GRE

PROJECT ID: 1227-08-73

WITH: N/A

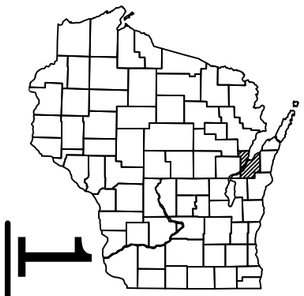
COUNTY: BROWN

AUGUST 2026

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
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 = 694



N

DESIGN DESIGNATION

		STH 172 - STH 54/57	STH 54/57 - IH 41
A.A.D.T.	2027	= 52,930	= 44,060
A.A.D.T.	2047	= 63,010	= 51,120
D.H.V.		= 7,000	= 5,930
D.D.		= 55/45	= 56/46
T.		= 8.4%	= 10.5%
DESIGN SPEED		= 70 MPH	= 70 MPH
ESALS		= 9,400,000	= 9,700,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MANITOWOC - GREEN BAY

STH 172 - ATKINSON DRIVE

IH 43

BROWN COUNTY

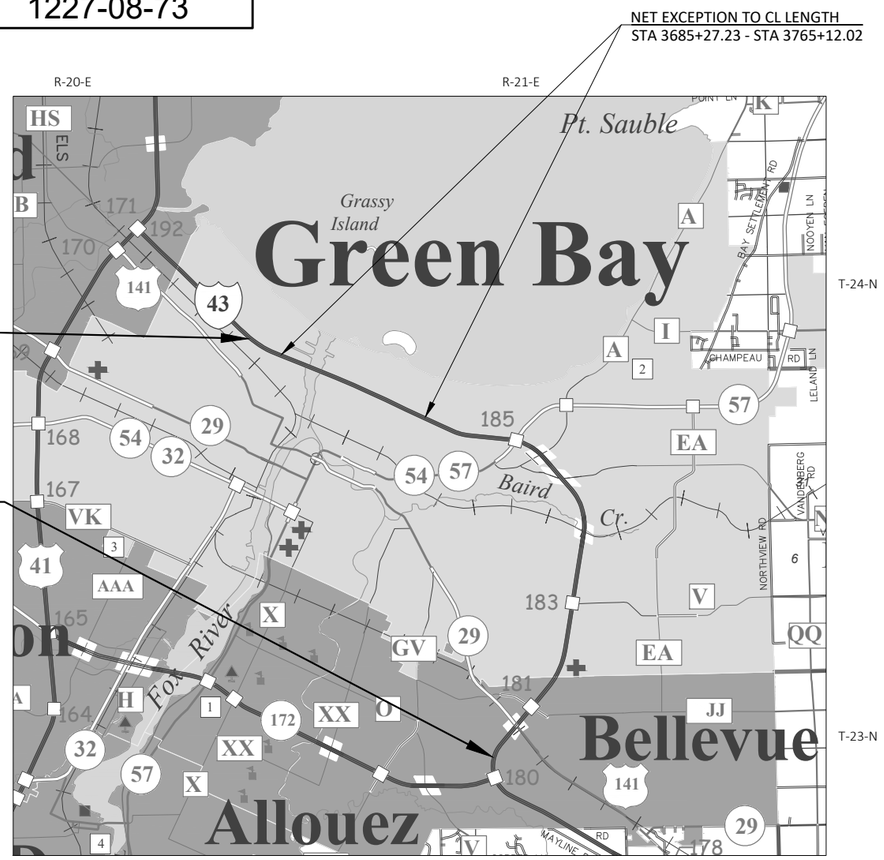
STATE PROJECT NUMBER
1227-08-73

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1227-08-73	WISC 2026440	1

NET EXCEPTION TO CL LENGTH
STA 3685+27.23 - STA 3765+12.02

END PROJECT 1227-08-73
STA 3829+01.23'NB'
X=93537.0095
Y=580042.7979

BEGIN PROJECT 1227-08-73
STA 3321+50.00'NB'
X=113675.938
Y=547047.143



LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 7.826 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BROWN COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

Mead & Hunt

Mead and Hunt, Inc.
1702 Lawrence Dr
De Pere, WI 54115
phone: 920-496-0500
meadhunt.com

WISCONSIN PROFESSIONAL ENGINEER
Charles A. KAROW
E-29429
Green Bay, WI

DATE: 4/27/2026 Charles A. Karow
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	MEAD & HUNT, INC.
Project Manager	BRIAN HAEN, P.E.
Regional Examiner	
Regional Supervisor	KRISTEN BERG, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 4/29/2026 Brian Haen
(Signature)

E

UTILITIES CONTACTS

AT&T WISCONSIN
COMMUNICATION LINE
KYLE WEBER
205 S JEFFERSON ST
GREEN BAY, WI 54301
PHONE: (920) 221-5969
EMAIL: KW715W@ATT.COM

ATC MANAGEMENT, INC
COMMUNICATION LINE
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

ATC MANAGEMENT, INC
ELECTRICITY-TRANSMISSION
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

ATC MANAGEMENT, INC
ELECTRICITY
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: (608) 877-7650
EMAIL: DVOSBERG@ATCLLC.COM

BLUEBIRD FIBER (F/K/A EVERSTREAM SOLUTIONS)
COMMUNICATION LINE
SHAD GARCIA 3
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
PHONE: (414) 522-6685
EMAIL: SHAD.GARCIA@BLUEBIRDFIBER.COM

BUG TUSSEL WIRELESS, LLC
COMMUNICATION LINE
GEREMIAH YOUNG
417 PINE ST
GREEN BAY, WI 54301
PHONE: (920) 328-3442
EMAIL: GEREMIAH.YOUNG@BTUSSEL.COM

CENTURYLINK COMMUNICATIONS, LLC
COMMUNICATION LINE
235 INTERTECK DR
BROOKFIELD, WI 53045-5113
PHONE: 414-908-1027
BRAHIM.GADDOUR@LUMEN.COM

CITY OF GREEN BAY
SEWER
TANNER MATHENY
100 N JEFFERSON ST
GREEN BAY, WI 54301
PHONE: (920) 448-3107
EMAIL: TANNER.MATHENY@GREENBAYWI.GOV

GREEN BAY WATER UTILITY
WATER
KRISTIN ROMANOWICZ
631 S ADAM ST
GREEN BAY, WI 54301
PHONE: (920) 448-3480
EMAIL: KRISTIN.ROMANOWICZ@GREENBAYWI.GOV

LEDGEVIEW SANITARY DISTRICT #2
SEWER
GREG POTTS
3700 DICKINSON RD
DE PERE, WI 54115
PHONE: (920) 336-3360 EXT: 102
EMAIL: GPOTTS@LEDGEVIEW.WI.GOV

LEVEL 3 COMMUNICATIONS LLC
COMMUNICATION LINE
235 INTERTECK DR
BROOKFIELD, WI 53045-5113
PHONE: 414-908-1027
BRAHIM.GADDOUR@LUMEN.COM

NET LEC LLC
COMMUNICATION LINE
RICK VINCENT
470 SECURITY BLVD
GREEN BAY, WI 54313
PHONE: (920) 617-7316
EMAIL: RICK.VINCENT@NSIGHT.COM

NEW WATER
SEWER
ROB REINHART
2231 NORTH QUINCY ST
GREEN BAY, WI 54302
PHONE: (920) 438-1035
EMAIL: RREINHART@NEWWATER.US

SPECTRUM
COMMUNICATION LINE
GEOFF TULACHKA
2580 W MASON ST
GREEN BAY, WI 54303
PHONE: (920) 213-9400
EMAIL: GEOFF.TULACHKA@SPECTRUM.COM

TDS METROCOM LLC
COMMUNICATION LINE
ZACHARY JONES
525 JUNCTION ROAD
MADISON, WI 53717
PHONE: (270) 261-1433
EMAIL: ZACHARY.JONES@TDSTELECOM.COM

VILLAGE OF BELLEVUE
WATER/SEWER
ERIK SCHUTZIUS
2828 ALLOUEZ AVE
BELLEVUE, WI 54311
PHONE: (920) 593-5503
EMAIL: ERIK.SCHUTZIUS@VILLAGEOFBELLEVUEWI.GOV

WEST SHORE PIPE LINE
GAS/PETROLEUM
CASEY SCHWANDT
11115 W COUNTY LINE RD
MILWAUKEE, WI 53224
PHONE: (920) 655-1428
EMAIL: CSCHWANDT@BUCKEYE.COM

WIN TECHNOLOGY
COMMUNICATION LINE
ERIC BECKER
4955 BULLIS FARM RD
EAU CLAIRE, WI 54701
PHONE: (715) 797-2724
EMAIL: ERIC.BECKER@WINTECHNOLOGY.COM

WINDSTREAM KDL, LLC
COMMUNICATION LINE
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
PHONE: (920) 410-6902
EMAIL: LORI.KETTER@UNITI.COM

WISCONSIN PUBLIC SERVICE CORPORATION
ELECTRICITY
RYAN VOSKUIL
2850 S ASHLAND AVE
GREEN BAY, WI 54307
PHONE: (920) 655-1584
EMAIL: RYAN.VOSKUIL@WISCONSINPUBLICSERVICE.COM

WISCONSIN PUBLIC SERVICE CORPORATION
GAS/PETROLEUM
ADAM VANDENHOUTEN
2850 S ASHLAND AVE
GREEN BAY, WI 54307
PHONE: (920) 617-5218
EMAIL: ADAM.VANDENHOUTEN@WISCONSINPUBLICSERVICE.COM

GENERAL NOTES

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.

WETLANDS ARE PRESENT IN SEVERAL AREAS ADJACENT TO THE PROJECT. DO NOT OPERATE EQUIPMENT OUTSIDE OF THE SLOPE INTERCEPTS IN WETLAND AREAS UNLESS DIRECTED BY THE ENGINEER.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONCRETE BASE PATCH SHES AND CONTINUOUSLY REINFORCED CONCRETE REPAIR SHES WILL BE FIELD LOCATED BY THE ENGINEER.

THE MAJORITY OF THE SOILS ALONG THIS PROJECT ARE CONSIDERED POOR FOR ROAD CONSTRUCTION, THEREFORE, ALL COMMON EXCAVATION TO BE PLACED ON-SITE SHALL ONLY BE OUTSIDE OF THE 1:1 OF THE ROADWAY.

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIPTURF:	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPETURF:			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

TOTAL PROJECT AREA = 616.857 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13.749 ACRES

WISCONSIN DEPARTMENT OF TRANSPORTATION
COMMUNICATION LINE
JEFF MADSON
433 W ST. PAUL AVE, SUITE 300
MILWAUKEE, WI 53203
PHONE: (414) 225-3723
EMAIL: JEFFERY.MADSON@DOT.WI.GOV

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

WISCONSIN DNR LIAISON

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

DESIGN PROJECT MANAGER

BRIAN HAEN, P.E.
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 366-4788
EMAIL: BRIAN.HAEN@DOT.WI.GOV

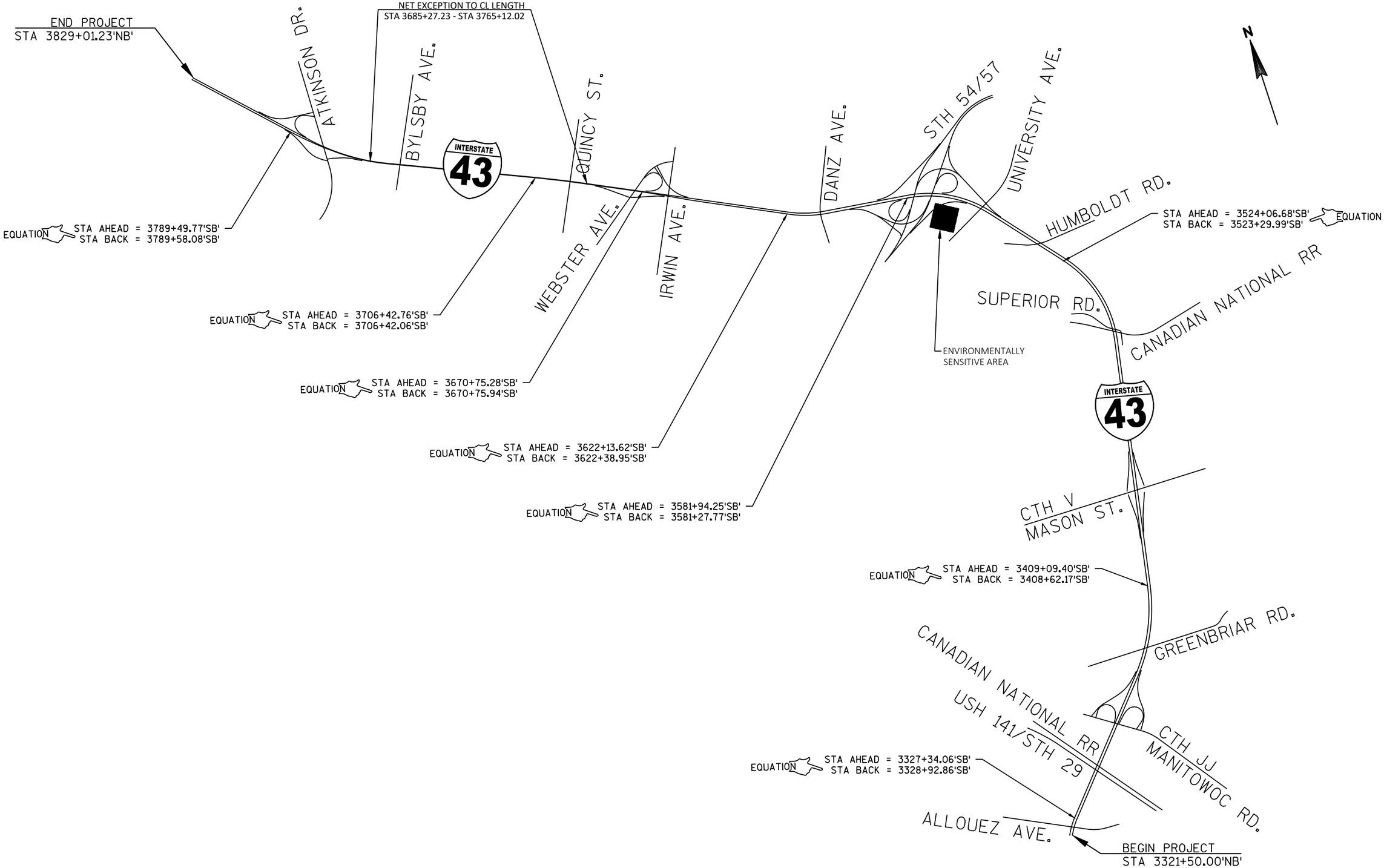
REGION SURVEY COORDINATOR

CORMAC MCINNIS, PLS
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 492-5638
EMAIL: CORMAC.MCINNIS@DOT.WI.GOV

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CONSTRUCTION DETAILS - ROADSIDE BARRIERS
EROSION CONTROL
TRAFFIC SIGNAL TEMPORARY
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
DETOURS
BORINGS
ENVIRONMENTALLY SENSITIVE AREA

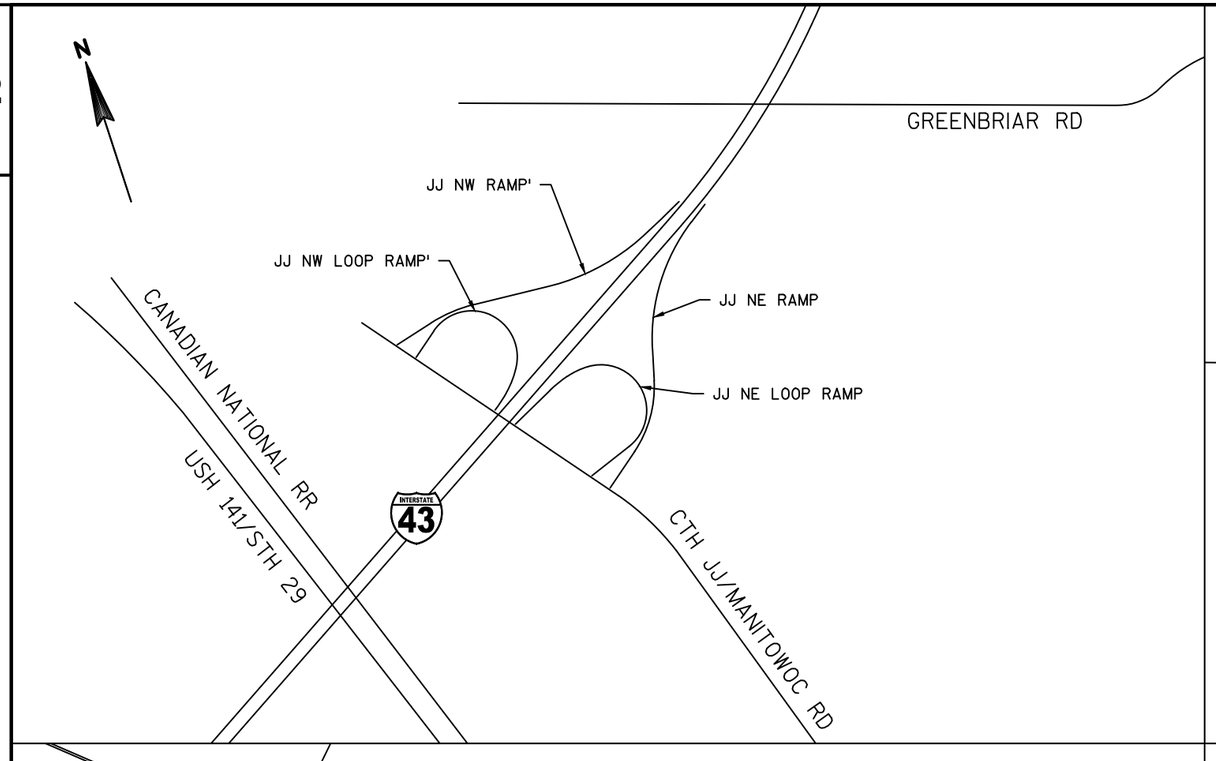
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

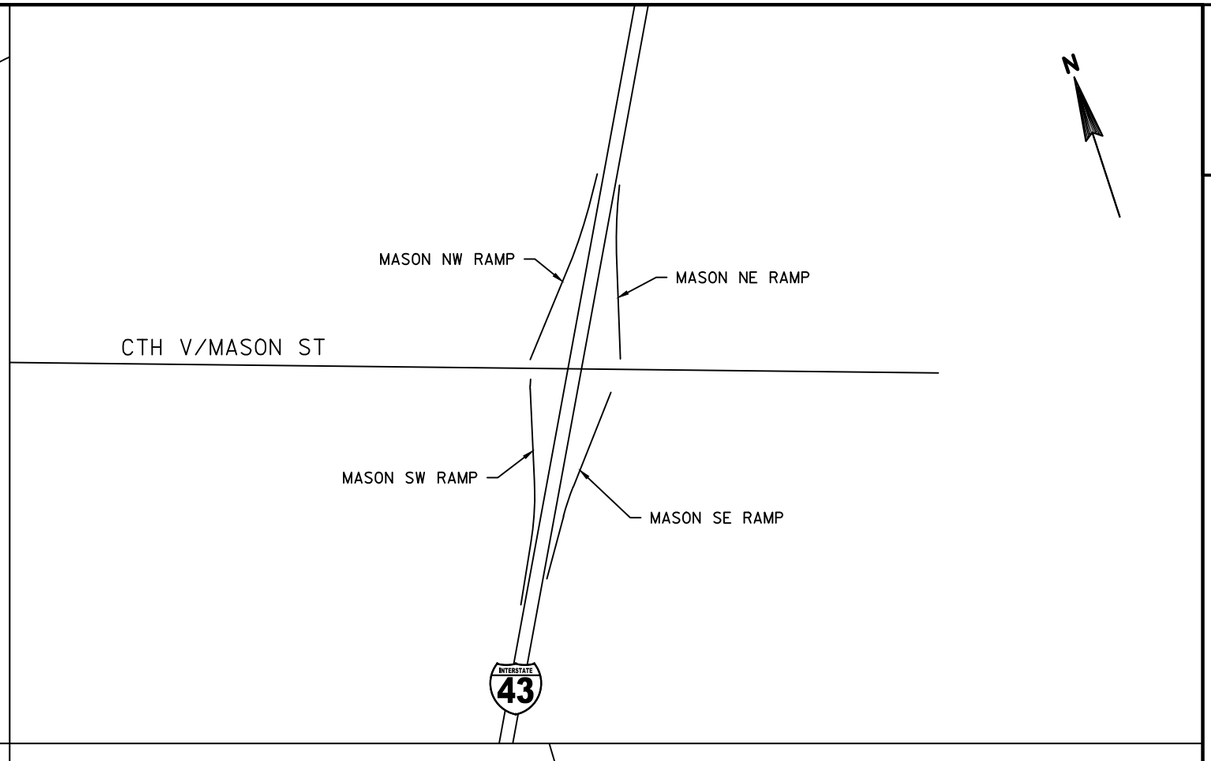


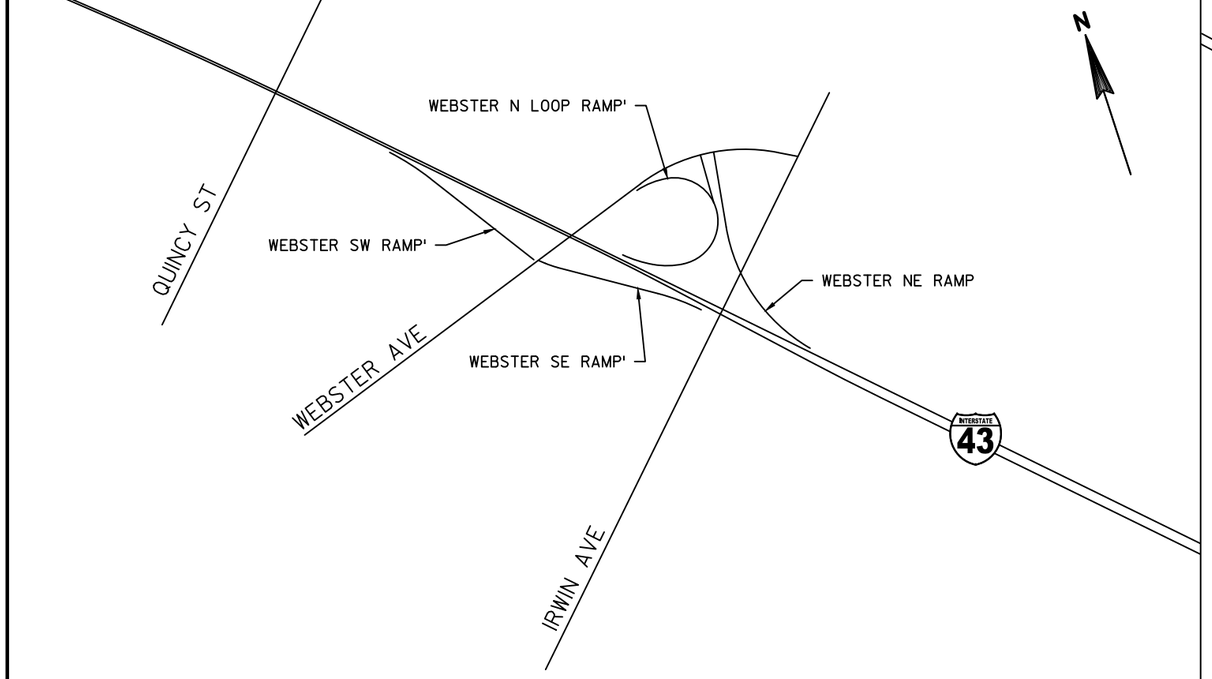
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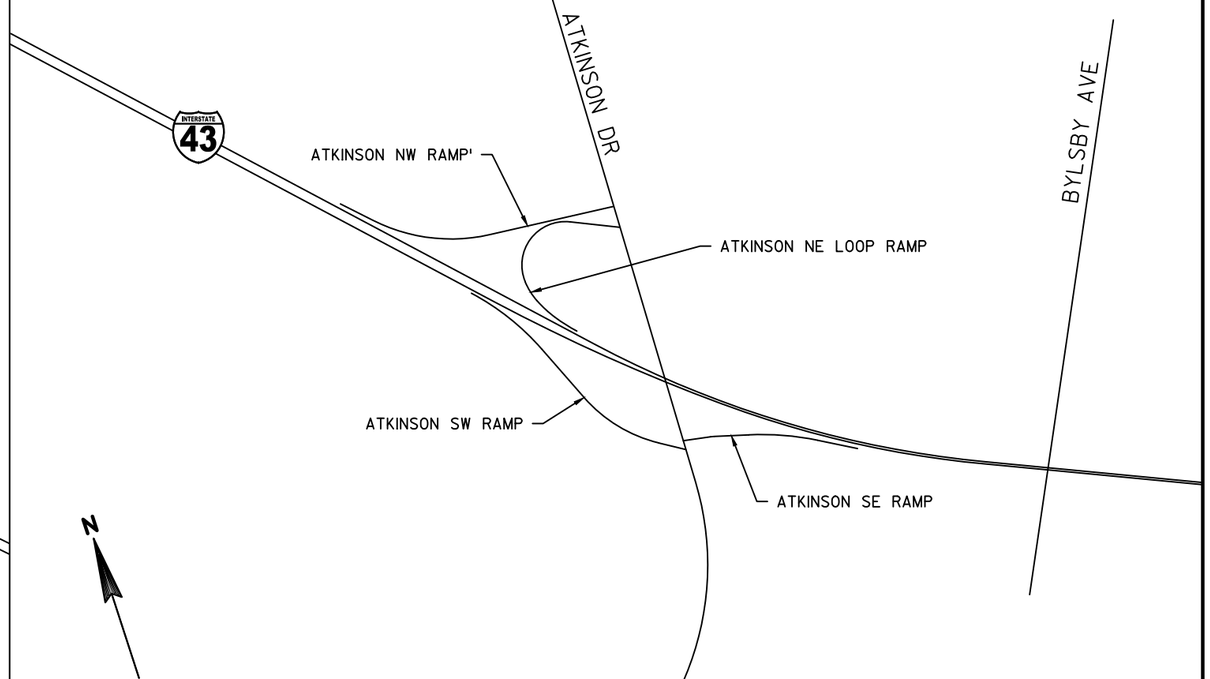
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PROJECT OVERVIEW - MAINLINE	SHEET 3 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020201-PO.DWG
LAYOUT NAME - 020201_PO
PLOT DATE : 6/26/2026 2:05 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



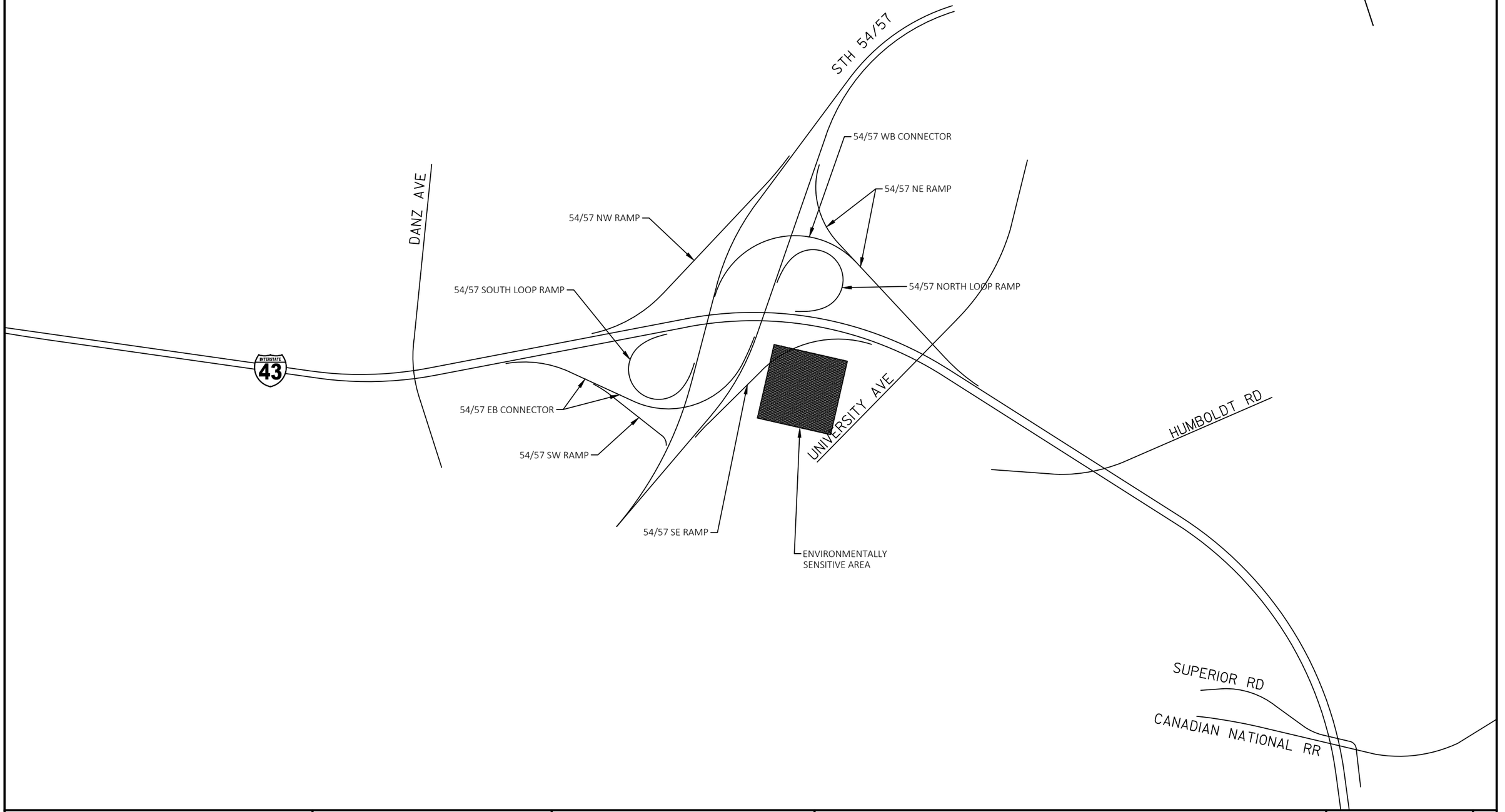






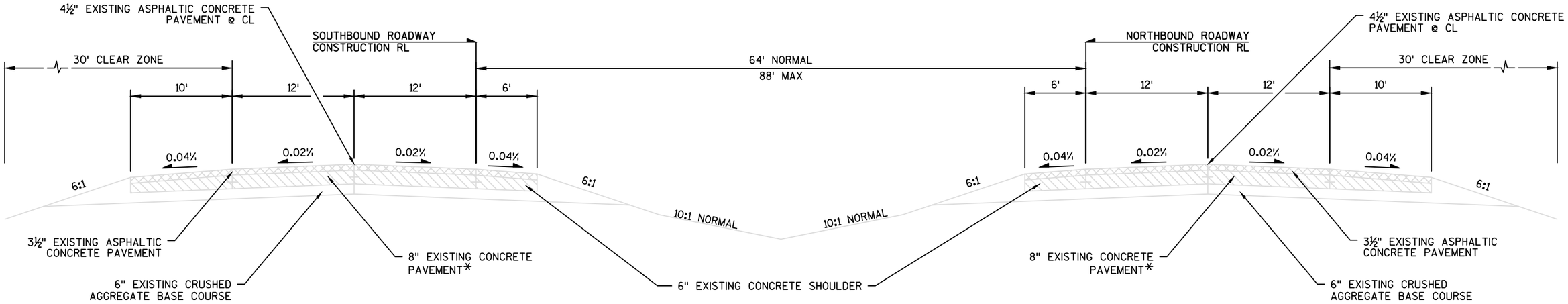
PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PROJECT OVERVIEW - RAMPS	SHEET 4 E

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PROJECT OVERVIEW - RAMPS	SHEET 5 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020201-PO.DWG
LAYOUT NAME - 020203_PO
PLOT DATE : 6/26/2026 2:05 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION IH-43

* 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

NB
STA 3321+50.00'NB' TO STA 3327+41.60'NB'
STA 3363+91.98'NB' TO STA 3555+26.96'NB'
STA 3580+44.78'NB' TO STA 3661+24.85'NB'
STA 3780+86.43'NB' TO STA 3823+77.12'NB'

SB
STA 3322+78.01'SB' TO STA 3332+01.75'SB'
STA 3362+12.41'SB' TO STA 3555+51.80'SB'
STA 3580+26.91'SB' TO STA 3661+25.18'SB'
STA 3780+66.58'SB' TO STA 3823+77.13'SB'

FINISHED TYPICAL SECTION IH-43

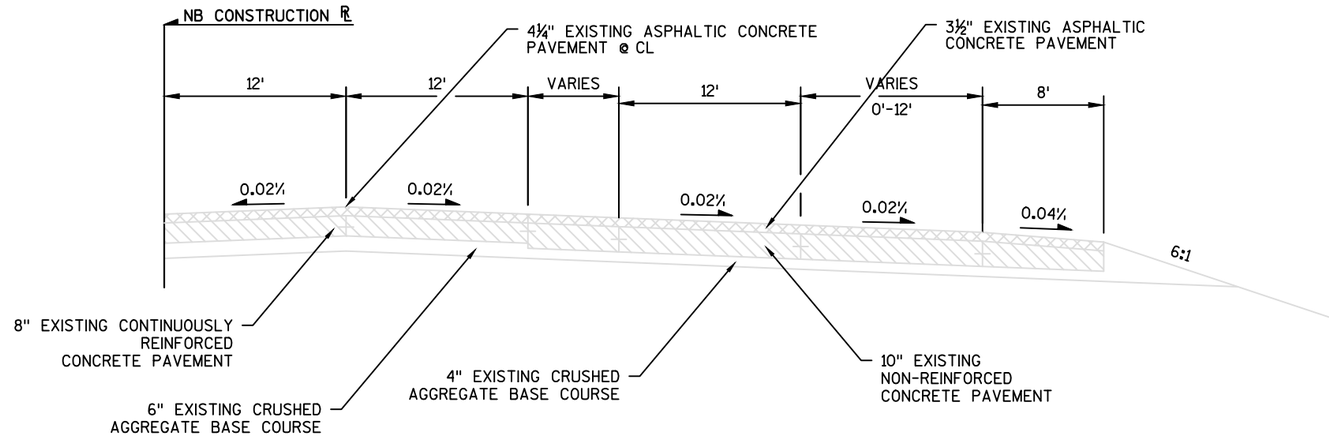
* 10" NON-REINFORCED CONCRETE PAVEMENT

NB
STA 3555+26.96'NB' TO STA 3580+44.78'NB'

SB
STA 3555+51.80'SB' TO STA 3580+14.65'SB'

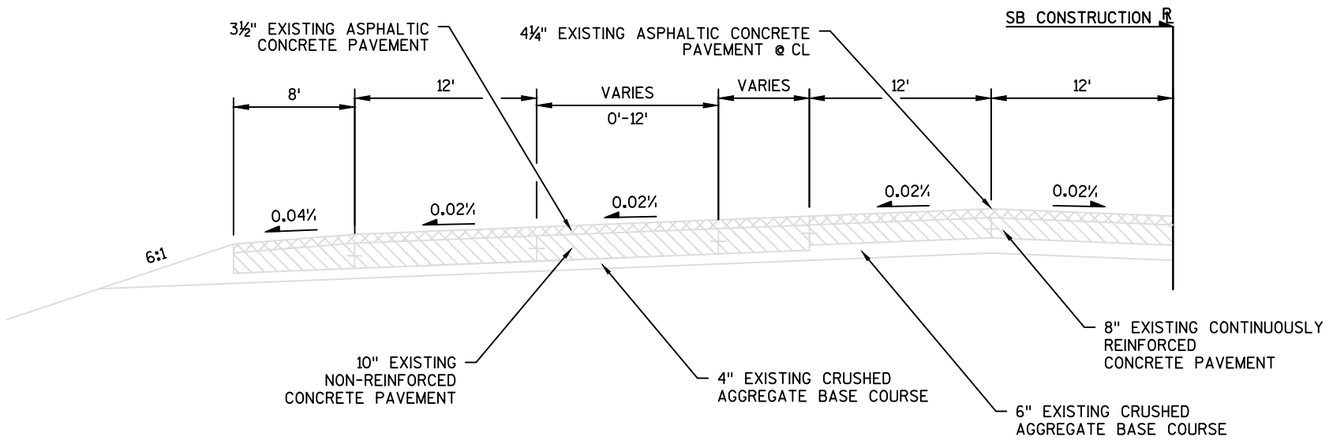
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 6 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020301_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



EXISTING ½ TYPICAL SECTION IH-43 WITH AUXILIARY LANE/PARALLEL ENTRANCE RAMP

NB
STA 3327+41.60'NB' TO STA 3363+91.98'NB'

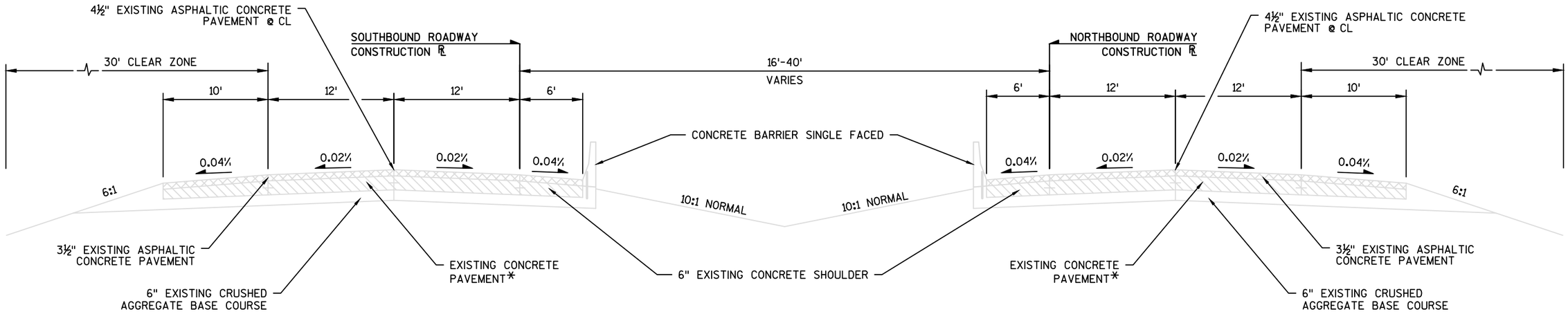


EXISTING ½ TYPICAL SECTION IH-43 WITH AUXILIARY LANE/PARALLEL ENTRANCE RAMP

SB
STA 3332+01.71'SB' TO STA 3362+12.41'SB'

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 7 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020302_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION IH-43

* 10" DOWELLED NON-REINFORCED CONCRETE PAVEMENT

NB
STA 3661+24.85'NB' TO STA 3685+27.23'NB'

SB
STA 3661+25.19'SB' TO STA 3685+26.52'SB'

EXISTING TYPICAL SECTION IH-43

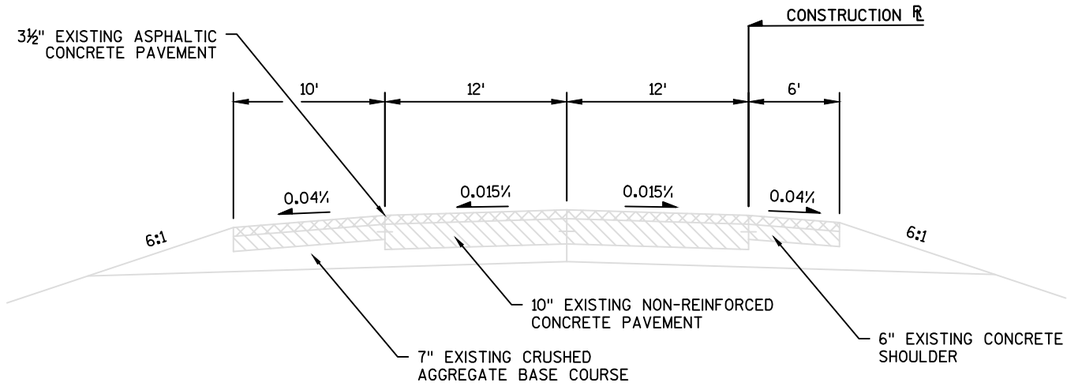
* 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

NB
STA 3765+12.02'NB' TO STA 3780+86.43'NB'

SB
STA 3765+11.96'SB' TO STA 3780+66.58'SB'

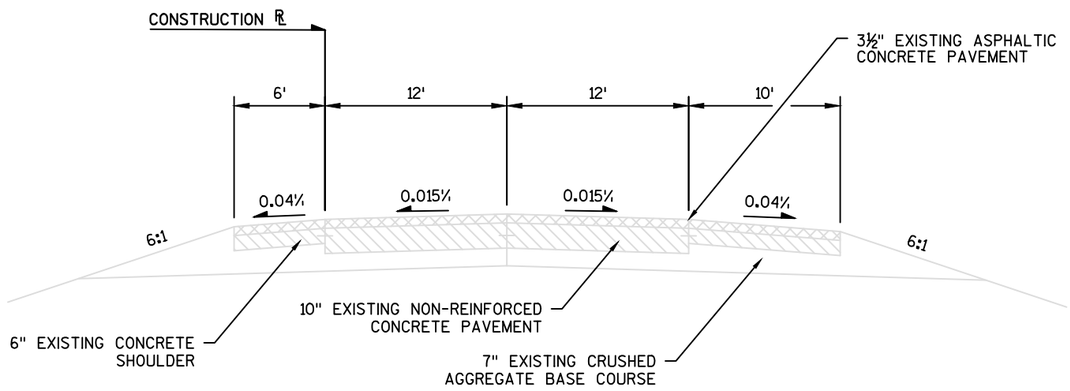
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 8 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020303_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



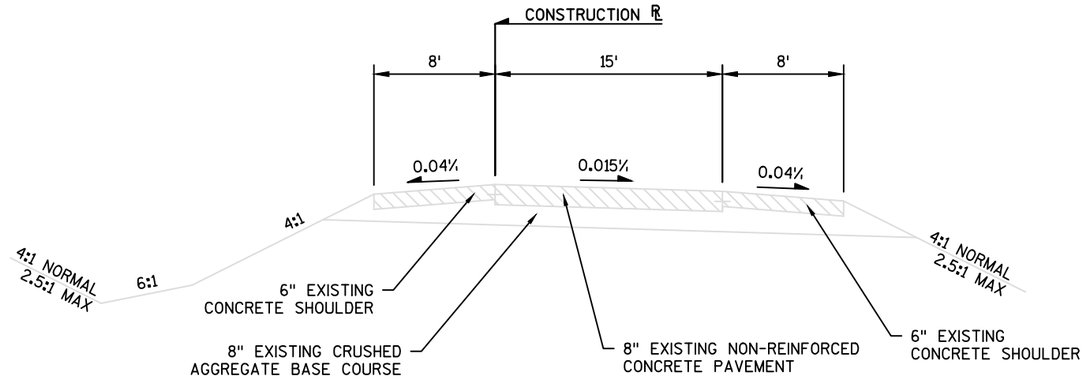
EXISTING TYPICAL SECTION STH 172 RAMPS

STA 3330+99.88 TO STA 3332+00.88



EXISTING TYPICAL SECTION STH 172 RAMPS

STA 3326+42.64 TO STA 3327+42.25



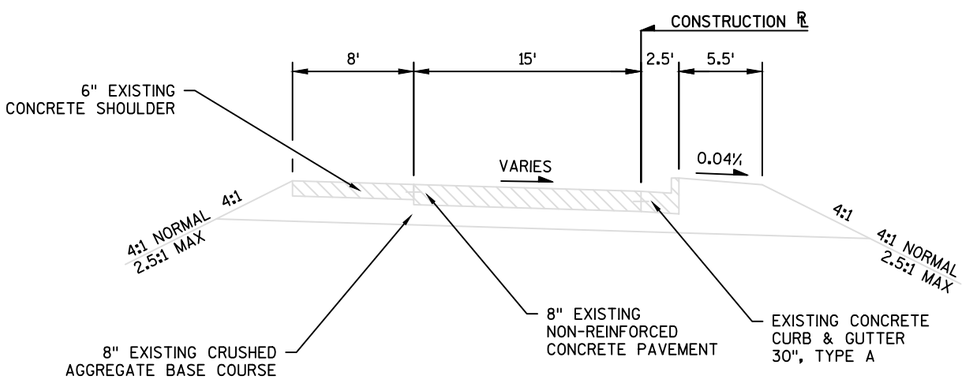
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
STA 3364+02.47 TO STA 3367+19.55

NE RAMP
--

NW LOOP
STA 3362+81.74 TO STA 3364+67.91 (LOOKING DOWN STATION)

NW RAMP
--



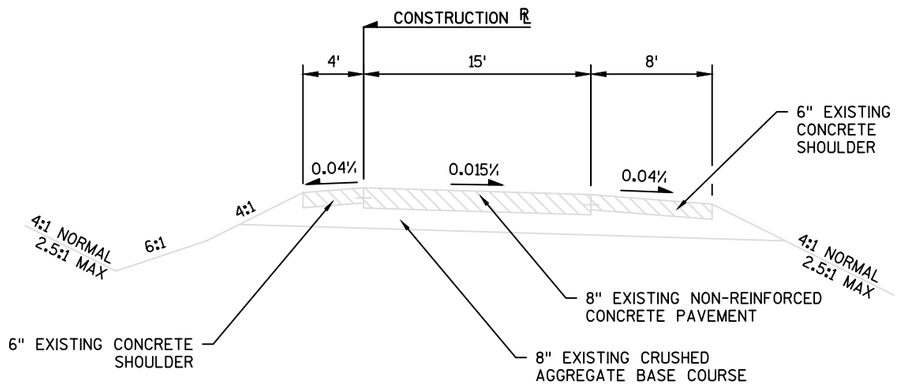
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
STA 3367+19.55 TO STA 3373+07.56
STA 3376+53.54 TO STA 3378+89.65 (LOOKING DOWN STATION)

NE RAMP
STA 3360+57.80 TO STA 3366+15.01 (LOOKING DOWN STATION)

NW LOOP
STA 3364+67.91 TO STA 3369+61.20 (LOOKING DOWN STATION)

NW RAMP
STA 3358+77.98 TO STA 3363+90.93



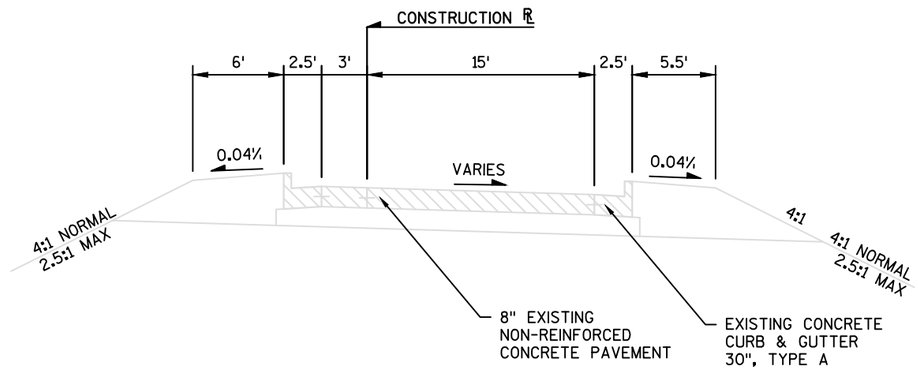
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
--

NE RAMP
STA 3366+15.01 TO STA 3378+22.62

NW LOOP
--

NW RAMP
STA 3363+90.93 TO STA 3377+38.41 (LOOKING DOWN STATION)



EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
STA 3373+07.56 TO STA 3376+53.54

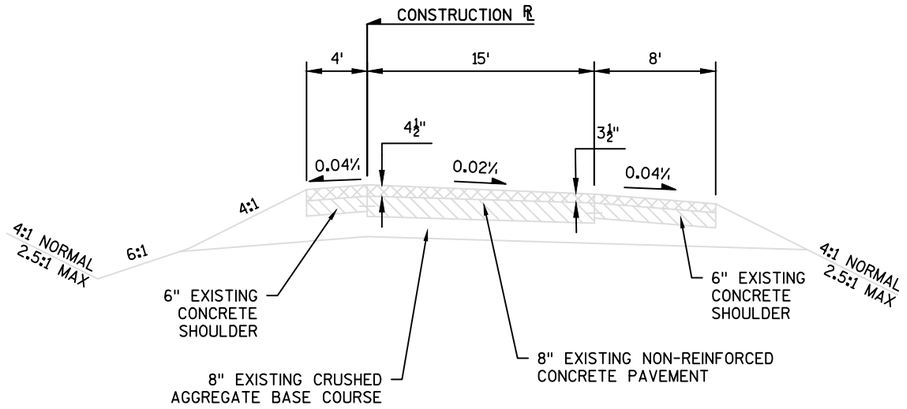
NE RAMP
--

NW LOOP
STA 3369+61.20 TO STA 3374+70.11 (LOOKING DOWN STATION)

NW RAMP
--

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 10 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020305_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



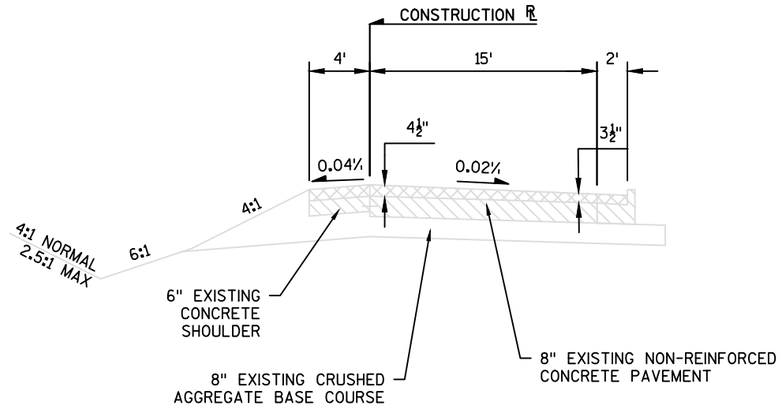
EXISTING TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
STA 3430+83.37 TO STA 3438+66.04 (LOOKING DOWN STATION)

SE RAMP
STA 3429+29.64 TO STA 3433+56.55

NW RAMP
STA 3446+35.27 TO STA 3452+39.22 (LOOKING DOWN STATION)

NE RAMP
STA 3442+33.05 TO STA 3451+23.10



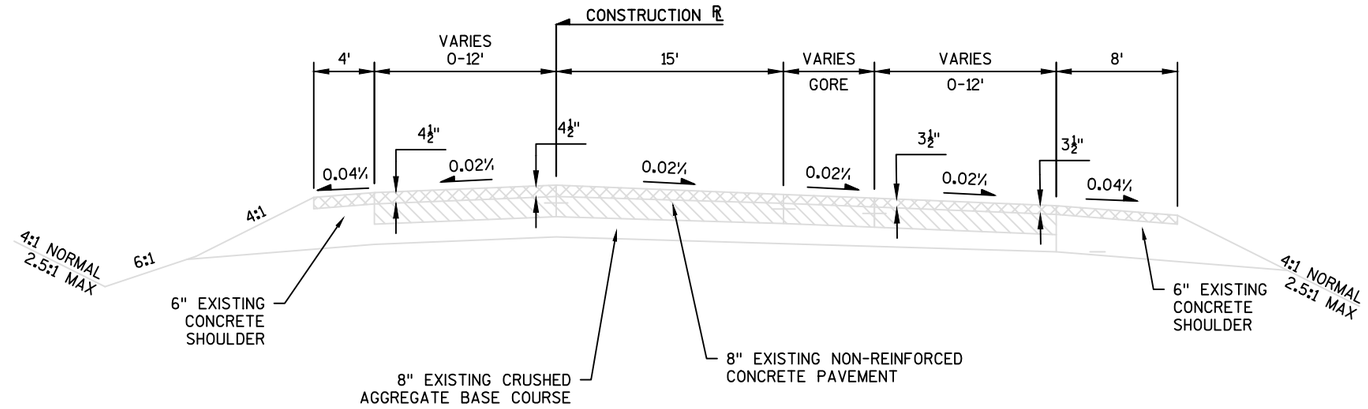
EXISTING TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
STA 3438+66.04 TO STA 3440+12.66 (LOOKING DOWN STATION)

SE RAMP
--

NW RAMP
--

NE RAMP
--



EXISTING TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
--

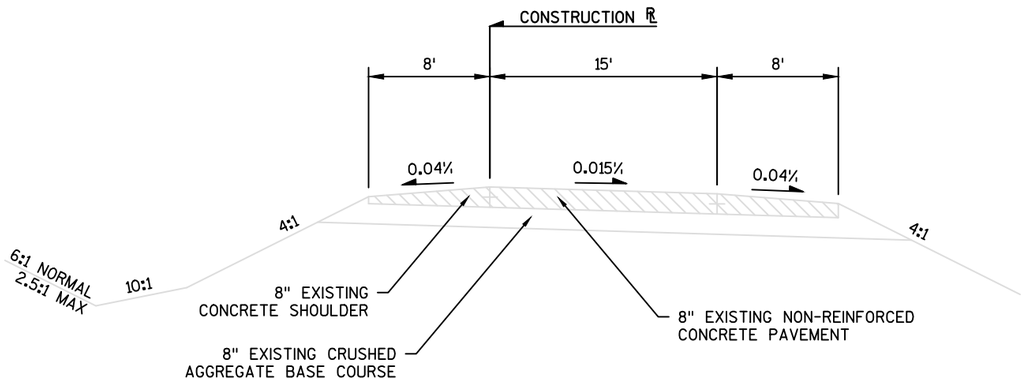
SE RAMP
STA 3433+56.55 TO STA 3440+01.79

NW RAMP
STA 3441+71.50 TO STA 3446+42.02 (LOOKING DOWN STATION)

NE RAMP
--

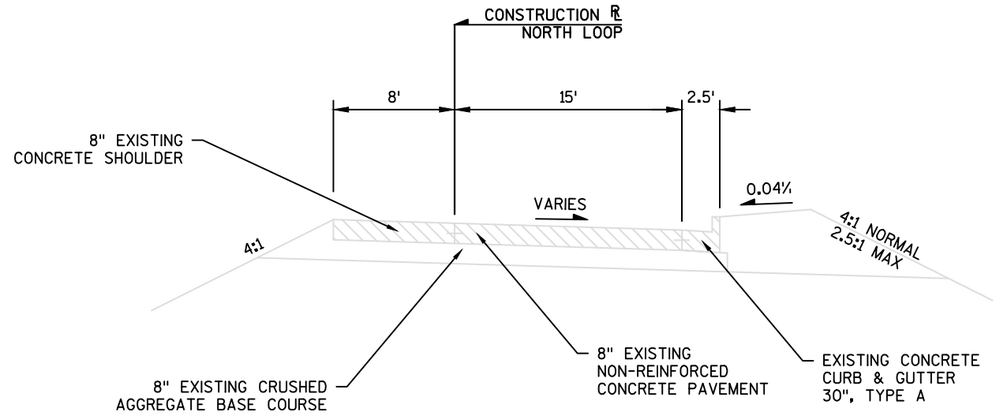
PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 11 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020306_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



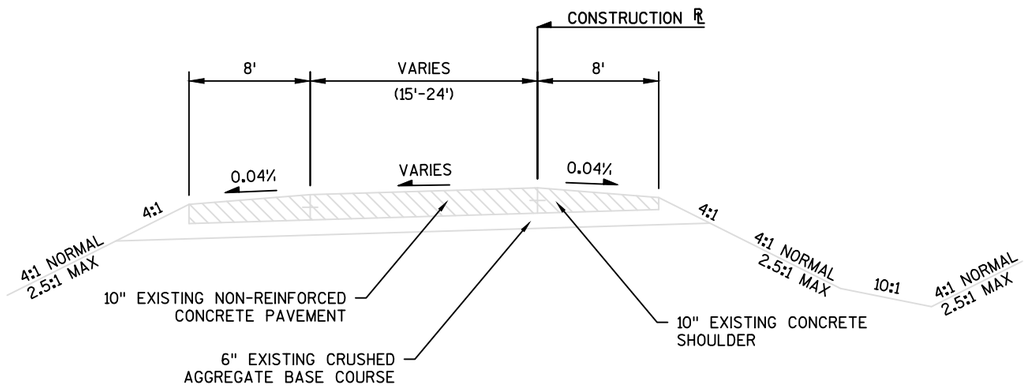
EXISTING TYPICAL SECTION STH 54/57 NORTH LOOP RAMP

STA 135+58.08 TO STA 136+00.45
STA 147+84.54 TO STA 147+95.64
STA 3567+32.50 AH TO STA 3569+26.50



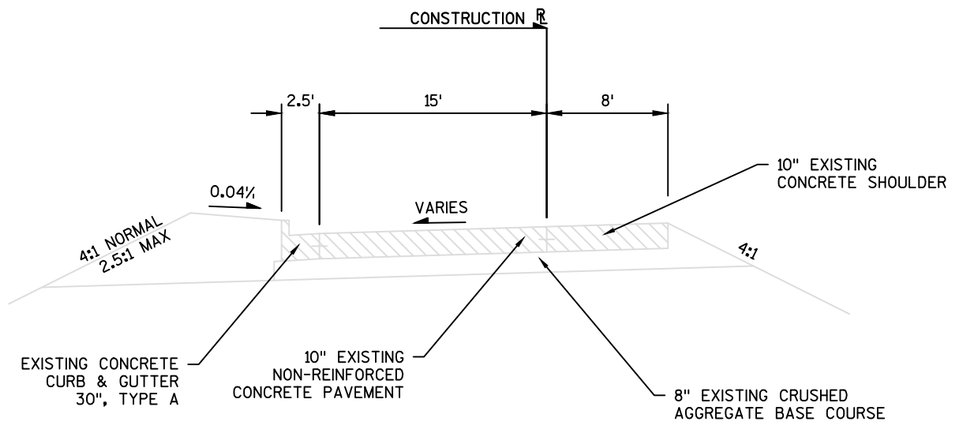
EXISTING TYPICAL SECTION STH 54/57 NORTH LOOP RAMP

STA 136+00.46 TO STA 147+84.54



EXISTING TYPICAL SECTION STH 54/57 SOUTH LOOP RAMP

STA 3585+69.10 TO STA 3587+17.15 BK
STA 118+96.31 TO STA 119+39.73

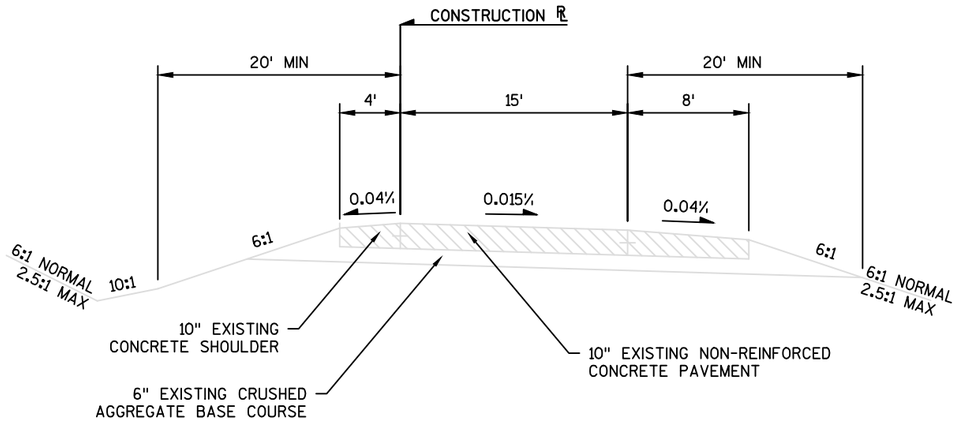


EXISTING TYPICAL SECTION STH 54/57 SOUTH LOOP RAMP

STA 108+12.27 AH TO STA 118+96.31

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 12 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020307_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

NE RAMP
STA 3557+17.83 TO STA 3570+57.08 BK
STA 137+88.39 AH TO STA 145+58.29

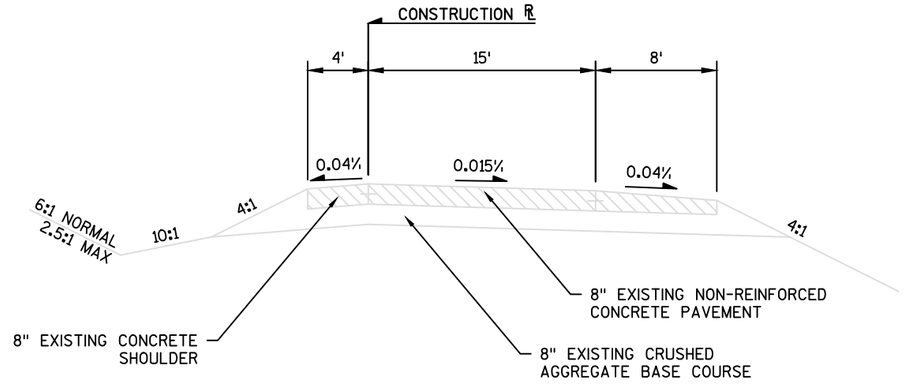
WB CONNECTOR
--

NW RAMP
STA 119+41.96 TO STA 141+54.92 (LOOKING DOWN STATION)

SE RAMP
--

EB CONNECTOR
STA 98+79.58 TO STA 122+79.51

SW RAMP
--



EXISTING TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

NE RAMP
--

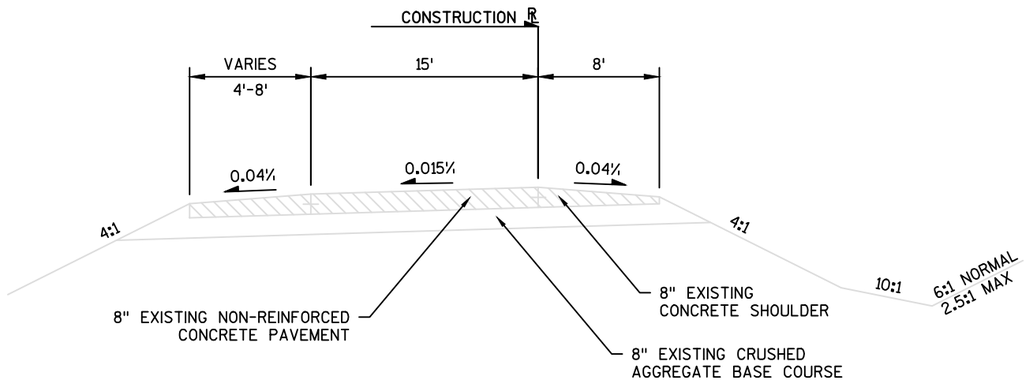
WB CONNECTOR
--

NW RAMP
--

SE RAMP
STA 118+98.35 TO STA 124+96.53 BK
3573+93.14 AH TO STA 3562+97.52

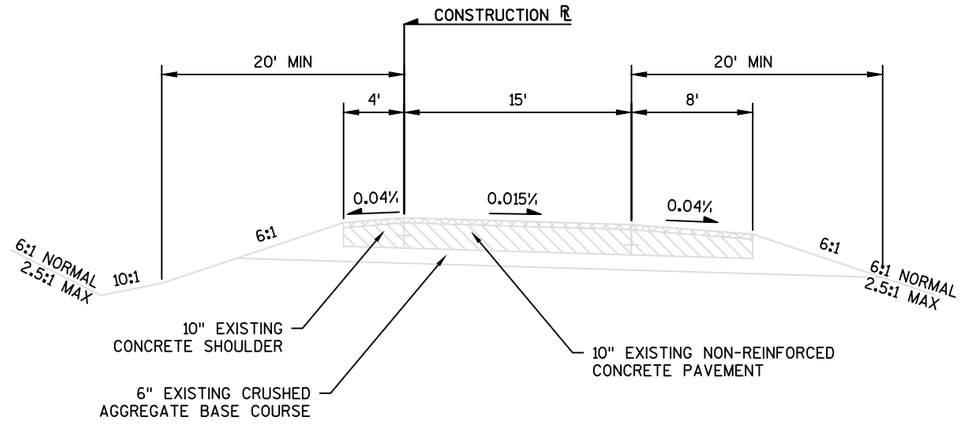
EB CONNECTOR
--

SW RAMP
STA 106+24.93 TO STA 115+32.74



EXISTING TYPICAL SECTION STH 54/57 WB CONNECTOR

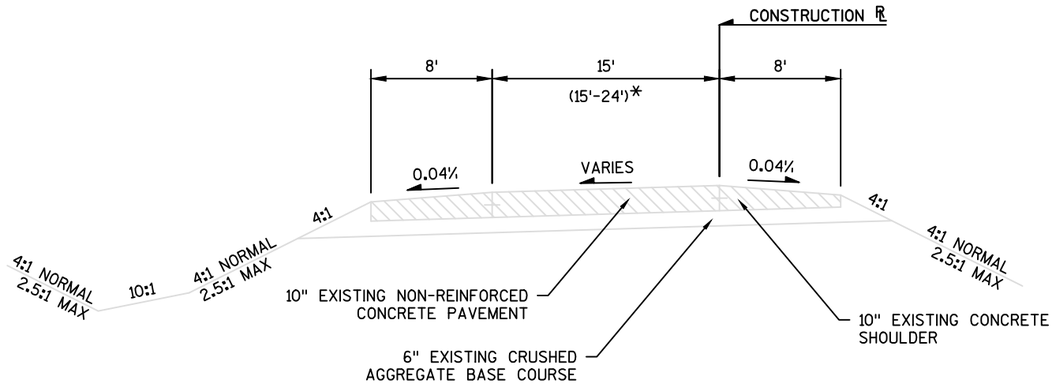
WB CONNECTOR
STA 3567+95.12 TO STA 3586+42.73



EXISTING TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

NE RAMP
STA 3552+26.25 TO STA 3557+17.83

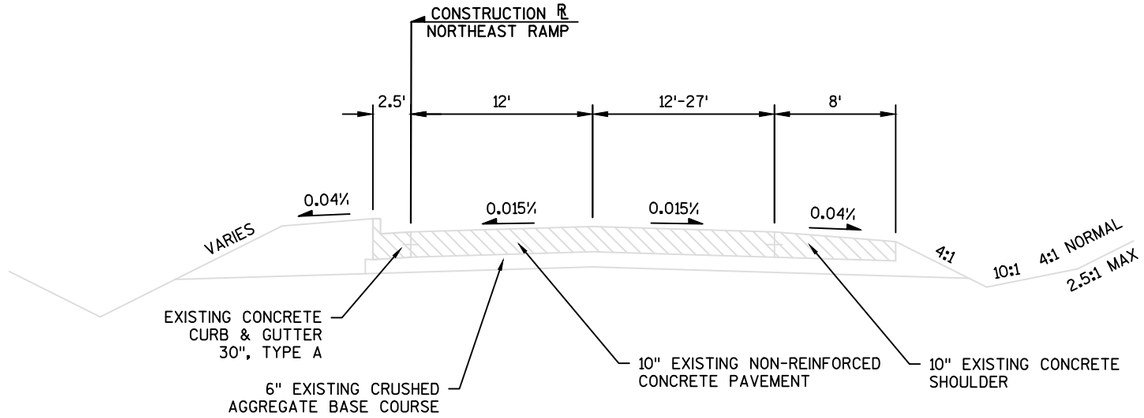
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 13 E



EXISTING TYPICAL SECTION WEBSTER AVENUE RAMPS

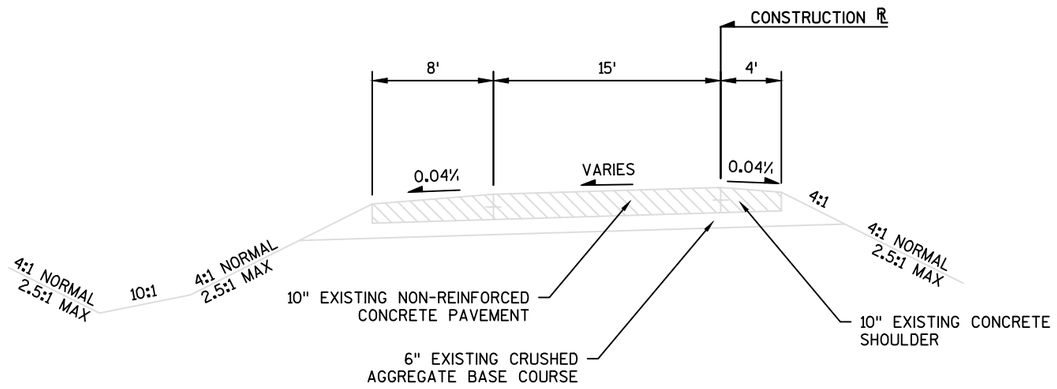
NE RAMP
STA 3655+50.32 TO STA 3665+60.49*

NORTH LOOP
STA 3664+76.30 TO STA 3666+94.47



EXISTING TYPICAL SECTION WEBSTER AVENUE NE RAMP

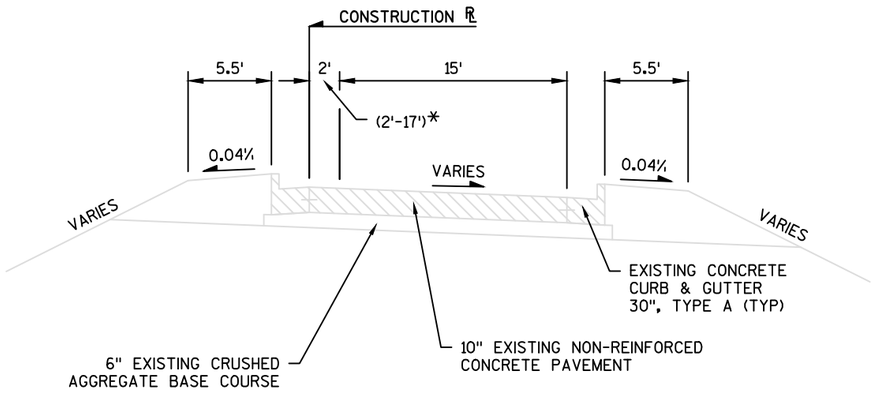
STA 3665+60.49'NE' TO STA 3669+11.53'NE'



EXISTING TYPICAL SECTION WEBSTER AVENUE RAMPS

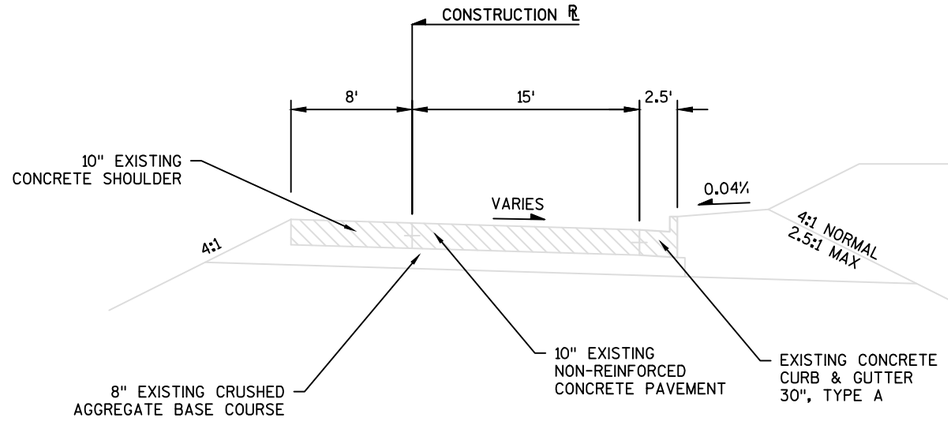
STA 3677+63.63 TO STA 3683+65.73
STA 3664+49.93 TO STA 3672+84.37

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 14 E



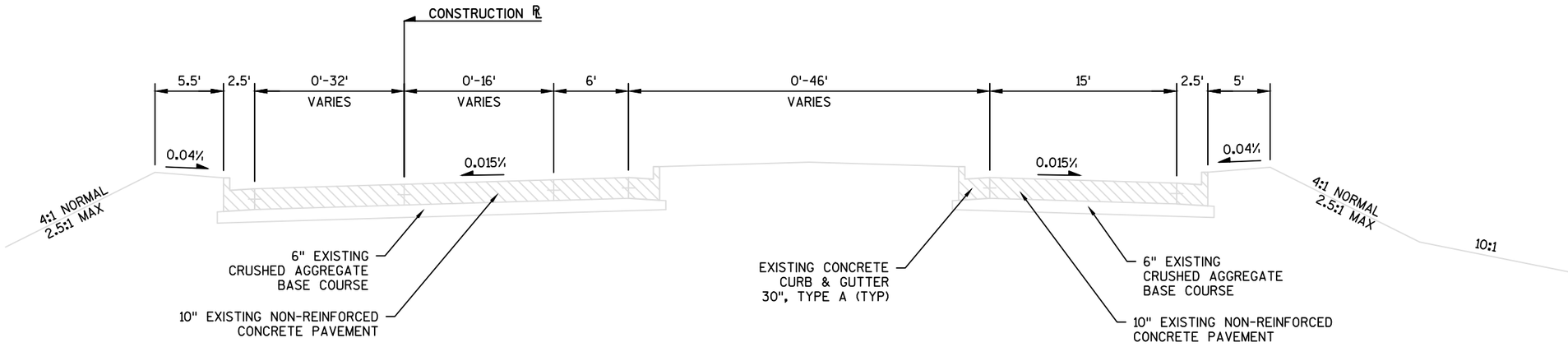
EXISTING TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3655+63.83'WEB-NL' TO STA 3659+60.28'WEB-NL'
STA 3659+60.28'WEB-NL' TO STA 3662+04.06'WEB-NL'*
STA 3656+98.29 'LC' TO STA 3660+02.16'LC' (LOOKING DOWN STATION)



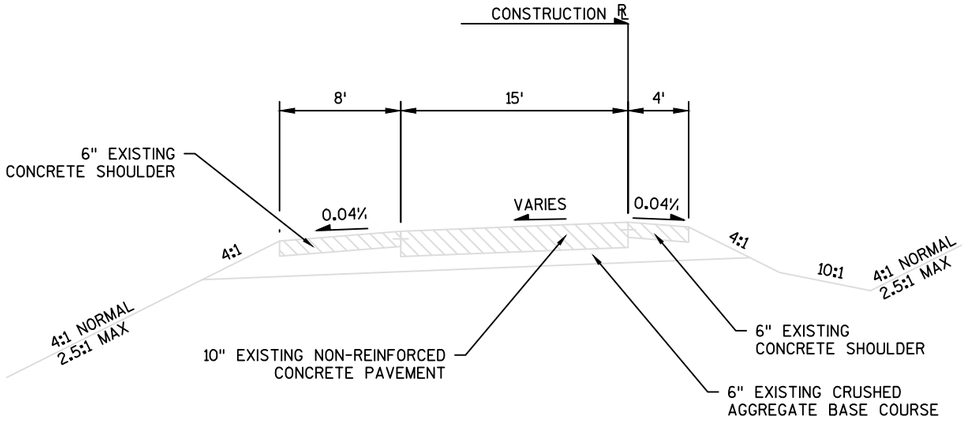
EXISTING TYPICAL SECTION WEBSTER AVENUE NE LOOP RAMP

STA 3662+04.06'NL' TO STA 3664+76.30'NL'



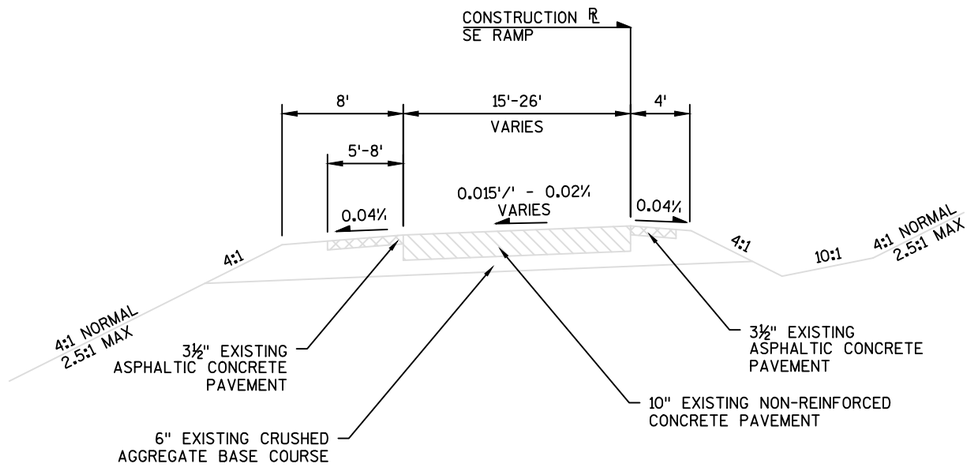
EXISTING TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3669+11.53'NE' TO STA 3670+32.07'NE'



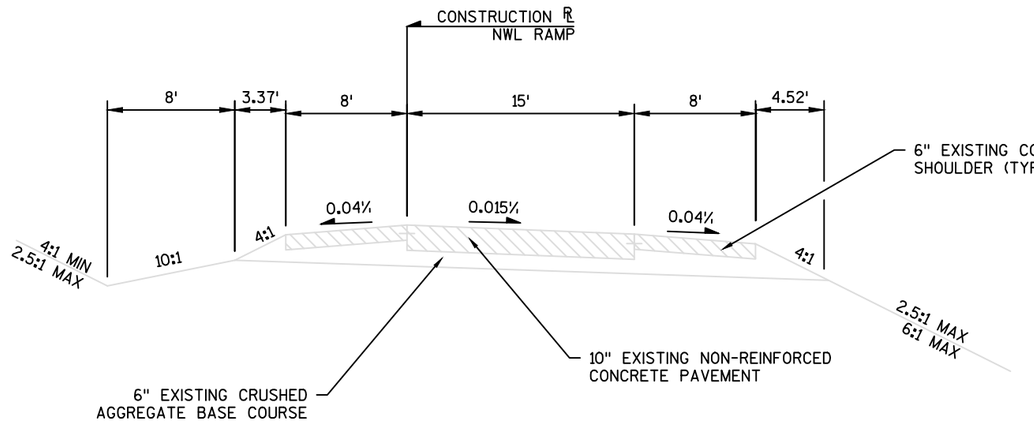
EXISTING TYPICAL SECTION ATKINSON DRIVE RAMPS

STA 3768+28.23'SE' TO STA 3772+49.04'SE'
STA 3773+64.05'SW' TO STA 3787+55.04'SW'
STA 3788+09.49'NW' TO STA 3801+51.04'NW'



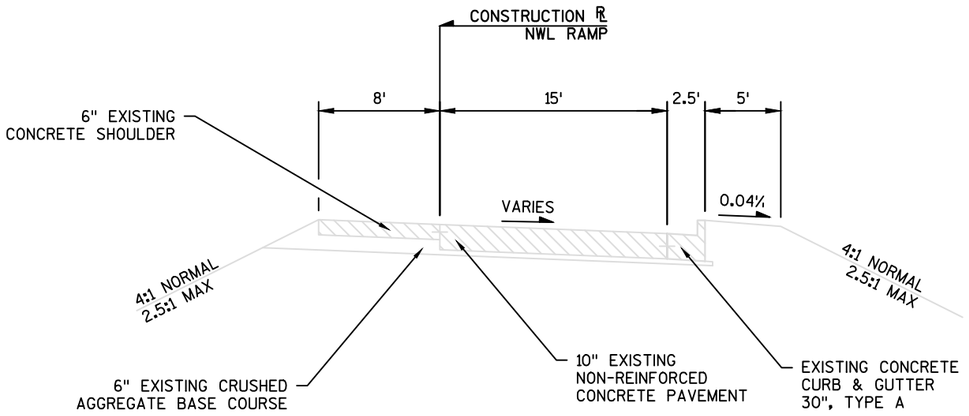
EXISTING TYPICAL SECTION ATKINSON DRIVE SE RAMP

STA 3772+49.04'SE' TO STA 3774+86.46'SE'
*NOTE: SLOPE VARIES FROM 0.015 '/' TO 0.02 '/'



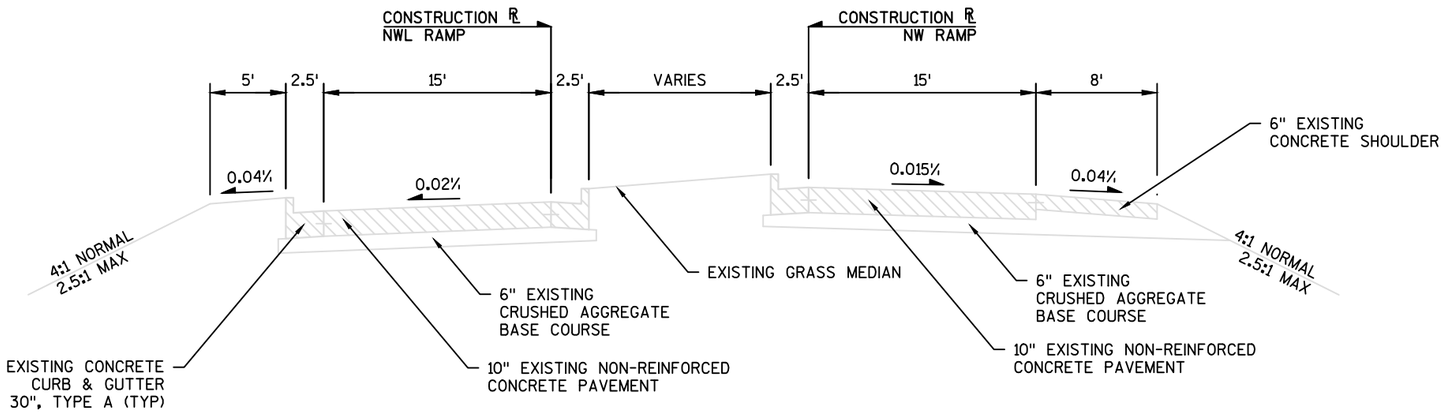
EXISTING TYPICAL SECTION ATKINSON DRIVE NW LOOP RAMP

STA 3786+29.26'NWL' TO STA 3788+03.25'NWL'



EXISTING TYPICAL SECTION ATKINSON DRIVE NW LOOP RAMP

STA 3788+06.85'NWL' TO STA 3792+21.94'NWL'

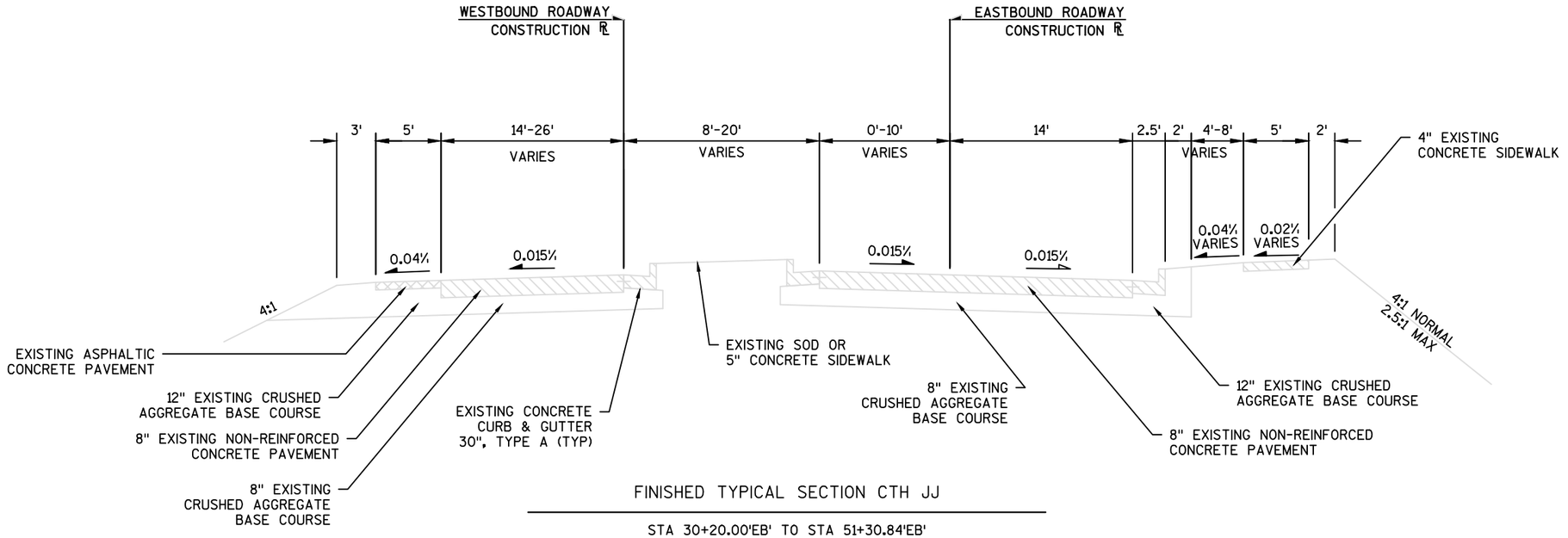


EXISTING TYPICAL SECTION ATKINSON DRIVE RAMPS

STA 3783+25.81'NW' TO STA 3788+09.49'NW'
STA 3792+21.94'NWL' TO STA 3797+32.05'NWL' (LOOKING DOWN STATION)

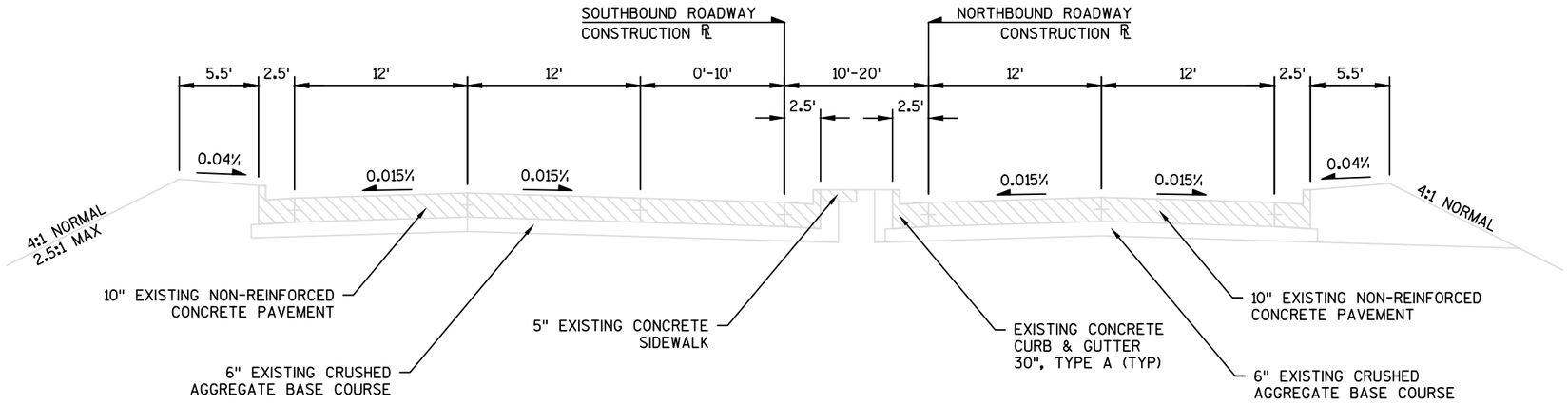
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: EXISTING TYPICAL SECTIONS	SHEET 17 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020312_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



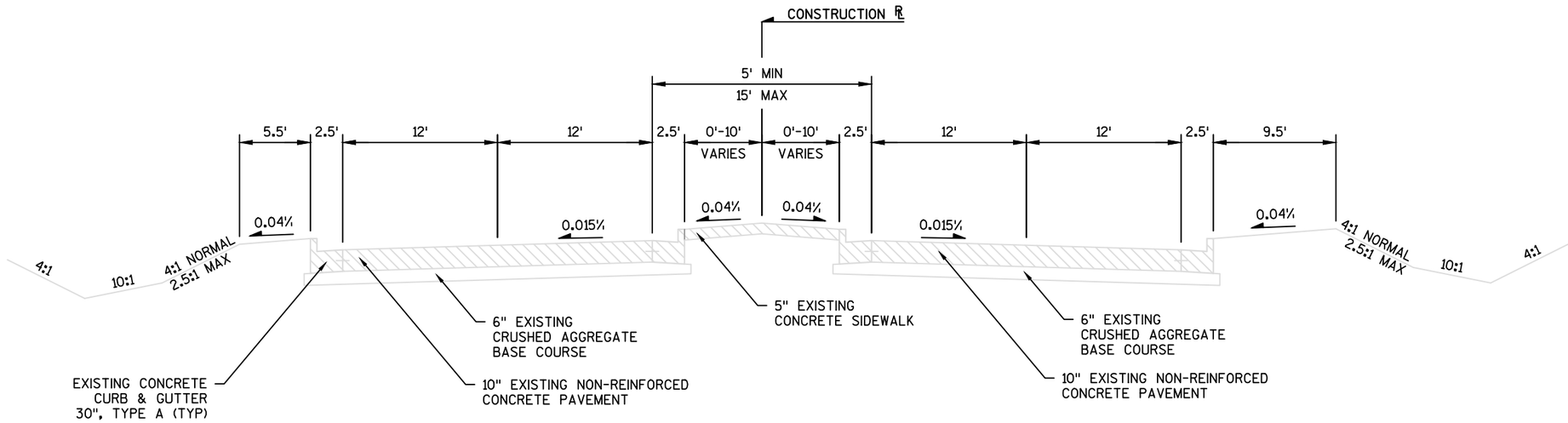
FINISHED TYPICAL SECTION CTH JJ

STA 30+20.00'EB' TO STA 51+30.84'EB'
STA 30+20.00'WB' TO STA 51+30.62'WB'



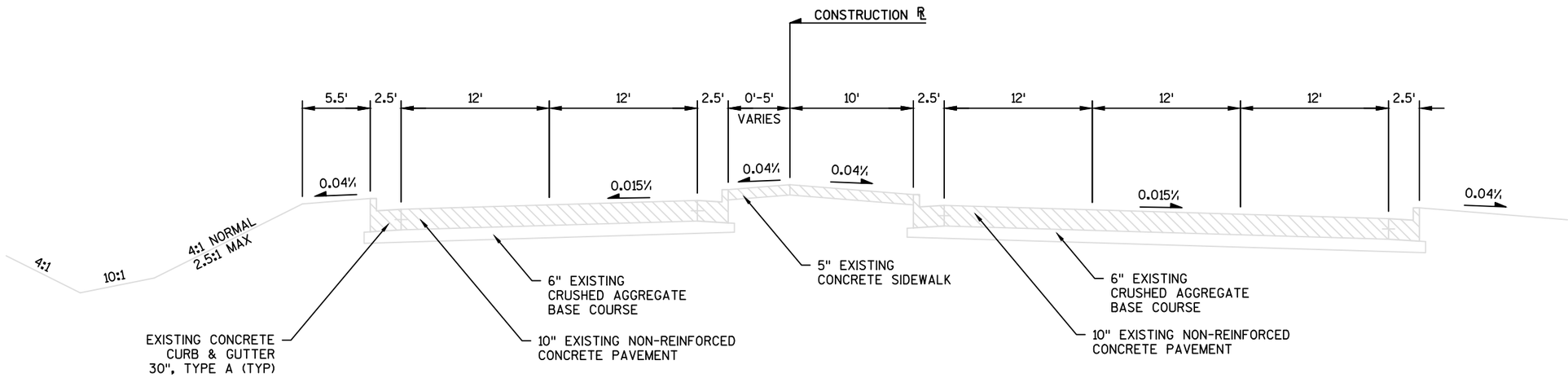
EXISTING TYPICAL SECTION WEBSTER AVENUE

STA 26+24.03'NB' TO STA 45+70.56'NB'
STA 26+24.03'SB' TO STA 47+35.00'SB'



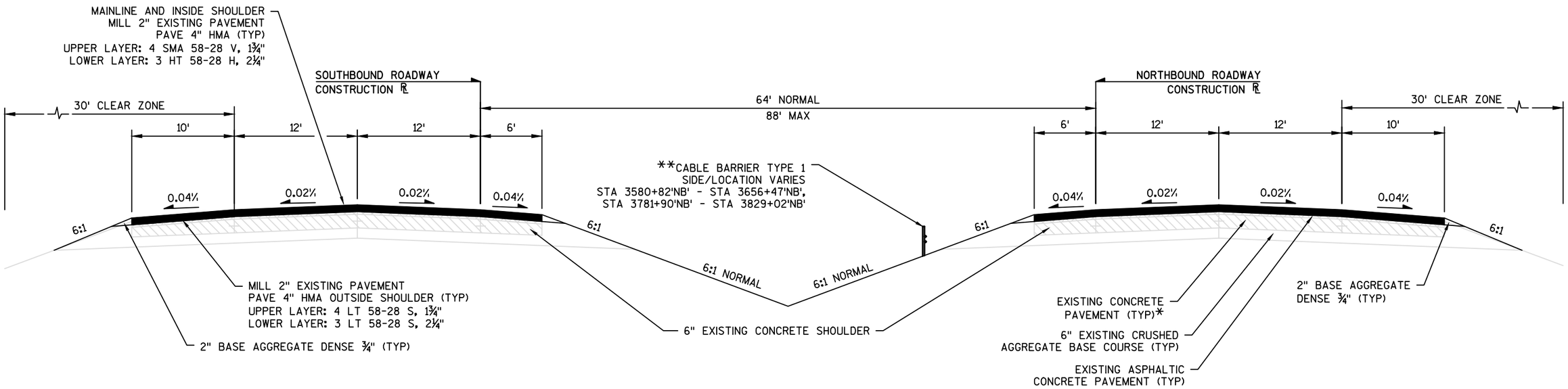
EXISTING TYPICAL SECTION ATKINSON DRIVE

STA 66+07.11'AT' TO STA 66+35.59'AT'
STA 69+17.19'AT' TO STA 88+87.82'AT'



EXISTING TYPICAL SECTION ATKINSON DRIVE

STA 66+35.59'AT' TO STA 69+17.19'AT'



FINISHED TYPICAL SECTION IH-43

* 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

NB
STA 3321+50.00'NB' TO STA 3327+41.60'NB'
STA 3363+91.98'NB' TO STA 3555+26.96'NB'
STA 3580+44.78'NB' TO STA 3661+24.85'NB'
STA 3782+49.98'NB' TO STA 3823+77.12'NB'

SB
STA 3322+78.01'SB' TO STA 3332+01.75'SB'
STA 3362+12.41'SB' TO STA 3555+51.80'SB'
STA 3580+26.91'SB' TO STA 3661+25.18'SB'
STA 3780+83.76'SB' TO STA 3823+77.13'SB'

FINISHED TYPICAL SECTION IH-43

* 10" DOWELLED NON-REINFORCED CONCRETE PAVEMENT

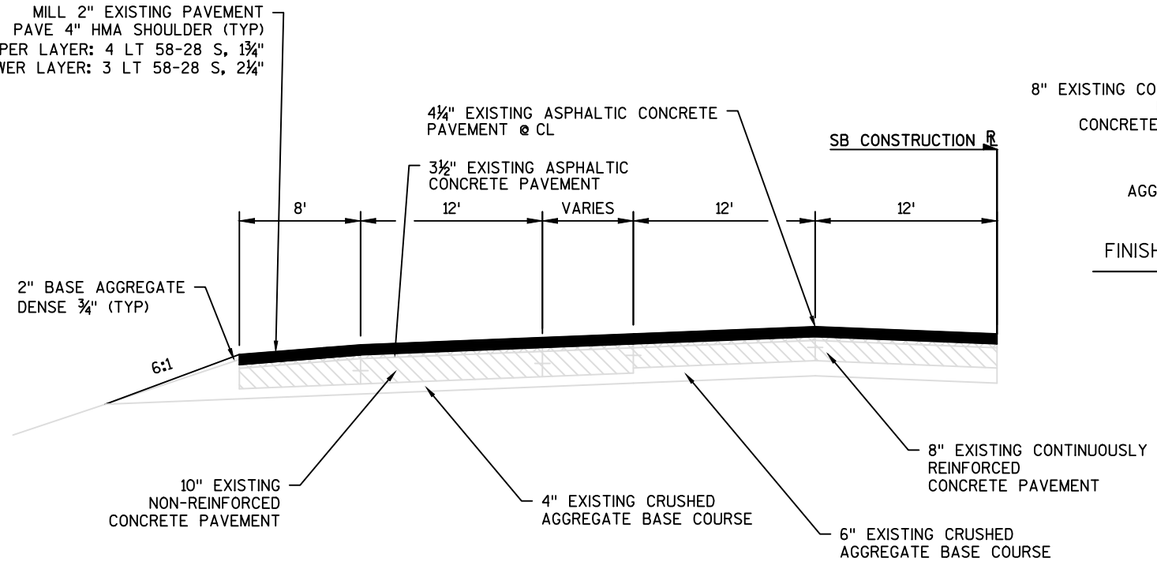
NB
STA 3555+26.96'NB' TO STA 3580+44.78'NB'

SB
STA 3555+51.80'SB' TO STA 3580+14.65'SB'

**SEE CONSTRUCTION DETAILS FOR CABLE BARRIER TYPE 1 LOCATIONS.

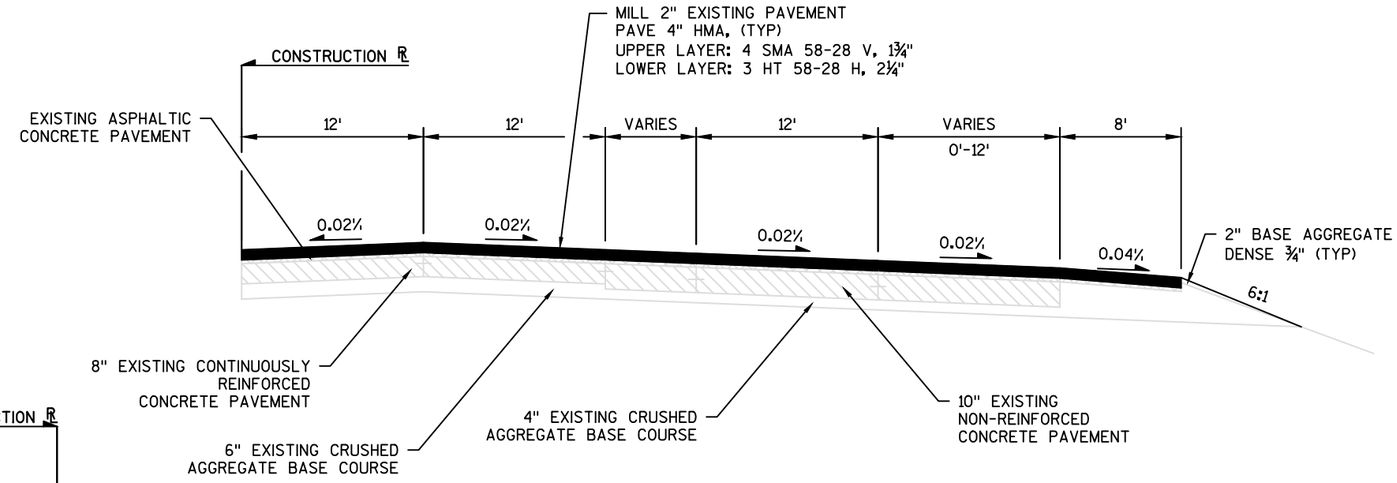
PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 20 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020315_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



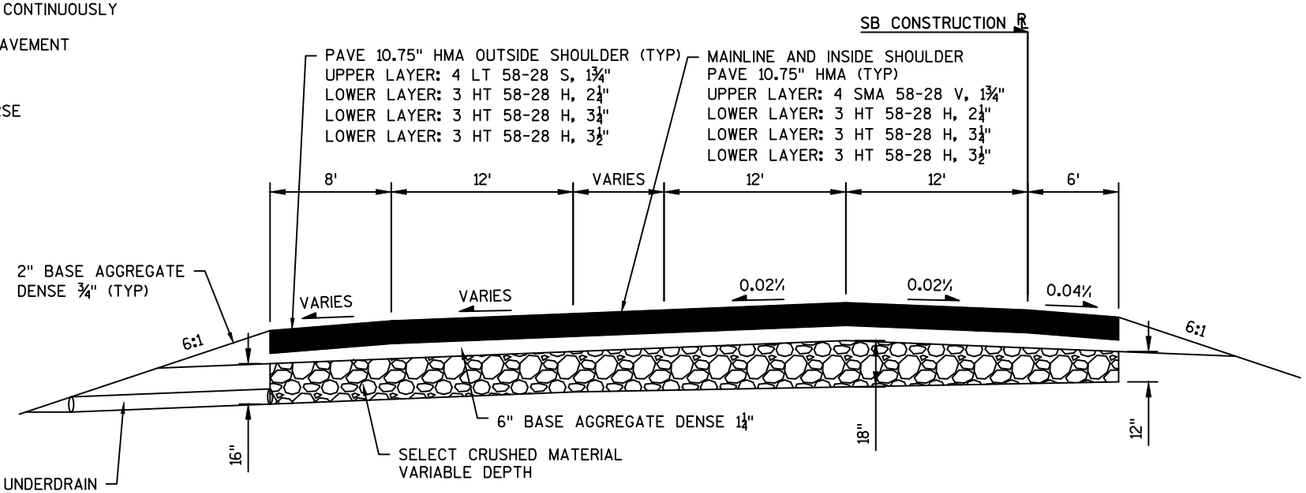
FINISHED ½ TYPICAL SECTION IH-43 WITH AUXILIARY LANE/PARALLEL ENTRANCE RAMP

SB
STA 3332+01.71'SB' TO STA 3362+12.41'SB'



FINISHED ½ TYPICAL SECTION IH-43 WITH AUXILIARY LANE/PARALLEL ENTRANCE RAMP

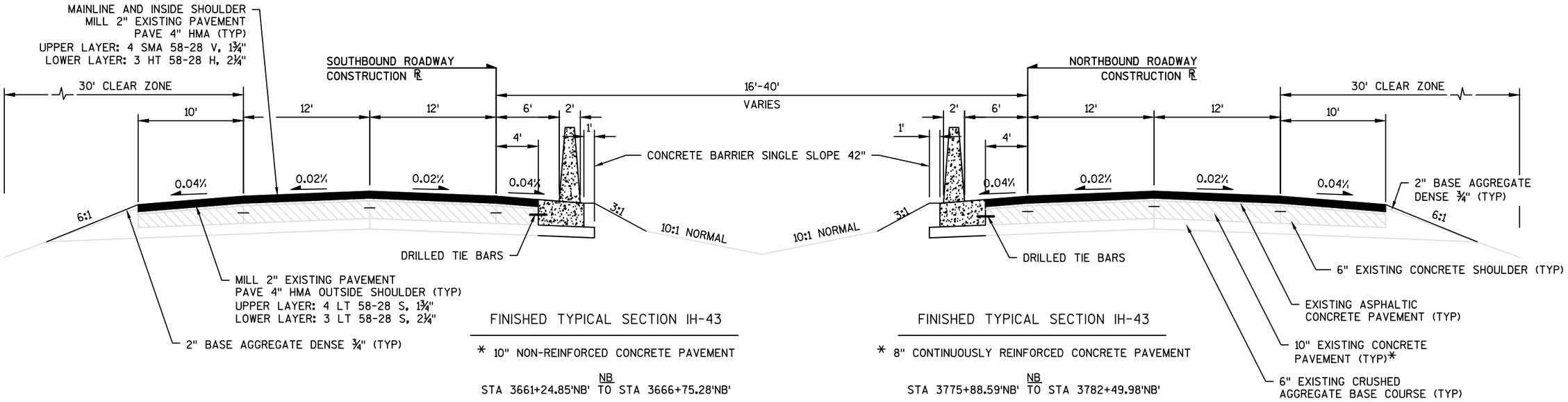
NB
STA 3327+41.60'NB' TO STA 3363+91.98'NB'



FINISHED ½ TYPICAL SECTION IH-43 WITH AUXILIARY LANE/PARALLEL ENTRANCE RAMP

SB
STA 3359+65.76 TO STA 3362+82.79

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 21 E



FINISHED TYPICAL SECTION IH-43

* 10" NON-REINFORCED CONCRETE PAVEMENT

NB
STA 3661+24.85'NB' TO STA 3666+75.28'NB'

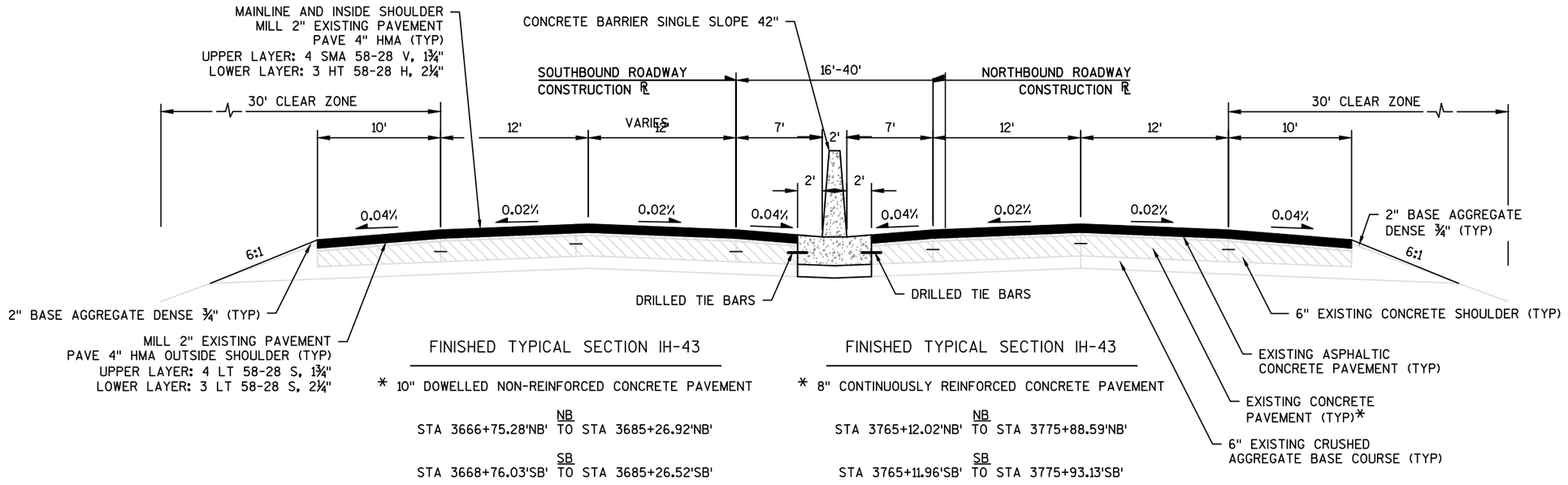
SB
STA 3661+25.18'SB' TO STA 3668+76.03'SB'

FINISHED TYPICAL SECTION IH-43

* 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

NB
STA 3775+88.59'NB' TO STA 3782+49.98'NB'

SB
STA 3775+93.13'SB' TO STA 3780+83.76'SB'



FINISHED TYPICAL SECTION IH-43

* 10" DOWELLED NON-REINFORCED CONCRETE PAVEMENT

NB
STA 3666+75.28'NB' TO STA 3685+26.92'NB'

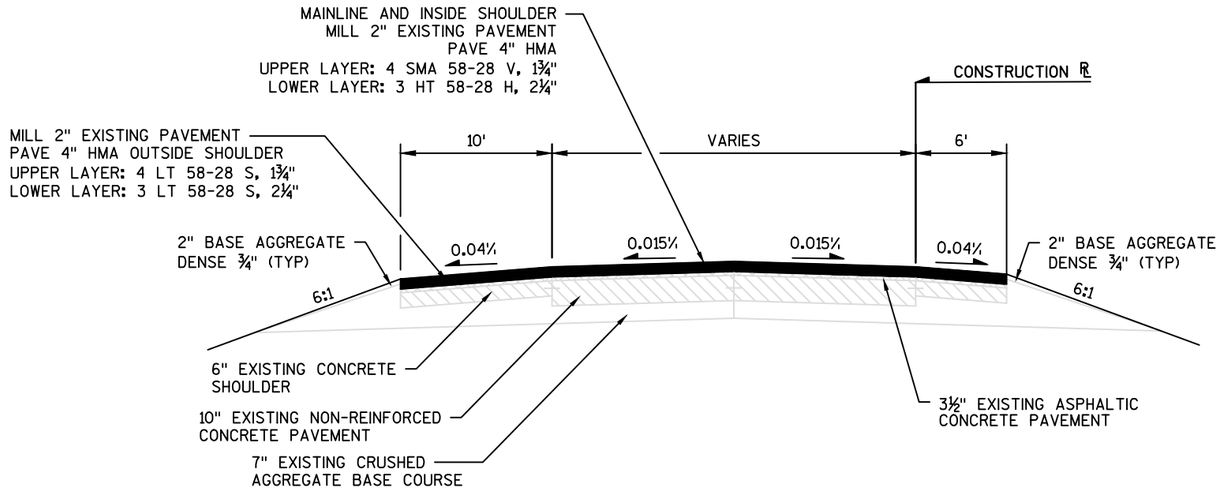
SB
STA 3668+76.03'SB' TO STA 3685+26.52'SB'

FINISHED TYPICAL SECTION IH-43

* 8" CONTINUOUSLY REINFORCED CONCRETE PAVEMENT

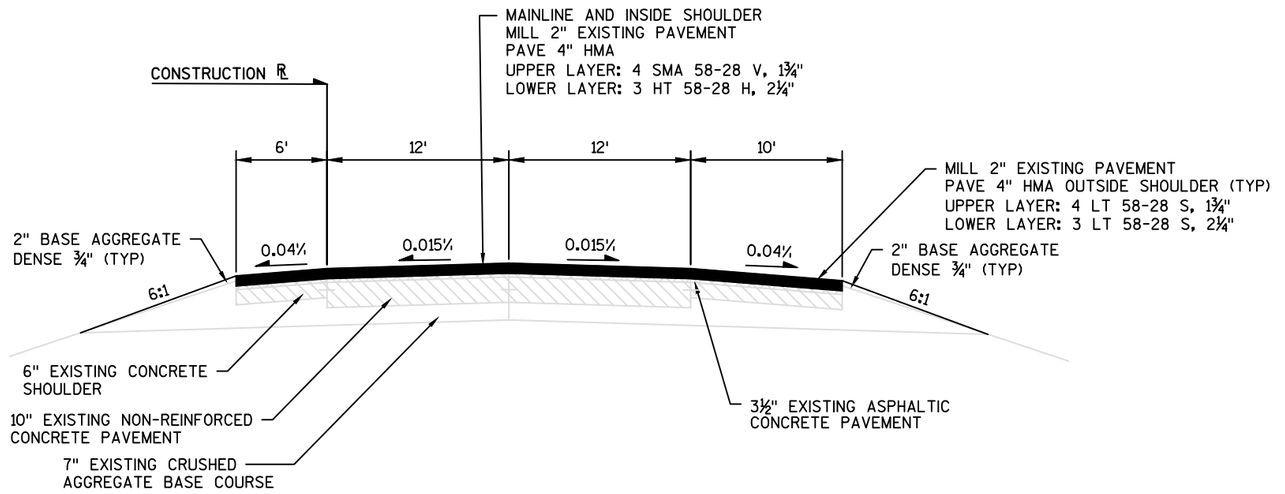
NB
STA 3765+12.02'NB' TO STA 3775+88.59'NB'

SB
STA 3765+11.96'SB' TO STA 3775+93.13'SB'



FINISHED TYPICAL SECTION STH 172 RAMP

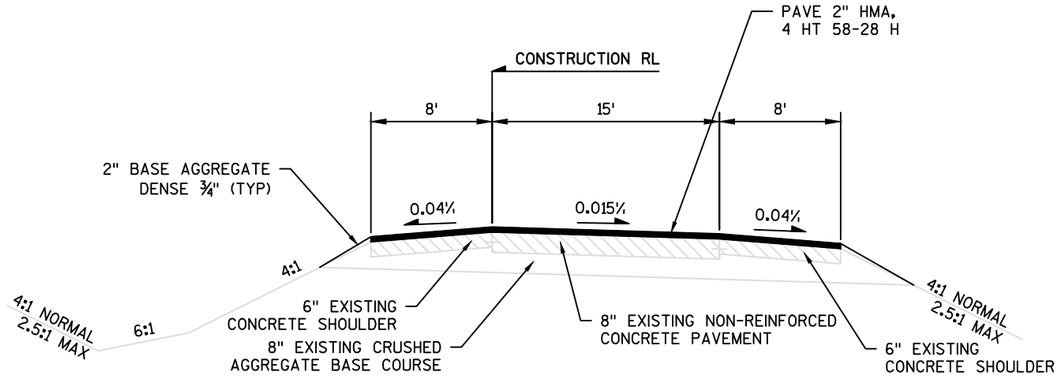
STA 3330+99.88'SB-WB' TO STA 3332+00.88'SB-WB'



FINISHED TYPICAL SECTION STH 172 RAMPS

STA 3326+42.64'172-EBC' TO STA 3327+42.25'172-EBC'

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 23 E



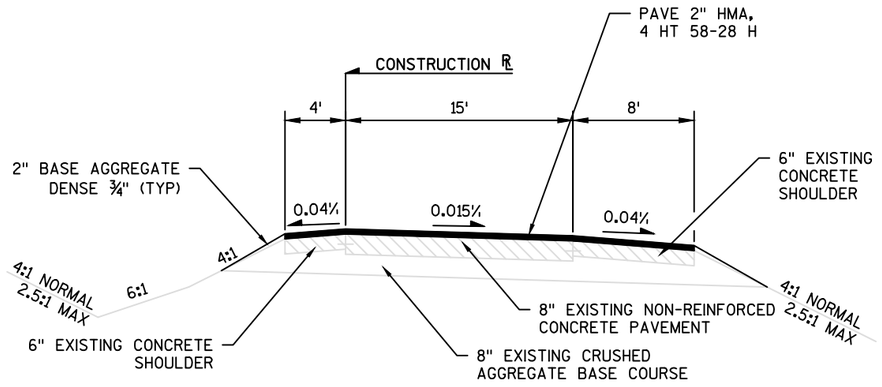
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
STA 3364+02.47 TO STA 3367+19.55

NE RAMP
--

NW LOOP
STA 3362+81.74 TO STA 3364+67.91 (LOOKING DOWN STATION)

NW RAMP
--



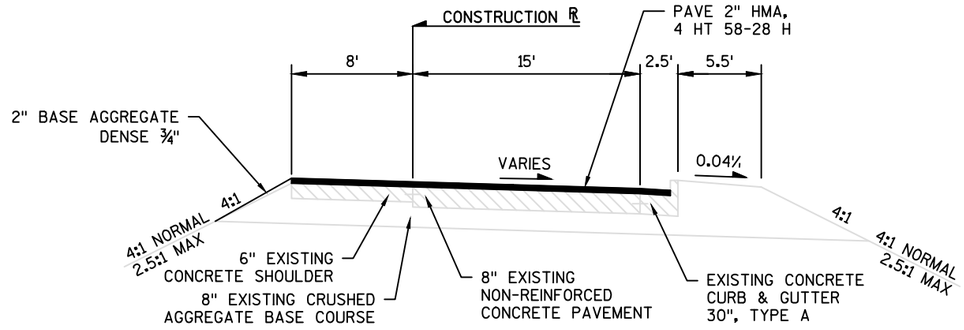
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
--

NE RAMP
STA 3366+15.01 TO STA 3378+22.62

NW LOOP
--

NW RAMP
STA 3363+90.93 TO STA 3377+38.41 (LOOKING DOWN STATION)



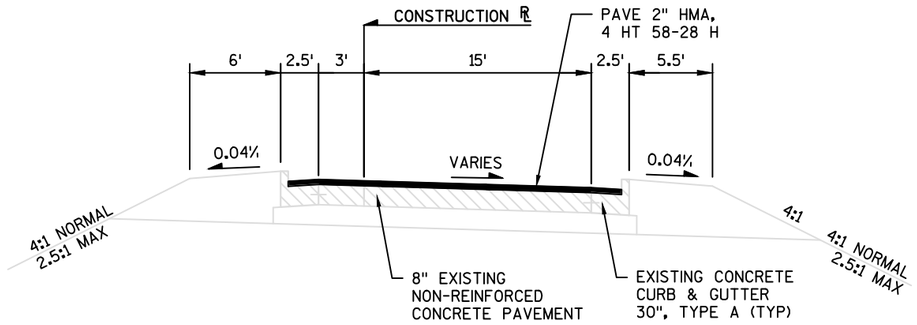
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
STA 3367+19.55 TO STA 3373+07.56
STA 3376+53.54 TO STA 3378+89.65 (LOOKING DOWN STATION)

NE RAMP
STA 3360+57.80 TO STA 3366+15.01 (LOOKING DOWN STATION)

NW LOOP
STA 3364+67.91 TO STA 3369+61.20 (LOOKING DOWN STATION)

NW RAMP
STA 3358+77.98 TO STA 3363+90.93



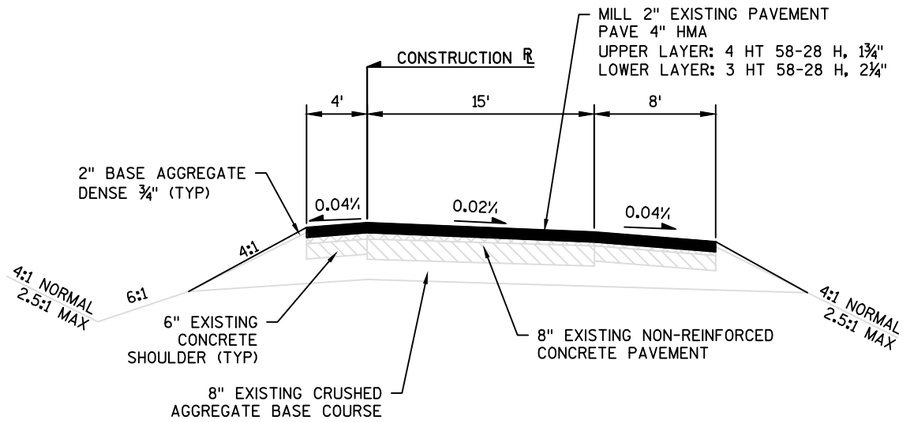
EXISTING TYPICAL SECTION CTH JJ RAMPS

NE LOOP
STA 3373+07.56 TO STA 3376+53.54

NE RAMP
--

NW LOOP
STA 3369+61.20 TO STA 3374+70.11 (LOOKING DOWN STATION)

NW RAMP
--



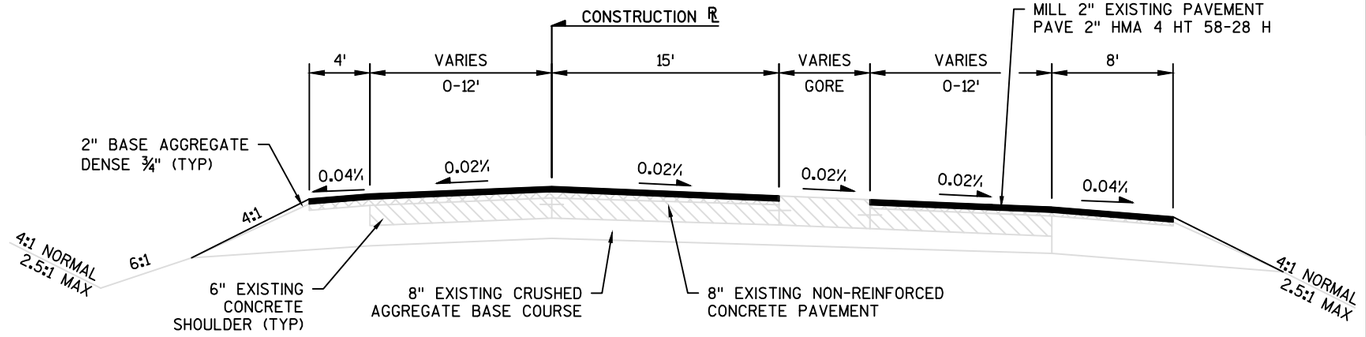
FINISHED TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
STA 3430+83.37 TO STA 3438+66.04' (LOOKING DOWN STATION)

SE RAMP
STA 3429+29.64 TO STA 3433+56.55

NW RAMP
STA 3446+35.27 TO STA 3452+39.22 (LOOKING DOWN STATION)

NE RAMP
STA 3442+33.05 TO STA 3451+23.10



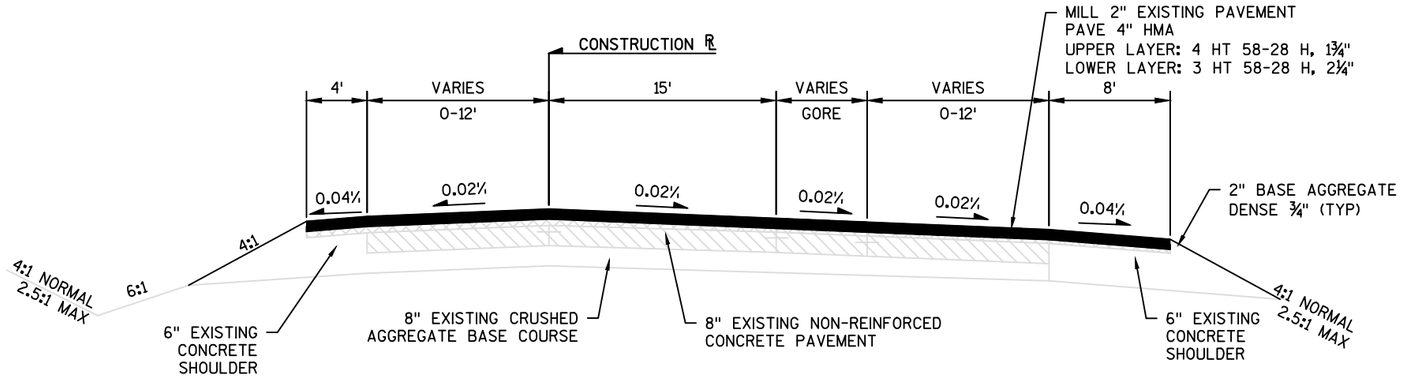
FINISHED TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
--

SE RAMP
STA 3439+64.98 TO STA 3440+01.79

NW RAMP
STA 3441+72 TO STA 3442+25 (LOOKING DOWN STATION)

NE RAMP
--



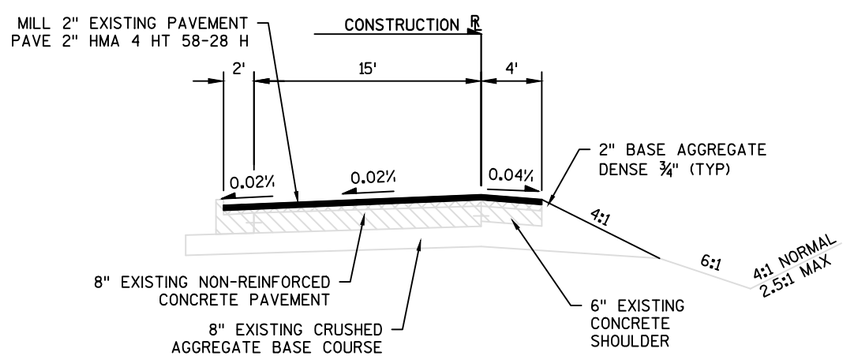
FINISHED TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
--

SE RAMP
STA 3433+56.55 TO STA 3439+64.98

NW RAMP
STA 3442+25 TO STA 3446+42 (LOOKING DOWN STATION)

NE RAMP
--



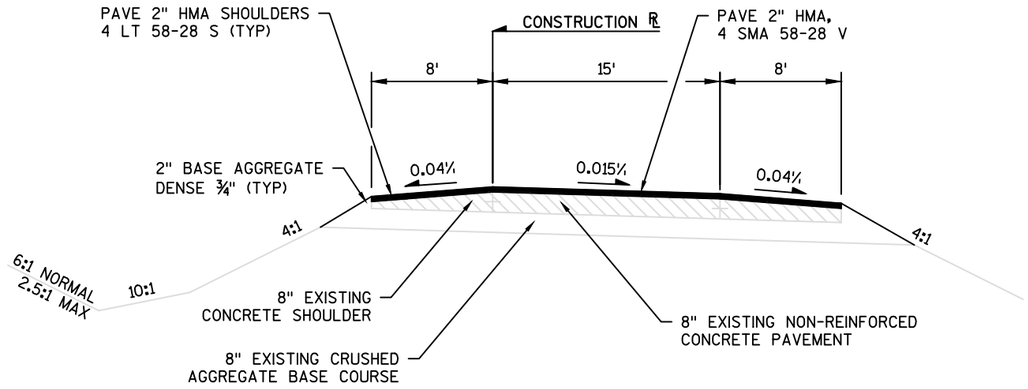
FINISHED TYPICAL SECTION CTH V/MASON ST RAMPS

SW RAMP
STA 3438+66.04 TO STA 3440+12.66

SE RAMP
--

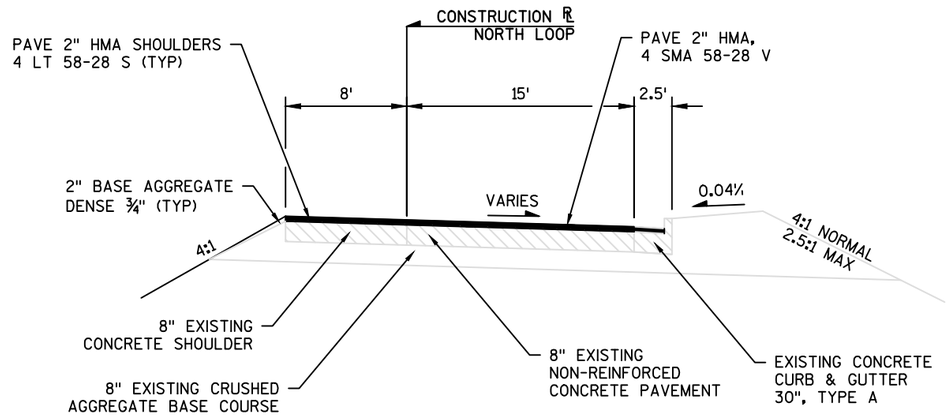
NW RAMP
--

NE RAMP
--



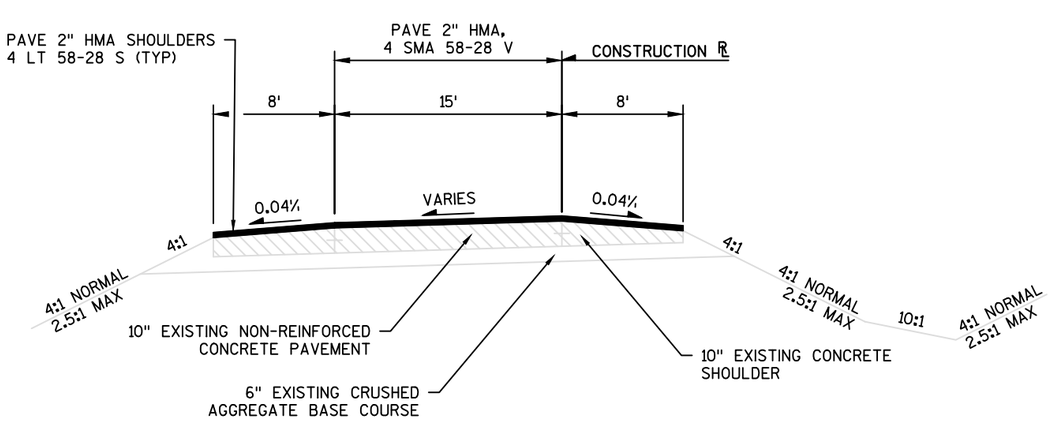
FINISHED TYPICAL SECTION STH 54/57 NORTH LOOP RAMP

STA 147+84.54'NL' TO STA 147+95.64'NL' BK
STA 3567+32.50'NL' AH TO STA 3569+26.50'NL'



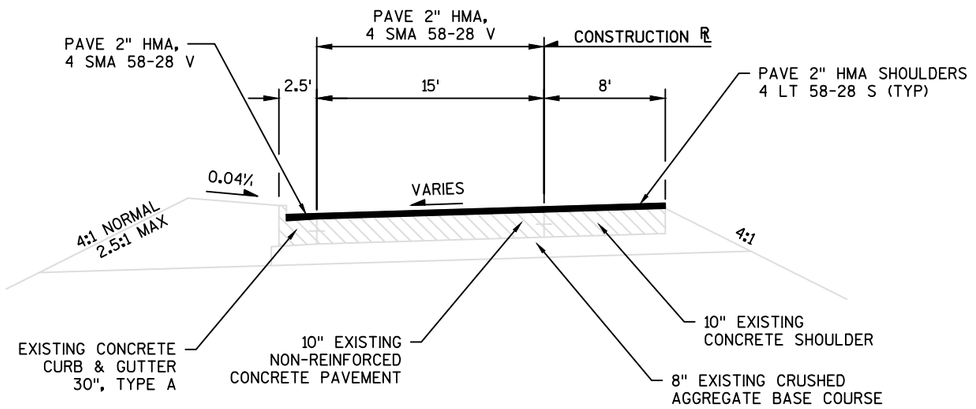
FINISHED TYPICAL SECTION STH 54/57 NORTH LOOP RAMP

STA 136+09.04'NL' TO STA 147+84.54'NL'



FINISHED TYPICAL SECTION STH 54/57 SOUTH LOOP RAMP

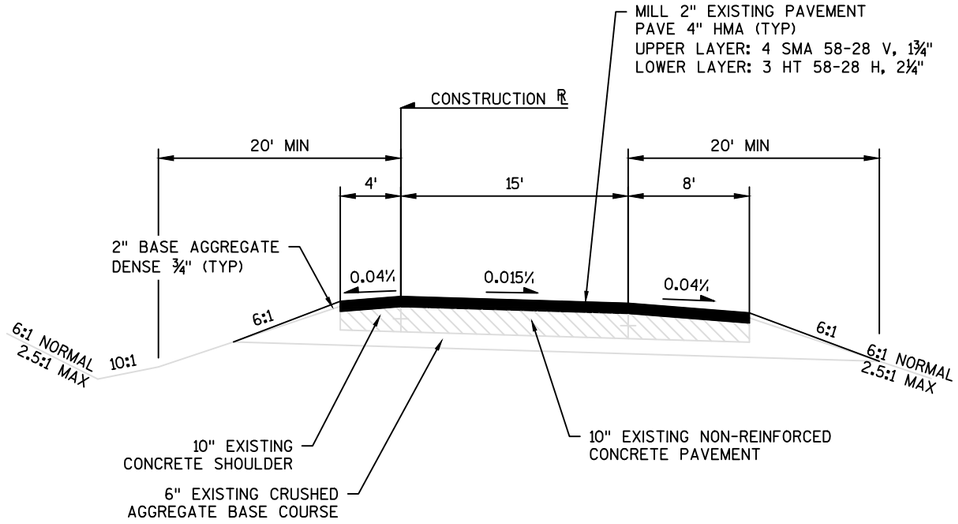
STA 3585+69.10'54/57-SL' TO STA 3587+17.15'54/57-SL' BK
STA 118+96.31'54/57-SL' TO STA 119+39.73'54/57-SL'



FINISHED TYPICAL SECTION STH 54/57 SOUTH LOOP RAMP

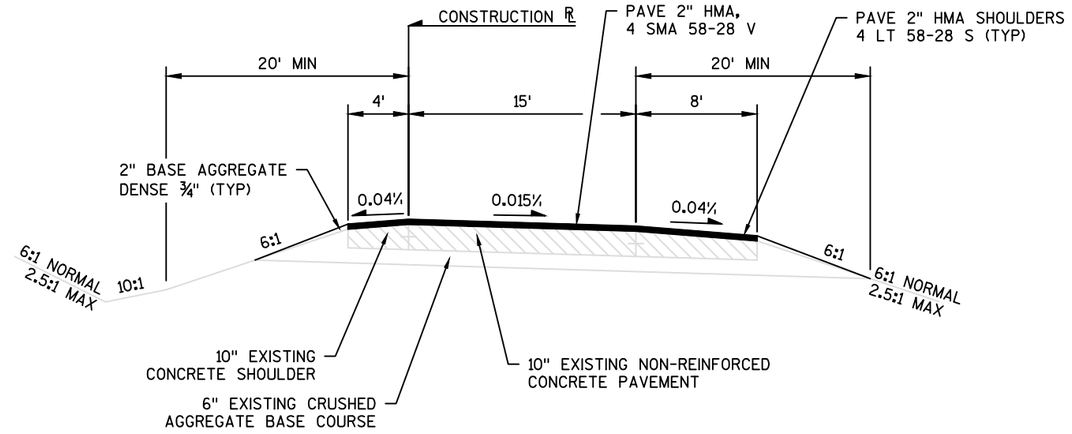
STA 108+12.27'54/57-SL' AH TO STA 118+96.31'54/57-SL'

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020321_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



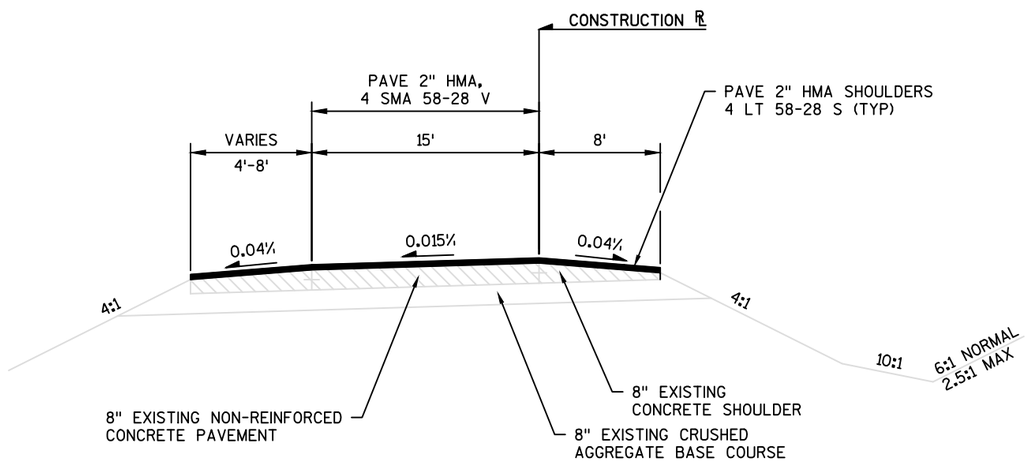
FINISHED TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

NE RAMP
STA 3552+26.25'54/57-NE' TO STA 3557+17.83'54/57-NE'



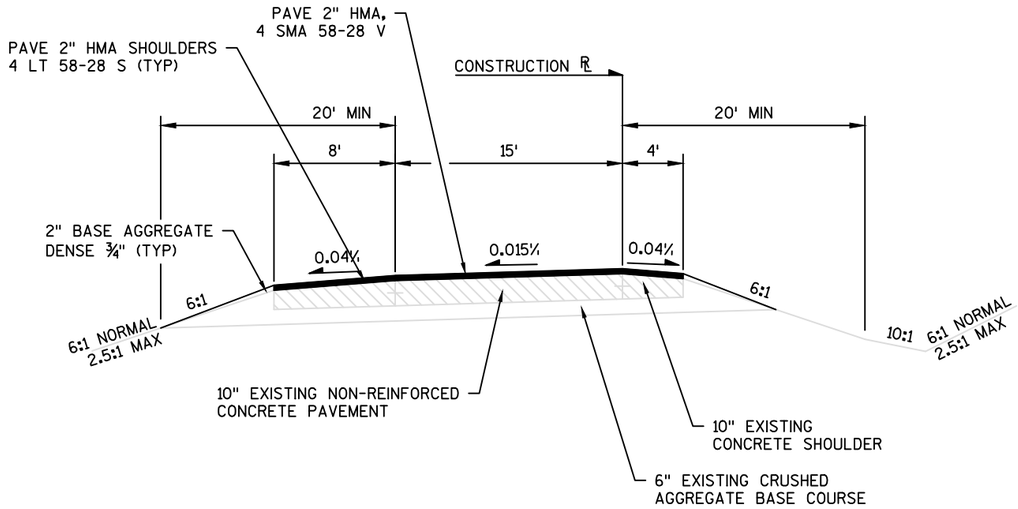
FINISHED TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

NE RAMP
STA 3557+17.83'54/57-NE' TO STA 3570+57.08'54/57-NE' BK
STA 137+88.39'54/57-NE' AH TO STA 145+58.29'54/57-NE'



FINISHED TYPICAL SECTION STH 54/57 WB CONNECTOR

WB CONNECTOR
STA 3567+95.12'54/57-WBC' TO STA 3586+42.73'WBC'

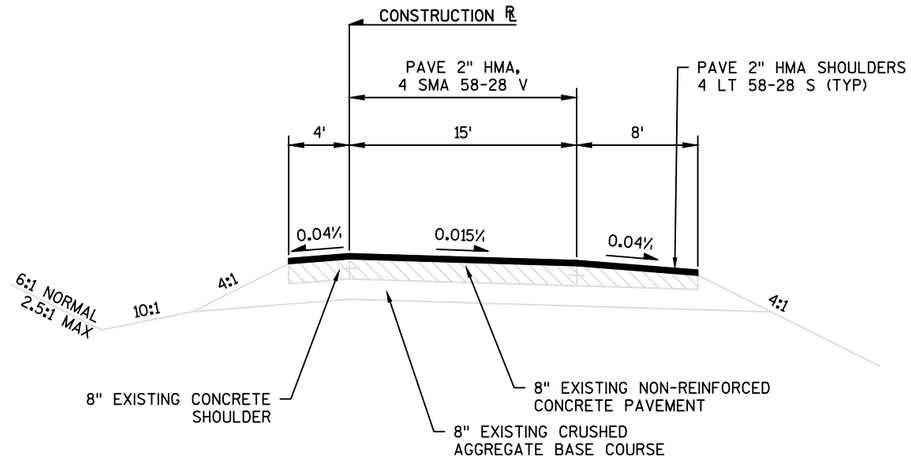


FINISHED TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

NW RAMP
STA 119+41.96'54/57-NW' TO STA 141+54.92'54/57-NW'

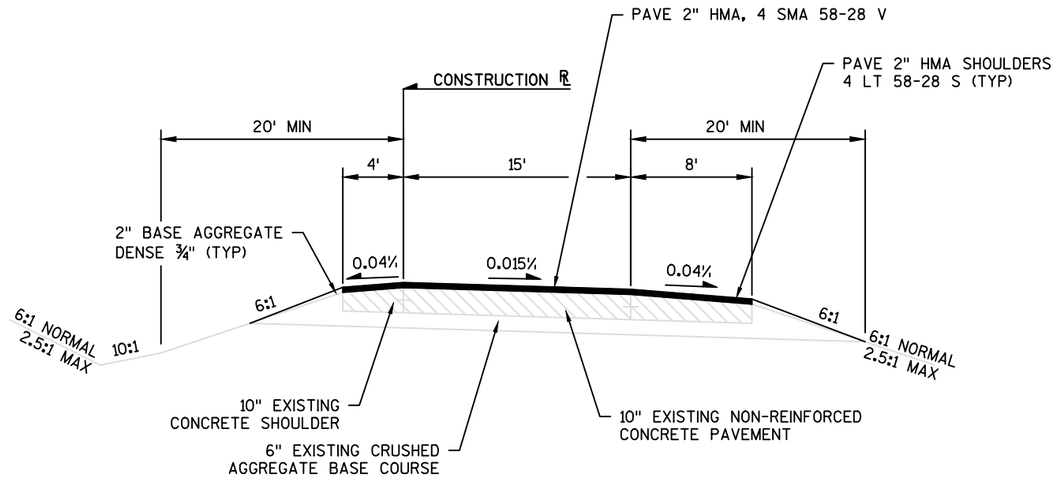
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 27 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020322_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



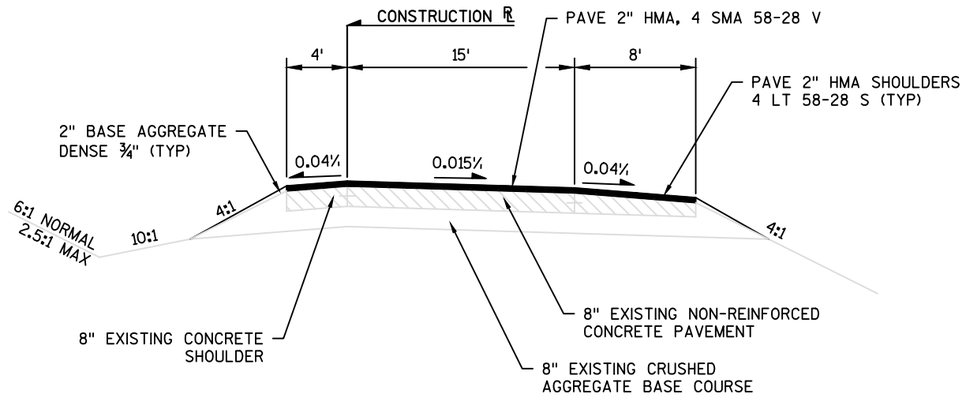
FINISHED TYPICAL SECTION STH 54/57 SE RAMP

SE RAMP
STA 118+98.35'54/57-SE' TO STA 124+96.53'54/57-SE' BK
3573+93.14'54/57-SE' AH TO STA 3562+97.52'54/57-SE'



FINISHED TYPICAL SECTION STH 54/57 RAMPS AND CONNECTORS (CONCRETE SECTION)

EB CONNECTOR
STA 98+79.58'54/57-EBC' TO STA 122+79.51'54/57-EBC'

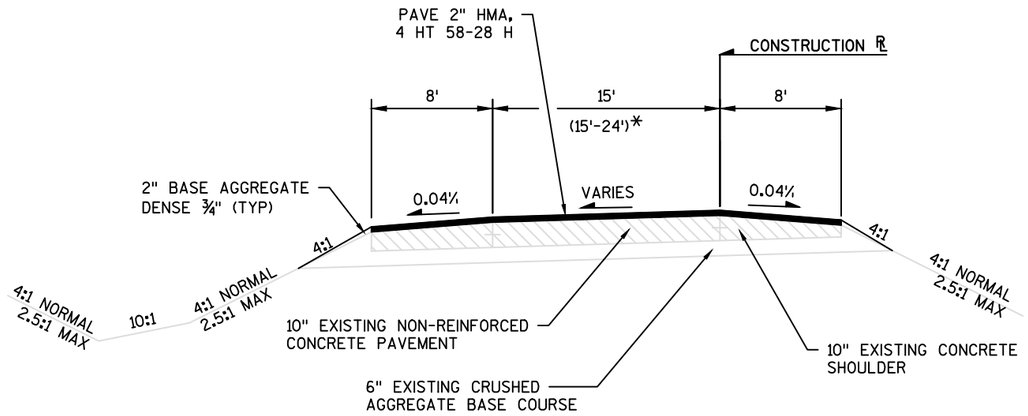


FINISHED TYPICAL SECTION STH 54/57 SW RAMP

STA 106+24.93'SW' TO STA 114+68.55'SW'

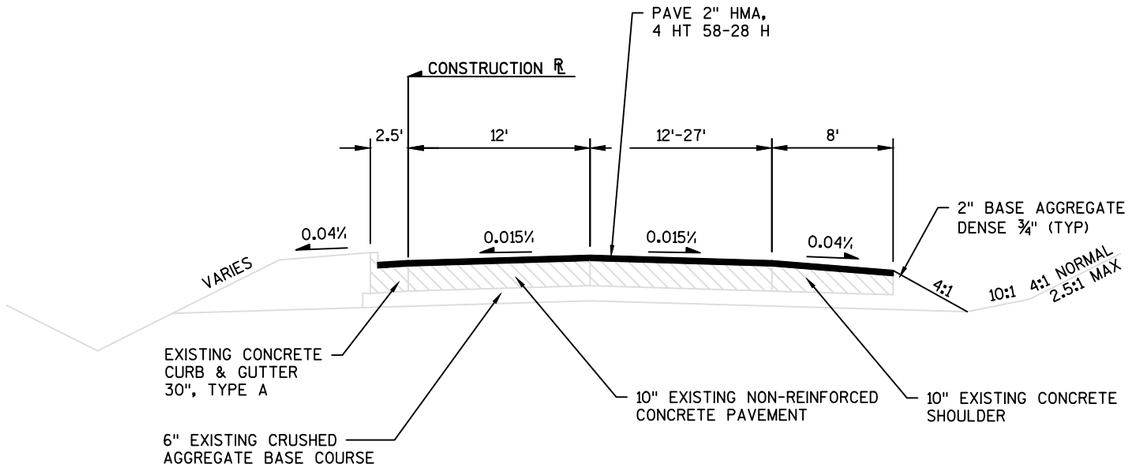
PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 28 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020323_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



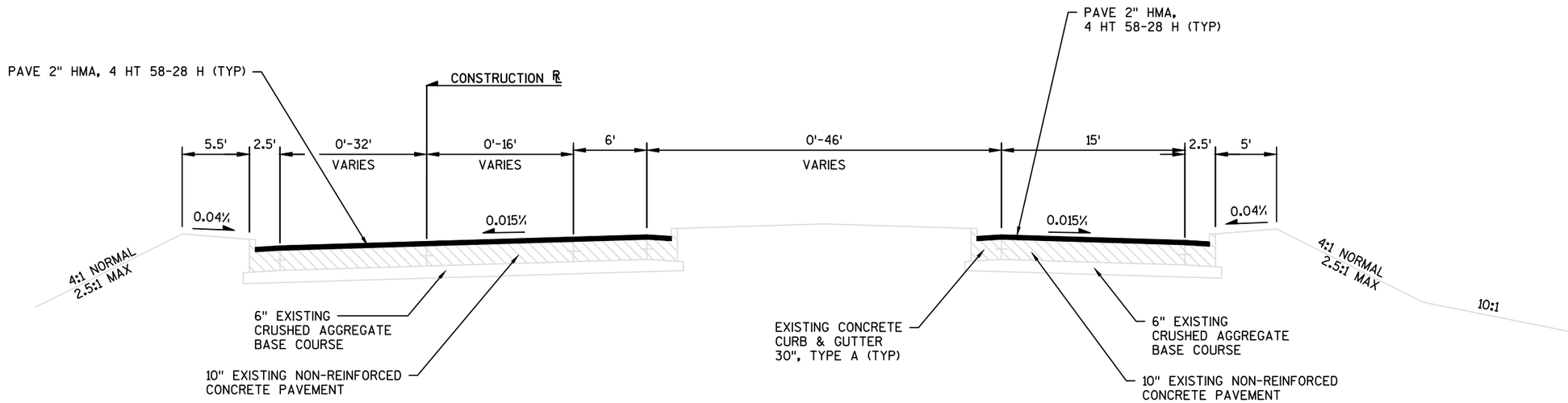
FINISHED TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3657+16.78'NE' TO STA 3665+60.49'NE'* (LOOKING DOWN STATION)
STA 3664+76.30'NL' TO STA 3666+94.47'NL' (LOOKING DOWN STATION)



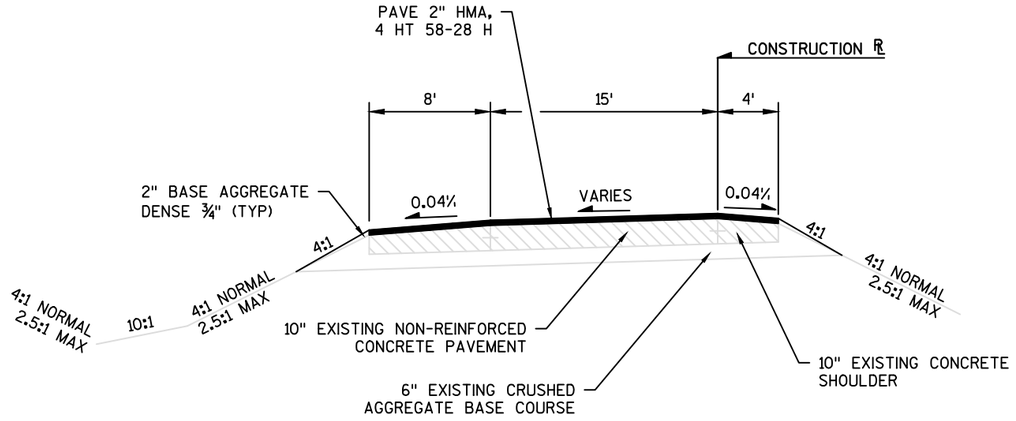
FINISHED TYPICAL SECTION WEBSTER AVENUE NE RAMP

STA 3665+60.49'NE' TO STA 3669+11.53'NE'



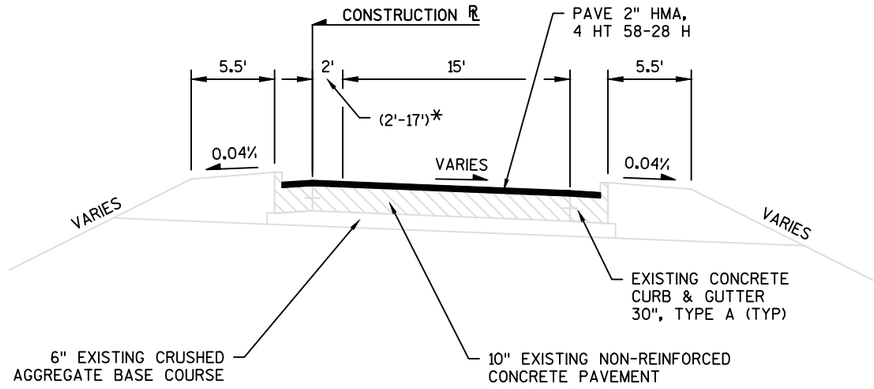
FINISHED TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3669+11.53'NE' TO STA 3670+32.07'NE'



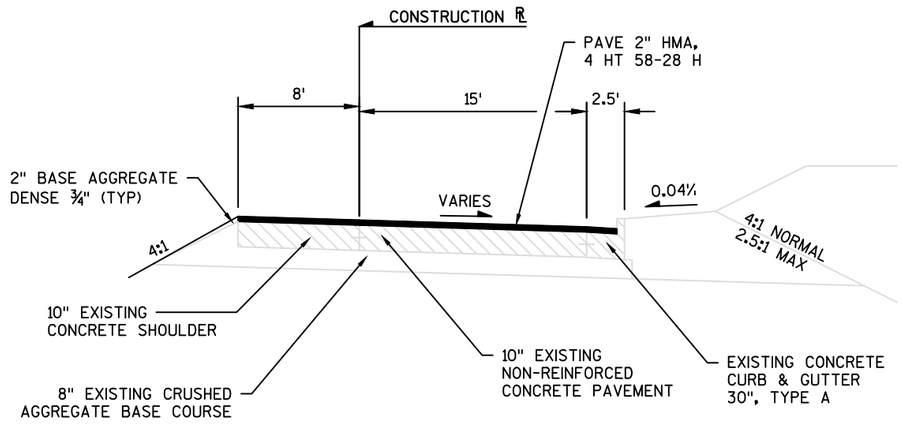
FINISHED TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3677+63.63'SW' TO STA 3683+65.73'SW'
STA 3664+49.93'SE' TO STA 3672+84.37'SE'



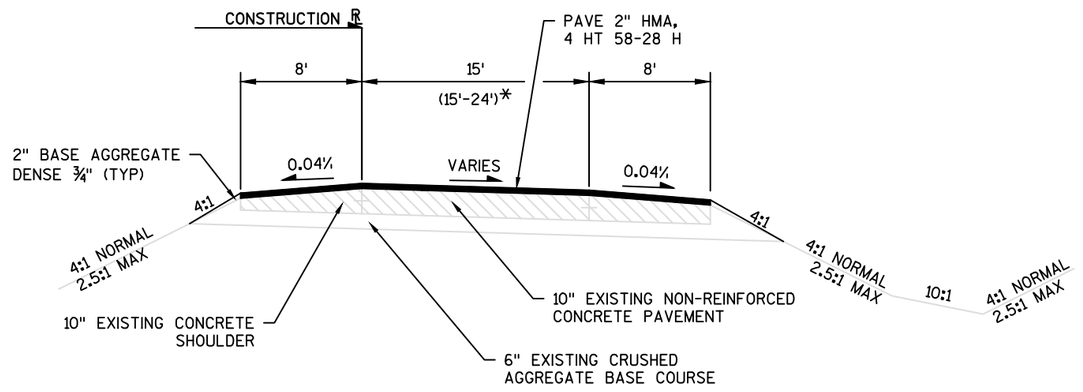
FINISHED TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3655+49.24'NL' TO STA 3662+04.06'NL'*
STA 3656+98.29 'LC' TO STA 3660+02.16'LC' (LOOKING DOWN STATION)



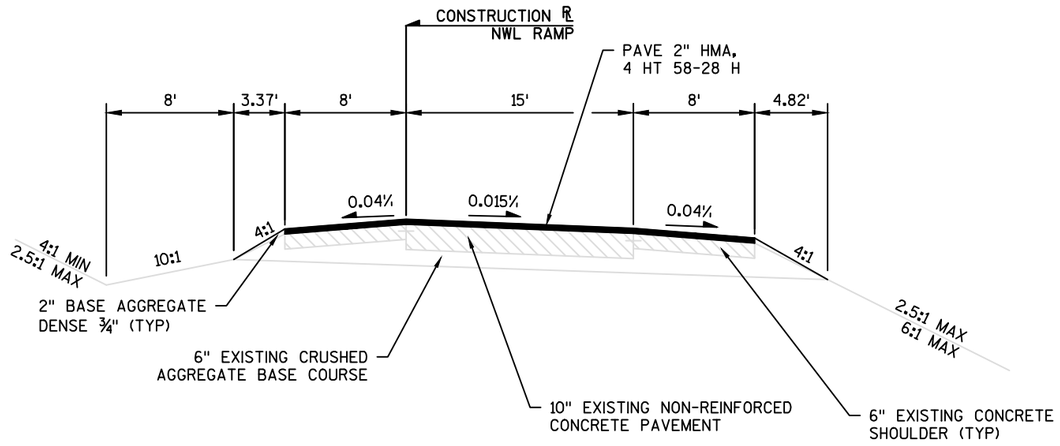
FINISHED TYPICAL SECTION WEBSTER AVENUE NE LOOP RAMP

STA 3662+04.06'NL' TO STA 3664+76.30'NL'



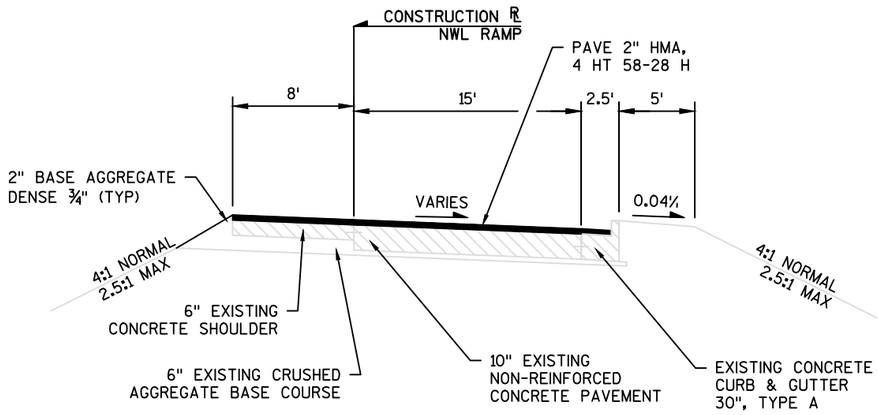
FINISHED TYPICAL SECTION WEBSTER AVENUE RAMPS

STA 3664+76.30'NL' TO STA 3666+94.47'NL' (LOOKING DOWN STATION)



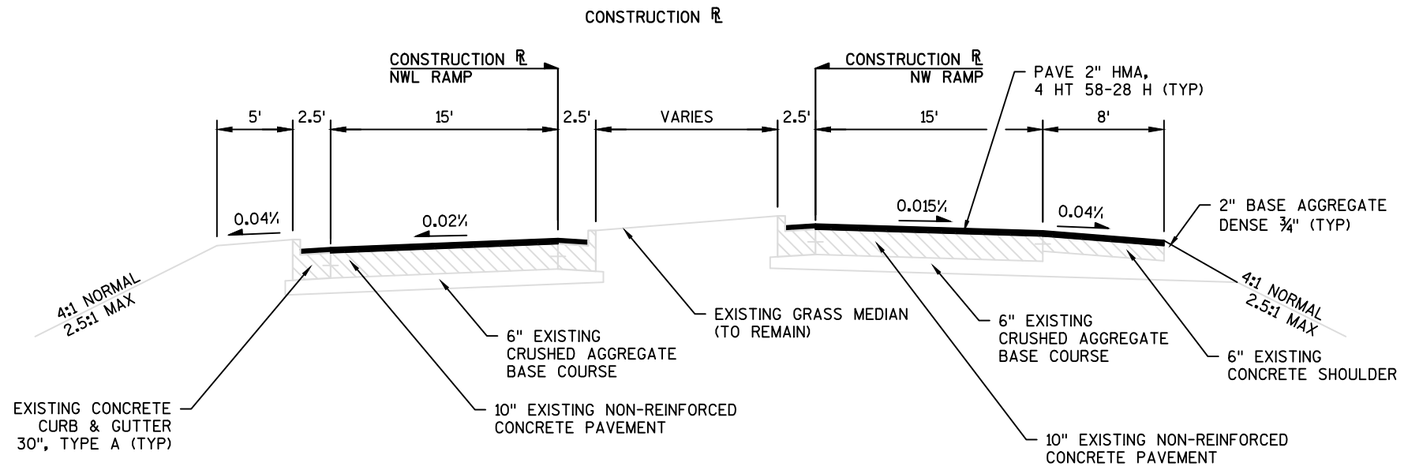
FINISHED TYPICAL SECTION ATKINSON DRIVE NW LOOP RAMP

STA 3786+29.26'NWL' TO STA 3788+03.25'NWL'



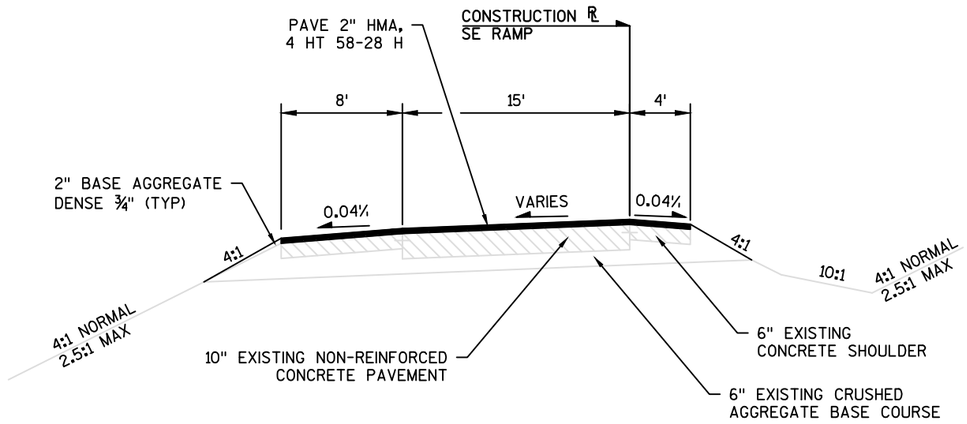
FINISHED TYPICAL SECTION ATKINSON DRIVE NW LOOP RAMP

STA 3788+06.85'NWL' TO STA 3792+21.94'NWL'



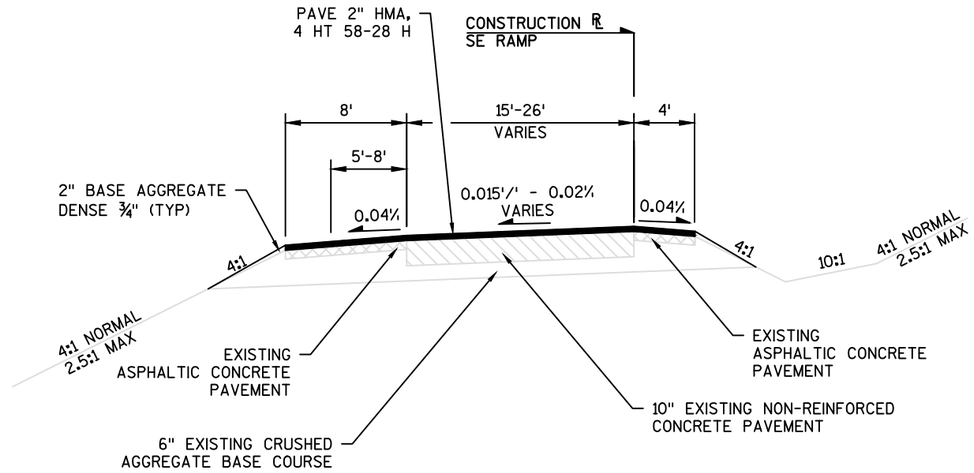
FINISHED TYPICAL SECTION ATKINSON DRIVE RAMPS

STA 3783+25.81'NW' TO STA 3788+09.49'NW'
STA 3792+21.94'NWL' TO STA 3797+32.05'NWL' (LOOKING DOWN STATION)



FINISHED TYPICAL SECTION ATKINSON DRIVE RAMPS

STA 3768+28.23'SE' TO STA 3772+49.04'SE'
STA 3773+64.05'SW' TO STA 3787+55.04'SW'
STA 3788+09.49'NW' TO STA 3797+75.83'NW'



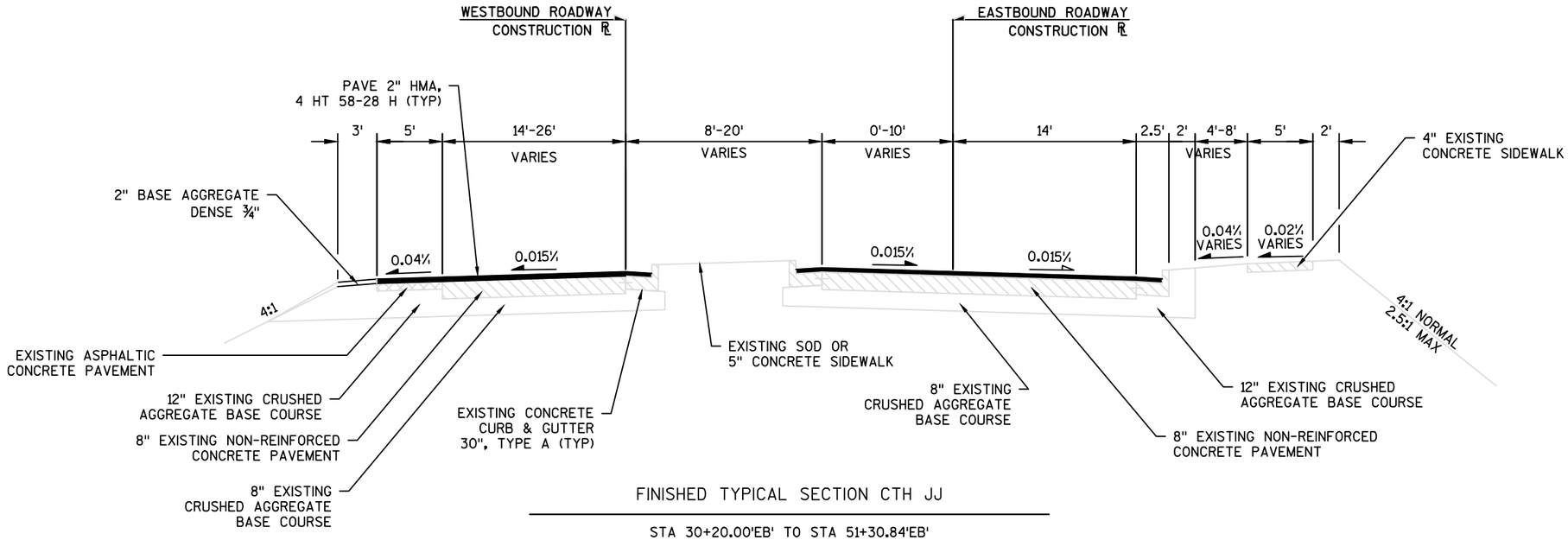
FINISHED TYPICAL SECTION ATKINSON DRIVE SE RAMP

STA 3772+49.04'SE' TO STA 3774+86.46'SE'
*NOTE: SLOPE VARIES FROM 0.015 '/' TO 0.02 '/'

2

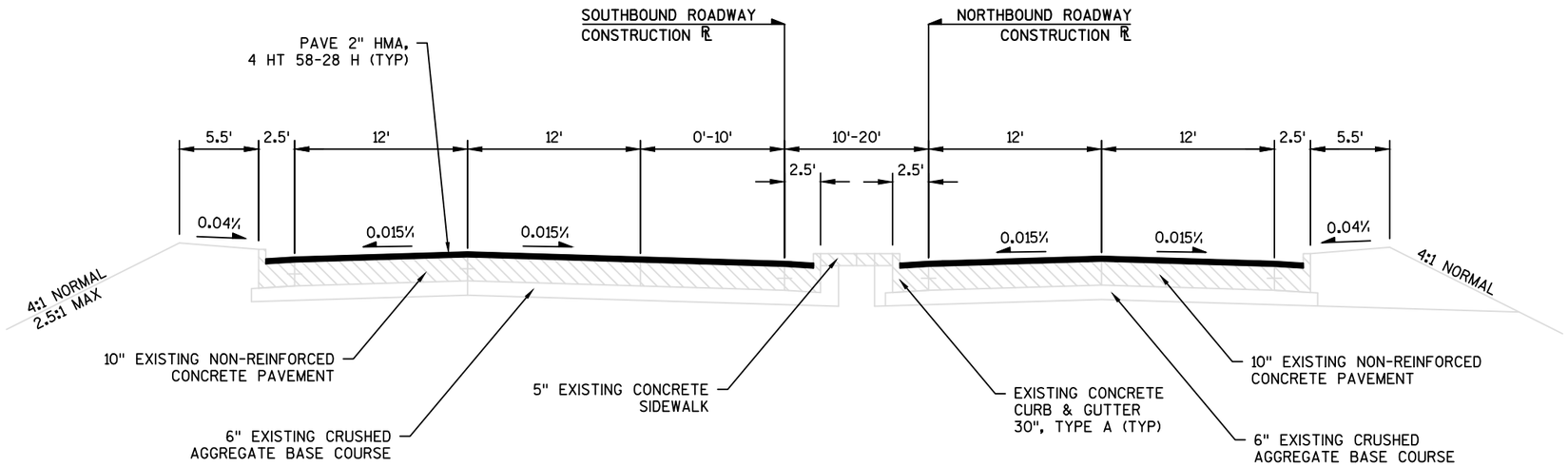
PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 32 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020327_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION CTH JJ

STA 30+20.00'EB' TO STA 51+30.84'EB'
STA 30+20.00'WB' TO STA 51+30.62'WB'



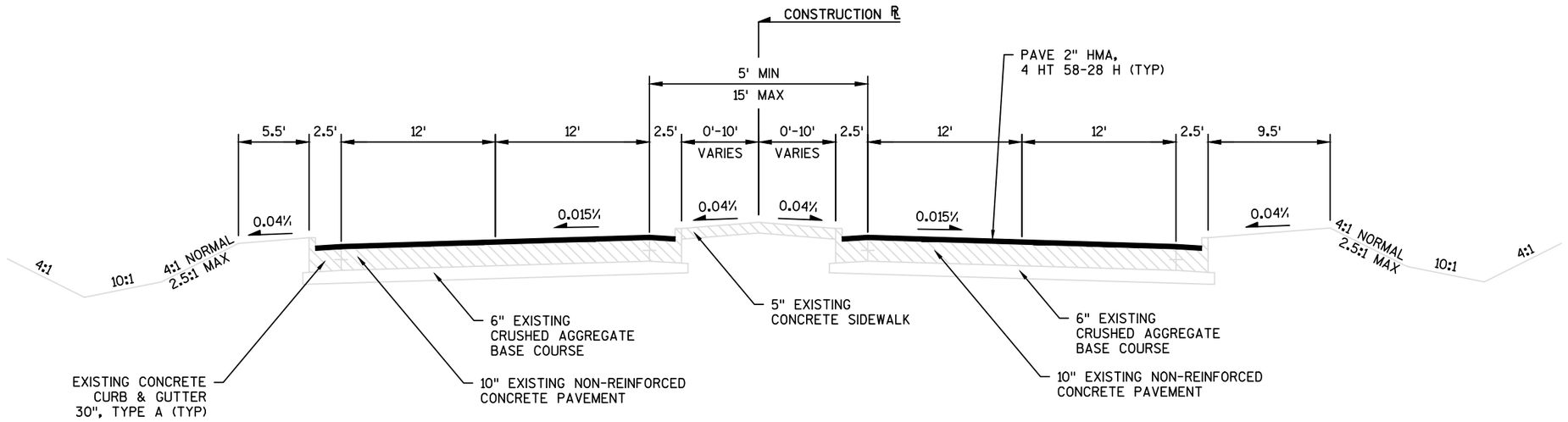
FINISHED TYPICAL SECTION WEBSTER AVENUE

STA 26+24.03'NB' TO STA 45+70.56'NB'
STA 26+24.03'SB' TO STA 47+35.00'SB'

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: FINISHED TYPICAL SECTIONS	SHEET 33 E

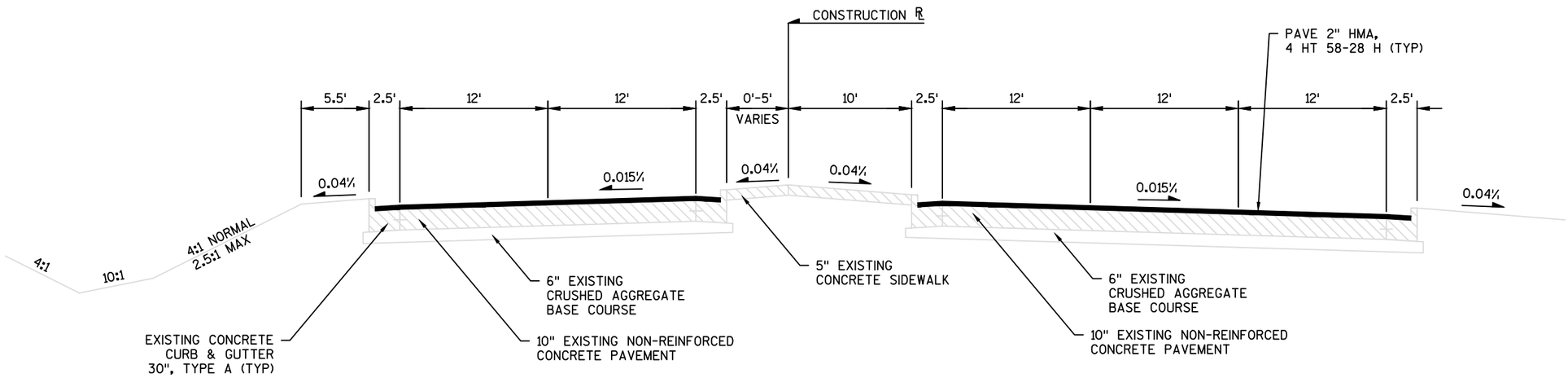
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\020301-TS.DWG
LAYOUT NAME - 020328_TS
PLOT DATE : 6/27/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



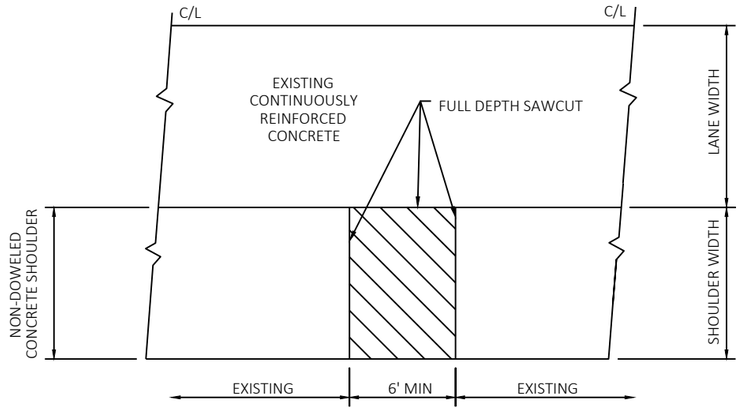
FINISHED TYPICAL SECTION ATKINSON DRIVE

STA 66+14'AT' TO STA 66+35.59'AT'
STA 69+17.19'AT' TO STA 88+87.82'AT'



FINISHED TYPICAL SECTION ATKINSON DRIVE

STA 66+35.59'AT' TO STA 69+17.19'AT'



PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL

SHOULDER ONLY

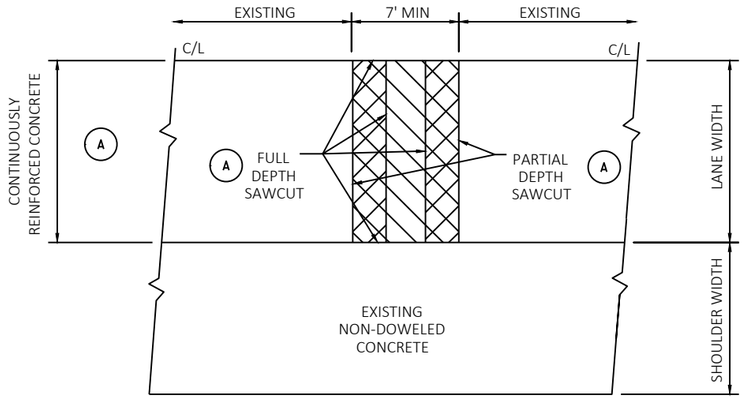
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. THE DEPARTMENT WILL NOT MEASURE CUTS TO REDUCE REMOVAL SLABS TO A WIDTH LESS THAN 7 FEET.

PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS OVERLAID AFTER REPAIRING.

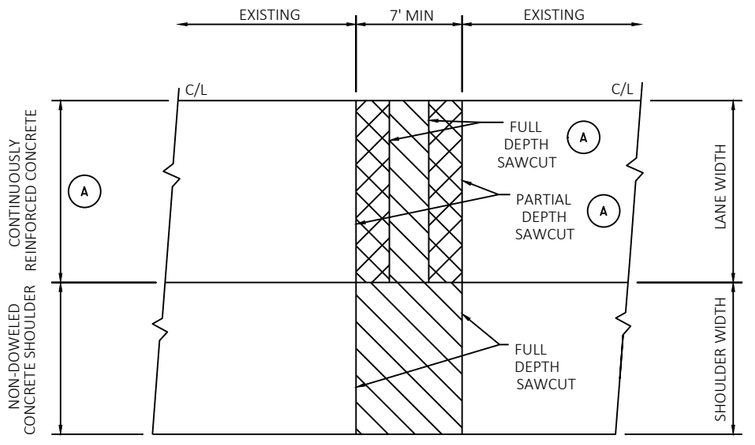
(A) REFER TO SDD CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT.



PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL

MAINLINE ONLY

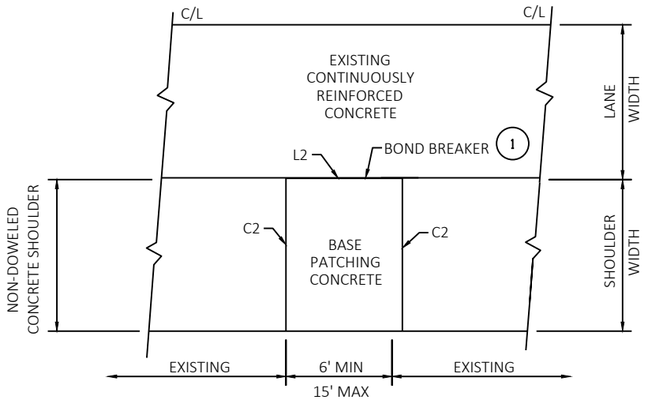


PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL

MAINLINE AND SHOULDER REPAIR

2



PLAN VIEW

SHOULDER BASE PATCH

15' MAXIMUM LENGTH

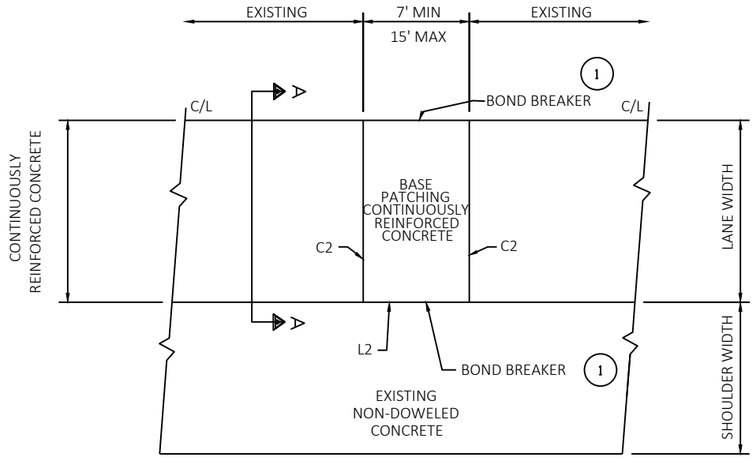
GENERAL NOTES

DO NOT INSTALL DOWELS IN EXISTING NON-DOWELED CONCRETE PAVEMENT.

DO NOT SEAL OR FILL JOINTS.

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SHOULDER BASE PATCHES UP TO 15 FEET IN LENGTH.

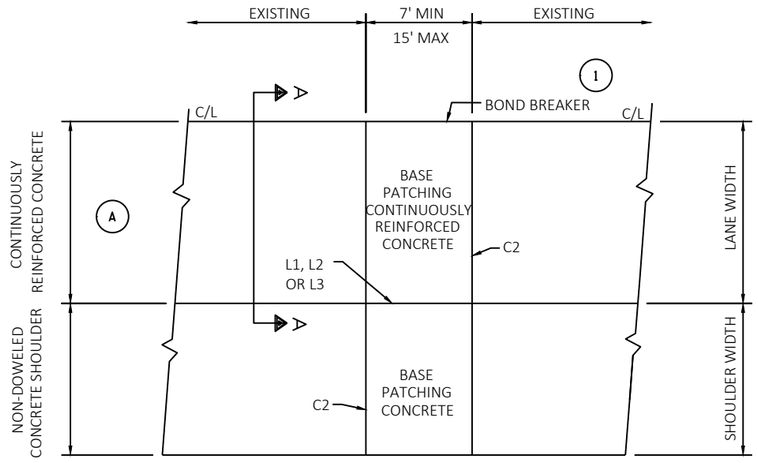
(A) REFER TO CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT.



PLAN VIEW

MAINLINE BASE PATCH

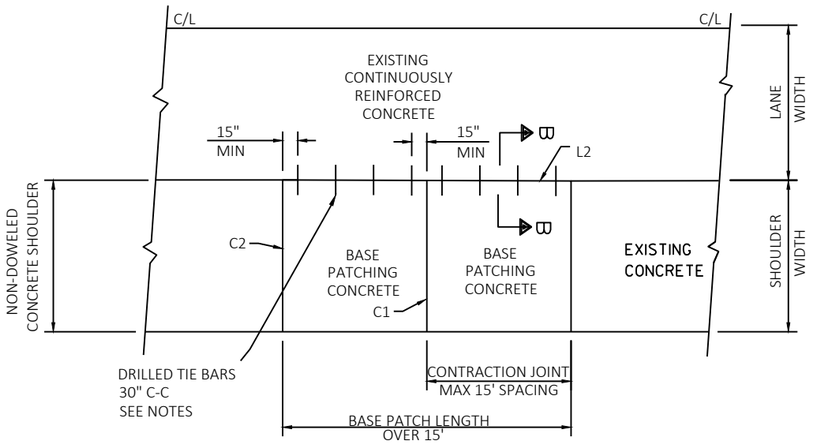
15' MAXIMUM LENGTH



PLAN VIEW

MAINLINE AND SHOULDER BASE PATCH

15' MAXIMUM LENGTH



PLAN VIEW

SHOULDER BASE PATCH

GREATER THAN 15' IN LENGTH

GENERAL NOTES

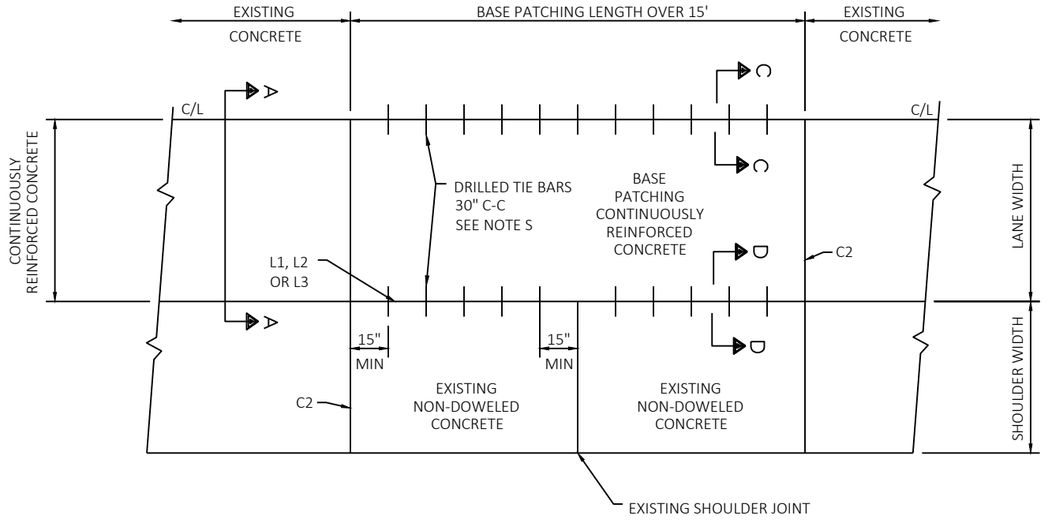
DO NOT INSTALL DOWELS IN EXISTING NON-DOWELED CONCRETE PAVEMENTS.

DRILLED TIE BARS ARE 12" NO. 6 BAR SPACED AT 30" C-C INTO EXISTING CONCRETE. TIE BARS PLACED IN NEW CONCRETE ARE 30" NO. 4 BARS SPACED AT 36". DRILLED TIE BARS WILL BE PAID UNDER THE DRILLED TIE BAR ITEM. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

DO NOT SEAL OR FILL JOINTS.

WITH THE APPROVAL OF THE ENGINEER, FOR SHOULDER PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

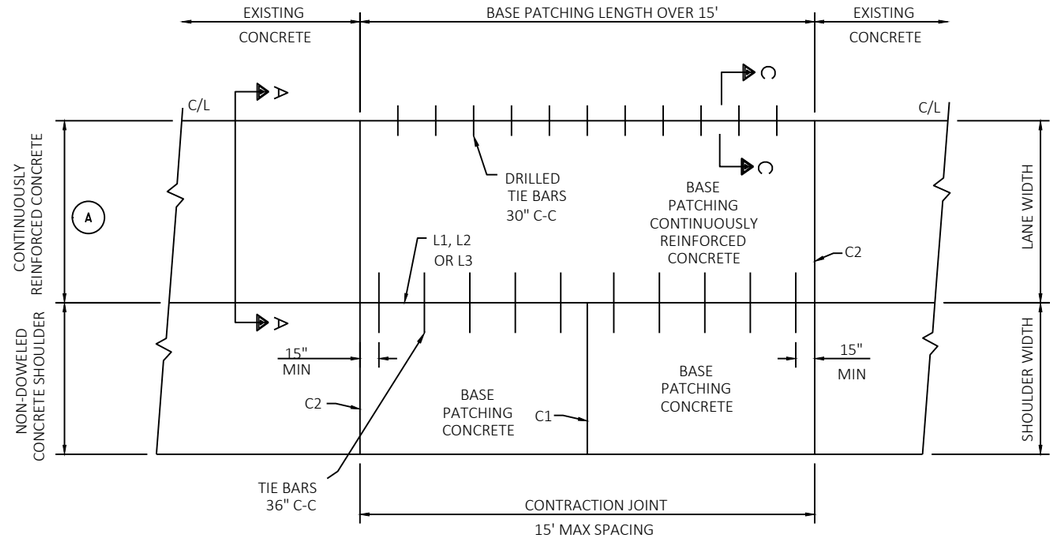
(A) REFER TO CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT.



PLAN VIEW

MAINLINE BASE PATCH

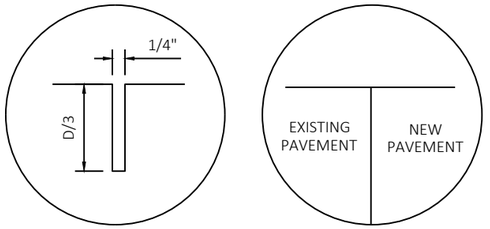
GREATER THAN 15' IN LENGTH



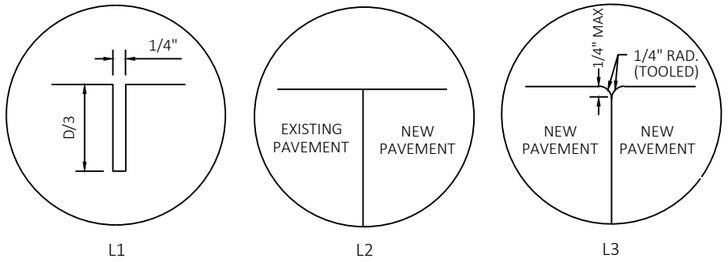
PLAN VIEW

MAINLINE AND SHOULDER BASE PATCH

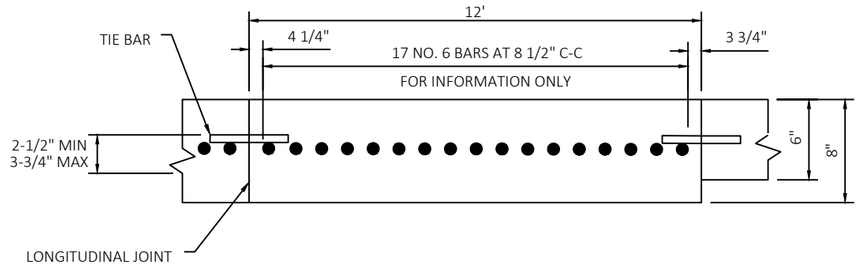
GREATER THAN 15' IN LENGTH



TRANSVERSE JOINTS



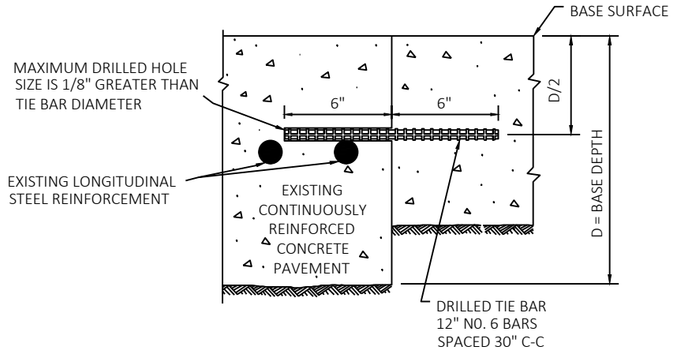
LONGITUDINAL JOINTS



SECTION A-A

EXISTING LONGITUDINAL STEEL PLACEMENT IN CRCP REPAIRS

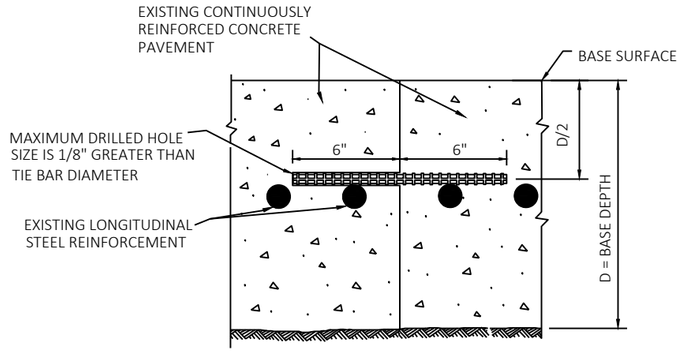
FOR INFORMATION ONLY



SECTION B-B

DRILLED TIE BAR

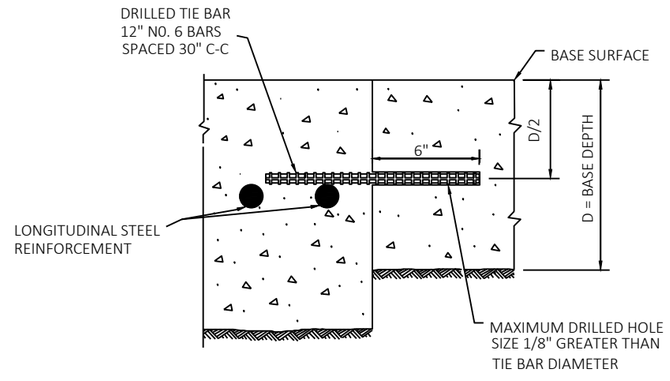
MAINLINE-SHOULDER



SECTION C-C

DRILLED TIE BAR

MAINLINE-MAINLINE



SECTION D-D

DRILLED TIE BAR

MAINLINE-SHOULDER

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 38	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\021001-CD.DWG
LAYOUT NAME - 021001_cdD
PLOT DATE : 6/27/2026 3:14 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1:10_XREF
WISDOT/CADDS SHEET 42

2

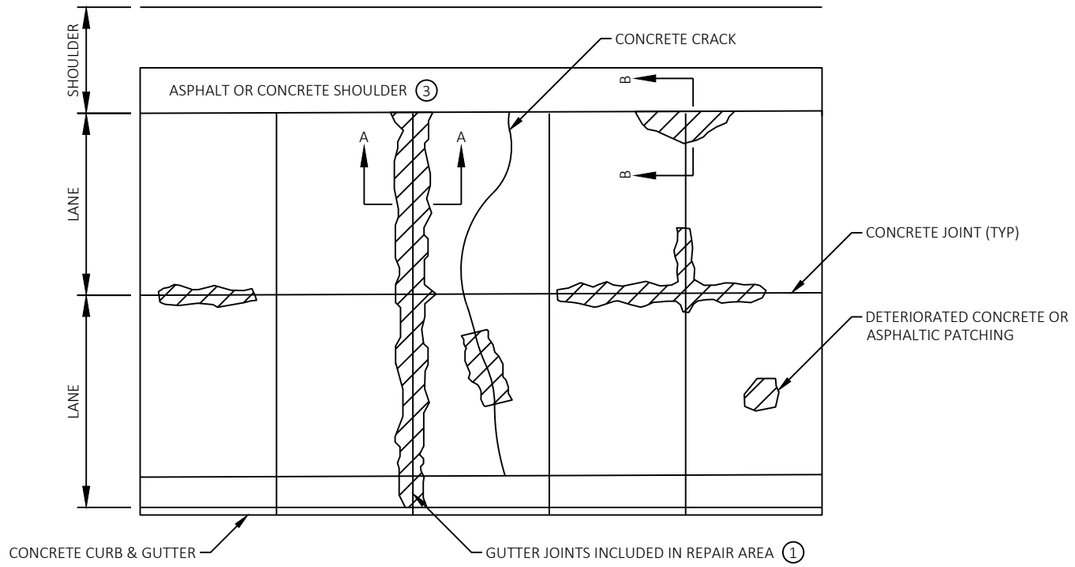
NOTES:

1. PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
2. REMOVE UNSOUND AND DETERIORATED MATERIAL INCLUDING EXISTING ASPHALTIC PATCHING
3. EXISTING CONCRETE SHOULDER 5-FOOT OR LESS INCLUDED IN REPAIR AREA OF ADJACENT LANE

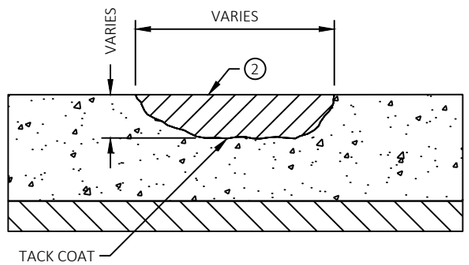
ASPHALTIC SURFACE

EXISTING CONCRETE PAVEMENT

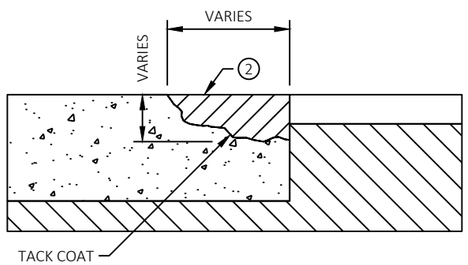
EXISTING BASE COURSE



PLAN VIEW



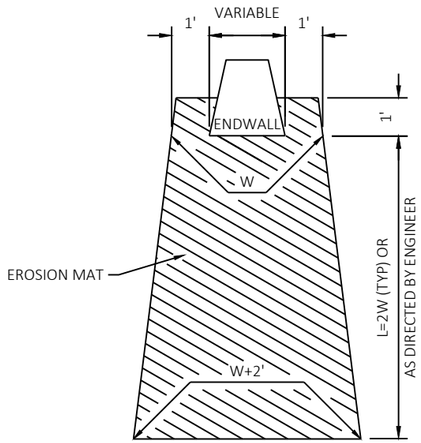
SECTION A-A



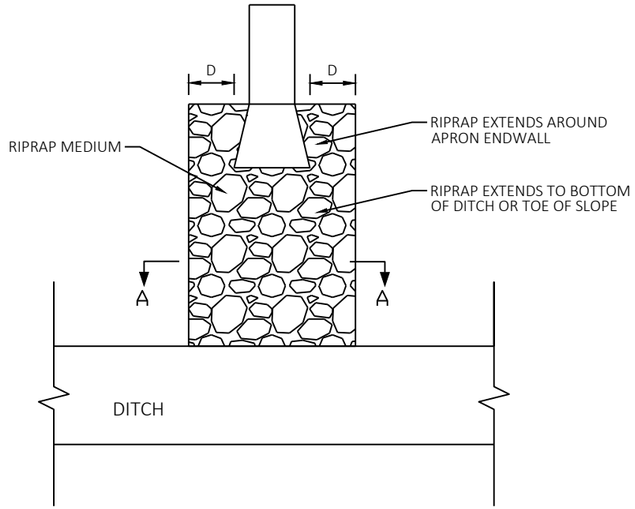
SECTION B-B

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

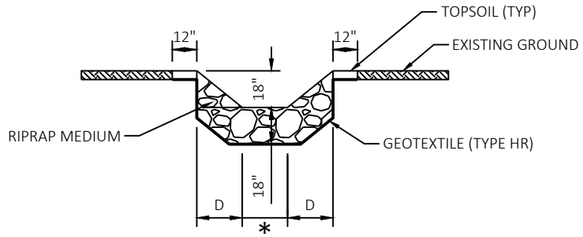
SEE MISCELLANEOUS QUANTITIES FOR LOCATION



EROSION MAT TREATMENT AT CULVERTS



PLAN VIEW

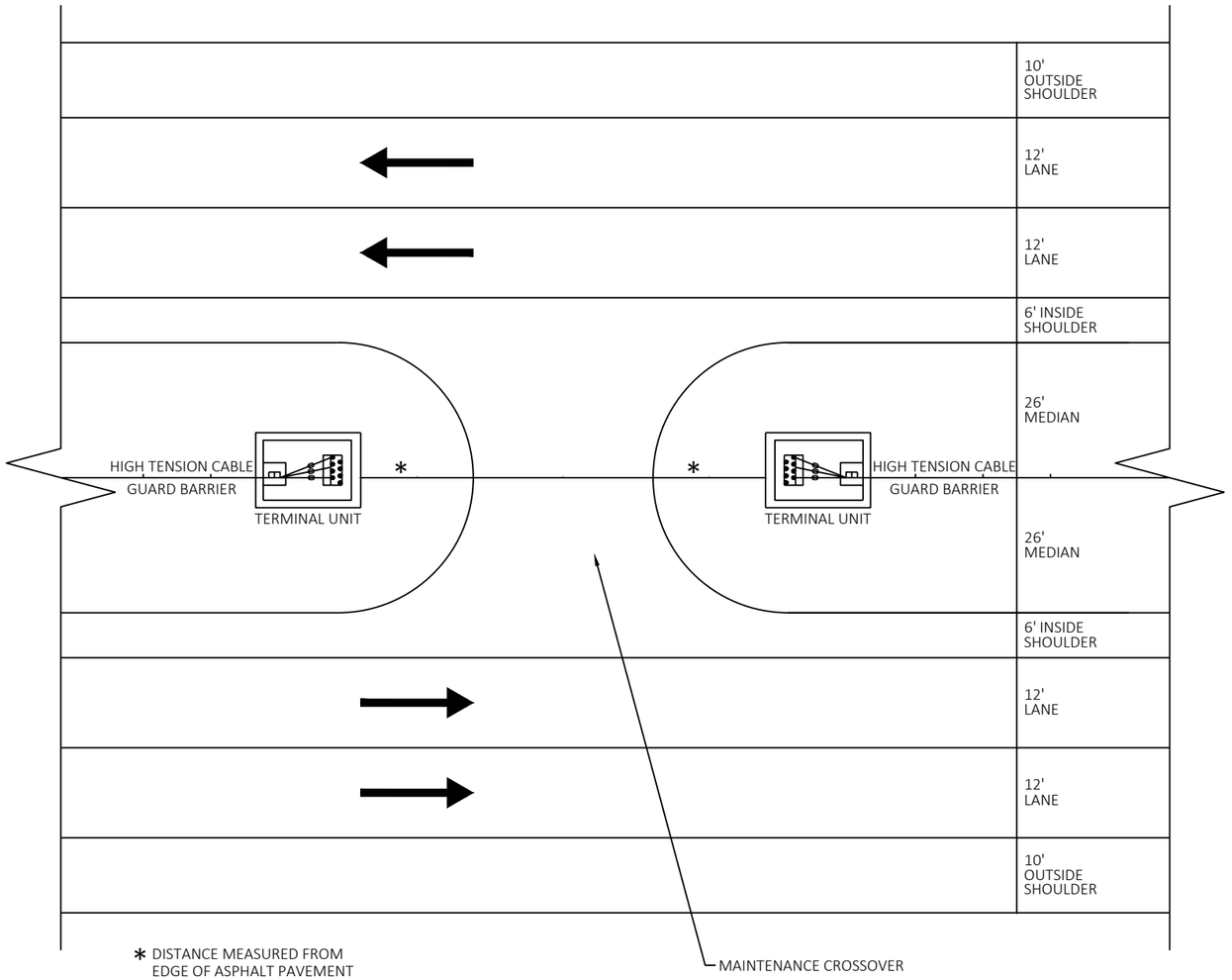


SECTION A-A

* APRON ENDWALL WIDTH
D = PIPE DIAMETER

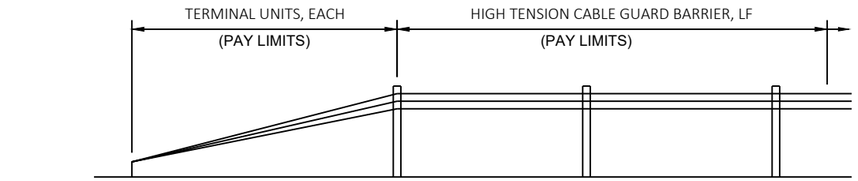
RIPRAP TREATMENT AT STORM SEWER OUTFALLS

2

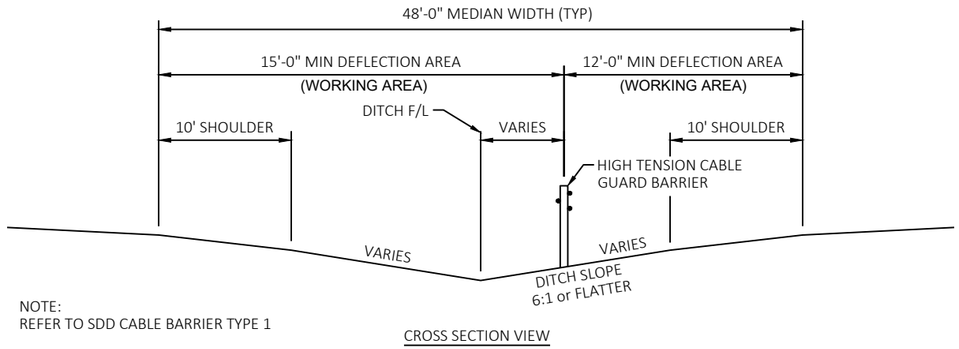


HIGH TENSION CABLE GUARD BARRIER TERMINAL END

DETAIL B



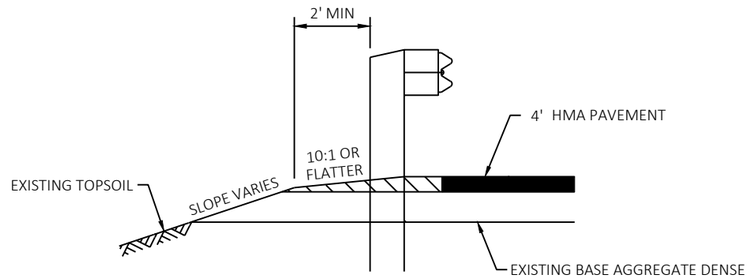
LONGITUDINAL VIEW



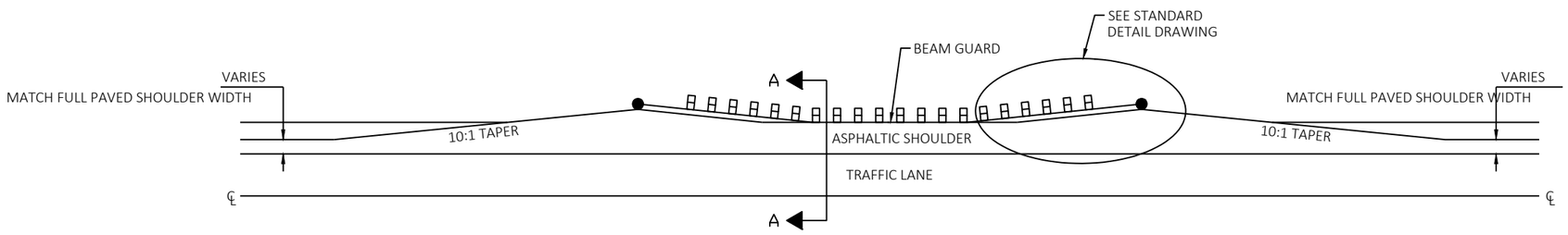
NOTE:
REFER TO SDD CABLE BARRIER TYPE 1

CROSS SECTION VIEW

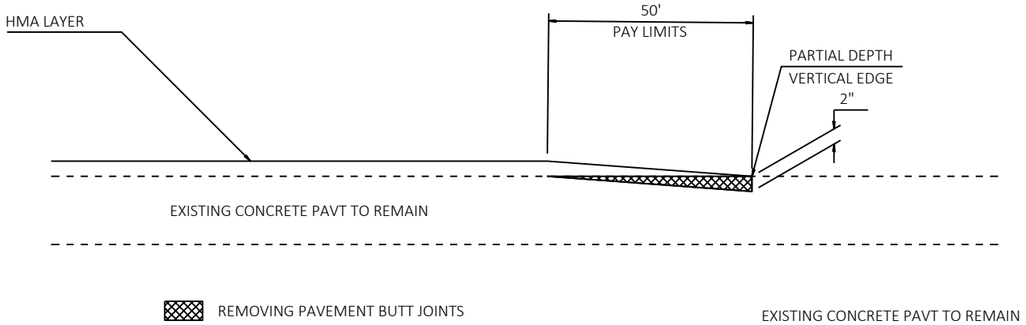
HIGH TENSION CABLE GUARD BARRIER OFFSET LOCATIONS
(TYP)



SECTION A-A

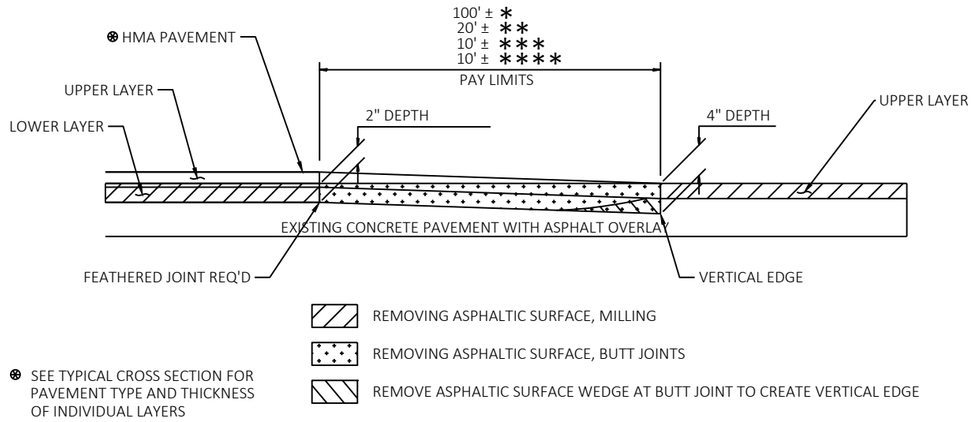


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD



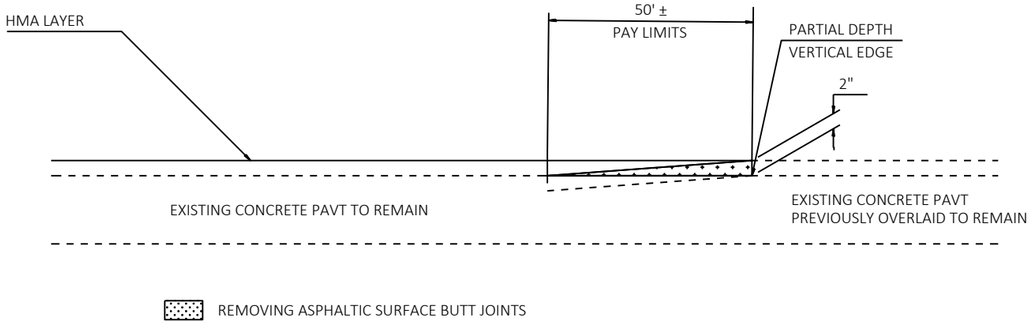
REMOVING PAVEMENT BUTT JOINT DETAIL

LOCATIONS
CTH JJ
WEBSTER DRIVE
ATKINSON DRIVE



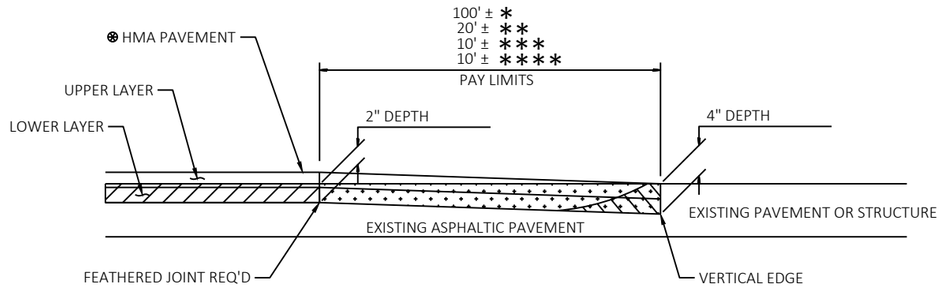
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

∗ INTERSTATE HIGHWAY/SYSTEM RAMPS
∗∗ MAINLINE
∗∗∗ PRIVATE ENTRANCES
∗∗∗∗ PRIVATE ENTRANCES



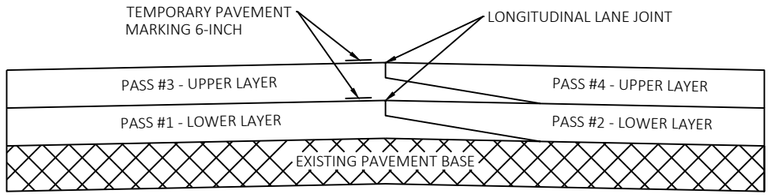
REMOVING PAVEMENT BUTT JOINT DETAIL (TIE INTO EXISTING OVERLAY)

RAMPS
STH 54/57 NE
STH 54/57 WBC
STH 54/57 NL
STH 54/57 NW
STH 54/57 EBC
STH 54/57 SW
STH 54/57 SE
STH 54/57 SL

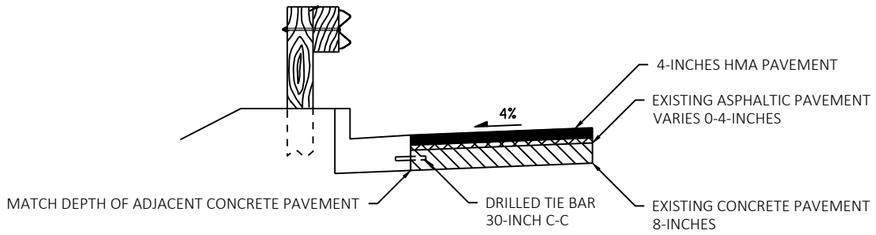


BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

∗ INTERSTATE HIGHWAY/SYSTEM RAMPS
∗∗ MAINLINE
∗∗∗ PRIVATE ENTRANCES
∗∗∗∗ PRIVATE ENTRANCES

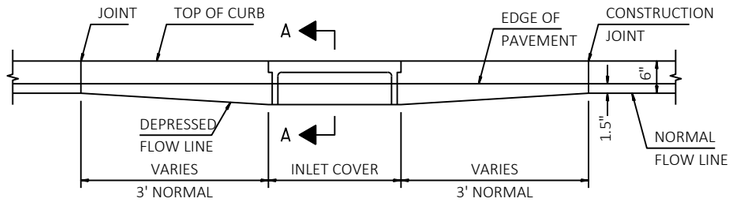


PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



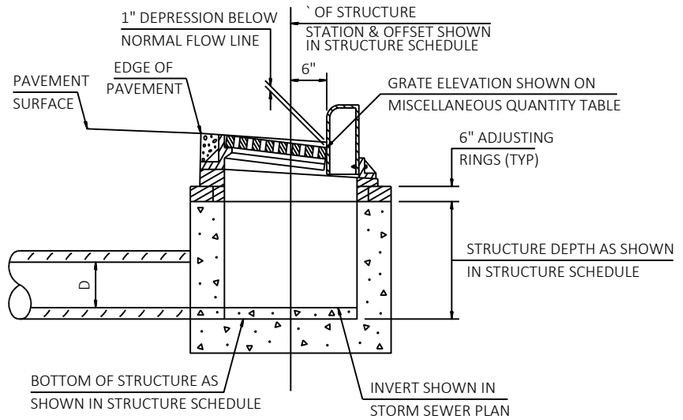
CURB AND GUTTER AT NEW INLETS ON IH 43

B-05-0206 NW QUAD (Left side Inlet)
B-05-0221 SE QUAD



PROPOSED DOWEL BAR LAYOUT ON RAMPS

STH 172 EB - IH 43 NB
IH 43 SB - STH 172 WB
CTH JJ
STH 54/57
WEBSTER AVE.
ATKINSON DR.

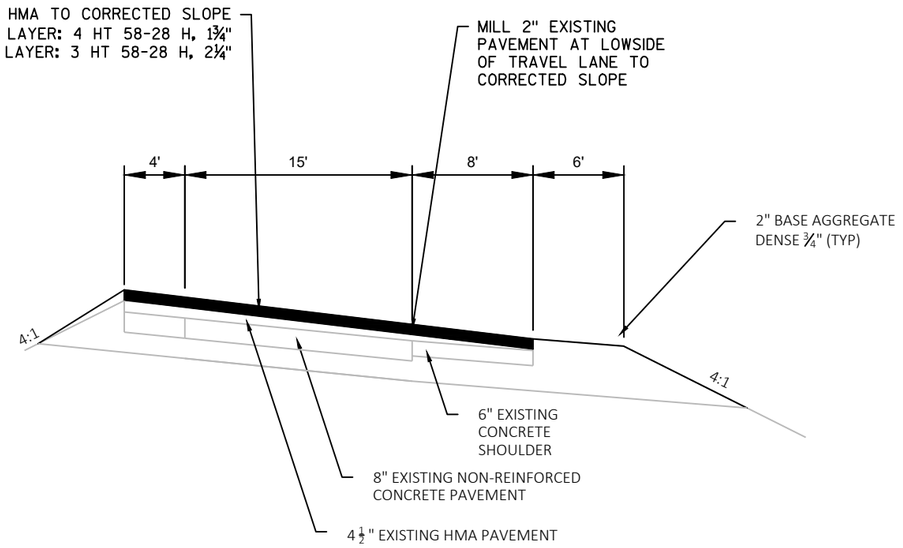


SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

** SECTION VIEW IS ORIENTED TO DIRECTION OF TRAVEL

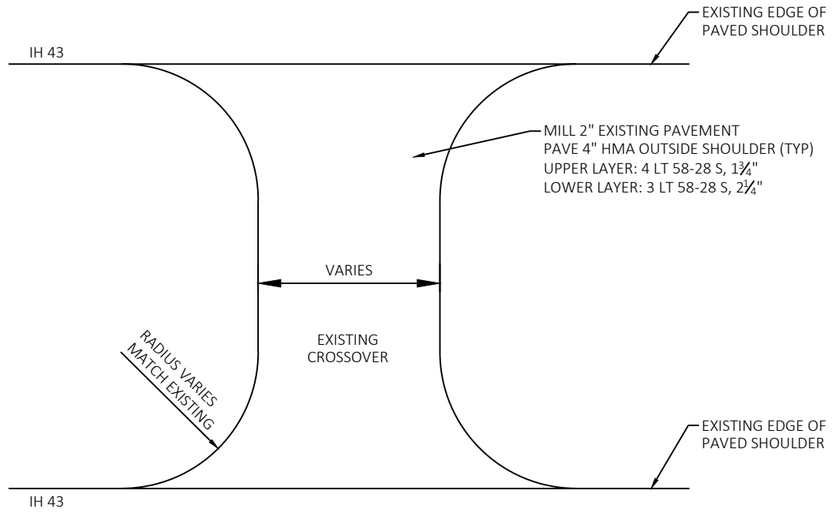
		PC			Super	End Full Super	PT	End Runoff
343(	97	34	.64		3.31	3432+76.57	3433+32.24	3433+87.91
3447	8.77			34	4.44	3450+35.70	3450+35.70	3450+91.37



** SUPERELEVATION CORRECTION LOCATIONS

MASON ST SE RAMP (CURVE 36)
MASON ST NW RAMP (CURVE 37)

2

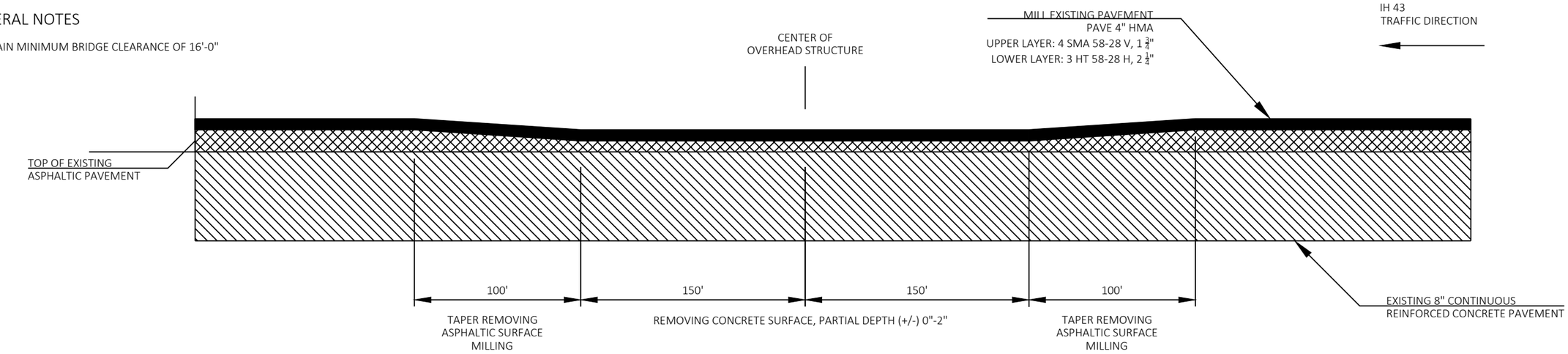


IH 43 EXISTING MAINTENANCE CROSSOVER RESURFACING

STA 3346+91'NB
STA 3404+57'NB
STA 3468+08'NB
STA 3542+32'NB
STA 3627+09'NB
STA 3656+74'NB
STA 3788+76'NB

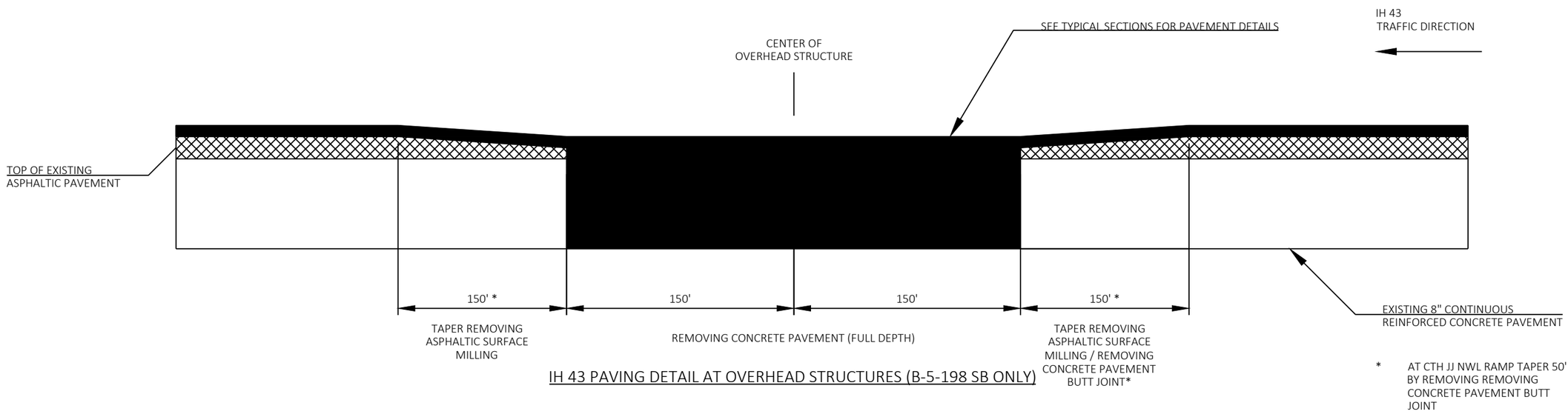
GENERAL NOTES

MAINTAIN MINIMUM BRIDGE CLEARANCE OF 16'-0"



IH 43 PAVING DETAIL AT OVERHEAD STRUCTURES
(LONGITUDINAL VIEW ALONG ROADWAY)

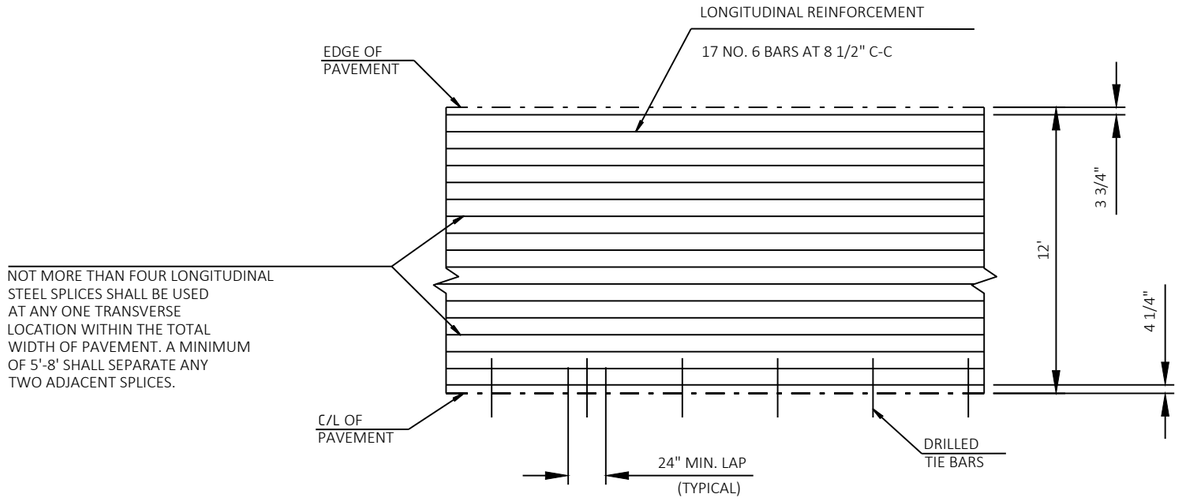
EXISTING VERTICAL BRIDGE CLEARANCE DATA						
ROADWAY	BRIDGE	OVERPASS	EXISTING CLEARANCE (FT)	APPROXIMATE ASPHALT DEPTHS	APPROXIMATE MILL DEPTHS	APPROXIMATE PROPOSED CLEARANCE
IH 43 NB	B-5-196	USH 141/STH 29	16.13	4 ¼"	4"	16.13
IH 43 SB	B-5-196	USH 141/STH 29	16.24	4 ¼"	4"	16.24
IH 43 NB	B-5-226	ATKINSON DR	16.42	4 ¼"	3"	16.34



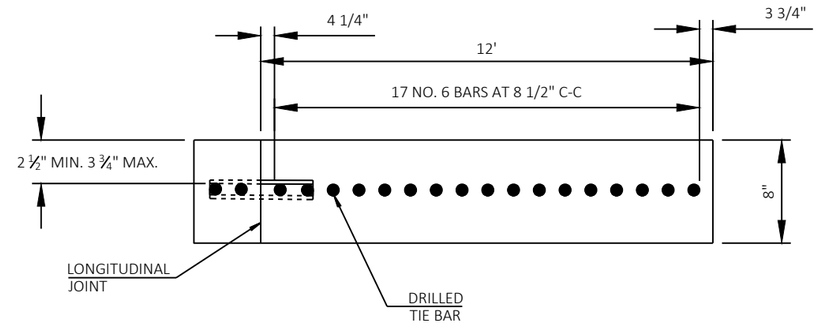
IH 43 PAVING DETAIL AT OVERHEAD STRUCTURES (B-5-198 SB ONLY)

* AT CTH JJ NWL RAMP TAPER 50' BY REMOVING REMOVING CONCRETE PAVEMENT BUTT JOINT

2



REINFORCEMENT STEEL PLACEMENT

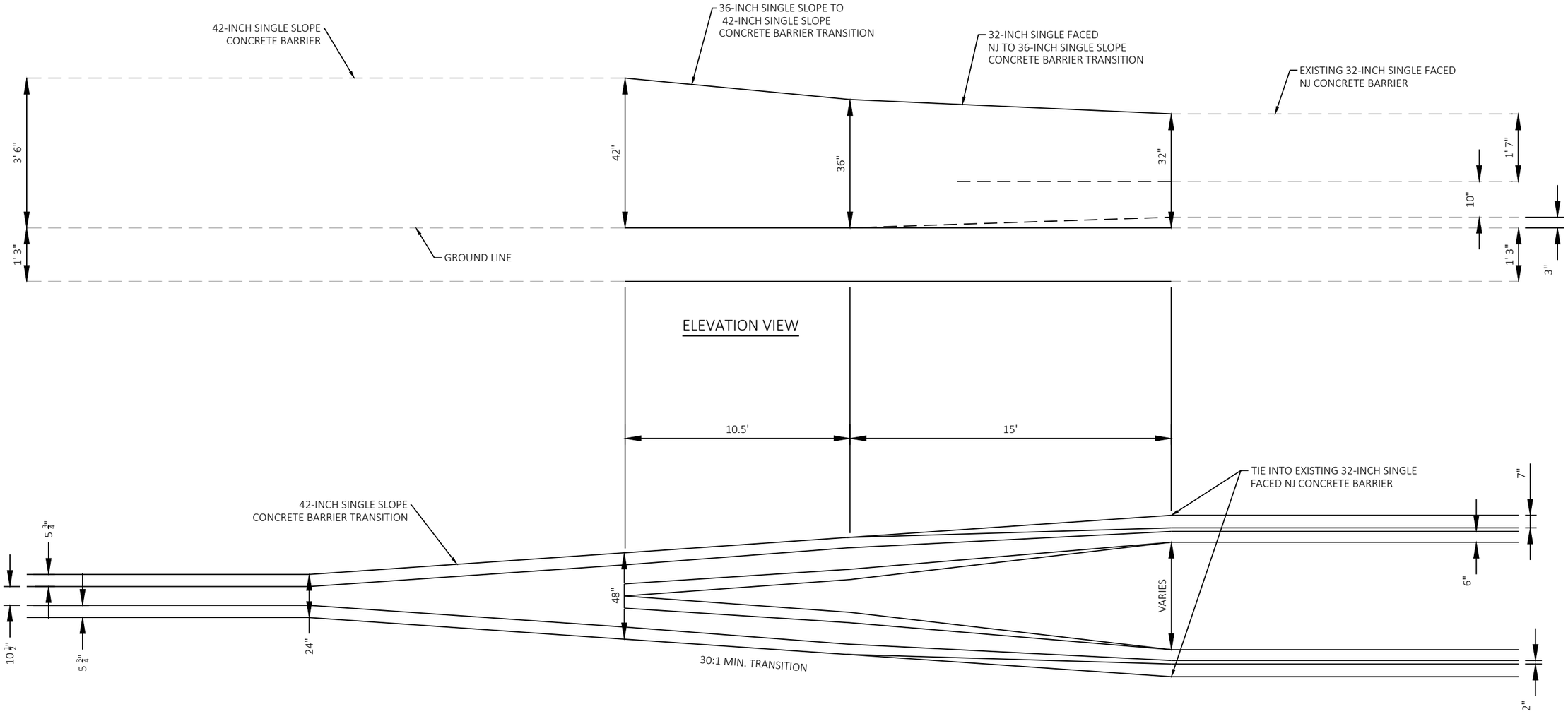


LONGITUDINAL CENTERLINE JOINT DETAIL

CONTINUOUSLY REINFORCED CONCRETE LONGITUDINAL BAR SPACING

NOTE: SEE SSD 13A7-CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT FOR MORE INFORMATION.

2



ELEVATION VIEW

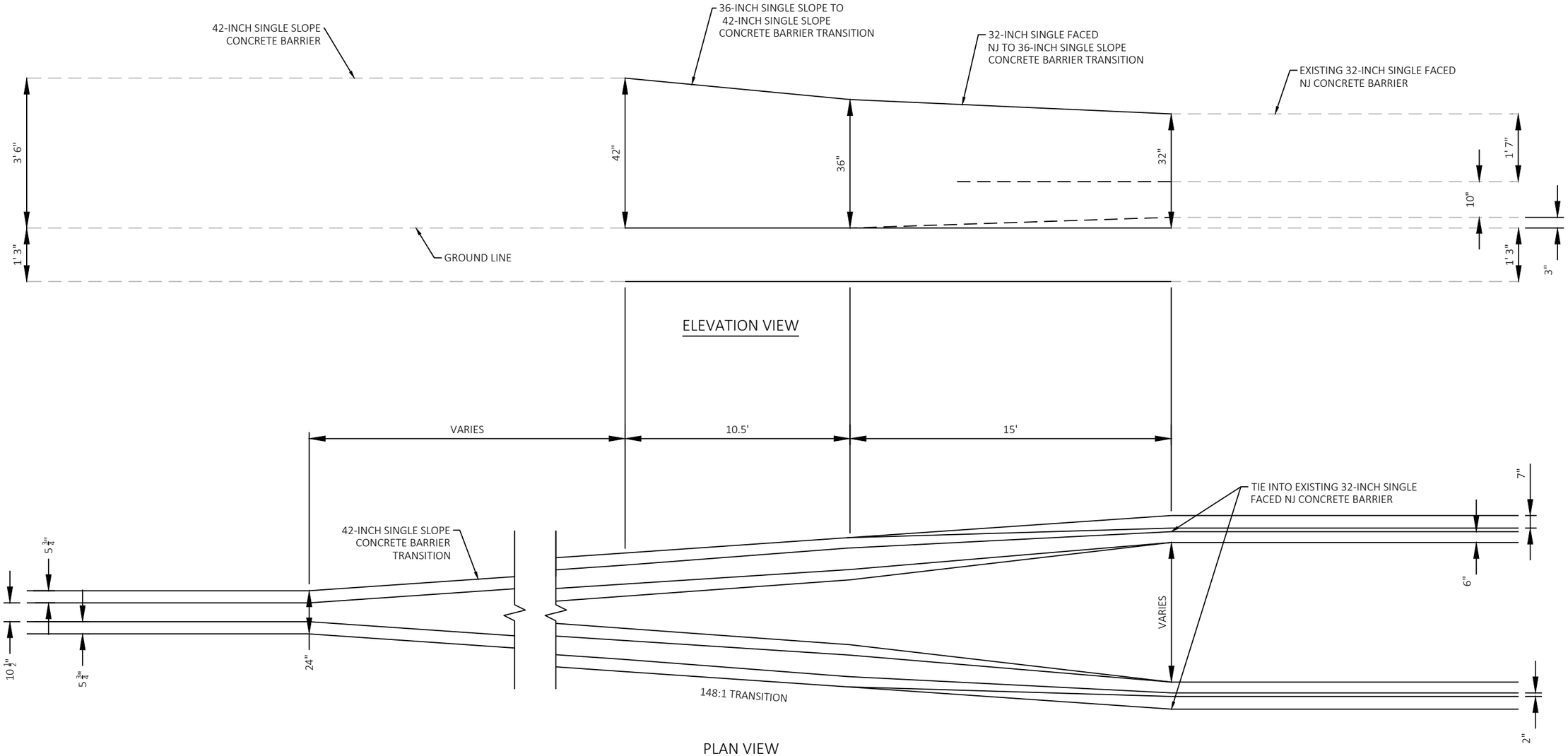
PLAN VIEW

GENERAL NOTES

SEE THE FOLLOWING STANDARD DETAILS FOR BAR LOCATIONS:
- 32-INCH SINGLE FACED NJ SHAPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION
- 36-INCH SINGLE SLOPE CONCRETE BARRIER TO 42-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

TIE INTO EXISTING 32-INCH SINGLE FACED NJ CONCRETE BARRIER AT THE FOLLOWING LOCATIONS:
- STA 3672+20.94NB
- STA 3673+92.88NB
- STA 3685+26.92NB
- STA 3765+11.10NB

2

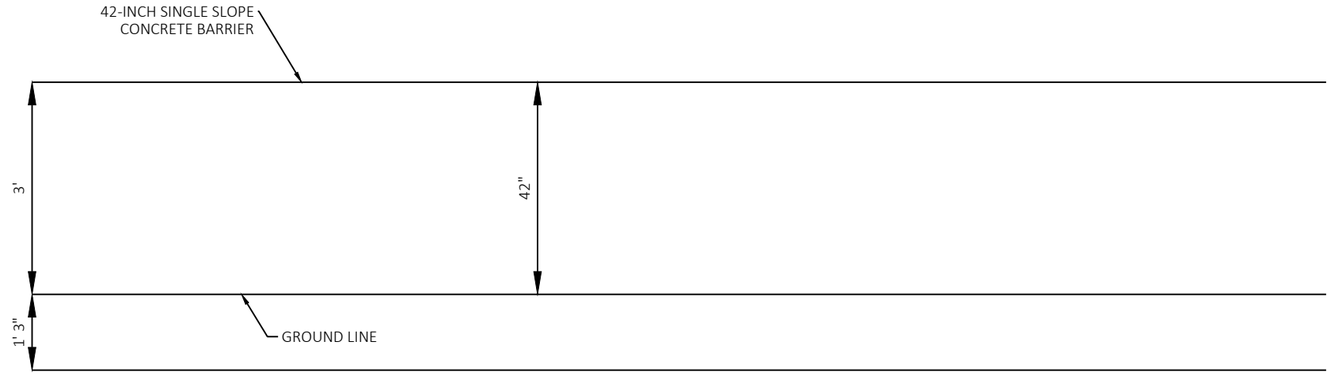


GENERAL NOTES

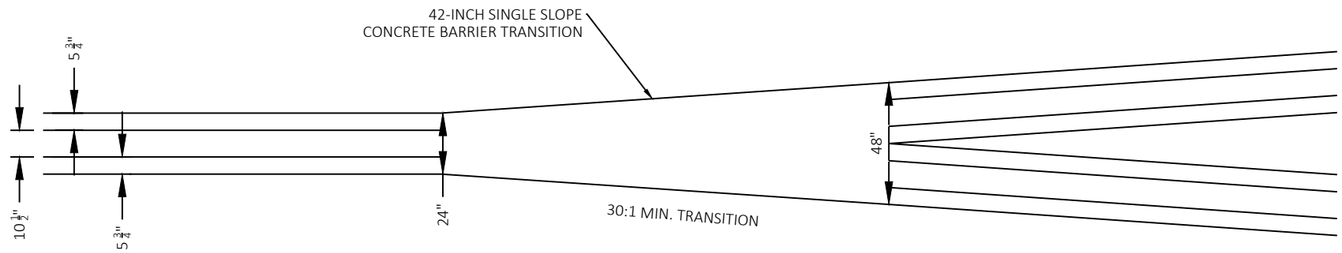
SEE THE FOLLOWING STANDARD DETAILS FOR BAR LOCATIONS:
- 32-INCH SINGLE FACED NJ SHAPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION
- 36-INCH SINGLE SLOPE CONCRETE BARRIER TO 42-INCH SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

TIE INTO EXISTING 32-INCH SINGLE FACED NJ CONCRETE BARRIER AT THE FOLLOWING LOCATIONS:
- STA 3662+61.43NB

2

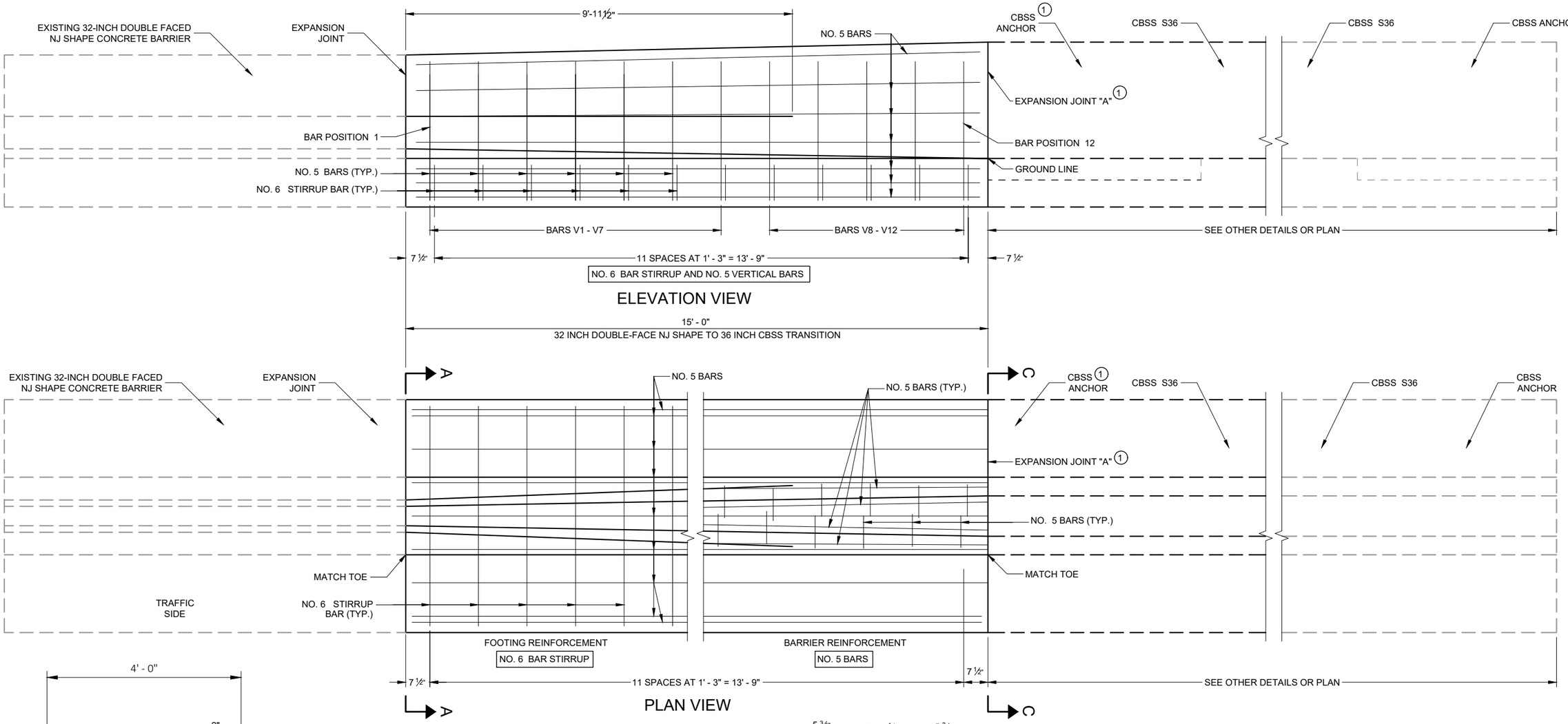


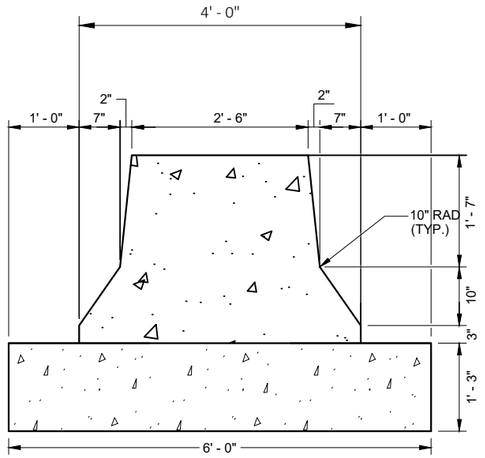
ELEVATION VIEW



PLAN VIEW

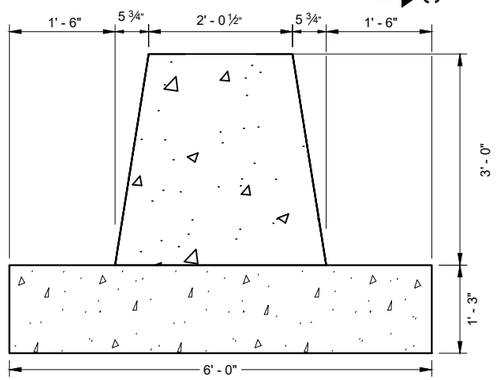
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET 51	E





SECTION A - A

MODIFIED 32-INCH DOUBLE FACE NJ SHAPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION DETAIL



SECTION C - C

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

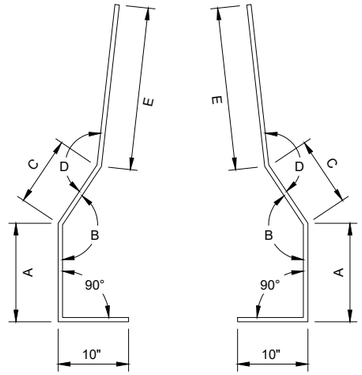
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

BAR CHART
BAR POSITIONS
1 - 7

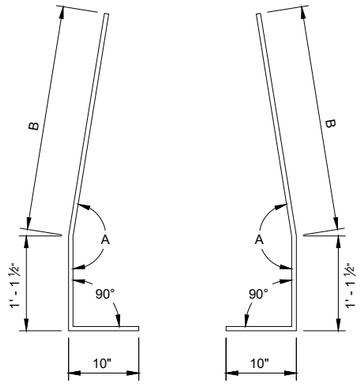
BAR	A	B	C	D	E
V1	1' - 2 ¼"	148°	1' - 1 ¼"	154°	1' - 5 ½
V2	1' - 2 ¼"	151°	1' - 1"	158°	1' - 6"
V3	1' - 2"	154°	1' - ¾"	161°	1' - 6 ½"
V4	1' - 2"	157°	1' - ½"	164°	1' - 7"
V5	1' -1 ½"	159°	1' - ¼"	168°	1' - 8"
V6	1' -1 ½"	162°	1' - ¼"	173°	1' - 8"
V7	1' -1 ½"	165°	1' - ¼"	176°	1' - 8"



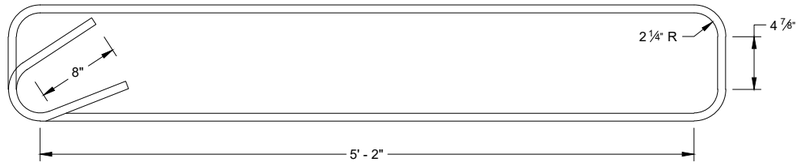
BAR BENDING DETAIL
BARS V1 - V7

BAR CHART
BAR POSITIONS
8 - 12

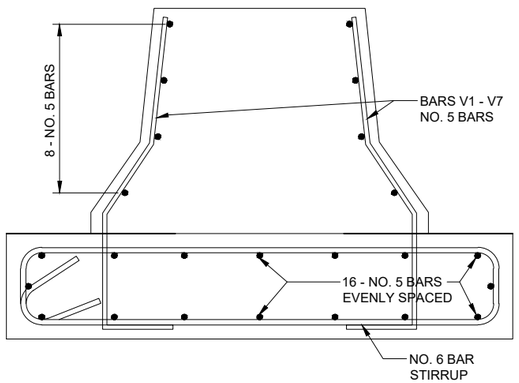
BAR	A	B
V8	169°	2' - 8"
V9	170°	2' - 8 ½"
V10	170°	2' - 9"
V11	171°	2' - 9"
V12	171°	2' - 9 ½"



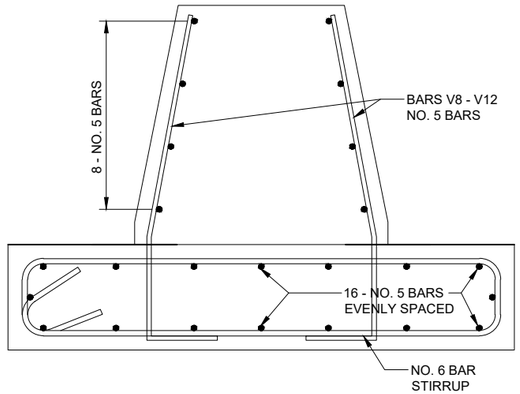
BAR BENDING DETAIL
BARS V8 - V12



STIRRUP BAR
BENDING DETAIL

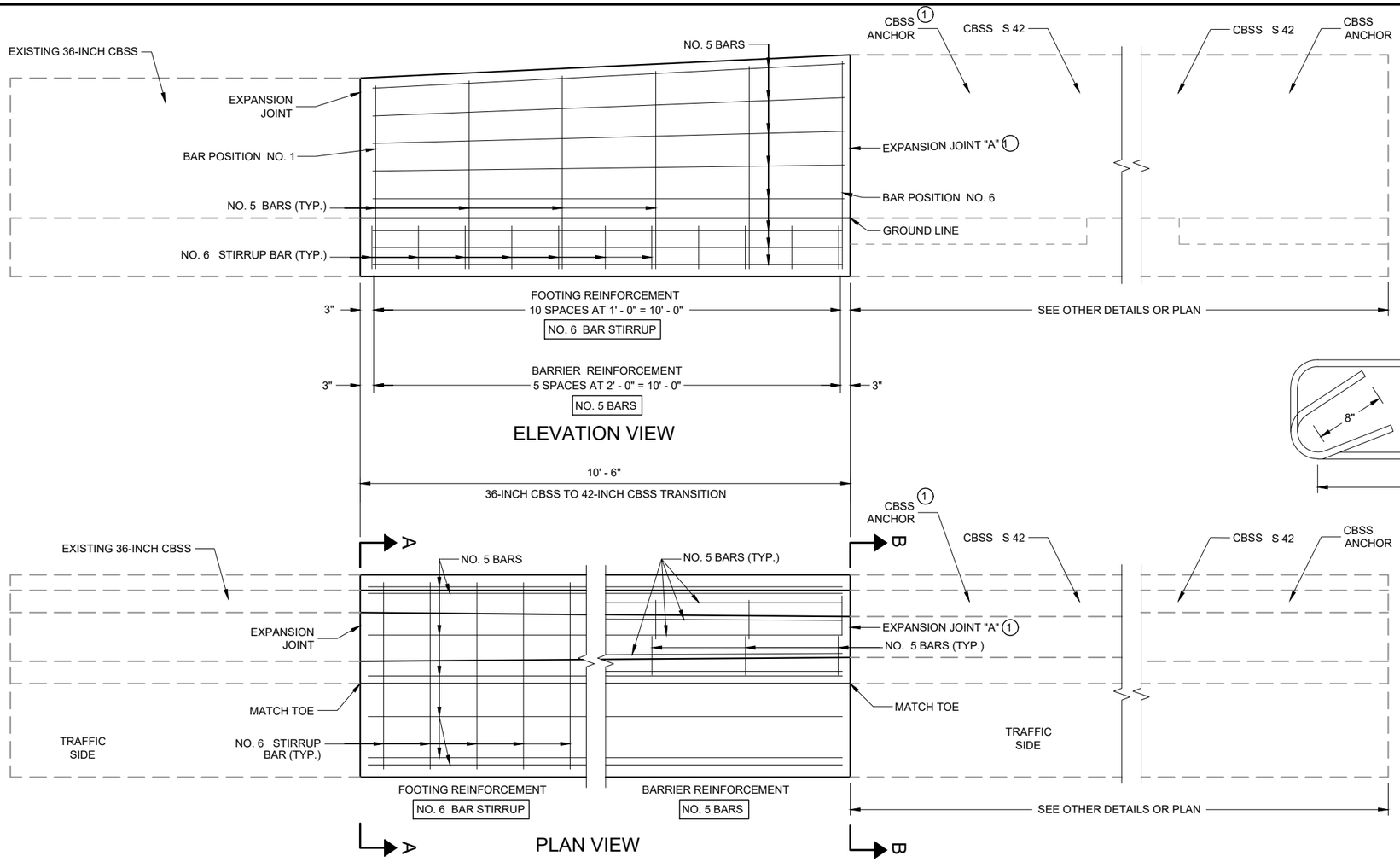


BAR DETAIL
BAR POSITIONS V1 - V7



BAR DETAIL
BAR POSITIONS V8 - V12

MODIFIED 32-INCH DOUBLE FACE NJ SHAPE CONCRETE BARRIER TO 36-INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION DETAIL

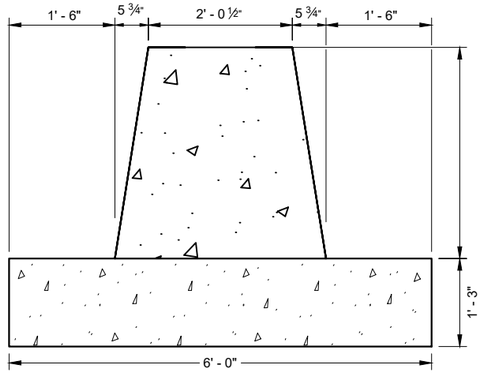


ELEVATION VIEW

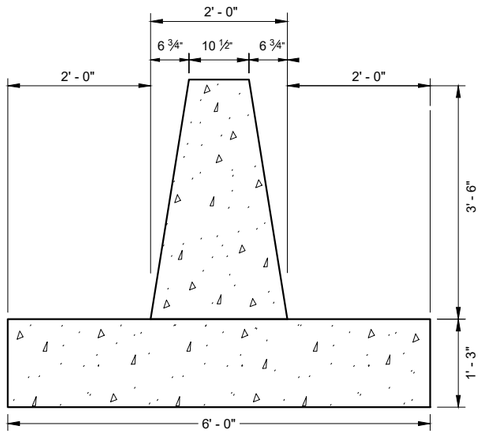
10' - 6"

36-INCH CBSS TO 42-INCH CBSS TRANSITION

PLAN VIEW



SECTION A - A



SECTION B - B

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

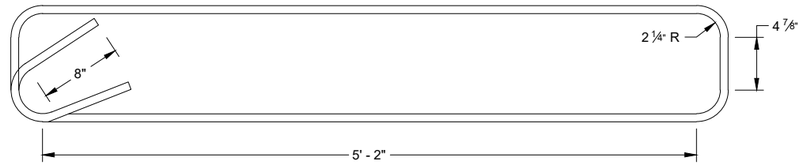
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

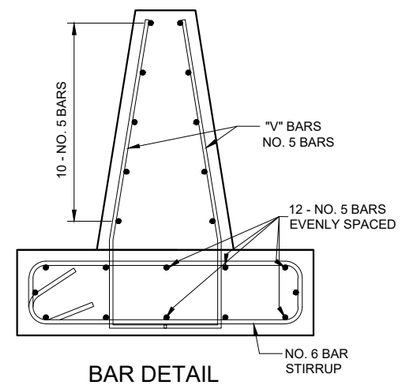
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.



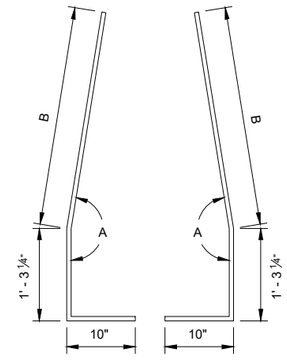
STIRRUP BAR
BENDING DETAIL



BAR DETAIL
BAR POSITIONS V1 - V6

BAR CHART
BAR POSITIONS
V1 - V6

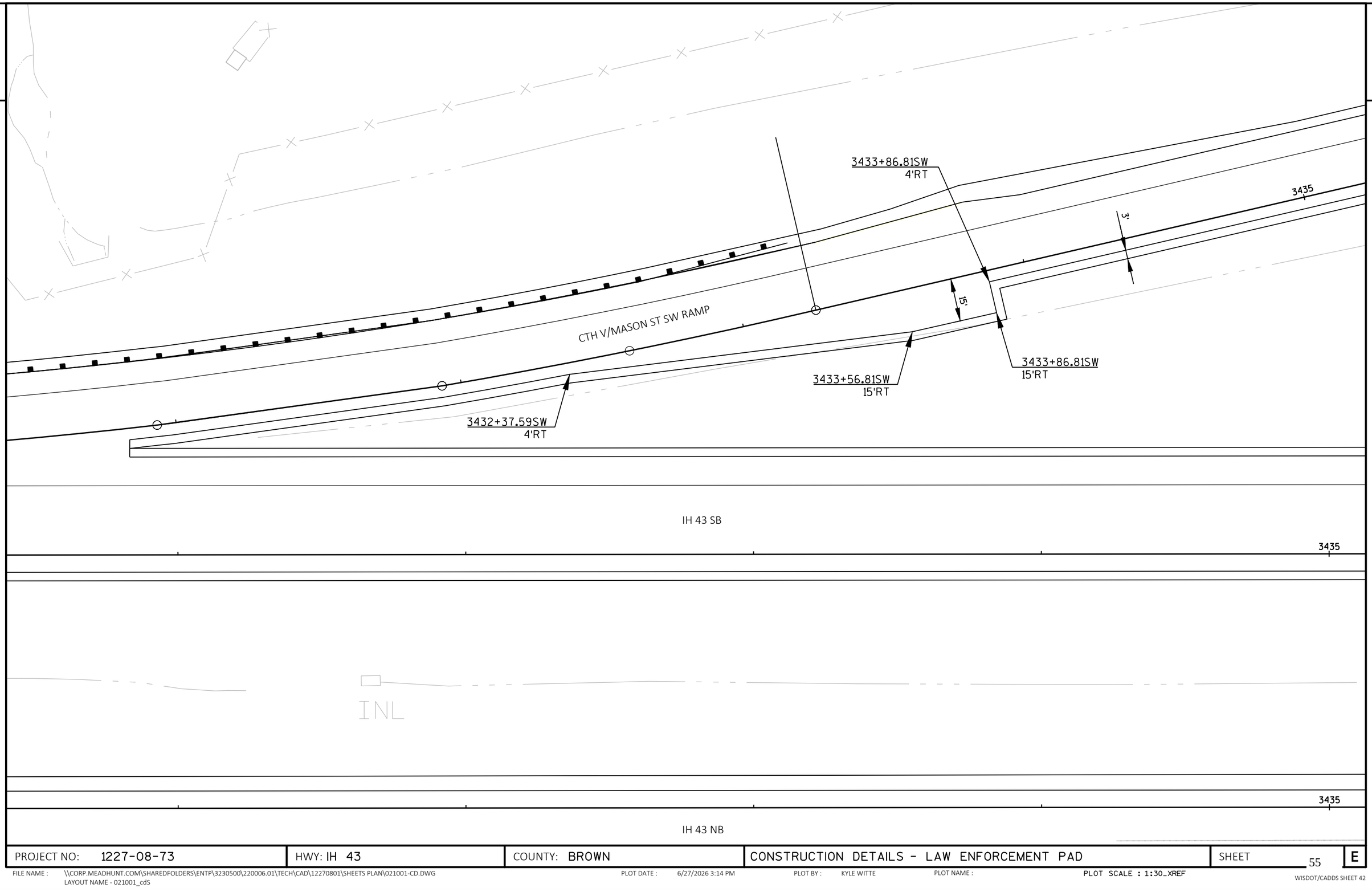
BAR	A	B
V1	170°	2' - 7 ½"
V2	170°	2' - 9"
V3	170°	2' - 9 ¾"
V4	170°	2' - 11 ¼"
V5	170°	3' - 0 ½"
V6	170°	3' - 2"



BENDING DETAIL
FOR BARS V1 - V6

MODIFIED SINGLE SLOPE CONCRETE BARRIER TO 42" SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION DETAIL

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - LAW ENFORCEMENT PAD	SHEET 55	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\021001-CD.DWG
LAYOUT NAME - 021001_cdS
PLOT DATE : 6/27/2026 3:14 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1:30_XREF
WISDOT/CADDS SHEET 42

2

2

IH 43 SB

3450

INL

3450

IH 43 NB

3449+97.39NE
5'LT

3448+78.31NE
15'LT

3448+48.28NE
15'LT

3450

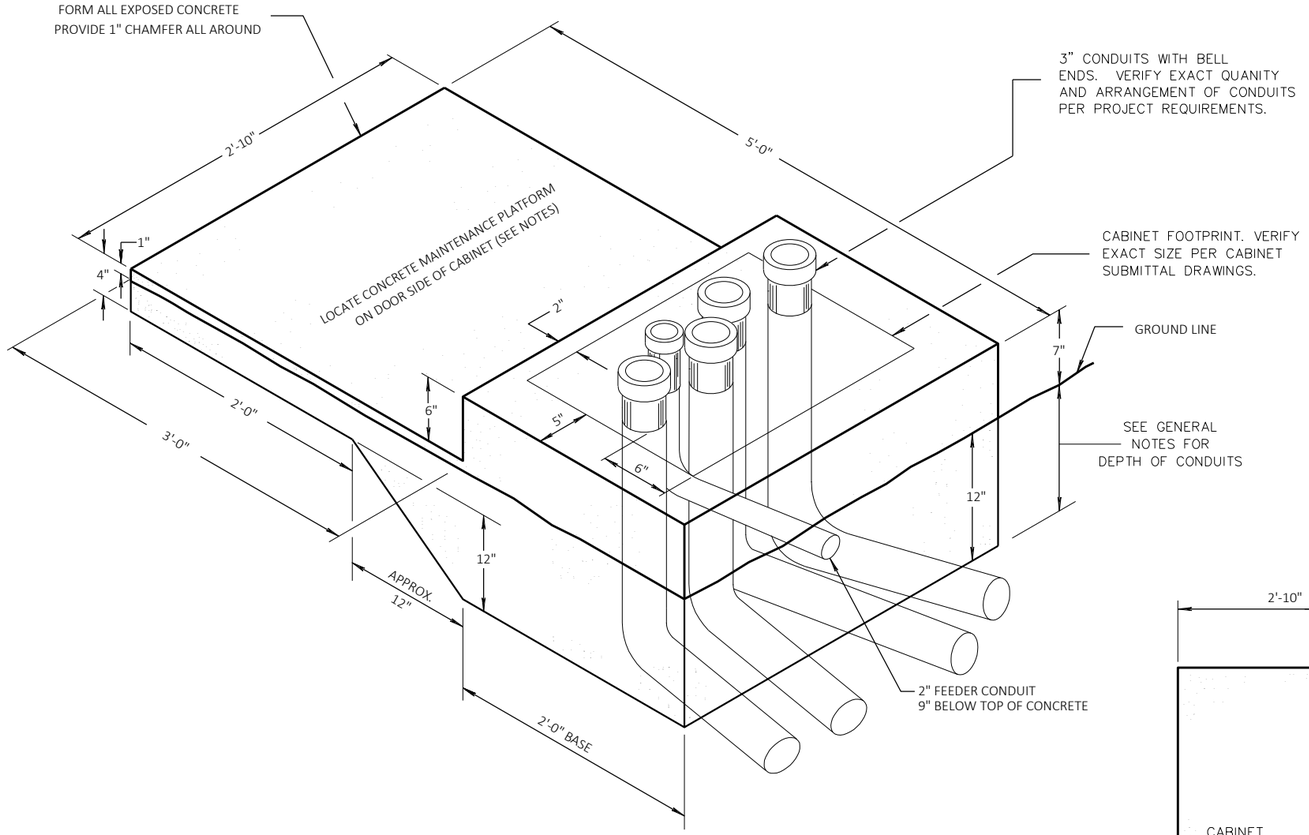
CTH V/MASON ST NE RAMP

15'

3'

3448+48.28NE
5'LT

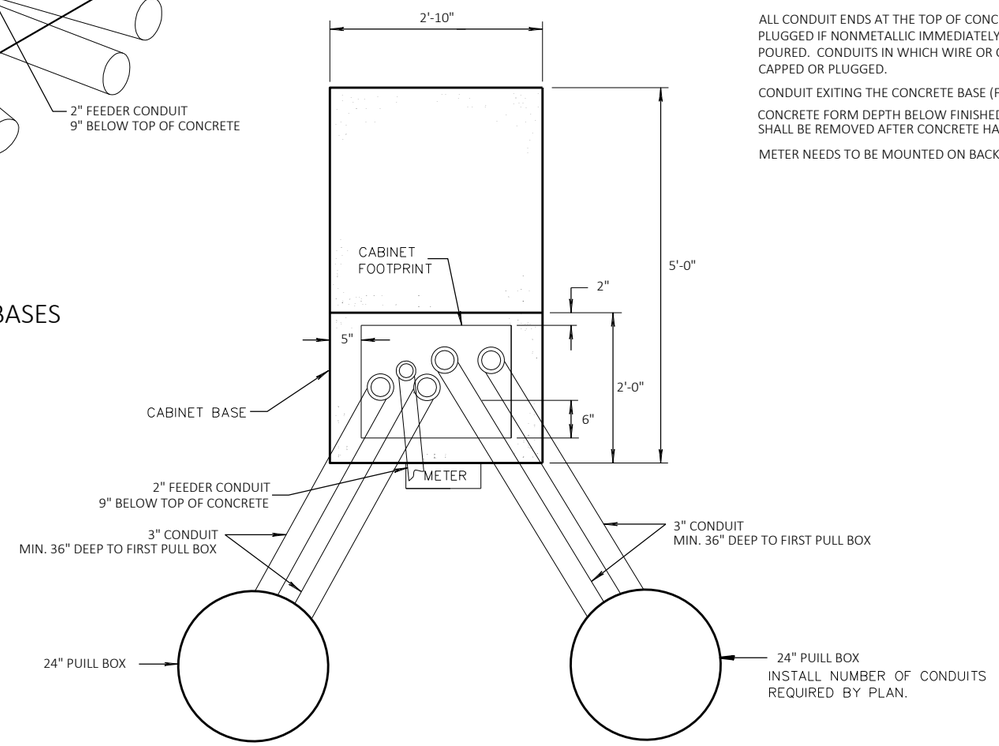
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - LAW ENFORCEMENT PAD	SHEET 56	E



ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASES
TYPE 9 NE REGION SPECIAL

(C.Y. CONCRETE = APPROX. 0.4)



PLAN VIEW

CONCRETE CONTROL CABINET BASES TYPE 9 NE REGION SPECIAL

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (FOUR THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

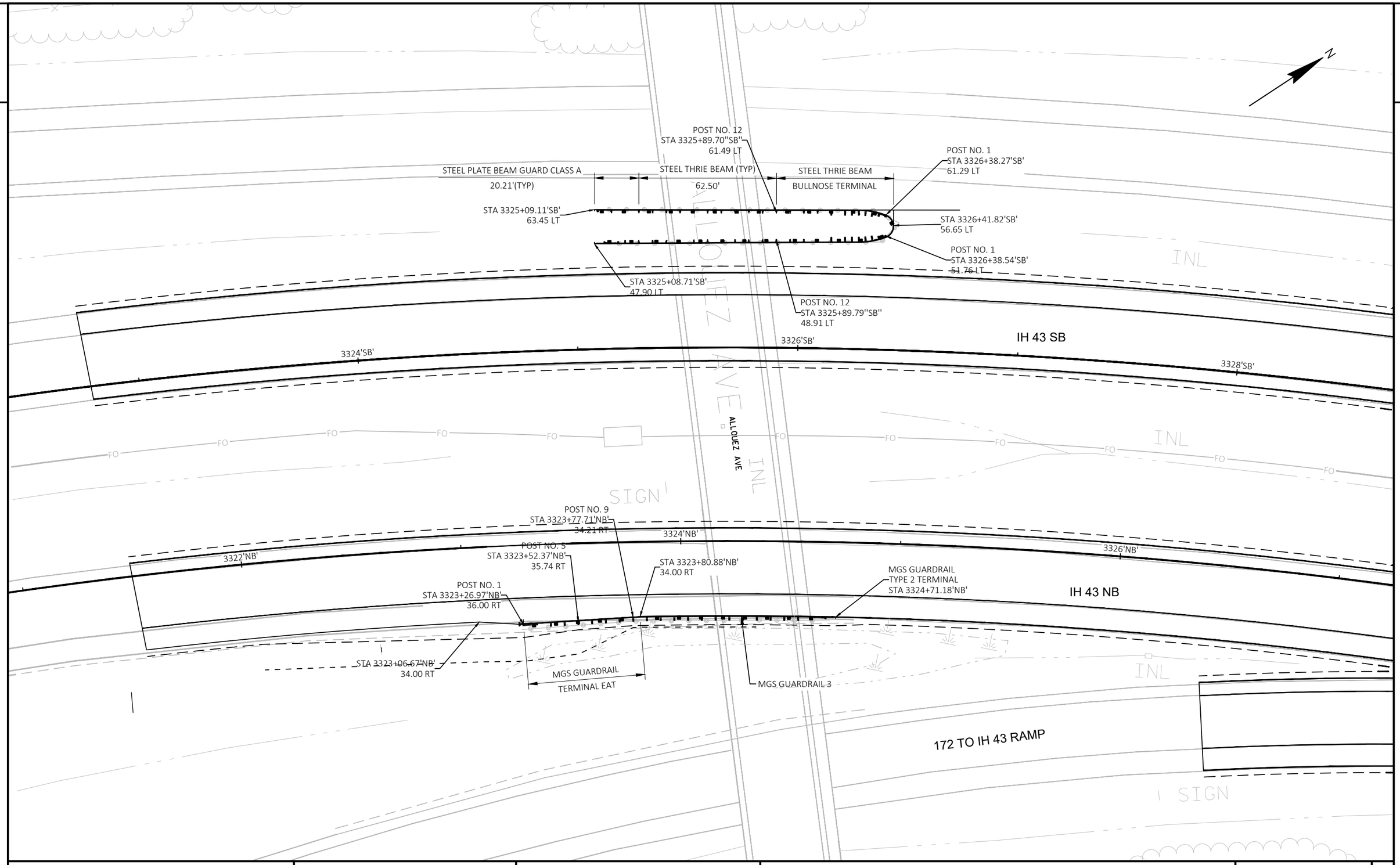
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

METER NEEDS TO BE MOUNTED ON BACK SIDE OF CABINET.

2

PROJECT NO: 1227-08-01	HWY: IH 43	COUNTY: BROWN	CONCRETE CONTROL CABINET BASES TYPE 9 NE REGION SPECIAL	SHEET 57	E

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 58	E

2

2

IH 43 SB - STH 172 WB RAMP

ADJUSTING STEEL PLATE BEAM GUARD

IH 43 SB -

IH 43 SB

3330'SB'

3332'SB'

3334'SB'

MATCH LINE 3334+54.15

3330'NB'

3332'NB'

3334'NB'

IH 43 NB

POST NO. 9
STA 3330+61.13'NB'
62.84 RT

STA 3330+64.26'NB'
63.15 RT

POST NO. 5
STA 3330+36.17'NB'
64.28 RT

POST NO. 1
STA 3330+11.21'NB'
65.73 RT

STA 3329+91.20'NB'
65.34 RT

STH 172 EB - IH 43 NB RAMP

STH 172 EB - IH 43

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3

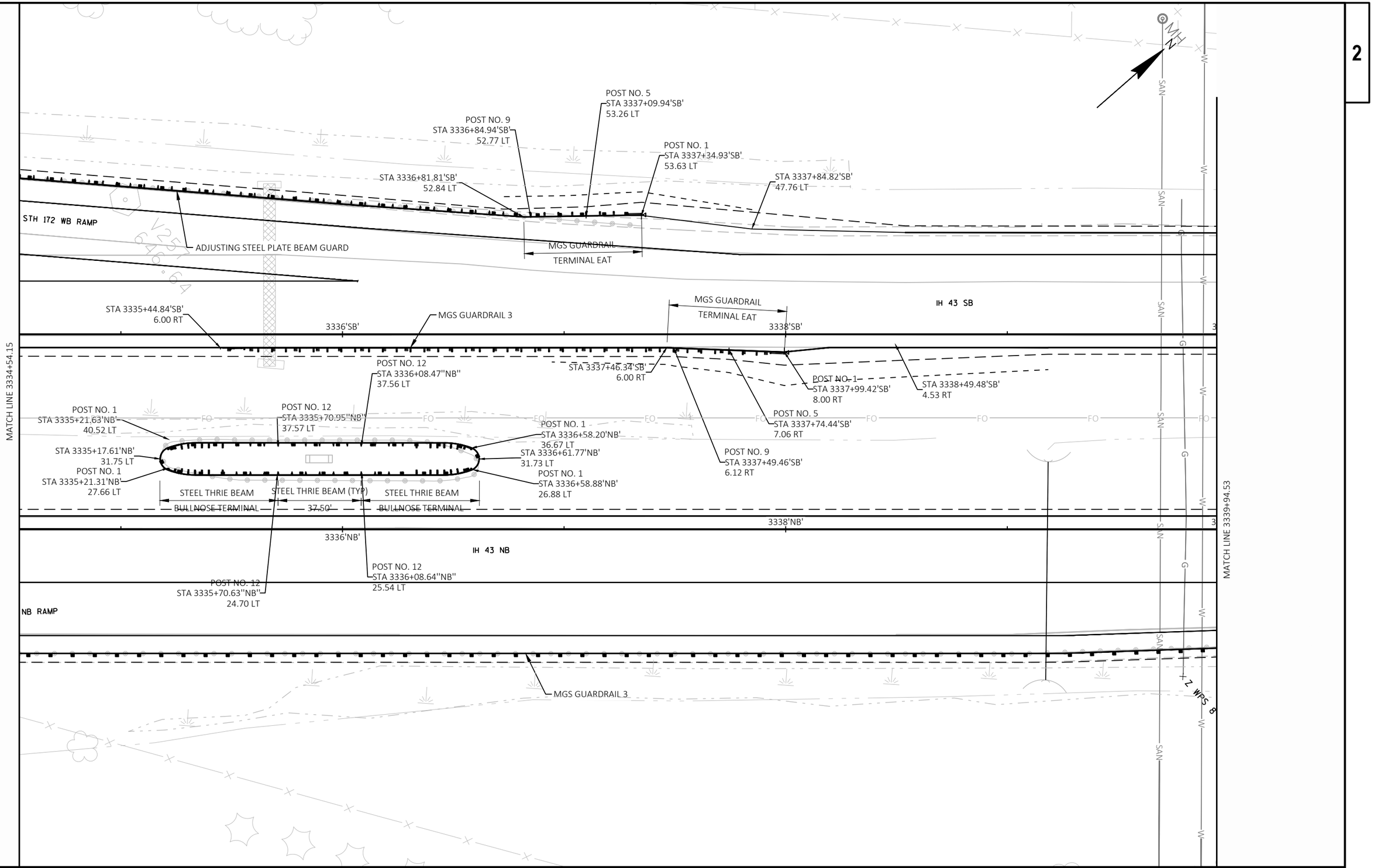
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 59	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_2

PLOT DATE : 6/28/2026 11:15 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 60	E

2

2

I 43

IH 43 SB

3340'SB'

3342'SB'

3344'SB'

FO

SIGN

INL

USH 141/STH 29

MATCH LINE 3339+94.53

3340'NB'

3342'NB'

3344'NB'

I 43

IH 43 NB

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3343+65.56'NB'

MGS GUARDRAIL 3

WS

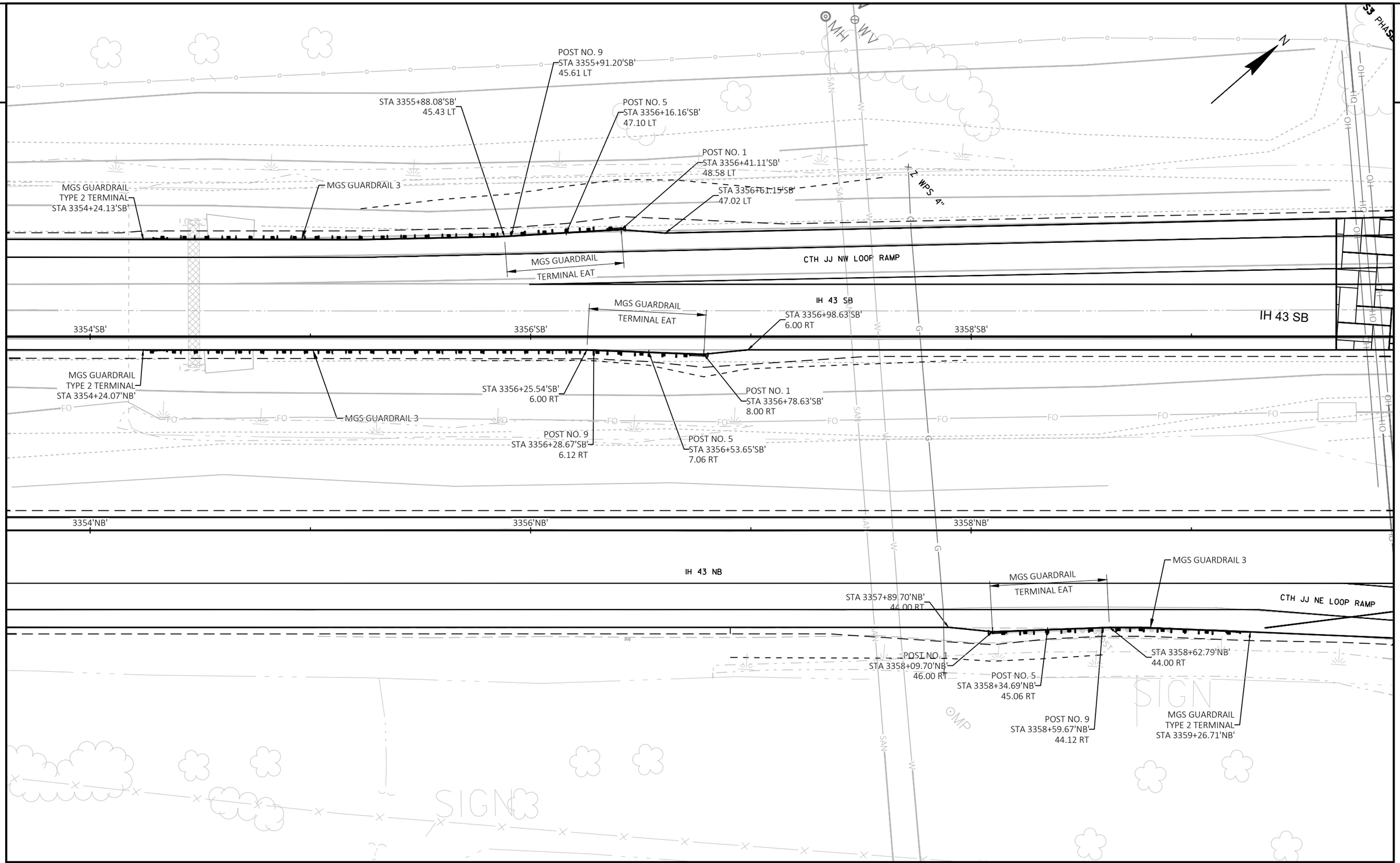
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 61	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_4

PLOT DATE : 6/28/2026 11:16 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 62	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_5
PLOT DATE : 6/28/2026 11:18 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

SIGN

MGS GUARDRAIL 3

POST NO. 9
STA 3385+45.50'SB'
34.12 LT

POST NO. 5
STA 3385+70.63'SB'
35.06 LT

POST NO. 1
STA 3385+95.78'SB'
36.00 LT

STA 3385+42.36'SB'
34.00 LT

CTH JJ NW RAMP

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3381+90.24'SB'

IH 43 SB

I 43

3382'SB'

3384'SB'

3386'SB'

MGS GUARDRAIL
TERMINAL EAT

STA 3386+15.90'SB'
34.00 LT

FO

INL

3382'NB'

3384'NB'

3386'NB'

IH 43 NB

I 43

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3385+93.16'NB'

STA 3381+59.67'NB'
50.78 RT

MGS GUARDRAIL
TERMINAL EAT

CTH JJ NE RAMP

SIGN

POST NO. 1
STA 3381+79.54'NB'
52.37 RT

POST NO. 5
STA 3382+04.27'NB'
50.84 RT

POST NO. 9
STA 3382+29.01'NB'
49.42 RT

STA 3382+32.11'NB'
49.25 RT

MGS GUARDRAIL 3

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 63	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_6
PLOT DATE : 6/28/2026 11:19 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

CTH V/MASON ST. SW RAMP

N

IH 43 SB

3436'SB'

3438'SB'

3440'SB'

INL

MH

CTH V/MASON ST.

MATCH LINE 3441+29.70

POST NO. 5
STA 3436+84.04'NB'
7.06 LT

POST NO. 9
STA 3437+09.03'NB'
6.12 LT

POST NO. 1
STA 3436+59.06'NB'
8.00 LT

STA 3436+39.06'NB'
6.00 LT

STA 3437+12.15'NB'
6.00 LT

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

3436'NB'

3438'NB'

3440'NB'

MGS GUARDRAIL
TERMINAL EAT

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

IH 43 NB

MGS GUARDRAIL
TERMINAL EAT

CONCRETE CURB & GUTTER 4-INCH
SLOPED 30-INCH TBTT

REMOVING INLETS

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3436+92.73'NB'
34.00 RT

POST NO. 1
STA 3437+12.73'NB'
36.00 RT

STA 3437+65.81'NB'
34.00 RT

MGS GUARDRAIL 3

POST NO. 5
STA 3437+37.71'NB'
35.06 RT

POST NO. 9
STA 3437+62.69'NB'
34.13 RT

ABANDONING SEWER

CTH V/MASON ST. SE RAMP

SIGN

SIGN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 64	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_7
PLOT DATE : 6/28/2026 11:19 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

CTH V/MASON ST. NW RAMP

POST NO. 5
STA 3444+52.57'SB'
35.06 LT

POST NO. 9
STA 3444+27.58'SB'
34.18 LT

STA 3444+24.46'SB'
34.00 LT

POST NO. 1
STA 3444+77.55'SB'
36.00 LT

STA 3444+97.55'SB'
34.00 LT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL
TERMINAL EAT

3442'SB'

3444'SB'

3446'SB'

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3444+82.57'SB'
6.00 RT

STA 3445+55.65'SB'
6.00 RT

POST NO. 9
STA 3444+85.69'SB'
6.12 RT

POST NO. 5
STA 3445+10.67'SB'
7.06 RT

POST NO. 1
STA 3445+35.65'SB'
8.00 RT

MATCH LINE 3441+29.70

3442'NB'

3444'NB'

3446'NB'

CTH V/MASON ST. NW RAMP

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 65	E

2

N

MGS GUARDRAIL 3

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3487+70.54'SB'

SIGN

I 43

3488'SB'

3490'SB'

3492'SB'

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3488+01.17'SB'

FO

POST NO. 5
STA 3489+04.69'NB'
7.06 LT

POST NO. 9
STA 3489+29.67'NB'
6.12 LT

POST NO. 1
STA 3488+79.71'NB'
8.00 LT

STA 3488+59.71'NB'
6.00 LT

STA 3489+32.79'NB'
6.00 LT

PC: 3490+77.84

MGS GUARDRAIL
THRIE BEAM
TRANSITION

3488'NB'

3490'NB'

3492'NB'

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL
TERMINAL EAT

I 43

STA 3487+78.44'NB'
34.00 RT

POST NO. 1
STA 3487+98.44'NB'
36.00 RT

POST NO. 5
STA 3488+23.42'NB'
35.06 RT

POST NO. 9
STA 3488+48.40'NB'
34.12 RT

STA 3488+51.53'NB'
34.00 RT

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 66	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_9

PLOT DATE : 6/28/2026 11:21 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

SUPERIOR RD.

