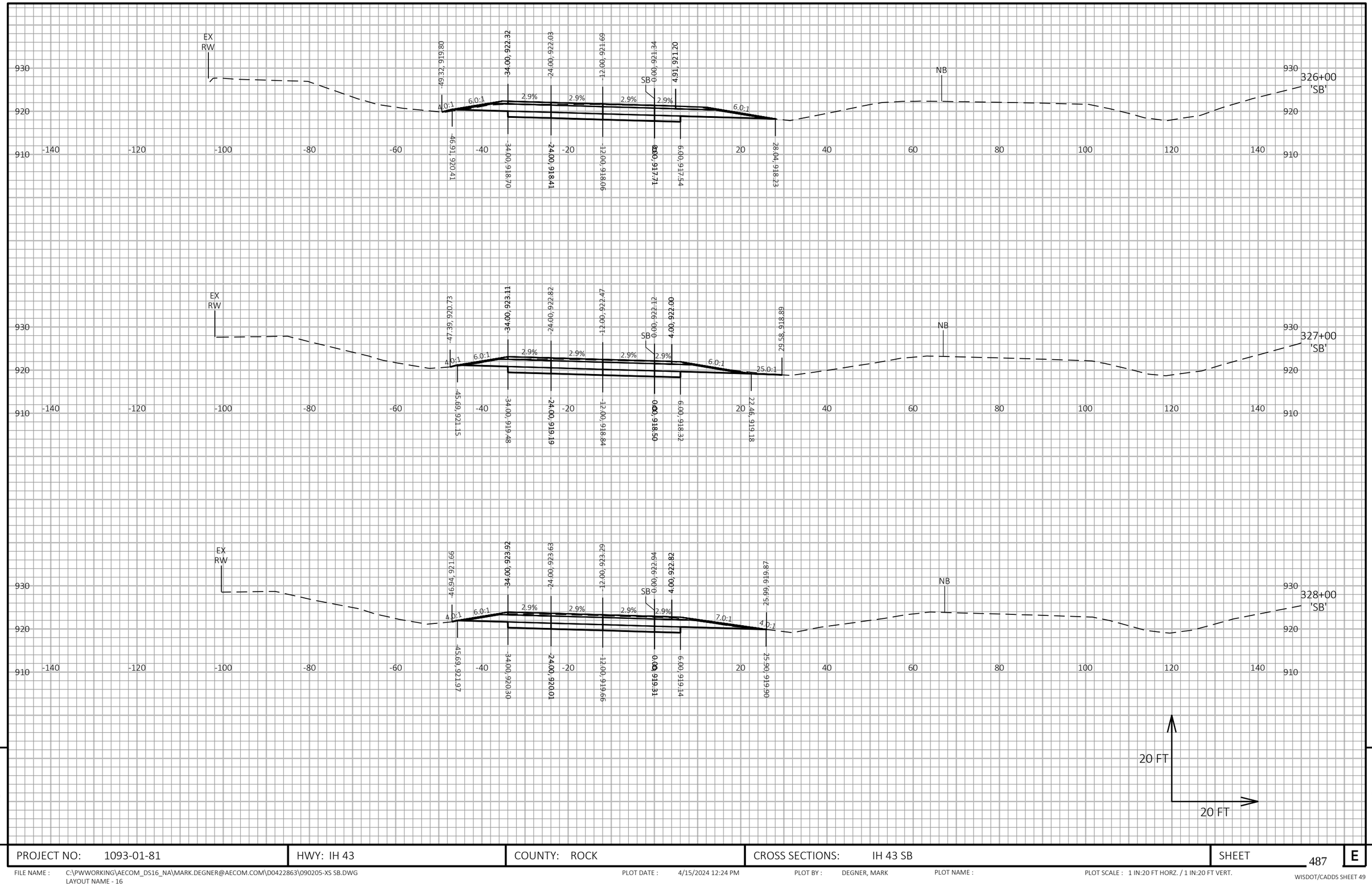
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 486	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 15

PLOT DATE : 4/15/2024 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

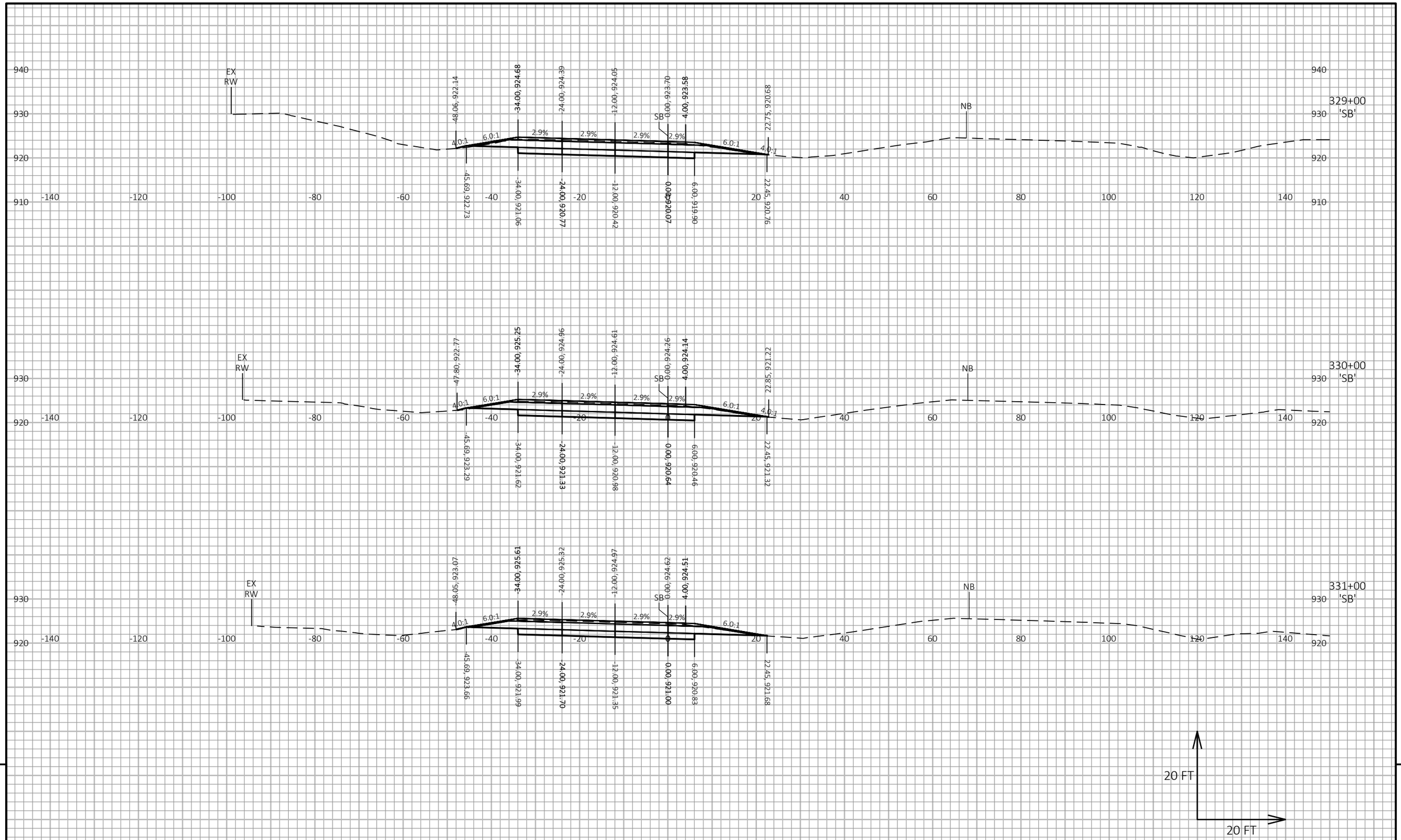


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 487	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 16

PLOT DATE : 4/15/2024 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

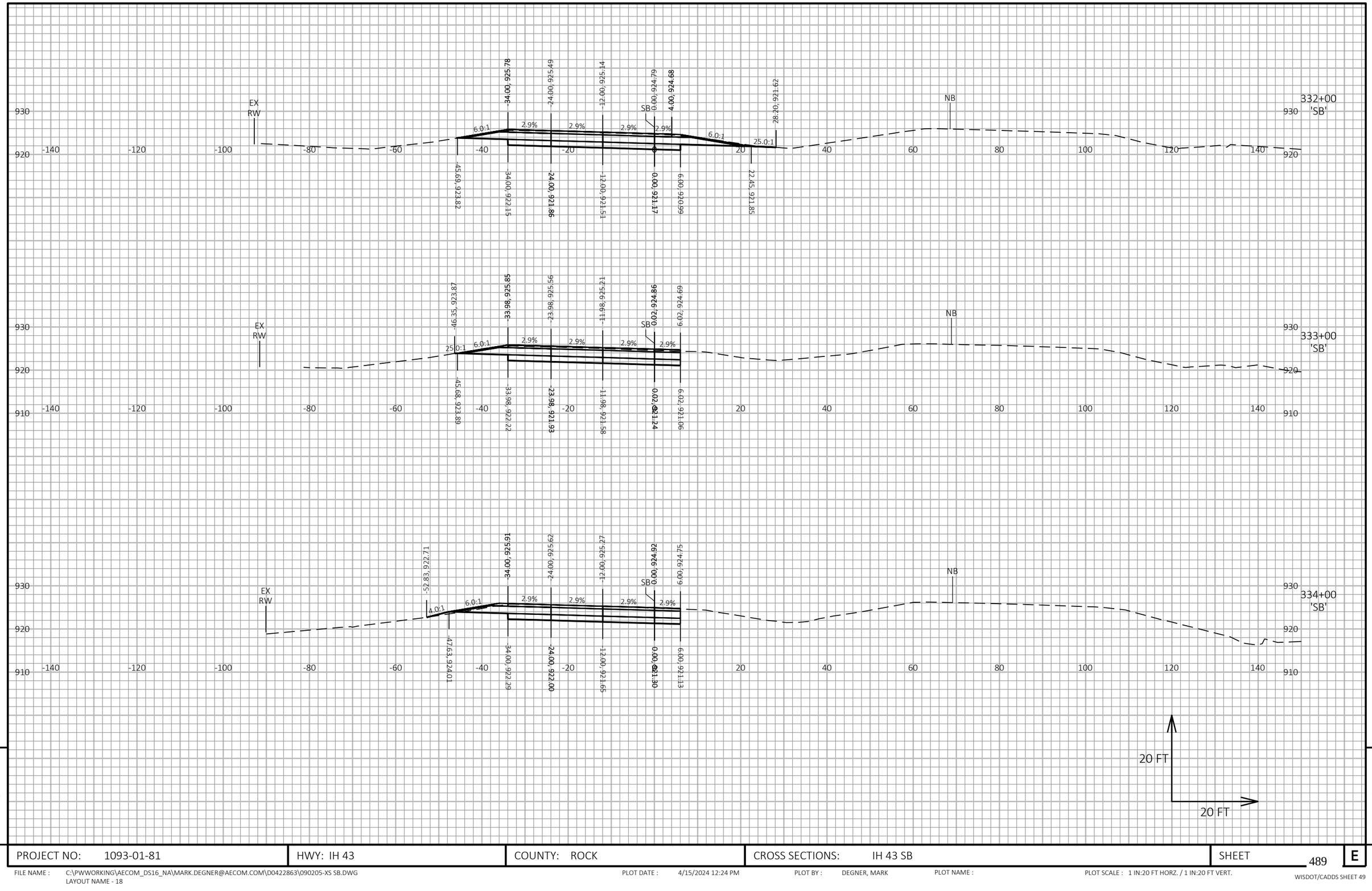


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 488	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 17

PLOT DATE : 4/15/2024 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

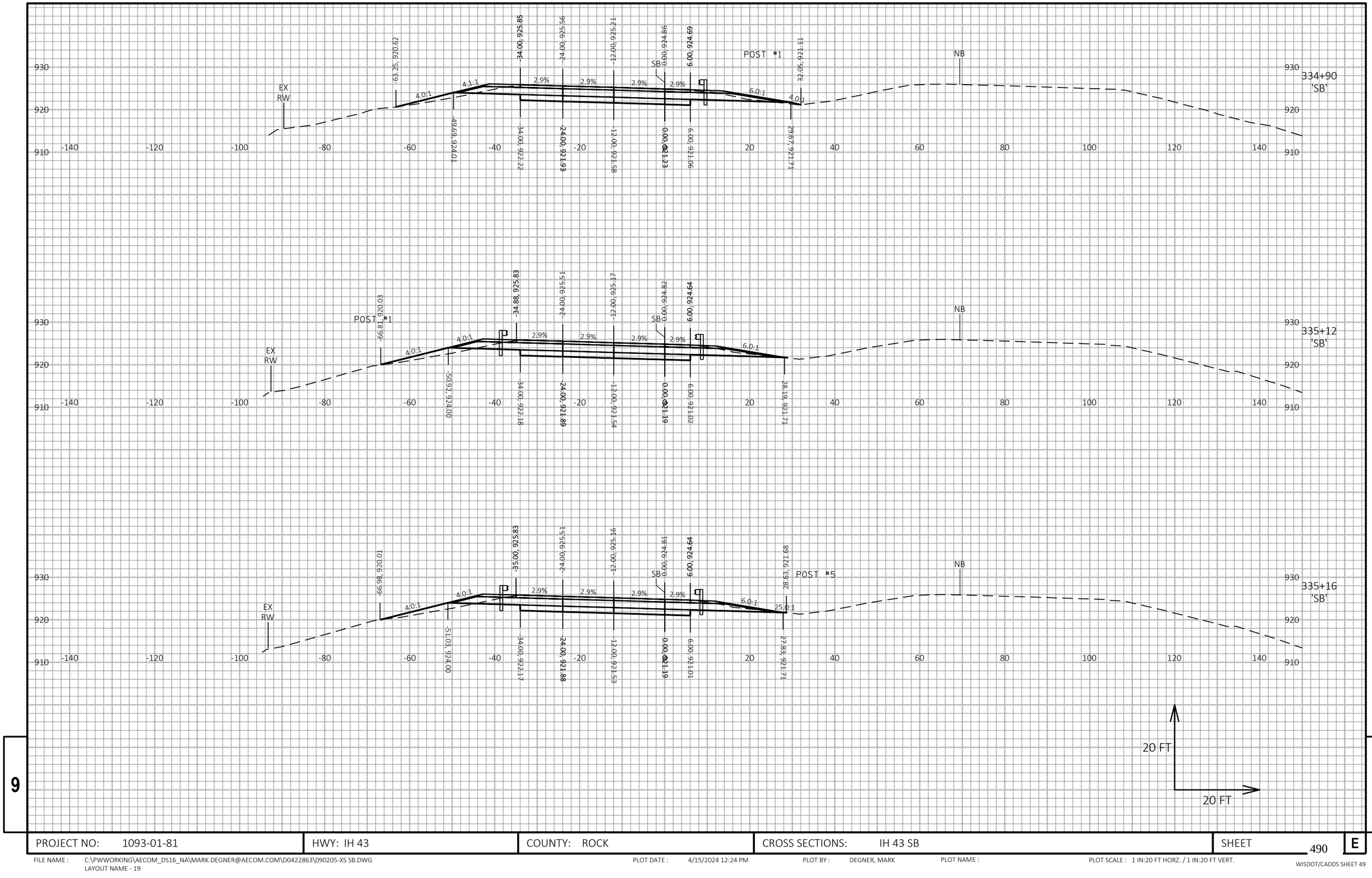


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 489 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 18

PLOT DATE : 4/15/2024 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

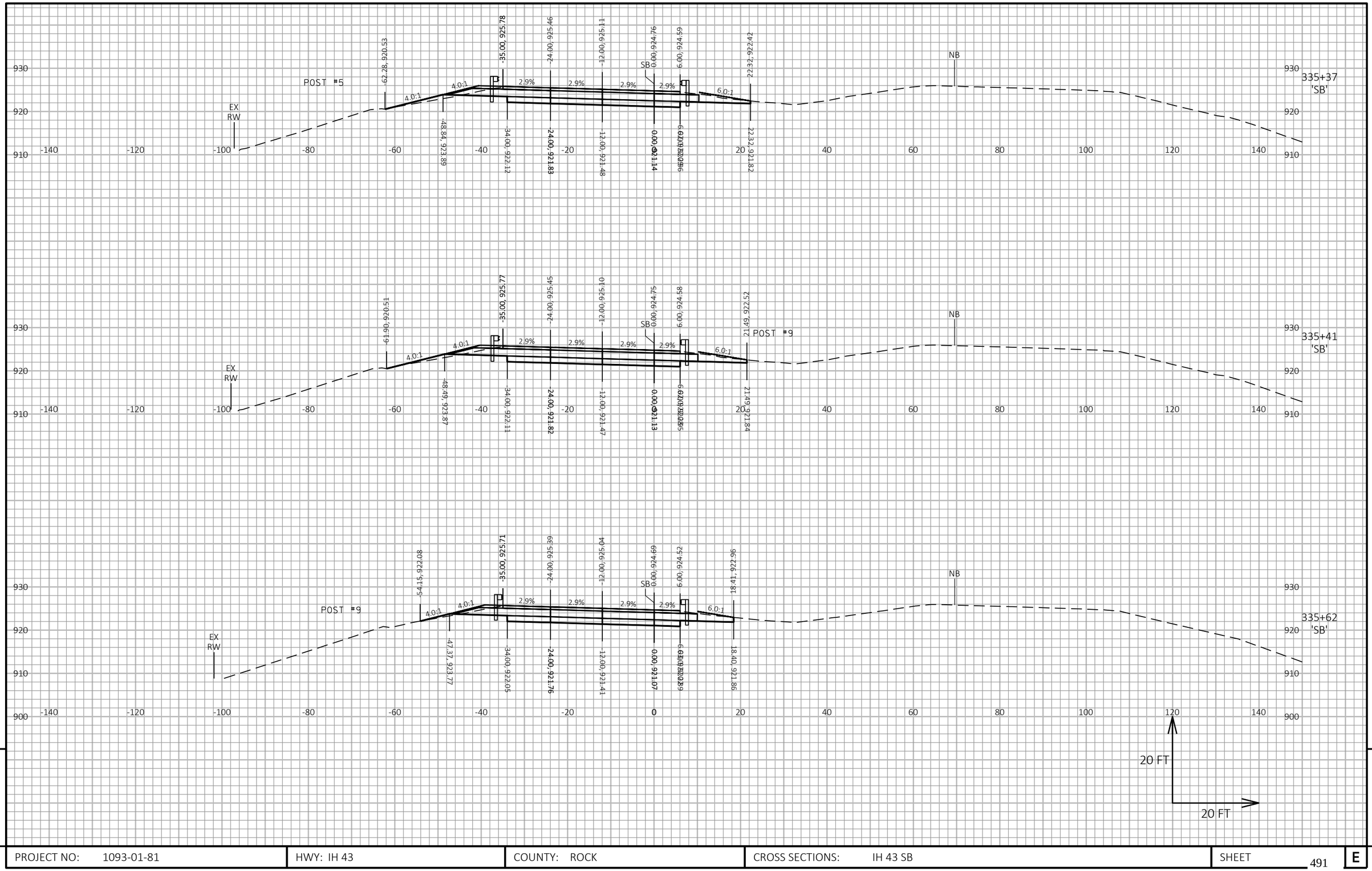
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 490	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 19

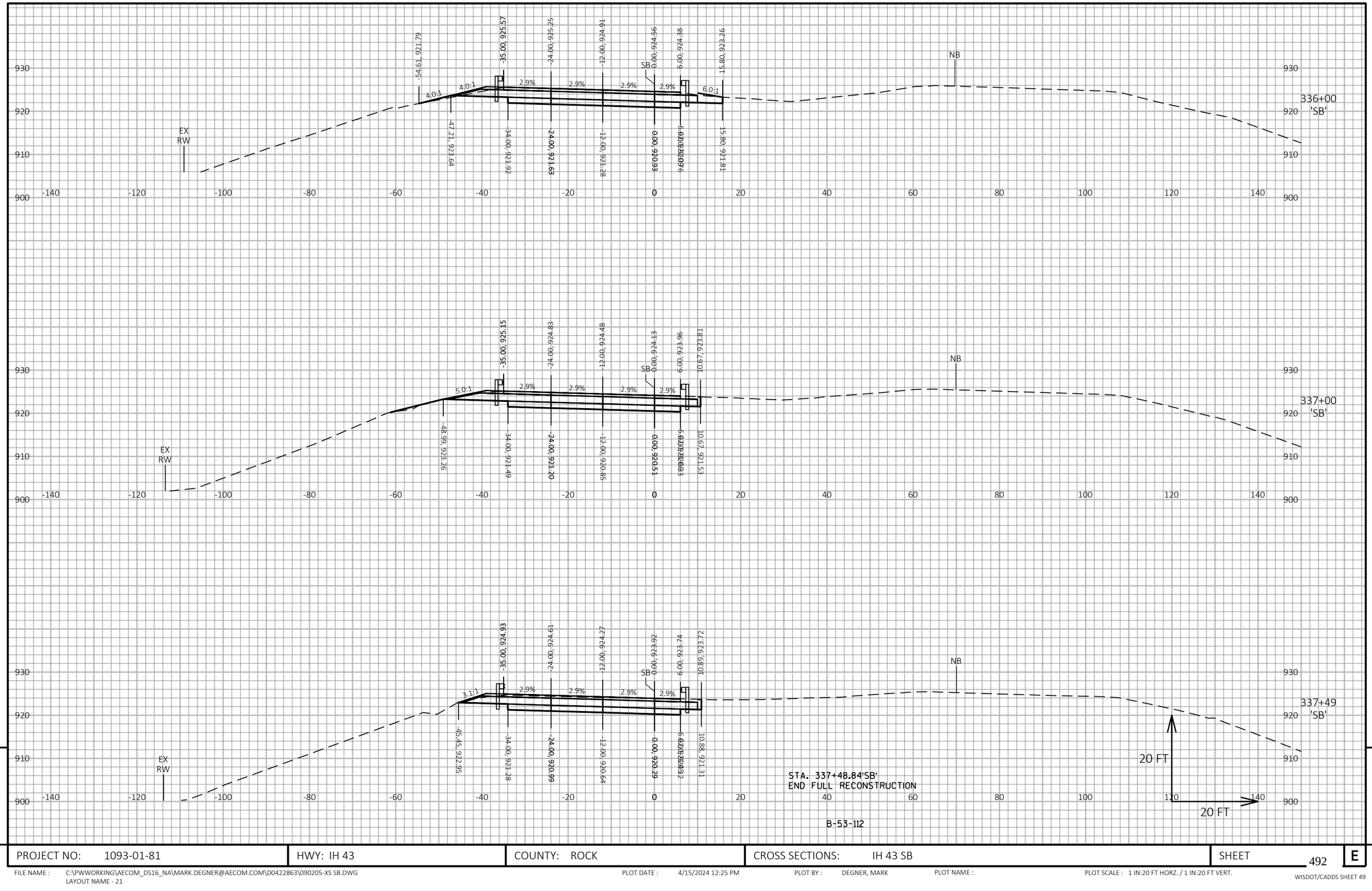
PLOT DATE : 4/15/2024 12:24 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 491	E



9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 492	E

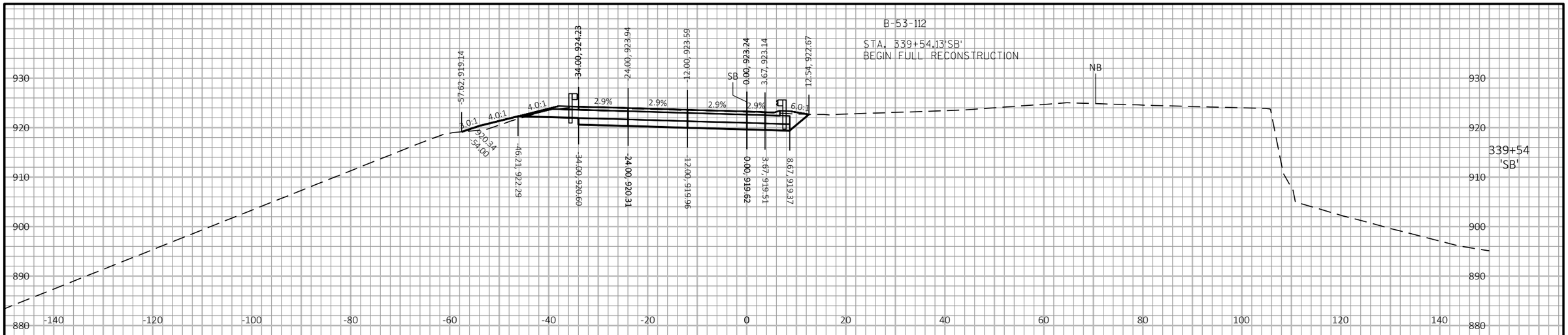
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090205-XS SB.DWG
LAYOUT NAME - 21

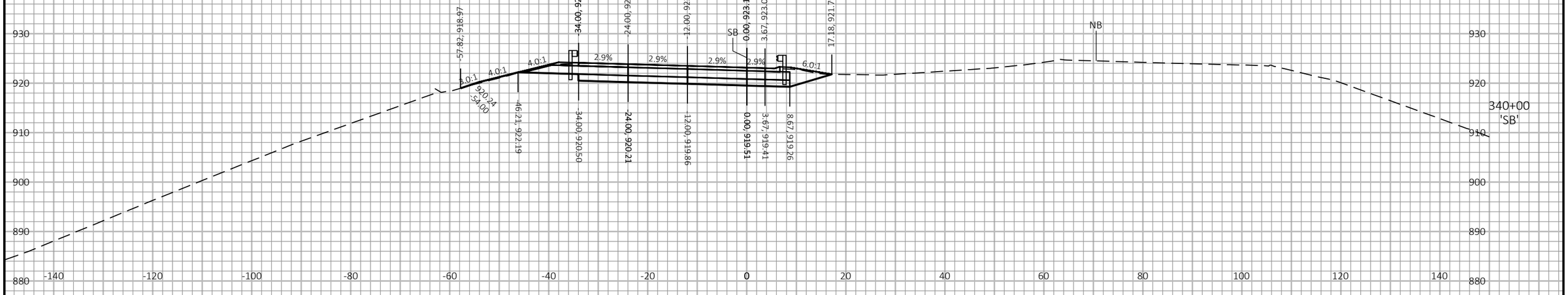
PLOT DATE : 4/15/2024 12:25 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

B-53-112

STA. 339+54.13'SB'
BEGIN FULL RECONSTRUCTION





20 FT
20 FT

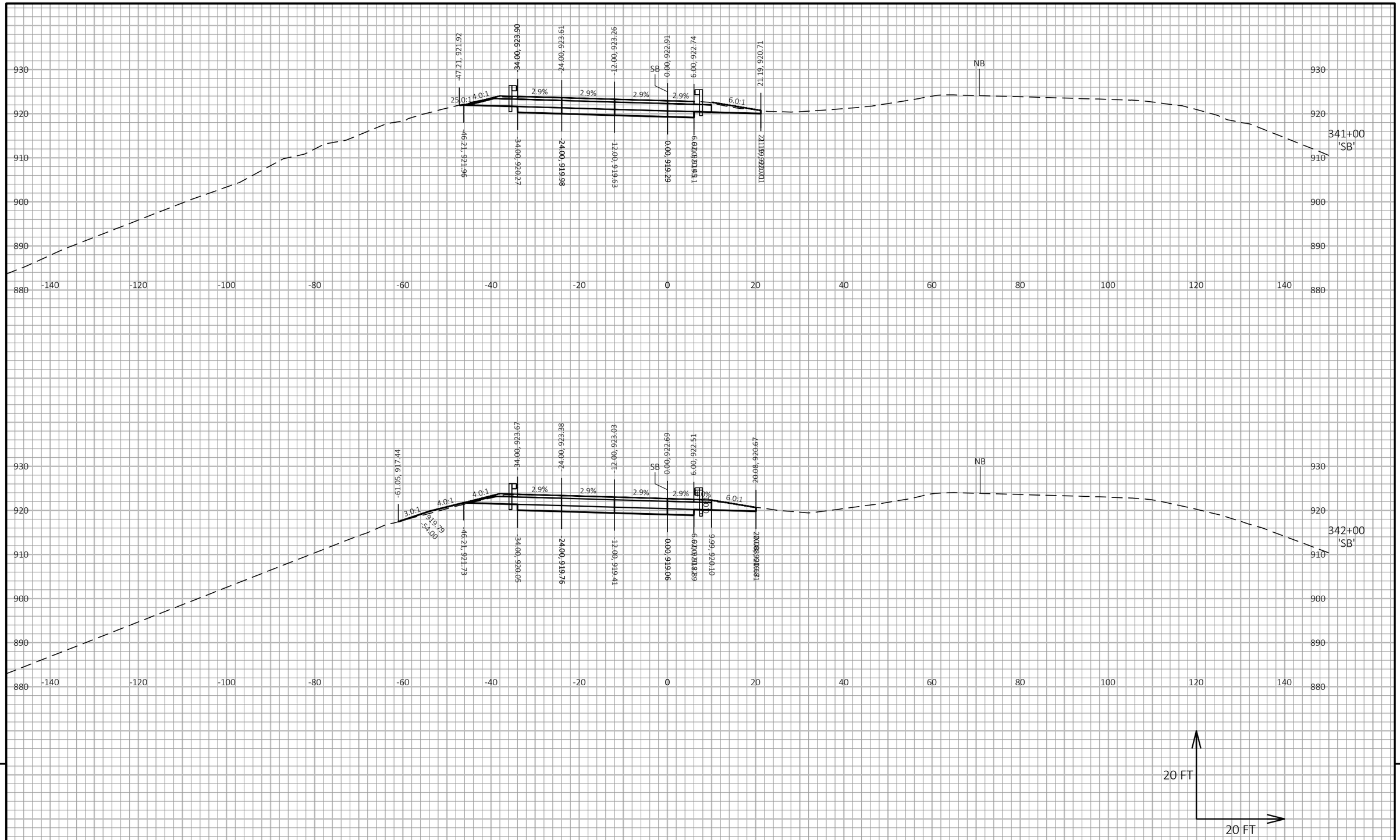
9 9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 493	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 1

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

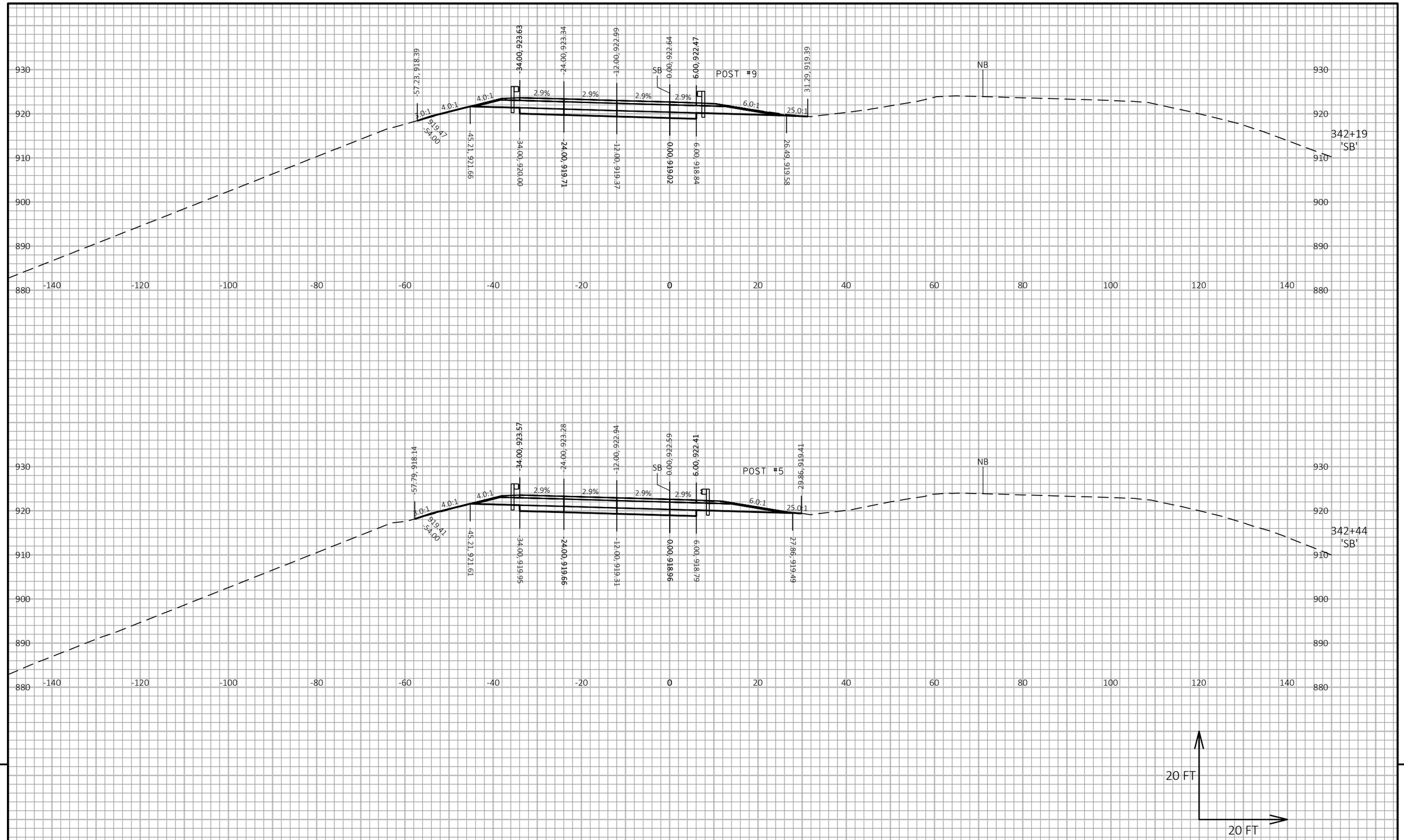
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 494	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 2

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

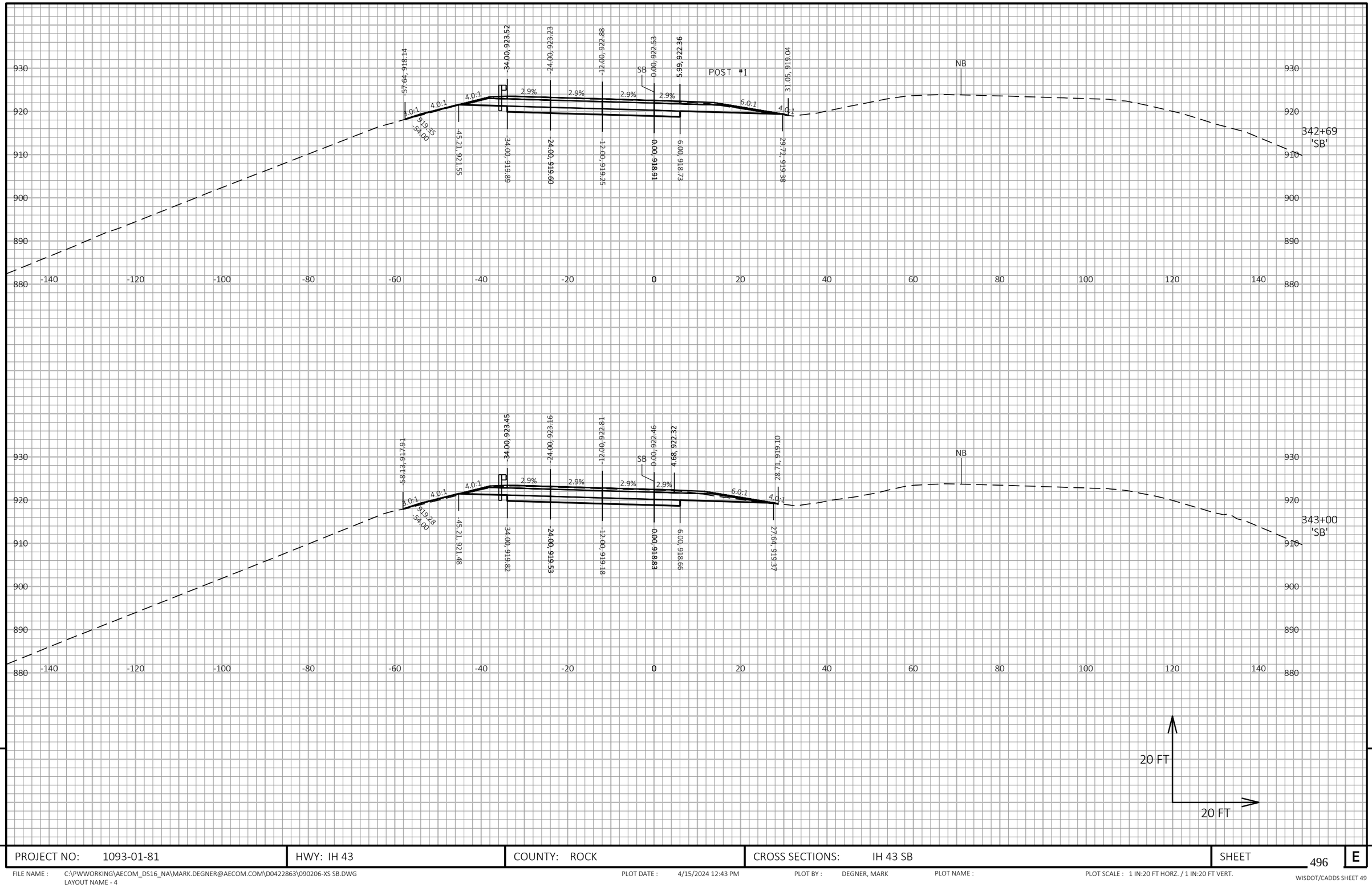


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 495	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 3

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

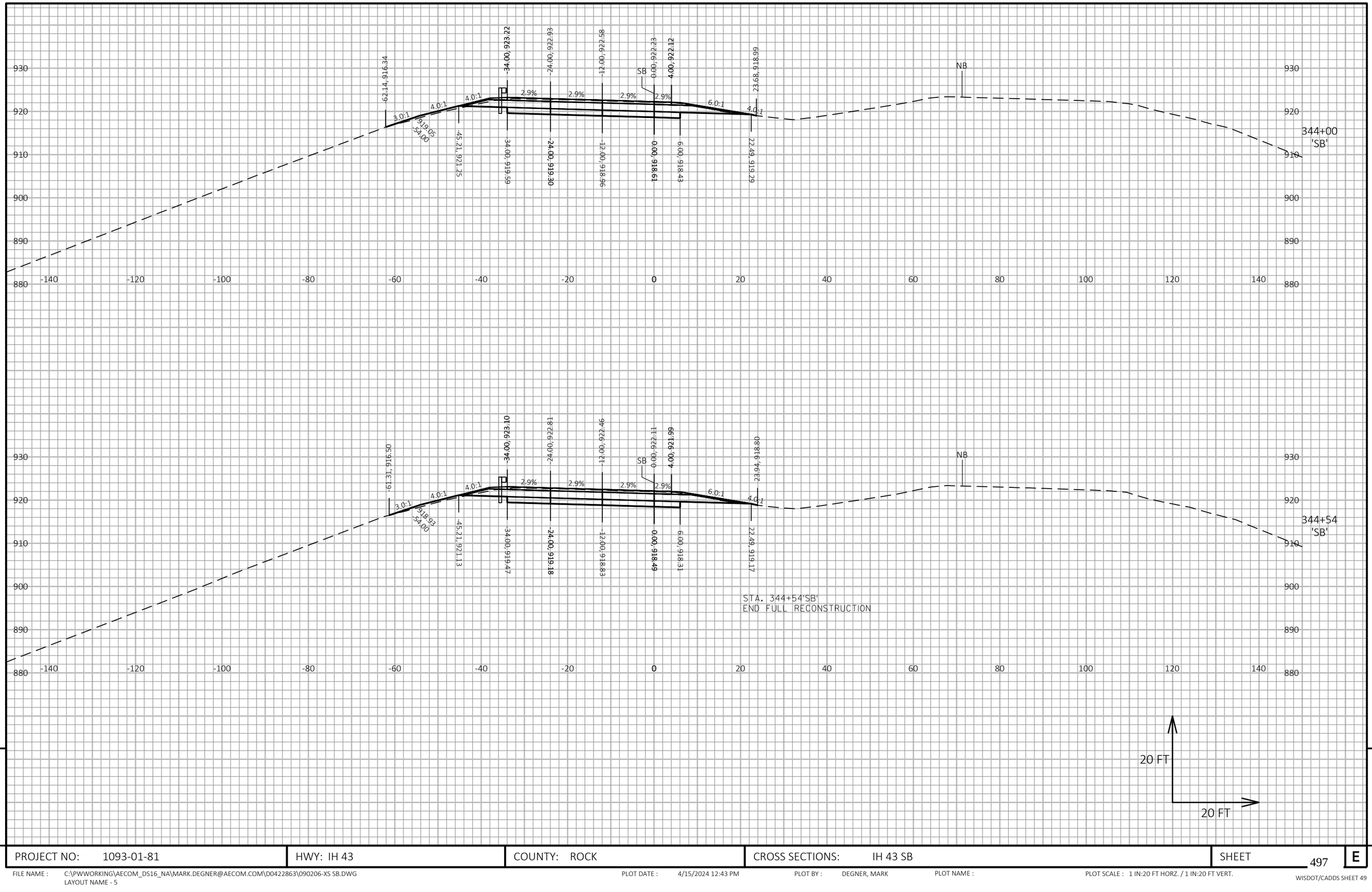
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 496	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 4

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

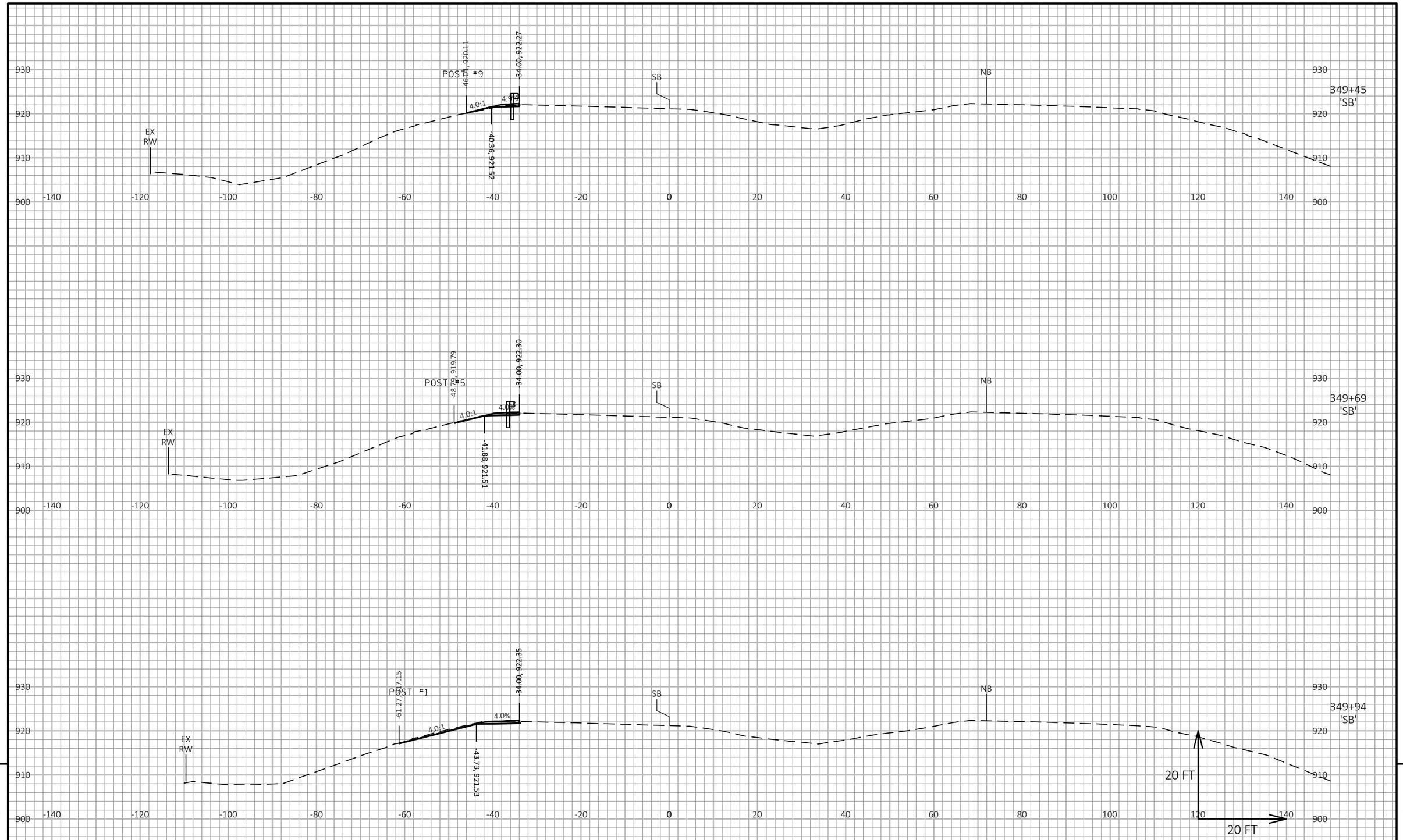


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 497 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 5

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

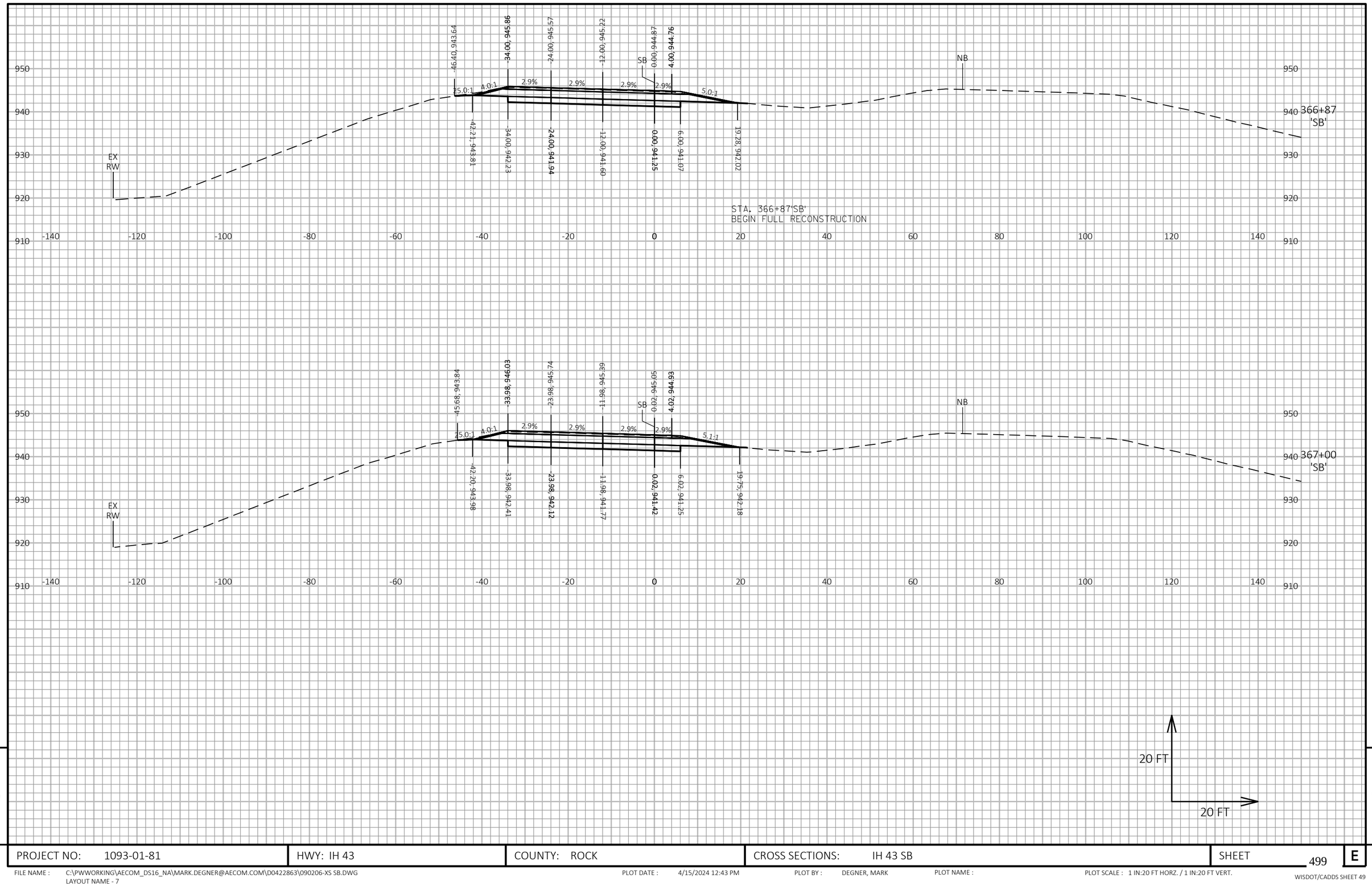
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 498	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 6

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

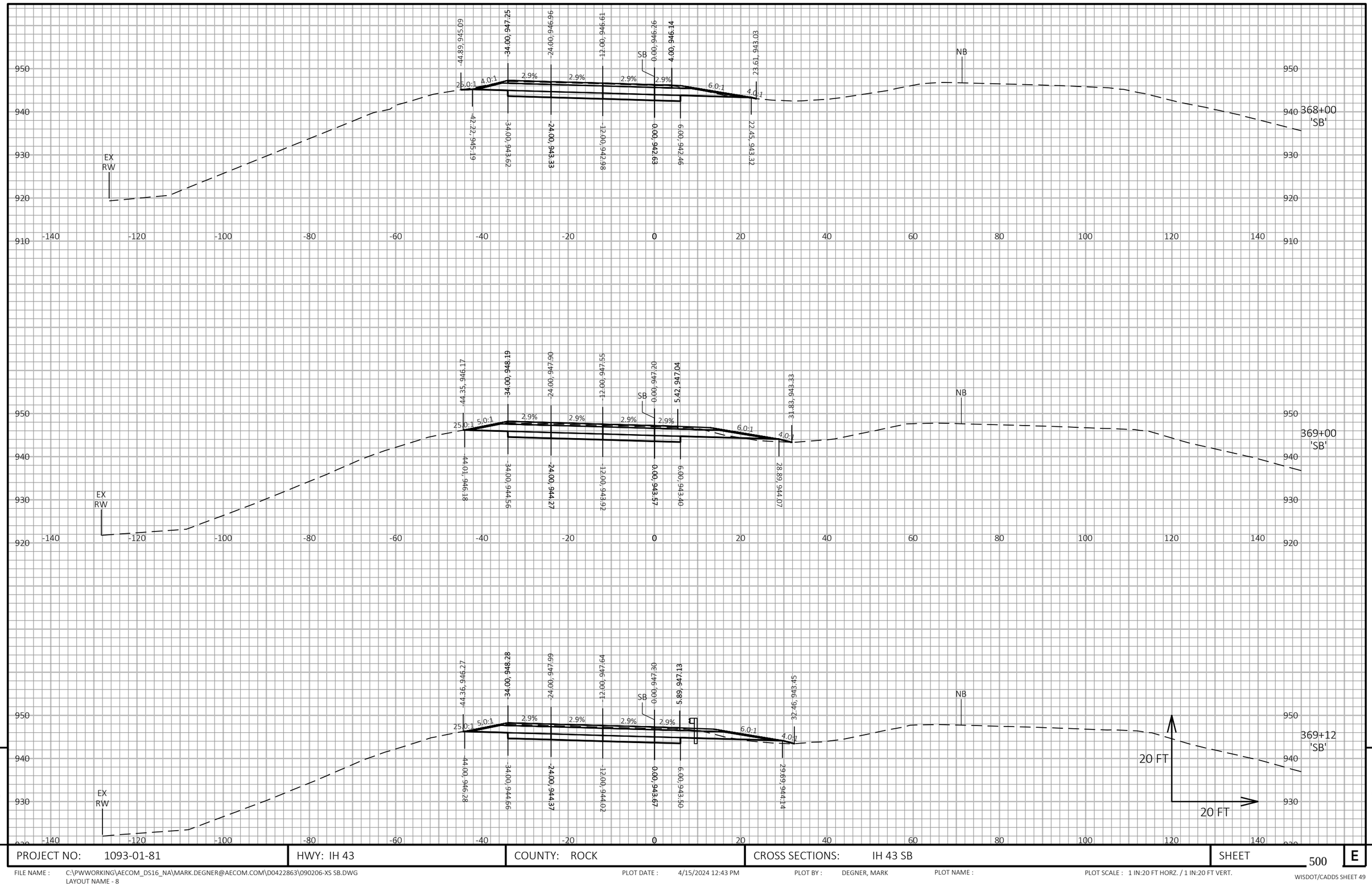
WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 499	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 7

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

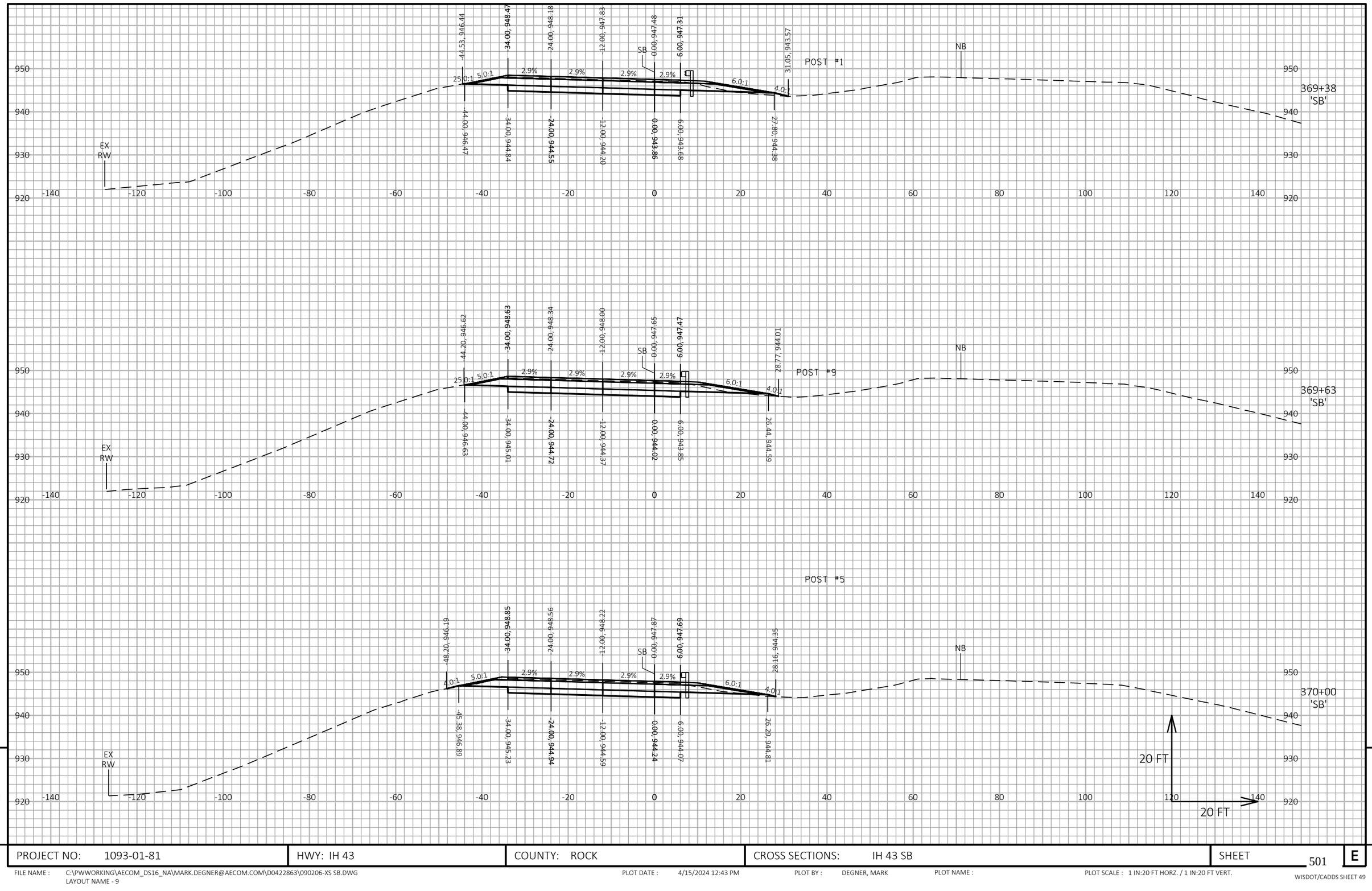
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 500	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 8

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

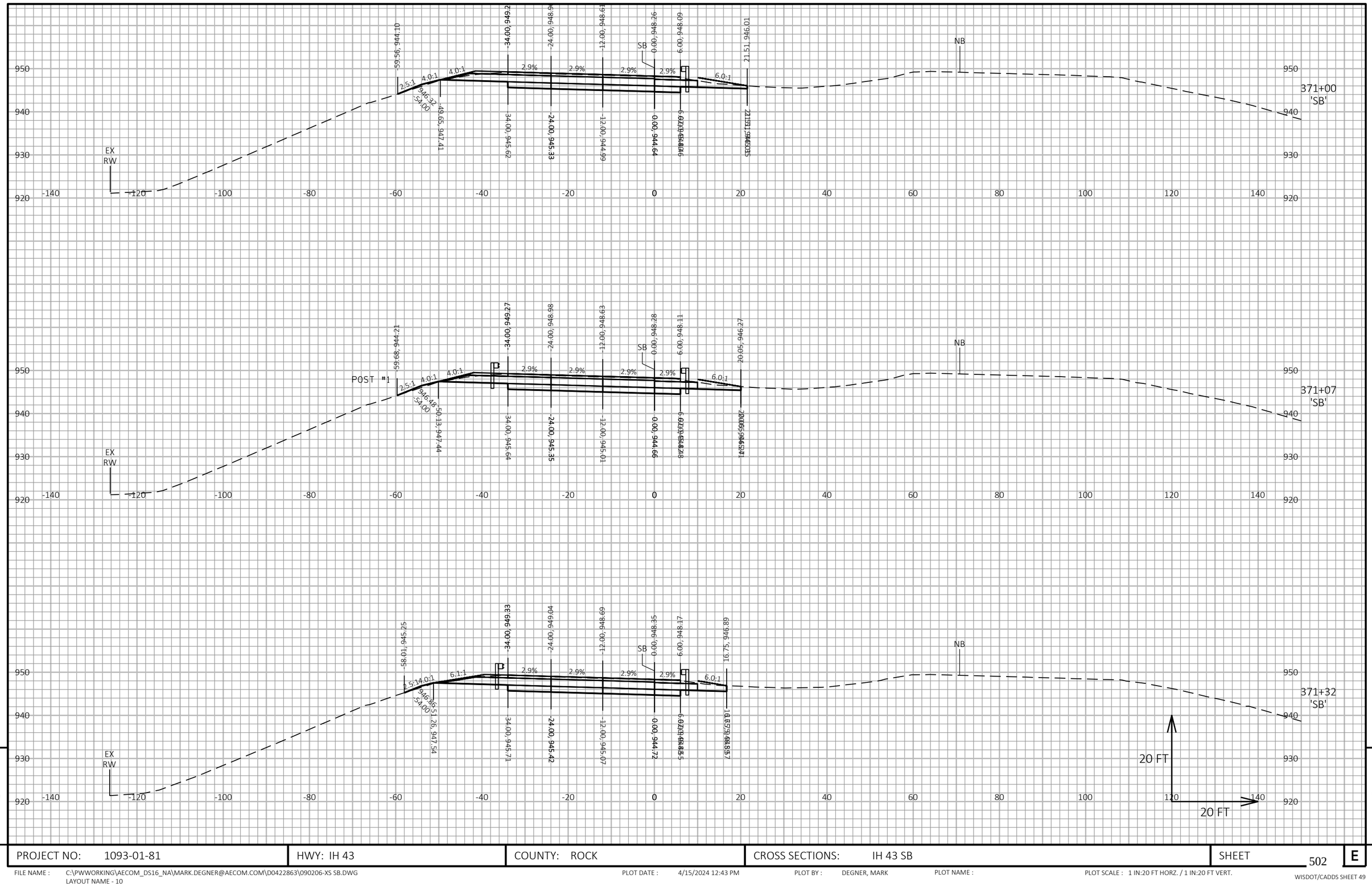
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 501	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 9