ABANDONING SEWER

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TBTT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3496+64.60'SB'
34.09 LT

REMOVING INLETS

POST NO. 9
STA 3498+88.64'SB'
34.12 LT

POST NO. 5
STA 3499+13.85'SB'
35.15 LT

STA 3498+85.48'SB'
34.00 LT

POST NO. 1
STA 3499+39.08'SB'
36.00 LT

STA 3499+59.26'SB'
34.00 LT

MGS GUARDRAIL
TERMINAL EAT

IH 43 SB

3496'SB'

3498'SB'

3500'SB'

MGS GUARDRAIL
TERMINAL EAT

STA 3499+57.26'SB'
6.00 RT

STA 3498+84.31'SB'
6.00 RT

POST NO. 1
STA 3499+37.30'SB'
8.00 RT

POST NO. 5
STA 3499+12.37'SB'
6.96 RT

POST NO. 9
STA 3498+87.43'SB'
6.10 RT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3495+61.83'NB'
6.00 LT

3496'NB'

3498'NB'

3500'NB'

IH 43 NB

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3499+53.37'NB'

STA 3495+47.61'NB'
34.00 RT

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3498+48.25'NB'

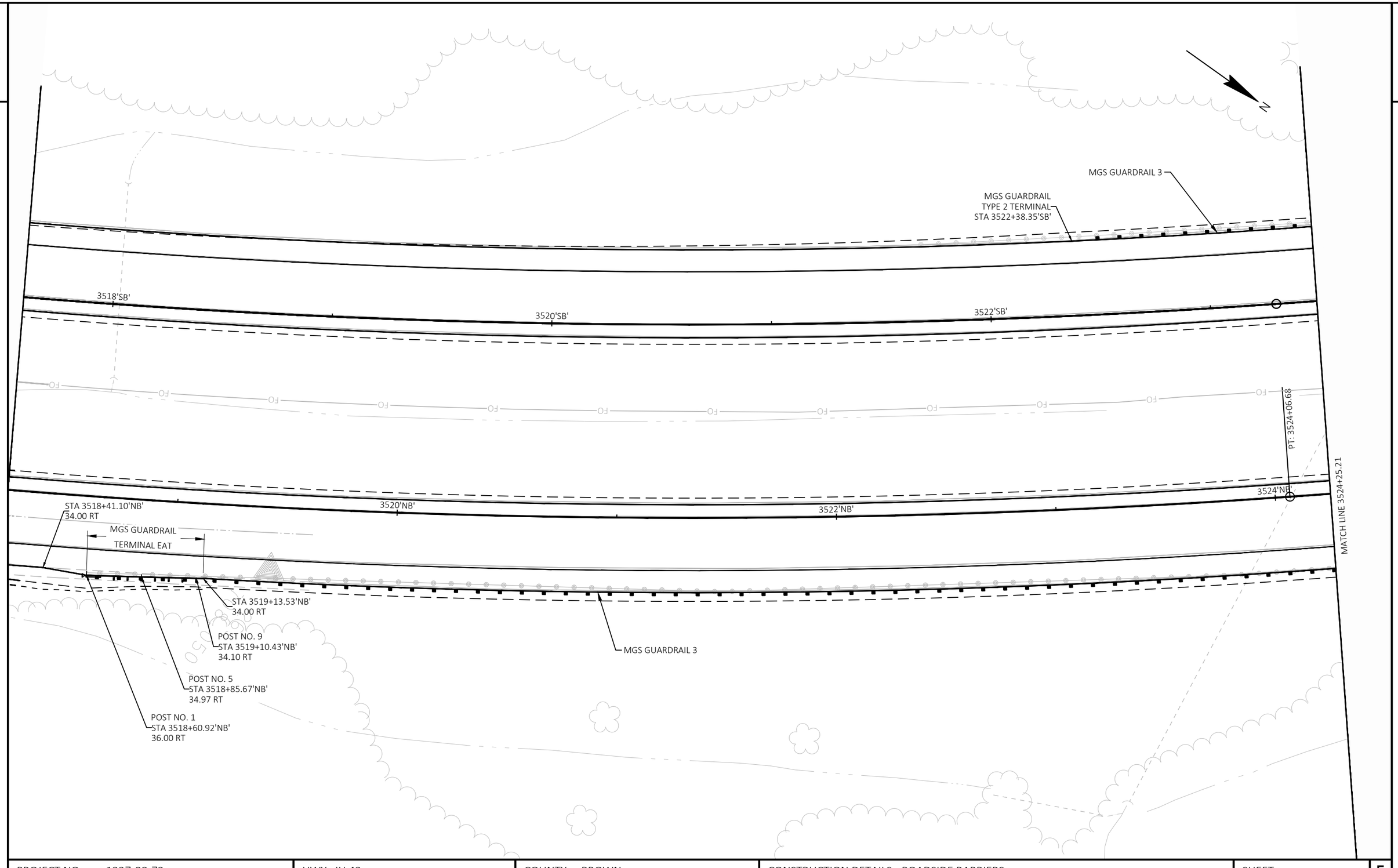
T262
701.910

SIGN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 67	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_10
PLOT DATE : 6/28/2026 11:22 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 68	E

2

2

MGS GUARDRAIL 3

3526'SB'

3528'SB'

3530

MATCH LINE 3524+25.21

3526'NB'

3528'NB'

3530

MATCH LINE 3530+00

MGS GUARDRAIL 3

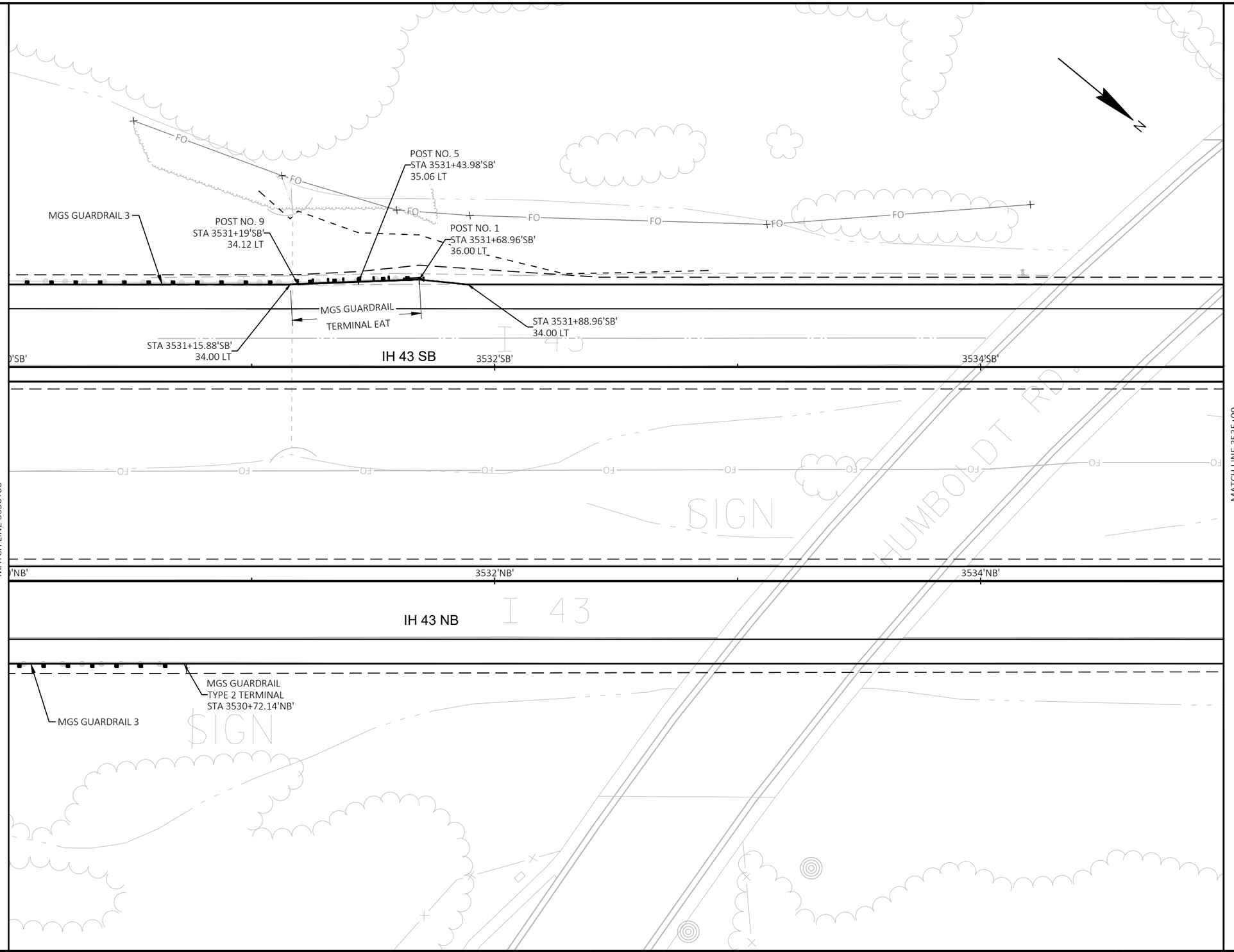
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 69	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_12

PLOT DATE : 6/28/2026 11:22 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

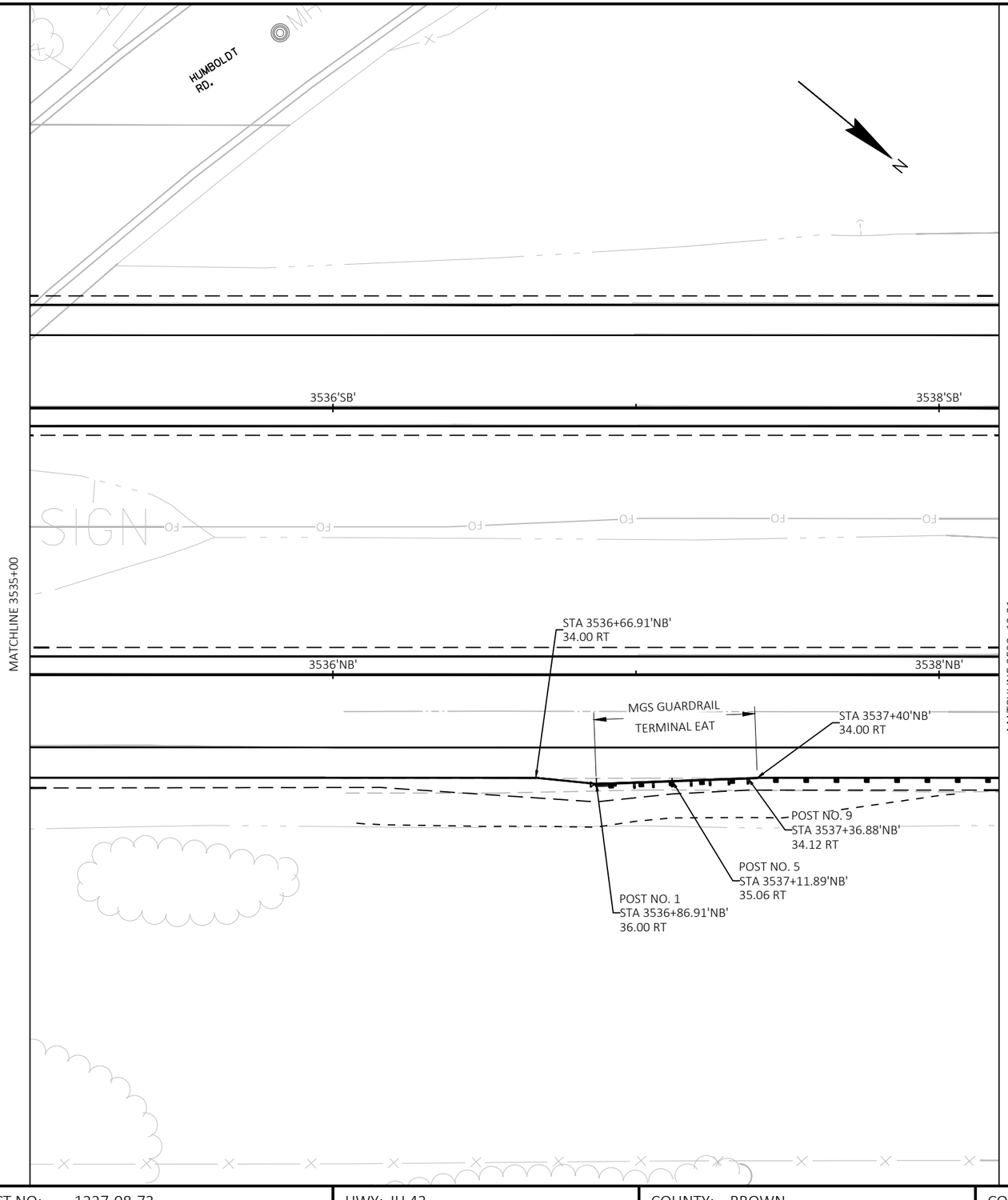
2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 70	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_13
PLOT DATE : 6/28/2026 11:30 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 71	E

2

2

MATCHLINE 3538+19.81

MATCH LINE 3544+02.33

SIGN

MGS GUARDRAIL 3

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3540+40.69'SB'

IH 43 SB

3540'SB'

3542'SB'

3544'

FO

3540'NB'

3542'NB'

3544'

IH 43 NB

MGS GUARDRAIL 3

SIGN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 72	E

2

2

SIGN

MGS GUARDRAIL 3

IH 43 SB

3546'SB'

3548'SB'

MATCH LINE 3544+02.33

INL

SIGN

3546'NB'

3548'NB'

MATCH LINE 3550+00

IH 43 NB

54/57 NE RAMP

MGS GUARDRAIL 3

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 73	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_15

PLOT DATE : 6/28/2026 11:18 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

MGS GUARDRAIL 3

STA 3555+57.75'SB'
43.92 LT

IH 43 SB

I 43

0'SB'

3552'SB'

3554'SB'

POST NO. 5
STA 3551+89.84'NB'
7.06 LT

POST NO. 9
STA 3552+14.82'NB'
6.12 LT

POST NO. 1
STA 3551+64.85'NB'
8.00 LT

STA 3552+17.94'NB'
6.00 LT

PC: 3553+08.30

POST NO. 12
STA 3553+24.03''NB''
34.03 RT

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MATCH LINE 3550+00

0'NB'

3552'NB'

3554'NB'

STA 3555+17.18'NB'
6.00 LT

MATCH LINE 3555+78.23

STA 3551+45.22'NB'
5.70 LT

MGS GUARDRAIL
TERMINAL EAT

STEEL THRIE BEAM
BULLNOSE TERMINAL

STEEL
THRIE
BEAM
25'

MGS GUARDRAIL 3
118.75'

IH 43 NB

STA 3555+05.56'NB'
34.00 RT

50

POST NO. 5
STA 3552+86.65'NB'
34.64 RT

**

MGS GUARDRAIL
THRIE BEAM
TRANSITION

POST NO. 5
STA 3552+84.62
9.09 LT

STEEL THRIE BEAM
BULLNOSE TERMINAL

STEEL
THRIE
BEAM
25'

**

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STH 54/STH 57 NE RAMP

MGS GUARDRAIL 3
118.75'

3555

MGS GUARDRAIL 3

POST NO. 12
STA 3553+21.94''
7.90 LT

STA 3555+04.81
8.00 LT

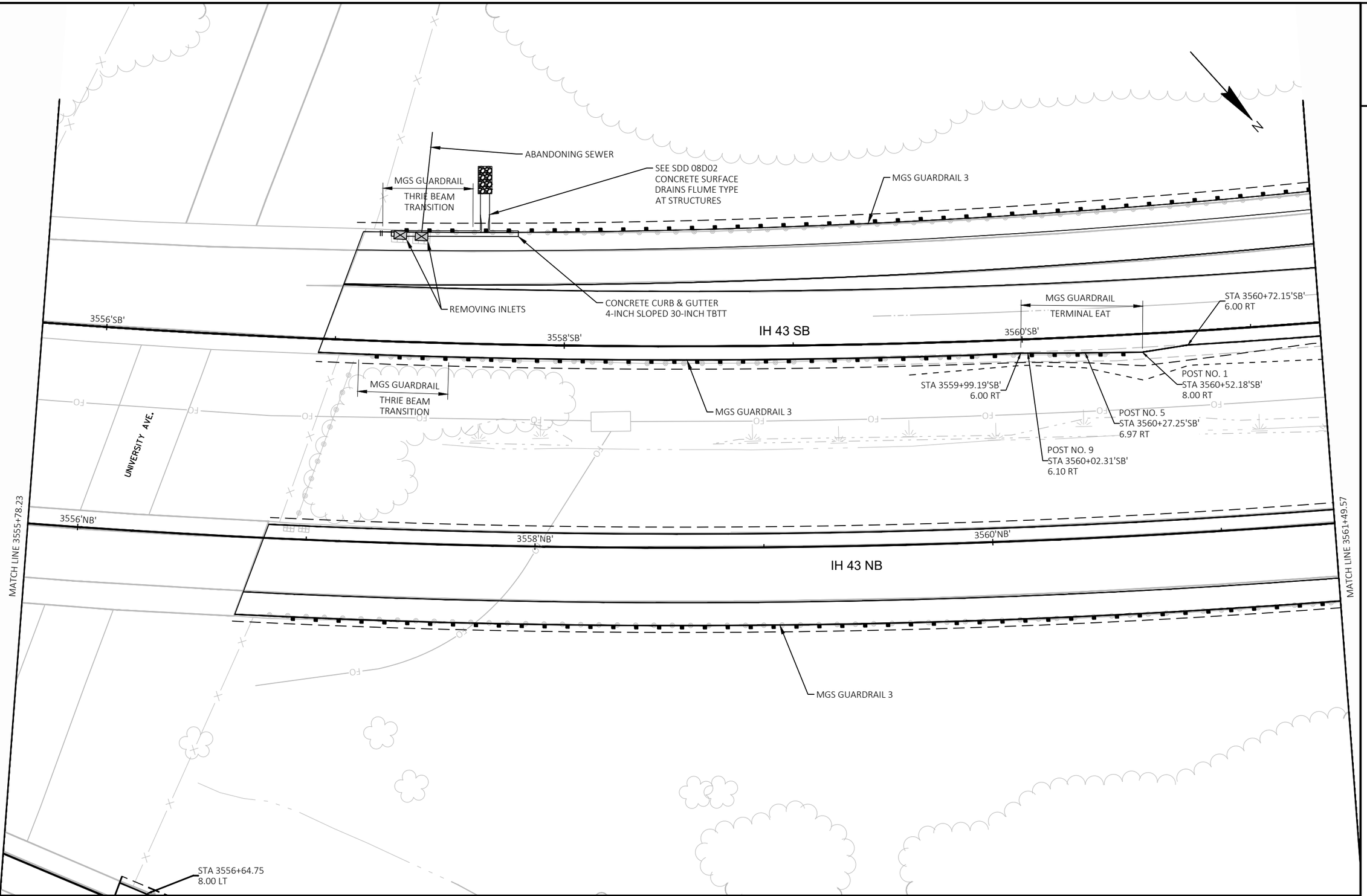
STA 3555+00.95
23.00 RT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

** ASYMMETRICAL THRIE BEAM TRANSITION (6.25')

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 74	E

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 75	E

2

2

N

MGS GUARDRAIL 3

54/57 SE RAMP

3565

3561

IH 43 SB

3562'SB'

3564'SB'

3566'SB'

MATCH LINE 3561+49.57

3562'NB'

3564'NB'

3566'NB'

IH 43 NB

MATCH LINE 3567+27.55

STA 3567+23.27'NB'
34.00 RT

MGS GUARDRAIL 3

STA 147+11.40
8.00 LT

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 76	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_18
PLOT DATE : 6/28/2026 11:15 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MGS GUARDRAIL 3

IH 43 SB

3568'SB'

3570'SB'

3572'SB'

ADJUSTING STEEL PLATE BEAMGUARD

MATCH LINE 3567+27.55

3568'NB'

3570'NB'

3572'NB'

IH 43 NB

3570

3570

STA 3572+13.97'NB'
52.14 RT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MGS GUARDRAIL 3

STA AHEAD = 3567+32.50
STA BACK = 147+95.64

SS

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 77	E

2

2

N

ADJUSTING STEEL PLATE BEAMGUARD

3574'SB'

IH 43 SB

3576'SB'

3578'SB'

MGS GUARDRAIL THRIE BEAM TRANSITION

MGS GUARDRAIL 3

54/57 EB

ADJUSTING STEEL PLATE BEAMGUARD

3574'NB'

3576'NB'

IH 43 NB

3578'NB'

MGS GUARDRAIL 3

MGS GUARDRAIL THRIE BEAM TRANSITION

54/57 WB

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 78	E

2

N

54/57 SOUTH LOOP

PCC 3585+61.14

STA A
STA BACK

ABANDONING SEWER

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

MGS GUARDRAIL 3

PCC 3585+44.14

3586'SB'

POST NO. 1
STA 3584+40.22'SB'
8.00 RT

POST NO. 5
STA 3584+15.24'SB'
7.06 RT

POST NO. 9
STA 3583+90.25'SB'
6.12 RT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

3584'SB'

STA 3584+60.22'SB'
6.00 RT

IH 43 SB

CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TBTT

STA 3583+87.13'SB'
6.00 RT

MGS GUARDRAIL
TERMINAL EAT

STA 3580+49.96'SB'
50.11 LT

REMOVING INLETS

3582'SB'

MGS GUARDRAIL 3

3586'NB'

3580'SB'

MGS GUARDRAIL
THRIE BEAM
TRANSITION

PCC 3581+94.25

3584'NB'

STA 3580+31.36'SB'
6.05 RT

IH 43 NB

STA 3580+82.37'NB'
15.07 LT

3582'NB'

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3583+65.61'NB'

MGS GUARDRAIL 3

STA 3580+40.07'NB'
34.58 RT

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 79	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_22
PLOT DATE : 6/28/2026 11:22 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MGS GUARDRAIL 3

IH 43 SB

3602'SB'

3604'SB'

3606'SB'

BPt 96+59.47

FO

TNL

MATCH LINE 3600+64.92

3602'NB'

3604'NB'

3606'NB'

IH 43 NB

POST NO. 1
STA 3600+96.86'NB'
46.00 RT

POST NO. 5
STA 3601+21.84'NB'
45.06 RT

POST NO. 9
STA 3601+46.82'NB'
44.12 RT

STA 3601+49.95'NB'
44.00 RT

MGS GUARDRAIL
TERMINAL EAT

STA 3600+76.86'NB'
44.00 RT

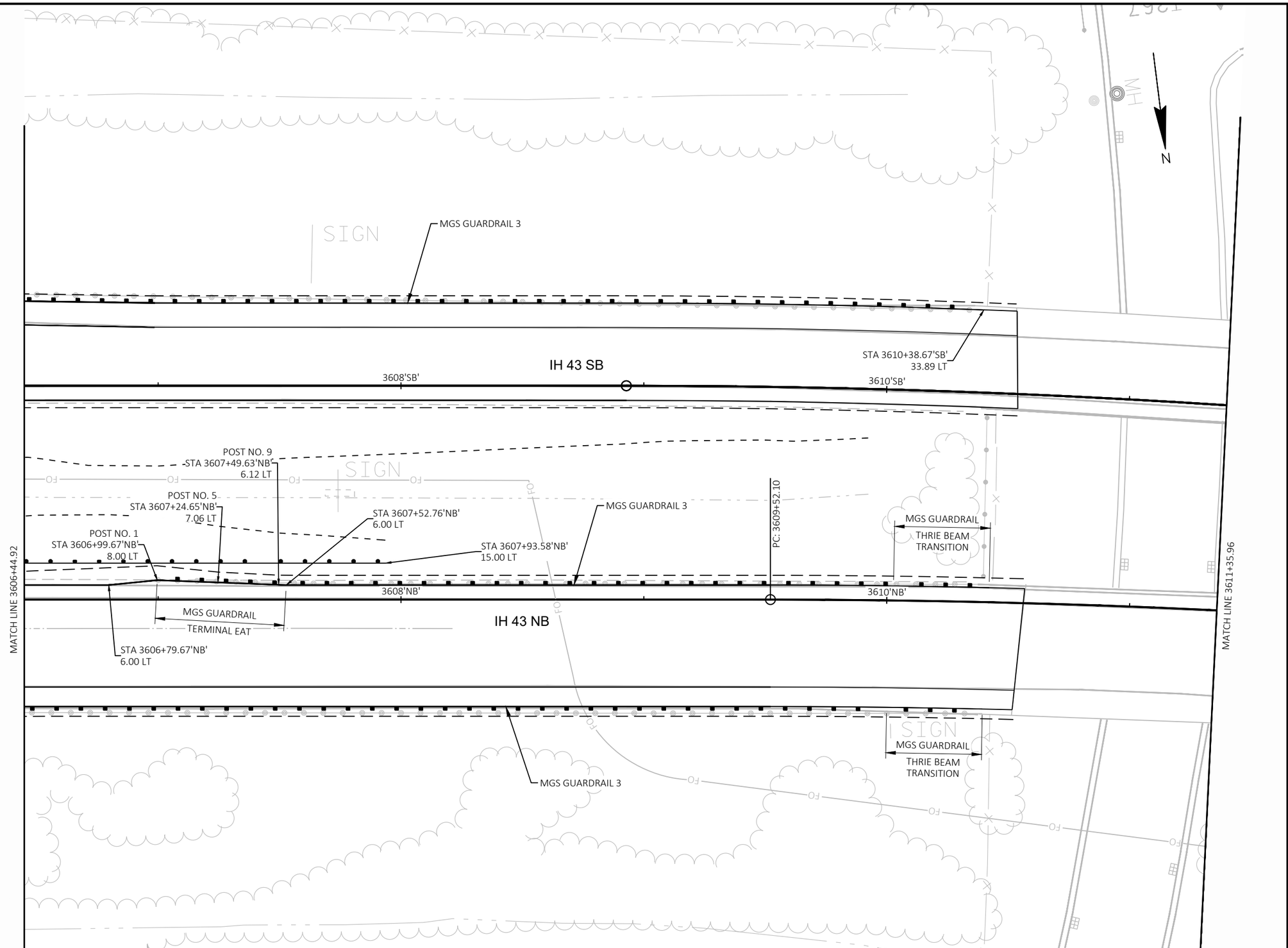
MGS GUARDRAIL 3

SIGN

MATCH LINE 3606+44.92

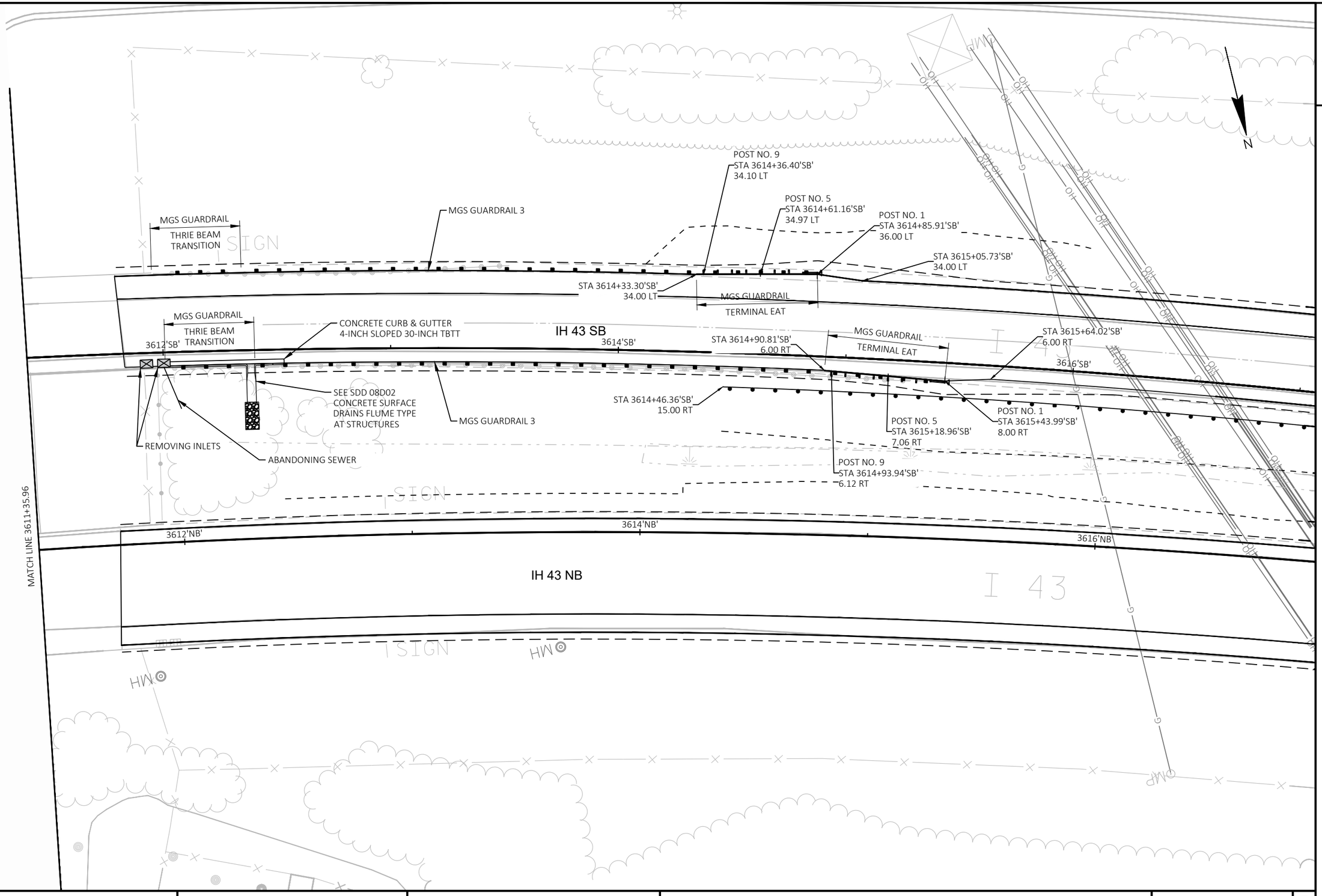
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 80	E

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 81	E

2


N
POST NO. 9
STA 3614+36.40'SB'
34.10 LT
POST NO. 5
STA 3614+61.16'SB'
34.97 LT
POST NO. 1
STA 3614+85.91'SB'
36.00 LT
STA 3615+05.73'SB'
34.00 LT
MGS GUARDRAIL 3
MGS GUARDRAIL
THRIE BEAM
TRANSITION
STA 3614+33.30'SB'
34.00 LT
MGS GUARDRAIL
TERMINAL EAT
MGS GUARDRAIL
THRIE BEAM
TRANSITION
3612'SB'
CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TBTT
IH 43 SB
3614'SB'
STA 3614+90.81'SB'
6.00 RT
MGS GUARDRAIL
TERMINAL EAT
STA 3615+64.02'SB'
6.00 RT
3616'SB'
SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES
MGS GUARDRAIL 3
STA 3614+46.36'SB'
15.00 RT
POST NO. 1
STA 3615+43.99'SB'
8.00 RT
POST NO. 5
STA 3615+18.96'SB'
7.06 RT
REMOVING INLETS
ABANDONING SEWER
POST NO. 9
STA 3614+93.94'SB'
6.12 RT
MATCH LINE 3611+35.96
3612'NB'
3614'NB'
3616'NB
IH 43 NB
I 43
SIGN
SIGN
SIGN
HW
HW
MH
OHP
OHP
OHP

2

2

SIGN

N

IH 43 SB

3626'SB'

3628'SB'

3630'SB'

STA 3626+80.91'SB'
15.00 RT

STA 3627+44.69'NB'
15.00 LT

3626'NB'

3628'NB'

3630'NB'

IH 43 NB

MGS GUARDRAIL
TERMINAL EAT

STA 3625+62.20'NB'
37.97 RT

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3628+98.70'NB'

STA 3626+36.23'NB'
37.49 RT

POST NO. 1
STA 3625+83.18'NB'
40.24 RT

POST NO. 5
STA 3626+08.14'NB'
38.94 RT

POST NO. 9
STA 3626+33.13'NB'
37.65 RT

MGS GUARDRAIL 3

HWY SIGN

SAN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 83	E

2

2

N

SIGN

I 43

ABANDONING SEWER

REMOVING INLETS

STA 3657+22.34'SB'
6.00 RT

3658'SB'

IH 43 SB

3660'SB'

STA 3661+11.74'SB'
6.00 RT

3662'SB'

STA 3656+46.69'NB'
15.00 LT

MGS GUARDRAIL
TERMINAL EAT

STA 3657+33.36'NB'
6.27 LT

MGS GUARDRAIL 3

CONCRETE CURB & GUTTER
4-INCH SLOPED 30-INCH TBTT

SIGN

STA 3661+06.53'NB'
5.83 LT

POST NO. 1
STA 3657+53.39'NB'
9.00 LT

3658'NB'

STA 3658+06.44'NB'
6.00 LT

3660'NB'

3662'NB'

IH 43 NB

MGS GUARDRAIL
THRIE BEAM
TRANSITION

REMOVING INLETS

POST NO. 5
STA 3657+79.53'NB'
6.85 LT

POST NO. 9
STA 3658+04.51'NB'
6.19 LT

MGS GUARDRAIL
TERMINAL EAT

POST NO. 9
STA 3656+16.96
23.12 RT

ABANDONING SEWER

STA 3656+20.15
23.08 RT

POST NO. 1
STA 3658+19.57'NB'
36.00 RT

POST NO. 5
STA 3658+44.55'NB'
34.93 RT

POST NO. 9
STA 3658+69.53'NB'
33.86 RT

STA 3658+72.66'NB'
34.00 RT

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3661+10.22'NB'
34.00 RT

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

WEBSTER NE RAMP

SAN

SS

EO

3660

2 DOT FIBER - 2 RUNS

WEBST

I 43

MATCH LINE 3662+10.98

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 84	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_27

PLOT DATE : 6/28/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 3662+10.98

MATCH LINE 3667+90.98

N

MGS GUARDRAIL
THRIE BEAM
TRANSITION

℄ PJ 3663+06.03

℄ PJ 3666+11.51

WEBSTER SE RAMP

3665

STA 3662+58.17'SB'
55.00 LT

STA 3662+62.26'SB'
6.00 RT

1

2

CONCRETE BARRIER TYPE S42

3664'SB'

IH 43 SB

3666'SB'

ADJUSTING INLET COVERS

IH 43 SB

ADJUSTING INLET COVERS

3664'NB'

3666'NB'

STA 3662+61.42'NB'
6.00 LT

1

2

CONCRETE BARRIER TYPE S42

IH 43 NB

IH 43 NB

SIGN

SIGN

SIGN

SS

SS

PCC: 3667+19.48

WEBSTER NE LOOP

PCC: 3665+17.90

3665

SAN

MH

INL

POST NO. 1
STA 3664+68.11

LEGEND

1 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36

2 CONCRETE BARRIER TRANSITION TYPE S36 TO S42

3 CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 85	E

2

STA 3669+02.92SE
23.00 LT

MGS GUARDRAIL
TERMINAL EAT

3670

N

STA 3670+70
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

CONCRETE BARRIER TYPE S42

STA 3668+76.03'SB'
6.00 RT

STA 3669+24'SB'
7.43 RT

IH 43 SB

3668'SB'

3670'SB'

3672'SB'

2

3

3668'NB'

3670'NB'

3672'NB'

STA 3672+21.07'NB'
6.00 LT

MATCH LINE 3667+90.98

CBSS TRANSITION
30:1 MIN (TYP)

CONCRETE BARRIER TYPE S42

CONCRETE BARRIER TYPE S42

IH 43 NB

STA 3668+75.28'NB'
6.00 LT

STA 3669+23.28'NB'
7.24 LT

REMOVING INLETS

EP: 3669+31.06

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

WEBSTER AVE

MATCH LINE 3673+65.71

LEGEND

1 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36

2 CONCRETE BARRIER TRANSITION TYPE S36 TO S42

3 CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 86	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_29

PLOT DATE : 6/28/2026 11:18 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 3673+65.71

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MGS GUARDRAIL 3

MGS GUARDRAIL
TERMINAL EA

STA 3673+93.77'NB'
6.19 LT

STA 3676+72.97'SB'
34.00 LT

STA 3677+46.05'SB'
34.00 LT

POST NO. 5
STA 3677+01.07'SB'
35.06 LT

POST NO. 1
STA 3677+26.05'SB'
36.00 LT

POST NO. 9
STA 3676+76.09'SB'
34.12 LT

STA 3677+78
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH
(STEEL)
CONCRETE COLLARS FOR PIPES

IH 43 SB

3 2
15' 10.5'

STA 3674+20.20'NB'
7.10 LT

3674'SB'

3676'SB'

3676'NB'

3678'NB'

3674'NB'

STA 3674+08
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

IH 43 NB

STA 3673+79.03'NB'
47.18 RT

MGS GUARDRAIL 3

MATCH LINE 3679+32.06

TV
HO
FO
W
SAN

LEGEND

1 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36

2 CONCRETE BARRIER TRANSITION TYPE S36 TO S42

3 CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

2

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 87	E

2

MATCH LINE 3679+32.06

3680

WEBSTER SW RAMP

SIGN

SIGN

SIGN

STA 3681+53
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

PI 3682+89.87

STA 3685+06
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

N

43

IH 43 SB

3680'SB'

3682'SB'

3684'SB'

3685

PI 3684+88.90

2

3

10.5'

15'

W

3680'NB'

3682'NB'

3684'NB'

43

IH 43 NB

CONCRETE BARRIER TYPE S42 (TYP)

STA 3685+26.84'NB'
5.84 LT

MGS GUARDRAIL 3

STA 3685+18.31'NB'
34.00 RT

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

MGS GUARDRAIL
THRIE BEAM
TRANSITION

SAN

LEGEND

1 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36

2 CONCRETE BARRIER TRANSITION TYPE S36 TO S42

3 CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 88	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_31

PLOT DATE : 6/28/2026 11:15 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STA 3765+21.53'SB'
54.91 LT

STA 3765+11.15'NB'
6.00 LT

STA 3767+10
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

ATKINSON SE RAMP

STA 3770+11
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

3765

STA 3765+38
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

REMOVING ANCILLARY
STRUCTURE (S-5-32)

IH 43 SB

3766'SB'

3768'SB'

3770'SB'

3766'NB'

3768'NB'

3770'NB'

15'

10.5'

CONCRETE BARRIER TYPE S42 (TYP)

3

2

IH 43 NB

MATCH LINE 3770+92.50

STA 3765+28.45'NB'
34.00 RT

MGS GUARDRAIL 3

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3769+70.04'NB'

LEGEND

1 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36

2 CONCRETE BARRIER TRANSITION TYPE S36 TO S42

3 CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 89	E

2

2

ATKINSON SE RAMP

MGS GUARDRAIL 3

RDRAIL
MINAL
3.77SE

DRIVE

N

SS SS SS SS

STA 3773+11
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW
PIPE UNDERDRAIN UNPERFORATED 12-INCH (STEEL)
CONCRETE COLLARS FOR PIPES

SIGN

B

IH 43 SB

3772'SB'

3774'SB'

STA 3775+40.61'NB'
9.55 LT

ADJUSTING INLET COVERS

3776'SB'

IH 43 SB

MATCH LINE 3770+92.50

3772'NB'

3774'NB'

3776'NB'

IH 43 NB

IH 43 NB

IH 43 NB

MATCH LINE 3776+72.50

CBSS TRANSITION
30:1 MIN (TYP)

CONCRETE BARRIER TYPE S42

CONCRETE BARRIER TYPE S42 (TYP)

STA 3775+88.59'NB'
6.00 LT

SIGN

LEGEND

1. CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36
2. CONCRETE BARRIER TRANSITION TYPE S36 TO S42
3. CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 90	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_33
PLOT DATE : 6/28/2026 11:22 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

STA 72+80.31
35.94 LT

STA 3778+46'SB'
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW

STA 3779+58'SB'
REMOVING INLET
INLET 2X2.5-FT
INLET COVERS TYPE BW

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MGS GUARDRAIL 3

IH 43 SB

ABANDONING SEWER
(112 FT OF 12-INCH RCP)

CONCRETE BARRIER TYPE S42

STA 3780+81.22'SB'
6.00 RT

3778'SB'

3780'SB'

3782'SB'

PT: 3782+43.07

10.50'

STA 3780+83.76'SB'
6.00 RT

3778'NB'

3780'NB'

3782'NB'

IH 43 NB

STORM SEWER PIPE REINFORCED
CONCRETE CLASS III 12-INCH

(S-5-447)

REMOVING
GUARDRAIL

CONCRETE BARRIER TYPE S42

MATCH LINE 3776+72.50

MATCH LINE 3782+67.19

STA 3782+49.98'NB'
6.00 LT

STA 3778+45'SB'
INLET 3-FT DIAMETER
MANHOLE COVER TYPE K

STA 3779+59'SB'
INLET 3-FT DIAMETER
MANHOLE COVER TYPE K

75

SS

ATKINSON DRIVE

LEGEND

1. CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36
2. CONCRETE BARRIER TRANSITION TYPE S36 TO S42
3. CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 91	E

2

2

ATKINSON SW RAMP

3786

3788

SIGN

SIGN

MGS GUARDRAIL 3

MGS GUARDRAIL
TERMINAL EAT
3784'SB'

IH 43 SB

3786'SB'

3788'SB'

MATCH LINE 3782+67.19

3784'NB'

3786'NB'

3788'NB'

STA 3783+70.75'SB'
6.00 RT

POST NO. 9
STA 3783+73.88'SB'
6.12 RT

POST NO. 5
STA 3783+98.87'SB'
7.09 RT

POST NO. 1
STA 3784+23.87'SB'
8.00 RT

CABLE BARRIER TYPE 1

IH 43 NB

+49.98'NB'

SIGN

ATKINSON NW LOOP

1272
590.070

SAN

SAN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 92	E

2

2

ATKINSON SW RAMP

3790

STA 3789+16.12'SB'
15.00 RT

3790'SB'

3792'SB'

3794'SB'

CABLE BARRIER TYPE 1

I 43

IH 43 SB

3790'NB'

3792'NB'

3794'NB'

I 43

IH 43 NB

SAN

SAN

SAN

2

2

SAN

SIGN

N

IH 43 SB

CABLE BARRIER TYPE 1

3796'SB'

3798'SB'

3800'SB'

3796'NB'

3798'NB'

3800'NB'

IH 43 NB

MATCH LINE 3794+69.07

MATCH LINE 3800+49.07

ATKINSON NW RAMP

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 94	E

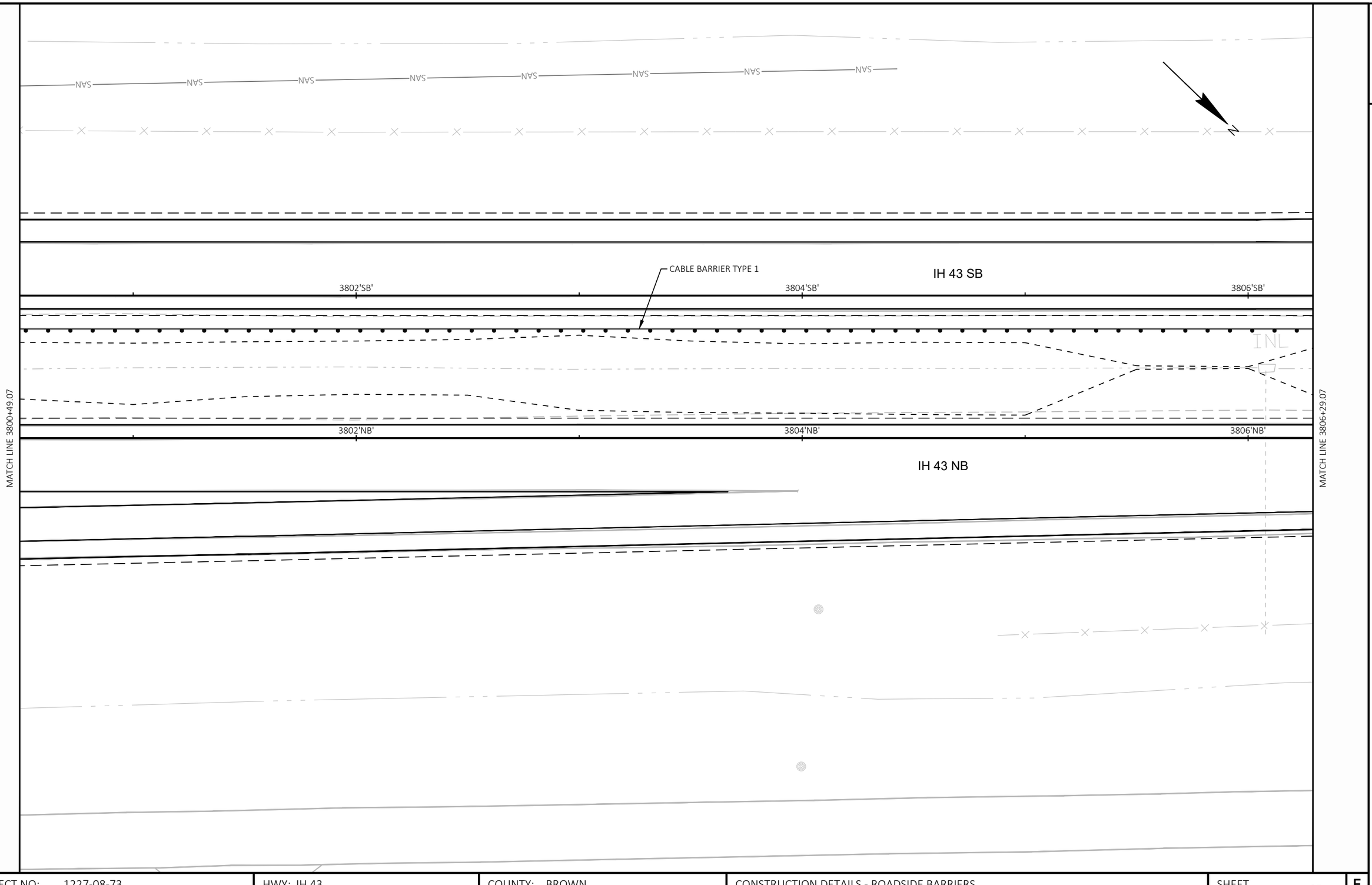
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_37

PLOT DATE : 6/28/2026 11:19 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 95	E

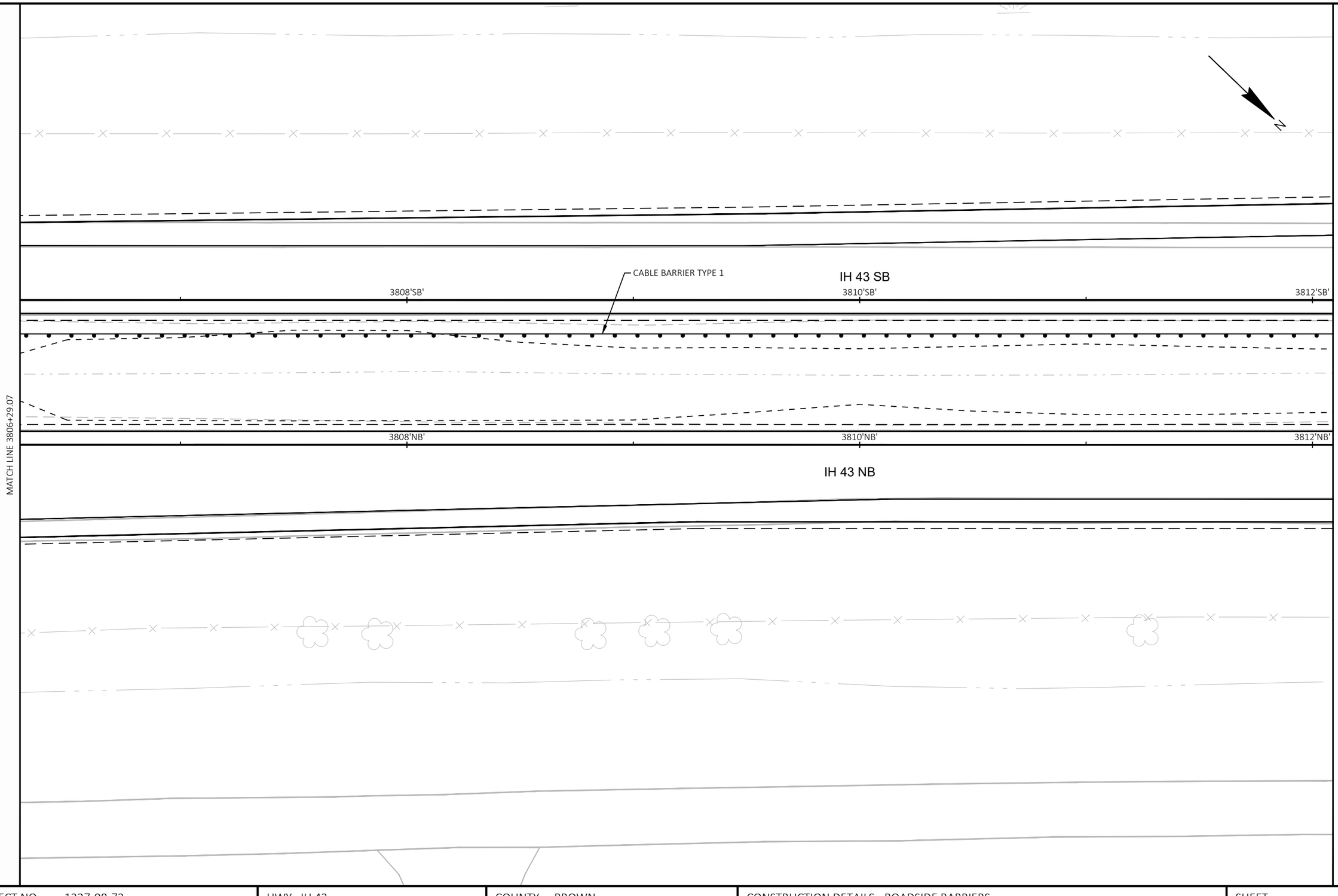
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_38

PLOT DATE : 6/28/2026 11:18 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 96	E

2

2

SIGN

I 43

CABLE BARRIER TYPE 1

IH 43 SB

3814'SB'

3816'SB'

INL

MATCH LINE 3812+09.07

3814'NB'

3816'NB'

STA 3817+17.78'NB'
8.00 LT

ADJUSTING STEEL PLATE
BEAM GUARD

MATCH LINE 3817+89.07

I 43

IH 43 NB

1534
688.380

SIGN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 97	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_40

PLOT DATE : 6/28/2026 11:19 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

SIGN

CABLE BARRIER TYPE 1

IH 43 SB

3818'SB'

3820'SB'

3822'SB'

STA 3821+90.81'SB'
15.00 RT

CABLE BARRIER TYPE 1

STA 3820+73.31'NB'
15.00 LT

MATCH LINE 3817+89.07

MATCH LINE 3823+69.07

3818'NB'

3820'NB'

3822'NB'

REMOVING GUARDRAIL

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3821+64.06'NB'

IH 43 NB

ADJUSTING STEEL PLATE BEAM GUARD

MGS GUARDRAIL 3

STA 3817+91.74'NB'
36.22 RT

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3820+83.86'NB'

ADJUSTING STEEL PLATE BEAM GUARD

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 98	E

2

2

MATCH LINE 3823+69.07

MATCH LINE 3829+80.03

3824'SB'

STA 3825+62.30'SB'
15.00 RT

3826 SB

IH 43 SB

3828'SB'

CABLE BARRIER TYPE 1

STA 3829+64.79'SB'
17.67 RT

MH

3824'NB'

3826'NB'

3828'NB'

STA 3825+03.87'NB'
15.00 LT

CABLE BARRIER TYPE 1

IH 43 NB

SIGN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 99	E

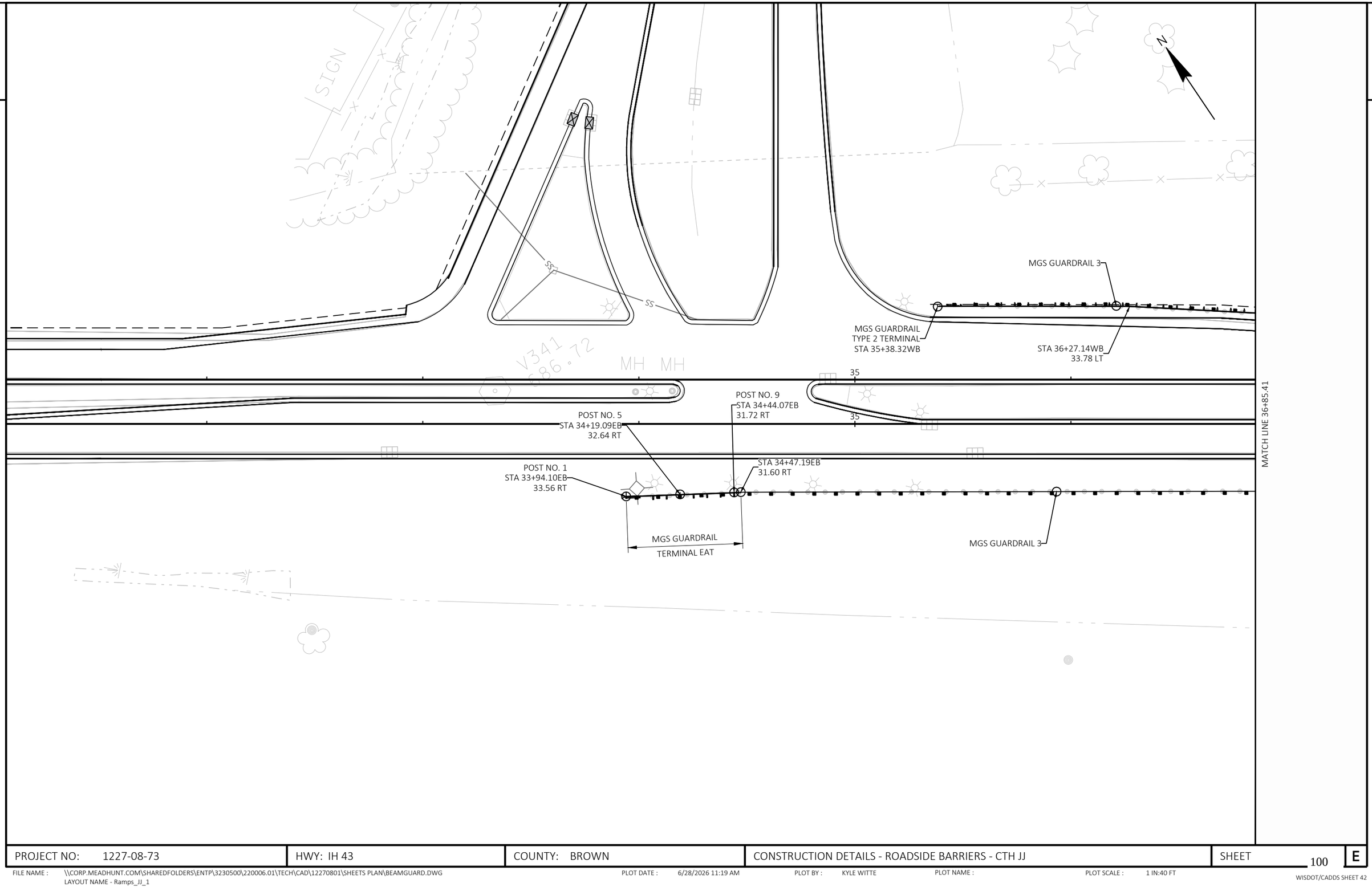
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Mainline_42

PLOT DATE : 6/28/2026 11:19 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - CTH JJ	SHEET 100	E

2

MATCH LINE 36+85.41

MGS GUARDRAIL 3

STA 38+01.89WB
24.51 LT

STA 39+14.38WB
22.81 LT

STA 39+64.23WB
26.73 LT

TANGENT
MIN. 33.1'

STA 40+09.87WB
26.55 LT

40

40

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 39+98.09EB
30.56 RT

MGS GUARDRAIL 3

CTH "JJ"

X-Z WPS3 PHASE OVERHEAD

OH

HO

SS

FO

3362'SB

3362'NB

3360'SB

3360'NB

IH 43 NB

IH 43 SB

CTH JJ NE LOOP RAMP

N

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - CTH JJ	SHEET 101	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_JJ_2

PLOT DATE : 6/28/2026 11:22 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 42+34.86

MATCH LINE 48+14.86

MGS GUARDRAIL
THRIE BEAM
TRANSITION

TANGENT
MIN. 51.90'

STA 43+55.07WB
27.84 LT

STA 44+06.96WB
27.57 LT

STA 44+81.80WB
22.63 LT

MGS GUARDRAIL 3

MGS GUARDRAIL
TERMINAL EAT

POST NO. 1
STA 47+72.27WB
26.88 LT

STA 47+19.30WB
22.88 LT

POST NO. 5
STA 47+47.34WB
25.00 LT

POST NO. 9
STA 47+22.42WB
23.12 LT

STA 43+46.51EB
30.62 RT

MGS GUARDRAIL 3

45

45

MH

SS

E

HO

SIGN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - CTH JJ	SHEET 102	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_JJ_3

PLOT DATE : 6/28/2026 11:22 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

V895
710.88

INL

SS

MH

E

50

PC: 51+95.22

MATCH LINE 48+14.86

MATCH LINE 53+46.46

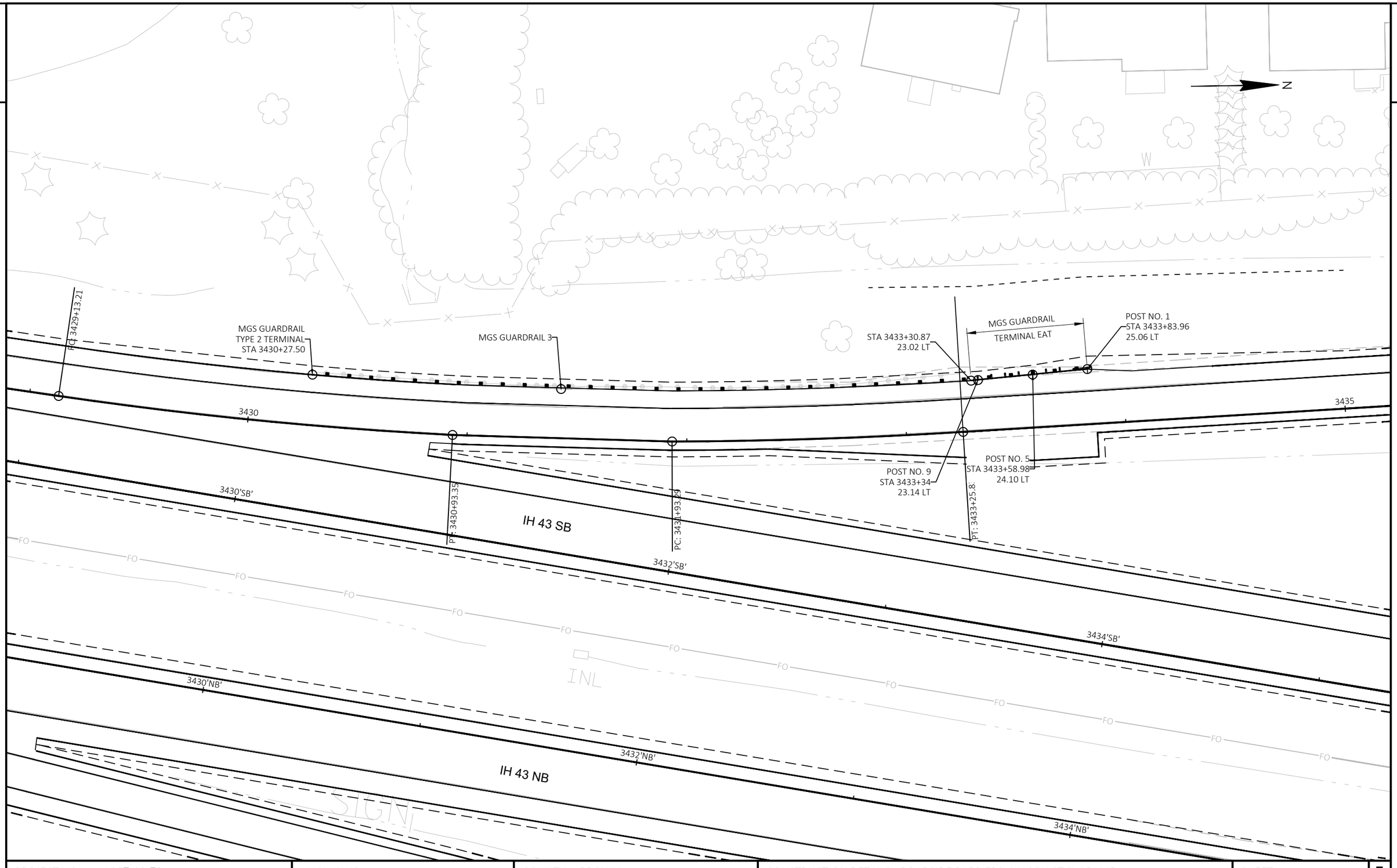
MGS GUARDRAIL 3

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 51+21.46EB

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - CTH JJ	SHEET 103	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_JJ_4
PLOT DATE : 6/28/2026 11:22 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS- MASON ST SW RAMP	SHEET 104	E

2

UNIVERSITY

56'NB'

N

STA 3556+64.75
8.00 LT

MGS GUARDRAIL 3

SIGN

3560

MATCH LINE 3561+75.25

STA 3556+66.59
23.00 RT

MGS GUARDRAIL 3

SIGN

SS

SS

N

2

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS- 54/57 NE RAMP	SHEET 105	E

2

2

N

MGS GUARDRAIL 3

3565

MATCH LINE 3561+75.25

MATCH LINE 3567+55.25

MGS GUARDRAIL 3

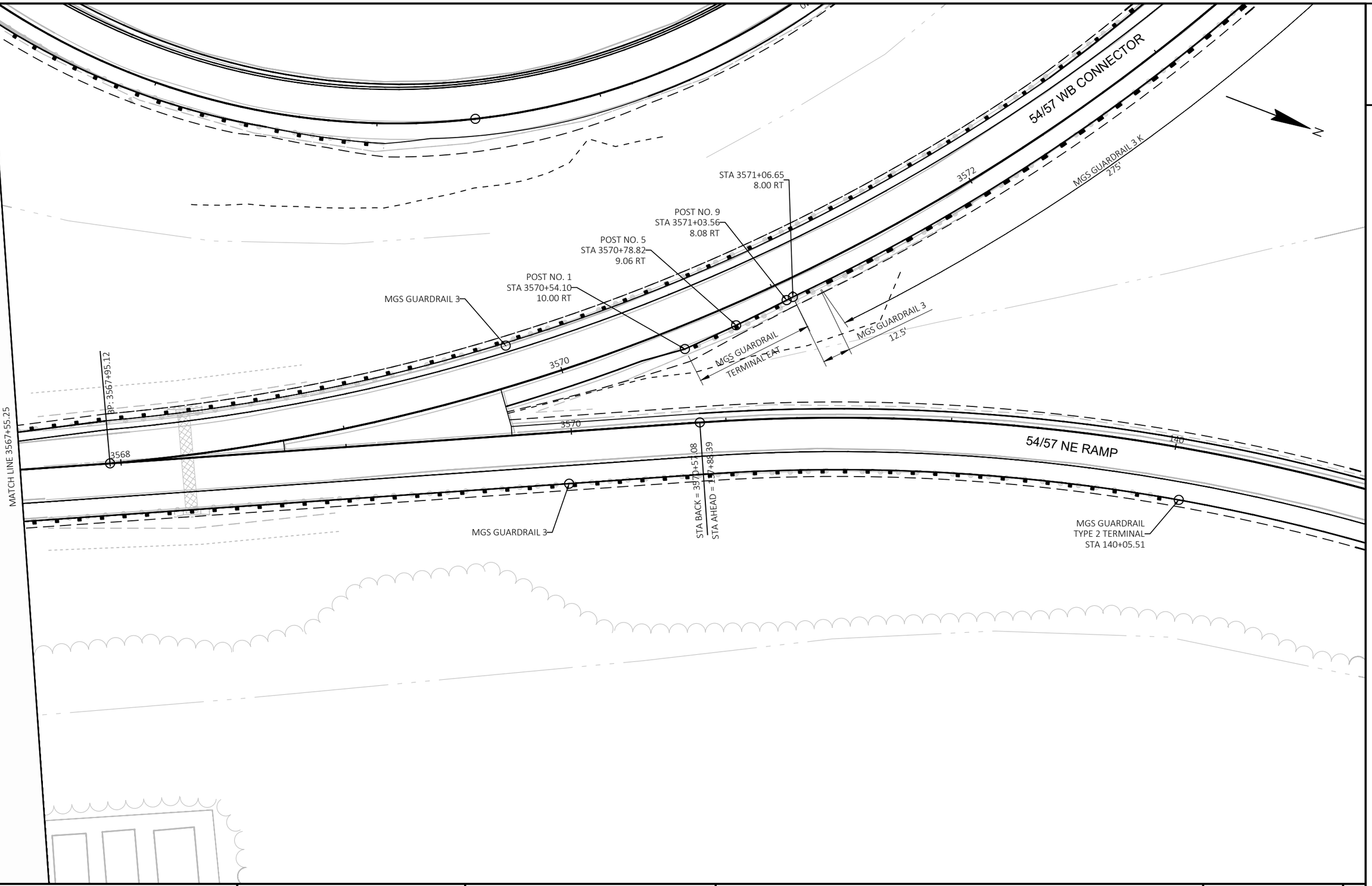
1352.070

W

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 NE RAMP	SHEET 106	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57 NE_2
PLOT DATE : 6/28/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 NE RAMP	SHEET 107	E

2

2

POST NO. 1
570+54.10
10.00 RT

POST NO. 5
STA 3570+78.82
9.06 RT

POST NO. 9
STA 3571+03.56
8.08 RT

STA 3571+06.65
8.00 RT

MGS GUARDRAIL
TERMINAL EAT

3572

54/57 WB CONNECTOR

3574

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3574+41.05
22.98 LT

MGS GUARDRAIL 3
12.5'

MGS GUARDRAIL 3 K
275'

STA 3574+30.58
8.04 RT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MATCH LINE 3575+78.87

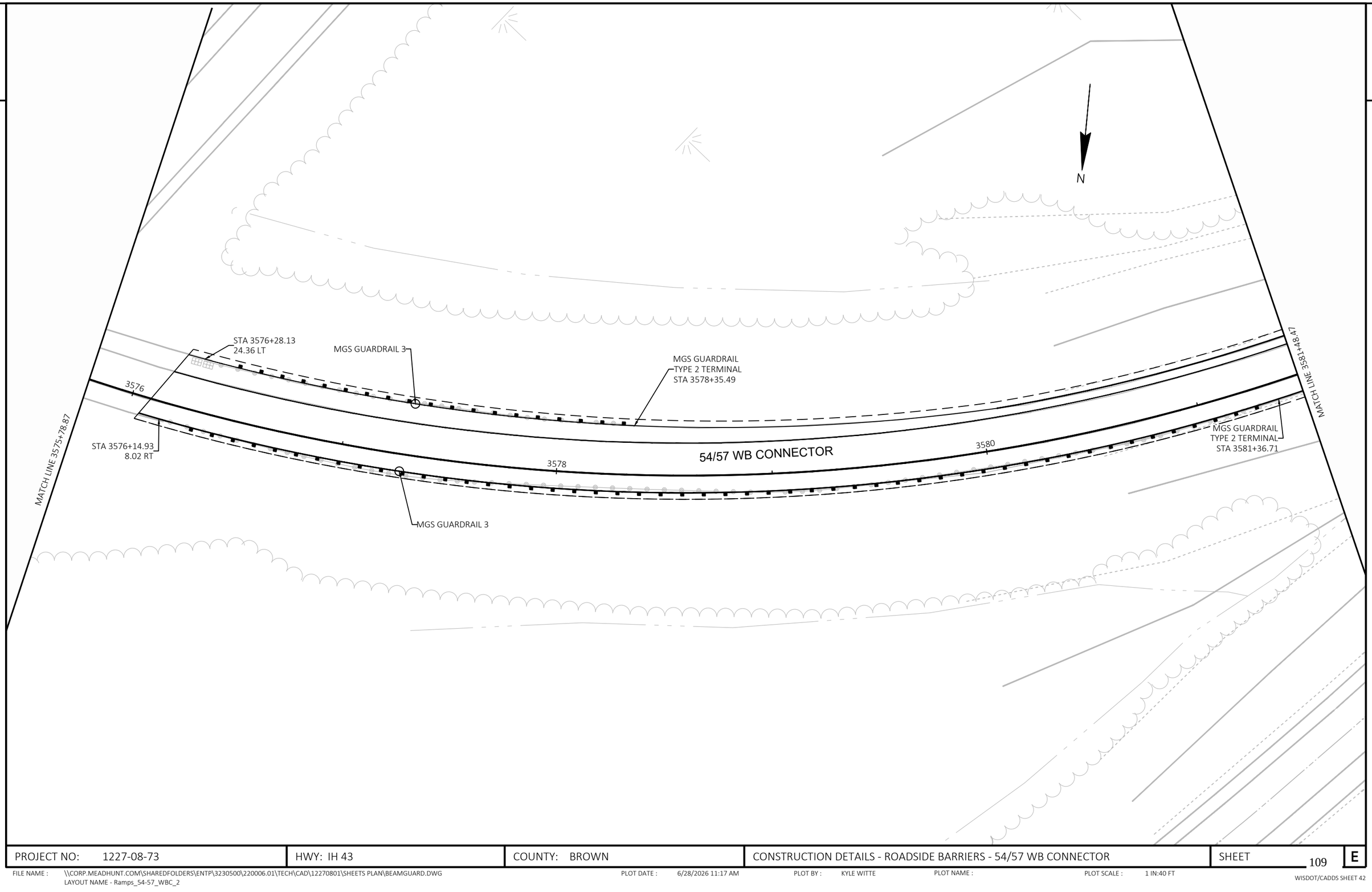
STH 54/57

54/57 NE RAMP

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 140+05.51

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 WB CONNECTOR	SHEET 108	E

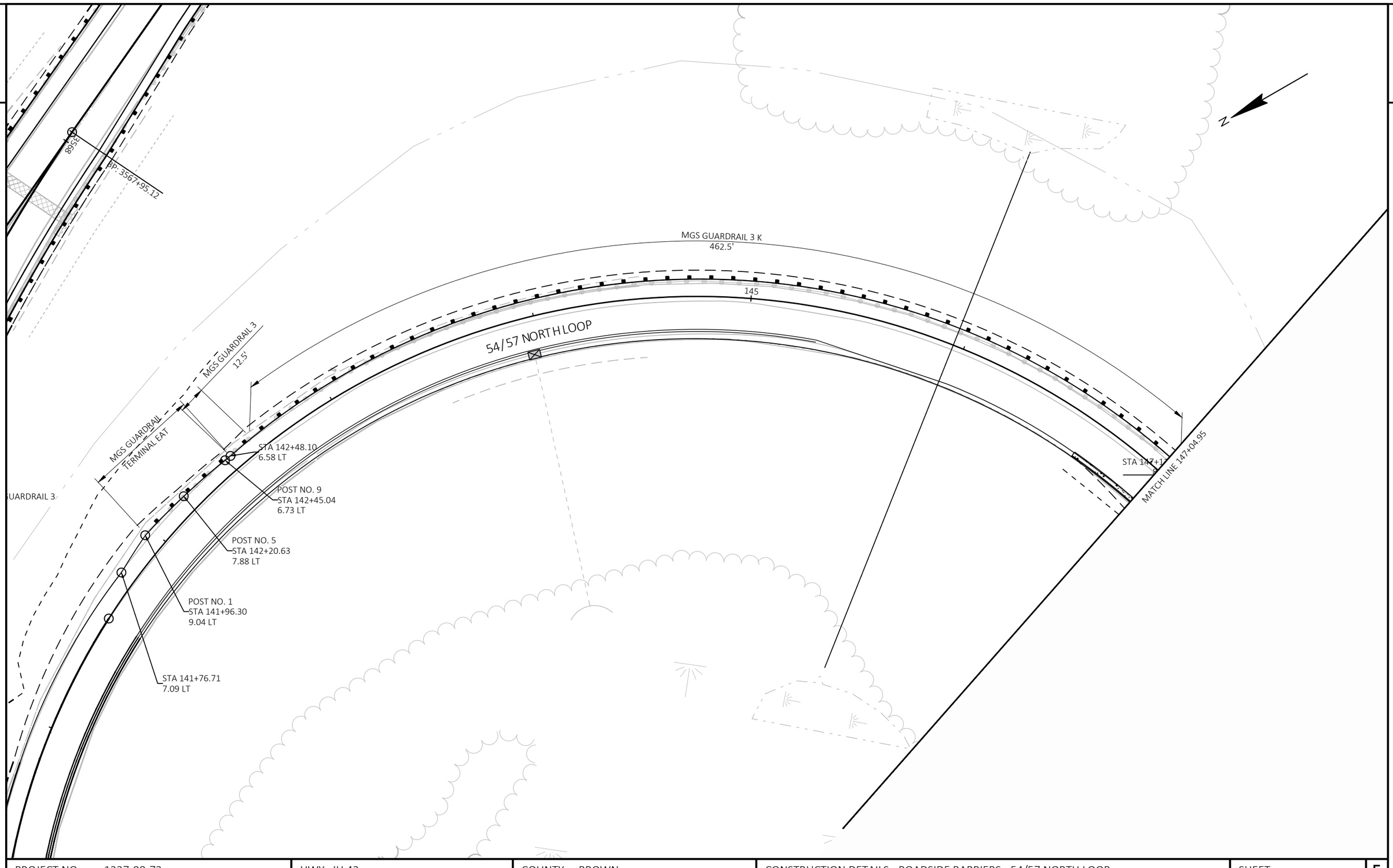
2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 WB CONNECTOR	SHEET 109	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57_WBC_2
PLOT DATE : 6/28/2026 11:17 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 NORTH LOOP	SHEET 110	E

2

3568'SB'

IH 43 SB

3570'SB'

3572'SB'

3568'NB'

STA 3567+23.27'NB'
34.00 RT

3570'NB'

IH 43 NB

3572'NB'

MGS GUARDRAIL
TERMINAL EAT

3570

3570

STA 3572+13.97'NB'
52.14 RT

STA BACK 147+59.94

STA AHEAD 147+72.50

STA 3567+66.87
24.59 RT

POST NO. 9
STA 3567+63.60
24.62 RT

POST NO. 5
STA 3567+37.47
24.83 RT

POST NO. 1
STA 147+73.69
24.70 RT

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

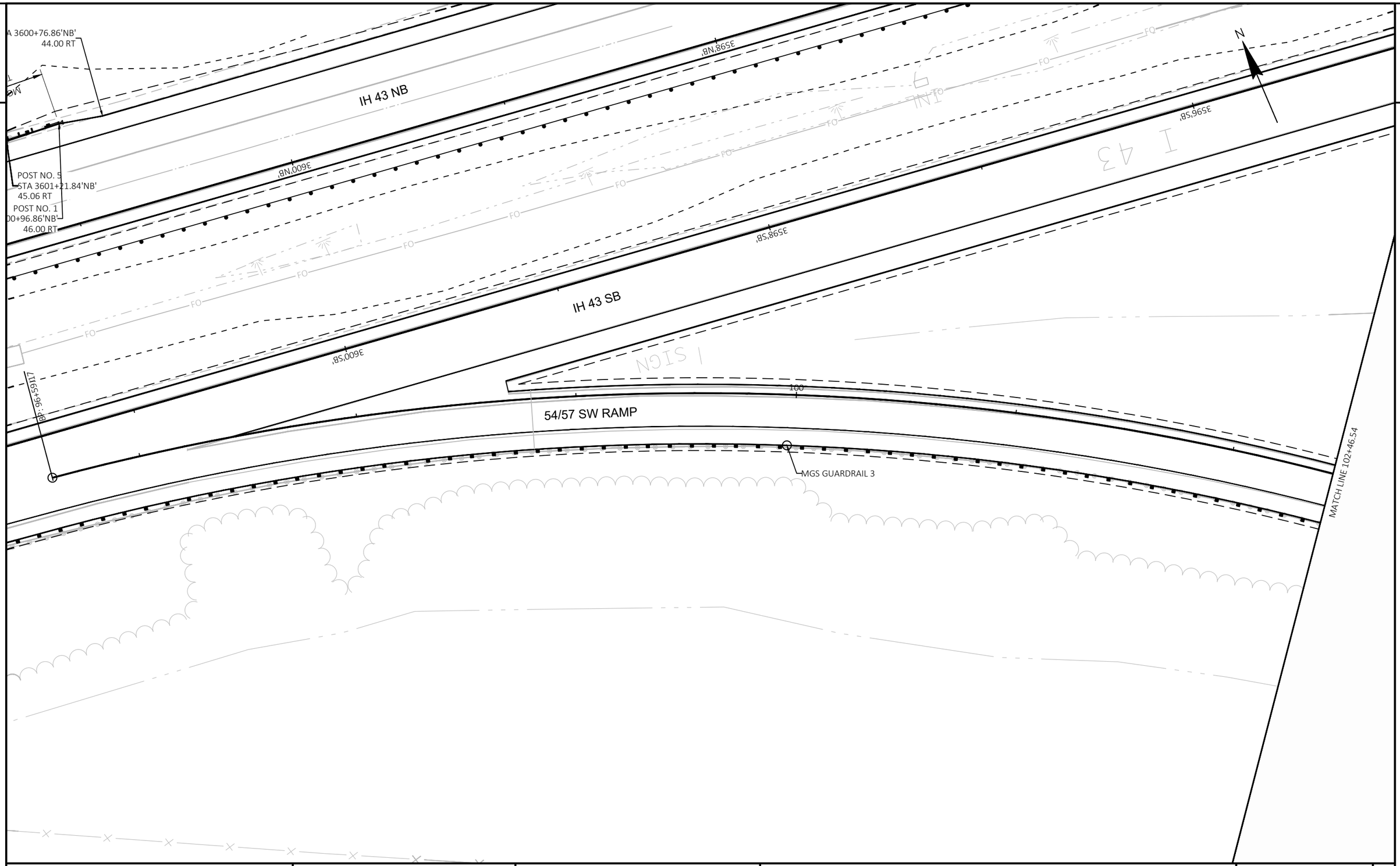
NOTES:

1. INSTALL DRIVEWAY CURB 100 FT BEFORE THE EAT HEAD AND EXTEND DRIVEWAY CURB TO POST THREE OF THE EAT.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 NORTH LOOP	SHEET 111	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57_NL_2
PLOT DATE : 6/28/2026 11:17 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 SW RAMP	SHEET 112	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57_EBC_1
PLOT DATE : 6/28/2026 11:19 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

PT: 103+45.77

STA 104+96.75
4.00 LT

MGS GUARDRAIL
TERMINAL EAT

STA 105+69.84
4.00 LT

MGS GUARDRAIL 3

105
POST NO. 1
STA 105+16.75
6.00 LT

POST NO. 5
STA 105+41.74
5.06 LT

POST NO. 9
STA 105+66.72
4.12 LT

54/57 SW RAMP

54/57 EB CONNECTOR

54/57 SW RAMP

MGS GUARDRAIL 3

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 107+21.11

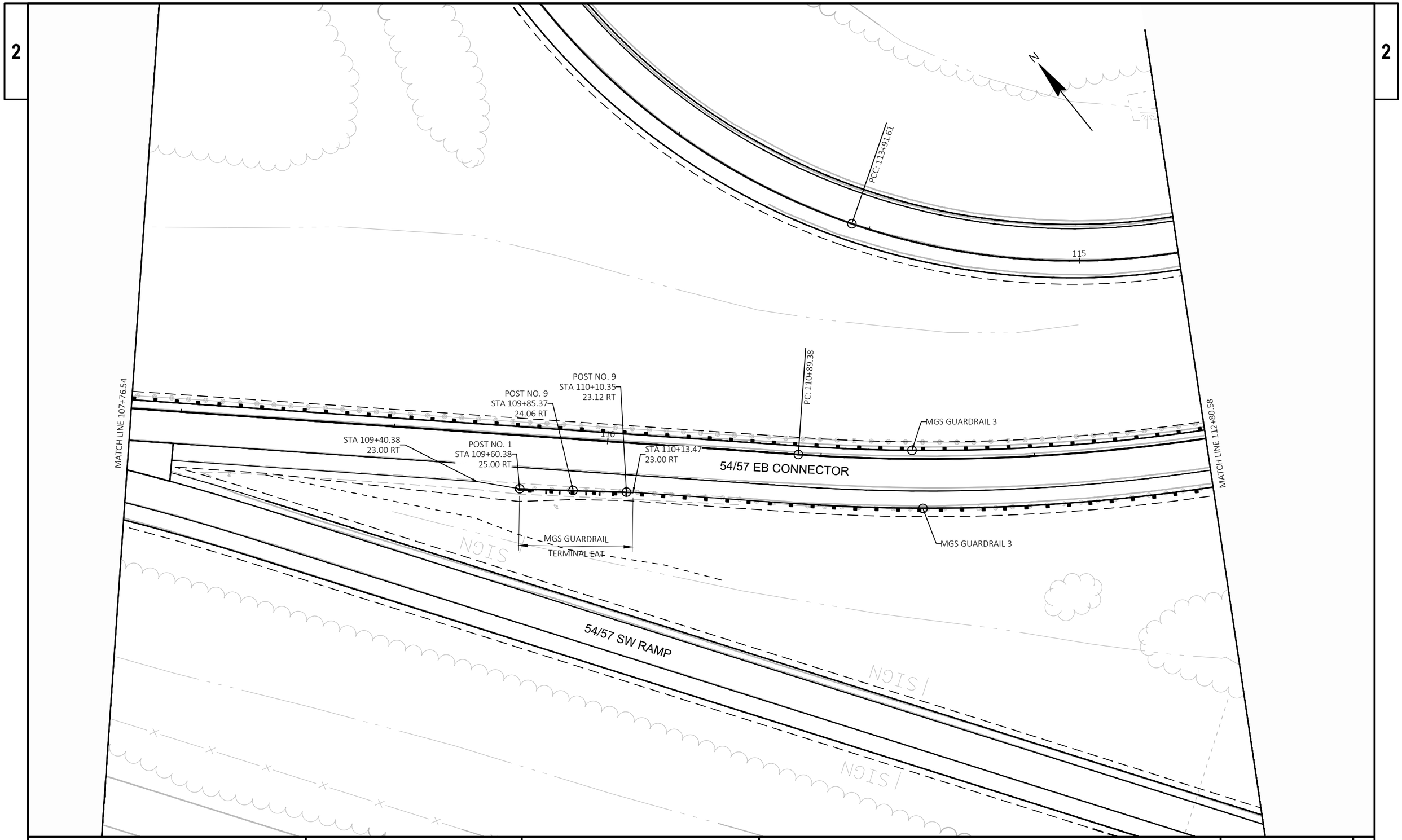
MATCH LINE 102+46.54

MATCH LINE 107+76.54

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 SW RAMP	SHEET 113	E

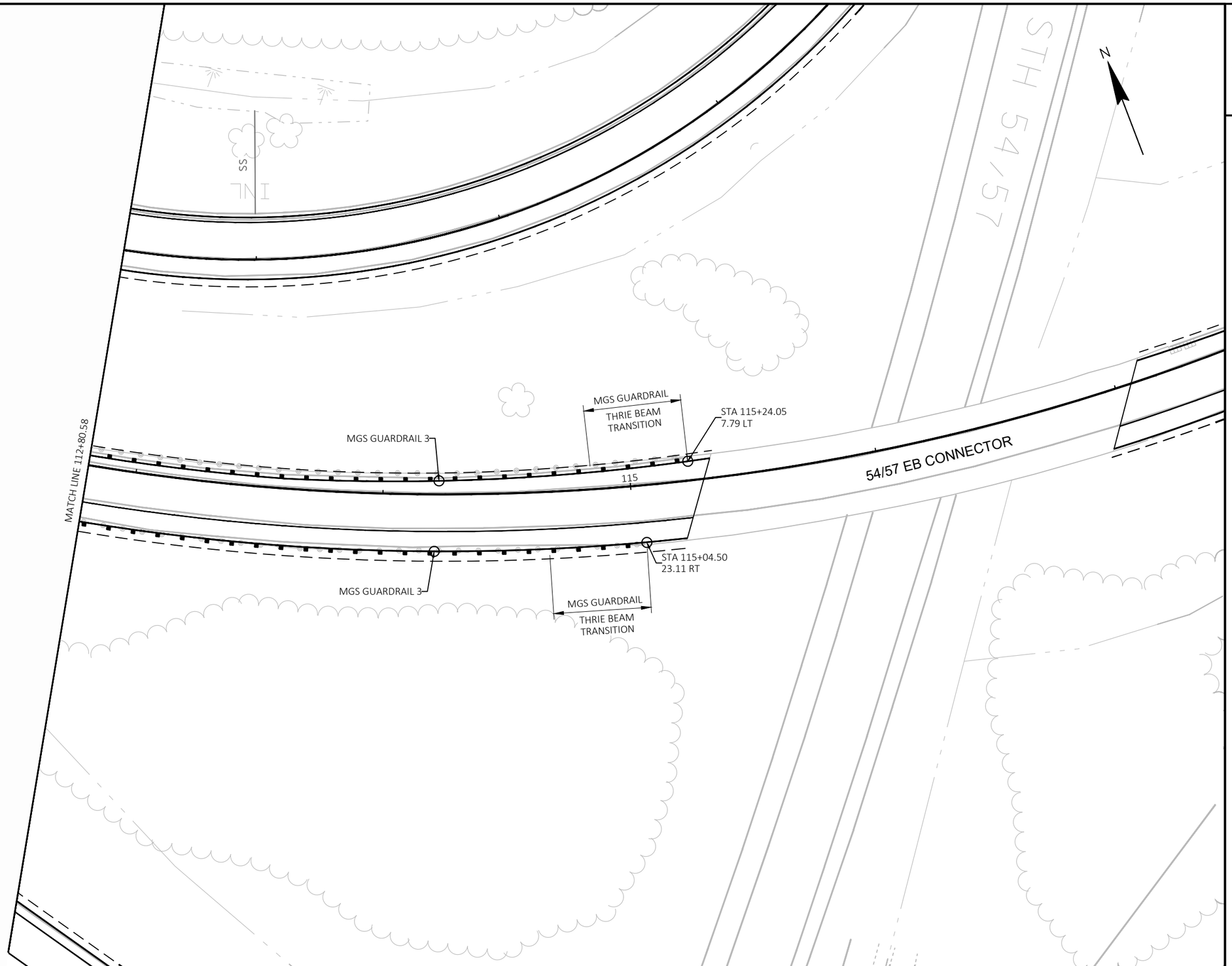
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57_EBC_2
PLOT DATE : 6/28/2026 11:19 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 EB CONNECTOR	SHEET 114	E

2

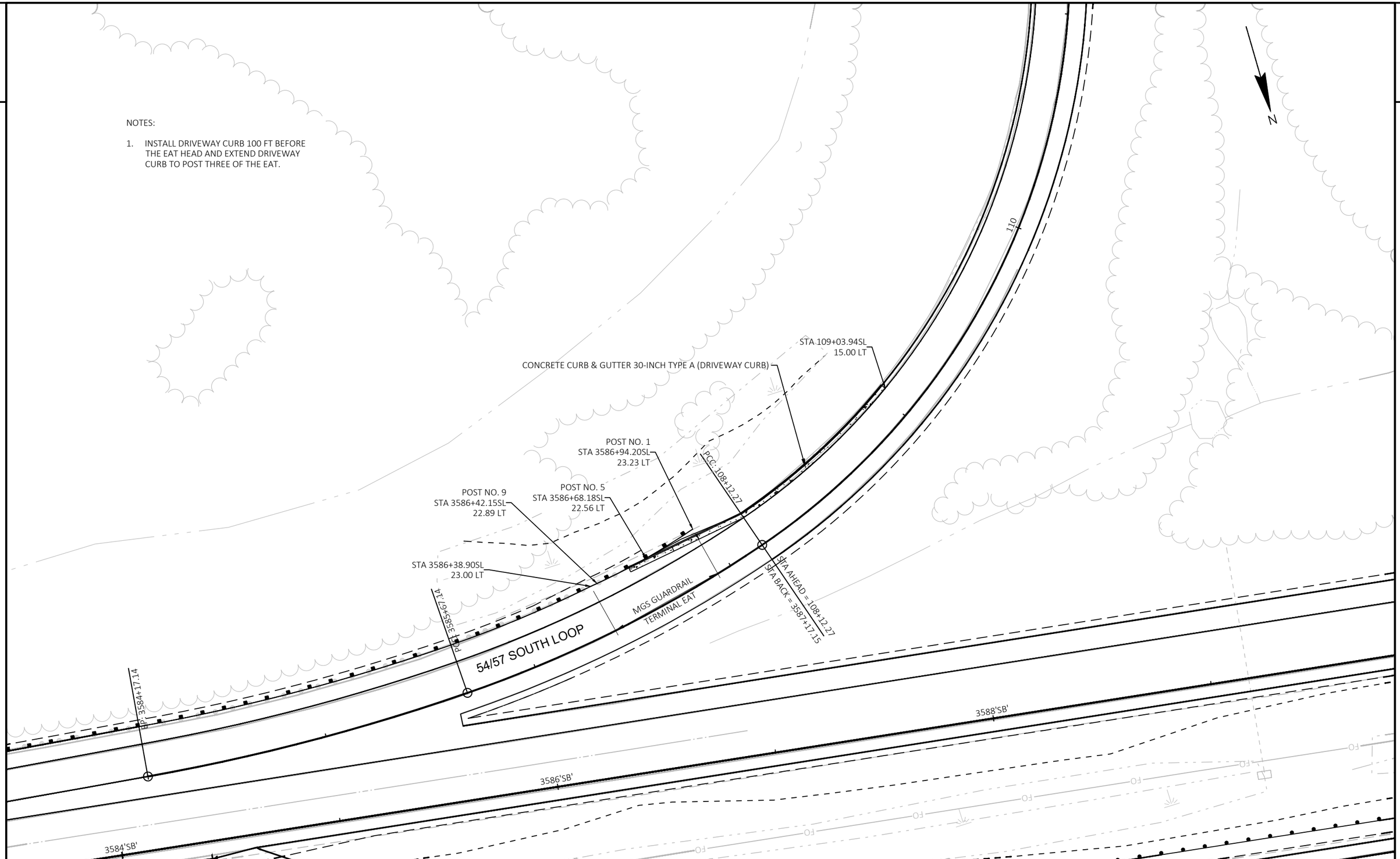


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 EB CONNECTOR	SHEET 115	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57_EBC_4
PLOT DATE : 6/28/2026 11:19 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:

1. INSTALL DRIVEWAY CURB 100 FT BEFORE THE EAT HEAD AND EXTEND DRIVEWAY CURB TO POST THREE OF THE EAT.



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 SOUTH LOOP	SHEET 116	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57_SL_1
PLOT DATE : 6/28/2026 11:19 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

ENVIRONMENTALLY SENSITIVE AREA

MATCH LINE 3570+46.83

54/57 SE RAMP

MGS GUARDRAIL 3 K

MGS GUARDRAIL 3

POST NO. 1
STA 123+03.89
5.92 LT

POST NO. 5
STA 123+28.88
5.06 LT

POST NO. 9
STA 123+53.86
4.12 LT

STA 122+83.89
4.00 LT

STA 123+56.98
4.00 LT

MGS GUARDRAIL
TERMINAL EAT

POST NO. 1
STA 122+97.49
23.00 RT

POST NO. 5
STA 123+22.49
23.00 RT

POST NO. 9
STA 123+50.62
23.00 RT

MGS GUARDRAIL
TERMINAL EAT

STA BACK = 1124+93.53

STA AHEAD = 35+93.14

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 SE RAMP	SHEET 117	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57 SE_1

PLOT DATE : 6/28/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

IH 43 NB

IH 43 SB

3568'SB'

3566'NB'

3566'SB'

FO

FO

FO

FO

MGS GUARDRAIL 3

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3566+72.70

54/57 SE RAMP

3570

3565

MATCH LINE 357+46.83

MGS GUARDRAIL 3

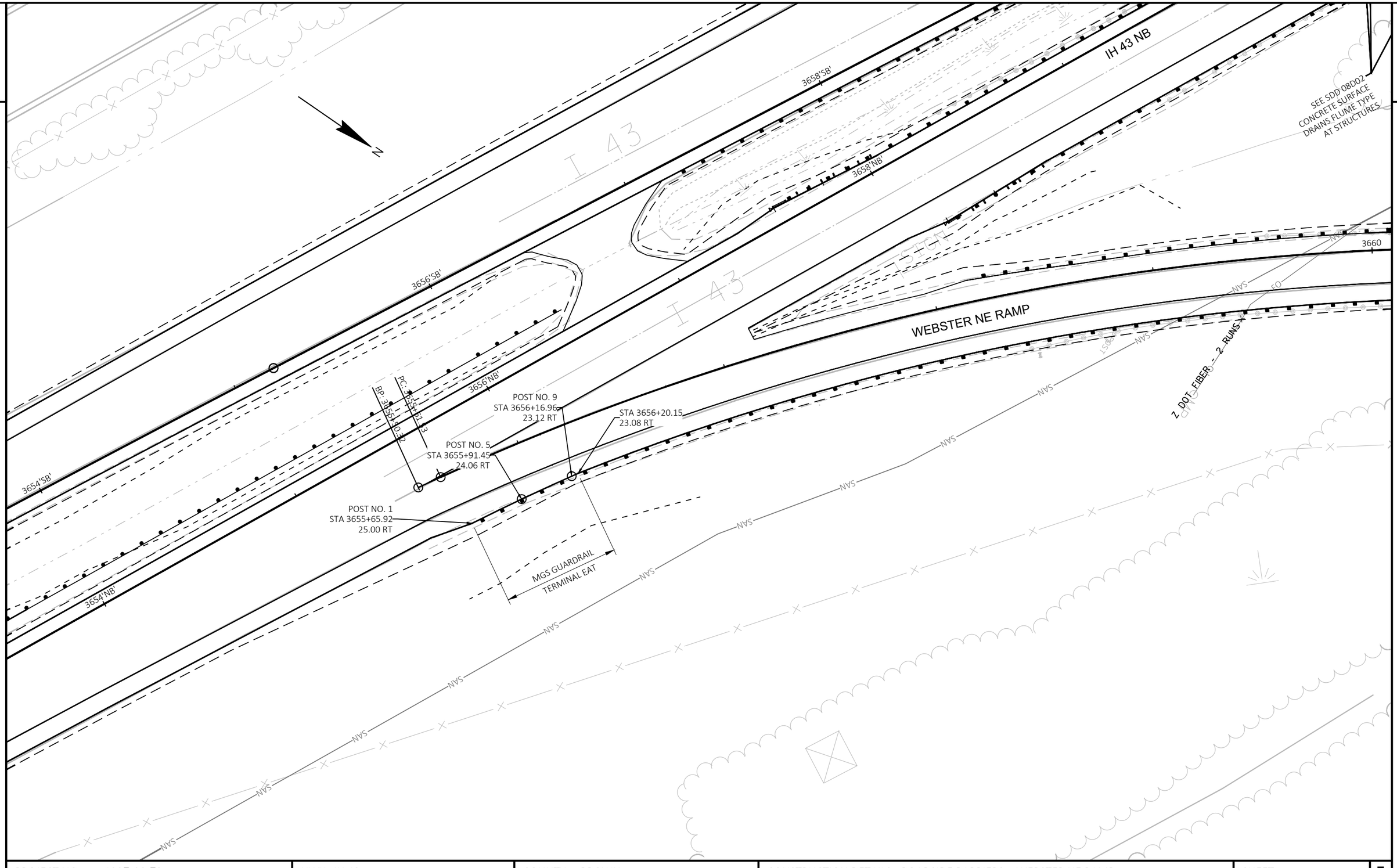
ENVIRONMENTALLY
SENSITIVE AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - 54/57 SE RAMP	SHEET 118	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_54-57 SE_2

PLOT DATE : 6/28/2026 11:21 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - WEBSTER NE RAMP	SHEET 119	E

2

IH 43 SB

IH 43 NB

3660'SB'

3660'NB'

3658'SB'

3658'NB'

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

POST NO. 1
STA 3658+15.70
10.00 LT

POST NO. 5
STA 3658+40.45
8.45 LT

POST NO. 9
STA 3658+65.27
7.98 LT

STA 3657+95.83
8.00 LT

MGS GUARDRAIL
TERMINAL EAT

STA 3658+68.37
8.00 LT

WEBSTER NE RAMP

MGS GUARDRAIL 3

MGS GUARDRAIL
THRIE BEAM
TRANSITION

STA 3661+43.35
8.08 LT

3660

WEBSTER NE RAMP

MGS GUARDRAIL 3

STA 3661+70.60
23.00 RT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

2 DOT FIBER - 2 RUNS

TRWIN AVE.

MATCH LINE 3662+51.10

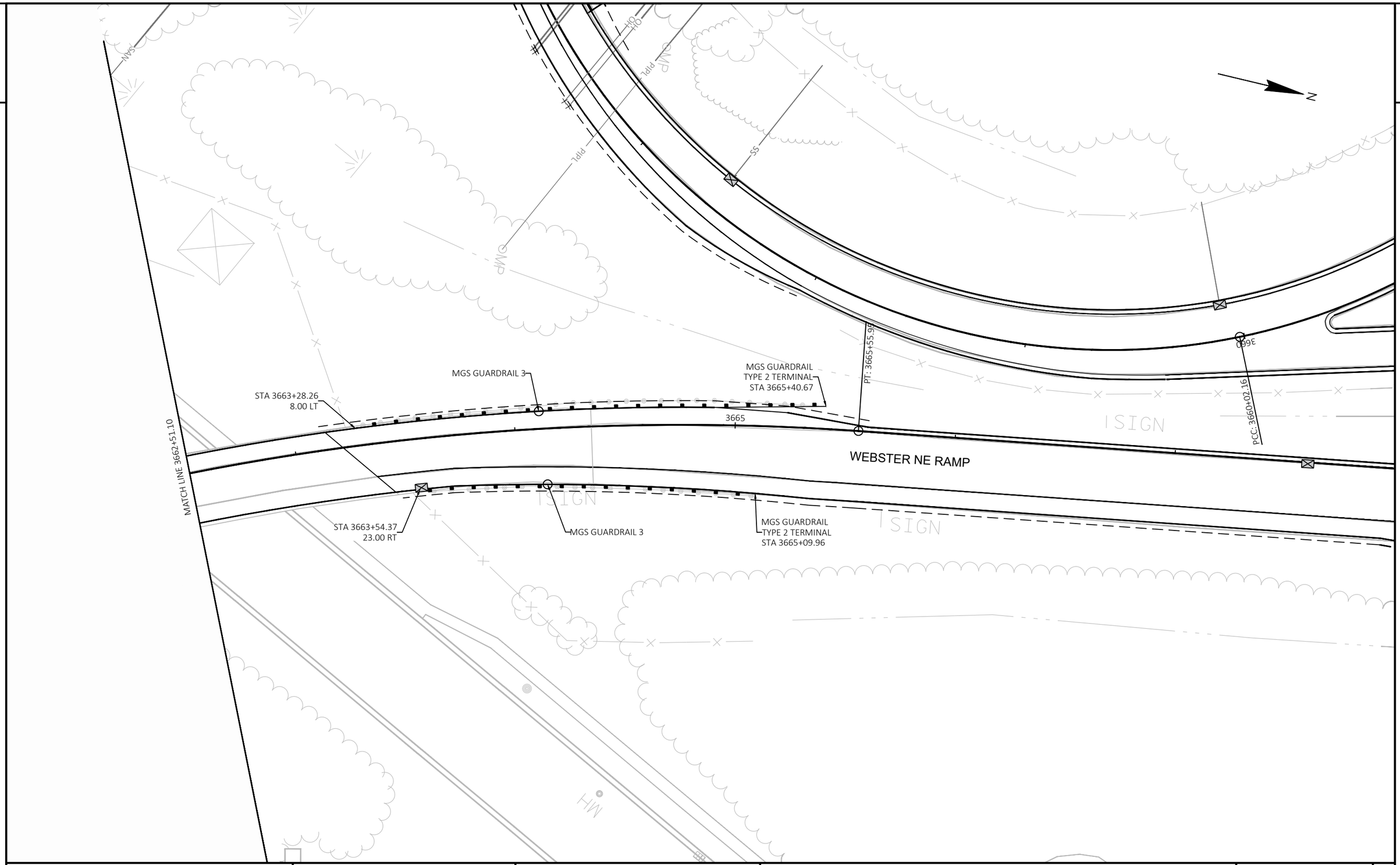
N

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - WEBSTER NE RAMP	SHEET 120	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_Web_NE_1

PLOT DATE : 6/28/2026 11:20 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - WEBSTER NE RAMP	SHEET 121	E

2

IH 43 NB

3666'SB'

3666'NB'

IH 43 SB

IH 43 NB

3668'SB'

3668'NB'

STA 3669+02.92SE
23.00 LT

N

SAN

POST NO. 9
STA 3665+21.67
23.60 RT

PCC: 3665+17.90

PCC: 3667+19.48

POST NO. 5
STA 3664+94.70
22.10 RT

POST NO. 1
STA 3664+68.11
18.29 RT

3665

WEBSTER NE LOOP

STA 3665+24.94
23.65 RT

MGS GUARDRAIL 3

OHL

MGS GUARDRAIL
TERMINAL EAP

CONCRETE CURB & GUTTER 30-INCH TYPE A (DRIVEWAY CURB)

STA 3663+64.11
14.00 RT

PPL

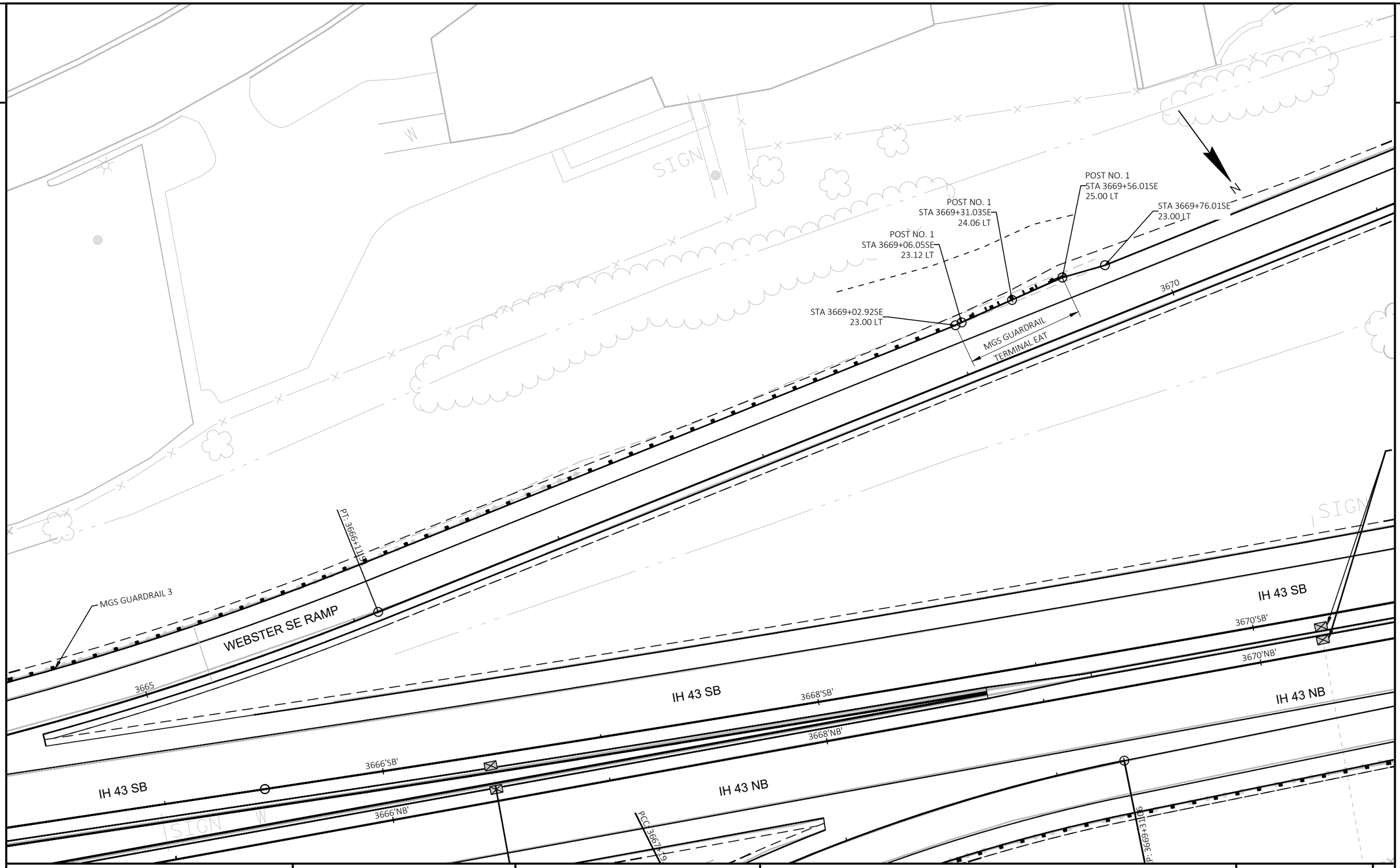
OMP

SS

EP: 3669+31.06

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - WEBSTER NE LOOP	SHEET 122	E

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - WEBSTER SE RAMP	SHEET 123	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_Web_SE_1
PLOT DATE : 6/28/2026 11:21 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

BERM

N

SIGN

MGS GUARDRAIL
TYPE 2 TERMINAL
STA 3679+90.56SW

MGS GUARDRAIL 3

PC: 3682+89.87

MGS GUARDRAIL
3 QS (37.50')

3680

WEBSTER SW RAMP

3685

PI: 3684+89.90

SIGN

SIGN

3684'SB'

IH 43 SB

3684'NB'

3682'SB'

3682'NB'

IH 43 NB

I 43 W

3680'SB'

3680'NB'

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

MGS GUARDRAIL 3

SAN

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - WEBSTER SW RAMP	SHEET 124	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_Web_SW_1

PLOT DATE : 6/28/2026 11:21 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

STA 3765+21.53'SB'
54.91 LT

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MGS GUARDRAIL 3

3765

ATKINSON SE RAMP

3770

MATCH LINE 3770+07.10

3766'SB'

3766'NB'

IH 43 SB

IH 43 NB

3768'SB'

3768'NB'

3770'SB'

3770'NB'

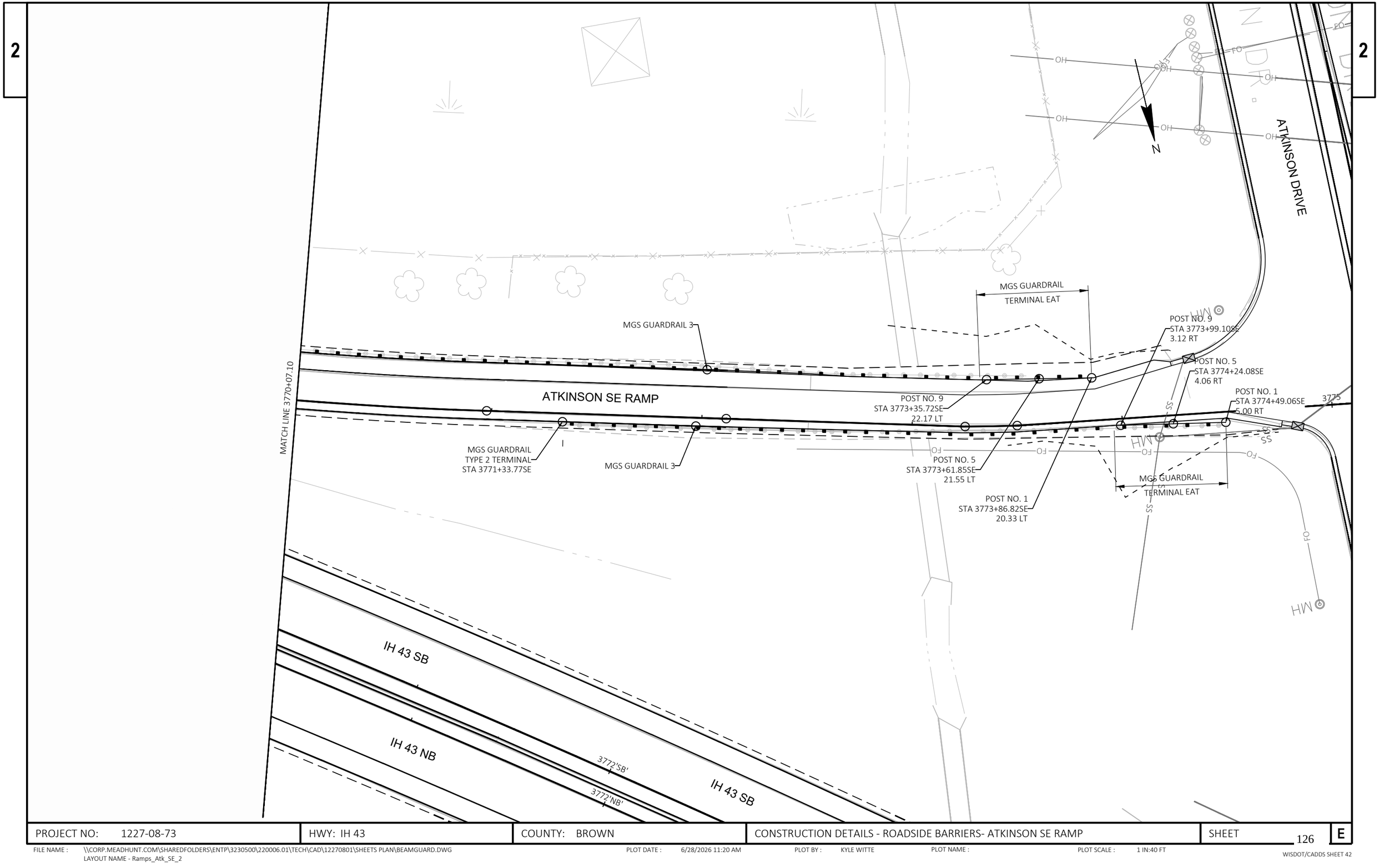
MGS GUARDRAIL 3

SIGN

OH

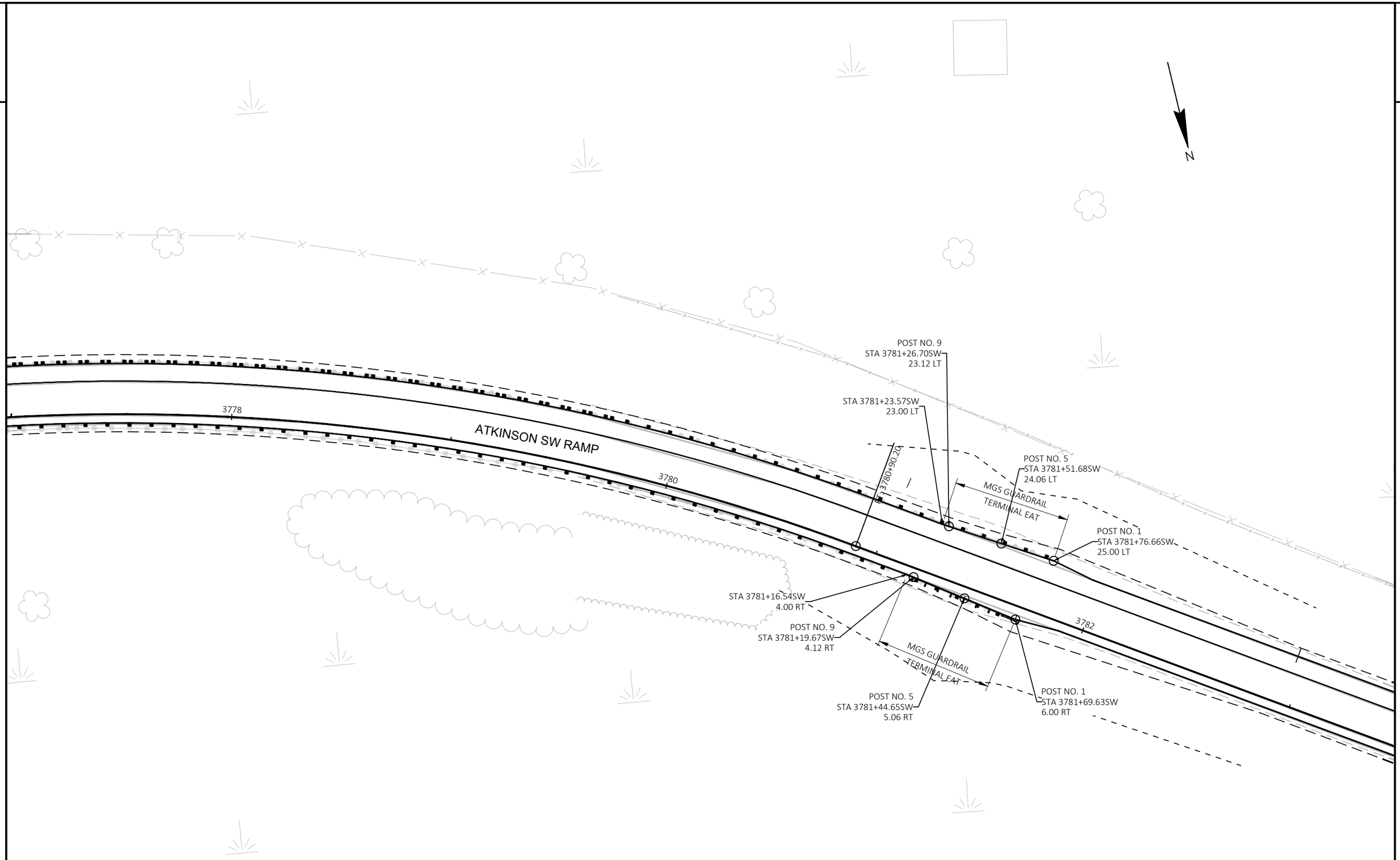
I 43

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS	SHEET 125	E



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS- ATKINSON SE RAMP	SHEET 126	E

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS- ATKINSON SW RAMP	SHEET 127	E

2

N

PC: 3775+04.78

ATKINSON SW RAMP

16 CRT POSTS REQUIRED

25'

MGS GUARDRAIL 3

MGS SHORT RADIUS (75 FT)

SEE SDD 08D02 CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

MGS GUARDRAIL

THRIE BEAM TRANSITION

PT: 66+83.81

MGS GUARDRAIL 3

25'

R83'

3774

25'

MGS SHORT RADIUS (37.5 FT)

10 CRT POSTS REQUIRED

R24'

R24'

R16'

25'

BP: 3773+20.28

70

MATCH LINE 70+59.78

ATKINSON DR.

ATKINSON DRIVE

3775

SIGN

V395

619.64

MH

MH

MH

FO

OH

SS

W

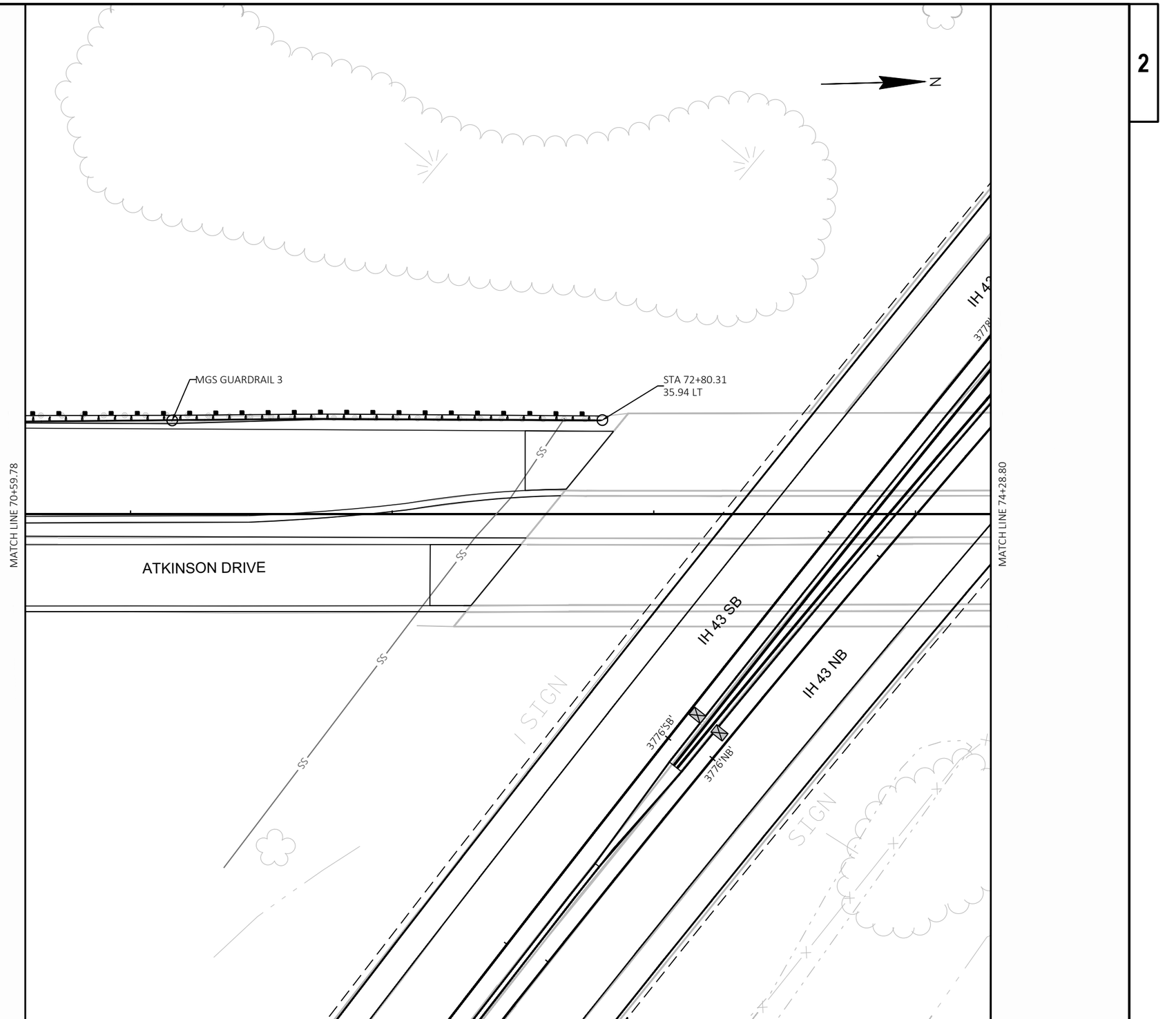
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS - ATKINSON DRIVE	SHEET 128 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_Atk_1

PLOT DATE : 6/28/2026 11:21 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS- ATKINSON DRIVE	SHEET 129	E

2

N

NOTES:

1. INSTALL DRIVEWAY CURB 100 FT BEFORE THE EAT HEAD AND EXTEND DRIVEWAY CURB TO POST THREE OF THE EAT.

IH 43 NB

377'NB'

SEE SDD 08D02
CONCRETE SURFACE
DRAINS FLUME TYPE
AT STRUCTURES

MGS GUARDRAIL
THRIE BEAM
TRANSITION

MGS GUARDRAIL 3

STA 77+69.28
34.07 LT

MGS GUARDRAIL
TERMINAL EAT

POST NO. 1
STA 78+22.36
36.13 LT

POST NO. 9
STA 77+72.40
34.19 LT

POST NO. 5
STA 77+97.38
35.16 LT

CONCRETE CURB & GUTTER 30-INCH TYPE A
DRIVEWAY CURB

MATCH LINE 74+28.80

75

80

ATKINSON DRIVE

MGS GUARDRAIL 3

12.50'

50.00'

MGS GUARDRAIL K
25'

4' BEHIND BACK
OF CURB TO FACE
OF GUARDRAIL

Z CENTUR LINK

MISSING POST OVER
STORM SEWER

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CONSTRUCTION DETAILS - ROADSIDE BARRIERS- ATKINSON DRIVE	SHEET 130	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\BEAMGUARD.DWG
LAYOUT NAME - Ramps_Atk_3
PLOT DATE : 6/28/2026 11:18 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

3325'SB'

143 SB

STA AHEAD = 3327+34.06'SB'

STA BACK = 3328+92.86'SB'

3330'SB'

3325'NB'

143 NB

3330'NB'

3320'NB'

MGS GUARDRAIL

IH 43 SB - STH 172 WB RAMP

MGS GUARDRAIL

STH 172 EB - IH 43 NB RAMP

MGS GUARDRAIL

ALLOUEZ AVE.

3334+75.00 MATCH LINE

IH 43 SB - STH 172 WB RAMP

3335'SB'

143 SB

3340'SB'

3345'SB'

MGS GUARDRAIL

3335'NB'

143 NB

3340'NB'

3345'NB'

STH 172 EB - IH 43 NB RAMP

MGS GUARDRAIL

3334+75.00 MATCH LINE

3349+50.00 MATCH LINE

USH 141/STH 29

CANADIAN NATIONAL RAILROAD

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 131	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220034

PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

3349+50.00 MATCH LINE

3350'SB' 3355'SB' 3360'SB'

I43 SB

3350'NB' 3355'NB' 3360'NB'

I43 NB

3364+25.00 MATCH LINE

2

WPS3 PHASE OVERHEAD

CTH JJ NW LOOP RAMP

CTH JJ NE LOOP RAMP

MGS GUARDRAIL

CTH JJ/MANITOWOC RD

3365'SB' 3370'SB' 3375'SB'

3365'NB' 3370'NB' 3375'NB'

3379+00.00 MATCH LINE

3364+25.00 MATCH LINE

LEGEND

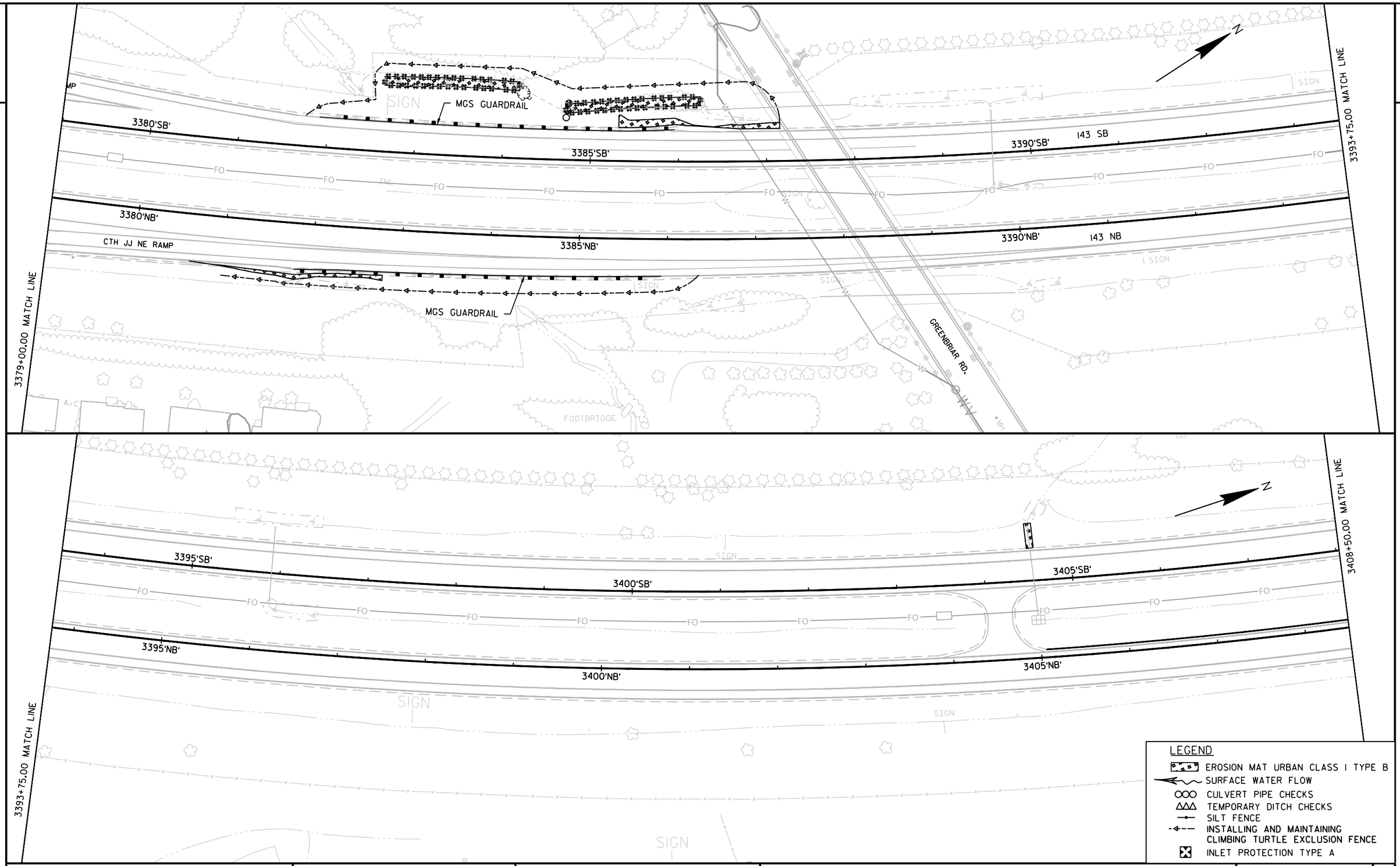
- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 132	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220035

PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 133	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220036
PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

3408+50.00 MATCH LINE

SIGN

143 SB

3410'SB'

STA AHEAD = 3409+09.40'SB'

STA BACK = 3408+62.17'SB'

3415'SB'

3420'SB'

FO

3410'NB'

143 NB

3415'NB'

3420'NB'

I260
140.420

SIGN

SIGN

3423+54.07 MATCH LINE

2

N

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

3423+54.07 MATCH LINE

3430

3425'SB'

3430'SB'

3435'SB'

3435

N

FO

INL

3425'NB'

3430'NB'

3435'NB'

3438+00.00 MATCH LINE

SIGN

CTH V/MASON ST. SE RAMP

U/C

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 134	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220037

PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

3438+00.00 MATCH LINE

MGS GUARDRAIL

I43 SB

3440'SB' 3445'SB' 3450'SB'

3440'NB' 3445'NB' 3450'NB'

I43 NB

MGS GUARDRAIL

CTH V/MASON ST.

NE CTH V/MASON ST. RAMP

3452+75.00 MATCH LINE

3455'SB' 3460'SB' 3465'SB'

3455'NB' 3460'NB' 3465'NB'

3467+50.00 MATCH LINE

3452+75.00 MATCH LINE

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 135	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220038

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

3467+50.00 MATCH LINE

3482+25.00 MATCH LINE

3482+25.00 MATCH LINE

3497+00.00 MATCH LINE

N

3470'SB' 3475'SB' 3480'SB'

3470'NB' 3475'NB' 3480'NB'

3485'SB' 3490'SB' 3495'SB'

3485'NB' 3490'NB' 3495'NB'

I43 SB

I43 NB

MGS GUARDRAIL

MGS GUARDRAIL

MGS GUARDRAIL

CANADIAN NATIONAL RAILROAD

SUPERIOR RD.

CANADIAN NATIONAL

FO

INL

SIGN

LEGEND

EROSION MAT URBAN CLASS I TYPE B

SURFACE WATER FLOW

CULVERT PIPE CHECKS

TEMPORARY DITCH CHECKS

SILT FENCE

INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 136	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220039

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MGS GUARDRAIL

3500'SB'

3505'SB'

3510'SB'

143 SB

MGS GUARDRAIL

3500'NB'

3505'NB'

3510'NB'

143 NB

3497+00.00 MATCH LINE

3511+75.00 MATCH LINE

SIGN

SIGN

SIGN

N

3515'SB'

3520'SB'

3525'SB'

143 SB

STA AHEAD = 3524+06.68'SB'

STA BACK = 3523+29.99'SB'

3515'NB'

3520'NB'

3525'NB'

143 NB

MGS GUARDRAIL

3526+50.00 MATCH LINE

N

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 137	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220040

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MGS GUARDRAIL

3530'SB'

3535'SB'

3540'SB'

MGS GUARDRAIL

3530'NB'

3535'NB'

3540'NB'

MGS GUARDRAIL

3526+50.00 MATCH LINE

HUMBOLDT RD.

N

SIGN

MH

FO

MGS GUARDRAIL

143 SB

3545'SB'

143 SB

3550'SB'

3555'SB'

MGS GUARDRAIL

143 NB

3545'NB'

143 NB

3550'NB'

3555'NB'

MGS GUARDRAIL

STH 54/STH 57 NE RAMP

3556+00.00 MATCH LINE

3541+25.00 MATCH LINE

INL

A/C

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

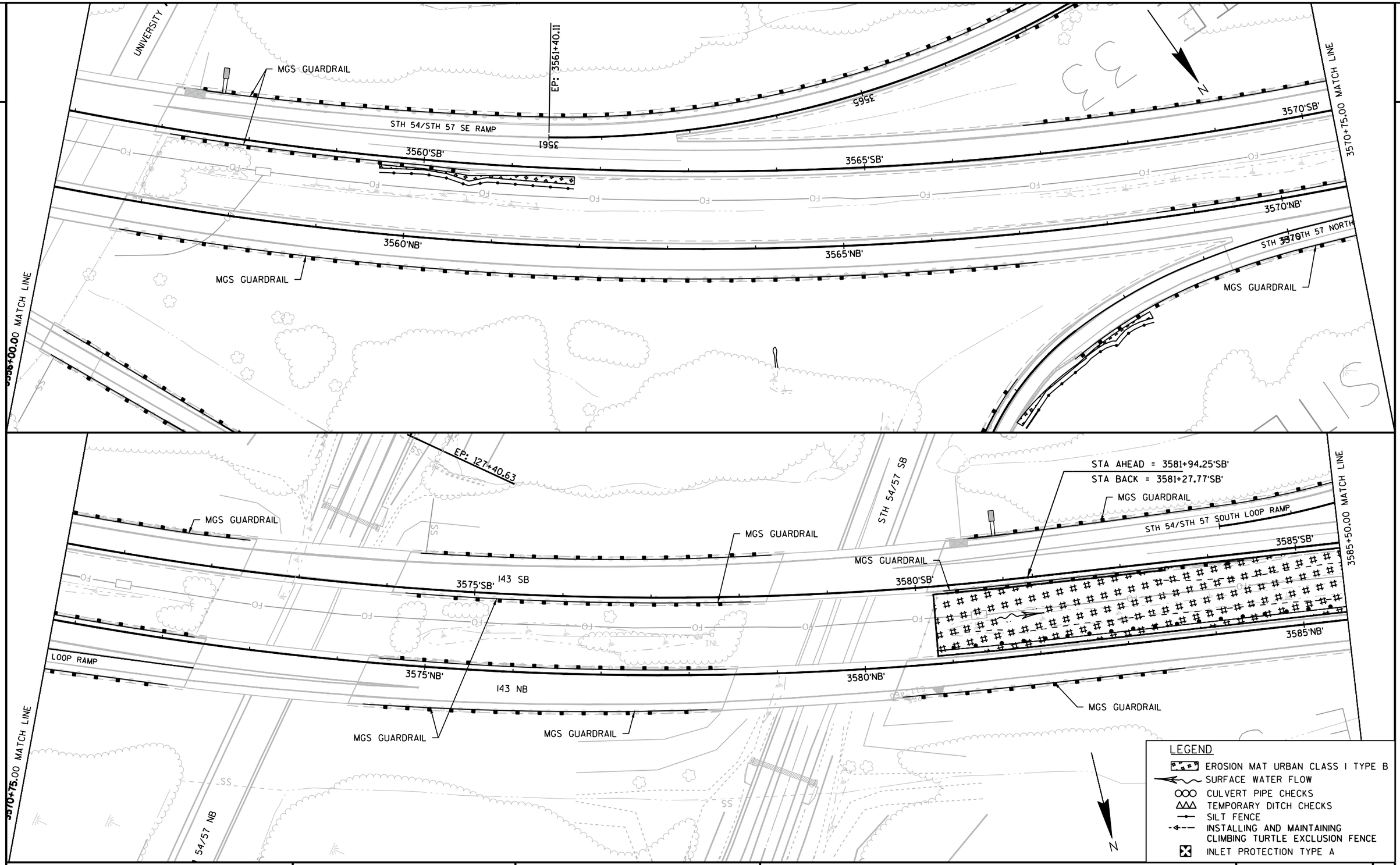
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 138	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220041

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 139	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220042

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

3585+50.00 MATCH LINE

3590'SB'

3595'SB'

143 SB

3600'SB'

3600+25.00 MATCH LINE

3590'NB'

3595'NB'

143 NB

3600'NB'

CABLE BARRIER

CABLE BARRIER

STH 54/STH 57 NW RAMP

120

STH 54/STH 57 SW RAMP

100

SIGN

SAN

N

MGS GUARDRAIL

MGS GUARDRAIL

MGS GUARDRAIL

MGS GUARDRAIL

3605'SB'

3610'SB'

3605'NB'

3610'NB'

BP: 9615.39

3615'S

3615

3600+25.00 MATCH LINE

3615+00.00 MATCH LINE

INL

HW

FO

DANZ AVE

SUBSTATION

LEGEND

EROSION MAT URBAN CLASS I TYPE B

SURFACE WATER FLOW

CULVERT PIPE CHECKS

TEMPORARY DITCH CHECKS

SILT FENCE

INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

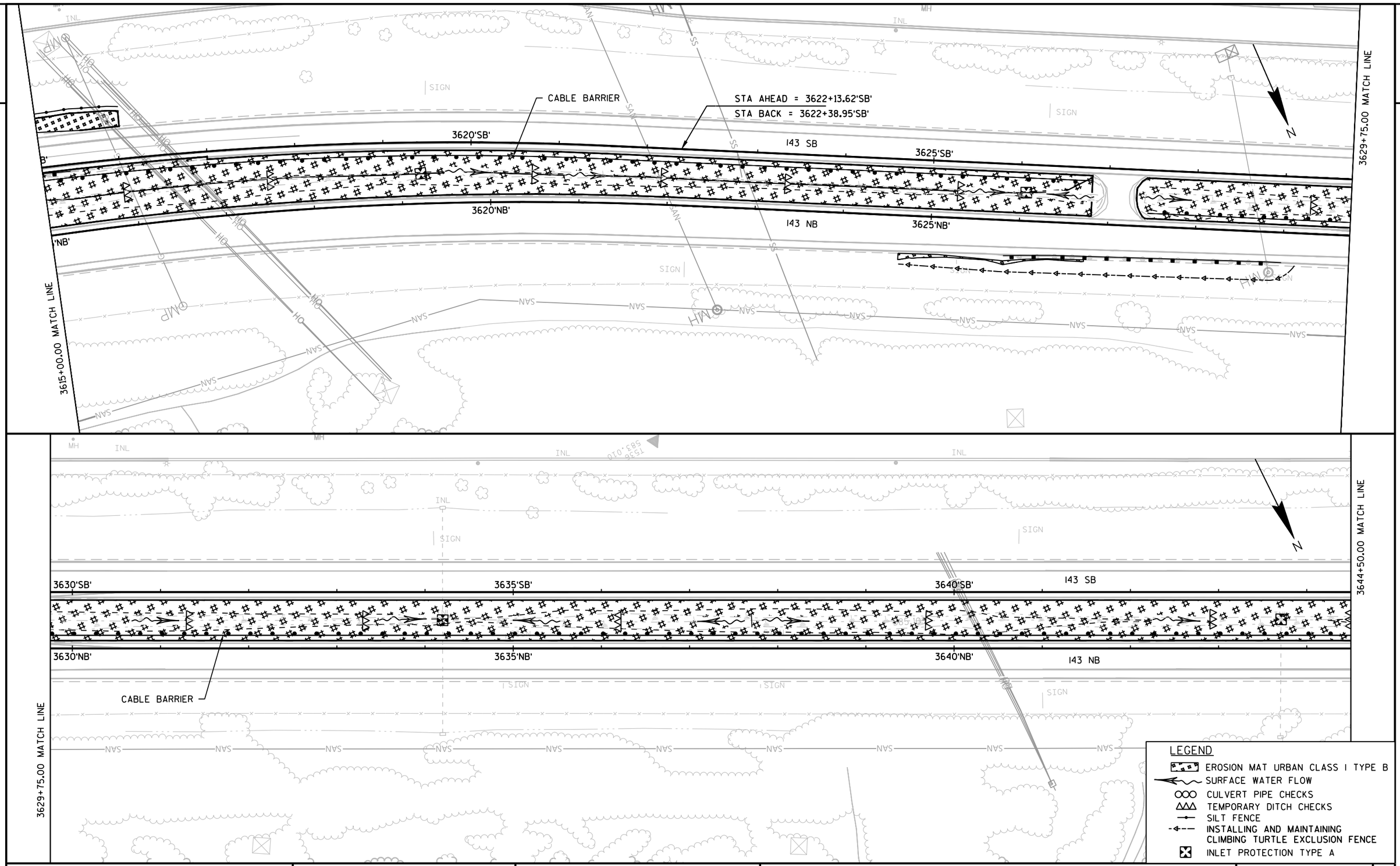
INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 140	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708011\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220043

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 141	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220044

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

3644+50.00 MATCH LINE

3659+25.00 MATCH LINE

3645'SB'

3650'SB'

I43 SB

3655'SB'

MGS GUARDRAIL

3645'NB'

3650'NB'

I43 NB

3655'NB'

CABLE BARRIER

CABLE BARRIER

WEBSTER AVE NE RAMP

SIGN

INL

MH

SAN

Z DOT FIBER LINE PER PLANS

3659+25.00 MATCH LINE

3673+73.10 MATCH LINE

MGS GUARDRAIL

WEBSTER AVE SE RAMP

STA AHEAD = 3670+75.28'SB

STA BACK = 3670+75.94'SB

CONCRETE BARRIER

3660'SB'

3665'SB'

3670'SB'

3660'NB'

3665'NB'

3670'NB'

WEBSTER AVE NE LOOP RAMP

WEBSTER AVE NE L

CONCRETE BARRIER

MGS GUARDRAIL

3660

3665

IRWIN AVE

MGS GUARDRAIL

LEGEND

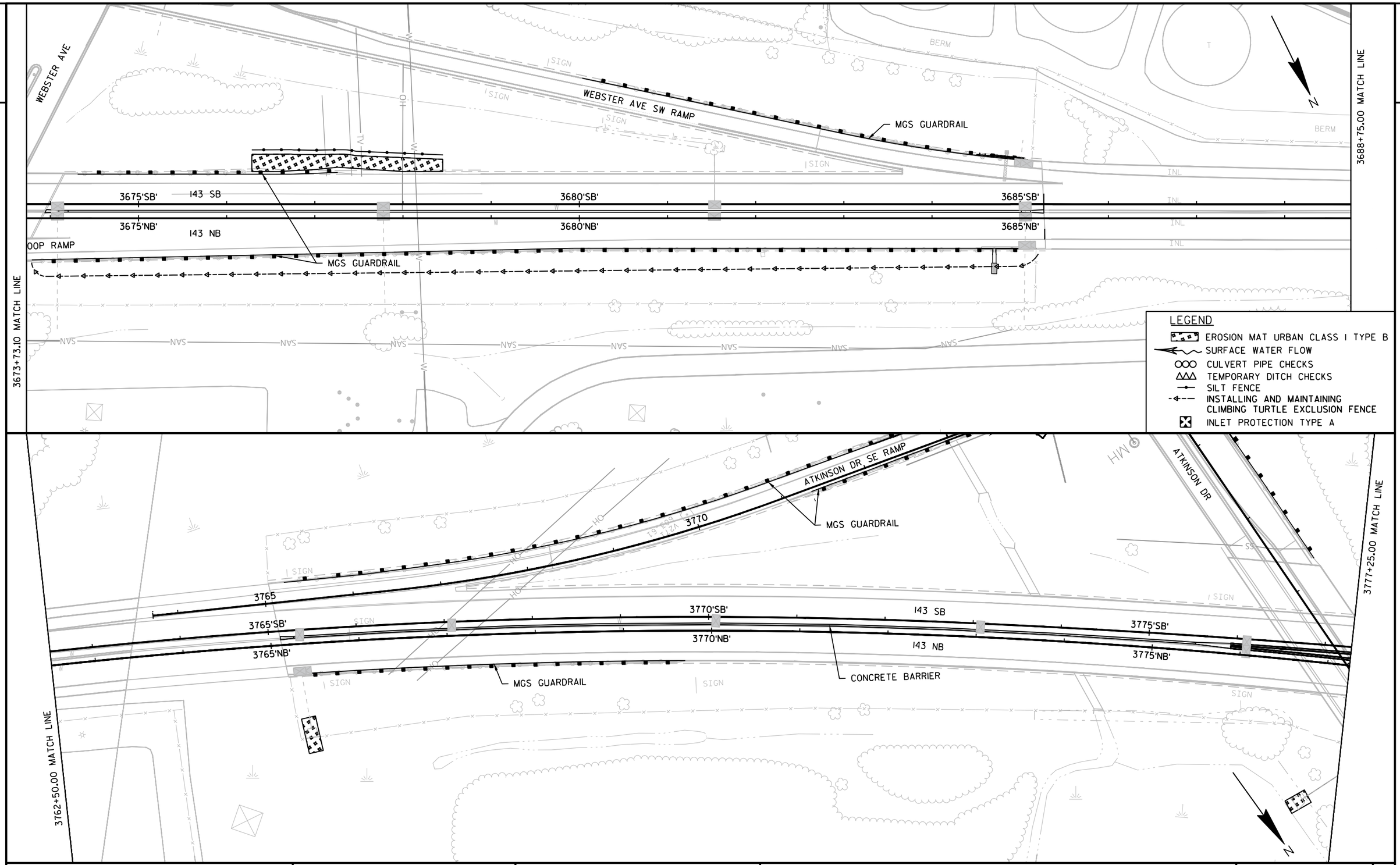
- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 142	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220045

PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 143	E

2

3785

IH 43 SB - ATKINSON AVE

3790

MGS GUARDRAIL

143 SB

3785'SB'

3790'SB'

3780'SB'

3780'NB'

PT: 3782+32.07

3785'NB'

143 NB

3790'NB'

CONCRETE BARRIER

CABLE BARRIER

ATKINSON DR NW LOOP RAMP

CABLE BARRIER

3792+00.00 MATCH LINE

3777+25.00 MATCH LINE

75

ATKINSON DR

MGS GUARDRAIL

N

2

CABLE BARRIER

3795'SB'

143 SB

3800'SB'

3805'SB'

3806+75.00 MATCH LINE

3795'NB'

143 NB

3800'NB'

3805'NB'

CABLE BARRIER

3792+00.00 MATCH LINE

ATKINSON DR NW RAMP

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 144	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220047

PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

3806+75.00 MATCH LINE

3821+50.00 MATCH LINE

3810'SB' 3815'SB' I43 SB 3820'SB'

3810'NB' 3815'NB' I43 NB 3820'NB'

CABLE BARRIER

SIGN

SIGN

SIGN

3821+50.00 MATCH LINE

CABLE BARRIER

3825'SB' 3830'SB' I43 SB 3835'SB'

3825'NB' 3830'NB' I43 NB 3835'NB'

CABLE BARRIER

SIGN

INL

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - IH 43 NB & SB	SHEET 145	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 0220048

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

3350'SB'
3355'SB'
3360'SB'
3365'SB'
3370'SB'
3375'SB'
3380'SB'
3350'NB'
3355'NB'
3360'NB'
3365'NB'
3370'NB'
3375'NB'
3380'NB'
FO

SITE 10

SITE 9

SITE 8

BL WP53 PHASE 2 CENTERLINE

WALL
SIGN
INL
MH
A/C
CMV
CWMH
CMP

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - CTH JJ INTERCHANGE	SHEET 146	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - JJ INT

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

SITE 24

3440
3435
3440'SB'
3435'SB'
3430
3430'SB'
3425'SB'
3430'NB'
3435'NB'
3425'NB'
3455'SB'
3450'SB'
3445'SB'
3455'NB'
3450'NB'
3445'NB'
MASON ST
WALL
POOL
SIGN
FO
GB
36"
39"

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - MASON STREET INTERCHANGE	SHEET 147	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - MASON INT

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

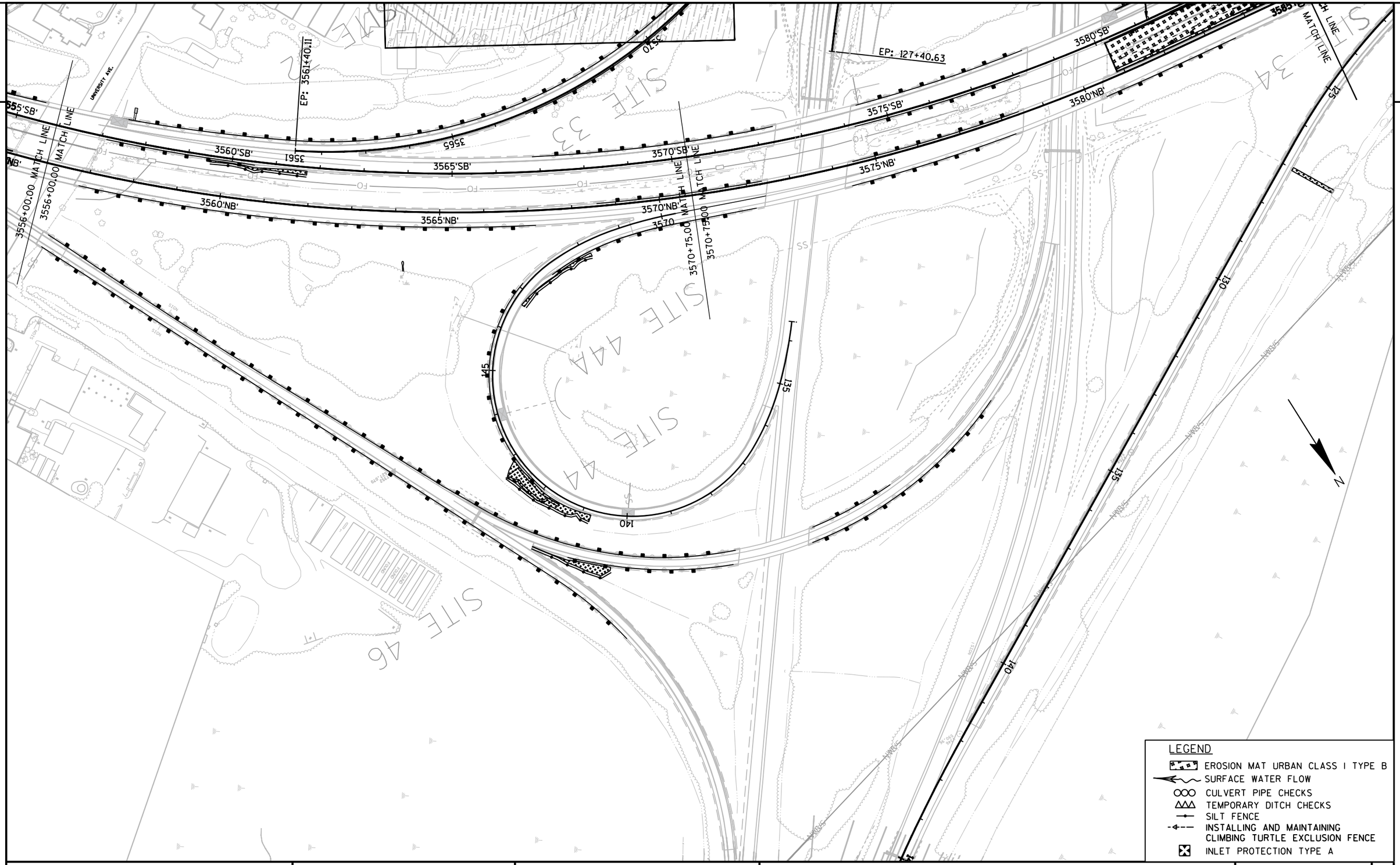


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - WIS 54/57 INTERCHANGE SOUTH	SHEET 148	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 54_57 S RAMPS

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

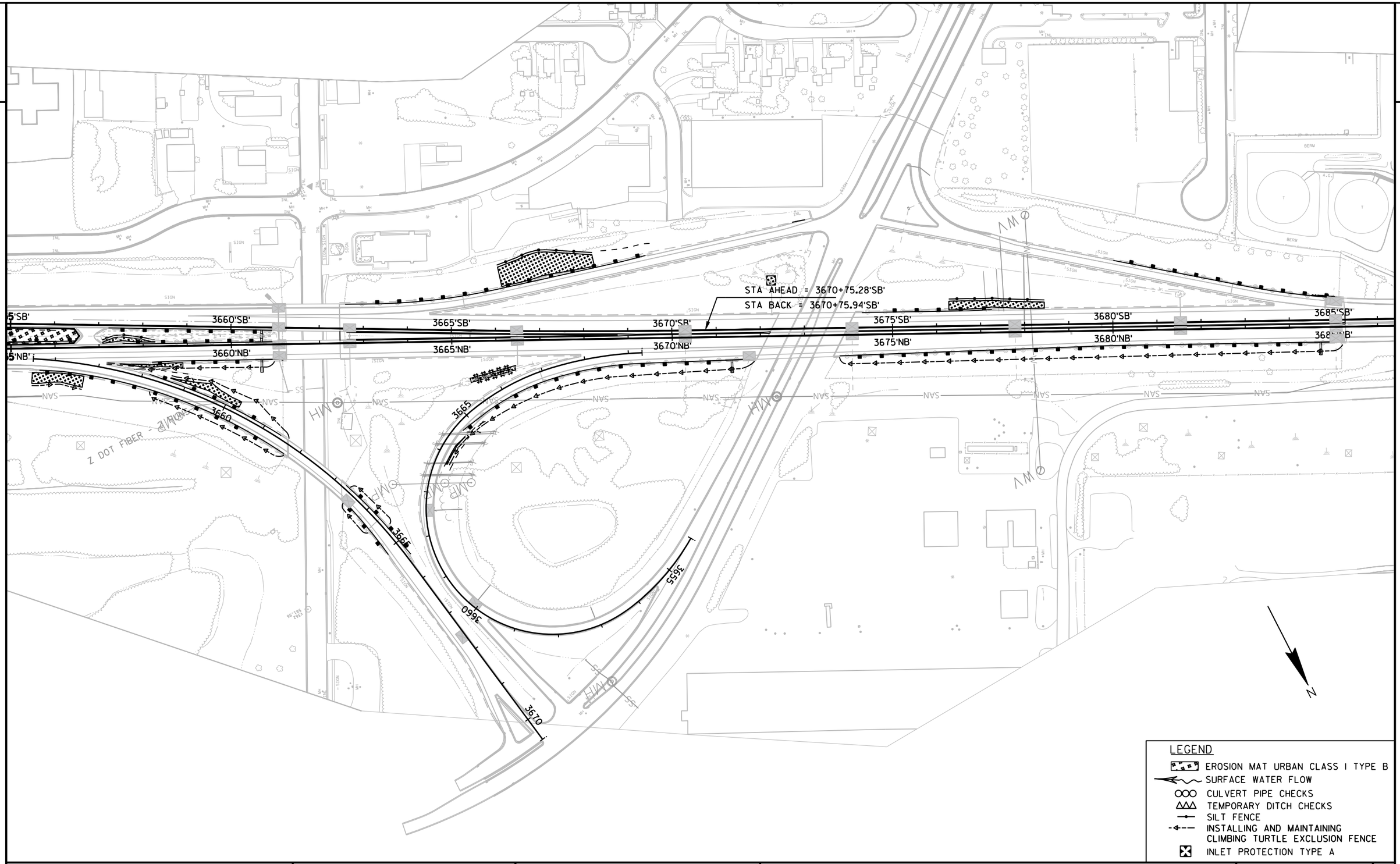


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - WIS 54/57 INTERCHANGE NORTH	SHEET 149	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - 54_57 N RAMPS

PLOT DATE : 6/27/2026 12:38 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



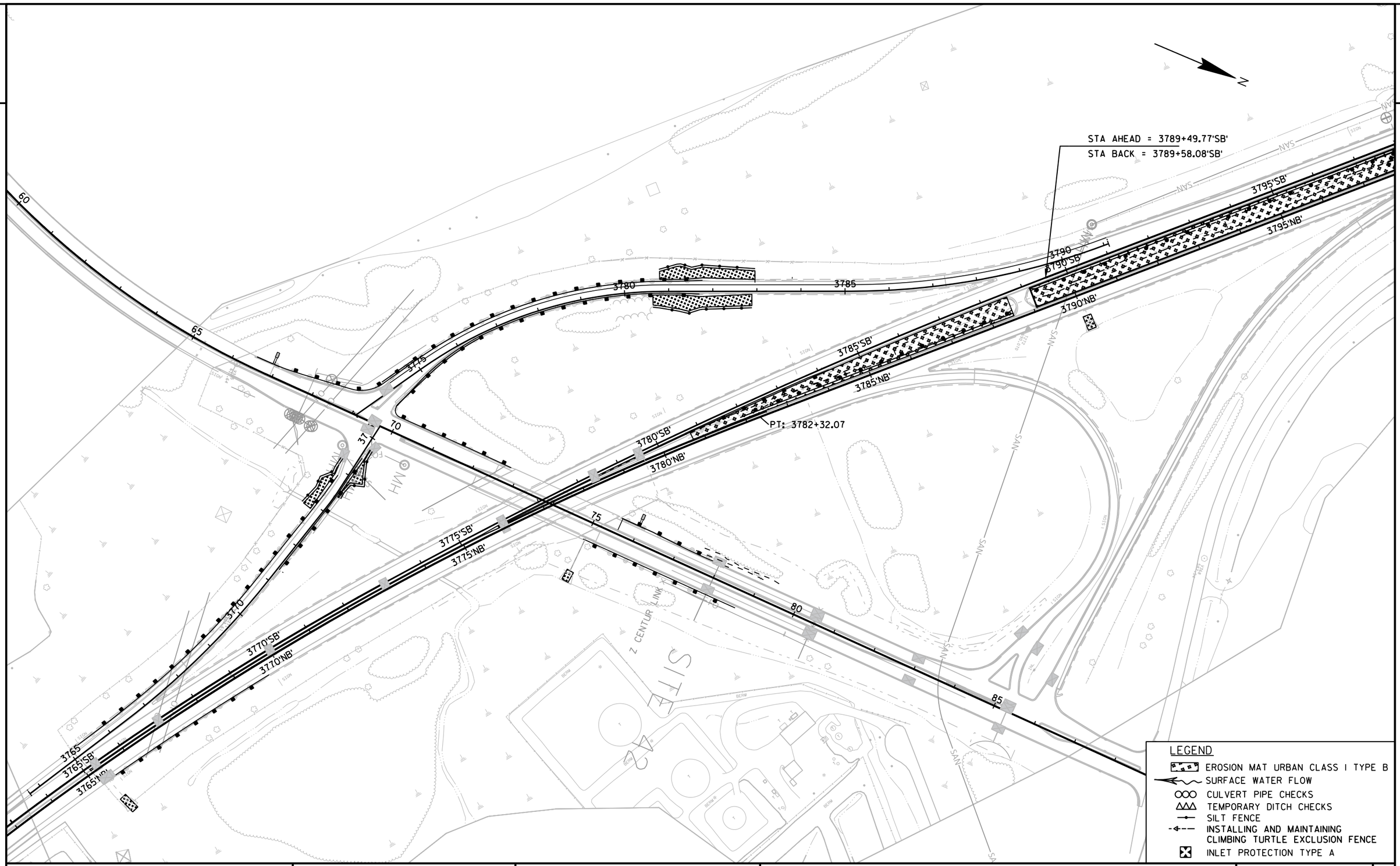
LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- INLET PROTECTION TYPE A

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - WEBSTER AVENUE INTERCHANGE	SHEET 150	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - WEB INT
PLOT DATE : 6/27/2026 12:37 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	EROSION CONTROL - ATKINSON DRIVE INTERCHANGE	SHEET 151	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\022002-EC.DWG
LAYOUT NAME - ATK INT

PLOT DATE : 6/27/2026 12:37 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

STAGES:
- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN WIS 172 AND MASON ST
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172

N

413'

4 5

US 141 / MAIN ST

3

WIS 29

440'

4 5

1 6

6 1

2

2

1 6

18" X 18"
ORANGE FLAGS

US 141 / MAIN ST

435'

4 5

1	2	3	4	5	6
COVER EXISTING	COVER EXISTING	COVER EXISTING	WO3-3 36"X36"	COVER EXISTING	R10-6 24"X36"

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC SIGNAL TEMPORARY - US 141 (MAIN ST) AND WIS 29	SHEET 152	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\024101-ST.DWG
LAYOUT NAME - 024101-st A

PLOT DATE : 6/24/2026 4:18 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

STAGES:

- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN WIS 172 AND MASON ST
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172

PROPOSED TEMPORARY SIGNAL TIMINGS: US 141 & WIS 29				
			PHASE 1 DIRECTION	PHASE 2 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	US 141	WIS 29
1	24	24	GREEN	RED
2	4	28	YELLOW	RED
3	2	30	RED	RED
4	24	54	RED	GREEN
5	3	57	RED	YELLOW
6	3	60	RED	RED

2

2

STAGES:
- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN WIS 172 AND MASON ST
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172

N

NOTES:

1. COVER ALL EXISTING FLASHING RED SIGNALS WITH ENGINEER APPROVED COVERING

US 141 / MAIN ST

620'

700'

WALL ST

US 141 / ELM VIEW RD

420'

MAIN ST

770'

18" X 18" ORANGE FLAGS

1	2	3	4	5	6
COVER EXISTING	COVER EXISTING	COVER EXISTING	W03-3 36"X36"	COVER EXISTING	R10-6 24"X36"

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC SIGNAL TEMPORARY - US 141 (MAIN ST) AND ELM VIEW RD	SHEET 154	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\024101-ST.DWG
LAYOUT NAME - 024101-st C

PLOT DATE : 6/24/2026 4:18 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGES:
- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN WIS 172 AND MASON ST

PROPOSED TEMPORARY SIGNAL TIMINGS: US 141 & ELM VIEW RD				
			PHASE 1 DIRECTION	PHASE 2 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	US 141 (MAIN ST)	US 141 (ELM VIEW RD)
1	14	14	GREEN	RED
2	4	18	YELLOW	RED
3	2	20	RED	RED
4	34	54	RED	GREEN
5	3	57	RED	YELLOW
6	3	60	RED	RED

STAGES:
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172

PROPOSED TEMPORARY SIGNAL TIMINGS : US 141 & ELM VIEW RD				
			PHASE 1 DIRECTION	PHASE 2 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	US 141 (MAIN ST)	US 141 (ELM VIEW RD)
1	20	20	GREEN	RED
2	4	24	YELLOW	RED
3	2	26	RED	RED
4	28	54	RED	GREEN
5	3	57	RED	YELLOW
6	3	60	RED	RED

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\024101-ST.DWG
LAYOUT NAME - 024101-st D
PLOT DATE : 6/24/2026 4:18 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

18" X 18"
ORANGE FLAGS

COVER
EXISTING

WO3-3
36"X36"

COVER
EXISTING

STOP
HERE ON
RED

R10-6
24"X36"

1 2 3 4

750'

2 3

FROM SB I-43 RAMP

300'

2

US 141 / ELM VIEW RD

US 141 / ELM VIEW RD

4

1 4

TO SB I-43 RAMP

RIGHT TURN STOP
CONDITION TO REMAIN

4

ELM VIEW RD

ELM VIEW RD

2 300'

STAGES:

- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN WIS 172 AND MASON ST
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC SIGNAL TEMPORARY - IH 43 SB AND US 141 (ELM VIEW RD)	SHEET 156	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\024101-ST.DWG
LAYOUT NAME - 024101-st E

PLOT DATE : 6/24/2026 4:19 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

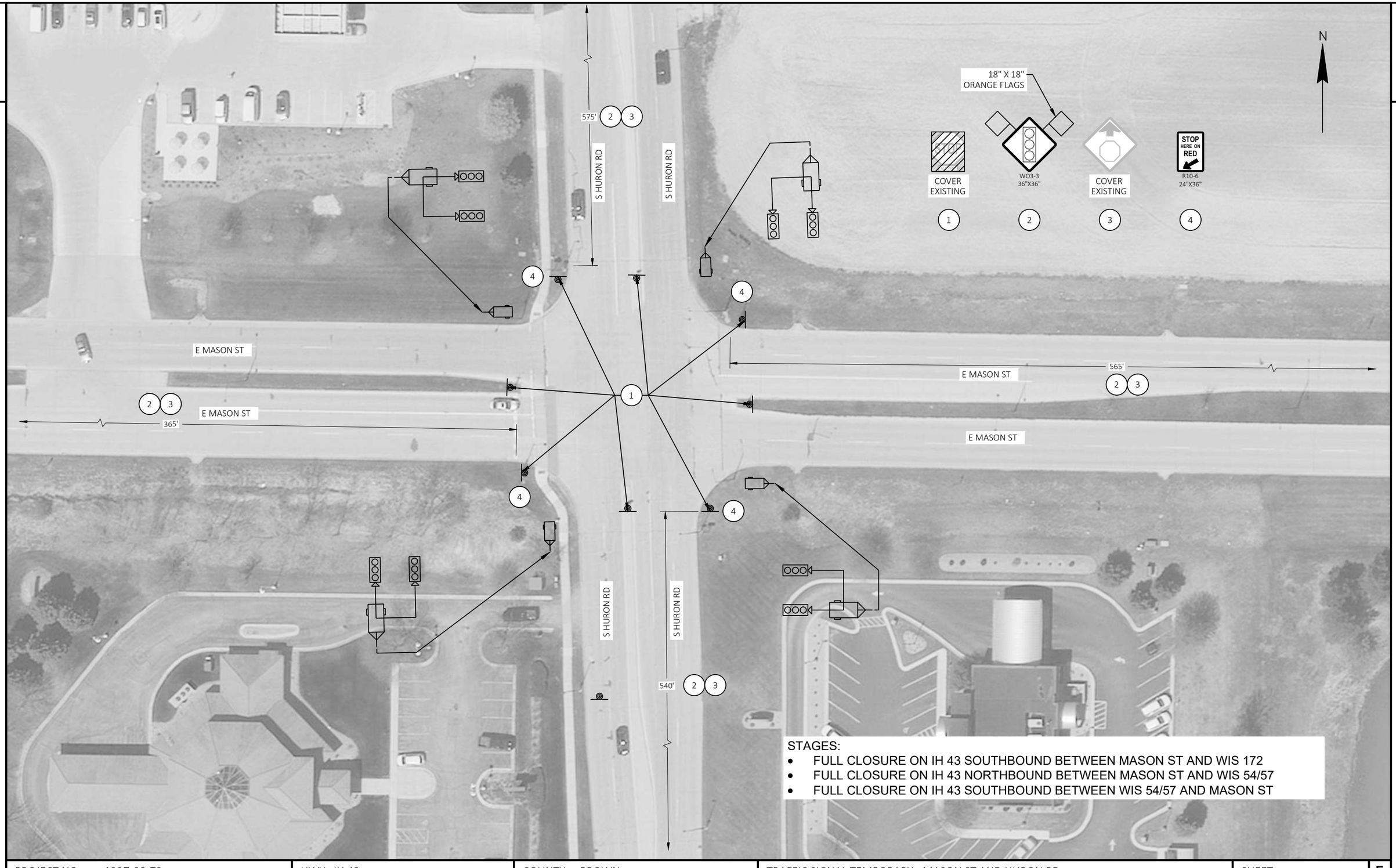
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STAGES:

- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN WIS 172 AND MASON ST
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172

PROPOSED TEMPORARY SIGNAL TIMINGS: IH 43 SB & US 141 (ELM VIEW RD)				
			PHASE 1 DIRECTION	PHASE 2 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	IH 43 SB	US 141 (MAIN ST)
1	35	35	GREEN	RED
2	2.5	37.5	YELLOW	RED
3	2.5	40	RED	RED
4	14	54	RED	GREEN
5	3.5	57.5	RED	YELLOW
6	2.5	60	RED	RED

2



STAGES:

- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172
- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN MASON ST AND WIS 54/57
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN WIS 54/57 AND MASON ST

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC SIGNAL TEMPORARY - MASON ST AND HURON RD	SHEET 158	E

2

STAGES:

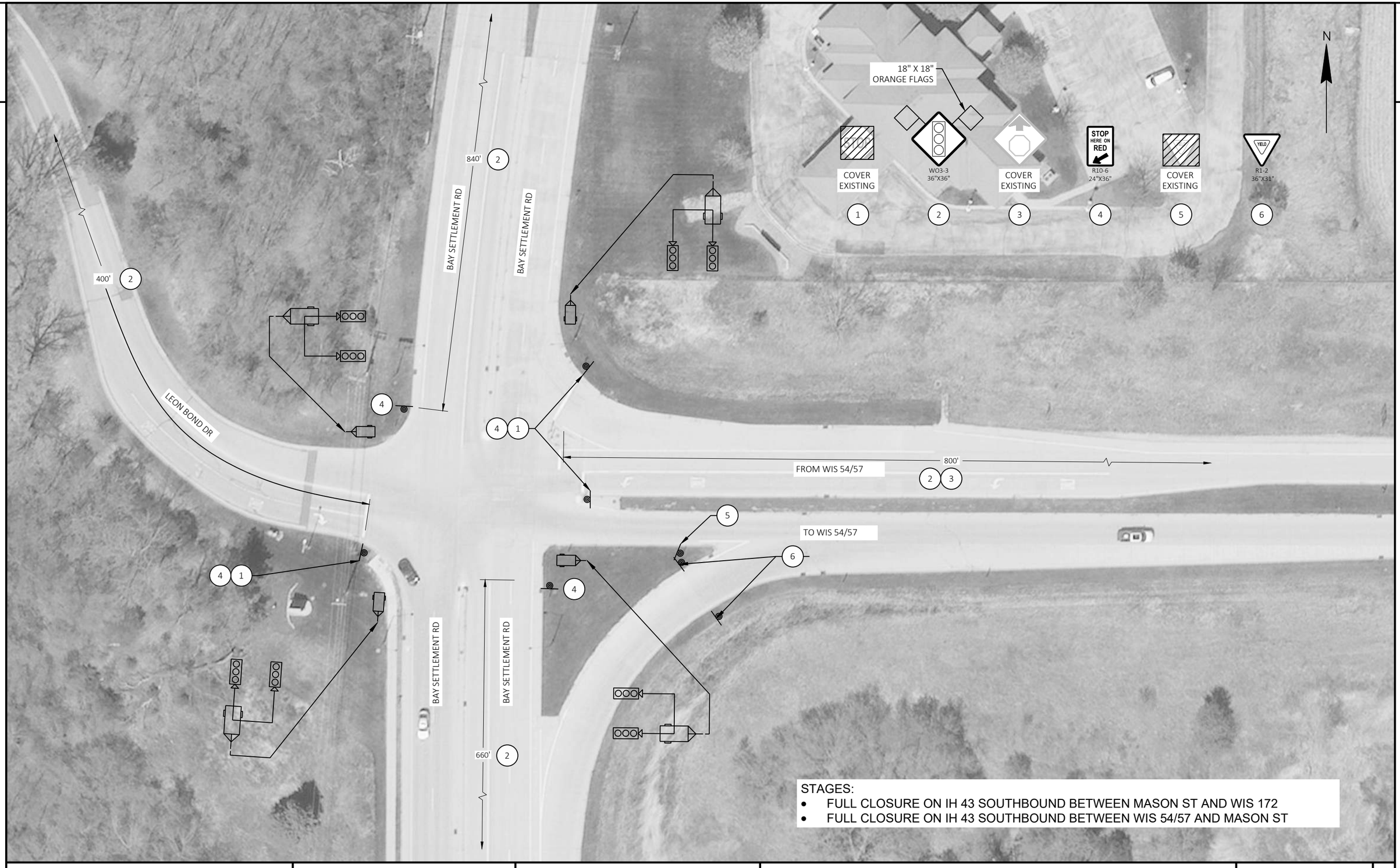
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN WIS 54/57 AND MASON ST

PROPOSED TEMPORARY SIGNAL TIMINGS : MASON ST & HURON ST (2)				
			PHASE 1 DIRECTION	PHASE 2 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	MASON ST EB/WB	HURON ST NB/SB
1	16	16	GREEN	RED
2	3	19	YELLOW	RED
3	3	22	RED	RED
4	32	54	RED	GREEN
5	3	57	RED	YELLOW
6	3	60	RED	RED

STAGES:

- FULL CLOSURE ON IH 43 NORTHBOUND BETWEEN MASON ST AND WIS 54/57

PROPOSED TEMPORARY SIGNAL TIMINGS: MASON ST & HURON ST						
			PHASE 1 DIRECTION	PHASE 2 DIRECTION	PHASE 3 DIRECTION	PHASE 4 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	HURON ST NB/SB	MASON ST EB THRU	MASON ST EB LEFT TURN LANE	MASON ST WB THRU
1	29	29	GREEN	RED	RED	RED
2	3.5	32.5	YELLOW	RED	RED	RED
3	2	34.5	RED	RED	RED	RED
4	34.5	69	RED	GREEN	GREEN	RED
5	3.5	72.5	RED	GREEN	YELLOW	RED
6	2	74.5	RED	GREEN	RED	RED
7	10	84.5	RED	GREEN	FLASHING YELLOW	GREEN
8	3.5	88	RED	YELLOW	YELLOW	YELLOW
9	2	90	RED	RED	RED	RED



STAGES:

- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN WIS 54/57 AND MASON ST

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC SIGNAL TEMPORARY - WIS 54/57 SB AND BAY SETTLEMENT RD	SHEET 160	E

STAGES:

- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN MASON ST AND WIS 172
- FULL CLOSURE ON IH 43 SOUTHBOUND BETWEEN WIS 54/57 AND MASON ST

PROPOSED TEMPORARY SIGNAL TIMINGS : WIS 54/57 & BAY SETTLEMENT				
			PHASE 1 DIRECTION	PHASE 2 DIRECTION
INTERVAL	PHASE TIME (SECONDS)	CUMULATIVE (SECONDS)	WIS 54/57 WB	BAY SETTLEMENT NB/SB
1	10.5	10.5	GREEN	RED
2	3	13.5	YELLOW	RED
3	2.5	16	RED	RED
4	38.5	54.5	RED	GREEN
5	3	57.5	RED	YELLOW
6	2.5	60	RED	RED

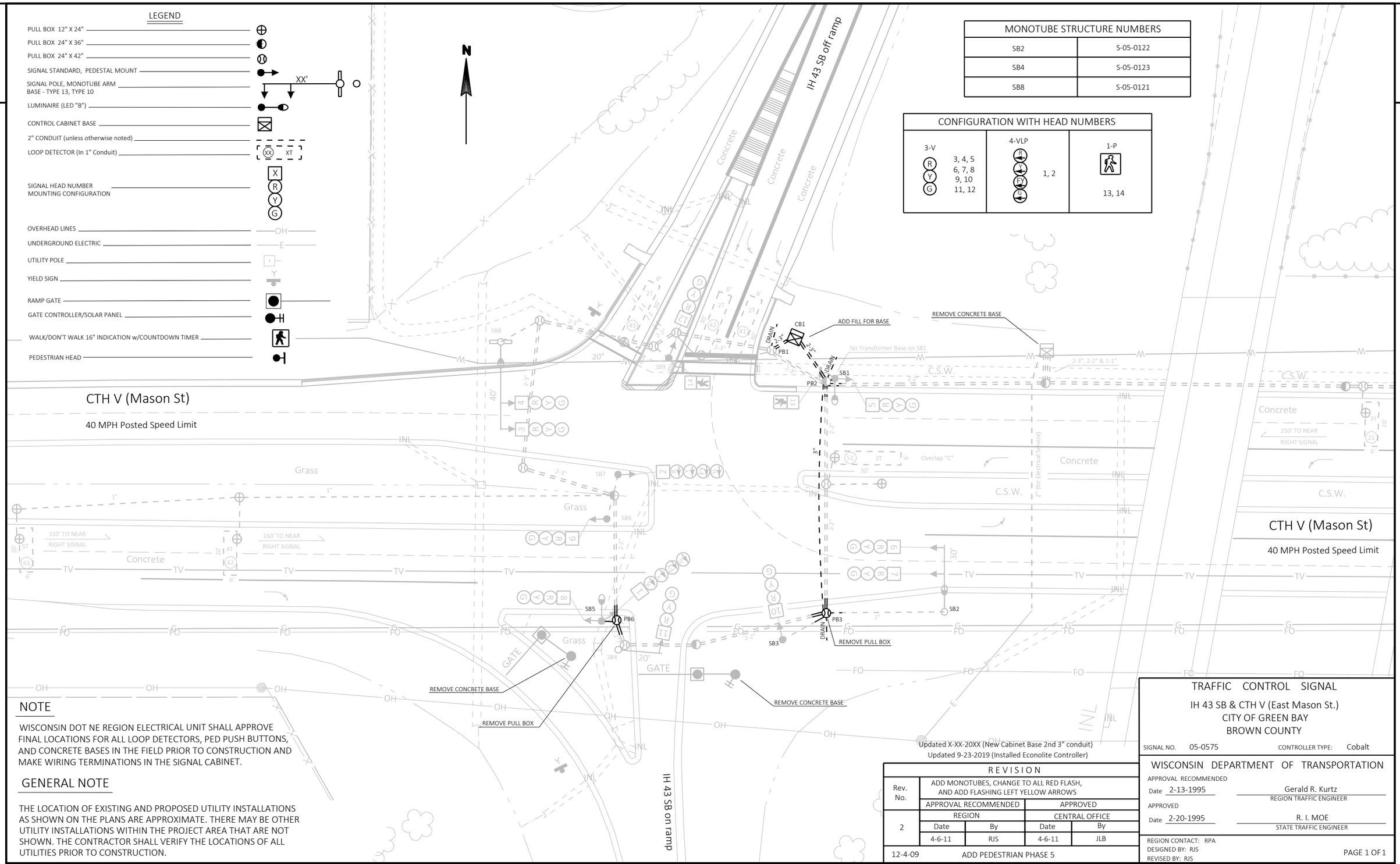
2

LEGEND

- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL MOUNT
- SIGNAL POLE, MONOTUBE ARM BASE - TYPE 13, TYPE 10 (XX')
- LUMINAIRE (LED "B")
- CONTROL CABINET BASE
- 2" CONDUIT (unless otherwise noted)
- LOOP DETECTOR (In 1" Conduit) (XX XT)
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION (X, R, Y, G)
- OVERHEAD LINES (OH)
- UNDERGROUND ELECTRIC (E)
- UTILITY POLE
- YIELD SIGN (Y)
- RAMP GATE
- GATE CONTROLLER/SOLAR PANEL
- WALK/DON'T WALK 16" INDICATION w/COUNTDOWN TIMER
- PEDESTRIAN HEAD

MONOTUBE STRUCTURE NUMBERS	
SB2	S-05-0122
SB4	S-05-0123
SB8	S-05-0121

CONFIGURATION WITH HEAD NUMBERS		
3-V (R, Y, G): 3, 4, 5 / 6, 7, 8 / 9, 10 / 11, 12	4-VLP (R, Y, FY, G): 1, 2	1-P: 13, 14



NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS, PED PUSH BUTTONS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION AND MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET.

GENERAL NOTE

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

Updated X-XX-20XX (New Cabinet Base 2nd 3" conduit)
Updated 9-23-2019 (Installed Econolite Controller)

REVISION				
Rev. No.	ADD MONOTUBES, CHANGE TO ALL RED FLASH, AND ADD FLASHING LEFT YELLOW ARROWS			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	Date	By	Date	By
	4-6-11	RJS	4-6-11	JLB
12-4-09	ADD PEDESTRIAN PHASE 5			

TRAFFIC CONTROL SIGNAL

IH 43 SB & CTH V (East Mason St.)
CITY OF GREEN BAY
BROWN COUNTY

SIGNAL NO. 05-0575 CONTROLLER TYPE: Cobalt

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 2-13-1995 — Gerald R. Kurtz, REGION TRAFFIC ENGINEER

APPROVED
Date 2-20-1995 — R. I. MOE, STATE TRAFFIC ENGINEER

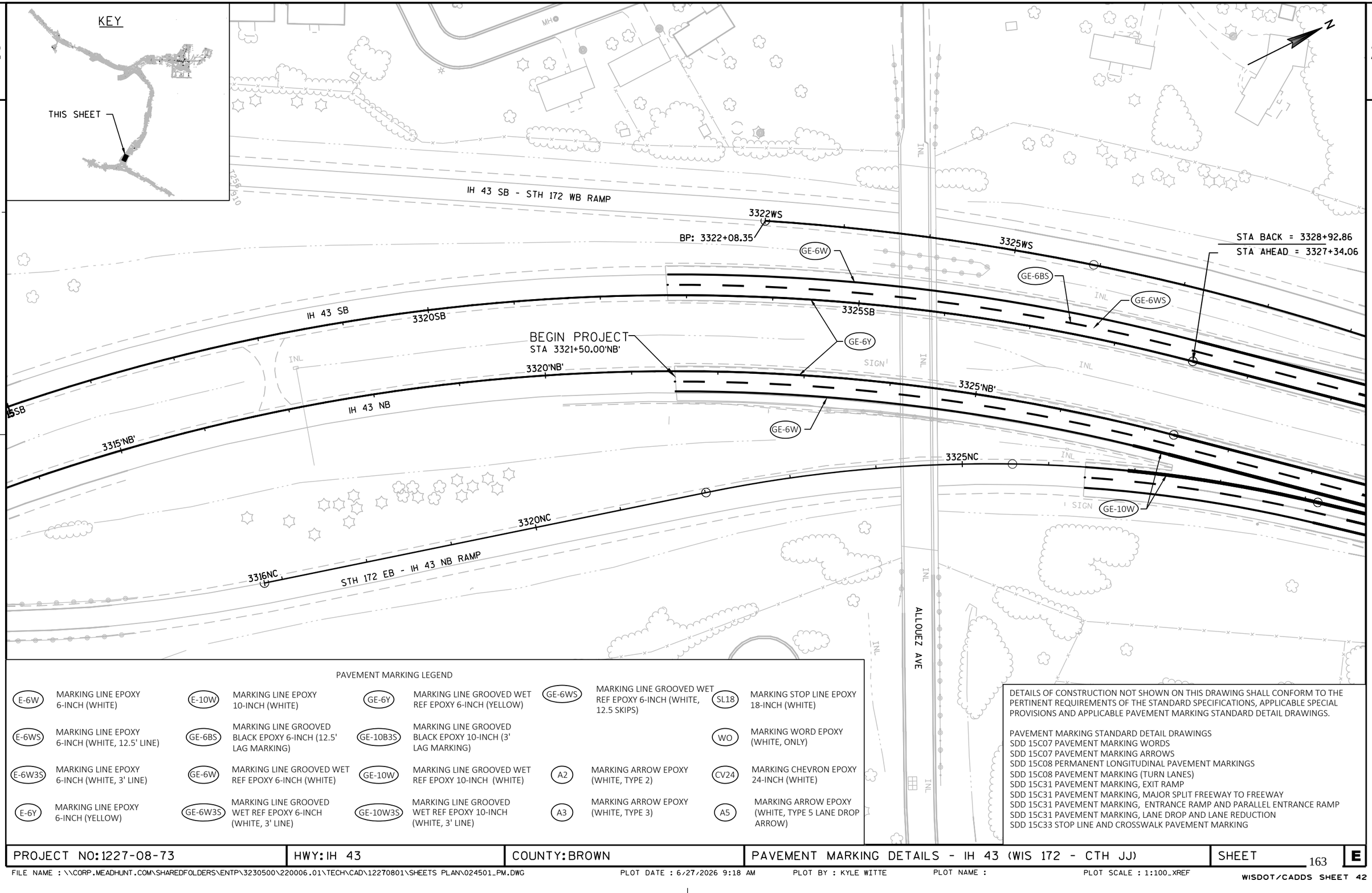
REGION CONTACT: RPA
DESIGNED BY: RJS
REVISED BY: RJS

PAGE 1 OF 1

PROJECT NO: 1227-08-01	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL SIGNAL - S05-0575	SHEET 162 E

FILE NAME : F:\D3_TRAFFI\S05-0575 (43 SB & MASON)\S05-0575 FUTURE.DWG
LAYOUT NAME - S05-0575 FUTURE-tcs
PLOT DATE : 2/11/2026 11:18 AM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



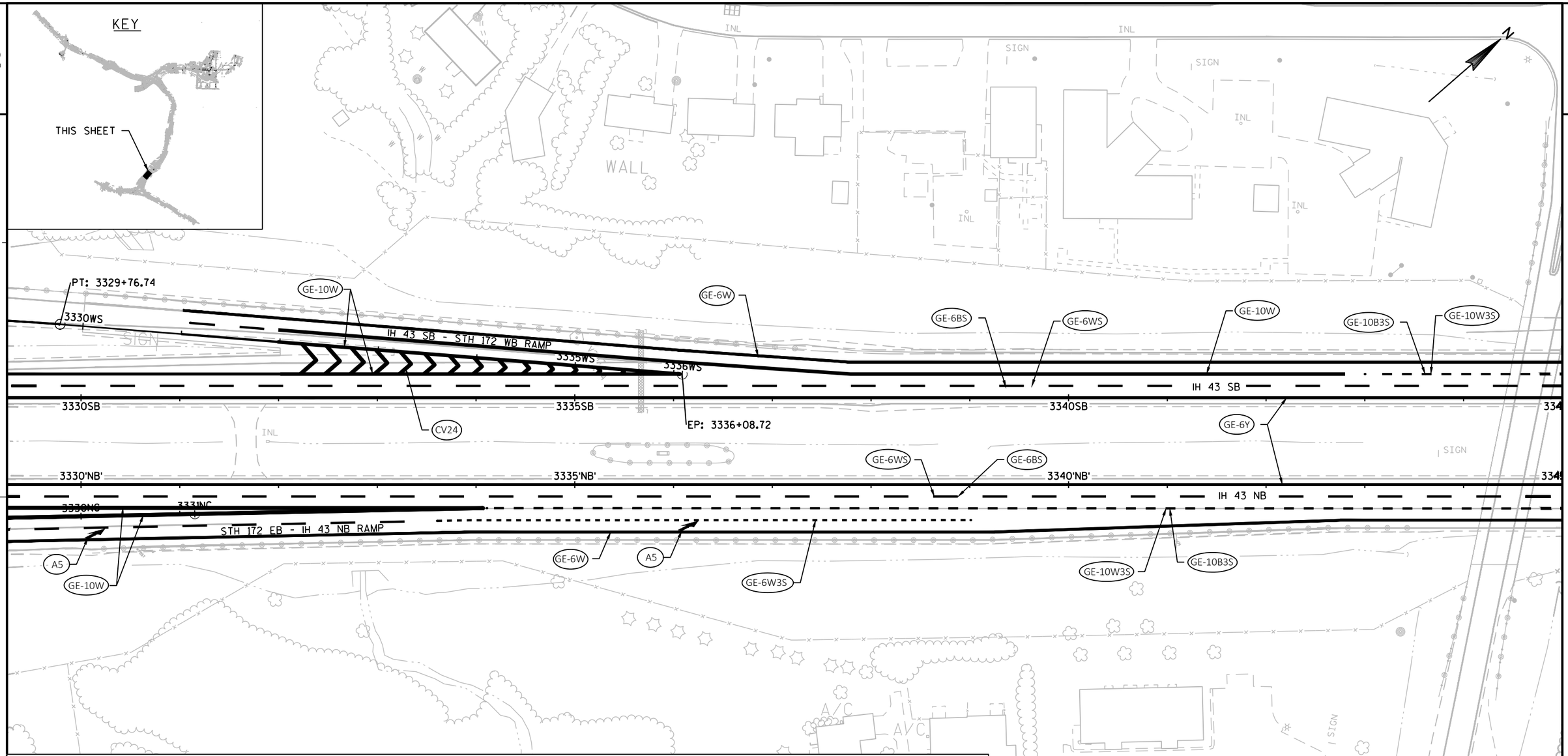
PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)
WO	MARKING WORD EPOXY (WHITE, ONLY)	E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)	E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)
GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 172 - CTH JJ)	SHEET 163	E



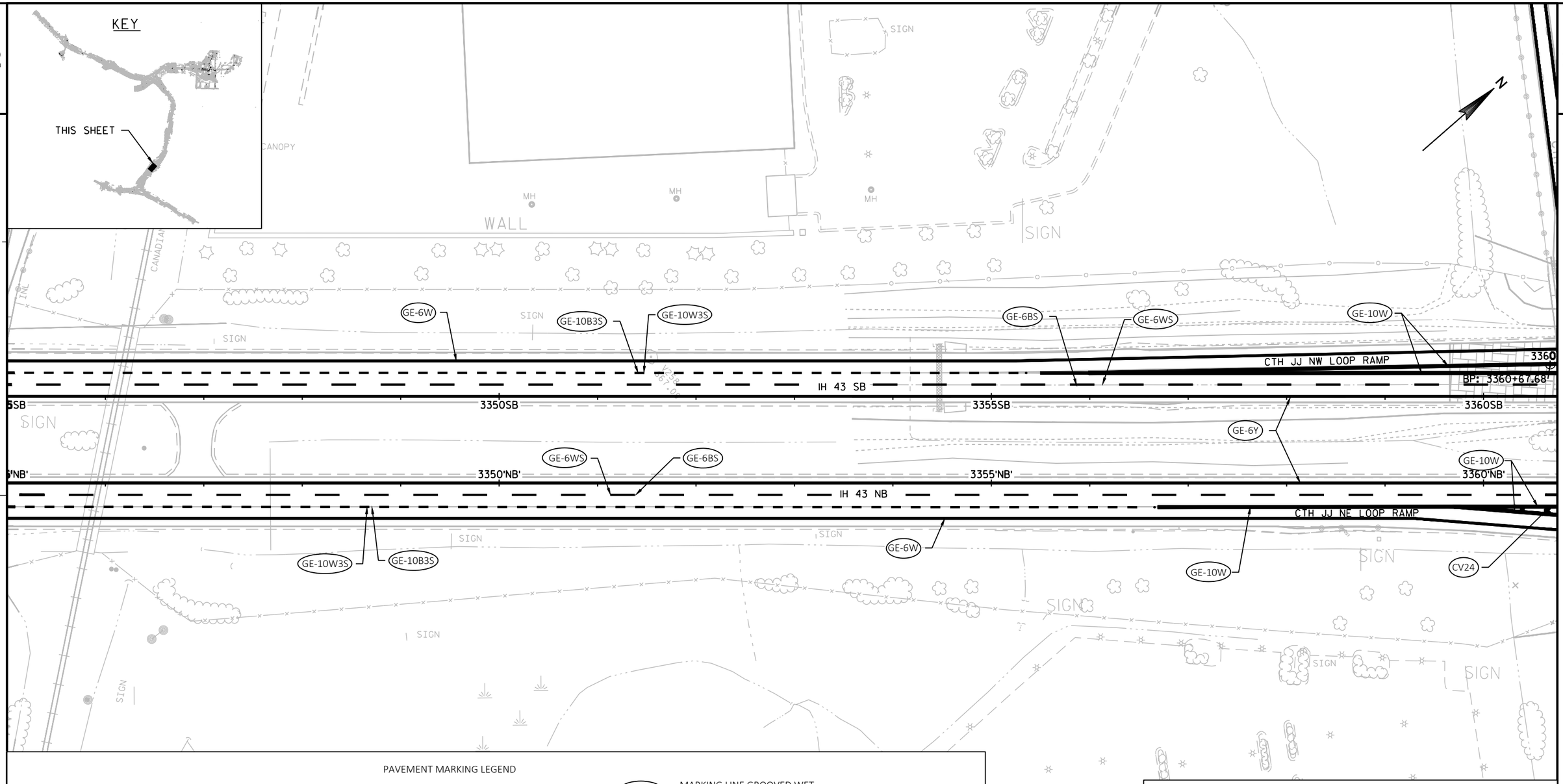
PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 172 - CTH JJ)	SHEET 164	E



PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)		
WO	MARKING WORD EPOXY (WHITE, ONLY)		
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)		
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

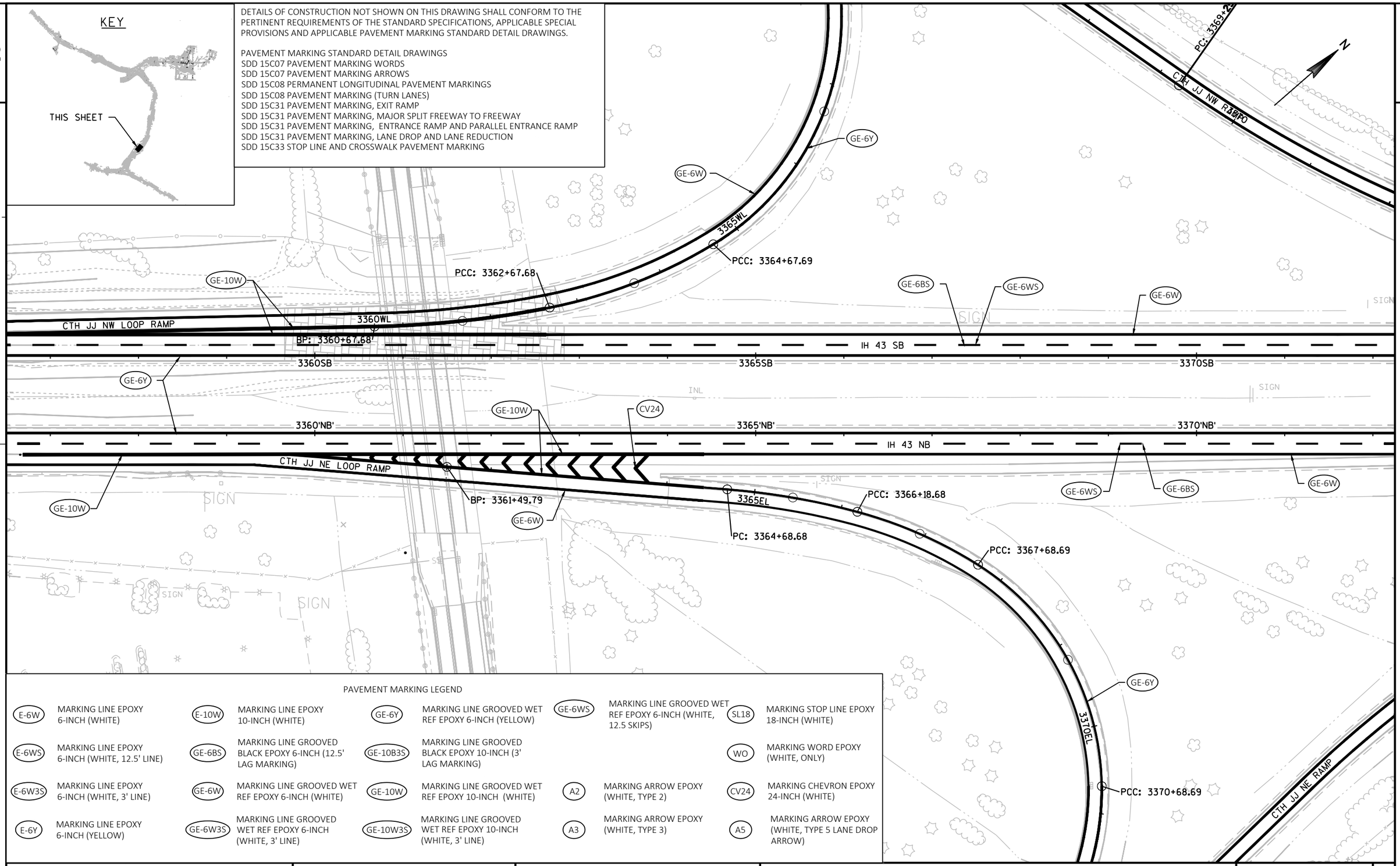
PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 172 - CTH JJ)	SHEET 165	E

KEY

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING



PAVEMENT MARKING LEGEND

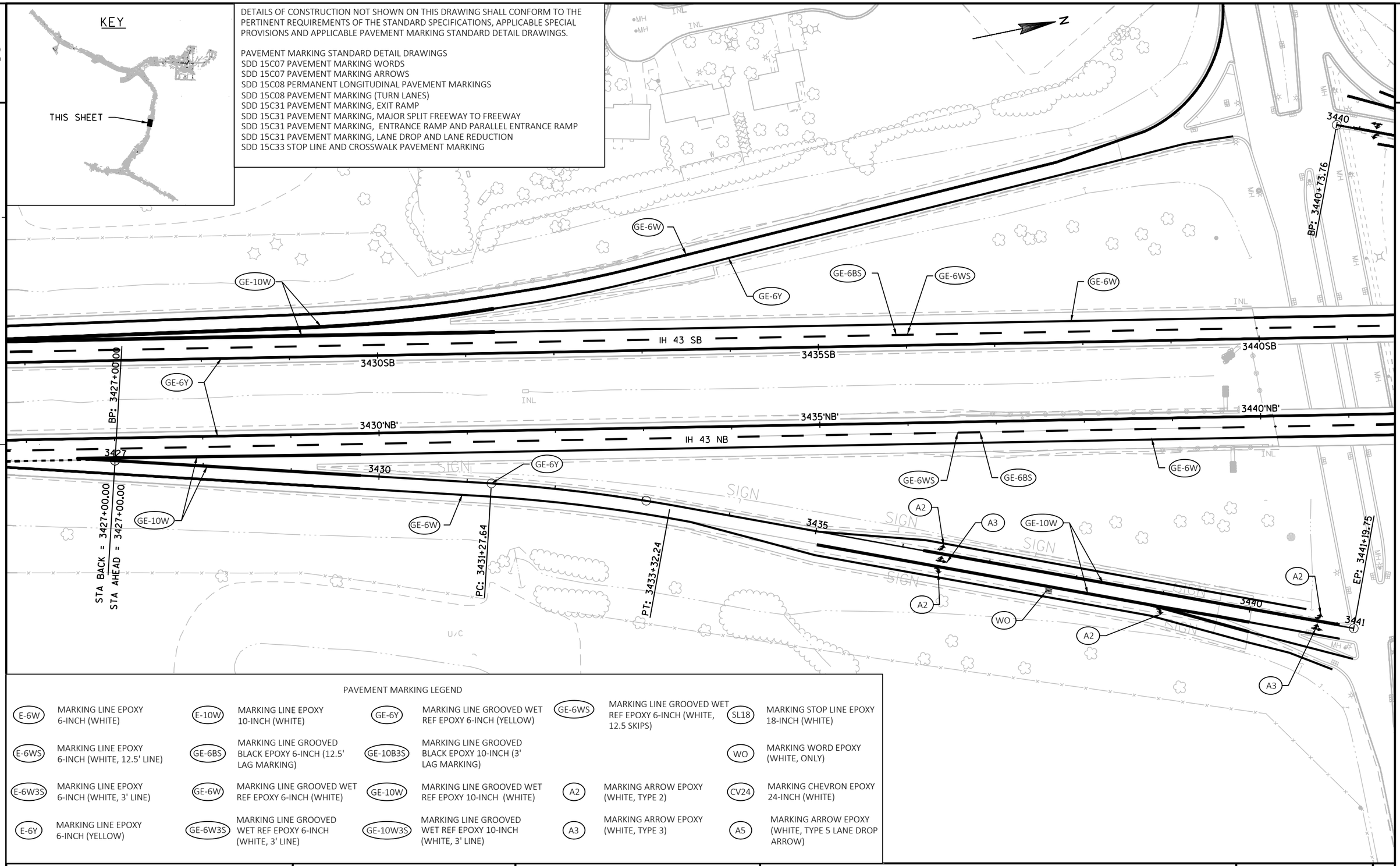
E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)
WO	MARKING WORD EPOXY (WHITE, ONLY)	E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)	E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)
GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 172 - CTH JJ)	SHEET 166	E

KEY

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

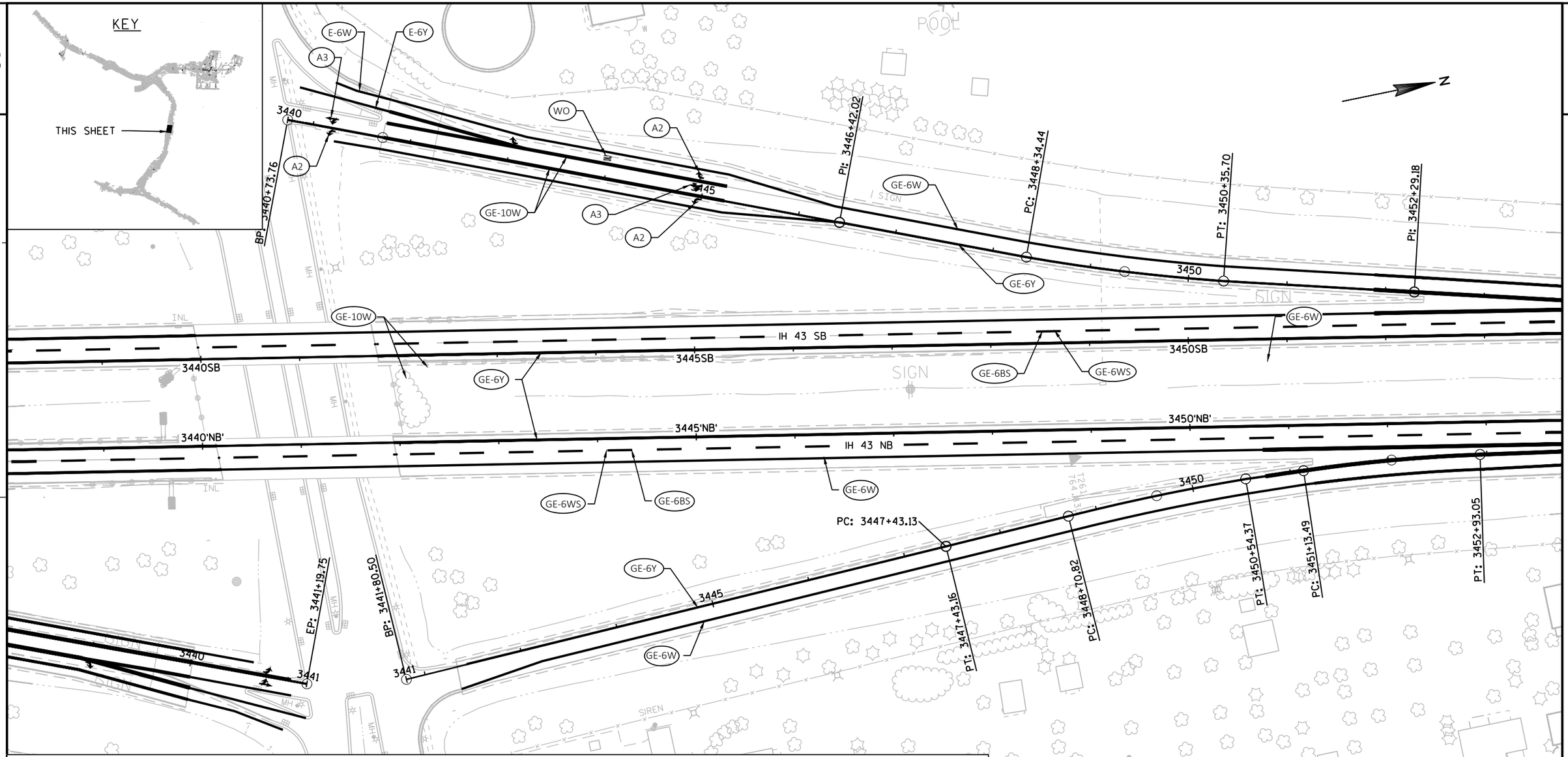
PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING



PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (MASON ST RAMPS)	SHEET 167	E



PAVEMENT MARKING LEGEND

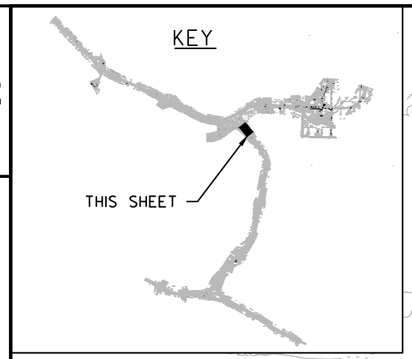
E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WO	MARKING WORD EPOXY (WHITE, ONLY)
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - IH 43 (MASON ST RAMPS)	SHEET 168	E



UNIVERSITY AVE

IH 43 SB

IH 43 NB

3550SB

3555SB

3560SB

3550'NB'

3555'NB'

3560'NB'

GE-10W

GE-6W3S

GE-6W

GE-6BS

GE-6WS

GE-6Y

CV24

GE-10W3S

SIGN

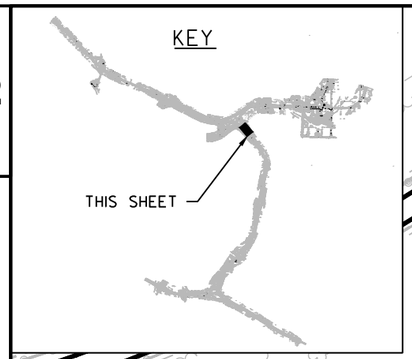
PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 54/57 RMAPS)	SHEET 169	E



N

GE-10W

STA BACK = 3581+27.77
STA AHEAD = 3581+94.25

GE-6W3S

GE-6W

3580SB

IH 43 SB

E-6W

3575SB

GE-6Y

3580'NB'

GE-6WS

GE-6BS

3570SB

E-6Y

3575'NB'

IH 43 NB

3570'NB'

GE-6W3S

GE-6W

GE-10W

E-10W

E-6W

SS

INL

GE-6Y

GE-6W

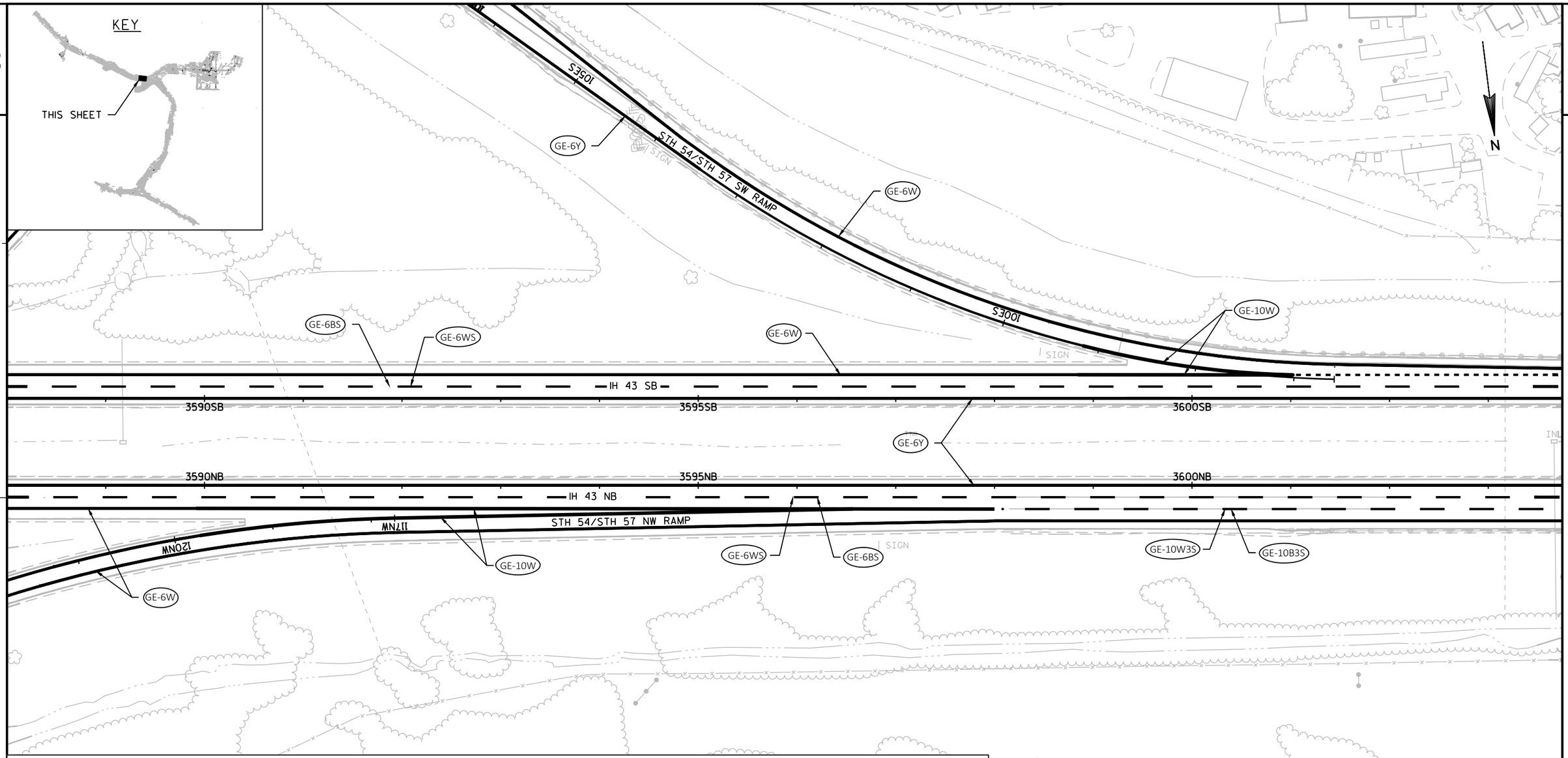
PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)		
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)		
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 54/57 RAMPS)	SHEET 170	E



PAVEMENT MARKING LEGEND

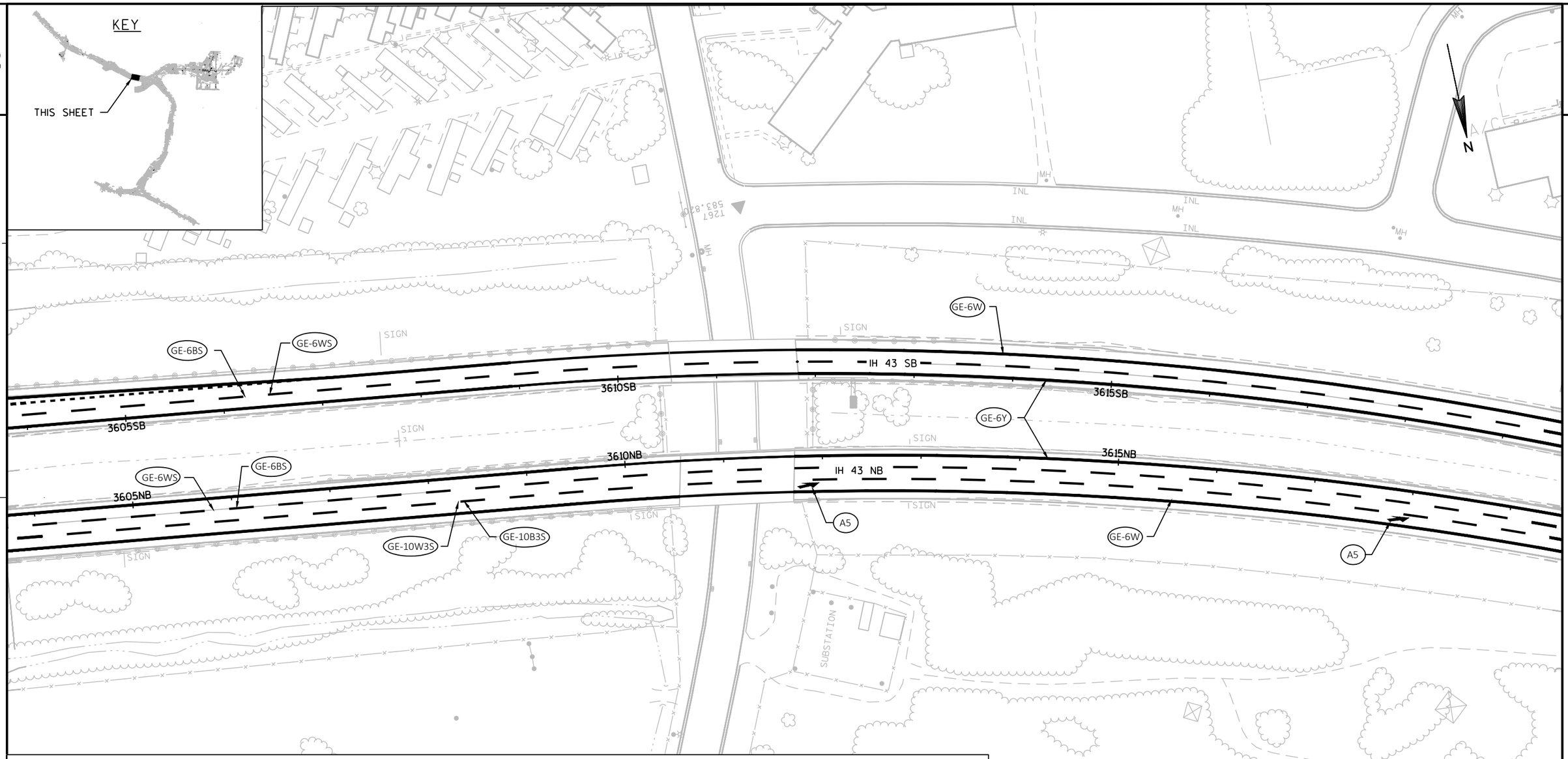
E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 54/57 - WEBSTER AVE)	SHEET	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\024504_PM.DWG PLOT DATE : 6/27/2026 9:19 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

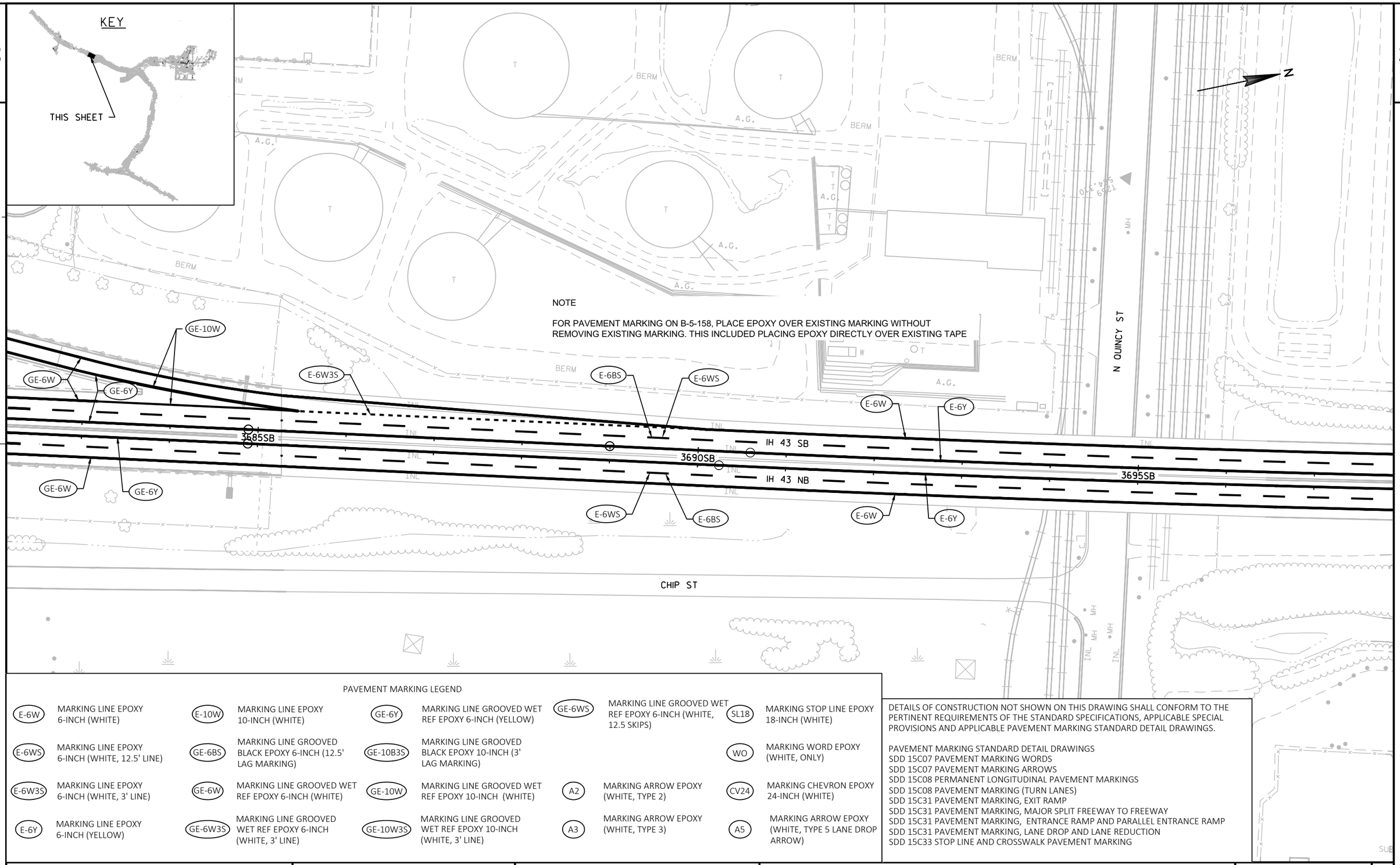
E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)		
WO	MARKING WORD EPOXY (WHITE, ONLY)		
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)		
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 54/57 - WEBSTER AVE)	SHEET 172	E



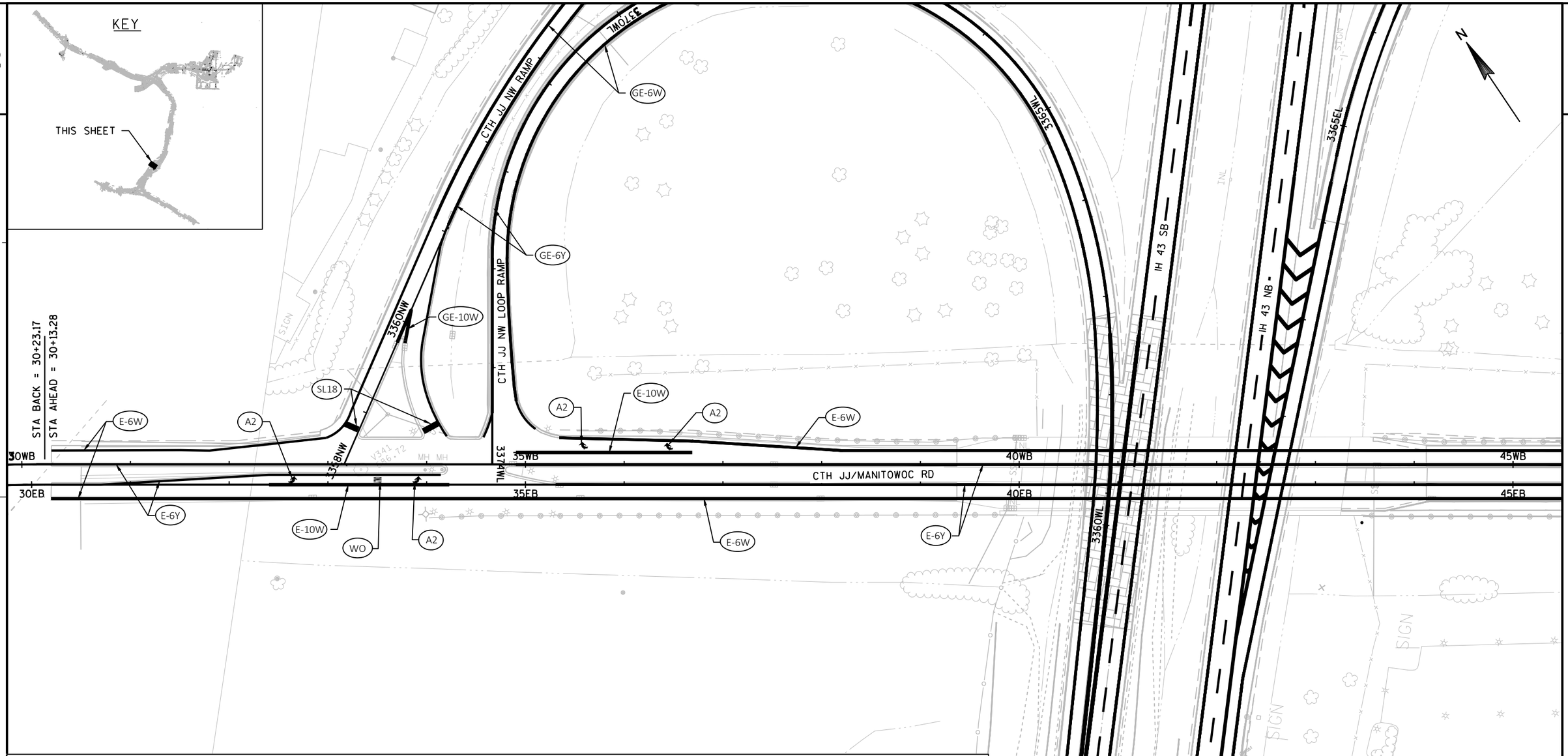
PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - IH 43 (B-5-158)	SHEET 173	E



PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)
WO	MARKING WORD EPOXY (WHITE, ONLY)	E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)	E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)
GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - CTH JJ & RAMPS	SHEET 174	E



PAVEMENT MARKING LEGEND

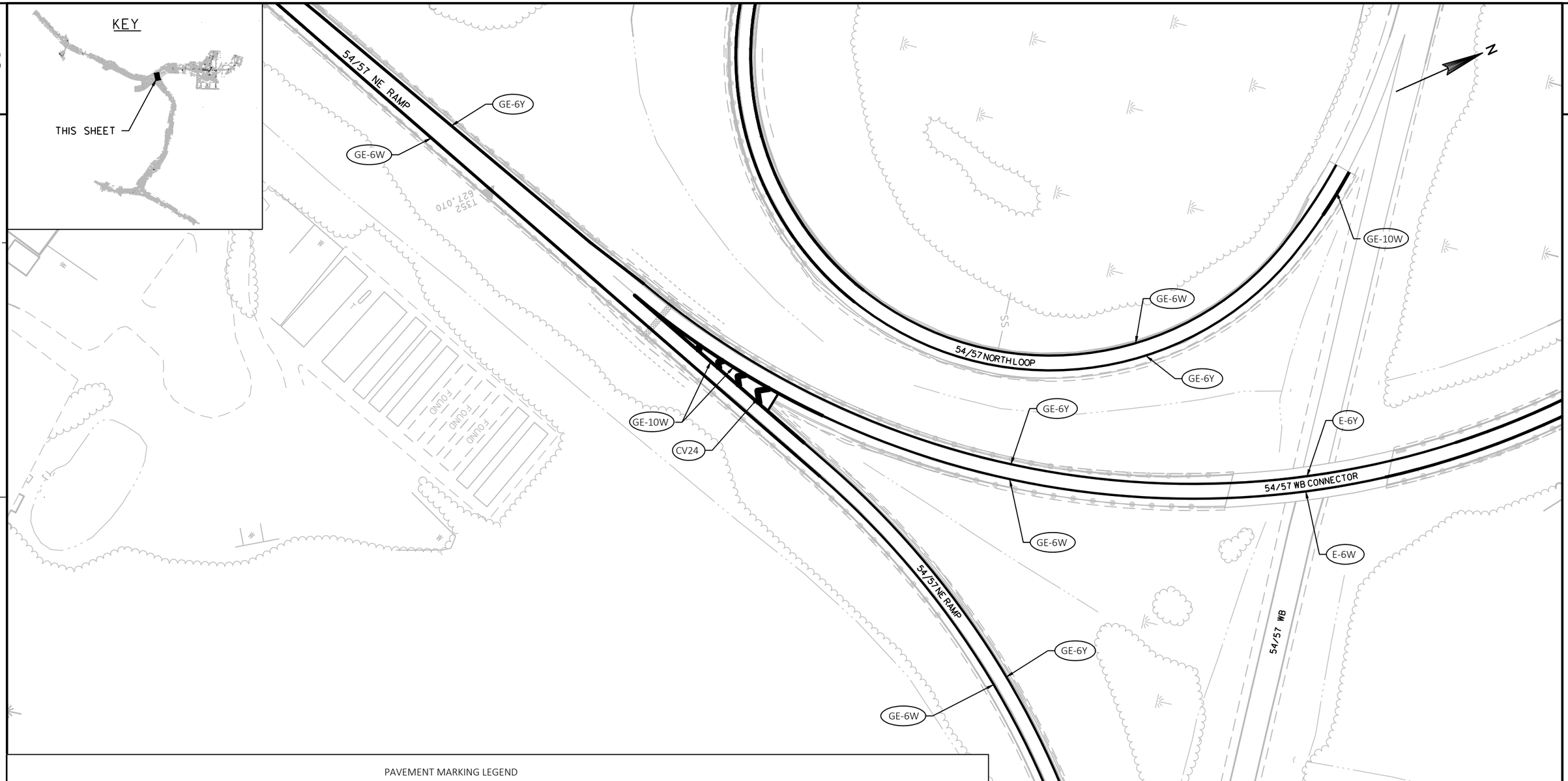
E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WO	MARKING WORD EPOXY (WHITE, ONLY)
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - CTH JJ & RAMPS	SHEET 175	E



2

PAVEMENT MARKING LEGEND

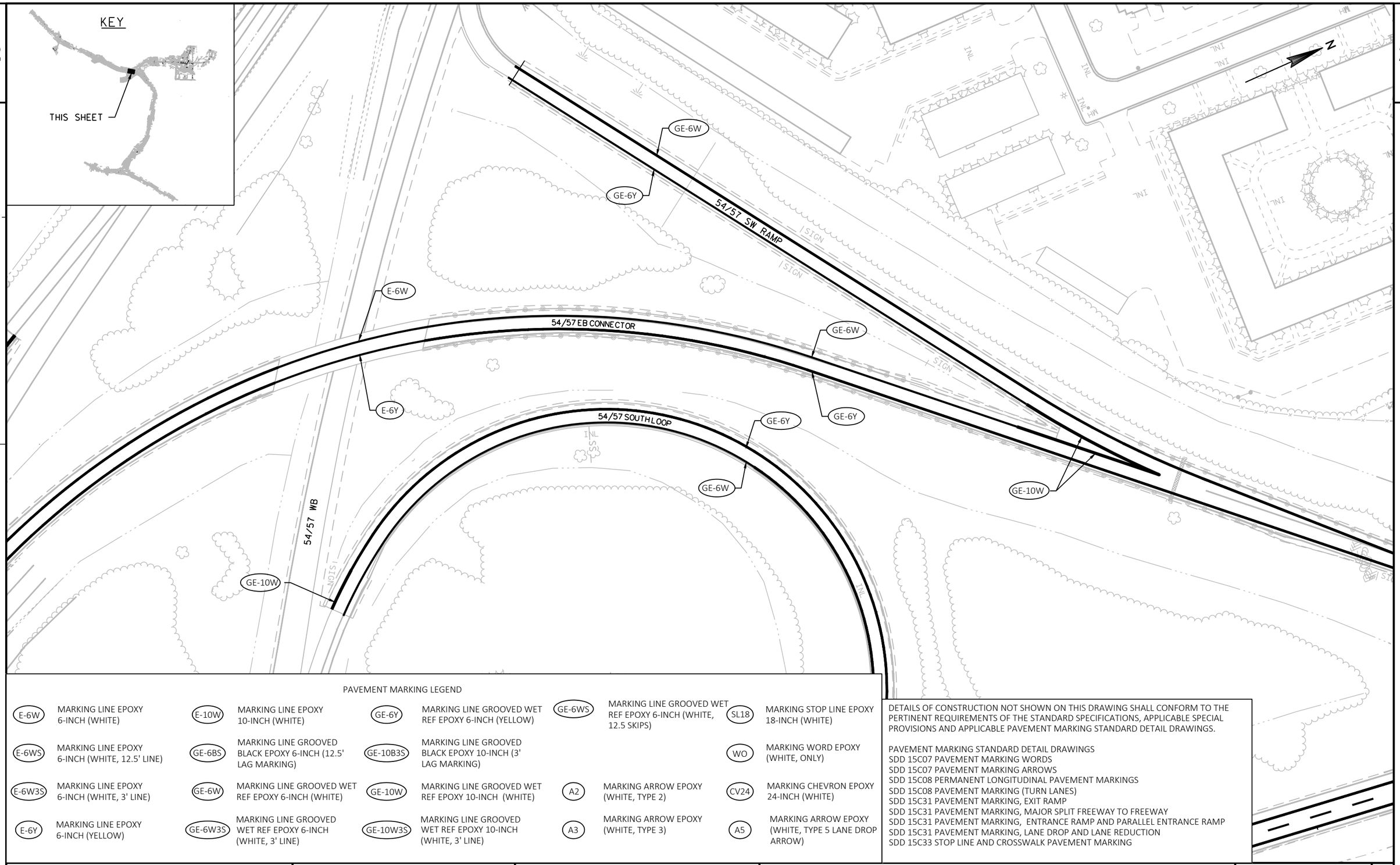
E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WO	MARKING WORD EPOXY (WHITE, ONLY)
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 54/57 RAMPS)	SHEET 176	E



PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)		
WO	MARKING WORD EPOXY (WHITE, ONLY)		
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)		
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	PAVEMENT MARKING DETAILS - IH 43 (WIS 54/57 RAMPS)	SHEET 177	E

PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)		
WO	MARKING WORD EPOXY (WHITE, ONLY)		
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)		
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		

WEBSTER AVE SW RAMP
WEBSTER AVE
WEBSTER AVE SE RAMP
IH 43 SB
IH 43 NB
WEBSTER AVE NE LOOP RAMP
25SB
25NB
30SB
30NB
35SB
35NB
40SB
40NB
3561SW
3562SW
3561SE
3655NL
GE-6W
GE-6Y
GE-10W
E-6Y
E-6WS
E-10W
A2
E-6W

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

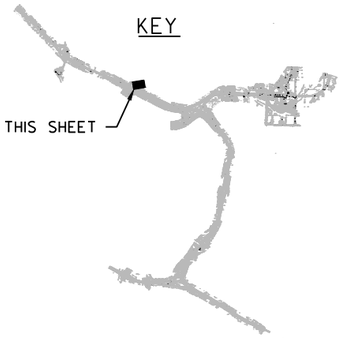
PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
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SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

KEY

THIS SHEET

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - WEBSTER AVE & RAMPS	SHEET 178	E

KEY



N

PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)		
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)

SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)		
WO	MARKING WORD EPOXY (WHITE, ONLY)		
CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)		
A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)		



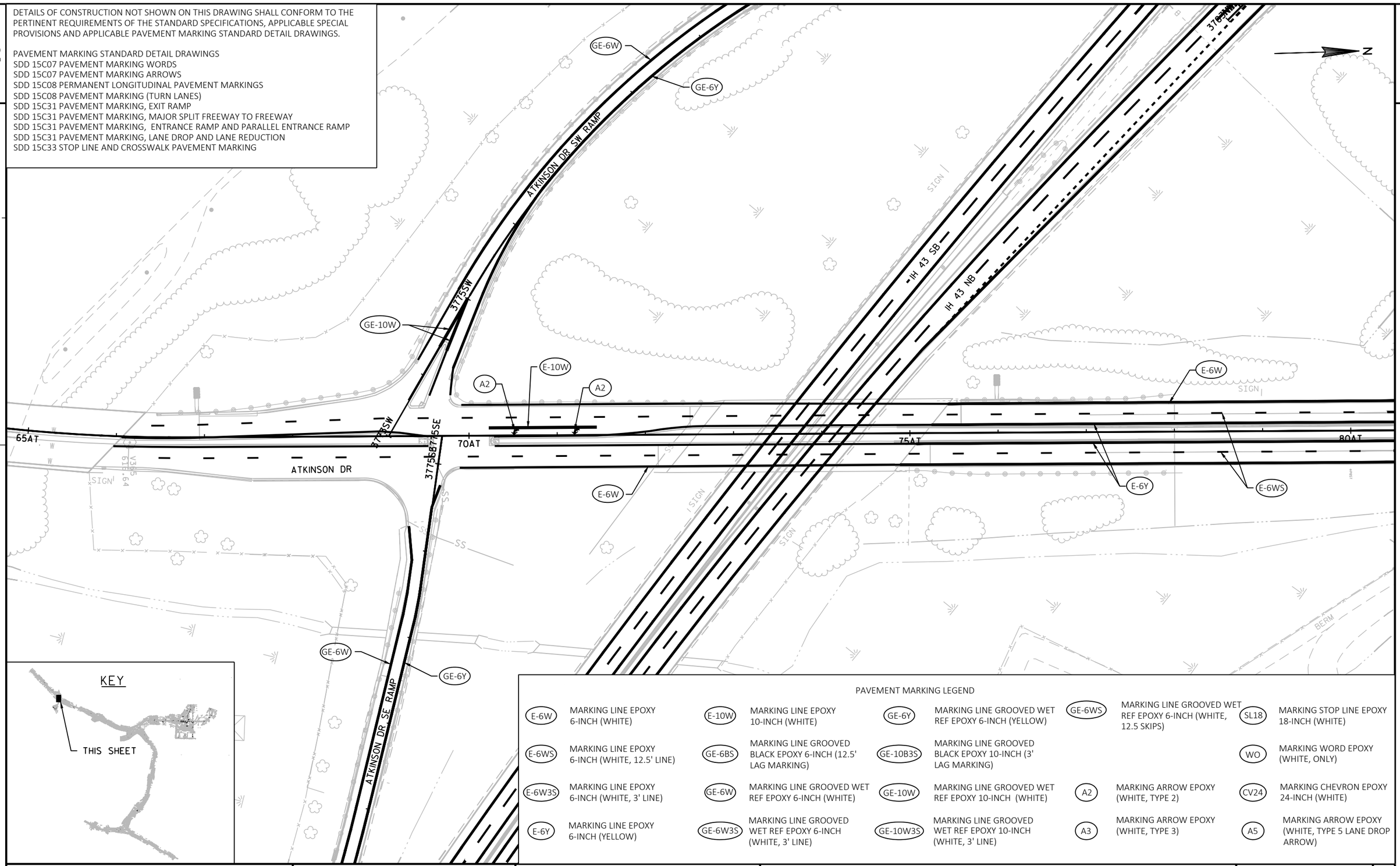
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PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - WEBSTER AVE & RAMPS	SHEET 179	E

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
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SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
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SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
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SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING



KEY

PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - ATKINSON DRIVE & RAMPS	SHEET 180	E

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND APPLICABLE PAVEMENT MARKING STANDARD DETAIL DRAWINGS.

PAVEMENT MARKING STANDARD DETAIL DRAWINGS
SDD 15C07 PAVEMENT MARKING WORDS
SDD 15C07 PAVEMENT MARKING ARROWS
SDD 15C08 PERMANENT LONGITUDINAL PAVEMENT MARKINGS
SDD 15C08 PAVEMENT MARKING (TURN LANES)
SDD 15C31 PAVEMENT MARKING, EXIT RAMP
SDD 15C31 PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY
SDD 15C31 PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
SDD 15C31 PAVEMENT MARKING, LANE DROP AND LANE REDUCTION
SDD 15C33 STOP LINE AND CROSSWALK PAVEMENT MARKING

IH 43 SB
IH 43 NB
3785NW
ATKINSON DR NW LOOP RAMP
3795NW
ATKINSON DR NW RAMP
3785NW
3792NW
3795NW
ATKINSON DR
80AI
85AI
SIGN
INL
BERM
GE-10W
GE-6Y
GE-6W
GE-6Y
GE-6W
E-6WS
E-6W
E-6Y
E-6W
A2
E-10W
WO
A2
E-6W3S
A2
WO
A2
E-10W
E-6Y
N
2
2

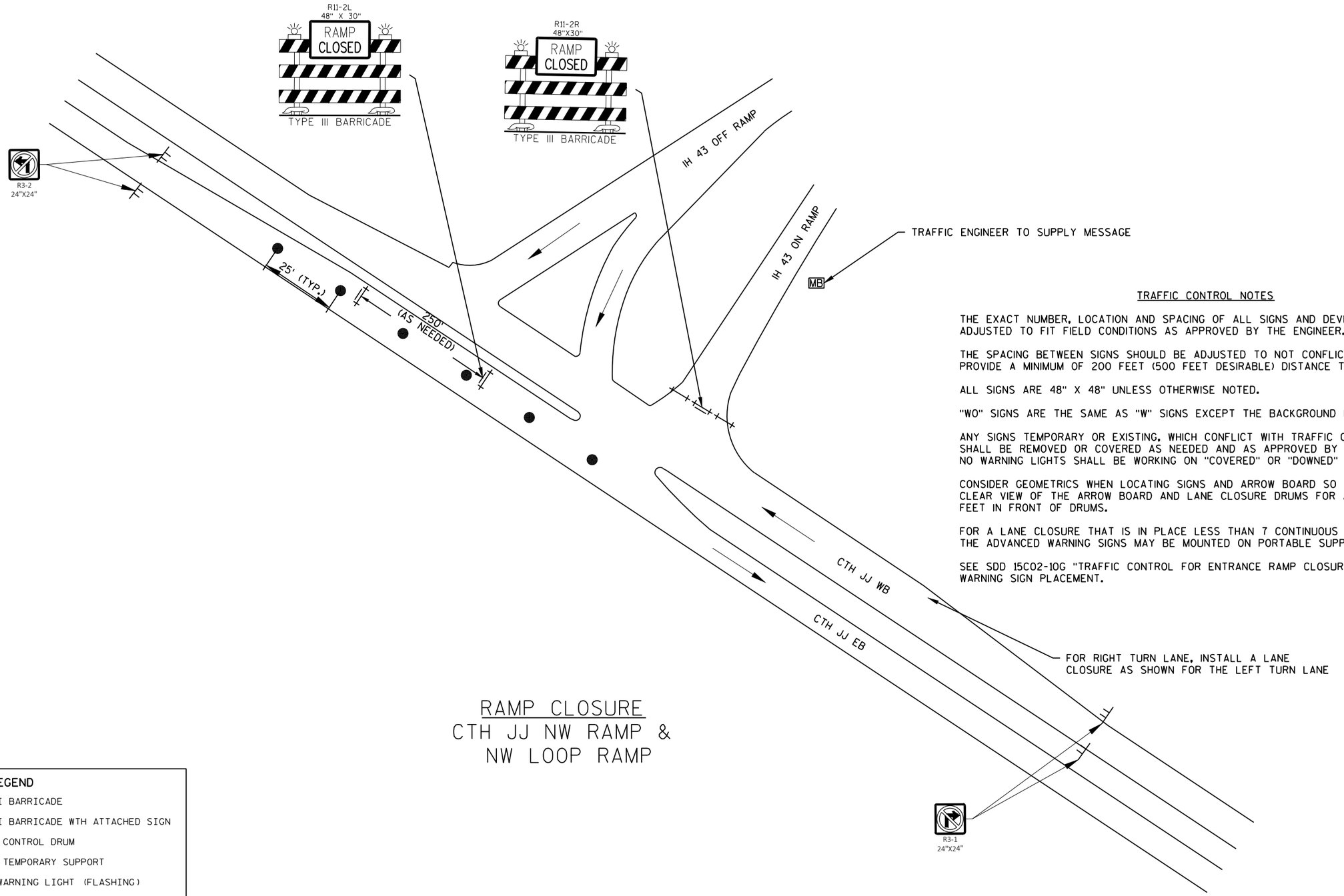
PAVEMENT MARKING LEGEND

E-6W	MARKING LINE EPOXY 6-INCH (WHITE)	E-10W	MARKING LINE EPOXY 10-INCH (WHITE)	GE-6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	GE-6WS	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 12.5 SKIPS)	SL18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
E-6WS	MARKING LINE EPOXY 6-INCH (WHITE, 12.5' LINE)	GE-6BS	MARKING LINE GROOVED BLACK EPOXY 6-INCH (12.5' LAG MARKING)	GE-10B3S	MARKING LINE GROOVED BLACK EPOXY 10-INCH (3' LAG MARKING)			WO	MARKING WORD EPOXY (WHITE, ONLY)
E-6W3S	MARKING LINE EPOXY 6-INCH (WHITE, 3' LINE)	GE-6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	GE-10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)	A2	MARKING ARROW EPOXY (WHITE, TYPE 2)	CV24	MARKING CHEVRON EPOXY 24-INCH (WHITE)
E-6Y	MARKING LINE EPOXY 6-INCH (YELLOW)	GE-6W3S	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE, 3' LINE)	GE-10W3S	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE, 3' LINE)	A3	MARKING ARROW EPOXY (WHITE, TYPE 3)	A5	MARKING ARROW EPOXY (WHITE, TYPE 5 LANE DROP ARROW)

KEY

THIS SHEET

PROJECT NO:1227-08-73	HWY:IH 43	COUNTY:BROWN	PAVEMENT MARKING DETAILS - ATKINSON DRIVE & RAMPS	SHEET 181	E



RAMP CLOSURE
CTH JJ NW RAMP & NW LOOP RAMP

LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
⊦	SIGN ON TEMPORARY SUPPORT
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
MB	PORTABLE CHANGEABLE MESSAGE BOARD

TRAFFIC CONTROL 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.

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

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1600 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.

SEE SDD 15C02-10G "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE" FOR ADVANCE WARNING SIGN PLACEMENT.

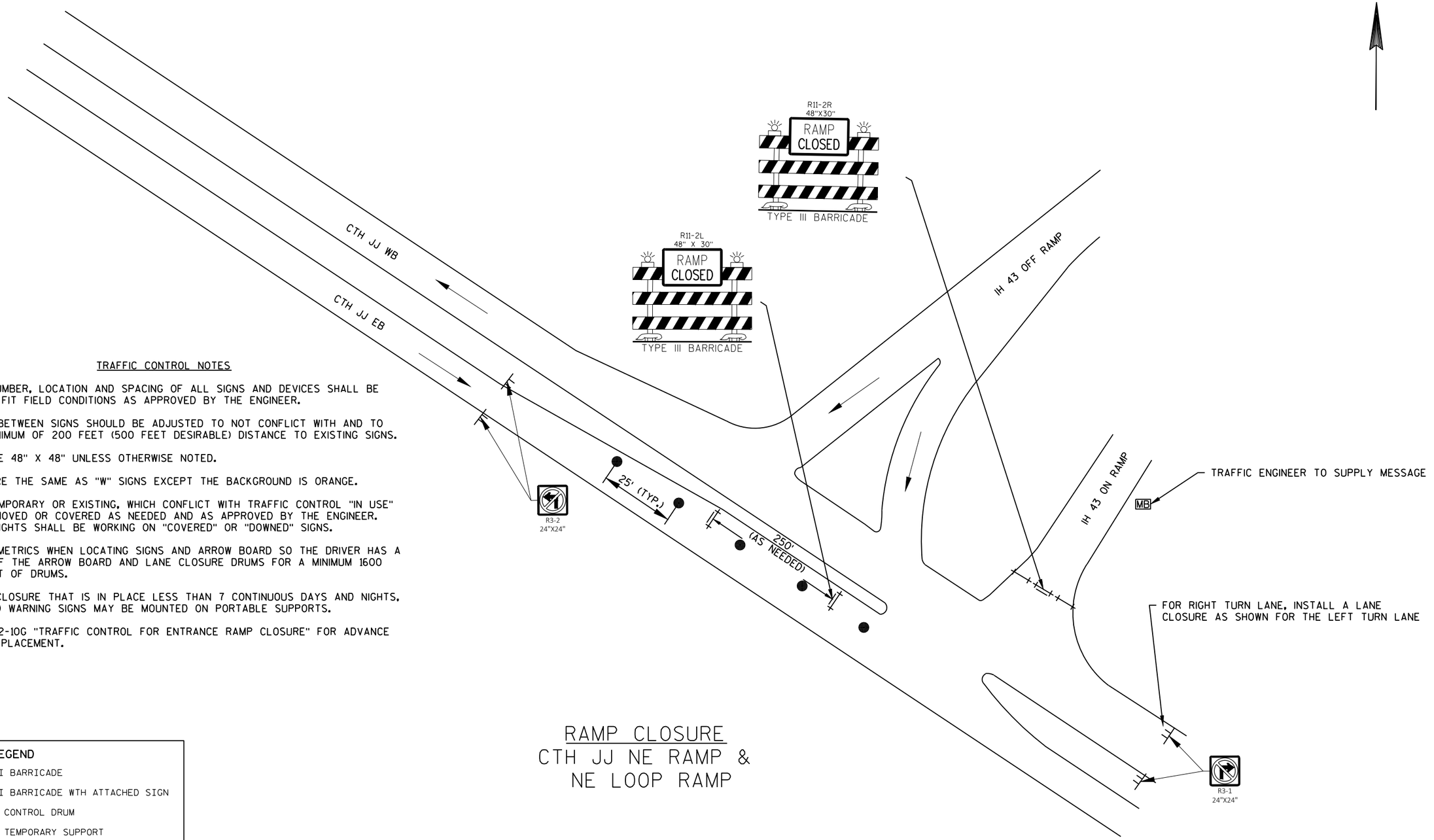
PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	TRAFFIC CONTROL DETAIL - CTH JJ NW RAMPS	SHEET 182	E

FILE NAME : X:\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\ARCHIVE\025001-TC_7.1.24.DWG
LAYOUT NAME - 025001-TC
PLOT DATE : 6/24/2026 9:03 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

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N



TRAFFIC CONTROL 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.

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

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1600 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.

SEE SDD 15C02-10G "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE" FOR ADVANCE WARNING SIGN PLACEMENT.

RAMP CLOSURE
CTH JJ NE RAMP & NE LOOP RAMP

LEGEND	
‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
⊢	SIGN ON TEMPORARY SUPPORT
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
MB	PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	TRAFFIC CONTROL DETAIL - CTH JJ NE RAMPS	SHEET 183 E

FILE NAME : X:\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\ARCHIVE\025001-TC_7.1.24.DWG
LAYOUT NAME - 025002-TC
PLOT DATE : 6/24/2026 9:03 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

TRAFFIC CONTROL 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.

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

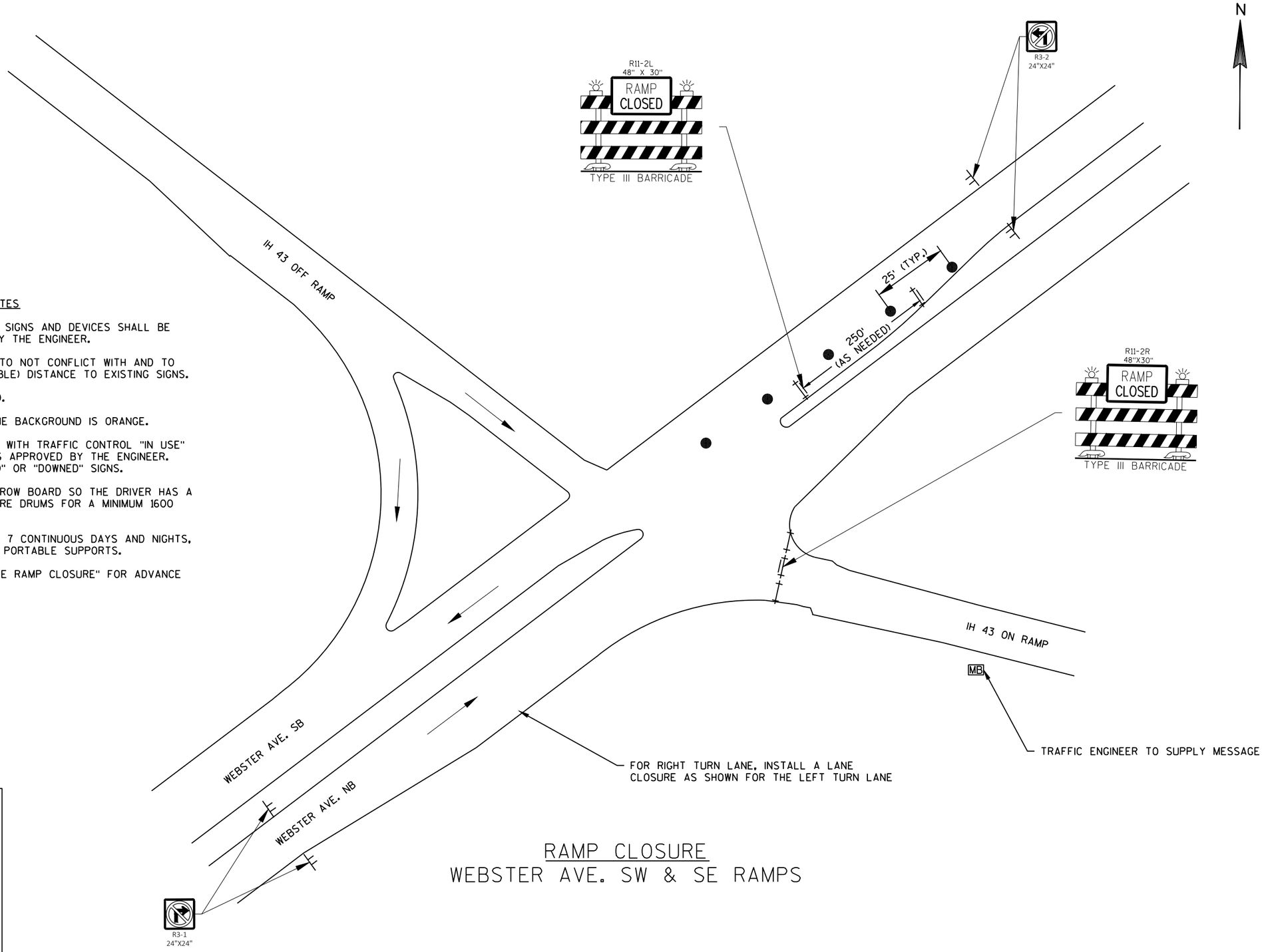
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FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

SEE SDD 15C02-10G "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE" FOR ADVANCE WARNING SIGN PLACEMENT.



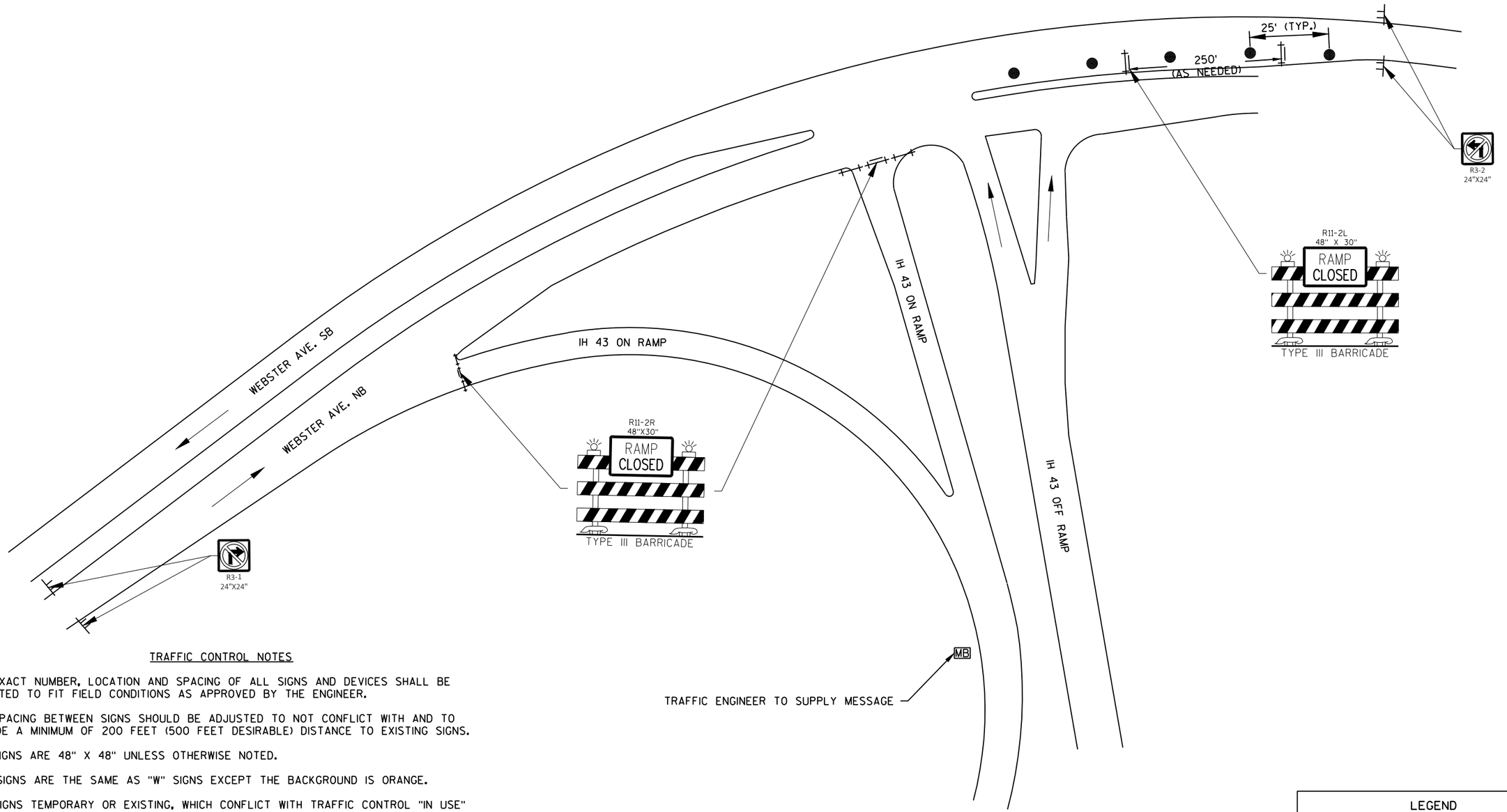
LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
⊦	SIGN ON TEMPORARY SUPPORT
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
MB	PORTABLE CHANGEABLE MESSAGE BOARD

RAMP CLOSURE
WEBSTER AVE. SW & SE RAMPS

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL DETAIL - WEBSTER AVE. SOUTH RAMPS	SHEET 184 E

2



TRAFFIC CONTROL 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.

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

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1600 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.

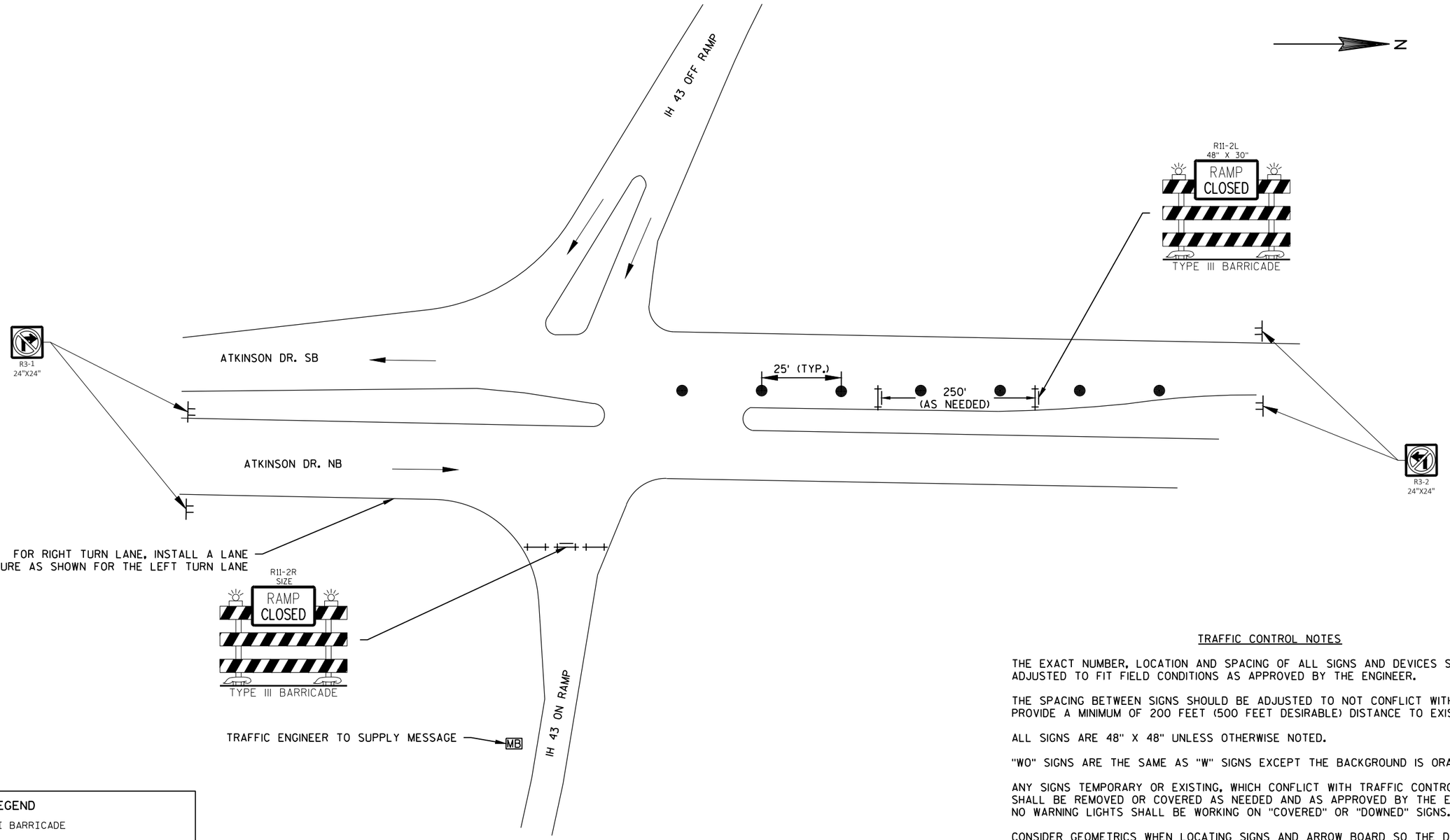
SEE SDD 15C02-10G "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE" FOR ADVANCE WARNING SIGN PLACEMENT.

RAMP CLOSURE
WEBSTER AVE. NE RAMP & NE LOOP RAMP

LEGEND	
‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
⊧	SIGN ON TEMPORARY SUPPORT
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
MB	PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	TRAFFIC CONTROL DETAIL - WEBSTER AVE. NORTH RAMPS	SHEET 185 E

2



LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
⊢	SIGN ON TEMPORARY SUPPORT
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
MB	PORTABLE CHANGEABLE MESSAGE BOARD

RAMP CLOSURE
ATKINSON DR. SW & SE RAMPS

TRAFFIC CONTROL NOTES

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

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CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1600 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.

SEE SDD 15C02-10G "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE" FOR ADVANCE WARNING SIGN PLACEMENT.

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	TRAFFIC CONTROL DETAIL - ATKINSON DR. SOUTH RAMPS	SHEET 186 E

2

LEGEND

‡	TYPE III BARRICADE
‡	TYPE III BARRICADE WTH ATTACHED SIGN
●	TRAFFIC CONTROL DRUM
⊦	SIGN ON TEMPORARY SUPPORT
Ⓐ	TYPE A WARNING LIGHT (FLASHING)
Ⓒ	TYPE C WARNING LIGHT (STEADY BURN)
MB	PORTABLE CHANGEABLE MESSAGE BOARD

TRAFFIC CONTROL 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.

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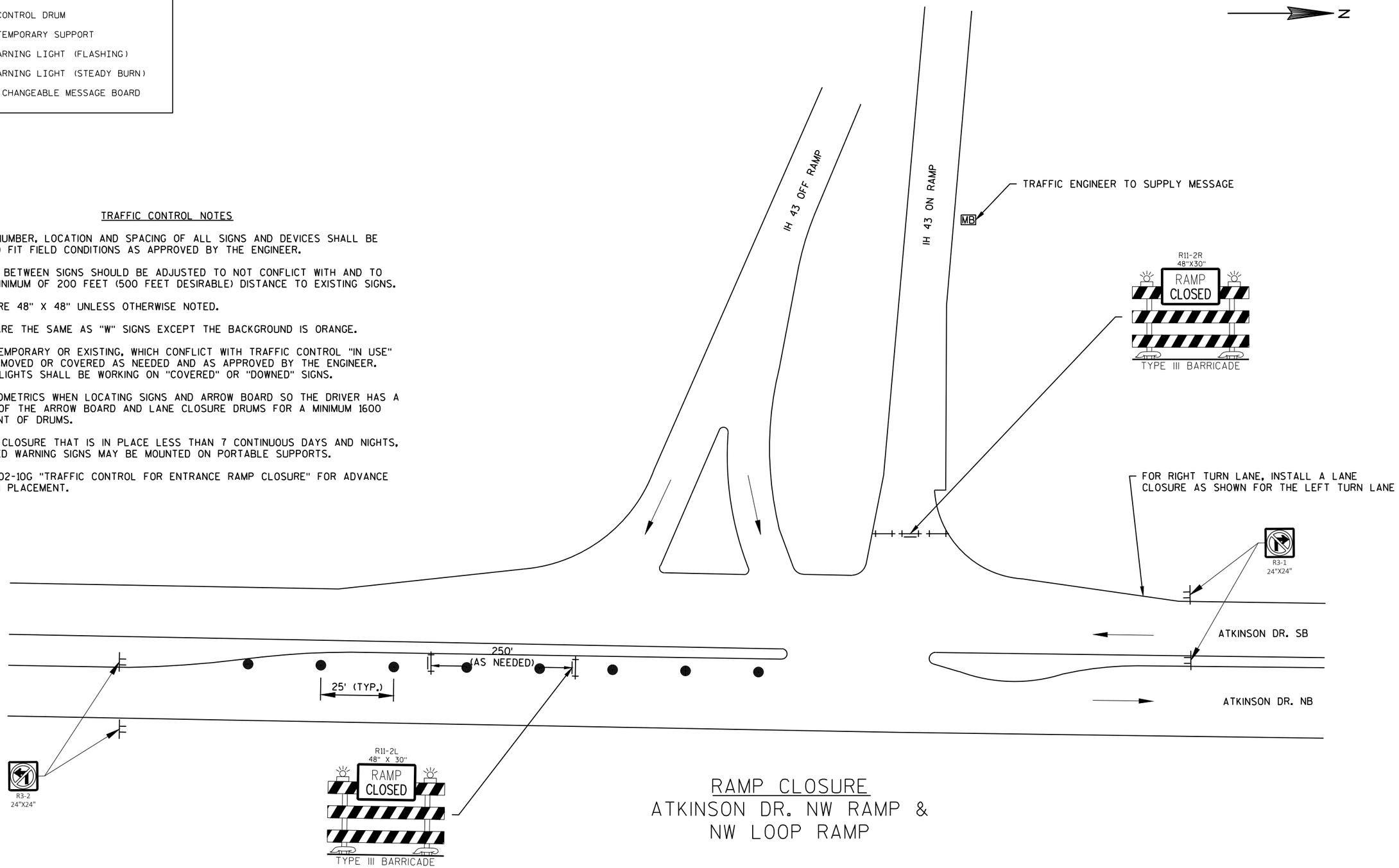
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CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1600 FEET IN FRONT OF DRUMS.

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.

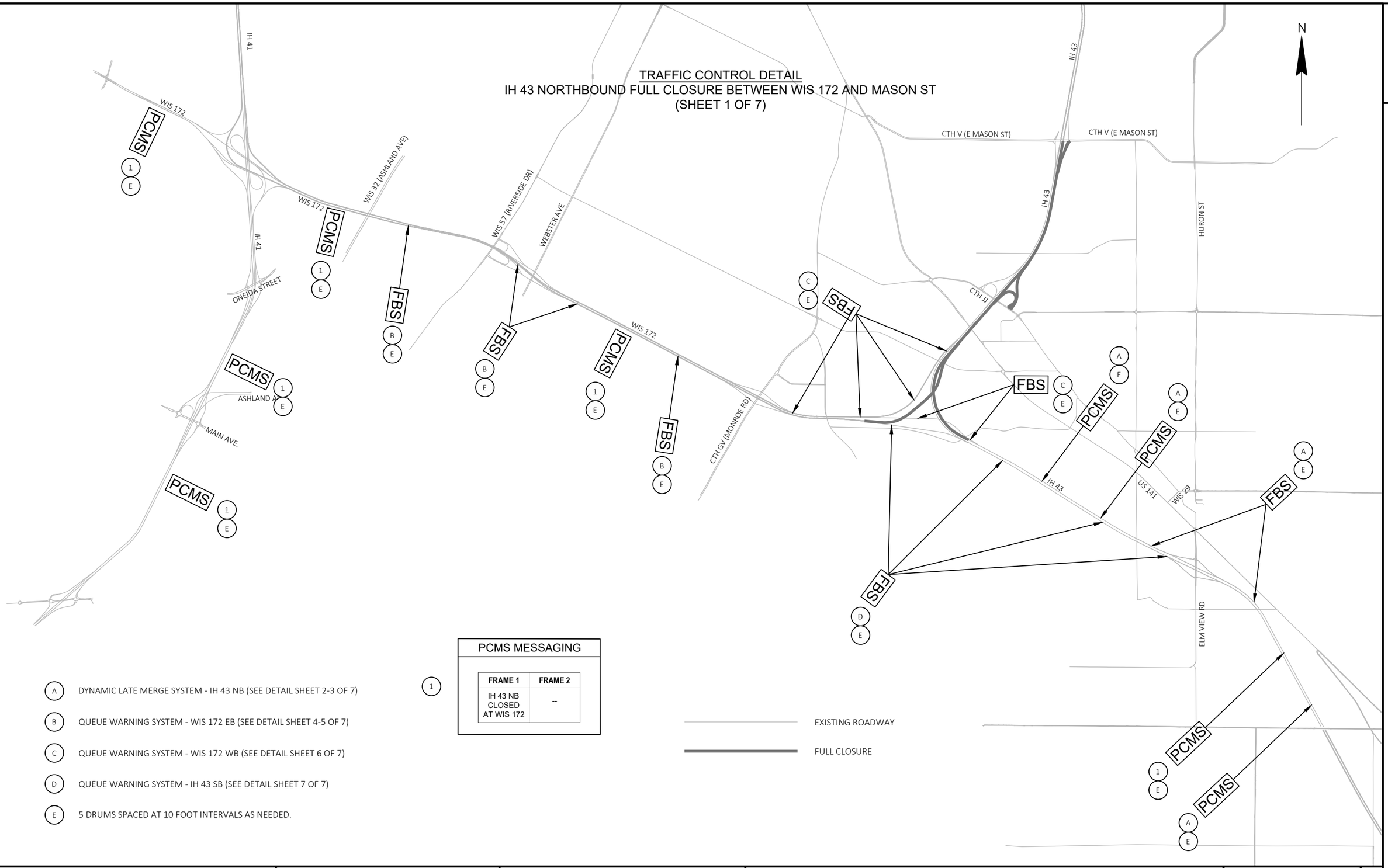
SEE SDD 15C02-10G "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE" FOR ADVANCE WARNING SIGN PLACEMENT.



RAMP CLOSURE
ATKINSON DR. NW RAMP & NW LOOP RAMP

PROJECT NO:1227-08-73	HWY: IH 43	COUNTY:BROWN	TRAFFIC CONTROL DETAIL - ATKINSON DR. NORTH RAMPS	SHEET 187 E

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 1 OF 7)



PCMS MESSAGING	
FRAME 1	**FRAME 2**
IH 43 NB CLOSED AT WIS 172	--

- A — DYNAMIC LATE MERGE SYSTEM - IH 43 NB (SEE DETAIL SHEET 2-3 OF 7)
- B — QUEUE WARNING SYSTEM - WIS 172 EB (SEE DETAIL SHEET 4-5 OF 7)
- C — QUEUE WARNING SYSTEM - WIS 172 WB (SEE DETAIL SHEET 6 OF 7)
- D — QUEUE WARNING SYSTEM - IH 43 SB (SEE DETAIL SHEET 7 OF 7)
- E — 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

EXISTING ROADWAY

FULL CLOSURE

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 188 E

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

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.

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.

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.

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

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. FURTHEST UPSTREAM FBS DOES NOT HAVE A PTS.
2. PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
3. FOR THREE LANE CONFIGURATION, CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
4. 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
6. TO REMOVE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
7. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
8. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON BOTH SIDES OF THE ROADWAY.
9. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

⑤① PCMS #1 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE BOTH LANES

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

⑤ PCMS #2 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STAY IN LANE	DO NOT MERGE

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

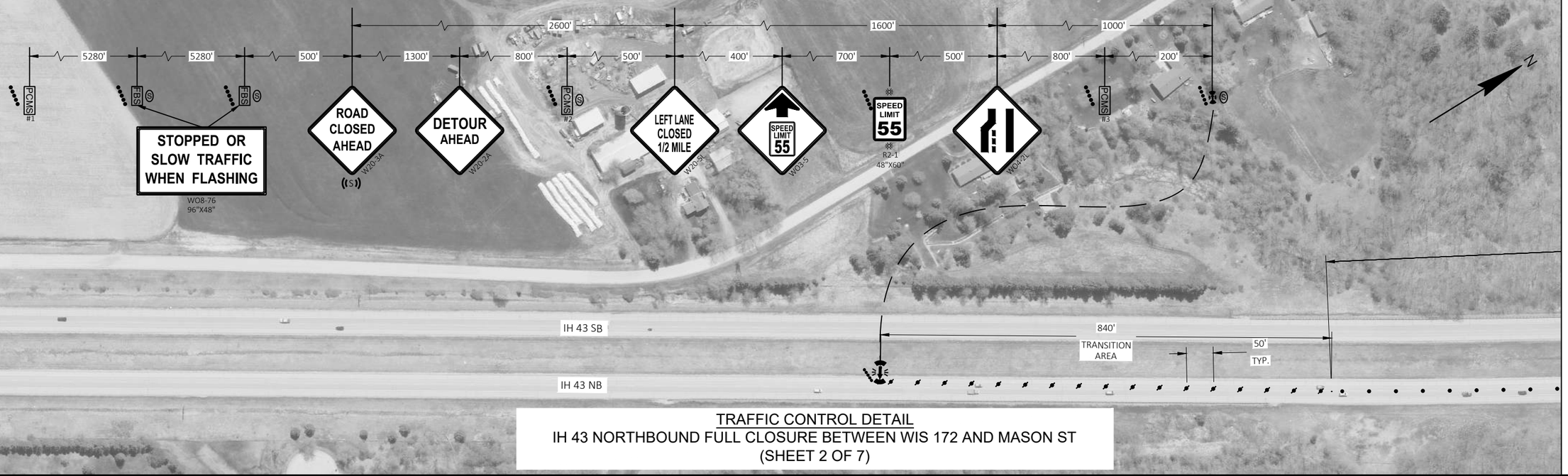
⑤ PCMS #3 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
MERGE HERE	TAKE TURNS

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)



TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 2 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 189	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025105-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc B
PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

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.

N

MATCH LINE - SHEET 2 OF 7

1680'

WO1-2R

500'

840'

TRANSITION AREA

IH 43 SB

50'

TYP.

50'

TYP.

25'

TYP

CLOSED ROAD

SEE SDD 15C2
BARRICADES AND SIGNS
FOR MAINLINE CLOSURES

IH 43 NB

IH 43 NB
TO WIS
172 WB

WO1-2R

WO1-6
48"X24"

KLONDIKE RD

TYPE III BARRICADE

TYPE III BARRICADE

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 3 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 190	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025105-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc C
PLOT DATE : 6/27/2026 4:56 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS
- STOPPED OR SLOW TRAFFIC WHEN FLASHING — WO8-76 96" x 48"

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.

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

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

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. FURTHEST UPSTREAM FBS DOES NOT HAVE A PTS.
2. PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
3. FOR THREE LANE CONFIGURATION, CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
4. 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
6. TO REMOVE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
7. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
8. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON BOTH SIDES OF THE ROADWAY.
9. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

780' TRANSITION AREA
2800'
WIS 172 WB
WIS 172 EB
CTH GV (MONROE RD)
50' TYP.
25' TYP
ROAD WORK AHEAD W20-1A
WO3-2
R1-2 36"X31"
5280'
2640'
4500'
500'
2600'
1600'
1000'
FBS
S
STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76 96"X48"
ROAD CLOSED AHEAD W20-3A
LEFT LANE CLOSED 1/2 MILE W20-5L
WATCH FOR BACKUPS MODIFIED
W04-2L
N

MATCH LINE - SHEET 5 OF 7

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 4 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 191	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025105-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc D
PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST) (SPEED LIMIT XX)

- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
36" x 48"

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.

N

2

MATCH LINE - SHEET 4 OF 7

WO1-6
48"X24"

TYPE III BARRICADE

TYPE III BARRICADE

2800'

500'

780'

TRANSITION AREA

CLOSED ROAD

SEE SDD 15C2
BARRICADES AND SIGNS
FOR MAINLINE CLOSURES

50'
TYP.

WIS 172 WB

WIS 172 EB

25'
TYP.

(E)

WO1-2R

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 5 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 192	E

2

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

N

CTH JJ

IH 43 SB
IH 43 NB

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

FBS

CTH GV (MONROE RD)

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

FBS

WATCH FOR BACKUPS
MODIFIED

WATCH FOR BACKUPS
MODIFIED

1000'

1600'

500'

WIS 172

2640'

2640'

IH 43 NB
IH 43 SB

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

FBS

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 6 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 193	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025105-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc F

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

2

N

WIS 172

IH 43 SB

IH 43 NB

FBS

5280'

5280'

5280'

IH 43 NB

IH 43 SB

500'

1600'

1000'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

WATCH FOR BACKUPS
MODIFIED

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)'
- FBS — FLASHING BEACON SIGNS

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN WIS 172 AND MASON ST
(SHEET 7 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 194	E

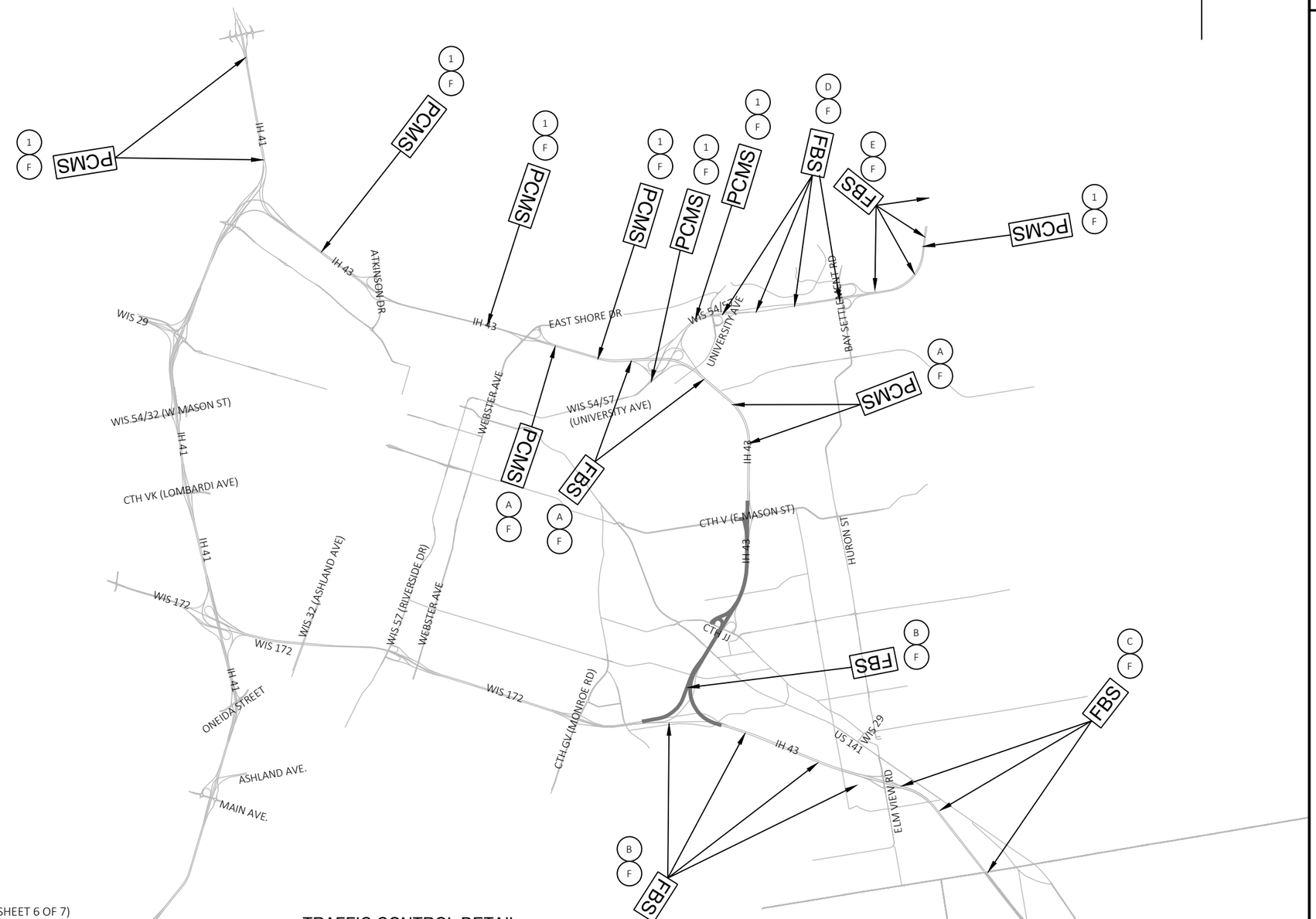
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025105-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc G

PLOT DATE : 6/27/2026 4:59 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

PCMS MESSAGING	
FRAME 1	**FRAME 2**
IH 43 SB CLOSED AT MASON ST	--



TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 1 OF 7)

- (A) DYNAMIC LATE MERGE SYSTEM - IH 43 SB (SEE DETAIL SHEET 2-3 OF 7)
- (B) QUEUE WARNING SYSTEM - IH 43 SB AT US 141 (SEE DETAIL SHEET 4 OF 7)
- (C) QUEUE WARNING SYSTEM - IH 43 NB AT US 141 (SEE DETAIL SHEET 5 OF 7)
- (D) QUEUE WARNING SYSTEM - WIS 54/57 EB AT BAY SETTLEMENT RD (SEE DETAIL SHEET 6 OF 7)
- (E) QUEUE WARNING SYSTEM - WIS 54/57 WB AT BAY SETTLEMENT RD (SEE DETAIL SHEET 7 OF 7)
- (F) 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 195	E

2

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
- TEMPORARY TAPE RUMBLE STRIPS (VARIABLE SPACING)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS
- STOPPED OR SLOW TRAFFIC WHEN FLASHING — WO8-76, 96" x 48"
- DIGITAL SPEED LIMIT TRAILER (DLST)

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

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.

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.

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.

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

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. FURTHEST UPSTREAM FBS DOES NOT HAVE A PTS.
2. PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
3. FOR THREE LANE CONFIGURATION, CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
4. 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
6. TO REMOVE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
7. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
8. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON BOTH SIDES OF THE ROADWAY.
9. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

⑤① PCMS #1 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE BOTH LANES

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

⑤ PCMS #2 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STAY IN LANE	DO NOT MERGE

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

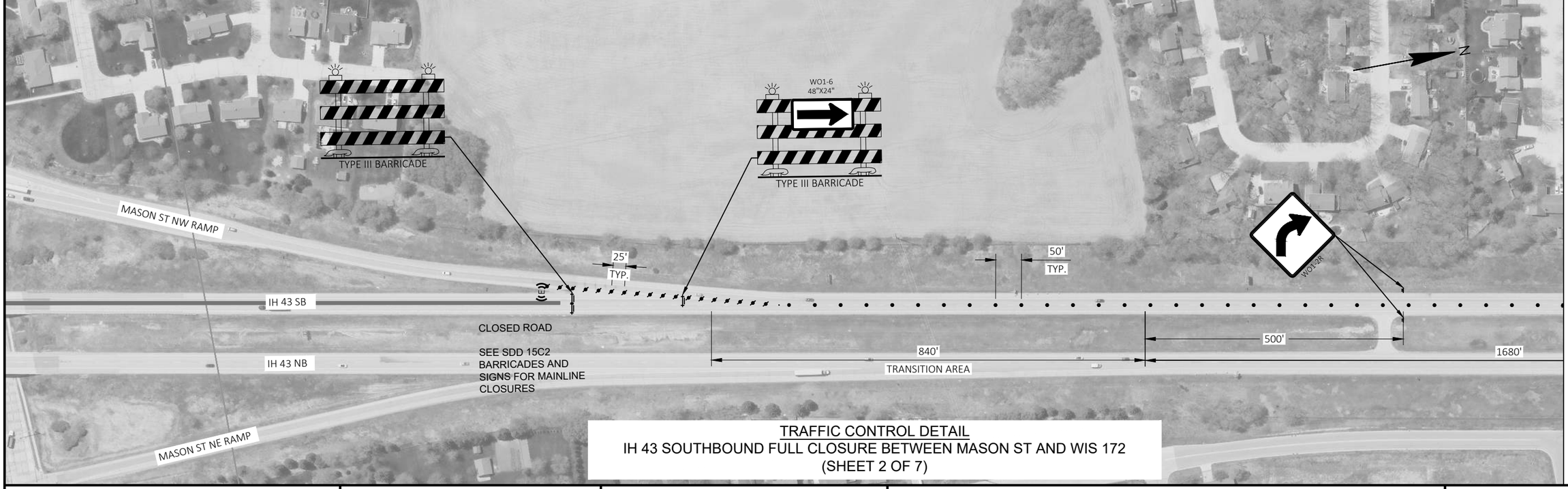
⑤ PCMS #3 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
MERGE HERE	TAKE TURNS

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)



MATCH LINE - SHEET 3 OF 7

2

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 2 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 196 E

2

2

MATCH LINE - SHEET 2 OF 7

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

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.

N

#3 PCMS — 200' — WO4-2L — 800' — R2-1 SPEED LIMIT 55 48"X36" — 500' — WO3-5 SPEED LIMIT 55 — 700' — LEFT LANE CLOSED 1/2 MILE W20-5L — 400' — #2 PCMS — 500' — DETOUR AHEAD W20-3A — 1600' — ROAD CLOSED AHEAD W20-3A — 500' — FBS — 500' — FBS — 5280' — #1 PCMS — 5280'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76 96"X48"

1000' — 1600' — 2600'

50' TYP. — 50' TYP.

840' TRANSITION AREA

IH 43 SB

IH 43 NB

SUPERIOR RD

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 3 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 197	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\025106-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc C

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

IH 43 NB
IH 43 SB

172

5280'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

5280'

IH 43 NB
IH 43 SB

5280'

500'

1600'

1000'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

WATCH FOR BACKUPS
MODIFIED

US 141 (ELM VIEW RD)

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 4 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 198	E

2

2

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.

N

US 141 (ELM VIEW RD)

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"

FBS

WATCH FOR BACKUPS
MODIFIED

WATCH FOR BACKUPS
MODIFIED

1000'

1600'

500'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"

FBS

IH 43 NB

IH 43 SB

5280'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"

FBS

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
- DIGITAL SPEED LIMIT TRAILER (DLST) — SPEED LIMIT XX
- WZ START LOCATION MARKER (S)
- WZ END LOCATION MARKER (E)
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 5 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 199	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025106-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc E

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

N

BAY SETTLEMENT RD

PCMS

2300'

2640'

500'

1600'

1000'

WIS 54/57 WB

WIS 54/57 EB

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

WATCH FOR BACKUPS
MODIFIED

UNIVERSITY AVE

BAY SETTLEMENT RD

IH 43 NB

IH 43 SB

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 6 OF 7)

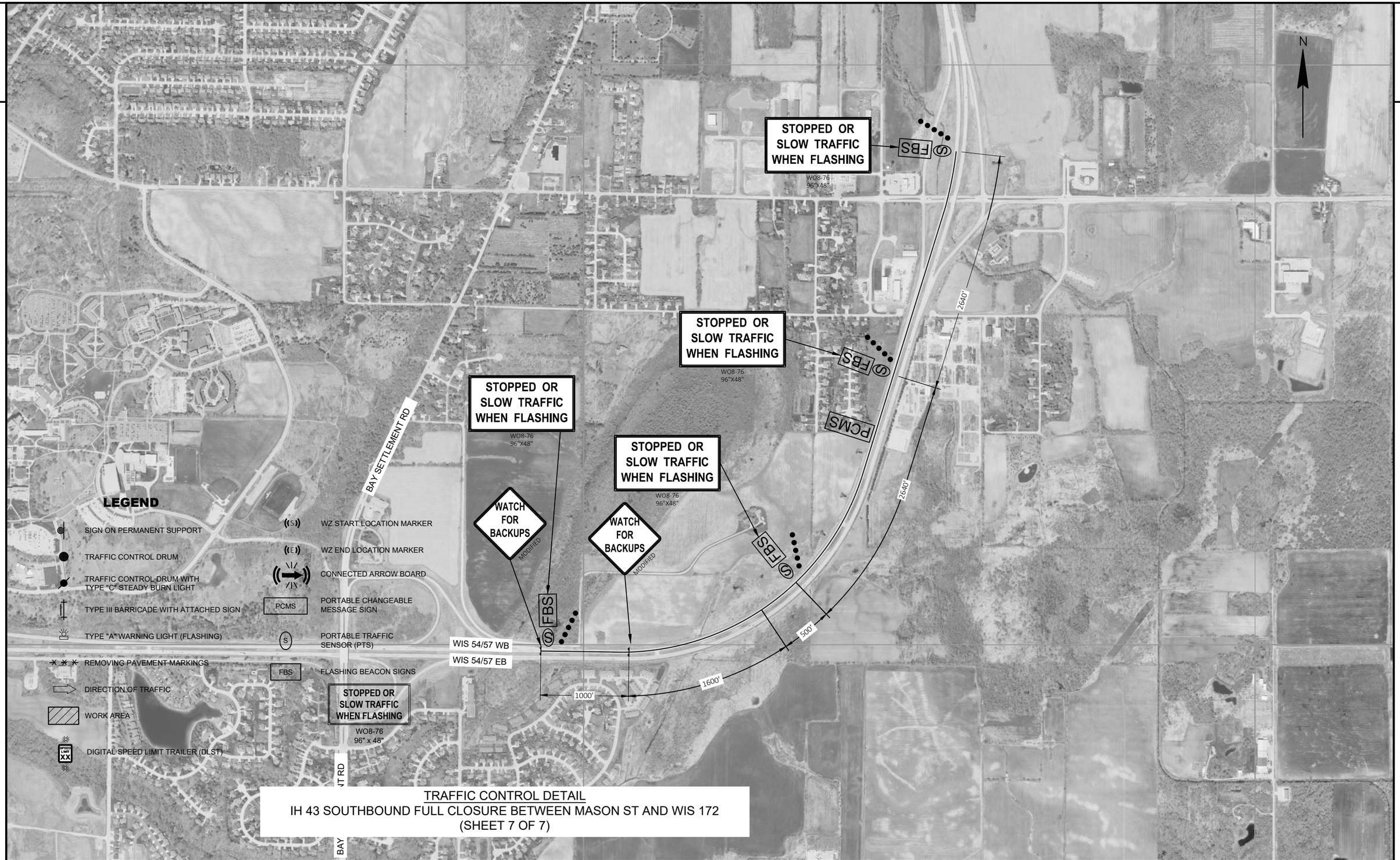
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 200	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025106-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc F

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 172
(SHEET 7 OF 7)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM MASON ST TO WIS 172)	SHEET 201	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025106-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc G

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2

2

PCMS MESSAGING	
FRAME 1	**FRAME 2**
IH 43 NB CLOSED AT MASON ST	--

1

N

IH 43
ATKINSON DR
WIS 29
IH 43
EAST SHORE DR
WIS 54/57
UNIVERSITY AVE
BAY SETTLEMENT RD
WIS 54/32 (W MASON ST)
WEBSTER AVE
WIS 54/57 (UNIVERSITY AVE)
IH 41
IH 43
CTH VK (LOMBARDI AVE)
CTH V (E MASON ST)
CTH V (E MASON ST)
IH 41
IH 43
HURON ST
WIS 172
WIS 32 (ASHLAND AVE)
WIS 57 (RIVERSIDE DR)
WEBSTER AVE
WIS 172
IH 41
ONEIDA STREET
WIS 172
CTH GV (MONROE RD)
ASHLAND AVE.
MAIN AVE.
US 141
WIS 29
ELM VIEW RD

PCMS 1 B
PCMS 1 B
PCMS 1 B
PCMS 1 B
PCMS A B
PCMS 1 B
PCMS A B
PCMS 1 B

A DYNAMIC LATE MERGE SYSTEM - IH 43 NB AT MASON ST (SEE DETAIL SHEET 2-4 OF 4)

B 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 54/57
(SHEET 1 OF 4)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM MASON ST TO WIS 54)	SHEET 202	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025107-TC (OVERVIEW).DWG
LAYOUT NAME - 025107-tc A
PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1 MI

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

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.

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.

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.

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

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. FURTHEST UPSTREAM FBS DOES NOT HAVE A PTS.
2. PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
3. FOR THREE LANE CONFIGURATION, CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
4. 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
6. TO REMOVE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
7. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
8. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON BOTH SIDES OF THE ROADWAY.
9. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

⑤① PCMS #1 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE BOTH LANES

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

⑤ PCMS #2 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STAY IN LANE	DO NOT MERGE

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

⑤ PCMS #3 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
MERGE HERE	TAKE TURNS

SPEEDS 40 MPH AND GREATER

(FLASHING CAUTION MODE)

IH 43 SB
IH 43 NB
CTH JJ
N
840'
50' TYP.
5280'
5280'
500'
500'
2600'
500'
1600'
500'
400'
1600'
700'
500'
1000'
800'
200'
PCMS #1
FBS
FBS
STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"
ROAD CLOSED AHEAD
W20-3A
DETOUR AHEAD
W20-2A
PCMS #2
LEFT LANE CLOSED 1/2 MILE
W20-5L
SPEED LIMIT 55
WO3-5
SPEED LIMIT 55
R2-1
48"X36"
WO4-2L
PCMS #3
ROAD WORK AHEAD
W20-1A
WO3-2

MATCH LINE - SHEET 3 OF 4

2

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 54/57
(SHEET 2 OF 4)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM MASON ST TO WIS 54)	SHEET 203	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025107-TC (OVERVIEW).DWG
LAYOUT NAME - 025107-tc B
PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

WO8-76
96" x 48"

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.

MATCH LINE - SHEET 2 OF 4

MATCH LINE - SHEET 4 OF 4

N

GREENBRIER RD

IH 43 SB

IH 43 NB

50' TYP.

25' TYP.

R1-2
36"X31"

TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 54/57
(SHEET 3 OF 4)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM MASON ST TO WIS 54)	SHEET 204	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025107-TC (OVERVIEW).DWG
LAYOUT NAME - 025107-tc C
PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE - SHEET 3 OF 4

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS
- STOPPED OR SLOW TRAFFIC WHEN FLASHING — WO8-76 96" x 48"

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.

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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.

N

WO1-6 48"X24"

TYPE III BARRICADE

TYPE III BARRICADE

CLOSED ROAD

SEE SDD 15C2 BARRICADES AND SIGNS FOR MAINLINE CLOSURES

MASON ST SW RAMP

MASON ST SE RAMP

1680'

WO1-2R

500'

IH 43 SB

840'

IH 43 NB

50' TYP.

25' TYP.

WO1-2R

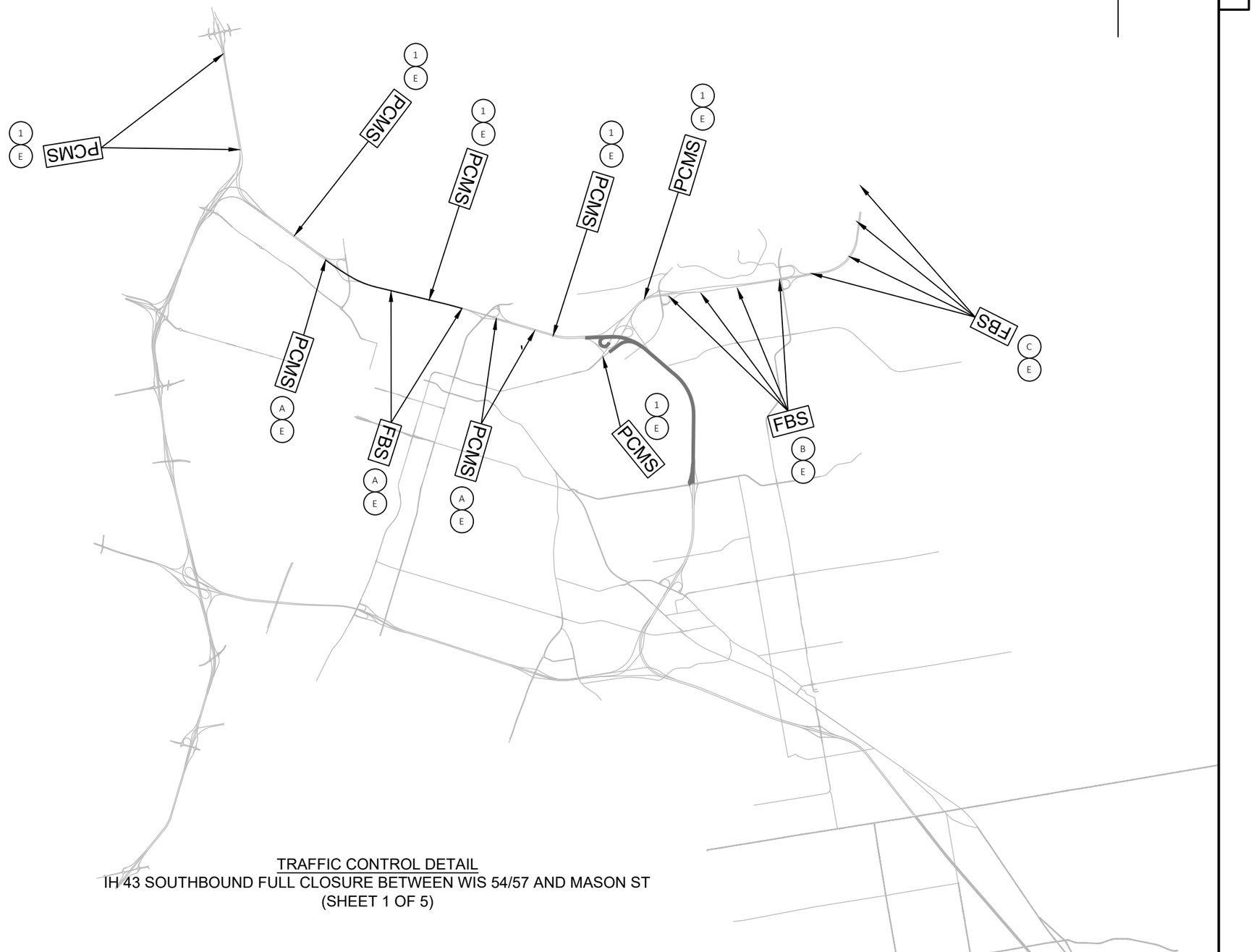
TRAFFIC CONTROL DETAIL
IH 43 NORTHBOUND FULL CLOSURE BETWEEN MASON ST AND WIS 54/57
(SHEET 4 OF 4)

2

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 NB FROM MASON ST TO WIS 54)	SHEET 205	E

2

PCMS MESSAGING	
FRAME 1	**FRAME 2**
IH 43 SB CLOSED AT MASON ST	--



- (A) DYNAMIC LATE MERGE SYSTEM - IH 43 NB (SEE DETAIL SHEET 2-3 OF 5)
- (B) QUEUE WARNING SYSTEM - WIS 172 EB (SEE DETAIL SHEET 4 OF 5)
- (C) QUEUE WARNING SYSTEM - WIS 172 WB (SEE DETAIL SHEET 5 OF 5)
- (E) 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN WIS 54/57 AND MASON ST
(SHEET 1 OF 5)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM WIS 57 TO MASON ST)	SHEET 206	E

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- S — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

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.

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

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

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

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

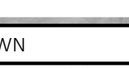
1. FURTHEST UPSTREAM FBS DOES NOT HAVE A PTS.
2. PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
3. FOR THREE LANE CONFIGURATION, CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
4. 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
6. TO REMOVE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
7. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
8. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON BOTH SIDES OF THE ROADWAY.
9. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

⑤① PCMS #1 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STOPPED TRAFFIC AHEAD	USE BOTH LANES

SPEEDS 40 MPH AND GREATER



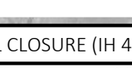
(FLASHING CAUTION MODE)

⑤ PCMS #2 MESSAGING

SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
STAY IN LANE	DO NOT MERGE

SPEEDS 40 MPH AND GREATER



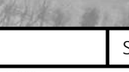
(FLASHING CAUTION MODE)

⑤ PCMS #3 MESSAGING

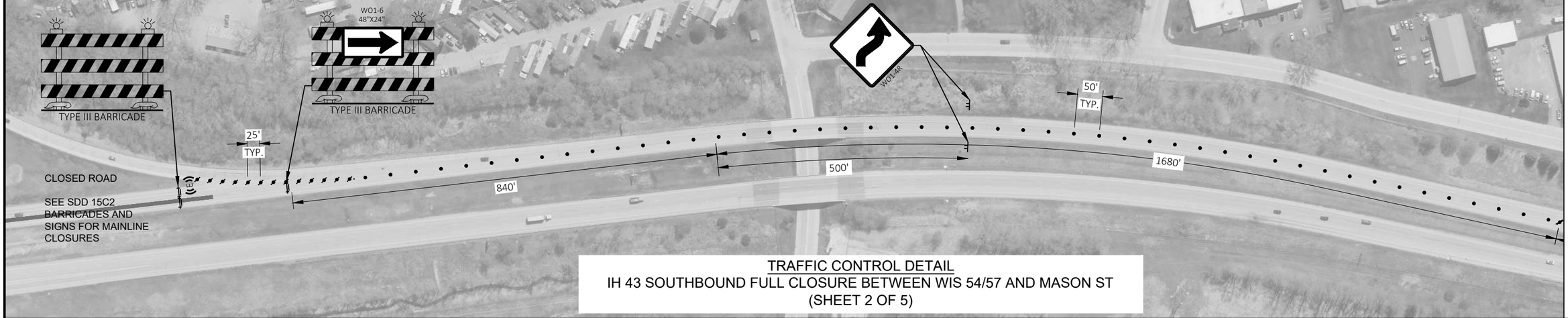
SPEEDS 0 MPH TO 39 MPH

FRAME 1	FRAME 2
MERGE HERE	TAKE TURNS

SPEEDS 40 MPH AND GREATER



(FLASHING CAUTION MODE)



TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN WIS 54/57 AND MASON ST
(SHEET 2 OF 5)

MATCH LINE - SHEET 3 OF 5

2

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM WIS 57 TO MASON ST)	SHEET 207	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025108-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc B
PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

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.

MATCH LINE - SHEET 2 OF 5

N

#3 PCMS
200'
800'
1000'

W04-2L
500'
1600'

SPEED LIMIT 55
R2-1
48"X36"
700'

SPEED LIMIT 55
W03-5
400'

LEFT LANE CLOSED 1/2 MILE
W20-5L
500'
2600'

#2 PCMS
1600'

DETOUR AHEAD
W20-2A
500'

ROAD CLOSED AHEAD
W20-3A
500'

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"
FBS
5280'
FBS
5280'

#1 PCMS

50'
TYP.
840'

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN WIS 54/57 AND MASON ST
(SHEET 3 OF 5)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM WIS 57 TO MASON ST)	SHEET 208	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025108-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc C
PLOT DATE : 6/27/2026 4:59 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

N

BAY SETTLEMENT RD

PCMS

2300' 2640' 500' 1600' 1000'

WIS 54/57 WB
WIS 54/57 EB

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

WATCH FOR BACKUPS
MODIFIED

UNIVERSITY AVE

IH 43 NB
IH 43 SB

BAY SETTLEMENT RD

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN WIS 54/57 AND MASON ST
(SHEET 4 OF 5)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM WIS 57 TO MASON ST)	SHEET 209	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025108-TC (OVERVIEW).DWG
LAYOUT NAME - 025105-tc F

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

2

N

STOPPED OR SLOW TRAFFIC WHEN FLASHING

WO8-76
96"X48"

FBS

2640'

PCMS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

WO8-76
96"X48"

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

WO8-76
96"X48"

BAY SETTLEMENT RD

WATCH FOR BACKUPS MODIFIED

WATCH FOR BACKUPS MODIFIED

FBS

FBS

2640'

500'

1600'

1000'

WIS 54/57 WB

WIS 54/57 EB

STOPPED OR SLOW TRAFFIC WHEN FLASHING

WO8-76
96" x 48"

BAY SETTLEMENT RD

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
- DIGITAL SPEED LIMIT TRAILER (DLST)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

TRAFFIC CONTROL DETAIL
IH 43 SOUTHBOUND FULL CLOSURE BETWEEN WIS 54/57 AND MASON ST
(SHEET 5 OF 5)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL-FULL CLOSURE (IH 43 SB FROM WIS 57 TO MASON ST)	SHEET 210	E

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

2

2

250 3255 3260 3265 IH 43 SB 3270 3275 3280

250 3255 3260 3265 IH 43 NB 3270 3275 3280

1100' 950' 750'

F1 F2 F3

MATCH LINE 3281+00

5280' 5280' 500' 1300' 800' 500' 400' 700' 500' 800' 200'

2600' 1600' 1000'

PCMS #1

FBS FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"

ROAD WORK 1 MILE
W20-1F

RUMBLE STRIPS AHEAD
W21-6S

PCMS #2

LEFT LANE CLOSED 1/2 MILE
W20-5L

SPEED LIMIT 55
W03-5

SPEED LIMIT 55
R2-1
48"X60"

W04-2L

PCMS #3

WIS 172 EB TO IH 43 SB

KLONDIKE RD

3285 3290 3295 3300 IH 43 SB

100' TYP.

3285 840' TRANSITION AREA 3290 3295 3300 IH 43 NB 3305 3310

50' TYP.

IH 43 NB TO WIS 172 WB

WIS 172 EB TO IH 43 NB

N

R11-2L
48"X30"
LANE CLOSED
TYPE III BARRICADE

MATCH LINE 3281+00

MATCH LINE 3311+50

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILER (DLST)
- DIRECTION OF TRAFFIC
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- FBS FLASHER BEACON SYSTEM
- (S) WORK ZONE START LOCATION
- (E) WORK ZONE END LOCATION
- S PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 211	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

SPEED LIMIT 70

R2-1 48"X60"

END ROAD WORK

G20-2A 48"X24"

IH 43 SB TO WIS 172 WB

WIS 172 EB TO IH 43 NB

IH 43 SB

IH 43 NB

3315 3320 3325 3330 3335 3340

SPEED LIMIT 55

R2-1 48"X60"

ALLOUEZ AVE.

MATCH LINE 3311+50

MATCH LINE 3342+00

100' TYP.

COVER EXISTING

DIGITAL SPEED LIMIT TRAILER (DLST)

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILER (DLST)	

N

CTH JJ NW RAMP

CTH JJ NW LOOP

(PLACE 800' IN ADVANCE OF GORE)

W04-3R 48"X48"

SPEED LIMIT 55

R2-1 48"X60"

3345 3350 3355 3360 3365 3370

50' DRUM SPACING

300'

MAIN ST.

CTH JJ / MANITOWOC RD.

CTH JJ NE LOOP

CTH JJ NE RAMP

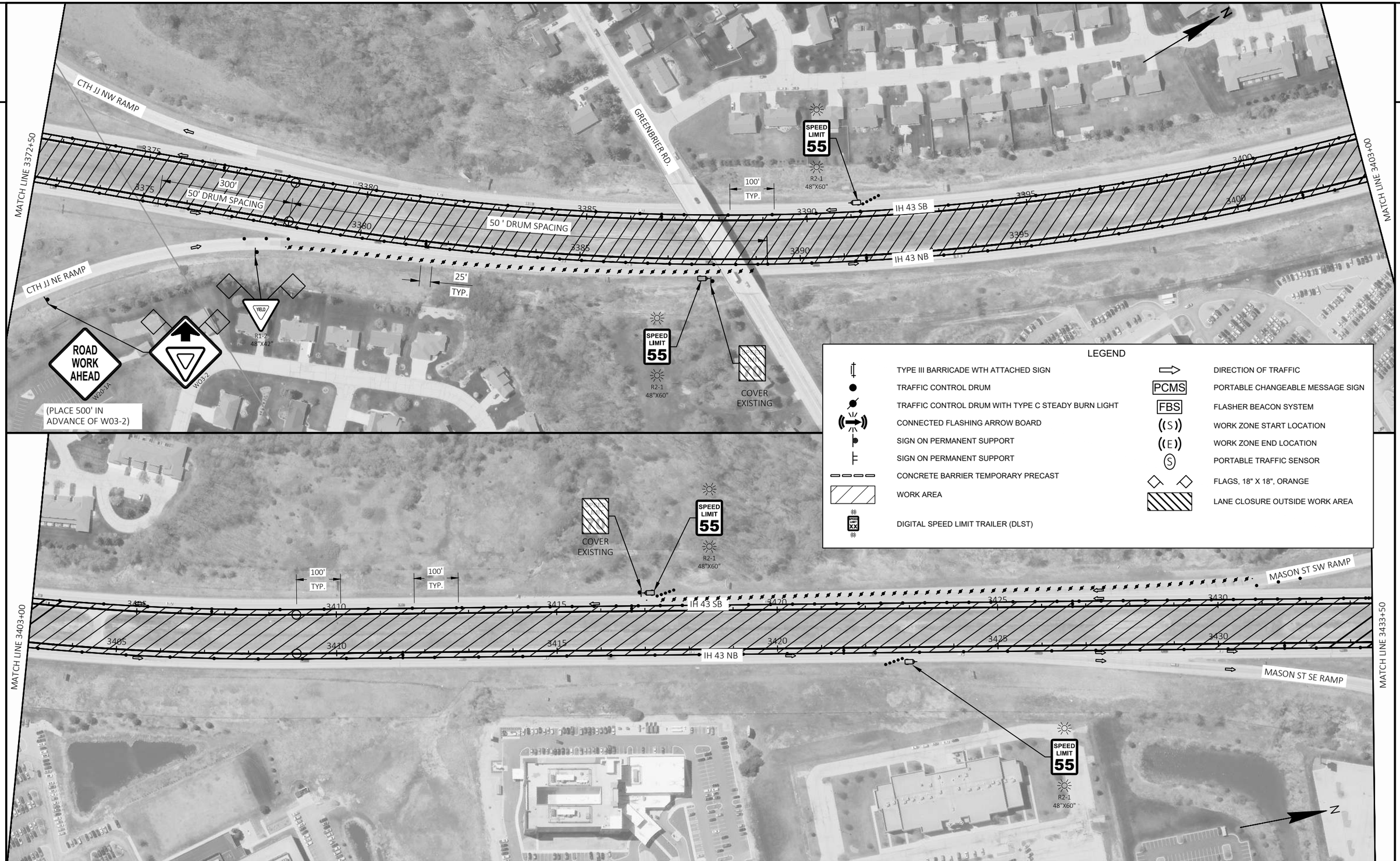
MATCH LINE 3372+50

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 212	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- ((S)) — WORK ZONE START LOCATION
- ((E)) — WORK ZONE END LOCATION
- (S) — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 213	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 6/27/2026 4:58 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

MASON ST SW RAMP

MASON ST

MASON ST NW RAMP

100' TYP.

SPEED LIMIT 55

R2-1 48"X60"

N

3435 3440 3445 3450 3455 3460

IH 43 SB

IH 43 NB

300'

50' DRUM SPACING

50' DRUM SPACING

25' TYP.

MATCH LINE 3433+50

MATCH LINE 3464+00

MASON ST SE RAMP

MASON ST NE RAMP

W04-1R

(PLACE 800' IN ADVANCE OF GORE)

ROAD WORK AHEAD

W20-1A

W03-2

YIELD

R1-2 48"X42"

SUPERIOR RD.

MOON VALLEY DR.

LEGEND

	TYPE III BARRICADE WTH ATTACHED SIGN		DIRECTION OF TRAFFIC
	TRAFFIC CONTROL DRUM	PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS	FLASHER BEACON SYSTEM
	CONNECTED FLASHING ARROW BOARD	(S)	WORK ZONE START LOCATION
	SIGN ON PERMANENT SUPPORT	(E)	WORK ZONE END LOCATION
	SIGN ON PERMANENT SUPPORT	S	PORTABLE TRAFFIC SENSOR
	CONCRETE BARRIER TEMPORARY PRECAST		FLAGS, 18" X 18", ORANGE
	WORK AREA		LANE CLOSURE OUTSIDE WORK AREA
	DIGITAL SPEED LIMIT TRAILER (DLST)		

100' TYP.

3465 3470 3475 3480 3485 3490

IH 43 SB

IH 43 NB

MATCH LINE 3494+50

SUPERIOR RD.

SPEED LIMIT 55

R2-1 48"X60"

COVER EXISTING

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 214	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 6/27/2026 4:59 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 3494+50

MATCH LINE 3525+00

MATCH LINE 3525+00

MATCH LINE 3555+49.98

3495

3500

3505

3510

3515

3520

3530

3535

3540

3545

3550

3555

100' TYP.

IH 43 SB

IH 43 NB

HUMBOLDT RD.

WIS 54/57 NE RAMP

UNIVERSITY AVE.

SPEED LIMIT 55

R2-1 48"X60"

COVER EXISTING

N

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILER (DLST)	

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 215	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 6/27/2026 4:59 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 3555+49.98

MATCH LINE 3586+00

UNIVERSITY AVE.

WIS 54/57 SE RAMP

WIS 54/57 NE RAMP

WIS 54/57 SW RAMP

WIS 54/57 NW RAMP

WIS 54/57 NORTH LOOP

WIS 54/57 SOUTH LOOP

WIS 54/57 EB

WIS 54/57 WB

IH 43 SB

IH 43 NB

DANZ RD.

SPEED LIMIT 55

R2-1
48"X60"

SPEED LIMIT 70

R2-1
48"X60"

END ROAD WORK

G20-2A
48"X24"

YIELD

R1-2
48"X42"

N

3555
3560
3565
3570
3575
3580
3585
3590
3595
3600
3605
3610
3615

100' TYP.

25' TYP.

50' TYP.

50' TYP.

840' TRANSITION AREA

750'

950'

1100'

F1

F2

F3

MATCH LINE 3586+00

MATCH LINE 3616+50

ROAD WORK AHEAD

W20-1A

W03-2

(PLACE 500' IN ADVANCE OF W03-2)

1000'

1600'

2600'

200'

800'

500'

700'

700'

200'

200'

1300'

500'

5280'

5280'

PCMS #3

W04-2L

SPEED LIMIT 55

R2-1
24"X30"

SPEED LIMIT 55

W03-3

LEFT LANE CLOSED 1/2 MILE

W20-5L

PCMS #2

RUMBLE STRIPS AHEAD

W21-6S

ROAD WORK 1 MILE

W20-1F

FBS

FBS

PCMS #1

STOPPED OR SLOW TRAFFIC WHEN FLASHING

W08-76
96"X48"

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

W04-1R

(PLACE 400' IN ADVANCE OF GORE)

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- (S) — WORK ZONE START LOCATION
- (E) — WORK ZONE END LOCATION
- S — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 216	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 06
PLOT DATE : 6/27/2026 4:58 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- (S) — WORK ZONE START LOCATION
- (E) — WORK ZONE END LOCATION
- S — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

MATCH LINE 3494+50

MATCH LINE 3525+00

3495 3500 3505 3510 3515 3520

IH 43 SB

IH 43 NB

N

5280' 5280' 500' 1300' 800' 500' 400' 700' 500' 800' 200'

2600' 1600' 1000'

PCMS #1 FBS FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

ROAD WORK 1 MILE W20-1F

RUMBLE STRIPS AHEAD W22-6S

PCMS #2

LEFT LANE CLOSED 1/2 MILE W20-5L

SPEED LIMIT 55 WO3-5

SPEED LIMIT 55
R2-1
48"X60"

WO4-2L

PCMS #3

HUMBOLDT RD.

3530 3535 3540 3545 3550 3555

1100' 950' 750'

F1 F2 F3

WIS 54/57 NE RAMP

MATCH LINE 3525+00

MATCH LINE 3555+49.98

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

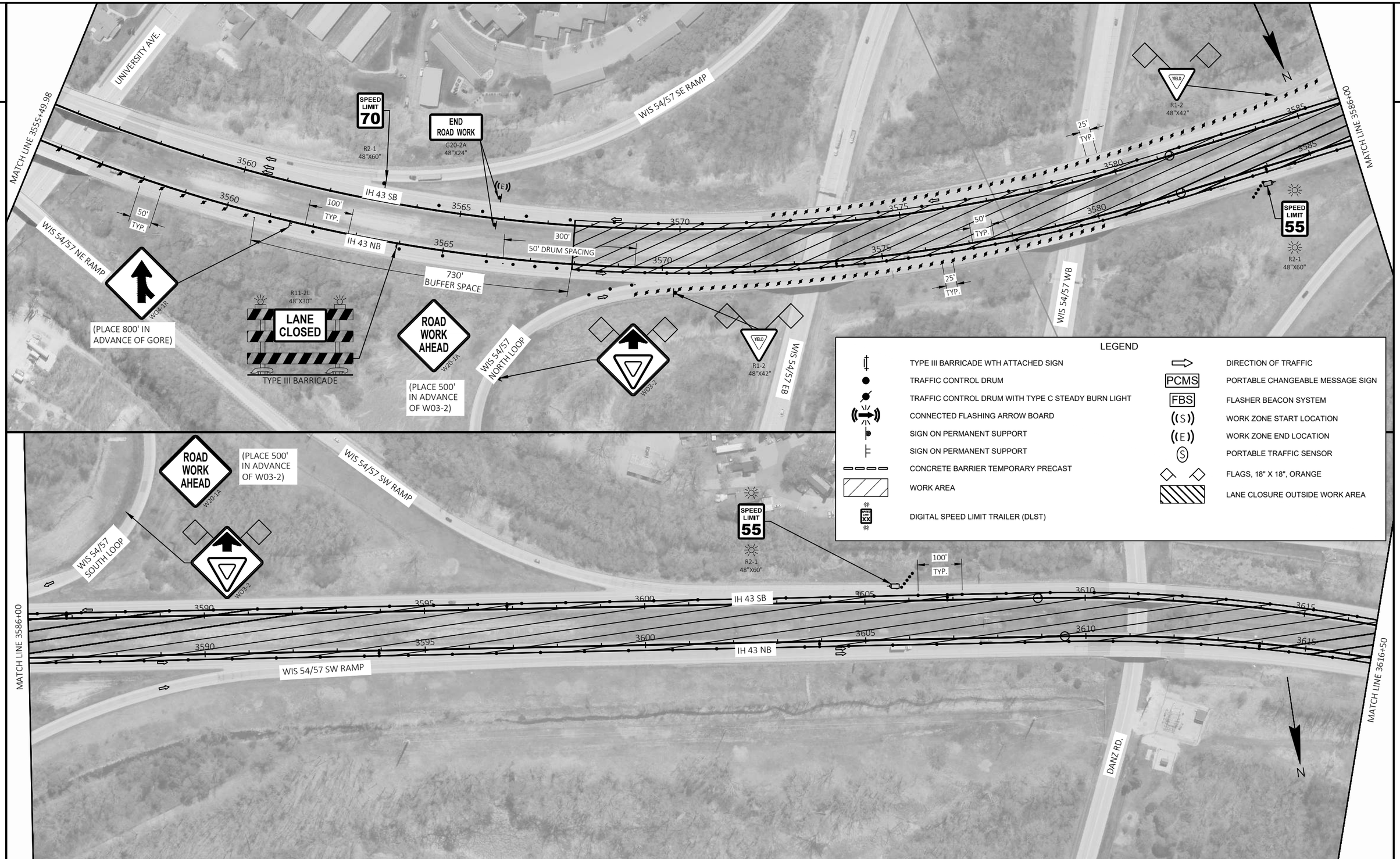
F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 217	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 07

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	((S)) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	((E)) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	(S) — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILER (DLST)	

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 218 E

2

2

RADISSON ST

N

100'
TYP.

3620 3625 3630 3635 3640 3645

IH 43 SB

IH 43 NB

MATCH LINE 3616+50

MATCH LINE 3647+00

SPEED LIMIT 55

R2-1
48"X60"

COVER EXISTING

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILER (DLST)	

RADISSON ST.

COVER EXISTING

SPEED LIMIT 55

R2-1
48"X60"

IRWIN AVE.

R1-2
48"X42"

W03-2

ROAD WORK AHEAD

W20-1A

WEBSTER SE RAMP

WEBSTER AVE.

25'
TYP.

3650 3655 3660 3665 3670 3675

IH 43 SB

IH 43 NB

100'
TYP.

MATCH LINE 3647+00

MATCH LINE 3677+50

W04-1R

(PLACE 800' IN ADVANCE OF GORE)

WEBSTER NE RAMP

WEBSTER NE LOOP

ROAD WORK AHEAD

W20-1A

(PLACE 500' IN ADVANCE OF W03-2)

SHOWN IS CONCRETE BARRIER TEMPORARY PRECAST THAT IS REQUIRED FOR PERMANENT CONCRETE BARRIER WALL REPLACEMENT. USE TRAFFIC CONTROL DRUMS FOR CONTINUOUS INSIDE LANE CLOSURE FOR ALL OTHER WORK.

N

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 219	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 09

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2



LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- (S) — WORK ZONE START LOCATION
- (E) — WORK ZONE END LOCATION
- S — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 220	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 10
PLOT DATE : 6/27/2026 4:56 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE 3738+50

MATCH LINE 3769+00

MATCH LINE 3769+00

MATCH LINE 3799+50

BILSBY AVE.

IH 43 SB

IH 43 NB

3740
3740

3745
3745

3750
3750

3755
3755

3760
3760

3765
3765

100'
TYP.

ATKINSON SE RAMP CLOSED DURING LANE CLOSURES ON IH 43 SB (DETOUR ROUTE SHOWN ON DETOUR SHEETS)

N

SPEED LIMIT 55

R2-1
48"X60"

LEGEND

	TYPE III BARRICADE WTH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	CONNECTED FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON PERMANENT SUPPORT
	CONCRETE BARRIER TEMPORARY PRECAST
	WORK AREA
XX	DIGITAL SPEED LIMIT TRAILER (DLST)
	DIRECTION OF TRAFFIC
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
FBS	FLASHER BEACON SYSTEM
(S	WORK ZONE START LOCATION
(E	WORK ZONE END LOCATION
S	PORTABLE TRAFFIC SENSOR
	FLAGS, 18" X 18", ORANGE
	LANE CLOSURE OUTSIDE WORK AREA

SEE TRAFFIC CONTROL DETAIL - ATKINSON DR. SOUTH RAMPS FOR FULL CLOSURE DETAILS

ATKINSON SW RAMP

ATKINSON SE RAMP

SPEED LIMIT 55

R2-1
48"X60"

3770
3770

3775
3775

3780
3780

3785
3785

3790
3790

3795
3795

IH 43 SB

IH 43 NB

100'
TYP.

N

ATKINSON DR.

ATKINSON NW LOOP

(PLACE 800' IN ADVANCE OF GORE)

W0A-1R

SPEED LIMIT 55

R2-1
48"X60"

ATKINSON NW RAMP

(PLACE 500' IN ADVANCE OF WO3-2)

ROAD WORK AHEAD

W20-1A

WO3-2

YIELD

R1-2
48"X42"

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 221	E

2

MATCH LINE 3799+50

MATCH LINE 3829+00

2

1000' 1600' 2600'

200' 800' 500' 700' 700' 200' 200' 1300' 500' 2600' 2600'

PCMS #3

SPEED LIMIT 55 R2-1 24"X30"

SPEED LIMIT 55

LEFT LANE CLOSED 1/2 MILE W20-5L

PCMS #2

RUMBLE STRIPS AHEAD W21-6S

ROAD WORK 1 MILE W20-1F

FBS

FBS

PCMS #1

STOPPED OR SLOW TRAFFIC WHEN FLASHING WO8-76 96"X48"

W4-2L

W3-3

N

100' TYP.

25' TYP.

3800 3805 3810 3815 IH 43 SB 3820 3825

3800 3805 3810 3815 IH 43 NB 3820 3825

F3 F2 F1

750' 950' 1100'

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILER (DLST)
- DIRECTION OF TRAFFIC
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- FBS FLASHER BEACON SYSTEM
- (S) WORK ZONE START LOCATION
- (E) WORK ZONE END LOCATION
- (S) PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

N MILITARY AVE.

730' BUFFER SPACE 840' TAPER LENGTH 1680' TAPER X 2

50' TYP. 100' TYP.

3830 3835 3840 IH 43 SB

3830 3835 IH 43 NB

END ROAD WORK G20-2A 48"X24"

COVER EXISTING

HURLBUT ST.

1000' 1600' 2600' 500' 2600' 2600' 2600' 2600'

R11-2L 48"X30" LANE CLOSED

TYPE III BARRICADE

WO4-2L

LEFT LANE CLOSED 1/2 MILE W20-5L

LEFT LANE CLOSED 1 MILE W20-5F

WATCH FOR BACKUPS MODIFIED

WATCH FOR BACKUPS MODIFIED

STOPPED OR SLOW TRAFFIC WHEN FLASHING WO8-76 96"X48"

MATCH LINE - IH 43/IH43 INTERCHANGE 1

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 222	E

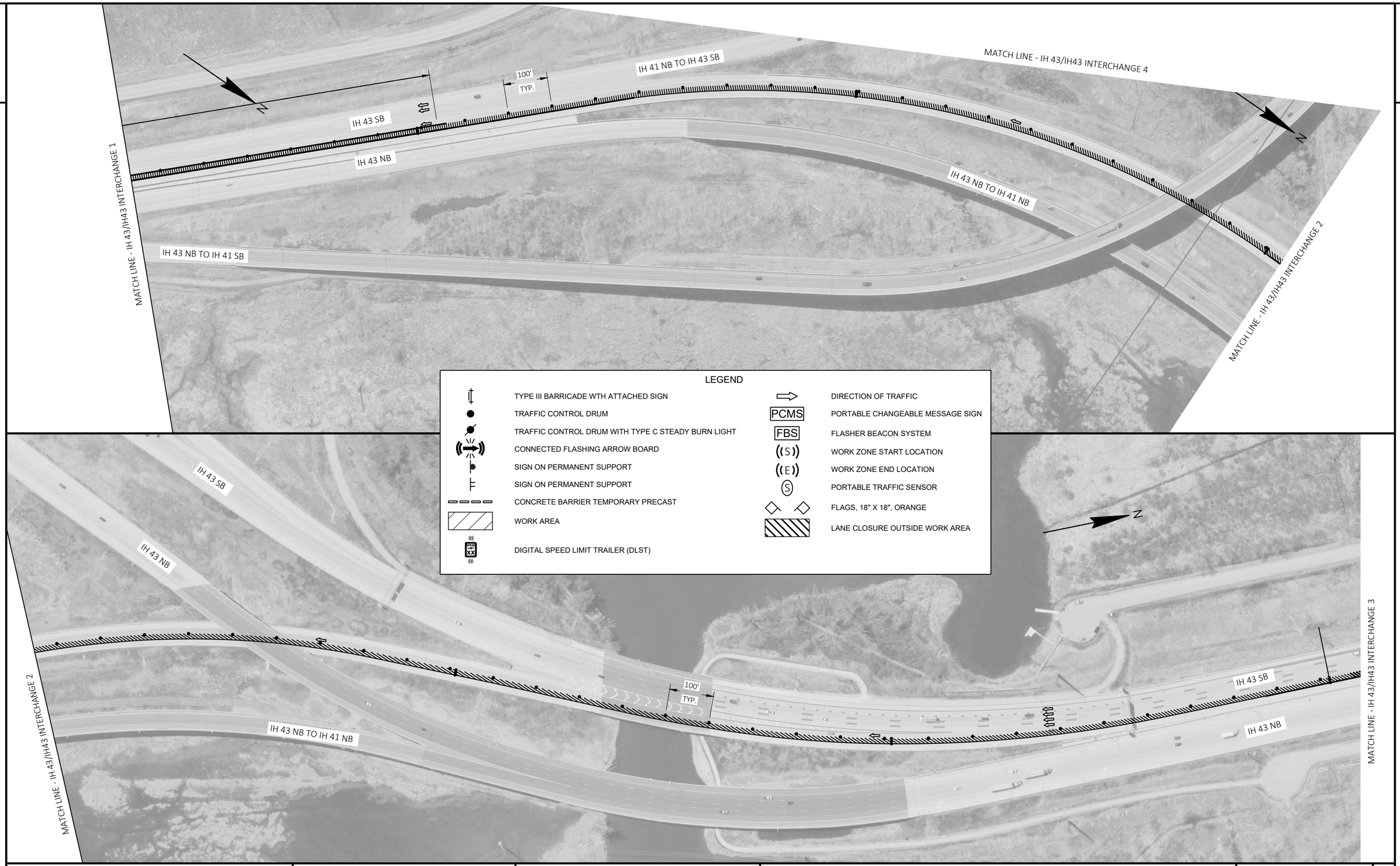
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 12

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 223	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 13

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE - IH 43/IH43 INTERCHANGE 3

100' TYP.

50' TYP.

IH 41 SB

IH 41 NB

LAKEVIEW DRIVE

N

R11-2L 48"X30"

LANE CLOSED

TYPE III BARRICADE

SEE SDD 15D50-05A TRAFFIC CONTROL ADDED LANE CLOSURE WITHOUT LANE SHIFT FOR DETAILS

LEGEND

	TYPE III BARRICADE WTH ATTACHED SIGN		DIRECTION OF TRAFFIC
	TRAFFIC CONTROL DRUM	PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS	FLASHER BEACON SYSTEM
	CONNECTED FLASHING ARROW BOARD	((S))	WORK ZONE START LOCATION
	SIGN ON PERMANENT SUPPORT	((E))	WORK ZONE END LOCATION
	SIGN ON PERMANENT SUPPORT	(S)	PORTABLE TRAFFIC SENSOR
	CONCRETE BARRIER TEMPORARY PRECAST		FLAGS, 18" X 18", ORANGE
	WORK AREA		LANE CLOSURE OUTSIDE WORK AREA
	DIGITAL SPEED LIMIT TRAILER (DLST)		

VELP AVE

N

IH 41 NB

IH 41 SB

VELP AVE

MATCH LINE - IH 43/IH43 INTERCHANGE 4

IH 41 NB TO IH 43 SB

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - INSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 224 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025101-TC.DWG
LAYOUT NAME - 14

PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

IH 43 SB

IH 43 NB

3250 3255 3260 3265 3270 3275 3280

1100' 950' 750'

F1 F2 F3

MATCH LINE 3281+00

5280' 5280' 500' 2600' 1300' 800' 500' 1600' 400' 700' 500' 1000' 800' 200'

PCMS #1 FBS FBS PCMS #2 PCMS #3

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"

ROAD WORK 1 MILE
W20-1F

RUMBLE STRIPS AHEAD
W21-6S

LEFT LANE CLOSED 1/2 MILE
W20-5L

SPEED LIMIT 55
W03-5

SPEED LIMIT 55
R2-1
48"X60"

W04-2L

N

2

WIS 172 EB TO IH 43 SB

KLONDIKE RD

839' TRANSITION AREA

100' TYP.

50' TYP.

IH 43 NB TO WIS 172 WB

R11-2L
48"X30"
LANE CLOSED
TYPE III BARRICADE

3285 3290 3295 3300 3305 3310

WIS 172 EB TO IH 43 NB

MATCH LINE 3281+00

MATCH LINE 3311+50

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILIER (DLST)
- DIRECTION OF TRAFFIC
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- FBS FLASHER BEACON SYSTEM
- (S) WORK ZONE START LOCATION
- (E) WORK ZONE END LOCATION
- Ⓢ PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 225	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - S1

PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

IH 43 SB TO WIS 172 WB

SPEED LIMIT 70

R2-1 48"X60"

END ROAD WORK

G20-2A 48"X24"

(E)

3320

3315

3325

IH 43 SB

IH 43 NB

WIS 172 EB TO IH 43 NB

WO1-4R

SPEED LIMIT 55

R2-1 48"X60"

ALLOUEZ AVE.

MATCH LINE 3342+00

SEE SDD 15D40-07B FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

SEE SDD 15D15-08D FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL,TAPERED ENTRANCE RAMP WITH LANE CLOSURE"

420'

LANE SHIFT

75'

652'

3330

3335

3340

WO1-6 48"X24"

TYPE III BARRICADE

SPEED LIMIT 55

R2-1 48"X60"

COVER EXISTING

R11-2L 48"X30"

LANE CLOSED

TYPE III BARRICADE

N

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

CTH JJ NW LOOP

CTH JJ NW RAMP

WO4-3R 48"X48"

COVER EXISTING

SPEED LIMIT 55

R2-1 48"X60"

420'

LANE SHIFT

IH 43 SB

IH 43 NB

3345

3350

3355

3360

3365

3370

300'

50' DRUM SPACING

MATCH LINE 3342+00

MAIN ST.

WO1-4L

EXIT

E5-1 48"X48"

CTH JJ / MANITOWOC RD.

420'

CTH JJ NE LOOP

WO1-6 48"X24"

TYPE III BARRICADE

R11-2L 48"X30"

LANE CLOSED

TYPE III BARRICADE

WO4-1R

(PLACE 800' IN ADVANCE OF GORE)

CTH JJ NE RAMP

MATCH LINE 3372+50

SEE SDD 15D40-07B FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

SEE SDD 15D15-08E FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL PARALLEL EXIT RAMP WITHIN LANE CLOSURE"

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 226	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - S2
PLOT DATE : 6/27/2026 4:58 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE 3372+50

CTH JJ NW RAMP

200'

3375

300'

3375

50' DRUM SPACING

3380

3380

350'

3385

200'

3390

GREENBRIER RD.

200'

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

N

SPEED LIMIT 55

R2-1
48"X60"

3400

IH 43 SB

3395

3400

3395

IH 43 NB

3390

3385

MATCH LINE 3403+50

CTH JJ NE RAMP

SPEED LIMIT 55

R2-1
48"X60"

25'
TYP.

600'

300'

200'

SEE SDD 15D15-08D FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL,TAPERED ENTRANCE RAMP WITH LANE CLOSURE"

YIELD

R1-2
48"X42"

ROAD WORK AHEAD

W20-1A

W03-2

(PLACE 500' IN ADVANCE OF W03-2)

SPEED LIMIT 55

R2-1
48"X60"

COVER EXISTING

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

COVER EXISTING

300'

SPEED LIMIT 55

R2-1
48"X60"

600'

200'

MASON ST SW RAMP

MATCH LINE 3403+00

3405

3410

3415

IH 43 SB

3420

3425

3430

3405

3410

3415

IH 43 NB

3420

3425

3430

MASON ST SE RAMP

MATCH LINE 3433+50

SPEED LIMIT 55

R2-1
48"X60"

EXIT

E5-1
48"X48"

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

SEE SDD 15D15-08E FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL PARALLEL EXIT RAMP WITHIN LANE CLOSURE"

N

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 227	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - S3

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

MASON ST SW RAMP

MASON ST

MASON ST NW RAMP

202'

SPEED LIMIT 55

R2-1 48"X60"

N

IH 43 SB

3435 3440 3445 3450 3455 3460

300'

50' DRUM SPACING

50' DRUM SPACING

3435 3440 3445 3455 3460

IH 43 NB

MATCH LINE 3433+50

MASON ST SE RAMP

W04-1R

(PLACE 800' IN ADVANCE OF GORE)

MASON ST NE RAMP

ROAD WORK AHEAD

W20-1A

SEE SDD 15D15-08C FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE"

SUPERIOR RD.

MATCH LINE 3464+00

2

MATCH LINE 3464+00

N

MOON VALLEY DR.

IH 43 SB

3465 3470 3475 3480 3485 3490

3465 3470 3475 3480 3485 3490

IH 43 NB

MATCH LINE 3494+50

300'

SUPERIOR RD.

COVER EXISTING

R11-2L 48"X30"

LANE CLOSED

SPEED LIMIT 55

R2-1 48"X60"

TYPE III BARRICADE

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 228	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - S4

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

MATCH LINE 3494+50

MATCH LINE 3525+00

MATCH LINE 3525+00

MATCH LINE 3555+50

N

SPEED LIMIT 55

R2-1 48"X60"

IH 43 SB

IH 43 NB

3495 3500 3505 3510 3515 3520

3525 3530 3535 3540 3545 3550 3555

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

COVER EXISTING

SPEED LIMIT 55

R2-1 48"X60"

599'

200'

200'

200'

350'

1000'

SEE SDD 15D15-08E FOR ADDITIONAL DETAILS ON "TRAFFIC CONTROL PARALLEL EXIT RAMP WITHIN LANE CLOSURE"

EXIT

E5-1 48"X48"

WIS 54/57 NE RAMP

HUMBOLDT RD.

UNIVERSITY AVE.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 229	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - S5

PLOT DATE : 6/27/2026 4:58 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 3555+50

UNIVERSITY AVE.

WIS 54/57 SE RAMP

IH 43 SB

IH 43 NB

WIS 54/57 NE RAMP

WIS 54/57 EB

WIS 54/57 WB

WIS 54/57 NORTH LOOP

WIS 54/57 SW RAMP

WIS 54/57 SOUTH LOOP

MATCH LINE 3586+00

MATCH LINE 3586+50

MATCH LINE 3616+50

DANZ RD

N

SPEED LIMIT 55
R2-1
48"X60"

SPEED LIMIT 70
R2-1
48"X60"

END ROAD WORK
G20-2A
48"X24"

YIELD
R1-2
48"X42"

100'
TYP.

300'
TAPER

600'

50'
TYP.

3560
3565
3570
3575
3580
3585

ROAD WORK AHEAD
W20-1A

W03-2

(PLACE 500' IN ADVANCE OF W03-2)

1000'
200'
800'
1600'
500'
700'
700'
2600'
200'
200'
1300'
500'
5280'
5280'

PCMS #3

W04-2L

SPEED LIMIT 55
R2-1
24"X30"

W03-5

LEFT LANE CLOSED 1/2 MILE
W20-5L

PCMS #2

RUMBLE STRIPS AHEAD
W21-6S

ROAD WORK 1 MILE
W20-1F

FBS

FBS

PCMS #1

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"

SPEED LIMIT 55
R2-1
48"X60"

840'
TRANSITION AREA

F3
F2
F1

950'
1100'

3590
3595
3600
3605
3610
3615

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

W04-1R

(PLACE 400' IN ADVANCE OF GORE)

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILIER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- (S) — WORK ZONE START LOCATION
- (E) — WORK ZONE END LOCATION
- S — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - SOUTH SEGMENT	SHEET 230	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - S6
PLOT DATE : 6/27/2026 4:58 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILIER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- (S) — WORK ZONE START LOCATION
- (E) — WORK ZONE END LOCATION
- S — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

MATCH LINE 3494+50

MATCH LINE 3525+00

IH 43 SB

IH 43 NB

3495 3500 3505 3510 3515 3520

5280' 5280' 500' 1300' 800' 500' 400' 700' 500' 800' 200'

2600' 1600' 1000'

PCMS #1

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96"X48"

ROAD WORK 1 MILE
W20-1F

RUMBLE STRIPS AHEAD
W21-6S

PCMS #2

LEFT LANE CLOSED 1/2 MILE
W20-5L

SPEED LIMIT 55
W03-5

SPEED LIMIT 55
R2-1
48"X60"

W04-2L

PCMS #3

MATCH LINE 3525+00

MATCH LINE 3555+50

3525 3530 3535 3540 3545 3550 3555

1100' 950' 750'

F1 F2 F3

WIS 54/57 NE RAMP

F1 NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F2 NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

F3 NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 231	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - N0
PLOT DATE : 6/27/2026 4:57 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 3555+50

UNIVERSITY

WIS 54/57 NE RAMP

IH 43 SB

WIS 54/57 SE RAMP

IH 43 NB

WIS 54/57 EB

WIS 54/57 WB

N

SPEED LIMIT 70

END ROAD WORK
G20-2A
48"X24"

R2-1
48"X60"

3560 3560 3565 3565 3570 3570 3575 3575 3580 3580 3585 3585

50' TYP.

100' TYP.

730' BUFFER SPACE

201'

601'

300'

W04-1R

(PLACE 800' IN ADVANCE OF GORE)

R11-2L
48"X30"

LANE CLOSED

TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

(PLACE 500' IN ADVANCE OF W03-2)

WIS 54/57 NORTH LOOP

W03-2

R1-2
48"X42"

YIELD

MATCH LINE 3586+00

WIS 54/57 SW RAMP

WIS 54/57 SOUTH LOOP

100' TYP.

350'

201'

201'

IH 43 SB

IH 43 NB

WIS 54/57 SW RAMP

3590 3595 3600 3605 3610 3615

300'

600'

300'

DANZ RD.

N

MATCH LINE 3616+50

MATCH LINE 3586+00

MATCH LINE 3585+00

LEGEND

- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIGITAL SPEED LIMIT TRAILIER (DLST)
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHER BEACON SYSTEM
- (S) — WORK ZONE START LOCATION
- (E) — WORK ZONE END LOCATION
- (S) — PORTABLE TRAFFIC SENSOR
- FLAGS, 18" X 18", ORANGE
- LANE CLOSURE OUTSIDE WORK AREA

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 232	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - N1
PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

RADISSON ST

IH 43 SB

IH 43 NB

3620 3625 3630 3635 3640 3645

MATCH LINE 3616+50

MATCH LINE 3647+00

200'

SPEED LIMIT 55

R2-1 48"X60"

COVER EXISTING

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

RADISSON ST.

SPEED LIMIT 55

R2-1 48"X60"

COVER EXISTING

IRWIN AVE.

WEBSTER SE RAMP

WEBSTER AVE.

IH 43 SB

IH 43 NB

3650 3655 3660

MATCH LINE 3647+00

MATCH LINE 3677+50

350'

WEBSTER NE RAMP

W04-1R

(PLACE 800' IN ADVANCE OF GORE)

W03-2

WEBSTER NE LOOP

ROAD WORK AHEAD

W20-1A

YIELD

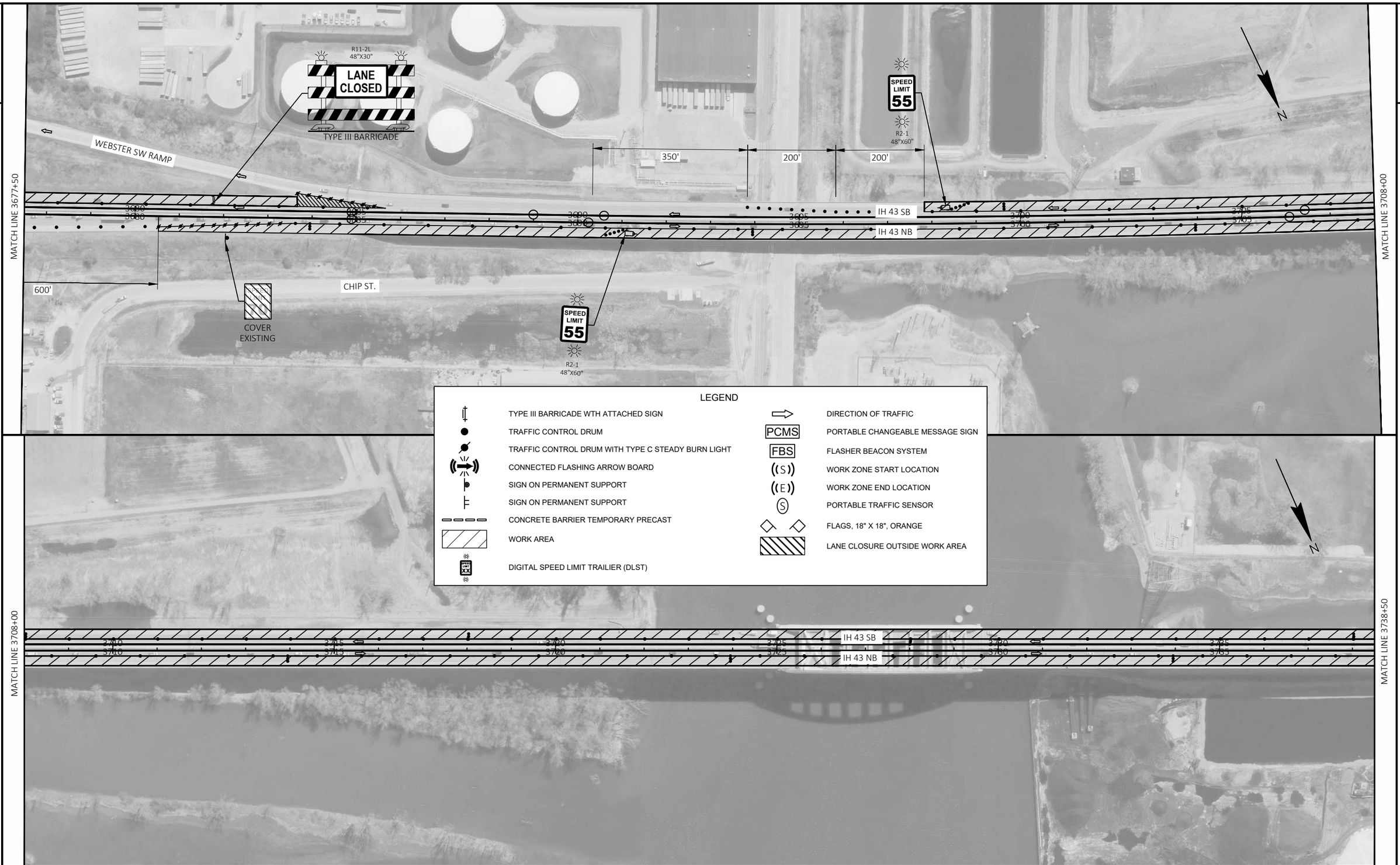
R1-2 48"X42"

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 233	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - N2

PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 234 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - N3
PLOT DATE : 6/27/2026 4:58 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

MATCH LINE 3738+50

MATCH LINE 3769+00

BILSBY AVE.

IH 43 SB

IH 43 NB

ATKINSON SE RAMP CLOSED DURING LANE CLOSURES ON IH 43 SB (DETOUR ROUTE SHOWN ON DETOUR SHEETS)

N

SPEED LIMIT 55

R2-1 48"X60"

SPEED LIMIT 55

R2-1 48"X60"

3740 3740 3745 3745 3750 3750 3760 3760 3765 3765

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

SEE TRAFFIC CONTROL DETAIL - ATKINSON DR. SOUTH RAMPS FOR FULL CLOSURE DETAILS

ATKINSON SE RAMP

1000' 200' 800' 1600' 500' 700' 700' 200' 2600' 200' 1300' 500' 5280' 5280'

PCMS #3

W04-2L

SPEED LIMIT 55 R2-1 24"X30"

ATKINSON SW RAMP

SPEED LIMIT 55 W03-5

LEFT LANE CLOSED 1/2 MILE W20-5L

PCMS #2

RUMBLE STRIPS AHEAD W21-6S

ROAD WORK 1 MILE W20-1F

FBS

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING W08-76 96"X48"

PCMS #1

1000'

IH 43 SB

IH 43 NB

3775 3775 3780 3780 3785 3785 3790 3790 3795 3795

MATCH LINE 3769+00

MATCH LINE 3799+50

730' BUFFER

840' TAPER LENGTH

ATKINSON DR.

ATKINSON NW LOOP

R11-2L 48"X30"

LANE CLOSED

TYPE III BARRICADE

ROAD WORK AHEAD W20-1A

W04-1R

SPEED LIMIT 55 R2-1 48"X60"

(PLACE 800' IN ADVANCE OF GORE)

W04-2R

ATKINSON NW RAMP

W03-2

YIELD R1-2 48"X42"

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 235	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - 29

PLOT DATE : 6/27/2026 4:57 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 3799+50

MATCH LINE 3829+00

N

730'

BUFFER SPA

IH 43 SB

IH 43 NB

3800 3805 3810 3815 3820 3825

200'

600'

END ROAD WORK

G20-2A 48"X24"

(E)

LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

W04-2R

840'

TAPER LENGTH

1000'

1600'

950'

3830 3835 3840

COVER EXISTING

N MILITARY AVE.

HURLBUT ST.

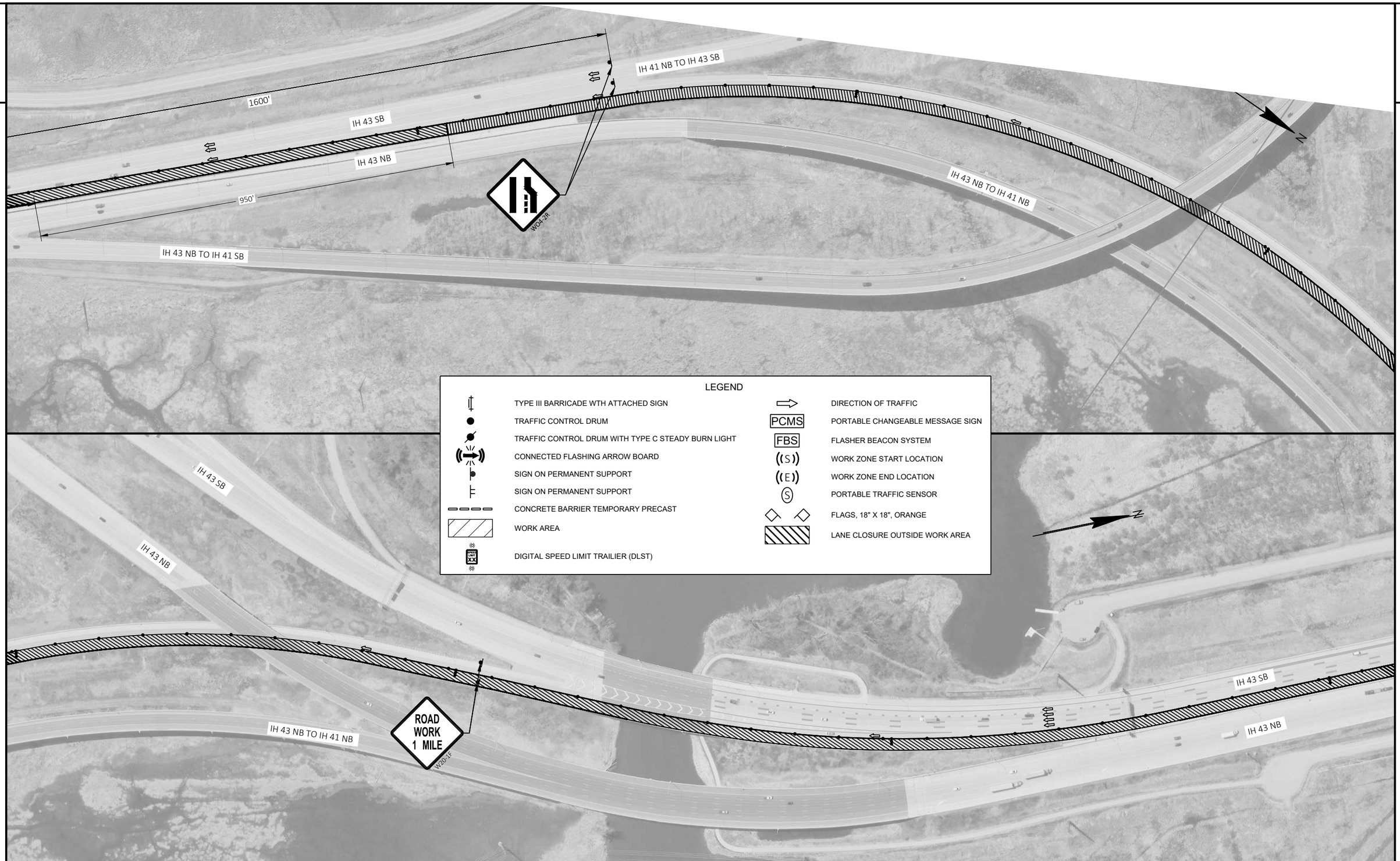
IH 43 NB TO IH 41 SB

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 236	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - 30

PLOT DATE : 6/27/2026 4:56 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



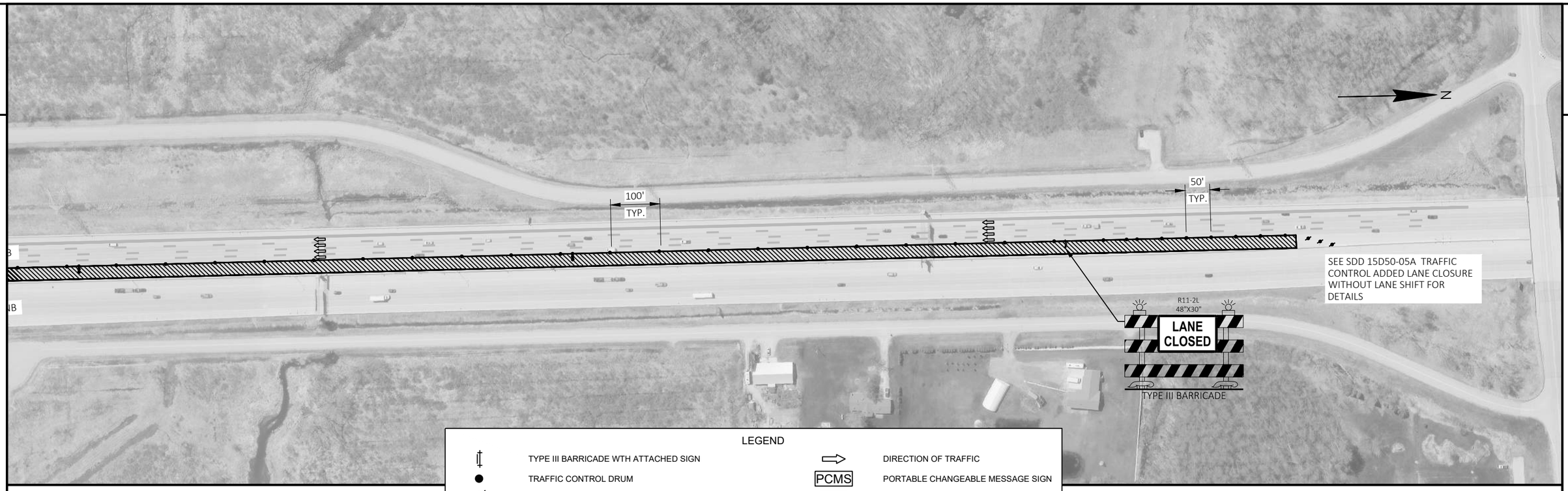
LEGEND

TYPE III BARRICADE WTH ATTACHED SIGN	DIRECTION OF TRAFFIC
TRAFFIC CONTROL DRUM	PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS — FLASHER BEACON SYSTEM
CONNECTED FLASHING ARROW BOARD	(S) — WORK ZONE START LOCATION
SIGN ON PERMANENT SUPPORT	(E) — WORK ZONE END LOCATION
SIGN ON PERMANENT SUPPORT	S — PORTABLE TRAFFIC SENSOR
CONCRETE BARRIER TEMPORARY PRECAST	FLAGS, 18" X 18", ORANGE
WORK AREA	LANE CLOSURE OUTSIDE WORK AREA
DIGITAL SPEED LIMIT TRAILIER (DLST)	

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 237	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\025109-TC (CONT OUTSIDE LANE CLOSURE).DWG
LAYOUT NAME - 31
PLOT DATE : 6/27/2026 4:58 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2



LEGEND

	TYPE III BARRICADE WTH ATTACHED SIGN		DIRECTION OF TRAFFIC
	TRAFFIC CONTROL DRUM	PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	FBS	FLASHER BEACON SYSTEM
	CONNECTED FLASHING ARROW BOARD	(S)	WORK ZONE START LOCATION
	SIGN ON PERMANENT SUPPORT	(E)	WORK ZONE END LOCATION
	SIGN ON PERMANENT SUPPORT	S	PORTABLE TRAFFIC SENSOR
	CONCRETE BARRIER TEMPORARY PRECAST		FLAGS, 18" X 18", ORANGE
	WORK AREA		LANE CLOSURE OUTSIDE WORK AREA
	DIGITAL SPEED LIMIT TRAILIER (DLST)		

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	TRAFFIC CONTROL - OUTSIDE LANE CLOSURE - NORTH SEGMENT	SHEET 238 E

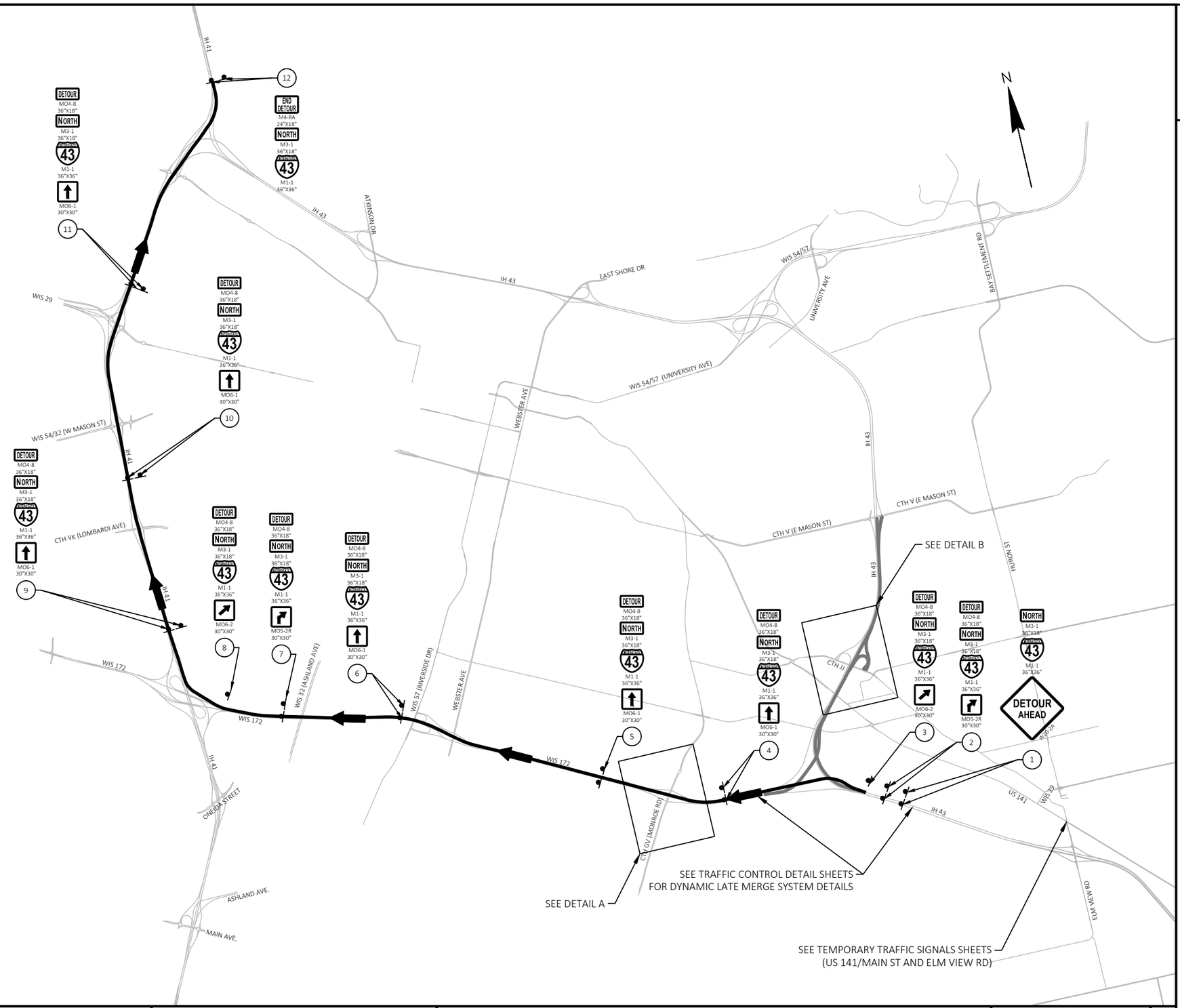
NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.

EXISTING ROADWAY

FULL CLOSURE

DETOUR ROUTE



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - FULL CLOSURE IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 239	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027001-DT.DWG
LAYOUT NAME - 027001-dt A

PLOT DATE : 6/27/2026 12:46 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1 MI

WISDOT/CADDS SHEET 42

2

N

STURGEON BAY
78"X12"

MILWAUKEE
STURGEON BAY

MODIFY EXISTING

TO
MO4-5
24"X12"

NORTH
M3-1
24"X12"

INTERSTATE 43
M1-1
24"X24"

MO6-1
21"X21"

SOUTH
M3-3
24"X12"

EAST TO
INTERSTATE 172 INTERSTATE 43

MO5-1R
21"X21"

MO5-1L
21"X21"

CTH GV (MONROE RD)

WIS 172 WB

WIS 172 EB

13 14 15 16 17 18 19 20 21

DETAIL A

NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.

DENMARK
MANITOWOC
MILWAUKEE

STURGEON BAY
MARINETTE
90"X24"

SOUTH EAST NORTH
INTERSTATE 43 COUNTY JJ INTERSTATE 43

MO5-1L
21"X21"

IH 43

CTH JJ (MANITOWOC RD)

MO6-1
21"X21"

MO6-1
30"X30"

J2-1
24"X57"

22 23 24 25 26 27 28 29 30

DETAIL B

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - FULL CLOSURE IH 43 NB FROM WIS 172 TO MASON ST)	SHEET 240	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027001-DT.DWG
LAYOUT NAME - 027001-dt B

PLOT DATE : 6/27/2026 12:46 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

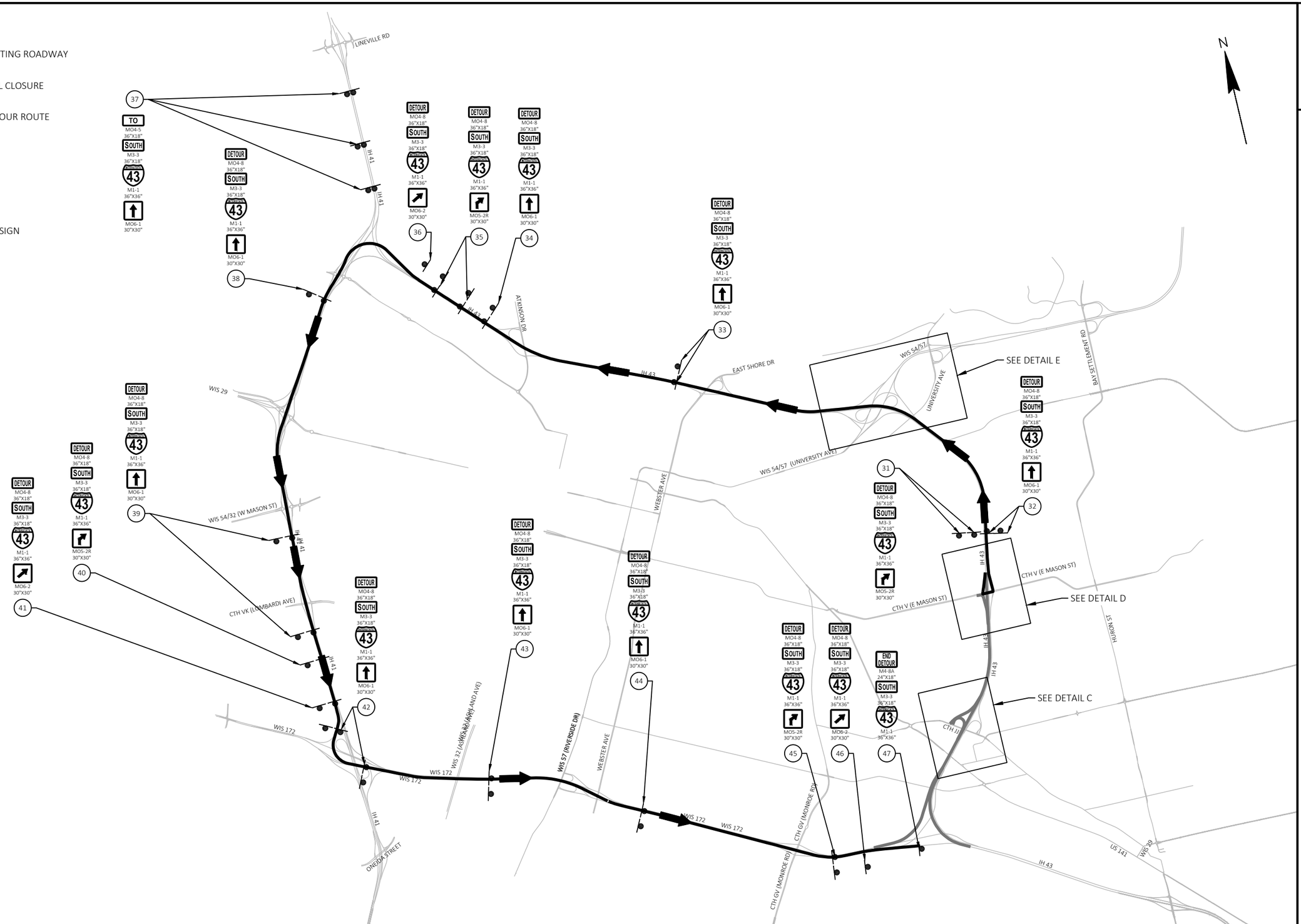
EXISTING ROADWAY

FULL CLOSURE

DETOUR ROUTE

NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 SOUTHBOUND (E MASON ST TO STH 172)	SHEET 241	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708011\SHEETS PLAN\027002-DT.DWG
LAYOUT NAME - 027002-dtA

PLOT DATE : 6/27/2026 12:46 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1 MI

WISDOT/CADDS SHEET 42

NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.

DENMARK
MANITOWOC
MILWAUKEE

IH 43

CTH JJ (MANITOWOC RD)

52 — MO6-1 21"X21" — MODIFY EXISTING

53 — COVER EXISTING

51 — COVER EXISTING

54 — MO6-1 21"X21" — MODIFY EXISTING

50 — MO6-1 21"X21" — MODIFY EXISTING

MO5-1R 21"X21" — MODIFY EXISTING

49 — 48

55 — M3-3 24"X12" — MODIFY EXISTING

56 — M3-3 24"X12" — MODIFY EXISTING

DETAIL C

66 — DETOUR MO4-8 36"X18" — SOUTH M3-3 36"X36" — 43 M1-1 36"X36" — MO6-2 30"X30"

DETOUR MO4-8 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — MO5-1L 21"X21"

DETOUR MO4-8 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — MO6-1 21"X21"

67 — 68

65 — SOUTH MILWAUKEE / NORTH TO HWY 41 — MODIFY EXISTING

TO MO4-5 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — M5-1R 21"X21"

SOUTH 43 NORTH — KEEP RIGHT | KEEP RIGHT — MODIFY EXISTING

69 — 64 — 63

CTH V (MASON ST)

CTH V (MASON ST)

57 — TO MO4-5 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — MO5-1L 21"X21"

58 — NORTH 43 SOUTH — KEEP LEFT | KEEP LEFT — MODIFY EXISTING

59 — NORTH TO HWY 41 / SOUTH MILWAUKEE — MODIFY EXISTING

60 — DETOUR MO4-8 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — MO5-1L 21"X21"

61 — DETOUR MO4-8 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — MO6-1 21"X21"

62 — TO MO4-5 24"X12" — SOUTH M3-3 24"X12" — 43 M1-1 24"X24" — MO6-1 21"X21"

IH 43

DETAIL D

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 SOUTHBOUND (E MASON ST TO STH 172)	SHEET 242	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027002-DT.DWG
LAYOUT NAME - 027002-dtB
PLOT DATE : 6/27/2026 12:46 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.

N

WIS 54/57

WIS 54/57 NW RAMP

WIS 54/57 WB CONNECTOR

WIS 54/57 NORTH LOOP

IH 43

WIS 54/57 SOUTH LOOP

WIS 54/57 EB CONNECTOR

WIS 54/57 SW RAMP

WIS 54/57 SE RAMP

WIS 54/57 NE RAMP

PCMS

73
- TO MO4-5 36"X18"
- SOUTH M3-3 36"X18"
- INTERSTATE 43 M1-1 36"X36"
- MO5-2R 30"X30"

74
- TO MO4-5 36"X18"
- SOUTH M3-3 36"X18"
- INTERSTATE 43 M1-1 36"X36"
- MO6-2 30"X30"

72
- TO MO4-5 36"X18"
- SOUTH M3-3 36"X18"
- INTERSTATE 43 M1-1 36"X36"
- MO6-2 30"X30"

71
- TO MO4-5 36"X18"
- SOUTH M3-3 36"X18"
- INTERSTATE 43 M1-1 36"X36"
- MO5-2R 30"X30"

70
- TO MO4-5 24"X12"
- SOUTH M3-3 24"X12"
- INTERSTATE 43 M1-1 24"X24"
- MO6-1 21"X21"
- TO MO4-5 24"X12"
- MASON ST 24"X24"
- COUNTY V M1-5A 24"X24"
- MO6-2 21"X21"

75
- DETOUR MO4-8 36"X18"
- SOUTH M3-3 36"X18"
- INTERSTATE 43 M1-1 36"X36"
- MO6-1 30"X30"

DETAIL E

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 SOUTHBOUND (E MASON ST TO STH 172)	SHEET 243	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027002-DT.DWG
LAYOUT NAME - 027002-dtC

PLOT DATE : 6/27/2026 12:46 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

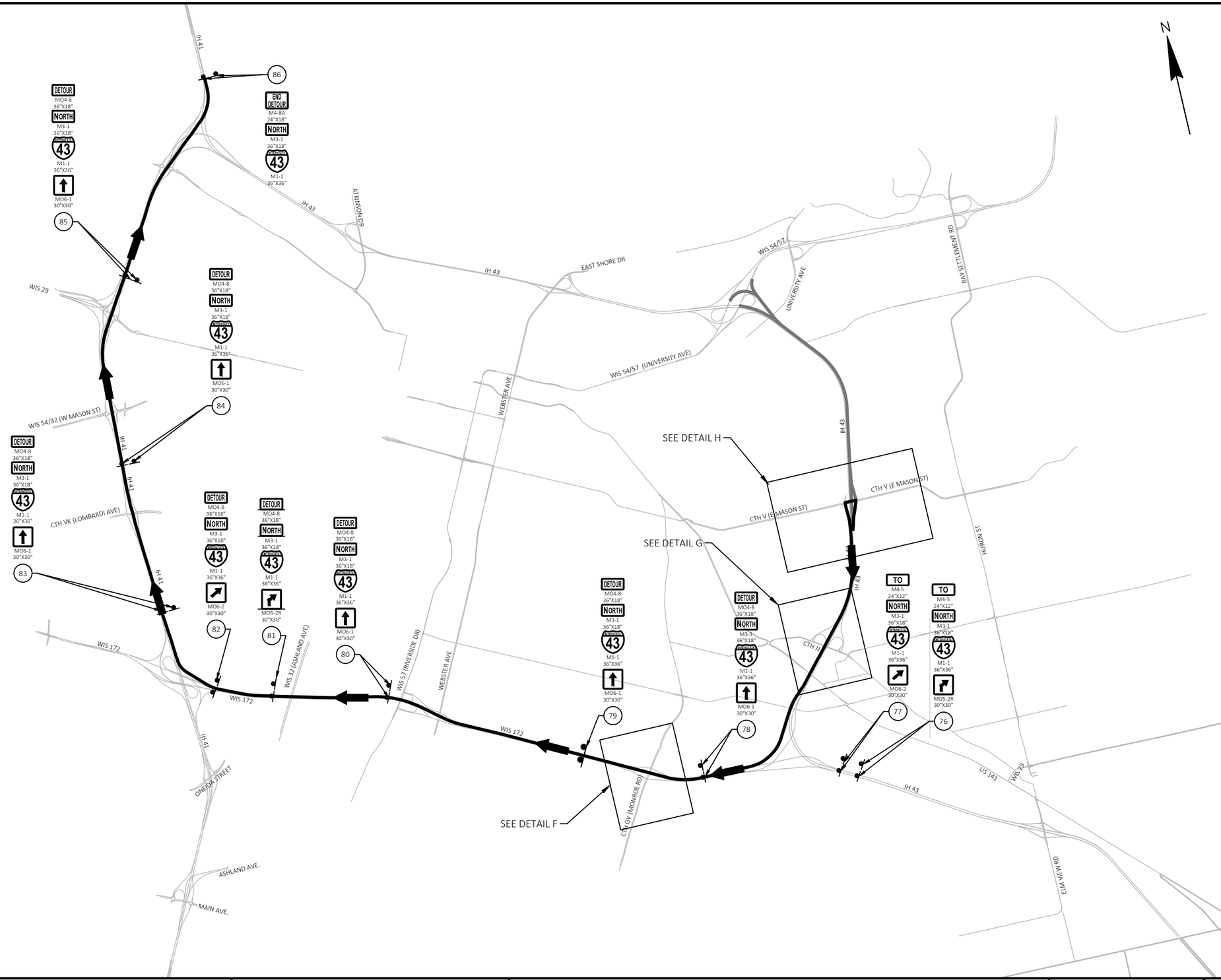
EXISTING ROADWAY

FULL CLOSURE

DETOUR ROUTE

NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.

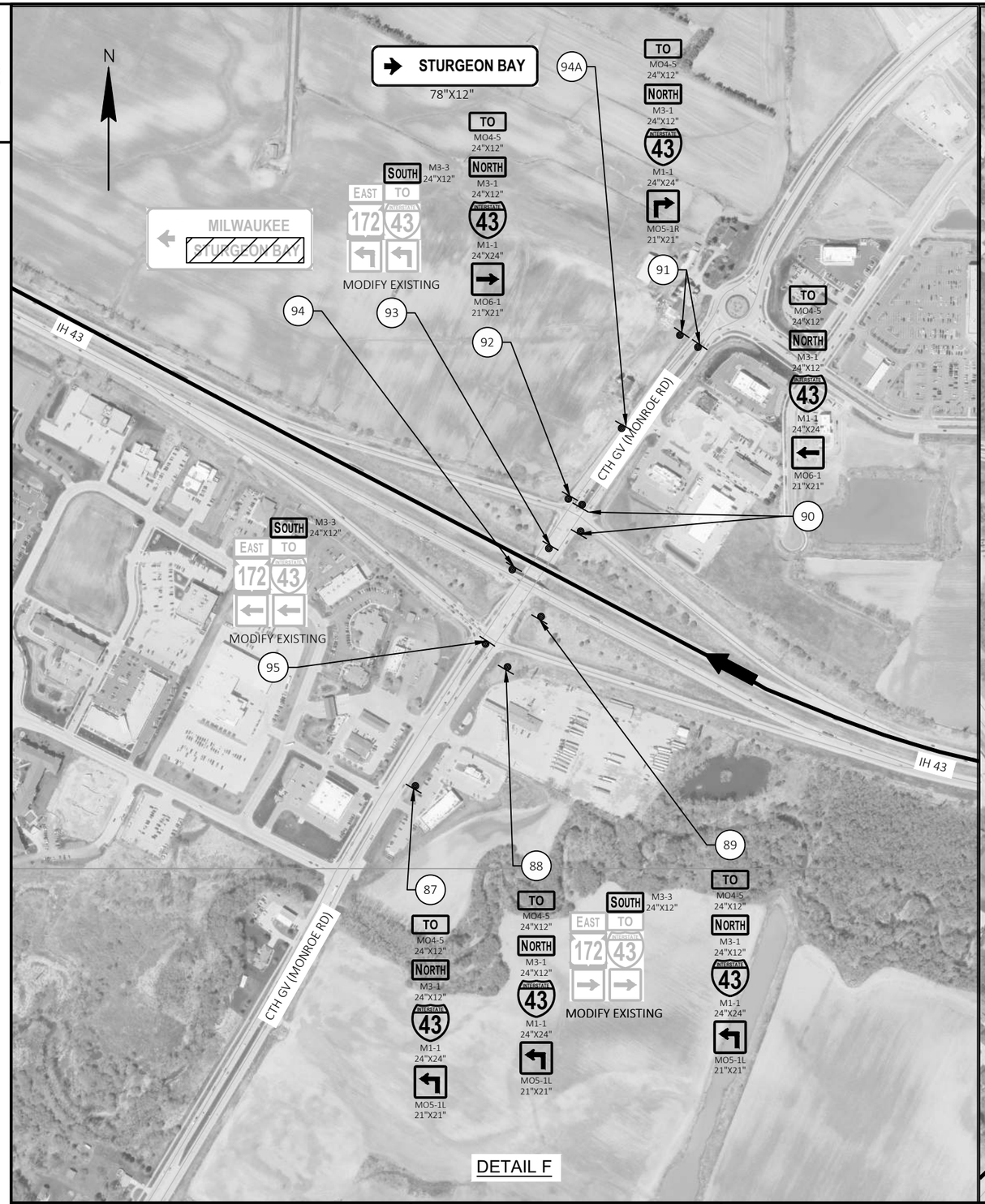


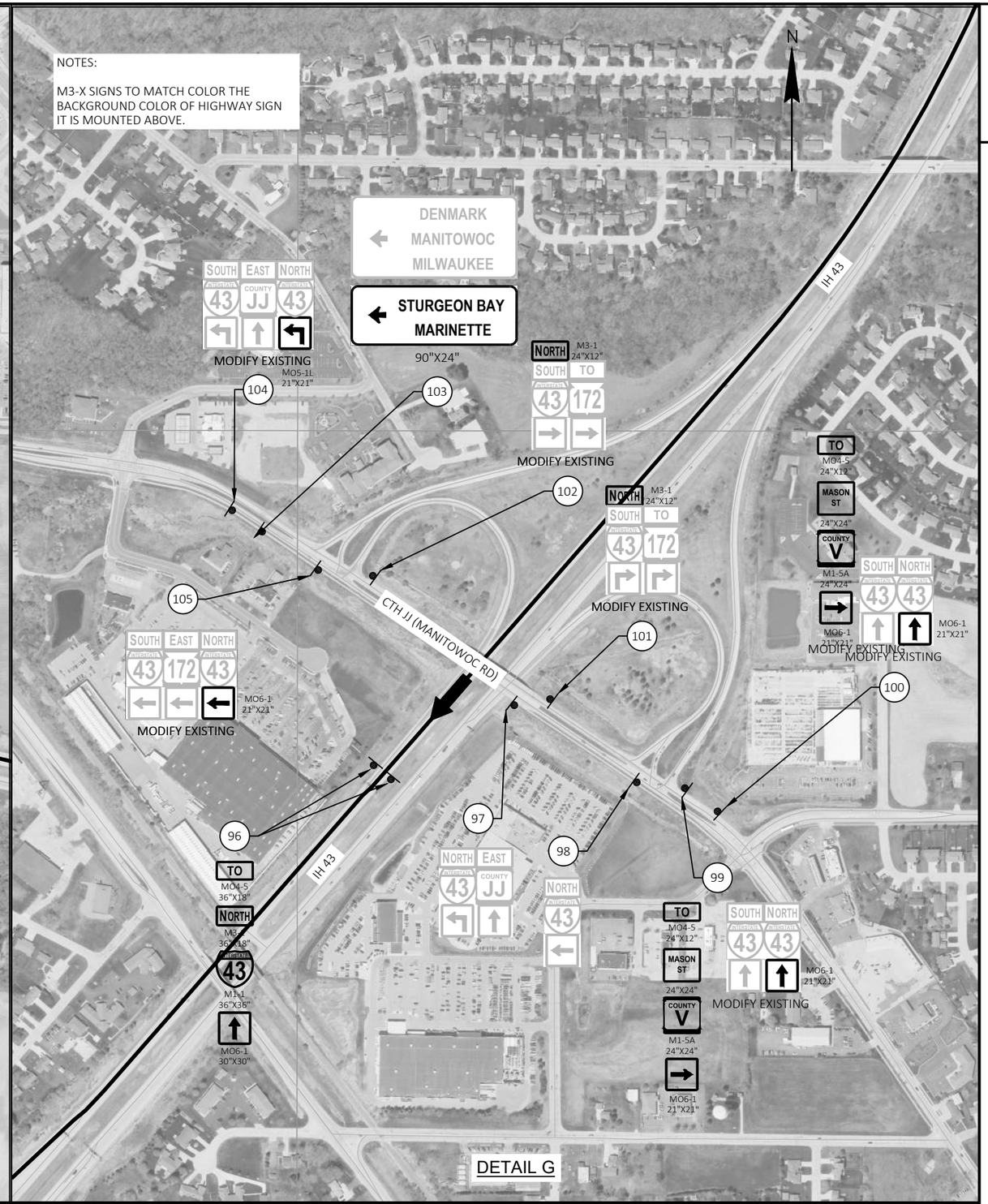
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 NORTHBOUND (E MASON ST TO WIS 54/57)	SHEET 244	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027003-DT.DWG
LAYOUT NAME - 027003-dt A

PLOT DATE : 6/27/2026 12:46 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:1 MI

WISDOT/CADDS SHEET 42

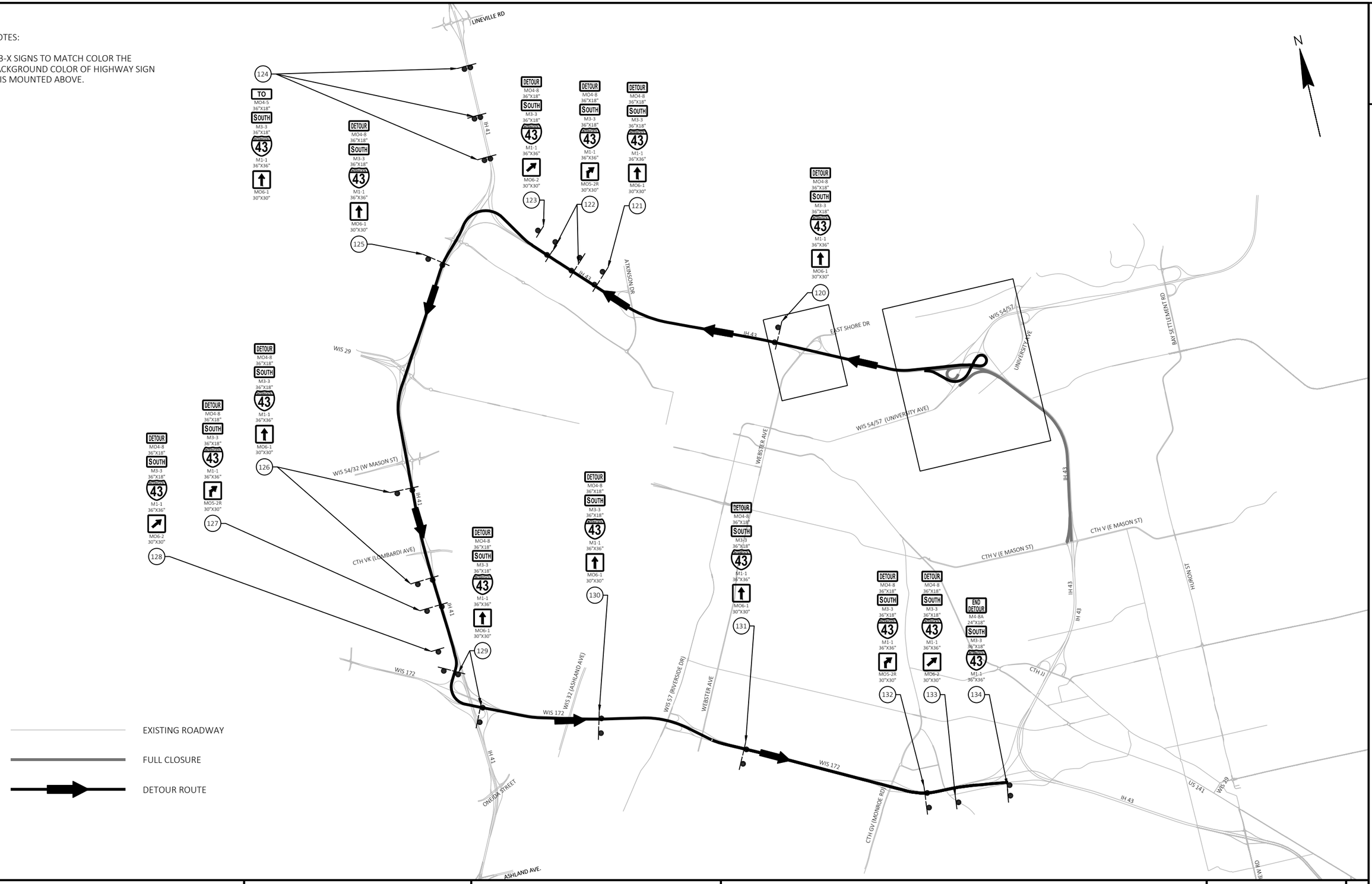




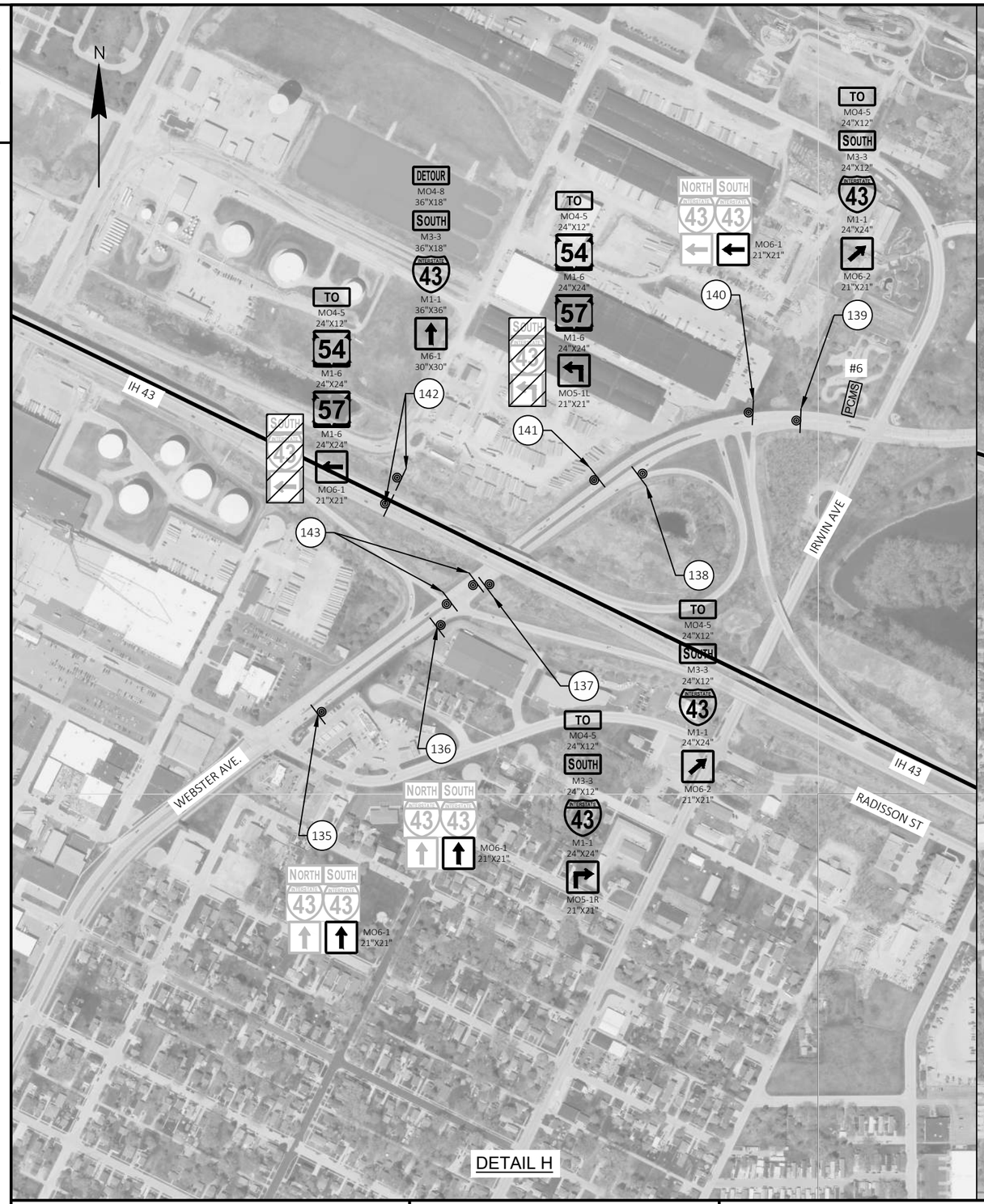
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 NORTHBOUND (E MASON ST TO WIS 54/57)	SHEET 245	E

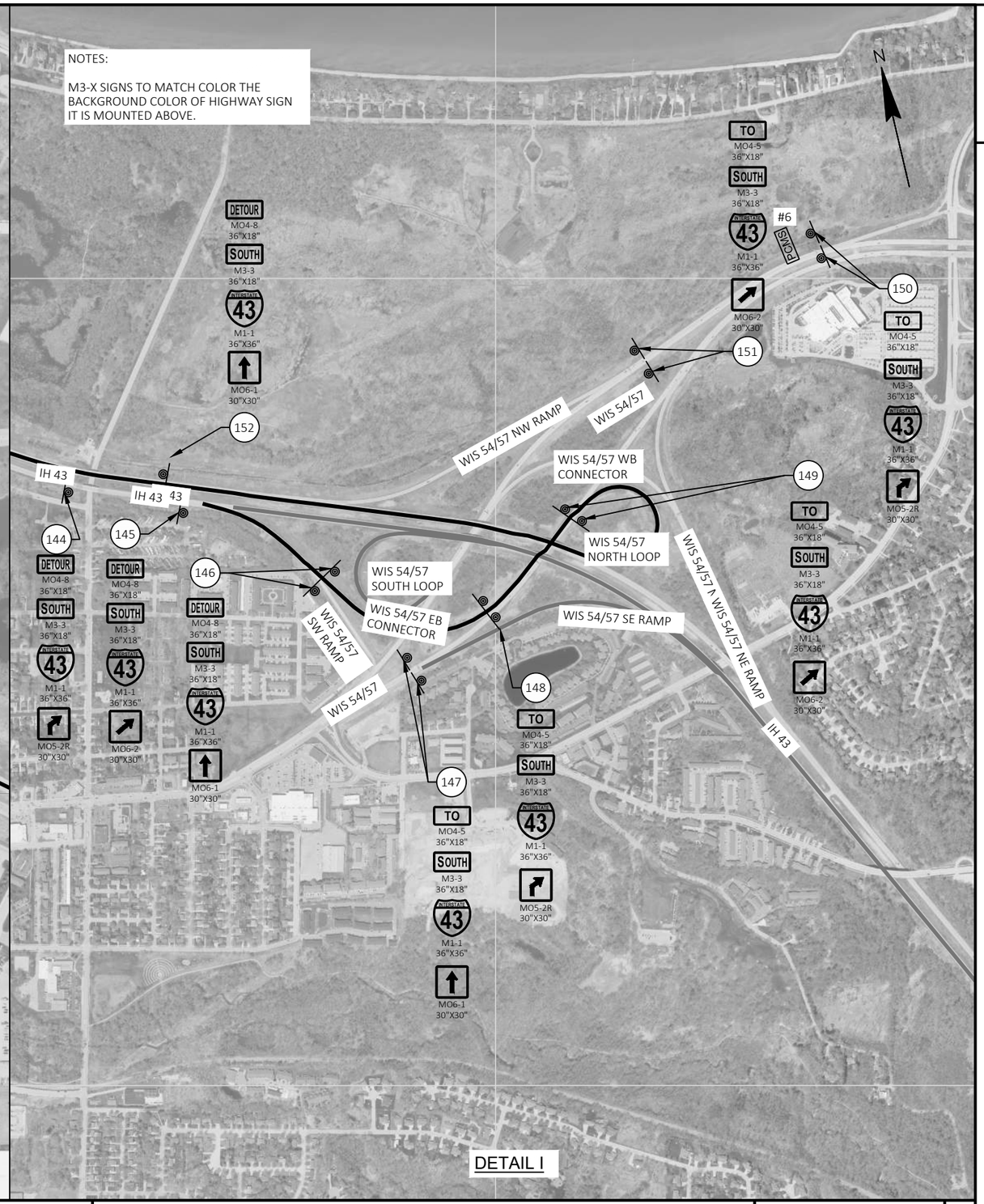
NOTES:

M3-X SIGNS TO MATCH COLOR THE BACKGROUND COLOR OF HIGHWAY SIGN IT IS MOUNTED ABOVE.



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 SOUTHBOUND (WIS 54/57 TO E MASON ST)	SHEET 246	E





PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOURS - IH 43 SOUTHBOUND (WIS 54/57 TO E MASON ST)	SHEET 247	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027004-DT.DWG
LAYOUT NAME - 027004-dtB
PLOT DATE : 6/27/2026 12:46 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

N

BAY OF
GREEN BAY

IH 43

CANADIAN NATIONAL

N MILITARY AVE

NORTH LOCUST ST

VELP AVE / USH 141

GREY ST

ATKINSON DR

WORK ZONE

IH 43

N QUINCY ST

CANADIAN NATIONAL

S ONEIDA ST

WEST MASON ST / STH 32

DOUSMAN ST

SHAWANO AVE
STH 29

S ASHLAND AVE

NORTH BROADWAY

FOX RIVER

MAIN ST
USH 141

S MONROE AVE / STH 57

WEBSTER AVE

IH 43

UNIVERSITY AVE / STH 54

LEGEND

DETOUR ROUTE

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOUR OVERVIEW	SHEET 248	E

FILE NAME : N:\PDS\C3D\12270801\SHEETS\027001-DT.DWG
LAYOUT NAME - 027001-dt

PLOT DATE : 5/14/2026 1:31 PM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:1500 FT

WISDOT/CADDS SHEET 42

2

2

N

BAY OF GREEN BAY

CANADIAN NATIONAL

IH 43

N MILITARY AVE

NORTH LOCUST ST

VELP AVE / USH 141

ATKINSON DR

GREY ST

N QUINCY ST

DOUSMAN ST

S ASHLAND AVE

NORTH BROADWAY

SHAWANO AVE

STH 29

WEST MASON ST / STH 32

S ONEIDA ST

FOX RIVER

MAIN ST

USH 141

S MONROE AVE / STH 57

WEBSTER AVE

UNIVERSITY AVE / STH 54

FMS

ATKINSON RD
RAMP CLOSED
NO ACCESS TO
I-43 SOUTH

72"X48"

RAMP CLOSED AHEAD
W20-53A
48"X48"

RAMP CLOSED

DETOUR

TYPE III BARRICADE

MODIFY

COVER

LEGEND

XX — SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN ON PERMANENT SUPPORT

SIGN ON TYPE III BARRICADE

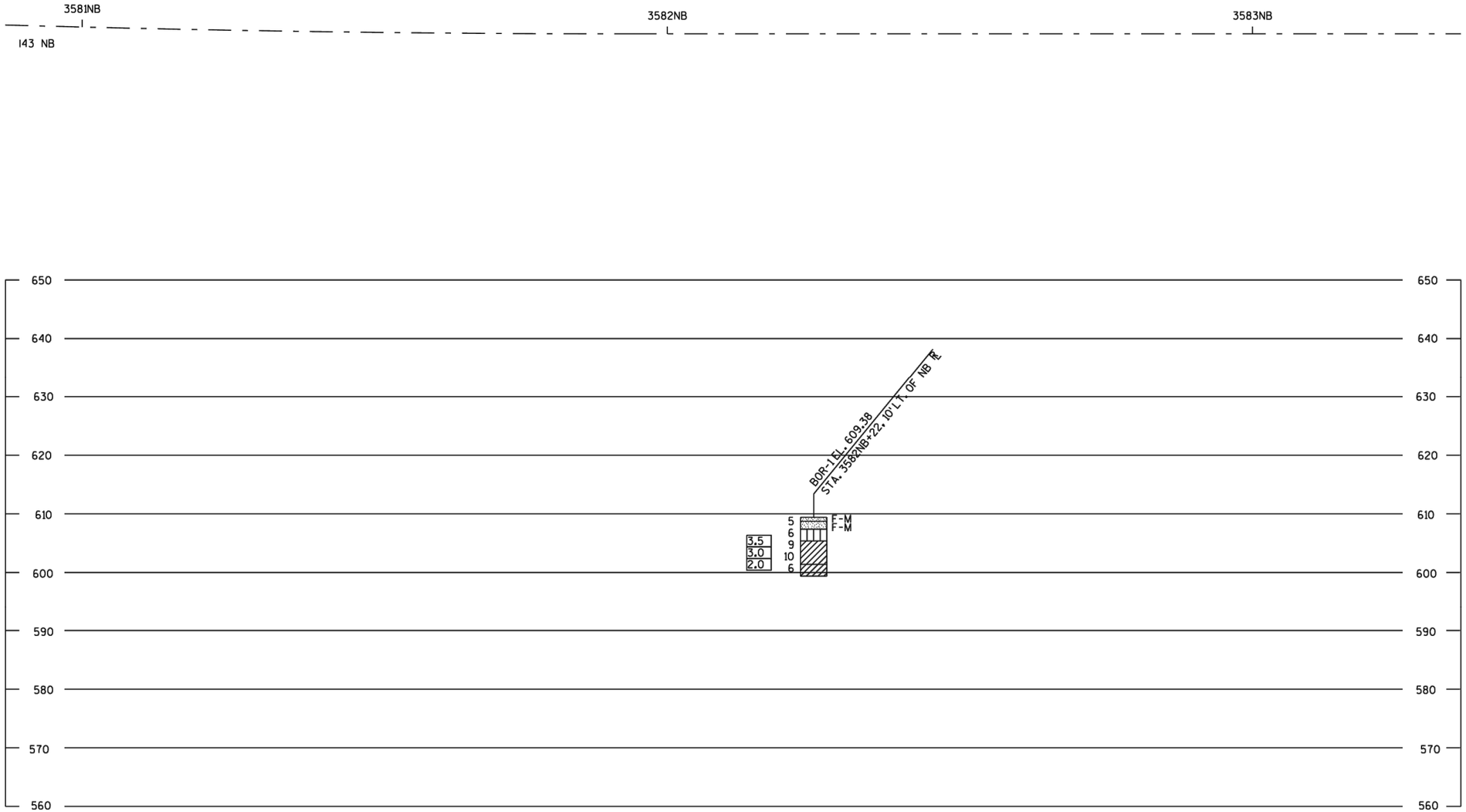
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	DETOUR SIGNING	SHEET 249	E

FILE NAME : N:\PDS\C3D\12270801\SHEETS\027002-DT.DWG
LAYOUT NAME - 027002-dt

PLOT DATE : 5/14/2026 1:31 PM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:1500 FT

WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	7/17/2018	568853	114998
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



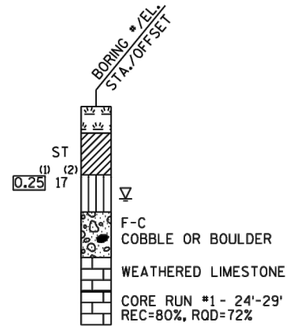
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

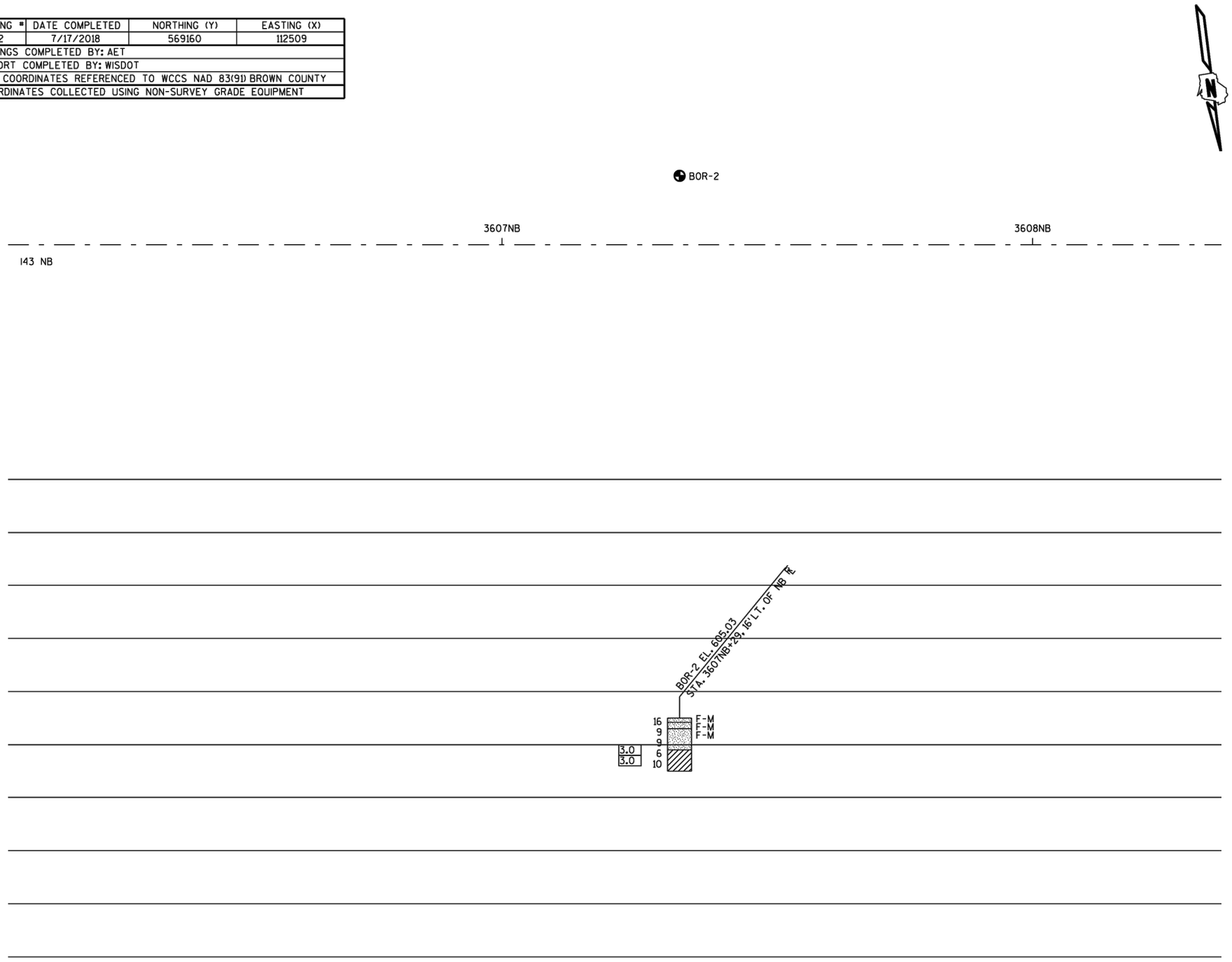
F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	BORINGS	SHEET 250	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
2	7/17/2018	569160	112509
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



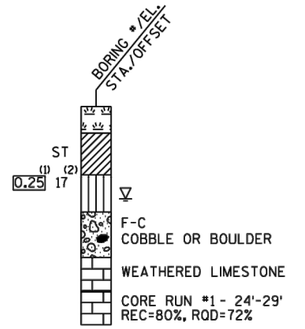
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

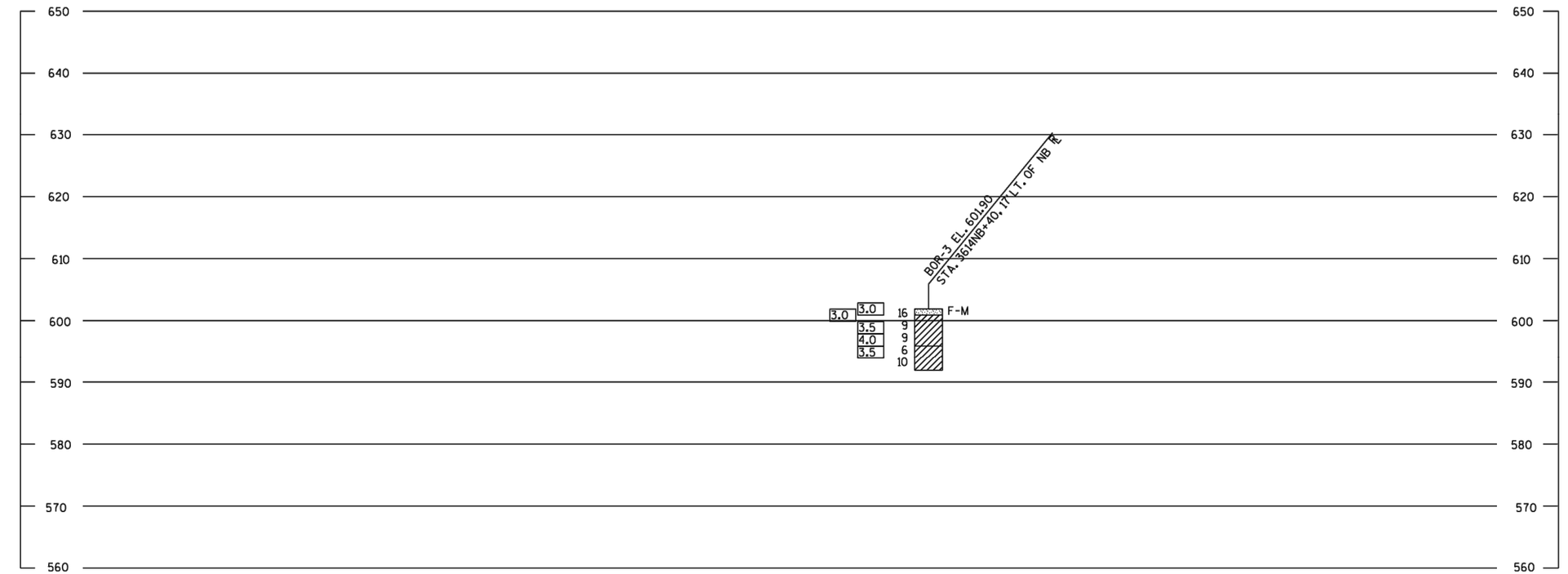
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	BORINGS	SHEET 251	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
3	7/17/2018	569290	111764
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





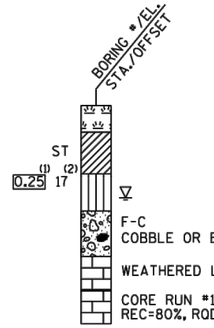
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

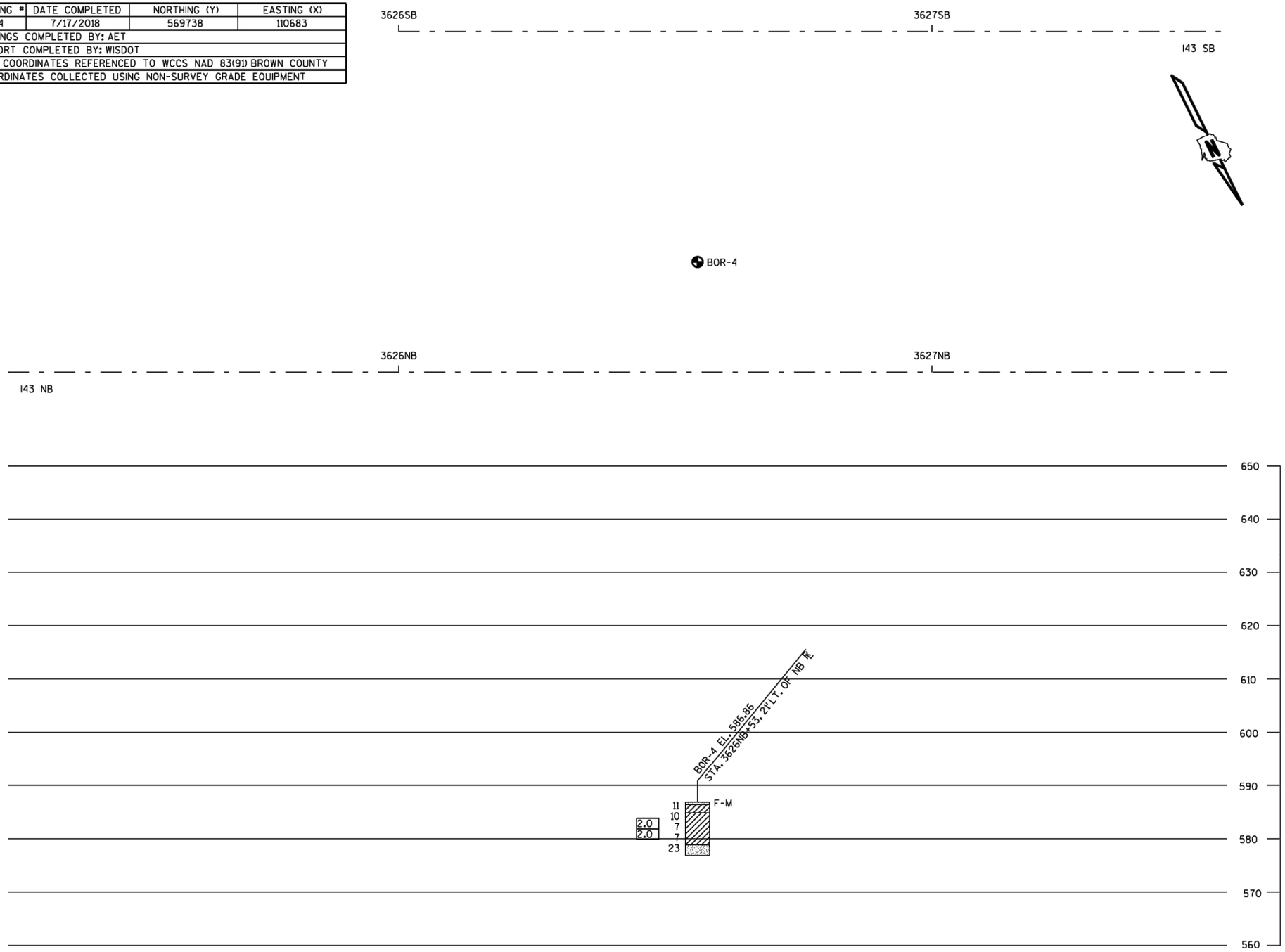
ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
4	7/17/2018	569738	110683
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



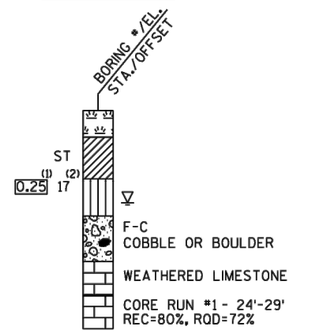
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

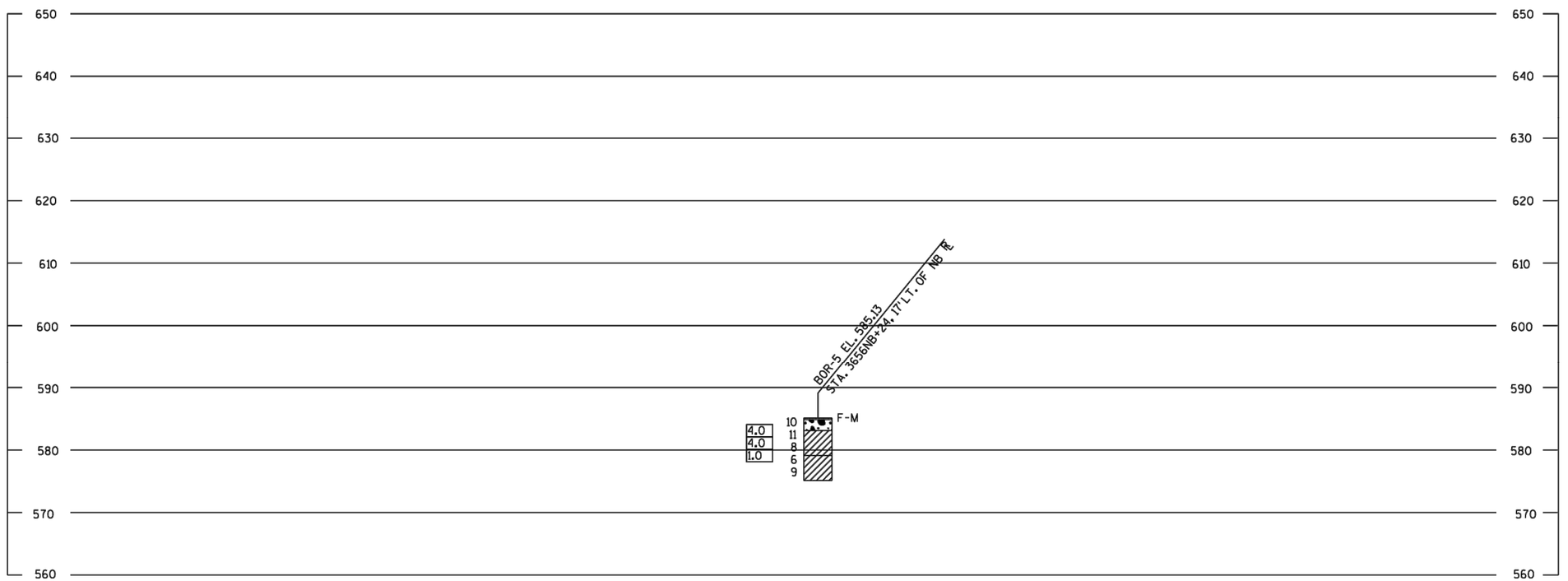
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	BORINGS	SHEET 253	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027301-XX.DWG
LAYOUT NAME - 027301-04
PLOT DATE : 10/8/2025 10:41 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
5	7/17/2018	571049	108016
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





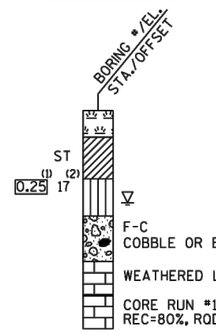
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

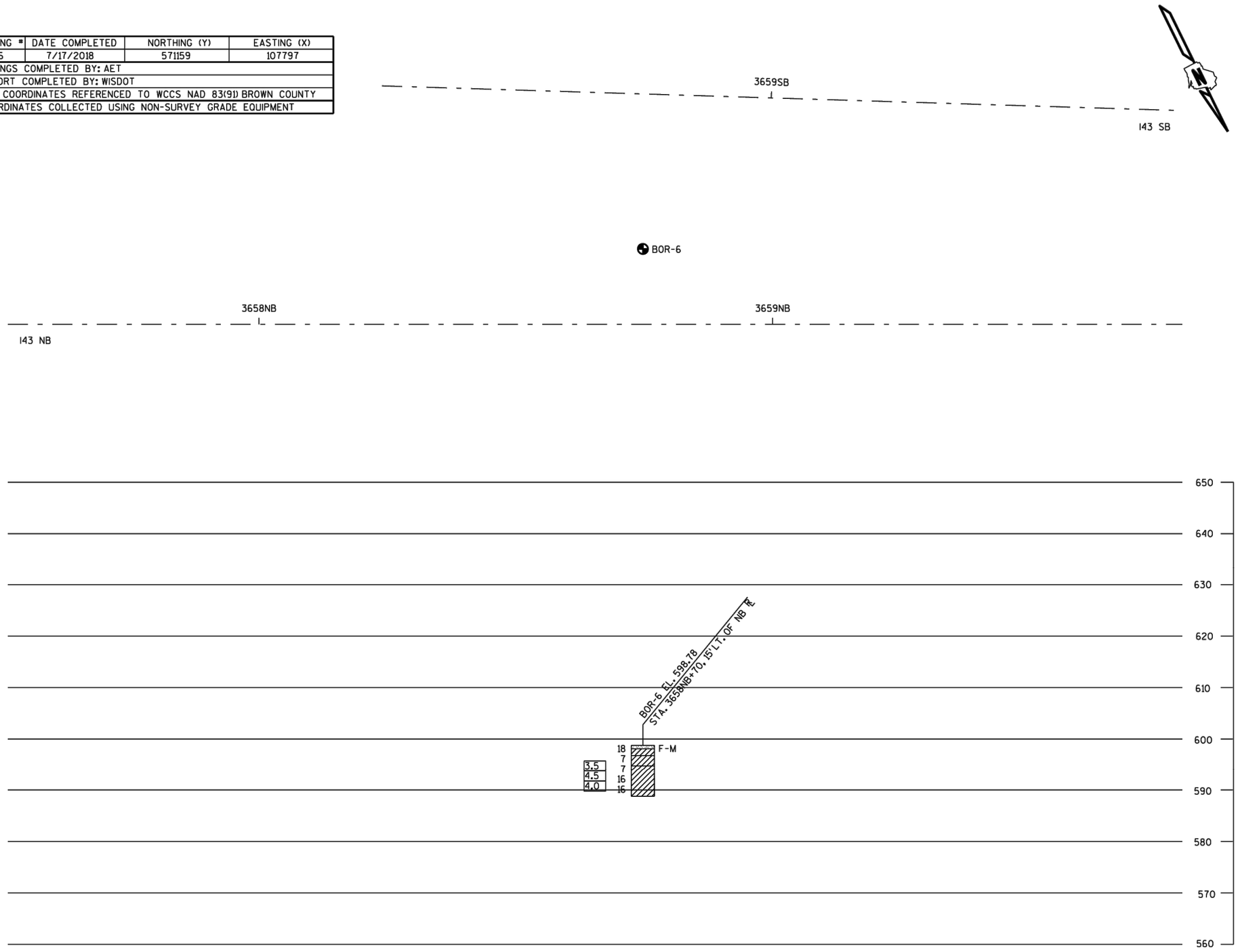
ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
6	7/17/2018	571159	107797
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



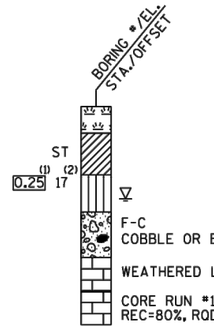
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

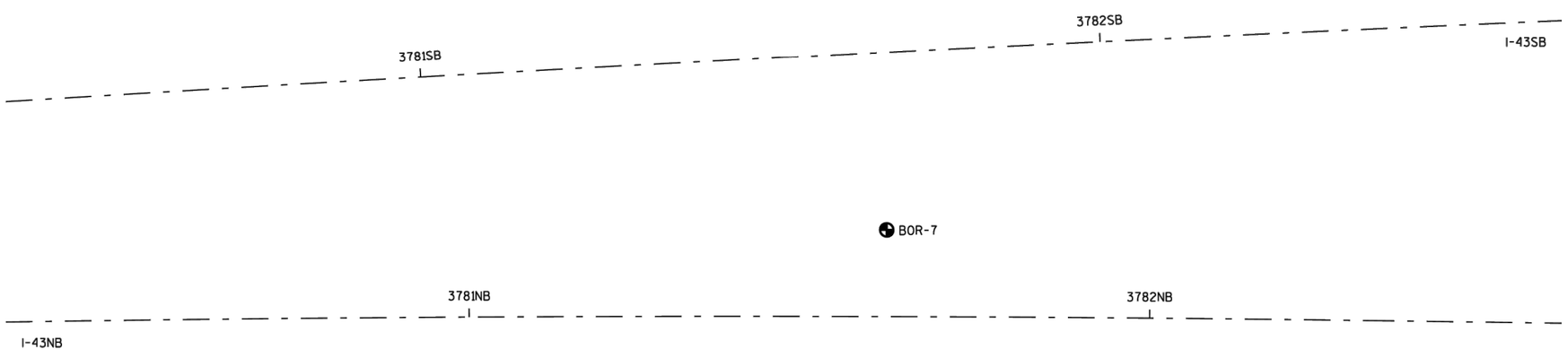
ABBREVIATIONS

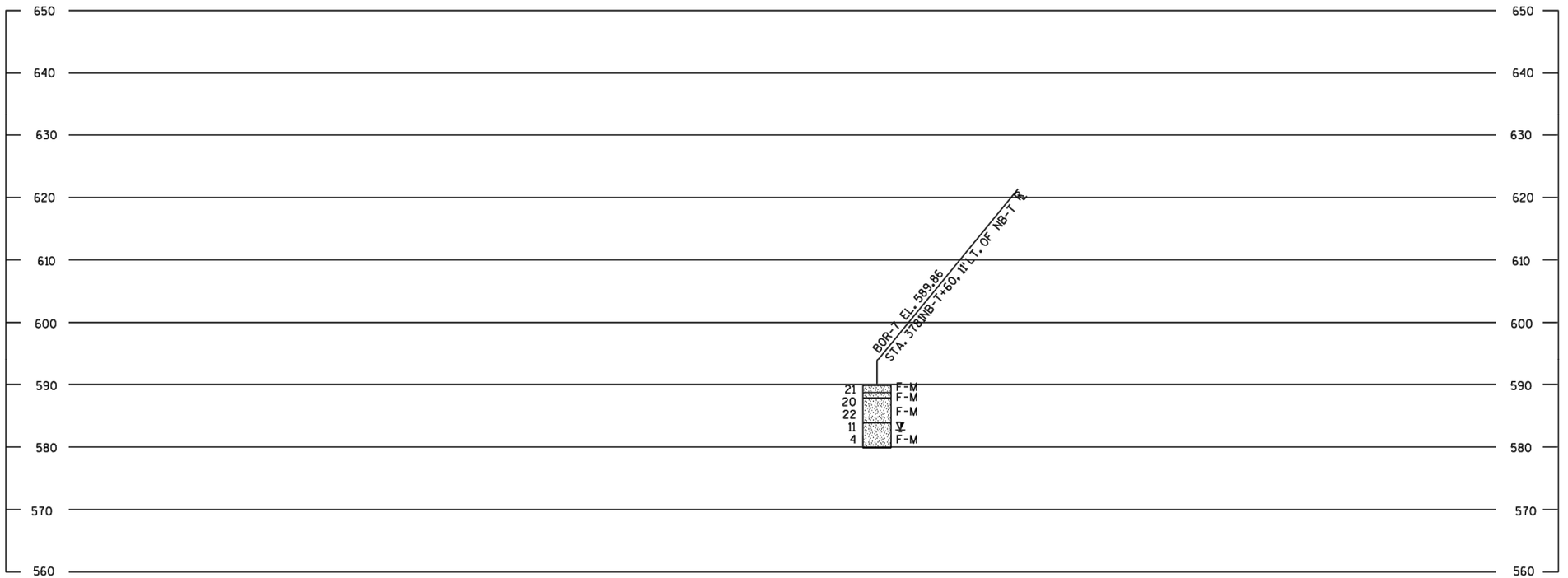
F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
7	7/17/2018	576656	96856
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





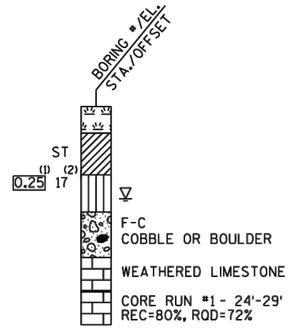
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

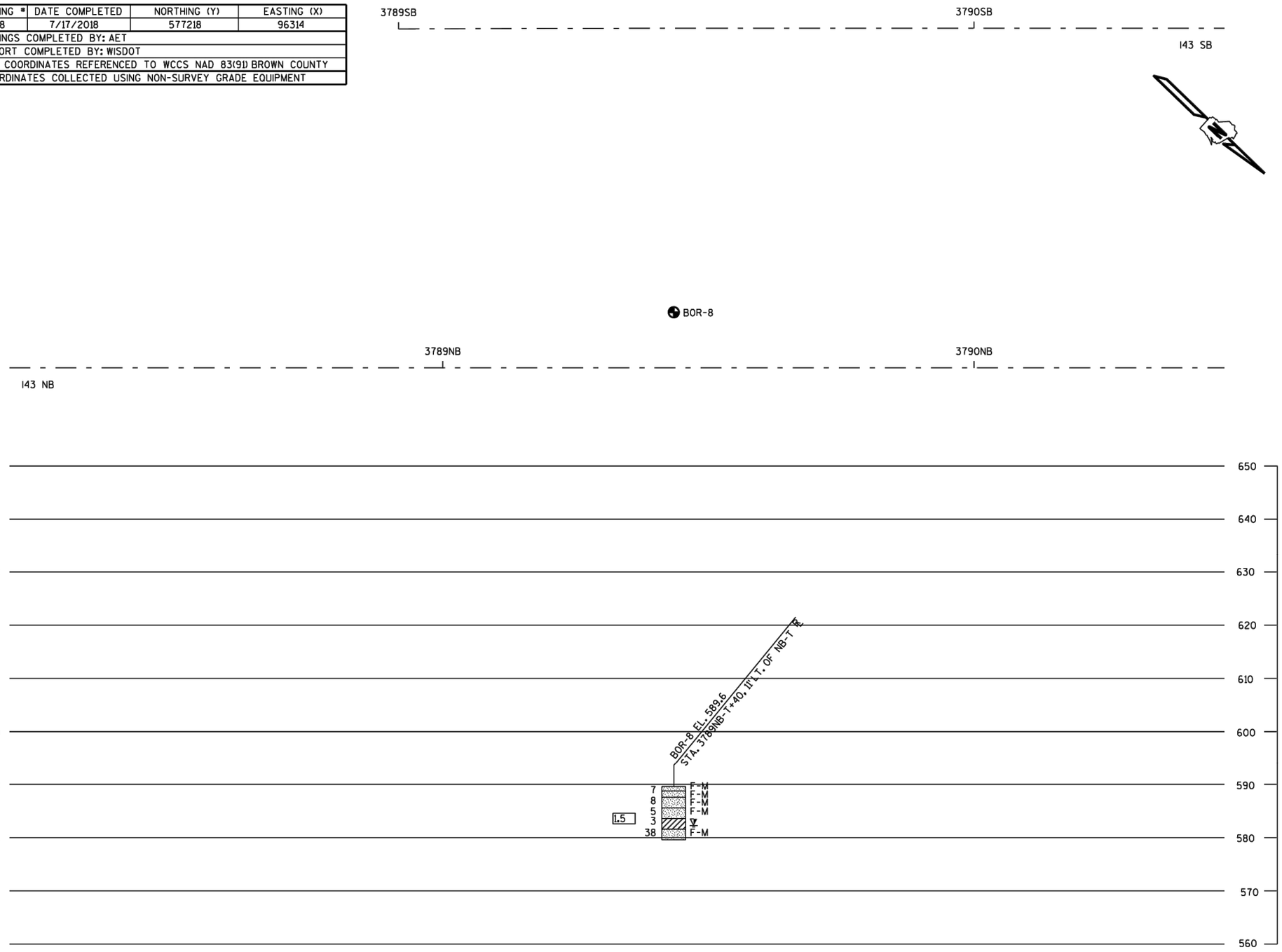
F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	BORINGS	SHEET 256	E

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
8	7/17/2018	577218	96314
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



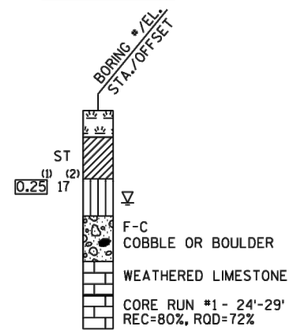
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

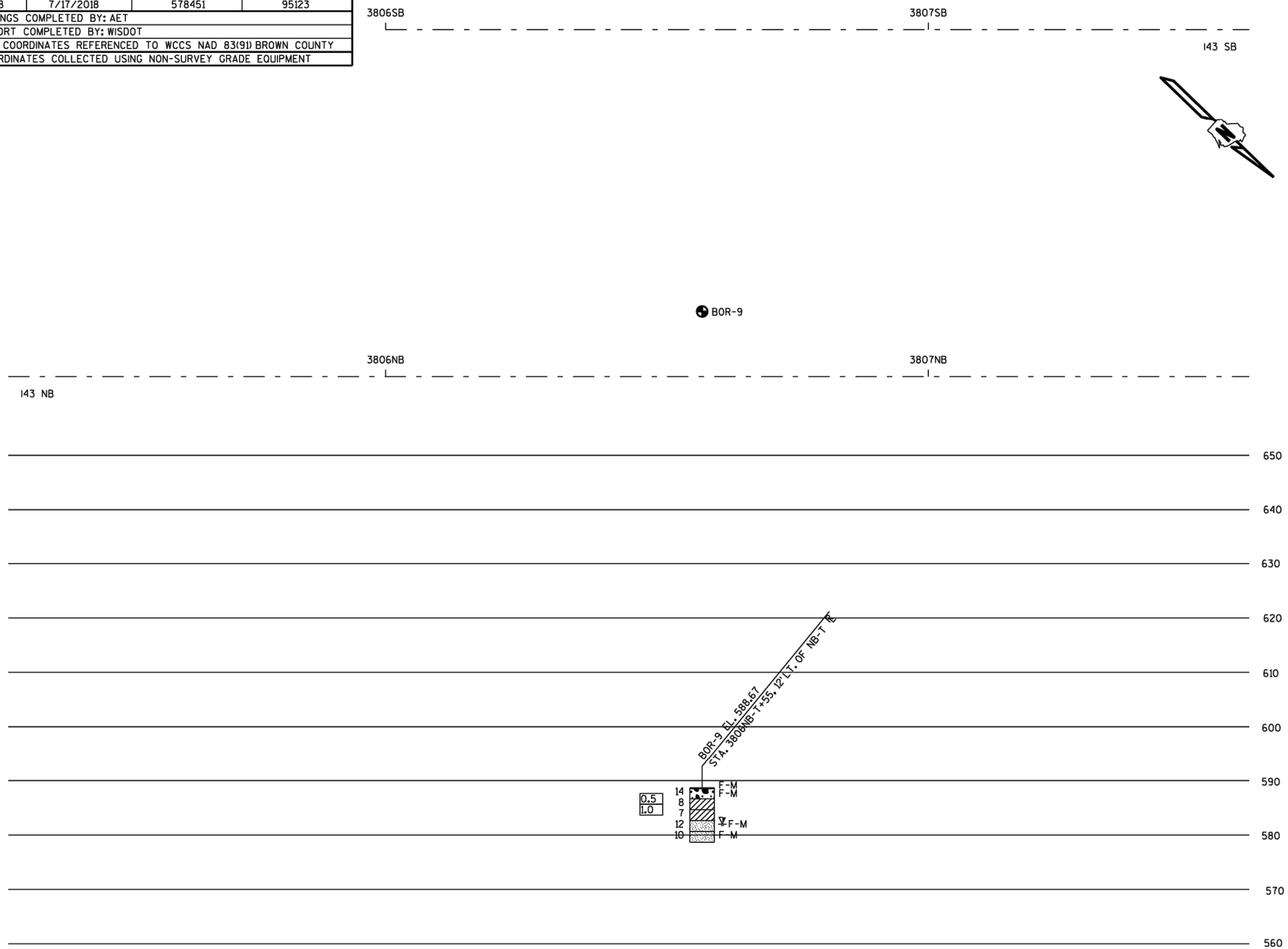
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	BORINGS	SHEET 257	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027301-XX.DWG
LAYOUT NAME - 027301-08
PLOT DATE : 10/8/2025 10:41 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
8	7/17/2018	578451	95123
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



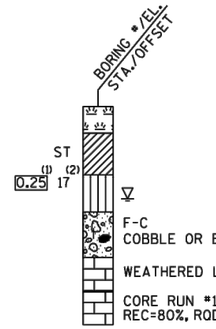
STATE PROJECT NUMBER

1227-08-00

MATERIAL SYMBOLS

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CONCRETE	FILL	GRAVEL
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BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

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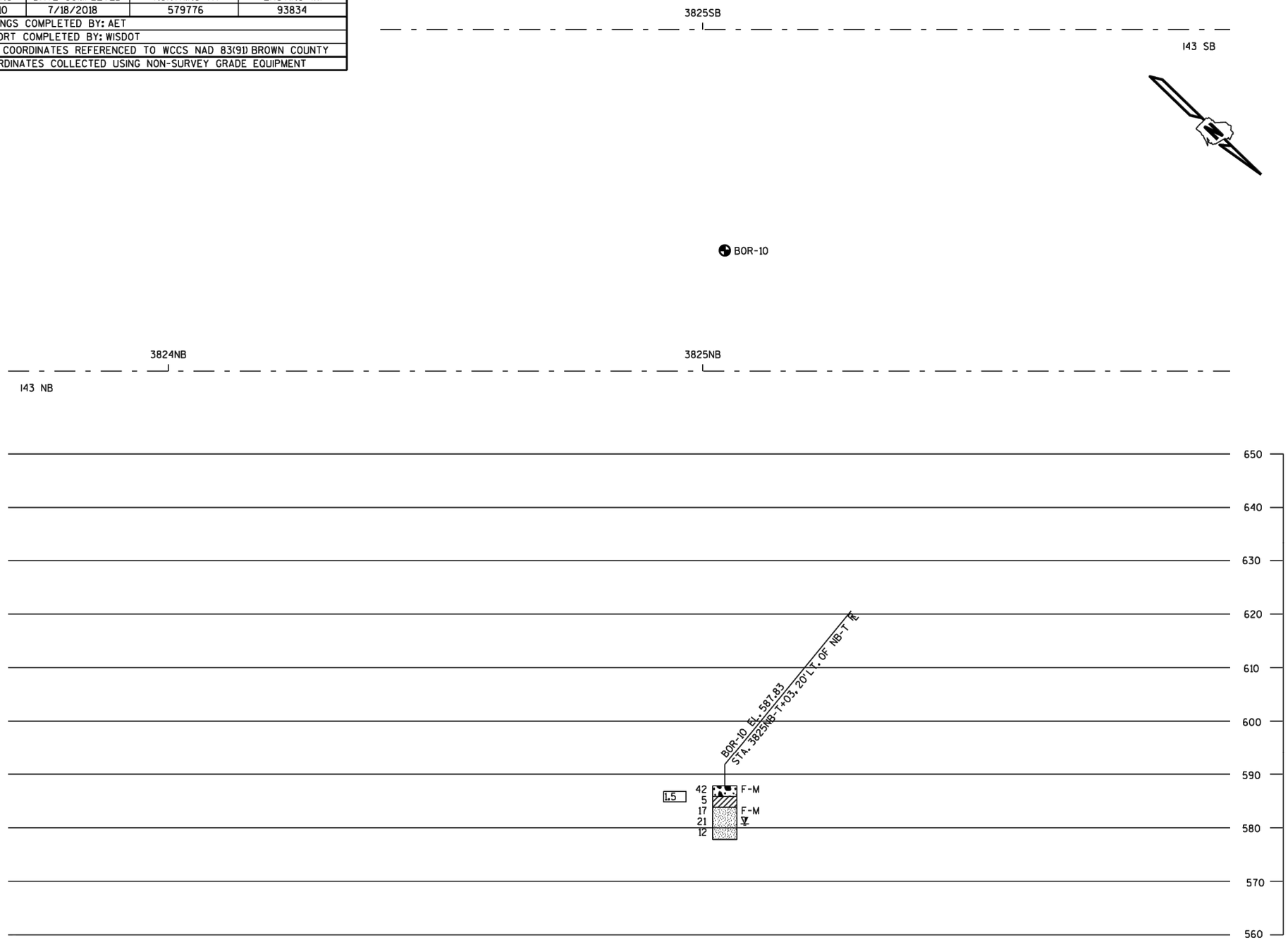
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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
10	7/18/2018	579776	93834
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



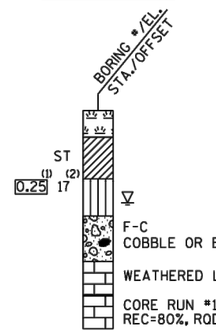
STATE PROJECT NUMBER

1227-08-00

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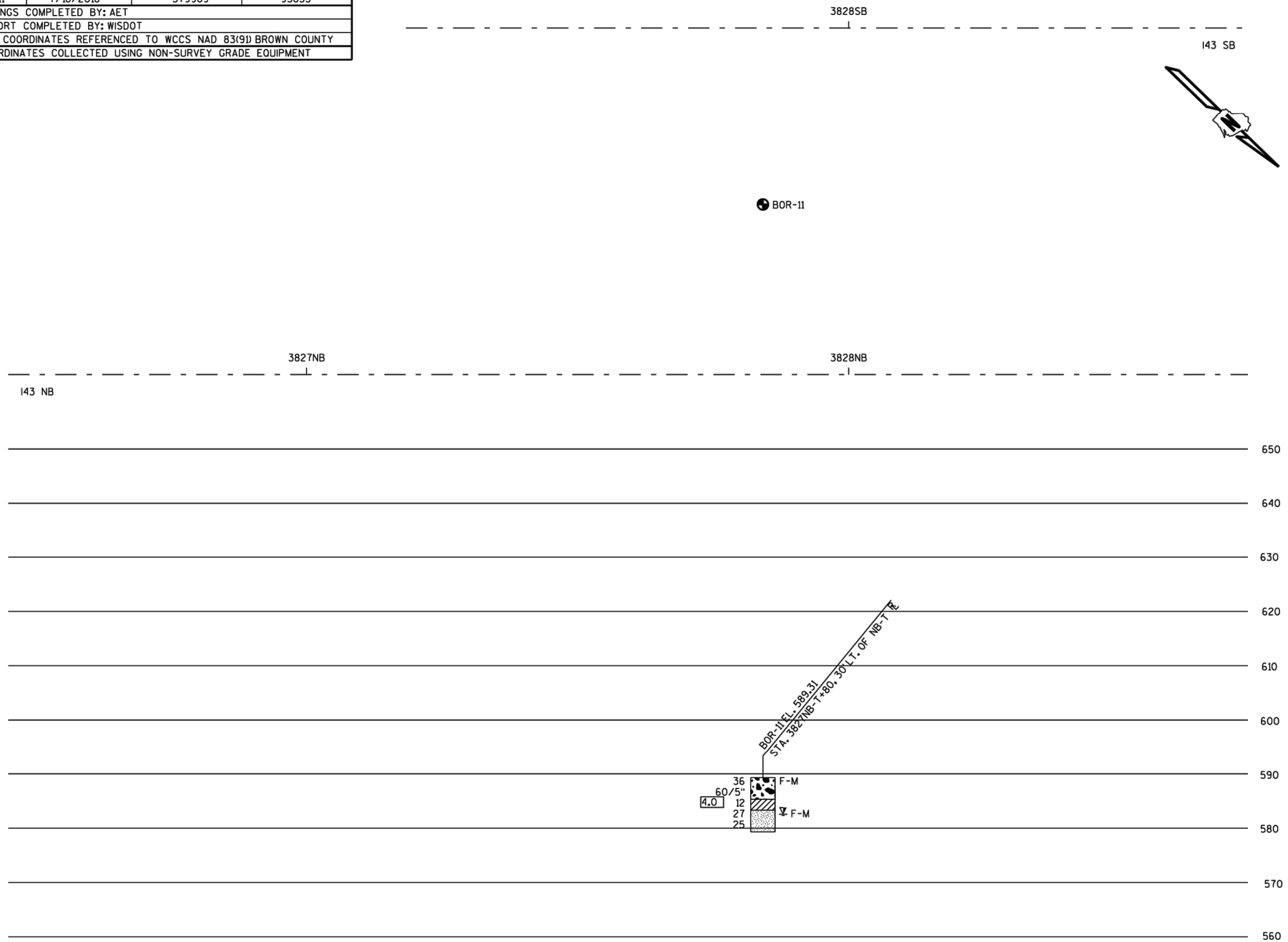
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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
11	7/18/2018	579969	93635
BORINGS COMPLETED BY: AET			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) BROWN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



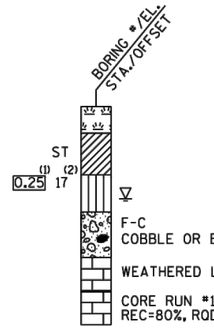
STATE PROJECT NUMBER

1227-08-00

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2

NOTES:

THE SITE SHALL NOT BE USED FOR BORROW OR WASTE DISPOSAL, OR THE STAGING OF PERSONNEL, EQUIPMENT, OR SUPPLIES.

LEGEND:

ENVIRONMENTAL SENSITIVE AREA

54/57 WB
54/57 EB
54/57 NW RAMP
54/57 WBC
IH 43 NB
IH 43 SB
54/57 NORTH LOOP
54/57 SOUTH LOOP
54/57 EBC
54/57 SW RAMP
54/57 SE RAMP
54/57 NE RAMP
UNIVERSITY AVE
N

2

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	ENVIRONMENTAL SENSETIVE AREA	SHEET 261	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\027302-XX.DWG
LAYOUT NAME - 027302- 1

PLOT DATE : 6/27/2026 5:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

Estimate Of Quantities

1227-08-73

Line	Item	Item Description	Unit	Total	Qty
0002	202.0110	Roadside Clearing	SY	44.000	44.000
0004	203.0100	Removing Small Pipe Culverts	EACH	7.000	7.000
0006	204.0100	Removing Concrete Pavement	SY	2,398.000	2,398.000
0008	204.0105	Removing Concrete Pavement Butt Joints	SY	2,553.000	2,553.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	20,071.000	20,071.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	411,211.000	411,211.000
0014	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	89,918.000	89,918.000
0016	204.0150	Removing Curb & Gutter	LF	925.000	925.000
0018	204.0155	Removing Concrete Sidewalk	SY	90.000	90.000
0020	204.0157	Removing Concrete Barrier	LF	7,322.000	7,322.000
0022	204.0165	Removing Guardrail	LF	41,429.000	41,429.000
0024	204.0170	Removing Fence	LF	30.000	30.000
0026	204.0190	Removing Surface Drains	EACH	2.000	2.000
0028	204.0195	Removing Concrete Bases	EACH	3.000	3.000
0030	204.0220	Removing Inlets	EACH	39.000	39.000
0032	204.0246	Removing Ancillary Structure (structure) 01. S-5-32	EACH	1.000	1.000
0034	204.0291.S	Abandoning Sewer	CY	17.000	17.000
0036	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1227-08-73	EACH	1.000	1.000
0038	213.0100	Finishing Roadway (project) 01. 1227-08-73	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	17,786.000	17,786.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	762.000	762.000
0044	312.0110	Select Crushed Material	TON	1,773.000	1,773.000
0046	390.0100	Removing Pavement for Base Patching	CY	2,167.000	2,167.000
0048	390.0405	Base Patching Concrete SHES	CY	1,995.000	1,995.000
0050	415.1410	Concrete Pavement Approach Slab HES	SY	252.000	252.000
0052	416.0610	Drilled Tie Bars	EACH	5,700.000	5,700.000
0054	416.0620	Drilled Dowel Bars	EACH	4,874.000	4,874.000
0056	455.0605	Tack Coat	GAL	61,437.000	61,437.000
0058	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0060	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
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	36,270.000	36,270.000
0068	460.2005	Incentive Density PWL HMA Pavement	DOL	8,825.000	8,825.000
0070	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	7,500.000	7,500.000
0072	460.2010	Incentive Air Voids HMA Pavement	DOL	50,150.000	50,150.000
0074	460.5223	HMA Pavement 3 LT 58-28 S	TON	9,979.000	9,979.000
0076	460.5224	HMA Pavement 4 LT 58-28 S	TON	10,788.000	10,788.000
0078	460.7423	HMA Pavement 3 HT 58-28 H	TON	44,178.000	44,178.000
0080	460.7424	HMA Pavement 4 HT 58-28 H	TON	17,527.000	17,527.000
0082	460.8624	HMA Pavement 4 SMA 58-28 V	TON	34,878.000	34,878.000
0084	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0086	465.0105	Asphaltic Surface	TON	460.000	460.000
0088	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	148,700.000	148,700.000
0090	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 01. B-05-0158	SY	17,100.000	17,100.000
0092	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0094	520.3324	Culvert Pipe Class III-A 24-Inch	LF	70.000	70.000
0096	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0098	520.8700	Cleaning Culvert Pipes	EACH	37.000	37.000

1227-08-73

Line	Item	Item Description	Unit	Total	Qty
0100	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	3.000	3.000
0102	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	3.000	3.000
0104	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	18.000	18.000
0106	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	20.000	20.000
0108	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	8.000	8.000
0110	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	16.000	16.000
0112	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	16.000	16.000
0114	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0116	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	1.000	1.000
0118	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	1.000	1.000
0120	531.2030	Drilling Shaft 30-Inch	LF	30.000	30.000
0122	531.5030	Foundation Two-Shaft Butterfly Type B-1 (structure) 01. S-5-447	EACH	1.000	1.000
0124	532.5030	Butterfly 2-Chord Type 1 (structure) 01. S-5-447	EACH	1.000	1.000
0126	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	532.000	532.000
0128	601.0586	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type TBTT	LF	666.000	666.000
0130	602.0410	Concrete Sidewalk 5-Inch	SF	307.000	307.000
0132	602.3010	Concrete Surface Drains	CY	22.000	22.000
0134	603.1142	Concrete Barrier Type S42	LF	4,700.000	4,700.000
0136	603.3113	Concrete Barrier Transition Type NJ32SF to S36	EACH	2.000	2.000
0138	603.3313	Concrete Barrier Transition Type NJ32DF to S36	EACH	4.000	4.000
0140	603.3535	Concrete Barrier Transition Type S36 to S42	EACH	6.000	6.000
0142	603.8000	Concrete Barrier Temporary Precast Delivered	LF	10,914.000	10,914.000
0144	603.8125	Concrete Barrier Temporary Precast Installed	LF	10,914.000	10,914.000
0146	606.0200	Riprap Medium	CY	54.000	54.000
0148	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	133.000	133.000
0150	611.0540	Manhole Covers Type K	EACH	2.000	2.000
0152	611.0600	Inlet Covers Type A	EACH	5.000	5.000
0154	611.0610	Inlet Covers Type BW	EACH	16.000	16.000
0156	611.0624	Inlet Covers Type H	EACH	8.000	8.000
0158	611.3003	Inlets 3-FT Diameter	EACH	6.000	6.000
0160	611.3225	Inlets 2x2.5-FT	EACH	16.000	16.000
0162	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0164	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000
0166	611.8115	Adjusting Inlet Covers	EACH	24.000	24.000
0168	612.0106	Pipe Underdrain 6-Inch	LF	30.000	30.000
0170	612.0212	Pipe Underdrain Unperforated 12-Inch	LF	45.000	45.000
0172	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	2.000	2.000
0174	613.1100.S	Cable Barrier Type 1	LF	10,931.000	10,931.000
0176	613.1200.S	Cable Barrier End Terminal Type 1	EACH	14.000	14.000
0178	614.0010	Barrier System Grading Shaping Finishing	EACH	49.000	49.000
0180	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	2.000	2.000
0182	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	4.000	4.000
0184	614.0230	Steel Thrie Beam	LF	250.000	250.000
0186	614.0305	Steel Plate Beam Guard Class A	LF	40.000	40.000
0188	614.0400	Adjusting Steel Plate Beam Guard	LF	2,262.000	2,262.000
0190	614.0905	Crash Cushions Temporary	EACH	2.000	2.000
0192	614.2300	MGS Guardrail 3	LF	38,073.000	38,073.000
0194	614.2310	MGS Guardrail 3 HS	LF	25.000	25.000
0196	614.2320	MGS Guardrail 3 QS	LF	38.000	38.000

1227-08-73

Line	Item	Item Description	Unit	Total	Qty
0198	614.2330	MGS Guardrail 3 K	LF	763.000	763.000
0200	614.2350	MGS Guardrail Short Radius	LF	123.000	123.000
0202	614.2500	MGS Thrie Beam Transition	LF	1,830.000	1,830.000
0204	614.2610	MGS Guardrail Terminal EAT	EACH	51.000	51.000
0206	614.2620	MGS Guardrail Terminal Type 2	EACH	37.000	37.000
0208	616.0205	Fence Chain Link 5-FT	LF	30.000	30.000
0210	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1227-08-73	EACH	1.000	1.000
0212	619.1000	Mobilization	EACH	1.000	1.000
0214	620.0300	Concrete Median Sloped Nose	SF	141.000	141.000
0216	624.0100	Water	MGAL	278.000	278.000
0218	628.1504	Silt Fence	LF	5,915.000	5,915.000
0220	628.1520	Silt Fence Maintenance	LF	5,915.000	5,915.000
0222	628.1905	Mobilizations Erosion Control	EACH	17.000	17.000
0224	628.1910	Mobilizations Emergency Erosion Control	EACH	13.000	13.000
0226	628.2008	Erosion Mat Urban Class I Type B	SY	80,406.000	80,406.000
0228	628.7005	Inlet Protection Type A	EACH	18.000	18.000
0230	628.7504	Temporary Ditch Checks	LF	788.000	788.000
0232	628.7555	Culvert Pipe Checks	EACH	31.000	31.000
0234	629.0210	Fertilizer Type B	CWT	50.000	50.000
0236	630.0120	Seeding Mixture No. 20	LB	2,170.000	2,170.000
0238	630.0500	Seed Water	MGAL	1,506.000	1,506.000
0240	633.1000	Delineators Barrier Wall	EACH	47.000	47.000
0242	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	2.000	2.000
0244	637.1220	Signs Type I Reflective SH	SF	135.000	135.000
0246	638.2102	Moving Signs Type II	EACH	1.000	1.000
0248	638.2601	Removing Signs Type I	EACH	1.000	1.000
0250	638.3000	Removing Small Sign Supports	EACH	2.000	2.000
0252	642.5201	Field Office Type C	EACH	1.000	1.000
0254	643.0300	Traffic Control Drums	DAY	282,760.000	282,760.000
0256	643.0320.S	Temporary Tape Rumble Strip Orange	LF	10,368.000	10,368.000
0258	643.0370.S	Digital Speed Reduction System (DSRS)	DAY	605.000	605.000
0260	643.0420	Traffic Control Barricades Type III	DAY	2,160.000	2,160.000
0262	643.0705	Traffic Control Warning Lights Type A	DAY	4,304.000	4,304.000
0264	643.0715	Traffic Control Warning Lights Type C	DAY	47,086.000	47,086.000
0266	643.0810	Traffic Control Connected Arrow Boards	DAY	620.000	620.000
0268	643.0900	Traffic Control Signs	DAY	34,452.000	34,452.000
0270	643.0920	Traffic Control Covering Signs Type II	EACH	556.000	556.000
0272	643.1000	Traffic Control Signs Fixed Message	SF	69.500	69.500
0274	643.1050	Traffic Control Signs PCMS	DAY	646.000	646.000
0276	643.1100.S	Dynamic Late Merge System	DAY	545.000	545.000
0278	643.1205.S	Basic Traffic Queue Warning System	DAY	144.000	144.000
0280	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	609.000	609.000
0282	643.3165	Temporary Marking Line Paint 6-Inch	LF	431,278.000	431,278.000
0284	643.3265	Temporary Marking Line Paint 10-Inch	LF	50,122.000	50,122.000
0286	643.5000	Traffic Control	EACH	1.000	1.000
0288	645.0120	Geotextile Type HR	SY	112.000	112.000
0290	646.2020	Marking Line Epoxy 6-Inch	LF	67,132.000	67,132.000
0292	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	20,694.000	20,694.000
0294	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	248,635.000	248,635.000

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Line	Item	Item Description	Unit	Total	Qty
0296	646.4020	Marking Line Epoxy 10-Inch	LF	2,289.000	2,289.000
0298	646.4025	Marking Line Grooved Black Epoxy 10-Inch	LF	872.000	872.000
0300	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	25,161.000	25,161.000
0302	646.5020	Marking Arrow Epoxy	EACH	33.000	33.000
0304	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0306	646.6120	Marking Stop Line Epoxy 18-Inch	LF	97.000	97.000
0308	646.7220	Marking Chevron Epoxy 24-Inch	LF	892.000	892.000
0310	646.8120	Marking Curb Epoxy	LF	57.000	57.000
0312	646.8220	Marking Island Nose Epoxy	EACH	5.000	5.000
0314	646.9055	Marking Removal Line Grooved Contrast Permanent Tape 4-Inch	LF	700.000	700.000
0316	646.9150	Marking Removal Line Grooved Permanent Tape 8-Inch	LF	3,400.000	3,400.000
0318	646.9152	Marking Removal Line Grooved Permanent Tape 10-Inch	LF	200.000	200.000
0320	646.9155	Marking Removal Line Grooved Contrast Permanent Tape 8-Inch	LF	365.000	365.000
0322	650.4000	Construction Staking Storm Sewer	EACH	18.000	18.000
0324	650.5000	Construction Staking Base	LF	300.000	300.000
0326	650.6000	Construction Staking Pipe Culverts	EACH	13.000	13.000
0328	650.6501	Construction Staking Structure Layout (structure) 01. S-05-447	EACH	1.000	1.000
0330	650.7500	Construction Staking Concrete Barrier	LF	5,014.000	5,014.000
0332	650.8000	Construction Staking Resurfacing Reference	LF	142,128.000	142,128.000
0334	650.9911	Construction Staking Supplemental Control (project) 01. 1227-08-73	EACH	1.000	1.000
0336	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	110.000	110.000
0338	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	30.000	30.000
0340	652.0615	Conduit Special 3-Inch	LF	160.000	160.000
0342	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	2.000	2.000
0344	653.0905	Removing Pull Boxes	EACH	2.000	2.000
0346	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. S-05-0575 (IH 43 SB & CTH V/E Mason)	EACH	1.000	1.000
0348	661.0201	Temporary Traffic Signals for Intersections (location) 01. US 141 and WIS 29	EACH	2.000	2.000
0350	661.0201	Temporary Traffic Signals for Intersections (location) 02. US 141 and Elm View Rd	EACH	2.000	2.000
0352	661.0201	Temporary Traffic Signals for Intersections (location) 03. IH 43 SB and Elm View Rd	EACH	2.000	2.000
0354	661.0201	Temporary Traffic Signals for Intersections (location) 04. Mason St and Huron St	EACH	3.000	3.000
0356	661.0201	Temporary Traffic Signals for Intersections (location) 05. WIS 54/57 and Bay Settlement Rd	EACH	2.000	2.000
0358	690.0250	Sawing Concrete	LF	36,861.000	36,861.000
0360	715.0603	Incentive Strength Concrete Barrier	DOL	2,430.000	2,430.000
0362	740.0440	Incentive IRI Ride	DOL	29,000.000	29,000.000
0364	999.2100.S	Installing and Maintaining Climbing Turtle Exclusion Fence	LF	11,522.000	11,522.000
0366	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
0368	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	5,760.000	5,760.000
0370	SPV.0035	Special 01. Base Patching Concrete HES	CY	172.000	172.000
0372	SPV.0035	Special 02. Continuously Reinforced Concrete Repair HES	CY	664.000	664.000
0374	SPV.0035	Special 03. Continuously Reinforced Concrete Repair SHES	CY	168.000	168.000
0376	SPV.0060	Special 01. Grading, Shaping and Finishing Culvert Pipes and Apron Endwalls	EACH	12.000	12.000
0378	SPV.0060	Special 02. Concrete Barrier Transition Type S42SF to S42DF	EACH	2.000	2.000
0380	SPV.0060	Special 03. Inlet Extension Ring	EACH	67.000	67.000
0382	SPV.0060	Special 04. Resetting Pipe End	EACH	1.000	1.000
0384	SPV.0060	Special 05. Removing Sand Barrel Arrays with Restoration	EACH	3.000	3.000
0386	SPV.0060	Special 06. Removing Raised Pavement Markers	EACH	161.000	161.000
0388	SPV.0060	Special 07. Concrete Control Cabinet Bases Type 9 NE Region Special	EACH	1.000	1.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0390	SPV.0090	Special 01. Grading, Shaping and Finishing Ditch	LF	1,629.000	1,629.000
0392	SPV.0090	Special 02. Concrete Joint and Crack Cleaning and Repair	LF	5,670.000	5,670.000
0394	SPV.0090	Special 04, Cured in Place Pipe Liner, 60-Inch	LF	275.000	275.000
0396	SPV.0170	Special 01. Cable Guard Median Grading and Shaping	STA	122.000	122.000

ROADSIDE CLEARING

CATEGORY	STATION	TO	STATION	LOCATION	202.0110 ROADSIDE CLEARING SY
0010	3347+19'SB'	-	3347+31'SB'	IH 43 SB LT	15
0010	3384+17'SB'	-	3384+27'SB'	IH 43 SB LT	9
0010	3455+05'SB'	-	3455+17'SB'	IH 43 SB LT	12
0010	3507+01'NB'	-	3507+14'NB'	IH 43 NB RT	8
				TOTAL 0010	44

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	REMARKS
0010	3359+66'SB'	-	3362+83'SB'	IH 43 SB	2,286	FULL DEPTH REMOVAL FOR VERTICAL CLEARANCE
0010	3439+46'NB'	-	3440+01'NB'	IH 43 NB LT	12	SURFACE DRAIN
0010	3439+53'NB'	-	3440+08'NB'	IH 43 NB RT	12	SURFACE DRAIN
0010	3439+79'SB'	-	3439+87'SB'	IH 43 SB RT	2	SURFACE DRAIN
0010	3496+23'SB'	-	3496+79'SB'	IH 43 SB LT	12	SURFACE DRAIN
0010	3557+23'SB'	-	3557+79'SB'	IH 43 SB LT	12	SURFACE DRAIN
0010	3580+53'SB'	-	3581+09'SB'	IH 43 SB LT	12	SURFACE DRAIN
0010	3611+98'SB'	-	3612+53'SB'	IH 43 SB RT	12	SURFACE DRAIN
0010	3660+54'NB'	-	3661+10'NB'	IH 43 NB LT & RT	24	SURFACE DRAIN
0010	3660+55'SB'	-	3661+11'SB'	IH 43 SB LT & RT	14	SURFACE DRAIN
				TOTAL 0010	2,398	

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	3332+84'SB'	IH 43 SB LT	1	REMOVE FULL LENGTH APPROXIMATELY 70 FT - 24" CMCP
0010	3486+17'NB'	IH 43 NB RT	1	REMOVE PARTIAL APPROXIMATELY 5 FT - 18" CMCP
0010	3491+63'SB'	IH 43 SB LT	1	REMOVE PARTIAL APPROXIMATELY 20 FT - 18" CMCP
0010	3765+40'NB'	IH 43 NB RT	1	REMOVE PARTIAL APPROXIMATELY 15 FT - 12" CMCP
0010	3790+08'NB'	IH 43 NB RT	1	REMOVE PARTIAL APPROXIMATELY 8 FT -18" RCCP
0010	127+00	54/57 NW RAMP	1	REMOVE PARTIAL APPROXIMATELY 24 FT - 42" RCCP
0010	74+98	ATKINSON DR RT	1	REMOVE PARTIAL APPROXIMATELY 3 FT - 12" CMCP
		TOTAL 0010	7	

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REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	-	1,113	62,301	BEGIN PROJECT - MASON ST
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	-	1,709	55,542	MASON ST - END SOUTH SEGMENT
0010	3322+78'SB'	-	3439+99'SB'	IH 43 SB	-	1,128	61,090	BEGIN PROJECT - MASON ST
0010	3439+99'SB'	-	3599+34'SB'	IH 43 SB	-	3,360	66,508	MASON ST - END SOUTH SEGMENT
0010	3360+55	-	3378+23	CTH JJ NE RAMP	-	6	-	
0010	3363+97	-	3378+90	CTH JJ NE LOOP	-	7	-	
0010	3362+82	-	3374+70	CTH JJ NW LOOP	-	7	-	
0010	3358+73	-	3377+38	CTH JJ NW RAMP	-	6	-	
0010	30+20	-	51+31	CTH JJ	915	-	-	
0010	3429+30	-	3440+02	MASON ST SE RAMP	-	288	4,257	
0010	3430+83	-	3440+12	MASON ST SW RAMP	-	154	2,923	
0010	3441+71	-	3452+39	MASON ST NW RAMP	-	313	4,012	
0010	3442+33	-	3451+24	MASON ST NE RAMP	-	161	2,698	
0010	3352+26		145+58	54/57 NE RAMP	-	548	816	
0010	3569+72		3585+19	54/57 WBC	-	1,310	-	
0010	3346+62'NB'	-	3347+21'NB'	IH 43 MEDIAN	-	-	358	
0010	3403+84'NB'	-	3405+06'NB'	IH 43 MEDIAN	-	-	395	
0010	3467+70'NB'	-	3468+58'NB'	IH 43 MEDIAN	-	-	315	
0010	3541+67'NB'	-	3543+02'NB'	IH 43 MEDIAN	-	-	437	
				SOUTH SEGMENT SUBTOTAL	915	10,110	261,653	
0010	3568+00'NB'	-	3685+27'NB'	IH 43 NB	-	3,455	52,936	BEGIN NORTH SEGMENT TO B-5-158
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	-	904	28,423	B-5-158 TO END PROJECT
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	-	2,273	38,282	BEGIN NORTH SEGMENT TO B-5-158
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	-	1,297	27,912	B-5-158 TO END PROJECT
0010	135+58	-	3569+27	54/47 NORTH LOOP	-	176	-	
0010	119+89	-	3585+69	54/57 SOUTH LOOP	-	166	-	
0010	119+42	-	141+55	54/47 NW RAMP	-	156	-	
0010	118+48	-	3562+85	54/57 SE RAMP	-	150	-	
0010	89+80	-	122+77	54/57 EBC	-	627	-	
0010	107+97		115+33	54/57 SW RAMP	-	150	-	
0010	3657+17	-	3670+30	WEBSTER NE RAMP	-	562	1,387	
0010	3655+63	-	3667+92	WEBSTER NEL RAMP	-	7	-	
0010	3673+88	-	3664+50	WEBSTER SE RAMP	-	6	-	
0010	3674+48	-	3683+66	WEBSTER SW RAMP	-	6	-	
0010	26+24		47+19	WEBSTER AVE				
0010	3767+28	-	3774+98	ATKINSON DR SE RAMP	-	6	-	
0010	3773+60	-	3788+44	ATKINSON DR SW RAMP	-	6	-	
0010	3786+29	-	3797+35	ATKINSON DR NWL RAMP	-	7	-	
0010	3783+28	-	3797+76	ATKINSON DR NW RAMP	-	6	-	
0010	66+14	-	88+88	ATKINSON DRIVE	1,638	-	-	
0010	3626+77	-	3627+41	IH 43 MEDIAN	-	-	237	
0010	3656+42	-	3657+08	IH 43 MEDIAN	-	-	184	
0010	3788+45	-	3789+15	IH 43 MEDIAN	-	-	197	
				NORTH SEGMENT SUBTOTAL	1,638	9,961	149,557	
				TOTAL 0010	2,553	20,071	411,211	

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 REMOVING INLETS EACH	204.0291.S ABANDONING SEWER CY
0010	3440+04'NB'	IH 43 NB	1	1
0010	3495+72'NB'	IH 43 NB	2	-
0010	3496+32'SB'	IH 43 SB	2	1
0010	3557+32'SB'	IH 43 SB	2	1
0010	3580+54'SB'	IH 43 SB	2	1
0010	3612+07'SB'	IH 43 SB	2	1
0010	3661+07'SB'	IH 43 SB	2	2
0010	3661+12'NB'	IH 43 NB	2	4
0010	3670+29'NB'	IH 43 MEDIAN	2	-
0010	3671+74'NB'	IH 43 NB RT	1	1
0010	3674+08'NB'	IH 43 MEDIAN	2	-
0010	3677+77'NB'	IH 43 MEDIAN	2	-
0010	3681+53'NB'	IH 43 MEDIAN	2	-
0010	3685+06'NB'	IH 43 MEDIAN	2	-
0010	3765+38'SB'	IH 43 SB RT	1	-
0010	3767+11'SB'	IH 43 SB RT	1	-
0010	3770+11'SB'	IH 43 SB RT	1	-
0010	3773+11'SB'	IH 43 SB RT	1	-
0010	3778+46'SB'	IH 43 SB RT	1	3
0010	3779+59'SB'	IH 43 SB RT	1	-
0010	66+48	ATKINSON DRIVE	1	1
0010	69+53	ATKINSON DRIVE	2	-
0010	75+54	ATKINSON DRIVE	1	1
0010	76+10	ATKINSON DRIVE	1	-
0010	85+31	ATKINSON DRIVE	2	-
		TOTAL 0010	39	17

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	3372+43	-	3372+52	CTH JJ NW LOOP	9	-
0010	3370+22	-	3370+31	CTH JJ NW LOOP	9	-
0010	3367+18	-	3367+27	CTH JJ NW LOOP	9	-
0010	3370+64	-	3370+73	CTH JJ NE LOOP	9	-
0010	146+69	-	147+85	54/57 NORTH LOOP RAMP	116	-
0010	109+04		3586+59	54/57 SOUTH LOOP RAMP	144	-
0010	3663+64		3664+69	WEBSTER NE LOOP	105	
0010	66+50	-	67+06	ATKINSON DRIVE	56	-
0010	69+43	-	69+51	ATKINSON DRIVE	8	1
0010	69+43	-	69+60	ATKINSON DRIVE	31	7
0010	70+23	-	70+34	ATKINSON DRIVE	18	3
0010	75+58	-	76+13	ATKINSON DRIVE	56	-
0010	77+89	-	78+07	ATKINSON DRIVE	18	-
0010	78+10	-	79+24	ATKINSON DRIVE	115	-
0010	80+32	-	80+68	ATKINSON DRIVE	36	-
0010	82+87	-	83+13	ATKINSON DRIVE	26	-
0010	83+79	-	84+25	ATKINSON DRIVE	46	-
0010	83+79		85+04	ATKINSON DRIVE	-	79
0010	84+08	-	84+75	ATKINSON DRIVE	66	-
0010	84+56	-	85+04	ATKINSON DRIVE	48	-
				0010 TOTAL	925	90

REMOVING LONGITUDINAL JOINT

CATEGORY	STATION	TO	STATION	LOCATION	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF
				SOUTH SEGMENT	
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	16,359
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	12,288
0010	3569+37'SB'	-	3685+27'SB'	IH 43 SB	10,853
0010	3765+12'SB'	-	3829+01'SB'	IH 43 SB	5,860
				SOUTH SEGMENT SUBTOTAL	45,360
				NORTH SEGMENT	
0010	3569+37'NB'	-	3685+27'NB'	IH 43 NB	14,301
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	14,765
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	8,199
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	7,293
					44,558
				TOTAL 0010	89,918

REMOVING CONCRETE BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	204.0157 REMOVING CONCRETE BARRIER LF
0010	3662+61'NB'	-	3672+21'NB'	IH 43 MEDIAN	1,922
0010	3673+94'NB'	-	3685+27'NB'	IH 43 MEDIAN	2,267
0010	3765+11'NB'	-	3782+50'NB'	IH 43 MEDIAN	3,133
				TOTAL 0010	7,322

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF	REMARKS
0010	3332+65'SB'	-	3333+06'SB'	IH 43 SB LT	10	FOR CULVERT WORK
0010	3413+10NB	-	3413+37NB	IH 43 NB RT	10	FOR CULVERT WORK
0010	3491+47'SB'	-	3491+83'SB'	IH 43 SB LT	10	FOR CULVERT WORK
				TOTAL 0010	30	

REMOVING SAND BARREL ARRAYS

				FOR INFORMATION ONLY				
CATEGORY	STATION	LOCATION	SPV.0060.05 REMOVING SAND BARREL ARRAYS WITH RESTORATION EACH	204.0100 REMOVING CONCRETE PAVEMENT CY	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB
0010	3335+75'SB'	IH 43 SB	1	23	23	23	0.01	1
0010	3354+60'SB'	IH 43 SB LT & RT	2	46	46	46	0.03	1
				69	69	69	0.04	2
		TOTAL 0010	3					

REMOVING SURFACE DRAINS

CATEGORY	STATION	TO	STATION	LOCATION	204.0190 REMOVING SURFACE DRAINS EACH
0010	3439+46	-	3440+01	IH 43 NB LT	1
0010	3439+79	-	3439+87	IH 43 SB RT	1
				TOTAL 0010	2

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
				NORTHBOUND	
0010	3323+27'NB'	-	3324+70'NB'	IH 43 NB RT	140
0010	3330+11'NB'	-	3343+66'NB'	IH 43 NB RT	1,354
0010	3335+18'NB'		3336+62'NB'	IH 43NB LT	300
0010	3358+10'NB'	-	3359+27'NB'	IH 43 NB RT	91
0010	3381+80'NB'	-	3385+93'NB'	IH 43 NB RT	413
0010	3436+59'NB'	-	3440+02'NB'	IH 43NB LT	317
0010	3437+13'NB'	-	3440+13'NB'	IH 43 NB RT	132
0010	3487+98'NB'	-	3492+03'NB'	IH 43 NB RT	407
0010	3488+80'NB'	-	3492+22'NB'	IH 43NB LT	330
0010	3495+48'NB'	-	3498+48'NB'	IH 43 NB RT	162
0010	3495+62'NB'	-	3499+53'NB'	IH 43NB LT	389
0010	3518+61'NB'	-	3530+72'NB'	IH 43 NB RT	1,216
0010	3538+53'NB'	-	3555+01'NB'	IH 43 NB RT TO 54/57 NE RAMP	1,640
0010	3551+65'NB'	-	3555+17'NB'	IH 43NB LT	331
0010	3556+81'NB'	-	3567+23'NB'	IH 43 NB RT	1,046
0010	3574+33'NB'	-	3578+19'NB'	IH 43 NB RT	391
0010	3580+39'NB'	-	3583+65'NB'	IH 43 NB RT	321
0010	3600+96'NB'	-	3610+39'NB'	IH 43 NB RT	947
0010	3606+99'NB'	-	3610+41'NB'	IH 43NB LT	343
0010	3625+82'NB'	-	3628+98'NB'	IH 43 NB RT	307
0010	3657+52'NB'	-	3661+06'NB'	IH 43NB LT	269
0010	3658+19'NB'	-	3661+09'NB'	IH 43 NB RT	183
0010	3673+79'NB'	-	3685+17'NB'	IH 43 NB RT	1,133
0010	3765+28'NB'	-	3769+69'NB'	IH 43 NB RT	430
0010	3817+18'NB'	-	3821+64'NB'	IH 43NB LT	14
				NORTHBOUND SUBTOTALS	12,606

REMOVING GUARDRAIL (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
				SOUTHBOUND	
0010	3325+09'SB'	-	3326+42'SB'	IH 43 SB	277
0010	3381+90'SB'	-	3385+96'SB'	SB LT	394
0010	3441+80'SB'	-	3444+77'SB'	SB LT	130
0010	3441+87'SB'	-	3445+36'SB'	SB RT	317
0010	3487+70'SB'	-	3492+62'SB'	SB LT	443
0010	3488+01'SB'	-	3492+41'SB'	SB RT	390
0010	3495+97'SB'	-	3499+37'SB'	SB RT	346
0010	3496+20'SB'	-	3499+39'SB'	SB LT	321
0010	3522+38'SB'	-	3531+68'SB'	SB LT	927
0010	3540+41'SB'	-	3555+01'SB'	SB LT	1,495
0010	3552+75'SB'	-	3555+03'SB'	IH 43 SB	349
0010	3557+10'SB'	-	3560+52'SB'	SB RT	328
0010	3557+19'SB'	-	124+10'SB'	SB LT TO 54/57 SE RAMP	1,732
0010	3566+83'SB'	-	3572+40'SB'	SB LT	545
0010	3574+22'SB'	-	3578+13'SB'	SB RT	392
0010	3580+31'SB'	-	3584+40'SB'	SB RT	343
0010	3580+50'SB'	-	3586+94'SB'	SB LT TO 54/57 SL	569
0010	107+21'SB'	-	3610+39'SB'	54/57 SW TO SB LT	1,943
0010	3611+96'SB'	-	3614+86'SB'	SB LT	157
0010	3612+01'SB'	-	3614+91'SB'	SB RT	331
0010	3662+58'SB'	-	3667+18'SB'	SB LT TO WEBSTER SE RAMP	457
0010	3674+31'SB'	-	3677+26'SB'	SB LT	206
0010	3780+78'SB'	-	3784+24'SB'	SB RT	161
				SOUTHBOUND SUBTOTALS	12,553

REMOVING GUARDRAIL (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF
				RAMPS	
0010	33+95	-	39+98	CTH JJ EB RT	596
0010	35+48	-	40+10	CTH JJ WB LT	458
0010	43+47	-	51+21	CTH JJ EB RT	771
0010	43+55	-	47+76	CTH JJ WB LT	421
0010	3430+28	-	3433+21	MASON ST SW RAMP	293
0010	3556+65	-	3574+41	54/57 NE TO WBC	1,761
0010	3556+67	-	140+06	54/57 NE RAMP	1,598
0010	3570+54	-	3574+31	54/57 WBC	376
0010	3576+15		3581+37	54/57 WBC	527
0010	3576+28		3578+35	54/57 WBC	196
0010	141+97	-	147+11	54/57 NL	516
0010	147+74	-	3572+13	54/57 NL TO NB RT	493
0010	124+38	-	3566+73	54/57 SE RAMP	776
0010	105+17	-	115+24	54/57 EBC	1,006
0010	109+60	-	115+05	54/57 EBC	556
0010	3658+34	-	3661+71	WEBSTER NE RAMP	333
0010	3659+52	-	3661+43	WEBSTER NE RAMP	196
0010	3663+28	-	3665+41	WEBSTER NE RAMP	211
0010	3663+54	-	3665+10	WEBSTER NE RAMP	152
0010	3664+67	-	3671+79	WEBSTER NEL TO NB RT	690
0010	3679+90	-	3685+07	WEBSTER SW RAMP	513
0010	74+96	-	78+10	ATKINSON DR	312
0010	75+58	-	78+05	ATKINSON DR	243
0010	3765+23	-	3773+61	ATKINSON DR SE RAMP	825
0010	3771+34	-	3774+49	ATKINSON DR SE RAMP	316
0010	66+50	-	3780+27	ATKINSON DR SW RAMP	1,075
0010	72+79	-	3780+20	ATKINSON DR SW RAMP	1,060
				RAMP SUBTOTAL	16,270
				TOTAL 0010	41,429

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BASE AGGREGATE 3/4"

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 624.0100 WATER
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	2,215	33
0010	3441+94'NB'	-	3569+37'NB'	IH 43 NB	2,272	34
0010	3322+78'SB'	-	3439+99'SB'	IH 43 SB	2,208	33
0010	3441+79'SB'	-	3599+34'SB'	IH 43 SB	2,764	41
0010	3363+92	-	3373+08	CTH JJ NEL RAMP	77	1
0010	3361+11	-	3378+38	CTH JJ NE RAMP	179	3
0010	3362+12	-	3369+70	CTH JJ NWL RAMP	62	1
0010	3358+65	-	3377+48	CTH JJ NW RAMP	196	3
0010	3429+30	-	3440+02	MASON ST SE RAMP	132	2
0010	3430+83	-	3439+94	MASON ST SW RAMP	105	2
0010	3441+71	-	3452+39	MASON ST NW RAMP	132	2
0010	3442+33	-	3451+24	MASON ST NE RAMP	110	2
0010	3352+26	-	145+58	54/57 NE RAMP	292	4
0010	3569+72	-	3585+19	54/57 WBC	171	3
0010	3585+61	-	119+89	54/57 SOUTH LOOP	91	1
0010	118+48	-	3562+85	54/57 SE RAMP	217	3
				SOUTH SEGMENT SUBTOTAL	11,223	168
				NORTH SEGMENT		
0010	3569+37'NB'	-	3685+27'NB'	IH 43 NB	1,805	27
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	925	14
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	1,318	20
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	940	14
0010	135+58	-	3569+37	54/47 NORTH LOOP	105	2
0010	119+28	-	141+55	54/47 NW RAMP	275	4
0010	98+70	-	122+77	54/57 EBC	275	4
0010	107+98		115+33	54/57 SW RAMP	91	1
0010	3657+17	-	3669+93	WEBSTER NE RAMP	111	2
0010	3662+04	-	3667+92	WEBSTER NEL RAMP	56	1
0010	3664+50	-	3673+36	WEBSTER SE RAMP	109	2
0010	3674+48	-	3683+66	WEBSTER SW RAMP	95	1
0010	3767+28	-	3774+76	ATKINSON DR SE RAMP	89	1
0010	3774+05	-	3788+44	ATKINSON DR SW RAMP	177	3
0010	3786+30	-	3792+12	ATKINSON DR NWL RAMP	46	1
0010	3783+78	-	3797+76	ATKINSON DR NW RAMP	146	2
				NORTH SEGMENT SUBTOTAL	6,563	99
				TOTAL 0010	17,786	267

* QUANTITIES NOTED ELSEWHERE IN PLANS

BASE AGGREGATE & SELECT CRUSHED MATERIAL

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL	* 624.0100 WATER	REMARKS
0010	3359+66'SB'	-	3362+83'SB'	IH 43 SB	762	1,773	11	FULL DEPTH REMOVAL FOR VERTICAL CLEARANCE
				TOTAL 0010	762	1,773	11	

* QUANTITIES NOTED ELSEWHERE IN PLANS

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BASE PATCHING

CATEGORY	STATION	TO	STATION	LOCATION	390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	390.0405 BASE PATCHING CONCRETE SHES CY	416.0620 DRILLED DOWEL BARS EACH	SPV.0035.01 SPECIAL 01. BASE PATCHING CONCRETE HES CY	SPV.0035.02 SPECIAL 02. CONTINUOUSLY REINFORCED CONCRETE REPAIR HES CY	SPV.0035.03 SPECIAL 03. CONTINUOUSLY REINFORCED CONCRETE REPAIR SHES CY	REMARKS
				SOUTH SEGMENT							
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	28	18	-	10	74	25	
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	8	-	-	8	70	-	
0010	3322+78'SB'	-	3439+99'SB'	IH 43 SB	17	-	-	17	15	-	
0010	3439+99'SB'	-	3599+34'SB'	IH 43 SB	5	-	-	5	40	4	
0010	3363+97	-	3378+90	CTH JJ NEL RAMP	170	170	192	-	-	-	
0010	3360+55	-	3378+23	CTH JJ NE RAMP	151	151	384	-	-	-	
0010	3362+82	-	3374+70	CTH JJ NWL RAMP	104	104	144	-	-	-	
0010	3358+73	-	3377+38	CTH JJ NW RAMP	132	132	96	-	-	-	
0010	30+20		51+31	CTH JJ	21	21	96	-	-	-	
0010	3429+30	-	3440+02	MASON ST SE RAMP	-	-	-	-	-	-	
0010	3430+83	-	3440+12	MASON ST SW RAMP	12	12	84	-	-	-	
0010	3441+71	-	3452+39	MASON ST NW RAMP	12	12	48	-	-	-	
0010	3442+33	-	3451+24	MASON ST NE RAMP	23	23	16	-	-	-	
0010	3352+26	-	145+58	54/57 NE RAMP	84	84	224	-	-	-	
0010	3569+72		3585+19	54/57 WBC	62	62	192	-	-	-	
0010	135+58	-	3569+27	54/57 SOUTH LOOP	51	51	192	-	-	-	
0010	118+48	-	3562+85	54/57 SE RAMP	168	168	336	-	-	-	
				SOUTH SEGMENT SUBTOTAL	1,048	1,008	2,004	40	199	29	
				NORTH SEGMENT							
0010	3568+00'NB'	-	3685+27'NB'	IH 43 NB	108	54	128	54	47	47	
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	12	2	-	10	243	51	
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	78	24	144	54	62	26	
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	14	-	-	14	113	15	
0010	135+58	-	3569+27	54/47 NORTH LOOP	101	101	192	-	-	-	
0010	119+42	-	141+55	54/47 NW RAMP	112	112	336	-	-	-	
0010	3599+20	-	122+75	54/57 EBC	89	89	176	-	-	-	
0010	89+80	-	122+77	54/57 SW RAMP	25	25	112	-			
0010	3657+17	-	3670+30	WEBSTER NE RAMP	33	33	80	-	-	-	
0010	3655+63	-	3667+92	WEBSTER NEL RAMP	53	53	272	-	-	-	
0010	3673+88	-	3664+50	WEBSTER SE RAMP	33	33	32	-	-	-	
0010	3674+48	-	3683+66	WEBSTER SW RAMP	46	46	144	-	-	-	
0010	26+24	-	47+19	WEBSTER AVENUE	109	109	496	-	-	-	
0010	3767+28	-	3774+98	ATKINSON DR SE RAMP	15	15	64	-	-	-	
0010	3773+60	-	3788+44	ATKINSON DR SW RAMP	64	64	86	-	-	-	
0010	3786+29	-	3797+35	ATKINSON DR NWL RAMP	10	10	48	-	-	-	
0010	3783+28	-	3797+76	ATKINSON DR NW RAMP	115	115	112	-	-	-	
0010	66+14	-	88+88	ATKINSON DRIVE	102	102	448	-	-	-	
				NORTH SEGMENT SUBTOTAL	1,119	987	2,870	132	465	139	
				TOTAL 0010	2,167	1,995	4,874	172	664	168	

DRILLED TIE BARS (BASE PATCHING)

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
				SOUTH SEGMENT	
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	88
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	108
0010	3322+78'SB'	-	3439+99'SB'	IH 43 SB	8
0010	3439+99'SB'	-	3599+34'SB'	IH 43 SB	22
0010	3363+97	-	3378+90	CTH JJ NEL RAMP	258
0010	3360+55	-	3378+23	CTH JJ NE RAMP	152
0010	3362+82	-	3374+70	CTH JJ NWL RAMP	252
0010	3358+73	-	3377+38	CTH JJ NW RAMP	148
0010	30+20	-	51+31	CTH JJ	34
0010	3442+33	-	3451+24	MASON ST NE RAMP	32
0010	3352+26	-	145+58	54/57 NE RAMP	36
0010	3569+72	-	3585+19	54/57 WBC	44
0010	135+58	-	3569+27	54/57 SOUTH LOOP	16
0010	118+48	-	3562+85	54/57 SE RAMP	88
				SOUTH SEGMENT SUBTOTAL	1,286
				NORTH SEGMENT	
0010	3568+00'NB'	-	3685+27'NB'	IH 43 NB	168
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	294
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	110
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	88
0010	135+58	-	3569+27	54/47 NORTH LOOP	136
0010	119+42	-	141+55	54/47 NW RAMP	42
0010	3599+20	-	122+75	54/57 EBC	124
0010	89+80	-	122+77	54/57 SW RAMP	-
0010	3657+17	-	3670+30	WEBSTER NE RAMP	48
0010	3655+63	-	3667+92	WEBSTER NEL RAMP	14
0010	3673+88	-	3664+50	WEBSTER SE RAMP	64
0010	3674+48	-	3683+66	WEBSTER SW RAMP	62
0010	26+24	-	47+19	WEBSTER AVENUE	58
0010	3767+28	-	3774+98	ATKINSON DR SE RAMP	-
0010	3773+60	-	3788+44	ATKINSON DR SW RAMP	102
0010	3786+29	-	3797+35	ATKINSON DR NWL RAMP	0
0010	3783+28	-	3797+76	ATKINSON DR NW RAMP	184
0010	66+14	-	88+88	ATKINSON DRIVE	50
				NORTH SEGMENT SUBTOTAL	1,544

DRILLED TIE BARS (CURB & GUTTER)

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
0010	3662+68	-		IH 43 MEDIAN	-
0010	3666+51	-		IH 43 MEDIAN	-
0010	3672+23	-	3672+30	IH 43 SB LT	2
0010	3685+00	-	3685+10	IH 43 SB LT	3
0010	3765+31	-		IH 43 NB RT	3
0010	3776+09	-		IH 43 MEDIAN	-
0010	3372+43	-	3372+52	CTH JJ NW LOOP	6
0010	3370+22	-	3370+31	CTH JJ NW LOOP	6
0010	3367+18	-	3367+27	CTH JJ NW LOOP	6
0010	3370+64	-	3370+73	CTH JJ NE LOOP	6
0010	146+68	-	147+84	54/57 NORTH LOOP	39
0010	109+04	-	3586+59	54/57 SOUTH LOOP	48
0010	3663+64		3664+69	WEBSTER NE LOOP	35
0010	69+47	-	69+59	ATKINSON DRIVE	9
0010	77+89	-	78+07	ATKINSON DRIVE	12
0010	80+32	-	80+68	ATKINSON DRIVE	16
0010	82+87	-	83+13	ATKINSON DRIVE	8
0010	85+24	-	85+36	ATKINSON DRIVE	16
				SUBTOTAL	215

DRILLED TIE BARS (SURFACE DRAINS)

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
0010	3439+46	-	3440+01	IH 43 NB LT	22
0010	3439+53	-	3440+08	IH 43 NB RT	22
0010	3496+23	-	3496+79	IH 43 SB LT	22
0010	3557+23	-	3557+79	IH 43 SB LT	22
0010	3580+53	-	3581+09	IH 43 SB LT	22
0010	3611+98	-	3612+53	IH 43 SB RT	22
0010	3660+54	-	3661+10	IH 43 NB LT & RT	44
0010	3660+55	-	3661+11	IH 43 SB LT & RT	22
0010	3671+20	-	3671+75	IH 43 NB RT	22
0010	66+50	-	67+06	ATKINSON DR LT	22
0010	75+58	-	76+13	ATKINSON DR LT	22
				SUBTOTAL	264

DRILLED TIE BARS (CONCRETE BARRIER)

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
0010	3662+61	-	3672+21	IH 43 MEDIAN	577
0010	3673+94	-	3685+27	IH 43 MEDIAN	721
0010	3765+11	-	3782+50	IH 43 MEDIAN	1,093
				SUBTOTAL	2,391
				0010 TOTAL	5,700

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					HMA PAVEMENT						
					* 455.0605	460.5223	460.5224	460.7423	* 460.7424	460.8624	
CATEGORY	STATION	TO	STATION	LOCATION	TACK COAT GAL	HMA PAVEMENT 3 LT 58-28 S TON	HMA PAVEMENT 4 LT 58-28 S TON	HMA PAVEMENT 3 HT 58-28 H TON	HMA PAVEMENT 4 HT 58-28 H TON	HMA PAVEMENT 4 SMA 58-28 V TON	REMARKS
				SOUTH SEGMENT							
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	7,674	1,402	1,202	6,656	685	5,021	BEGIN PROJECT - MASON ST
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	6,882	1,414	1,212	5,811	388	4,594	MASON ST - END SOUTH SEGMENT
0010	3322+78'SB'	-	3439+99'SB'	IH 43 SB	7,434	1,421	1,218	6,385	726	4,747	BEGIN PROJECT - MASON ST
0010	3439+99'SB'	-	3599+34'SB'	IH 43 SB	8,358	1,959	1,680	6,816	240	5,603	MASON ST - END SOUTH SEGMENT
0010	3363+97	-	3378+90	CTH JJ NEL RAMP	325	-	-	-	566	-	
0010	3360+55	-	3378+23	CTH JJ NE RAMP	368	-	-	-	642	-	
0010	3362+82	-	3374+70	CTH JJ NWL RAMP	231	-	-	-	403	-	
0010	3358+73	-	3377+38	CTH JJ NW RAMP	411	-	-	-	717	-	
0010	30+20	-	51+31	CTH JJ	612	-	-	-	1,066	-	
0010	3429+30	-	3440+02	MASON ST SE RAMP	525	-	-	552	495	-	
0010	3430+83	-	3440+12	MASON ST SW RAMP	295	-	-	310	349	-	
0010	3441+71	-	3452+39	MASON ST NW RAMP	483	-	-	507	467	-	
0010	3442+33	-	3451+24	MASON ST NE RAMP	343	-	-	360	309	-	
0010	3352+26	-	145+58	54/57 NE RAMP	515	-	399	-	-	499	
0010	3569+72	-	3585+19	54/57 WBC	381	-	294	-	-	370	
0010	135+58	-	3569+27	54/57 SOUTH LOOP	262	-	167	-	-	291	
0010	118+48	-	3562+85	54/57 SE RAMP	364	-	282	-	-	353	
0010	3346+91'NB'	-		IH 43 MEDIAN	68	45	39	-	-	-	MAINTENANCE CROSSOVER
0010	3404+57'NB'	-		IH 43 MEDIAN	75	50	43	-	-	-	MAINTENANCE CROSSOVER
0010	3468+08'NB'	-		IH 43 MEDIAN	60	40	34	-	-	-	MAINTENANCE CROSSOVER
0010	3542+32'NB'	-		IH 43 MEDIAN	83	55	47	-	-	-	MAINTENANCE CROSSOVER
0010	3359+66'SB'	-	3362+83'SB'	IH 43 SB	114	-	-	864	-	-	FULL DEPTH REPAIR AT B-5-198 (6.75" LOWER LAYERS)
				SOUTH SEGMENT SUBTOTAL	35,865	6,386	6,615	28,262	7,053	21,477	

* QUANTITIES NOTED ELSEWHERE IN PLANS

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HMA PAVEMENT CONTINUED

					*				*		
					455.0605	460.5223	460.5224	460.7423	460.7424	460.8624	
					TACK COAT	HMA PAVEMENT 3 LT 58-28 S	HMA PAVEMENT 4 LT 58-28 S	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 4 HT 58-28 H	HMA PAVEMENT 4 SMA 58-28 V	
				LOCATION	GAL	TON	TON	TON	TON	TON	
				NORTH SEGMENT							
0010	3568+00'NB'	-	3685+27'NB'	IH 43 NB	6,782	1,112	953	6,009	614	4,536	BEGIN NORTH SEGMENT TO B-5-158
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	3,458	534	458	3,097	535	2,119	B-5-158 TO END PROJECT
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	4,714	1,094	938	3,855	273	3,031	BEGIN NORTH SEGMENT TO B-5-158
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	3,552	775	664	2,955	237	2,296	B-5-158 TO END PROJECT
0010	135+58	-	3569+27	54/47 NORTH LOOP	288	-	189	-	-	313	
0010	119+42	-	141+55	54/47 NW RAMP	486	-	399	-	-	449	
0010	89+80	-	122+77	54/57 EBC	426	-	290	-	-	453	
0010		-		54/57 SW RAMP	240	-	216	-	-	203	
0010	3657+17	-	3670+30	WEBSTER NE RAMP	433	-	-	-	562	-	
0010	35+46 'EB'	-	3667+95	WEBSTER NEL RAMP	414	-	-	-	559	-	
0010	3673+88	-	3665+30	WEBSTER SE RAMP	270	-	-	-	338	-	
0010	3674+48	-	3682+65	WEBSTER SW RAMP	283	-	-	-	385	-	
0010	26+24	-	47+19	WEBSTER AVE	1,002	-	-	-	1,746	-	
0010	3767+28	-	3774+98	ATKINSON DR SE RAMP	141	-	-	-	245	-	
0010	3773+60	-	3788+44	ATKINSON DR SW RAMP	334	-	-	-	581	-	
0010	3786+29	-	3797+35	ATKINSON DR NWL RAMP	212	-	-	-	369	-	
0010	3783+28	-	3797+76	ATKINSON DR NW RAMP	269	-	-	-	468	-	
0010	66+14	-	88+88	ATKINSON DRIVE	954	-	-	-	1,662	-	
0010	3627+09	-	3627+41	IH 43 MEDIAN	45	30	26	-	-	-	MAINTENANCE CROSSOVER
0010	3656+74	-	3657+08	IH 43 MEDIAN	35	23	20	-	-	-	MAINTENANCE CROSSOVER
0010	3788+76	-	3789+15	IH 43 MEDIAN	37	25	21	-	-	-	MAINTENANCE CROSSOVER
				NORTH SEGMENT SUBTOTAL	24,375	3,593	4,173	15,916	8,574	13,401	
				TOTAL 0010	60,240	9,979	10,788	44,178	15,627	34,878	

* QUANTITIES NOTED ELSEWHERE IN PLANS

HMA SUMMARY TABLE

DESCRIPTION	STATION/LOCATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS (INCHES)	QUALITY MANAGEMENT PROGRAM TO USE	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12' DRIVING LANE	IH 43 NB/SB	UPPER LAYER	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 4 SMA 58-28 V	31,947	1.75	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
6 FT INSIDE SHOULDER	IH 43 NB/SB	UPPER LAYER	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 4 SMA 58-28 V			INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
10 FT SHOULDER	IH 43 NB/SB	UPPER LAYER	HMA PAVEMENT 3 LT 58-28 S	HMA PAVEMENT 4 LT 58-28 S	8,325		QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
GORE	IH 43 NB/SB	UPPER LAYER	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 4 HT 58-28 H	3698		QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE AT GORE	IH 43 NB/SB	UPPER LAYER	MILLED EXISTING HMA SURFACE				QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
GORE AREA OUTSIDE SHOULDER	IH 43 NB/SB	UPPER LAYER	HMA PAVEMENT 3 HT 58-28 H				QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12' DRIVING LANE	IH 43 NB/SB	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 3 HT 58-28 H	41,585	2.25	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY HMA PAVEMENT 460.2000
6 FT INSIDE SHOULDER	IH 43 NB/SB	LOWER LAYER					INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
GORE	IH 43 NB/SB	LOWER LAYER	MILLED EXISTING HMA SURFACE				INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
DRIVING LANE AT GORE	IH 43 NB/SB	LOWER LAYER	HMA PAVEMENT 3 HT 58-28 H				INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
GORE AREA OUTSIDE SHOULDER	IH 43 NB/SB	LOWER LAYER	MILLED EXISTING HMA SURFACE				INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
10 FT SHOULDER	IH 43 NB/SB	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 3 LT 58-28 S	9712	2.25	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SYSTEM RAMP DRIVING LANE	54/57 INTERCHANGE	UPPER LAYER	EXISTING CONCRETE PAVEMENT	HMA PAVEMENT 4 SMA 58-28 V	2,931	2	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SYSTEM RAMP ADJACENT GUTTER	54/57 INTERCHANGE	UPPER LAYER	EXISTING GUTTER PAN	HMA PAVEMENT 4 SMA 58-28 V			QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SYSTEM RAMP 8-FT SHOULDER	54/57 INTERCHANGE	UPPER LAYER	EXISTING CONCRETE PAVEMENT	HMA PAVEMENT 4 LT 58-28 S	2,235		QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SYSTEM RAMP 4-FT SHOULDER	54/57 INTERCHANGE	UPPER LAYER	EXISTING CONCRETE PAVEMENT	HMA PAVEMENT 4 LT 58-28 S			QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SERVICE RAMP DRIVING LANE	CTH JJ INTERCHANGE WEBSTER AVENUE INTERCHANGE ATKINSON DRIVE INTERCHANGE	UPPER LAYER	EXISTING CONCRETE PAVEMENT	HMA PAVEMENT 4 HT 58-28 H	5,835	2	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SERVICE RAMP ADJACENT GUTTER		UPPER LAYER	EXISTING GUTTER PAN				QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SERVICE RAMP 8 FT SHOULDER		UPPER LAYER	EXISTING CONCRETE PAVEMENT				QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SERVICE RAMP 4 FT SHOULDER		UPPER LAYER	EXISTING CONCRETE PAVEMENT				QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE

HMA SUMMARY TABLE (CONTINUED)

DESCRIPTION	STATION/LOCATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS (INCHES)	QUALITY MANAGEMENT PROGRAM TO USE	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
SERVICE RAMP DRIVING LANE	MASON ST INTERCHANGE	UPPER LAYER	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 4 HT 58-28 H	1,620	1.75	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SERVICE RAMP ADJACENT GUTTER			MILLED EXISTING HMA SURFACE				QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SERVICE RAMP 8 FT SHOULDER			MILLED EXISTING HMA SURFACE				QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SERVICE RAMP 4 FT SHOULDER			MILLED EXISTING HMA SURFACE				QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SERVICE RAMP DRIVING LANE	MASON ST INTERCHANGE	LOWER LAYER	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 3 HT 58-28 H	1,729	2.25	INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
SERVICE RAMP ADJACENT GUTTER			MILLED EXISTING HMA SURFACE				INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SERVICE RAMP 8 FT SHOULDER			MILLED EXISTING HMA SURFACE				INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
SERVICE RAMP 4 FT SHOULDER			MILLED EXISTING HMA SURFACE				INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
DRIVING LANE & TURN LANES	CTH JJ WEBSTER AVENUE ATKINSON DRIVE	UPPER LAYER	EXISTING CONCRETE PAVEMENT	HMA PAVEMENT 4 HT 58-28 H	4,474	2	QMP AS PER SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDER & GUTTER OVERLAY		UPPER LAYER	EXISTING CONCRETE PAVEMENT				QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
MAINTENANCE CROSSOVER	VARIOUS	UPPER LAYER	HMA PAVEMENT 3 LT 58-28 S	HMA PAVEMENT 4 LT 58-28 S	229	1.75	QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
MAINTENANCE CROSSOVER	VARIOUS	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 3 LT 58-28 S	267	2.25	QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
FULL DEPTH REMOVAL	IH 43 SB 3359+66'SB - 3362+82'SB'	UPPER LAYER	HMA PAVEMENT 3 HT 58-28 H	HMA PAVEMENT 3 HT 58-28 H	864	3.25	QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
FULL DEPTH REMOVAL	IH 43 SB 3359+66'SB - 3362+82'SB'	LOWER LAYER	BASE AGGREGATE	HMA PAVEMENT 3 HT 58-28 H		3.5	QMP AS PER SS 460	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE

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ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	REMARKS
0010	3662+61	-	3672+21	IH 43 MEDIAN	113	TEMPORARY WEDGE AT BARRIER WALL
0010	3673+94	-	3685+27	IH 43 MEDIAN	140	TEMPORARY WEDGE AT BARRIER WALL
0010	3765+11	-	3782+50	IH 43 MEDIAN	208	TEMPORARY WEDGE AT BARRIER WALL
				TOTAL 0010	460	

ASPHALTIC RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF
0010	3767+27	-	3788+54 LT	IH 43 NB	74,000
0010	3795+24	-	3823+77 LT	IH 43 SB	74,700
				TOTAL 0010	148,700

JOINT REPAIR

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.02 SPECIAL (02. CONCRETE JOINT AND CRACK CLEANING & REPAIR) LF	REMARKS
0010	3361+60	-	3378+28	CTH JJ NE RAMP	586	OVERLAID SECTION
0010	3364+40	-	3377+94	CTH JJ NEL RAMP	195	OVERLAID SECTION
0010	3359+46	-	3377+23	CTH JJ NW RAMP	525	OVERLAID SECTION
0010	3363+00	-	3374+29	CTH JJ NWL RAMP	649	OVERLAID SECTION
0010	26+72	-	45+32	WEBSTER AVE. NB	418	OVERLAID SECTION
0010	26+31	-	46+85	WEBSTER AVE. SB	511	OVERLAID SECTION
0010	3768+83	-	3770+45	ATKINSON SE RAMP	90	OVERLAID SECTION
0010	3773+68	-	3780+13	ATKINSON SW RAMP	214	OVERLAID SECTION
0010	3787+73	-	3796+31	ATKINSON NWL RAMP	228	OVERLAID SECTION
0010	3783+75	-	3796+34	ATKINSON NW RAMP	356	OVERLAID SECTION
0010	66+77	-	88+64	ATKINSON DRIVE	1,898	OVERLAID SECTION
				TOTAL 0010	5,670	

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	STATION	TO	STATION	LOCATION	415.1410 CONCRETE PAVEMENT APPROACH SLAB HES SY	REMARKS
0010	72+15	-	72+49	ATKINSON DRIVE RT	63	B-5-226
0010	72+49	-	72+85	ATKINSON DRIVE LT	63	B-5-226
0010	78+89	-	75+23	ATKINSON DRIVE	63	B-5-226
0010	75+25	-	75+58	ATKINSON DRIVE	63	B-5-226
				TOTAL 0010	252	

CULVERT PIPES

CATEGORY	STATION	LOCATION	*** 520.3324 CULVERT PIPE CLASS III-A 24-INCH EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	*** 521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	*** 521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	522.0118 CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH LF	SPV.0060.04 RESETTING PIPE END EACH	SPV.0060.01 GRADING, SHAPING AND FINISHING CULVERT PIPES AND APRON ENDWALLS EACH	FOR INFORMATION ONLY 628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB
0010	3332+84'SB'	IH 43 SB LT	70	2	-	-	-	-	-	-	-	-	-	-	-	1	133	8	4	4
0010	3362+43'SB'	IH 43 SB LT	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100	6	3	3
0010	3362+80'NB'	IH 43 NB RT	-	-	-	-	-	-	-	-	-	-	-	-	-	1	100	6	3	3
0010	3414+26'SB'	IH 43 SB LT	-	-	-	-	-	-	-	-	16	-	-	1	-	1	27	2	1	1
0010	3413+21'NB'	IH 43 NB RT	-	-	-	-	-	-	-	-	-	-	-	-	1	-	26	2	1	1
0010	3486+17'NB'	IH 43 NB RT	-	-	-	1	-	5	-	-	-	-	-	-	-	1	17	1	0	0
0010	3491+63'SB'	IH 43 SB LT	-	-	-	1	-	15	-	-	-	-	-	-	-	1	72	5	2	2
0010	3672+30'SB'	IH 43 SB LT	-	-	1	-	-	-	-	-	-	-	-	-	-	1	33	2	1	1
0010	3765+40'NB'	IH 43 NB RT	-	-	1	-	15	-	-	-	-	-	-	-	-	1	72	5	2	2
0010	3790+08'NB'	IH 43 NB RT	-	-	-	-	-	-	8	-	-	1	-	-	-	1	69	4	2	2
0010	3376+14	CTH JJ NE LOOP	-	-	-	1	-	-	-	-	-	-	-	-	-	1	27	2	1	1
0010	127+00	54/57 NW RAMP	-	-	-	-	-	-	-	16	-	-	1	-	-	1	94	6	3	3
0010	74+98	ATKINSON DR	-	-	1	-	3	-	-	-	-	-	-	-	-	1	48	3	1	1
		TOTAL 0010	70	2	3	3	18	20	8	16	16	1	1	1	1	12	818	52	24	24

*** CSCP MIN WALL THICKNESS (0.064)

CONCRETE COLLARS FOR PIPE

CATEGORY	STATION	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	3414+26'SB'	IH 43 SB LT	1
0010	3413+21'NB'	IH 43 NB RT	1
0010	3790+08'NB'	IH 43 NB RT	1
0010	127+00	54/57 NW RAMP	1
		TOTAL 0010	4

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CLEANING CULVERT PIPES

CATEGORY	STATION	LOCATION	520.8700 CLEANING CULVERT PIPES EACH
0010	3339+17'NB'	IH 43 NB	1
0010	3387+96'SB'	IH 43 SB	1
0010	3389+57'SB'	IH 43 SB	1
0010	3389+90'NB'	IH 43 NB	1
0010	3396+18'SB'	IH 43 SB	1
0010	3404+52'SB'	IH 43 SB	1
0010	3423+25'SB'	IH 43 SB	1
0010	3449+13'SB'	IH 43 SB	1
0010	3455+11'SB'	IH 43 SB	1
0010	3461+17'SB'	IH 43 SB	1
0010	3467+67'NB'	IH 43 NB	1
0010	3474+17'SB'	IH 43 SB	1
0010	3482+27'SB'	IH 43 SB	1
0010	3503+22'SB'	IH 43 SB	1
0010	3507+08'NB'	IH 43 NB	1
0010	3542+11'SB'	IH 43 SB	1
0010	3603+67'NB'	IH 43 NB	1
0010	3666+51'NB'	IH 43 NB	1
0010	3672+30'SB'	IH 43 SB	1
0010	3681+90'SB'	IH 43 SB	1
0010	3775+97'NB'	IH 43 NB	1
0010	3373+25	CTH JJ NE LOOP	1
0010	3373+34	CTH JJ NE LOOP	1
0010	3376+14	CTH JJ NE LOOP	1
0010	3377+90	CTH JJ NE LOOP	1
0010	3367+21	CTH JJ NW LOOP	1
0010	3361+02	CTH JJ NW RAMP	1
0010	3360+96	CTH JJ NE RAMP	1
0010	3363+20	CTH JJ NE RAMP	1
0010	3366+07	CTH JJ NE RAMP	1
0010	31+80	CTH JJ EB	1
0010	145+95	54/57 NORTH LOOP	1
0010	27+00	WEBSTER AVENUE SB	1
0010	27+18	WEBSTER AVENUE NB	1
0010	83+00	ATKINSON DRIVE	1
0010	85+31	ATKINSON DRIVE	1
0010	3774+31	ATKINSON DRIVE SE RAMP	1
		TOTAL 0010	37

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 ADUSTING MANHOLE COVERS EACH
0010	42+45	WEBSTER AVE	1
0010	44+32	WEBSTER AVE	1
		TOTAL 0010	2

CULVERT PIPE LINER

CATEGORY	STATION	LOCATION	SPV.0090.04 CURED IN PLACE PIPE LINER, 60-INCH LF	REMARKS
0020	3362+67'NB'	IH 43 NB & SB	275	C-05-114
		TOTAL 0020	275	

DRAINAGE

CATEGORY	STATION	LOCATION	611.0540 MANHOLE COVERS TYPE K EACH	611.0600 INLET COVERS TYPE A EACH	611.0610 INLET COVERS TYPE BW EACH	611.0624 INLET COVERS TYPE H EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.3230 INLETS2X3-FT EACH
0010	3495+72	IH 43 NB LT	-	2	-	-	2	-	-
0010	3670+30'NB'	IH 43 MEDIAN	-	-	2	-	-	2	-
0010	3674+08'NB'	IH 43 MEDIAN	-	-	2	-	-	2	-
0010	3677+78'NB'	IH 43 MEDIAN	-	-	2	-	-	2	-
0010	3681+53'NB'	IH 43 MEDIAN	-	-	2	-	-	2	-
0010	3685+06'NB'	IH 43 MEDIAN	-	-	2	-	-	2	-
0010	3765+39'SB'	IH 43 SB RT	-	-	1	-	-	1	-
0010	3767+11'SB'	IH 43 SB RT	-	-	1	-	-	1	-
0010	3770+11'SB'	IH 43 SB RT	-	-	1	-	-	1	-
0010	3773+11'SB'	IH 43 SB RT	-	-	1	-	-	1	-
0010	3776+13'SB'	IH 43 MEDIAN	-	-	-	-	-	-	-
0010	3778+46'SB'	IH 43 SB RT	1	-	1	-	1	1	-
0010	3779+59'SB'	IH 43 SB RT	1	-	1	-	1	1	-
0010	3370+68	CTH JJ NE LOOP	-	-	-	1	-	-	-
0010	3372+47	CTH JJ NW LOOP	-	-	-	1	-	-	-
0010	50+81	CTH JJ	-	1	-	-	-	-	-
0010	69+53	ATKINSON DRIVE	-	2	-	-	2	-	-
0010	78+00	ATKINSON DRIVE	-	-	-	1	-	-	-
0010	80+50	ATKINSON DRIVE	-	-	-	3	-	-	-
0010	85+30	ATKINSON DRIVE	-	-	-	2	-	-	2
		TOTAL 0010	2	5	16	8	6	16	2

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INLET EXTENSION RING

SPV.0060.03

CATEGORY	STATION	LOCATION	INLET EXTENSION RING EACH
0010	3367+16	CTH JJ NE LOOP	1
0010	3373+34	CTH JJ NE LOOP	1
0010	3377+90	CTH JJ NE LOOP	2
0010	3372+20	CTH JJ NW LOOP	1
0010	3360+96	CTH JJ NE RAMP	1
0010	3363+20	CTH JJ NE RAMP	1
0010	3366+07	CTH JJ NE RAMP	1
0010	3359+76	CTH JJ NW RAMP	2
0010	3361+18	CTH JJ NW RAMP	1
0010	3363+59	CTH JJ NW RAMP	1
0010	32+85	CTH JJ EB	1
0010	35+34	CTH JJ EB	1
0010	35+56	CTH JJ EB	1
0010	37+52	CTH JJ EB	1
0010	37+99	CTH JJ EB	1
0010	46+43	CTH JJ EB	1
0010	46+60	CTH JJ EB	1
0010	48+80	CTH JJ EB	1
0010	33+36	CTH JJ WB	1
0010	34+29	CTH JJ WB	1
0010	34+87	CTH JJ WB	1
		SUBTOTAL	23

INLET EXTENSION RING (CONTINUED)

SPV.0060.03

CATEGORY	STATION	LOCATION	INLET EXTENSION RING EACH
0010	37+52	CTH JJ WB	1
0010	46+63	CTH JJ WB	1
0010	48+85	CTH JJ WB	1
0010	49+66	CTH JJ WB	1
0010	50+30	CTH JJ WB	1
0010	3675+12	WEBSTER SW RAMP	1
0010	3675+51	WEBSTER SW RAMP	1
0010	3655+58	WEBSTER NE LOOP	1
0010	3657+08	WEBSTER NE LOOP	1
0010	3660+10	WEBSTER NE LOOP	1
0010	3662+57	WEBSTER NE LOOP	1
0010	3657+32	WEBSTER NEL CONNECTOR	1
0010	3657+39	WEBSTER NEL CONNECTOR	1
0010	3663+55	WEBSTER NE RAMP	1
0010	3669+79	WEBSTER NE RAMP	1
0010	3669+97	WEBSTER NE RAMP	1
0010	3669+94	WEBSTER NE RAMP	1
0010	27+01	WEBSTER AVE NB	1
0010	27+06	WEBSTER AVE NB	1
0010	33+49	WEBSTER AVE NB	1
0010	39+14	WEBSTER AVE NB	1
		SUBTOTAL	21

INLET EXTENSION RING (CONTINUED)

SPV.0060.03

CATEGORY	STATION	LOCATION	INLET EXTENSION RING EACH
0010	41+50	WEBSTER AVE NB	1
0010	42+24	WEBSTER AVE NB	1
0010	27+00	WEBSTER AVE SB	2
0010	27+99	WEBSTER AVE SB	1
0010	29+42	WEBSTER AVE SB	1
0010	33+47	WEBSTER AVE SB	1
0010	33+49	WEBSTER AVE SB	1
0010	3774+31	ATKINSON SE RAMP	1
0010	3774+95	ATKINSON SE RAMP	1
0010	3774+10	ATKINSON SW RAMP	1
0010	3796+06	ATKINSON NW LOOP	1
0010	3796+07	ATKINSON NW LOOP	1
0010	3783+88	ATKINSON NW RAMP	1
0010	77+98	ATKINSON DRIVE	1
0010	80+49	ATKINSON DRIVE	1
0010	82+99	ATKINSON DRIVE	2
0010	85+31	ATKINSON DRIVE	1
0010	87+62	ATKINSON DRIVE	1
0010	87+71	ATKINSON DRIVE	1
0010	87+72	ATKINSON DRIVE	1
0010	87+80	ATKINSON DRIVE	1
		SUBTOTAL	23
		TOTAL 0010	67

SURFACE DRAINS

CATEGORY	STATION	TO	STATION	LOCATION	601.0586 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBTT LF	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	3439+46	-	3440+01	IH 43 NB LT	56	1.5	4	8	
0010	3439+53	-	3440+08	IH 43 NB RT	56	1.5	4	8	
0010	3439+79	-	3439+87	IH 43 SB RT	-	2.0	4	8	
0010	3496+23	-	3496+79	IH 43 SB LT	56	1.5	4	8	
0010	3557+23	-	3557+79	IH 43 SB LT	56	1.5	4	8	
0010	3580+53	-	3581+09	IH 43 SB LT	56	1.5	4	8	
0010	3611+98	-	3612+53	IH 43 SB RT	56	1.5	4	8	
0010	3660+54	-	3661+10	IH 43 NB LT & RT	111	3.0	7	16	
0010	3660+55	-	3661+11	IH 43 SB LT & RT	56	3.0	7	16	
0010	3671+20	-	3671+75	IH 43 NB RT	56	1.5	4	8	
0010	66+50	-	67+06	ATKINSON DR LT	56	1.5	4	8	
0010	75+58	-	76+13	ATKINSON DR LT	56	1.5	4	8	
				TOTAL 0010	666	22	54	112	

STORM SEWER

CATEGORY	STATION	TO	STATION	LOCATION	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF
0010	3778+45	-	3778+45	IH 43 SB	9
0010	3778+45	-	3779+59	IH 43 SB	113
0010	3779+59	-	3779+59	IH 43 SB	11
				TOTAL 0010	133

UNDERDRAIN

CATEGORY	STATION	LOCATION	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH	612.0212 PIPE UNDERDRAIN UNPERFORATED 12-INCH	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	REMARKS
			LF			
0010	3359+66	IH 43 SB	30	-	2	
0010	3670+70	IH 43 NB	-	5	-	STEEL
0010	3674+08	IH 43 NB	-	5	-	STEEL
0010	3677+78	IH 43 NB	-	5	-	STEEL
0010	3681+53	IH 43 NB	-	5	-	STEEL
0010	3685+06	IH 43 NB	-	5	-	STEEL
0010	3765+38	IH 43 SB	-	5	-	STEEL
0010	3767+10	IH 43 SB	-	5	-	STEEL
0010	3770+11	IH 43 SB	-	5	-	STEEL
0010	3773+11	IH 43 SB	-	5	-	STEEL
			-			
		TOTAL 0010	30	45	2	

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CURB GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	611.8115 ADJUSTING INLET COVERS EACH	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	3662+68	-		IH 43 MEDIAN	-	-	2	-	
0010	3666+51	-		IH 43 MEDIAN	-	-	2	-	
0010	3672+23	-	3672+30	IH 43 SB LT	7	-	1	-	
0010	3685+00	-	3685+10	IH 43 SB LT	10	-	2	-	
0010	3765+31	-		IH 43 NB RT	10	-	2	-	
0010	3776+09	-		IH 43 MEDIAN	-	-	2	-	
0010	3372+43	-	3372+52	CTH JJ NW LOOP	9	-	-	-	
0010	3370+22	-	3370+31	CTH JJ NW LOOP	9	-	1	-	
0010	3367+18	-	3367+27	CTH JJ NW LOOP	9	-	1	-	
0010	3370+64	-	3370+73	CTH JJ NE LOOP	9	-	-	-	
0010	146+68	-	147+84	54/57 NORTH LOOP	116	-	-	-	DRIVEWAY CURB
0010	109+04	-	3586+59	54/57 SOUTH LOOP	144	-	-	-	DRIVEWAY CURB
0010	3663+64		3664+69	WEBSTER NE LOOP	105	-	-	-	DRIVEWAY CURB
0010	69+47	-	69+59	ATKINSON DRIVE	12	15	2	70	
0010	77+89	-	78+07	ATKINSON DRIVE	18	-	2	-	
0010	80+32	-	80+68	ATKINSON DRIVE	36	250	4	-	
0010	82+87	-	83+13	ATKINSON DRIVE	26	-	2	-	
0010	85+24	-	85+36	ATKINSON DRIVE	12	42	3	71	
				TOTAL 0010	532	307	24	141	

TEMPORARY CONCRETE BARRIER PRECAST

CATEGORY	STATION	TO	STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
0010	3653+40'SB'	-	3687+83'SB'	IH 43 SB	3,443	3,443	-	-	-	-	-	-	-
0010	3655+73'NB'	-	3686+28'NB'	IH 43 NB	3,055	3,055	1	2	OM-3L(W5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY PRECAST CONCRETE BARRIER
0010	3762+81'NB'	-	3783+50'NB'	IH 43 NB	2,069	2,069	-	-	-	-	-	-	-
0010	3764+10'SB'	-	3787+57'SB'	IH 43 SB	2,347	2,347	1	2	OM-3L(W5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY PRECAST CONCRETE BARRIER
				TOTAL 0010	10,914	10,914	2						

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PERMANENT CONCRETE BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	603.1142 CONCRETE BARRIER TYPE S42 LF	603.3113 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 EACH	603.3313 CONCRETE BARRIER TRANSITION TYPE NJ32DF TO S36 EACH	603.3535 CONCRETE BARRIER TRANSITION TYPE S36 TO S42 EACH	633.1000 DELINEATORS BARRIER WALL EACH	SPV.0060.02 SPECIAL (02. CONCRETE BARRIER TRANSITION TYPE S42SF TO S42DF) EACH
0010	3662+61	-	3672+21	IH 43 MEDIAN	1,454	2	1	3	15	1
0010	3673+94	-	3685+27	IH 43 MEDIAN	1,081	-	2	2	11	-
0010	3765+11	-	3782+50	IH 43 MEDIAN	2,165	-	1	1	22	1
				TOTAL 0010	4,700	2	4	6	47	2

FENCING

CATEGORY	STATION	TO	STATION	LOCATION	616.0205 FENCE CHAIN LINK 5-FT LF	REMARKS
0010	3332+65	-	3333+06	IH 43 SB LT	10	FOR CULVERT WORK
0010	3413+10	-	3413+37	IH 43 NB RT	10	FOR CULVERT WORK
0010	3491+47	-	3491+83	IH 43 SB LT	10	FOR CULVERT WORK
				TOTAL 0010	30	

CABLE BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	613.1100.S CABLE BARRIER TYPE 1 LF	613.1200.S CABLE BARRIER END TERMINAL TYPE 1 EACH
0010	3580+82	-	3607+94	IH 43 NB	2,608	2
0010	3614+46	-	3626+81	IH 43 SB	1,155	2
0010	3627+45	-	3656+47	IH 43 NB	2,800	2
0010	3781+90	-	3788+52	IH 43 NB	560	2
0010	3789+16	-	3821+91	IH 43 SB	3,180	2
0010	3820+73	-	3825+04	IH 43 NB	328	2
0010	3825+62	-	3829+65	IH 43 SB	300	2
				TOTAL 0010	10,931	14

GRADING, SHAPING FINISHING

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.01 SPECIAL (01. GRADING, SHAPING FINISHING DITCH) LF	SPV.0170.01 SPECIAL (01. CABLE GUARD MEDIAN GRADING AND SHAPING) STA	FOR INFORMATION ONLY 205.0100 EXCAVATION COMMON CY	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB
0010	3346+17'NB'	-	3346+47'NB'	IH 43 NB RT	30	-	6	33	33	0.02	1
0010	3346+57'NB'	-	3347+57'NB'	IH 43 NB RT	100	-	13	78	78	0.05	2
0010	3382+64'SB'	-	3384+17'SB'	IH 43 SB LT	153	-	28	170	170	0.11	5
0010	3384+70'SB'	-	3386+28'SB'	IH 43 SB LT	158	-	29	176	176	0.11	5
0010	3480+39'SB'	-	3485+70'SB'	IH 43 SB LT	531	-	118	708	708	0.45	19
0010	3515+95'SB'	-	3518+10'SB'	IH 43 SB LT	215	-	40	239	239	0.15	6
0010	3580+40'NB'	-	3608+25'NB'	IH 43 MEDIAN NB/SB	-	29			21202	13.36	572
0010	3613+90'NB'	-	3656+50'NB'	IH 43 MEDIAN NB/SB	-	44			21717	13.68	586
0010	3665+43'NB'		3666+43'NB'	IH 43 NB RT	100	-	9	56	56	0.04	2
0010	3781+90'NB'	-	3829+05'NB'	IH 43 MEDIAN NB/SB	-	49			21405	13.49	578
0010	3362+55	-	3363+55	CTH JJ NW RAMP	100	-	19	111	111	0.07	3
0010	3375+42	-	3377+84	CTH JJ NEL RAMP	242	-	36	215	215	0.14	6
				TOTAL 0010	1,629	122	298	1,786	66,111	42	1,784

BARRIER SYSTEM GRADING SHAPING FINISHING

						FOR INFORMATION ONLY					
					614.0010	208.01	625.0500	628.2008	629.0210	630.0120	630.0500
CATEGORY	STATION	TO	STATION	LOCATION	BARRIER SYSTEM GRADING SHAPING FINISHING EACH	BORROW CY	SALVAGED TOPSOIL SY	EROSION MAT URBAN CLASS I TYPE B SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEED WATER MGAL
0010	3323+27'NB'	-	3324+70'NB'	NB RT	1	33	201	201	0.13	5	5
0010	3330+11'NB'	-	3343+66'NB'	NB RT	1	36	160	160	0.10	4	4
0010	3335+18'NB'		3336+62'NB'	NB LT	1	537	3215	3,215	2.03	87	72
0010	3358+10'NB'	-	3359+27'NB'	NB RT	1	19	153	153	0.10	4	3
0010	3381+80'NB'	-	3385+93'NB'	NB RT	1	12	83	83	0.05	2	2
0010	3436+59'NB'	-	3440+02'NB'	NB LT	1	11	69	69	0.04	2	2
0010	3437+13'NB'	-	3440+13'NB'	NB RT	1	8	30	30	0.02	1	1
0010	3487+98'NB'	-	3492+03'NB'	NB RT	1	15	205	205	0.13	6	5
0010	3488+80'NB'	-	3492+22'NB'	NB LT	1	18	124	124	0.08	3	3
0010	3518+61'NB'	-	3530+72'NB'	NB RT	1	8	44	44	0.03	1	1
0010	3538+53'NB'	-	3555+01'NB'	NB RT	1	25	172	172	0.11	5	4
0010	3551+65'NB'	-	3555+17'NB'	NB LT	1	19	164	164	0.10	4	4
0010	3552+75'NB'	-	3555+03'NB'	NB RT	1	25	152	152	0.10	4	3
0010	3600+96'NB'	-	3610+39'NB'	NB RT	1	34	301	301	0.19	8	7
0010	3625+82'NB'	-	3628+98'NB'	NB RT	1	12	54	54	0.03	1	1
0010	3657+52'NB'	-	3661+06'NB'	NB LT	1	13	76	76	0.05	2	2
0010	3658+19'NB'	-	3661+09'NB'	NB RT	1	13	96	96	0.06	3	2
0010	3325+09'SB'	-	3326+42'SB'	SB LT	1	283	1697	1,697	1.07	46	38
0010	3335+45'SB'	-	3337+99'SB'	SB RT	1	36	153	153	0.10	4	3
0010	3354+24'SB'	-	3356+79'SB'	SB RT	1	7	410	410	0.26	11	9
0010	3354+24'SB'	-	3356+41'SB'	SB LT	1	50	39	39	0.02	1	1
0010	3381+90'SB'	-	3385+96'SB'	SB LT	1	16	112	112	0.07	3	3
0010	3441+80'SB'	-	3444+77'SB'	SB LT	1	12	119	119	0.07	3	3
0010	3441+87'SB'	-	3445+36'SB'	SB RT	1	10	82	82	0.05	2	2
0010	3495+97'SB'	-	3499+37'SB'	SB RT	1	21	178	178	0.11	5	4
0010	3496+20'SB'	-	3499+39'SB'	SB LT	1	18	104	104	0.07	3	2
0010	3522+38'SB'	-	3531+68'SB'	SB LT	1	5	193	193	0.12	5	4
0010	3557+10'SB'	-	3560+52'SB'	SB RT	1	13	92	92	0.06	2	2
0010	3611+96'SB'	-	3614+86'SB'	SB LT	1	-23	394	394	0.25	11	9
0010	3674+31'SB'	-	3677+26'SB'	SB LT	1	34	367	367	0.23	10	8
				SUBTOTALS	30	1,321	9,239	9,239	6	248	207

3

BARRIER SYSTEM GRADING SHAPING FINISHING (CONTINUED)

						FOR INFORMATION ONLY					
					614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING	208.01 BORROW	625.0500 SALVAGED TOPSOIL	628.2008 EROSION MAT URBAN CLASS I TYPE B	629.0210 FERTILIZER TYPE B	630.0120 SEEDING MIXTURE NO. 20	630.0500 SEED WATER
CATEGORY	STATION	TO	STATION	LOCATION	EACH	CY	SY	SY	CWT	LB	MGAL
0010	43+55	-	47+76	CTH JJ WB LT	1	9	42	42	0.03	1	1
0010	3430+28	-	3433+21	MASON ST SW RAMP	1	292	910	910	0.57	25	20
0010	3570+54	-	3574+31	54/57 WBC	1	41	177	177	0.11	5	4
0010	141+97	-	147+11	54/57 NL	1	144	518	518	0.33	14	12
0010	147+74	-	3572+13	54/57 NL	1	5	131	131	0.08	4	3
0010	3557+19'SB'	-	124+10	54/57 SE RAMP	1	27	214	214	0.13	6	5
0010	124+38	-	3566+73	54/57 SE RAMP	1	88	340	340	0.21	9	8
0010	3580+50'SB'	-	3586+94'SB'	54/57 SL	1	53	609	609	0.38	16	14
0010	105+17	-	115+24	54/57 EBC	1	48	584	584	0.37	16	13
0010	109+60	-	115+05	54/57 EBC	1	66	383	383	0.24	10	9
0010	3658+34	-	3661+71	WEBSTER NE RAMP	1	85	294	294	0.19	8	7
0010	3659+52	-	3661+43	WEBSTER NE RAMP	1	78	253	253	0.16	7	6
0010	3664+67	-	3671+79	WEBSTER NEL TO NB RT	1	14	277	277	0.17	7	6
0010	3662+58'SB'	-	3667+18'SB'	WEBSTER SE RAMP	1	62	306	306	0.19	8	7
0010	75+58	-	78+05	ATKINSON DR	1	-37	369	369	0.23	10	8
0010	3765+23	-	3773+61	ATKINSON DR SE RAMP	1	8	169	169	0.11	5	4
0010	3771+34	-	3774+49	ATKINSON DR SE RAMP	1	5	117	117	0.07	3	3
0010	66+50	-	3780+27	ATKINSON DR SW RAMP	1	131	649	649	0.41	18	15
0010	72+79	-	3780+20	ATKINSON DR SW RAMP	1	76	553	553	0.35	15	12
				SUBTOTAL	19	1,195	6,895	6,895	4	187	155
				TOTAL 0010	49	2516	16134	16134	10	435	362

MGS GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2320 MGS GUARDRAIL 3 QS LF	614.2330 MGS GUARDRAIL 3 K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
0010	3323+27'NB'	-	3324+70'NB'	NB RT	-	-	-	-	-	89	-	-	-	-	-	1	1
0010	3330+11'NB'	-	3343+66'NB'	NB RT	-	-	-	-	-	1,302	-	-	-	-	-	1	1
0010	3335+18'NB'		3336+62'NB'	NB LT	-	2	75	-	-	-	-	-	-	-	-	-	-
0010	3358+10'NB'	-	3359+27'NB'	NB RT	-	-	-	-	-	64	-	-	-	-	-	1	1
0010	3381+80'NB'	-	3385+93'NB'	NB RT	-	-	-	-	-	364	-	-	-	-	-	1	1
0010	3436+59'NB'	-	3440+02'NB'	NB LT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3437+13'NB'	-	3440+13'NB'	NB RT	-	-	-	-	-	200	-	-	-	-	39.4	1	-
0010	3487+98'NB'	-	3492+03'NB'	NB RT	-	-	-	-	-	313	-	-	-	-	39.4	1	-
0010	3488+80'NB'	-	3492+22'NB'	NB LT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3495+48'NB'	-	3498+48'NB'	NB RT	-	-	-	-	-	289	-	-	-	-	8.2	-	1
0010	3495+62'NB'	-	3499+53'NB'	NB LT	-	-	-	-	-	391	-	-	-	-	8.2	-	1
0010	3518+61'NB'	-	3530+72'NB'	NB RT	-	-	-	-	-	1,164	-	-	-	-	-	1	1
0010	3538+53'NB'	-	3555+01'NB'	NB RT TO 54/57 NE RAMP	-	-	-	-	-	1,550	-	-	-	-	39.4	1	1
0010	3551+65'NB'	-	3555+17'NB'	NB LT	-	-	-	-	-	263	-	-	-	-	39.4	1	-
0010	3552+75'NB'	-	3555+03'NB'	NB RT	-	1	50	-	-	238	-	-	-	-	78.8		
0010	3556+81'NB'	-	3567+23'NB'	NB RT	-	-	-	-	-	1,041	-	-	-	-	8.2	-	1
0010	3574+33'NB'	-	3578+19'NB'	NB RT	-	-	-	-	-	343	-	-	-	-	47.6	-	-
0010	3574+47'NB'	-	3578+42'NB'	NB LT	-	-	-	-	395	-	-	-	-	-	-	-	-
0010	3580+39'NB'	-	3583+65'NB'	NB RT	-	-	-	-	-	329	-	-	-	-	8.2	-	1
0010	3600+96'NB'	-	3610+39'NB'	NB RT	-	-	-	-	-	850	-	-	-	-	39.4	1	-
0010	3606+99'NB'	-	3610+41'NB'	NB LT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3625+82'NB'	-	3628+98'NB'	NB RT	-	-	-	-	-	264	-	-	-	-	-	1	1
0010	3657+52'NB'	-	3661+06'NB'	NB LT	-	-	-	-	-	263	-	-	-	-	39.4	1	-
0010	3658+19'NB'	-	3661+09'NB'	NB RT	-	-	-	-	-	200	-	-	-	-	39.4	1	-
0010	3673+79'NB'	-	3685+17'NB'	NB RT	-	-	-	-	-	1,100	-	-	-	-	39.4	-	-
0010	3765+28'NB'	-	3769+69'NB'	NB RT	-	-	-	-	-	441	-	-	-	-	-	-	1
0010	3817+18'NB'	-	3821+64'NB'	NB LT	-	-	-	-	360	89	-	-	-	-	-	-	1
0010	3817+92'NB'		3820+84'NB'	NB RT	-	-	-	-	292	1	-	-	-	-	-	-	-
				NORTHBOUND SUBTOTALS	0	3	125	0	1,047	11,896	0	0	0	0	593	16	13

MGS GUARDRAIL (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2320 MGS GUARDRAIL 3 QS LF	614.2330 MGS GUARDRAIL 3 K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
0010	3325+09'SB'	-	3326+42'SB'	SB LT	2	1	125	40									
0010	3329+20'SB'	-	3337+35'SB'	SB LT	-	-	-	-	817	-	-	-	-	-	-	-	-
0010	3335+45'SB'	-	3337+99'SB'	SB RT	-	-	-	-	-	200	-	-	-	-	-	1	1
0010	3354+24'SB'	-	3356+79'SB'	SB RT	-	-	-	-	-	200	-	-	-	-	-	1	1
0010	3354+24'SB'	-	3356+41'SB'	SB LT	-	-	-	-	-	164	-	-	-	-	-	1	1
0010	3381+90'SB'	-	3385+96'SB'	SB LT	-	-	-	-	-	352	-	-	-	-	-	1	1
0010	3441+80'SB'	-	3444+77'SB'	SB LT	-	-	-	-	-	213	-	-	-	-	39.4	1	-
0010	3441+87'SB'	-	3445+36'SB'	SB RT	-	-	-	-	-	263	-	-	-	-	39.4	1	-
0010	3487+70'SB'	-	3492+62'SB'	SB LT	-	-	-	-	-	491	-	-	-	-	-	-	1
0010	3488+01'SB'	-	3492+41'SB'	SB RT	-	-	-	-	-	441	-	-	-	-	-	-	1
0010	3495+97'SB'	-	3499+37'SB'	SB RT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3496+20'SB'	-	3499+39'SB'	SB LT	-	-	-	-	-	225	-	-	-	-	39.4	1	-
0010	3522+38'SB'	-	3531+68'SB'	SB LT	-	-	-	-	-	802	-	-	-	-	-	1	1
0010	3540+41'SB'	-	3555+01'SB'	SB LT	-	-	-	-	-	1,514	-	-	-	-	39.4	-	-
0010	3557+10'SB'	-	3560+52'SB'	SB RT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3557+19'SB'	-	124+10'SB'	SB LT TO 54/57 SE RAMP	-	-	-	-	-	1,638	-	-	-	-	39.4	1	-
0010	3566+83'SB'	-	3572+40'SB'	SB LT	-	-	-	-	-	554	-	-	-	-	-	-	1
0010	3574+22'SB'	-	3578+13'SB'	SB RT	-	-	-	-	-	352	-	-	-	-	39.4	-	-
0010	3574+36'SB'		3578+38'SB'	SB LT	-	-	-	-	398	-	-	-	-	-	-	-	-
0010	3580+31'SB'	-	3584+40'SB'	SB RT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3580+50'SB'	-	3586+94'SB'	SB LT TO 54/57 SL	-	-	-	-	-	475	-	-	-	-	39.4	1	-
0010	107+21'SB'	-	3610+39'SB'	54/57 SW TO SB LT	-	-	-	-	-	1,941	-	-	-	-	-	-	1
0010	3611+96'SB'	-	3614+86'SB'	SB LT	-	-	-	-	-	200	-	-	-	-	39.4	1	-
0010	3612+01'SB'	-	3614+91'SB'	SB RT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
0010	3657+22'SB'	-	3661+12'SB'	SB RT	-	-	-	-	-	391	-	-	-	-	-	-	1
0010	3662+58'SB'	-	3667+18'SB'	SB LT TO WEBSTER SE RAMP	-	-	-	-	-	363	-	-	-	-	39.4	1	-
0010	3674+31'SB'	-	3677+26'SB'	SB LT	-	-	-	-	-	200	-	-	-	-	39.4	1	-
0010	3780+78'SB'	-	3784+24'SB'	SB RT	-	-	-	-	-	250	-	-	-	-	39.4	1	-
				SOUTHBOUND SUBTOTAL	2	1	125	40	1,215	12,227	0	0	0	0	591	18	10

MGS GUARDRAIL (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2320 MGS GUARDRAIL 3 QS LF	614.2330 MGS GUARDRAIL 3 K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
0010	33+95	-	39+98	CTH JJ EB RT	-	-	-	-	-	513	-	-	-	-	39.4	1	1
0010	35+48	-	40+10	CTH JJ WB LT	-	-	-	-	-	472	-	-	-	-	-	-	1
0010	43+47	-	51+21	CTH JJ EB RT	-	-	-	-	-	772	-	-	-	-	-	-	1
0010	43+55	-	47+76	CTH JJ WB LT	-	-	-	-	-	325	-	-	-	-	39.4	1	-
0010	3430+28	-	3433+21	MASON ST SW RAMP	-	-	-	-	-	239	-	-	-	-	-	1	1
0010	3556+65	-	3574+41	54/57 NE TO WBC	-	-	-	-	-	1,725	-	-	-	-	39.4	-	-
0010	3556+67	-	140+06	54/57 NE RAMP	-	-	-	-	-	1,714	-	-	-	-	39.4	-	1
0010	3570+54	-	3574+31	54/57 WBC	-	-	-	-	-	13	-	-	275	-	39.4	1	-
0010	3576+15		3581+37	54/57 WBC	-	-	-	-	-	518	-	-	-	-	8.2	-	1
0010	3576+28		3578+35	54/57 WBC	-	-	-	-	-	194	-	-	-	-	8.2	-	1
0010	141+97	-	147+11	54/57 NL	-	-	-	-	-	13	-	-	463	-	-	1	1
0010	147+74	-	3572+13	54/57 NL TO NB RT	-	-	-	-	-	400	-	-	-	-	39.4	1	
0010	124+38	-	3566+73	54/57 SE RAMP	-	-	-	-	-	727	-	-	-	-	-	1	1
0010	105+17	-	115+24	54/57 EBC	-	-	-	-	-	913	-	-	-	-	39.4	1	-
0010	109+60	-	115+05	54/57 EBC	-	-	-	-	-	463	-	-	-	-	39.4	1	-
0010	3658+34	-	3661+71	WEBSTER NE RAMP	-	-	-	-	-	238	-	-	-	-	39.4	1	-
0010	3659+52	-	3661+43	WEBSTER NE RAMP	-	-	-	-	-	100	-	-	-	-	39.4	1	-
0010	3663+28	-	3665+41	WEBSTER NE RAMP	-	-	-	-	-	216	-	-	-	-	-	-	1
0010	3663+54	-	3665+10	WEBSTER NE RAMP	-	-	-	-	-	154	-	-	-	-	-	-	1
0010	3664+67	-	3671+79	WEBSTER NEL TO NB RT	-	-	-	-	-	600	-	-	-	-	39.4	1	-
0010	3679+90	-	3685+07	WEBSTER SW RAMP	-	-	-	-	-	516	25	37.5	-	-	-	-	1
0010	74+96	-	78+10	ATKINSON DR	-	-	-	-	-	316	-	-	-	-	39.4	-	1
0010	75+58	-	78+05	ATKINSON DR	-	-	-	-	-	150	-	-	25	-	39.4	1	-
0010	3765+23	-	3773+61	ATKINSON DR SE RAMP	-	-	-	-	-	738	-	-	-	-	39.4	1	-
0010	3771+34	-	3774+49	ATKINSON DR SE RAMP	-	-	-	-	-	263	-	-	-	-	-	1	1
0010	66+50	-	3780+27	ATKINSON DR SW RAMP	-	-	-	-	-	838	-	-	-	85.0	39.4	1	-
0010	72+79	-	3780+20	ATKINSON DR SW RAMP	-	-	-	-	-	825	-	-	-	37.5	39.4	1	-
				RAMP SUBTOTAL	0	0	0	0	0	13,951	25	38	763	123	647	17	14
				TOTAL 0010	2	4	250	40	2,262	38,073	25	38	763	123	1,830	51	37

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	999.2100.S. INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF	REMARKS
0010	3322+35'NB'	-	3324+37'NB'	IH 43 NB RT	-	-	200	
0010	3328+94'SB'	-	3333+65'SB'	IH 43 SB LT	-	-	478	
0010	3329+03'NB'	-	3335+58'NB'	IH 43 NB RT	-	-	658	
0010	3332+22'SB'	-	3333+23'SB'	IH 43 SB LT	-	-	228	
0010	3336+57'SB'	-	3338+42'SB'	IH 43 SB LT	186	186	-	
0010	3337+21'SB'	-	3338+90'SB'	IH 43 SB RT	170	170	-	
0010	3355+58'SB'	-	3357+53'SB'	IH 43 SB LT	197	197	-	
0010	3356+00'SB'	-	3357+69'SB'	IH 43 SB RT	170	170	-	
0010	3357+17'NB'	-	3358+88'NB'	IH 43 NB RT	170	170	-	
0010	3380+98'NB'	-	3386+35'NB'	IH 43 NB RT	-	-	550	
0010	3381+75'SB'	-	3386+75'SB'	IH 43 SB LT	-	-	560	
0010	3422+63'SB'	-	3423+72'SB'	IH 43 SB LT	-	-	190	
0010	3435+69'NB'	-	3437+37'NB'	IH 43 NB LT	170	170	-	
0010	3436+11'NB'	-	3437+91'NB'	IH 43 NB RT	180	180	-	
0010	3443+99'SB'	-	3445+68'SB'	IH 43 SB LT	170	170	-	
0010	3444+57'NB'	-	3446+26'NB'	IH 43 SB RT	170	170	-	
0010	3487+08'NB'	-	3488+75'NB'	IH 43 NB RT	170	170	-	
0010	3487+90'NB'	-	3489+58'NB'	IH 43 NB LT	170	170	-	
0010	3490+44'NB'	-	3492+09'NB'	IH 43 NB RT	-	-	175	
0010	3490+79'SB'	-	3492+64'SB'	IH 43 SB LT	-	-	192	
0010	3498+60'SB'	-	3500+33'SB'	IH 43 SB LT	175	175	-	
0010	3498+59'SB'	-	3500+27'SB'	IH 43 SB RT	170	170	-	
0010	3517+71'NB'	-	3519+39'NB'	IH 43 NB RT	170	170	-	
0010	3530+91'NB'	-	3532+59'NB'	IH 43 SB LT	177	177	-	
0010	3537+62'NB'	-	3539+27'NB'	IH 43 NB RT	170	170	-	
				SUBTOTAL	2,785	2,785	3,231	

SILT FENCE (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	999.2100.S. INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF	REMARKS
0010	3550+84'NB'	-	3552+49'NB'	IH 43 NB LT	166	166	-	
0010	3559+74'SB'	-	3561+42'SB'	IH 43 SB RT	170	170	-	
0010	3600+06'NB'	-	3601+76'NB'	IH 43 NB RT	173	173	-	
0010	3604+41'NB'	-	3610+23'NB'	IH 43 NB RT	-	-	586	
0010	3614+09'SB'	-	3615+75'SB'	IH 43 SB LT	170	170	-	
0010	3625+45'NB'	-	3629+14'NB'	IH 43 NB RT	-	-	380	
0010	3657+78'NB'	-	3660+97'NB'	IH 43 NB RT	-	-	325	
0010	3673+79'NB'	-	3685+20'NB'	IH 43 NB RT	-	-	1,155	
0010	3676+48'SB'	-	3678+16'SB'	IH 43 SB LT	172	172	-	
0010	3430+37	-	3433+47	MASON ST SW RAMP RT	-	-	314	
0010	141+52	-	142+73	54/57 NORTH LOOP LT	145	145	-	
0010	146+90	-	3567+91	54/57 NORTH LOOP RT	152	152	-	
0010	123+01	-	3573+84	54/57 SE RAMP RT	207	207	-	
0010	3586+13	-	108+84	54/57 SOUTH LOOP LT	162	162	-	
0010	3610+32	-	106+15	54/57 EB CONNECTOR RT	-	-	1,825	
0010	103+88	-	107+21	54/57 EB CONNECTOR LT	-	-	333	
0010	108+50	-	110+24	54/57 EB CONNECTOR RT	176	176	-	
0010	3658+27		3661+77	WEBSTER NE RAMP RT	-	-	345	
0010	3658+64		3661+62	WEBSTER NE RAMP LT	-	-	315	
0010	3663+77		3671+86	WEBSTER NE LOOP RT	-	-	765	
0010	3779+51		3780+72	ATKINSON SW RAMP RT	134	134	-	
0010	3779+60		3780+79	ATKINSON SW RAMP LT	120	120	-	
0010				UNDISTRIBUTED	1,183	1,183	2,394	
				SUBTOTAL	3,130	3,130	8,737	
				0010 TOTAL	5,915	5,915	11,522	

TEMPORARY EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
0010	3333+10'SB'	-	-	IH 43 SB LT	-	-	5
0010	3384+72'SB'	-	-		-	-	5
0010	3413+17'NB'	-	-				5
0010	3580+83'NB'	-	3607+94'NB'	IH 43 MEDIAN	3	135	-
0010	3614+35'NB'	-	3656+55'NB'	IH 43 MEDIAN	5	270	-
0010	3780+72'NB'	-	3829+04'NB'	IH 43 MEDIAN	6	225	10
0010				UNDISTRIBUTED	4	158	6
				TOTAL 0010	18	788	31

EROSION CONTROL MOBILIZATIONS

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	17	13
	TOTAL 0010	17	13

SIGNS TYPE I

CATEGORY	STATION	LOCATION	W X H	637.1220 SIGNS TYPE I REFLECTIVE SH SF	REMARKS
0010	3780+28'NB'	IH 43 MEDIAN	216" X 90"	135	S-5-447
		TOTAL 0010		135	

EROSION CONTROL (RESTORATION)

CATEGORY	STATION	TO	STATION	LOCATION	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB
0010	3580+40'NB'	-	3608+25'NB'	IH 43 MEDIAN NB/SB	21,202	13	572
0010	3613+90'NB'	-	3656+50'NB'	IH 43 MEDIAN NB/SB	21,717	14	586
0010	3781+90'NB'	-	3829+05'NB'	IH 43 MEDIAN NB/SB	21,405	13	578
				UNDISTRIBUTED	16,081	10	434
				TOTAL 0010	80,406	50	2,170

SEED WATER

CATEGORY	STATION	TO	STATION	LOCATION	630.0500 SEED WATER MGAL	REMARKS
0010	3335+75'SB'	-	-	IH 43 SB	1	REMOVING SAND BARREL ARRAYS
0010	3354+60'SB'	-	-	IH 43 SB LT & RT	2	REMOVING SAND BARREL ARRAYS
0010	3580+40'NB'	-	3608+25'NB'	IH 43 MEDIAN NB/SB	476	CABLE GUARD MEDIAN GRADING AND SHAPING
0010	3613+90'NB'	-	3656+50'NB'	IH 43 MEDIAN NB/SB	488	CABLE GUARD MEDIAN GRADING AND SHAPING
0010	3781+90'NB'	-	3829+05'NB'	IH 43 MEDIAN NB/SB	481	CABLE GUARD MEDIAN GRADING AND SHAPING
0010	-		-	VARIOUS	40	GRADING, SHAPING FINISHING DITCH
0010	-		-	VARIOUS	18	SHAPING AND FINISHING CULVERT PIPES AND APRON ENDWALLS
				TOTAL 0010	1506	

SIGNS

CATEGORY	STATION	LOCATION	634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	3553+20	IH 43 NB TO 54/57 NE RAMP GORE	2	1	-	2	90" x 60"
0010	3765+88	IH 43 MEDIAN	-	-	1	-	
		TOTAL 0010	2	1	1	2	

TRAFFIC CONTROL (LANES CLOSURES)

			643.0320.S			643.0370.S		643.1100.S				643.1205.S			643.1220		
			TEMPORARY TAPE RUMBLE STRIPS			DIGITAL SPEED REDUCTION SYSTEM (DSRS)		DYNAMIC LATE MERGE SYSTEM				BASIC TRAFFIC QUEUE WARNING SYSTEM			CONNECTED WORK ZONE START AND END LOCATION MARKERS		
CATEGORY	LOCATION	STAGE	UNITS	LENGTH	TOTAL	DSLT	DAY	FBS	PCMS	PTS	DAY	FBS	PTS	DAY	START	END	DAY
0010	IH 43 NB	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	-	-	-	1	4	2	3	4	4	-	-	-	1	1	4
0010	IH 43 SB	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	-	-	-	-	-	-	-	-	-	4	3	4	-	-	-
0010	IH 43 NB TO WIS 172 WB	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	-	-	-	-	-	-	-	-	-	2	1	4	-	-	-
0010	IH 43 SB TO WIS 172 WB	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	-	-	-	-	-	-	-	-	-	4	3	4	-	-	-
0010	WIS 172 EB	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	-	-	-	-	-	-	-	-	-	5	4	4	1	1	4
0010	IH 43 NB	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	-	-	-	-	-	-	-	-	-	3	3	4	-	-	-
0010	IH 43 SB	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	-	-	-	1	4	2	3	4	4	4	4	4	1	1	4
0010	WIS 172 EB	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	-	-	-	-	-	-	-	-	-	1	1	4	-	-	-
0010	WIS 54/57 EB	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	-	-	-	-	-	-	-	-	-	4	4	4	-	-	-
0010	WIS 54/57 WB	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	-	-	-	-	-	-	-	-	-	4	4	4	-	-	-
0010	IH 43 NB	FULL CLOSURE IH 43 NB (MASON ST TO WIS 54/57)	-	-	-	1	4	2	3	-	4	-	-	-	1	1	4
0010	WIS 172 EB	FULL CLOSURE IH 43 NB (MASON ST TO WIS 54/57)	-	-	-	-	-	-	1	-	4	-	-	-	-	-	-
0010	IH 43 SB	FULL CLOSURE IH 43 SB (WIS 54/57 TO MASON ST)	-	-	-	1	4	2	3	4	4	-	-	-	1	1	4
0010	WIS 54/57 EB	FULL CLOSURE IH 43 SB (WIS 54/57 TO MASON ST)	-	-	-	-	-	-	-	-	-	4	4	4	-	-	-
0010	WIS 54/57 WB	FULL CLOSURE IH 43 SB (WIS 54/57 TO MASON ST)	-	-	-	-	-	-	-	-	-	4	4	4	-	-	-
0010	IH 43 NB	INSIDE CONTINUOUS LANE CLOSURE (SOUTH SEGMENT)	2	648	1,296	9	159	2	3	4	159	-	-	-	1	1	159
0010	IH 43 NB	INSIDE CONTINUOUS LANE CLOSURE (NORTH SEGMENT)	2	648	1,296	6	100	2	3	4	100	4	4	100	2	1	100
0010	IH 43 SB	INSIDE CONTINUOUS LANE CLOSURE (SOUTH SEGMENT)	2	648	1,296	8	30	2	3	4	30	-	-	-	1	1	30
0010	IH 43 SB	INSIDE CONTINUOUS LANE CLOSURE (NORTH SEGMENT)	2	648	1,296	6	100	2	3	4	100	-	-	-	1	1	100
0010	IH 43 NB	OUTSIDE CONTINUOUS LANE CLOSURE (SOUTH SEGMENT)	2	648	1,296	9	30	2	3	4	30	-	-	-	1	1	30
0010	IH 43 NB	OUTSIDE CONTINUOUS LANE CLOSURE (NORTH SEGMENT)	2	648	1,296	5	40	2	3	4	40	-	-	-	1	1	40
0010	IH 43 SB	OUTSIDE CONTINUOUS LANE CLOSURE (SOUTH SEGMENT)	2	648	1,296	9	30	2	3	4	30	-	-	-	1	1	30
0010	IH 43 SB	OUTSIDE CONTINUOUS LANE CLOSURE (NORTH SEGMENT)	2	648	1,296	4	40	2	3	4	40	-	-	-	1	1	40
0010	IH 43 NB/SB	NIGHTLY LANE CLOSURES	-	-	-	7	60	-	-	-	-	-	-	-	1	1	60
		TOTAL 0010			10,368		605				545			144			609

TRAFFIC CONTROL

		643.0300			643.0420			643.0705			643.0715			643.0900			643.0920			
		TRAFFIC CONTROL DRUMS DURATION			TRAFFIC CONTROL BARRICADES TYPE III DURATION			TRAFFIC CONTROL WARNING LIGHTS TYPE A DURATION			TRAFFIC CONTROL WARNING LIGHTS TYPE C DURATION			TRAFFIC CONTROL SIGNS DURATION			TRAFFIC CONTROL COVERING SIGNS TYPE II			
CATEGORY	LOCATION	#	DAYS	DAY	#	DAYS	DAY	#	DAYS	DAY	#	DAYS	DAY	#	DAYS	DAY	# OF CYCLES	# OF SIGNS	EACH	REMARKS
0010	INSIDE CONTINUOUS LANE CLOSURE NB (SOUTH SEGMENT)	575	30	17,250	1	30	30	2	30	60	114	30	3,420	30	30	900	1	3	3	
0010	INSIDE CONTINUOUS LANE CLOSURE NB (NORTH SEGMENT)	660	100	66,000	1	100	100	2	100	200	110	100	11,000	33	100	3,300	1	2	2	
0010	INSIDE CONTINUOUS LANE CLOSURE SB (SOUTH SEGMENT)	559	30	16,770	1	30	30	2	30	60	88	30	2,640	26	30	780	1	3	3	
0010	INSIDE CONTINUOUS LANE CLOSURE SB (NORTH SEGMENT)	500	100	50,000	1	100	100	2	100	200	127	100	12,700	36	100	3,600	1	2	2	
0010	OUTSIDE CONTINUOUS LANE CLOSURE NB (SOUTH SEGMENT)	670	30	20,100	7	30	210	14	30	420	110	30	3,300	40	30	1,200	1	3	3	
0010	OUTSIDE CONTINUOUS LANE CLOSURE NB (NORTH SEGMENT)	569	40	22,760	5	40	200	10	40	400	69	40	2,760	35	40	1,400	3	2	6	
0010	OUTSIDE CONTINUOUS LANE CLOSURE SB (SOUTH SEGMENT)	706	30	21,180	5	30	150	10	30	300	97	30	2,910	30	30	900	1	3	3	
0010	OUTSIDE CONTINUOUS LANE CLOSURE SB (NORTH SEGMENT)	568	40	22,720	5	40	200	10	40	400	68	40	2,720	30	40	1,200	3	2	6	
0010	NIGHTLY LANE CLOSURES	650	60	39,000	5	60	300	10	60	600	60	50	3,000	35	60	2,100	60	5	300	
0010	RAMP CLOSURES	35	100	3,500	7	100	700	14	100	1,400	15	100	1,500	5	1,000	5,000	60	2	120	
0010	FULL FREEWAY CLOSURE NB (WIS 172-MASON ST)	384	4	1,536	14	4	56	24	4	96	134	4	536	174	4	696	1	3	3	INCLUDES DETOUR SIGNS
0010	FULL FREEWAY CLOSURE SB (MASON ST- WIS 172)	223	4	892	7	4	28	14	4	56	35	4	140	360	4	1,440	1	4	4	INCLUDES DETOUR SIGNS
0010	FULL FREEWAY CLOSURE NB (MASON ST - WIS 54/57)	184	4	736	7	4	28	14	4	56	84	4	336	161	4	644	1	1	1	INCLUDES DETOUR SIGNS
0010	FULL FREEWAY CLOSURE SB (WIS 54/57 - MASON ST)	79	4	316	7	4	28	14	4	56	31	4	124	291	4	1,164	1	2	2	INCLUDES DETOUR SIGNS
0010	TEMPORARY TRAFFIC SIGNAL (US 141 AND WIS 29)	-	-	-	-		-	-		-	-		-	3	8	24	2	9	18	
0010	TEMPORARY TRAFFIC SIGNAL (US 141 AND ELM VIEW RD)	-	-	-	-	-	-	-	-	-	-	-	-	11	8	88	2	11	22	
0010	TEMPORARY TRAFFIC SIGNAL (IH 43 SB AND ELM VIEW RD)	-	-	-	-	-	-	-	-	-	-	-	-	5	8	40	2	3	6	
0010	TEMPORARY TRAFFIC SIGNAL (MASON ST AND HURON ST)	-	-	-	-	-	-	-	-	-	-	-	-	8	12	96	3	12	36	
0010	TEMPORARY TRAFFIC SIGNAL (WIS 54/57 AND BAY SETTLEMENT RD)	-	-	-	-	-	-	-	-	-	-	-	-	10	8	80	2	4	8	
0010	DETOUR ATKINSON SE RAMP DURING IH 43 SB LANE CLOSURES	-	-	-	-	-	-	-	-	-	-	-	-	70	140	9,800	4	2	8	
	TOTAL 0010			282,760			2,160			4,304			47,086			34,452			556	

TRAFFIC CONTROL CONNECTED WORK ZONE

CATEGORY	LOCATION	643.0810 CONNECTED ARROW BOARD DURATION #	DAYS	DAY	REMARKS
0010	INSIDE CONTINUOUS LANE CLOSURE NB (SOUTH SEGMENT)	1	30	30	SINGLE LANE CLOSURE
0010	INSIDE CONTINUOUS LANE CLOSURE NB (NORTH SEGMENT)	1	100	100	SINGLE LANE CLOSURE
0010	INSIDE CONTINUOUS LANE CLOSURE SB (SOUTH SEGMENT)	1	30	30	SINGLE LANE CLOSURE
0010	INSIDE CONTINUOUS LANE CLOSURE SB (NORTH SEGMENT)	2	100	200	SINGLE LANE CLOSURE
0010	OUTSIDE CONTINUOUS LANE CLOSURE NB (SOUTH SEGMENT)	1	30	30	SINGLE LANE CLOSURE
0010	OUTSIDE CONTINUOUS LANE CLOSURE NB (NORTH SEGMENT)	1	40	40	SINGLE LANE CLOSURE
0010	OUTSIDE CONTINUOUS LANE CLOSURE SB (SOUTH SEGMENT)	1	30	30	SINGLE LANE CLOSURE
0010	OUTSIDE CONTINUOUS LANE CLOSURE SB (NORTH SEGMENT)	2	40	80	SINGLE LANE CLOSURE
0010	NIGHTLY LANE CLOSURES	1	60	60	SINGLE LANE CLOSURE
0010	RAMP CLOSURES	-	-	-	
0010	FULL FREEWAY CLOSURE NB (WIS 172-MASON ST)	2	4	8	
0010	FULL FREEWAY CLOSURE SB (MASON ST- WIS 172)	1	4	4	
0010	FULL FREEWAY CLOSURE NB (MASON ST - WIS 54/57)	1	4	4	
0010	FULL FREEWAY CLOSURE SB (WIS 54/57 - MASON ST)	1	4	4	
	TOTAL 0010			620	

TRAFFIC CONTROL (PCMS)

CATEGORY	LOCATION	643.1050 TRAFFIC CONTROL SIGNS PCMS UNITS	LENTH	DAY
0010	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	6	10	60
0010	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	7	10	70
0010	FULL CLOSURE IH 43 NB (MASON ST TO WIS 54/57)	6	10	60
0010	FULL CLOSURE IH 43 SB (WIS 54/57 TO MASON ST)	5	10	50
0010	RAMP CLOSURES	1	304	304
0010	LANE CLOSURES	1	102	102
	TOTAL 0010			646

TRAFFIC CONTROL (FMS)

CATEGORY	SIGN #	LENGTH INCHES	HEIGHT INCHES	# OF SIGNS EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	20A/94A	78	12	1	6.50
0010	25/103	90	24	1	15.00
0010	211/212	72	48	2	48.00
	TOTAL 0010				69.50

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH LF	REMARKS
		-		SOUTH SEGMENT			
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	54,248	9,032	BEGIN PROJECT - MASON ST
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	55,386	4,034	MASON ST - END SOUTH SEGMENT
0010	3569+37'SB'	-	3685+27'SB'	IH 43 SB	53,442	10,270	BEGIN PROJECT - MASON ST
0010	3765+12'SB'	-	3829+01'SB'	IH 43 SB	66,394	6,074	MASON ST - END SOUTH SEGMENT
0010	3363+97'JNEL'	-	3378+76'JNEL'	CTH JJ NEL RAMP	2,858	142	
0010	3361+07'JNE'	-	3378+00'JNE'	CTH JJ NE RAMP	3,448	-	
0010	3374+32'JNWL'	-	3362+82'JNWL'	CTH JJ NWL RAMP	2,371	-	
0010	3358+86'JNW'	-	3377+38'JNW'	CTH JJ NW RAMP	3,651	140	
0010	30+50		50+81	CTH JJ	-	-	
0010	3429+30'VSE'	-	3440+01'VSE'	MASON ST SE RAMP	2,046	1,984	
0010	3430+83'VSW'	-	3440+12'VSW'	MASON ST SW RAMP	1,818	-	
0010	3441+71'VNW'	-	3452+39'VNW'	MASON ST NW RAMP	2,030	1,684	
0010	3442+33'VNE'	-	3451+24'VNE'	MASON ST NE RAMP	1,720	-	
0010				54/57 NE RAMP / WBC	13,740	1,112	
				SOUTH SEGMENT SUBTOTAL	263,151	34,472	
				NORTH SEGMENT			
0010	3569+37'NB'	-	3685+27'NB'	IH 43 NB	48,186	7,764	BEGIN NORTH SEGMENT TO B-5-158
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	26,165	914	B-5-158 TO END PROJECT
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	36,550	3,316	BEGIN NORTH SEGMENT TO B-5-158
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	26,465	1,982	B-5-158 TO END PROJECT
0010	131+51	-	3569+37	54/47 NORTH LOOP	3,018	100	
0010	118+98	-	3562+35	54/57 SE RAMP	-	-	
0010	3585+61	-	1+20	54/57 SL RAMP	-	-	
0010	119+20		141+60	54/47 NW RAMP	4,351	100	
0010	3599+20		122+75	54/57 EBC/SW RAMP	5,767	100	
0010	3665+60		3665+60	WEBSTER NE RAMP	2,201	450	
0010	3662+04		3666+94	WEBSTER NEL RAMP	2,744	240	
0010	3664+49		3672+84	WEBSTER SE RAMP	1,705	-	
0010	3677+63		3683+65	WEBSTER SW RAMP	1,866	274	
0010	26+24	-	47+35	WEBSTER AVENUE	-	-	
0010	3768+28		3772+49	ATKINSON DR SE RAMP	1,342	-	
0010	3773+64		3787+55	ATKINSON DR SW RAMP	2,862	252	
0010	3792+21		3792+21	ATKINSON DR NWL RAMP	2,175	158	
0010	3783+25		3788+09	ATKINSON DR NW RAMP	2,730	-	
0010	66+00		89+00	ATKINSON DRIVE	-	-	
				NORTH SEGMENT SUBTOTAL	168,127	15,650	
				TOTAL 0010	431,278	50,122	

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH LF YELLOW SOLID	646.2020 LF WHITE SOLID	646.2020 LF BLACK 12.5 SKIPS	646.2020 LF WHITE 12.5 SKIPS	646.2020 LF WHITE 3' SKIPS	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH LF BLACK 12.5 SKIPS	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF YELLOW SOLID	646.2040 LF WHITE SOLID	646.2040 LF WHITE 3' SKIPS	646.2040 LF WHITE 12.5 SKIPS	646.4020 MARKING LINE EPOXY 10-INCH LF	646.4025 MARKING LINE GROOVED BLACK EPOXY 10-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	REMARKS
				SOUTH SEGMENT														
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	180	180	-	50	-	3,292	11,914	11,918	286	3,292	-	564	4,516	BEGIN PROJECT - MASON ST
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	472	472	-	113	-	3,054	12,215	12,424	284	3,054	-	-	2,017	MASON ST - END SOUTH SEGMENT
0010	3569+37'SB'	-	3685+27'SB'	IH 43 SB	180	180	-	50	-	2,957	11,832	11,932	232	2,957	-	309	5,135	BEGIN PROJECT - MASON ST
0010	3765+12'SB'	-	3829+01'SB'	IH 43 SB	835	835	-	225	-	3,695	14,780	14,722	305	3,695	-	-	3,037	MASON ST - END SOUTH SEGMENT
0010	3363+97	-	3378+76	CTH JJ NEL RAMP	-	-	-	-	-	-	1,437	1,421	-	-	-	-	71	
0010	3361+07	-	3378+00	CTH JJ NE RAMP	-	-	-	-	-	-	1,727	1,721	-	-	-	-	-	
0010	3374+32	-	3362+82	CTH JJ NWL RAMP	-	-	-	-	-	-	1,210	1,161	-	-	-	-	-	
0010	3358+86	-	3377+38	CTH JJ NW RAMP	-	-	-	-	-	-	1,813	1,838	-	-	-	-	70	
0010	30+50		50+81	CTH JJ	3,847	3,738	-		-	-	-	-	-	-	569	-	-	
0010	3429+30	-	3440+01	MASON ST SE RAMP	185	205	-	-	-	-	1,022	1,024	-	-	102	-	992	
0010	3430+83	-	3440+12	MASON ST SW RAMP	-	-	-	-	-	-	862	956	-	-	-	-	-	
0010	3441+71	-	3452+39	MASON ST NW RAMP	-	-	-	-	-	-	1,016	1,014	-	-	-	-	842	
0010	3442+33	-	3451+24	MASON ST NE RAMP	-	-	-	-	-	-	831	889	-	-	-	-	-	
0010	3552+20		144+00	54/57 NE RAMP / WBC	165	165	-	-	-	-	3,427	3,443	-	-	-	-	556	
				SOUTH SEGMENT SUBTOTAL	5,864	5,775	0	438	0	12,998	64,086	64,463	1,107	12,998	671	872	17,236	
				NORTH SEGMENT														
0010	3569+37'NB'	-	3685+27'NB'	IH 43 NB	380	380	-	100	-	2,713	10,851	10,529	409	2,713	-	-	3,882	BEGIN NORTH SEGMENT TO B-5-158
0010	3685+27'NB'	-	3765+12'NB'	IH 43 NB	7,982	7,980	1,995	1,995	-	-	-	-	-	-	-	-	-	B-5-158 (LEO FRIGO BRIDGE)
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	412	412	-	88	-	1,467	5,866	5,750	145	1,467	-	-	457	B-5-158 TO END PROJECT
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	424	424	-	100	-	2,048	8,192	8,035	230	2,048	-	-	1,658	BEGIN NORTH SEGMENT TO B-5-158
0010	3685+27'SB'	-	3765+12'SB'	IH 43 SB	7,980	7,981	1,995	1,995	116	-	-	-	-	-	-	-	-	B-5-158 (LEO FRIGO BRIDGE)
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	-	-	-	-	-	1,470	5,878	5,885	94	1,470	-	-	991	B-5-158 TO END PROJECT
0010	131+51	-	3569+37	54/47 NORTH LOOP	-	-	-	-	-	-	1,339	1,679	-	-	-	-	50	
0010	118+98	-	3562+35	54/57 SE RAMP	-	-	-	-	-	-	1,658	1,645	-	-	-	-	50	
0010	3585+61	-	1+20	54/57 SL RAMP	-	-	-	-	-	-	1,183	1,174	-	-	-	-	50	
0010	119+20	-	141+60	54/47 NW RAMP	-	-	-	-	-	-	2,131	2,220	-	-	-	-	50	
0010	3599+20	-	122+75	54/57 EBC/SW RAMP	167	167	-	-	-	-	2,878	2,889	-	-	-	-	50	
0010	3665+60	-	3665+60	WEBSTER NE RAMP	-	-	-	-	-	-	1,090	1,111	-	-	-	-	225	
0010	3662+04	-	3666+94	WEBSTER NEL RAMP	-	-	-	-	-	-	1,371	1,373	-	-	-	-	120	
0010	3664+49	-	3672+84	WEBSTER SE RAMP	-	-	-	-	-	-	835	870	-	-	-	-	-	
0010	3677+63	-	3683+65	WEBSTER SW RAMP	-	-	-	-	-	-	989	877	-	-	-	-	137	
0010	26+24	-	47+35	WEBSTER AVENUE	3,586	-	-	1,011	-	-	-	-	-	-	989	-	-	
0010	3768+28	-	3772+49	ATKINSON DR SE RAMP	-	-	-	-	-	-	698	644	-	-	-	-	-	
0010	3773+64	-	3787+55	ATKINSON DR SW RAMP	-	-	-	-	-	-	1,473	1,389	-	-	-	-	126	
0010	3792+21	-	3792+21	ATKINSON DR NWL RAMP	-	-	-	-	-	-	1,117	1,058	-	-	-	-	79	
0010	3783+25	-	3788+09	ATKINSON DR NW RAMP	-	-	-	-	-	-	1,342	1,388	-	-	-	-	-	
0010	66+00	-	89+00	ATKINSON DRIVE	3,684	2,640	-	1,030	30	-	-	-	-	-	629	-	-	
				NORTH SEGMENT SUBTOTAL	24,615	19,984	3,991	6,319	146	7,697	48,891	48,516	878	7,697	1,618	0	7,925	
				SUBTOTALS	30,479	25,759	3,991	6,757	146	20,694	112,977	112,979	1,984	20,694	2,289	872	25,161	
				TOTAL 0010			67,132						248,635					

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PAVEMENT MARKING ARROW

CATEGORY	STATION	LOCATION	646.5020 MARKING ARROW EPOXY EACH	REMARKS
0010	3333+25'NB'	IH 43 NB	1	TYPE 5
0010	3338+25'NB'	IH 43 NB	1	TYPE 5
0010	3612+85'NB'	IH 43 NB	1	TYPE 5
0010	3619+15'NB'	IH 43 NB	1	TYPE 5
0010	3820+10'SB'	IH 43 SB	1	TYPE 2
0010	32+65	CTH JJ	1	TYPE 2
0010	33+90	CTH JJ	1	TYPE 2
0010	35+60	CTH JJ	1	TYPE 2
0010	36+45	CTH JJ	1	TYPE 2
0010	48+80	CTH JJ	1	TYPE 2
0010	49+35	CTH JJ	1	TYPE 2
0010	3436+44	MASON ST SE RAMP	3	TYPE 2,3
0010	3438+98	MASON ST SE RAMP	1	TYPE 2
0010	3440+78	MASON ST SE RAMP	2	TYPE 2,3
0010	3441+18	MASON ST NW RAMP	2	TYPE 2,3
0010	3443+00	MASON ST NW RAMP	1	TYPE 2
0010	3444+94	MASON ST NW RAMP	3	TYPE 2,3
0010	3670+00	WEBSTER NE RAMP	1	TYPE 4
0010	28+18	WEBSTER AVENUE	1	TYPE 2
0010	28+97	WEBSTER AVENUE	1	TYPE 2
0010	31+05	WEBSTER AVENUE	1	TYPE 2
0010	43+80	WEBSTER AVENUE	1	TYPE 2
0010	45+18	WEBSTER AVENUE	1	TYPE 2
0010	83+24	ATKINSON DRIVE	2	TYPE 2
0010	85+11	ATKINSON DRIVE	2	TYPE 2
		TOTAL 0010	33	

PAVEMENT MARKING WORD

CATEGORY	STATION	LOCATION	646.5120 MARKING WORD EPOXY EACH	REMARKS
0010	33+51	CTH JJ	1	"ONLY"
0010	3437+71	MASON ST SE RAMP	1	"ONLY"
0010	3443+98	MASON ST NW RAMP	1	"ONLY"
0010	44+20	WEBSTER AVE	1	"ONLY"
0010	87+98	ATKINSON DRIVE	1	"ONLY"
		TOTAL 0010	5	

PAVEMENT MARKING CHEVRON

CATEGORY	STATION	TO	STATION	LOCATION	646.7220 MARKING CHEVRON EPOXY 24-INCH LF
0010	3332+20'NB'	-	3335+50'NB'	IH 43 SB TO WIS 172 GORE	350
0010	3359+88'NB'	-	3363+78'NB'	IH 43 NB TO CTH JJ GORE	370
0010	3550+66'NB'	-	3552+27'NB'	IH 43 NB TO 54/57 NE RAMP GORE	105
0010	3568+73	-	3569+73	WIS 54/57 NE TO 54/57 WBC GORE	67
				TOTAL 0010	892

PAVEMENT MARKING ISLAND NOSE

CATEGORY	STATION	TO	STATION	LOCATION	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
0010	3359+70	-	3359+86	CTH JJ NW RAMP	10	1
0010	3377+82	-	3377+90	CTH JJ NE LOOP	10	1
0010	69+43	-	69+51	ATKINSON DRIVE LT	7	-
0010	69+43	-	69+60	ATKINSON DRIVE	10	1
0010	70+23	-	70+34	ATKINSON DRIVE	10	1
0010	85+28	-	85+39	ATKINSON DRIVE	10	1
				TOTAL 0010	57	5

MARKING REMOVAL

CATEGORY	STATION	TO	STATION	LOCATION	646.9055 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH LF	646.9150 MARKING REMOVAL LINE GROOVED PERMANENT TAPE 8-INCH LF	646.9152 MARKING REMOVAL LINE GROOVED PERMANENT TAPE 10-INCH LF	646.9155 MARKING REMOVAL LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH LF
0010	3326+43	-	3327+43	WIS 172 TO IH 43 NB CENTERLINE SKIPS	25	-	-	-
0010	3330+00	-	3322+00	IH 43 SB TO WIS 172 CENTERLINE SKIPS	25	-	-	-
0010	3549+90'NB'	-	3552+76'NB'	IH 43 NB TO 54/57 NE RAMP GORE	-	-	-	365
0010	3655+53'NB'	-	3657+63'NB'	IH 43 NE TO WEBSTER NE RAMP GORE	-	440	-	-
0010	3662+97'SB'	-	3665+28'SB'	WEBSTER SE RAMP TO IH 43 SB GORE	-	205	-	-
0010	3667+43'NB'	-	3671+56'NB'	IH 43 NB TO WEBSTER NE RAMP GORE	-	832	-	-
0010	3683+16'NB'	-	3685+45'NB'	IH 43 NB TO WEBSTER SW RAMP GORE	-	465	-	-
0010	3765+08'SB'	-	3767+64'SB'	ATKINSON SE RAMP TO IH 43 SB GORE	-	515	-	-
0010	3784+48'NB'	-	3786+72'NB'	IH 43 TO ATKINSON NW LOOP GORE	-	453	-	-
0010	3787+90'SB'	-	3790+20'SB'	IH 43 SB TO ATKINSON SW RAMP GORE	-	490	-	-
0010	3806+01'SB'		3823+77'SB'	IH 43 SB CENTERLINE SKIPS	613	-	-	-
0010	3822+01'NB'		3823+77'NB'	IH 43 NB CENTERLINE SKIPS	38	-	-	-
0010	145+08		145+58	54/57 NE RAMP GORE	-	-	50	-
0010	135+58		136+08	54/57 NORTH LOOP GORE	-	-	50	-
0010	122+26		122+76	54/57 EB CONNECTOR GORE	-	-	50	-
0010	141+56		141+06	54/57 NW RAMP GORE	-	-	50	-
				TOTAL 0010	700	3,400	200	365

PAVEMENT MARKING STOP LINE

CATEGORY	STATION	LOCATION	646.6120 MARKING STOP LINE EPOXY 18-INCH LF
0010	3358+80	CTH JJ NW RAMP	15
0010	3359+13	CTH JJ NW RAMP	17
0010	3378+60	CTH JJ NE LOOP	17
0010	3378+78	CTH JJ NE LOOP	15
0010	3669+95	WEBSTR NE RAMP	15
0010	3670+12	WEBSTR NE RAMP	18
		TOTAL 0010	97

REMOVING RAISED PAVEMENT MARKERS

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.06 REMOVING RAISED PAVEMENT MARKERS EACH
0010	3331+65'SB'		3336+14'SB'	IH 43 SB TO WIS 172 RAMP GORE	36
0010	3359+40'NB'		33640+40'NB'	IH 43 NB TO CTH JJ NE RAMP GORE	39
0010	3426+54'NB'		3429+80'NB'	IH 43 NB TO MASON SE RAMP GORE	25
0010	3452+05'SB'		3455+08'SB'	IH 43 SB TO MASON ST NW RAMP	23
0010	3549+90'NB'	-	3552+65'NB'	IH 43 NB TO 54/57 NE RAMP GORE	22
0010	3599+00'NB'		3601+00'NB'	IH 43 SB TO 54/57 SE RAMP GORE	16
				TOTAL 0010	161

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Conduit Rigid Nonmetallic Schedule 40

Location				
S05-0575 (IH 43 SB & CTH V/E Mason)		652.0225	652.0235	652.0615
		2-Inch	3-Inch	3-Inch
				Special
FROM	TO	LF	LF	LF
CB1	PB1		15	
CB1	PB1		15	
CB1	Drain	10		
CB1	PB2			25
CB1	PB2			25
PB2	Drain	10		
PB2	SB1	5		
PB2	Splice to East	5		
PB2	Splice to East	5		
PB2	Splice South to median pull box	5		
PB2	Splice South to median pull box	5		
PB2	PB3			110
PB3	Splice North to median pull box	5		
PB3	Splice North to median pull box	5		
PB3	Splice towards SB2	5		
PB3	Drain	10		
PB3	Splice towards SB3	5		
PB3	Splice towards pull box	5		
PB3	Splice towards pull box	5		
PB6	Splice towards pull box	5		
PB6	Splice towards pull box	5		
PB6	Splice towards SB5	5		
PB6	Splice North to median pull box	5		
PB6	Splice North to median pull box	5		
	TOTALS	110	30	160

Concrete Bases

		SPV.0060.00.07
		Concrete Control Cabinet Bases
		Type 9 NE Region Special
LOCATION		EACH
S05-0575 (IH 43 SB & CTH V/E Mason)		
	CB1	1
TOTALS		1

TRAFFIC SIGNALS

	656.0201
	Electrical Service
	Meter Breaker Pedestal
	S05-0575 (IH 43 SB & CTH V/E Mason)
LOCATION	EACH
S05-0575 (IH 43 SB & CTH V/E Mason)	1
TOTALS	1

Removing Pull Boxes

	653.0905
LOCATION	EACH
S05-0575 (IH 43 SB & CTH V/E	2

Removing Concrete Bases

	204.0195
LOCATION	EACH
S05-0575 (IH 43 SB & CTH V/E	3
TOTAL	3

Pull Boxes

	Non-Conductive
	653.0164
	24x42-Inch
LOCATION	EACH
S05-0575 (IH 43 SB & CTH V/E	2
TOTALS	2

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TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	LOCATION	661.0201.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 01. US 141 AND WIS 29 EACH	661.0201.02 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 02. US 141 AND ELM VIEW RD EACH	661.0201.03 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 03. IH 43 SB AND ELM VIEW RD EACH	661.0201.04 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 04. MASON ST AND HURON ST EACH	661.0201.05 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 05. WIS 54/57 AND BAY SETTLEMENT RD EACH
0010	FULL CLOSURE IH 43 NB (WIS 172 TO MASON ST)	1	1	1	-	-
0010	FULL CLOSURE IH 43 SB (MASON ST TO WIS 172)	1	1	1	1	1
0010	FULL CLOSURE IH 43 NB (MASON ST TO WIS 54/57)	-	-	-	1	-
0010	FULL CLOSURE IH 43 SB (WIS 54/57 TO MASON ST)	-	-	-	1	1
	TOTAL 0010	2	2	2	3	2

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SAWING CONCRETE (CURB & GUTTER)

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF
0010	3372+43	-	3372+52	CTH JJ NW LOOP	14
0010	3370+22	-	3370+31	CTH JJ NW LOOP	14
0010	3367+18	-	3367+27	CTH JJ NW LOOP	14
0010	3370+64	-	3370+73	CTH JJ NE LOOP	14
0010	146+69	-	147+85	54/57 NORTH LOOP RAMP	121
0010	109+04	-	3586+59	54/57 SOUTH LOOP RAMP	149
0010	3663+64	-	3664+69	WEBSTER NE LOOP	110
0010	66+50	-	67+06	ATKINSON DRIVE	61
0010	69+43	-	69+51	ATKINSON DRIVE	24
0010	69+43	-	69+60	ATKINSON DRIVE	55
0010	70+23	-	70+34	ATKINSON DRIVE	42
0010	75+58	-	76+13	ATKINSON DRIVE	61
0010	77+89	-	78+07	ATKINSON DRIVE	23
0010	78+10	-	79+24	ATKINSON DRIVE	120
0010	80+32	-	80+68	ATKINSON DRIVE	41
0010	82+87	-	83+13	ATKINSON DRIVE	31
0010	83+79	-	84+25	ATKINSON DRIVE	55
0010	83+79	-	85+04	ATKINSON DRIVE	-
0010	84+08	-	84+75	ATKINSON DRIVE	70
0010	84+56	-	85+04	ATKINSON DRIVE	53
				CURB & GUTTER SUBTOTAL	1,071

SAWING CONCRETE (CONCRETE BARRIER)

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF
0010	3662+61	-	3672+21	IH 43 MEDIAN	1,922
0010	3673+94	-	3685+27	IH 43 MEDIAN	2,267
0010	3765+11	-	3782+50	IH 43 MEDIAN	3,133
					7,322

SAWING CONCRETE (BASE PATCHING)

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF
				SOUTH SEGMENT	
0010	3321+50'NB'	-	3440+14'NB'	IH 43 NB	1,030.00
0010	3440+14'NB'	-	3568+00'NB'	IH 43 NB	622
0010	3322+78'SB'	-	3439+99'SB'	IH 43 SB	242
0010	3439+99'SB'	-	3599+34'SB'	IH 43 SB	450
0010	3363+97	-	3378+90	CTH JJ NEL RAMP	1,321
0010	3360+55	-	3378+23	CTH JJ NE RAMP	1,505
0010	3362+82	-	3374+70	CTH JJ NWL RAMP	1,146
0010	3358+73	-	3377+38	CTH JJ NW RAMP	1,263
0010	30+20		51+31	CTH JJ	293
0010	3429+30	-	3440+02	MASON ST SE RAMP	-
0010	3430+83	-	3440+12	MASON ST SW RAMP	126
0010	3441+71	-	3452+39	MASON ST NW RAMP	126
0010	3442+33	-	3451+24	MASON ST NE RAMP	112
0010	3352+26	-	145+58	54/57 NE RAMP	1,025
0010	3569+72		3585+19	54/57 WBC	774
0010	135+58	-	3569+27	54/57 SOUTH LOOP	590
0010	118+48	-	3562+85	54/57 SE RAMP	1,638
				SOUTH SEGMENT SUBTOTAL	12,263
				NORTH SEGMENT	
0010	3568+00'NB'	-	3685+27'NB'	IH 43 NB	1,088
0010	3765+12'NB'	-	3823+77'NB'	IH 43 NB	2,431
0010	3599+34'SB'	-	3685+27'SB'	IH 43 SB	1,204
0010	3765+12'SB'	-	3823+77'SB'	IH 43 SB	1,334
0010	135+58	-	3569+27	54/47 NORTH LOOP	937
0010	119+42	-	141+55	54/47 NW RAMP	1,300
0010	3599+20	-	122+75	54/57 EBC	999
0010	89+80	-	122+77	54/57 SW RAMP	326
0010	3657+17	-	3670+30	WEBSTER NE RAMP	425
0010	3655+63	-	3667+92	WEBSTER NEL RAMP	746
0010	3673+88	-	3664+50	WEBSTER SE RAMP	306
0010	3674+48	-	3683+66	WEBSTER SW RAMP	517
0010	26+24	-	47+19	WEBSTER AVENUE	1,246
0010	3767+28	-	3774+98	ATKINSON DR SE RAMP	210
0010	3773+60	-	3788+44	ATKINSON DR SW RAMP	460
0010	3786+29	-	3797+35	ATKINSON DR NWL RAMP	128
0010	3783+28	-	3797+76	ATKINSON DR NW RAMP	704
0010	66+14	-	88+88	ATKINSON DRIVE	1,100
				NORTH SEGMENT SUBTOTAL	15,461

SAWING CONCRETE (SURFACE DRAINS)

CATEGORY	STATION	TO	STATION	690.0250 SAWING CONCRETE LF
0010	3439+46	-	3440+01	60
0010	3439+53	-	3440+08	60
0010	3439+79	-	3439+87	12
0010	3496+23	-	3496+79	60
0010	3557+23	-	3557+79	60
0010	3580+53	-	3581+09	60
0010	3611+98	-	3612+53	60
0010	3660+54	-	3661+10	120
0010	3660+55	-	3661+11	72
0010	3671+20	-	3671+75	60
0010	66+50	-	67+06	60
0010	75+58	-	76+13	60
			SURFACE DRAIN TOTAL	744
			0010 TOTAL	36,861

CONSTRUCTION STAKING STORM SEWER

650.4000

CATEGORY		LOCATION	CONSTRUCTION STAKING STORM SEWER EACH
0010	3670+70'NB'	IH 43 MEDIAN	2
0010	3674+08'NB'	IH 43 MEDIAN	2
0010	3677+78'NB'	IH 43 MEDIAN	2
0010	3681+53'NB'	IH 43 MEDIAN	2
0010	3685+06'NB'	IH 43 MEDIAN	2
0010	3765+38'SB'	IH 43 MEDIAN	1
0010	3767+10'SB'	IH 43 MEDIAN	1
0010	3770+11'SB'	IH 43 MEDIAN	1
0010	3773+11'SB'	IH 43 MEDIAN	1
0010	3778+45'SB'	IH 43 MEDIAN	1
0010	3778+45'SB'	IH 43 MEDIAN	1
0010	3779+58'NB'	IH 43 MEDIAN	1
0010	3779+59'NB'	IH 43 MEDIAN	1
		TOTAL 0010	18

CONSTRUCTION STAKING BASE

650.5000

CATEGORY			LOCATION	CONSTRUCTION STAKING BASE LF
0010	3359+66'SB'	- 3362+83'SB'	IH 43 SB	300
			TOTAL 0010	300

CONSTRUCTION STAKING PIPE CULVERTS

650.6000

CATEGORY		LOCATION	CONSTRUCTION STAKING PIPE CULVERTS EACH
0010	3332+84'SB'	IH 43 SB LT	1
0010	3362+43'SB'	IH 43 SB LT	1
0010	3362+80'NB'	IH 43 NB RT	1
0010	3414+26'SB'	IH 43 SB LT	1
0010	3413+21'NB'	IH 43 NB RT	1
0010	3486+17'NB'	IH 43 NB RT	1
0010	3491+63'SB'	IH 43 SB LT	1
0010	3672+30'SB'	IH 43 SB LT	1
0010	3765+40'NB'	IH 43 NB RT	1
0010	3790+08'NB'	IH 43 NB RT	1
0010	3376+14	CTH JJ NE LOOP	1
0010	127+00	54/57 NW RAMP	1
0010	74+98	ATKINSON DR	1
		TOTAL 0010	13

CONSTRUCTION STAKING RESURFACING REFERENCE

650.8000

CATEGORY	STATION	TO	STATION		CONSTRUCTION STAKING RESURFACING REFERENCE LF
0010	3321+50'NB'	-	3823+77'NB'	IH 43 NB	50,227
0010	3322+78'SB'		3823+77'SB'	IH 43 SB	50,099
0010	3363+92	-	3373+08	CTH JJ NEL RAMP	916
0010	3361+11	-	3378+38	CTH JJ NE RAMP	1,727
0010	3362+12	-	3369+70	CTH JJ NWL RAMP	758
0010	3358+65	-	3377+48	CTH JJ NW RAMP	1,883
0010	30+20	-	51+22	CTH JJ EB	2,102
0010	30+20	-	51+22	CTH JJ WB	2,102
0010	3429+30	-	3440+02	MASON ST SE RAMP	1,072
0010	3430+83	-	3439+94	MASON ST SW RAMP	911
0010	3441+71	-	3452+39	MASON ST NW RAMP	1,068
0010	3442+33	-	3451+24	MASON ST NE RAMP	891
0010	3552+26	-	145+58	54/57 NE RAMP	2,852
0010	3569+72	-	3585+19	54/57 WBC	1,547
0010	3585+61	-	119+89	54/57 SOUTH LOOP	1,282
0010	118+48	-	3562+85	54/57 SE RAMP	1,706
0010	135+58	-	3569+37	54/47 NORTH LOOP	1,450
0010	119+28	-	141+55	54/47 NW RAMP	2,227
0010	98+70	-	122+77	54/57 EBC	2,407
0010	107+98	-	115+33	54/57 SW RAMP	735
0010	3657+17	-	3669+93	WEBSTER NE RAMP	1,276
0010	3662+04	-	3667+92	WEBSTER NEL RAMP	588
0010	3664+50	-	3673+36	WEBSTER SE RAMP	886
0010	3674+48	-	3683+66	WEBSTER SW RAMP	918
0010	26+24	-	45+71	WEBSTER AVE NB	1,947
0010	26+24	-	47+35	WEBSTER AVE SB	2,111
0010	3767+28	-	3774+76	ATKINSON DR SE RAMP	748
0010	3774+05	-	3788+44	ATKINSON DR SW RAMP	1,439
0010	3786+30	-	3792+12	ATKINSON DR NWL RAMP	582
0010	3783+78	-	3797+76	ATKINSON DR NW RAMP	1,398
0010	66+14	-	88+88	ATKINSON DRIVE	2,274
				TOTAL 0010	142,128

CONSTRUCTION STAKING STRUCTURE

650.6501

CATEGORY	LOCATION	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) 01. S-05-447 EACH
0030	3781+71'SB'	1
	TOTAL 0030	1

CONSTRUCTION STAKING CONCRETE BARRIER

650.7500

CATEGORY	STATION	TO	STATION		CONSTRUCTION STAKING CONCRETE BARRIER LF
0010	3662+61'NB'	-	3669+19'NB'	IH 43 MEDIAN	658
0010	3662+61'SB'	-	3669+19'SB'	IH 43 MEDIAN	658
0010	3669+19'NB'		3672+21'NB'	IH 43 MEDIAN	302
0010	3673+94'NB'	-	3685+27'NB'	IH 43 MEDIAN	1,133
0010	3765+11'NB'	-	3775+49'NB'	IH 43 MEDIAN	1,037
0010	3775+49'NB'		3782+50'NB'	IH 43 MEDIAN	701
0010	3775+49'SB'		3780+74'SB'	IH 43 MEDIAN	525
				TOTAL 0010	5,014

CURVE 2
PI STA = 3316+11.24'SB'
Y = 545320.27
X = 111951.90
DELTA = 103°23'04"
D = 2°24'27"
T = 3012.55
L = 4294.17
R = 2379.83
PC STA = 3285+98.69'SB'
PT STA = 3327+34.06'SB'
SE = 7.3%

CURVE 2 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 1 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 1
PI STA = 3314+99.84'NB'
Y = 545346.25
X = 112091.46
DELTA = 103°23'04"
D = 2°30'00"
T = 2901.15
L = 4135.38
R = 2291.83
PC STA = 3285+98.68'NB'
PT STA = 3327+34.06'NB'
SE = 7.3%

KEY

THIS SHEET

IH 43 NB - STH 172 WB RAMP

IH 43 SB - STH 172 WB RAMP

STH 172 EB - IH 43 NB RAMP

IH 43 SB

IH 43 NB

3295+00'SB'
3295+00'NB'
3300+00'SB'
3300+00'NB'
3305+00'SB'
3305+00'NB'
3310+00'SB'
3310+00'NB'
3315+00'SB'
3315+00'NB'
3320+00'SB'
3320+00'NB'
3325+00'SB'
3325+00'NB'
3320
3325

BP: 3317+78.89

BEGIN CONSTRUCTION
STA 3322+78.01'SB'
BUTT JOINT REQ'D

BP: 3322+08.35'172-WBC'

PC: 3322+00.92

BEGIN PROJECT
STA 3321+50.00'NB'
BUTT JOINT REQ'D

SLOPE INTERCEPT (TYP.)

MGS GUARDRAIL 3 (TYP.)

ALLOUEZ AVE.

N

STA BACK = 3328+92.86
STA AHEAD = 3327+34.06

CURVE 19 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CONSTRUCTION LIMIT
STA 3331+00'172-WBC'
BUTT JOINT REQ'D

PHRAGMITES

STA 3332+84'SB'
REMOVING SMALL PIPE CULVERTS
REMOVING FENCE
CULVERT PIPE CLASS III-A 24-INCH
APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH
FENCE CHAIN LINK 5-FT

PC: 3329+76.74'172-WBC'

PT: 3330+15.20'172-WBC'

BP: 3336+08.72'172-WBC'

MGS GUARDRAIL 3 (TYP.)

SLOPE INTERCEPT (TYP.)

REMOVE SAND BARREL ARRAY

MGS GUARDRAIL 3 (TYP.)

STA 3339+17'NB'
CLEANING CULVERT PIPE

CONSTRUCTION LIMIT
STA 3326+42.25
BUTT JOINT REQ'D

CURVE 18 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 18
PI STA = 3325+63.84NC
Y = 547367.16
X = 113911.69
DELTA = 25°00'00"
D = 3°30'00"
T = 362.92
L = 714.29
R = 1637.02
PC STA = 3322+00.92NC
PT STA = 3329+15.21NC
SE = 5.7%

USH 141/STH 29

CANADIAN NATIONAL RAILROAD

STA 3347+24'SB'
ROADSIDE CLEARING (AT INLET)

MGS GUARDRAIL 3

REMOVE SAND BARREL ARRAY

STA 3346+17'NB' - STA 3346+47'NB'
GRADING AND SHAPING DITCH

SEE DETAIL FOR MAINTENANCE
CROSSOVER RESURFACING

STA 3346+57'NB' - STA 3347+57'NB'
GRADING AND SHAPING DITCH

LEGEND
- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 304	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050201-PN.DWG
LAYOUT NAME - 050201_pnA
PLOT DATE : 6/28/2026 8:22 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1" = 200'_XREF

REMOVING CONCRETE PAVEMENT FULL DEPTH SEE TYPICAL SECTIONS AND CONSTRUCTION DETAILS

CTH JJ/MANITOWOC RD

CTH JJ NW LOOP RAMP

CTH JJ NW RAMP

STA 3377+38'JNW' BUTT JOINT REQ'D

STA 3384+70 - 3386+28'SB' GRADING, SHAPING AND FINISHING DITCH

STA 3384+43'SB' ROADSIDE CLEARING

STA 3382+64 - 3384+17'SB' GRADING, SHAPING AND FINISHING DITCH

PHRAGMITES

GREENBRIER RD.

3360+00'SB' 3365+00'SB' 3370+00'SB' 3375+00'SB' IH 43 SB 3380+00'SB' 3385+00'SB'

3360+00'NB' 3365+00'NB' 3370+00'NB' 3375+00'NB' IH 43 NB 3380+00'NB' 3385+00'NB'

MGS GUARDRAIL 3 (TYP.)

SLOPE INTERCEPT (TYP.)

SLOPE INTERCEPT (TYP.)

STA 3363+97'JNEL' BUTT JOINT REQ'D

CTH JJ NE LOOP RAMP

CTH JJ NE RAMP

STA 3378+00'JNE' BUTT JOINT REQ'D

STRUCTURE C-05-114
CURED IN PLACE PIPE LINER, 60-INCH

5

5

KEY

THIS SHEET

CURVE 4
PI STA = 3393+86.02'SB'
Y = 552598.01
X = 118310.93
DELTA = 30°44'35"
D = 1°00'56"
T = 1550.93
L = 3027.09
R = 5641.58
PC STA = 3378+35.09'SB'
PT STA = 3409+09.40'SB'
SE = 3.8%

STA 3387+96'SB' CLEANING CULVERT PIPE

PHRAGMITES

STA 3389+57'SB' CLEANING CULVERT PIPE

STA 3404+52'SB' CLEANING CULVERT PIPE

STA 3414+26'SB'
REMOVING SMALL PIPE CULVERT
REMOVING FENCE
CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH
CONCRETE COLLARS FOR PIPE
FENCE CHAIN LINK 5-FT

CURVE 4 SUPERELEVATION (SE) NO PROPOSED CHANGE TO SE

STA 3396+18'SB' CLEANING CULVERT PIPE

3390+00'SB' 3395+00'SB' 3400+00'SB' IH 43 SB 3405+00'SB' 3410+00'SB' 3415+00'SB'

3390+00'NB' 3395+00'NB' 3400+00'NB' IH 43 NB 3405+00'NB' 3410+00'NB' 3415+00'NB'

GREENBRIER RD.

STA 3389+90'NB' CLEANING CULVERT PIPE

CURVE 3
PI STA = 3394+10.22'NB'
Y = 552558.32
X = 118393.12
DELTA = 30°44'35"
D = 1°00'00"
T = 1575.13
L = 3074.30
R = 5729.58
PC STA = 3378+35.09'NB'
PT STA = 3409+09.40'NB'
SE = 3.8%

CURVE 3 SUPERELEVATION (SE) NO PROPOSED CHANGE TO SE

SEE DETAIL FOR MAINTENANCE CROSSOVER RESURFACING

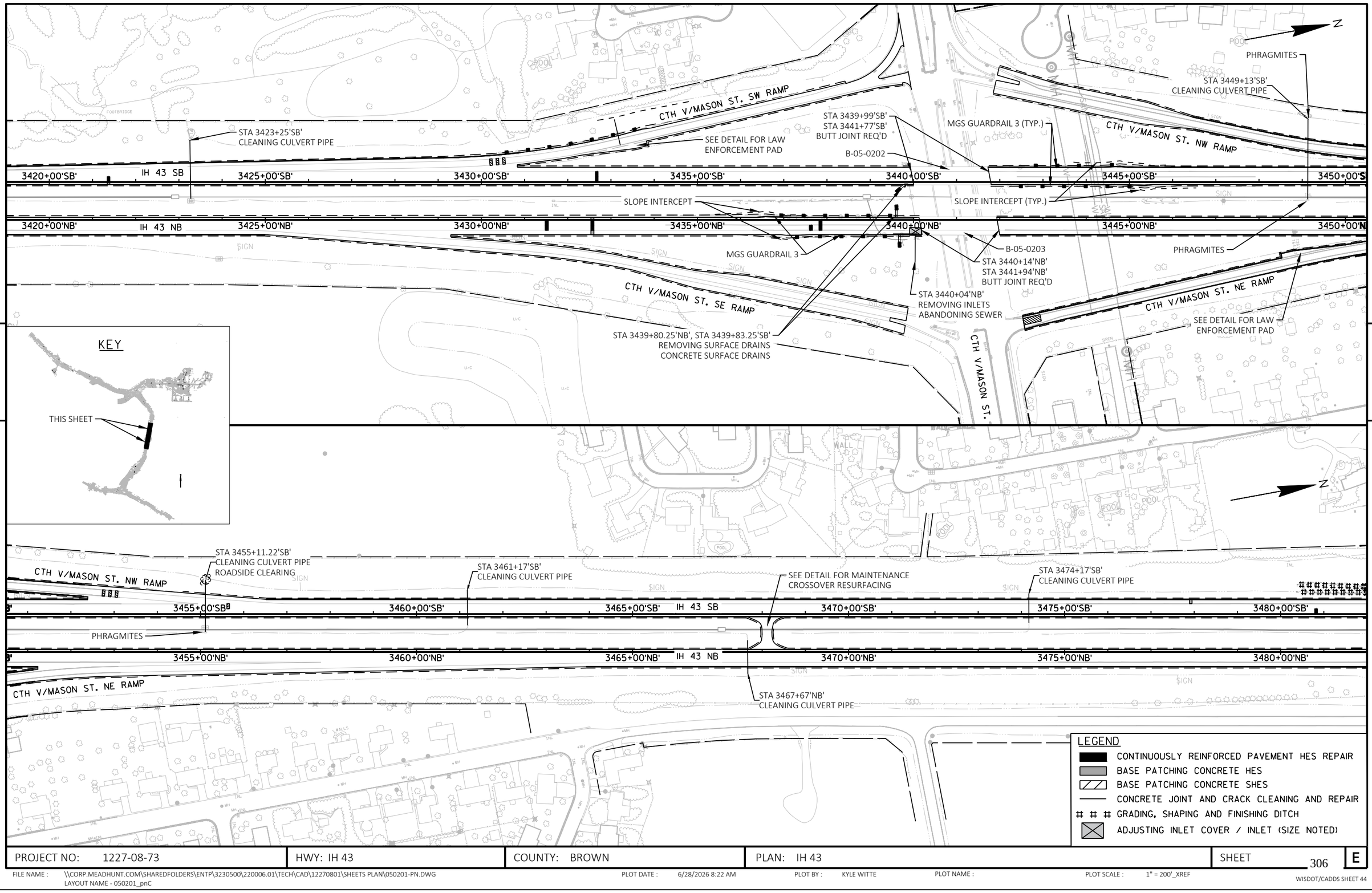
STA BACK = 3408+62.17
STA AHEAD = 3409+09.40

STA 3413+21'NB'
REMOVING FENCE
RESETTING PIPE ENDS (48-INCH & 4 SECTIONS)
CONCRETE COLLARS FOR PIPE
FENCE CHAIN LINK 5-FT

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 305	E



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 306	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050201-PN.DWG
LAYOUT NAME - 050201_pnC

PLOT DATE : 6/28/2026 8:22 AM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1" = 200'_XREF

WISDOT/CADDS SHEET 44

STA 3482+27'SB'
CLEANING CULVERT PIPE

PHRAGMITES

STA 3480+37'SB' - 3485+70'SB'
GRADING, SHAPING AND FINISHING DITCH

STA 3491+63'SB'
REMOVING SMALL PIPE CULVERTS
REMOVING FENCE
CULVERT PIPE CORRUGATED STEEL 18-INCH
APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH
FENCE CHAIN LINK 5-FT

N

CURVE 6
PI STA = 3508+15.30'SB'
Y = 563866.52
X = 120379.66
DELTA = 49°55'57"
D = 1°32'07"
T = 1737.45
L = 3252.14
R = 3731.72
PC STA = 3490+77.85'SB'
PT STA = 3524+06.68'SB'
SE = 5.3%

STA 3503+22'SB'
CLEANING CULVERT PIPE

CURVE 6 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

PHRAGMITES

PHRAGMITES

MGS GUARDRAIL 3 (TYP.)

B-05-0205

CANADIAN NATIONAL RAILROAD

STA 3496+32'SB'
REMOVING INLETS
ABANDONING SEWER

3485+00'SB'

3485+00'NB'

3490+00'SB'

3490+00'NB'

3495+00'SB'

3495+00'NB'

3500+00'SB'

IH 43 SB

3505+00'SB'

3510+00'SB'

3500+00'NB'

IH 43 NB

3505+00'NB'

3510+00'NB'

SLOPE INTERCEPT (TYP.)

MGS GUARDRAIL 3 (TYP.)

SLOPE INTERCEPT (TYP.)

B-05-0206

SUPERIOR RD.

STA 3507+08'NB'
CLEANING CULVERT PIPES
ROADSIDE CLEARING

PHRAGMITES

STA 3486+17'NB'
REMOVING SMALL PIPE CULVERTS
REMOVING FENCE
CULVERT PIPE CORRUGATED STEEL 18-INCH
APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH
FENCE CHAIN LINK 5-FT

STA 3495+72'NB'
REMOVING INLETS
INLETS 3-FT DIAMETER
INLET COVERS TYPE A

MGS GUARDRAIL 3 (TYP.)

CURVE 5 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 5
PI STA = 3508+56.27'NB'
Y = 563890.93
X = 120473.61
DELTA = 49°55'57"
D = 1°30'00"
T = 1778.43
L = 3328.83
R = 3819.72
PC STA = 3490+77.84'NB'
PT STA = 3524+06.68'NB'
SE = 5.3%

KEY

THIS SHEET

5

5

'57"

)+77.85'SB'
)+06.68'SB'

TA BACK = 3523+29.99
TA AHEAD = 3524+06.68

HUMBOLDT RD.

RUINS

PHRAGMITES

STA 3515+95 - 3518+10'SB'
GRADING, SHAPING AND FINISHING DITCH

MGS GUARDRAIL 3 (TYP.)

SLOPE INTERCEPT (TYP.)

STA 3542+11'SB'
CLEANING CULVERT PIPE

3515+00'SB'

3520+00'SB'

3525+00'SB'

IH 43 SB

3530+00'SB'

3535+00'SB'

3540+00'SB'

3545+

3515+00'NB'

3520+00'NB'

3525+00'NB'

IH 43 NB

3530+00'NB'

3535+00'NB'

3540+00'NB'

3545+

SLOPE INTERCEPT (TYP.)

MGS GUARDRAIL 3 (TYP.)

SEE DETAIL FOR MAINTENANCE
CROSSOVER RESURFACING

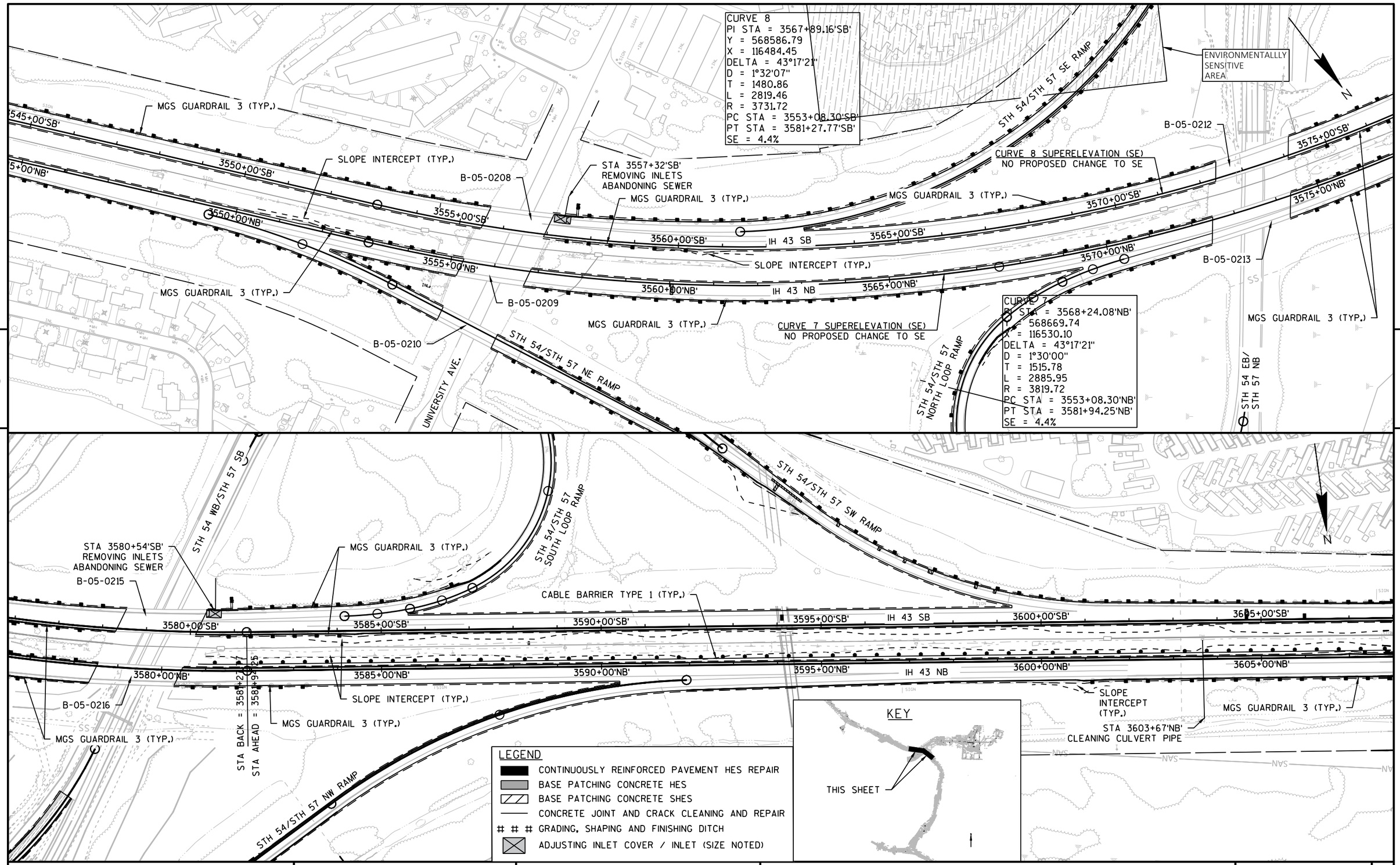
MGS GUARDRAIL 3 (TYP.)

N

LEGEND

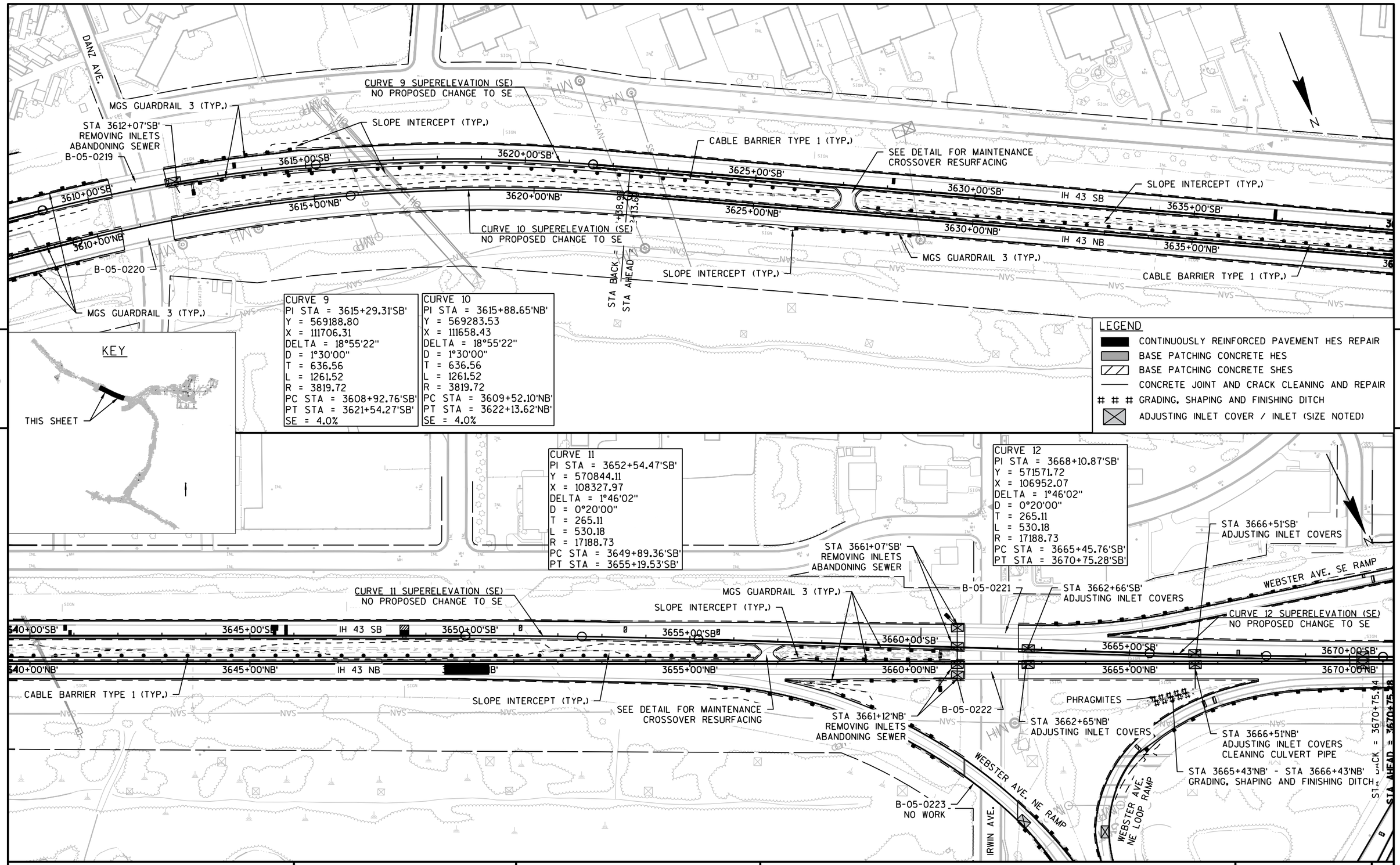
- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 307	E

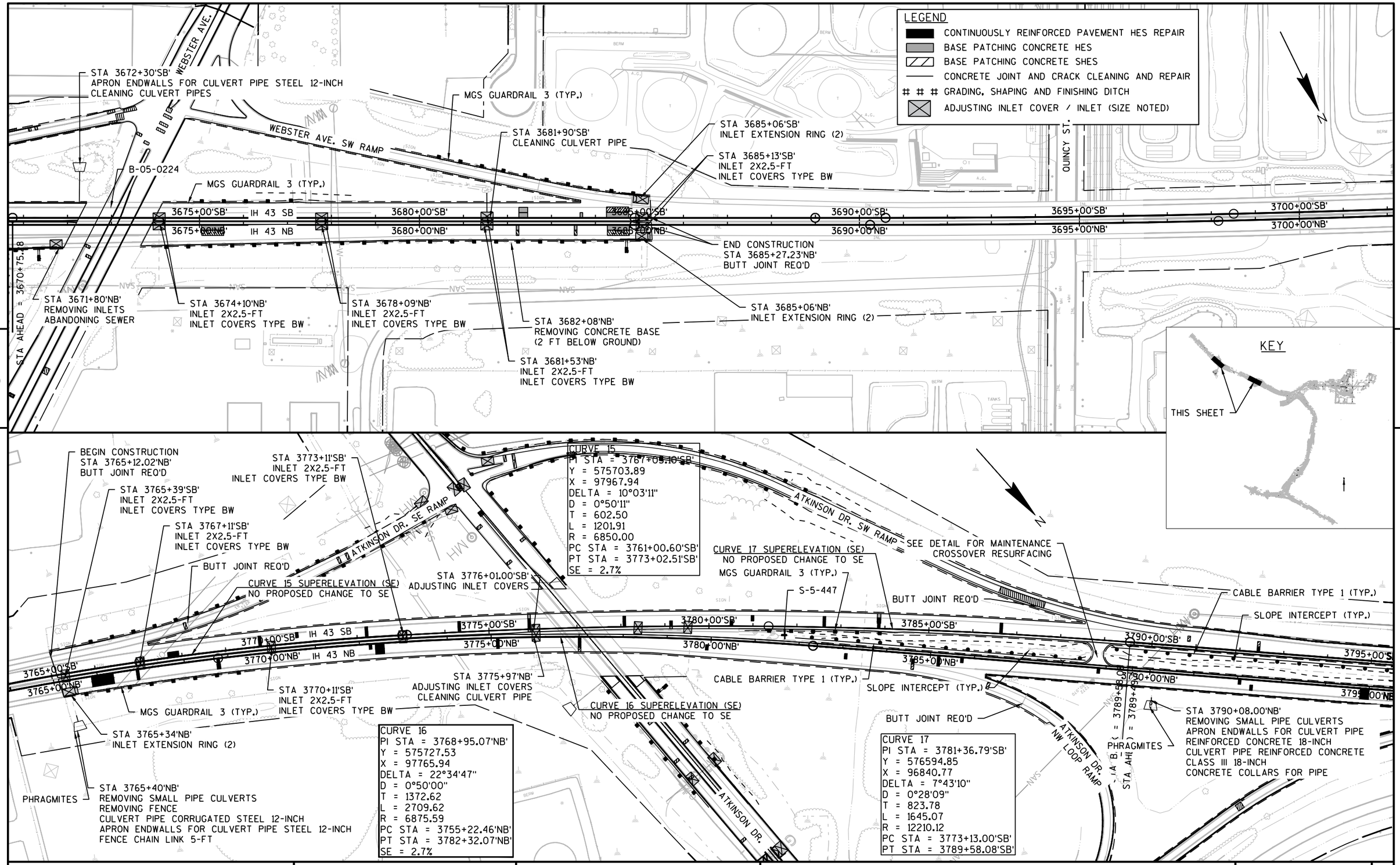


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 308	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050201-PN.DWG
LAYOUT NAME - 050201_pnE
PLOT DATE : 6/28/2026 8:24 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 44



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 309	E



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 310	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050201-PN.DWG
LAYOUT NAME - 050201_pnG
PLOT DATE : 6/28/2026 8:23 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 44

END CONSTRUCTION
STA 3823+77.12'SB'
BUTT JOINT REQ'D

CABLE BARRIER TYPE 1 (TYP.)

SLOPE INTERCEPT (TYP.)

3795+00'SB' 3800+00'SB' 3805+00'SB' IH 43 SB 3810+00'SB' 3815+00'SB' 3820+00'SB' 3825+

3795+00'NB' 3800+00'NB' 3805+00'NB' IH 43 NB 3810+00'NB' 3815+00'NB' 3820+00'NB' 3825+

ATKINSON DR NW RAMP

BUTT JOINT REQ'D

CABLE BARRIER TYPE 1 (TYP.)

END CONSTRUCTION
STA 3823+77.12'NB'
BUTT JOINT REQ'D

5

5

SLOPE INTERCEPT (TYP.)

CABLE BARRIER TYPE 1 (TYP.)

3825+00'SB' 3830+00'SB' 3835+00'SB' 3840+00'SB'

3825+00'NB' 3830+00'NB' 3835+00'NB'

IH 43 SB

IH 43 NB

END PROJECT
STA 3829+01.23'NB'

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: IH 43	SHEET 311	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050201-PN.DWG
LAYOUT NAME - 050201_pnH
PLOT DATE : 6/28/2026 8:25 AM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1" = 200'_XREF
WISDOT/CADDS SHEET 44

CURVE 22 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3367+16.00
INLET EXTENSION RING

CURVE 21 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3370+68
INLET COVERS TYPE H

CURVE 20 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3373+25
INLET EXTENSION RING
CLEANING CULVERT PIPES

STA 3373+34
INLET EXTENSION RING
CLEANING CULVERT PIPES

STA 3363+97
BUTT JOINT REQ'D

CURVE 23 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3376+14
APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH
CLEANING CULVERT PIPES
INLET EXTENSION RING

STA 3375+42' - STA 3377+84
GRADING, SHAPING AND FINISHING DITCH

PHRAGMITES

STA 3377+90
INLET EXTENSDION RING
CLEANING CULVERT PIPES

3365+00 JJ-NEL

3370+00 JJ-NEL

3375+00 JJ-NEL

IH 43 SB

IH 43 NB

CTH JJ NE LOOP RAMP

CTH JJ NE RAMP

CTH JJ/MANITOWOC RD.

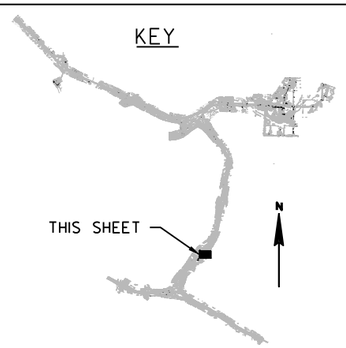
CURVE 20
PI STA = 3365+43.89'JJ-NEL'
Y = 550353.00
X = 116558.88
DELTA = 10°30'01"
D = 7°00'00"
T = 75.21
L = 150.00
R = 818.51
PC STA = 3364+68.68'JJ-NEL'
PT STA = 3366+18.68'JJ-NEL'
SE = 6.0%

CURVE 21
PI STA = 3366+94.26'JJ-NEL'
Y = 550436.86
X = 116684.19
DELTA = 17°15'03"
D = 11°30'00"
T = 75.57
L = 150.01
R = 498.22
PC STA = 3366+18.68'JJ-NEL'
PT STA = 3367+68.69'JJ-NEL'
SE = 6.0%

CURVE 22
PI STA = 3369+32.42'JJ-NEL'
Y = 550504.99
X = 116913.60
DELTA = 56°59'58"
D = 18°59'59"
T = 163.73
L = 300.00
R = 301.56
PC STA = 3367+68.69'JJ-NEL'
PT STA = 3370+68.69'JJ-NEL'
SE = 6.0%

CURVE 23
PI STA = 3374+37.15'JJ-NEL'
Y = 550159.63
X = 117318.52
DELTA = 101°24'14"
D = 18°59'59"
T = 368.46
L = 533.71
R = 301.56
PC STA = 3370+68.69'JJ-NEL'
PT STA = 3376+02.40'JJ-NEL'
SE = 6.0%

KEY



LEGEND

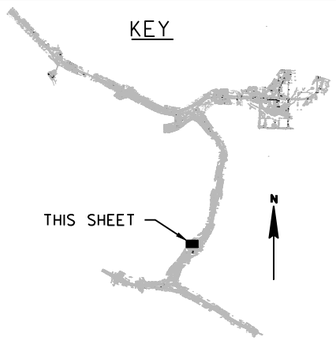
- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ NE LOOP RAMP	SHEET 312	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050202-PN.DWG
LAYOUT NAME - 050202_pnA
PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

KEY



CURVE 27
PI STA = 3371+20.98
Y = 550902.26
X = 115879.57
DELTA = 80°03'23"
D = 18°59'59"
T = 253.29
L = 421.35
R = 301.56
PC STA = 3368+67.68
PT STA = 3372+89.04
SE = 6.0%

CURVE 24
PI STA = 3361+67.94
Y = 550197.62
X = 116167.20
DELTA = 10°00'00"
D = 5°00'00"
T = 100.26
L = 200.00
R = 1145.92
PC STA = 3360+67.68
PT STA = 3362+67.68
SE = 5.6%

CURVE 25
PI STA = 3363+68.71
Y = 550371.95
X = 116267.81
DELTA = 20°00'01"
D = 10°00'00"
T = 101.03
L = 200.00
R = 572.96
PC STA = 3362+67.68
PT STA = 3364+67.69
SE = 6.0%

CURVE 26
PI STA = 3367+03.28
Y = 550703.48
X = 116326.22
DELTA = 75°59'56"
D = 18°59'59"
T = 235.60
L = 400.00
R = 301.56
PC STA = 3364+67.69
PT STA = 3368+67.68
SE = 6.0%

STA 3370+26
ADJUSTING INLET COVERS

CURVE 27 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3372+20
INLET EXTENSION RING

STA 3372+47
INLET COVERS TYPE H

STA 3367+21
ADJUSTING INLET COVERS
CLEANING CULVERT PIPES

CURVE 26 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 25 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3362+68
BUTT JOINT REQ'D

CURVE 24 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CTH JJ NW RAMP

CTH JJ NW LOOP RAMP

CTH JJ/MANITOWOC RD.

IH 43 SB

IH 43 NB

3365+00 JJ-NEL

3365+00

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ NW LOOP RAMP	SHEET 313	E

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

CURVE 28
PI STA = 3362+66.25'JJ-NW'
Y = 550830.17
X = 115853.59
DELTA = 18°47'43"
D = 6°00'00"
T = 158.05
L = 313.26
R = 954.93
PC STA = 3361+08.20'JJ-NW'
PT STA = 3364+21.45'JJ-NW'
SE = 5.9%

KEY

THIS SHEET

CONSTRUCTION LIMIT
STA 30+50'JEB'

CURVE 28 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

PHRAGMITES

STA 3362+55 - STA 3363+55
GRADING, SHAPING AND FINISHING DITCH

STA 3363+59
INLET EXTENSION RING

STA 3361+02
CLEANING CULVERT PIPES

3365+00'JJ-NW'

CTH JJ NW RAMP

3370+00'JJ-NW'

3360+00'JJ-NW'

STA 3361+18
INLET EXTENSION RING

STA 3359+76
INLET EXTENSION RING (2)

CTH JJ NW LOOP RAMP

35+00'JJ-WB'

35+00'JJ-EB'

CTH JJ

3365+00'JJ-NW'

40+00'JJ-WB'

IH 43 SB

IH 43 NB

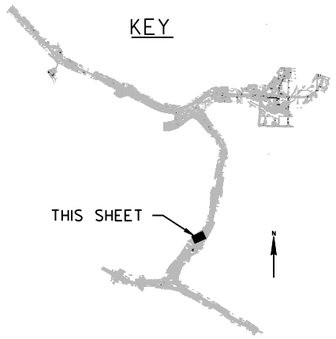
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ NW RAMP	SHEET 314	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050203-PN.DWG
LAYOUT NAME - 050203_pnA
PLOT DATE : 6/28/2026 8:24 AM
PLOT BY : KYLE WITTE
PLOT NAME : _____
PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

KEY



CURVE 29
PI STA = 3372+91.06'JJ-NW'
Y = 551074.78
X = 116851.71
DELTA = 28°35'59"
D = 4°00'00"
T = 365.11
L = 714.99
R = 1432.39
PC STA = 3369+25.96'JJ-NW'
PT STA = 3376+40.95'JJ-NW'
SE = 5.5%

CURVE 30
PI STA = 3378+04.33'JJ-NW'
Y = 551430.86
X = 117242.23
DELTA = 3°06'03"
D = 0°56'57"
T = 163.38
L = 326.68
R = 6036.27
PC STA = 3376+40.95'JJ-NW'
PT STA = 3379+67.63'JJ-NW'
SE = 3.8%

N

5

5

CURVE 30 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3377+38'JNW'
BUTT JOINT REQ'D

IN RING

CTH JJ NW RAMP

3370+00'JJ-NW'

3375+00'JJ-NW'

3380+00

CURVE 29 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

IH 43 SB

IH 43 NB

CTH JJ NE RAMP

3375+00

SIGN

WALL

A/C

7259
686.290

LEGEND

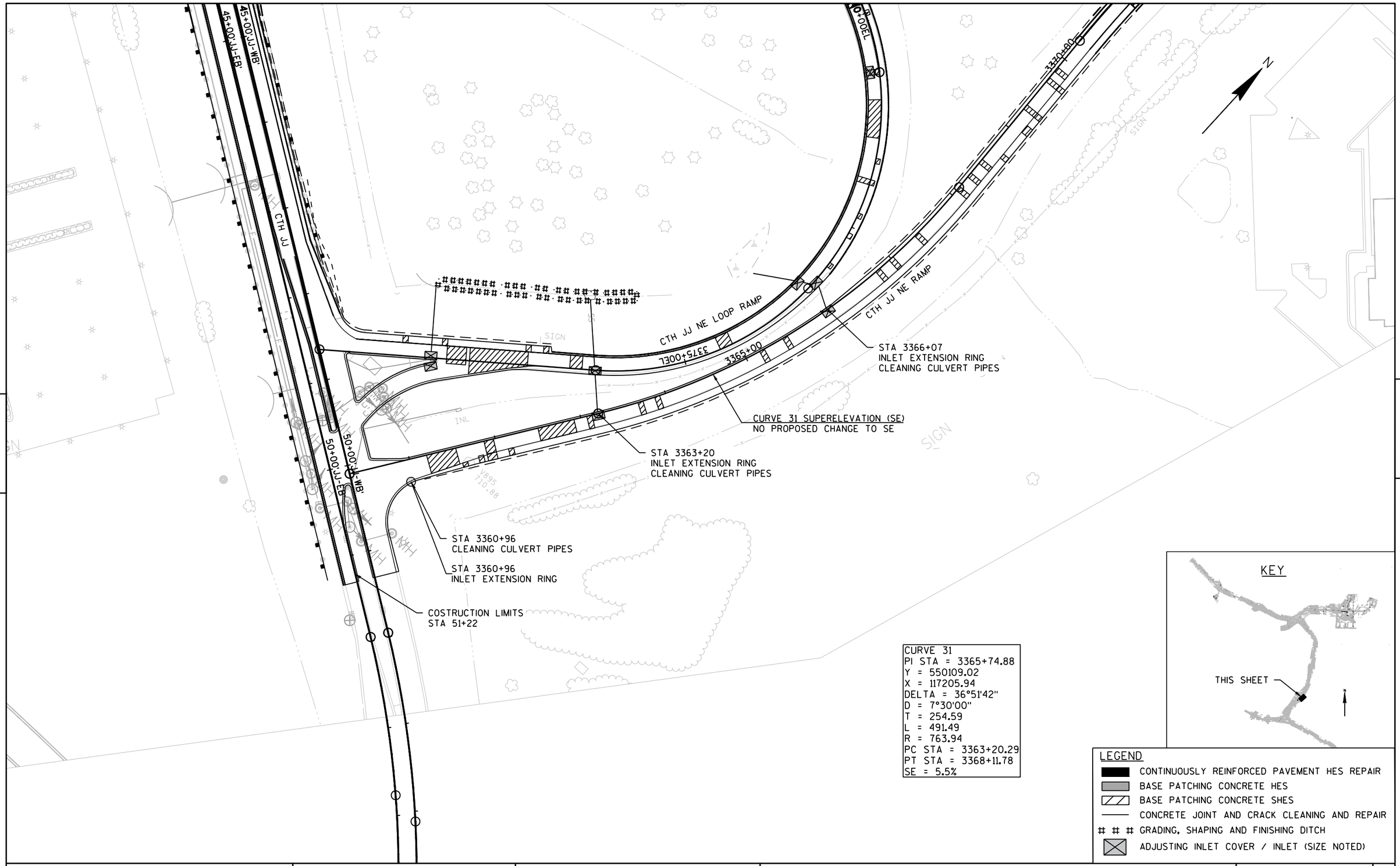
- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ NW RAMP	SHEET 315	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\050203-PN.DWG
LAYOUT NAME - 050203_pnB

PLOT DATE : 6/28/2026 8:25 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



5

5

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ NE RAMP	SHEET 316	E

IH 43 SB

IH 43 NB

3375+00 JJ-NW

CTH JJ NW RAMP

CTH JJ NE RAMP

3375+00

3380+00

3370+00

3370+00 JJ-NE

CURVE 32 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3378+00
BUTT JOINT REQ'D

T269
686.280

WALL

A/C

SIGN

INL

MH

U/C

W

N

5

5

CURVE 32
PI STA = 3374+91.64
Y = 551042.24
X = 117158.23
DELTA = 40°05'31"
D = 4°30'00"
T = 464.58
L = 890.93
R = 1273.24
PC STA = 3370+27.06
PT STA = 3379+17.99
SE = 5.3%

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ NE RAMP	SHEET 317	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050203-PN.DWG
LAYOUT NAME - 050203_pnD

PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

KEY

THIS SHEET

N

STA BACK = 30+23.17
STA AHEAD = 30+13.28

30+00'JJ-WB'
30+00'JJ-EB'

CONSTRUCTION LIMIT
STA 30+20'JEB'

STA 34+29
INLET EXTENSION RING

STA 33+36
INLET EXTENSION RING

CTH JJ NW RAMP

3350+00'JJ-NW'

CTH JJ NW LOOP RAMP

STA 34+87
INLET EXTENSION RING

MGS GUARDRAIL 3 (TYP.)

STA 37+52
INLET EXTENSION RING

35+00'JJ-WB'
35+00'JJ-EB'

40+00'JJ-WB'
40+00'JJ-EB'

CTH JJ/MANITOWOC RD.

STA 32+85
INLET EXTENSION RING

STA 31+80'EB'
CLEANING CULVERT PIPES

STA 35+34
INLET EXTENSION RING

STA 35+56
INLET EXTENSION RING

STA 37+52
INLET EXTENSION RING

STA 37+99
INLET EXTENSION RING

WPSS PHASE OVERHEAD

INL
SIGN
W
SAN

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ	SHEET : 318	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050203-PN.DWG
LAYOUT NAME - 050203_pnE

PLOT DATE : 6/28/2026 8:22 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

IH 43 NB

CTH JJ NE LOOP RAMP

CTH JJ NE RAMP

STA 46+63
INLET EXTENSION RING

STA 48+85
INLET EXTENSION RING

STA 49+66
INLET EXTENSION RING

STA 50+30
INLET EXTENSION RING

MGS GUARDRAIL 3 (TYP.)

SLOPE INTERCEPT (TYP.)

COSTRUCTION LIMITS
STA 51+22

45+00'JJ-WB'

45+00'JJ-EB'

CTH JJ/MANITOWOC RD.

50+00'JJ-WB'

50+00'JJ-EB'

55+00'JJ-WB'

55+00'JJ-EB'

56+96'JJ-WB'

MGS GUARDRAIL 3 (TYP.)

STA 46+43
INLET EXTENSION RING

STA 46+60
INLET EXTENSION RING

STA 48+80
INLET EXTENSION RING

STA 50+81
INLET COVERS TYPE A

STA BACK = 56+28.27
STA AHEAD = 56+20.70

N

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - CTH JJ	SHEET 319	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050203-PN.DWG
LAYOUT NAME - 050203_pnF

PLOT DATE : 6/28/2026 8:22 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

CURVE 33
PI STA = 3430+03.35
Y = 556189.16
X = 118934.83
DELTA = 5°24'15"
D = 3°00'00"
T = 90.14
L = 180.14
R = 1909.86
PC STA = 3429+13.21
PT STA = 3430+93.35
SE = 5.0%

CURVE 34
PI STA = 3432+59.58
Y = 556445.21
X = 118946.31
DELTA = 3°27'14"
D = 2°36'22"
T = 66.29
L = 132.53
R = 2198.50
PC STA = 3431+93.29
PT STA = 3433+25.83
SE = 5.0%

CURVE 33 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 34 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

MGS GUARDRAIL 3 (TYP.)

SLOPE INTERCEPT (TYP.)

CTH V./MASON ST SW RAMP

STA 3438+66'VSW'
BUTT JOINT REQ'D

STA 3440+12'VSW'
BUTT JOINT REQ'D

CURVE 35 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

SEE DETAIL FOR LAW ENFORCEMENT PAD

IH 43 SB

IH 43 NB

BP: 3427+00.00

PC: 3431+27.64

MID: 3432+29.94

PT: 3433+82.24

EP: 3441+19.75

CTH V./MASON ST

CURVE 36 SUPERELEVATION (SE)
AVERAGE EXISTING SE = 5.0%
PROPOSED WEDGING TO CORRECT SE TO 6.0%

CTH V./MASON ST SE RAMP

STA 3439+65'VSE'
BUTT JOINT REQ'D

CONSTRUCTION LIMIT
STA 3440+01'VSE'
BUTT JOINT REQ'D

CURVE 36
PI STA = 3432+30.06
Y = 556376.23
X = 119162.73
DELTA = 6°46'57"
D = 3°18'54"
T = 102.42
L = 204.60
R = 1728.40
PC STA = 3431+27.64
PT STA = 3433+32.24
SE = 5.0%

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - MASON ST/CTH V RAMPS	SHEET 320	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050208-PN.DWG
LAYOUT NAME - 050208_pnA

PLOT DATE : 6/28/2026 8:22 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

CONSTRUCTION LIMIT
STA 3441+71'VNW'
BUTT JOINT REQ'D

STA 3442+25'VNW'
BUTT JOINT REQ'D

CTH V./MASON ST NW RAMP

3445+00

3450+00

CURVE 37
PI STA = 3449+35.16
Y = 558096.73
X = 119250.84
DELTA = 5°46'05"
D = 2°51'57"
T = 100.71
L = 201.26
R = 1999.19
PC STA = 3448+34.44
PT STA = 3450+35.70
SE = 5.0%

CURVE 37 SUPERELEVATION (SE)
AVERAGE EXISTING SE = 5.0%
PROPOSED WEDGING TO CORRECT SE TO 6.0%

IH 43 SB

3445+00'SB'

3450+00'SB'

3455+00'SB'

IH 43 NB

3445+00'NB'

3450+00'NB'

3455+00'NB'

3455+00

3441+43.16

PC: 3448+70.82

PT: 3450+54.37

PC: 3451+13.49

Mid: 3452+03.25

PT: 3452+93.05

SEE DETAIL FOR LAW ENFORCEMENT PAD

CURVE 39 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 38 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CTH V./MASON ST NE RAMP

3445+00

3441+19.75

3441+80.50

CTH V./MASON ST

CONSTRUCTION LIMIT
STA 3442+01'VNE'

STA 3442+33'VNE'
BUTT JOINT REQ'D

KEY

THIS SHEET

CURVE 38
PI STA = 3449+62.64
Y = 558084.10
X = 119475.38
DELTA = 4°31'35"
D = 2°27'58"
T = 91.82
L = 183.55
R = 2323.30
PC STA = 3448+70.82
PT STA = 3450+54.37
SE = 5.0%

CURVE 39
PI STA = 3452+03.37
Y = 558324.64
X = 119486.61
DELTA = 6°38'14"
D = 3°41'47"
T = 89.88
L = 179.56
R = 1550.07
PC STA = 3451+13.49
PT STA = 3452+93.05
SE = 5.0%

LEGEND
- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - MASON ST/CTH V RAMPS	SHEET 321	E

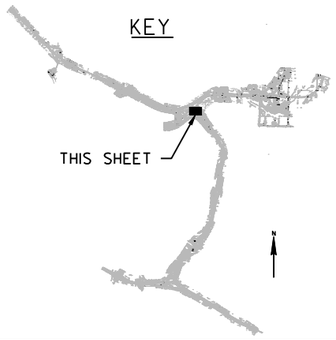
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050208-PN.DWG
LAYOUT NAME - 050208_pnB
PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

5

5

KEY



LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

CURVE 40
PI STA = 134+31.51'54/57-NL'
Y = 568981.38
X = 116108.44
DELTA = 9°00'00"
D = 6°00'00"
T = 75.16
L = 150.00
R = 954.93
PC STA = 133+56.35'54/57-NL'
PT STA = 135+06.35'54/57-NL'
SE = 6.0%

CURVE 42
PI STA = 139+74.66'54/57-NL'
Y = 569264.38
X = 116569.05
DELTA = 90°00'00"
D = 18°00'00"
T = 318.31
L = 500.00
R = 318.31
PC STA = 136+56.35'54/57-NL'
PT STA = 141+56.35'54/57-NL'
SE = 6.0%

CURVE 41
PI STA = 135+81.78'54/57-NL'
Y = 569082.98
X = 116219.58
DELTA = 15°00'00"
D = 10°00'00"
T = 75.43
L = 150.00
R = 572.96
PC STA = 135+06.35'54/57-NL'
PT STA = 136+56.35'54/57-NL'
SE = 6.0%

CURVE 45
PI STA = 3569+57.65'54/57-NL'
Y = 568547.03
X = 116223.98
DELTA = 8°59'59"
D = 6°00'00"
T = 75.15
L = 149.99
R = 954.93
PC STA = 3568+82.50'54/57-NL'
PT STA = 3570+32.49'54/57-NL'
SE = 6.0%

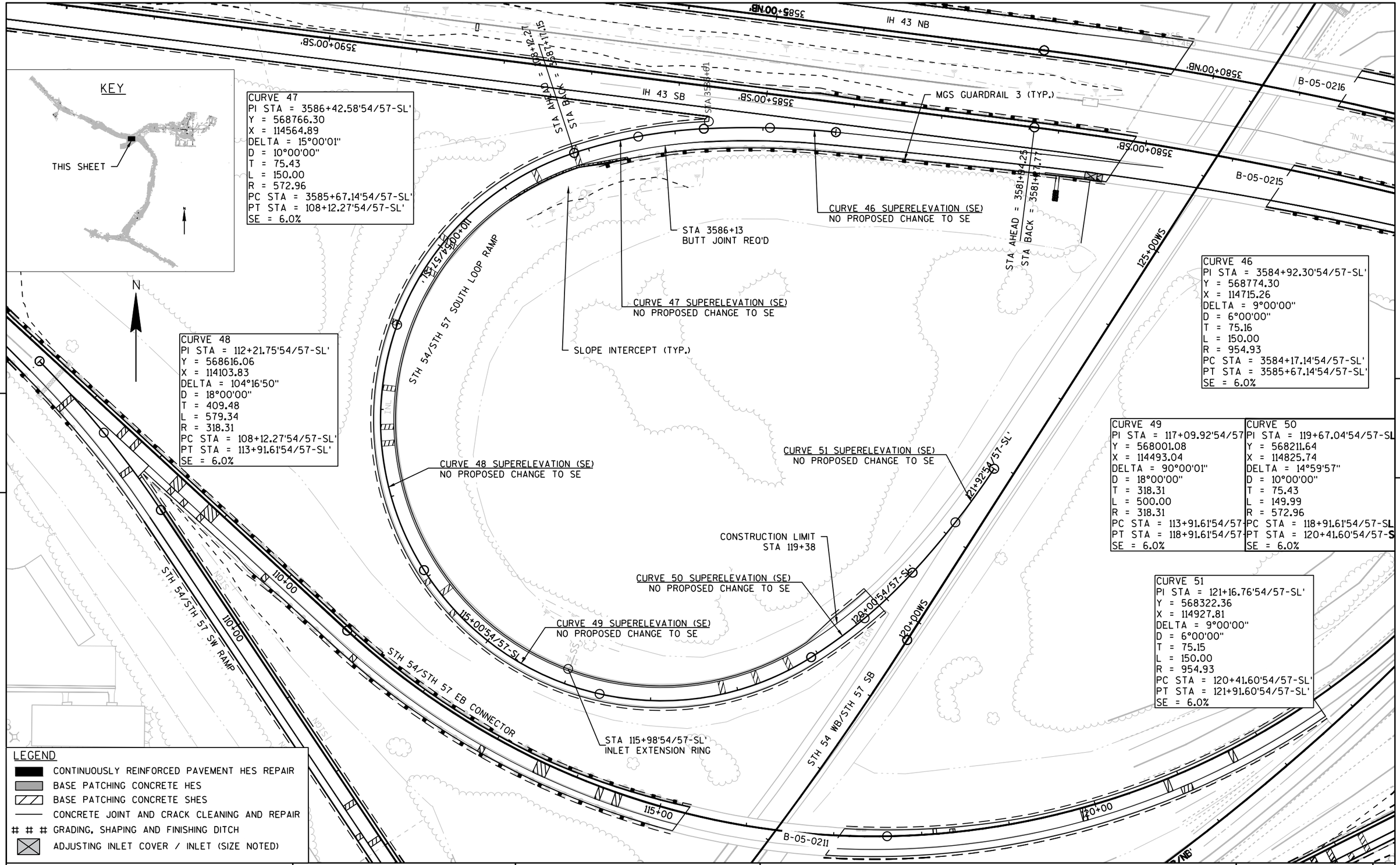
CURVE 44
PI STA = 3568+07.93'54/57-NL'
Y = 568514.07
X = 116370.91
DELTA = 14°59'58"
D = 10°00'00"
T = 75.43
L = 150.00
R = 572.96
PC STA = 3567+32.50'54/57-NL'
PT STA = 3568+82.50'54/57-NL'
SE = 6.0%

CURVE 43
PI STA = 146+56.69'54/57-NL'
Y = 568537.78
X = 116946.19
DELTA = 115°04'18"
D = 8°00'00"
T = 500.34
L = 839.29
R = 718.31
PC STA = 141+56.35'54/57-NL'
PT STA = 3567+32.50'54/57-NL'
SE = 6.0%

STH 54/STH 57 NORTH LOOP RAMP
STH 54/STH 57 WB CONNECTOR
STH 54/STH 57 NE RAMP
STH 54 EB/STH 57 NB
IH 43 NB
IH 43 SB
B-05-0213
B-05-0212
135+00'54/57-EB/NB
135+00'54/57-NL'
130+00'54/57-EB/NB'
140+00'54/57-NL'
3570+00
3565+00
3575+00'NB'
3575+00'SB'
3570+00'NB'
3570+00'SB'
3570+32'54/57-NL'
STA 3569+37
STA AHEAD = 137+88.39
STA BACK = 3570+57.08
STA AHEAD = 3567+32.50
STA BACK = 147+95.64
CURVE 41 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE
CURVE 40 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE
CURVE 42 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE
CURVE 45 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE
CURVE 44 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE
CURVE 43 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE
STA 135+51
BUTT JOINT REQ'D
STA 139+99
INLET EXTENSION RING
STA 143+96
INLET EXTENSION RING
STA 145+95
CLEANING CULVERT PIPE
SLOPE INTERCEPT (TYP.)
MGS GUARDRAIL 3 (TYP.)
FOUND
T352
627.070
N
SS

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 NORTH LOOP RAMP	SHEET 322	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnA
PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

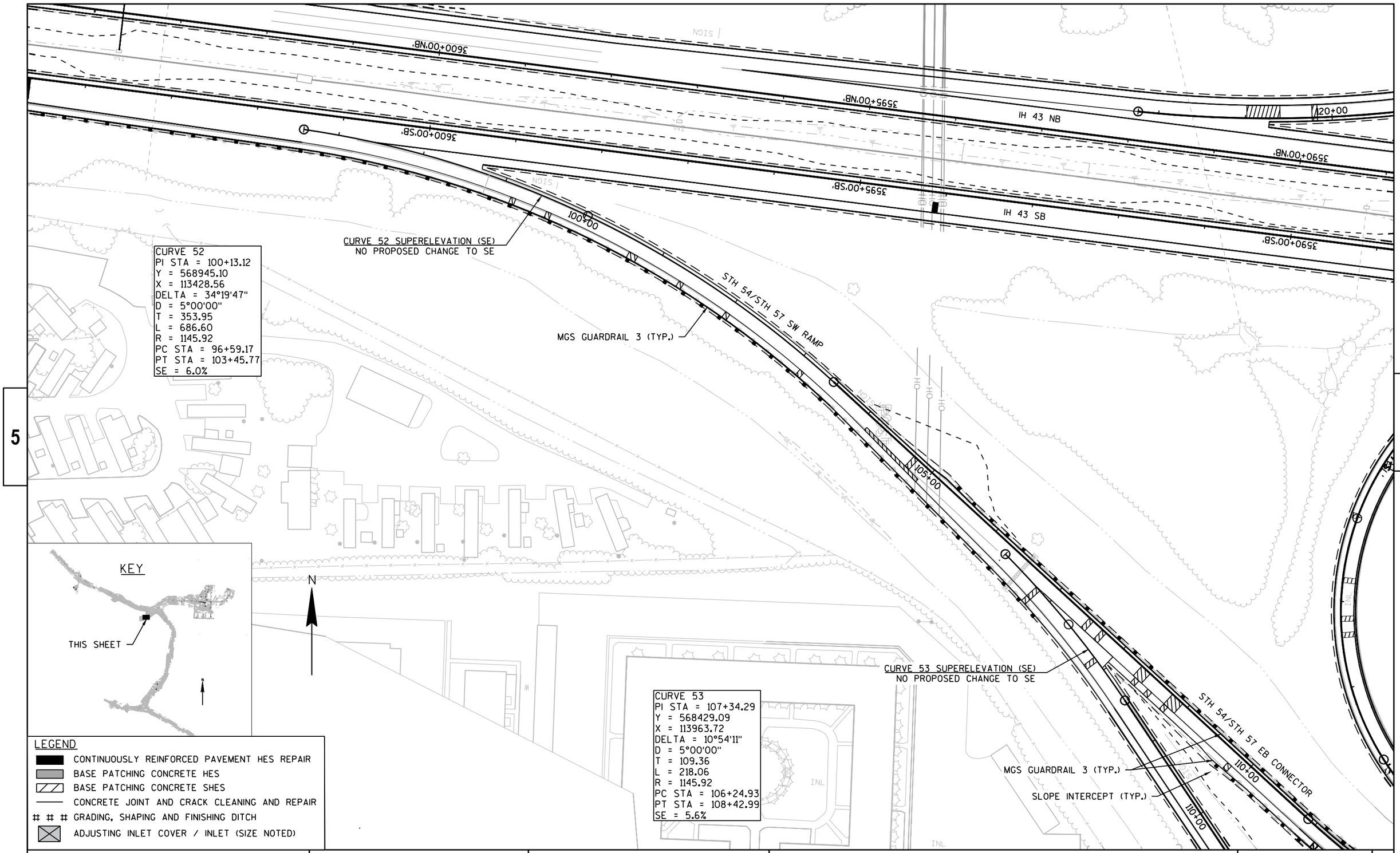


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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH54/STH 57 SOUTH LOOP RAMP	SHEET 323	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnB
PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF



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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 EB CONNECTOR AND SW RAMP	SHEET : 324	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnC
PLOT DATE : 6/28/2026 8:25 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF
WISDOT/CADDS SHEET 42

CURVE 56
PI STA = 125+86.41
Y = 568330.74
X = 115562.09
DELTA = 7°00'00"
D = 2°16'00"
T = 154.60
L = 308.82
R = 2527.76
PC STA = 124+31.80
PT STA = 127+40.63

CURVE 55
PI STA = 119+29.64
Y = 567632.12
X = 114853.78
DELTA = 87°15'29"
D = 6°30'00"
T = 840.27
L = 1342.43
R = 881.47
PC STA = 110+89.38
PT STA = 124+31.80
SE = 6.0%

CURVE 54
PI STA = 116+00.33
Y = 567707.96
X = 114444.48
DELTA = 56°13'00"
D = 49°37'37"
T = 61.67
L = 113.28
R = 115.45
PC STA = 115+38.67
PT STA = 116+51.95

SLOPE INTERCEPT (TYP.)