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

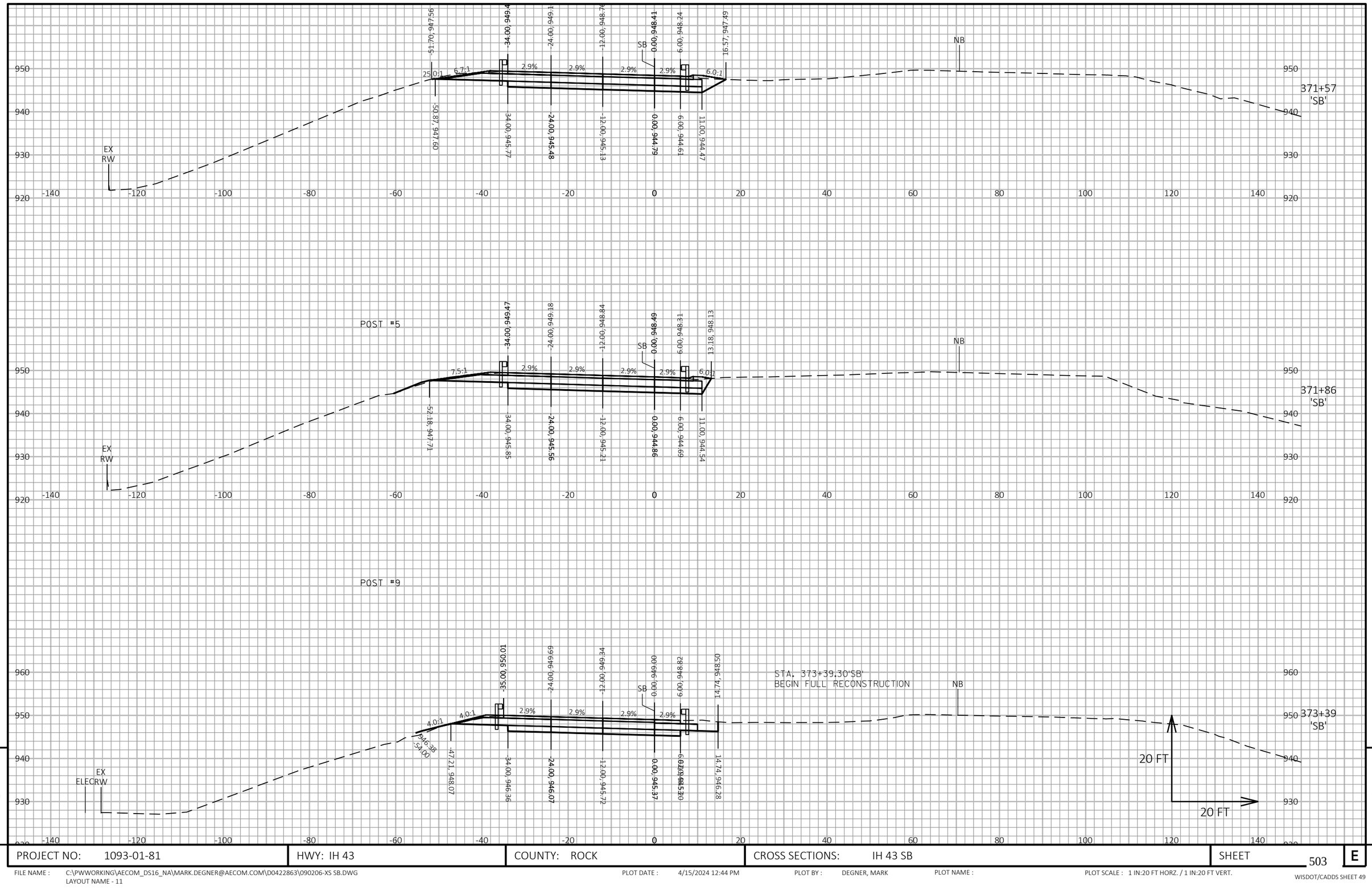
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 502	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 10

PLOT DATE : 4/15/2024 12:43 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

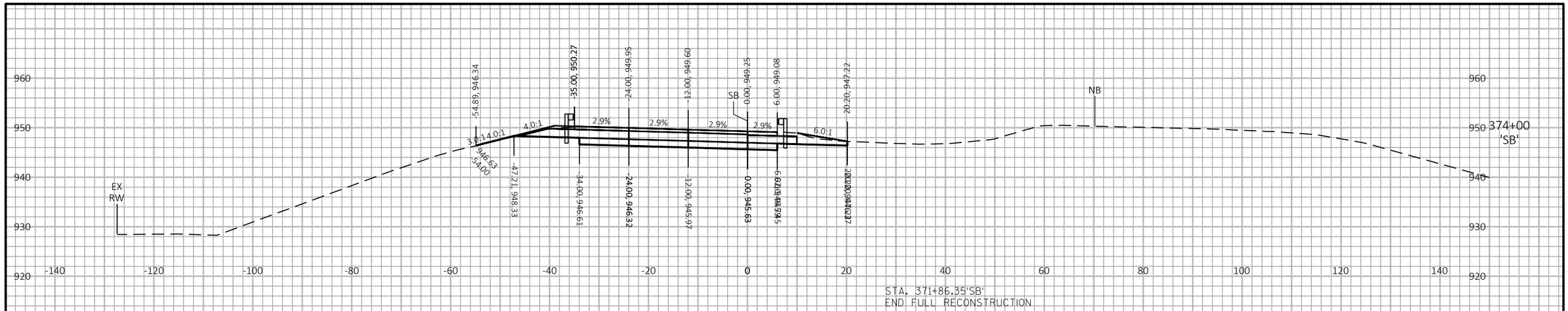
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 503	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 11

PLOT DATE : 4/15/2024 12:44 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

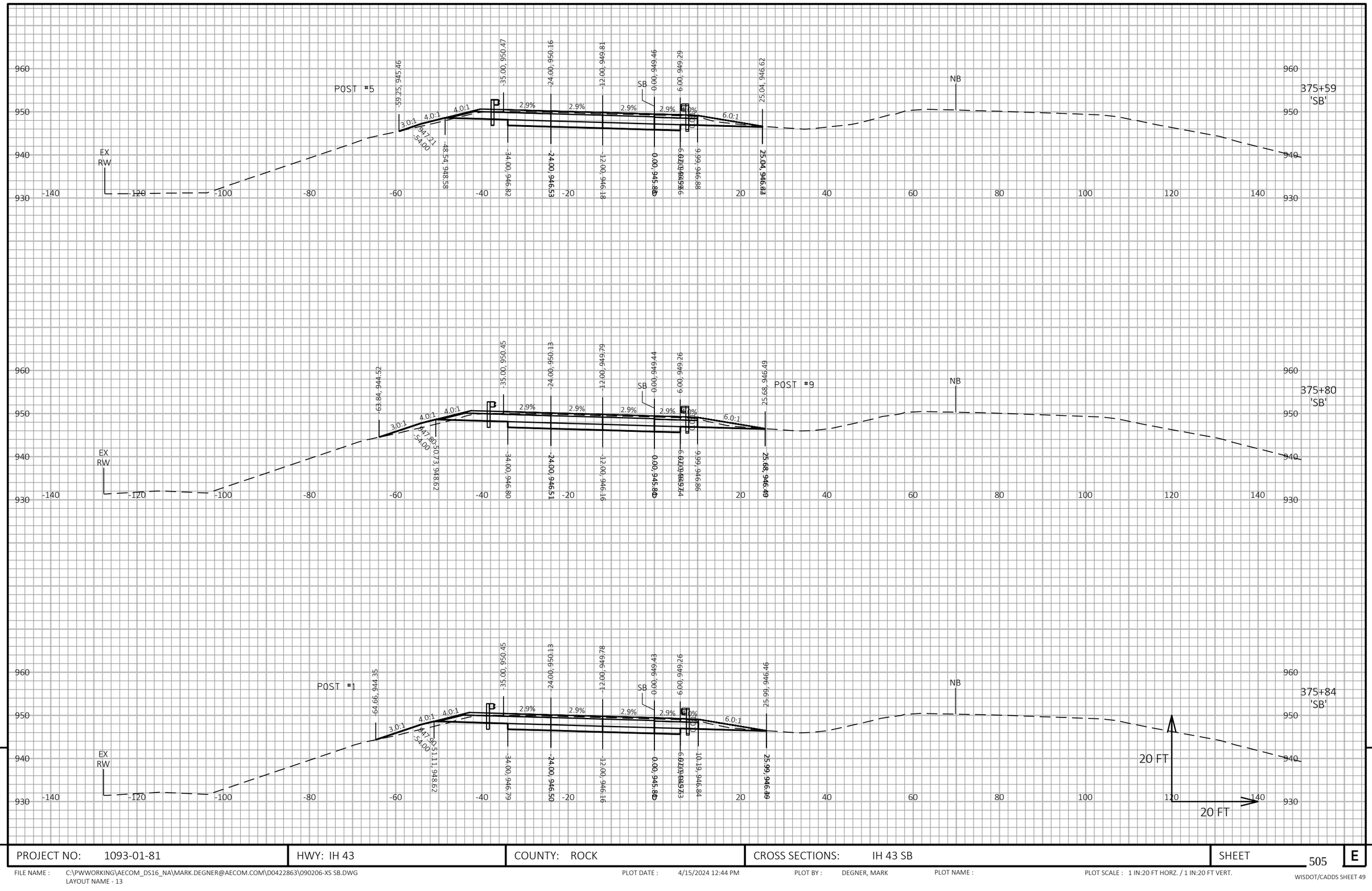


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 504 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 12

PLOT DATE : 4/15/2024 12:44 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

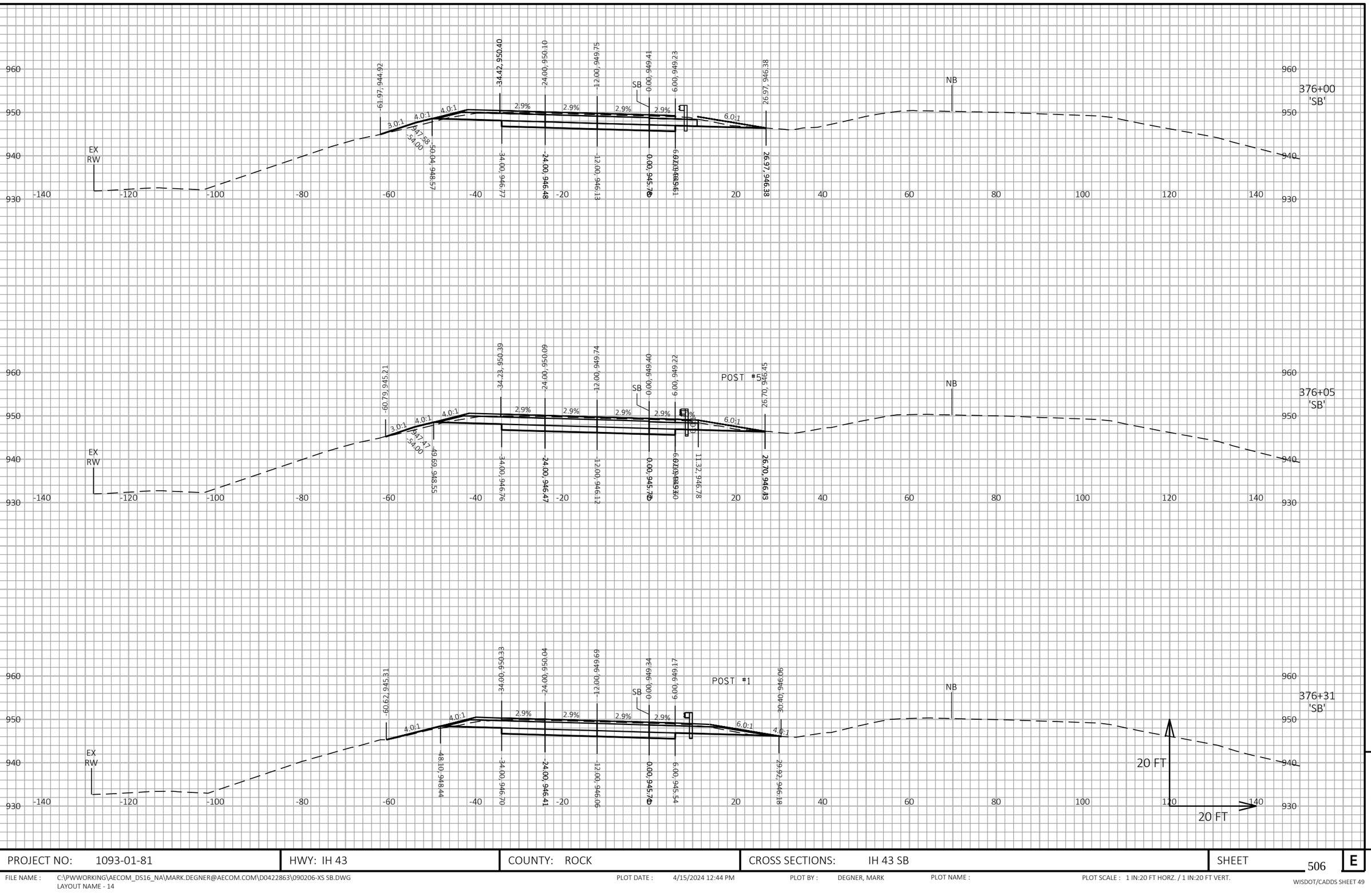
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 505	E

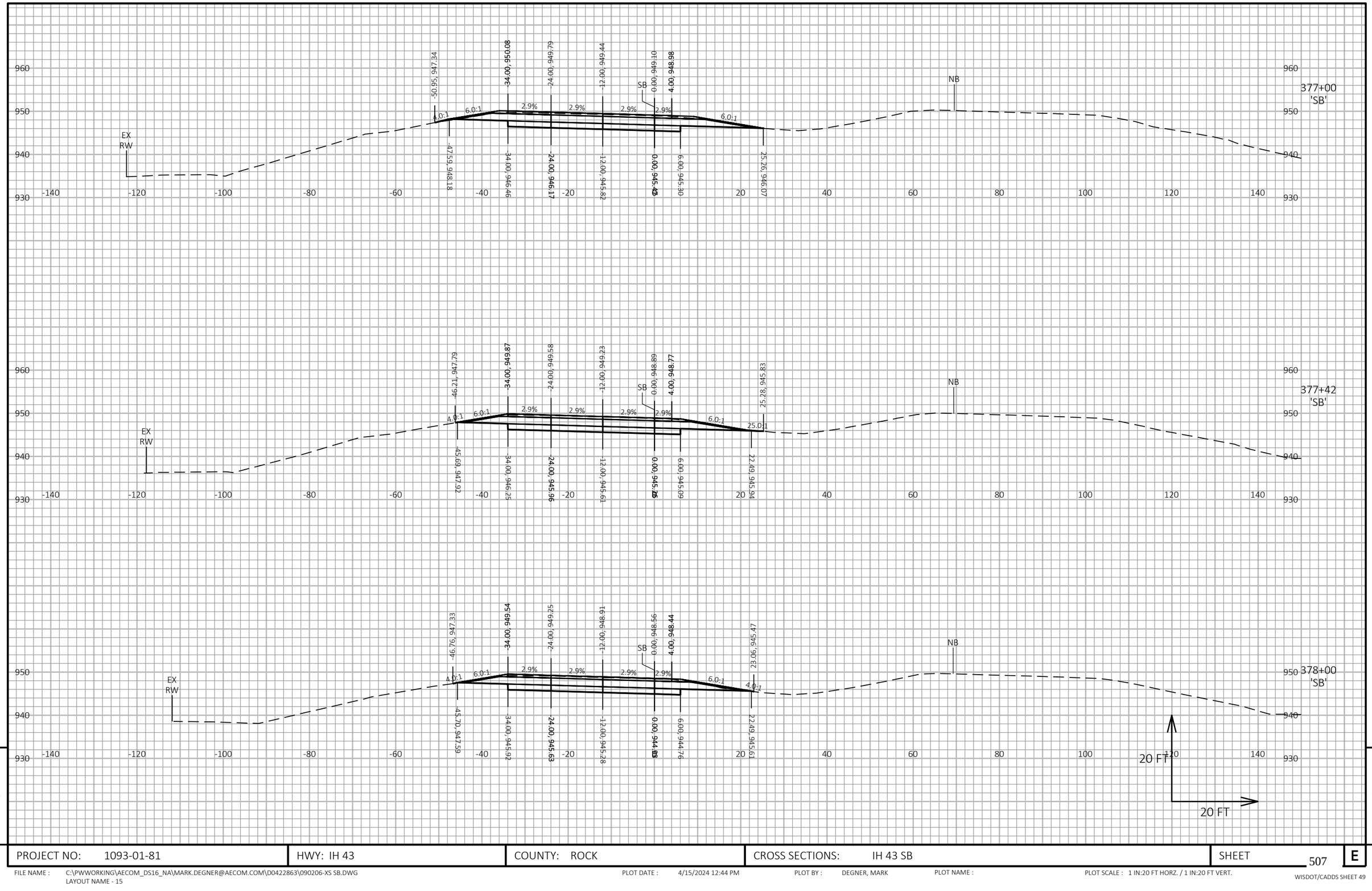
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 13

PLOT DATE : 4/15/2024 12:44 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 506 E



9

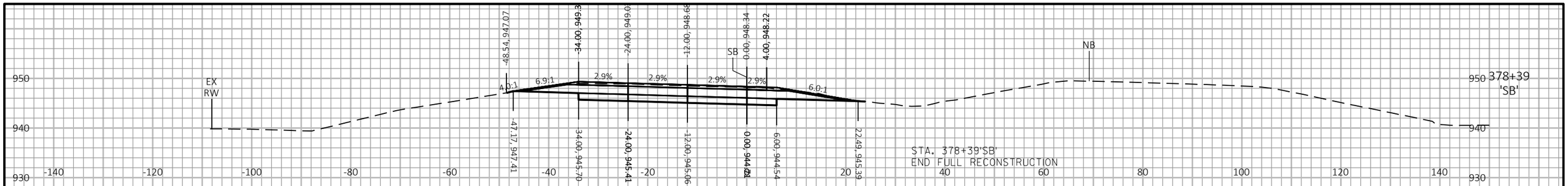
9

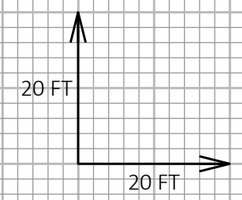
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 507	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 15

PLOT DATE : 4/15/2024 12:44 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

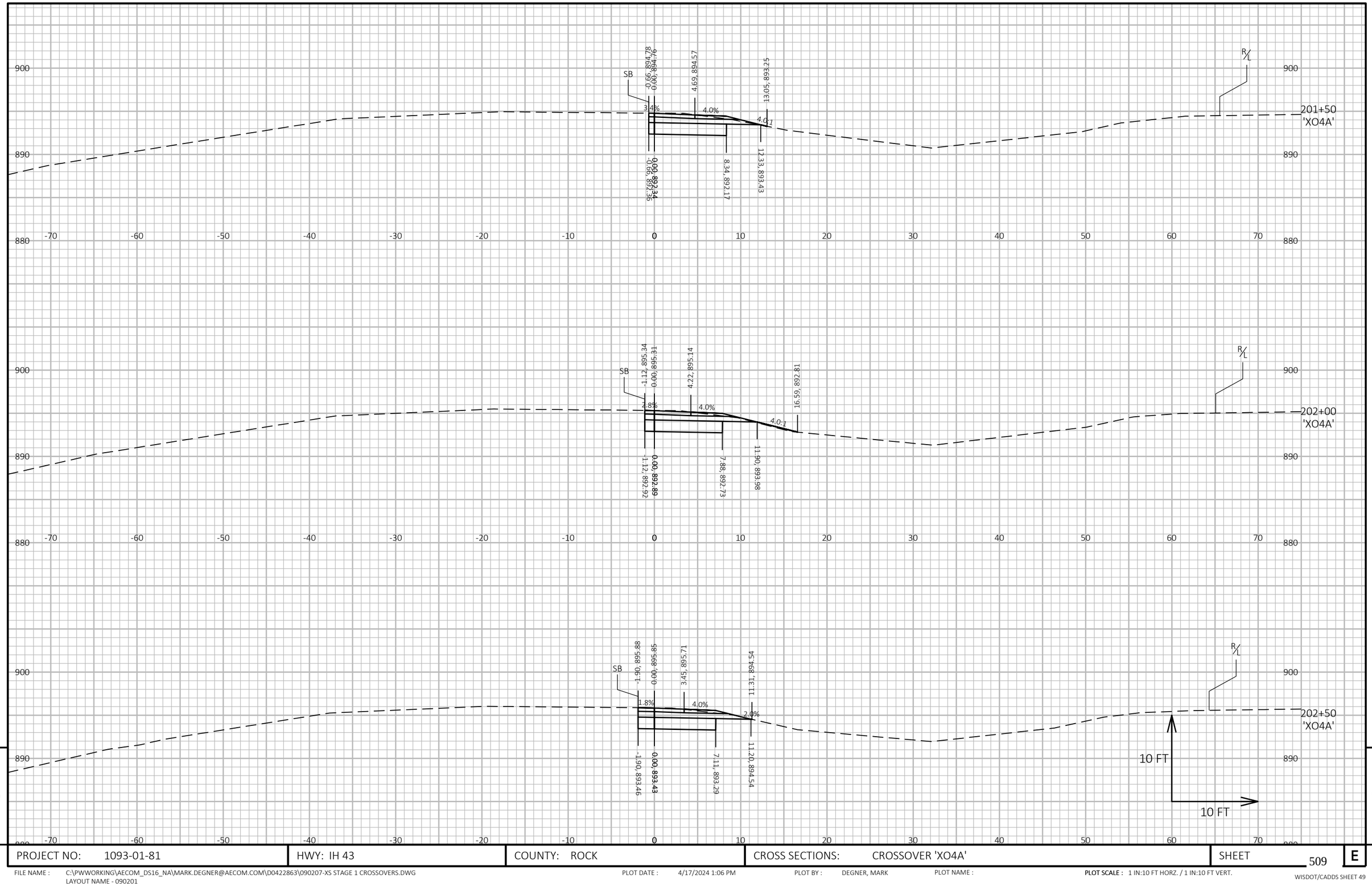
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43 SB	SHEET 508	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090206-XS SB.DWG
LAYOUT NAME - 16

PLOT DATE : 4/15/2024 12:44 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



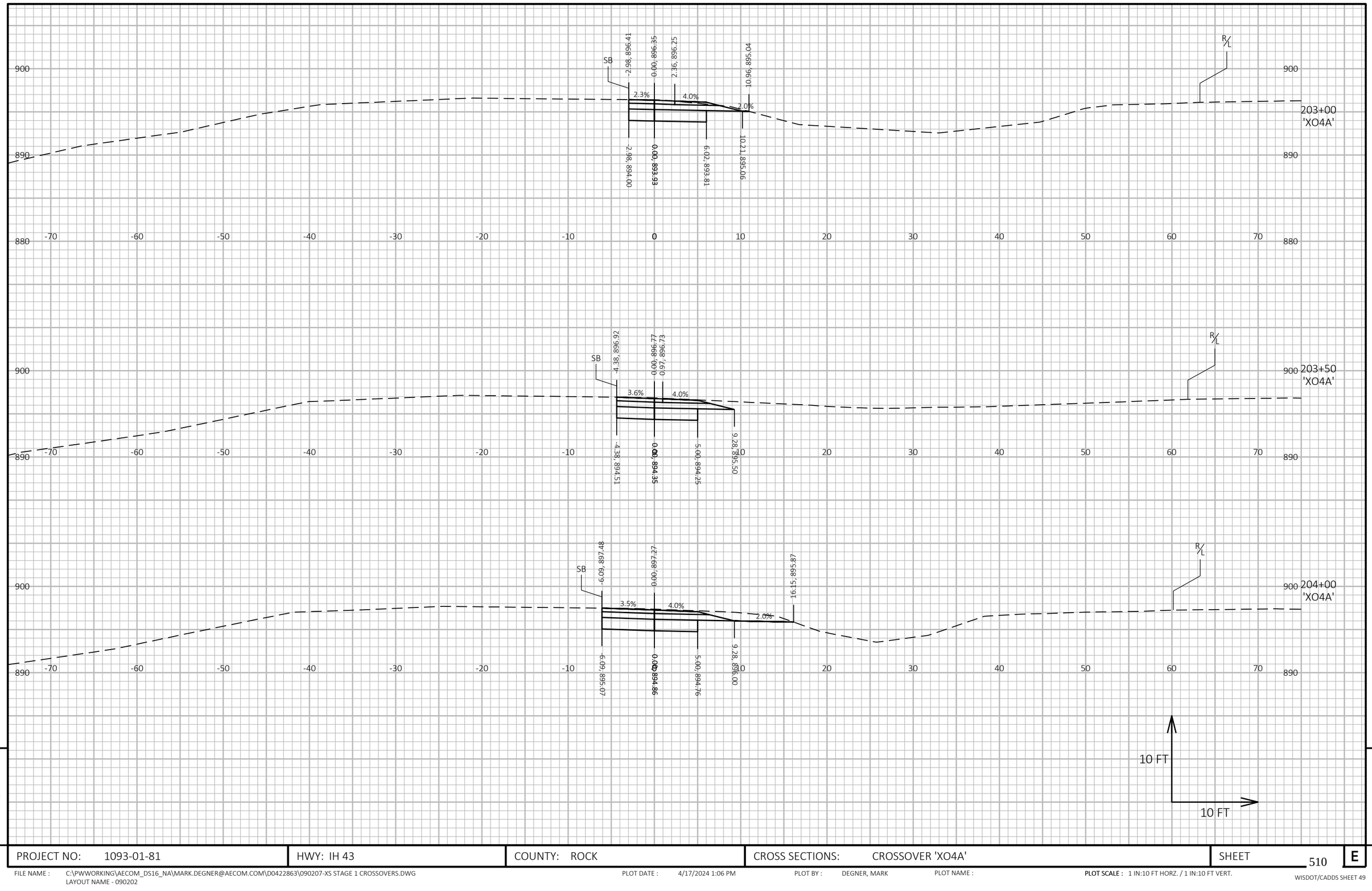
9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 509	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090201

PLOT DATE : 4/17/2024 1:06 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

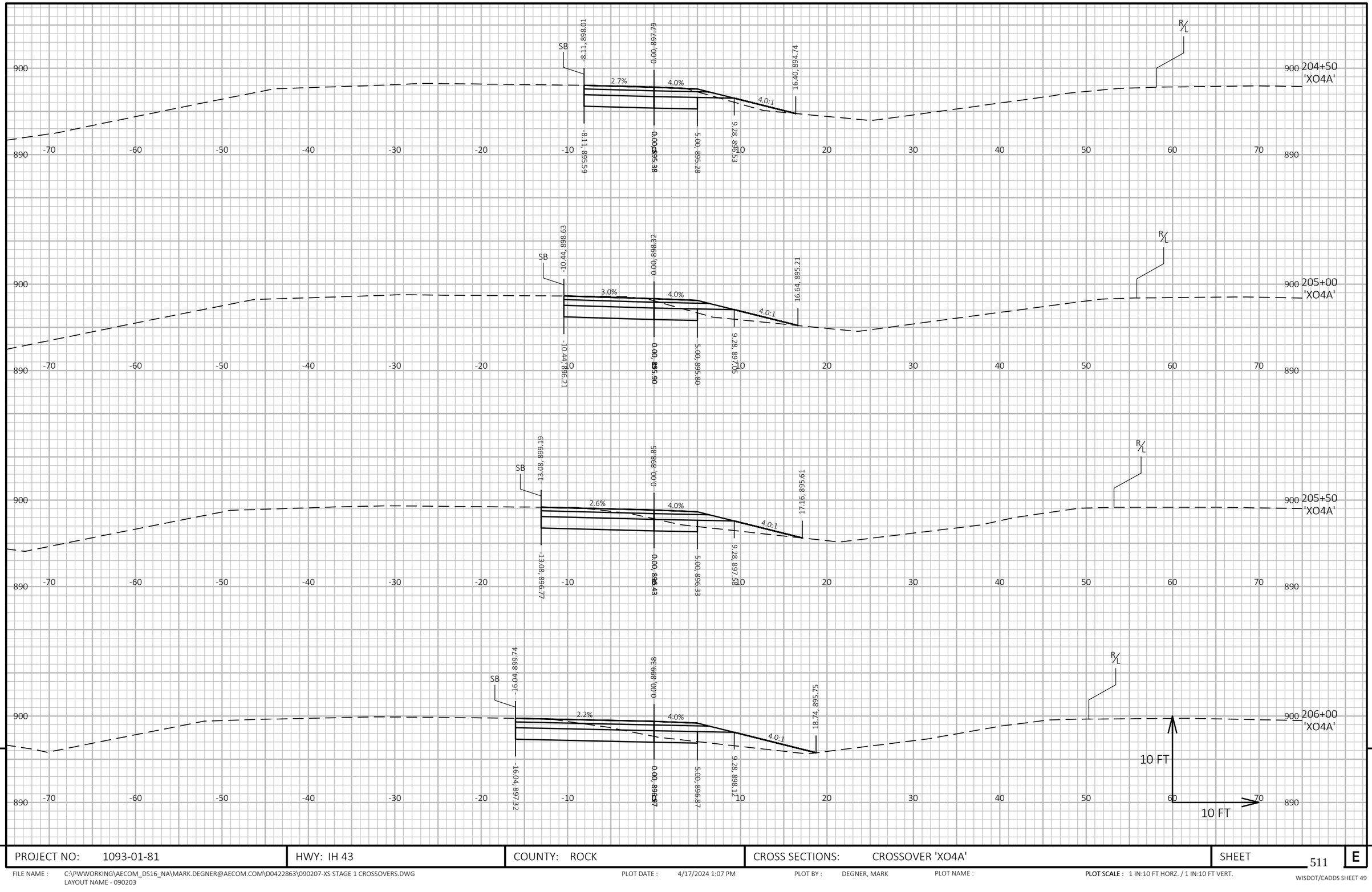
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 510	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090202

PLOT DATE : 4/17/2024 1:06 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

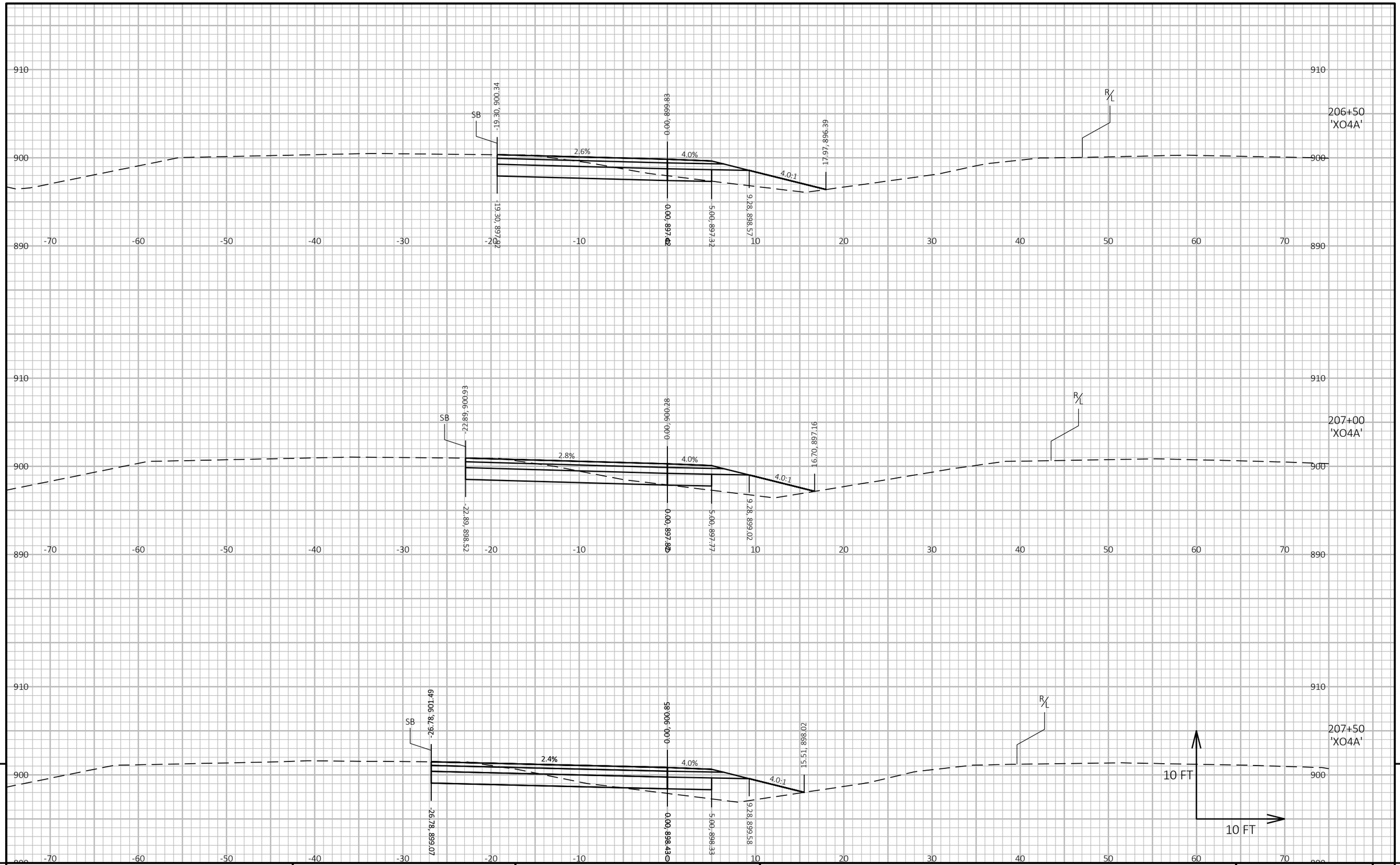
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 511	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090203

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

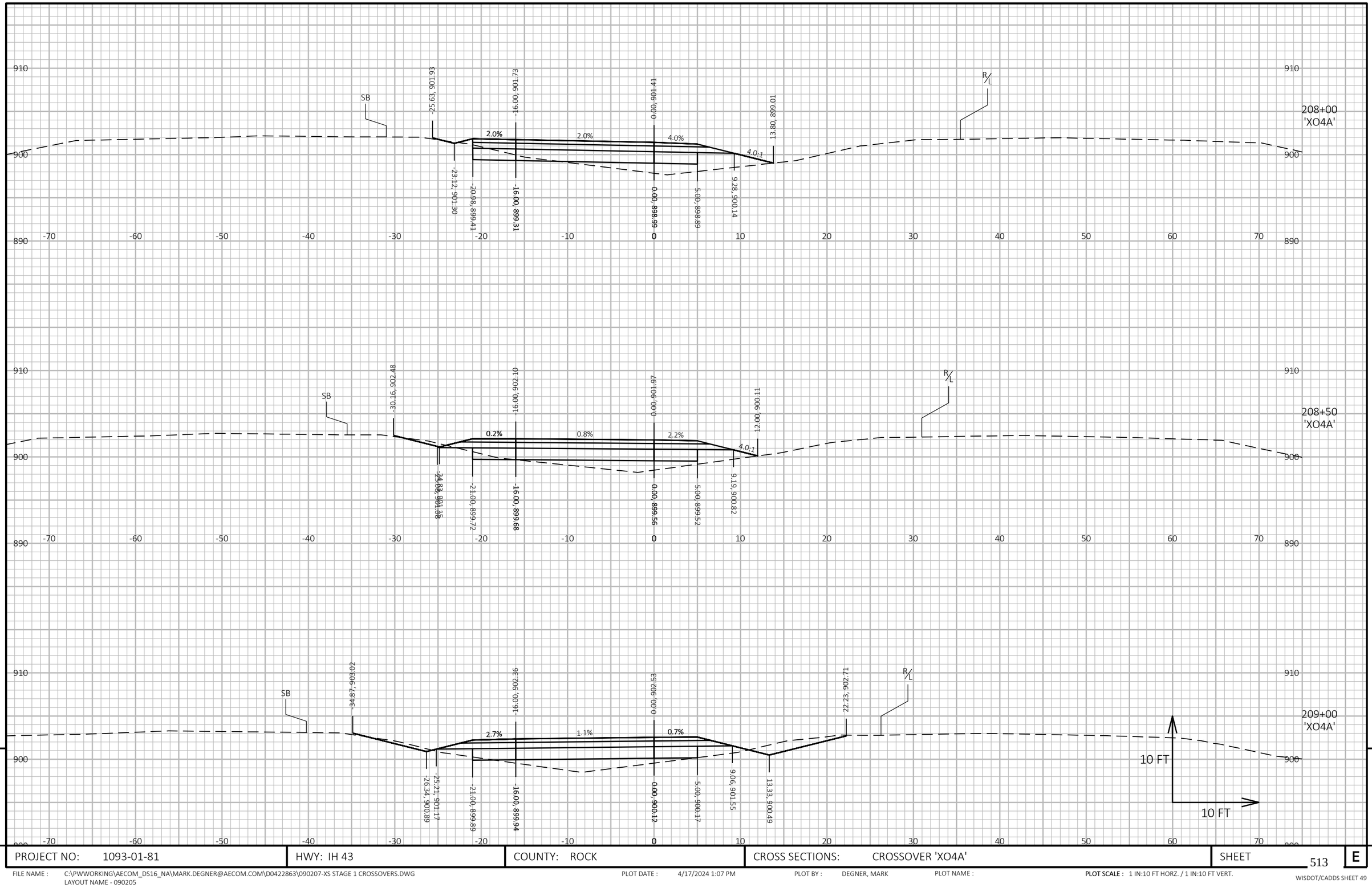


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 512	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090204

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

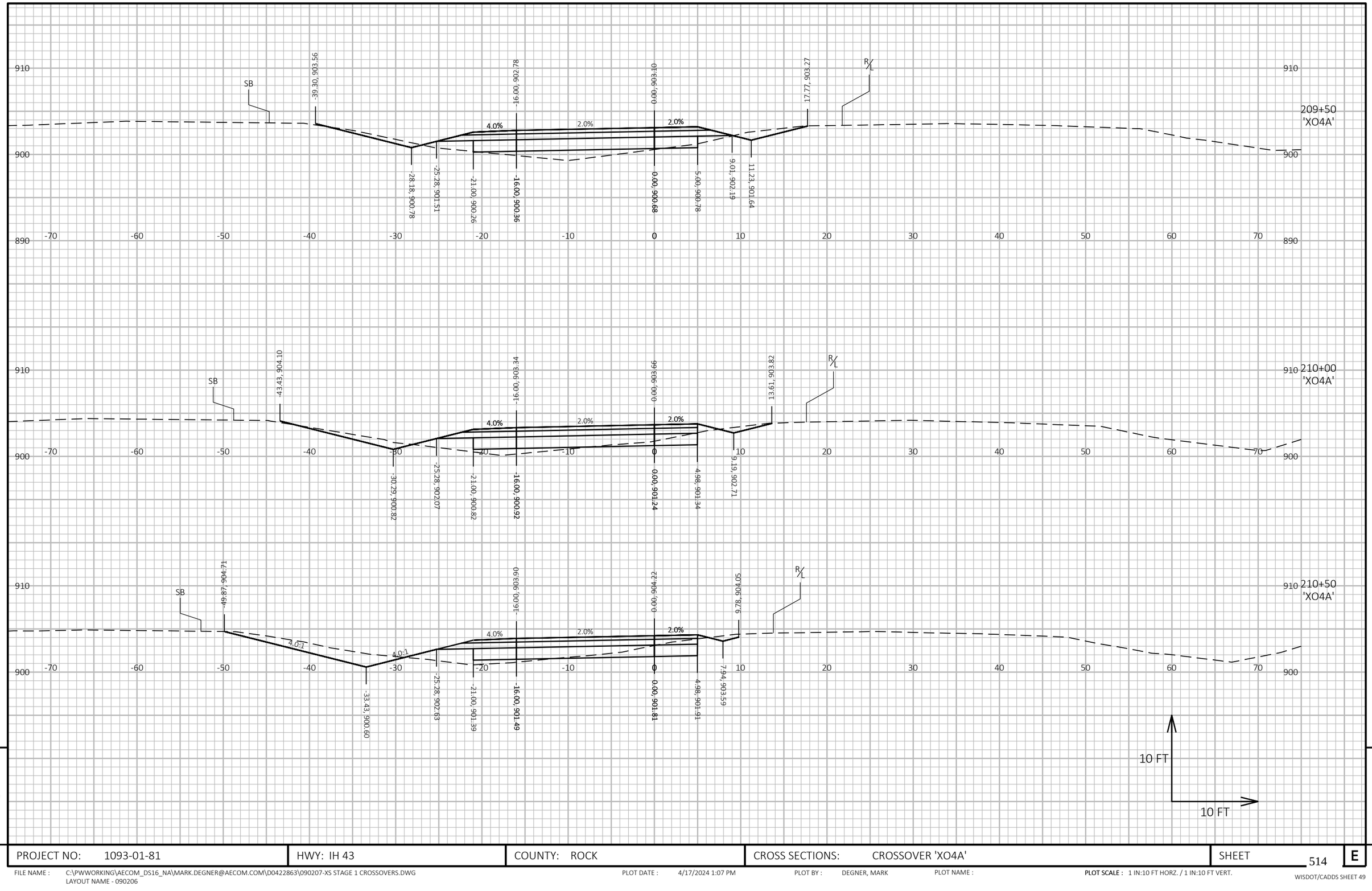


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 513	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090205

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

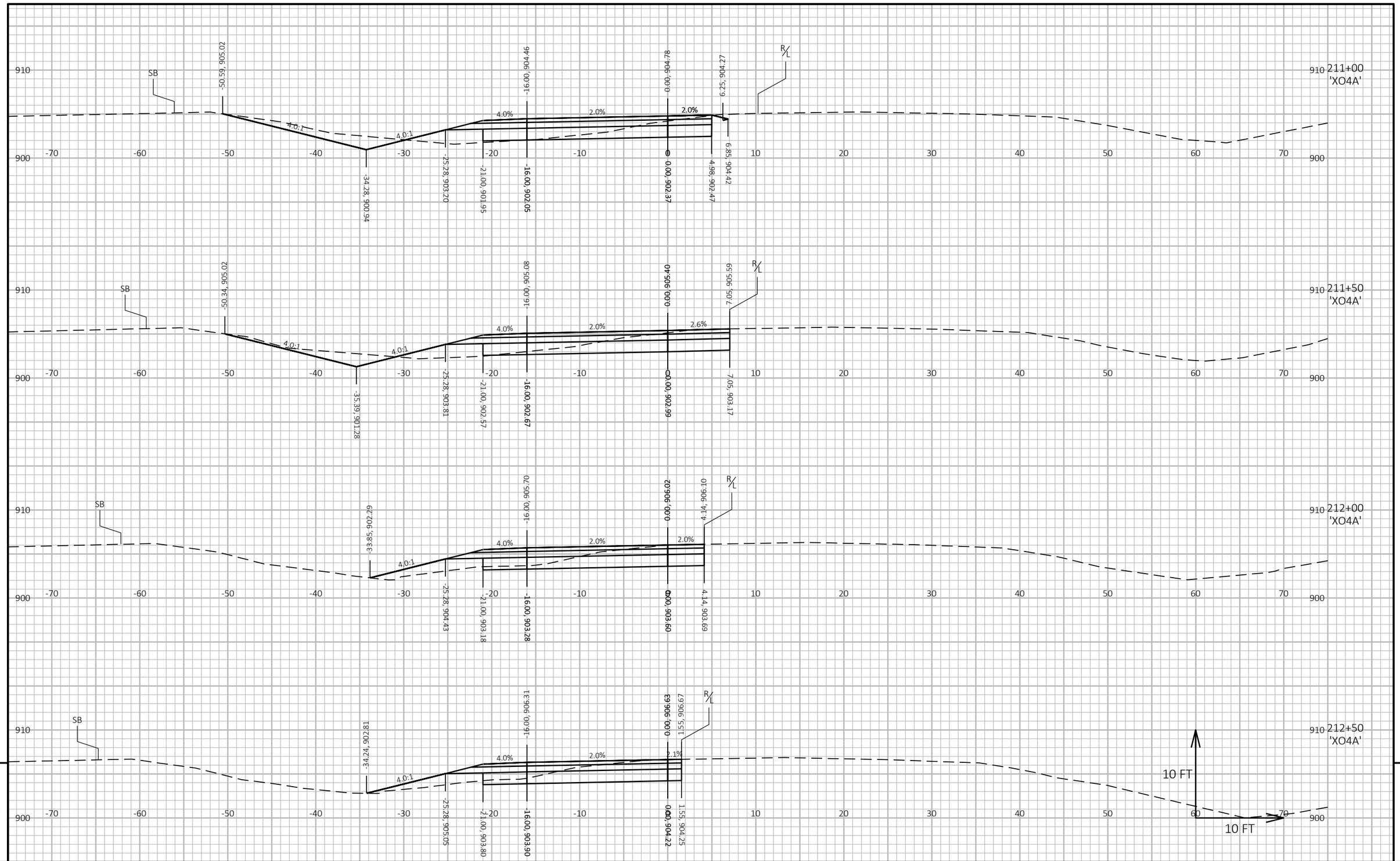


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 514 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090206

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

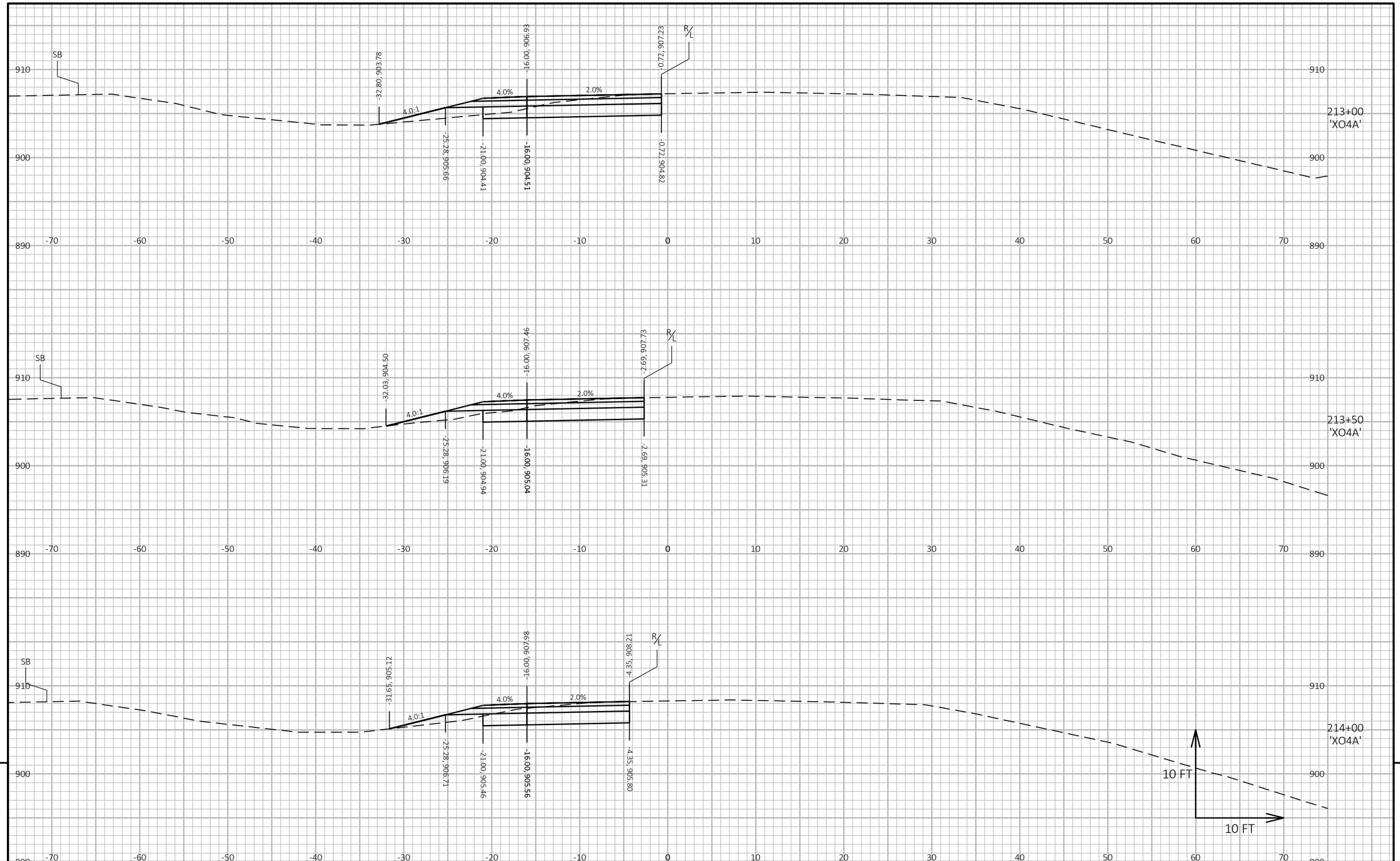
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 515	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090207

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

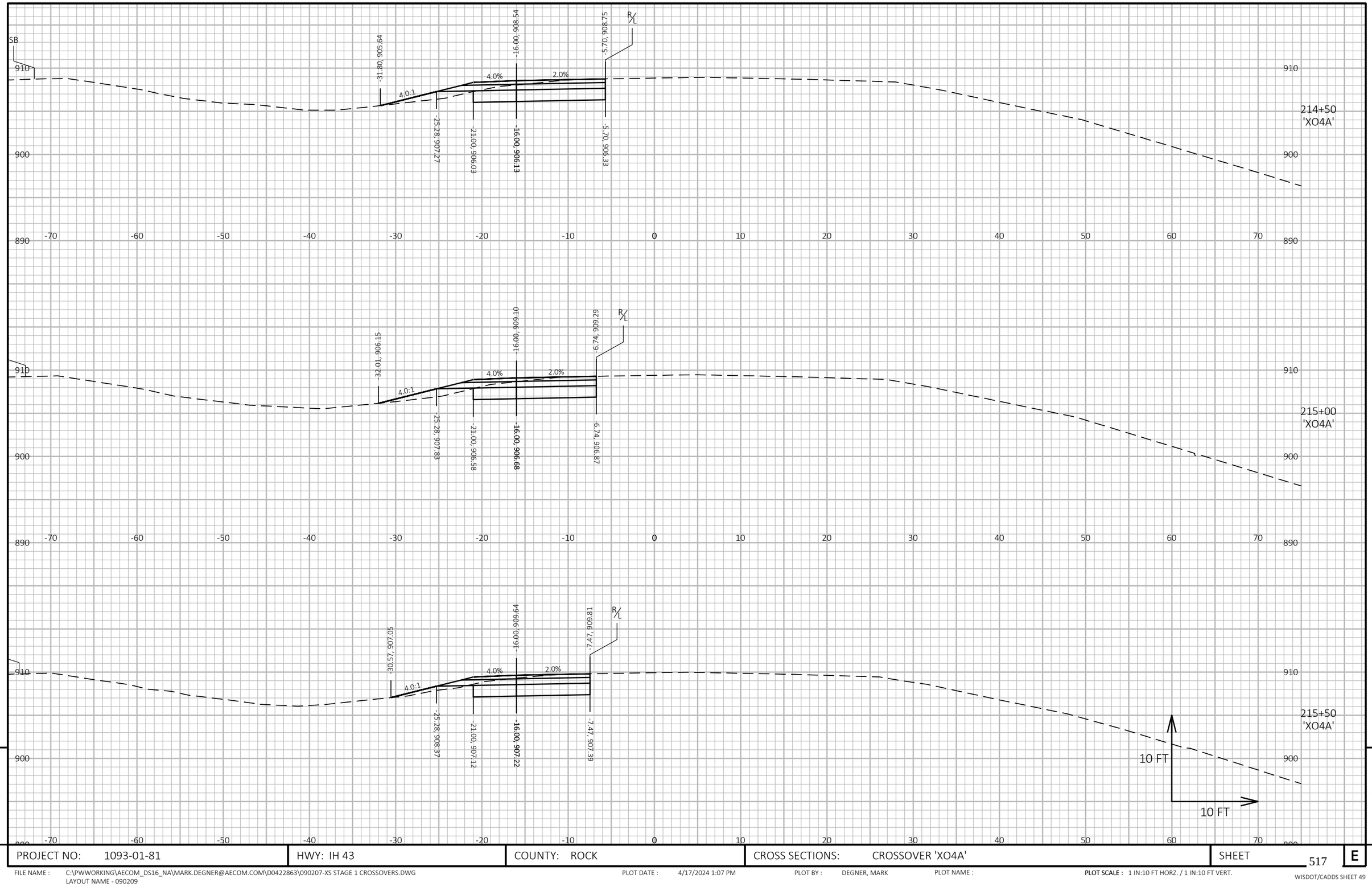
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 516	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090208

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

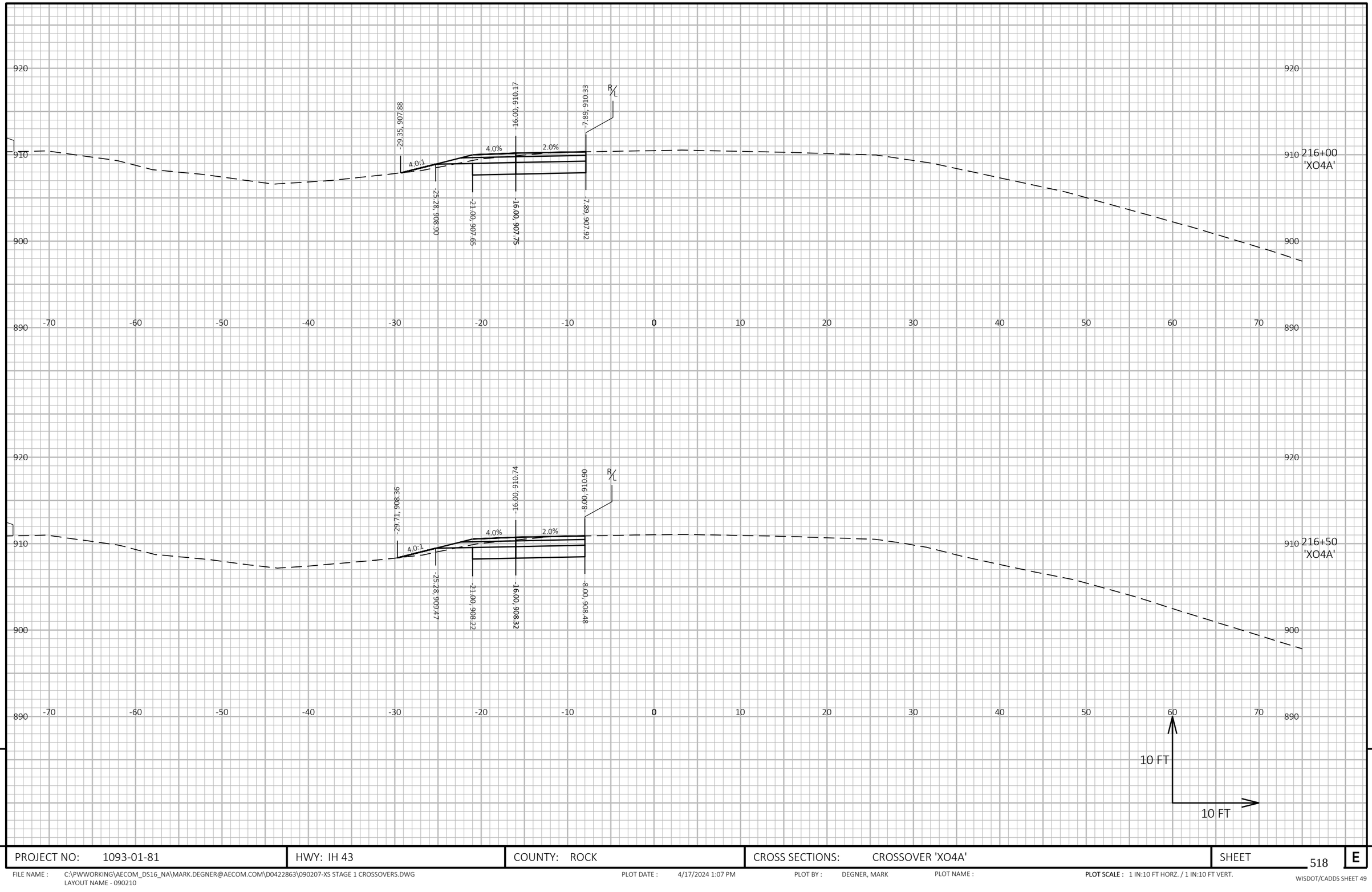
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 517	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090209

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

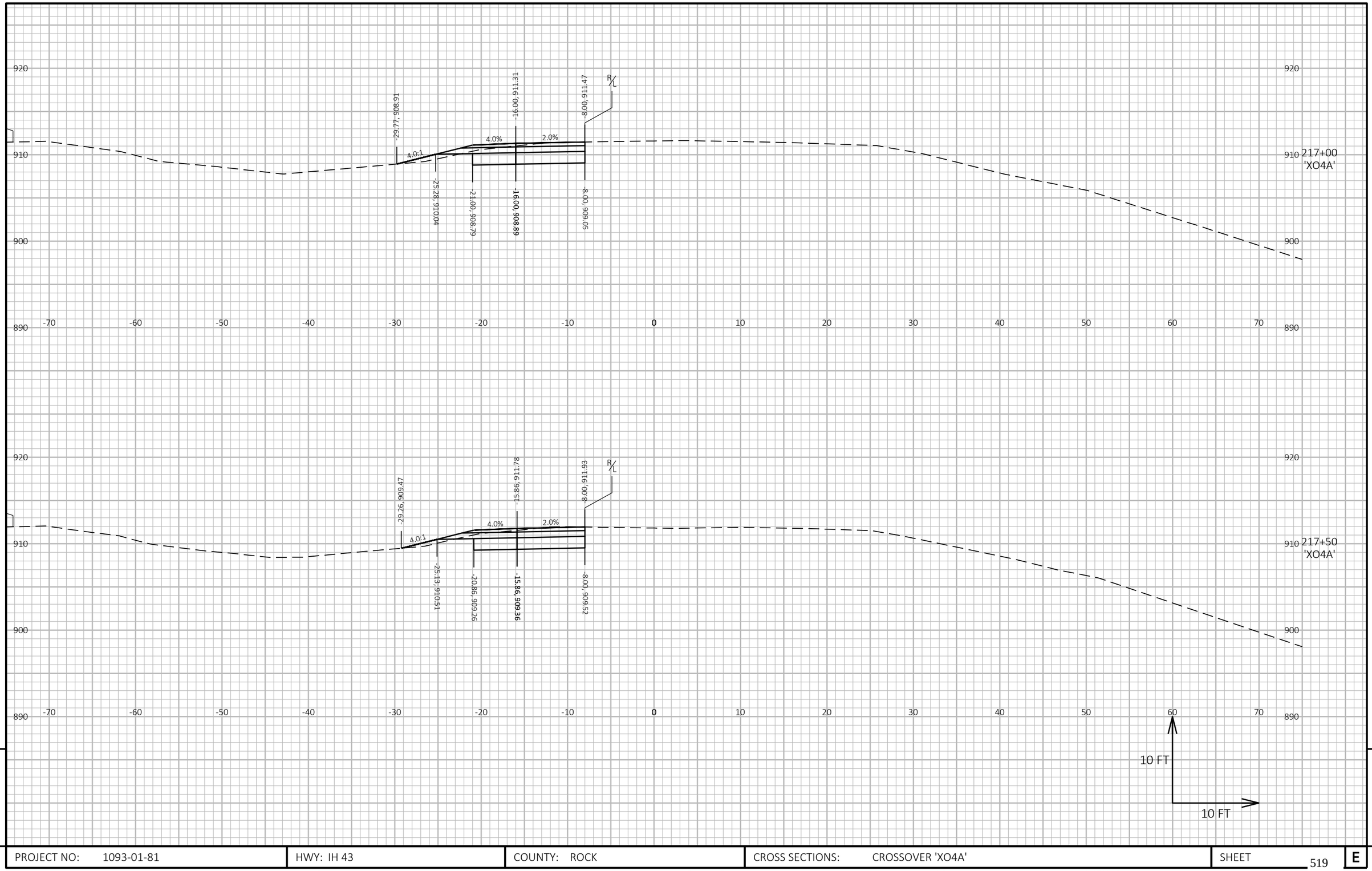


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 518	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090210