STH 54/STH 57 SOUTH LOOP RAMP

STH 54/STH 57 EB CONNECTOR

STH 54/STH 57 SW RAMP

STH 54 WB/STH 57 SB

STH 54 EB/STH 57 NB

STH 54/STH 57 SE RAMP

MGS GUARDRAIL 3

B-05-0211

STA 115+33'54/57-SW'
BUTT JOINT REQ'D

STA 122+76
BUTT JOINT REQ'D

CURVE 55 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 54 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 56 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

KEY

THIS SHEET

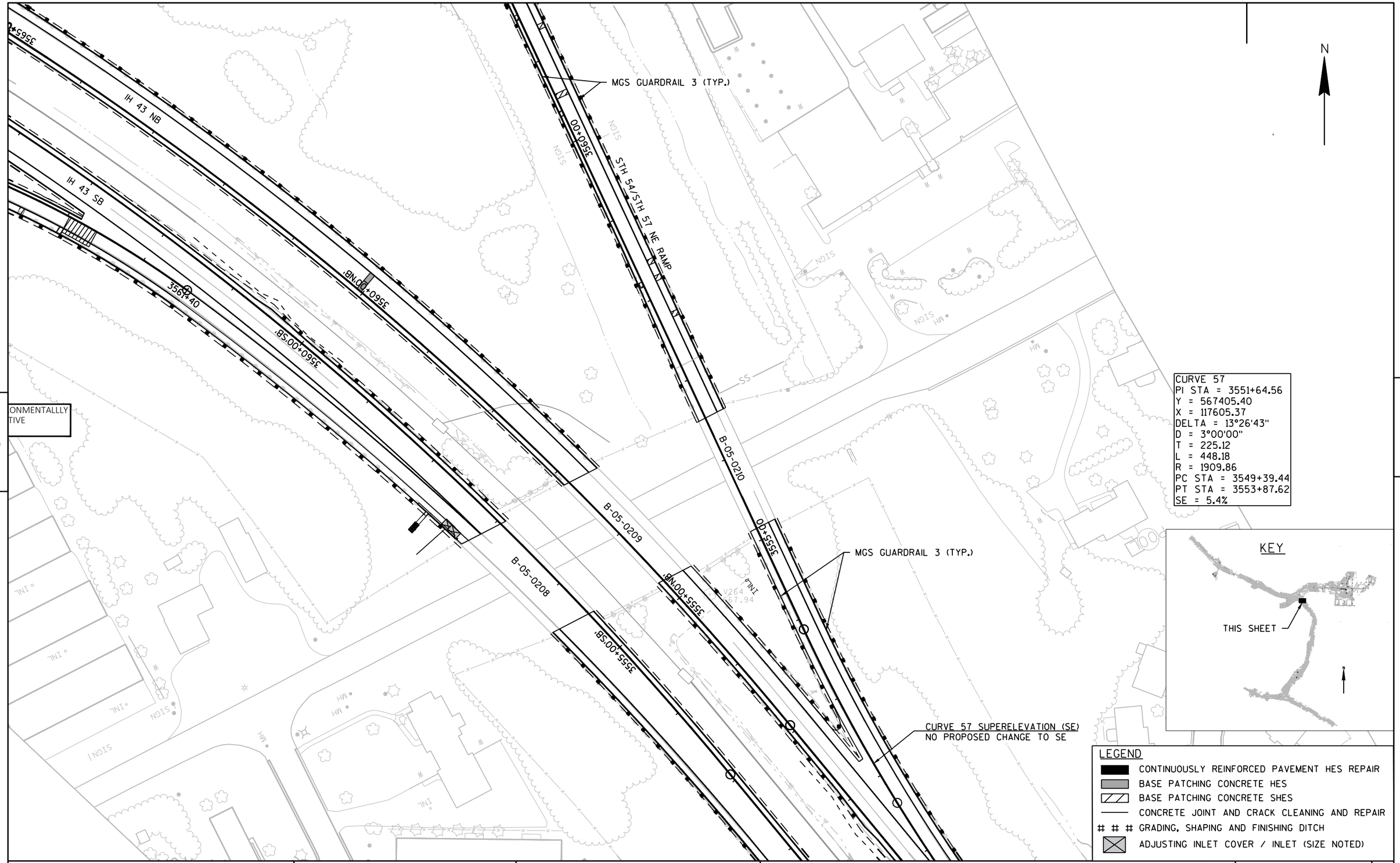
LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 EB CONNECTOR AND SW RAMP	SHEET 325	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnD
PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



CURVE 57
PI STA = 3551+64.56
Y = 567405.40
X = 117605.37
DELTA = 13°26'43"
D = 3°00'00"
T = 225.12
L = 448.18
R = 1909.86
PC STA = 3549+39.44
PT STA = 3553+87.62
SE = 5.4%

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

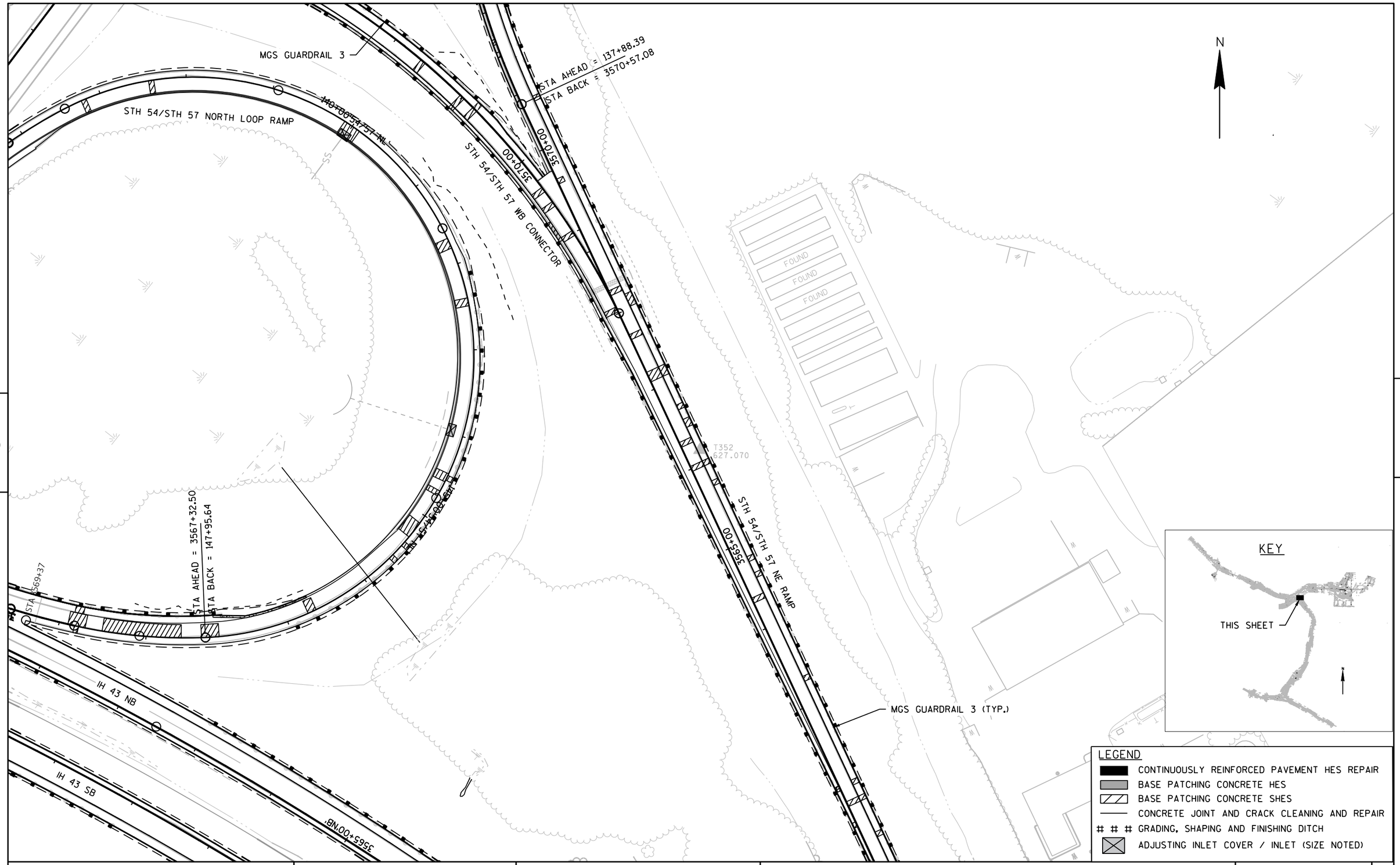
ONMENTALLLY
TIVE

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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 NE RAMP	SHEET 326	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnE
PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF



5

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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 NE RAMP AND WB CONNECTOR	SHEET 327	E

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

THIS SHEET

N

CURVE 58
PI STA = 140+76.86
Y = 569384.43
X = 116683.84
DELTA = 36°14'34"
D = 6°30'00"
T = 288.47
L = 557.58
R = 881.47
PC STA = 137+88.39
PT STA = 143+45.97
SE = 6.0%

CURVE 59
PI STA = 145+13.95
Y = 569832.07
X = 116773.07
DELTA = 24°48'06"
D = 7°30'00"
T = 167.98
L = 330.69
R = 763.94
PC STA = 143+45.97
PT STA = 146+76.66

CURVE 60
PI STA = 3583+28.84
Y = 570263.93
X = 116243.82
DELTA = 120°19'03"
D = 6°30'43"
T = 1533.72
L = 1847.61
R = 879.84
PC STA = 3567+95.12
PT STA = 3586+42.73
SE = 6.0%

CURVE 58 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 59 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 60 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CONSTRUCTION LIMIT
STA 148+58'54/57-NE'
BUTT JOINT REQ'D

STA AHEAD = 137+88.39
STA BACK = 3570+57.08

MGS GUARDRAIL 3 (TYP.)

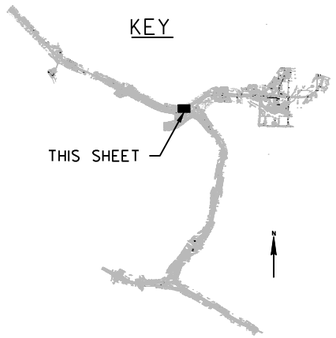
STH 54 WB/STH 57 SB
STH 54 EB/STH 57 NB
STH 54/STH 57 NW RAMP
STH 54/STH 57 WB CONNECTOR
STH 54/STH 57 NE RAMP
STH 54/STH 57 NORTH LOOP RAMP

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 NE RAMP AND WB CONNECTOR	SHEET : 328	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnG
PLOT DATE : 6/28/2026 8:25 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

KEY



LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

N

STA 127+00'NW'
REMOVING SMALL PIPE CULVERTS
CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH
CONCRETE COLLARS FOR PIPE

CURVE 61
PI STA = 122+23.98
Y = 568969.88
X = 114485.18
DELTA = 34°43'19"
D = 4°00'00"
T = 447.81
L = 868.05
R = 1432.39
PC STA = 117+76.17
PT STA = 126+44.22
SE = 5.0%

CURVE 61 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 47
PI STA = 3586+42.58'54/57-SL'
Y = 568766.30
X = 114564.89
DELTA = 15°00'01"
D = 10°00'00"
T = 75.43
L = 150.00
R = 572.96
PC STA = 3585+67.14'54/57-SL'
PT STA = 108+12.27'54/57-SL'
SE = 6.0%

STH 54/STH 57 NW RAMP
STH 54 WB/STH 57 SB
IH 43 NB
IH 43 SB
B-05-0216
B-05-0215
STA AHD = 3585+11.75
STA BCK = 3585+42.27
STA 3585+61
STA AHD = 3581+94.25
STA BCK = 3581+87.71
120+00
125+00
130+00
3580+00
3585+00
3590+00

5

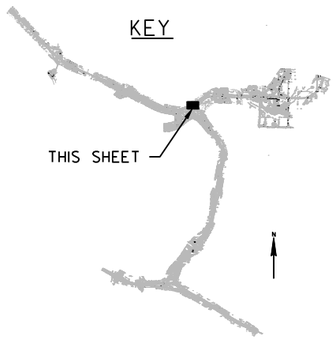
5

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 NW RAMP	SHEET : 329	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnH
PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

KEY



LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

N

CURVE 62
PI STA = 144+01.69
Y = 570028.12
X = 116419.96
DELTA = 6°36'43"
D = 1°30'00"
T = 220.64
L = 440.79
R = 3819.72
PC STA = 141+81.05
PT STA = 146+21.84

CURVE 62 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CONSTRUCTION LIMIT
STA 141+55
BUTT JOINT REQUIRED

STH 54 WB/STH 57 SB

STH 54/STH 57 NW RAMP

STH 54 EB/STH 57 NB

STH 54/STH 57 WB CONNECTOR

B-05-0214

145+00

145+00WS

140+00

140+00WS

135+00

135+00WS

140+00S4/57-EB/NB

3580+00

3575+00

5

5

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 NW RAMP	SHEET 330	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnl

PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

N

STH 54 WB/STH 57 SB

STH 54 EB/STH 57 NB

STH 54/STH 57 EB CONNECTOR

STH 54/STH 57 SE RAMP

121+92 54/57-SE

128+00 54/57-SE

130+00 OWS

115+00

120+00

125+00

125+00 54/57-EB/NB

120+00 54/57-EB/NB

115+00 OWS

115+00 54/57-EB/NB

120+39

3570+00

B-05-0211

SLOPE INTERCEPT

SLOPE INTERCEPT

MGS GUARDRAIL 3

STA AHEAD = 3573+93.14

STA BACK = 124+96.53

CONSTRUCTION LIMIT
STA 118+98

CURVE 63 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 63
PI STA = 116+03.44
Y = 567690.40
X = 114823.76
DELTA = 4°56'07"
D = 2°30'00"
T = 98.77
L = 197.41
R = 2291.83
PC STA = 115+04.67
PT STA = 117+02.08

ENVIRONMENTALLLY SENSITIVE AREA

SIGN

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

5

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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 SE RAMP	SHEET 331	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\050206-PN.DWG
LAYOUT NAME - 050206_pnJ

PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

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MGS GUARDRAIL 3 (TYP.)

3570+00

STH 54/STH 57 SE RAMP

3568+00

CURVE 64 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

3570+00.NB

3570+00.SB

3565+00.NB

3565+00.SB

IH 43 NB

IH 43 SB

3561+40

3560+00.NB

3560+00.SB

STH 54/STH 57 NE RAMP

3560+00

N

NOTS

B-05-0209

B-05-0208

UNIVERSITY AVE.

ENVIRONMENTALLLY
SENSITIVE
AREA

CURVE 64
PI STA = 3566+95.71
Y = 568404.43
X = 116245.14
DELTA = 62°39'05"
D = 5°00'00"
T = 697.43
L = 1253.03
R = 1145.92
PC STA = 3573+93.14
PT STA = 3561+40.11

KEY

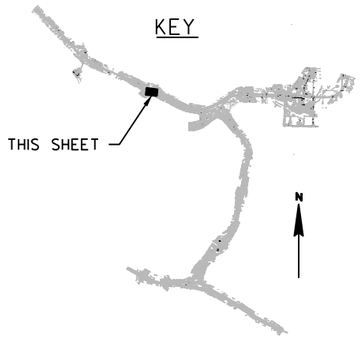
THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - STH 54/STH 57 SE RAMP	SHEET 332	E

KEY



LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

CURVE 65
PI STA = 3664+59.35
Y = 571375.19
X = 107245.82
DELTA = 12°13'11"
D = 4°00'01"
T = 153.32
L = 305.48
R = 1432.33
PC STA = 3663+06.03
PT STA = 3666+11.51
SE = 6.0%

CURVE 66
PI STA = 3673+40.20
Y = 571596.19
X = 106391.94
DELTA = 8°40'27"
D = 10°00'00"
T = 43.45
L = 86.74
R = 572.96
PC STA = 3672+96.75
PT STA = 3673+83.49

IRWIN AVE.

MGS GUARDRAIL 3 (TYP.)

CURVE 65 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

SLOPE INTERCEPT (TYP.)

CURVE 66 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

WEBSTER AVE. SE RAMP

IH 43 SB

IH 43 NB

WEBSTER AVE. NE LOOP RAMP

STA 3675+12
INLET EXTENSION RING

B-05-0224

WEBSTER AVE.

3665+00

3670+00

3675+00

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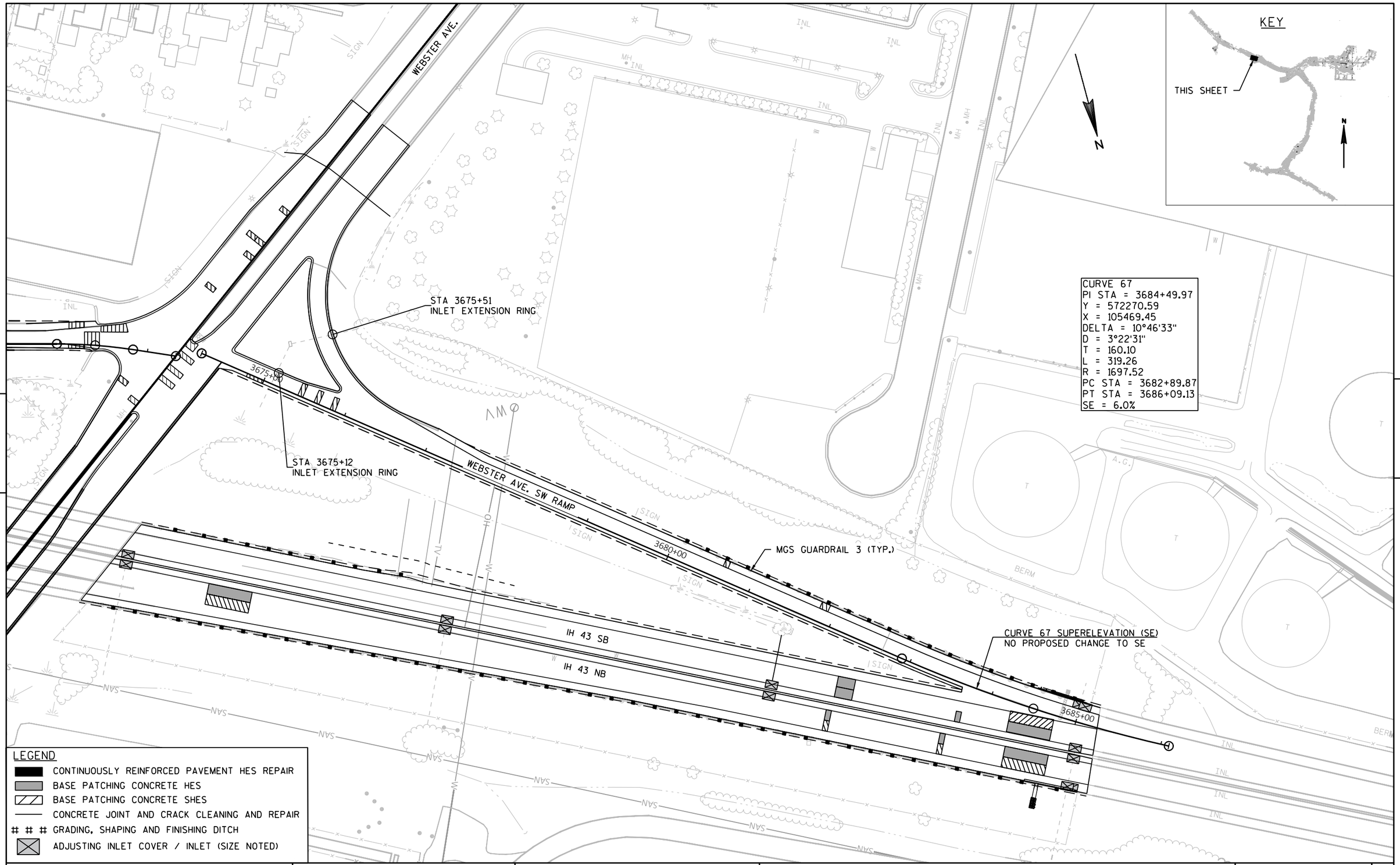
5

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - WEBSTER AVE. SE RAMP	SHEET 333	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\050204-PN.DWG
LAYOUT NAME - 050204_pnA

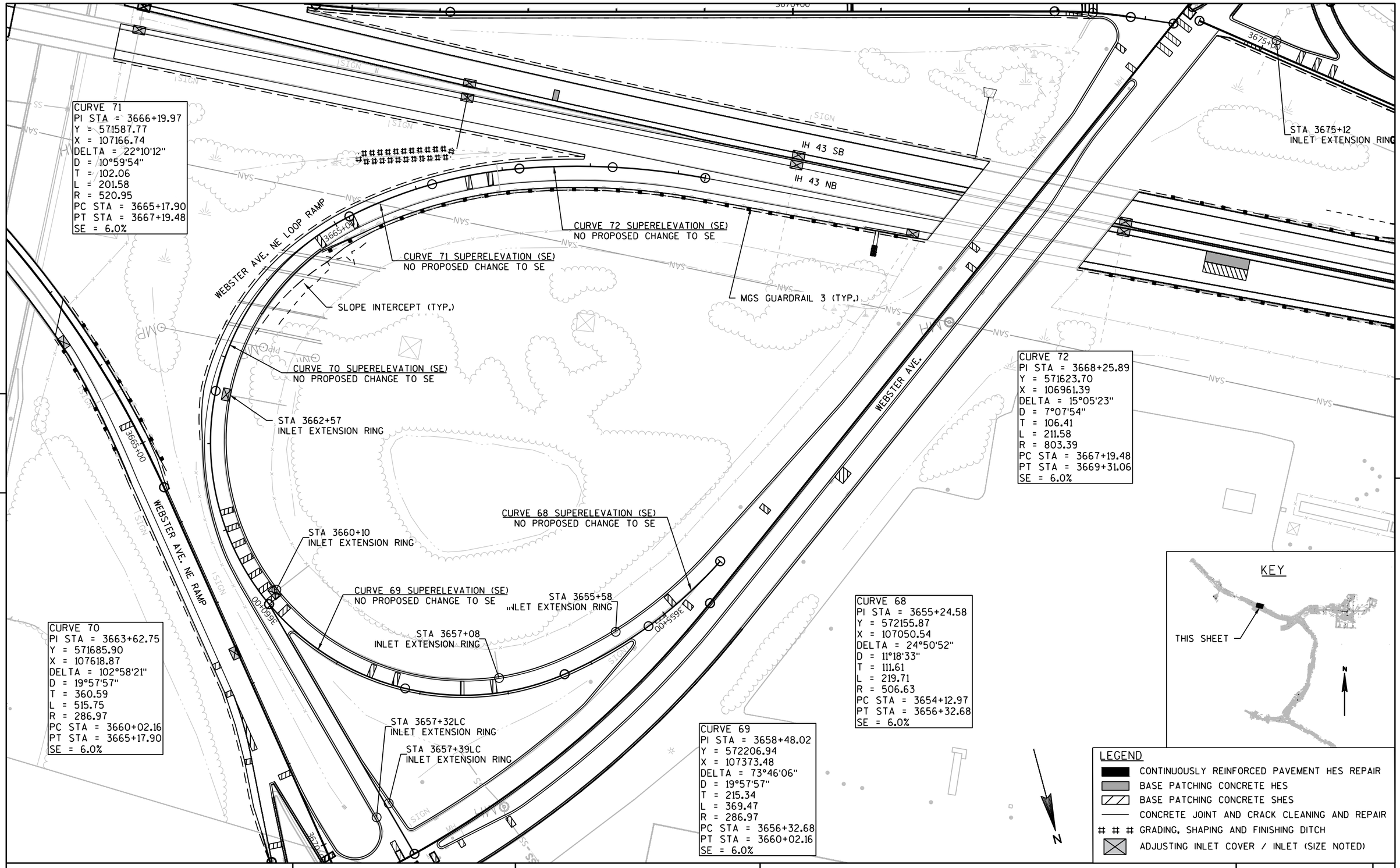
PLOT DATE : 6/28/2026 8:25 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42



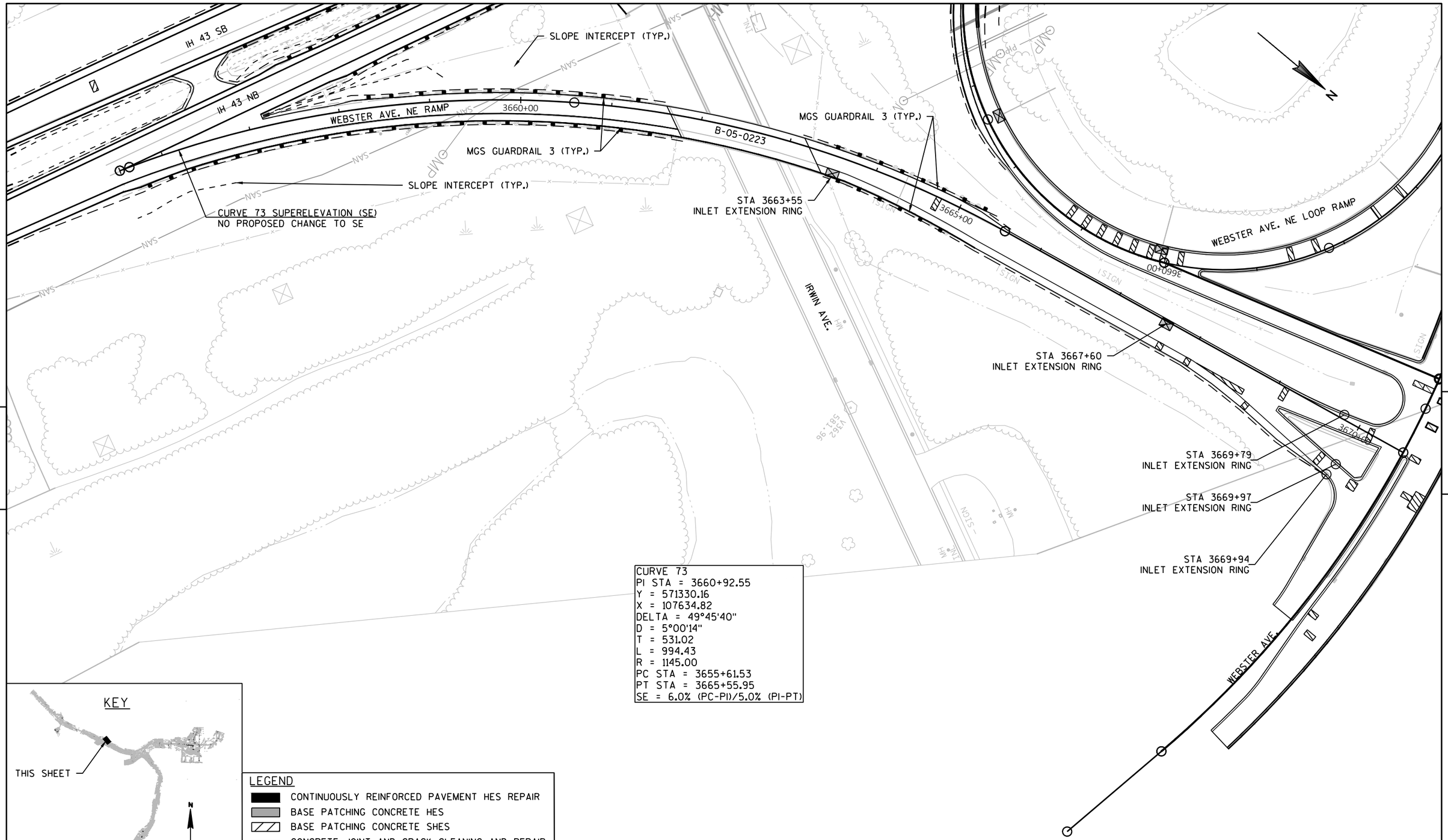
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - WEBSTER AVE. SW RAMP	SHEET 334	E



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - WEBSTER AVE. NE LOOP RAMP	SHEET 335	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050204-PN.DWG
LAYOUT NAME - 050204_pnC
PLOT DATE : 6/28/2026 8:25 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

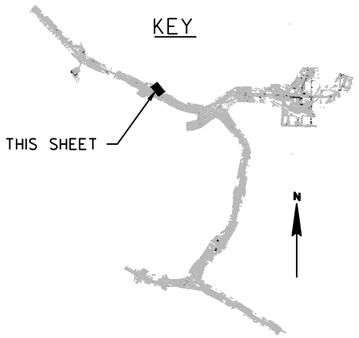


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CURVE 73
PI STA = 3660+92.55
Y = 571330.16
X = 107634.82
DELTA = 49°45'40"
D = 5°00'14"
T = 531.02
L = 994.43
R = 1145.00
PC STA = 3655+61.53
PT STA = 3665+55.95
SE = 6.0% (PC-PI)/5.0% (PI-PT)

KEY



LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - WEBSTER AVE. NE RAMP	SHEET 336	E

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

5

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WEBSTER AVE. SW RAMP

IH 43 NB

IH 43 SB

STA 33+47'WEB-SB'
INLET EXTENSION RING

STA 33+49'WEB-SB'
INLET EXTENSION RING

35+00'WEB-SB'

35+00'WEB-NB'

STA 27+99'WEB-SB'
INLET EXTENSION RING

STA 29+42'WEB-SB'
INLET EXTENSION RING

B-05-0224

STA 27+00'WEB-SB'
CLEANING CULVERT PIPES

30+00'WEB-SB'

30+00'WEB-NB'

CONSTRUCTION LIMIT
STA 26+24'WEB-NB'
STA 26+24'WEB-SB'

STA 27+00'WEB-SB'
INLET EXTENSION RING

STA 33+50'WEB-NB'
INLET EXTENSION RING

STA 33+49'WEB-NB'
INLET EXTENSION RING

WEBSTER AVE.

25+00'WEB-SB'

25+00'WEB-NB'

20+31'WEB-SB'

20+42'WEB-NB'

STA 27+01'WEB-NB'
INLET EXTENSION RING

STA 27+18'WEB-NB'
CLEANING CULVERT PIPES

STA 27+06'WEB-NB'
INLET EXTENSION RING

WEBSTER AVE. SE RAMP

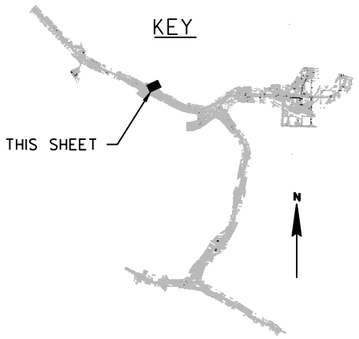
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - WEBSTER AVE.	SHEET : 337	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050205-PN.DWG
LAYOUT NAME - 050205_pnA

PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

KEY



LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

CURVE 75
PI STA = 43+34.94'WEB-SB'
Y = 572463.542
X = 107382.667
DELTA = 47°49'27"
D = 4°54'36"
T = 517.40'
L = 974.01'
R = 1166.92'
PC STA = 38+17.54'WEB-SB'
PT STA = 47+74.02'WEB-SB'

N

STA 41+56'WEB-SB'
INLET EXTENSION RING

STA 41+56'WEB-SB'
ADJUSTING INLET COVER

STA 42+32'WEB-SB'
INLET EXTENSION RING

ADJUSTING MANHOLE COVERS
STA 42+45
STA 44+32

+47'WEB-SB'
EXTENSION RING

3+49'WEB-SB'
EXTENSION RING

40+00'WEB-SB'

40+00'WEB-NB'

CURVE 75 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

WEBSTER AVE.

35+00'WEB-SB'

35+00'WEB-NB'

STA 41+50'WEB-NB'
INLET EXTENSION RING

45+00'WEB-SB'

45+00'WEB-NB'

STA 42+24'WEB-NB'
INLET EXTENSION RING

STA BACK = 47+91.55
STA AHEAD = 47+14.02

STA 39+14'WEB-NB'
INLET EXTENSION RING

STA 33+50'WEB-NB'
INLET EXTENSION RING

STA 33+49'WEB-NB'
INLET EXTENSION RING

CURVE 74 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CONSTRUCTION LIMIT
STA 45+71'WEB-NB'
STA 47+35'WEB-SB'

49+10'WEB-SB'

49+10'WEB-NB'

WEBSTER AVE. NE LOOP RAMP

WEBSTER AVE. NE RAMP

CURVE 74
PI STA = 43+25.63'WEB-NB'
Y = 572441.148
X = 107387.789
DELTA = 47°49'27"
D = 5°00'00"
T = 508.09'
L = 956.48'
R = 1145.92'
PC STA = 38+17.54'WEB-NB'
PT STA = 47+74.02'WEB-NB'

5

5

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN - WEBSTER AVE.	SHEET 338	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050205-PN.DWG
LAYOUT NAME - 050205_pnB

PLOT DATE : 6/28/2026 8:23 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1" = 100'_XREF

WISDOT/CADDS SHEET 42

5

5

60+00'ATK'

65+00'ATK'

CONSTRUCTION LIMIT
STA 66+14
BUTT JOINT REQ'D

STA 66+94
BUTT JOINT REQ'D

STA 69+45
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE A
CONCRETE SIDEWALK 5-INCH

STA 69+53
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE A
CONCRETE SIDEWALK 5-INCH

ATKINSON DR.

STA 69+53'ATK'
REMOVING INLETS
INLETS 3-FT DIAMETER
INLET COVERS TYPE A

ATKINSON DR. SW RAMP

3780+00

3775+00

70+00'ATK'

STA 70+25
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE MEDIAN SLOPED NOSE
CONCRETE CURB & GUTTER 30-INCH TYPE A
CONCRETE SIDEWALK 5-INCH

BUTT JOINT REQ'D

CONCRETE PAVEMENT
APPROACH SLAB HES

BUTT JOINT REQ'D

ATKINSON DR. SE RAMP

IH 43 SB

IH 43 NB

N

KEY

THIS SHEET

N

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: ATKINSON DR.	SHEET 339	E

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

KEY

THIS SHEET

N

IH 43 SB

IH 43 NB

ATKINSON DR. NW LOOP RAMP

ATKINSON DR. NW RAMP

HURLBUT ST.

ATKINSON DR.

3790+00

3785+00

3795+00

STA 84+56 TO 85+04
REMOVING CURB & GUTTER
CONCRETE CURB & GUTTER TYPE A

STA 83+79 TO 85+04
REMOVING CONCRETE SIDEWALK
CONCRETE SIDEWALK 5-INCH

STA 84+08 TO 84+75
REMOVING CURB & GUTTER
CONCRETE CURB & GUTTER TYPE A

STA 83+79 TO 84+25
REMOVING CURB & GUTTER
CONCRETE CURB & GUTTER TYPE A

STA 77+98
INLET EXTENSION RING

STA 80+49
INLET EXTENSION RING

STA 76+10
REMOVING INLETS
ABANDONING SEWER

MGS GUARDRAIL (TYP.)

BUTT JOINT REQ'D

SLOPE INTERCEPT (TYP.)

STA 82+99
INLET EXTENSION RING

STA 83+00
CLEANING CULVERT PIPES

STA 87+62
INLET EXTENSION RING

STA 87+72
INLET EXTENSION RING

75+00'ATK'

80+00'ATK'

85+00'ATK'

STA 78+00
INLET COVERS TYPE H

STA 80+50
INLET COVERS TYPE H

STA 74+98
REMOVING SMALL PIPE CULVERTS
CULVERT PIPE CORRUGATED STEEL 12-INCH
APRON ENDWALLS FOR CULVERT PIPE STEEL
12-INCH

STA 85+3'
REMOVING INLETS (2)
INLETS 2x3-FT (2)
INLET COVERS TYPE H (2)
CLEANING CULVERT PIPES

STA 82+99
INLET EXTENSION RING

STA 85+31
INLET EXTENSION RING

STA 87+71
INLET EXTENSION RING

STA 87+80
INLET EXTENSION RING

BUTT JOINT REQ'D

N

5

5

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: ATKINSON DR.	SHEET 340	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\050207-PN.DWG
LAYOUT NAME - 050207_pnB

PLOT DATE : 6/28/2026 8:25 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

ATKINSON DR. NW RAMP

ATKINSON DR. NW LOOP RAMP

IH 43 NB

IH 43 SB

ATKINSON DR. SW RAMP

ATKINSON DR.

3790+00

3785+00

3795+00

3750+00

3790+00

3785+00

3785+00

80+00 ATK

CURVE 79
PI STA = 3793+45.14
Y = 577735.081
X = 96464.057
DELTA = 118°48'14"
D = 20°00'00"
T = 484.45'
L = 594.02'
R = 286.48'
PC STA = 3788+60.69
PT STA = 3794+54.71
SE = 6.0%

CURVE 78
PI STA = 3787+86.29
Y = 577176.653
X = 96508.646
DELTA = 18°46'10"
D = 12°30'00"
T = 75.76'
L = 150.16'
R = 458.37'
PC STA = 3787+10.53
PT STA = 3788+60.69
SE = 6.0%

CURVE 77
PI STA = 3786+29.57
Y = 577032.183
X = 96570.970
DELTA = 12°11'28"
D = 7°30'00"
T = 81.58'
L = 162.55'
R = 763.94'
PC STA = 3785+47.99
PT STA = 3787+10.53
SE = 6.0%

CURVE 76
PI STA = 3784+63.83
Y = 576897.051
X = 96667.456
DELTA = 8°25'51"
D = 5°00'00"
T = 84.46'
L = 168.62'
R = 1145.92'
PC STA = 3783+79.37
PT STA = 3785+47.99
SE = 6.0%

STA 3796+07
INLET EXTENSION RING

STA 3796+06
INLET EXTENSION RING

CURVE 79 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 78 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 77 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

CURVE 76 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

KEY

THIS SHEET

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: ATKINSON DR. - NORTHWEST LOOP RAMP	SHEET 341 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050207-PN.DWG
LAYOUT NAME - 050207_NWL

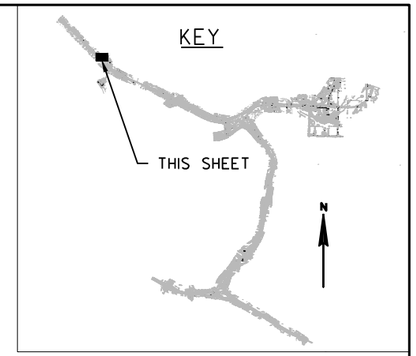
PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

CURVE 80
PI STA = 3795+31.04
Y = 577656.938
X = 95965.515
DELTA = 39°36'17"
D = 5°00'00"
T = 412.61'
L = 792.10'
R = 1145.92'
PC STA = 3791+18.43
PT STA = 3799+10.53
SE = 6.0%

N

KEY



CURVE 80 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

3791+00

ATKINSON DR. NW RAMP

3790+00

STA 3783+88
INLET EXTENSION RING

3785+00

3795+00

STA 3783+90'NW'
CLEANING CULVERT PIPES

ATKINSON DR. NW LOOP RAMP

3790+00

IH 43 NB

IH 43 SB

V368
587.54

MH

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LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: ATKINSON DR. - NORTHWEST RAMP	SHEET : 342	E

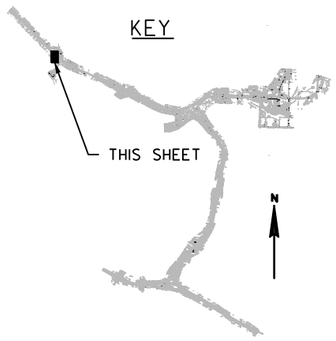
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050207-PN.DWG
LAYOUT NAME - 050207_NW

PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

LEGEND

- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

KEY



N

CURVE 81
PI STA = 3778+06.92
Y = 576126.431
X = 96754.672
DELTA = 35°08'19"
D = 6°00'00"
T = 302.36'
L = 585.65'
R = 954.93'
PC STA = 3775+04.56
PT STA = 3780+90.20
SE = 6.0%

CURVE 82
PI STA = 3788+16.10
Y = 577072.255
X = 96351.270
DELTA = 20°51'28"
D = 3°30'00"
T = 301.30'
L = 595.93'
R = 1637.02'
PC STA = 3785+14.80
PT STA = 3791+10.73
SE = 5.7%

CURVE 82 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

SLOPE INTERCEPT (TYP.)

ATKINSON DR. SW RAMP

3790+00

3785+00

3780+00

SLOPE INTERCEPT (TYP.)

CURVE 81 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

MGS GUARDRAIL 3 (TYP.)

3775+00

STA 3774+10'ATK-SW'
INLET EXTENSION RING

IH 43 SB

IH 43 NB

SIGN

SAN

T272
090.070

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: ATKINSON DR. - SOUTHWEST RAMP	SHEET 343	E

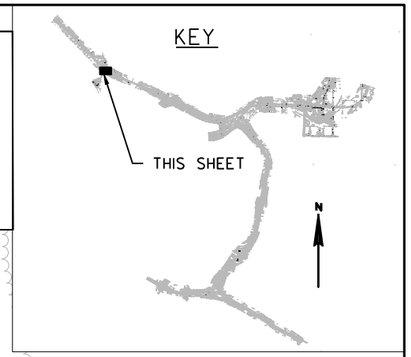
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050207-PN.DWG
LAYOUT NAME - 050207_SW

PLOT DATE : 6/28/2026 8:24 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 42

LEGEND
- CONTINUOUSLY REINFORCED PAVEMENT HES REPAIR
- BASE PATCHING CONCRETE HES
- BASE PATCHING CONCRETE SHES
- CONCRETE JOINT AND CRACK CLEANING AND REPAIR
- # # # GRADING, SHAPING AND FINISHING DITCH
- ADJUSTING INLET COVER / INLET (SIZE NOTED)

KEY



N

ATKINSON DR. SW RAMP

3775+00

70+00'ATK'

STA 3774+95
INLET EXTENSION RING

3775+00

SLOPE INTERCEPT (TYP.)

MGS GUARDRAIL 3 (TYP.)

IH 43 NB

IH 43 SB

CURVE 84 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

3770+00

ATKINSON DR. SE RAMP

STA 3774+31
INLET EXTENSION RING
CLEANING CULVERT PIPE

ATKINSON DR.

65+00'ATK'

CURVE 83 SUPERELEVATION (SE)
NO PROPOSED CHANGE TO SE

STA 3765+08'SB'
BUTT JOINT REQ'D

3765+00

CURVE 84	
PI STA	3773+37.58
Y	575897.574
X	97361.488
DELTA	1°24'53"
D	5°43'04"
T	12.37'
L	24.74'
R	1002.08'
PC STA	3773+25.21
PT STA	3773+49.95

CURVE 83	
PI STA	3768+69.67
Y	575773.313
X	97815.104
DELTA	14°23'44"
D	3°08'29"
T	230.33'
L	458.24'
R	1823.84'
PC STA	3766+39.34
PT STA	3770+97.58

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	PLAN: ATKINSON DR. - SOUTHEAST RAMP	SHEET 344	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\050207-PN.DWG
LAYOUT NAME - 050207_SE
PLOT DATE : 6/28/2026 8:22 AM PLOT BY : KYLE WITTE PLOT NAME : _____ PLOT SCALE : 1:100_XREF

Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	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
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
09B02-10	CONDUIT
09B16-04	PULL BOX NON-CONDUCTIVE
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-07	CONCRETE PAVEMENT SHOULDERS
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A07-02	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C09-18A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-18B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-18C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-18D	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-15A	RURAL DOWELED CONCRETE PAVEMENT
13C11-15B	RURAL DOWELED CONCRETE PAVEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
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
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B26-05A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05D	STEEL THRIE BEAM BULLNOSE TERMINAL

6

Standard Detail Drawing List

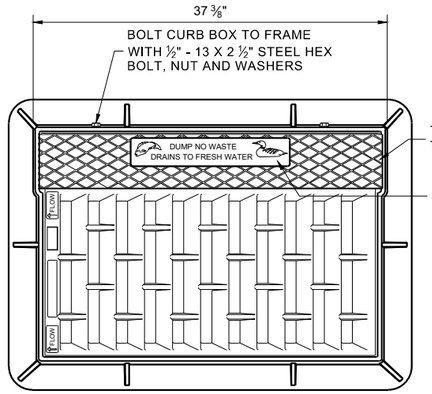
14B26-05E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05H	STEEL THRIE BEAM BULLNOSE TERMINAL
14B32-11A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11F	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11G	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-11H	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B33-02G	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B33-02H	CONCRETE BARRIER SINGLE SLOPE 42" THRIE BEAM ANCHOR
14B35-02C	32-INCH SINGLE-FACED NJ SHAPE CONCRETE BARRIER TO 36-INCH SSCB TRANSITION
14B35-02D	32-INCH SINGLE-FACED NJ SHAPE CONCRETE BARRIER TO 36-INCH SSCB TRANSITION
14B39-02B	36-INCH SSCB TO 42-INCH SSCB HEIGHT TRANSITION
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-06A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B52-03A	CABLE BARRIER TYPE 1 LAYOUT
14B52-03B	CABLE BARRIER TYPE 1 LAYOUT
14B52-03C	CABLE BARRIER TYPE 1 LAYOUT
14B53-03A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14D01-01	TURTLE EXCLUSION FENCE CLIMBING TURTLE
15A04-08A	FLEXIBLE DELINEATOR POST
15A04-08B	BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING
15A04-08C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-08D	CHANNELIZING DEVICES, PERMANENT FLEXIBLE TUBULAR MARKER POST
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES

6

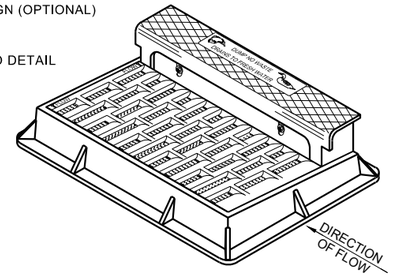
Standard Detail Drawing List

15C02-10D	ON RAMP LANE CLOSURE
15C02-10E	OFF RAMP LANE CLOSURE
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-10G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C02-10H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C14-05	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-11C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-08A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-08B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-08C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-08D	PAVEMENT MARKING LANE DROP AND LANE REDUCTION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-16A	TRAFFIC CONTROL, LANE CLOSURE
15D12-16B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-16C	TRAFFIC CONTROL, DYNAMIC LATE MERGE SYSTEM
15D12-16D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D12-16E	TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM
15D12-16F	TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY TAPE RUMBLE STRIPS
15D12-16G	TRAFFIC CONTROL, LANE CLOSURE , DIGITAL SPEED REDUCTION SYSTEM
15D14-10	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-08A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-07	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-11A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-05	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-07B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-07D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D42-04	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D47-03A	TRAFFIC CONTROL, INGRESS/EGRESS WITH BARRIER
15D47-03B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER
15D49-05	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT

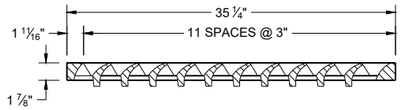
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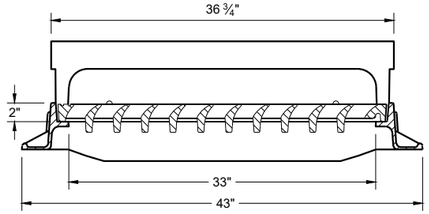


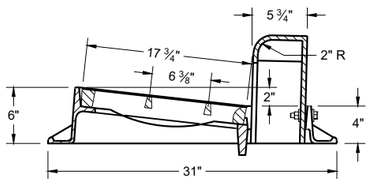
NOTE: EITHER CASTING IS ACCEPTABLE

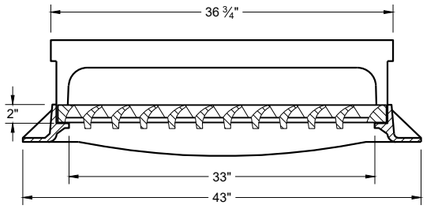


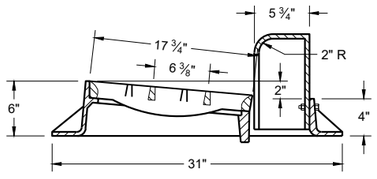
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







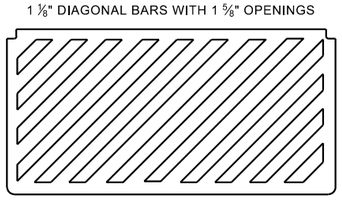




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

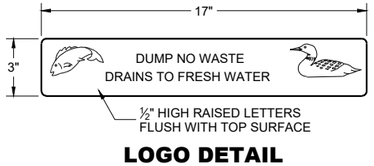
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



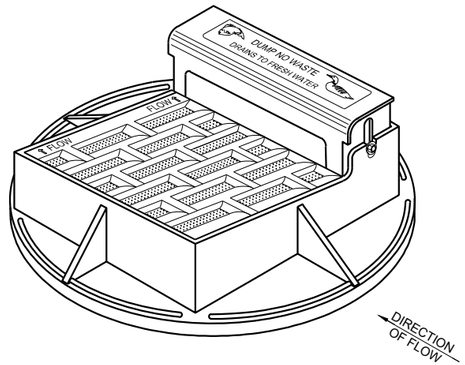
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

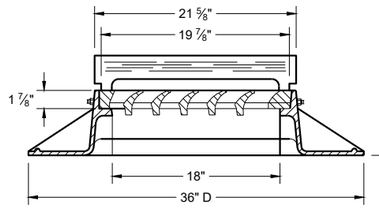


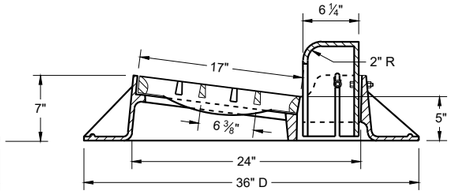
LOGO DETAIL



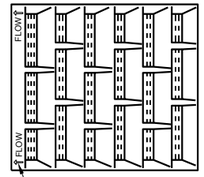
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

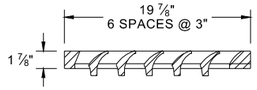




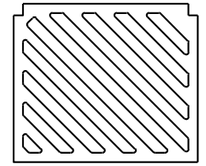
TYPE "A"



DIRECTION OF FLOW ARROWS



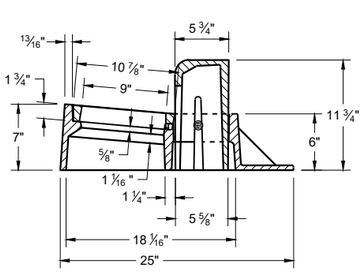
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



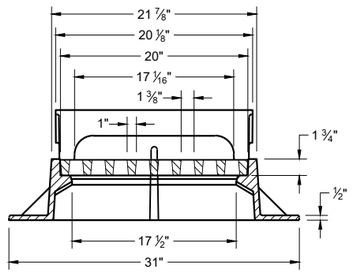
SPECIAL GRATE FOR TYPE "A" COVER

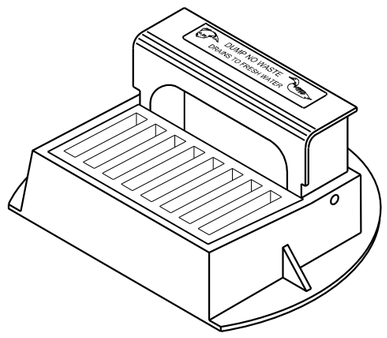
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





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.

INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

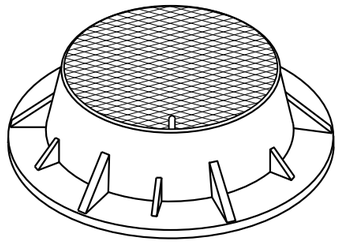
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SDD 08A05-22a

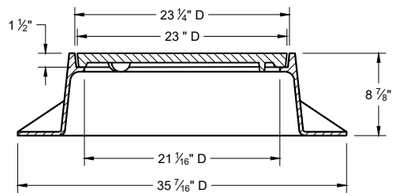
GENERAL NOTES

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

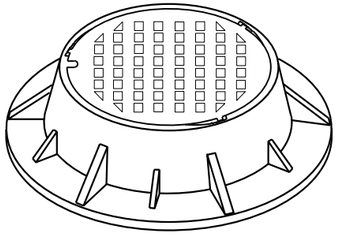
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

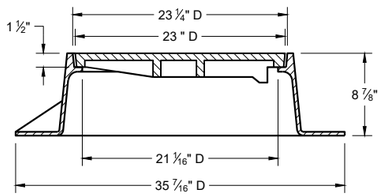




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

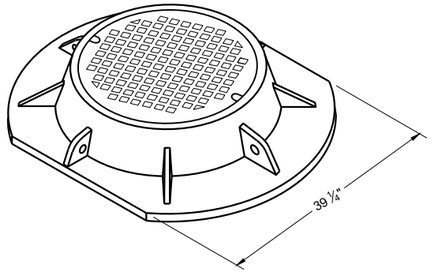


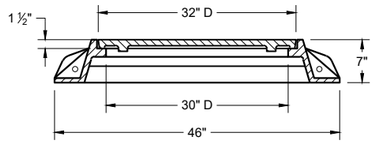


TYPE "J" SPECIAL

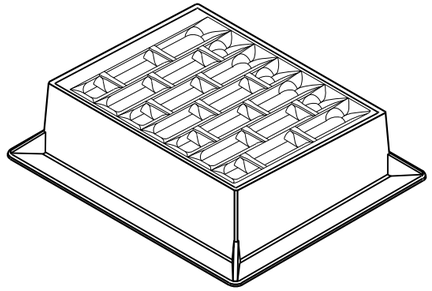
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

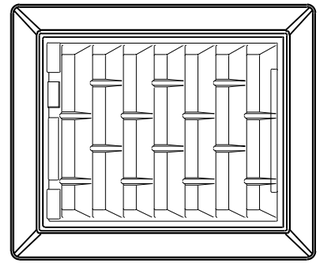
NOTE: EITHER CASTING IS ACCEPTABLE

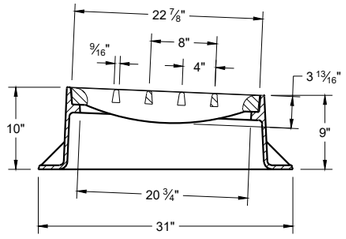


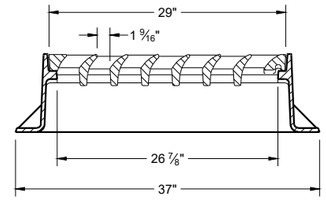


TYPE "K"

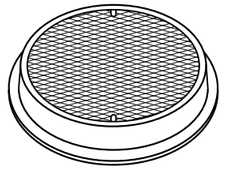


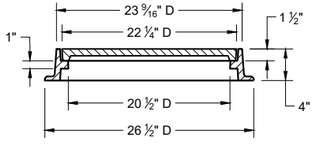




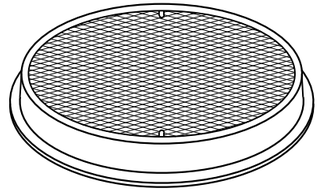


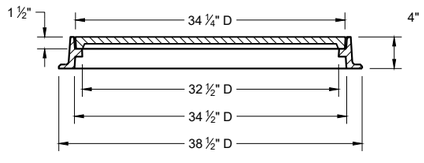
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

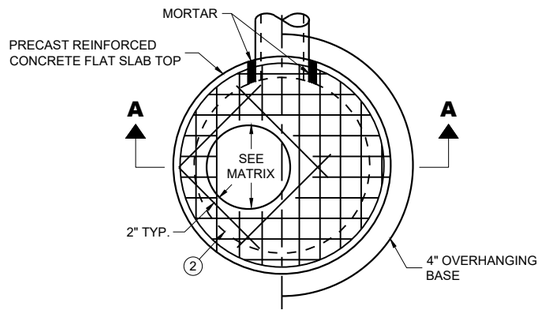
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

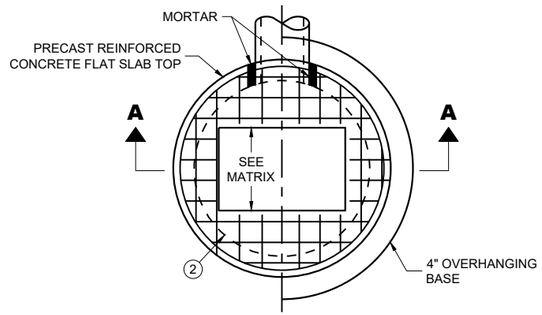
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

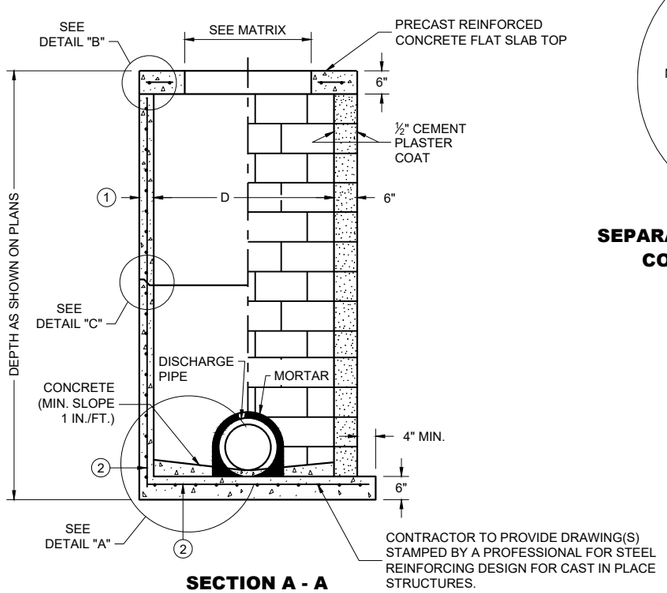
6
SDD 08A05-22e



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

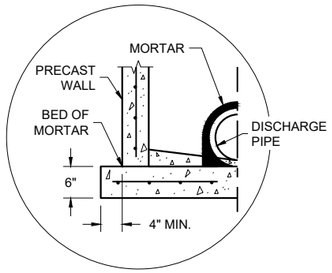
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

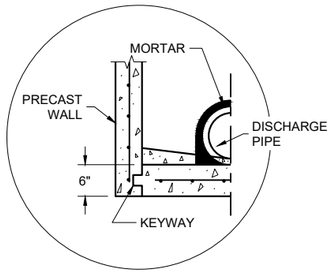
INLET SIZE	INLET COVER TYPE / OPENING SIZE (FT.)	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

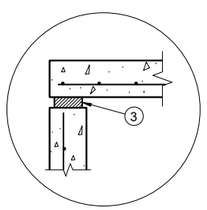


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

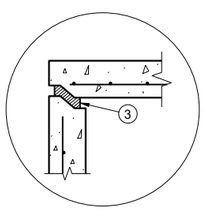


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

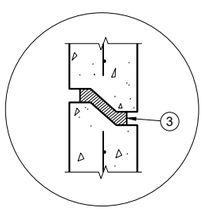
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

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 DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE 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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

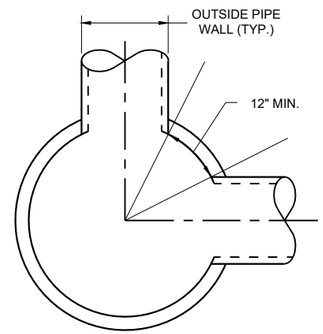
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

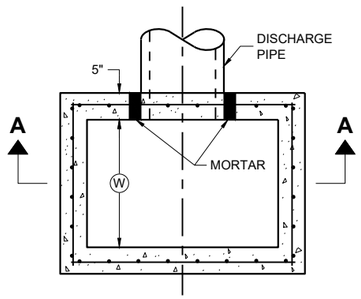
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

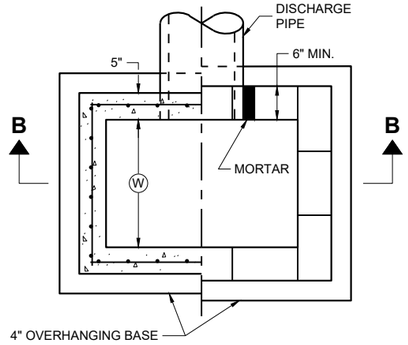
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

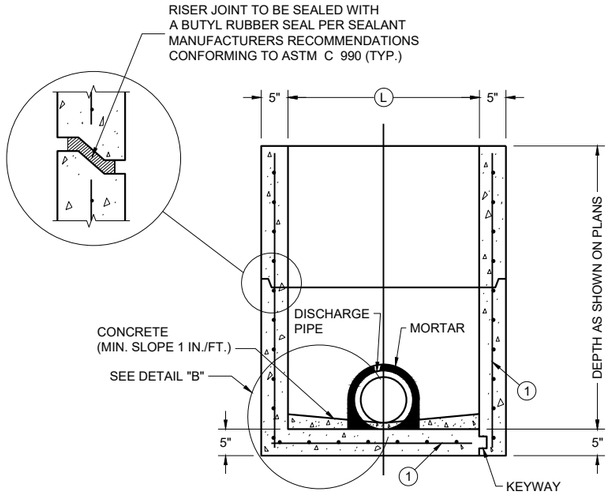
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SDD 08C06-03



PLAN VIEW



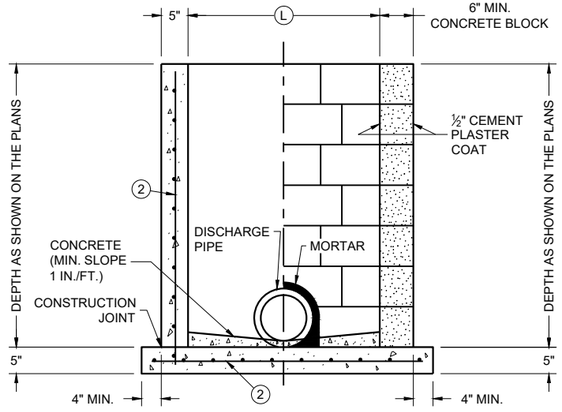
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

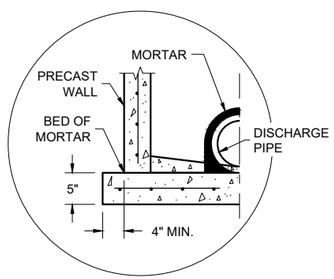
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

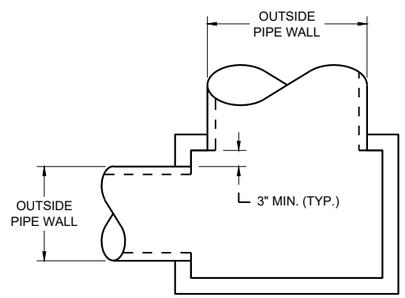
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T 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" 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 AND REINFORCED CONCRETE BASES 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.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

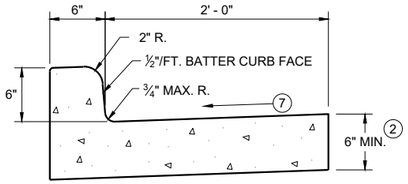
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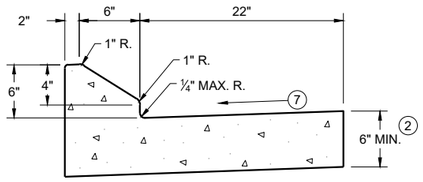
SDD 08C07-03

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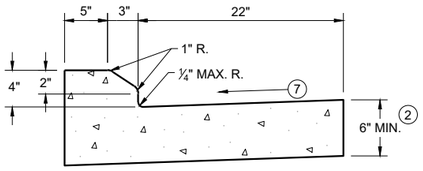
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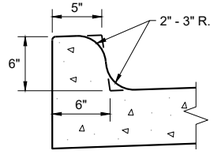
TYPES A (1) & D



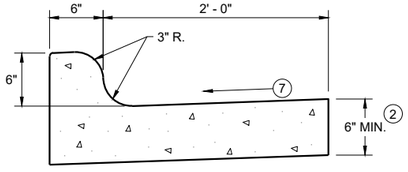
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

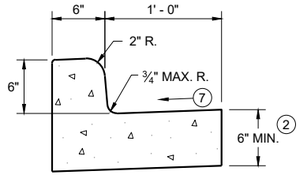


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



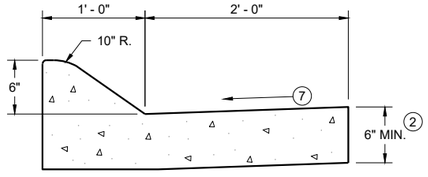
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

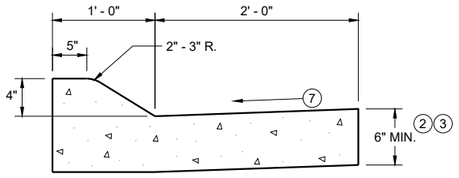


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

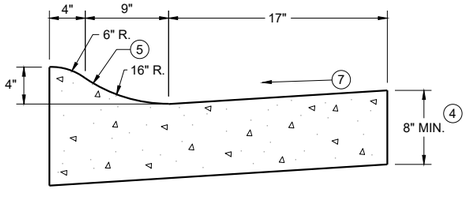


6" SLOPED CURB TYPES A (1) & D



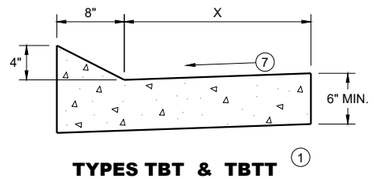
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

TBT & TBTT	X
30"	22"
36"	28"

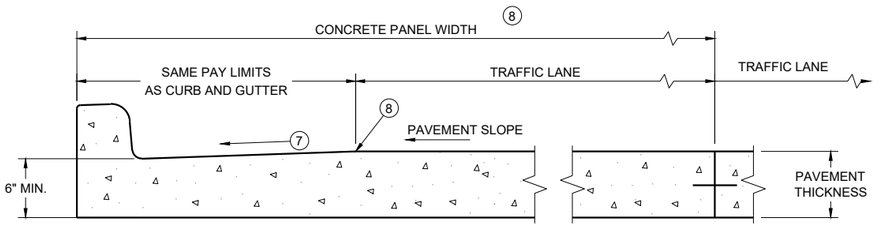


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

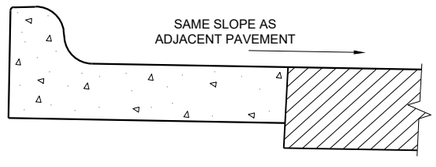
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

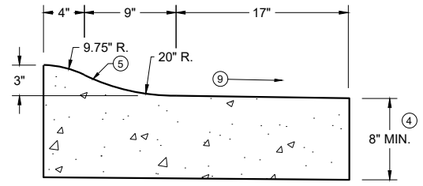
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

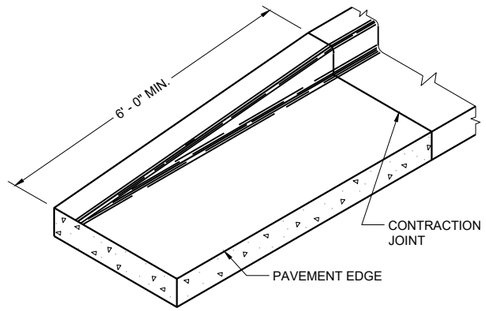
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



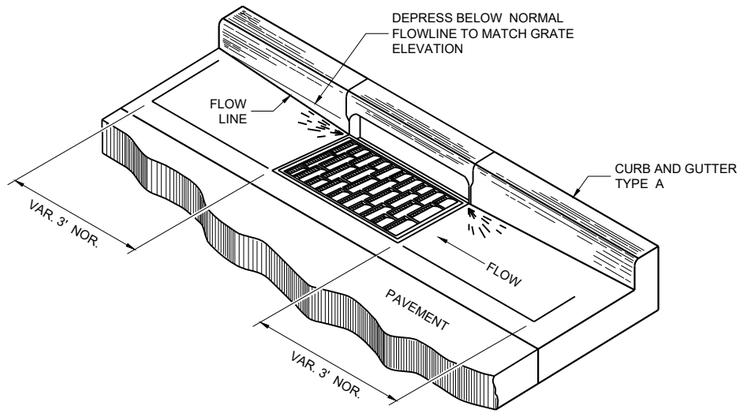
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

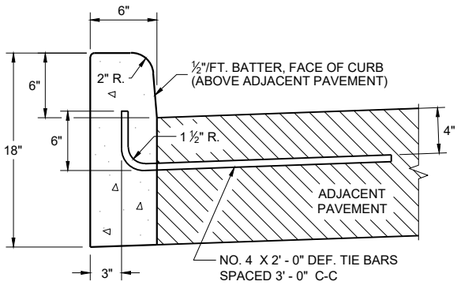
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

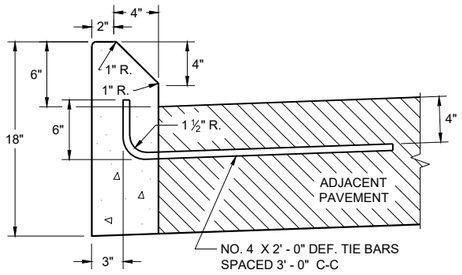
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

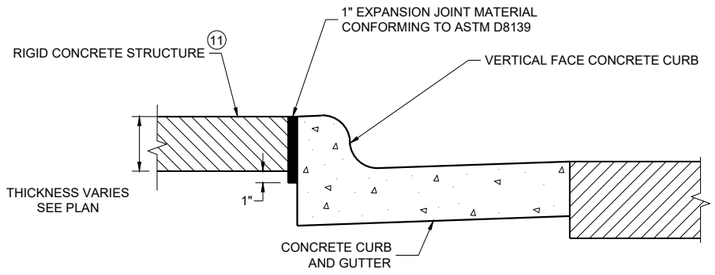


TYPES A (1) & D

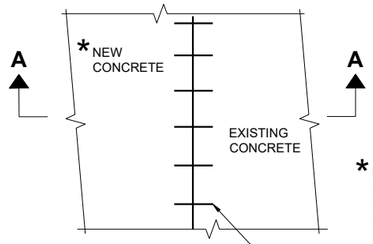


TYPES G (1) & J

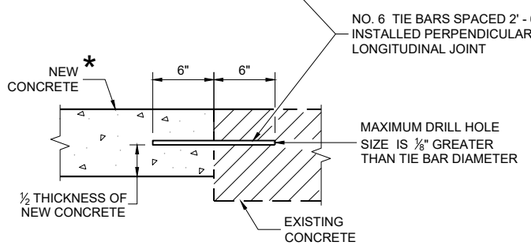
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

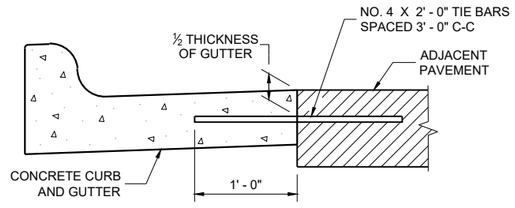


PLAN VIEW

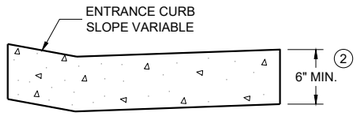


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 08D01-24b

6

SDD 08D01-24b

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)

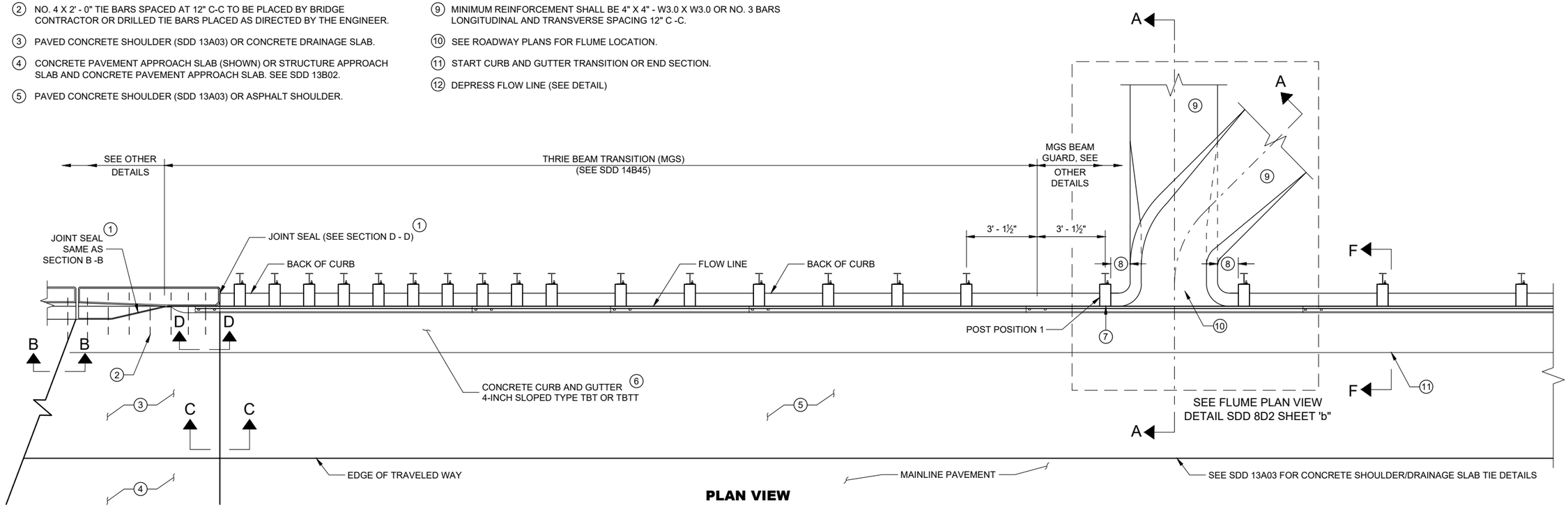
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

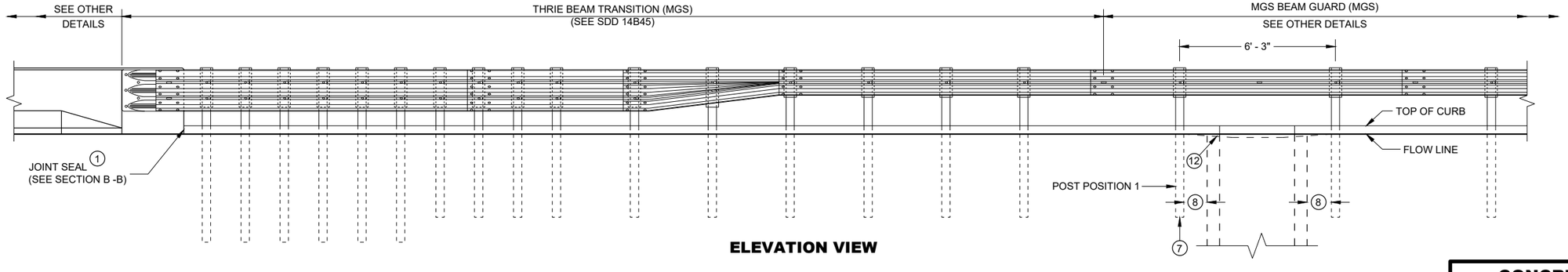
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



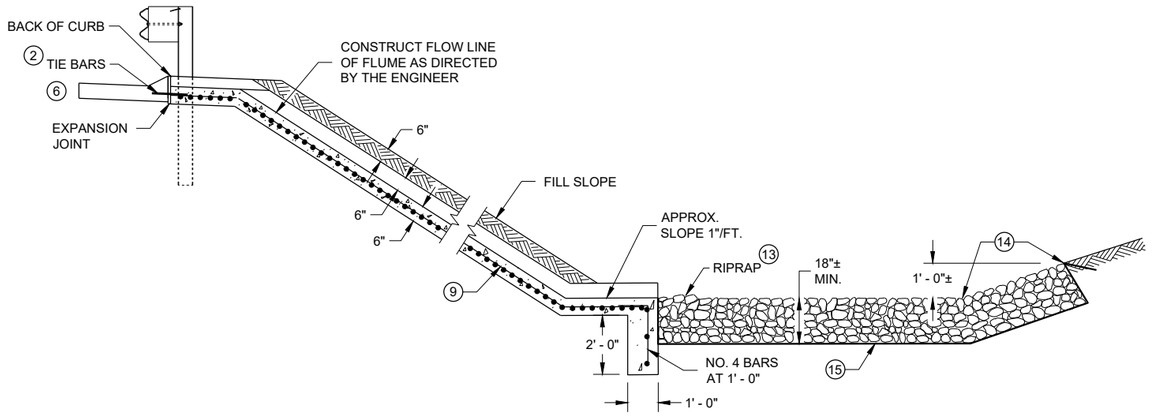
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

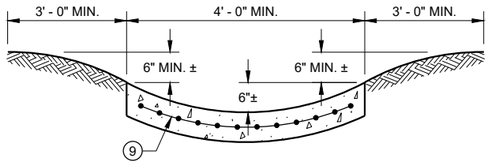
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 08a

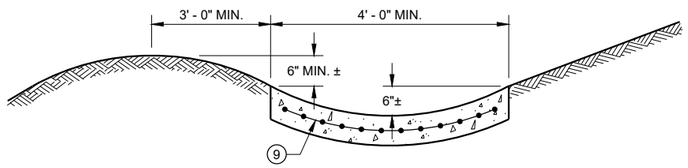
SDD 08D02 - 08a



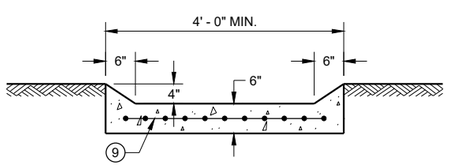
SECTION A - A



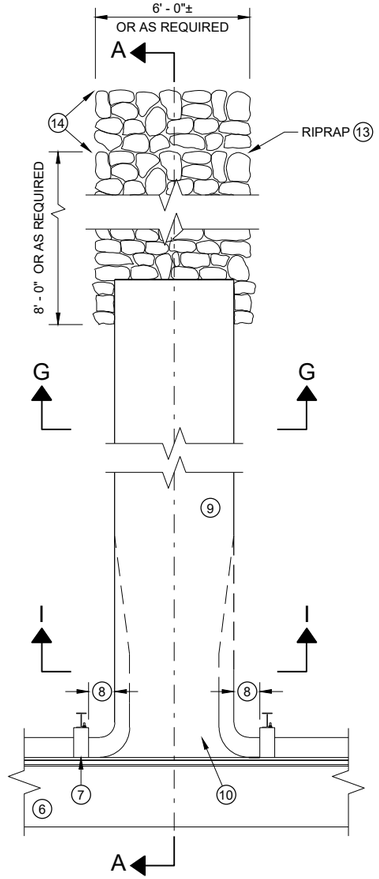
SECTION G - G



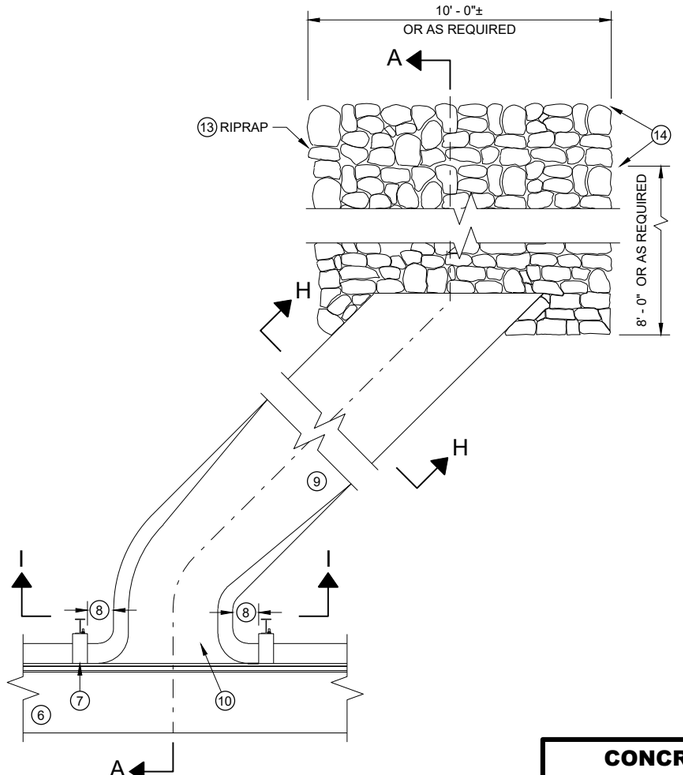
SECTION H - H



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.

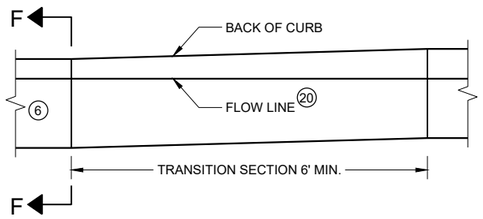
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH 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

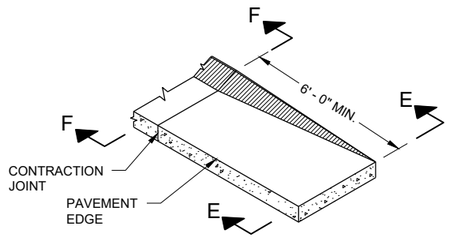
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

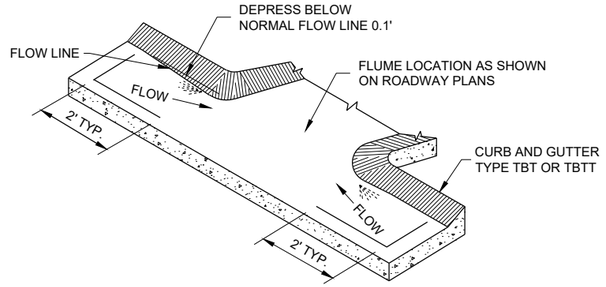
SDD 08D02 - 08b



**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.

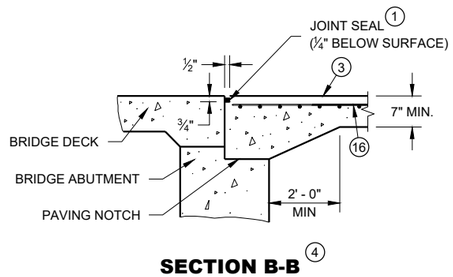
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

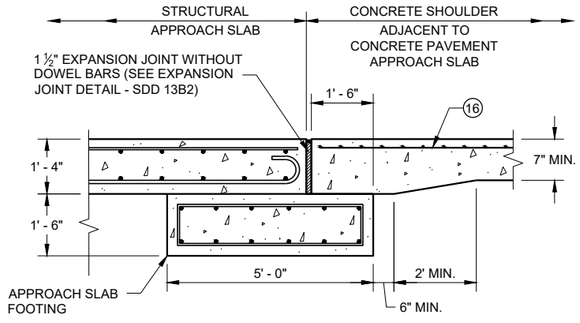
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

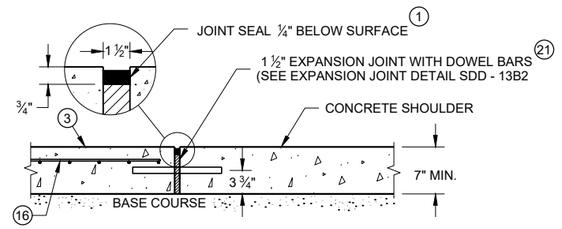
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



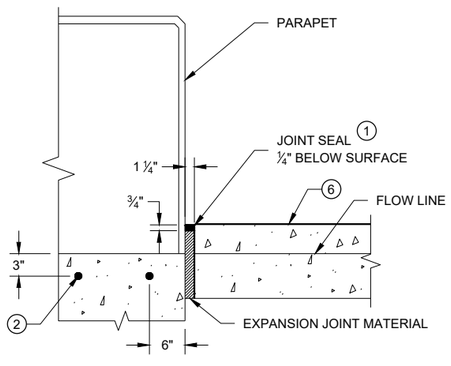
SECTION B-B



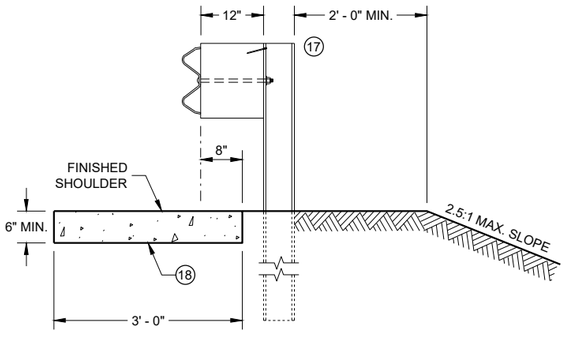
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



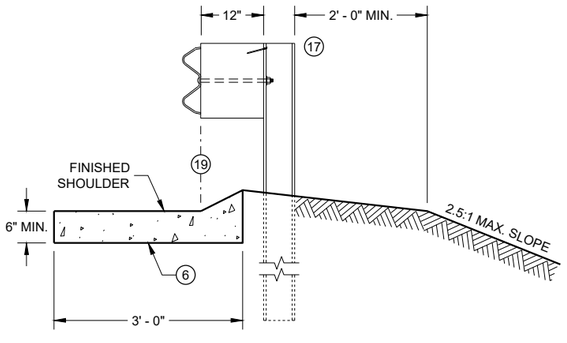
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



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

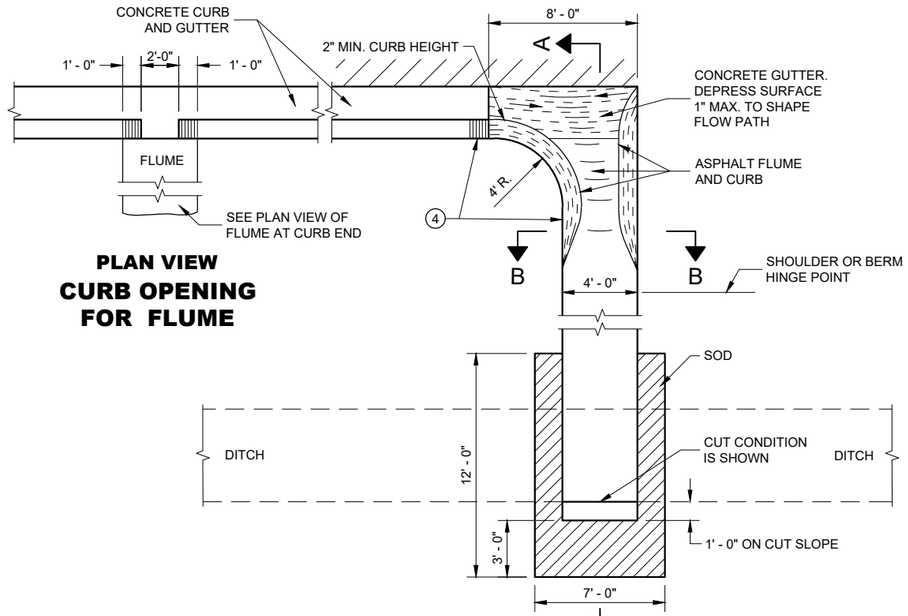
SDD 08D02 - 08c

6

SDD 08D02 - 08c

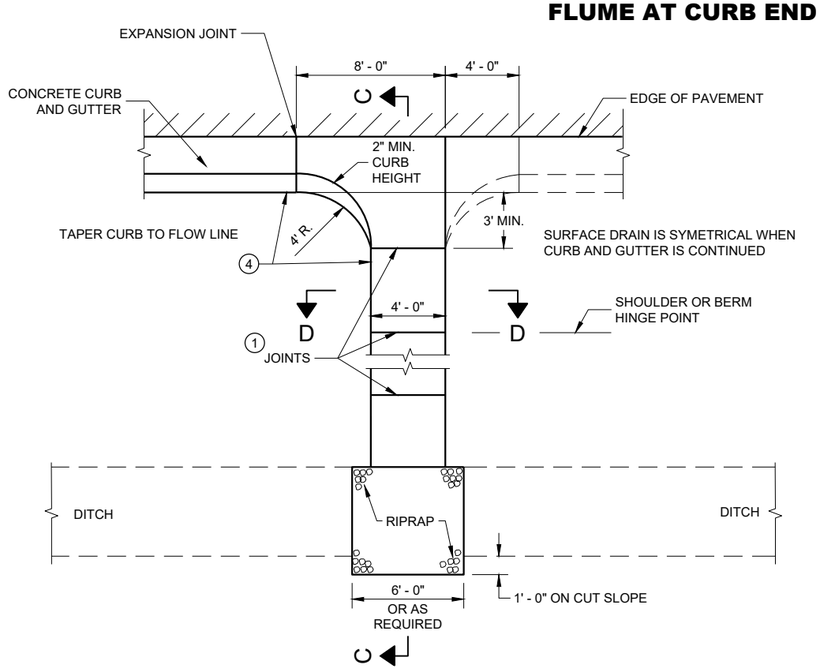
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



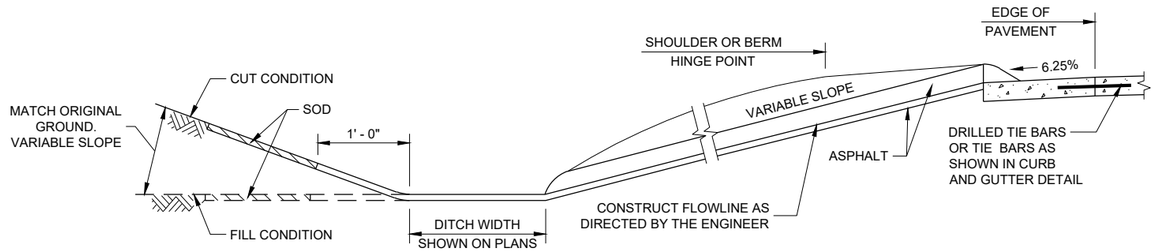
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

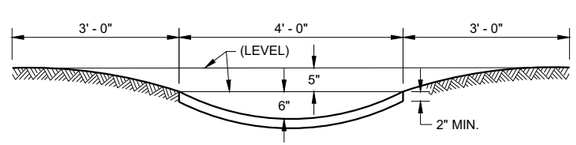
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

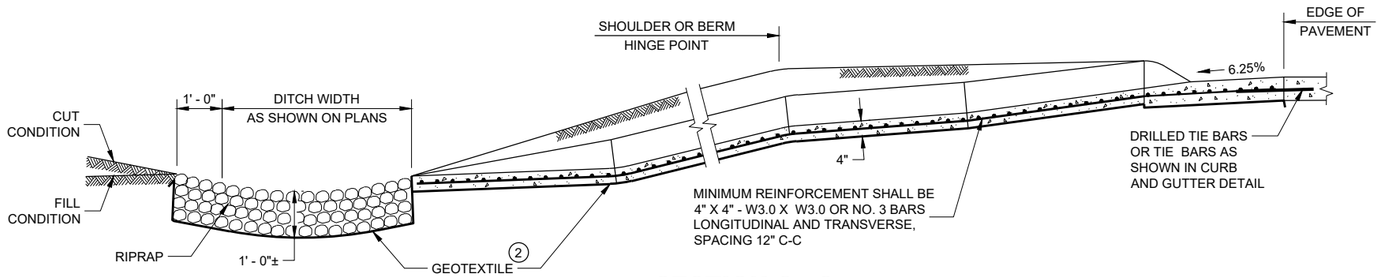
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. 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.



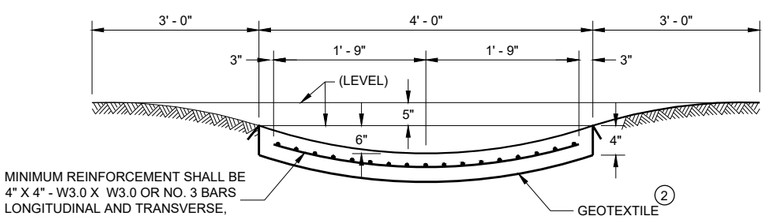
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

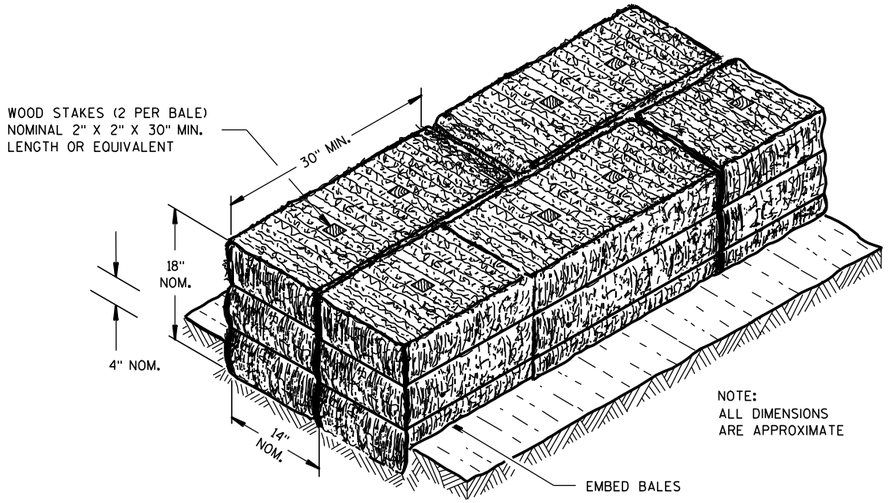
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

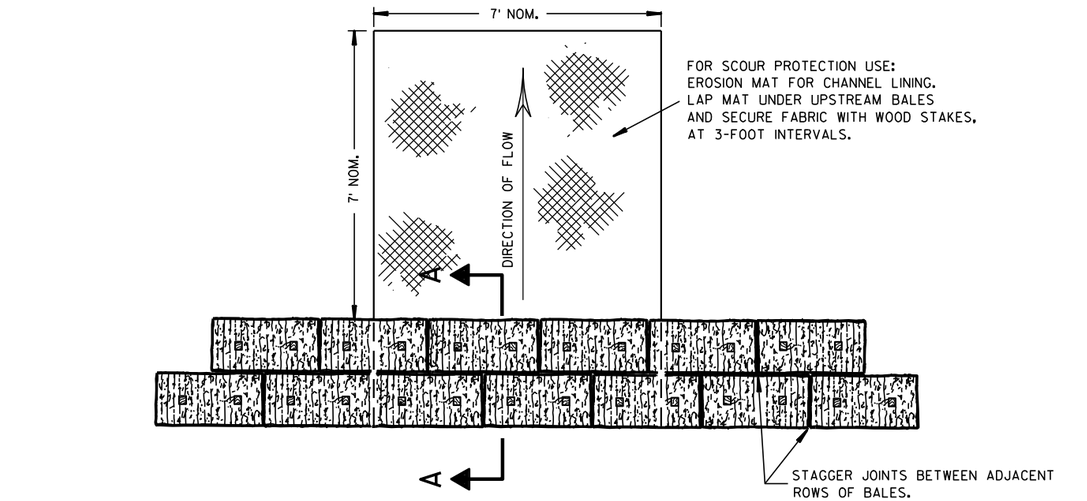
FHWA

6

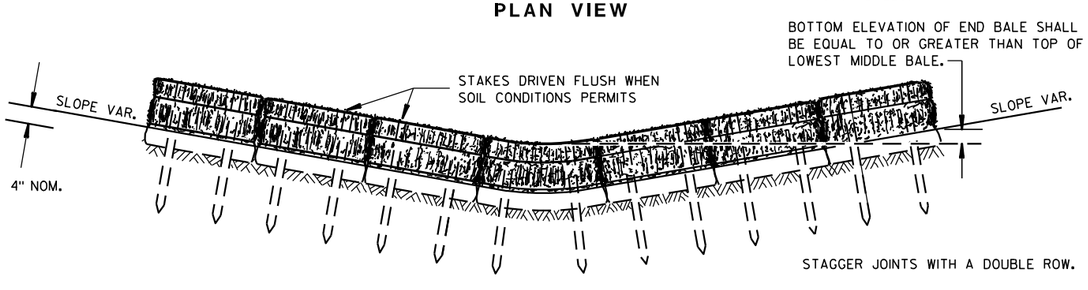
SDD 08D04 - 07



SECTION A-A



PLAN VIEW



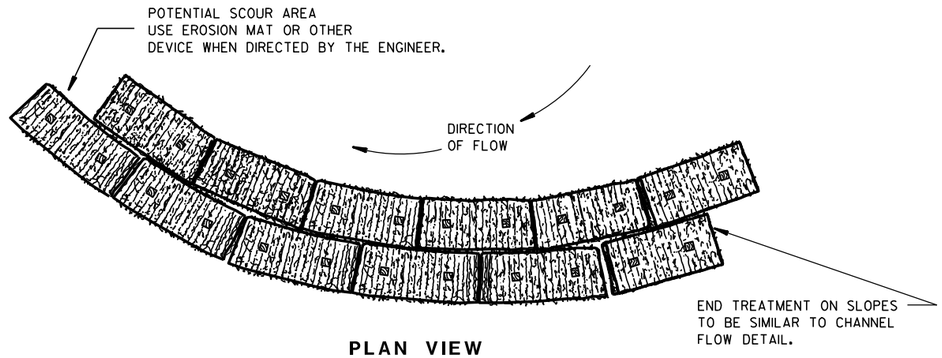
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

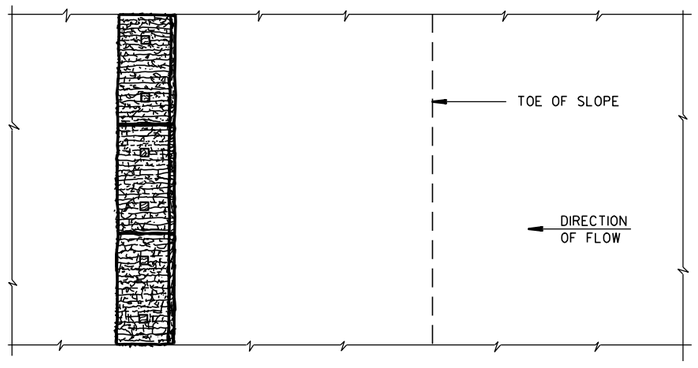
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

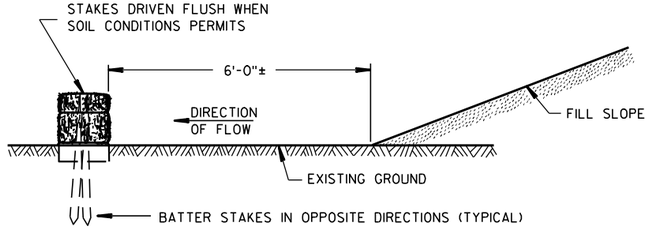


PLAN VIEW

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

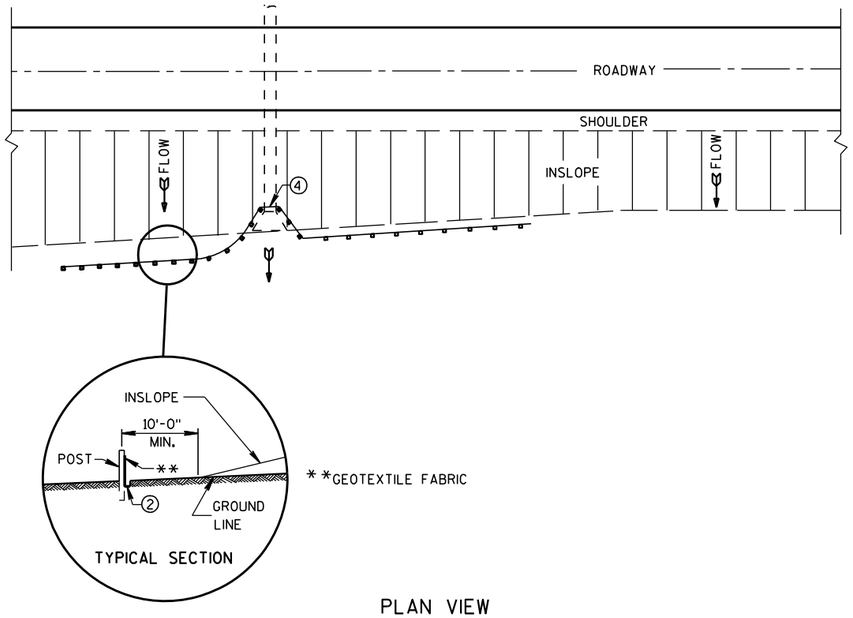
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

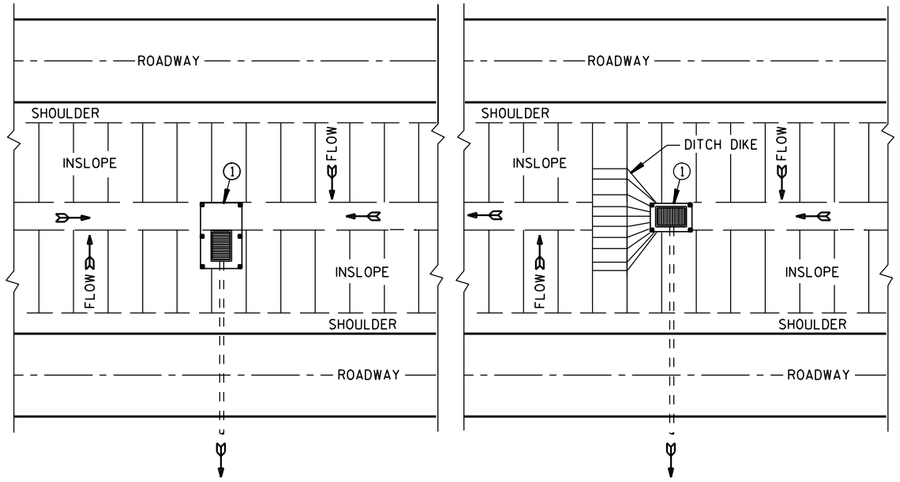
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



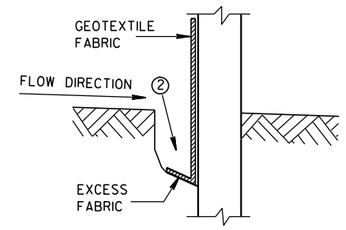
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

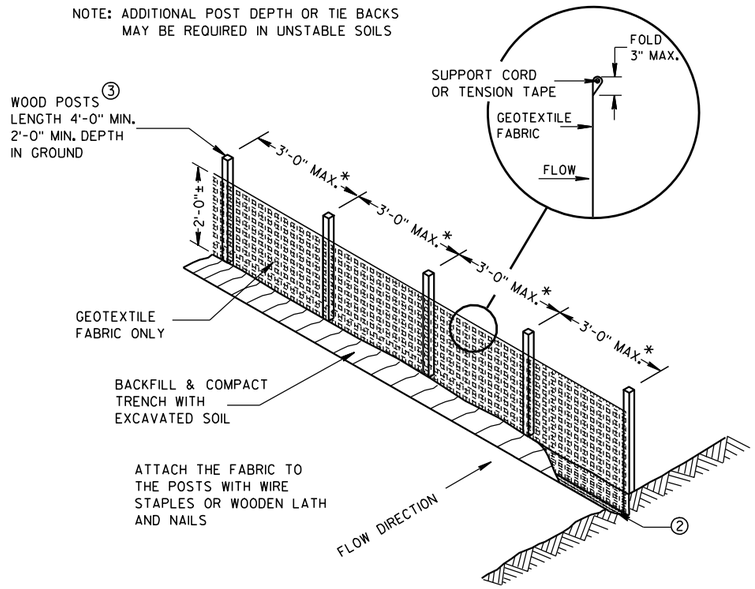
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

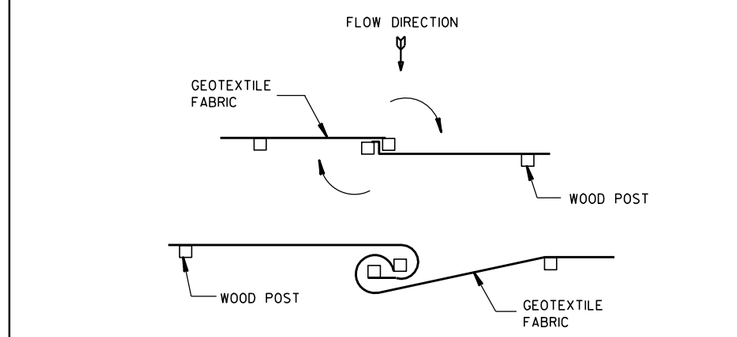


TRENCH DETAIL

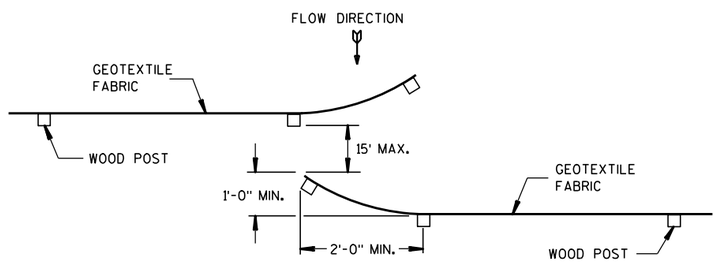


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

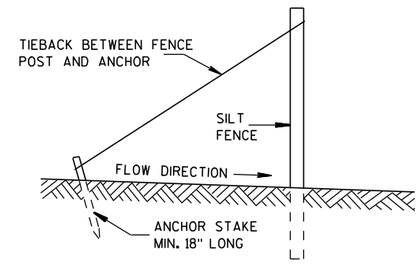


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

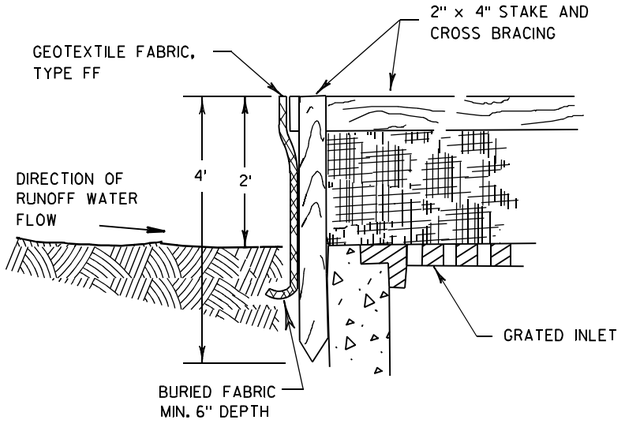
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

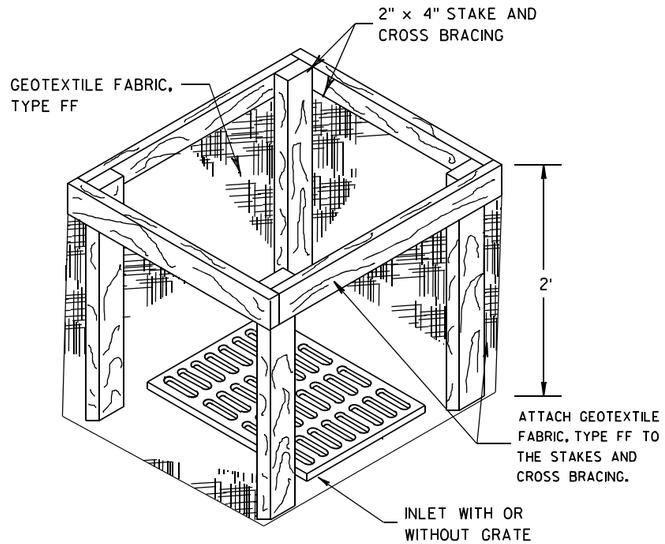
6

S.D.D. 8 E 9-6

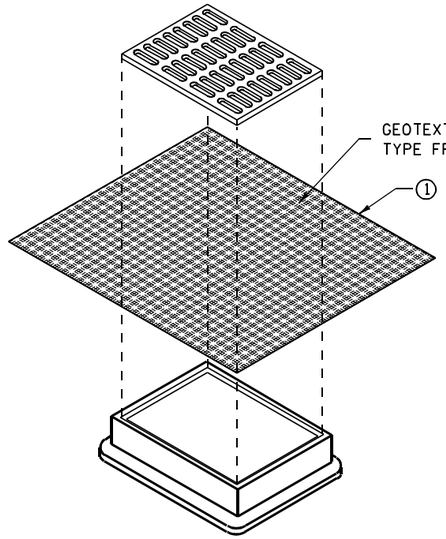
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S.D.D. 8 E 9-6



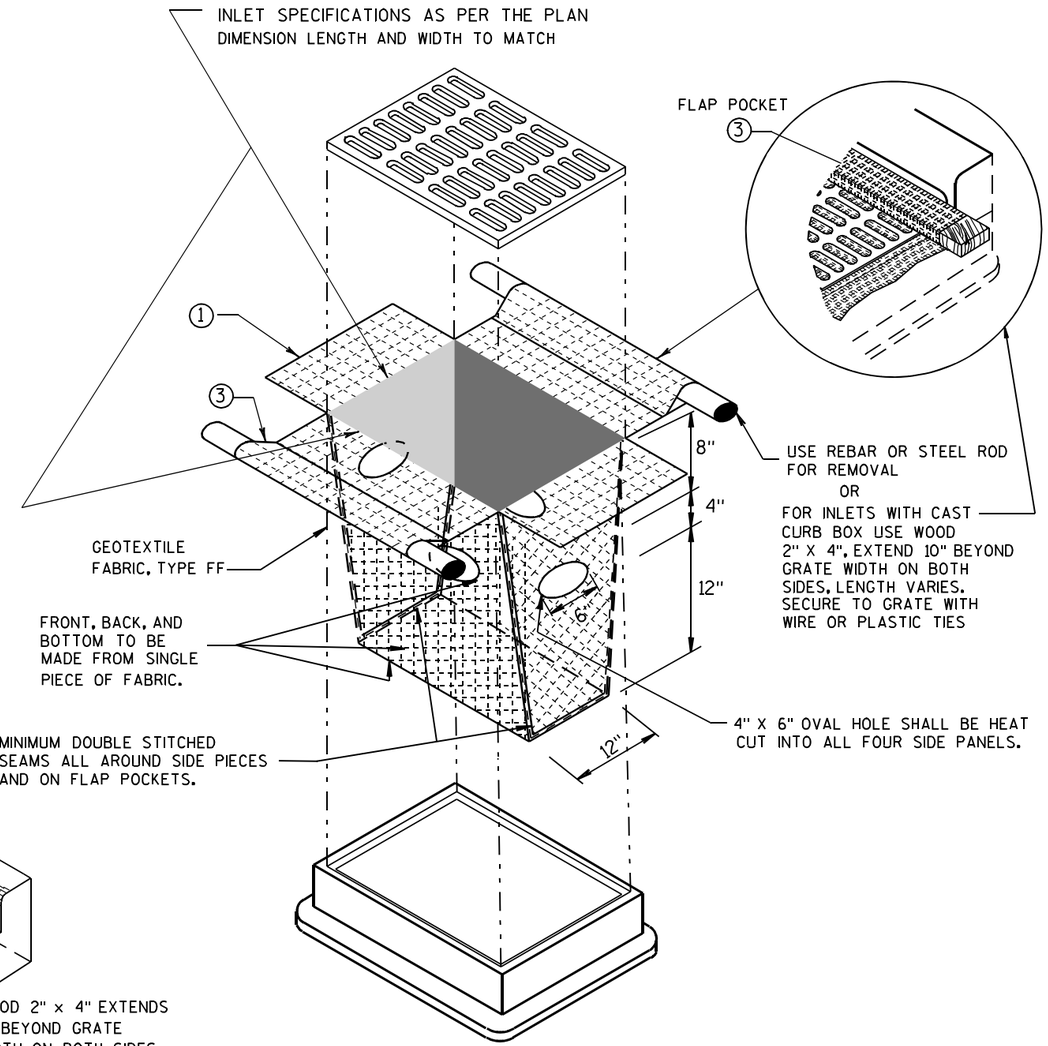


INLET PROTECTION, TYPE A



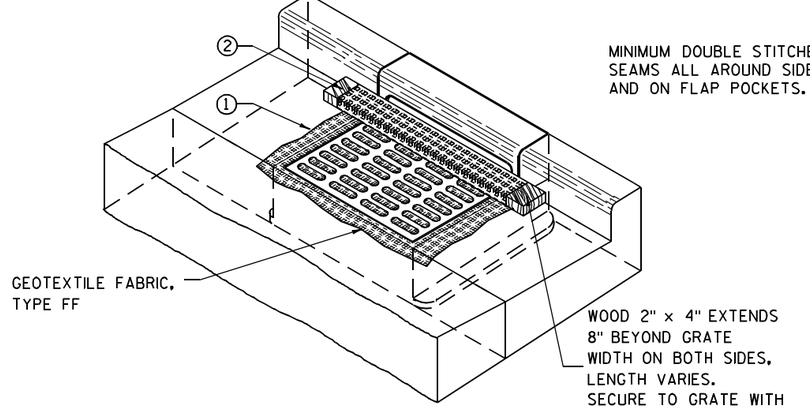
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

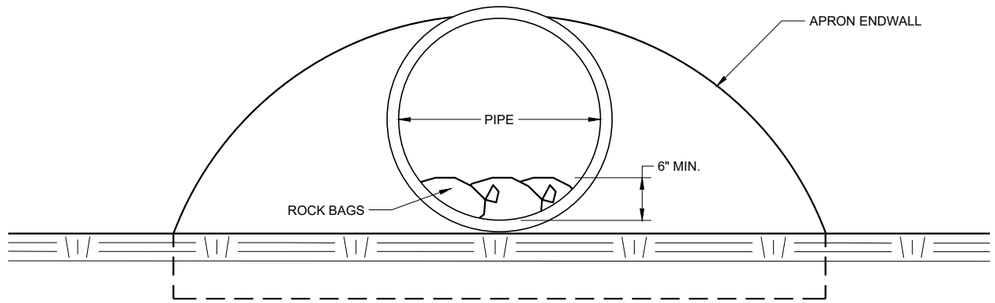
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

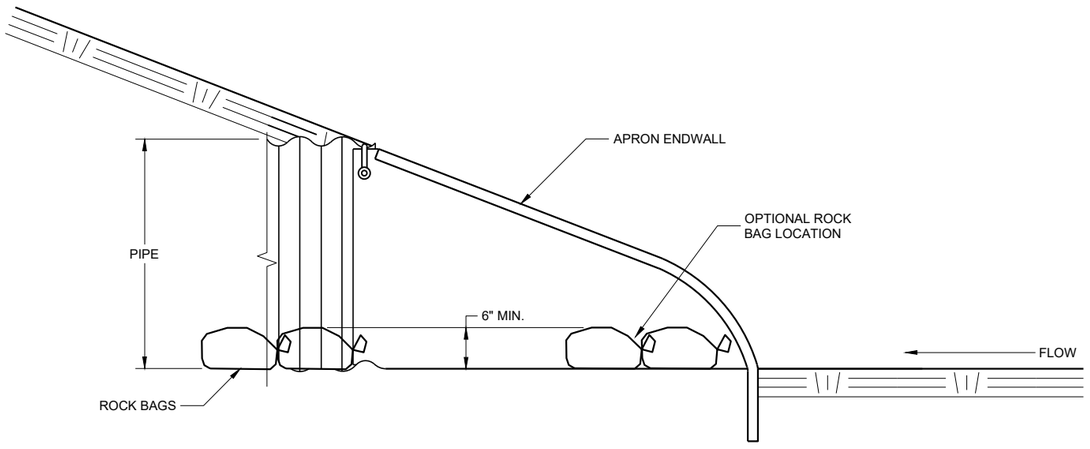
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

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SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

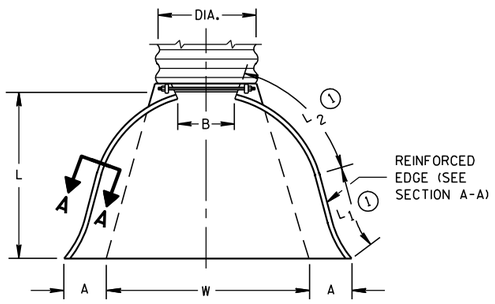
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

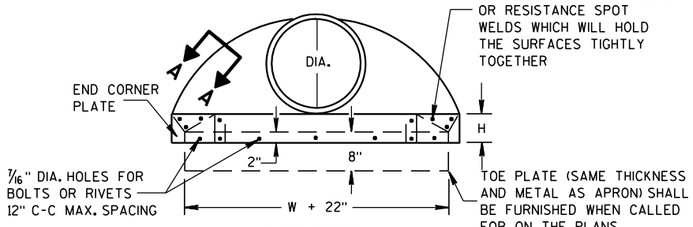
REINFORCED CONCRETE APRON ENDWALLS

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

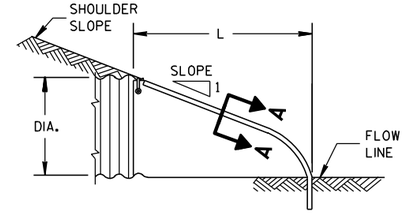
*MINIMUM
**MAXIMUM



PLAN VIEW

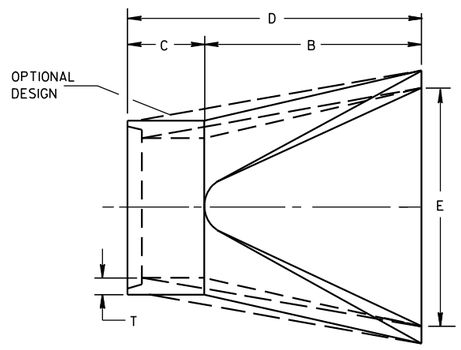


END VIEW

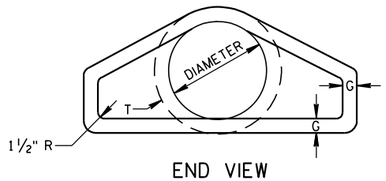


SIDE ELEVATION

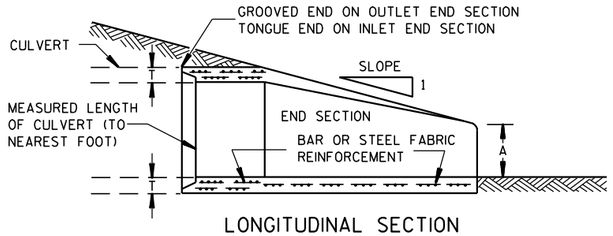
METAL ENDWALLS



PLAN

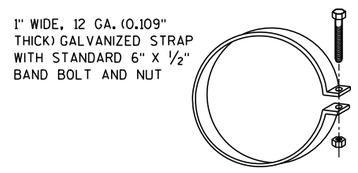


END VIEW



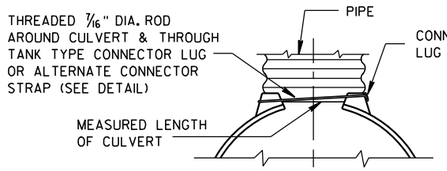
LONGITUDINAL SECTION

CONCRETE ENDWALLS

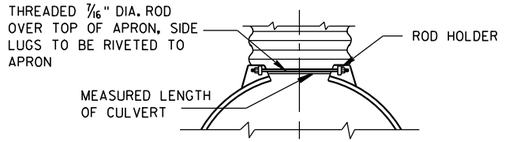


ALTERNATE FOR TYPE 1 CONNECTION

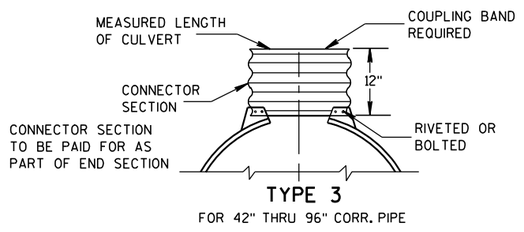
END SECTION CONNECTOR STRAP



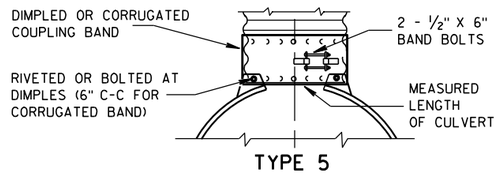
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

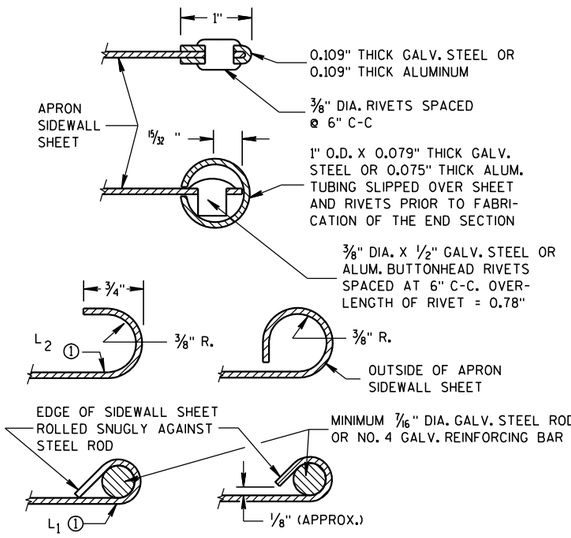
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

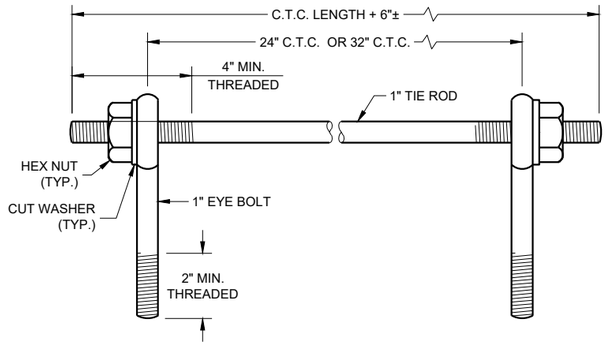
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

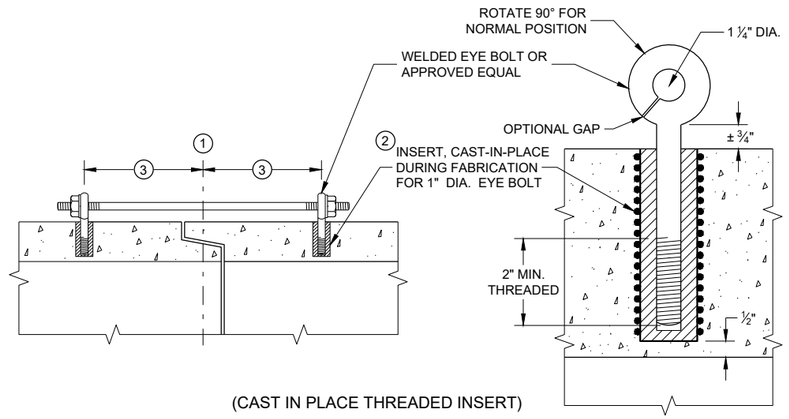
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

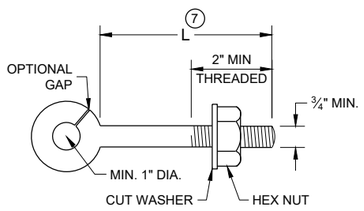
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

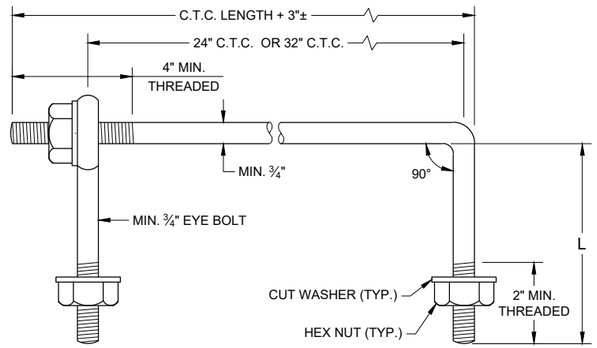
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

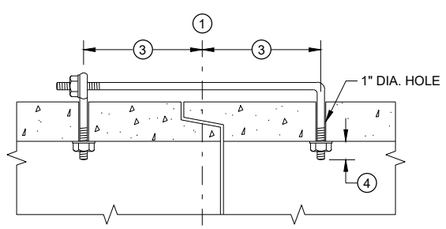


EYE BOLT (7)

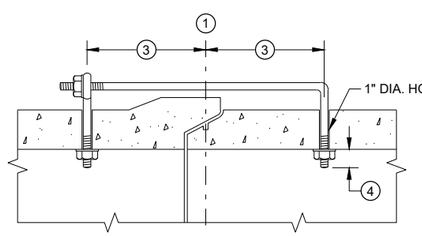
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

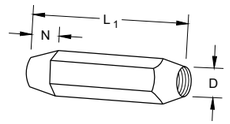
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

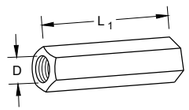
ADJUSTABLE TIE ROD TABLE

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



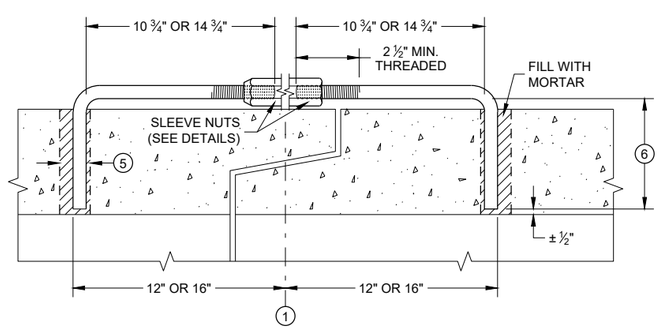
TAPERED



PLAIN

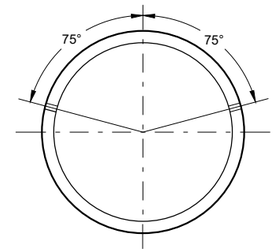
RIGHT AND LEFT THREADS

SLEEVE NUTS



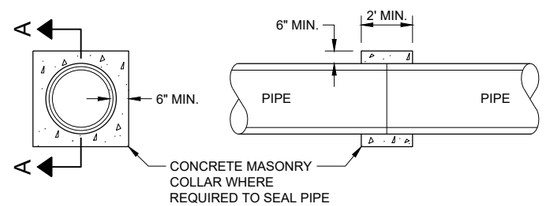
LONGITUDINAL SECTION

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

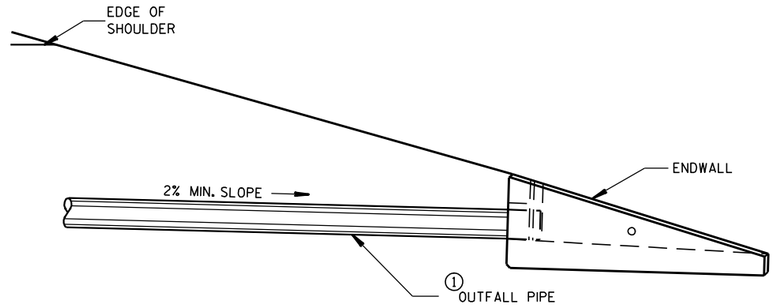
FHWA

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.

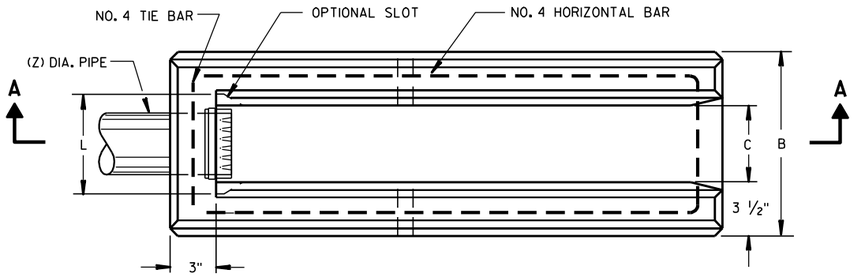
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

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.

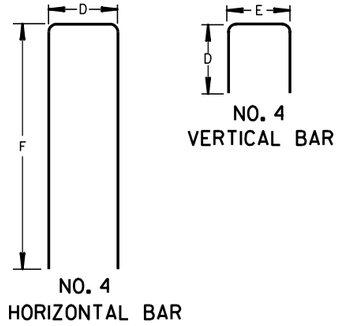
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE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

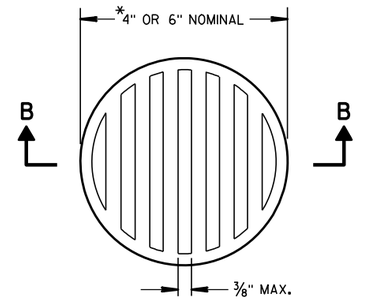
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



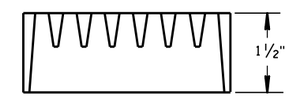
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



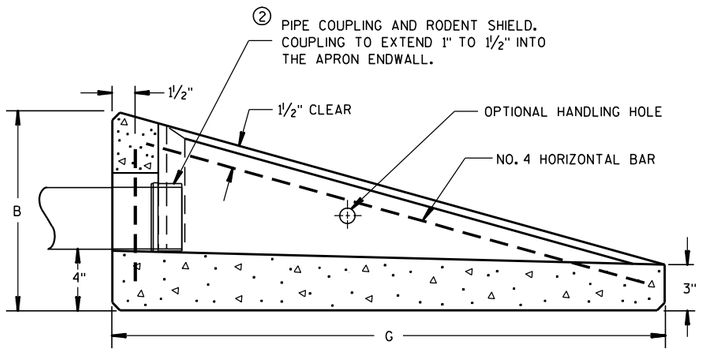
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



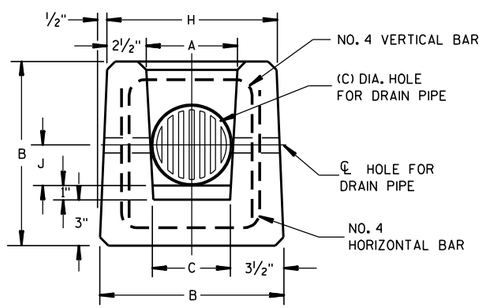
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

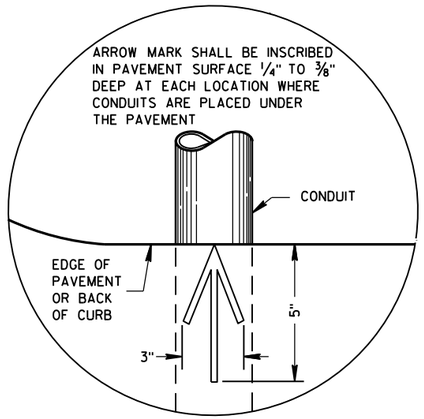
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 6-4

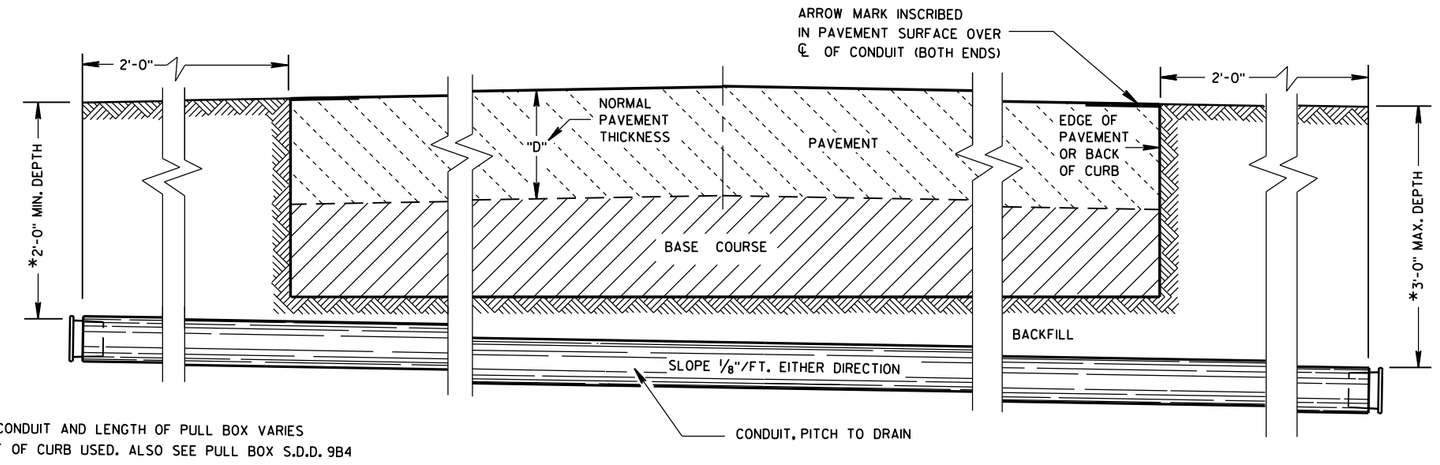
6

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 365
FHWA

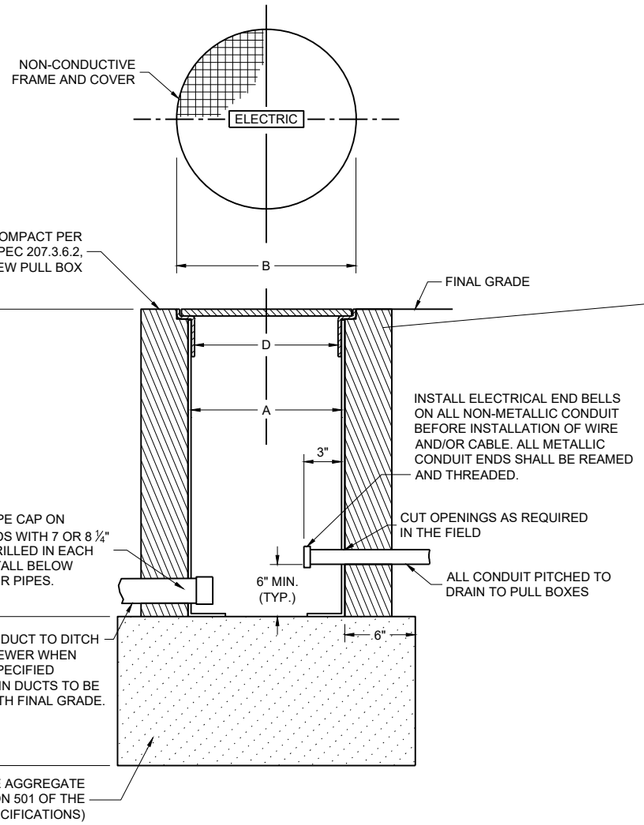
6
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

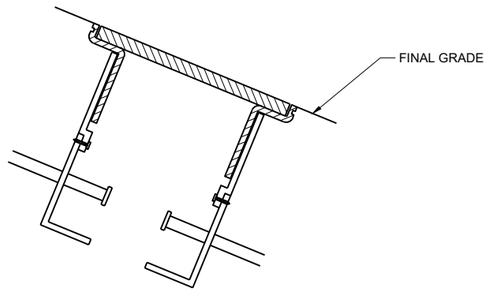
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

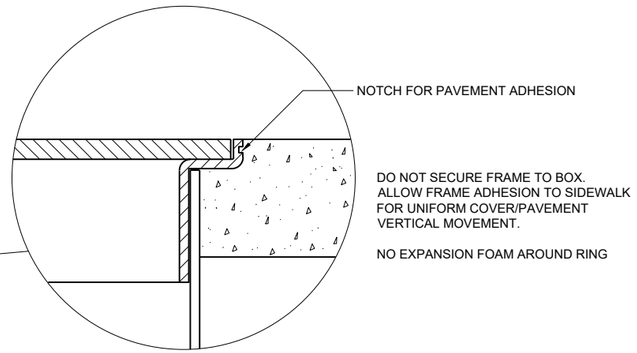
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



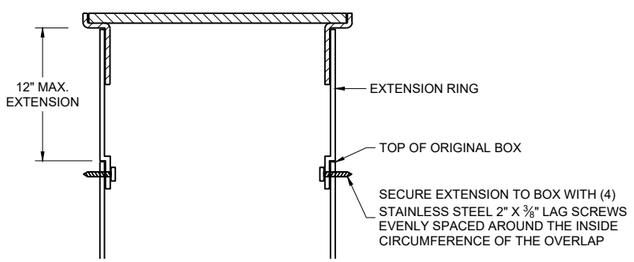
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

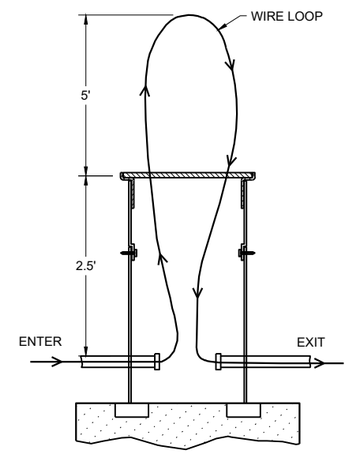
WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

INSTALL PULL BOX TO MATCH GRADE UP TO 3:1 MAX.

RING SHALL BE FLUSH WITH TOP OF PULL BOX.

COMPACT AROUND PULL BOX.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

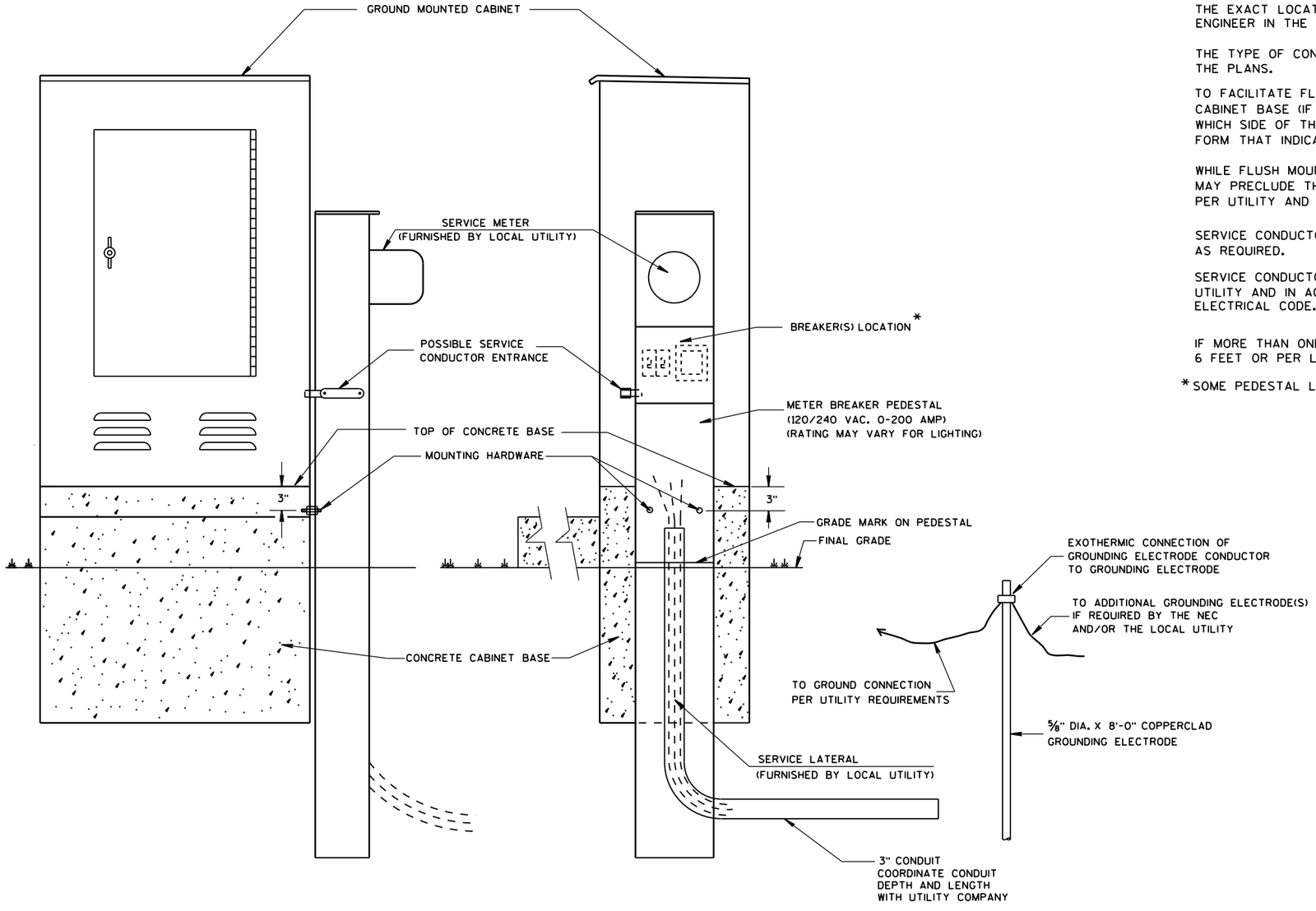
PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

6
SDD 09B16-04



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

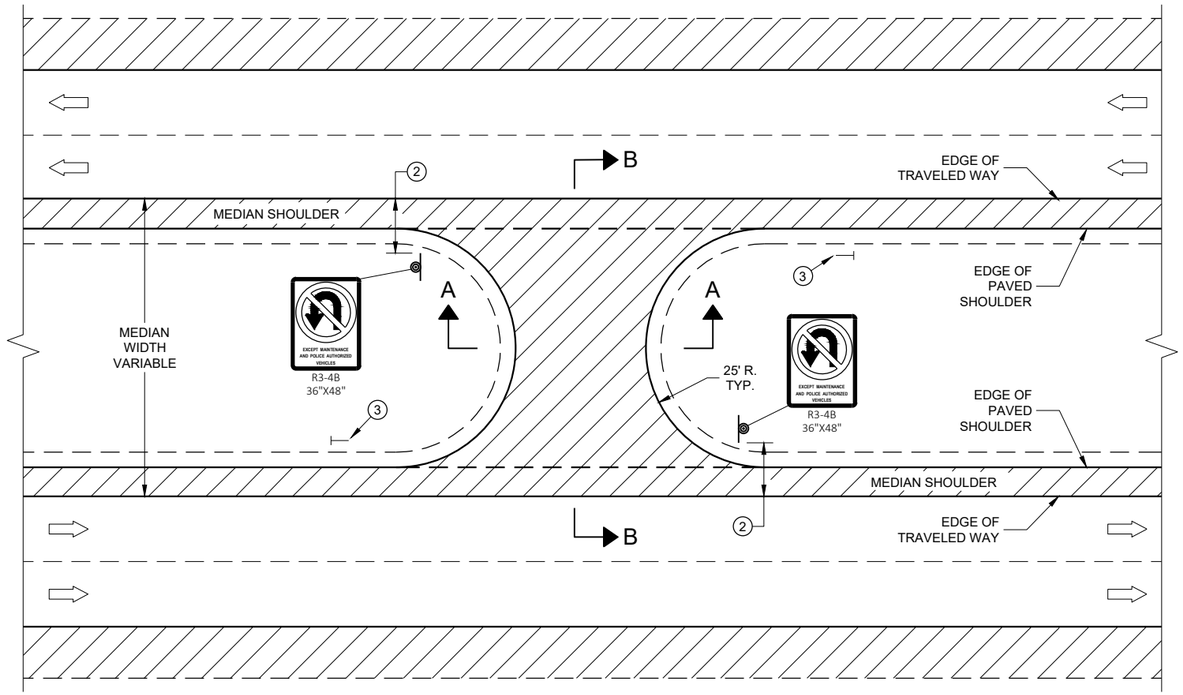
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

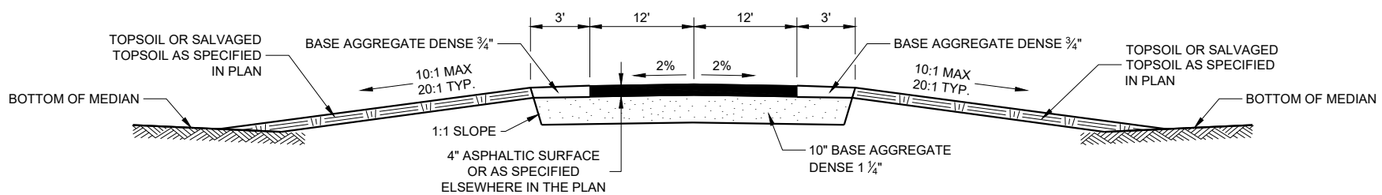
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

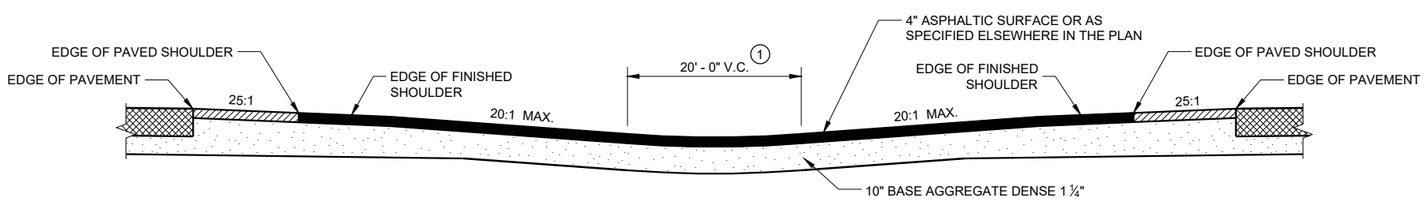
FHWA



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

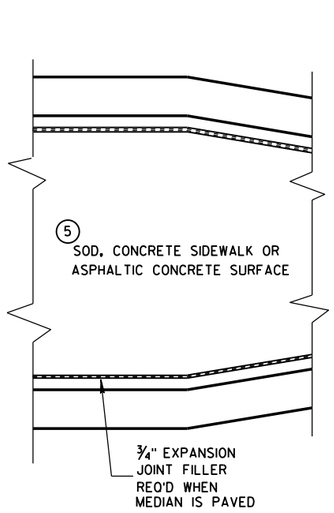
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

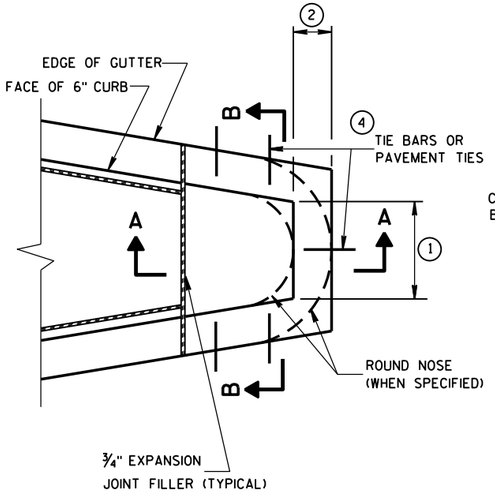
APPROVED
November 2019
DATE

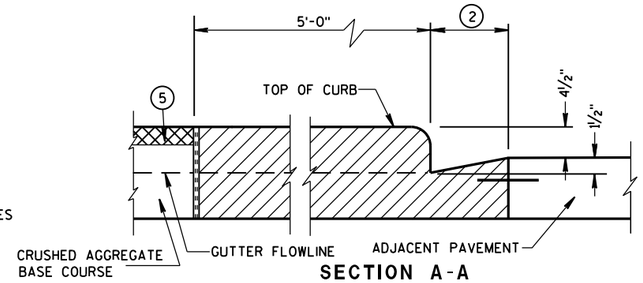
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

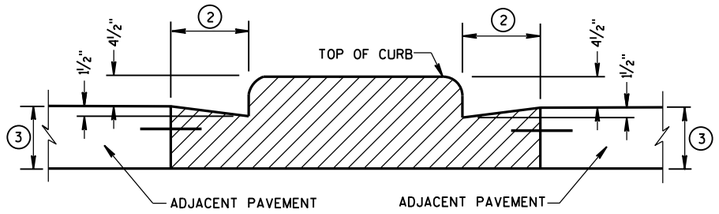
6
SDD 11A01 - 06







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

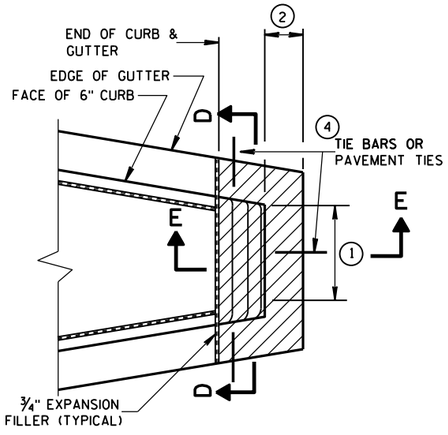
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

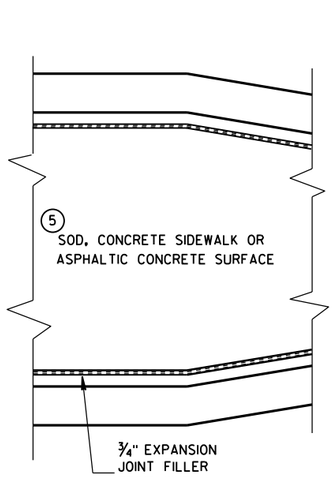
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

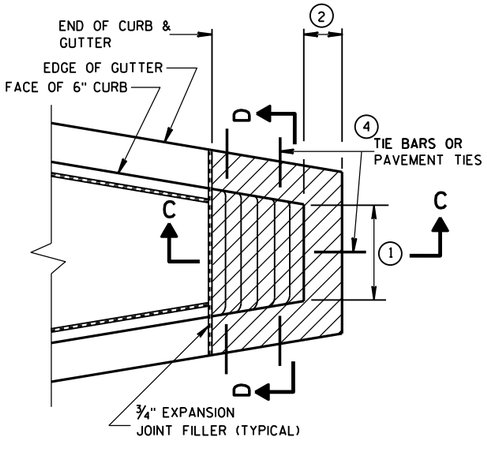
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

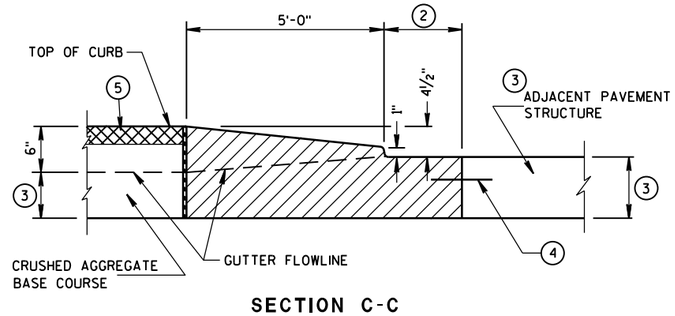
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



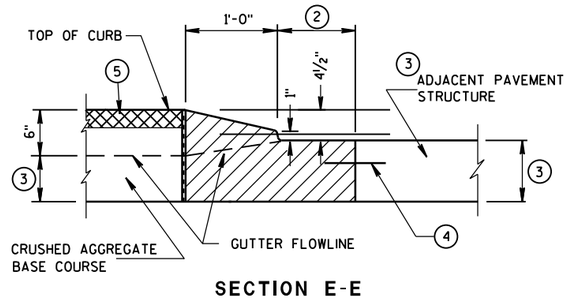




CONCRETE MEDIAN SLOPED NOSE TYPE 1

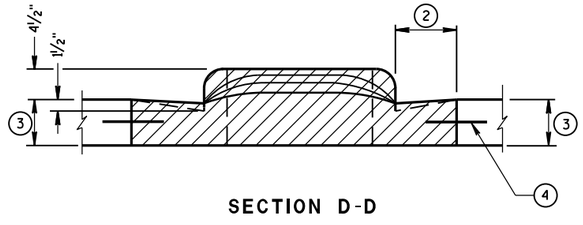


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

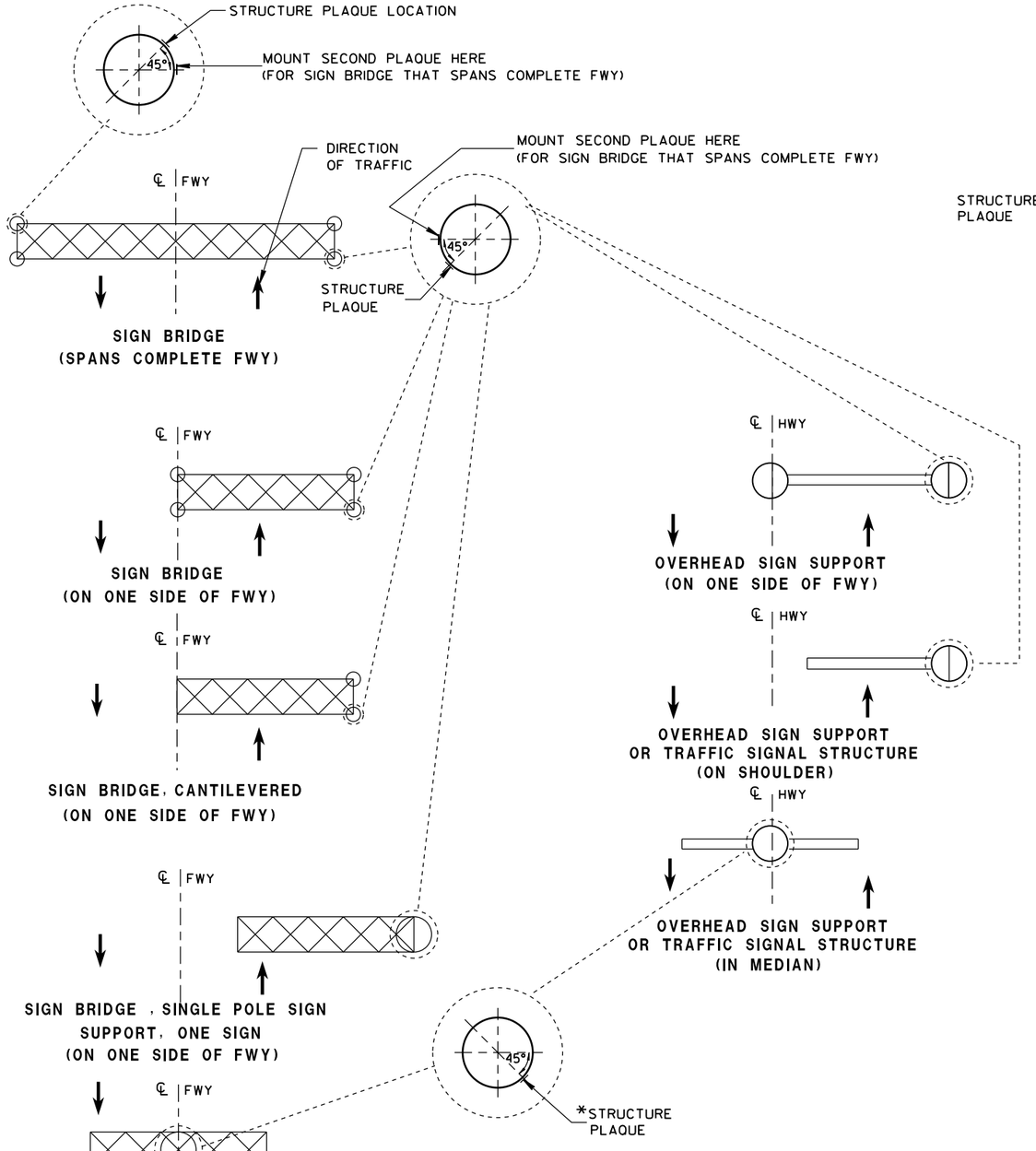
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

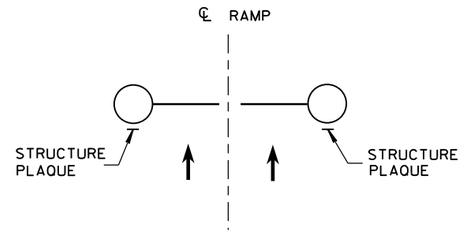
6

S.D.D. 11 B 2-2

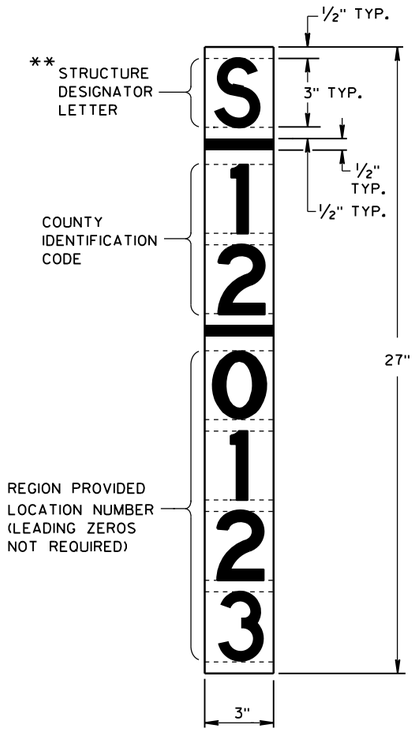


LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

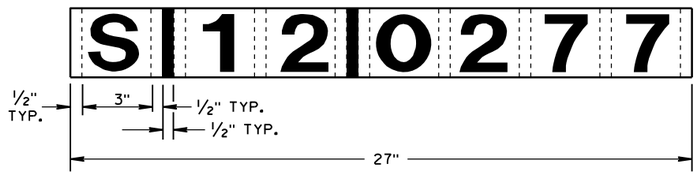
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

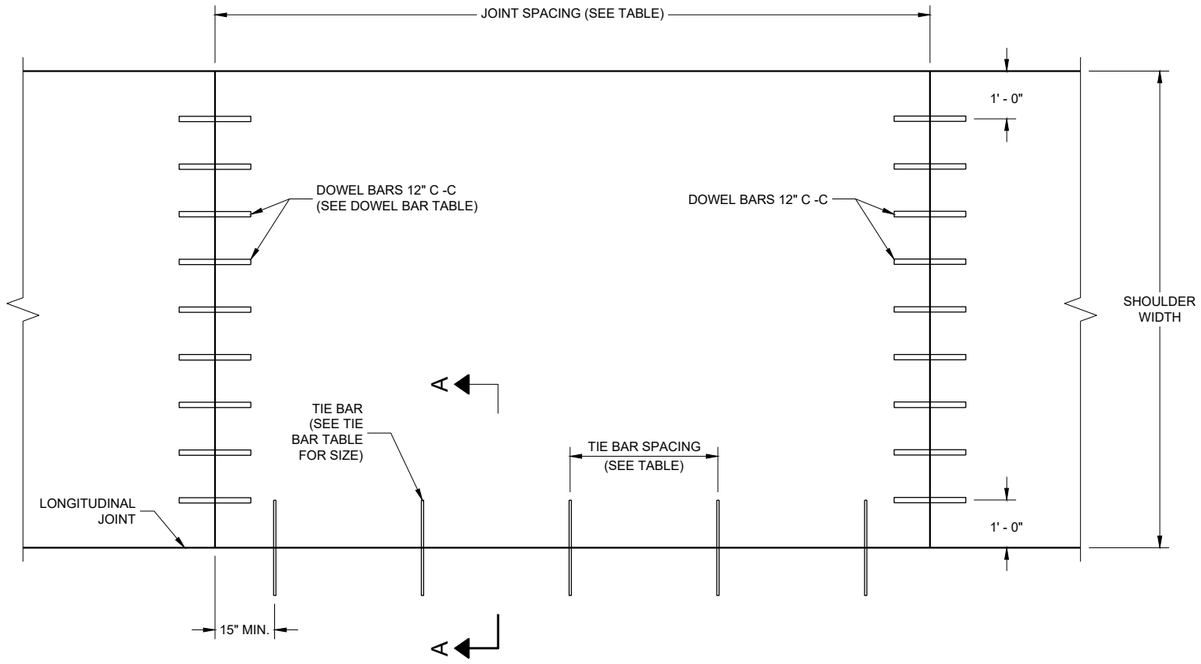
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
<10 ½"	NO. 4	30"	36"
>10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BATS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES.

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

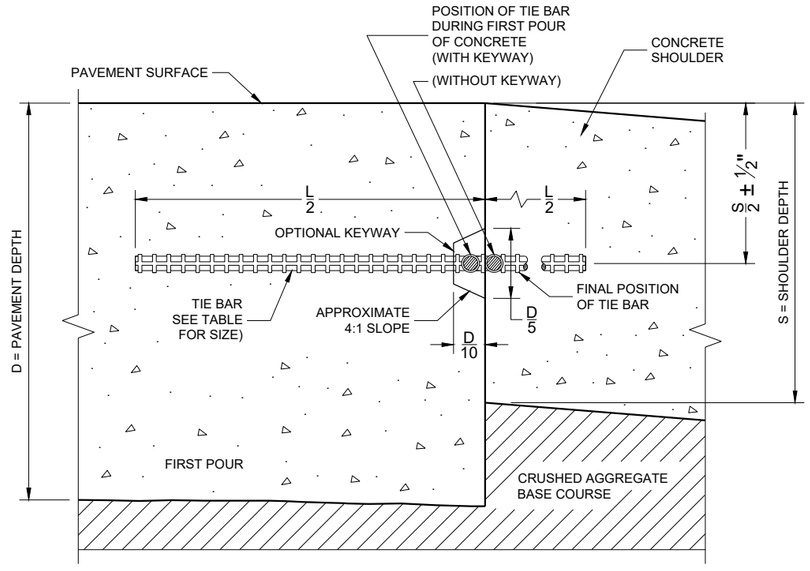
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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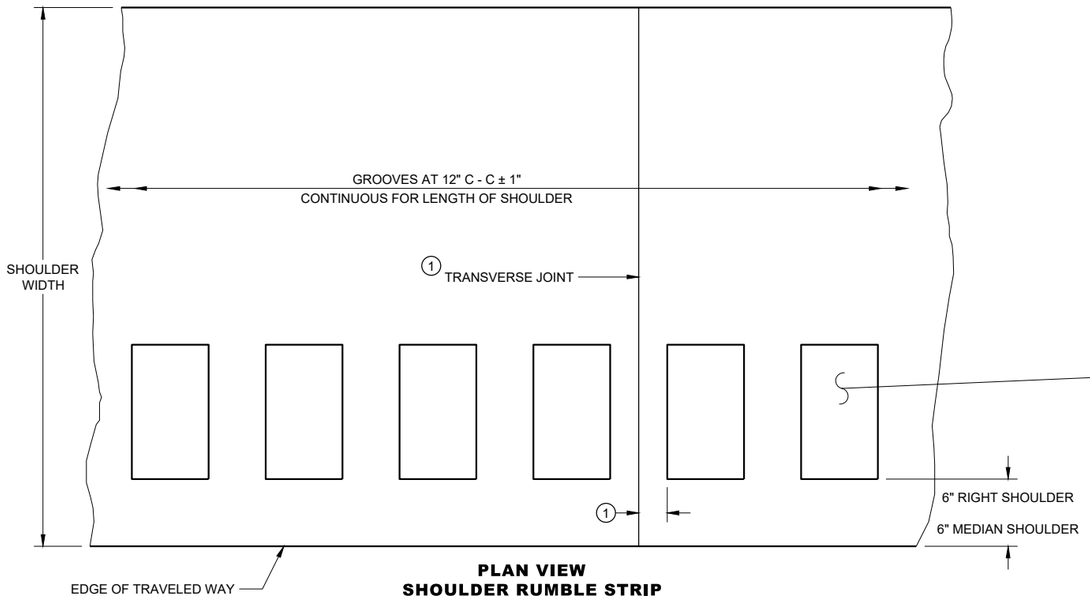
SDD 13A03 - 07

GENERAL NOTES

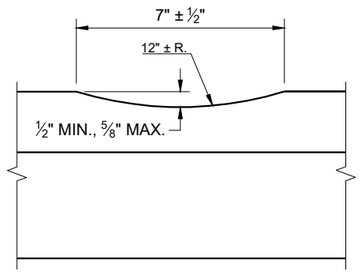
SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

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.

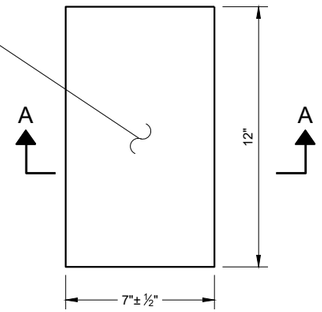
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.



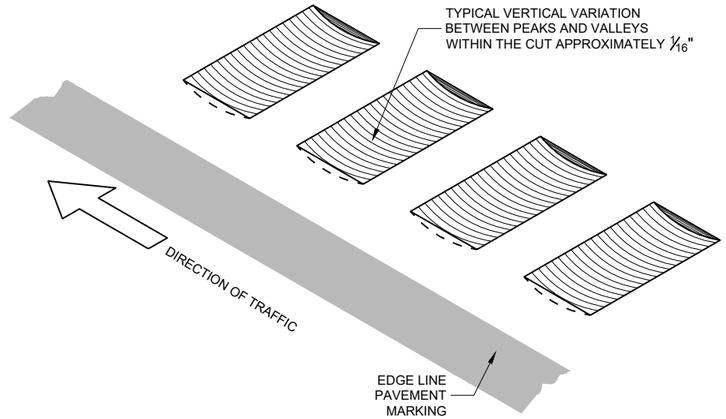
PLAN VIEW
SHOULDER RUMBLE STRIP



SECTION A - A

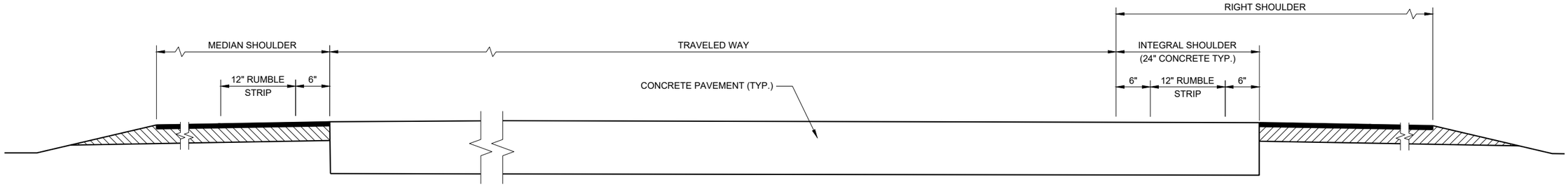


PLAN VIEW
(SINGLE GROOVE)



ISOMETRIC

PLACEMENT DETAIL FOR RUMBLE STRIP



SECTION VIEW

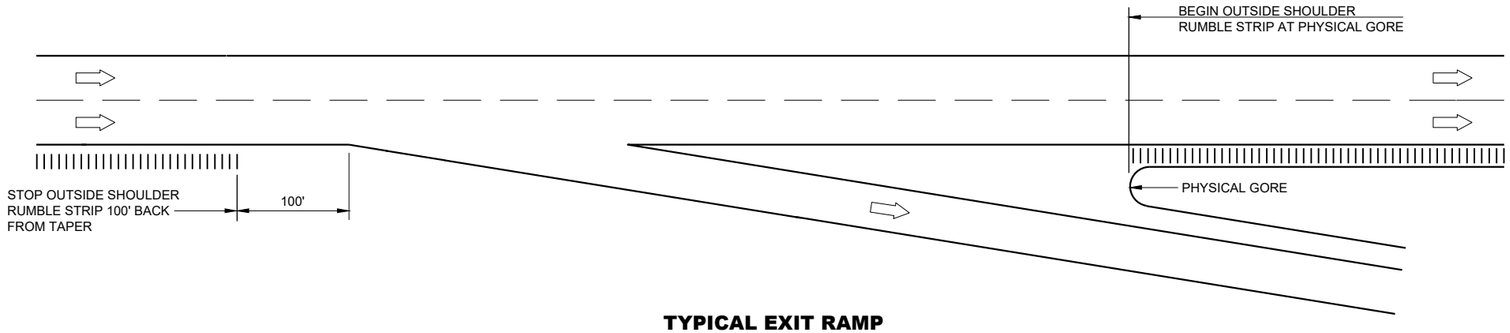
TYPICAL SHOULDER RUMBLE STRIPS
(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

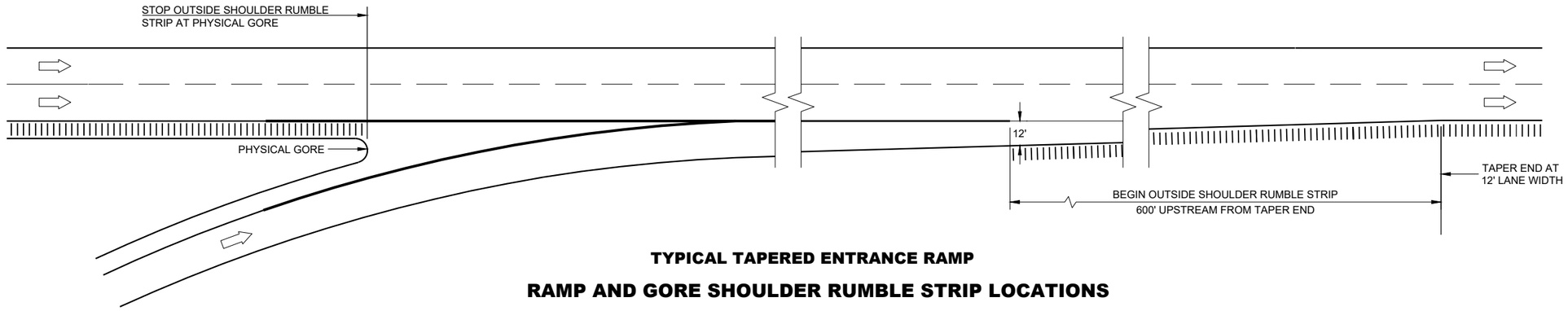
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13A05-06a

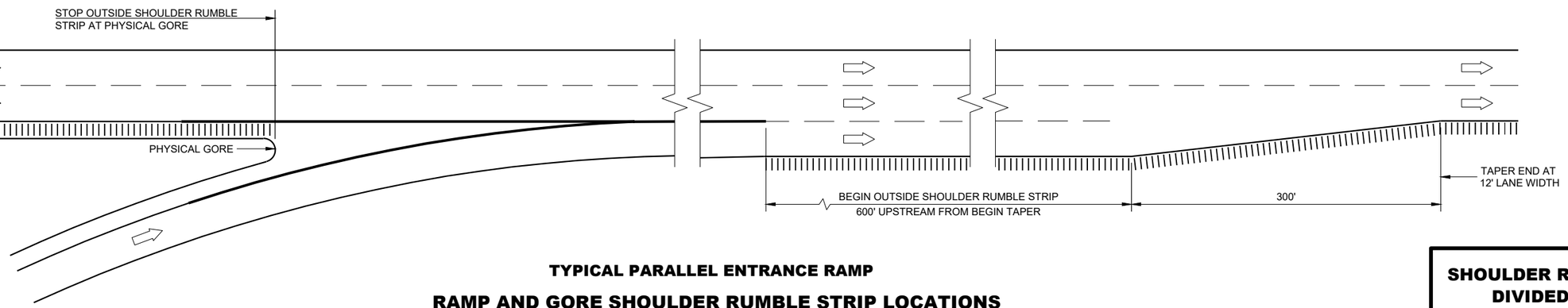


TYPICAL EXIT RAMP



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

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

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

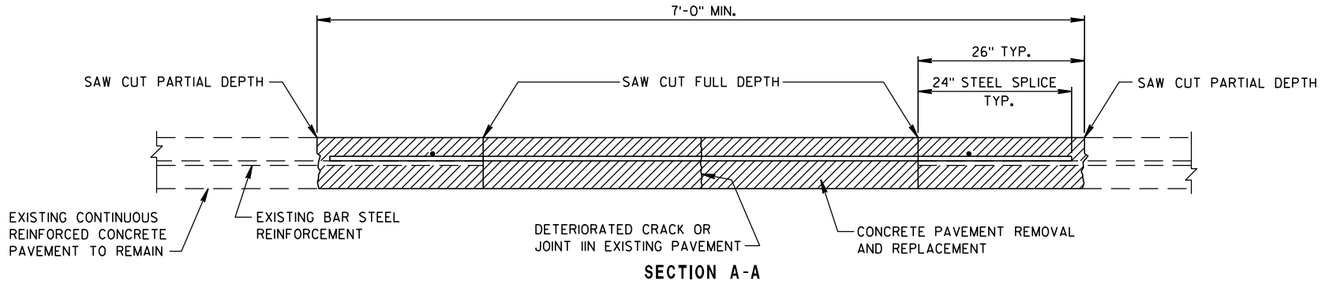
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY DESIGN STANDARDS UNIT SUPERVISOR

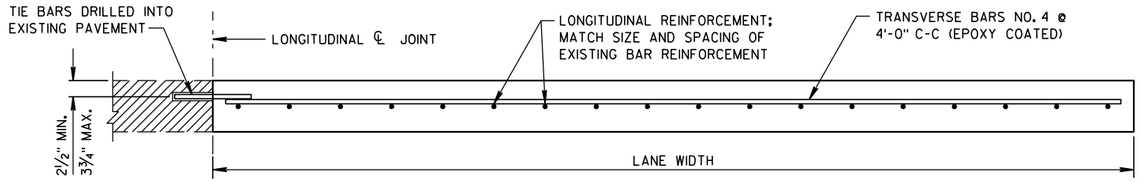
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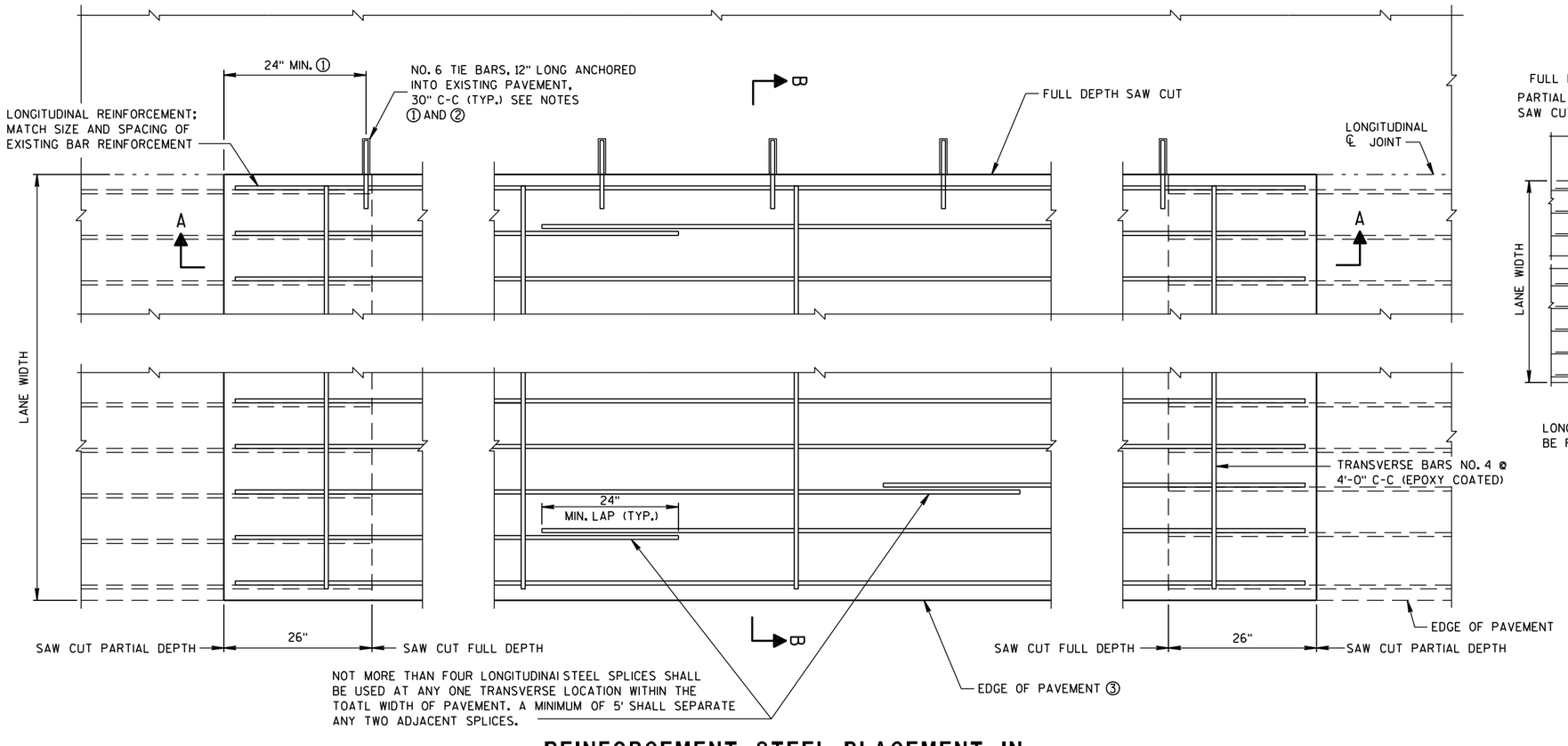
SDD 13A05-06b



SECTION A-A



SECTION B-B



NOT MORE THAN FOUR LONGITUDINAI STEEL SPLICES SHALL BE USED AT ANY ONE TRANSVERSE LOCATION WITHIN THE TOATL WIDTH OF PAVEMENT. A MINIMUM OF 5' SHALL SEPARATE ANY TWO ADJACENT SPLICES.

REINFORCEMENT STEEL PLACEMENT IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPLACEMENT

GENERAL NOTES

PLACE ALL BAR STEEL REINFORCEMENT AT MID PAVEMENT DEPTH UNLESS OTHERWISE NOTED.

PAY FOR THE TRANSVERSE AND LONGITUDINAL JOINT SAW CUT AS LINEAR FEET OF "SAWING CONCRETE".

WHEN THE PASSING AND TRAVELING LANES ARE TO BE REPLACED, REPLACE THE PASSING LANE FIRST.

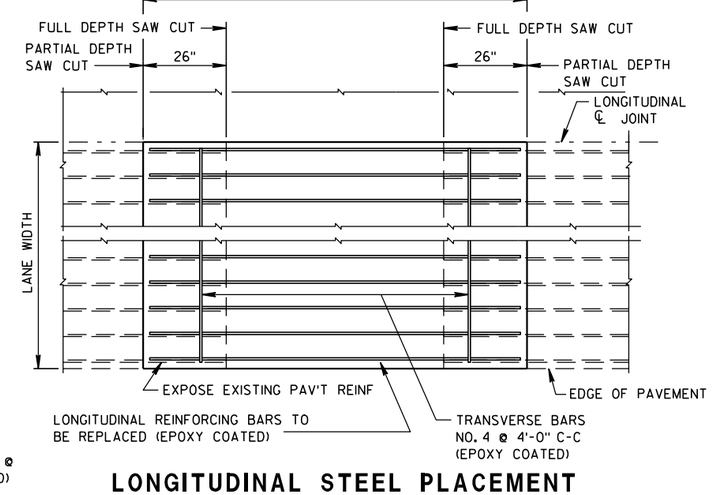
ADD TRANSVERSE STEEL BARS TO REPAIRS GREATER THAN 6'IN LENGTH, USE NO. 4 BARS PLACED TRANSVERSELY AND SPACED 4'C-C. PAYMENT SHALL BE INCIDENTAL TO "CONCRETE PAVEMENT CONTINUOUS REINFORCEMENT".

TIE ALL CONCRETE PAVEMENT REPAIRS WHICH ARE GREATER THAN 15'IN LENGTH, AND ARE ADJACENT TO EXISING CONCRETE PAVEMENT, TO THE EXISTING PAVEMENT USING TIE BARS. DETAILS FOR TIE BAR CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD DETAIL DRAWINGS.

① PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

② ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

③ SAW CUT THE LONGITUDINAL EDGE JOINT IF THE ADJACENT SHOULDER IS CONCRETE.



LONGITUDINAL STEEL PLACEMENT IN CRCP REPAIRS

PLAN VIEW

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

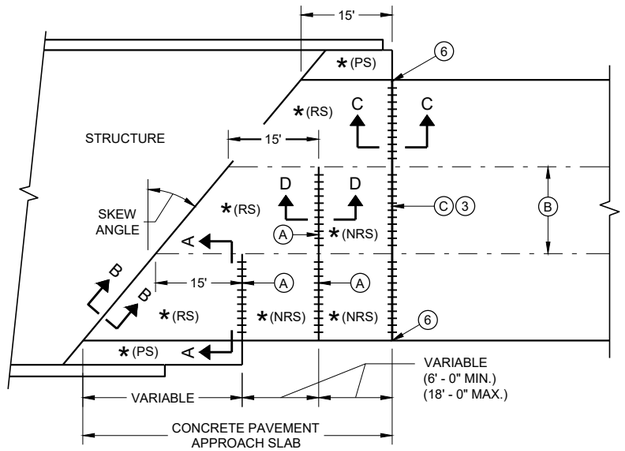
11/1/2011 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE NEER

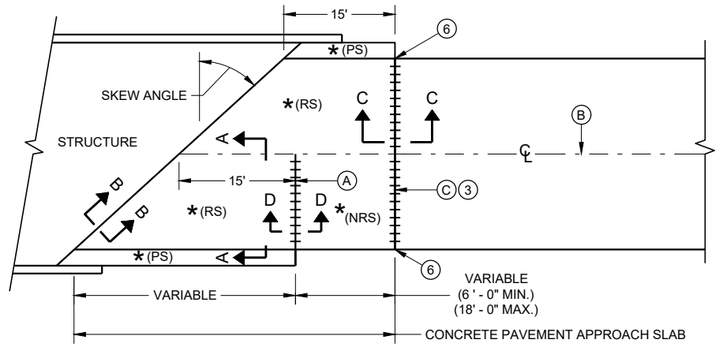
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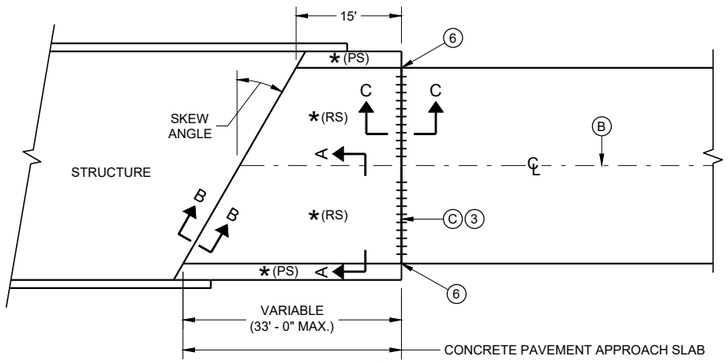
S.D.D. 13 A 7-2



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

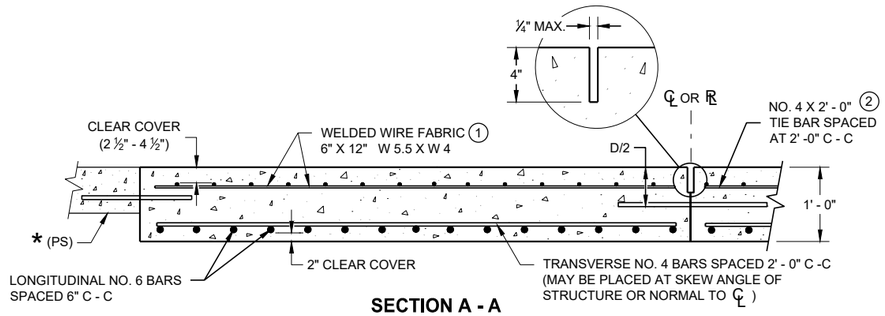
APPROACH SLAB AND ADJACENT PAVEMENT

(RS) = REINFORCED CONCRETE SLAB

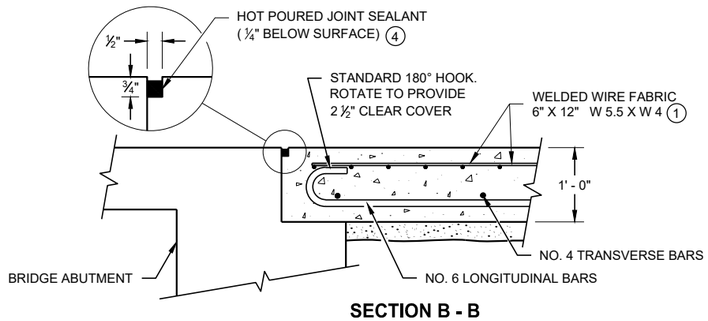
(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

(NRS) - NON - REINFORCED CONCRETE SLAB

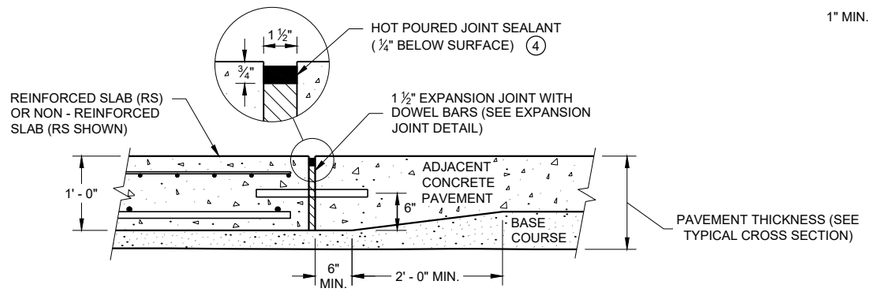
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



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.

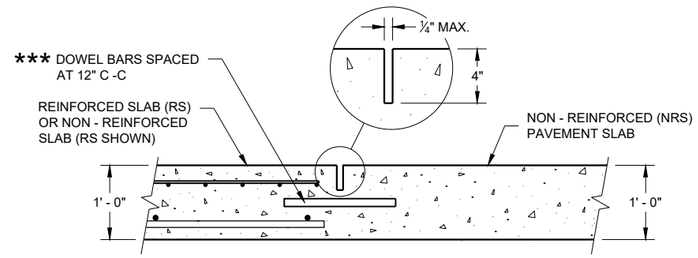
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

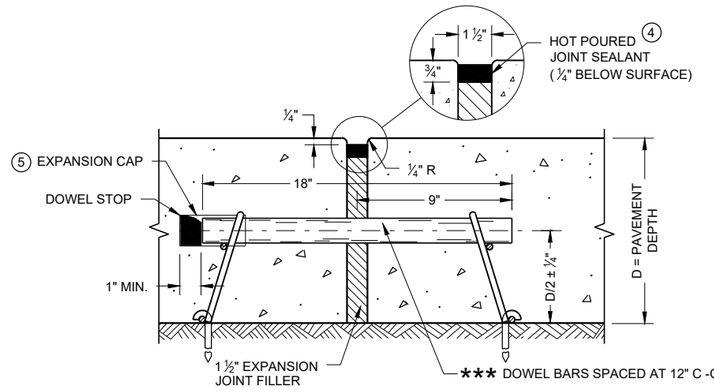
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(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

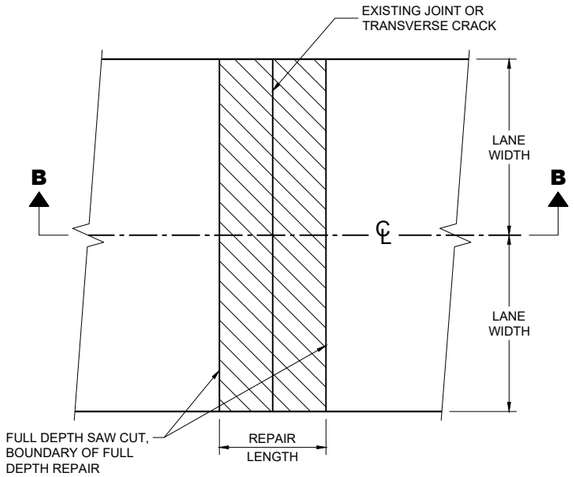
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISOR

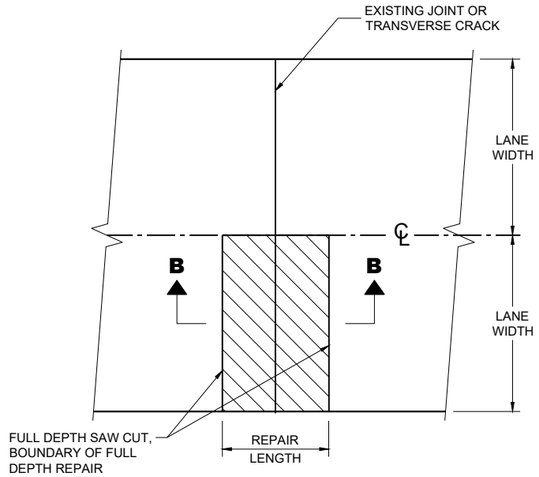
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SDD 13B02 - 09a



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

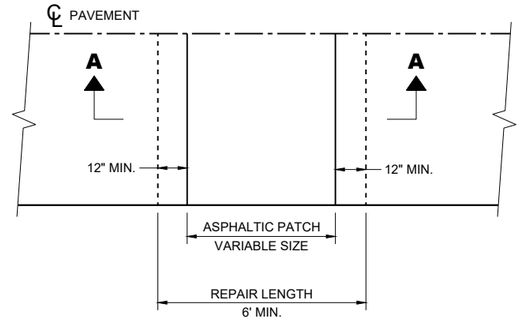
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

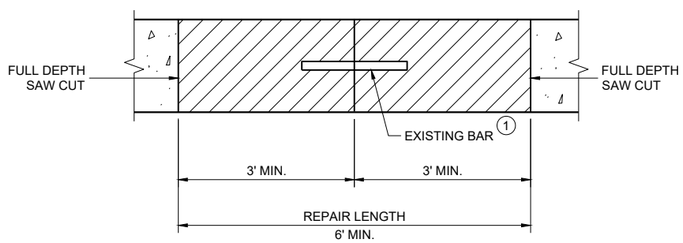
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



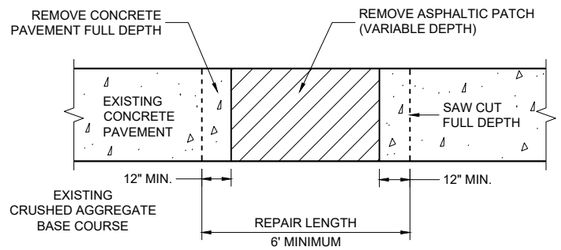
PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B

CONCRETE REMOVAL



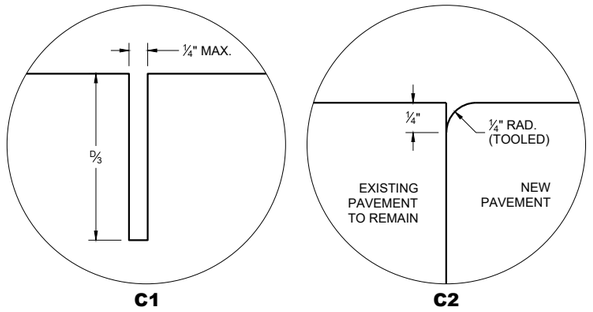
SECTION A - A

HMA PATCH REMOVAL

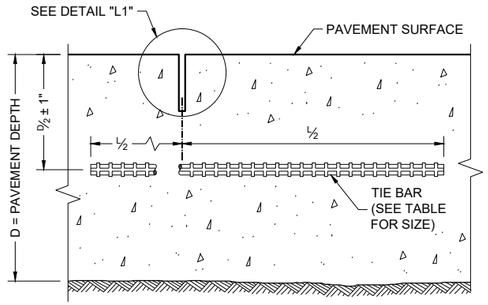
CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C09-18a

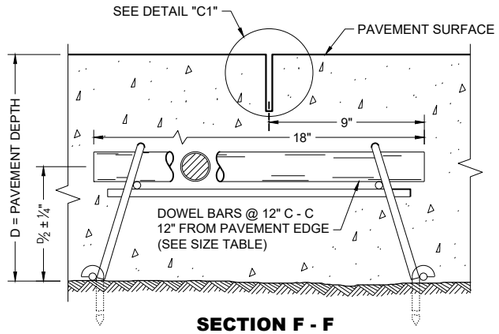


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

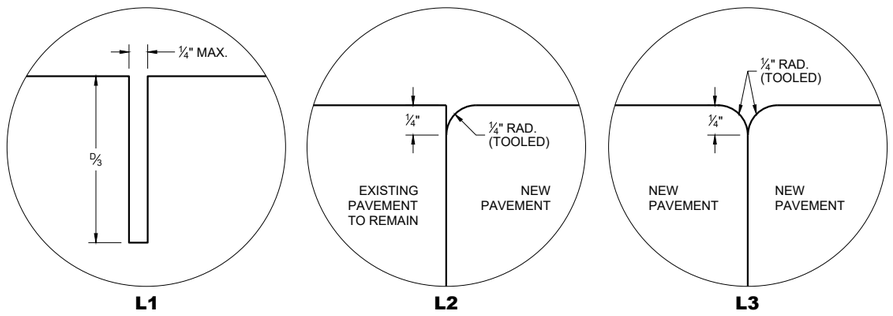
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

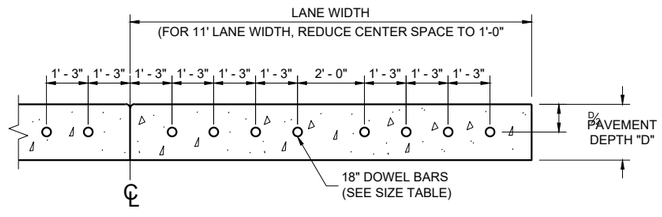
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

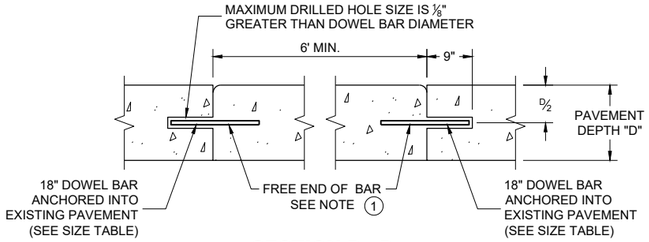


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

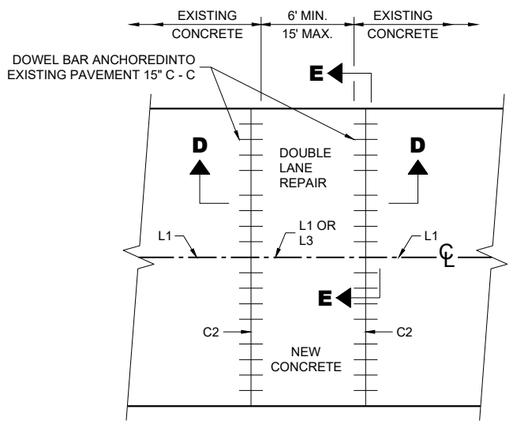
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

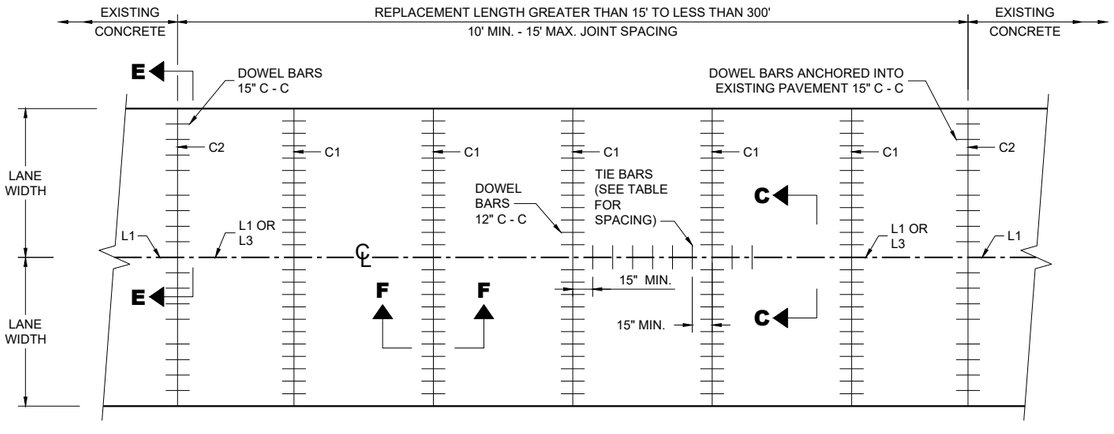
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8" & ABOVE	1 ¼"	1 ¼"	15'



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR

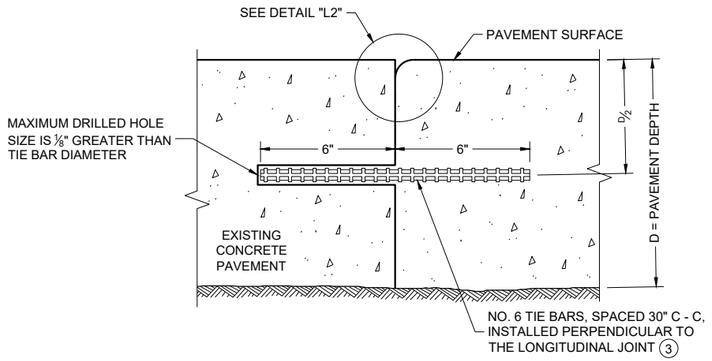


PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

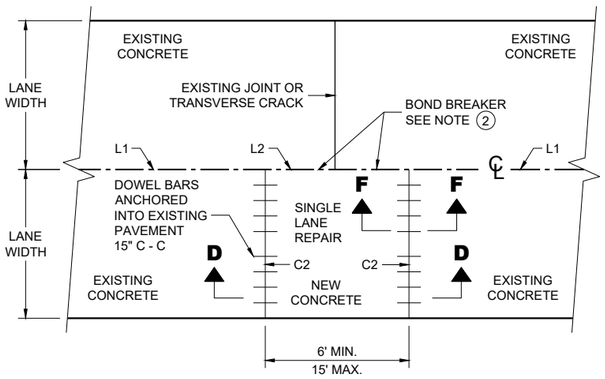


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

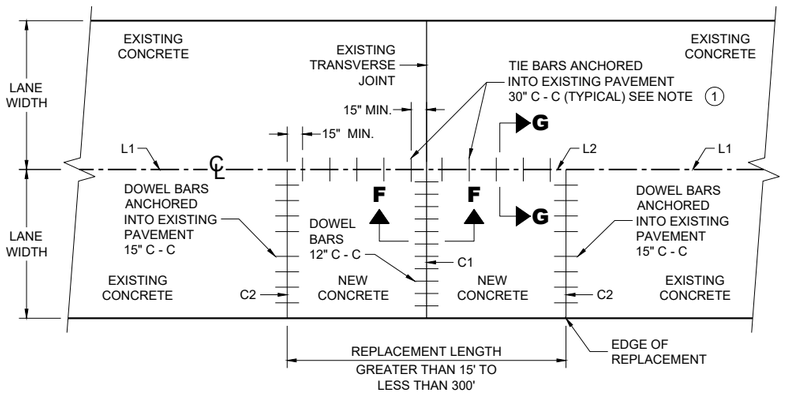
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

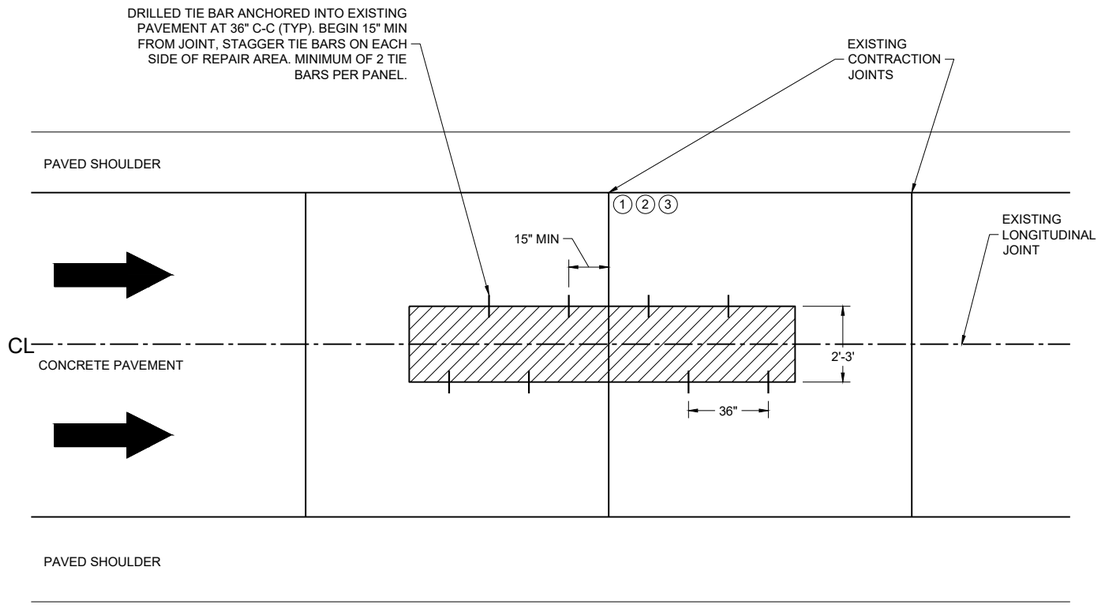
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE REPAIR AND REPLACEMENT

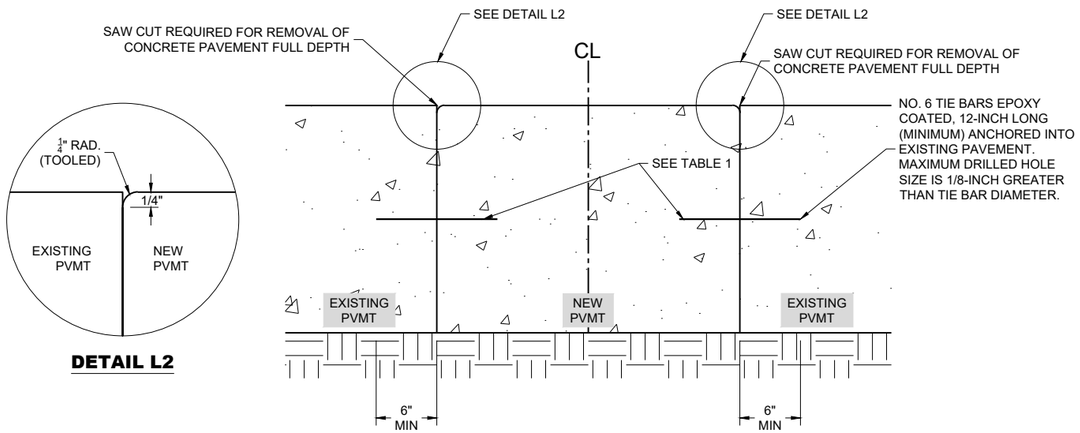
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C09-18c



PLAN VIEW



DETAIL L2

SECTION VIEW

GENERAL NOTES

1. TIE BARS MIN 15" FROM JOINT.
2. LOCATION AND WIDTH OF PATCH ARE VARIABLE DEPENDING ON FIELD CONDITION
3. PRESERVE OR REESTABLISH EXISTING CONTRACTION JOINTS, KEEPING PATCH MATERIALS OUT OF REMAINING CONTRACTION JOINT.

TABLE 1	
PATCH WIDTH	TIE BAR LENGTH
24"	12"
36"	18"

CONCRETE PAVEMENT CENTERLINE JOINT REPAIR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
NOVEMBER 2025 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR

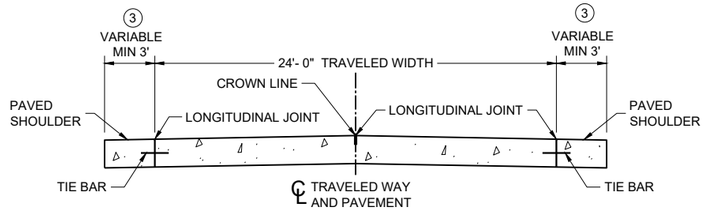
FHWA

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SDD 13C09-18d

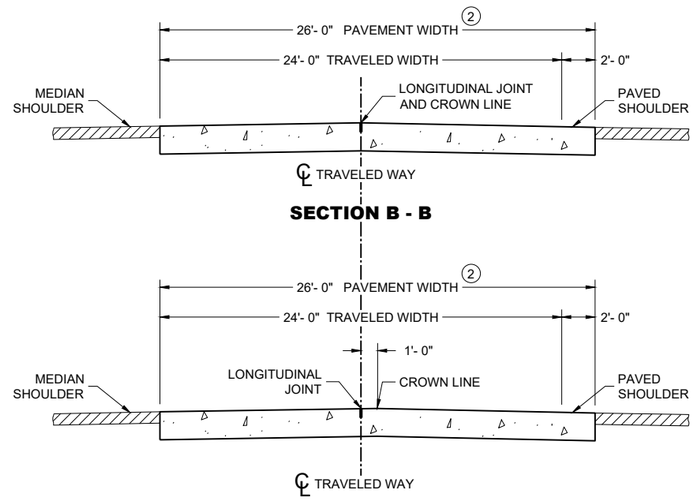
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SDD 13C09-18d



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.

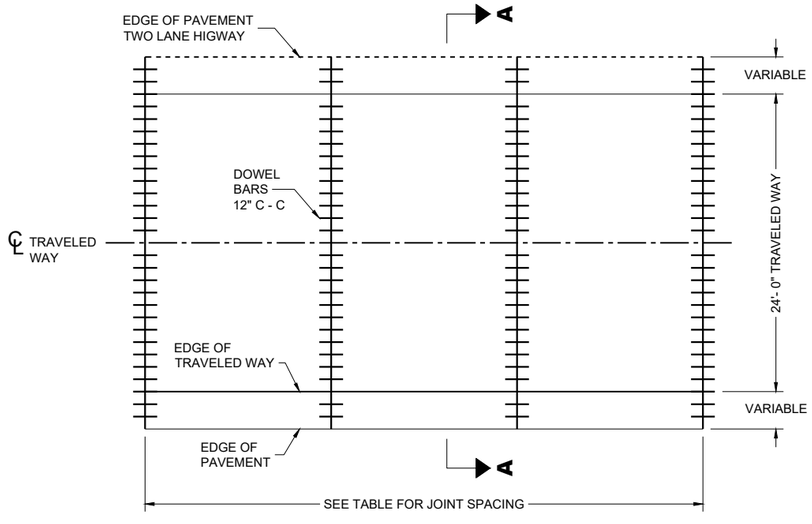
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

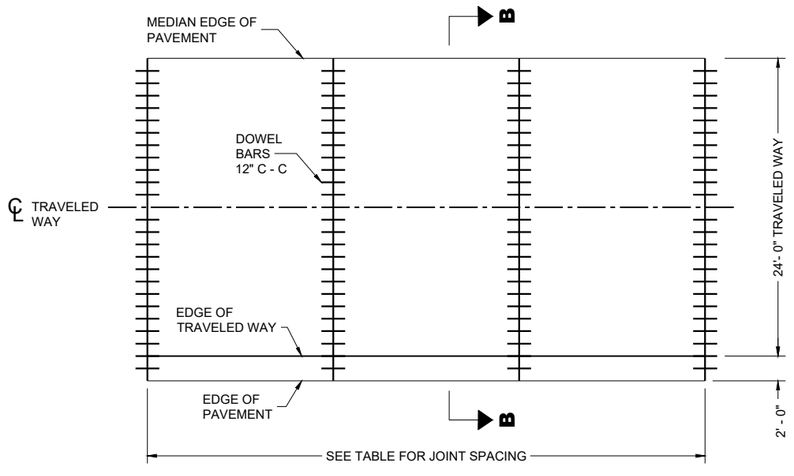
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

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



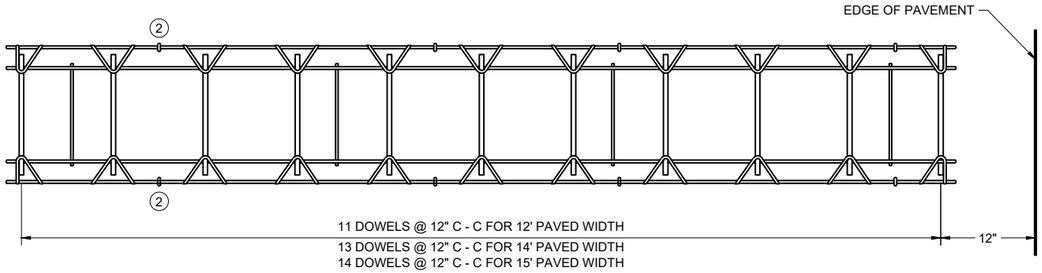
CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13C11-15a

6



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.

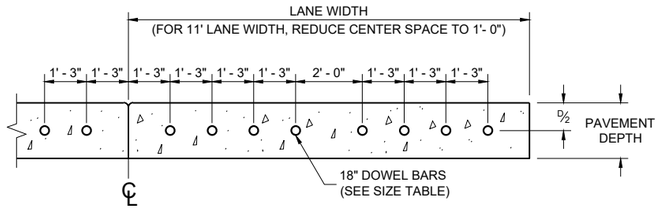
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

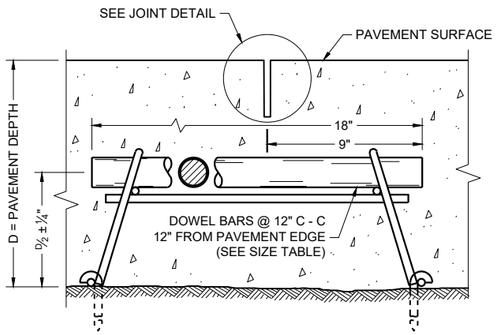
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

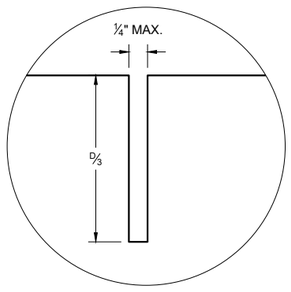
⑦ ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



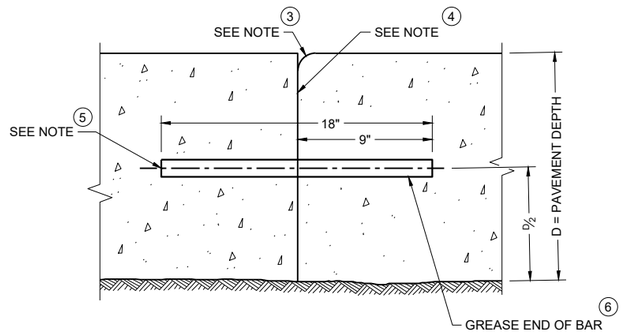
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

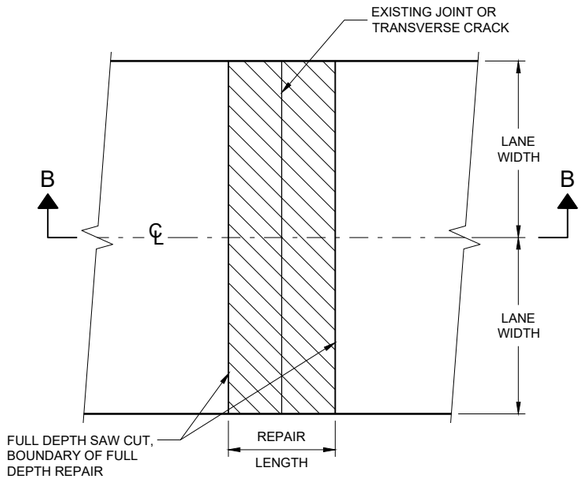
APPROVED
November 2025 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR

FHWA

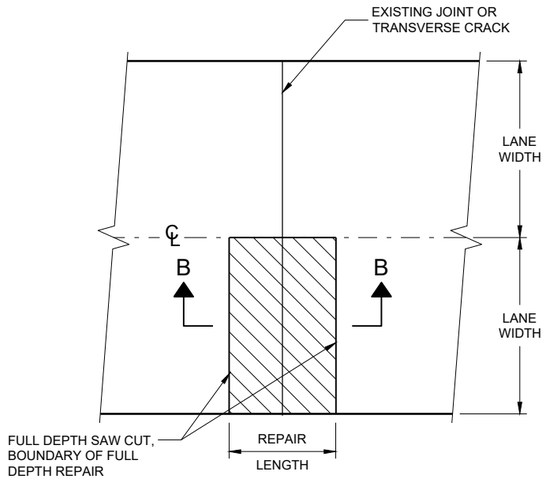
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SDD 13C11-15b

SDD 13C11-15b

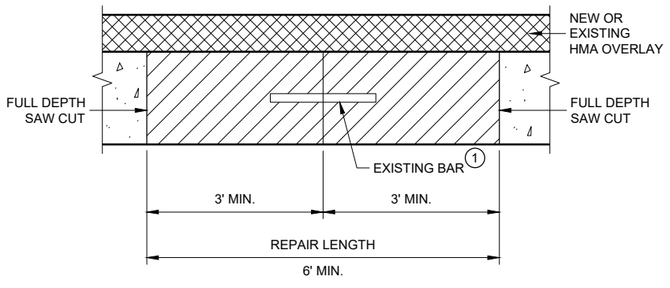


PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL

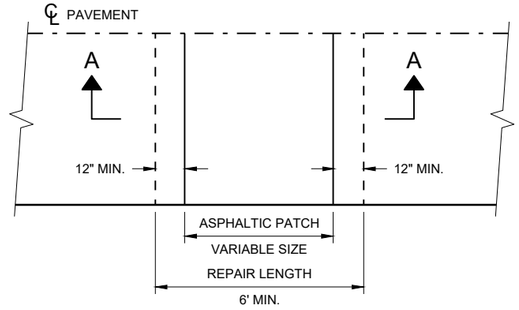
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

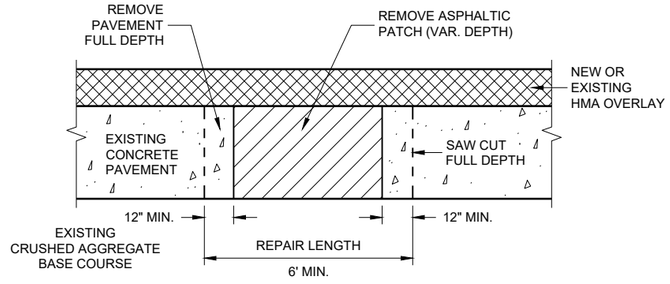
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



PLAN VIEW



SECTION A - A

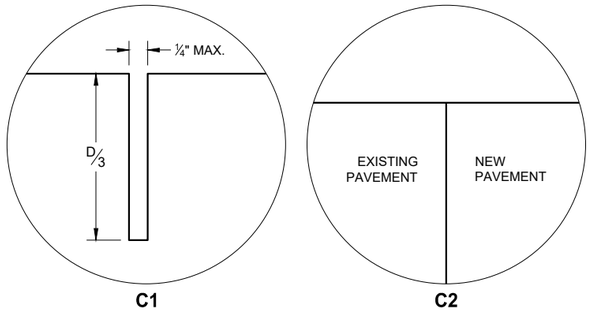
HMA PATCH REMOVAL

BASE PATCHING CONCRETE

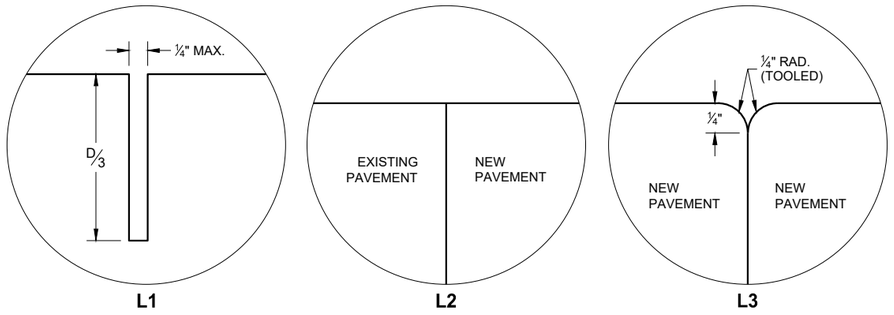
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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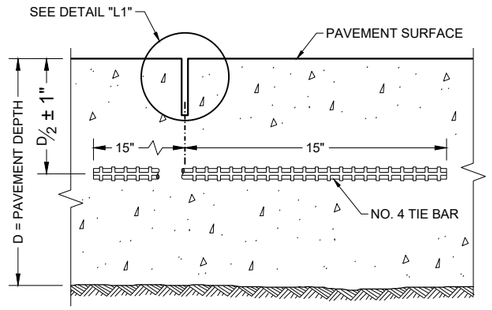
SDD 13C14 - 07a



TRANSVERSE JOINTS

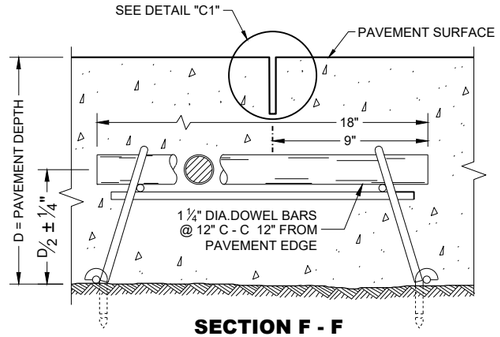


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

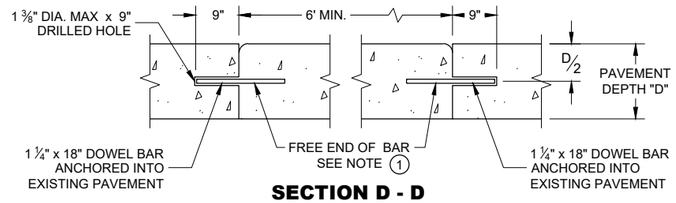
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

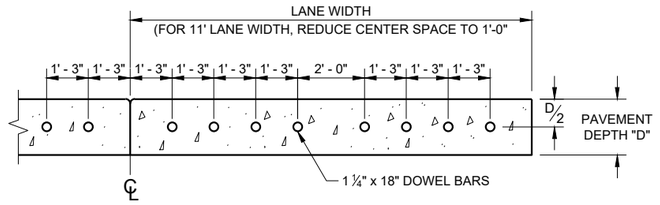
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

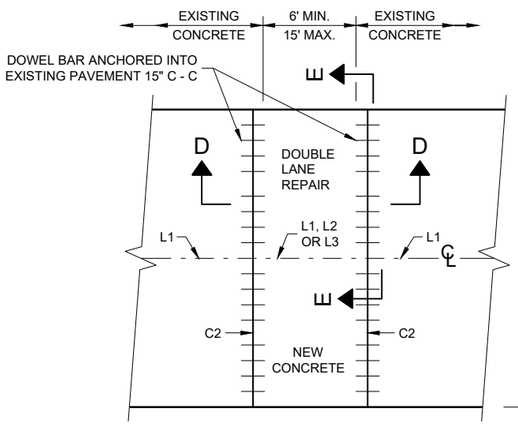


SECTION D - D



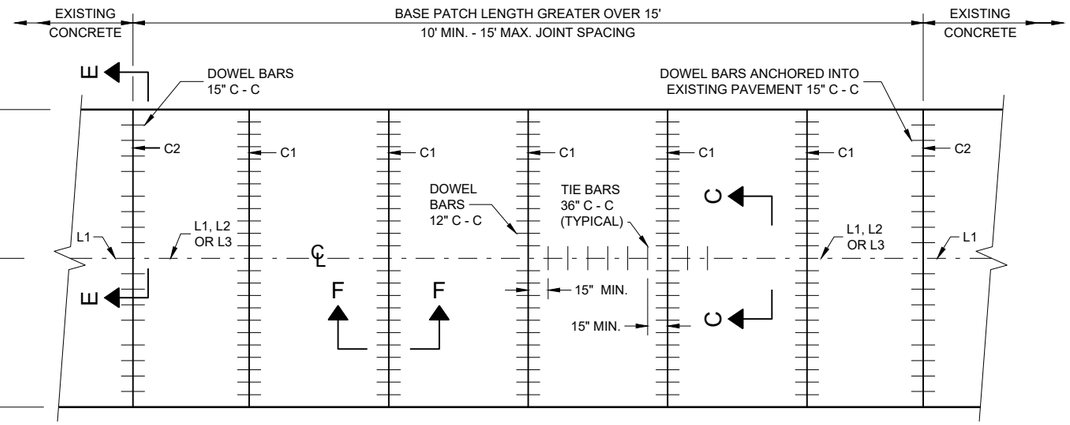
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

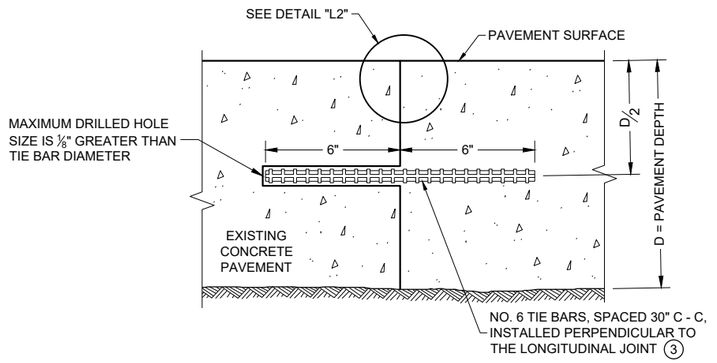
STATE OF WISCONSIN
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SDD 13C14 - 07b

SDD 13C14 - 07b

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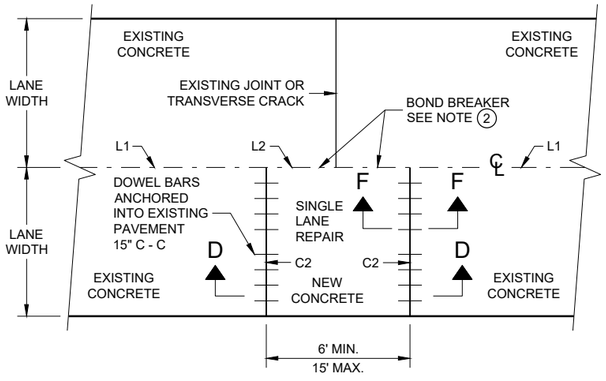


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

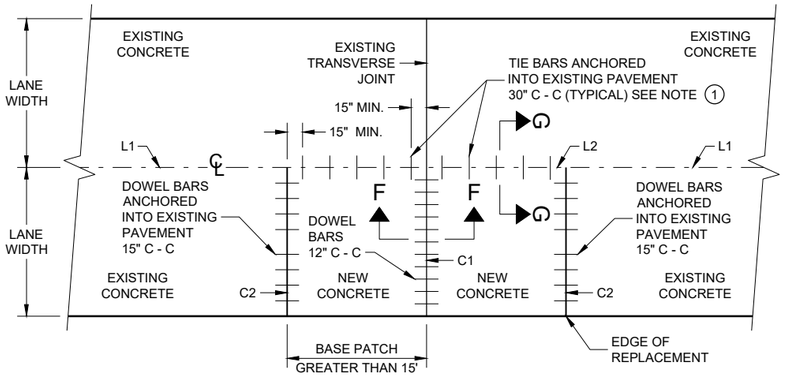
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

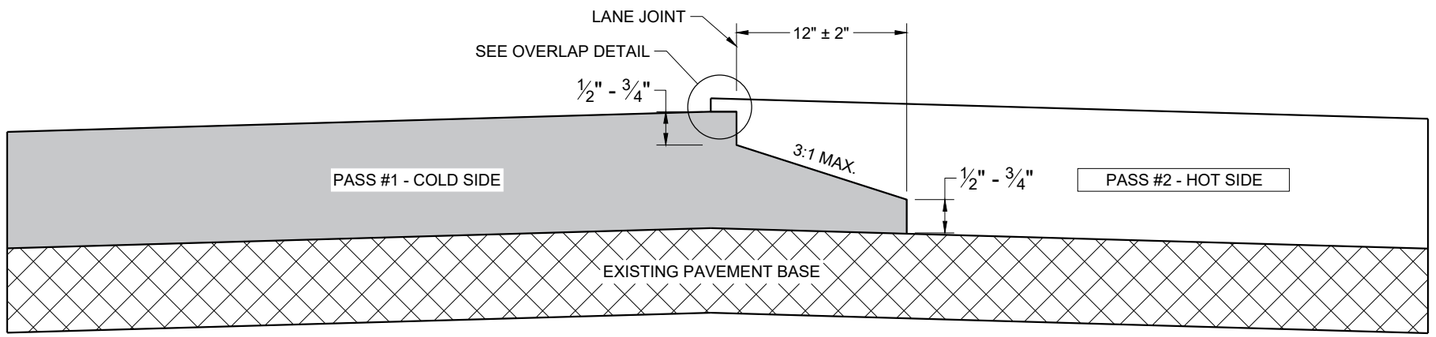
APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

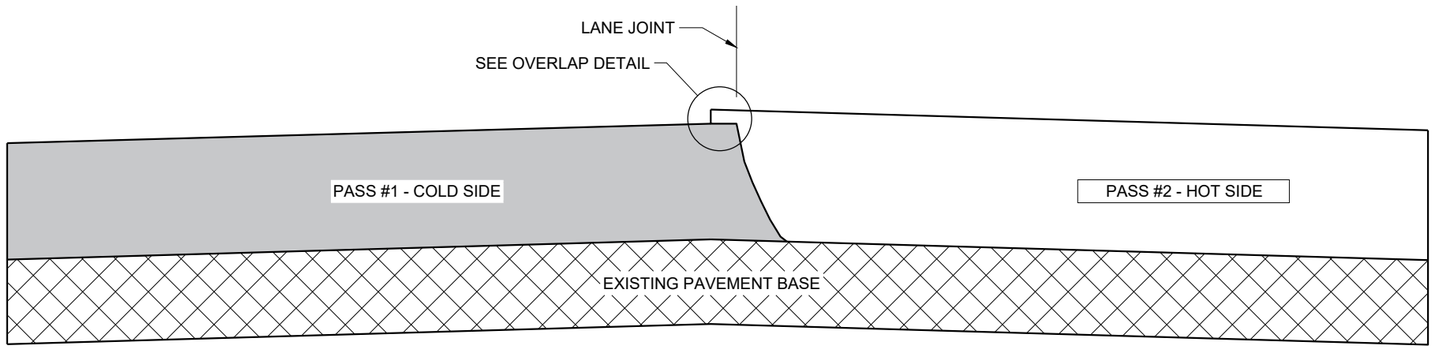
FHWA

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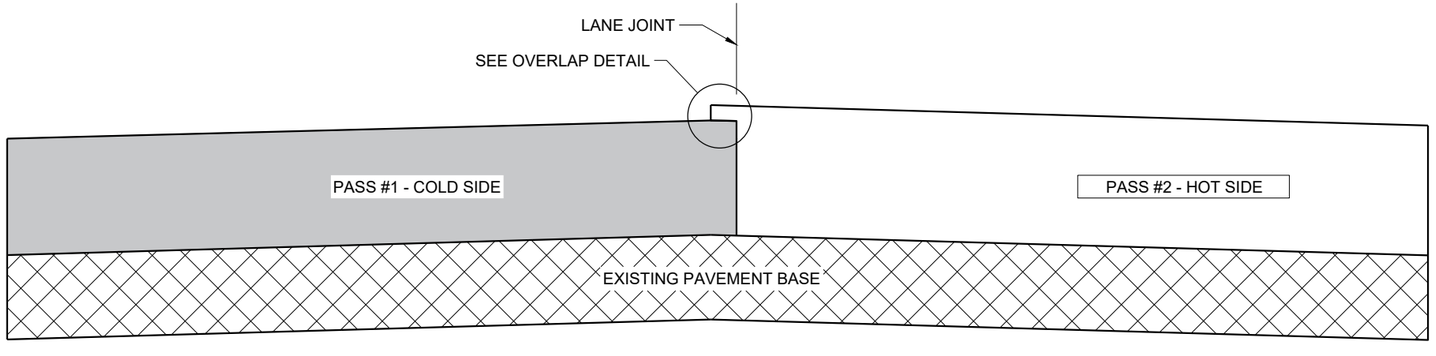
SDD 13C14 - 07c
SDD 13C14 - 07c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

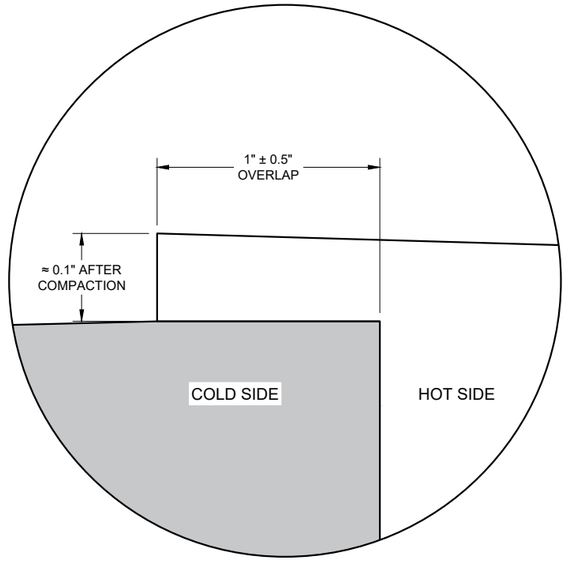
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

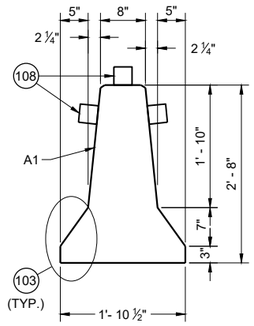
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

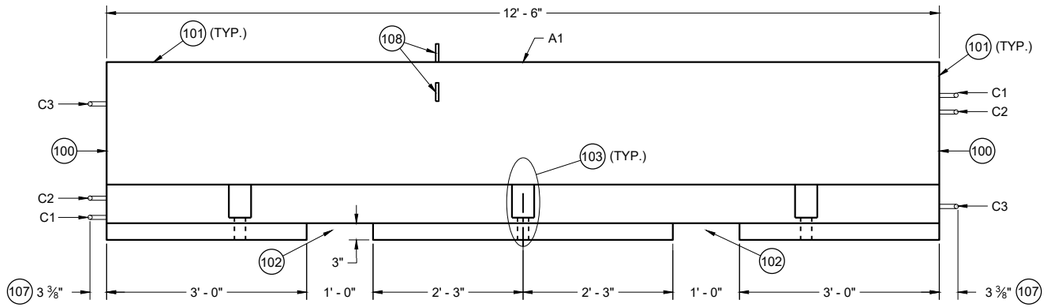
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



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

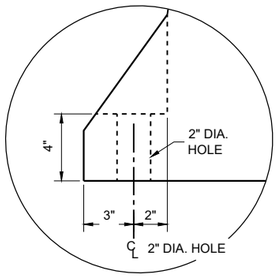
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

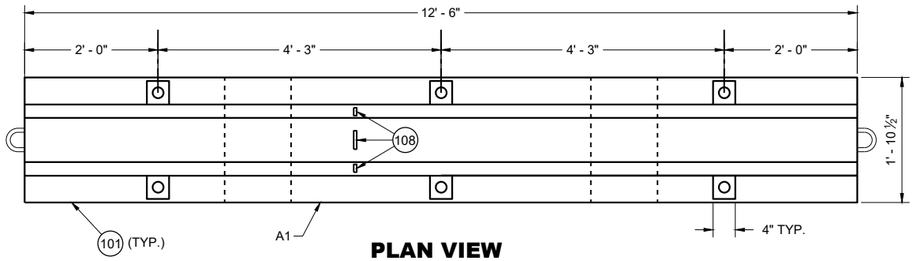
(106) 1" MIN. CLEAR COVER

(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.

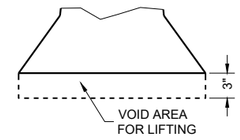


ANCHOR BLOCK DETAIL

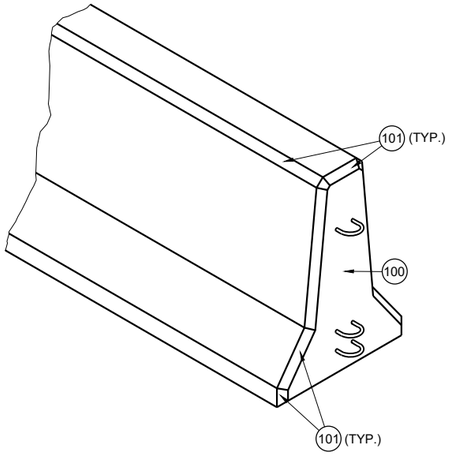


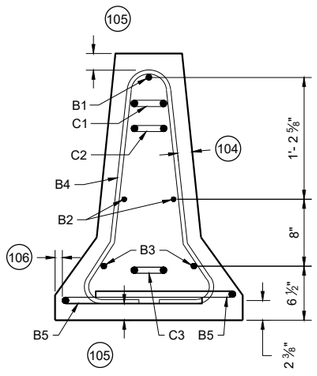
PLAN VIEW

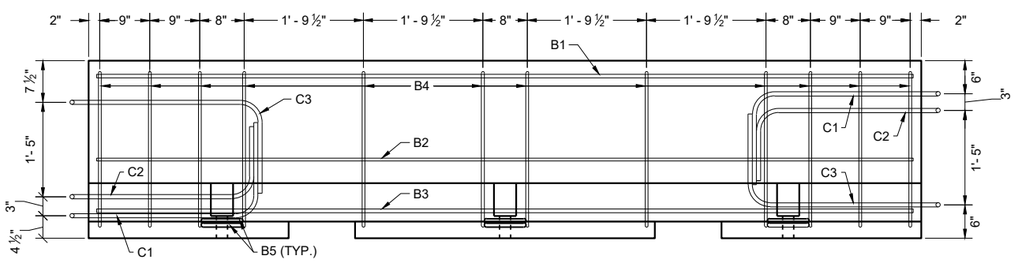
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







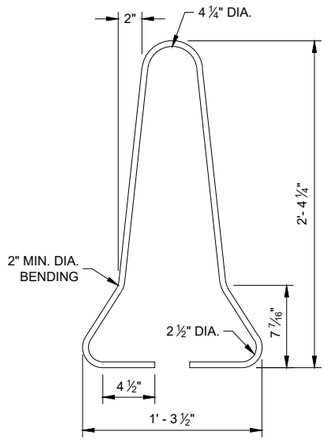
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

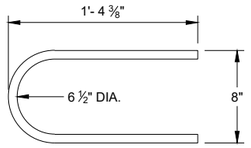
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

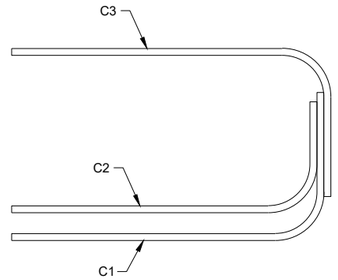
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B4 BAR DETAIL

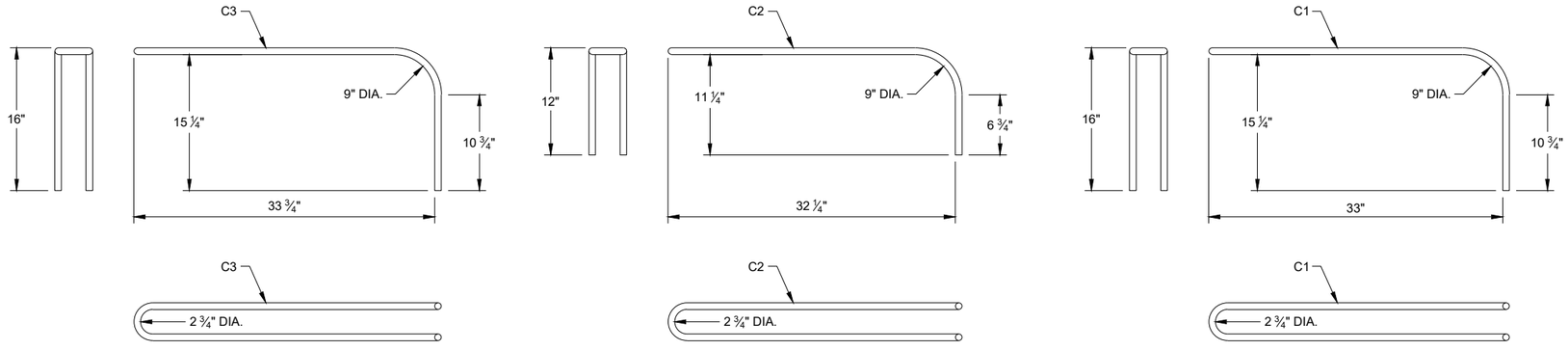


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



C BAR DETAILS

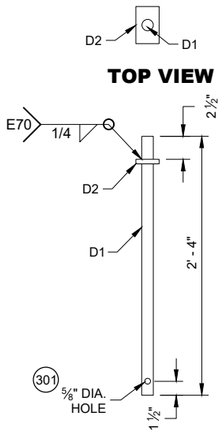
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6

SDD 14B07-16b

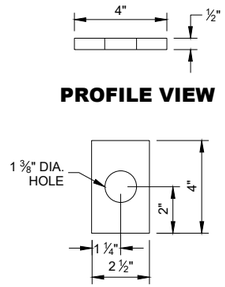
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



TOP VIEW

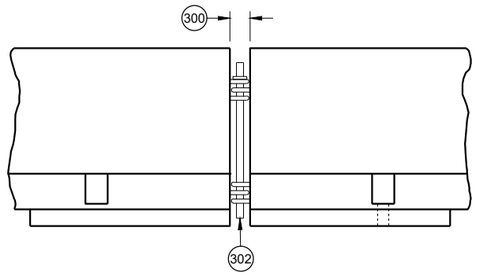
PROFILE VIEW

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.

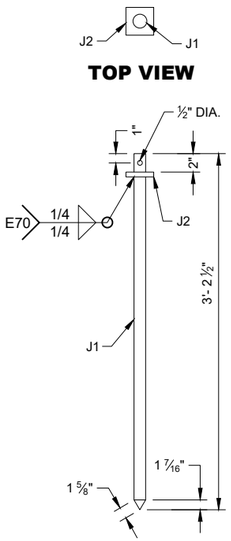
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

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"

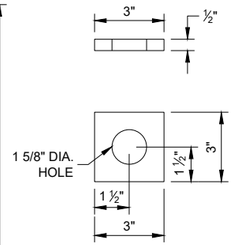
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



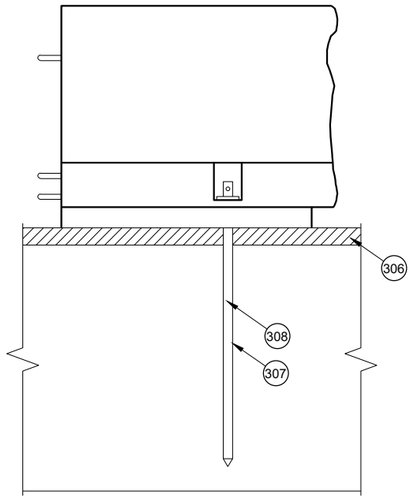
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

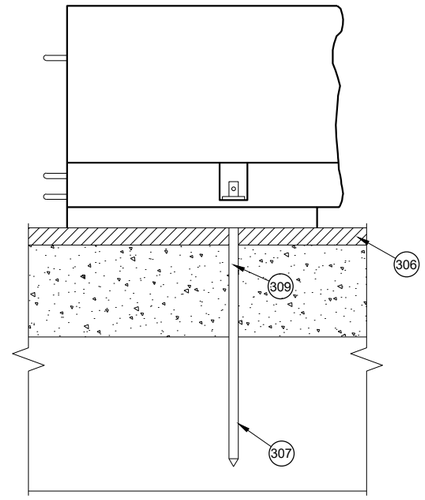


TOP VIEW J2



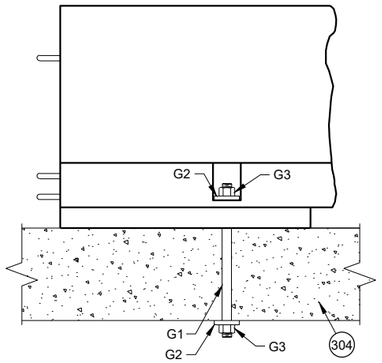
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



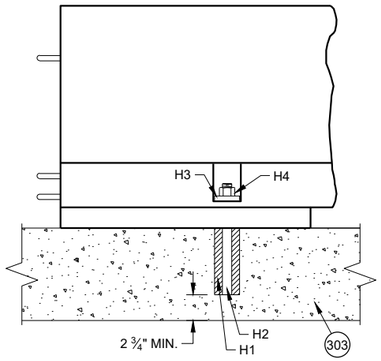
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



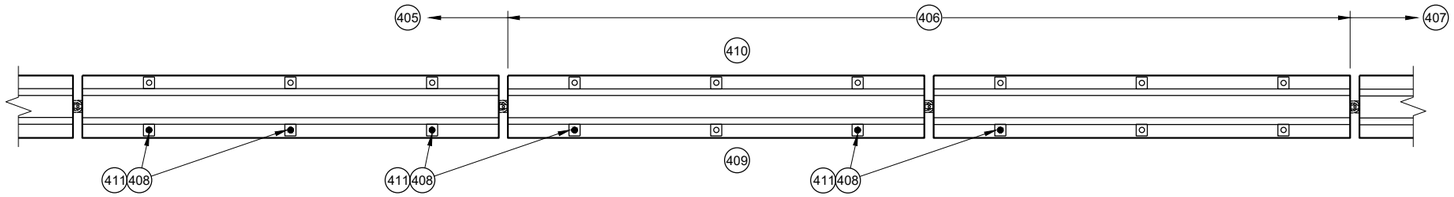
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

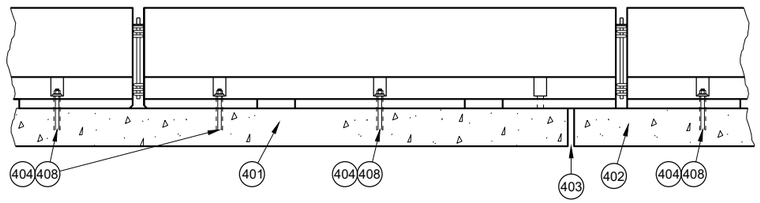
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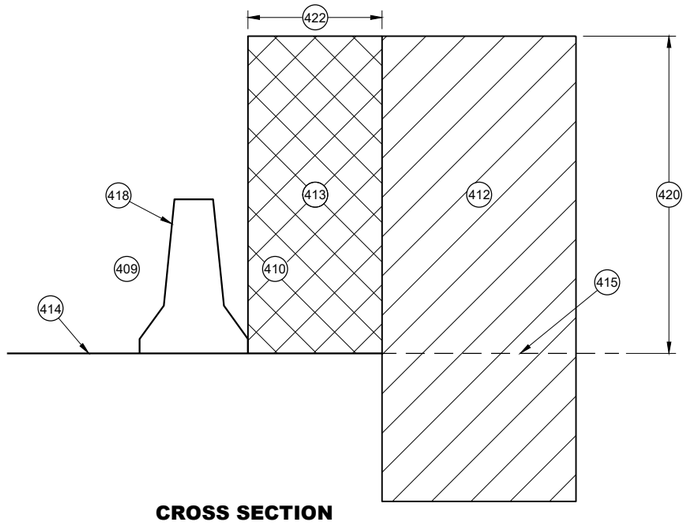
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



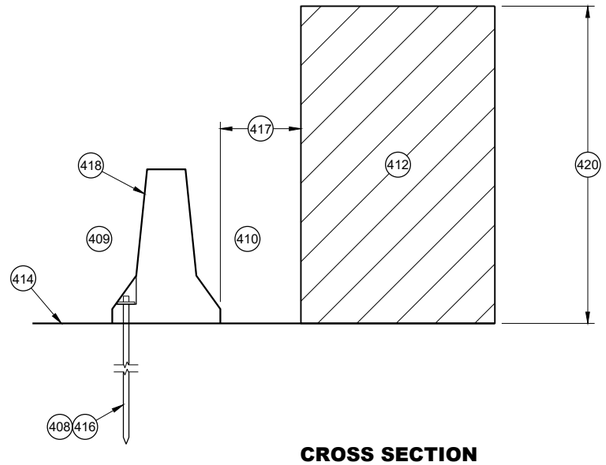
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



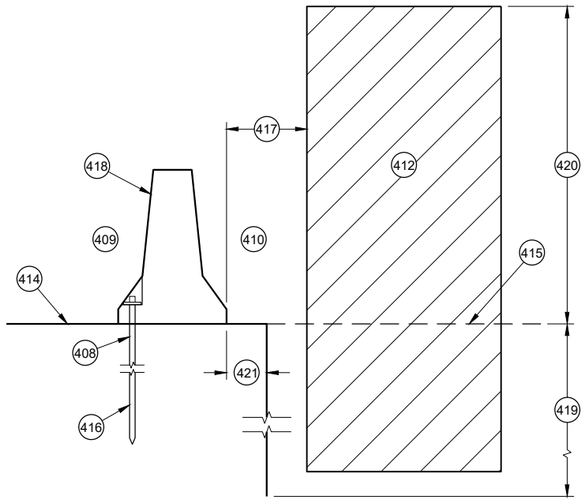
CROSS SECTION

FREE STANDING BARRIER



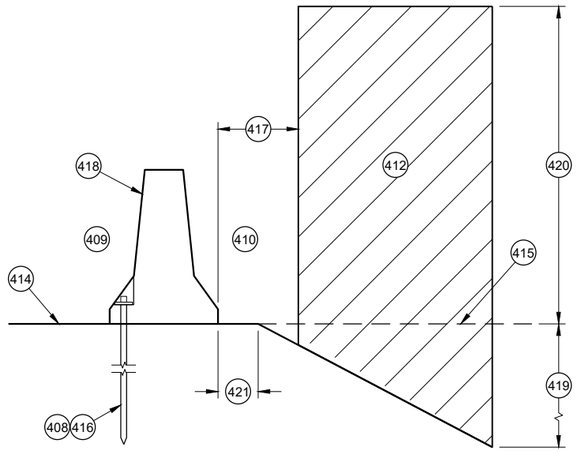
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

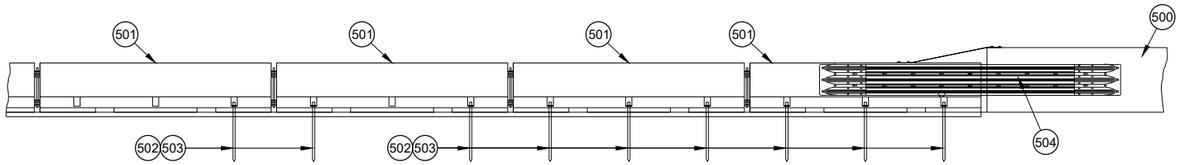
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

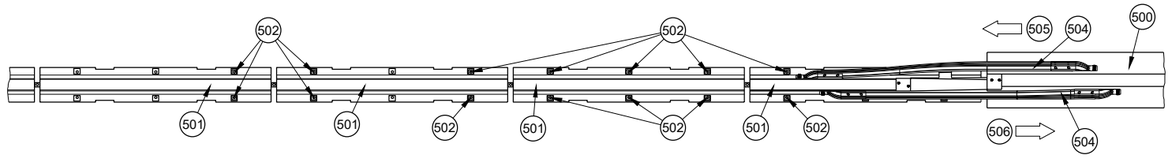
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

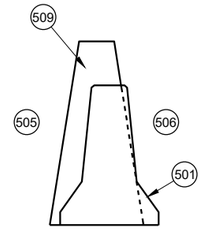
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



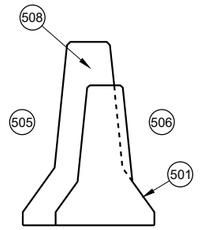
PROFILE VIEW



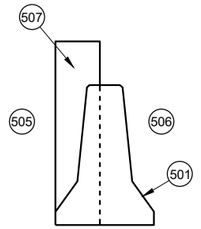
PLAN VIEW
TRANSITION TO RIGID BARRIER



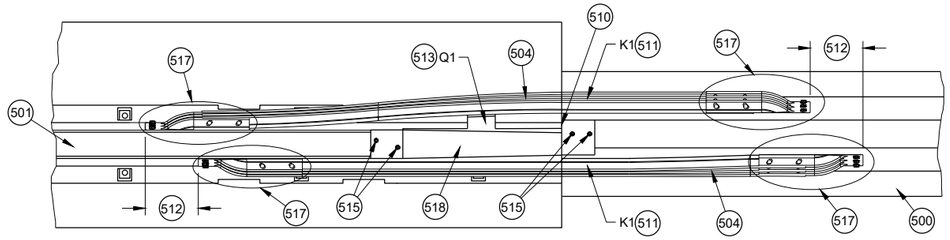
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



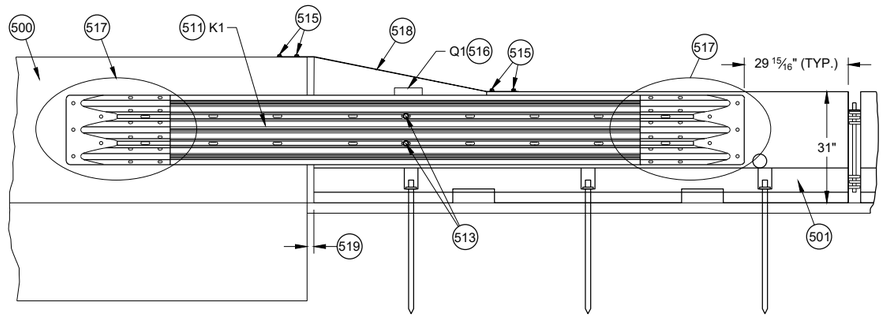
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



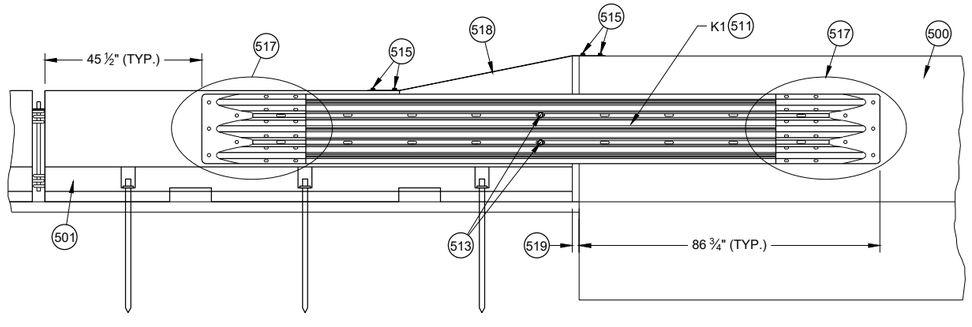
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



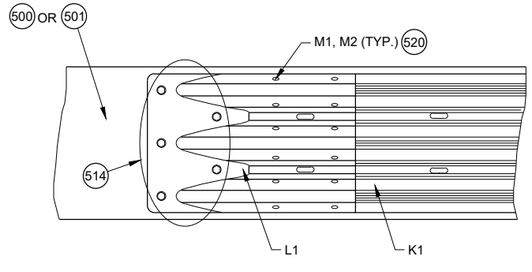
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER

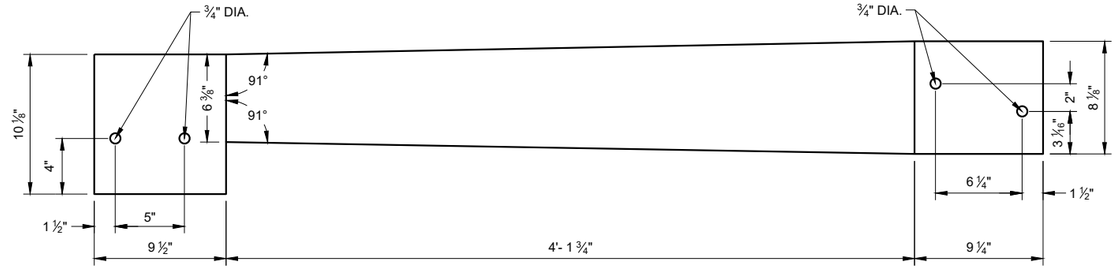


(517) **DETAIL PLAN VIEW**
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

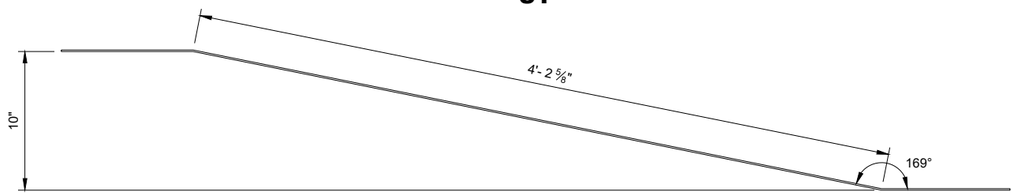
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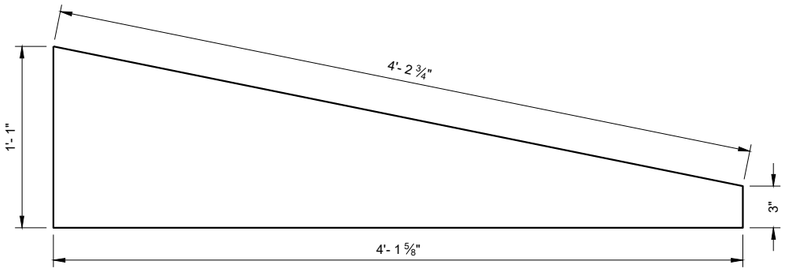
TOP VIEW

S1



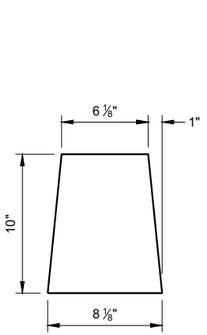
ELEVATION VIEW

S1

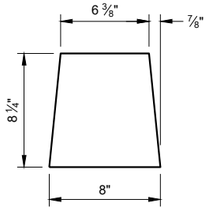


SIDE VIEW

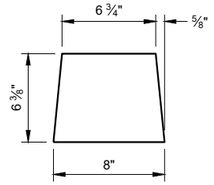
S3



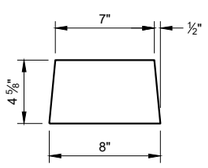
S2



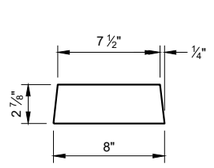
S4



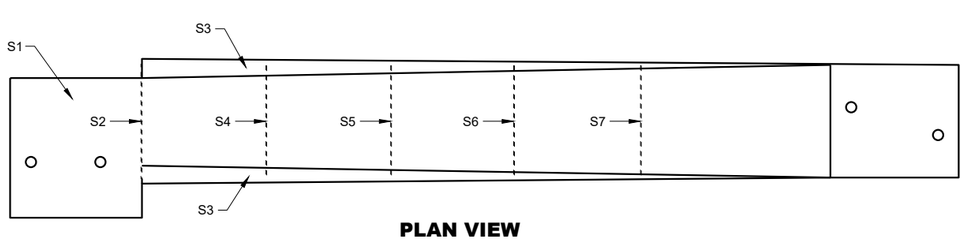
S5



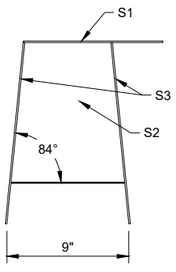
S6



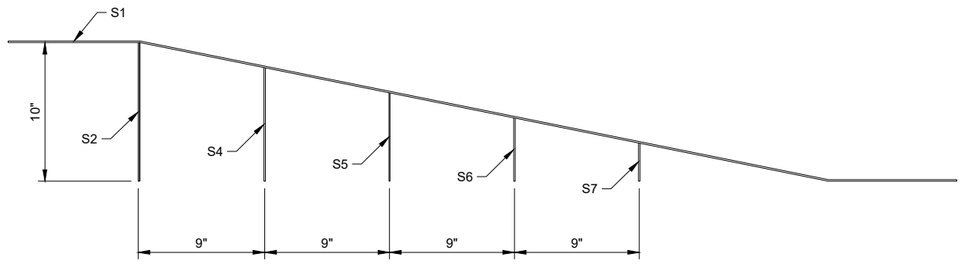
S7



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.

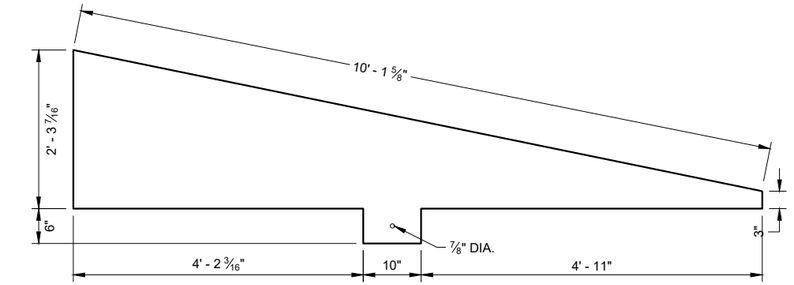
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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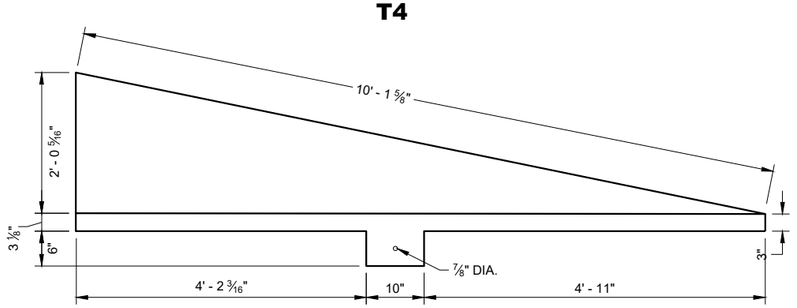
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SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

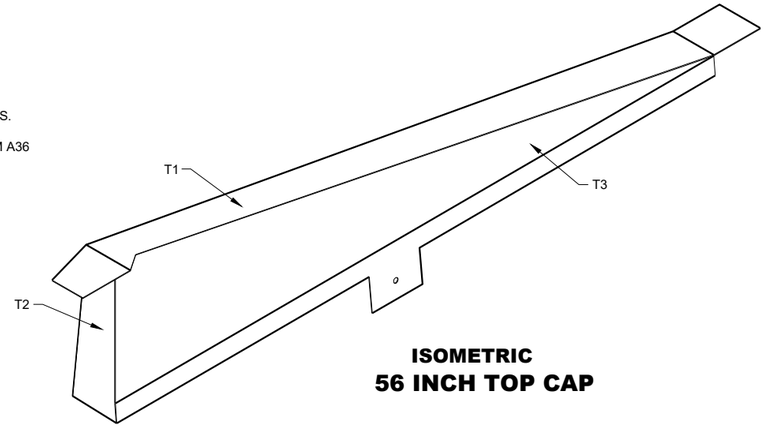
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

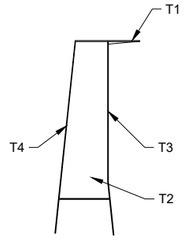
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

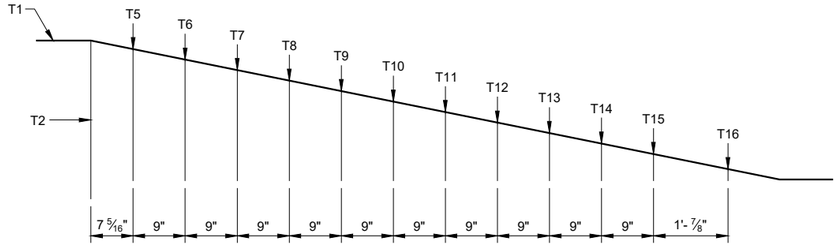
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



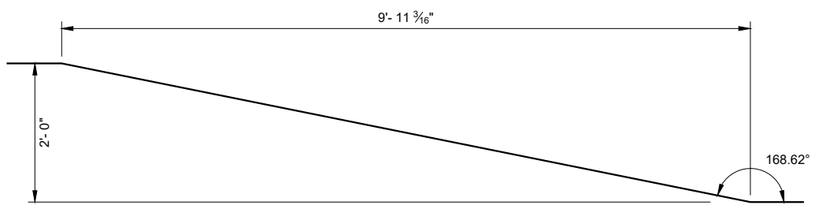
ISOMETRIC
56 INCH TOP CAP



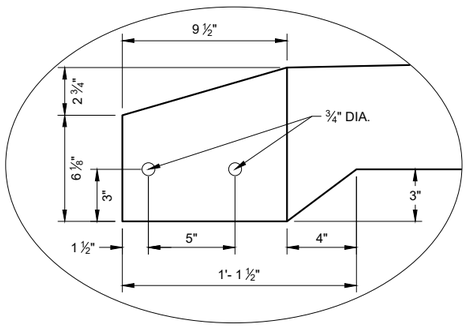
END VIEW
56 INCH TOP CAP



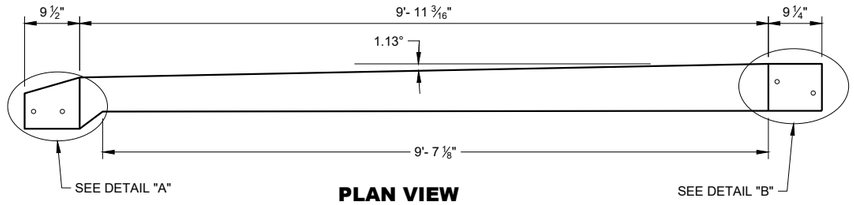
SIDE VIEW (700)
56 INCH TOP CAP



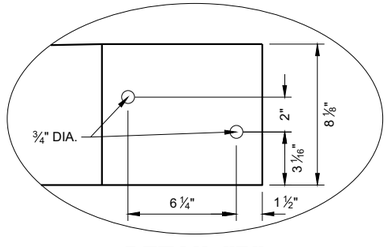
SIDE VIEW
TOP PLATE T1



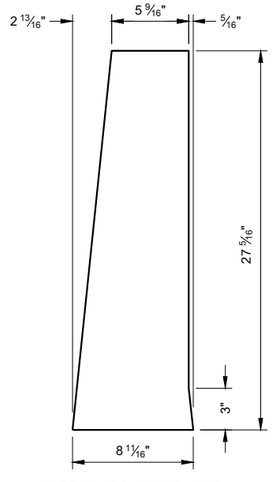
DETAIL "A"



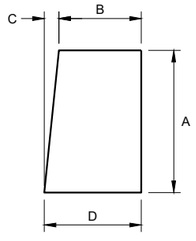
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



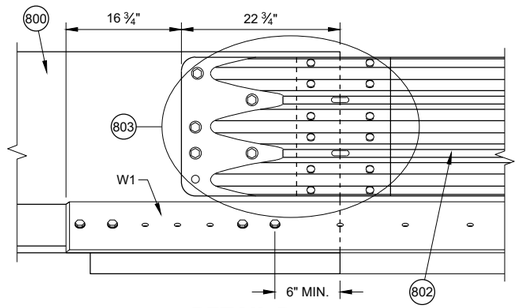
GUSSET PLATES
T5 - T16

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"

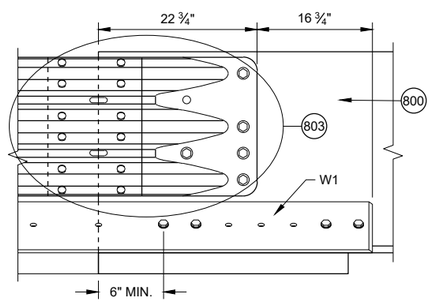
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

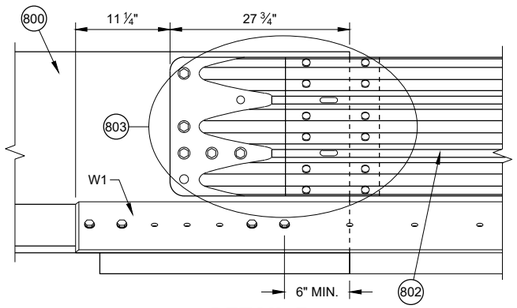
6
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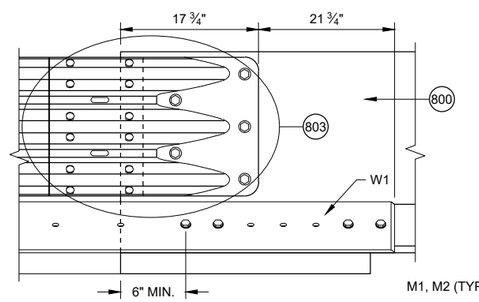
DETAIL D



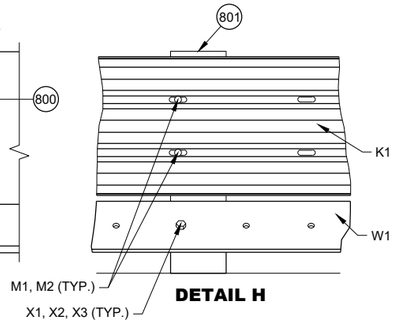
DETAIL E



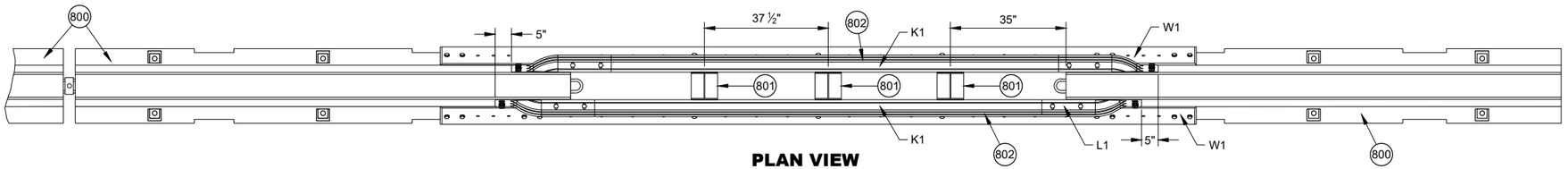
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

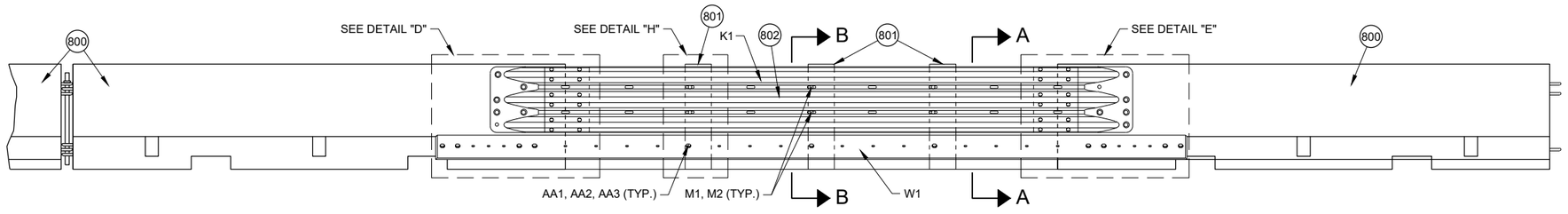
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

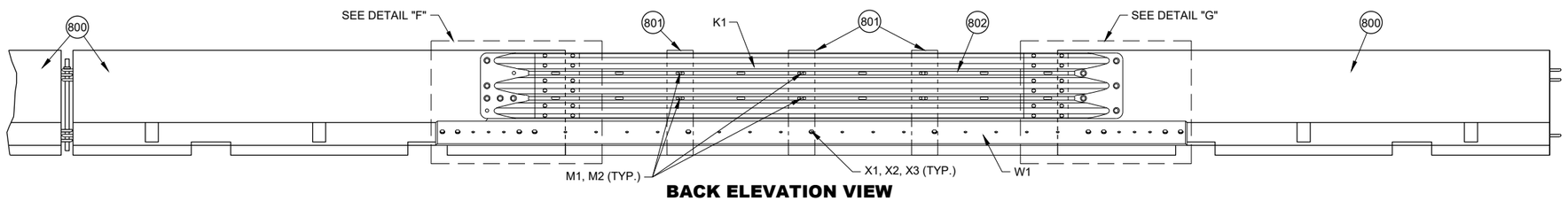
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



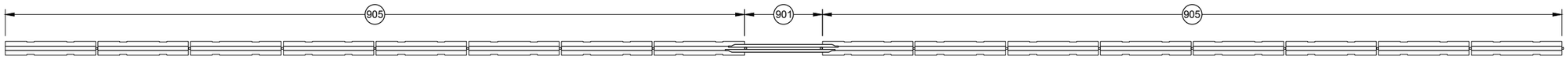
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

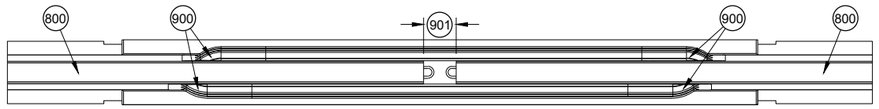
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16h



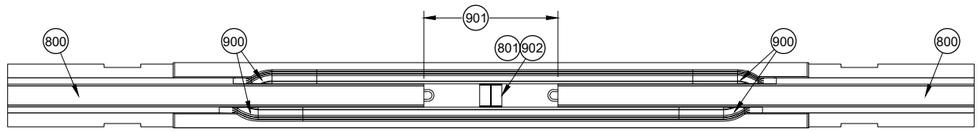
PLAN VIEW
GAP WITHIN SPACING



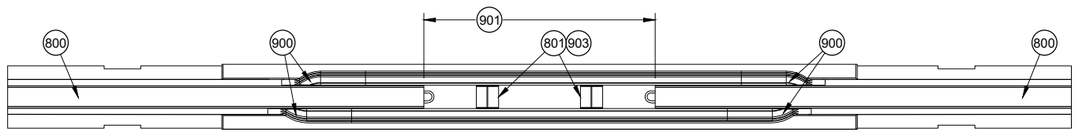
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

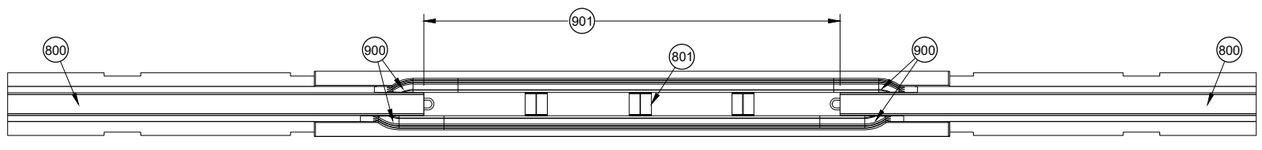
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

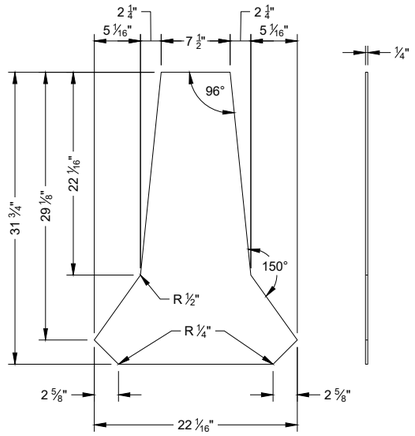


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

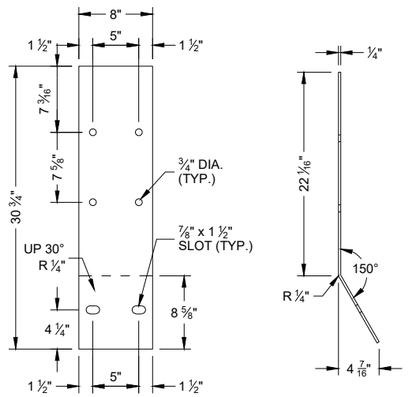
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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PROFILE VIEW SIDE VIEW

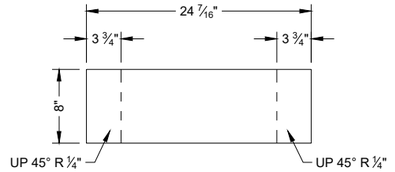
STIFFENER ASSEMBLY CENTER PANEL U1



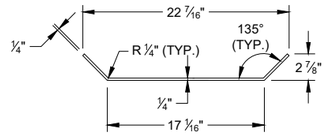
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

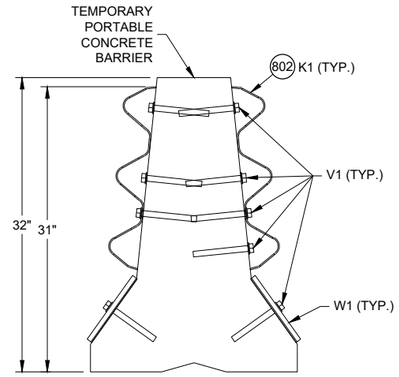


FLAT PATTERN

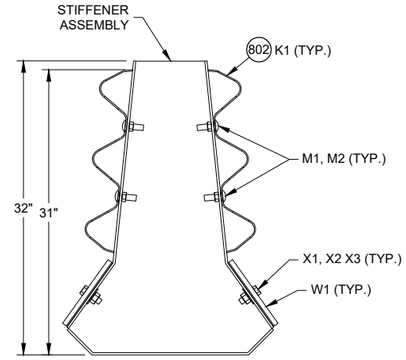


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

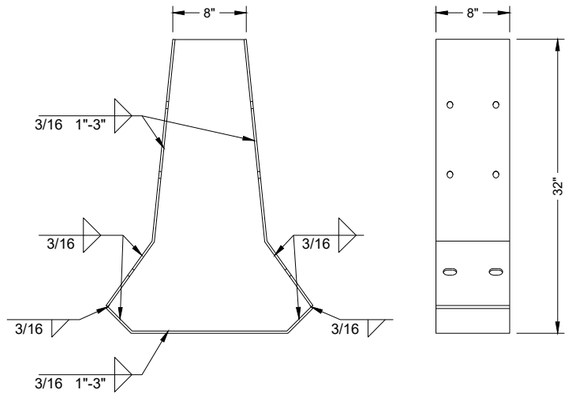


SECTION A - A



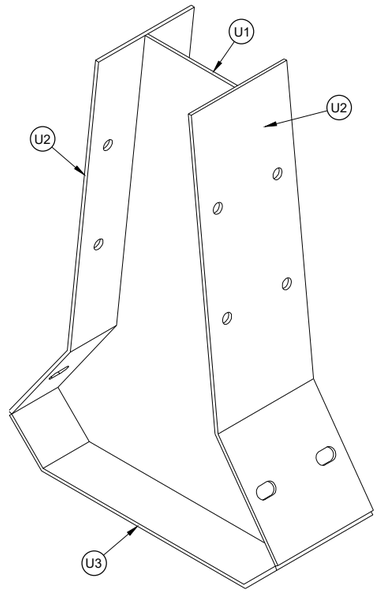
SECTION B - B

PLAN VIEW



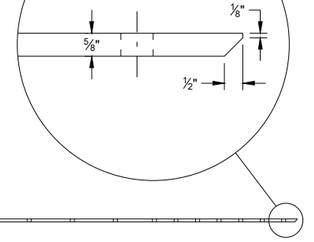
PROFILE VIEW

SIDE VIEW

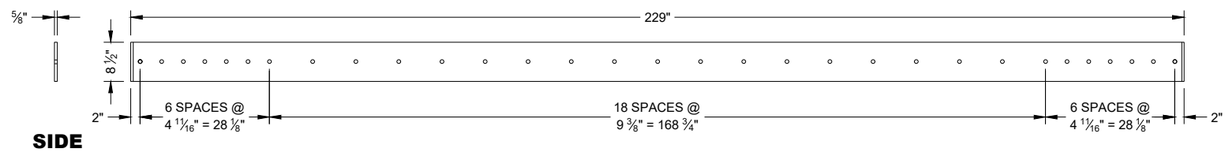


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

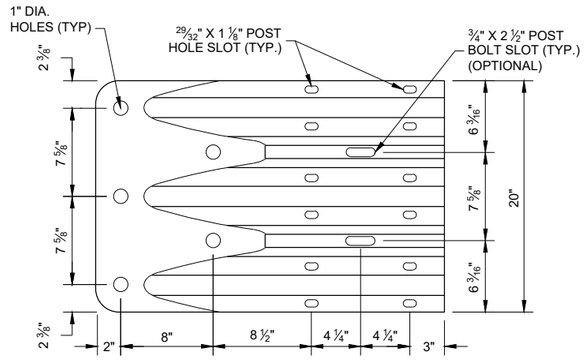
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

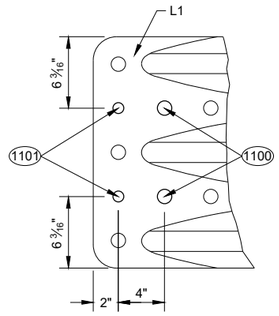
6

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ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

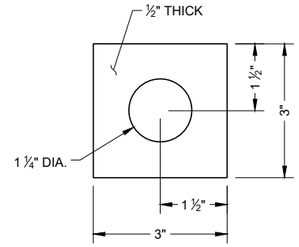


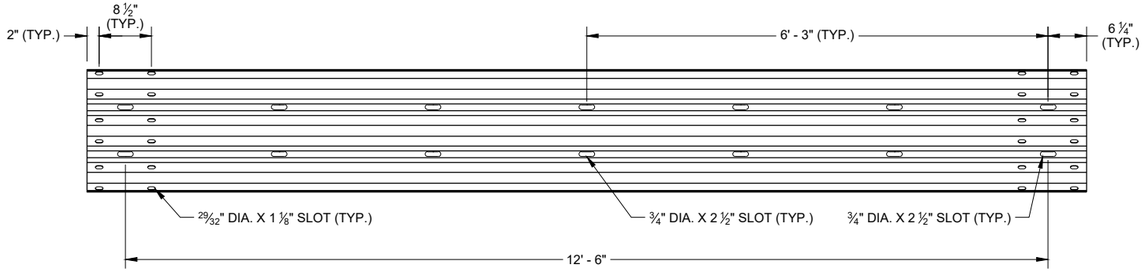
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

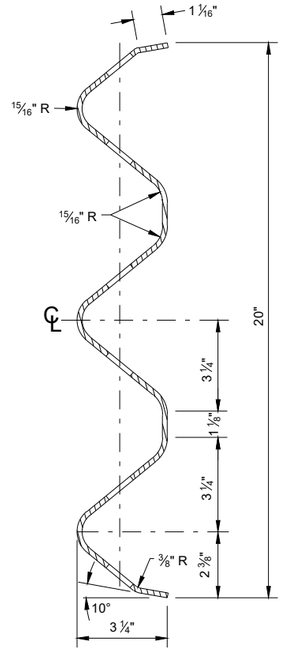
(1100) 1" DIA. HOLE

(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



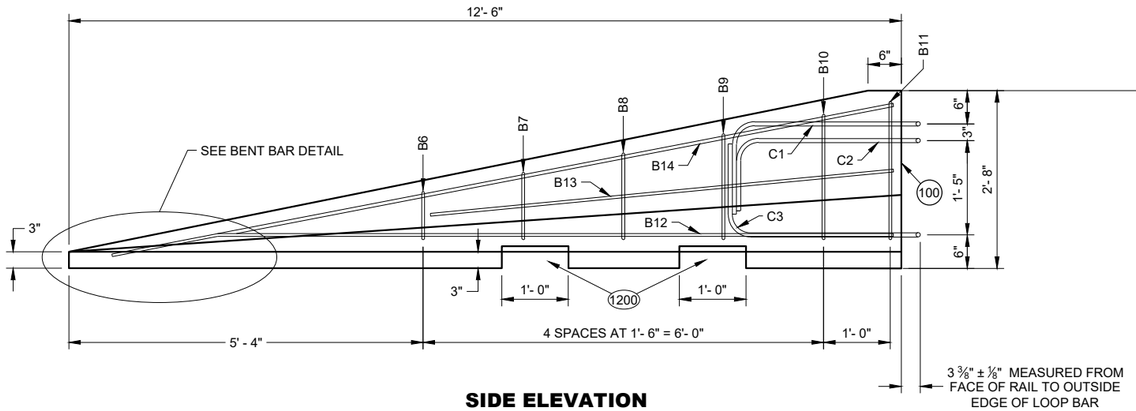
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

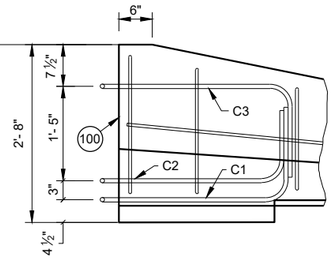
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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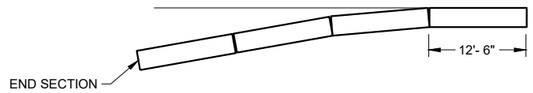
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

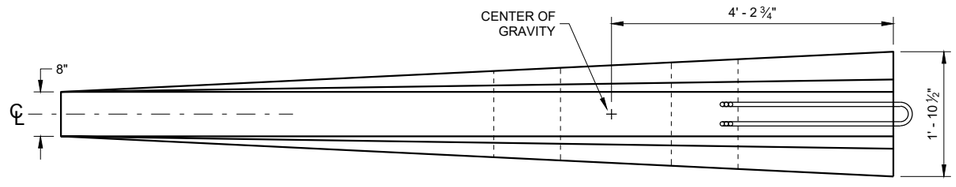
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

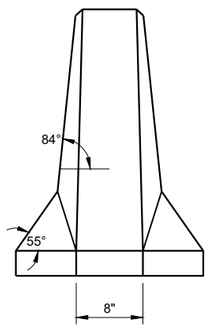


FLARE AT BARRIER END

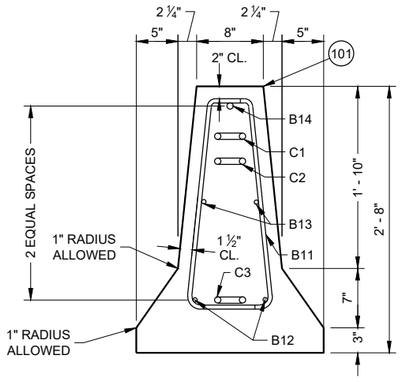
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



PLAN VIEW

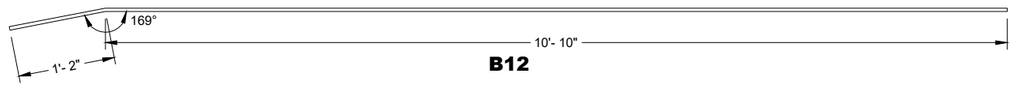


FRONT ELEVATION

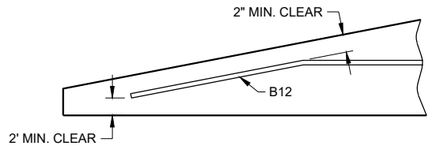


END SECTION

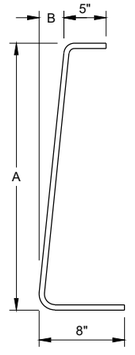
DETAILS OF BARRIER TAPER SECTION



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

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

6

SDD 14B07-16n

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

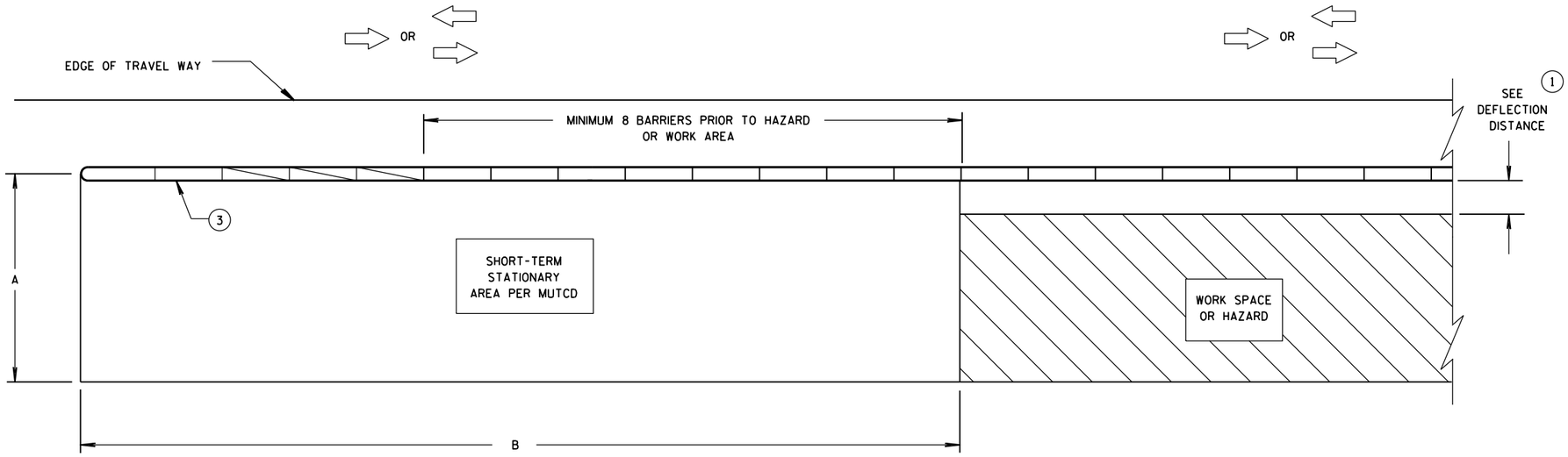
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B07-16n



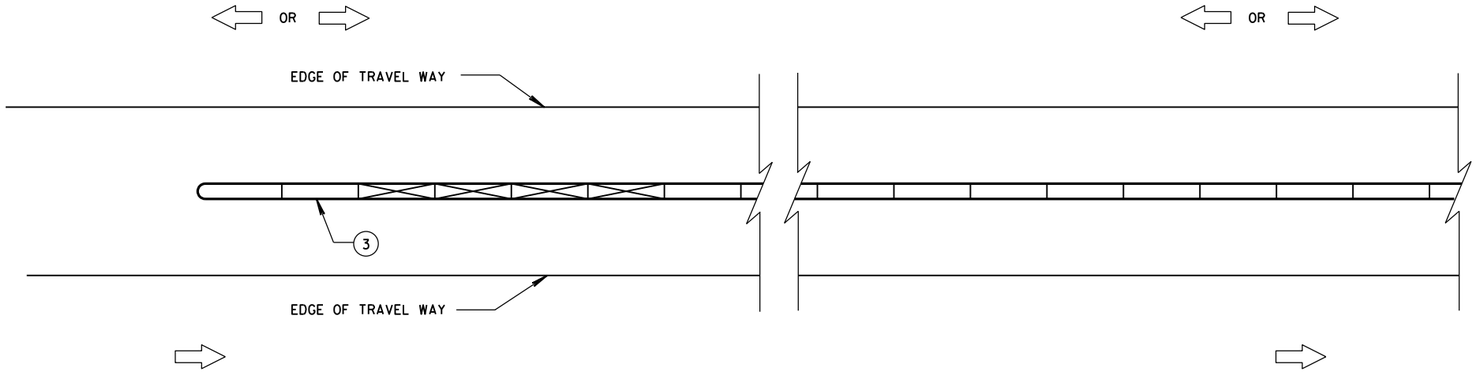
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

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

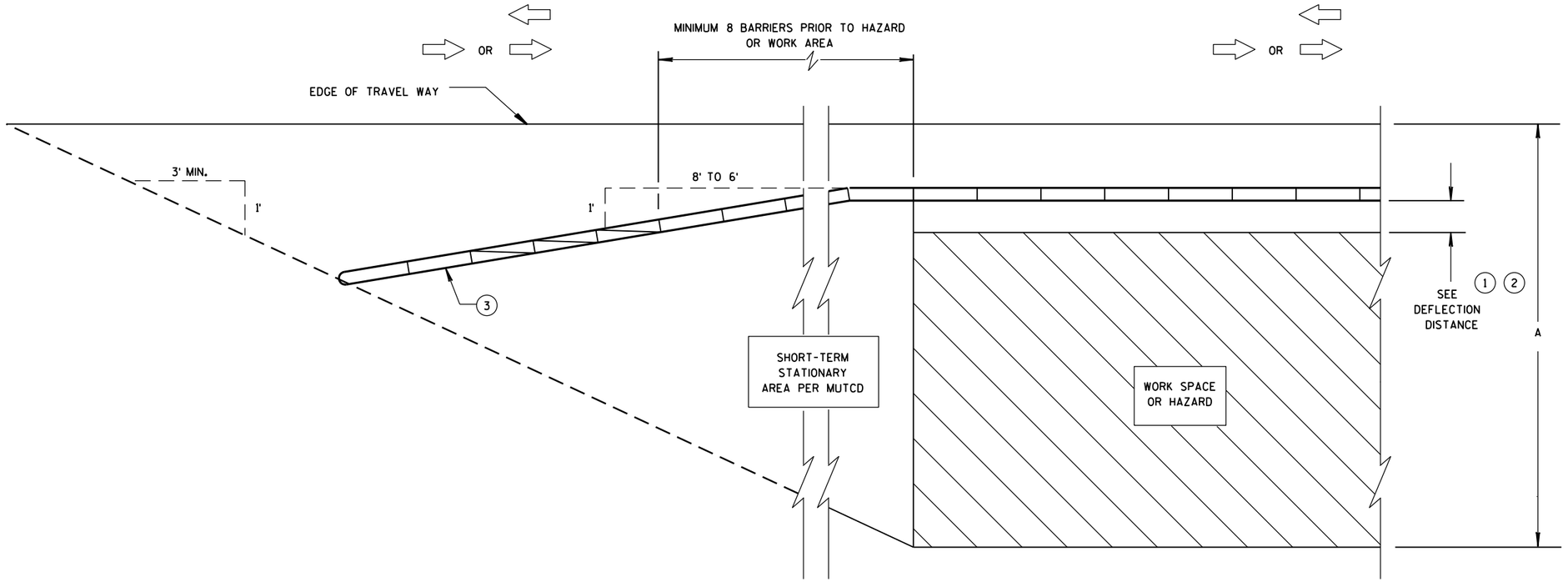
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 400

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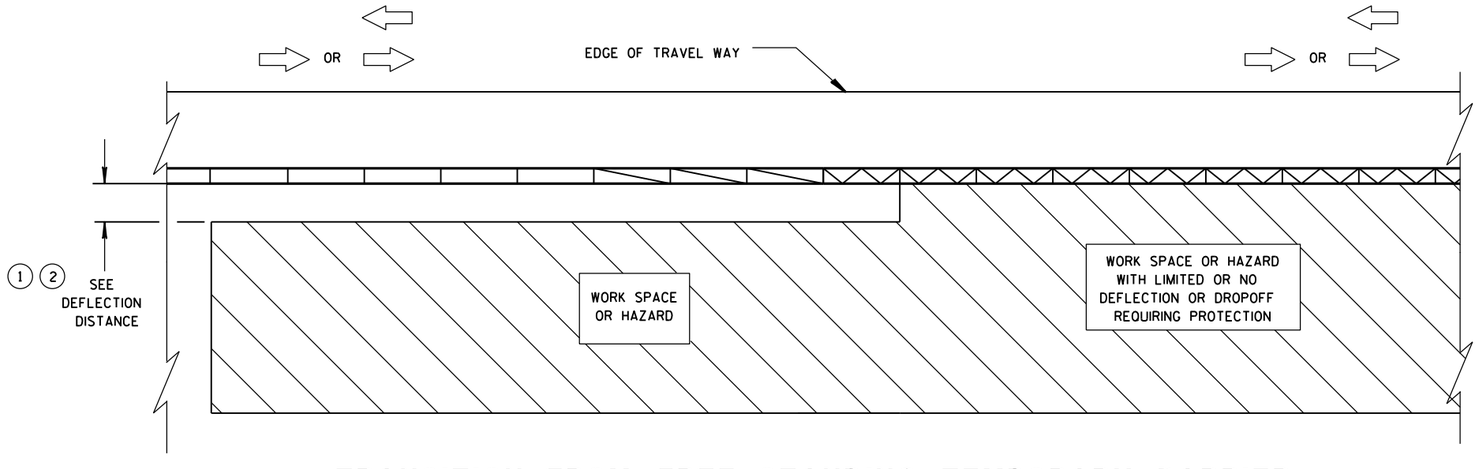
S.D.D. 14 B 8-2a

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

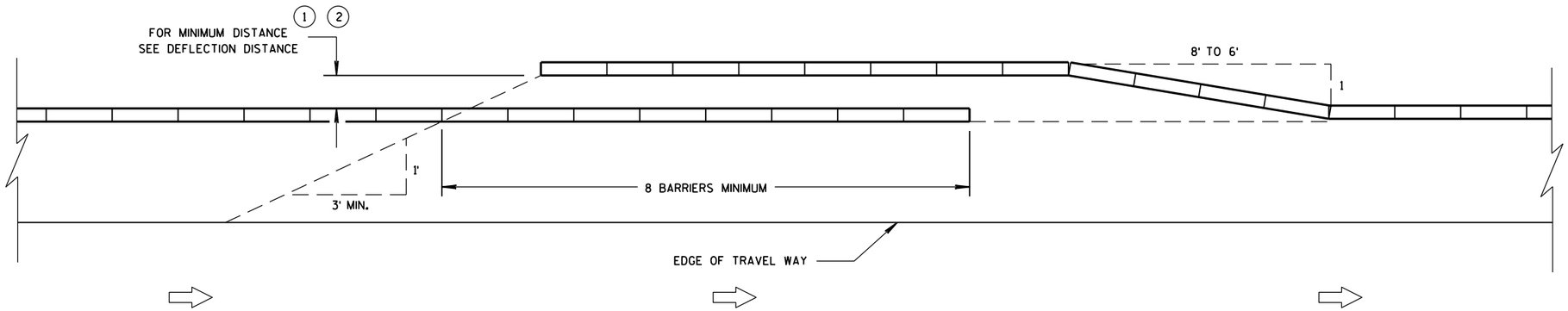
STATE OF WISCONSIN
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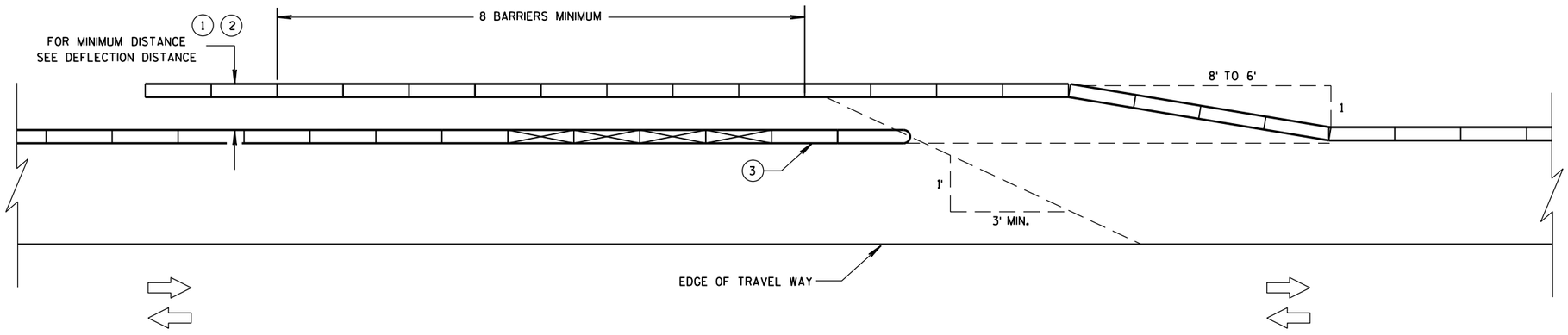
S.D.D. 14 B 8-2b

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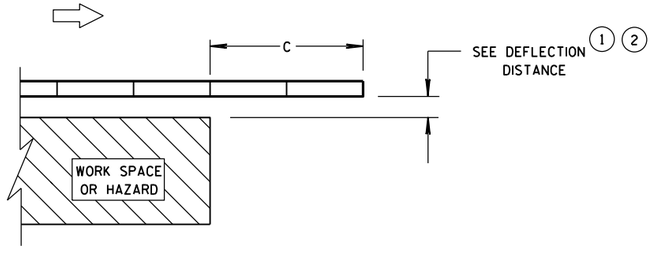
S.D.D. 14 B 8-2b



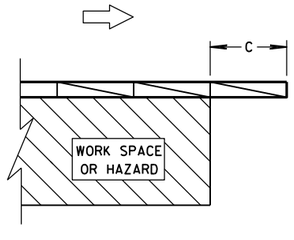
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

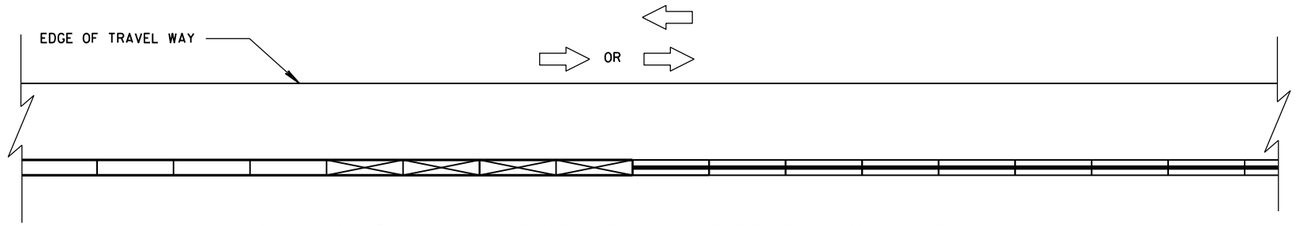
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

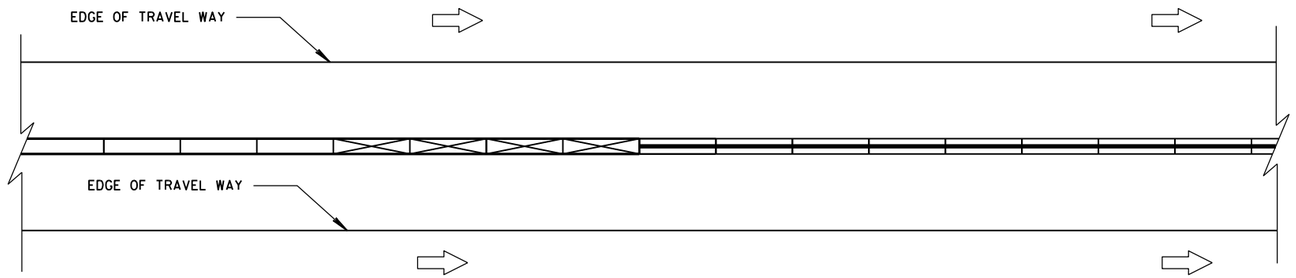
STATE OF WISCONSIN
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S.D.D. 14 B 8-2c



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

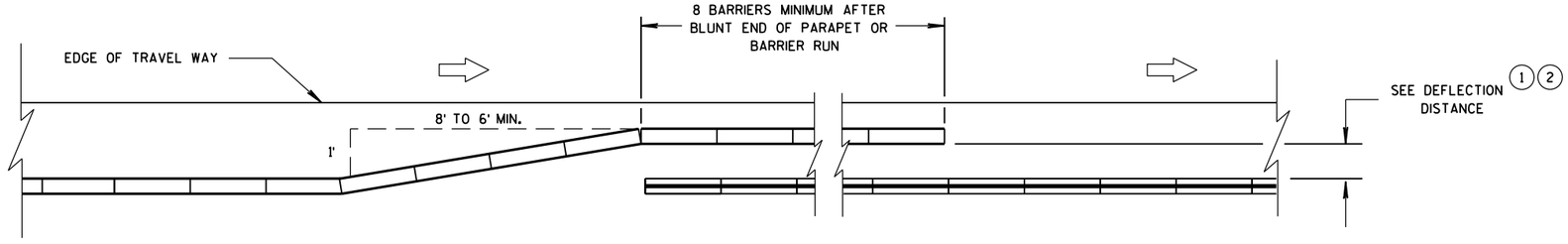
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

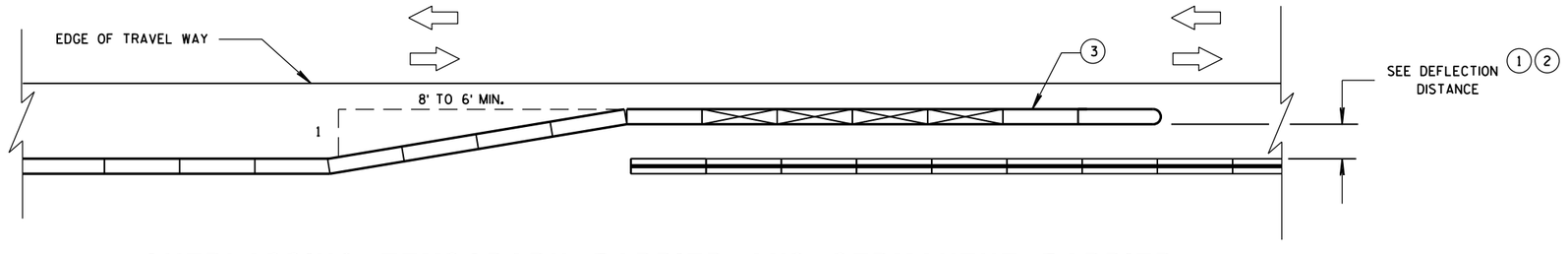
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

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

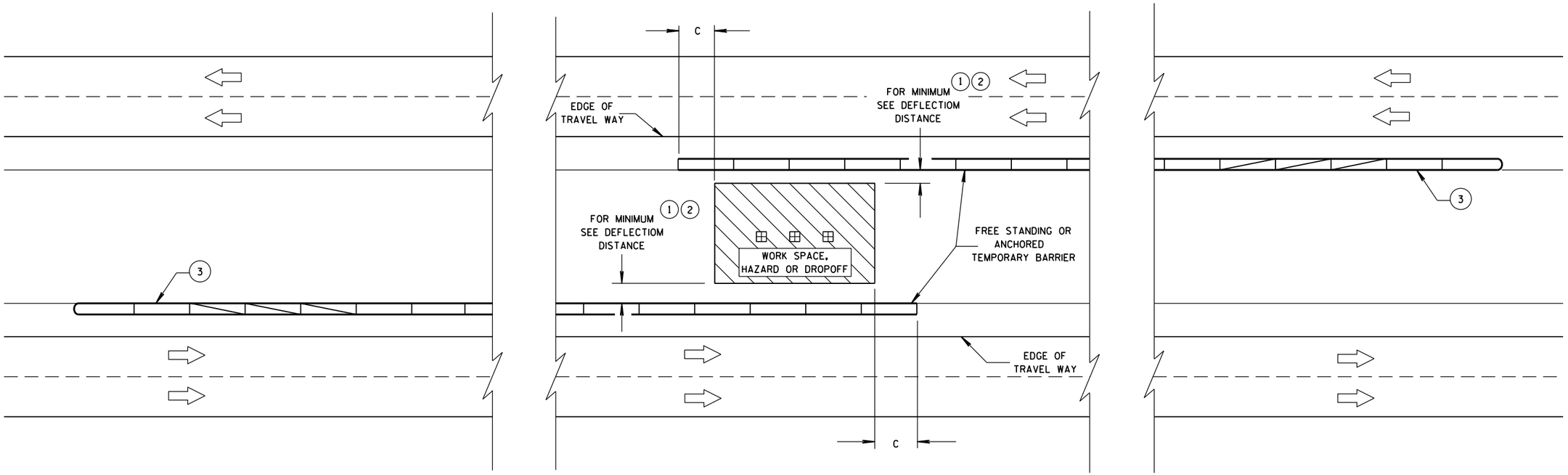
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

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 DEVELOPMENT ENGINNER
FHWA

6

S.D.D. 14 B 8-2e

SDD 14B15a Steel Plate Beam Guard, Class "A", Installation and Elements

GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6"X8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS. DO NOT MIX STEEL AND WOOD POSTS IN A SINGLE INSTALLATION.