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

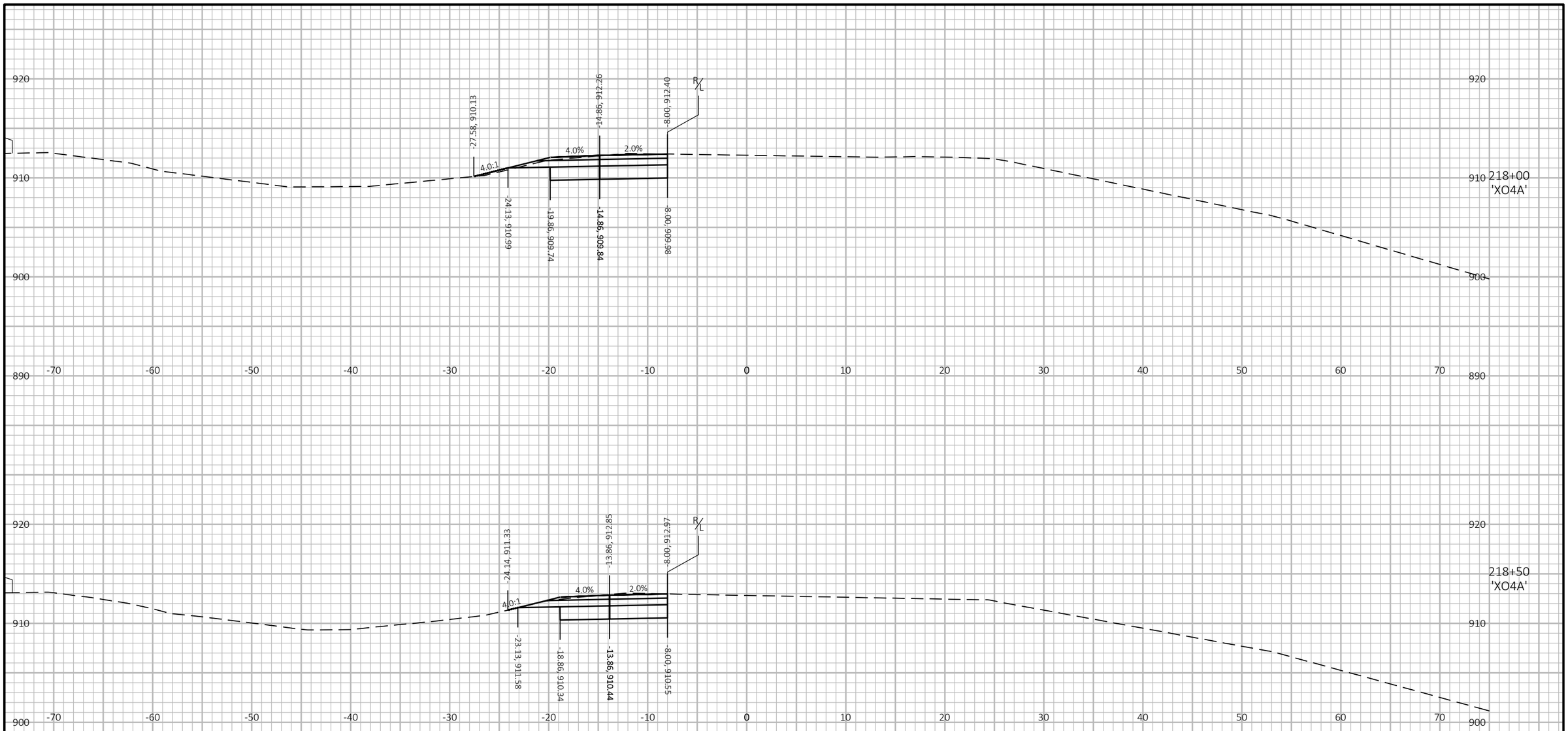


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 519	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090211

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

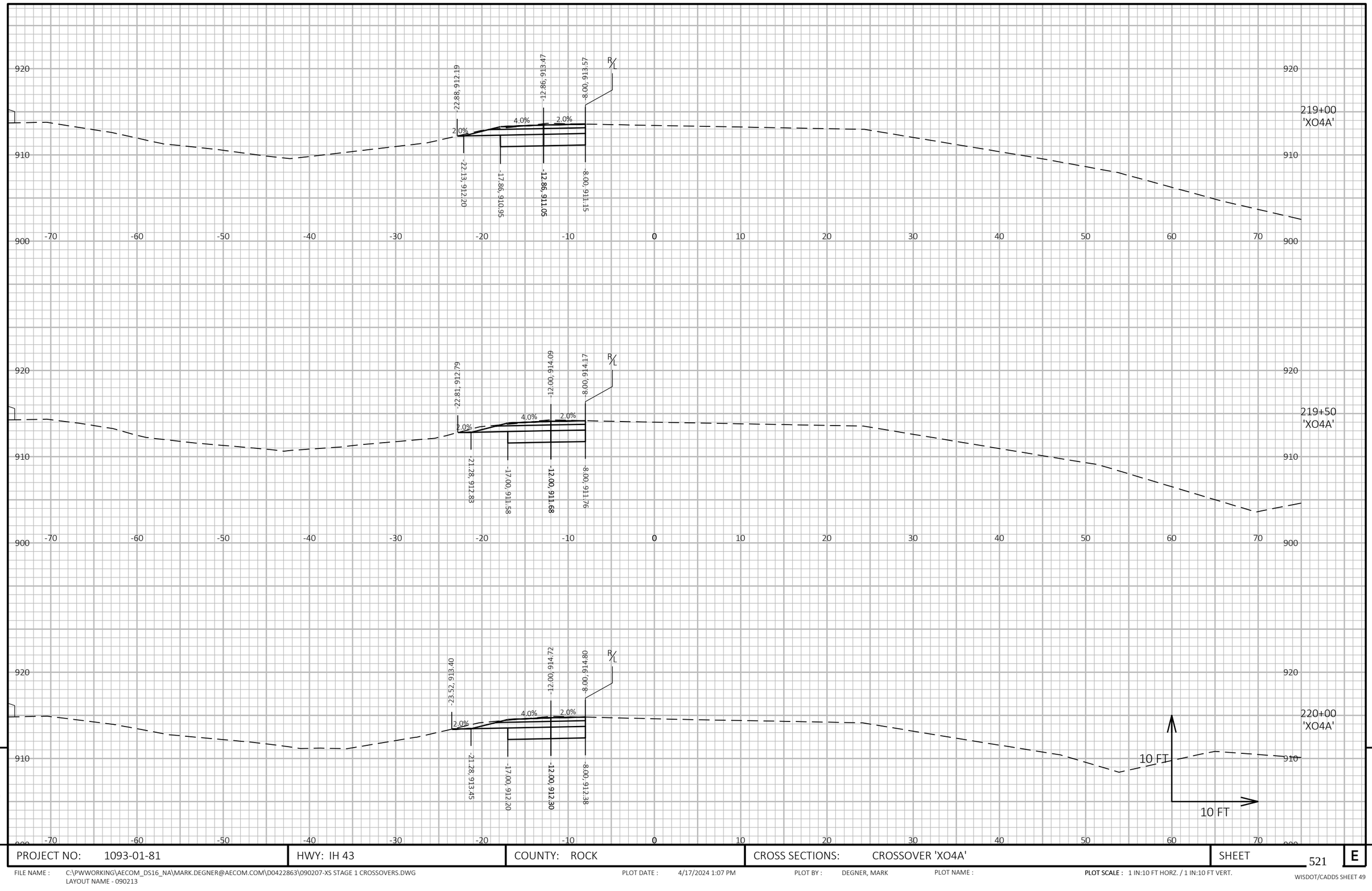
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 520	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090212

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

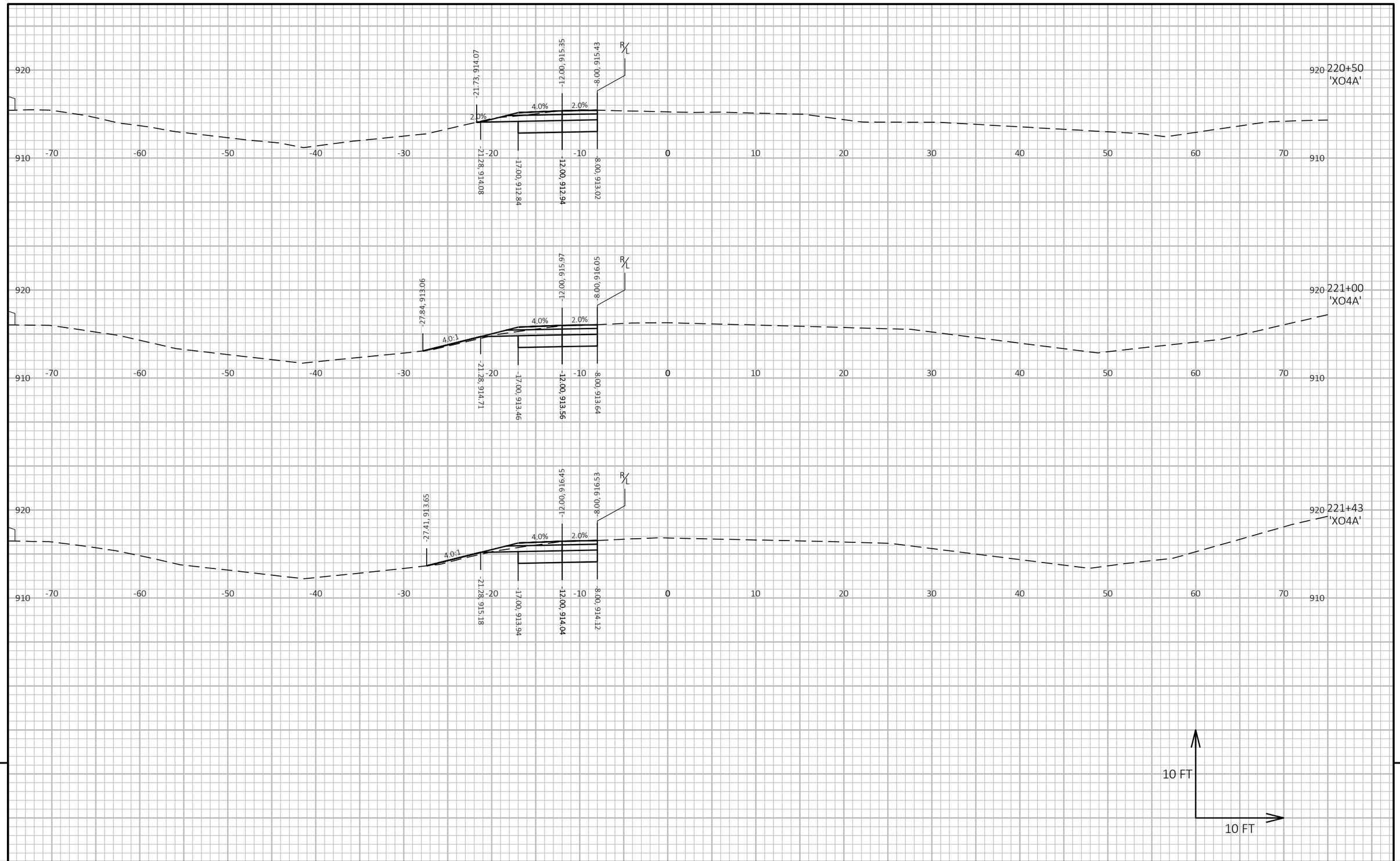


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 521	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090213

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

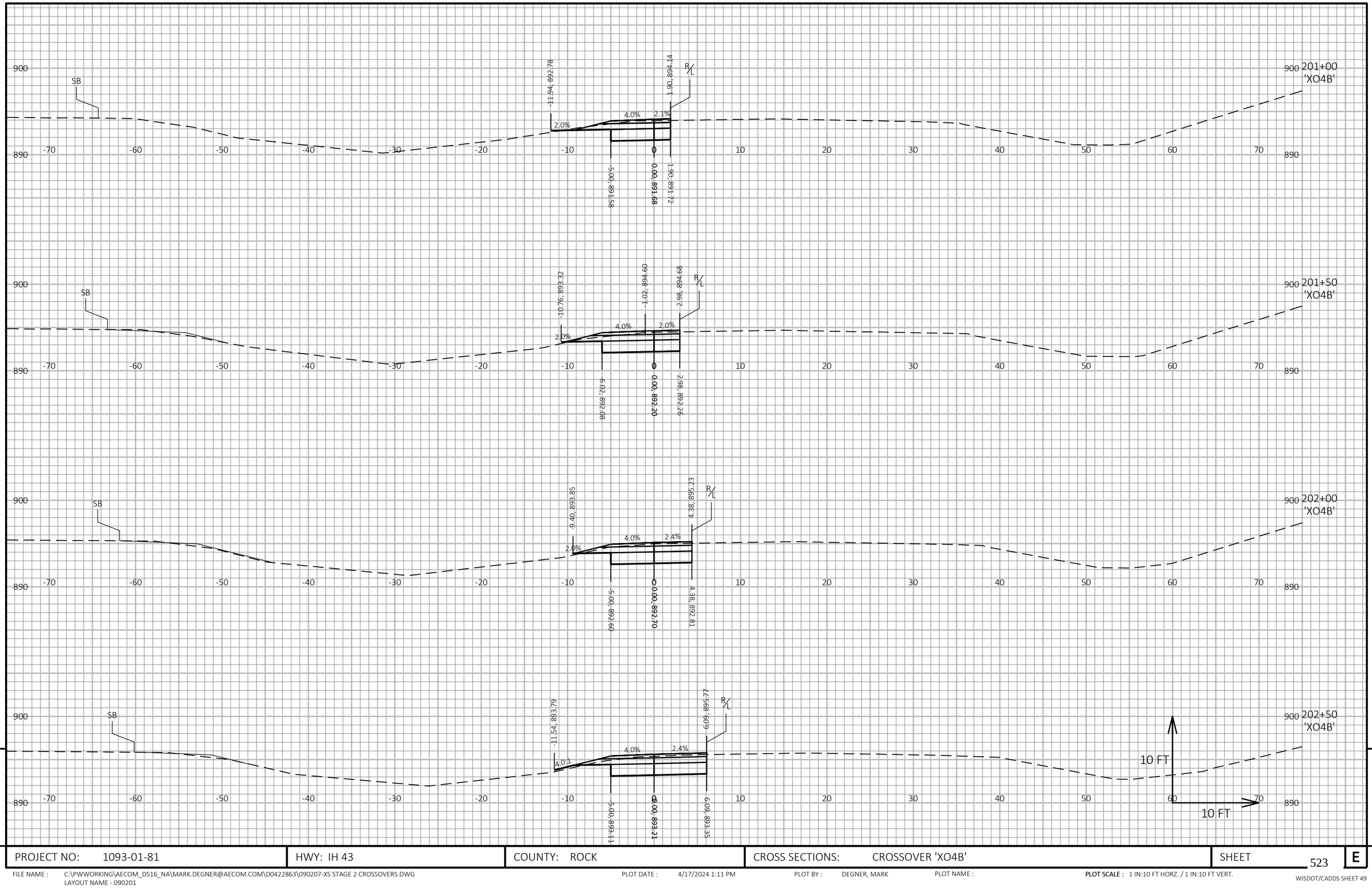
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4A'	SHEET 522	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 1 CROSSOVERS.DWG
LAYOUT NAME - 090214

PLOT DATE : 4/17/2024 1:07 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

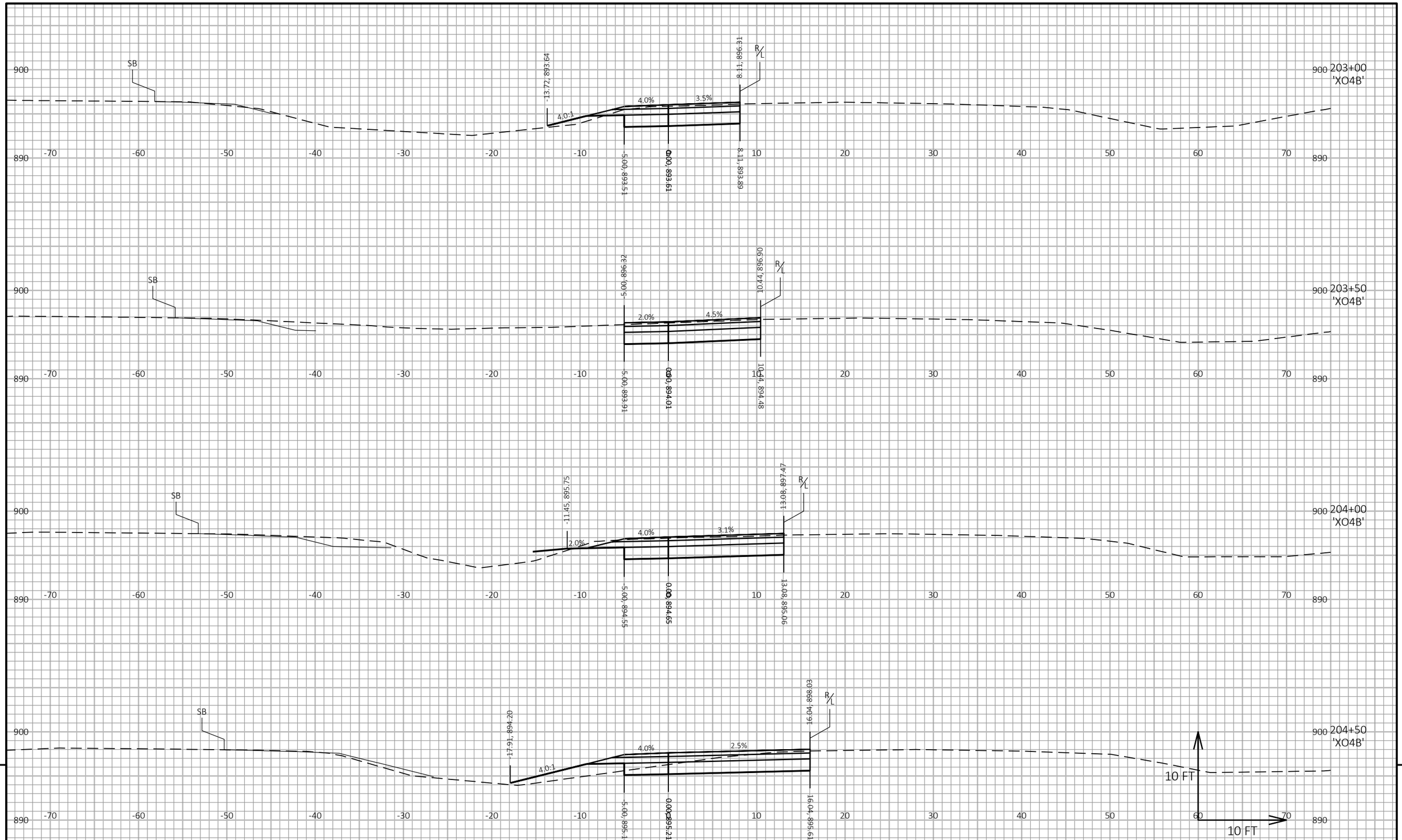


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 523	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090201

PLOT DATE : 4/17/2024 1:11 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

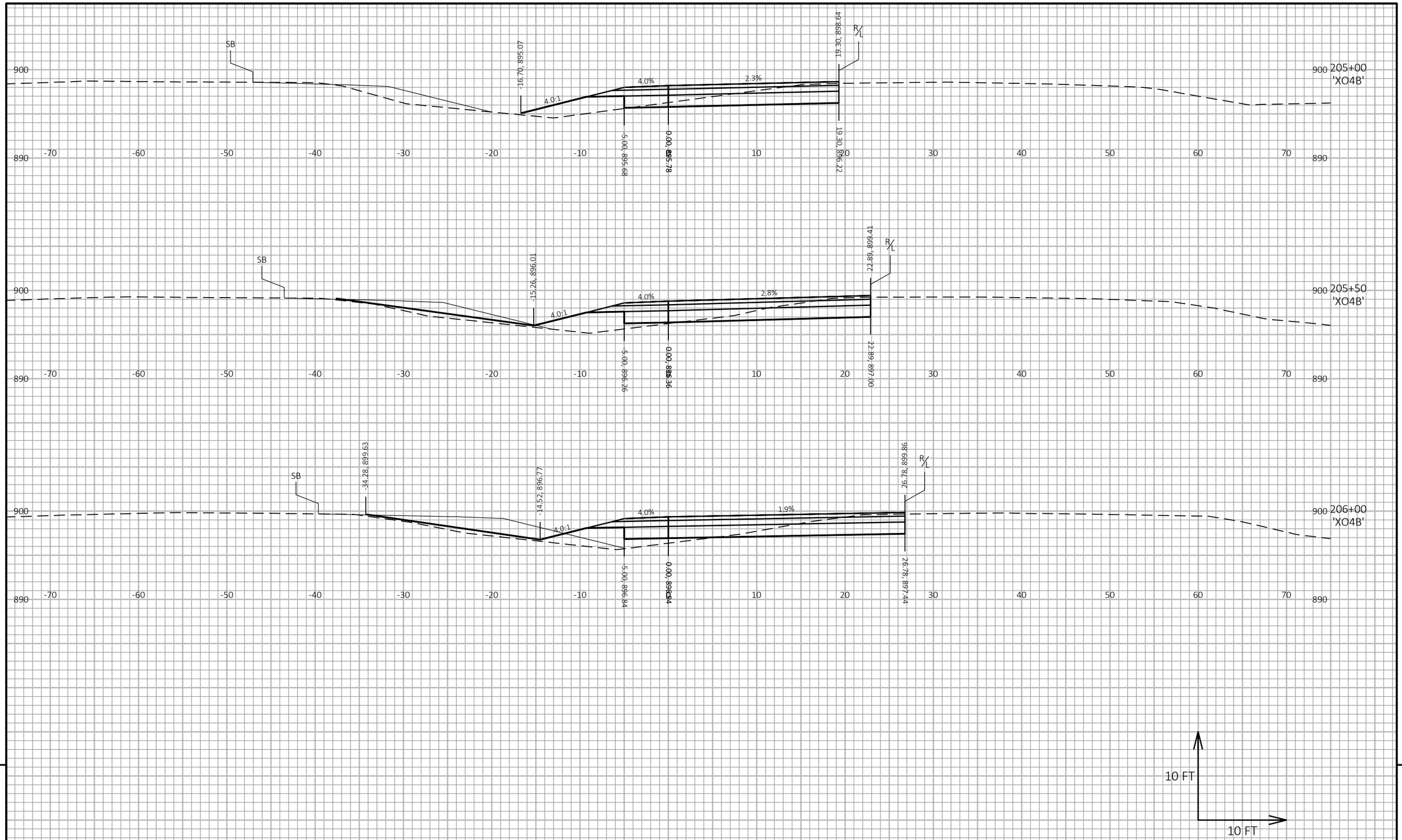
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 524	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090202

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

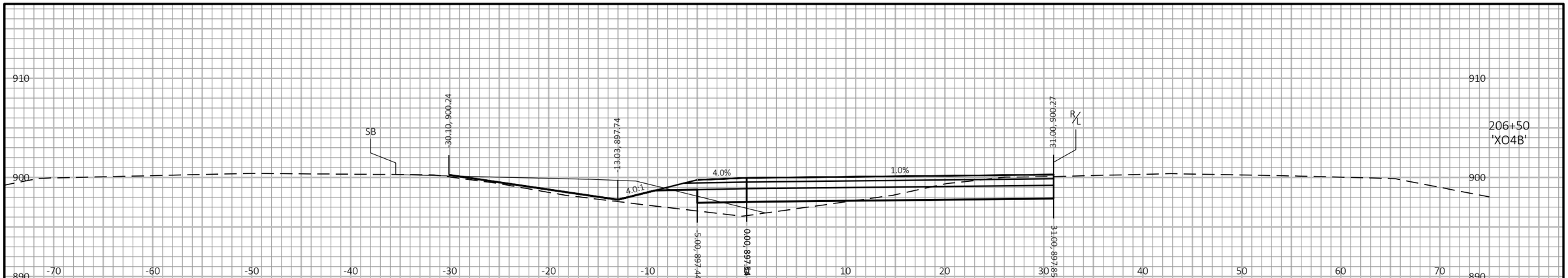
9

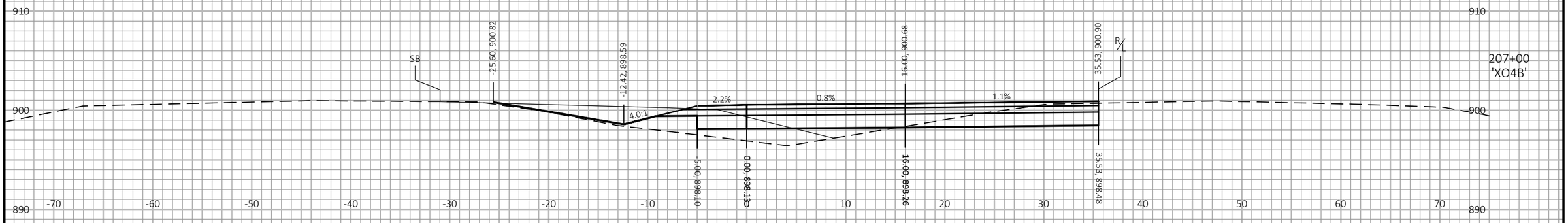
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 525	E

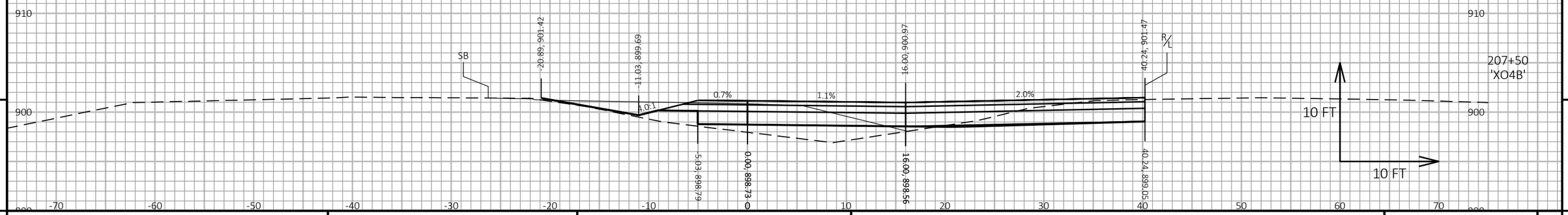
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090203

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

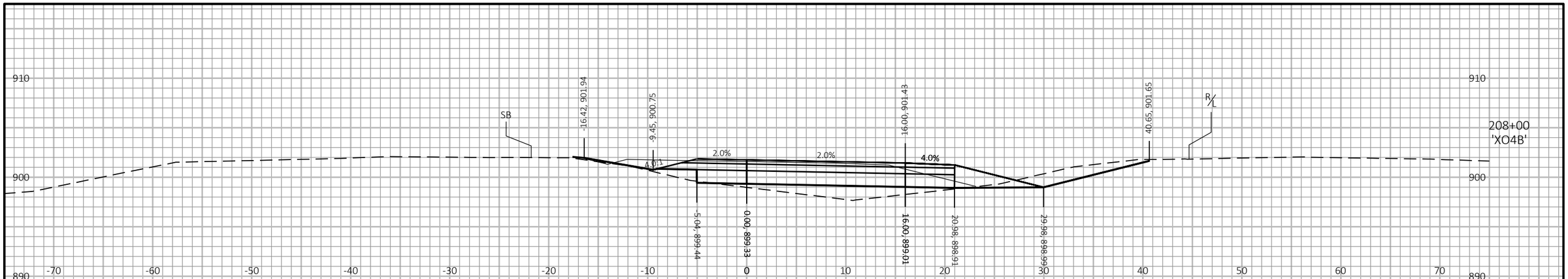
9

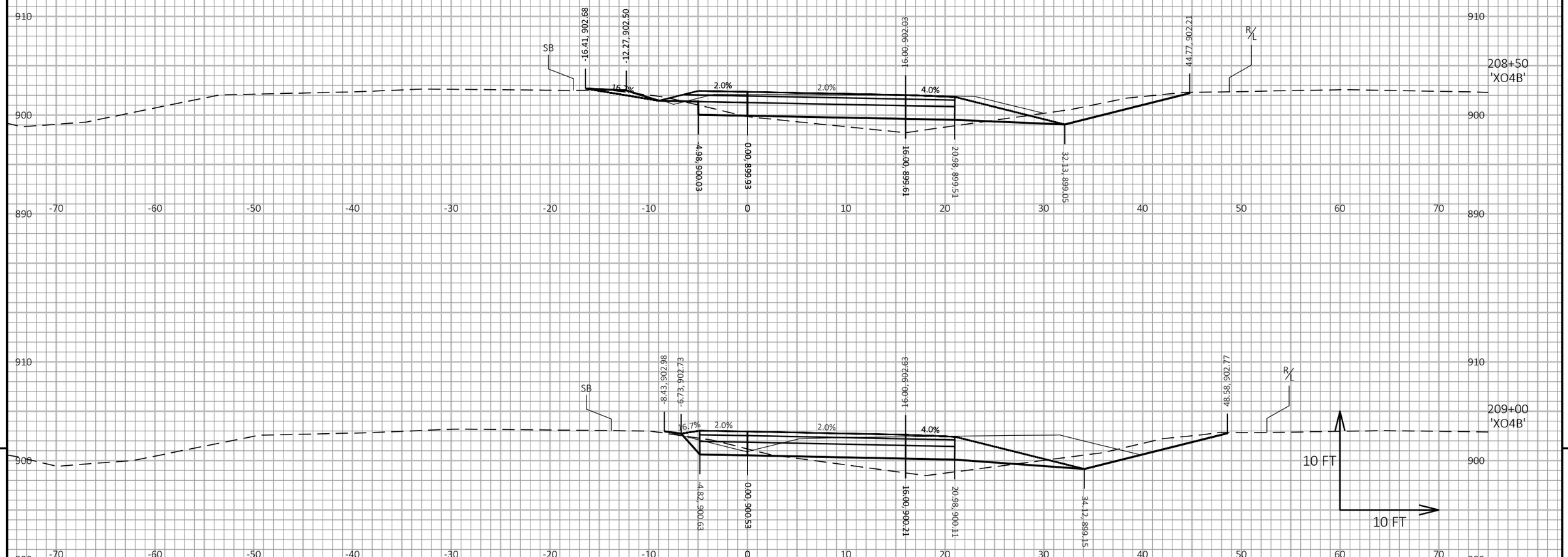
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 526	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090204