2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGE SPELTER COATING ON GALVANIZED POSTS.

3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

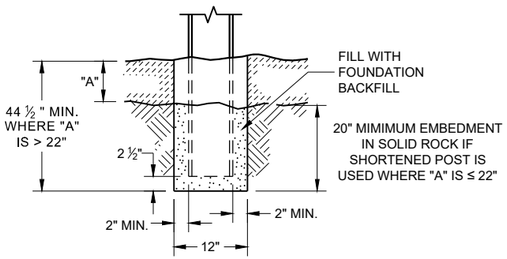
5. IF THE DISTACE FROM BACK OF POST TO SHOULDER HIGHE POINT IS LESS THAN 2 FEET, INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCHES IN DIAMETER POST HOLE 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 ADEQUATELY.

7. 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.

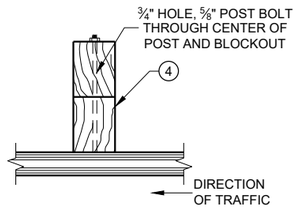
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



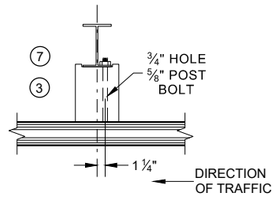
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (6)



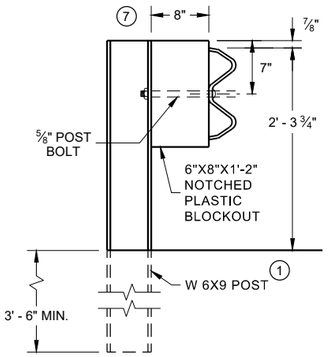
PLAN VIEW

WOOD POST, BLOCKOUT AND BEAM



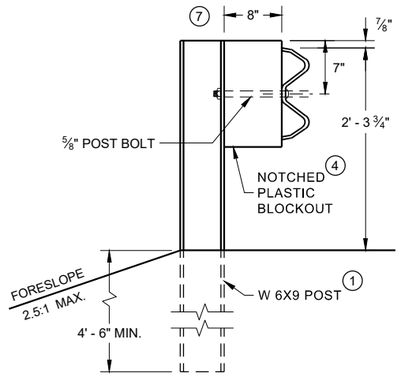
PLAN VIEW

WOOD POST, BLOCKOUT AND BEAM



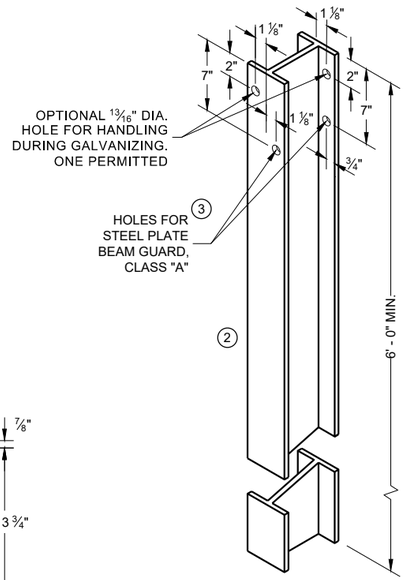
END VIEW

STEEL POST AND NOTCHED PLASTIC BLOCKOUT ALTERNATIVE STANDARD INSTALLATION



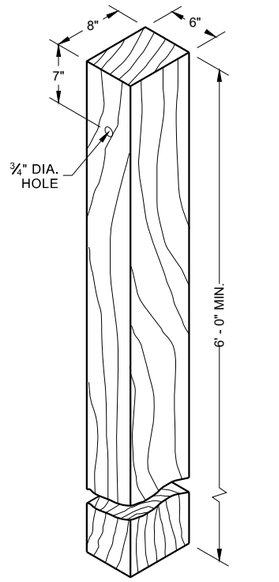
END VIEW

LONGER POST AT HALF POST SPACING W BEAM (LHW)

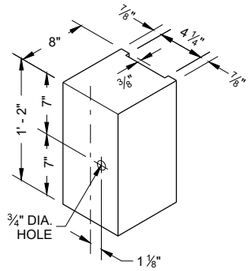


STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)

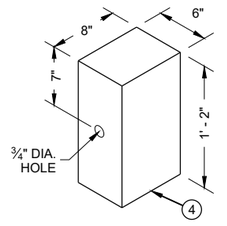
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



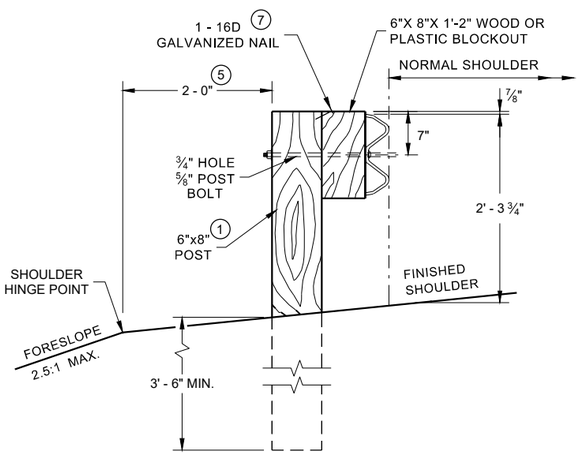
WOOD POST (6" X 8") NOMINAL (1)



TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS

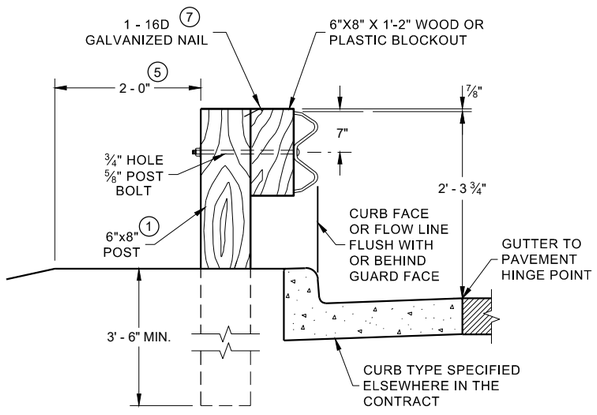


WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



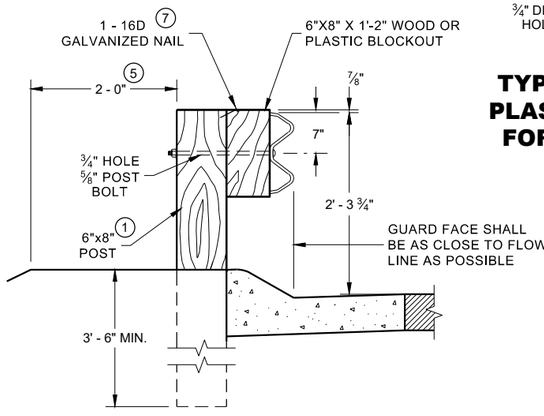
END VIEW

LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



END VIEW

LOCATED ALONG A CURBED ROADWAY



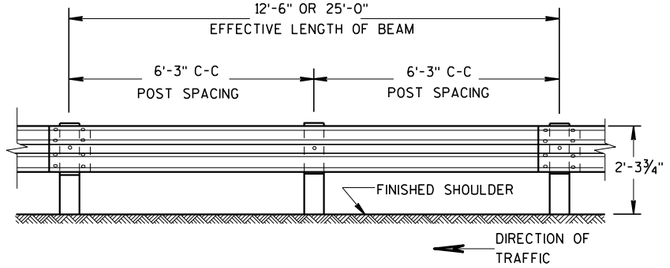
END VIEW

LOCATED ALONG A MOUNTABLE CURBED ROADWAY

STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS

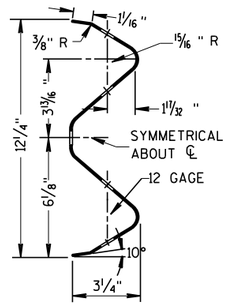
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B15 -11a

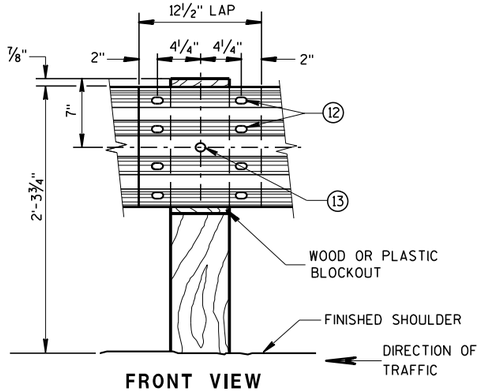


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

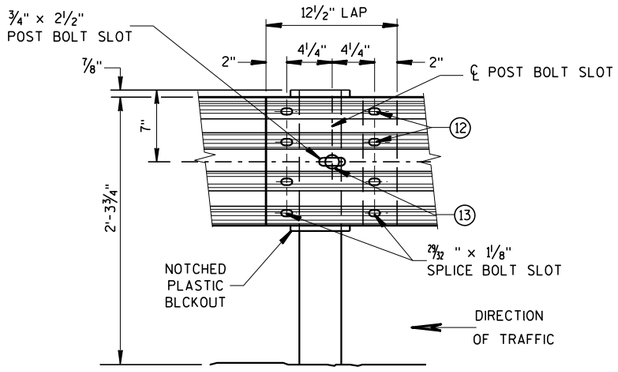
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.

FRONT VIEW

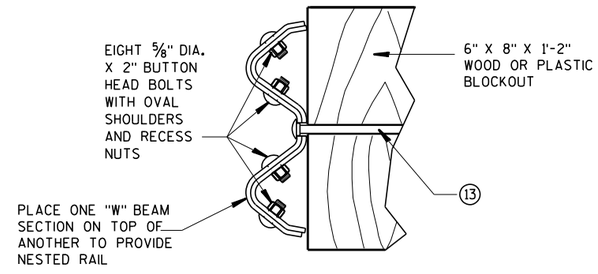
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

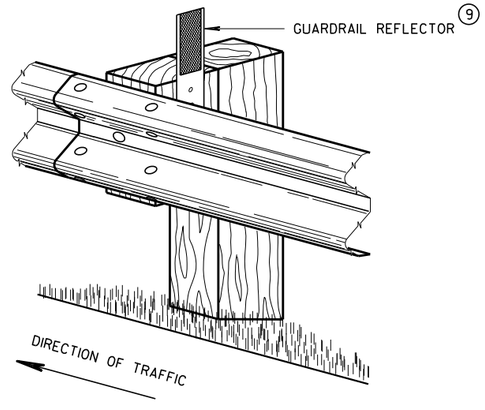
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



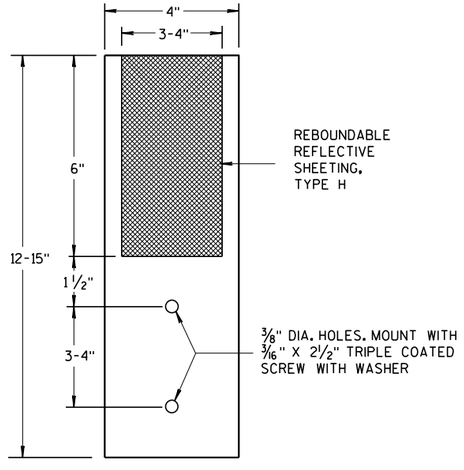
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

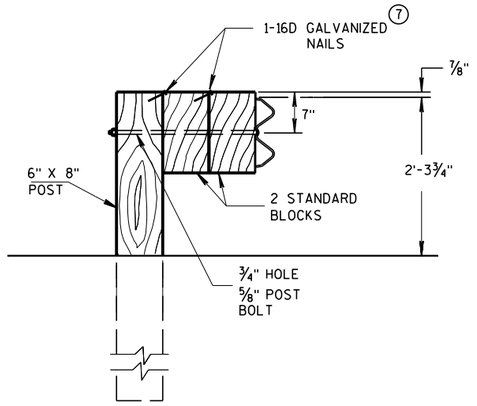
STATE OF WISCO 406
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 15-11b

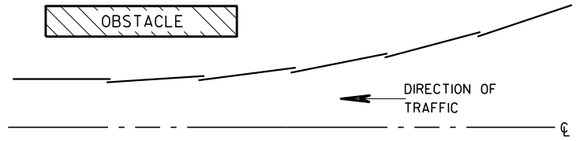
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S.D.D. 14 B 15-11b

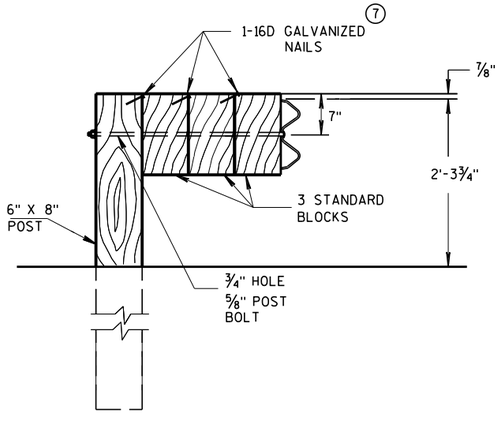


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

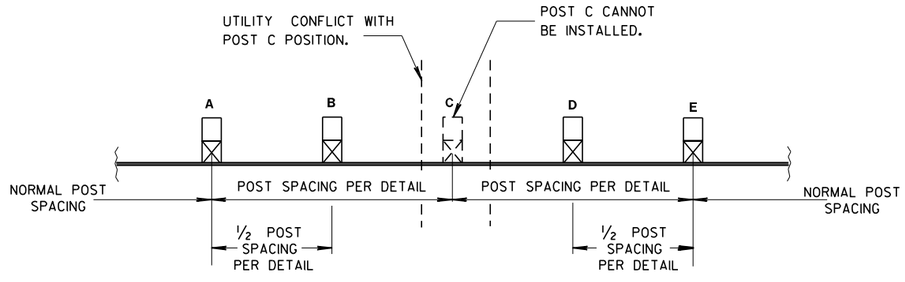


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA 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.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR 407 MENT

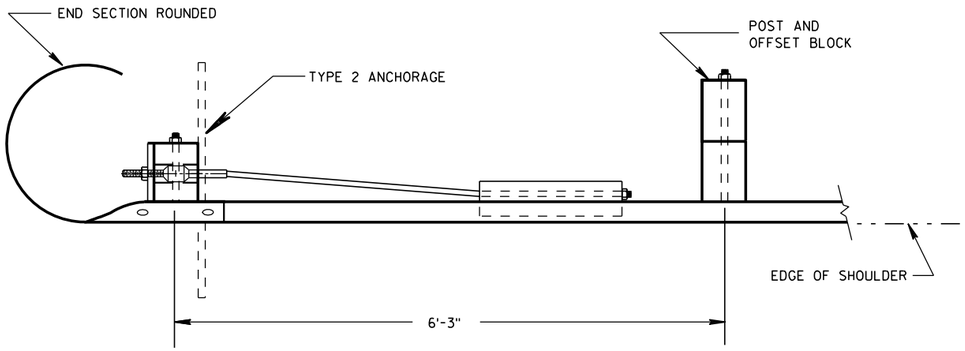
FHWA

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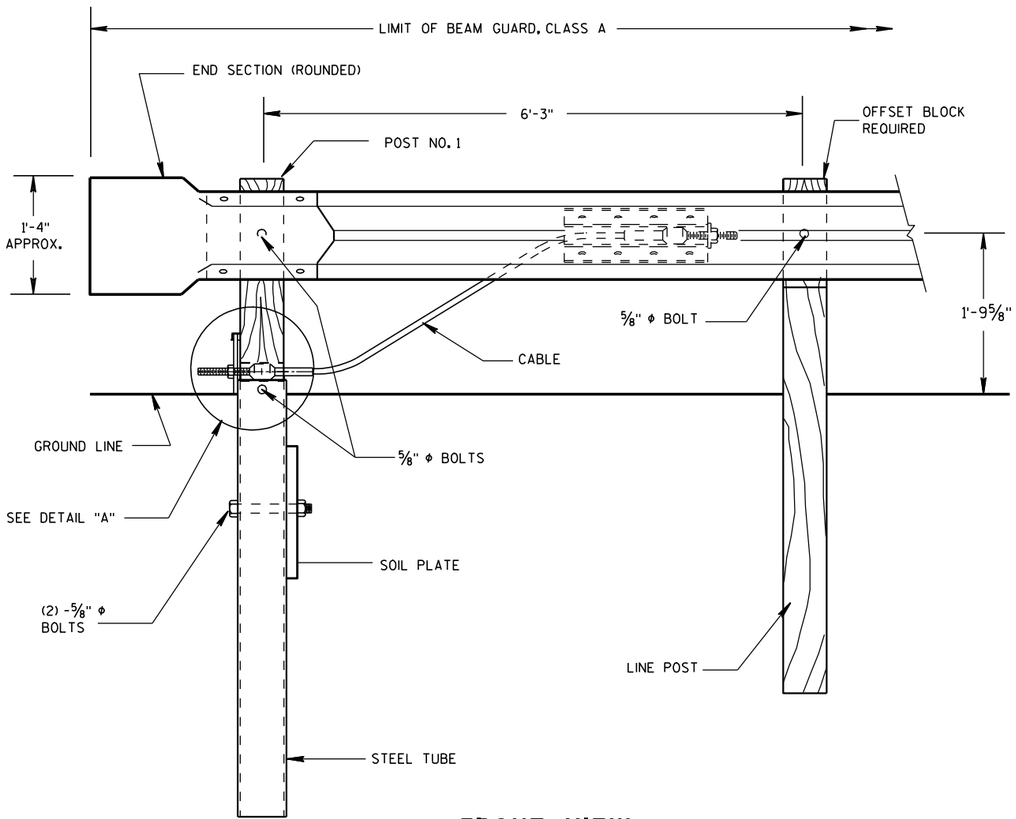
S.D.D. 14 B 15-11c

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S.D.D. 14 B 15-11c



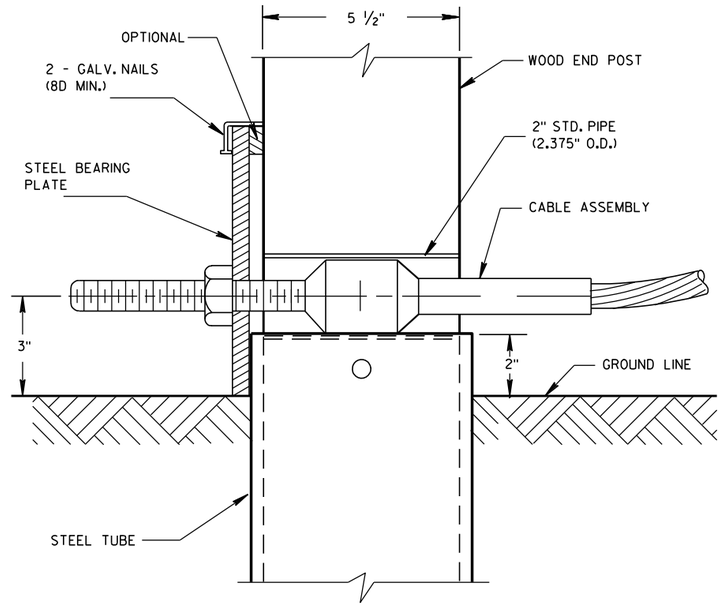
PLAN VIEW



FRONT VIEW

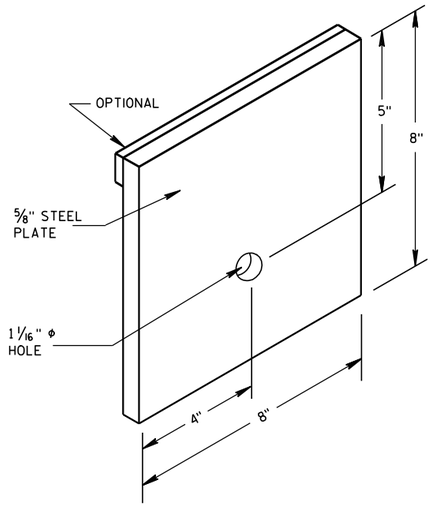
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

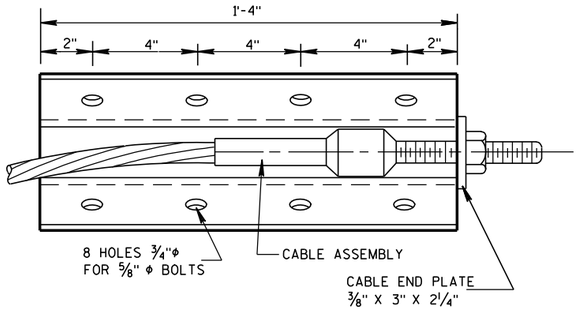
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO.....T

6

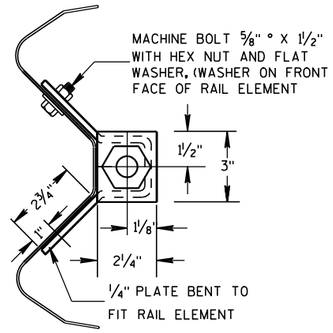
S.D.D. 14 B 16-4a

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S.D.D. 14 B 16-4a

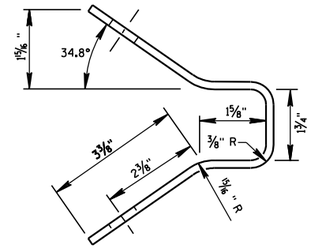


FRONT VIEW

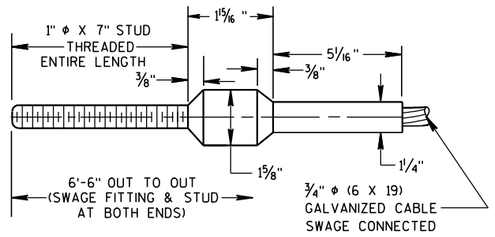


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

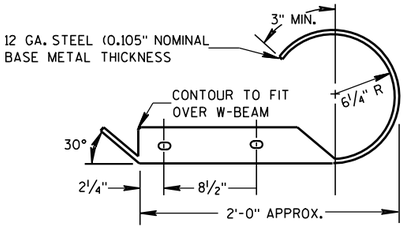
GENERAL NOTES

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

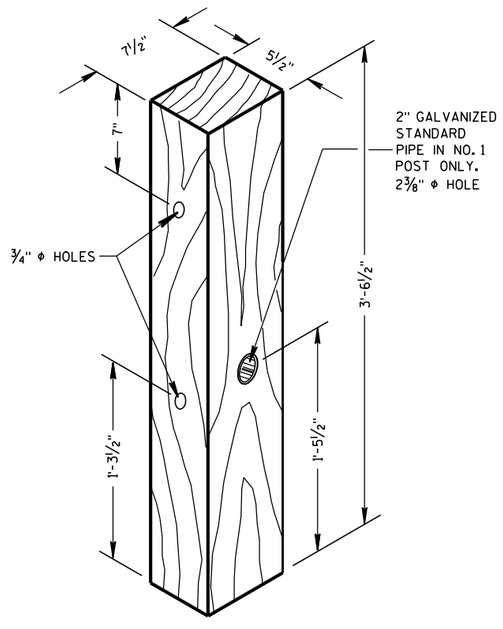
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

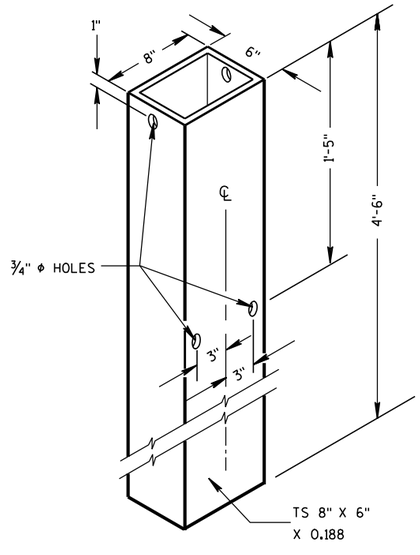
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

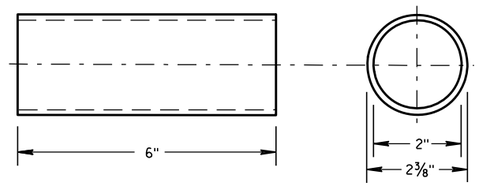


WOOD BREAKAWAY POST



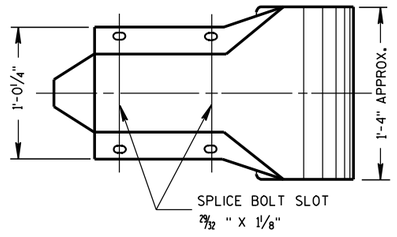
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

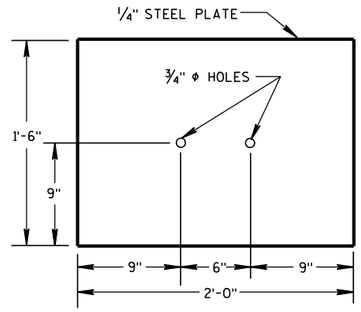


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

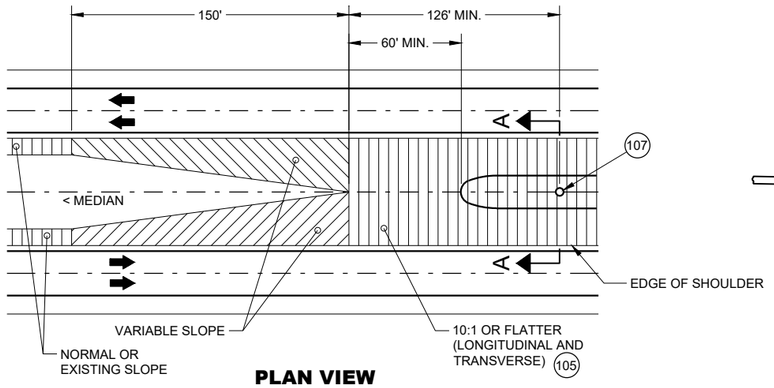
APPROVED
8/21/2007 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
409
FHWA

6

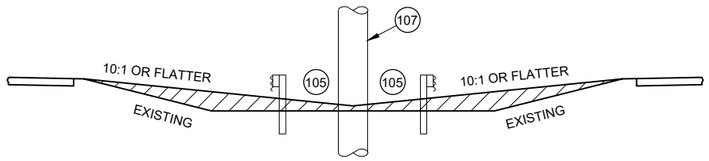
S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

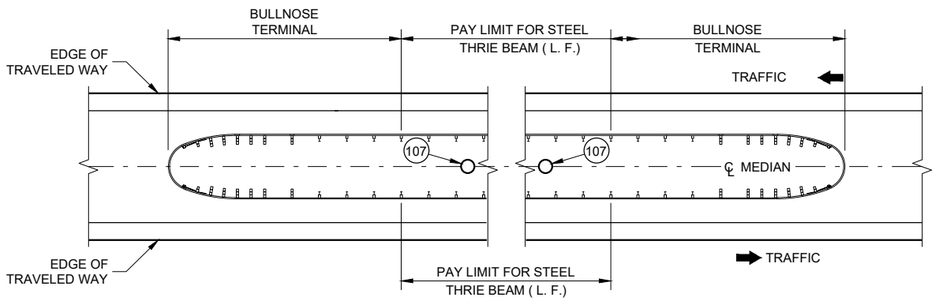
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

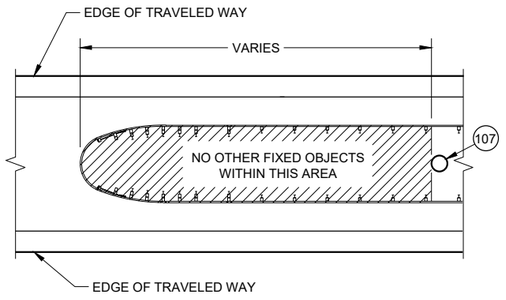
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

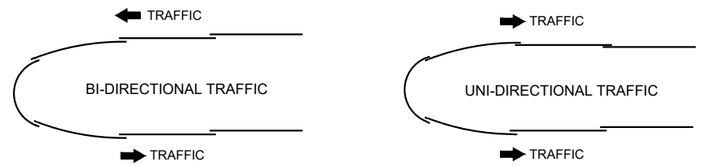
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



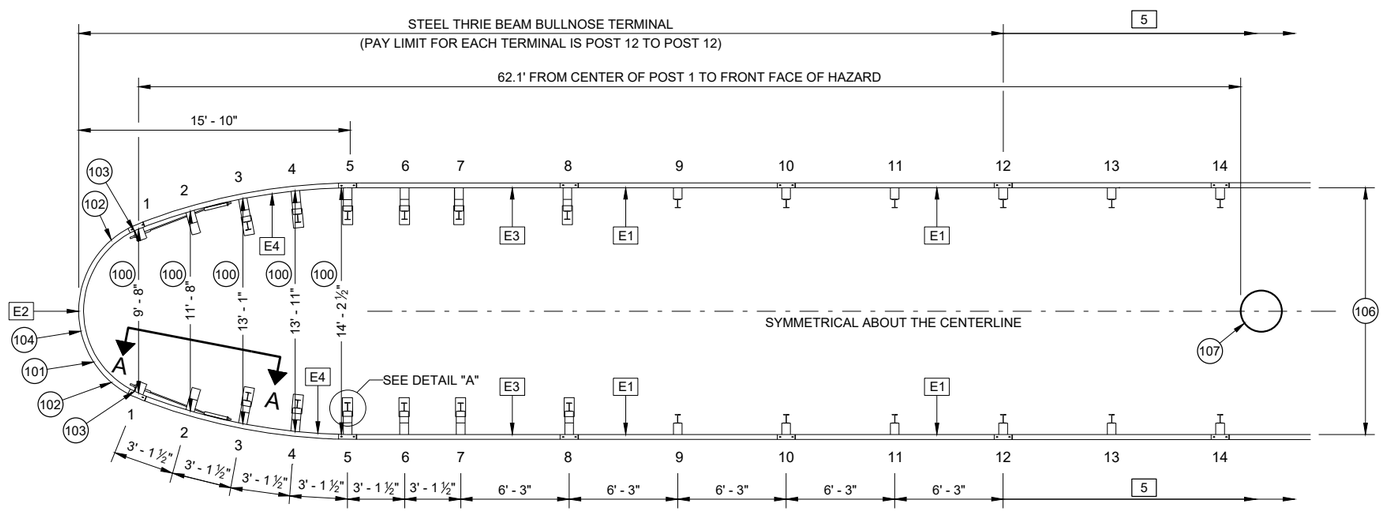
MEDIAN HAZARD PROTECTION PAY LIMITS



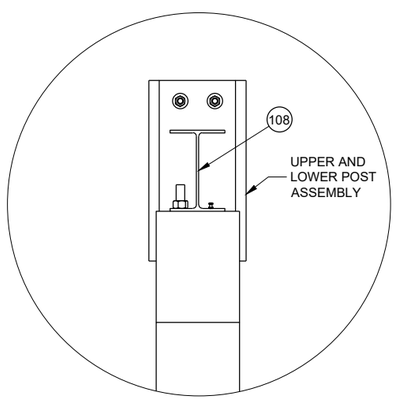
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT

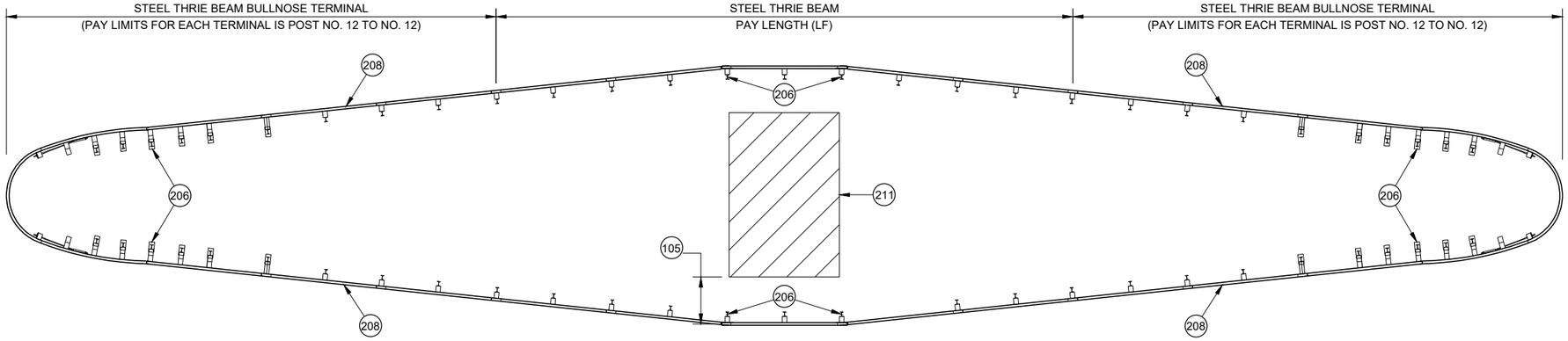


DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

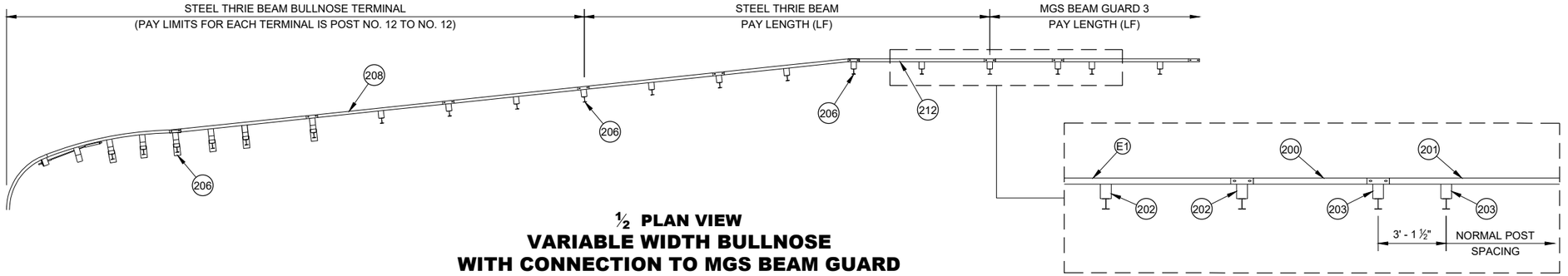
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

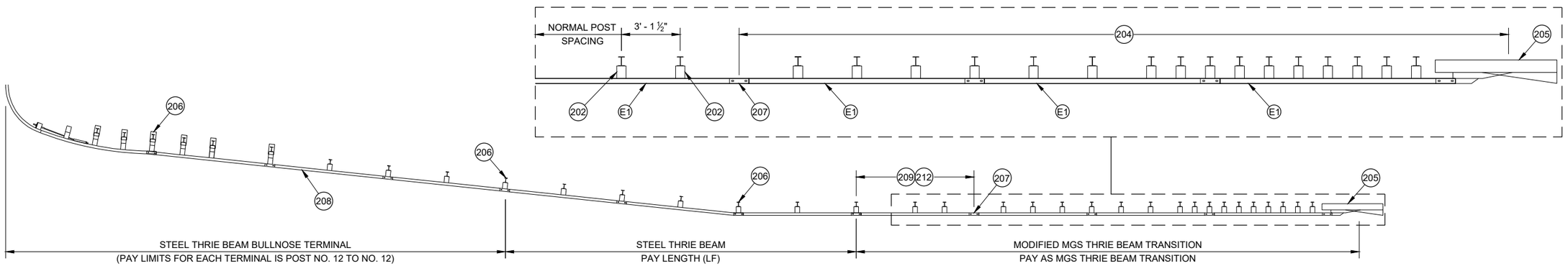
210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO MGS BEAM GUARD



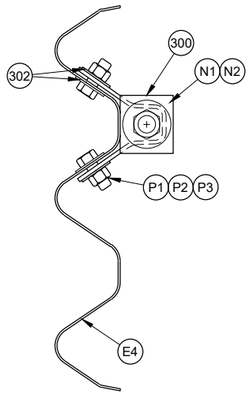
½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

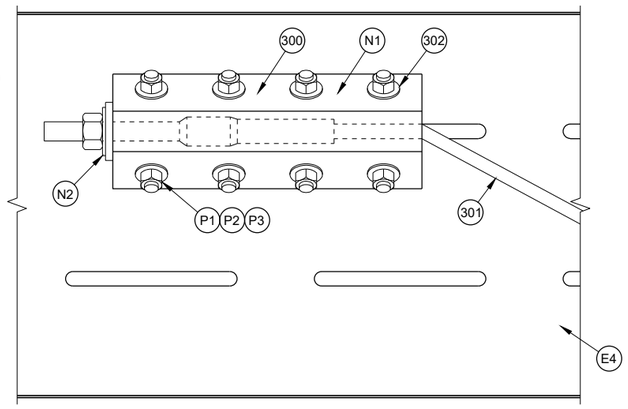
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SDD 14B26 - 05b

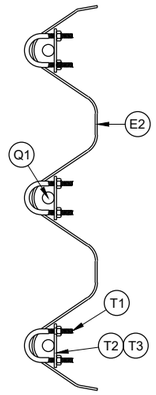


PROFILE VIEW

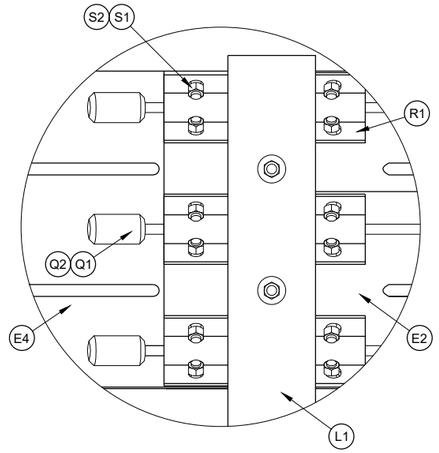
CABLE ANCHOR ASSEMBLY CONNECTION



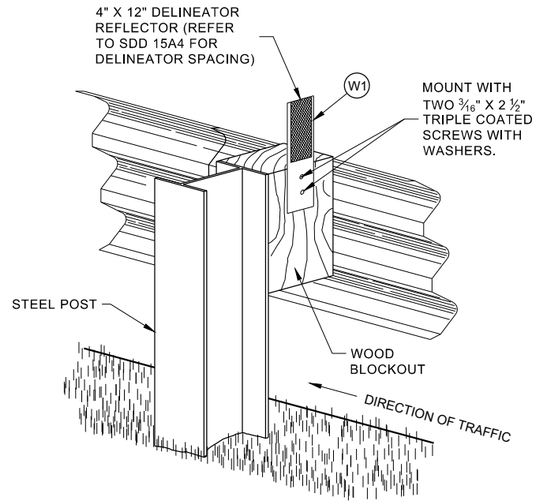
CABLE ANCHOR ASSEMBLY



NOSE CABLE RETAINING CLIP



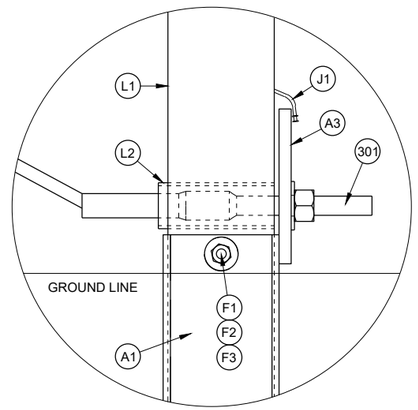
DETAIL "A"



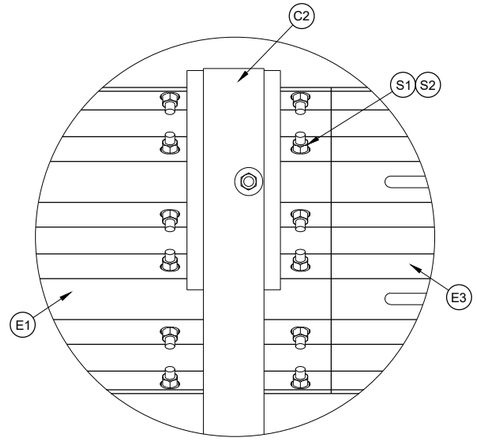
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

POST 8 **POST 3** **POST 2** **POST 1**

CROSS SECTION A - A



DETAIL "B"



DETAIL "C" THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

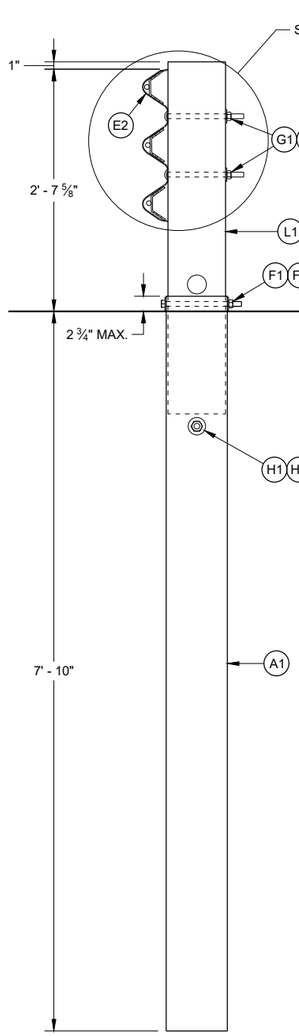
STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

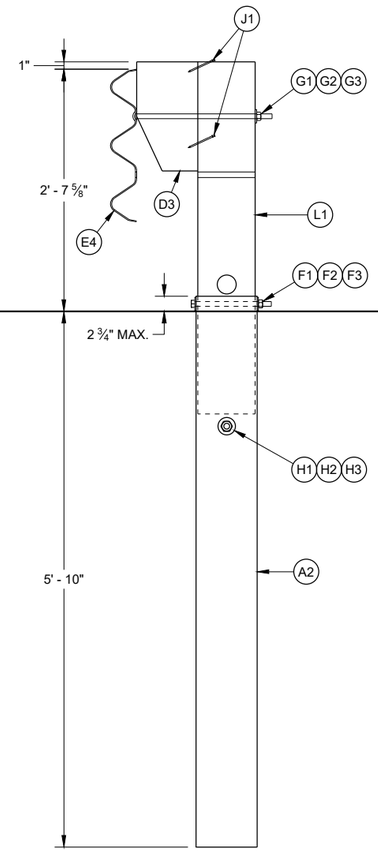
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SDD 14B26 - 05c

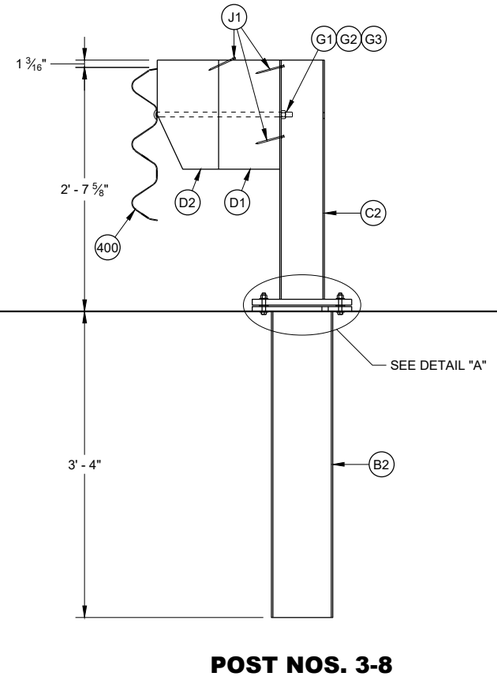
SDD 14B26 - 05c



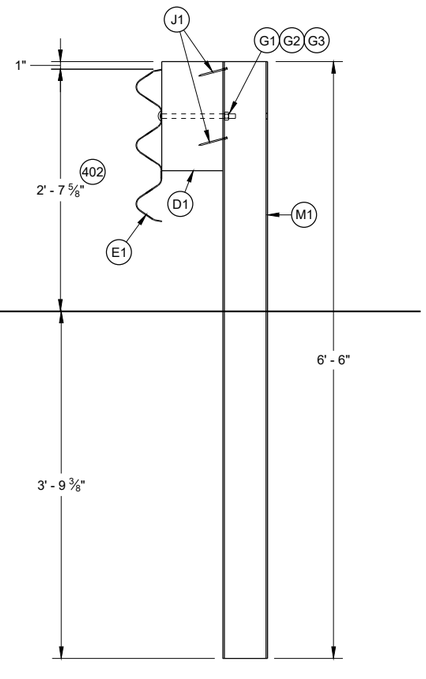
POST NO. 1



POST NO. 2



POST NOS. 3-8



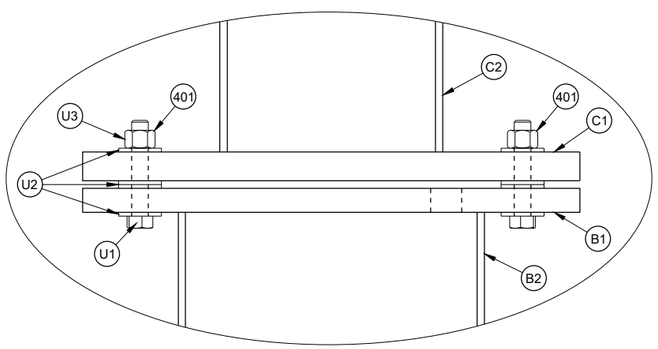
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

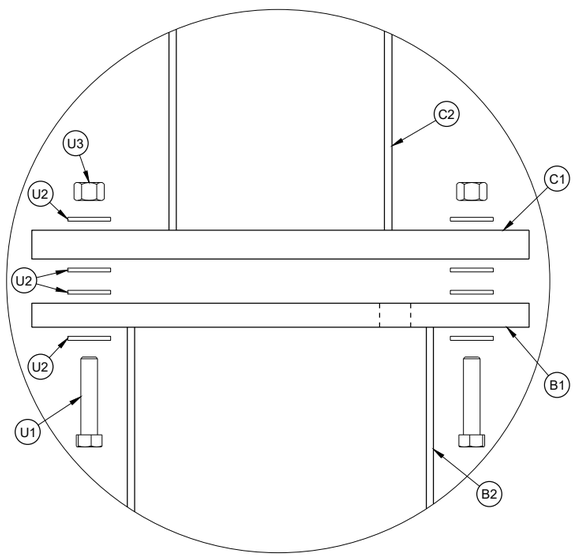
(400) RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

(401) TORQUE BOLD BETWEEN 60-75 FT-LB

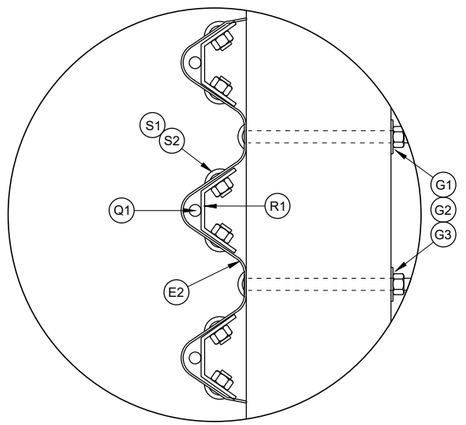
(402) HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



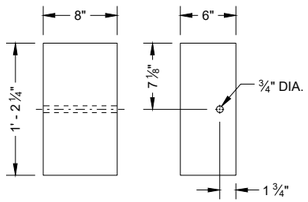
DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

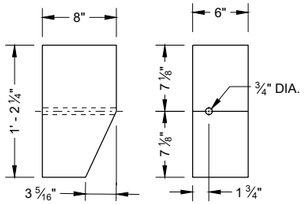
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SDD 14B26 - 05d



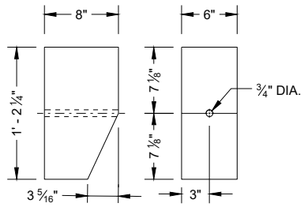
ELEVATION PROFILE

BLOCKOUT (D1)



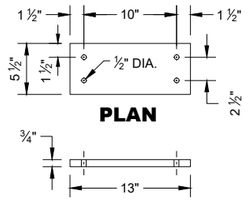
ELEVATION PROFILE

BLOCKOUT (D2)



ELEVATION PROFILE

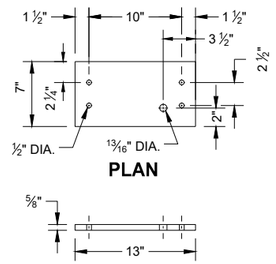
BLOCKOUT (D3)



PLAN

PROFILE

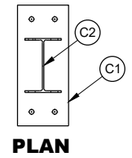
UPPER SHEAR PLATE (C1)



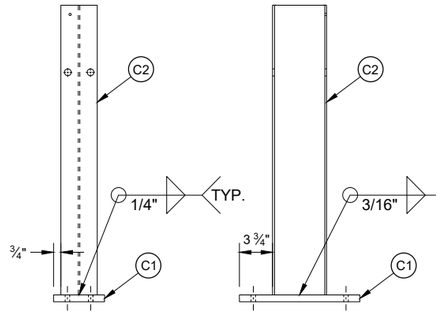
PLAN

PROFILE

LOWER SHEAR PLATE (B1)

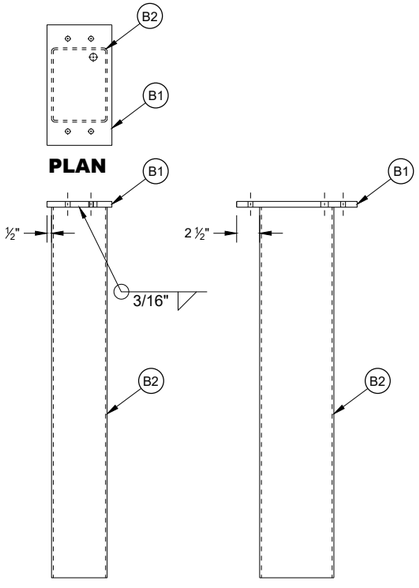


PLAN



ELEVATION PROFILE

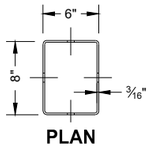
UPPER POST ASSEMBLY



PLAN

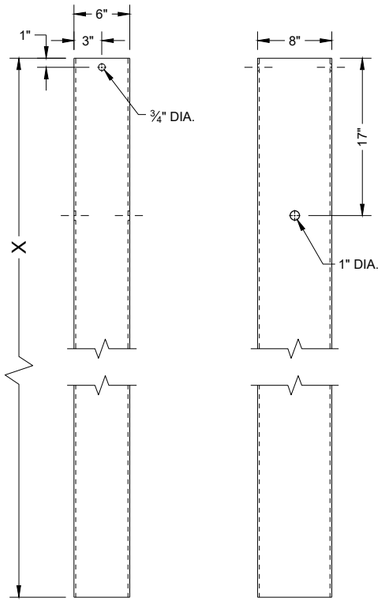
ELEVATION PROFILE

LOWER POST ASSEMBLY



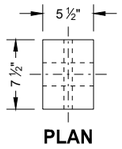
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 4"

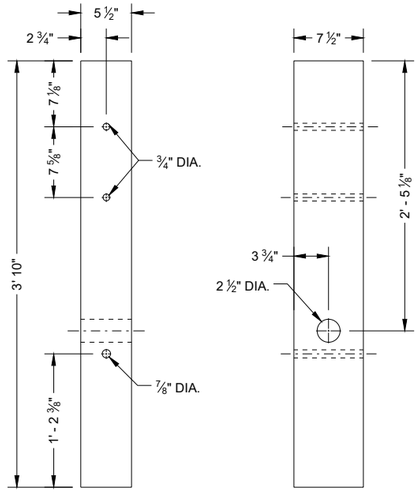


ELEVATION PROFILE

FOUNDATION TUBE

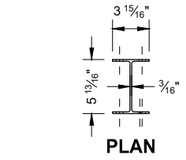


PLAN

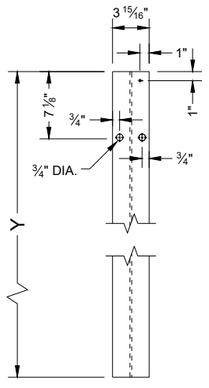


ELEVATION PROFILE

BCT POST (L1)



PLAN



ELEVATION

POST

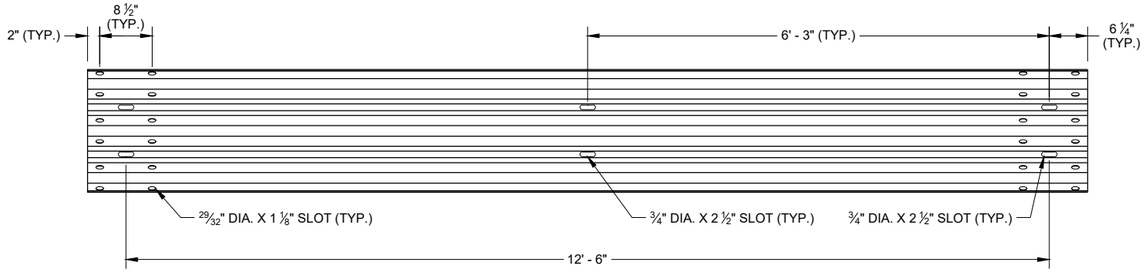
PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 7 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

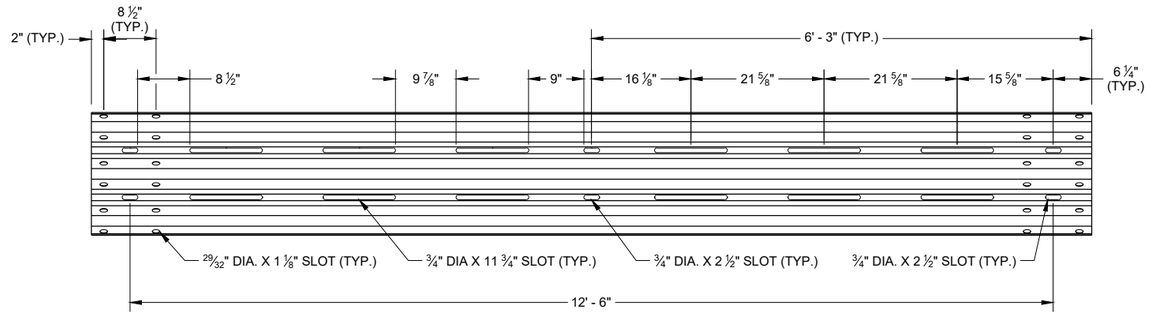
STATE OF WISCONSIN
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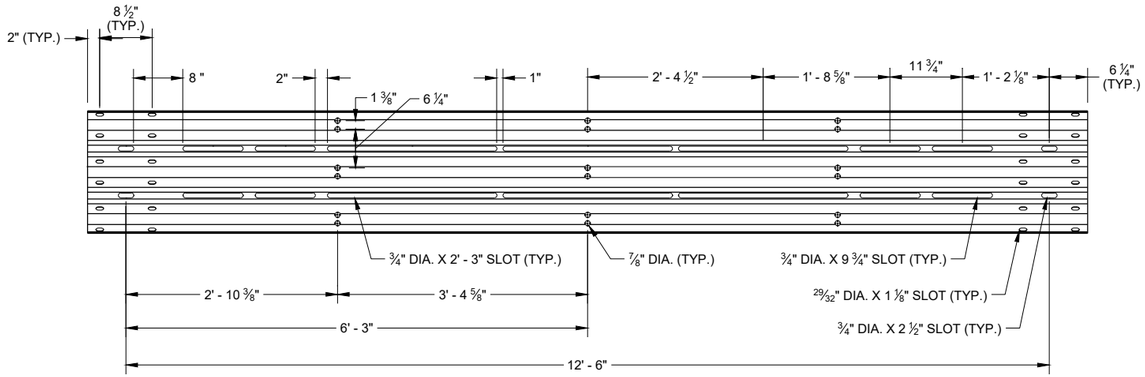
SDD 14B26 - 05e



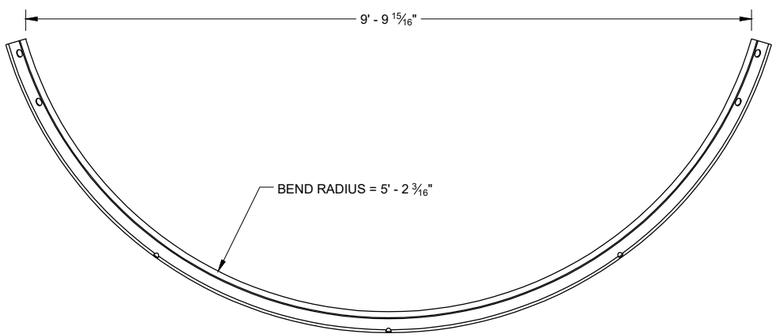
SLOTTED THRIE BEAM RAIL E1



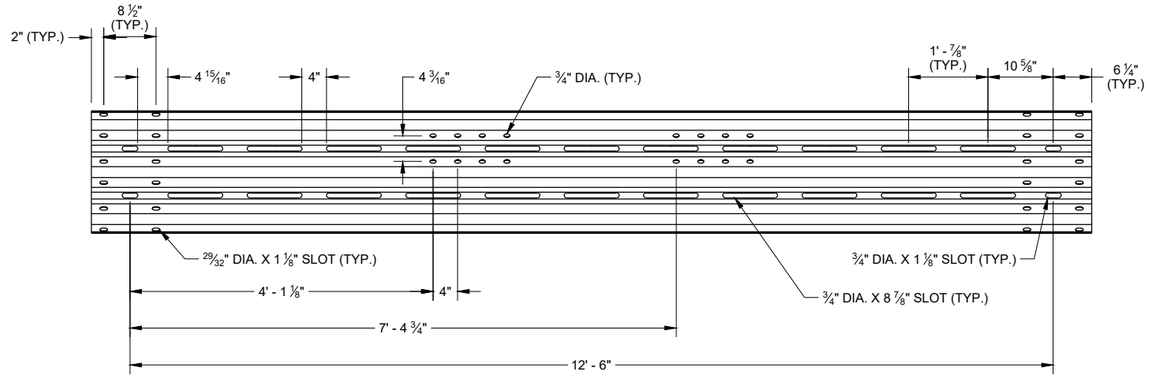
SLOTTED THRIE BEAM RAIL E3



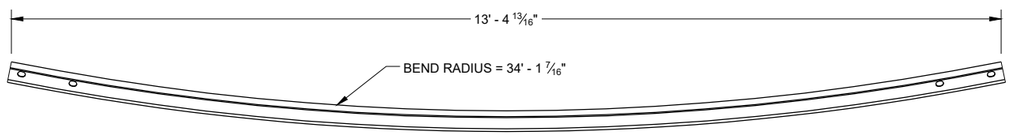
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4

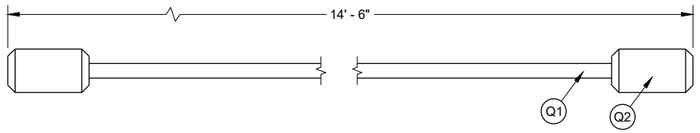


PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

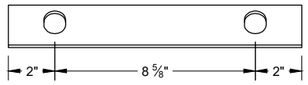
STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
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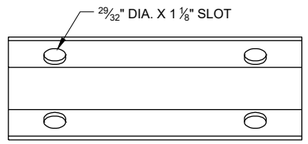
6
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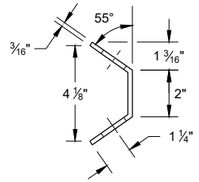
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

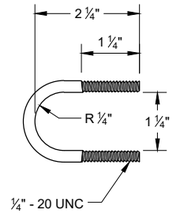


ELEVATION VIEW

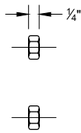


PROFILE VIEW

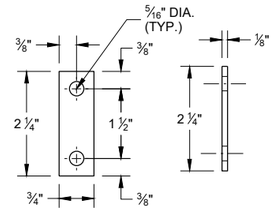
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

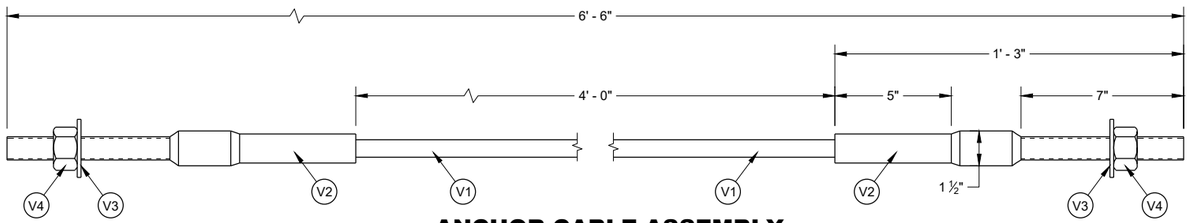


U - BOLT NUT (T3)

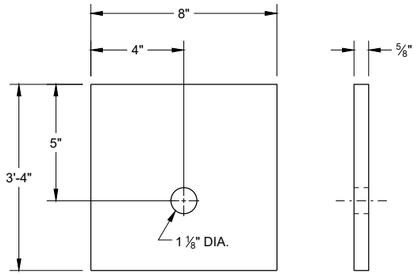


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

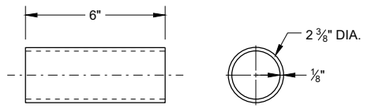


ANCHOR CABLE ASSEMBLY



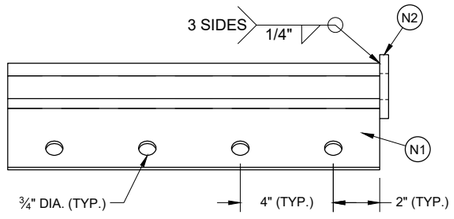
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

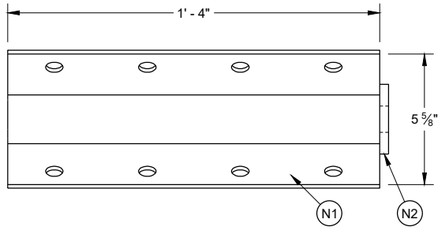


ELEVATION VIEW **PROFILE VIEW**

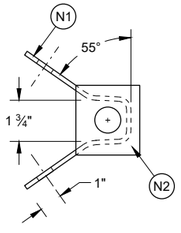
BCT POST SLEEVE (L2)



PLAN VIEW

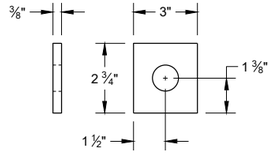


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
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SDD 14B26 - 05g

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BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

6

SDD 14B26 - 05h

6

SDD 14B26 - 05h

STEEL THRIE BEAM BULLNOSE TERMINAL

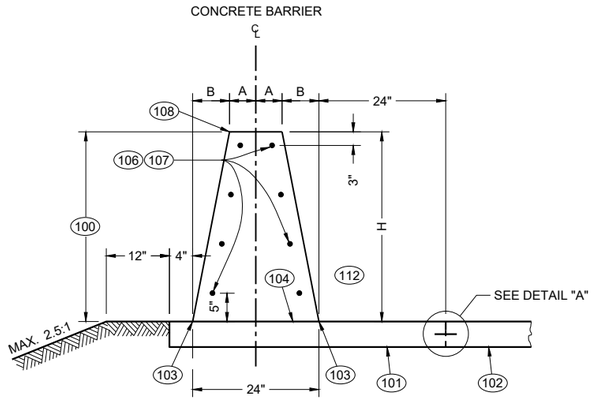
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2022
DATE

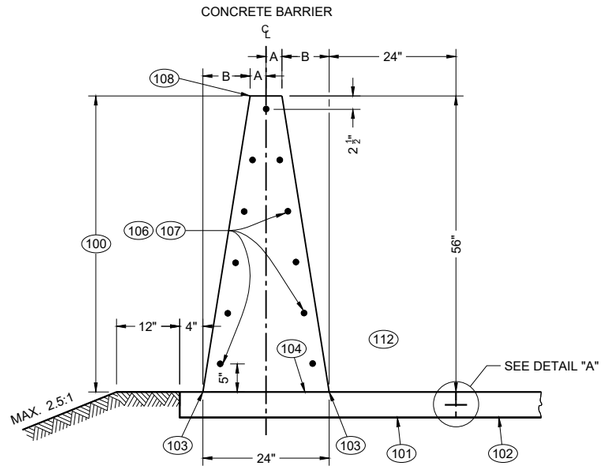
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



32 - INCH, 36 - INCH OR 42 - INCH SINGLE SLOPE CONCRETE BARRIER

(TYPE S32, TYPE S36, TYPE S42)

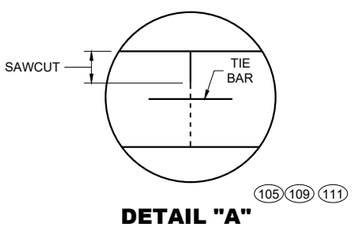


56 - INCH SINGLE SLOPE CONCRETE BARRIER

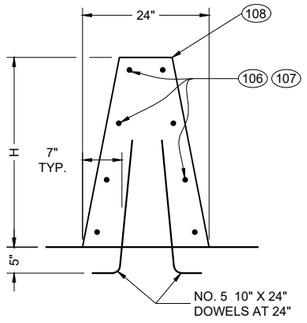
(TYPE S56)

TABLE "A"

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 ¼	5 ¾	8
42	5 ¼	6 ¾	10
56	3	9	11

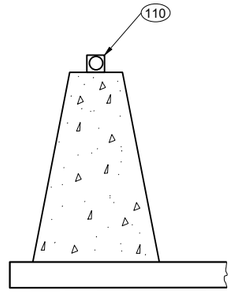


DETAIL "A"



SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

(NON OUTER PARAPET APPLICATION)



DELINEATION

GENERAL NOTES

WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.

LOCATE EXPANSION JOINTS IN CONCRETE BARRIER SHALL AT ALL DECK AND PRINCIPAL WALL JOINTS. FILL EXPANSION JOINT WITH EXPANSION JOINT MATERIAL. SEAL THE EXPANSION JOINT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

2" CLEAR COVER TYPICAL

ANCHORS ARE REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN IN THIS SDD OR DETAIL SHOWN ON SDD 14B33. ANCHORS INCIDENTAL TO CBSS.

PROVIDE A 1" DEEP CONTRACTION JOINT IN BARRIER PAD AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. NO DOWEL BARS ARE REQUIRED FOR BARRIER PAD. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

ALL REBAR SHALL BE EPOXY COATED M31 TYPE S. SEE STANDARD SPECIFICATION 505.

CONCRETE BARRIER, UPPER CONCRETE BARRIER, LOWER CONCRETE BARRIER, CONCRETE BARRIER PAD, AND FOOTINGS ARE TERMS USED TO DESCRIBE PARTS OF SINGLE SLOPE CONCRETE BARRIER BID ITEMS. THESE PARTS ARE INCIDENTAL TO THE SINGLE SLOPE CONCRETE BARRIER BID ITEMS.

(100) CONCRETE BARRIER

(101) CONCRETE BARRIER PAD

(102) PAVEMENT

(103) WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1 ½", USE TYPE A SINGLE SLOPE BARRIER.

(104) OPTIONAL CONSTRUCTION JOINT.

(105) CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAT 10'.

(106) STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL IS 2' BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.

(107) NO. 5 CONTINUOUS BARS EVENLY SPACED (SEE TABLE "A").

(108) USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

(109) CONCRETE BARRIER PAD UNDER CBSS MAY BE PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED ⅓ DEPTH. CONCRETE BARRIER PAD AND SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE BARRIER PAD MINIMUM DEPTH IS 6", OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

(110) SEE SDD 15A04 FOR DELINEATOR DETAILS AND SPACING.

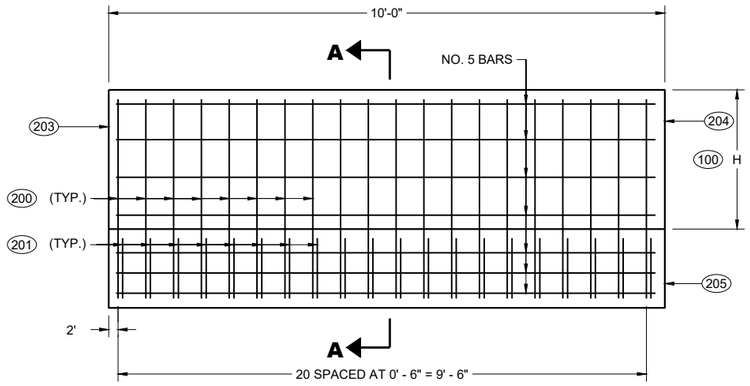
(111) SEE SDD 13C01 FOR DETAILS TYPING CONCRETE BARRIER TO ADJACENT CONCRETE

(112) TRAFFIC SIDE

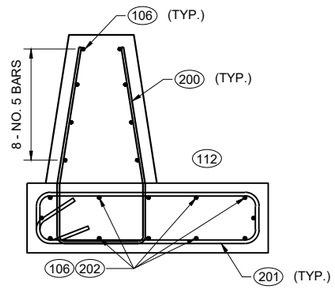
CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

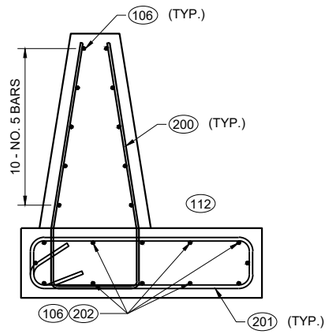
6
SDD 14B32-11a



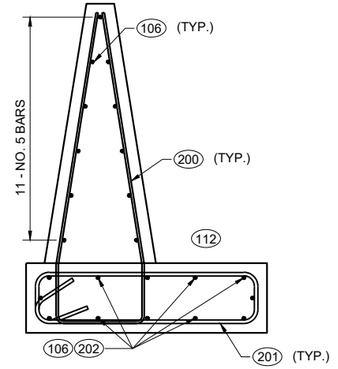
END ANCHOR SINGLE
SLOPE CONCRETE BARRIER



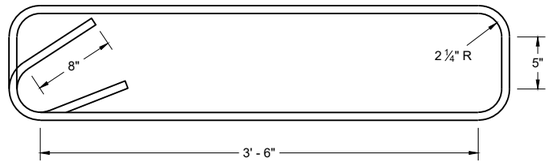
32" AND 36" CBSS



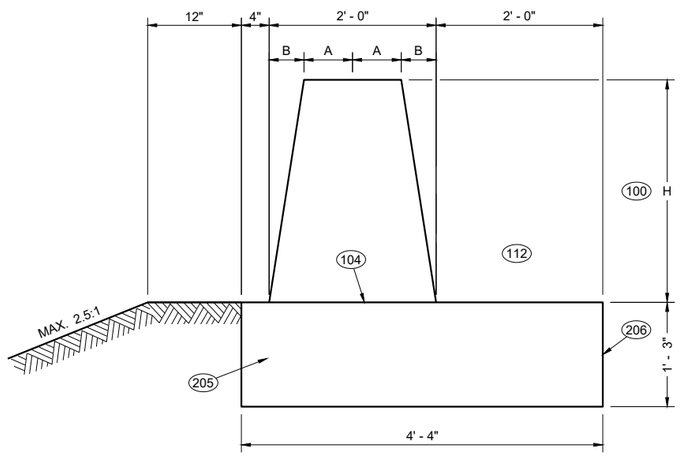
42" CBSS



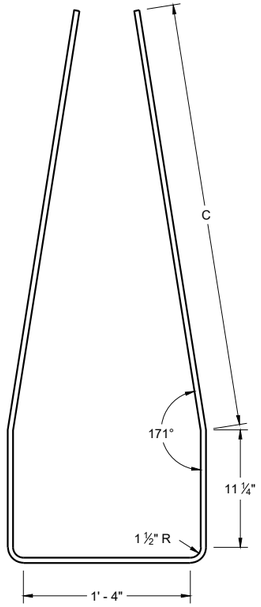
56" CBSS



STIRRUP BAR
BENDING DETAIL



SECTION A - A



V1 BAR
BENDING DETAIL

TABLE "B"

BARRIER HEIGHT H INCHES	C INCHES
32	2' - 6"
36	2' - 11"
42	3' - 4"
56	4' - 6 ½"

GENERAL NOTES

200 V1 BARS ARE NO. 5 BARS. (SEE BAR BENDING DETAIL)

201 STIRRUPS ARE NO. 6 BARS. (SEE BAR BENDING DETAIL)

202 TWELVE (12) NO. 5 BARS EVENLY SPACED

203 END OF INSTALLATION OR EXPANSION JOINT.

204 SEE COLD JOINT DETAIL TO CONNECT END ANCHOR SINGLE SLOPE CONCRETE BARRIER TO SINGLE SLOPE CONCRETE BARRIER.

205 FOOTING

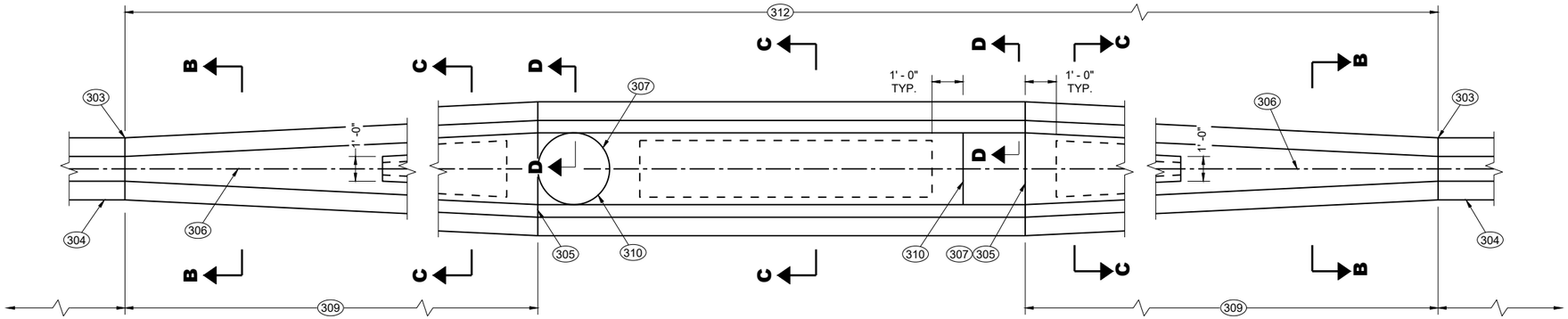
206 DO NOT TIE TO FOOTING TO ADJACENT PAVEMENT.

6

SDD 14B32-11b

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

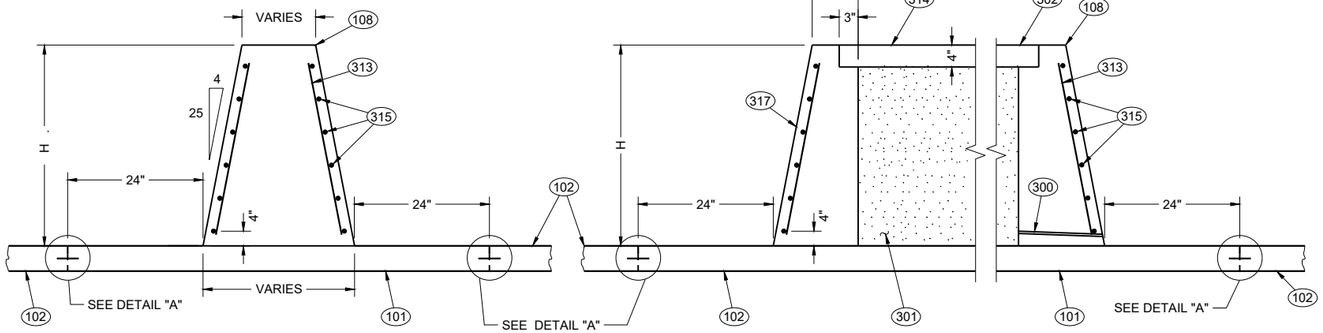
STATE OF WISCONSIN
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LARGE FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

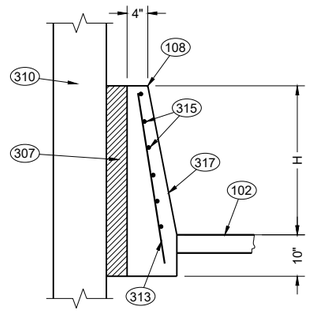
TABLE "C"

BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	6

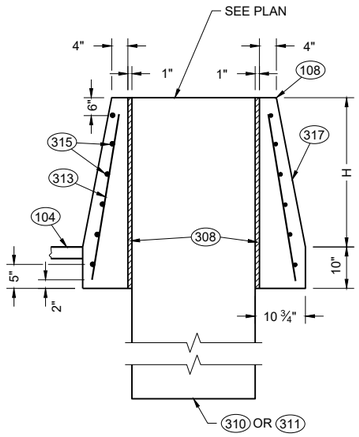


SECTION B - B

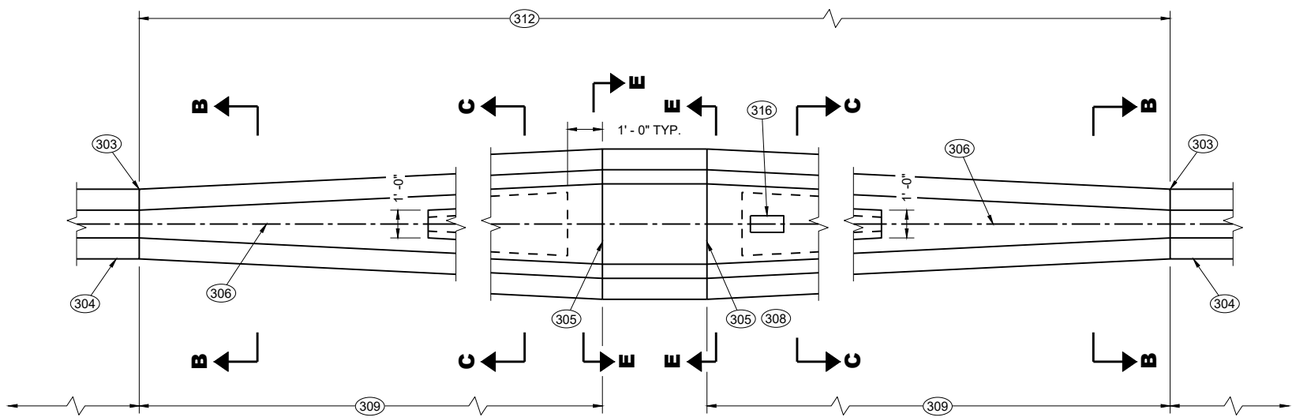
SECTION C - C



SECTION D - D



SECTION E - E



SMALL FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

GENERAL NOTES

(300) INSTALL 1 INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B -B. MINIMUM ONE DRAIN CAVITY.

(301) BETWEEN CONCRETE BARRIER WALLS FILL WITH FOUNDATION BACKFILL.

(302) LEVEL THE TOP OF CONCRETE BARRIER CAP ACROSS TOP OF BARRIER. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.

(303) USE COLD JOINTS BETWEEN FIXED OBJECT PROTECTION AND CONCRETE BARRIER ANCHOR.

(304) INSTALL END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(305) SEE COLD JOINT DETAIL

(306) CENTERLINE OF CONCRETE BARRIER.

(307) INSTALL 4" EXPANDED POLYSTYRENE BETWEEN COLUMN AND CONCRETE BARRIER.

(308) INSTALL 1" EXPANDED POLYSTYRENE BETWEEN PEDESTAL AND CONCRETE BARRIER.

(309) 20:1 MIN. TRANSITION.

(310) COLUMN

(311) PEDESTAL

(312) LIMITS OF PAYMENT FOR LARGE FIXED OBJECT PROTECTION (SEE PLAN)

(313) NO. 4 BARS SPACED 12" CENTER TO CENTER (TYP.)

(314) USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.

(315) SEE TABLE "C" FOR BAR INFORMATION

(316) ELECTRICAL PULL BOX FOR SIGN FLUSH WITH TOP OF CONCRETE BARRIER.

(317) VARIABLE SLOPE

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
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GENERAL NOTES

(400) END ANCHOR SINGLE SLOPE CONCRETE BARRIER.

(401) PARAPET, SIGN BRIDGE BASE, LIGHT POLE BASE OR OTHER OBJECT SINGLE SLOPE CONCRETE BARRIER CANNOT TIE INTO.

(402) JOINT SEAL CONFORMING TO STANDARD SPECIFICATION 415.2.6

(403) EXPANSION JOINT MATERIAL.

(404) INLET (SEE PLAN)

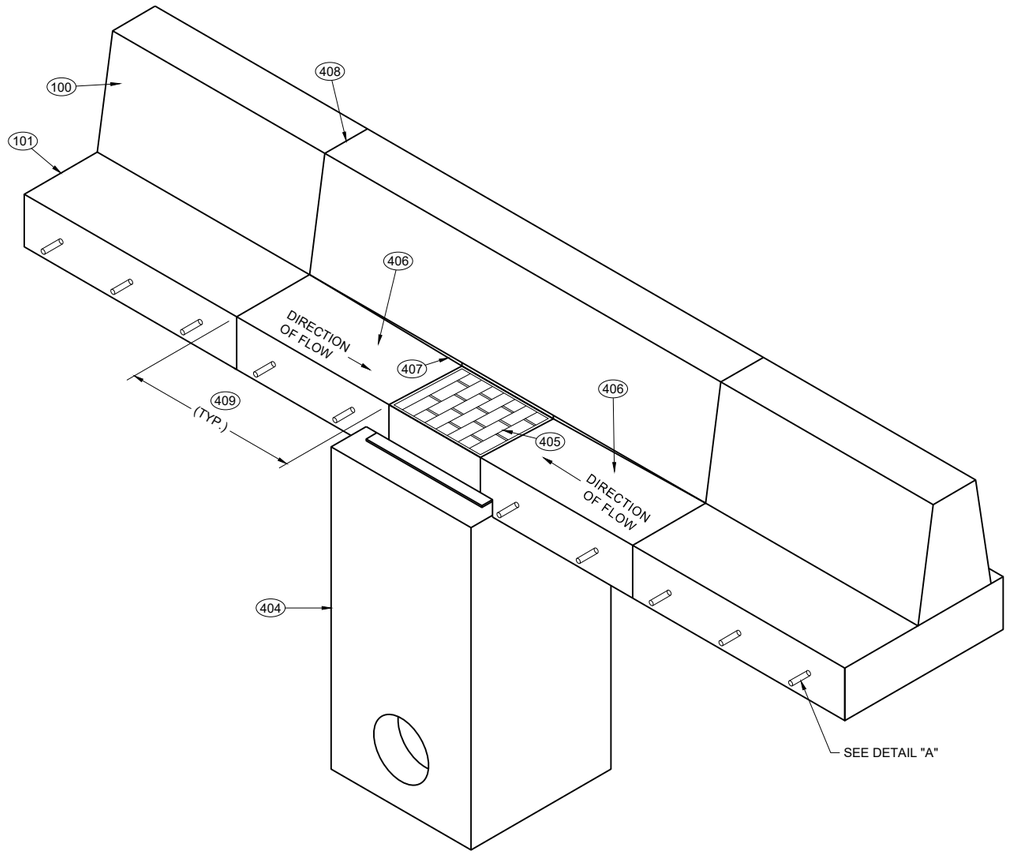
(405) INLET COVER BW (SEE PLAN)

(406) WARP PAN TO MATCH INLET COVER.

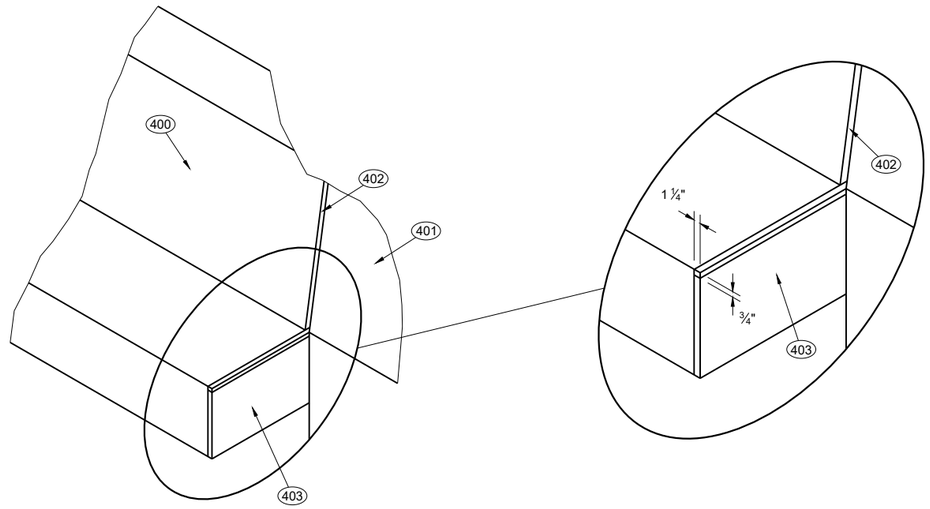
(407) EXTEND BARRIER SLOPE TO INLET. SEE PLAN FOR THE LENGTH OF EXTENSION.

(408) CONTRACTION JOINT.

(409) WHEN ADJACENT TO CONCRETE PAVEMENT OR SHOULDER, JOINT SHOULD MATCH CONCRETE JOINTS. OTHERWISE, 3' (TYP.). SEE SDD 13C18 FOR MORE INFORMATION.



DRAINAGE DETAIL



EXPANSION JOINT DETAIL

6

SDD 14B32-11d

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B32-11d

GENERAL NOTES

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

(500) SEE TABLE "A" FOR DIMENSIONS

(501) SEE TABLE "D"

(502) MULTIPLE HEIGHT TRANSITION MAY BE USED IN SEQUENCE TO GET APPROPRIATE HEIGHT.

(503) COLD JOINT

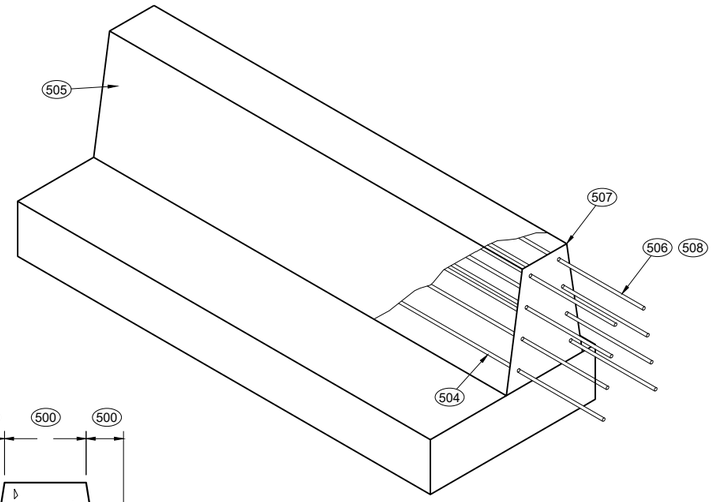
(504) BARRIER REBAR (SEE OTHER DETAILS FOR BAR SIZE, QUANTITY AND LOCATION). SINGLE SLOPE BARRIER SHOWN. SIMILAR DETAIL CAN BE USED FOR COLD JOINT IN

(505) END ANCHORS AND TRANSITIONS.

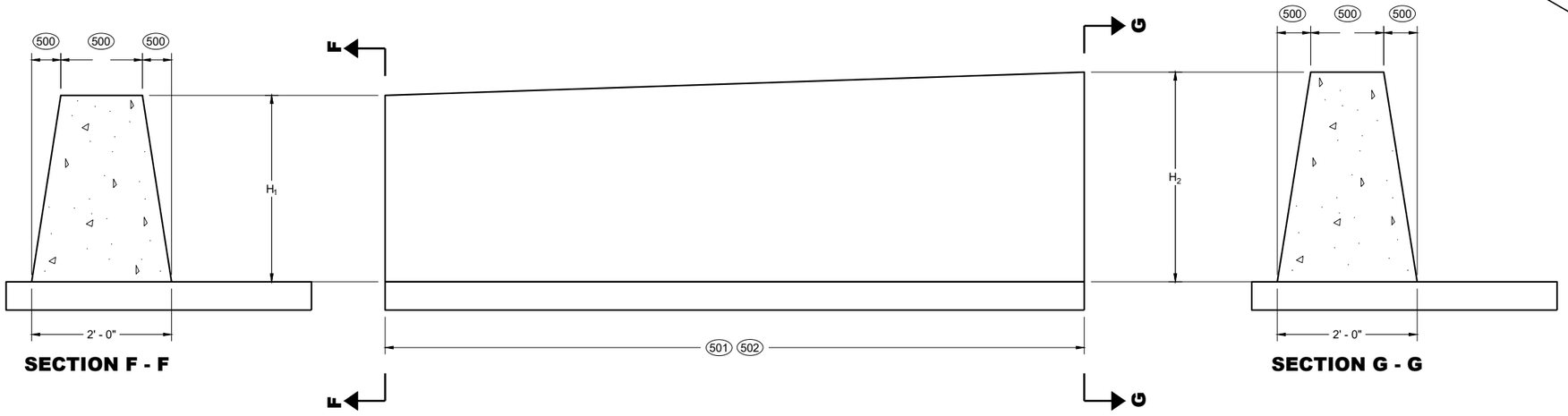
(506) NO. 5 REBAR FOR SPLICE. 3' OF SPLICE REBAR IS LAPPED AND TIED TO BARRIER REBAR. EXTEND 3' OF SPLICE REBAR BEYOND END OF POUR. ALL BARS ARE FIRMLY TIED OR CONNECTED. EVERY REBAR IN THE BARRIER SECTION REQUIRES A SPLICE BAR.

(507) END OF POUR.

(508) LAP AND TIE 3' OF NEXT POUR'S REBAR TO SPLICE REBAR.



COLD JOINT DETAIL



SECTION F - F

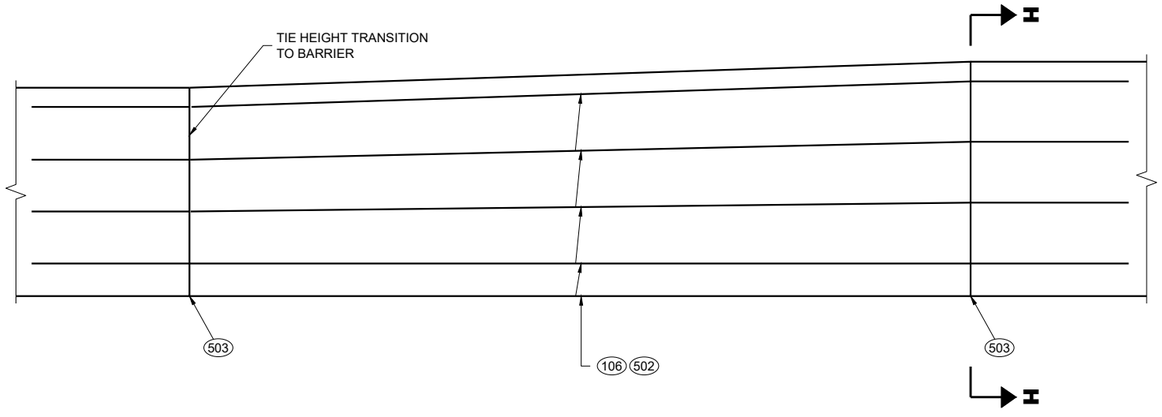
SECTION G - G

DOUBLE COLD JOINT HEIGHT TRANSITION

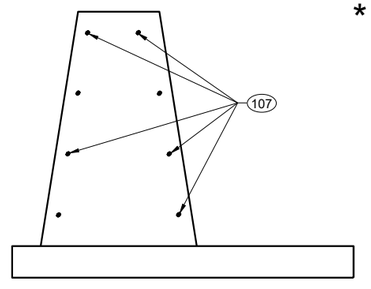
TABLE "D"

H_1	H_2	L *	NUMBER OF NO. 5 BARS
32"	36"	10' - 0"	8
36"	42"	10' - 6"	10
42"	56"	24' - 6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION H - H

CONCRETE BARRIER SINGLE SLOPE (CBSS)

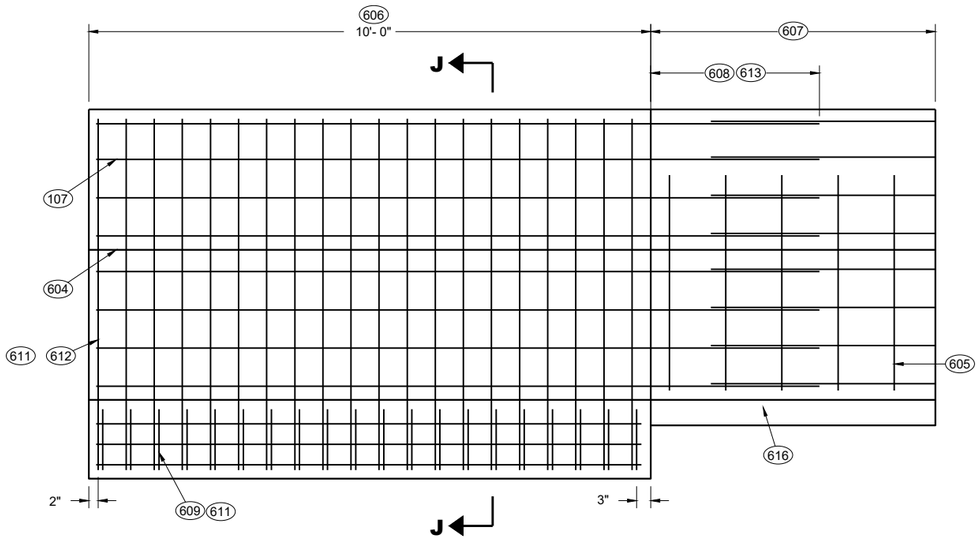
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

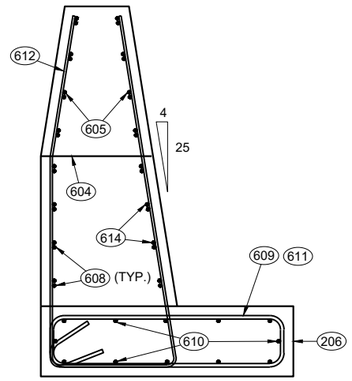
SDD 14B32-11e

6

SDD 14B32-11e



END ANCHOR MEDIAN BARRIER AND RETAINING WALL



SECTION J - J
END ANCHOR AND MEDIAN WALL END ANCHOR REINFORCEMENT DETAIL

GENERAL NOTES

600 UPPER CONCRETE BARRIER

601 LOWER CONCRETE BARRIER

602 MAX HEIGHT 36".

603 VERTICAL OFFSET FROM TOP ROADWAY SURFACES

604 OPTIONAL CONSTRUCTION JOINT WHEN HEIGHT IS GREATER THAN 1 ½".

605 NO. 4 BARRIER LOOP BARS ARE NOT REQUIRED FOR ROADWAY OFFSETS ARE LESS THAN 1'- 0", EXCEPT WHEN USED IN ANCHORS. BARRIER LOOP BARS ARE SPACED 12" CENTER TO CENTER OUTSIDE OF MEDIAN BARRIER AND RETAINING WALL END ANCHOR.

606 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL ANCHOR

607 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (SEE OTHER DETAILS)

608 NO. 5 REBAR 3' OF LAP OF LONGITUDINAL STEEL.

609 NO. 6 REBAR END ANCHOR FOOTING LOOP

610 TWELVE (12) NO. 5 BARS EVENLY SPACED.

611 SS ANCHOR END LOOP AND END ANCHOR FOOTING LOOP ARE SPACED 6" CENTER TO CENTER.

612 END ANCHOR LOOP BAR IS NO. 5 REBAR.

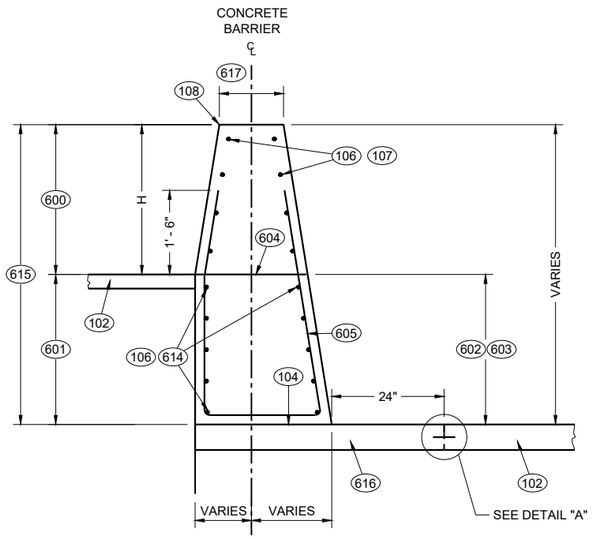
613 SEE COLD JOINT DETAIL.

614 SEE TABLE "E" FOR REQUIRED REBAR

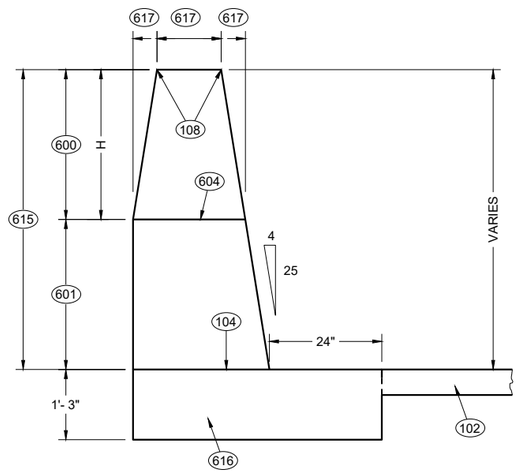
615 TOTAL BARRIER HEIGHT (SEE PLAN FOR HEIGHT)

616 FOR SOME LOCATIONS, NO PAN IS NEEDED. SEE OTHER DETAILS.

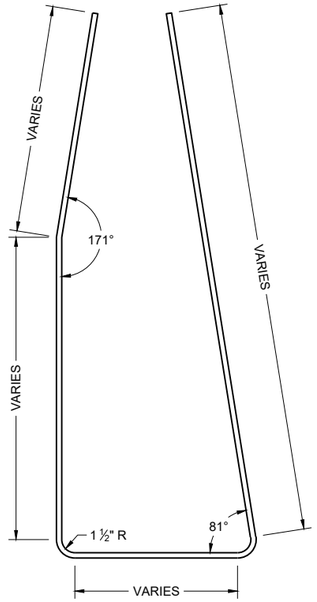
617 SEE TABLE "A" FOR DIMENSIONS



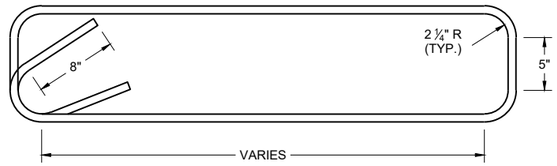
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A) (BETWEEN ADJACENT ROADWAYS)



SECTION J - J MEDIAN BARRIER AND RETAINING WALL END ANCHOR DIMENSIONS



LOOP BAR BENDING DETAIL



END ANCHOR STIRRUP BAR BENDING DETAIL

TABLE "E"

HEIGHT BETWEEN ROADWAY	QUANTITY OF NO. 6 BARS
0 TO 3"	0
GREATER THAN 3" TO 8"	2
GREATER THAN 8" TO 12"	4
GREATER THAN 12" TO 36"	8

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B32-11f

GENERAL NOTES

700 END ANCHOR SINGLE SLOPE CONCRETE BARRIER

701 SEE EXPANSION JOINT DETAIL

702 END ANCHOR SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

703 PAY LIMIT FOR SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL

704 SEE COLD JOINT DETAIL

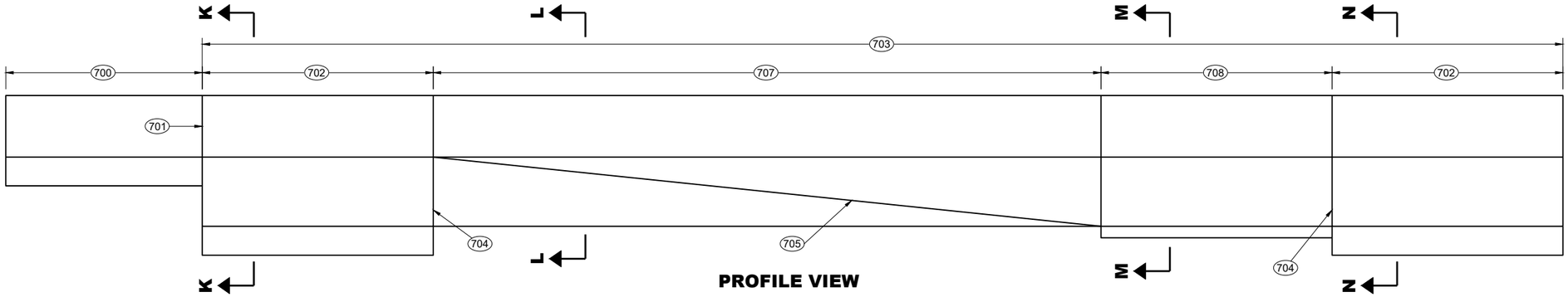
705 LOW SIDE SHOULDER

706 HIGH SIDE SHOULDER

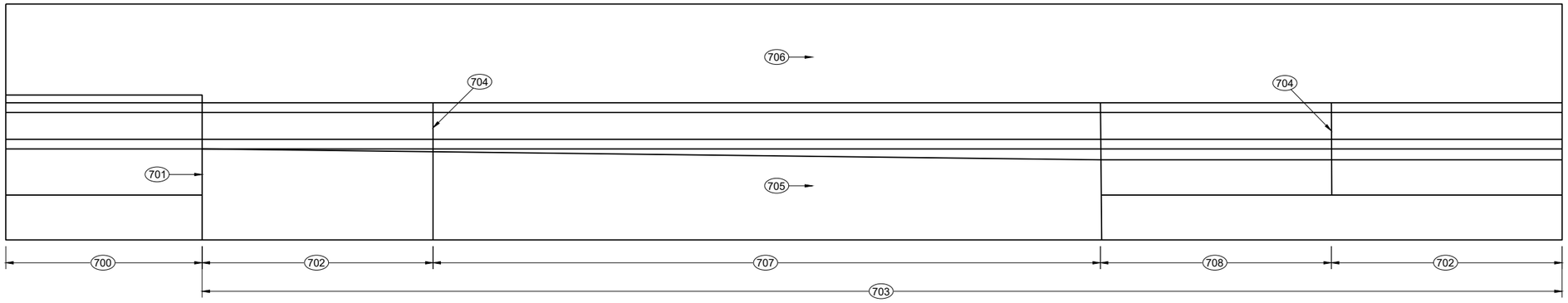
707 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL INSTALLED WITHOUT A PAN.

708 SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL INSTALLED WITH A PAN.

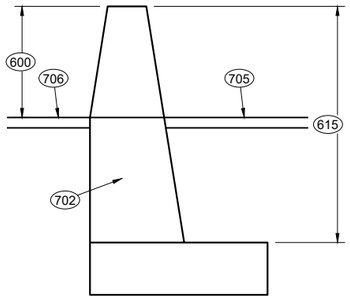
709 EXCAVATION AND COMPACTION



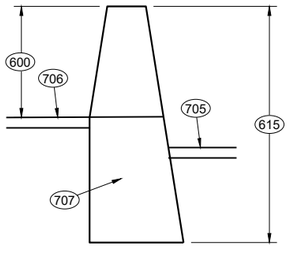
PROFILE VIEW
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL



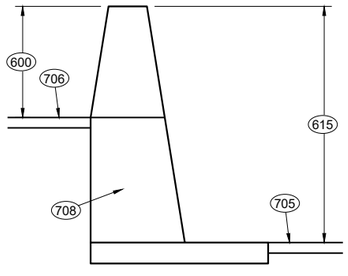
PLAN VIEW
SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL



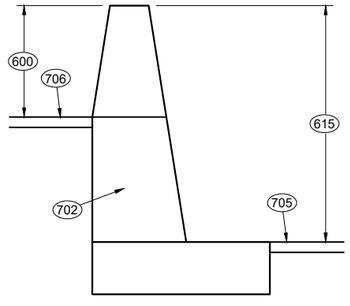
SECTION K - K



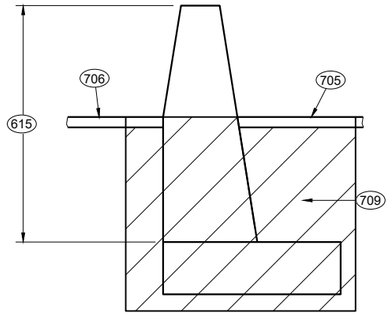
SECTION L - L



SECTION M - M

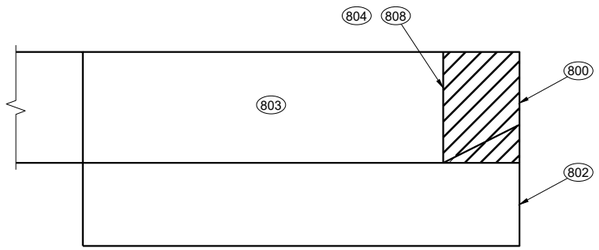


SECTION N - N

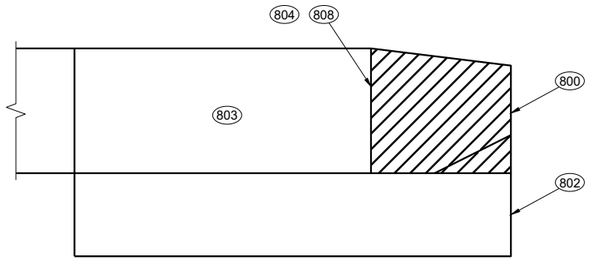


CONCRETE BARRIER
SINGLE SLOPE (CBSS)

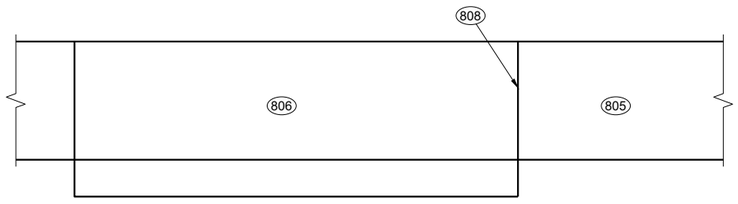
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



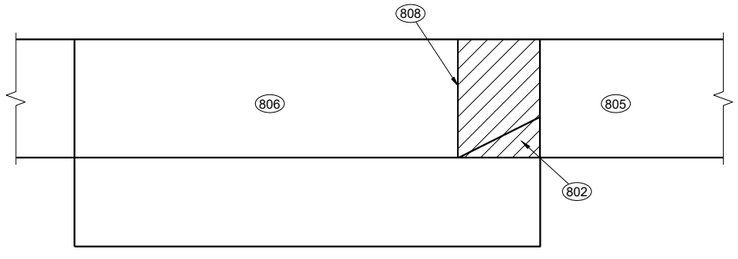
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"



CONCRETE BARRIER EXTENSION NEAR END ANCHORAGE



CONCRETE BARRIER EXTENSION NEAR THRIE BEAM TERMINAL

GENERAL NOTES

END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIER.

REMOVE THRIE BEAM ANCHORAGE AS SHOWN.

(800) AREA OF BARRIER REMOVAL AN NEW CONCRETE AND STEEL IS INSTALLED.

(801) MINIMUM LENGTH OF REMOVAL IS 15'

(802) FOOTING BELOW GROUND MAY REMAIN IN PLACE.

(803) CONCRETE BARRIER SINGLE SLOPE THRIE BEAM ANCHOR TO REMAIN.

(804) SAW CUT

(805) NEW SINGLE SLOPE CONCRETE BARRIER.

(806) CONCRETE BARRIE SINGLE SLOPE TO REMAIN.

(807) SINGLE SLOPE CONCRETE BARRIER OR CONCRETE BARRIER SINGLE SLOPE THRIE BEAM ANCHOR TO REMAIN.

(808) SEE CONNECTION DETAIL.

(809) NO. 5 CONTINUOUS BAR.

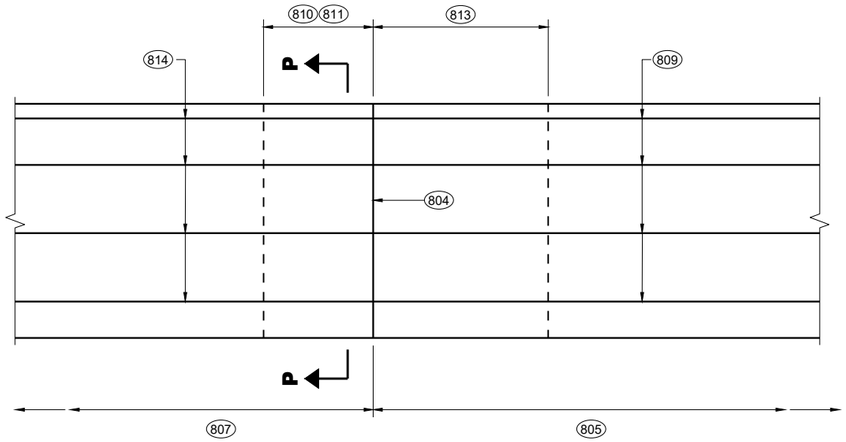
(810) 3' MIN. DRILL HOLES. USES NO. 5 ADHESIVE ANCHORS.

(811) THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF HORIZONTAL REBAR IN BARRIER. DRILL HOLES ARE TO BE A MINIMUM OF 4" FROM EDGE OF CONCRETE.

(812) EXISTING REBAR IN EXISTING BARRIER OR END ANCHOR.

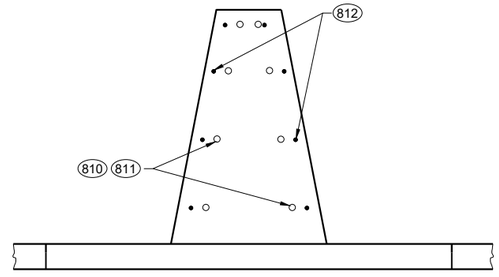
(813) 3' BAR OVERLAP

(814) EXISTING REINFORCEMENT

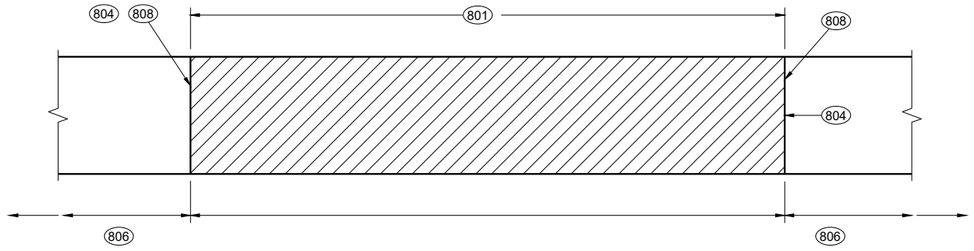


CONNECTION DETAIL

SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



SECTION P - P



BARRIER REMOVAL AND REPLACEMENT

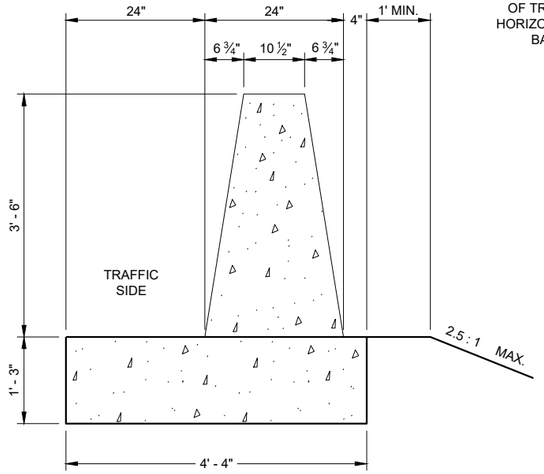
RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

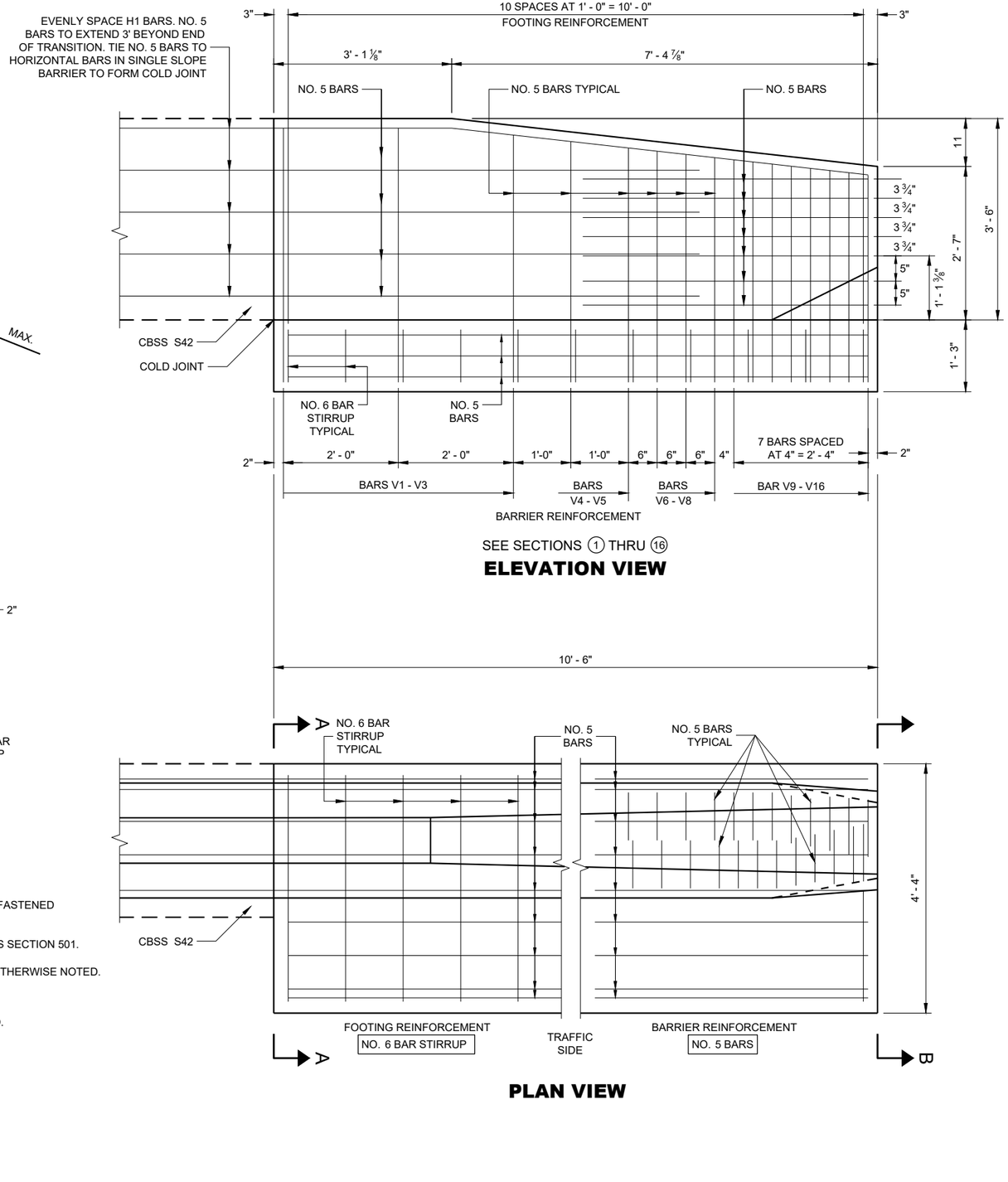
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

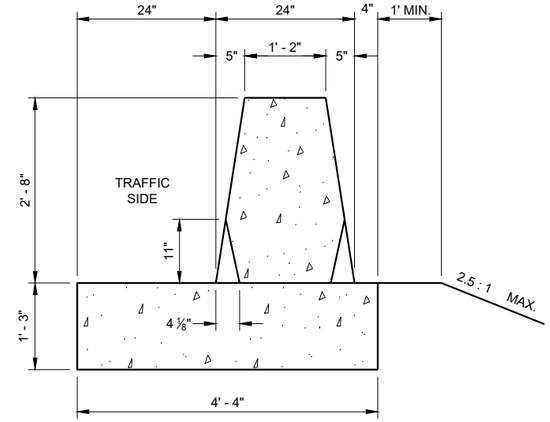
6
SDD 14B32-11h



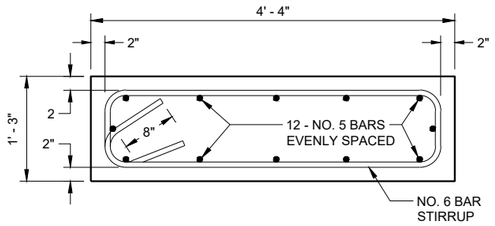
SECTION A - A



ELEVATION VIEW

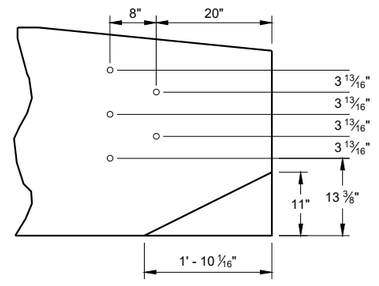


SECTION B - B



TYPICAL FOOTING

PLAN VIEW



PVC PIPE LOCATIONS

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THRIE BEAM ANCHOR INCIDENTAL TO CONCRETE BARRIER ITEM.

INSTALL SCHEDULE 40 PVC PIPE 1" DIAMETER AT LOCATIONS INDICATED.

EXTEND PVC PIPE COMPLETELY THROUGH BARRIER.

CUT ENDS OF PVC PIPE FLUSH WITH FINISHED FACE OF BARRIER.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

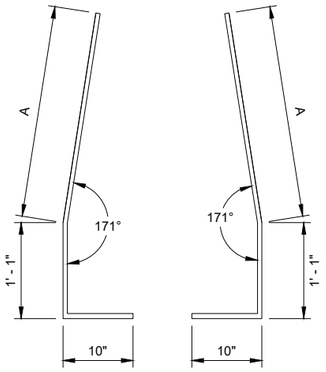
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SDD 14B33 - 02g

SDD 14B33 - 02g

BAR CHART
BAR POSITIONS
1 - 11

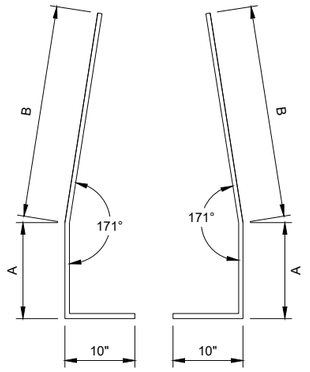
BAR	A
V1	3' - 4 ½"
V2	3' - 4 ½"
V3	3' - 2 ½"
V4	3' - 1"
V5	2' - 11 ½"
V6	2' - 11"
V7	2' - 10 ½"
V8	2' - 9 ½"
V9	2' - 9"
V10	2' - 8 ½"
V11	2' - 8"



BAR BENDING DETAIL
SECTIONS V1 - V4

BAR CHART
BAR POSITIONS
12 - 13

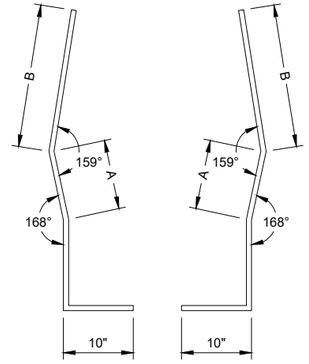
BAR	A	B
V12	1' - 3"	2' - 6"
V13	1' - 8"	2' - 1 ½"



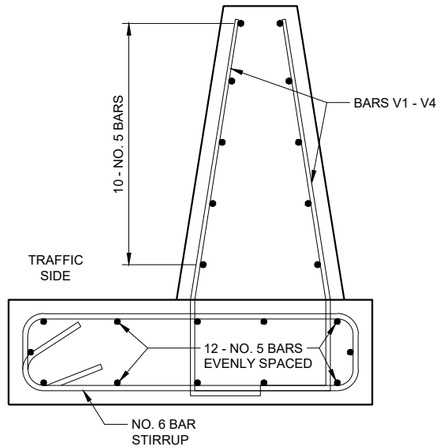
BAR BENDING DETAIL
SECTIONS V12 - V13

BAR CHART
BAR POSITIONS
14 - 16

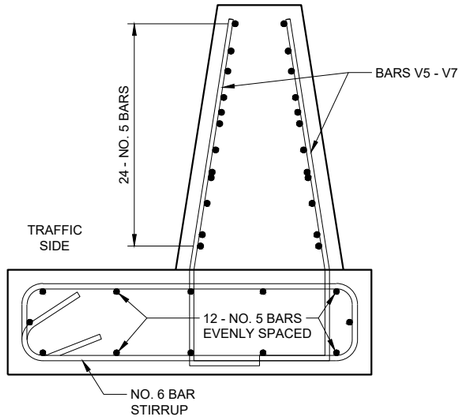
BAR	A	B
V14	6"	2' - 1"
V15	8"	1' - 11"
V16	10"	1' - 8 ½"



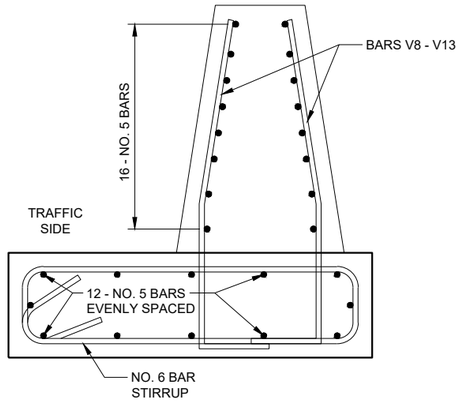
BAR BENDING DETAIL
SECTIONS V14 - V16



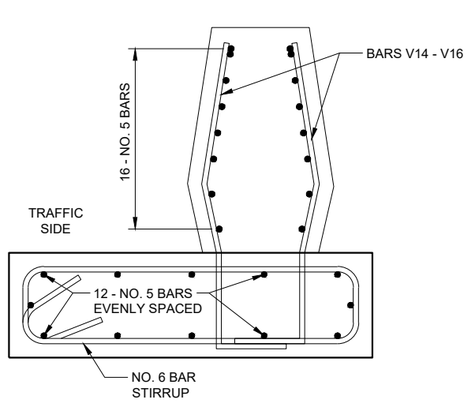
BAR DETAIL
SECTIONS 1 - 4



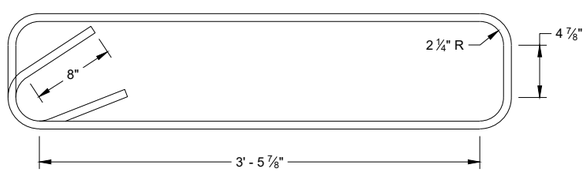
BAR DETAIL
SECTIONS 5 - 7



BAR DETAIL
SECTIONS 8 - 13



BAR DETAIL
SECTIONS 14 - 16



STIRRUP BAR
BENDING DETAIL

CONCRETE BARRIER
SINGLE SLOPE 42"
THRIE BEAM ANCHOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

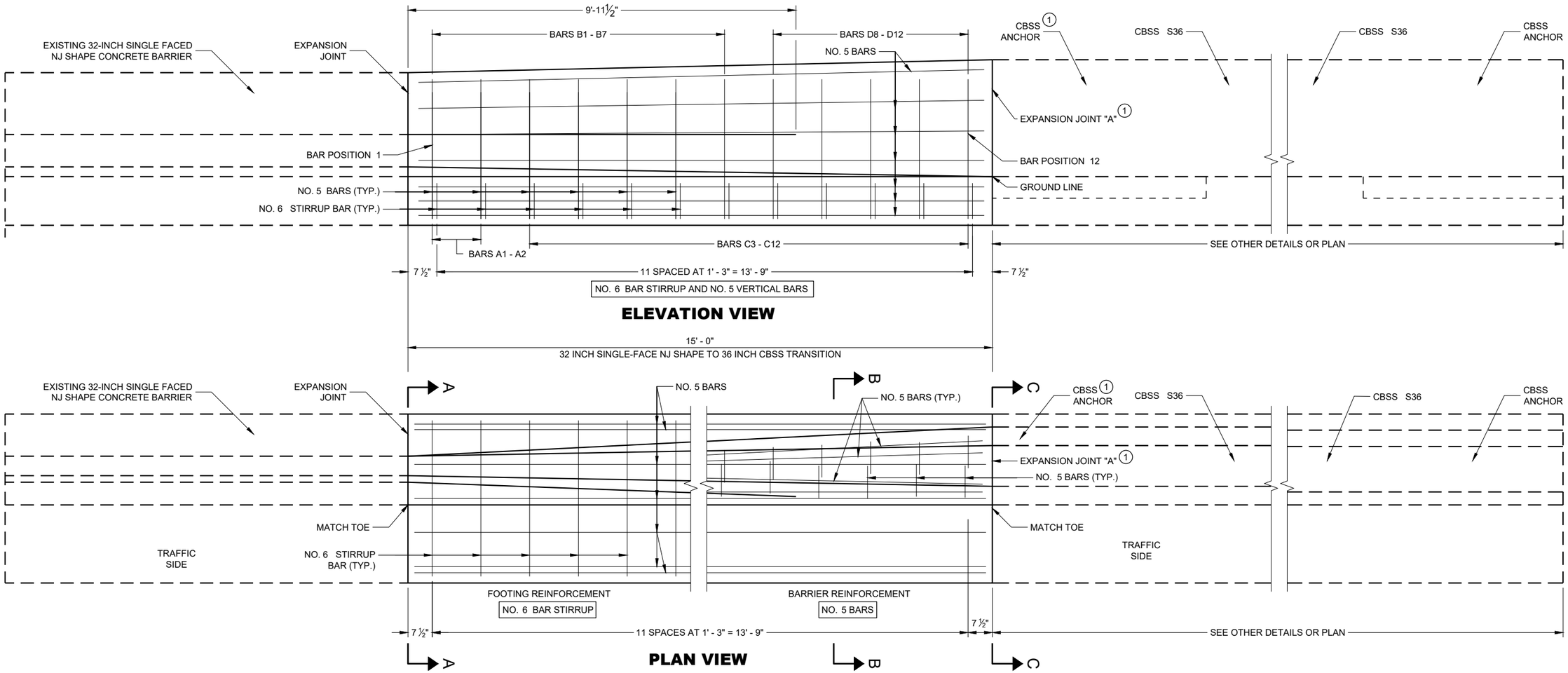
APPROVED
February 2020
DATE

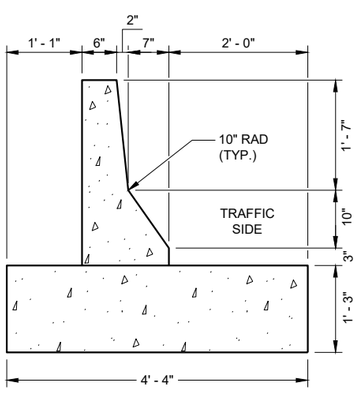
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

FHWA

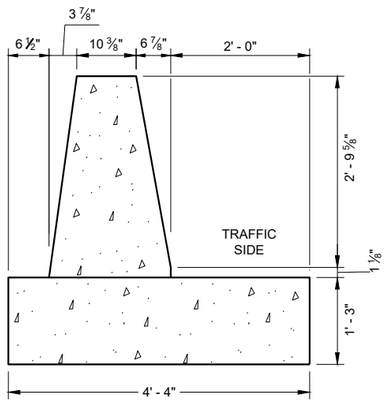
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SDD 14B33 - 02h

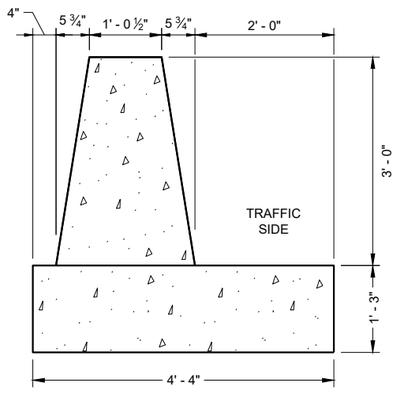




SECTION A - A



SECTION B - B



SECTION C - C

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

32 - INCH SINGLE FACED NJ SHAPE CONCRETE BARRER TO 36 - INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION

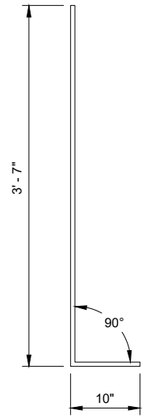
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B35 - 02c

6

SDD 14B35 - 02c

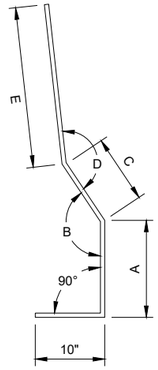
"A" BAR POSITIONS 1 - 2



"A" BAR BENDING DETAIL

"B" BAR CHART BAR POSITIONS 1 - 7

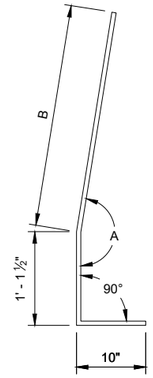
BAR	A	B	C	D	E
B1	1' - 2 ¼"	148°	1' - 1 ¼"	154°	1' - 5 ½
B2	1' - 2 ¼"	151°	1' - 1"	158°	1' - 6"
B3	1' - 2"	154°	1' - ¾"	161°	1' - 6 ½"
B4	1' - 2"	157°	1' - ½"	164°	1' - 7"
B5	1' -1 ½"	159°	1' - ¼"	168°	1' - 8"
B6	1' -1 ½"	162°	1' - ¼"	173°	1' - 8"
B7	1' -1 ½"	165°	1' - ¼"	176°	1' - 8"



"B" BAR BENDING DETAIL

"C" BAR CHART BAR POSITIONS 3 - 12

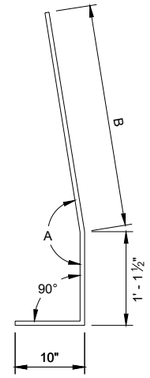
BAR	A	B
C3	178°	2' - 6"
C4	178°	2' - 6 ½"
C5	177°	2' - 7"
C6	176°	2' - 7 ½"
C7	174°	2' - 8"
C8	174°	2' - 8"
C9	174°	2' - 8 ½"
C10	173°	2' - 9"
C11	173°	2' - 9"
C12	172°	2' - 9 ½"



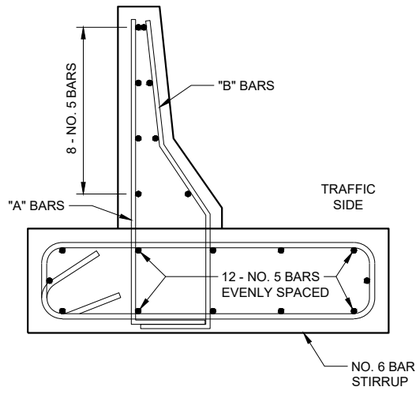
"C" BAR BENDING DETAIL

"D" BAR CHART BAR POSITIONS 8 - 12

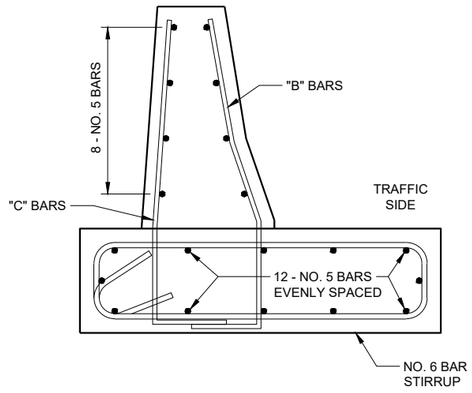
BAR	A	B
D8	169°	2' - 8"
D9	170°	2' - 8 ½"
D10	170°	2' - 9"
D11	171°	2' - 9"
D12	171°	2' - 9 ½"



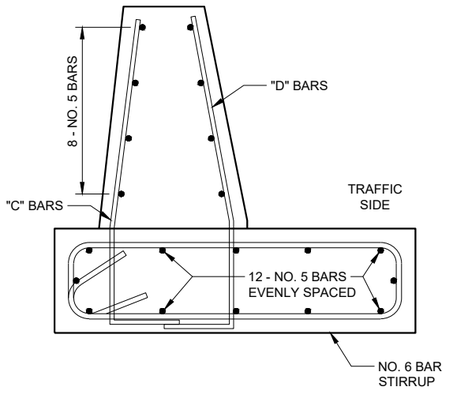
"D" BAR BENDING DETAIL



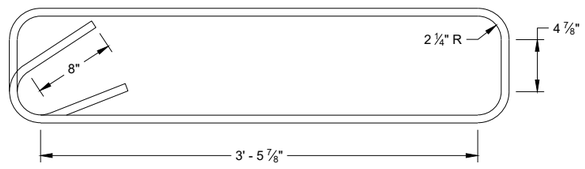
BAR DETAIL BAR POSITIONS 1 - 2



BAR DETAIL BAR POSITIONS 3 - 7



BAR DETAIL BAR POSITIONS 8 - 12



STIRRUP BAR BENDING DETAIL

32 - INCH SINGLE FACED NJ SHAPE CONCRETE BARRIER TO 36 - INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION

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DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

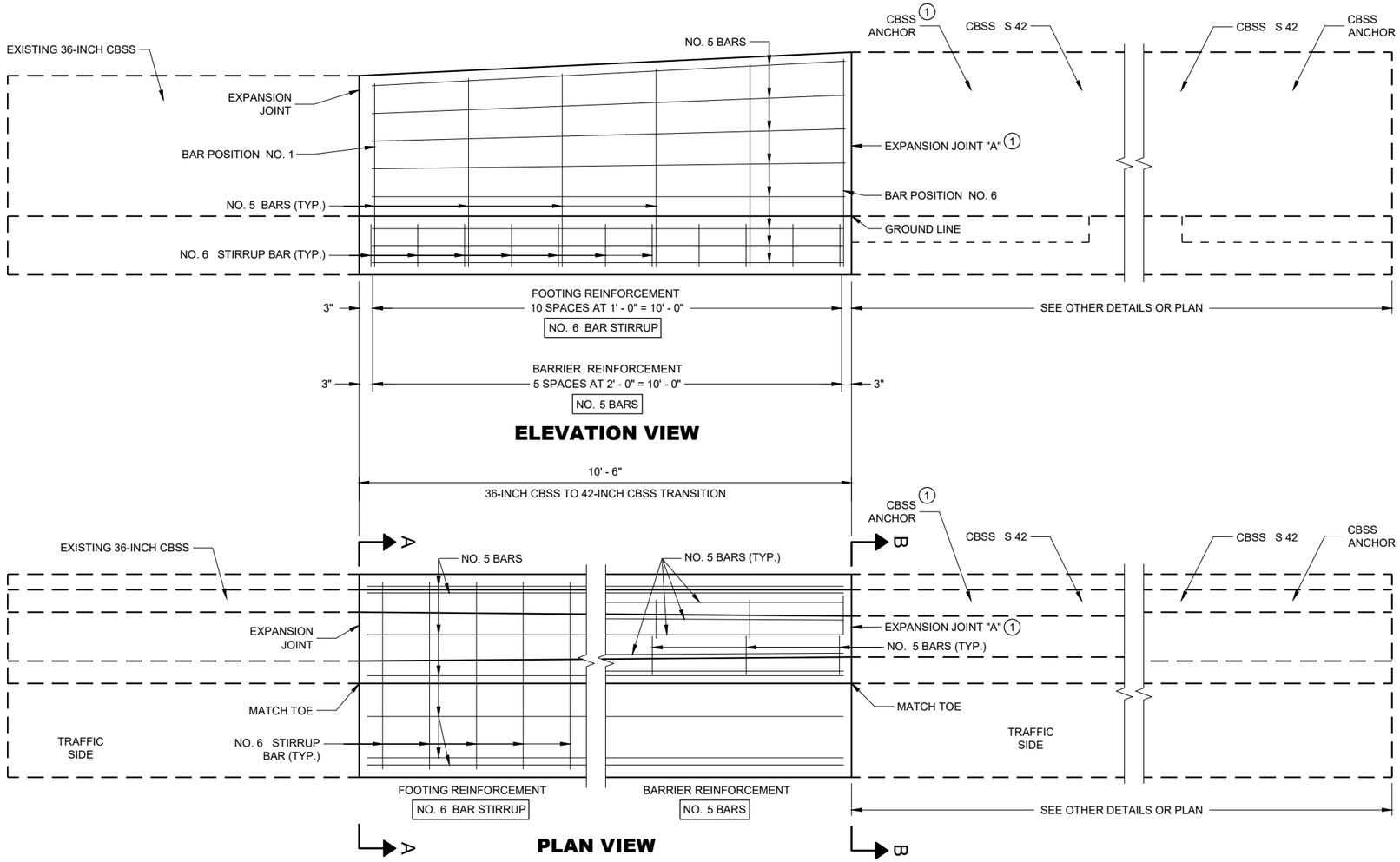
FHWA

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SDD 14B35 - 02d

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ELEVATION VIEW

PLAN VIEW

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 603.

SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASTENED TOGETHER UNLESS OTHERWISE NOTED.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

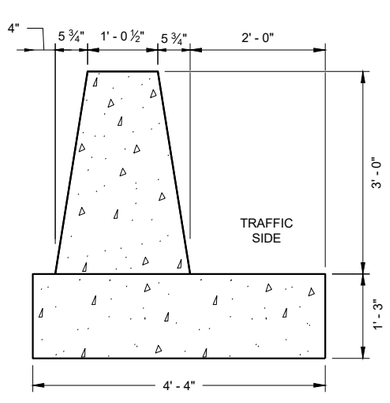
USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

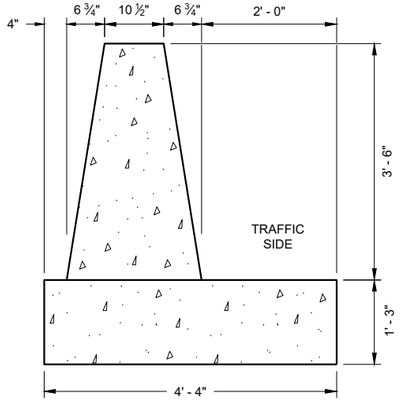
2" CLEAR COVER TYPICAL.

(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

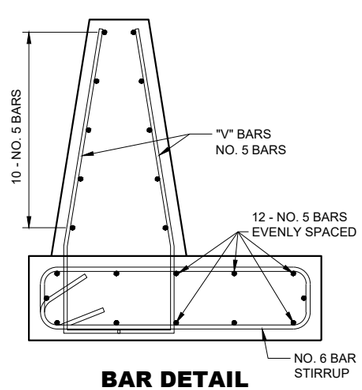
STIRRUP BAR BENDING DETAIL



SECTION A - A



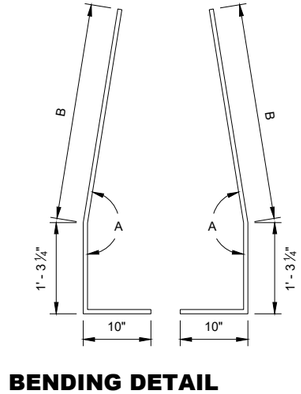
SECTION B - B



BAR DETAIL
BAR POSITIONS V1 - V6

BAR CHART
BAR POSITIONS
V1 - V6

BAR	A	B
V1	170°	2' - 7 ½"
V2	170°	2' - 9"
V3	170°	2' - 9 ¾"
V4	170°	2' - 11 ¼"
V5	170°	3' - 0 ½"
V6	170°	3' - 2"



BENDING DETAIL
FOR BARS V1 - V6

36" SINGLE SLOPE CONCRETE BARRIER TO 42" SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

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(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.

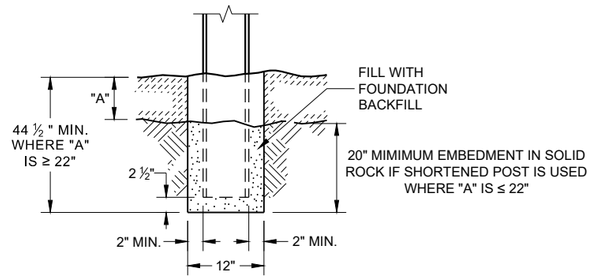
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL 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).

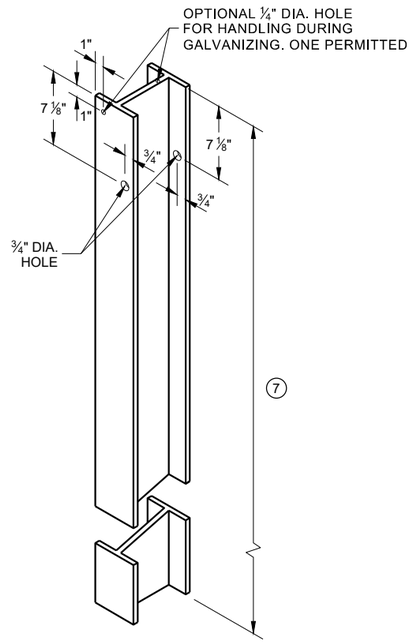
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

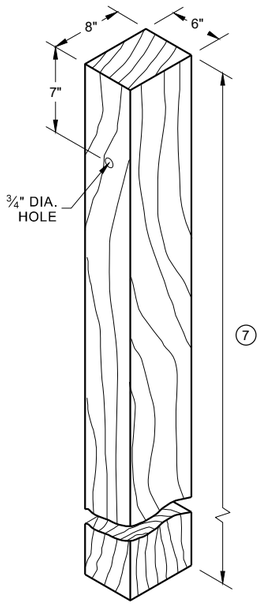
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



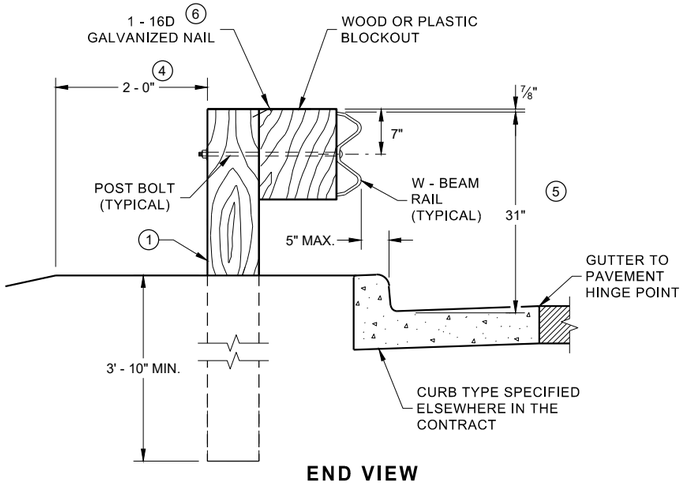
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



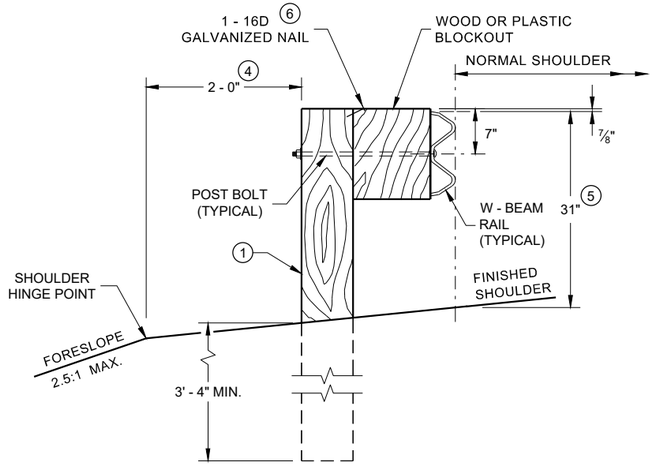
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



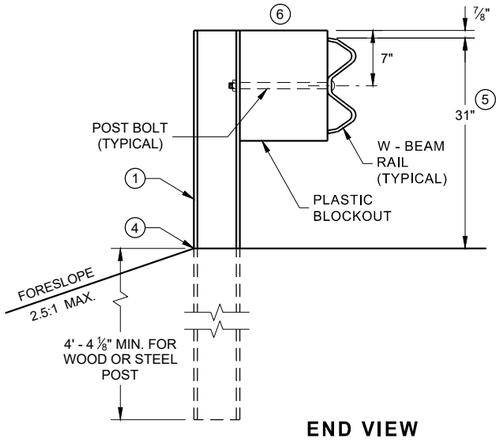
WOOD POST (6" X 8") NOMINAL (1)



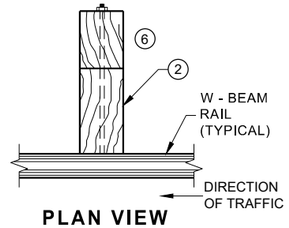
END VIEW
LOCATED ALONG A CURBED ROADWAY



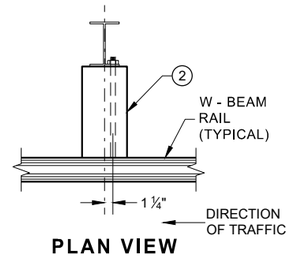
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



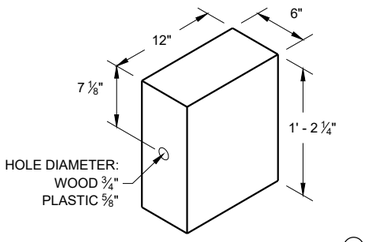
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

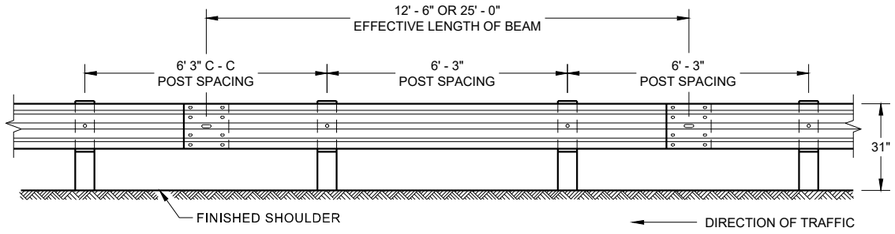
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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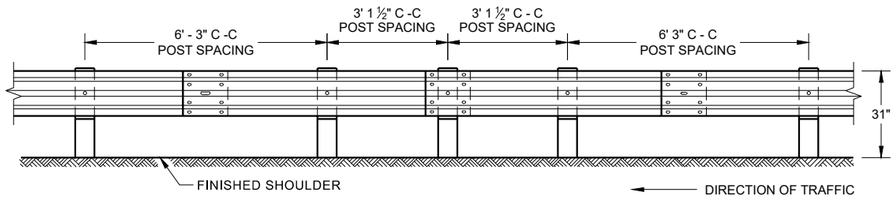
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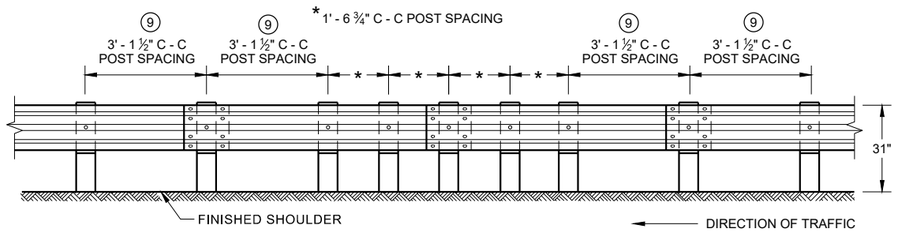
SDD 14B42 - 07a



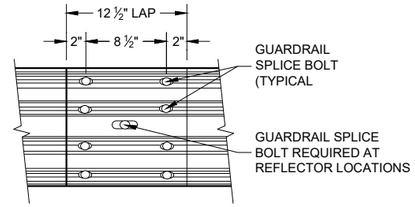
FRONT VIEW
POST SPACING STANDARD INSTALLATION



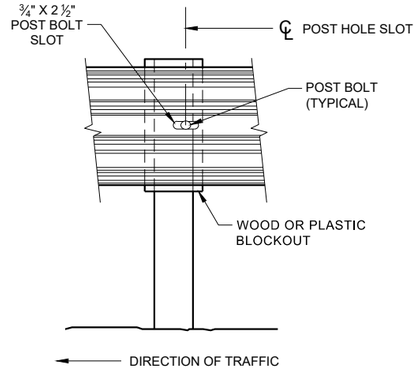
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



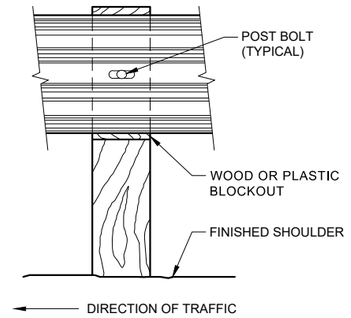
FRONT VIEW
QUARTER POST SPACING (QS)



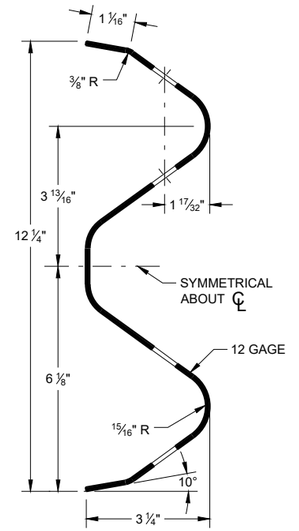
FRONT VIEW
MID-SPAN BEAM SPLICE



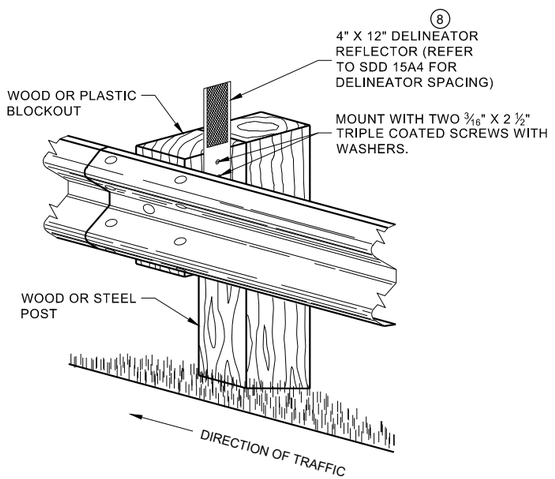
FRONT VIEW AT STEEL POST



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.

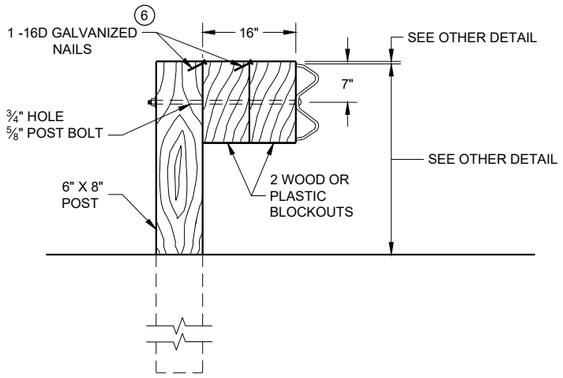
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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

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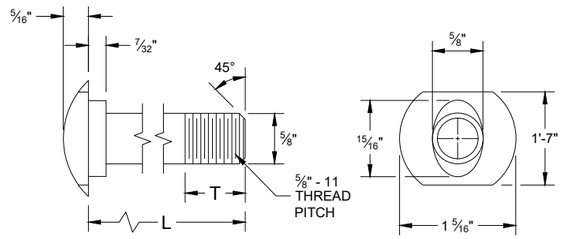


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

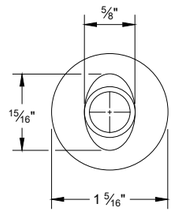
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

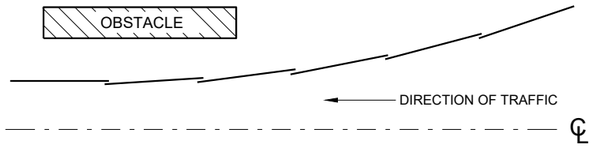


POST BOLT TABLE

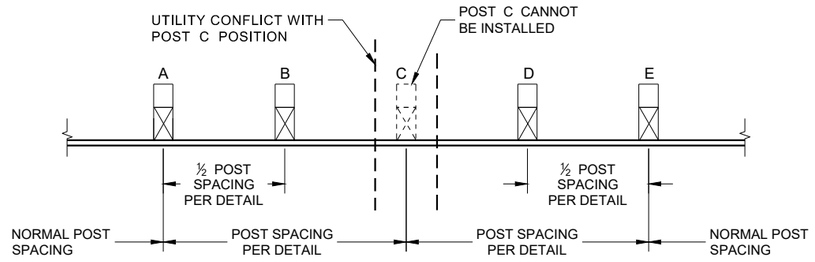
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



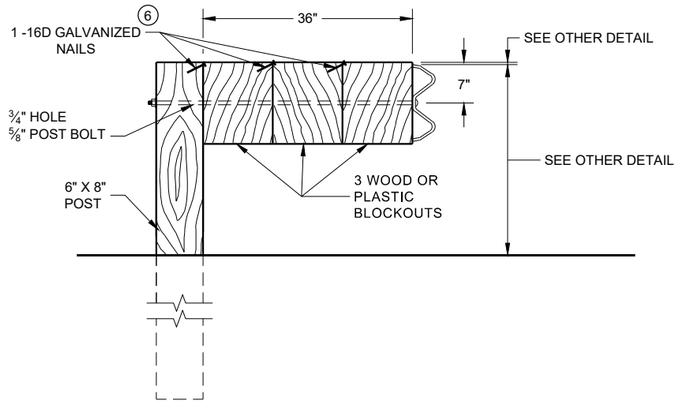
ALTERNATE BOLT HEAD



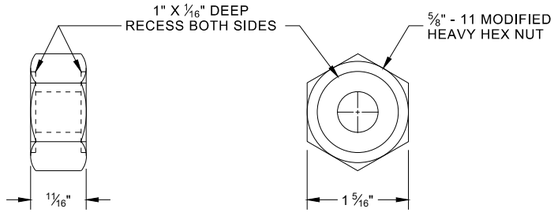
PLAN VIEW
BEAM LAPPING DETAIL



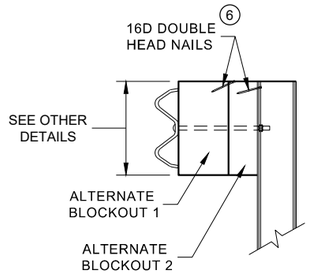
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



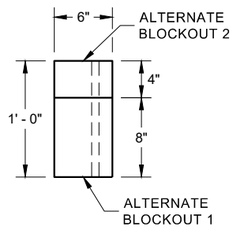
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

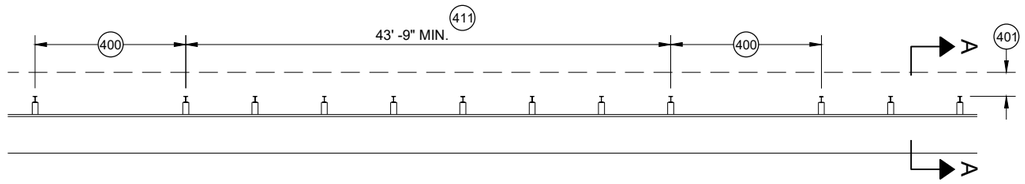
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

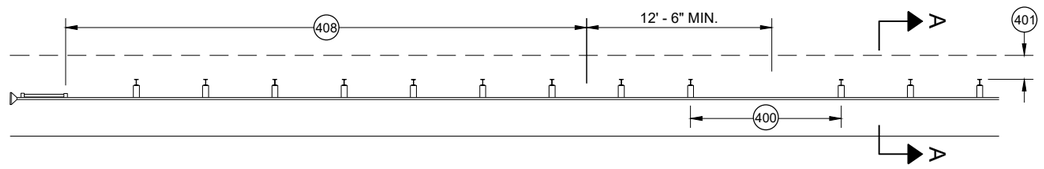
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

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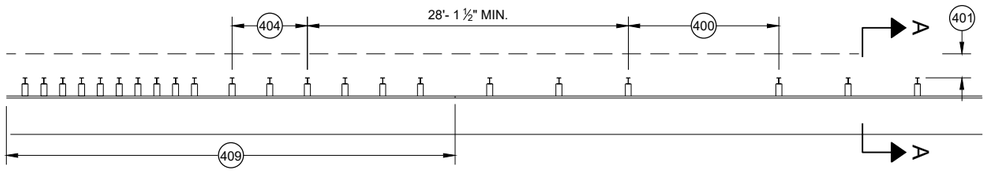
SDD 14B42 - 07c



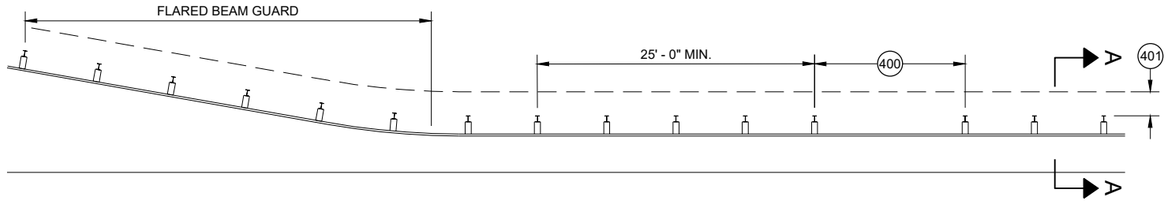
MISSING POST IN MGS GUARDRAIL



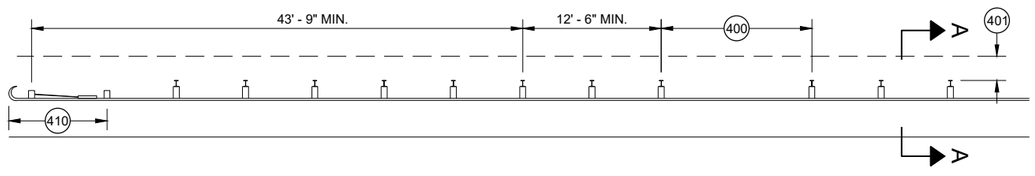
MISSING POST IN MGS GUARDRAIL NEAR EAT



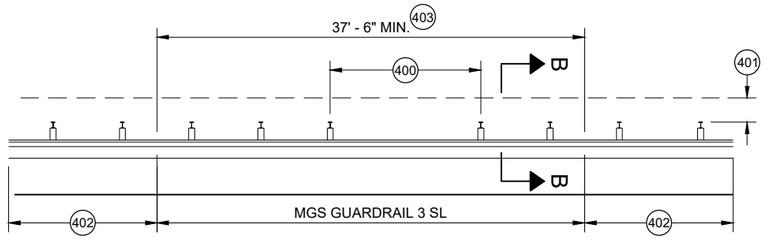
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

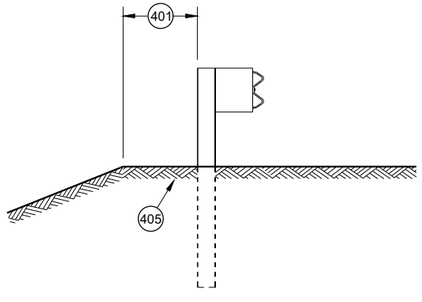


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

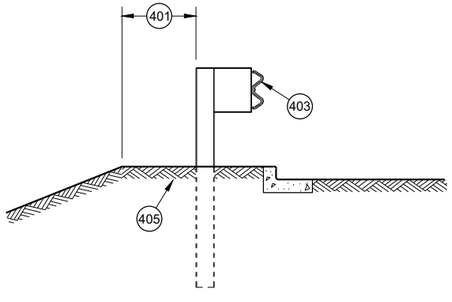


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

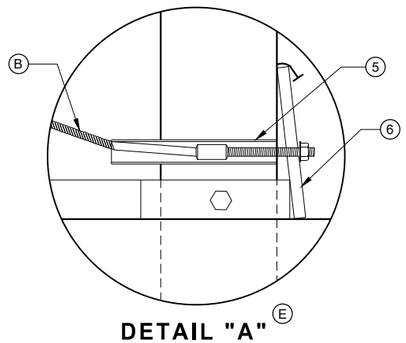
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

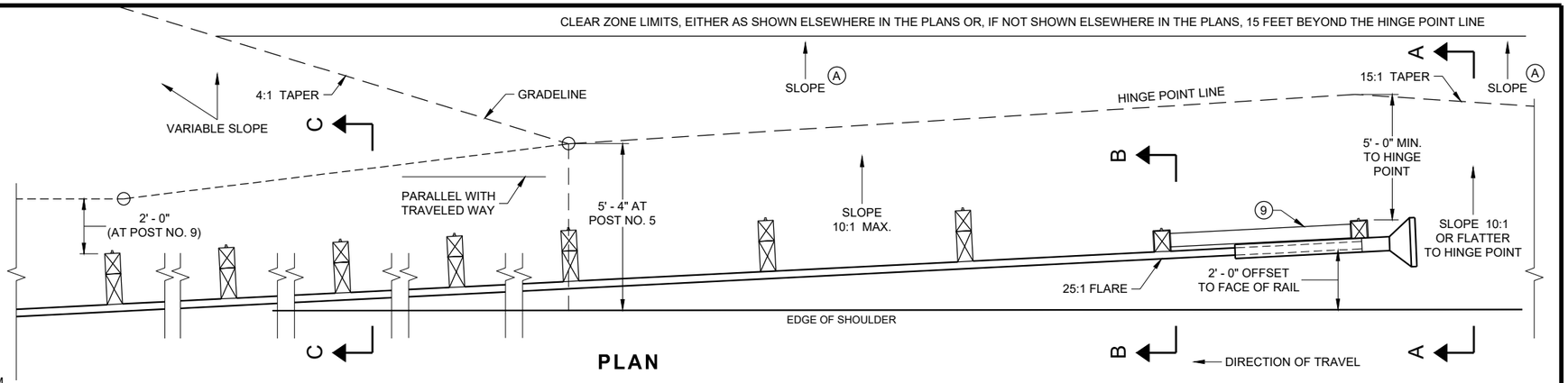
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

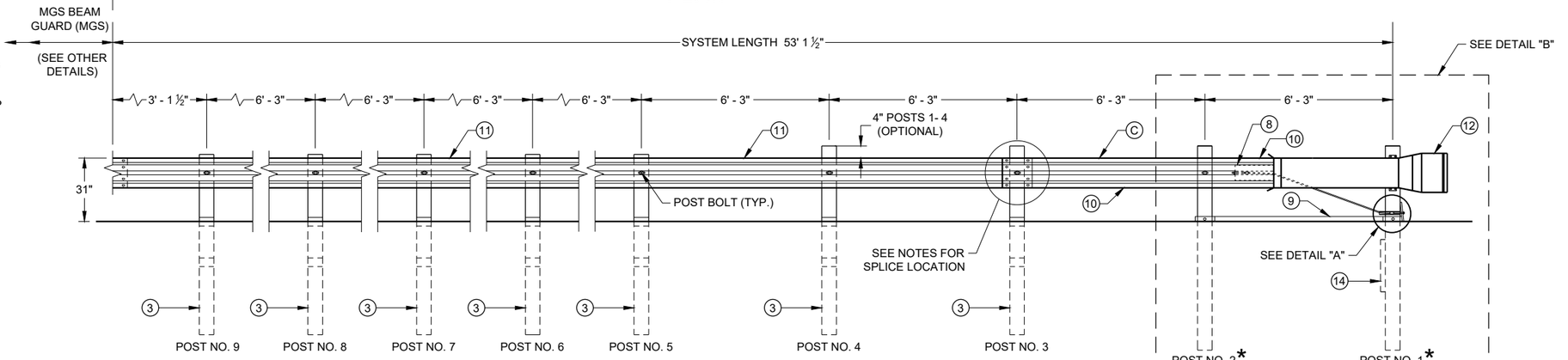
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



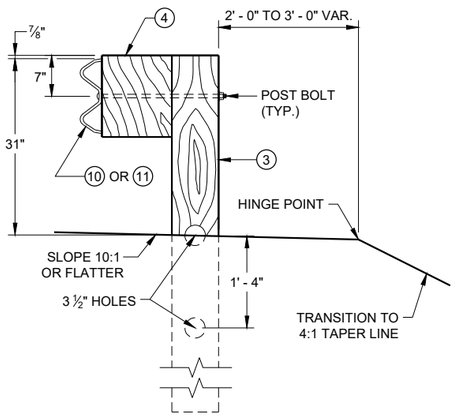
DETAIL "A" (E)



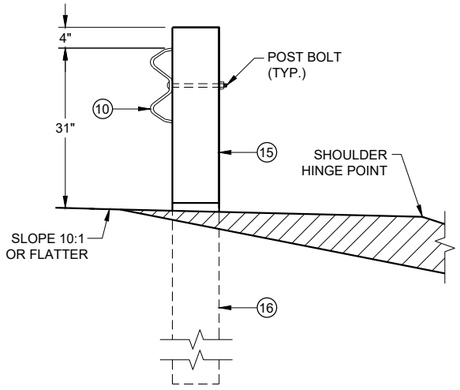
PLAN



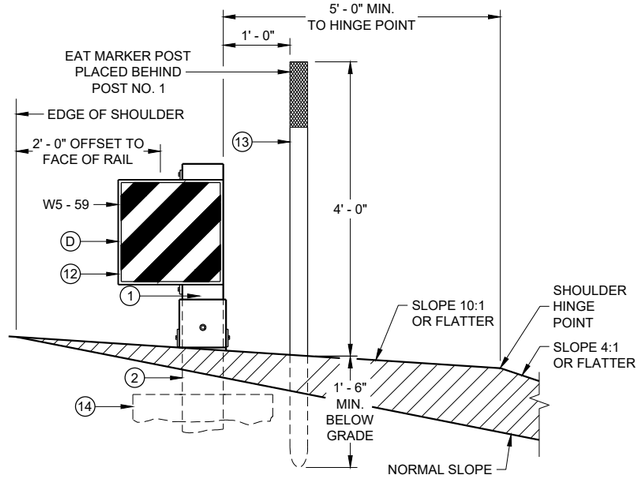
ELEVATION



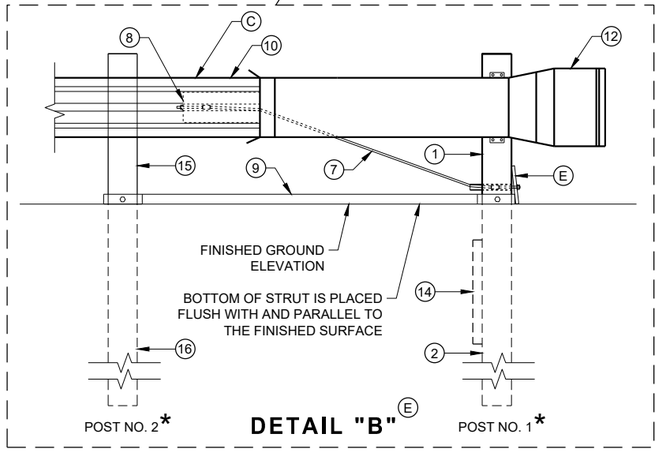
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

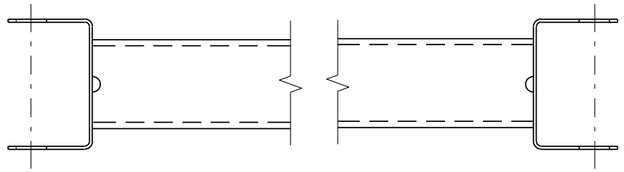
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SDD 14B44 - 04a

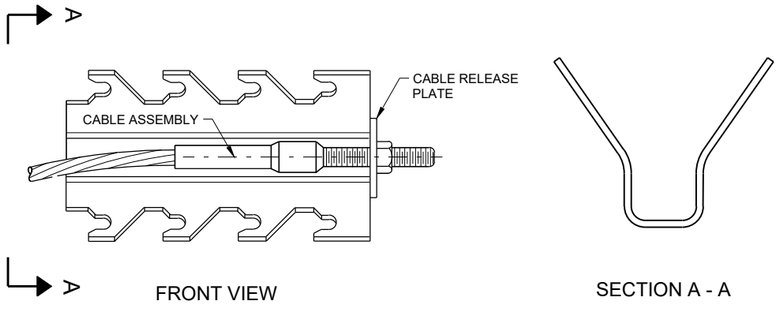
6

BILL OF MATERIALS

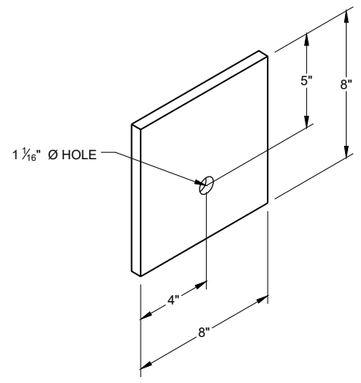
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL 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 GROUND STRUT ⑨ Ⓔ



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



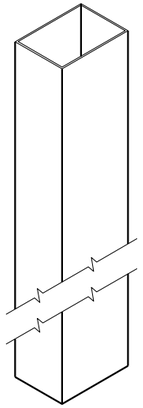
BEARING PLATE ⑥ Ⓔ

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

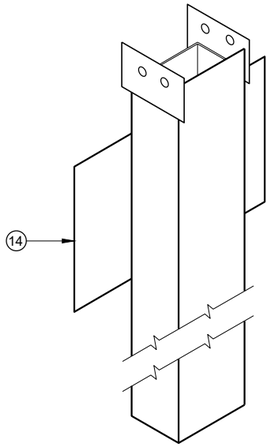
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

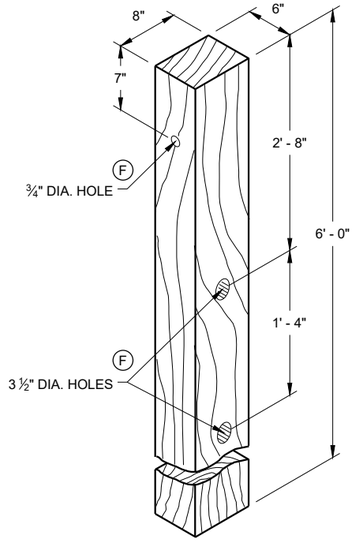
SDD 14B44 - 04b



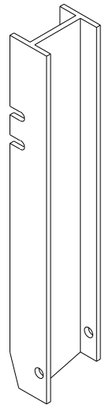
UPPER POST NO. 1 (1) (E)



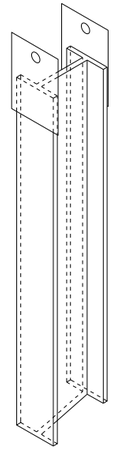
LOWER POST NO. 1 (2) (E)



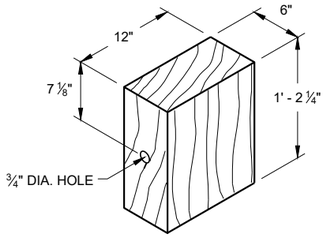
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



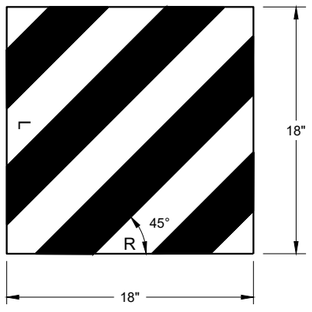
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

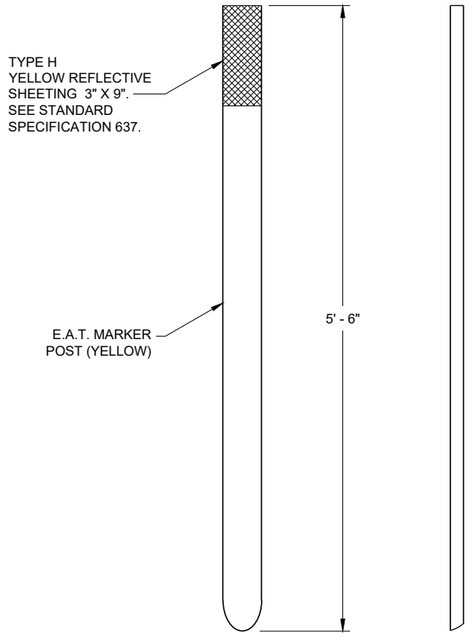


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



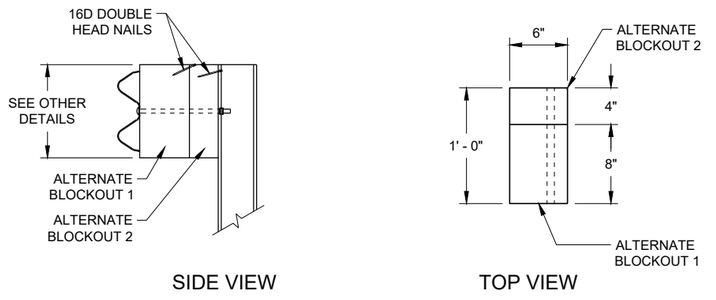
W5 - 59

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)

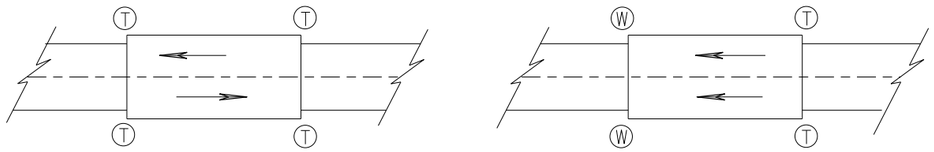
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

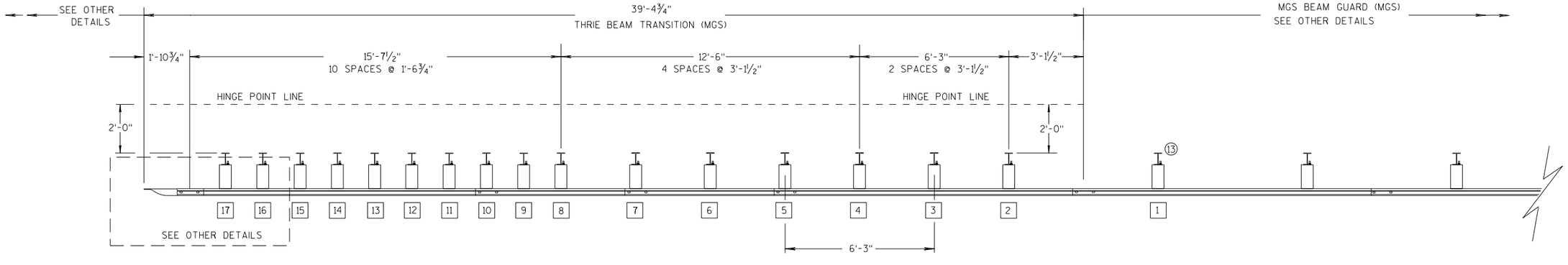
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

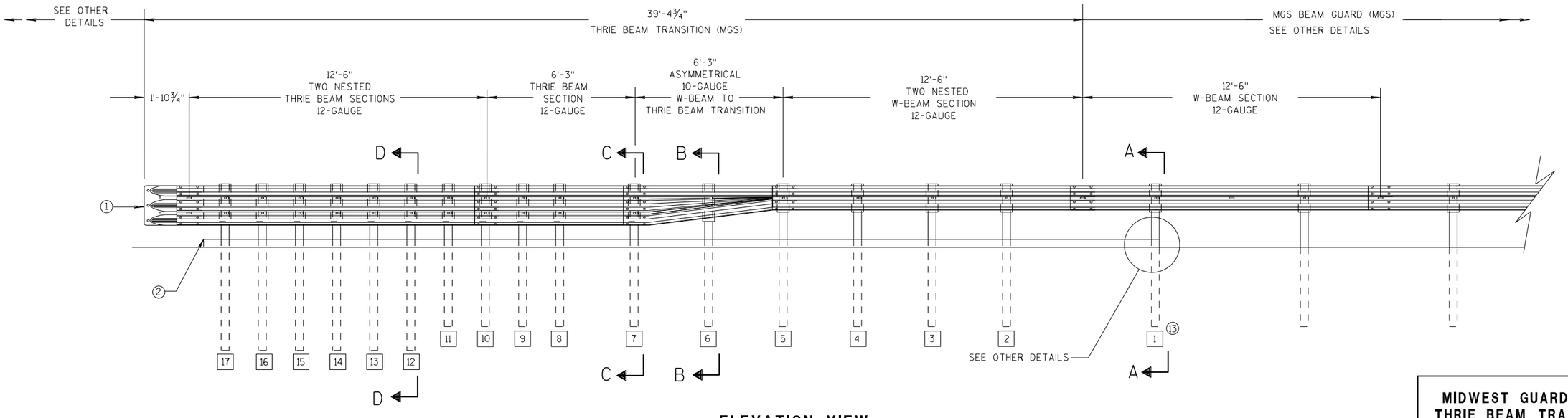
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

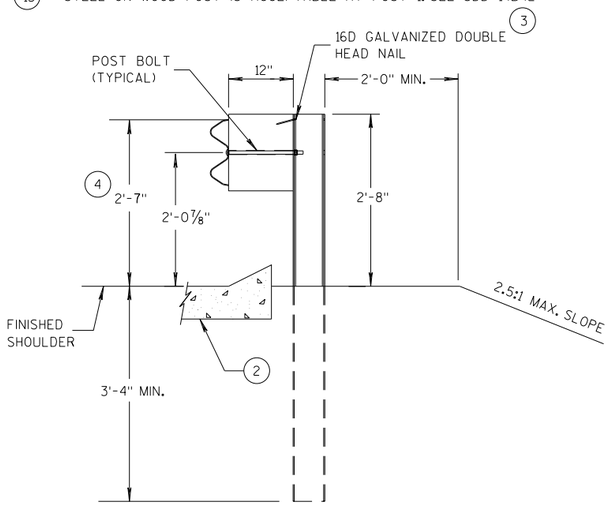
GENERAL NOTES

(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.

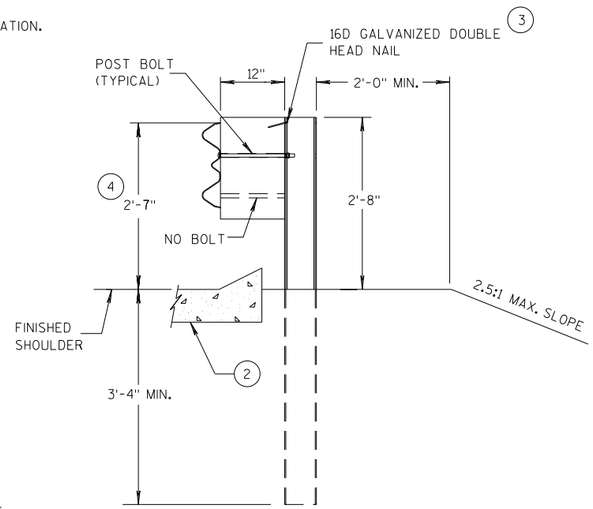
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



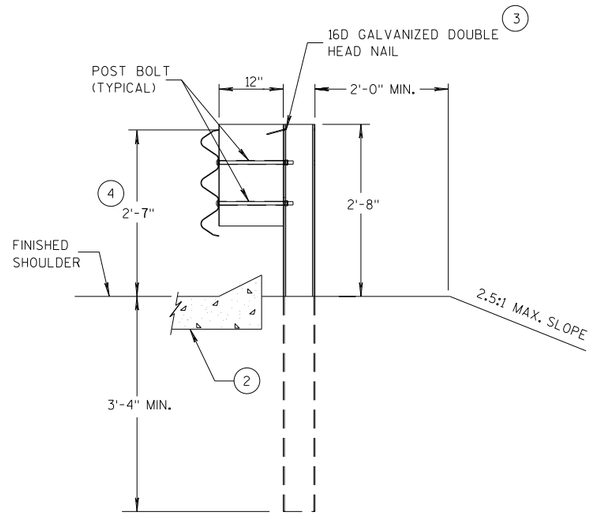
SECTION A-A (13)

POSTS 1-5



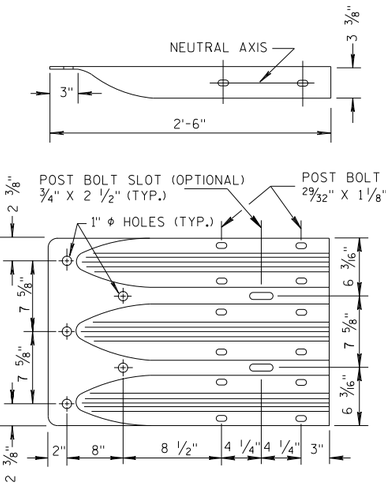
SECTION B-B

POST 6

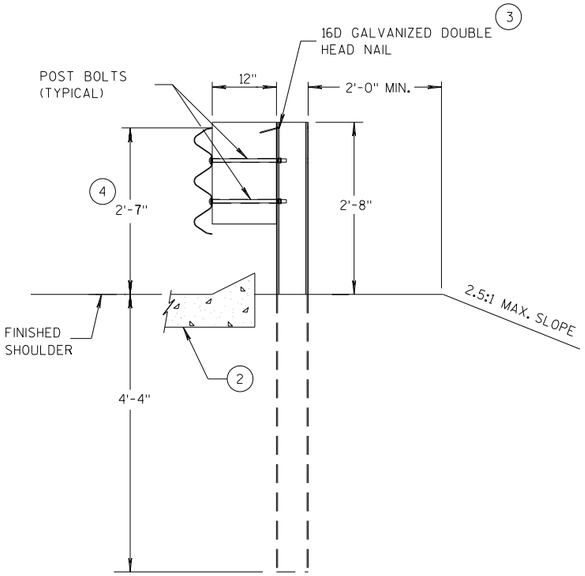


SECTION C-C

POSTS 7-11

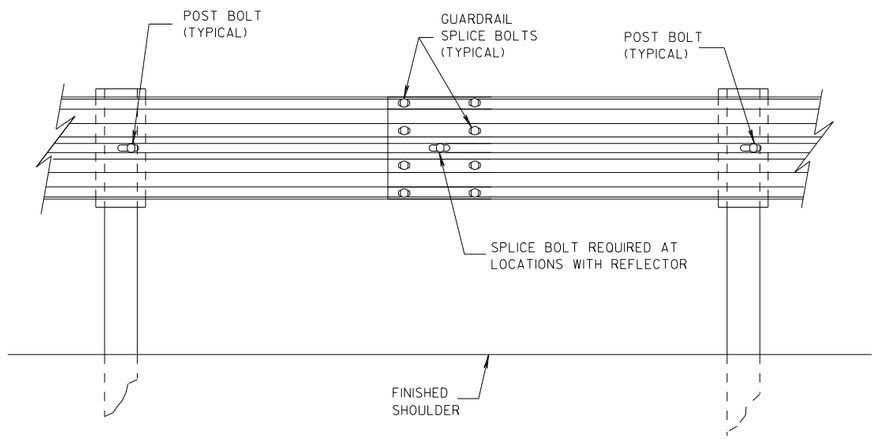


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

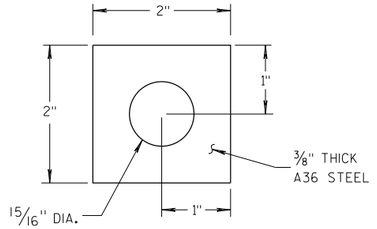
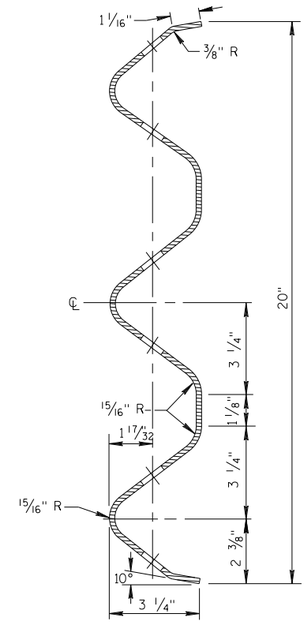


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

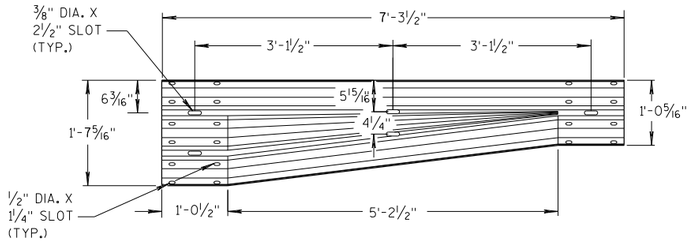
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 439

6

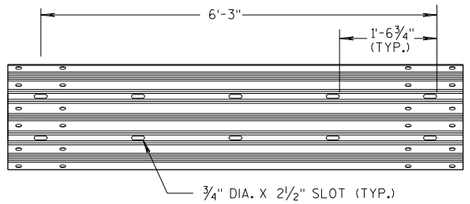
S.D.D. 14 B 45-5b

6

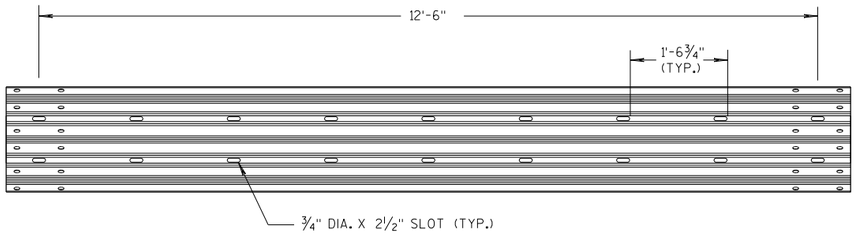
S.D.D. 14 B 45-5b



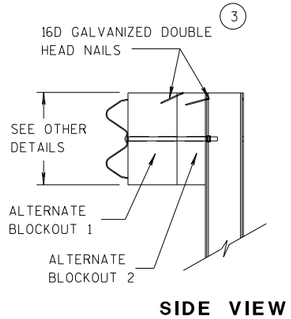
W-BEAM TO THRIE BEAM TRANSITION SECTION



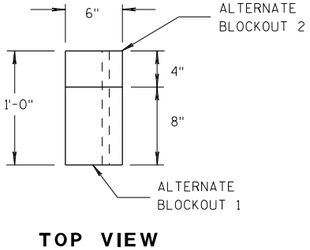
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

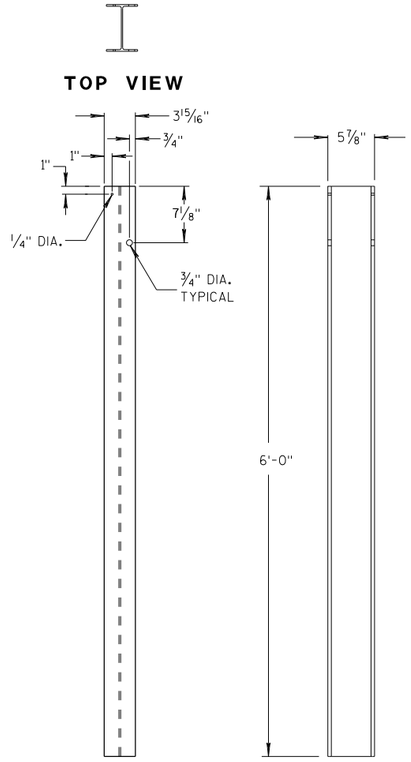


SIDE VIEW



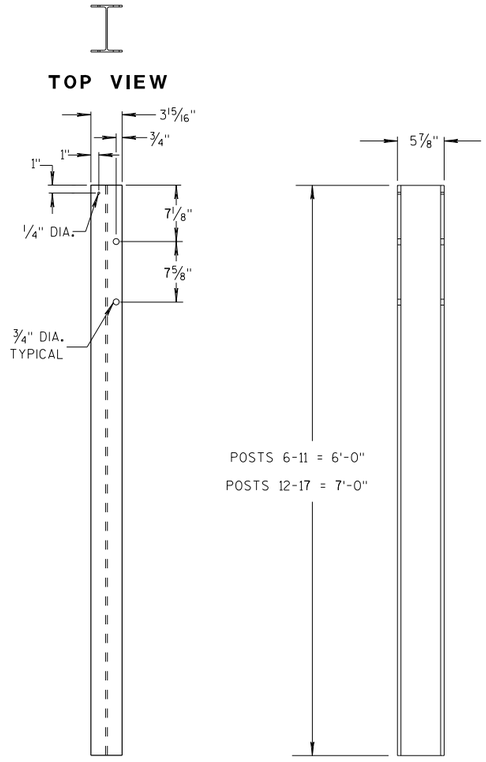
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



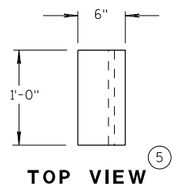
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

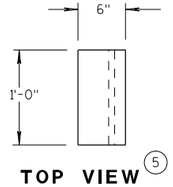


FRONT VIEW SIDE VIEW

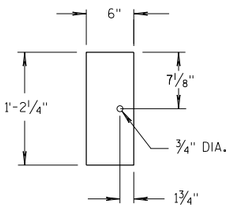
STEEL POSTS 6-17



TOP VIEW (5)

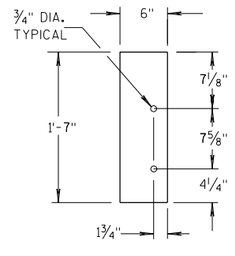


TOP VIEW (5)



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.

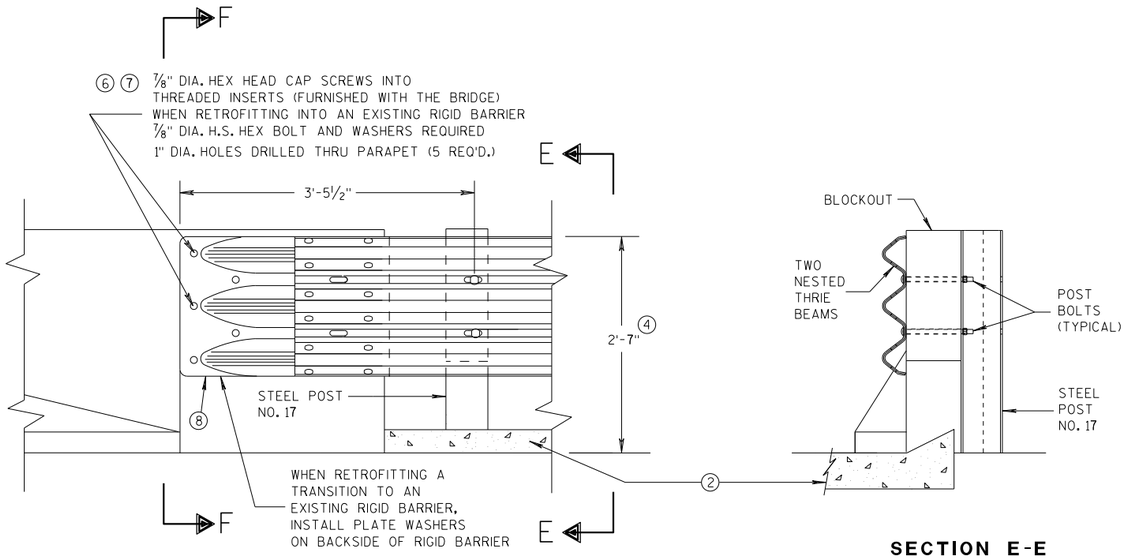
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(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 440

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.

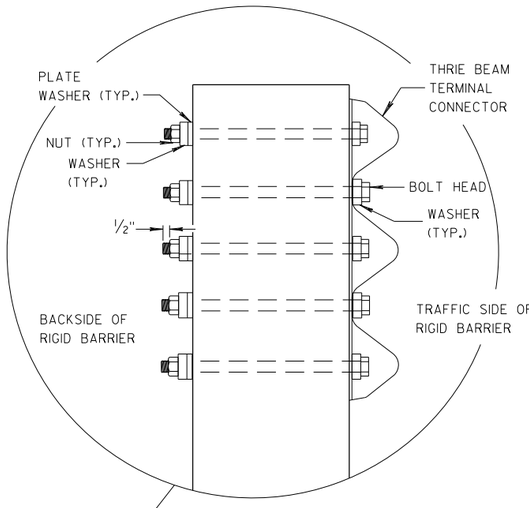
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

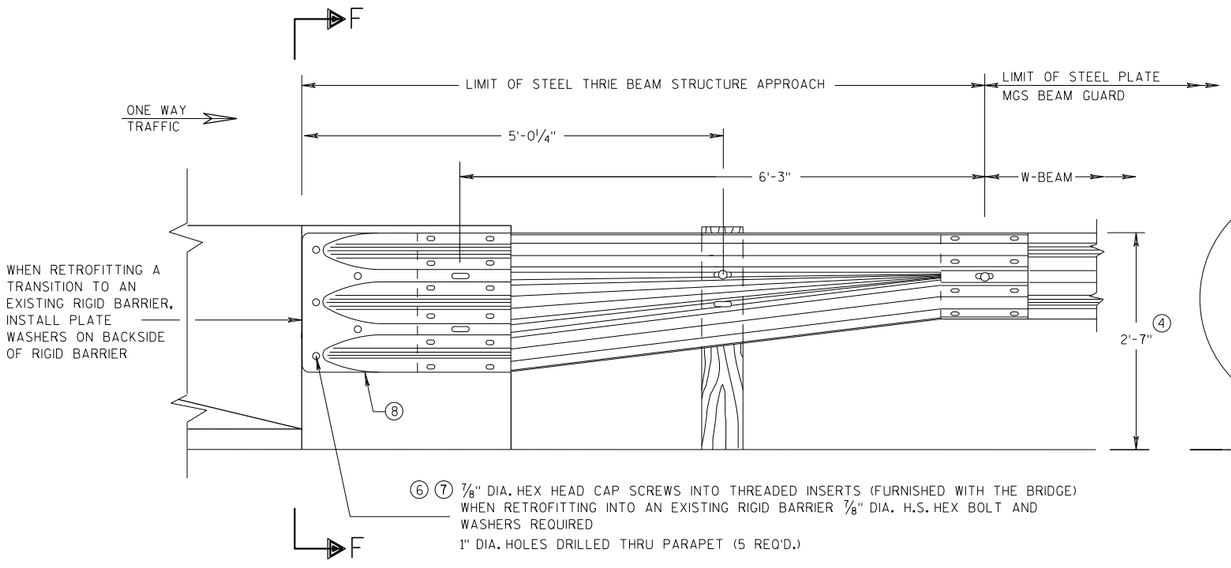
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

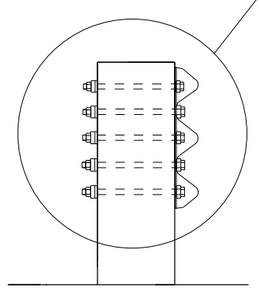
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

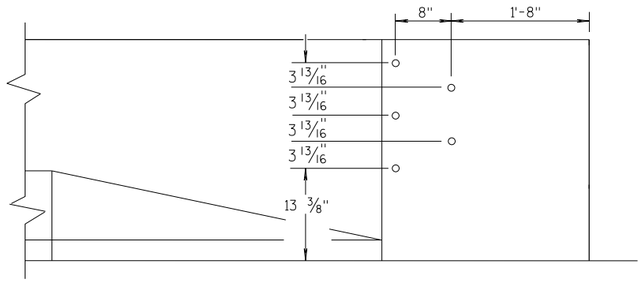




FRONT VIEW



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] — [illegible]NT
FHWA

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S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

GENERAL NOTES

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

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

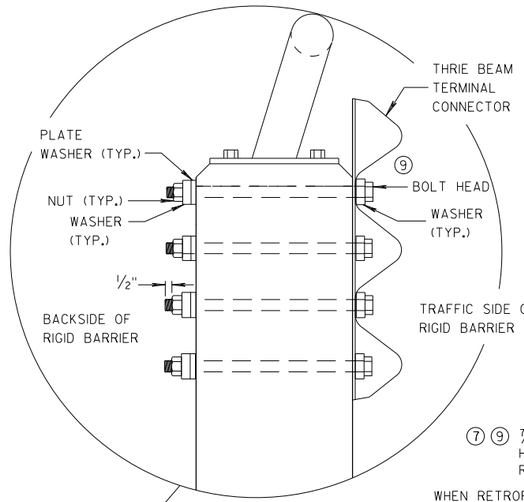
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

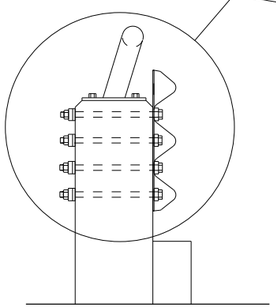
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

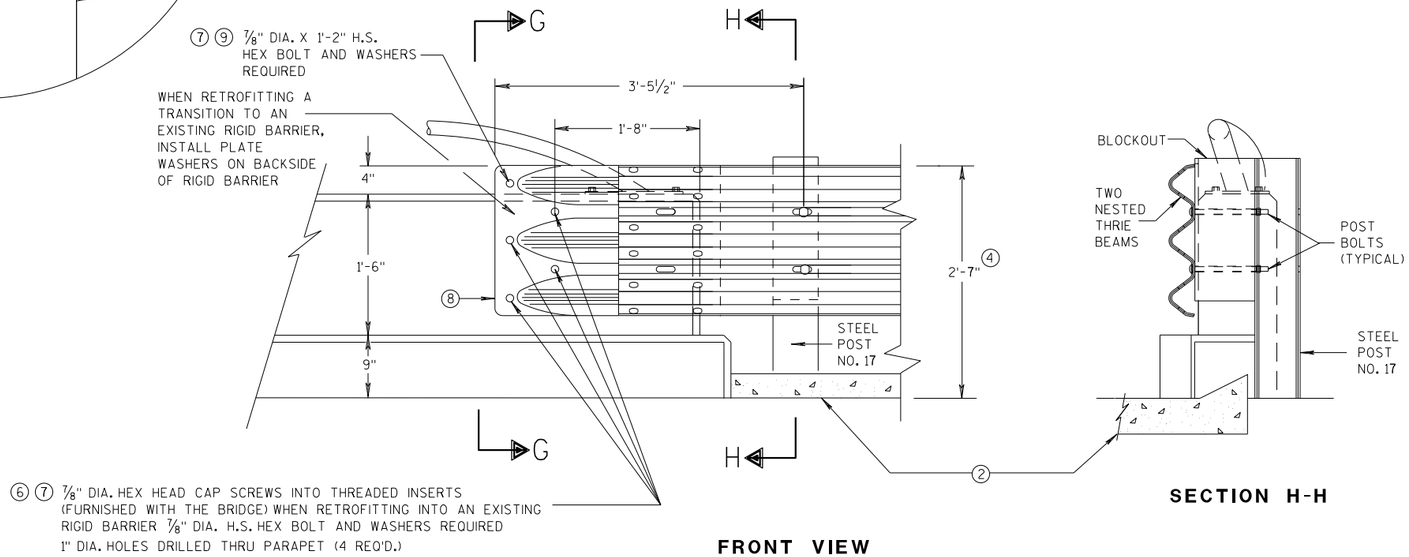
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





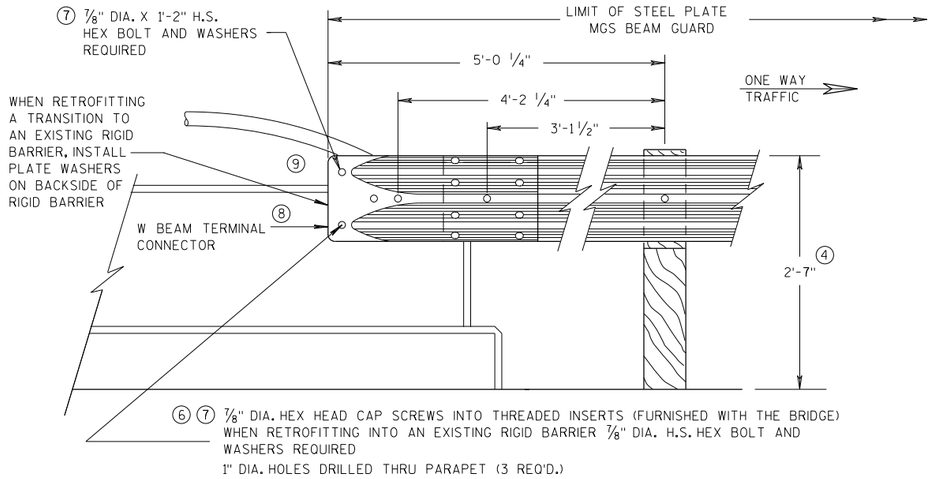
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

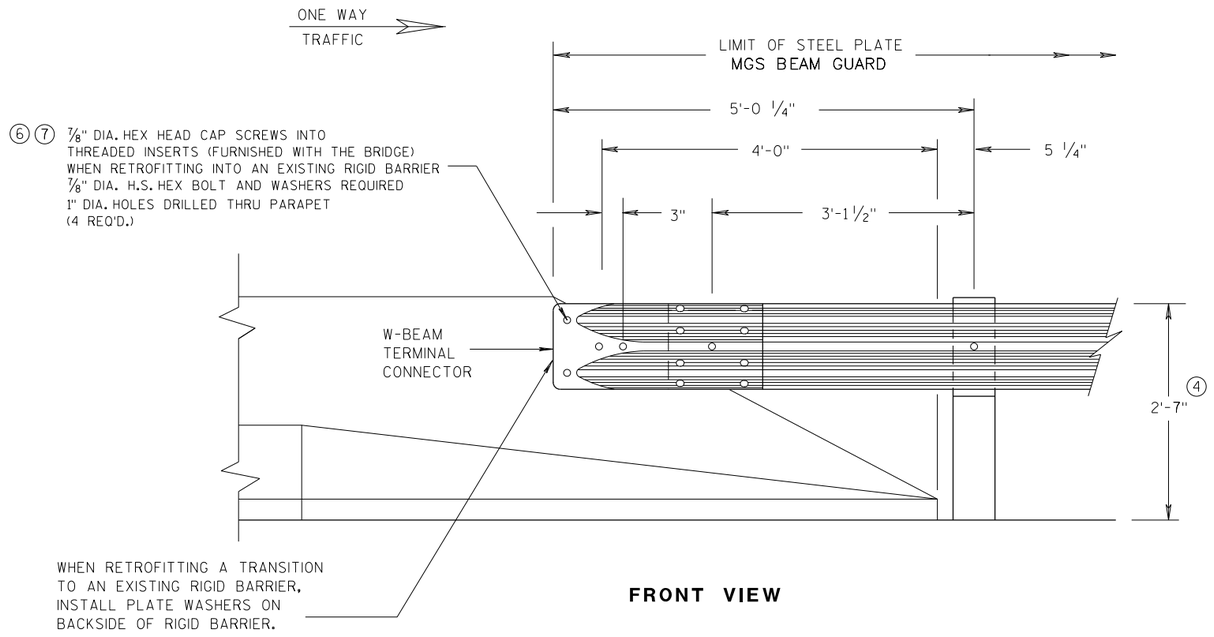
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07/2018 — DATE
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FHWA

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S.D.D. 14 B 45-5e

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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

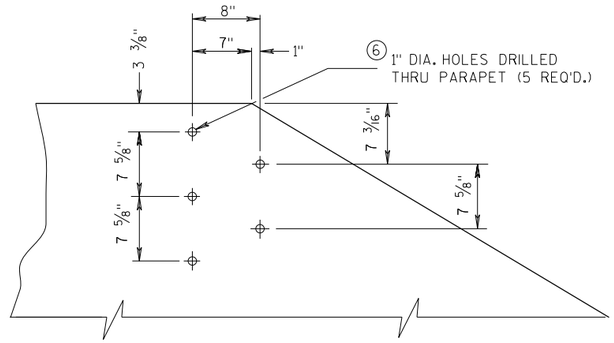
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

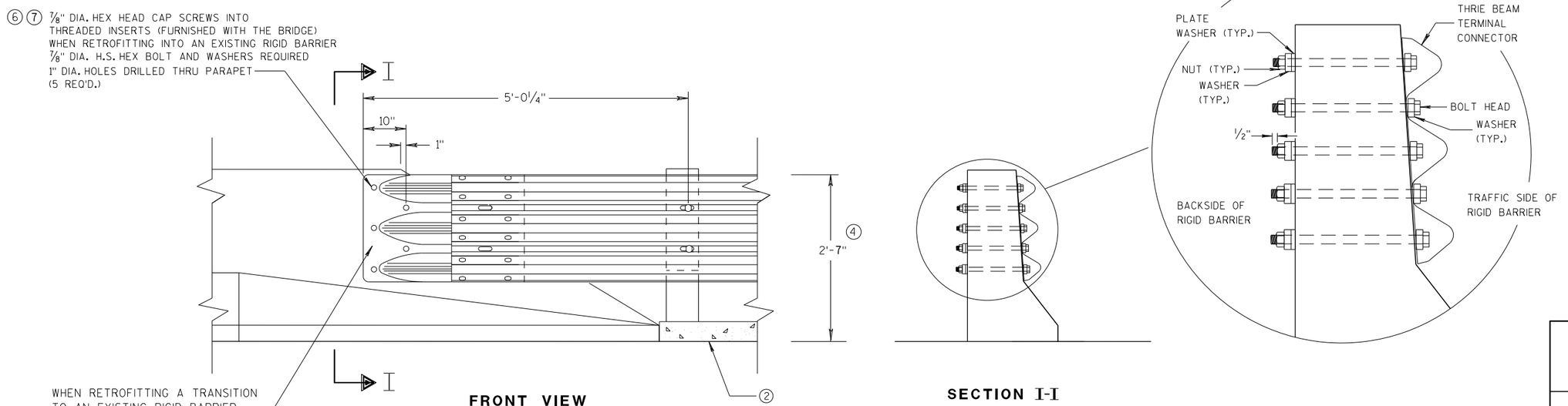
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

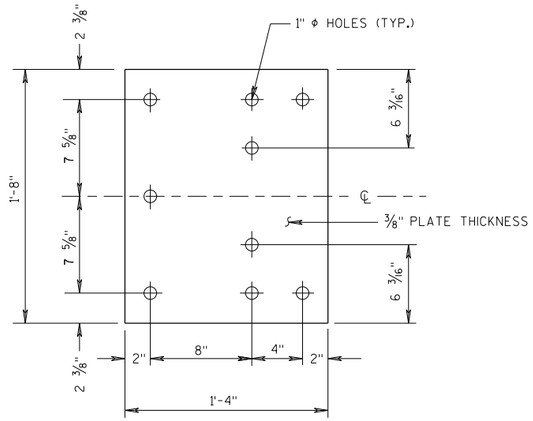
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07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS [illegible]ENT
UNIT SUPERVI
FHWA

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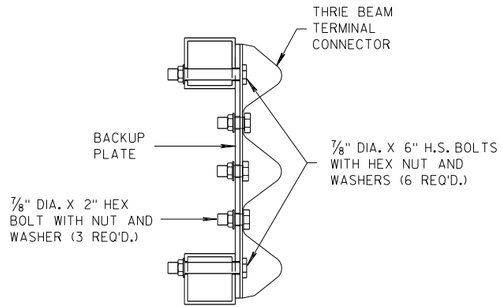
S.D.D. 14 B 45-5f

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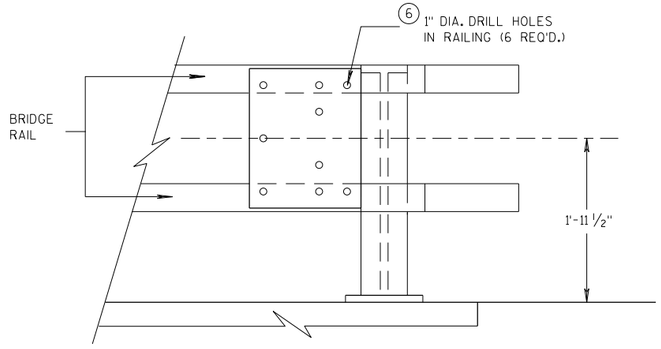
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

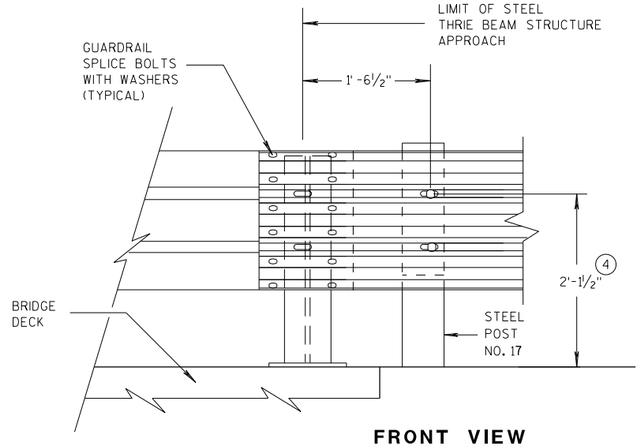


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

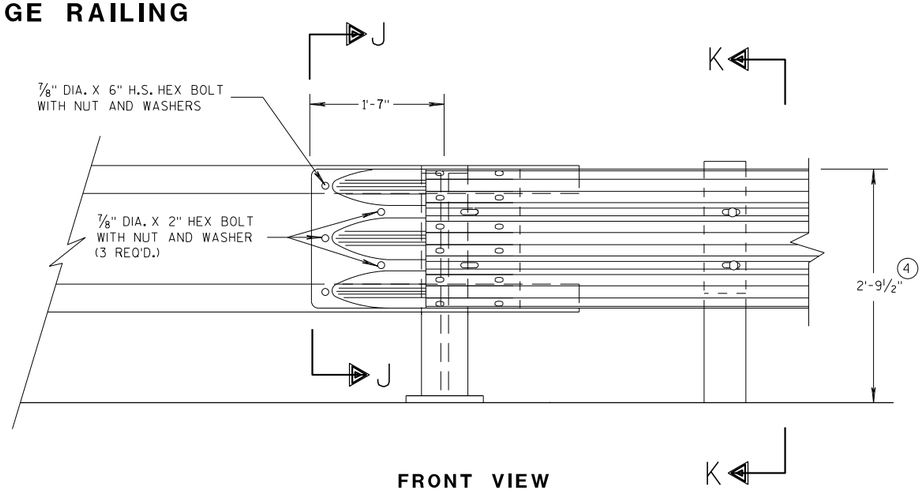
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⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

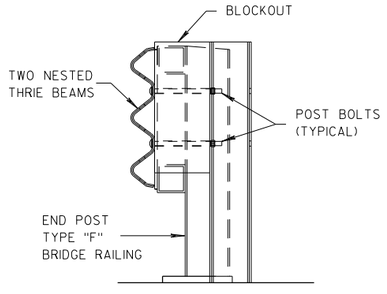


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor 444
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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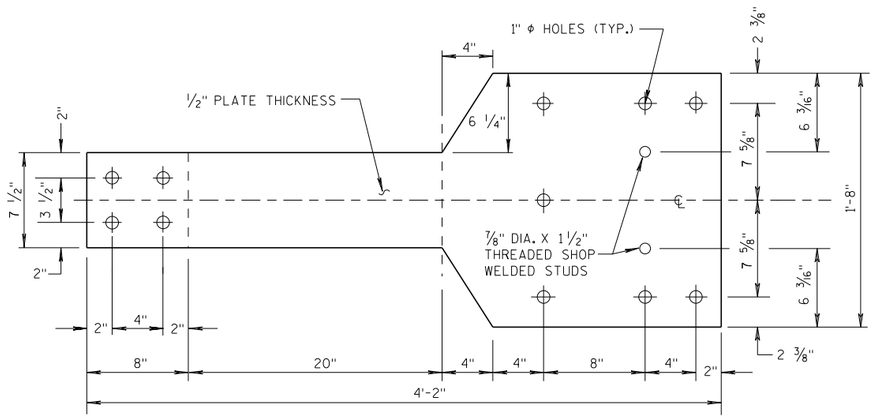
S.D.D. 14 B 45-5g

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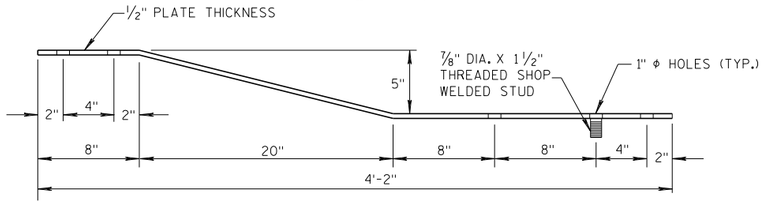
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

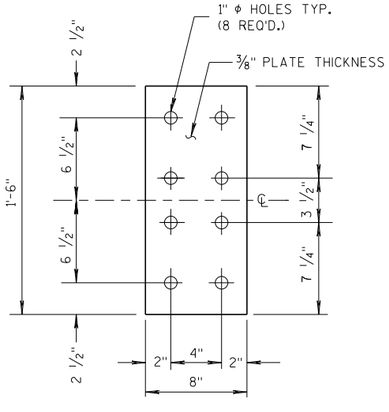


FRONT VIEW



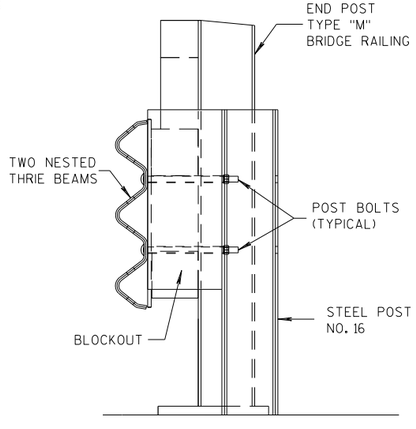
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

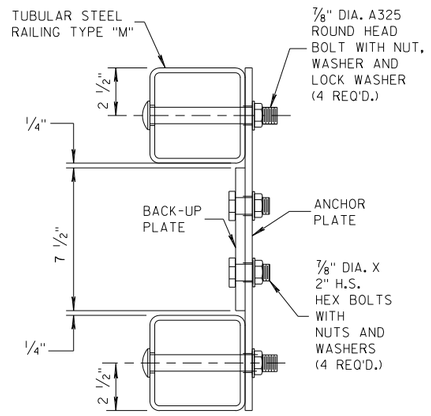


FRONT VIEW

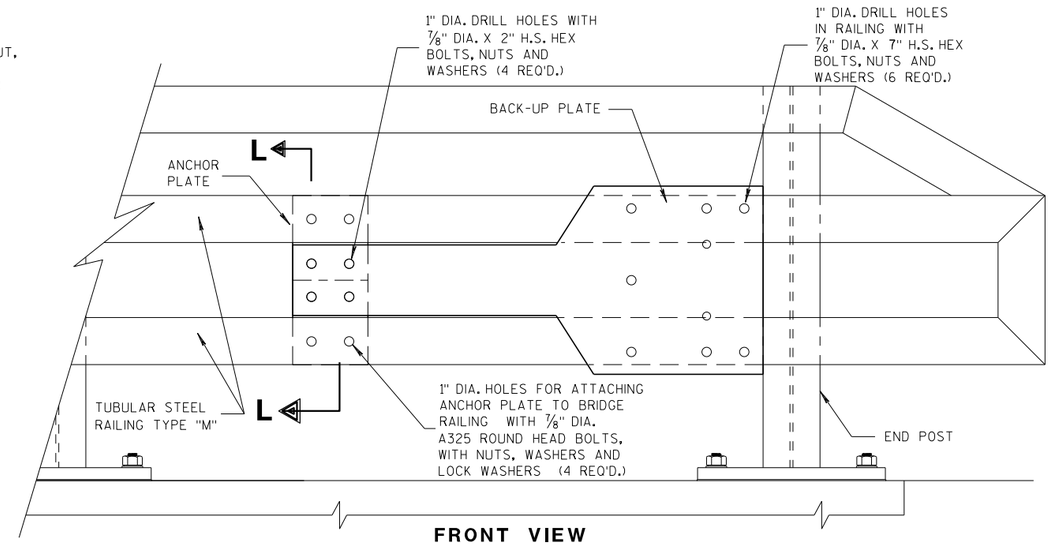
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

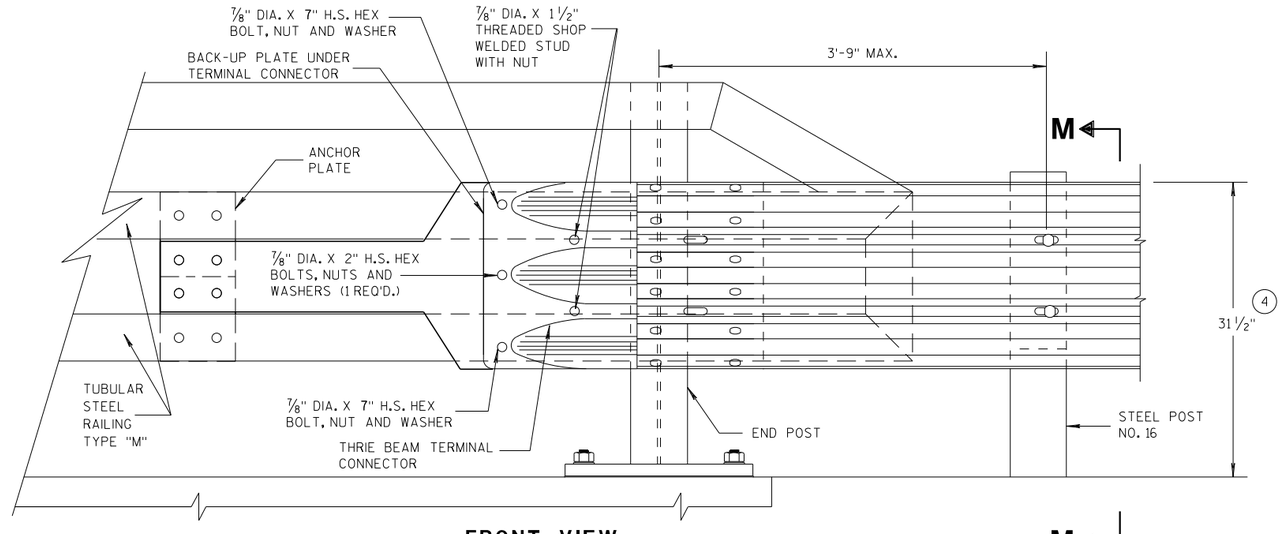


SECTION L-L

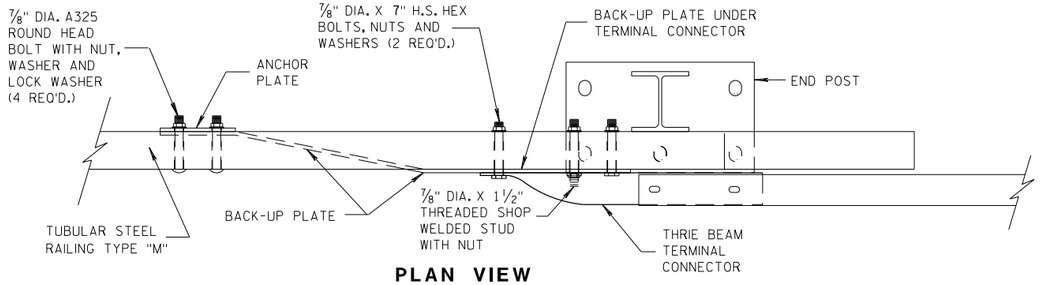


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

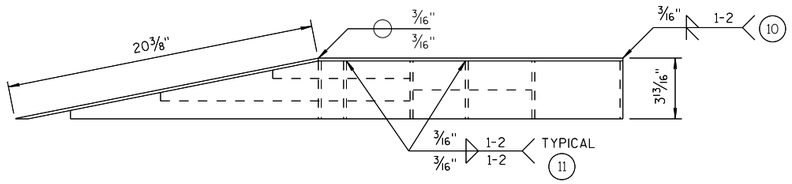
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

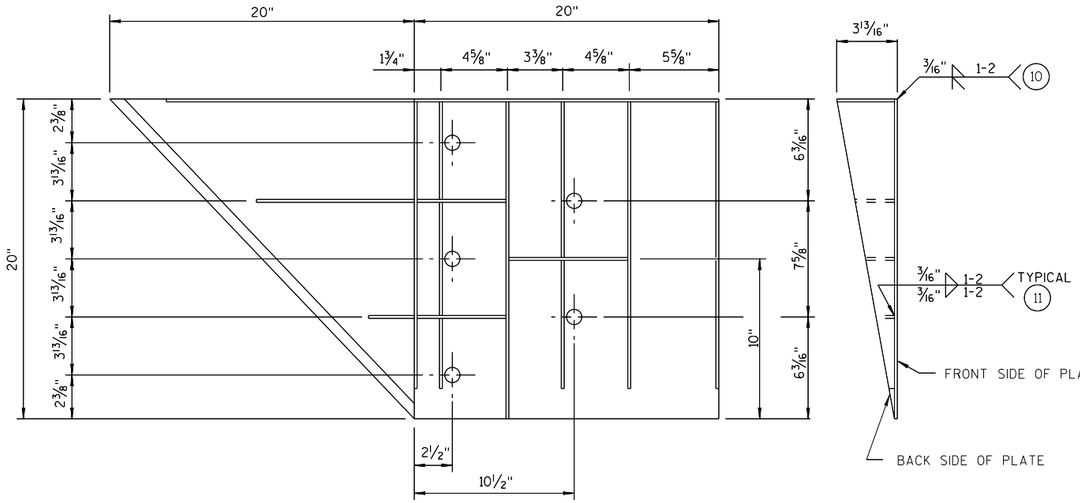
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

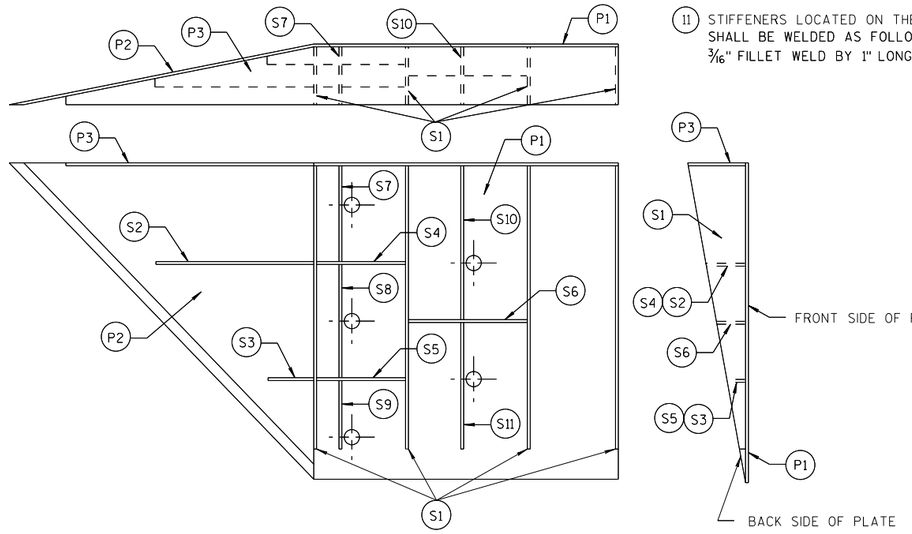


PLATE AND STIFFENER IDENTIFICATION

(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

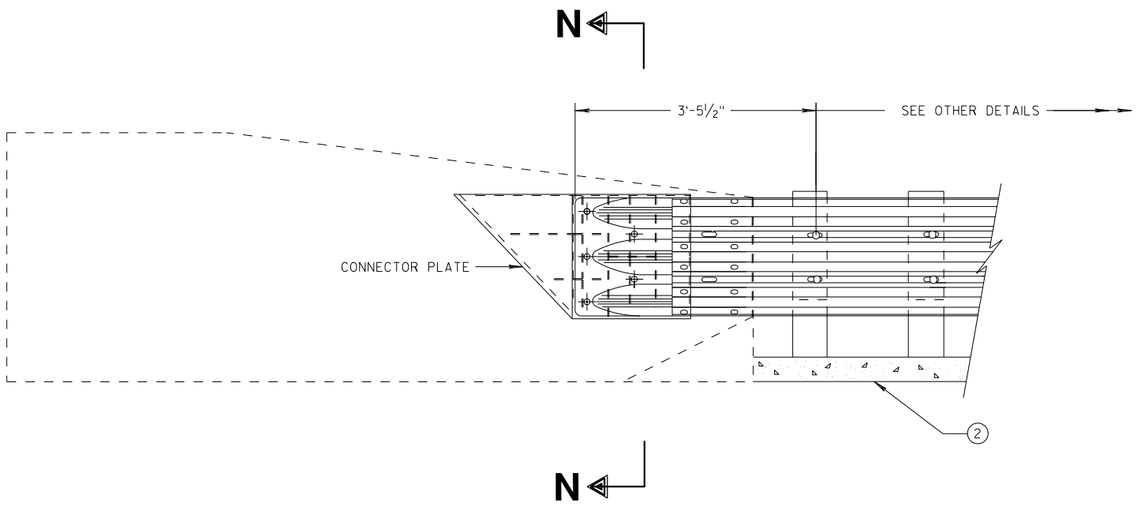
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

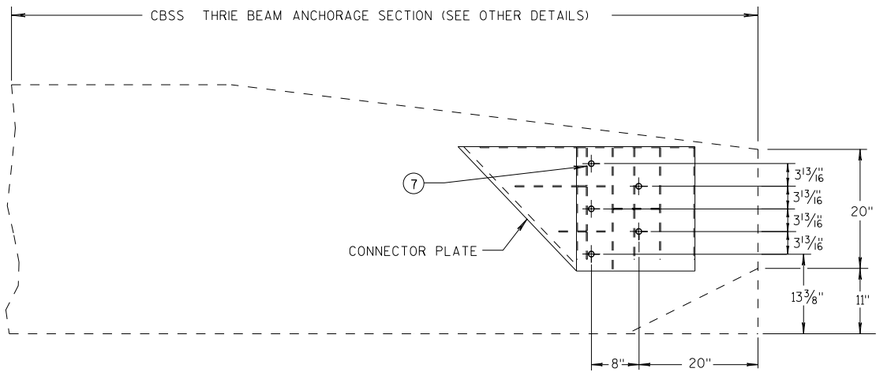
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DATE
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ROADWAY STANDARDS I
UNIT SUPERVI

6
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



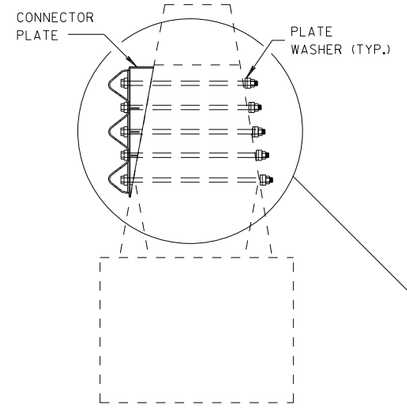
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

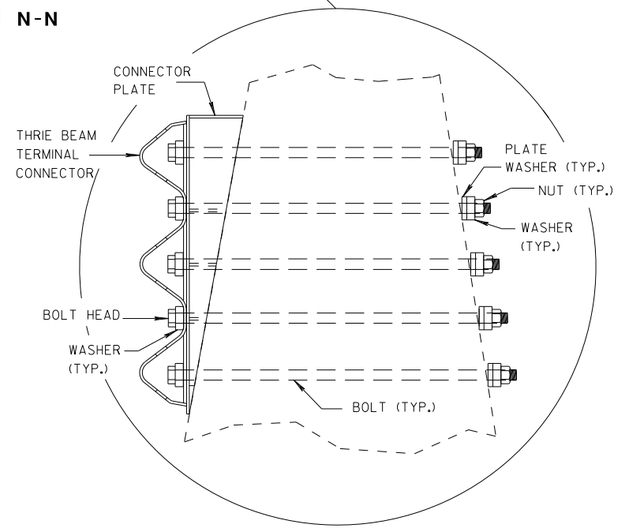
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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

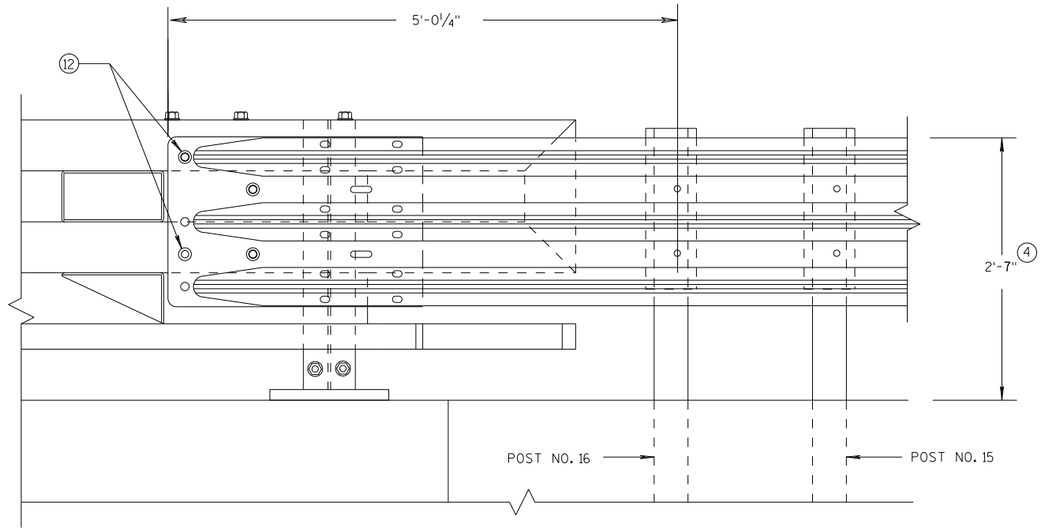
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS
FHWA

6

S.D.D. 14 B 45-5j

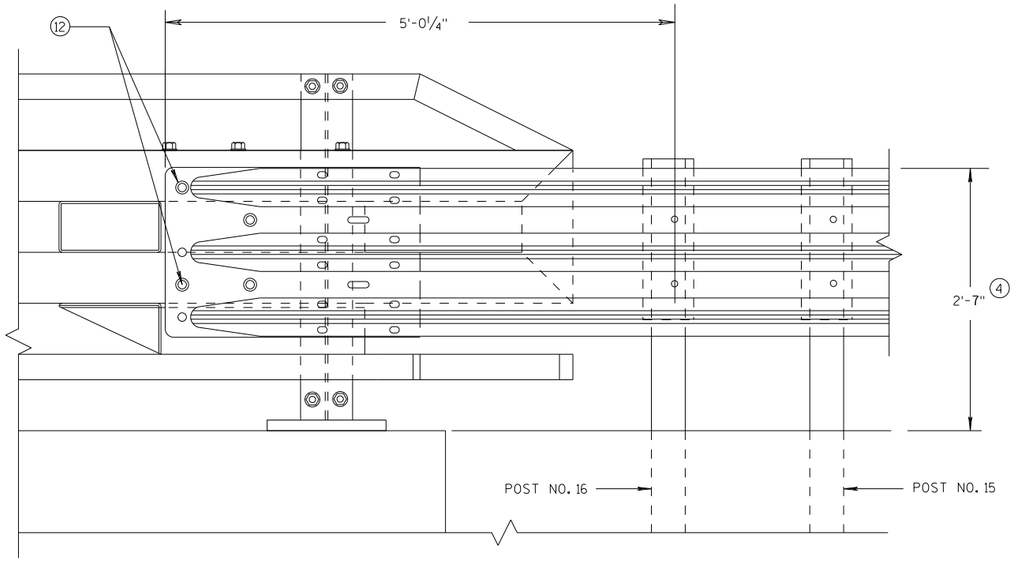
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

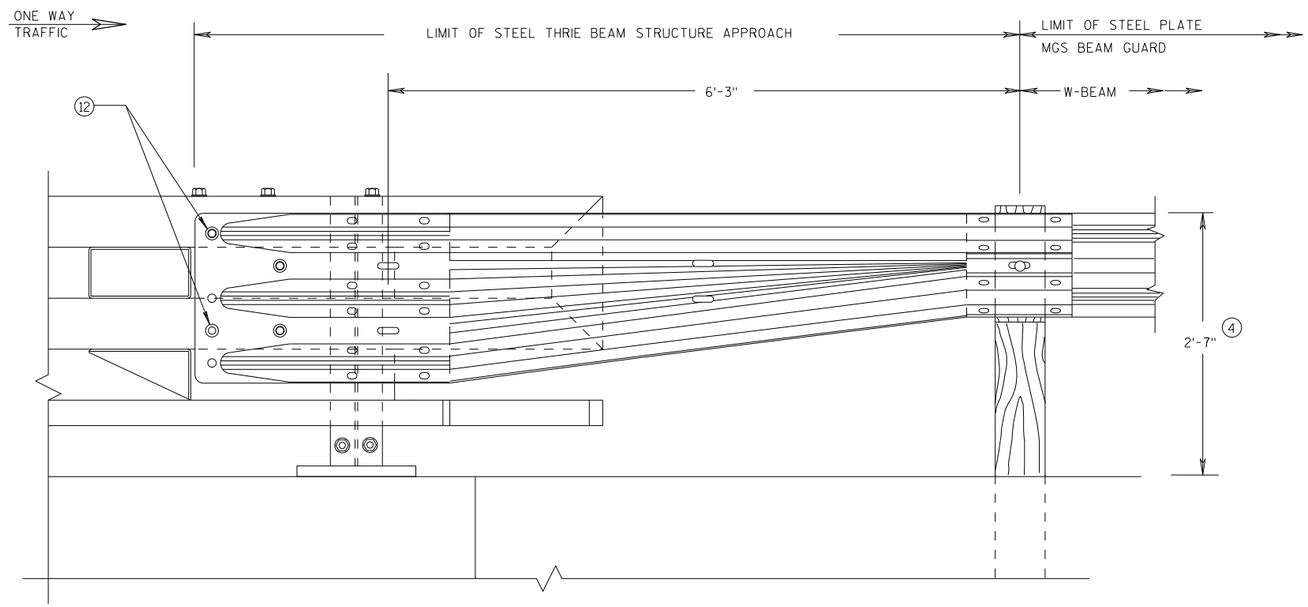
/S/ Rodney Taylor
ROADWAY STANDARDS D 448 NT
UNIT SUPERVIS

6

S.D.D. 14 B 45-5k

6

S.D.D. 14 B 45-5k



FRONT VIEW

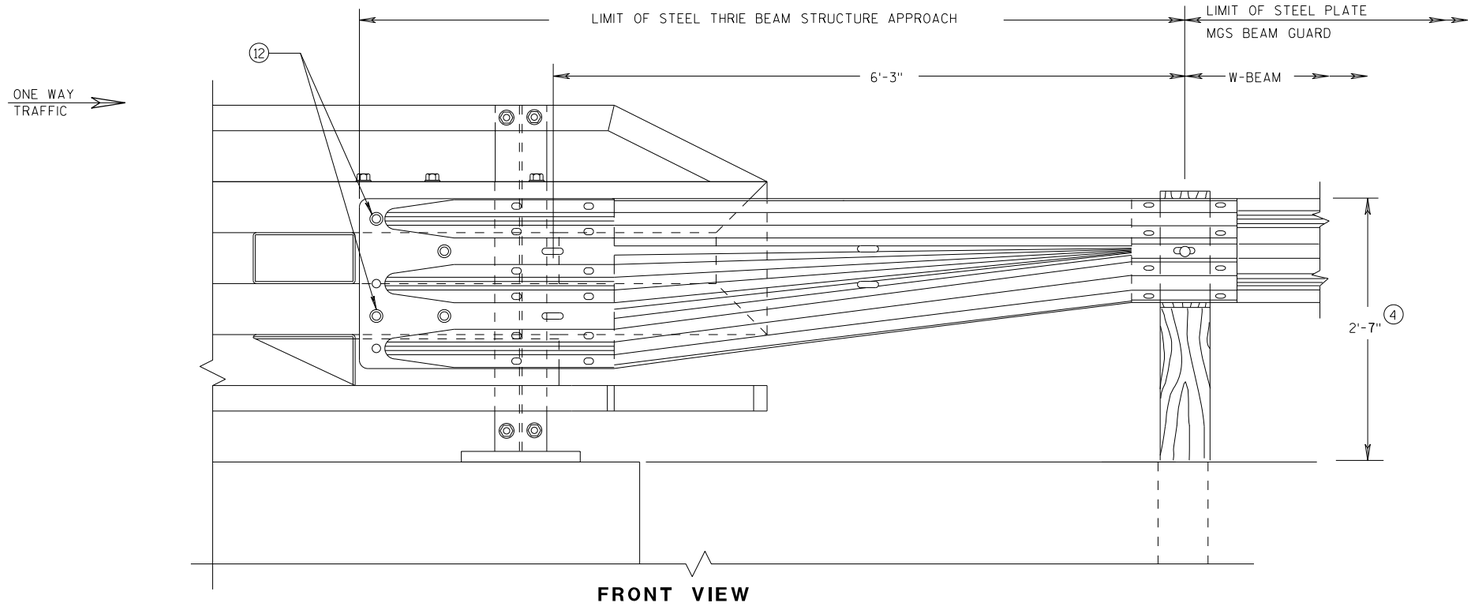
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

449

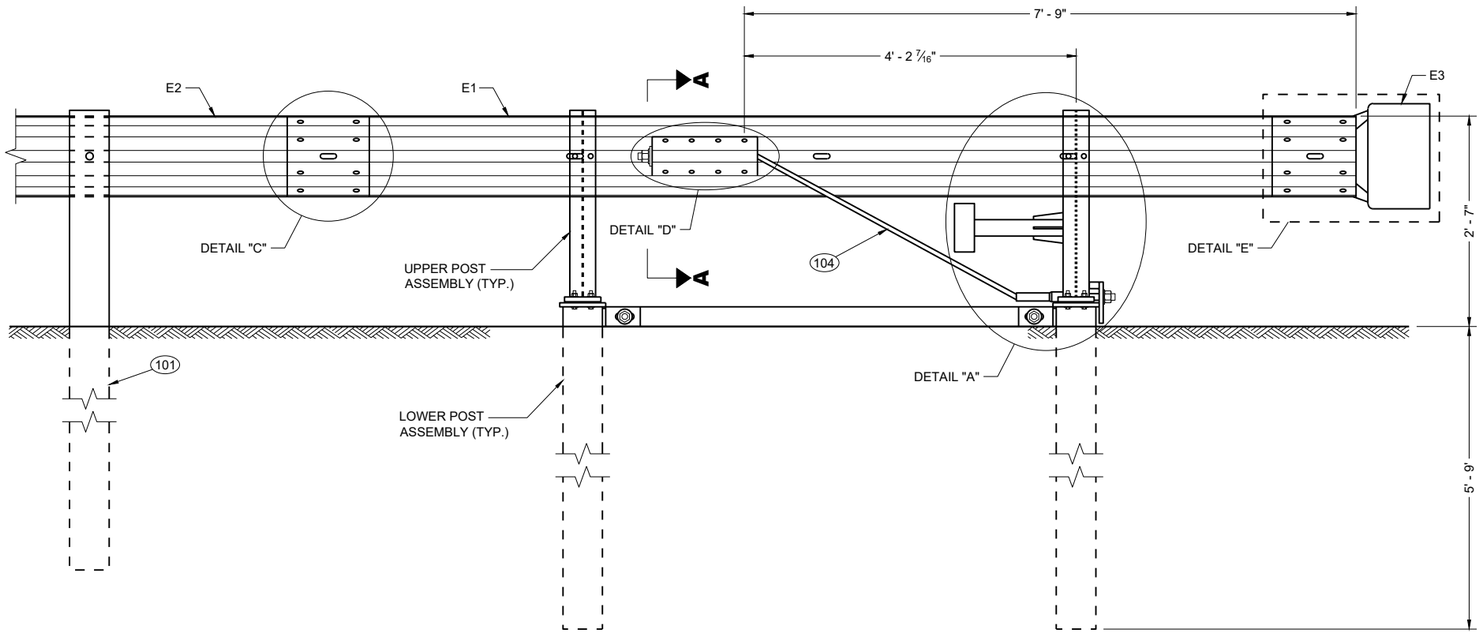
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S.D.D. 14 B 45-5L

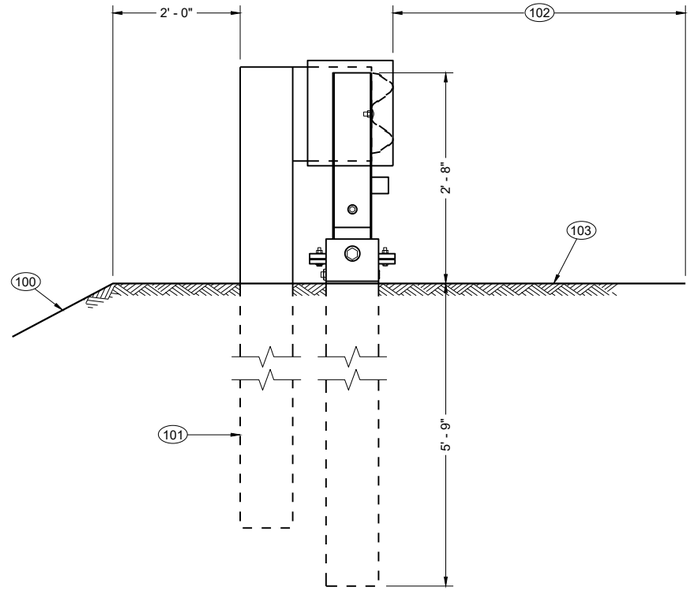
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S.D.D. 14 B 45-5L



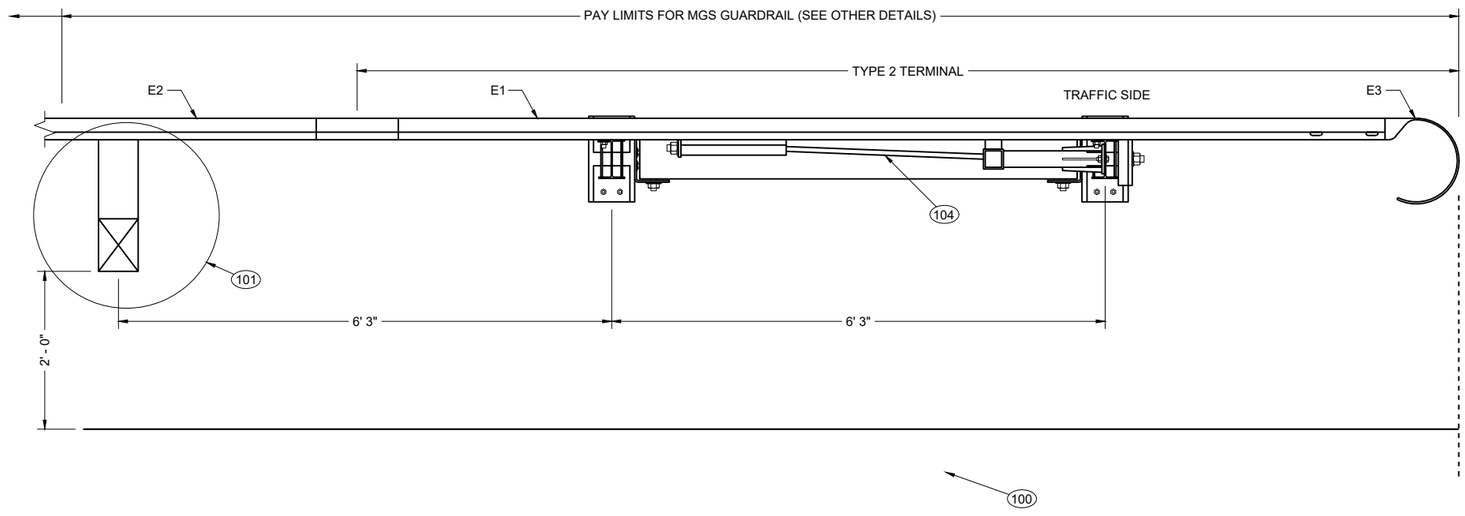
BACK VIEW

TYPE 2 TERMINAL



SIDE VIEW

TYPE 2 TERMINAL



TOP VIEW

TYPE 2 TERMINAL

GENERAL NOTES

SEE SDD 14B42 FOR MORE INFORMATION

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

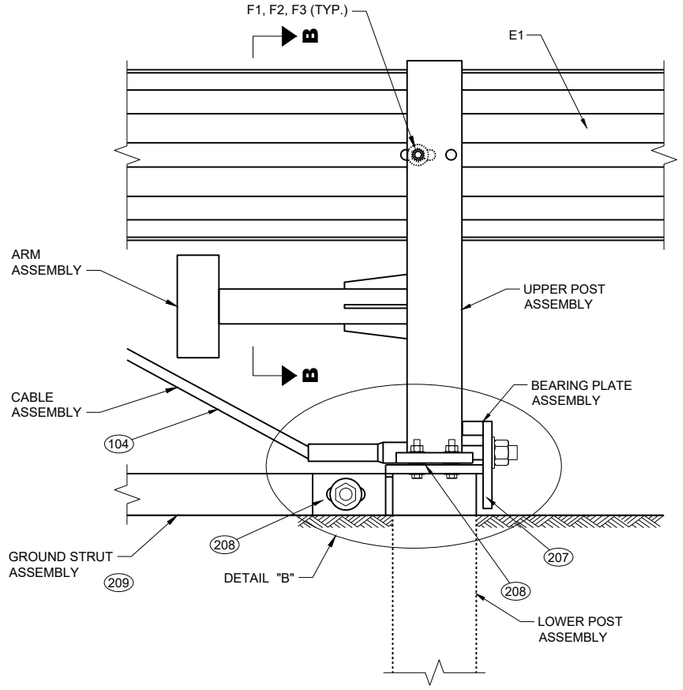
(103) MAXIMUM SLOPE IS 10:1.

(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

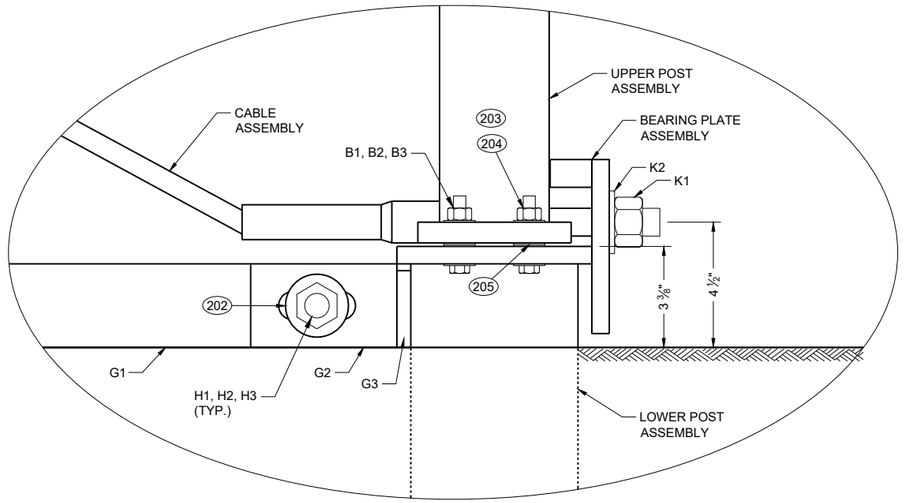
MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

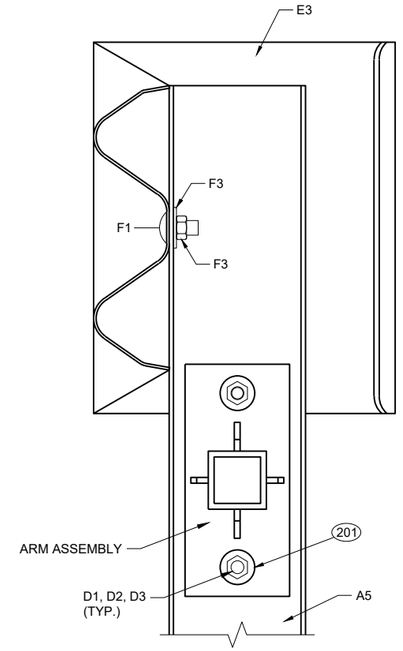
6
SDD 14B47-07a



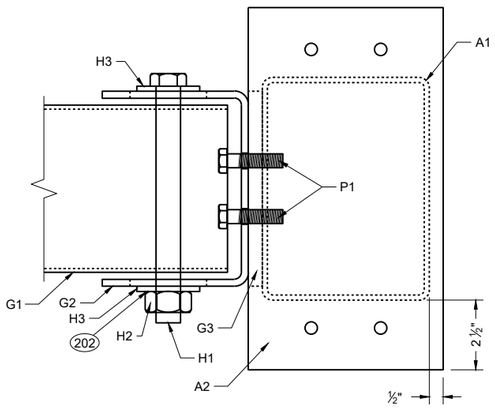
DETAIL "A"



DETAIL "B"

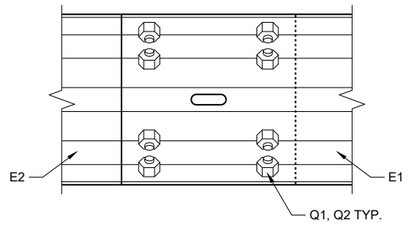


SECTION B - B

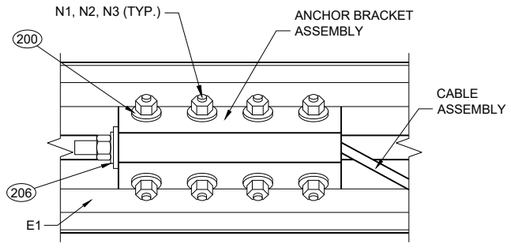


TOP VIEW

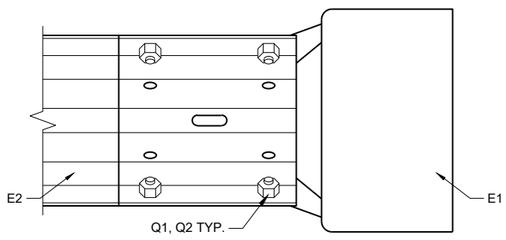
GROUND STRUT CONNECTION DETAIL



DETAIL "C"



DETAIL "D"



DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

207 NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

208 PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST ASSEMBLIES AND GROUND STRUT.

209 PREVENT OR REMOVE MATERIALS THAT IMPEDE REMOVAL OF GROUND STRUT.

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

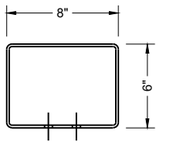
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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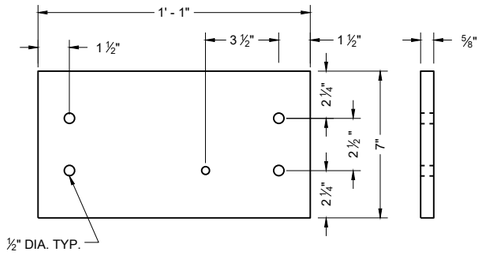
SDD 14B47-07b

GENERAL NOTES

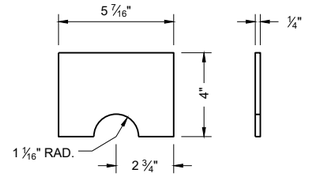
(300) TAP FOR 1/2" AFTER GALVANIZATION



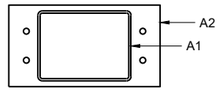
TOP VIEW



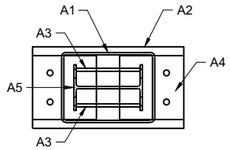
LOWER PLATE (A2)

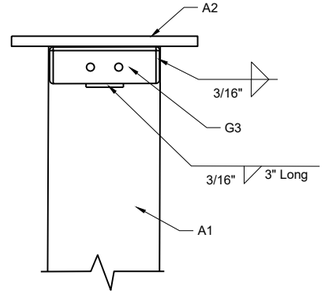


POST GUSSET (A3)

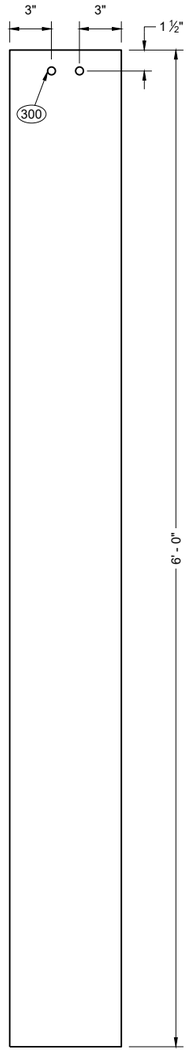


PLAN VIEW



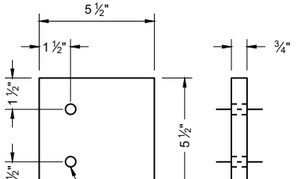


WELDING DETAIL
G3 AND A1

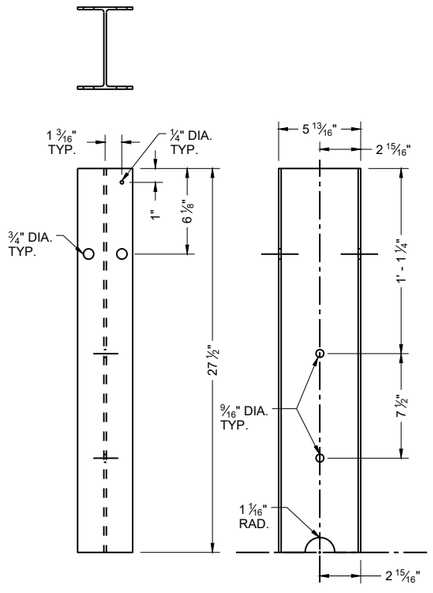


SIDE VIEW

FOUNDATION TUBE (A1)

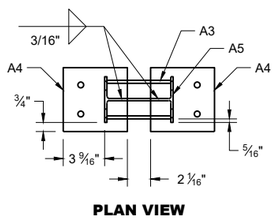


UPPER PLATE (A4)

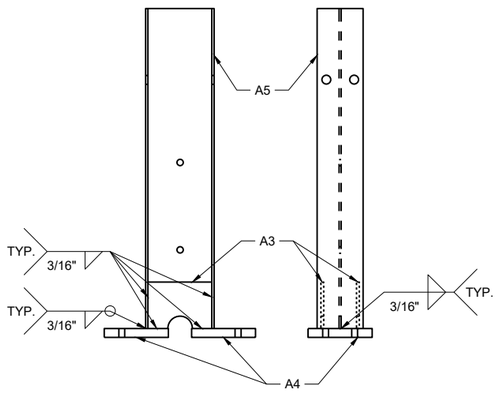


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

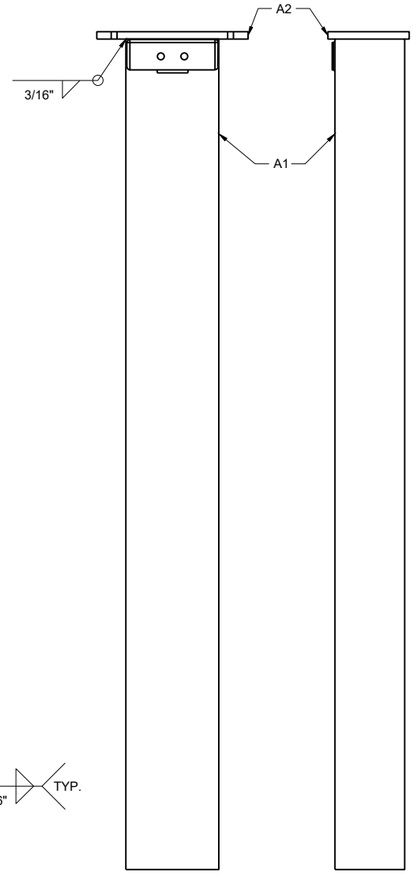


PLAN VIEW



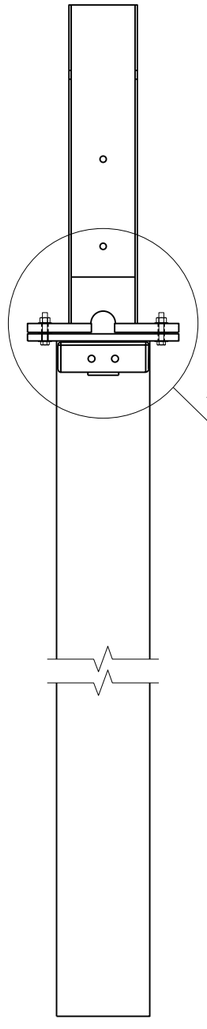
SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY

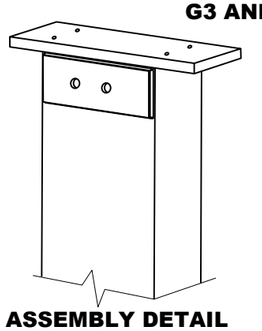


FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY

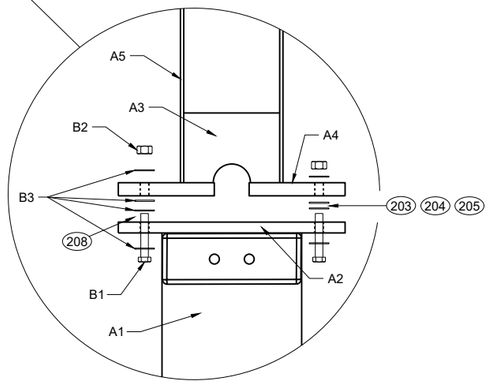


ASSEMBLED POST



ASSEMBLY DETAIL
ISOMETRIC

A1



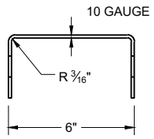
POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

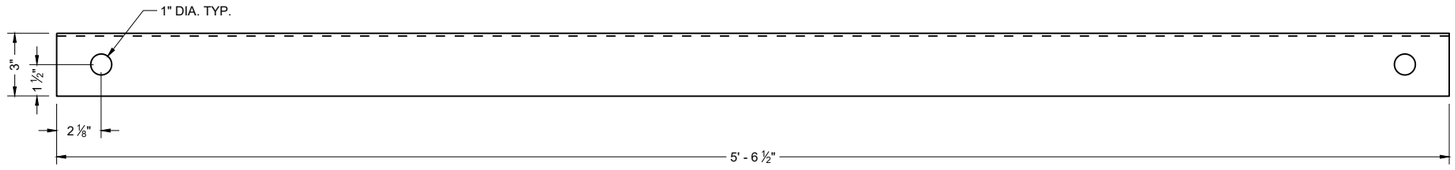
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B47-07c

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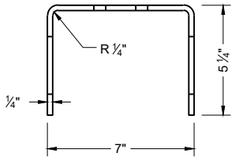


SIDE VIEW

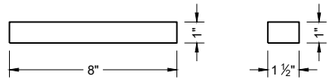


FRONT VIEW

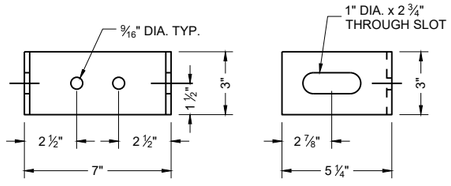
GROUND STRUT CHANNEL (G1)



TOP VIEW



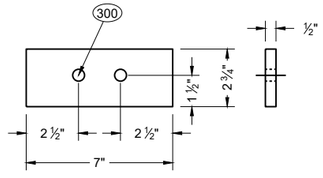
BEARING PLATE FLANGE (L2)



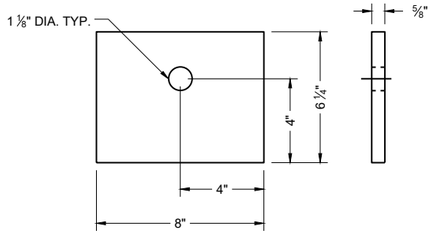
FRONT VIEW

SIDE VIEW

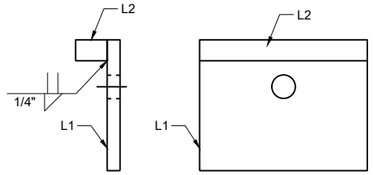
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)



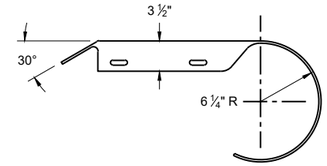
BEARING PLATE (L1)



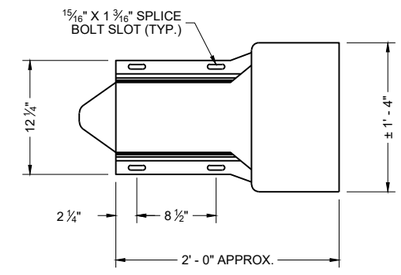
SIDE VIEW

FRONT VIEW

BEARING PLATE ASSEMBLY

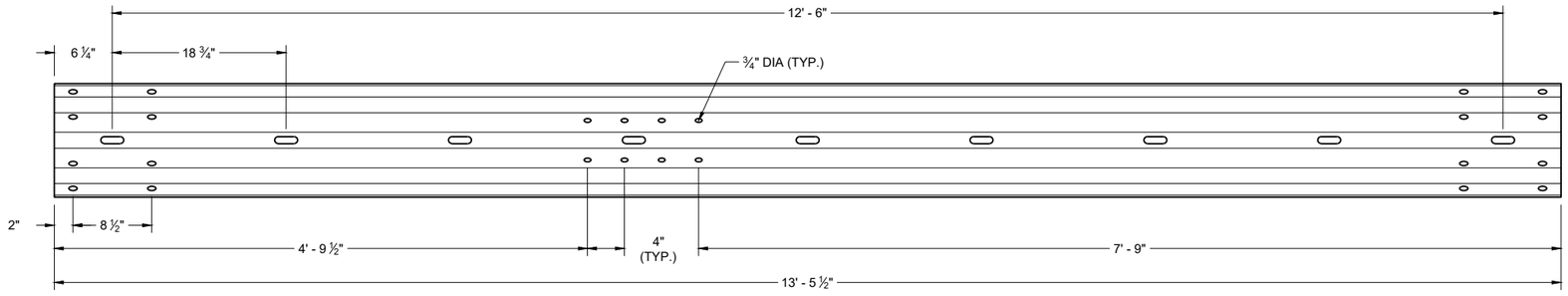


PLAN VIEW

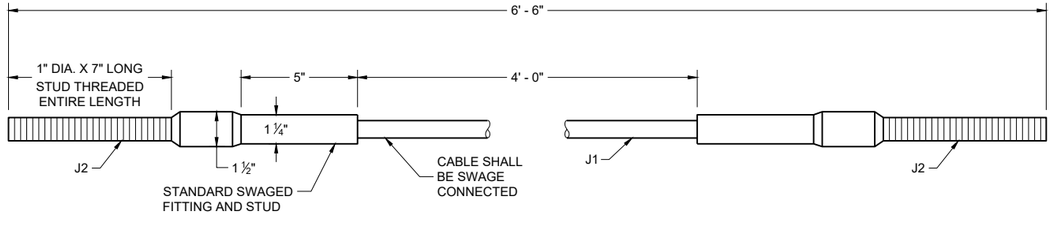


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



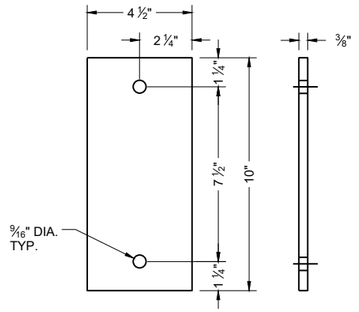
CABLE ASSEMBLY

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

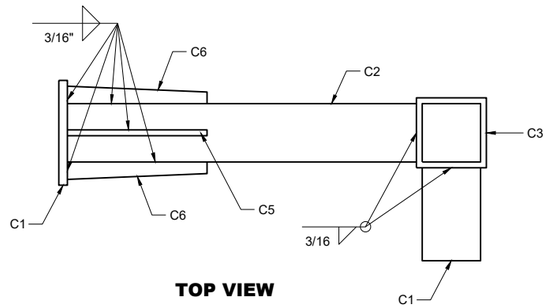
STATE OF WISCONSIN
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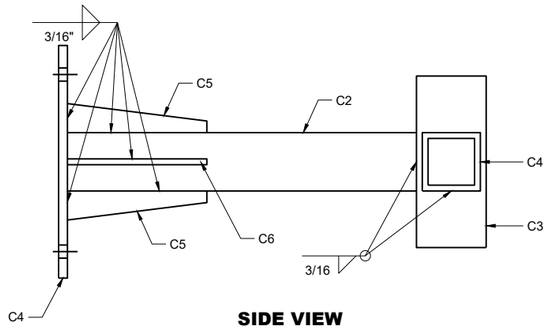
SDD 14B47-07d



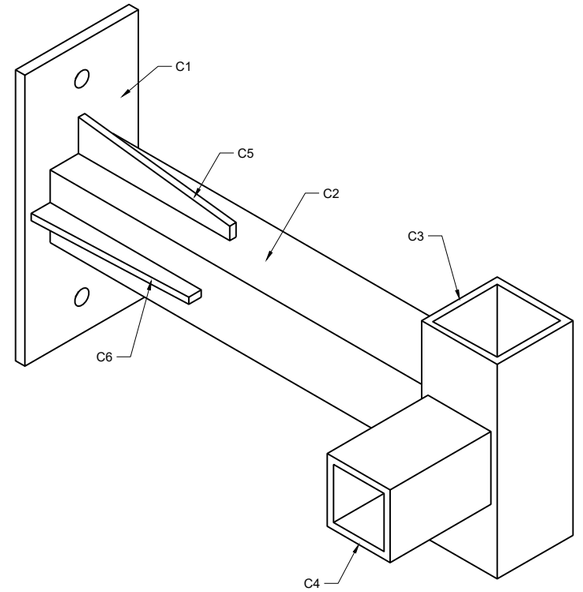
ARM PLATE (C1)



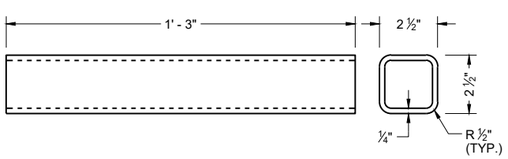
TOP VIEW
ARM ASSEMBLY



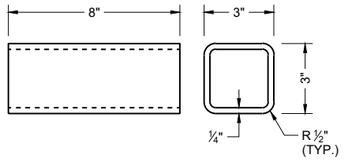
SIDE VIEW
ARM ASSEMBLY



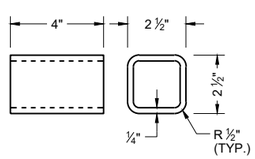
ISOMETRIC VIEW
ARM ASSEMBLY



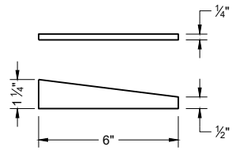
ARM TUBE 1 (C2)



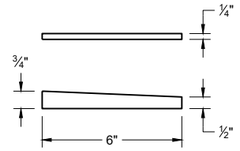
ARM TUBE 2 (C3)



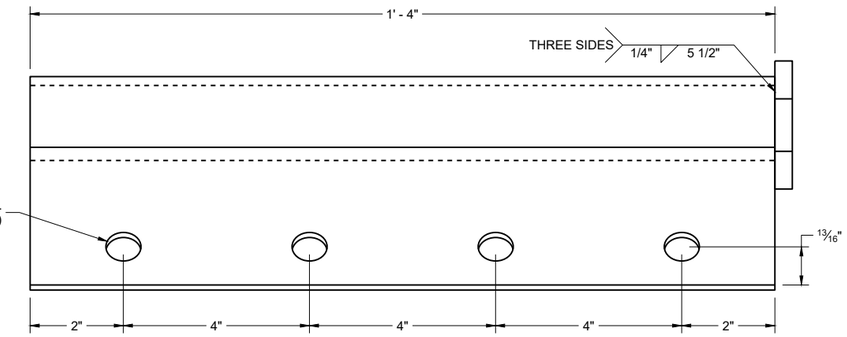
ARM TUBE 3 (C4)

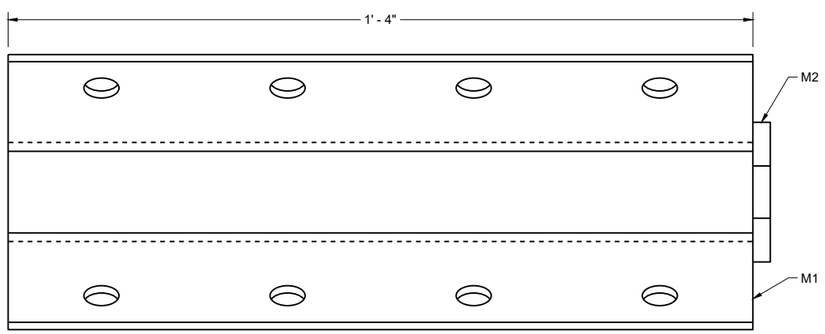


ARM GUSSET PLATE 1 (C5)

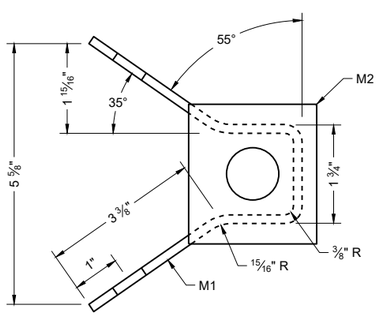


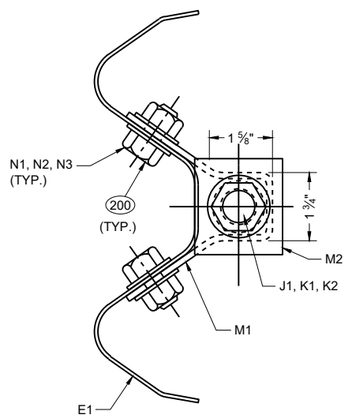
ARM GUSSET PLATE 2 (C6)

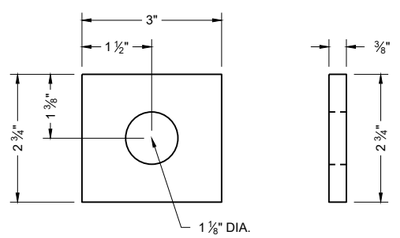




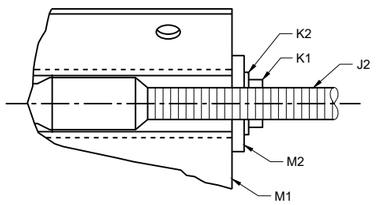
ANCHOR BRACKET (M1, M2)







ANCHOR BRACKET BEARING PLATE (M2)



SECTION A - A

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
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SDD 14B47-07e

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

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DEPARTMENT OF TRANSPORTATION

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SDD 14B47-07f

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.

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

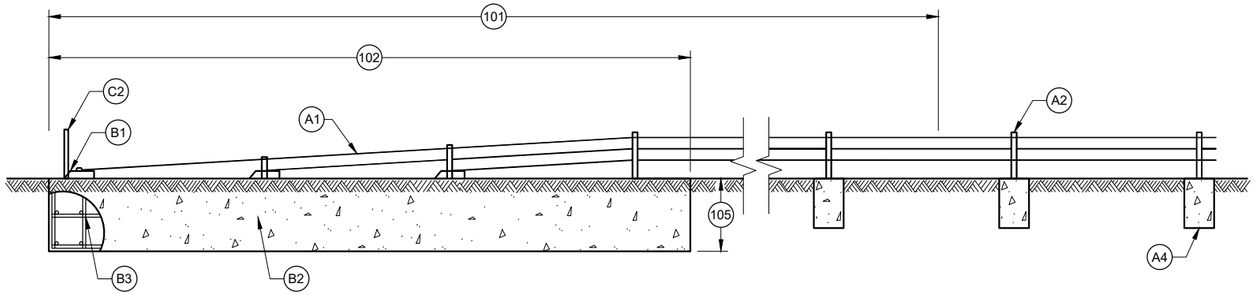
STATE OF WISCONSIN
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APPROVED
June 2025 — DATE
/S/ Rodney Taylor — <position>

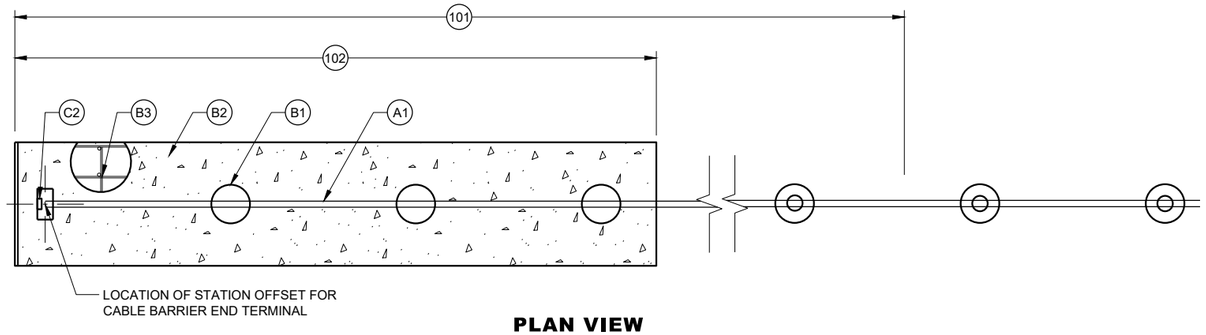
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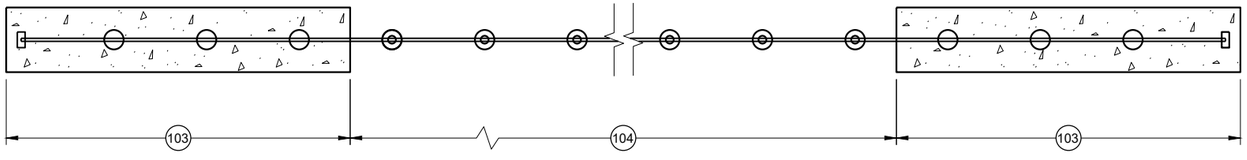


PROFILE VIEW

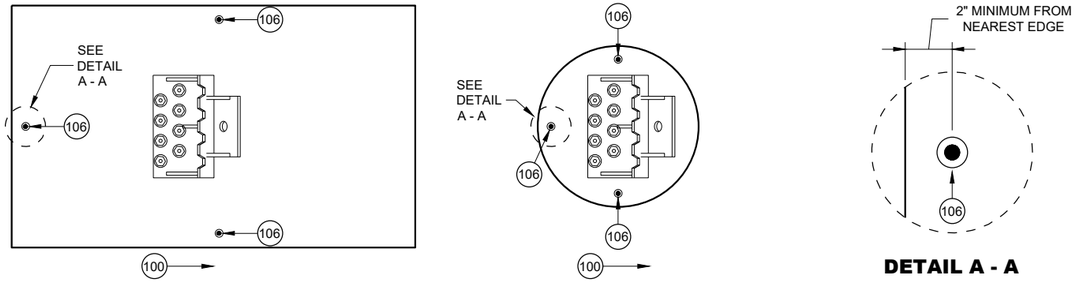


PLAN VIEW

TRANSITION FROM CABLE BARRIER TERMINAL TO CABLE BARRIER LINE POSTS



TYPICAL PLAN VIEW



DETAIL A - A

ANCHOR MONITOR POINTS FOR CABLE BARRIER END TERMINAL ANCHORS

GENERAL NOTES

DRAWINGS ARE GENERAL IN NATURE. SEE MANUFACTURER'S INFORMATION FOR MORE DETAIL.

PROVIDE 2 INCH CLEAR COVER FROM OUTER EDGE OF CONCRETE FOOTINGS TO REINFORCEMENT.

INSTALL LINE POSTS PLUMB. LINE POSTS ARE TO BE EASILY REMOVED BY HAND AND HOLD CABLES AT THE PROPER ELEVATION.

PROVIDE CABLE BARRIER SYSTEM FROM APPROVED PRODUCT LIST.

PROVIDE A SYSTEM TO HAVE THE WORKING WIDTH INDICATED IN PLAN.

PROVIDE DOCUMENTATION HOW POST SPACING, RADIUS OF CURVE AND ANCHOR SPACING INFLUENCES WORKING WIDTH TO CONSTRUCTION STAFF.

CONSTRUCT SHAFTS VERTICALLY. VERTICAL TOLERANCE OF SHAFT IS $\frac{1}{8}$" PER FOOT OF DEPTH. SHAFTS ARE TO MINIMIZE DISTURBANCE TO ADJACENT SOILS.

SECURE STEEL REINFORCEMENT AND STEEL SLEEVE PRIOR TO PLACEMENT OF CONCRETE. MAINTAIN CLEAR DISTANCE BETWEEN SOIL AND REINFORCEMENT CAGE.

PLACE CONCRETE IN ONE CONTINUOUS POUR FOR EACH FOOTING. USE VIBRATION TO CONSOLIDATE CONCRETE.

PROVIDE CASING AS NECESSARY TO PREVENT INTRUSION OF UNCONSOLIDATED MATERIALS OR WATER. USE CASINGS WHEN THERE IS 3 OR MORE INCHES OF WATER IN EXCAVATION.

PROVIDE WISCONSIN PROFESSIONAL ENGINEER SIGNED AND APPROVED FOOTING DESIGN USING A CASING AND CONSTRUCTION SEQUENCE. PROJECT ENGINEER WILL REVIEW AND APPROVED CASING DESIGN AND CONSTRUCTION SEQUENCE. CASING IS TO HAVE INTIMATE CONTACT WITH SHAFT SIDEWALL. CASING IT TO WITHSTAND INSERTION STRESS, REMOVAL STRESS, CONCRETE PRESSURE AND SOIL PRESSURE. REMOVE CASING DURING CONCRETE PLACEMENT OR IMMEDIATELY AFTER CONCRETE PLACEMENT. NO TEMPORARY CASING MAY REMAIN IN-PLACE.

PROVIDE WISCONSIN PROFESSIONAL ENGINEER SIGNED AND APPROVED FOOTING DESIGN AND CONSTRUCTION SEQUENCE WHEN OVER EXCAVATION IS REQUIRED NEAR A FOOTING. PROJECT ENGINEER WILL REVIEW AND APPROVED DESIGN AND CONSTRUCTION SEQUENCE.

FINISH TOP OF FOOTINGS TO THE DIMENSIONS INDICATED IN PLAN. REMOVE EXCESS CONCRETE.

DESIGN POST FOOTINGS SO THAT LINE POST FOOTING MOVE LESS THAN 1 INCH WHEN LINE POST IS IMPACTED BY A NCHRP 350 TL-3 SMALL CAR.

USE MARINE GRADE ANTI-SEIZE LUBRICANT FOR THREADING FITTINGS THAT IS ACCEPTABLE FOR USE ON GALVANIZED STEEL.

(100) DIRECTION THAT THE CABLE PULLS THE END ANCHOR FOOTING

(101) LOCATION OF LENGTH OF NEED POINT FOR CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(102) PAY LIMIT FOR CABLE BARRIER END TERMINAL. LENGTH OF CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(103) CABLE BARRIER END TERMINAL

(104) CABLE BARRIER AND LINE POSTS

(105) IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.

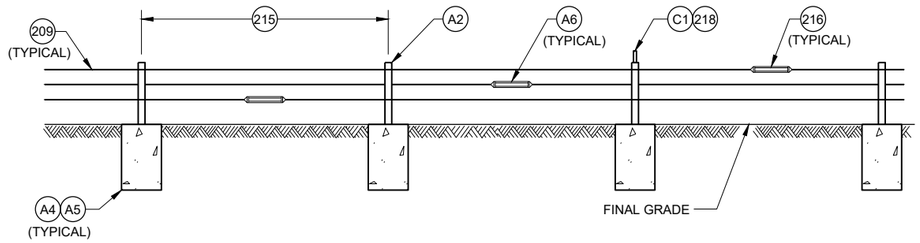
(106) ANCHOR MONITOR POINTS ARE GALVANIZED SURVEY NAIL, OR MASONRY NAIL, PLACED INTO CONCRETE FOOTING BEFORE HARDENING. IF THERE ARE MULTIPLE ANCHOR POINTS WITHIN A PAY LIMIT FOR A CABLE BARRIER END TERMINAL, EACH ANCHOR POINT NEEDS THREE ANCHOR MONITOR POINTS.

CABLE BARRIER TYPE 1 LAYOUT

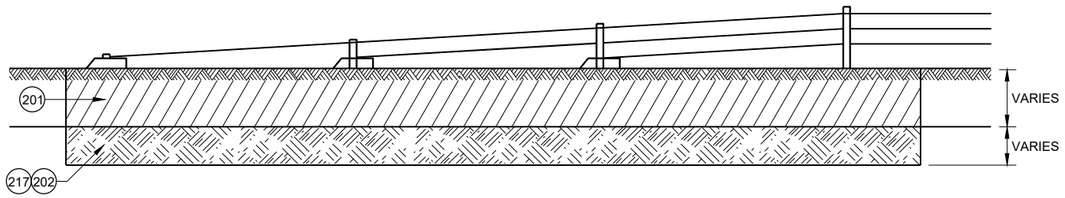
STATE OF WISCONSIN
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PROFILE VIEW
LINE POST INSTALLATION



CABLE BARRIER END TERMINAL ROCK EXCAVATION DETAIL

GENERAL NOTES

201 SOIL TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES)

202 ROCK TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES)

203 SOIL TO BE EXCAVATED FOR LINE POST (VARIES)

204 ROCK TO BE EXCAVATED FOR LINE POST (VARIES)

205 EXCAVATE AND GRADE LINE FOR LINE POST FOOTINGS. INSTALL LINE POST FOOTING TO MINIMIZE 4 INCH TALL OBJECT ON 5 FOOT CHORD.

206 2 INCHES OF CLEAR COVER FROM EDGE OF CONCRETE TO REINFORCEMENT.

207 DIAMETER OF LINE POST FOOTING VARIES. SEE MANUFACTURERS' INFORMATION.

208 MINIMUM DEPTH OF LINE POST FOOTING IS 4' - 0" IN SOIL. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.

209 NUMBER AND LOCATION OF CABLES VARY. SEE MANUFACTURERS' INFORMATION.

210 LINE POST DIMENSIONS AND CONNECTION HARDWARE VARY. SEE MANUFACTURERS' INFORMATION.

211 LANE OF ROADWAY (VARIES). SEE PLAN FOR MORE INFORMATION.

212 PAVED SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

213 GRAVEL SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

214 CABLE BARRIER OFFSET FROM CENTERLINE OF MEDIAN DITCH (8 FOOT MINIMUM). SEE PLAN FOR MORE INFORMATION.

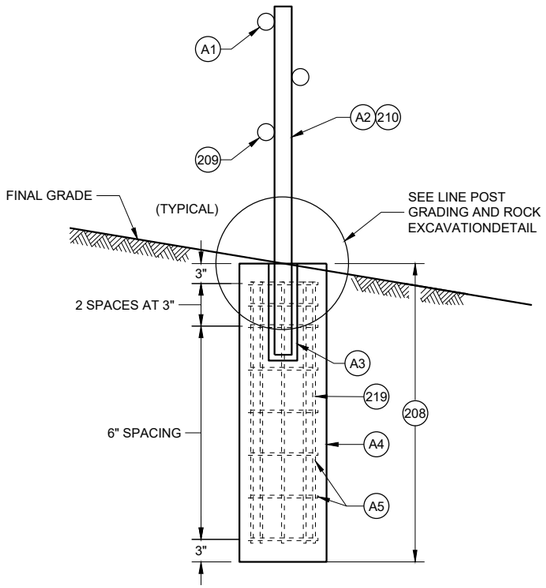
215 MAXIMUM POST SPACING IS 15 FEET.

216 STAGGER TURNBUCKLES (TYPICAL).

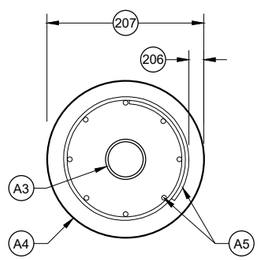
217 SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.

218 LINE POST DELINEATOR SPACING IS 100 FEET.

219 MINIMUM LINE POST FOOTING REINFORCEMENT SHOWN. MANUFACTURER IS TO INDICATE REINFORCEMENT IS ADEQUATE FOR THEIR SYSTEM. IF REINFORCEMENT IS NOT ADEQUATE, PROVIDE FOOTING DESIGN WITH A ADEQUATE REINFORCEMENT.

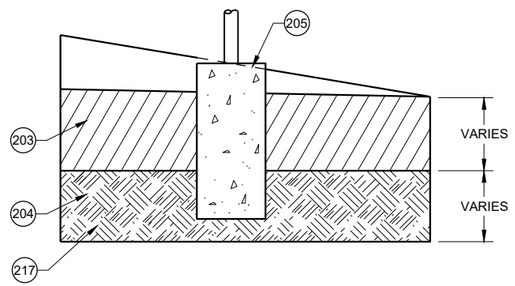


CROSS SECTION

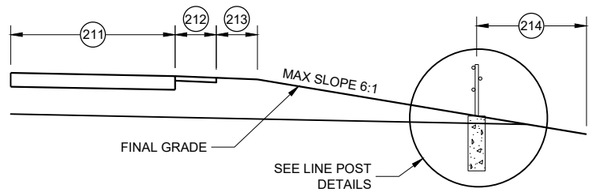


PROFILE VIEW
(LINE POSTS AND CABLES NOT SHOWN)

LINE POST DETAILS



LINE POST GRADING AND ROCK EXCAVATION DETAIL



CABLE BARRIER OFFSET FROM DITCH LINE

CABLE BARRIER TYPE 1 LAYOUT

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BILL OF MATERIALS

PART NUMBER	QTY.	DESCRIPTION	MATERIALS SPECIFICATIONS
A1	3 OR 4	¾" 3x7 PRESTRECHED GALVANIZED STEEL WIRE ROPE	AASHTO M30 TYPE 1 CLASS A OR ASTM A741 TYPE 1 CLASS A WITH MINIMUM BREAKING STRENGTH = 39 KIPS (173.5 KN)
A2	1 PER LINE POST	GALVANIZED REMOVABLE STEEL LINE POST	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
			ASTM A123 (GALVANIZATION).
A3	1 PER LINE POST	GALVANIZED STEEL SLEEVE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
			ASTM A123 (GALVANIZATION).
A4	VARIES	CONCRETE FOR LINE POST FOOTING	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2 OR AS MANUFACTURER SPECIFIES.
			STANDARD SPECIFICATION 716 QMP FOR CLASS II ANCILLARY CONCRETE
			SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
A5	MINIMUM REINFORCEMENT: 8 HORIZONTAL LOOP BARS 8 VERTICAL BARS	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
			ALL BARS ARE NO. 4 BARS
A6	VARIES	TURNBUCKLES AND OTHER CABLE CONNECTING HARDWARE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
			MINIMUM BREAKING STRENGTH OF TURNBUCKLES AND CONNECTION HARDWARE IS EQUAL TO CABLE.
			TURNBUCKLES AND OTHER CABLE CONNECTION HARDWARE IS FIELD SWAGED PER MANUFACTURER'S RECOMMENDATION AND DETAILS.
			PROVIDE DOCUMENTATION THAT THE FITTINGS ARE STRONGER THAN THE CABLE BARRIER. DOCUMENTATION IS TO INCLUDE: MANUFACTURER NAME, TESTING RESULTS, AND DATE OF TESTING.
B1	VARIES	CABLE CONNECTION TO CABLE BARRIER END TERMINAL	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
B2	VARIES	CONCRETE FOR CABLE BARRIER END TERMINAL	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2.
			STANDARD SPECIFICATION 716 QMP FOR CLASS II ANCILLARY CONCRETE
B3	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
C1	VARIES	LINE POST DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVED PRODUCT LIST YELLOW.
C2	VARIES	CABLE BARRIER END TERMINAL DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVED PRODUCT LIST OBJECT MARKER TYPE 3 PATTERN

6

CABLE BARRIER TYPE 1 LAYOUT

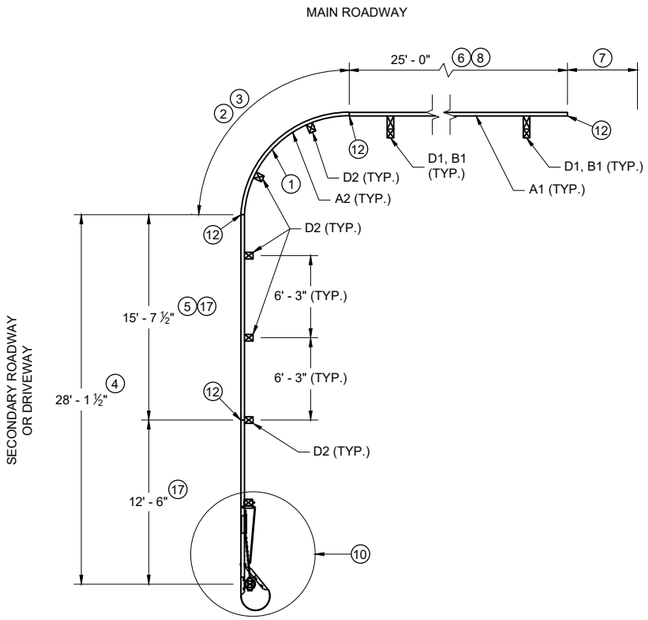
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

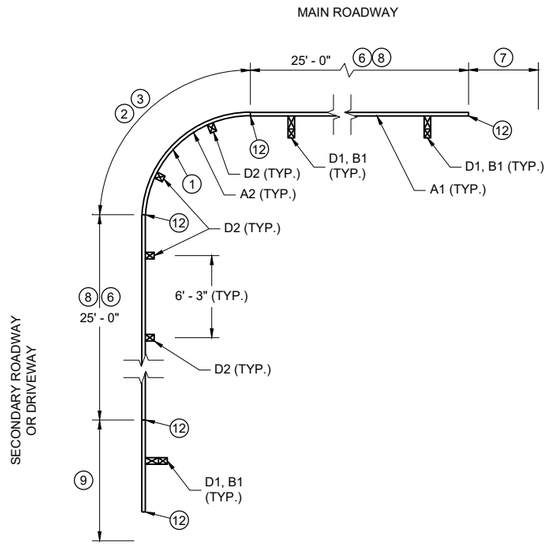
FHWA

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PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

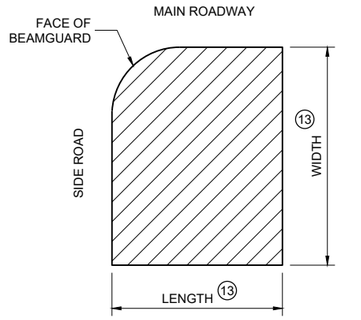


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY

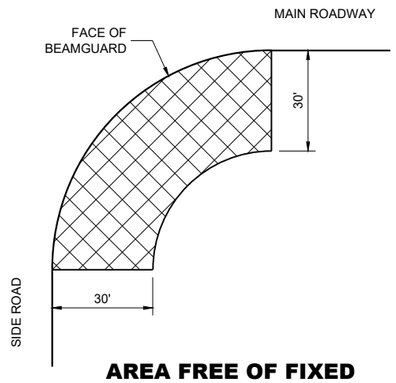
TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



16

AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (17).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

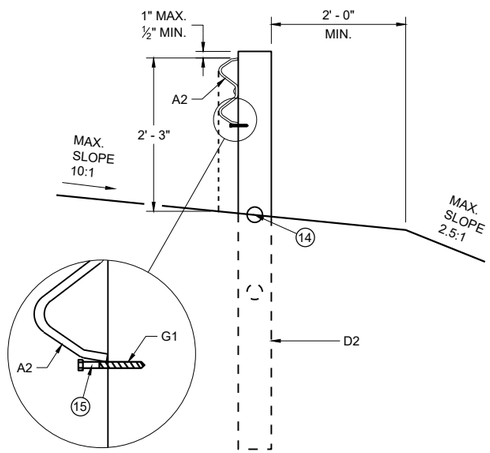
(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾ " ABOVE FINISHED GROUND ±1".

(15) DRILL POST 15/64 " DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

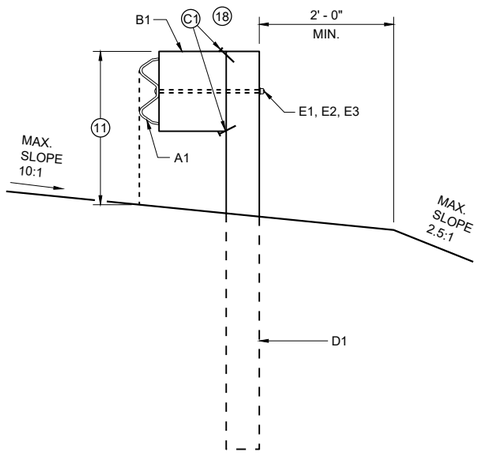
(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

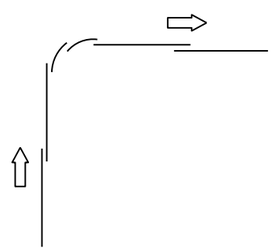
(18) INITIAL 1 NAIL AT EACH CORNER OF THE BLOCK TO CONNECT BLOCKS.



CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION



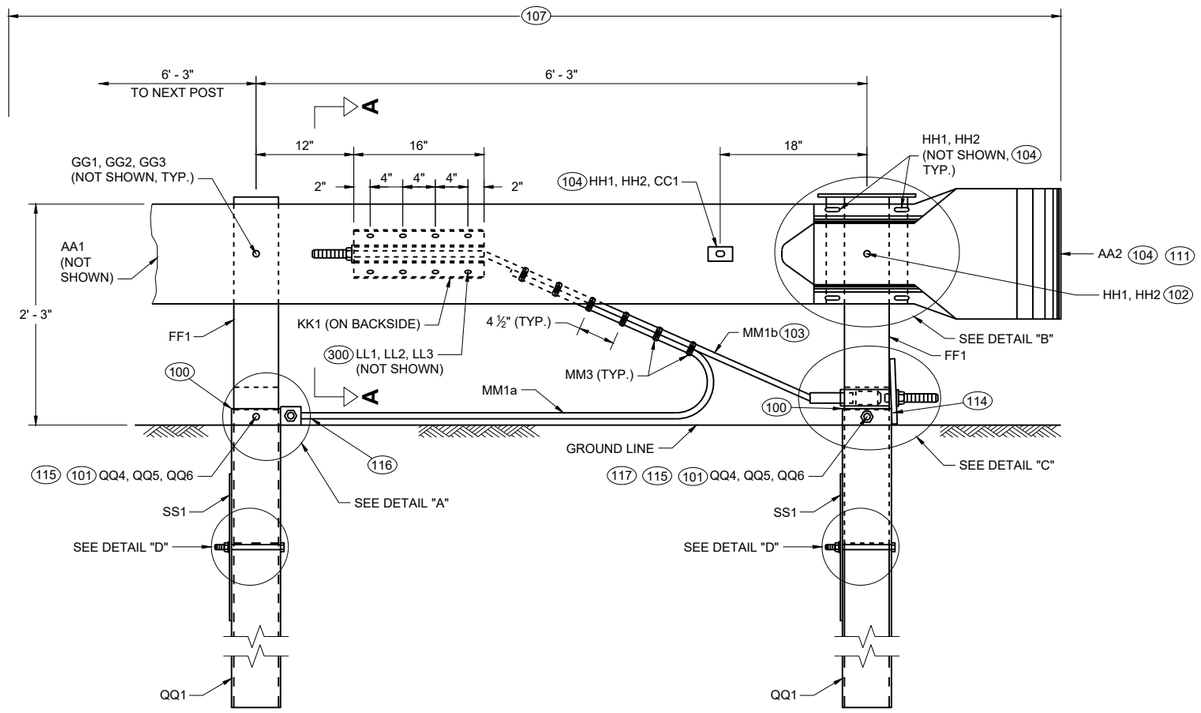
LAP SPLICE DETAIL

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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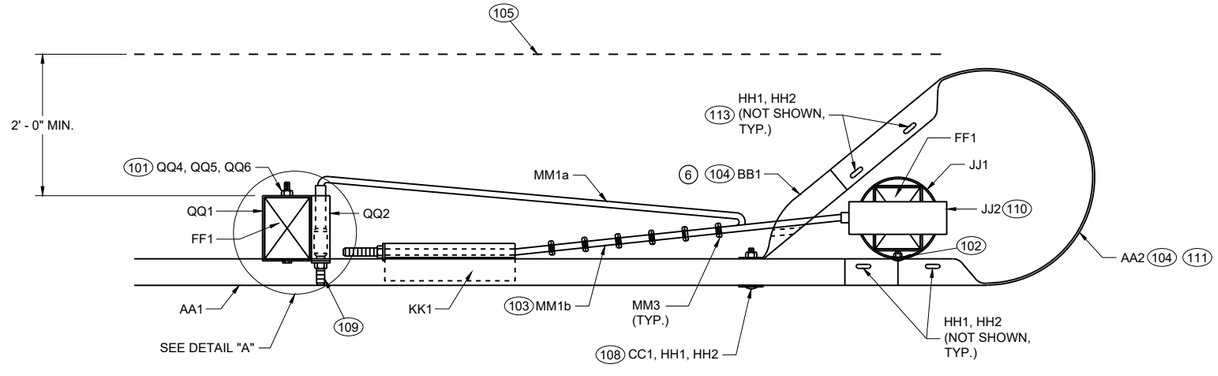
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PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

(100) TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

(101) WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

(102) SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

(103) CABLE IS TAUT.

(104) ADJUST AA2 AND BB1 TO FIT.

(105) BREAK POINT OF SHOULDER.

(106) TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

(107) PAY LIMIT FOR BEAM GUARD.

(108) SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

(109) CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS 1/2" TOLERANCE). DEBURR AFTER CUTTING.

(110) SEE STEEL PIPE ASSEMBLY DETAILS.

(111) ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

(112) FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

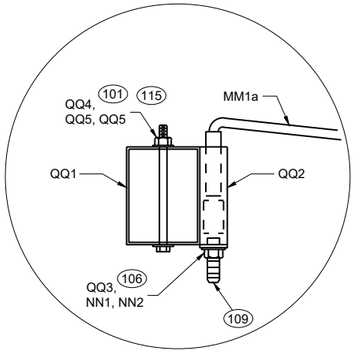
(113) FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.

(114) NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

(115) PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST AND SOIL TUBE.

(116) PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLT. PLACE CABLE ON TOP OF MATERIAL.