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

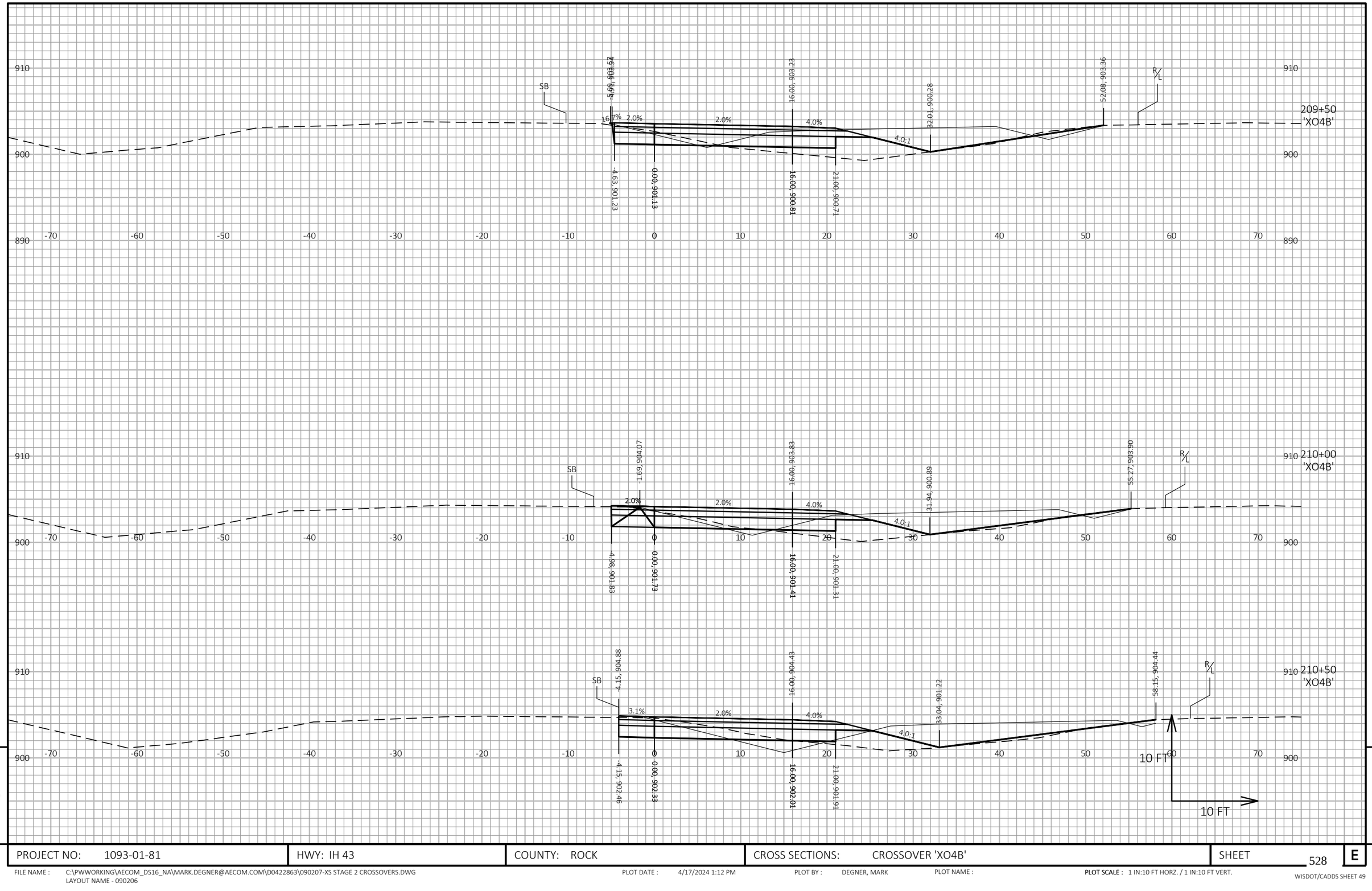
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 527	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090205

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

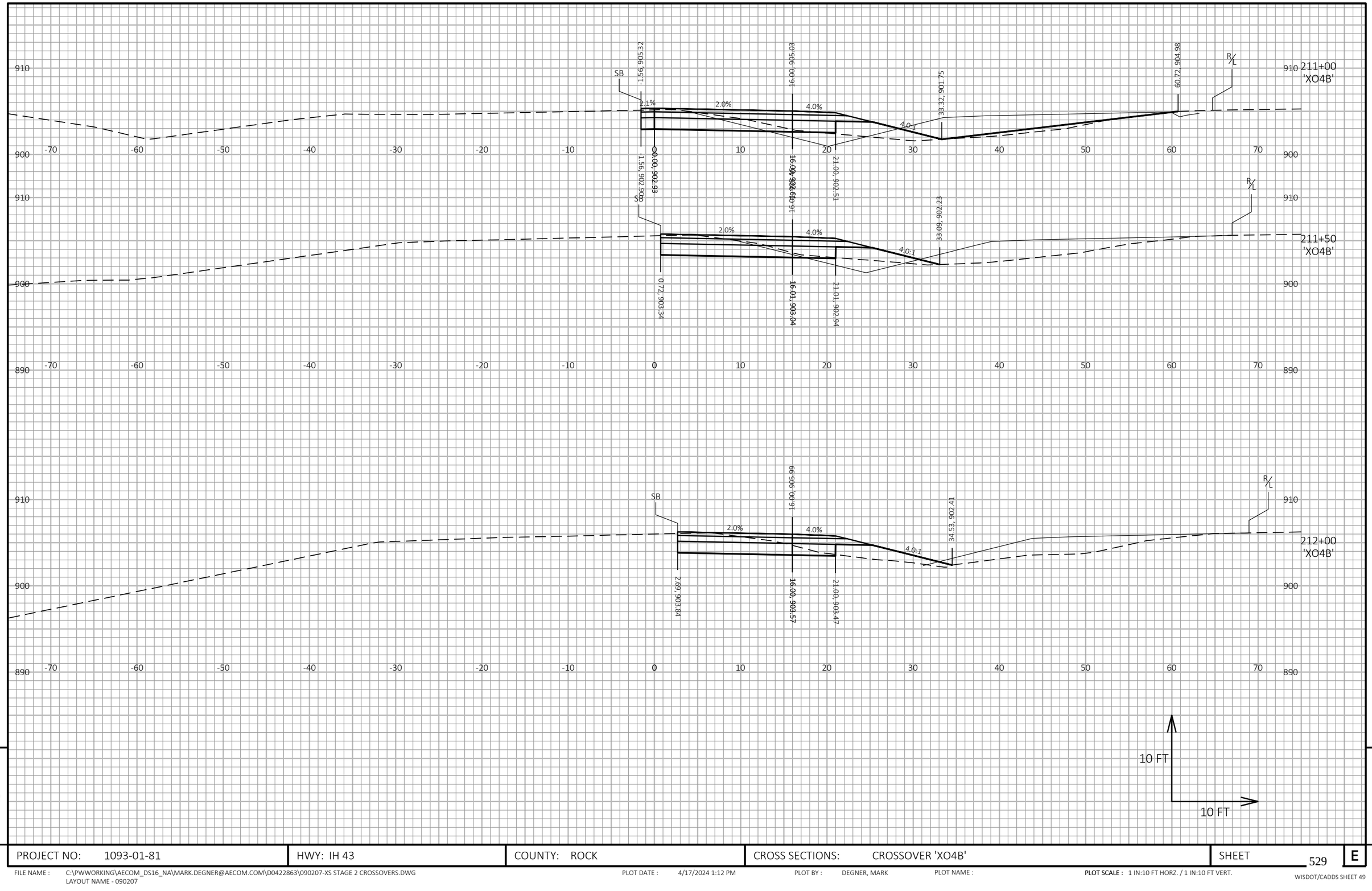
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 528	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090206

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

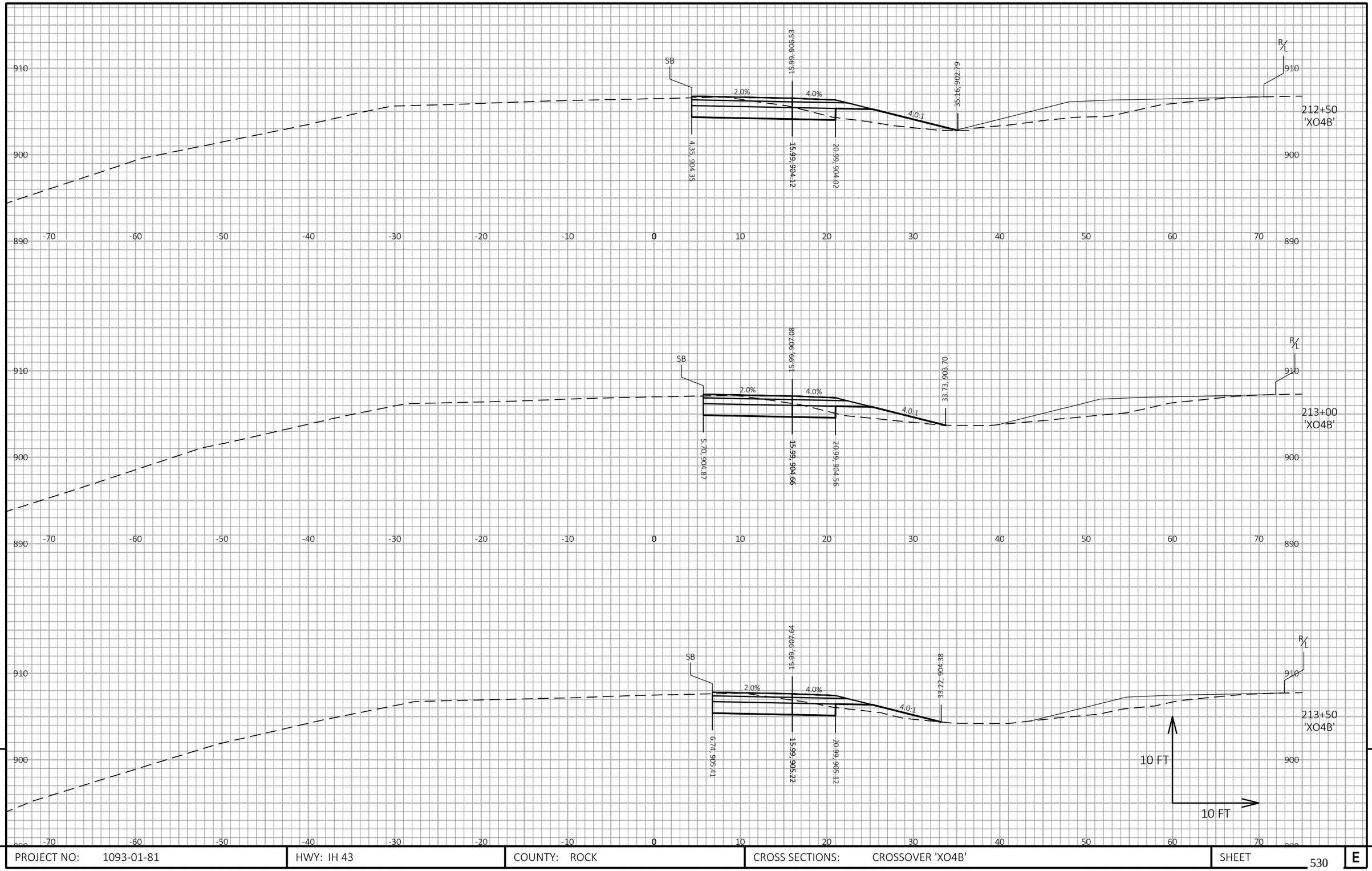
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 529	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090207

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

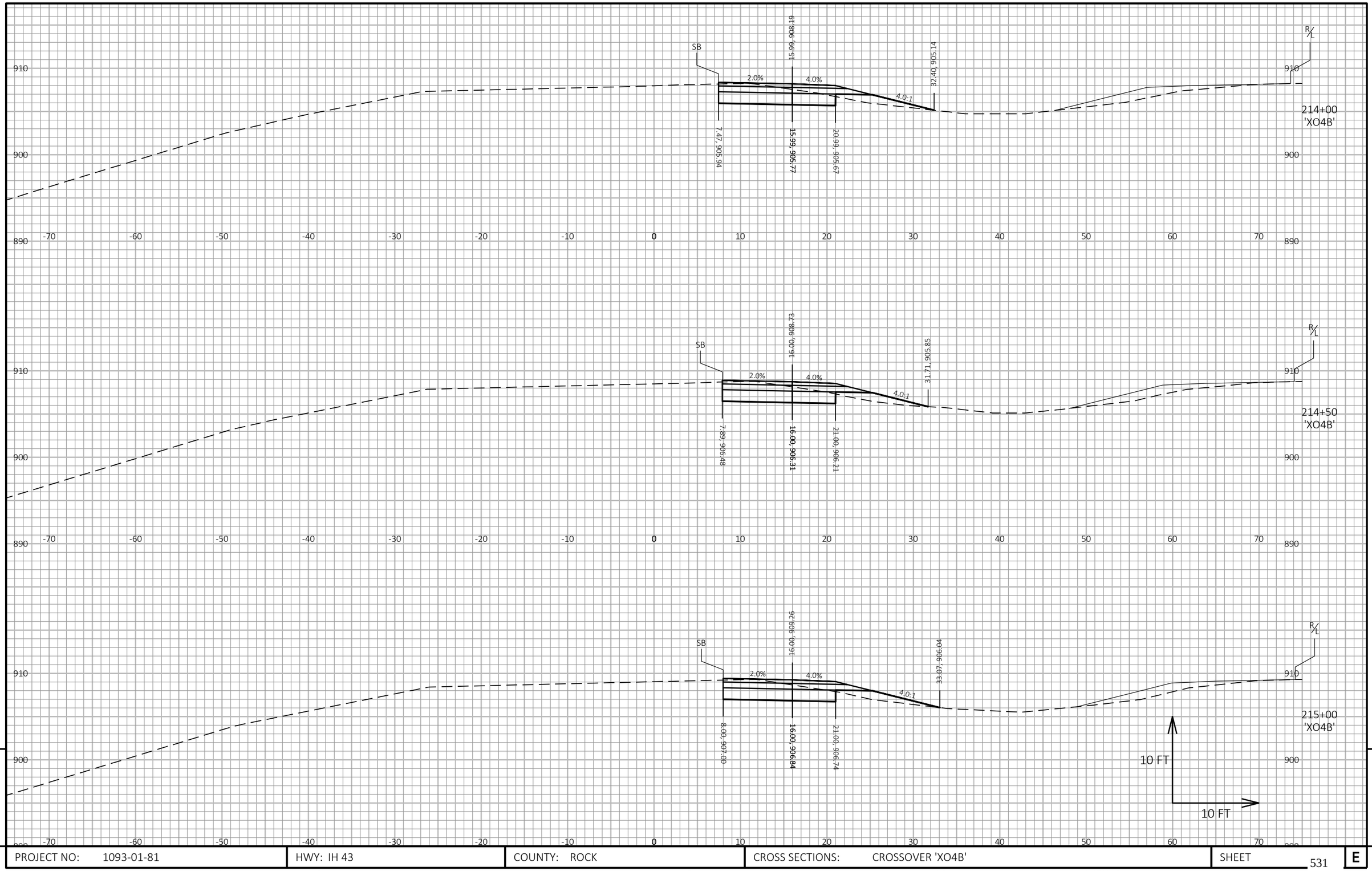
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 530	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090208

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

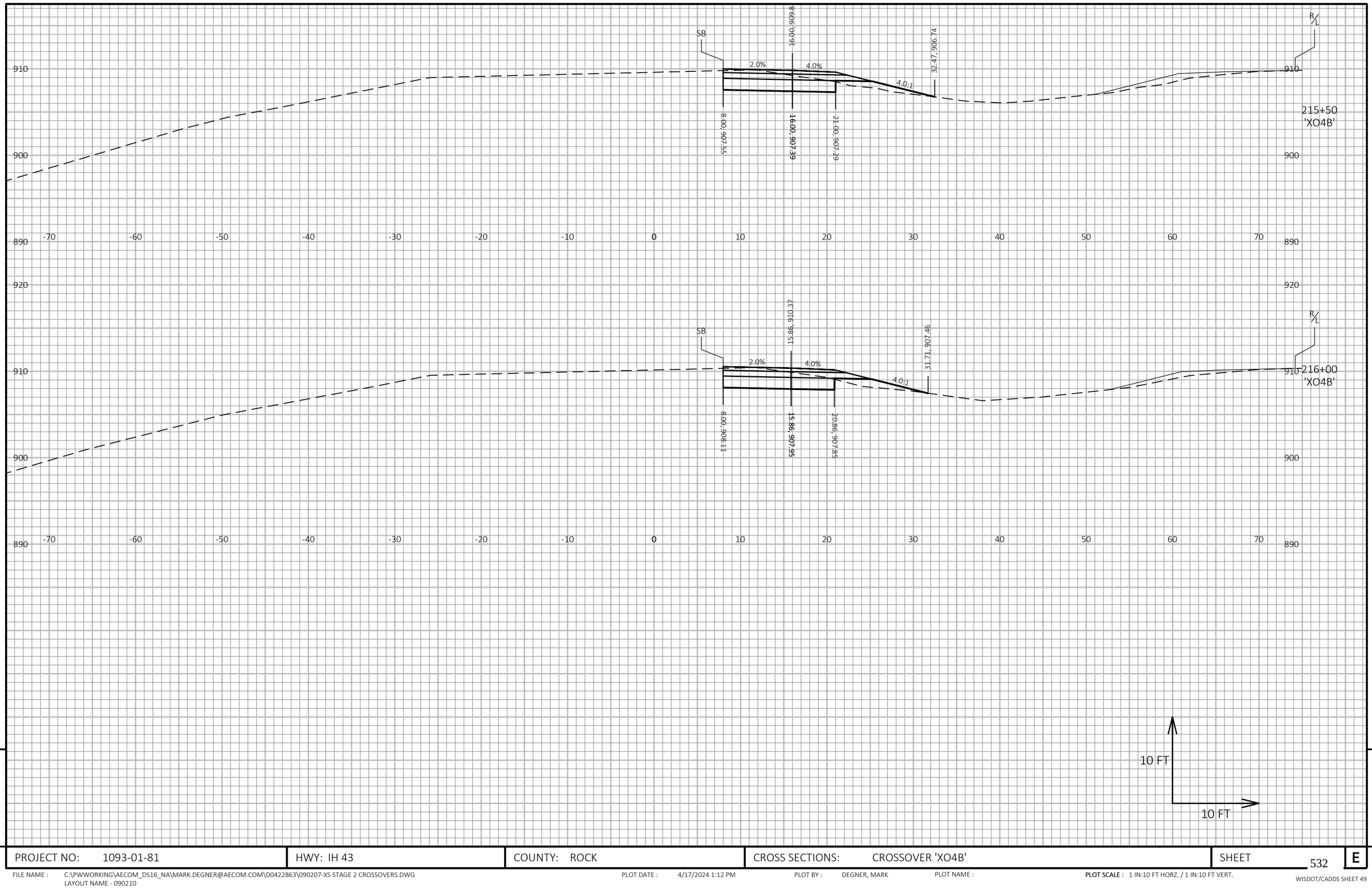
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 531	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090209

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

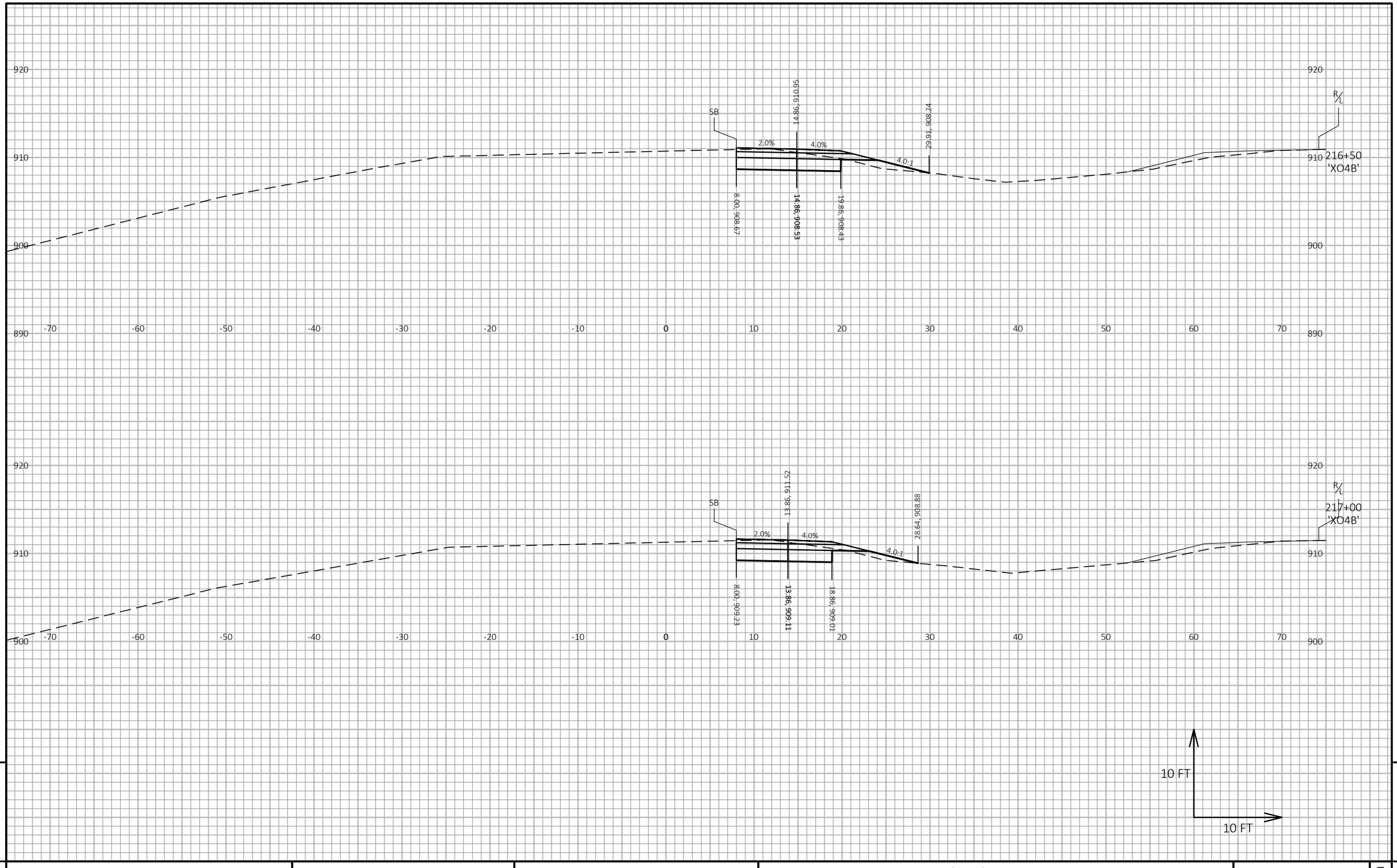
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 532	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090210

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

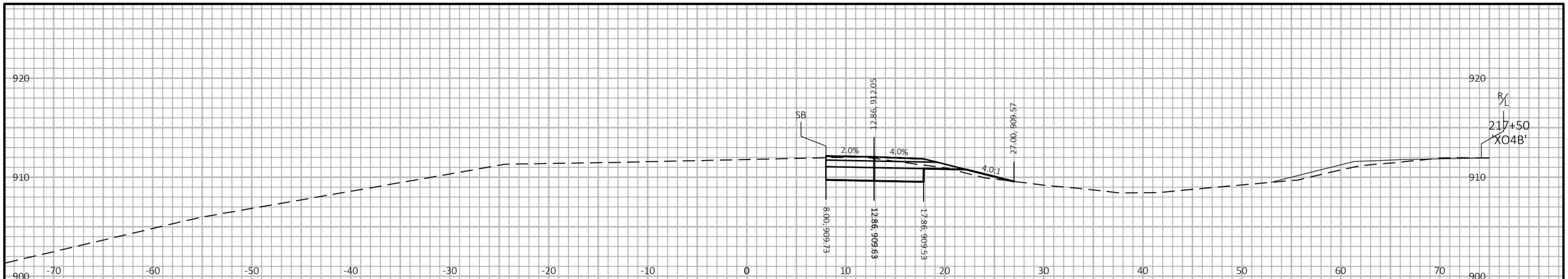


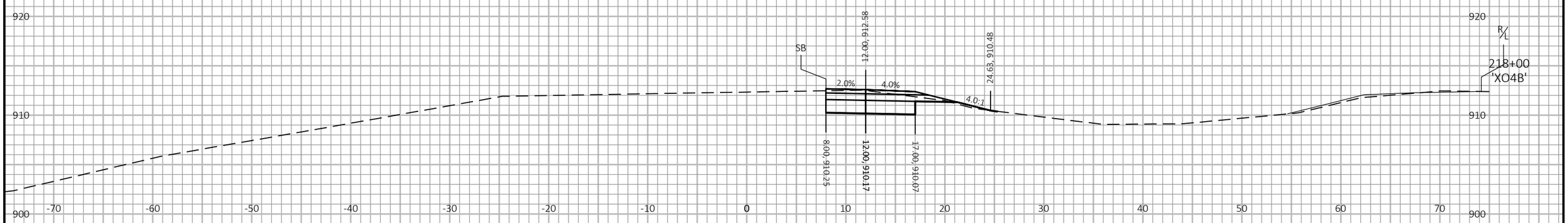
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 533	E

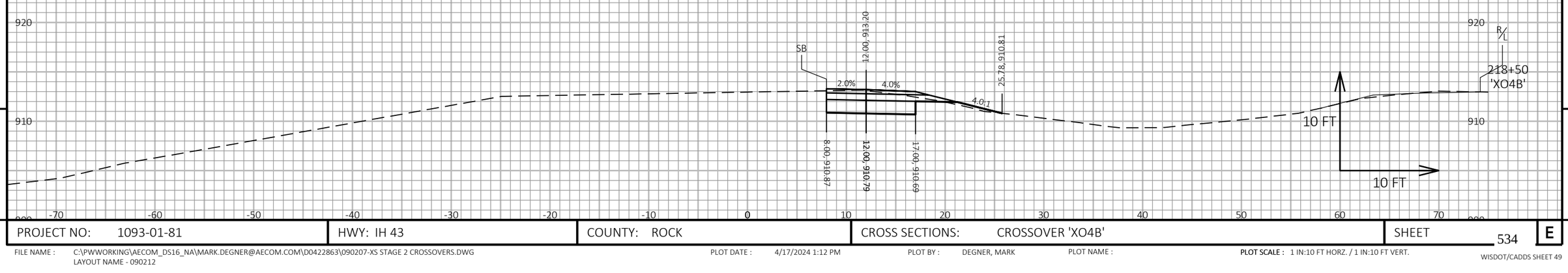
FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090211