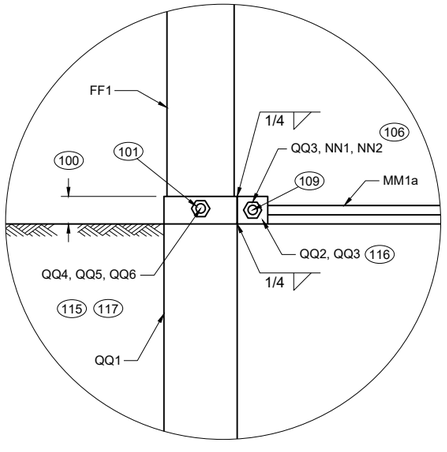
(117) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

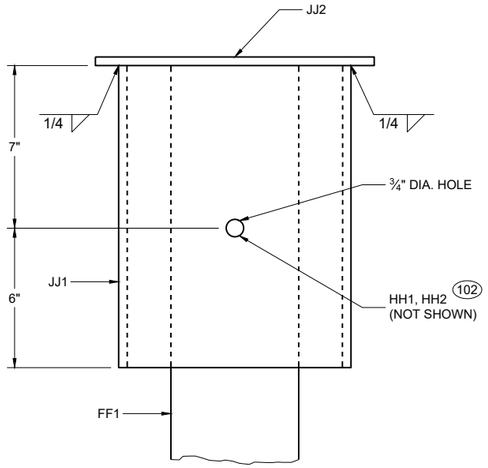
SDD 14B53-04b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

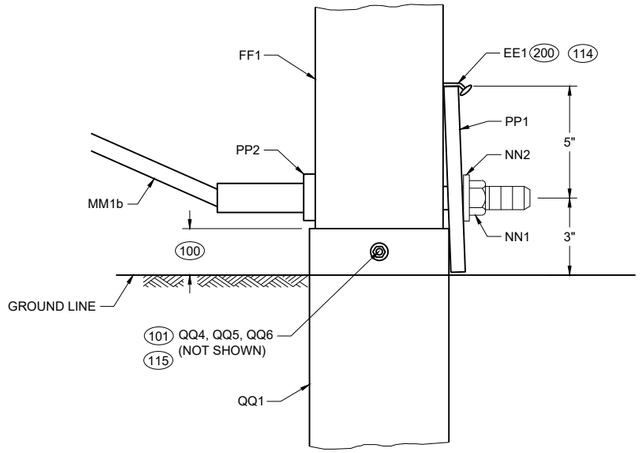
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



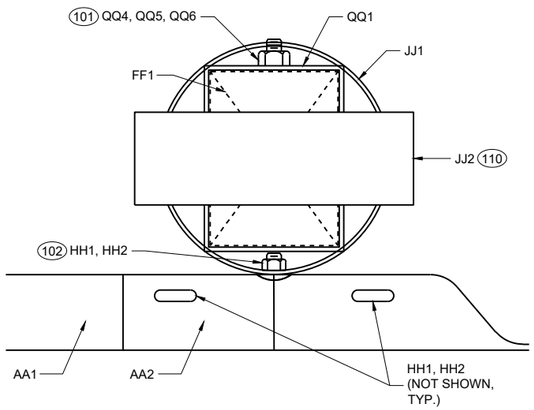
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



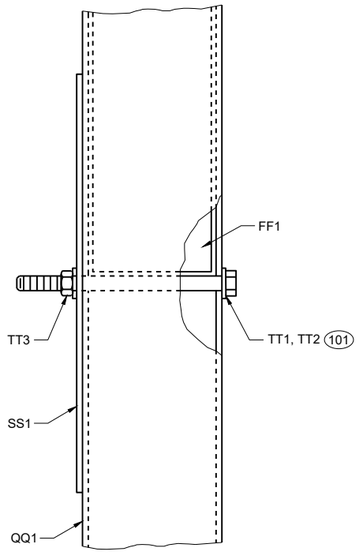
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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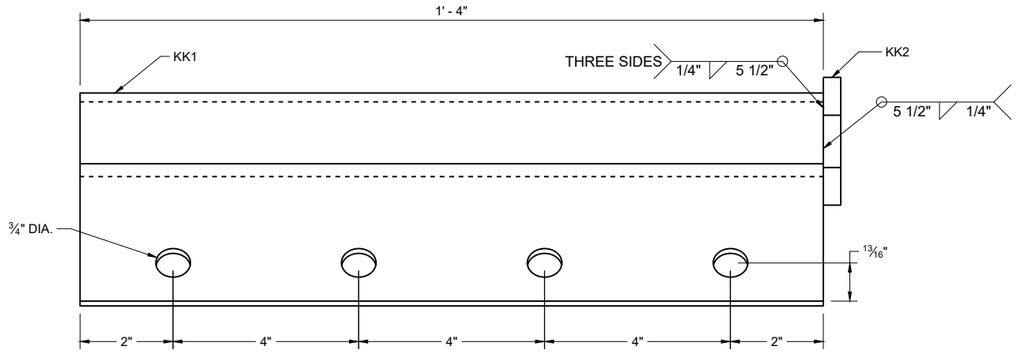
SDD 14B53-04c

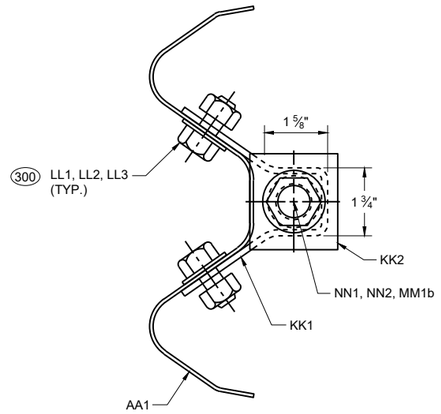
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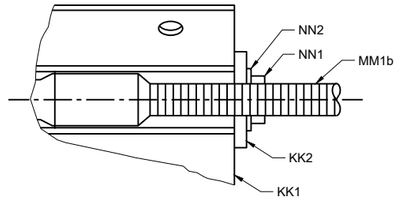
SDD 14B53-04c

GENERAL NOTES

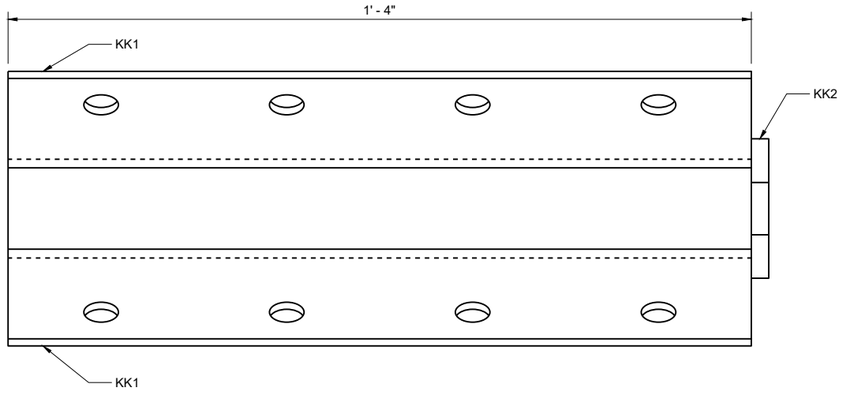
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

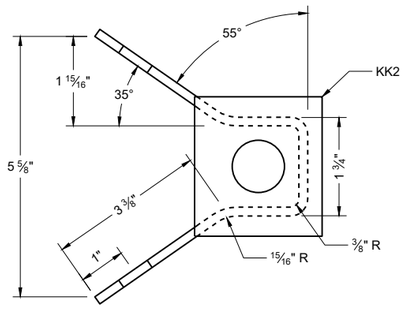




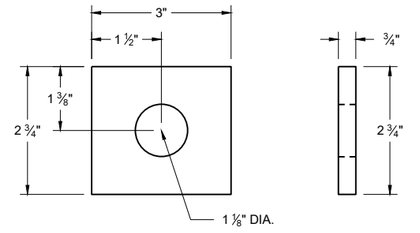


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

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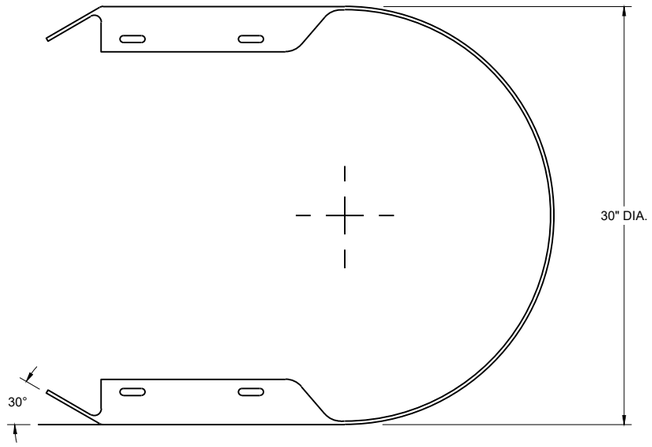
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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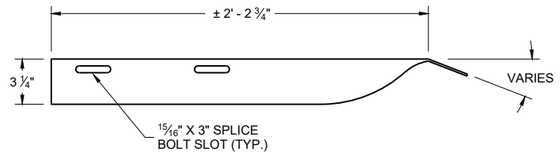
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

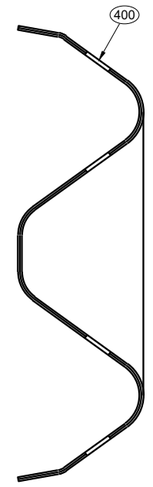
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



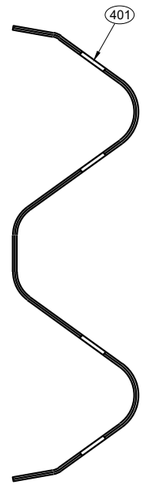
TOP VIEW



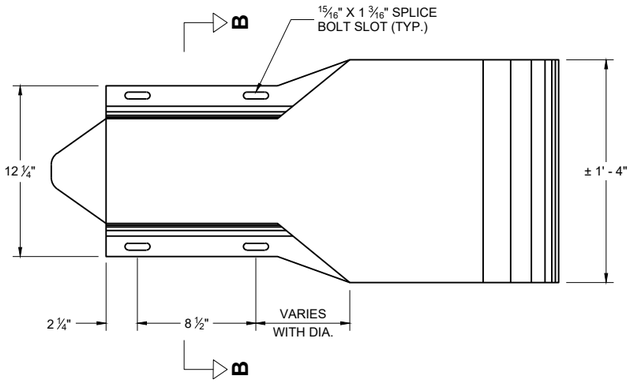
TOP VIEW



SECTION B -B

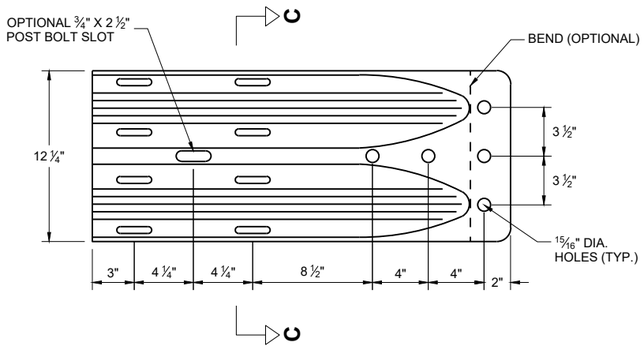


SECTION C -C



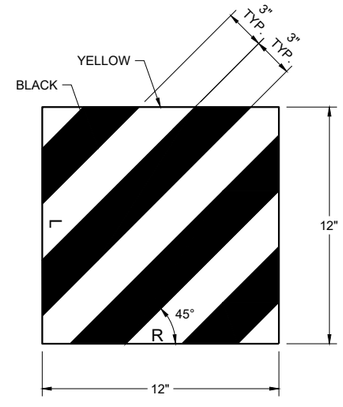
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)

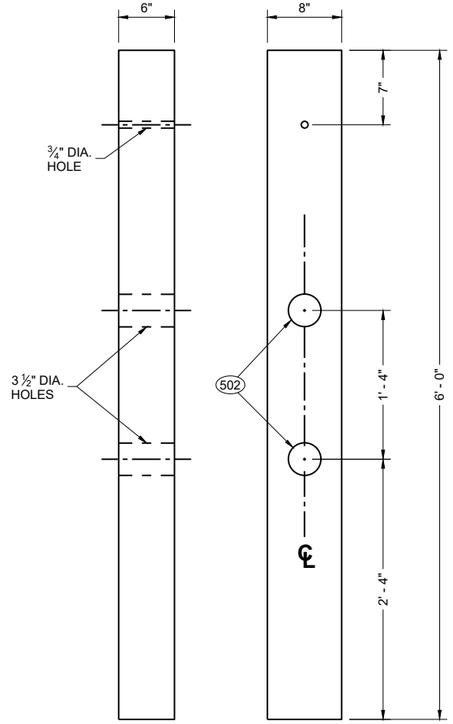


REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

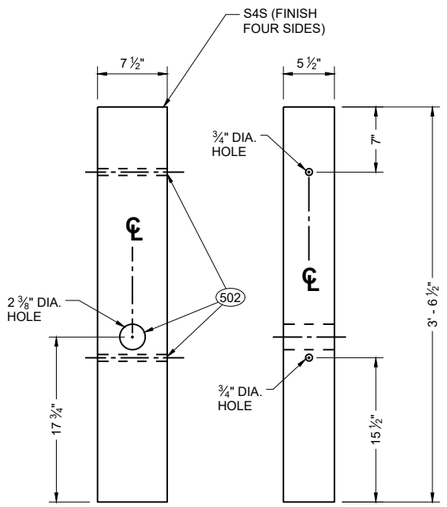
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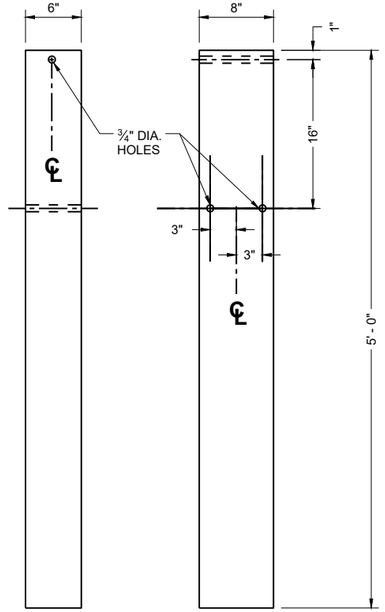
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

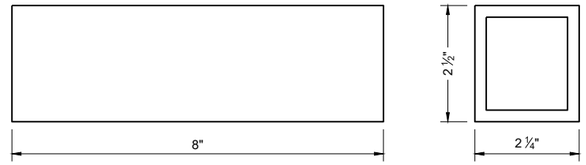
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

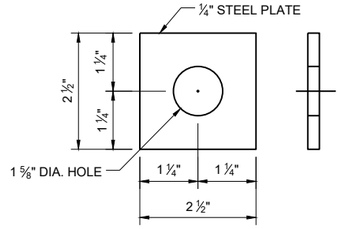
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

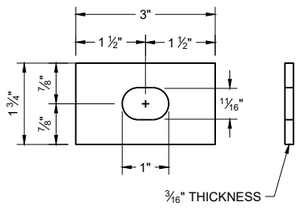
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109)



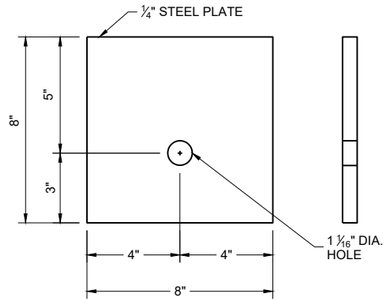
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



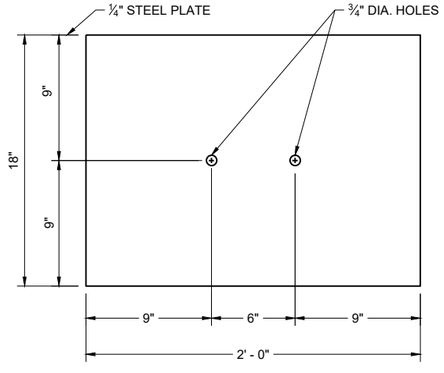
ANCHOR CABLE TUBE END PLATE (QQ3)



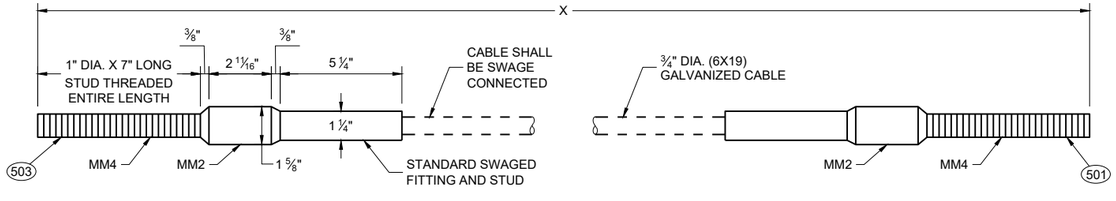
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53-04g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	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	DIMENSIONS 3/8" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	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	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	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	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	3/4"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	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	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	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	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	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	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

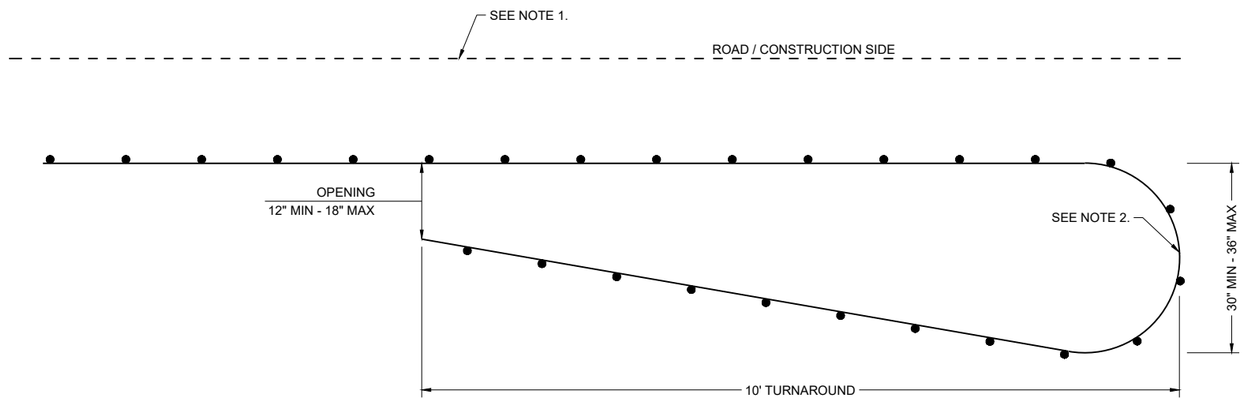
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6 SDD 14B53-04i



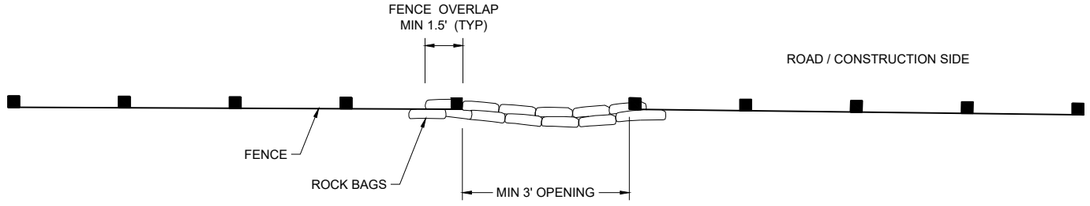
PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL

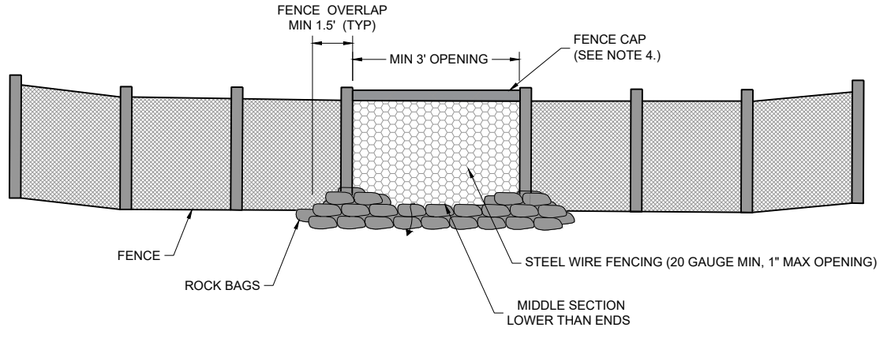
GENERAL NOTES:

1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

   SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.



PLAN VIEW



FRONT VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL

TURTLE EXCLUSION FENCE
CLIMBING TURTLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

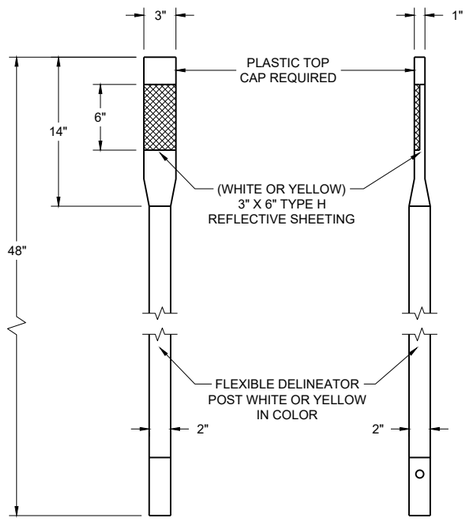
APPROVED
AUGUST 2025
DATE

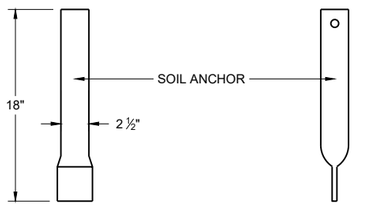
/S/ ALYSSA BARRETTE
CHIEF STATEWIDE ENVIRONMENTAL SERVICES
BUREAU OF TECHNICAL SER

FHWA

6

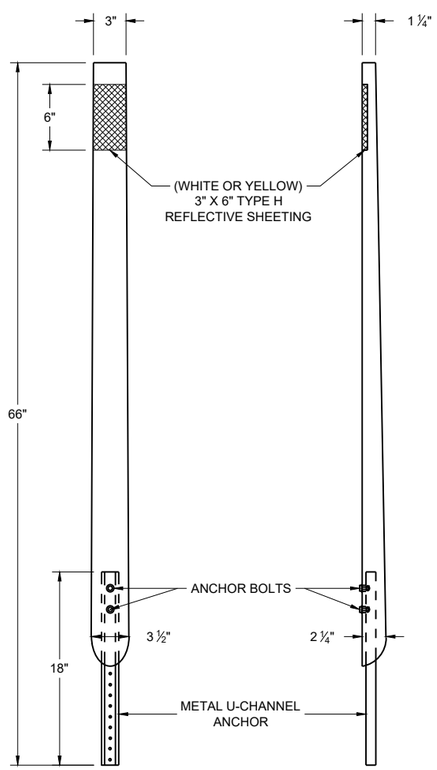
SDD 14D01-01





FRONT VIEW SIDE VIEW

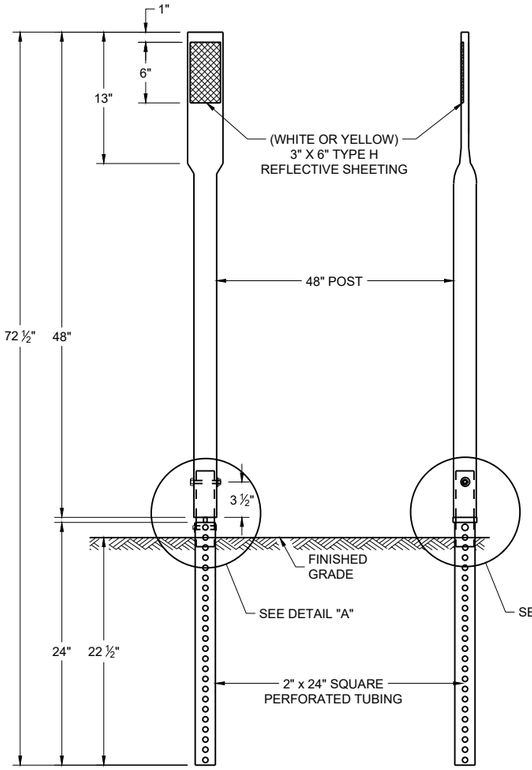
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

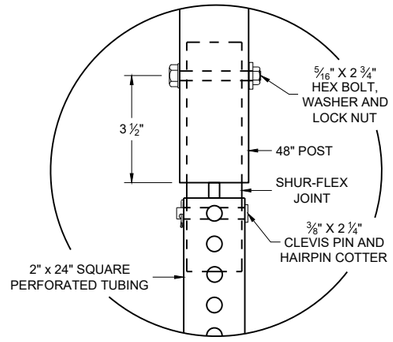


FRONT VIEW SIDE VIEW

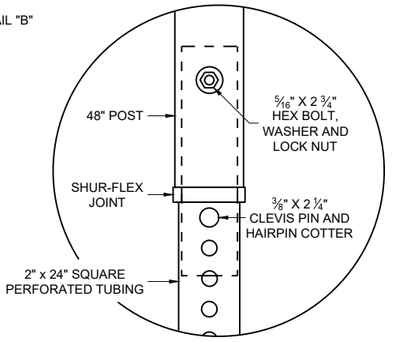
ALTERNATE 3

GENERAL NOTES

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



DETAIL A

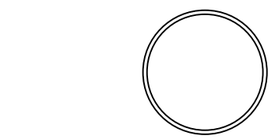


DETAIL B

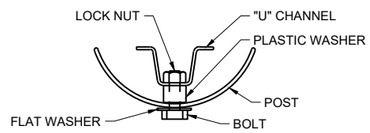
REFLECTOR SPACING TABLE

REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

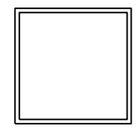
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



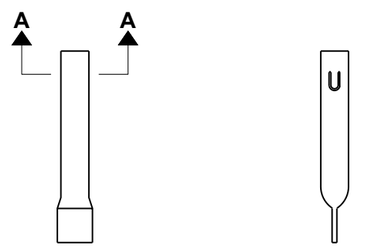
SECTION A - A



SECTION B - B

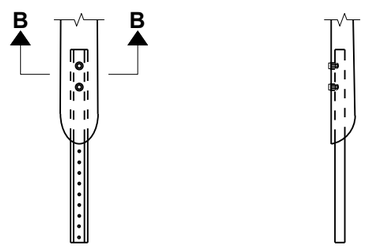


SECTION C - C



FRONT VIEW SIDE VIEW

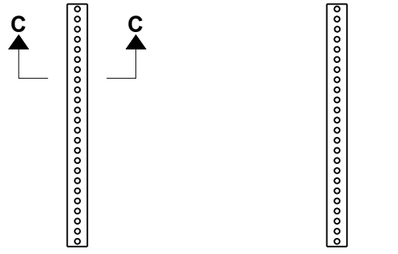
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

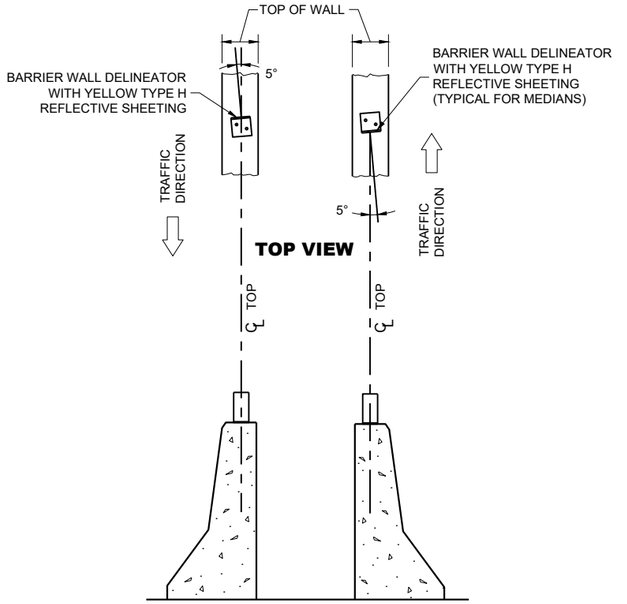
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

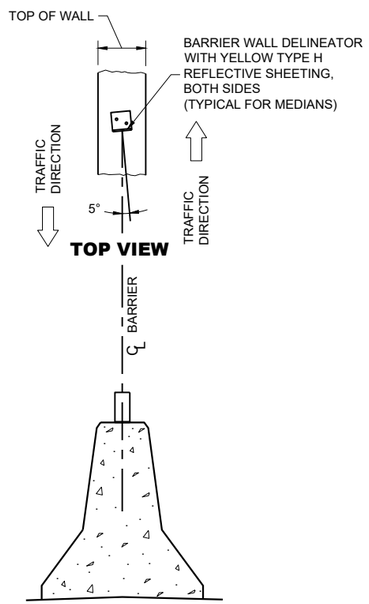
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SDD 15A04-08a

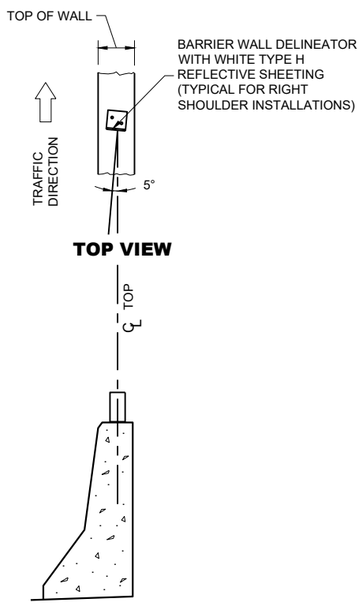
SDD 15A04-08a



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

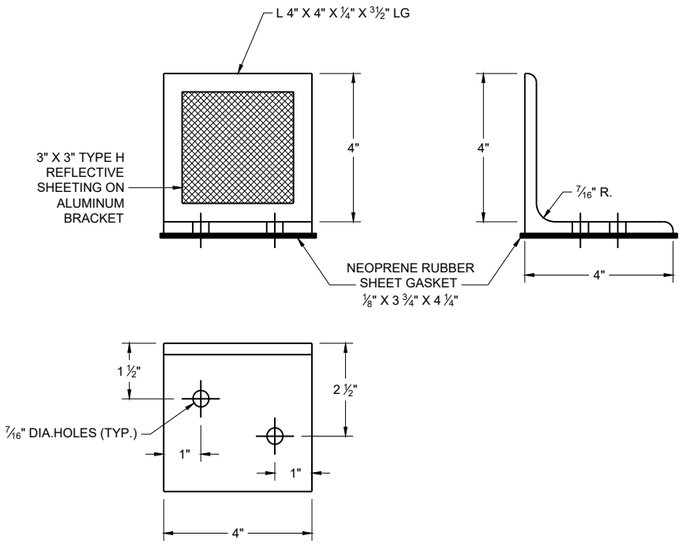


SIDE VIEW
MEDIAN BARRIER



SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

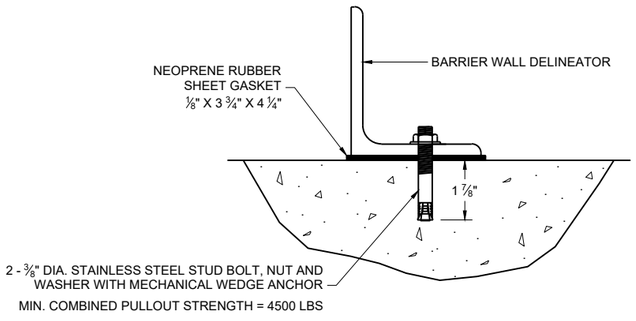
LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3



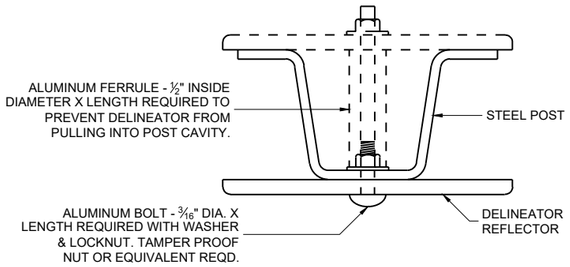
BARRIER WALL DELINEATOR MOUNTING DETAIL

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

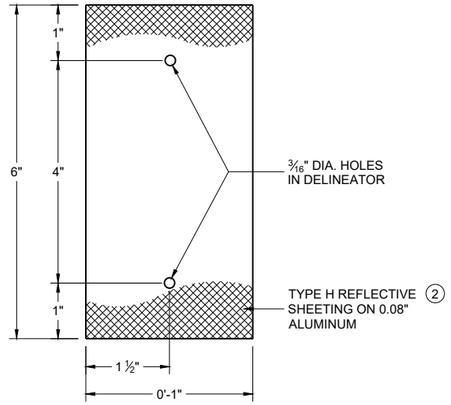
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

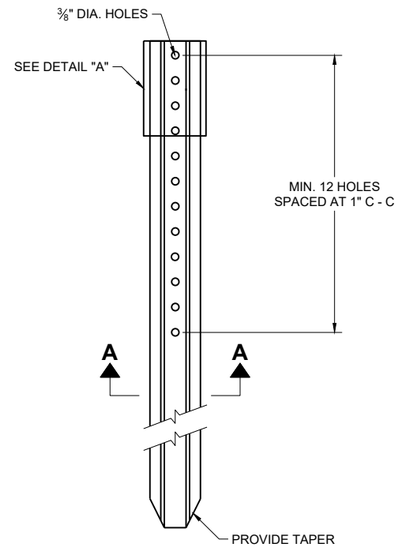
6
SDD 15A04-08b



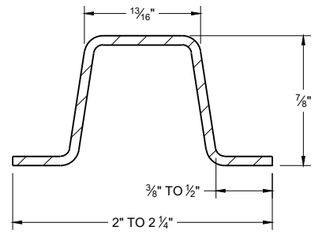
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



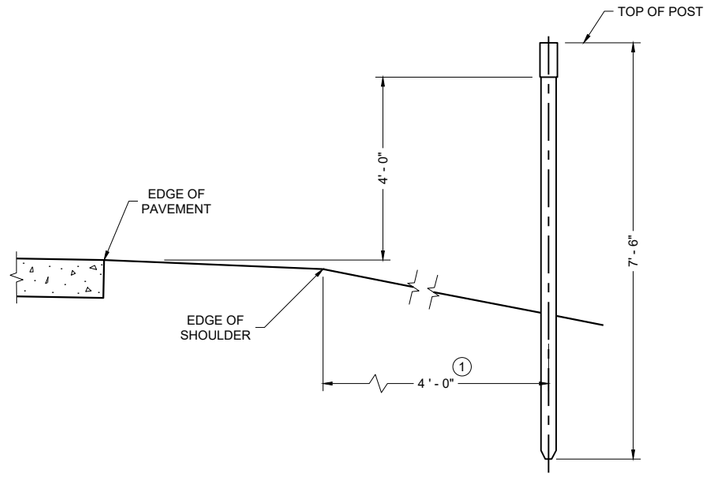
SECTION A - A

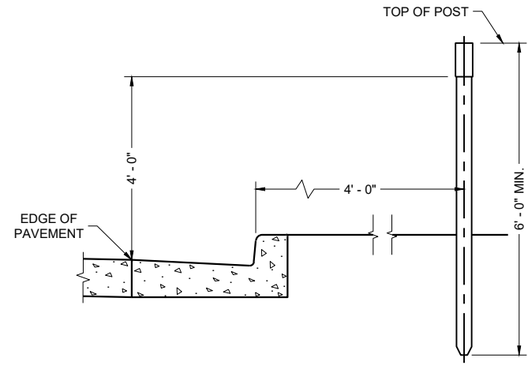
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

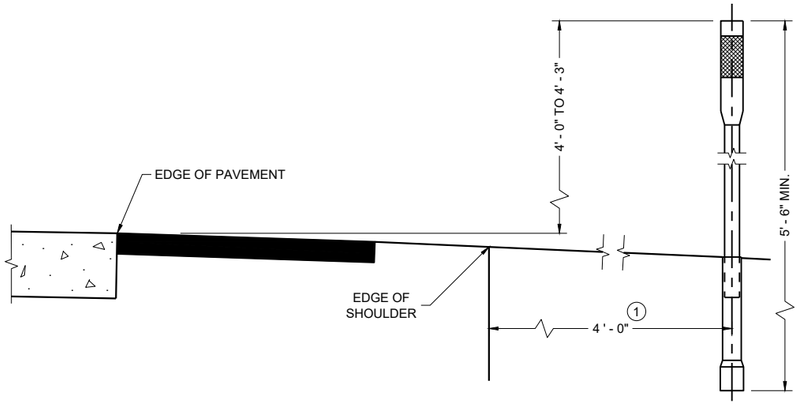
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

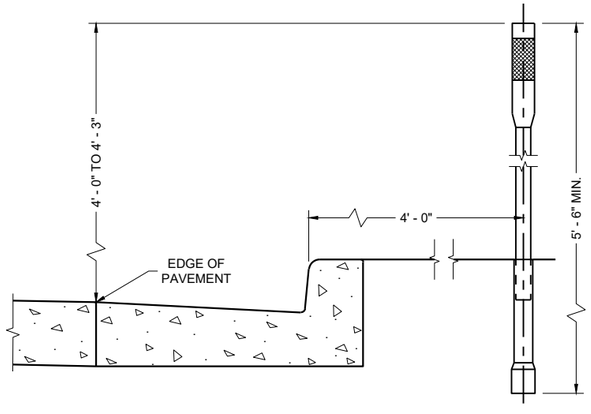
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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.

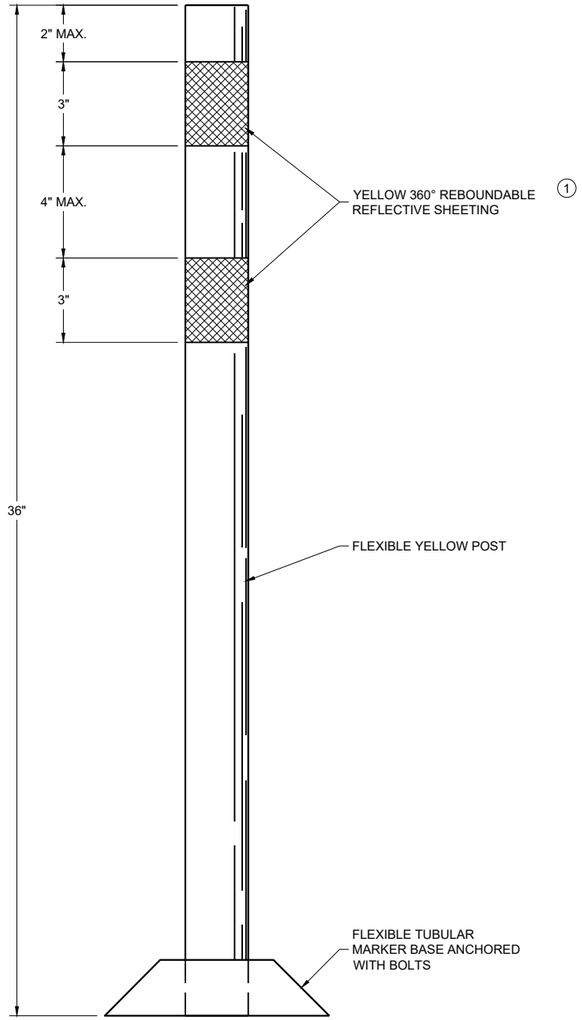
DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6
SDD 15A04-08c



PERMANENT FLEXIBLE TUBULAR MARKER POST

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15A04-08d

CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

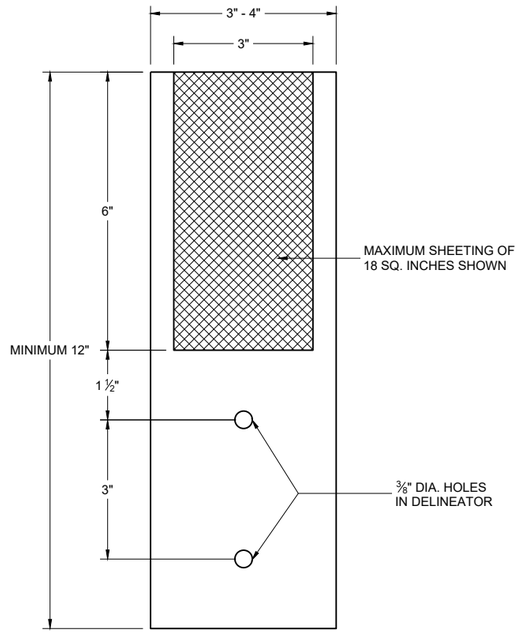
APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15A04-08d



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

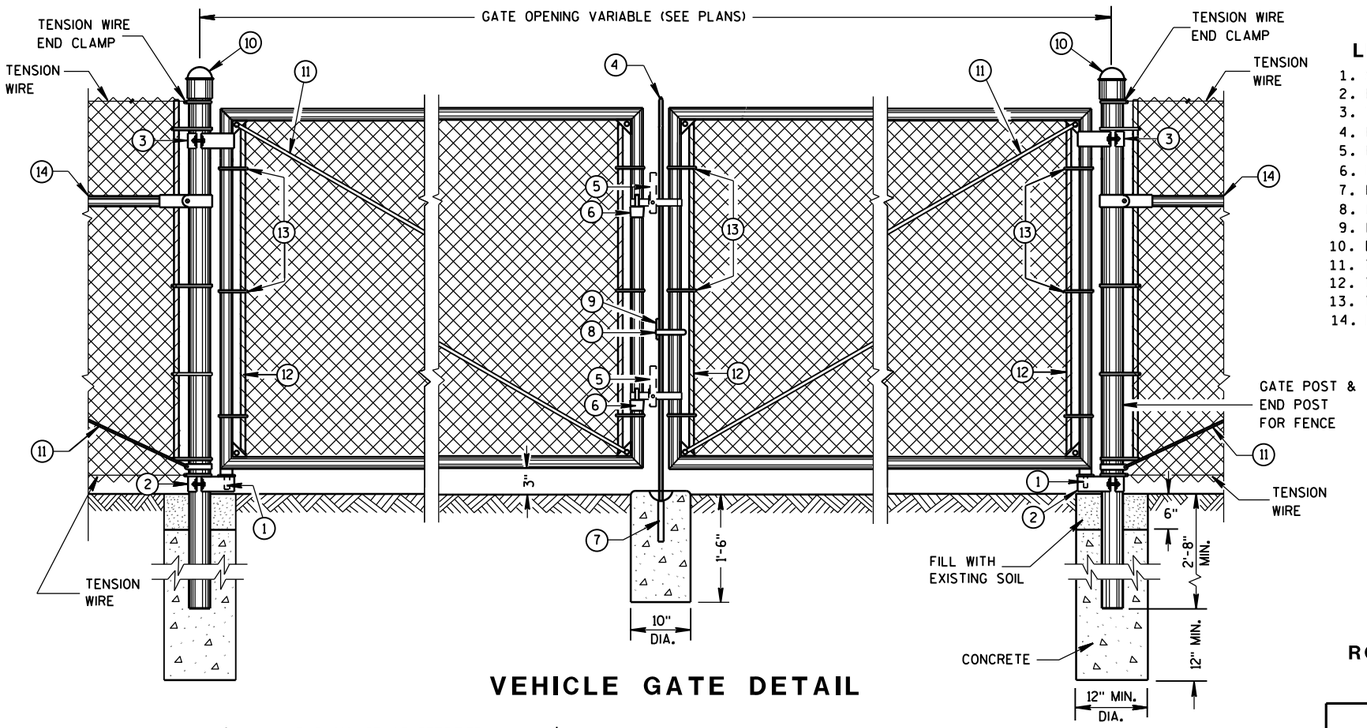
APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

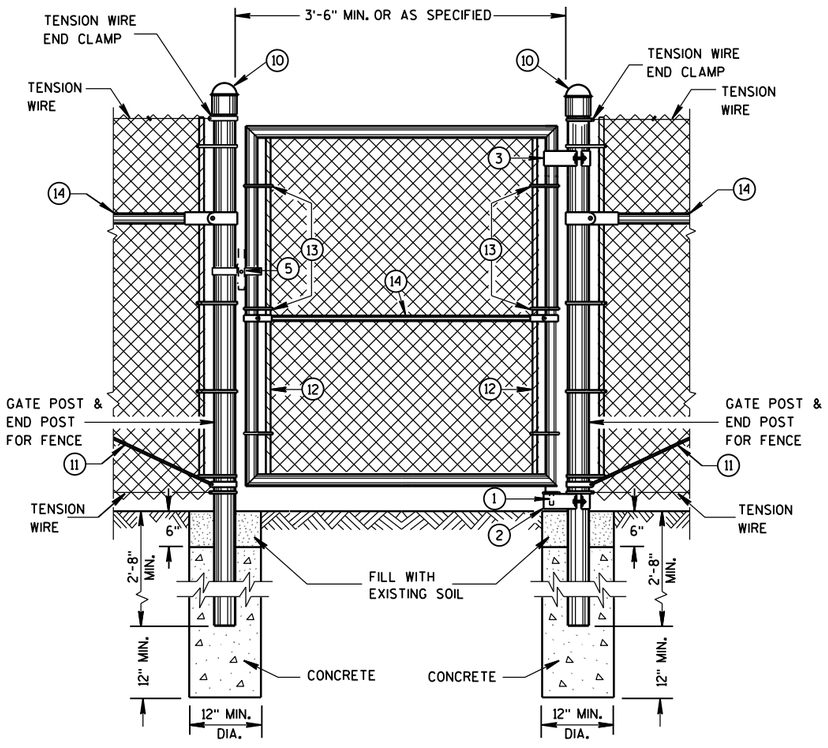
FHWA

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SDD 15A04-08e



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

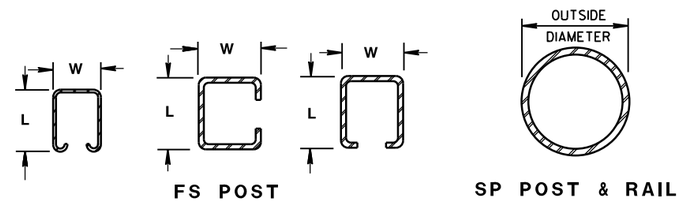
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

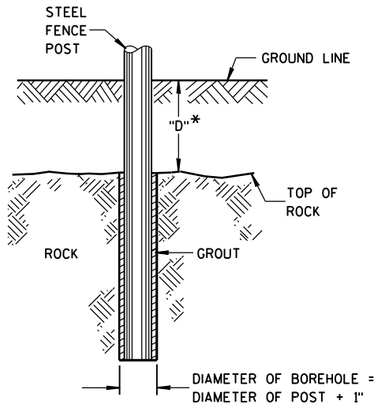
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

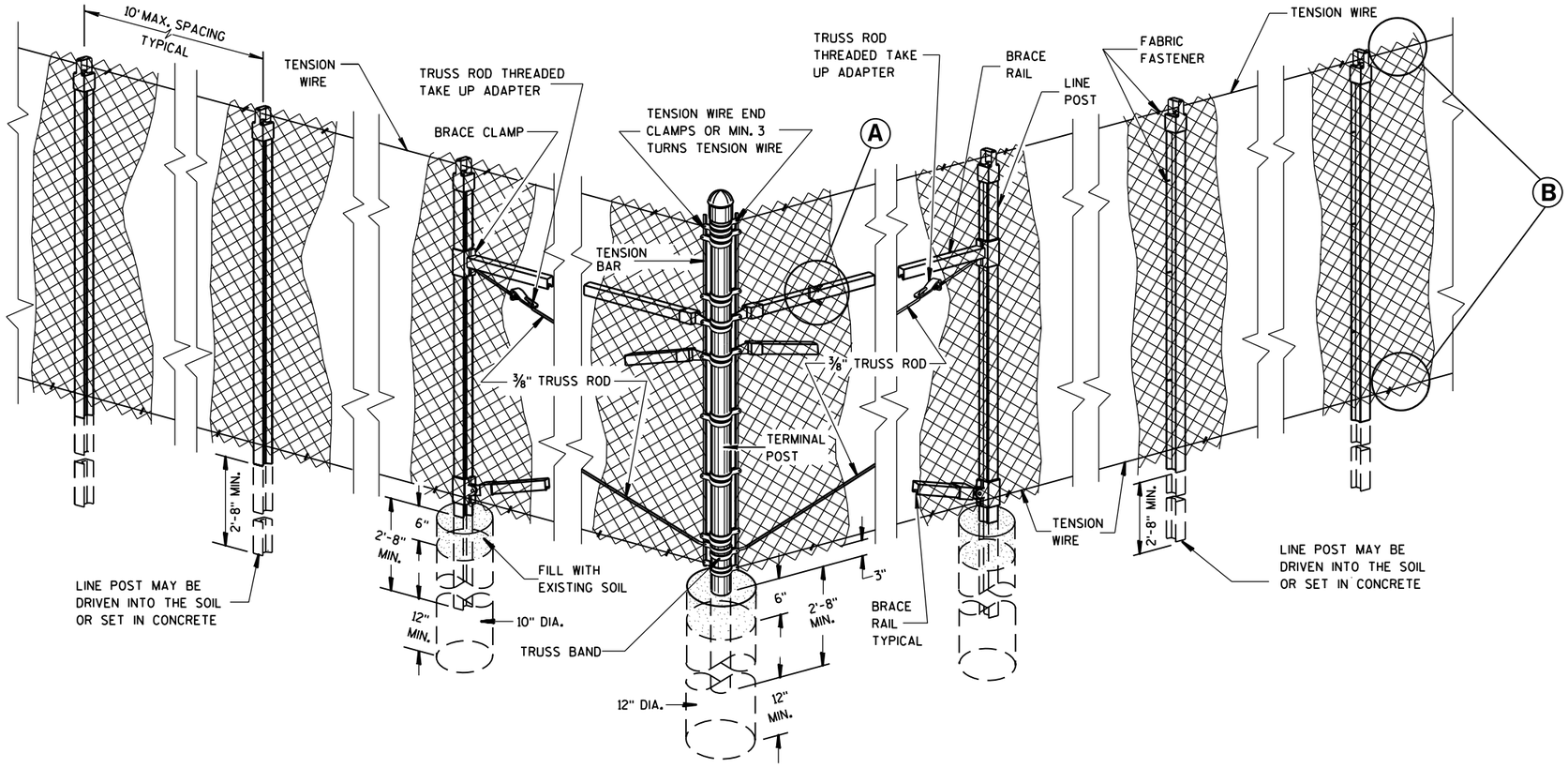
6

S.D.D. 15 B 3-15a

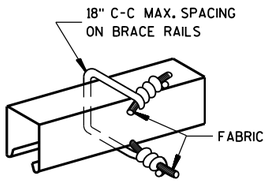


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



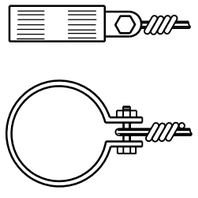
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



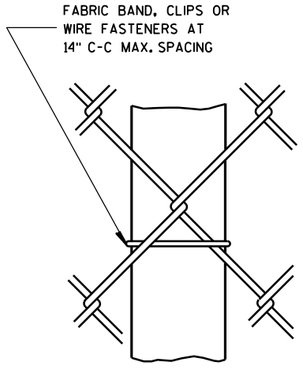
BRACE RAIL

FABRIC FASTENER

Ⓐ



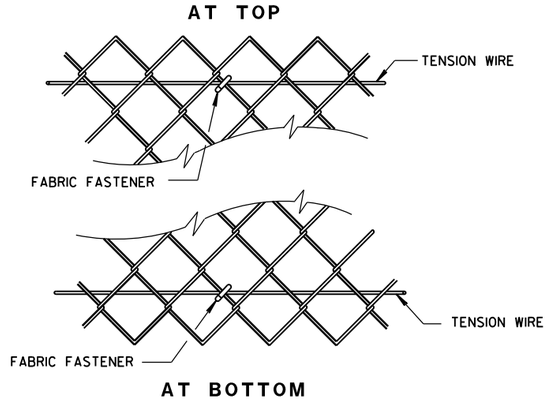
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

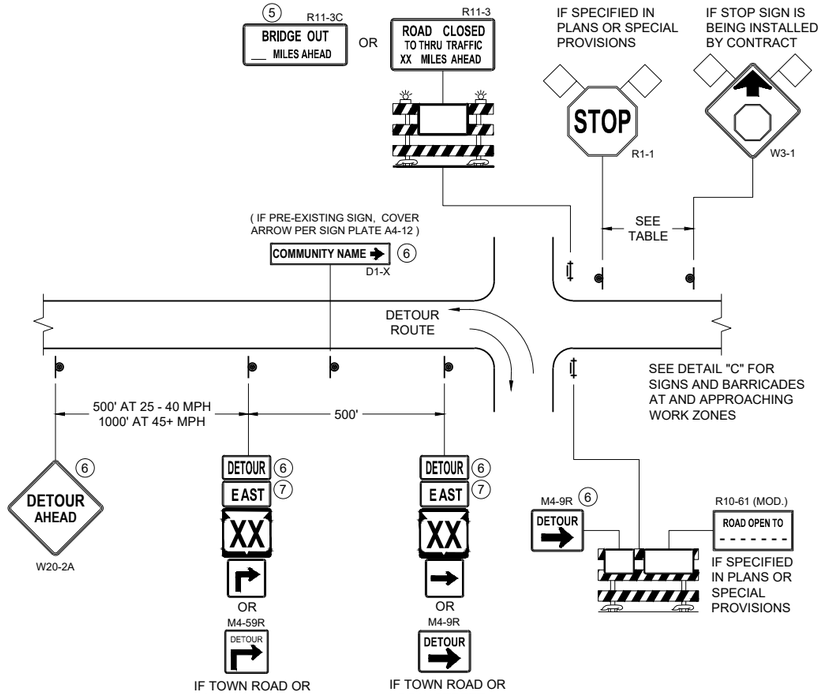
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

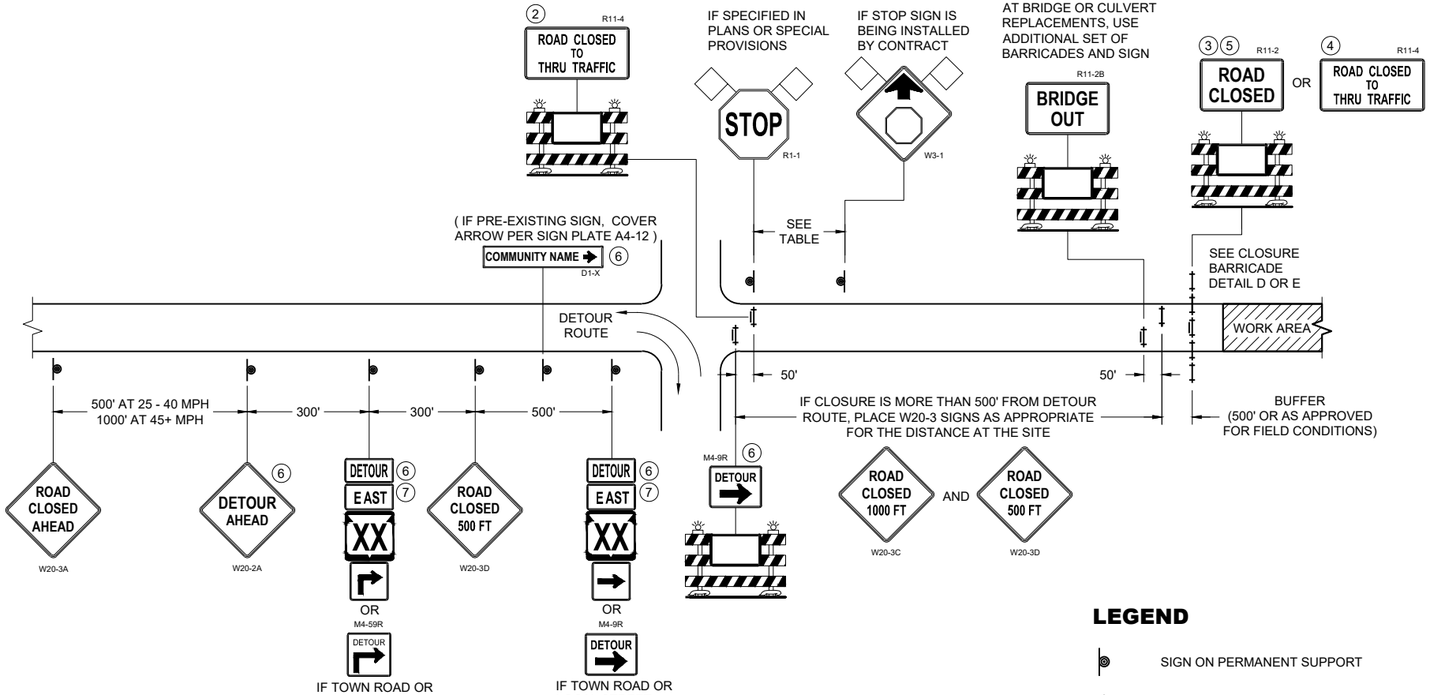
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S.D.D. 15 B 3-15b



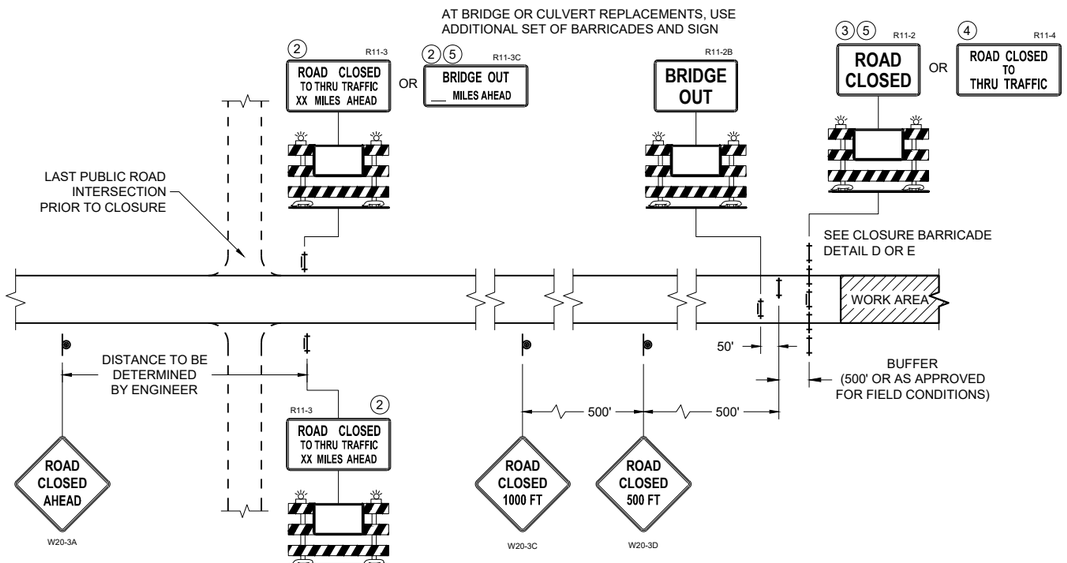
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

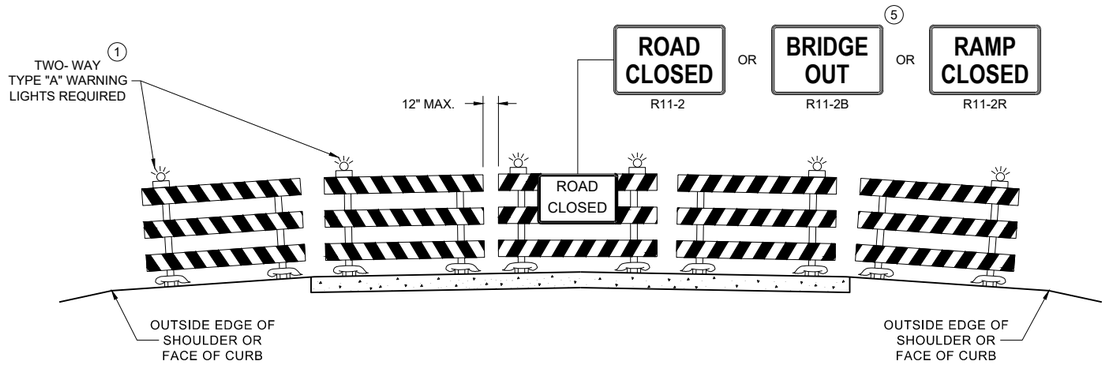
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

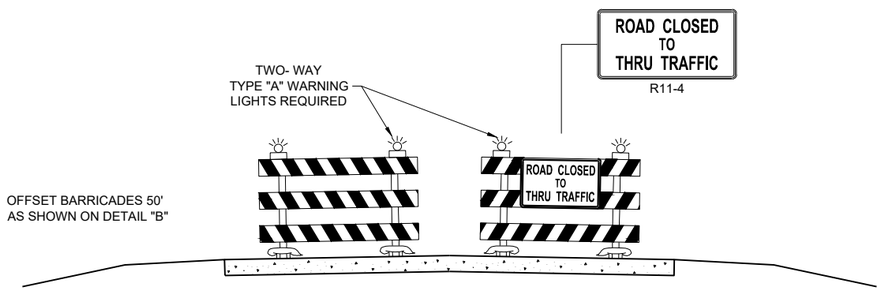
6
SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15C02-10b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
- 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 EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR 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 WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

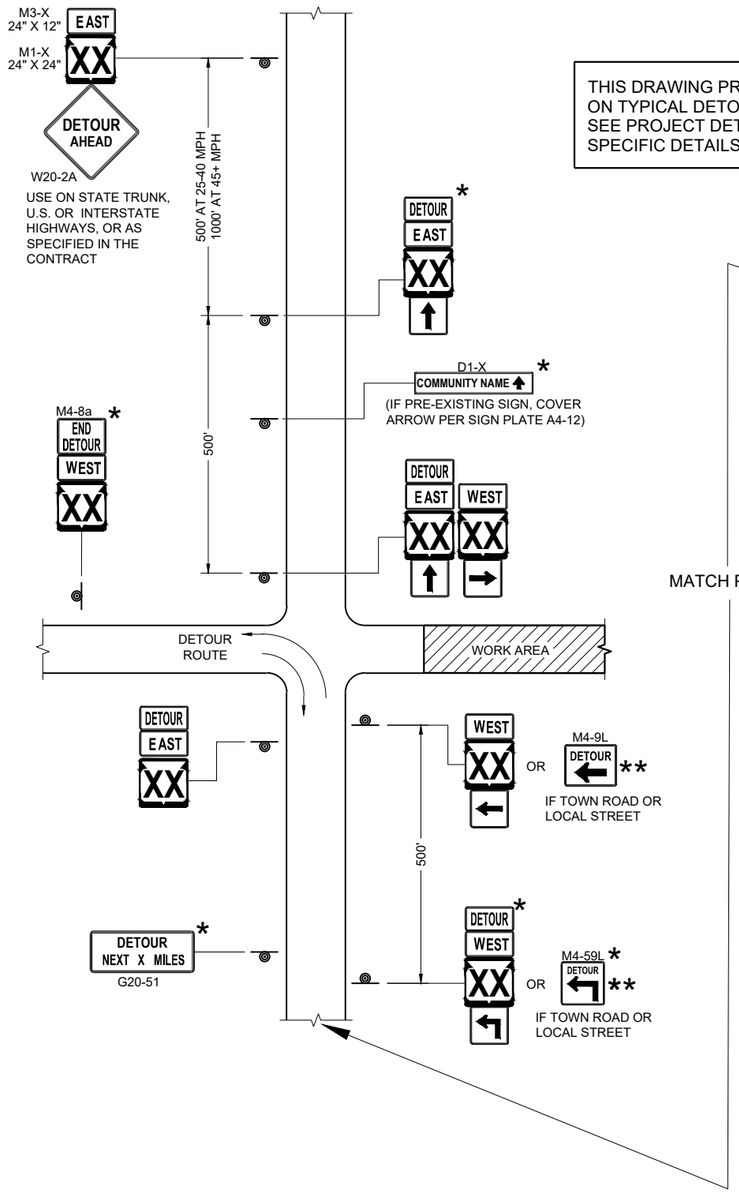
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

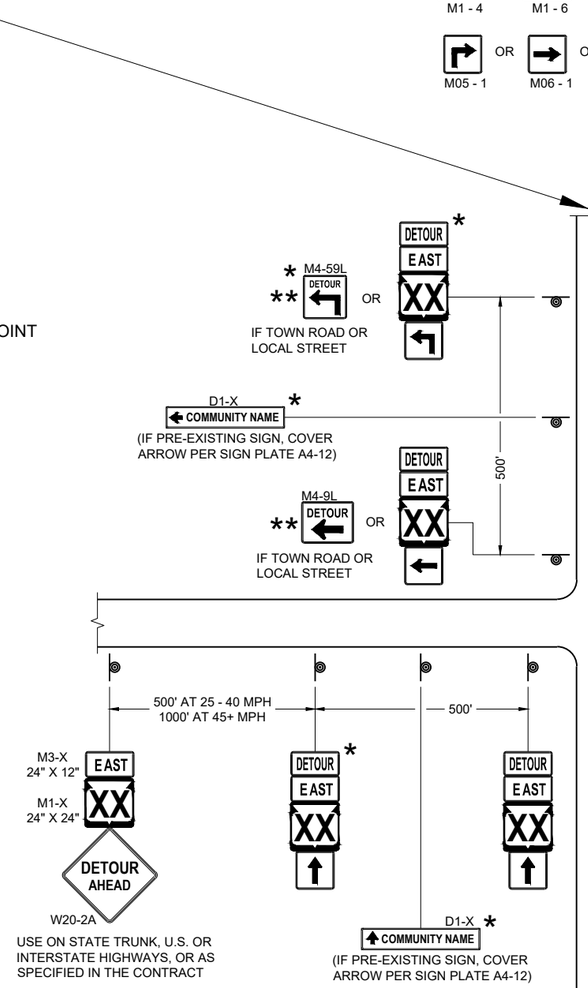
SIGN SIZES SHALL BE AS FOLLOWS:

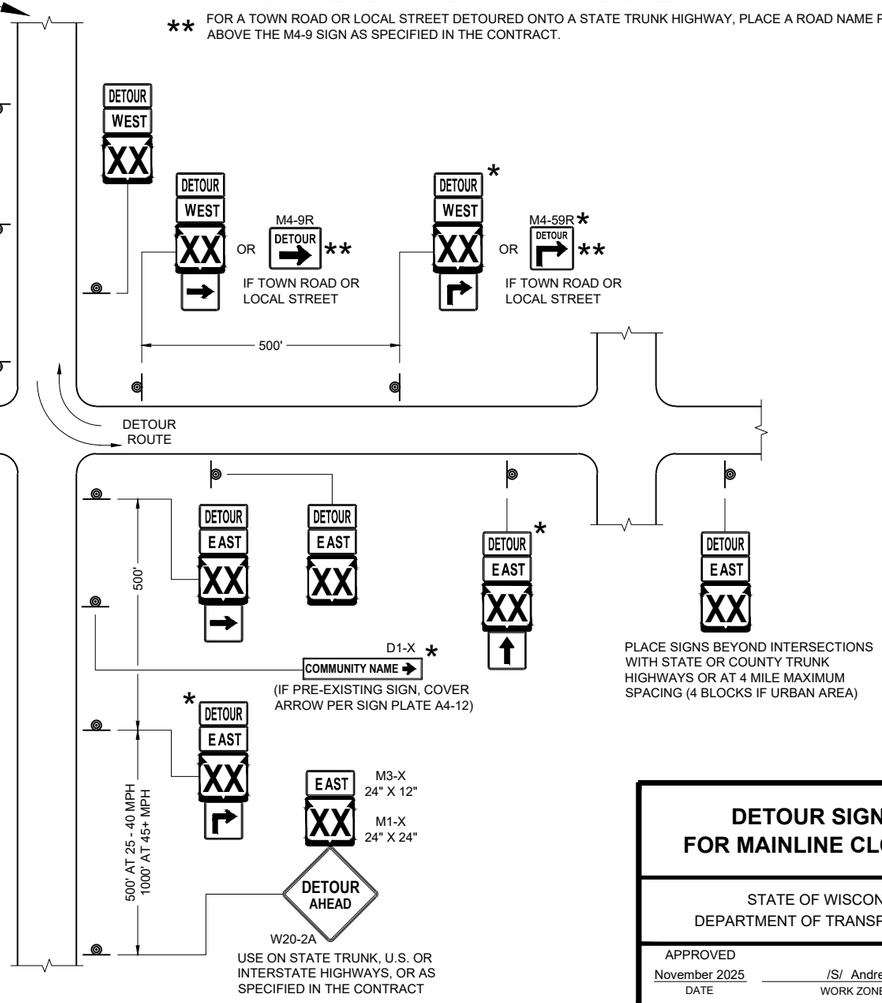
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

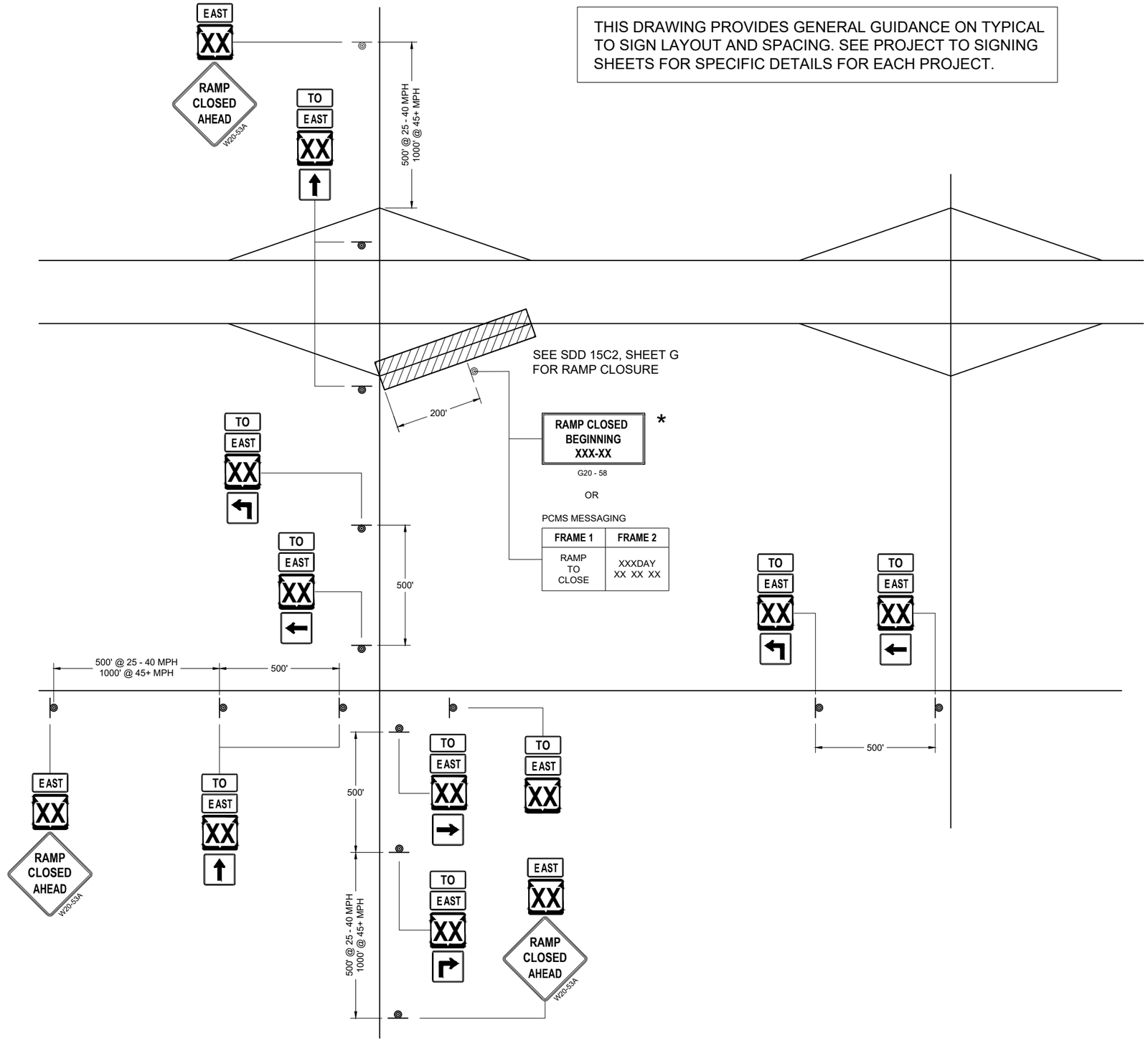
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15C02-10c
6



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

EAST — 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
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

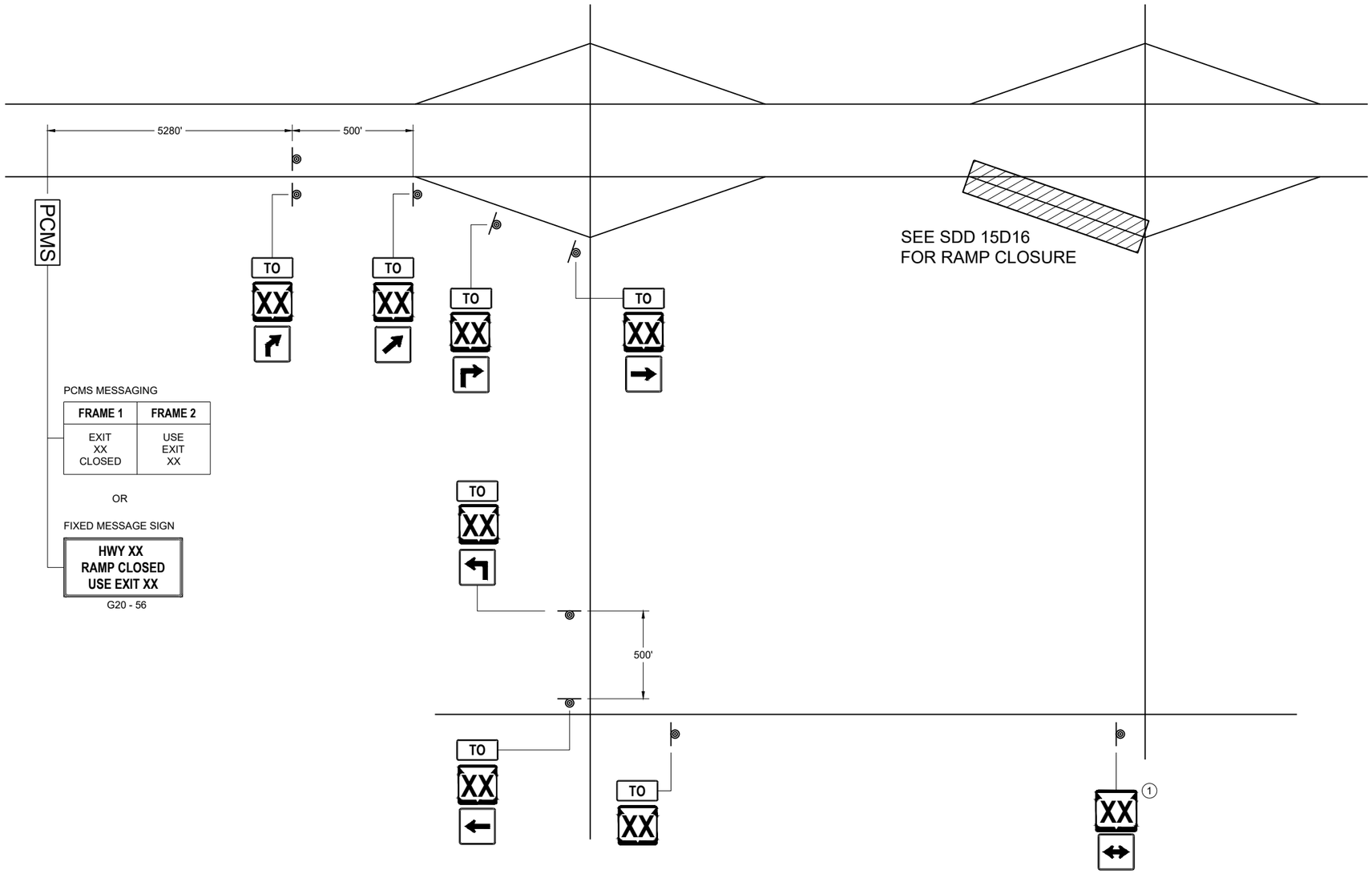
6

SDD 15C02-10d

6

SDD 15C02-10d

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.

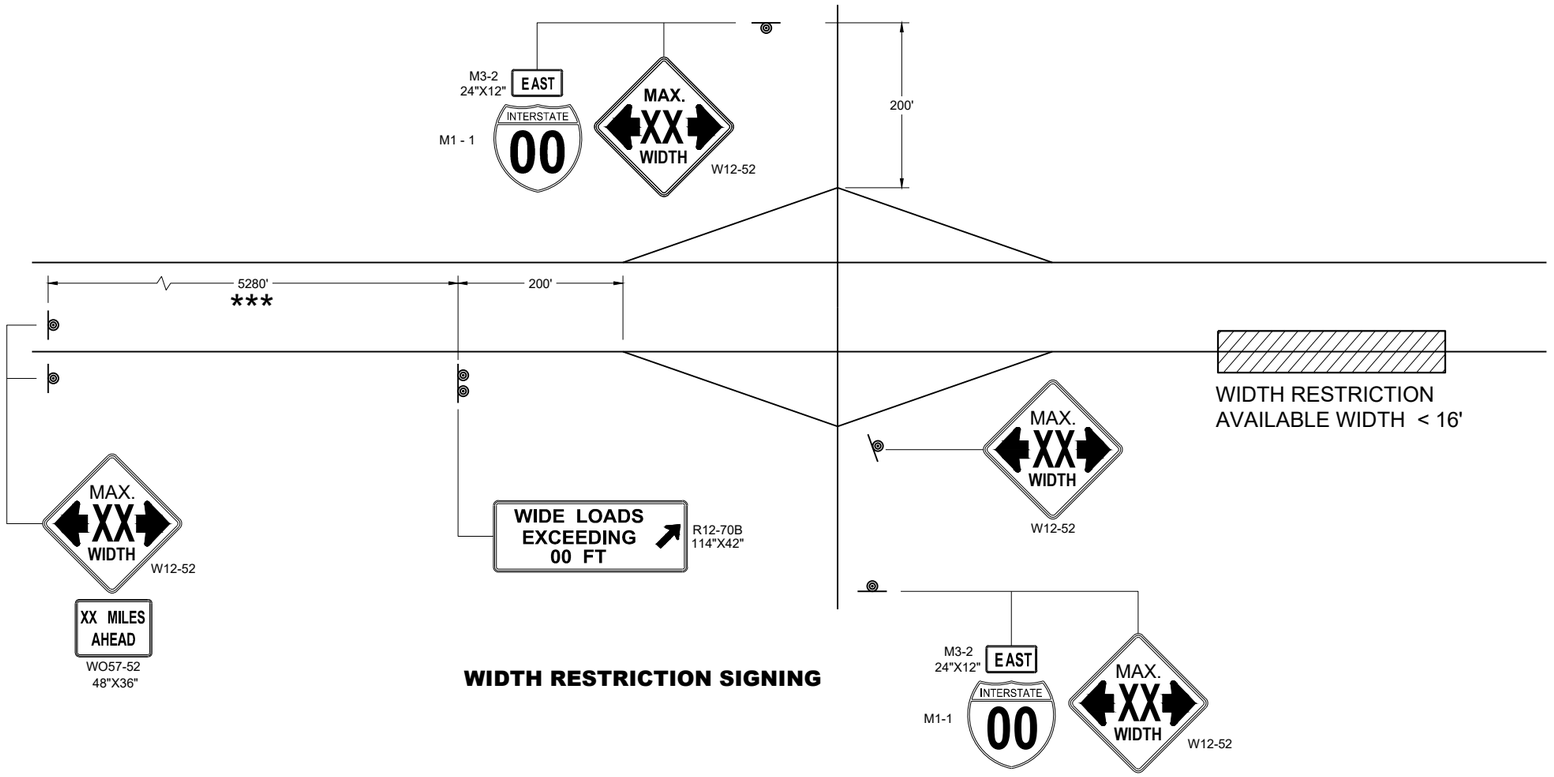
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15C02-10e



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

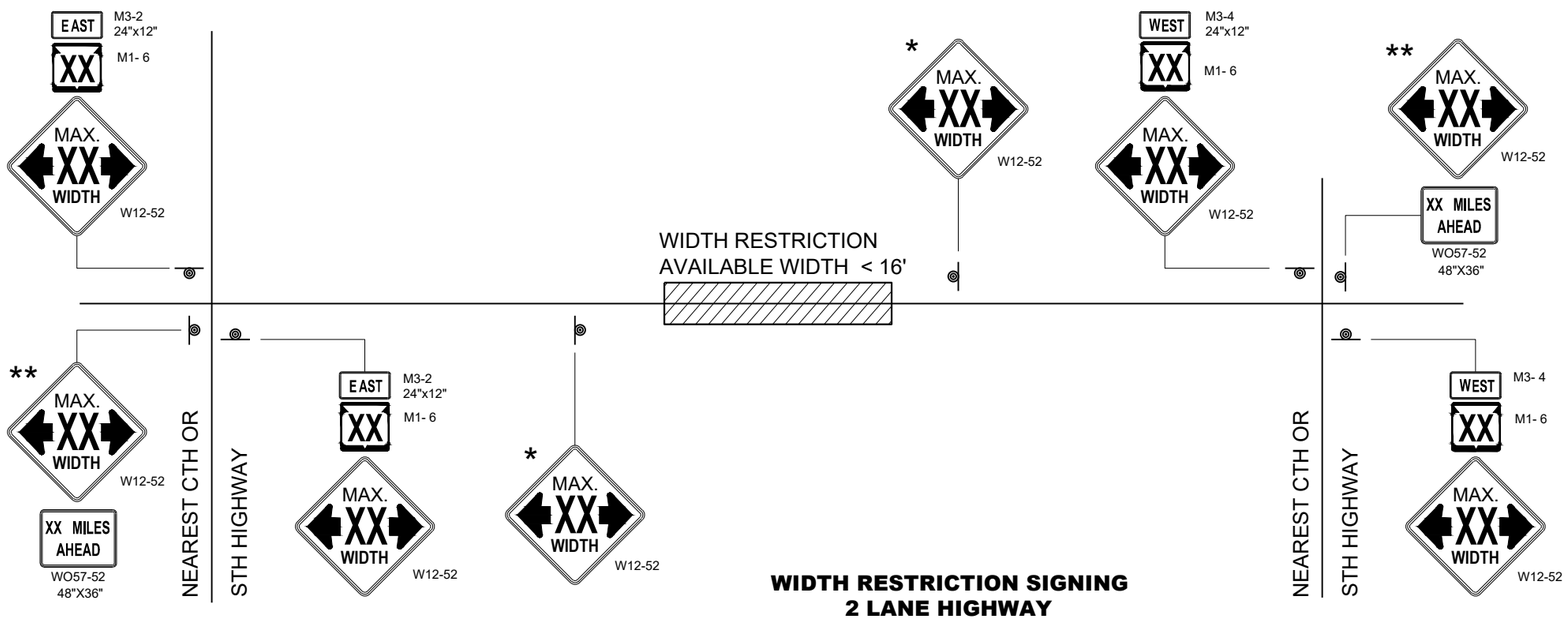
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

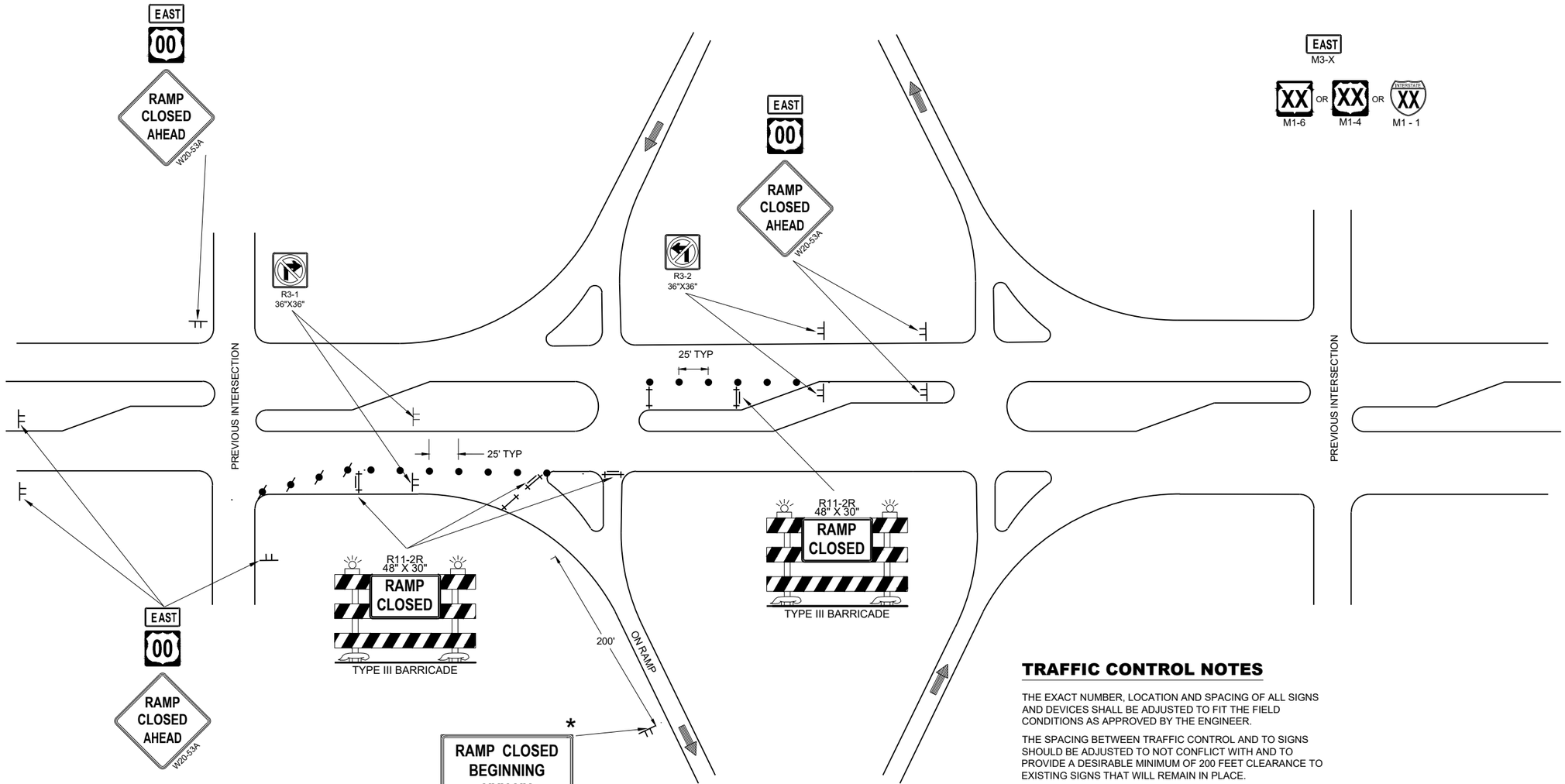
APPROVED
November 2025 — DATE
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FHWA

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SDD 15C02-10f

SDD 15C02-10f



LEGEND

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

TRAFFIC CONTROL NOTES

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

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 THE 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.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

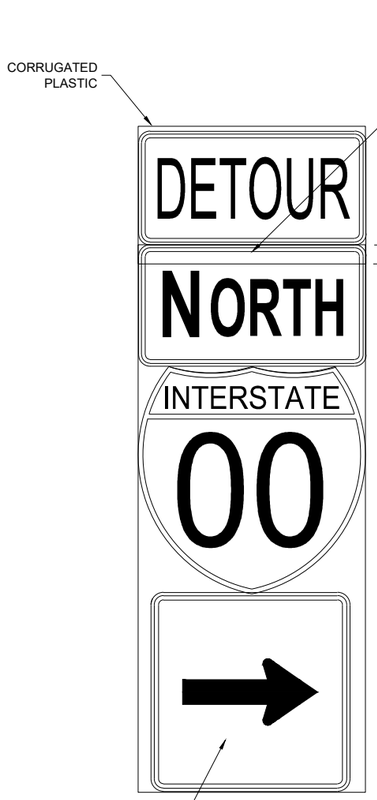
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

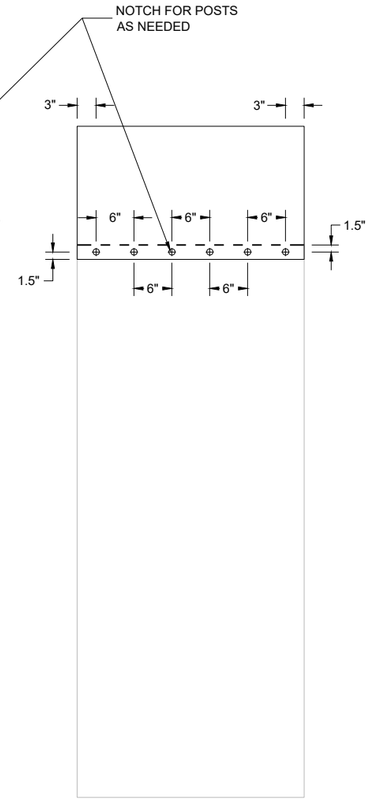
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SDD 15C02-10g

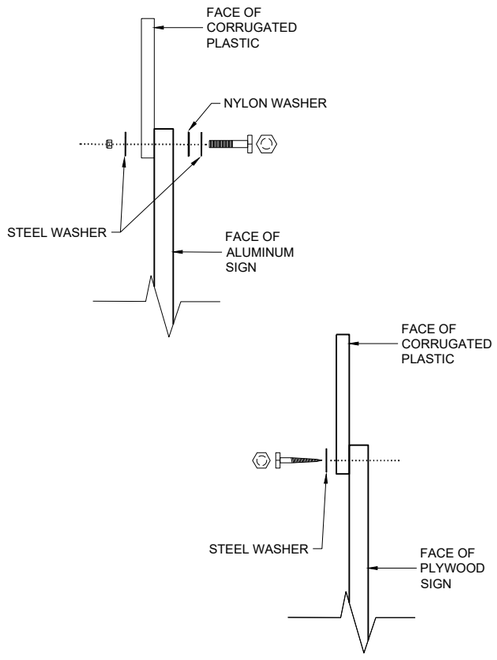
FRONT SIDE



BACK SIDE



SIDE VIEW



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

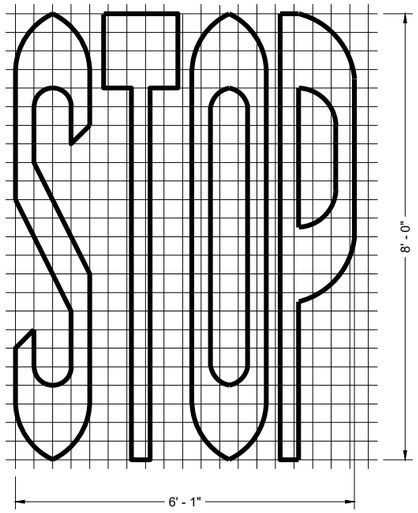
THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

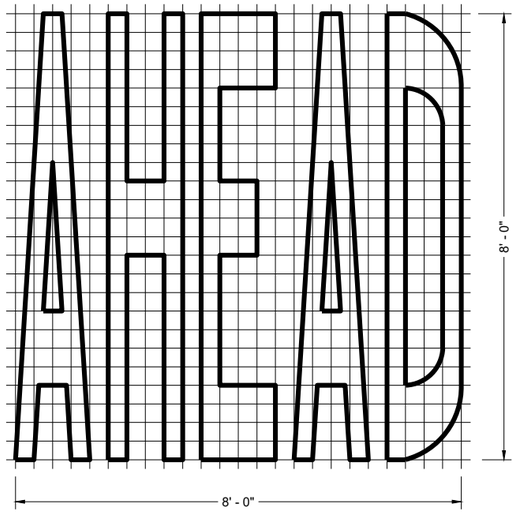
PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

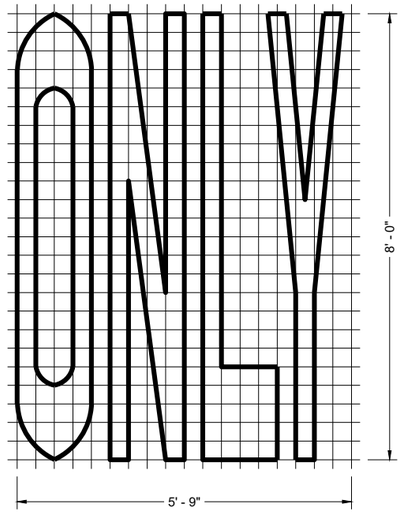
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

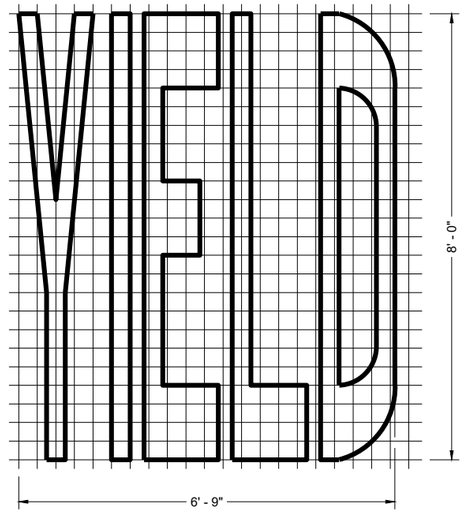
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

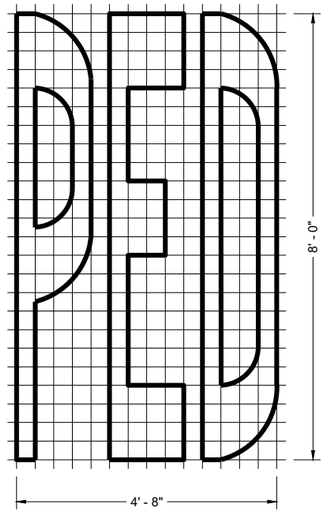
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SDD 15C02-10h

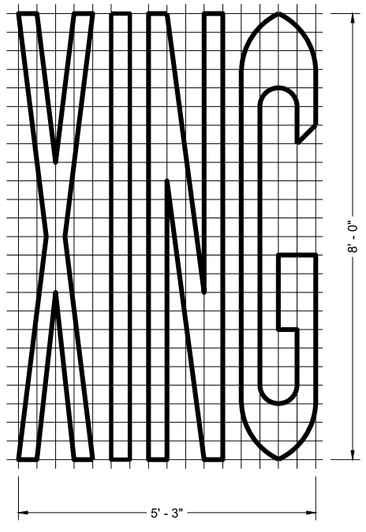


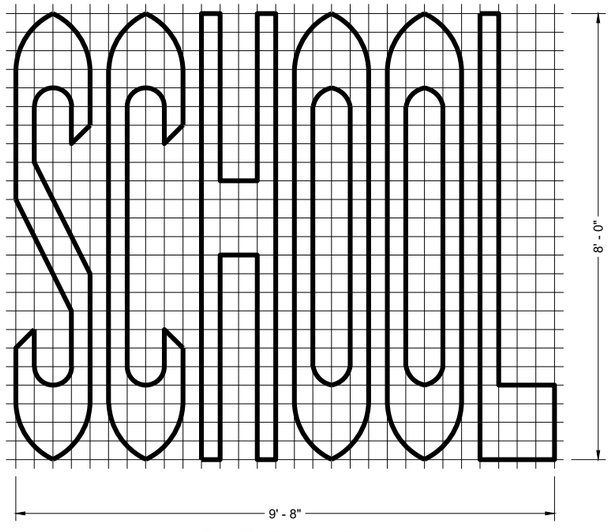




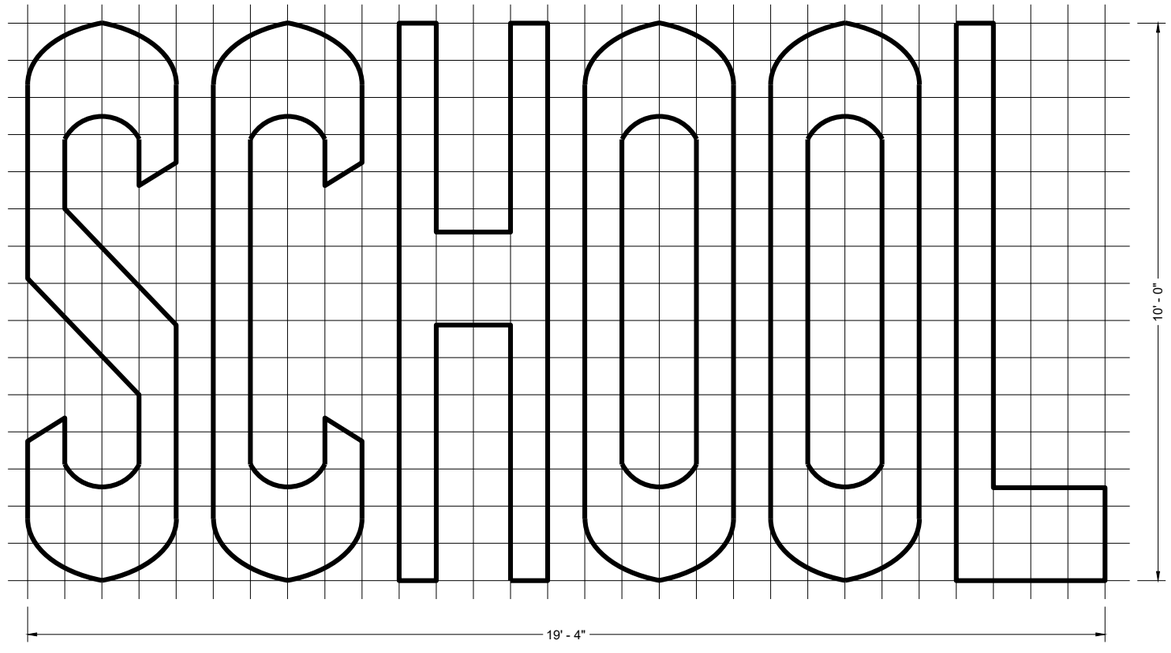








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

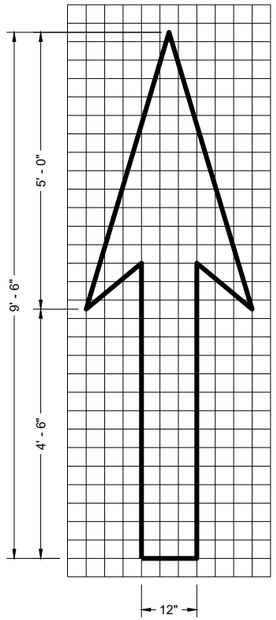
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

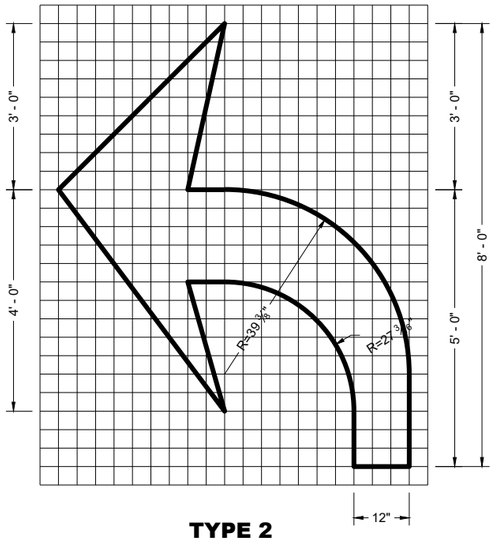
FHWA

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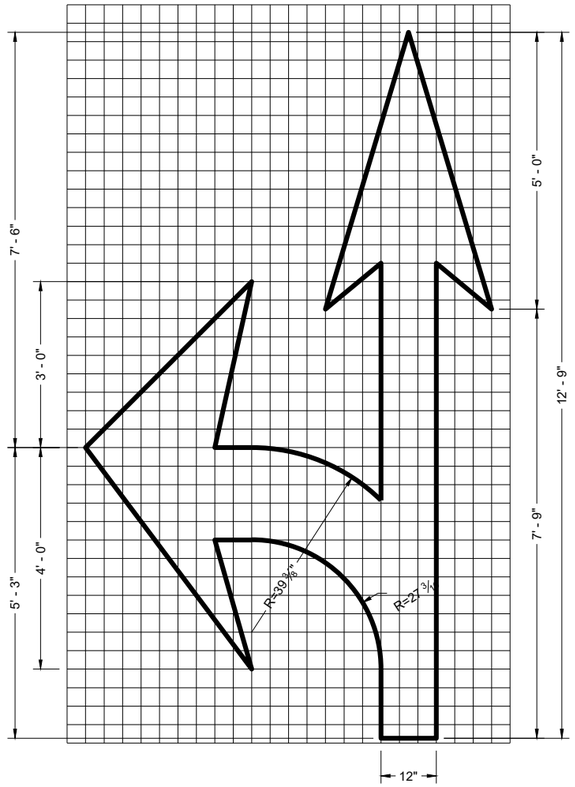
SDD 15C07-16b



TYPE 1



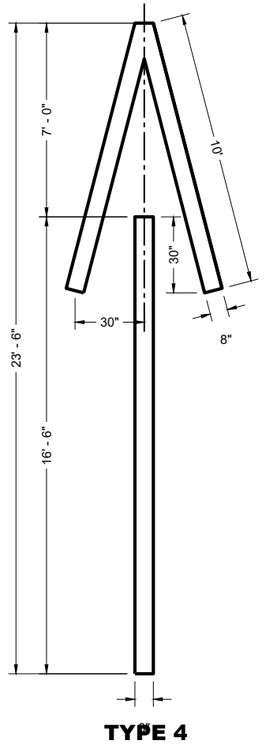
TYPE 2



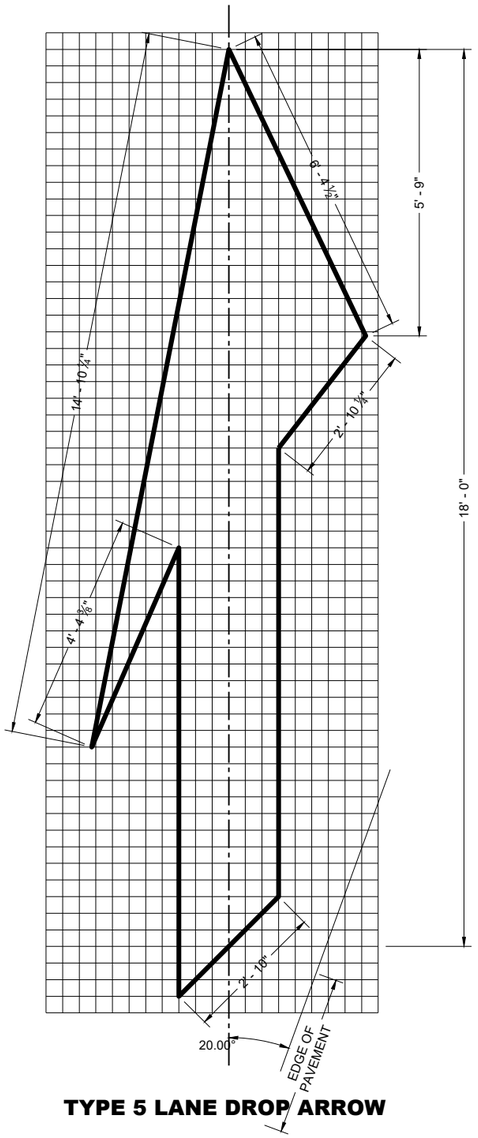
TYPE 3

GENERAL NOTES

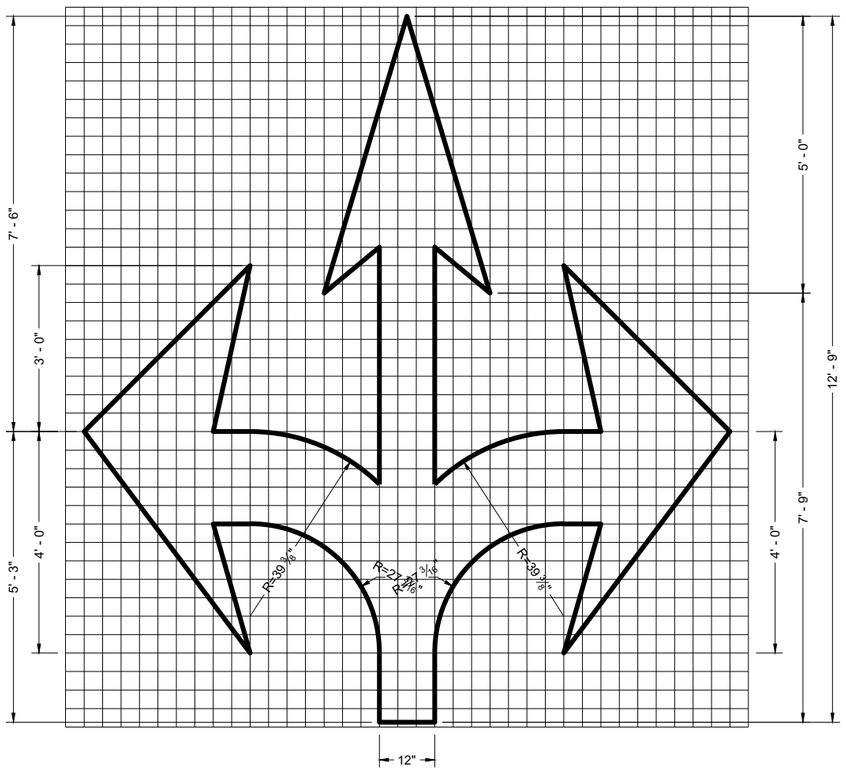
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



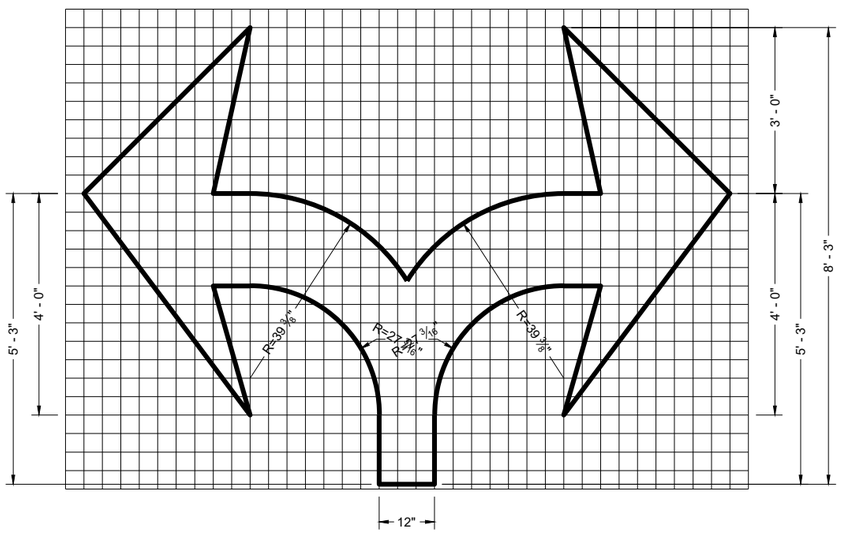
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16c

SDD 15C07-16c

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.

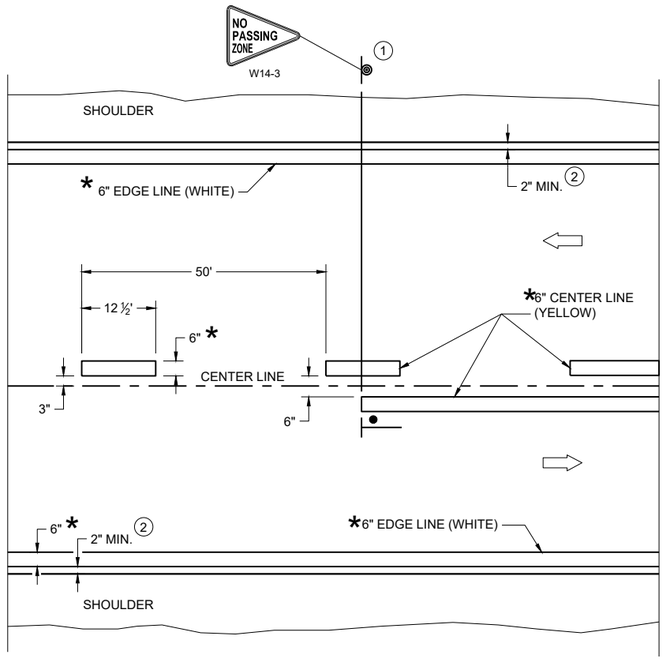
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

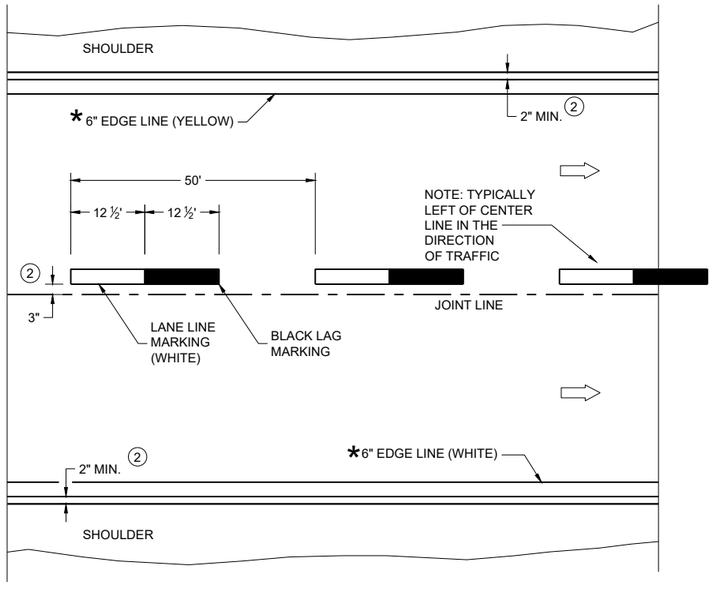
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC

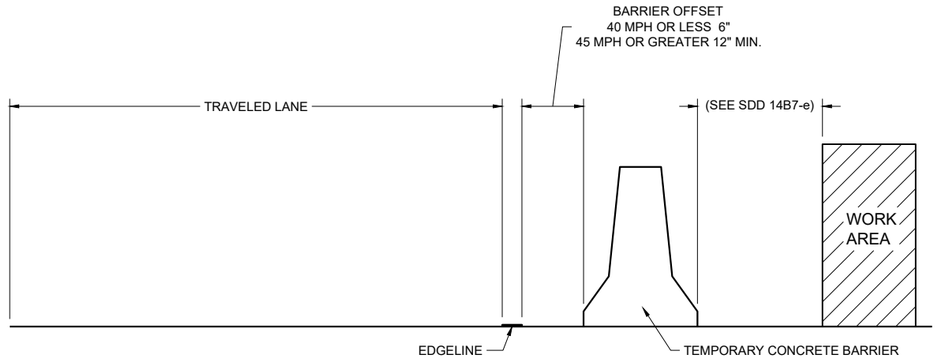


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

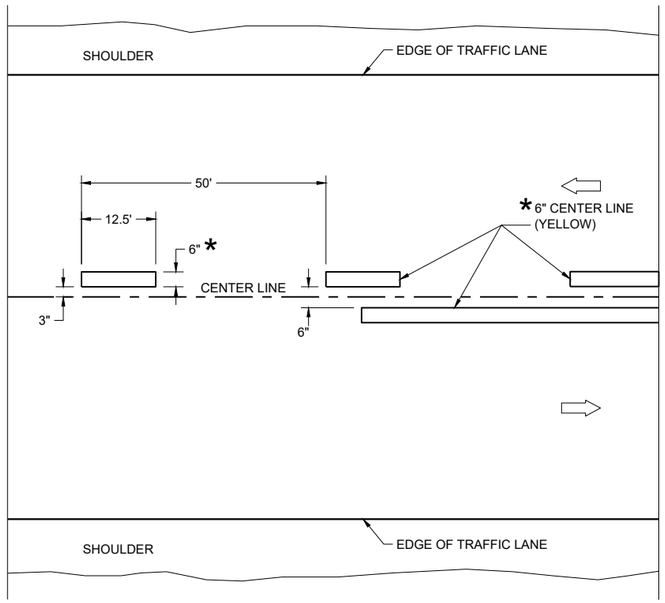
GENERAL NOTES

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

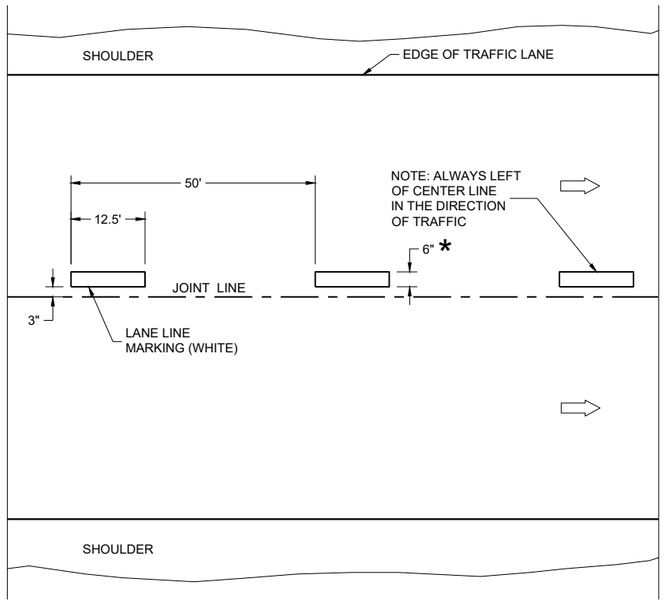
LEGEND

⇨ DIRECTION OF TRAFFIC

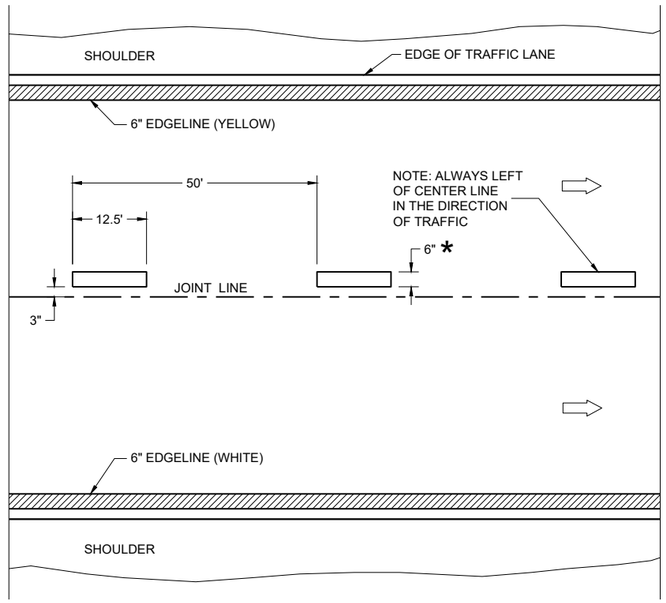
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-24b

6

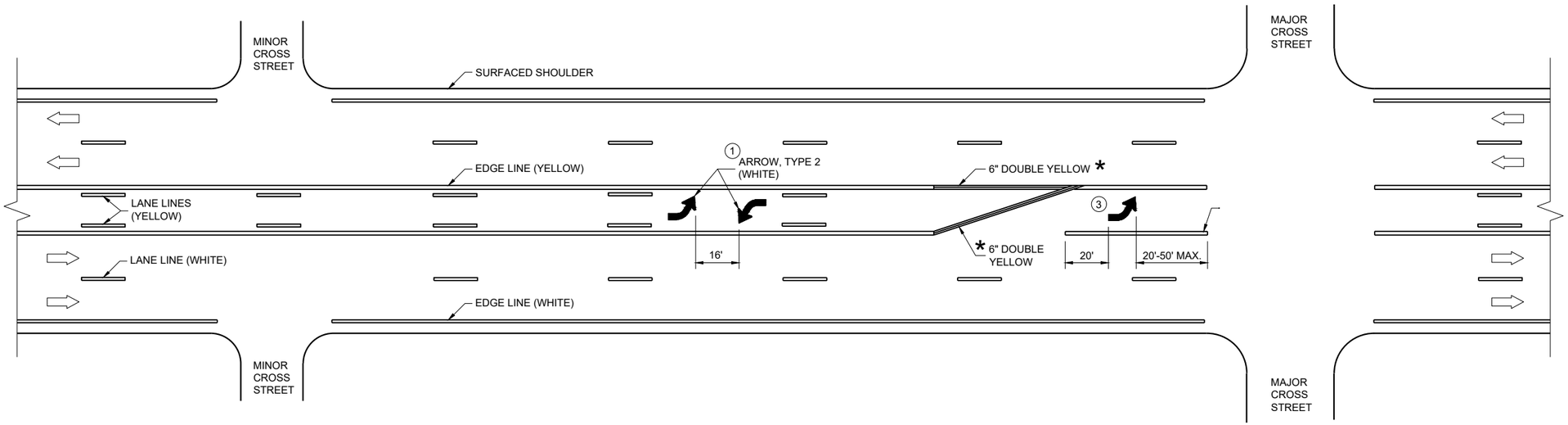
SDD 15C08-24b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



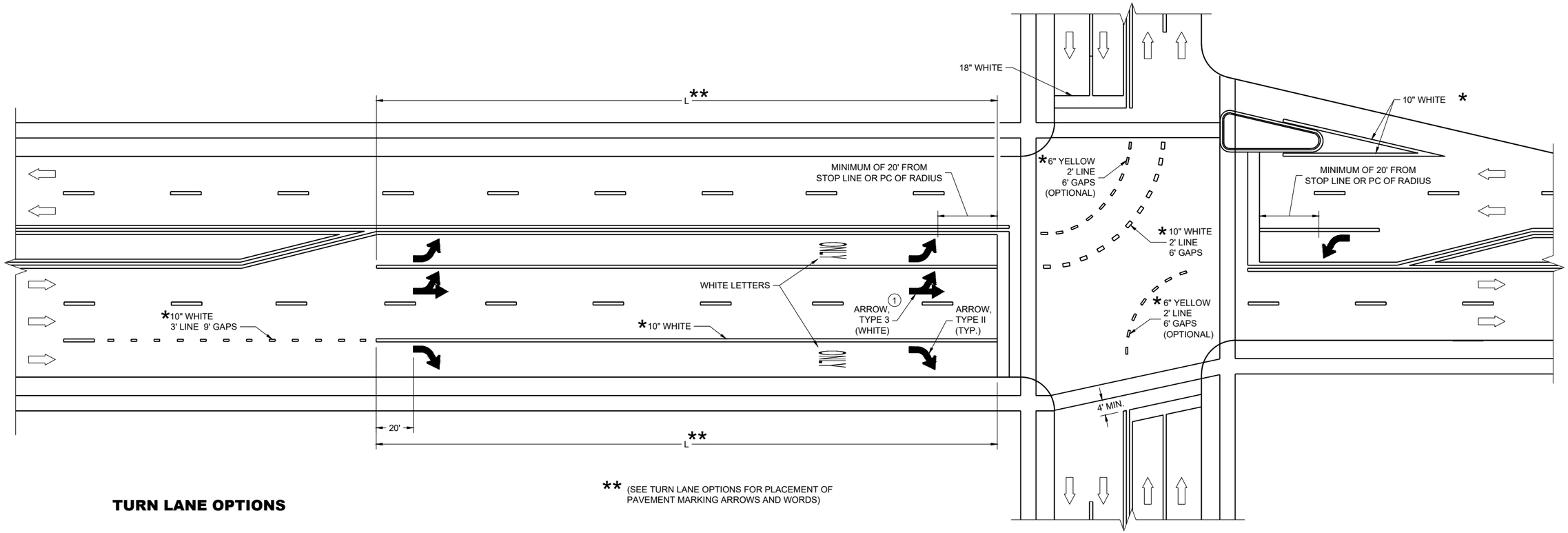
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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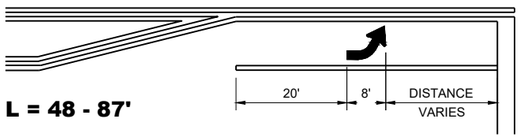
SDD 15C08-24c



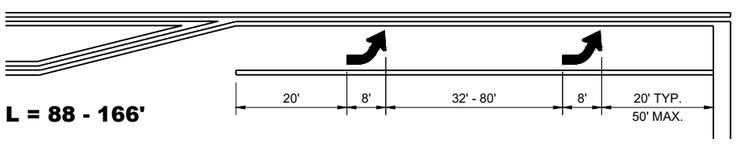
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

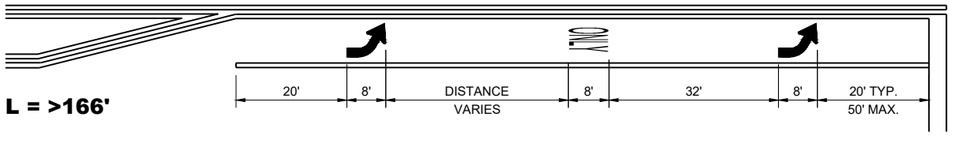
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

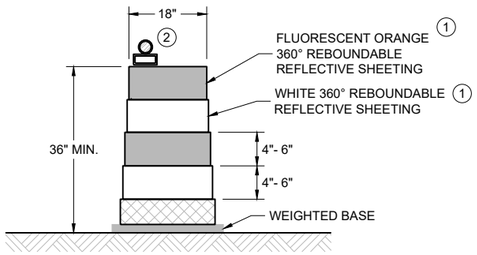
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

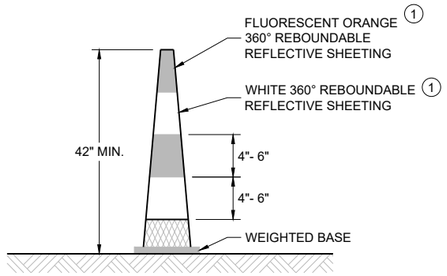
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

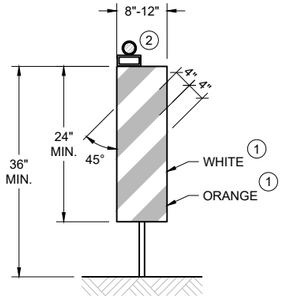
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

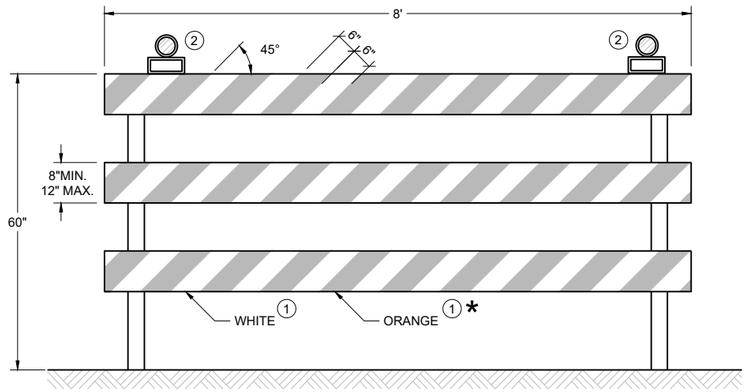
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 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

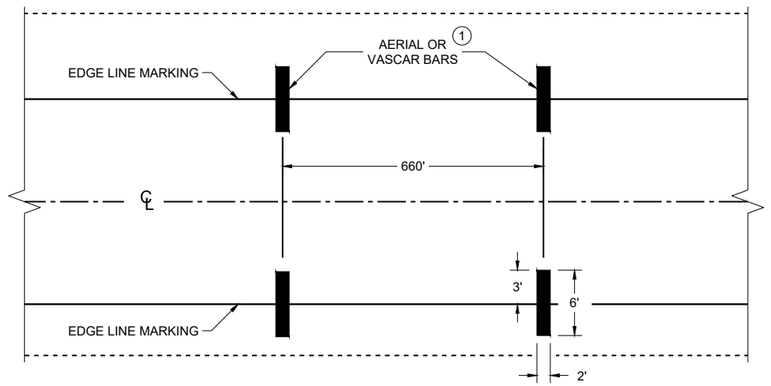
APPROVED
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

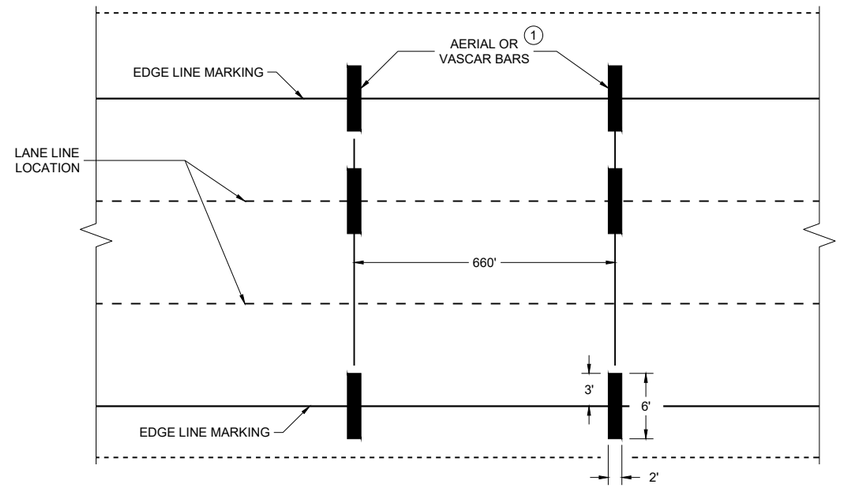
6
SDD 15C11-11b

GENERAL NOTES

(1) PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

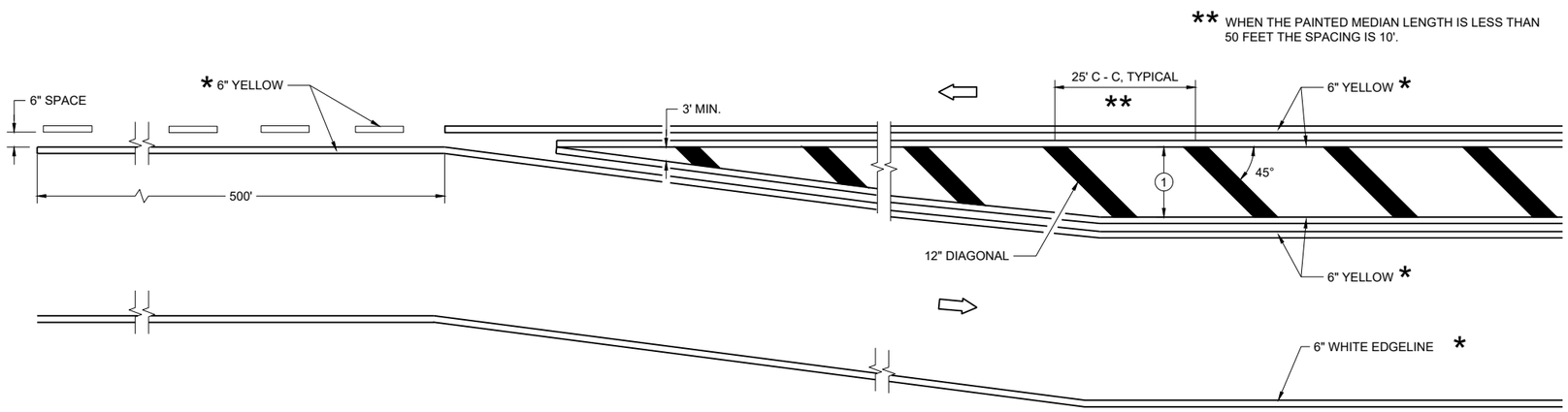
FHWA

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SDD 15C14-05

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SDD 15C14-05



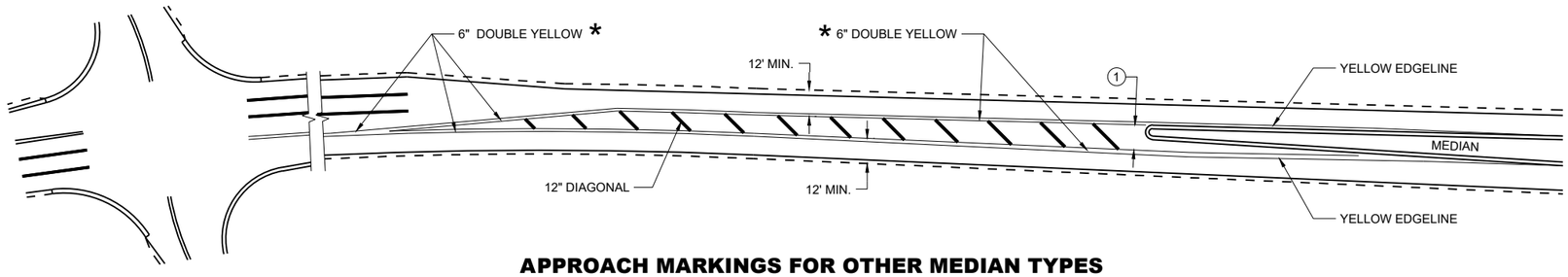
MEDIAN ISLAND DETAIL

GENERAL NOTES

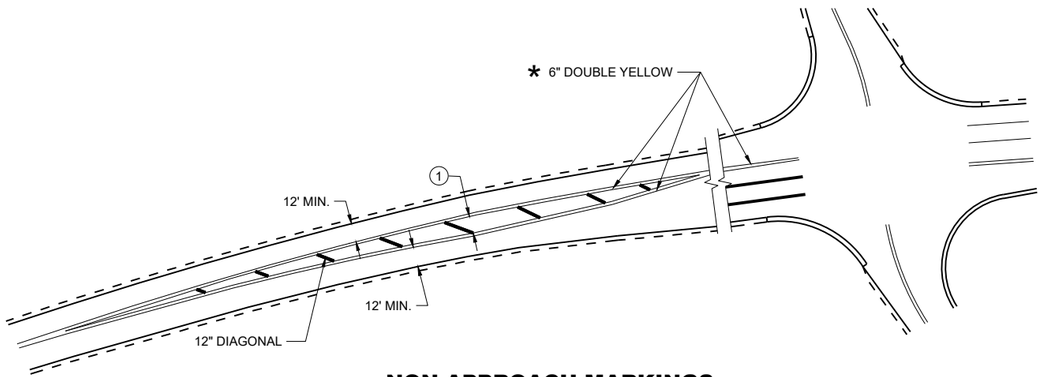
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

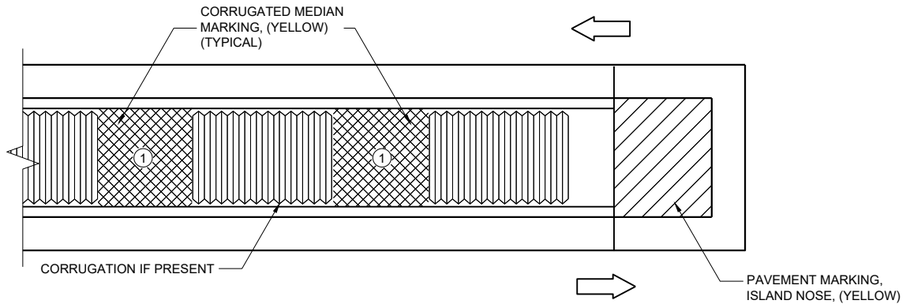
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

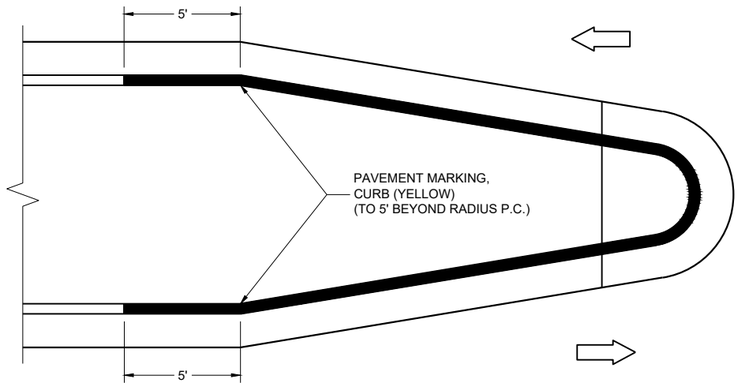
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SDD 15C18-09a

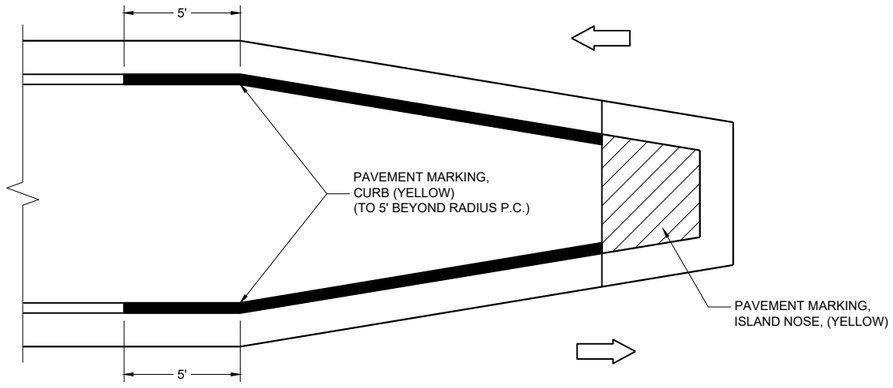
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

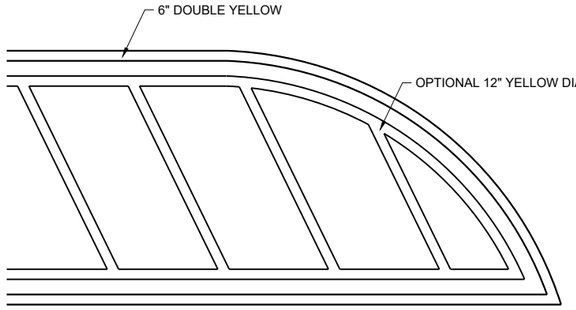
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

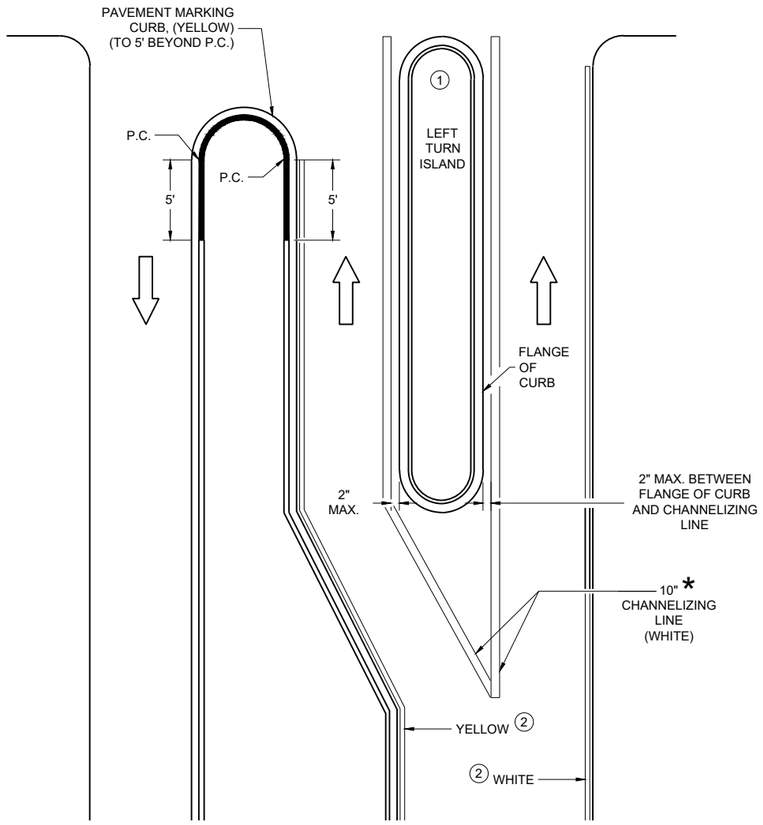
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

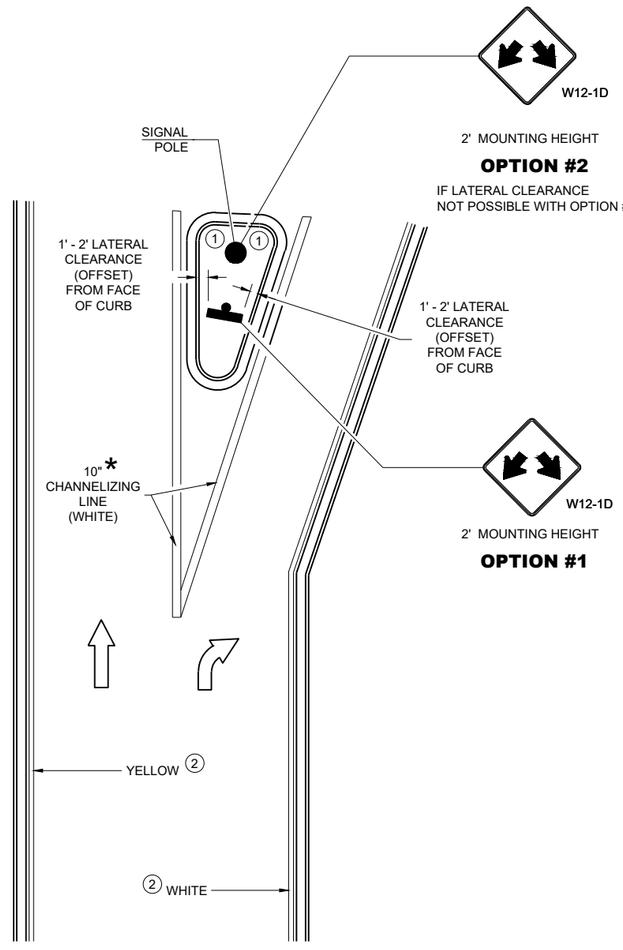
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

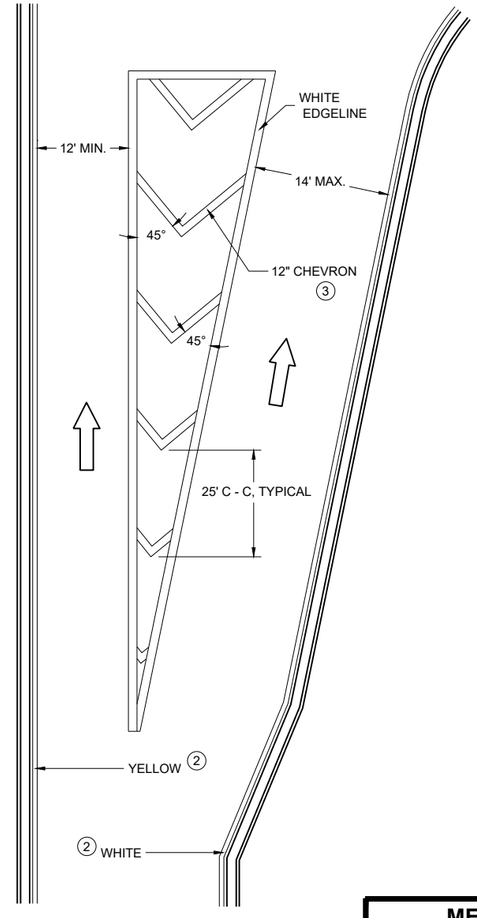
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C18-09c

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

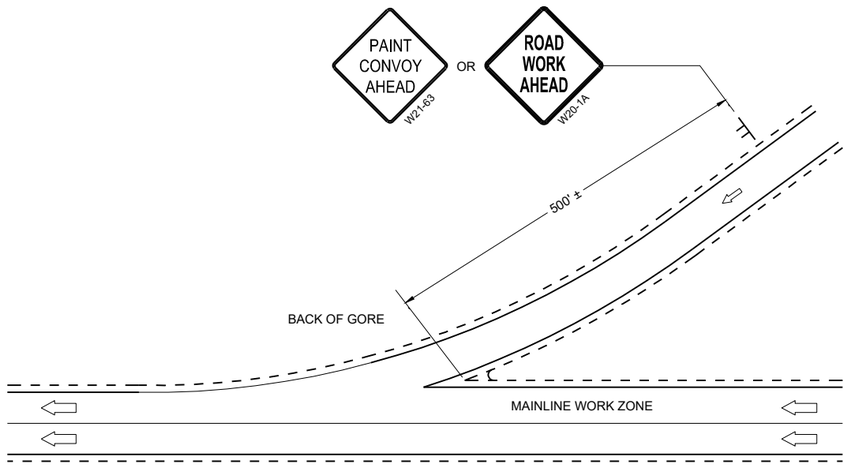
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

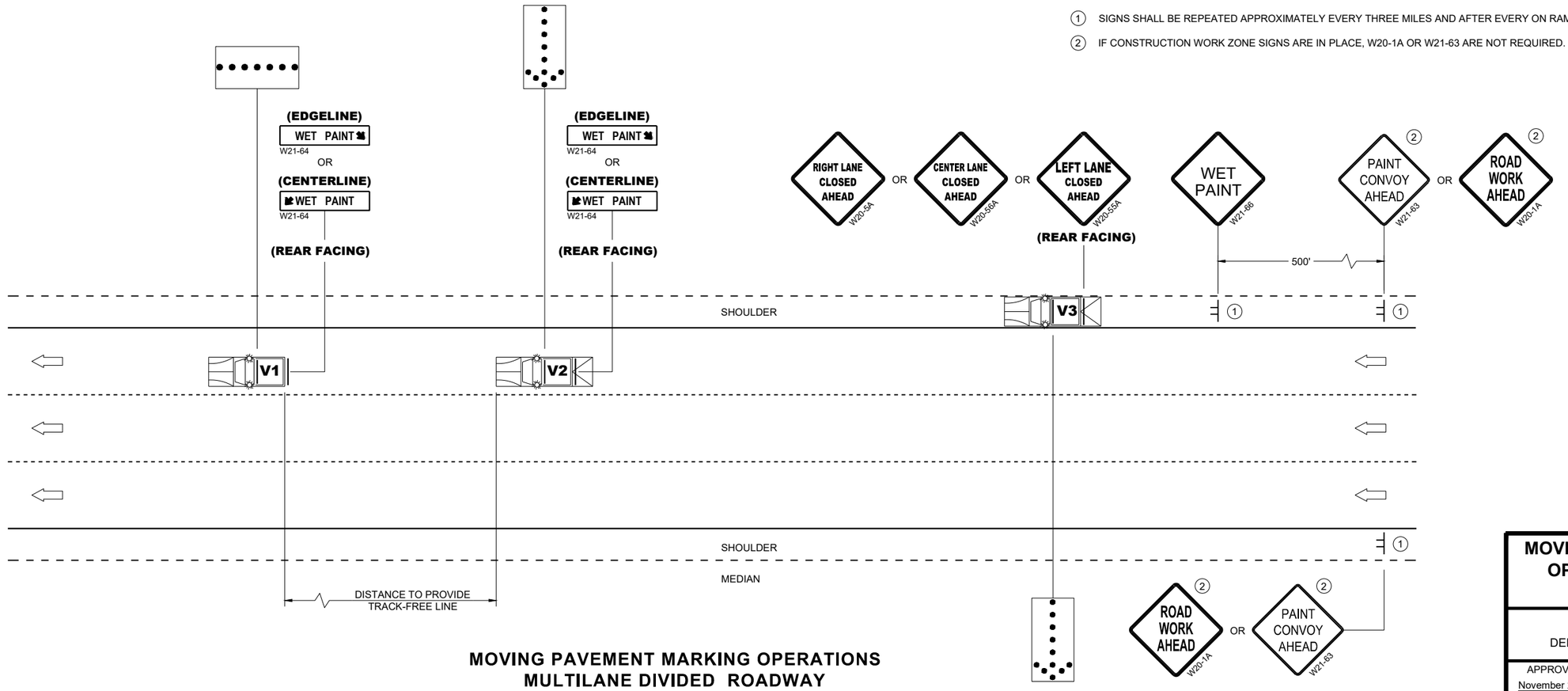
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
STATE ELECTRICAL ENGINEER

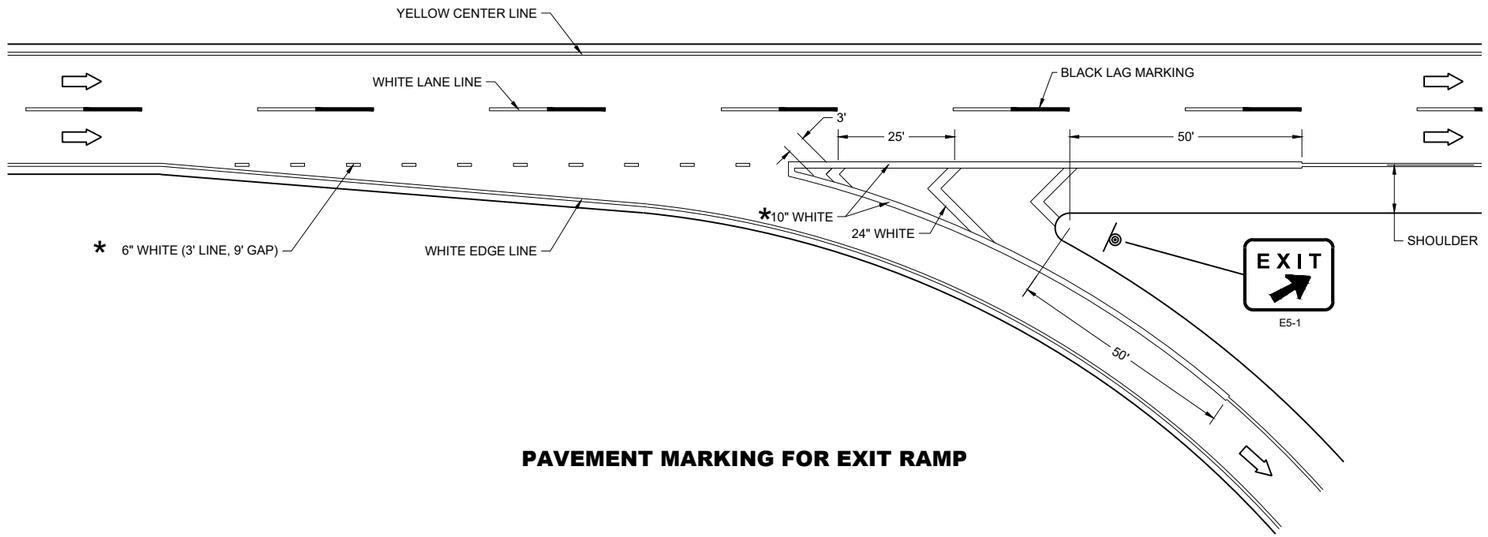
FHWA

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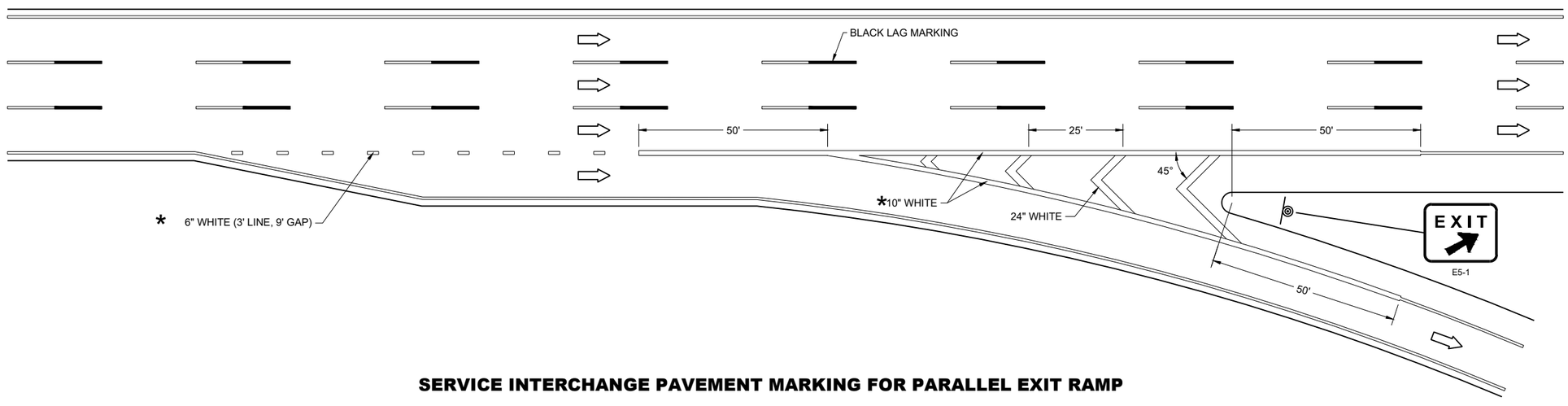
SDD 15C19-11c

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SDD 15C19-11c



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 15C31-08a

SDD 15C31-08a

GENERAL NOTES

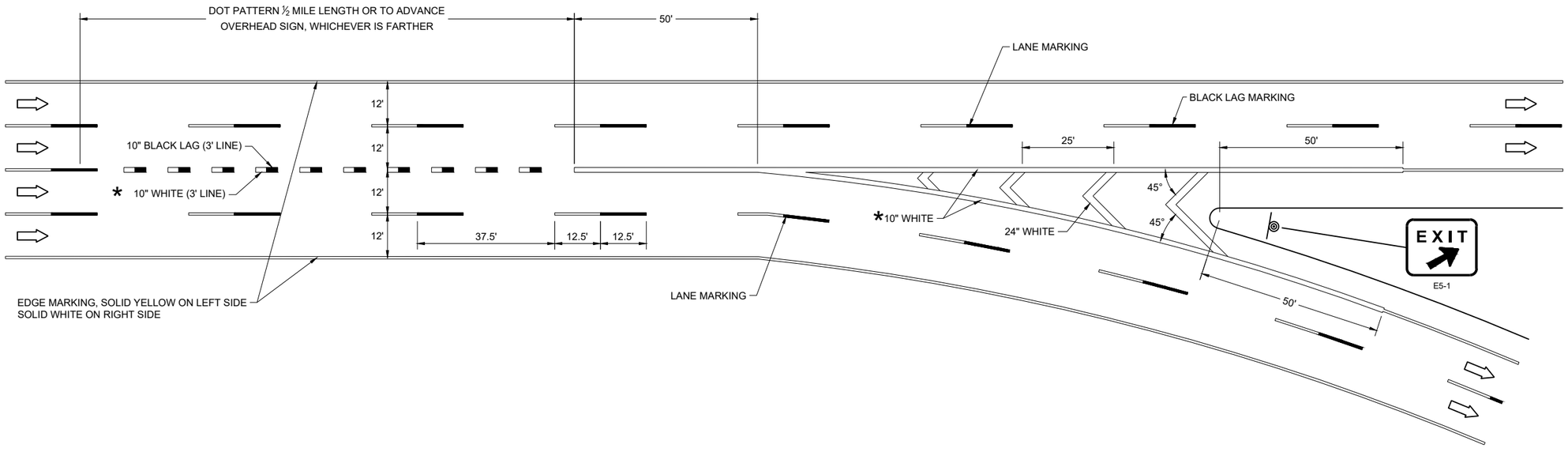
PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



6

SDD 15C31-08b

PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY

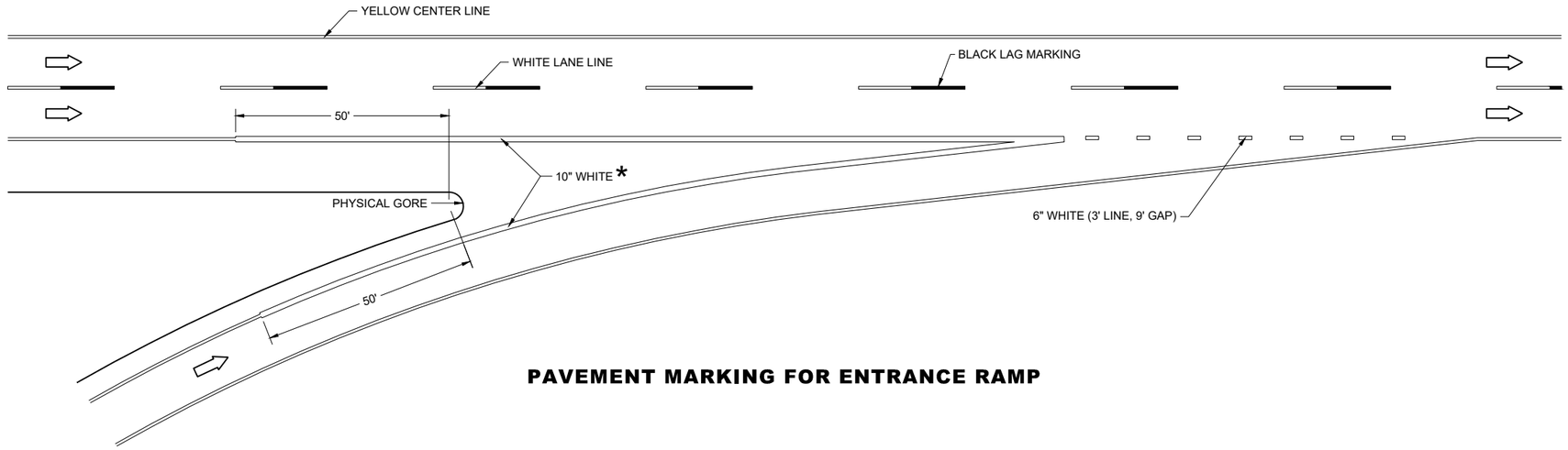
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-08b

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

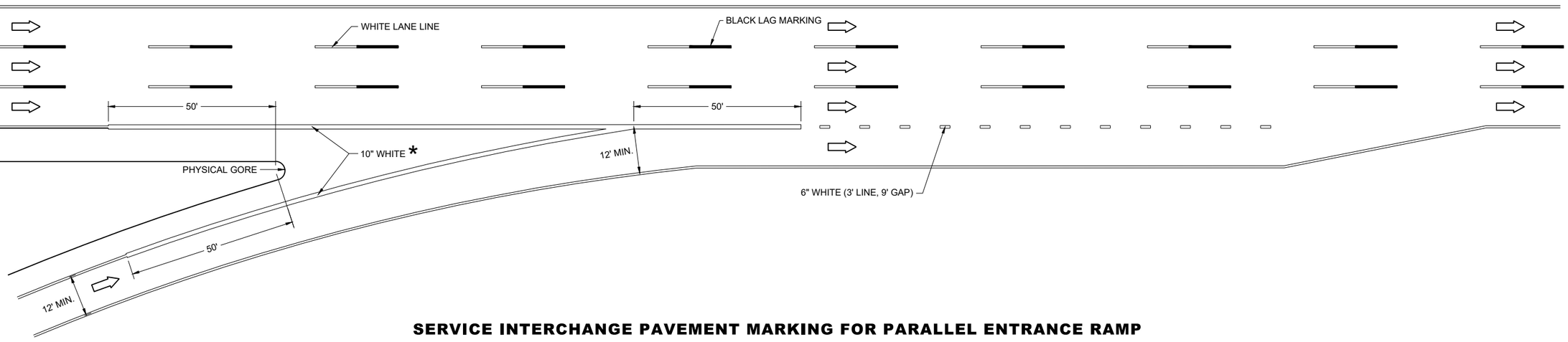


PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

SDD 15C31-08c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-08c

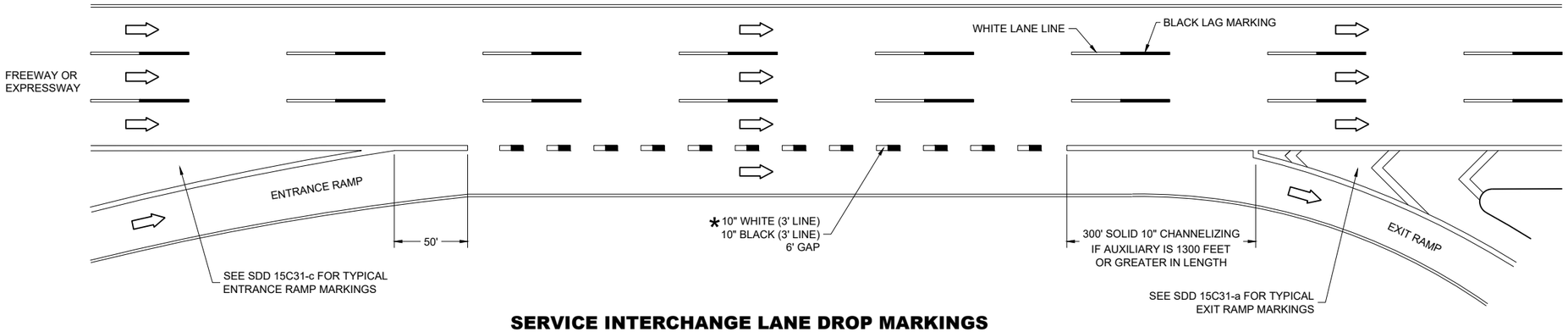
LEGEND

DIRECTION OF TRAVEL

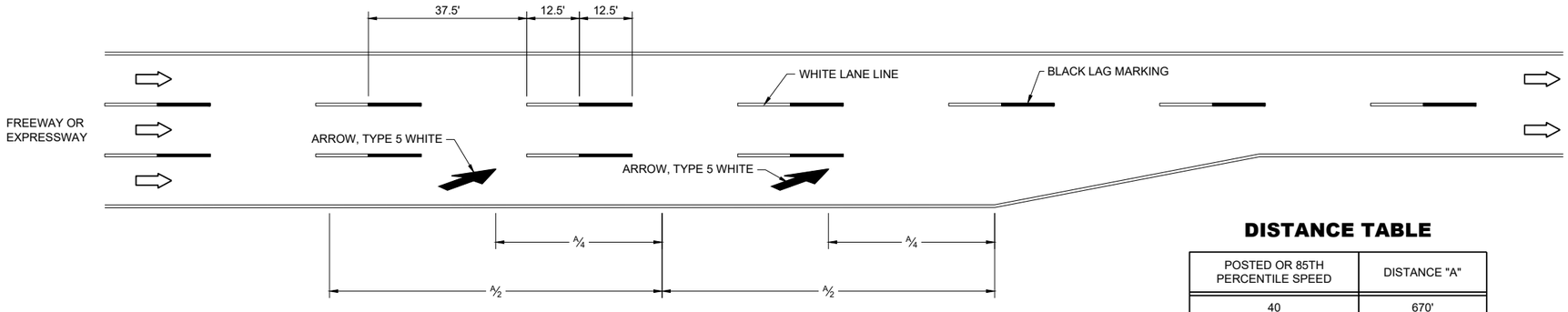
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

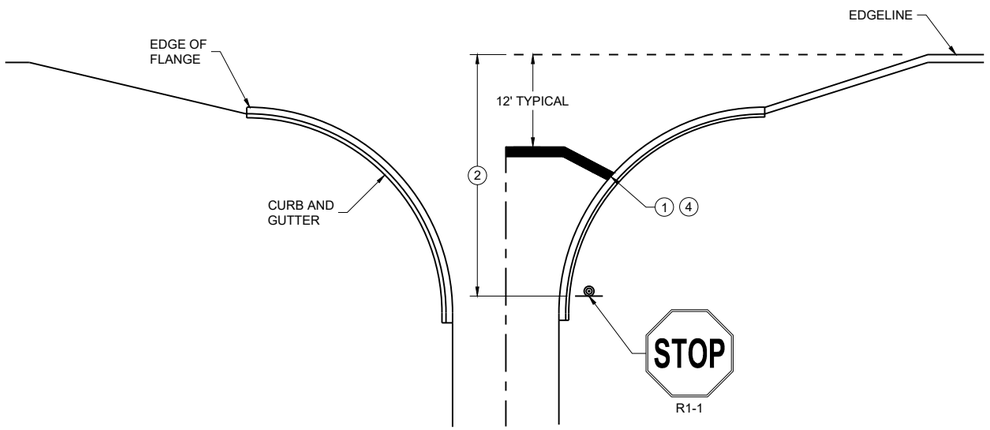
APPROVED
November 2024
DATE
/S/ Matthew Rauch
WORK ZONE ENGINEER
FHWA

6
SDD 15C31-08d

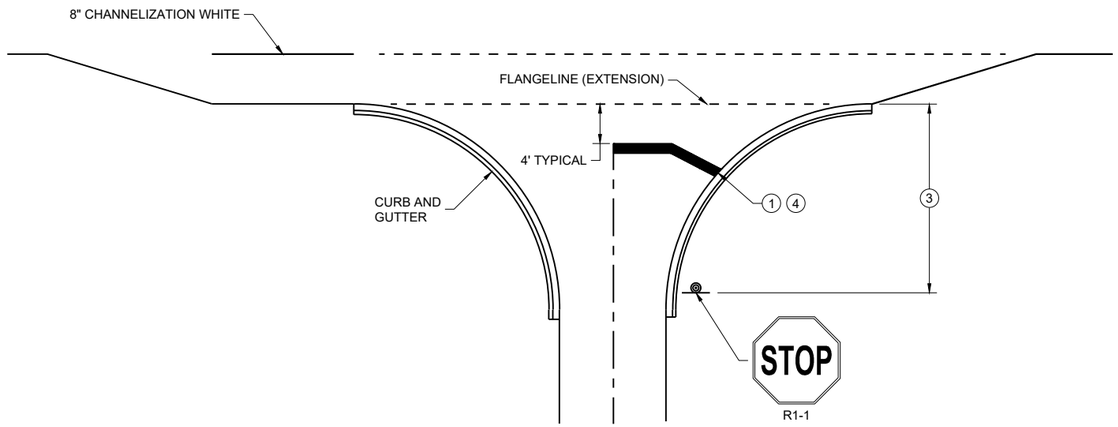
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

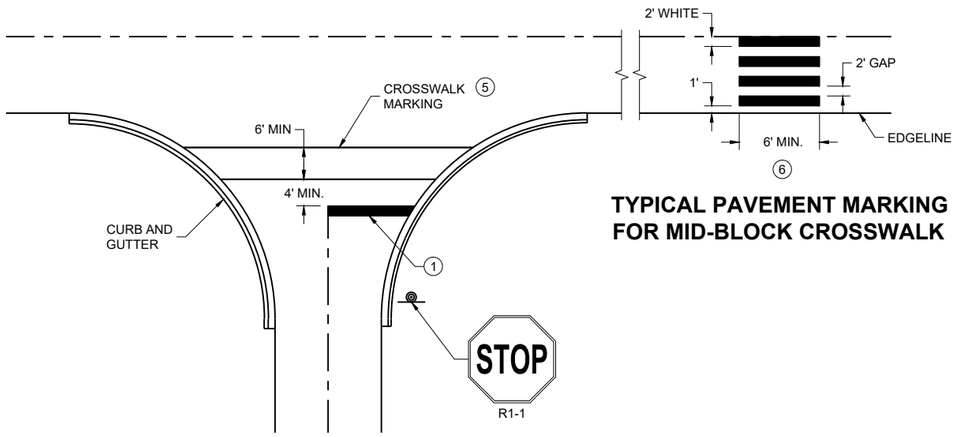
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

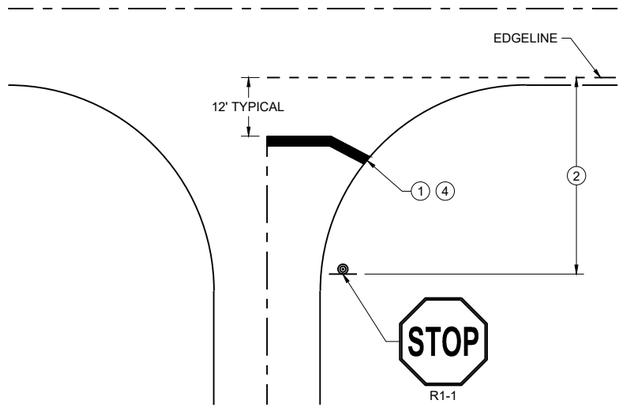


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6 SDD 15C33-05

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.

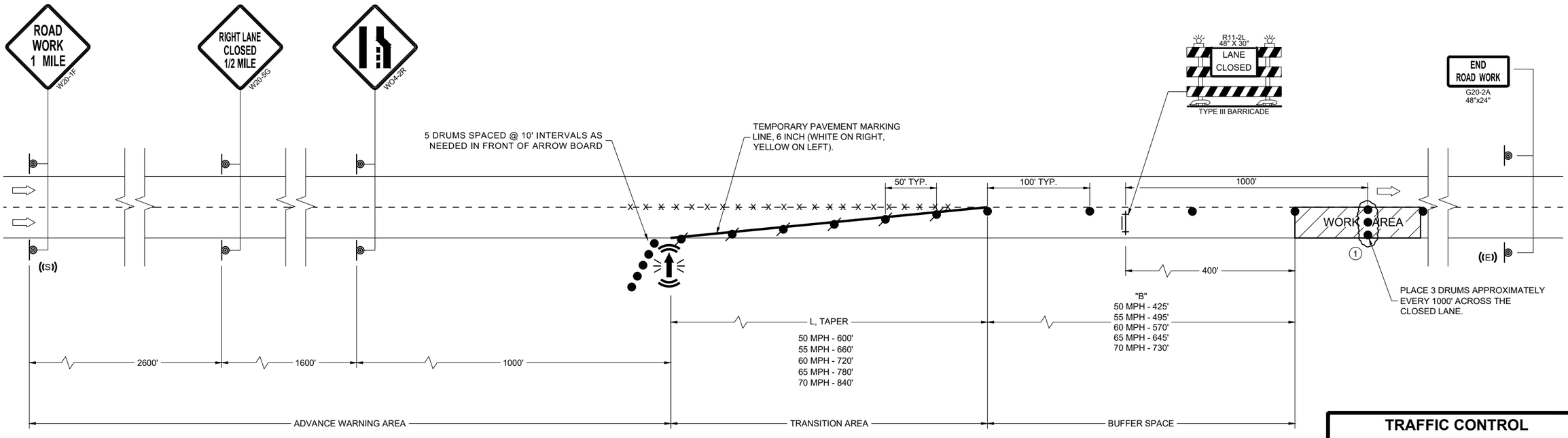
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE 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.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-16a

6

SDD 15D12-16a

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.

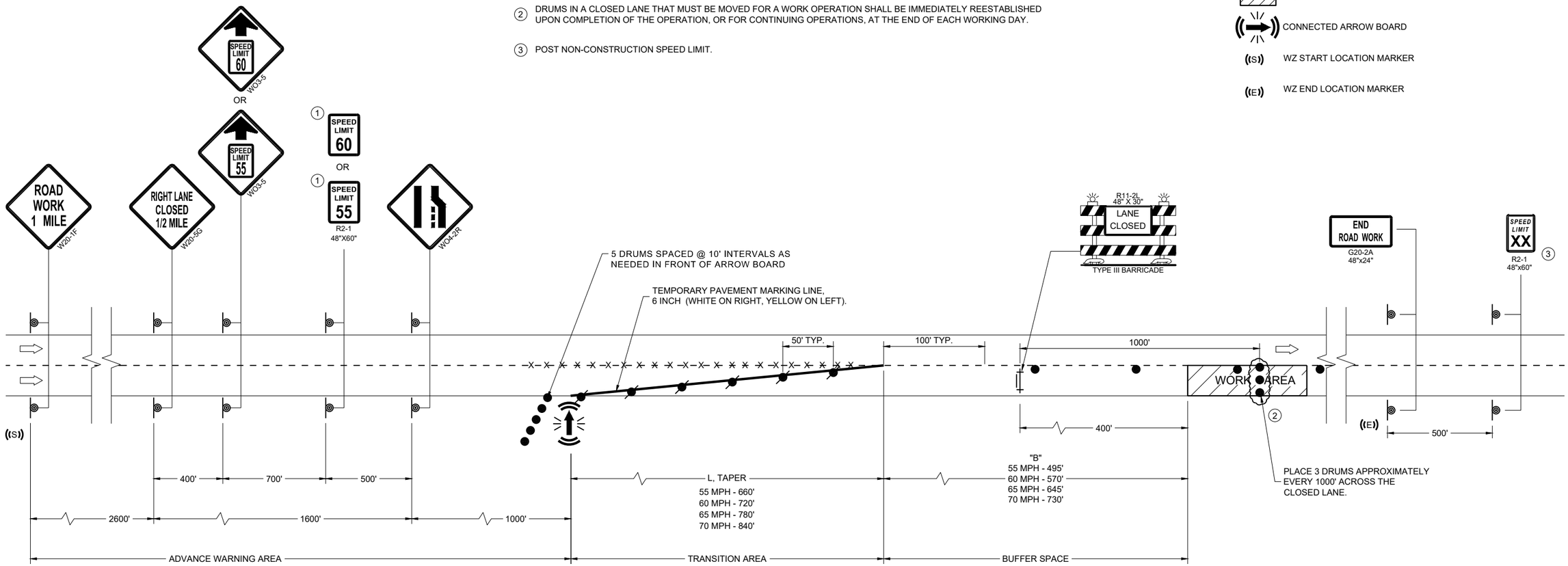
(1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.

(2) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

(3) POST NON-CONSTRUCTION SPEED LIMIT.

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
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 15D12-16b

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
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

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.

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

REMOVE PAVEMENT MARKINGS 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.

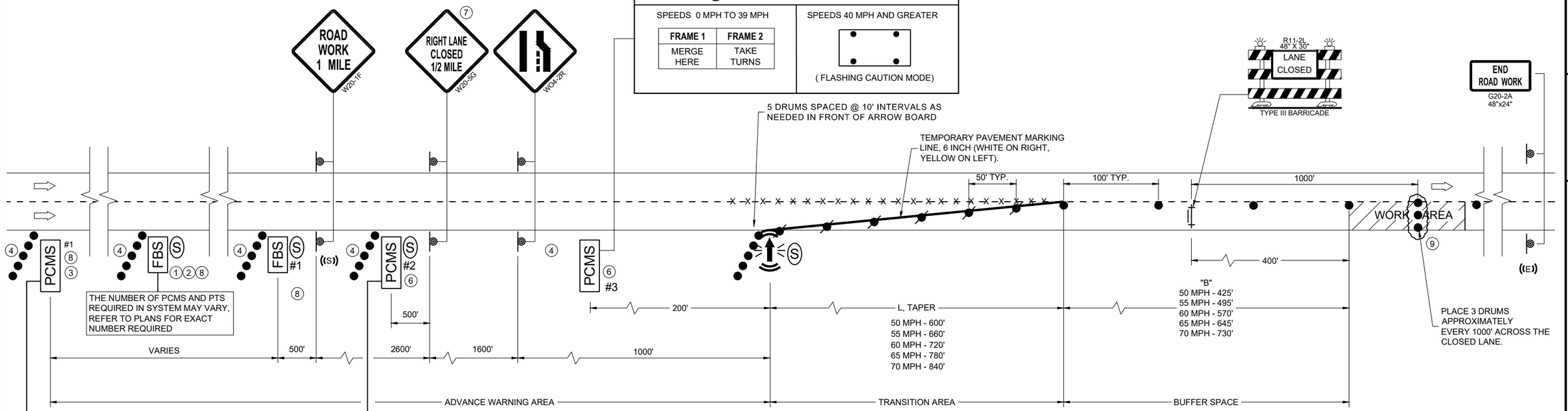
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP 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.

THIS DETAIL IS FOR RIGHT LANE CLOSURES ONLY. IF LEFT LANE CLOSURE IS NEEDED WITH THE DLMS, TAKE A RIGHT LANE CLOSURE AND SHIFT TRAFFIC TO THE RIGHT LANE.

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. FURTHEST UPSTREAM FBS DOES NOT HAVE A PTS.
2. PLACE FLASHING BEACON SIGNS EVERY ONE MILE BETWEEN PCMS #1 AND FBS #1. THE NUMBER OF FBS MAY BE MORE THAN SHOWN ON THIS DETAIL.
3. FOR THREE LANE CONFIGURATION, CHANGE PCMS #1 FRAME 2 MESSAGE TO "USE ALL LANES".
4. 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE.
6. TO REMOVE OBSTRUCTION OF THE ARROW BOARD BY THE PCMS, OFFSET THE PCMS AS NEEDED FROM THE EDGE LINE
7. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
8. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS AND FBS ON BOTH SIDES OF THE ROADWAY.
9. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, DYNAMIC LATE MERGE SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Erin Schwark — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6 SDD 15D12-16c

6 SDD 15D12-16c

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
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

WO8-76
96" x 48"

GENERAL NOTES

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

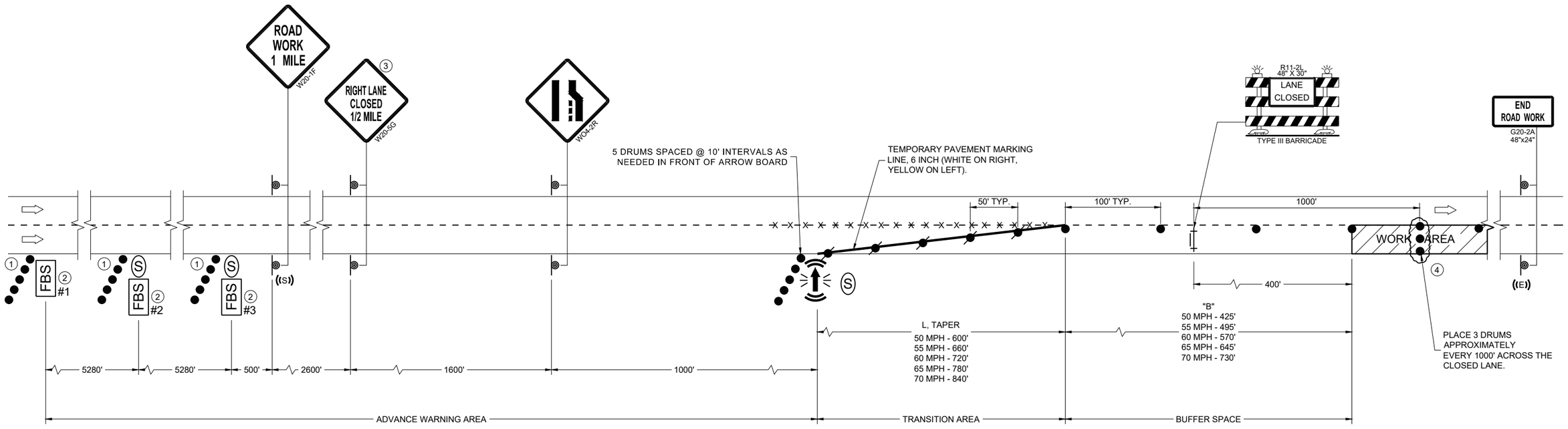
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
2. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.
3. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN
4. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Erin Schwark — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6 SDD 15D12-16d

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
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- ((S)) — WZ START LOCATION MARKER
- ((E)) — WZ END LOCATION MARKER

GENERAL NOTES

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

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

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

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

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

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

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

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

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

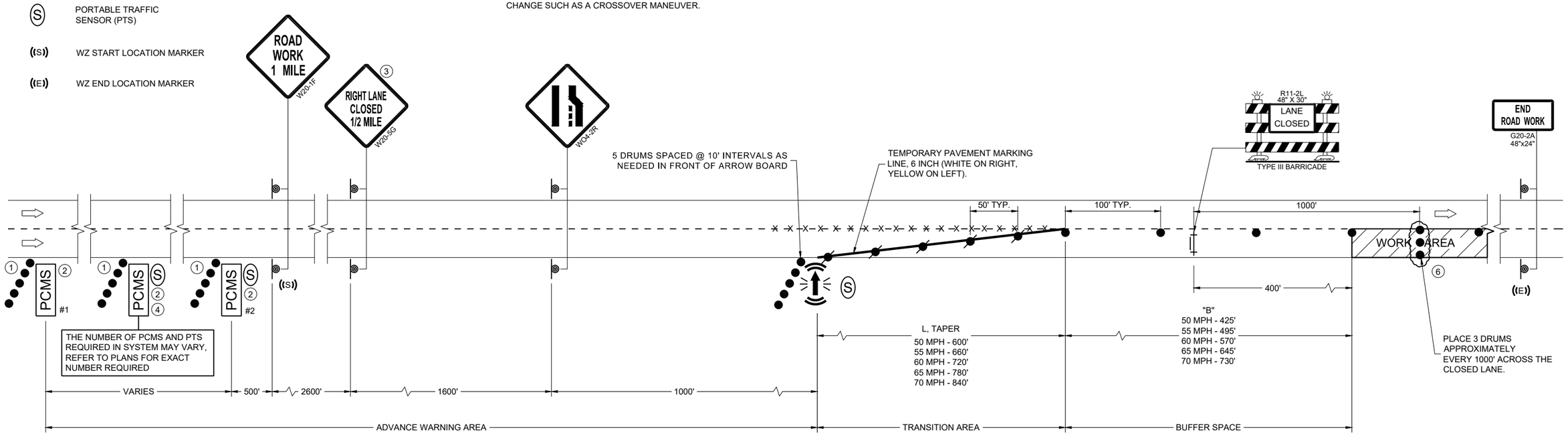
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON PCMS, ARROW BOARD OR OTHER TRAILER DEVICES.

1. 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
2. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE PCMS ON BOTH SIDES OF THE ROADWAY.
3. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.
4. PLACE PCMS EVERY ONE MILE BETWEEN PCMS #1 AND PCMS #2, OR AS THE ENGINEER DIRECTS. THE NUMBER OF PCMS MAY BE MORE THAN SHOWN ON THIS DETAIL.
5. PCMS SHALL FOLLOW ARROW BOARD STANDARDS WHEN DISPLAYING FLASHING FOUR CORNER CAUTION MODE OR ARROW MERGE MODE.
6. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



⑤ PCMS MESSAGING

SPEEDS 0 MPH TO 19 MPH		SPEEDS 20 MPH TO 39 MPH		SPEEDS 40 MPH AND GREATER
FRAME 1	FRAME 2	FRAME 1	FRAME 2	
STOPPED TRAFFIC AHEAD	EXPECT DELAYS	SLOW TRAFFIC AHEAD	PREPARE TO STOP	(FLASHING CAUTION MODE)

TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Erin Schwark — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-16e

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
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER
- TEMPORARY TAPE RUMBLE STRIPS (VARIABLE SPACING)
- PORTABLE TRAFFIC SENSOR (PTS)

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. NO WARNING LIGHTS

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCE 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.

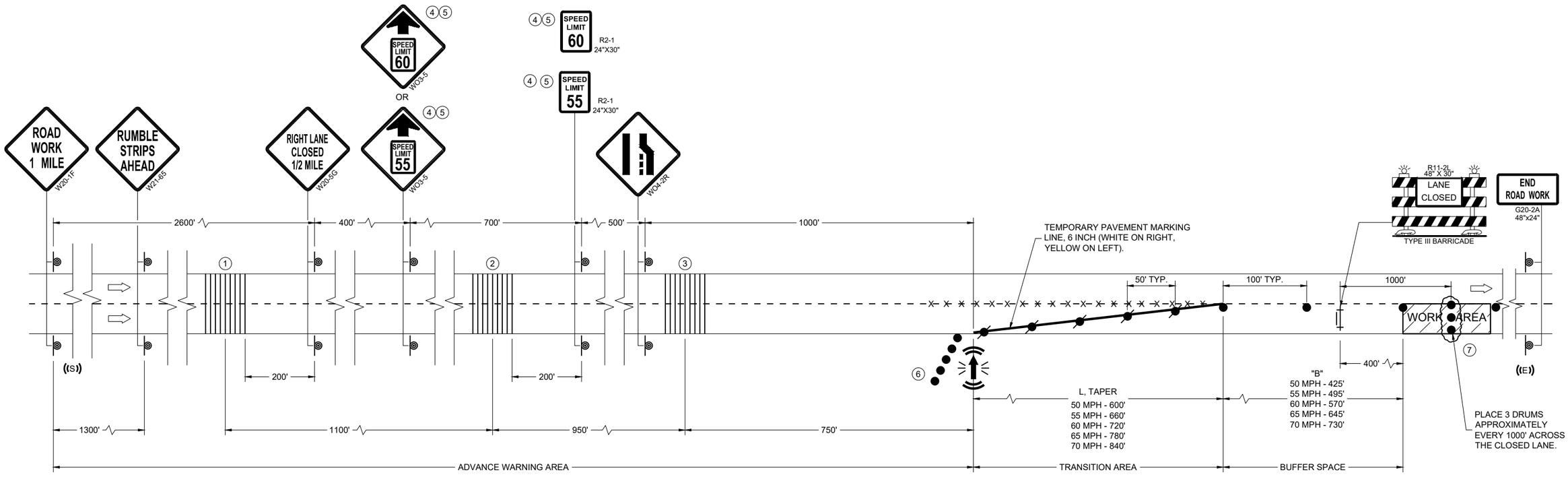
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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.

USE THIS DETAIL FOR PLACEMENT OF TEMPORARY TAPE RUMBLE STRIPS AND W21-65 SIGNS. SEE APPROPRIATE LANE CLOSURE SDD FOR DETAILS OF OTHER TRAFFIC CONTROL DEVICES AND SIGNS.

1. NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.
2. NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.
3. NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP.
4. COVER OR REMOVE PER APPROVED TEMPORARY SPEED DECLARATION.
5. IF NO APPROVED SPEED DECLARATION, OMIT SIGNS.
6. 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
7. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY TAPE RUMBLE STRIPS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-16f

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.

IF THE SPEED LIMIT WILL CHANGE BASED ON THE PRESENCE OF WORKERS, USE THE TAPER LENGTH THAT MATCHES THE HIGHER OF THE TWO SPEEDS FOR A CONTINUOUS LANE CLOSURE.

EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.

(1) POST NON-CONSTRUCTION SPEED LIMIT.

(2) IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.

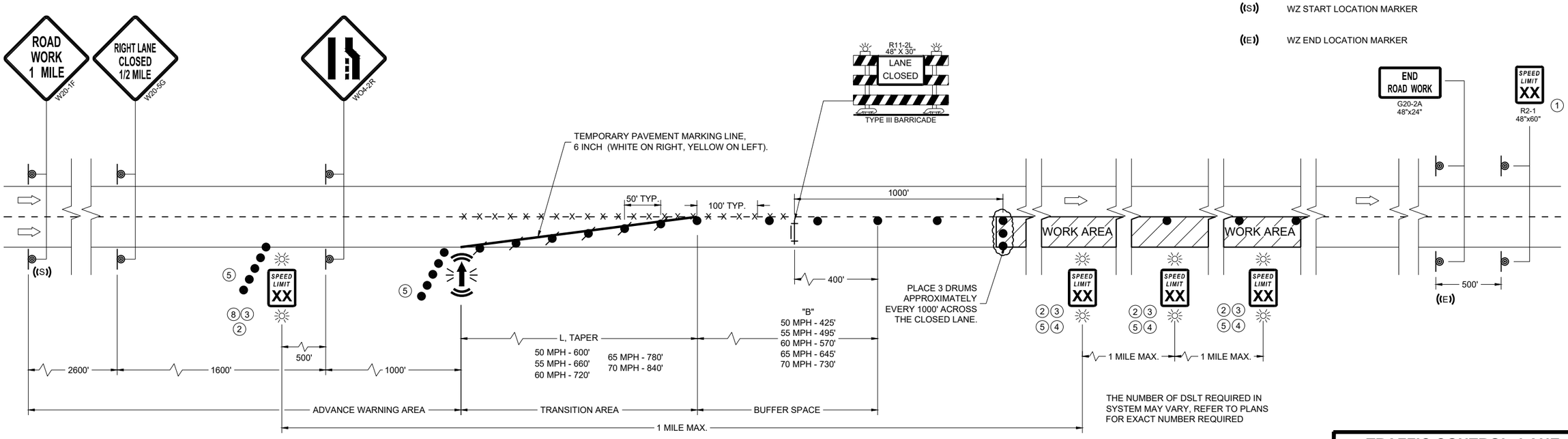
(3) PLACE DSLT AT EXISTING POST MOUNTED SPEED LIMIT SIGN AFTER THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. IF THERE IS NOT AN EXISTING SIGN, PLACE 1,500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP

(4) FOR LEFT LANE CLOSURES, DSLT REMAINS ON RIGHT SHOULDER.

(5) 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.

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
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6 SDD 15D12-16g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

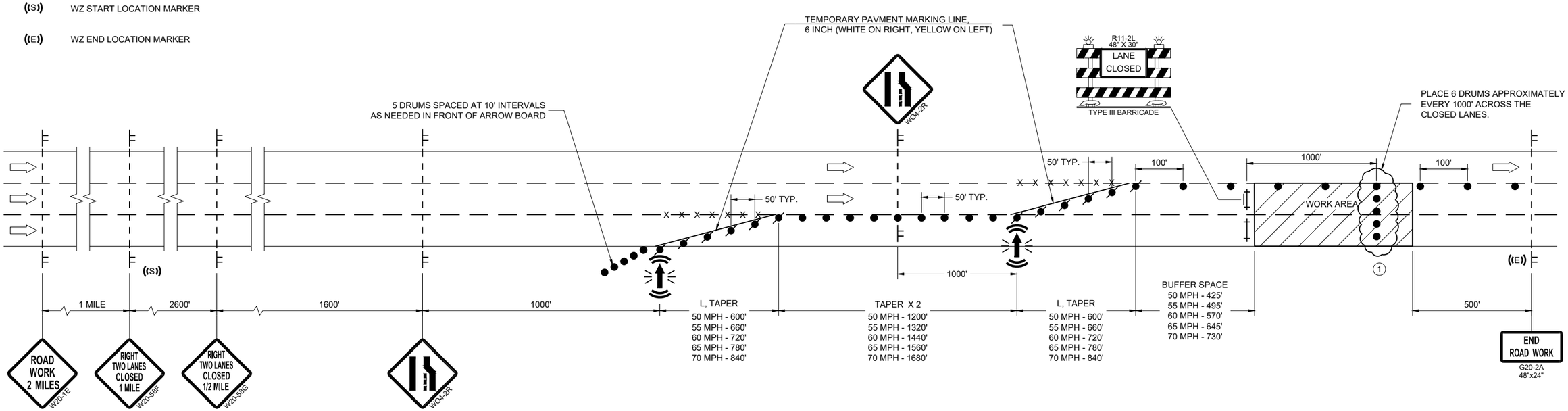
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D14-10

6

SDD 15D14-10

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.

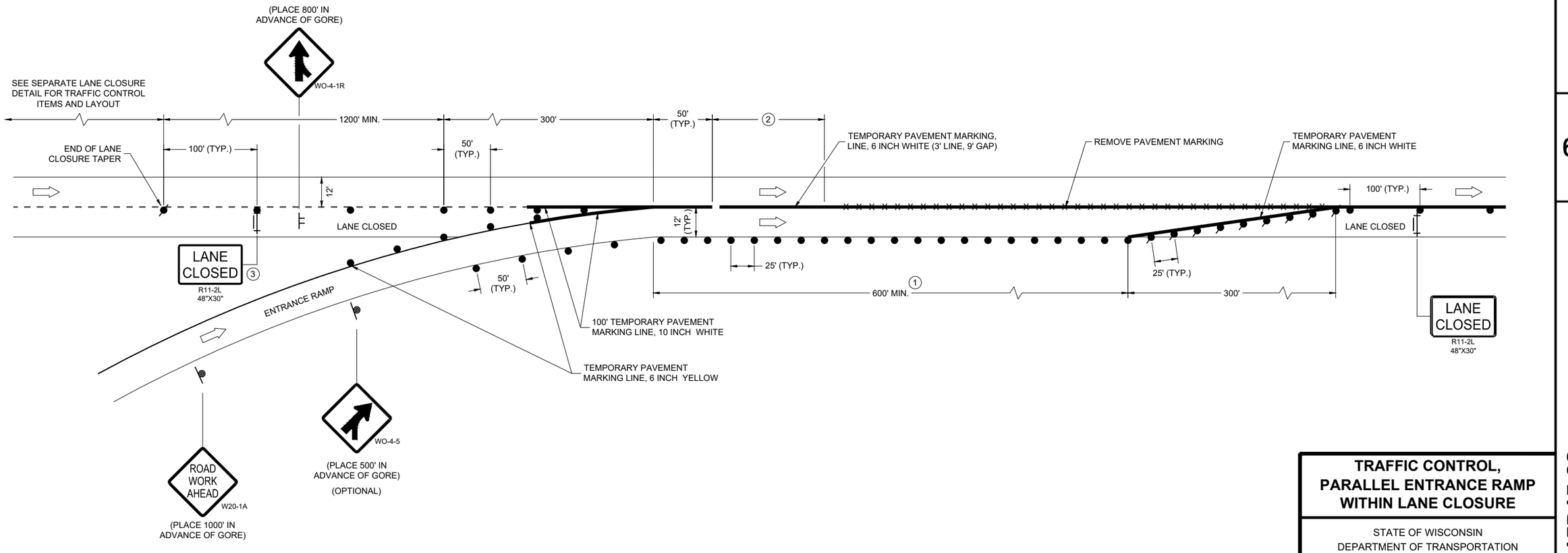
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

(3) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15-08a

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.

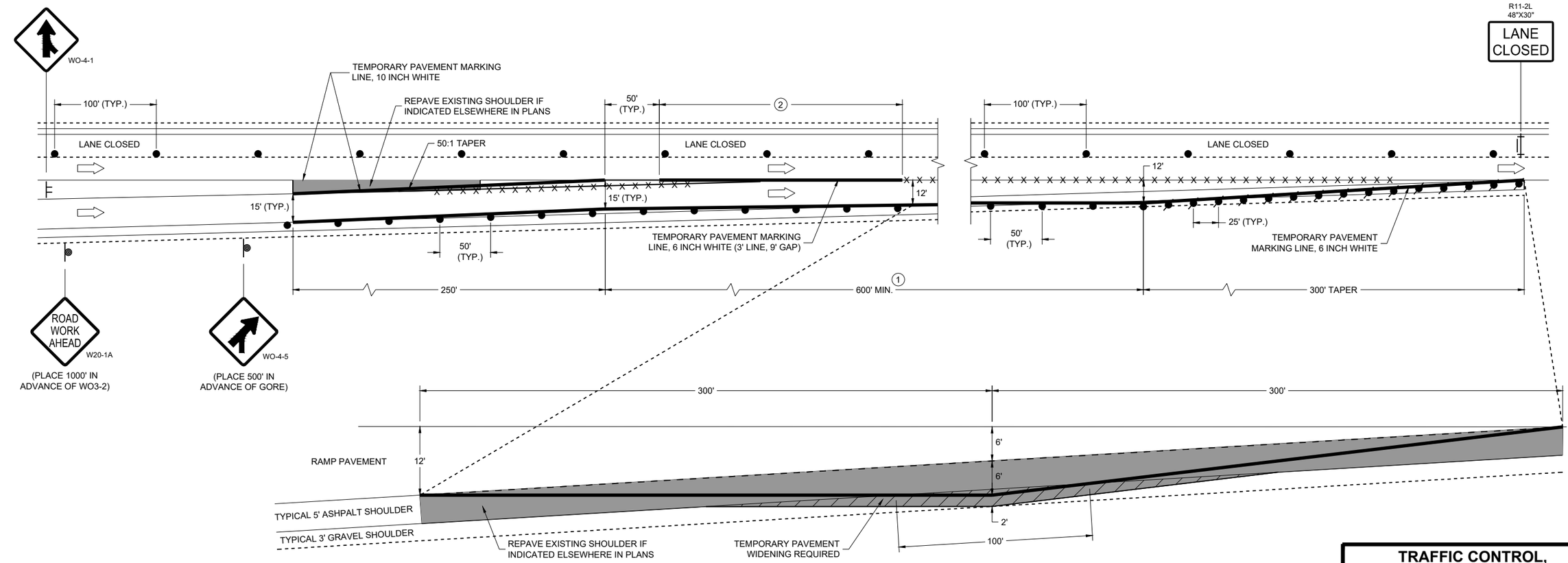
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D15-08b

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.

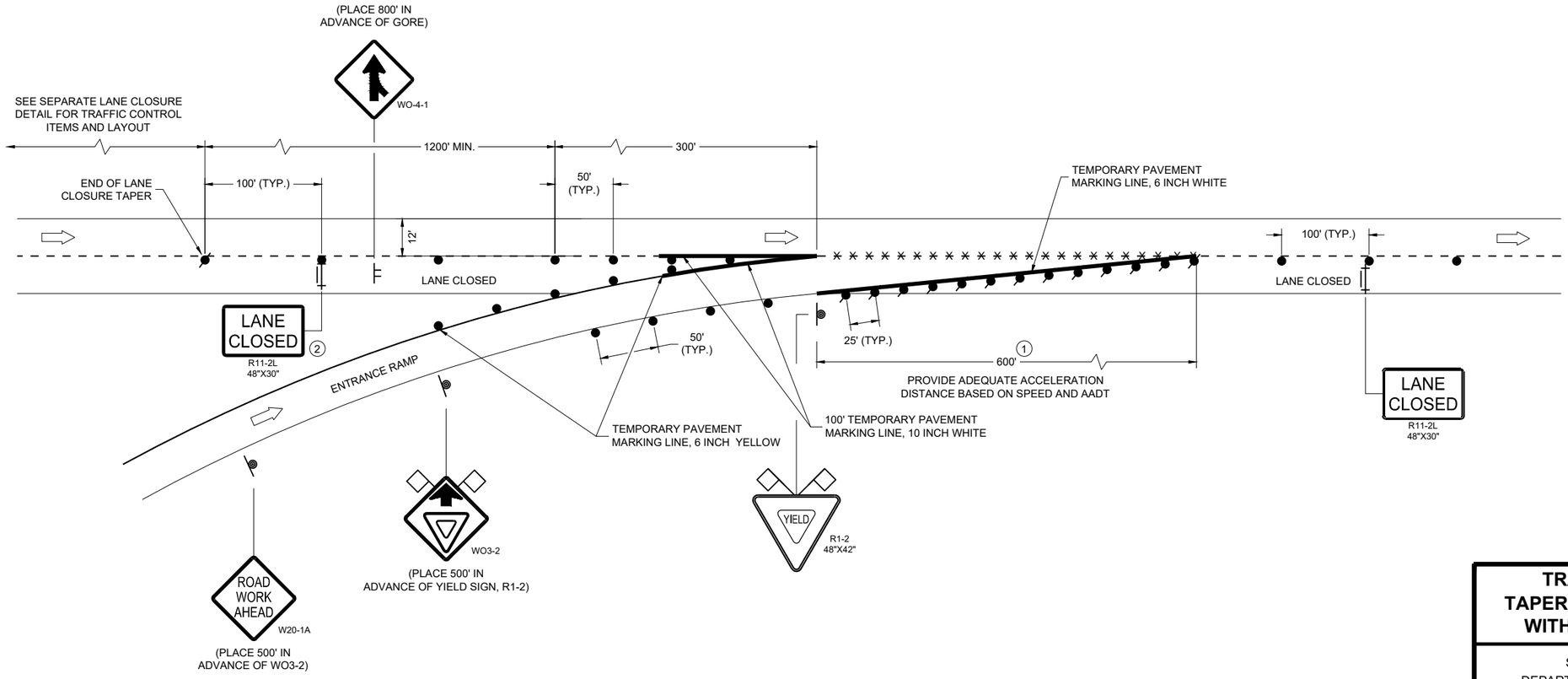
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

(2) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — <position>
FHWA

6
SDD 15D15-08c

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.

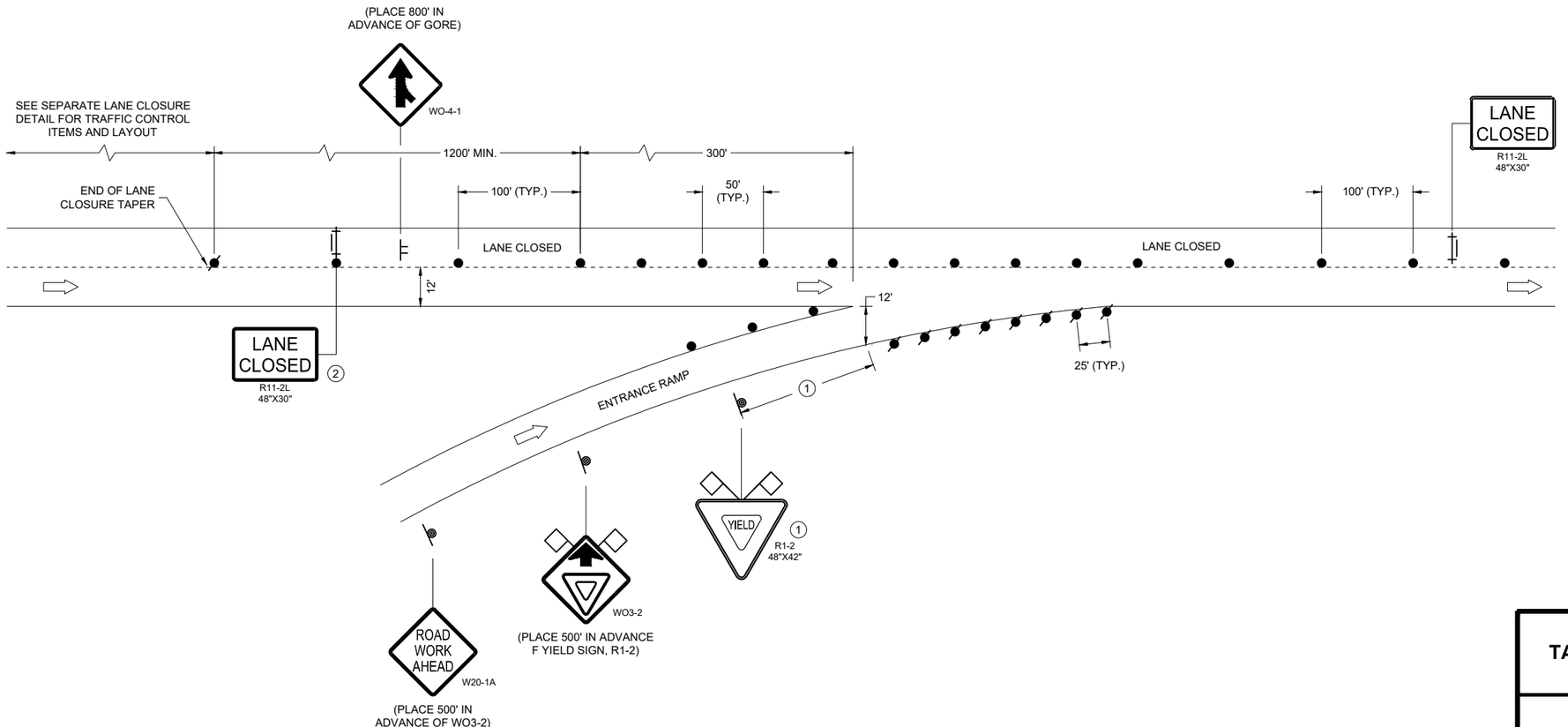
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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.

(2) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D15-08d

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.

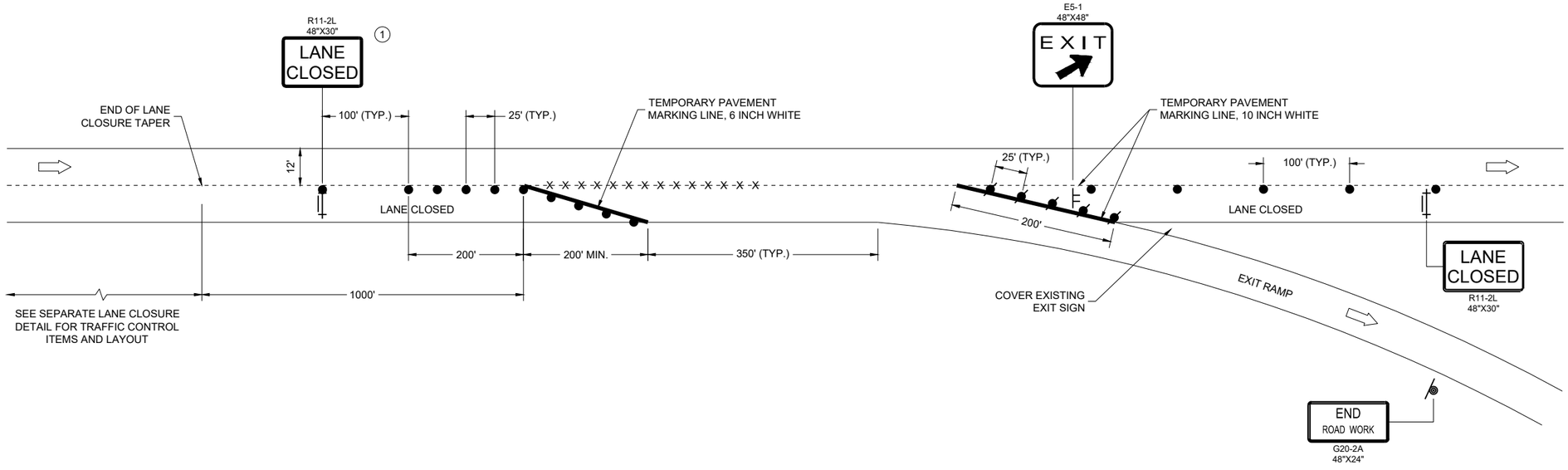
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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.

(1) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025 — DATE

/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D15-08e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

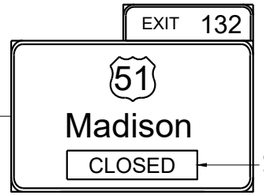
(1) W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



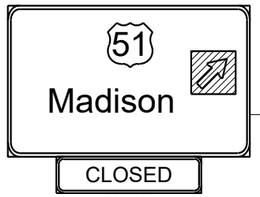
G20 - 60
108" X 24"

OR



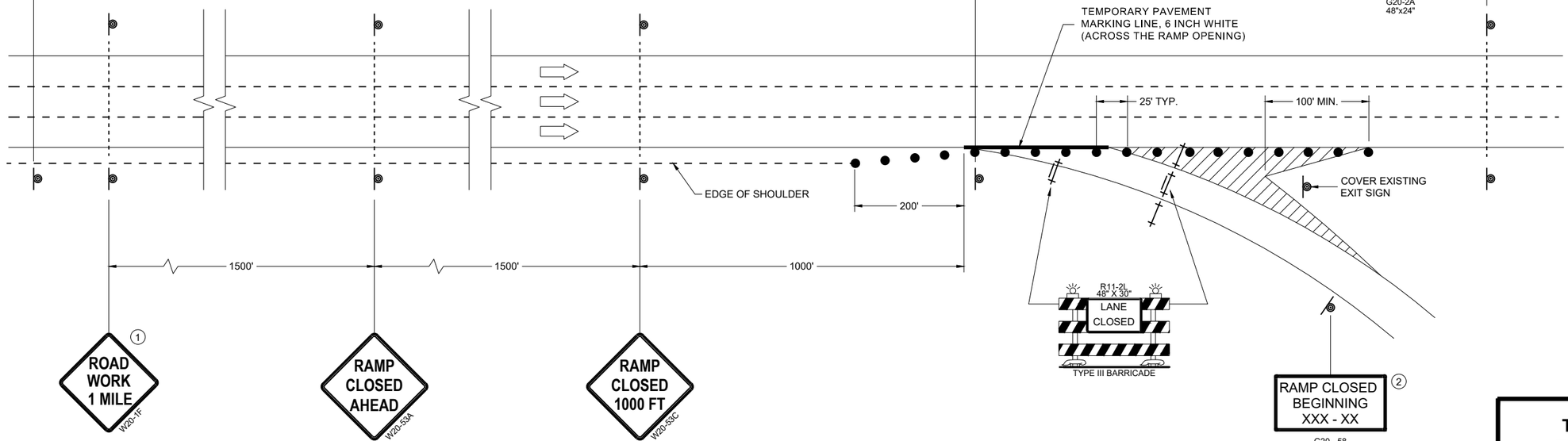
G20 - 60
108" X 24"

PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"



FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — <position>

FHWA

6
SDD 15D16-07

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
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

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

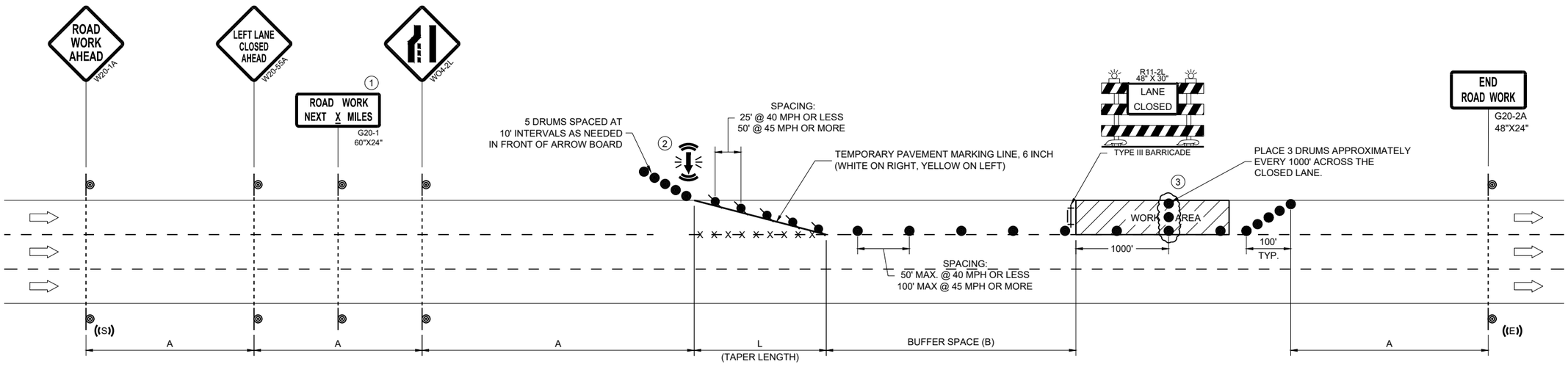
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

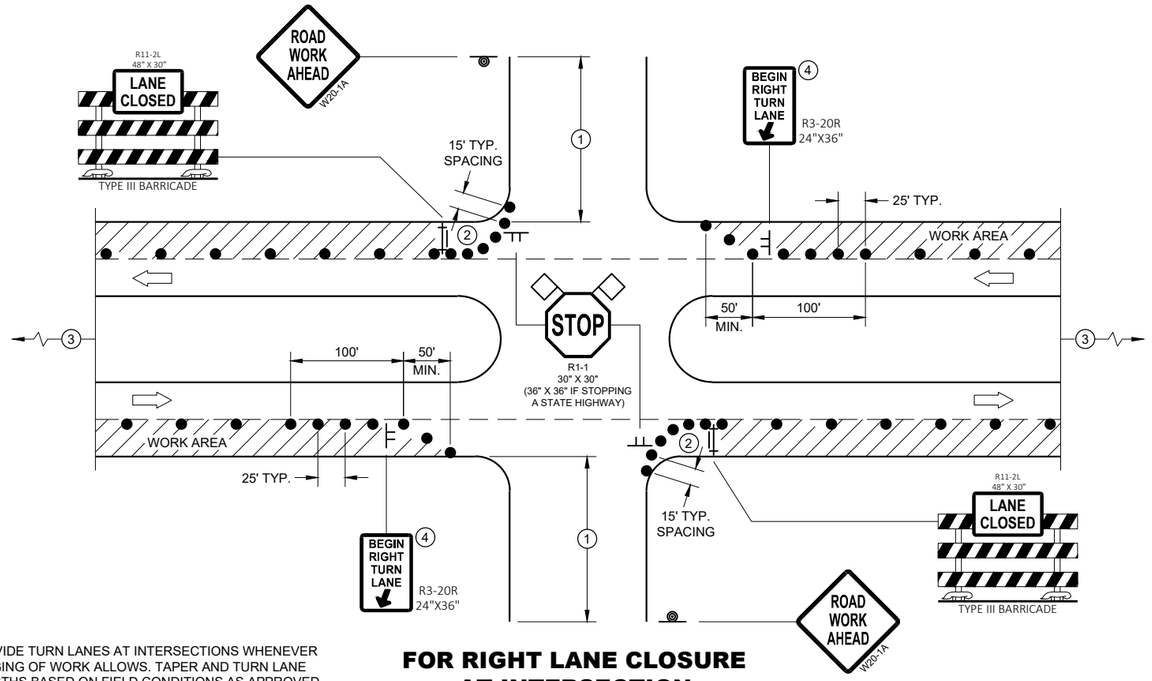
TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

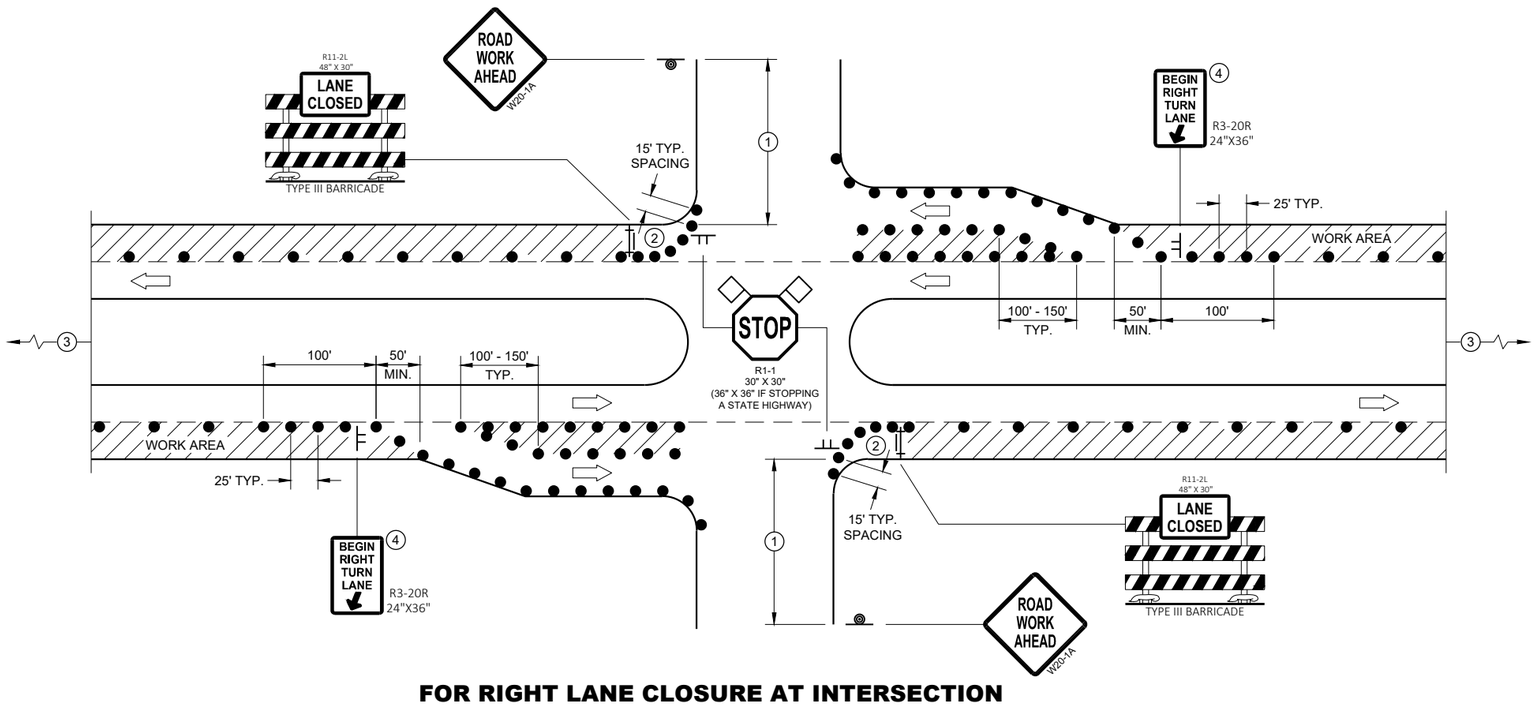
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

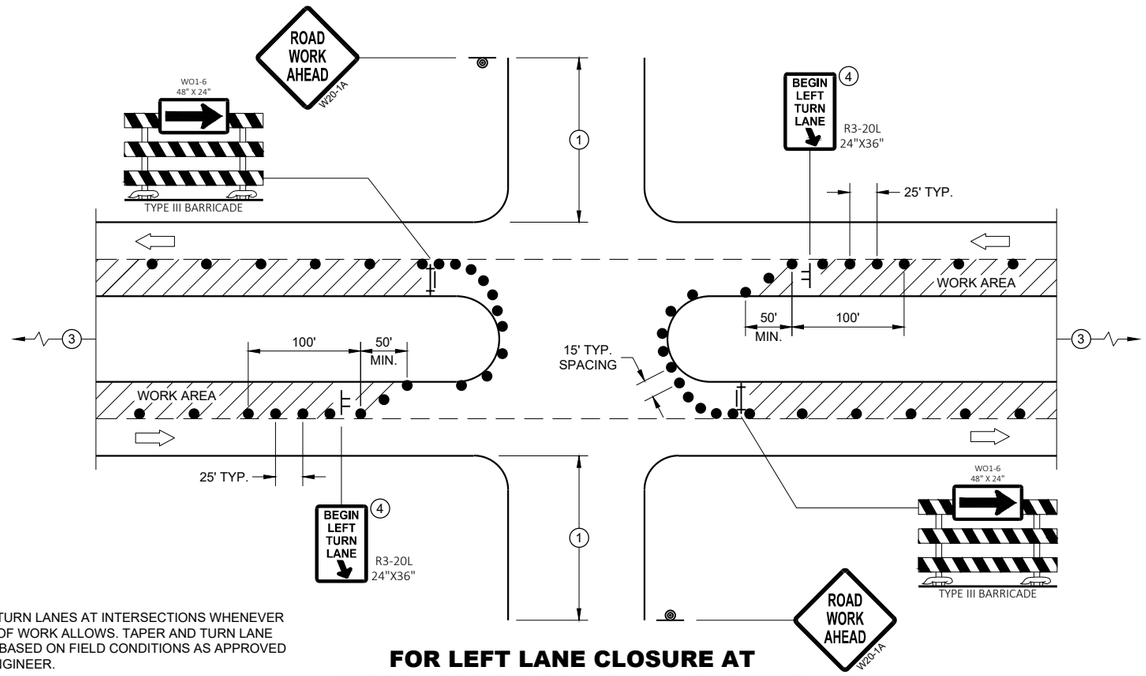


FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

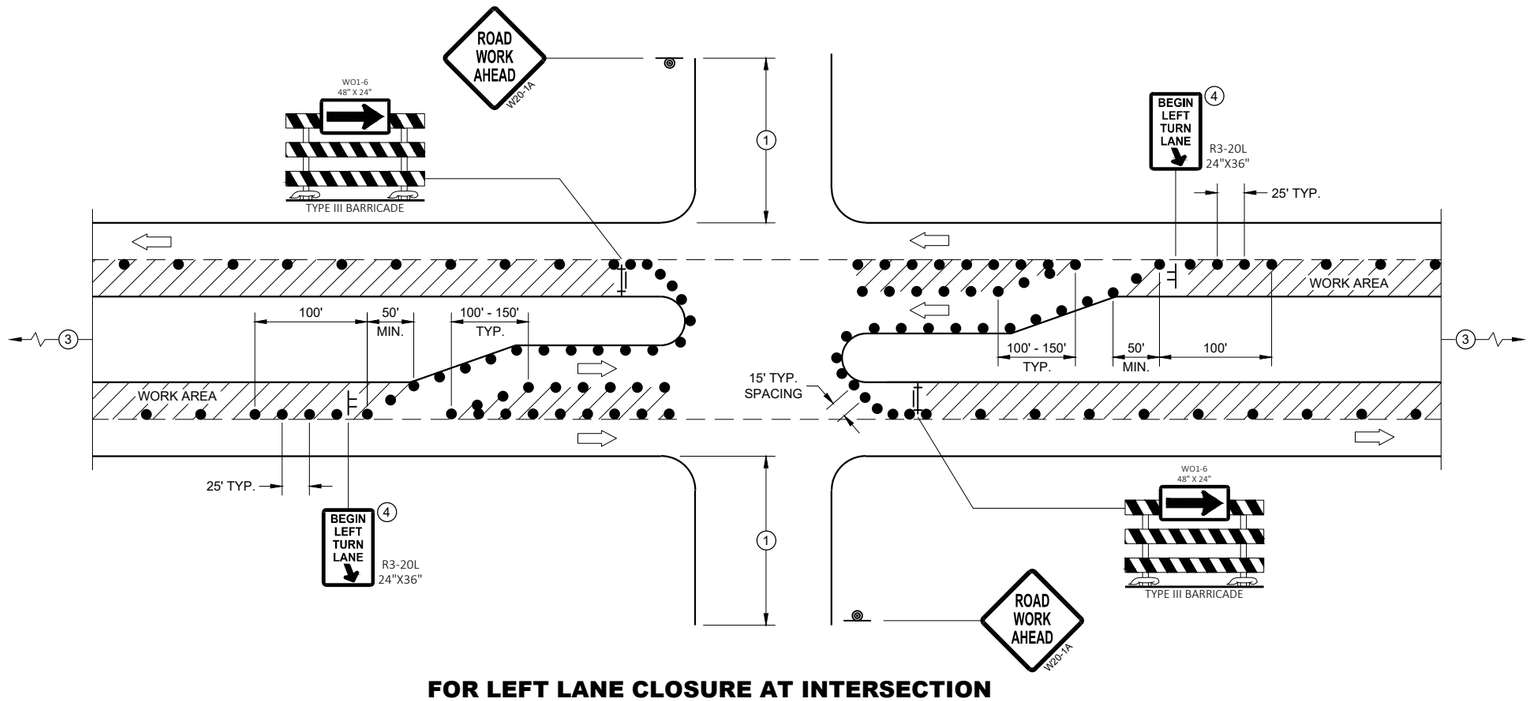
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- CONNECTED ARROW BOARD
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

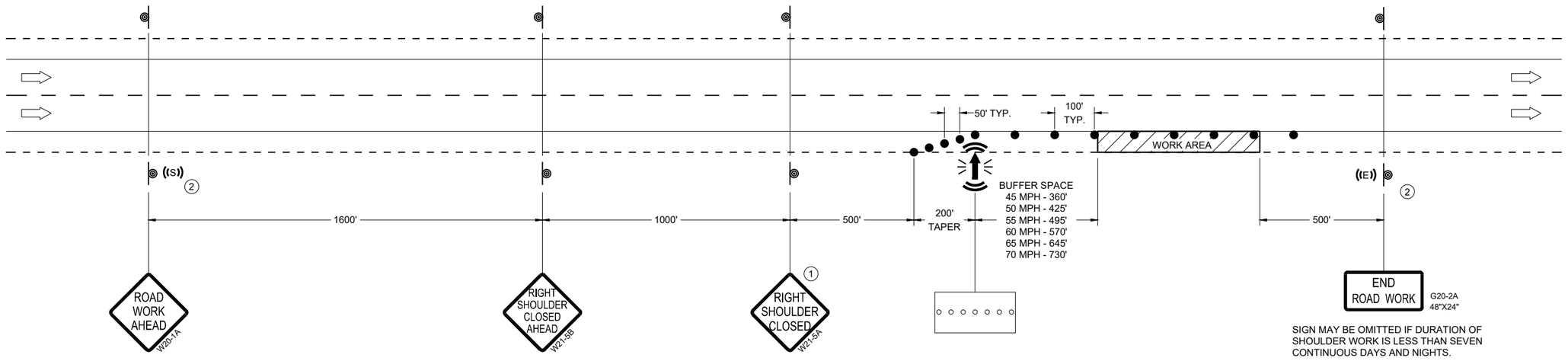
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

(1) FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR THE W21-5A SIGN MAY BE OMITTED.

(2) IF ALREADY PRESENT WITHIN PROJECT , DO NOT INCLUDE ADDITIONAL DEVICE.



SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

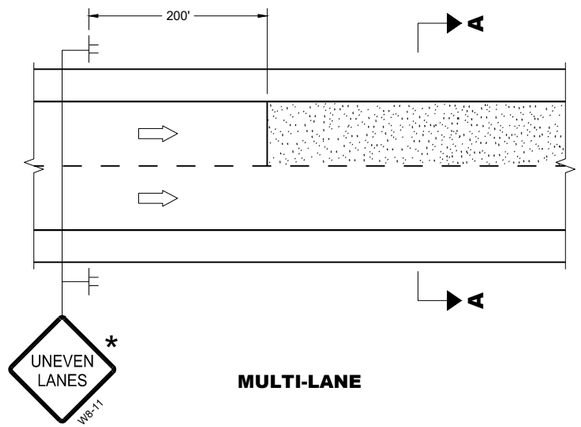
APPROVED

Noveber 2025
DATE

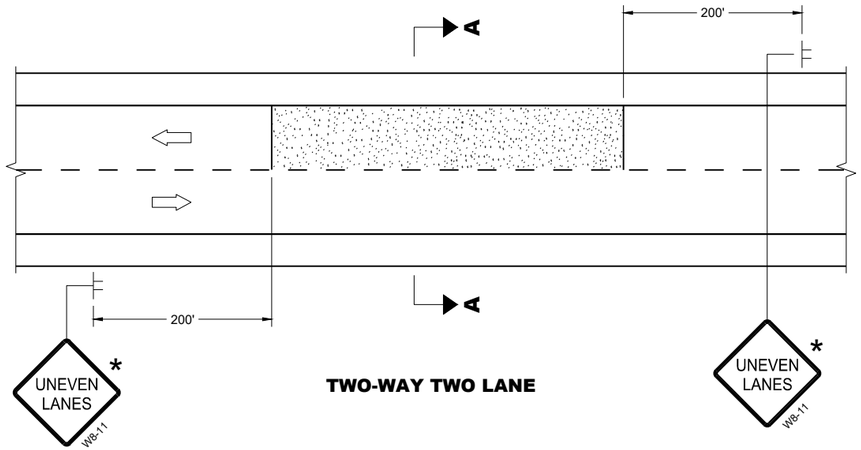
/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

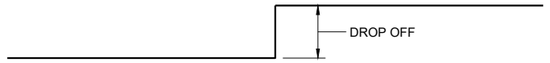
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SDD 15D27-05



MULTI-LANE

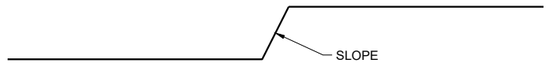


TWO-WAY TWO LANE

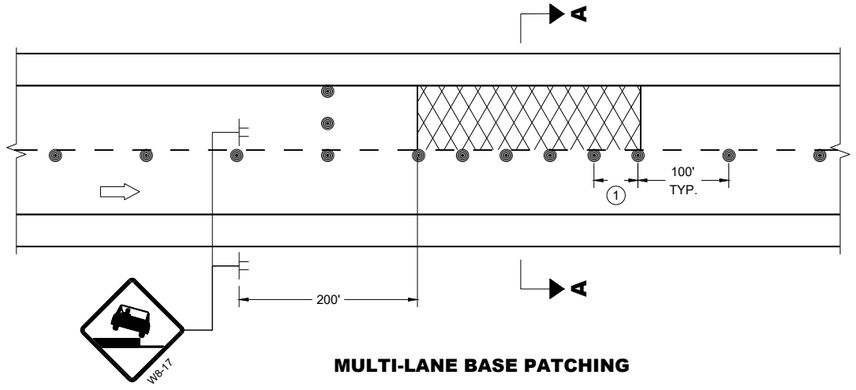


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

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.

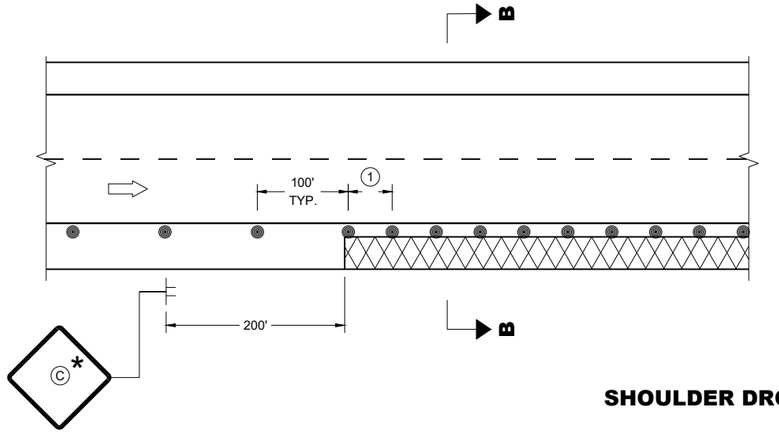
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

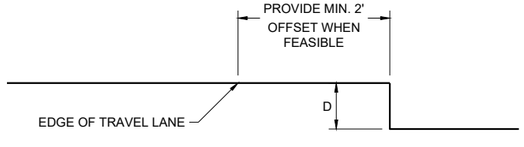
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

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



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
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D39-03

6

SDD 15D39-03

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)					BUFFER SPACE (B) FEET
	10	11	12	13	14	
50	250	275	300	325	350	425
55	275	303	330	358	385	495
60	300	330	360	390	420	570
65	325	358	390	423	455	645
70	350	385	420	455	490	730

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.

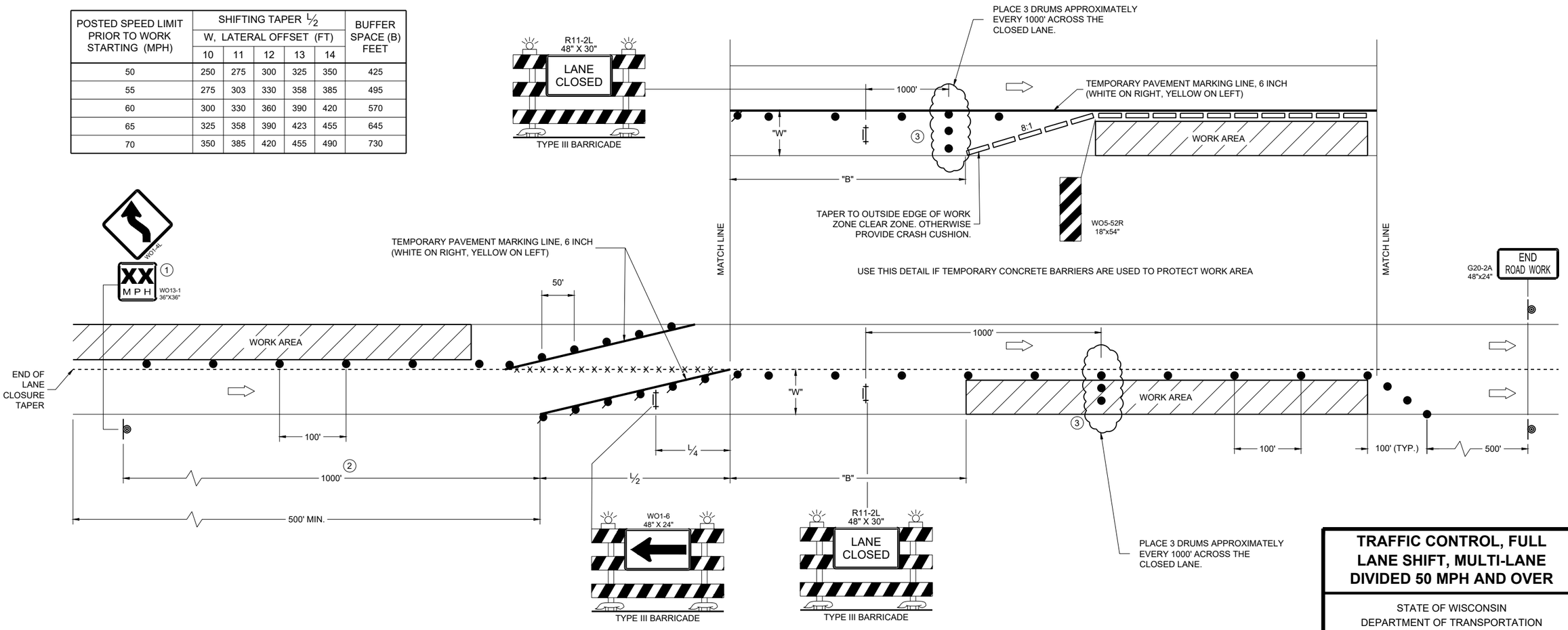
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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 THE LENGTH OF ½ 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.

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6
SDD 15D40-07b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

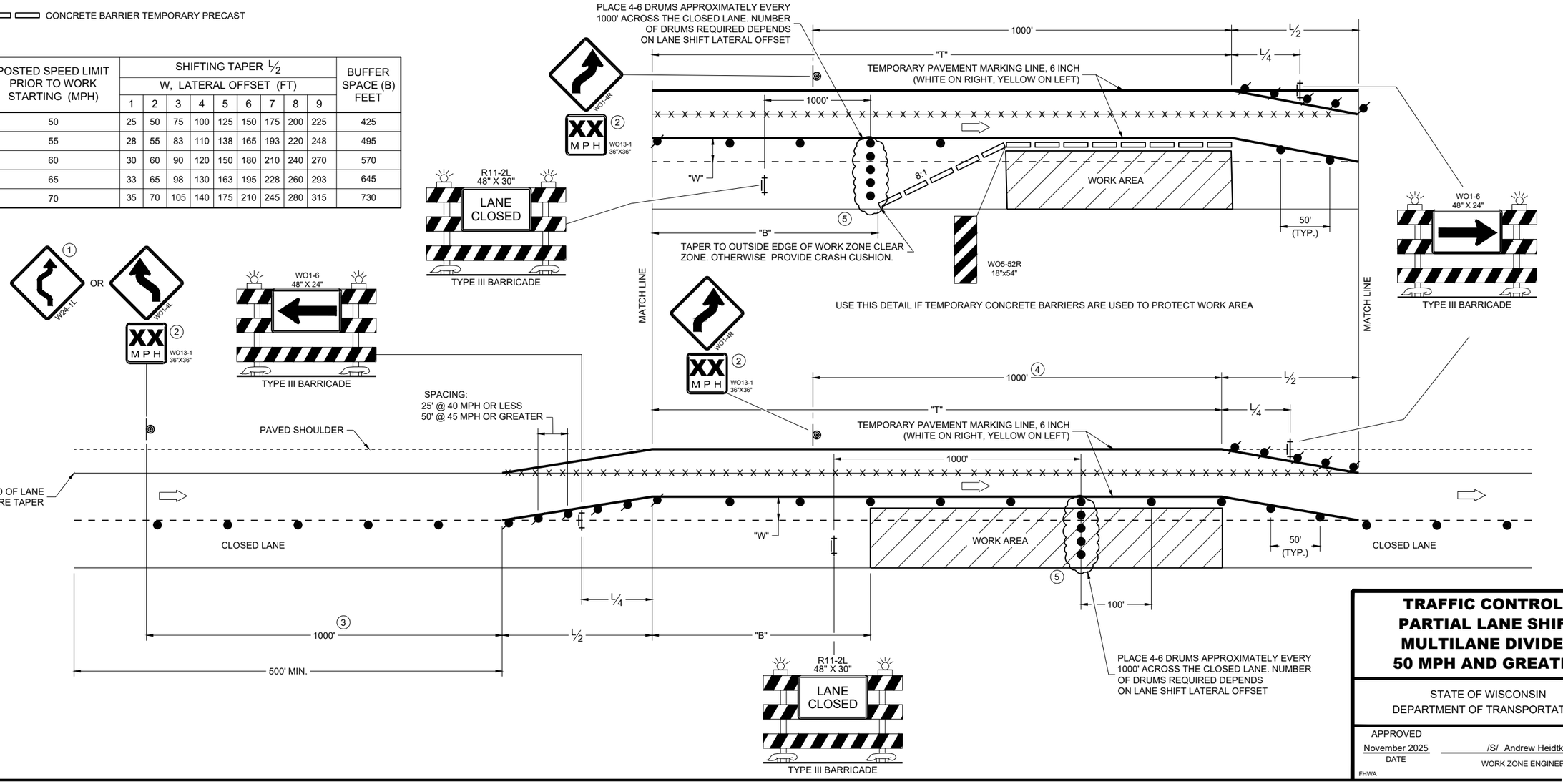
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. 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.
5. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
	1	2	3	4	5	6	7	8	9	
50	25	50	75	100	125	150	175	200	225	425
55	28	55	83	110	138	165	193	220	248	495
60	30	60	90	120	150	180	210	240	270	570
65	33	65	98	130	163	195	228	260	293	645
70	35	70	105	140	175	210	245	280	315	730



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D40-07d

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

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.

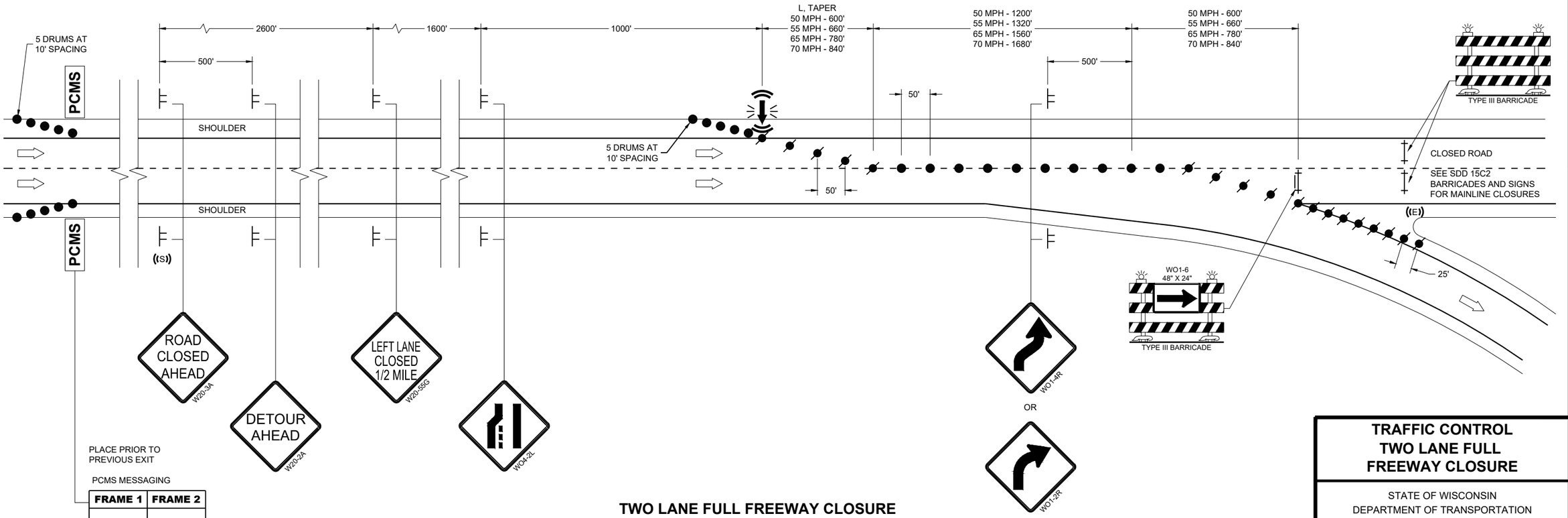
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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
February 2025 — DATE
/S/ Andrew Heidtke

FHWA

6

SDD 15D42-04

6

SDD 15D42-04

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.

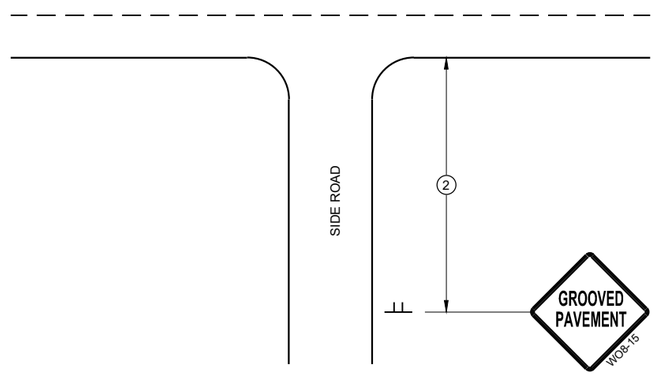
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

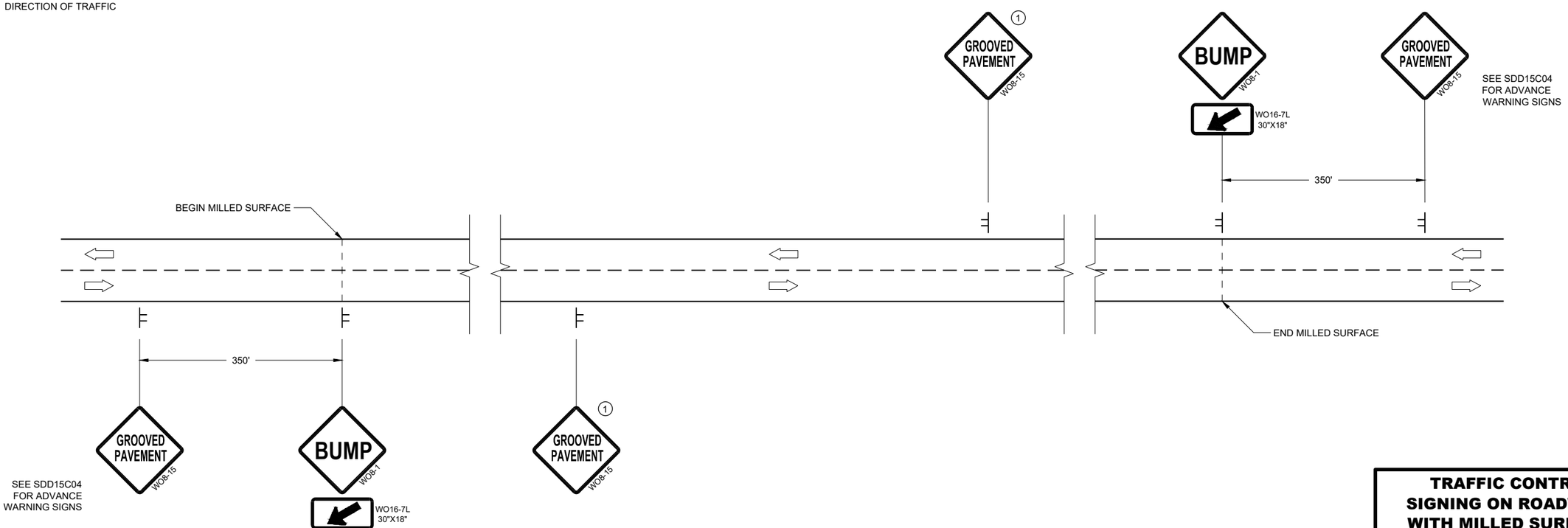
LEGEND

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR, FLEXIBLE TUBULAR MARKER
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- CONSTRUCTION TRAFFIC
- WORK AREA
- CC — CRASH CUSHION TEMPORARY
- EXISTING CONCRETE BARRIER TEMPORARY PRECAST

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.

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

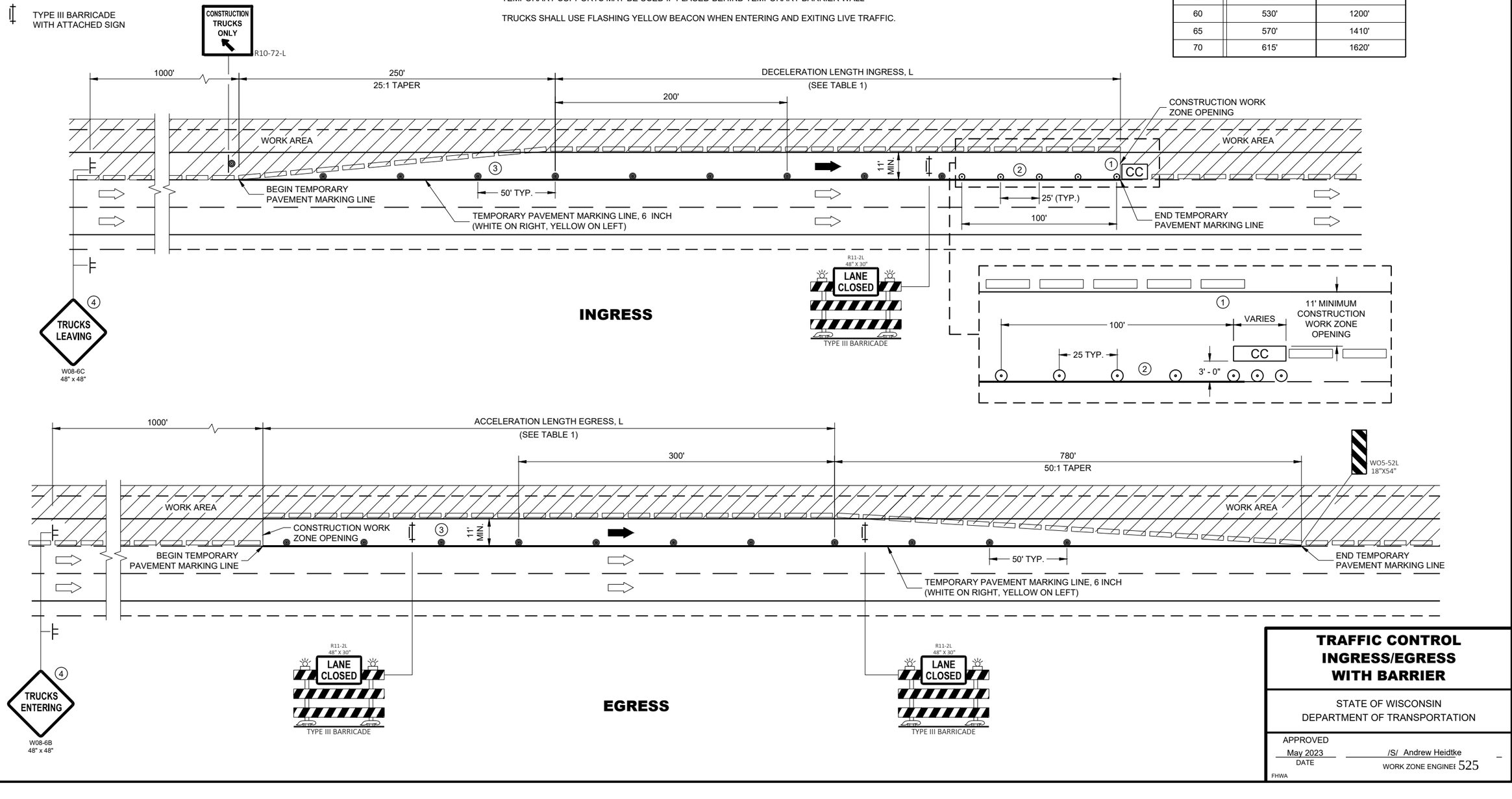
TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

1. WIDEN BARRIER AS NECESSARY TO ACCOMMODATE CRASH CUSHION WIDTH.
2. USE TUBULAR MARKERS TO HELP DELINEATE TEMPORARY CRASH CUSHION.
3. REMOVE DRUMS / BARRICADES WHEN INGRESS / EGRESS ARE IN USE.
4. REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'



TRAFFIC CONTROL INGRESS/EGRESS WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

525

FHWA

6

SDD 15D47-03a

6

SDD 15D47-03a

LEGEND

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

TABLE 1

S (MPH)	INGRESS, L	EGRESS, L
50	435'	720'
55	480'	960'
60	530'	1200'
65	570'	1410'
70	615'	1620'

LEGEND

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

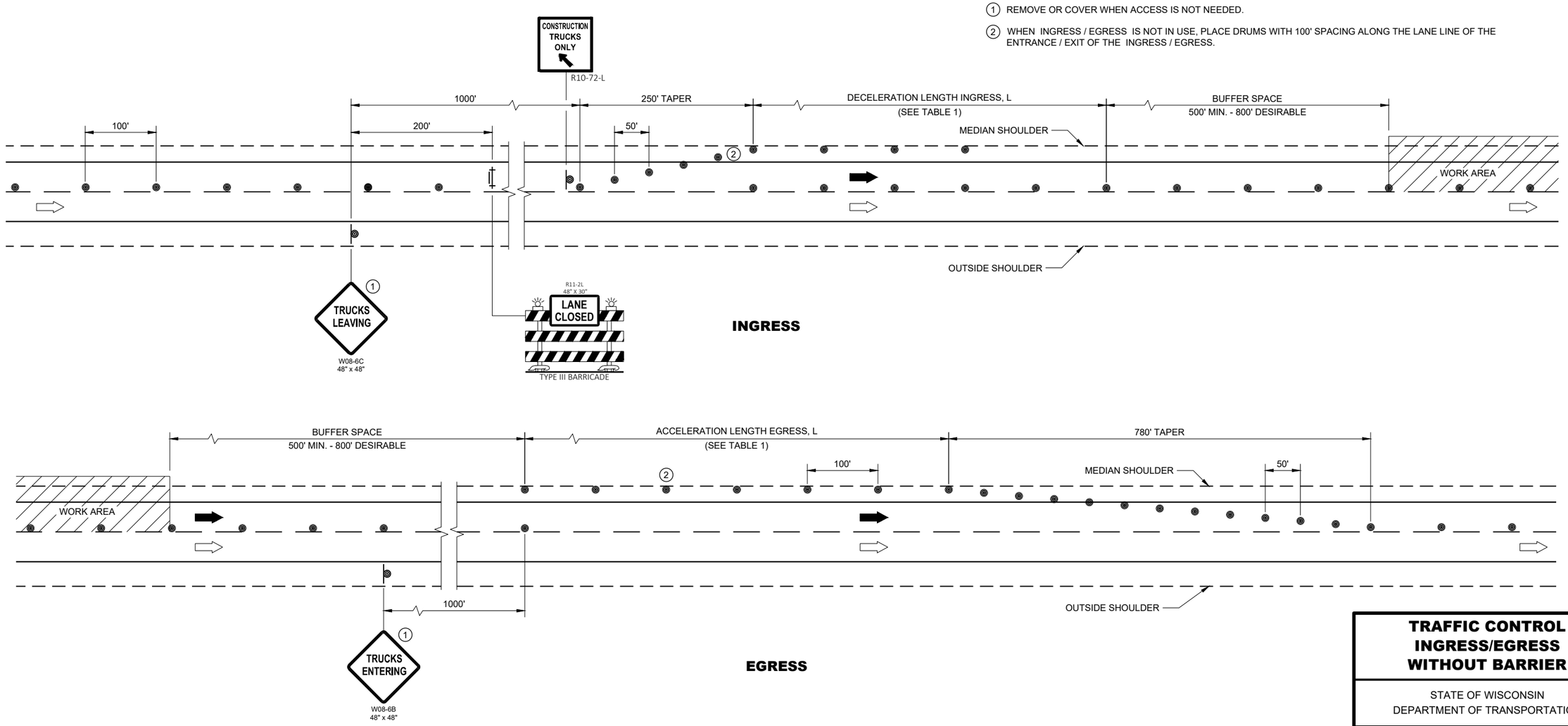
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D47-03b

6

SDD 15D47-03b

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

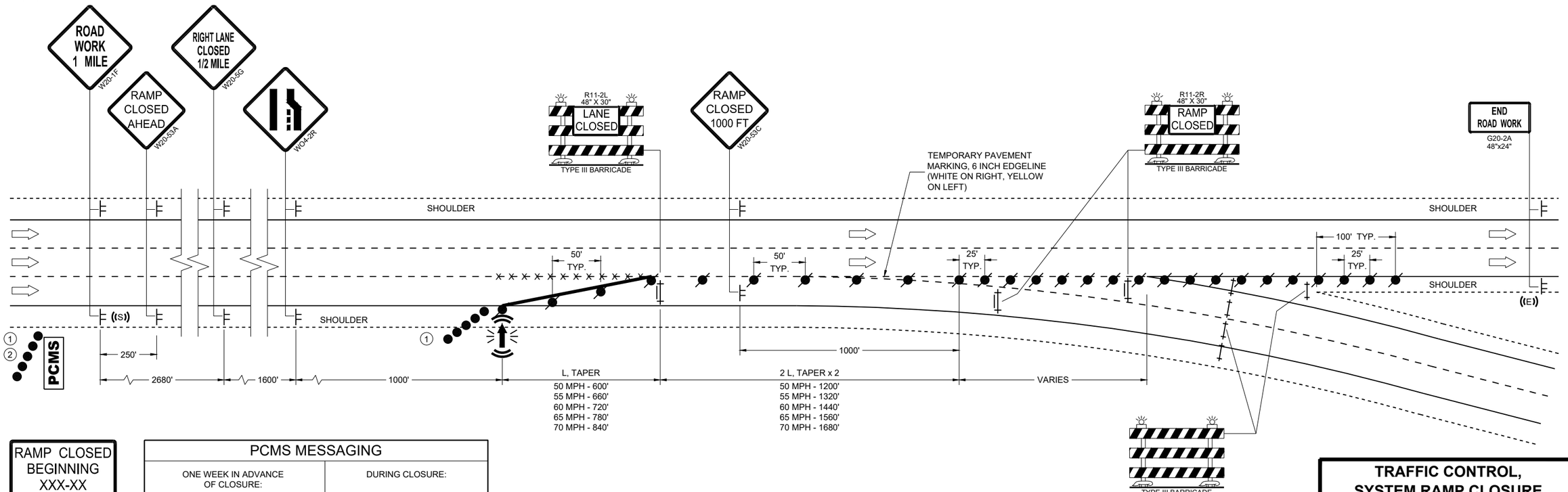
REMOVE ALL ARROW BOARDS AND DEVICES BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS.

REFER TO SDD 15C2 FOR SETTING DETOUR SIGNAGE.

ADD FREEWAY SHIELD AND DIRECTION IF APPLICABLE. COVER EXISTING RAMP AND LANE SIGNS IF APPLICABLE.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS.

(2) DURING THE PRE-WARNING PERIOD, PLACE THE PCMS AT THE SYSTEM RAMP THAT IS TO BE CLOSED. DURING CLOSURE PERIOD, PLACE PCMS OR FMS AT LAST AVAILABLE EXIT IN ADVANCE OF SYSTEM RAMP CLOSURE. IF DYNAMIC MESSAGE SIGNS (DMS) ARE AVAILABLE, COORDINATE POTENTIAL SIGN MESSAGES WITH THE TRAFFIC MANAGEMENT CENTER (TMC).



SEE SDD 15C2 (SHEET "b"), DETAIL "D" "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" PLACE BARRICADES TO FULLY SEAL OFF ROAD

RAMP CLOSED BEGINNING XXX-XX
G20-58

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

DURING CLOSURE:

FRAME 1	FRAME 2
HWY XX RAMP CLOSED	USE ALT ROUTE

TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D49-05

6

SDD 15D49-05

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

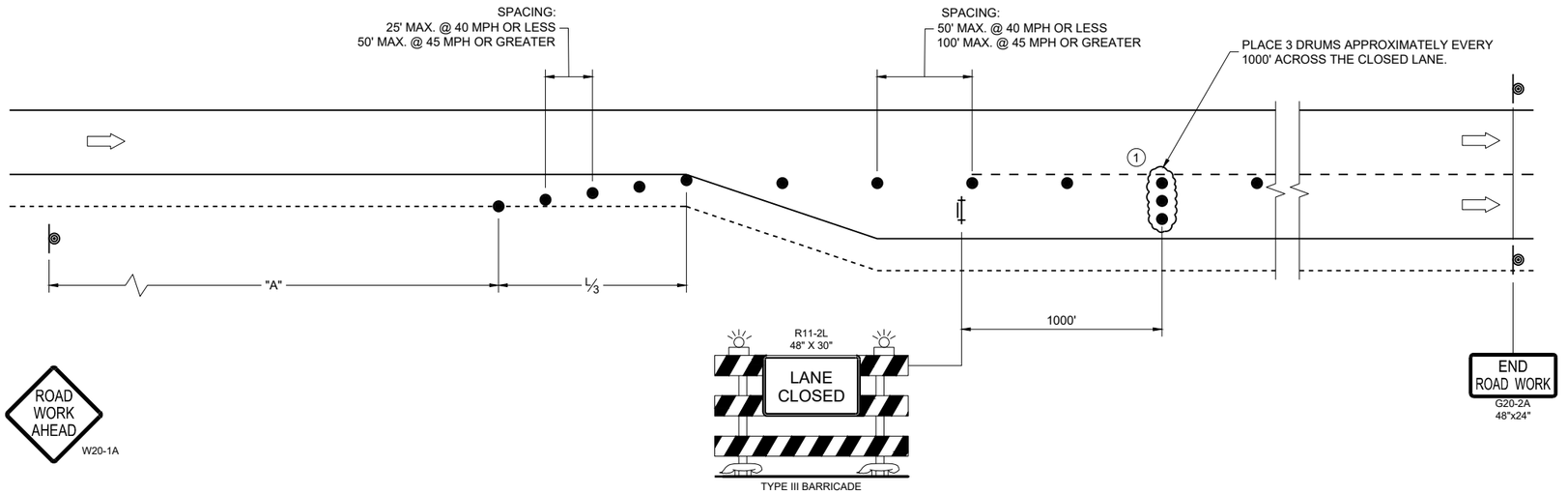
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



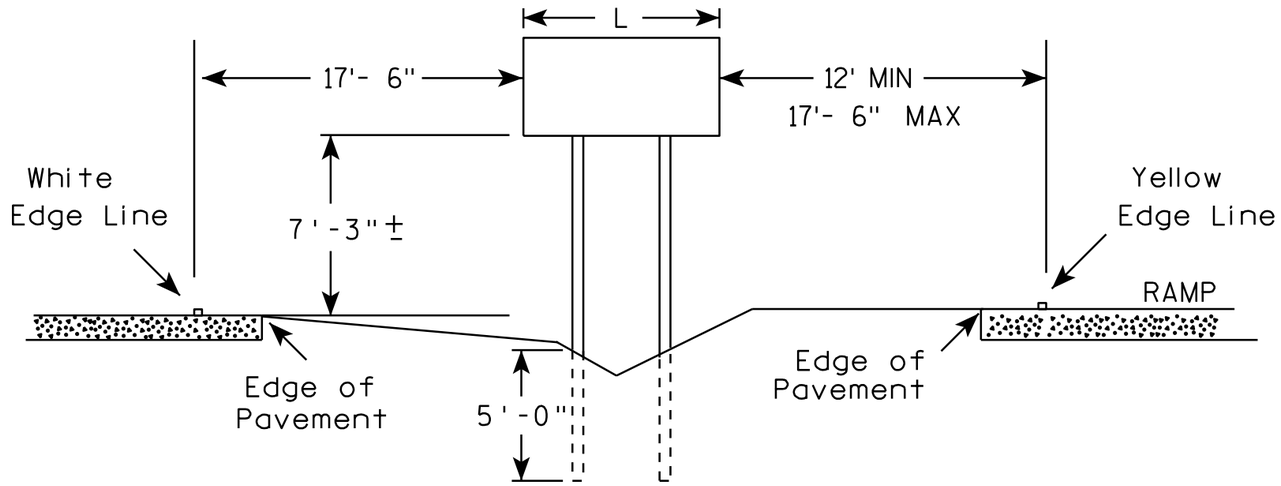
TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

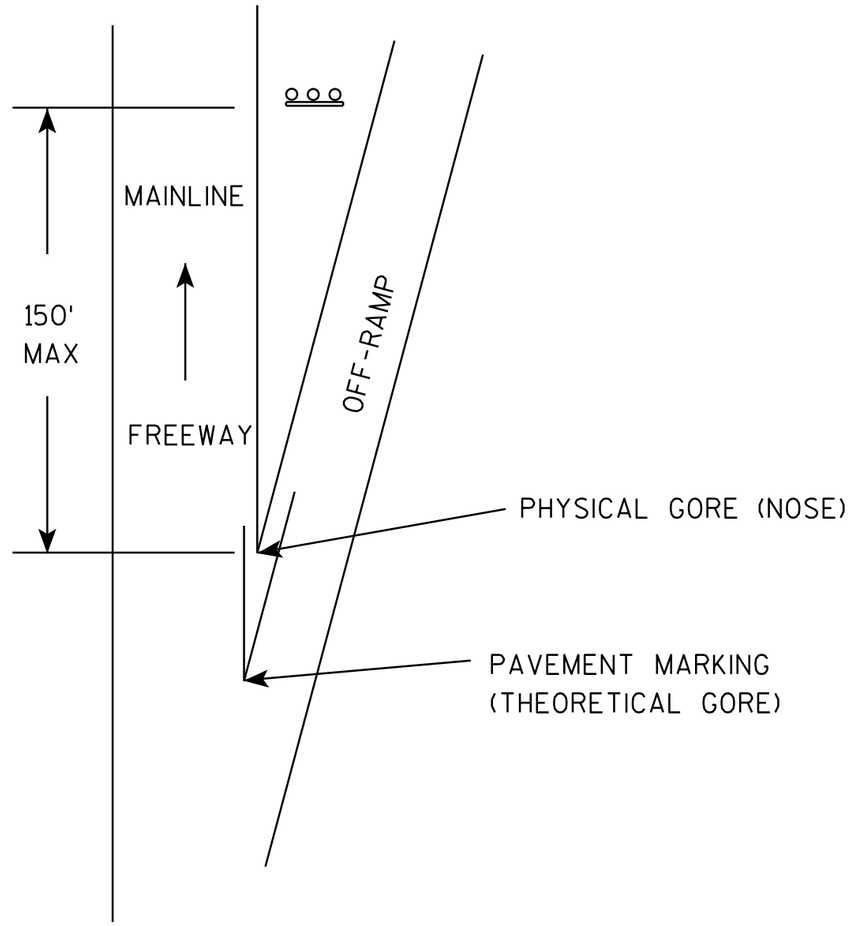
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D50-04a





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

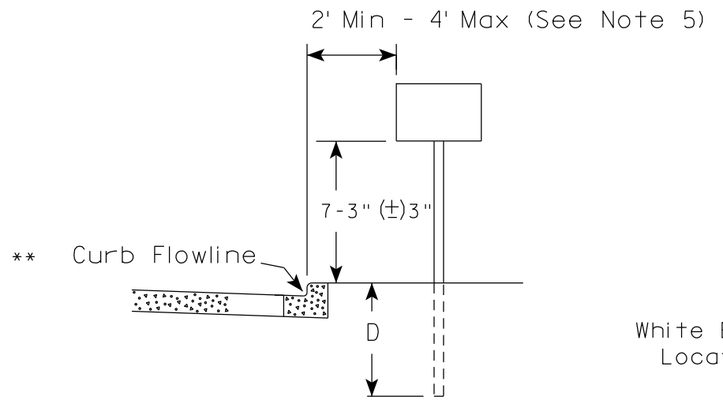
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

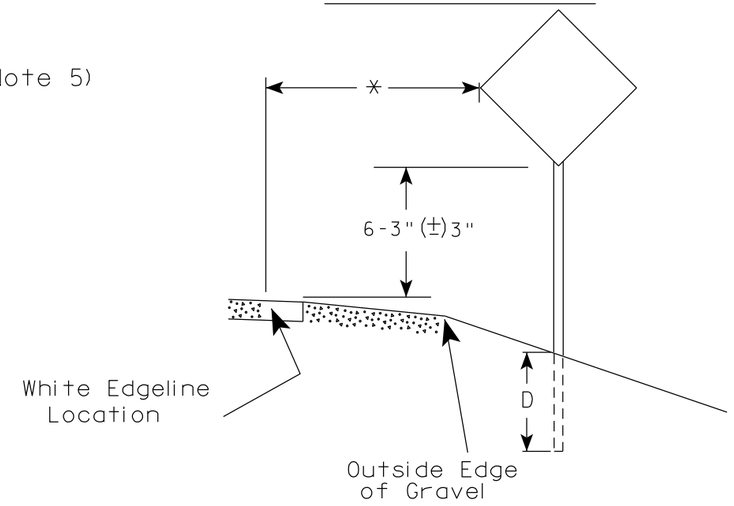
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

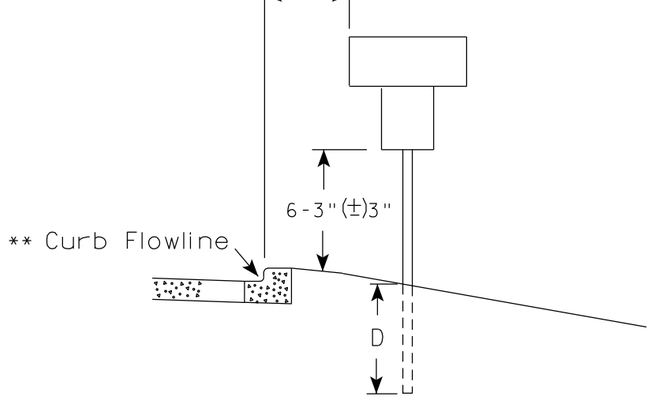
WISDOT/CADDS SHEET 42

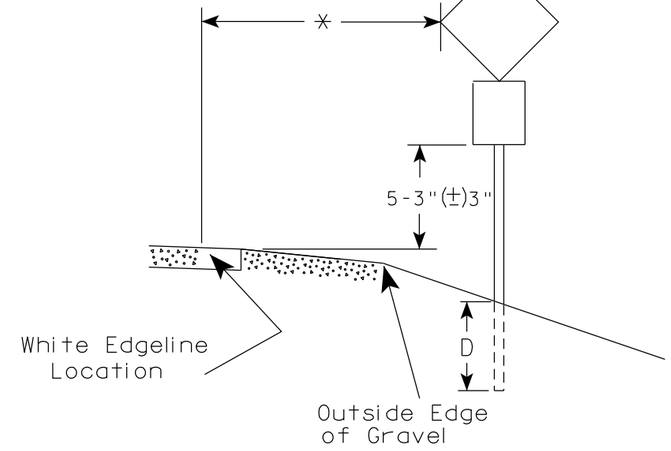
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

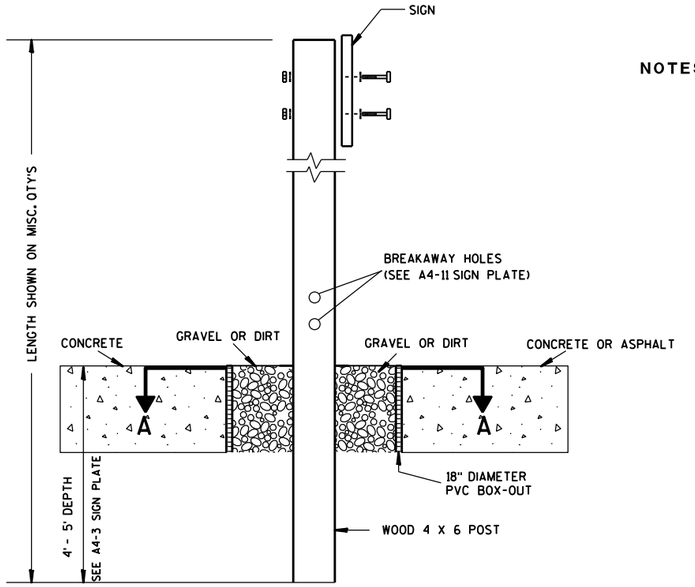
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

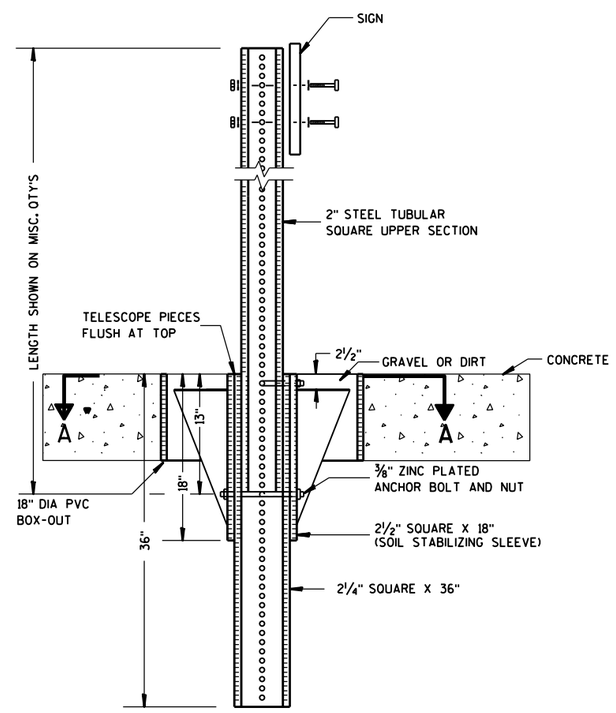
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 530	E



ELEVATION VIEW

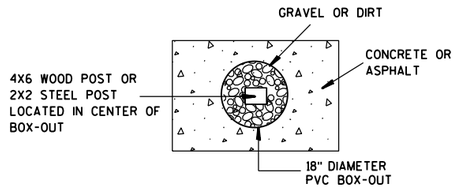
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

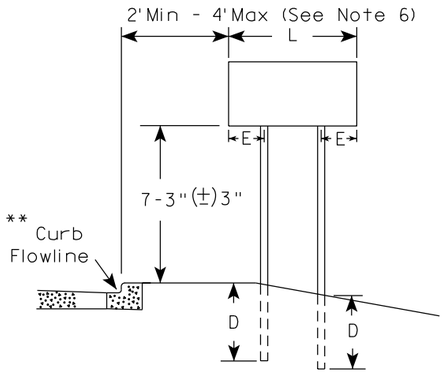
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

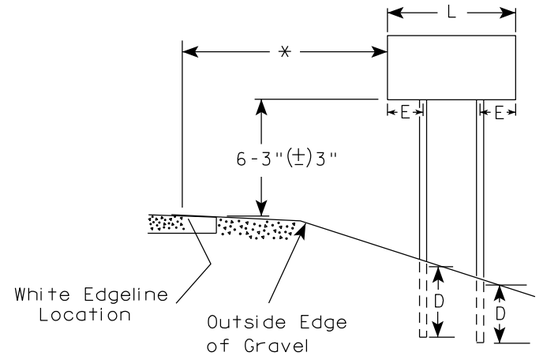
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

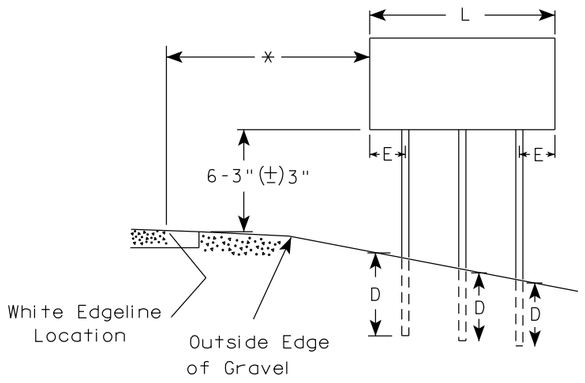
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

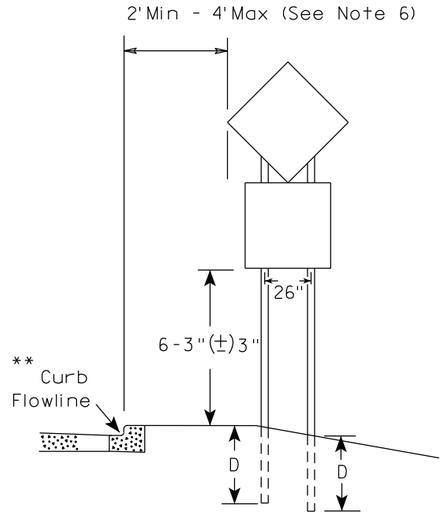
URBAN AREA



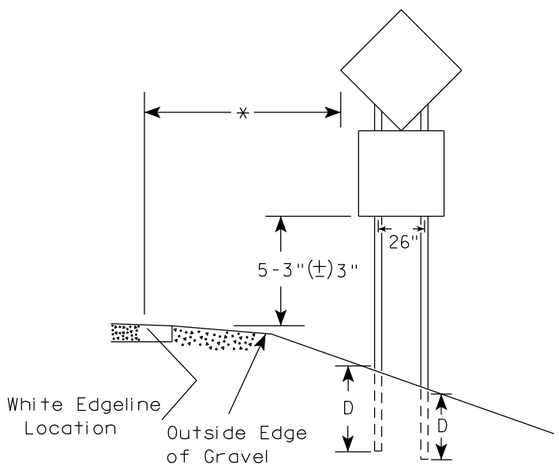
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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'

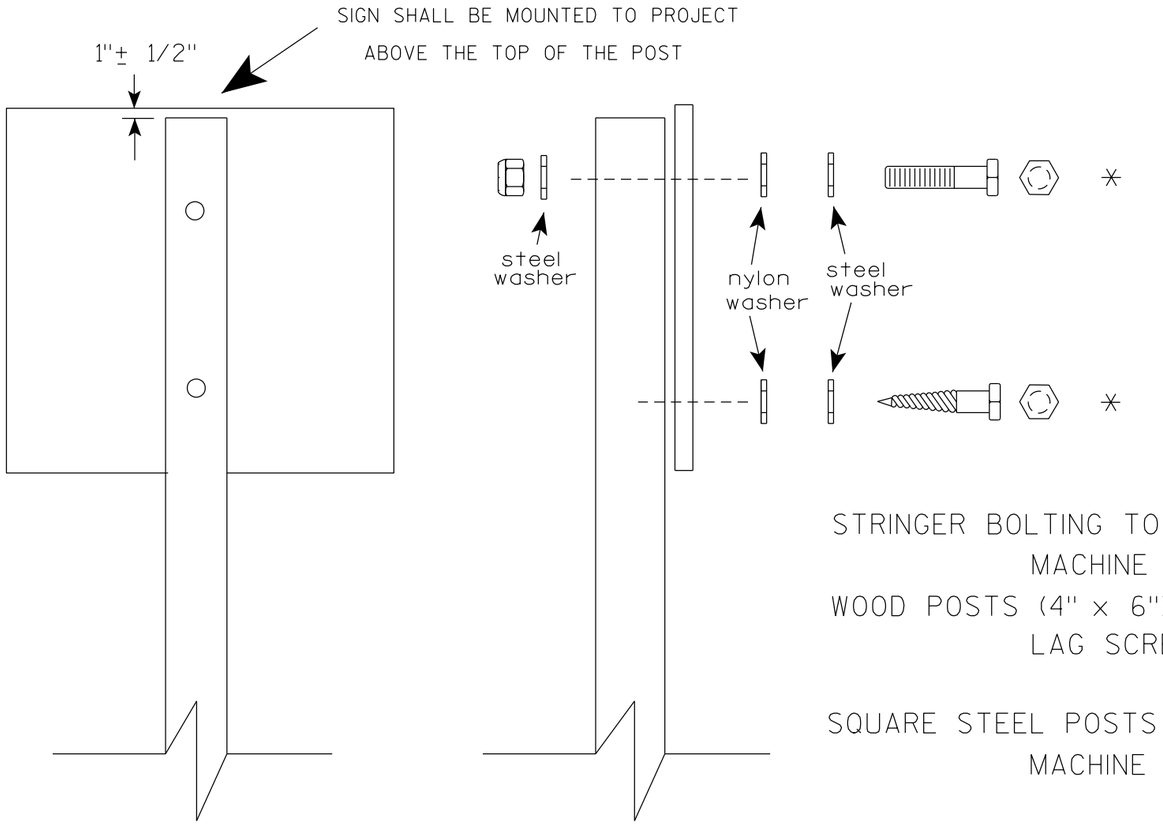
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 532	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

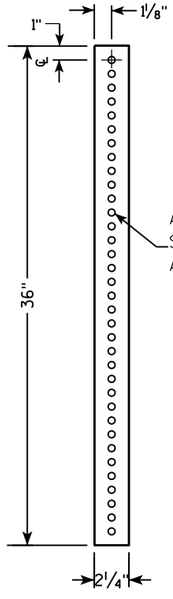
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

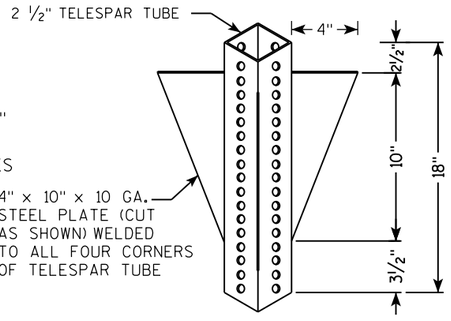
SHEET NO: 533 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

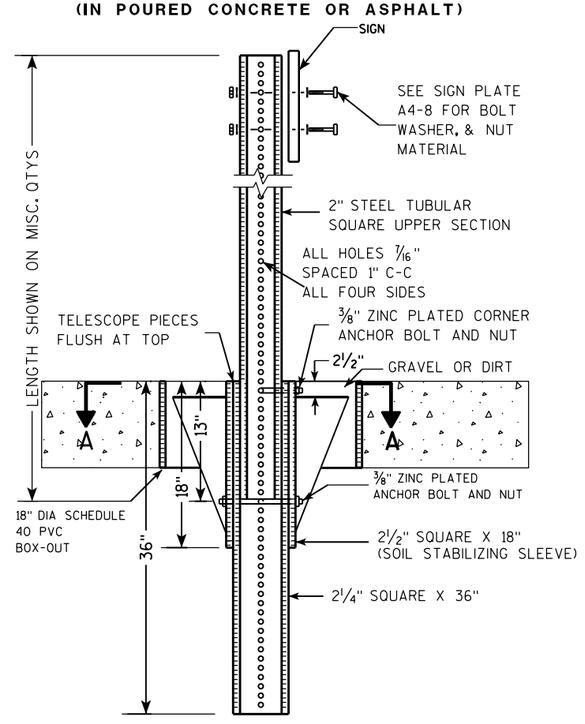
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



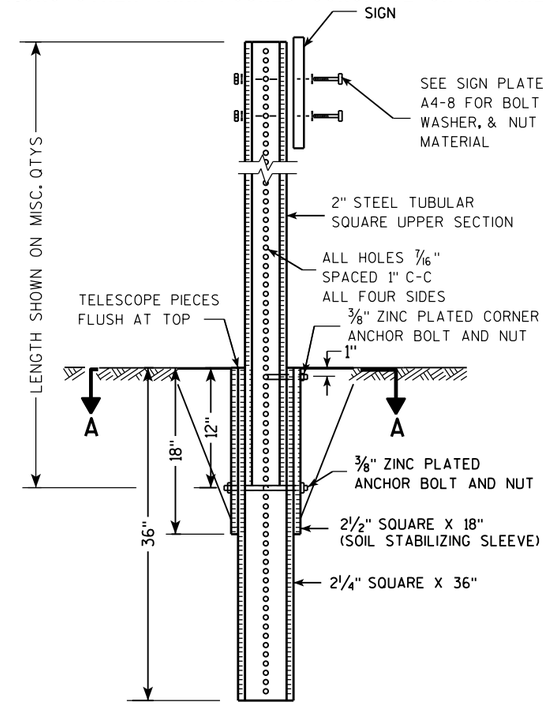
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

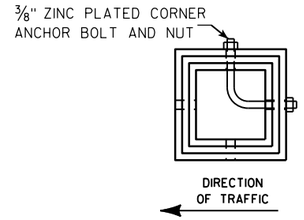


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

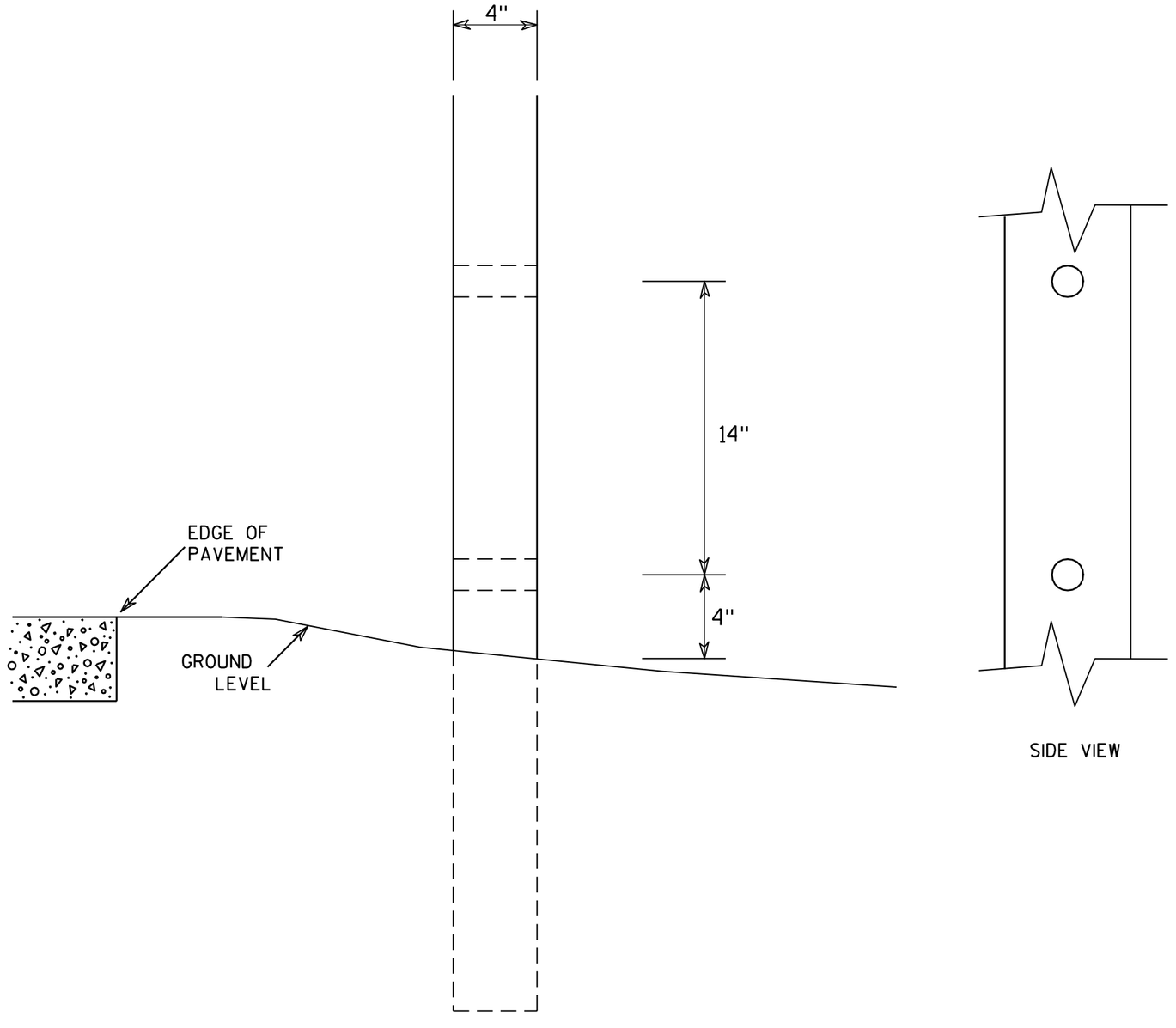
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 534 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

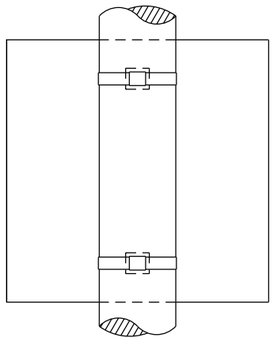
APPROVED Chester J Spang
for State Traffic Engineer

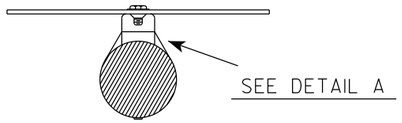
DATE 3/27/97 PLATE NO. A4-11.2

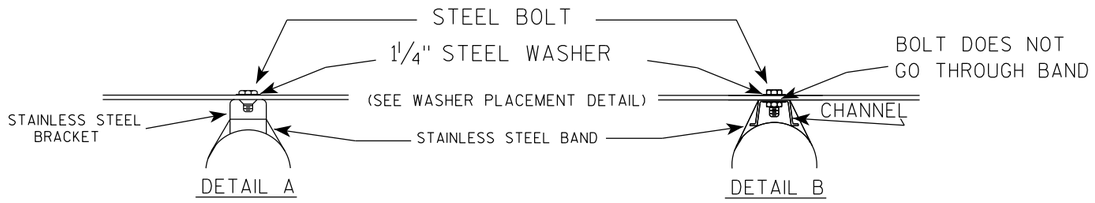
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 535	E

BANDING

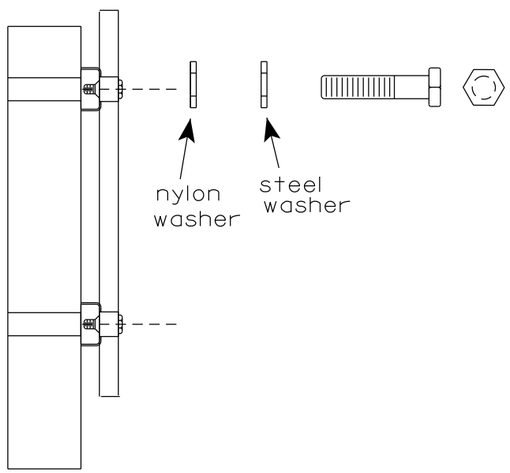
SINGLE SIGN







WASHER PLACEMENT

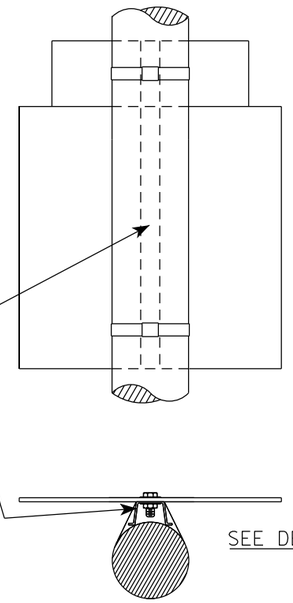


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

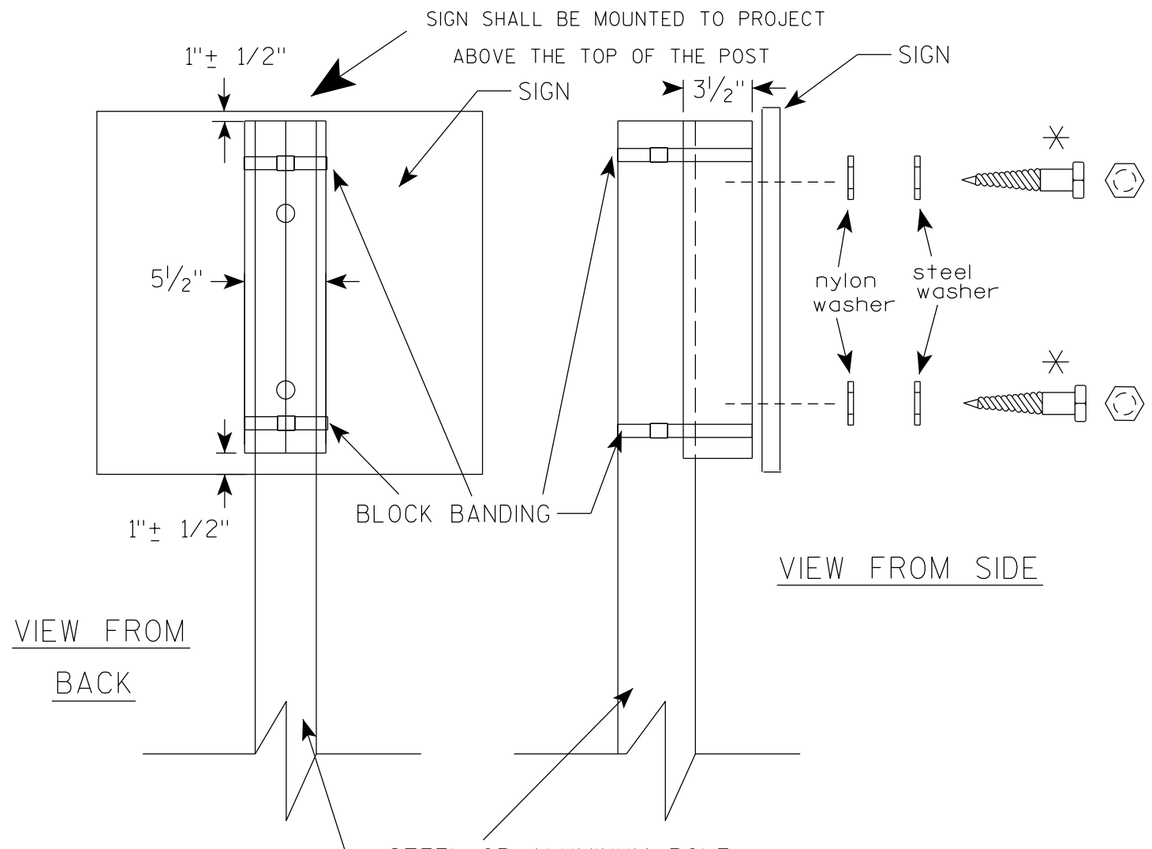
DATE 6/10/19 PLATE NO. A5-9.4

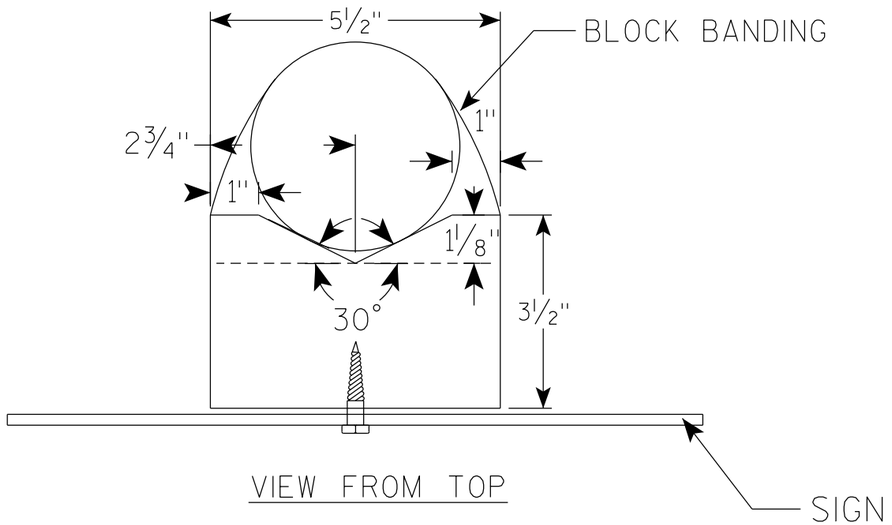
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 536	E

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)

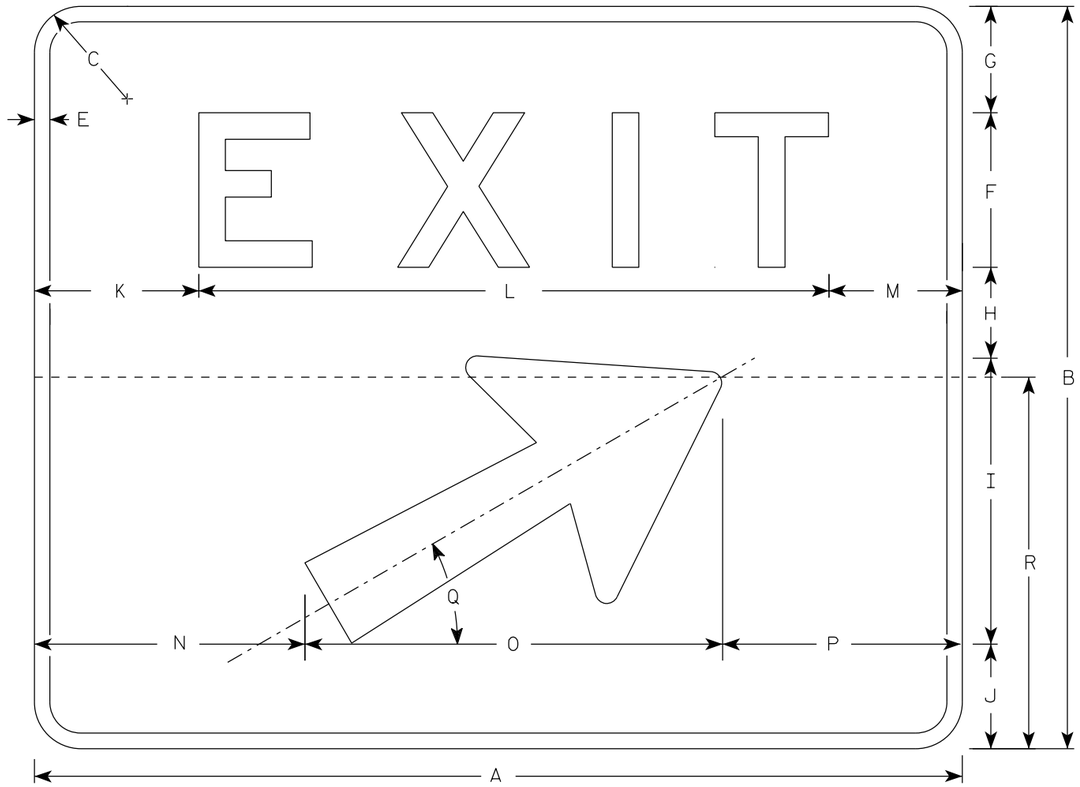
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 537 E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Sign shall be split into two seperate pieces as shown on the detail by the dashed line (----------) for sizes 4 & 5.
5. Arrow is Type "A" from sign plate A1-1.
6. As per the Standard Spec's, this sign shall not have a vertical joint.
7. Size 3 E5-1 shall only be used in a Work Zone application with a Temporary Sign Support

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3	48	48	3		1	10	6 7/8	5 7/8	18 1/2	6 3/4	8 1/2	31 1/8	8 3/8	11 1/2	27	9 1/2	30°	30									16.0
4	60	48	3		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	3		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

STANDARD SIGN

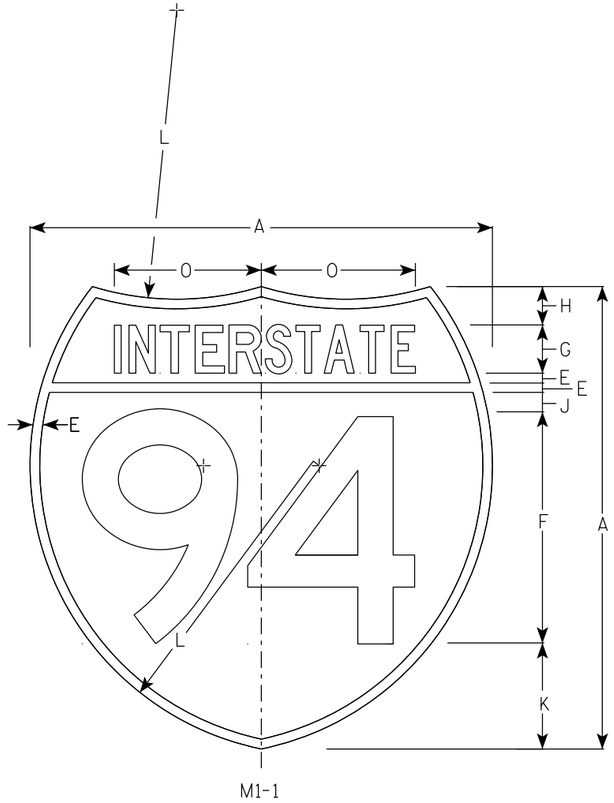
E5-1

WISCONSIN DEPT OF TRANSPORTATION

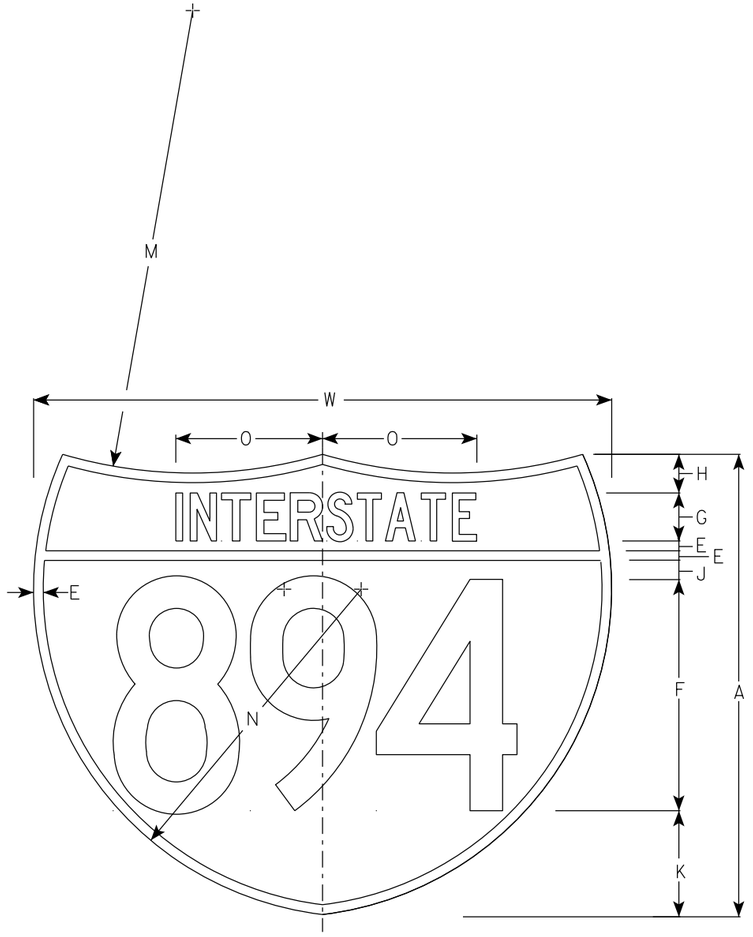
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. E5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 538 | 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

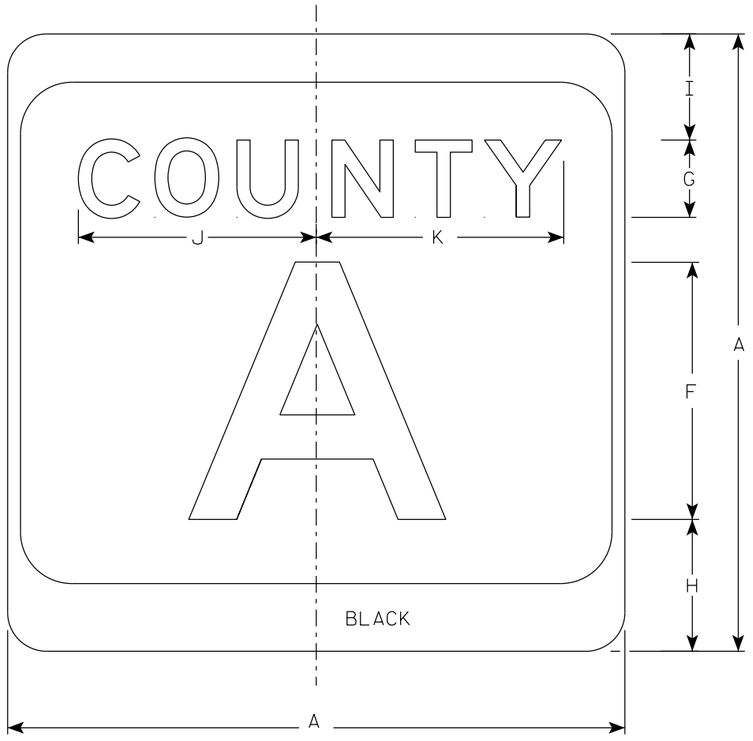
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

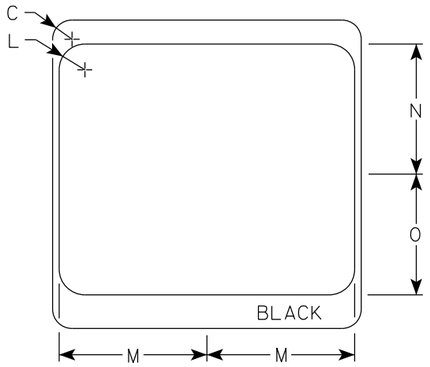
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 539 E

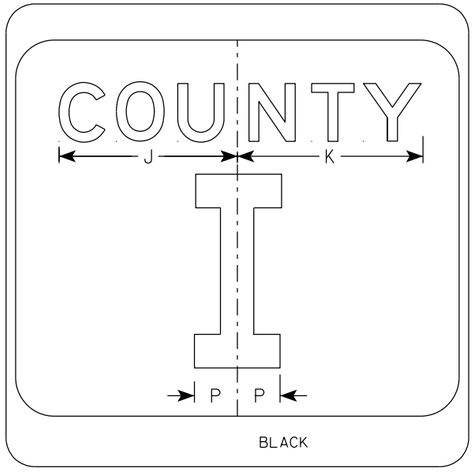


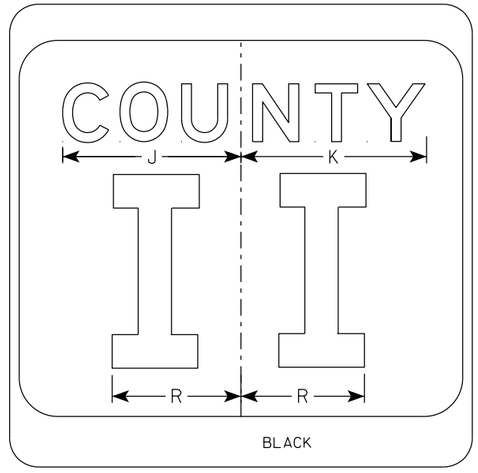
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center 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																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

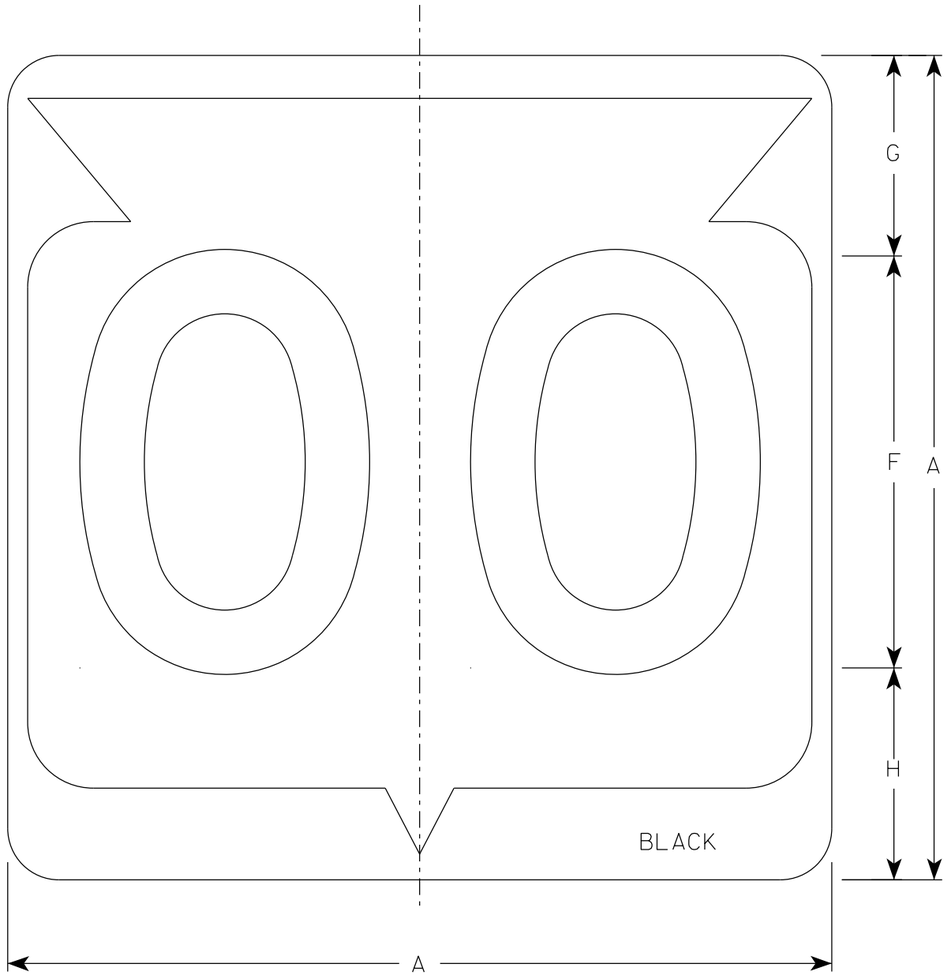
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

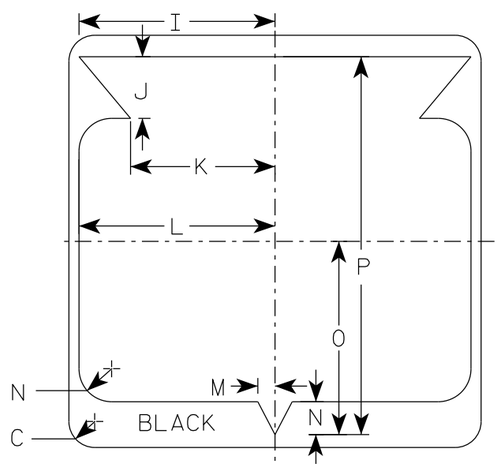
7



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

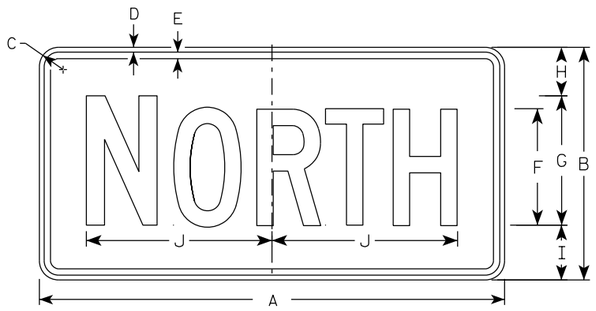
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

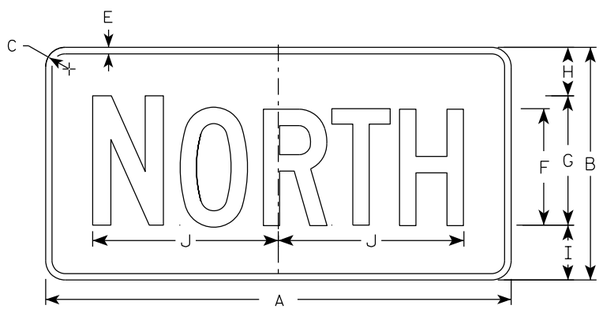
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

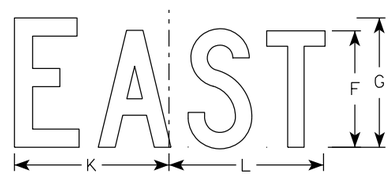
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 541	E



M3-1
MM3-1
MP3-1



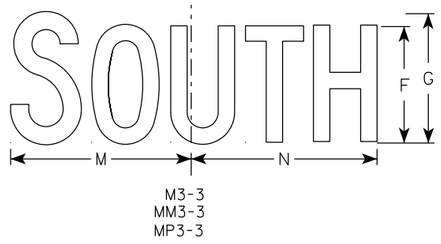
MB3-1
MK3-1
MN3-1



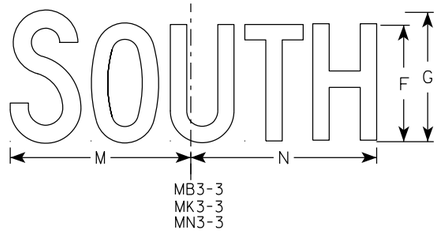
M3-2
MM3-2
MP3-2



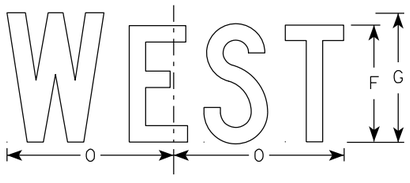
MB3-2
MK3-2
MN3-2



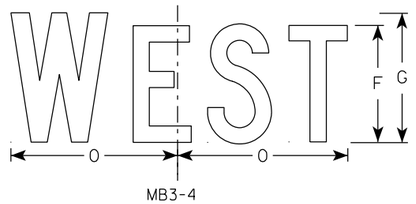
M3-3
MM3-3
MP3-3



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

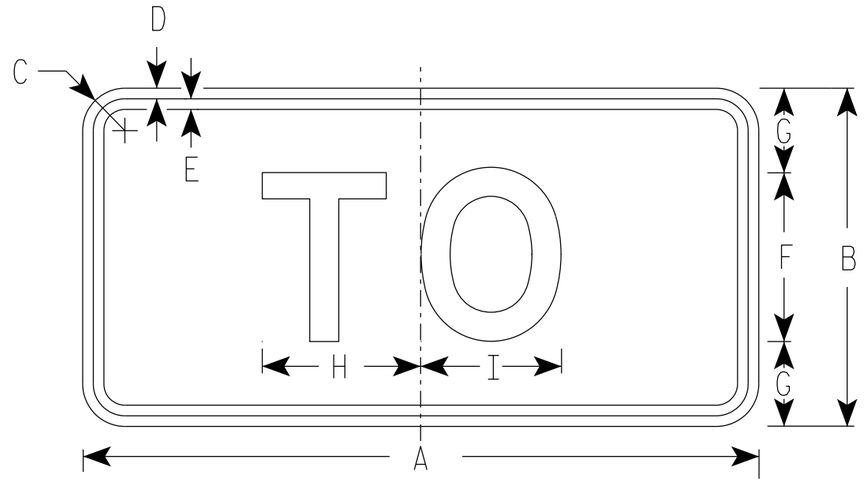
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