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







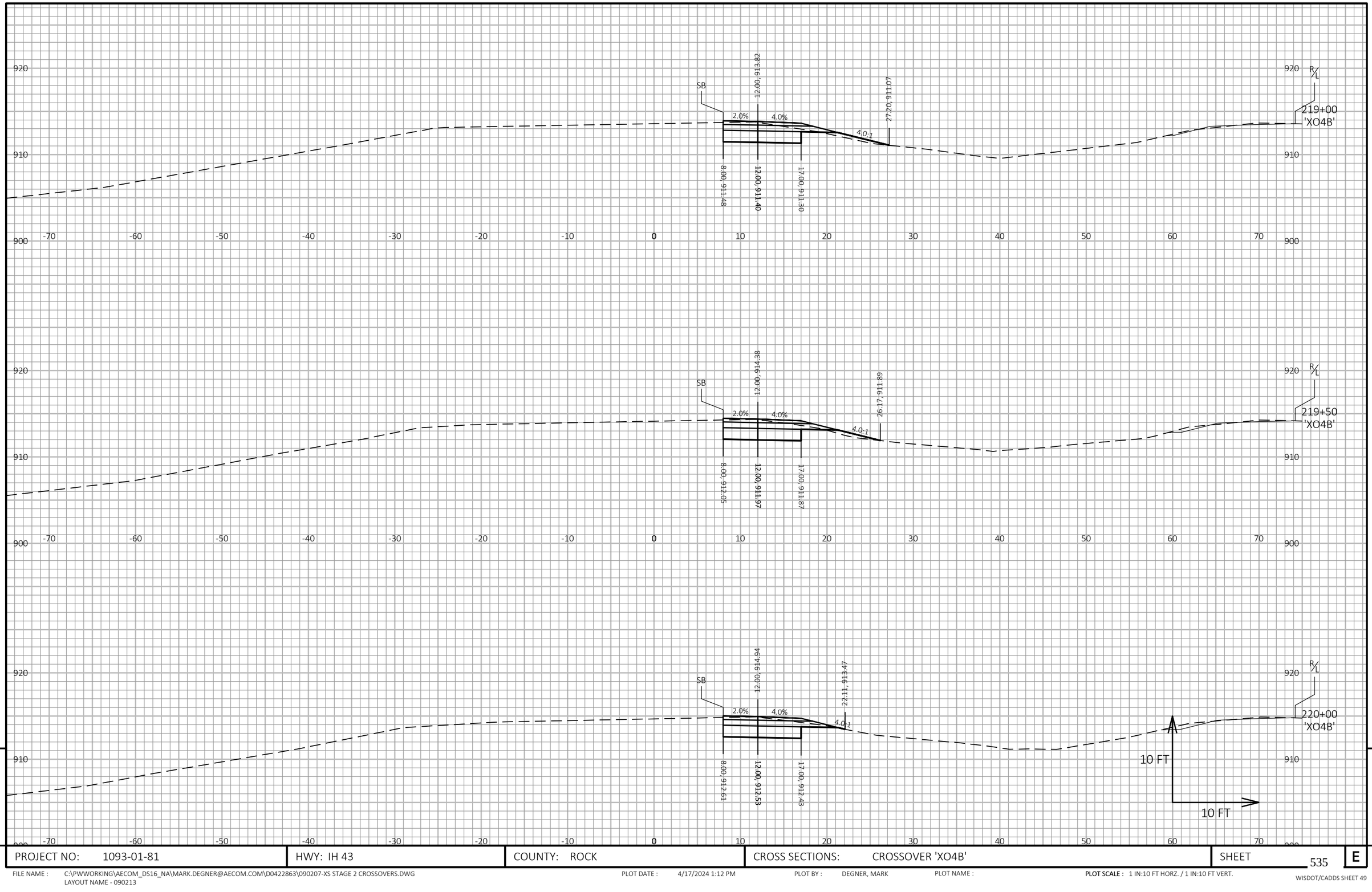
9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 534	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090212

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

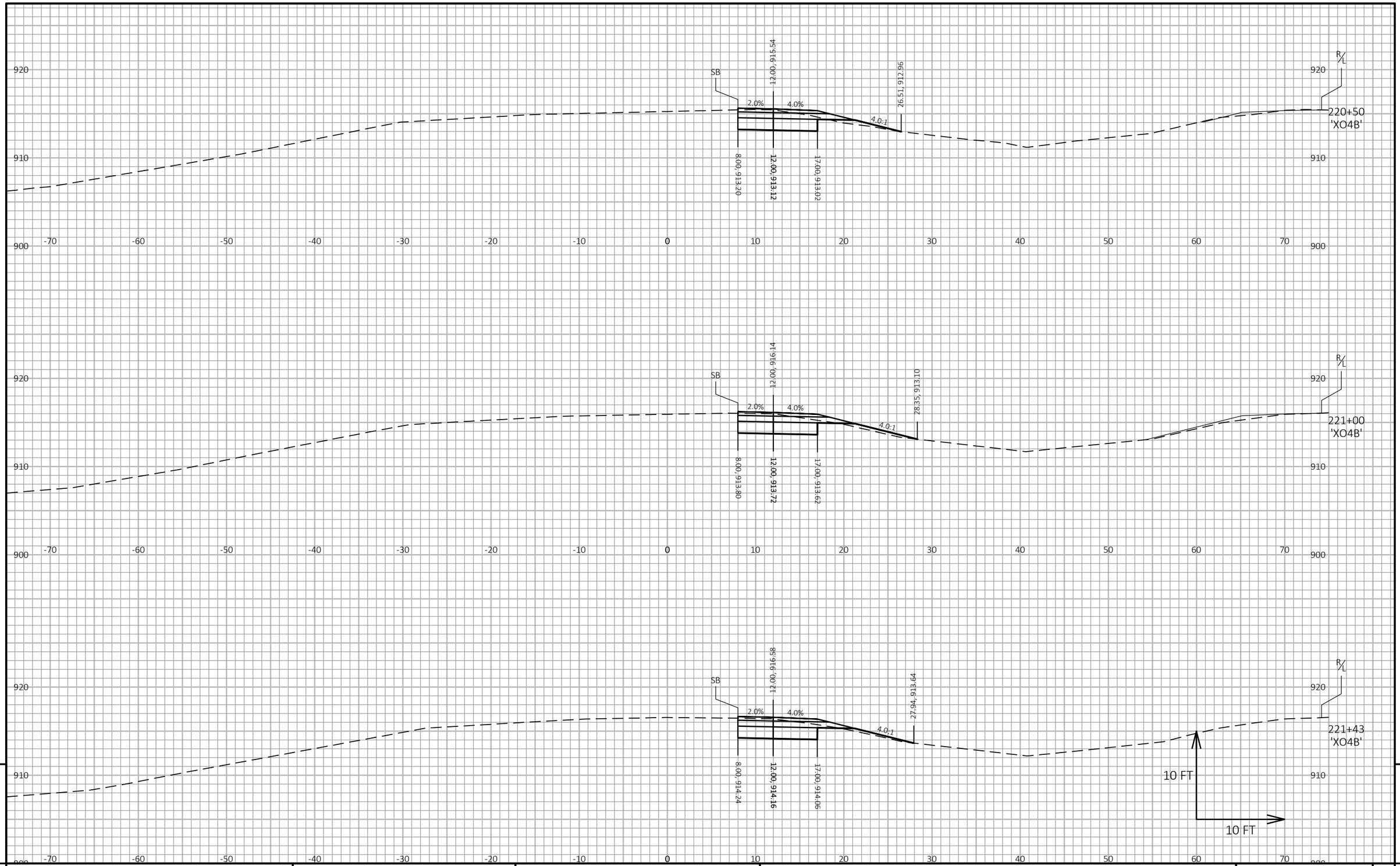


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 535	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090213

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

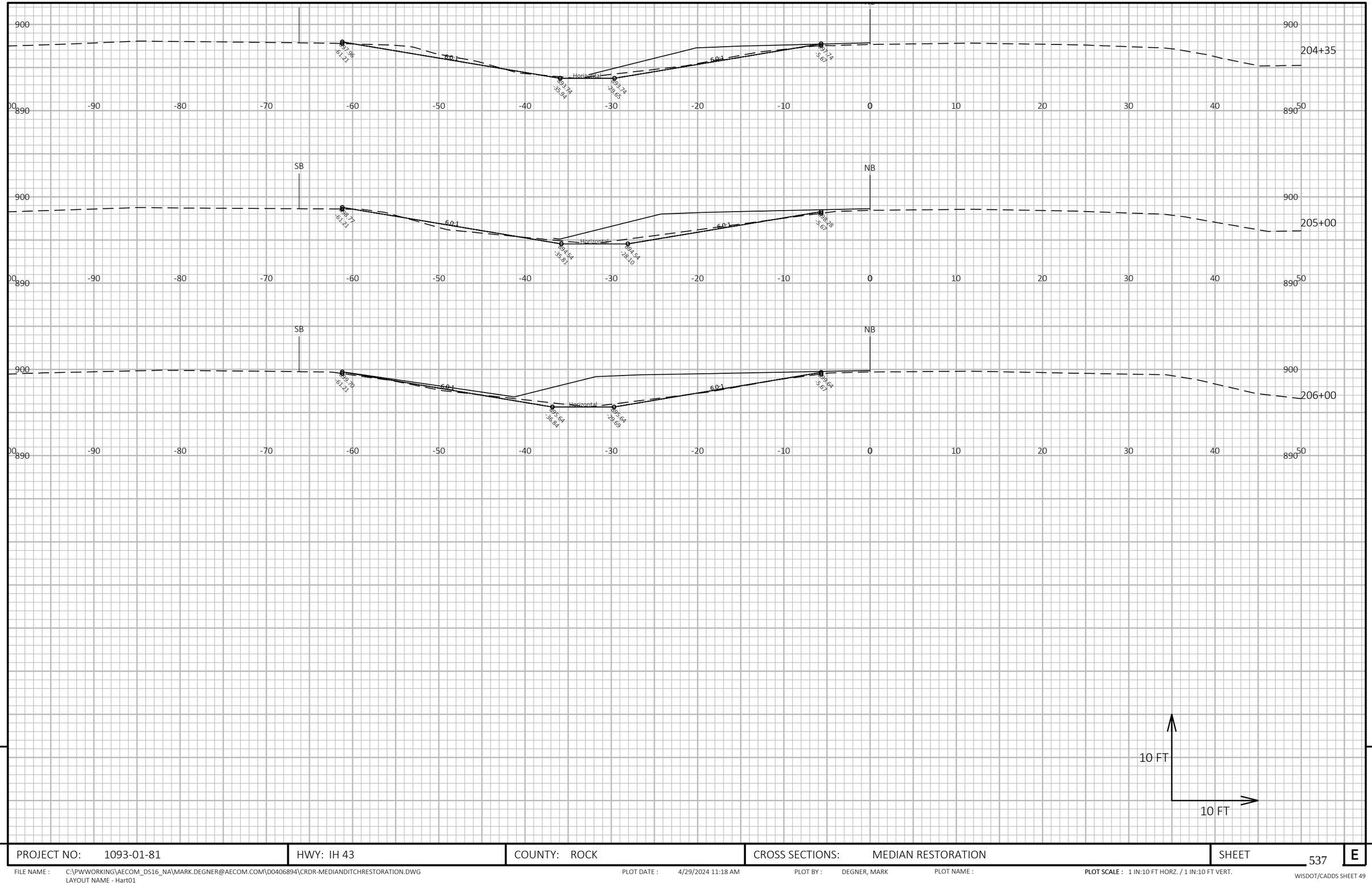
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: CROSSOVER 'XO4B'	SHEET 536	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0422863\090207-XS STAGE 2 CROSSOVERS.DWG
LAYOUT NAME - 090214

PLOT DATE : 4/17/2024 1:12 PM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

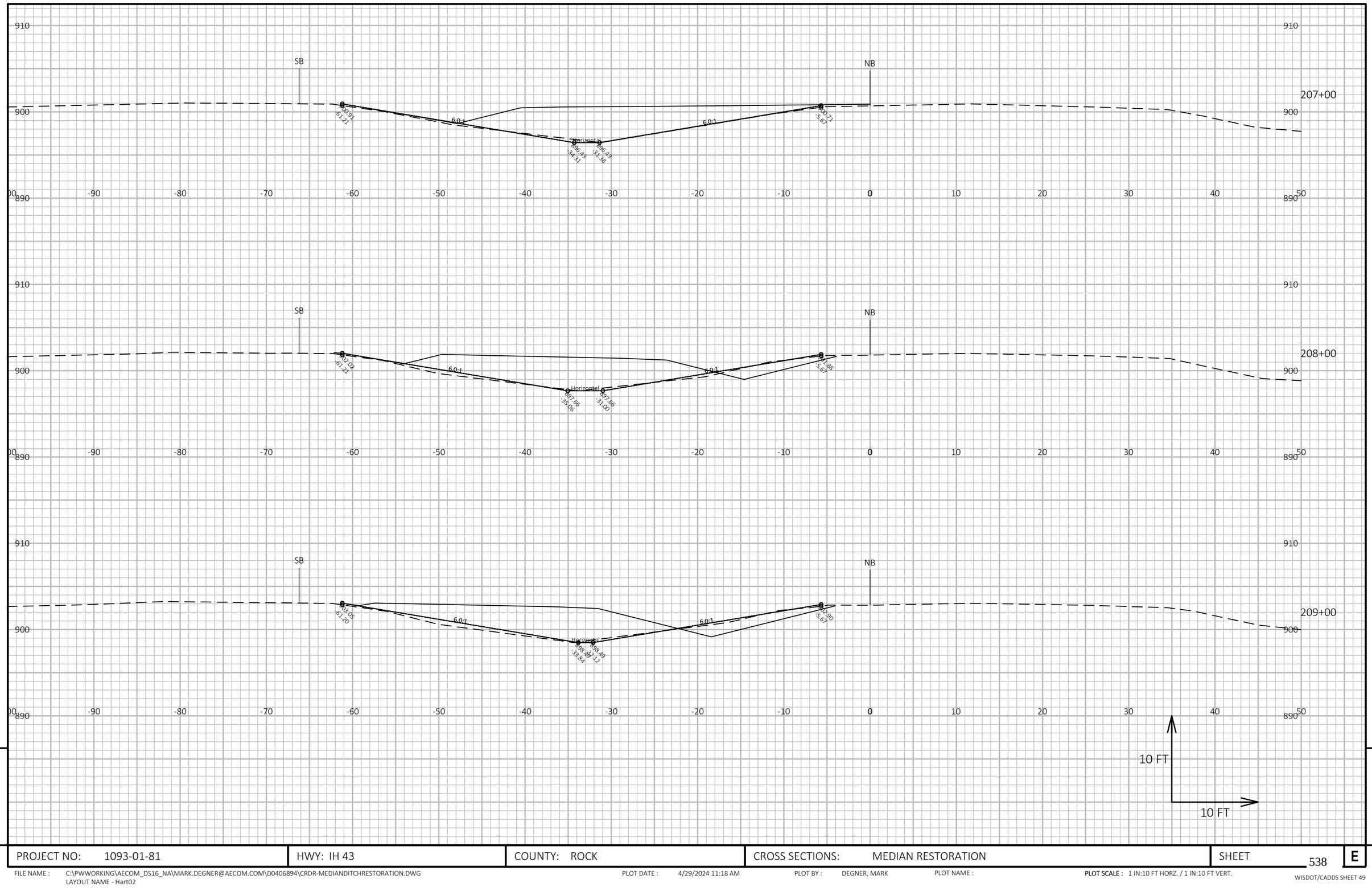
WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 537	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - Hart01

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

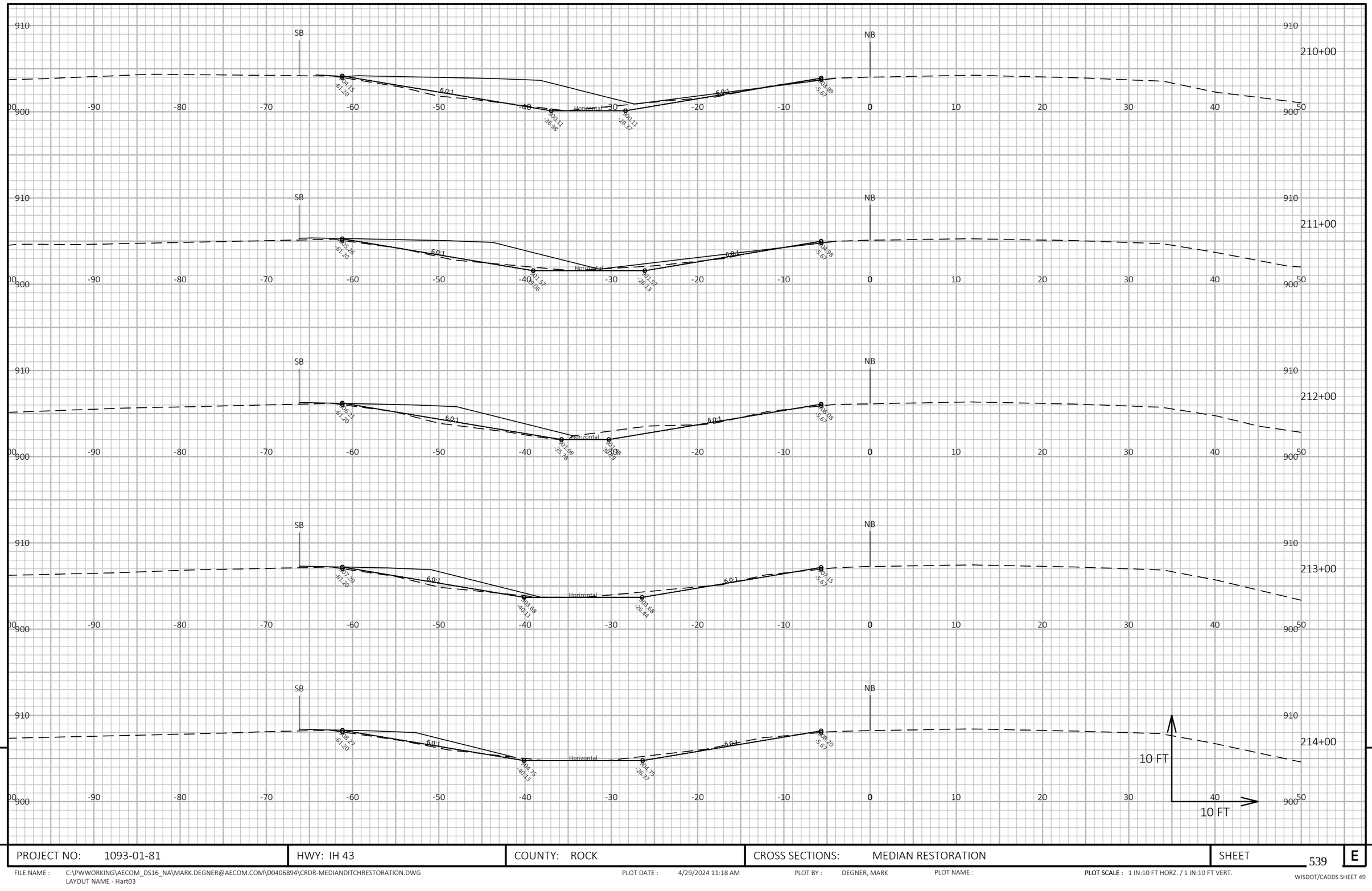
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 538	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - Hart02

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

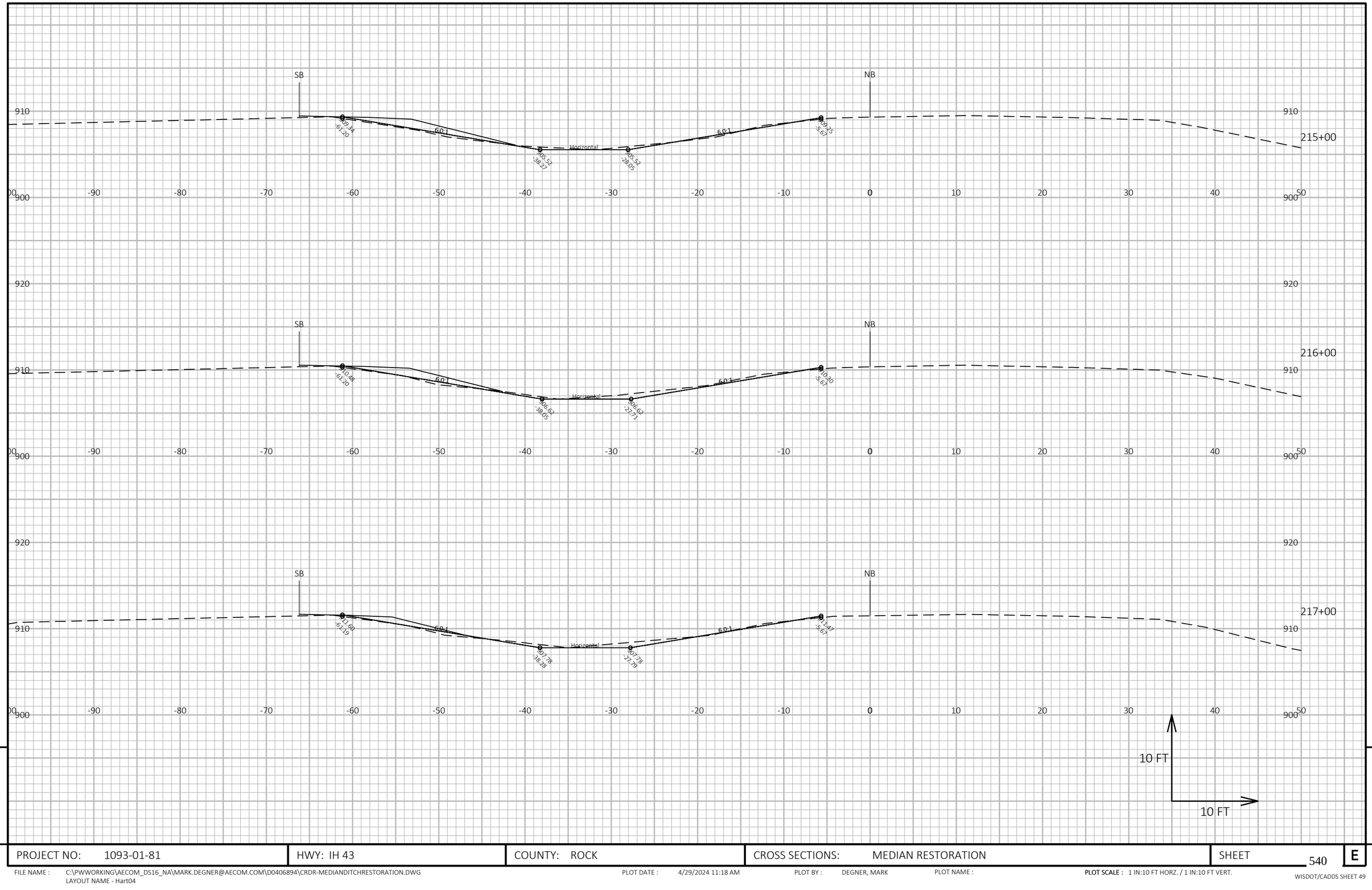
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 539	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - Hart03

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

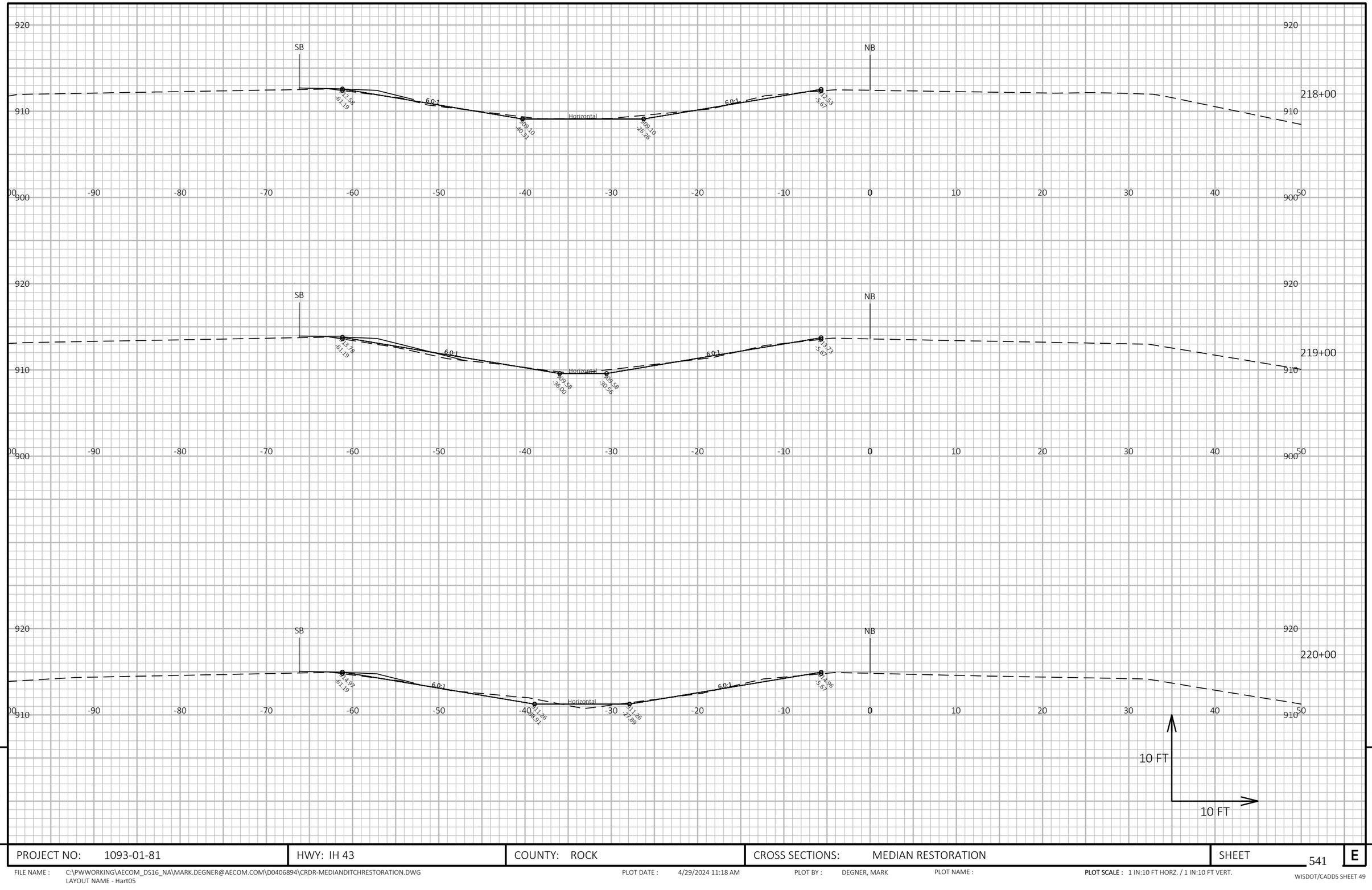
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 540	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - Hart04

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

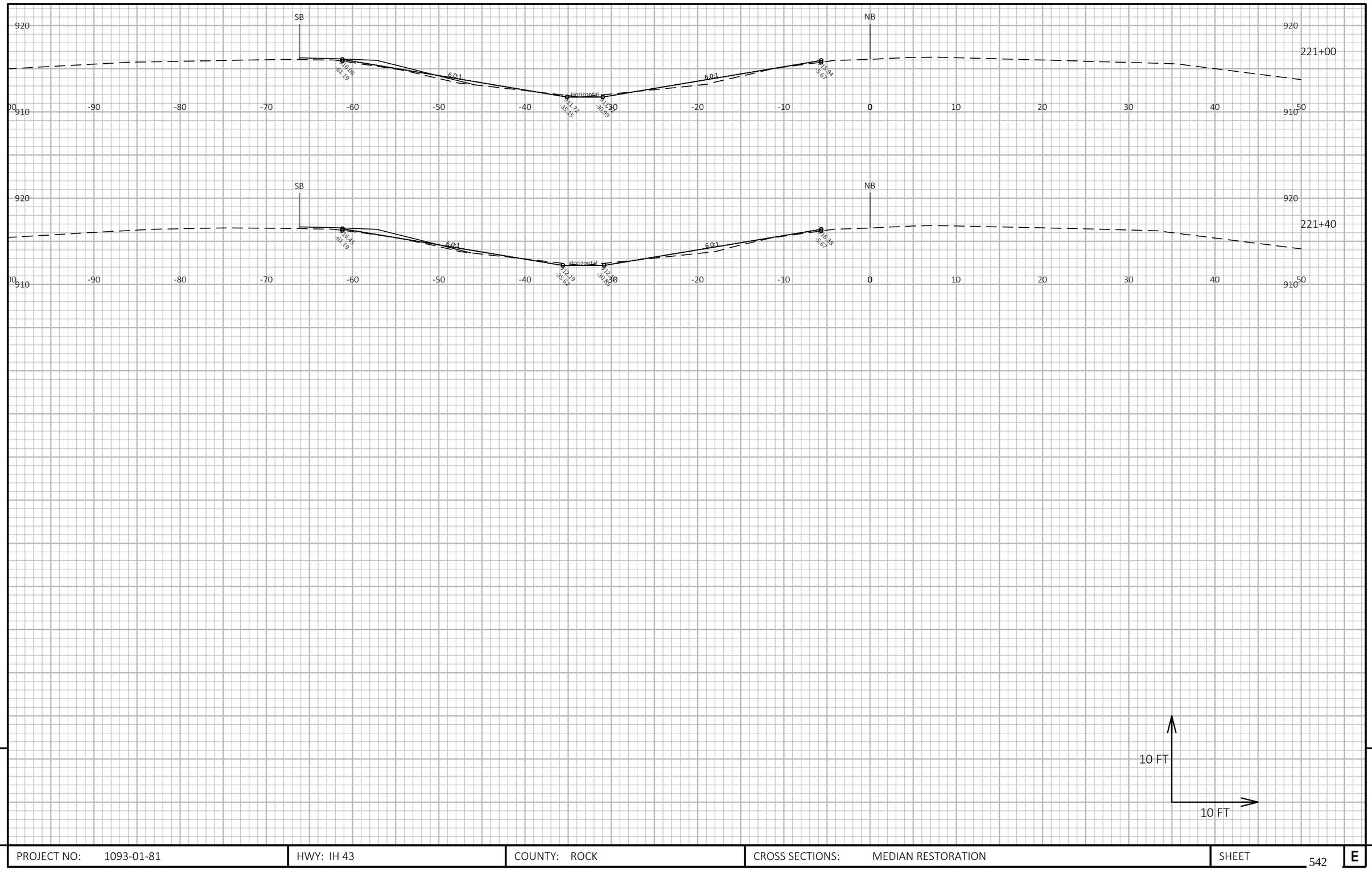
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 541	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - Hart05