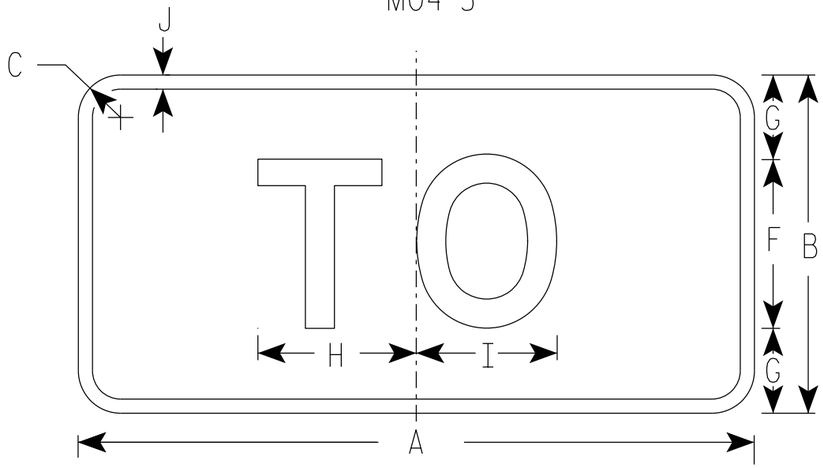
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 542 | 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 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
2M	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
3	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

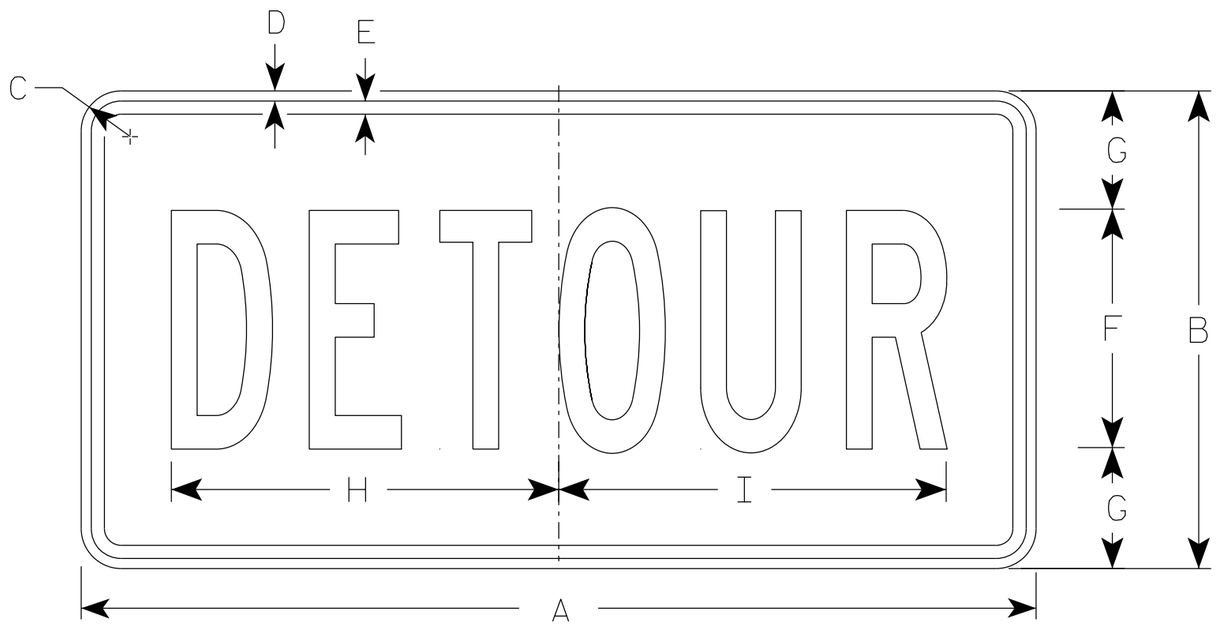
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 543 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
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.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

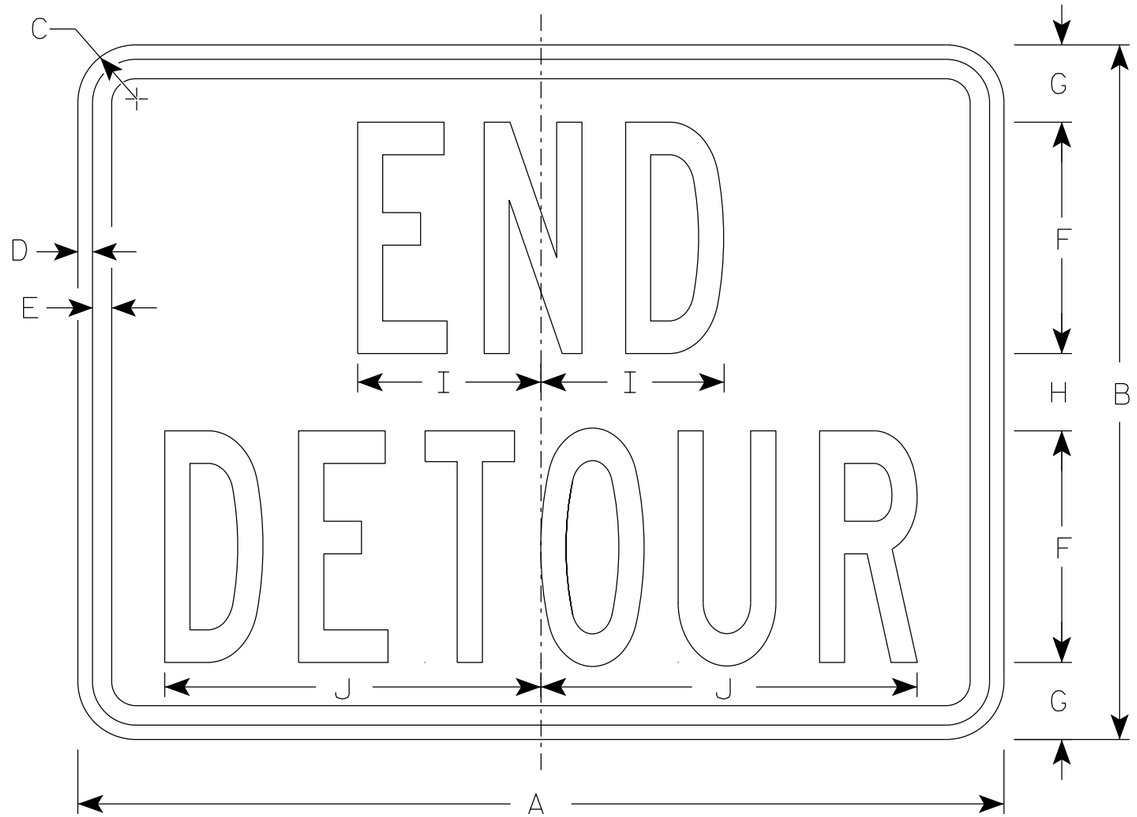
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 544	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

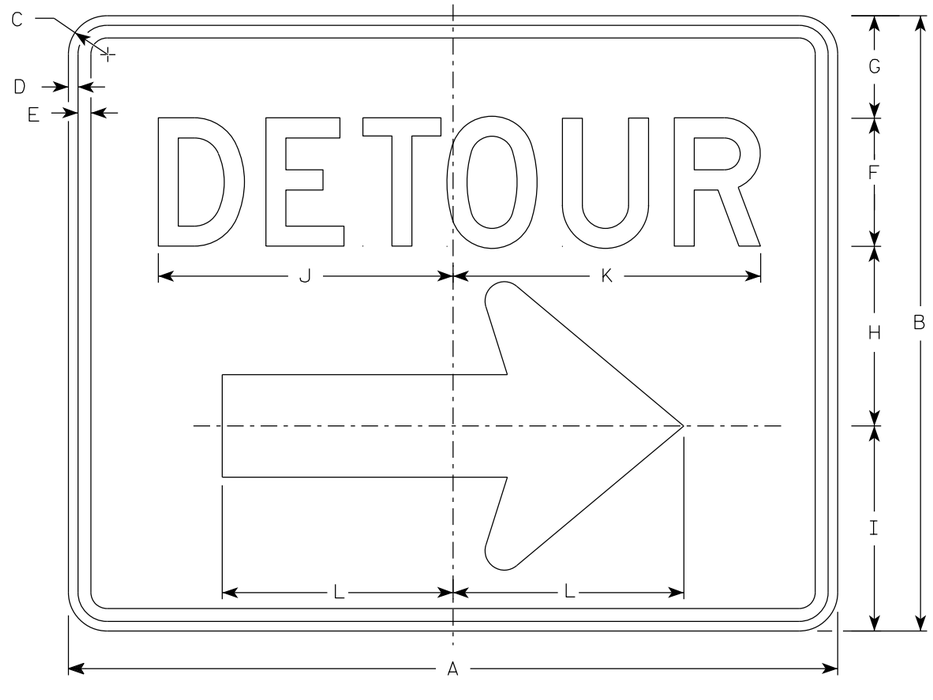
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

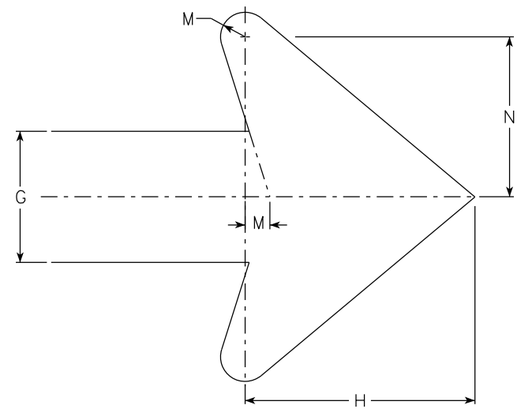
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 545 | E



M4-9R

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.
4. M4-9L is the same as M4-9R except the 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																											
2	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 7/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

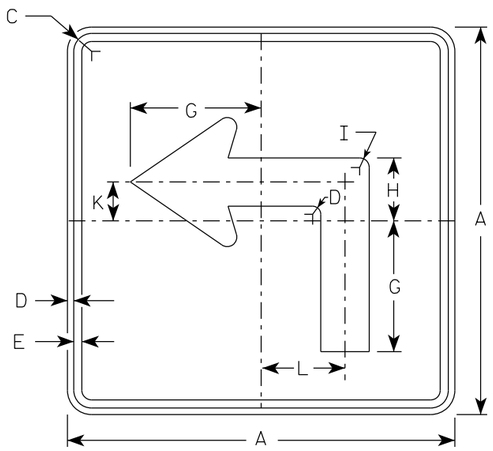
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

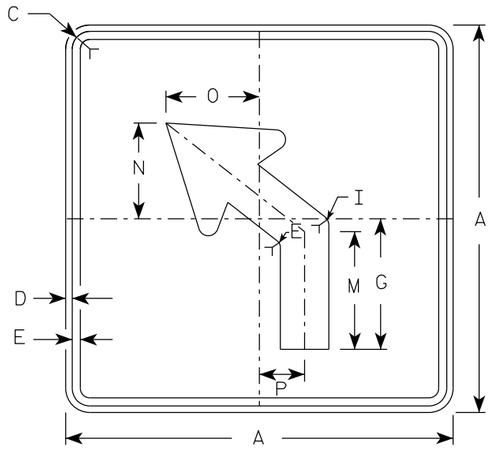
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

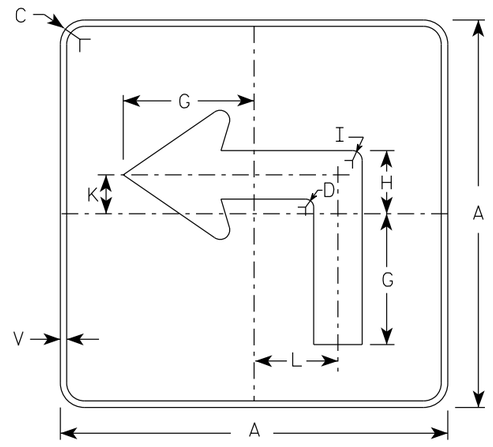
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



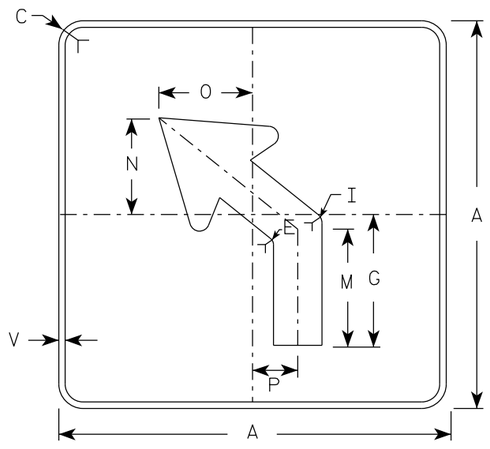
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

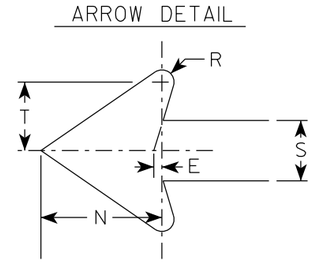


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

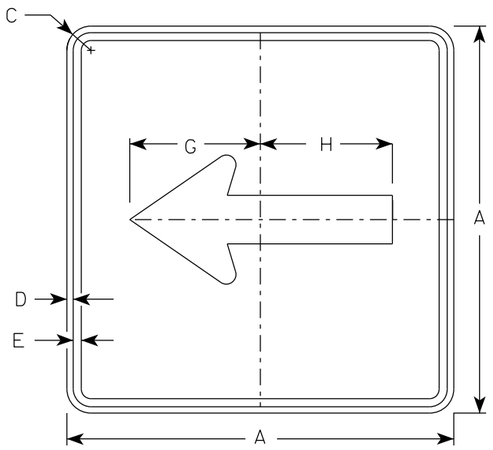
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

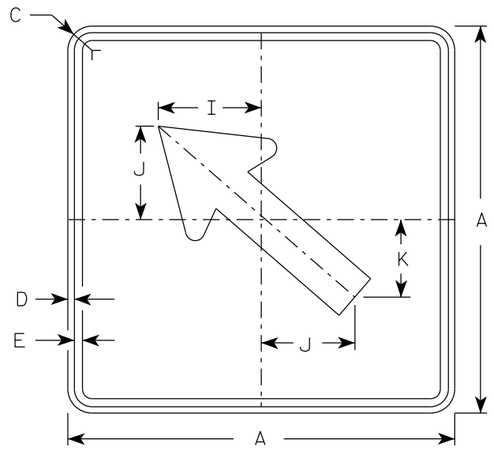
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

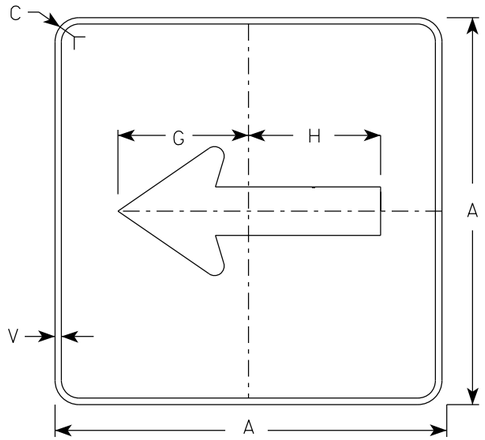
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 547 | E



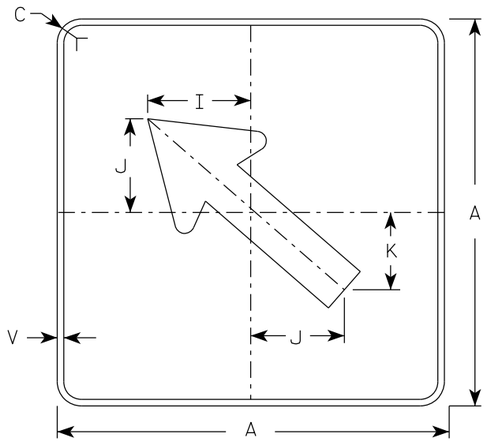
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

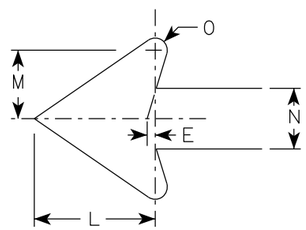


MB6-2
MK6-2
MN6-2
MR6-2

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

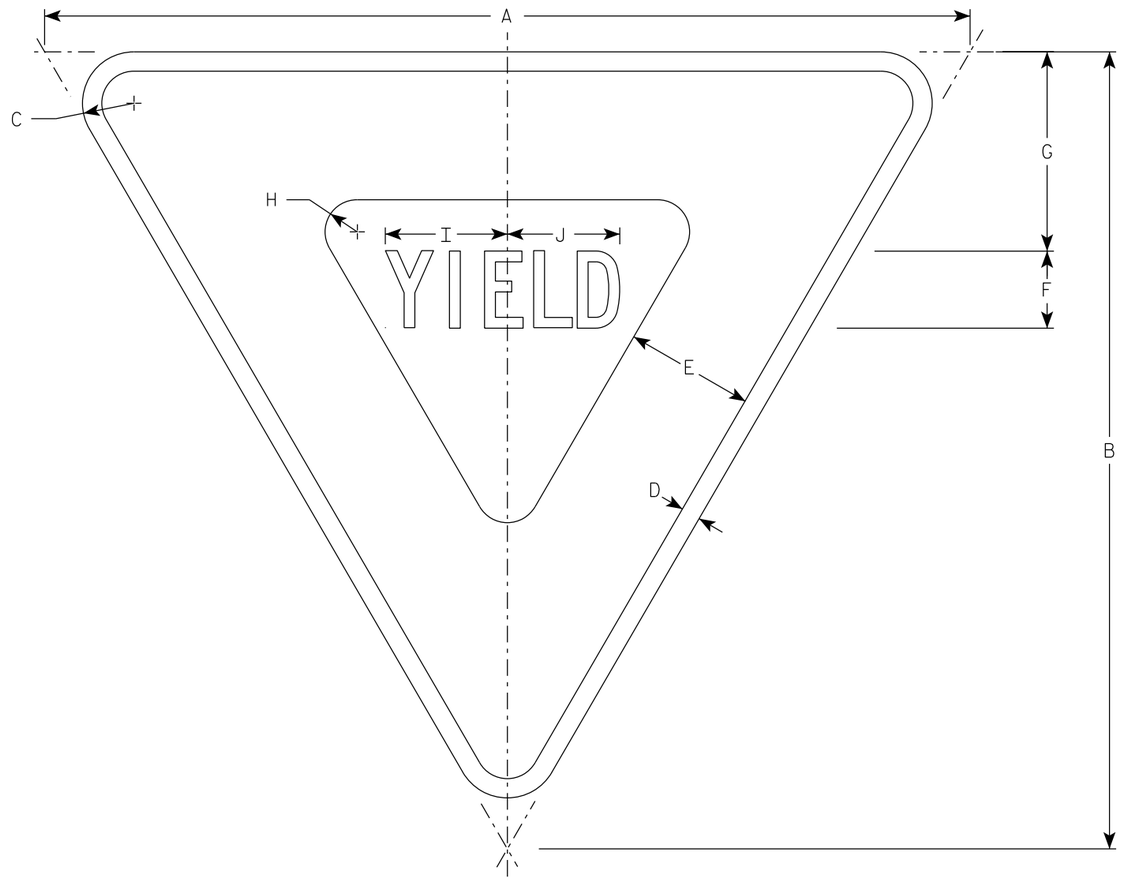
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 548 | E



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. 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	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

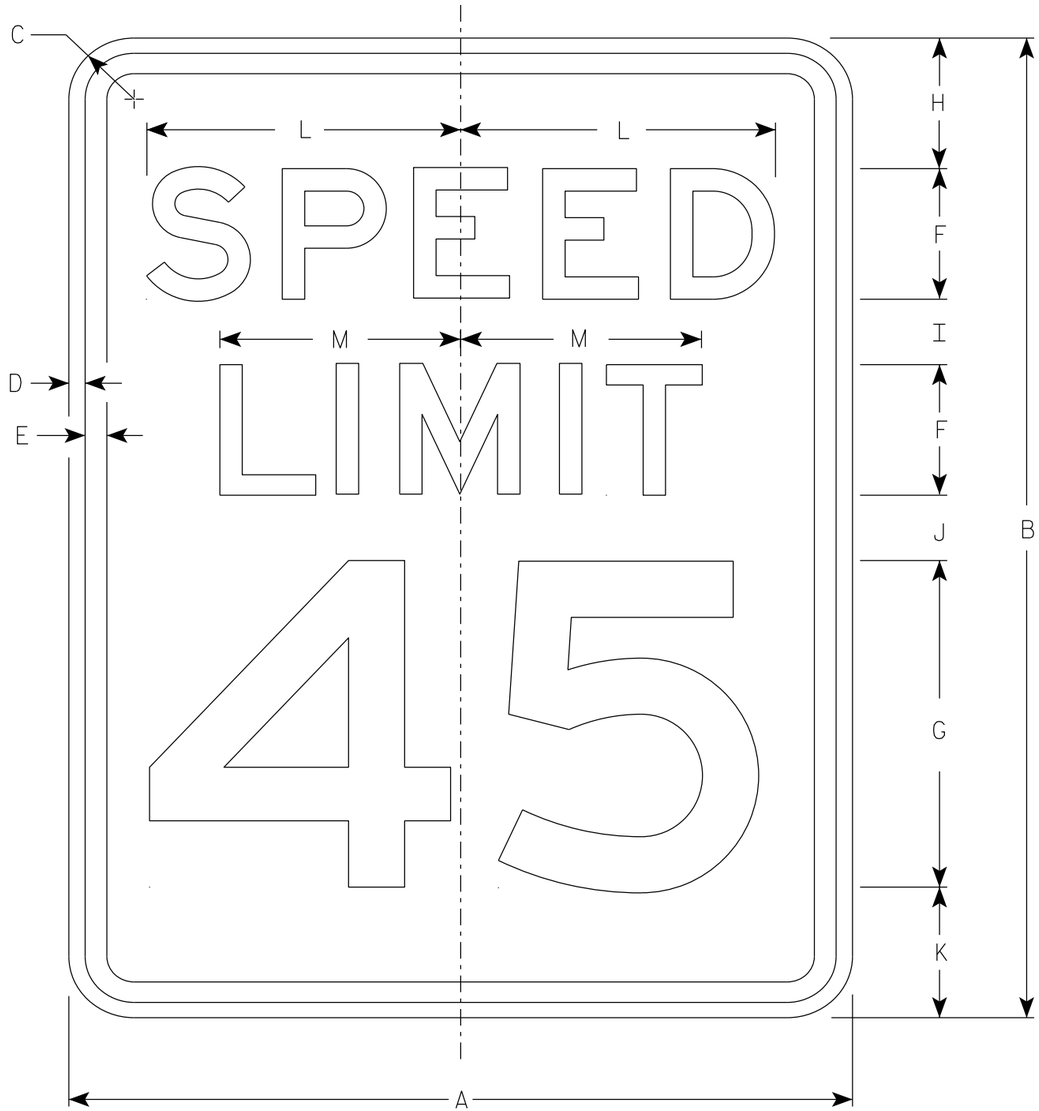
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 549	E



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

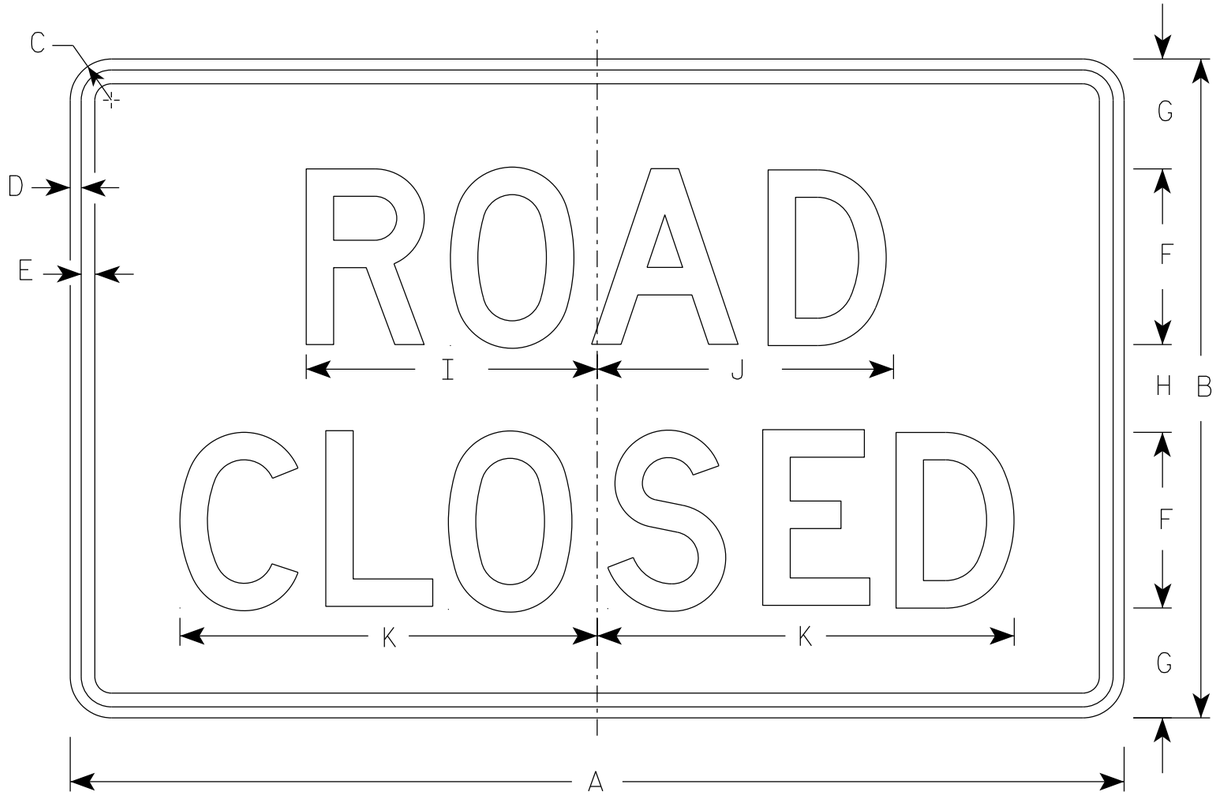
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

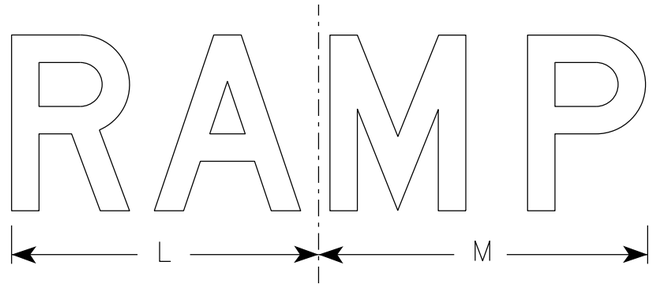
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 550 | E



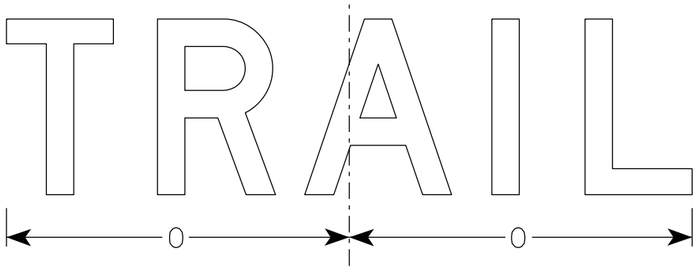
R11-2

NOTES

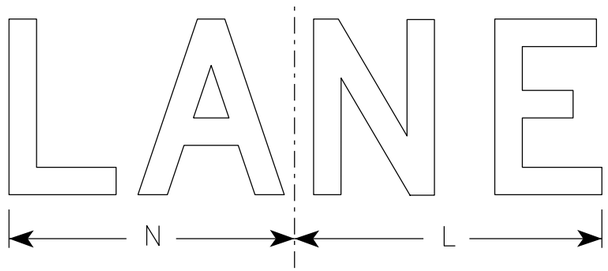
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

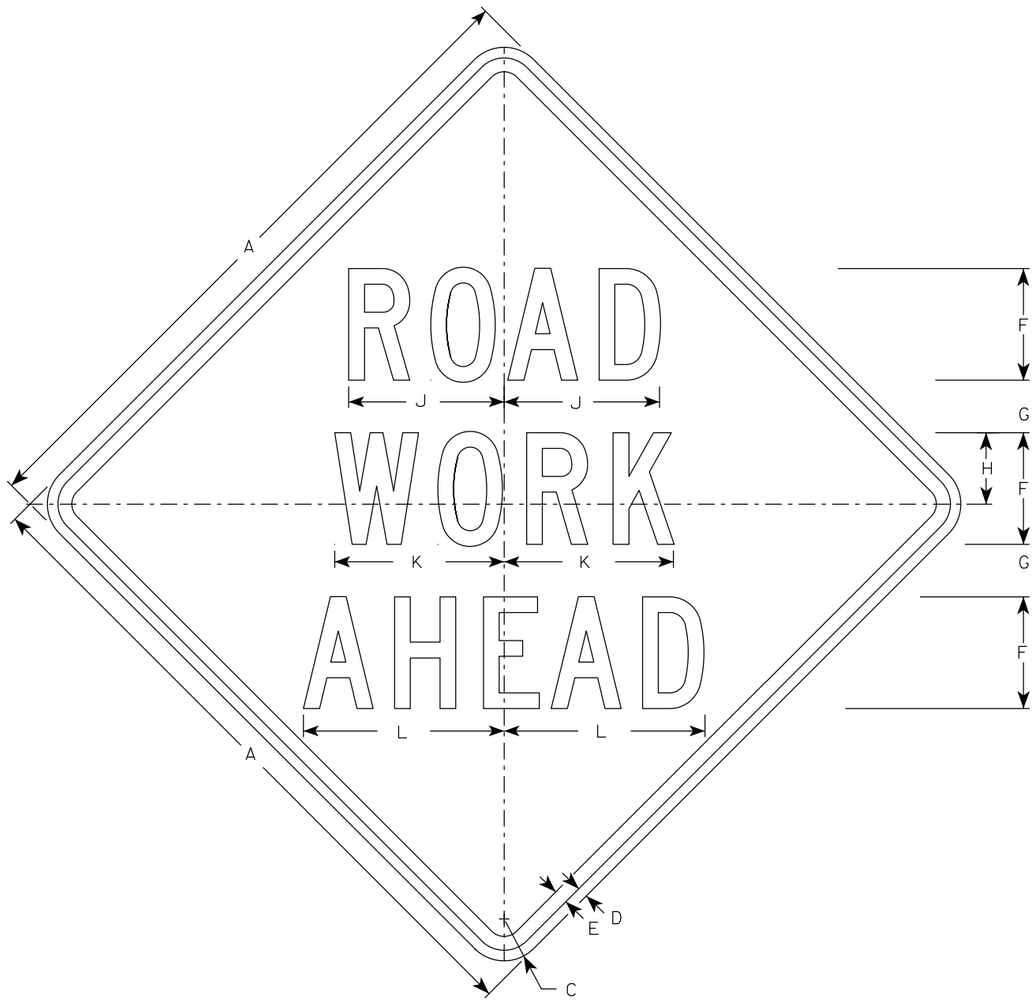
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

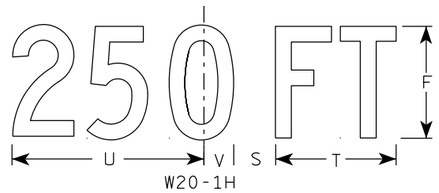
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 551	E

NOTES

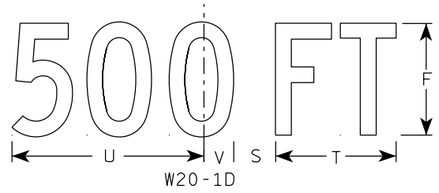
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



W20-1H



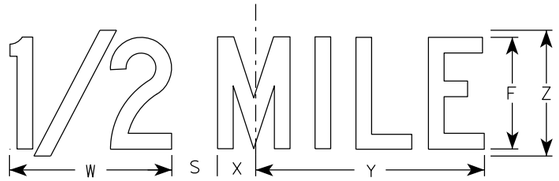
W20-1D



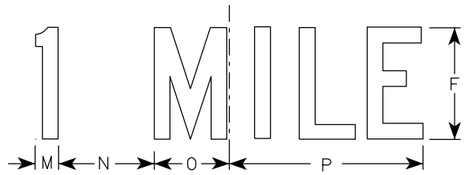
W20-1C



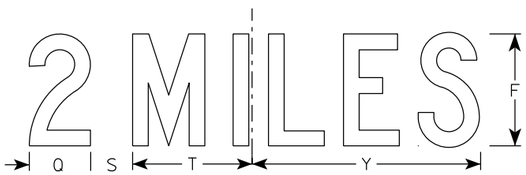
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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

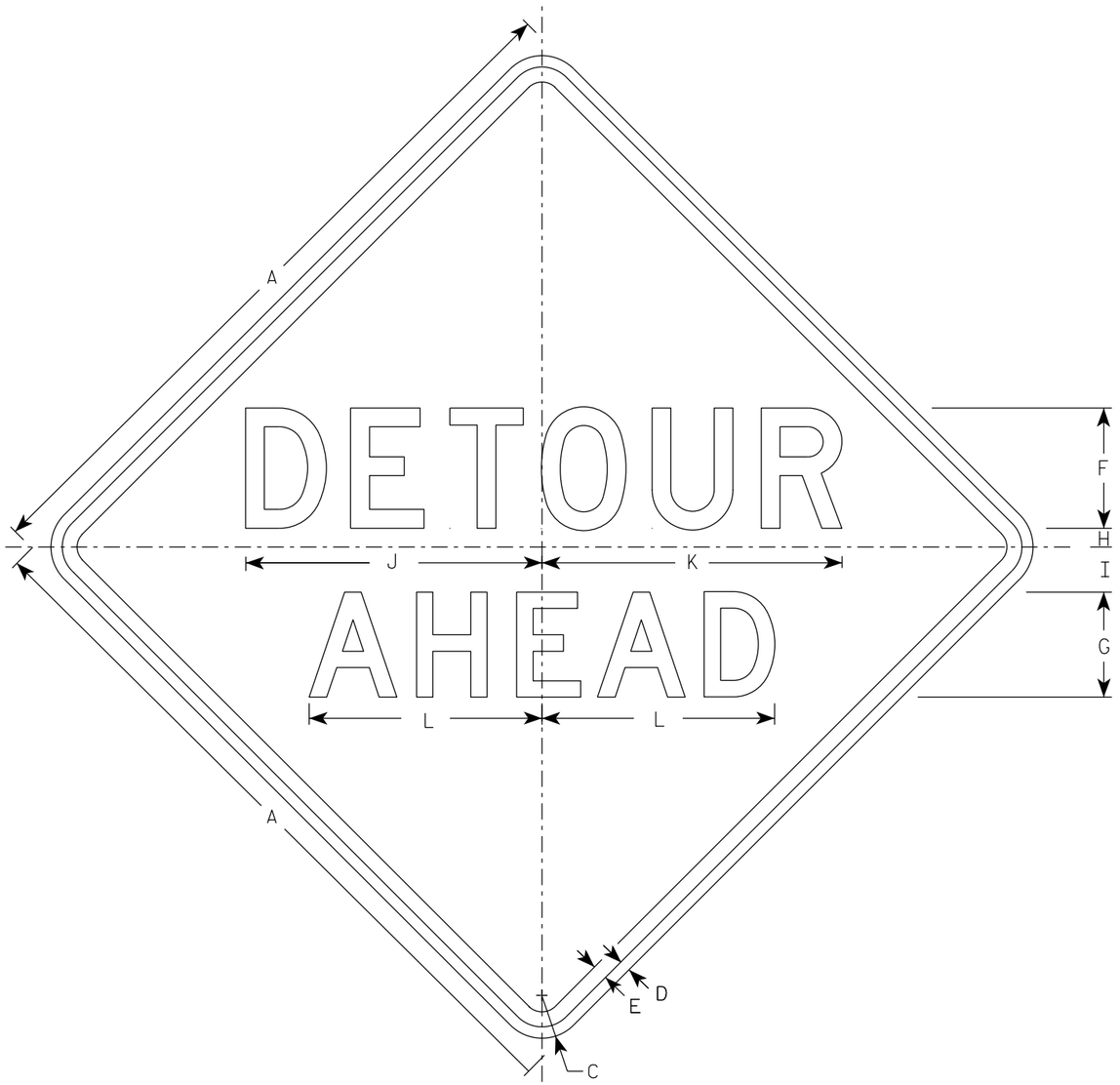
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

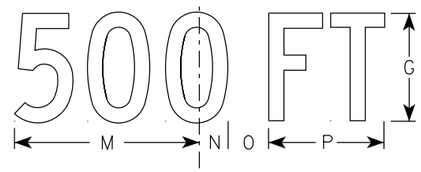
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

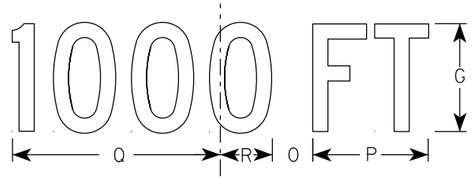
SHEET NO: 552 E



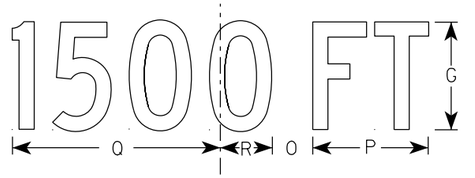
W20-2A



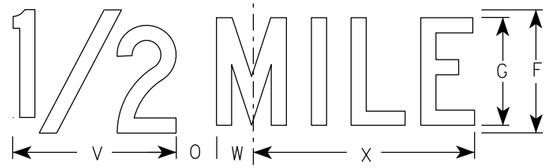
W20-2D



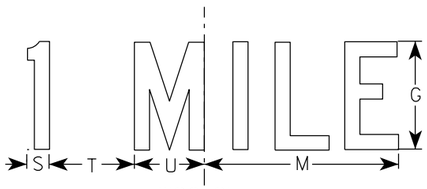
W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

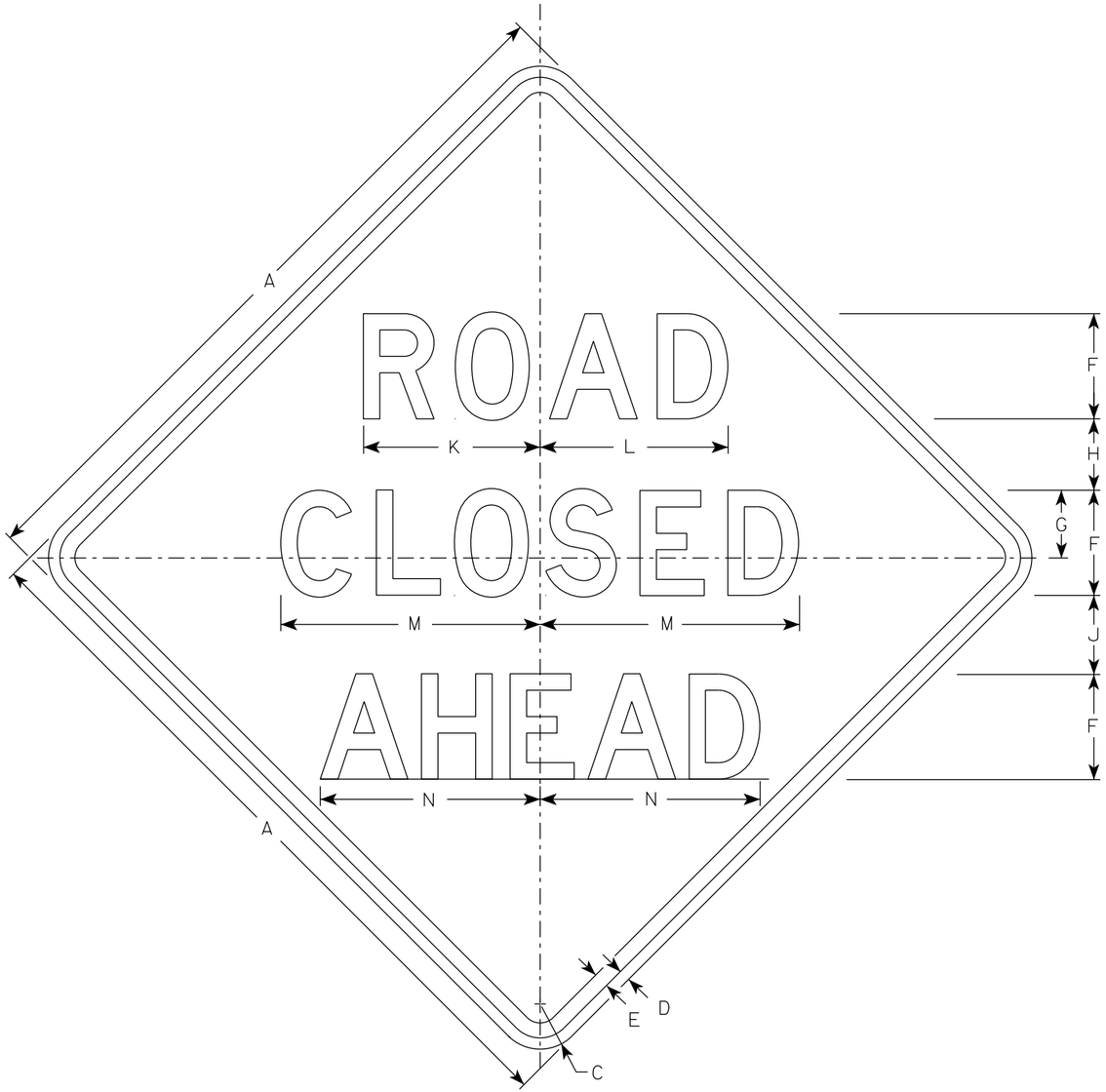
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

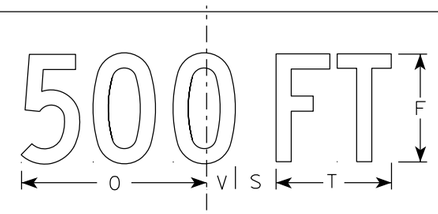
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

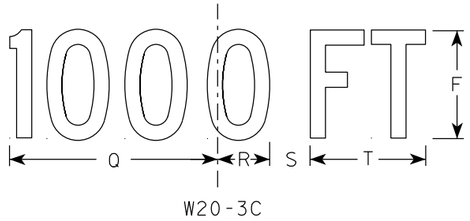
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



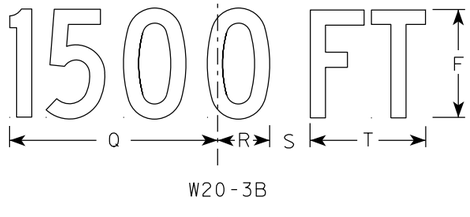
W20-3A



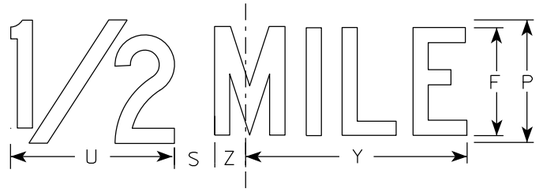
W20-3D



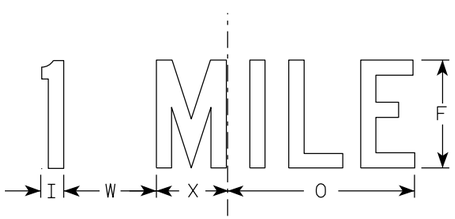
W20-3C



W20-3B



W20-3G



W20-3F

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	8 3/8	8 7/8	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	11 3/4	12 1/2	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	11 3/4	12 1/2	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	11 3/4	12 1/2	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	11 3/4	12 1/2	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	11 3/4	12 1/2	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

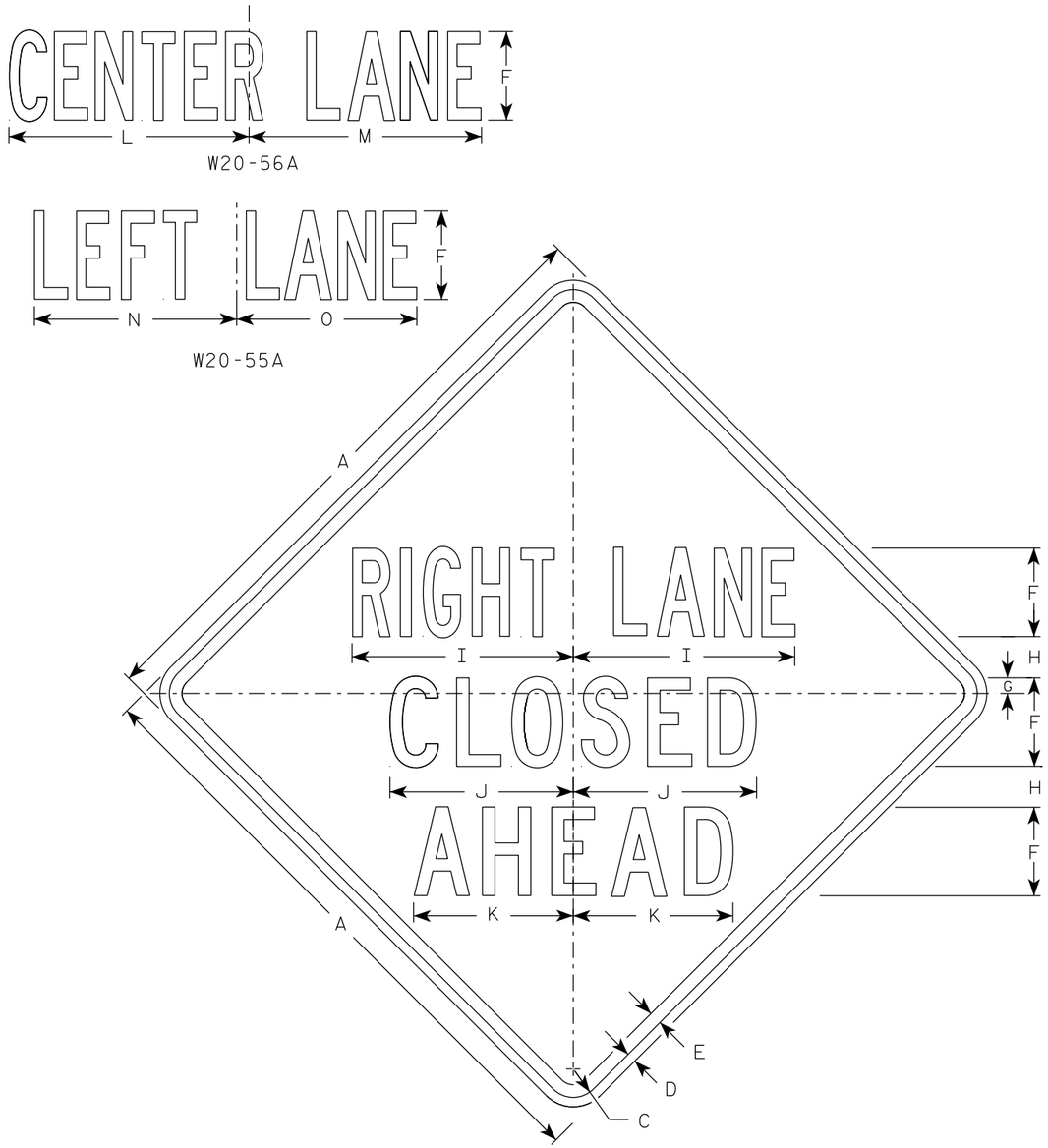
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

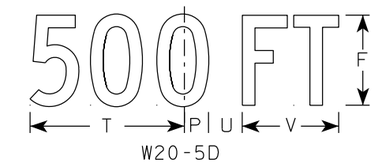
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

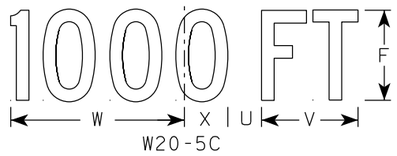
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 554 | E



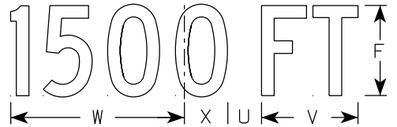
W20-5A



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

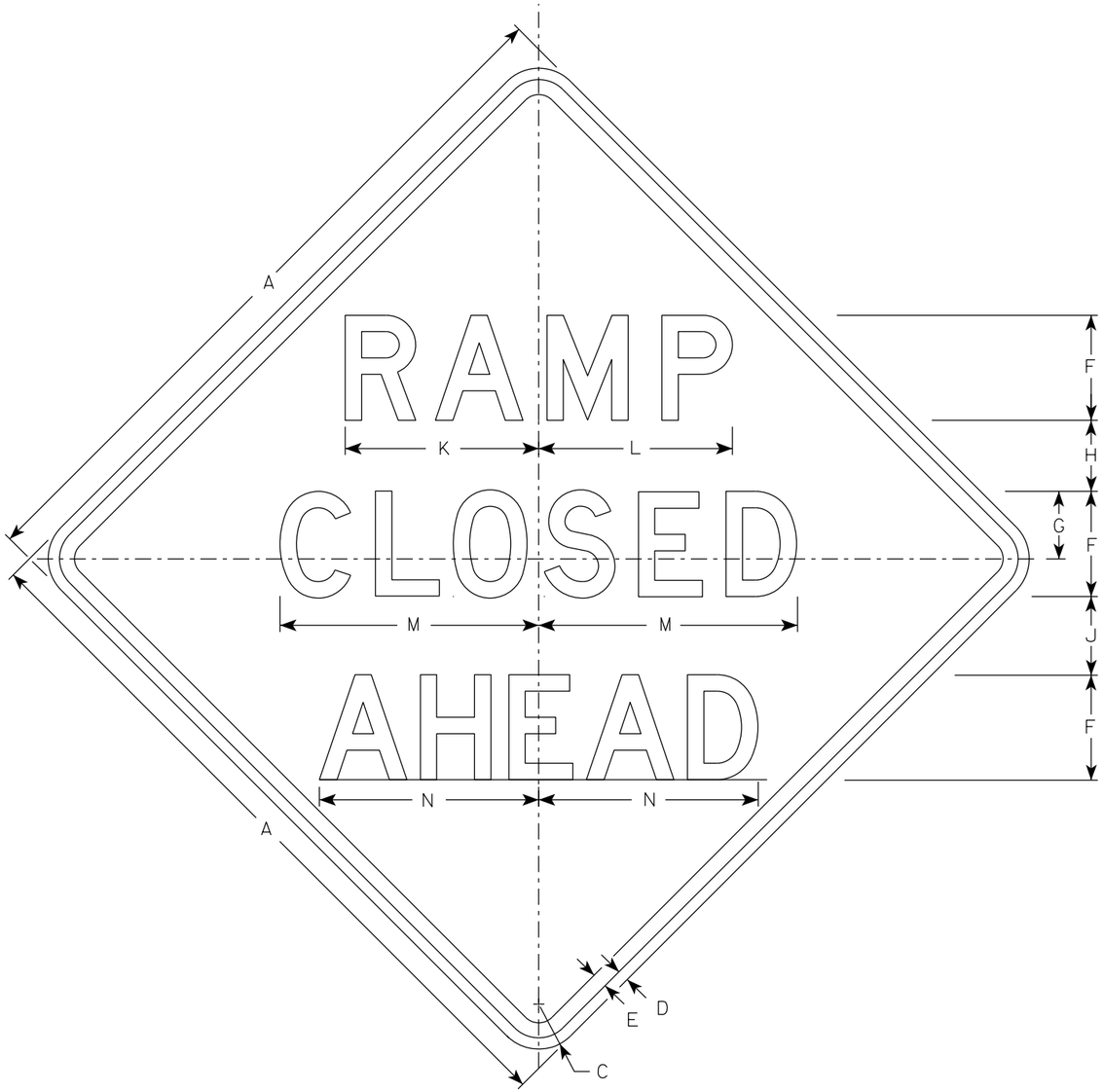
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

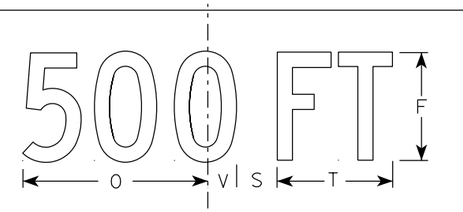
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

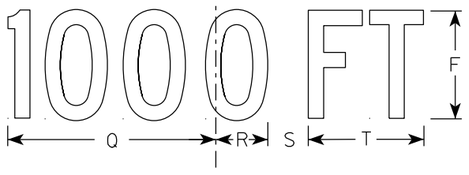
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 555	E



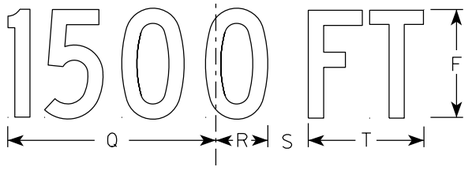
W20-53A



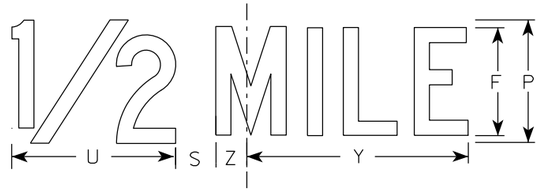
W20-53D



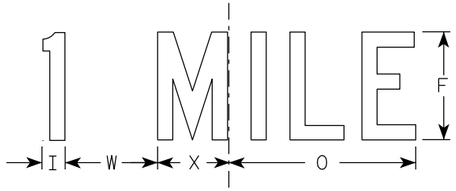
W20-53C



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

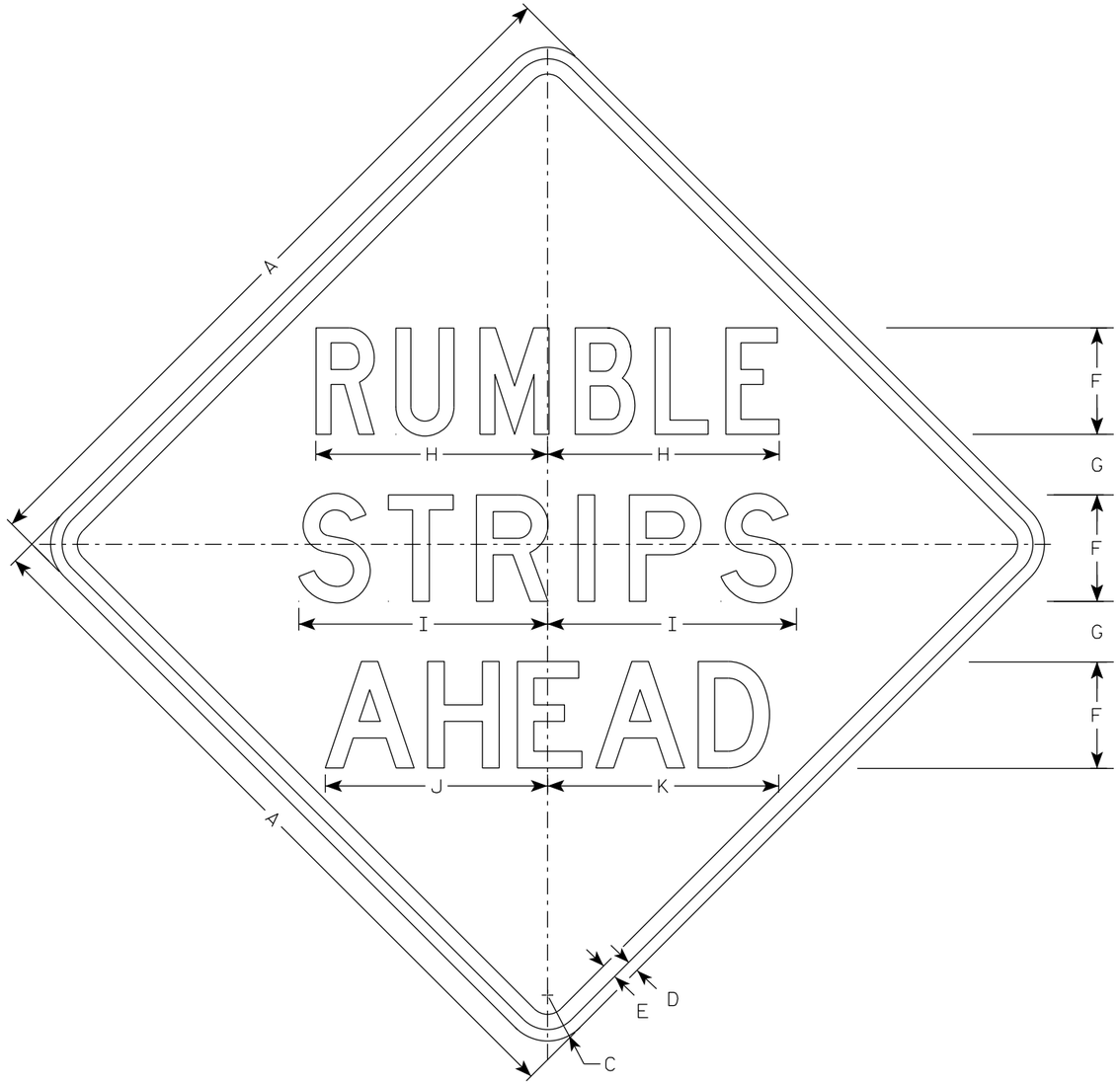
STANDARD SIGN
W20-53A,B,C,D,F,G

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



W21-65

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 4
4. Line 1 is Series C
   Lines 2 and 3 are 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	36		2 1/4	5/8	3/4	5	3 1/4	10 7/8	11 5/8	11	11 5/8																9.0
2S	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
2M	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
3	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
4	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
5	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0

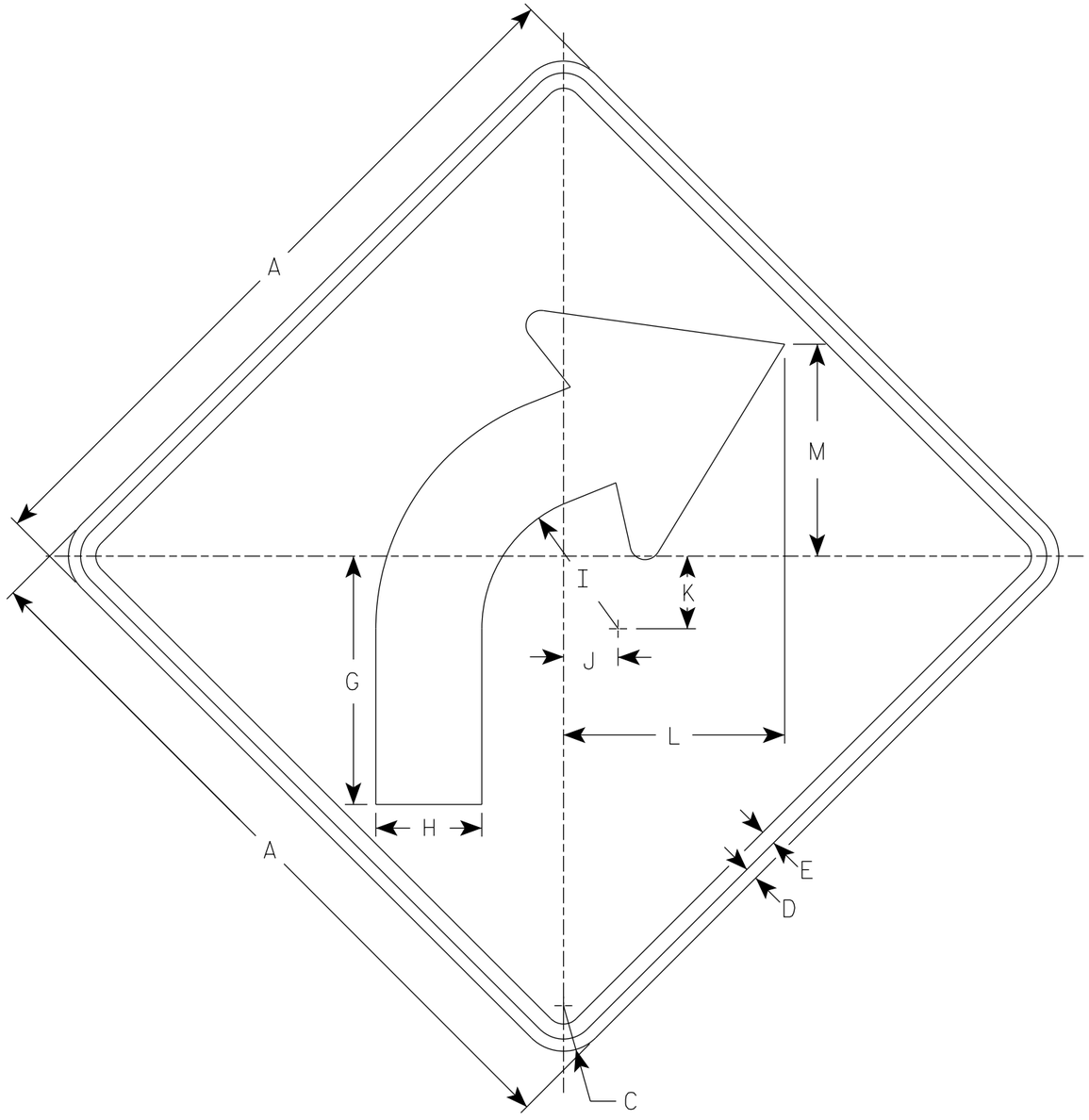
STANDARD SIGN
W21-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/17/2024 PLATE NO. W21-65.2

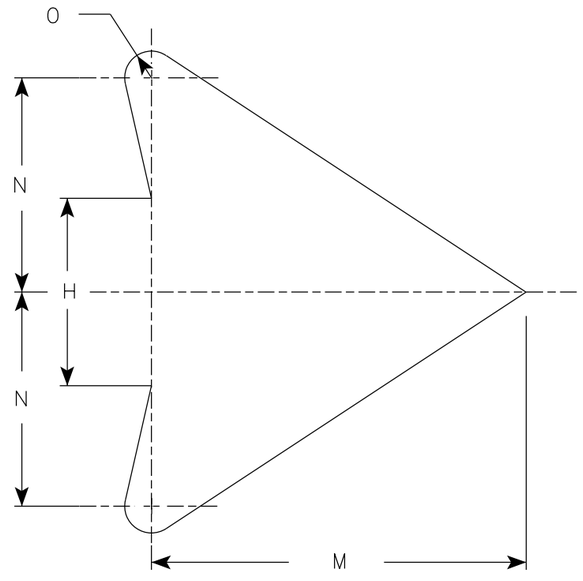
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 557	E



W01-2R

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. W01-2L is the same as W01-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												4.0
2S	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
2M	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
3	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
4	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
5	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

STANDARD SIGN
W01-2

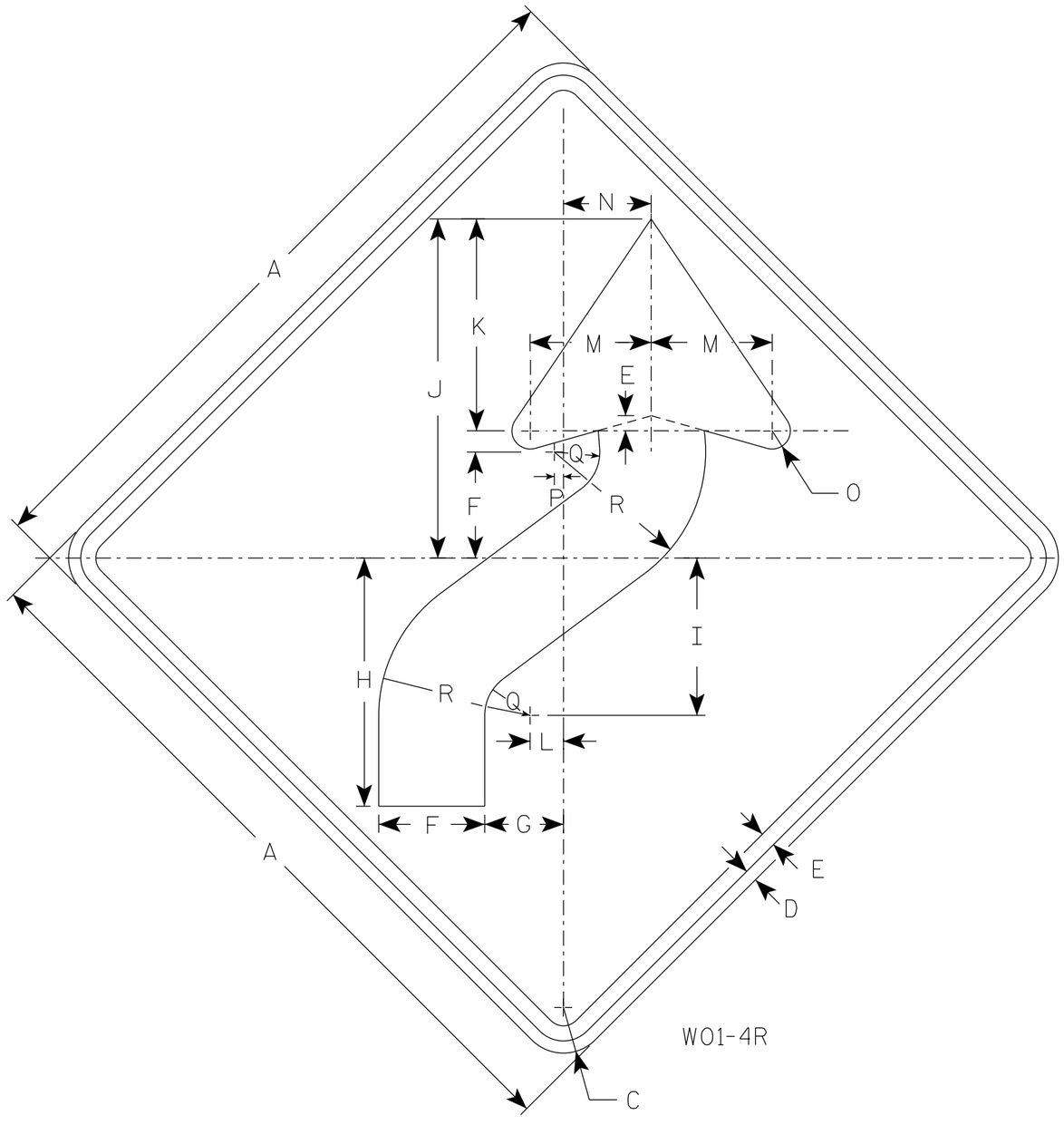
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-2.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W012.dgn PLOT DATE : 24-JAN 2024 10:17 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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

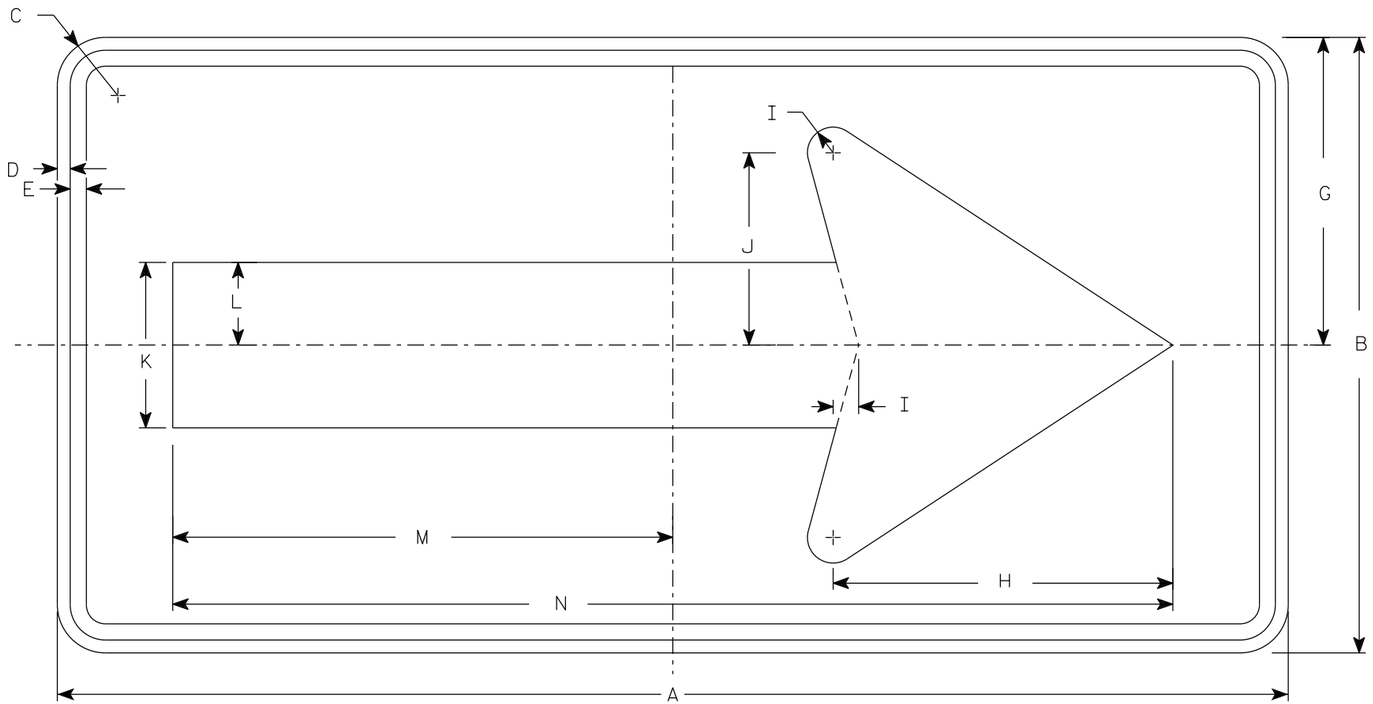
STANDARD SIGN
W01-4

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: 559 | E



WO1-6

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

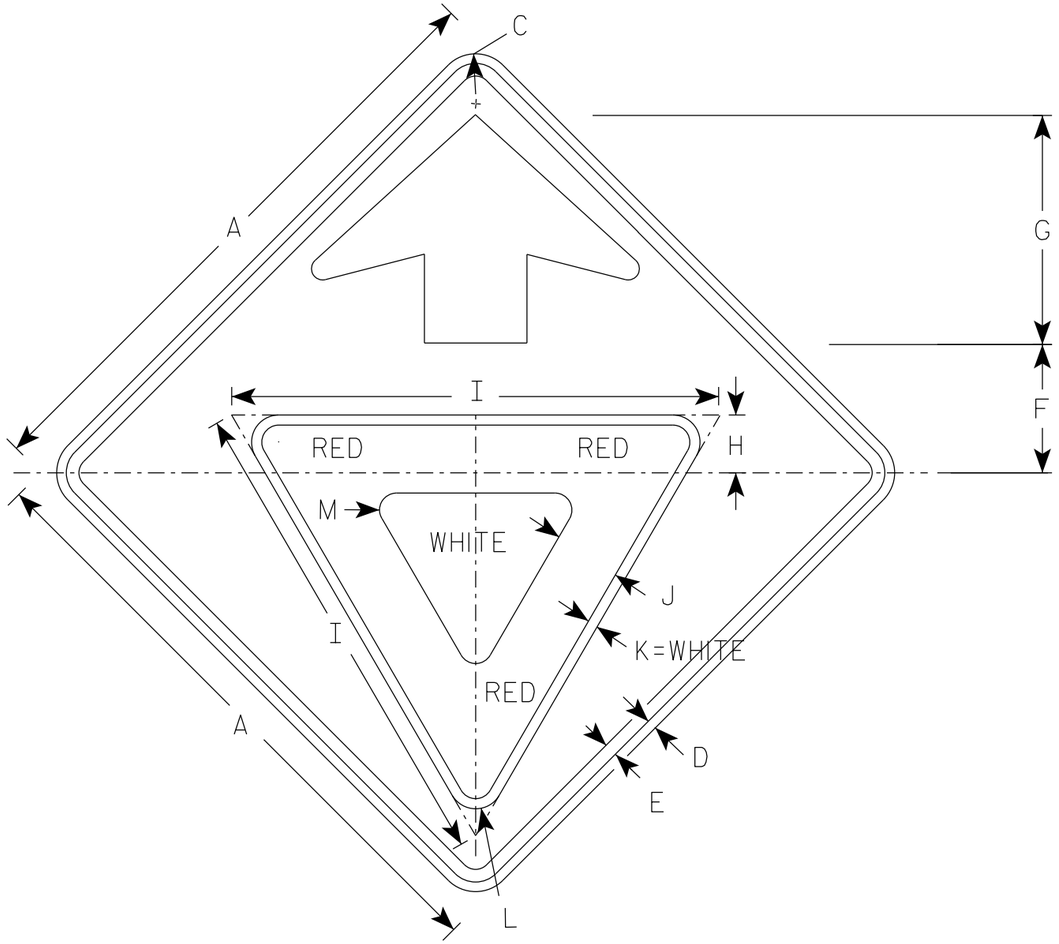
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

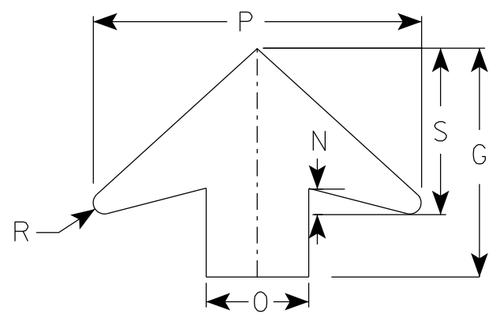
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



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

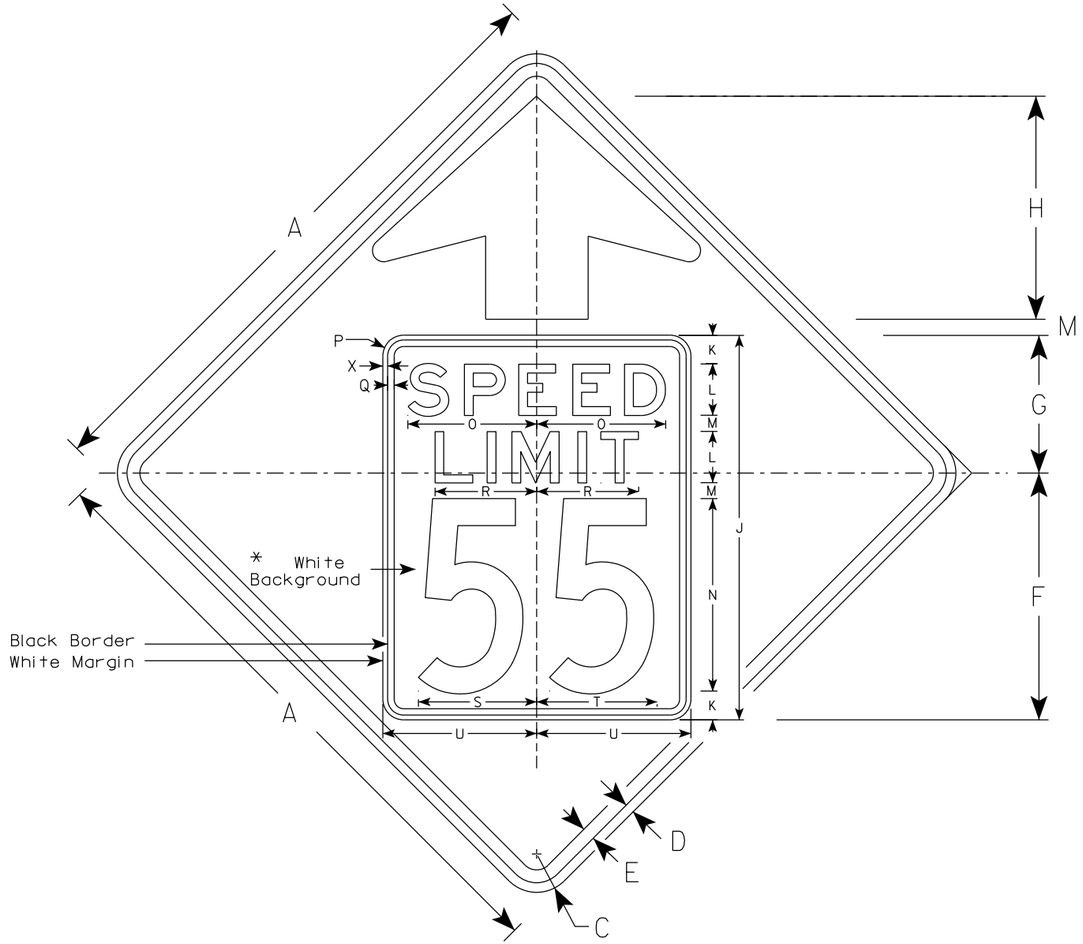
DATE 1/24/2024 PLATE NO. W03-2.2

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

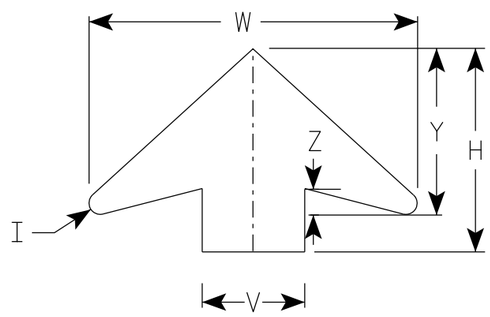


W03-5

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:

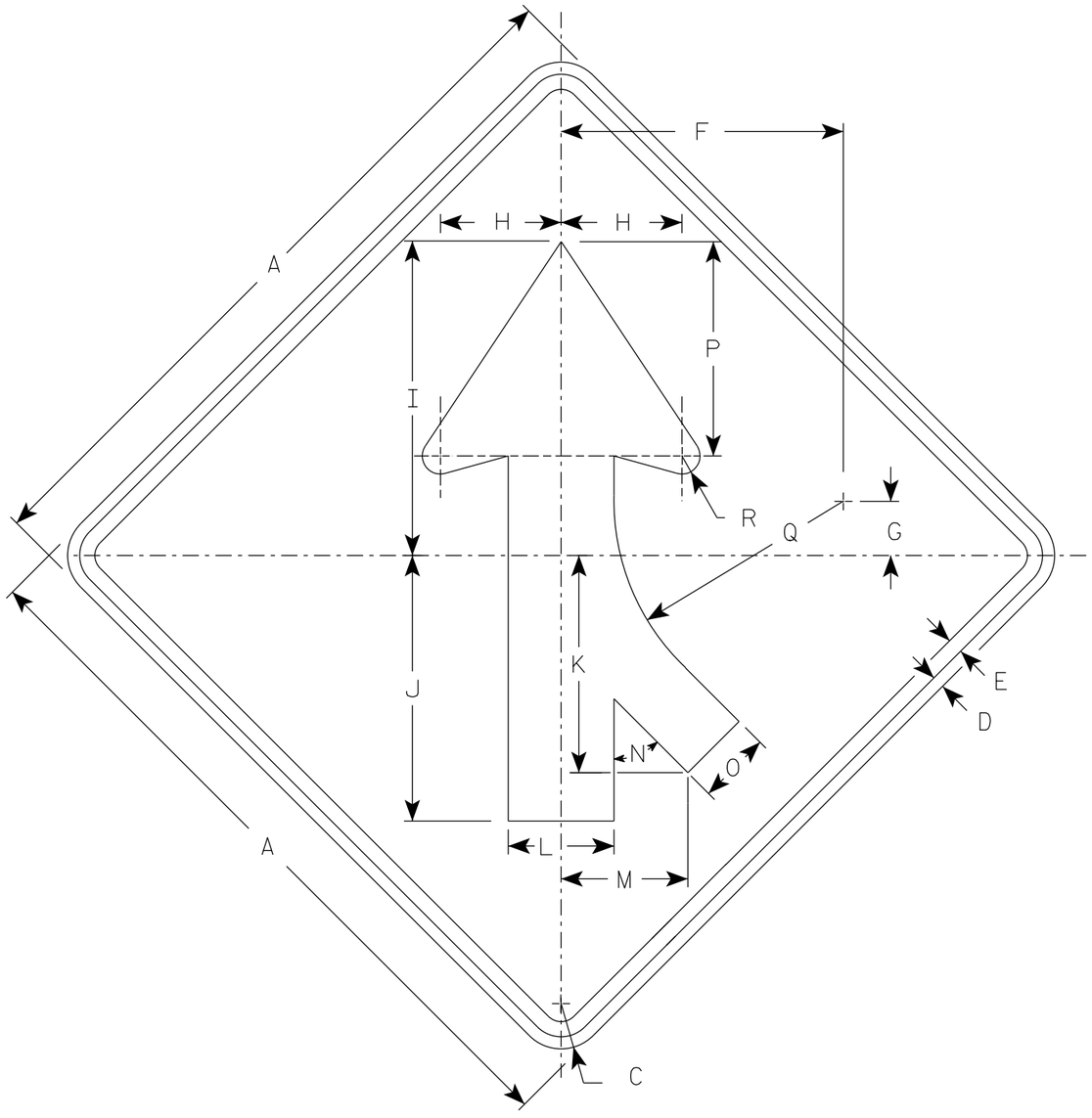
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 24-JAN 2024 2:20 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



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

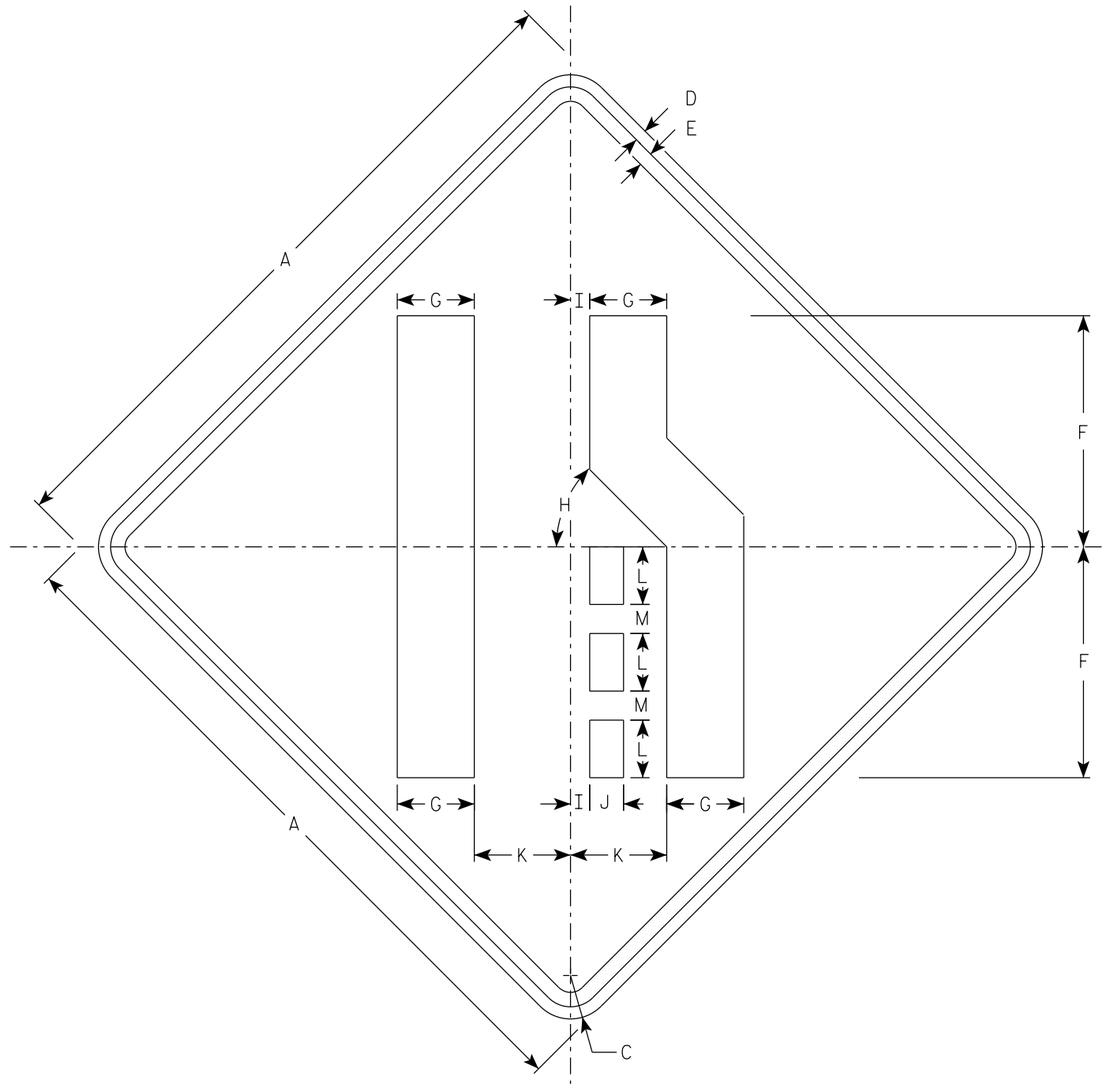
STANDARD SIGN
W04-1

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: 563 | 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

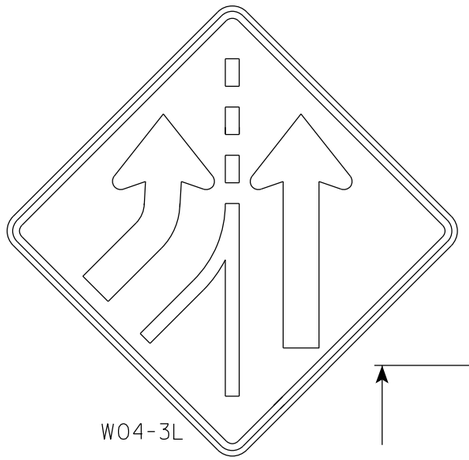
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

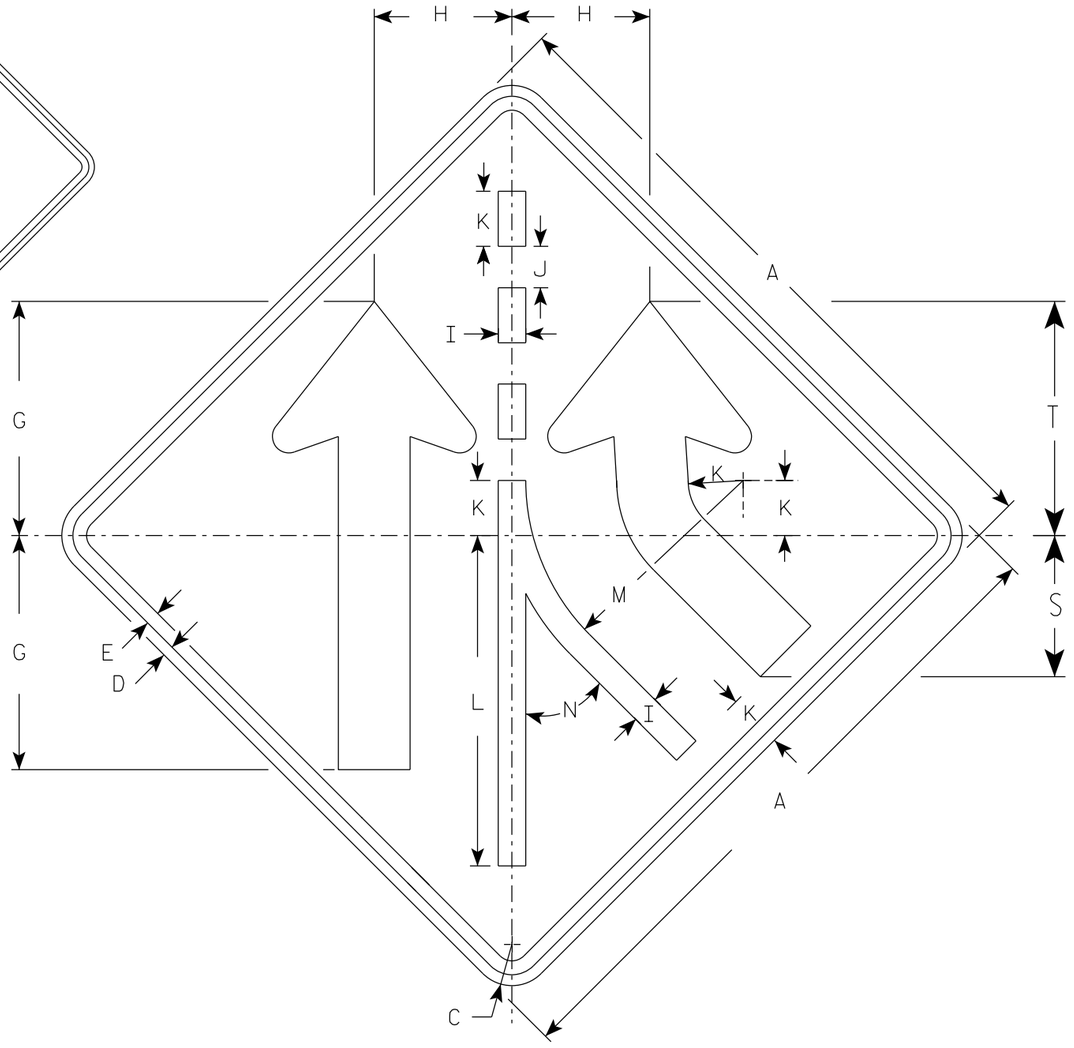
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 564 E



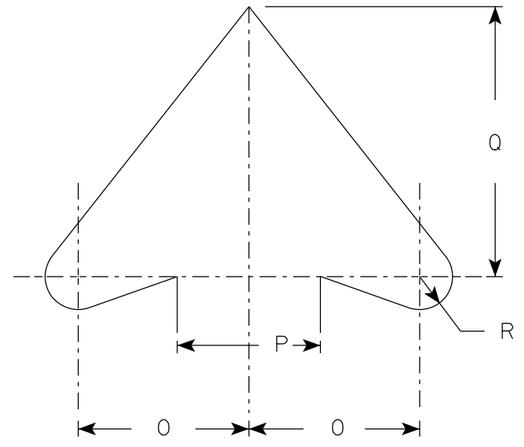
W04-3L



W04-3R

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. W04-3L is the same as W04-3R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN

W04-3

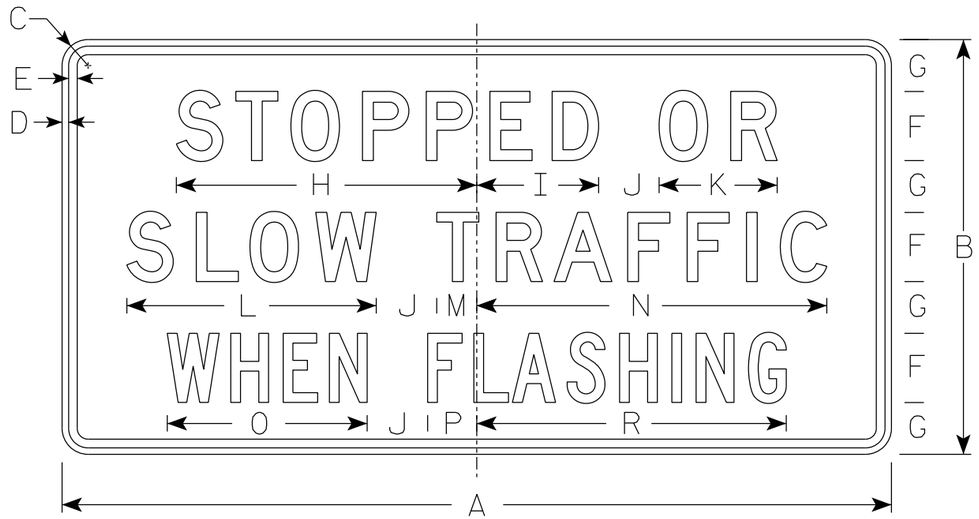
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-3.2

PROJECT NO:

SHEET NO: 565 E



W08-76

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Lines 1 and 2 are series D
   Line 3 is series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	96	48	3	3/4	1	8	6	34 3/4	14 1/8	7	13 5/8	28 7/8	4 5/8	40 1/2	23 1/8	5 3/4		35 7/8									32.0
5																											

STANDARD SIGN

W08-76

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W08-76.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 566 | E

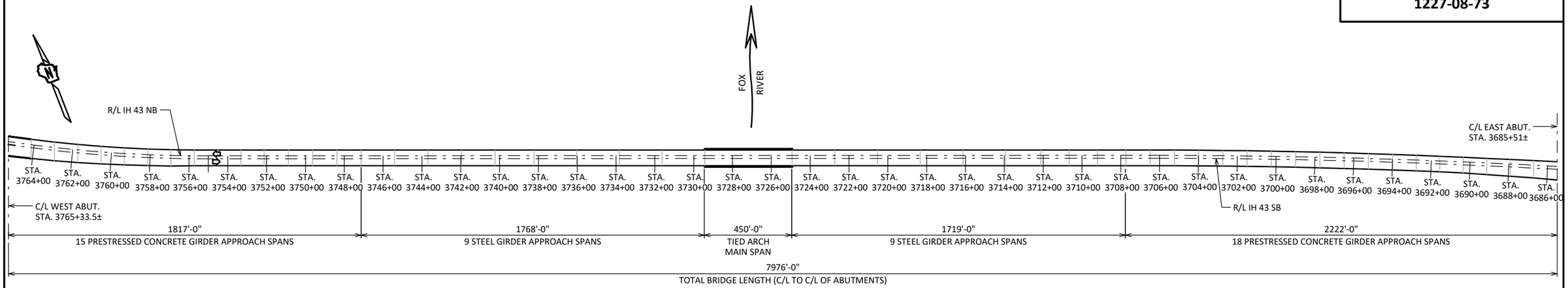
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0876.dgn PLOT DATE : 13-MARCH 2024 11:58 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7

STATE PROJECT NUMBER

1227-08-73



PLAN

HMA PAVEMENT PATCHING
52 SPAN BRIDGE - (1 TIED ARCH MAIN SPAN, 18 STEEL GIRDER APPROACH SPANS & 33 PRESTRESSED CONCRETE GIRDER APPROACH SPANS)

⇦ DIRECTION OF TRAFFIC

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
455.0605	TACK COAT	GAL	1,197
460.7424	HMA PAVEMENT 4 HT 58-28 H	TON	1,900
509.9010.S	REMOVING ASPHALTIC CONCRETE DECK OVERLAY	SY	17,100

DESIGN DATA

LIVE LOAD: (09/07/2012 RATING OBTAINED FROM HSI)
DESIGN LOADING: HS-20
INVENTORY RATING: HS-20
OPERATING RATING: HS-33
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 190 (KIPS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

HMA PATCHING LOCATIONS AND QUANTITIES SHOWN ARE APPROXIMATE. ADDITIONAL HMA PATCHING MAY BE REQUIRED AND SHALL BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.

SCOPE OF WORK

1. PREPARE EXISTING DECK SURFACE
2. APPLY TACK COAT AND HMA PATCH REPAIRS

TRAFFIC DATA

I-43
ADT = 43,600 (2024)

ESTIMATED HMA PATCHING LOCATIONS & QUANTITIES

◐ LEFT AND RIGHT LANE IDS ARE BASED ON THE DIRECTION OF TRAVEL.

I-43 SB LANES (STA. 3765+35± AT WEST ABUTMENT JOINT)

LEFT LANE ◐				RIGHT LANE ◐				RAMP LANE			
STA. FROM	STA. TO	LENGTH	AREA (USING 12' LANE WIDTH)	STA. FROM	STA. TO	LENGTH	AREA (USING 12' LANE WIDTH)	STA. FROM	STA. TO	LENGTH	AREA (USING 12' LANE WIDTH)
3765+35	3740+10	2,525'	30,300 SQ. FT.	3765+35	3745+35	2,000'	24,000 SQ. FT.	3765+35	3759+35	600'	7,200 SQ. FT.
3736+35	3734+35	200'	2,400 SQ. FT.	3743+85	3740+10	375'	4,500 SQ. FT.				
3732+35	3718+35	1,400'	16,800 SQ. FT.	3725+35	3718+35	700'	8,400 SQ. FT.				
3712+35	3711+35	100'	1,200 SQ. FT.	3712+35	3711+35	100'	1,200 SQ. FT.				
3708+35	3707+35	100'	1,200 SQ. FT.	3708+35	3707+35	100'	1,200 SQ. FT.				
3706+35	3705+35	100'	1,200 SQ. FT.	3706+35	3705+35	100'	1,200 SQ. FT.				
3701+85	3698+85	300'	3,600 SQ. FT.	3701+85	3698+85	300'	3,600 SQ. FT.				
3695+85	3694+85	100'	1,200 SQ. FT.	3692+85	3692+10	75'	900 SQ. FT.				
3691+35	3689+35	200'	2,400 SQ. FT.								

I-43 NB LANES (STA. 3685+50± AT EAST ABUTMENT JOINT)

LEFT LANE ◐				RIGHT LANE ◐			
STA. FROM	STA. TO	LENGTH	AREA (USING 12' LANE WIDTH)	STA. FROM	STA. TO	LENGTH	AREA (USING 12' LANE WIDTH)
3687+50	3690+50	300'	3,600 SQ. FT.	3687+50	3690+50	300'	3,600 SQ. FT.
3694+00	3706+00	1,200'	14,400 SQ. FT.	3709+00	3713+50	450'	5,400 SQ. FT.
3709+00	3716+00	700'	8,400 SQ. FT.				
3718+50	3722+50	400'	4,800 SQ. FT.				
3744+75	3745+75	100'	1,200 SQ. FT.				

LIST OF DRAWINGS:

1. HMA PATCHING REPAIR

STRUCTURE DESIGN CONTACTS:
BRADY RADES 920-492-4152
DOMINIQUE BECHLE 608-261-8205

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED DMB 04/14/26
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-05-158

I-43 OVER FOX RIVER

COUNTY	CITY
BROWN	GREEN BAY

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
DMB	BPR	JPH	DMB

HMA PATCHING REPAIR

SHEET 1 OF 1
567

I.D. 1227-08-01A DATE: APRIL 2026

8

8

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS
WIND PRESSURE: 120 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBMERS (1700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS

STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NW (NATURAL WIND GUST)
	1.0 TrG (TRUCK INDUCED GUST)

MATERIAL PROPERTIES

CONCRETE MASONRY — f'_c = 3,500 PSI

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 — f_y = 60,000 PSI

STRUCTURAL ANGLES, PLATES & BARS - ASTM A709 GRADE 36 — f_y = 36,000 PSI

CHORDS & COLUMN PIPE - ASTM A500 GRADE C — f_y = 46,000 PSI

HIGH STRENGTH BOLTS - ASTM A3125 GRADE A325 — f_y = 92,000 PSI

ANCHOR RODS - ASTM F1554 GRADE 55 — f_y = 55,000 PSI

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI WASHERS - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGN FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING THE DRILLING OF THE SHAFT HOLE TO CONFRIM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-5-447
204.0246	REMOVING ANCILLARY STRUCTURE S-5-32	EA	**1**
531.2030	DRILLING SHAFT 30-INCH	LF	**30**
531.5030	FOUNDATION TWO-SHAFT BUTTERFLY TYPE B-I S-5-447	EA	**1**
532.5030	BUTTERFLY 2-CHORD TYPE I S-5-447	EA	**1**

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), BROWN COUNTY ZONE, NAD 88 (2007). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "BUTTERFLY X-CHORD" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA. A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. SIGNS SHALL BE CENTERED ON THE BRIDGE AND SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (DIA.)".

STRUCTURE DATA

STRUCTURE ID	SIGN AREA	SIGN DEPTH	FOUNDATION TYPE	TRUSS TYPE
S-5-447	135 SF	7'-6"	TYPE B-I	BUTTERFLY 2-CHORD

STATE PROJECT NUMBER

1227-08-73

TRAFFIC VOLUME

A.D.T. (2027) = 52,930
R.D.S. = 70 MPH

LIST OF DRAWINGS:

1. GENERAL NOTES & DESIGN DATA
2. LAYOUT S-5-447

LIST OF STANDARD DESIGN DRAWINGS

3. I. 2-CHORD BUTTERFLY DETAILS
4. II. 2-CHORD BUTTERFLY POLE DETAILS
5. III. 2-CHORD BUTTERFLY ELECTRICAL DETAILS
6. IV. BUTTERFLY FOUNDATION DETAILS

STRUCTURE DESIGN CONTACTS:

BUREAU OF STRUCTURES: AARON BONK 608-261-0261
CONSULTANT: MATT BUCKLI 608-443-0441

THESE ARE STANDARD DESIGN PLANS DEVELOPED AND MAINTAINED BY THE WISDOT. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISDOT BRIDGE MANUAL CHAPTER 39.

WISCONSIN
MATTHEW J.
BUCKLI
E-39849
MADISON
WI
5/11/26
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

Mead & Hunt
Mead & Hunt, Inc.
1702 Lawrence Dr
De Pere, WI 54115
920.496.0500
www.meadhunt.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 05/11/26
CHIEF STRUCTURES DESIGN ENGINEER DATE

2-CHORD BUTTERFLY

IH 43 SB

COUNTY	CITY
BROWN	GREEN BAY

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
JLA	MJB	KJW	MJB

GENERAL NOTES & DESIGN DATA

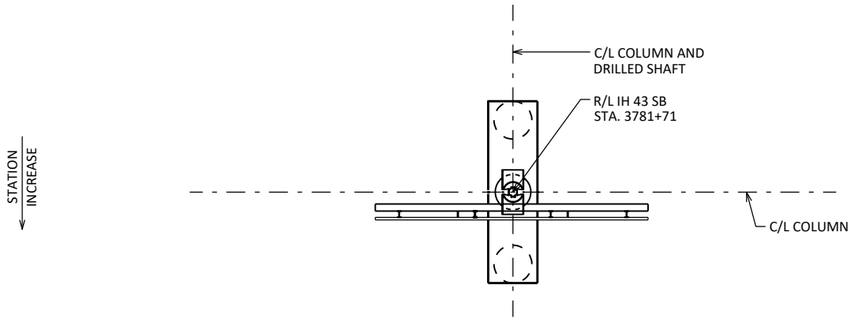
SHEET 1 OF 6
568

I.D.
DATE:
SCALE =

8
8

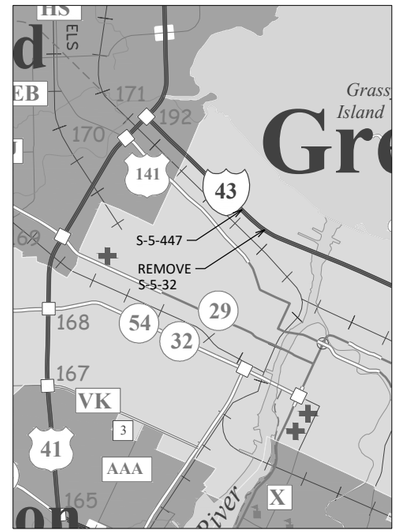
STATE PROJECT NUMBER

1227-08-73

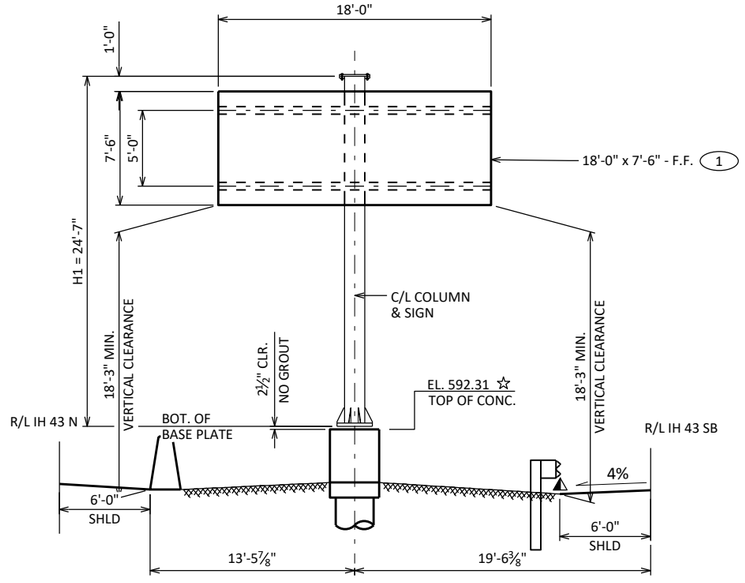


PLAN

STA. 3781+71 (IH 43 SB)
500 FT NW OF ATKINSON DR.

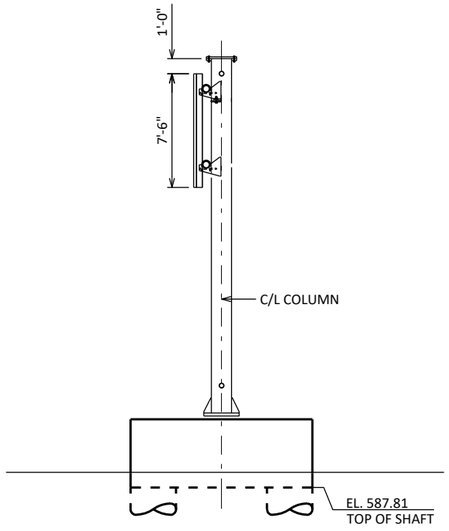


LOCATION MAP



ELEVATION

LOOKING SOUTHEAST AT F.F. OF SIGN



END VIEW

LOOKING NORTHEAST AT END OF SIGN

LEGEND

CENTER SIGNS ON COLUMN

☆ ELEVATIONS ALONG C/L OF TRUSS.

(XX) SIGN NUMBER, SEE PERMANENT SIGNING PLAN.

◭ POINT OF MIN. VERTICAL CLEARANCE
STA. 3781+71, 6.00' RT.
ELEV. 590.16

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-5-447

DRAWN BY KJW | PLANS CK'D MJB

LAYOUT S-5-447

SHEET 2
569

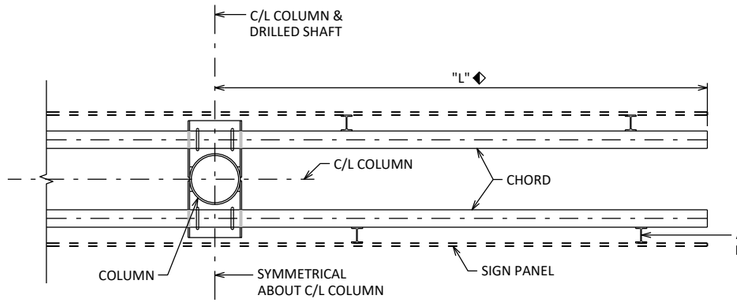
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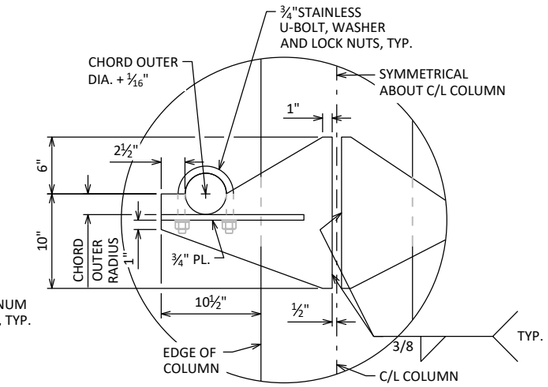
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STATE PROJECT NUMBER

STANDARD

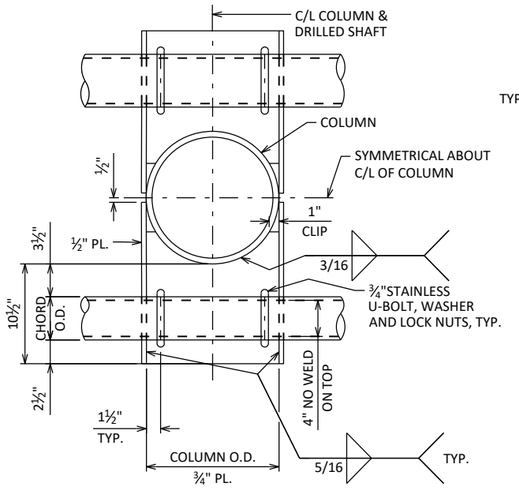


PLAN



DETAIL A

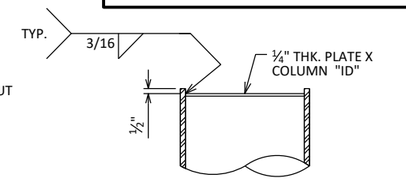
FRONT BRACKET CONNECTION SHOWN
BACK BRACKET SIMILAR



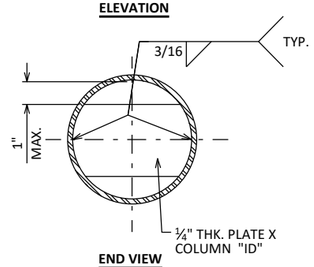
SECTION A-A

FRONT BRACKET CONNECTION SHOWN
BACK BRACKET SIMILAR

BRACKET FOR TOP CHORDS SIMILAR

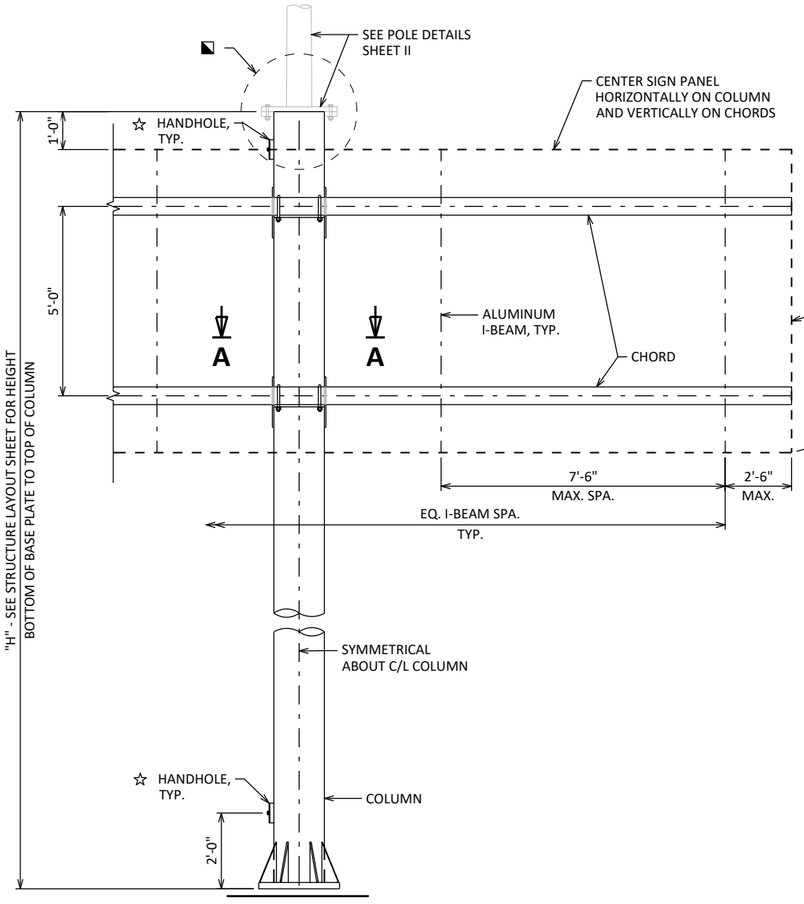


ELEVATION



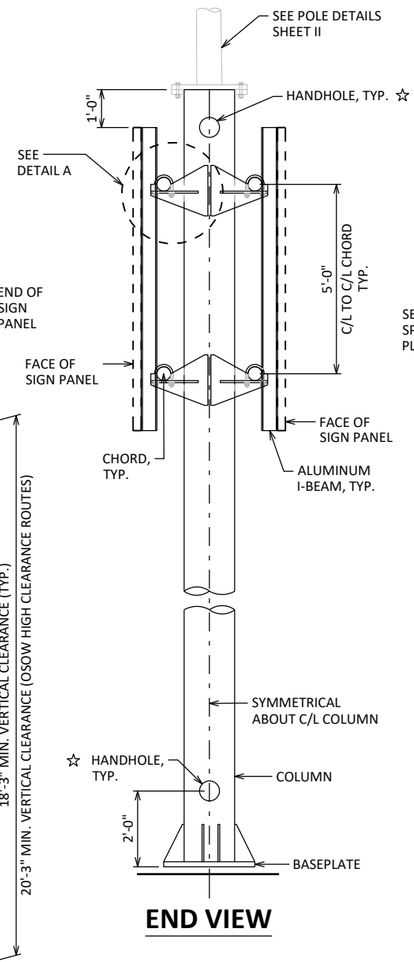
END VIEW

CHORD CAP DETAIL

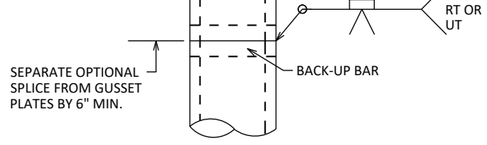


ELEVATION

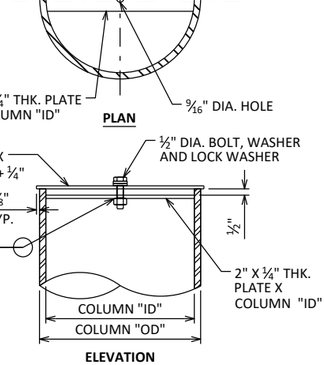
LOOKING AT F.F. OF BUTTERFLY



END VIEW



OPTIONAL COLUMN OR CHORD SPLICE



PLAN

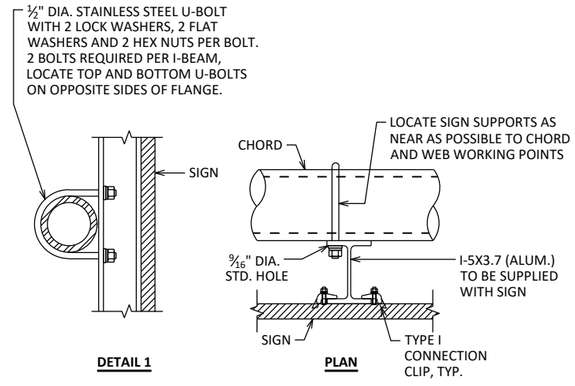
ELEVATION

TOWER CAP DETAIL

◪ USE ON STRUCTURES WITHOUT LIGHT POLE ATTACHEMENTS

BUTTERFLY MEMBER TABLE

STANDARD DESIGN TYPE	TYPE I SIGN AREA (SQ. FT)	MAXIMUM SPAN "L" ◆	MAXIMUM COLUMN HEIGHT "H"	COLUMN "OD" X THK.	CHORD "OD" X THK	ANCHOR ROD DIA.	BASE PLATE "THK"	"BC"	"PC"	"HOLE"
I	200	12'-6"	26'-0"	16" X 0.375"	4.500" X 0.375"	1¾"	1½"	1'-10"	2'-4"	1 13/16"



TYPICAL SIGN CONNECTION

USE FOR TYPE I AND II SIGNS, TYPE I SIGN CONNECTION SHOWN
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.

LEGEND

☆ FOR OSS WITH LIGHTING ONLY, PROVIDE HANDHOLES AS SHOWN. SEE "POLE DETAILS" AND "ELECTRICAL DETAILS" SHEETS.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

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2-CHORD BUTTERFLY DETAILS

SHEET I
570

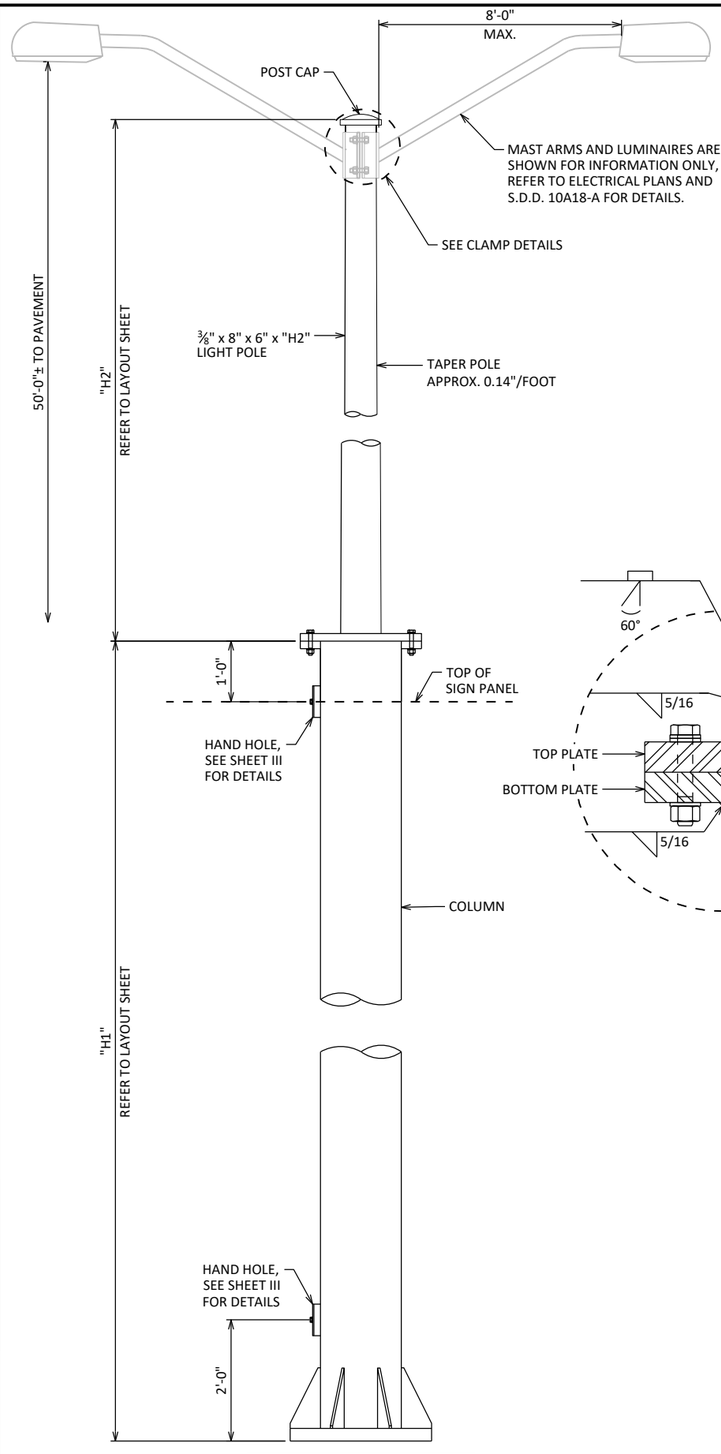
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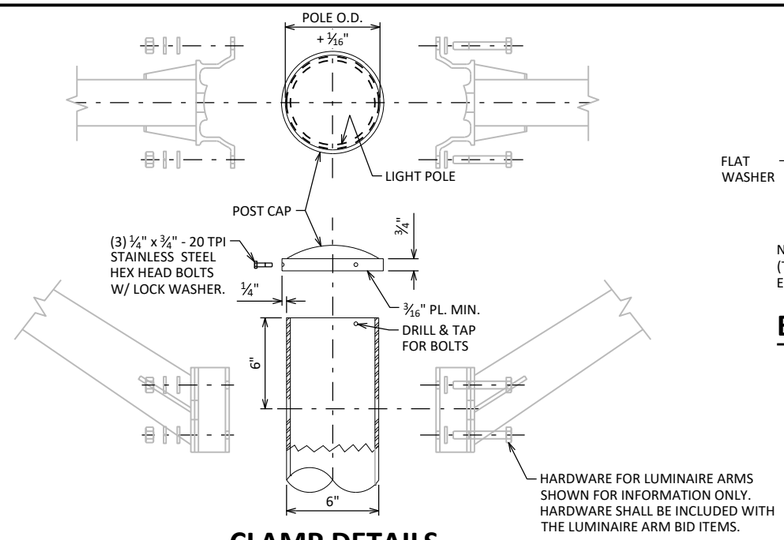
STATE PROJECT NUMBER

STANDARD



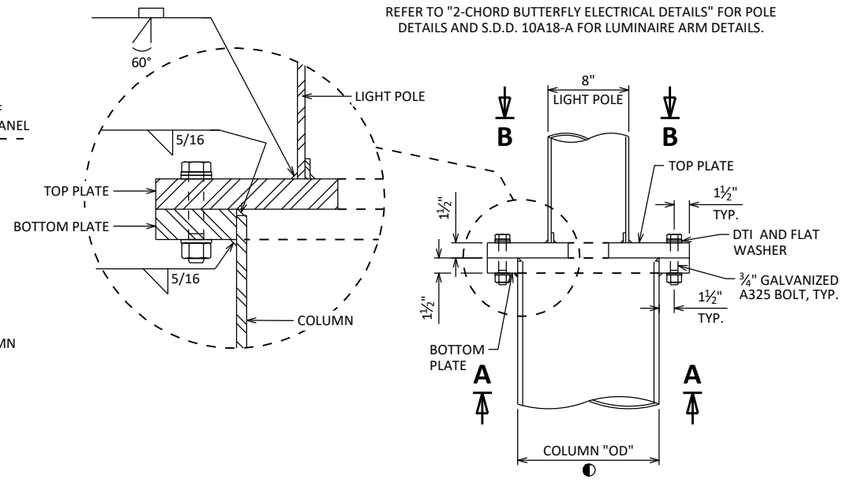
COLUMN & LIGHT POLE ELEVATION

CHORDS AND SIGN PANEL NOT SHOWN FOR CLARITY
LOOKING AT F.F. OF STRUCTURE

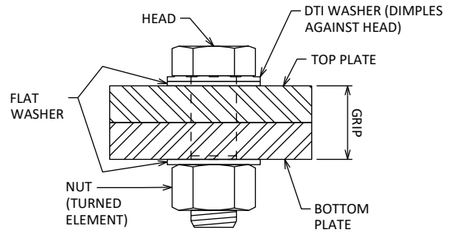


CLAMP DETAILS

REFER TO "2-CHORD BUTTERFLY ELECTRICAL DETAILS" FOR POLE DETAILS AND S.D.D. 10A18-A FOR LUMINAIRE ARM DETAILS.



COLUMN & LIGHT POLE CONNECTION



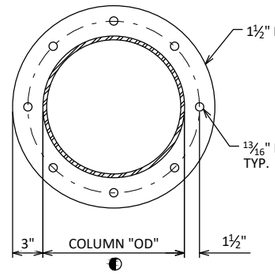
BOLT DETAIL WITH DTI

NOTES:

LUMINAIRE ARMS TO BE PARALLEL TO SIGN PANELS.

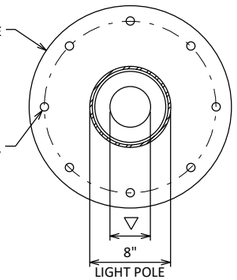
LUMINAIRE LOADING FOR DESIGN WAS CALCULATED USING 50 LBS. AND 1.5 SQ. FT. FOR E.P.A. FOR EACH LUMINAIRE.

SEE S.D.D. 10A18-A FOR LUMINAIRE ARM AND CLAMP DETAILS.



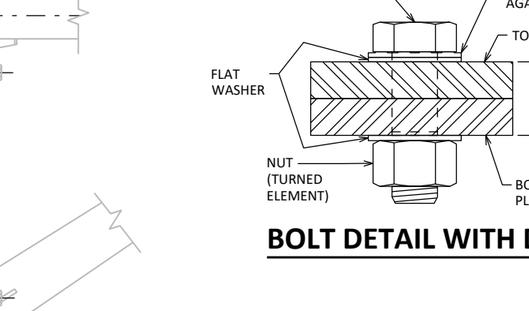
SECTION A-A

BOTTOM PLATE TO COLUMN



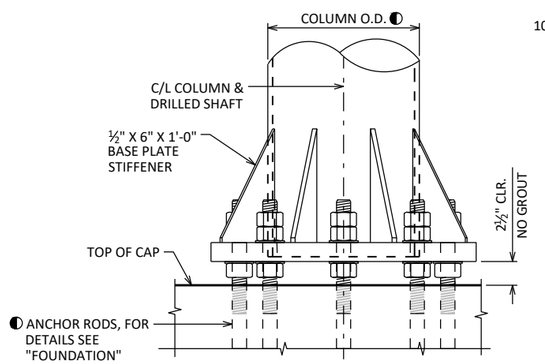
SECTION B-B

TOP PLATE TO LIGHT POLE
▽ 4" DIA. HOLE IN TOP PLATE



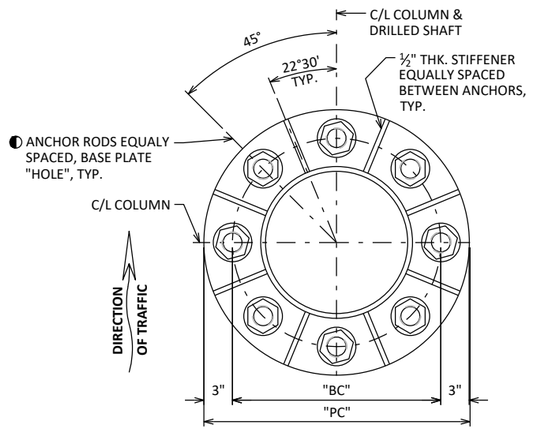
BASE PLATE STIFFENER DETAIL

** SIZE AS NEEDED



BASE PLATE & COLUMN DETAIL

LOOKING AT F.F. OF STRUCTURE



BASE PLATE

◐ SEE TABLE ON "2-CHORD BUTTERFLY DETAILS" SHEET FOR DIMENSIONS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2023

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2-CHORD BUTTERFLY POLE DETAILS

SHEET II
571

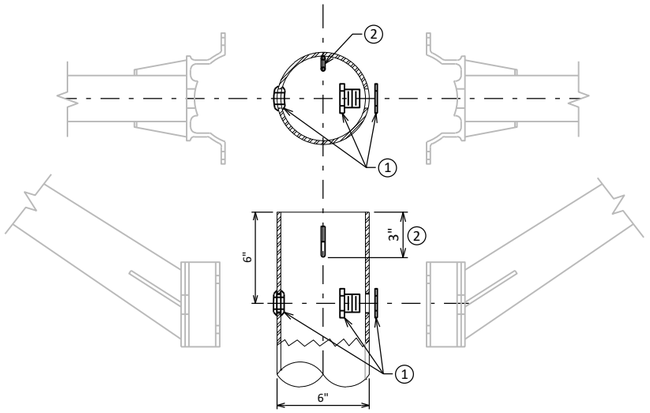
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STATE PROJECT NUMBER

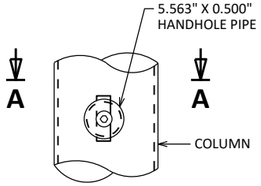
STANDARD



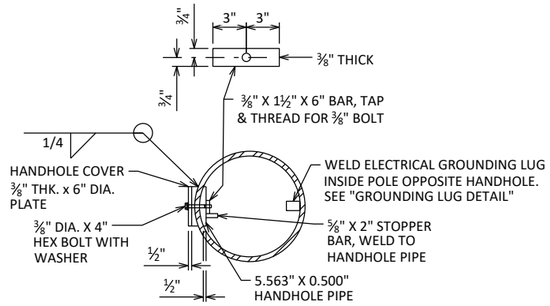
LIGHT POLE DETAILS

(1) 1⅜" FIELD DRILLED HOLE WITH 1" CHASE NIPPLE AND NUT (OR NEOPRENE GROMMET), PER EACH REQUIRED LUMINAIRE ARM.

(2) FACTORY WELDED "J" HOOK FOR POLE WIRE STRAIN RELIEF.



ELEVATION



SECTION A-A

HANDHOLE DETAILS

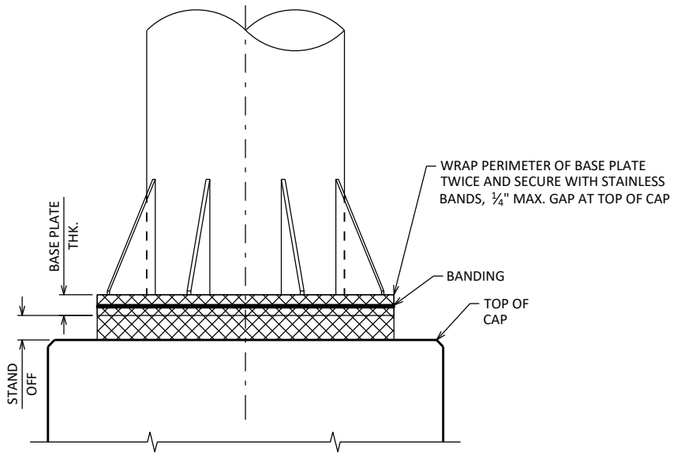
HAND HOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HAND HOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS OTHERWISE NOTED, ALL HAND HOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



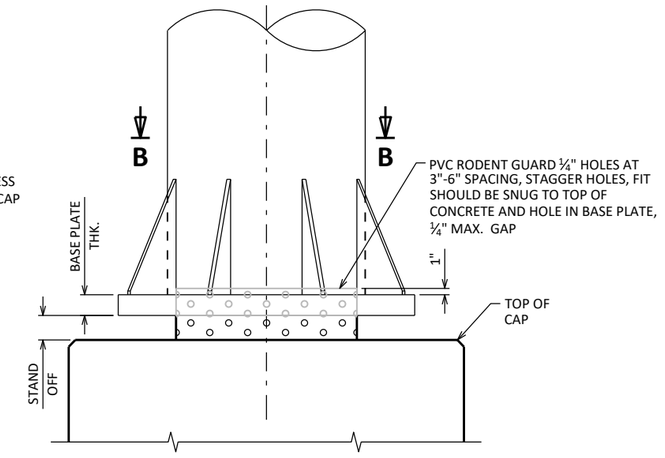
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF THE COLUMN CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



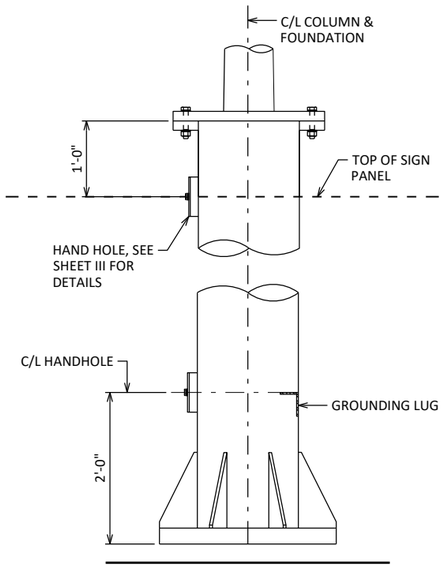
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



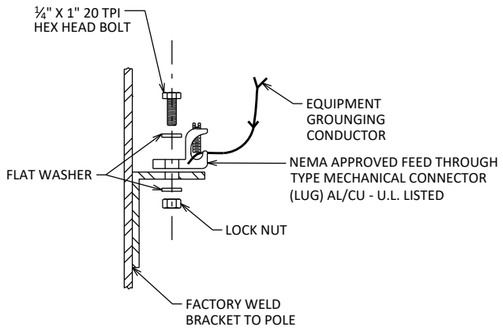
RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



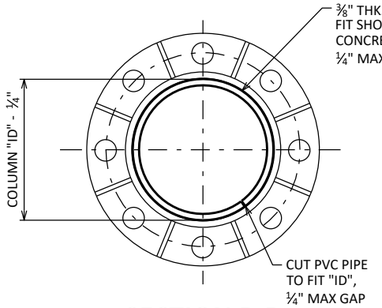
GROUNDING LUG LOCATION

LOOKING ATF.F. OF STRUCTURE



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

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2-CHORD BUTTERFLY ELECTRICAL DETAILS

SHEET III
572

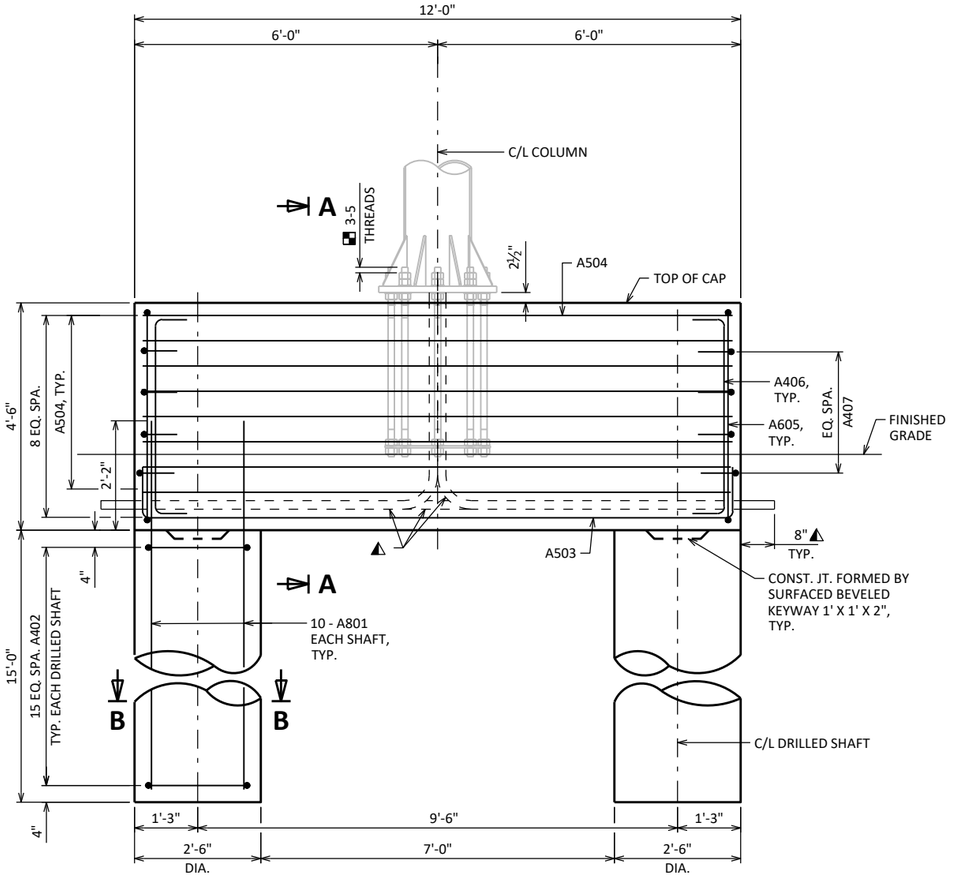
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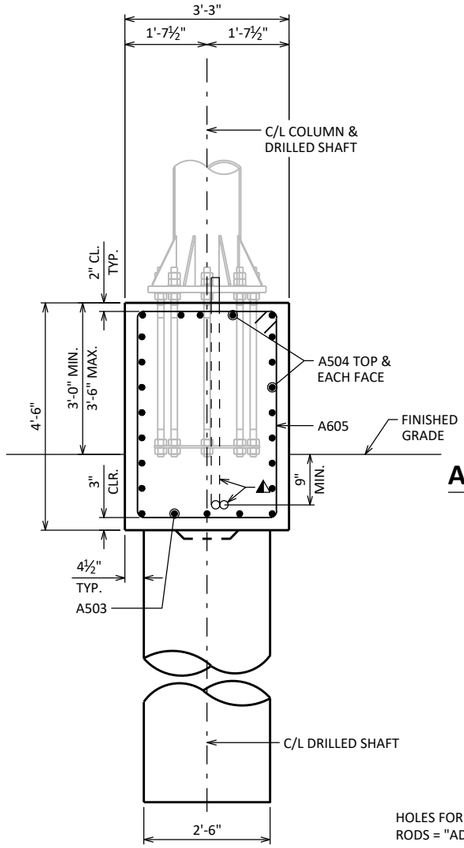
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STATE PROJECT NUMBER

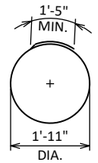
STANDARD



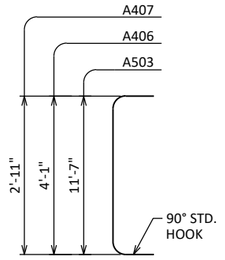
ELEVATION



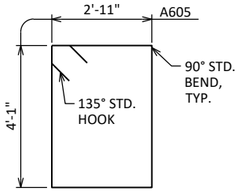
SECTION A-A



A402



A503, A406, A407



A605

BILL OF BARS

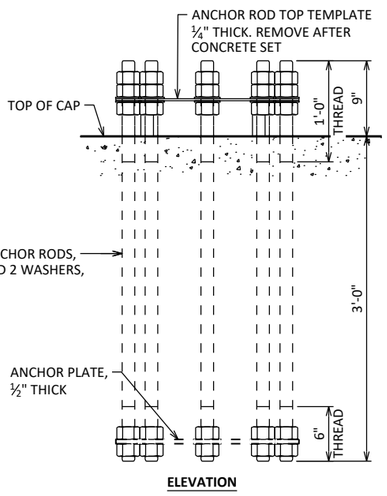
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		20	17'-0"			DRILLED SHAFT - VERTICAL
A402		32	7'-6"	X		DRILLED SHAFT - HORIZONTAL
A503	X	5	12'-7"	X		CAP - LONGITUDINAL - BOTTOM
A504	X	19	11'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	24	14'-11"	X		CAP - STIRRUP
A406	X	8	4'-9"	X		CAP - VERTICAL - EACH END
A407	X	8	5'-11"	X		CAP - HORIZONTAL - EACH END

ESTIMATED QUANTITIES - FOUNDATION

CONCRETE MASONRY	STEEL REINFORCEMENT HS	STEEL REINFORCEMENT HS COATED	ANCHOR ASSEMBLY 1.75-INCH	FOUNDATION DRILLING 30" DIA.
(CY)	(LBS)	(LBS)	(EACH)	(LF)
12.0	1,070	890	1	30

✳✳ QUANTITIES ARE FOR INFORMATION ONLY . ✳✳

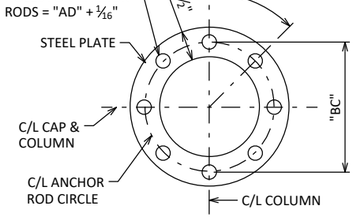


ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

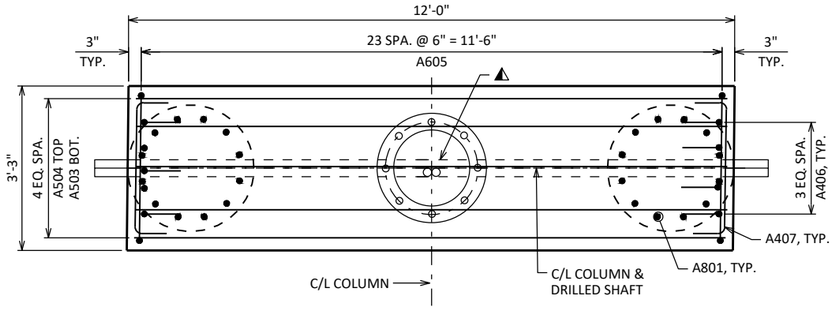
SINGLE ANCHOR ASSEMBLY SHOWN, 8 ANCHOR RODS PER ASSEMBLY

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

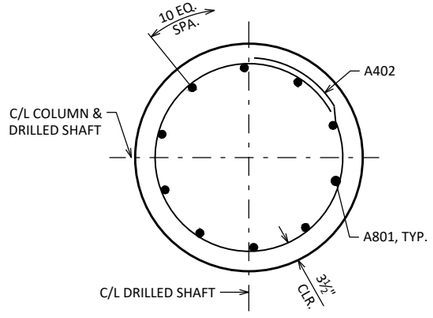


ANCHOR PLATE & TOP TEMPLATE

ANCHOR ROD DIA. "AD"	BASE PLATE "THK."	"BC"
1¾"	1½"	1'-10"



PLAN



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

LEGEND

▲ 3 - 2" DIA. NON-METALLIC CONDUITS. INSTALL AND EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. 1 CONDUIT TO RUN STRAIGHT THROUGH FOUNDATION. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

▪ ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

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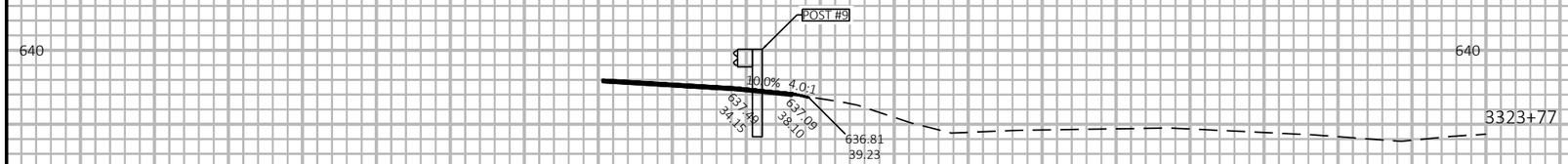
2-CHORD BUTTERFLY FOUNDATION DETAILS

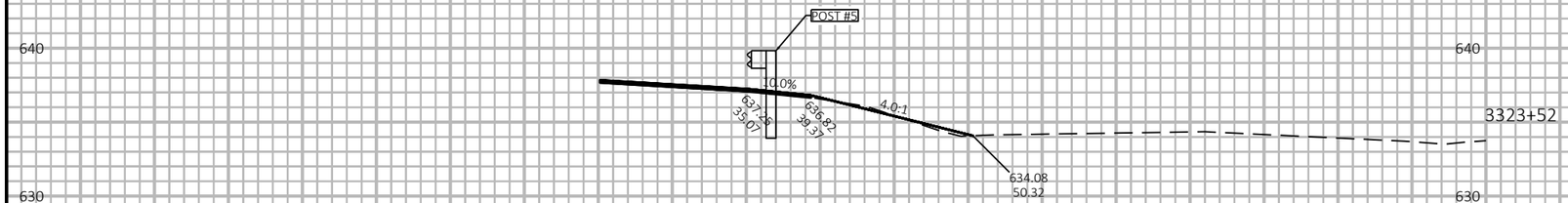
SHEET IV
573

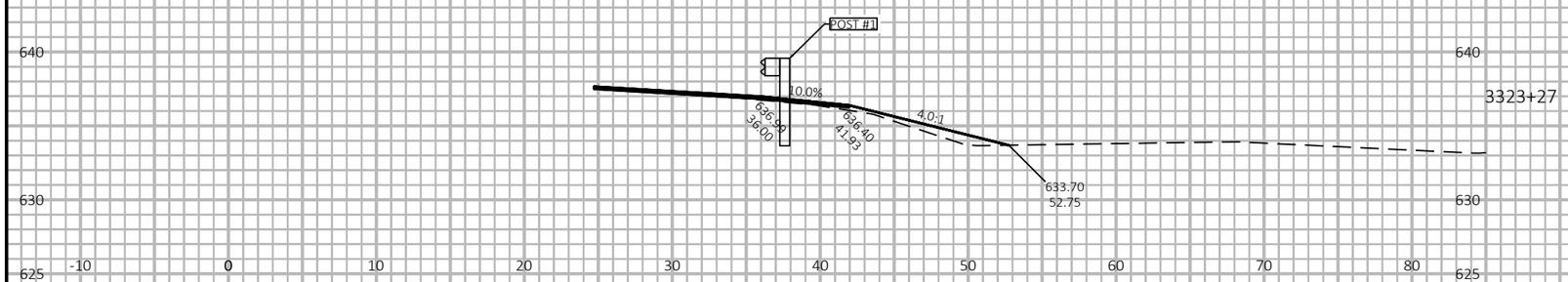
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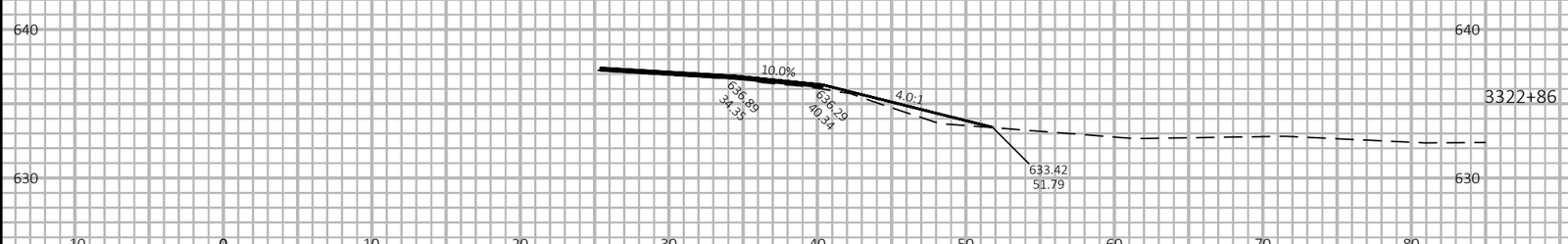
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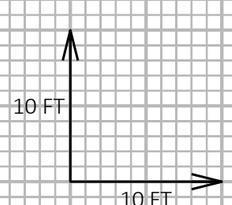
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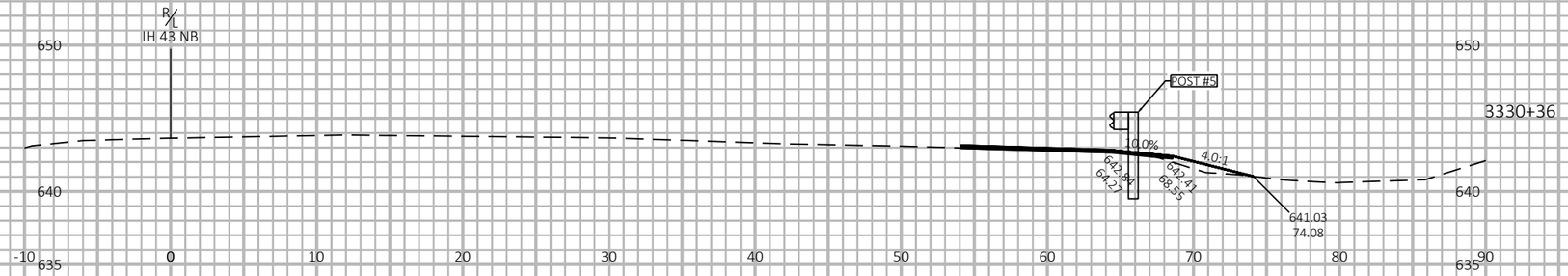


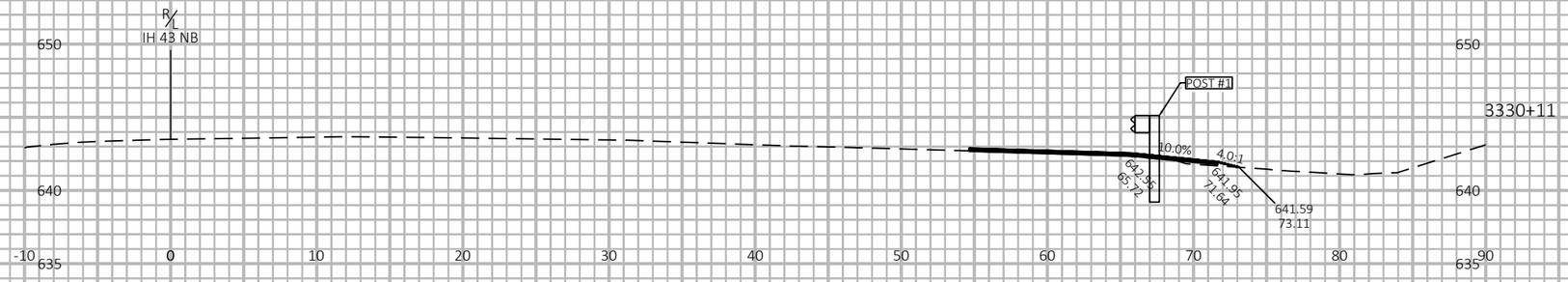
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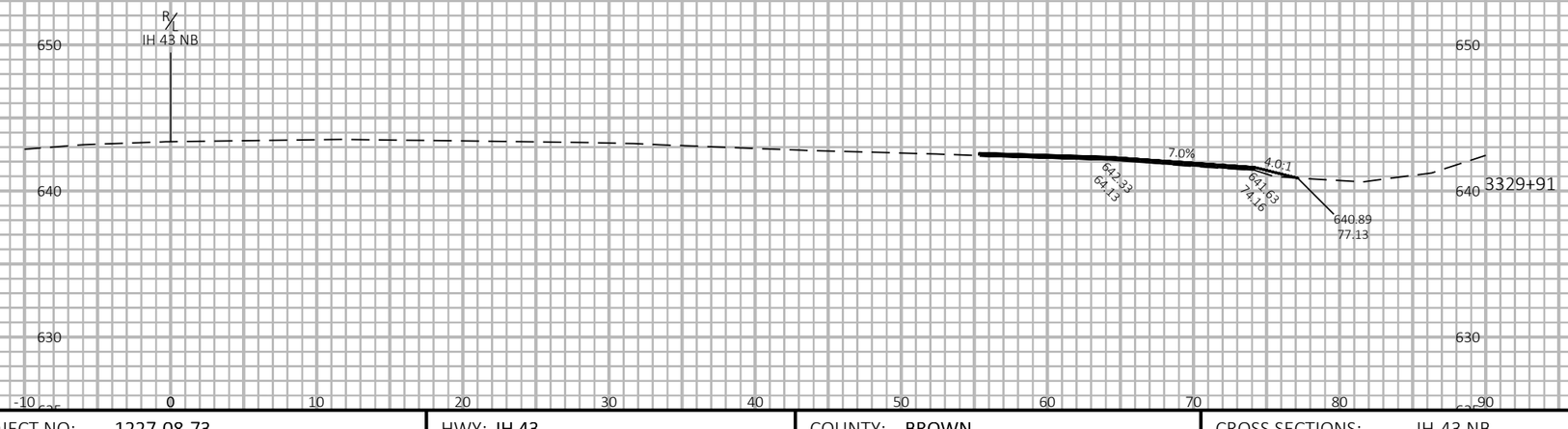
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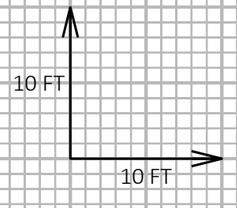
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 574	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090201_xs
PLOT DATE : 6/27/2026 7:08 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49







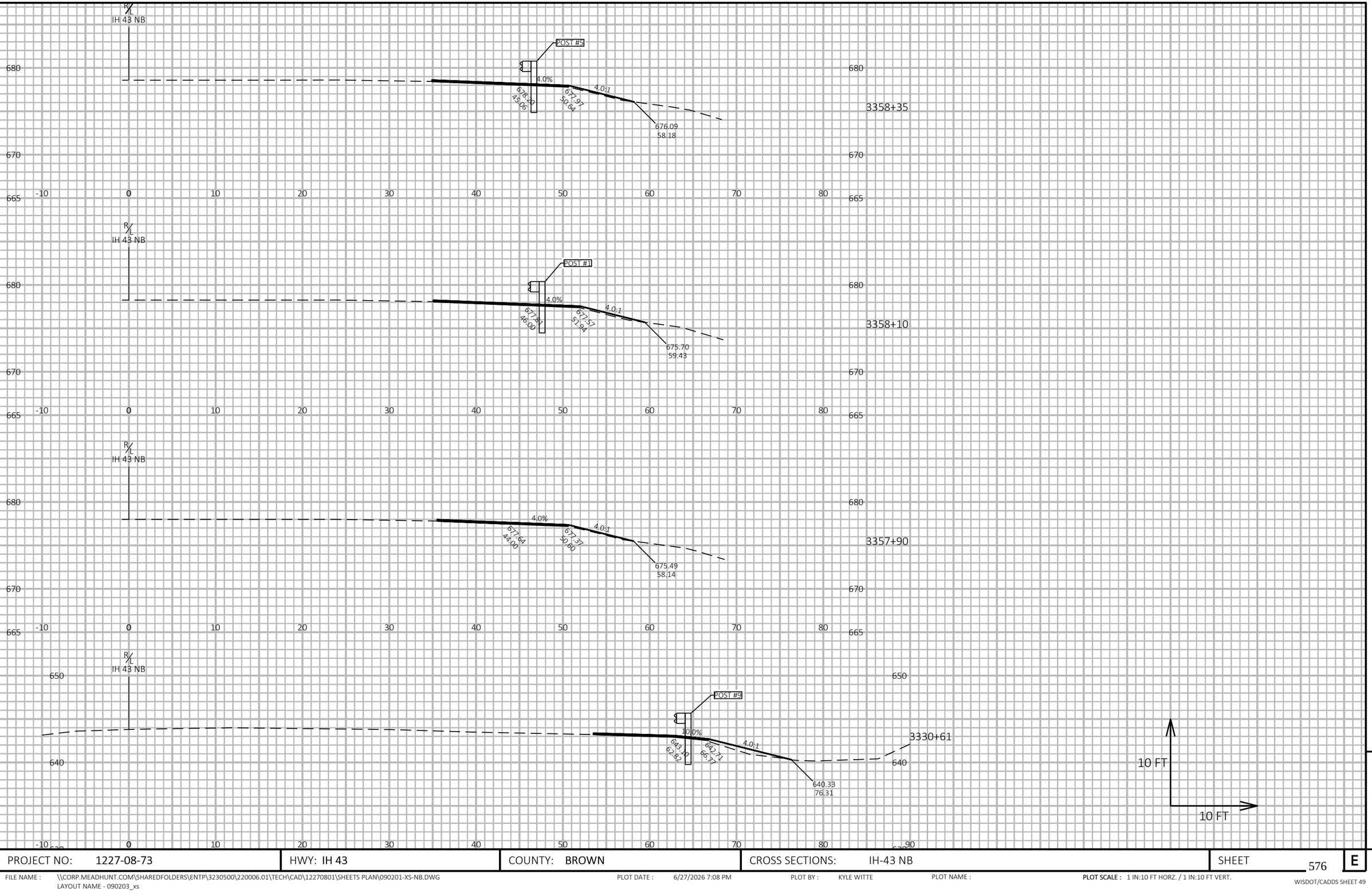


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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 575	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090202_xs
PLOT DATE : 6/27/2026 7:08 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

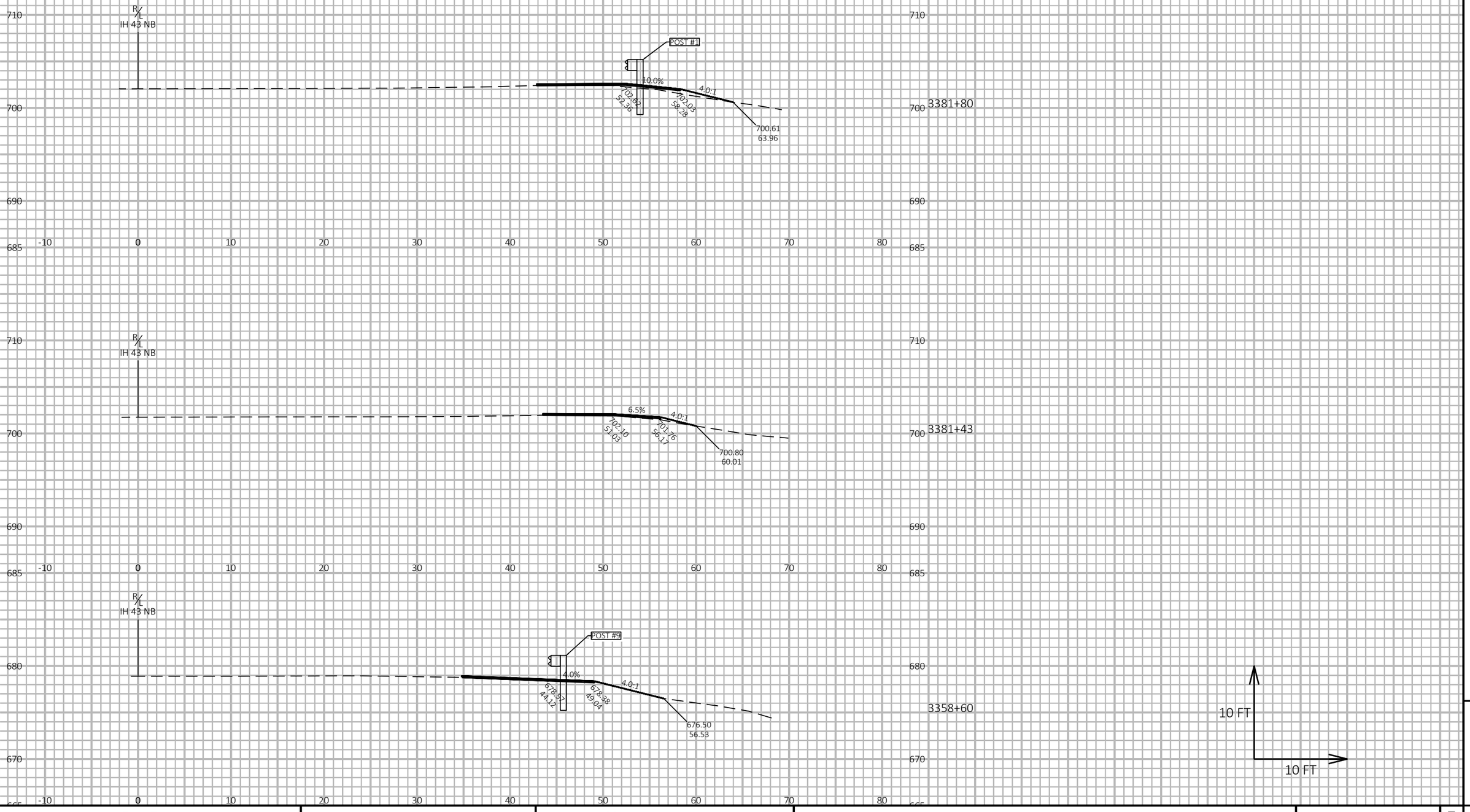
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 576	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090203_xs

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

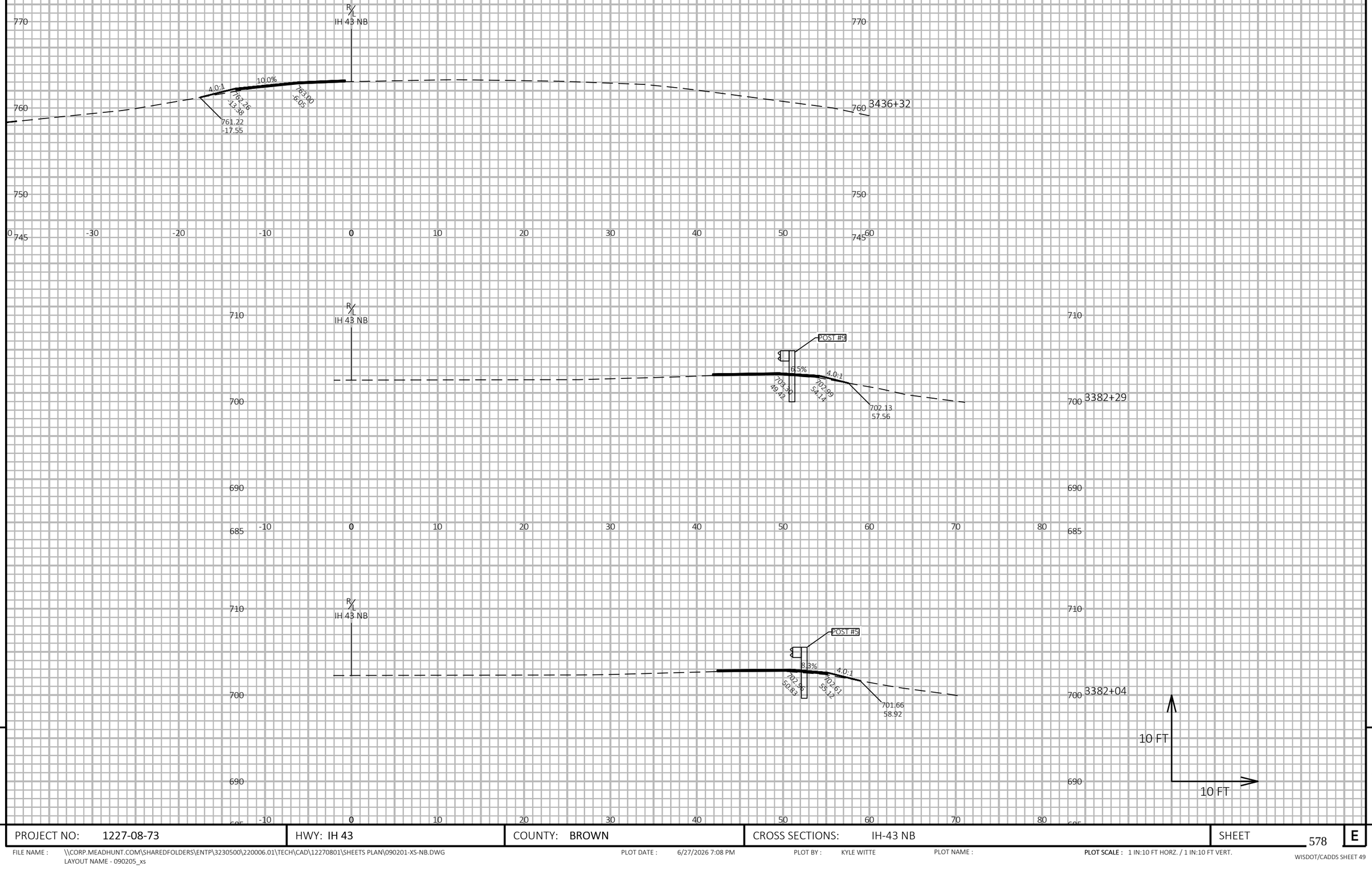
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 577	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

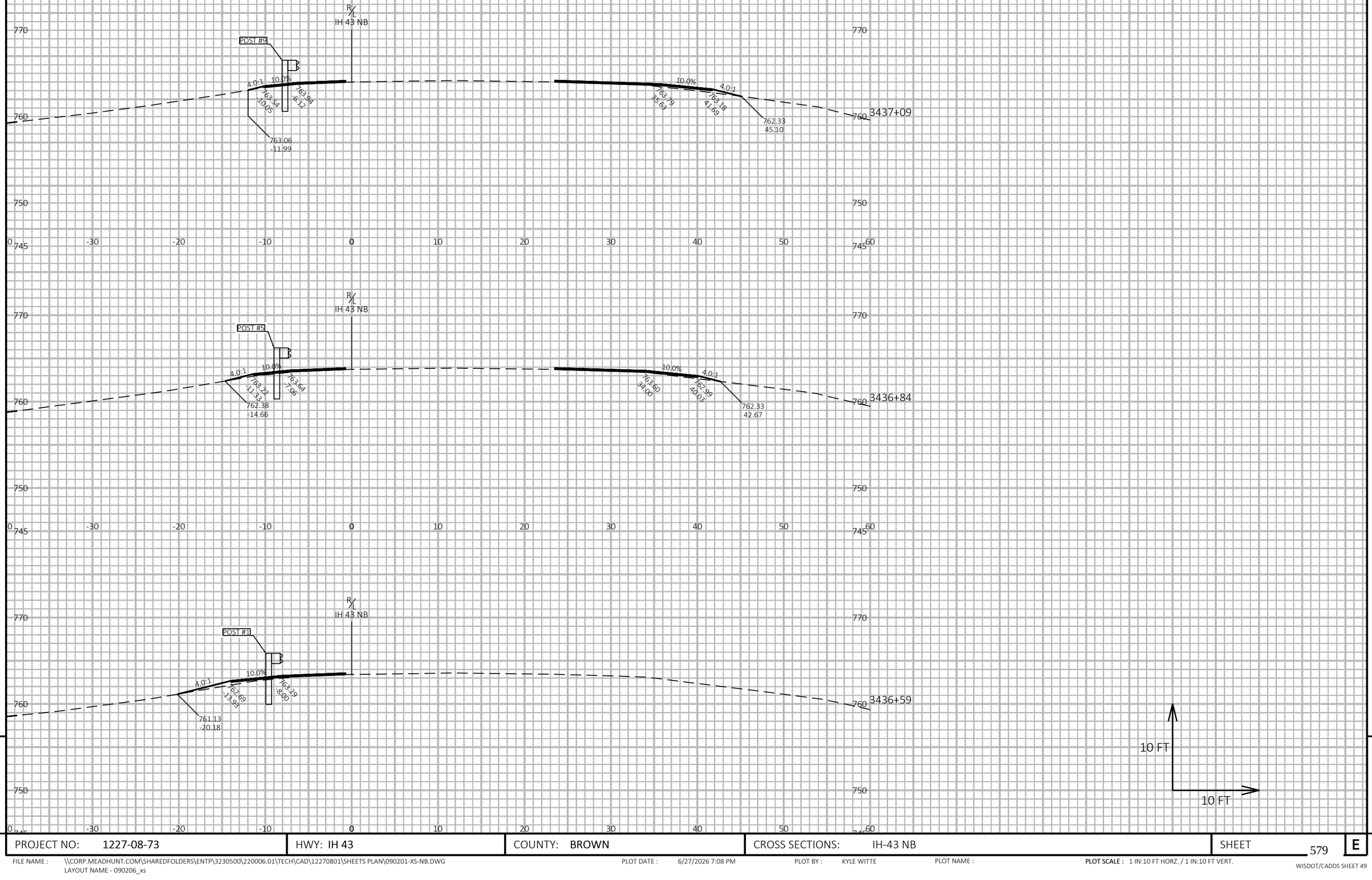
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 578	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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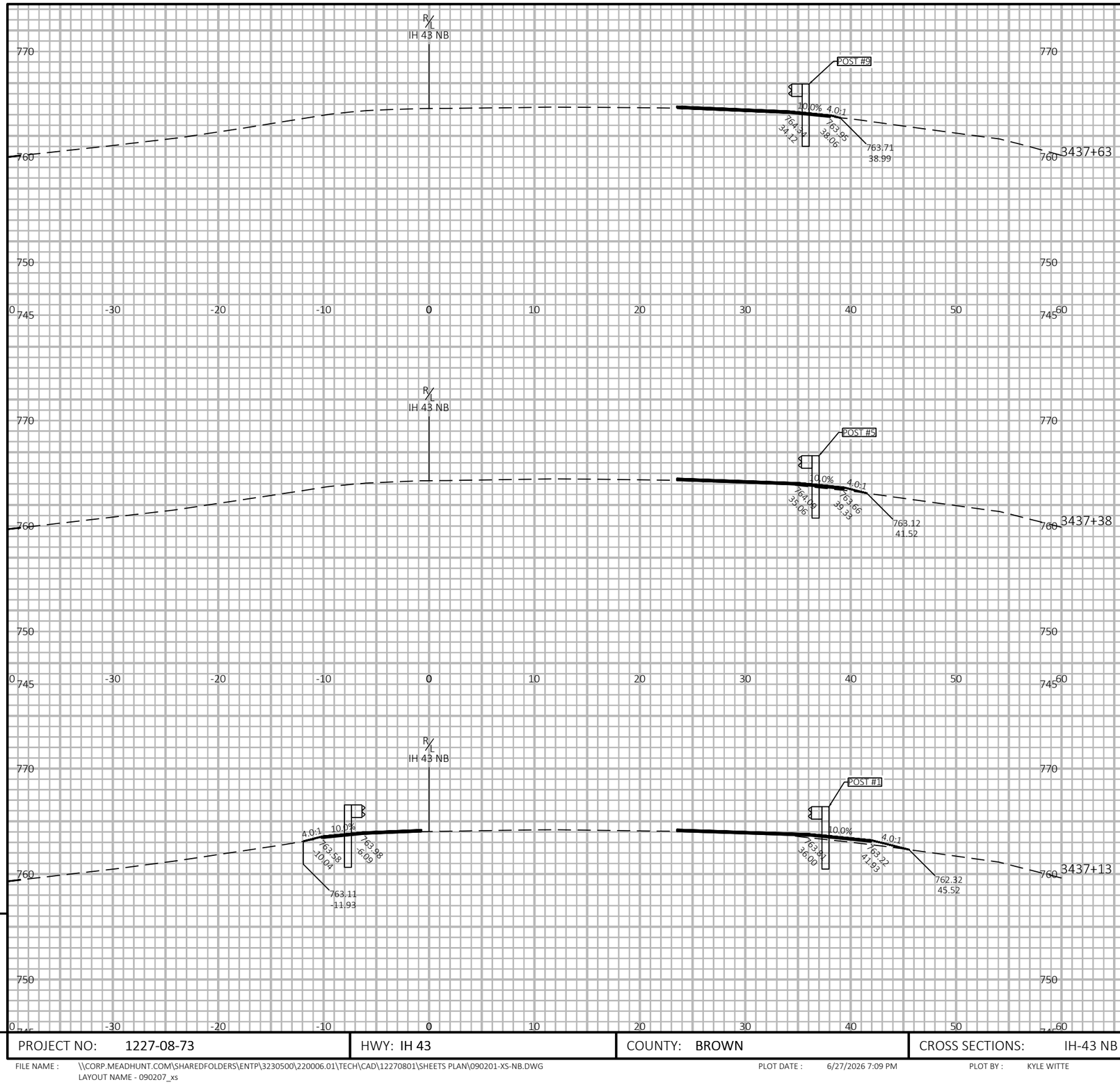
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 579	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090206_xs

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

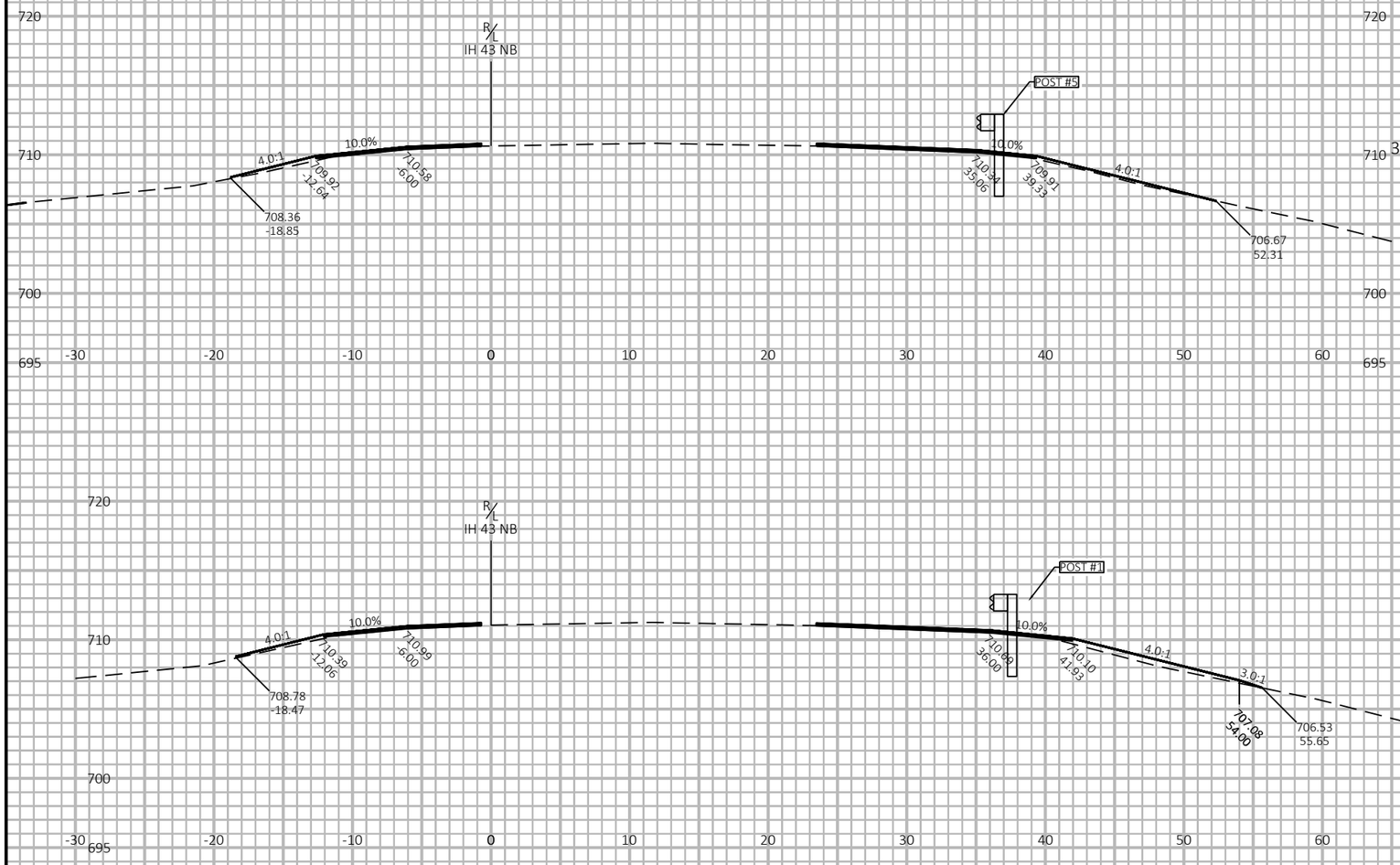
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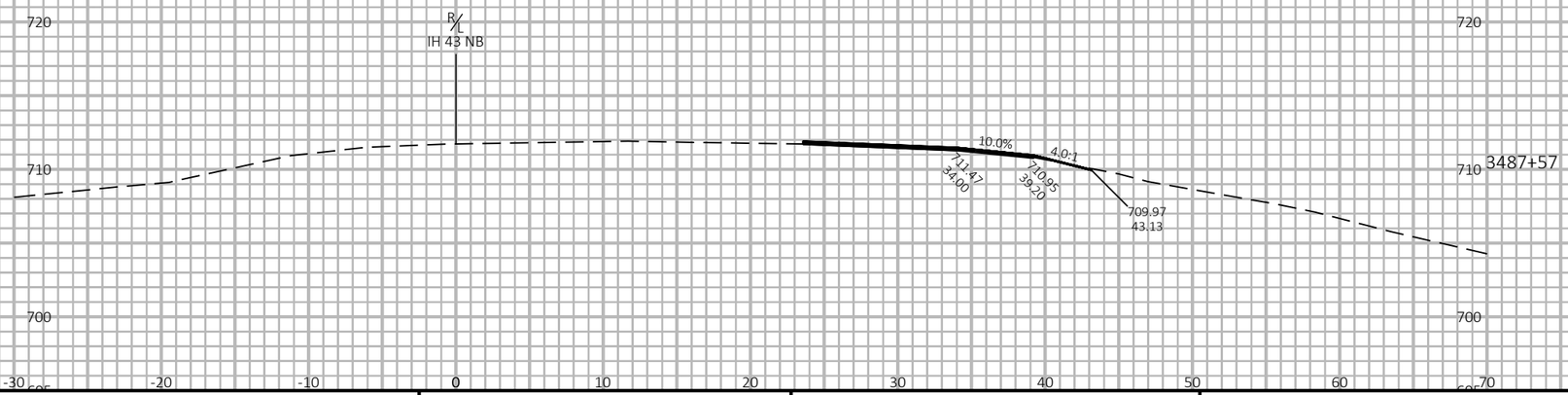
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 580	E

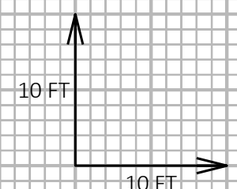
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090207_xs

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 581	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090208_xs

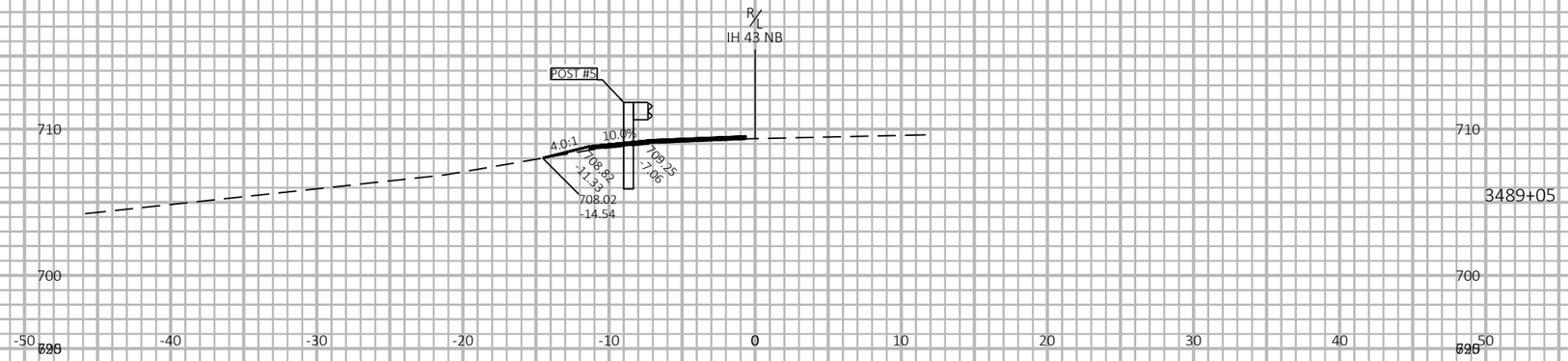
PLOT DATE : 6/27/2026 7:10 PM

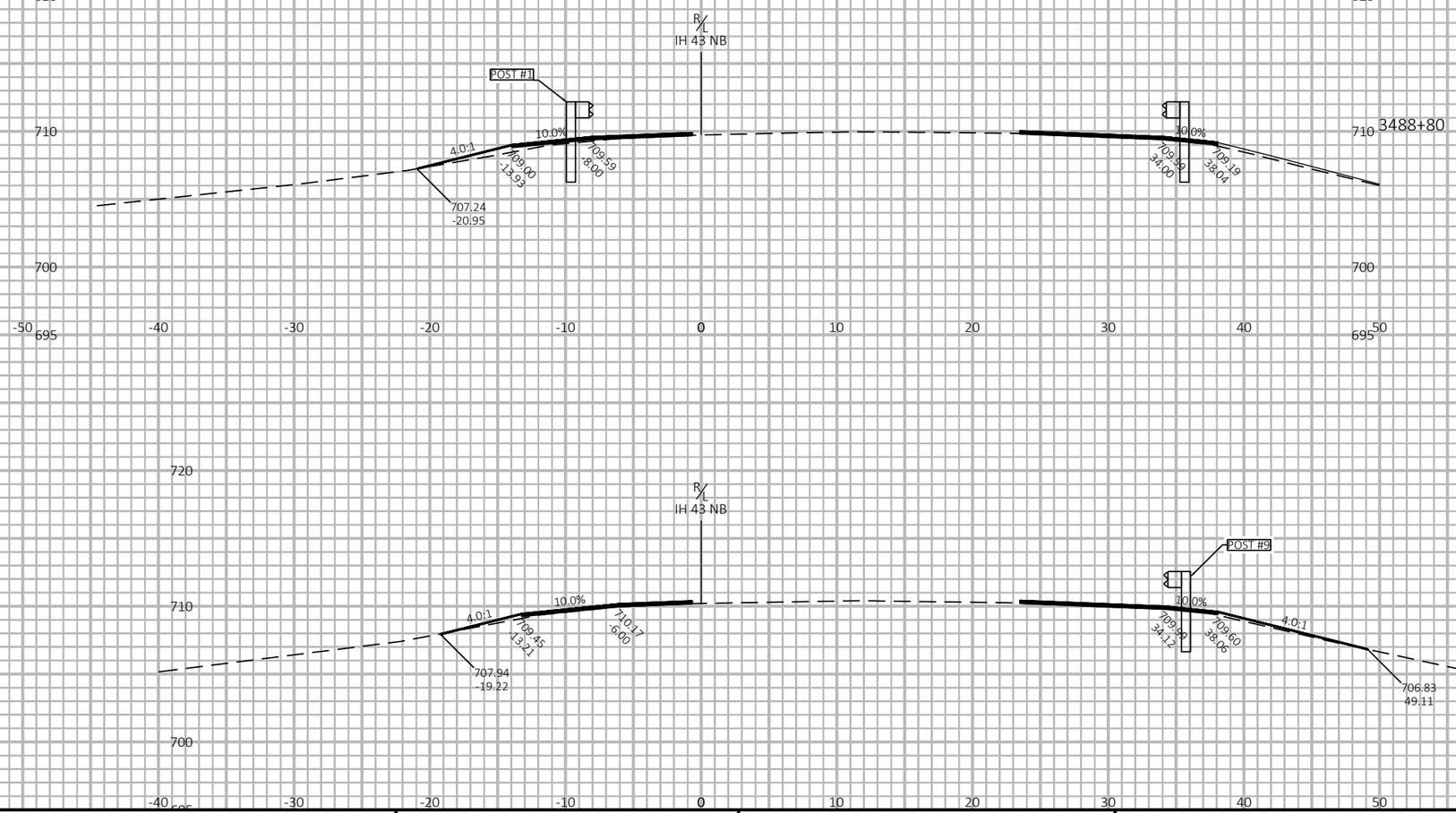
PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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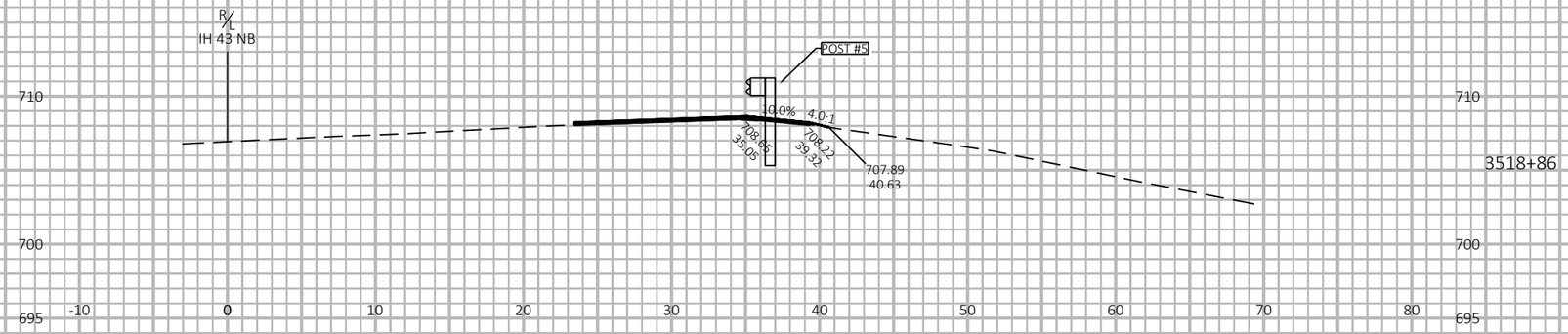
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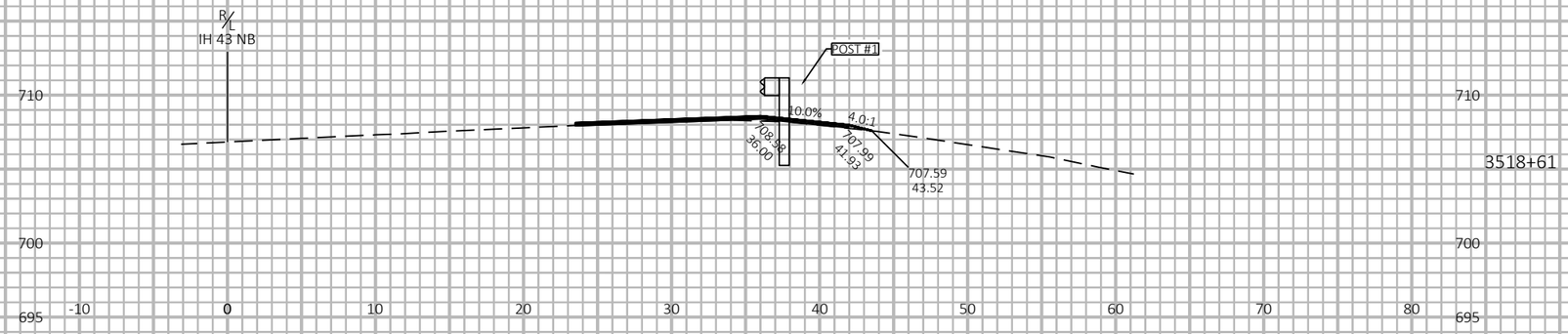
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 582	E

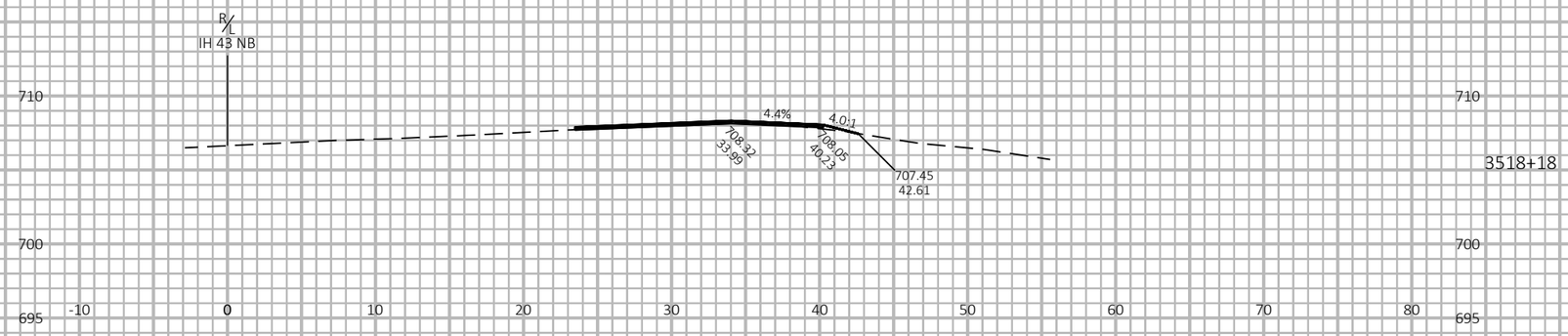
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090209_xs

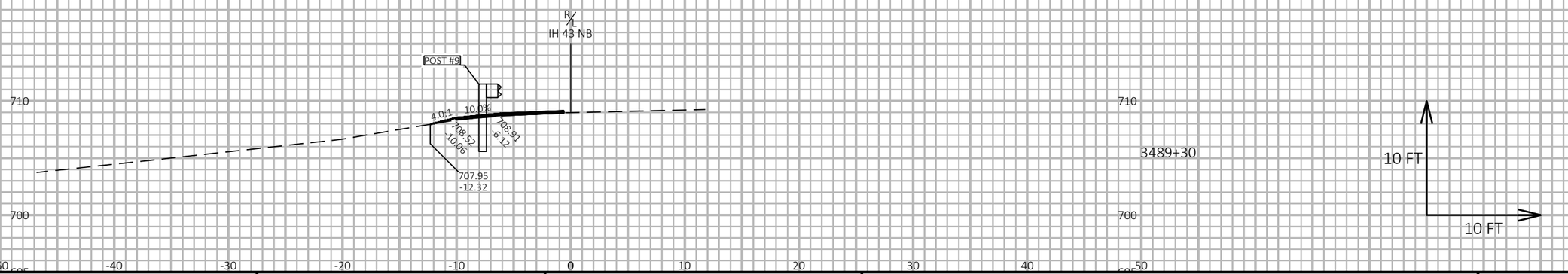
PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







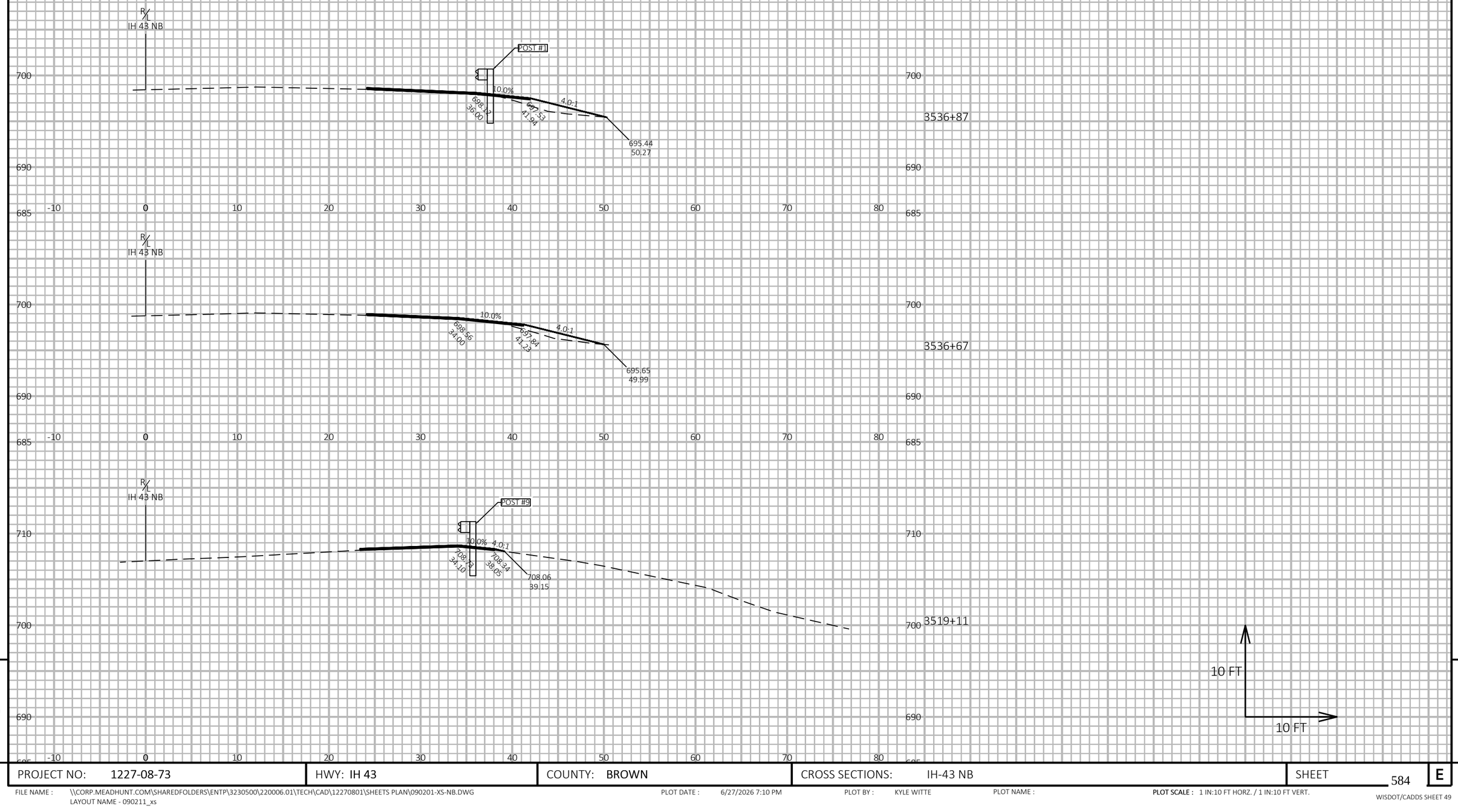


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9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 583	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090210_xs
PLOT DATE : 6/27/2026 7:12 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

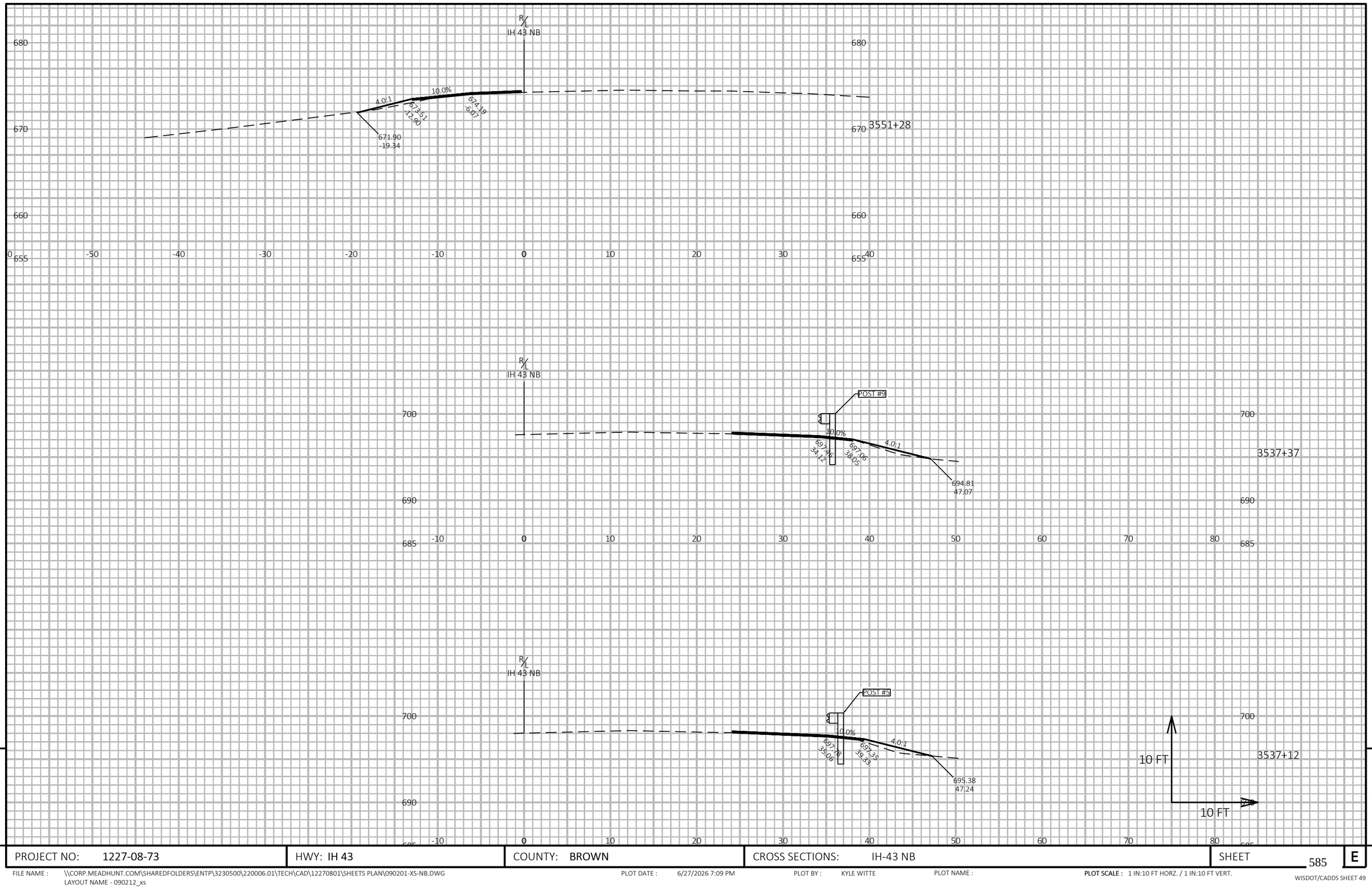
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 584	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090211_xs

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

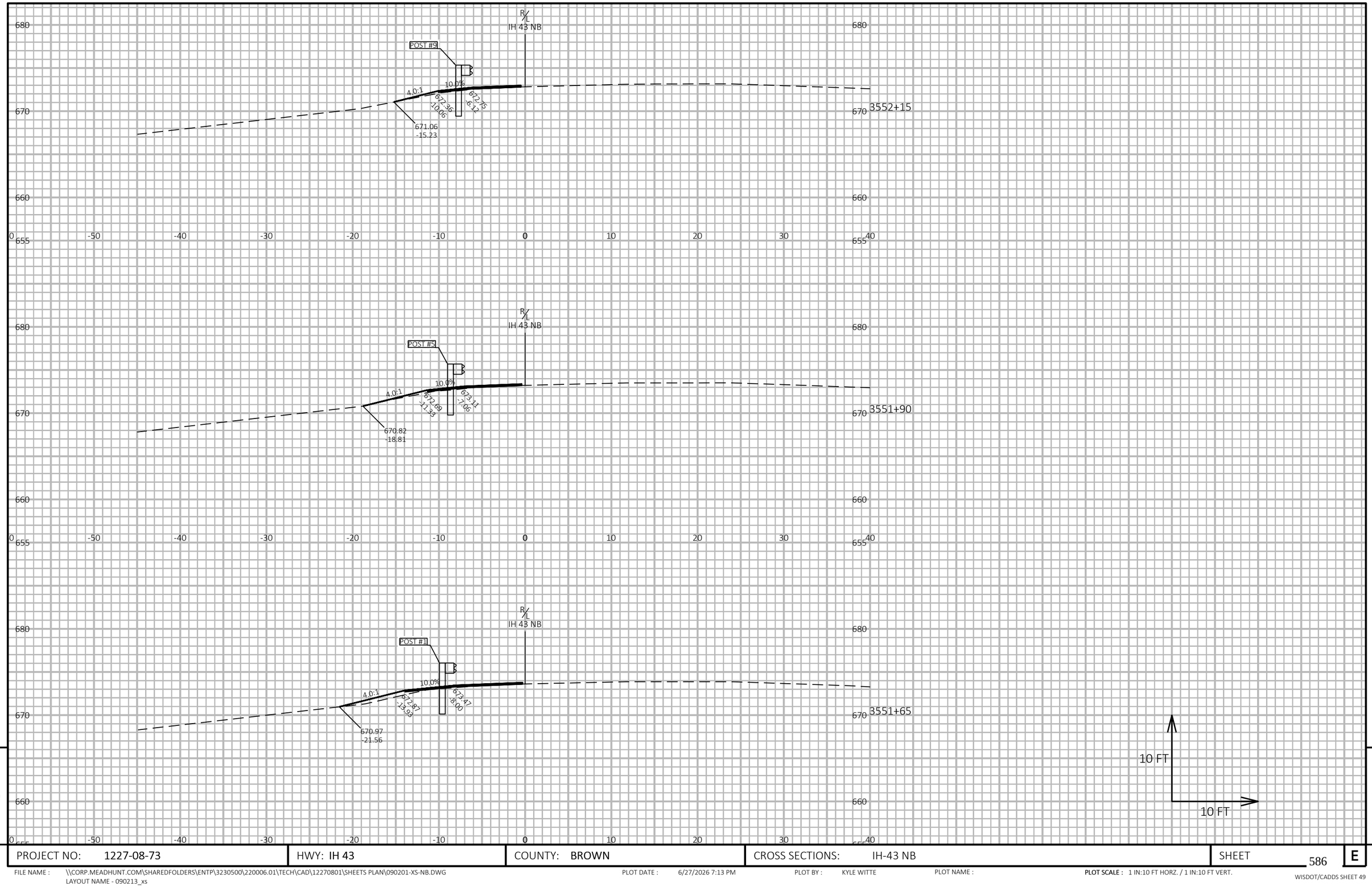
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 585	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090212_xs

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

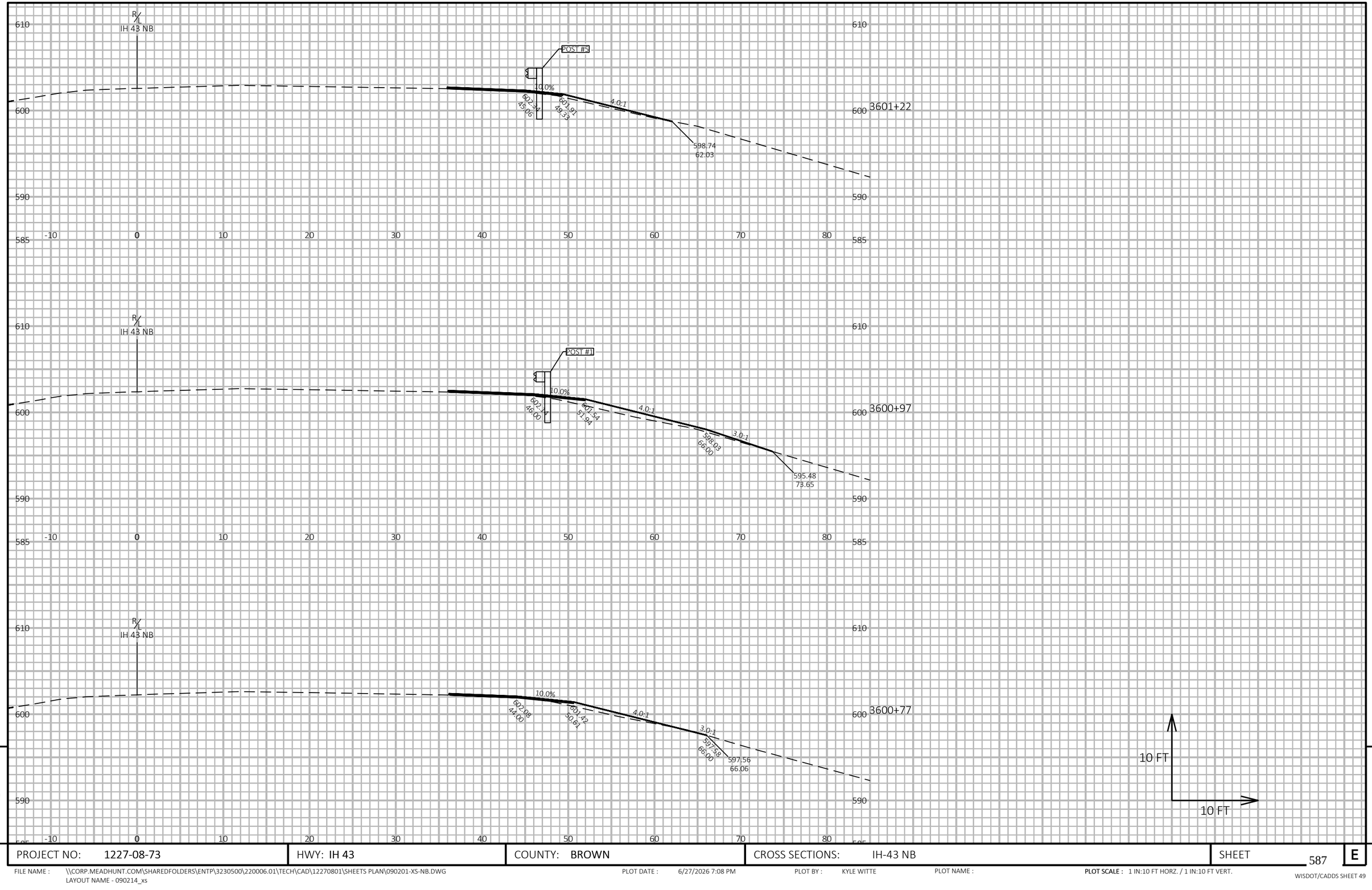
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 586	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090213_xs

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



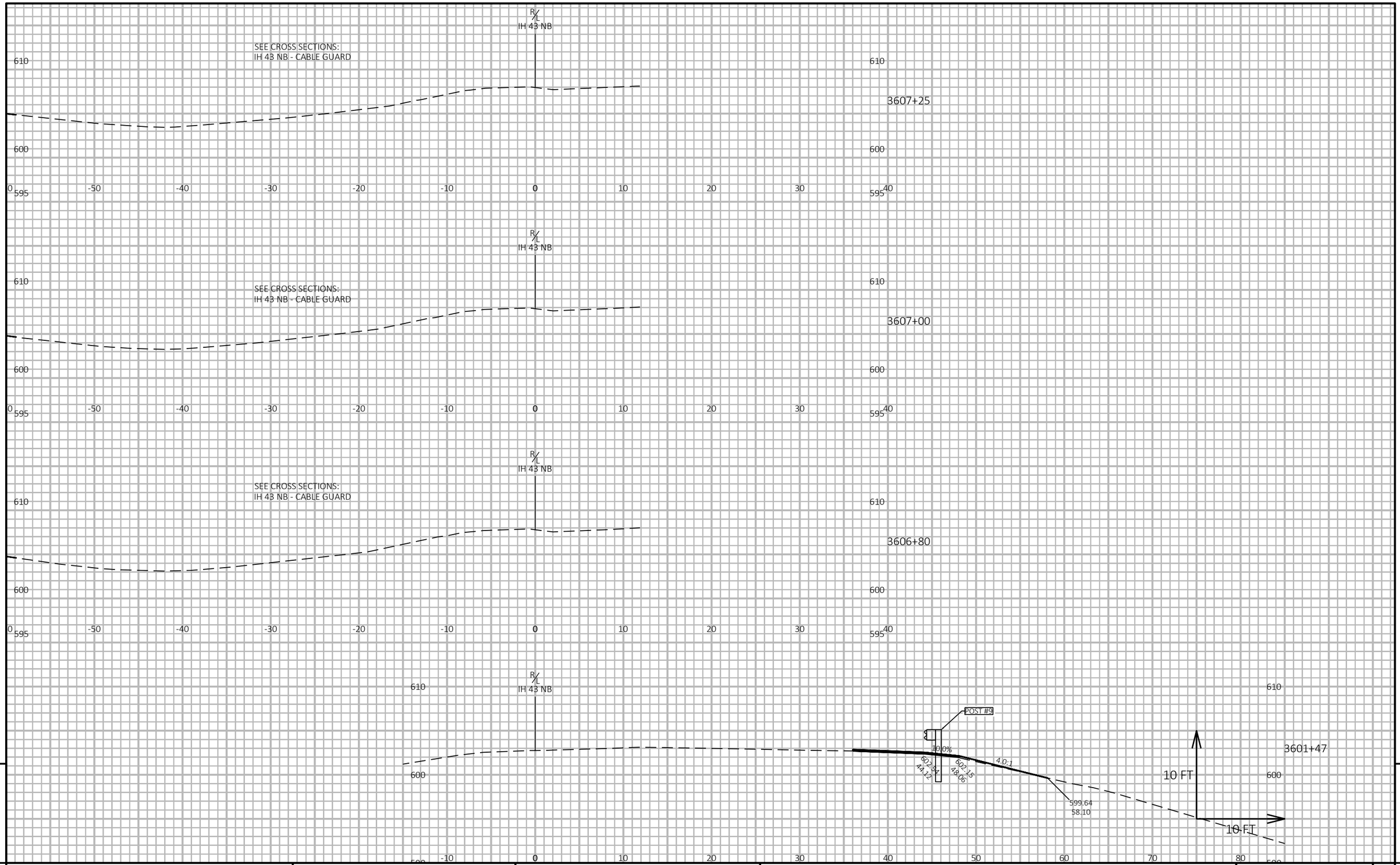
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 587	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090214_xs

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

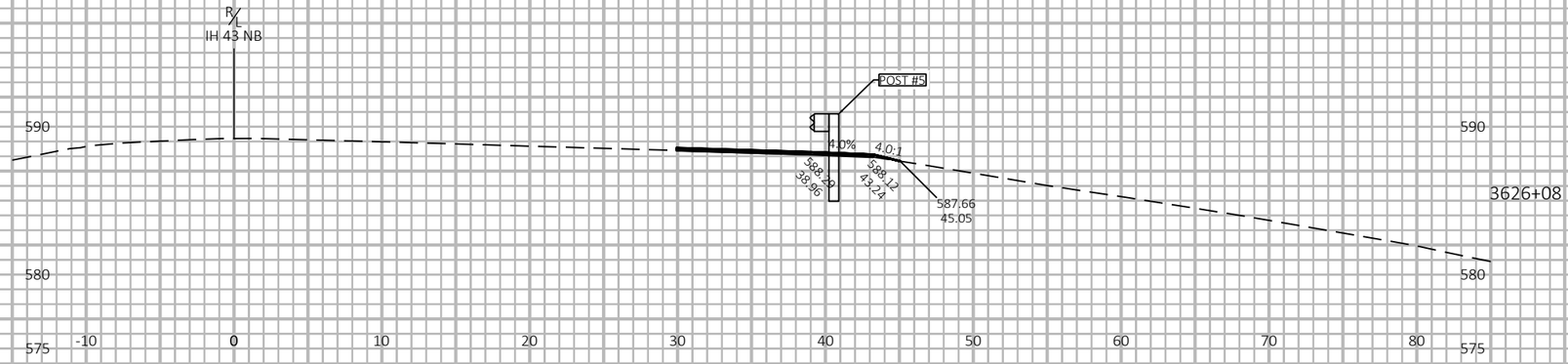
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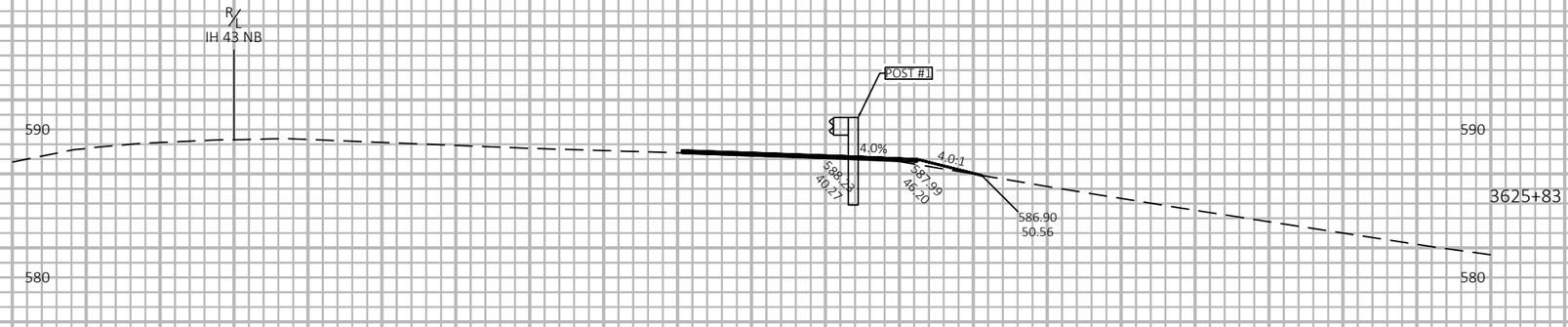
PROJECT NO: 1227-08-73 | HWY: IH 43 | COUNTY: BROWN | CROSS SECTIONS: IH-43 NB | SHEET 588 | E

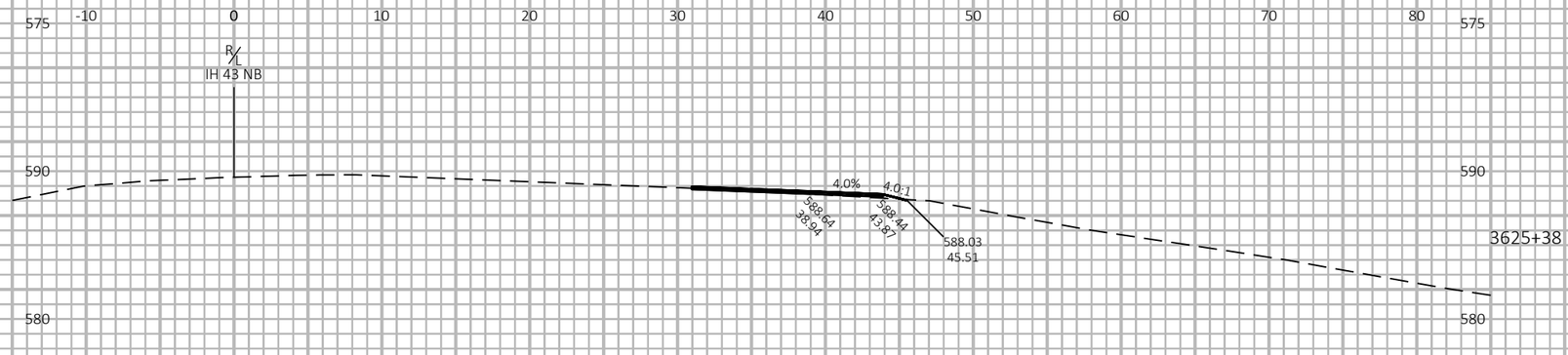
FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090215_xs

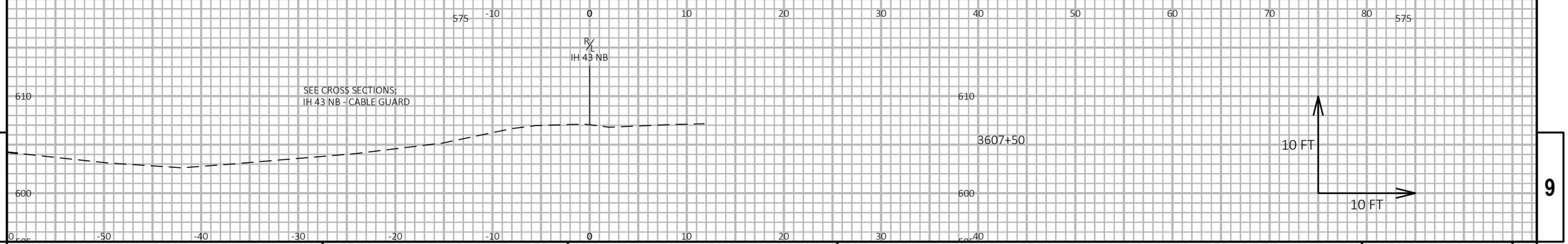
PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

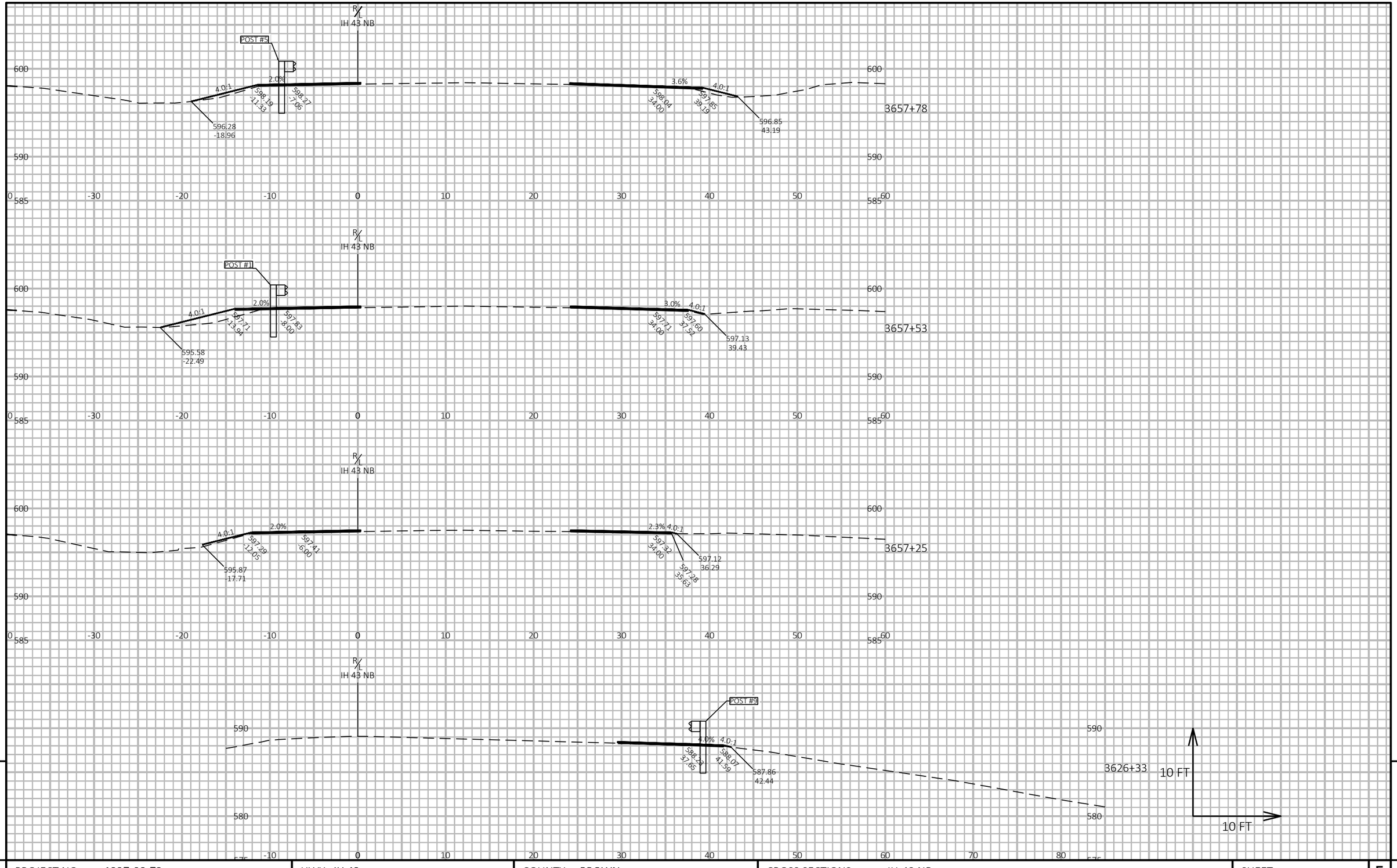
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 589	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090216_xs

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

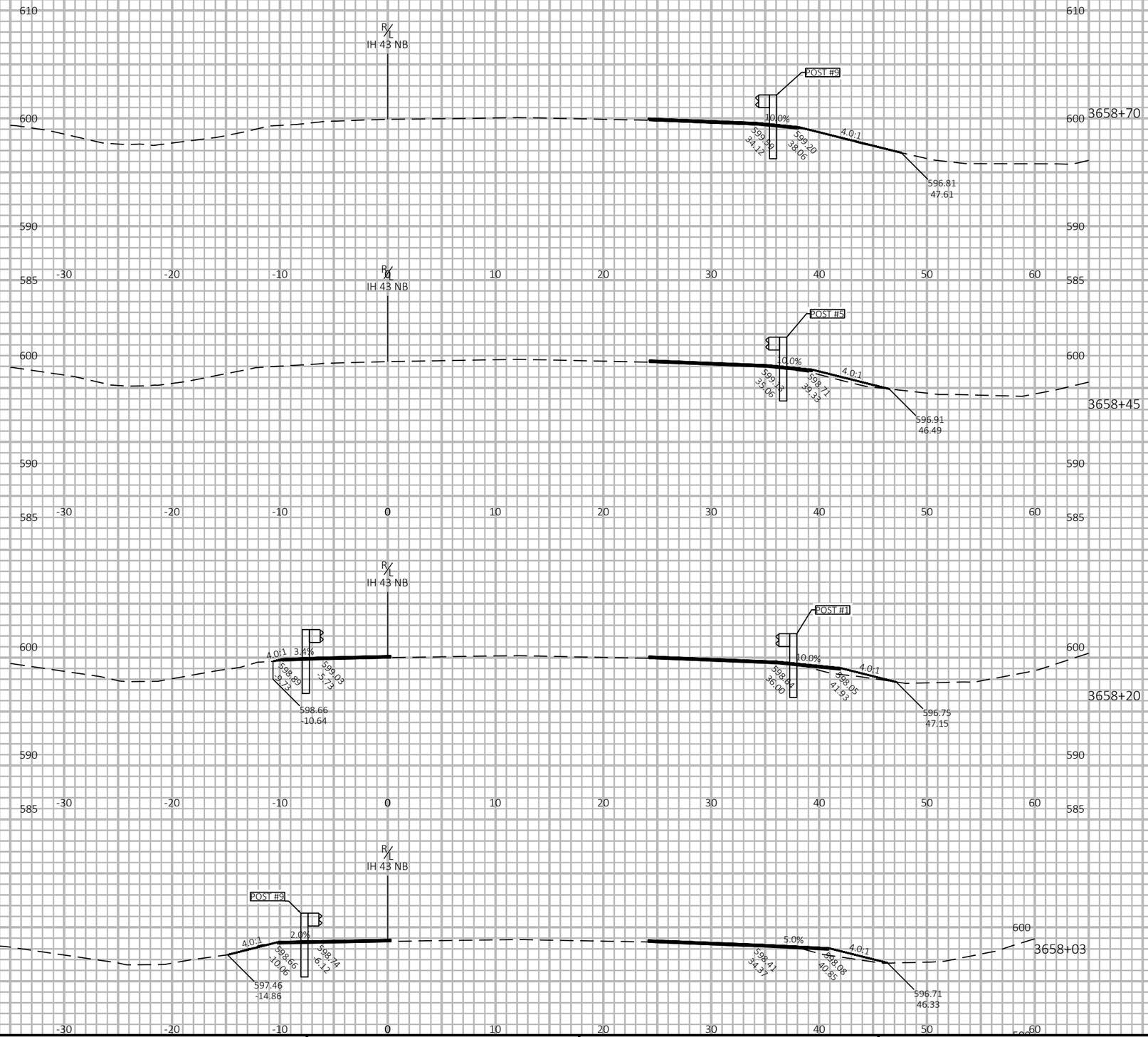
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 590	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090217_xs

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

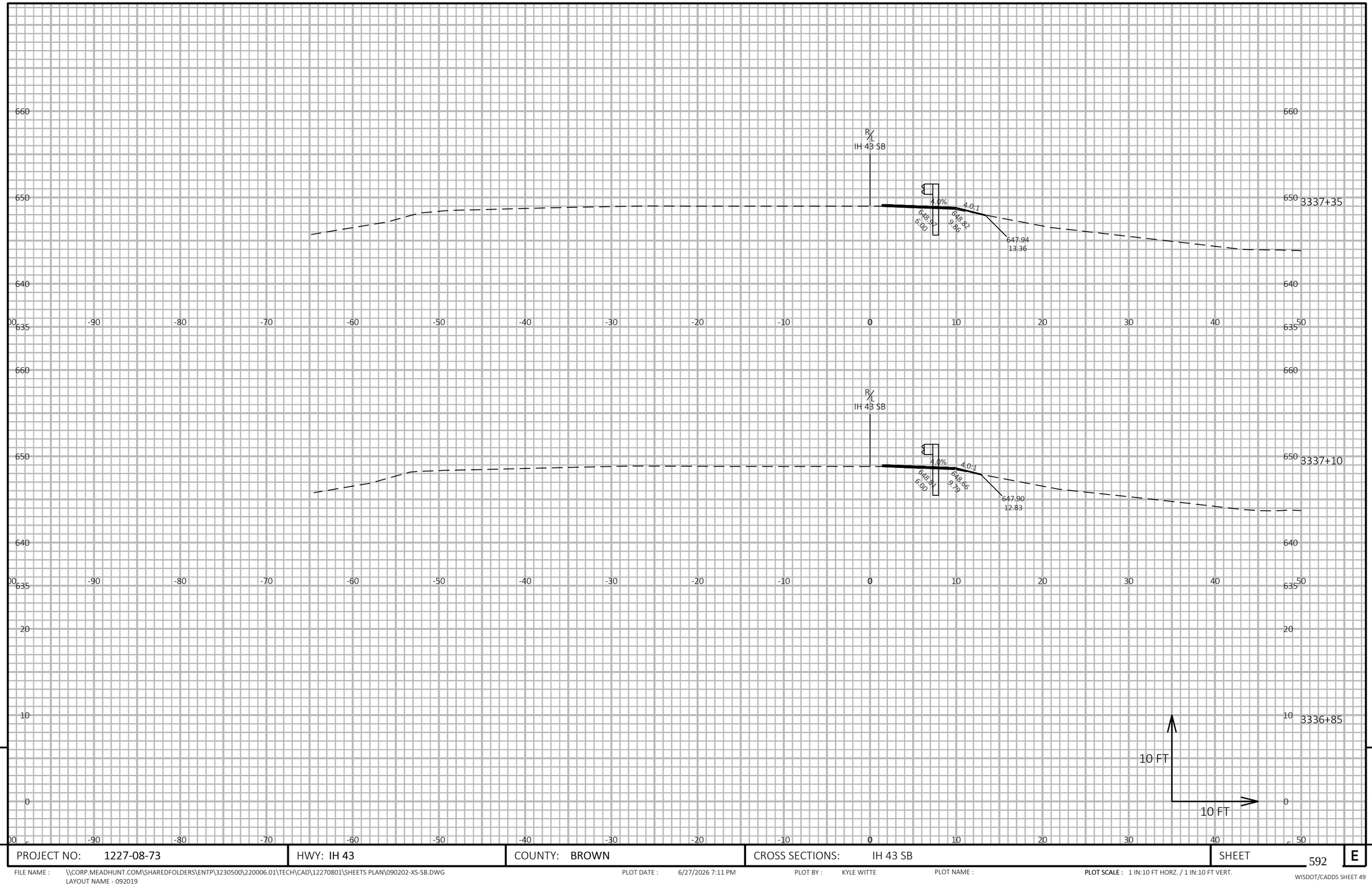


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH-43 NB	SHEET 591 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090201-XS-NB.DWG
LAYOUT NAME - 090218_xs

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

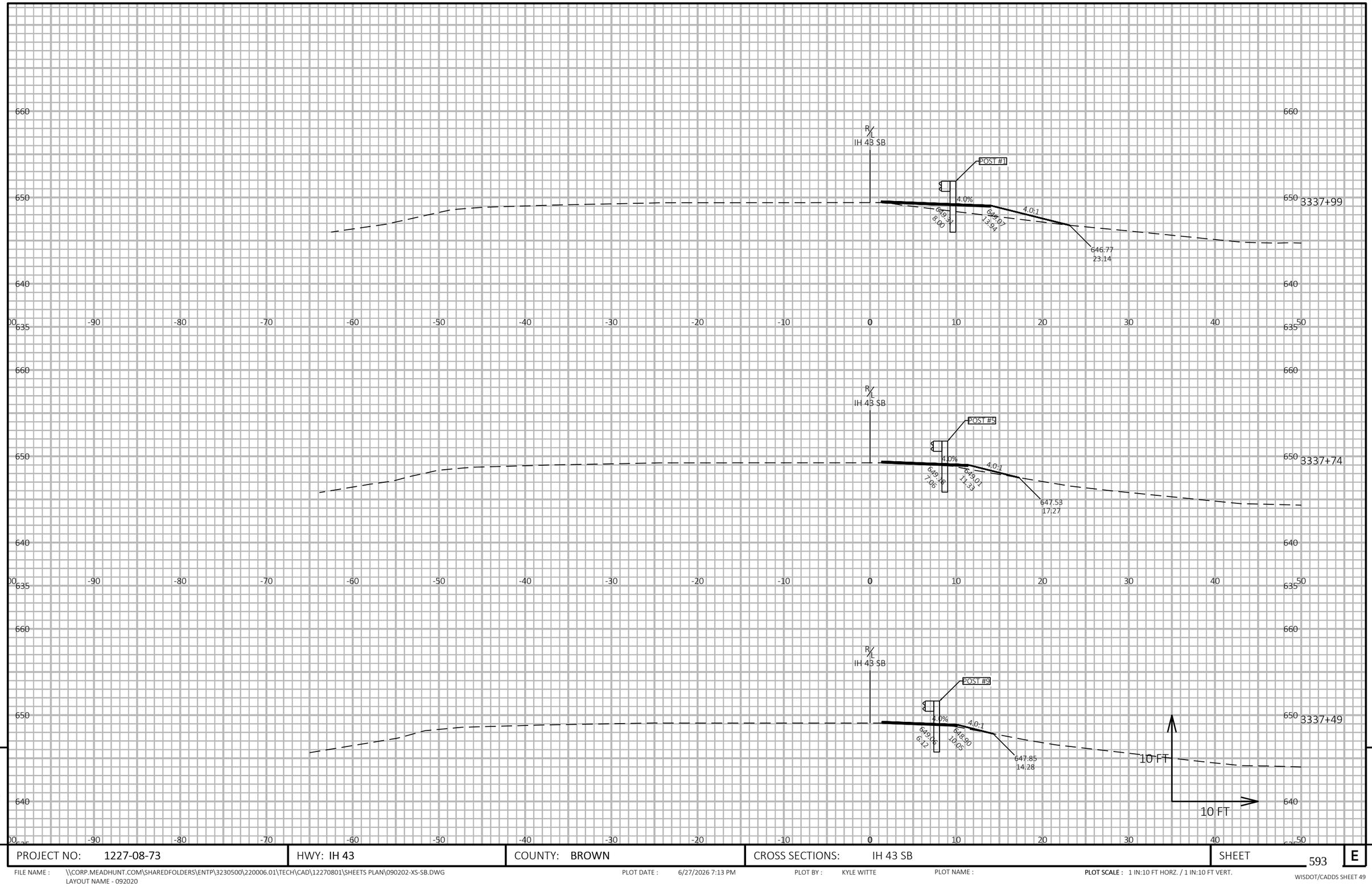
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 592	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092019

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 593	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092020

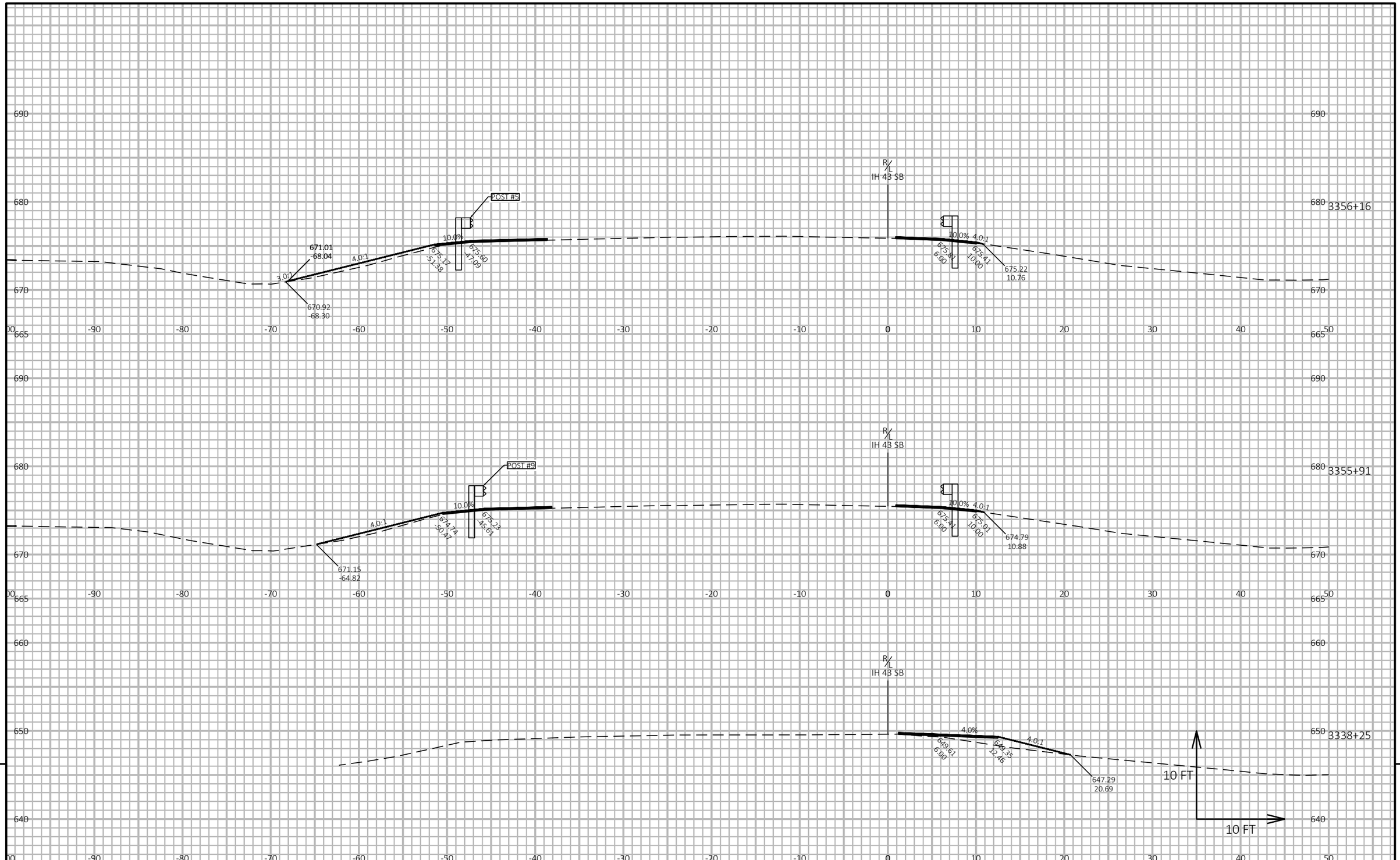
PLOT DATE : 6/27/2026 7:13 PM

PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

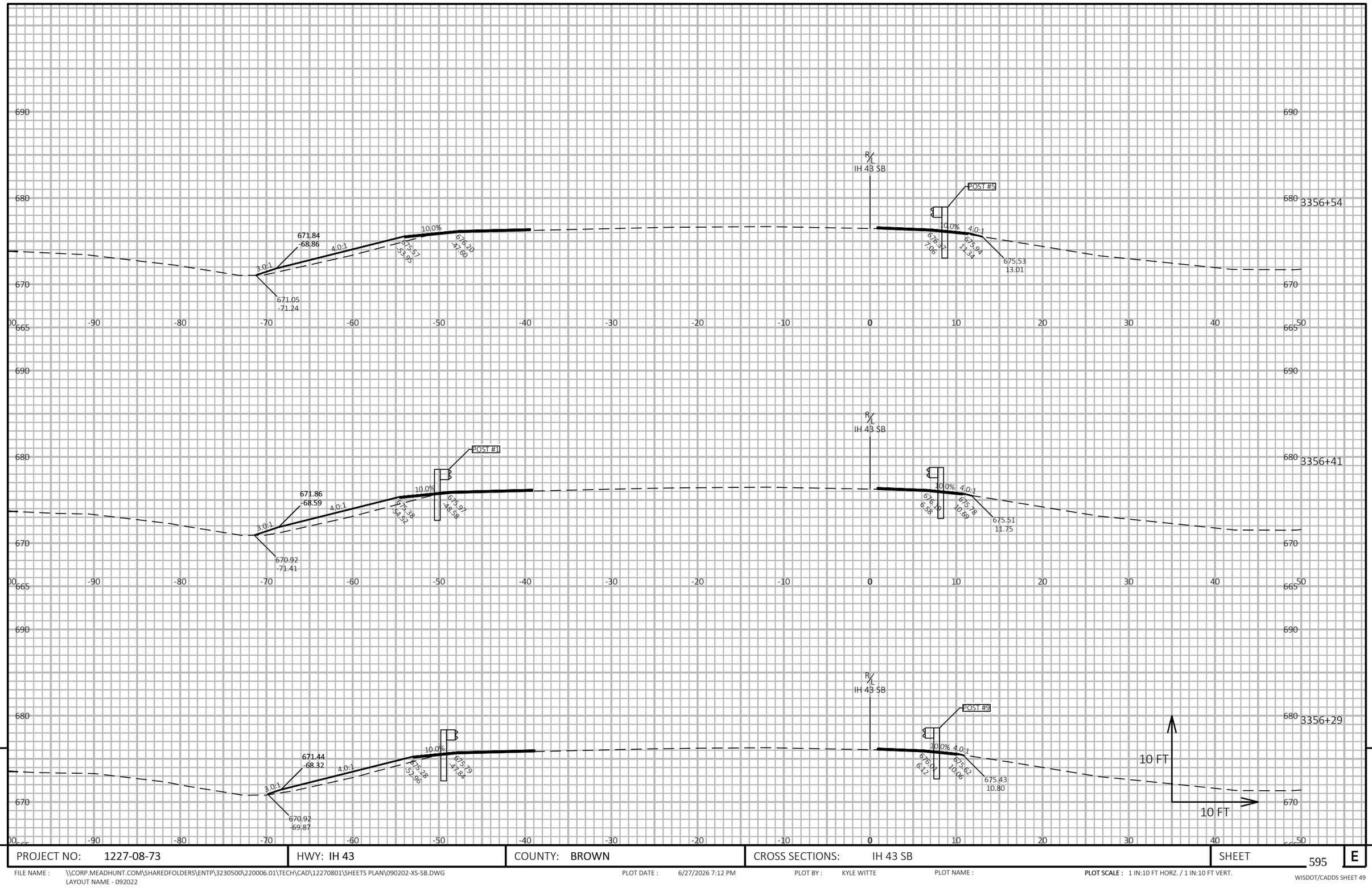
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 594	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092021

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 595	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092022

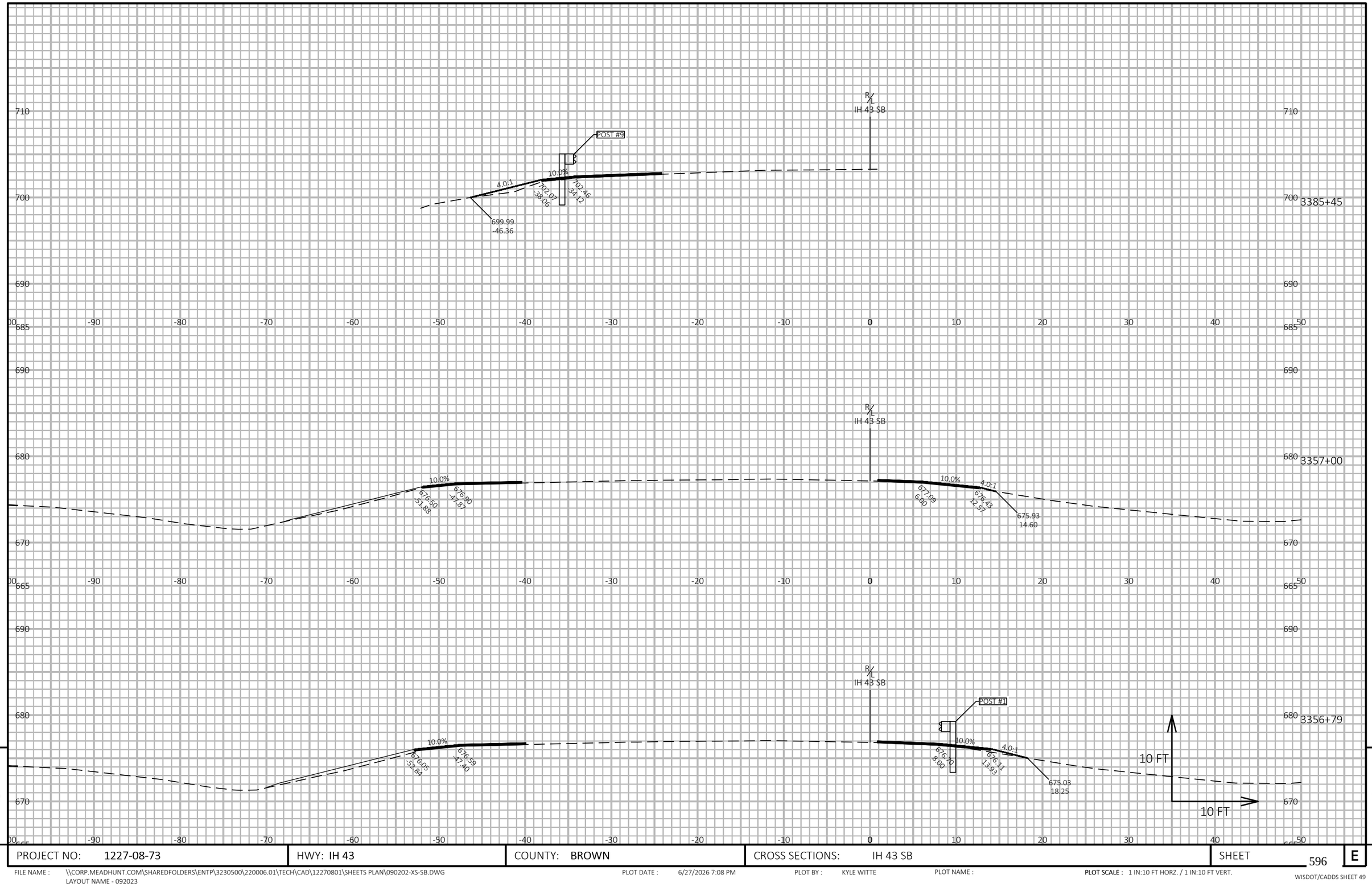
PLOT DATE : 6/27/2026 7:12 PM

PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

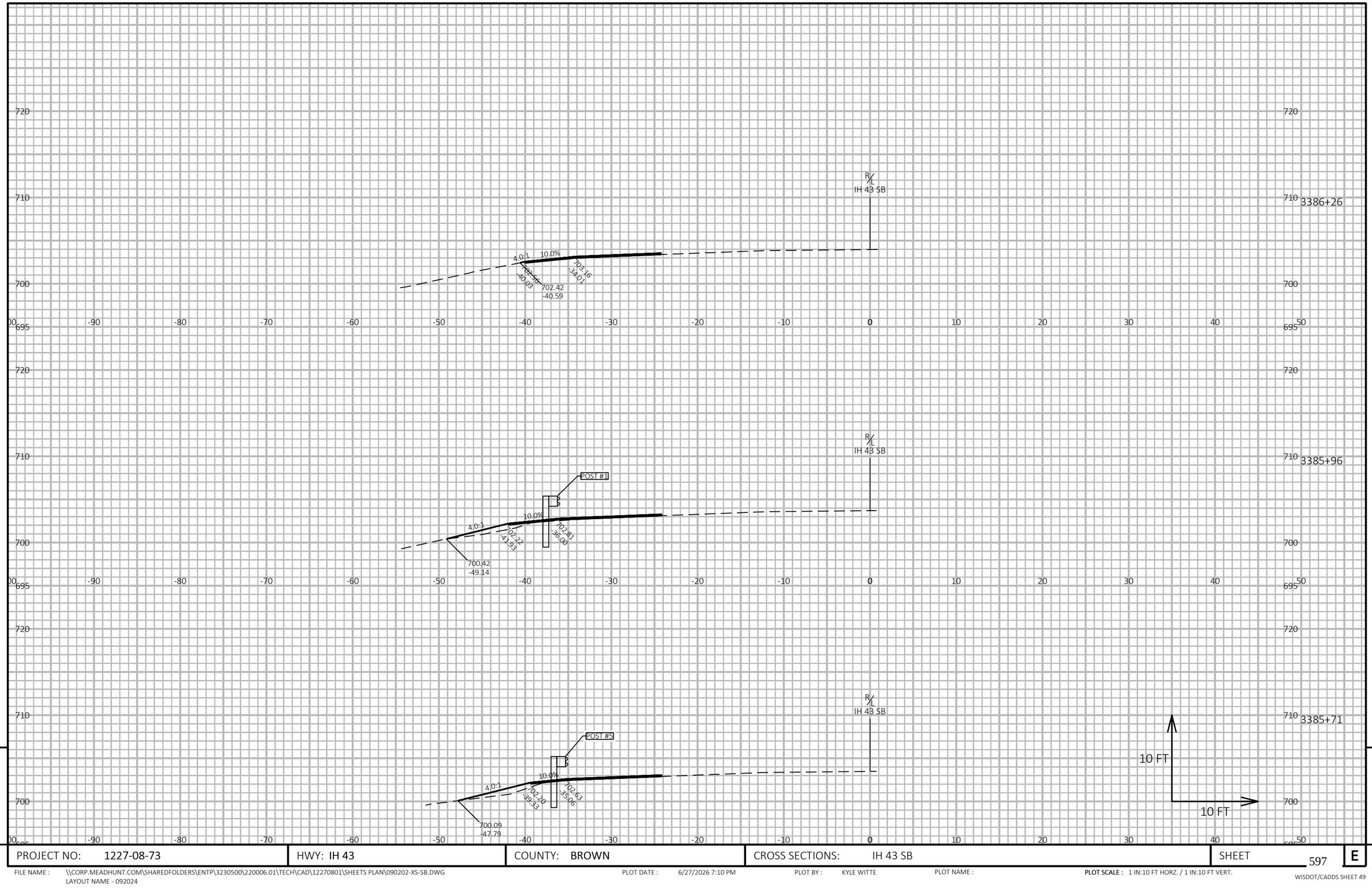
PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 596	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092023

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



9

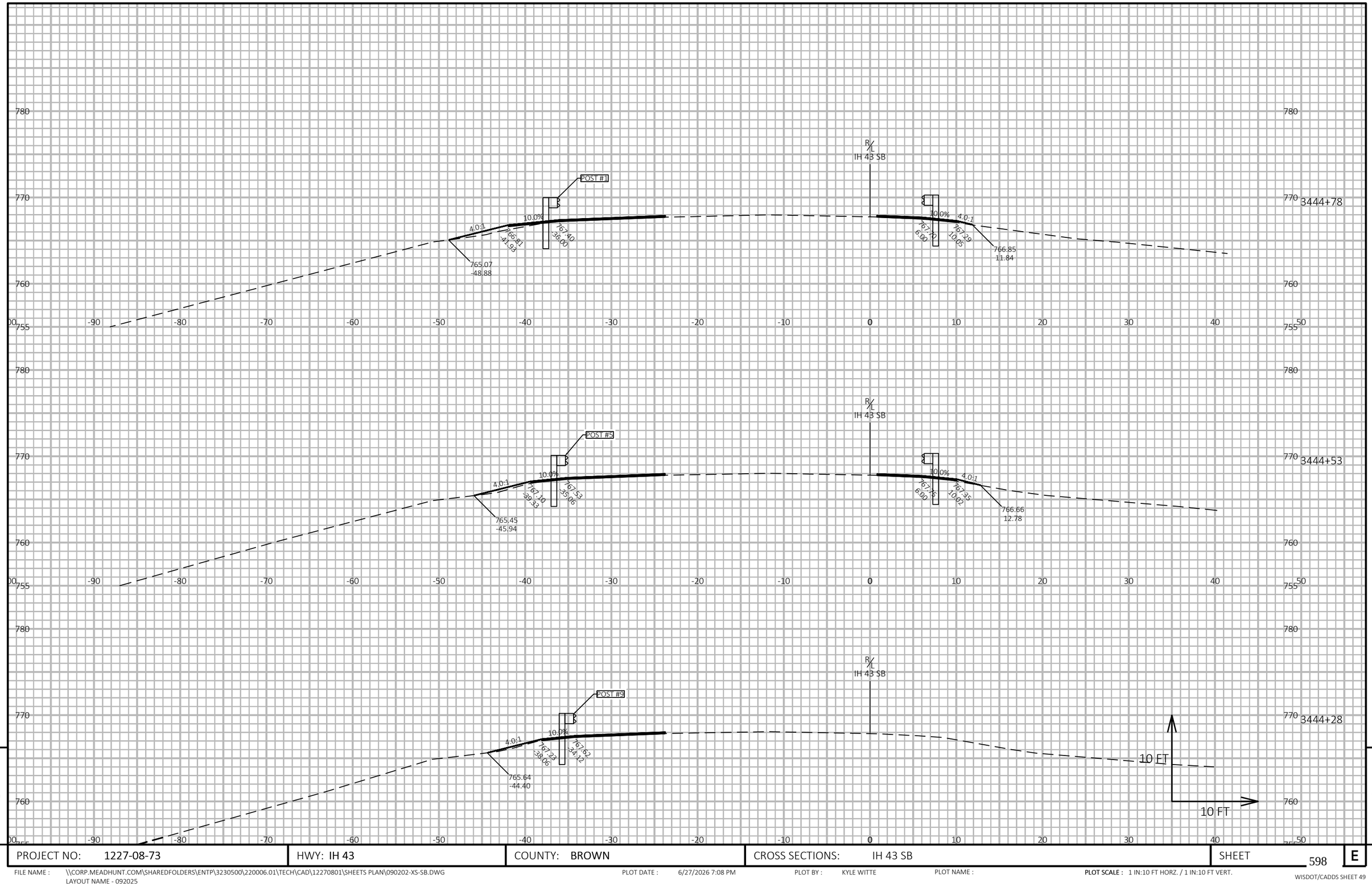
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 597	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092024

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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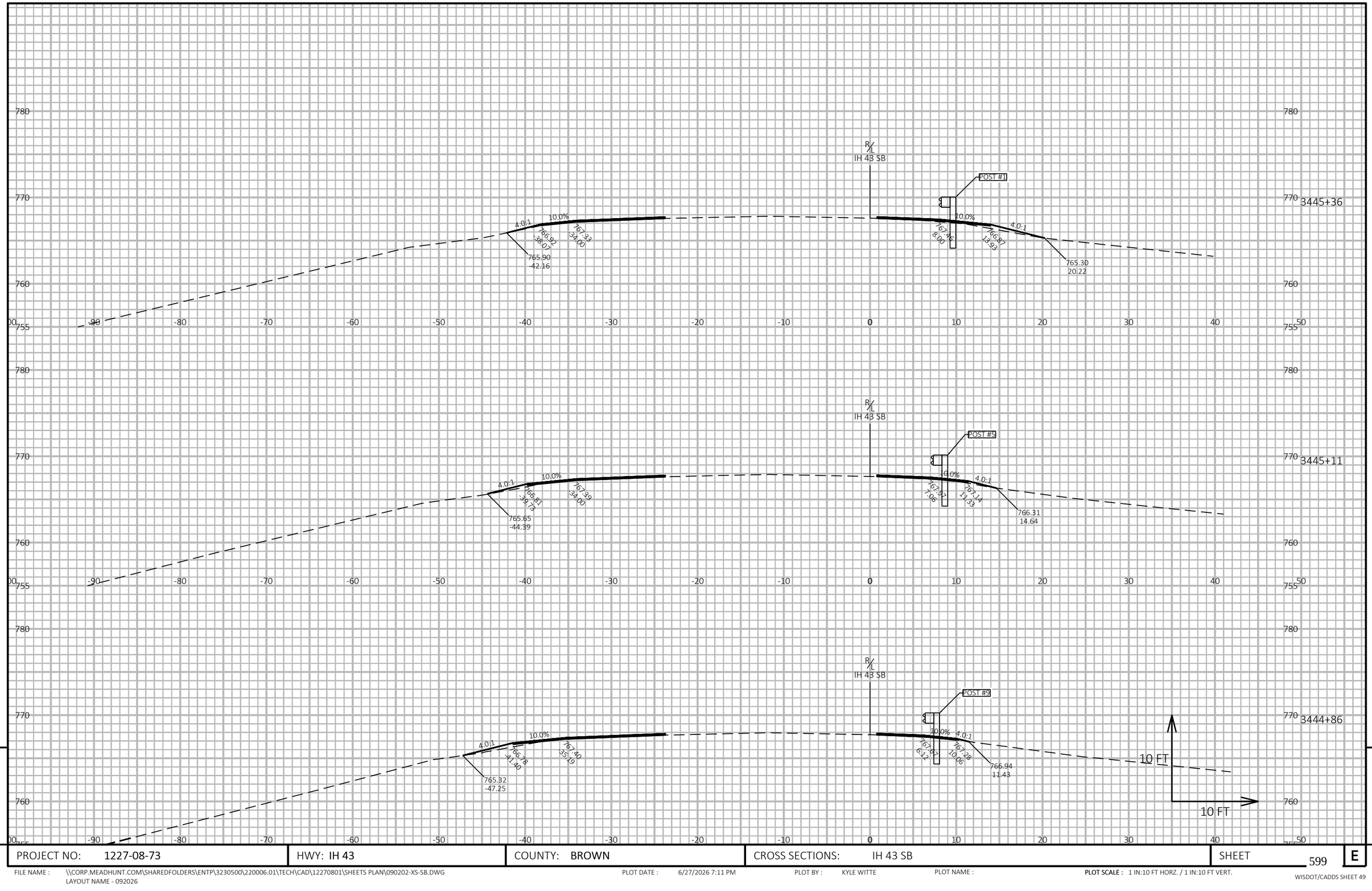
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 598	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092025

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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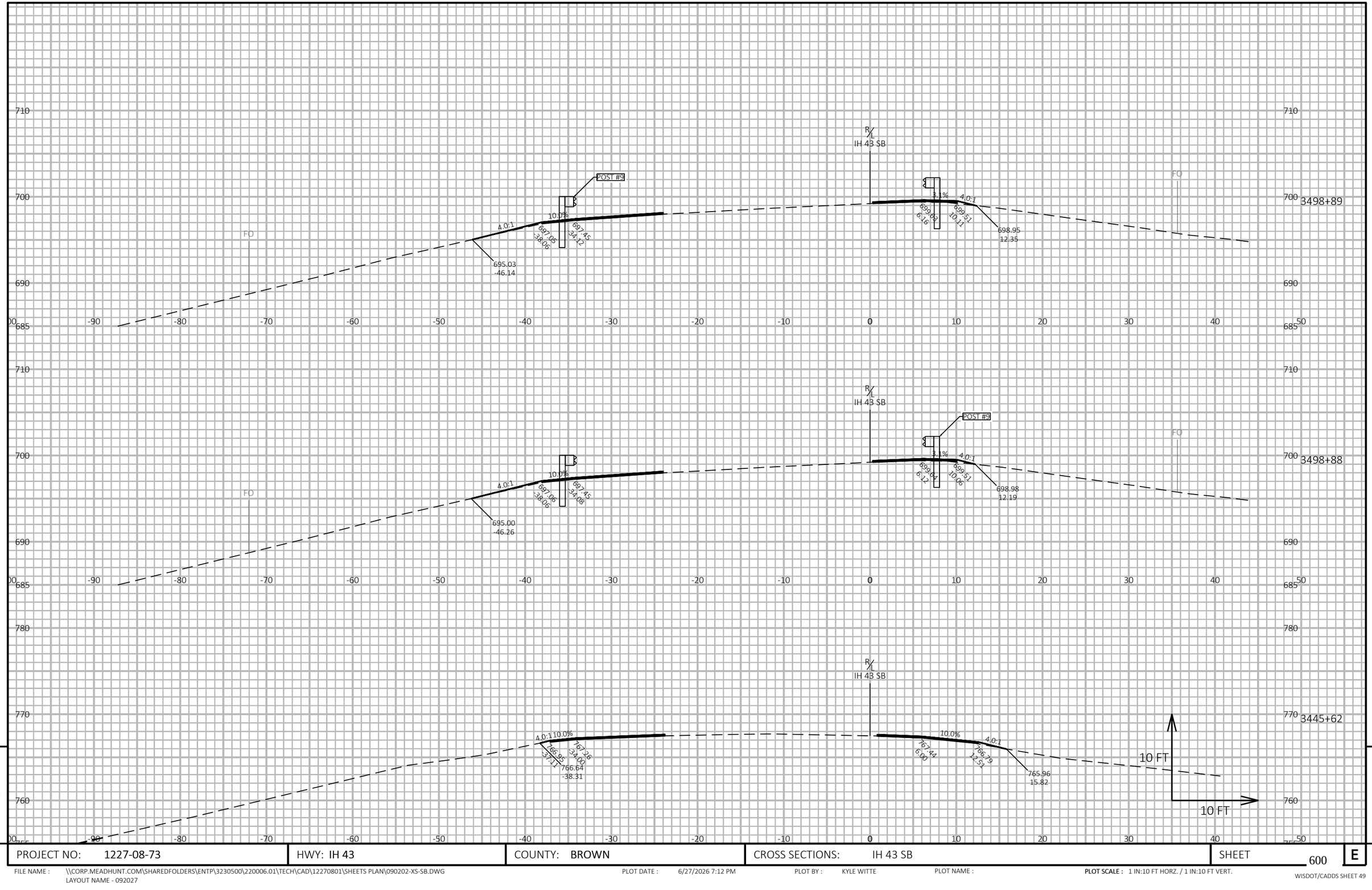
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 599	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092026

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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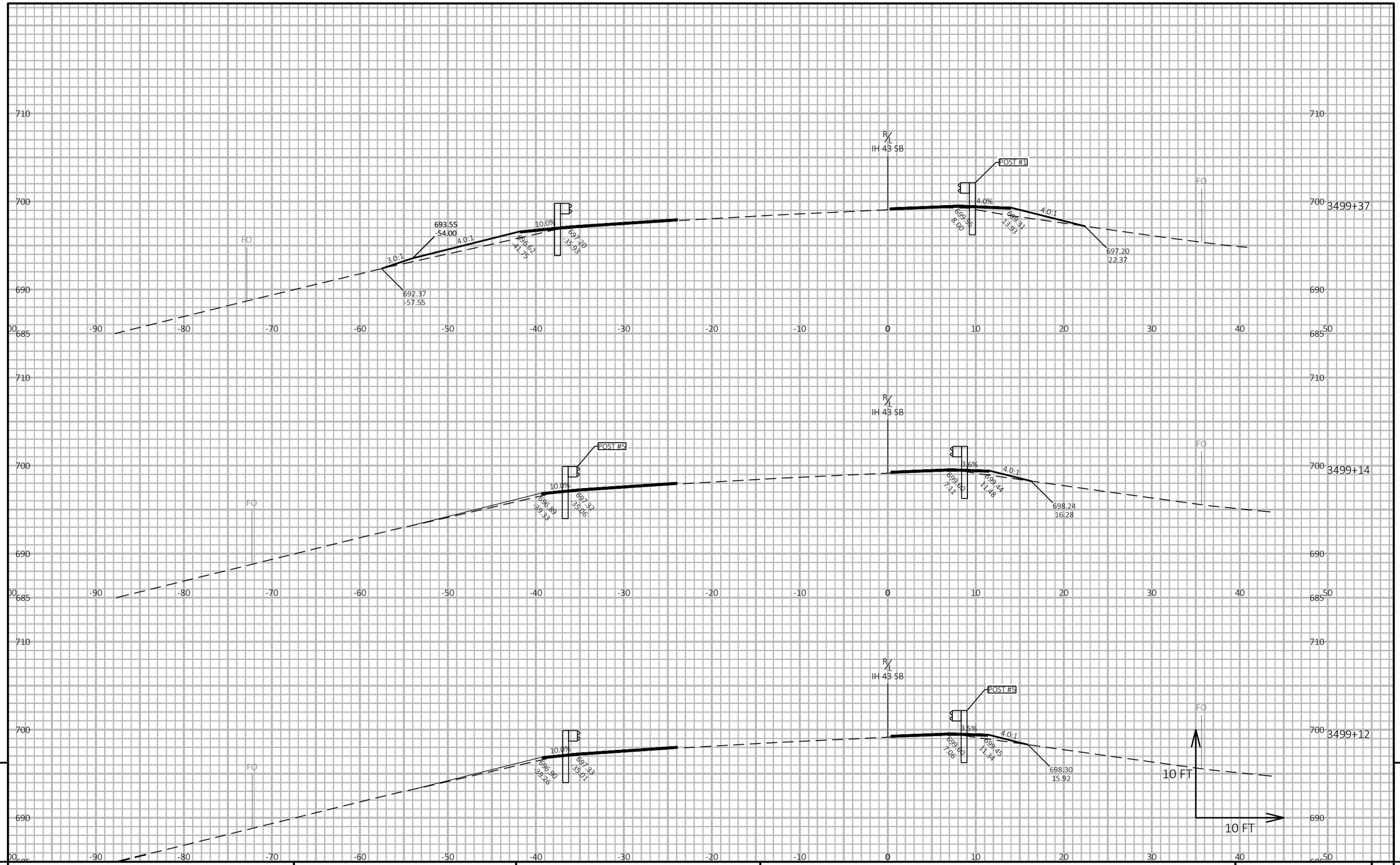
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 600	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092027

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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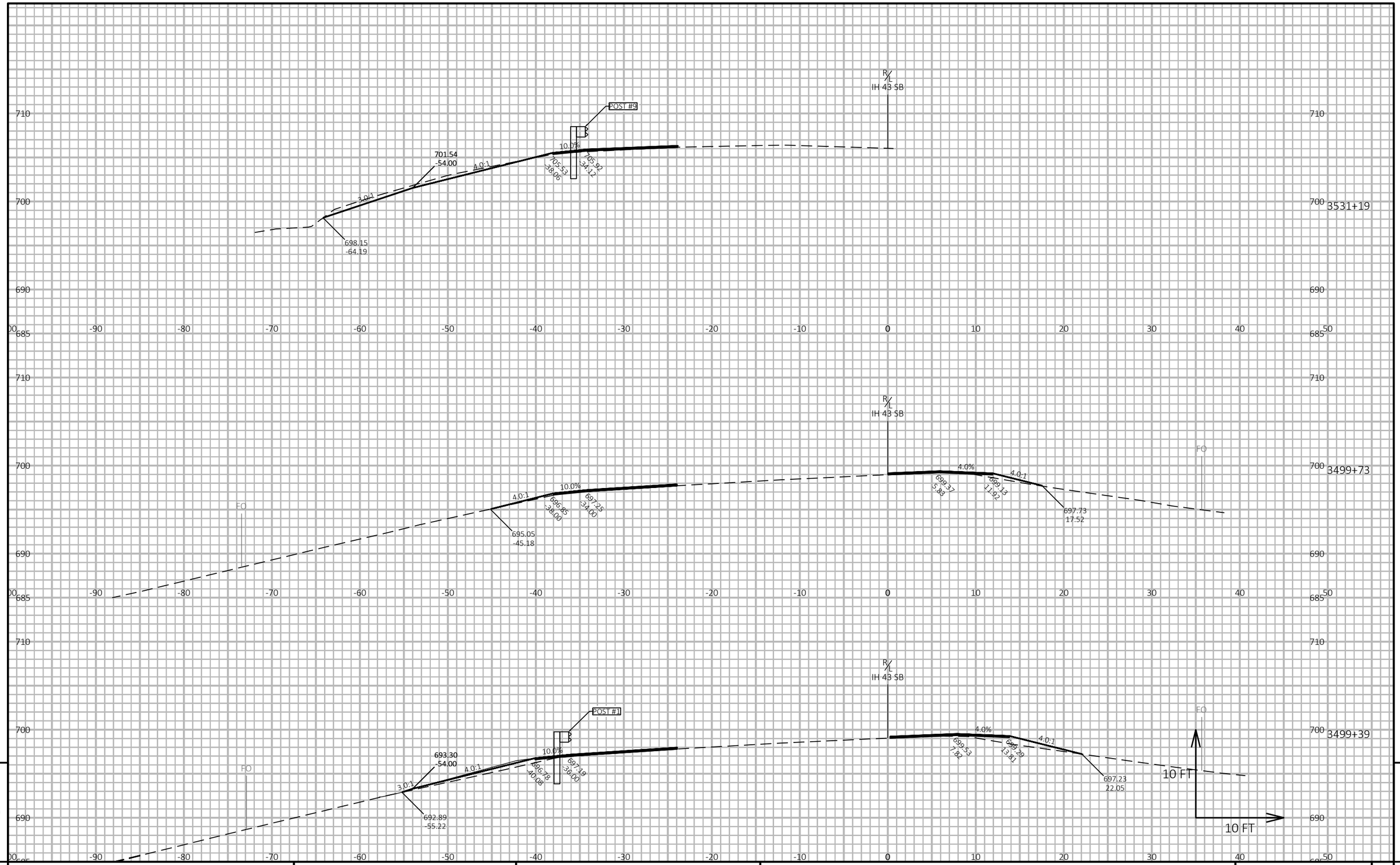
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 601	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092028

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 602	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092029

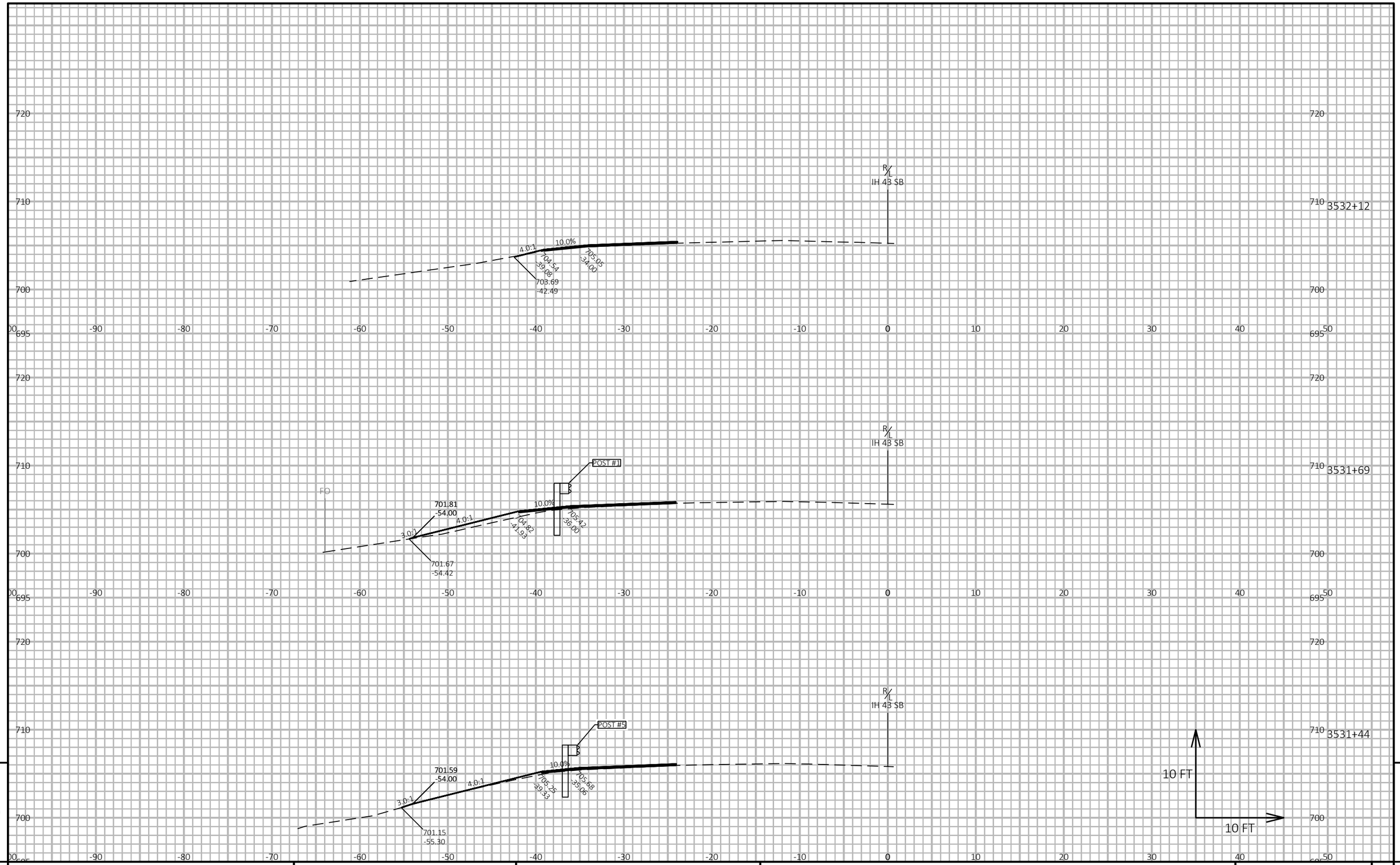
PLOT DATE : 6/27/2026 7:09 PM

PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 603	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092030

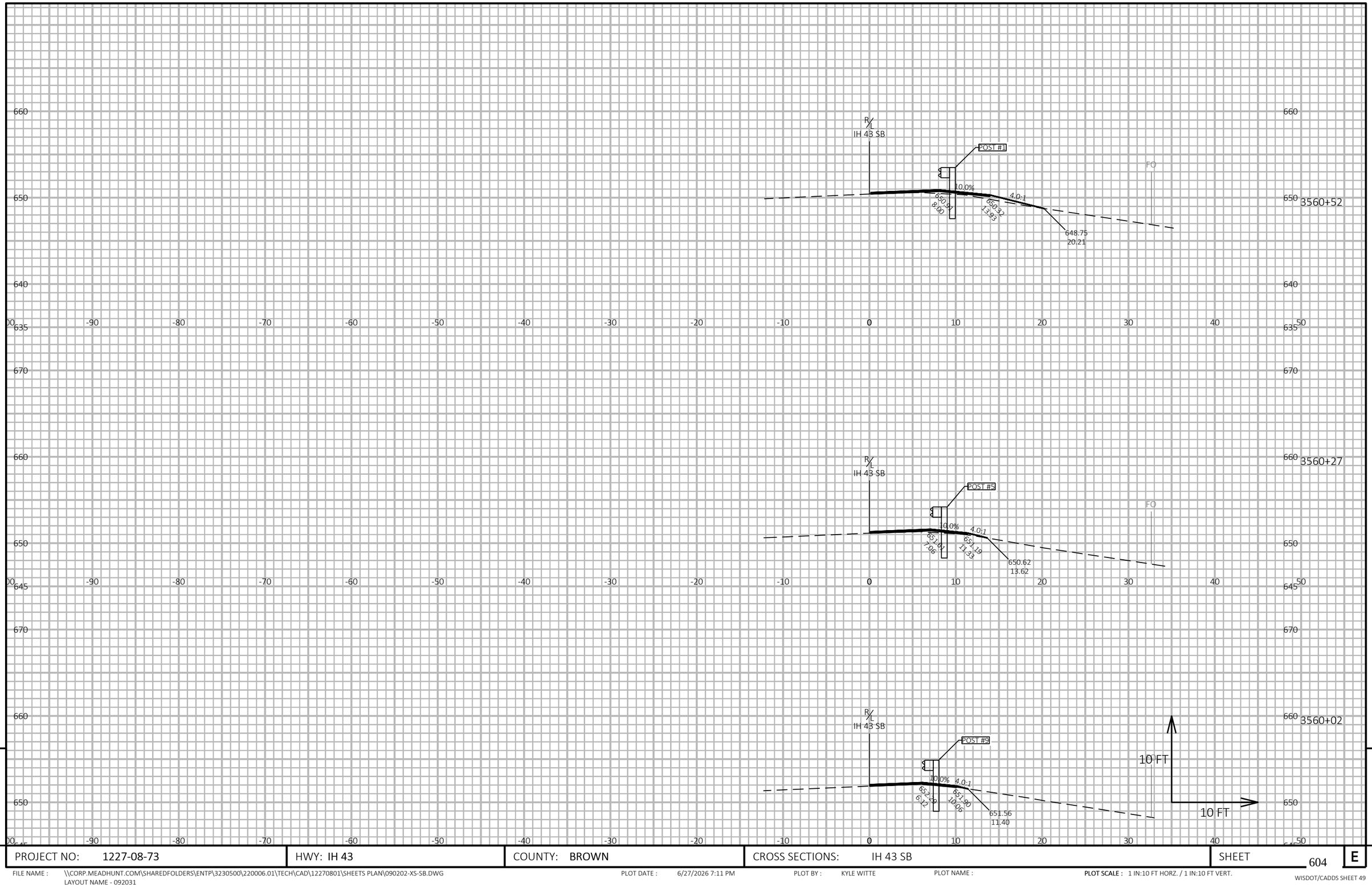
PLOT DATE : 6/27/2026 7:08 PM

PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 604	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092031

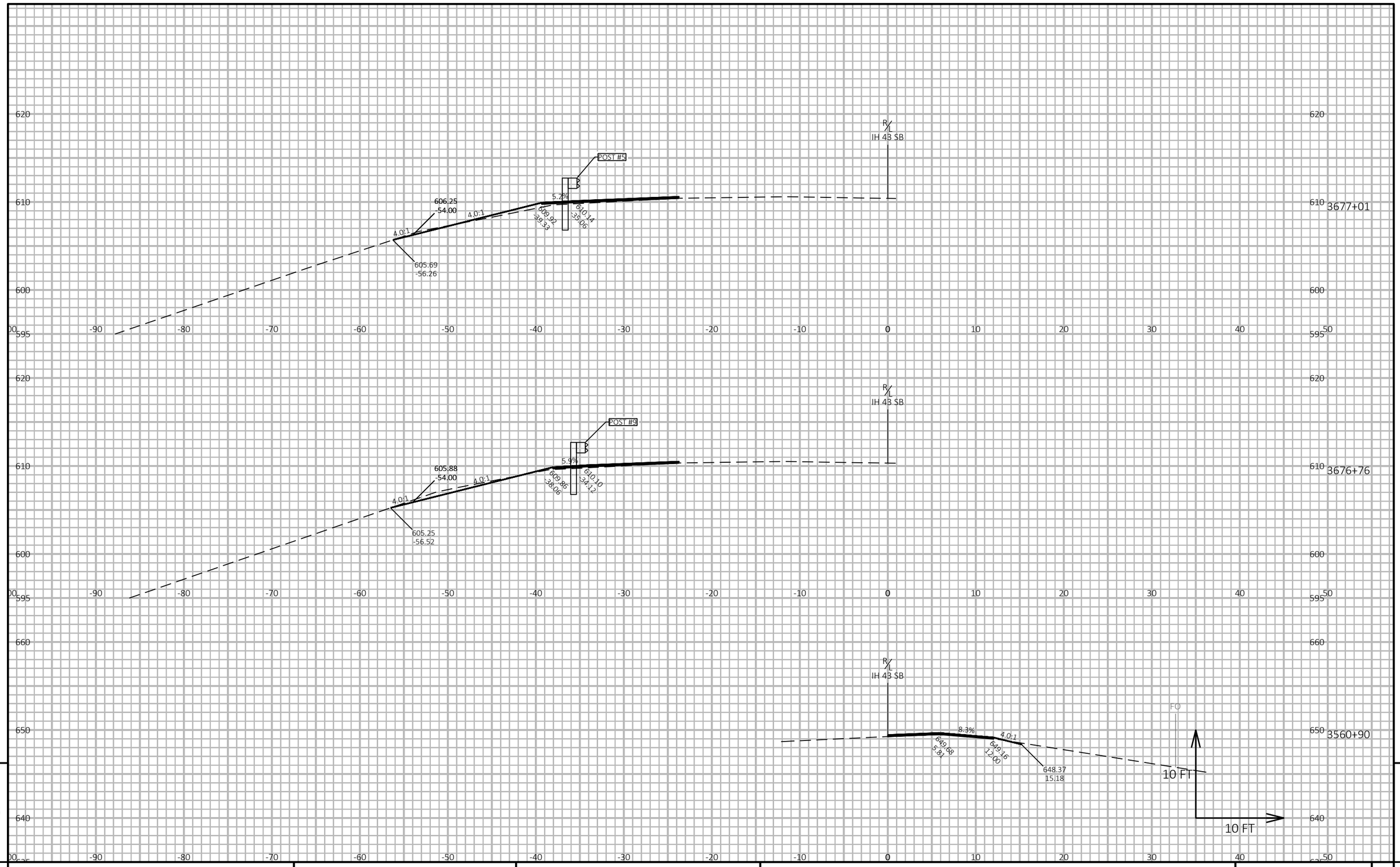
PLOT DATE : 6/27/2026 7:11 PM

PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

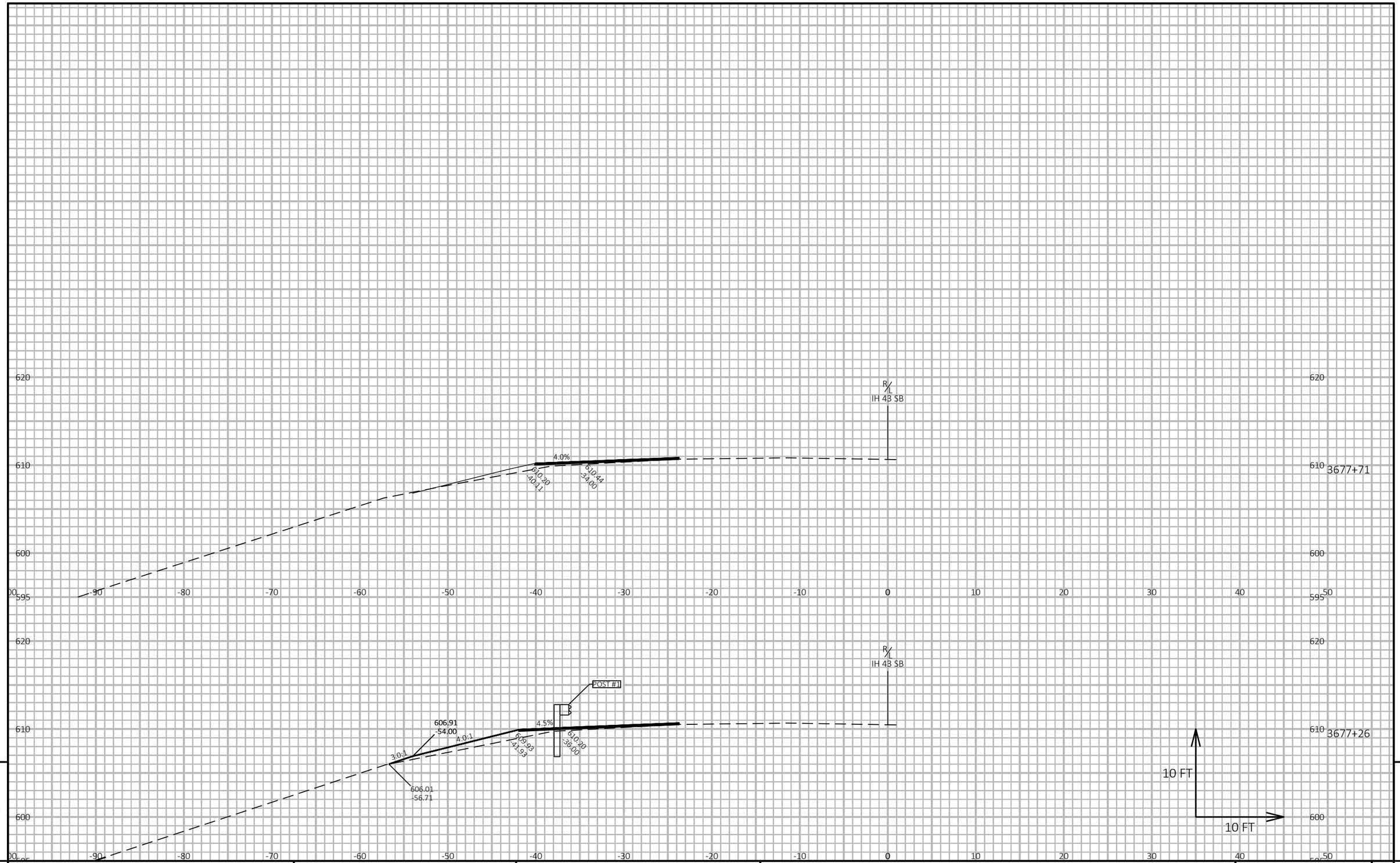
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 605	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092032

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 SB	SHEET 606	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090202-XS-SB.DWG
LAYOUT NAME - 092033

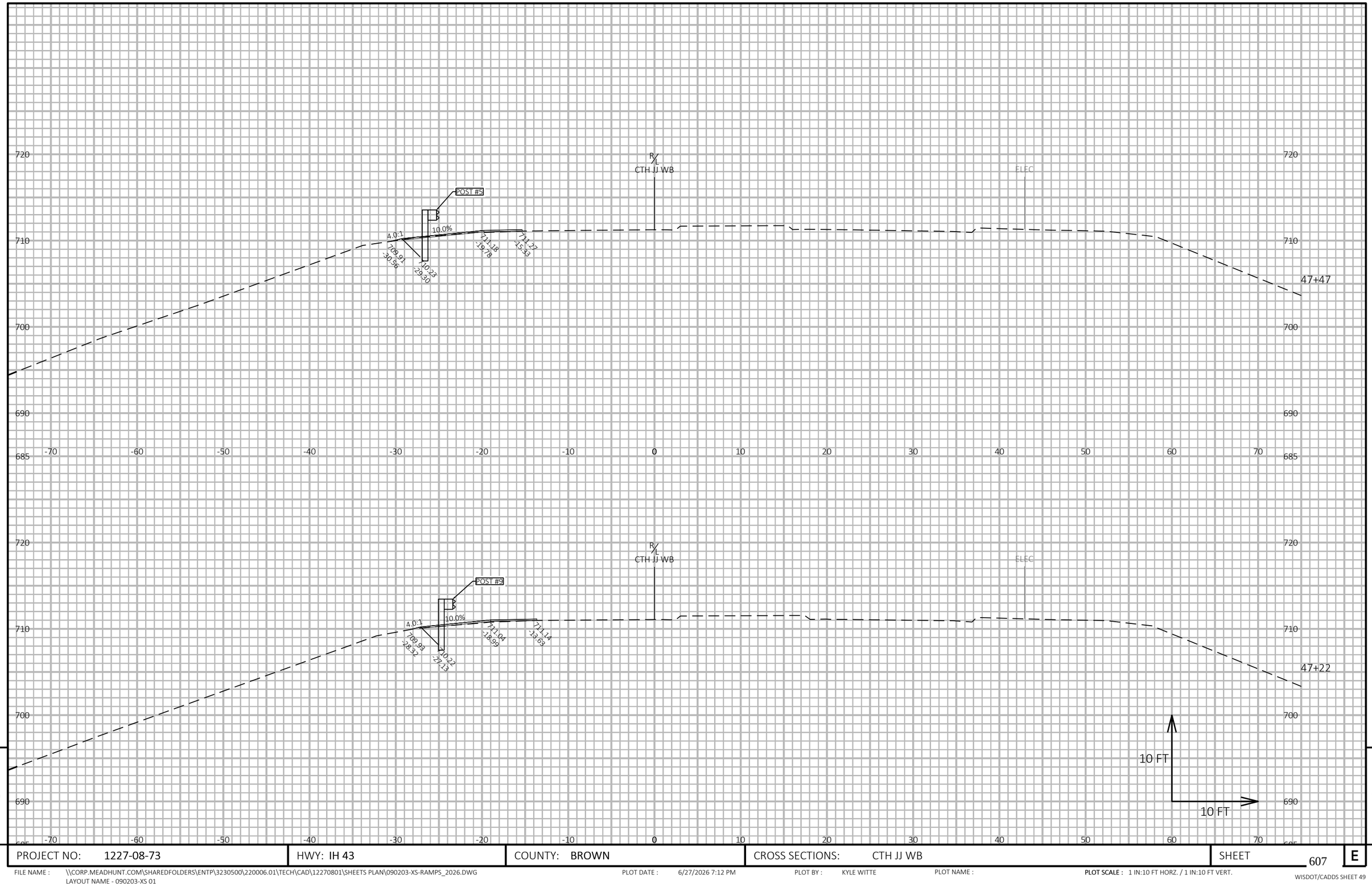
PLOT DATE : 6/27/2026 7:12 PM

PLOT BY : KYLE WITTE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

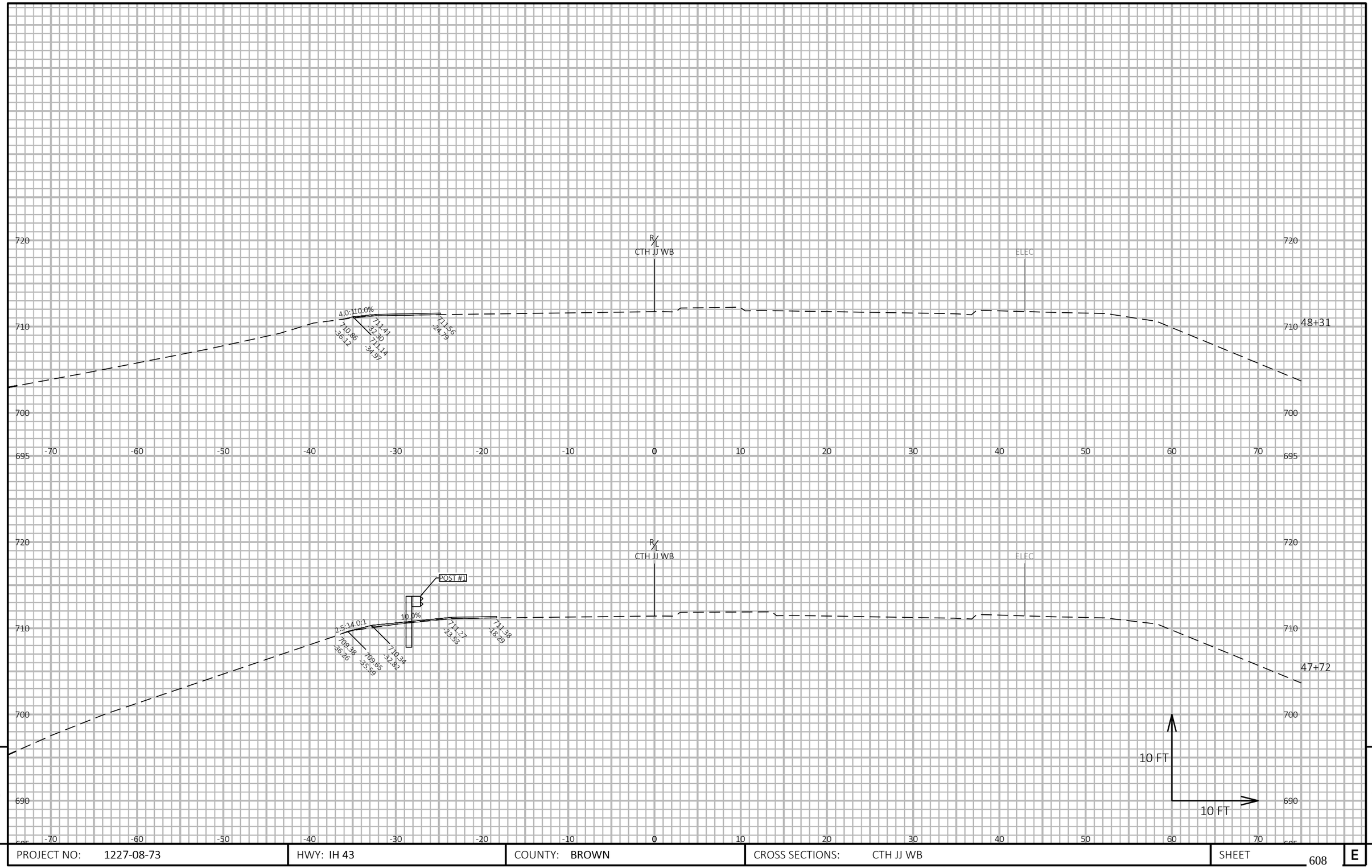


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: CTH JJ WB	SHEET 607	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 01

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

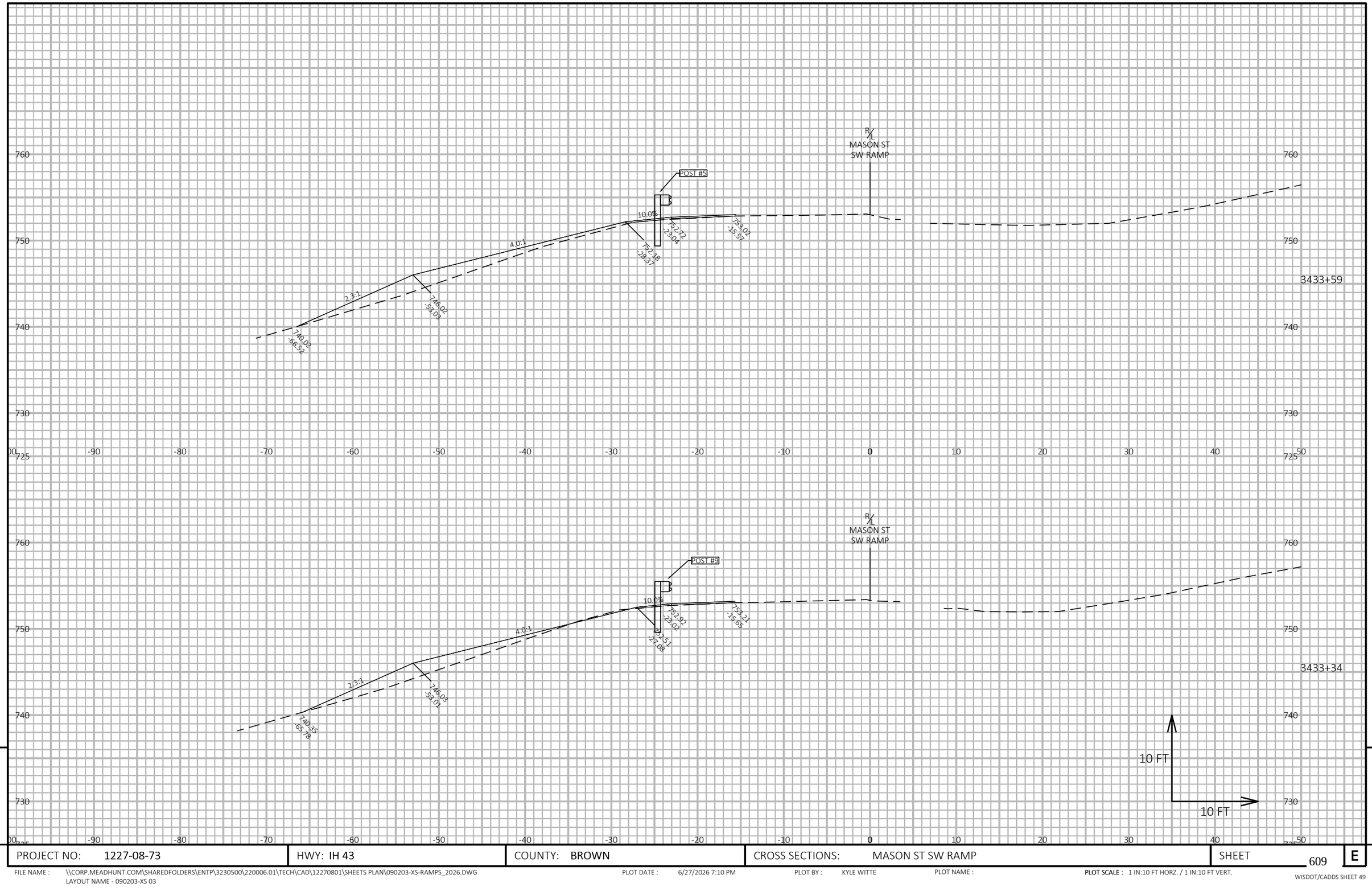


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: CTH JJ WB	SHEET 608	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 02

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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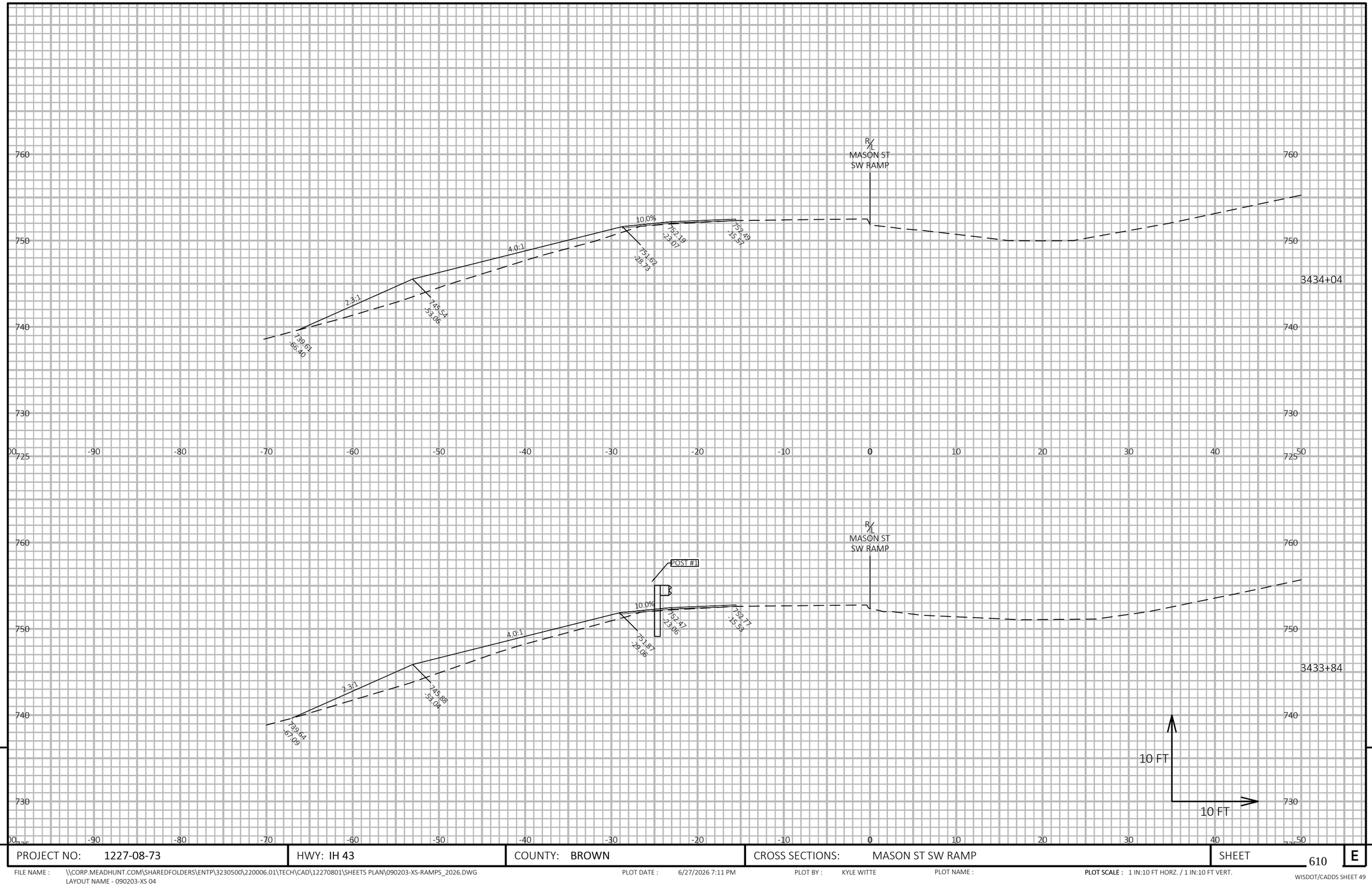
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: MASON ST SW RAMP	SHEET 609	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 03

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

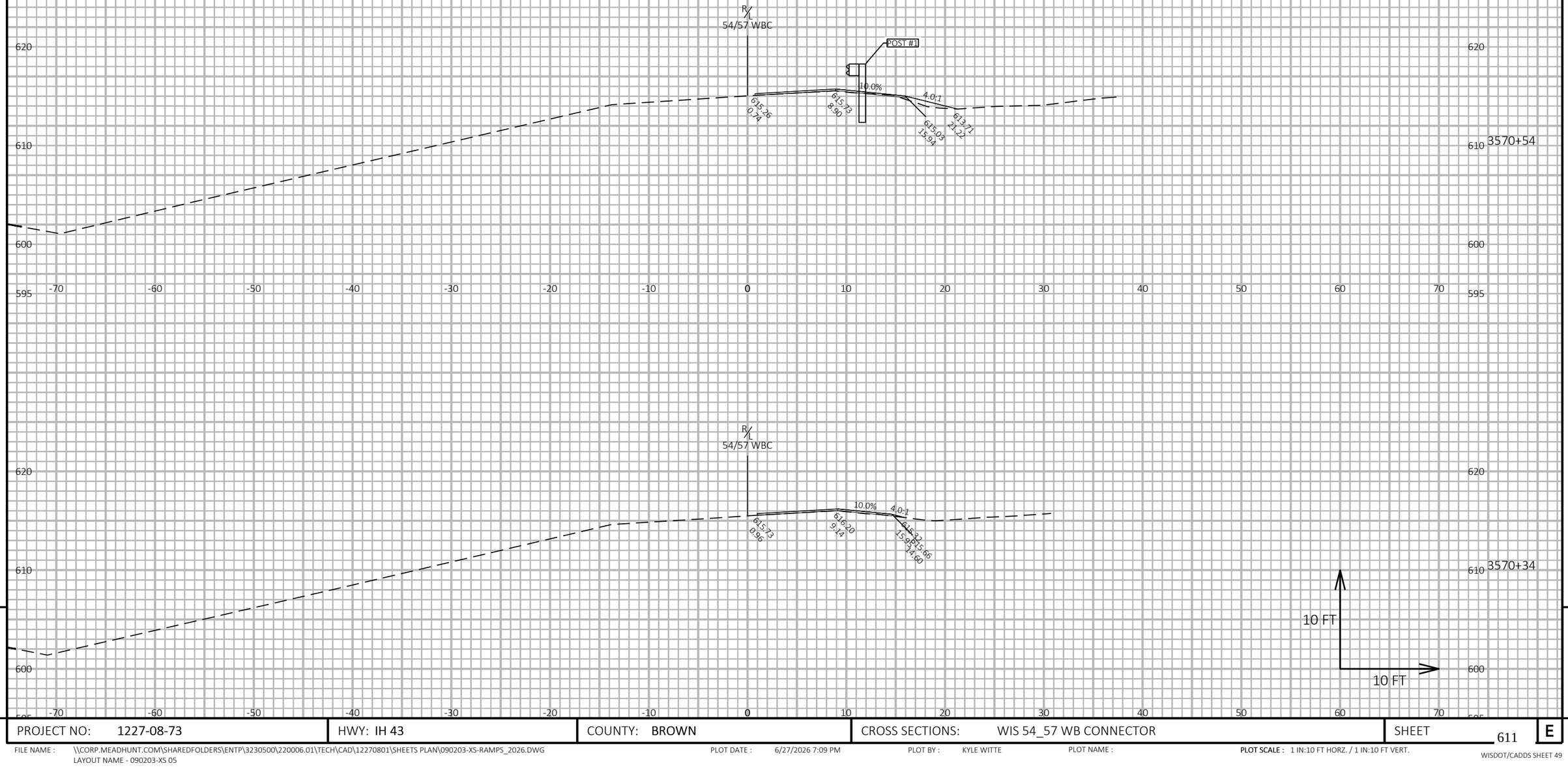


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: MASON ST SW RAMP	SHEET 610	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 04

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

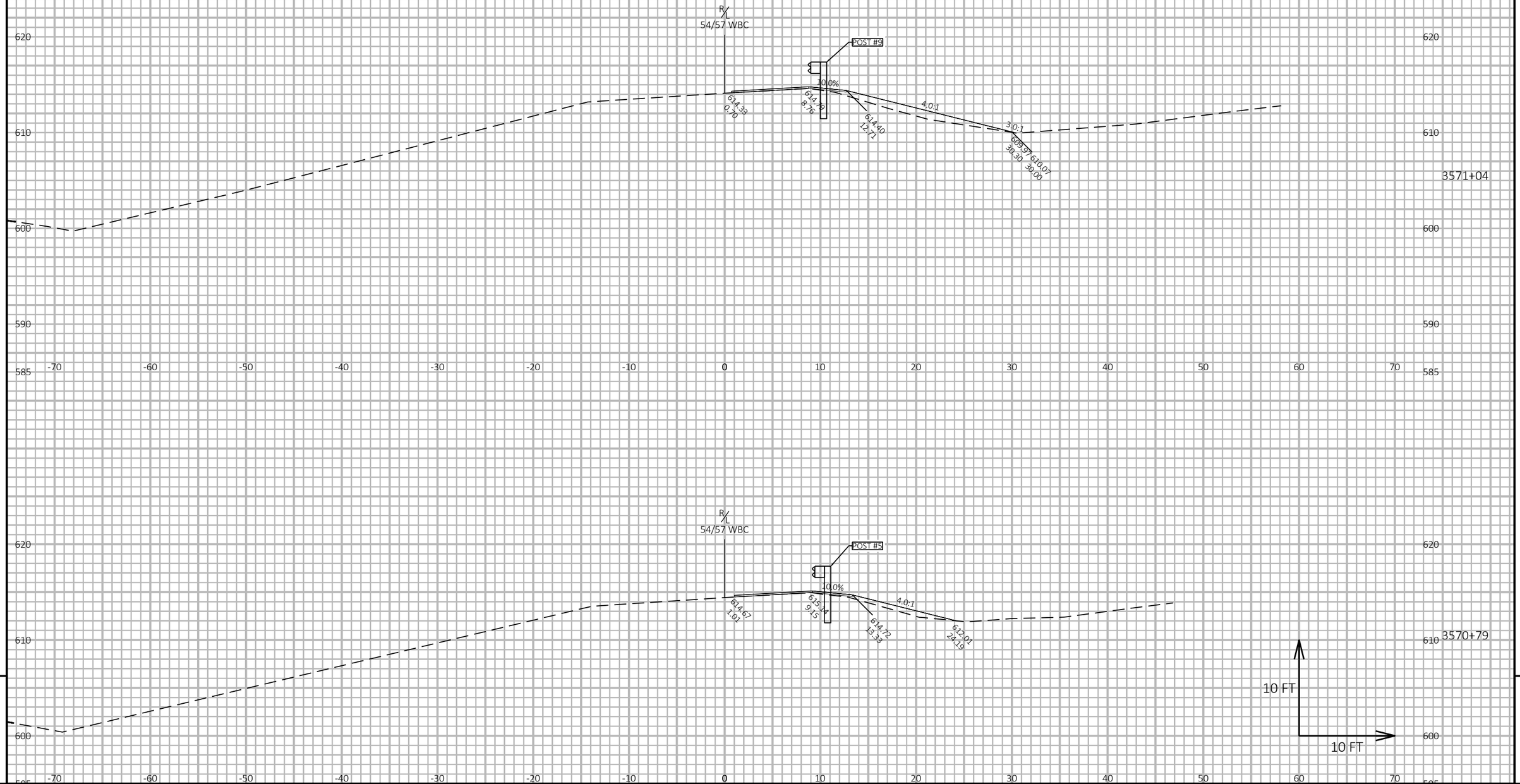


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 WB CONNECTOR	SHEET 611	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 05

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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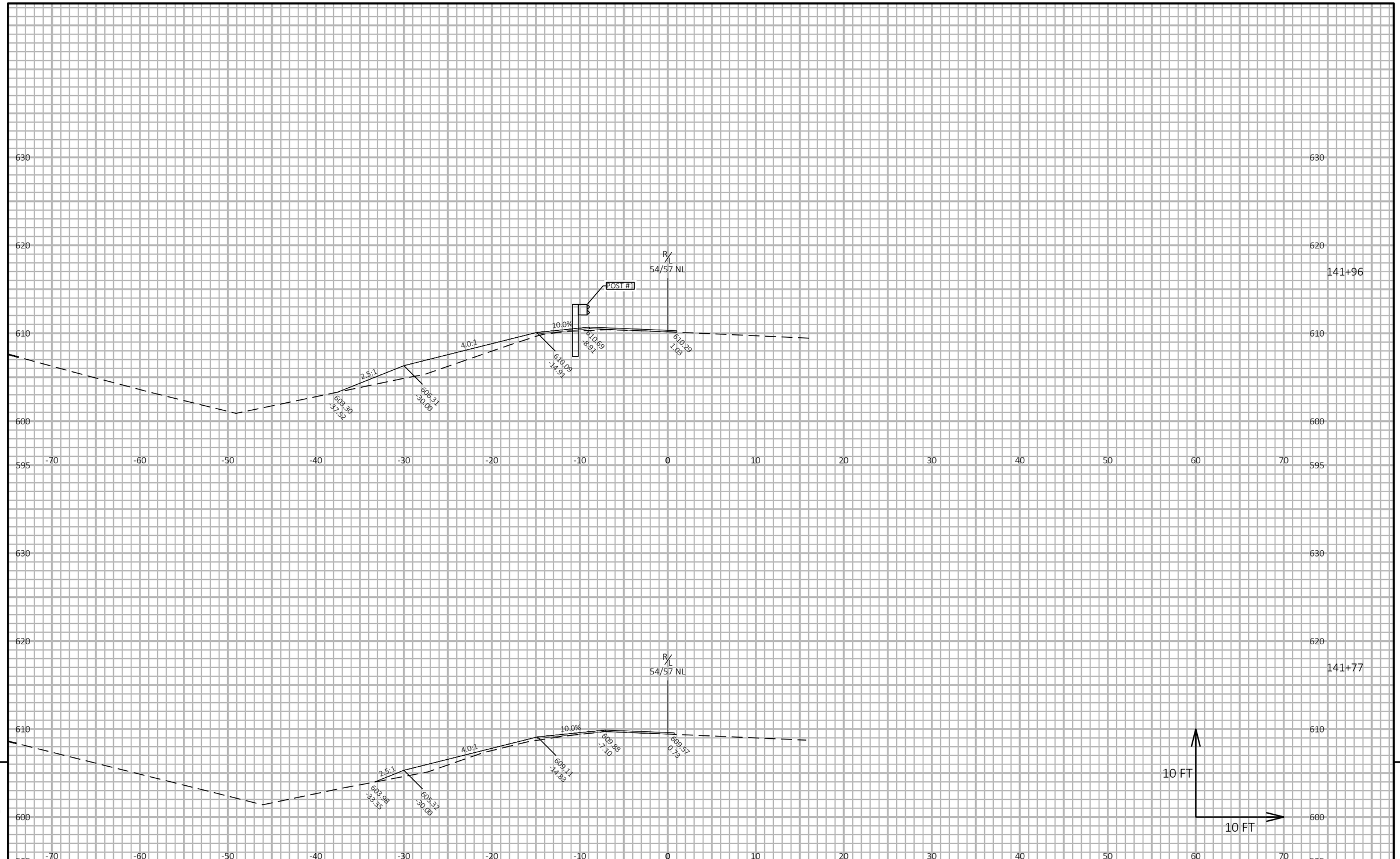
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 WB CONNECTOR	SHEET 612	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 06

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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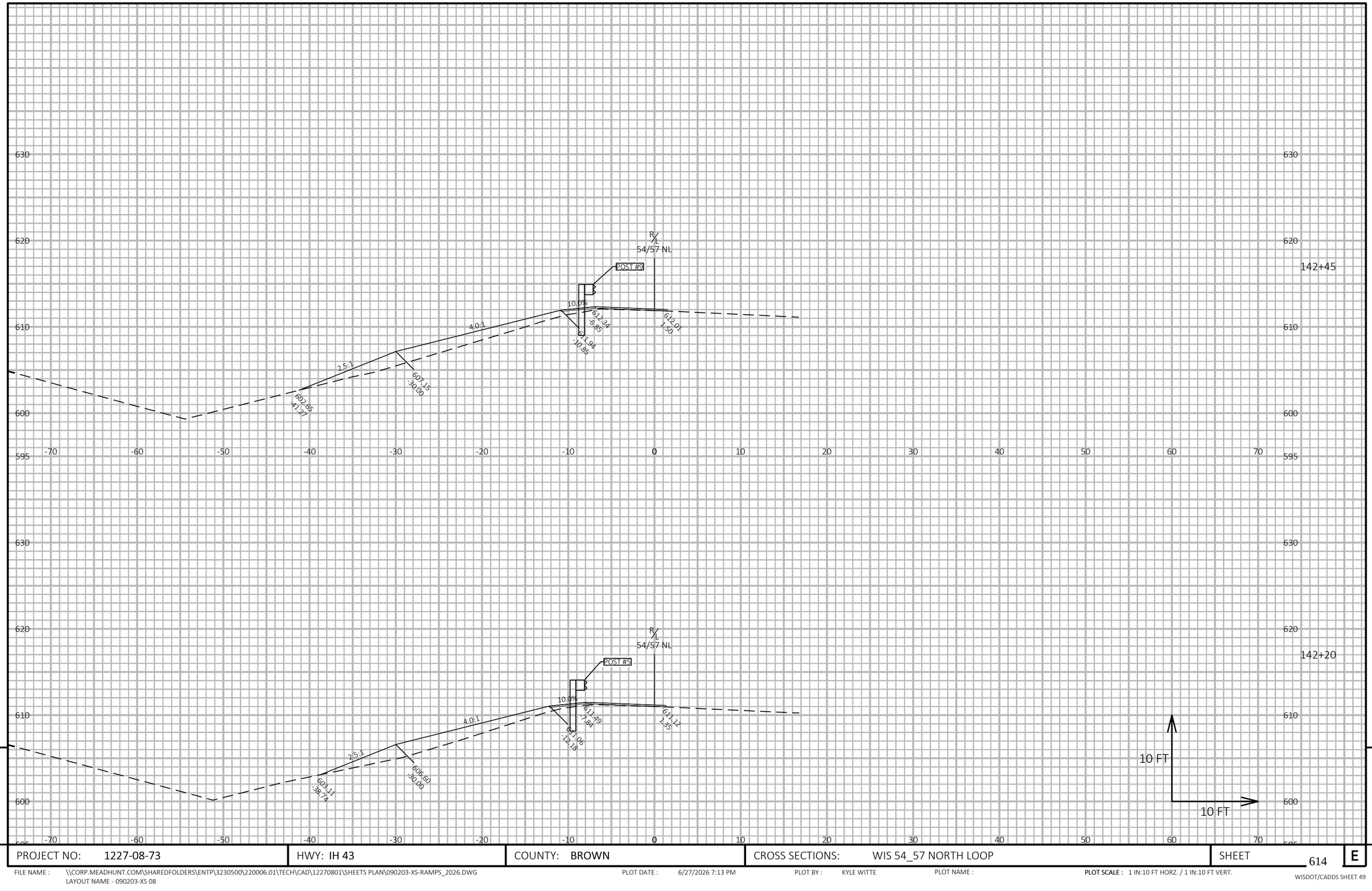
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 NORTH LOOP	SHEET 613	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 07

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 NORTH LOOP	SHEET 614	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 08

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

650
640
630
620
615

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

147+74

R/L
54/57 NL

POST #1

625.01
16.88

624.90
20.97

623.47
624.82

624.49
31.55

650
640
630
620
615

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

147+46

R/L
54/57 NL

624.97
16.77

624.84
19.27

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10 FT

10 FT

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630
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9

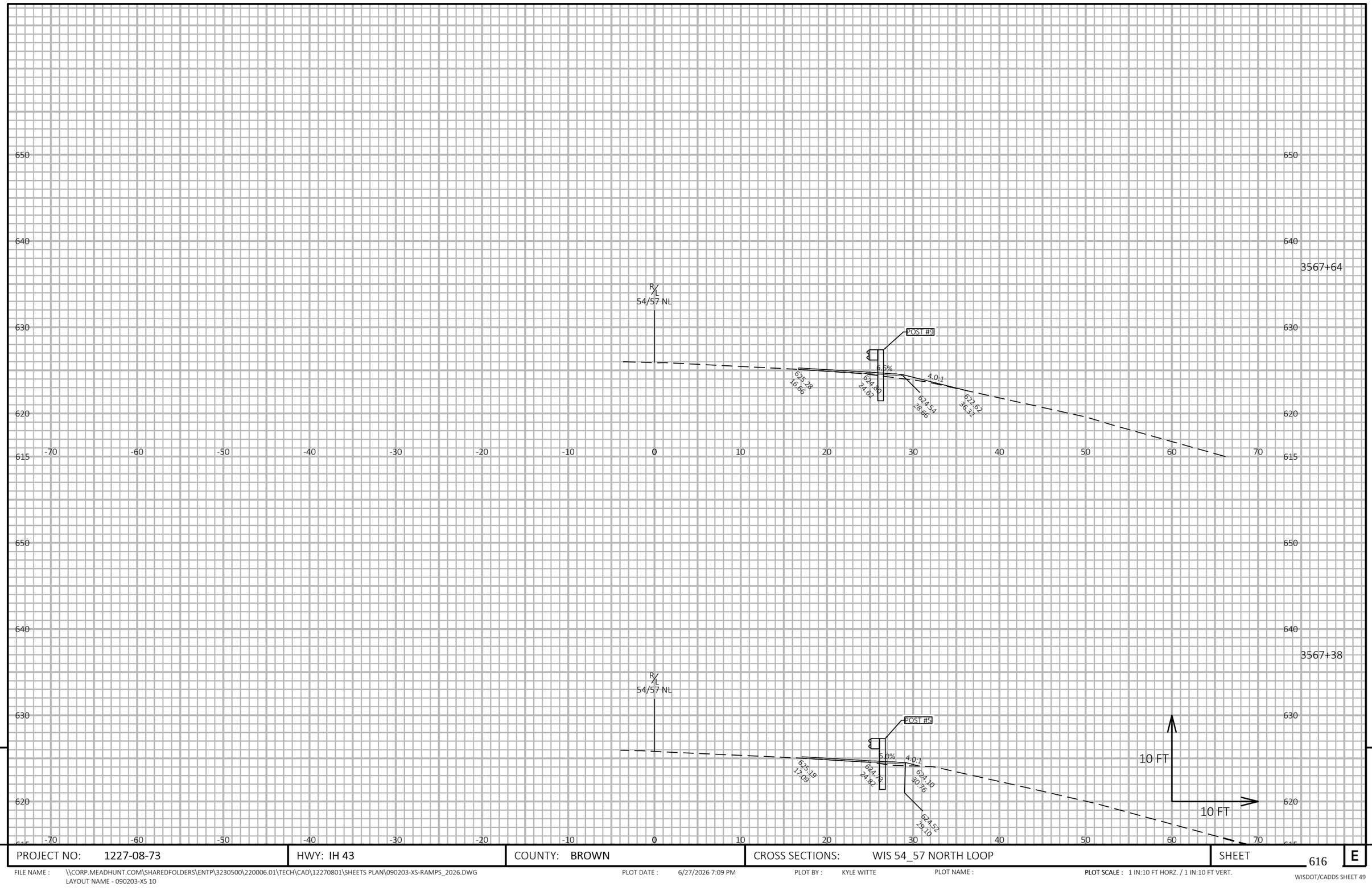
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 NORTH LOOP	SHEET 615	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 09

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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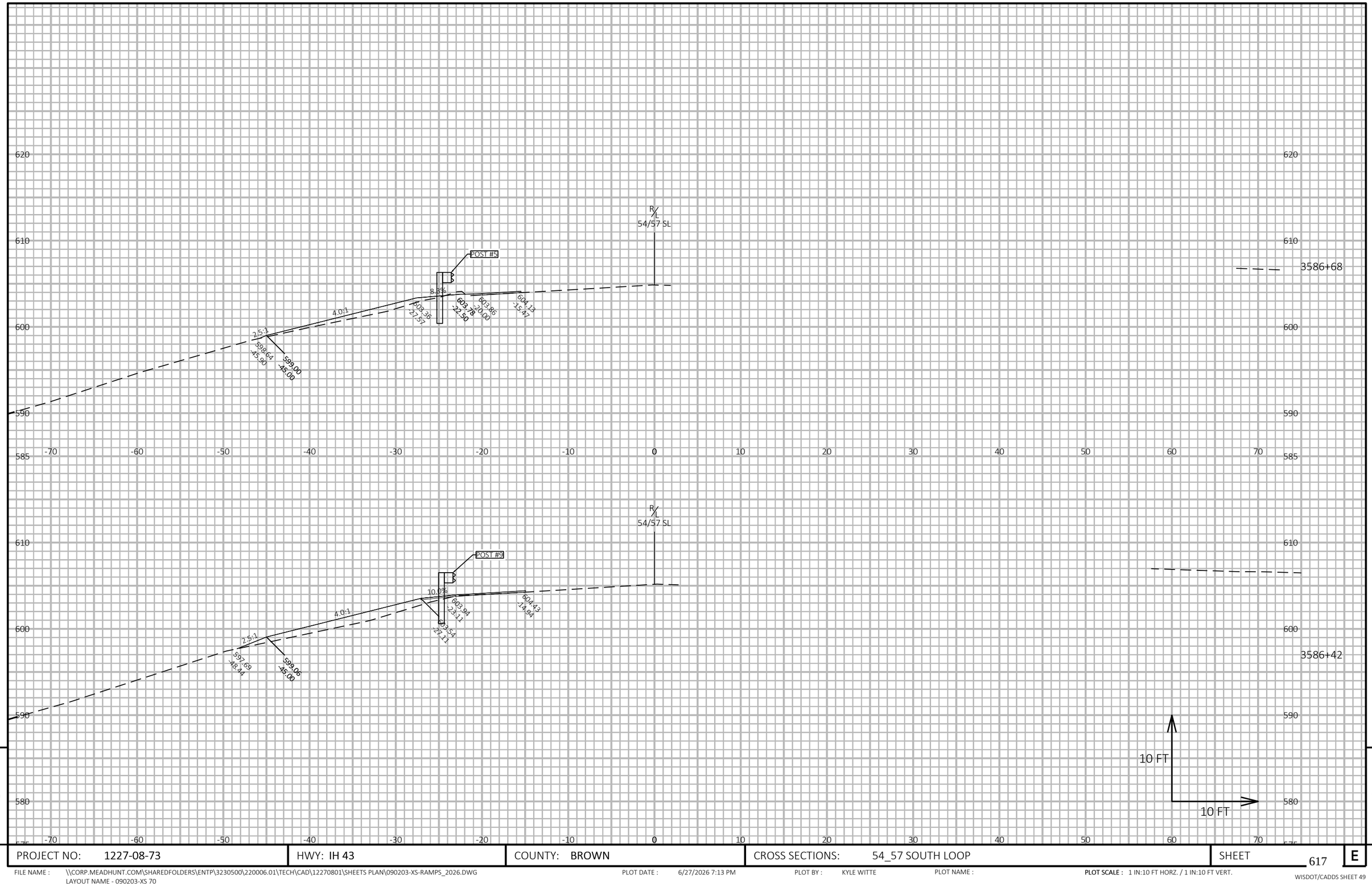
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 NORTH LOOP	SHEET 616	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 10

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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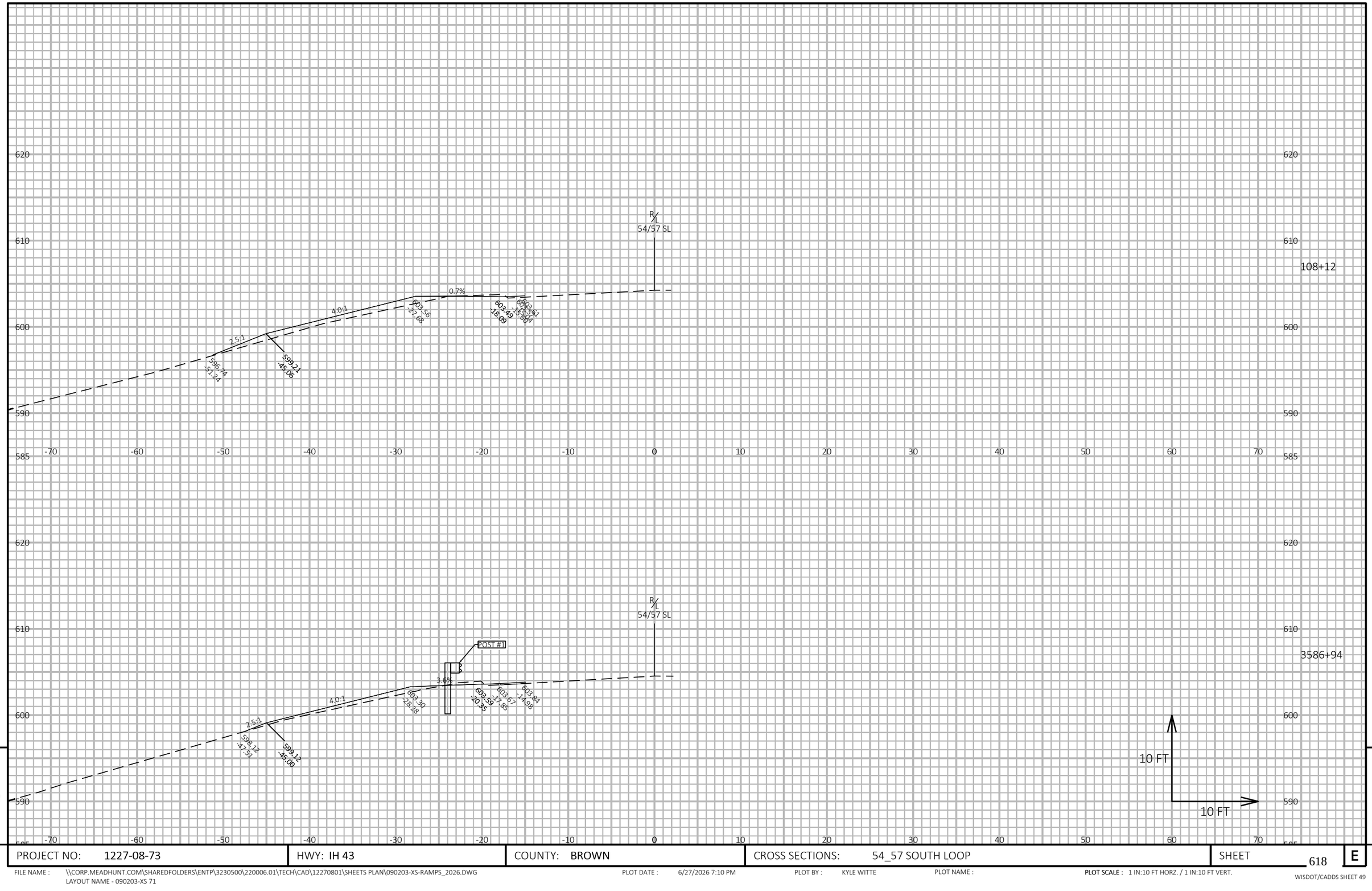
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: 54_57 SOUTH LOOP	SHEET 617	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 70

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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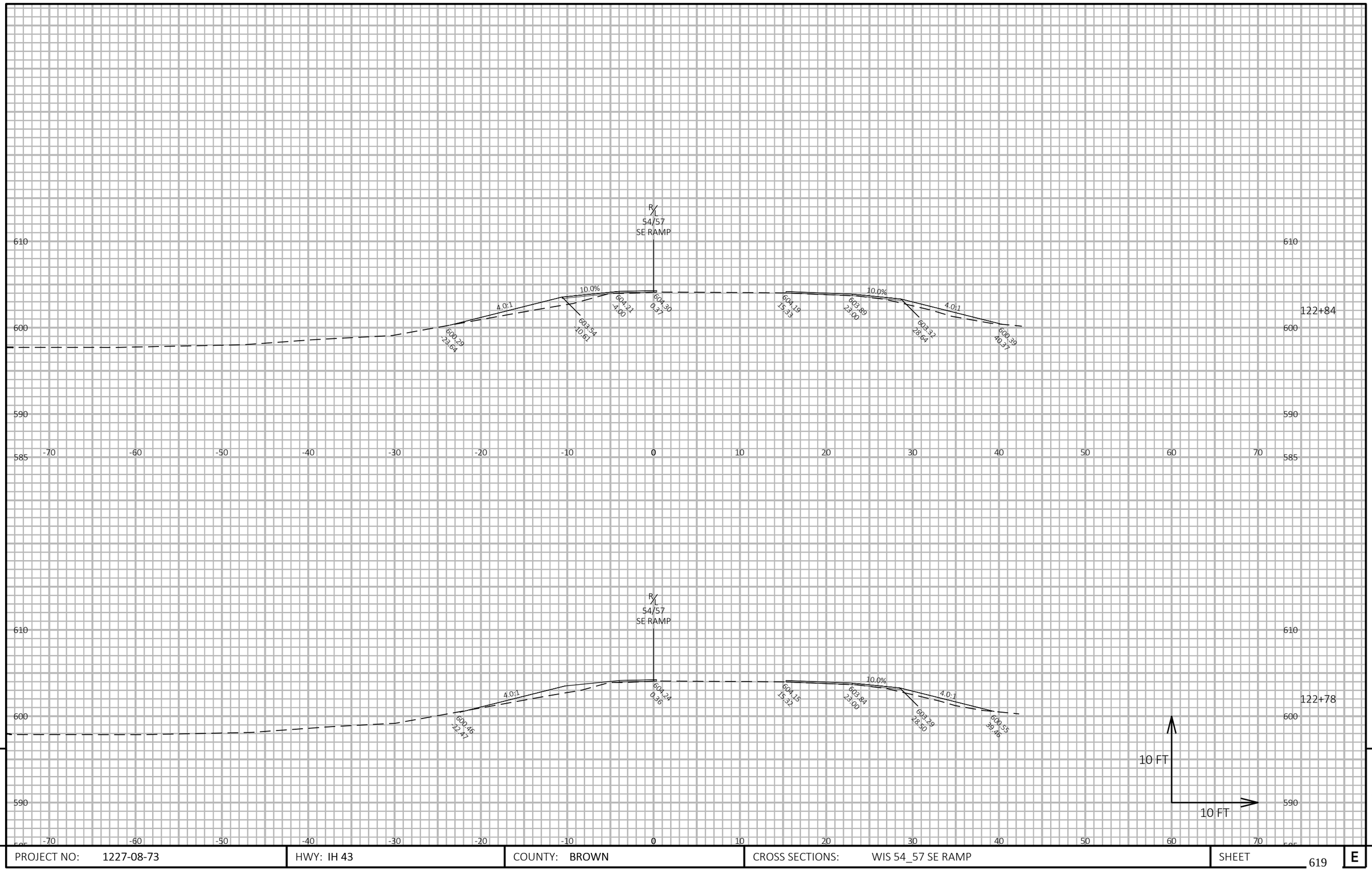
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: 54_57 SOUTH LOOP	SHEET 618	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 71

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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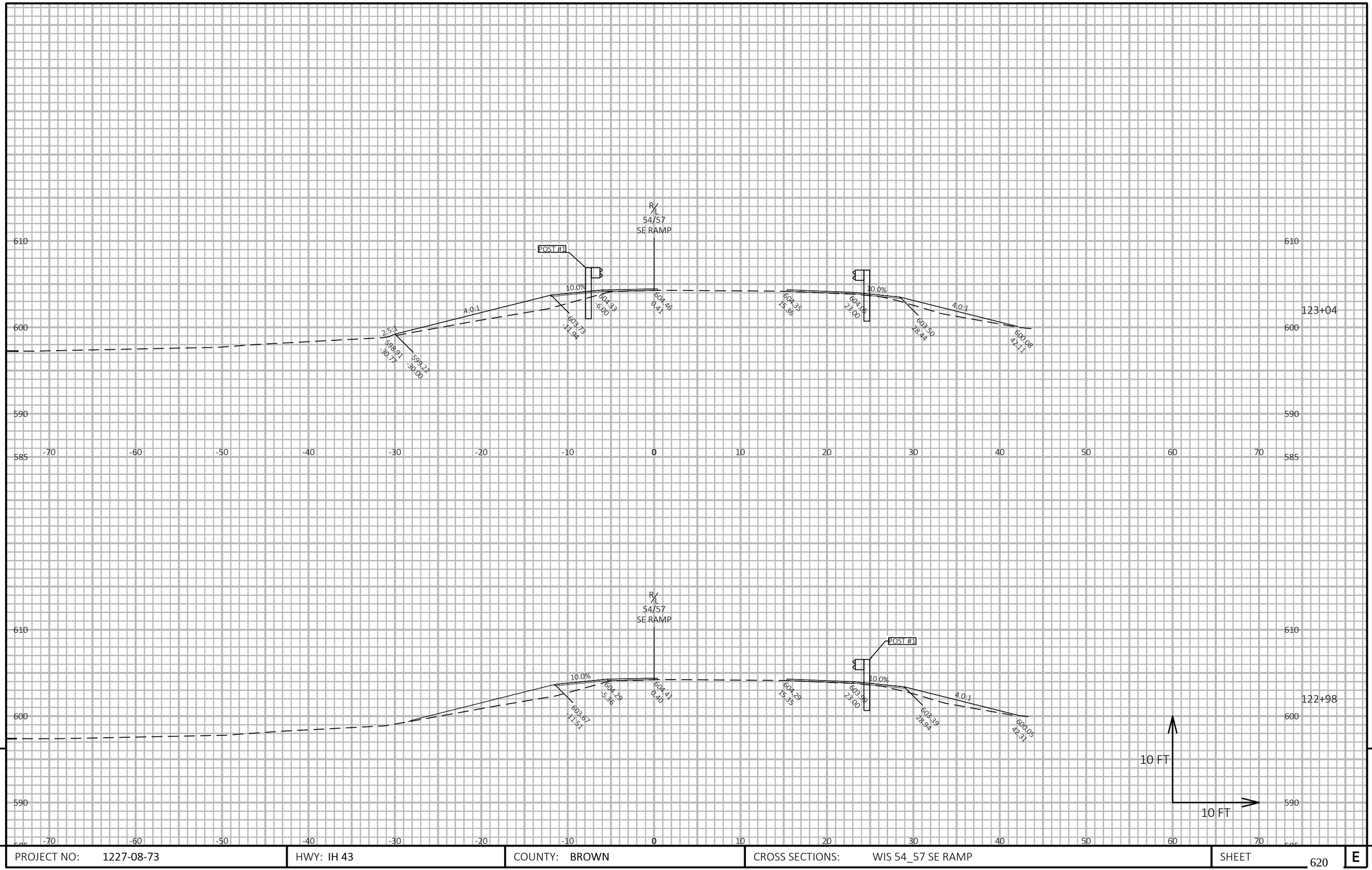
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 SE RAMP	SHEET 619	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 11

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

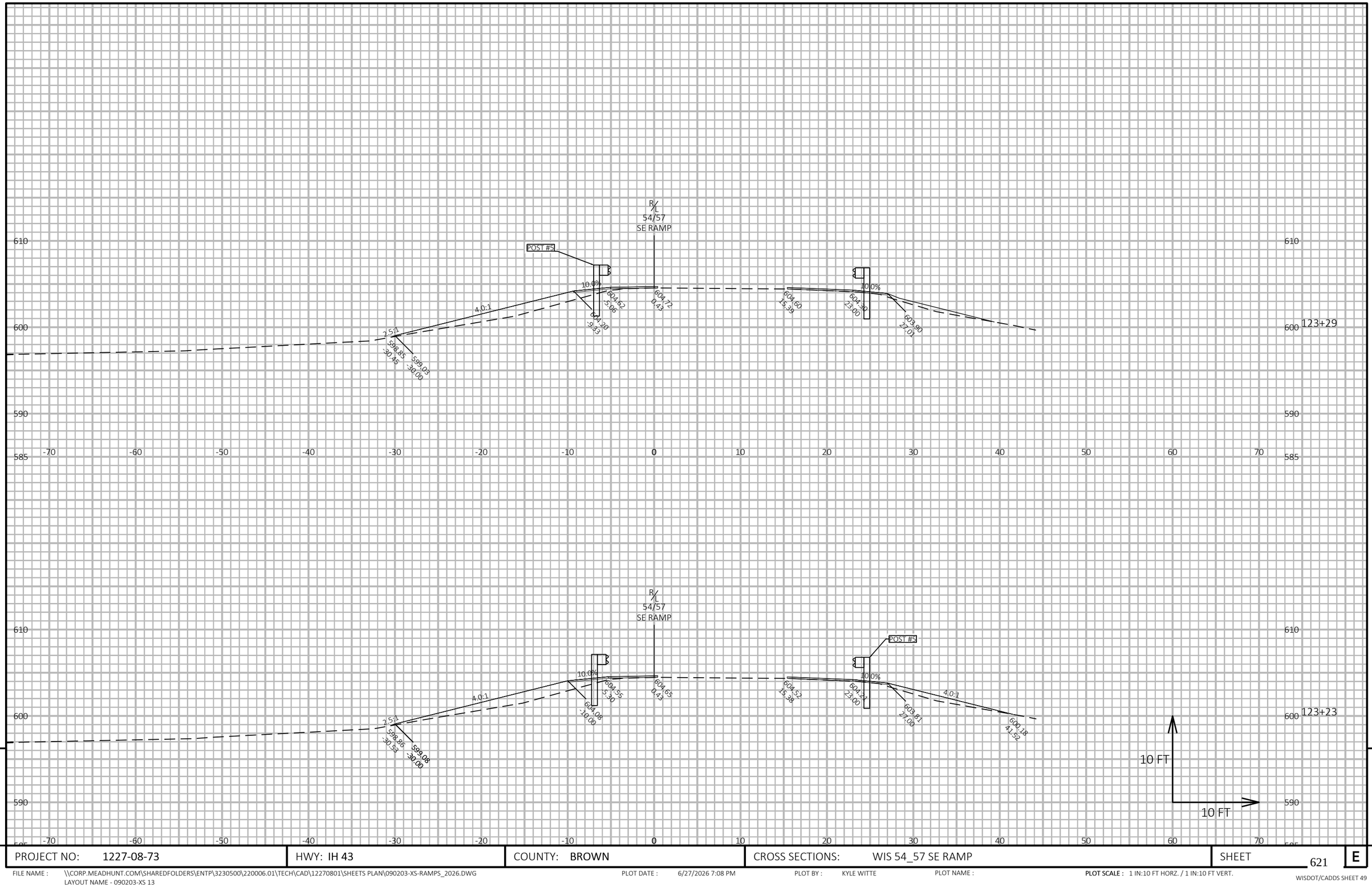


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 SE RAMP	SHEET 620	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 12

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

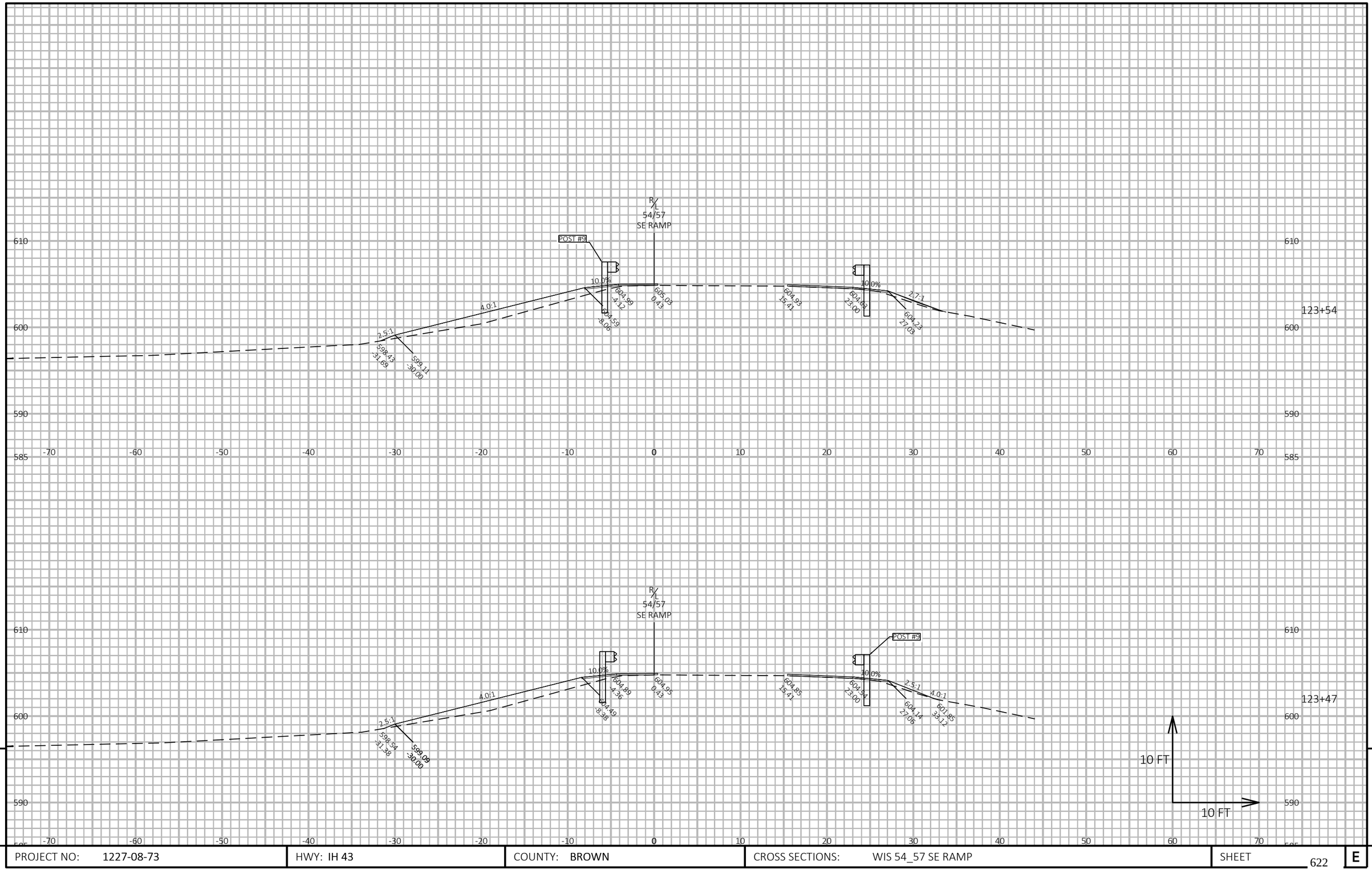


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 SE RAMP	SHEET 621	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 13

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

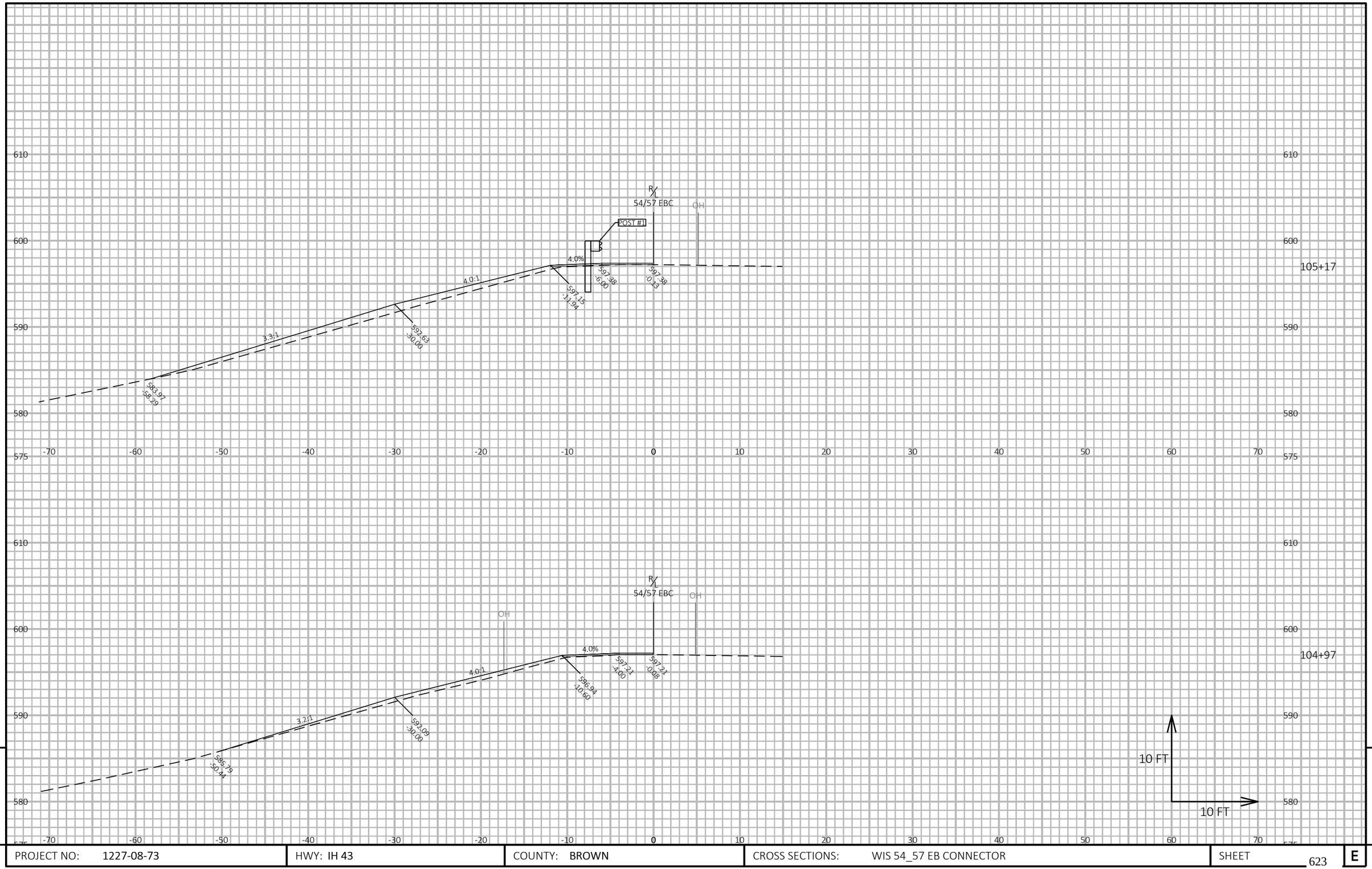
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 SE RAMP	SHEET 622	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 14

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

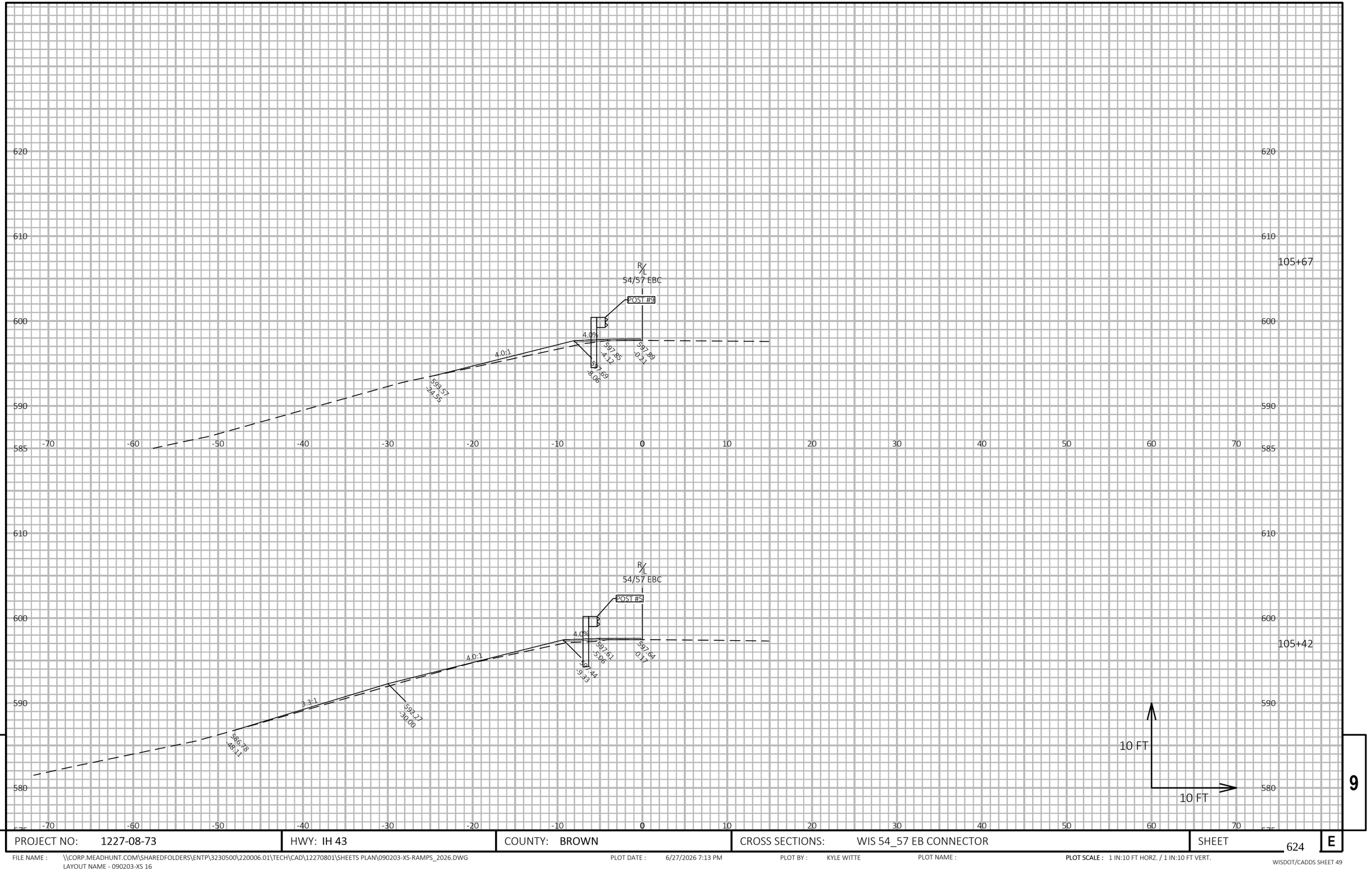
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 EB CONNECTOR	SHEET 623	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 15

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

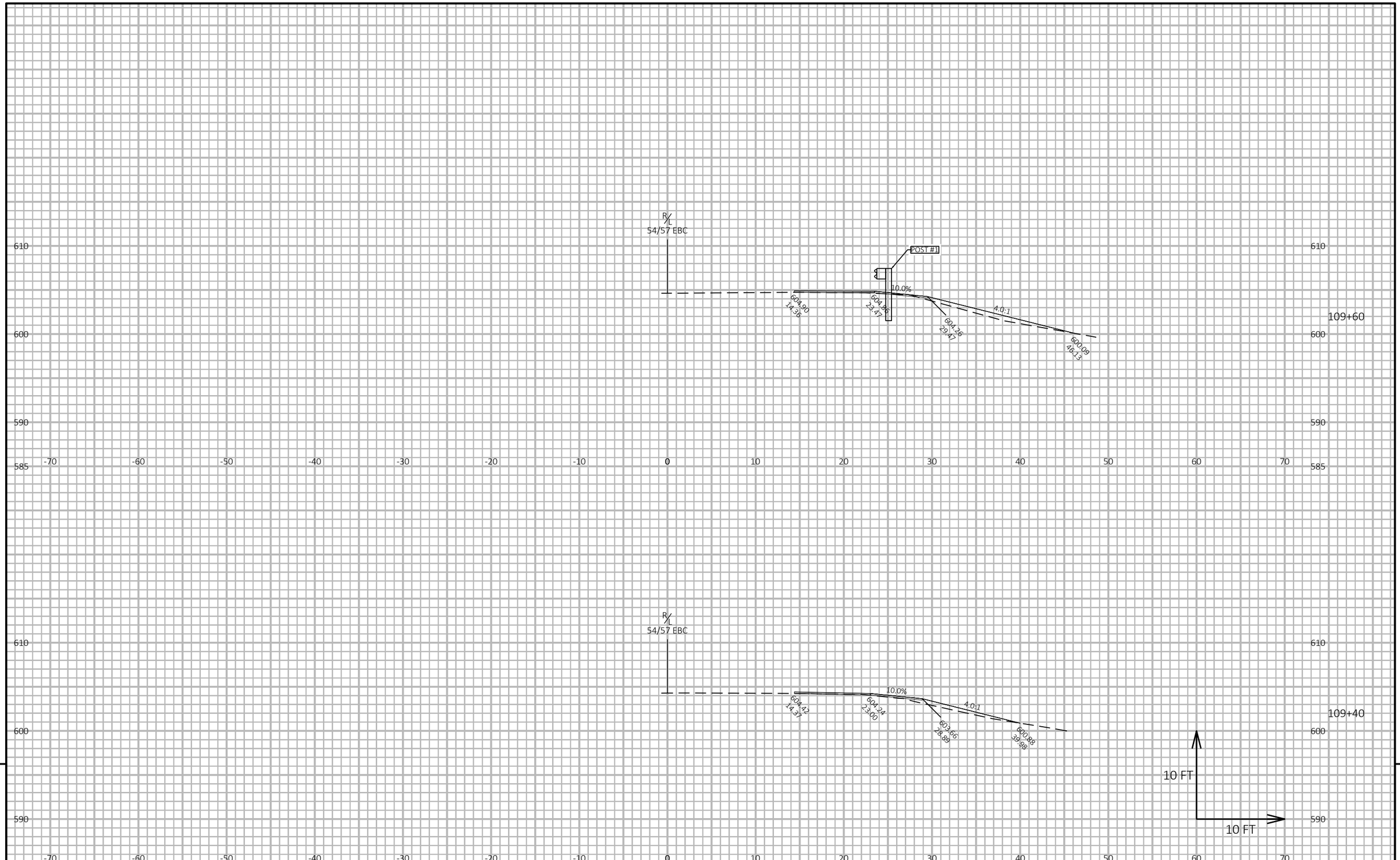
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 EB CONNECTOR	SHEET 624	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 16

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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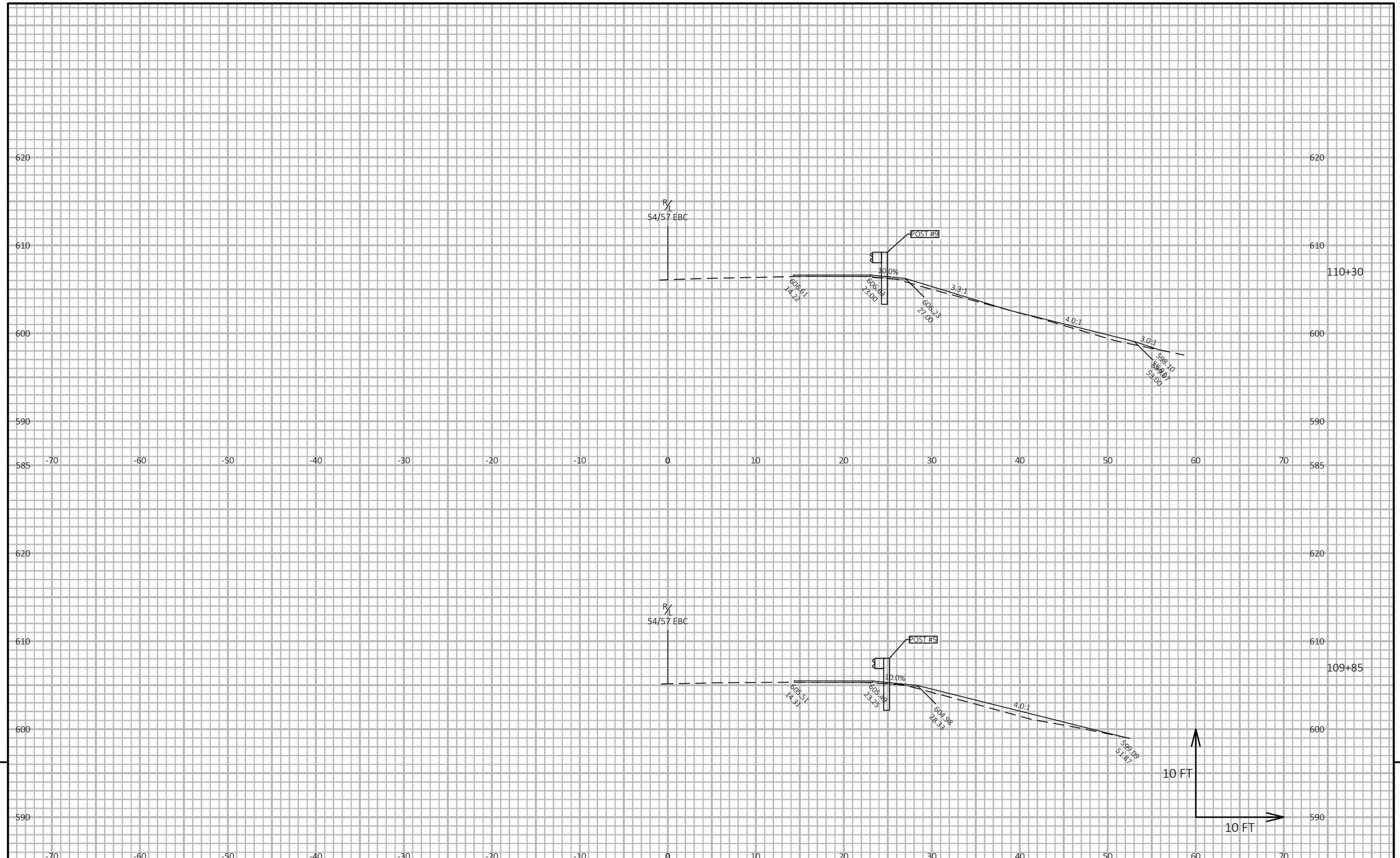
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 EB CONNECTOR	SHEET 625	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 17

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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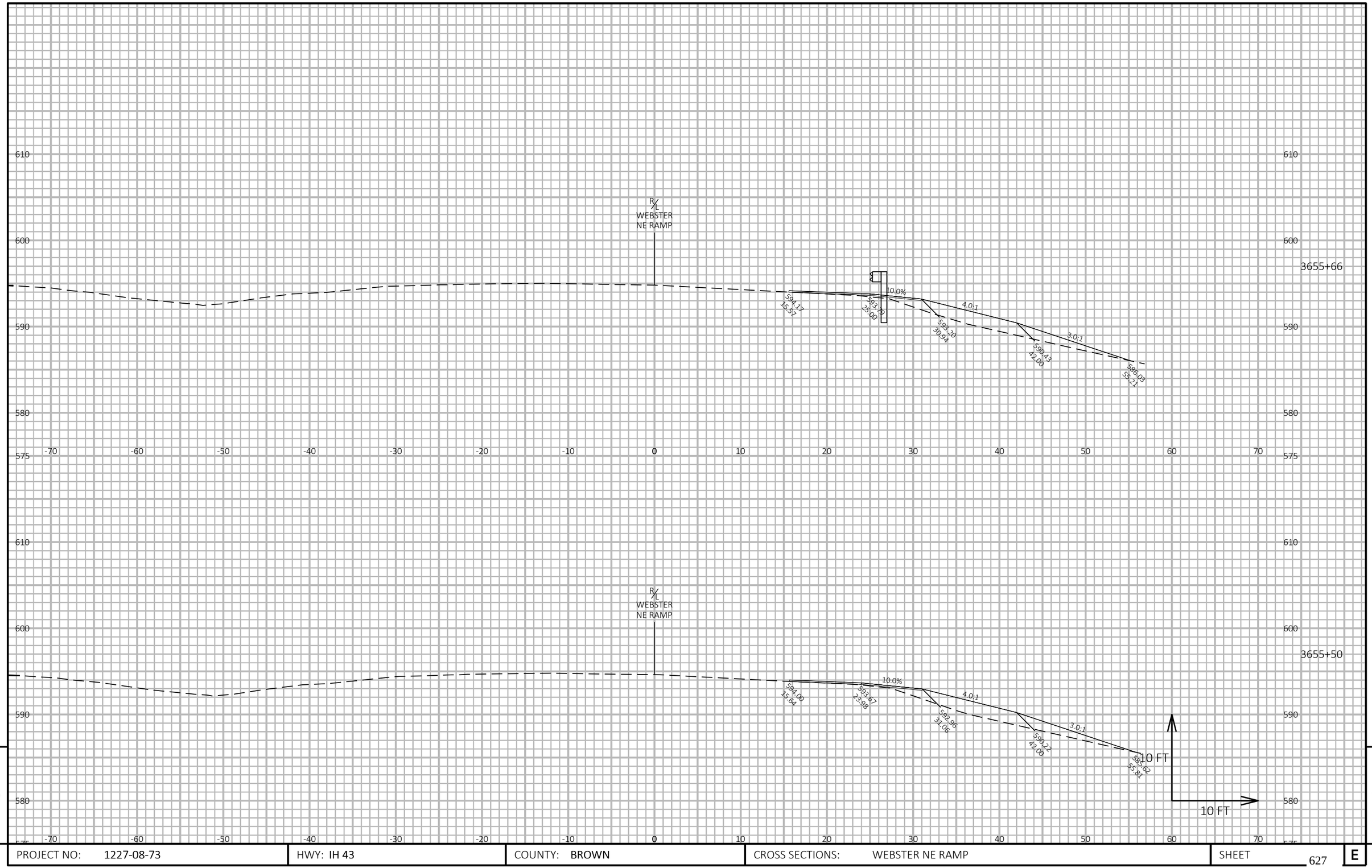
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WIS 54_57 EB CONNECTOR	SHEET 626	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 18

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

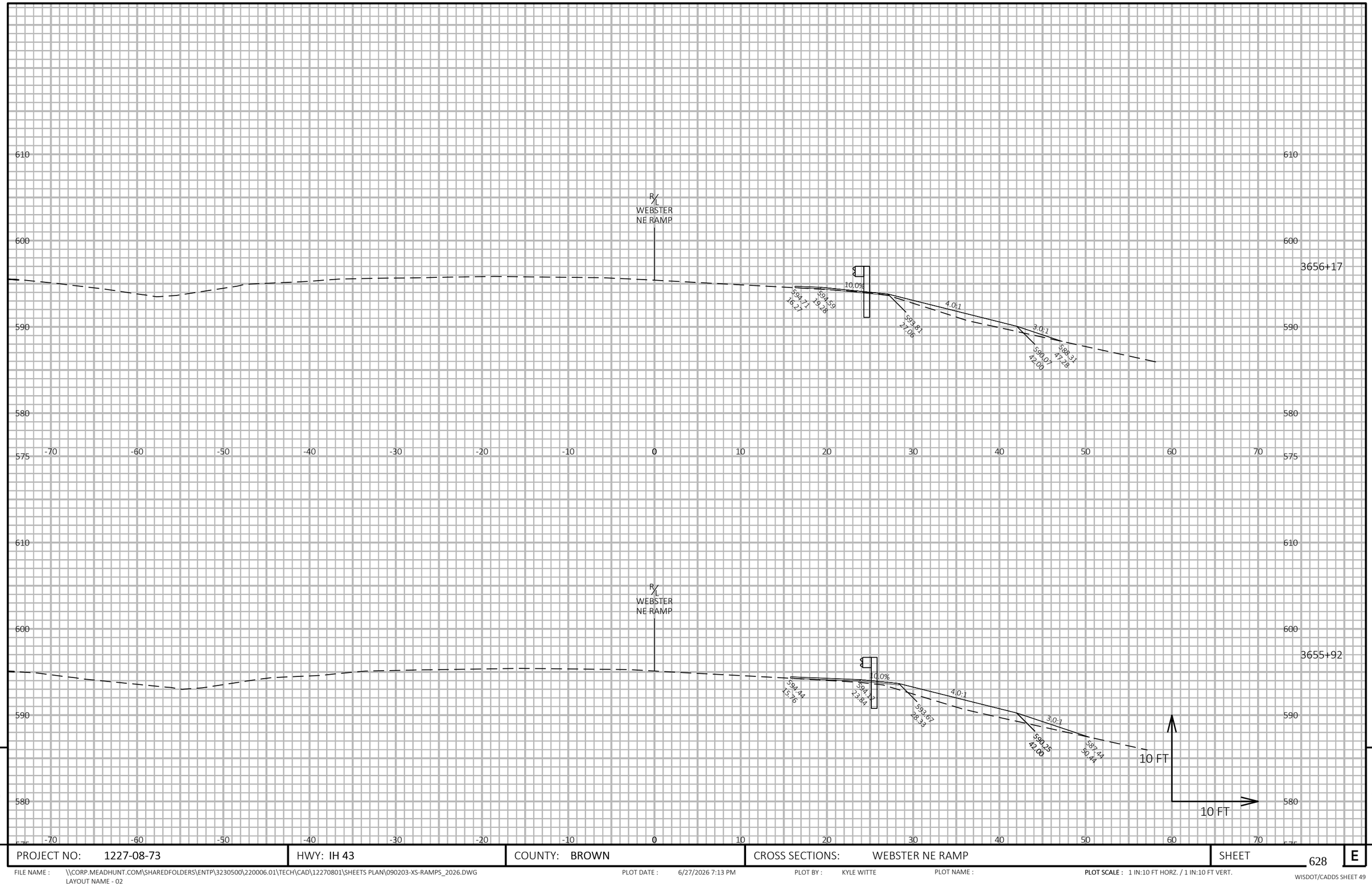
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER NE RAMP	SHEET 627	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 01

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

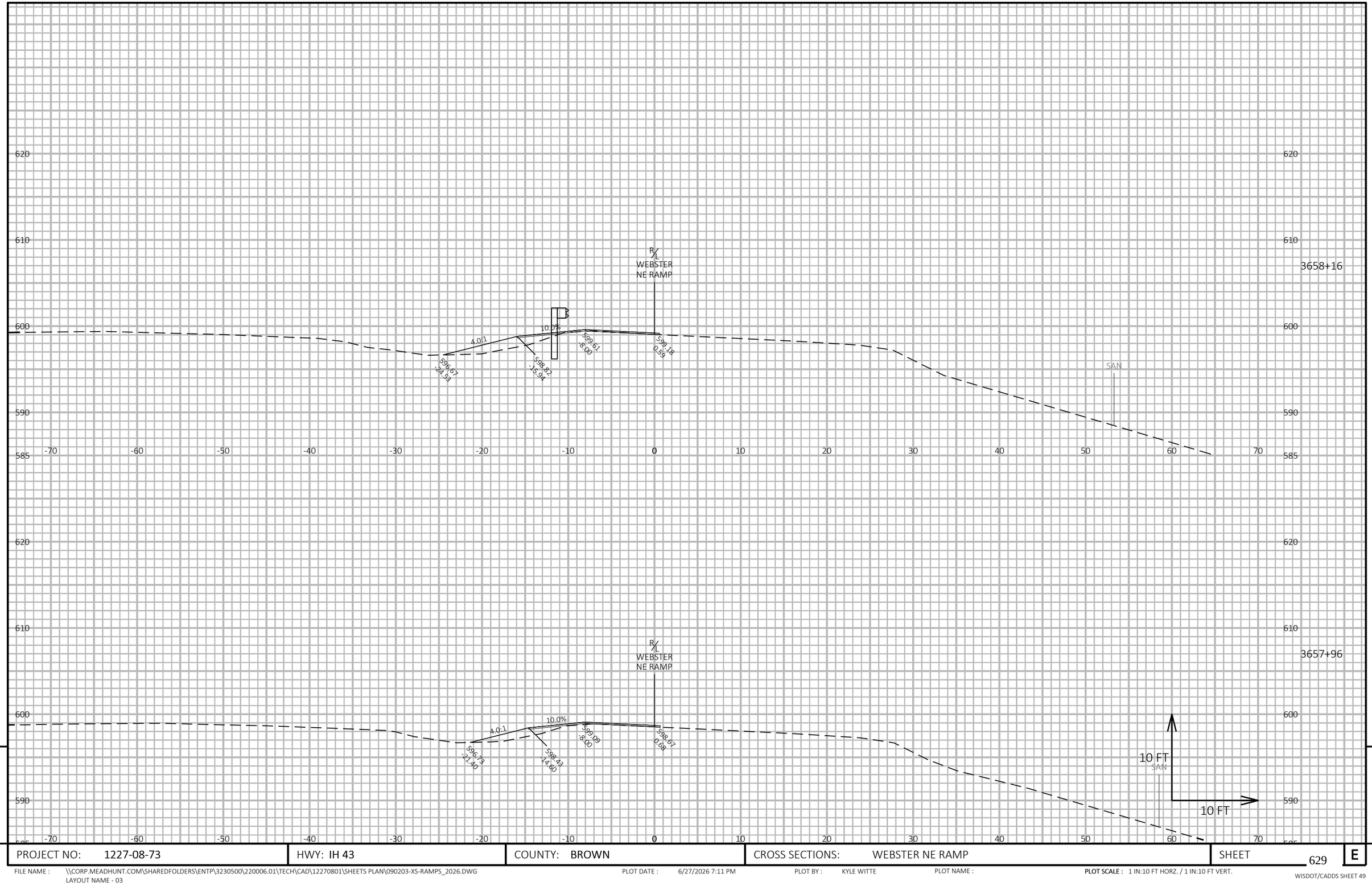


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER NE RAMP	SHEET 628	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 02

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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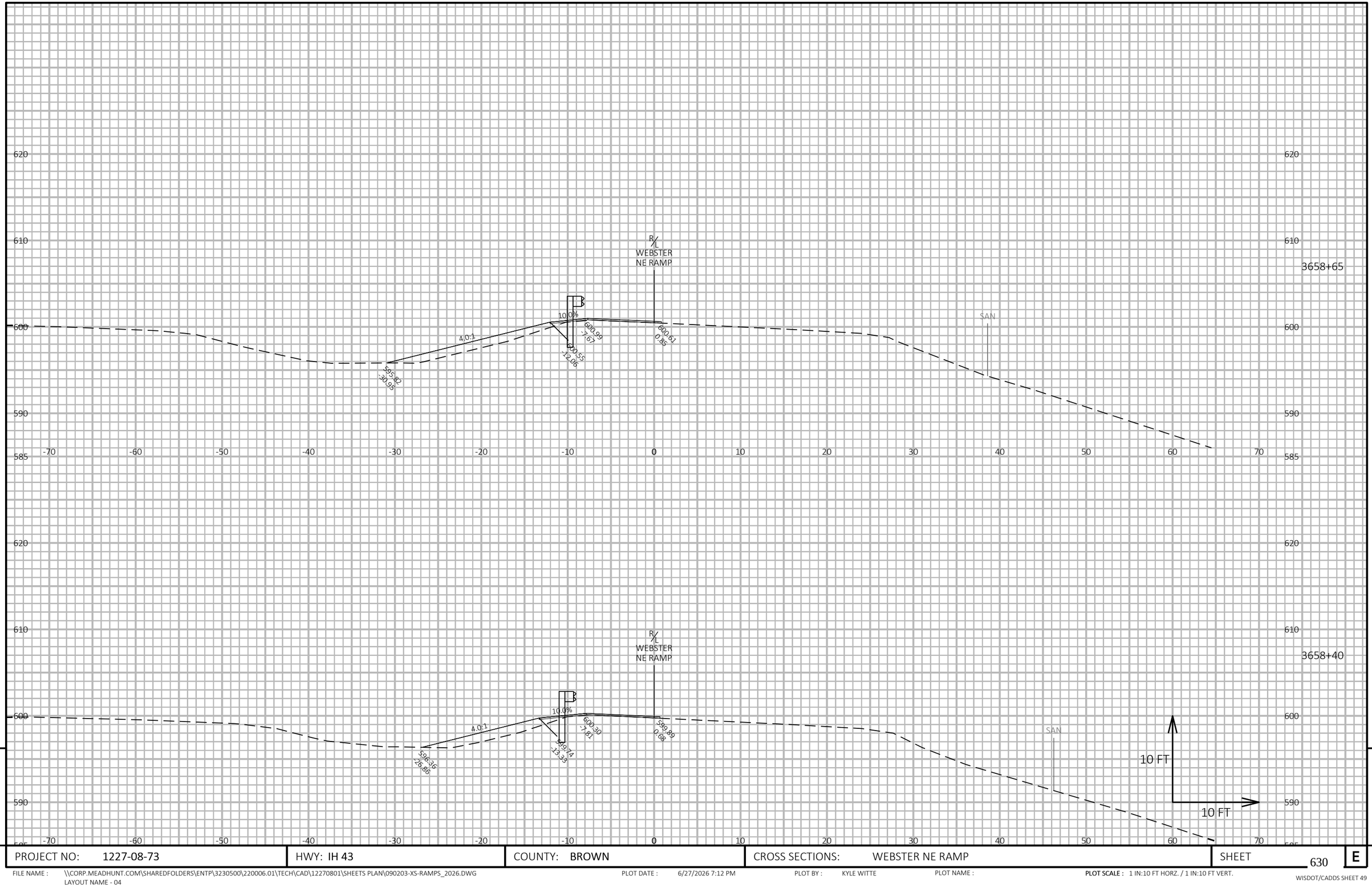
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER NE RAMP	SHEET 629	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 03

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

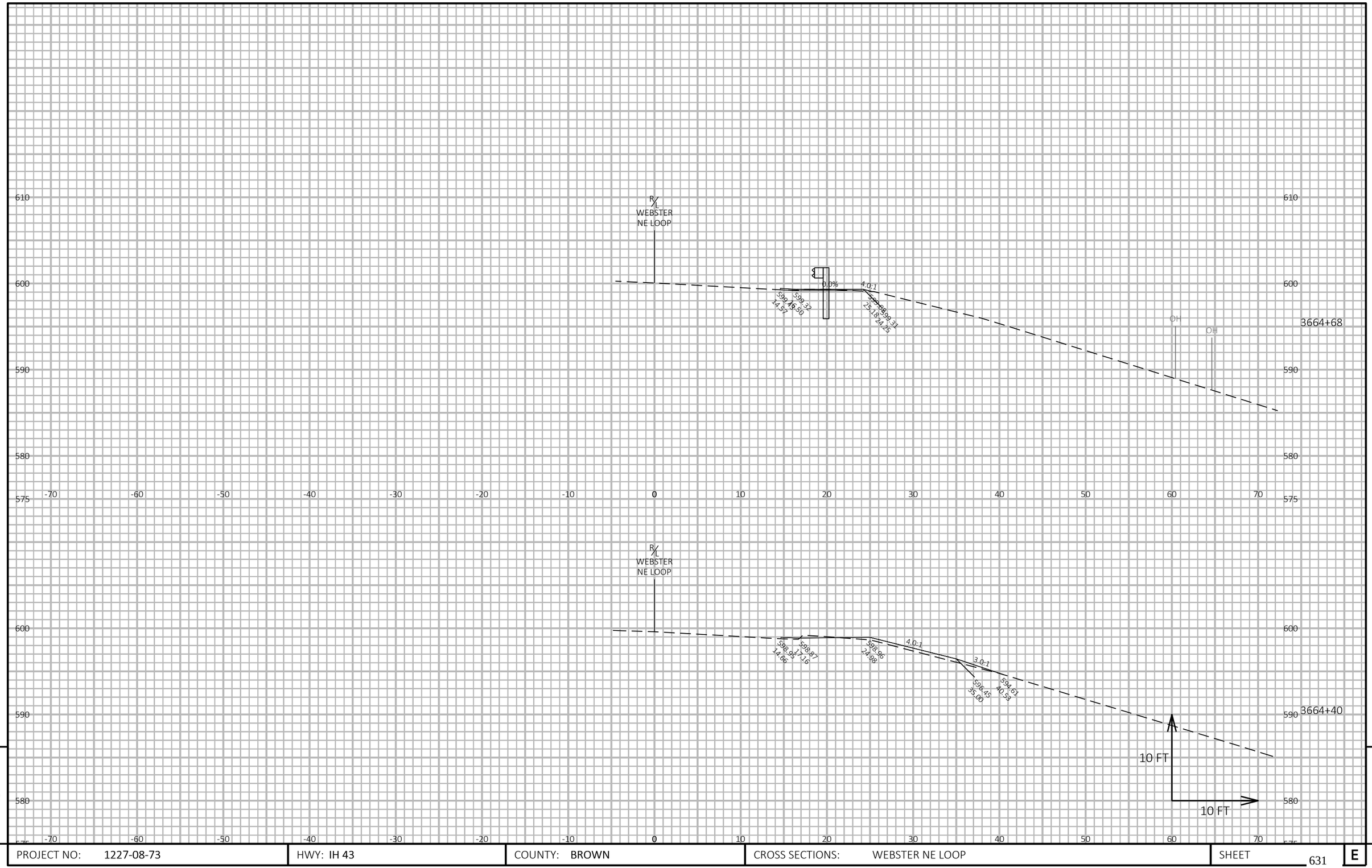
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER NE RAMP	SHEET 630	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 04

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

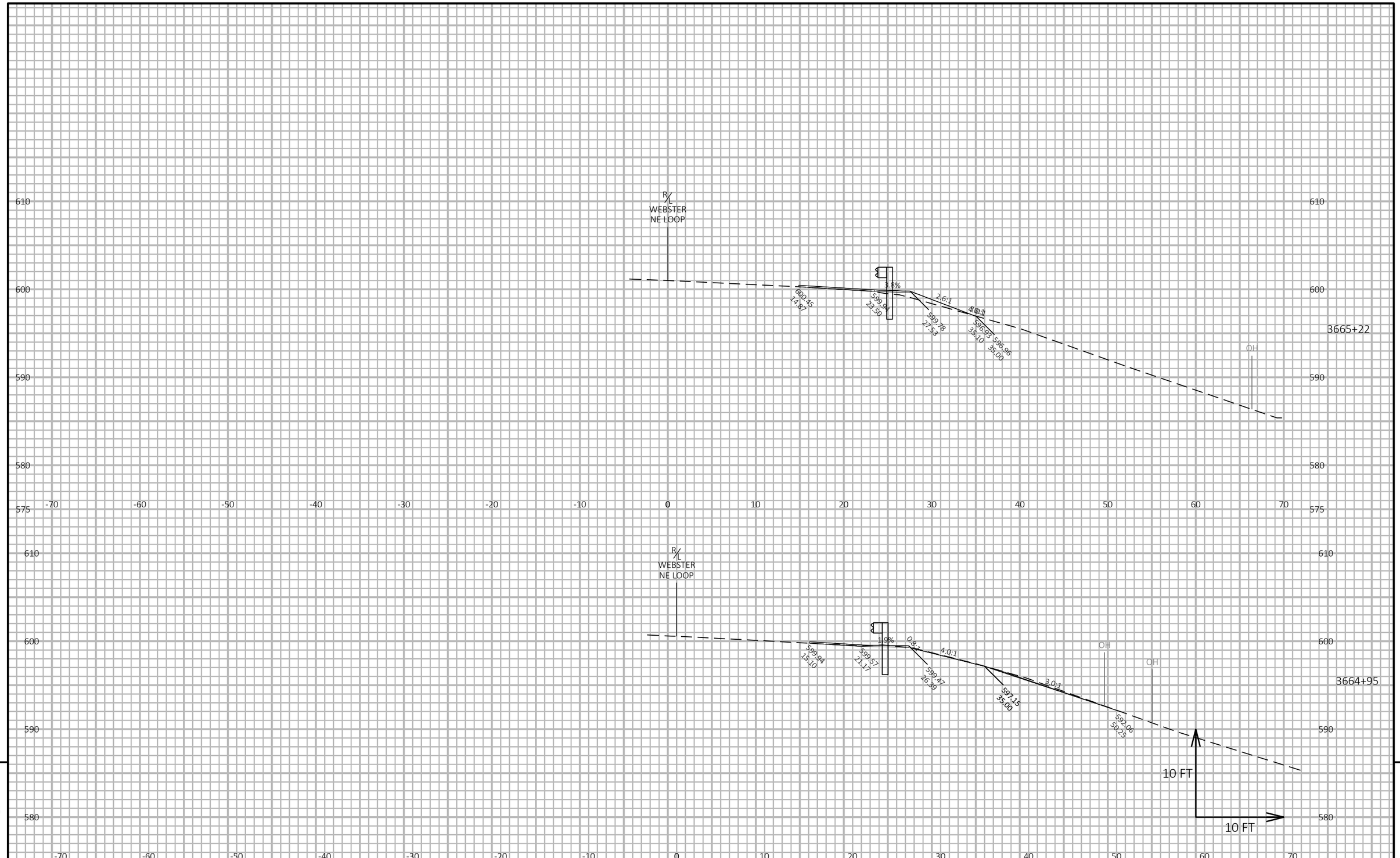
9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER NE LOOP	SHEET 631	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 21

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

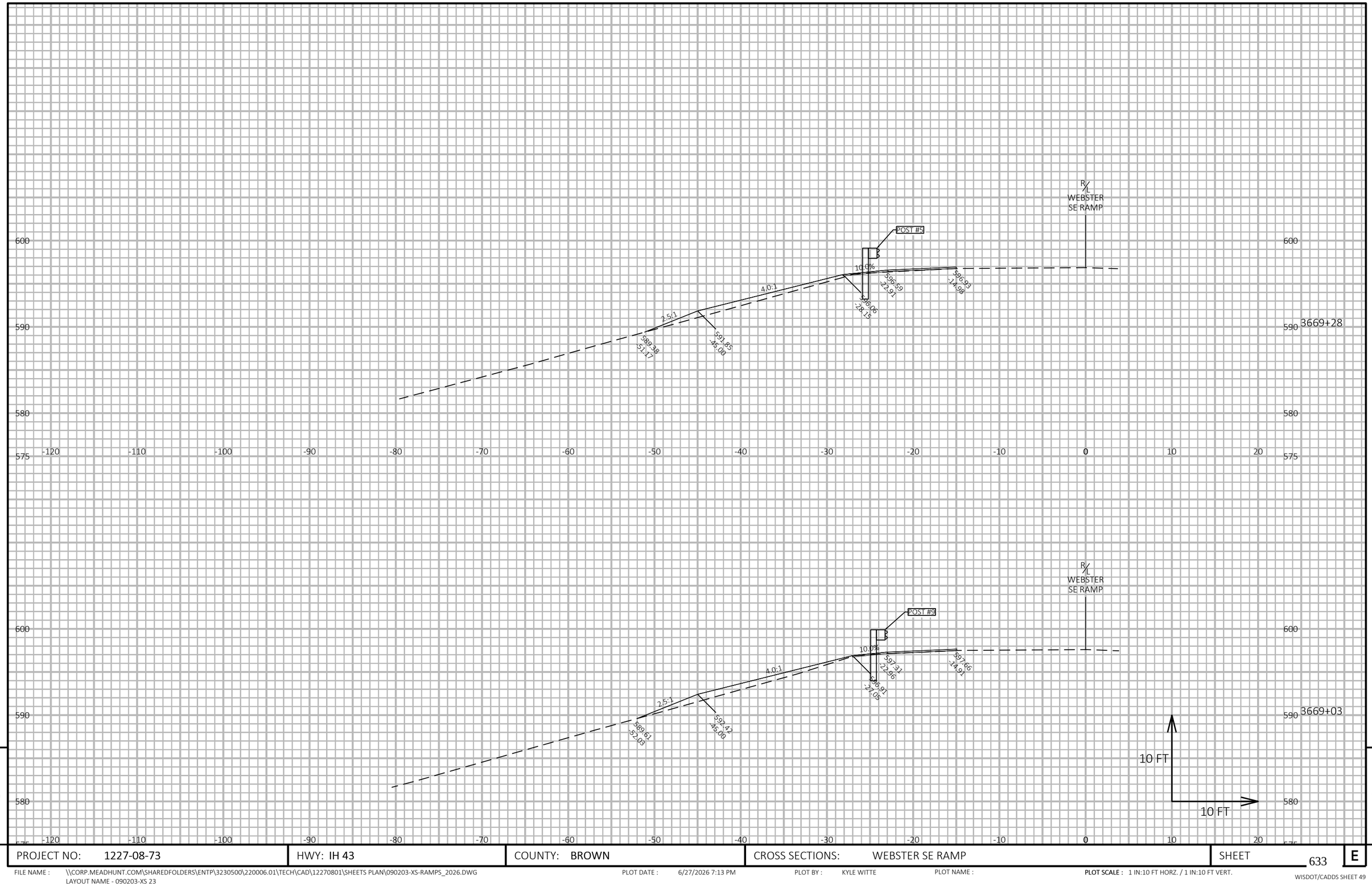
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER NE LOOP	SHEET 632	E

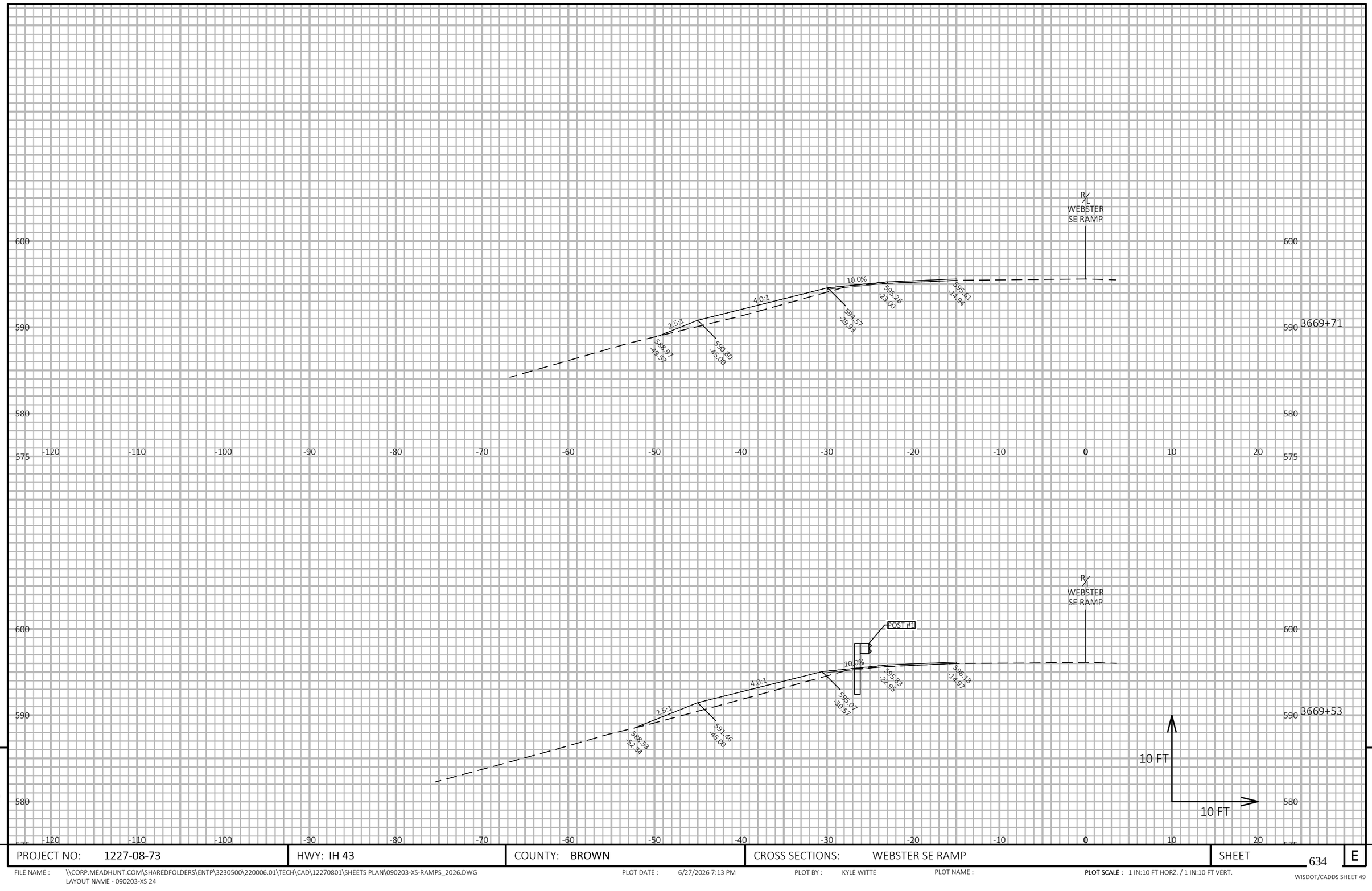


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER SE RAMP	SHEET 633	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 23

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

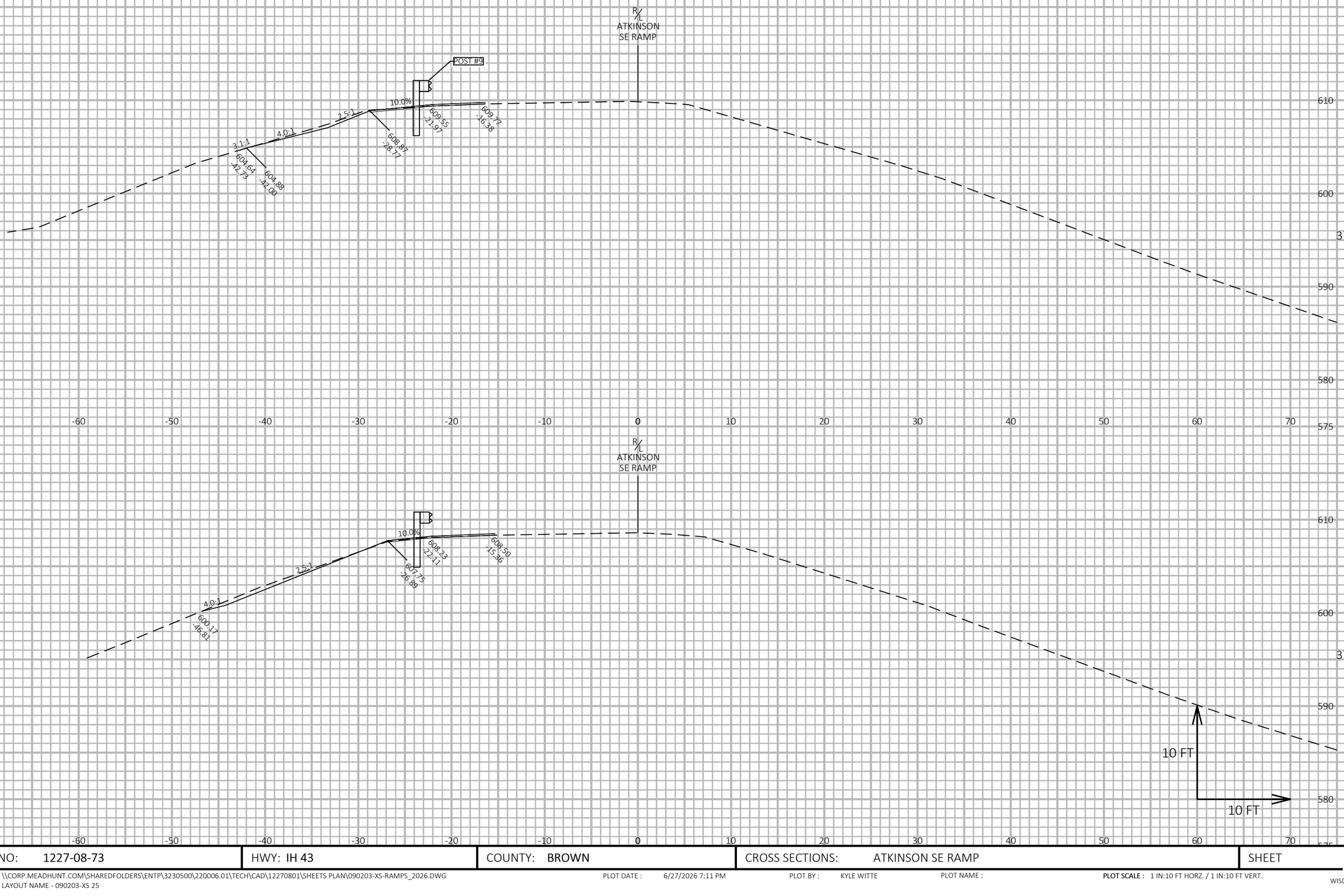


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: WEBSTER SE RAMP	SHEET 634	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 24

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

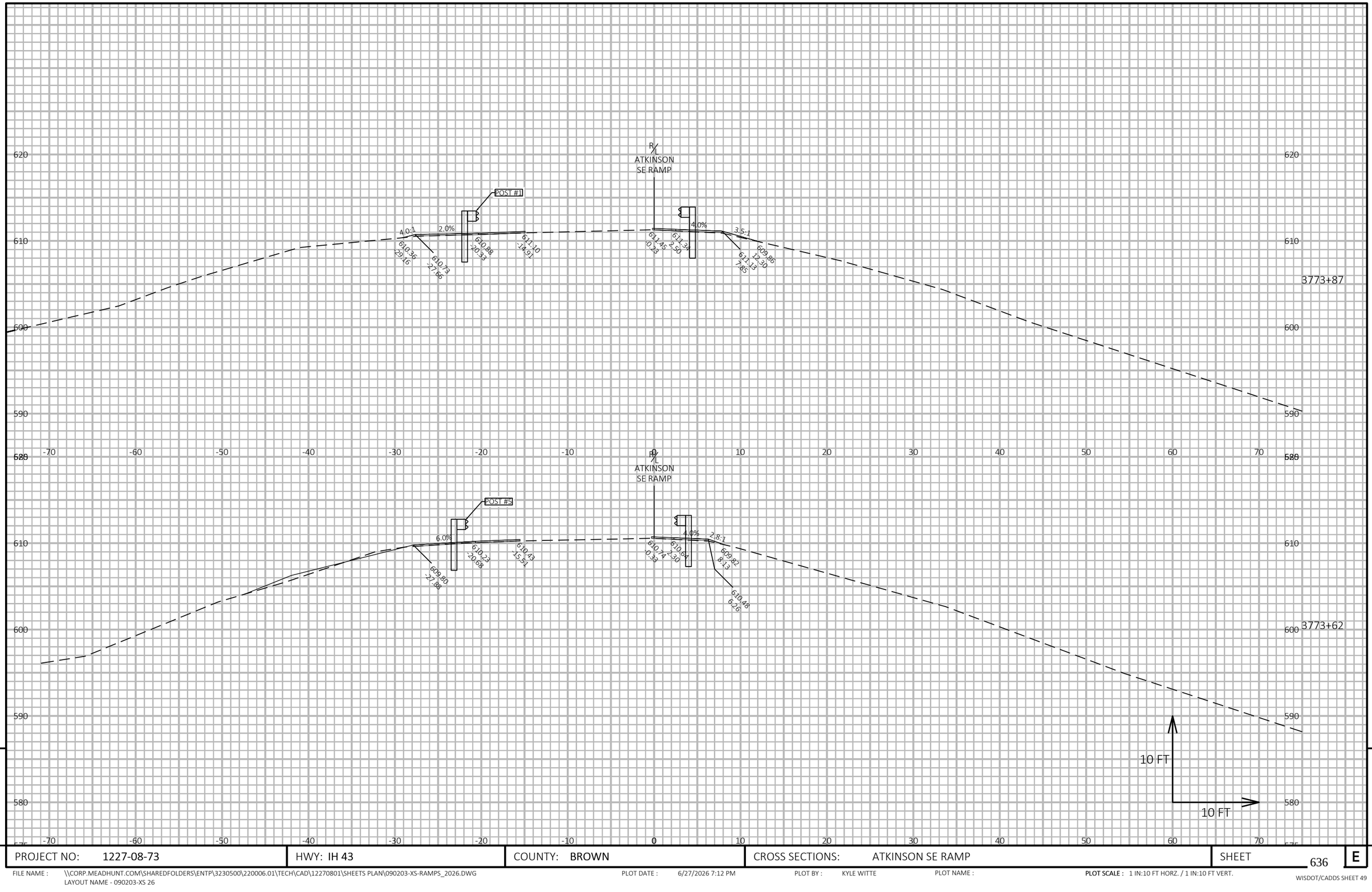
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SE RAMP	SHEET 635	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 25

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

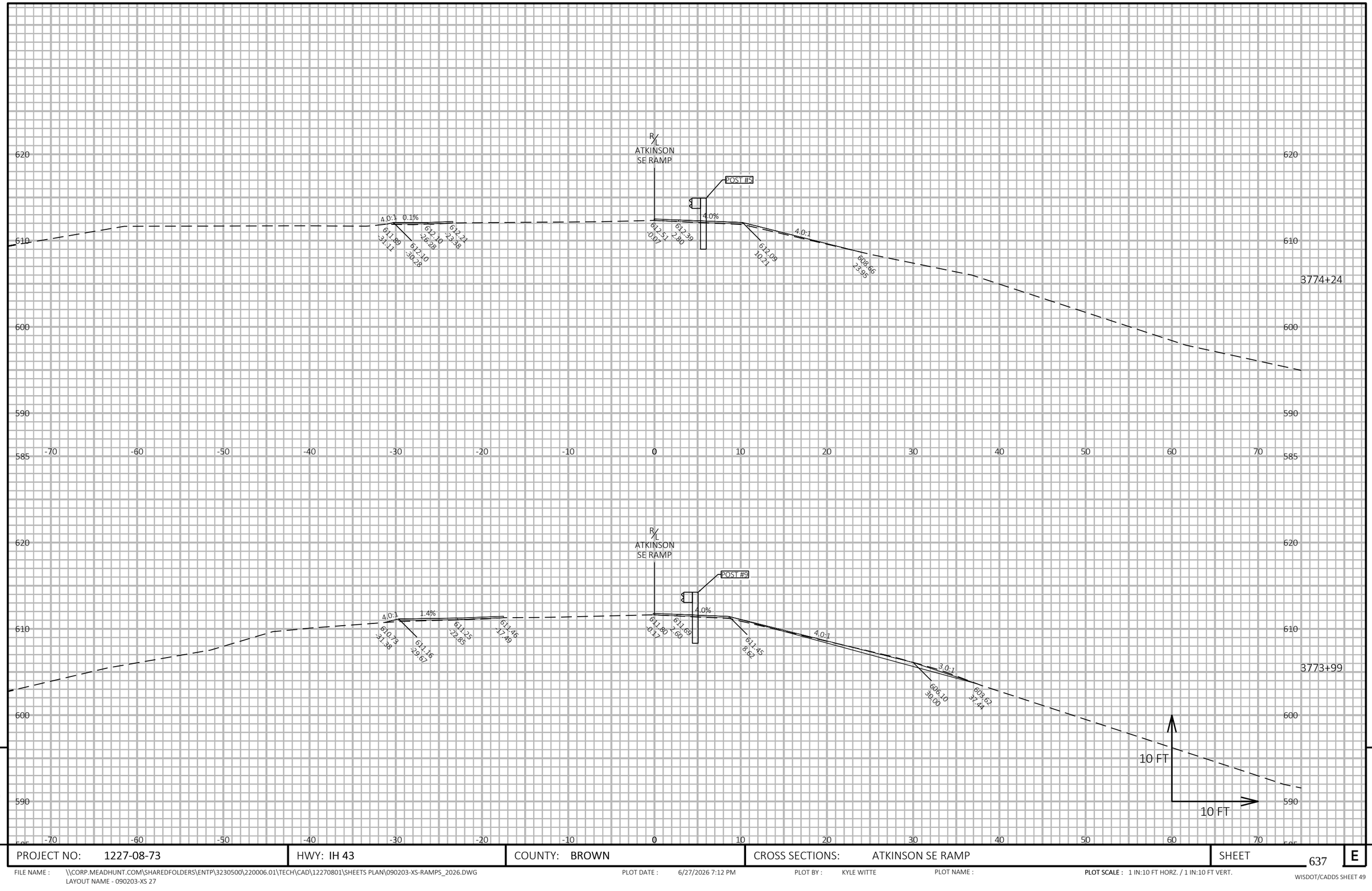


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SE RAMP	SHEET 636	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 26

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

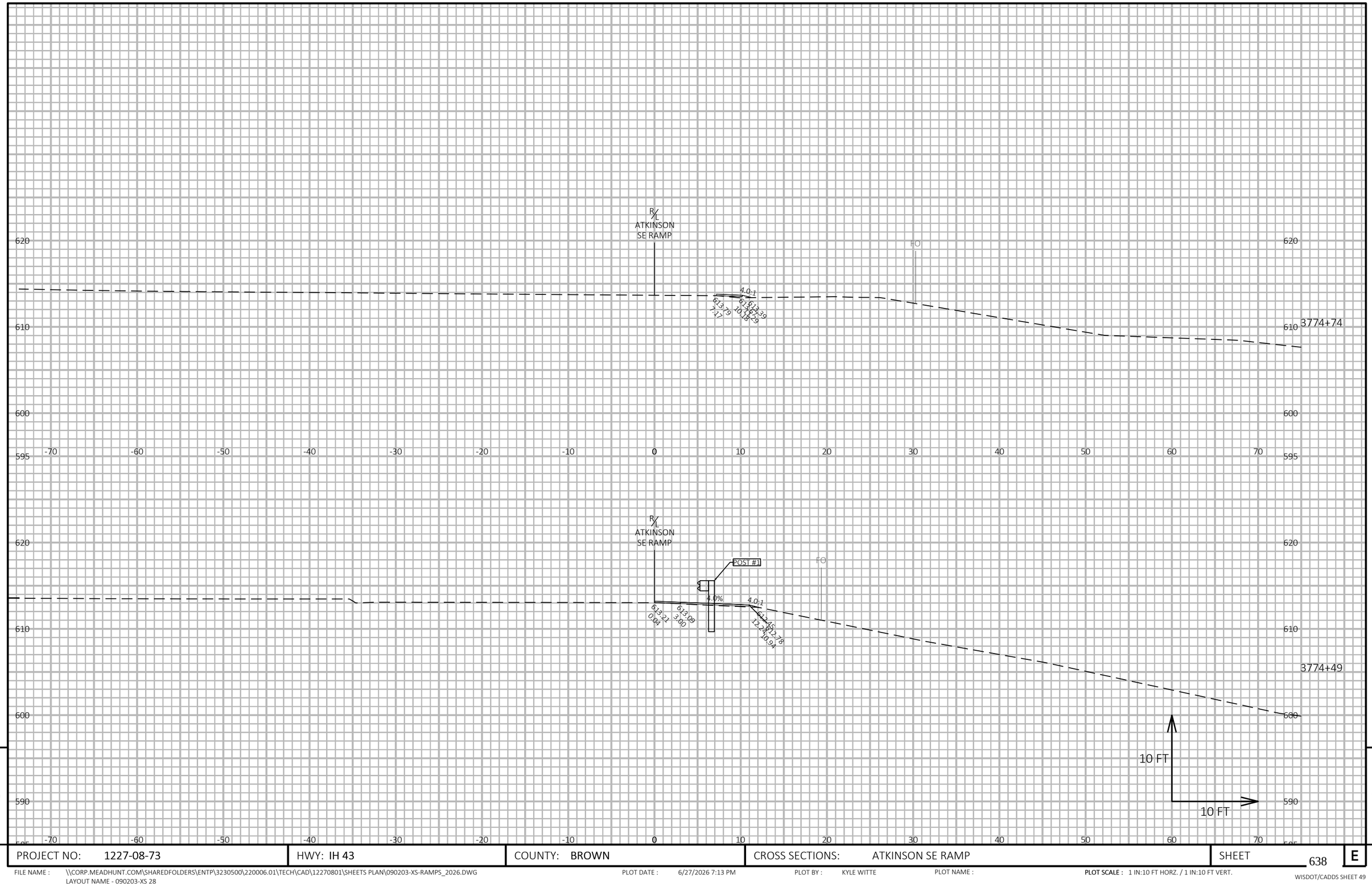


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SE RAMP	SHEET 637	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 27

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

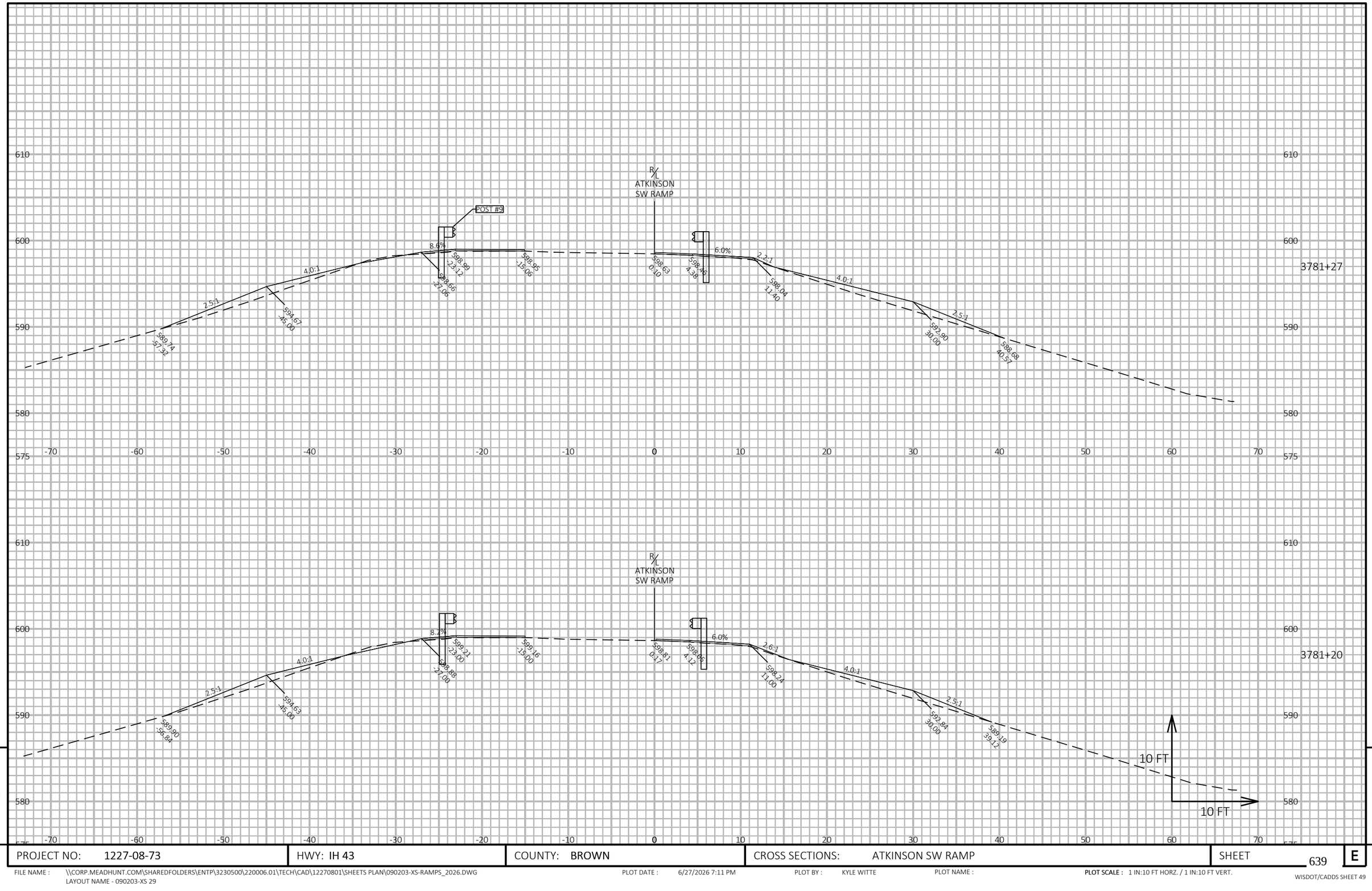
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SE RAMP	SHEET 638	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 28

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

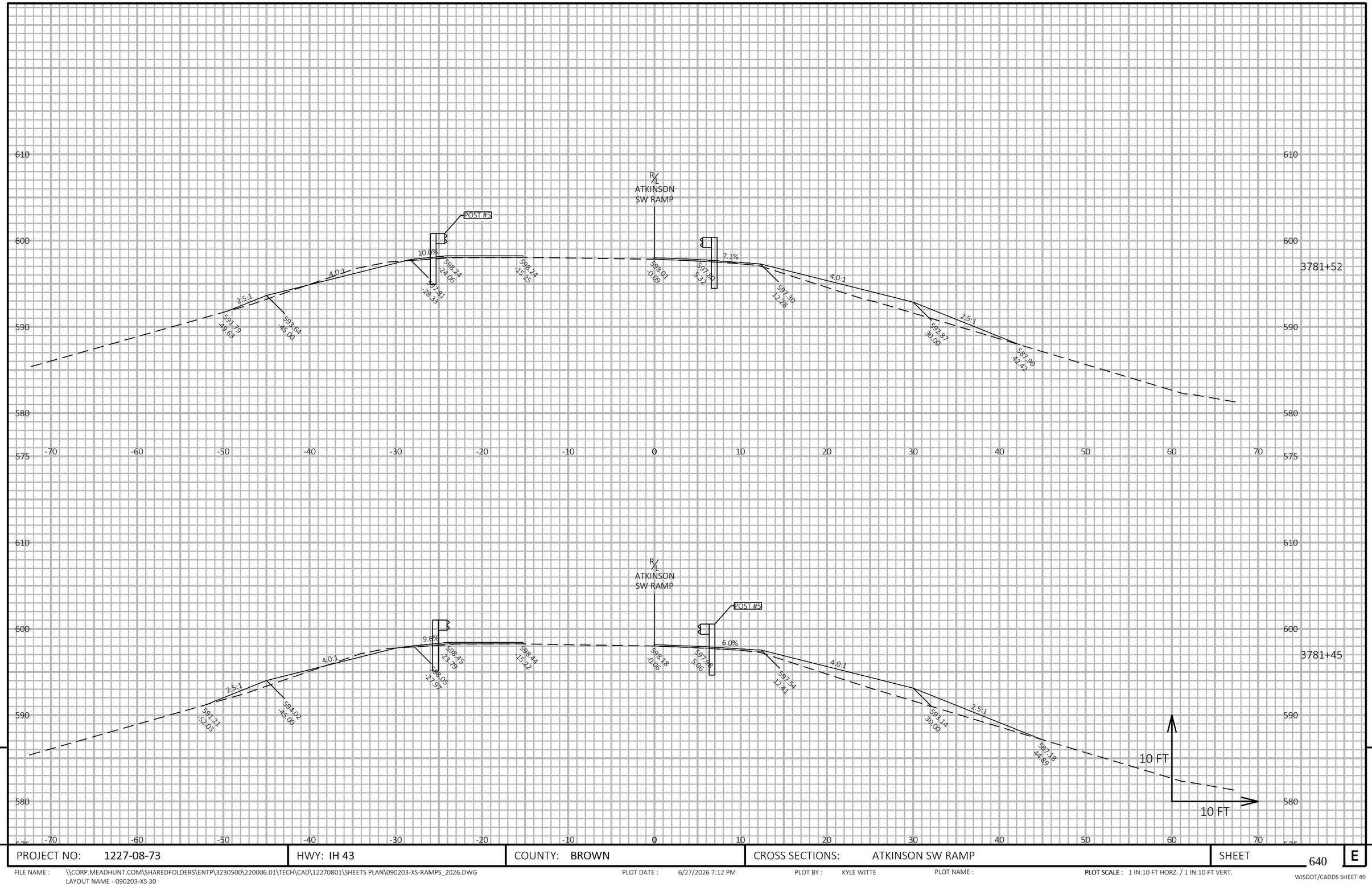
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SW RAMP	SHEET 639	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 29

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

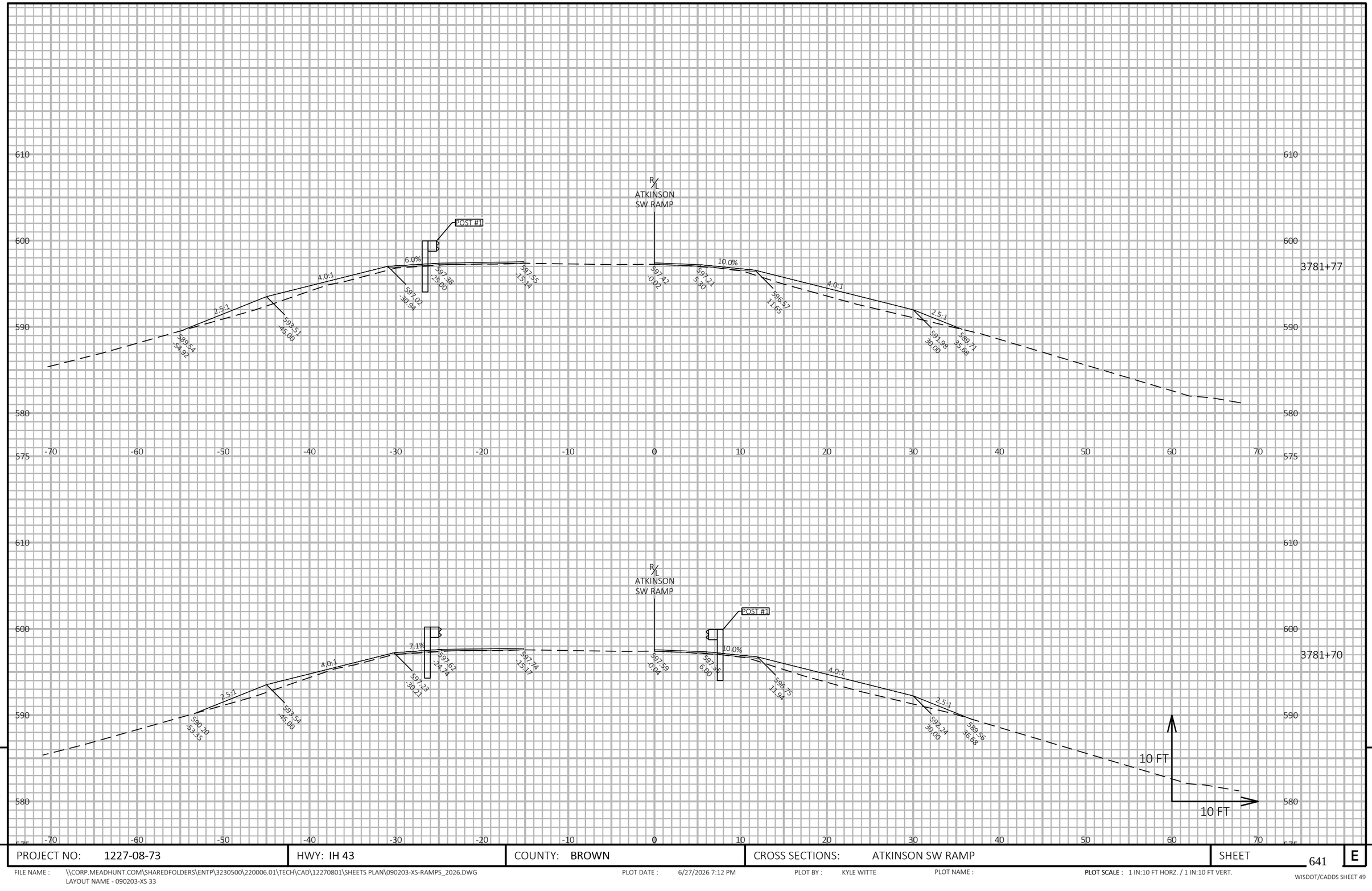


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SW RAMP	SHEET 640	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 30

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

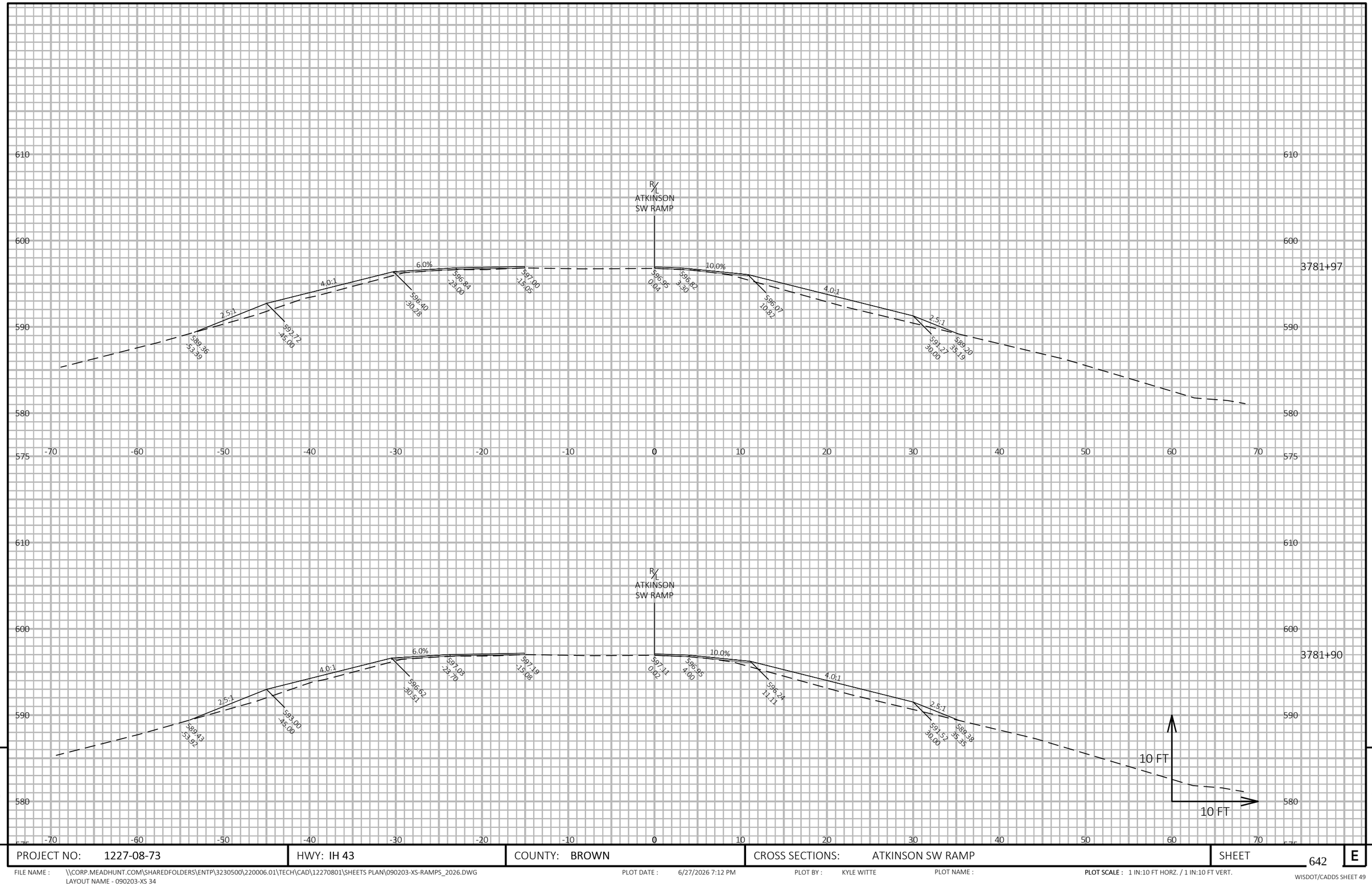


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SW RAMP	SHEET 641	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 33

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

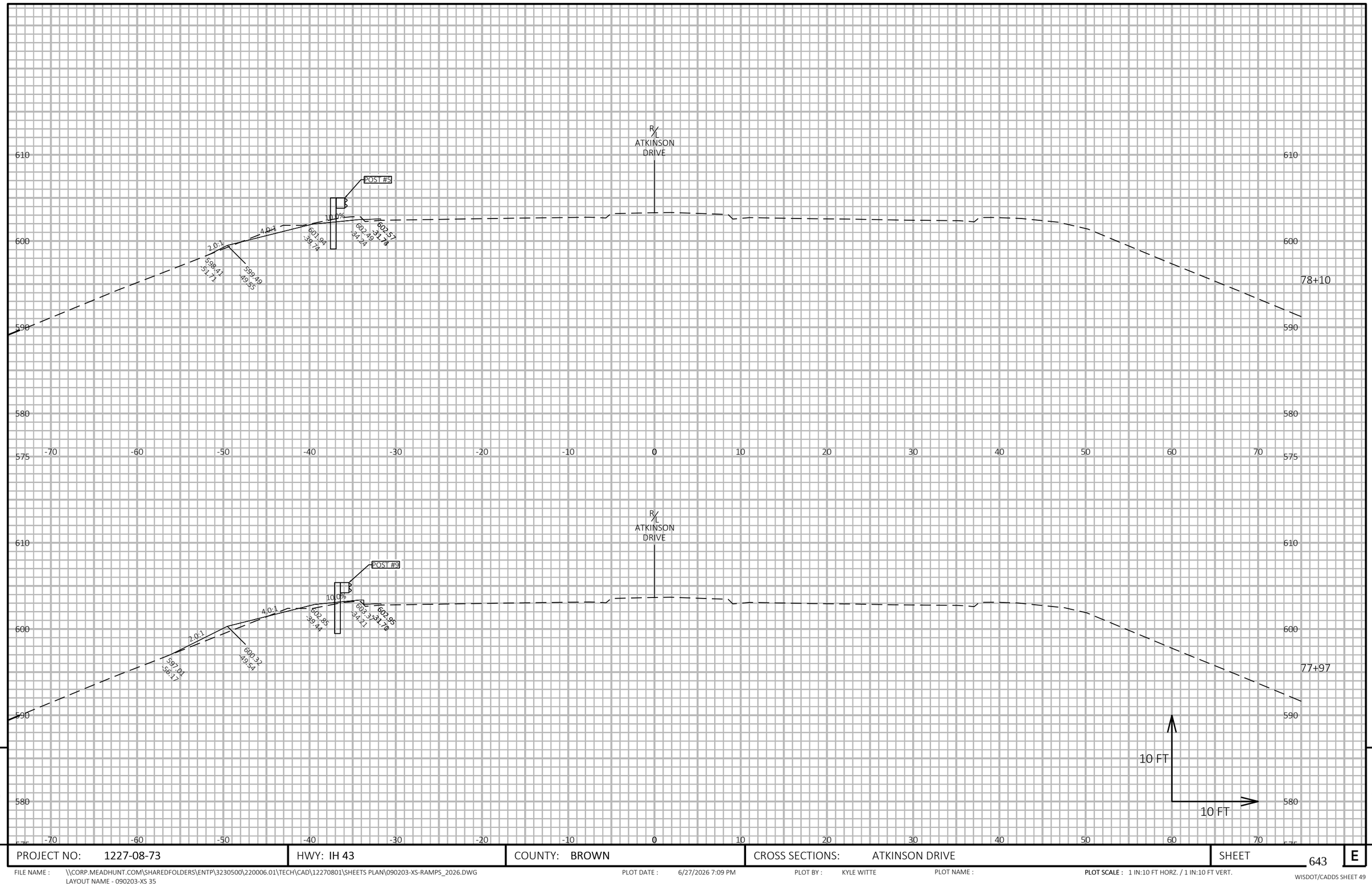


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON SW RAMP	SHEET 642	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 34

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

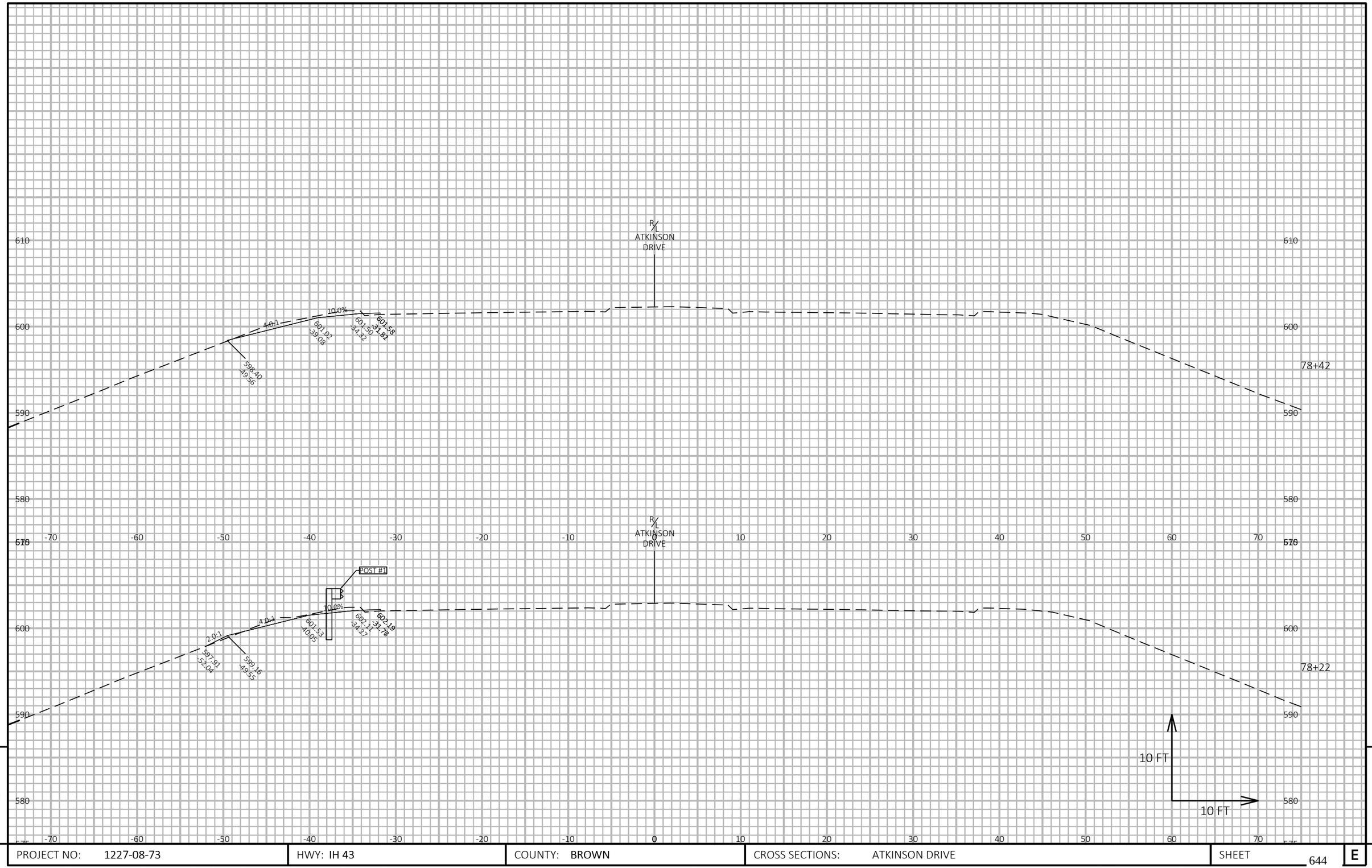


9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON DRIVE	SHEET 643	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 35
PLOT DATE : 6/27/2026 7:09 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

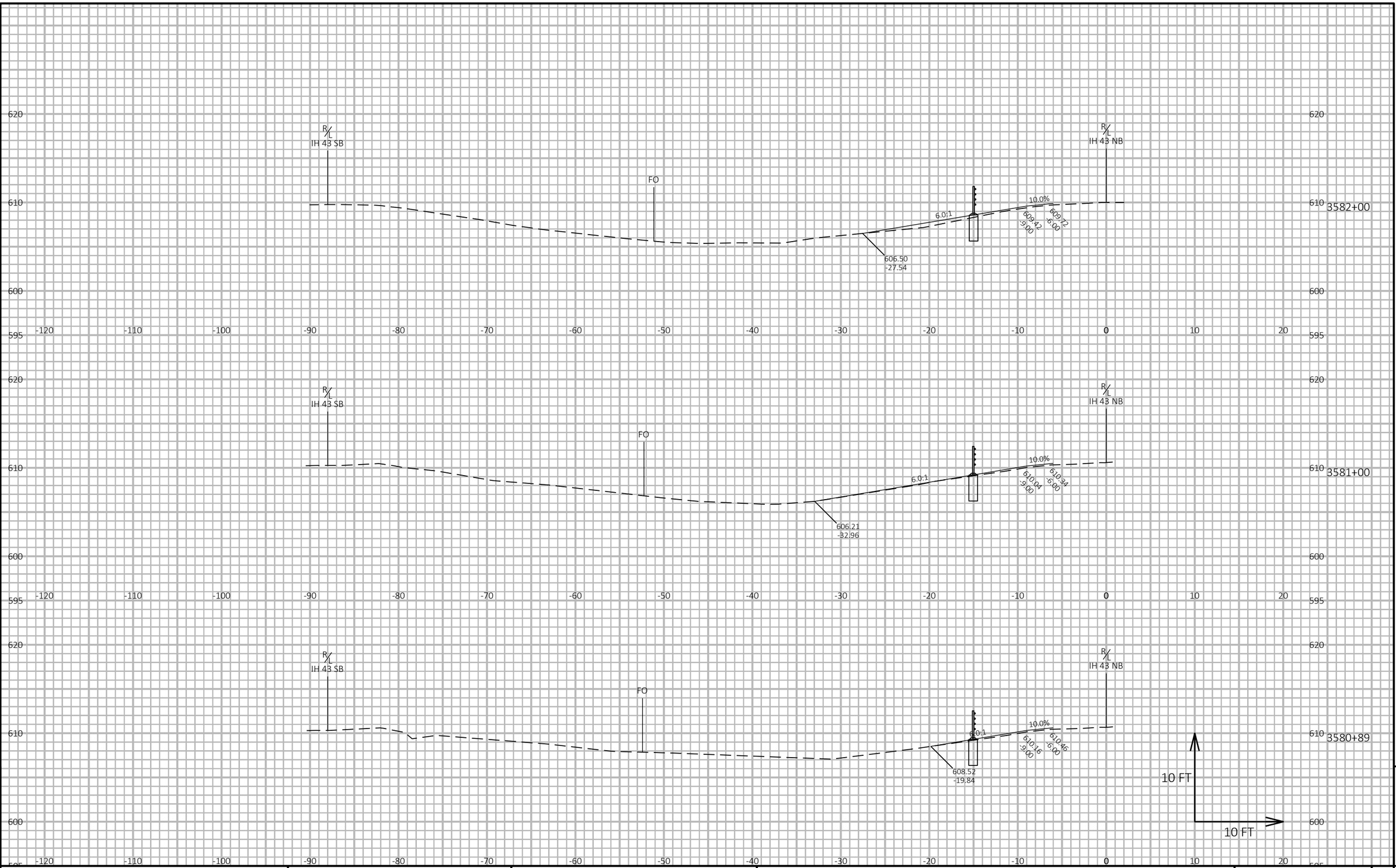


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: ATKINSON DRIVE	SHEET 644 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090203-XS-RAMPS_2026.DWG
LAYOUT NAME - 090203-XS 36

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

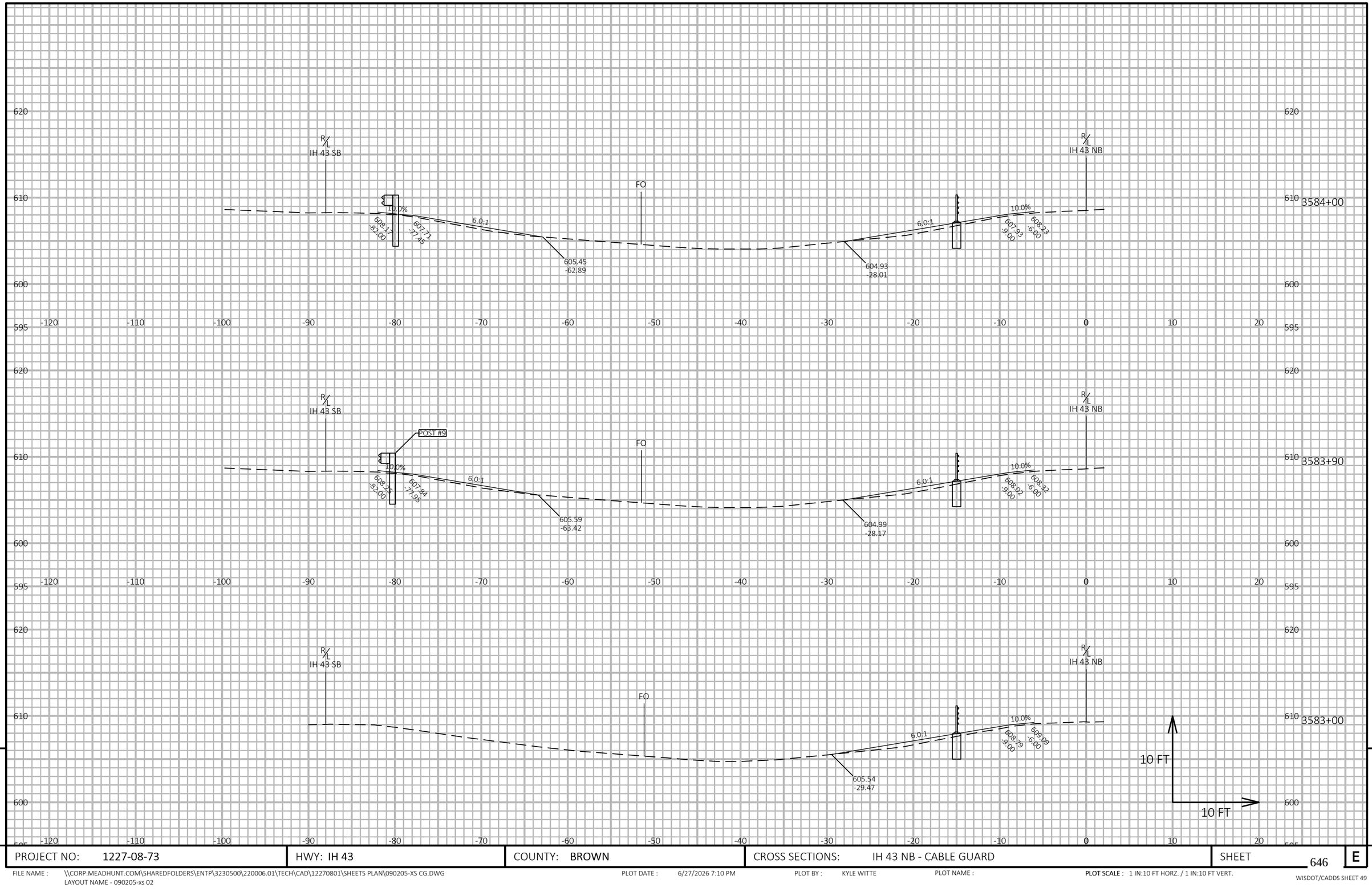
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 645	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 01

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

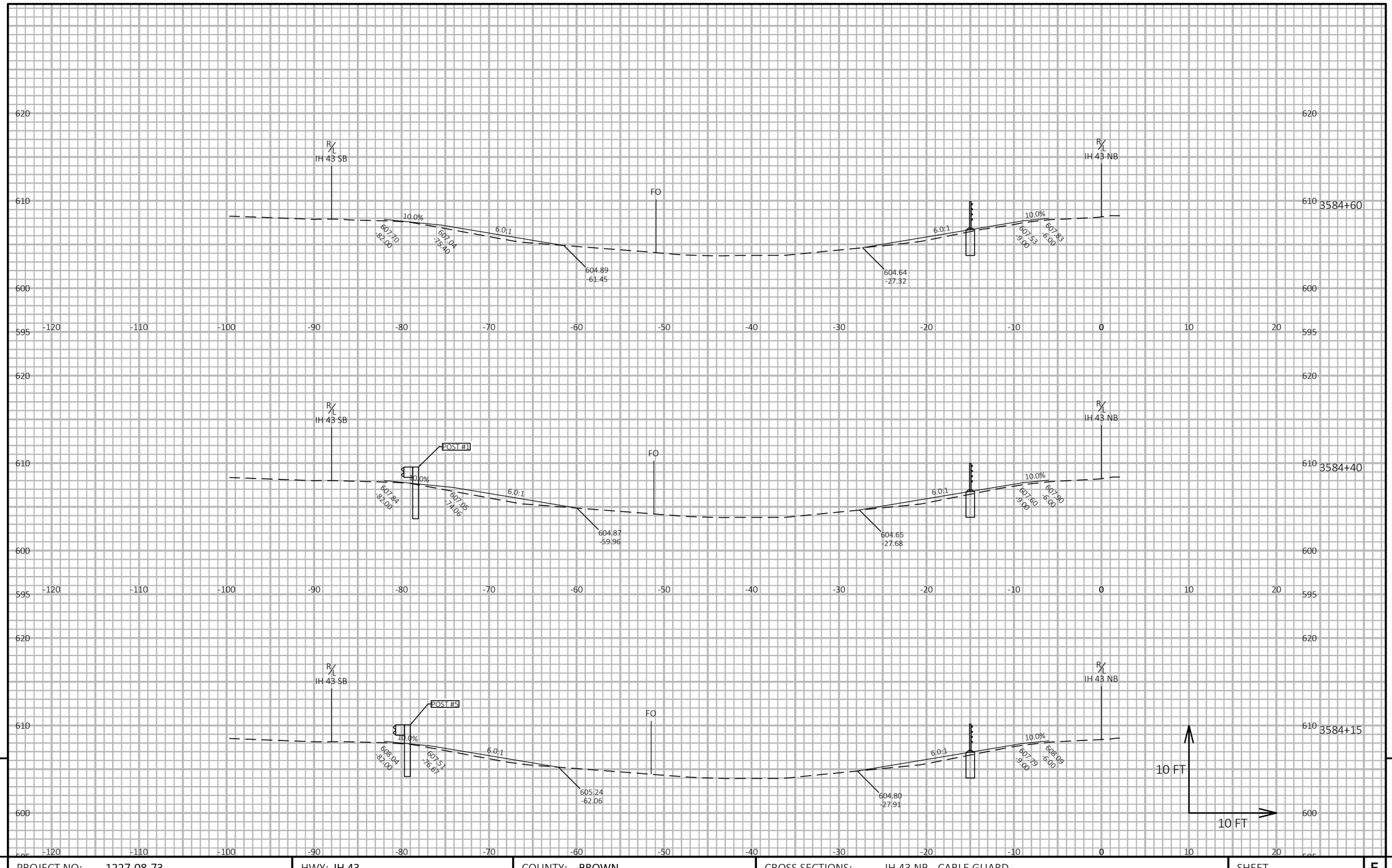


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 646	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 02

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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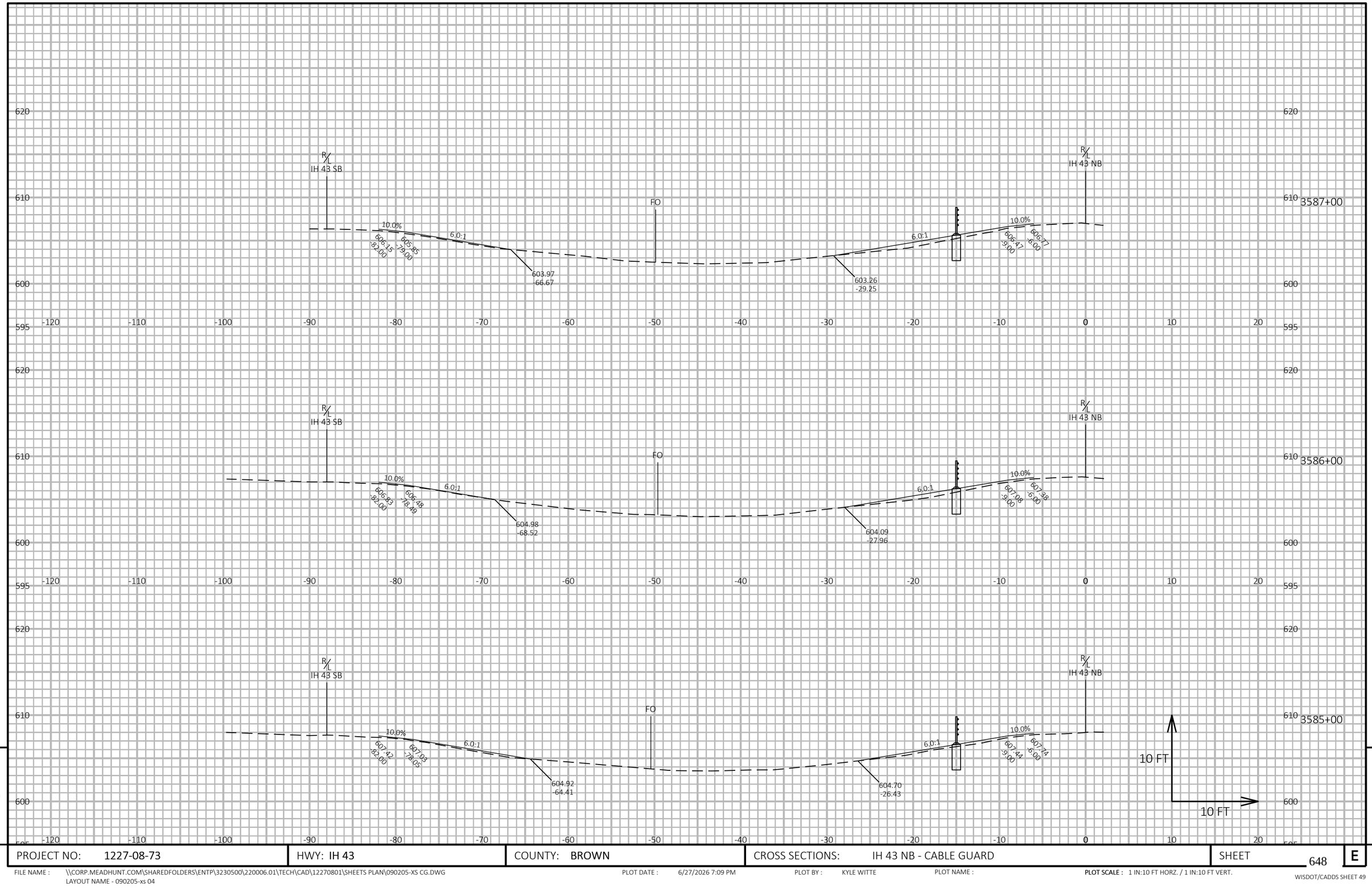
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 647	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 03

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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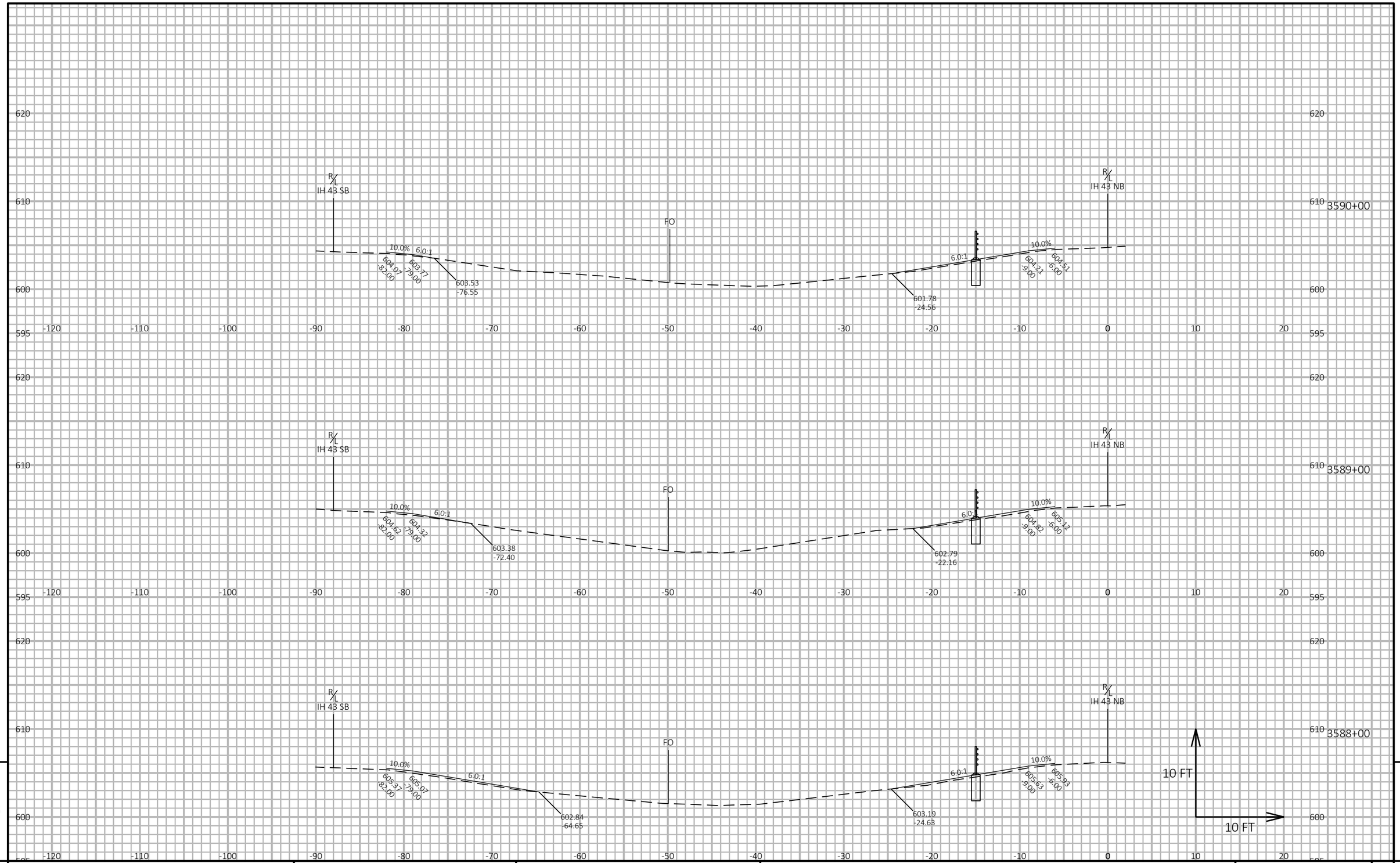
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 648	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 04

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

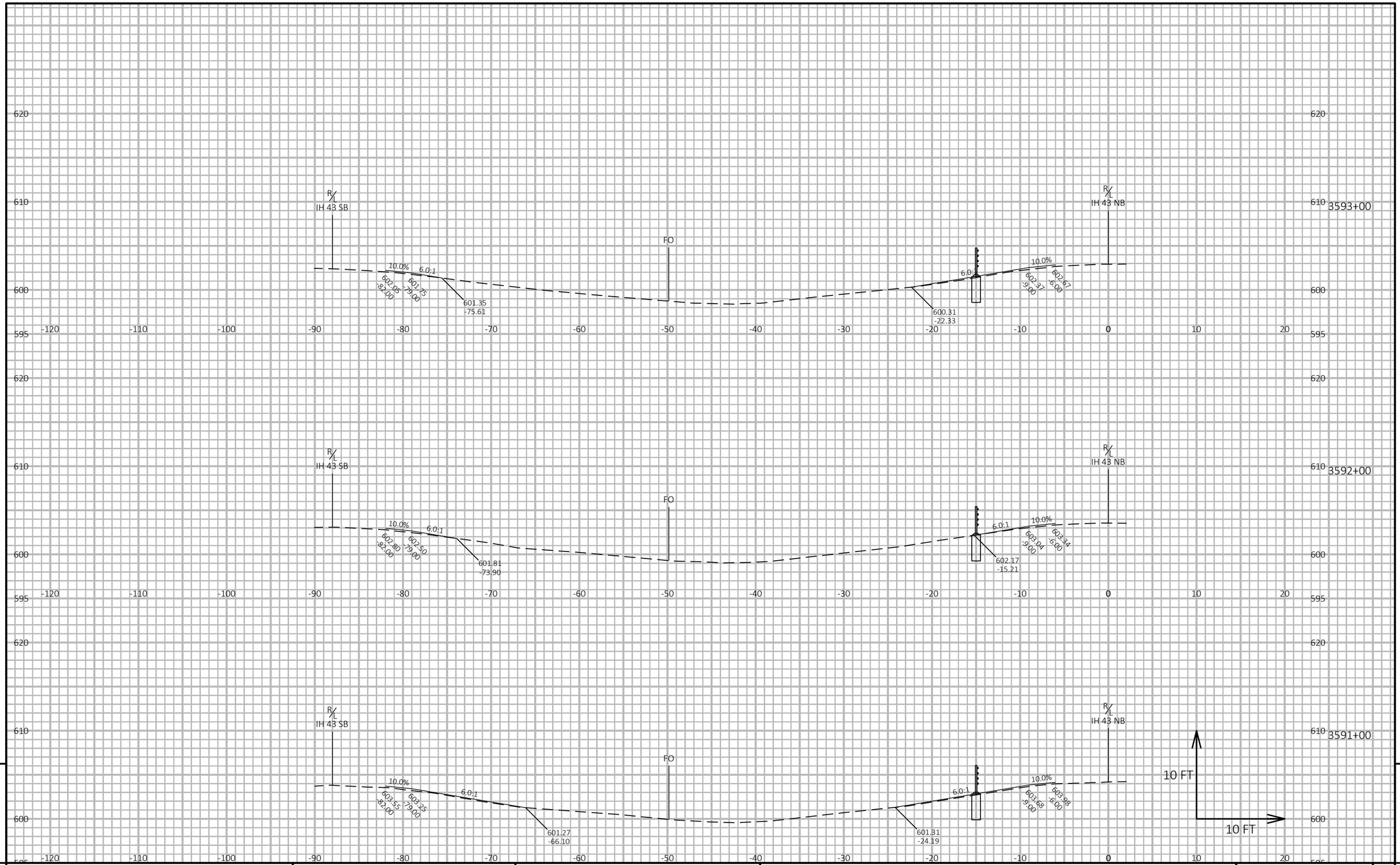
WISDOT/CADDS SHEET 49



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 649	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 05

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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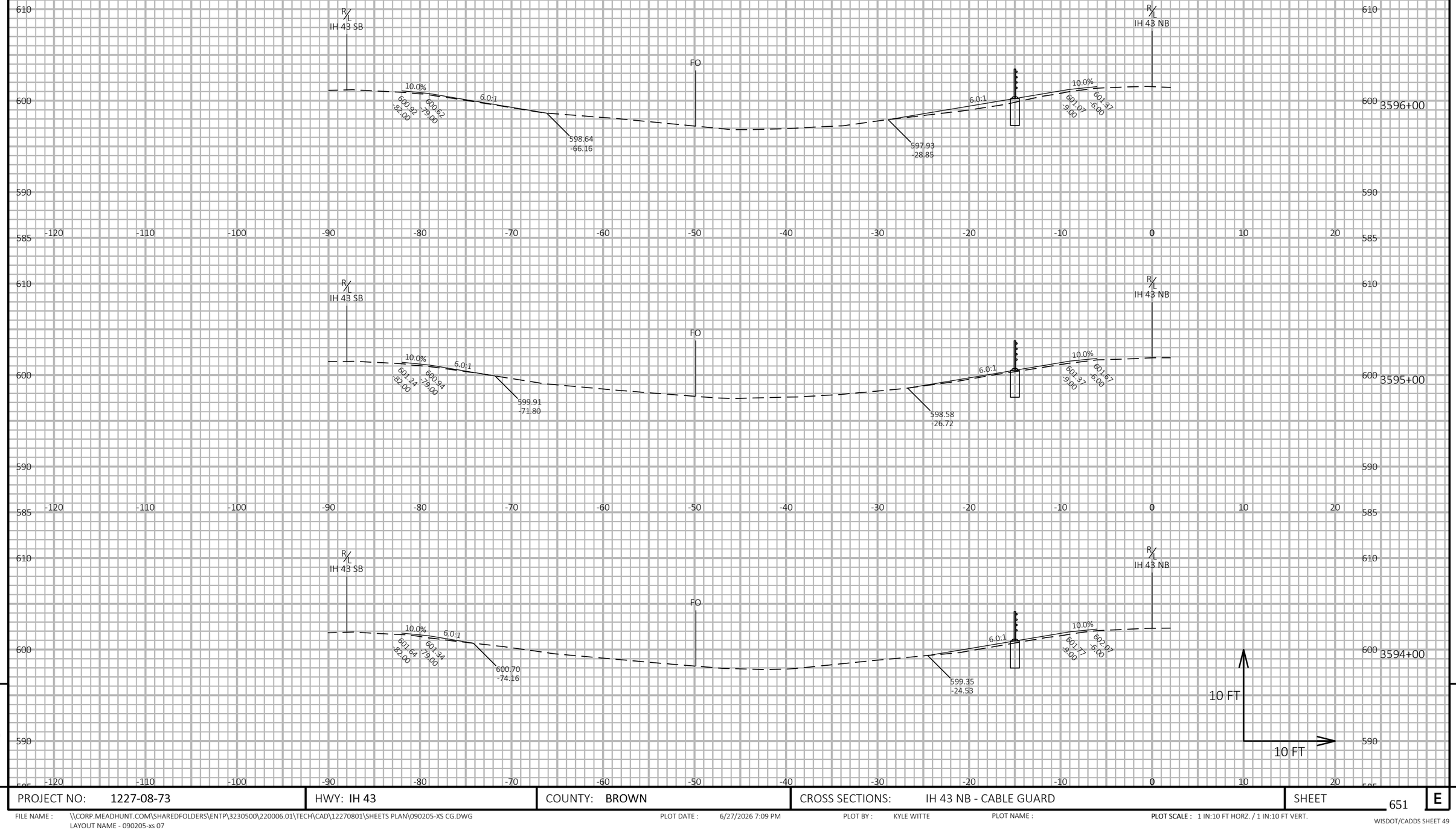
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 650	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 06

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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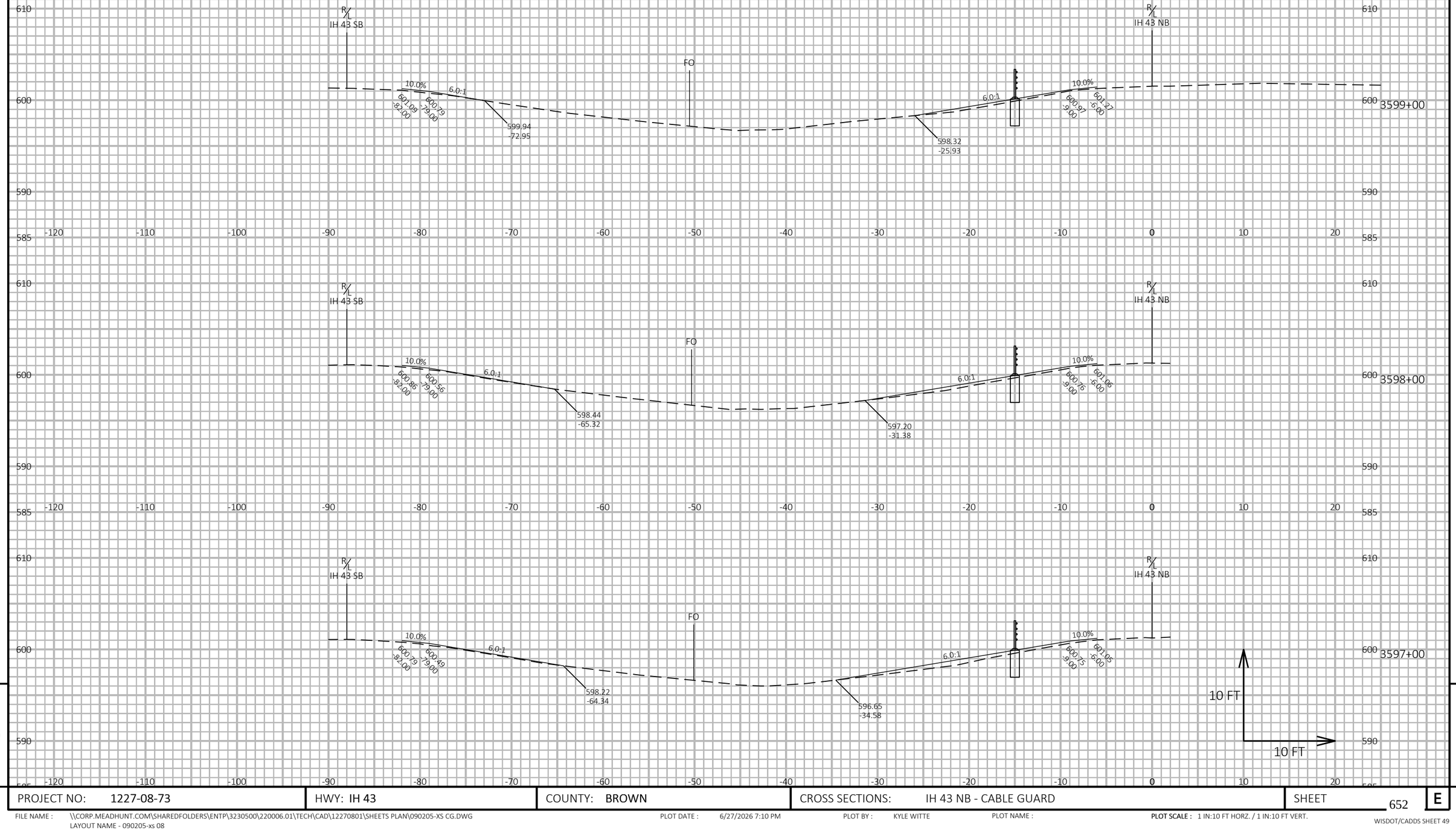
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 651	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 07

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

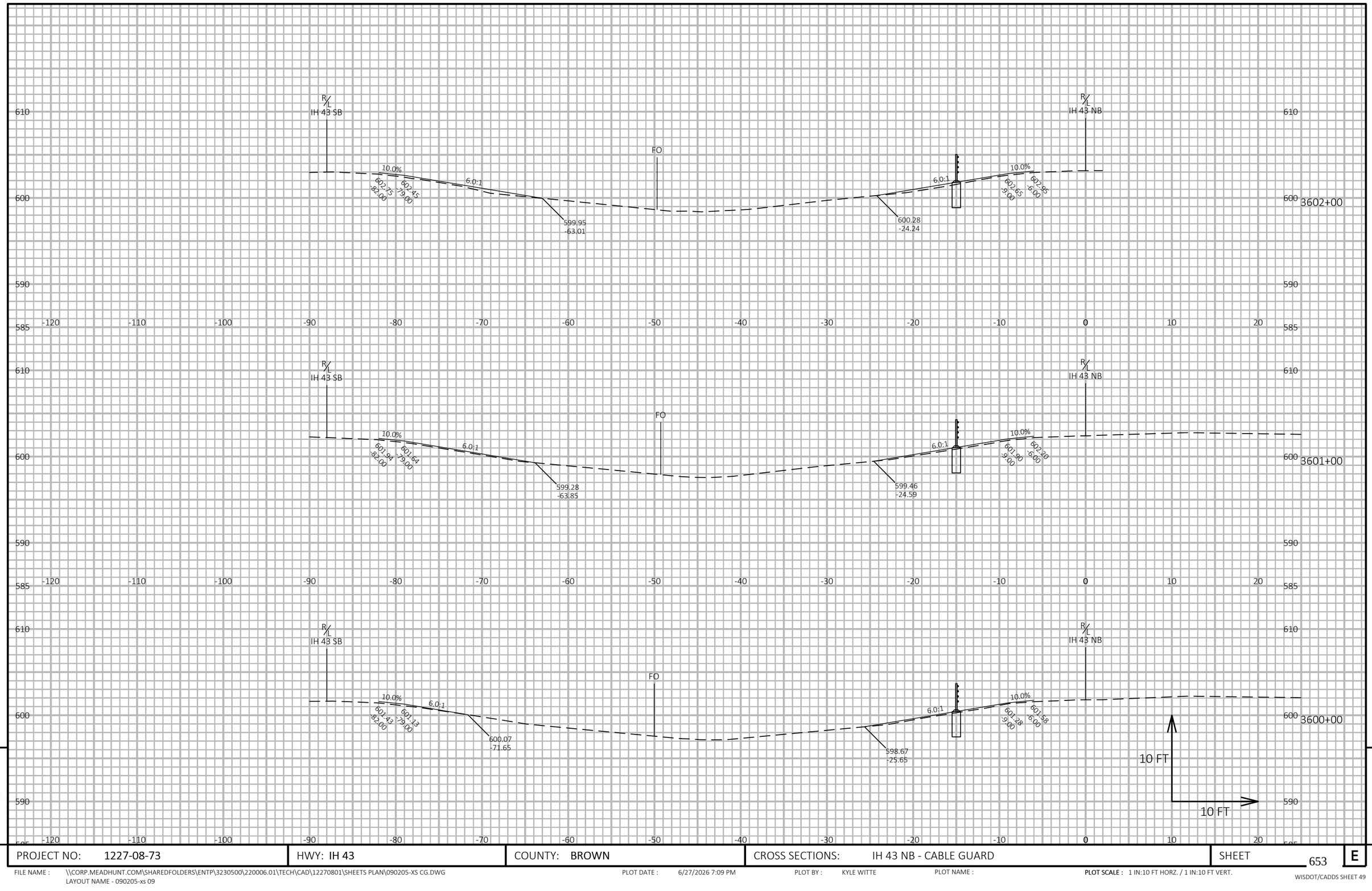


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 652	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 08

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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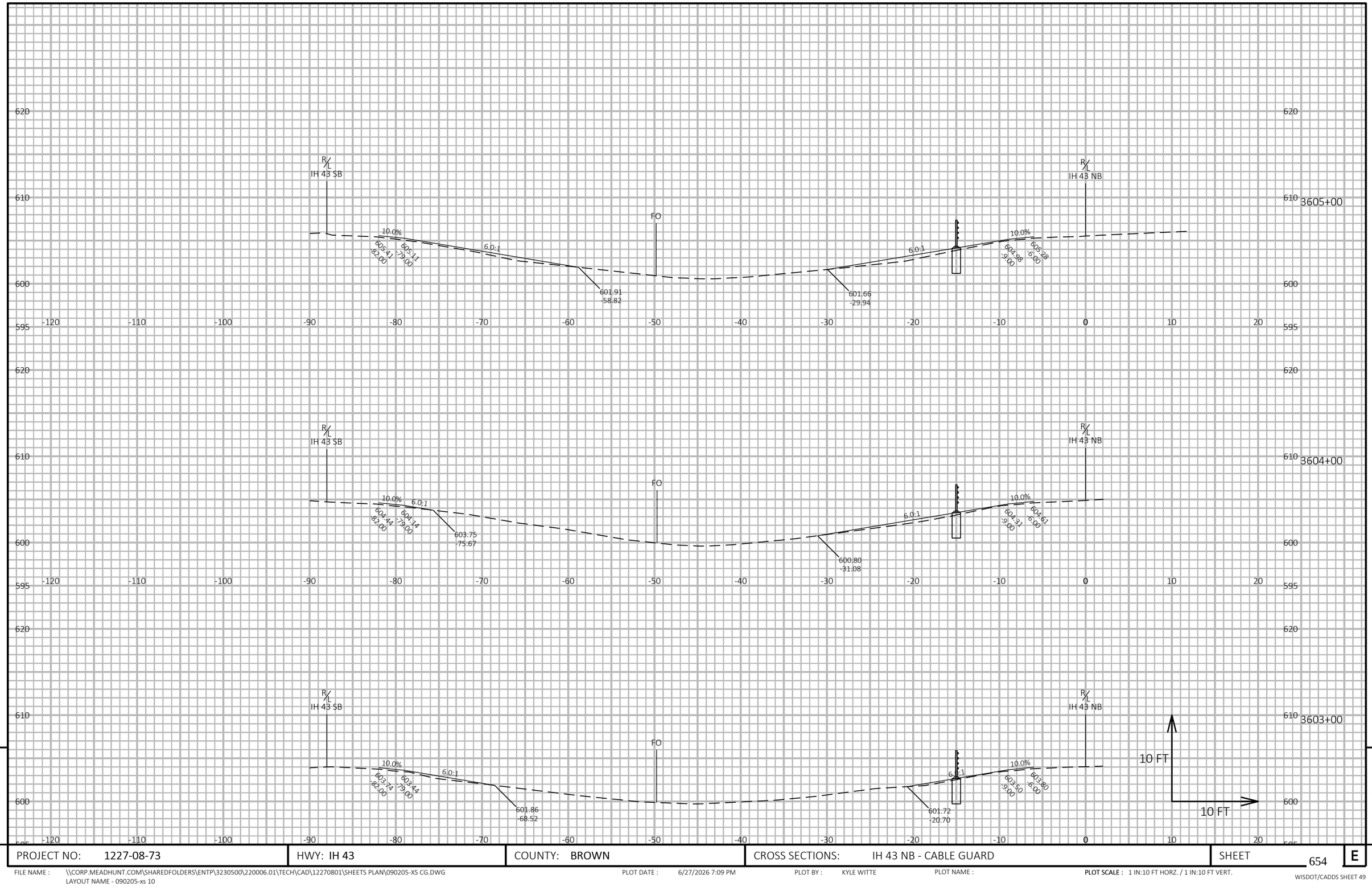
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 653	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 09

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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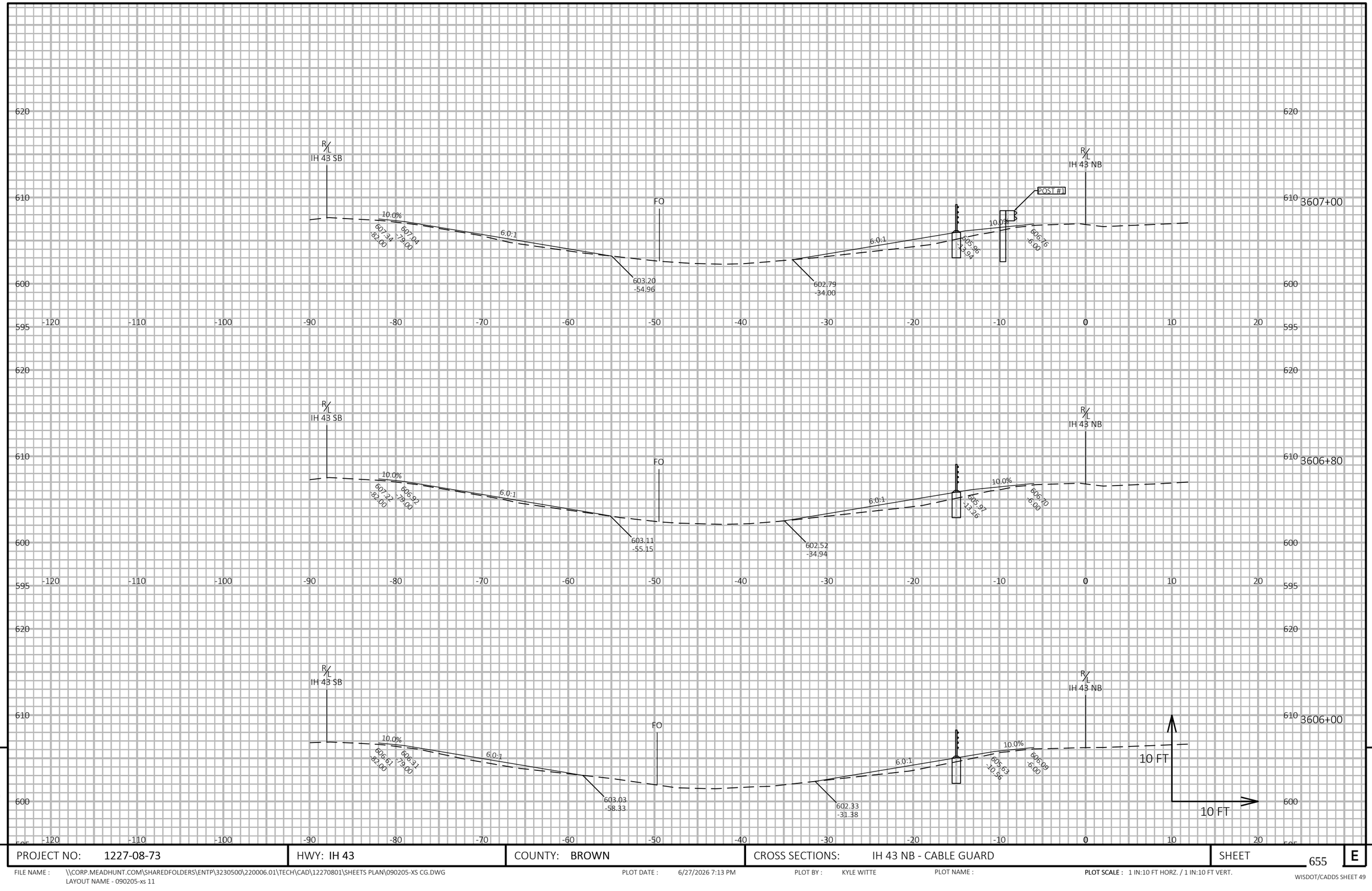
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 654	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 10

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

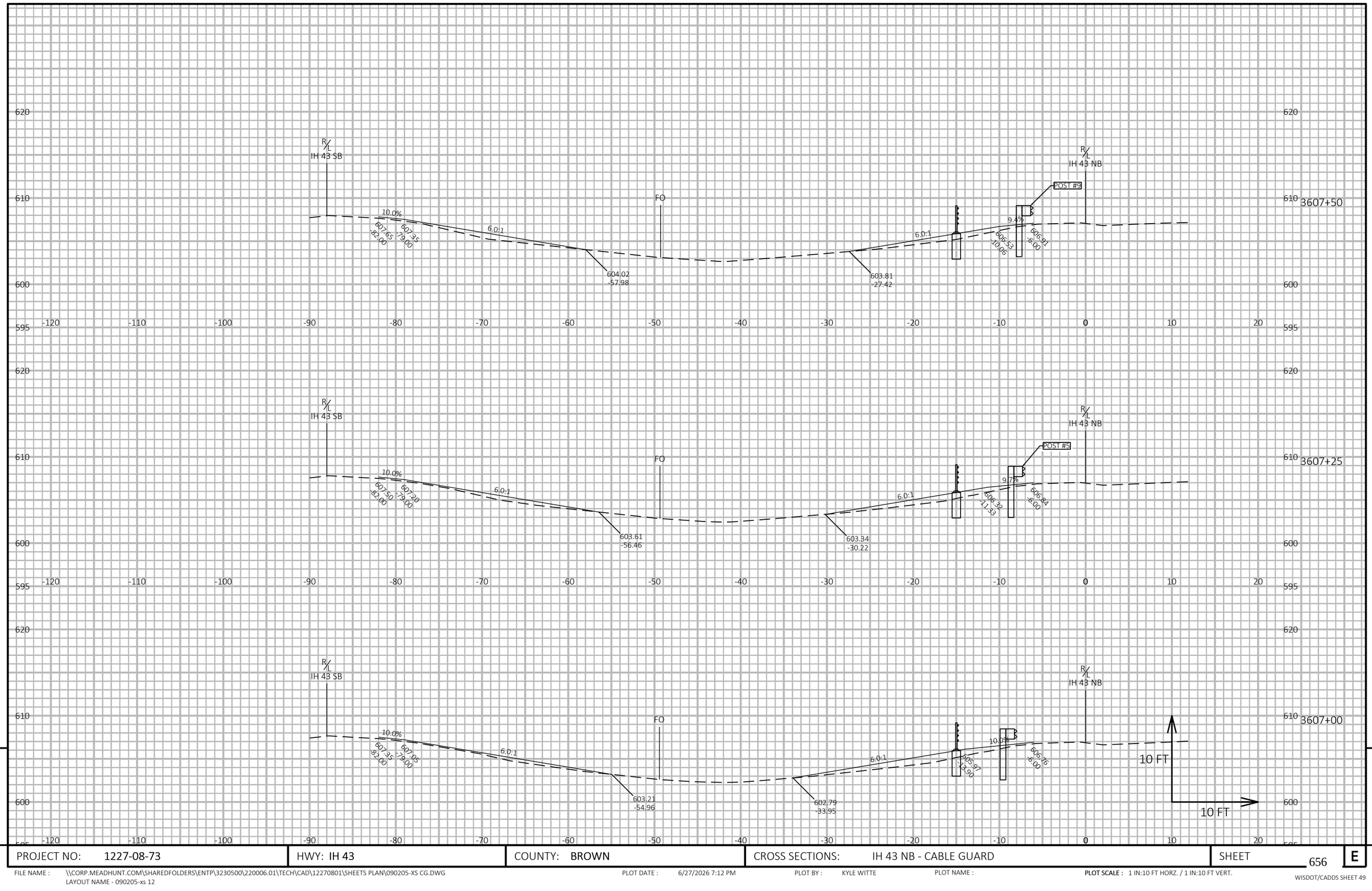
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 655	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 11

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

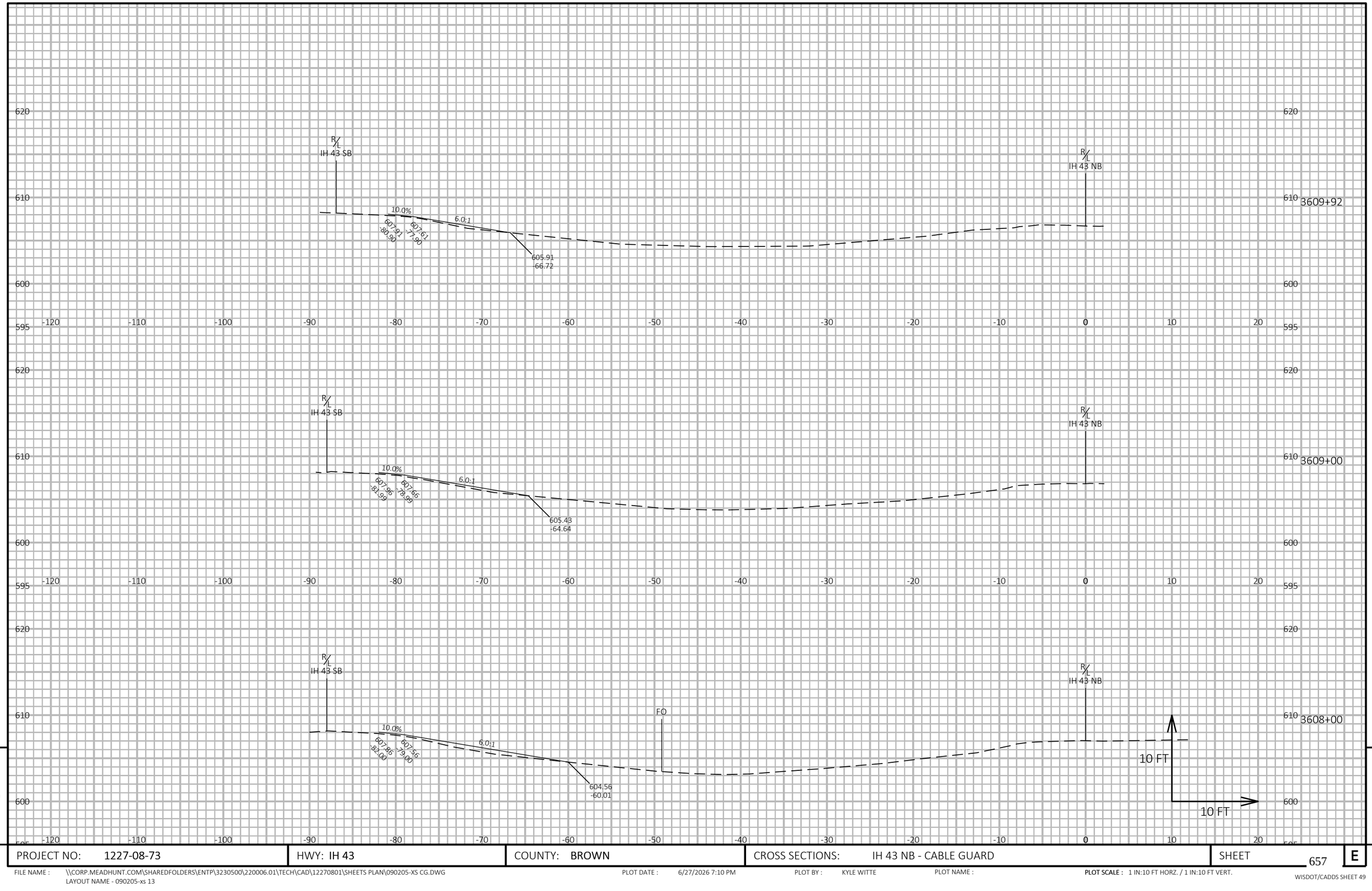
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 656	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 12

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

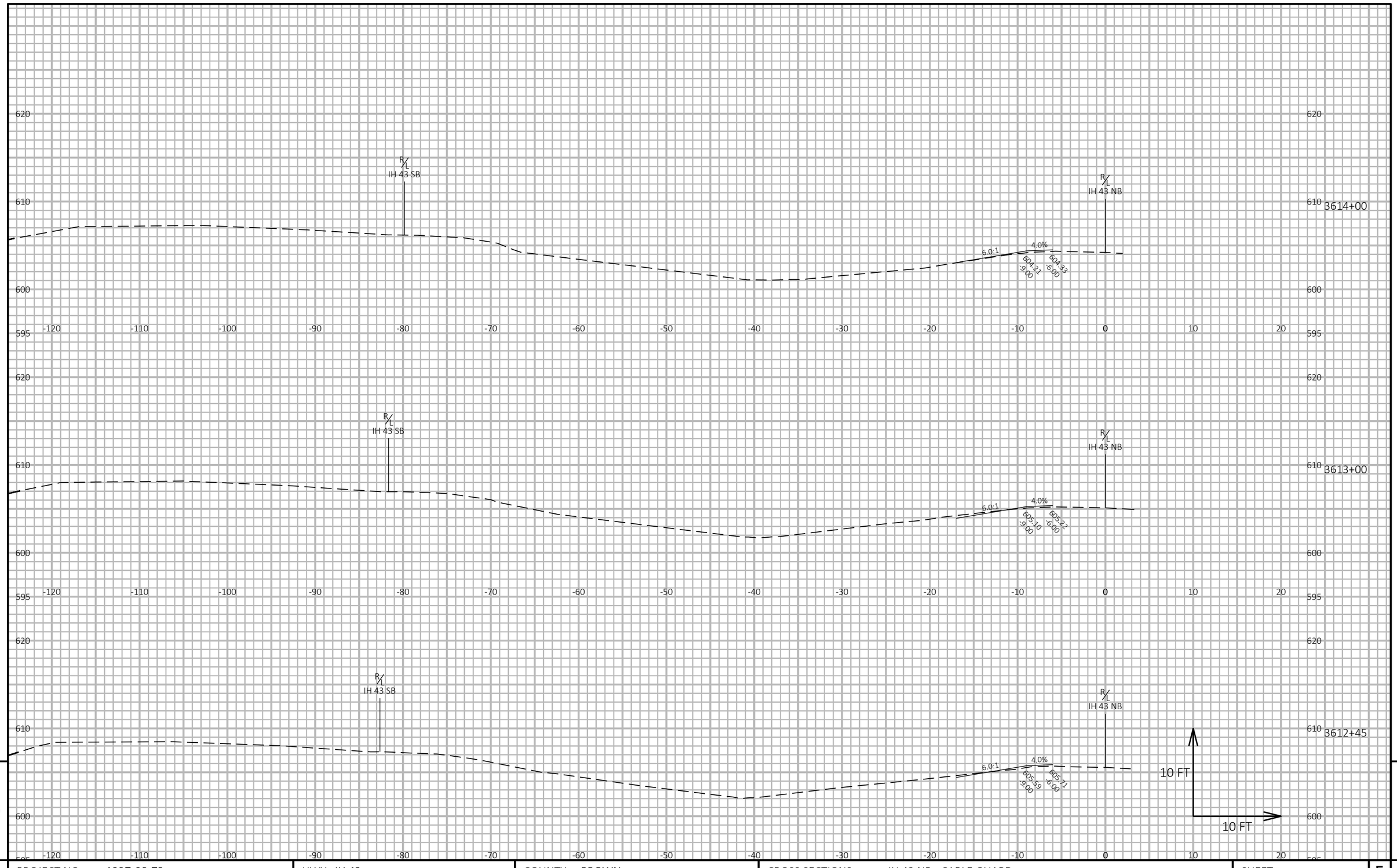
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 657	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 13

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

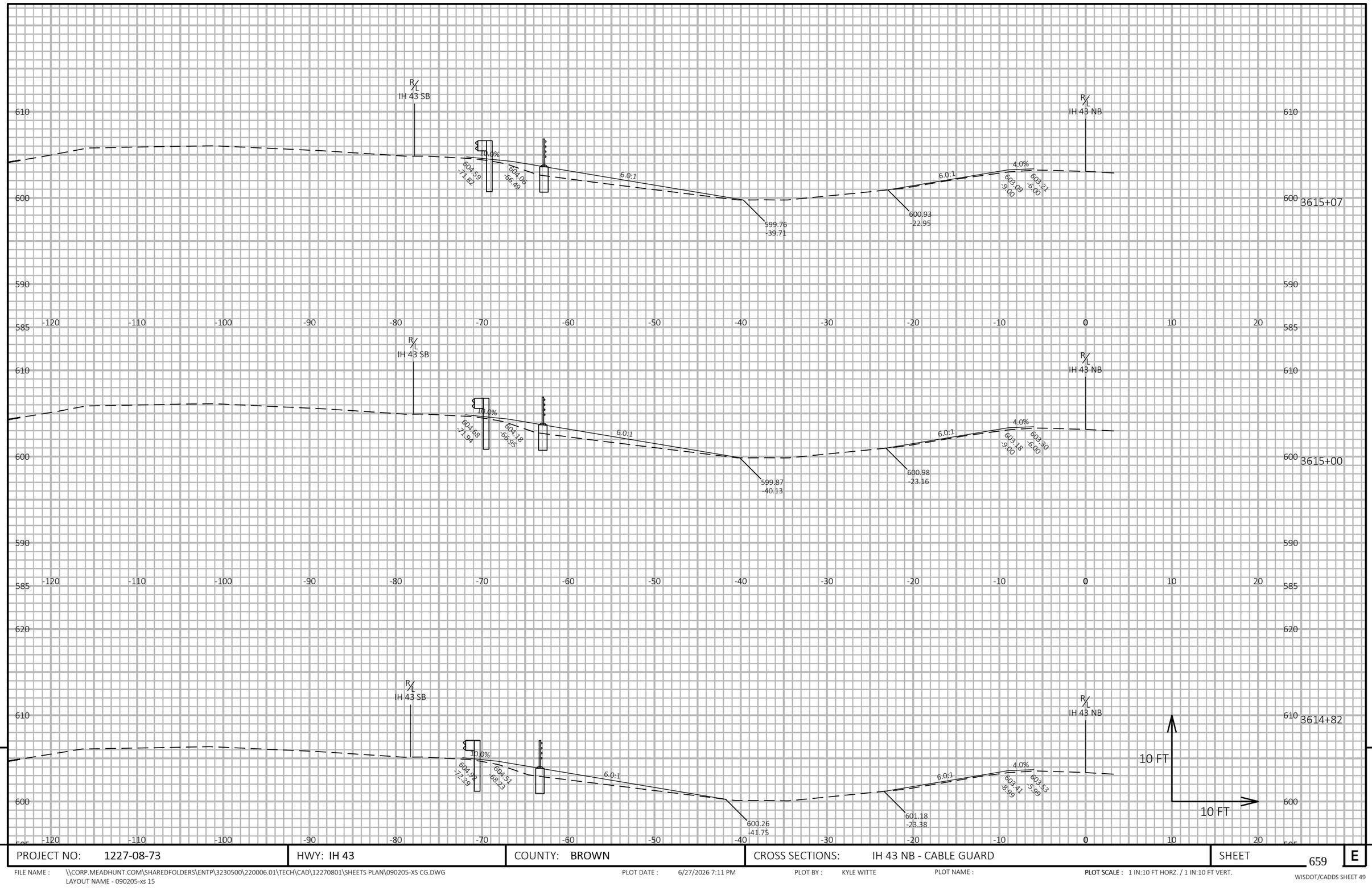
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 658	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 14

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

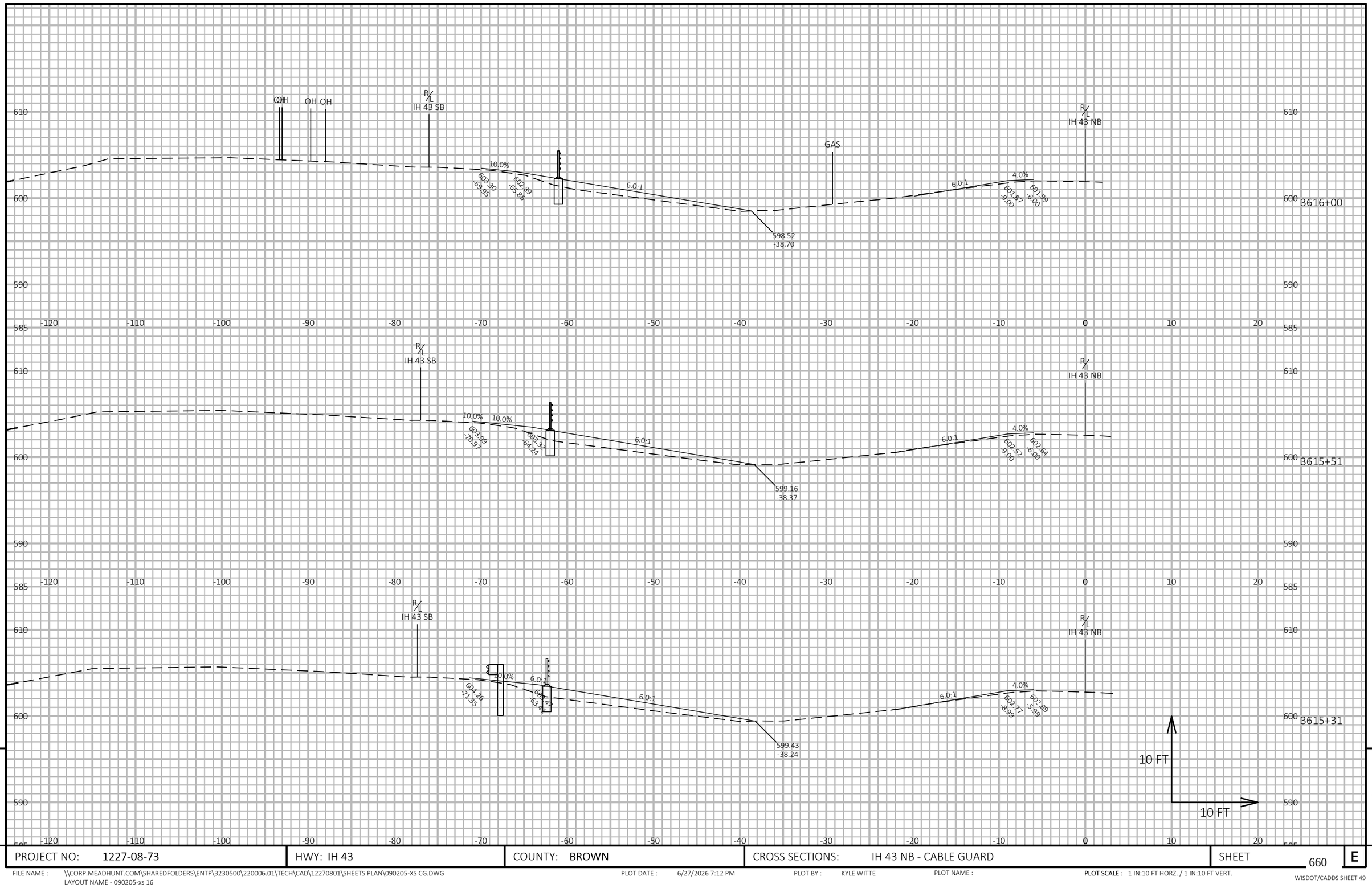


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 659	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 15

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



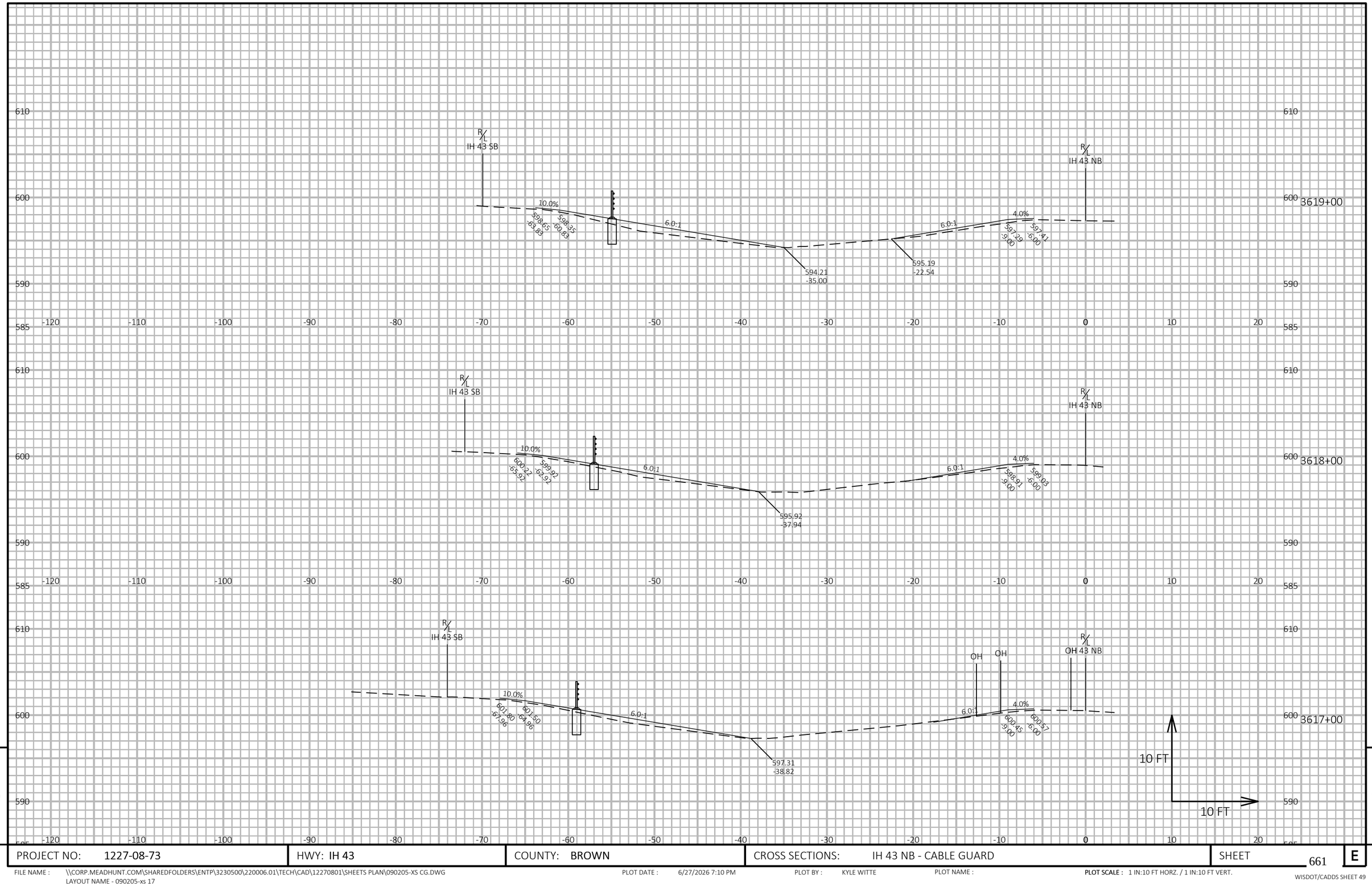
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 660	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 16

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

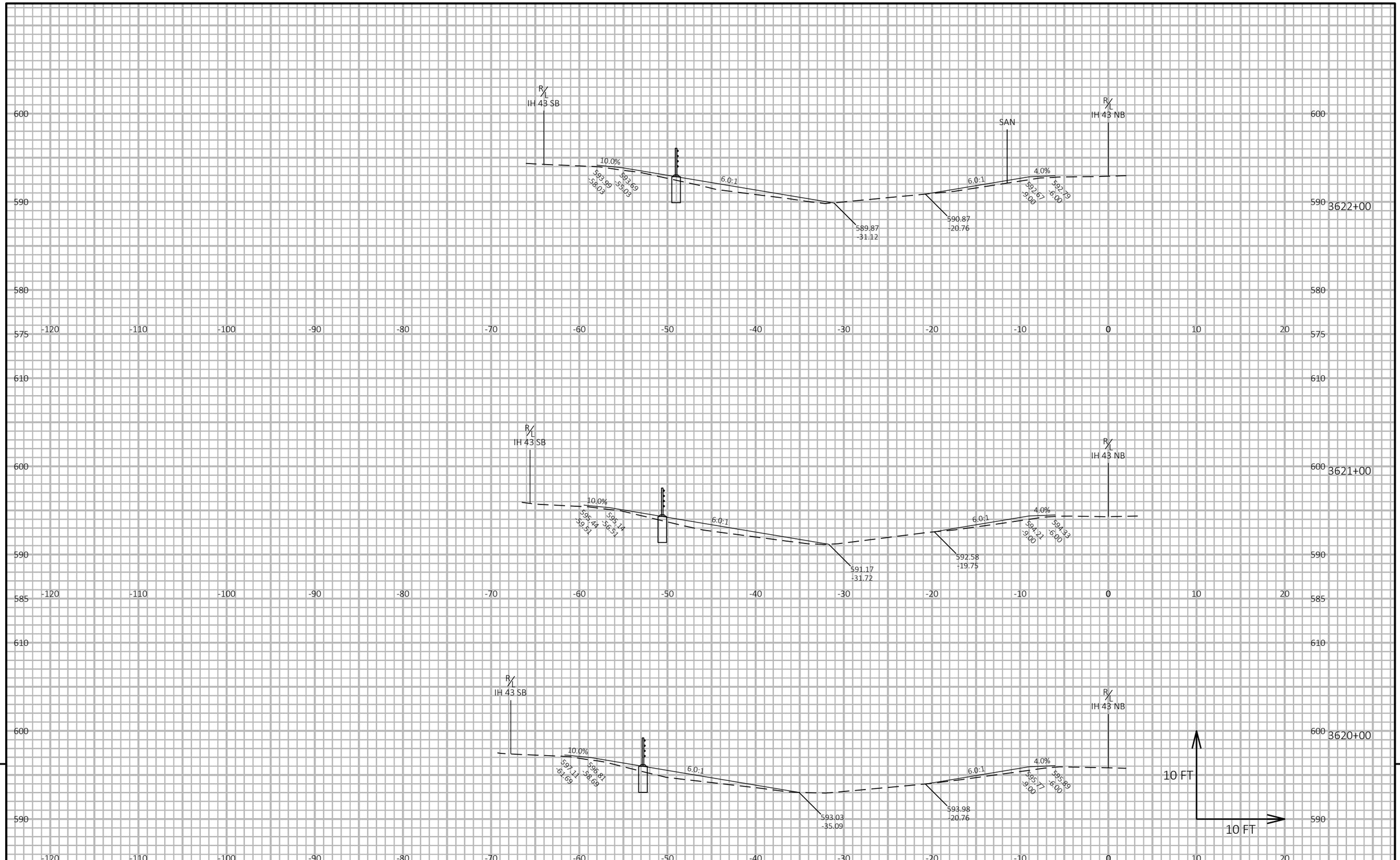


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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 661	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 17
PLOT DATE : 6/27/2026 7:10 PM
PLOT BY : KYLE WITTE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

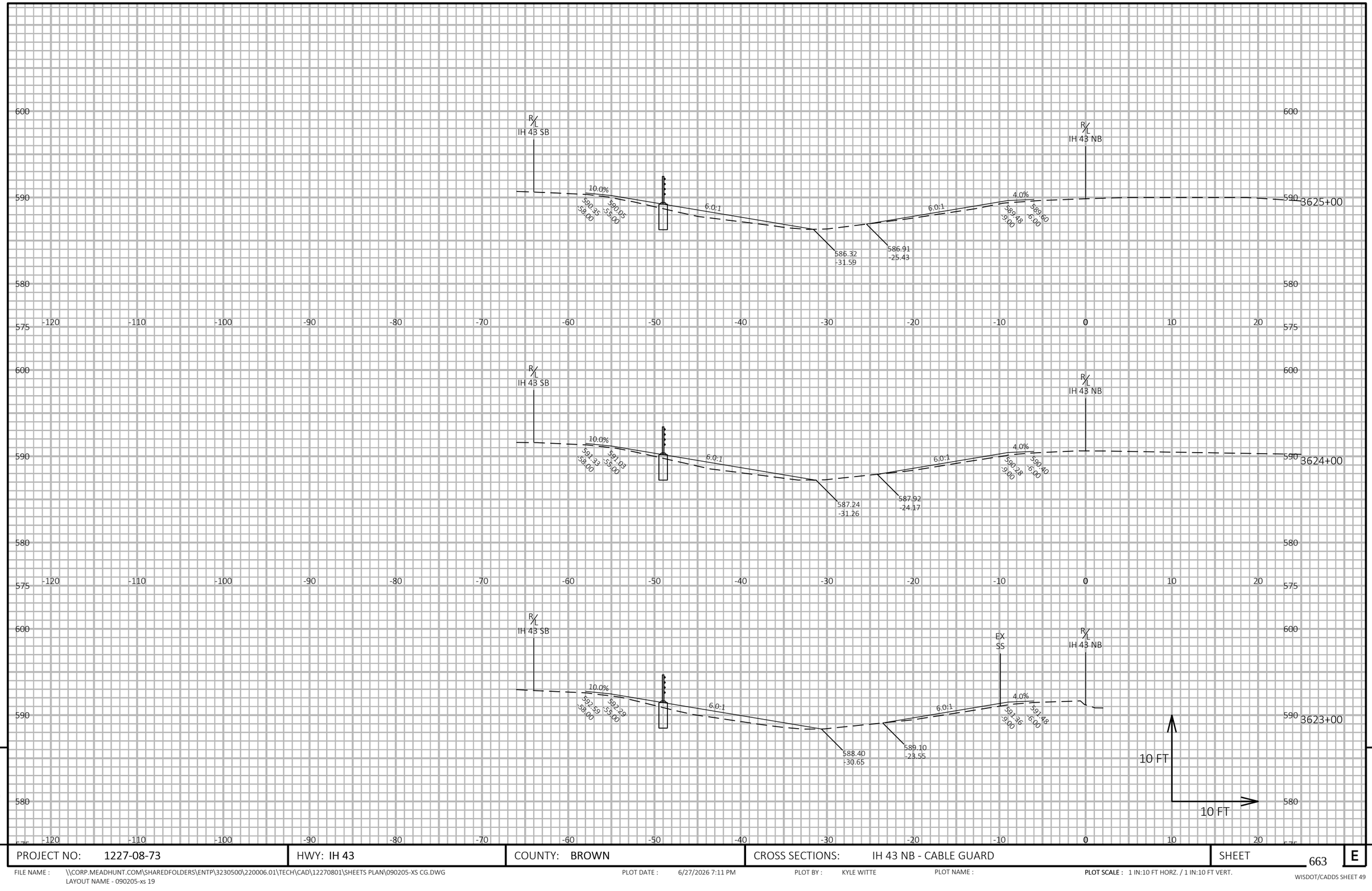
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 662	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 18

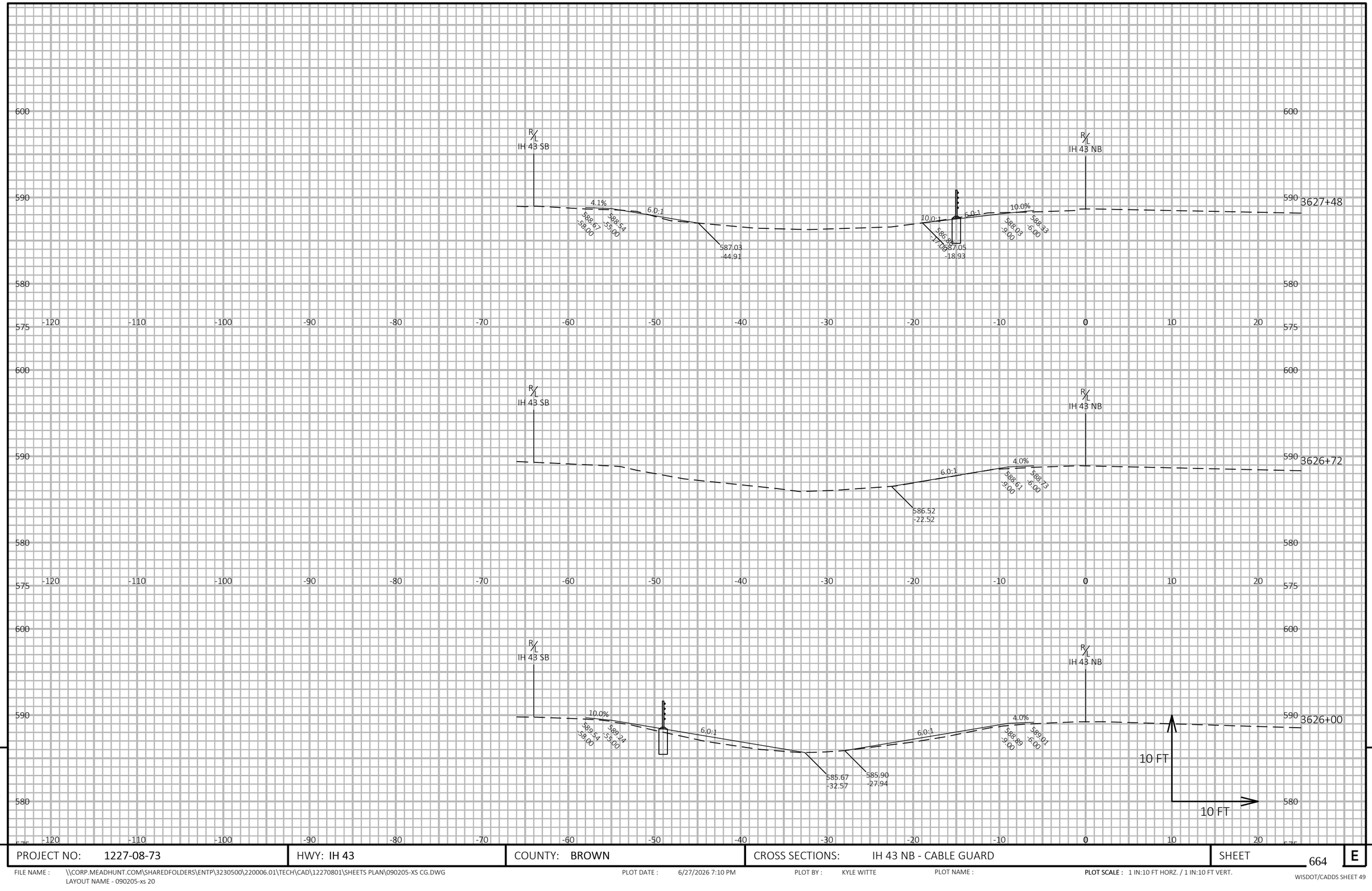
PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 663	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 19
PLOT DATE : 6/27/2026 7:11 PM
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PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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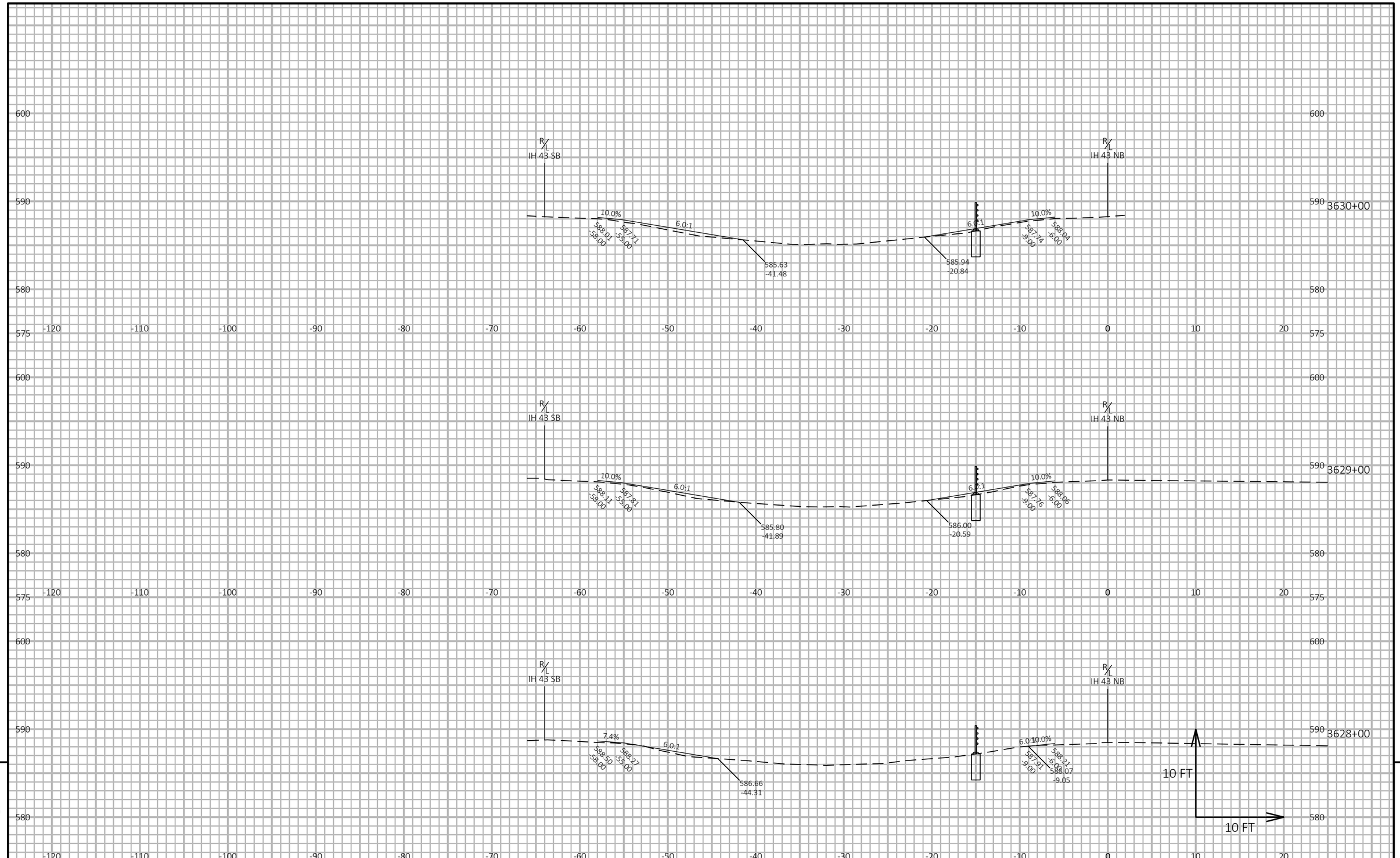
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 664	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 20

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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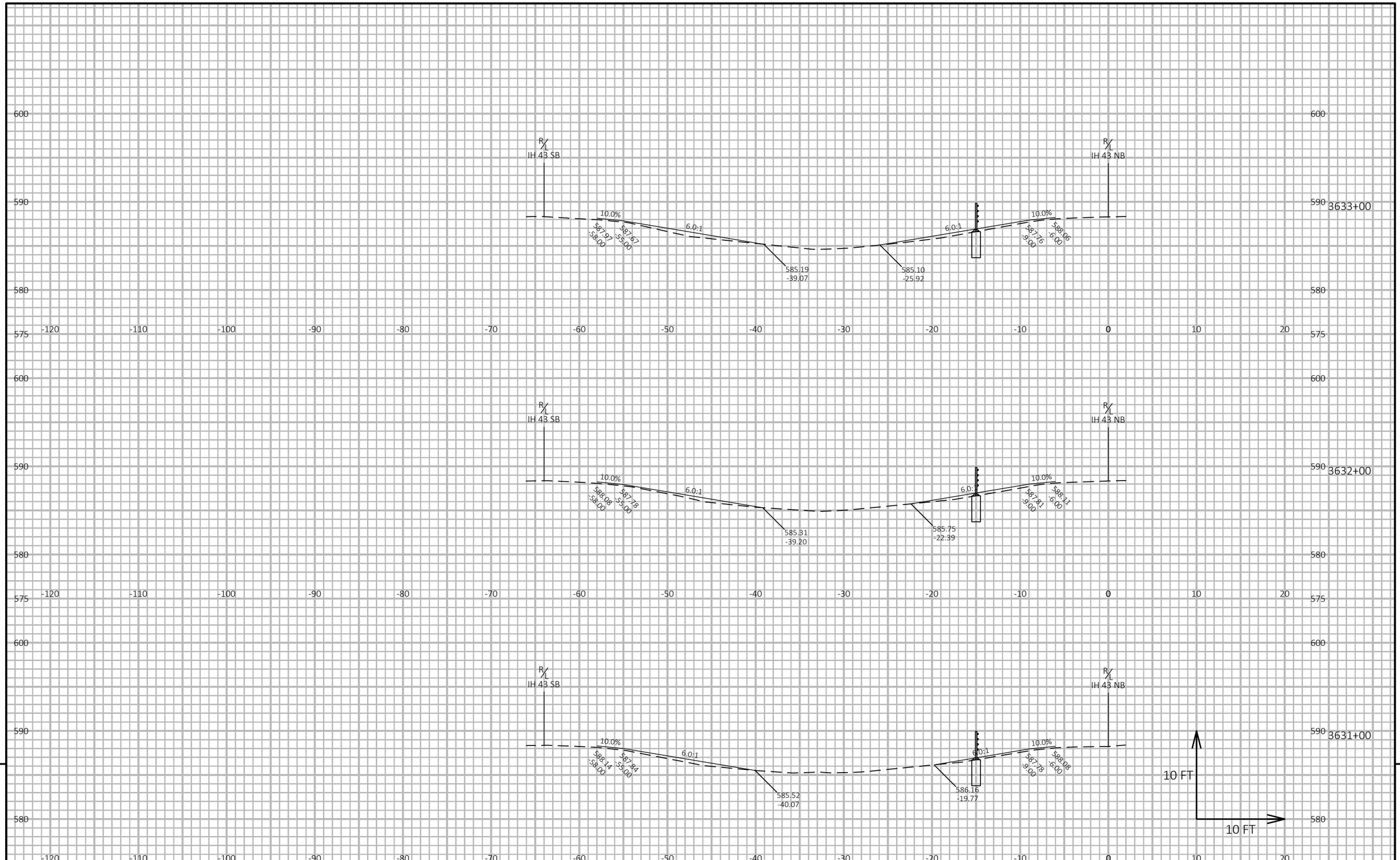
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 665	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 21

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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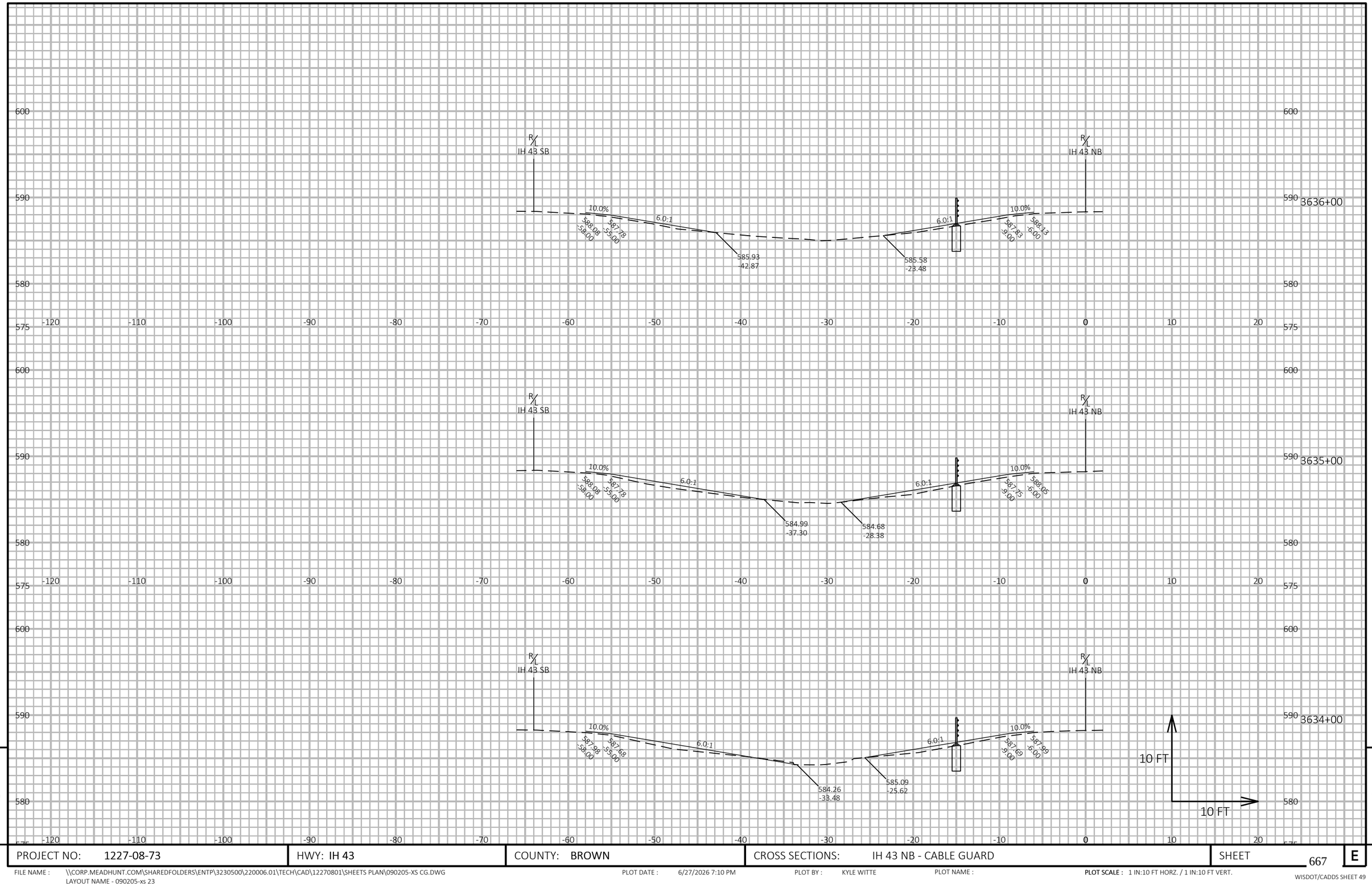
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 666	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 22

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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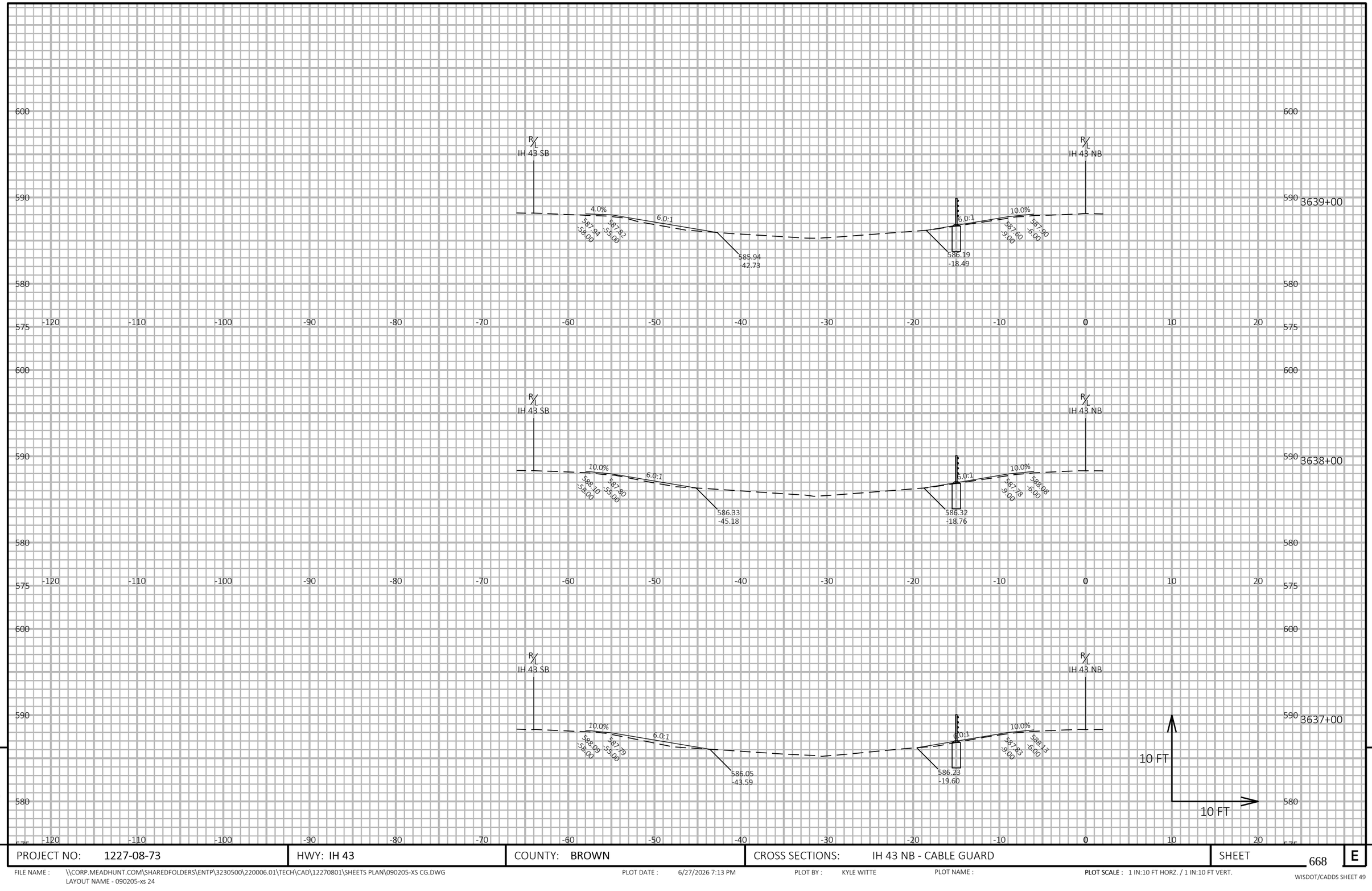
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 667	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 23

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



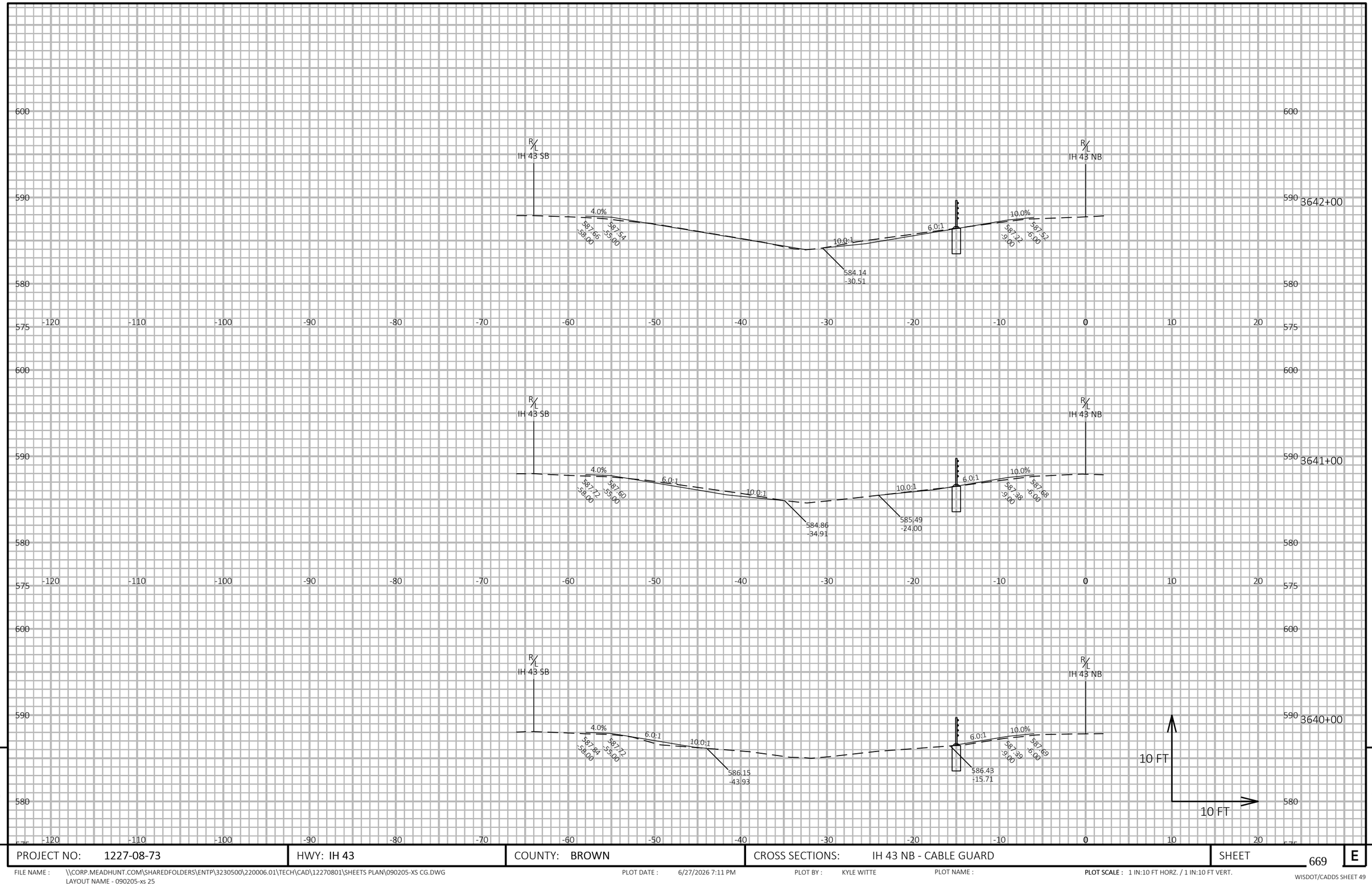
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 668	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 24

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

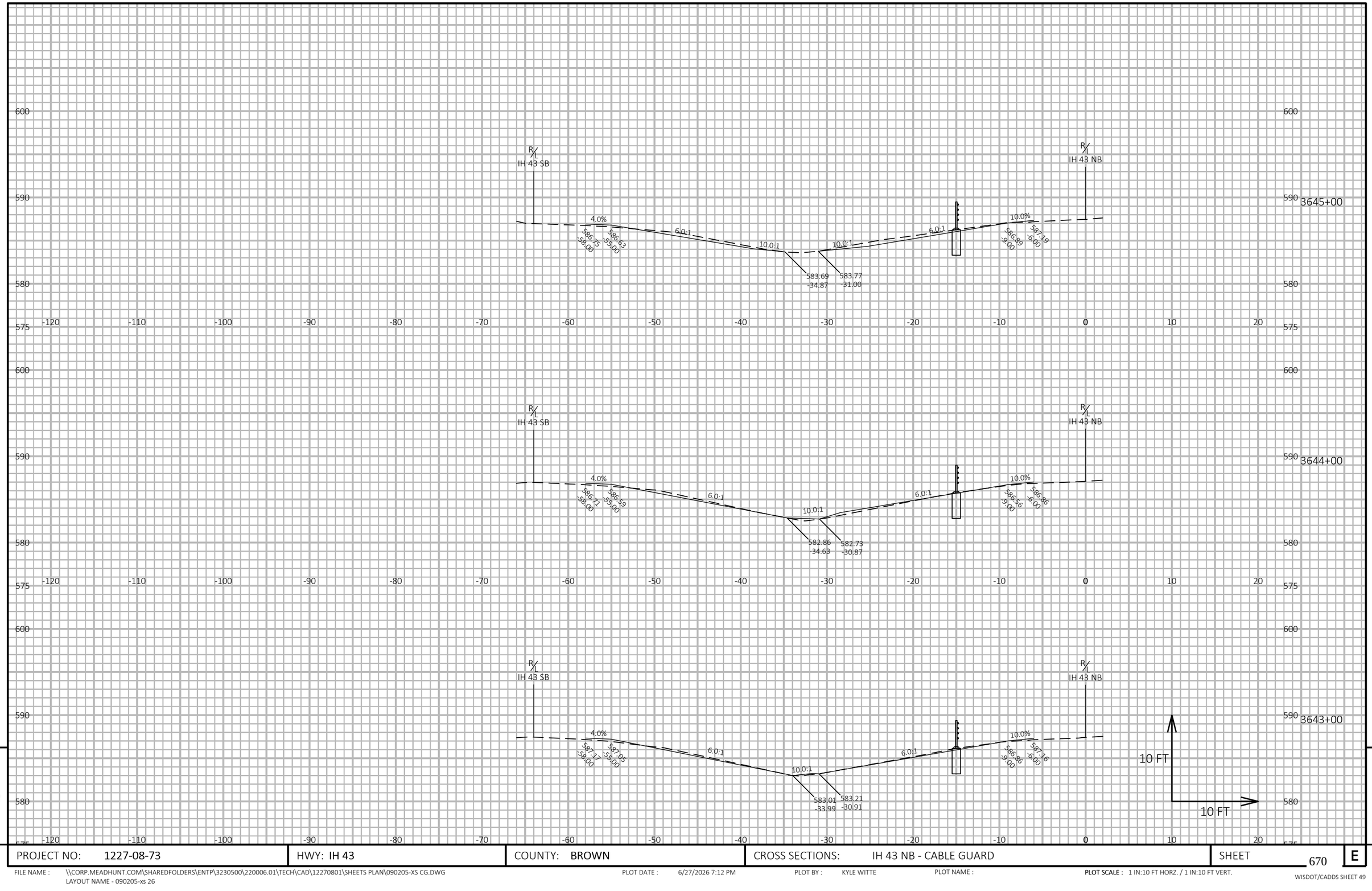
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 669	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 25

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

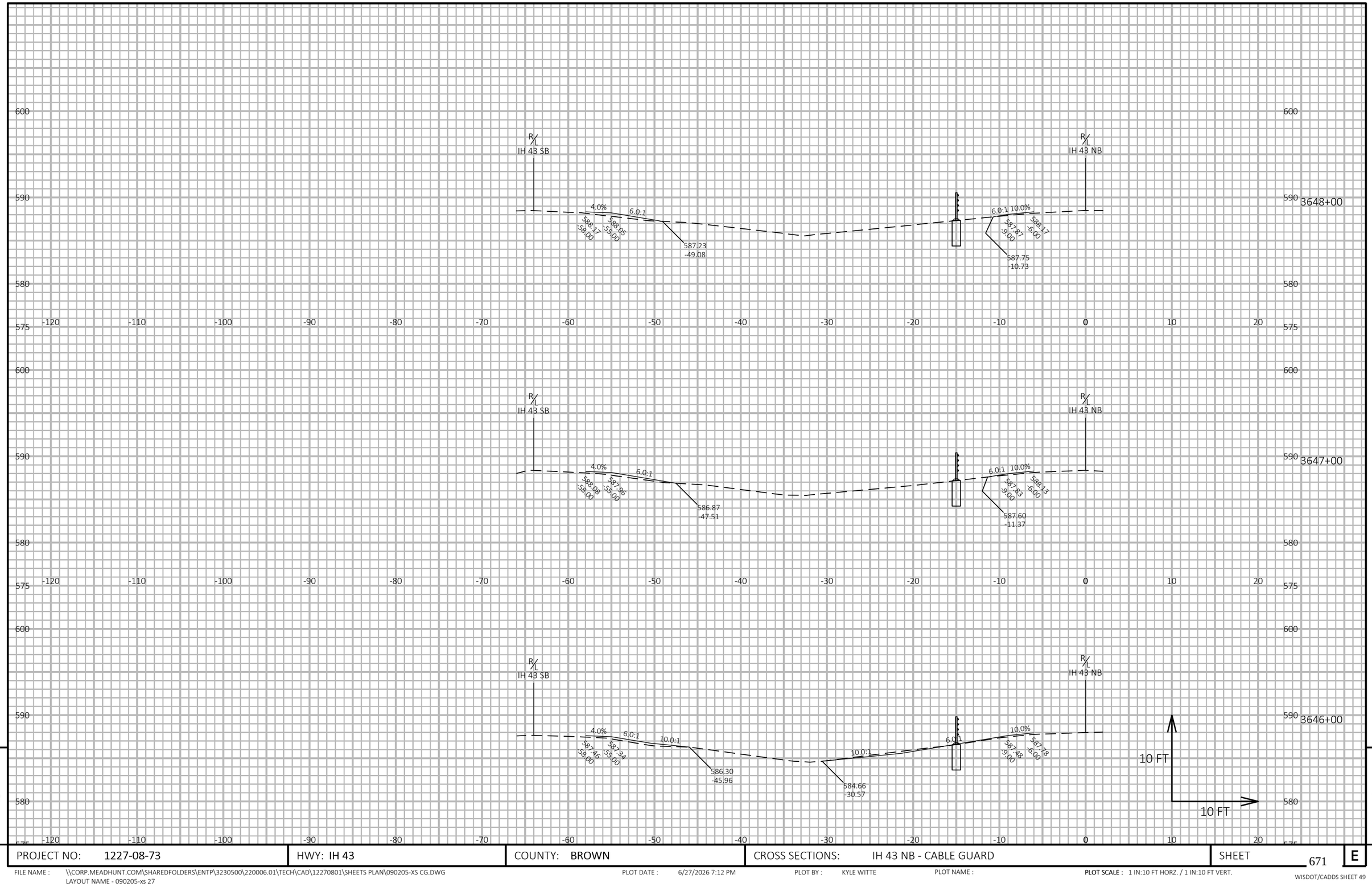
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 670	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 26

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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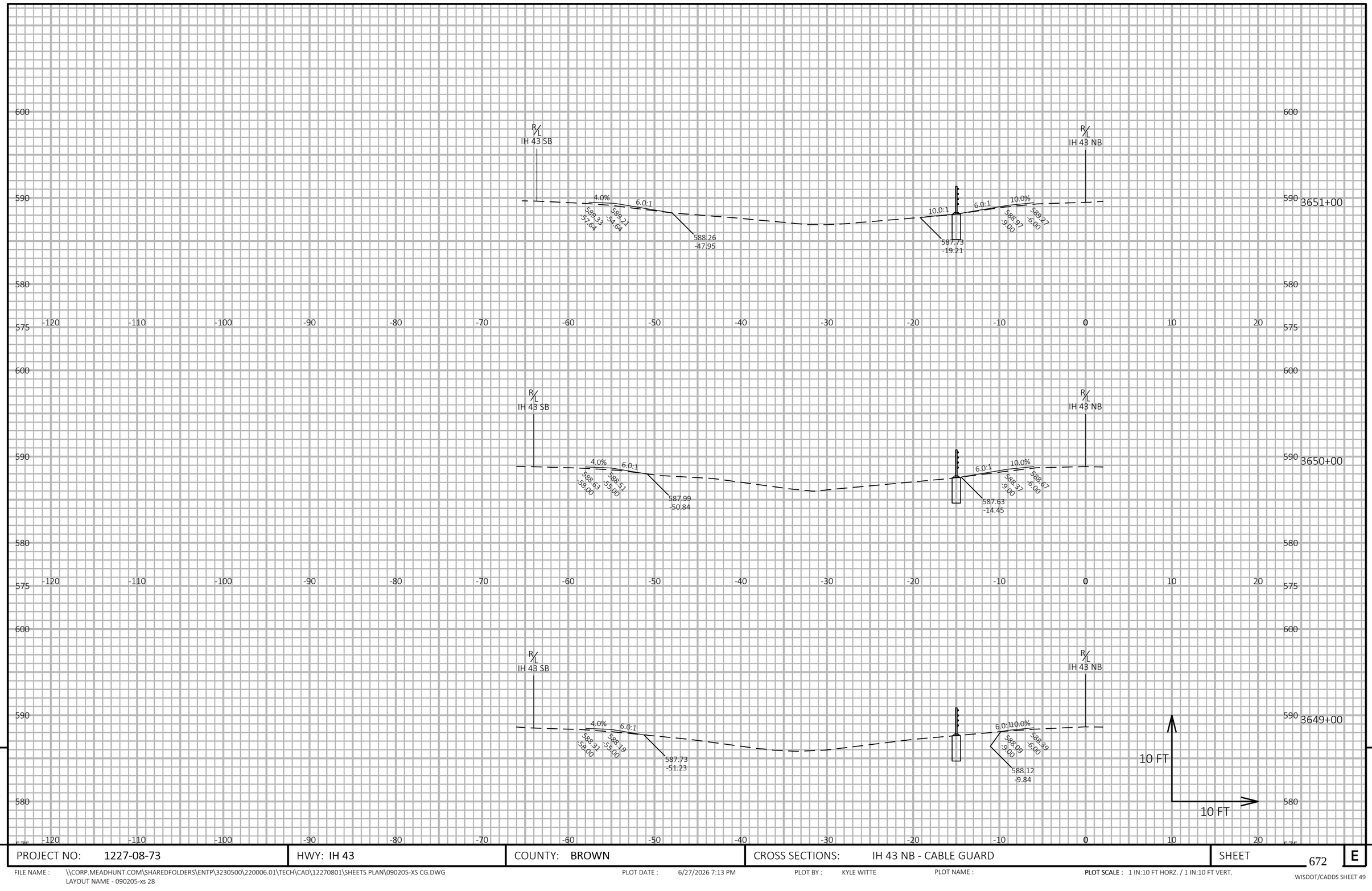
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 671	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 27

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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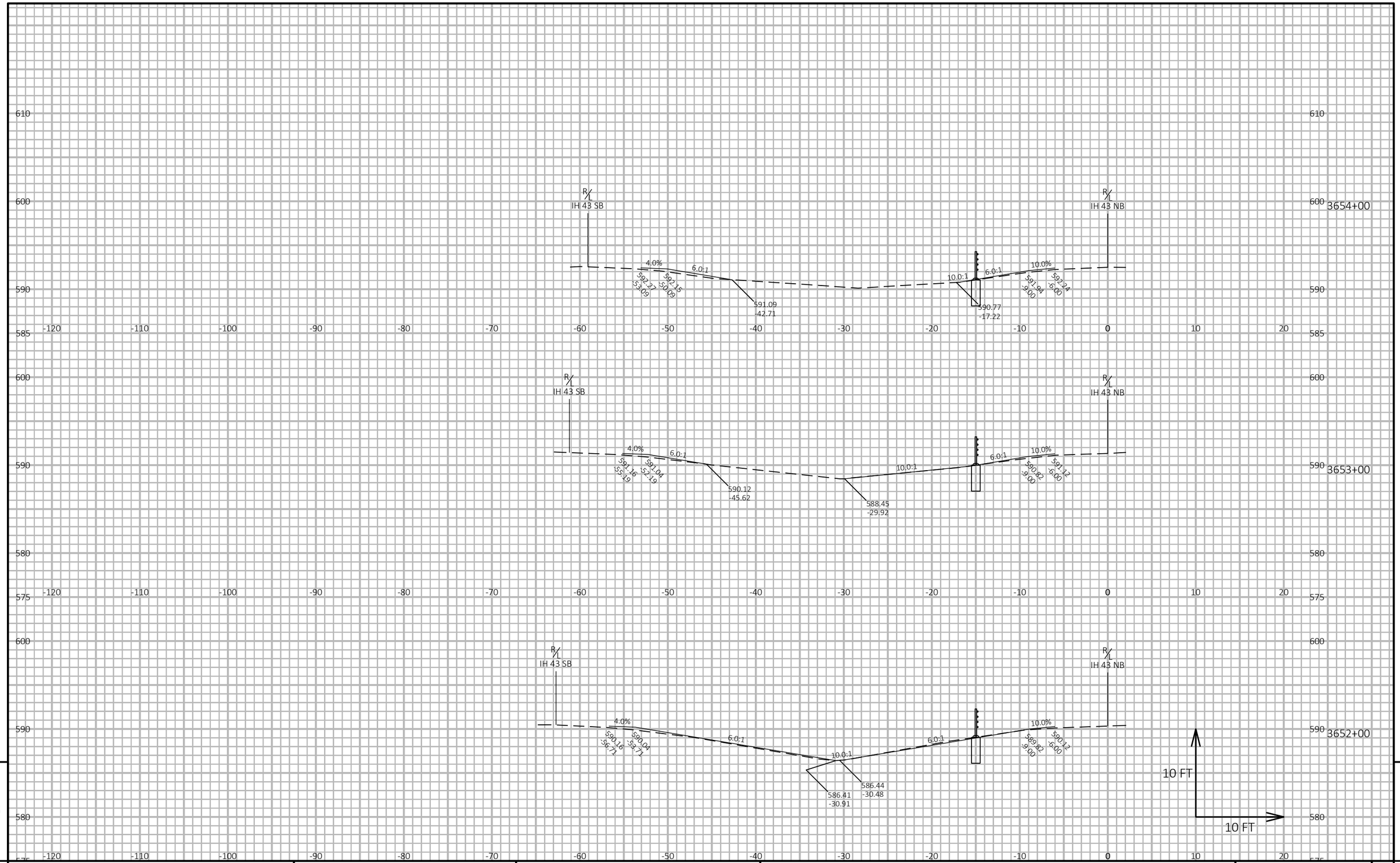
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 672	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 28

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



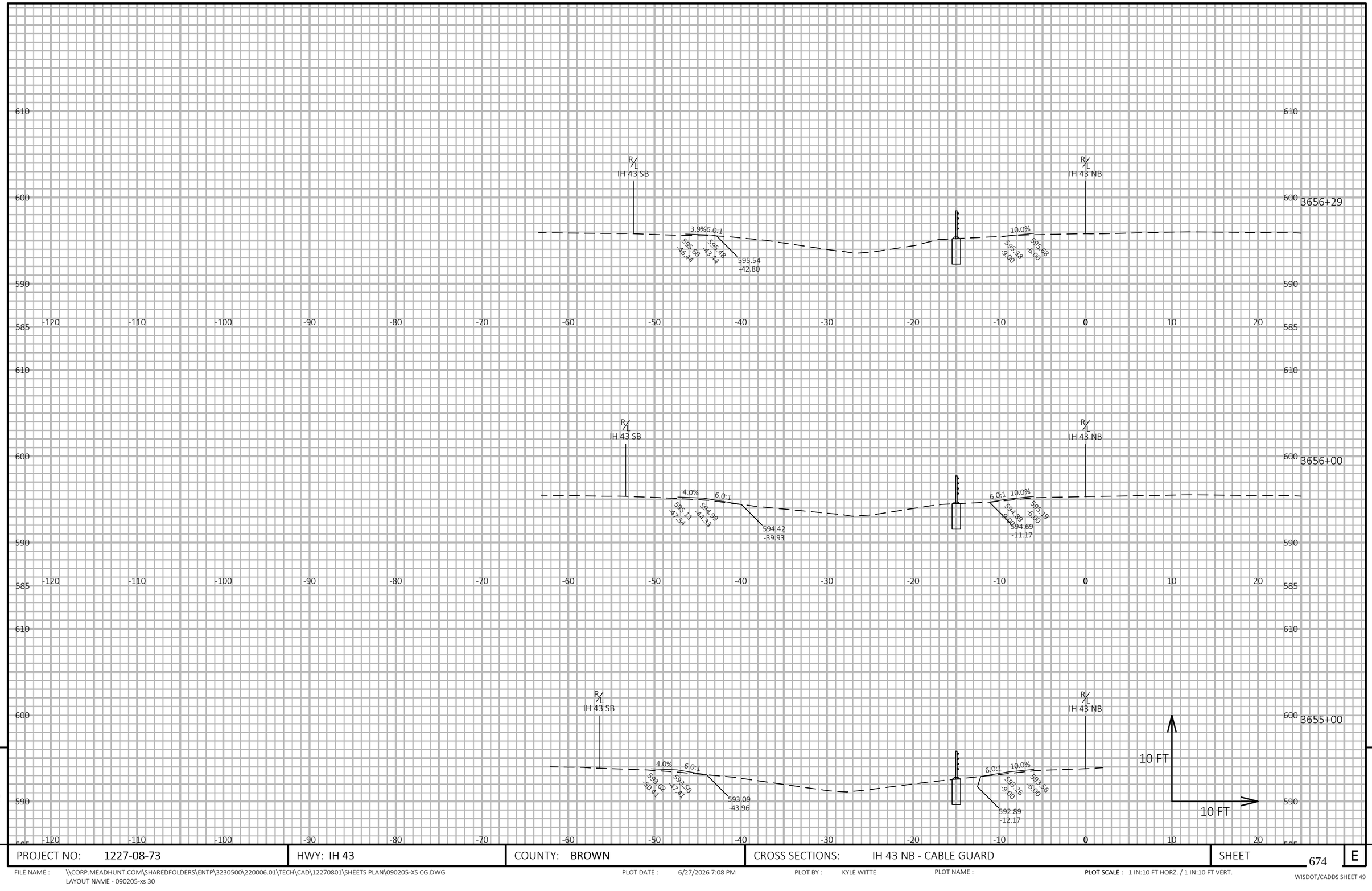
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 673	E

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LAYOUT NAME - 090205-xs 29

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

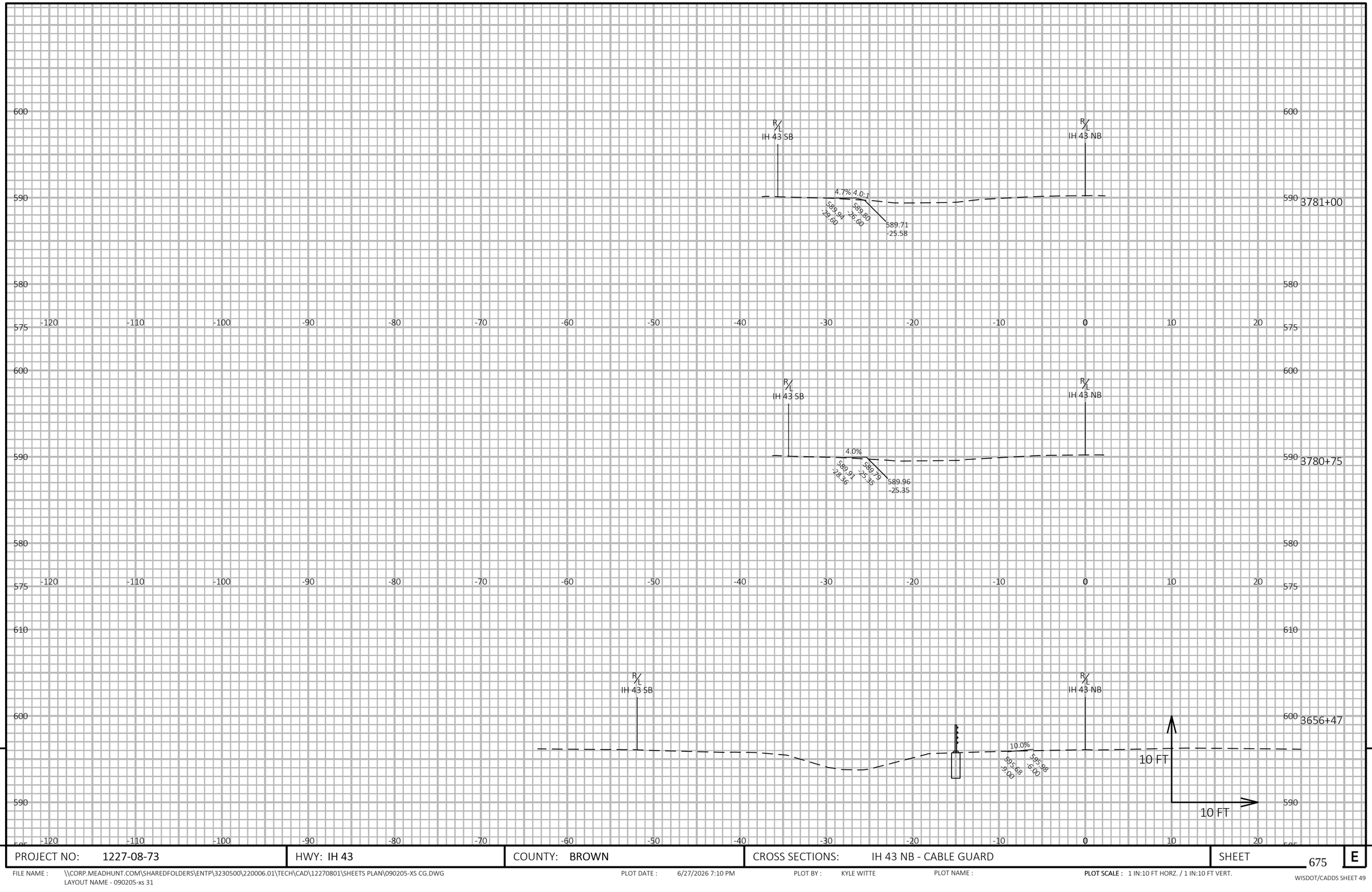
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 674	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 30

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

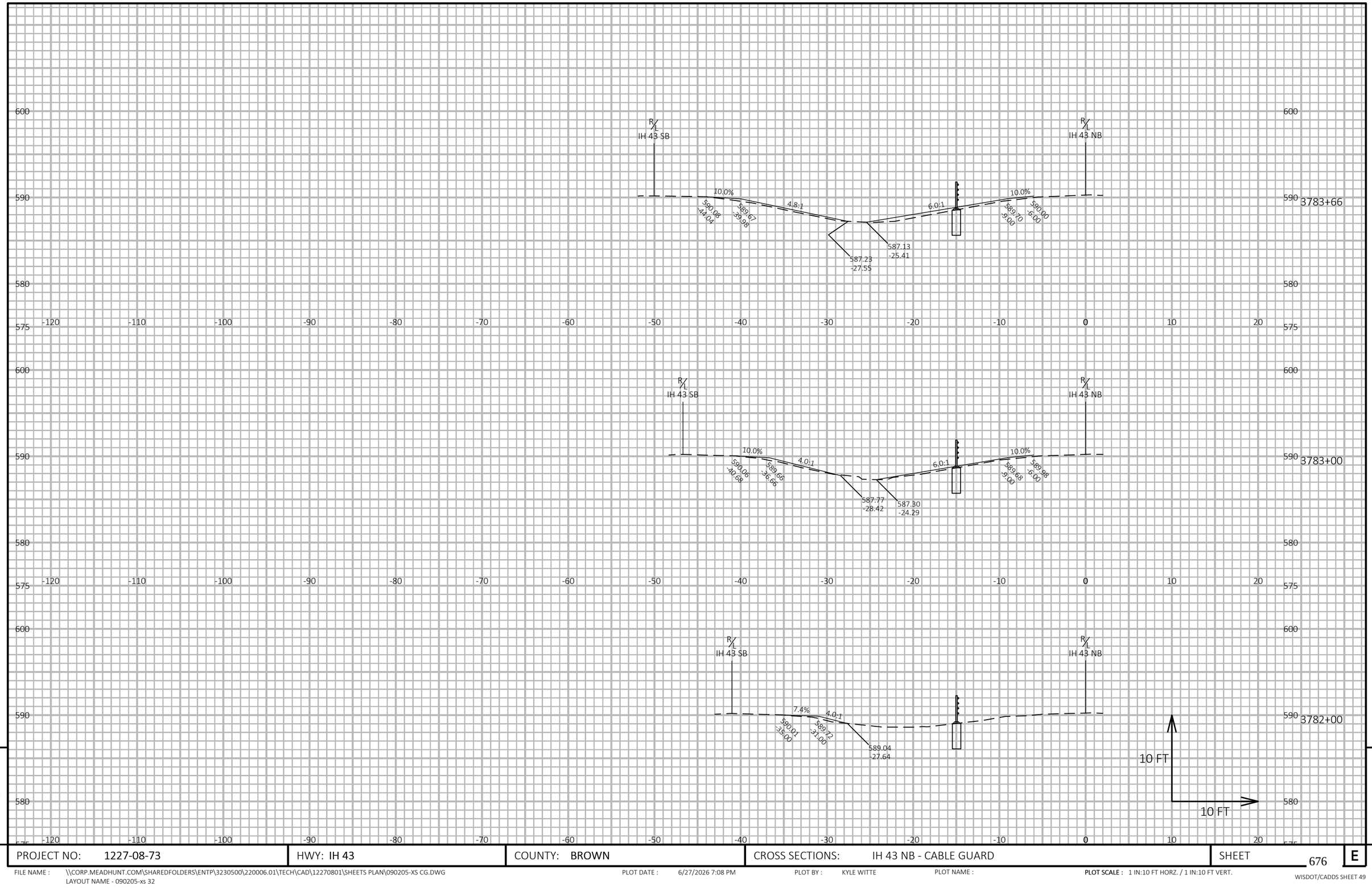
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 675	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 31

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



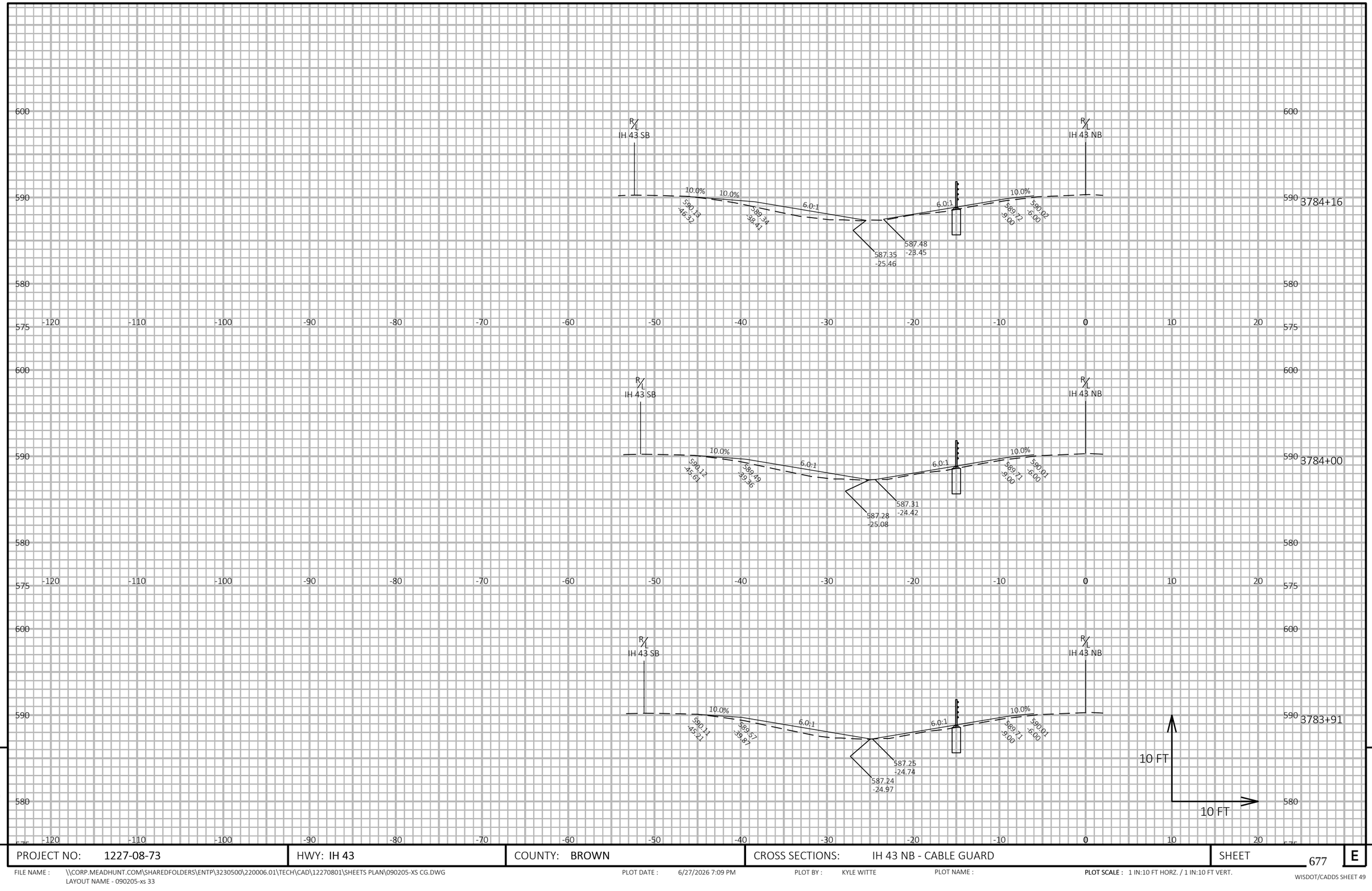
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 676	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 32

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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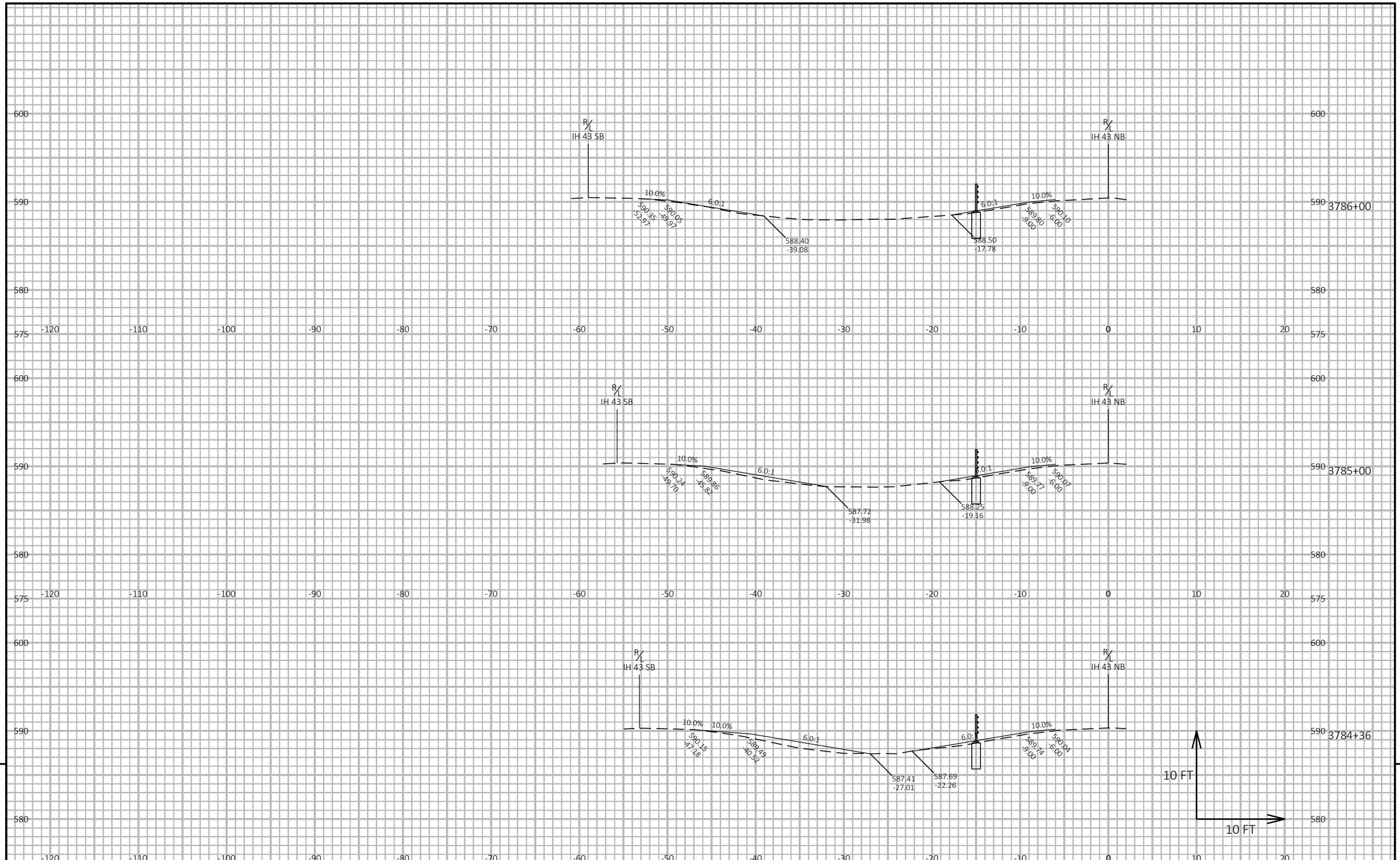
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 677	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 33

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

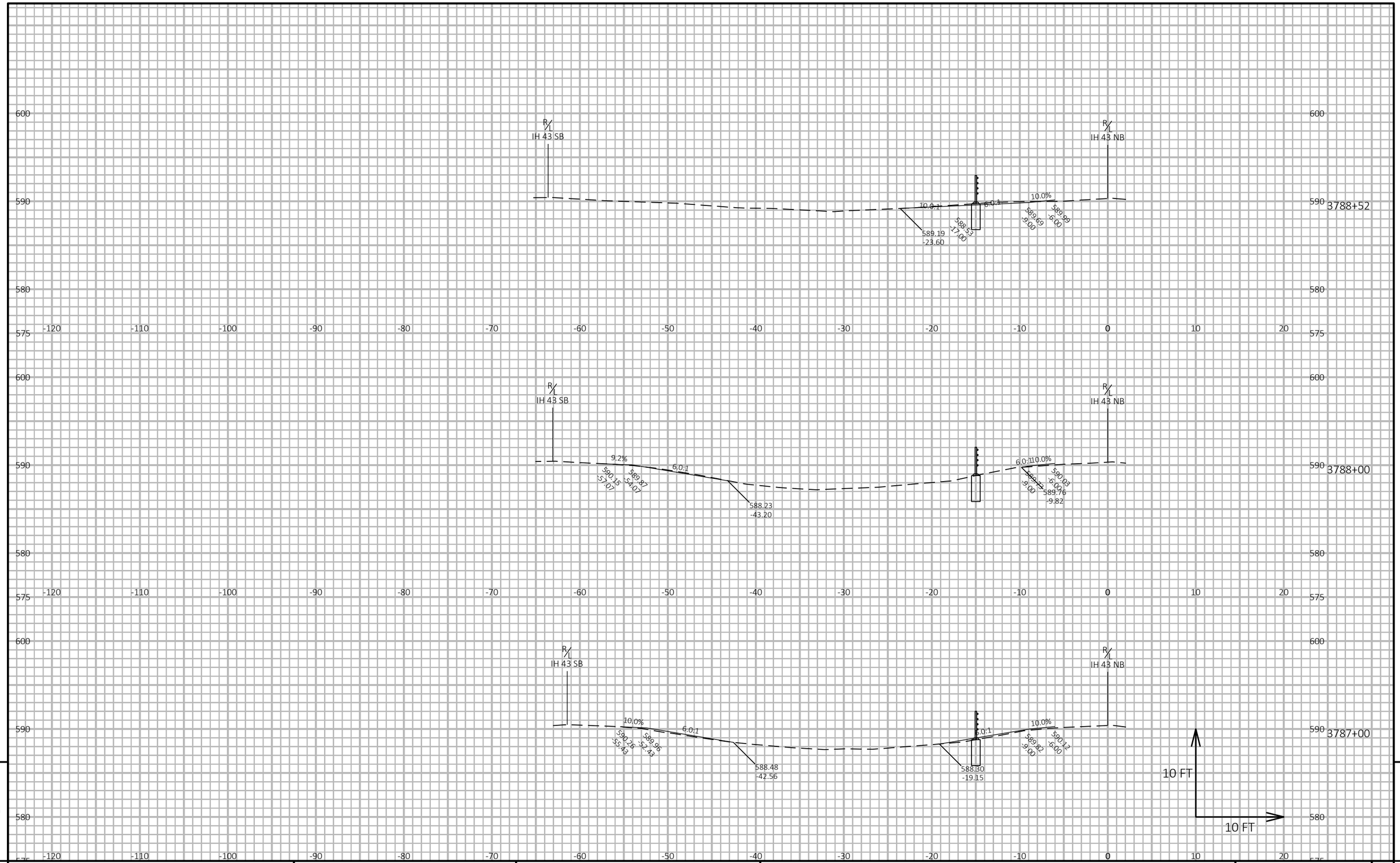


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 678	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 34

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

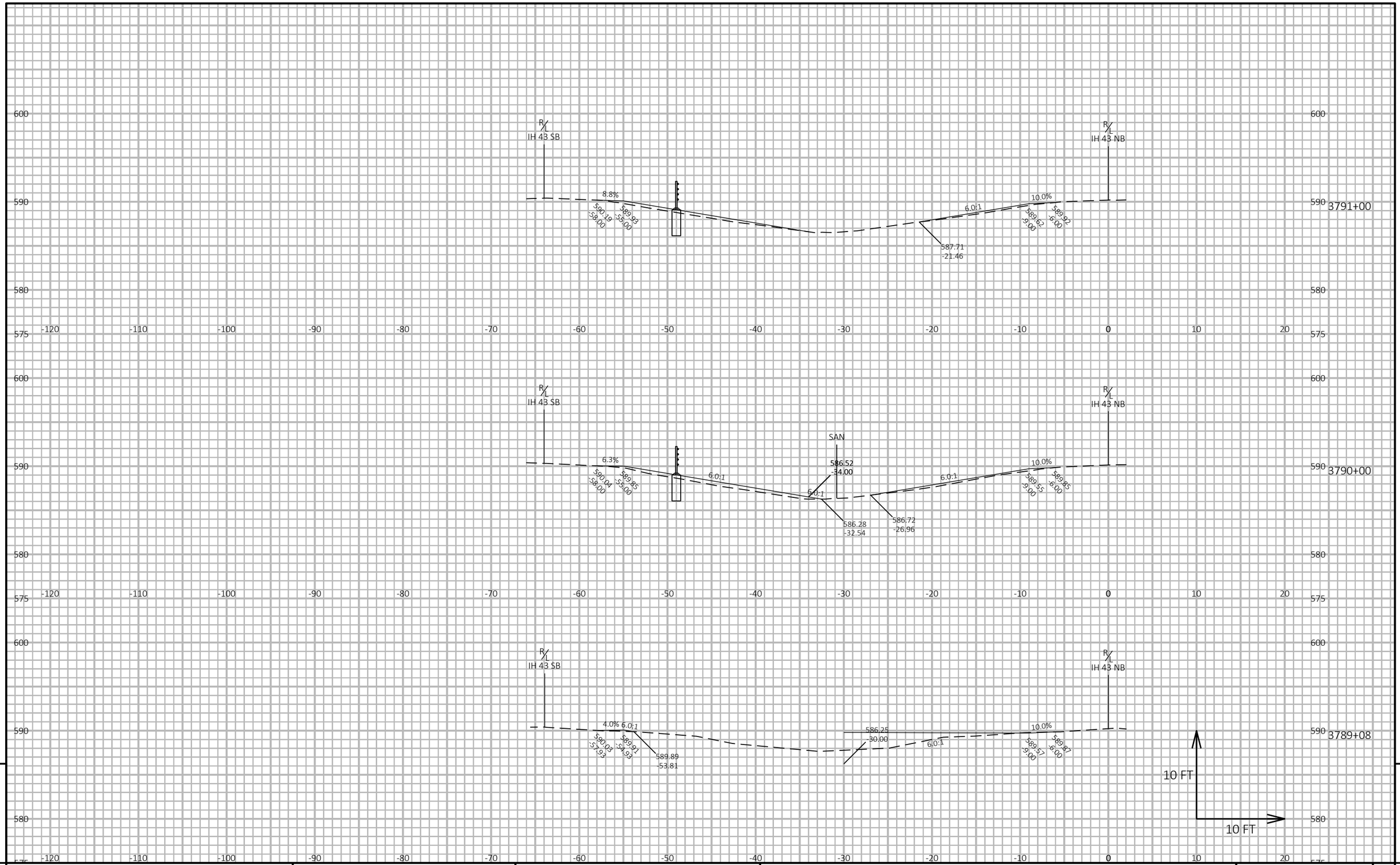


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 679	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 35

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

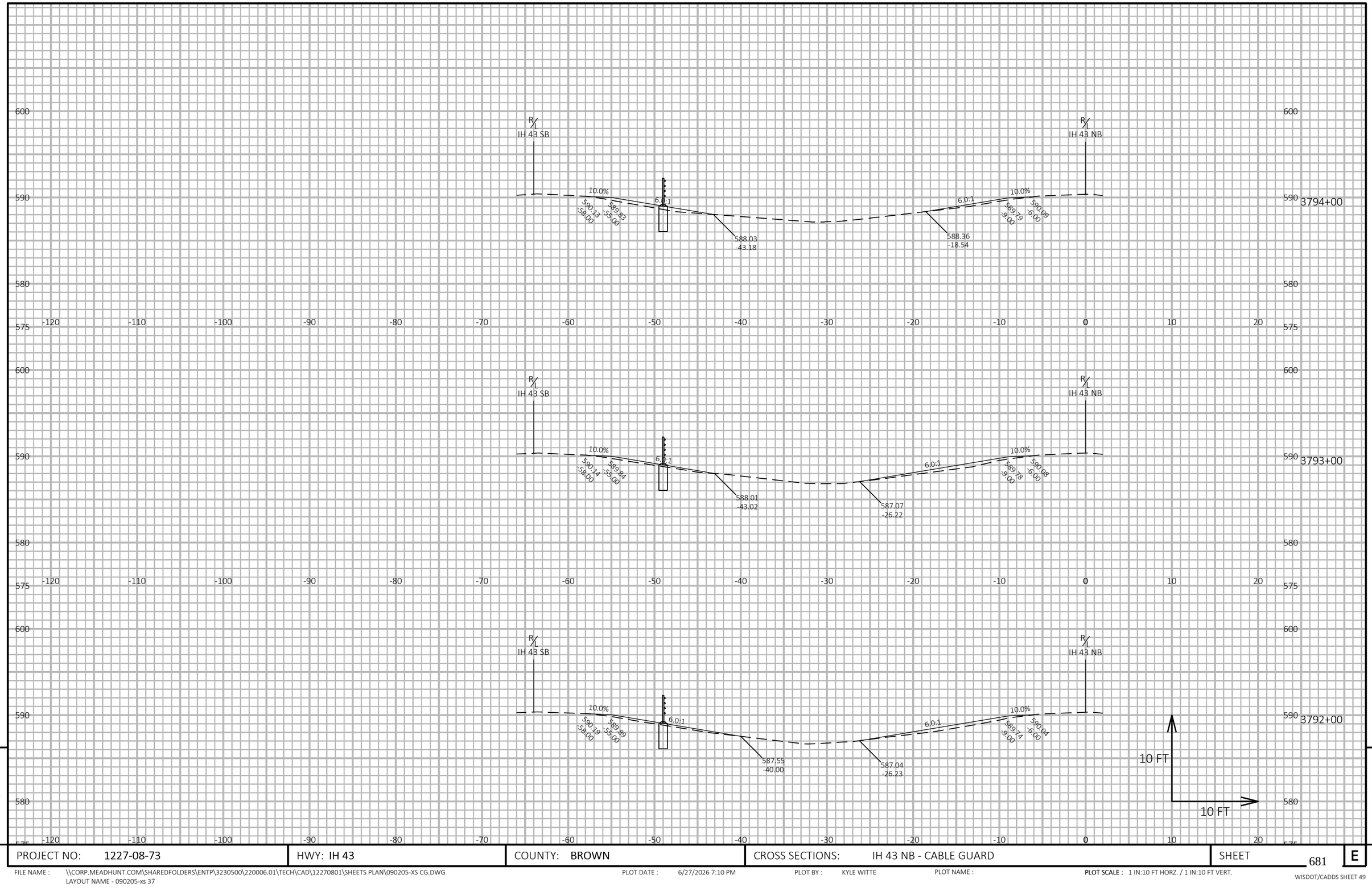
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 680	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 36

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

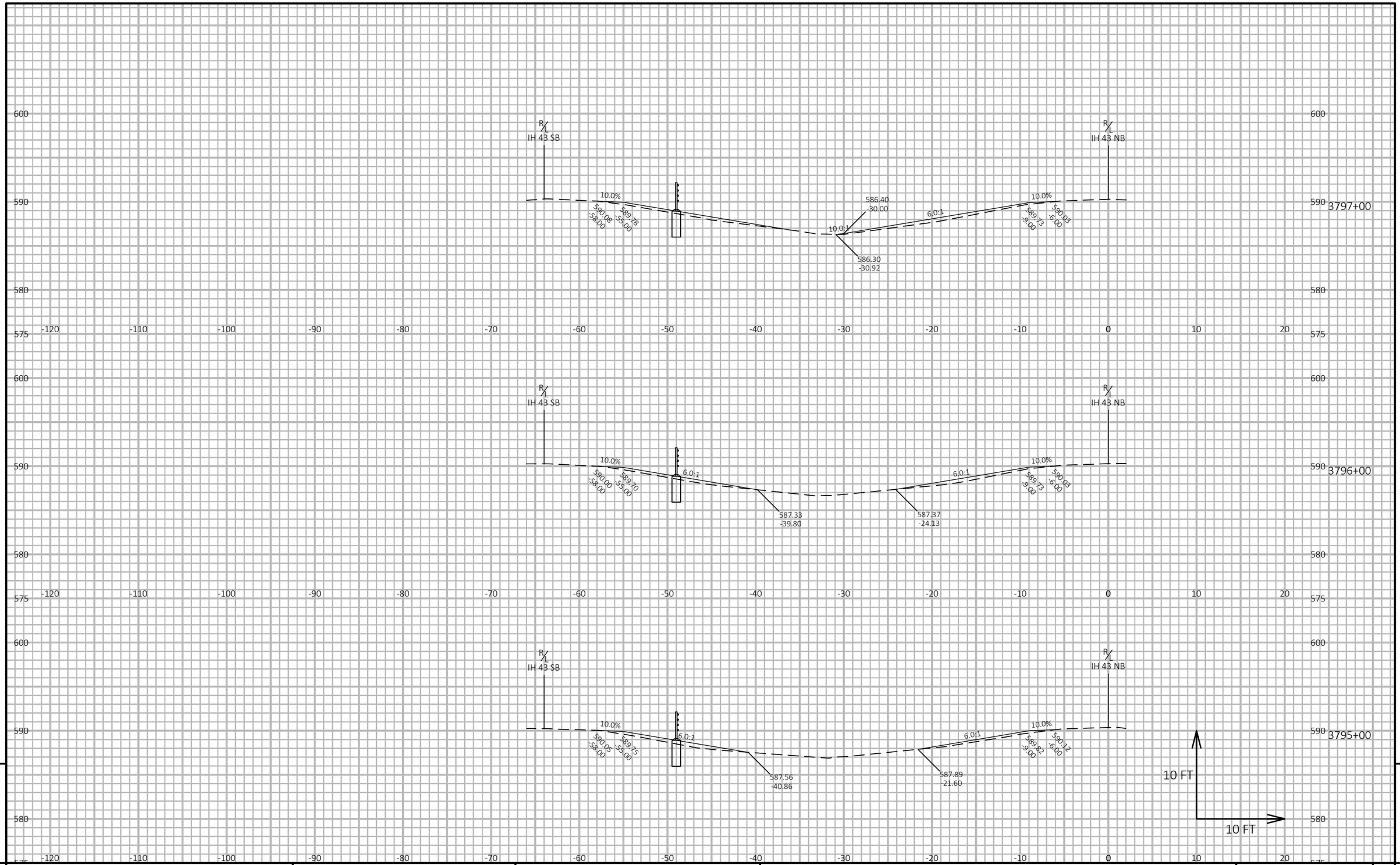


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 681	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 37

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

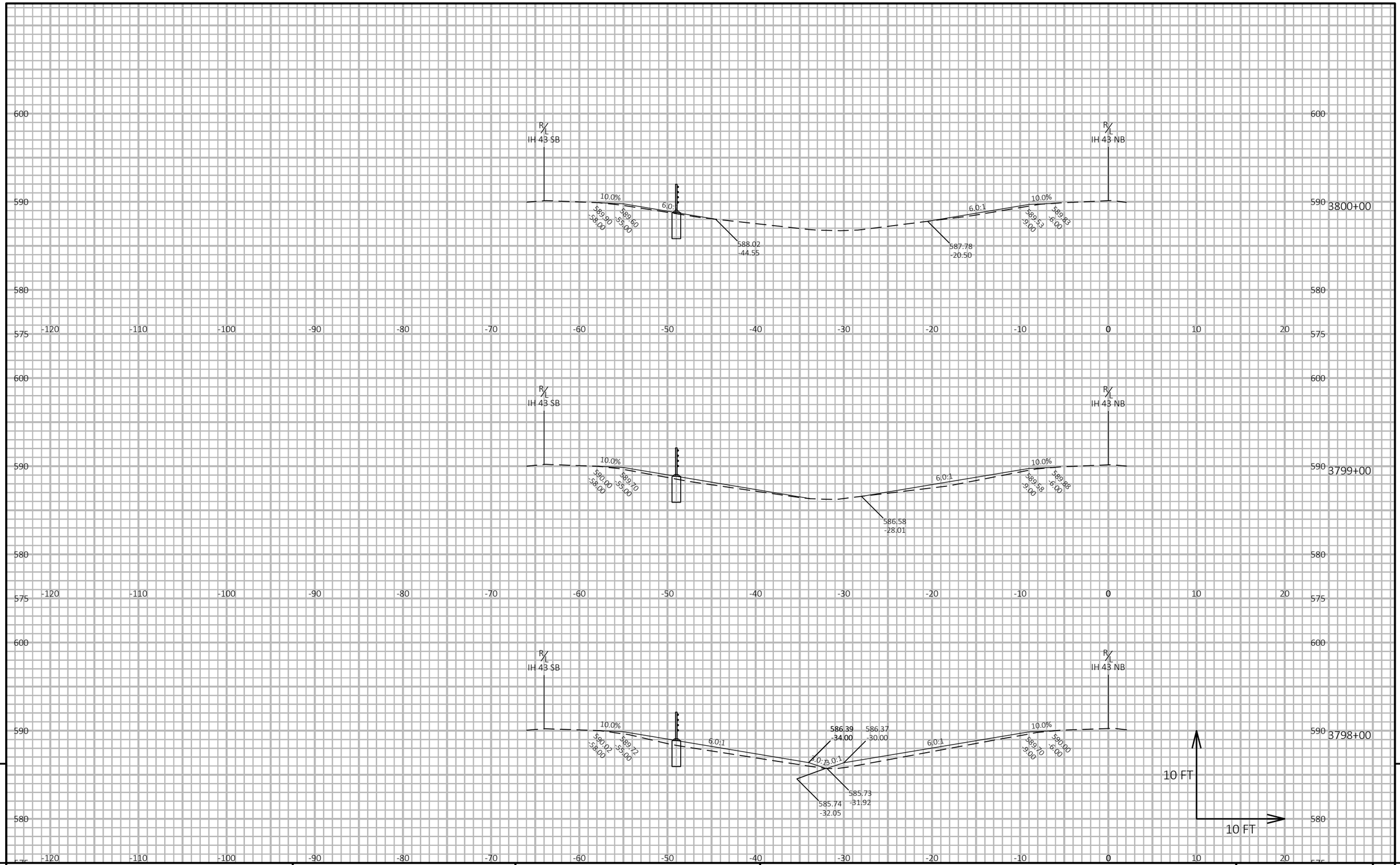


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 682 E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 38

PLOT DATE : 6/27/2026 7:08 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

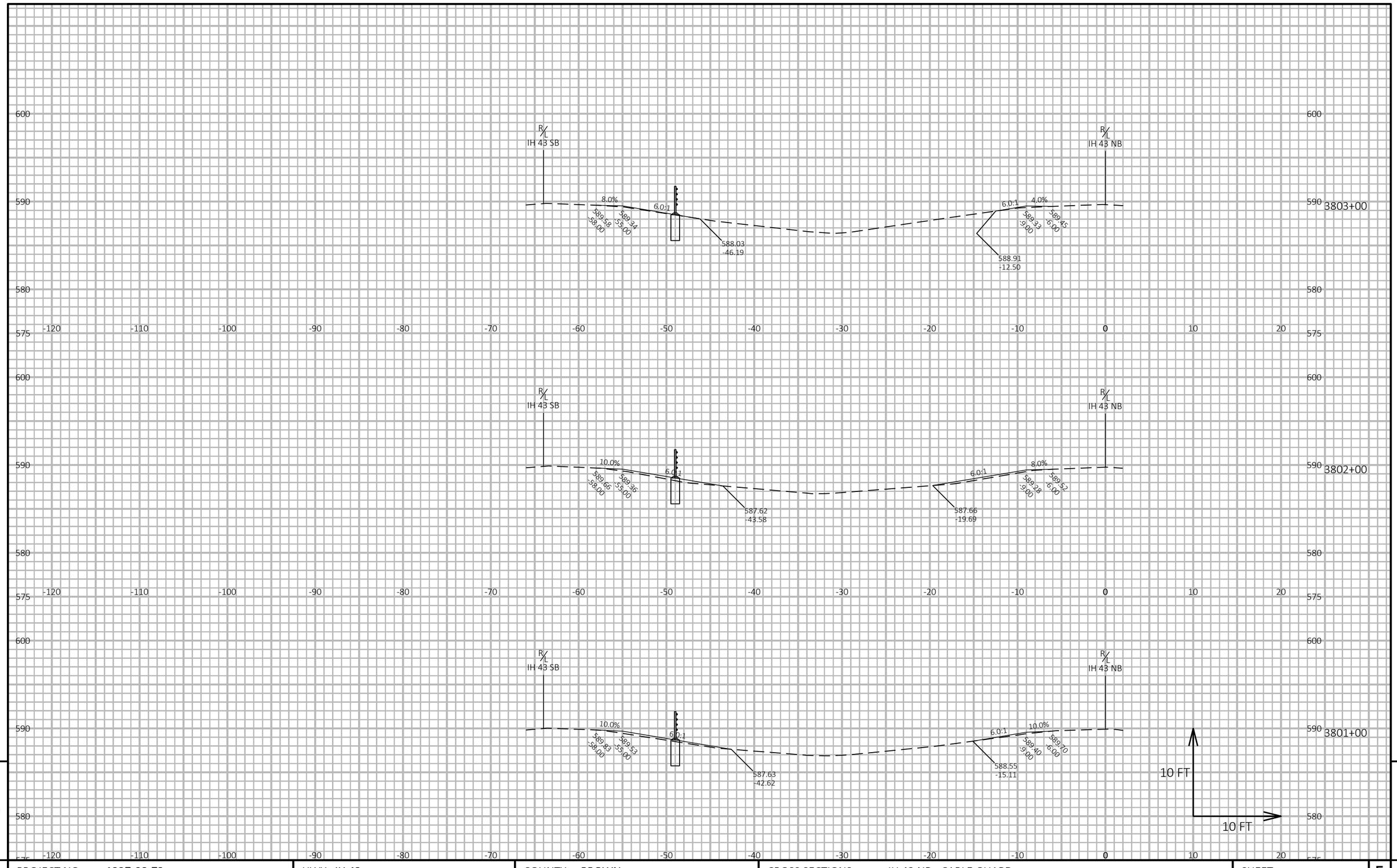


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 683	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 39

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



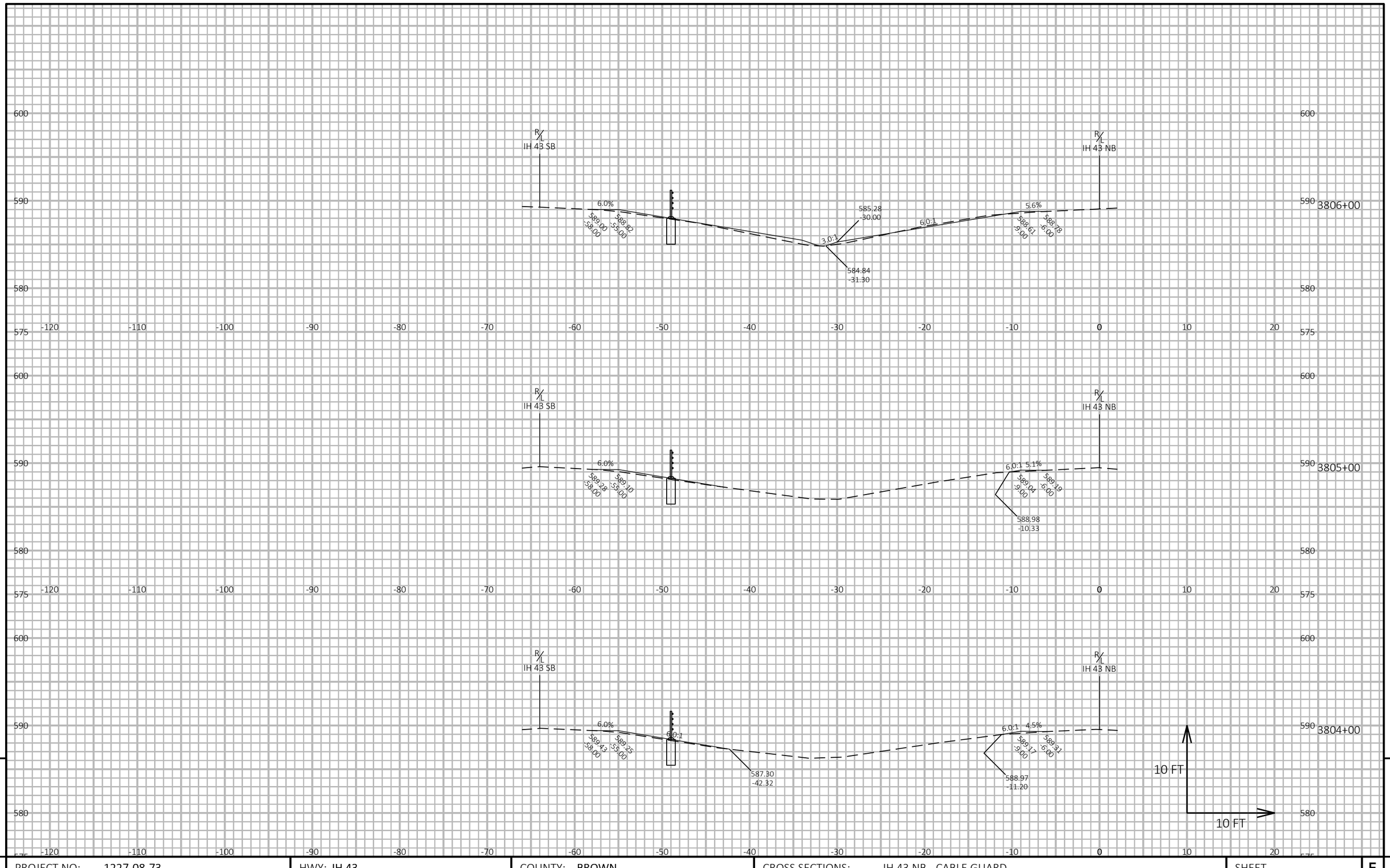
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 684	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 40

PLOT DATE : 6/27/2026 7:09 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

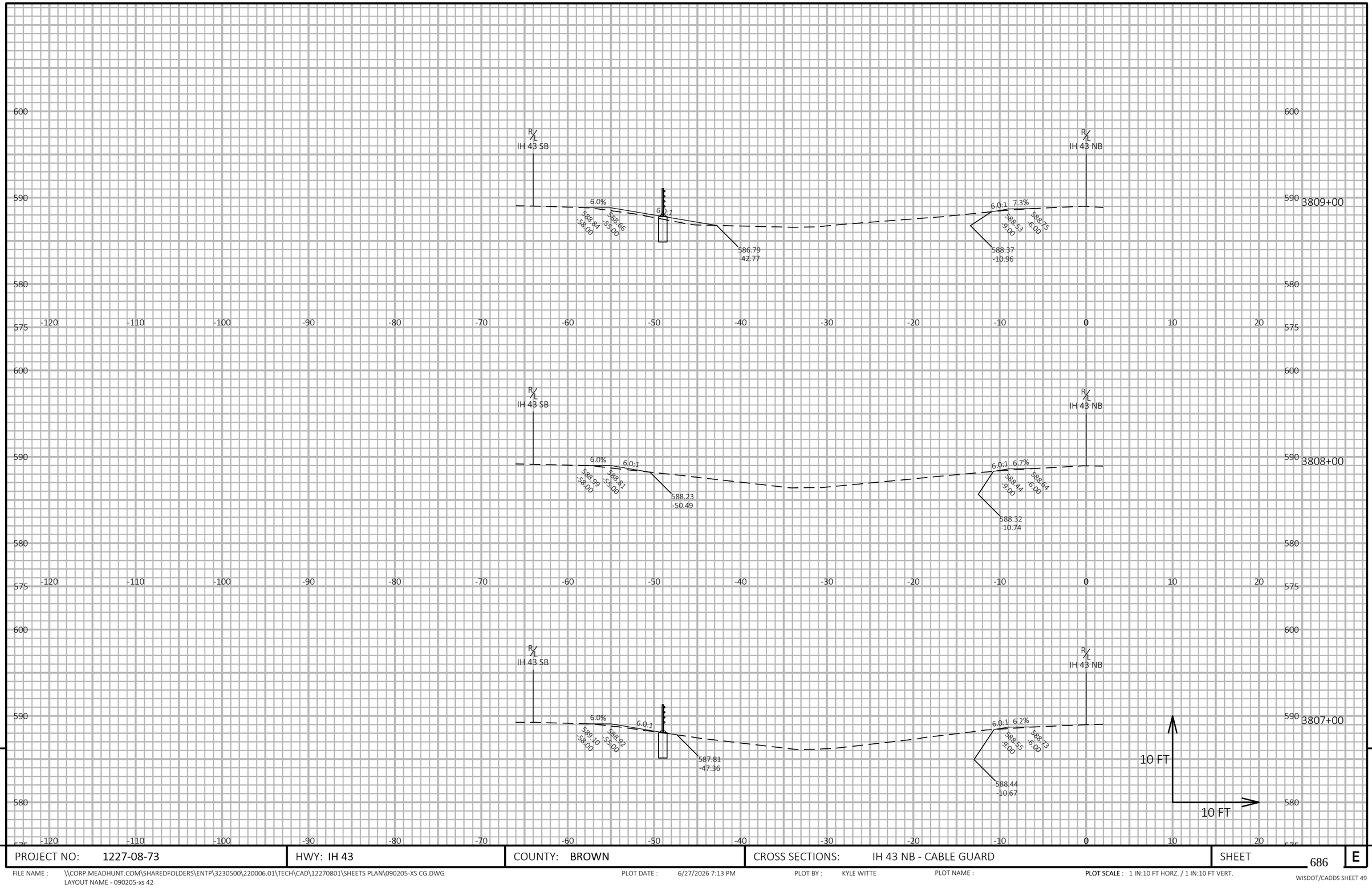
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 685	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 41

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

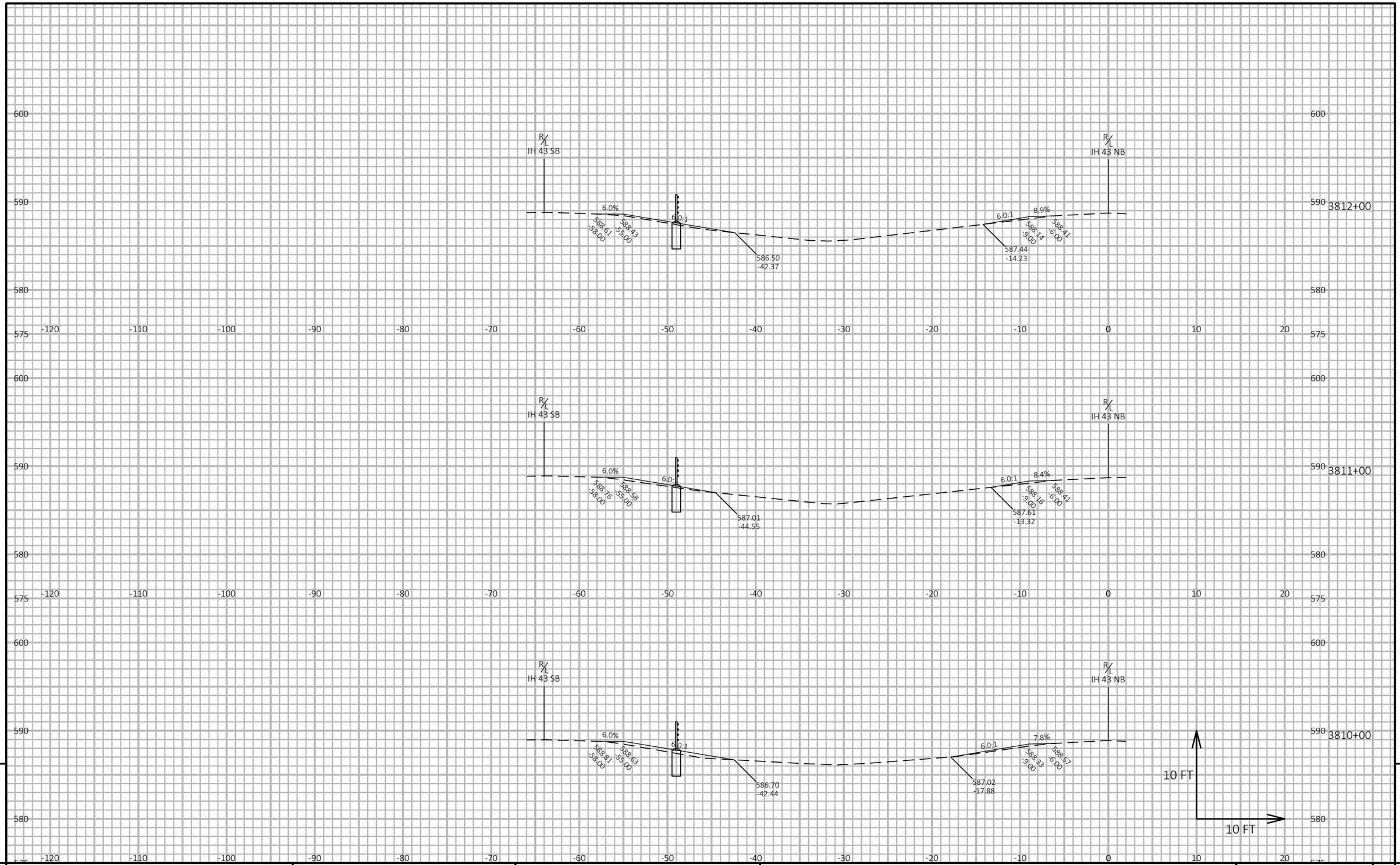
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 686	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 42

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

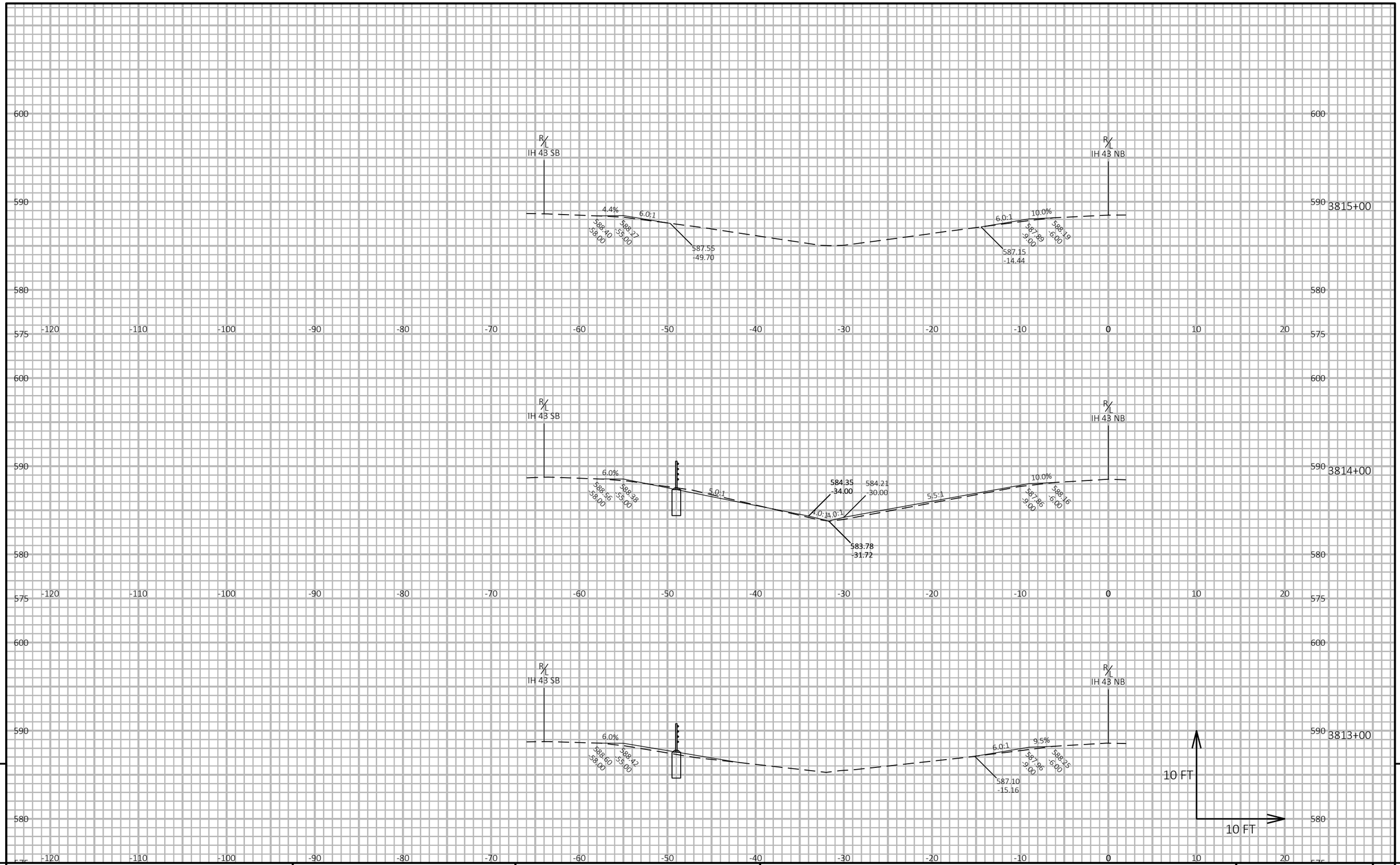
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 687	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 43

PLOT DATE : 6/27/2026 7:10 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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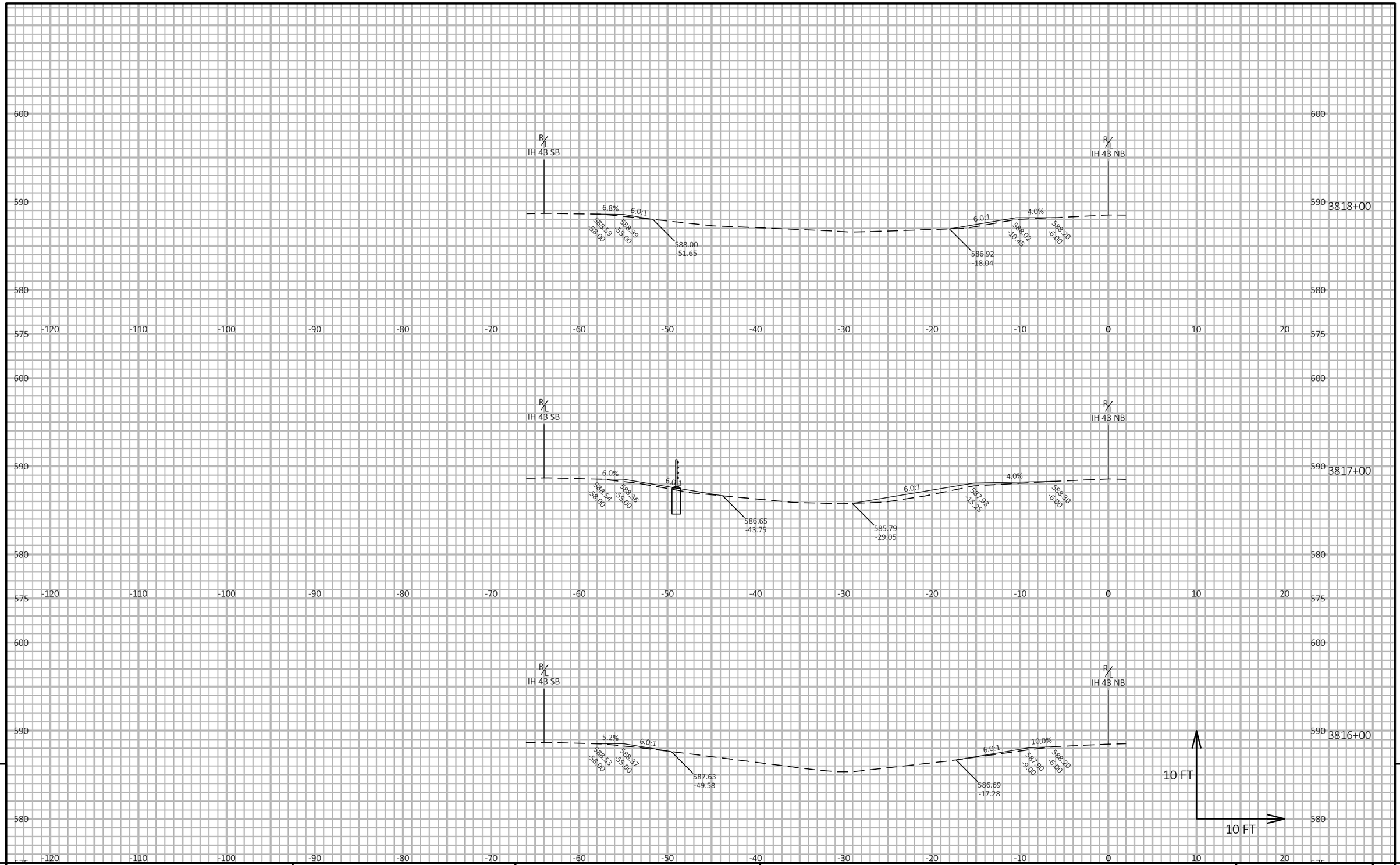
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 688	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 44

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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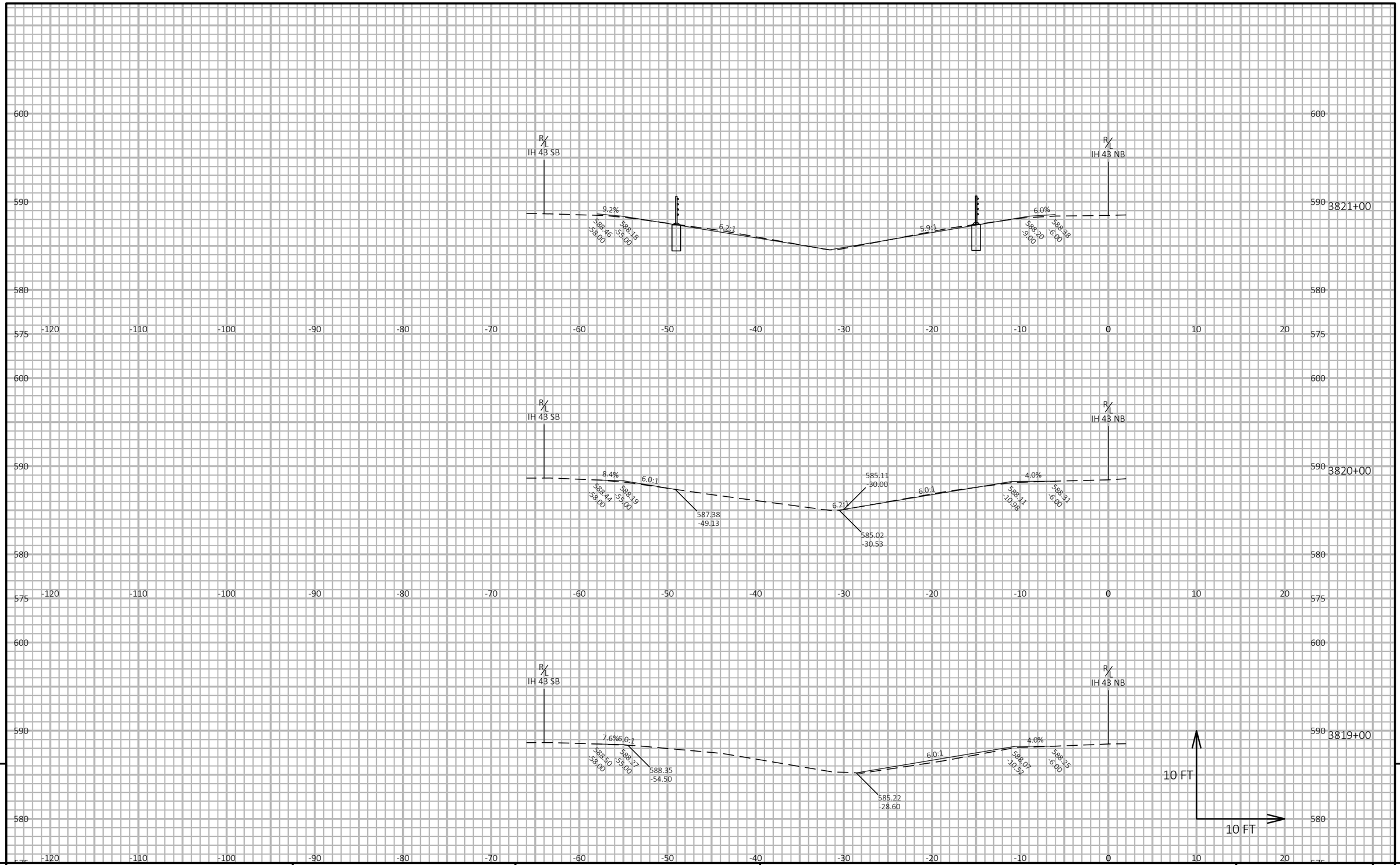
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 689	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 45

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

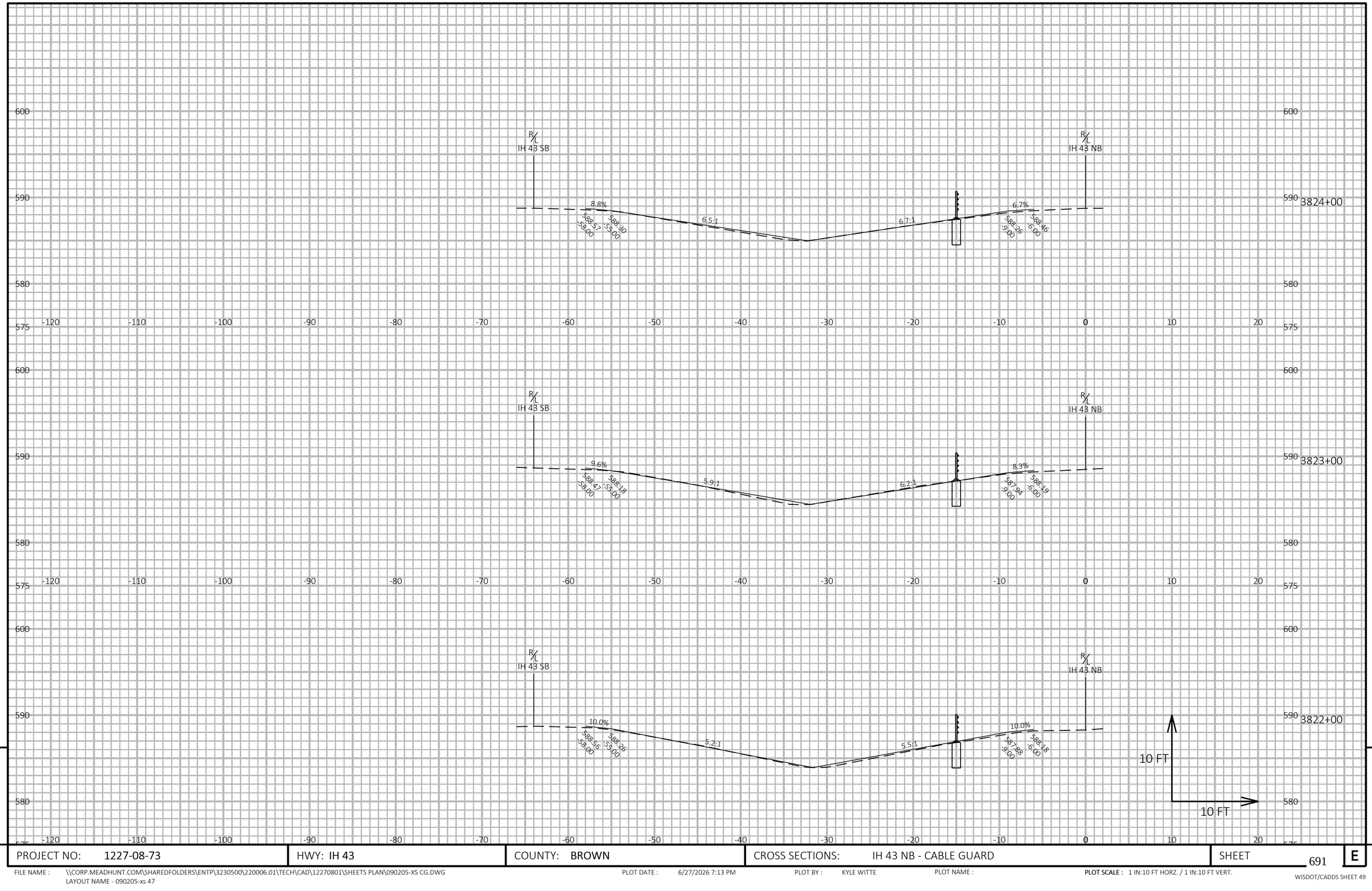


PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 690	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 46

PLOT DATE : 6/27/2026 7:11 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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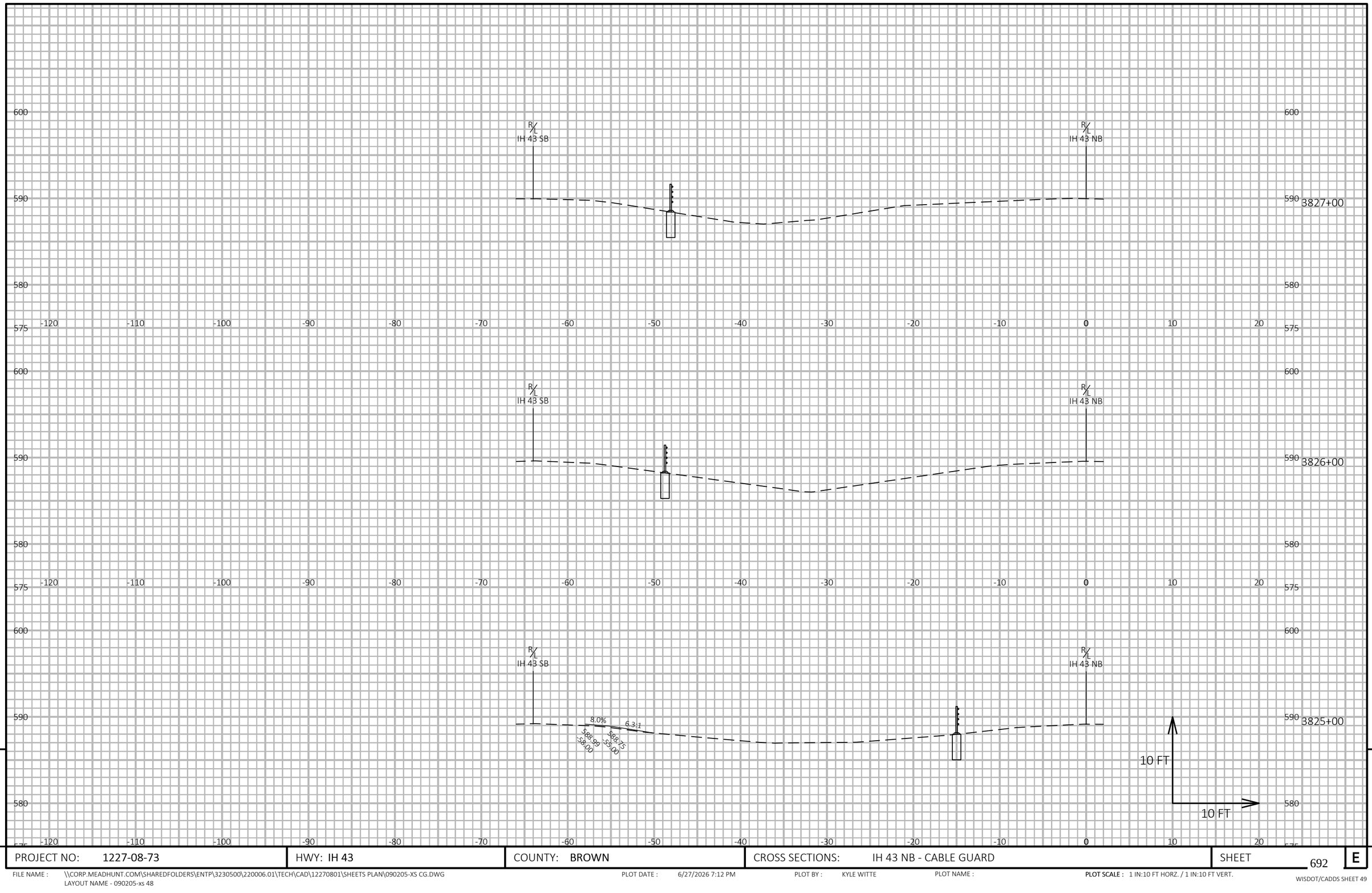
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 691	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 47

PLOT DATE : 6/27/2026 7:13 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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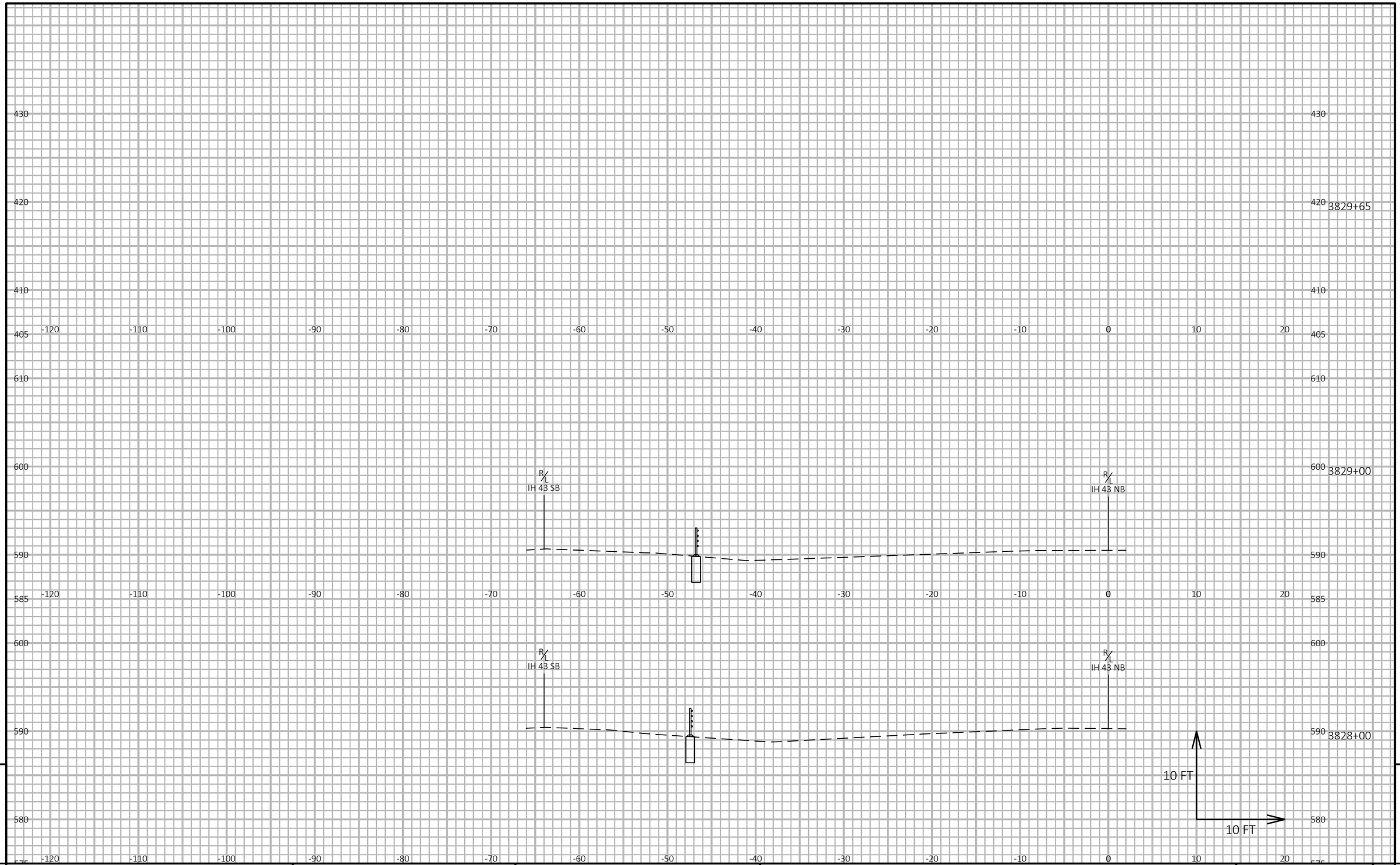
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PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 692	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\12270801\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 48

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1227-08-73	HWY: IH 43	COUNTY: BROWN	CROSS SECTIONS: IH 43 NB - CABLE GUARD	SHEET 693	E

FILE NAME : \\CORP.MEADHUNT.COM\SHAREDFOLDERS\ENTP\3230500\220006.01\TECH\CAD\122708O1\SHEETS PLAN\090205-XS CG.DWG
LAYOUT NAME - 090205-xs 49

PLOT DATE : 6/27/2026 7:12 PM PLOT BY : KYLE WITTE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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