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



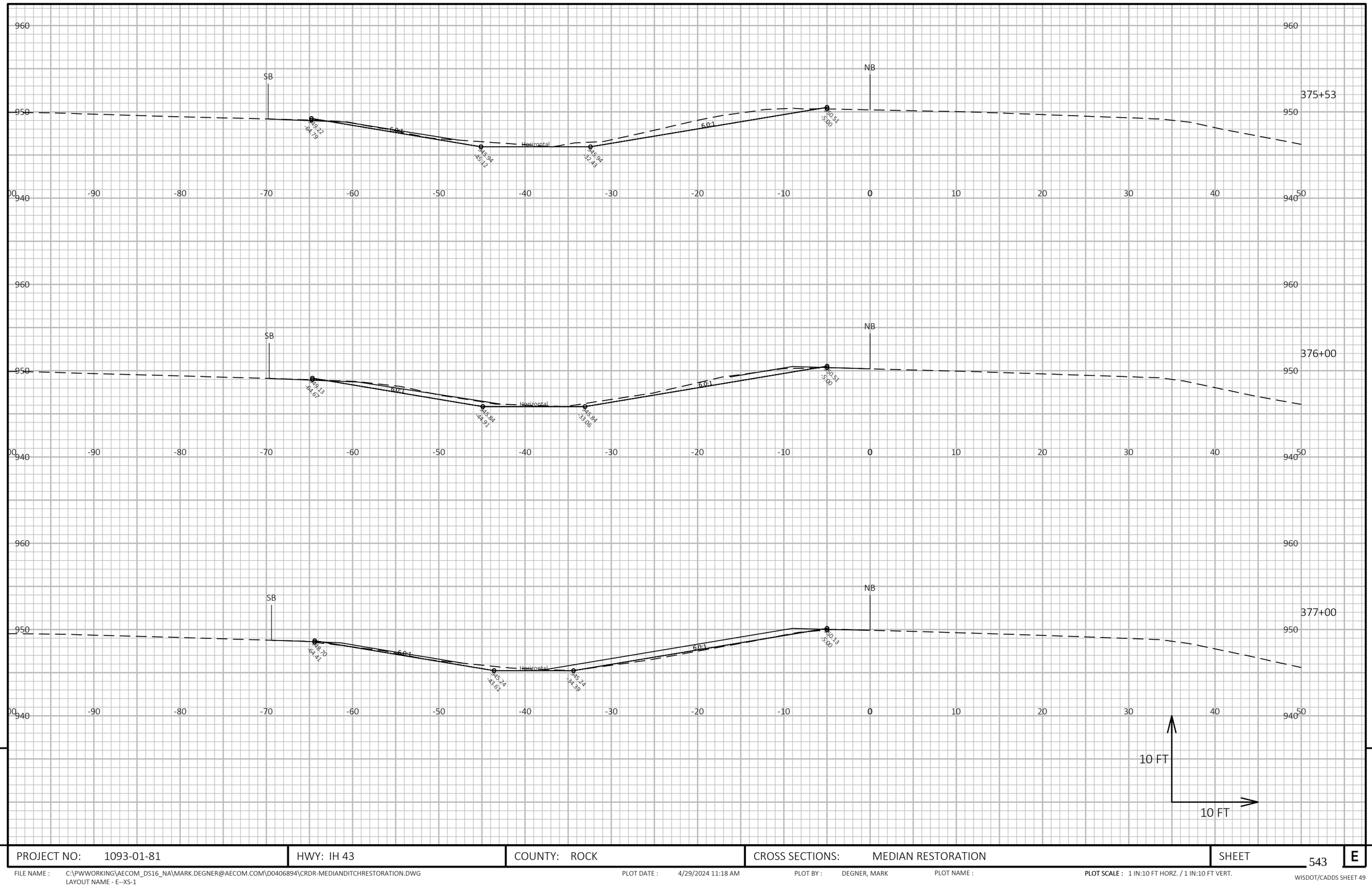
9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 542	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - Hart06

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

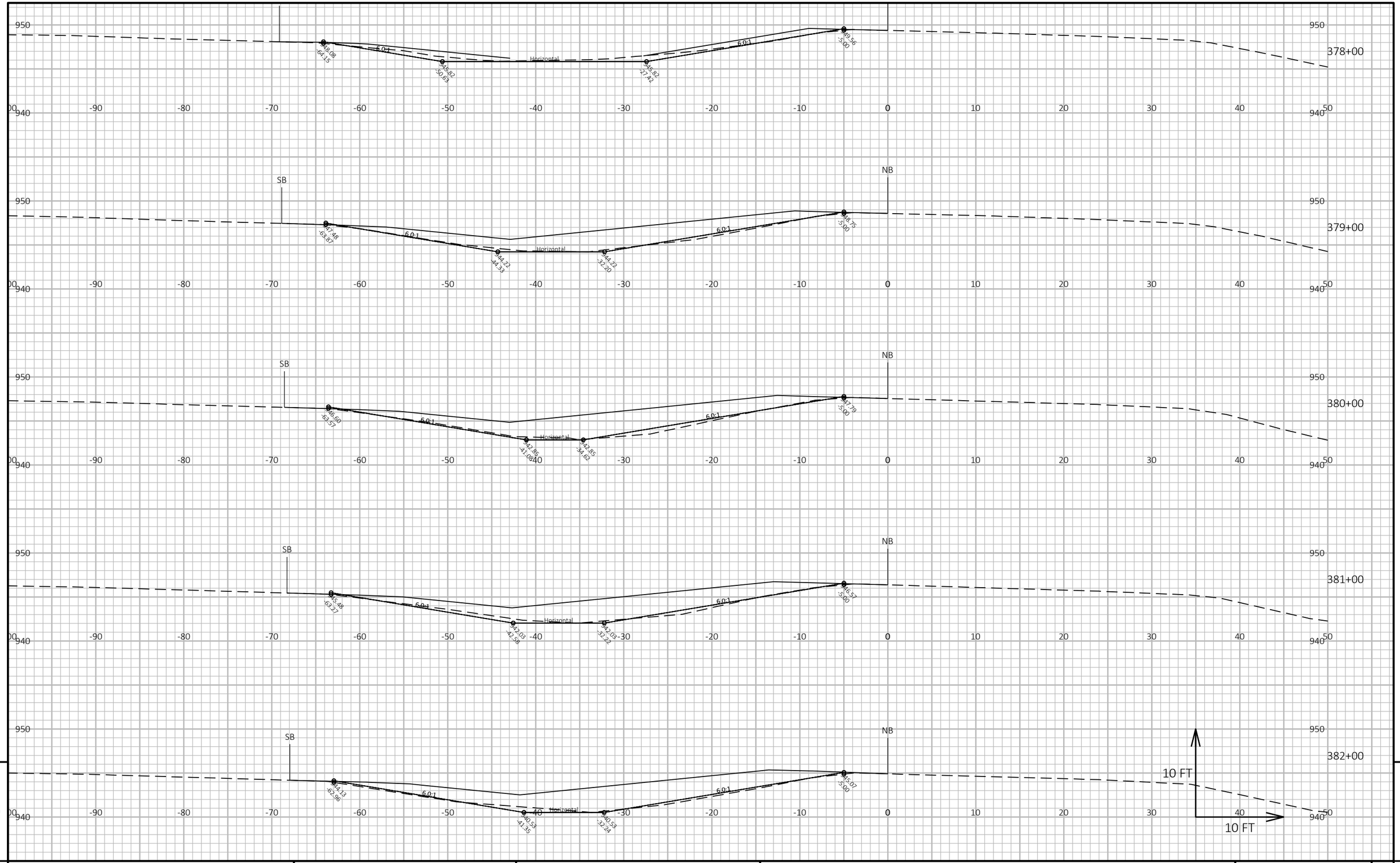
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 543	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-1

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

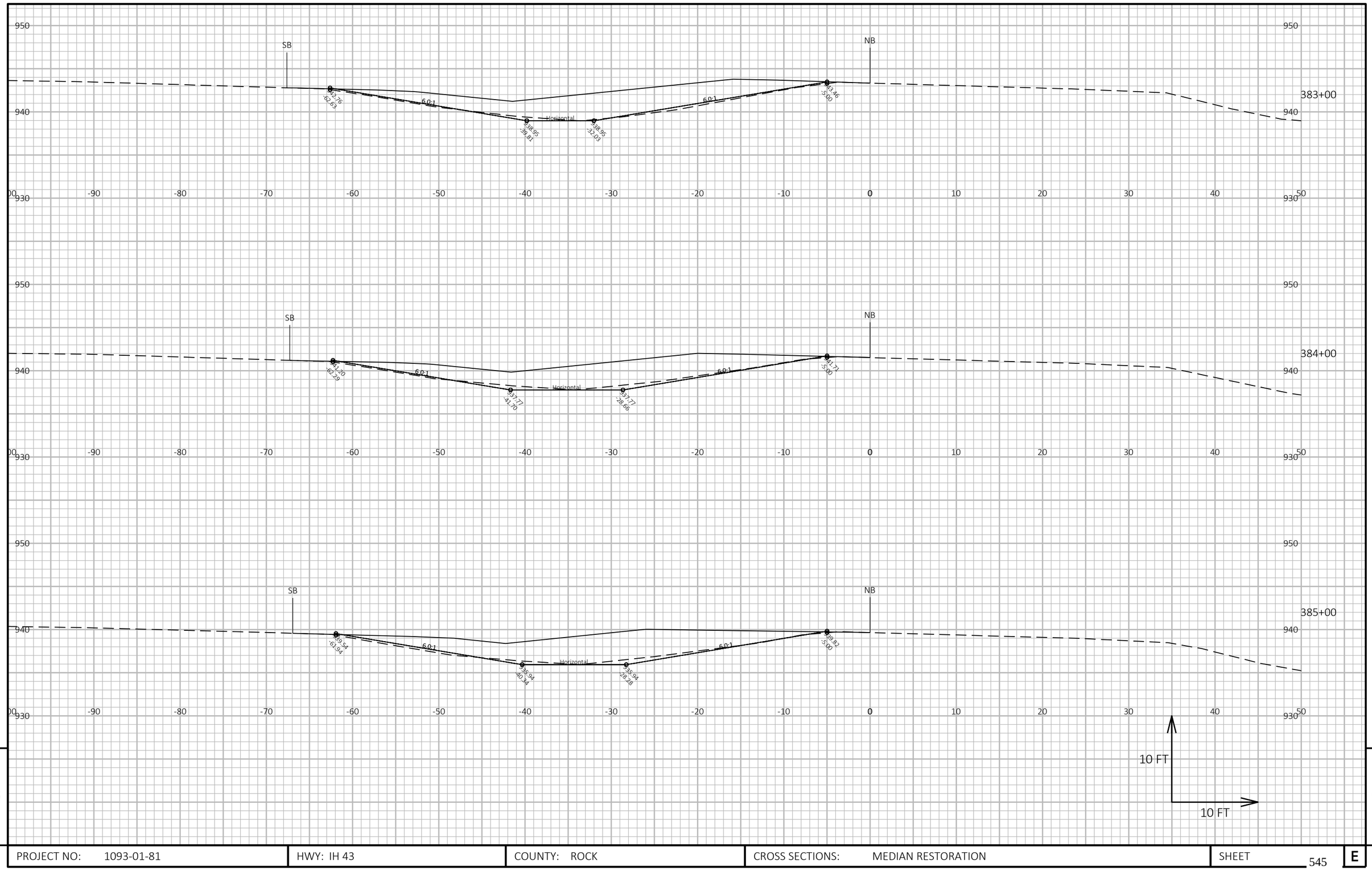
PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 544	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-2

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

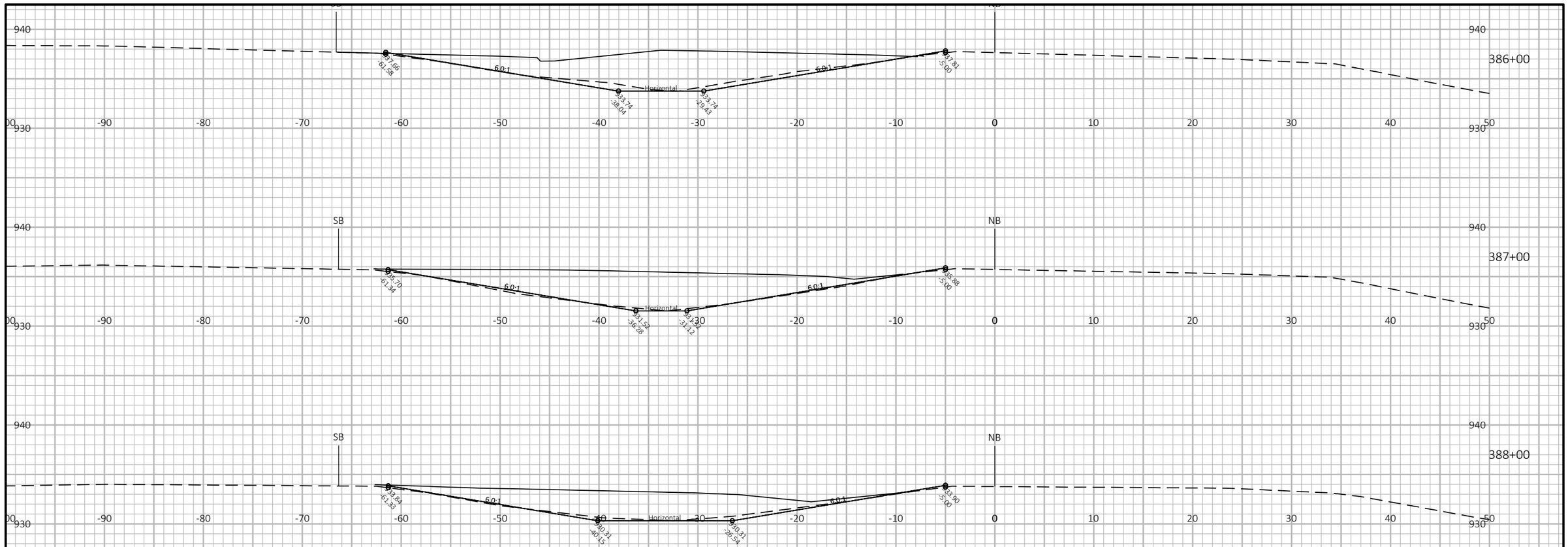


PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 545 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-3

PLOT DATE : 4/29/2024 11:18 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



10 FT

10 FT

9

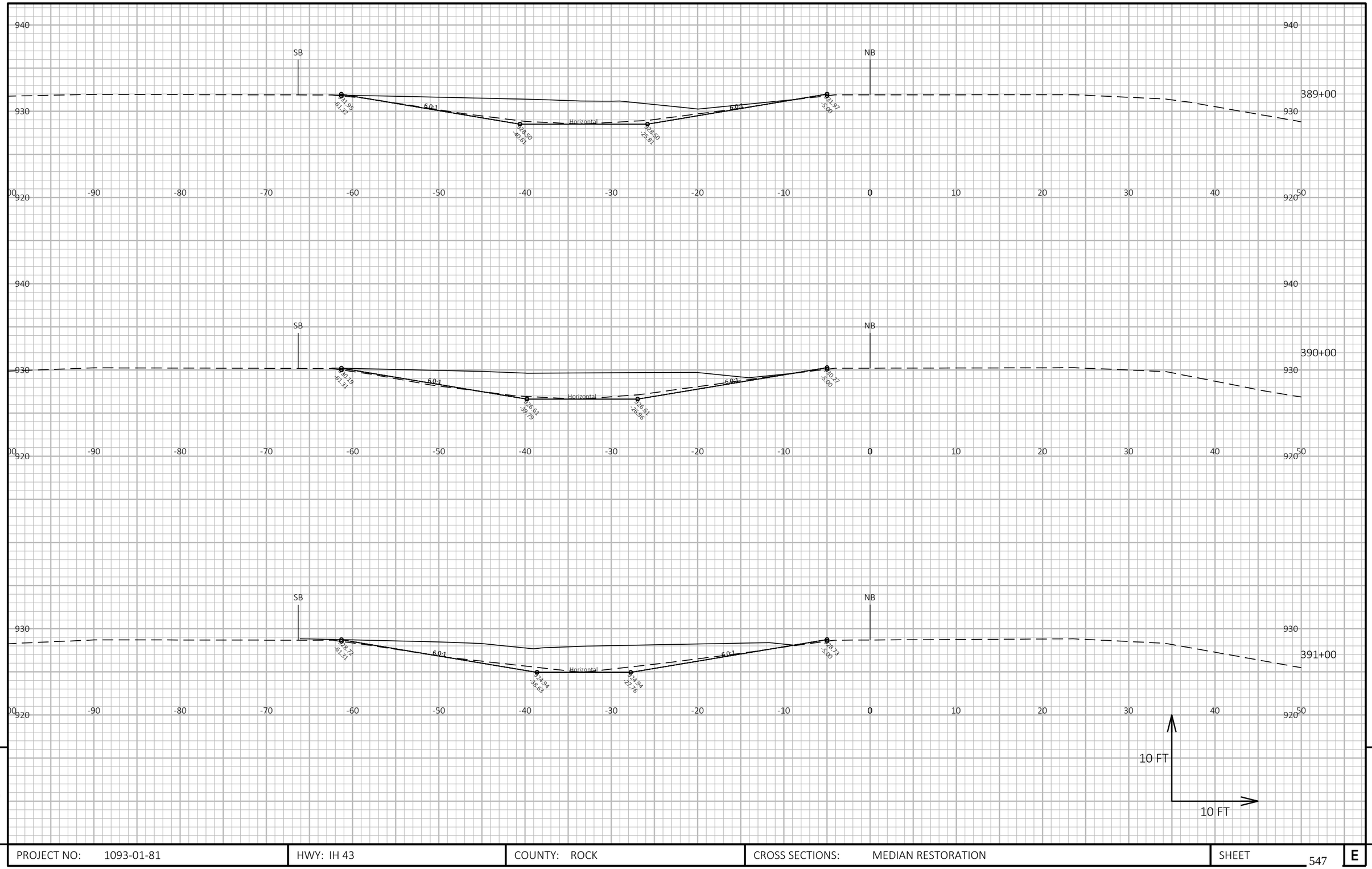
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 546	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-4

PLOT DATE : 4/29/2024 11:19 AM PLOT BY : DEGNER, MARK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

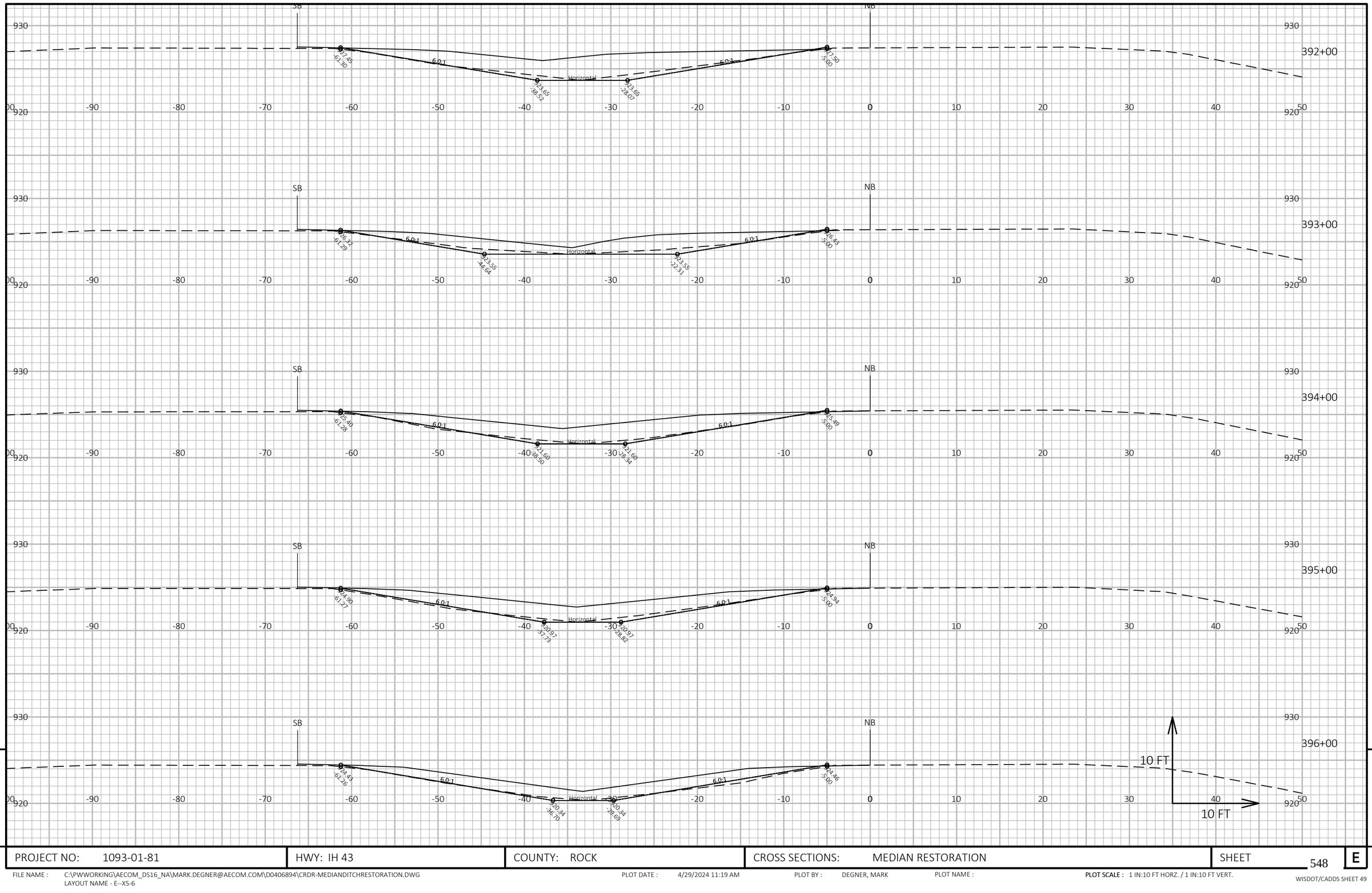
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 547	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-5

PLOT DATE : 4/29/2024 11:19 AM PLOT BY : DEGNER, MARK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



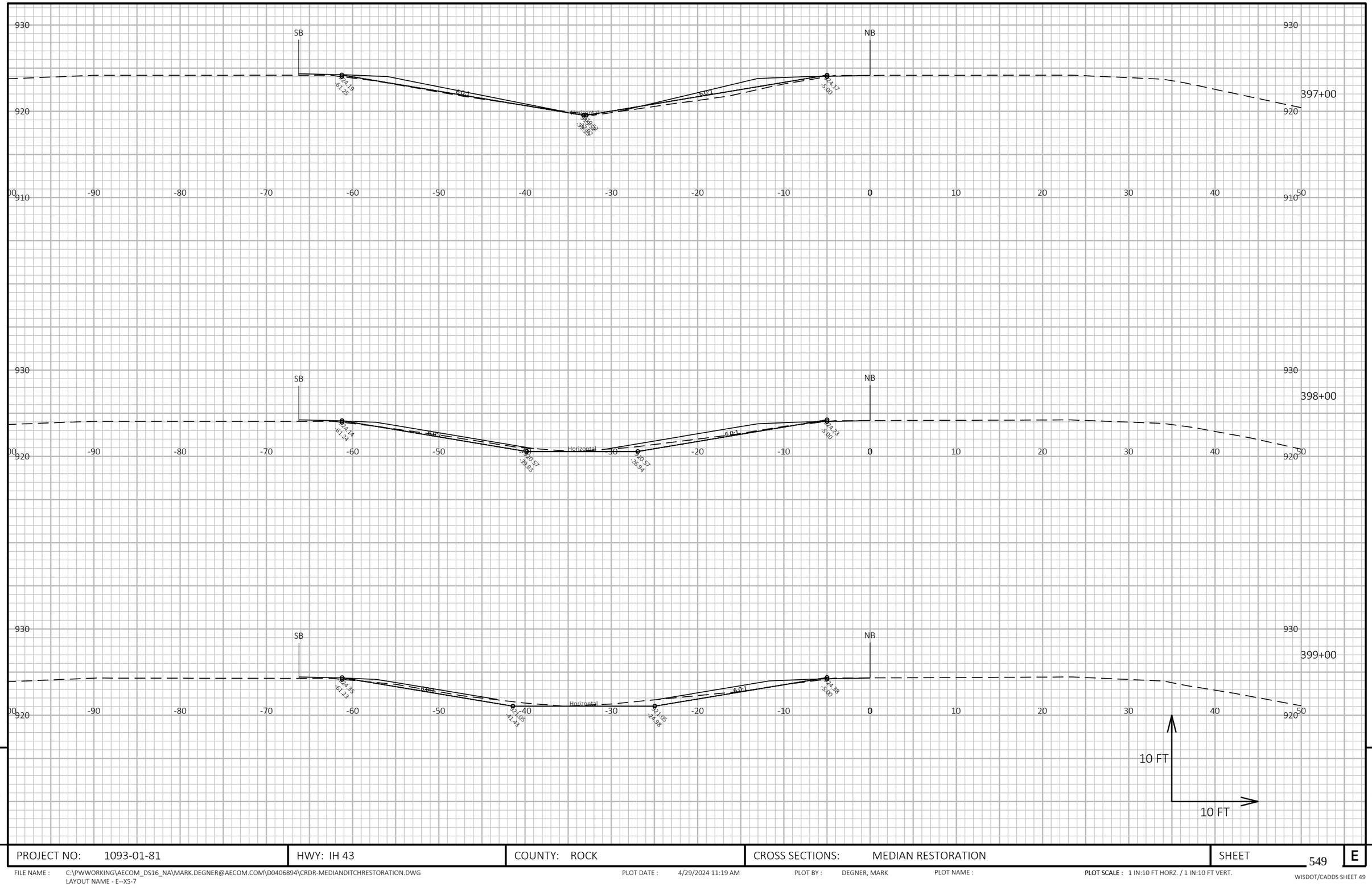
9

9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 548	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-6

PLOT DATE : 4/29/2024 11:19 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

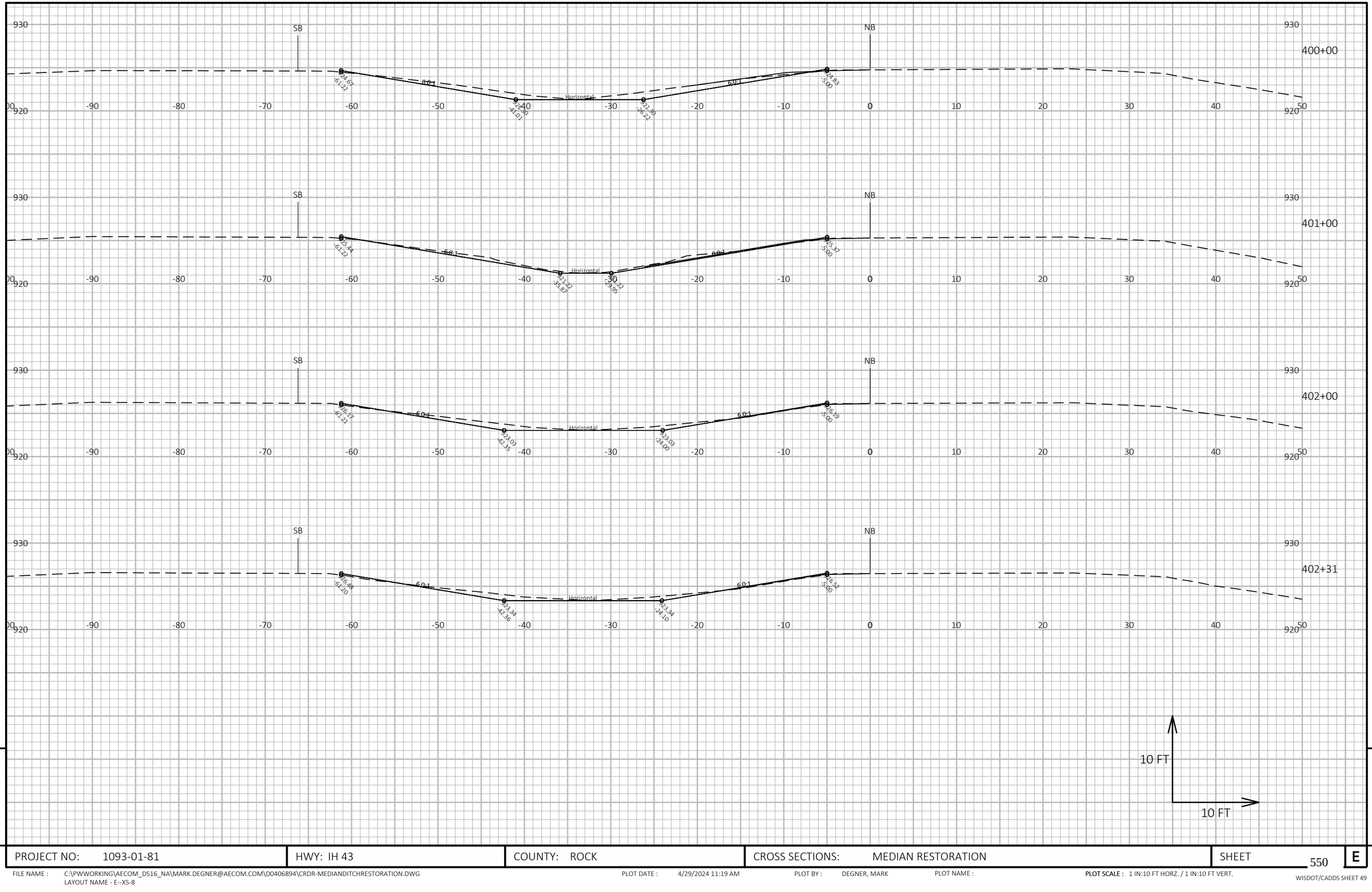
9

PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 549	E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-7

PLOT DATE : 4/29/2024 11:19 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1093-01-81	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: MEDIAN RESTORATION	SHEET 550 E

FILE NAME : C:\PWWORKING\AECOM_DS16_NA\MARK.DEGNER@AECOM.COM\D0406894\CRDR-MEDIANDITCHRESTORATION.DWG
LAYOUT NAME - E--XS-8

PLOT DATE : 4/29/2024 11:19 AM PLOT BY : DEGNER, MARK PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov